JUNE 16, 2023 - ITEM 8A

TOTAL SHEETS: 67
UN062

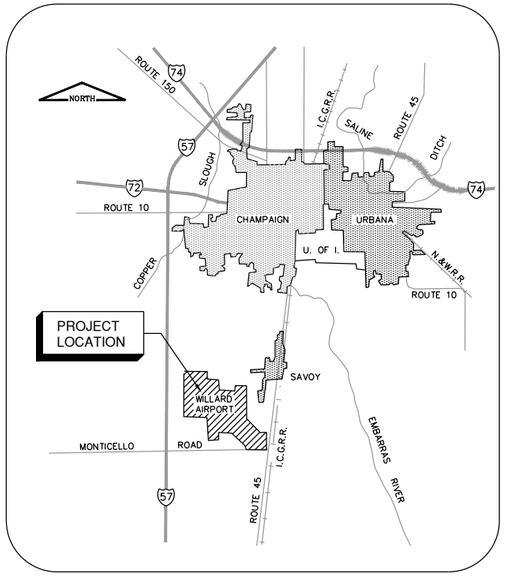
CONSTRUCTION PLANS FOR
WILLARD AIRPORT

UNIVERSITY OF ILLINOIS
SAVOY, ILLINOIS

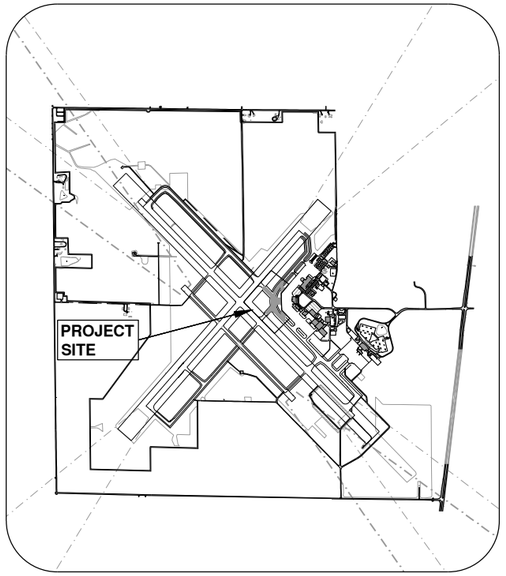
IL. PROJ. NO. CMI-4793
AIP PROJ. NO. 3-17-0016-XXX

MIDFIELD INTERSECTION RECONFIGURATION

APRIL 21, 2023



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

TOWNSHIP: T 18 N
RANGE: R 8 E
COUNTY: CHAMPAIGN
SECTION 2, 3, 10 AND 11

TAXIWAY A

AIRPLANE DESIGN GROUP - ADG IV

TAXIWAY DESIGN GROUP 5
DESIGN APPROACH CATEGORY - C

PAVEMENT STRUCTURE DESIGN DATA

GROSS WEIGHT - 361,000 LBS.
DUAL WHEEL GEAR

GROUND CONTROL RADIO FREQUENCY - 121.8
ATIS FREQUENCY - 124.85

APPROXIMATE MAXIMUM HEIGHT OF EQUIPMENT ABOVE GROUND IS 25 FT.

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

FLY CHAMPAIGN URBANA

APPROVED

PRINTED Timothy A. Bannon, A.A.E.

DATE July 6, 2022

CHRISTOPHER B. GROTH
062-056232
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
April 21, 2023
Eva 4/30/2023

CMT

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SUBMITTED BY

DATE April 21, 2023

CMT JOB NUMBER: 20005901

K:\Champaign4p\20005901-00_MidfieldIntersect\Draw\Sheets
FILE: 20005901-CI000.dwg
UPDATE BY: Dove Allen
PLOT DATE: 5/12/2023 12:02 PM

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BASE BID QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AW107408	L-806 WIND CONE-8' LIGHTED	EACH	1
AW107900	REMOVE WIND CONE	EACH	2
AW108064	LOCALIZER CABLE	FOOT	1,375
AW108067	PAPI CABLE	FOOT	1,150
AW108069	WINDCONE CABLE	FOOT	2,900
AW108108	1/C #8 5KV UG CABLE	FOOT	400
AW108158	1/C #8 5KV UG CABLE IN UD	FOOT	4,275
AW108258	2/C #8 5KV UG CABLE IN UD	FOOT	1,850
AW108706	1/C #6 COUNTERPOISE	FOOT	3,975
AW109210	VAULT MODIFICATIONS	L SUM	1
AW110504	4-WAY CONCRETE ENCASED DUCT	FOOT	325
AW110920	REMOVE DUCT	FOOT	625
AW110947	ADJUST ELECTRICAL MANHOLE	EACH	1
AW115610	ELECTRICAL HANDHOLE	EACH	1
AW125100	ELEVATED RETROREFLECTIVE MARKER	EACH	4
AW125415	MITL-BASE MOUNTED	EACH	2
AW125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	4
AW125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1
AW125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	3
AW125565	SPLICE CAN	EACH	2
AW125904	REMOVE TAXI GUIDANCE SIGN	EACH	12
AW125906	REMOVE SPLICE CAN	EACH	1
AW125932	REPLACE SIGN PANEL	EACH	84
AW125962	RELOCATE BASE MOUNTED LIGHT	EACH	81
AW125964	RELOCATE TAXI GUIDANCE SIGN	EACH	11
AW150510	ENGINEER'S FIELD OFFICE	L SUM	1
AW150520	MOBILIZATION	L SUM	1
AW152410	UNCLASSIFIED EXCAVATION	CU YD	8,200
AW154518	CRUSHED CONCRETE SUBBASE 18"	SQ YD	21,900
AW156500	TEMPORARY EROSION CONTROL	L SUM	1
AW156520	INLET PROTECTION	EACH	9
AW201672	CRACK CONTROL FABRIC	FOOT	300
AW209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	21,500
AW401010	CONTRACTOR QUALITY CONTROL PROGRAM	L SUM	1
AW401610	BITUMINOUS SURFACE COURSE	TON	4,850
AW401630	BITUMINOUS SURFACE TEST SECTION	EACH	1
AW401650	BITUMINOUS PAVEMENT MILLING	SQ YD	1,000
AW403610	BITUMINOUS BASE COURSE	TON	7,250
AW403630	BITUMINOUS BASE TEST SECTION	EACH	1
AW501905	REMOVE PAVEMENT	SQ YD	22,200
AW501941	PCC CRUSHING	CU YD	11,100
AW602510	BITUMINOUS PRIME COAT	GALLON	6,200
AW603510	BITUMINOUS TACK COAT	GALLON	3,100
AW620520	PAVEMENT MARKING - WATERBORNE	SQ FT	9,375
AW620590	TEMPORARY MARKING	SQ FT	1,000
AW620610	PAVEMENT MARKING - SURFACE PAINTED	SQ FT	1,200
AW701524	24" RCP, CLASS IV	FOOT	570
AW701530	30" RCP, CLASS IV	FOOT	100
AW701900	REMOVE PIPE	FOOT	650
AW705504	4" PERFORATED UNDERDRAIN W/SOCK	FOOT	3,230
AW705544	4" NON PERFORATED UNDERDRAIN	FOOT	1,000
AW705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	7
AW705640	UNDERDRAIN CLEANOUT	EACH	9
AW705645	UNDERDRAIN CONNECTION	EACH	7
AW751410	INLET	EACH	2
AW751530	MANHOLE	EACH	2
AW751900	REMOVE INLET	EACH	2
AW800200	1/C # 1/0 GUARD WIRE	FOOT	700
AW901510	SEEDING	ACRE	6.6
AW904510	SODDING	SQ YD	1,850
AW908514	LIGHT-DUTY HYDRAULIC MULCH	ACRE	6.6

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX **UN062**
IL. PROJ. NO. CMI-4793
CMT PROJECT NO: 20005901
CAD DWG FILE: 20005901-GI101.DWG
DESIGNED BY: HCH
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
SUMMARY OF QUANTITIES & SHEET INDEX

GI101
SHEET 2 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-GI101.dwg
Date: Friday, May 12, 2023 12:02:42 PM

AIRPORT LAYOUT LEGEND

- RSA — RSA (RUNWAY SAFETY AREA)
- TSA — TSA (TAXIWAY SAFETY AREA)
- ROFA — ROFA (RUNWAY OBJECT FREE AREA)
- TOFA — TOFA (TAXIWAY OBJECT FREE AREA)
- RPZ (RUNWAY PROTECTION ZONE)
- ILS CRITICAL AREA

EXISTING CONDITIONS LEGEND

- EXIST. RUNWAY 4/22 LIGHTING CIRCUIT
- EXIST. RUNWAY 14L/32R LIGHTING CIRCUIT
- EXIST. RUNWAY 14R/32L LIGHTING CIRCUIT
- EXIST. TAXIWAY A CIRCUIT
- EXIST. TAXIWAY B CIRCUIT
- EXIST. CENTER CIRCUIT TO REMAIN
- ESISTING CENTER CIRCUIT TO BE REMOVED
- VASI — EXIST. VASI CIRCUIT
- PAPI — EXIST. PAPI CIRCUIT
- REIL — EXIST. REIL CIRCUIT
- RGL — EXIST. RGL CIRCUIT
- EXIST. ELECTRICAL DUCTBANK
- X — EXIST. FENCE
- UGE — EXIST. UNDERGROUND ELECTRIC
- FO — EXIST. FIBER OPTIC LINE
- FAA — EXIST. FAA POWER / CONTROL CABLE
- WIND — EXIST. WINDCONE CIRCUIT
- RLIM — EXIST. RWY LIGHT INTENSITY CABLE
- EXIST. CIRCUIT DUCT
- W — EXIST. WATER LINE
- ST — EXIST. STORM SEWER LINE
- UD — EXIST. UNDERDRAIN
- SS — EXIST. SANITARY SEWER
- G — EXIST. GAS LINE
- EXIST. PAVEMENT MARKING
- EXIST. DIRECTIONAL BORE

- EXIST. HANDHOLE PLAZA
- H — EXIST. HANDHOLE
- EXIST. RUNWAY THRESHHOLD BASE-MOUNTED LIGHT
- EXIST. RUNWAY BASE-MOUNTED EDGE LIGHT
- EXIST. RUNWAY STAKE-MOUNTED EDGE LIGHT
- EXIST. TAXIWAY BASE-MOUNTED EDGE LIGHT
- EXIST. TAXIWAY STAKE-MOUNTED EDGE LIGHT
- EXIST. RUNWAY GUARD LIGHTS (RGL)
- EXIST. AIRFIELD SIGN (TYPE VARIES)
- EXIST. SPLICE CAN
- EXIST. NAVAID VASI LIGHTS
- EXIST. NAVAID WINDCONE
- SB — EXIST. MANHOLE (TELECOMMUNICATIONS)
- E — EXIST. MANHOLE (ELECTRICAL)
- T — EXIST. TELEPHONE SPLICE BOX
- EXIST. OVERHEAD LIGHT
- WV — EXIST. WATER VALVE
- EXIST. FIRE HYDRANT
- CB — EXIST. UNDERDRAIN CLEANOUT
- D — EXIST. STORM SEWER MANHOLE
- CB — EXIST. STORM SEWER INLET
- S — EXIST. STOP SIGN & "DO NOT PROCEED" SIGN
- CO — EXIST. UNDERDRAIN CLEANOUT

PROPOSED IMPROVEMENTS LEGEND

- SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT
- TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT
- NEW TAXIWAY CIRCUIT
- PAPI — NEW PAPI CIRCUIT
- RTR — NEW RTR CIRCUIT
- NEW PAVEMENT EDGE
- NEW PAVEMENT AREA
- ST — NEW STORM SEWER LINE
- UD — NEW UNDERDRAIN
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLD POSITION MARKING
- NEW MOVEMENT AREA BOUNDARY MARKING
- NEW ENHANCED TAXIWAY CENTERLINE
- NEW SOD (5' WIDTH)
- SF — NEW SILT FENCE

- NEW SPLICE CAN
- NEW GUIDANCE SIGN
- NEW TAXIWAY EDGE LIGHT - BASE MOUNTED
- CO — NEW UNDERDRAIN CLEANOUT
- CB — NEW STORM SEWER INLET
- CS — NEW COLLECTION STRUCTURE
- MH — NEW MANHOLE
- INLET PROTECTION

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
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SHEET TITLE
LEGEND

GI102
SHEET 3 OF 67

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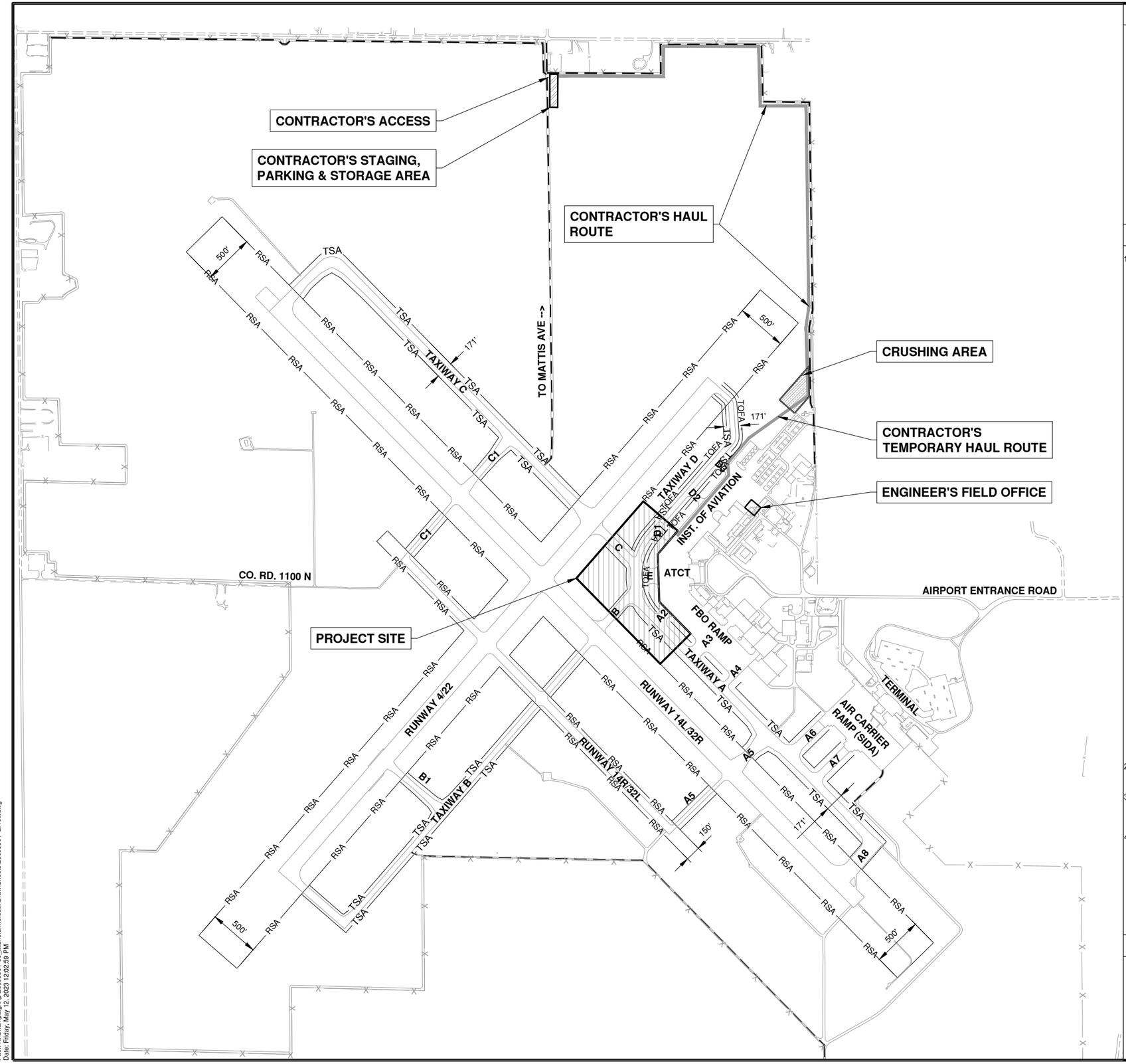

LEGEND

- EXISTING AIRPORT ACCESS ROAD
- EXISTING FENCE
- PROJECT LIMITS
- STAGING AREA LIMITS
- CONCRETE CRUSHING OPERATIONS AREA
- RSA — RUNWAY SAFETY AREA
- TSA — TAXIWAY SAFETY AREA

NOTES

1. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
   - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
   - B. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK SITE AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
   - C. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON HIS ACCESS GATES. HE SHALL PROVIDE KEYS FOR EACH PADLOCK TO THE RPR, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
   - D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN DURING HAULING OPERATIONS, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
   - E. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
   - F. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS GATES OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
   - G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
   - H. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
   - I. THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
2. A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RPR.
3. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".
4. ALL CONTRACTOR PERSONNEL AND SECURITY GUARDS ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY AND WILL BE REQUIRED TO BE TRAINED BY THE AIRPORT TO GAIN ACCESS TO THE WORK AREA. CONTRACTOR SHALL COORDINATE THE BADGING PROCESS A MINIMUM OF 30 DAYS PRIOR TO REQUESTING ACCESS TO THE FIELD. SEE NOTE 5.4 ON SHEET GC001.

GENERAL NOTES

1. SEE CONSTRUCTION ACTIVITY PLANS FOR CONTRACTOR ACCESS BY PHASE.

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N

0 500' 1000'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
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DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE

AIRPORT SITE PLAN

GI103

SHEET 4 OF 67

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Date: Friday, May 12, 2023 12:02:59 PM

0. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. THE CSPP CONSISTS OF THIS SHEET AND SHEETS GC001- GC101.
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 150/5370-2G OR LATEST. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
6. 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, 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, LOCAL FAA ATO AND RPR. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. THE CSPP AS WRITTEN HAS BEEN APPROVED BY THE AIRPORT AND THE FAA. PROPOSED CHANGES TO THE WORK LIMITS SHALL BE COORDINATED THROUGH THE FAA FOR AIRSPACE ANALYSIS AND WILL REQUIRE A MINIMUM OF 30 DAYS TO REVIEW.

2. PHASING

1. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. CONSTRUCTION ACTIVITY AREAS

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. WORK ZONE LIGHTING FOR NIGHTWORK

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION. LIGHTS SHALL CONSIST OF VEHICLE OR MOVEABLE POLE-MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS OR ATCT CONTROLLER SIGHT LINES. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RPR'S JUDGMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION & TESTING CAN BE MADE.
2. ARTIFICIAL LIGHTING SHALL NOT BE AIMED AT THE ATCT OR THE APPROACH ENDS OF AN ACTIVE RUNWAY.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
3. 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 VILLAGE, UNIVERSITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIR OPERATIONS AREA (AOA) SHALL ATTEND THE APPROPRIATE DRIVERS TRAINING PROGRAM ADMINISTERED BY THE AIRPORT. ONLY THOSE INDIVIDUALS WHO RECEIVE TRAINING AND DRIVING PRIVILEGES WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT. ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE OR ATTAIN DRIVER'S PRIVILEGES BUT SHALL SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL WHO IS BADGED AND HAS OBTAINED DRIVERS PRIVILEGES STATED IN #4 ABOVE. CONTRACTOR DELIVERY ESCORT PROCEDURES SHALL BE APPROVED BY THE AIRPORT PRIOR TO INITIATING ESCORT PROCEDURES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED CMI/FAA SAFETY COURSE MAY OPERATE THESE RADIOS.
7. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
8. 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.
9. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
10. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR 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.
11. ALL VEHICLE AND EQUIPMENT OPERATORS UTILIZED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
12. 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. FOD MANAGEMENT

1. THE CONTRACTOR SHALL DISCARD ANY FOREIGN OBJECT DEBRIS (FOD) ON THE AIRFIELD PAVEMENTS.
2. 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.
3. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES AT THE END OF EACH WORKING DAY, REGARDLESS OF THE WORK AREA BEING OPEN OR CLOSED TO AIR TRAFFIC.

7. PROTECTION OF NAVAIDS

1. THE CONTRACTOR SHALL MAINTAIN A 100' DISTANCE BETWEEN HIS OPERATIONS AND ANY FAA-OWNED NAVAID (TYPICALLY ORANGE). CONTRACTOR SHALL CONTACT ATCT PRIOR TO ENTERING AN ILS CRITICAL AREA AS SHOWN ON THE SITE PLAN.
2. ANY WORK WHICH AFFECTS A NAVAID WILL BE COORDINATED WITH FAA ATO THROUGH THE AIRPORT. WORK IN A NAVAID CRITICAL AREA IS RESTRICTED AND SUBJECT TO AVAILABILITY BASED ON RUNWAY CONFIGURATION AND WEATHER CONDITIONS AND MAY BE POSTPONED BY THE AIRPORT AT ANY TIME.

8. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY PUBLIC SAFETY OR THE RPR IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED AND LOCKED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
4. THE CONTRACTOR SHALL MAINTAIN THE SITE TO LIMIT STANDING WATER AND TALL GRASS TO REDUCE THEIR ATTRACTION AND DISRUPTION TO WILDLIFE HABITAT.

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/ARFF PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
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.

   PUBLIC SAFETY
   FIRE MARSHAL JOHN CUMBEE - DIRECTOR OF PUBLIC SAFETY
   OFFICE (217) 244-8764
   CELL (217) 202-8213

   AIRPORT OPERATIONS
   ANDREW SMITH - ASSISTANT DIRECTOR OF OPERATIONS AND MAINTENANCE
   OFFICE (217) 333-8623
   CELL (217) 238-1714

   ENGINEER
   CHRIS GROTH P.E. - PROJECT ENGINEER
   (217) 787-8050
   RPR TO BE DETERMINED
   OFFICE (217) 787-8050

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOB SITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST FINAL OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO THE AREA BEING REOPENED. PUBLIC SAFETY WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

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. 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 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.
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 70-04 & 70-05 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. HAZARDOUS MATERIALS MANAGAMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT & RESPONSE PLAN AND KEEP COPIES ON THE OBSITE OF MATERIAL SAFETY DATA SHEETS FOR ALL MATERIALS HANDLED ON THE JOBSITE.
2. FUELING OPERATIONS SHALL NOT OCCUR IN ANY ACTIVE OBJECT FREE AREAS.

13. 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.

14. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. CONTRACTOR SHALL COORDINATE WITH ADJACENT CONTRACTOR(S) TO PROVIDE UNHINDERED ACCESS TO EACH WORK AREA AND ALLOW FOR THE TIMELY PROSECUTION AND PROGRESS OF ANY OTHER WORK BEING PERFORMED AT THE AIRPORT.

15. RUNWAY & TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. 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 FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

16. MARKING & 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.

17, HAZARD MARKING & 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. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D OR LATEST EDITIONS AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED AND/OR YELLOW LIGHTS AND FLAG PLACEMENT.
5. THE AIRPORT WILL PROVIDE TWO PORTABLE CLOSED RUNWAY MARKERS FOR USE DURING THE DURATION OF WORK TO CLOSE RUNWAY 4/22. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE RUNWAY CLOSURE MARKERS INCLUDING FUEL, OIL CHANGES AND REPLACEMENT OF THE LIGHTS.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF THE RUNWAY 4/22 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 INSIDE OF RUNWAY 14R/32L OBJECT FREE AREA, 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.
3. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE OF 50' TAXIWAYS AND 130' FROM THE CENTERLINE OF 75' TAXIWAYS, 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.
4. ALL WORK REQUIRED ON AN ACTIVE APRON OR INSIDE OF AN ACTIVE SAFETY AREA, WHICH EXTENDS 70' FROM THE APRON'S EDGE OF PAVEMENT, 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.

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-GC000.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

CONSTRUCTION ACTIVITY NOTES 1

GC001

SHEET 5 OF 67

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19. 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, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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CONSTRUCTION ACTIVITY NOTES 2

GC002

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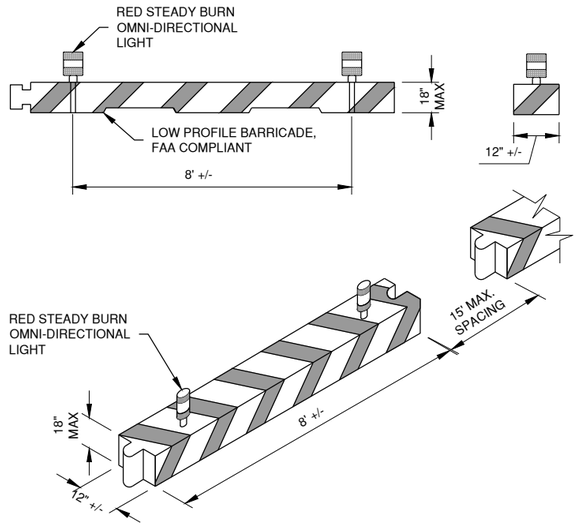
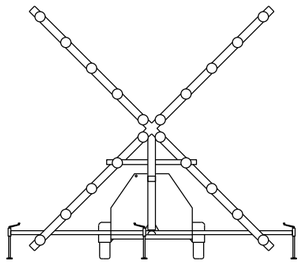


1 BEAM BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

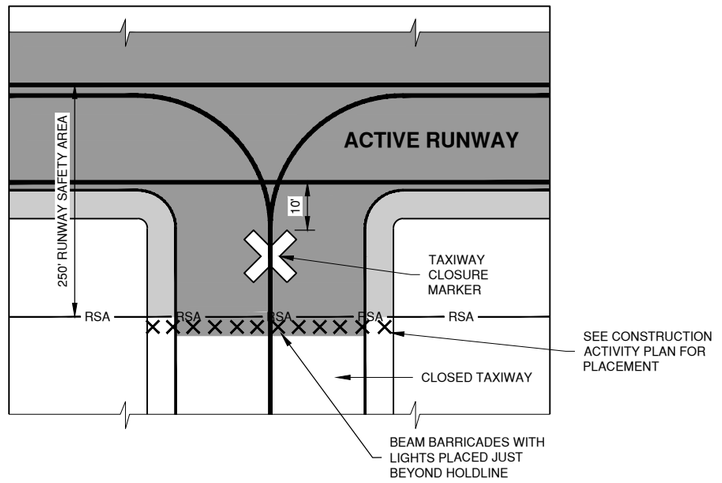
1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
2. BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AS SHOWN IN PLANS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



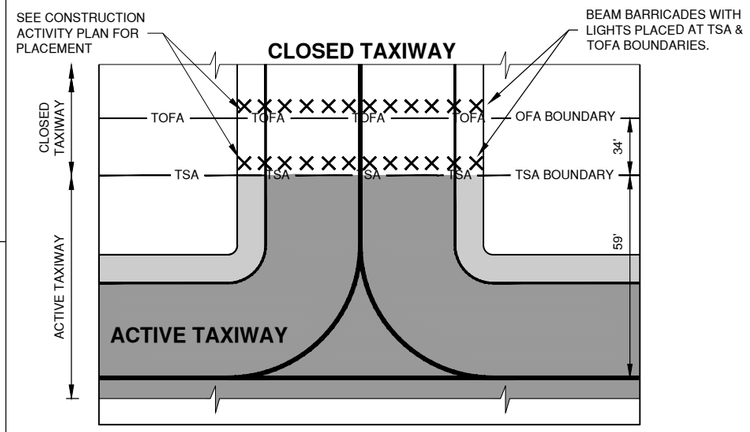
2 LIGHTED RUNWAY CLOSURE MARKER
N.T.S.

RUNWAY CLOSURE NOTES

1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS WHEN CONSTRUCTION ACTIVITIES ALLOW 80' FROM THE ENDS OF RUNWAY 4-22 WHEN CONSTRUCTION ACTIVITIES WILL NOT ALLOW.
2. THE AIRPORT WILL PROVIDE TWO LIGHTED CLOSURE MARKERS FOR THE CONTRACTOR TO MAINTAIN (FUEL, OIL, LIGHT BULBS) DURING ALL PHASES DURING THE CLOSURE OF RUNWAY 4/22.
3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
4. THE CONTRACTOR SHALL FULLY SERVICE THE LIGHTED CLOSURE MARKERS PRIOR TO RETURNING TO THE AIRPORT. AT A MINIMUM THIS SHALL INCLUDE REPLACEMENT OF ALL LIGHT BULBS AND CHANGING OIL, OIL FILTER, AIR FILTER AND SPARK PLUGS.
5. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR SHALL OPERATE AND MAINTAIN UNITS PER AC150/5345-55A.



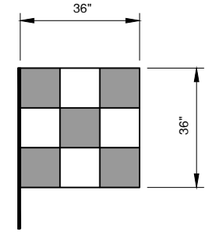
3 CLOSED TAXIWAY/ACTIVE RUNWAY BARRICADE DETAIL
N.T.S.



4 CLOSED TAXIWAY/ACTIVE TAXIWAY BARRICADE DETAIL
N.T.S.

NIGHT WORK RUNWAY CLOSURE NOTES

1. WORK WITHIN THE RUNWAY SAFETY AREA MAY NOT BEGIN UNTIL THE RUNWAY HAS BEEN CLOSED, NAVAIDS DISABLED, EDGE LIGHTING, CENTERLINE LIGHTING, AND TDZ LIGHTING DISABLED IN THE VAULT AND THE LIGHTED CLOSURE MARKERS ARE IN PLACE.
2. UPON COMPLETION OF WORK IN NIGHTTIME OFF-PEAK CLOSURE, NO EXCAVATIONS OR STOCKPILES SHALL EXIST IN EXCESS OF 3" AND ALL GRADES SHALL MEET FAA REQUIREMENTS. BARRICADES AND CLOSURE MARKERS SHALL BE REMOVED. AIRPORT OPERATIONS WILL INSPECT RUNWAY AT 4:30 AM.
3. SEE SECTION 80 OF THE SPECIFICATIONS FOR INFORMATION REGARDING LIQUIDATED DAMAGES AND REOPENING THE RUNWAY.
4. PRIOR TO REOPENING THE RUNWAY, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE DEBRIS WITHIN THE RUNWAY SAFETY AREA.



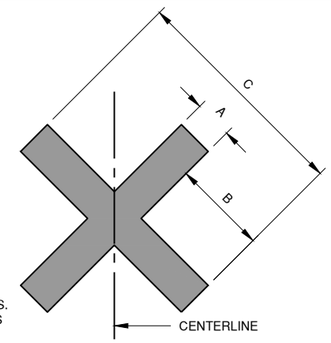
5 EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S.
(ORANGE / WHITE)

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.

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 SHALL BE PLACED ON RUNWAYS TO COVER THE NUMERALS ON BOTH ENDS.
4. MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
5. 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.

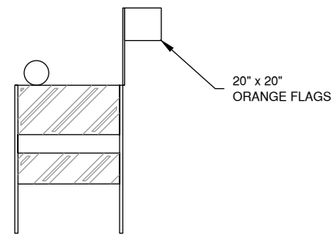


SYMBOL TYPE \ DIMENSION	A	B	C
CLOSED TAXIWAY	5'-0"	12'-6"	30'-0"
CLOSED RUNWAY	10'-0"	25'-0"	60'-0"

6 NON-LIGHTED CLOSURE MARKER
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, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 20' INTERVALS.



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

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-GC000.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE
CONSTRUCTION ACTIVITY DETAILS 1

GC003
SHEET 7 OF 67

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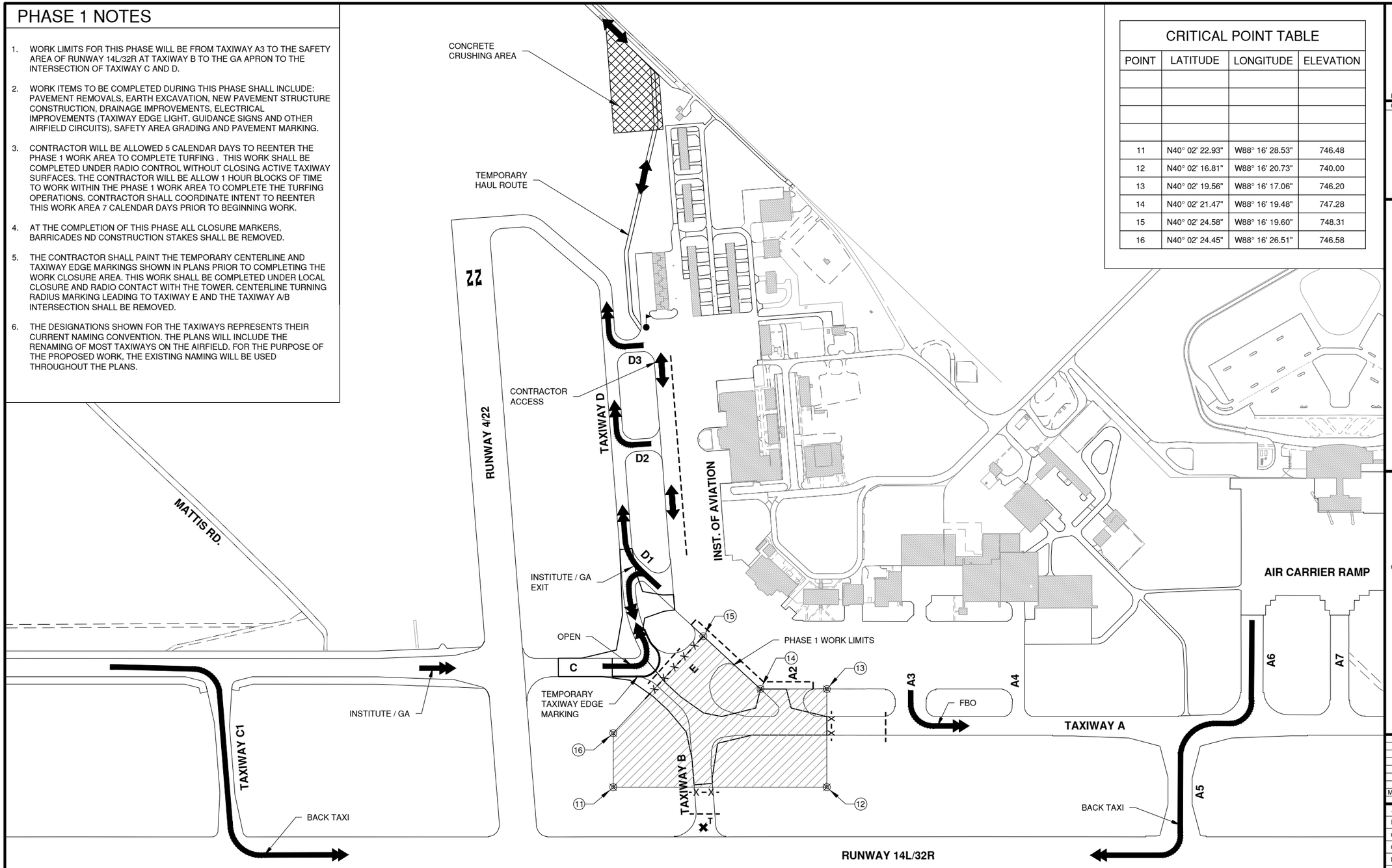
Date: Friday, May 12, 2023 12:03:08 PM

PHASE 1 NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE FROM TAXIWAY A3 TO THE SAFETY AREA OF RUNWAY 14L/32R AT TAXIWAY B TO THE GA APRON TO THE INTERSECTION OF TAXIWAY C AND D.
2. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, NEW PAVEMENT STRUCTURE CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS (TAXIWAY EDGE LIGHT, GUIDANCE SIGNS AND OTHER AIRFIELD CIRCUITS), SAFETY AREA GRADING AND PAVEMENT MARKING.
3. CONTRACTOR WILL BE ALLOWED 5 CALENDAR DAYS TO REENTER THE PHASE 1 WORK AREA TO COMPLETE TURFING . THIS WORK SHALL BE COMPLETED UNDER RADIO CONTROL WITHOUT CLOSING ACTIVE TAXIWAY SURFACES. THE CONTRACTOR WILL BE ALLOW 1 HOUR BLOCKS OF TIME TO WORK WITHIN THE PHASE 1 WORK AREA TO COMPLETE THE TURFING OPERATIONS. CONTRACTOR SHALL COORDINATE INTENT TO REENTER THIS WORK AREA 7 CALENDAR DAYS PRIOR TO BEGINNING WORK.
4. AT THE COMPLETION OF THIS PHASE ALL CLOSURE MARKERS, BARRICADES ND CONSTRUCTION STAKES SHALL BE REMOVED.
5. THE CONTRACTOR SHALL PAINT THE TEMPORARY CENTERLINE AND TAXIWAY EDGE MARKINGS SHOWN IN PLANS PRIOR TO COMPLETING THE WORK CLOSURE AREA. THIS WORK SHALL BE COMPLETED UNDER LOCAL CLOSURE AND RADIO CONTACT WITH THE TOWER. CENTERLINE TURNING RADIUS MARKING LEADING TO TAXIWAY E AND THE TAXIWAY A/B INTERSECTION SHALL BE REMOVED.
6. THE DESIGNATIONS SHOWN FOR THE TAXIWAYS REPRESENTS THEIR CURRENT NAMING CONVENTION. THE PLANS WILL INCLUDE THE RENAMING OF MOST TAXIWAYS ON THE AIRFIELD. FOR THE PURPOSE OF THE PROPOSED WORK, THE EXISTING NAMING WILL BE USED THROUGHOUT THE PLANS.



CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
11	N40° 02' 22.93"	W88° 16' 28.53"	746.48
12	N40° 02' 16.81"	W88° 16' 20.73"	740.00
13	N40° 02' 19.56"	W88° 16' 17.06"	746.20
14	N40° 02' 21.47"	W88° 16' 19.48"	747.28
15	N40° 02' 24.58"	W88° 16' 19.60"	748.31
16	N40° 02' 24.45"	W88° 16' 26.51"	746.58

PAVEMENT	PHASE 1
RUNWAY 14L/32R	OPEN
RUNWAY 4/22	OPEN
TAXIWAY A	CLOSED WEST OF TXY A3
TAXIWAY A2	CLOSED
TAXIWAY B	CLOSED NORTH OF RWY 14L/32R
TAXIWAY C	OPEN
TAXIWAY D	OPEN
TAXIWAY D1	OPEN
EXISTING TAXIWAY E	CLOSED
NEW TAXIWAY E	CLOSED

LEGEND

- WORK AREA
- BEAM BARRICADES
- -X-X-X-X-X- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ✖T TAXIWAY CLOSURE MARKER (TEMPORARY)
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT TAXI ROUTE
- FLAGMAN W/ RADIO
- (#) CRITICAL POINT

CMT

License No. 184-000613

CONSULTANTS

0 200' 400'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-GC101.DWG
DESIGNED BY:	HCH/CBG
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

CONSTRUCTION ACTIVITY PLAN 1

GC101

SHEET 8 OF 67

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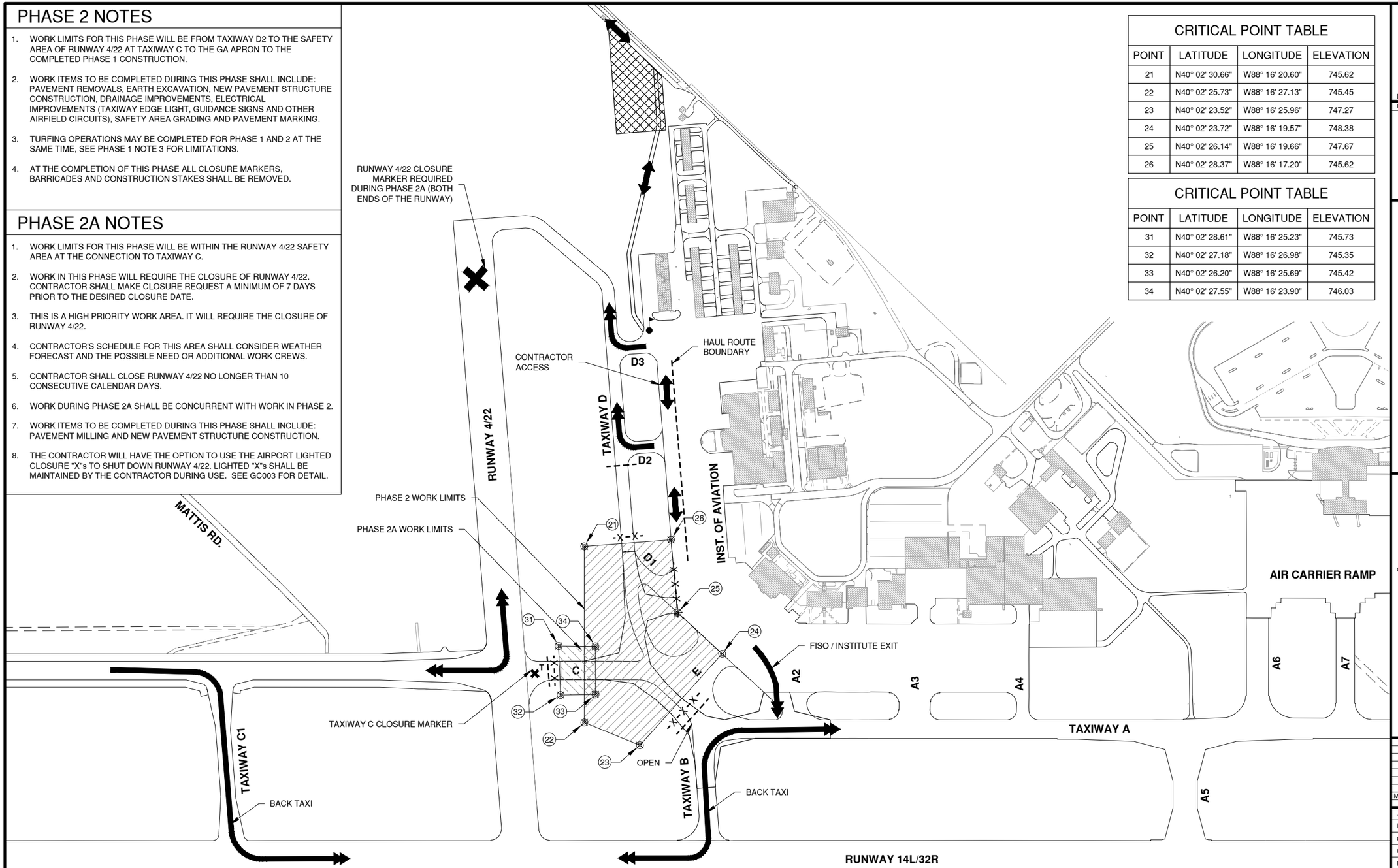
Date: Friday, May 12, 2023 12:03:21 PM

PHASE 2 NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE FROM TAXIWAY D2 TO THE SAFETY AREA OF RUNWAY 4/22 AT TAXIWAY C TO THE GA APRON TO THE COMPLETED PHASE 1 CONSTRUCTION.
2. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, NEW PAVEMENT STRUCTURE CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL IMPROVEMENTS (TAXIWAY EDGE LIGHT, GUIDANCE SIGNS AND OTHER AIRFIELD CIRCUITS), SAFETY AREA GRADING AND PAVEMENT MARKING.
3. TURFING OPERATIONS MAY BE COMPLETED FOR PHASE 1 AND 2 AT THE SAME TIME, SEE PHASE 1 NOTE 3 FOR LIMITATIONS.
4. AT THE COMPLETION OF THIS PHASE ALL CLOSURE MARKERS, BARRICADES AND CONSTRUCTION STAKES SHALL BE REMOVED.

PHASE 2A NOTES

1. WORK LIMITS FOR THIS PHASE WILL BE WITHIN THE RUNWAY 4/22 SAFETY AREA AT THE CONNECTION TO TAXIWAY C.
2. WORK IN THIS PHASE WILL REQUIRE THE CLOSURE OF RUNWAY 4/22. CONTRACTOR SHALL MAKE CLOSURE REQUEST A MINIMUM OF 7 DAYS PRIOR TO THE DESIRED CLOSURE DATE.
3. THIS IS A HIGH PRIORITY WORK AREA. IT WILL REQUIRE THE CLOSURE OF RUNWAY 4/22.
4. CONTRACTOR'S SCHEDULE FOR THIS AREA SHALL CONSIDER WEATHER FORECAST AND THE POSSIBLE NEED OR ADDITIONAL WORK CREWS.
5. CONTRACTOR SHALL CLOSE RUNWAY 4/22 NO LONGER THAN 10 CONSECUTIVE CALENDAR DAYS.
6. WORK DURING PHASE 2A SHALL BE CONCURRENT WITH WORK IN PHASE 2.
7. WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT MILLING AND NEW PAVEMENT STRUCTURE CONSTRUCTION.
8. THE CONTRACTOR WILL HAVE THE OPTION TO USE THE AIRPORT LIGHTED CLOSURE "X"s TO SHUT DOWN RUNWAY 4/22. LIGHTED "X"s SHALL BE MAINTAINED BY THE CONTRACTOR DURING USE. SEE GC003 FOR DETAIL.



CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
21	N40° 02' 30.66"	W88° 16' 20.60"	745.62
22	N40° 02' 25.73"	W88° 16' 27.13"	745.45
23	N40° 02' 23.52"	W88° 16' 25.96"	747.27
24	N40° 02' 23.72"	W88° 16' 19.57"	748.38
25	N40° 02' 26.14"	W88° 16' 19.66"	747.67
26	N40° 02' 28.37"	W88° 16' 17.20"	745.62

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
31	N40° 02' 28.61"	W88° 16' 25.23"	745.73
32	N40° 02' 27.18"	W88° 16' 26.98"	745.35
33	N40° 02' 26.20"	W88° 16' 25.69"	745.42
34	N40° 02' 27.55"	W88° 16' 23.90"	746.03

PAVEMENT	PHASE 2
RUNWAY 14L/32R	OPEN
RUNWAY 4/22	OPEN
TAXIWAY A	OPEN
TAXIWAY A2	OPEN
TAXIWAY B	OPEN
TAXIWAY C	CLOSED EAST OF RWY 4/22
TAXIWAY D	CLOSED SOUTH OF TXY D2
TAXIWAY D1	CLOSED
EXISTING TAXIWAY E	CLOSED
NEW TAXIWAY E	CLOSED

PAVEMENT	PHASE 2A
RUNWAY 14L/32R	OPEN
RUNWAY 4/22	CLOSED
TAXIWAY A	OPEN
TAXIWAY A2	OPEN
TAXIWAY B	OPEN
TAXIWAY C	CLOSED EAST OF RWY 4/22
TAXIWAY D	OPEN
TAXIWAY D1	OPEN
EXISTING TAXIWAY E	CLOSED
NEW TAXIWAY E	OPEN

LEGEND

- WORK AREA
- PHASE 2A WORK AREA
- BEAM BARRICADES
- -X-X-X-X-X- BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- TAXIWAY CLOSURE MARKER (TEMPORARY)
- RUNWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT TAXI ROUTE
- FLAGMAN W/ RADIO
- CRITICAL POINT

CMT

License No. 184-000613

CONSULTANTS

0 200' 400'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-GC101.DWG
DESIGNED BY:	HCH/CBG
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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CONSTRUCTION ACTIVITY PLAN 2

GC102

SHEET 9 OF 67

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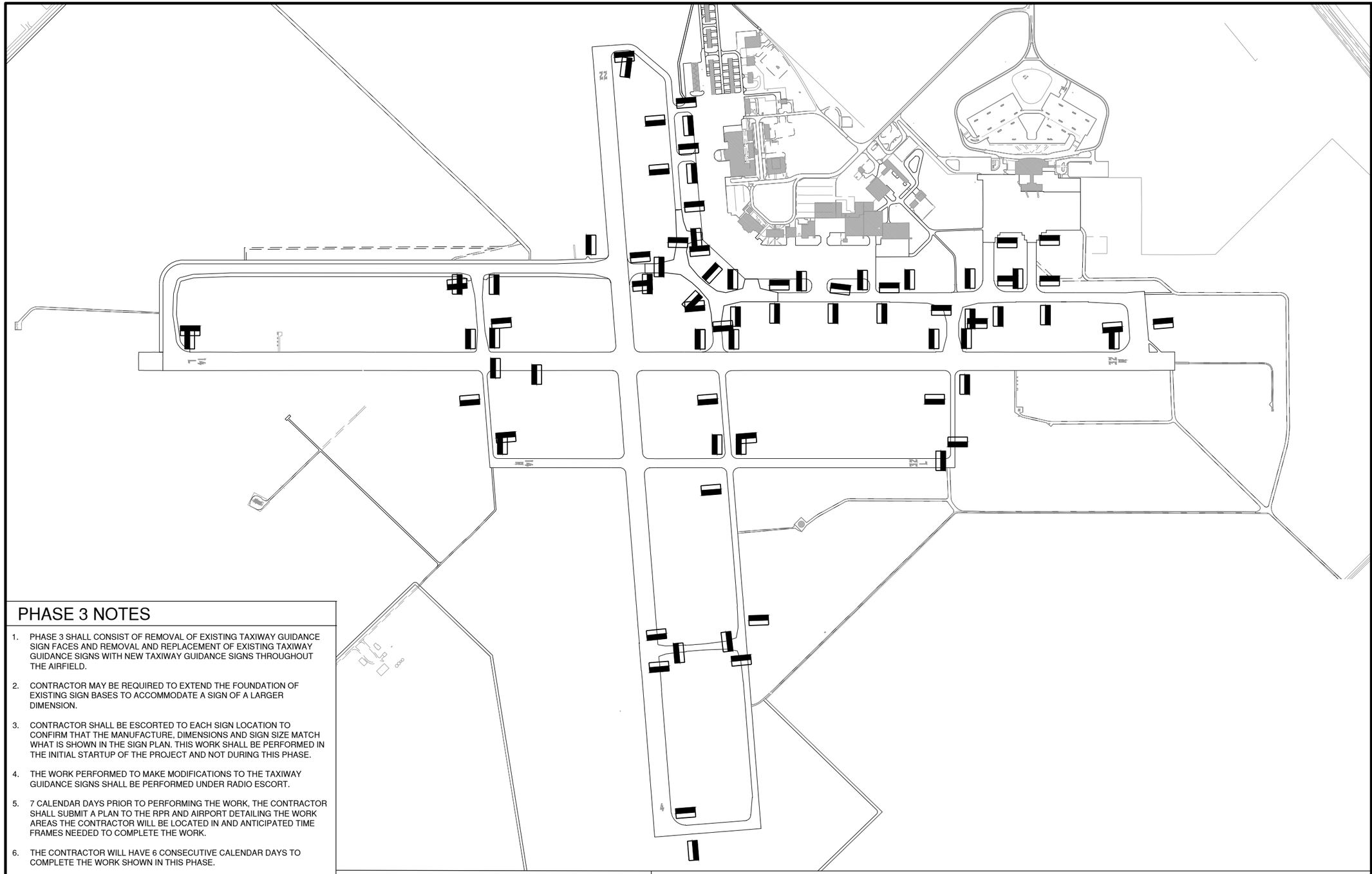

PHASE 3 NOTES

1. PHASE 3 SHALL CONSIST OF REMOVAL OF EXISTING TAXIWAY GUIDANCE SIGN FACES AND REMOVAL AND REPLACEMENT OF EXISTING TAXIWAY GUIDANCE SIGNS WITH NEW TAXIWAY GUIDANCE SIGNS THROUGHOUT THE AIRFIELD.
2. CONTRACTOR MAY BE REQUIRED TO EXTEND THE FOUNDATION OF EXISTING SIGN BASES TO ACCOMMODATE A SIGN OF A LARGER DIMENSION.
3. CONTRACTOR SHALL BE ESCORTED TO EACH SIGN LOCATION TO CONFIRM THAT THE MANUFACTURE, DIMENSIONS AND SIGN SIZE MATCH WHAT IS SHOWN IN THE SIGN PLAN. THIS WORK SHALL BE PERFORMED IN THE INITIAL STARTUP OF THE PROJECT AND NOT DURING THIS PHASE.
4. THE WORK PERFORMED TO MAKE MODIFICATIONS TO THE TAXIWAY GUIDANCE SIGNS SHALL BE PERFORMED UNDER RADIO ESCORT.
5. 7 CALENDAR DAYS PRIOR TO PERFORMING THE WORK, THE CONTRACTOR SHALL SUBMIT A PLAN TO THE RPR AND AIRPORT DETAILING THE WORK AREAS THE CONTRACTOR WILL BE LOCATED IN AND ANTICIPATED TIME FRAMES NEEDED TO COMPLETE THE WORK.
6. THE CONTRACTOR WILL HAVE 6 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK SHOWN IN THIS PHASE.
7. THIS PHASE SHALL BE COMPLETED PRIOR TO BEGINNING WORK ON PHASE 2.
8. THE COMPLETED WORK WILL RESULT IN THE RENAMING OF MOST OF THE TAXIWAYS ON THE AIRFIELD. IT IS IMPORTANT THAT THE WORK BE COMPLETED IN A SHORT TIMEFRAME TO LIMIT CONFUSION BETWEEN THE AIR TRAFFIC CONTROL TOWER AND TAXIING AIRCRAFT.
9. CONTRACTOR SHALL HAVE ALL MATERIALS ON HAND PRIOR TO INITIATING THIS PHASE.
10. ADVANCED WORK (SUCH AS FOUNDATION EXTENSIONS) MAY BE COMPLETED PRIOR TO INITIATING THIS PHASE. NO SIGN LEGENDS CAN BE CHANGED UNTIL THIS PHASE IS INITIATED.

LEGEND

WORK AREA

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Date: Friday, May 12, 2023 12:03:25 PM

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CONSULTANTS

0 400' 800'

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-GC101.DWG
DESIGNED BY:	CBG/HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

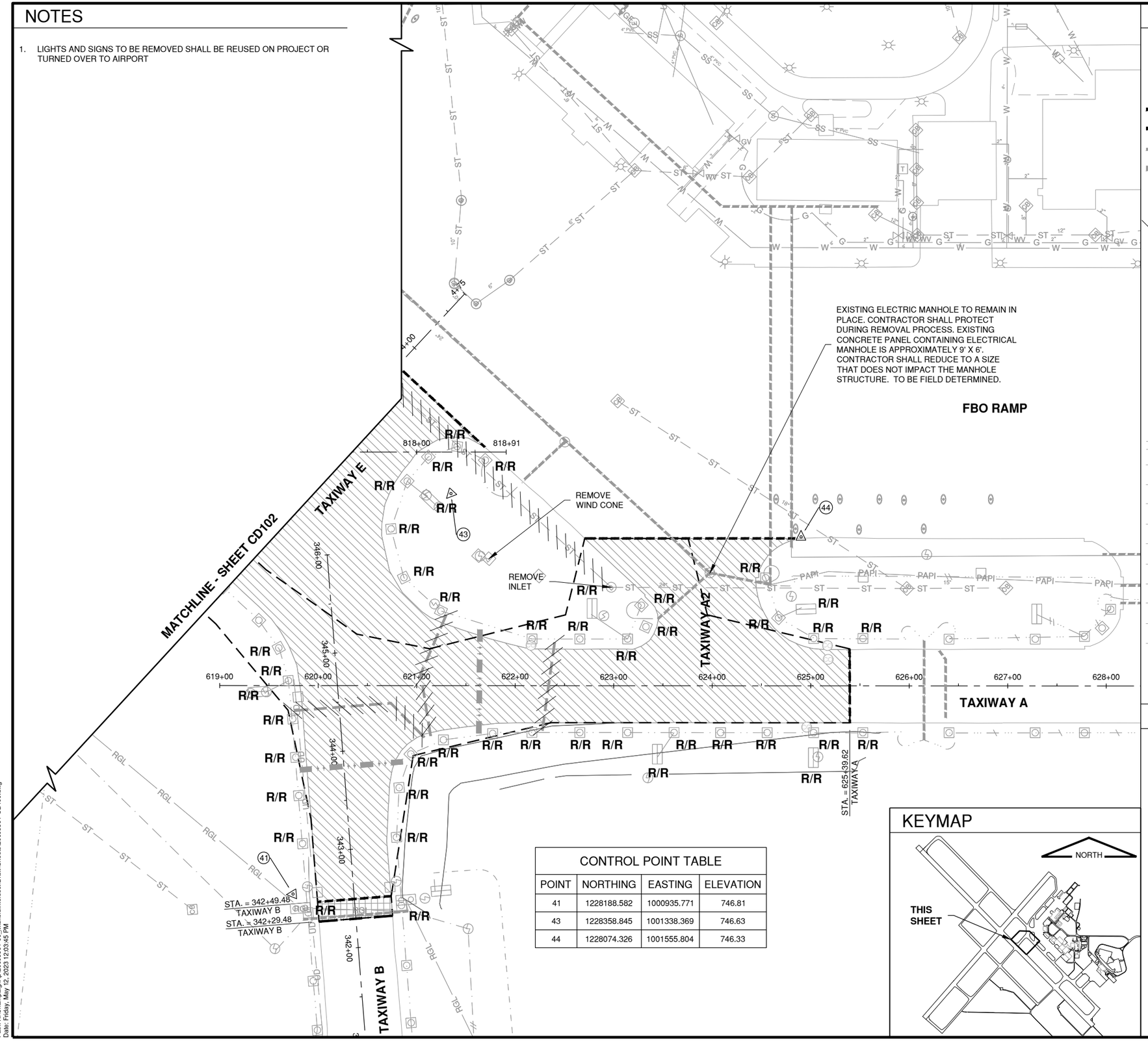
CONSTRUCTION ACTIVITY PLAN 3

GC103

SHEET 10 OF 67

NOTES

1. LIGHTS AND SIGNS TO BE REMOVED SHALL BE REUSED ON PROJECT OR TURNED OVER TO AIRPORT



CONTROL POINT TABLE			
POINT	NORTHING	EASTING	ELEVATION
41	1228188.582	1000935.771	746.81
43	1228358.845	1001338.369	746.63
44	1228074.326	1001555.804	746.33

KEYMAP

LEGEND

- REM. PVMT STRUCTURE (HMA / PCC)
- BITUMINOUS PAVEMENT MILLING
- FULL DEPTH SAWCUT
- PARTIAL DEPTH SAWCUT
- EXISTING DUCT BANK
- DIRECTIONAL BORE
- R — TO BE REMOVED
- R/R — REMOVE AND REUSE
- REMOVE PIPE/DUCT
- EXISTING RUNWAY OR TAXIWAY EDGE LIGHT
- EXISTING GUIDANCE SIGN
- EXISTING HANDHOLE
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- EXISTING SPLICE CAN
- EXISTING ELECTRICAL MANHOLE
- EXISTING STORM SEWER MANHOLE
- EXISTING STORM SEWER INLET
- SURVEY CONTROL POINT
- EXISTING ELECTRICAL CIRCUITS
- VASI — EXISTING VASI CIRCUIT
- PAPI — EXISTING PAPI CIRCUIT
- REIL — EXISTING REIL CIRCUIT
- RGL — EXISTING RGL CIRCUIT
- FAA — EXISTING FAA POWER / CONTROL CABLE
- WIND — EXISTING WINDCONE CIRCUIT
- ST — EXISTING STORM SEWER LINE
- UD — EXISTING UNDERDRAIN
- RTR — EXISTING RTR CIRCUIT
- LOC — EXISTING LOCALIZER CIRCUIT

SEE SHEET GI102 FOR ADDITIONAL LEGEND ITEMS

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.

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CMT
License No. 184-000613
CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CD100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

EXISTING CONDITIONS & REMOVALS 1

CD101

SHEET 11 OF 67

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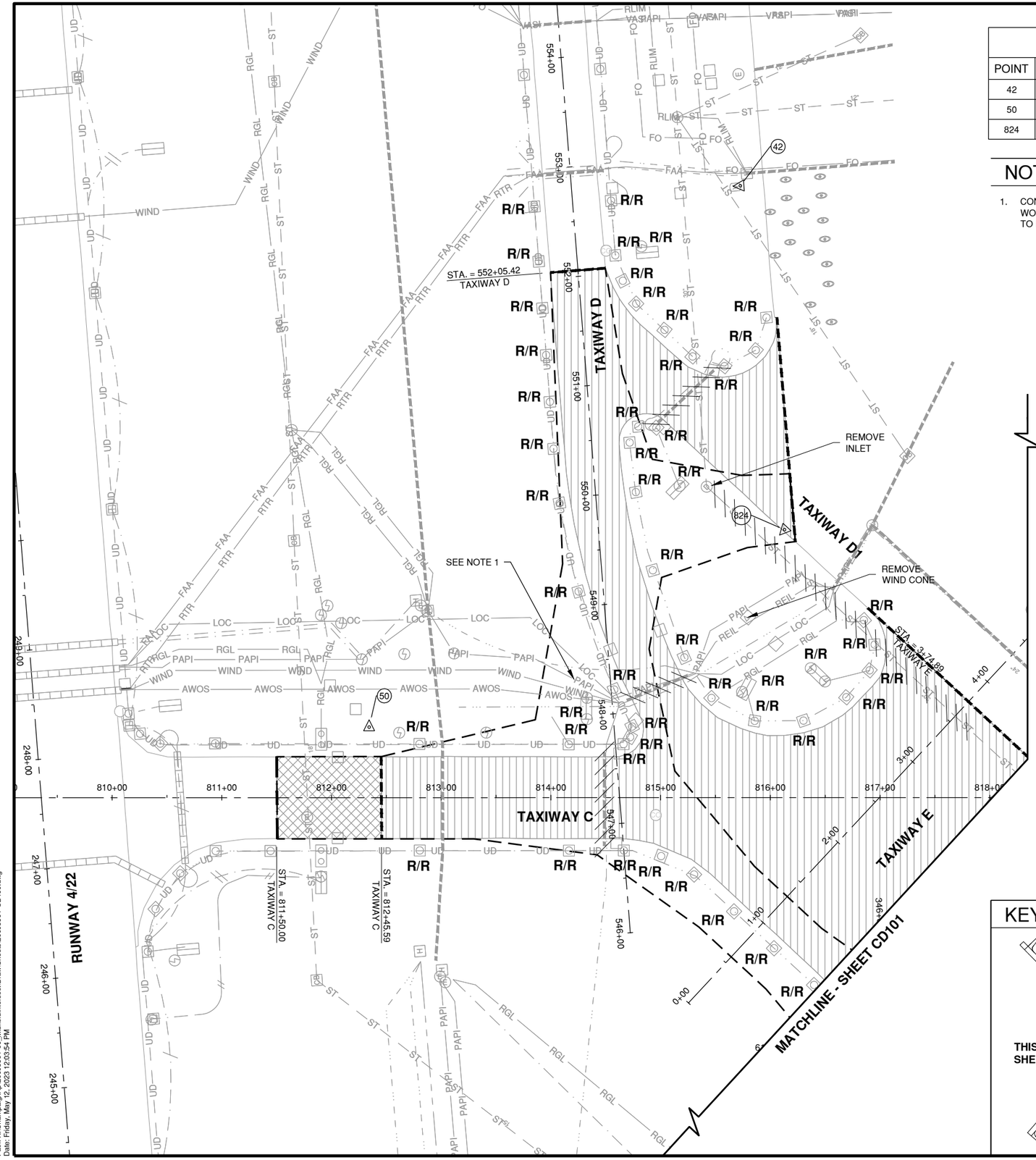
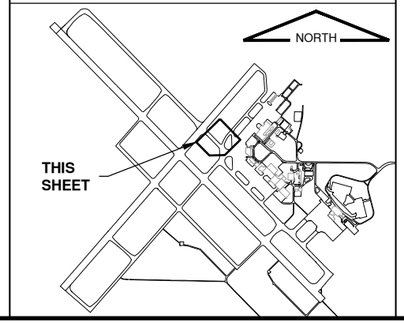


CONTROL POINT TABLE			
POINT	NORTHING	EASTING	ELEVATION
42	1228965.940	1001582.915	745.57
50	1228862.073	1000993.850	746.55
824	1228717.703	1001387.432	747.59

NOTES

1. CONTRACTOR SHALL USE CAUTION WHEN WORKING IN THIS AREA AND MAY BE REQUIRED TO HAND DIG AROUND EXISTING UTILITIES.

KEYMAP



LEGEND

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SEE SHEET GI102 FOR ADDITIONAL LEGEND ITEMS

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CMT
License No. 184-000613
CONSULTANTS

0 50' 100'
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO: 20005901	
CAD DWG FILE: 20005901-CD100.DWG	
DESIGNED BY: HCH	
DRAWN BY: DPA	
CHECKED BY: MJD	
APPROVED BY: CBG	
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EXISTING CONDITIONS & REMOVALS 2

CD102

SHEET 12 OF 67

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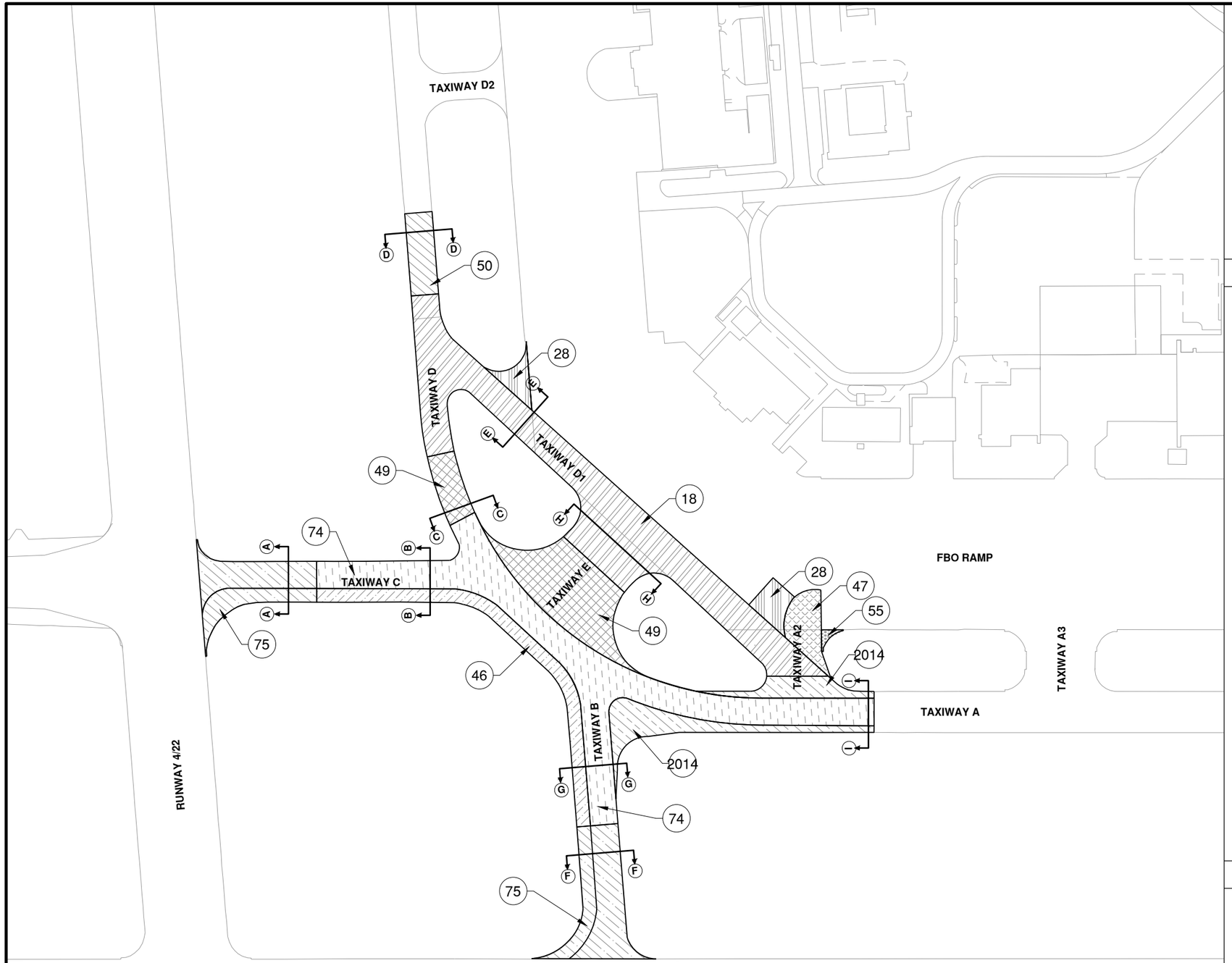

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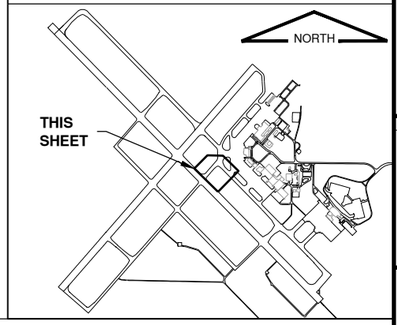

LEGEND

18	21" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1944	
28	19" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1961	
46	27" HMA OVERLAY ON PCC 2" HMA 401 - 2004 3" HMA 201 - 2004 15" PCC 501 - 1973 7" HMA BASE 403 - 1973	
47	14" PCC PAVEMENT 14" PCC 501-1976	
49	21" PCC BONDED OVERLAY 12" PCC 501 - 1976 9" PCC 501 - 1944	
50	9" & VAR. DEPTH HMA TRANSITION ON PCC BITUMINOUS TRANSITION - 1976 9" PCC 501 - 1944	
55	16" PCC OVERLAY ON HMA 12" PCC 501 - 1980 4" HMA 201 - 1980	
74	26" HMA OVERLAY ON PCC 2" HMA 401 - 2004 3" HMA 201 - 2004 12" PCC 501 - 1973 9" PCC 501 - 1944	
75	30" HMA OVERLAY ON PCC 2" HMA P-401 MILL & OVERLAY - 2021 8" HMA 401 - 1999 15" PCC 501 - 1973 7" HMA 403 - 1973	
2014	25" HMA ON CAB 15" HMA 401 - 2012 10" CRUSHED AGG. - 2012	

NOTES

1. PAVEMENT STRUCURES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE "AS CONSTRUCTED" PAVEMENT SECTION WITH SOME VARIABILITY FROM THE THICKNESS INDICATED TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.

CMT

License No. 184-000613

CONSULTANTS

N

0 100' 200'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

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EXISTING PAVEMENT STRUCTURES

CD103

SHEET 13 OF 67

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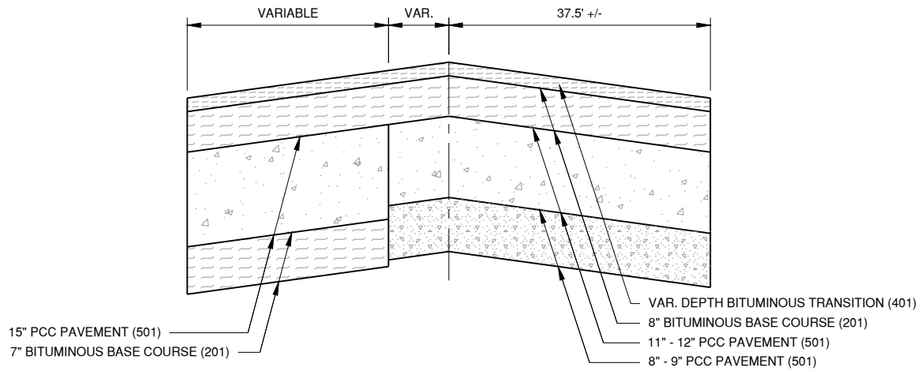
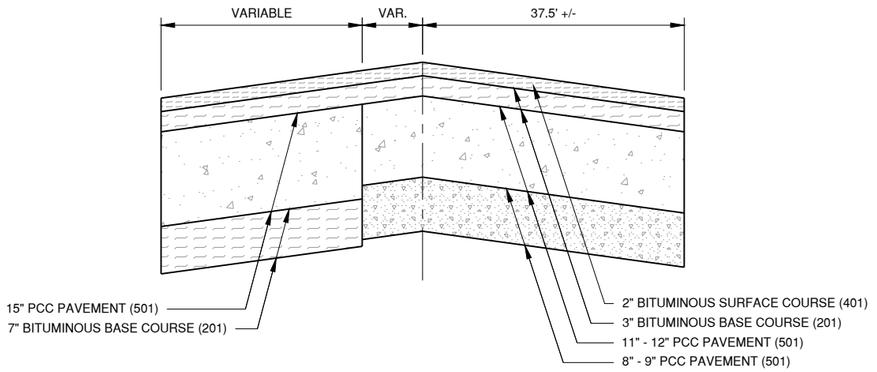


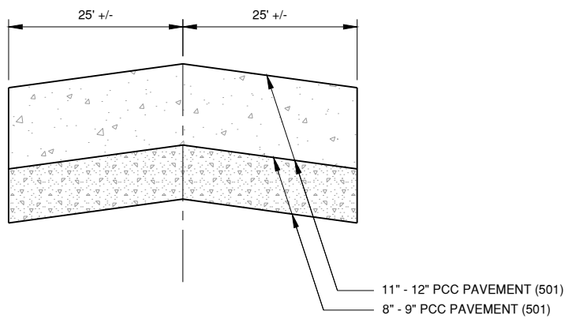
A EXISTING TYPICAL SECTION TAXIWAY C TRANSITION
N.T.S
CD101



B EXISTING TYPICAL SECTION TAXIWAY C
N.T.S
CD101

NOTES

1. PAVEMENT STRUCURES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE "AS CONSTRUCTED" PAVEMENT SECTION WITH SOME VARIABILITY FROM THE THICKNESS INDICATED TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.



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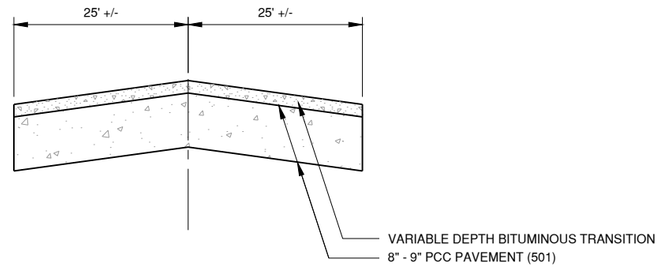

D EXISTING TYPICAL SECTION TAXIWAY D
N.T.S
CD101

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FOR BID SET
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MIDFIELD INTERSECTION RECONFIGURATION

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DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE

EXISTING TYPICAL SECTIONS 1

CD201

SHEET 14 OF 67

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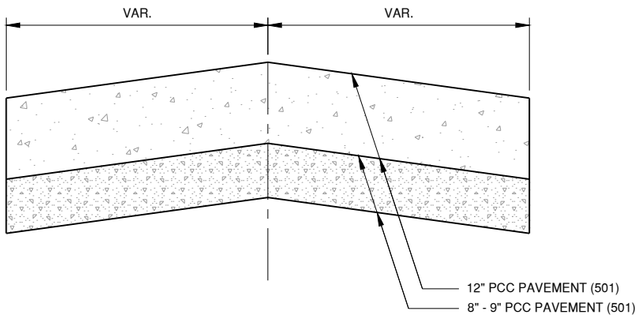

E EXISTING TYPICAL SECTION TAXIWAY D1
N.T.S
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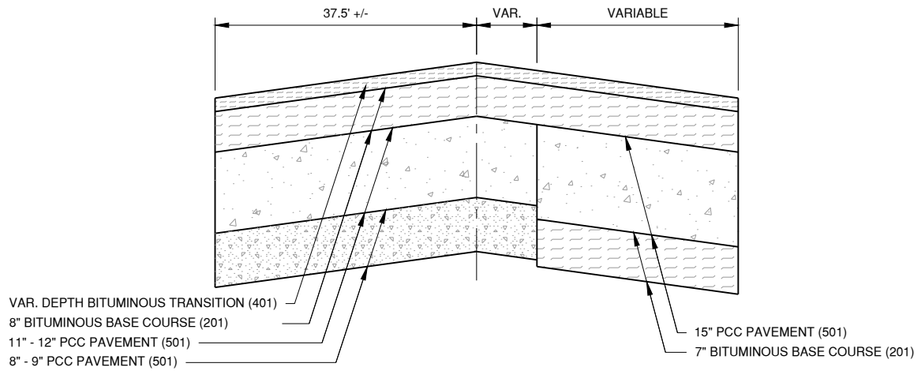
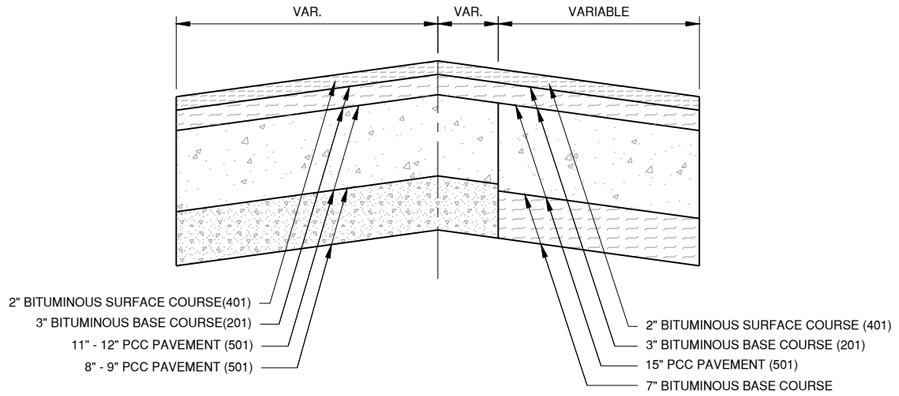


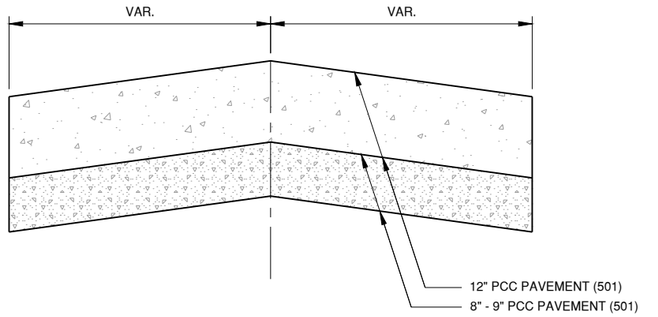
F EXISTING TYPICAL SECTION TAXIWAY B TRANSITION
N.T.S
CD101

NOTES

1. PAVEMENT STRUCURES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE "AS CONSTRUCTED" PAVEMENT SECTION WITH SOME VARIABILITY FROM THE THICKNESS INDICATED TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.



G EXISTING TYPICAL SECTION TAXIWAY B
N.T.S
CD101



H EXISTING TYPICAL SECTION TAXIWAY E
N.T.S
CD101

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CD200.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
EXISTING TYPICAL SECTIONS 2

CD202
SHEET 15 OF 67

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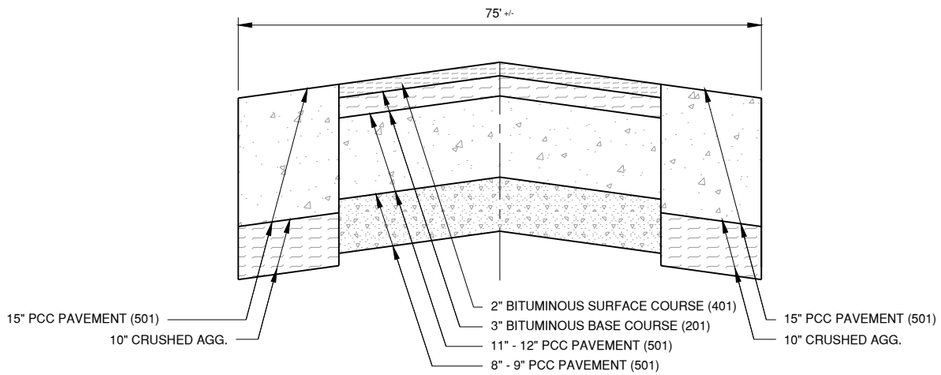

I **EXISTING TYPICAL SECTION TAXIWAY A**
N.T.S
CD101

NOTES

1. PAVEMENT STRUCURES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND ARE CONSIDERED GENERALLY REPRESENTATIVE OF THE "AS CONSTRUCTED" PAVEMENT SECTION WITH SOME VARIABILITY FROM THE THICKNESS INDICATED TO BE EXPECTED. THERE WILL BE NO ADDITIONAL PAYMENT TO THE CONTRACTOR DUE TO VARIATIONS IN SIZE OR QUANTITY OF EXISTING FEATURES.

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CD200.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
EXISTING TYPICAL SECTIONS 3

CD203
SHEET 16 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CD200.dwg
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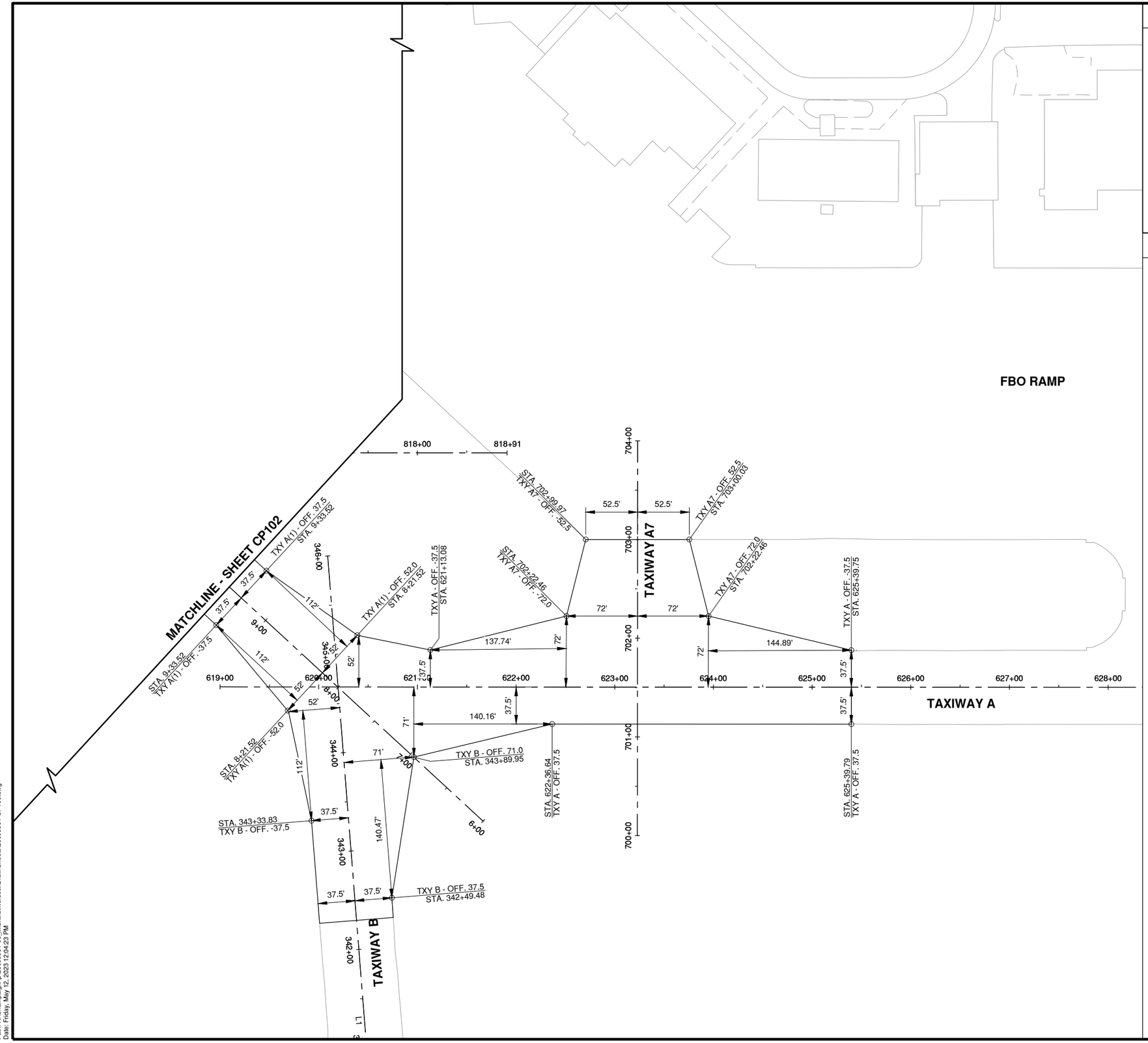

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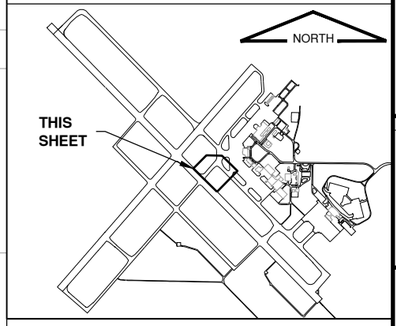

NOTES

1. TAXIWAY DESIGNATIONS REFLECT NEW NOMENCLATURE.

CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CP100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

PROPOSED IMPROVEMENTS 1

CP101

SHEET 17 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CP100.dwg
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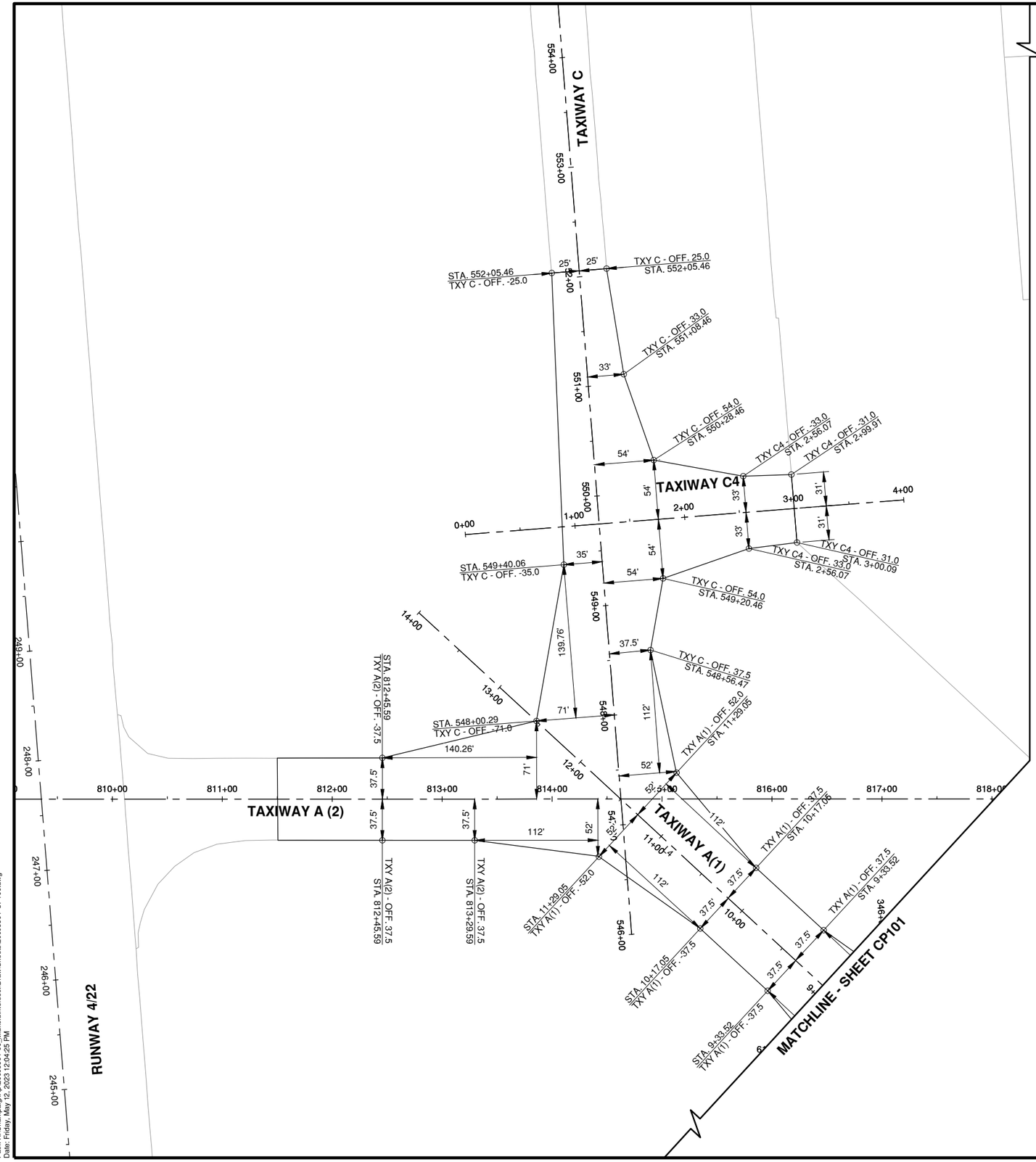

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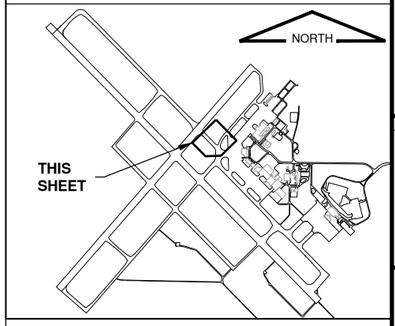

NOTES

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CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CP100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

PROPOSED IMPROVEMENTS 2

CP102

SHEET 18 OF 67

Path: K:\Champaign\Apj\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CP100.dwg
Date: Friday, May 12, 2023 12:04:25 PM

ALIGNMENT - TXY C
STA. = 553+00.00
NORTH = 1229088.91
EAST = 1001486.38

ALIGNMENT - TXY C4
STA. = 4+00.00
NORTH = 1228660.88
EAST = 1001482.29

ALIGNMENT - TXY C4
STA. = 0+00.00
NORTH = 1228923.50
EAST = 1001180.57

ALIGNMENT - TXY A(1)
STA. = 14+00.00
NORTH = 1228904.00
EAST = 1001100.20

ALIGNMENT - TXY A(2)
STA. = 811+00.00
NORTH = 1228912.89
EAST = 1000853.95

ALIGNMENT - TXY A(2)
STA. = 817+00.00
NORTH = 1228484.55
EAST = 1001274.10

ALIGNMENT - TWY A7
STA. = 704+00.00
NORTH = 1228262.82
EAST = 1001508.75

ALIGNMENT - TXY C
STA. = 546+00.00
NORTH = 1228560.91
EAST = 1001026.80

ALIGNMENT - TXY B
STA. = 346+00.00
NORTH = 1228404.99
EAST = 1001205.95

ALIGNMENT - TXY A
STA. = 619+00.00
NORTH = 1228389.97
EAST = 1001034.83

ALIGNMENT - TXY A
STA. = 626+00.00
NORTH = 1227889.94
EAST = 1001524.69

ALIGNMENT - TWY A7
STA. = 700+00.00
NORTH = 1227982.75
EAST = 1001223.15

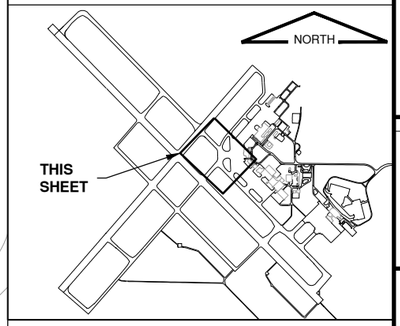
ALIGNMENT - TXY A(1)
STA. = 6+00.26
NORTH = 1228104.62
EAST = 1001124.13

ALIGNMENT - TXY B
STA. = 341+50.00
NORTH = 1228065.54
EAST = 1000910.52

TAXIWAY C
TAXIWAY C4
TAXIWAY A(2)
TAXIWAY A(1)
TAXIWAY B
TAXIWAY A
TAXIWAY A7
RUNWAY 4/22

ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	TAXIWAY B	STA. 335+00.00	N:1227575.2270 E:1000483.8061	STA. 346+00.00	N: 1228404.9947 E: 1001205.9457
L2	TAXIWAY A	STA. 619+00.00	N:1228389.9671 E:1001034.8276	STA. 640+00.00	N: 1226889.8739 E: 1002504.4264
L3	TAXIWAY A7	STA. 700+00.00	N:1227982.7520 E:1001223.1535	STA. 704+00.00	N: 1228262.8183 E: 1001508.7457
L4	TAXIWAY A(1)	STA. 6+00.00	N:1228104.3632 E:1001124.3172	STA. 14+00.00	N: 1228903.9996 E: 1001100.2002
L8	TAXIWAY C4	STA. 0+00.00	N:1228923.5028 E:1001180.5722	STA. 4+00.00	N: 1228660.8834 E: 1001482.2856
L10	TAXIWAY C	STA. 546+00.00	N:1228560.9065 E:1001026.7966	STA. 561+79.21	N: 1229752.0784 E: 1002063.6216
L12	TAXIWAY A(2)	STA. 800+00.00	N:1229698.1670 E:1000083.6656	STA. 818+90.89	N: 1228348.2809 E: 1001407.7735

KEYMAP



LEGEND

X / CPXXX — TYPICAL SECTION

NEW PAVEMENT

CMT

License No. 184-000613

CONSULTANTS

0 60' 120'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CP103.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

PROPOSED IMPROVEMENTS 3

CP103

SHEET 19 OF 67

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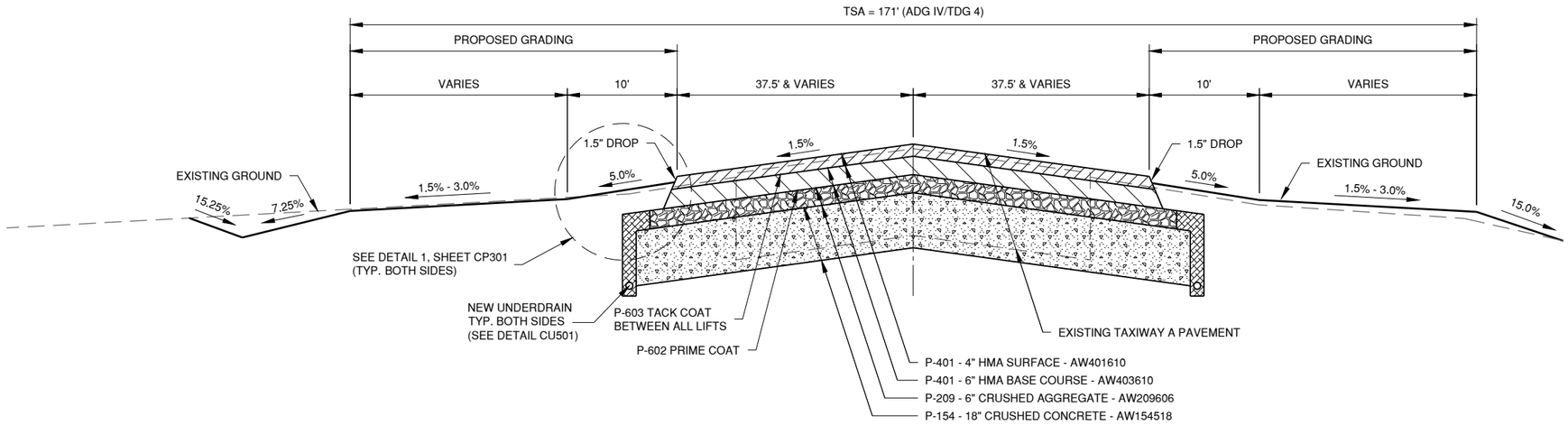
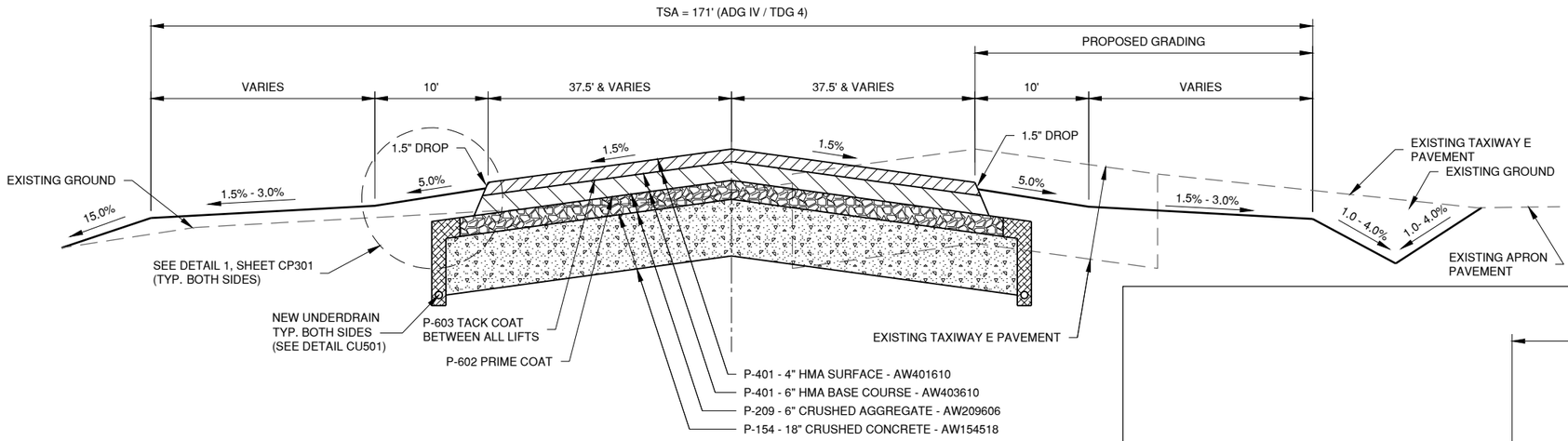


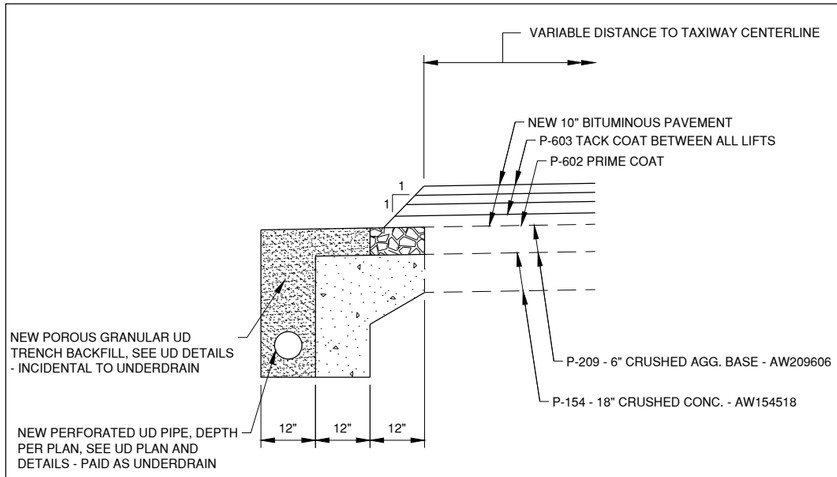
A **PROPOSED TAXIWAY A TYPICAL SECTION**
N.T.S
CP103

NOTE:

SEE GRADING SHEETS FOR GRADES



A(1) **PROPOSED TAXIWAY A(1) TYPICAL SECTION**
N.T.S
CP103



1 **PAVEMENT EDGE**
N.T.S.

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS300.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
PROPOSED TYPICAL SECTIONS 1

CP301
SHEET 20 OF 67

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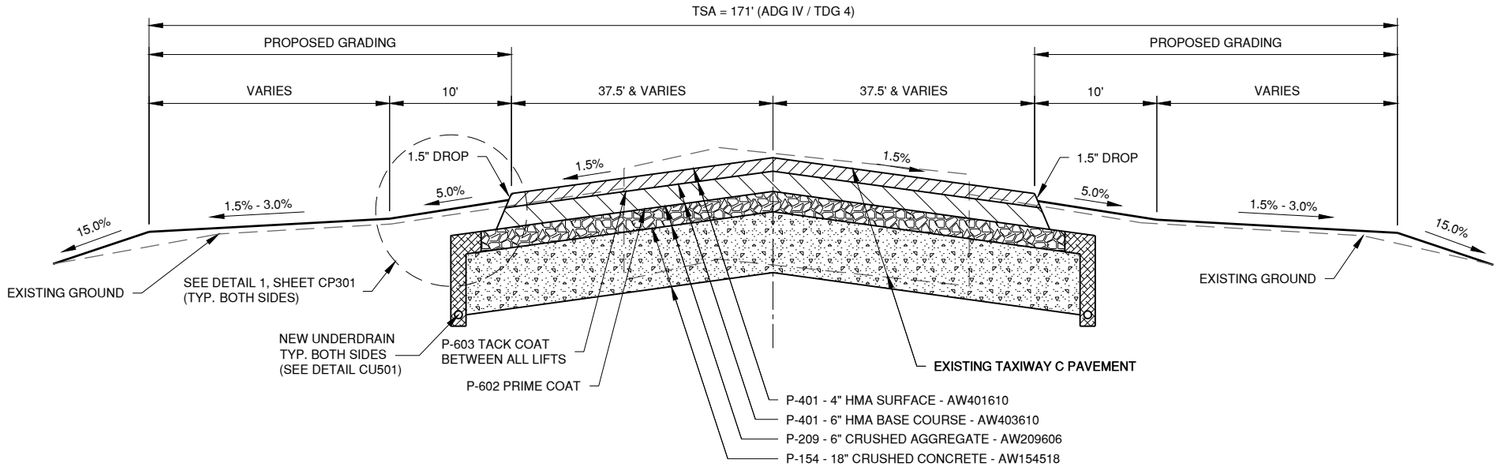
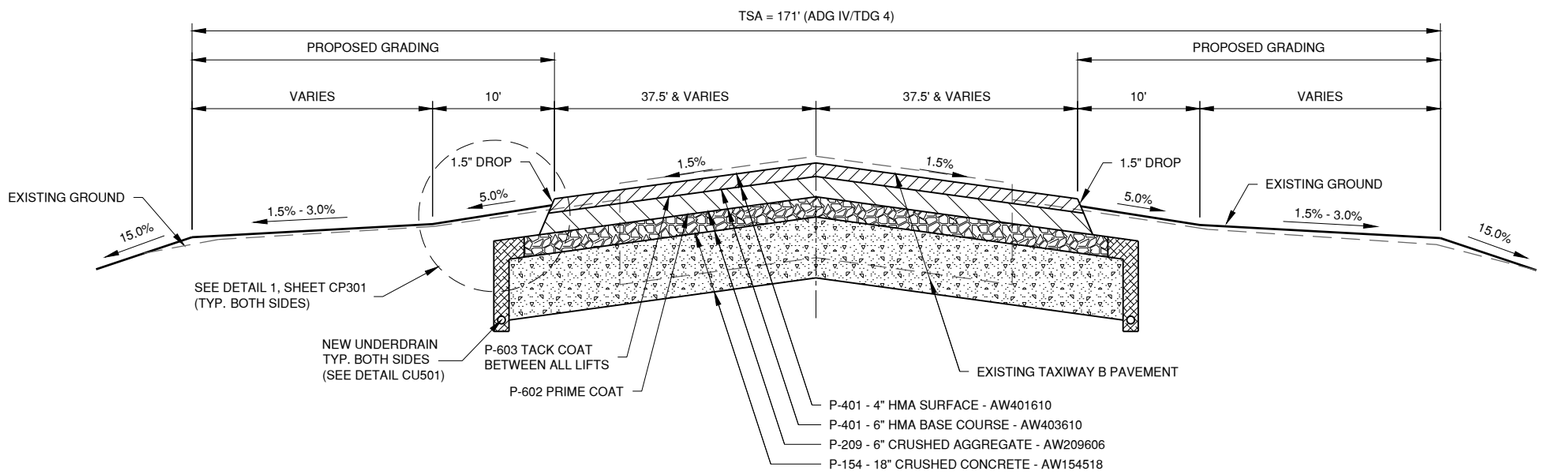


A(2) **PROPOSED TAXIWAY A(2) TYPICAL SECTION**
N.T.S
CP103



B **PROPOSED TAXIWAY B TYPICAL SECTION**
N.T.S
CP103

NOTE:

SEE GRADING SHEETS FOR GRADES

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS300.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

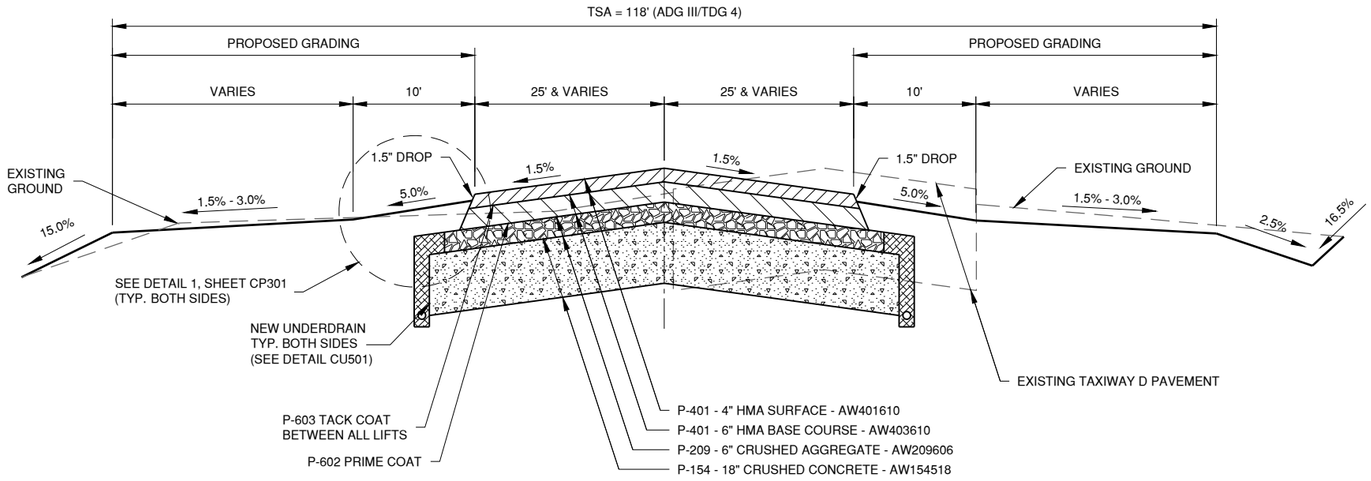
SHEET TITLE

PROPOSED TYPICAL SECTIONS 2

CP302

SHEET 21 OF 67

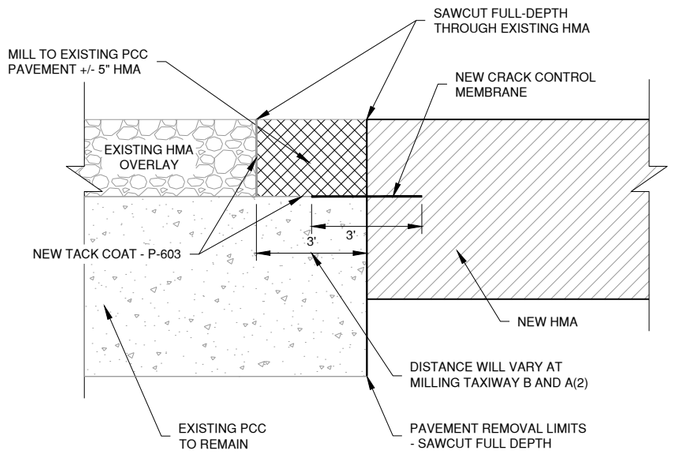
Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS300.dwg
Date: Friday, May 12, 2023 12:04:43 PM



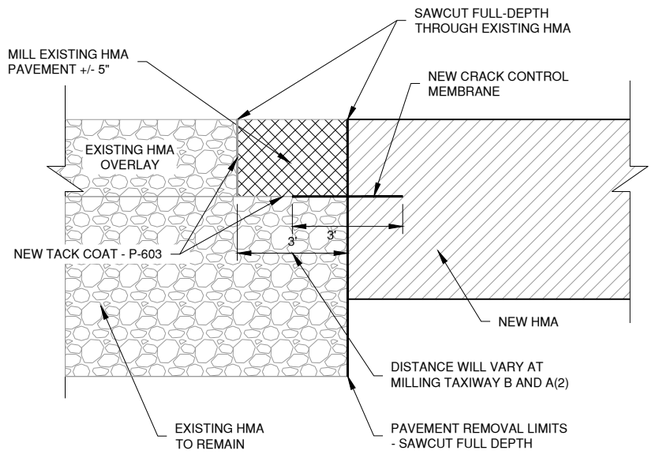
C **PROPOSED TAXIWAY C TYPICAL SECTION**
N.T.S
CP103

NOTE:

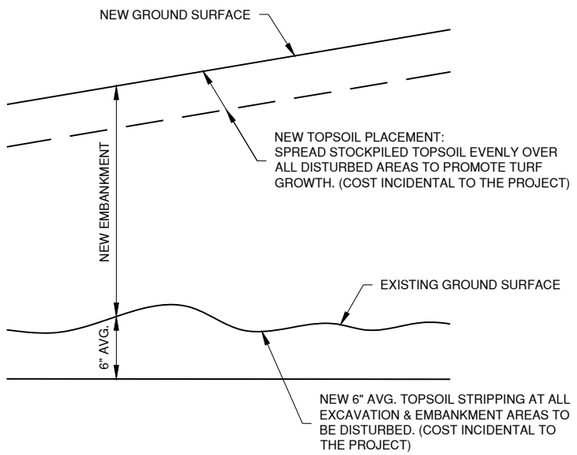
SEE GRADING SHEETS FOR GRADES



A1 **HMA ABUTT REMOVAL AT EXISTING HMA/PCC & REPLACEMENT DETAIL**
N.T.S.



A2 **HMA ABUTT REMOVAL AT EXISTING FULL DEPTH HMA & REPLACEMENT DETAIL**
N.T.S.



TOPSOIL STRIPPING DETAIL
N.T.S.

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License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

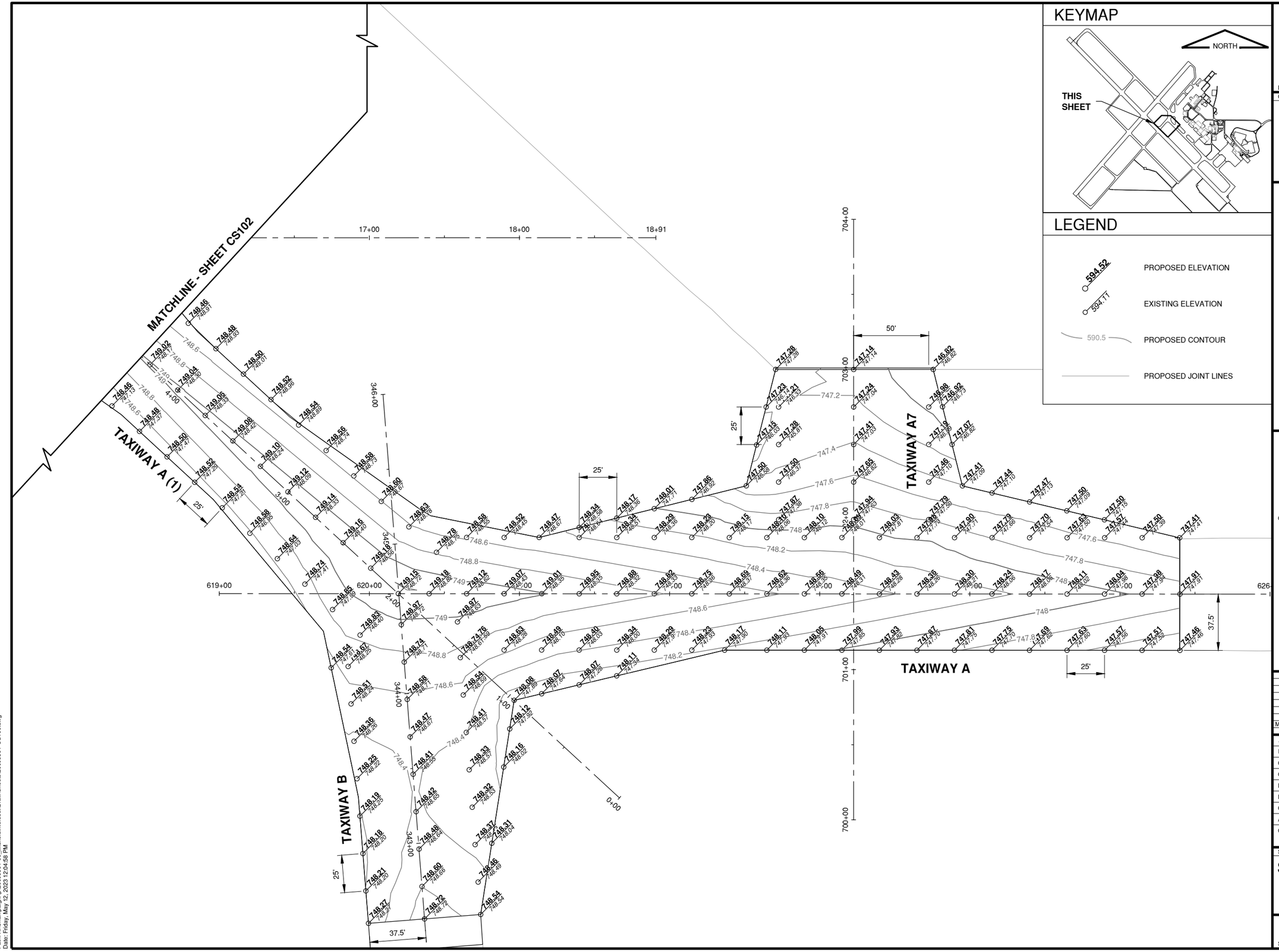
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS300.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
PROPOSED TYPICAL SECTIONS 3

CP303
SHEET 22 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS300.dwg
Date: Friday, May 12, 2023 12:04:44 PM



KEYMAP

LEGEND

- 594.52 — PROPOSED ELEVATION
- 594.11 — EXISTING ELEVATION
- 590.5 — PROPOSED CONTOUR
- PROPOSED JOINT LINES

CMT

License No. 184-000613

CONSULTANTS

N

0 30' 60'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

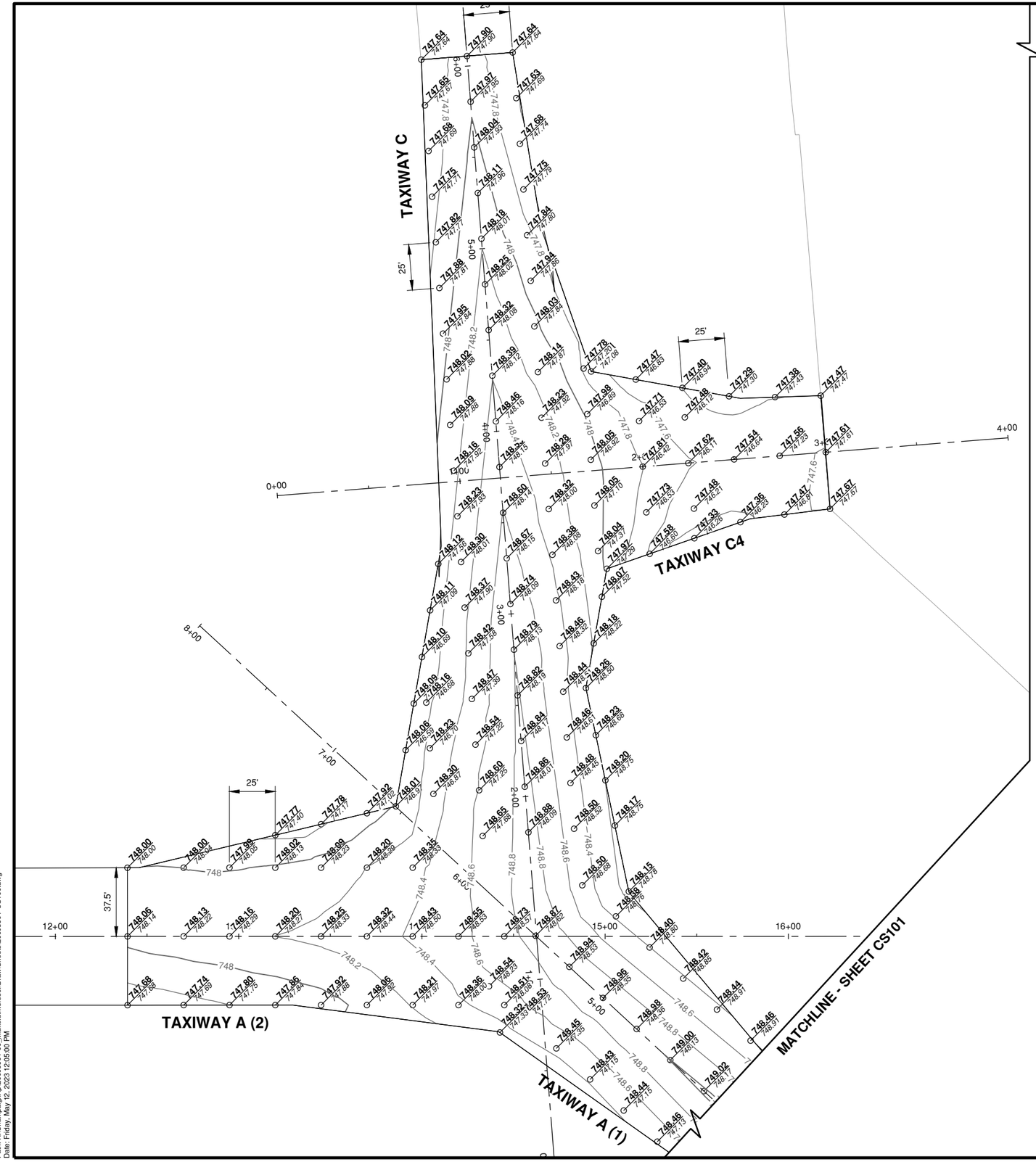
SHEET TITLE

STAKING PLAN 1

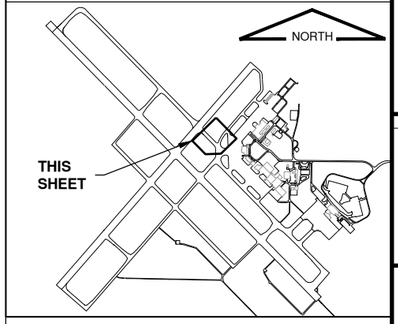
CS101

SHEET 23 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS100.dwg
Date: Friday, May 12, 2023 12:04:58 PM



KEYMAP



LEGEND

- 594.52 — PROPOSED ELEVATION
- 594.11 — EXISTING ELEVATION
- 590.5 — PROPOSED CONTOUR
- PROPOSED JOINT LINES

CMT

License No. 184-000613

CONSULTANTS

0 30' 60'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

STAKING PLAN 2

CS102

SHEET 24 OF 67

Path: K:\Champaign\Ap\20005901-00_Midfield\Intersect\Draw\Sheets\20005901-CS100.dwg
Date: Friday, May 12, 2023 12:05:00 PM

MATCHLINE - SHEET CG102

FBO RAMP

TAXIWAY A

TAXIWAY A7

TAXIWAY B

MANHOLE MH-1 - 6' ROUND
PVC PIPE
72' of 4" @ 0.50%
A(1) - 2
704+00
CS - 5
INLET EIN - 9
REMOVE INLET
AND CONNECT TO
EXISTING PIPE
CO - 9
A - 1
PVC PIPE
70' of 4" @ 0.50%
CONNECT TO
EXISTING INLET
INLET EIN - 11
INLET EIN - 1
A(1) - 1
PVC PIPE
108' of 4" @ 0.50%
INLET IN-1 - 4'X'4 SQUARE
SS - 2
NODE A(1) - 5
PVC PIPE
112' of 4" @ 0.50%
NODE A(1) - 4
A(1) - 4
PVC PIPE
66' of 4" @ 0.60%
PVC PIPE
74' of 4" @ 0.50%
A(1) - 6
A(1)- 5
NODE A(1) - 3
NODE A(1) - 2
PVC PIPE
73' of 4" @ 0.70%
SS- 1
A(1) - 3
NODE A(1) - 1
703+00
702+00
PVC PIPE
146' of 4" @ 0.50%
NODE A - 1
A - 2
PVC PIPE
81' of 4" @ 2.78%
A - 3
CS - 6
A(1) - 16
113' of 4" @ 0.50%
NODE A(1) - 12
NODE A(1) - 11
A(1) - 15
99.7' of 4" @ 0.50%
PVC PIPE
303' of 4" @ 0.60%
PVC PIPE
141' of 4" @ 0.85%
A - 6
CO - 8
A - 7
CS - 7
701+00
700+00
NODE A - 3
NODE A(1) - 10
84' of 4" @ 0.50%
A(1) - 14
A - 5
PVC PIPE
142' of 4" @ 0.85%
27' of 4" @ 0.85%
NODE A - 2
A - 4
CO - 7
4" CIRCULAR @ 0.60%
A - 8
CONNECT TO
EXISTING INLET
INLET EIN - 3
CO - 6
619+00
620+00
621+00
622+00
623+00
624+00
625+00
626+00
627+00
628+00
9+00
8+00
7+00
6+00
345+00
344+00
343+00
342+00
748
747
746

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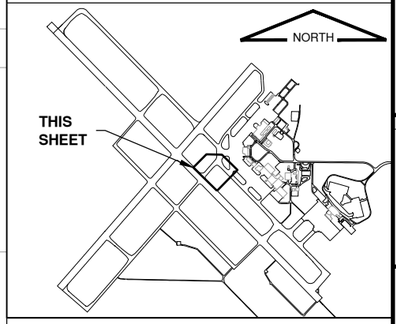

LEGEND

- NEW PAVEMENT EDGE
- 589 — PROPOSED CONTOUR
- UD — PROPOSED UNDERDRAIN LINE
- ST — PROPOSED STORM SEWER LINE
- CG — PROPOSED UNDERDRAIN CLEANOUT
- CB — PROPOSED STORM SEWER INLET
- MH — PROPOSED MANHOLE
- CS — PROPOSED COLLECTION STRUCTURE
- UD — EXISTING UNDERDRAIN LINE
- ST — EXISTING STORM SEWER LINE

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N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CG100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

GRADING & DRAINAGE PLAN 1

CG101

SHEET 25 OF 67

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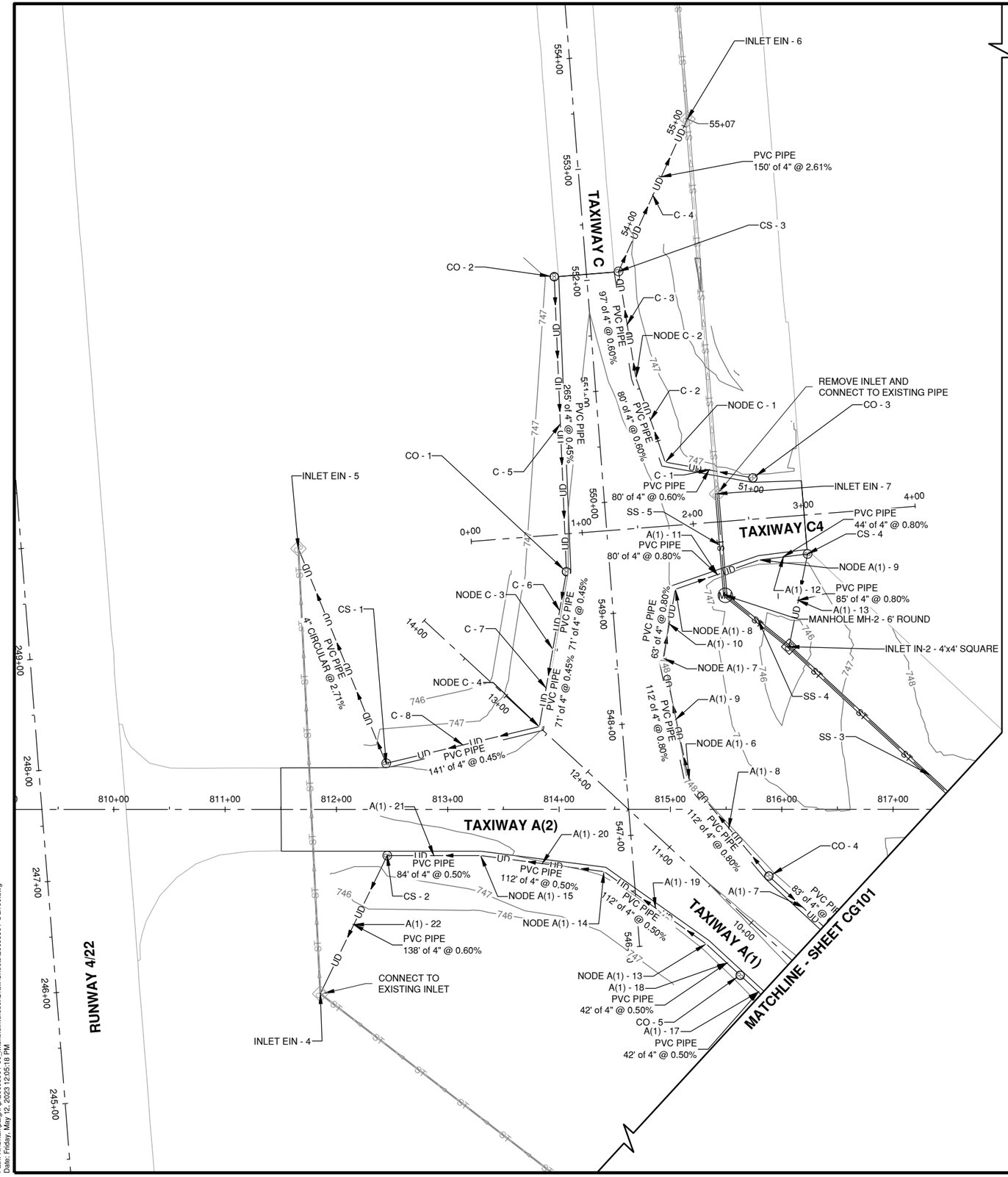
Date: Friday, May 12, 2023 12:05:15 PM



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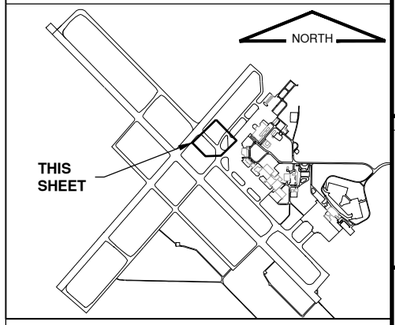

LEGEND

- NEW PAVEMENT EDGE
- 589 — PROPOSED CONTOUR
- UD — PROPOSED UNDERDRAIN LINE
- ST — PROPOSED STORM SEWER LINE
- CO — PROPOSED UNDERDRAIN CLEANOUT
- CB — PROPOSED STORM SEWER INLET
- MH — PROPOSED MANHOLE
- CS — PROPOSED COLLECTION STRUCTURE
- UD — EXISTING UNDERDRAIN LINE
- ST — EXISTING STORM SEWER LINE

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CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CG100.DWG
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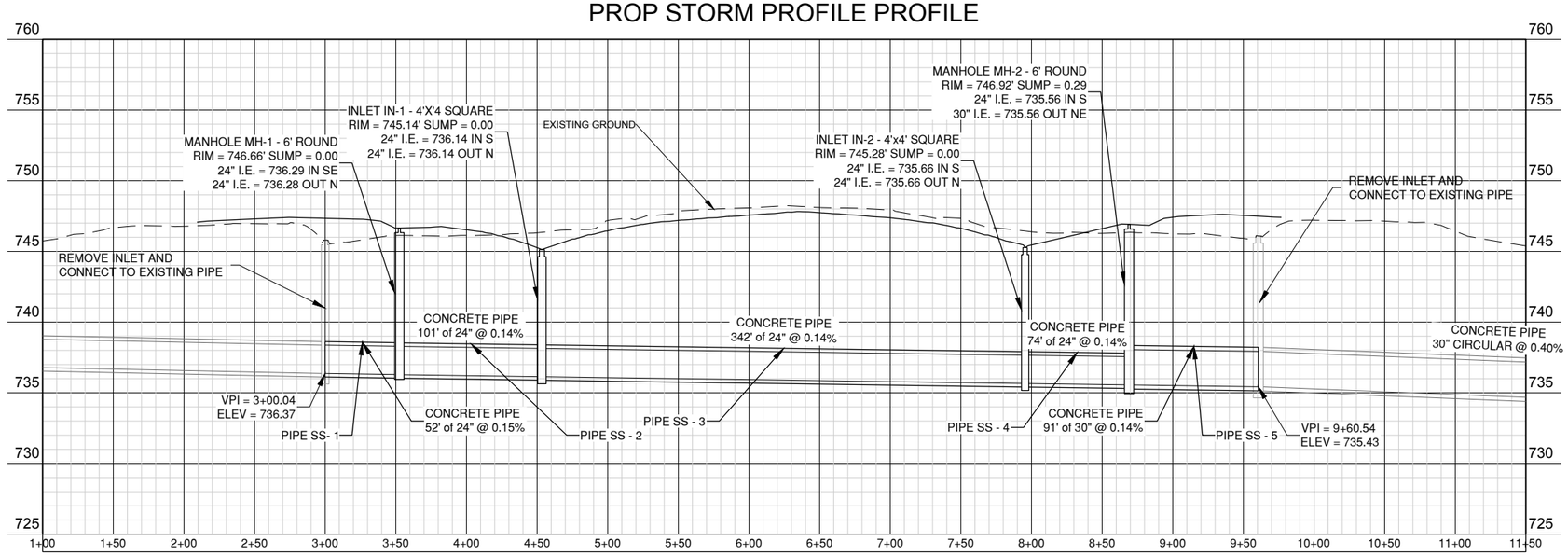
SHEET TITLE

GRADING & DRAINAGE PLAN 2

CG102

SHEET 26 OF 67

PROP STORM PROFILE PROFILE



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JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CG400.DWG
DESIGNED BY:	HCH
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SHEET TITLE

STORM SEWER PROFILE

CG201

SHEET 27 OF 67

STRUCTURE TABLE
MIDFIELD STORM SEWER

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
EXISTING PIPE - NORTH	RIM = N/A SUMP = N/A SS - 5 INV IN = 735.43	TAXI A(1) STA 12+83.84 OFFSET 262.12 R
EXISTING PIPE - SOUTH	RIM = N/A SUMP = N/A SS- 1 INV OUT = 736.37	TAXI A(1) STA 6+63.84 OFFSET 262.02 R
INLET IN-1 - 4'X'4 SQUARE	RIM = 745.14 SUMP = 736.14 SS - 2 INV IN = 736.14 SS - 3 INV OUT = 736.14	TAXI A(1) STA 8+01.13 OFFSET 205.17 R
INLET IN-2 - 4'x4' SQUARE	RIM = 745.28 SUMP = 735.66 SS - 3 INV IN = 735.66 SS - 4 INV OUT = 735.66	TAXI A(1) STA 11+43.19 OFFSET 205.18 R
MANHOLE MH-1 - 6' ROUND	RIM = 746.66 SUMP = 736.28 SS- 1 INV IN = 736.29 SS - 2 INV OUT = 736.28	TAXI A(1) STA 7+02.51 OFFSET 226.53 R
MANHOLE MH-2 - 6' ROUND	RIM = 746.92 SUMP = 735.27 SS - 4 INV IN = 735.56 SS - 5 INV OUT = 735.56	TAXI A(1) STA 12+16.58 OFFSET 200.12 R

PIPE SCHEDULE
MIDFIELD STORM SEWER

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
SS- 1	EXISTING PIPE - SOUTH	MANHOLE MH-1 - 6' ROUND	736.37	736.29	52	0.15%	CONCRETE PIPE - 24"
SS - 2	MANHOLE MH-1 - 6' ROUND	INLET IN-1 - 4'X'4 SQUARE	736.28	736.14	101	0.14%	CONCRETE PIPE - 24"
SS - 3	INLET IN-1 - 4'X'4 SQUARE	INLET IN-2 - 4'X4' SQUARE	736.14	735.66	342	0.14%	CONCRETE PIPE - 24"
SS - 4	INLET IN-2 - 4'X4' SQUARE	MANHOLE MH-2 - 6' ROUND	735.66	735.56	74	0.14%	CONCRETE PIPE - 24"
SS - 5	MANHOLE MH-2 - 6' ROUND	EXISTING PIPE - NORTH	735.56	735.43	91	0.14%	CONCRETE PIPE - 30"

STRUCTURE TABLE
TAXI A - WEST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 7	RIM = 748.60 SUMP = 744.47 A - 4 INV OUT = 744.47	TAXI B STA 342+21.48 OFFSET 40.72 R
CO - 8	RIM = 747.97 SUMP = 741.83 A - 6 INV IN = 741.83 A - 7 INV OUT = 741.83	TAXI A STA 622+37.11 OFFSET 41.50 R
CS - 7	RIM = 747.25 SUMP = 740.02 A - 7 INV IN = 740.02 A - 8 INV OUT = 740.02	TAXI A STA 625+39.79 OFFSET 41.50 R
INLET EIN - 2	RIM = 746.00 SUMP = 733.78 A - 8 INV IN = 738.78	TAXI A STA 625+96.84 OFFSET 239.92 R
NODE A - 2	RIM = 744.57 SUMP = N/A A - 4 INV IN = 744.24 A - 5 INV OUT = 744.24	TAXI B STA 342+48.55 OFFSET 41.39 R
NODE A - 3	RIM = 743.37 SUMP = N/A A - 5 INV IN = 743.04 A - 6 INV OUT = 743.03	TAXI B STA 343+86.41 OFFSET 74.27 R

PIPE SCHEDULE
TAXI A - WEST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A - 4	CO - 7	NODE A - 2	744.47	744.24	27	0.85%	PVC PIPE - 4"
A - 5	NODE A - 2	NODE A - 3	744.24	743.04	142	0.85%	PVC PIPE - 4"
A - 6	NODE A - 3	CO - 8	743.03	741.83	141	0.85%	PVC PIPE - 4"
A - 7	CO - 8	CS - 7	741.83	740.02	303	0.60%	PVC PIPE - 4"
A - 8	CS - 7	INLET EIN - 2	740.02	738.78	206	0.60%	PVC PIPE - 4"

STRUCTURE TABLE
TAXI A - EAST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 9	RIM = 746.67 SUMP = 742.78 A - 1 INV OUT = 742.78	TAXI A STA 623+80.91 OFFSET -143.44 L
CS - 6	RIM = 747.25 SUMP = 741.70 A - 2 INV IN = 741.70 A - 3 INV OUT = 741.70	TAXI A STA 625+40.68 OFFSET -41.39 L
INLET EIN - 11	RIM = 743.45 SUMP = 739.45 A - 3 INV IN = 739.45	TAXI A STA 625+97.39 OFFSET -98.88 L
NODE A - 1	RIM = 742.76 SUMP = N/A A - 1 INV IN = 742.43 A - 2 INV OUT = 742.43	TAXI A STA 623+98.32 OFFSET -75.33 L

PIPE SCHEDULE
TAXI A - EAST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A - 1	CO - 9	NODE A - 1	742.78	742.43	70	0.50%	PVC PIPE - 4"
A - 2	NODE A - 1	CS - 6	742.43	741.70	146	0.50%	PVC PIPE - 4"
A - 3	CS - 6	INLET EIN - 11	741.70	739.45	81	2.78%	PVC PIPE - 4"

STRUCTURE TABLE
TAXI C - EAST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 3	RIM = 747.17 SUMP = 743.32 C - 1 INV OUT = 743.32	TAXI C4 STA 2+56.62 OFFSET -22.88 L
CS - 3	RIM = 747.41 SUMP = 741.78 C - 3 INV IN = 741.78 C - 4 INV OUT = 741.78	TAXI C STA 552+05.78 OFFSET 28.99 R
INLET EIN - 6	RIM = 743.45 SUMP = 737.85 C - 4 INV IN = 737.85	TAXI C STA 553+37.38 OFFSET 101.38 R
NODE C - 1	RIM = 743.17 SUMP = N/A C - 1 INV IN = 742.84 C - 2 INV OUT = 742.84	TAXI C4 STA 1+79.29 OFFSET -43.19 L
NODE C - 2	RIM = 742.69 SUMP = N/A C - 2 INV IN = 742.36 C - 3 INV OUT = 742.36	TAXI C STA 551+09.14 OFFSET 36.96 R

PIPE SCHEDULE
TAXI C - EAST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
C - 1	CO - 3	NODE C - 1	743.32	742.84	80	0.60%	PVC PIPE - 4"
C - 2	NODE C - 1	NODE C - 2	742.84	742.36	80	0.60%	PVC PIPE - 4"
C - 3	NODE C - 2	CS - 3	742.36	741.78	97	0.60%	PVC PIPE - 4"
C - 4	CS - 3	INLET EIN - 6	741.78	737.85	150	2.61%	PVC PIPE - 4"

STRUCTURE TABLE
TAXI C - WEST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 1	RIM = 747.92 SUMP = 742.38 C - 5 INV IN = 742.38 C - 6 INV OUT = 742.38	TAXI C STA 549+40.64 OFFSET -38.98 L
CO - 2	RIM = 747.40 SUMP = 743.57 C - 5 INV OUT = 743.57	TAXI C STA 552+05.61 OFFSET -29.00 L
CS - 1	RIM = 747.81 SUMP = 741.11 C - 8 INV IN = 741.11 C - 9 INV OUT = 741.11	TAXI A(2) STA 812+44.66 OFFSET -41.39 L
INLET EIN - 5	RIM = 735.77 SUMP = 734.77 C - 9 INV IN = 735.46	TAXI A(2) STA 811+65.87 OFFSET -234.25 L
NODE C - 3	RIM = 742.39 SUMP = N/A C - 6 INV IN = 742.06 C - 7 INV OUT = 742.06	TAXI C STA 548+72.24 OFFSET -56.60 L
NODE C - 4	RIM = 742.08 SUMP = N/A C - 7 INV IN = 741.75 C - 8 INV OUT = 741.75	TAXI A(2) STA 813+82.28 OFFSET -74.28 L

PIPE SCHEDULE
TAXI C - WEST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
C - 5	CO - 2	CO - 1	743.57	742.38	265	0.45%	PVC PIPE - 4"
C - 6	CO - 1	NODE C - 3	742.38	742.06	71	0.45%	PVC PIPE - 4"
C - 7	NODE C - 3	NODE C - 4	742.06	741.75	71	0.45%	PVC PIPE - 4"
C - 8	NODE C - 4	CS - 1	741.75	741.11	141	0.45%	PVC PIPE - 4"
C - 9	CS - 1	INLET EIN - 5	741.11	735.46	208	2.71%	PVC PIPE - 4"

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JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX **UN062**
IL. PROJ. NO. CMI-4793
CMT PROJECT NO: 20005901
CAD DWG FILE: 20005901-CG400.DWG
DESIGNED BY: HCH
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
STORM SEWER & UNDERDRAIN SCHEDULES 1

CG401
SHEET 28 OF 67

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Date: Friday, May 12, 2023 12:05:39 PM

STRUCTURE TABLE
TAXI A(1) - EAST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 4	RIM = 748.26 SUMP = 744.91 A(1) - 7 INV OUT = 744.91 A(1) - 8 INV OUT = 744.91	TAXI A(1) STA 10+16.79 OFFSET 41.50 R
CS - 4	RIM = 747.33 SUMP = 741.63 A(1) - 12 INV IN = 741.63 A(1) - 13 INV OUT = 741.63	TAXI C4 STA 3+00.21 OFFSET 49.09 R
CS - 5	RIM = 747.07 SUMP = 742.30 A(1) - 2 INV IN = 742.30 A(1) - 1 INV OUT = 742.30	TAXI A7 STA 702+95.53 OFFSET -57.24 L
INLET IN-1 - 4'x4' SQUARE	RIM = 746.35 SUMP = 741.76 A(1) - 1 INV IN = 741.76	TAXI A(1) STA 8+01.13 OFFSET 205.17 R
INLET IN-2 - 4'x4' SQUARE	RIM = 746.44 SUMP = 740.95 A(1) - 13 INV IN = 740.95	TAXI A(1) STA 11+43.19 OFFSET 205.18 R
NODE A(1) - 1	RIM = 742.99 SUMP = N/A A(1) - 3 INV IN = 742.66 A(1) - 2 INV OUT = 742.66	TAXI A7 STA 702+25.78 OFFSET -74.83 L
NODE A(1) - 2	RIM = 743.50 SUMP = N/A A(1) - 4 INV IN = 743.17 A(1) - 3 INV OUT = 743.17	TAXI A(1) STA 7+23.61 OFFSET 149.28 R
NODE A(1) - 3	RIM = 743.90 SUMP = N/A A(1)- 5 INV IN = 743.57 A(1) - 4 INV OUT = 743.57	TAXI A(1) STA 7+59.81 OFFSET 94.13 R
NODE A(1) - 4	RIM = 744.27 SUMP = N/A A(1) - 6 INV IN = 743.94 A(1)- 5 INV OUT = 743.94	TAXI A(1) STA 8+22.68 OFFSET 55.88 R
NODE A(1) - 5	RIM = 744.83 SUMP = N/A A(1) - 7 INV IN = 744.50 A(1) - 6 INV OUT = 744.50	TAXI A(1) STA 9+33.78 OFFSET 41.50 R
NODE A(1) - 6	RIM = 744.35 SUMP = N/A A(1) - 8 INV IN = 744.02 A(1) - 9 INV OUT = 744.02	TAXI A(1) STA 11+27.88 OFFSET 55.93 R
NODE A(1) - 7	RIM = 743.45 SUMP = N/A A(1) - 9 INV IN = 743.12 A(1) - 10 INV OUT = 743.12	TAXI A(1) STA 12+19.15 OFFSET 120.77 R
NODE A(1) - 8	RIM = 742.95 SUMP = N/A A(1) - 10 INV IN = 742.62 A(1) - 11 INV OUT = 742.62	TAXI C4 STA 1+79.29 OFFSET 71.36 R
NODE A(1) - 9	RIM = 742.31 SUMP = N/A A(1) - 11 INV IN = 741.98 A(1) - 12 INV OUT = 741.98	TAXI C4 STA 2+56.61 OFFSET 51.07 R

STRUCTURE TABLE
TAXI A(1) - WEST UNDERDRAIN

STRUCTURE NAME AND TYPE	STRUCTURE DETAILS	HORIZONTAL CONTROL
CO - 5	RIM = 748.30 SUMP = 742.30 A(1) - 17 INV IN = 742.30 A(1) - 18 INV OUT = 742.30	TAXI A(1) STA 9+75.28 OFFSET -41.50 L
CO - 6	RIM = 748.07 SUMP = 744.05 A(1) - 14 INV OUT = 744.05	TAXI B STA 342+49.48 OFFSET -41.50 L
CS - 2	RIM = 747.49 SUMP = 740.55 A(1) - 21 INV IN = 740.55 A(1) - 22 INV OUT = 740.55	TAXI A(2) STA 812+45.59 OFFSET 41.50 R
INLET EIN - 4	RIM = 744.67 SUMP = 739.73 A(1) - 22 INV IN = 739.73	TAXI A(2) STA 811+85.49 OFFSET 165.56 R
NODE A(1) - 10	RIM = 743.96 SUMP = N/A A(1) - 14 INV IN = 743.63 A(1) - 15 INV OUT = 743.63	TAXI B STA 343+33.57 OFFSET -41.50 L
NODE A(1) - 11	RIM = 743.41 SUMP = N/A A(1) - 15 INV IN = 743.08 A(1) - 16 INV OUT = 743.07	TAXI A(1) STA 8+21.65 OFFSET -56.04 L
NODE A(1) - 12	RIM = 742.84 SUMP = N/A A(1) - 16 INV IN = 742.51 A(1) - 17 INV OUT = 742.51	TAXI A(1) STA 9+33.77 OFFSET -41.50 L
NODE A(1) - 13	RIM = 742.42 SUMP = N/A A(1) - 18 INV IN = 742.09 A(1) - 19 INV OUT = 742.09	TAXI A(1) STA 10+16.79 OFFSET -41.50 L
NODE A(1) - 14	RIM = 741.86 SUMP = N/A A(1) - 19 INV IN = 741.53 A(1) - 20 INV OUT = 741.53	TAXI A(2) STA 814+40.48 OFFSET 55.89 R
NODE A(1) - 15	RIM = 741.30 SUMP = N/A A(1) - 20 INV IN = 740.97 A(1) - 21 INV OUT = 740.97	TAXI A(2) STA 813+29.34 OFFSET 41.50 R

PIPE SCHEDULE
TAXI A(1) - EAST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A(1)- 5	NODE A(1) - 4	NODE A(1) - 3	743.94	743.57	74	0.50%	PVC PIPE - 4"
A(1) - 1	CS - 5	INLET IN-1 - 4'X4' SQUARE	742.30	741.76	108	0.50%	PVC PIPE - 4"
A(1) - 2	NODE A(1) - 1	CS - 5	742.66	742.30	72	0.50%	PVC PIPE - 4"
A(1) - 3	NODE A(1) - 2	NODE A(1) - 1	743.17	742.66	73	0.70%	PVC PIPE - 4"
A(1) - 4	NODE A(1) - 3	NODE A(1) - 2	743.57	743.17	66	0.60%	PVC PIPE - 4"
A(1) - 6	NODE A(1) - 5	NODE A(1) - 4	744.50	743.94	112	0.50%	PVC PIPE - 4"
A(1) - 7	CO - 4	NODE A(1) - 5	744.91	744.50	83	0.50%	PVC PIPE - 4"
A(1) - 8	CO - 4	NODE A(1) - 6	744.91	744.02	112	0.80%	PVC PIPE - 4"
A(1) - 9	NODE A(1) - 6	NODE A(1) - 7	744.02	743.12	112	0.80%	PVC PIPE - 4"
A(1) - 10	NODE A(1) - 7	NODE A(1) - 8	743.12	742.62	63	0.80%	PVC PIPE - 4"
A(1) - 11	NODE A(1) - 8	NODE A(1) - 9	742.62	741.98	80	0.80%	PVC PIPE - 4"
A(1) - 12	NODE A(1) - 9	CS - 4	741.98	741.63	44	0.80%	PVC PIPE - 4"
A(1) - 13	CS - 4	INLET IN-2 - 4'X4' SQUARE	741.63	740.95	85	0.80%	PVC PIPE - 4"

PIPE SCHEDULE
TAXI A(1) - WEST UNDERDRAIN

PIPE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	INVERT	INVERT	LENGTH (FT)	SLOPE	TYPE
A(1) - 14	CO - 6	NODE A(1) - 10	744.05	743.63	84	0.50%	PVC PIPE - 4"
A(1) - 15	NODE A(1) - 10	NODE A(1) - 11	743.63	743.08	112	0.50%	PVC PIPE - 4"
A(1) - 16	NODE A(1) - 11	NODE A(1) - 12	743.07	742.51	113	0.50%	PVC PIPE - 4"
A(1) - 17	NODE A(1) - 12	CO - 5	742.51	742.30	42	0.50%	PVC PIPE - 4"
A(1) - 18	CO - 5	NODE A(1) - 13	742.30	742.09	42	0.50%	PVC PIPE - 4"
A(1) - 19	NODE A(1) - 13	NODE A(1) - 14	742.09	741.53	112	0.50%	PVC PIPE - 4"
A(1) - 20	NODE A(1) - 14	NODE A(1) - 15	741.53	740.97	112	0.50%	PVC PIPE - 4"
A(1) - 21	NODE A(1) - 15	CS - 2	740.97	740.55	84	0.50%	PVC PIPE - 4"
A(1) - 22	CS - 2	INLET EIN - 4	740.55	739.73	138	0.60%	PVC PIPE - 4"

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License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CG400.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
STORM SEWER & UNDERDRAIN SCHEDULES 2

CG402
SHEET 29 OF 67

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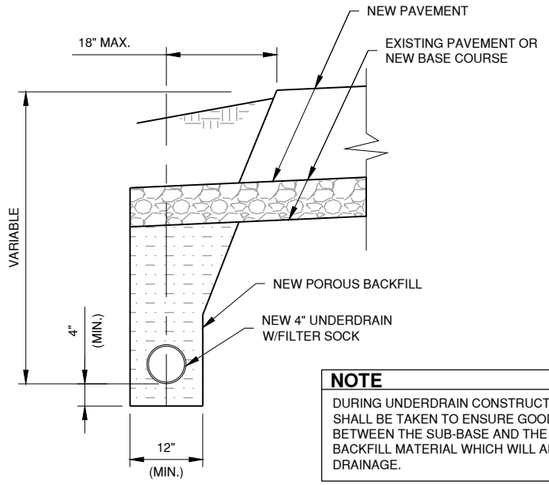
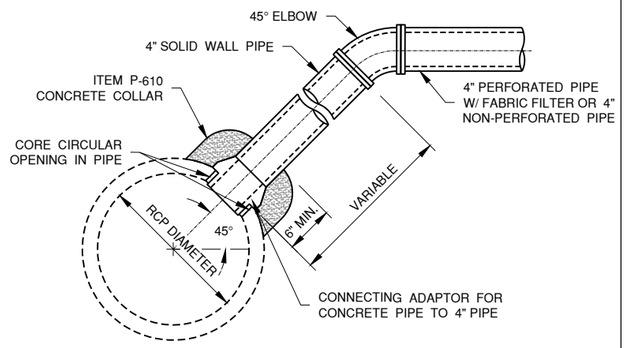


NOTE

DURING UNDERDRAIN CONSTRUCTION, CARE SHALL BE TAKEN TO ENSURE GOOD DRAINAGE BETWEEN THE SUB-BASE AND THE POROUS BACKFILL MATERIAL WHICH WILL AFFECT DRAINAGE.

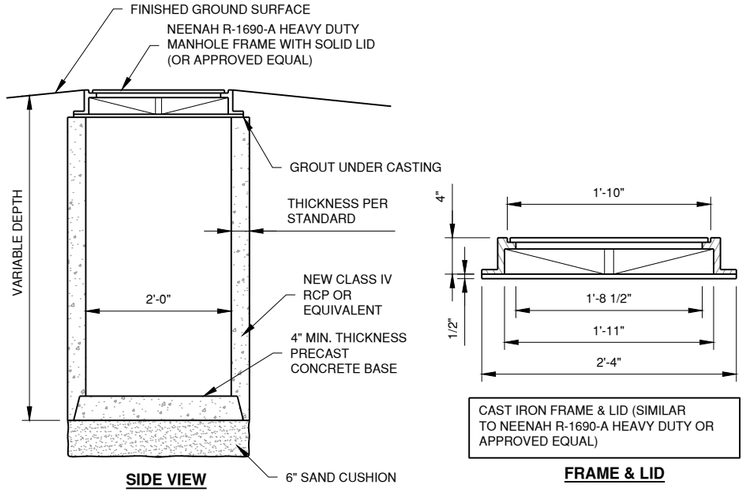
1 UNDERDRAIN PAVEMENT EDGE
N.T.S.



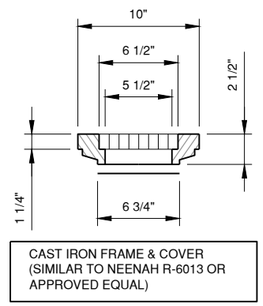
NOTE

ANGLE MEASURED FROM HORIZONTAL

2 UNDERDRAIN DIRECT CONNECTION
N.T.S.

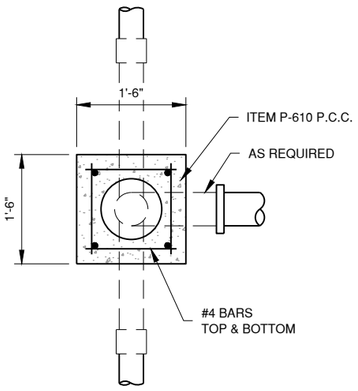


3 UNDERDRAIN COLLECTION STRUCTURE
N.T.S.



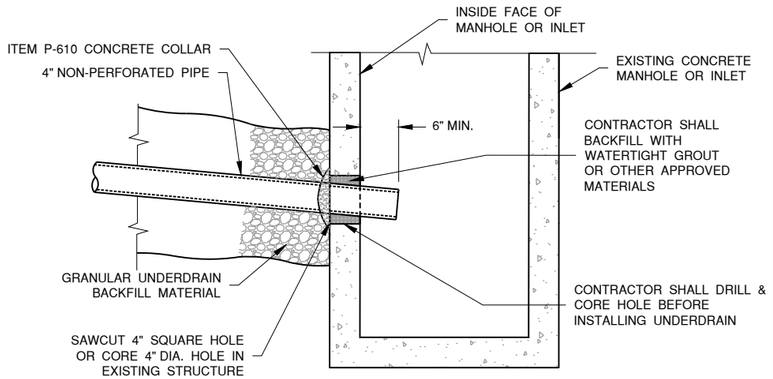
CAST IRON FRAME & COVER
(SIMILAR TO NEENAH R-6013 OR
APPROVED EQUAL)

FRAME & LID

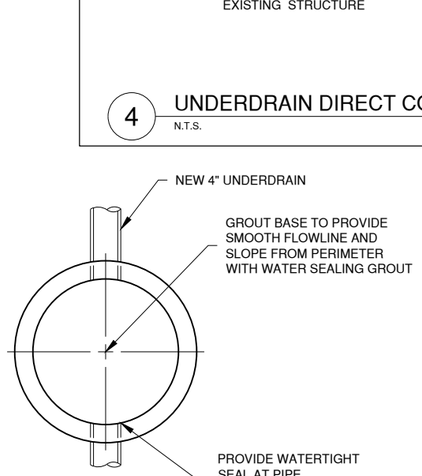


PLAN

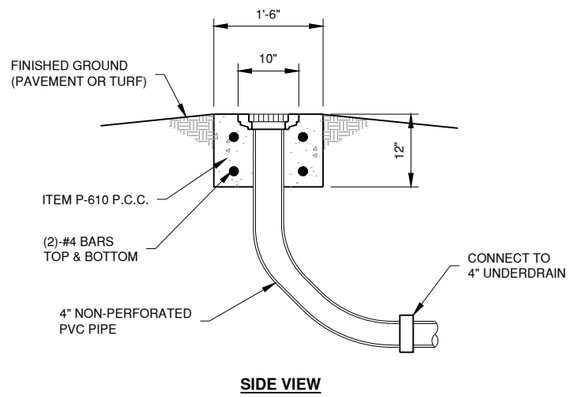
5 UNDERDRAIN CLEAN-OUT
N.T.S.



4 UNDERDRAIN DIRECT CONNECTION TO STRUCTURE
N.T.S.

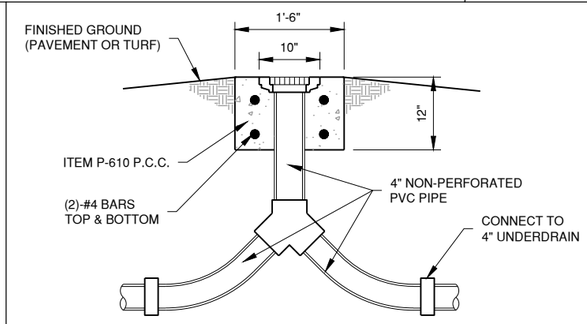


PLAN



SIDE VIEW

6 UNDERDRAIN CLEAN-OUT TYPE 1
N.T.S.



7 UNDERDRAIN CLEAN-OUT TYPE 2
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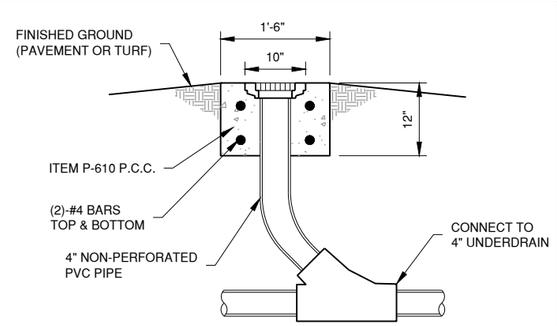

8 UNDERDRAIN CLEAN-OUT TYPE 3
N.T.S.

CMT

License No. 184-000613

CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CU500.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

UNDERDRAIN DETAILS

CU501

SHEET 30 OF 67

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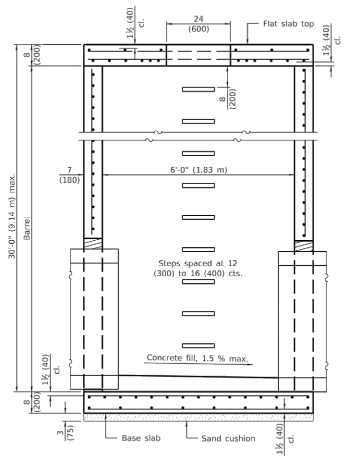
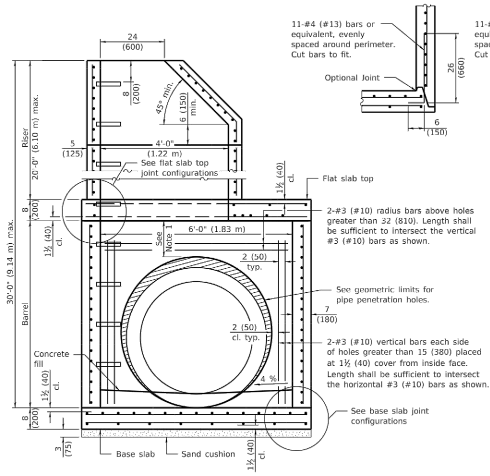
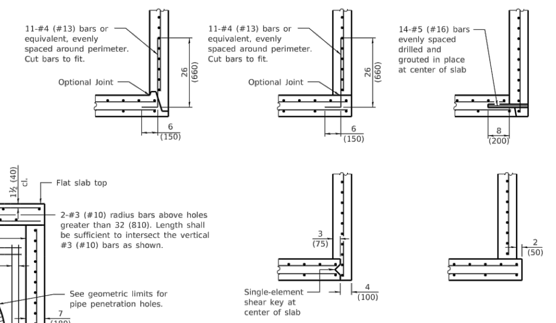


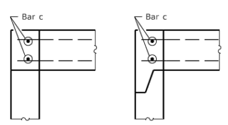
SECTION PARALLEL TO PIPE
(Without conical top riser)



SECTION PERPENDICULAR TO PIPE
(With conical top riser)



BASE SLAB JOINT CONFIGURATIONS



FLAT SLAB TOP JOINT CONFIGURATIONS
(Shown at access hole)

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

Note 1: A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above pipe penetration holes > 32 (810).

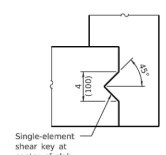
Note 2: A minimum 12 (300) inside arc length of reinforced concrete shall be maintained between pipe penetration holes > 15 (380).

Note 3: A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.

Note 4: Horizontal joints that intersect pipe penetration holes > 15 (380) shall have one joint splice for every location around the perimeter of the joint where the inside arc length between pipe penetration holes is < 24 (600). See joint splice detail.

Note 5: The recommended pipe penetration hole is equal to the O.D. of the pipe plus 4 (100).

Note 6: Only pipe penetration holes ≤ 15 (380) are allowed in riser sections.



SHEAR KEY GEOMETRY
(Reinforcement not shown for clarity)

GENERAL NOTES

Pipe holes shall be formed to facilitate proper placement of hole reinforcement.

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

See Standard 602701 for details of manhole steps.

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

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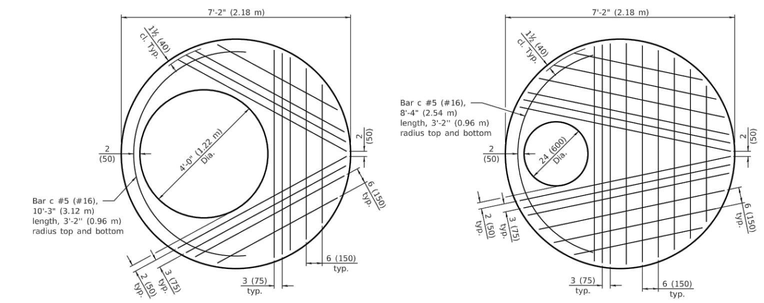
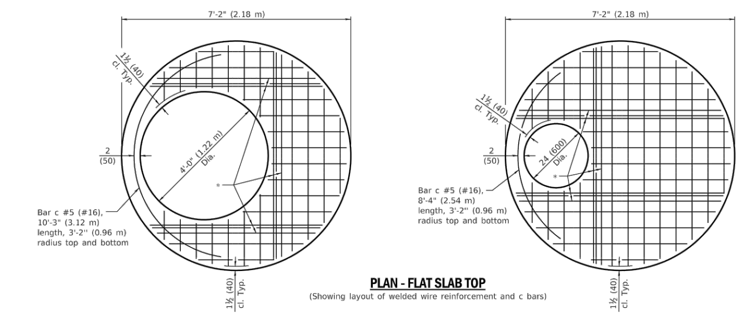
DATE	REVISIONS
1-1-21	Revised Note 1, Note 2 and
	lifting hole general note.
3-1-19	Moved wall reinforcement from
	inside face to middle.

PRECAST MANHOLE TYPE A
6' (1.83 m) DIAMETER
(Sheet 1 of 3)

STANDARD 602406-11



PLAN - FLAT SLAB TOP
(Showing layout of bottom reinforcement bars and c bars)



PLAN - FLAT SLAB TOP
(Showing layout of welded wire reinforcement and c bars)

* #5 (#16) bars for risers ≤ 10 ft. (3.05 m) tall or #6 (#19) bars for risers > 10 ft. (3.05 m) tall bottom. Bundle first bar with closest WWR bar to the opening and place second bar ±3 (75) away.

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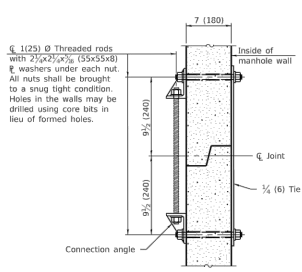
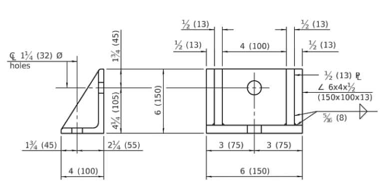
PRECAST MANHOLE TYPE A
6' (1.83 m) DIAMETER
(Sheet 2 of 3)

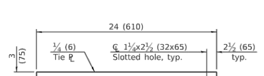
STANDARD 602406-11



JOINT SPLICE



CONNECTION ANGLE



TIE PLATE

FLAT SLAB TOP REINFORCEMENT

Location	Riser Height (RH)	WWR (each direction)		Rebar (each direction except as noted)		
		A_s (min.)	Spacing (max.)	A_s (min.)	Spacing (max.)	Bar Size
Top Mat	All	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)	#3 or #4 (#10) (#13)
Bottom Mat	RH ≤ 10 ft. (3.05 m)	** 0.62 sq. in./ft. (1312 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#5 (#16)
	RH > 10 ft. (3.05 m)	** 0.88 sq. in./ft. (1863 sq. mm/m)	6 (150)			#6 (#19)

** Only one layer of WWR permitted to avoid congestion.

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar	
		A_s (min.)	Spacing (max.)
4 ft. (1.22 m) Ø Riser	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)
6 ft. (1.83 m) Ø Barrel	Circumferential	0.18 sq. in./ft. (381 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)

BASE SLAB REINFORCEMENT

Location	Riser Height (RH)/ Total Height (TH)	WWR or Rebar (each direction)	
		A_s (min.)	Spacing (max.)
Top Mat	RH ≤ 10 ft. (3.05 m) & TH ≤ 20 ft. (6.10 m)	0.28 sq. in./ft. (593 sq. mm/m)	6 (150)
	RH > 10 ft. (3.05 m) or TH > 20 ft. (6.10 m)	0.40 sq. in./ft. (847 sq. mm/m)	6 (150)
Bottom Mat	All	0.11 sq. in./ft. (233 sq. mm/m)	18 (450)

Illinois Department of Transportation

PRECAST MANHOLE TYPE A
6' (1.83 m) DIAMETER
(Sheet 3 of 3)

STANDARD 602406-11

CMT

License No. 184-000613

CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX
IL. PROJ. NO. CMI-4793
CMT PROJECT NO: 20005901
CAD DWG FILE: 20005901 - CU500.DWG
DESIGNED BY: CBG
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
COPYRIGHT:

SHEET TITLE

DRAINAGE DETAILS 1

CU502

SHEET 31 OF 67

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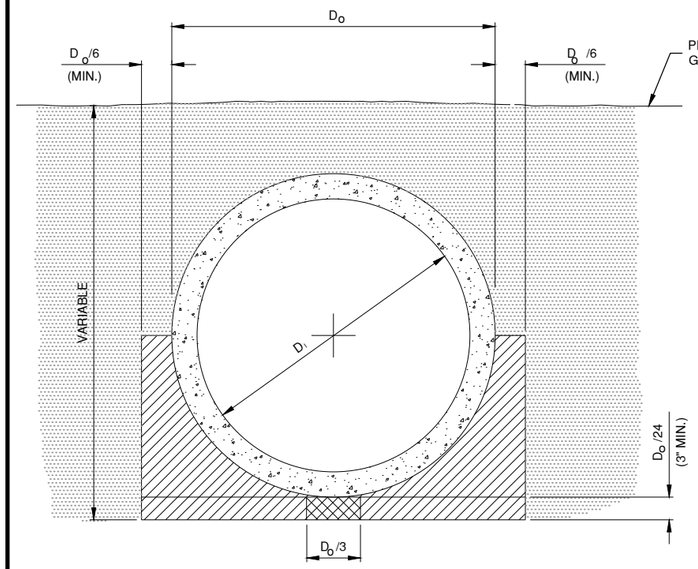
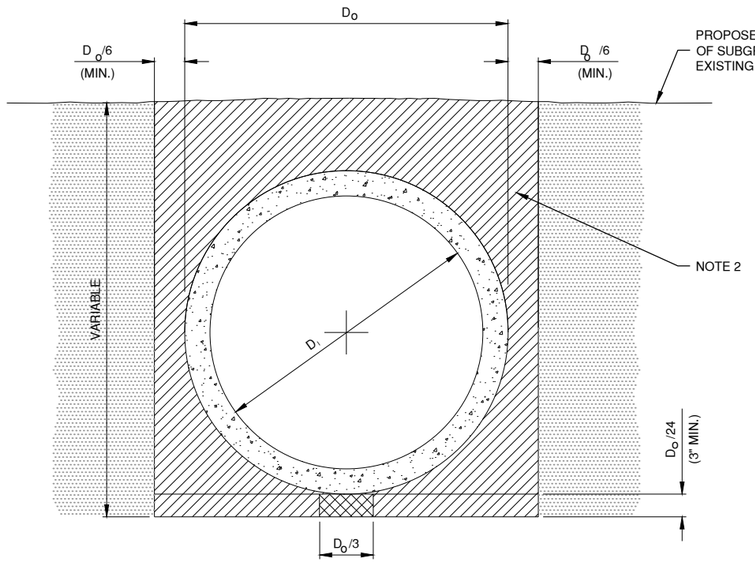


STANDARD TRENCH INSTALLATION
NON-PAVED AREA
N.T.S.



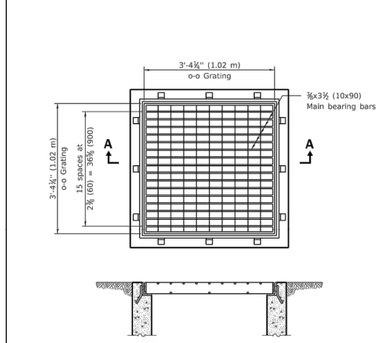
STANDARD TRENCH INSTALLATION
PROPOSED PAVED AREA
N.T.S.

LEGEND

- DRAINAGE CONDUIT MATERIAL-CONCRETE
- MIDDLE BEDDING LOOSELY PLACED UNCOMPACTED BEDDING
- HAUNCH AND OUTER BEDDING COMPACTION- 95% STANDARD PROCTOR
- LOWER SIDE AND OVERFILL COMPACTION- SAME AS EMBANKMENT REQUIREMENTS
- D_O PIPE OUTSIDE DIAMETER
- D_I PIPE INSIDE DIAMETER

NOTES

1. BEDDING SHOWN IS IN ACCORDANCE WITH "STANDARD EMBANKMENT INSTALLATIONS", STANDARD INSTALLATION & BEDDING FACTORS FOR THE INDIRECT DESIGN METHOD (DESIGN DATA 40), AMERICAN CONCRETE PIPE ASSOCIATION.
2. BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.



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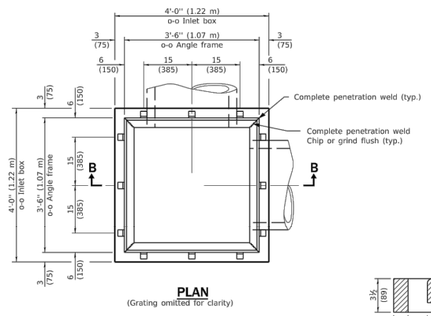
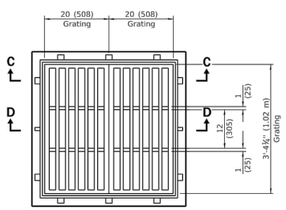
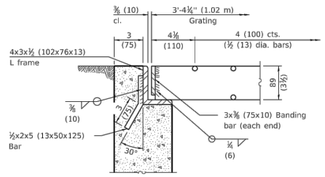
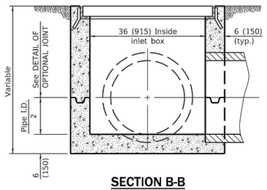


PLAN
(Grating omitted for clarity)





STEEL FRAME & GRATE



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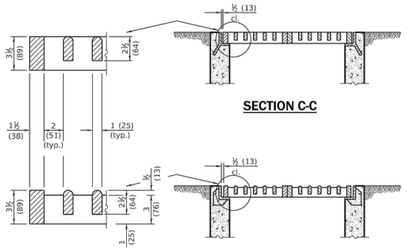
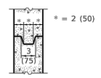
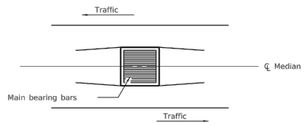


SECTION C-C

SECTION D-D
CAST FRAME & GRATE



DETAIL of OPTIONAL JOINT



Sketch showing location and direction of main bearing bars in relation to ℄ median

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

SCALE: 1-1-97

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

DATE	REVISIONS
1-1-09	Switched units to
	English (metric).
1-1-97	Renum. Standard 2240-6.

FLUSH INLET BOX FOR MEDIAN

STANDARD 542546-01

CMT

License No. 184-000613

CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-0016-XXX
IL. PROJ. NO.	CMI-4793
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901 - CU500.DWG
DESIGNED BY:	CBG
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

DRAINAGE DETAILS 2

CU503

SHEET 32 OF 67

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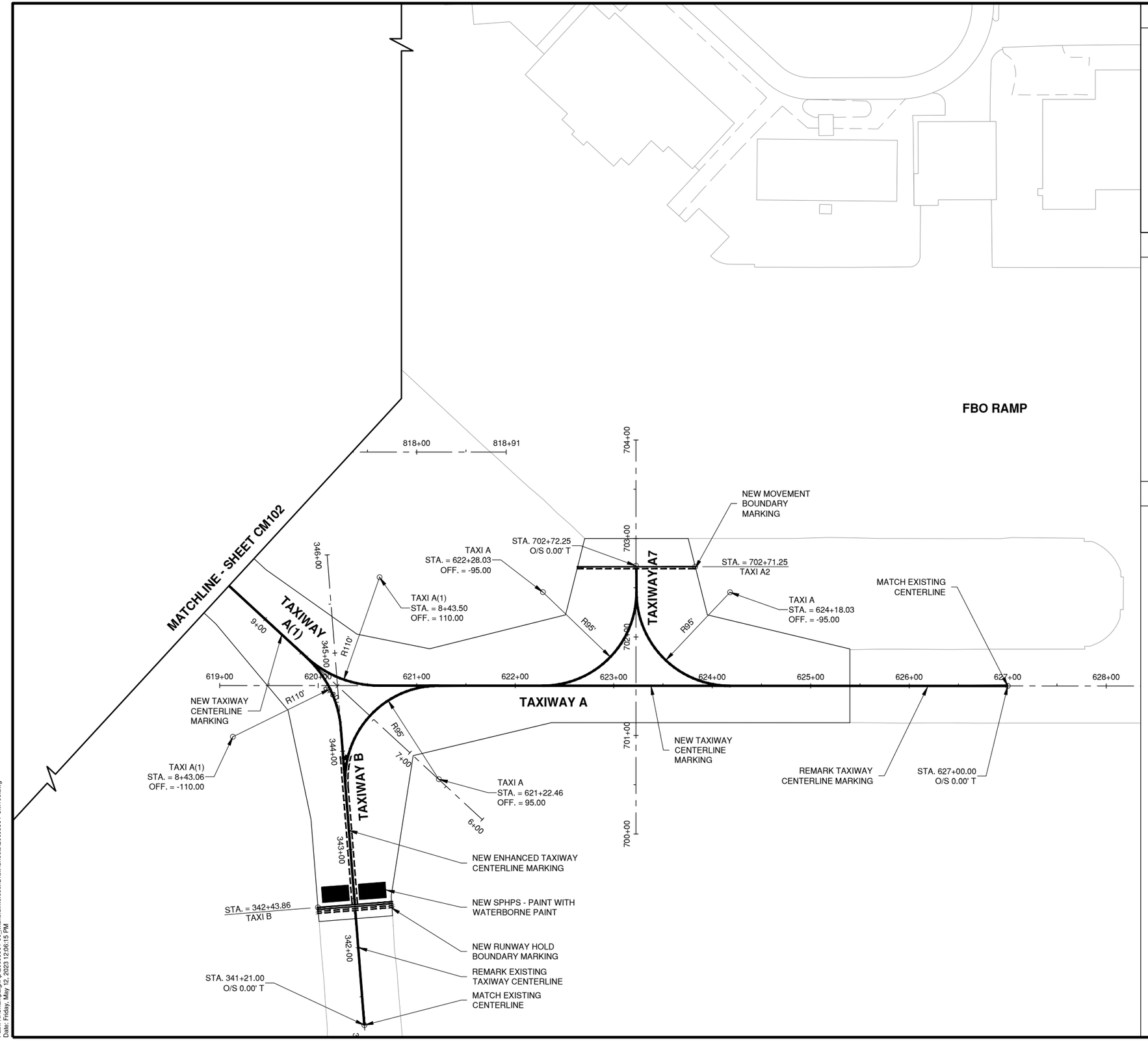

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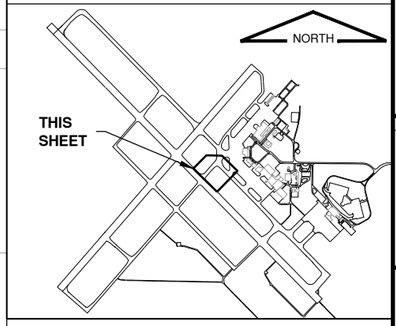


NOTES

LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW MOVEMENT BOUNDARY MARKING
- NEW ENHANCED TAXIWAY CENTERLILNE MARKING
- SURFACE PAINTED HOLD POSITION SIGN MARKING

CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

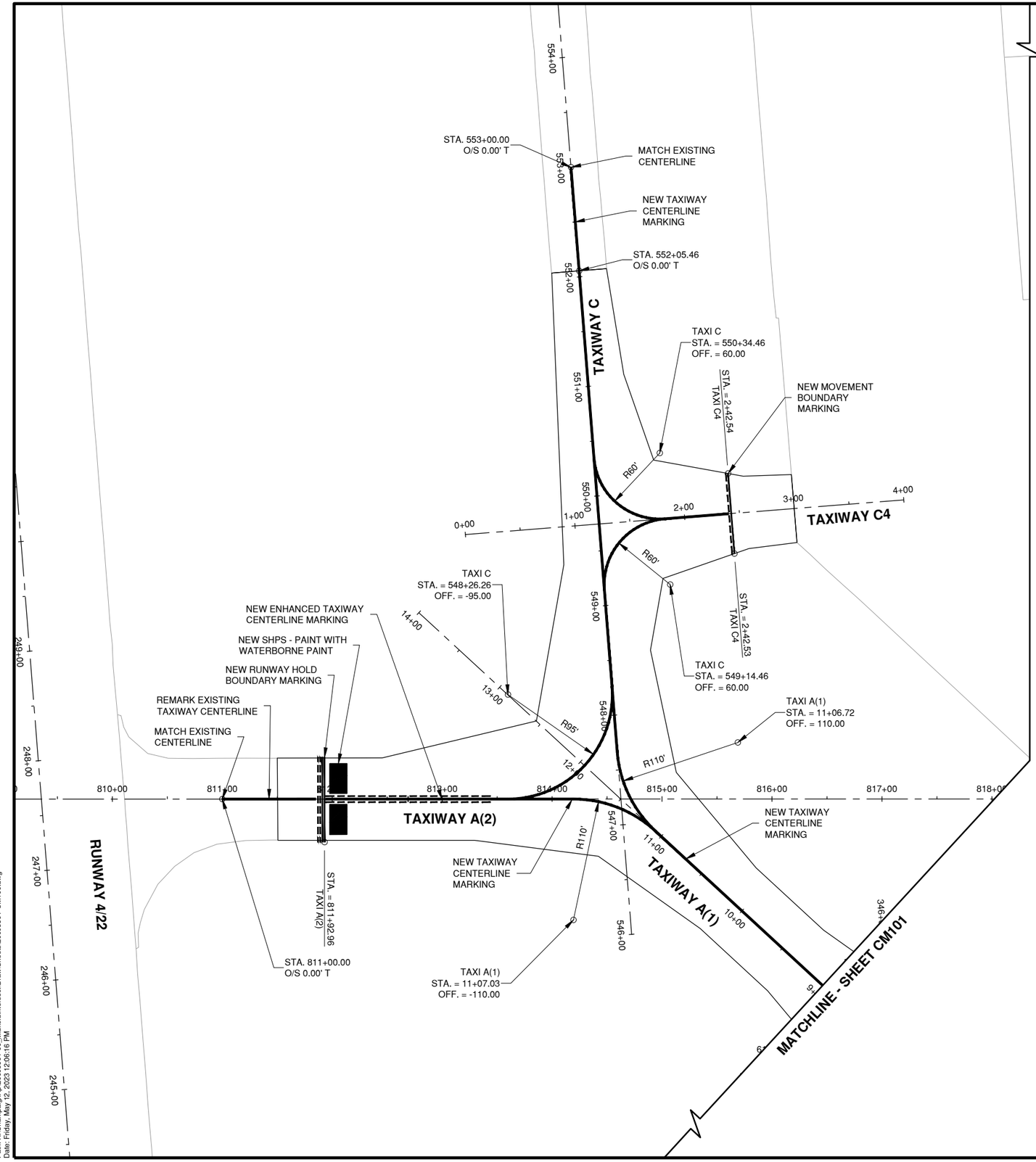
AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CM100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

MARKING PLAN 1

CM101

SHEET 33 OF 67



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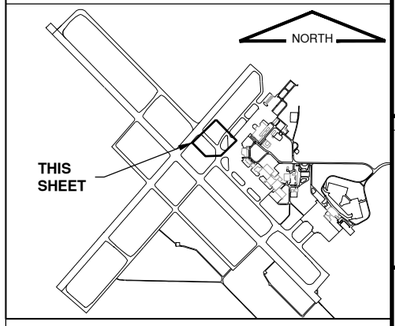

NOTES

LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW MOVEMENT BOUNDARY MARKING
- NEW ENHANCED TAXIWAY CENTERLILNE MARKING
- SURFACE PAINTED HOLD POSITION SIGN MARKING

CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CM100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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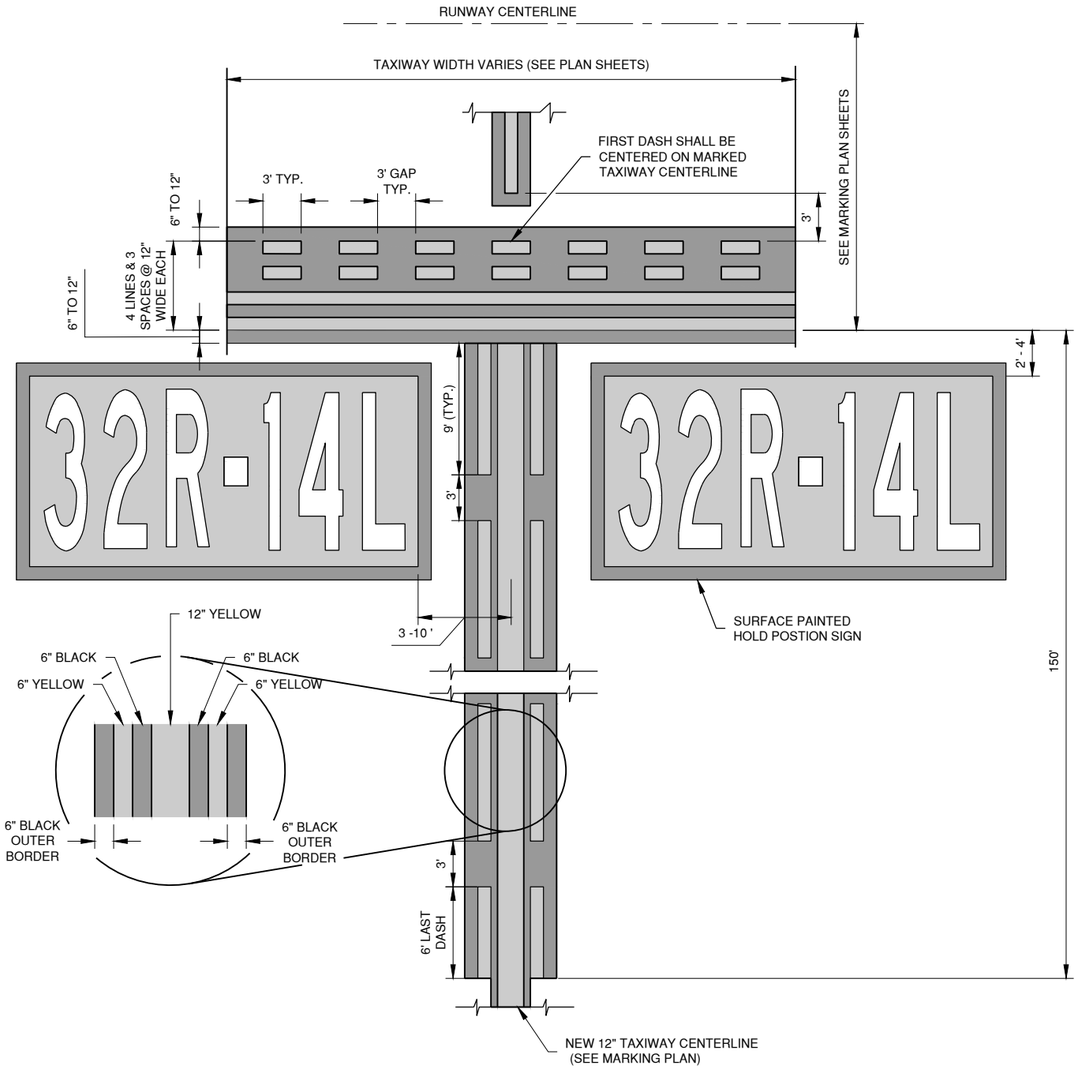
SHEET TITLE

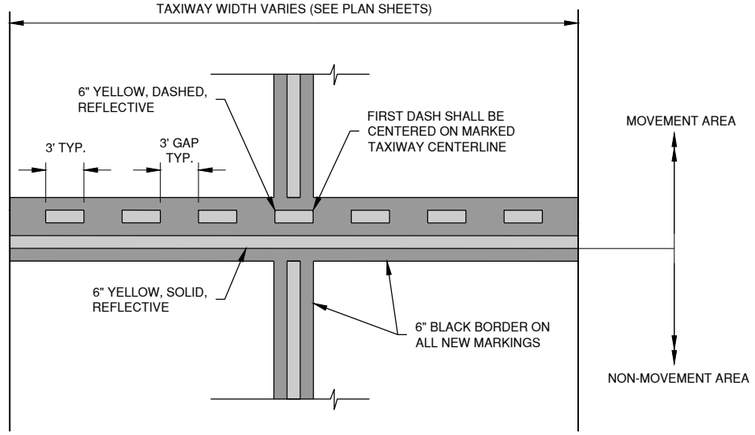
MARKING PLAN 2

CM102

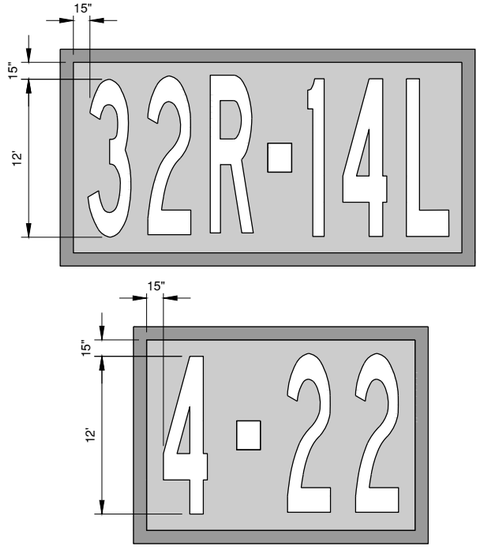
SHEET 34 OF 67



1 RUNWAY HOLD POSITION & ENHANCED TAXIWAY CENTERLINE
N.T.S.



2 NON-MOVEMENT HOLDLINE
N.T.S.



3 SURFACE PAINTED HOLD POSITION SIGN (SPHPS)
N.T.S.

NOTES:

1. ALL NEW WATER BORNE PAVEMENT MARKING (RED, YELLOW, WHITE) WILL BE PAID UNDER WATERBORNE MARKING PAY ITEM AND SHALL HAVE REFLECTIVE BEADS.
2. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE 6" BLACK BORDER UNLESS OTHERWISE NOTED. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CM500.DWG
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SHEET TITLE
MARKING DETAILS 1

CM501
SHEET 35 OF 67

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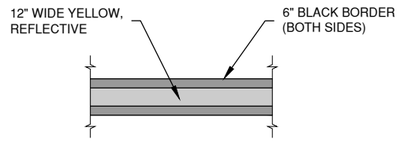
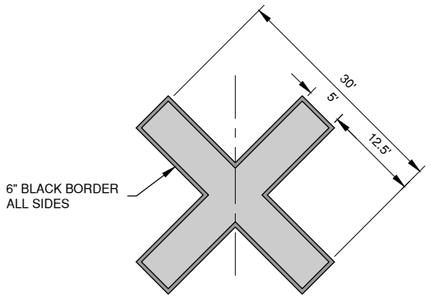
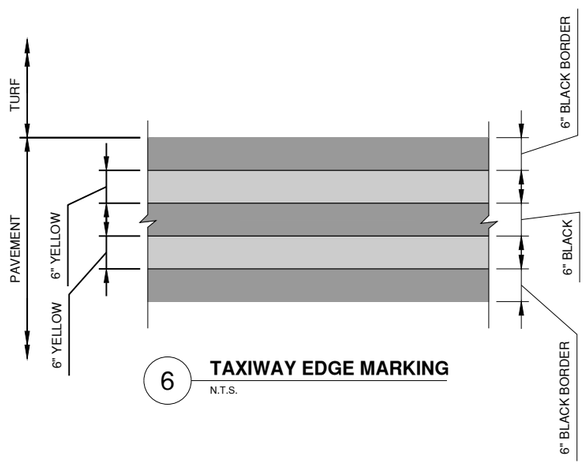


4 TAXIWAY CENTERLINE DETAIL
N.T.S.



5 CLOSED TAXIWAY MARKING (YELLOW)
N.T.S.



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

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JUNE 16, 2023

MIDFIELD INTERSECTION
RECONFIGURATION

OWNER

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SAVOY, ILLINOIS

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CAD DWG FILE:	20005901-CM500.DWG
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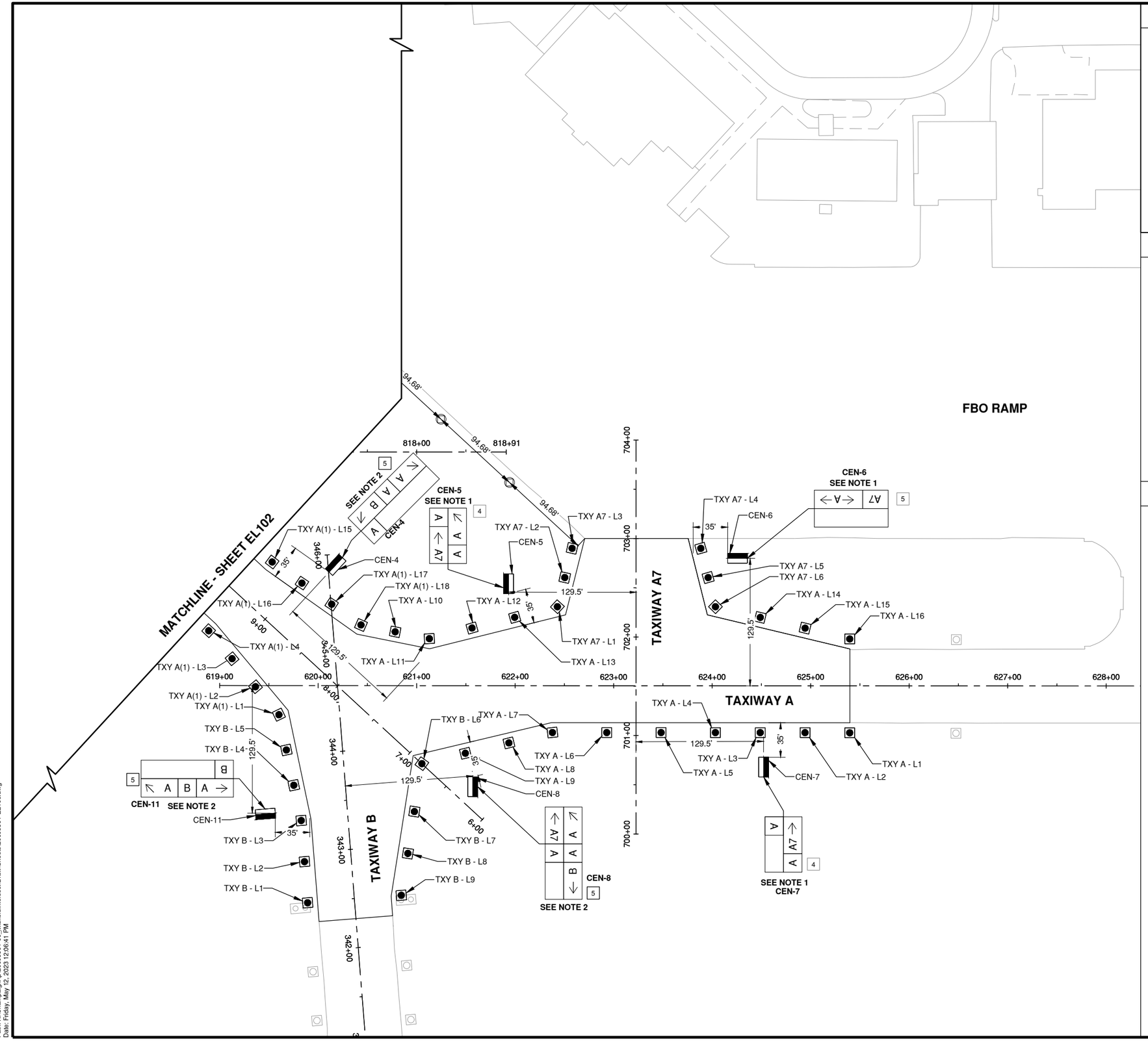
SHEET TITLE

MARKING DETAILS 2

CM502

SHEET 36 OF 67



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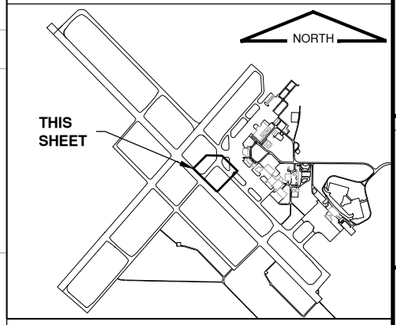

NOTES

1. RELOCATE EXISTING SIGN.
2. RELOCATE EXISTING SIGN & CHANGE LEGEND.
3. RELOCATE EXISTING LIGHT.
4. LIGHT TXY A7-L5 MAY NEED TO BE FILED ADJUSTED +/1 24" TO ACCOUNT FOR ELECTRIC MANHOLE TO REMAIN IN PLACE. ADJUSTMENT SHALL BE THE SAME FOR LIGHT TXY A7 - L2 TO KEEP LIGHTS AT SAME STATION.

LEGEND

- ★ PLACED IN 2020 DURING CMI-4643
- [#] NEW SIGN CHARACTER COUNT
- [#] EXISTING SIGN CHARACTER COUNT
- X-XX SIGN FROM EL113 OR EL114 THAT WILL BE RELOCATED TO THE LOCATION SHOWN ON EL102 & EL103
- NEW/RELOCATED TAXIWAY LIGHT
- AIRFIELD GUIDANCE SIGN
- NEW ELEVATED RETRO-REFLECTIVE MARKER

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0 50' 100'
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL100.DWG
DESIGNED BY:	HCH
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SHEET TITLE

ELECTRICAL PLAN 1

EL101

SHEET 37 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-EL100.dwg
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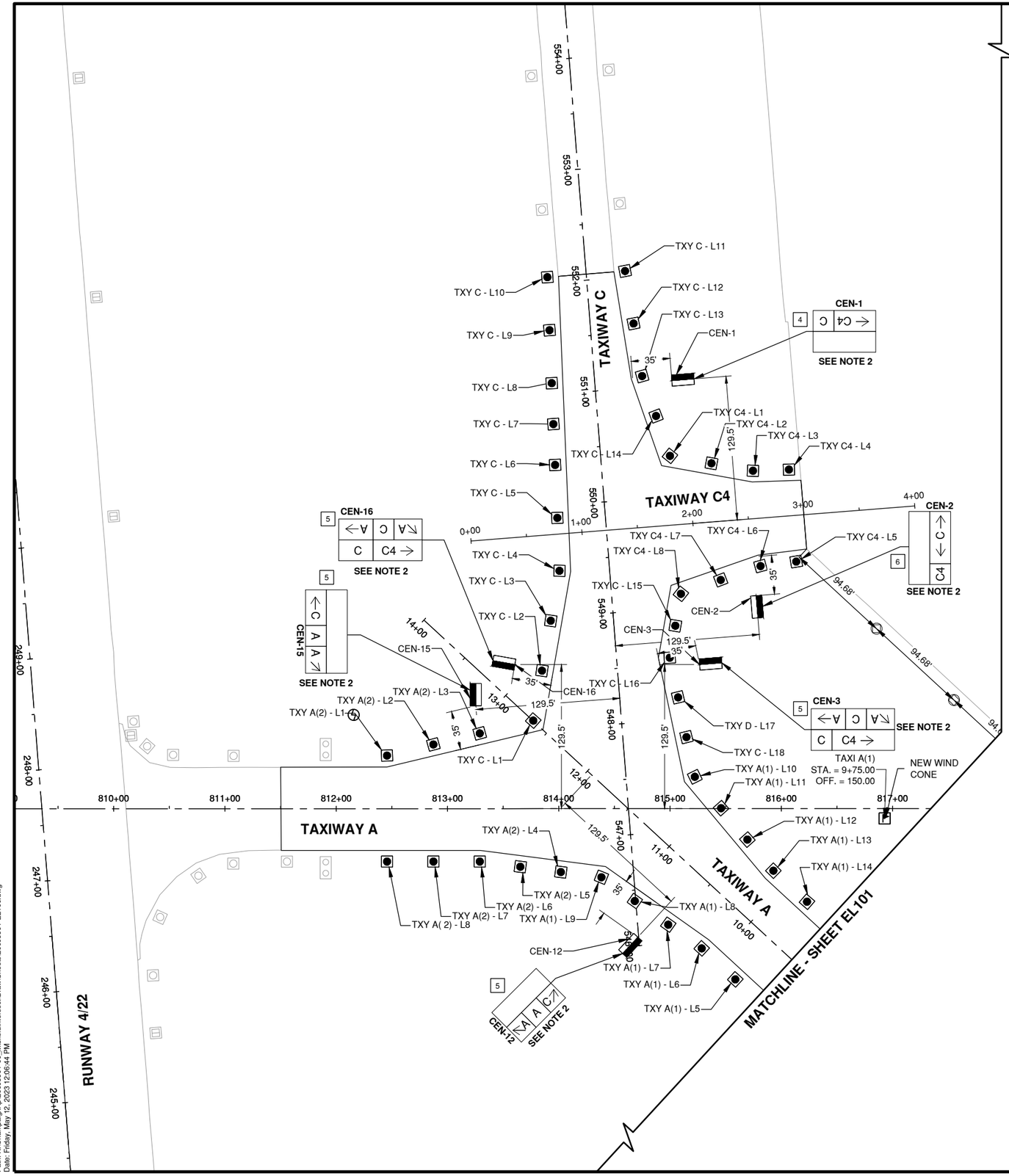

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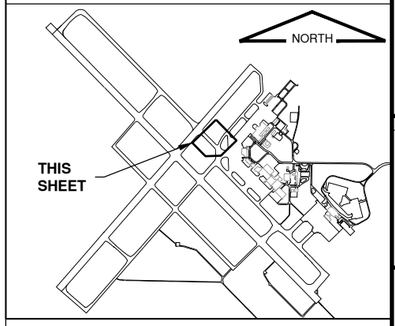

NOTES

1. RELOCATE EXISTING SIGN.
2. RELOCATE EXISTING SIGN & CHANGE LEGEND.
3. RELOCATE EXISTING LIGHT.

LEGEND

- ✱ PLACED IN 2020 DURING CMI-4643
- [#] NEW SIGN CHARACTER COUNT
- [#] EXISTING SIGN CHARACTER COUNT
- X-XX SIGN FROM EL113 OR EL114 THAT WILL BE RELOCATED TO THE LOCATION SHOWN ON EL102 & EL103
- NEW/RELOCATED TAXIWAY LIGHT
- AIRFIELD GUIDANCE SIGN
- NEW ELEVATED RETRO-REFLECTIVE MARKER
- NEW L-806 WIND CONE

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0 50' 100'

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FOR BID SET
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MIDFIELD INTERSECTION RECONFIGURATION

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UNIVERSITY OF ILLINOIS
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SAVOY, ILLINOIS

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CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE

ELECTRICAL PLAN 2

EL102

SHEET 38 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-EL100.dwg
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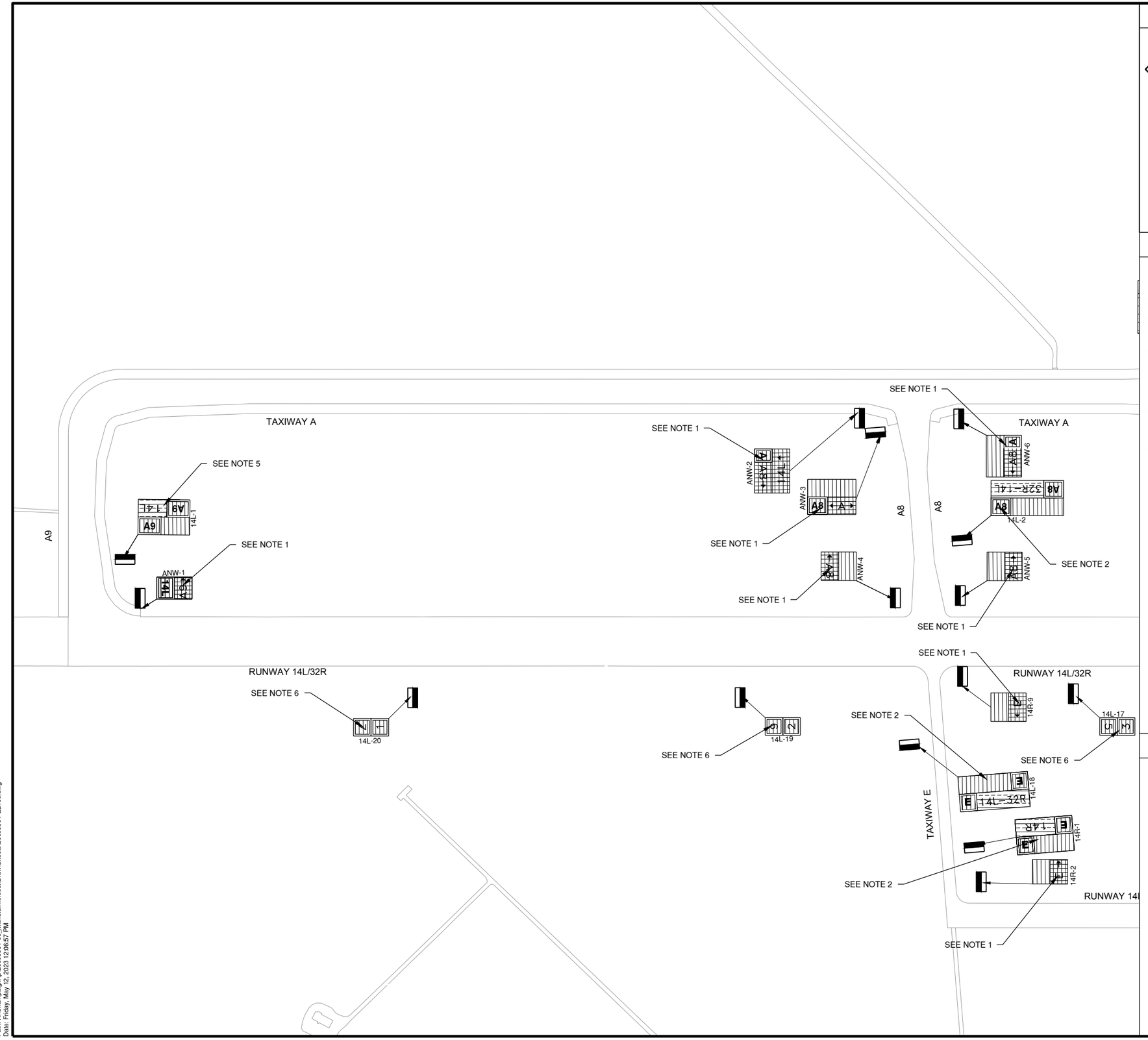

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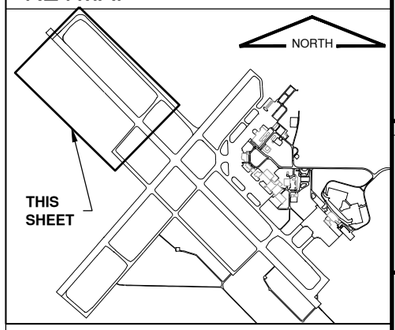

NOTES

1. REMOVE AND REPLACE 1 SIGN LEGEND
2. REMOVE AND REPLACE 2 SIGN LEGENDS
3. REMOVE SIGN AND REPLACE WITH NEW 3 CHARACTER SIGN
4. REMOVE SIGN AND REPLACE WITH NEW 4 CHARACTER SIGN
5. REMOVE SIGN AND REPLACE WITH NEW 5 CHARACTER SIGN
6. NO CHANGE TO SIGN OR SIGN LEGEND
7. SEE SHEET EL101 FOR SIGN DETAILS
8. SEE SHEET EL102 FOR SIGN DETAILS
9. SEE SHEET EL506 FOR SIGN LEGEND DETAILS
10. REFER TO CONSTRUCTION ACTIVITY PLAN 3 FOR DETAILS ON HOW THIS WORK SHALL PROGRESS.
11. THE DETAILED PLAN ASSUMES NEW SIGNS AND FOUNDATION EXTENSIONS WILL BE NEEDED TO INSTALL NEW SIGNS. CONTRACTOR MAY BE ABLE TO REUSE EXISTING SIGNS AND/OR INSTALL NEW SIGNS ON EXISTING FOUNDATIONS.
12. CONTRACTOR SHALL SURVEY THE SIGNS TO VERIFY MANUFACTURE AND EXISTING SIZE MATCH WHAT IS SHOWN IN SIGN SCHEDULE.

LEGEND

- AIRFIELD GUIDANCE SIGN
- YELLOW LEGEND ON BLACK BACKGROUND
- BLACK LEGEND ON YELLOW BACKGROUND
- WHITE LEGEND ON RED BACKGROUND

CMT

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CONSULTANTS

N

0 100' 200'

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL103.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE

ELECTRICAL PLAN 3

EL103

SHEET 39 OF 67

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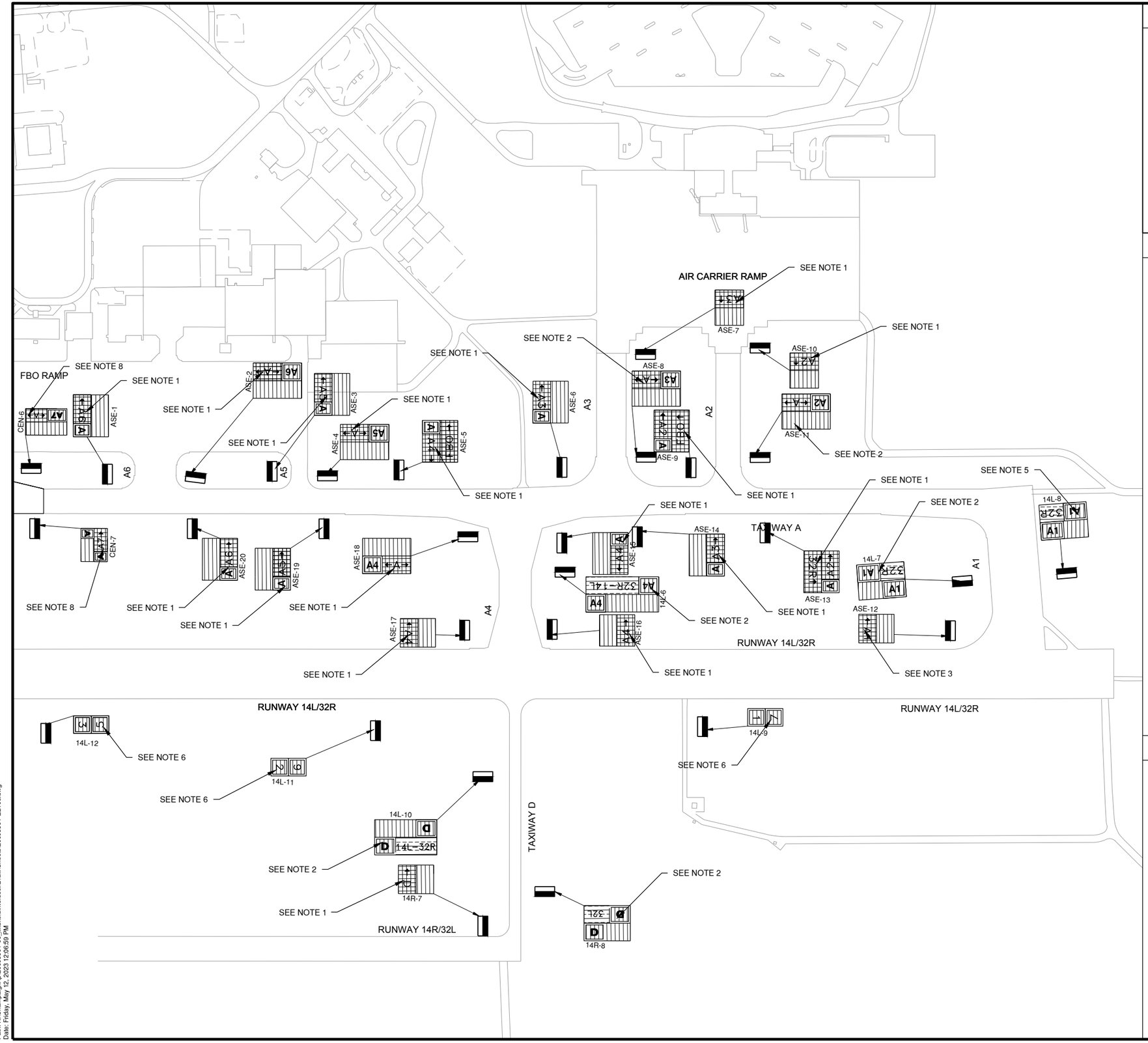

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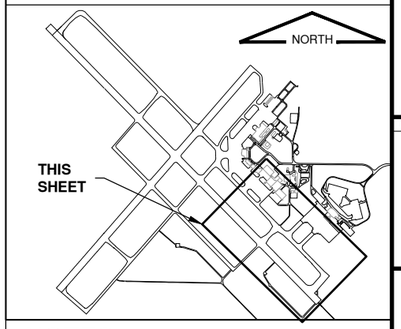

NOTES

1. REMOVE AND REPLACE 1 SIGN LEGEND
2. REMOVE AND REPLACE 2 SIGN LEGENDS
3. REMOVE SIGN AND REPLACE WITH NEW 3 CHARACTER SIGN
4. REMOVE SIGN AND REPLACE WITH NEW 4 CHARACTER SIGN
5. REMOVE SIGN AND REPLACE WITH NEW 5 CHARACTER SIGN
6. NO CHANGE TO SIGN OR SIGN LEGEND
7. SEE SHEET EL101 FOR SIGN DETAILS
8. SEE SHEET EL102 FOR SIGN DETAILS
9. REFER TO CONSTRUCTION ACTIVITY PLAN 3 FOR DETAILS ON HOW THIS WORK SHALL PROGRESS.
10. SEE SHEET EL506 FOR SIGN LEGEND DETAILS

LEGEND

- TAXIWAY GUIDANCE SIGN
- YELLOW LEGEND ON BLACK BACKGROUND
- BLACK LEGEND ON YELLOW BACKGROUND
- WHITE LEGEND ON RED BACKGROUND

CMT

License No. 184-000613

CONSULTANTS

N

0 100' 200'

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL103.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE

ELECTRICAL PLAN 4

EL104

SHEET 40 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-EL103.dwg
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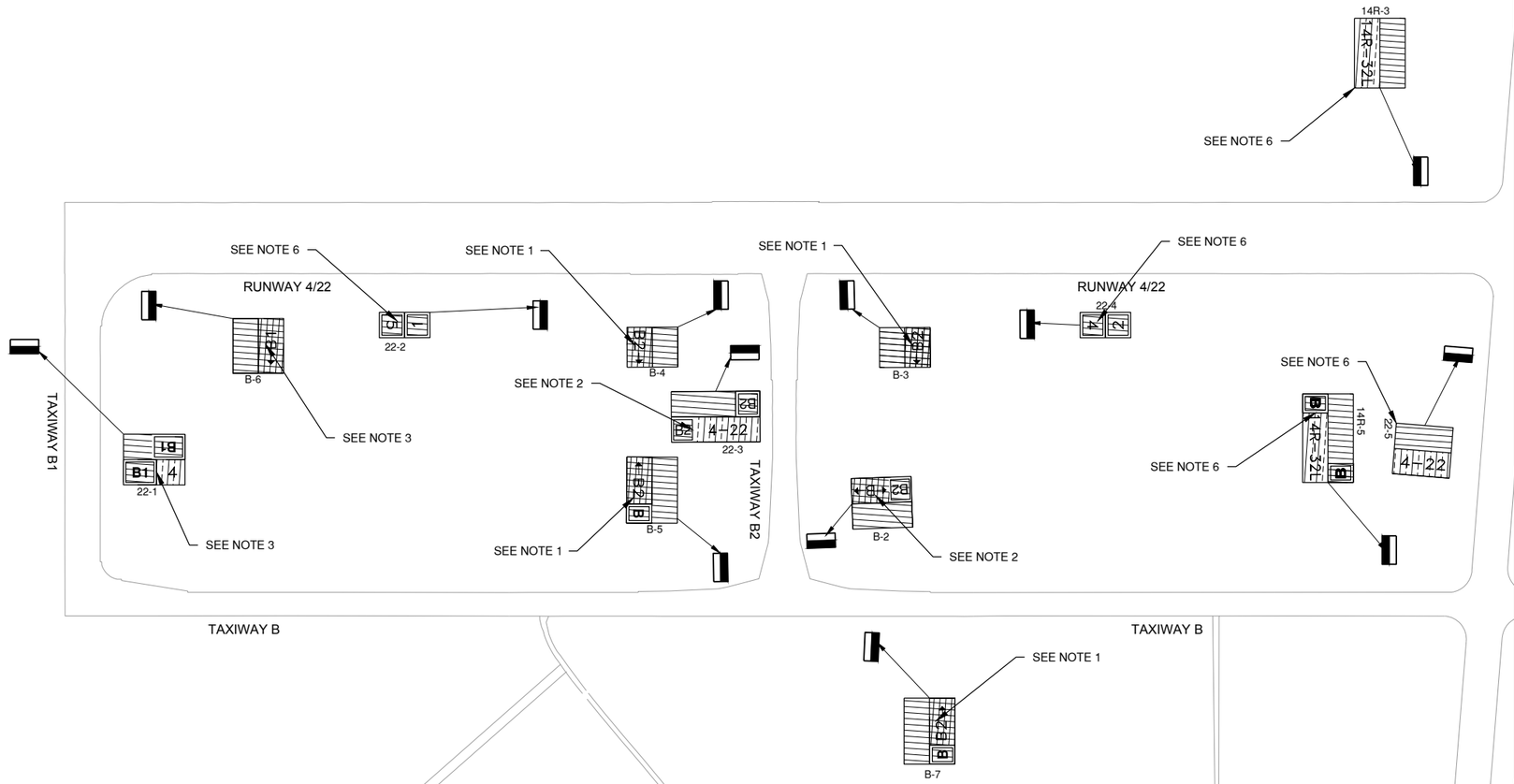

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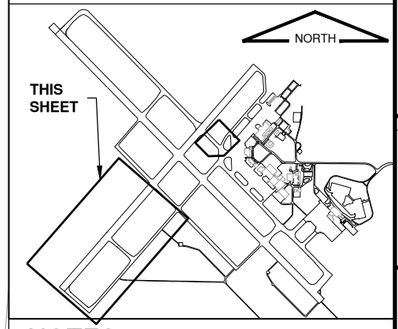

NOTES

1. REMOVE AND REPLACE 1 SIGN LEGEND
2. REMOVE AND REPLACE 2 SIGN LEGENDS
3. REMOVE SIGN AND REPLACE WITH NEW 3 CHARACTER SIGN
4. REMOVE SIGN AND REPLACE WITH NEW 4 CHARACTER SIGN
5. REMOVE SIGN AND REPLACE WITH NEW 5 CHARACTER SIGN
6. NO CHANGE TO SIGN OR SIGN LEGEND
7. SEE SHEET EL101 FOR SIGN DETAILS
8. SEE SHEET EL102 FOR SIGN DETAILS
9. SEE SHEET EL506 FOR SIGN LEGEND DETAILS
10. REFER TO CONSTRUCTION ACTIVITY PLAN 3 FOR DETAILS ON HOW THIS WORK SHALL PROGRESS.

LEGEND

- TAXIWAY GUIDANCE SIGN
- YELLOW LEGEND ON BLACK BACKGROUND
- BLACK LEGEND ON YELLOW BACKGROUND
- WHITE LEGEND ON RED BACKGROUND

CMT
License No. 184-000613
CONSULTANTS

N

0 100' 200'

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

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IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL103.DWG
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SHEET TITLE

ELECTRICAL PLAN 5

EL105

SHEET 41 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-EL103.dwg
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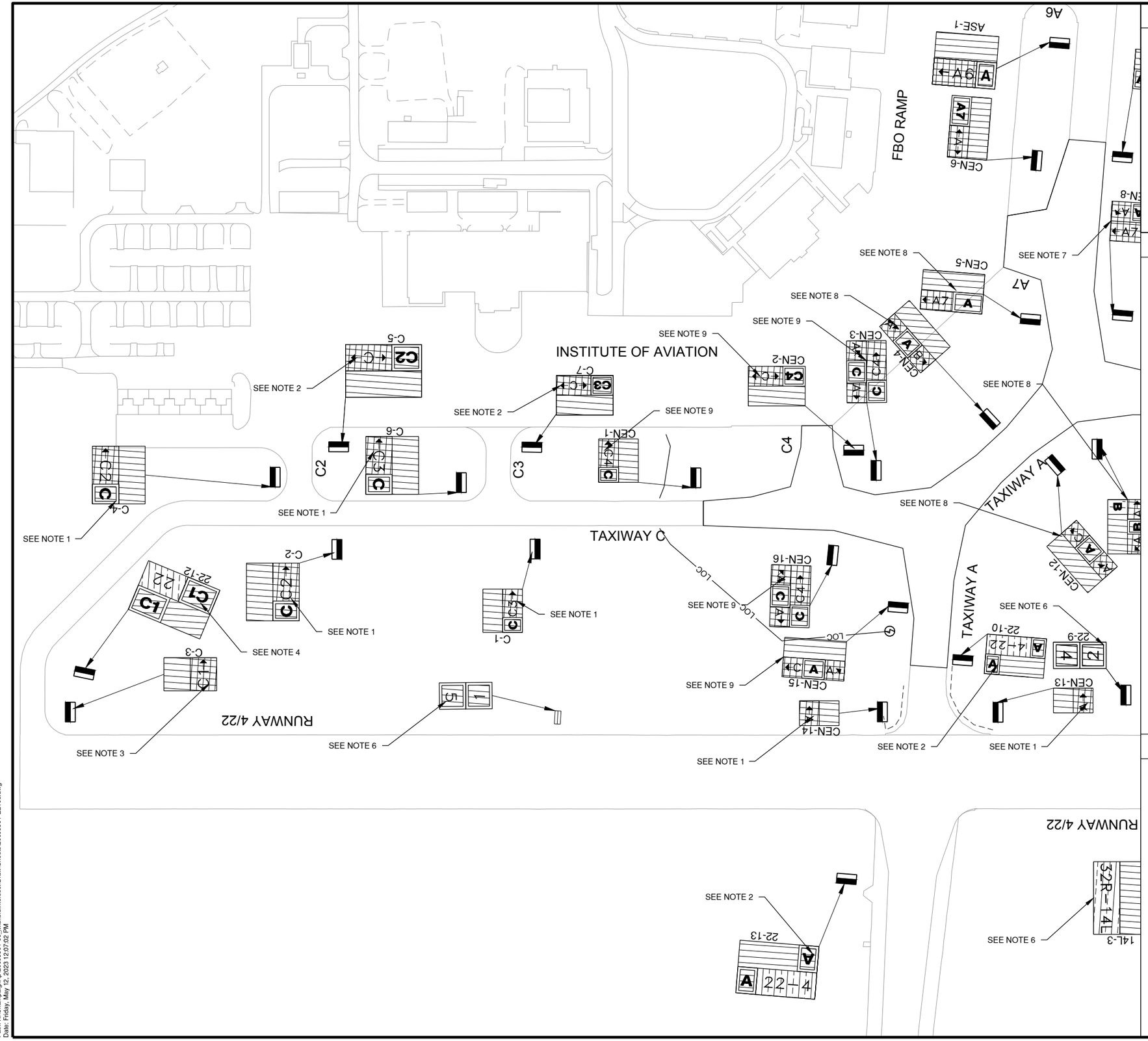

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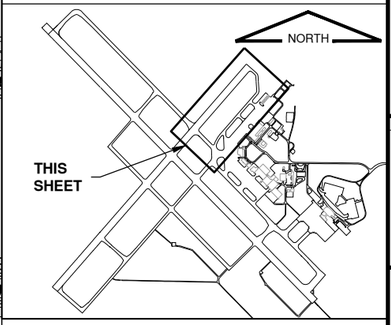

NOTES

1. REMOVE AND REPLACE 1 SIGN LEGEND
2. REMOVE AND REPLACE 2 SIGN LEGENDS
3. REMOVE SIGN AND REPLACE WITH NEW 3 CHARACTER SIGN
4. REMOVE SIGN AND REPLACE WITH NEW 4 CHARACTER SIGN
5. REMOVE SIGN AND REPLACE WITH NEW 5 CHARACTER SIGN
6. NO CHANGE TO SIGN OR SIGN LEGEND
7. SEE SHEET EL101 FOR SIGN DETAILS
8. SEE SHEET EL102 FOR SIGN DETAILS
9. SEE SHEET EL506 FOR SIGN LEGEND DETAILS
10. REFER TO CONSTRUCTION ACTIVITY PLAN 3 FOR DETAILS ON HOW THIS WORK SHALL PROGRESS.

LEGEND

- TAXIWAY GUIDANCE SIGN
- YELLOW LEGEND ON BLACK BACKGROUND
- BLACK LEGEND ON YELLOW BACKGROUND
- WHITE LEGEND ON RED BACKGROUND

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0 100' 200'

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SAVOY, ILLINOIS

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CMT PROJECT NO:	20005901
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ELECTRICAL PLAN 6

EL106

SHEET 42 OF 67

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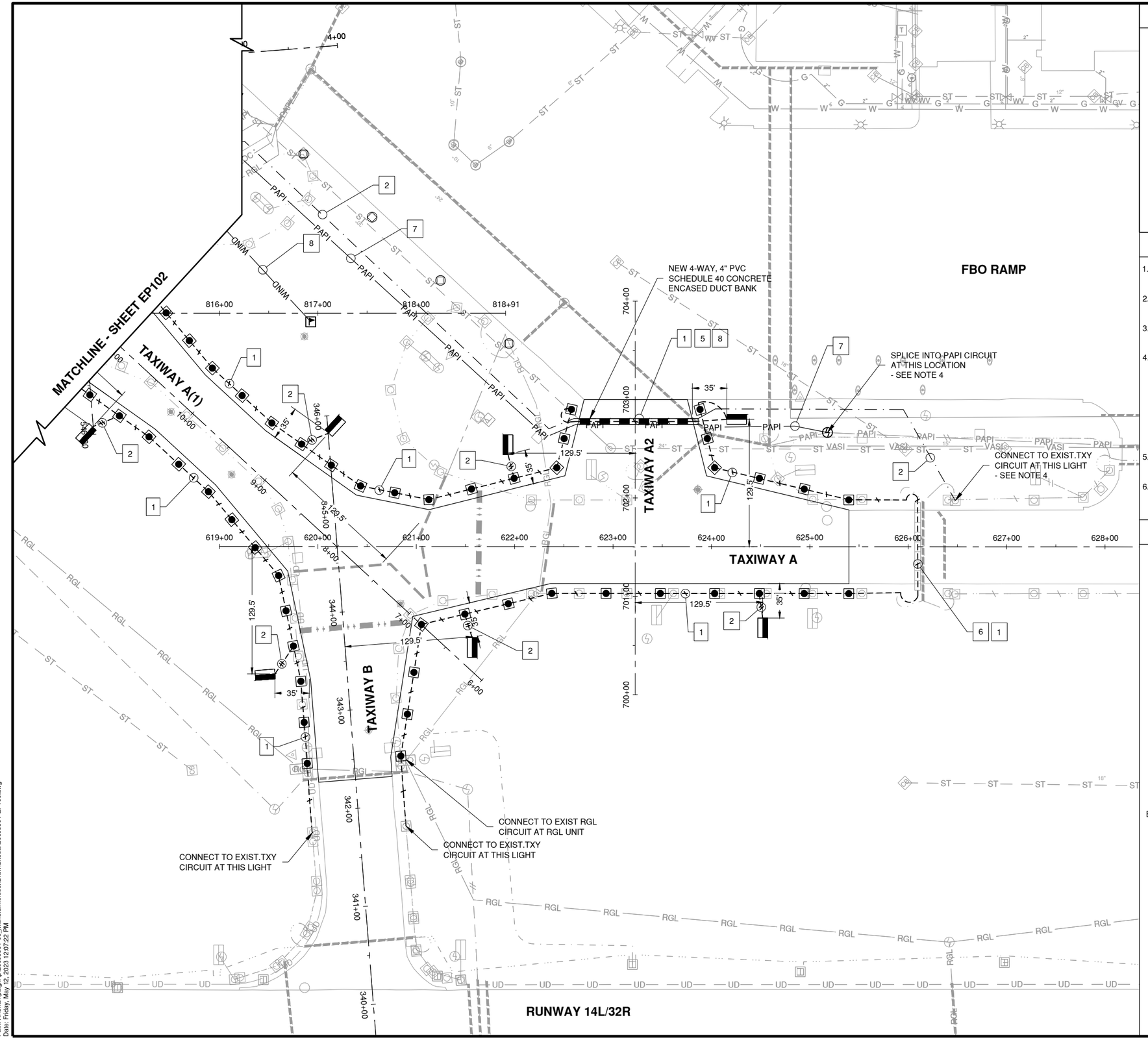

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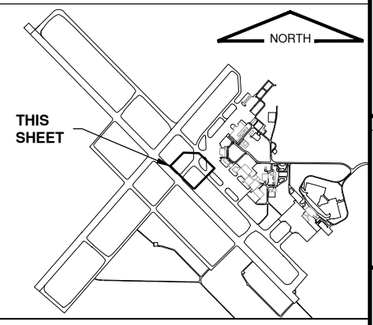

NOTES

1. LIGHTS SHALL BE LOCATED NO MORE THAN 10' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE.
2. THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE RPR PRIOR TO INSTALLING.
3. LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE I.P., P.T., P.C., OR TAPER POINT.
4. HOMERUN FOR TAXIWAY A CIRCUIT AND PAPI ARE SHOWN AS BEING REPLACED. THESE HOMERUN CABLES MAY RUN THROUGH EXISTING DUCTS AND MAY NOT BE IMPACTED BY THE REMOVAL OF TAXIWAY A2. CONTRACTOR SHALL VERIFY LOCATION AND CONDITION OF CABLE BEFORE INSTALLING NEW HOMERUN CABLE. IF THE INTEGRITY OF THE CABLE IS POOR, CONTRACTOR SHALL REPLACE AS SHOWN OR THROUGH EXISTING DUCT BANK NETWORK.
5. CONTRACTOR SHALL RE-LABEL EXISTING CIRCUITS IN ALL MANHOLES TO MATCH REVISED CIRCUIT NAMING.
6. CONTRACTOR SHALL FURNISH AND INSTALL NEW ISOLATION TRANSFORMERS FOR ALL RELOCATED SIGNS AND LIGHTS.

LEGEND

1	1/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE
2	2/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE
3	1/C #8 5KV UG CABLE WITH COUNTERPOISE
4	2/C #8 5KV UG CABLE WITH COUNTERPOISE
5	4-WAY CONC. ENCASED DUCT
6	NEW CABLE IN EXISTING DUCT
7	3 #2 XLP-USE, 1 #8 GROUND IN UD
8	2 #6 XLP-USE, 1 #8 GROUND IN UD

EXISTING	NEW/RELOCATED	
		SPLICE CAN
		TAXIWAY GUIDANCE SIGN
		TXY BASE MOUNTED EDGE LIGHT
		4-WAY DUCT BANK
PAPI		NEW PAPI CIRCUIT
RTR		NEW RTR CIRCUIT
WIND		NEW WIND CONE CIRCUIT
		NEW TAXIWAY HOMERUN CIRCUIT
		SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT
		TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT

CMT

License No. 184-000613

CONSULTANTS

0 100' 200'

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FOR BID SET
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CHAMPAIGN URBANA

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SAVOY, ILLINOIS

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CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EP100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	AMB
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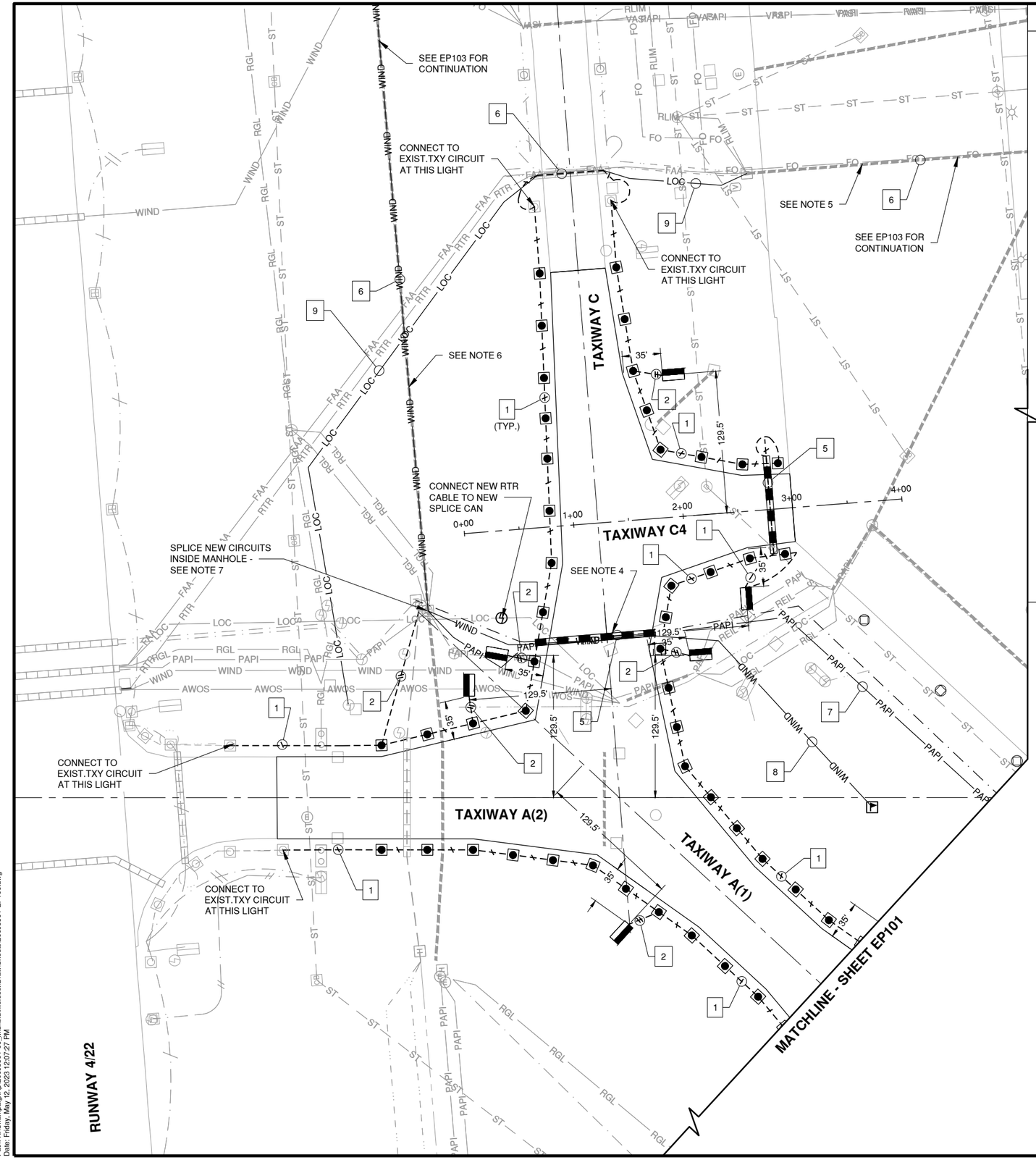
SHEET TITLE

CABLING PLAN 1

EP101

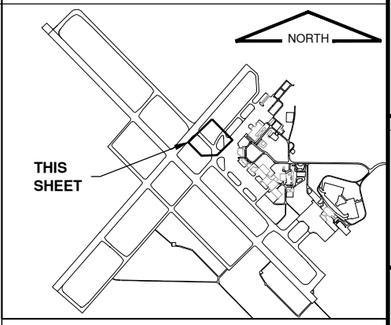
SHEET 43 OF 67



NOTES

1. LIGHTS SHALL BE LOCATED NO MORE THAN 10' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE.
2. THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE RPR PRIOR TO INSTALLING.
3. LIGHTS SHALL BE INSTALLED IN A STRAIGHT LINE FROM THE I.P., P.T., P.C., OR TAPER POINT.
4. FIELD LOCATES INDICATE THAT THE FAA LOC, 32R PAPI AND TAXIWAY A CIRCUIT ARE THE ACTIVE CIRCUITS IN THE INFIELD THAT RUN THROUGH EXISTING DUCT WORK. OTHER CIRCUITS SHOWN MAY BE OLD CIRCUITS THAT ARE NOT CURRENTLY ACTIVE. DUCT BANK SHOWN AT THIS LOCATION SHALL BE REMOVED AND REPLACED WITH A NEW 4-WAY DUCT BANK.
5. CONTRACTOR SHALL SPLICE THE LOC CABLE AS SHOWN AND RUN NEW CABLE TO THE FAA SSC TERMINAL LOCATION (NOT SHOWN). EXISTING LOCALIZER CABLE SHALL BE REMOVED PRIOR TO INSTALLATION OF NEW CABLE. CONTRACTOR WILL HAVE A 48 HOUR WINDOW TO COMPLETE ALL LOCALIZER RELATED WORK.
6. NEW WIND CONE CIRCUIT SHALL BE INSTALLED IN EXISTING DUCT WORK SHOWN AND RUN BACK TO AIRFIELD LIGHTING VAULT.
7. CONTRACTOR SHALL RE-LABEL EXISTING CIRCUITS IN ALL MANHOLES TO MATCH REVISED CIRCUIT NAMING.
8. CONTRACTOR SHALL FURNISH AND INSTALL NEW ISOLATION TRANSFORMERS FOR ALL RELOCATED SIGNS AND LIGHTS.
9. LOCATE EXISTING FAA 12-PAIR LOCALIZER CABLE SPLICE AND ROUTE THROUGH NEW HANDHOLE FOR SPLICING TO NEW CABLE. LOCATION OF HANDHOLE SHALL BE FIELD DETERMINED. ALL WORK SHALL BE AS APPROVED BY THE FAA.

KEYMAP



LEGEND

1	1/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE
2	2/C #8 5KV UG CABLE IN UD WITH COUNTERPOISE
3	1/C #8 5KV UG CABLE WITH COUNTERPOISE
4	2/C #8 5KV UG CABLE WITH COUNTERPOISE
5	4-WAY CONC. ENCASED DUCT
6	NEW CABLE IN EXISTING DUCT
7	3 #2 XLP-USE, 1 #8 GROUND IN UD
8	2 #6 XLP-USE, 1 #8 GROUND IN UD
9	1-12PR #19 CONTROL CABLE AND 1/C #1/0 GUARD WIRE WITH GROUND RODS EVERY 90'
10	NEW COMMUNICATION HANDHOLE 2' X 2'. SPLICE NEW 12-PAIR LOCALIZER CABLE TO EXISTING CABLE INSIDE HANDHOLE (NOTE 9)

EXISTING	NEW/RELOCATED
	SPLICE CAN
	TAXIWAY GUIDANCE SIGN
	TXY BASE MOUNTED EDGE LIGHT
	4-WAY DUCT BANK
	NEW L-806 WIND CONE
PAPI	NEW PAPI POWER
LOC	NEW LOCALIZER CONTROL CABLE
WIND	NEW WIND CONE CIRCUIT
	NEW TAXIWAY HOMERUN CIRCUIT
	SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT
	TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT

CMT

License No. 184-000613

CONSULTANTS

0 100' 200'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EP100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	AMB
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

CABLING PLAN 2

EP102

SHEET 44 OF 67

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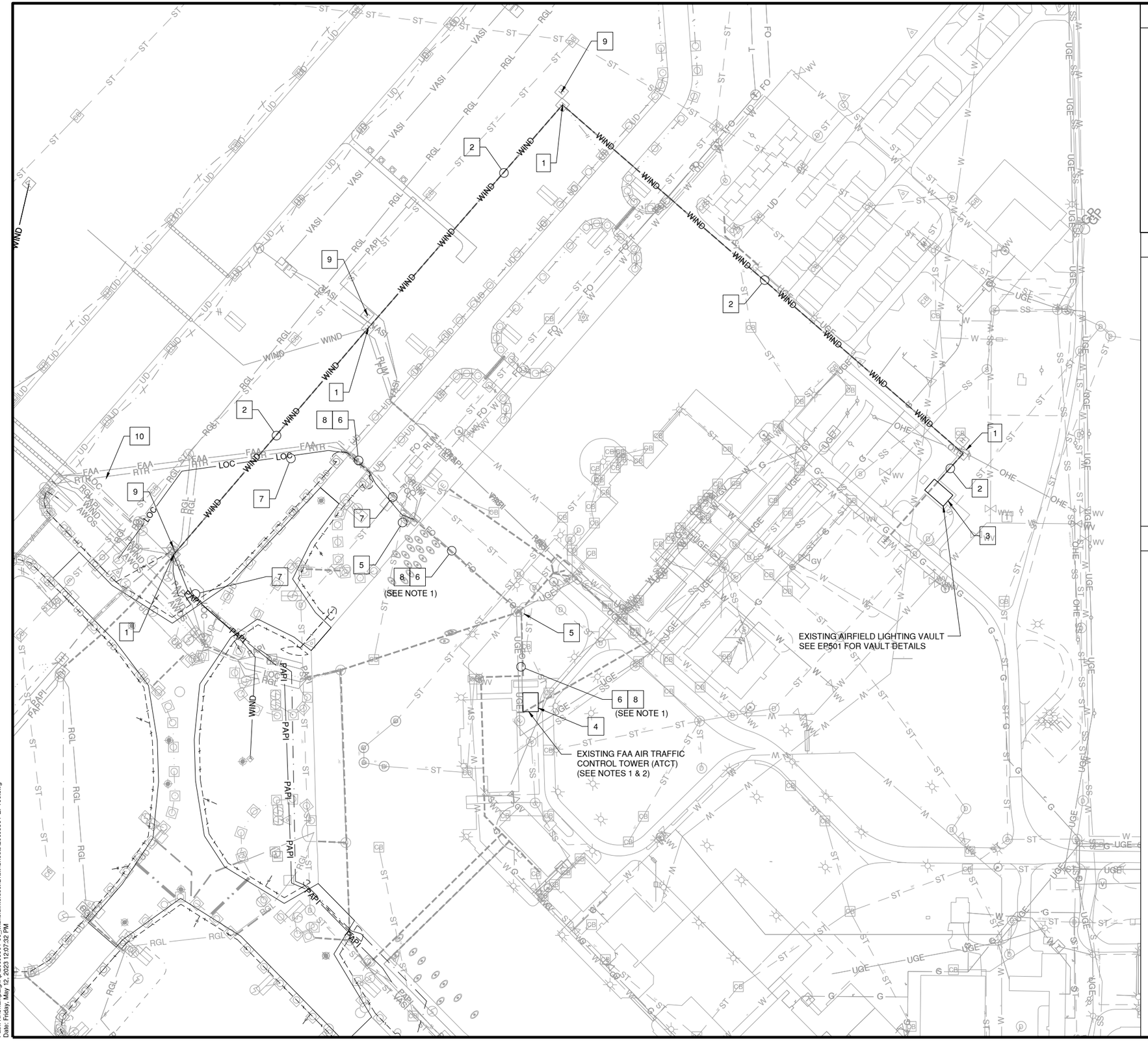

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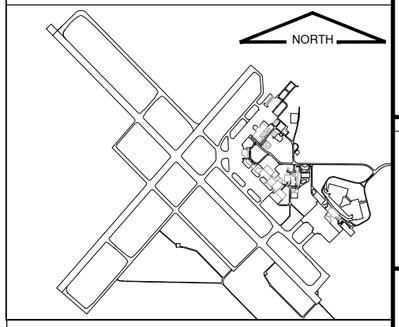

NOTES

1. REMOVE EXISTING 1-50 PAIR AND 2-25 PAIR CONTROL CABLES AND INSTALL NEW 1-12 PAIR CONTROL CABLE IN EXISTING CONDUITS, CHASE AND CABLE TRAY. REMOVE UN-USED CONTROL CABLES, INSTALL NEW CABLE TO MINIMIZE DOWNTIME. MAXIMUM ALLOWED DOWNTIME SHALL BE 48 HOURS. COORDINATE ALL WORK AND SCHEDULE OF DOWN TIME WITH FAA.
2. NEW 1-12 PAIR CONTROL CABLE SHALL BE TERMINATED AT EXISTING TERMINALS AND SPLICED TO MATCH WITH EXITING COLOR CODING. ALL TERMINATION, SPLICING, TESTING AND COMMISSION SHALL BE PERFORMED BY CONTRACTOR IN PRESENCE AND SATISFACTION OF FAA. ALL WORK SHALL BE PERFORMED IN COMPLIANCE WITH FAA-GL-198 AND FAA-STD-19F.
3. THE COST OF INSTALLATION OF LOCALIZER CABLES, TERMINATION, TESTING AND ATCT WORK SHALL BE INCLUDED IN PAY ITEM FOR LOCALIZER CABLE.
4. THE COST OF RE-LABELING OF AIRFIELD LIGHTING CIRCUITS SHALL BE INCLUDED IN PAY ITEM FOR VAULT MODIFICATIONS.

NUMBERED LEGEND

1. EXISTING LOW VOLTAGE HANDHOLE. INSTALL NEW WINDCONE CIRCUIT AND LABEL INSIDE HANDHOLE.
2. NEW 2 - 1/C #6 XLP-USE, 1 #8 GND. IN EXISTING 24 - 2" CONCRETE ENCASED DUCT BANK.
3. EXISTING AIRFIELD LIGHTING VAULT. REFER TO SHEET EP501 FOR ROUTING AND VAULT IMPROVEMENT PLAN.
4. EXISTING ATCT. INSTALL NEW LOCALIZER CONTROL CABLE IN THROUGH EXISTING CONDUITS, CHASE AND CABLE TRAYS TO EXISTING TERMINATION CABINET.
5. EXISTING FAA MANHOLE. INSTALL NEW LOCALIZER CONTROL CABLE INSIDE MANHOLE.
6. NEW 1 - 12 PR #19 CONTROL CABLE IN EXISTING CONDUIT/DUCT TO BE TERMINATED AT EXISTING CABINET INSIDE ATCT.
7. NEW 1 - 12 PR #19 CONTROL CABLE, DIRECT BURIED WITH 1 #1/0 BARE COPPER GUARD WIRE AND GROUND RODS AT EVERY 90'.
8. NEW LOCALIZER CONTROL CONTROL CABLE TO BE ROUTED UNDER EXISTING PAVEMENT SHALL UTILIZE EXISTING FAA DUCT BANK. FINAL LOCATION AND ROUTING OF CONTROL CABLE SHALL BE COORDINATED IN THE FIELD WITH RPR.
9. EXISTING HIGH VOLTAGE HANDHOLE RE-LABEL EXISTING AIRFIELD LIGHTING CIRCUITS AS FOLLOWS:
   - 9.1. TAXIWAY "A" TO "A (SE)"
   - 9.2. TAXIWAY "C" TO "A (NW)"
   - 9.3. TAXIWAY "D" TO "C"
10. NEW HANDHOLE SPLICE NEW LOCALIZER CONTROL CABLE TO EXISTING LOCALIZER CABLE INSIDE HANDHOLE (SEE NOTE 2).

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N

0 100' 200'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EP100.DWG
DESIGNED BY:	AMB
DRAWN BY:	JRO
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

CABLING PLAN 3

EP103

SHEET 45 OF 67

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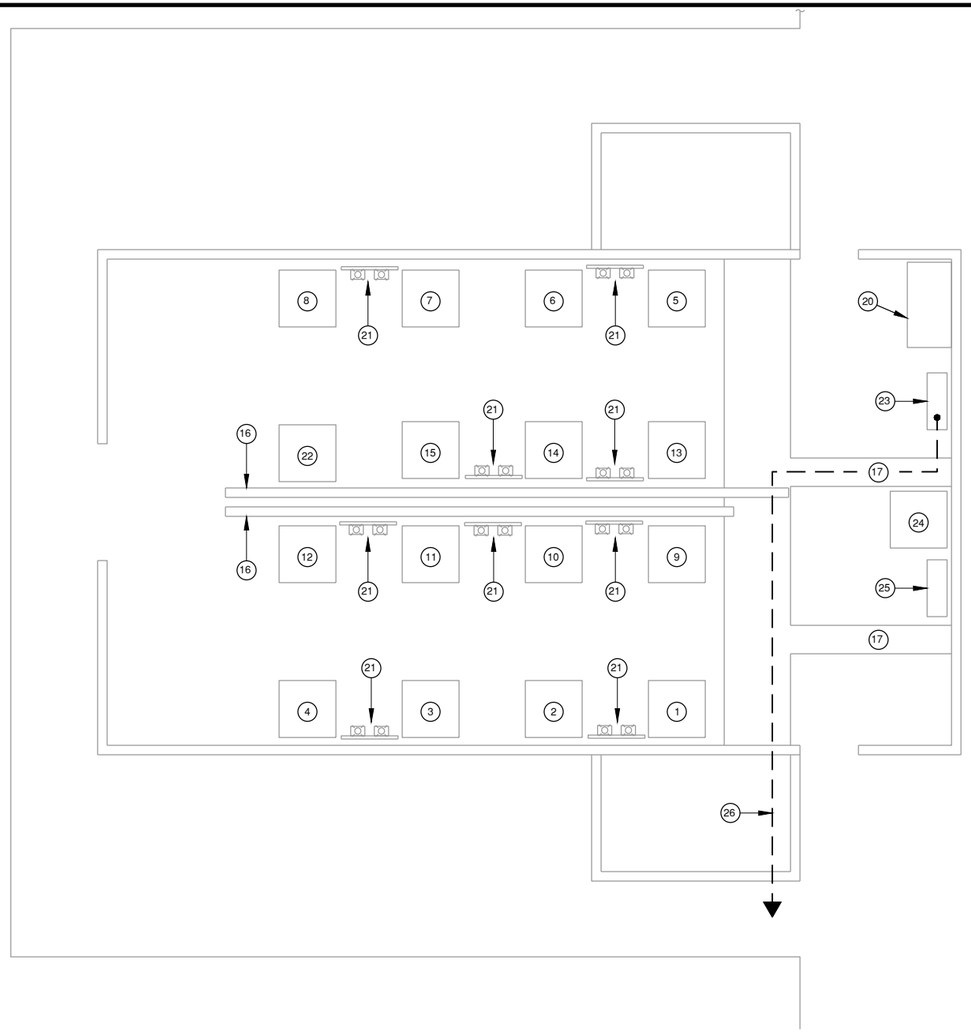

VAULT EQUIPMENT PLAN

SCALE: 1/4" = 1'-0"

NORTH

NOTES

1. EXISTING EQUIPMENT IS SHOWN FOR INFORMATION ONLY. NEW WORK IS SHOWN IN BOLD.
2. ALL EXISTING CABLES AND EQUIPMENT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE. THE ELECTRICAL INSTALLATION AS MINIMUM SHALL MEET NEC AND LOCAL ELECTRICAL CODES.
3. PROVIDE 20A, 2-POLE, CIRCUIT BREAKER INSIDE EXISTING PANEL #1 FOR NEW WINDCONE CIRCUIT. MATCH WITH EXISTING CIRCUIT BREAKERS. UPDATE CIRCUIT DIRECTORY.
4. RE-LABEL EXISTING CIRCUIT BREAKERS, REGULATORS, S-1 CUTOUTS, CIRCUITS INSIDE MANHOLES AND ASSOCIATED EQUIPMENT AS FOLLOWS:

   TAXIWAY "A" TO "A (SE)"

   TAXIWAY "C" TO "A (NW)"

   TAXIWAY "D" TO "C"

NOTES

1. EXISTING RUNWAY 14L/32R REGULATOR (CKT. R2), L-829, 50 KW, 480V INPUT, 5-STEP 20A OUTPUT. ENGRAVED NAMEPLATE READING "RWY 14L/32R".
2. EXISTING "SPARE" REGULATOR #1, 50 KW, 480V INPUT, 5-STEP 20A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #1".
3. EXISTING RUNWAY 14R/32L REGULATOR (CKT. R4), L-829, 15 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "RWY 14R/32L".
4. EXISTING "SPARE" REGULATOR #2, 15 KW, 240V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #2".
5. EXISTING RUNWAY 18/36 REGULATOR (CKT. R1), L-829, 10 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "RWY 18/36".
6. EXISTING "SPARE" REGULATOR #3, 15 KW, 240V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #3".
7. EXISTING RUNWAY 4/22 REGULATOR (CKT. R3), L-829, 10 KW, 480V INPUT, 5-STEP 6.6A OUTPUT.
8. EXISTING "SPARE" REGULATOR #4, 10 KW, 240V INPUT, 5-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #4".
9. EXISTING TAXIWAY B (SW) REGULATOR (CKT. T7), L-829, 20 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "TXY B (SW)".
10. EXISTING "SPARE" REGULATOR #5, 20 KW, 240V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #5".
11. EXISTING TAXIWAY C (NW) REGULATOR (CKT. T2/3), L-829, 15 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "TXY C (NW)" (NOTE 4).
12. EXISTING TAXIWAY A (SE) REGULATOR (CKT. T4/5), L-829, 15 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "TXY A (SE)".
13. EXISTING CENTER TAXIWAY REGULATOR (CKT. T1), L-829, 10 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "CENTER TXY".
14. EXISTING "SPARE" REGULATOR #6, 15 KW, 240V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #6".
15. EXISTING TAXIWAY D (NE) REGULATOR (CKT. T8), L-829, 10 KW, 480V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "TXY D (NE)" **(NOTE 4)**.
16. EXISTING HIGH VOLTAGE AND LOW VOLTAGE 6"X6" NEMA 1 HINGED COVER WIREWAYS, TWO DOWN THE MIDDLE AND TWO ALONG EACH WALL.
17. EXISTING IN-FLOOR CABLE TRENCH WITH REMOVABLE COVER.
18. EXISTING 250KW/300KVA, 277Y/480V, 3-PHASE, 4-WIRE STANDBY GENERATOR WITH 600A MAIN CIRCUIT BREAKER, IN WEATHERPROOF HOUSING, WITH 300 GALLON TANK.
19. EXISTING 600A, 3P, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE.
20. EXISTING SERVICE ENTRANCE AUTOMATIC TRANSFER SWITCH, 600A, 277Y/480V, 3P, 4W IN NEMA 1 ENCLOSURE.
21. EXISTING LOCATION OF REGULATOR CIRCUIT INDICATING LIGHT & GROUND FAULT INDICATING LIGHT MOUNTING PANEL **(NOTE 4)**.
22. EXISTING "SPARE" REGULATOR #7, 10 KW, 240V INPUT, 3-STEP 6.6A OUTPUT. ENGRAVED NAMEPLATE READING "SPARE #7".
23. EXISTING 600A, 480/277V, 3-PHASE, 4-WIRE POWER PANEL "PANEL #1" **(SEE NOTES 3 AND 4)**.
24. EXISTING 75 KVA, 480-120/240V, 1-PHASE TRANSFORMER.
25. EXISTING 400A, 42 CKT, 120/240V, 1-PHASE, 3-WIRE POWER PANEL "PANEL #2" **(NOTE 4)**.
26. **NEW 2 - 1/C #6 XLP-USE, 1 - 1/C #8 GND. IN EXISTING TROUGH AND CONDUITS TO NEW WINDCONE.**

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License No. 184-000613

CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901 - EP-500.DWG
DESIGNED BY:	AMB
DRAWN BY:	JRO
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

EXISTING VAULT EQUIPMENT PLAN

EP501

SHEET 46 OF 67

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FIXTURE TABLE TAXIWAY A

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY A - L1	MITL (LED)	TAXI A STA 625+39.63
TXY A - L2	MITL (LED)	TAXI A STA 624+94.28
TXY A - L3	MITL (LED)	TAXI A STA 624+48.77
TXY A - L4	MITL (LED)	TAXI A STA 624+03.25
TXY A - L5	MITL (LED)	TAXI A STA 623+48.11
TXY A - L6	MITL (LED)	TAXI A STA 622+92.96
TXY A - L7	MITL (LED)	TAXI A STA 622+37.82
TXY A - L8	MITL (LED)	TAXI A STA 621+93.66
TXY A - L9	MITL (LED)	TAXI A STA 621+49.49
TXY A - L10	MITL (LED)	TAXI A STA 620+78.12
TXY A - L11	MITL (LED)	TAXI A STA 621+12.83
TXY A - L12	MITL (LED)	TAXI A STA 621+56.15
TXY A - L13	MITL (LED)	TAXI A STA 621+99.47
TXY A - L14	MITL (LED)	TAXI A STA 624+48.77
TXY A - L15	MITL (LED)	TAXI A STA 624+94.28
TXY A - L16	MITL (LED)	TAXI A STA 625+39.58

FIXTURE TABLE TAXIWAY A7

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY A7 - L1	MITL (LED)	TAXI A7 STA 702+30.73
TXY A7 - L2	MITL (LED)	TAXI A7 STA 702+60.36
TXY A7 - L3	MITL (LED)	TAXI A7 STA 702+89.99
TXY A7 - L4	MITL (LED)	TAXI A7 STA 702+89.99
TXY A7 - L5	MITL (LED)	TAXI A7 STA 702+60.36
TXY A7 - L6	MITL (LED)	TAXI A7 STA 702+30.74

FIXTURE TABLE TAXIWAY B

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY B - L1	MITL (LED)	TAXI B STA 342+49.48
TXY B - L2	MITL (LED)	TAXI B STA 342+91.33
TXY B - L3	MITL (LED)	TAXI B STA 343+33.18
TXY B - L4	MITL (LED)	TAXI B STA 343+69.49
TXY B - L5	MITL (LED)	TAXI B STA 344+05.80
TXY B - L6	MITL (LED)	TAXI B STA 343+81.10
TXY B - L7	MITL (LED)	TAXI B STA 343+33.19
TXY B - L8	MITL (LED)	TAXI B STA 342+91.34
TXY B - L9	MITL (LED)	TAXI B STA 342+49.48

FIXTURE TABLE TAXIWAY A(2)

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY A(2) - L8	MITL (LED)	TAXI A(2) STA 812+45.59
TXY A(2) - L1	MITL (LED)	TAXI A(2) STA 812+45.59
TXY A(2) - L2	MITL (LED)	TAXI A(2) STA 812+87.27
TXY A(2) - L3	MITL (LED)	TAXI C STA 548+01.48
TXY A(2) - L4	MITL (LED)	TAXI A(2) STA 814+01.82
TXY A(2) - L5	MITL (LED)	TAXI A(2) STA 813+65.39
TXY A(2) - L6	MITL (LED)	TAXI A(2) STA 813+28.95
TXY A(2) - L7	MITL (LED)	TAXI A(2) STA 812+87.27

FIXTURE TABLE TAXIWAY C4

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY C4 - L1	MITL (LED)	TAXI C4 STA 1+84.26
TXY C4 - L2	MITL (LED)	TAXI C4 STA 2+20.92
TXY C4 - L3	MITL (LED)	TAXI C4 STA 2+57.59
TXY C4 - L4	MITL (LED)	TAXI C4 STA 2+89.88
TXY C4 - L5	MITL (LED)	TAXI C4 STA 2+89.88
TXY C4 - L6	MITL (LED)	TAXI C4 STA 2+57.58
TXY C4 - L7	MITL (LED)	TAXI C4 STA 2+20.94
TXY C4 - L8	MITL (LED)	TAXI C4 STA 1+84.29

FIXTURE TABLE TAXIWAY C

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY C - L1	MITL (LED)	TAXI C STA 548+09.15
TXY C - L2	MITL (LED)	TAXI C STA 548+53.27
TXY C - L3	MITL (LED)	TAXI C STA 548+97.39
TXY C - L4	MITL (LED)	TAXI C STA 549+41.51
TXY C - L5	MITL (LED)	TAXI C STA 549+89.08
TXY C - L6	MITL (LED)	TAXI C STA 550+36.65
TXY C - L7	MITL (LED)	TAXI C STA 550+73.40
TXY C - L8	MITL (LED)	TAXI C STA 551+10.15
TXY C - L9	MITL (LED)	TAXI C STA 551+57.81
TXY C - L10	MITL (LED)	TAXI C STA 552+05.46
TXY C - L11	MITL (LED)	TAXI C STA 552+05.46
TXY C - L12	MITL (LED)	TAXI C STA 551+57.81
TXY C - L13	MITL (LED)	TAXI C STA 551+10.15
TXY C - L14	MITL (LED)	TAXI C STA 550+73.40
TXY C - L15	MITL (LED)	TAXI C STA 548+84.06
TXY C - L16	MITL (LED)	TAXI C STA 548+55.84
TXY C - L18	MITL (LED)	TAXI C STA 547+83.50
TXY D - L17	MITL (LED)	TAXI C STA 548+19.67

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL400.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

LIGHTING SCHEDULE 1

EL401

SHEET 47 OF 67

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Date: Friday, May 12, 2023 12:07:57 PM

FIXTURE TABLE
TAXIWAY A(1)

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
TXY A(1) - L1	MITL (LED)	TAXI A(1) STA 8+23.93
TXY A(1) - L2	MITL (LED)	TAXI A(1) STA 8+60.68
TXY A(1) - L3	MITL (LED)	TAXI A(1) STA 8+97.42
TXY A(1) - L4	MITL (LED)	TAXI A(1) STA 9+34.16
TXY A(1) - L5	MITL (LED)	TAXI A(1) STA 9+75.28
TXY A(1) - L6	MITL (LED)	TAXI A(1) STA 10+16.40
TXY A(1) - L7	MITL (LED)	TAXI A(1) STA 10+52.93
TXY A(1) - L8	MITL (LED)	TAXI A(1) STA 10+89.45
TXY A(1) - L9	MITL (LED)	TAXI A(1) STA 11+25.97
TXY A(1) - L10	MITL (LED)	TAXI A(1) STA 11+25.54
TXY A(1) - L11	MITL (LED)	TAXI A(1) STA 10+89.05
TXY A(1) - L12	MITL (LED)	TAXI A(1) STA 10+52.56
TXY A(1) - L13	MITL (LED)	TAXI A(1) STA 10+16.40
TXY A(1) - L14	MITL (LED)	TAXI A(1) STA 9+75.28
TXY A(1) - L15	MITL (LED)	TAXI A(1) STA 9+34.16
TXY A(1) - L16	MITL (LED)	TAXI A(1) STA 8+97.42
TXY A(1) - L17	MITL (LED)	TAXI A(1) STA 8+60.68
TXY A(1) - L18	MITL (LED)	TAXI A(1) STA 8+24.54

FIXTURE TABLE
TAXIWAY GUIDANCE SIGNS

FIXTURE #	FIXTURE TYPE	HORIZONTAL CONTROL
CEN-1	TAXIWAY GUIDANCE SIGN	TAXI C STA 551+03.96
CEN-2	TAXIWAY GUIDANCE SIGN	TAXI C4 STA 2+51.57
CEN-3	TAXIWAY GUIDANCE SIGN	TAXI C STA 548+47.53
CEN-4	TAXIWAY GUIDANCE SIGN	TAXI A(1) STA 8+84.73
CEN-5	TAXIWAY GUIDANCE SIGN	TAXI A STA 621+93.20
CEN-6	TAXIWAY GUIDANCE SIGN	TAXI A7 STA 702+79.90
CEN-7	TAXIWAY GUIDANCE SIGN	TAXI A STA 624+52.19
CEN-8	TAXIWAY GUIDANCE SIGN	TAXI A STA 621+56.88
CEN-11	TAXIWAY GUIDANCE SIGN	TAXI B STA 343+42.75
CEN-12	TAXIWAY GUIDANCE SIGN	TAXI A(1) STA 10+65.39
CEN-15	TAXIWAY GUIDANCE SIGN	TAXI A(2) STA 813+25.38
CEN-16	TAXIWAY GUIDANCE SIGN	TAXI C STA 548+60.60

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MIDFIELD INTERSECTION RECONFIGURATION

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FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL400.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE

LIGHTING SCHEDULE 2

EL402

SHEET 48 OF 67

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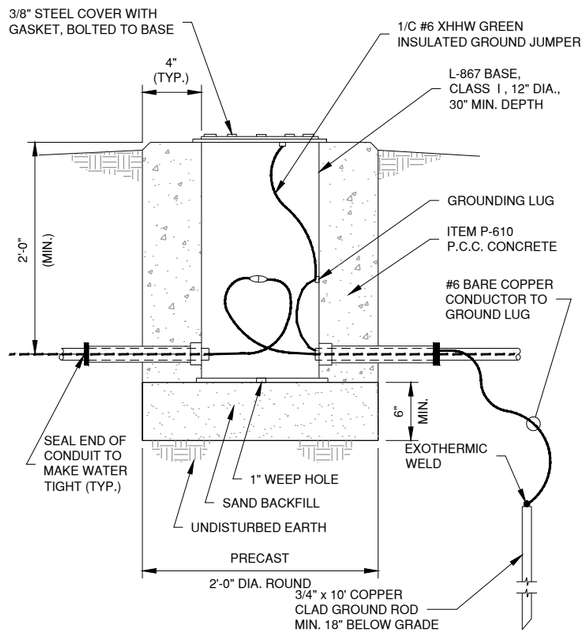
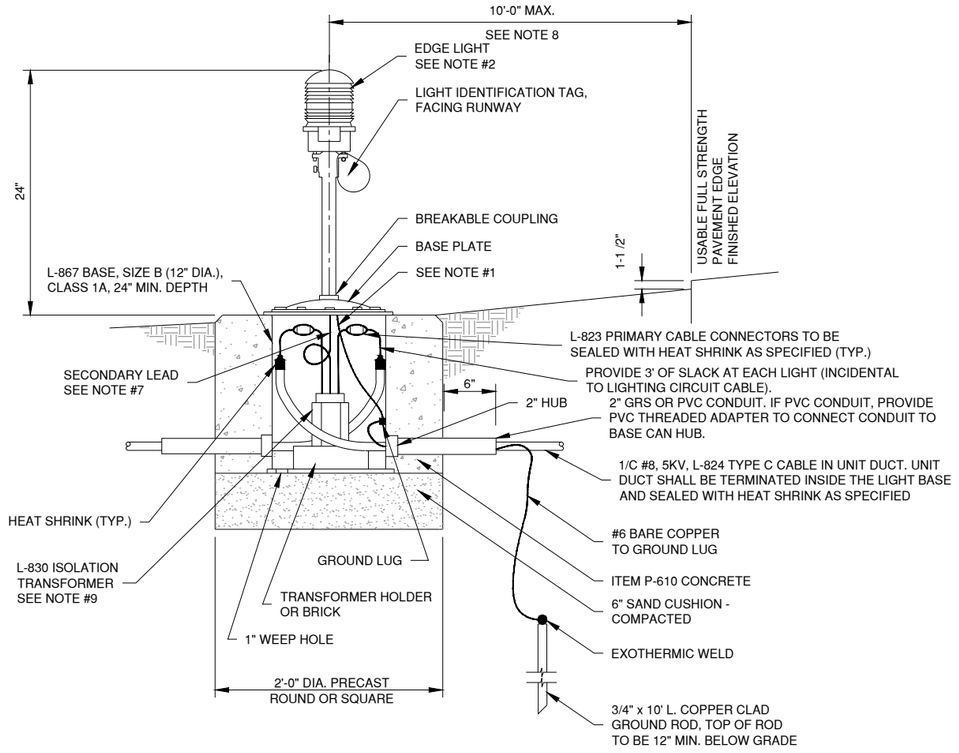


1 SPLICE CAN
N.T.S.

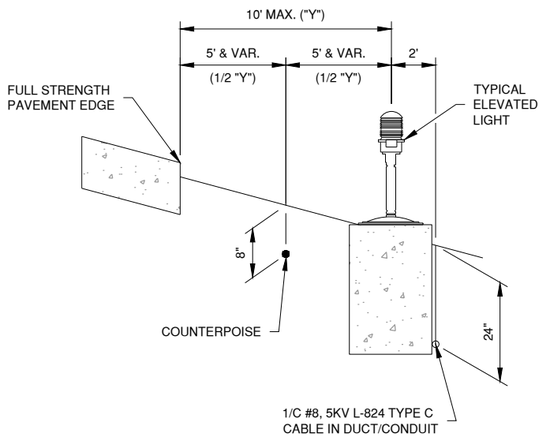


2 BASE MOUNTED ELEVATED EDGE LIGHT
N.T.S.

NOTE: SEE COUNTERPOISE LOCATION DETAIL

BMTL NOTES

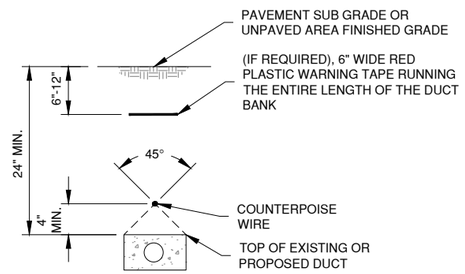
1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LIGHT FIXTURES SHALL BE L-861T (L) WITH ARCTIC KIT AS INDICATED ON THE PLANS AND SPECIFICATIONS. LIGHTS MAY BE RELOCATED EXISTING OR NEW LIGHTS.
3. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
4. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
5. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
6. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
7. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.
8. EDGE LIGHTS SHALL BE LOCATED AT 10' FROM THE EXISTING PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL WITH CENTERLINE. THE CONTRACTOR SHALL VERIFY LAYOUT OF LIGHTS WITH THE RPR AND TO MATCH WITH EXISTING LIGHTS PRIOR TO INSTALLATION.
9. ISOLATION TRANSFORMERS SHALL BE SIZED BY LED LIGHT MANUFACTURER WITH ARCTIC KIT. INSTALL NEW TRANSFORMERS FOR ALL RELOCATED LIGHTS.



4 COUNTERPOISE LOCATION DETAIL
N.T.S.

COUNTERPOISE NOTES

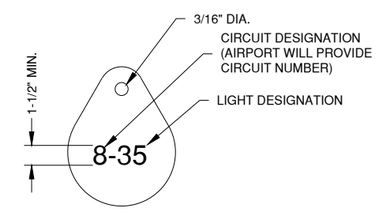
1. #6 BARE COUNTERPOISE WITH 3/4" x 10' GROUND ROD INSTALLED AT MAX. 500' SPACING. ALSO USE GROUND ROD TO TERMINATE THE COUNTERPOISE AT BOTH ENDS OF DUCT. GROUND RODS SHALL BE CONSIDERED INCIDENTAL TO COUNTERPOISE ITEMS.



4 LOCATION OF COUNTERPOISE (DUCT BANK)
N.T.S.

COUNTERPOISE NOTES

1. THE HEIGHT ABOVE THE CABLE AND/OR CONDUIT IS CALCULATED TO ENSURE THE CABLES AND/OR CONDUITS TO BE PROTECTED ARE WITHIN THE 45° ZONE OF PROTECTION BELOW THE COUNTERPOISE.
2. COUNTERPOISE WIRES MUST BE INSTALLED ABOVE MULTIPLE CONDUITS/DUCT BANKS FOR AIREFIELD LIGHTING CABLES, WITH THE INTENT BEING TO PROVIDE A COMPLETE CONE OF PROTECTION OVER THE AIRFIELD LIGHTING CABLES. WHEN MULTIPLE CONDUITS AND/OR DUCT BANKS FOR AIRFIELD CABLE ARE INSTALLED IN THE SAME TRENCH, THE NUMBER AND LOCATION OF THE COUNTERPOISE WIRES ABOVE THE CONDUITS SHALL BE ADEQUATE TO PROVIDE A COMPLETE ZONE OF PROTECTION MEASURED 22-1 /2°EACH SIDE OF VERTICAL.
3. REFER TO THE CURRENT VERSIONS OF FAA AC 150/5340-30 AND AC 150/5370-10 FOR MORE DETAILS ON COUNTERPOISE INSTALLATION.



5 LIGHT IDENTIFICATION TAG
N.T.S.

LIGHT IDENTIFICATION NOTES

1. 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.
2. LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
3. 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.
4. AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.

CMT
License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER
FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

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SHEET TITLE
ELECTRICAL DETAILS 1

EL501
SHEET 49 OF 67

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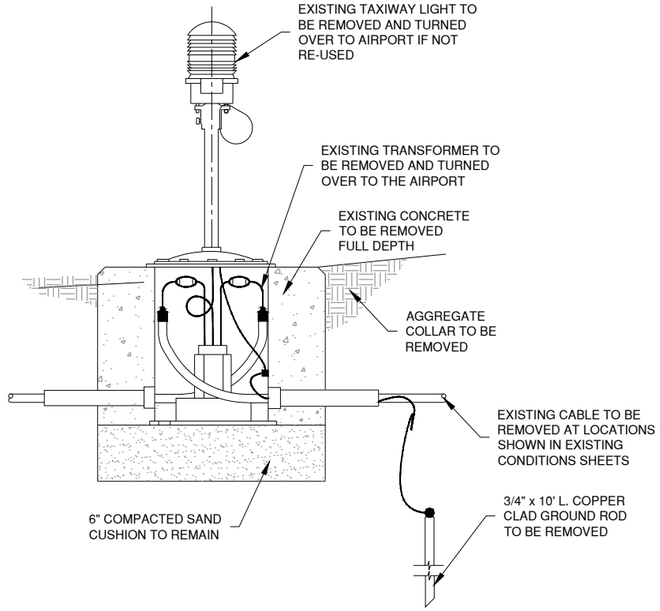
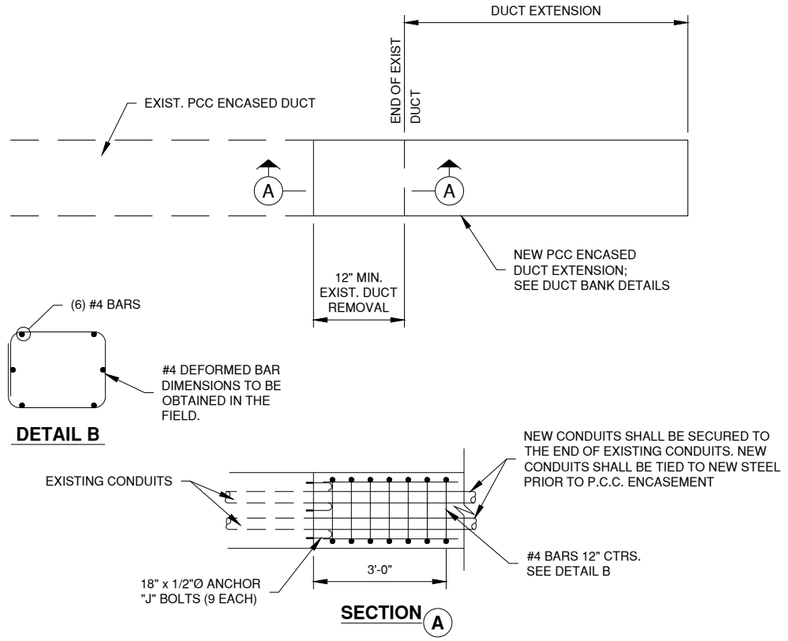
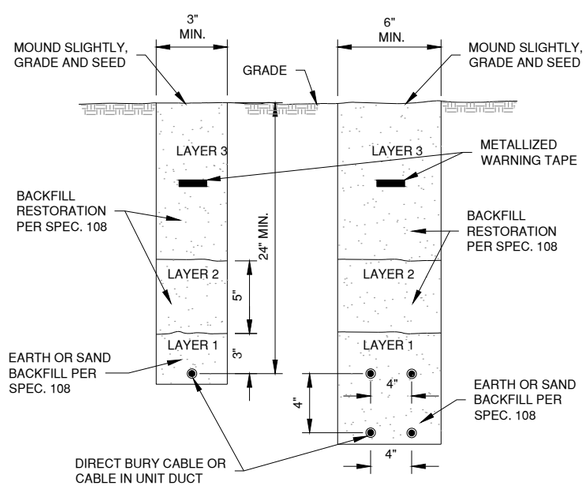


1 EXISTING EDGE LIGHT (TO BE REMOVED)
N.T.S.



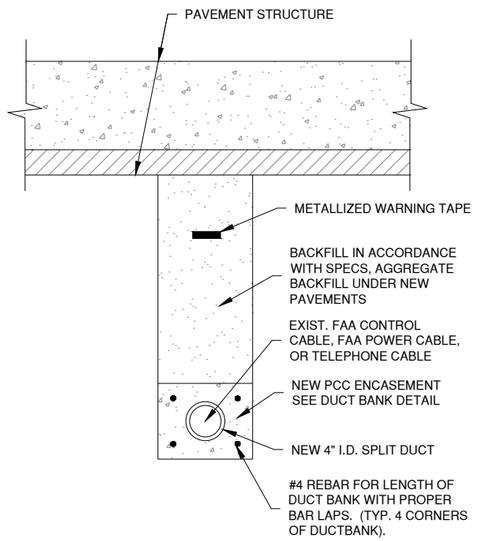
2 DUCT BANK EXTENSION
N.T.S.



3 CABLE TRENCH
N.T.S.

CABLE TRENCH NOTES

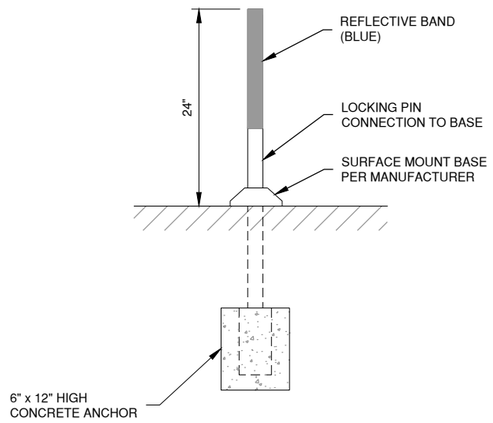
1. CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
2. WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.
3. COUNTERPOISE NOT SHOWN FOR CLARITY



4 SPLIT DUCT
N.T.S.

SPLIT DUCT NOTES

1. CONTRACTOR SHALL CUT THE #6 BARE COPPER WIRE AT EACH END OF THE NEW DUCT AND EXOTHERMICALLY WELD THE WIRE TO A 3/4" DIA. x 10' LONG GROUND ROD. THIS COST SHALL BE INCIDENTAL TO THE SPLIT DUCT INSTALLATION.



5 L-853 RETROREFLECTIVE MARKER
N.T.S.

RETROREFLECTIVE MARKER NOTES

1. REFLECTORS ARE INSTALLED 10' FROM EDGE OF MARKED PAVEMENT, IN-LINE WITH EXISTING TAXIWAY EDGE LIGHTS.

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License No. 184-000613
CONSULTANTS

FOR BID SET
JUNE 16, 2023

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SHEET TITLE
ELECTRICAL DETAILS 2

EL502
SHEET 50 OF 67

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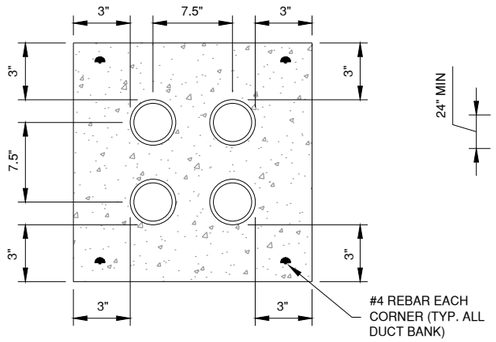
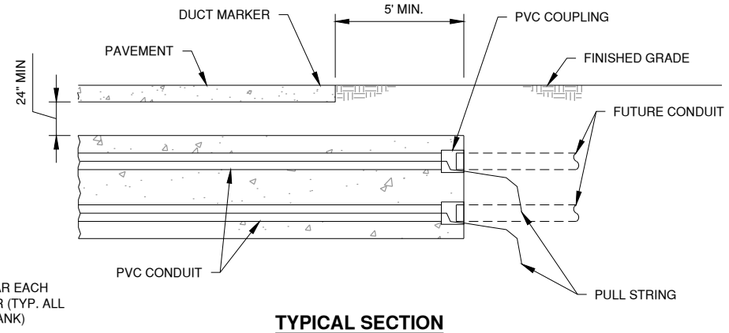
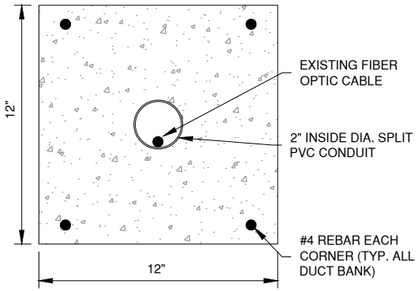


4-WAY DUCT BANK DETAIL



TYPICAL SECTION

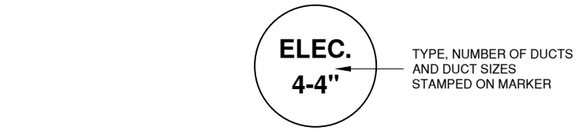
1 4-WAY DUCT BANK DETAIL
N.T.S.



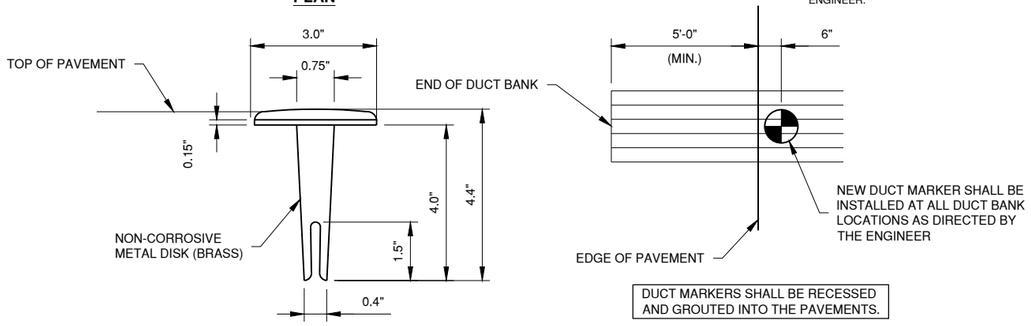
2 1-WAY DUCT BANK DETAIL
N.T.S.

DUCT BANK NOTES

1. DIMENSIONS SHOWN ARE MINIMUM.
2. TOP OF CONCRETE ENCASEMENT SHALL BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE BELOW PAVEMENTS AND NOT LESS THAN 24" BELOW FINISHED GRADE IN UNPAVED AREAS, EXCEPT WHERE DIRECTED OTHERWISE BY RPR. AVOID ALL CONFLICTS WITH OTHER UTILITIES (UNDERDRAINS, WATER LINES, SEWER LINES, TELEPHONE, ELECTRICAL) OR OTHER OBSTACLES, ADJUSTING DEPTH AS NECESSARY.
3. CONCRETE SHALL BE ITEM P-610.
4. CONDUIT FOR CONCRETE ENCASEMENT SHALL BE SCHEDULE 40 PVC, 4" NOMINAL DIAMETER, OR AS INDICATED ON THE PLANS.
5. CONCRETE ENCASEMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND EDGES OF PAVEMENT, OR AS SHOWN ON THE PLANS OR DIRECTED BY THE RPR.
6. #4 REBAR SHALL BE INSTALLED CONTINUOUS THE LENGTH OF THE CONCRETE ENCASEMENT.
7. DUCT BANK SHALL BE STACKED NO MORE THAN THREE CONDUITS HIGH UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
8. AT ENDS OF DUCT BANKS, INSTALL A PVC COUPLING FLUSH WITH END OF CONCRETE FOR CONNECTING FUTURE CONDUIT. INSTALL POLYETHELENE PULL STRING, GREENLEE, OR EQUIVALENT. PLUG THE ENDS OF UNUSED SPARE CONDUITS WITH WOODEN PLUGS.
9. HIGH VOLTAGE WIRING, RUNWAY & TAXIWAY SERIES CIRCUIT WIRING, ETC., AND POWER WIRING OVER 480V SHALL BE INSTALLED IN SEPARATE CONDUITS FROM LOW VOLTAGE WIRING, 480V OR LESS.
10. IF POSSIBLE, INSTALL FIBER OPTIC CABLES AND COMMUNICATION CABLES (FAA, ETC.) IN THEIR OWN CONDUITS; OTHERWISE, INSTALL THEM IN THE CONDUITS WITH LOW VOLTAGE WIRING.
11. DEPTH AS REQUIRED TO NOT IMPACT EDGE DRAIN.

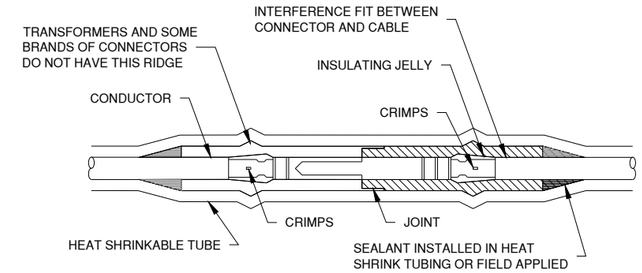


PLAN

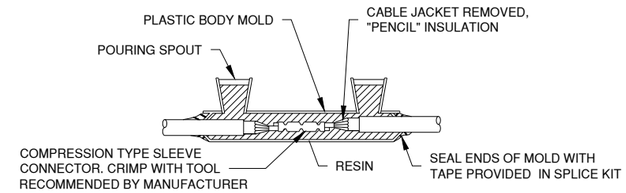


SECTION **MARKER PLACEMENT**

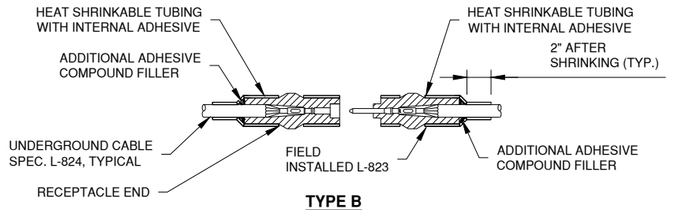
3 IN-PAVEMENT DUCT MARKER DETAIL
N.T.S.



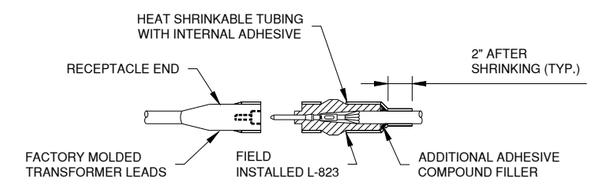
RECEPTACLE **PLUG**



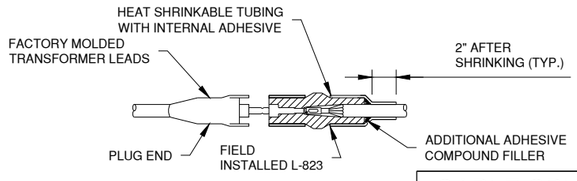
TYPE A
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



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

4 CABLE SPLICES
N.T.S.

CABLE SPLICE NOTES

1. MATCH THE OUTSIDE DIAMETER OF CABLE INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. CONTRACTOR MAY ELECT TO INSTALL FAA APPROVED "COMPLETE KIT" CONNECTORS IN LIEU OF HEAT SHRINK.

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SHEET TITLE

ELECTRICAL DETAILS 3

EL503

SHEET 51 OF 67

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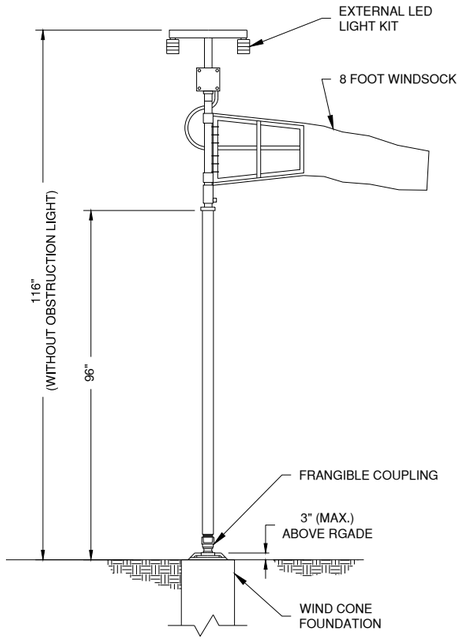
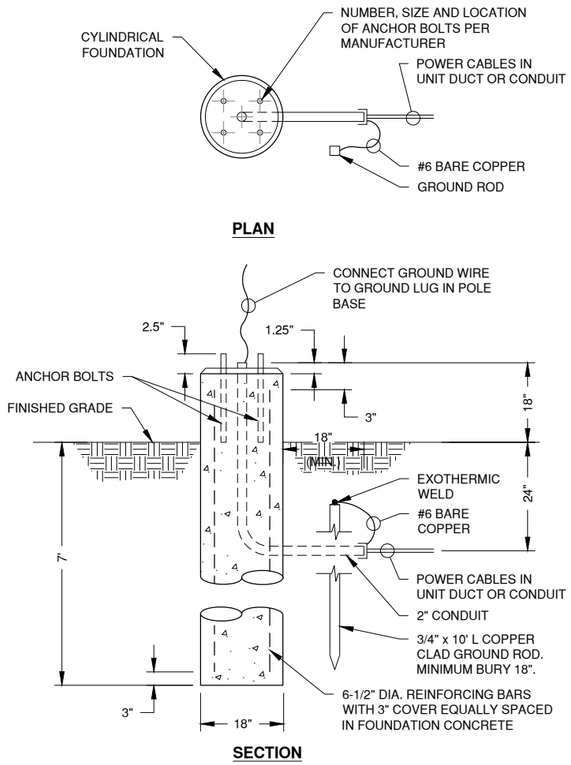


1 L-806 LED SUPPLEMENTAL WIND CONE EXTERNALLY LIGHTED

N.T.S.

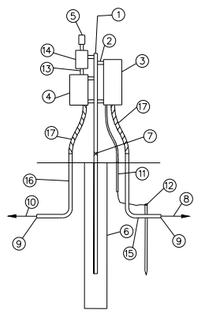
NOTES

1. L-806 SUPPLEMENTAL (8-FOOT) WIND CONE.
2. SUPPLEMENTAL WIND CONE SHALL BE LOCATED OUTSIDE THE RUNWAY SAFETY AREA (RSA).



2 WIND CONE FOUNDATION

N.T.S.



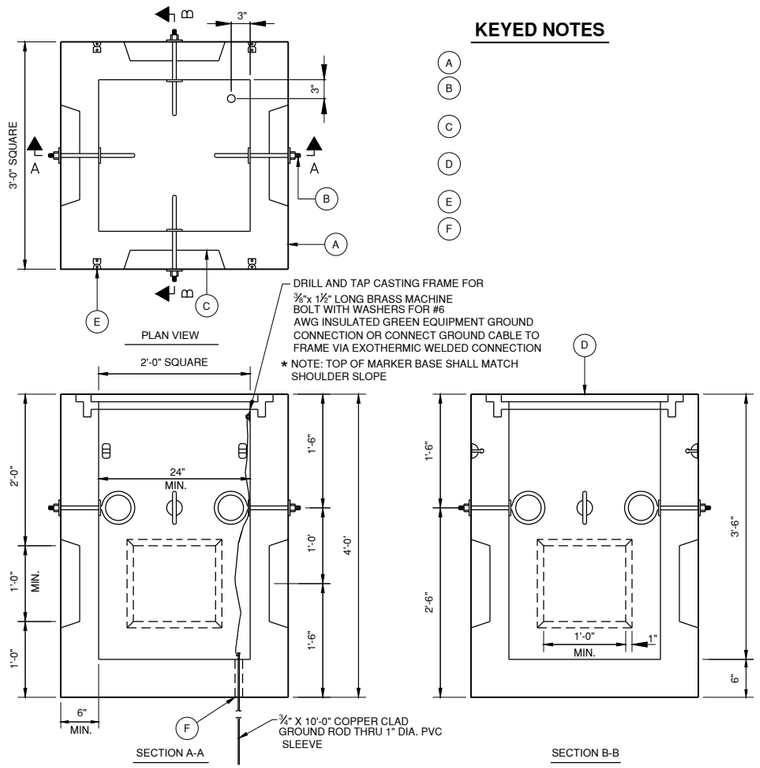
3 L-806 WIND CONE POWER

N.T.S.

WIND CONE POWER LEGEND

1. 2" GALVANIZED STEEL SUPPORT POST WITH END CAPS (TYP. OF 2).
2. STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT (TYP. OF 5).
3. HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABLEL READING: "CAUTION: 480 VOLTS."
4. WINDCONE STEP-DOWN TRANSFORMER, 3KVA, 480-120/240V, 1-PHASE, 3-WIRE, NEMA 3R SQUARE D MODEL 3S1F, OR EQUIVALENT.
5. WINDCONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT. (NOTE: PHOTOCELL OPERATION IS AS FOLLOWS: DURING THE DAYTIME THE WINDCONE LIGHTS ARE OFF AND THE OBSTRUCTION LIGHT IS ON. AFTER DARK THE WINDCONE LIGHTS AND OBSTRUCTION LIGHT ARE ON).

   IMPORTANT NOTE:
   LOCATE DISCONNECT/ TRANSFORMER/ PHOTOCELL INSTALLATION SUCH THAT WINDCONE LIGHT WILL NOT ADVERSELY AFFECT THE PHOTOCELL OPERATION.
6. 12" DIAMETER X 4'-0" DEEP (MIN.) CONCRETE FOUNDATION. (TYP. OF TWO).
7. FRANGIBLE COUPLINGS (TYP. OF 2). INSTALL FRANGIBLE COUPLING NOT MORE THAN 3" ABOVE GRADE.
8. TWO #6 USE (480V). ONE #8 GROUND IN 2" CONDUCT TO VAULT.
9. NOT USED.
10. TWO #12 USE (OBSTRUCTION LIGHT 120V POWER), TWO #12 USE (WINDCONE LIGHTS 120V POWER), ONE #10 GROUND IN 2" CONDUIT TO WINDCONE.
11. #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.
12. 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MIN. BURIAL: 1-0". BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
13. TWO #12 USE (SEE WINDCONE SCHEMATIC), ONE #10 GROUND IN 3/4" GRS CONDUIT.
14. NEMA 4 JUNCTION BOX SIZED AS REQUIRED TO HOUSE THREE 10A IN-LINE FUSES. PHOTOCELL BYPASS SELECTOR SWITCH AND WEATHERPROOF GFCI CONVENIENCE RECEPTACLE. (SEE WINDCONE SCHEMATIC.)
15. -1/2" GRS CONDUIT TO 1'-6" BELOW GRADE.
16. 1" GRS CONDUIT TO 1'-6" BELOW GRADE
17. LIQUIDTITE FLEXIBLE CONDUIT.



4 ELECTRICAL HANDHOLE (LOW VOLTAGE)

N.T.S.

NOTE

1. CONCRETE SHALL MEET THE REQUIREMENTS OF ITEM P-610.
2. REBAR MEETING ASTM A-706, GRADE 60, SHALL BE INSTALLED ON 8 INCH CENTERS BOTH WAYS. REBAR SHALL BE MINIMUM #4 BARS. 3" CLEARANCE SHALL BE MAINTAINED BETWEEN THE REBAR AND THE FINISHED FACE OF THE CONCRETE.
3. A 6-INCH BED OF CA-7 OR CA-11 SHALL BE PLACED BENEATH THE HANDHOLE.
4. INSTALL GROUND ROD IN EACH HANDHOLE
5. ANY UNUSED DUCT OPENINGS SHALL BE FITTED WITH APPROVED PLUGS PRIOR TO BACKFILLING.
6. HANDHOLES SHALL HAVE A WEEP HOLE CONSTRUCTED IN THE BOTTOM OF HANDHOLE.
7. HANDHOLE COVER SHALL BE LABELED "COMMUNICATION".
8. 4-WAY DIRECTIONAL BORE SHALL BE CONNECTED IN HANDHOLES IN MANNER THAT CREATES A SINGLE 4-WAY DUCT BANK.

MANHOLE AND HANDHOLE WIRING NOTES

1.) ALL WIRING IN MANHOLES AND HANDHOLES SHALL BE LABELED INSIDE MANHOLES AND HANDHOLES. LABELING MATERIALS SHALL BE SUITABLE FOR USE IN THE ENVIRONMENT AND SHALL BE WATERPROOF. LABELS SHALL IDENTIFY EACH 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.

2.) WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES (SEE NOTE #3, BELOW, FOR ADDITIONAL REQUIREMENTS). MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.

3.) WHEREVER POSSIBLE, 480V WIRING, 120V/240V WIRING AND MONITOR/ALARM WIRING SHALL BE SEPARATED FROM EACH OTHER IN MANHOLES AND HANDHOLES. MONITOR WIRING SHALL BE ROUTED ABOVE 120V/240V WIRING WHICH, IN TURN, SHALL BE ROUTED ABOVE 480V WIRING.

4.) ALL WIRING THROUGH MANHOLES SHALL BE ATTACHED TO CABLE RACKS.

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License No. 184-000613

CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL500.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	AMB
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

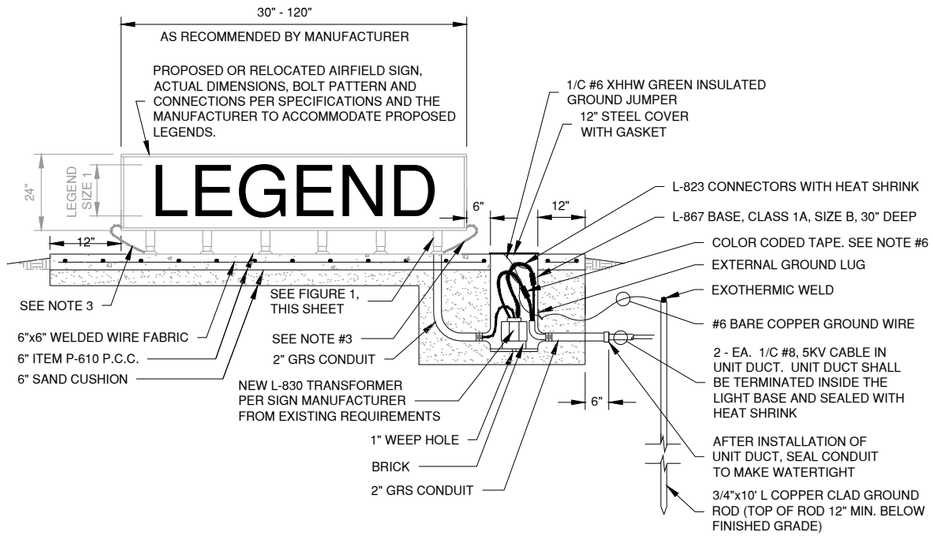
ELECTRICAL DETAILS 4

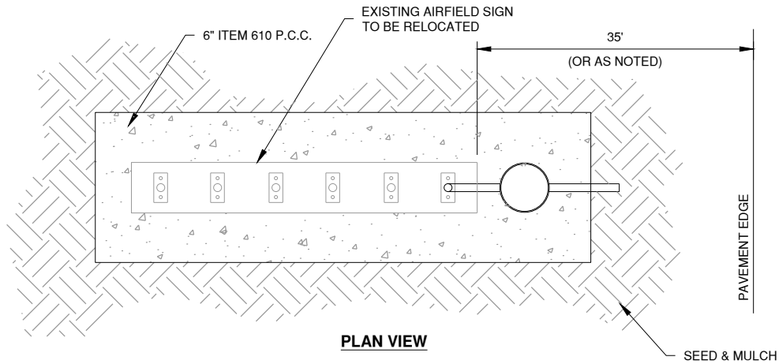
EL504

SHEET 52 OF 67

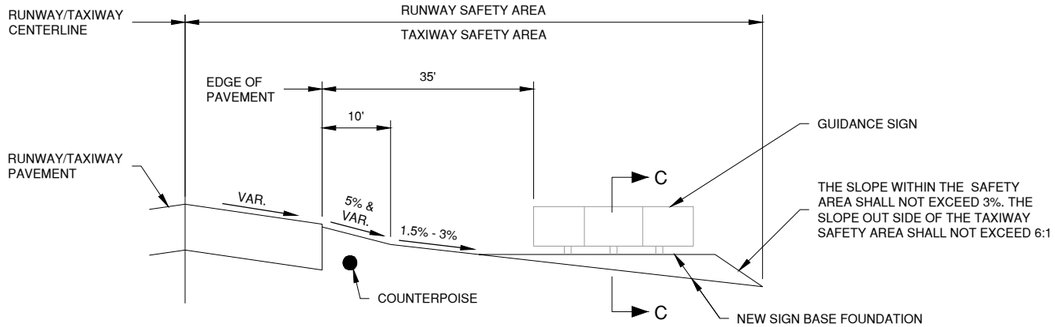
Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-EL500.dwg
Date: Friday, May 12, 2023 12:08:15 PM

NOTE: REUSE EXISTING SIGN COMPONENTS WHEN POSSIBLE





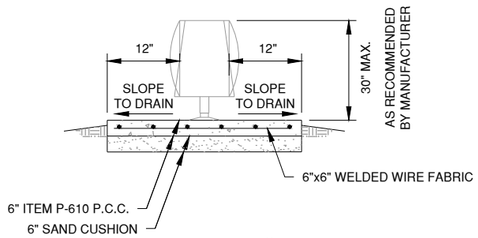
1 L-858 AIRFIELD GUIDANCE SIGN
N.T.S.



SIGN NOTES

1. SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
2. ESTIMATED 1 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 TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.

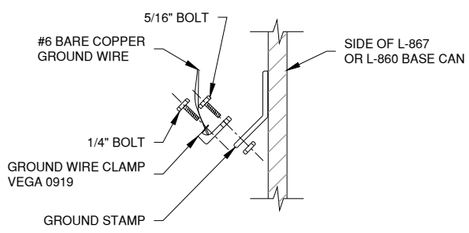
ELEVATION



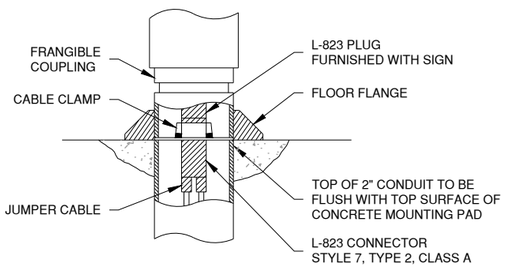
ELEVATION VIEW C - C

2 AIRFIELD SIGN INSTALLATION
N.T.S.

NOTE: SEE COUNTERPOISE LOCATION DETAIL SHEET EL501



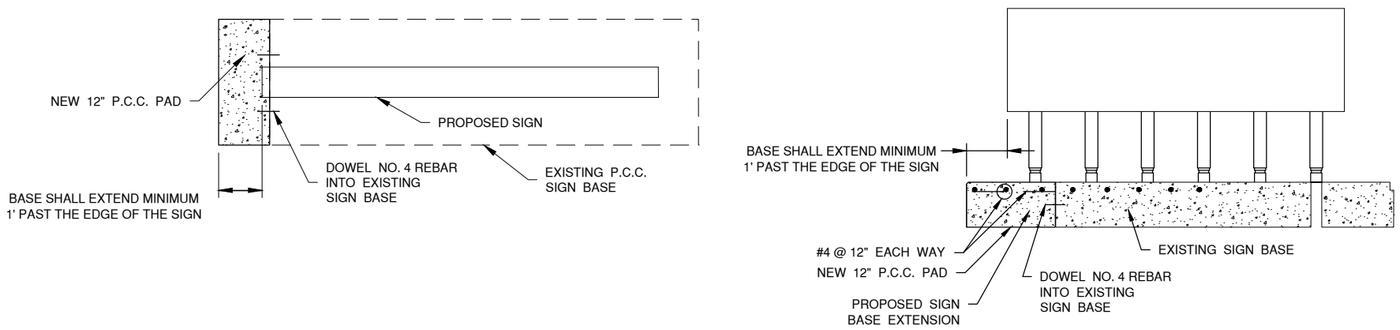
3 FACTORY GROUND LUG
N.T.S.



4 ELECTRICAL CONNECTION (FIGURE 1)
N.T.S.

AIRFIELD GUIDANCE SIGN NOTES

1. TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER. SIGNS ON RUNWAY CIRCUITS SHALL BE STYLE 2 OR 3 DEPENDING ON REGULATOR.
2. SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
3. SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
4. SIGNS SHALL BE SIZE 2, STYLE 2, CLASS 2, AND MODE 2. SEE SIGN SCHEDULE FOR DETAILS
5. LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE PLAN TABLES.
6. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.
7. INSTALL NEW ISOLATION TRANSFORMERS FOR ALL RELOCATED SIGNS. ISOLATION TRANSFORMERS SHALL BE SIZED BY SIGN MANUFACTURER (INCIDENTAL TO SIGN PAY ITEM).



5 TAXI GUIDANCE SIGN PCC BASE EXTENSION
N.T.S.

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OWNER
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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

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IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
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SHEET TITLE
ELECTRICAL DETAILS 5

EL505
SHEET 53 OF 67

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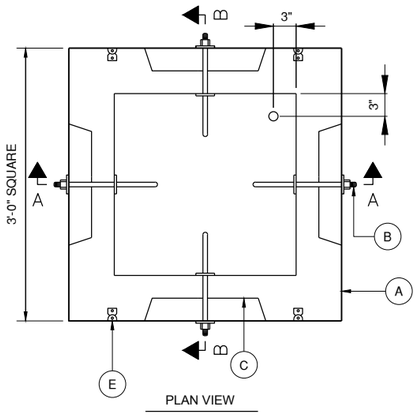


PLAN VIEW

KEYED NOTES

A. PRECAST CONCRETE HANDHOLE

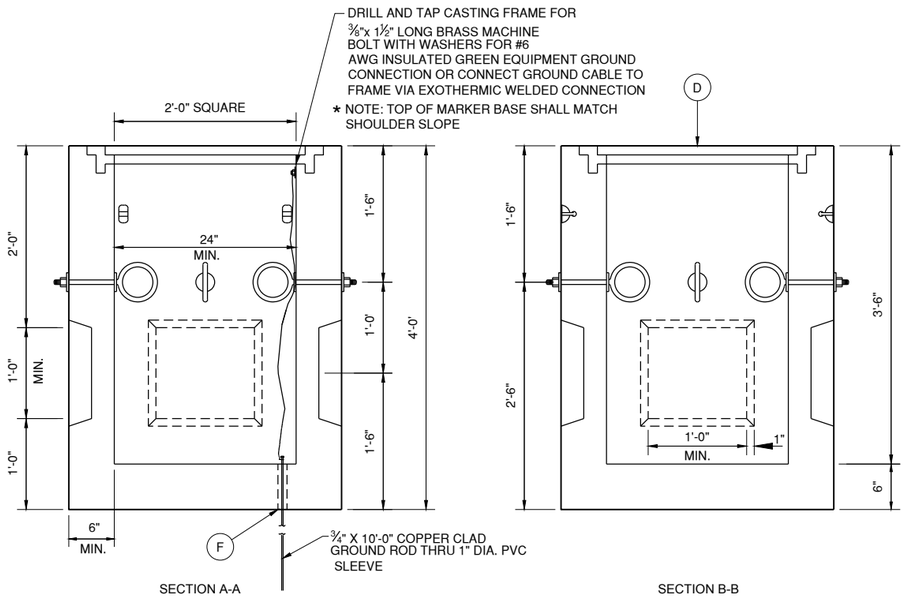
B. PULLING IRONS - MINIMUM 1" DIA. STEEL, HOT DIPPED GALVANIZED (MINIMUM 2)

C. KNOCKOUTS SHALL BE CENTERED IN THE HANDHOLE WALL AND SHALL BE SIZED AS REQUIRED FOR PROPOSED DUCT BANK

D. HATCH COVER SHALL BE CAST IN - NEENAH R-3498-K2 OR APPROVED EQUAL

E. LIFTING ANCHORS (4)

F. 1-1/2" DIA. GROUND ROD HOLE (1)



AIRFIELD ELECTRICAL HANDHOLE

NO SCALE

NOTE

1. CONCRETE SHALL MEET THE REQUIREMENTS OF ITEM P-610.
2. REBAR MEETING ASTM A-615, GRADE 60, SHALL BE INSTALLED ON 8 INCH CENTERS BOTH WAYS. REBAR SHALL BE MINIMUM #4 BARS. 3" CLEARANCE SHALL BE MAINTAINED BETWEEN THE REBAR AND THE FINISHED FACE OF THE CONCRETE.
3. A 6-INCH BED OF CA-7 OR CA-11 SHALL BE PLACED BENEATH THE HANDHOLE.
4. INSTALL GROUND ROD IN EACH HANDHOLE
5. ANY UNUSED DUCT OPENINGS SHALL BE FITTED WITH APPROVED PLUGS PRIOR TO BACKFILLING.
6. HANDHOLES SHALL HAVE A WEEP HOLE CONSTRUCTED IN THE BOTTOM OF HANDHOLE.
7. HANDHOLE LIDS SHALL BE STAMPED AS SHOWN ON PLANS:
   FOR AIRFIELD LIGHTING LIGHTING AND POWER: "ELECTRIC"
   FOR FIBER OPTIC CABLE: "FIBER"
8. PRECAST HANDHOLE SHALL MEET UTILITY CONCRETE PRODUCTS ITEM #2238HH OR APPROVED EQUAL

CONDUCTOR FILL IN CONDUIT SEALS:

CONTRACTOR SHALL COMPLY WITH ARTICLE 501.15-C.6 OF THE NEC, WHICH READS:

"THE CROSS-SECTIONAL AREA OF THE CONDUCTORS PERMITTED IN A [CONDUIT] SEAL SHALL NOT EXCEED 25 PERCENT OF THE CROSS-SECTIONAL AREA OF A CONDUIT OF THE SAME TRADE SIZE UNLESS IT IS SPECIFICALLY APPROVED FOR A HIGHER PERCENTAGE OF FILL."

CONTRACTOR SHALL VERIFY COMPLIANCE WITH ARTICLE PRIOR TO INSTALLATION OF ALL CONDUIT SEALS ON THIS PROJECT.

CONDUIT SEALS INSTALLED IN VIOLATION OF THIS REQUIREMENT SHALL BE REPLACED BY THE CONTRACTOR (INCLUDING ALL CONDUCTORS IF SEALING COMPOUND HAS BEEN INSTALLED) AT THE CONTRACTOR'S EXPENSE.

NEMA 4 & NEMA 4X ENCLOSURES

TO MAINTAIN THE ENCLOSURE NEMA 4 OR NEMA 4X RATING, ALL ENCLOSURES RATED NEMA 4 OR NEMA 4X SHALL HAVE WATERTIGHT HUBS AT CONDUIT ENTRANCES WHICH ARE U.L. LISTED NEMA 4 OR NEMA 4X, AS NECESSARY, AND SUITABLE FOR USE WITH THE RESPECTIVE ENCLOSURE.

MANHOLE AND HANDHOLE WIRING NOTES

1. ALL WIRING IN MANHOLES AND HANDHOLES SHALL BE LABELED INSIDE MANHOLES AND HANDHOLES. LABELING MATERIALS SHALL BE SUITABLE FOR USE IN THE ENVIRONMENT AND SHALL BE WATERPROOF. LABELS SHALL IDENTIFY EACH 480V, 240V AND 120V AND MONITOR CIRCUIT PER MASTER CIRCUIT LABELING SCHEDULE DEVELOPED BY ELECTRICAL CONTRACTOR.
2. WHEREVER POSSIBLE, WIRING TO INDIVIDUAL STRUCTURES AND PIECES OF EQUIPMENT SHALL BE GROUPED TOGETHER IN MANHOLES AND HANDHOLES (SEE NOTE #3, BELOW, FOR ADDITIONAL REQUIREMENTS). MULTIPLE CONDUCTORS OF INDIVIDUAL CIRCUITS SHALL BE TIE-WRAPPED TOGETHER AND LABELED.
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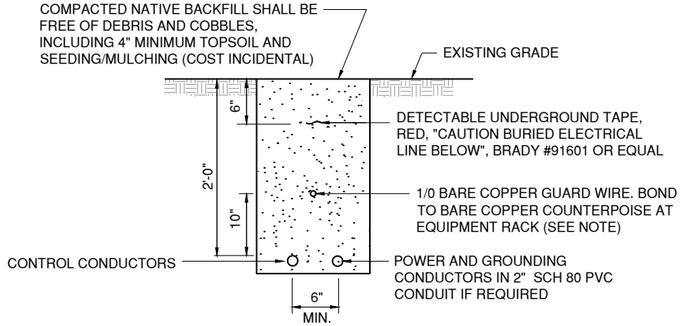

TYPICAL CROSS - SECTIONS FOR CONDUCTORS IN PVC CONDUIT (FAA)

NOT TO SCALE

NOTES

1. ALL CABLES NOT IN FERROUS CONDUIT SHALL HAVE 1/0 AWG COPPER GUARD WIRE MINIMUM 10 INCHES ABOVE THE CABLES OR CONDUITS AND 8" BELOW FINISHED GRADE. GUARD WIRE SHALL BE BONDED TO THE GROUNDING SYSTEM AT EACH END AND TO GROUND RODS AT APPROXIMATELY 90 FEET INTERVALS. REFER TO FAA-STD-19F FOR DETAILS.

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CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

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IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL500.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	AMB
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

ELECTRICAL DETAILS 6

EL506

SHEET 54 OF 67

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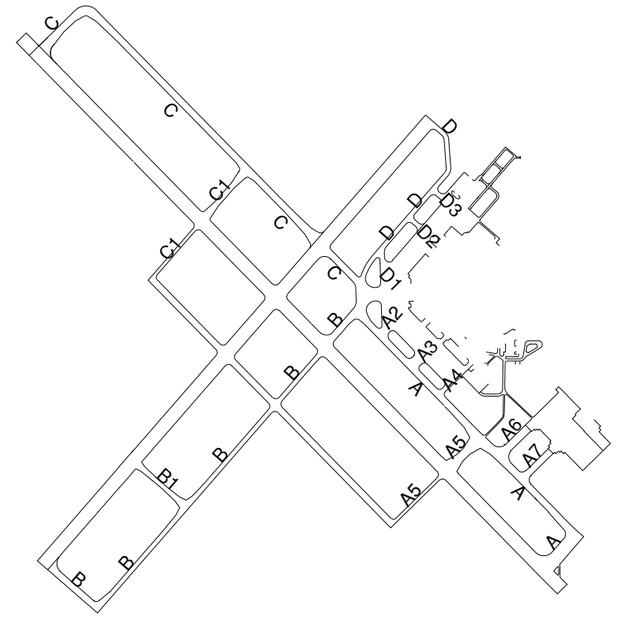

SIGN #	SIDE	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	POWER CIRCUIT	SIGN STYLE	CIRCUIT INTENSITY	REG OUTPUT	EXISTING MANUFACTURE	SIGN SIZE	ACTION
14L-1	NE SW	A9 14L A9	14L		A9 A9	5	14L-32R	2	HIGH	20.0	AGM ILUX	2	NEW SIGN 5 CHAR.
14L-2	NE SW	A8 32R-14L A8	32R-14L		A8 A8	9	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14L-6	NE SW	A4 32R-14L A4	32R-14L		A4 A4	9	14L-32R	2	HIGH	20.0	AGM ILUX	2	REVISE 2 LEGEND
14L-7	NE SW	32R A1 A1	32R		A1 A1	5	14L-32R	3	HIGH	20.0	AGM ILUX	2	REVISE 2 LEGEND
14L-8	NE SW	A1 32R A1	32R		A1 A1	5	14L-32R	3	HIGH	20.0	AGM ILUX	2	NEW SIGN 5 CHAR.
14L-10	SW NE	D 14L-32R D	14L-32R		D D	8	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14L-18	SW NE	E 14L-32R E	14L-32R		E E	8	14L-32R	2	HIGH	20.0	LUMACURVE	2	REVISE 2 LEGEND
14R-1	NE SW	E 14R E	14R		E E	4	14L-32R	2	MEDIUM	6.6	LUMACURVE	2	REVISE 2 LEGEND
14R-2	SE NW	E→		E→		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
14R-7	NW SE	←D		←D		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
14R-8	NE SW	D 32L D	32L		D D	4	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 2 LEGEND
14R-9	SE NW	←E		←E		2	14R-32L	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
22-1	SE NW	B1 4 B1	4		B1 B1	3	4-22	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
22-3	NE SW	B2 4-22 B2	4-22		B2 B2	6	4-22	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
22-10	SE NW	A 4-22 A	4-22		A A	5	4-22	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
22-12	SE NW	C1 22 C1	22		C1 C1	4	4-22	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 4 CHAR.
22-13	NW SE	A 22-4 A	22-4		A A	5	4-22	3	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ANW-1	NW SE	14L A9→	14L	A9→		3	TAXI A NW	3	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-2	NW SE	14L↑ A A8→ XX		A8→	A	4	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-3	SW NE	A8 ←A→		←A→	A8	5	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ANW-4	NW SE	←A8		←A8		3	TAXI A NW	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
ANW-5	SE NW	A8→		A8→		3	TAXI A NW	2	MEDIUM	6.6	LUMACURVE	2	REVISE 1 LEGEND
ANW-6	SE NW	←A8 A		←A8	A	4	TAXI A NW	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-1	NW SE	←A6 A		←A6	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-2	NE SW	A6 ←A→		←A→	A6	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-3	NW SE	←A5 A		←A5	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-4	NE SW	A5 ←A→		←A→	A5	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-5	NW SE	A A4→ XX FBO→		A4→ FBO→	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-6	NW SE	←A3 A		←A3	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-7	NE SW	A3 ↑		A3 ↑		3	TAXI A SE	3	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-8	NE SW	A3 ←A→		←A→	A3	5	TAXI A SE	3	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ASE-9	NW SE	←A3 A XX FBO↑		←A3 FBO↑	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-10	NE SW	A2 ↑		A2 ↑		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-11	NE SW	A2 ←A→		←A→	A2	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
ASE-12	NW SE	←A1		←A1		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
ASE-13	NW SE	32R↑ A A2→ XX		32R↑ A2→	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-14	NW SE	A A3→		A3→	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-15	SE NW	←A4 A		←A4	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-16	SE NW	A4→		A4→		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-17	NW SE	←A4		←A4		3	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-18	NE SW	A4 ←A→		←A→	A4	5	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-19	SE NW	A A5→		A5→	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
ASE-20	SE NW	A A6→		A6→	A	4	TAXI A SE	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND

EXISTING TAXIWAY DESIGNATIONS

NEW TAXIWAY DESIGNATIONS

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RECONFIGURATION

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DESIGNED BY: HCH

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

SIGN SCHEDULE 1

EL507

SHEET 55 OF 67

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Date: Friday, May 12, 2023 12:08:19 PM

SIGN #	SIDE	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	POWER CIRCUIT	SIGN STYLE	CIRCUIT INTENSITY	REG OUTPUT	EXISTING MANUFACTURE	SIGN SIZE	ACTION
B-2	NW SE	B2 ←B→		←B →	B2	5	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
B-3	NE SW	←B2		←B2		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-4	SW NE	B2→		B2→		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-5	SW NE	←B2 B		←B2	B	4	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
B-6	NE SW	←B1		←B1		3	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
B-7	NE SW	B B2→		B2→	B	4	TAXI B	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-1	NE SW	C C3→		C3→	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-2	NE SW	C C2→		C2→	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-3	SW NE	C1→		C1→		3	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	NEW SIGN 3 CHAR.
C-4	NE SW	←C2 C		←C2	C	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-5	SE NW	C2 ←C→		←C →	C2	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-6	NE SW	←C3 C		←C3	C	4	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
C-7	SE NW	C3 ←C→		←C →	C3	5	TAXI C	2	MEDIUM	6.6	AGM ILUX	2	REVISE 2 LEGEND
CEN-1	NE SW	←C4 C		←C4	C	4	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-2	SE NW	C4 ←C→		←C →	C4	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-3	NE SW	A↗ C A→ C C4→		A↗ A→ C4→	C C	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-4	N S	A↖ A B↗		A↖ B↗	A	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-5	NE SW	←A7 A		←A7	A	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-6	NW SE	A7 ←A→		←A →	A7	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-7	NW SE	A A7→ A		A7→	A A	4	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 4 CHAR.
CEN-8	SE NW	←B A A↗ ←A7 A		←B A↗ ←A7	A A	5	CENTER	2	MEDIUM	6.6	LUMACURVE	2	NEW SIGN 5 CHAR.
CEN-11	SW NE	↖A B A→ B		↖A A→	B B	6	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-12	S N	↖A A C↗		↖A C↗	A	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.
CEN-13	SW NE	A→		A→		5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
CEN-14	NE SW	← A		← A		8	CENTER	2	MEDIUM	6.6	AGM ILUX	2	REVISE 1 LEGEND
CEN-15	NE SW	←C A A↗		←C A↗	A	5	CENTER	2	MEDIUM	6.6		2	RELOCATE 5 CHAR.
CEN-16	SW NE	C C4→ ↖A C A→		C4→ ↖A A→	C C	5	CENTER	2	MEDIUM	6.6	AGM ILUX	2	RELOCATE 5 CHAR.

SIGN SCHEDULE NOTES

1. SIGN LEGENDS WILL REQUIRE NEW SIGN LEGENDS, NEW SIGNS AND SIGNS FROM EXISTING FIELD LOCATIONS TO BE RELOCATED WITH NEW SIGN LEGENDS.
2. SIGN LEGENDS TO BE REVISED WILL REQUIRE A NEW REVISED SIGN LEGEND. WHERE 2 LEGENDS ARE SHOWN AND ONLY 1 REVISED LEGEND, THE LEGEND TO BE REVISED WILL BE DENOTED WITH AN "XX".
3. RELOCATED SIGNS WILL REQUIRE A NEW FOUNDATION AND A NEW SIGN LEGEND SHOWN IN THE SCHEDULE.
4. NEW SIGNS SHOWN MAY REQUIRE A NEW OR EXTENSION OF THE EXISTING SIGN FOUNDATION.
5. MANUFACTURE OF EXISTING SIGNS SHALL BE FIELD VERIFIED BY THE CONTRACTOR.

CMT
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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-EL500.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

SIGN SCHEDULE 2

EL508

SHEET 56 OF 67

Path: K:\Champaign\Ap\20005901-00_Midfieldintersect\Draw\Sheets\20005901-EL500.dwg
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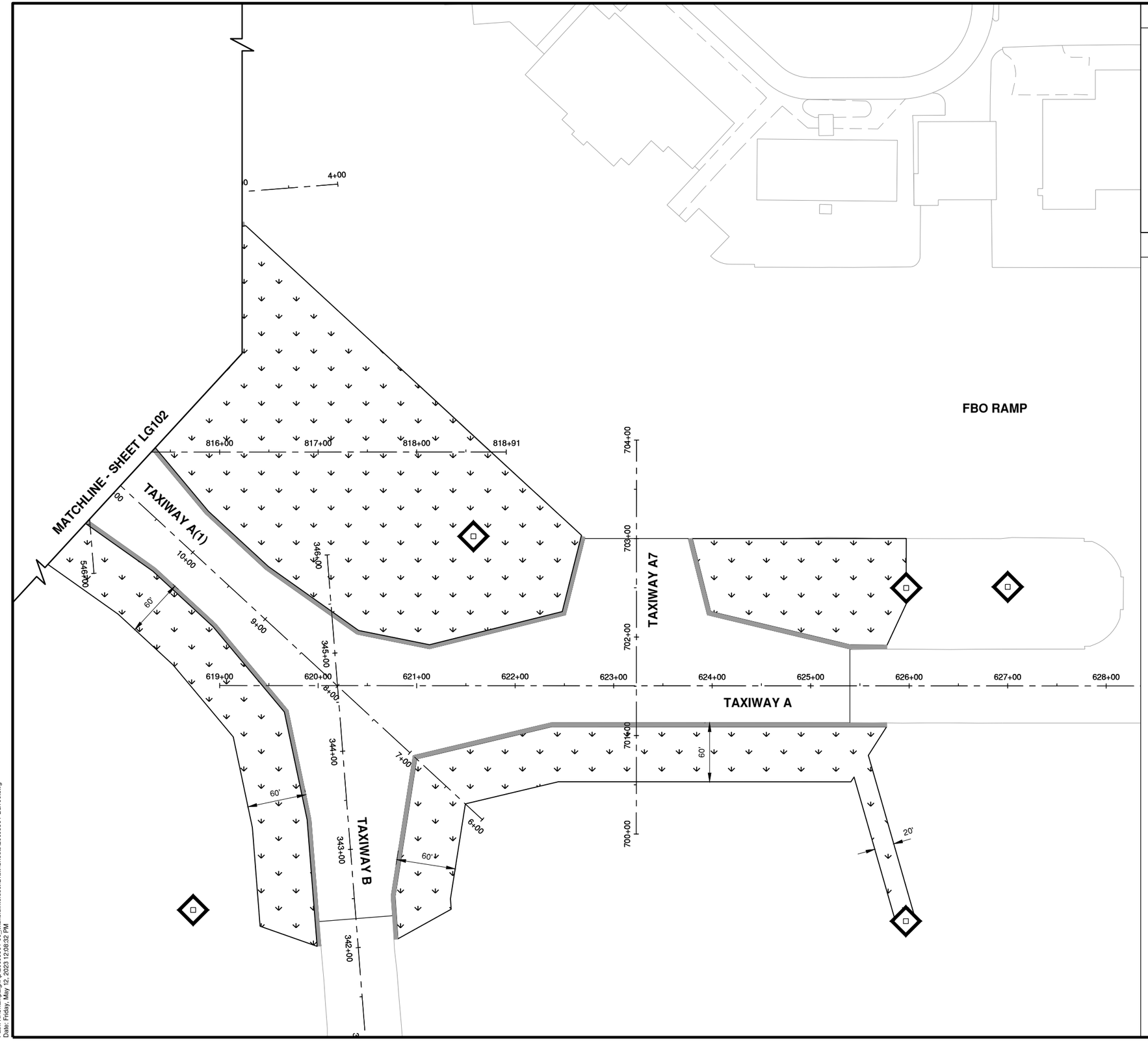

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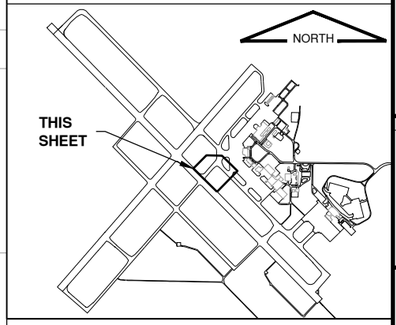

LEGEND

- NEW SEEDING AND MULCHING
- NEW SOD (4' WIDTH)
- NEW INLET PROTECTION

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License No. 184-000613

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N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-LG100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

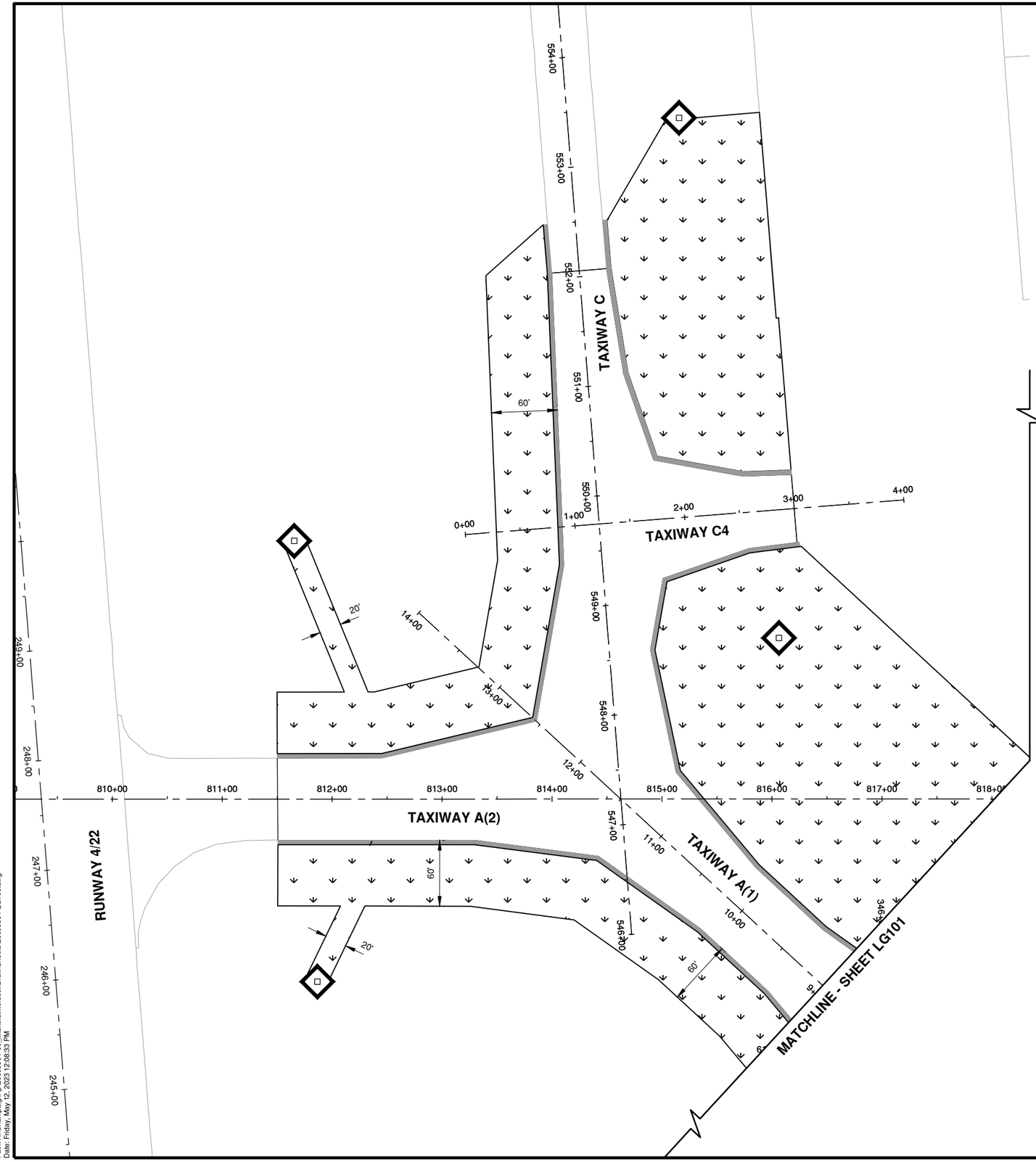
SHEET TITLE

EROSION CONTROL & TURFING PLANS 1

LG101

SHEET 57 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-LG100.dwg
Date: Friday, May 12, 2023 12:08:32 PM



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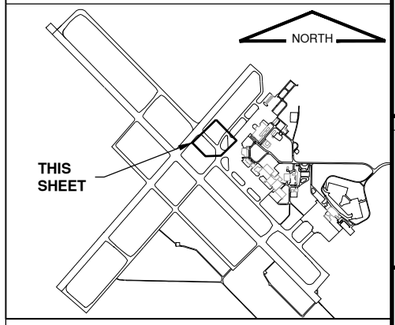
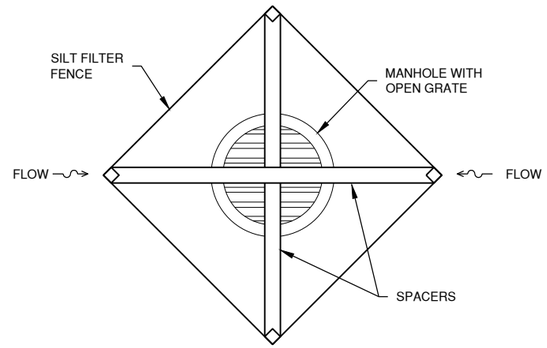


LEGEND

- NEW SEEDING AND MULCHING
- NEW SOD (4' WIDTH)
- NEW INLET PROTECTION



1 INLET PROTECTION
N.T.S.

CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-LG100.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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SHEET TITLE

EROSION CONTROL & TURFING PLANS 2

LG102

SHEET 58 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-LG100.dwg
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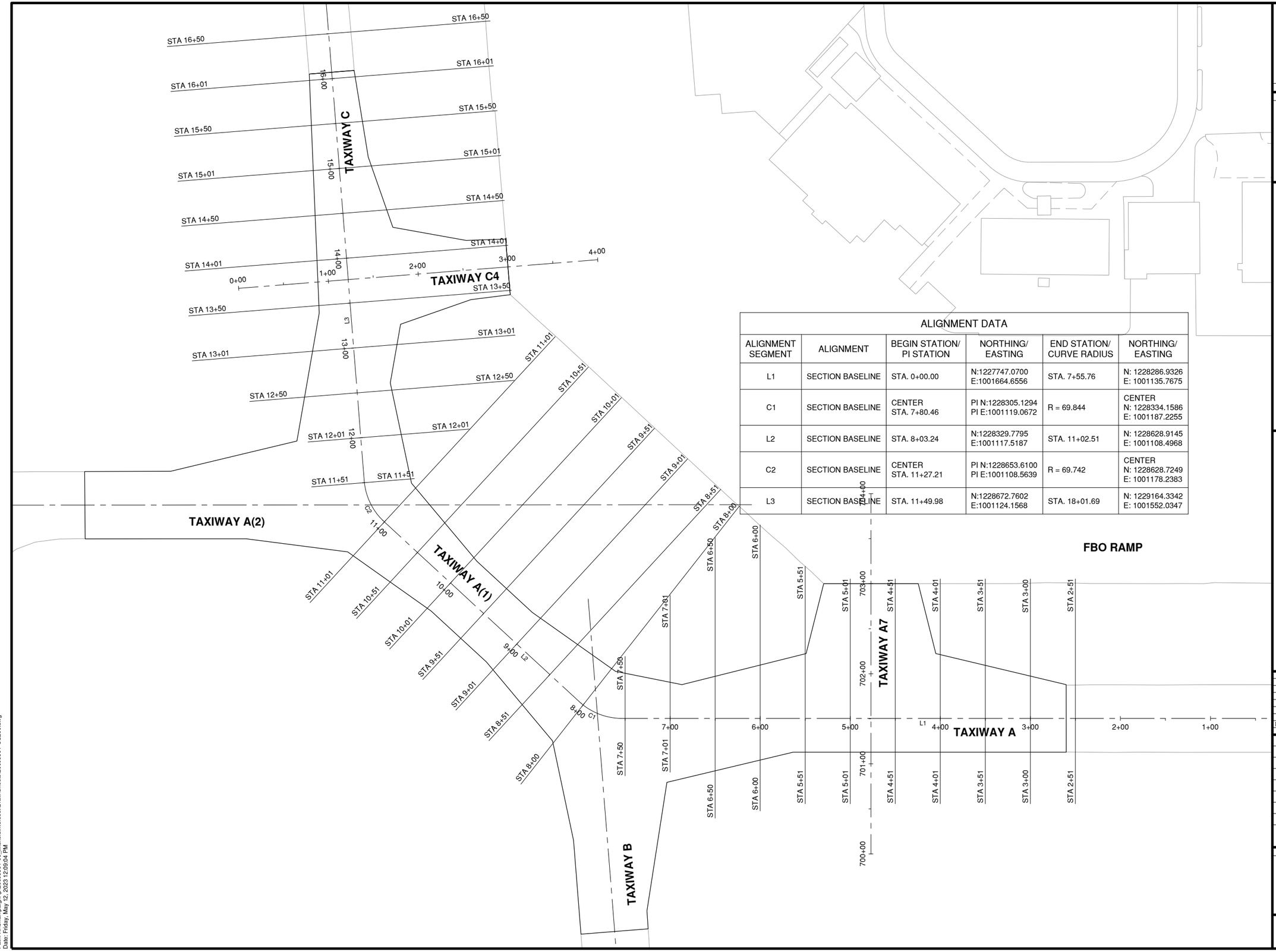

ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	SECTION BASELINE	STA. 0+00.00	N:1227747.0700 E:1001664.6556	STA. 7+55.76	N: 1228286.9326 E: 1001135.7675
C1	SECTION BASELINE	CENTER STA. 7+80.46	PI N:1228305.1294 PI E:1001119.0672	R = 69.844	CENTER N: 1228334.1586 E: 1001187.2255
L2	SECTION BASELINE	STA. 8+03.24	N:1228329.7795 E:1001117.5187	STA. 11+02.51	N: 1228628.9145 E: 1001108.4968
C2	SECTION BASELINE	CENTER STA. 11+27.21	PI N:1228653.6100 PI E:1001108.5639	R = 69.742	CENTER N: 1228628.7249 E: 1001178.2383
L3	SECTION BASELINE	STA. 11+49.98	N:1228672.7602 E:1001124.1568	STA. 18+01.69	N: 1229164.3342 E: 1001552.0347

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0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS200.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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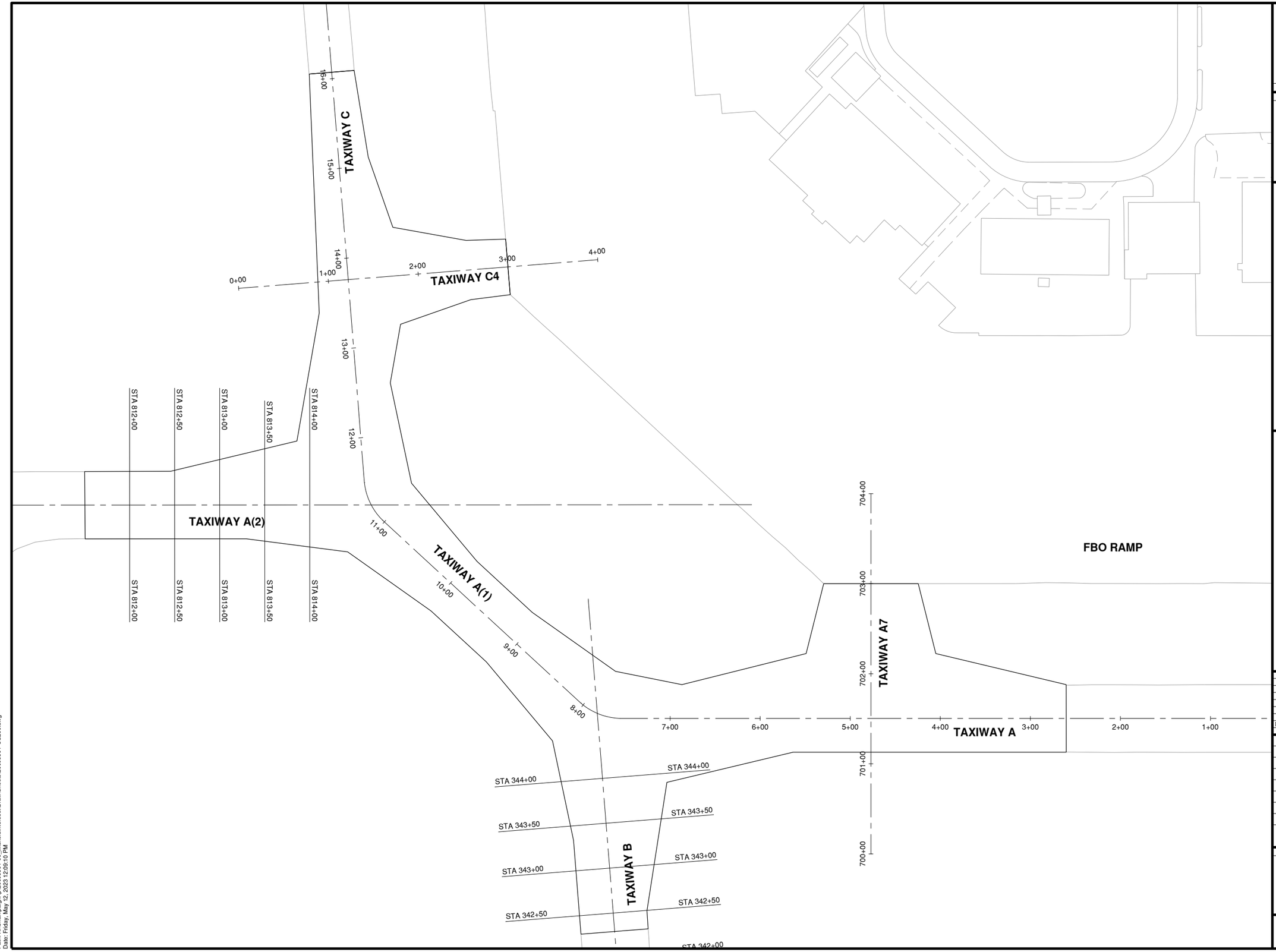
SHEET TITLE

INDEX TO CROSS SECTIONS 1

CS201

SHEET 59 OF 67

Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS200.dwg
Date: Friday, May 12, 2023 12:09:04 PM



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CMT

License No. 184-000613

CONSULTANTS

N

0 50' 100'

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

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

FLY CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

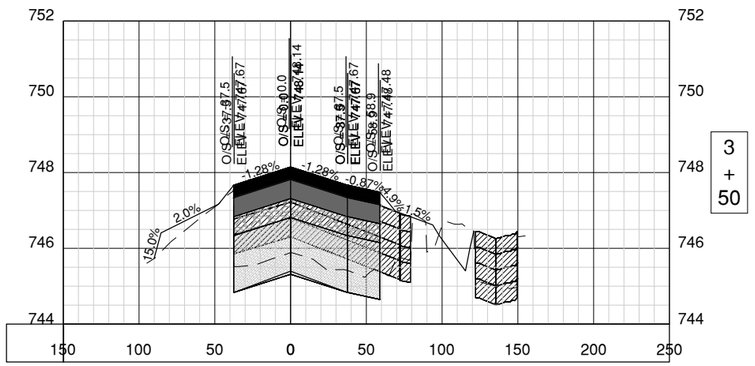
AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS200.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

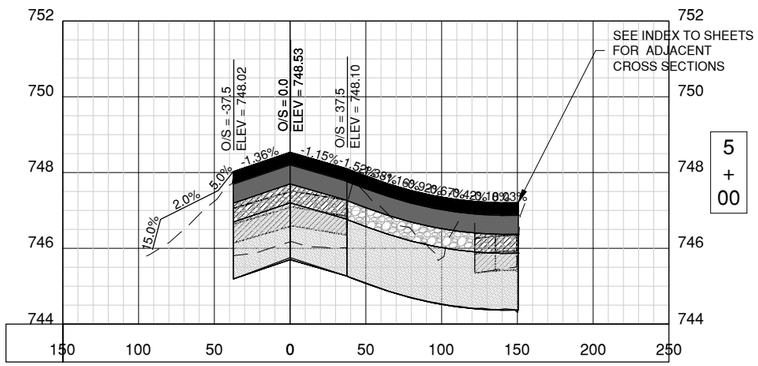
SHEET TITLE

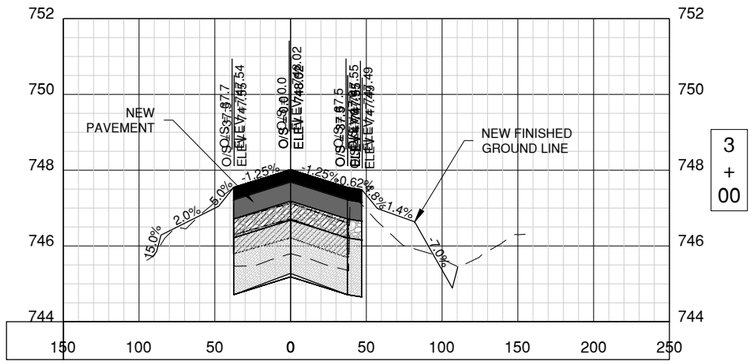
INDEX TO CROSS SECTIONS 2

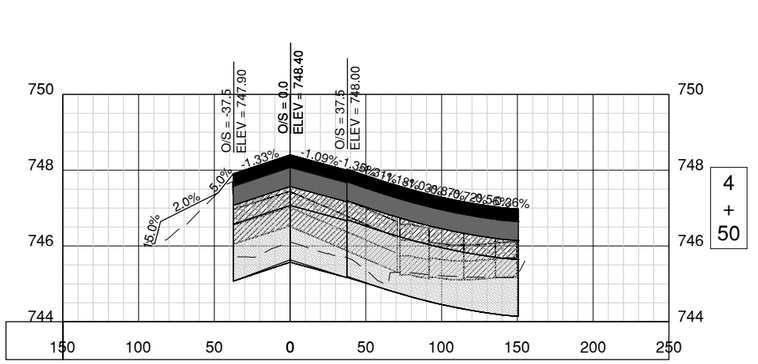
CS202

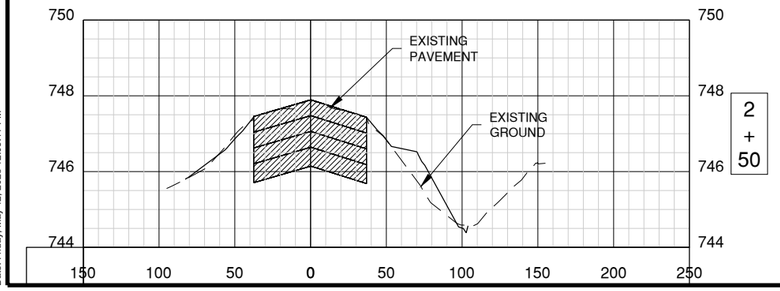
SHEET 60 OF 67

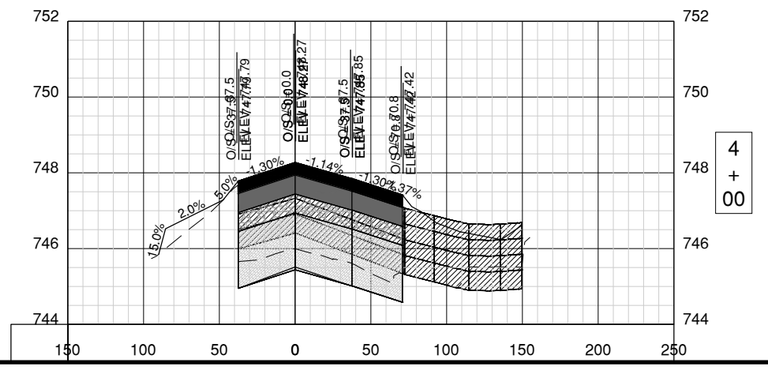












SECTION END AREA		
STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
2+50.00	2.32	20.92
3+00.00	72.44	25.42
3+50.00	68.83	45.99
4+00.00	59.22	113.45
4+50.00	112.80	14.53
5+00.00	234.72	23.20
5+50.00	118.03	62.52
6+00.00	116.53	83.32
6+50.00	115.55	57.13
7+00.00	93.79	57.37
7+50.00	60.41	28.20
8+00.00	143.21	153.95
8+50.00	151.53	133.97
9+00.00	77.76	260.68
9+50.00	99.42	278.82
10+00.00	94.20	274.34
10+50.00	153.36	119.06
11+00.00	213.54	114.68
11+50.00	76.40	6.30
12+00.00	197.71	43.68
12+50.00	214.02	77.47
13+00.00	130.80	90.18
13+50.00	342.97	23.68
14+00.00	300.84	9.57
14+50.00	131.17	112.81
15+00.00	80.65	105.57
15+50.00	105.25	42.83
16+00.00	87.82	4.74
16+50.00	0.00	3.41

NOTES

1. EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	UN062
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

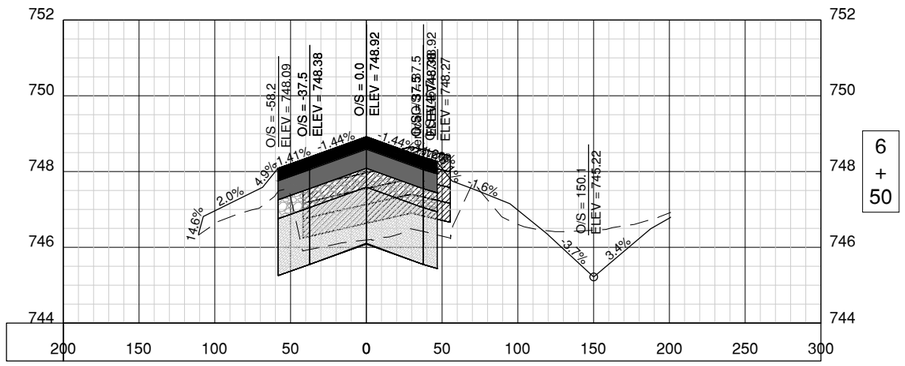
SHEET TITLE

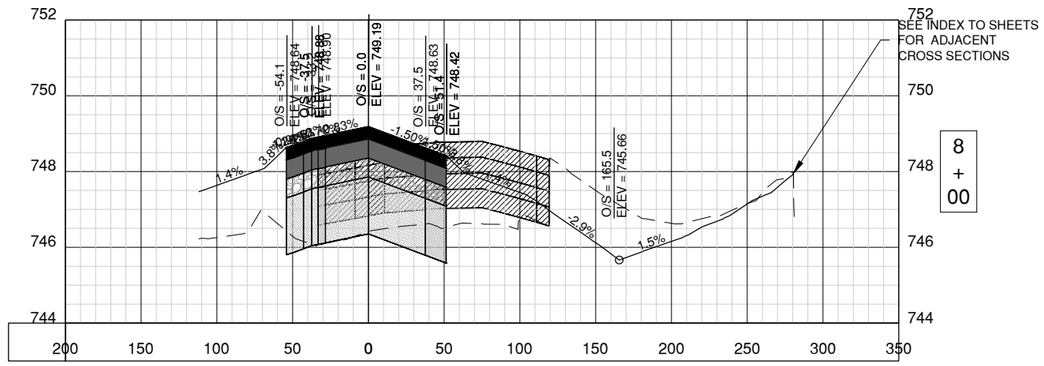
CROSS SECTIONS 1

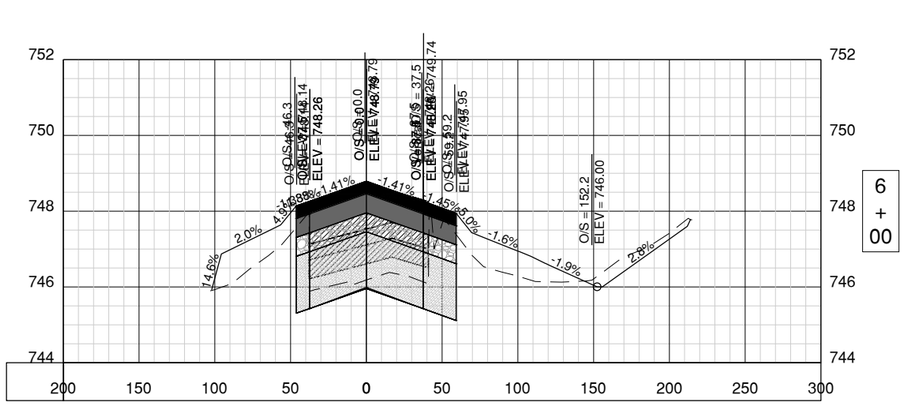
CS701

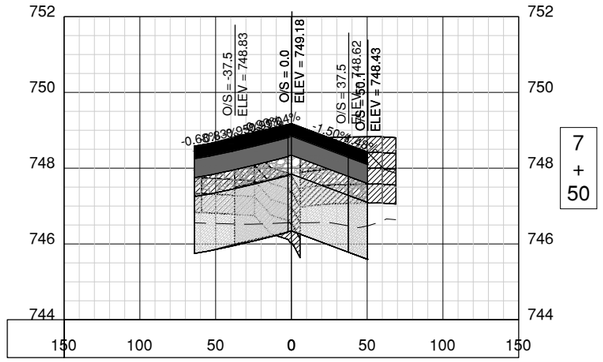
SHEET 61 OF 67

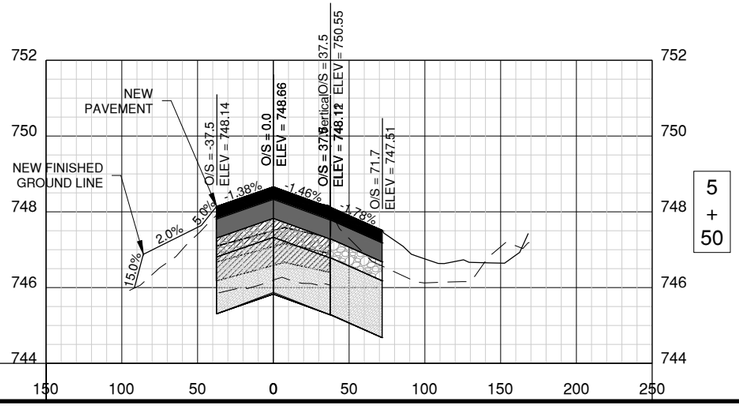
Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS700.dwg
Date: Friday, May 12, 2023 12:09:41 PM

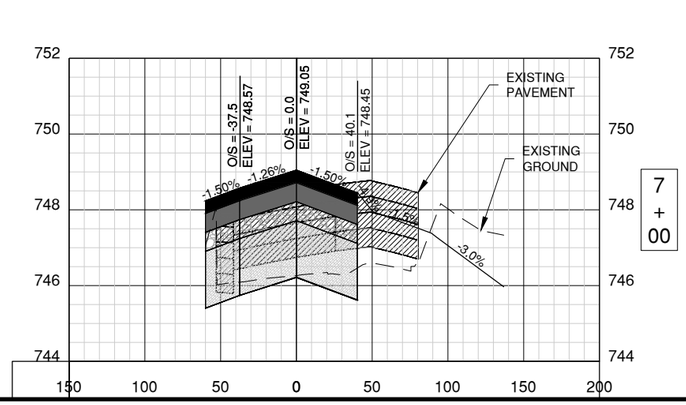












NOTES

1. EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

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CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE

CROSS SECTIONS 2

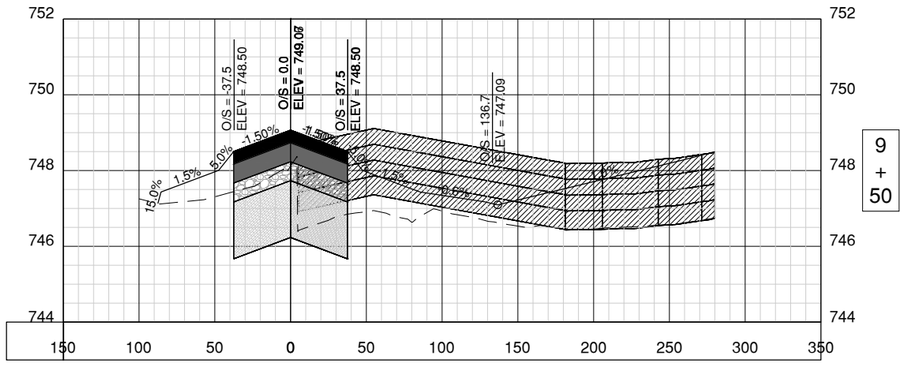
CS702

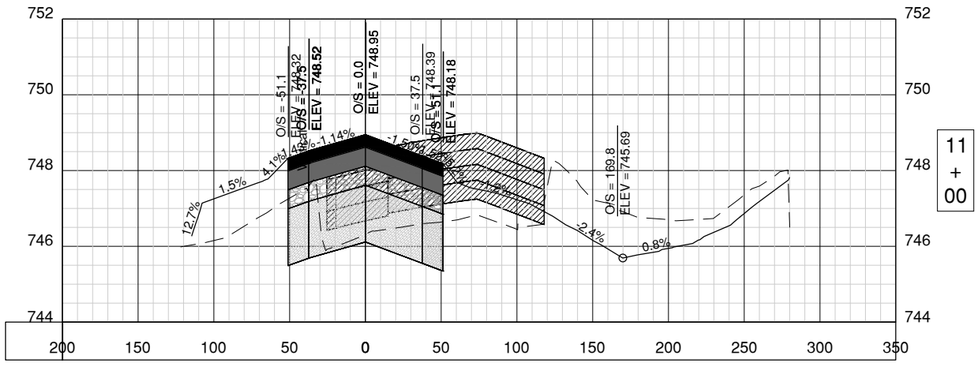
SHEET 62 OF 67

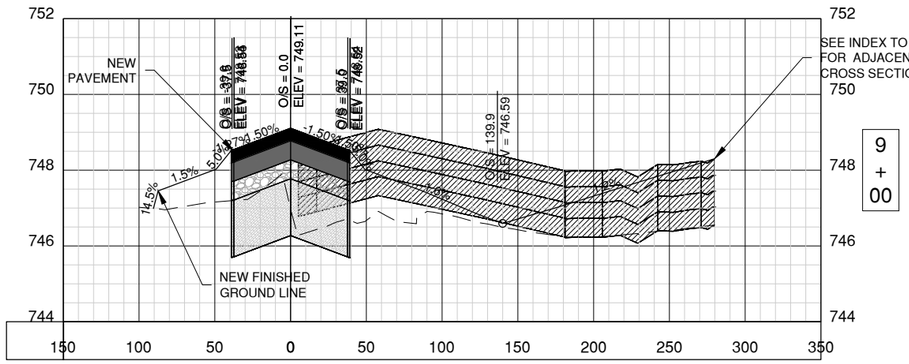
Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS700.dwg
Date: Friday, May 12, 2023 12:09:49 PM

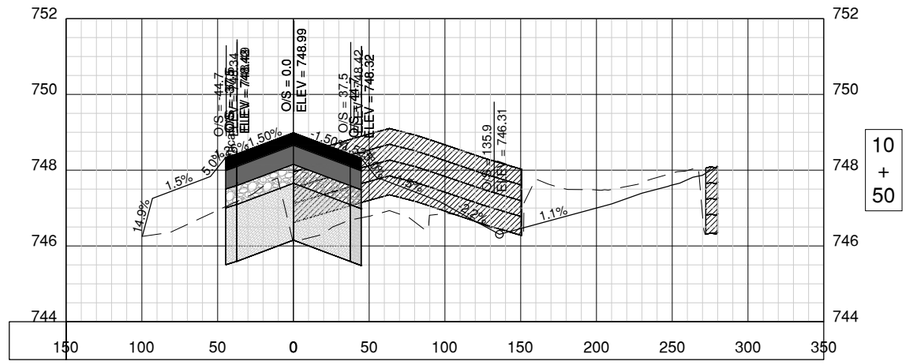
NOTES

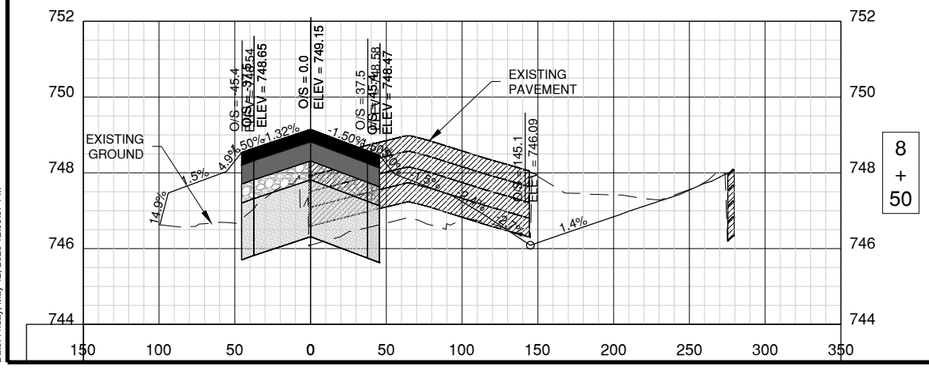
1. EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

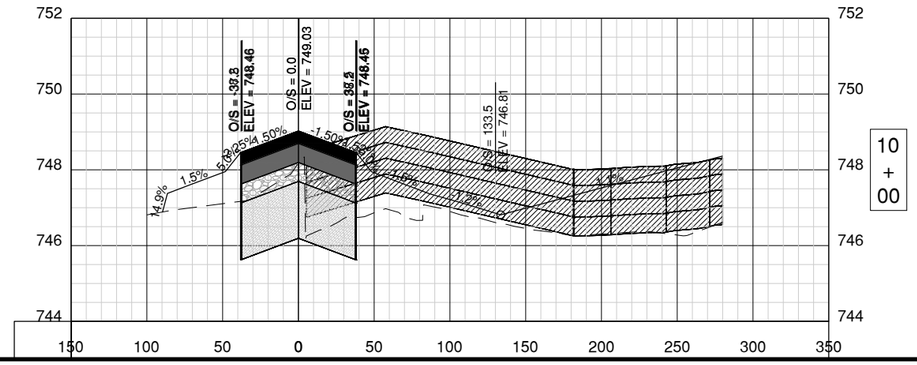












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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE

CROSS SECTIONS 3

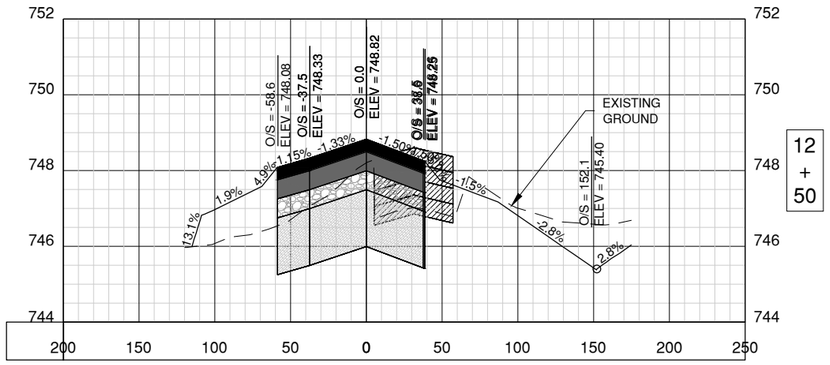
CS703

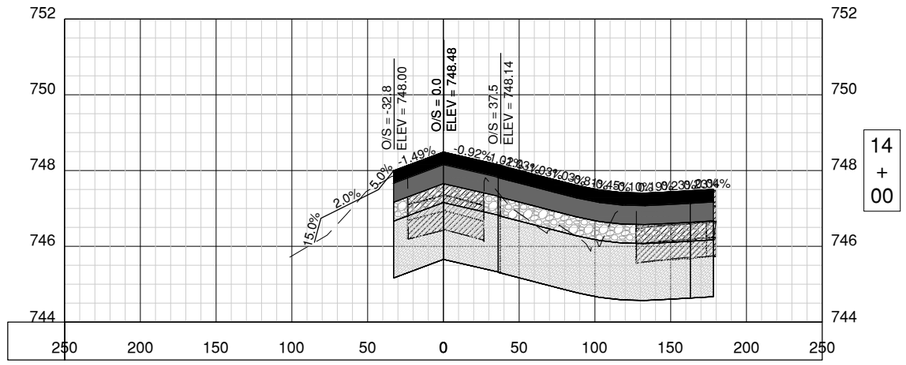
SHEET 63 OF 67

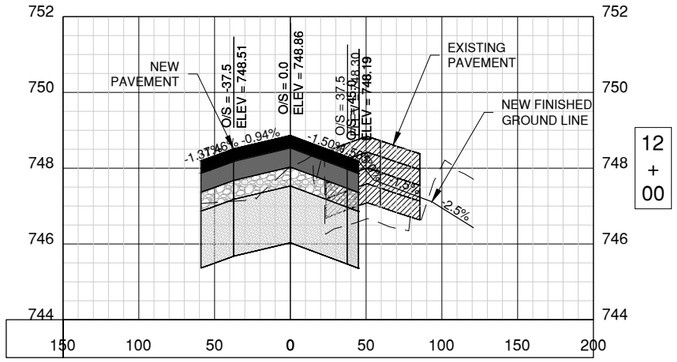
Path: K:\Champaign\Ap\20005901-00_MidfieldIntersect\Draw\Sheets\20005901-CS700.dwg
Date: Friday, May 12, 2023 12:09:57 PM

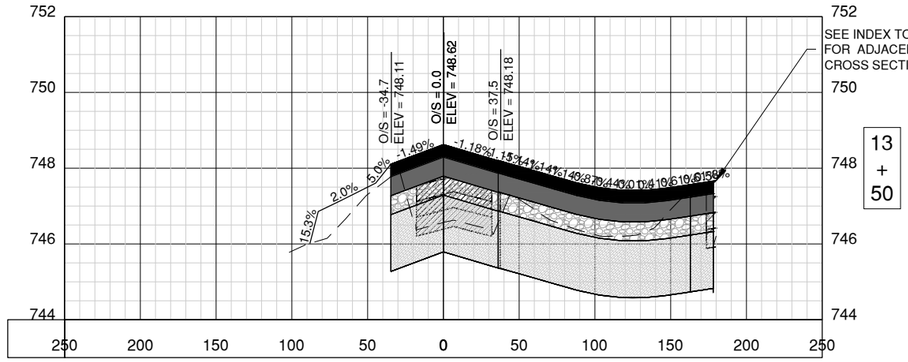
NOTES

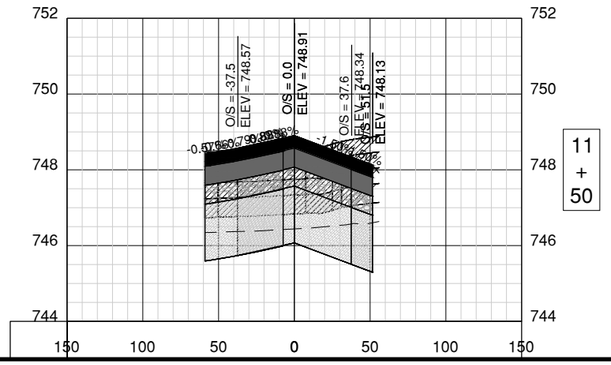
1. EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.

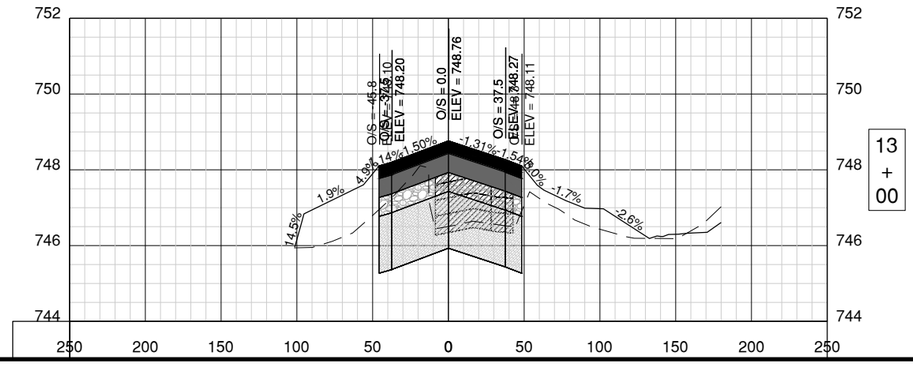












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CONSULTANTS

FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

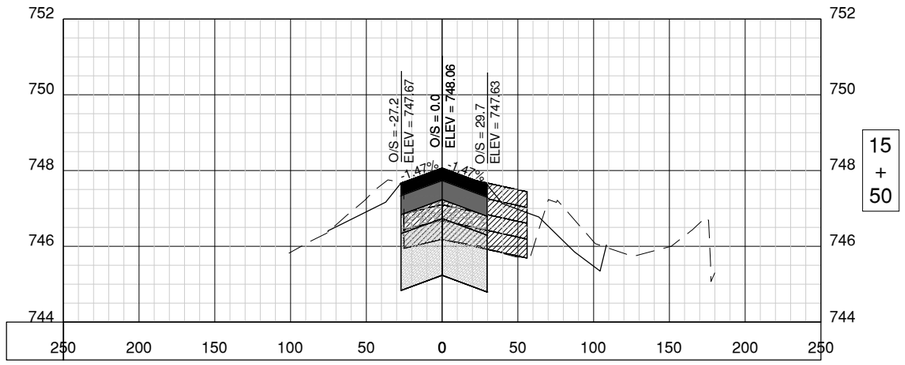
CROSS SECTIONS 4

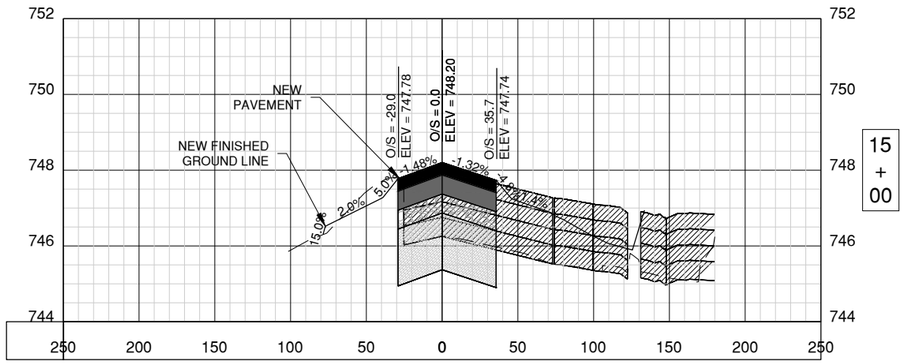
CS704

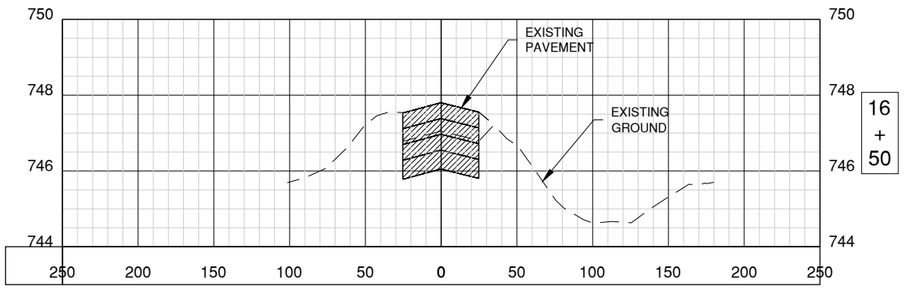
SHEET 64 OF 67

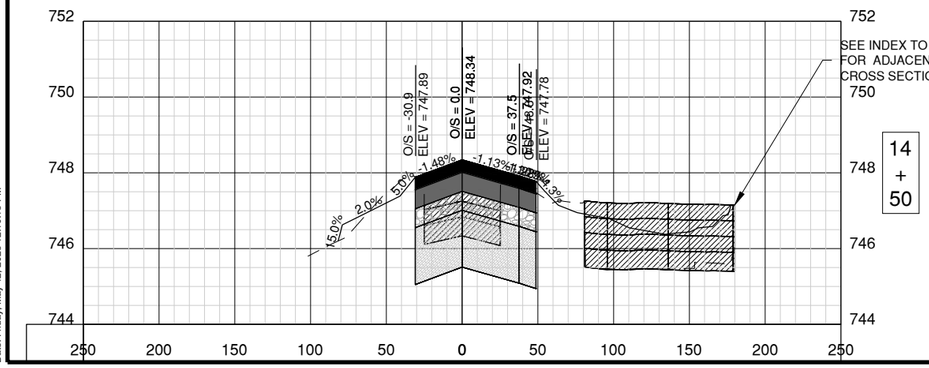
NOTES

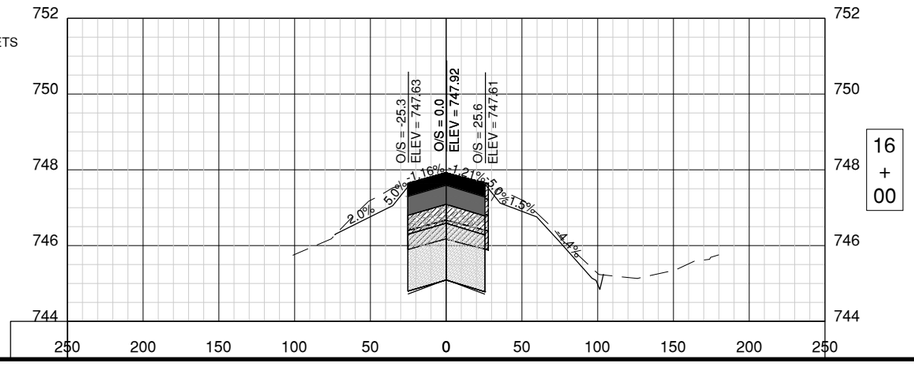
1. EXCESS MATERIAL GENERATED FROM EMBANKMENT EXCAVATION SHALL BE HAULED OFF SITE OR TO AREAS DESIGNATED BY THE AIRPORT.











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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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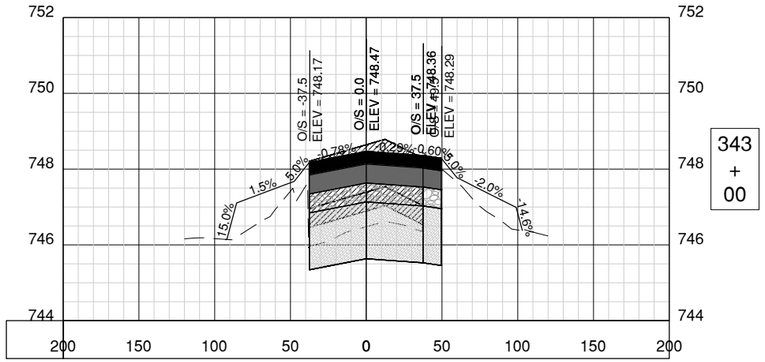
SHEET TITLE

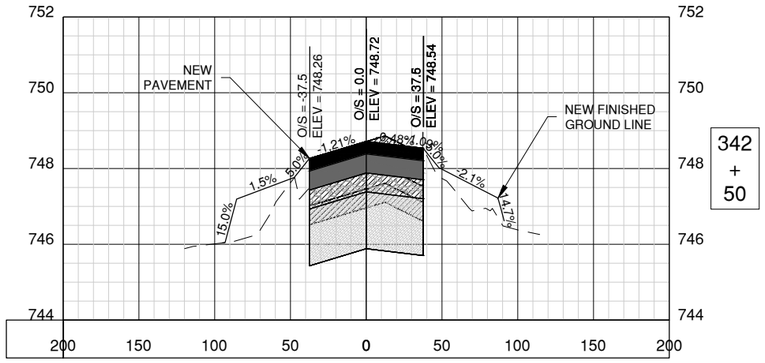
CROSS SECTIONS 5

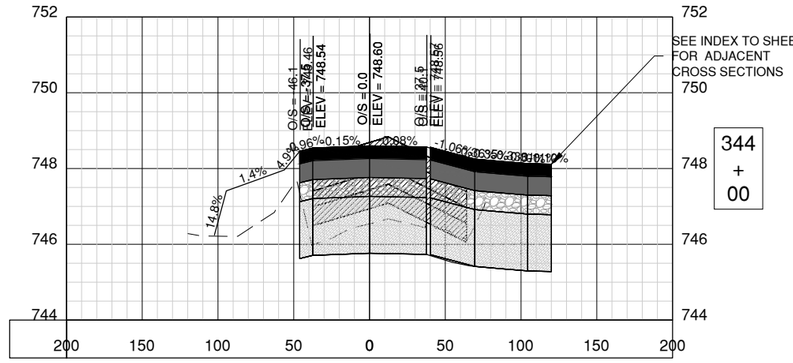
CS705

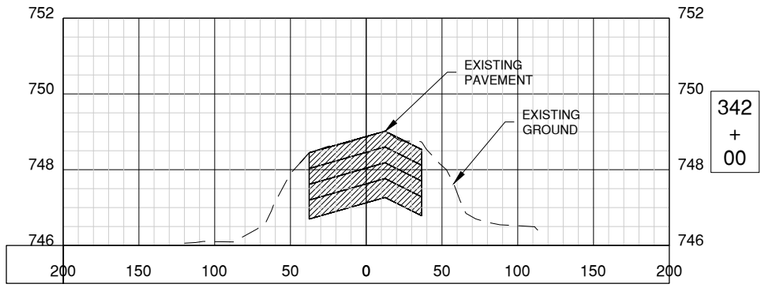
SHEET 65 OF 67

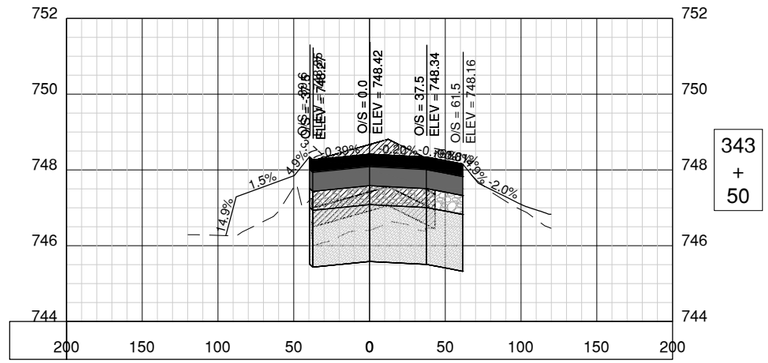


SECTION END AREA		
STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
342+00.00	0.00	0.02
342+50.00	164.68	59.40
343+00.00	96.05	54.13
343+50.00	124.20	51.56
344+00.00	191.14	55.61









NOTES

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FOR BID SET
JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE

CROSS SECTIONS 6

CS706

SHEET 66 OF 67

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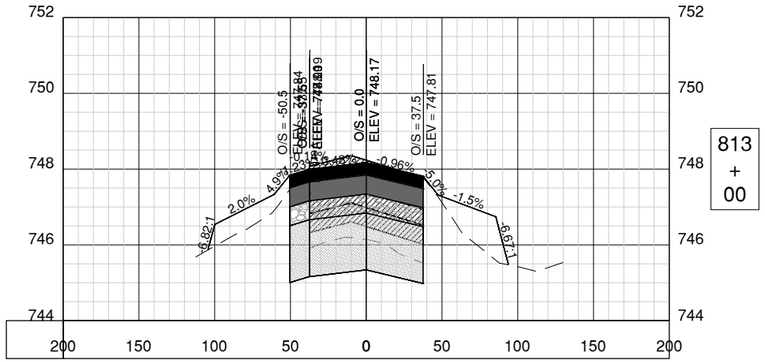

SECTION END AREA		
STATION	EXCAVATION END AREA (S.F.)	EMBANKMENT END AREA (S.F.)
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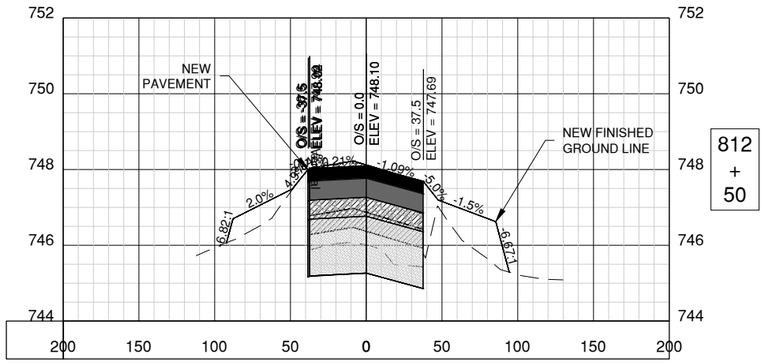
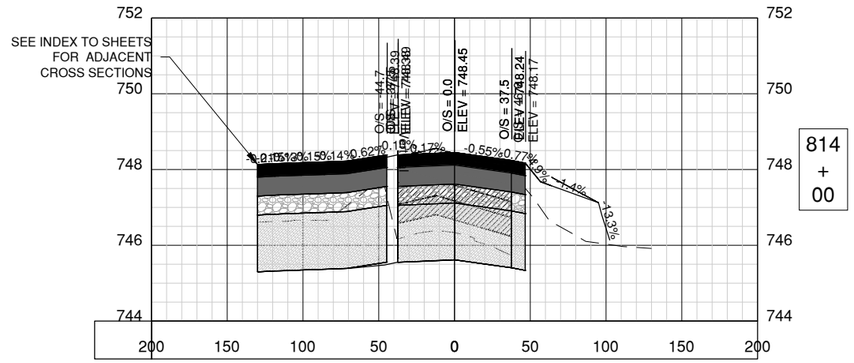
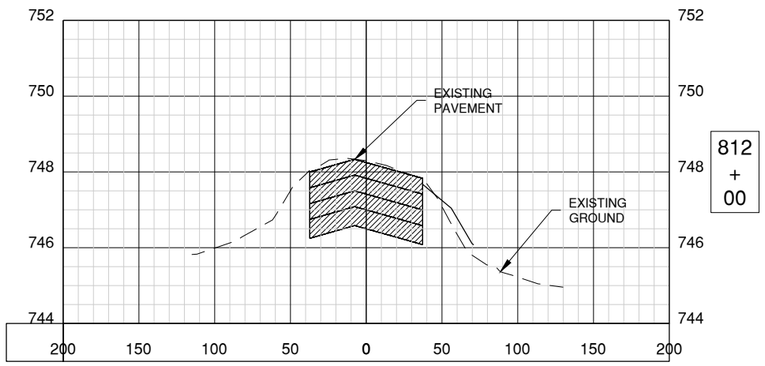
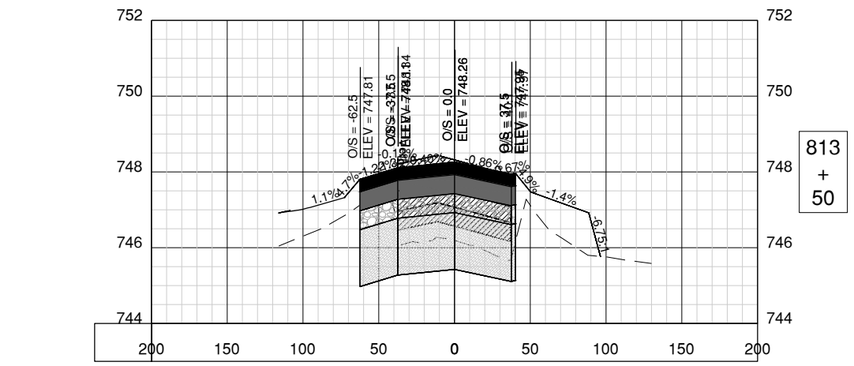
812+50.00	55.33	65.95
813+00.00	93.46	59.23
813+50.00	113.60	81.37
814+00.00	209.11	50.02









NOTES

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JUNE 16, 2023

MIDFIELD INTERSECTION RECONFIGURATION

OWNER

CHAMPAIGN URBANA

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-XXX	**UN062**
IL. PROJ. NO. CMI-4793	
CMT PROJECT NO:	20005901
CAD DWG FILE:	20005901-CS700.DWG
DESIGNED BY:	HCH
DRAWN BY:	DPA
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CROSS SECTIONS 7

CS707

SHEET 67 OF 67

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