

CONSTRUCTION PLANS
FOR

GREATER PEORIA REGIONAL AIRPORT

AIP PROJECT NO. 3-17-0080-45
ILLINOIS PROJECT NO.: PIA-3811

SUMMARY OF QUANTITIES

ITEM #	DESCRIPTION	UNIT	QUANTITY
AR151450	CLEARING AND GRUBBING	ACRE	2
AR156510	SILT FENCE	L.F.	2968
AR162510	CLASS E FENCE 10'	L.F.	6657
AR162604	CLASS E GATE - 4'	EACH	1
AR162612	CLASS E GATE - 12'	EACH	1
AR162900	REMOVE CLASS E FENCE	L.F.	6780
AR162910	REMOVE CLASS E GATE	EACH	2
AR901510	SEEDING	ACRE	2
AR908510	MULCHING	ACRE	2
AR162910	REMOVE CLASS E GATE	EACH	2

ADDITIVE ALTERNATE 1

AS162510	CLASS E FENCE 10'	L.F.	540
AS162900	REMOVE CLASS E FENCE	L.F.	540

ADDITIVE ALTERNATE 2

AT162510	CLASS E FENCE 10'	L.F.	605
AT162900	REMOVE CLASS E FENCE	L.F.	605

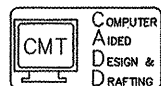
ADDITIVE ALTERNATE 3

AU162724	ELECTRICAL GATE - 24'	EACH	1
AU162908	REMOVE ELECTRIC GATE	EACH	1
AU162510	CLASS E FENCE 10'	L.F.	375
AU162900	REMOVE CLASS E FENCE	L.F.	375

MAXIMUM EQUIPMENT HEIGHT = 25'
GROUND FREQUENCY 121.85

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
GREATER PEORIA REGIONAL AIRPORT

TOWNSHIP: 8 NORTH
RANGE: 7 EAST
COUNTY: PEORIA
TOWNSHIP: LIMESTONE

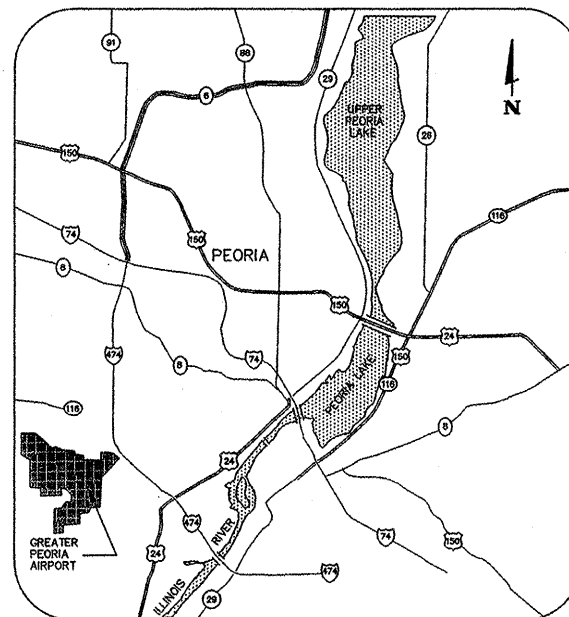


CONSTRUCT NEW PERIMETER ROAD
AND PERIMETER FENCE - PROJECT 2
WESTERN QUADRANT FENCE

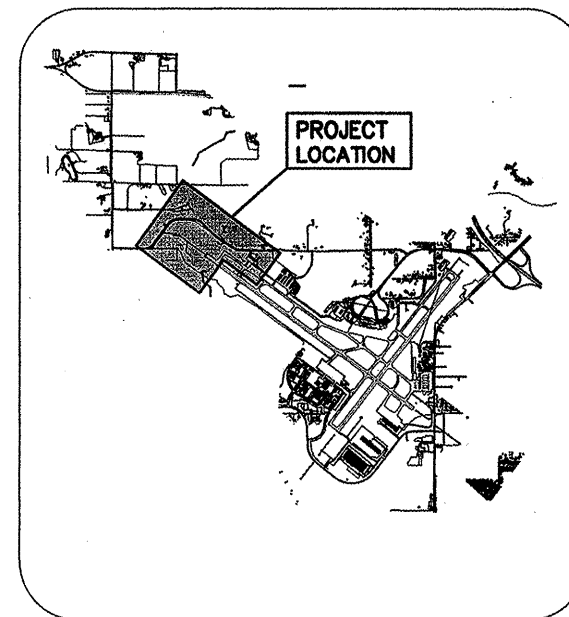
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- CANTILEVER GATE DETAILS 2 OF 2
- MAINTENANCE BUILDING GATE LAYOUT
- GATE OPERATOR SITE PLAN

AUGUST 21, 2008



LOCATION MAP



SITE PLAN



CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

■ SPRINGFIELD, IL ■ AURORA, IL
 ■ PEORIA, IL ■ EDWARDSVILLE, IL
 ■ ST. LOUIS, MO ■ CHICAGO, IL
 ■ COLUMBUS, OH ■ INDIANAPOLIS, IN

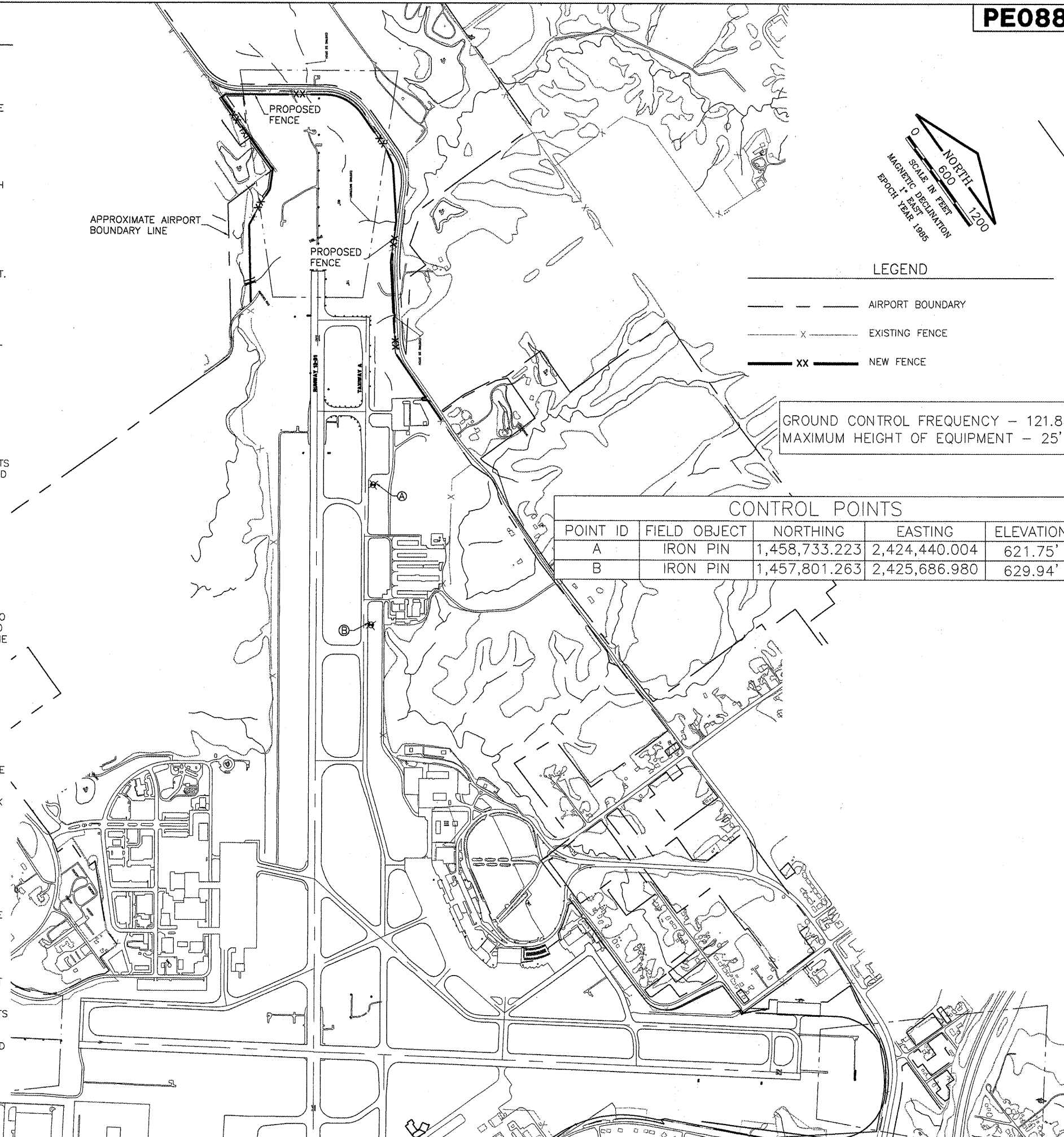
SUBMITTED BY: *[Signature]*

DATE: 8-21-08

CM&T JOB NUMBER 070610400

GENERAL NOTES

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION.
2. ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS, AND APRONS OPEN TO AIRCRAFT TRAFFIC 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 AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED MAAP/FAA SAFETY COURSE MAY OPERATE THESE 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 CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT OPERATIONS DIRECTOR.
4. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION.
5. BROKEN ASPHALT, CONCRETE, OR FENCE MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
6. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 115' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
7. ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
8. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
9. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
10. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE 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.
11. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
 - B. THE CONTRACTOR SHALL COMPLETE A SECURITY FORM FOR ALL PERSONNEL HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR.
 - C. THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER, M.P.A.A. MAINTENANCE SUPERVISOR, AND M.P.A.A. SECURITY CHIEF. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE RESIDENT ENGINEER.
 - D. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
 - E. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - F. 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.
 - G. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - H. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - I. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.
 - J. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING
12. IN AREAS WHERE NO TEMPORARY FENCE IS USED, THE NEW FENCE SHALL BE INSTALLED BEFORE THE EXISTING FENCE IS REMOVED SO AS TO MAINTAIN A SECURED PERIMETER.
13. THE LATITUDE, LONGITUDE, AND ELEVATION ARE GIVEN AT EACH CRITICAL POINT AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.



LEGEND

- AIRPORT BOUNDARY
- x- EXISTING FENCE
- xx- NEW FENCE

GROUND CONTROL FREQUENCY - 121.85
 MAXIMUM HEIGHT OF EQUIPMENT - 25'

CONTROL POINTS

POINT ID	FIELD OBJECT	NORTHING	EASTING	ELEVATION
A	IRON PIN	1,458,733.223	2,424,440.004	621.75'
B	IRON PIN	1,457,801.263	2,425,686.980	629.94'

PE088

REVISIONS

NUMBER	BY	DATE

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

GREATER Peoria REGIONAL Airport
 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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AIP PROJ: 3-17-0080-45

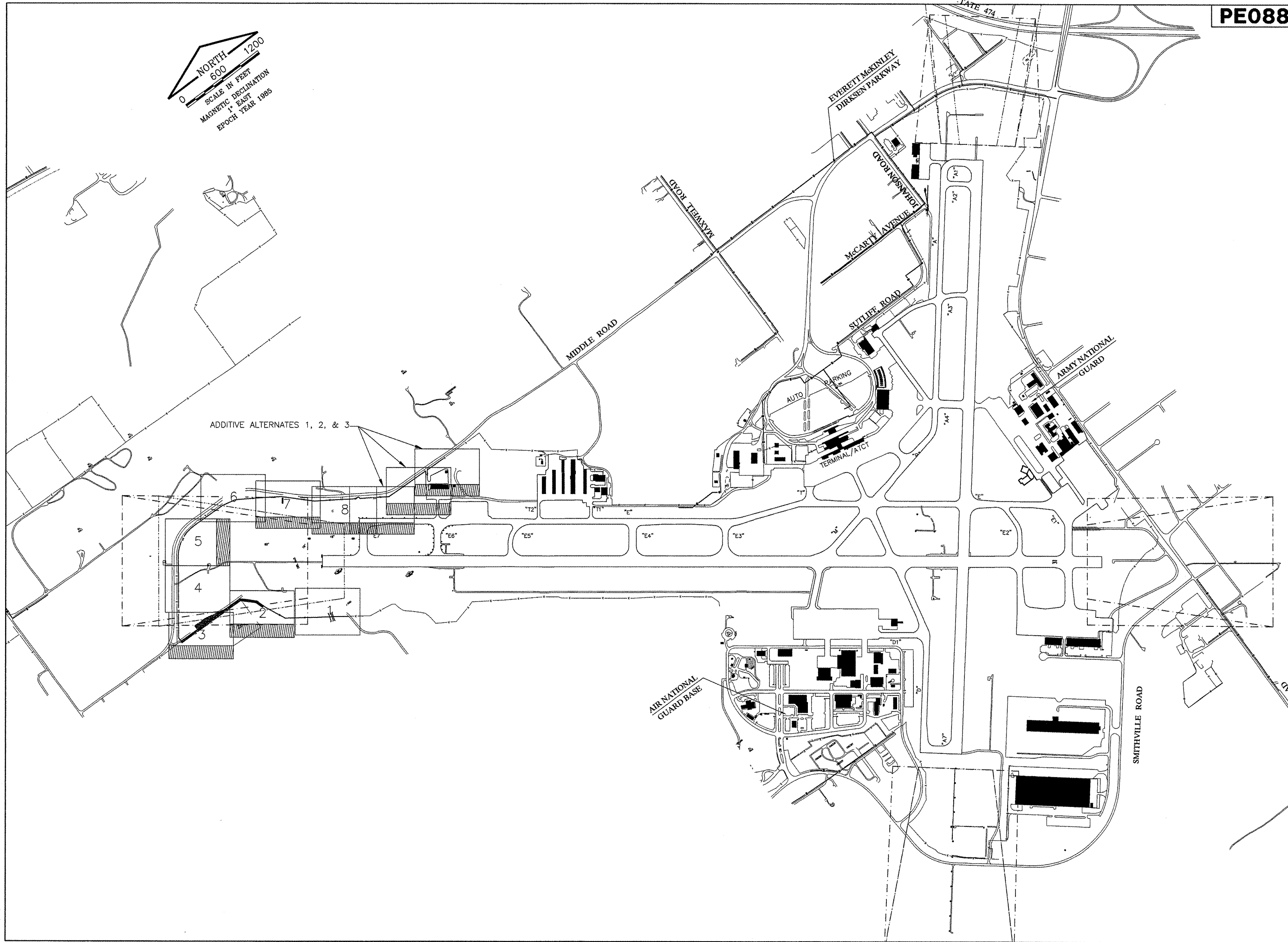
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DRAWN BY:	CMT
CHECKED BY:	CET
APPROVED BY:	CET
DATE:	08-21-2008
JOB No:	0706104

SITE PLAN
PROPOSED IMPROVEMENTS
 SHEET 2 OF 21 SHEETS

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0 NORTH 1200
 600
 SCALE IN FEET
 MAGNETIC DECLINATION
 1° EAST
 EPOCH YEAR 1985




PE088

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NUMBER	BY	DATE

0 1 2
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 PLOT 1


Greater Peoria Regional Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2


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FENCE PLAN
SHEET INDEX
 SHEET 4 OF 21 SHEETS

PE088

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NUMBER	BY	DATE

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

NORTH 60
 30
 SCALE IN FEET
 MAGNETIC DECLINATION
 1° EAST
 EPOCH YEAR 1985

PART 77 SURFACE

LEGEND

- AIRPORT BOUNDARY
- x- EXISTING FENCE
- xx- NEW FENCE
- ixi- SILT FENCE
- [Hatched Box] CLEARING AND GRUBBING

NEW FENCE TO BE INSTALLED
 AT APPROXIMATE LOCATION OF
 EXISTING FENCE ON LANDSIDE TO
 MAINTAIN A CONTINUOUS
 AND SECURE PERIMETER

SILT FENCE TO BE
 USED TO PROTECT
 EXISTING WATERWAYS
 FROM DISTURBED SOIL

NEW 10' CHAIN LINK FENCE
 (850 L.F.)

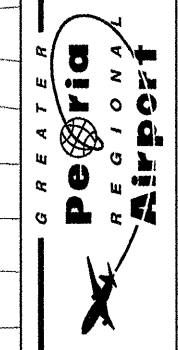
CONNECT NEW FENCE
 TO EXIST. GATE (GATE
 TO REMAIN)

N. 1458809.00
 E. 2422019.30

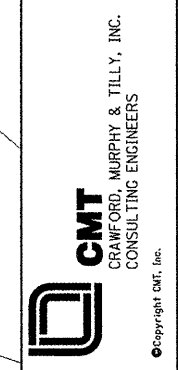
50 L.F. OF SILT FENCE

EXIST. FENCE TO REMAIN

EXIST. FENCE TO BE REMOVED



CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 2



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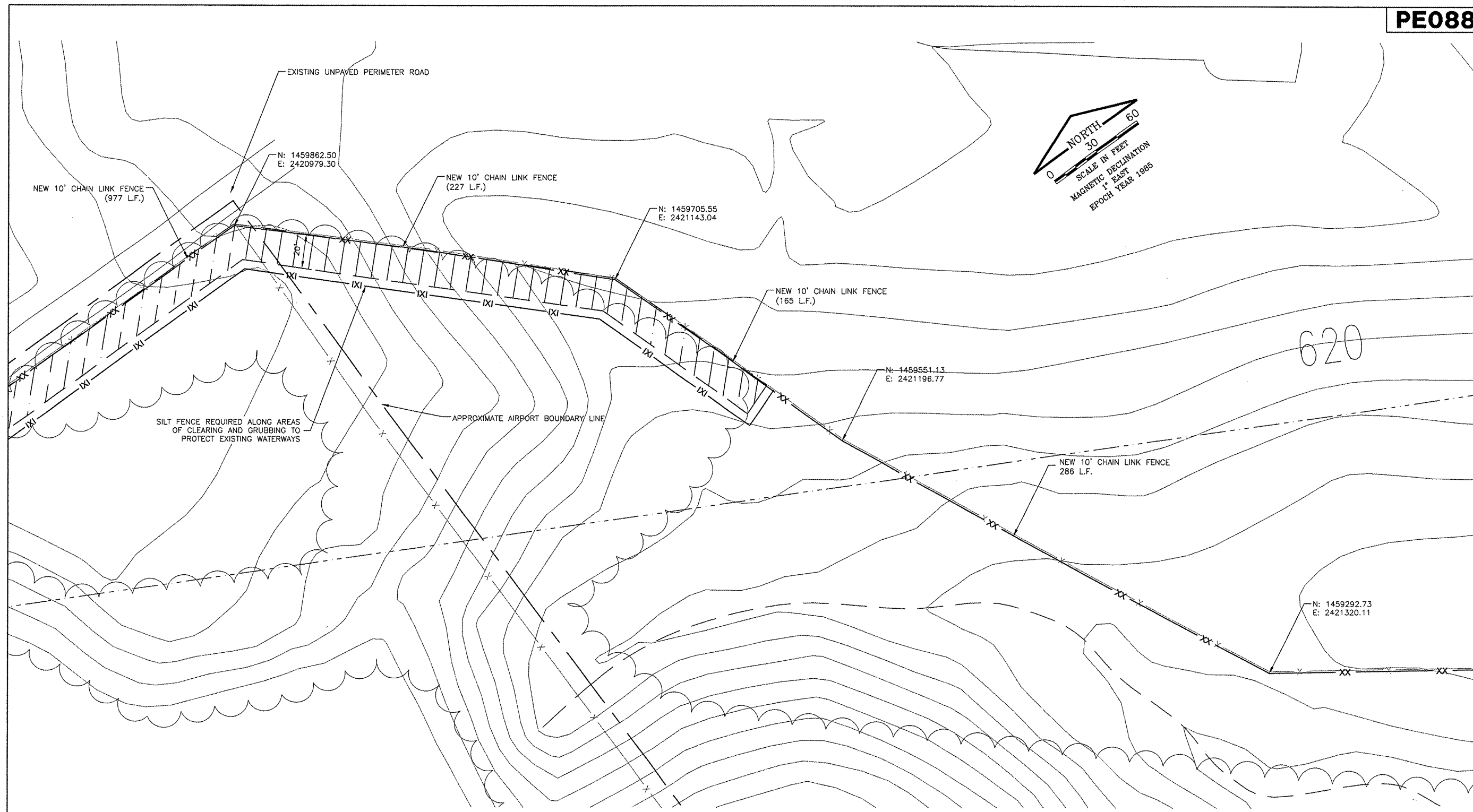
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NORTHWEST
 FENCE PLAN 01

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0 1 2
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PLOT 1



Greater Peoria Regional Airport
 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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NORTHWEST FENCE PLAN 02

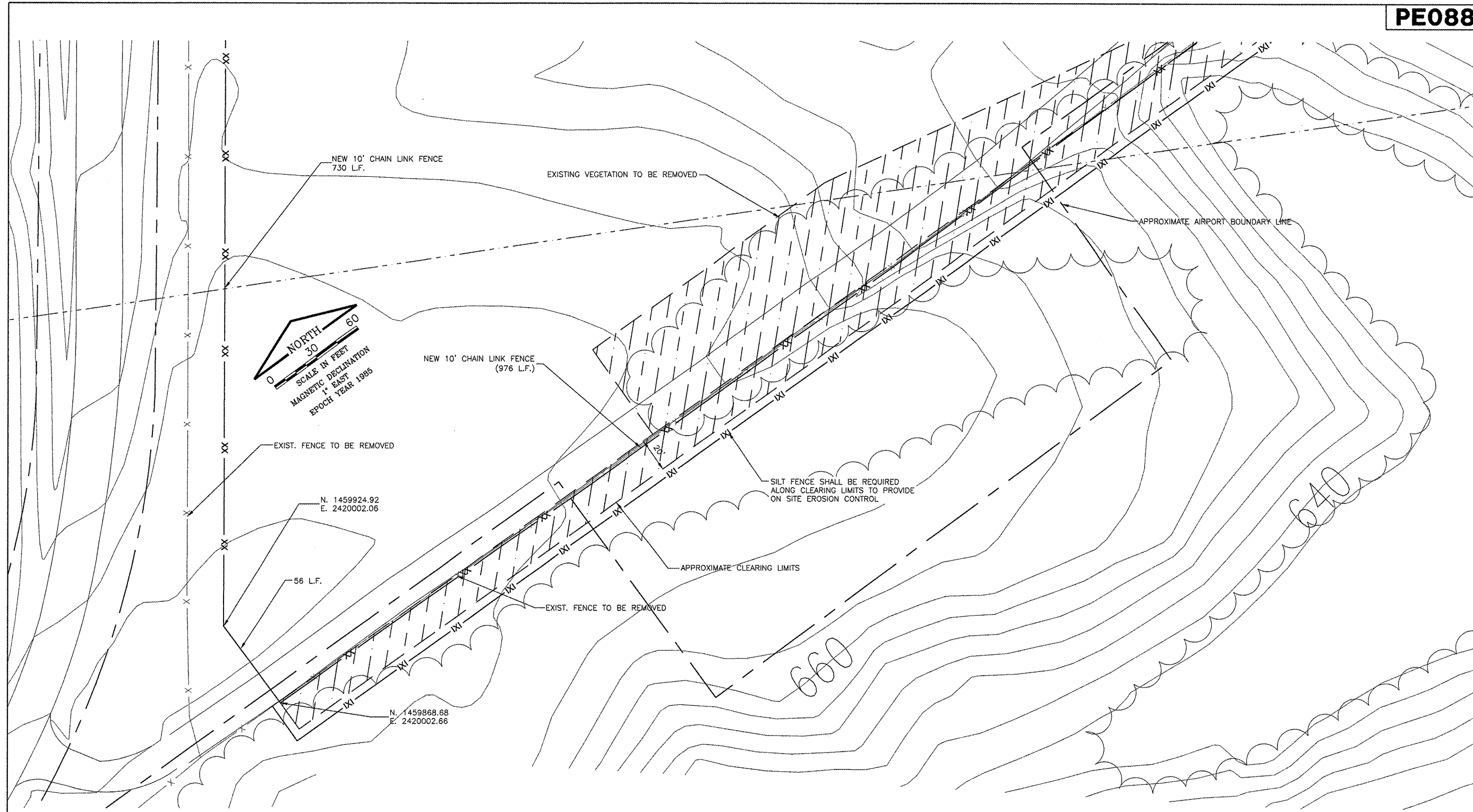
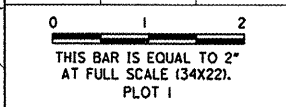
LEGEND	
	AIRPORT BOUNDARY
	EXISTING FENCE
	NEW FENCE
	SILT FENCE
	CLEARING AND GRUBBING

NOTES:

1. AREAS REQUIRING CLEARING AND GRUBBING SHALL BE CLEARED ON THE LANDSIDE OF THE FENCE UP TO 20' FROM EXIST. FENCE.
2. NEW FENCE IS TO BE CONSTRUCTED BEFORE REMOVAL OF EXISTING FENCE SO THAT NO TEMPORARY FENCE WILL BE NEEDED.
3. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.
4. CONTRACTOR SHALL SECURE PERMISSION FROM ADJACENT LAND OWNER PRIOR TO INITIATING WORK ON NON-AIRPORT PROPERTY.
5. SILT FENCE SHALL BE CONSTRUCTED TO PROVIDE EROSION CONTROL ALONG THE LIMITS OF ANY CLEARING AND GRUBBING AS WELL AS AROUND ANY EXISTING WATERWAYS.
6. ADDITIONAL CLEARING SHALL BE REQUIRED FOR EXISTING VEGETATION THAT LIES ON THE AIRFIELD SIDE OF THE FENCE.
7. SEEDING AND MULCHING SHALL BE REQUIRED IN AREAS OF CLEARING AND GRUBBING.

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GREATER Peoria REGIONAL Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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NORTHWEST
FENCE PLAN 3

SHEET 7 OF 21 SHEETS

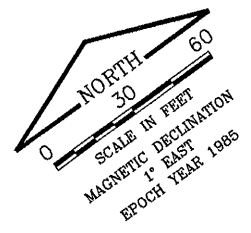
LEGEND

- AIRPORT BOUNDARY
- X- EXISTING FENCE
- XX- NEW FENCE
- CLEARING AND GRUBBING

NOTES:

1. AREAS REQUIRING CLEARING AND GRUBBING SHALL BE CLEARED FROM THE FENCE TO A DISTANCE OF 20' OUTWARD TOWARDS THE LANDSIDE.
2. NEW FENCE IS TO BE CONSTRUCTED BEFORE REMOVAL OF EXISTING FENCE SO THAT NO TEMPORARY FENCE WILL BE NEEDED.
3. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.
4. CONTRACTOR SHALL SECURE PERMISSION FROM ADJACENT LAND OWNER PRIOR TO INITIATING WORK ON NON-AIRPORT PROPERTY.
5. ADDITION CLEARING SHALL BE REQUIRED FOR EXISTING VEGETATION ON THE AIRFIELD SIDE OF THE FENCE.
6. SEEDING AND MULCHING SHALL BE REQUIRED IN AREAS OF CLEARING AND GRUBBING.

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 DATE: 8/22/2008 12:03 PM



PE088

REVISIONS		
NUMBER	BY	DATE

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

Greater Peoria Regional Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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NORTHWEST
 FENCE PLAN 04

SHEET 8 OF 21 SHEETS

LEGEND

		EXISTING FENCE
		NEW FENCE

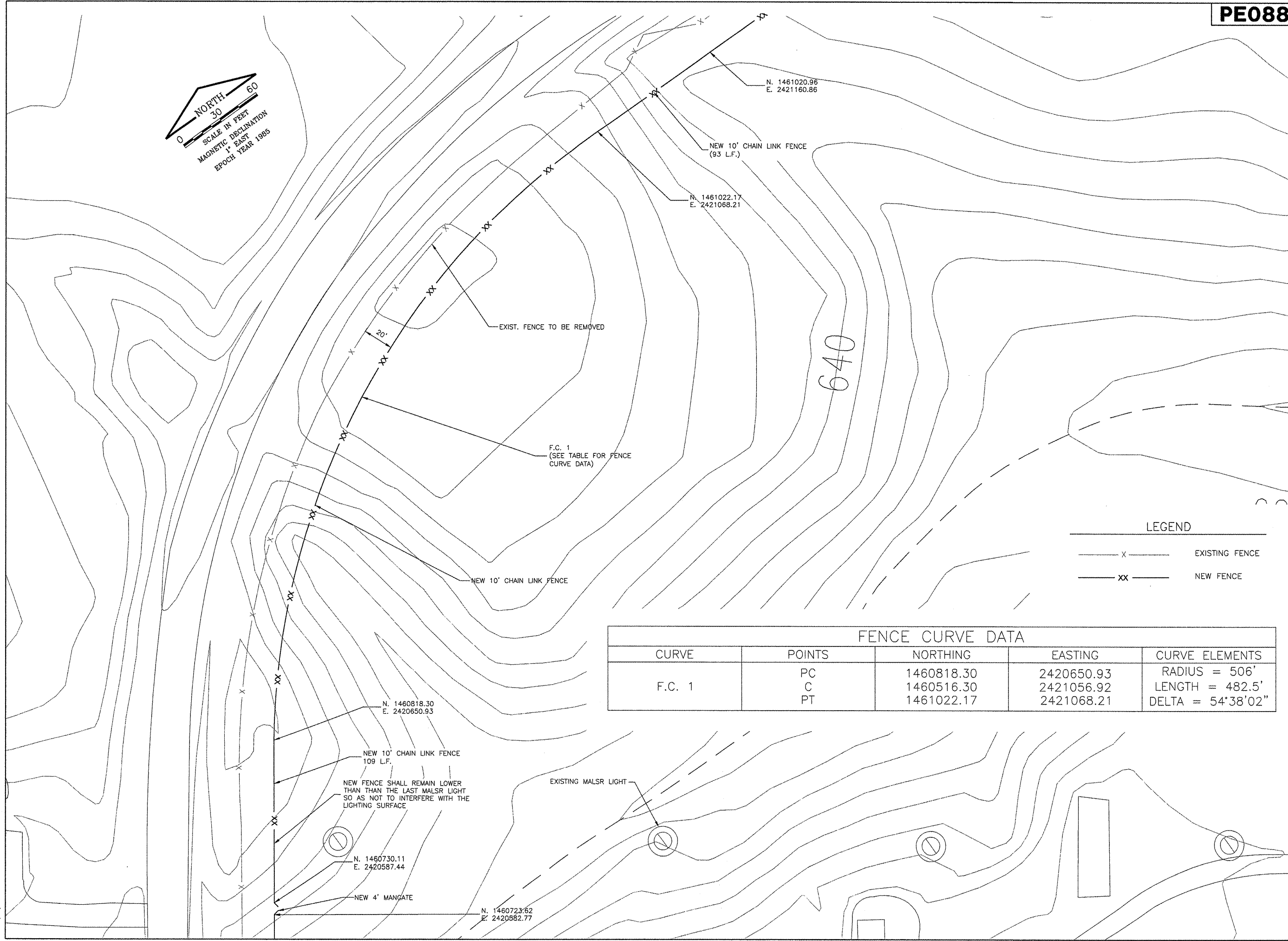
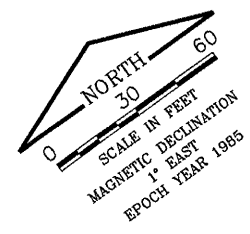
660

660

PE088

REVISIONS		
NUMBER	BY	DATE


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




LEGEND

— x —	EXISTING FENCE
— xx —	NEW FENCE

FENCE CURVE DATA				
CURVE	POINTS	NORTHING	EASTING	CURVE ELEMENTS
F.C. 1	PC	1460818.30	2420650.93	RADIUS = 506'
	C	1460516.30	2421056.92	LENGTH = 482.5'
	PT	1461022.17	2421068.21	DELTA = 54°38'02"


CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

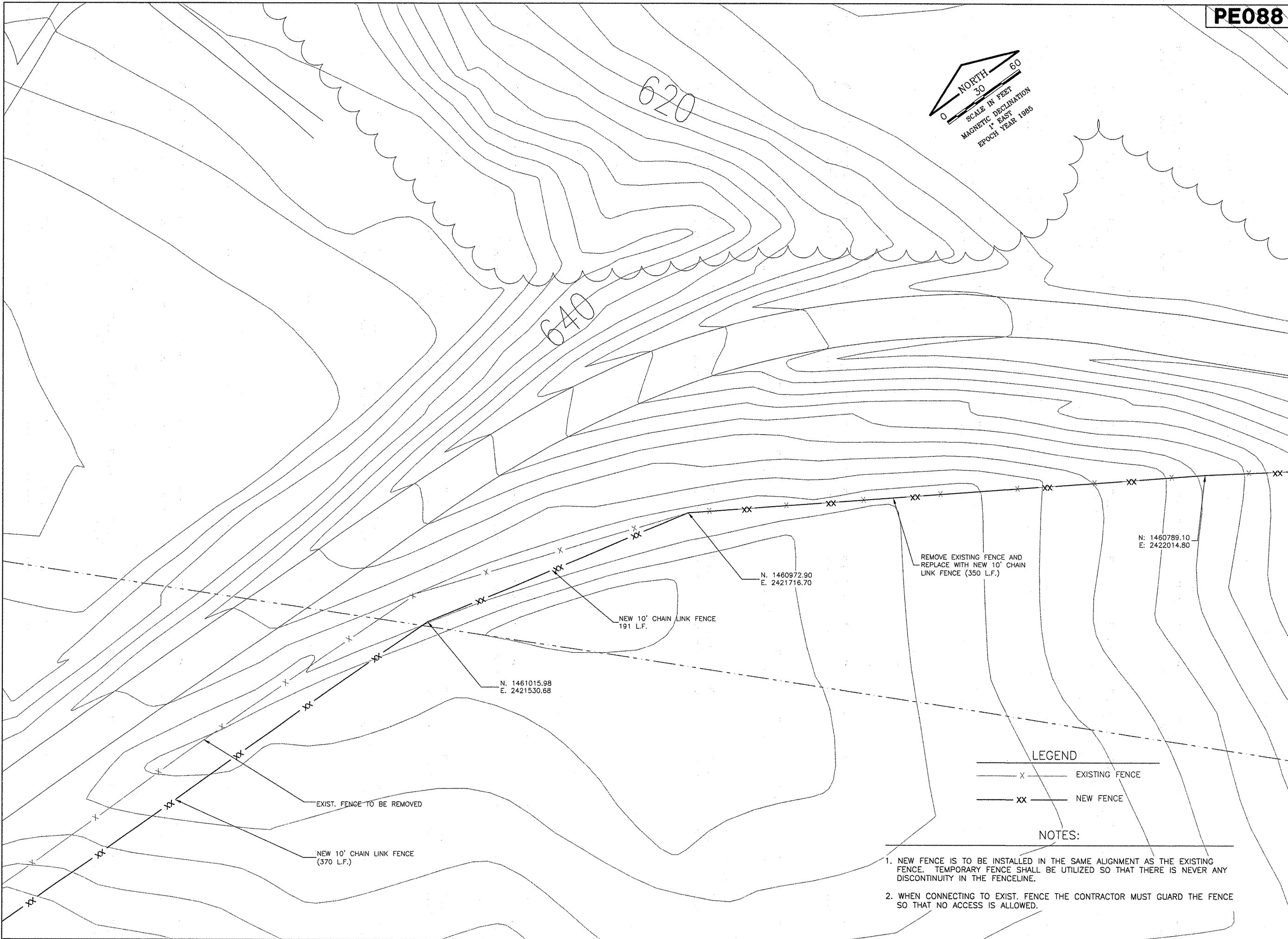

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NORTHWEST FENCE PLAN 05	
SHEET 9 OF 21 SHEETS	

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 DATE: 8/22/2008 12:33 PM



NORTH
 30
 SCALE IN FEET
 MAGNETIC DECLINATION
 1° EAST
 EPOCH YEAR 1985

PE088

REVISIONS		
NUMBER	BY	DATE

0 1 2
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 PLOT 1

GREATER Peoria REGIONAL Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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NORTHWEST
 FENCE PLAN 06
 SHEET 10 OF 21 SHEETS

LEGEND

— x —	EXISTING FENCE
— xx —	NEW FENCE

NOTES:

1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
2. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.

N. 1460972.90
 E. 2421716.70

N. 1460789.10
 E. 2422014.80

NEW 10' CHAIN LINK FENCE
 191 L.F.

N. 1461015.98
 E. 2421530.68

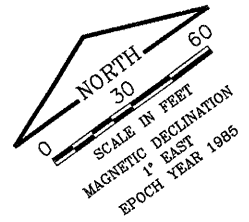
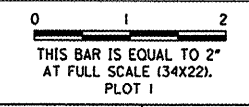
NEW 10' CHAIN LINK FENCE
 (370 L.F.)

EXIST. FENCE TO BE REMOVED

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 FILE: FENCE_PLAN7.dwg
 DATE: 8/22/2008 12:38 PM

PE088

REVISIONS		
NUMBER	BY	DATE




LEGEND

— x —	EXISTING FENCE
— xx —	NEW FENCE

- NOTES:**
1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
 2. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.

G R E A T E R
Peoria
 R E G I O N A L
Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

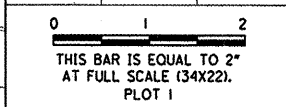

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DATE:	08-21-2008
JOB No:	0706104
NORTHWEST FENCE PLAN 07	
SHEET 11 OF 21 SHEETS	

PE088

REVISIONS		
NUMBER	BY	DATE



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CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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CONSULTING ENGINEERS

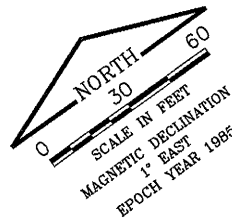
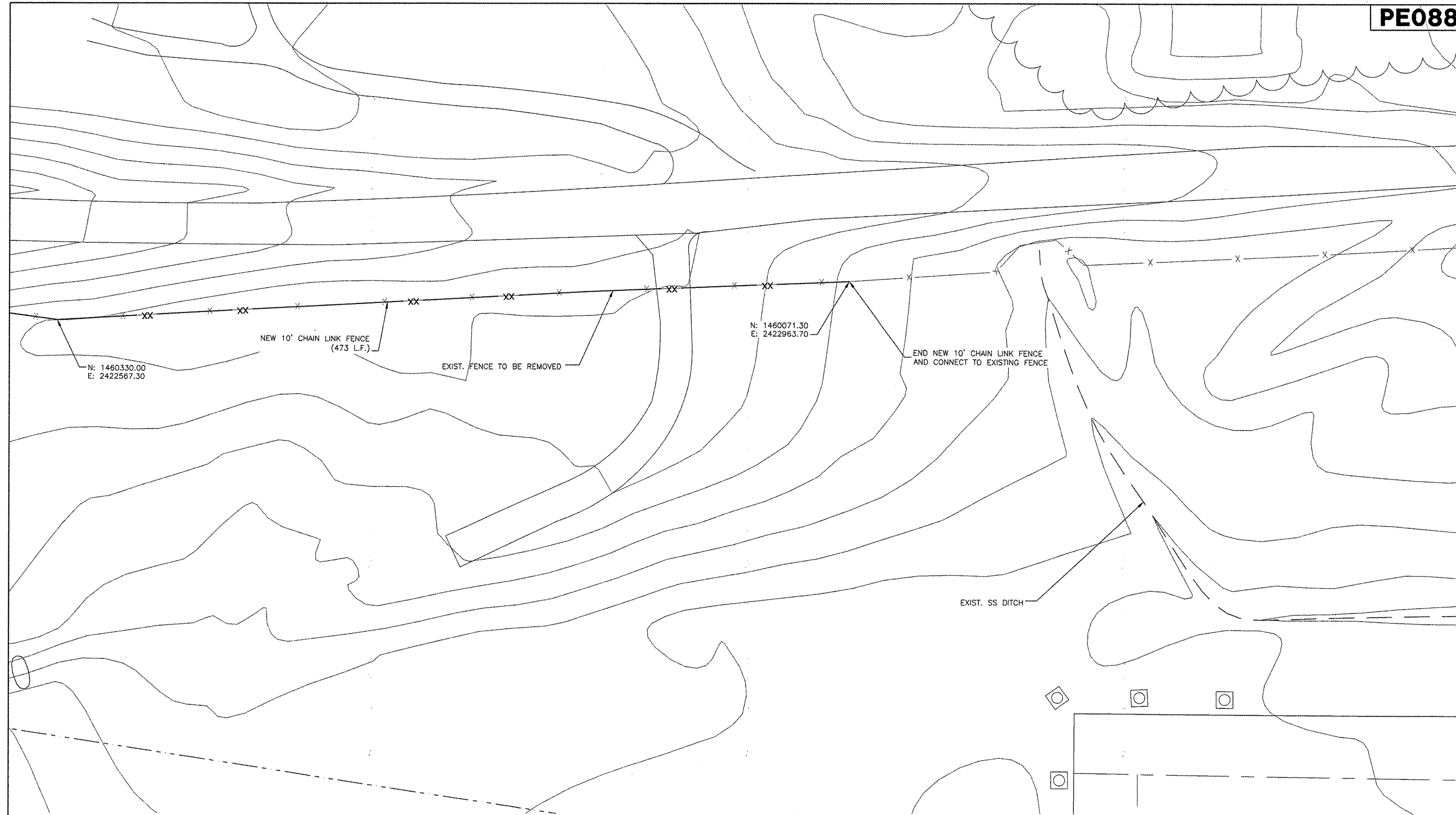
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AIP PROJ: 3-17-0080-45

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APPROVED BY:	CET
DATE:	08-21-2008
JOB No:	0706104

NORTHWEST
FENCE PLAN 08

SHEET 12 OF 21 SHEETS



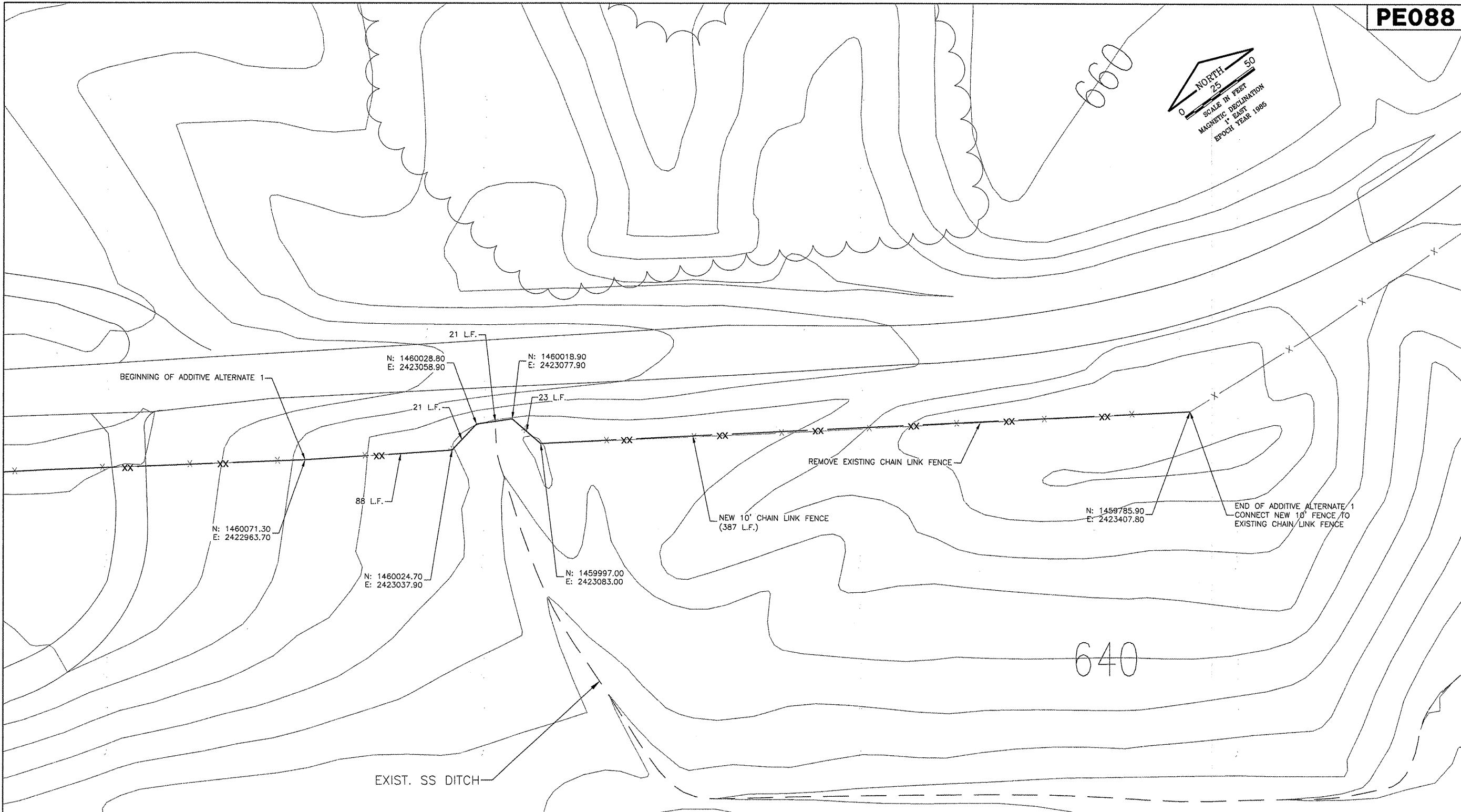
LEGEND

— x —	EXISTING FENCE
— xx —	NEW FENCE

- NOTES:**
1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
 2. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.
 3. SEE FENCE DETAIL SHEET 2 FOR FENCE INSTALLATION AROUND HEADWALL DETAIL.

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 DATE: 8/22/2008 12:48 PM




PE088

REVISIONS		
NUMBER	BY	DATE

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

G R E A T E R
Peoria
 R E G I O N A L
Airport

**CONSTRUCT NEW PERIMETER ROAD AND
 PERIMETER FENCE - PROJECT 2**


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NORTHWEST FENCE PLAN
 - ADDITIVE ALTERNATE 1

SHEET 13 OF 21 SHEETS

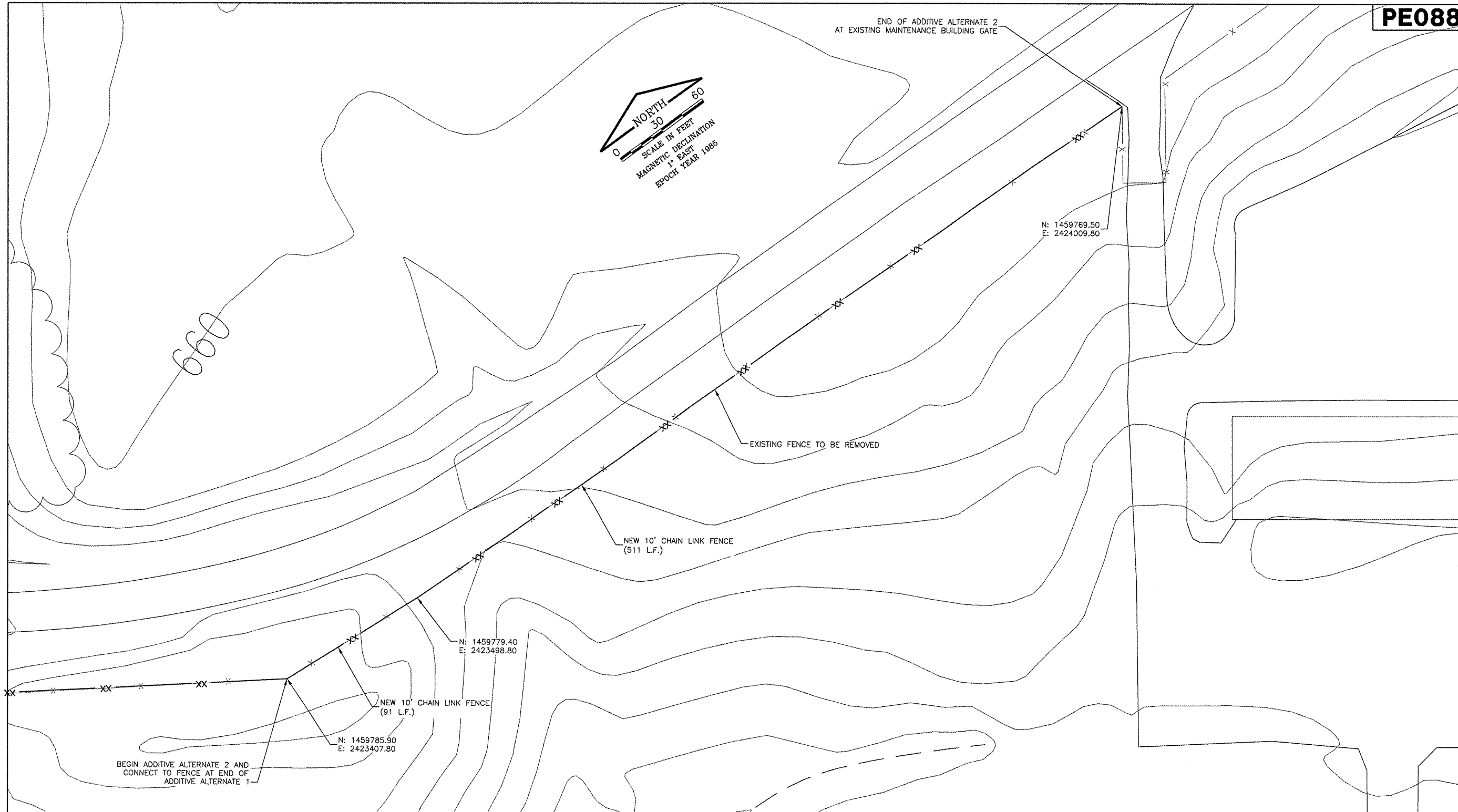
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- XX — NEW FENCE

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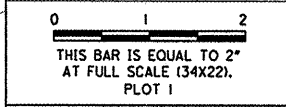
- NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
- WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.
- SEE FENCE DETAIL SHEET 2 FOR FENCE INSTALLATION AROUND HEADWALL DETAIL.

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PE088

REVISIONS		
NUMBER	BY	DATE



G R E A T E R
Peoria
 R E G I O N A L
Airport

CONSTRUCT NEW PERIMETER ROAD AND
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NORTHWEST FENCE PLAN
 - ADDITIVE ALTERNATE 2
 SHEET 14 OF 21 SHEETS

LEGEND

- X ----- EXISTING FENCE
- XX ----- NEW FENCE

NOTES:

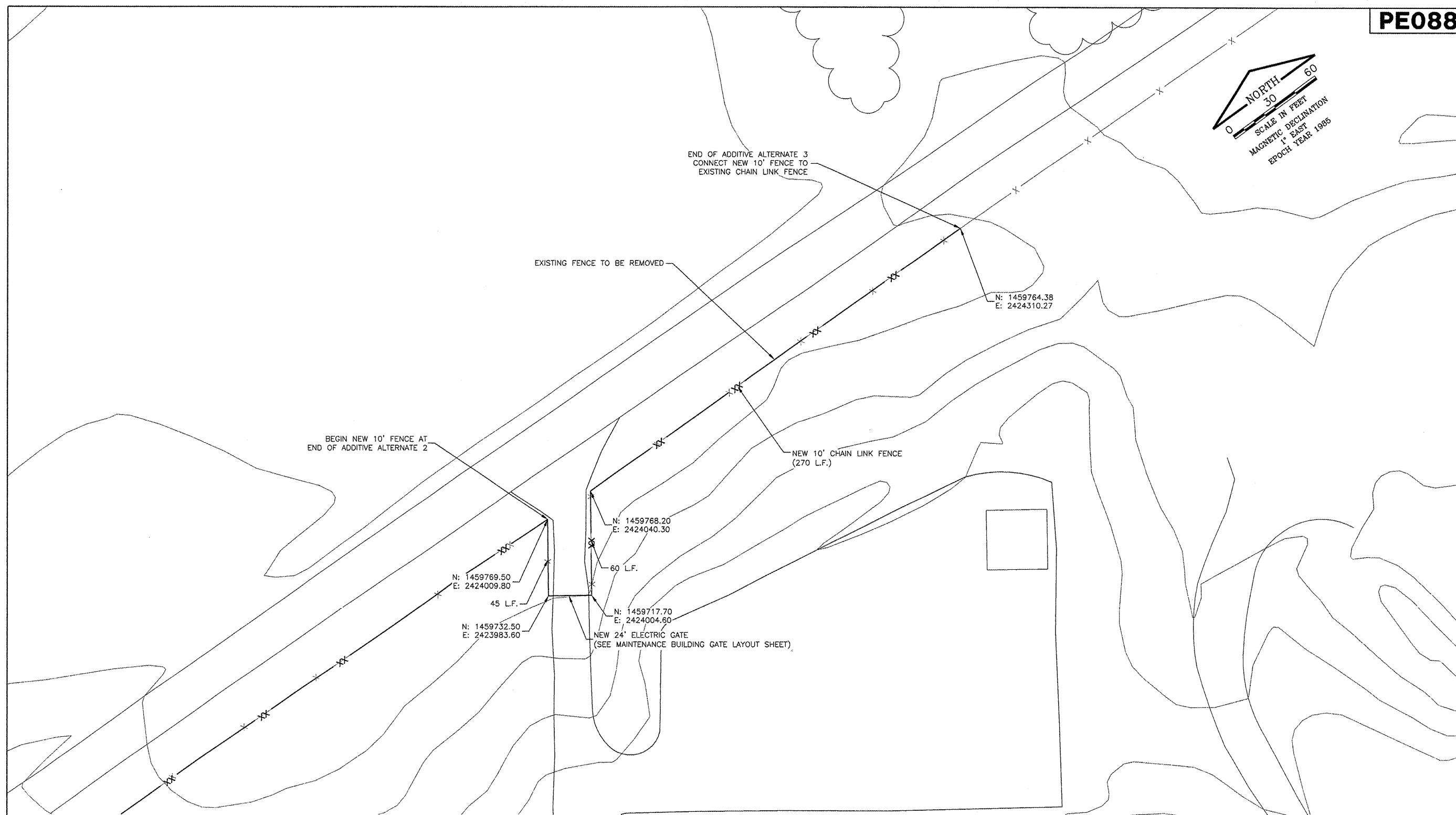
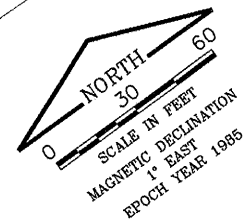
1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
2. WHEN CONNECTING TO EXISTING FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.

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REVISIONS		
NUMBER	BY	DATE

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 AT FULL SCALE (34X22).
 PLOT 1



LEGEND

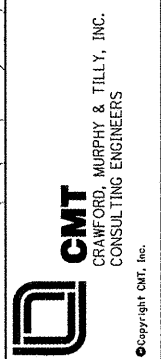
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- xx — NEW FENCE

NOTES:

1. NEW FENCE IS TO BE INSTALLED IN THE SAME ALIGNMENT AS THE EXISTING FENCE. TEMPORARY FENCE SHALL BE UTILIZED SO THAT THERE IS NEVER ANY DISCONTINUITY IN THE FENCELINE.
2. WHEN CONNECTING TO EXIST. FENCE THE CONTRACTOR MUST GUARD THE FENCE SO THAT NO ACCESS IS ALLOWED.



CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2



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JOB No:	0706104

**NORTHWEST FENCE PLAN
 ADDITIVE ALTERNATE 3**

REVISIONS		
NUMBER	BY	DATE

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

Greater Peria Regional Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

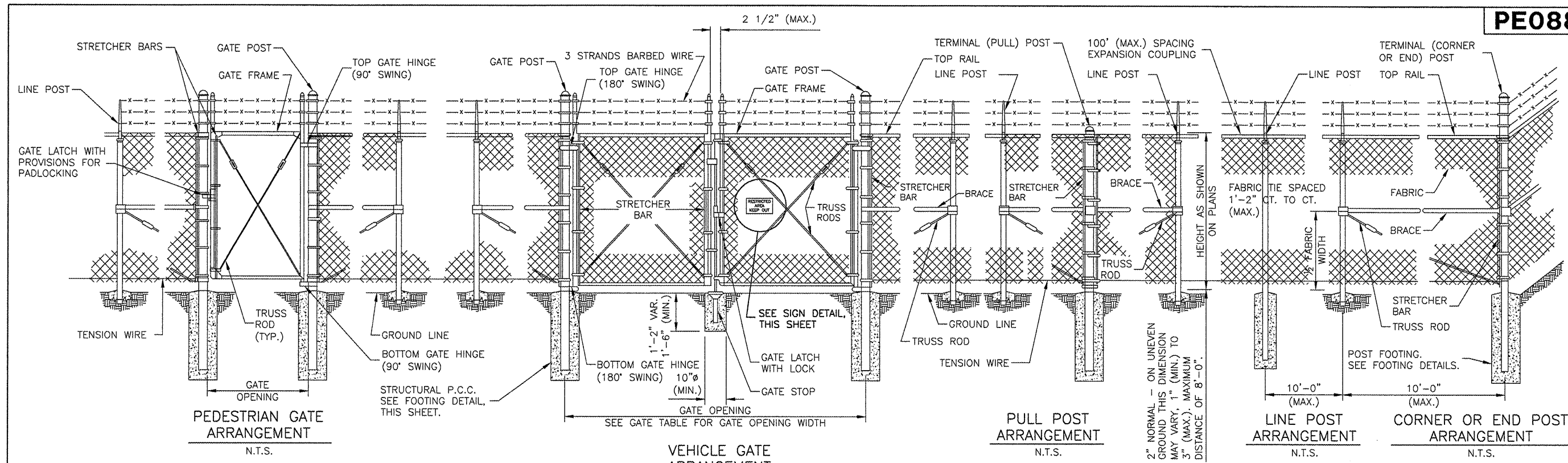
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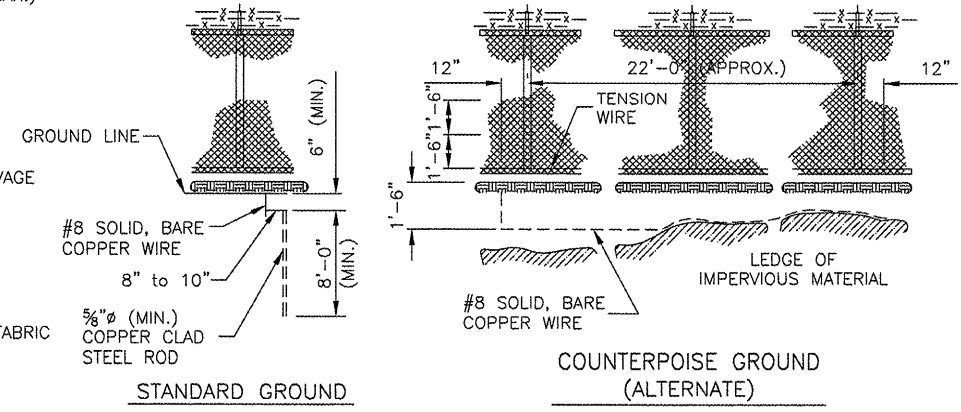
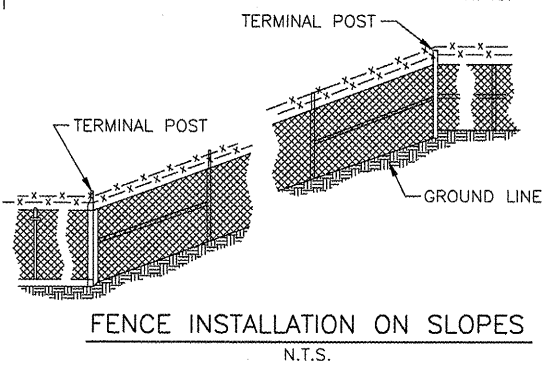
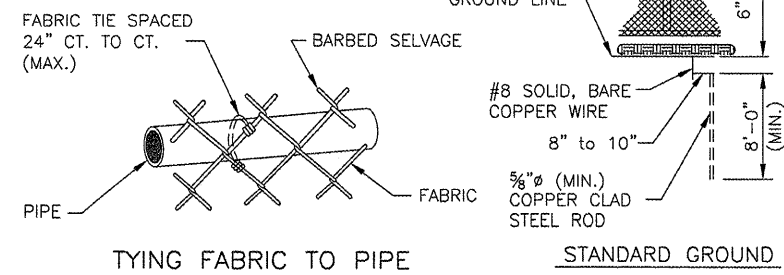
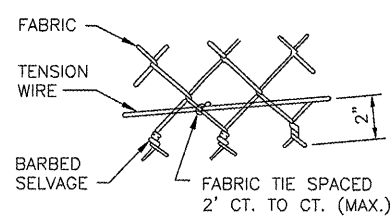
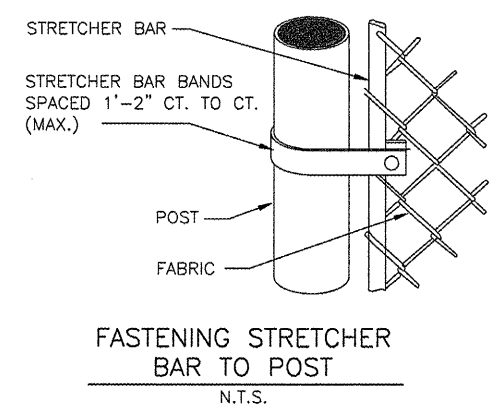
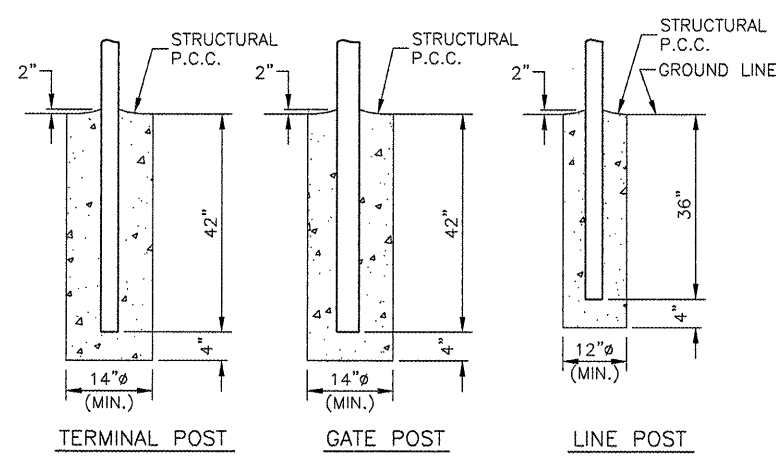
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APPROVED BY: CET
DATE: 08-21-2008
JOB No: 0706104

FENCE DETAILS
SHEET 1 OF 2

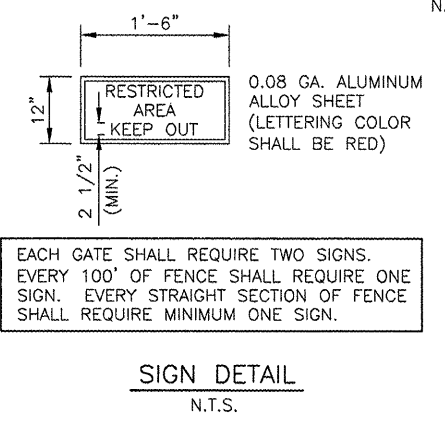
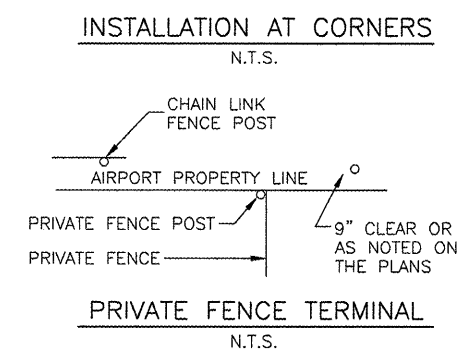
SHEET 16 OF 21 SHEETS



PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THEY SHALL BE PLACED AT 660 FT. INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320 FT. AND GREATER THAN 660 FT.

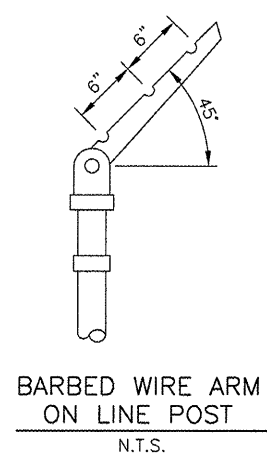


WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE. WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



- NOTES**
1. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 2. FENCE UNDER POWER LINES SHALL BE GROUNDED BY 3 GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSINGS.
 3. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
 4. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.
 5. ALL PROPOSED CLASS E FENCE SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 664001-01 AS REVISED.

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DATE: 8/22/2008 12:58 PM



REVISIONS		
NUMBER	BY	DATE

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

G R E A T E R
Peoria
R E G I O N A L
Airport

CONSTRUCT NEW PERIMETER ROAD AND
PERIMETER FENCE - PROJECT 2

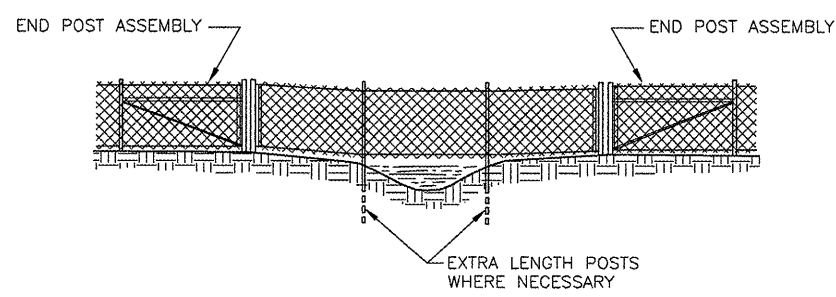
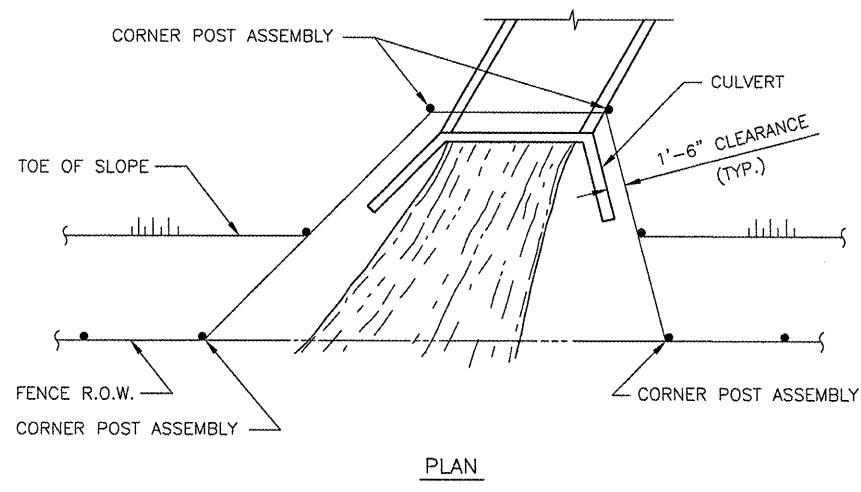
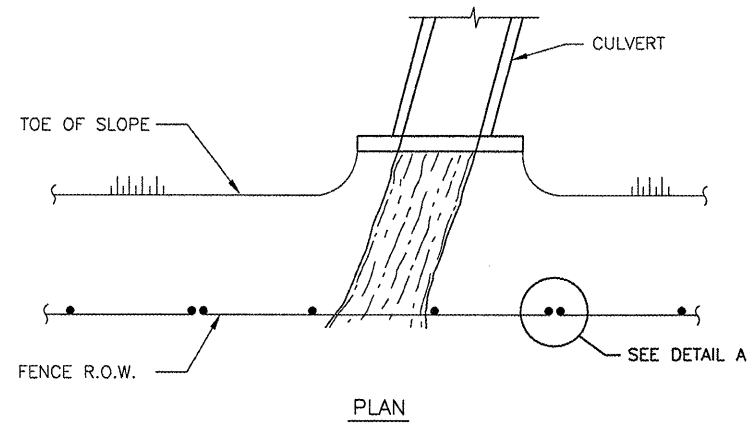
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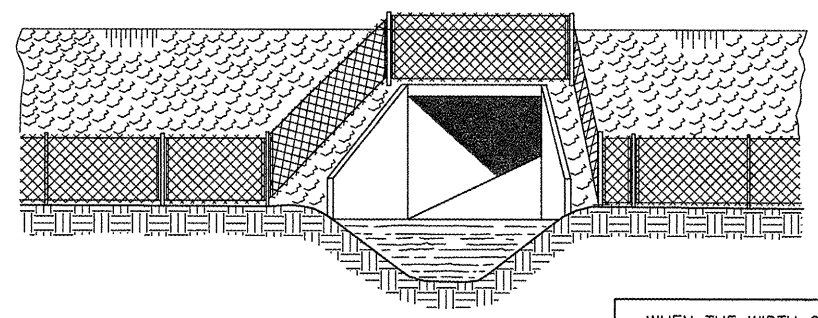
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JOB No: 0706104

FENCE DETAILS
SHEET 2 OF 2

SHEET 17 OF 21 SHEETS

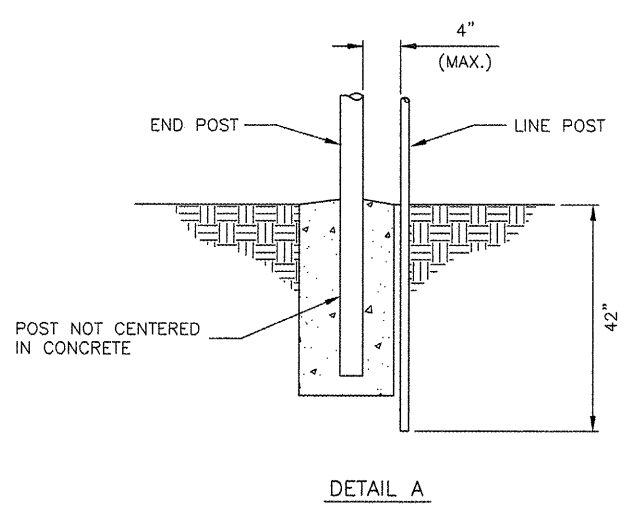


THE CHAIN LINK FABRIC SHALL BE REPLACED BY BARBED WIRE STRANDS AT 12" MAXIMUM CENTERS BETWEEN THE DOUBLE POSTS SHOWN ON DETAIL A WHEN SHOWN ON THE PLANS.

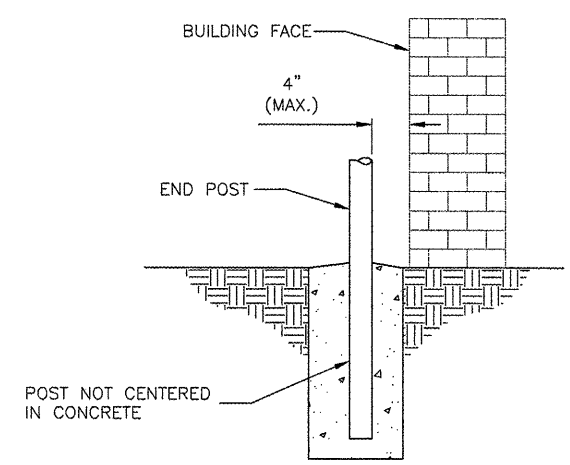


WHEN THE WIDTH OF THE CULVERT MAKES IT NECESSARY TO ANCHOR A POST TO THE TOP OF THE CULVERT, A CAST IRON SHOE OR OTHER DEVICE APPROVED BY THE ENGINEER SHALL BE USED.

FENCE INSTALLATION AROUND HEADWALL DETAILS
N.T.S.

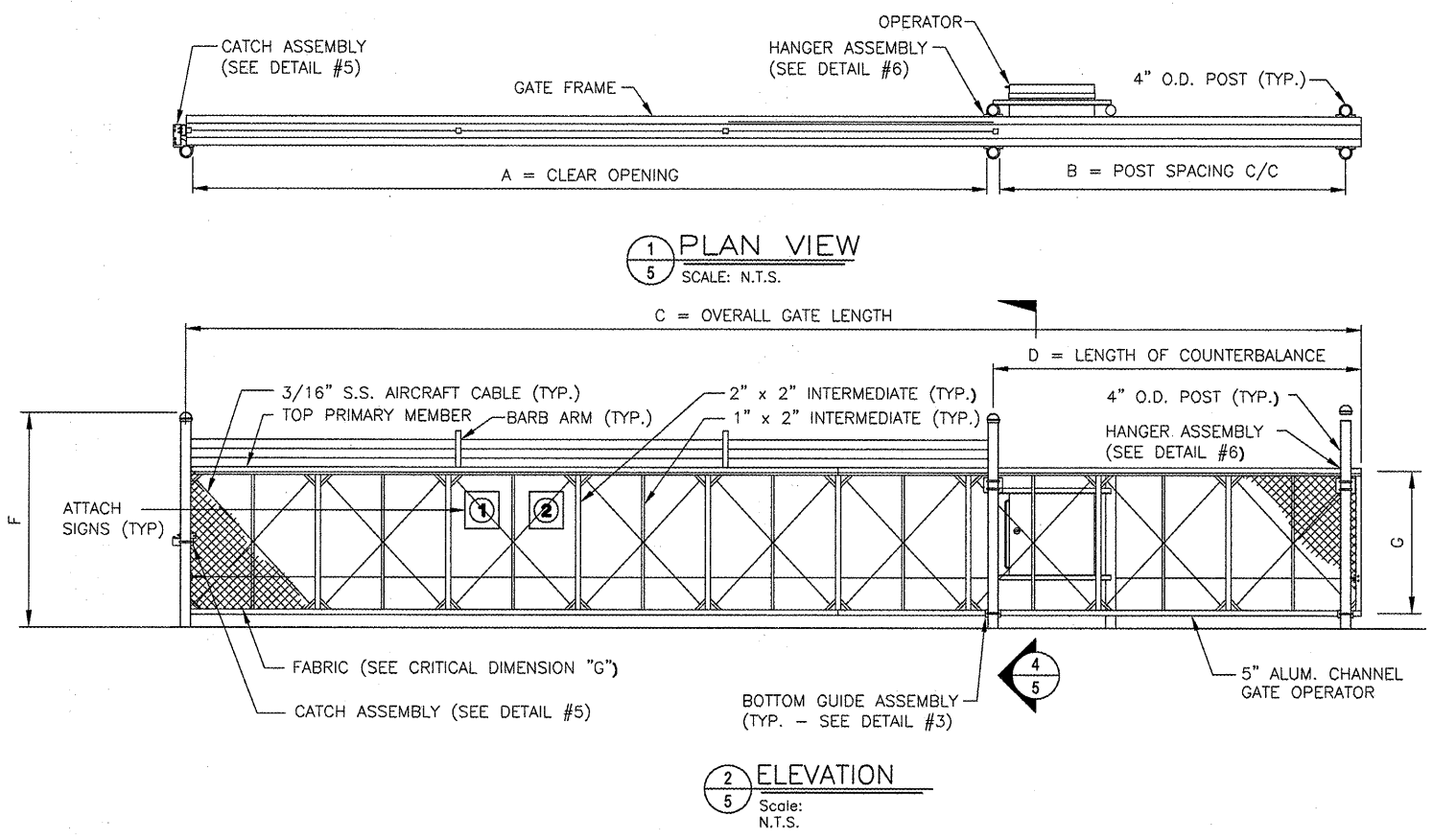


FENCE INSTALLATION OVER STREAM DETAILS
N.T.S.



FENCE INSTALLATION AT BUILDING FACE
N.T.S.

REVISIONS		
NUMBER	BY	DATE



	FORMULA	18' GATE	24' GATE
A	CLEAR OPENING	A	24'-0"
B	COUNTERBALANCE POST SPACING C/C	(A/2)-11"	8'-1"
C	OVERALL GATE LENGTH	A x 1.5	27'-0"
D	COUNTERBALANCE LENGTH	A x 0.5	9'-0"
E	NOMINAL GATE HEIGHT	E	10'-0"
F	POST HEIGHT	E + 1'-6"	11'-6"
G	FABRIC HEIGHT	E - 1'-0"	9'-0"

Notes:
 1) In the 1st row under the Title, you can replace the Gate width with a Gate # if you wish.
 2) Dimensions E F & G are for an 8-foot tall Gate. Adjust as needed for your specific fence height.
 3) Dimension F is for a Gate that has barbed wire. If your Gate will not have barbed wire, subtract one foot from the dimension.

CONTRACTOR SHALL FURNISH AND INSTALL SIGNS AS INDICATED IN TABLE BELOW					
SIGN	DIMENSIONS	BACKGROUND COLOR	LETTERING COLOR	HEIGHT	TEXT
1	24' x 18"	WHITE	RED	1.5"	FAA REGULATIONS REQUIRE THAT AFTER ENTERING OR EXITING THROUGH THIS SECURITY GATE YOU ARE REQUIRED TO WAIT UNTIL THE GATE CLOSES BEFORE PROCEEDING. FINES OR PENALTIES WILL BE IMPOSED.
2	SEE WARNING SIGN DETAIL				

NOTES
 1) SIGNS SHALL BE INSTALLED ON BOTH SIDES OF GATE.



WARNING SIGN DETAIL

UL 235 COMPLIANCE NOTES

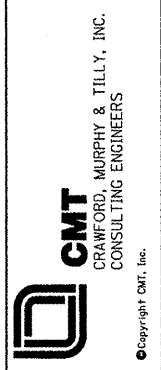
- GATE INSTALLATION SHALL COMPLY WITH ALL REQUIREMENTS OF UL 235, INCLUDING, BUT NOT LIMITED TO:
- ALL OPENINGS OF THE SLIDE GATE ARE GUARDED OR SCREENED FROM THE BOTTOM OF THE GATE TO A MINIMUM OF 4 FEET ABOVE GROUND TO PREVENT A 2-1/4" DIAMETER SPHERE FROM PASSING THROUGH THE OPENINGS ANYWHERE IN THE GATE, AND IN THAT PORTION OF THE ADJACENT FENCE THAT THE GATE COVERS IN THE OPEN POSITION.
 - ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED AND GUARDING IS SUPPLIED FOR ALL EXPOSED ROLLERS.
 - A WARNING SIGN (SEE DETAIL, THIS SHEET) MUST BE AFFIXED TO BOTH SIDES OF THE SLIDE GATE.
 - FOR ADDITIONAL UL 235 REQUIREMENTS FOR THIS GATE INSTALLATION, SEE GATE OPERATOR DETAILS SHEET.

NOTES

- CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
- CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO: GATE, OPERATOR, DIGITAL CODE CONTROL AND POWER CABLES, CONDUIT, TRENCHING, CIRCUIT BREAKERS, AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
- LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- PIPE BOLLARDS SHALL BE INSTALLED AT LOCATIONS SHOWN IN PLAN VIEW.
- THE FABRIC TYPE AND FINISH OF THE GATE, MATCH WITH PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
- ALL SLIDING GATES SHALL HAVE ALL ROLLERS ENCLOSED IN STEEL OR PLASTIC SHROUDS TO PREVENT ACCIDENTAL INJURY.

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET IS GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

GREATER Peoria REGIONAL Airport
 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2



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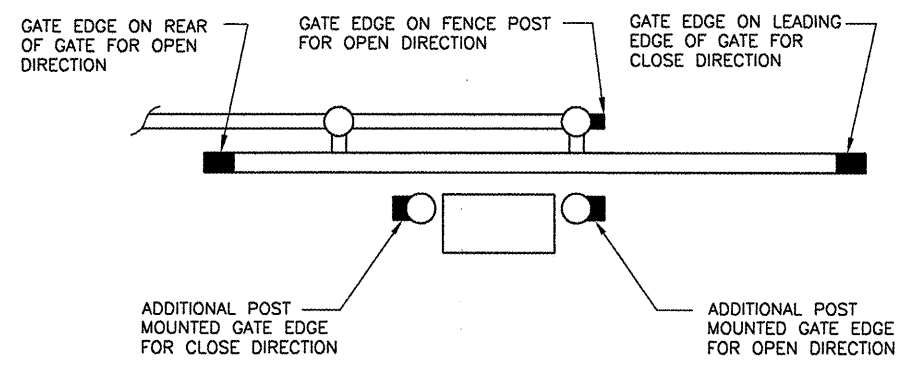
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CHECKED BY:	CET
APPROVED BY:	CET
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JOB No:	0706104

CANTILEVER GATE DETAILS
 1 OF 2

PE088

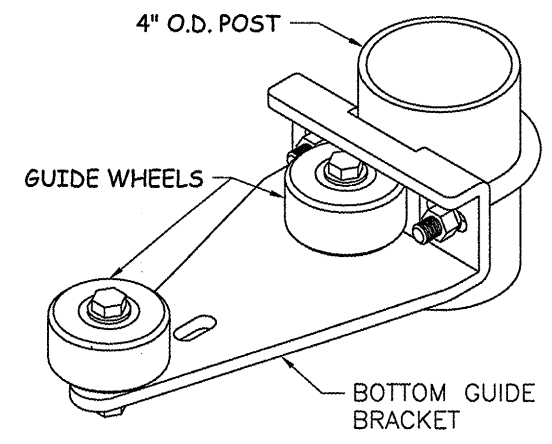
REVISIONS		
NUMBER	BY	DATE

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

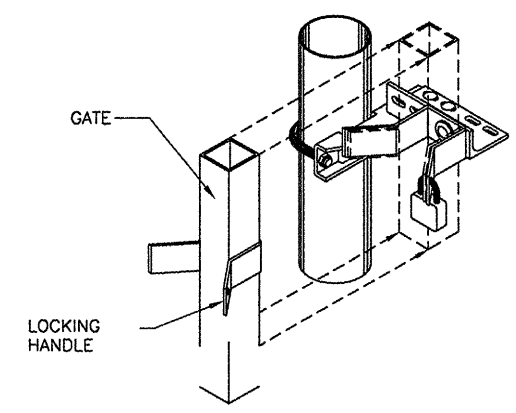


SECONDARY GATE OPERATOR ENTRAPMENT PROTECTION CONTACT SENSORS

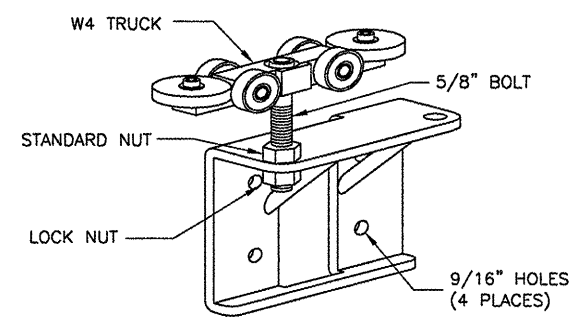
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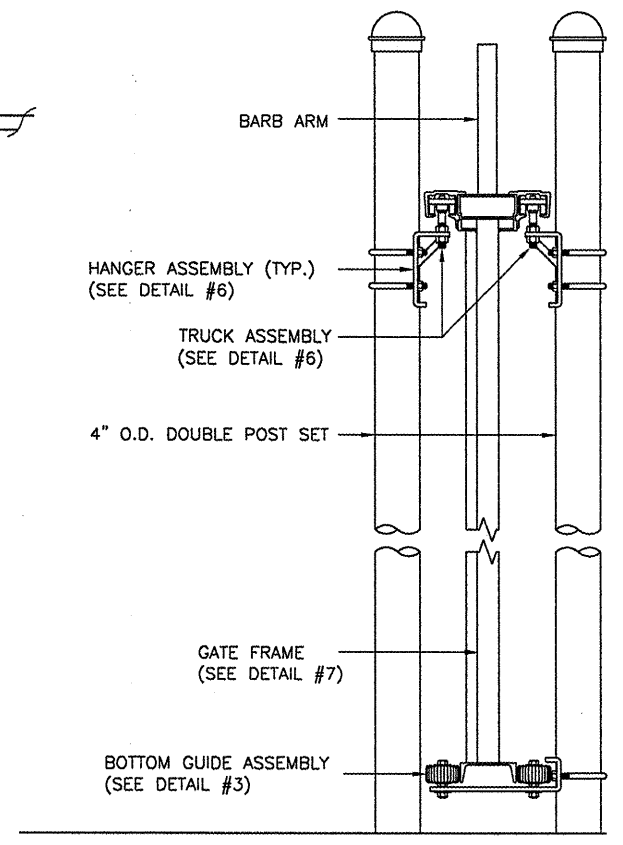
3 5
 BOTTOM GUIDE
 N.T.S.



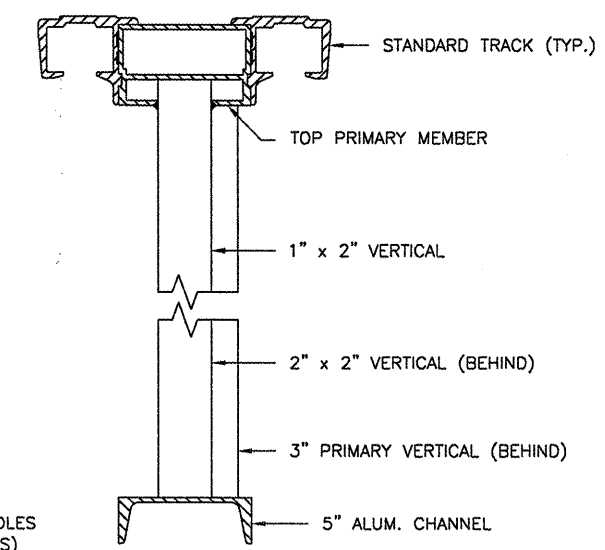
5 5
 CATCH ASSEMBLY
 N.T.S.



6 5
 GATE HANGER ASSEMBLY
 N.T.S.



4 5
 ASSEMBLY SECTION
 N.T.S.



7 5
 GATE FRAME SECTION
 N.T.S.

CANTILEVER SLIDE GATE DETAILS

GREATER Peoria REGIONAL Airport
 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

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CANTILEVER GATE DETAILS
 2 OF 2

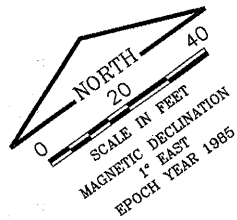
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NUMBER	BY	DATE

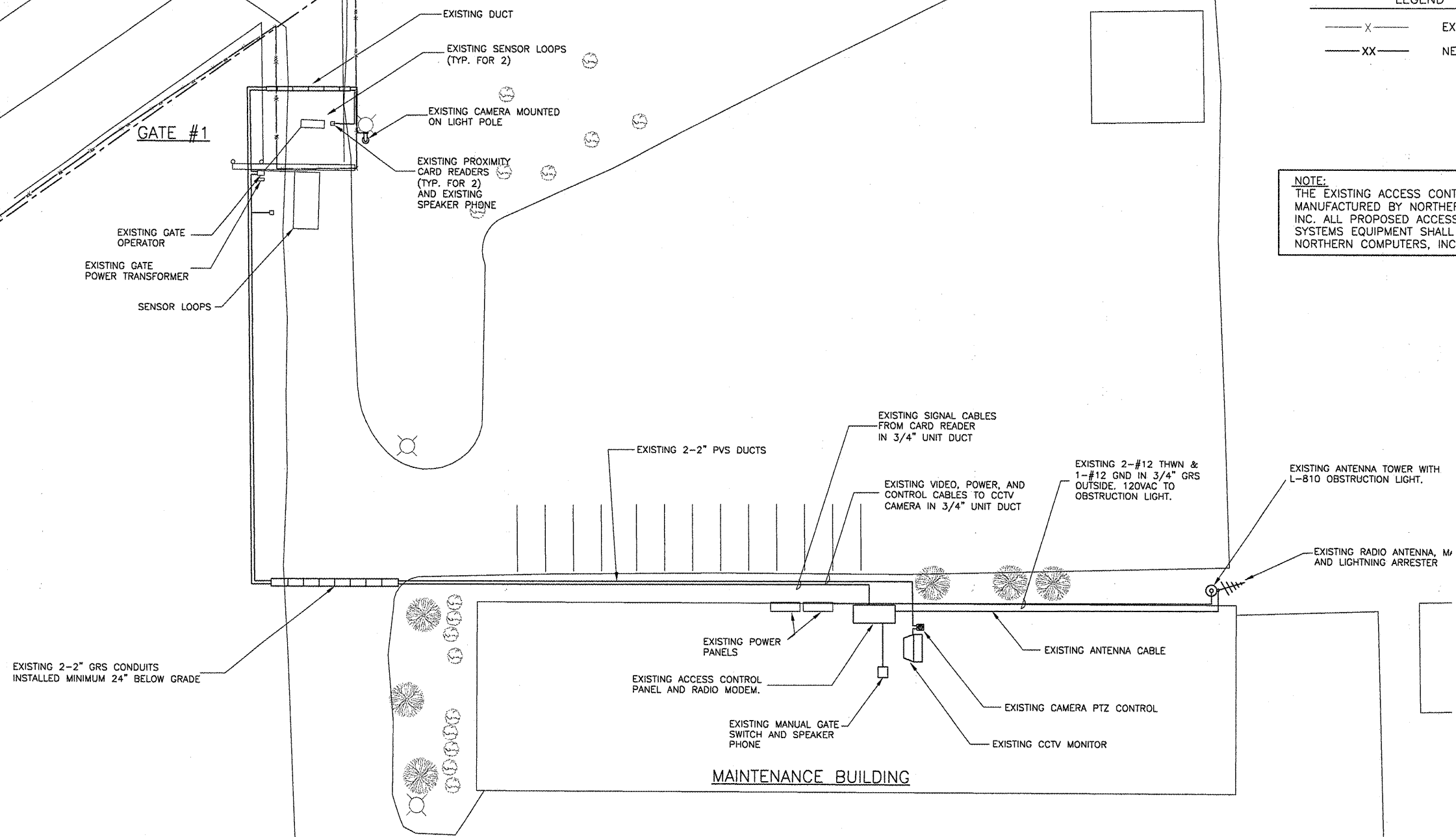
0 1 2
THIS BAR IS EQUAL TO 2"
AT FULL SCALE (34X22).
PLOT 1




NOTES:
1.) THE CONTRACTOR IS TO LOCATE ALL UTILITIES BEFORE DIGGING.
2.) CABLES DAMAGED DURING CONSTRUCTION WILL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AND AT NO ADDITIONAL COST TO THE CONTRACT.
3.) REPLACEMENT OF THE GATE SHALL RESULT IN THE REUSE OF EXISTING CABLES, OPERATORS, SENSOR LOOPS, TRANSFORMERS, CARD READERS, AND OTHER AMENITIES THAT ARE CURRENTLY USED WITH THE EXISTING GATE.

LEGEND
— X — EXISTING FENCE
— XX — NEW FENCE

NOTE:
THE EXISTING ACCESS CONTROL SYSTEM IS MANUFACTURED BY NORTHERN COMPUTERS, INC. ALL PROPOSED ACCESS CONTROL SYSTEMS EQUIPMENT SHALL ALSO BE FROM NORTHERN COMPUTERS, INC.



GREATER Peoria REGIONAL Airport
 CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2


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MAINTENANCE BUILDING
 GATE LAYOUT
 SHEET 20 OF 21 SHEETS

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REVISIONS		
NUMBER	BY	DATE

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

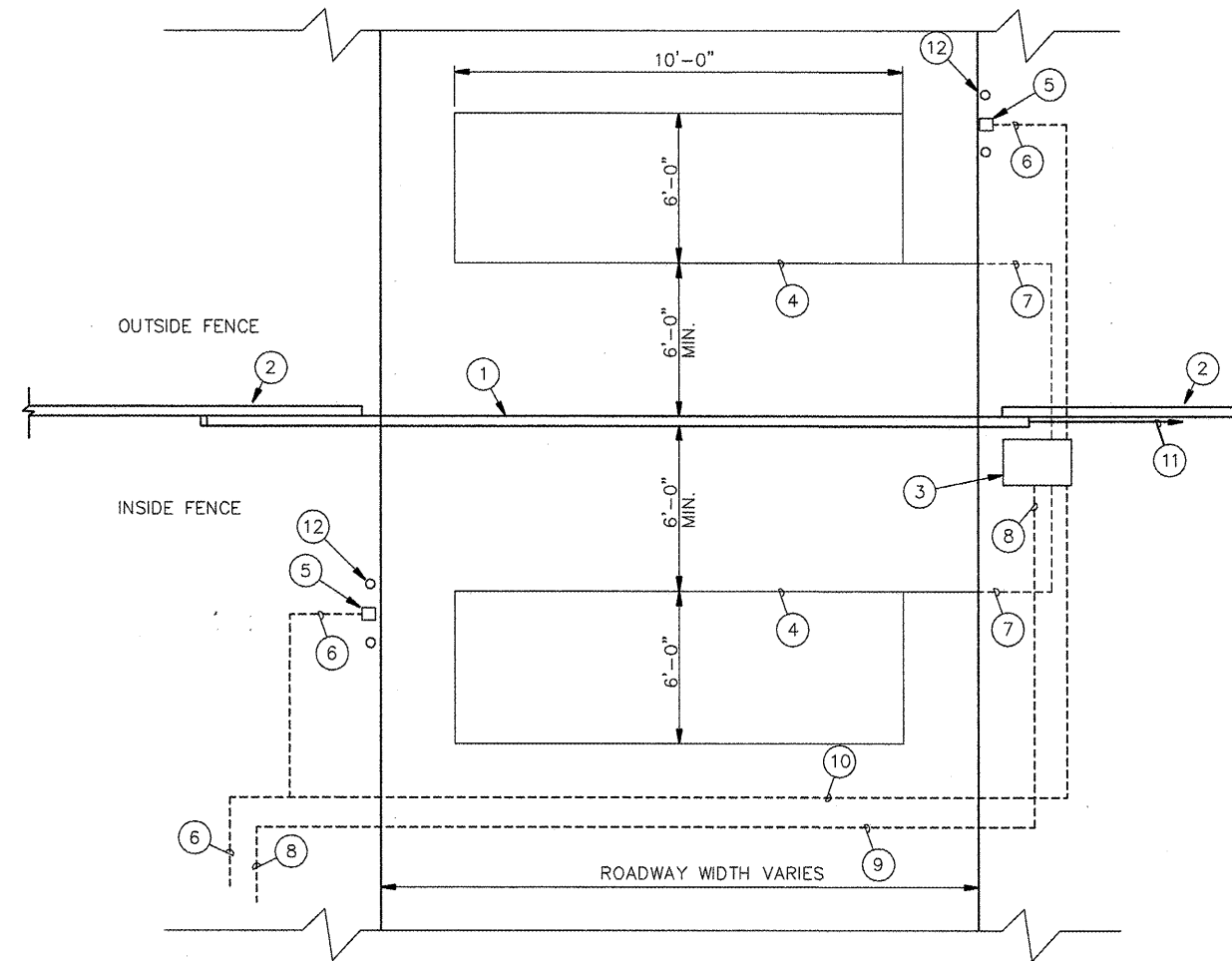
GATE OPERATOR SYSTEM OPERATION:

ENTRANCE:

THE VEHICLE APPROACHES THE GATE ENTRANCE AND WHILE ON THE SENSOR LOOP, THE DRIVER SWIPES A CODED PROXIMITY CARD NEAR THE CARD READER. THIS TRANSMITS A SIGNAL TO THE ACCESS CONTROL PANEL, AND IF AUTHORIZED, TRANSMITS A SIGNAL BACK TO THE ELECTRIC OPERATOR TO OPEN THE GATE. AS THE VEHICLE PROCEEDS THROUGH THE OPEN GATE AND PASSES FROM THE OUTER LOOP TO THE INNER LOOP, THE GATE IS HELD IN THE OPEN POSITION. WHEN THE "OUTER" LOOP HAS BEEN CLEARED, THE TIMER, AFTER A PRE-SET TIME PERIOD, SENDS A SIGNAL TO THE GATE OPERATOR TO CLOSE THE GATE.

EXIT:

FROM INSIDE THE FENCE, THE VEHICLE APPROACHES THE GATE AND WHILE ON THE "INNER" LOOP, THE DRIVER SWIPES A CODED PROXIMITY CARD NEAR THE CARD READER. THIS TRANSMITS A SIGNAL TO THE ACCESS CONTROL PANEL AND IF AUTHORIZED, TRANSMITS A SIGNAL BACK TO THE ELECTRIC OPERATOR TO OPEN THE GATE. AS THE VEHICLE PROCEEDS THROUGH THE OPEN GATE AND PASSES FROM THE "INNER" TO THE "OUTER" LOOP, THE GATE IS HELD IN THE OPEN POSITION. WHEN THE INNER LOOP HAS BEEN CLEARED, THE TIMER, AFTER A PRE-SET TIME PERIOD, SENDS A SIGNAL TO THE GATE OPERATOR TO CLOSE THE GATE.



TYPICAL GATE OPERATOR SITE PLAN

(ORIENTATION VARIES BY SITE LOCATION)

GATE OPERATOR SITE PLAN NOMENCLATURE (SOME NOTES DO NOT APPLY TO EXISTING GATES TO BE REPLACED):

1. SLIDE GATE.
2. FENCE
3. SLIDE GATE MOTOR OPERATOR, SENTEX SYSTEMS MODEL SL570, OR EQUIVALENT, WITH 1/3 HP, 240V, SINGLE-PHASE MOTOR. ELECTRICAL CONTRACTOR SHALL INSTALL CONCRETE PAD AS DETAILED ON PLANS AND PER GATE MANUFACTURER REQUIREMENTS. NOTE THAT PAD SHALL INCLUDE MINIMUM OF FOUR 6" DIAMETER REINFORCED FROST LEGS TO BELOW FROST LINE.
4. GATE OPERATOR DETECTOR LOOP, INSTALLED AS DETAILED IN PLANS AND PER MANUFACTURER REQUIREMENTS.
5. GATE OPERATOR PROXIMITY CARD READER FURNISHED BY ACCESS CONTROL SYSTEM MANUFACTURER. ELECTRICAL CONTRACTOR SHALL INSTALL AS DETAILED ON PLANS AND PER MANUFACTURER'S INSTRUCTIONS TO REINFORCED CONCRETE FOUNDATION TO BELOW FROST LINE.
6. CARD READER SIGNAL CABLE AS SPECIFIED BY ACCESS CONTROL SYSTEM MANUFACTURER.
7. 3/4" GRS CONDUIT WITH WIRING AS DETAILED IN PLANS OR AS REQUIRED BY GATE OPERATOR MANUFACTURER.
8. 3/4" GRS CONDUIT WITH TWO #12 TYPE USE CABLES, ONE #12 GROUND. (GATE OPERATOR 240V POWER.)
9. 1" GRS CONDUIT FOR GATE OPERATOR POWER CABLES.
10. 1" GRS CONDUIT FOR SIGNAL WIRES FROM CARD READERS TO ACCESS CONTROLLER & FROM ACCESS CONTROLLER TO GATE OPERATOR.
11. DIRECTION OF SLIDE GATE OPERATION.
12. BOLLARD - 4" DIAMETER IRON PIPE, CONCRETE FILLED. INSTALL PLUMB WITH 3'10" EXPOSED AND 4'8" BELOW GRADE IN AN 8" DIAMETER CONCRETE FILLED HOLE. TYPICAL INSTALLATION IS 2 BOLLARDS PER CARD READER SPACED 12" ON EITHER EITHER SIDE OF THE CARD READER AS SEEN WHEN FACING THE CARD READER SENSING FACE.

GREATER Peoria REGIONAL Airport

CONSTRUCT NEW PERIMETER ROAD AND PERIMETER FENCE - PROJECT 2

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS

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DRAWN BY:	CMT
CHECKED BY:	CET
APPROVED BY:	CET
DATE:	08-21-2008
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GATE OPERATOR SITE PLAN

SHEET 21 OF 21 SHEETS