

NUMBER	BY	DATE

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

**RELOCATE TAXIWAYS A AND D FROM
 MID-FIELD INTERSECTION PHASE 2**



CMT
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 CONSULTING ENGINEERS
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IL PROJECT: PIA-3616
 AIP PROJ: 3-17-0080-XX

FILE: ...100x_fill_area_pipe_ext.dgn
 DESIGN BY: EWS
 DRAWN BY: EWS
 CHECKED BY: TCS
 APPROVED BY: GET
 DATE: MAY 12, 2006
 JOB No: 04061-03-03

FILL AREA
 PIPE EXTENSION

NOTES:

THIS FILL AREA SHALL BE USED AS THE PRIMARY FILL AREA FOR THIS CONTRACT AND BY OTHERS.

ALL PIPE INSTALLATION SHALL BE COMPLETE PRIOR TO ANY FILL OPERATIONS AND IN ACCORDANCE WITH SECTION 701 OF THE PROJECT SPECIFICATIONS AND THE DETAILS PROVIDED.

THE PIPE ALIGNMENT SHALL FOLLOW THE EXISTING DRAINAGE SWALE AS CLOSELY AS PRACTICABLE. SECTIONS OF PIPE NEED NOT BE CUT TO PRODUCE THIS ALIGNMENT BUT SHALL BE PLACED IN A MANNER TO PROVIDE THE OUTFALL OF THE PIPE AT THE SAME LOCATION AS THE OUTFALL OF THE SWALE.

THE EXISTING VEGETATION WILL BE CUT BY THE AIRPORT PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

THE SOD AND EXISTING VEGETATION SHALL BE REMOVED TO A MINIMUM DEPTH OF 6 INCHES AND REPLACED WITH SUITABLE CRADLE MATERIAL PRIOR TO THE INSTALLATION OF ANY PIPE SECTIONS.

THE CONTRACTOR SHALL DETERMINE THE APPROPRIATE SLOPES OF THE PIPE. AT NO TIME SHALL THE CONTRACTOR PLACE A SECTION OF PIPE WITH A SLOPE LESS THAN 0.2%. THE PROFILE OF THE ENTIRE PIPE RUN SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION.

FILL OPERATIONS SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 152 OF THE PROJECT SPECIFICATIONS.

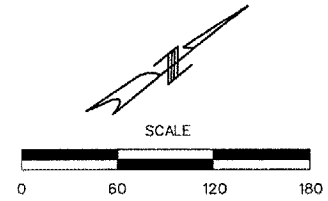
FILL AROUND THE PIPE SHALL PROCEED IN A MANNER SO AS TO NOT DAMAGE THE PIPE. ANY DAMAGE TO THE PIPE SHALL BE CORRECTED BY THE CONTRACTOR. IN THE EVENT THE DAMAGE IS CAUSED BY OTHERS UTILIZING THE FILL AREA, THE CONTRACTOR SHALL BE REIMBURSED FOR THE CORRECTIVE ACTION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE GRADING AND COMPACTION OF THE FILL HE/SHE PLACES IN THE FILL AREA. ANY FILL PLACED BY OTHERS WILL BE GRADED AND COMPACTED BY OTHERS.

AT THE COMPLETION OF FILL OPERATIONS, USING MATERIALS EXCAVATED DURING THE CONSTRUCTION OF THIS CONTRACT, THE CONTRACTOR SHALL GRADE THE AREA TO DRAIN, COMPACT THE FINAL FILL MATERIAL, PLACE A SUITABLE LAYER OF TOPSOIL, AND SEED THE DISTURBED AREA. AT THE REQUEST OF THE AIRPORT, THIS FINAL EFFORT MAY BE DELAYED UNTIL SUCH TIME THAT ALL FILL WORK BY OTHERS IS COMPLETE. IN THE EVENT THE AIRPORT REQUESTS THIS DELAY, THE CONTRACTOR SHALL BE RESPONSIBLE FOR TOPSOILING AND SEEDING THE COMPLETED AREA ONLY.

ANY FENCE REMOVAL AND REPLACEMENT REQUIRED FOR THE PROPER INSTALLATION OF THE PIPE AND FILL SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICES FOR THE PIPE AND EXCAVATION WORK.

IN THE EVENT FENCE REMOVAL IS REQUIRED, THE CONTRACTOR SHALL BE REQUIRED TO REPAIR THE FENCE BY THE END OF WORKING HOURS EACH DAY. AT NO TIME SHALL THE CONTRACTOR LEAVE AN OPENING IN THE FENCE WITHOUT PERSONNEL IN THE AREA TO GUARD AGAINST UNAUTHORIZED ACCESS. ANY FINES RESULTING FROM UNAUTHORIZED ENTRY THROUGH OPENINGS IN THE FENCE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE BORNE BY THE CONTRACTOR. FINAL RESTORATION OF THE FENCE, INCLUDING ALIGNMENT AND ELEVATION SHALL BE APPROVED BY THE AIRPORT PRIOR TO COMPLETING THE WORK.



NOTES:

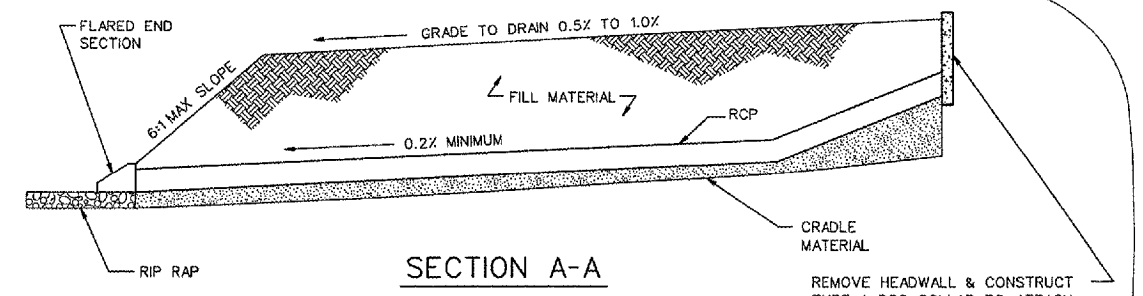
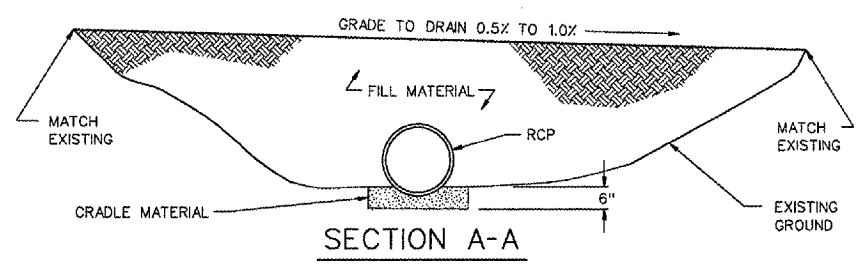
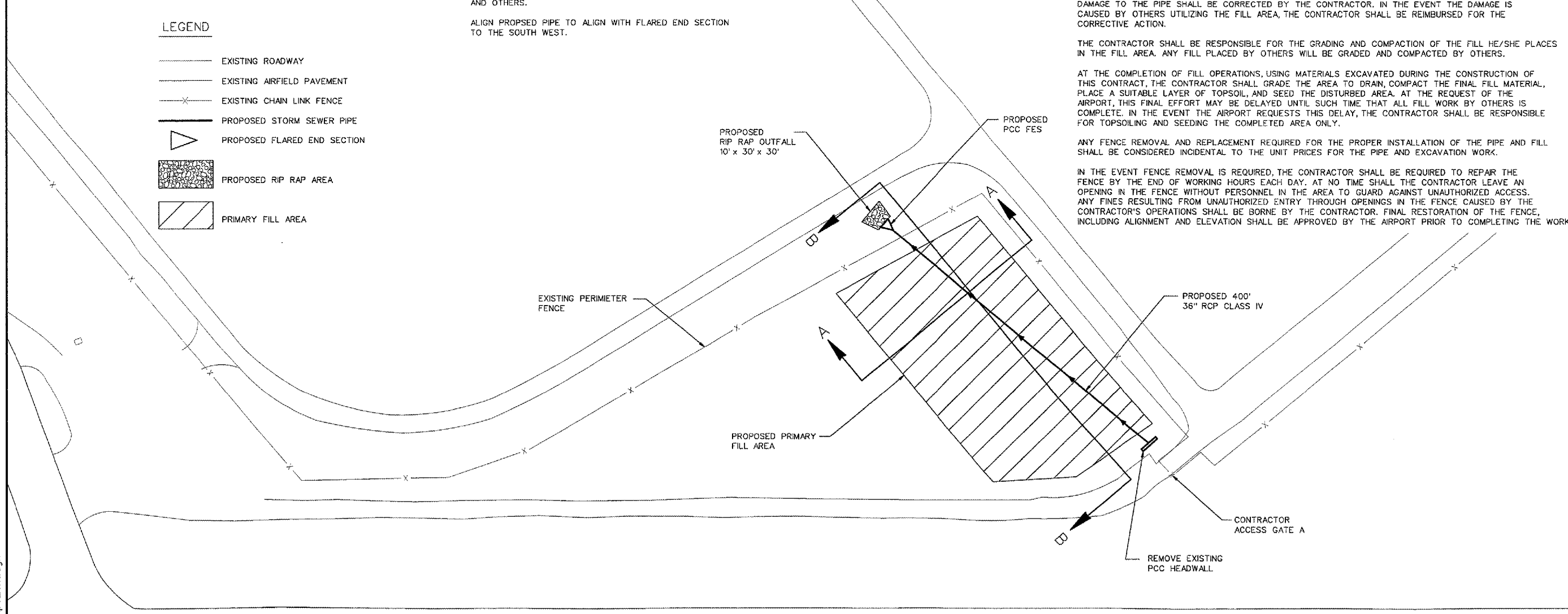
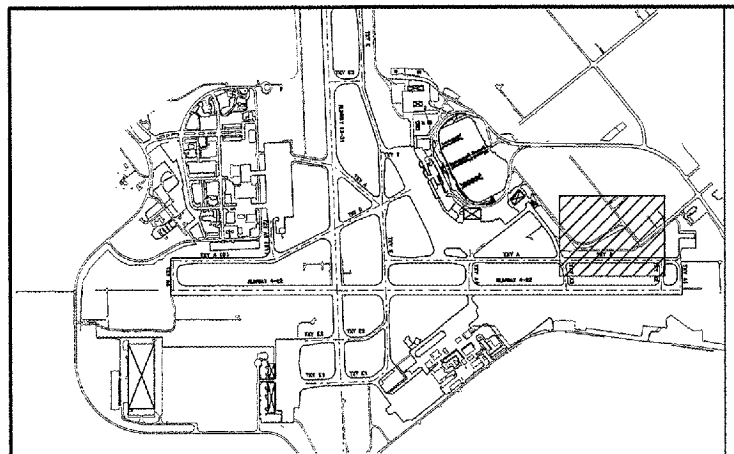
CONTRACTOR SHALL DISPOSE OF EXISTING FLARED END SECTION TO BE REMOVED.

PROPOSED FILL AREA TO BE UTILIZED BY CONTRACTOR AND OTHERS.

ALIGN PROPOSED PIPE TO ALIGN WITH FLARED END SECTION TO THE SOUTH WEST.

LEGEND

- EXISTING ROADWAY
- EXISTING AIRFIELD PAVEMENT
- X — EXISTING CHAIN LINK FENCE
- PROPOSED STORM SEWER PIPE
- △ PROPOSED FLARED END SECTION
- ▨ PROPOSED RIP RAP AREA
- ▧ PRIMARY FILL AREA



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