

# UNIVERSITY OF ILLINOIS INSTITUTE OF AVIATION

## CONSTRUCTION PLANS FOR

# UNIVERSITY OF ILLINOIS - WILLARD AIRPORT

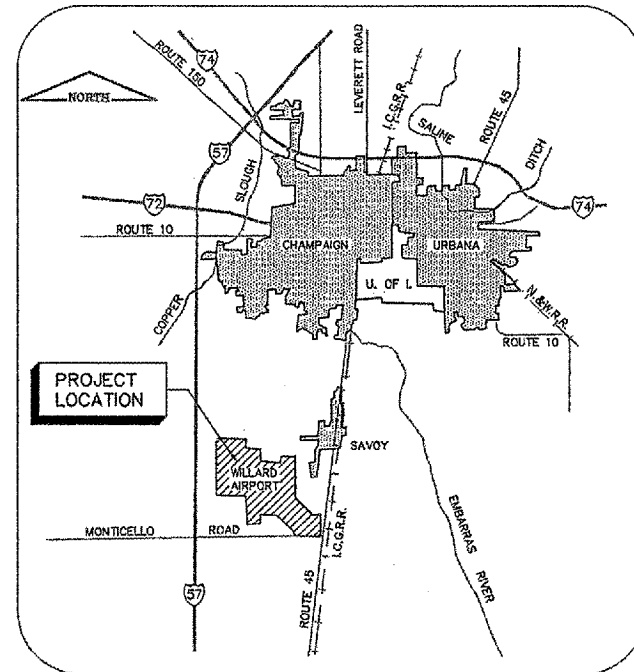
ILLINOIS PROJECT CMI-3589  
A. I. P. PROJECT 3-17-0016-\_\_

### REHABILITATE GA/SCHOOL APRON

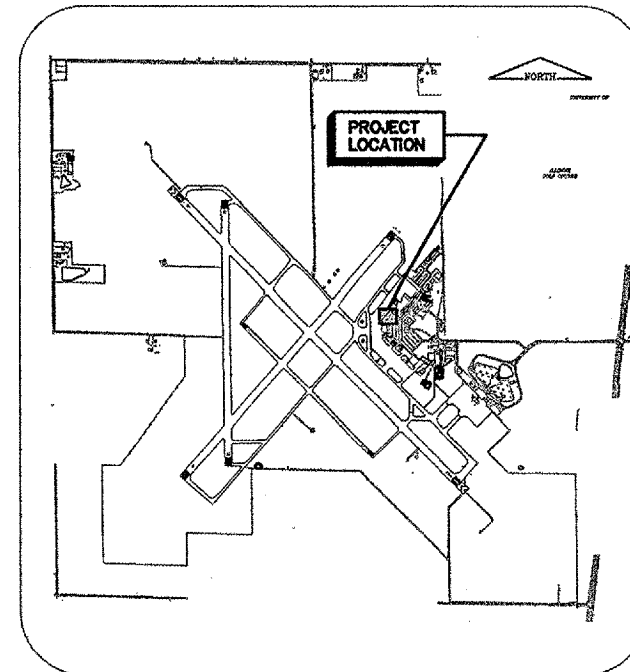
JUNE 9, 2006



*Jason E. Frank*  
Expires 11/30/07



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

APRON  
DESIGN GROUP - GROUP 1  
WINGSPAN - UP TO BUT NOT INCLUDING 49 FT.  
DESIGN APPROACH CATEGORY - B  
PAVEMENT STRUCTURE DESIGN DATA  
GROSS WEIGHT - 12,500 LBS.  
SINGLE WHEEL GEAR

GROUND CONTROL RADIO FREQUENCY - 121.8  
ATIS FREQUENCY - 124.85  
APPROXIMATE MAXIMUM HEIGHT OF EQUIPMENT  
ABOVE GROUND IS 25 FT.

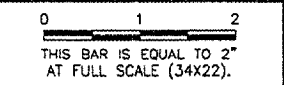
UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
APPROVED *Stephen Wozniak*  
DATE 25 MAY 2006

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SUBMITTED BY *Jason E. Frank*  
DATE 9 June 2006  
CM&T JOB NUMBER 06059-02

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SUMMARY OF QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AR106502	APRON LIGHT POLE W/DOUBLE FIXTURE	EA	2
AR106905	REMOVE APRON LIGHT POLE AND FOUNDATION	EA	2
AR108608	3/C #8 600V UG CABLE	LF	450
AR108758	1/C #8 GROUND	LF	450
AR110501	1-WAY CONCRETE ENCASED DUCT	LF	125
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	250
AR156510	SILT FENCE	LF	100
AR201610	BITUMINOUS BASE COURSE	TON	400
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	100
AR401610	BITUMINOUS SURFACE COURSE	TON	300
AR401665	BITUMINOUS PAVEMENT SAWING	LF	740
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	2400
AR401910	REMOVE AND REPLACE BITUMINOUS PAVEMENT.	SY	36
AR510510	TIE DOWN	EA	12
AR510515	GROUND ROD	EA	4
AR602510	BITUMINOUS PRIME COAT	GAL	700
AR603510	BITUMINOUS TACK COAT	GAL	400
AR620520	PAVEMENT MARKING-WATERBORNE	SF	60
AR800340	REMOVE FENCE POST FOUNDATION	LF	480
AR800341	REMOVE CURB ISLAND	SY	20

REVISIONS		
NUMBER	BY	DATE



**WILLARD AIRPORT  
UNIVERSITY OF ILLINOIS**

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**REHABILITATE GA/SCHOOL APRON  
INDEX TO SHEETS & SUMMARY OF QUANTITIES**

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APPROVED BY:	JEF
DATE:	06/09/2006
JOB No:	0605902
IL PROJECT NO. CMI-3589	
AIP PROJ. NO. 3-17-00XX-XX	

**GENERAL NOTES**

- 1.) ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
- 2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL BE UNDER CONTROL OF A FLAGMAN IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
- 3.) 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 CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- 4.) THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE AND FIELD OFFICE".
- 5.) BROKEN OR WASTE CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
- 6.) VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 80' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- 7.) ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 8.) EXISTING TURF & AGRICULTURAL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE COMPLETELY RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- 9.) THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
- 10.) REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- 11.) THE FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- 12.) THE CONTRACTOR IS REQUIRED TO GIVE TWO FULL WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
- 13.) AT THE PRECONSTRUCTION MEETING, CONTRACTOR SHALL SUPPLY THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR HIS REVIEW AND APPROVAL. THE RESIDENT ENGINEER SHALL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
- 14.) ALL CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKED AVIATION FLAG, EXCEPT HAUL VEHICLES.
- 15.) ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE SPECIAL PROVISIONS.
- 16.) IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, MEN AND EQUIPMENT.

**CONTRACTOR'S ACCESS**

- 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. SEE NOTE 3 BELOW.
  - C) THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE ENGINEER, 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, 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 RESIDENT 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) THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO NOT DISTURB AGRICULTURAL AREAS OR VIOLATE THE PART 77 APPROACH AND PRIMARY SURFACES.
  - I) EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STORAGE AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
  - J) THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE AGENCY RESPONSIBLE FOR THE ROADWAY.
  - K) THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
- 2.) AN AREA WILL BE PROVIDED BY THE AIRPORT TO THE CONTRACTOR AS THE STAGING, STORAGE AND EMPLOYEE PARKING SITE, AT THE LOCATION SHOWN.
- 3.) A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER.
- 4.) THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY".
- 5.) ALL PERSONNEL ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY.

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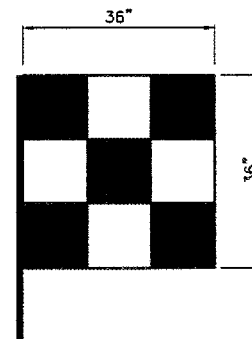
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 AT FULL SCALE (34x22).

WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS  
 REHABILITATE GA/SCHOOL APRON  
 GENERAL NOTES

**CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE**

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 WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.



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

GROUND CONTROL FREQUENCY 121.8 MHZ

MAXIMUM EQUIPMENT HEIGHT 25 FEET

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 SHEET 3 OF 16 SHEETS



927' TO RWY. 22 CENTERLINE

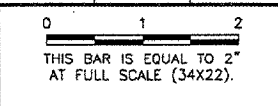
LAT.: 40° 02' 28.40"  
LONG. 89° 16' 13.30"  
ELEV. 746.03

PROPOSED APRON  
IMPROVEMENT AREA

LAT.: 40° 02' 26.22"  
LONG. 88° 16' 15.79"  
ELEV. 749.08

OLD  
TERMINAL  
BLDG.

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**REHABILITATE GA/SCHOOL APRON  
SITE PLAN**

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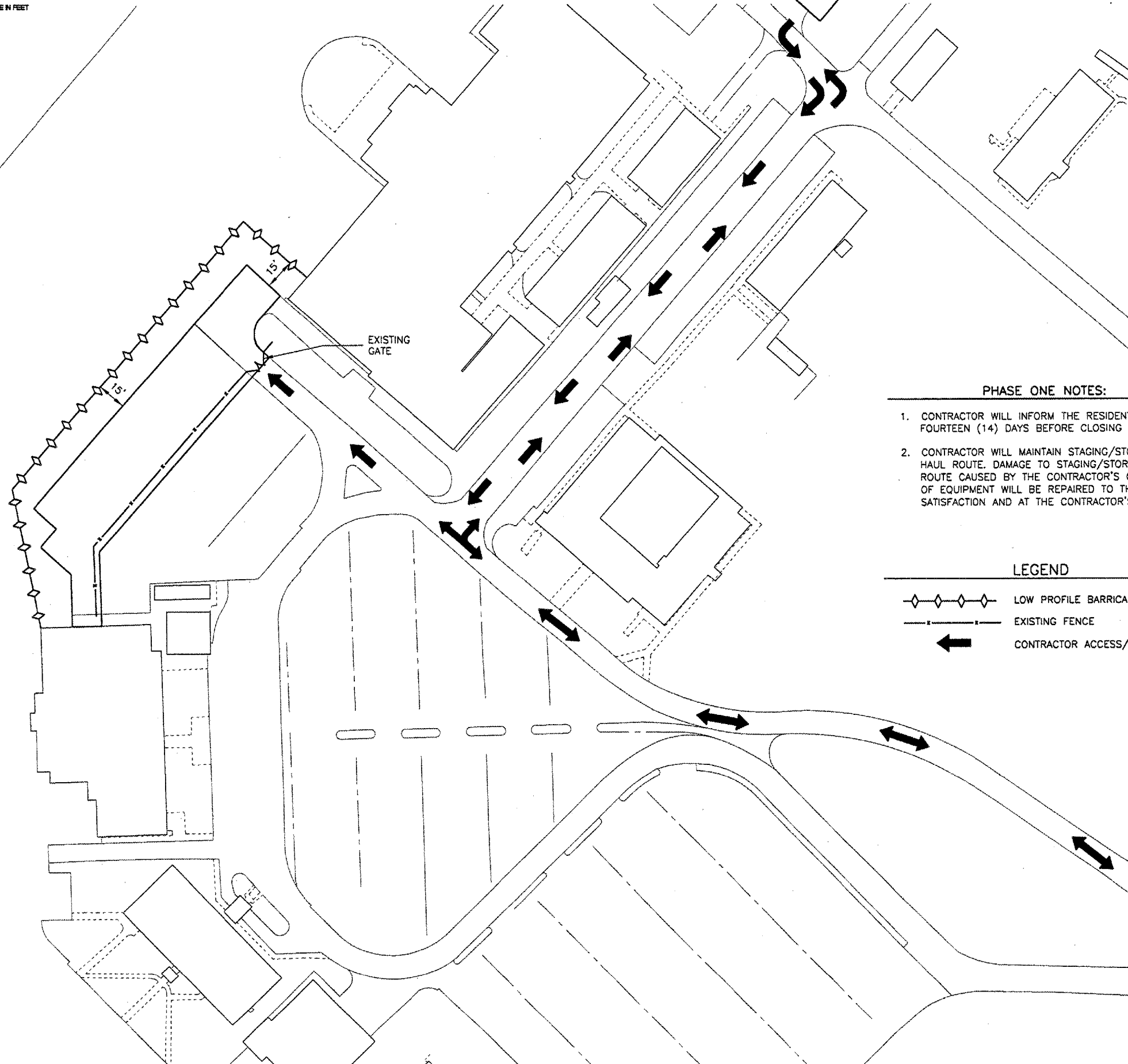
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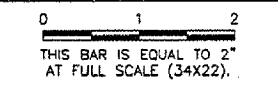
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SHEET 4 OF 16 SHEETS



CONTRACTOR STAGING AND STORAGE AREA



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PHASE ONE NOTES:

1. CONTRACTOR WILL INFORM THE RESIDENT ENGINEER FOURTEEN (14) DAYS BEFORE CLOSING APRON WORK AREA.
2. CONTRACTOR WILL MAINTAIN STAGING/STORAGE AREA AND HAUL ROUTE. DAMAGE TO STAGING/STORAGE AREA OR HAUL ROUTE CAUSED BY THE CONTRACTOR'S OPERATION/STORAGE OF EQUIPMENT WILL BE REPAIRED TO THE AIRPORT'S SATISFACTION AND AT THE CONTRACTOR'S EXPENSE.

LEGEND

- LOW PROFILE BARRICADES
- EXISTING FENCE
- CONTRACTOR ACCESS/HAUL ROUTE

WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS

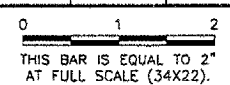
CONSTRUCTION ACTIVITY PLAN

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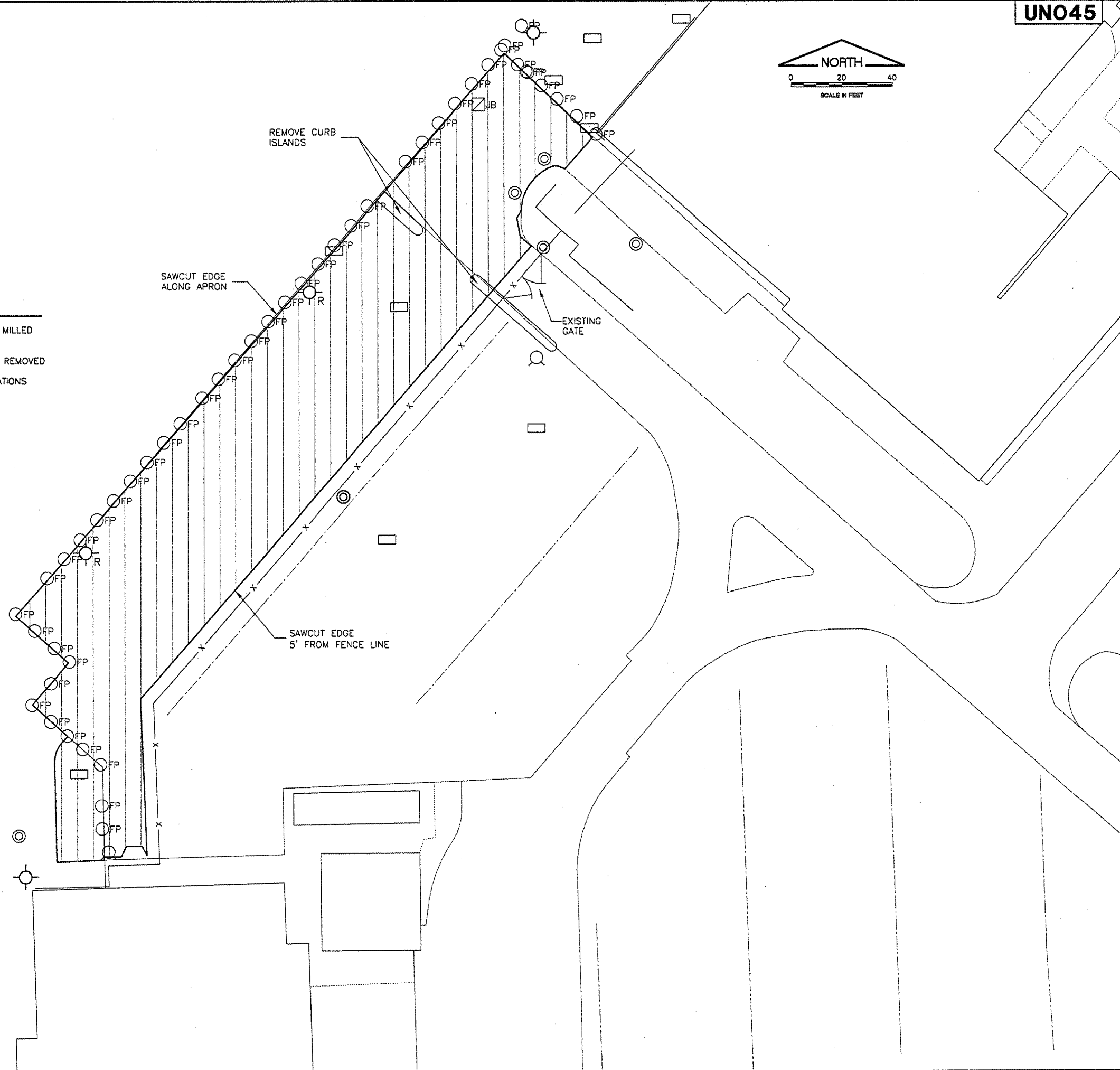
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SHEET 5 OF 16 SHEETS	



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LEGEND	
	EXISTING PAVEMENT - TO BE MILLED
	EXISTING APRON LIGHT TO BE REMOVED
	EXISTING FENCE POST FOUNDATIONS TO BE REMOVED
	EXISTING FENCE
	EXISTING MANHOLE
	EXISTING JUNCTION BOX
	EXISTING INLET



WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS

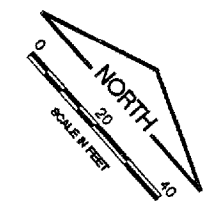
REHABILITATE GA/SCHOOL APRON  
 EXISTING CONDITIONS

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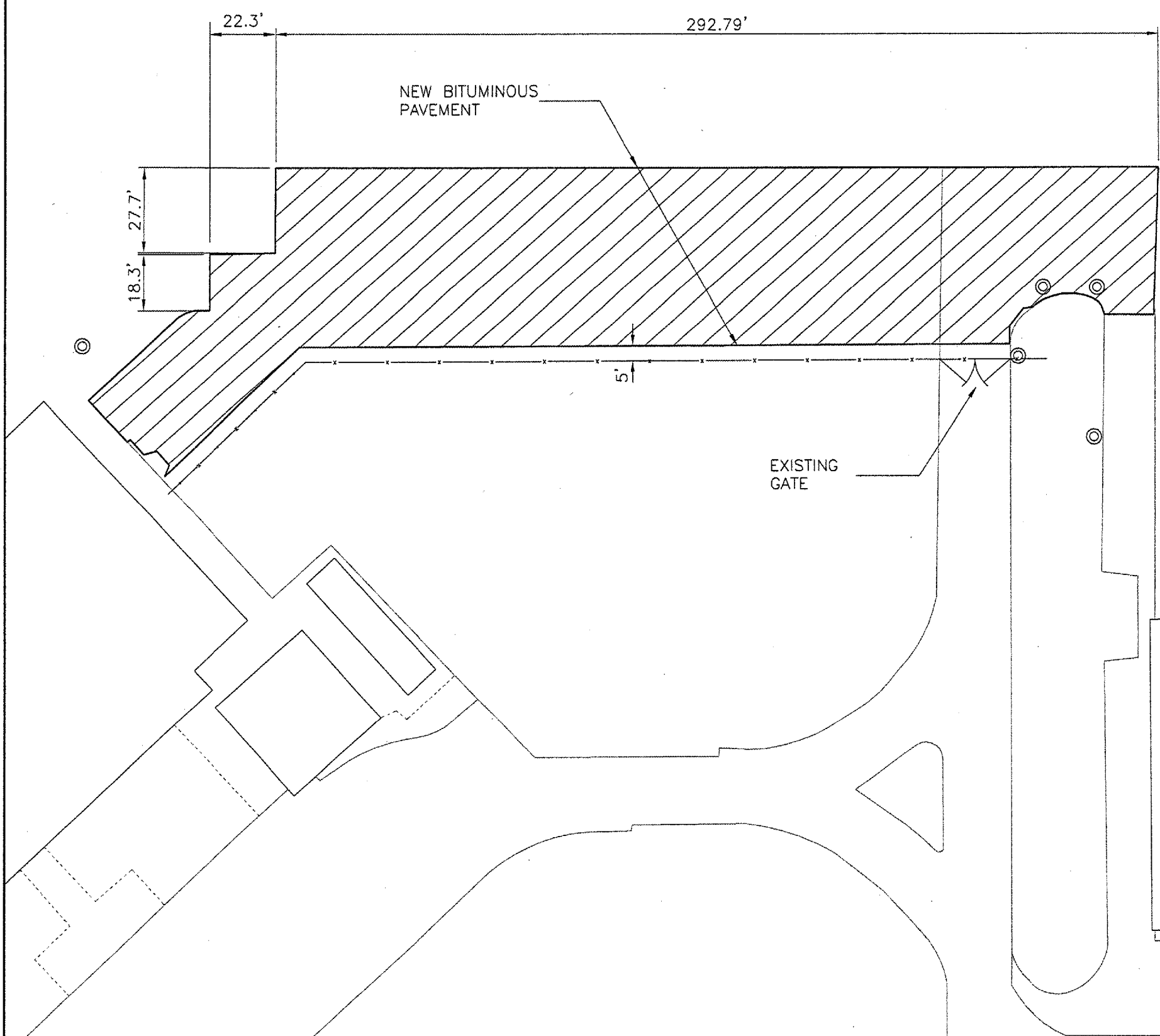
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CHAMPBRAMP  
Cribase  
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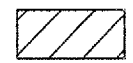


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0 1 2  
THIS BAR IS EQUAL TO 2'  
AT FULL SCALE (34x22).



LEGEND

 NEW BITUMINOUS PAVEMENT

WILLARD AIRPORT  
UNIVERSITY OF ILLINOIS

REHABILITATE GA/SCHOOL APRON  
PROPOSED IMPROVEMENTS

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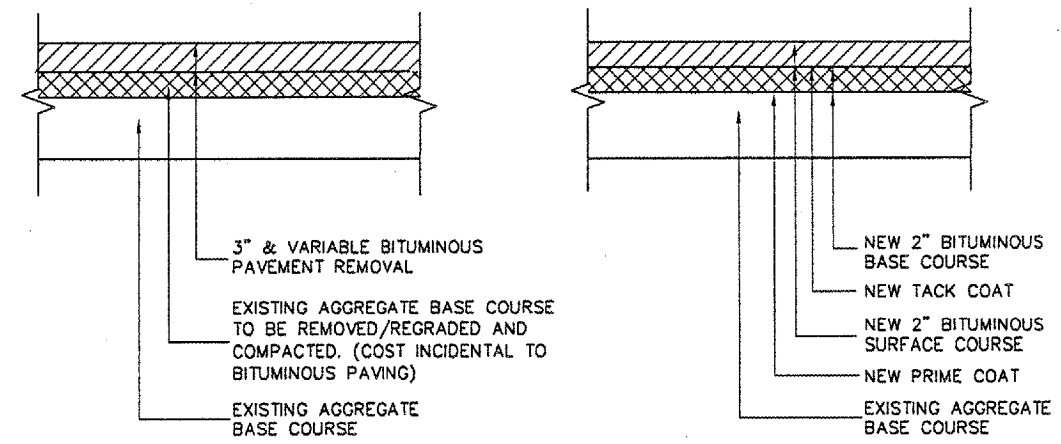
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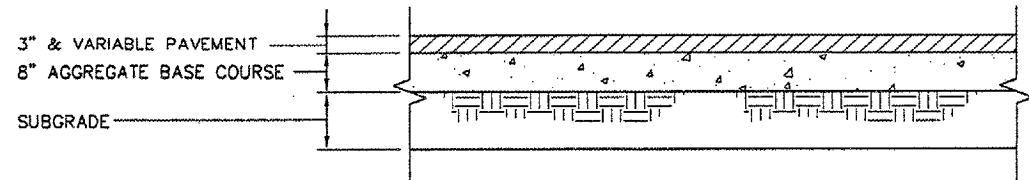
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NEW TYPICAL SECTION  
 NTS



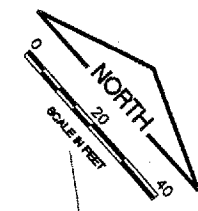
EXISTING TYPICAL SECTION  
 NTS

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**REHABILITATE GA/SCHOOL APRON**  
**TYPICAL SECTIONS**

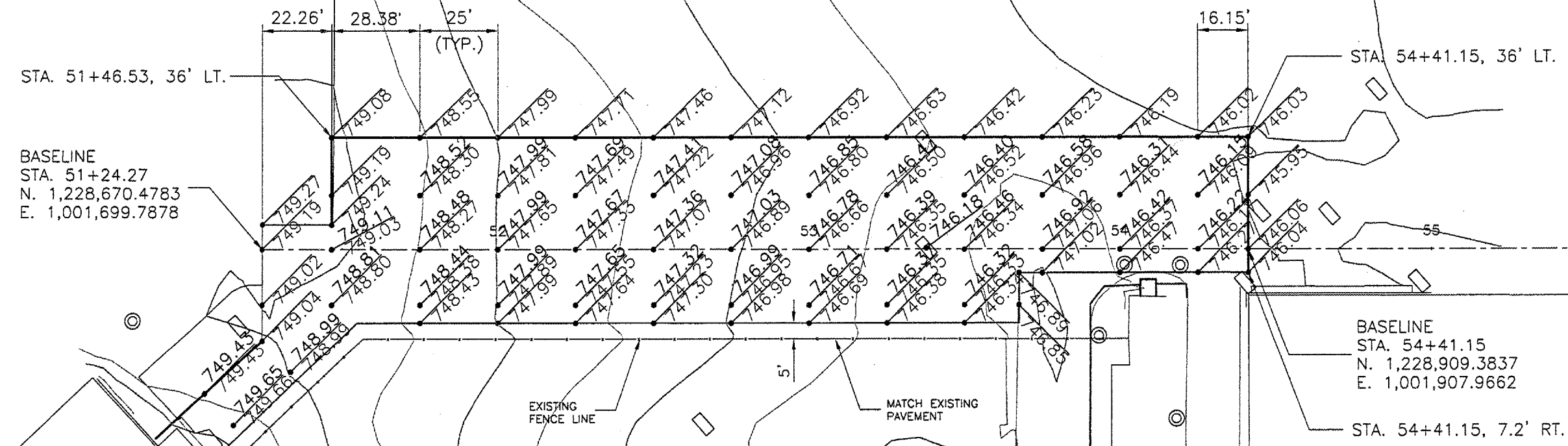
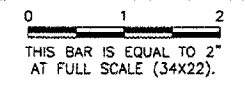
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SHEET 8 OF 16 SHEETS	





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BASELINE  
 STA. 51+24.27  
 N. 1,228,670.4783  
 E. 1,001,699.7878

BASELINE  
 STA. 54+41.15  
 N. 1,228,909.3837  
 E. 1,001,907.9662

**LEGEND**

- NEW ELEVATION
- EXISTING ELEVATION

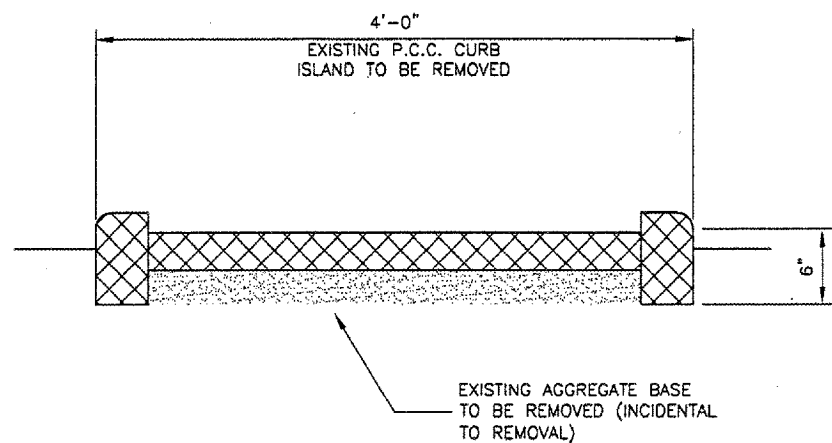
OLD  
 TERMINAL  
 BLDG.

**WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS**

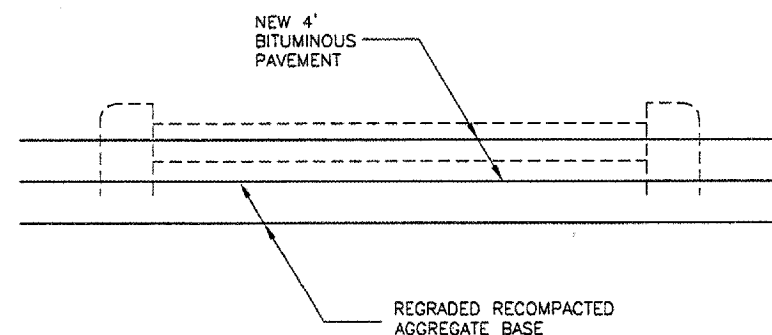
**REHABILITATE GA/SCHOOL APRON  
 STAKING PLAN**

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SHEET 9 OF 16 SHEETS	

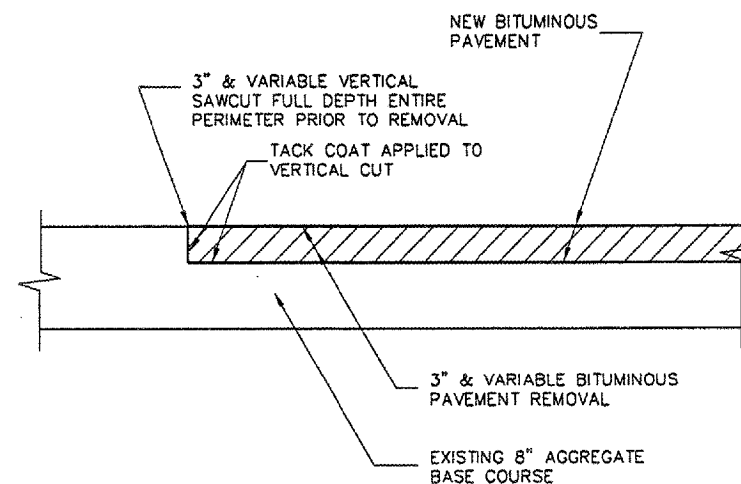


EXISTING



NEW

CURB ISLAND REMOVAL DETAIL  
 N.T.S.



SAW CUT DETAIL  
 N.T.S.

REVISIONS

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0 1 2  
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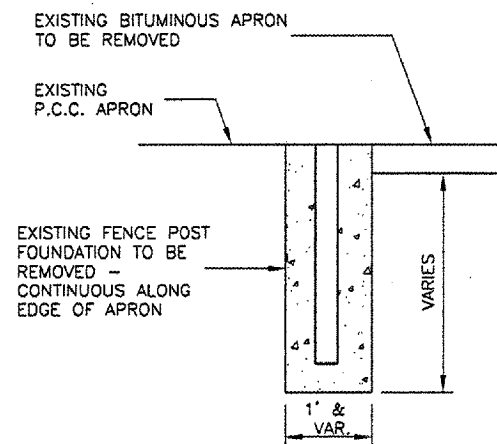
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REHABILITATE GA/SCHOOL APRON  
 PAVING & MISCELLANEOUS DETAILS

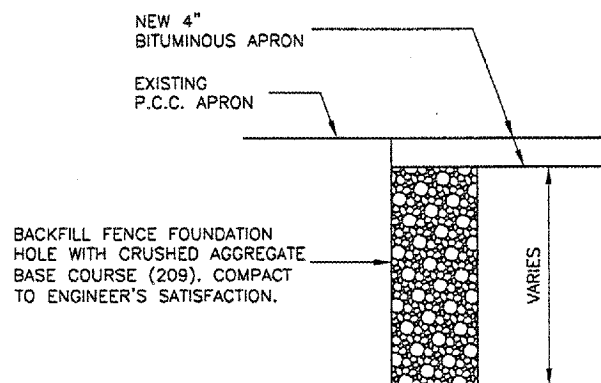
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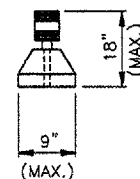


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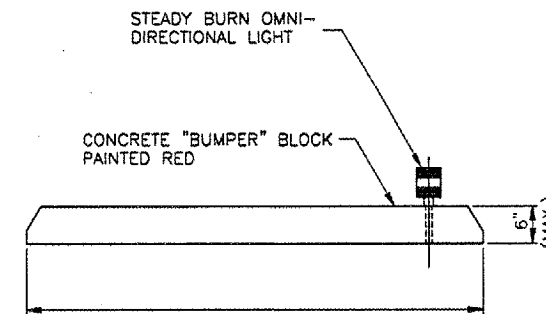


NEW

FENCE POST FOUNDATION REMOVAL DETAIL  
 N.T.S.



SIDE ELEVATION

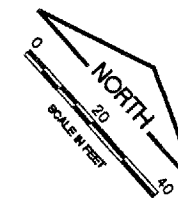


FRONT ELEVATION

BEAM BARRICADE DETAILS  
 N.T.S.

BEAM BARRICADE NOTES

1. BARRICADES TO BE CONCRETE BUMPER BLOCKS OR WHEEL STOPS, PAINTED RED. OTHER MATERIALS MAY BE USED, PROVIDED THE BARRICADES ARE HEAVY ENOUGH TO PREVENT DISPLACEMENT WITHOUT BEING ANCHORED TO THE PAVEMENT.
2. FLASHING OR STEADY BURNING LIGHTS SHALL BE RED IN COLOR.
3. BARRICADES TO BE PLACED END TO END TO COMPLETELY BLOCK ACCESS BY AIRCRAFT.
4. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

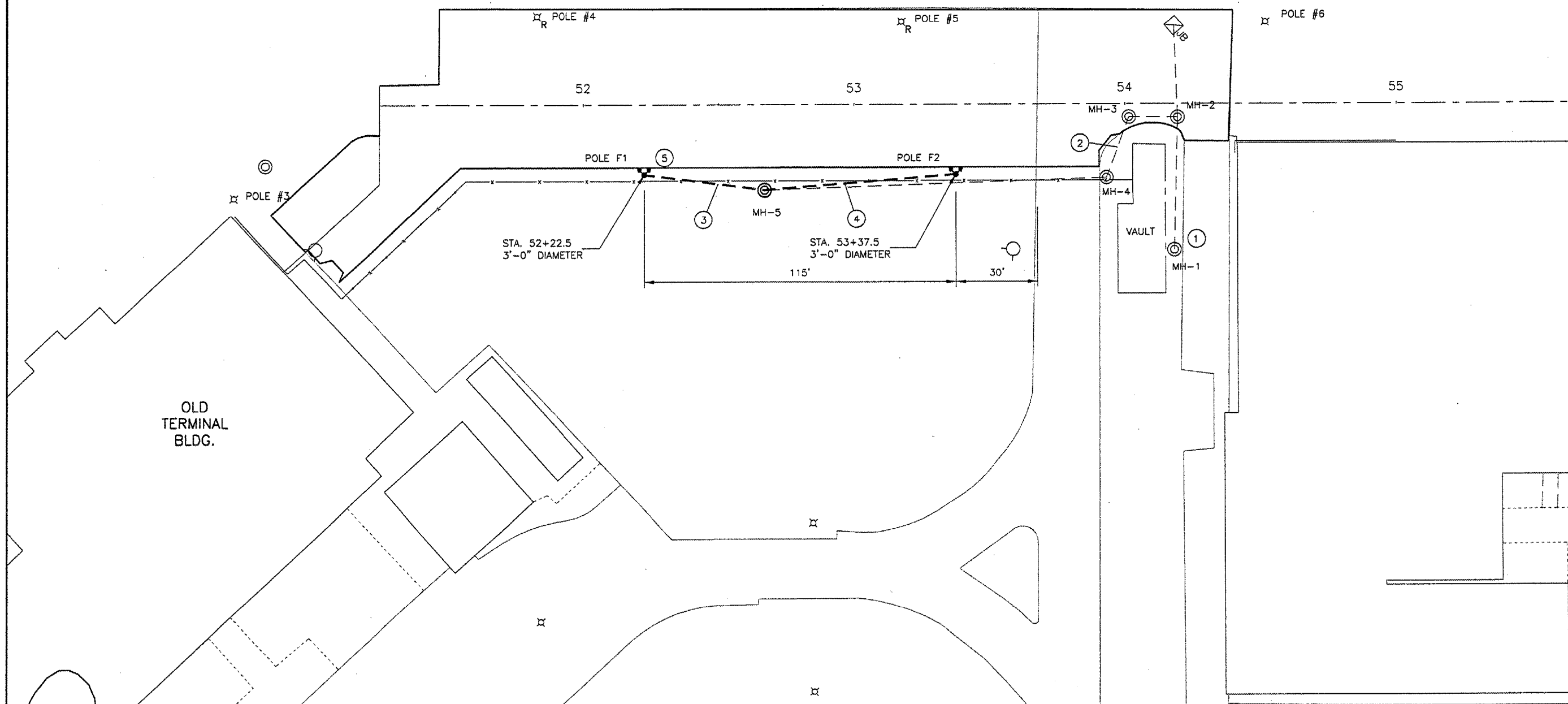
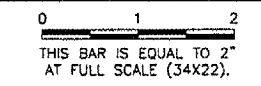


- NOTES:**
- ① AT MH-1 SPLICE INTO CIRCUIT FEEDING POLES #4, #5 AND #6. CIRCUIT MUST REMAIN INTACT TO FEED POLE #6.
  - ② INSTALL 3-1/C #8 600V, 1-1/C #8 GND IN SPARE DUCT FROM MH #1 TO MH #5.
  - ③ INSTALL 6-1/C #8 600V, 2-1/C #8 GND IN 2" PVC CONCRETE ENCASED DUCT BANK.
  - ④ INSTALL 3-1/C #8 600V, 1-1/C #8 GND IN 2" PVC CONCRETE ENCASED DUCT BANK.
  - ⑤ PLACE LIGHT POLES 3'-0" FROM FENCE LINE AT CENTER.

**LEGEND**

- EXISTING LIGHT POLE AND FOUNDATION TO BE REMOVED
- NEW LIGHT POLE AND FOUNDATION, 2 FIXTURES
- EXISTING DUCT BANK
- NEW DUCT BANK
- EXISTING HANDHOLE
- EXISTING MANHOLE

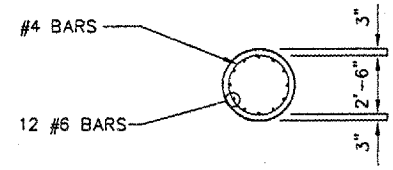
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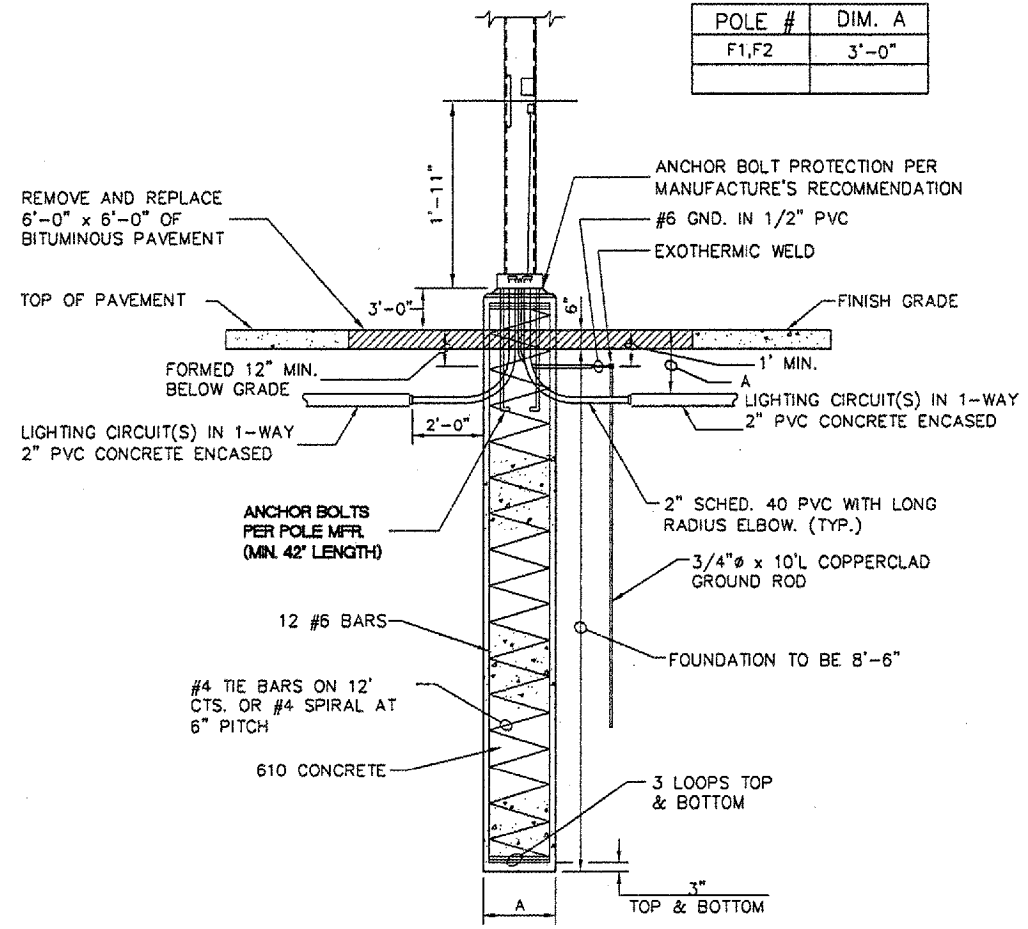
**WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS  
 REHABILITATE GA/SCHOOL APRON  
 APRON LIGHT LAYOUT**

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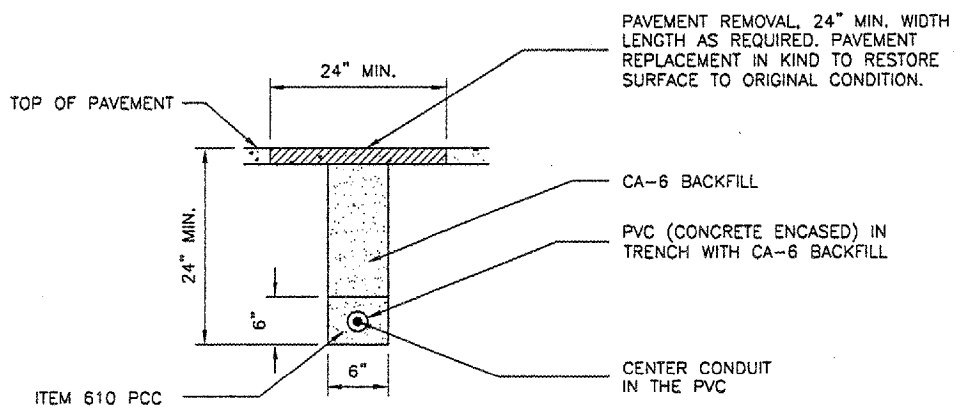
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SHEET 11 OF 16 SHEETS	



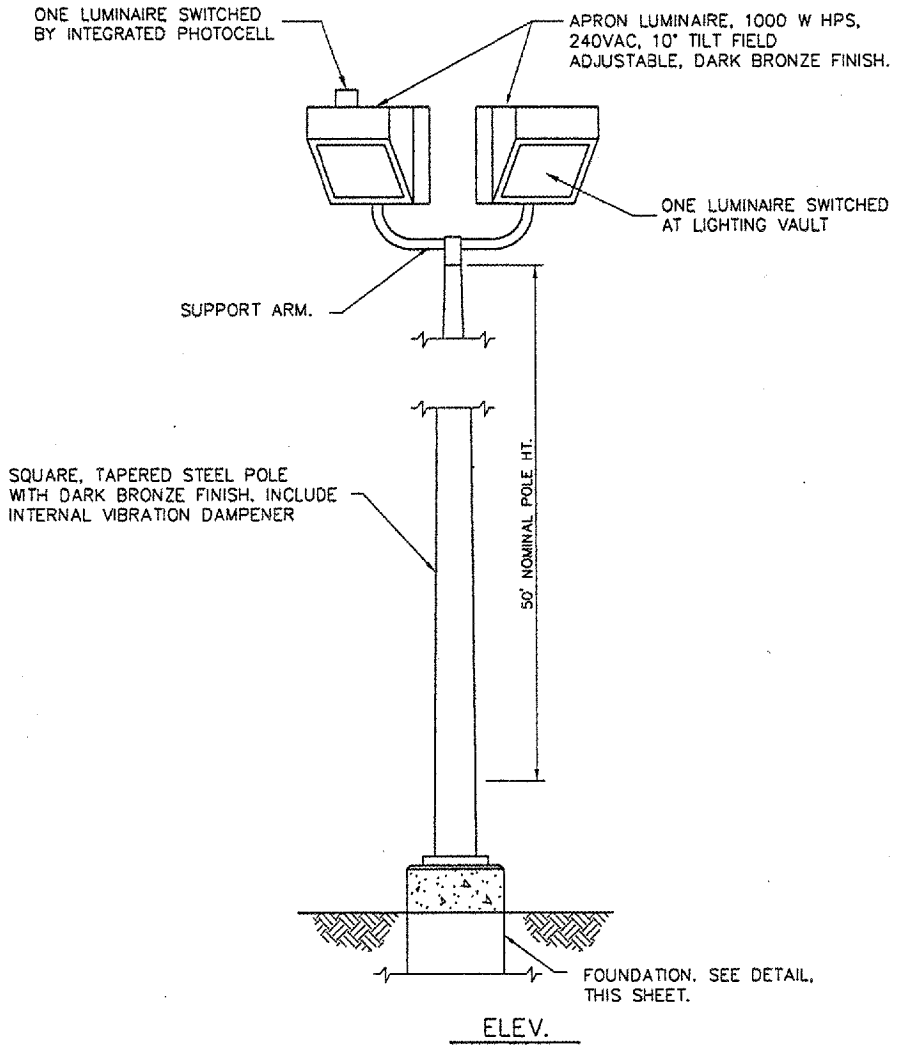
**PLAN VIEW**  
N.T.S.



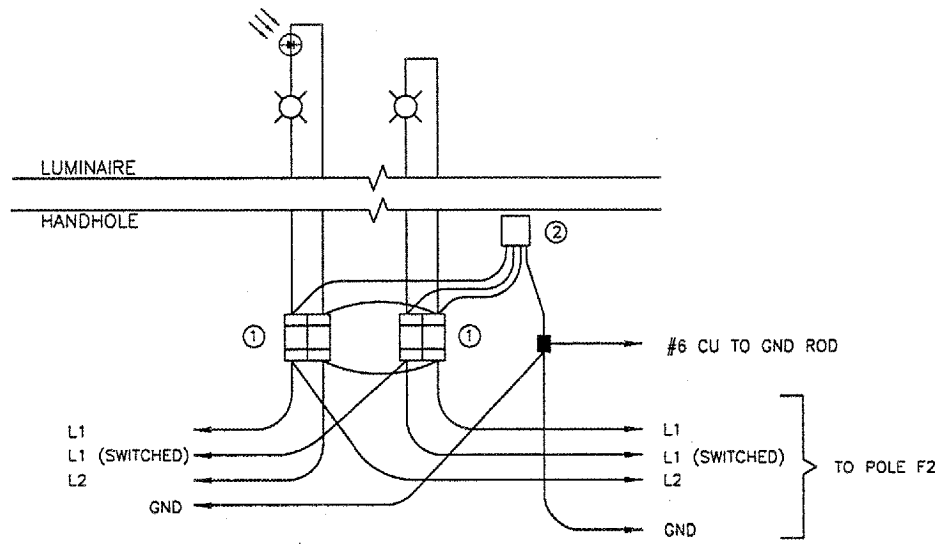
**FOUNDATION DETAIL**  
N.T.S.



**TRENCH DETAIL**  
N.T.S.



**APRON LIGHT FIXTURE DETAILS**  
N.T.S.

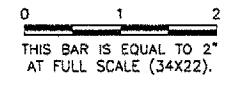


**POLE BASE WIRING**  
(POLE F1 SHOWN)

- ① IN LINE BREAKAWAY FUSE HOLDER WITH 2-10 AMP FUSES, BUCHANAN D-65 OR EQUIVALENT
- ② 240V LIGHTNING ARRESTOR WITH 3200 V IMPULSE SPARKOVER, MINIMUM 10,000 A DISCHARGE, INSTALLED IN HANDHOLE

**REVISIONS**

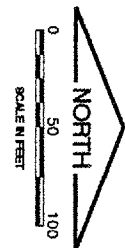
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**APRON LIGHTING DETAILS**

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SHEET	12 OF 16 SHEETS



TAXIWAY A1

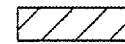

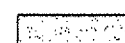
TAXIWAY A2

TAXIWAY D1

TAXIWAY D

TAXIWAY D2

LEGEND

-  1-3 fc
-  .5-1 fc
-  0-.2 fc

OLD  
 TERMINAL  
 BLDG.

EXISTING CONTROL TOWER

144.11'  
 45°  
 105'

1-3 fc  
 .5-1fc  
 0-.2 fc

REVISIONS

NUMBER	BY	DATE

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

WILLARD AIRPORT  
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REHABILITATE GA/SCHOOL APRON  
 LIGHTING LEVELS

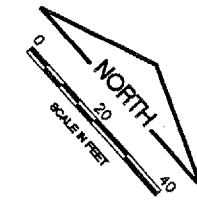
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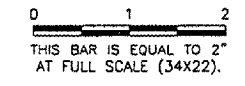
LEGEND

- ⊙ NEW TIE DOWN
- NEW GROUND ROD

NOTES

1. AIRPORT WILL DETERMINE FINAL LOCATION OF AIRCRAFT PARKING POSITIONS BEFORE CONTRACTOR INSTALLS TIE DOWNS.
2. SEE SHEET 15 FOR TIEDOWN LAYOUT.

REVISIONS		
NUMBER	BY	DATE



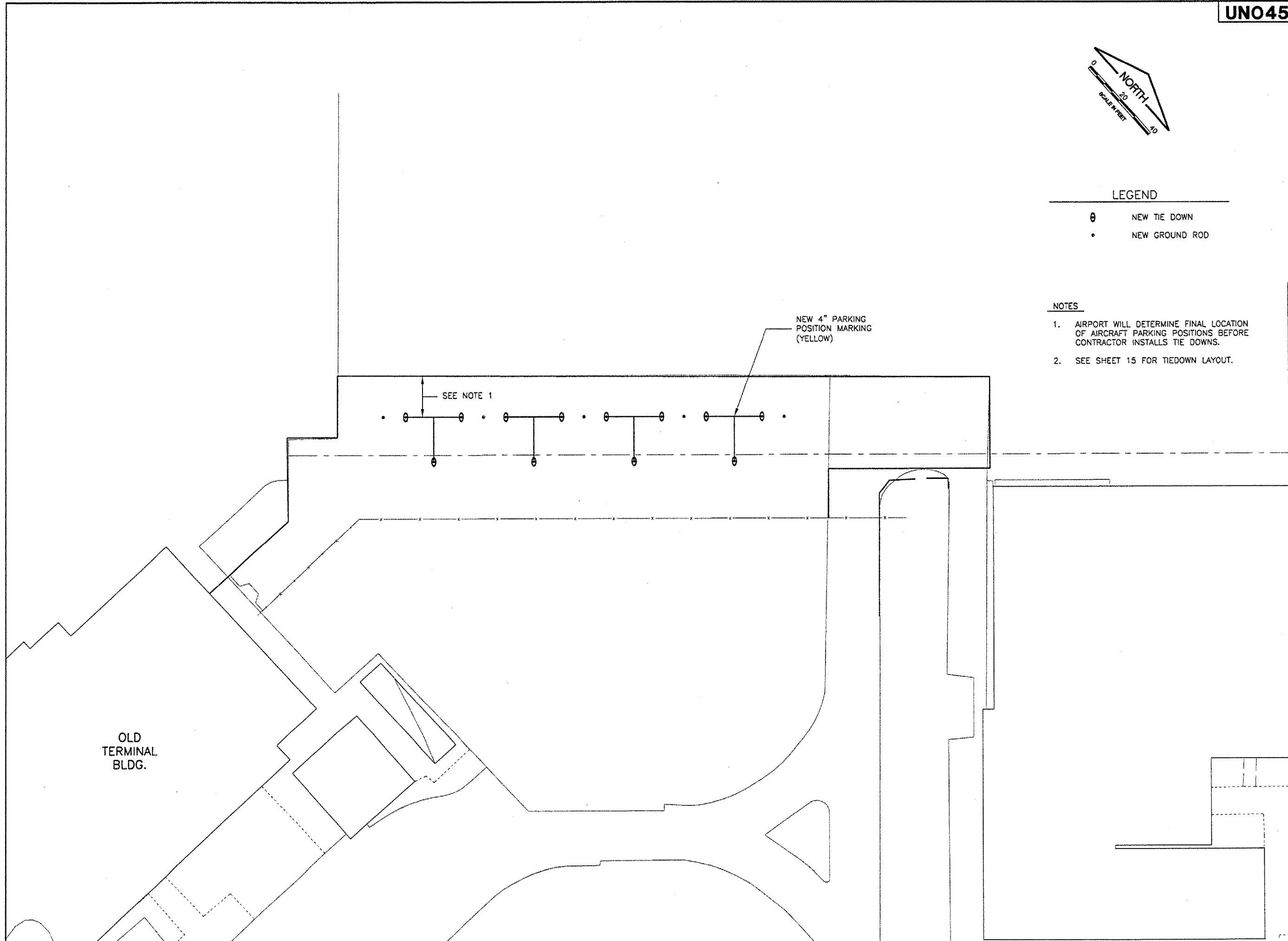
WILLARD AIRPORT  
UNIVERSITY OF ILLINOIS

REHABILITATE GA/SCHOOL APRON  
MARKING PLAN

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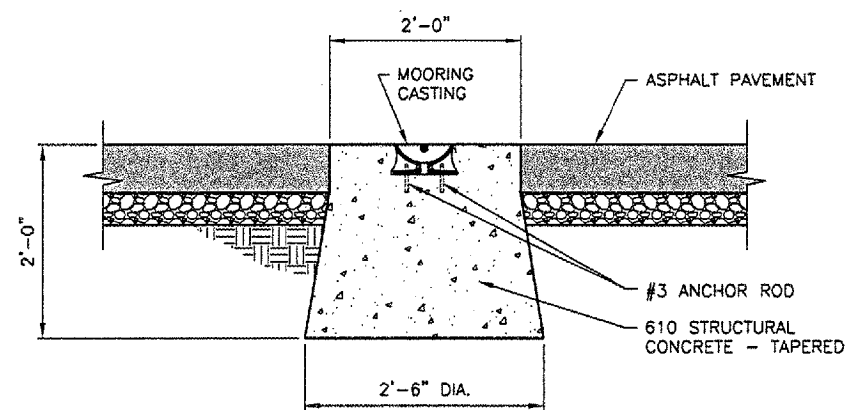
**MOORING NOTES**

1. MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
2. ANCHOR RODS SHALL BE #3 DEFORMED REBAR, 15" LONG AND SHALL BE BENT DOWNWARD AT 45 DEGREES.

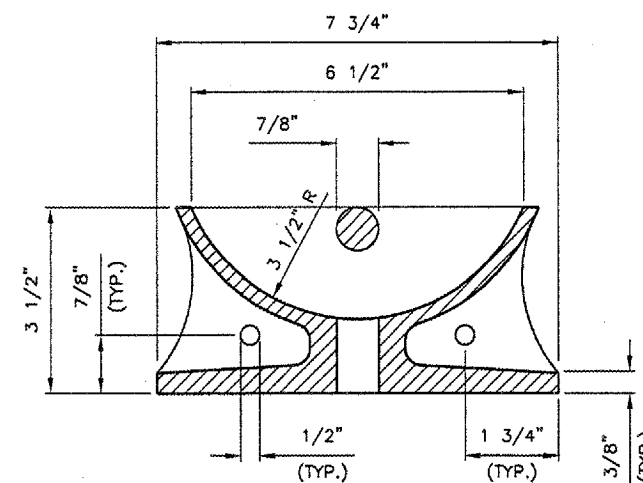
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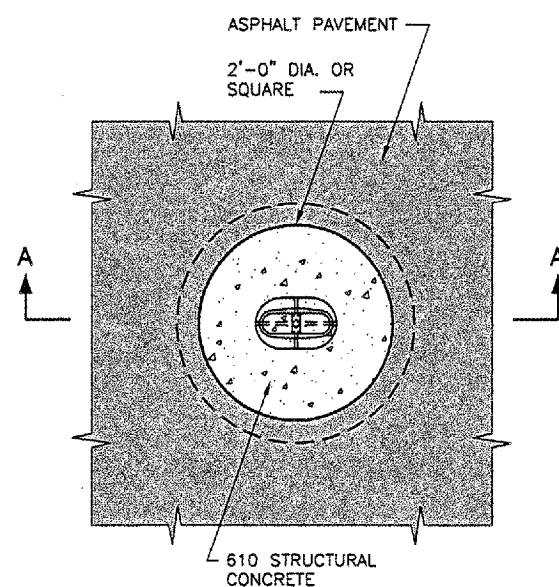
0 1 2  
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



SECTION A-A



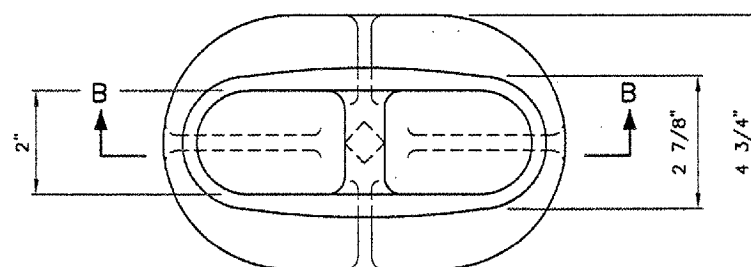
SECTION B-B



PLAN

MOORING EYE IN PAVEMENT DETAILS

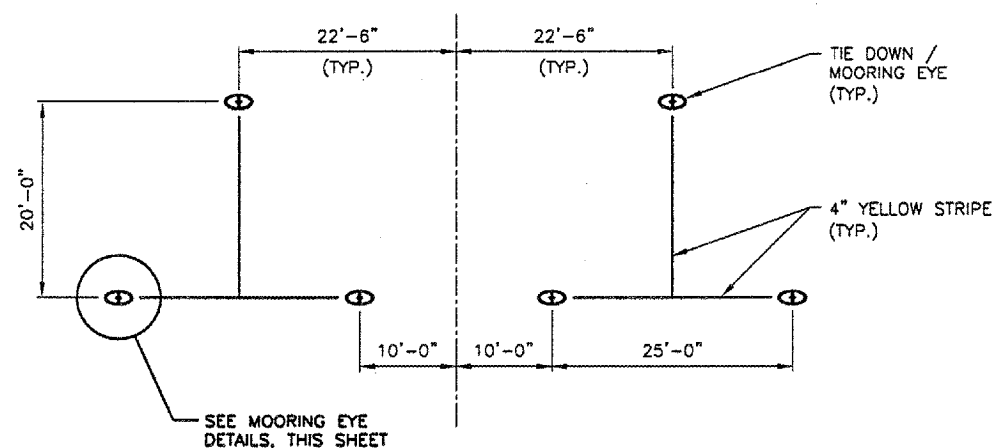
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PLAN

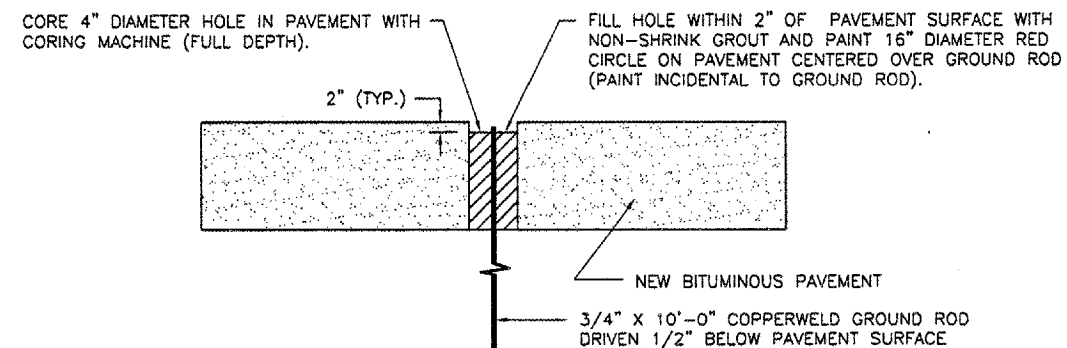
MOORING EYE DETAILS

N.T.S.



TIE DOWN LAYOUT

N.T.S.



GROUND ROD DETAIL

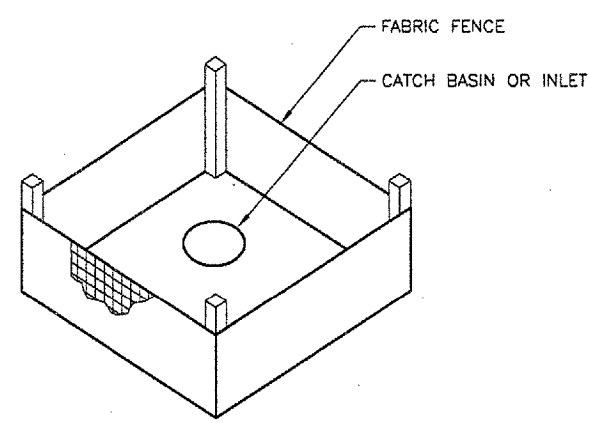
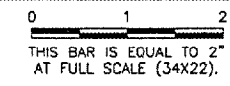
N.T.S.

**WILLARD AIRPORT**  
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**REHABILITATE GA/SCHOOL APRON**  
**MOORING EYE AND MISCELLANEOUS DETAILS**

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SHEET	15 OF 16 SHEETS

REVISIONS		
NUMBER	BY	DATE




INLET PROTECTION WITH FABRIC  
 N.T.S.

**NOTES**

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

**WILLARD AIRPORT  
 UNIVERSITY OF ILLINOIS**

**REHABILITATE GA/SCHOOL APRON  
 EROSION CONTROL DETAILS**

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SHEET 16 OF 16 SHEETS	