

CONSTRUCTION PLANS

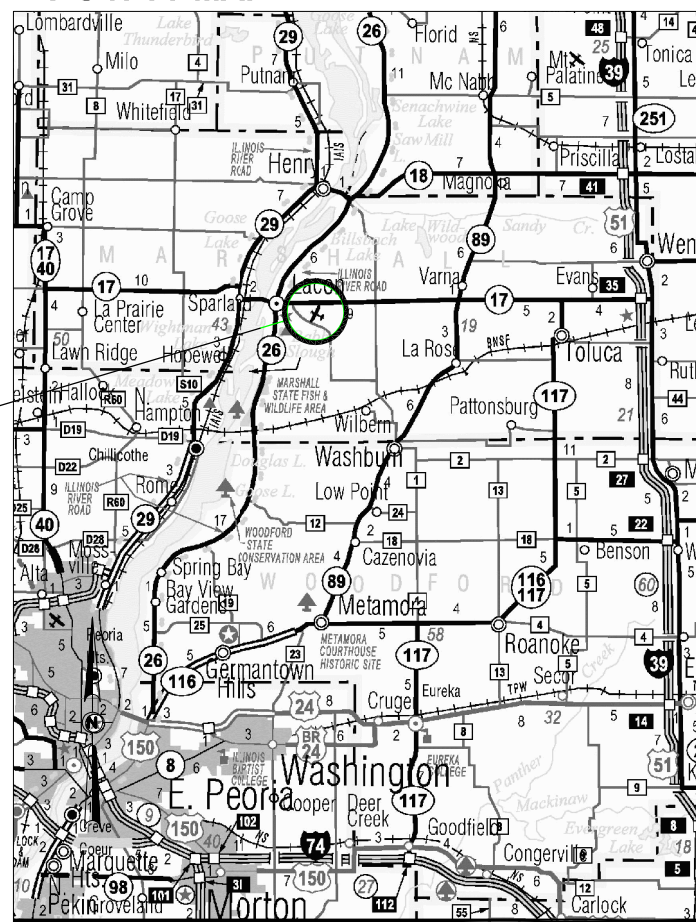
RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

MARSHALL COUNTY AIRPORT BOARD MARSHALL COUNTY AIRPORT (C75) LACON, MARSHALL COUNTY, ILLINOIS

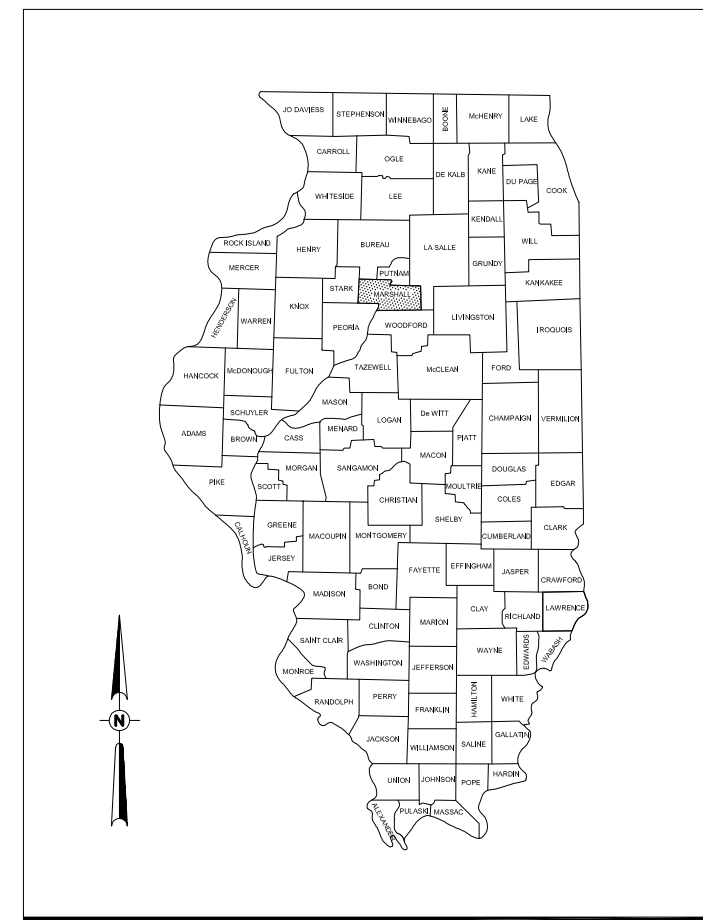
IDA PROJECT NO. C75-4762 SBGP PROJECT NO. 3-17-SBGP-156

NOVEMBER 13, 2020

VICINITY MAP



LOCATION MAP



NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

No.	Issue/Description	Sheets Changed	Date	By

PLANS PREPARED BY:



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Springfield, Illinois 62703-2883
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Lindsay Hausman
Lindsay D. Hausman, P.E.
Project Engineer

November 13, 2020
Date


MARSHALL COUNTY AIRPORT BOARD
MARSHALL COUNTY AIRPORT BOARD
1315 ILLINOIS 17
Lacon, Illinois 61540

Barry Logan
Barry Logan
Airport Manager

November 13, 2020
Date

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3	SITE AND SAFETY PLAN
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23	UNDERDRAIN DETAILS
24	FENCE DETAILS AND NOTES

SUMMARY OF QUANTITIES - BASE BID			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.00
AR150520	MOBILIZATION	LUMP SUM	1.00
AR150530	TRAFFIC MAINTENANCE	LUMP SUM	1.00
AR152515	SUBGRADE UNDERCUT	CUBIC YARD	75.00
AR152540	SOIL STABILIZATION FABRIC	SQUARE YARD	7,350.00
AR154606	GRANULAR DRAINAGE SUBBASE - 6"	SQUARE YARD	7,350.00
AR156510	SILT FENCE	LINEAR FOOT	24.00
AR162504	CLASS E FENCE 4'	LINEAR FOOT	78.00
AR162900	REMOVE CLASS E FENCE	LINEAR FOOT	78.00
AR208515	POROUS GRANULAR EMBANKMENT	CUBIC YARD	75.00
AR401900	REMOVE BITUMINOUS PAVEMENT	SQUARE YARD	7,274.00
AR501900	REMOVE PCC PAVEMENT	SQUARE YARD	47.00
AR510900	REMOVE TIE DOWN	EACH	12.00
AR620525	PAVEMENT MARKING-BLACK BORDER	SQUARE FOOT	1,005.00
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	727.00
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	1.00
AR705640	UNDERDRAIN CLEANOUT	EACH	1.00
AR901510	SEEDING	ACRE	0.20
AR905520	TOPSOILING (FROM OFF SITE)	CUBIC YARD	82.00
AR908510	MULCHING	ACRE	0.20

SUMMARY OF QUANTITIES - ALTERNATE A			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AS152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,627.00
AS209604	CRUSHED AGG. BASE COURSE - 4"	SQUARE YARD	7,350.00
AS401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	878.00
AS401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	563.00
AS403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	878.00
AS501605	5" PCC SIDEWALK	SQUARE FOOT	387.00
AS510510	TIE DOWN	EACH	12.00
AS602510	BITUMINOUS PRIME COAT	GALLON	2,185.00
AS603510	BITUMINOUS TACK COAT	GALLON	1,093.00
AS620520	PAVEMENT MARKING-WATERBORNE	SQUARE FOOT	1,005.00

SUMMARY OF QUANTITIES - ALTERNATE B			
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AT152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,216.00
AT501506	6" PCC PAVEMENT	SQUARE YARD	7,325.00
AT501530	PCC TEST BATCH	EACH	1.00
AT510510	TIE DOWN	EACH	12.00
AT620530	PAVEMENT MARKING-EPOXY	SQUARE FOOT	1,005.00

BIDS SHALL INCLUDE THE BASE BID AND EITHER ALTERNATE A OR ALTERNATE B.



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Illinois Licensed
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RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020

PROJECT NO: 19A0006

CAD FILE: C-002-SOQ.DWG

DESIGN BY: LDH 4/5/19

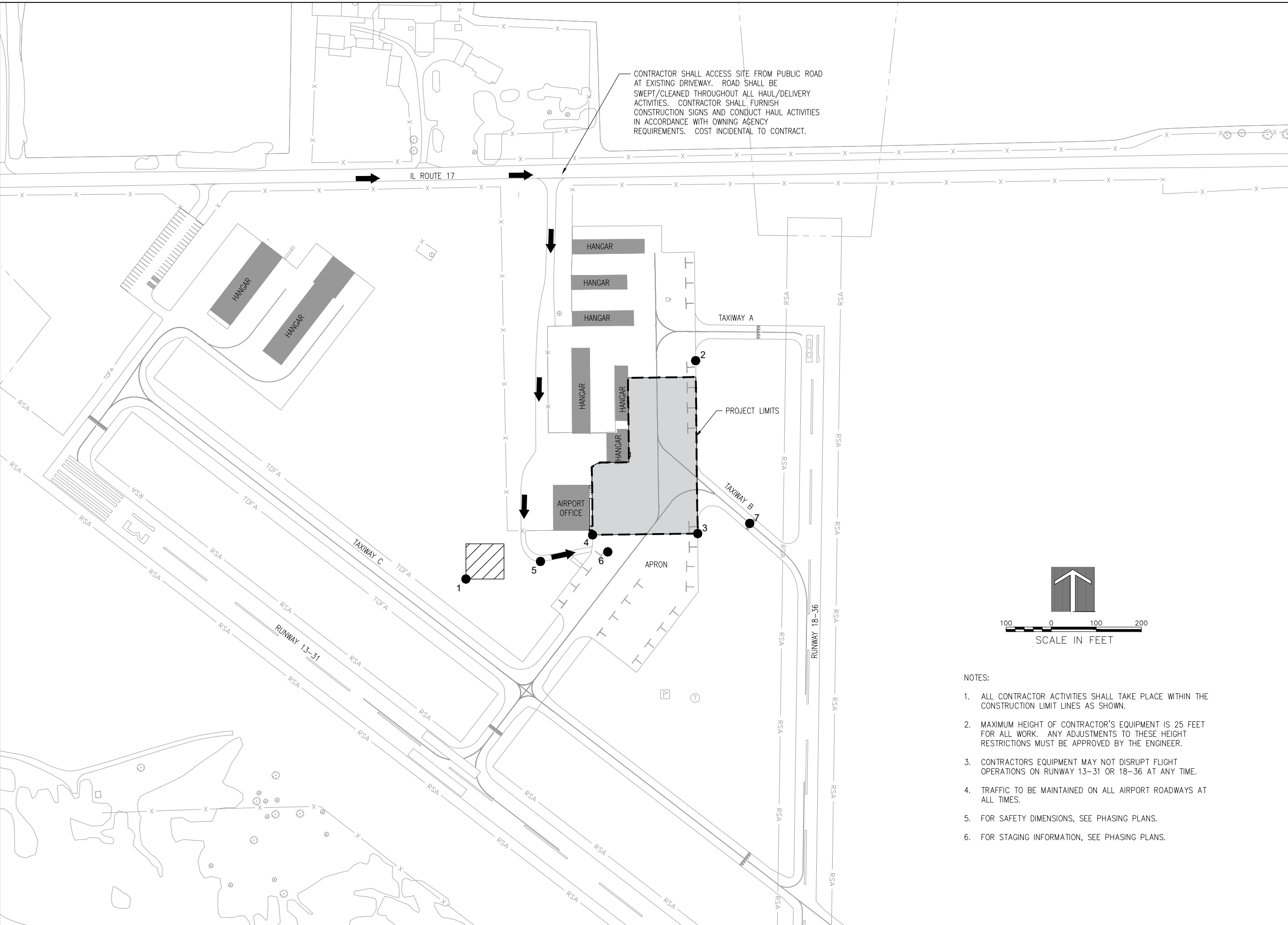
DRAWN BY: LDH 4/5/19

REVIEWED BY: KMS 9/10/19

LDH 11/11/2020

SHEET TITLE

SHEET INDEX AND SUMMARY OF QUANTITIES



**RECONSTRUCT
TERMINAL AIRCRAFT
PARKING APRON**

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV
ISSUE: NOVEMBER 13, 2020				
PROJECT NO: 19A0006				
CAD FILE: C-101-SOW.DWG				
DESIGN BY: LDH 4/5/19				
DRAWN BY: LDH 4/5/19				
REVIEWED BY: KMS 9/10/19				
LDH 11/11/2020				
SHEET TITLE				

**SITE AND SAFETY
PLAN**

- NOTES:
1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN THE CONSTRUCTION LIMIT LINES AS SHOWN.
 2. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT IS 25 FEET FOR ALL WORK. ANY ADJUSTMENTS TO THESE HEIGHT RESTRICTIONS MUST BE APPROVED BY THE ENGINEER.
 3. CONTRACTORS EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 13-31 OR 18-36 AT ANY TIME.
 4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
 5. FOR SAFETY DIMENSIONS, SEE PHASING PLANS.
 6. FOR STAGING INFORMATION, SEE PHASING PLANS.

CONSTRUCTION AND SAFETY NOTES

SAFETY IS REQUIRED

CONSTRUCTION OF THE PROJECT SHALL BE PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE GUIDELINES SPECIFIED IN FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT ISSUE) AND THE AIRPORT RULES AND REGULATIONS. ANY CONTRACTOR ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE PROVIDED BY THE CONTRACTOR AND BE INCIDENTAL TO THE CONTRACT.

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS OF AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION, AND WORK MUST BE COMPLETED EXPEDITIOUSLY. A CONSTRUCTION PHASING PLAN DETAILING THE SEQUENCING OF THE CONTRACTOR'S WORK THROUGHOUT THE PROJECT IS INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PROVIDE HIS WRITTEN ACCEPTANCE OF THE PROJECT CONSTRUCTION PHASING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION PHASING PLAN THAT MAY BE REQUESTED BY THE CONTRACTOR MUST BE APPROVED BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SUFFICIENT ADVANCE NOTICE OF ANY PROPOSED PHASING CHANGE TO PERMIT CONSIDERATION AND APPROVAL BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION, NOR EXTENSION TO THE CONTRACT TIME, BECAUSE OF A PHASING CHANGE REQUEST NOR FOR ANY TIME NECESSARY IN RECEIVING THE REQUIRED APPROVALS. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES WHERE ACTIVE TAXIWAYS, HANGAR ACCESS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED, TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

AT THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL PROVIDE A CONTRACTOR COORDINATION PLAN THAT COORDINATES HIS WORK WITH THE WORK OF HIS SUBCONTRACTORS AND THE WORK OF OTHER CONTRACTORS OF OTHER ON-GOING AIRPORT PROJECTS.

RUNWAY CLOSURE

NO RUNWAY CLOSURES WILL BE PERMITTED AS PART OF THIS PROJECT.

TEMPORARY BARRICADES

THE CONTRACTOR SHALL FURNISH BARRICADES FOR ANY AIRFIELD OR ROADWAY PAVEMENT TO BE CLOSED BY HIS WORK. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE RUNWAY, TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

VEHICULAR TRAFFIC CONTROL

THE CONTRACTOR SHALL ERECT AND MAINTAIN, AT NO COST TO THE CONTRACT, DIRECTIONAL AND INFORMATIONAL SIGNS FOR THE CONTRACTOR'S ACCESS ROUTES AT THE EXISTING CONSTRUCTION ENTRANCES AND FOR THE CONTRACTOR'S ROUTE WITHIN THE AIRPORT OPERATIONS AREA, AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. WHERE CONTRACTOR EQUIPMENT IS OPERATING WITHIN ACTIVE AIRCRAFT OPERATIONS AREAS, RADIO-EQUIPPED FLAGGERS SHALL BE FURNISHED BY THE CONTRACTOR. CONTINUOUS PAVEMENT SWEEPING SHALL BE FURNISHED TO REMOVE DEBRIS FROM ACTIVE AIRCRAFT MOVEMENT PATHS. THE COST OF TRAFFIC CONTROL/FLAGGERS AND PAVEMENT SWEEPING SHALL BE PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

THE CONTRACTOR SHALL NOT HAVE ACCESS TO ANY PART OF THE ACTIVE AIRFIELD (RUNWAYS, TAXIWAYS OR APRONS) FOR ANY EQUIPMENT OR PERSONNEL WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER. ACTIVITIES WITHIN THE AIRPORT OPERATIONS AREA (AOA) ARE SUBJECT TO FEDERAL ACCESS CONTROL. BECAUSE OF THE HIGH REQUIREMENTS FOR AIRPORT SECURITY AND SAFETY, THE FOLLOWING REQUIREMENTS MUST BE ADHERED TO:

- ALL EMPLOYEES OF THE CONTRACTOR SHALL PARK THEIR PERSONAL VEHICLES IN THE DESIGNATED EQUIPMENT PARKING AND STORAGE AREA. EACH PERSON OR VEHICLE ENTERING THE CONTRACTOR AREA SHALL DO SO IN ACCORDANCE WITH THE POLICIES AND PROCEDURES OF THE AIRPORT OWNER. THE CONTRACTOR WILL TRANSPORT THE WORKERS FROM THE PARKING AREAS TO THE WORK AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE OF THE PROPOSED EQUIPMENT STORAGE AND PARKING AREAS.
- SHOULD ANY CONTRACTOR PERSONNEL BE IDENTIFIED AS NONCOMPLIANT WITH ANY VEHICLE DRIVING SAFETY REQUIREMENTS IN THIS PROJECT SAFETY PLAN OR IN THE AIRPORT VEHICLE OPERATIONS REGULATIONS, SUCH DRIVERS SHALL BE PENALIZED BY RESCISSION OF THEIR ON-AIRPORT DRIVING PRIVILEGES, AND THEIR ACCESS TO THE CONSTRUCTION LIMIT AREA WHEN OPERATING VEHICLES SHALL BE REVOKED.
- THE CONTRACTOR WILL BE REQUIRED TO BE IN CONTACT WITH AIRPORT OPERATIONS. THIS WILL KEEP THE CONTRACTOR IN CONTACT WITH AIRPORT PERSONNEL AND ENABLE THE AIRPORT PERSONNEL TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 250 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF ACTIVE RUNWAY 13-31, AND 125 FEET FROM THE CENTERLINE AND 240 FEET FROM THE END OF ACTIVE RUNWAY 18-36. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 44.5 FEET FROM CENTERLINE OF ACTIVE CATEGORY I TAXIWAYS, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAYS, AND TEN (10) FEET FROM ACTIVE APRONS. WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE OF RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS. WHEN HAUL VEHICLES ARE PERMITTED TO CROSS ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO-EQUIPPED FLAGGERS. CONTRACTOR SHALL ESTABLISH AND MAINTAIN RADIO CONTACT WITH MARSHALL COUNTY AIRPORT CTAF/UNICOM (122.8 MHz). ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY.

THE CONTRACTOR SHALL KEEP ALL EQUIPMENT AND PERSONNEL AT LEAST 15 FEET FROM THE EDGE OF ANY ACTIVE ROADWAY OR AUTO PARKING PAVEMENT. WHEN HIS ACTIVITIES REQUIRE WORKING WITHIN 15 FEET OF THE ROAD/PAVEMENT EDGE, THE CONTRACTOR SHALL PROVIDE FOR TRAFFIC CONTROL IN ACCORDANCE WITH IDOT SPECIFICATIONS (HIGHWAY STANDARDS).

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 75 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF RUNWAY 13-31, AND 60 FEET FROM THE CENTERLINE AND 240 FEET FROM THE END OF RUNWAY 18-36. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE AND 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE PHASING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCES IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE AND CONTRACTOR AREAS IS TO BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

AT NO TIME SHALL THE CONTRACTOR CONDUCT ANY ACTIVITIES OR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT ACTIVE PART 77 AIRPORT IMAGINARY SURFACES OR THE RUNWAY PROTECTION ZONES (RPZ) AS DELINEATED IN THE PLANS. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 25 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

BEFORE REOPENING TEMPORARILY CLOSED PAVEMENTS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAVEMENT TO ASSURE THAT NO

MATERIALS OR OBJECTS THAT MAY DAMAGE AIRCRAFT OR VEHICLES REMAIN. ANY REQUIRED CLEANING SHALL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT OWNER AND IS INCIDENTAL TO THE CONTRACT.

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED PROJECT SAFETY PLAN, ISSUED BY THE ILLINOIS DIVISION OF AERONAUTICS.

FAILURE TO USE THESE PRESCRIBED PROCEDURES OR ADHERE TO THE SAFETY REQUIREMENTS WILL RESULT IN THE SUSPENSION OF WORK.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER 3 DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY RUNWAY, TAXIWAY OR APRON. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 3 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

CONTRACTOR'S USE OF SITE

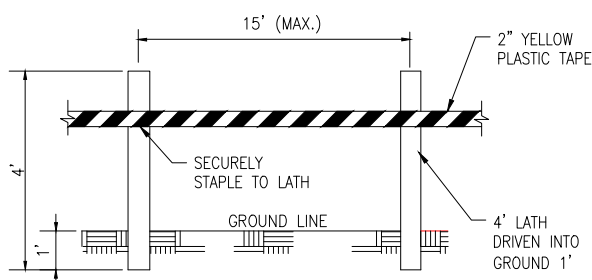
CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN IN THE PLANS. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT OWNER AND THE RESIDENT ENGINEER. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT OWNER AND THE RESIDENT ENGINEER. FOR HAUL ROUTES MADE BY CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, COST INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN IN THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT OWNER AND THE RESIDENT ENGINEER. AT THE AIRPORT OWNER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT OWNER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

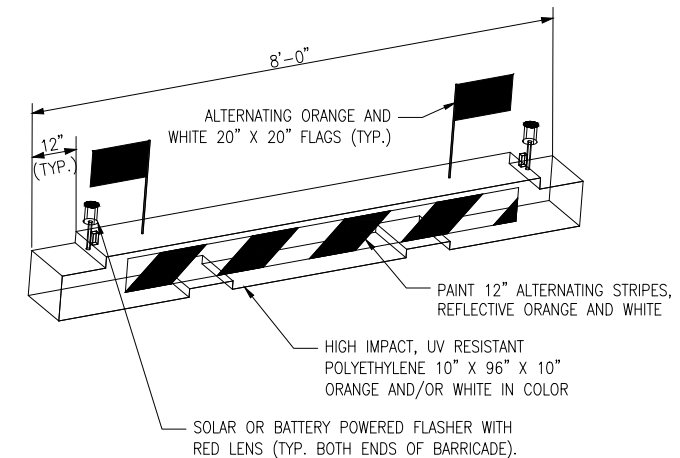
UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 3 DAYS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.



MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

**DETAIL A
LATHING AND WARNING TAPE**



NOTES:

- INTENDED USE FOR THE FOLLOWING:
 - MARKING/LIGHTING OF TEMPORARY HAZARDS WITHIN THE AOA.
 - LONGTERM CLOSURE OF AIRCRAFT ROUTES.
- INSTALL AT 12' CENTER TO CENTER SPACING ALONG FULL WIDTH OF PAVEMENT.
- USE TYPE 2 AIRCRAFT BARRICADES IN AREAS SUBJECT TO JET BLAST.
- BARRICADE SHALL BE EQUIPPED WITH ALTERNATING ORANGE AND WHITE 20" X 20" FLAGS.
- BARRICADES SHALL BE WATER-FILLED AND MODULAR TO ASSEMBLE/DISASSEMBLE AND NEST FOR COMPACT STORAGE.
- CONTRACTOR MAY SUBMIT ALTERNATIVE BARRICADE FOR APPROVAL BY ENGINEER. ALTERNATIVE MUST MEET MINIMUM REQUIREMENTS OF FAA AC 150/5370-2 (LATEST EDITION).
- FURNISHING, INSTALLING, MAINTAINING AND REMOVING BARRICADES SHALL BE PAID UNDER ITEM AR150530. SEE SPECIAL PROVISIONS.
- CONTRACTOR SHALL MAINTAIN THE BARRICADES. ANY DAMAGED BARRICADES SHALL BE REPLACED AND NEW BARRICADES PROVIDED.

**DETAIL B
TYPE 2 - LOW PROFILE AIRCRAFT BARRICADE DETAIL**

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020

PROJECT NO: 19A0006

CAD FILE: C-102-SOW.DWG

DESIGN BY: LDH 4/5/19

DRAWN BY: LDH 4/5/19

REVIEWED BY: KMS 9/10/19

LDH 11/11/2020

SHEET TITLE

SITE AND SAFETY PLAN NOTES



GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO RECONSTRUCT A PORTION OF THE TERMINAL AIRCRAFT PARKING APRON AT MARSHALL COUNTY AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- REMOVAL OF EXISTING PAVEMENTS.
- EARTH EXCAVATION FOR NEW PAVEMENT SECTION.
- PLACEMENT OF UNDERDRAIN.
- PLACEMENT OF AGGREGATES, AND PAVEMENT ITEMS.
- PLACEMENT OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND MULCHING IN ALL DISTURBED AREAS, INCLUDING ALONG NEW PAVEMENT EDGES.

PROTECTION OF EXISTING AIRPORT FACILITIES

THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND LIGHTING EQUIPMENT; DRIVEWAY AND ROAD PAVEMENT AND SHOULDERS; RUNWAY, TAXIWAY AND APRON PAVEMENTS AND SHOULDERS; RUNWAY, TAXIWAY AND AIRPORT LIGHTING EQUIPMENT; AND SEEDED AND TURFED AREAS THAT ARE UTILIZED IN OR AFFECTED BY THE CONTRACTOR'S ACTIVITIES. ITEMS DAMAGED BY THE CONTRACTOR ARE TO BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE.

IN ADDITION, WHEN CONDITIONS DICTATE OR AS DETERMINED BY THE AIRPORT MANAGER OR THE OWNER'S REPRESENTATIVE, THE CONTRACTOR SHALL BE REQUIRED TO USE A PICK-UP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. THE COST OF SWEEPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON SHEET 3. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. FOR HAUL ROUTES MADE BY THE CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, COST INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON SHEET 3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. AT THE AIRPORT MANAGER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT MANAGER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

RESPONSIBILITY FOR EXISTING UTILITIES

THE LOCATION, SIZE AND/OR TYPE OF MATERIAL OF EXISTING UNDERGROUND OR OVERHEAD UTILITIES AS MAY BE INDICATED ON THESE CONSTRUCTION PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE PROJECT ENGINEER HAVE INDEPENDENTLY VERIFIED THIS INFORMATION AND NEITHER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION AND GIVE NO EXPRESSED OR IMPLIED GUARANTEE THAT ANY CONDITIONS INDICATED ARE REPRESENTATIVE OF ACTUAL CONDITIONS TO BE ENCOUNTERED.

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 ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (PHONE 800-892-0123) TO ASSIST IN THE ABOVE.

THE CONTRACTOR SHALL PROTECT ANY FACILITIES TO THE SATISFACTION OF THE UTILITY OR OWNING-AGENCY WITH THE COST OF ANY REQUIRED PROTECTION TO BE INCIDENTAL TO THE CONTRACT. IN THE EVENT A UTILITY LINE OR SERVICE IS UNEXPECTEDLY ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE AND THE UTILITY COMPANY OR AGENCY OF JURISDICTION. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO SERVICE AT ONCE.

EXISTING BENCHMARKS

DESCRIPTION	NORTHING	EASTING	ELEV.
"LACPORT" NGS MONUMENT	1,585,214.74	2,512,982.03	565.35
"LACPORT AZ" NGS MONUMENT	1,587,067.56	2,510,579.08	536.53

RUNWAY END COORDINATES

DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION (MSL)
RUNWAY END 13	41° 01' 18.4776 N	89° 23' 29.6968 W	538.5 FT
RUNWAY END 31	41° 00' 54.0500 N	89° 22' 48.6361 W	584.5 FT
RUNWAY END 18	41° 01' 21.3180 N	89° 23' 07.6656 W	554.2 FT
RUNWAY END 36	41° 00' 59.5990 N	89° 23' 08.3412 W	547.7 FT

OBJECT INFORMATION

ITEM NO.	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 13-31			RUNWAY 18-36		
								STATION	OFFSET	EXIST EL.	STATION	OFFSET	EXIST EL.
1	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	549.0	574.0	41° 01' 15.8404" N	89° 23' 17.7902" W	144+16.71	353.8	548.0	118+56.25	762.8	555.5
2	CONSTRUCTION EQUIPMENT	1, 3	MOVING	555.1	580.1	41° 01' 20.5842" N	89° 23' 11.0823" W	143+08.93	1049.0	548.0	123+48.33	260.1	552.0
3	CONSTRUCTION EQUIPMENT	2, 3	MOVING	553.7	578.7	41° 01' 16.7917" N	89° 23' 11.0669" W	140+70.91	747.9	549.0	119+64.63	249.9	554.0
4	CONSTRUCTION EQUIPMENT	2, 3	MOVING	554.7	579.7	41° 01' 16.7846" N	89° 23' 14.1108" W	142+53.95	603.2	549.0	119+58.42	483.1	554.0
5	CONSTRUCTION EQUIPMENT	ALL	MOVING	551.0	576.0	41° 01' 16.2113" N	89° 23' 15.6255" W	143+09.41	485.8	548.0	118+97.69	597.8	553.0
6	CONSTRUCTION EQUIPMENT	ALL	MOVING	553.0	578.0	41° 01' 16.4089" N	89° 23' 13.6752" W	142+04.20	593.9	549.0	119+21.20	448.8	554.0
7	BARRICADES	2, 3	STATIONARY	553.0	556.0	41° 01' 17.0046" N	89° 23' 09.5586" W	139+93.30	836.2	549.0	119+88.90	134.8	553.0



PROJECT IS LOCATED IN
NORTHWEST 1/4 OF
SECTION 31, HOPEWELL
TOWNSHIP, MARSHALL
COUNTY

NOTES

1. VERTICAL COORDINATES ARE IN NGVD 29. HORIZONTAL COORDINATES ARE IN STATE PLANE NAD 83 ILLINOIS WEST.
2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN FEET.
3. THE AIRPORT REFERENCE CODE FOR RUNWAY 18-36 IS A-1. RUNWAY 18 AND RUNWAY 36 BOTH HAVE A VISUAL APPROACH.
4. THE AIRPORT REFERENCE CODE FOR RUNWAY 13-31 IS B-1. RUNWAY 31 HAS A NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF 1 MILE WHILE RUNWAY 13 HAS A VISUAL APPROACH.

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

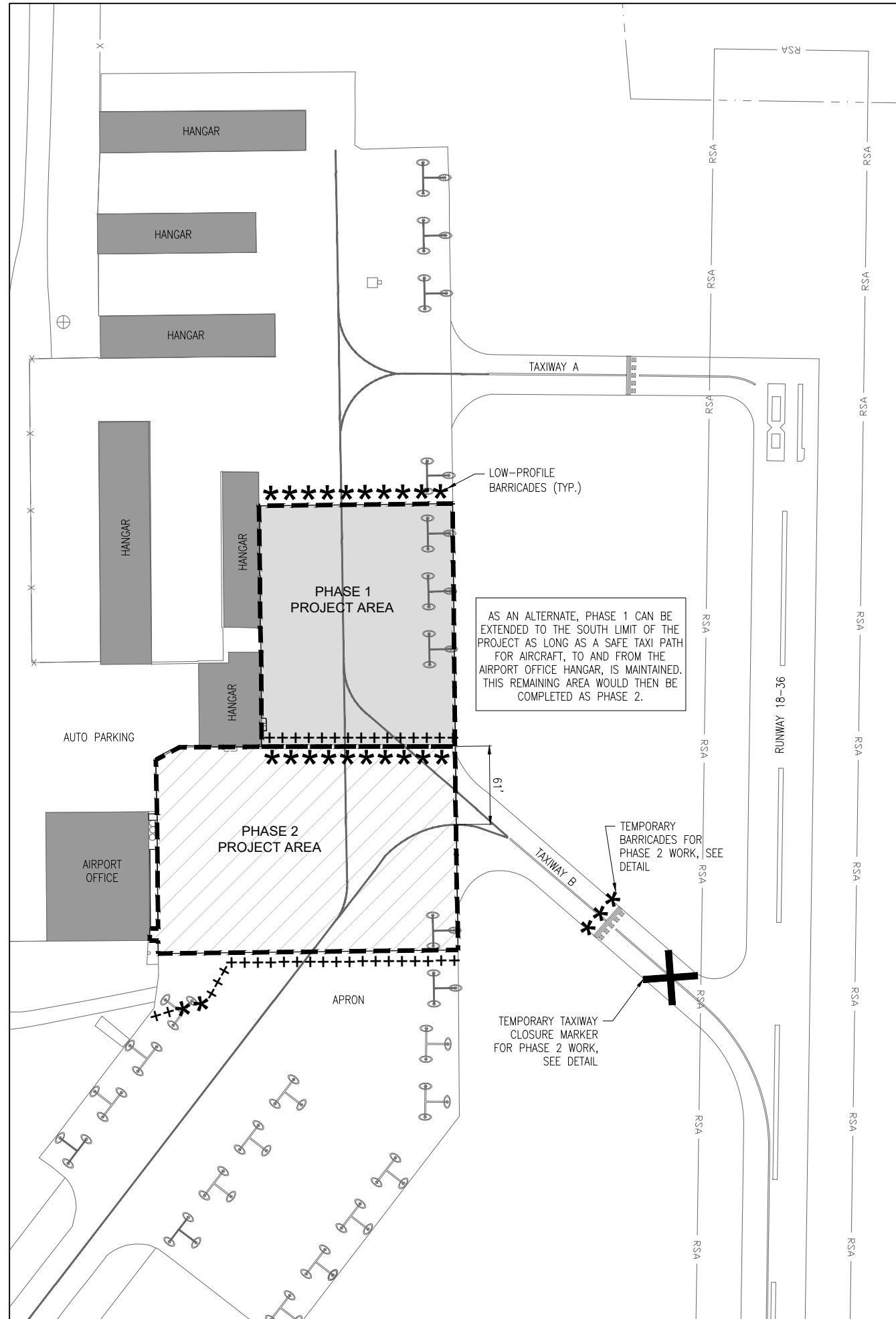
SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020
PROJECT NO: 19A0006
CAD FILE: C-103-SOW.DWG
DESIGN BY: LDH 4/5/19
DRAWN BY: LDH 4/5/19
REVIEWED BY: KMS 9/10/19
LDH 11/11/2020
SHEET TITLE

CONSTRUCTION SAFETY NOTES



AS AN ALTERNATE, PHASE 1 CAN BE EXTENDED TO THE SOUTH LIMIT OF THE PROJECT AS LONG AS A SAFE TAXI PATH FOR AIRCRAFT, TO AND FROM THE AIRPORT OFFICE HANGAR, IS MAINTAINED. THIS REMAINING AREA WOULD THEN BE COMPLETED AS PHASE 2.

CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

NOTES

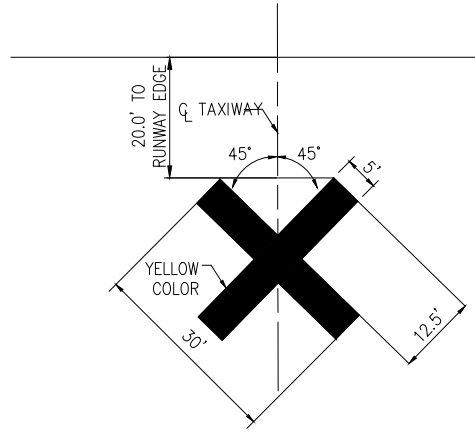
1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL IS GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 13-31 OR 18-36 AT ANY TIME.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES ON SHEET 3-5.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 1:

1. INSTALLATION OF SOIL EROSION CONTROL MEASURES FOR ENTIRE PROJECT AREA.
2. REMOVAL OF PAVEMENTS AND EXCAVATION WITHIN THE PHASE 1 LIMITS.
3. INSTALLATION OF GRANULAR DRAINAGE SUBBASE WITHIN PHASE 1 LIMITS.
4. INSTALLATION OF AGGREGATES AND HMA BASE COURSE WITHIN PHASE 1 LIMITS (IF APPLICABLE).
5. INSTALLATION OF UNDERDRAINS WITHIN PHASE 1 LIMITS.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 2:

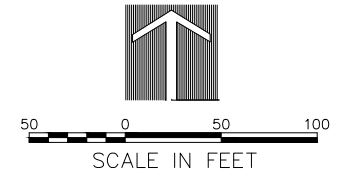
1. REMOVAL OF PAVEMENTS AND EXCAVATION WITHIN THE PHASE 2 LIMITS.
2. INSTALLATION OF GRANULAR DRAINAGE SUBBASE WITHIN PHASE 2 LIMITS.
3. INSTALLATION OF AGGREGATES AND HMA BASE COURSE WITHIN PHASE 2 LIMITS (IF APPLICABLE).



CLOSED TAXIWAY MARKING DETAIL (NOT TO SCALE)

NOTES

1. TAXIWAY VINYL MARKERS TO BE FURNISHED BY THE CONTRACTOR UNDER ITEM AR150530. SEE SPECIAL PROVISIONS.
2. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING, RELOCATING AND MAINTAINING THE MARKER, WHOSE COST SHALL BE PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE.
3. CONTRACTOR SHALL LOCATE THE MARKER 20' FROM RUNWAY EDGE DURING CLOSURE OF THE TAXIWAY.
4. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.



- *** PHASE 1 LOW-PROFILE BARRICADES
- +++ PHASE 2 LOW-PROFILE BARRICADES

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020
PROJECT NO: 19A0006
CAD FILE: C-104-CSP.DWG
DESIGN BY: LDH 4/5/19
DRAWN BY: LDH 4/5/19
REVIEWED BY: KMS 9/10/19
LDH 11/11/2020
SHEET TITLE

PHASING PLAN - PHASE 1 AND 2

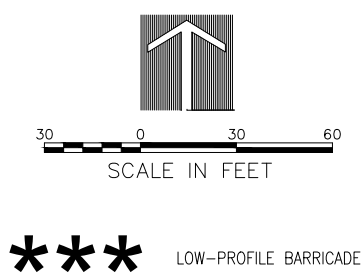
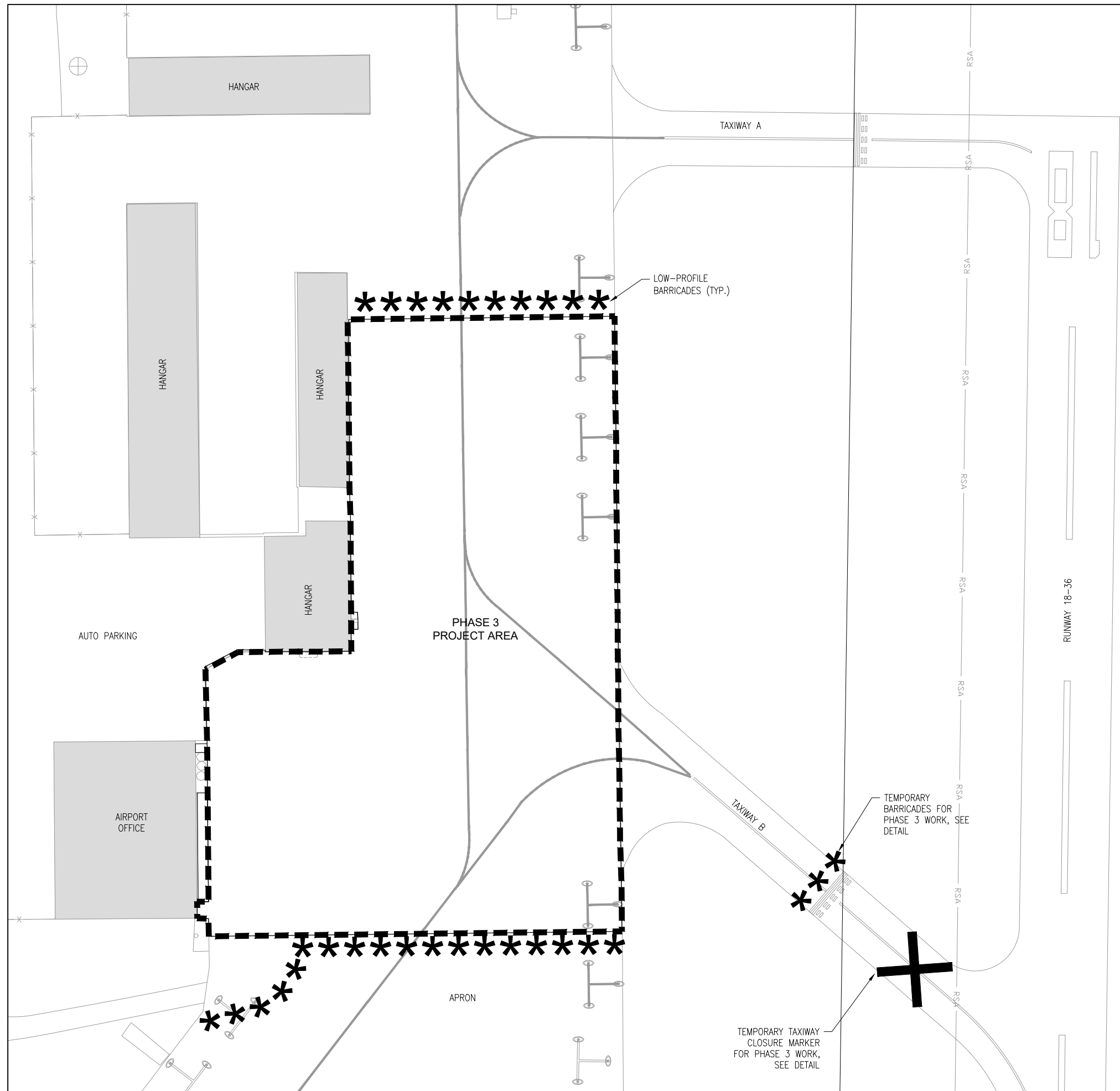
NOTES

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2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL IS GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 13-31 OR 18-36 AT ANY TIME.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES ON SHEET 3-5.

CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 3:

1. INSTALLATION OF HMA SURFACE COURSE OR PCC PAVEMENT FOR ENTIRE PROJECT AREA.
2. INSTALLATION OF PAVEMENT MARKINGS FOR ENTIRE PROJECT AREA.
3. GRADING, TOPSOILING, SEEDING AND MULCHING FOR ENTIRE PROJECT AREA.



**RECONSTRUCT
TERMINAL AIRCRAFT
PARKING APRON**

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

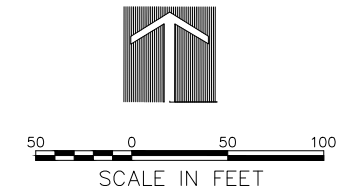
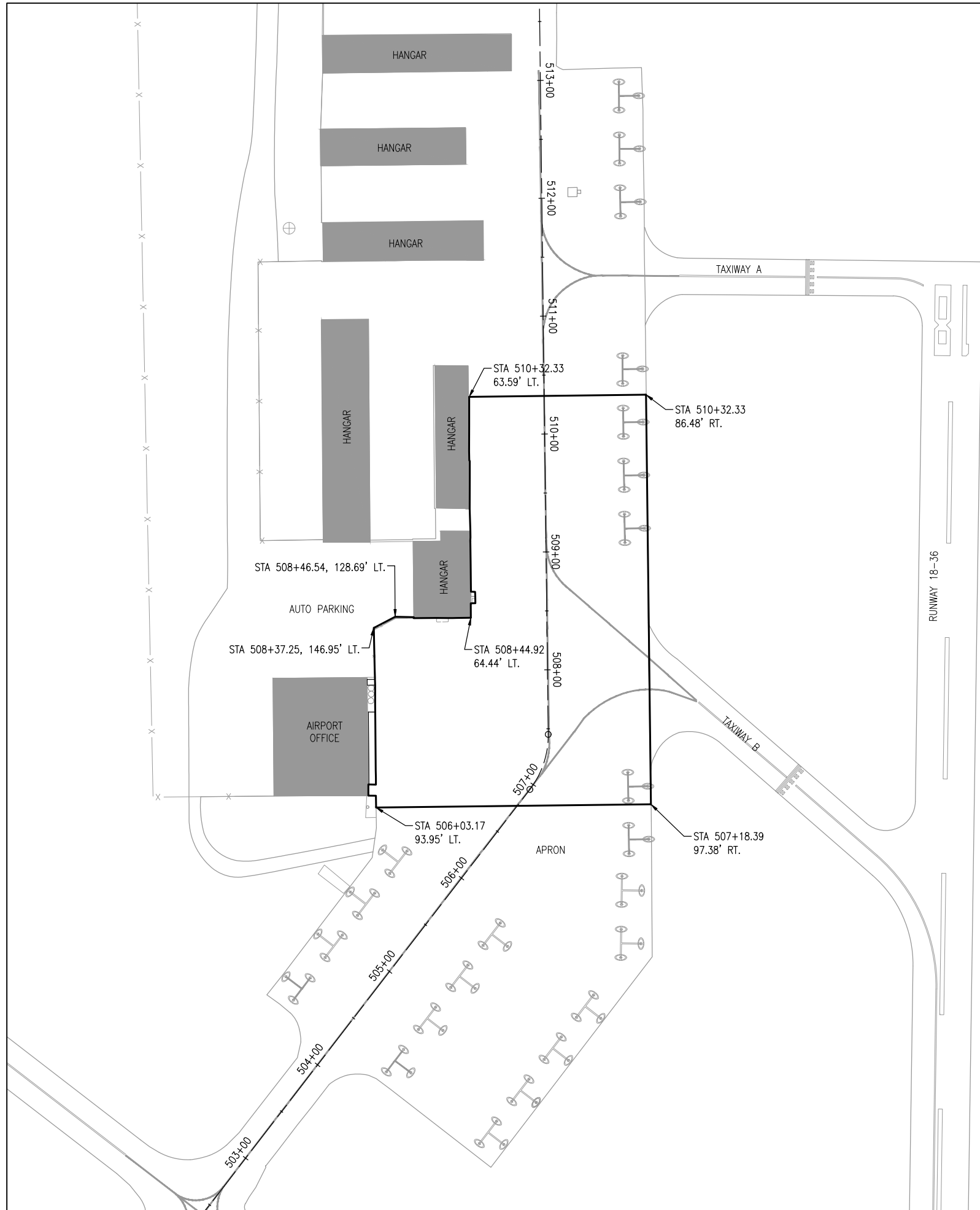
Contract No. MA031

NO.	DATE	DESCRIPTION		
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ISSUE: NOVEMBER 13, 2020				
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DRAWN BY: LDH 4/5/19				
REVIEWED BY: KMS 9/10/19				
LDH 11/11/2020				
SHEET TITLE				

**PHASING PLAN -
PHASE 3**

NOV 12, 2020 5:52 PM HANSON00682
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NOV 12, 2020 5:52 PM HANUSM00682
 I:\19\08519A0006\19A0006\CAD\AIRPORT\ISHEET\C-106-ALN.DWG



ALIGNMENT DATA TABLE

Alignment	Description	Station	Project Coordinates	
			Northing	Easting
Existing TXY C2-Apron	Beginning of Alignment	504+00	1586677.2296	2511596.8738
	PC	506+95.04	1586910.8723	2511777.0436
	Center (75.0' RAD)	506+95.04	1586956.6716	2511717.6514
	PT	507+45.21	1586957.5723	2511792.6460
	End of Alignment	513+00	1587512.3223	2511785.9836



Offices Nationwide
 www.hanson-inc.com

Hanson Professional Services Inc.
 1525 S. 6th Street
 Springfield, IL 62703
 phone: 217-788-2450
 fax: 217-788-2503

Illinois Licensed
 Professional Service Corporation
 #184-001084



Marshall County Airport
 1315 Illinois 17
 Lacon, Illinois 61540
 phone: 309-246-2870

**RECONSTRUCT
 TERMINAL AIRCRAFT
 PARKING APRON**

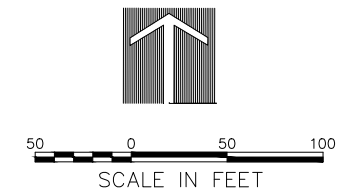
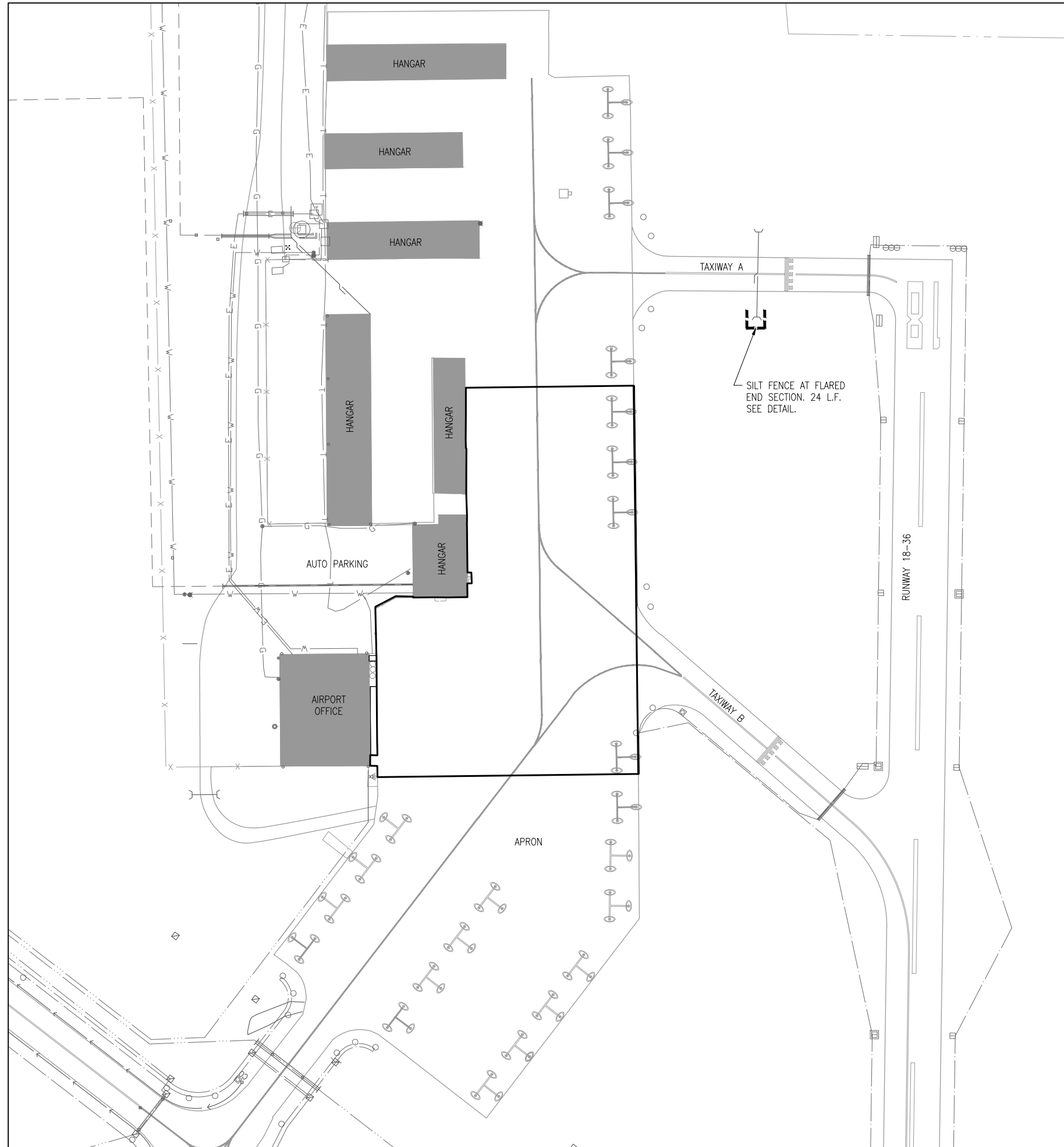
SBGP No: 3-17-SBGP-156
 IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020
 PROJECT NO: 19A0006
 CAD FILE: C-106-ALN.DWG
 DESIGN BY: LDH 4/5/19
 DRAWN BY: LDH 4/5/19
 REVIEWED BY: KMS 9/10/19
 LDH 11/11/2020
 SHEET TITLE

**ALIGNMENT DATA &
 PAVEMENT LAYOUT**



LEGEND:
[Symbol] SILT FENCE AT FES

CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

AIRPORT: _____ PROJECT: _____
PROJECT NO: _____ COUNTY: _____
CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

**RECONSTRUCT
TERMINAL AIRCRAFT
PARKING APRON**

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: NOVEMBER 13, 2020
PROJECT NO: 19A0006
CAD FILE: C-181-SWP.DWG
DESIGN BY: LDH 4/5/19
DRAWN BY: LDH 4/5/19
REVIEWED BY: KMS 9/10/19
LDH 11/11/2020
SHEET TITLE

**STORMWATER
POLLUTION
PREVENTION PLAN**

SEDIMENTATION AND EROSION CONTROL NOTES:

- A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-01 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.

THE MAINTENANCE OF ALL STORM WATER POLLUTION PREVENTION MEASURES IS INCIDENTAL TO THE ASSOCIATED ITEM.

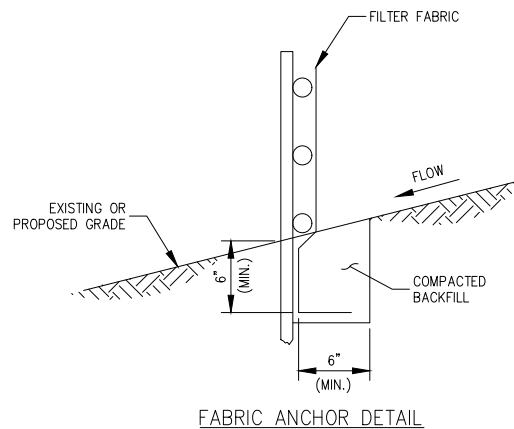
POLLUTION PREVENTION MEASURES

THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHEREVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.

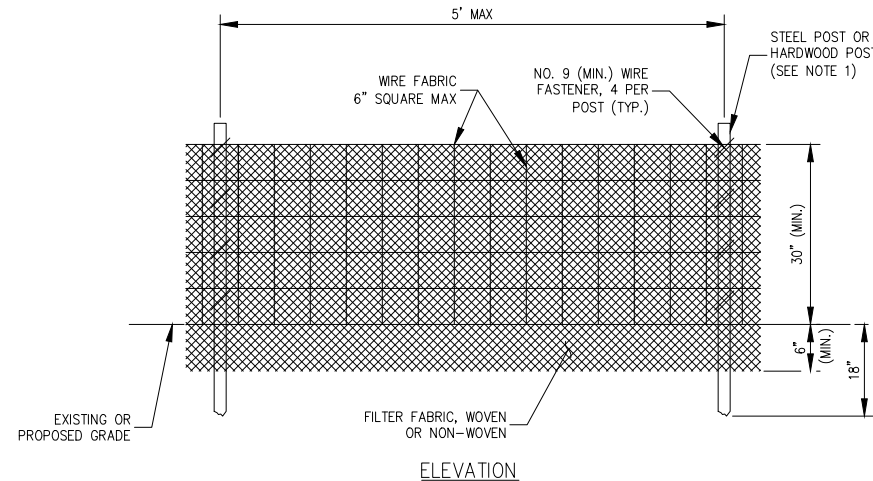
POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.

THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.

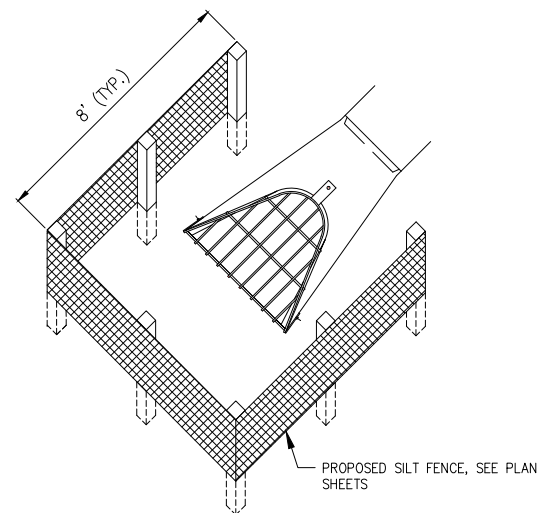
ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES ARE EXISTING ON SITE LOCATED AT DRAINAGE FACILITIES AND ALONG THE PROPERTY LINE.



FABRIC ANCHOR DETAIL



ELEVATION



SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)

NOTES:

- 1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
- 2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- 3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- 4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
- 5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
- 6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN. THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.j.1.f.i, AS AMENDED), OR EQUIVALENT.
- 7. A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- 8. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- 9. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- 10. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- 11. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- 12. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- 13. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- 14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

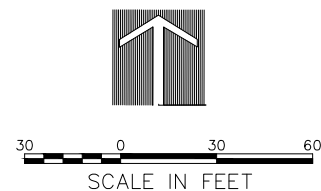
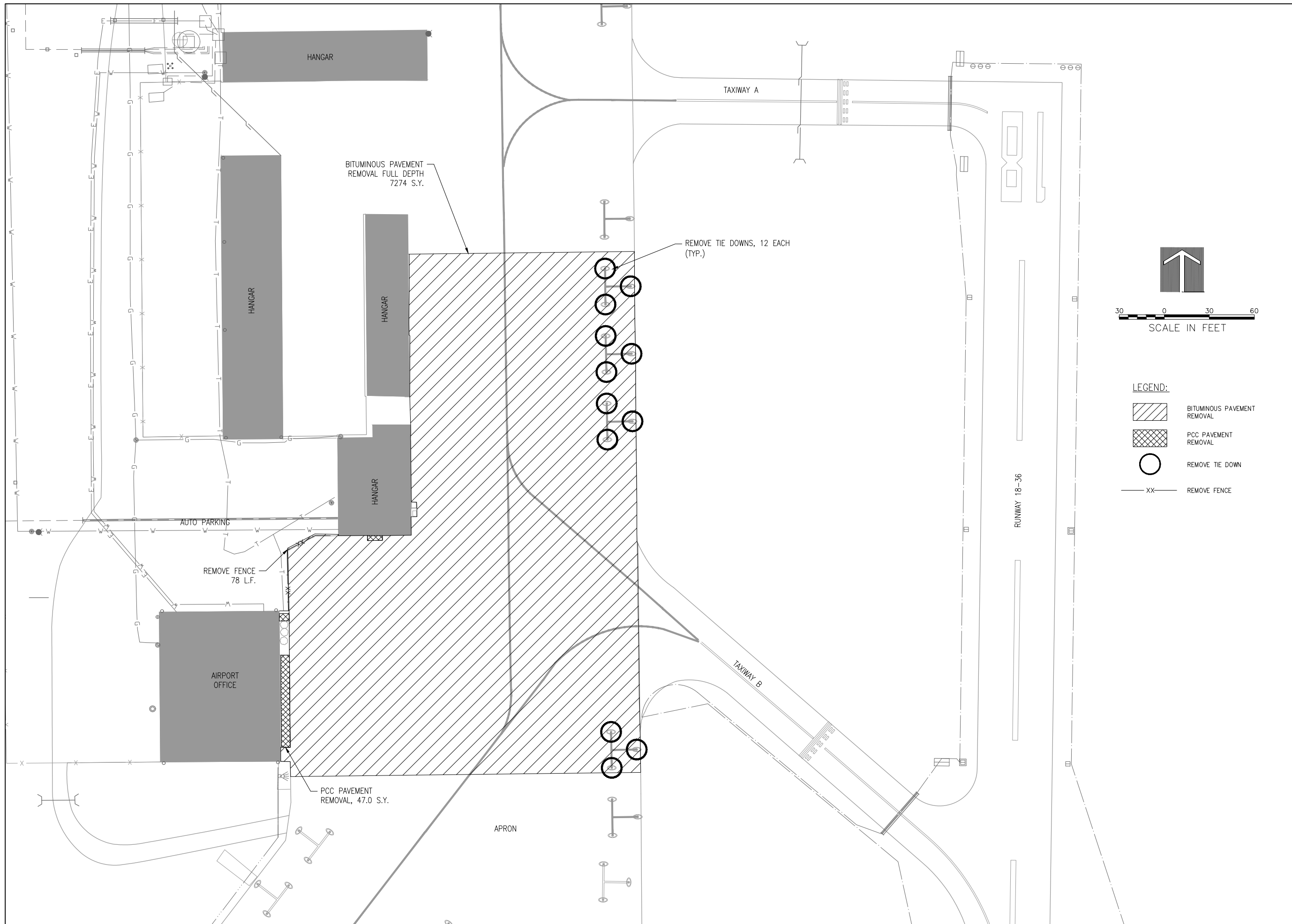
SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031





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PROJECT NO: 19A0006
CAD FILE: C-181-SWP.DWG
DESIGN BY: LDH 4/5/19
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SWPPP DETAILS



LEGEND:

-  BITUMINOUS PAVEMENT REMOVAL
-  PCC PAVEMENT REMOVAL
-  REMOVE TIE DOWN
-  REMOVE FENCE

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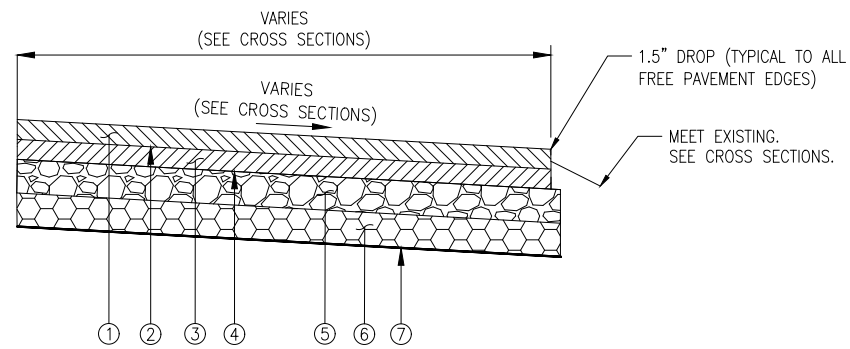
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SHEET TITLE				

REMOVAL PLAN

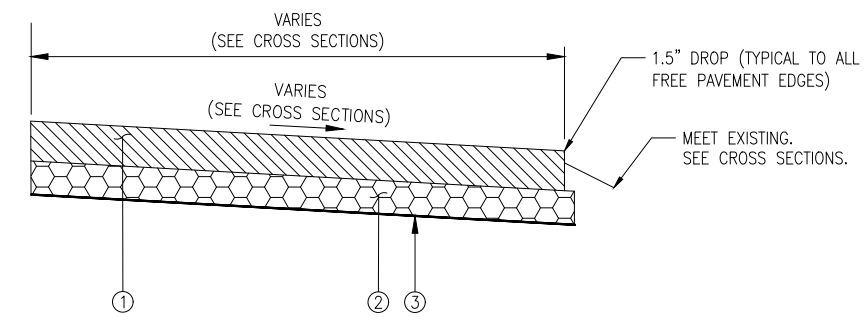
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TYPICAL SECTION - ALTERNATE A

(SECTION SHOWN LOOKING NORTH)

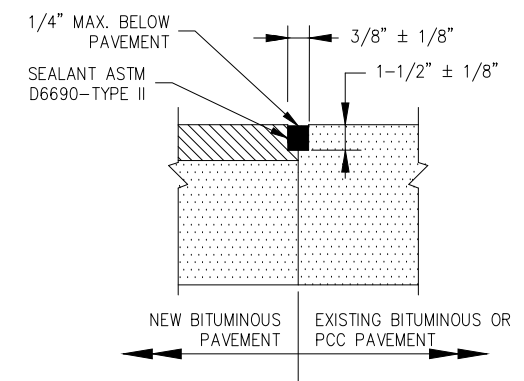
- ① PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AS401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AS603510
- ③ PROPOSED 2 INCH BITUMINOUS BASE COURSE, ITEM AS4031613
- ④ PROPOSED BITUMINOUS PRIME COAT, ITEM AS602510
- ⑤ PROPOSED 4 INCH AGGREGATE BASE COURSE, ITEM AS209604
- ⑥ PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR154606
- ⑦ PROPOSED SOIL STABILIZATION FABRIC, ITEM AR152540



TYPICAL SECTION - ALTERNATE B

(SECTION SHOWN LOOKING NORTH)

- ① PROPOSED 6 INCH PCC PAVEMENT, ITEM AT501506
- ② PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR154606
- ③ PROPOSED SOIL STABILIZATION FABRIC, ITEM AR152540



NOTE:
ALL BITUMINOUS/BITUMINOUS JOINT SEALING TO BE PAID UNDER SAW AND SEAL BITUMINOUS JOINTS, ITEM AR401660.

BITUMINOUS/BITUMINOUS SEAL

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

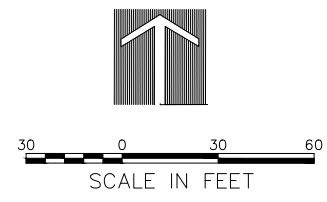
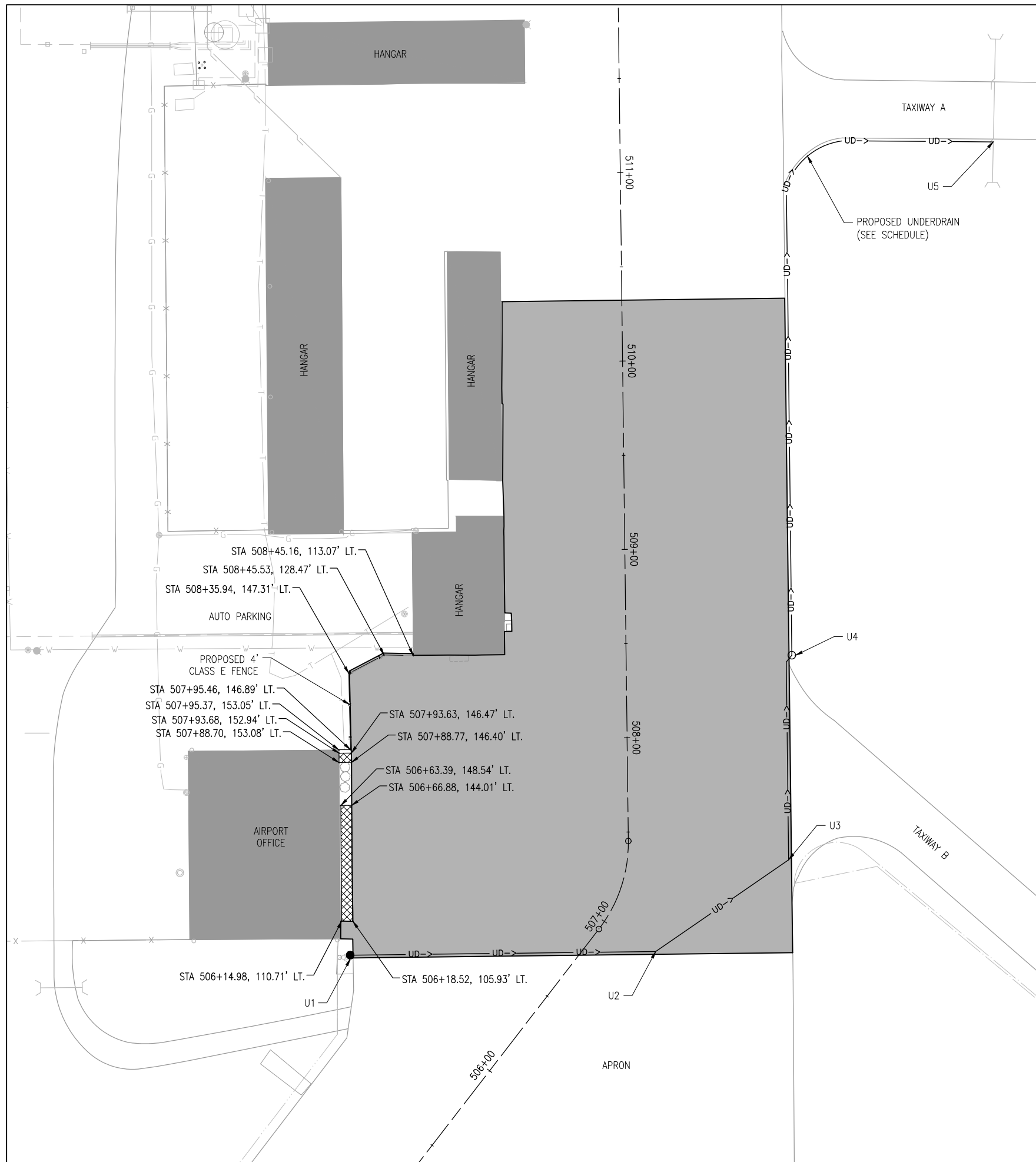
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PROJECT NO: 19A0006				
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LDH 11/11/2020				
SHEET TITLE				

TYPICAL SECTIONS AND PAVEMENT DETAILS

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- ALTERNATE A - PROPOSED BITUMINOUS PAVEMENT
- ALTERNATE B - PROPOSED PCC PAVEMENT
- ALTERNATE A - PROPOSED SIDEWALK
- ALTERNATE B - PROPOSED PCC PAVEMENT

UNDERDRAIN SCHEDULE

Structure	Station	Offset		Type	Rim El.	Invert El.	Pay Length	Slope %
U1	506+03.41	96.05	LT	Cleanout	554.69	552.97	162.2	0.23
U2	507+01.34	31.54	RT	Bend	---	552.59	85.7	0.23
U3	507+40.07	85.36	RT	Bend	---	552.39	109.7	0.23
U4	508+42.77	87.98	RT	Inspection Hole	555.31	552.13	369.3	0.15
U5	511+13.98	198.19	RT	RCP Connection	---	551.58		



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**RECONSTRUCT
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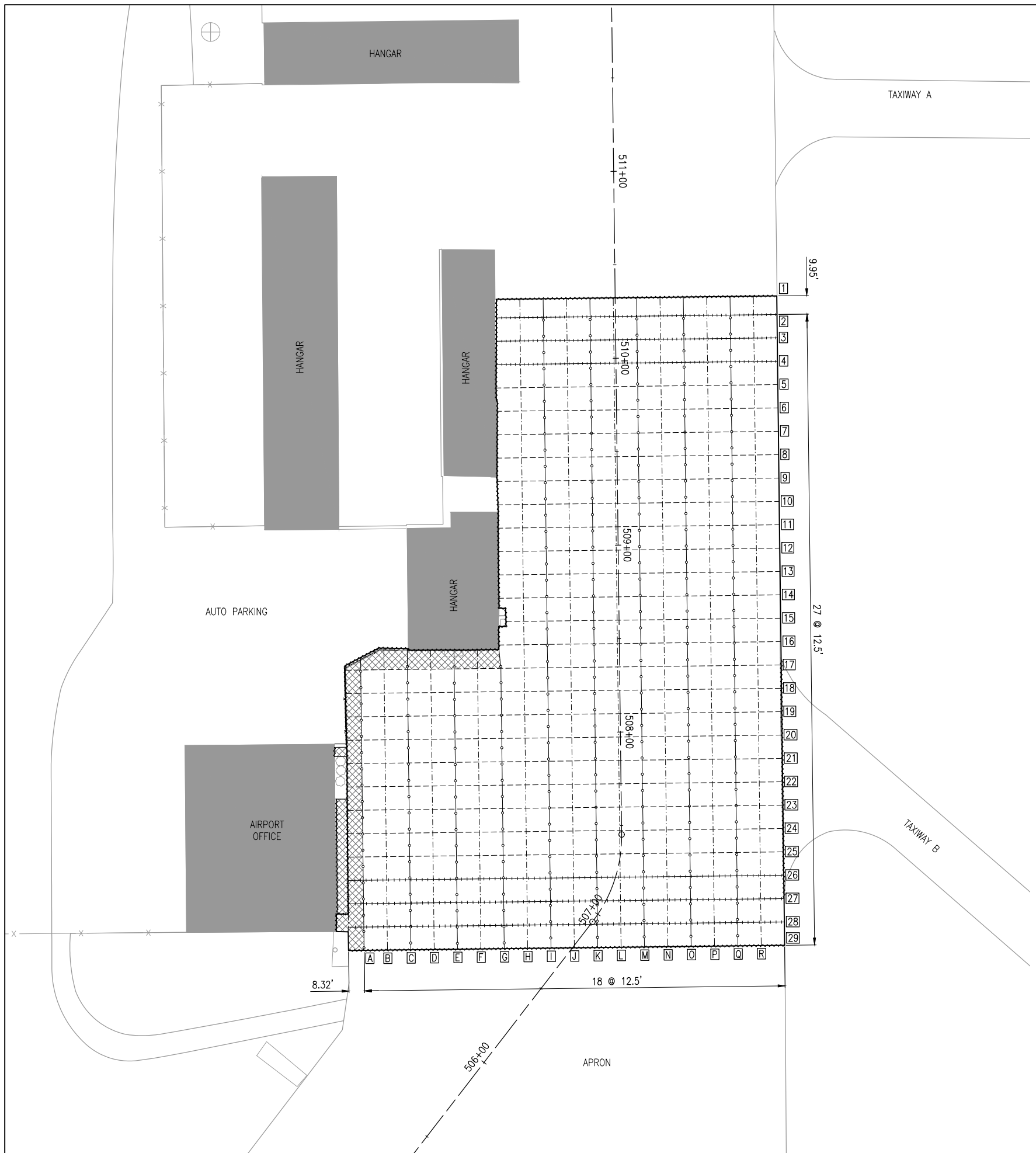
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 SHEET TITLE

PROPOSED PLAN



- TYPE A - THICKENED EDGE ISOLATION JOINT
- TYPE B - HINGED CONTRACTION JOINT
- TYPE C - DOWELED CONTRACTION JOINT
- TYPE D - DUMMY CONTRACTION JOINT
- TYPE E - DOWELED CONSTRUCTION JOINT
- REINFORCED SLAB

NOTES:

1. JOINTING AND REINFORCEMENT APPLIES TO PCC PAVEMENT ALTERNATE B ONLY.
2. ALL WELDED WIRE FABRIC TO BE 12" X 12"- W5 X W5, WITH 65,000 PSI YIELD STRENGTH. WIRE SIZE AND SPACING MAY BE ALTERED AS LONG AS A MINIMUM W4 WIRE SIZE IS USED AND THE SECTIONAL AREA IS A MINIMUM OF 0.05 SQUARE INCHES PER FOOT AND 12" MAX WIRE SPACING.
3. EDGE SPACING FOR THE WELDED WIRE FABRIC TO BE THREE (3) INCHES. A MINIMUM OF THREE (3) WIRES ARE TO BE PROVIDED IN ANY ONE DIRECTION IN EACH SLAB.
4. WELDED WIRE FABRIC, JOINT REINFORCING, JOINT EXPANSION MATERIAL AND JOINT SAWING AND SEALING ARE INCIDENTAL TO P.C.C. PAVEMENT.
5. SEE STAKING PLAN FOR ELEVATIONS.

**RECONSTRUCT
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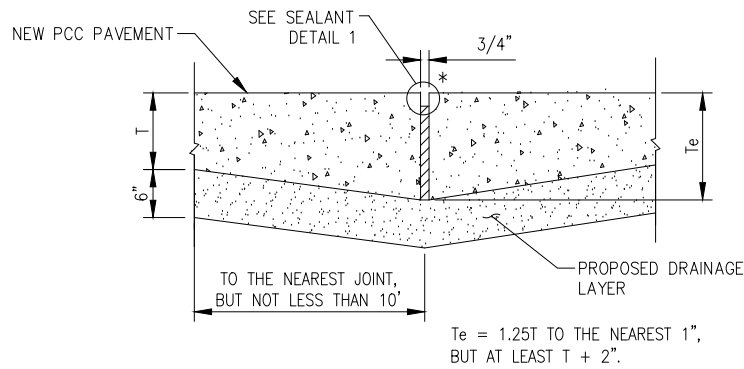
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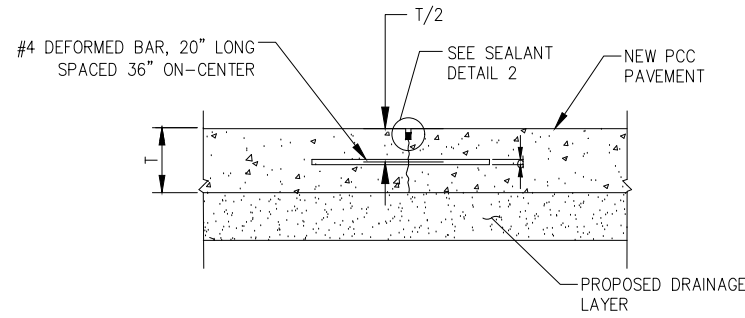
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CAD FILE: C-122-JNT.DWG				
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REVIEWED BY: KMS 9/10/19				
LDH 11/11/2020				
SHEET TITLE				

**JOINTING PLAN FOR
ALTERNATE B**

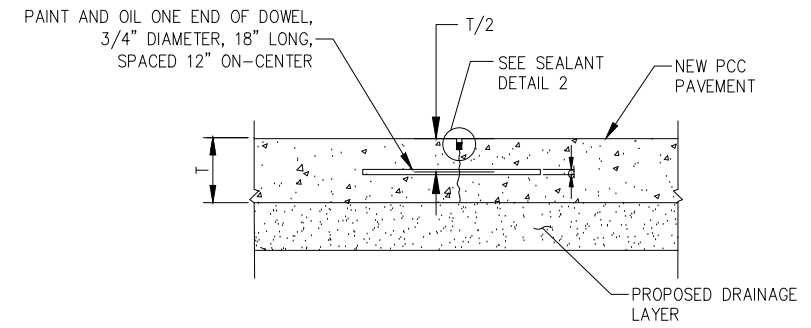
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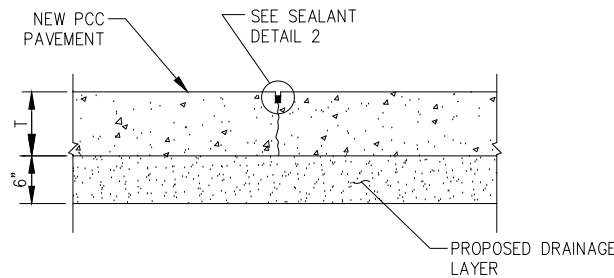
TYPE A - THICKENED EDGE ISOLATION JOINT



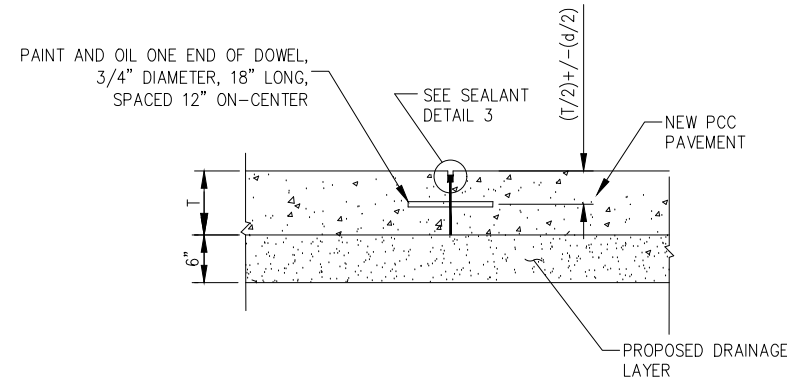
TYPE B - HINGED CONTRACTION JOINT



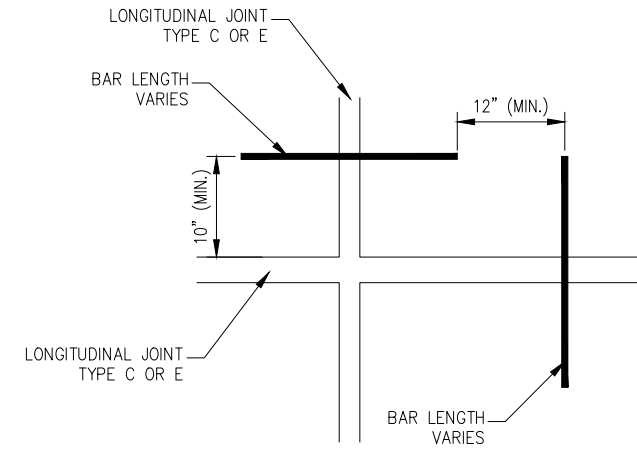
TYPE C - DOWELED CONTRACTION JOINT



TYPE D - DUMMY CONTRACTION JOINT

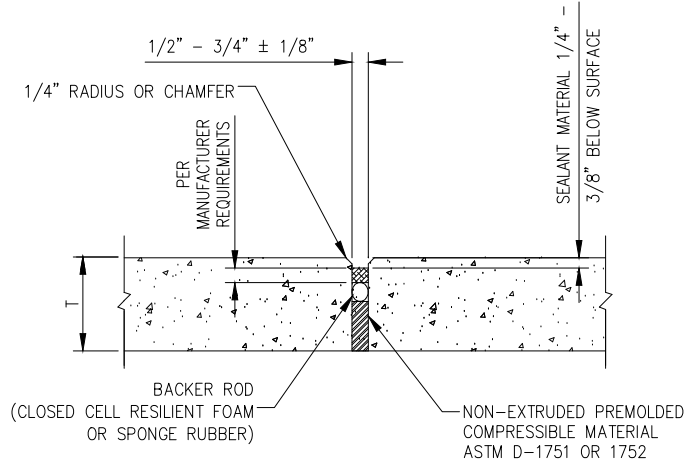


TYPE E - DOWELED CONSTRUCTION JOINT

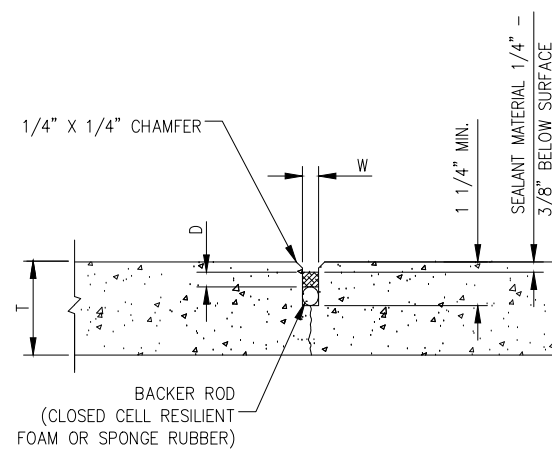


POSITION OF DOWELS AT EDGE OF JOINT

DOWEL PLAN VIEW

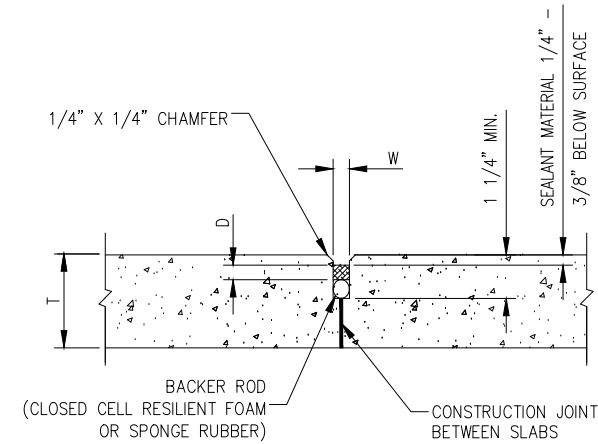


DETAIL 1 - SEALANT



DETAIL 2 - SEALANT

NOTE: DIMENSIONS D AND W PER MANUFACTURER REQUIREMENTS.



DETAIL 3 - SEALANT

NOTE: DIMENSIONS D AND W PER MANUFACTURER REQUIREMENTS.

JOINTING AND REINFORCEMENT APPLIES TO PCC PAVEMENT ALTERNATE B ONLY.

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

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DESIGN BY: LDH 4/5/19

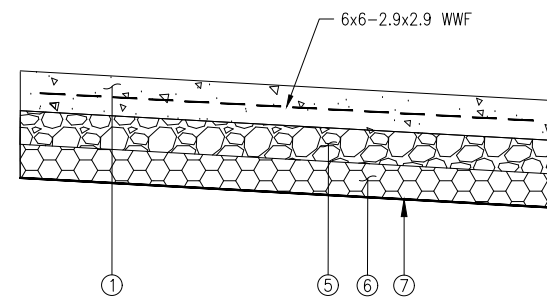
DRAWN BY: LDH 4/5/19

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JOINTING DETAILS FOR ALTERNATE B



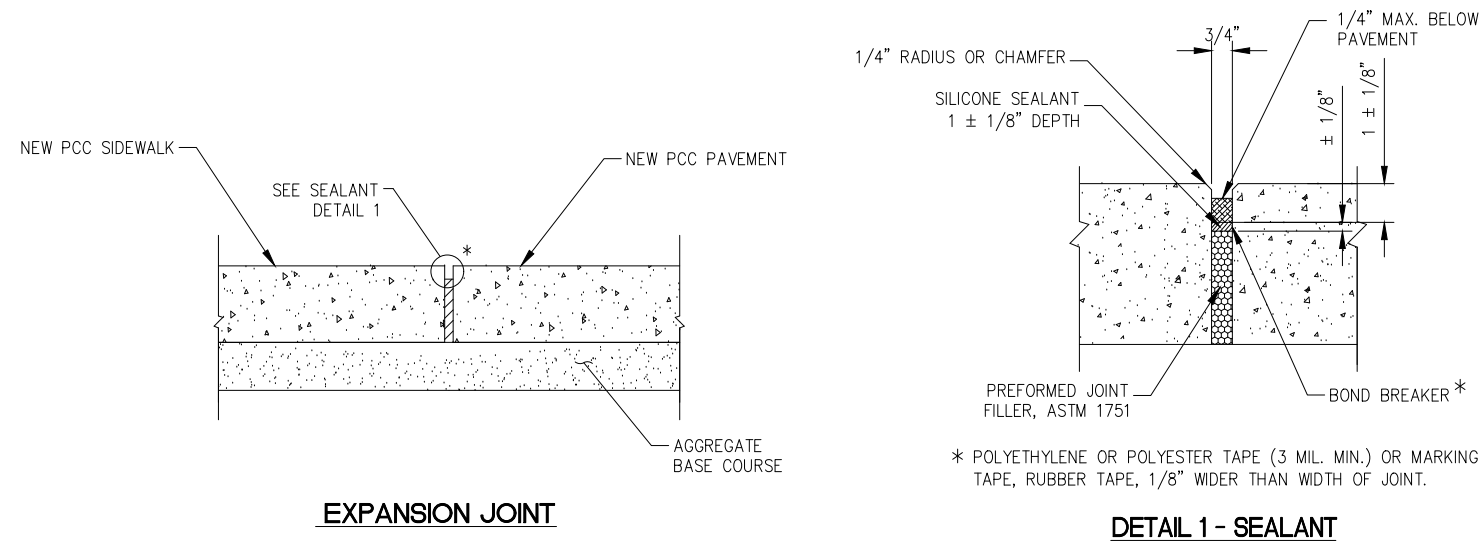
5' PCC SIDEWALK

(SECTION SHOWN LOOKING NORTH)

- ① PROPOSED 5 INCH PCC SIDEWALK, ITEM AS501605
- ⑤ PROPOSED 4 INCH AGGREGATE BASE COURSE, ITEM AS209604
- ⑥ PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR154606
- ⑦ PROPOSED SOIL STABILIZATION FABRIC, ITEM AR152540

NOTES

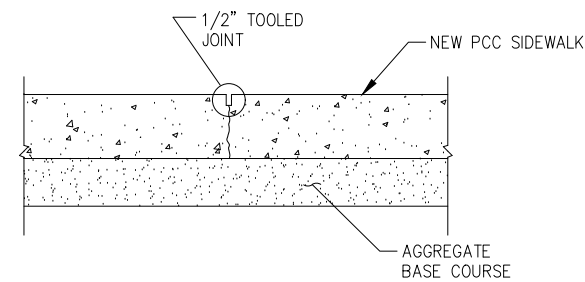
1. 3/4" PREFORMED JOINT FILLER TO BE USED IN ALL LOCATIONS WHERE SIDEWALK IS ADJACENT TO EXISTING PAVEMENT.
2. JOINTS ARE TO BE SPACED EVENLY, MAX. SPACING IS 4 FEET WITH 3/4" PREFORMED EXPANSION JOINTS AT 24' MAX. INTERVALS.



EXPANSION JOINT

DETAIL 1 - SEALANT

* POLYETHYLENE OR POLYESTER TAPE (3 MIL. MIN.) OR MARKING TAPE, RUBBER TAPE, 1/8" WIDER THAN WIDTH OF JOINT.



TOOLED CONTRACTION JOINT

DETAILS APPLY TO SIDEWALK FOR BITUMINOUS PAVEMENT ALTERNATE A ONLY.

**RECONSTRUCT
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PARKING APRON**

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

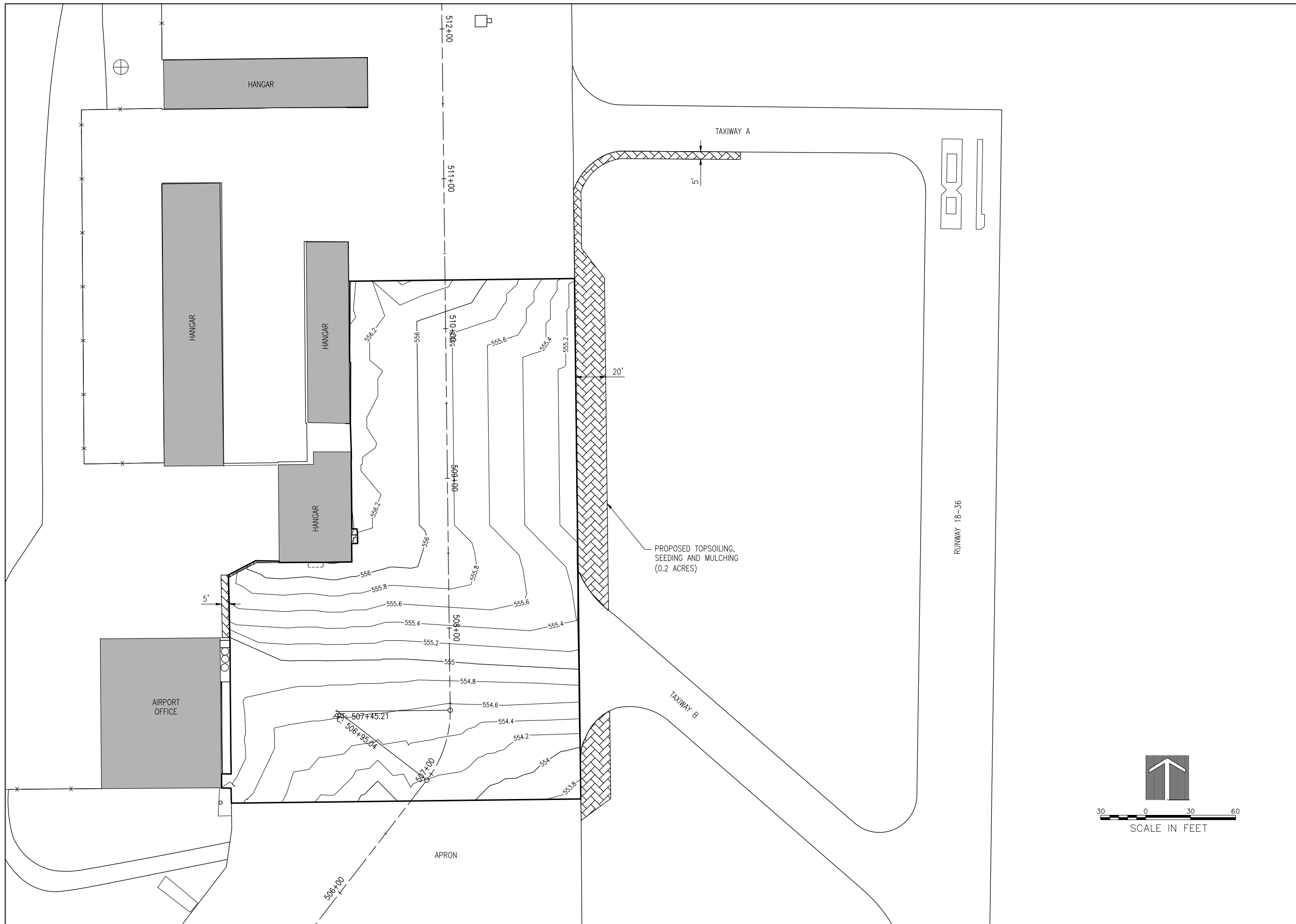
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**SIDEWALK DETAILS
FOR ALTERNATE A**

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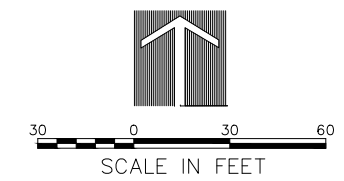
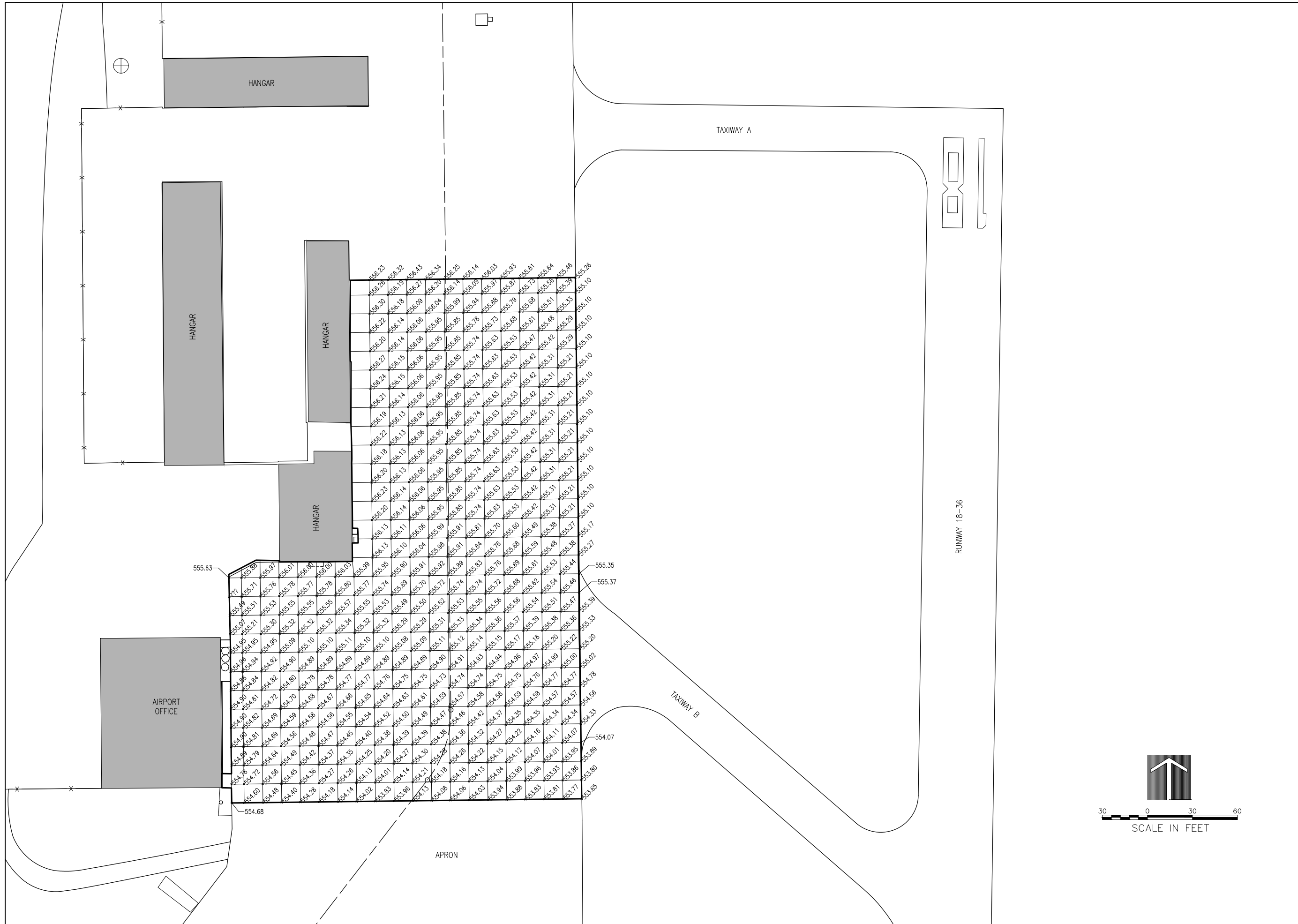
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**GRADING &
 LANDSCAPING PLAN**

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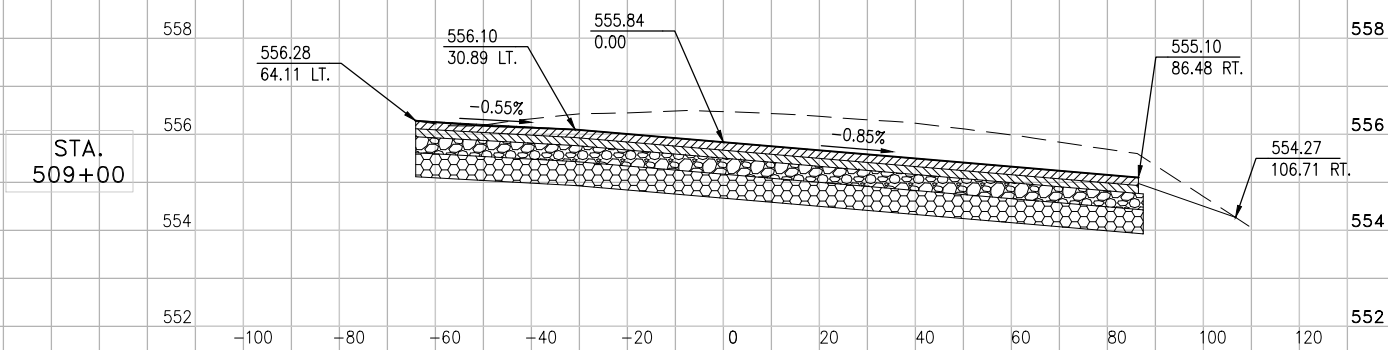
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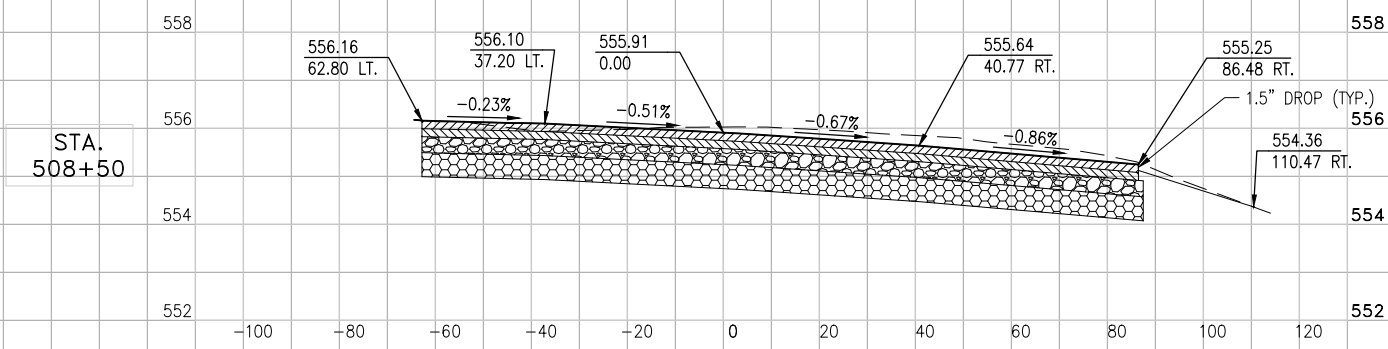
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**PCC STAKING PLAN
FOR ALTERNATE B**

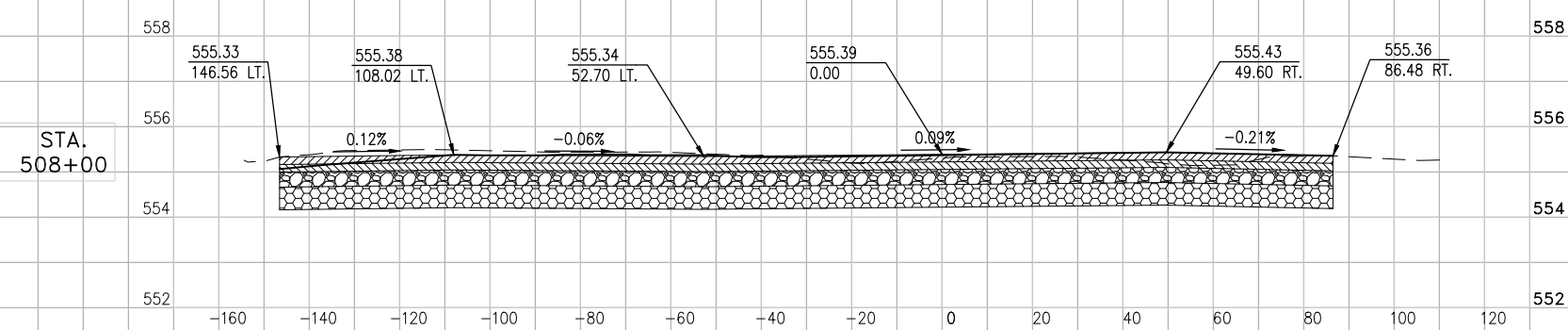
NOTE: ALTERNATE A (BITUMINOUS PAVING) SECTION IS DEPICTED ON THE CROSS SECTION SHEETS. FOR ALTERNATE B, PCC PAVEMENT, SECTION SEE TYPICAL SECTIONS.



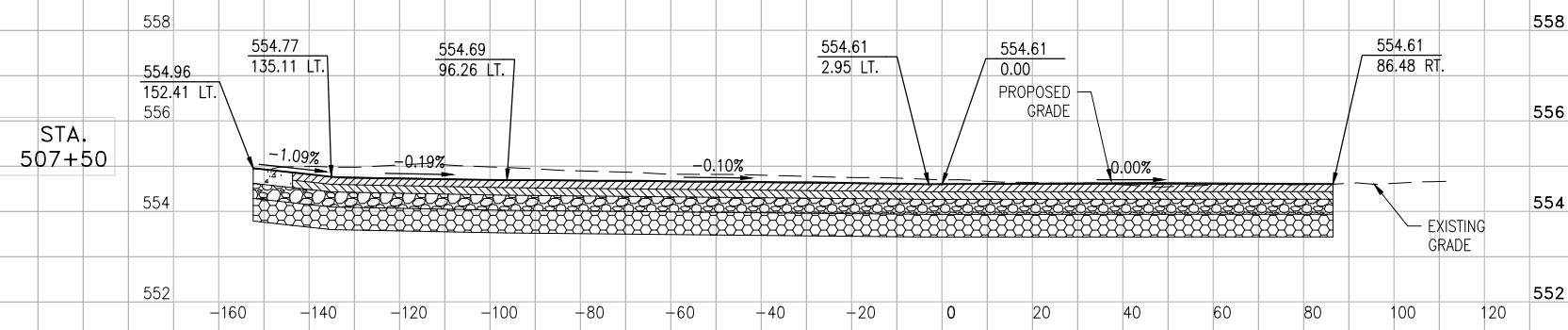
TOTAL CUT:
ALTERNATE A - 257.9 CY
ALTERNATE B - 232.6 CY



TOTAL CUT:
ALTERNATE A - 190.1 CY
ALTERNATE B - 165.1 CY



TOTAL CUT:
ALTERNATE A - 265.6 CY
ALTERNATE B - 226.7 CY



TOTAL CUT:
ALTERNATE A - 309.0 CY
ALTERNATE B - 269.2 CY



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CROSS SECTIONS
507+50 THRU 509+00

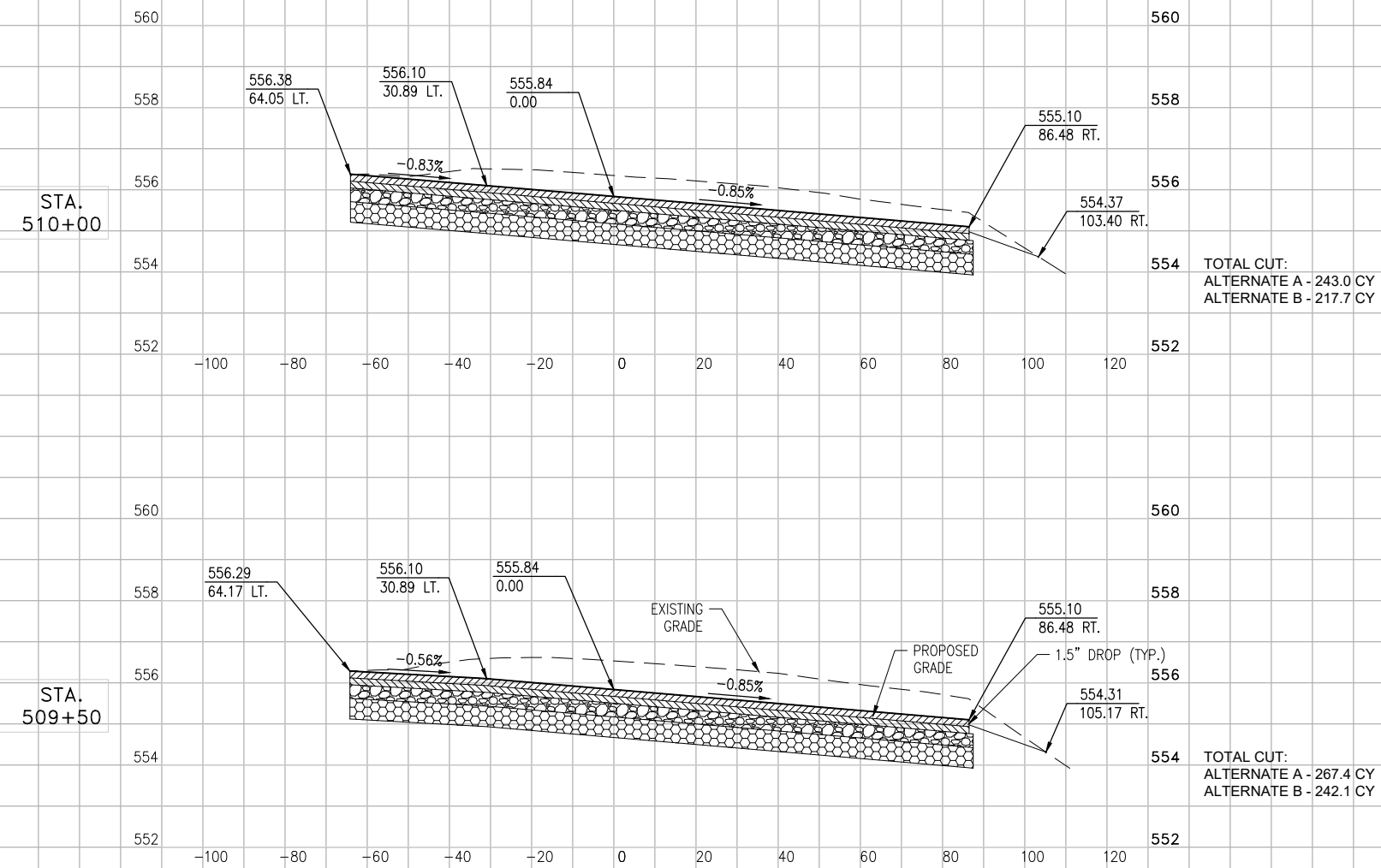
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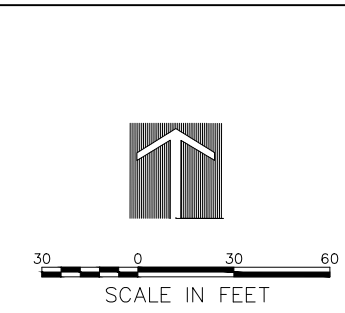
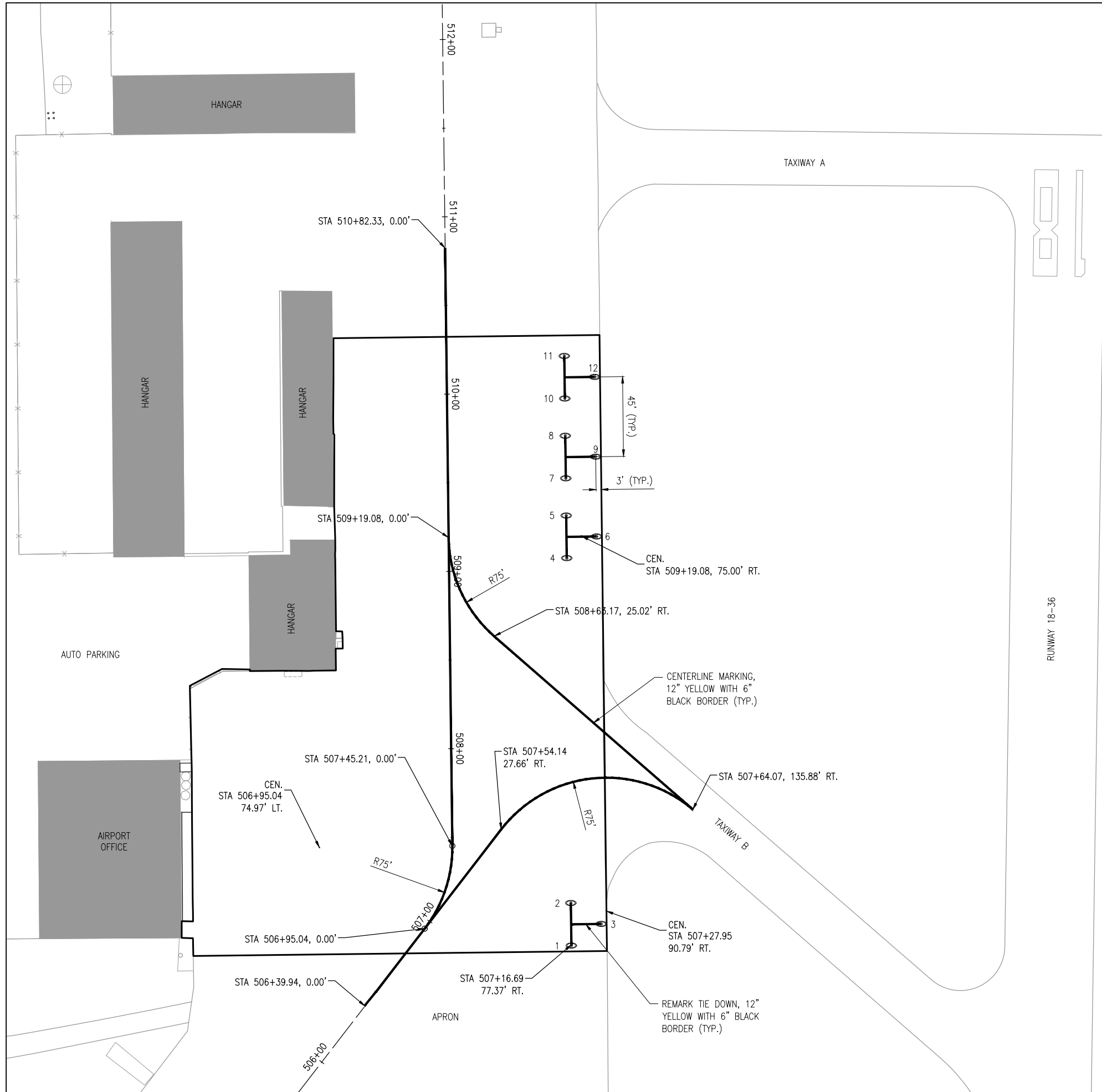
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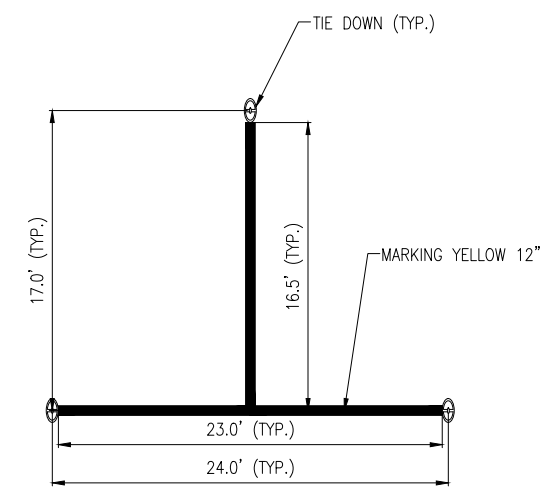
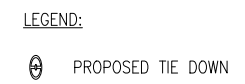
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CROSS SECTIONS
509+50 THRU 510+00

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- NOTES:**
- GLASS SPHERES ARE REQUIRED FOR ALL YELLOW MARKINGS. GLASS SPHERES ARE NOT REQUIRED FOR BLACK MARKINGS.
 - ALL MARKING SHALL HAVE A 6" BLACK BORDER.
 - ALL MARKING FOR ALTERNATE A SHALL BE WATERBORNE. YELLOW MARKINGS FOR ALTERNATE B SHALL BE EPOXY, BLACK MARKINGS SHALL BE WATERBORNE.



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 Hanson Professional Services Inc.
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Illinois Licensed
 Professional Service Corporation
 #184-001084



Marshall County Airport
 1315 Illinois 17
 Lacon, Illinois 61540
 phone: 309-246-2870

**RECONSTRUCT
 TERMINAL AIRCRAFT
 PARKING APRON**

SBGP No: 3-17-SBGP-156
 IDA No: C75-4762

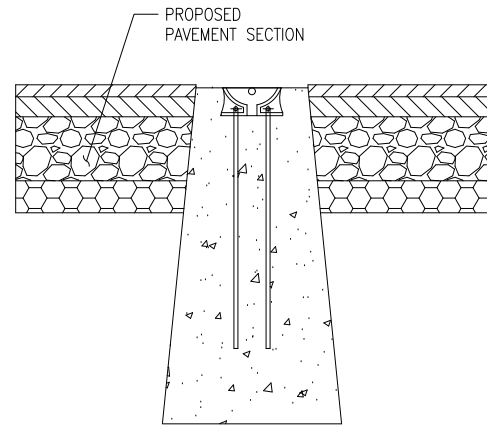
Contract No. MA031

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		DES	DWN	REV

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MARKING PLAN

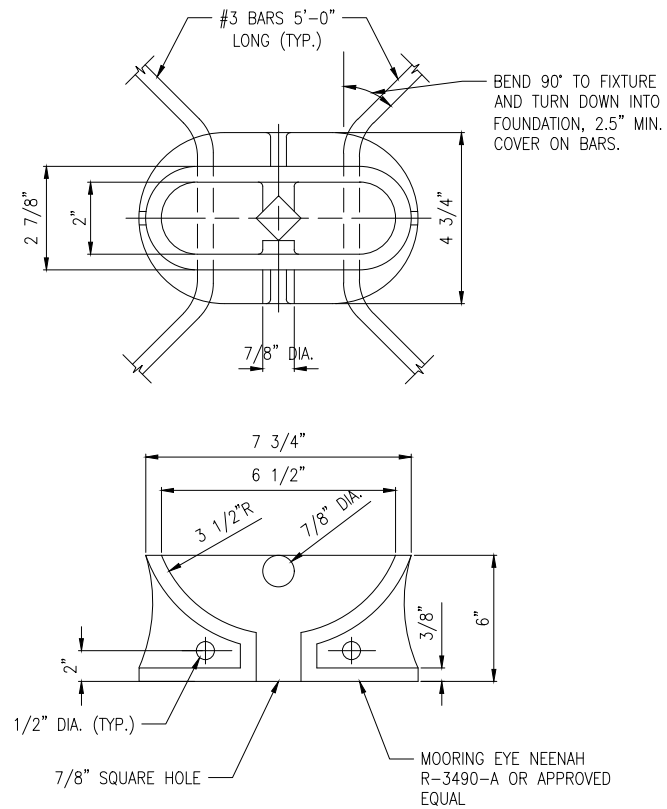
ALTERNATE A DETAILS



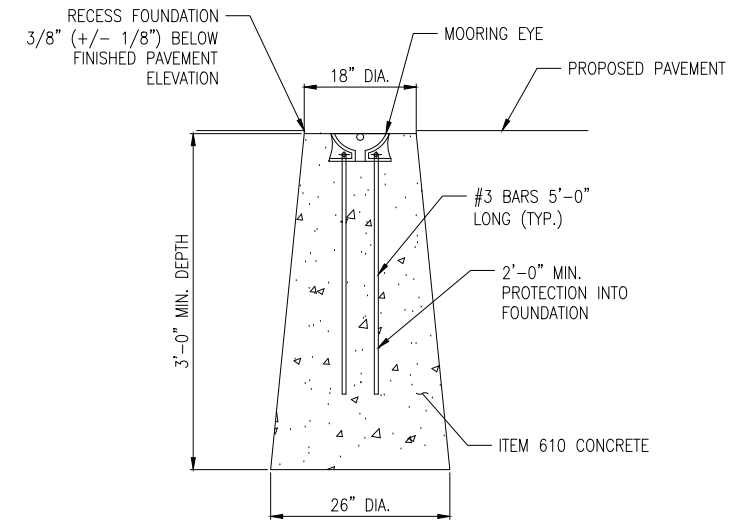
NOTES:

- EXCAVATION, BACKFILL, CONCRETE FOUNDATION AND MOORING EYE SHALL BE INCIDENTAL TO TIE DOWN.

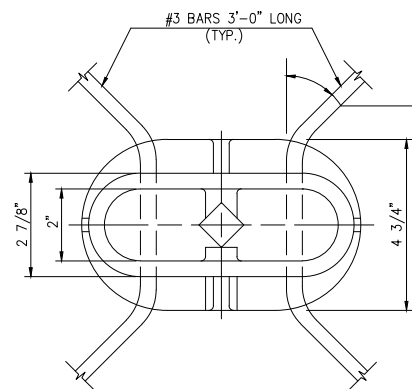
TIE DOWN - NEW TIE DOWN IN NEW PAVEMENT AREA



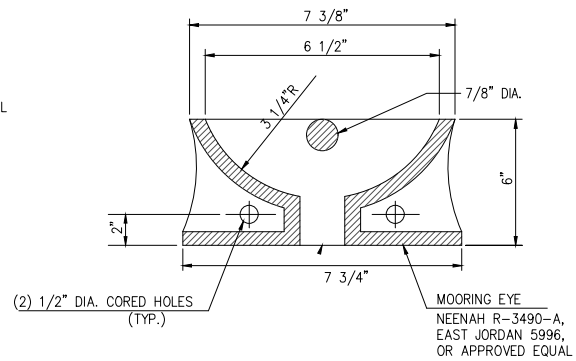
TIE DOWN (MOORING EYE)



ALTERNATE B DETAILS



TIE DOWN (MOORING EYE)



TIE DOWN SCHEDULE

Tie Down	Station	Offset
1	507+16.46	77.55
2	507+27.99	70.29
3	507+24.43	89.76
4	509+06.71	66.48
5	509+30.71	66.48
6	509+18.71	83.48
7	509+51.71	66.48
8	509+75.71	66.48
9	509+63.71	83.48
10	509+96.71	66.48
11	510+20.71	66.48
12	510+08.71	83.48

**RECONSTRUCT
TERMINAL AIRCRAFT
PARKING APRON**

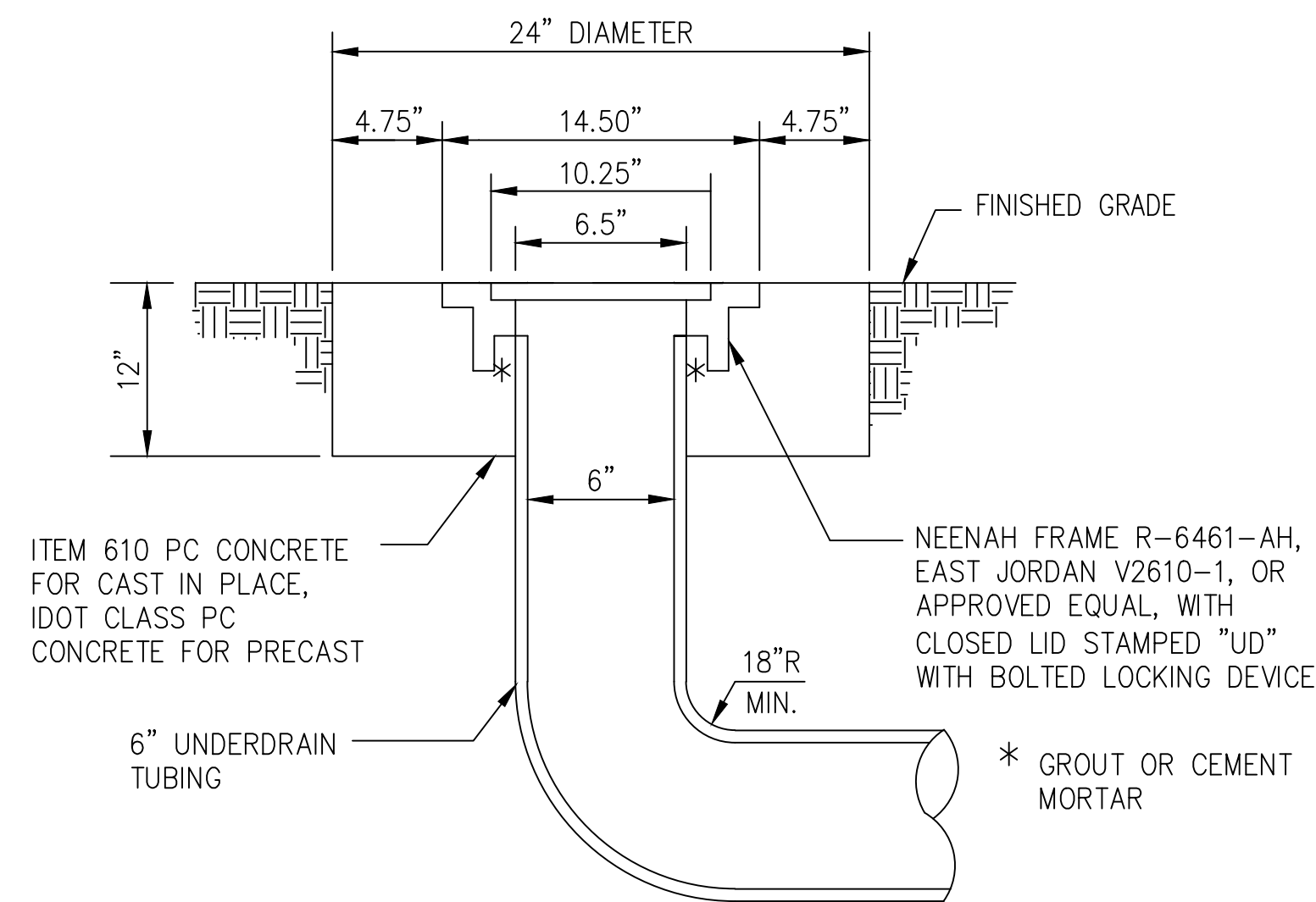
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IDA No: C75-4762

Contract No. MA031

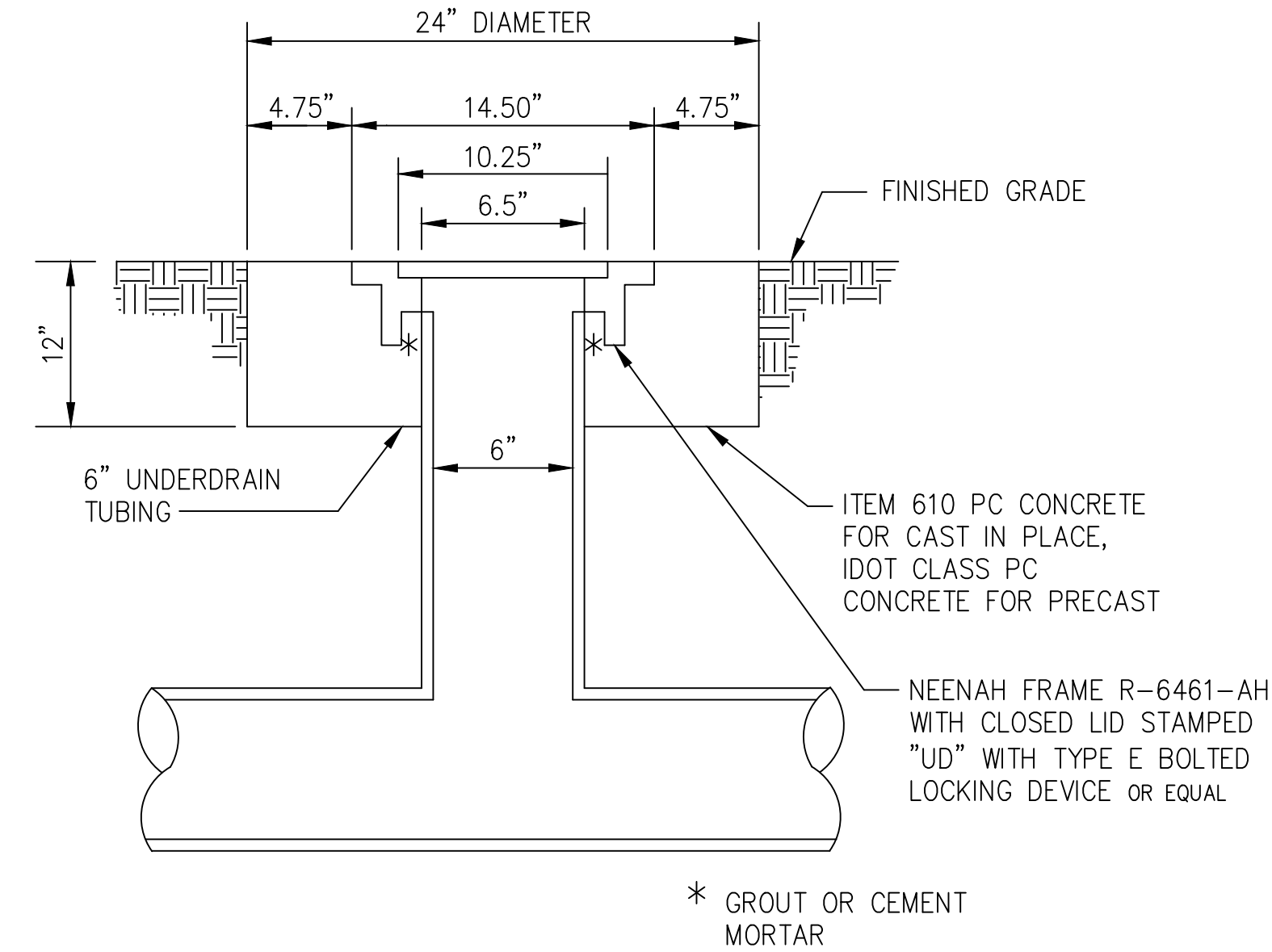
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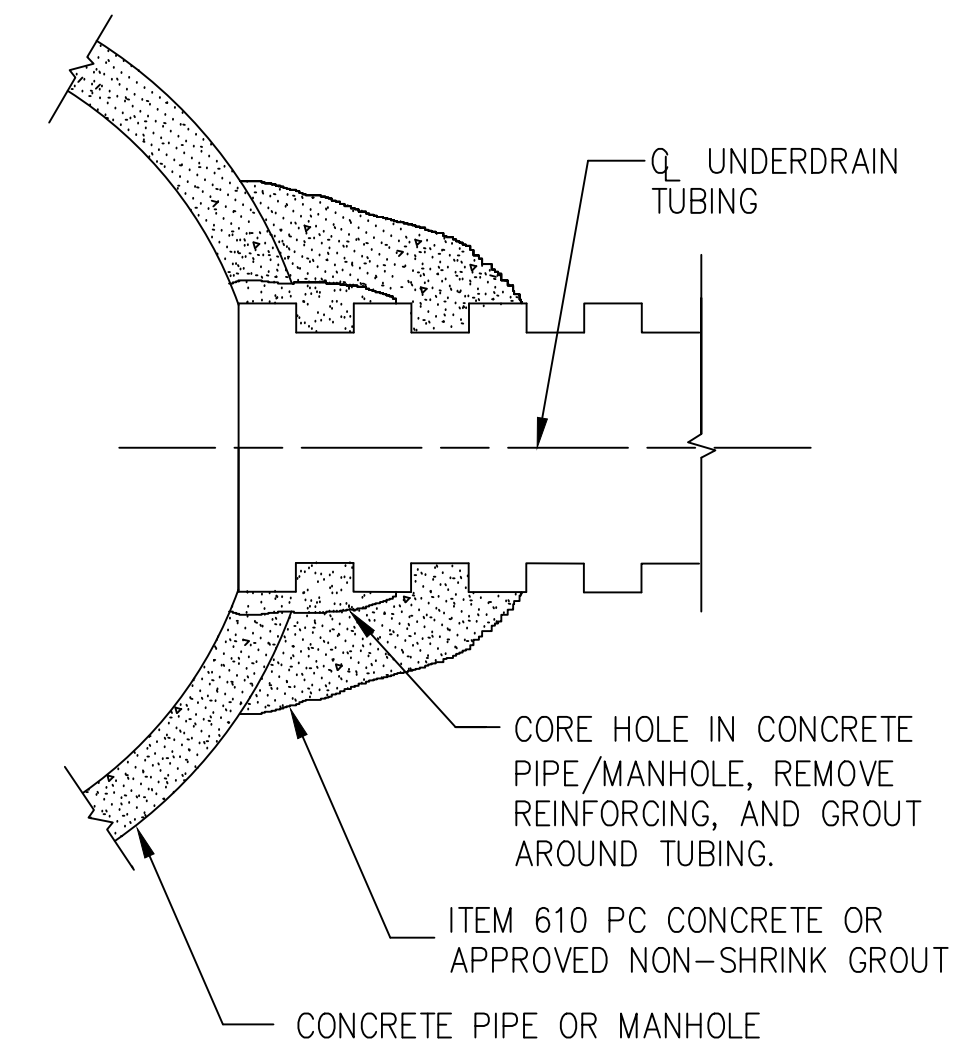
**TIE DOWN SCHEDULE
& DETAILS**



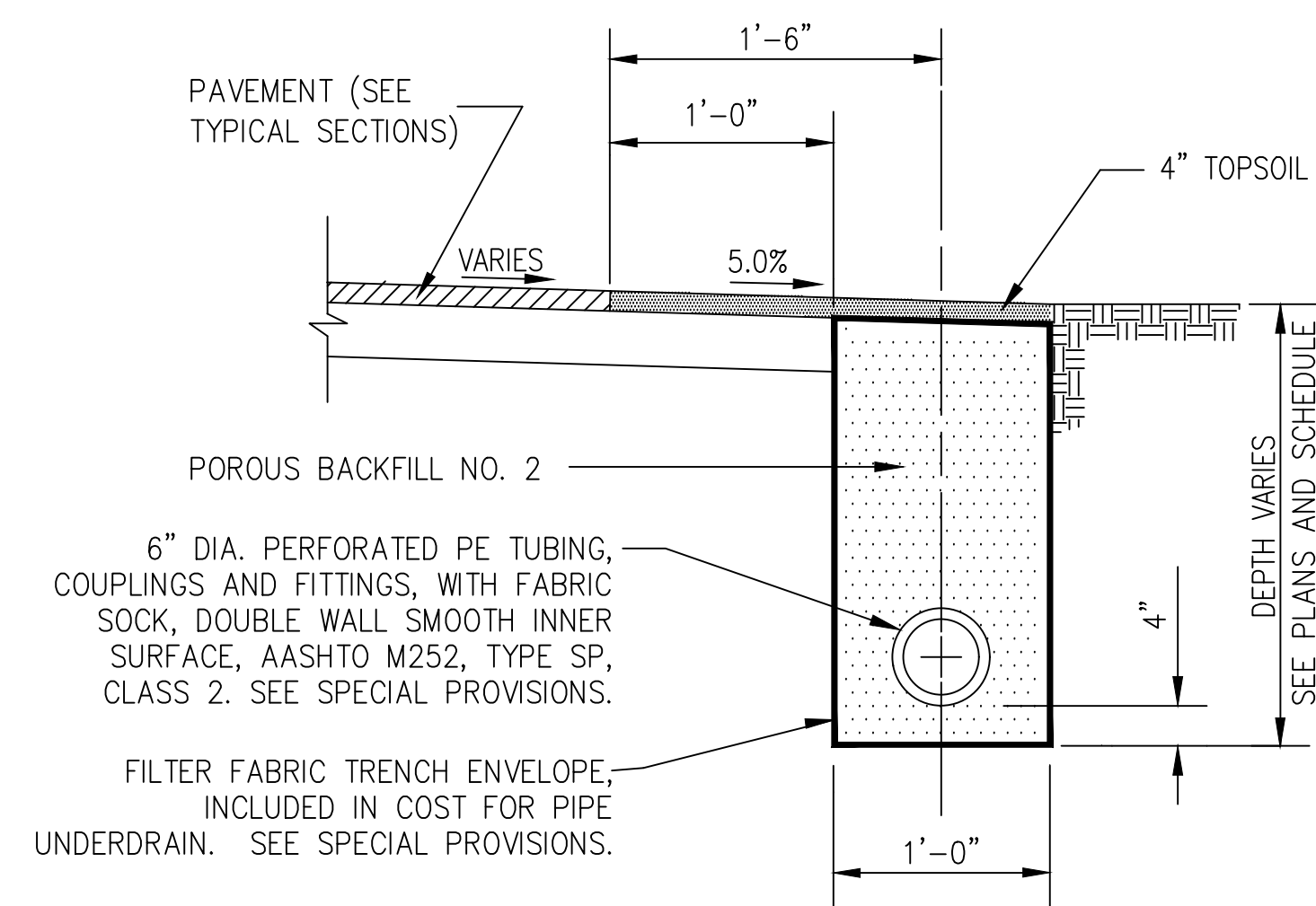
UNDERDRAIN CLEANOUT



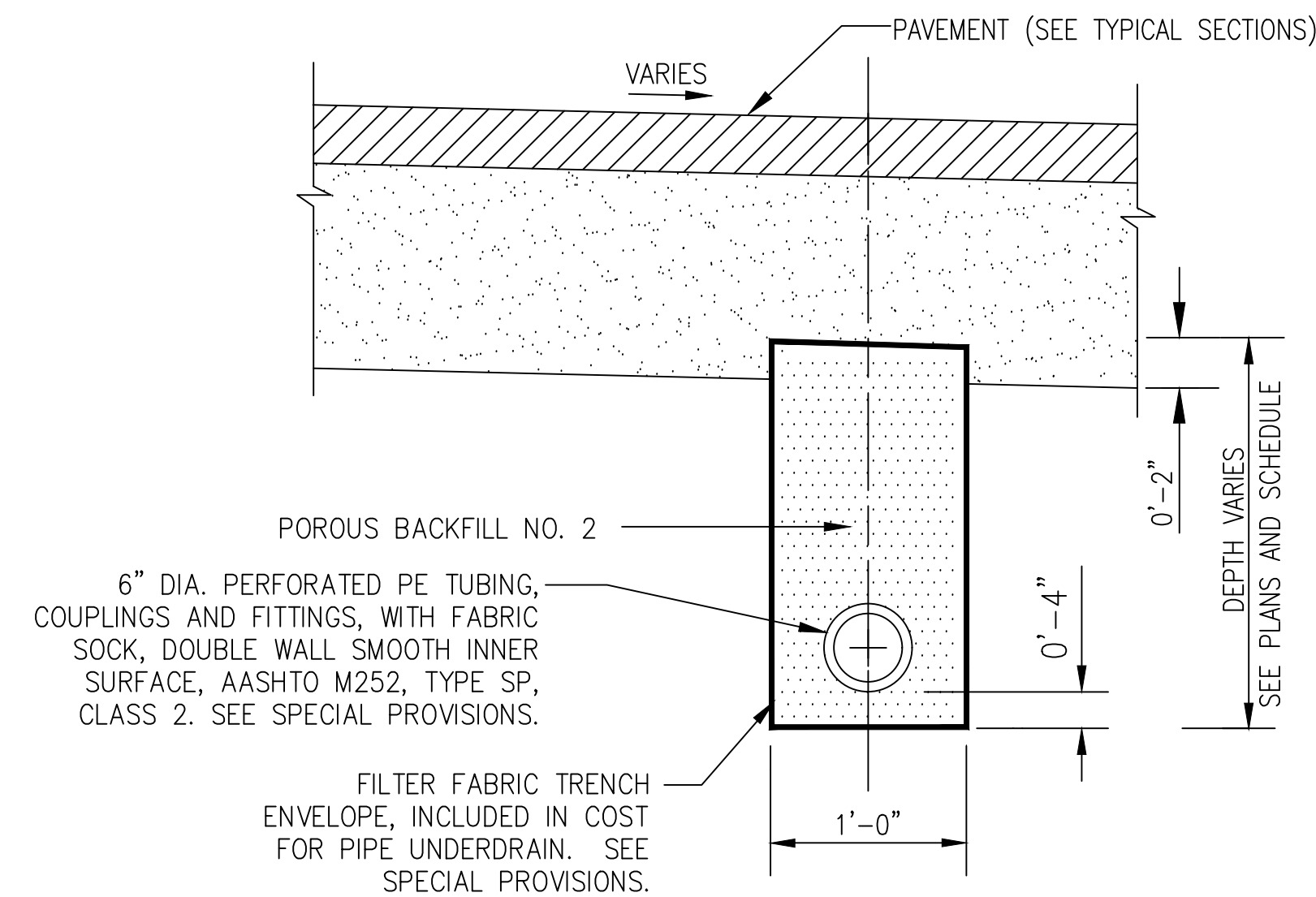
UNDERDRAIN INSPECTION HOLE



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION



UNDERDRAIN ALONG PAVEMENT EDGE



UNDERDRAIN UNDER PAVEMENT

RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

SBGP No: 3-17-SBGP-156
IDA No: C75-4762

Contract No. MA031

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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SHEET TITLE

UNDERDRAIN DETAILS

GENERAL NOTES

FABRIC - THE FABRIC MAY BE WOVEN WITH EITHER ZINC COATED STEEL WIRE OR ALUMINUM-ALLOY WIRE IN A 2-INCH MESH. COATED WIRE AND ALUMINUM-ALLOY SHALL HAVE A DIAMETER OF 0.148 INCHES. THE FABRIC SHALL MEET THE FOLLOWING REQUIREMENTS:

1. ZINC-COATED STEEL FABRIC SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 181, TYPE 1, CLASS D. THE FABRIC SHALL BE GALVANIZED AFTER WEAVING.
2. ALUMINUM-COATED STEEL FABRIC SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 181 TYPE II. THE UNIT WEIGHT OF THE COATING SHALL BE DETERMINED IN ACCORDANCE WITH AASHTO T 213. THE ALUMINUM-COATED STEEL FABRIC SHALL BE GIVEN A CLEAR ORGANIC COATING AFTER FABRICATION.
3. ALUMINUM-ALLOY FABRIC SHALL BE MADE FROM WIRE CONFORMING TO THE REQUIREMENTS OF AASHTO M 181 TYPE III.
4. VINYL-COATED FABRIC IS NOT INCLUDED.
5. ZINC-5% ALUMINUM-MISCHMETAL ALLOY-COATED STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM F 1345, CLASS 2.

METAL POSTS - METAL POSTS (LINE, CORNER, END, PULL AND GATE POSTS) SHALL BE THE SHAPES, DIMENSIONS, AND WEIGHT SHOWN IN THE TABLES WITHIN IDOT STANDARD 664001-02 - CHAIN LINK FENCE, FOR THE SHAPES IDENTIFIED BELOW.

1. STEEL PIPE, TYPE A, SHALL BE HOT-DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF ASTM F 1083.
2. STEEL PIPE, TYPE B, SHALL BE MANUFACTURED FROM COLD ROLLED ELECTRIC RESISTANCE WELDED, HEATED AND TEMPERED STEEL. THE STEEL STRIP USED IN THE MANUFACTURE OF THE PIPE SHALL CONFORM TO ASTM A 569 OR ASTM A 607. THE WALL THICKNESS SHALL NOT BE LESS THAN THAT SHOWN IN THE TABLES. THE PRODUCT OF THE YIELD STRENGTH AND SECTION MODULUS OF THE PIPE SHALL NOT BE LESS THAN THAT OF THE PIPE MEETING THE REQUIREMENTS OF ASTM F 1083.

THE PROTECTIVE COATINGS SHALL BE AS FOLLOWS:

- EXTERNAL AND INTERNAL HOT-DIPPED ZINC COATING ACCORDING TO ASTM F1083.
- EXTERNAL COATING SHALL BE IN-LINE HOT-DIPPED ZINC COATING AFTER FABRICATION FOLLOWED BY A CHROMATE CONVERSION COATING WITH AN ELECTROSTATIC THERMOPLASTIC FINISH. THE ZINC COATING SHALL BE NOT LESS THAN .9 OUNCES PER SQUARE FOOT OF SURFACE. THE CHROMATE COATING WEIGHT SHALL BE 30 MICROGRAMS + .0002 INCHES.
- THE INTERNAL SURFACE SHALL BE GIVEN CORROSION PROTECTION BY IN-LINE APPLICATION OF A FULL ZINC BASE ORGANIC COATING AFTER FABRICATION. THE COATING SHALL BE 87% ZINC POWDER BY WEIGHT AND CAPABLE OF PROVIDING GALVANIC PROTECTION. THE THICKNESS SHALL BE A MINIMUM OF .5 MIL. THE EXTERNAL PROTECTIVE COATING SHALL BE CAPABLE OF WITHSTANDING THE FOLLOWING TESTS:

EXPOSURE TEST	ASTM	DESIGNATION	EXPOSURE TIME
SALT SPRAY	ASTM B 117		1000 HRS. MIN.
HUMIDITY	ASTM D 2247		500 HRS. MIN.
WEATHERING	ASTM G 23		500 HRS. MIN.

THE INTERNAL PROTECTIVE COATING SHALL BE CAPABLE OF WITHSTANDING EXPOSURE TO SALT SPRAY, ASTM B 117, FOR A MINIMUM OF 500 HOURS.

3. STEEL PIPE, TYPE C, SHALL BE MANUFACTURED BY ROLLED FORMING ALUMINIZED STEEL TYPE 2 STRIP AND ELECTRIC RESISTANCE WELDING INTO TUBULAR FORM. THE OUTSIDE OF THE WELD AREA SHALL BE METALLIZED WITH COMMERCIAL PURE ALUMINUM TO A THICKNESS SUFFICIENT TO PROVIDE RESISTANCE TO CORROSION EQUAL TO THAT OF THE REMAINDER OF THE OUTSIDE OF THE TUBE. THE ALUMINUM COATING WEIGHT SHALL BE A MINIMUM OF 0.75 OUNCES PER SQUARE FOOT, TRIPLE SPOT TEST, 0.70 OUNCES PER SQUARE FOOT SINGLE SPOT TEST, AS MEASURED IN ACCORDANCE WITH ASTM A 428. THE STEEL STRIP USED IN THE MANUFACTURE OF THE PIPE SHALL CONFORM TO ASTM A 787 TYPE 1 AND SHALL HAVE A MINIMUM YIELD STRENGTH OF 50,000 P.S.I. THE WEIGHT OF THE PIPE SHALL NOT BE LESS THAN THAT SHOWN ON THE PLANS AND THE PRODUCT OF THE YIELD STRENGTH AND SECTION MODULUS OF THE PIPE SHALL NOT BE LESS THAN THAT OF PIPE MEETING THE REQUIREMENTS OF ASTM A 120.

4. SQUARE HOLLOW STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 500, GRADE B OR ASTM A 501. THE TUBING SHALL BE GALVANIZED INSIDE AND OUTSIDE IN ACCORDANCE WITH AASHTO M 111, USING ZINC OF ANY GRADE CONFORMING TO THE REQUIREMENT OF AASHTO M 120. THE ZINC COATING SHALL NOT BE LESS THAN 2.0 OUNCES PER SQUARE FOOT OF SURFACE.

5. STRUCTURAL SHAPES SHALL BE EXCLUDED.

BOTTOM TENSION WIRE - THE BOTTOM TENSION WIRE SHALL BE #9 GAUGE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS OF AASHTO M 181, THE WIRE SHALL BE STRETCHED TIGHT WITH GALVANIZED TURNBUCKLES SPACED AT INTERVALS NOT MORE THAN 1,000 FEET. THE ZINC COATING SHALL BE NOT LESS THAN 12 OUNCES PER SQUARE FOOT OF SURFACE.

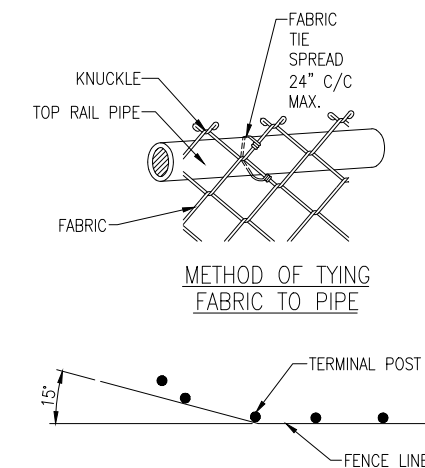
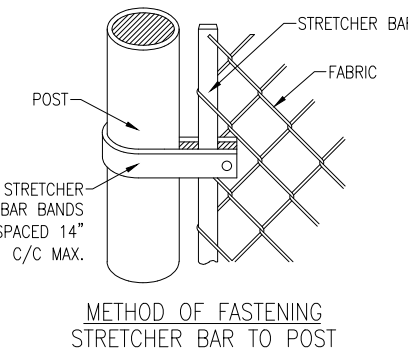
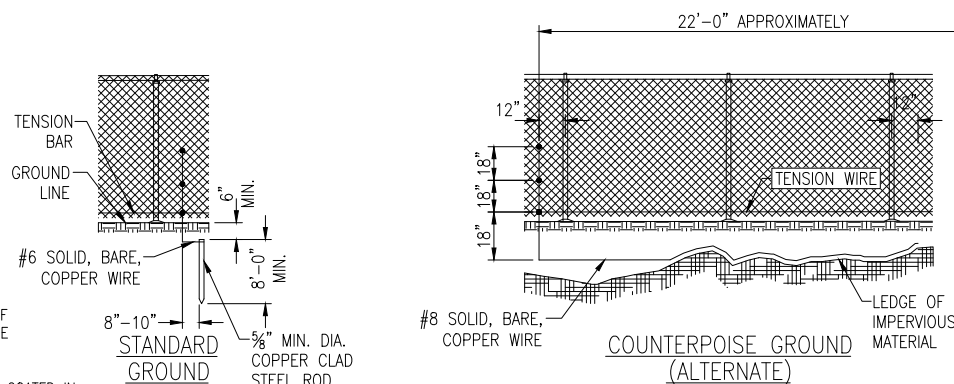
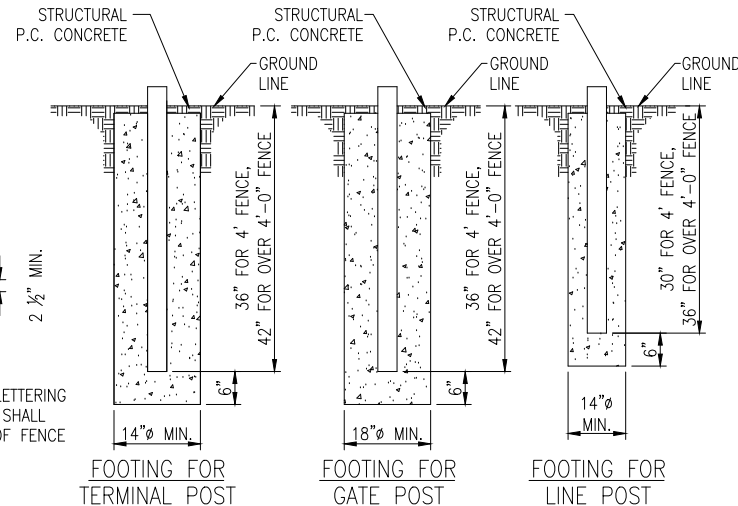
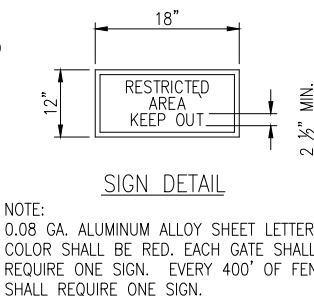
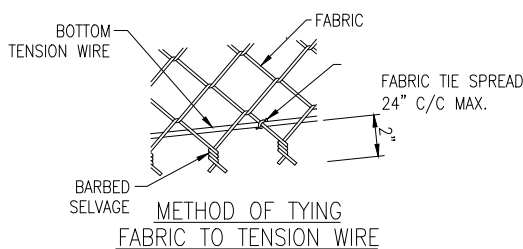
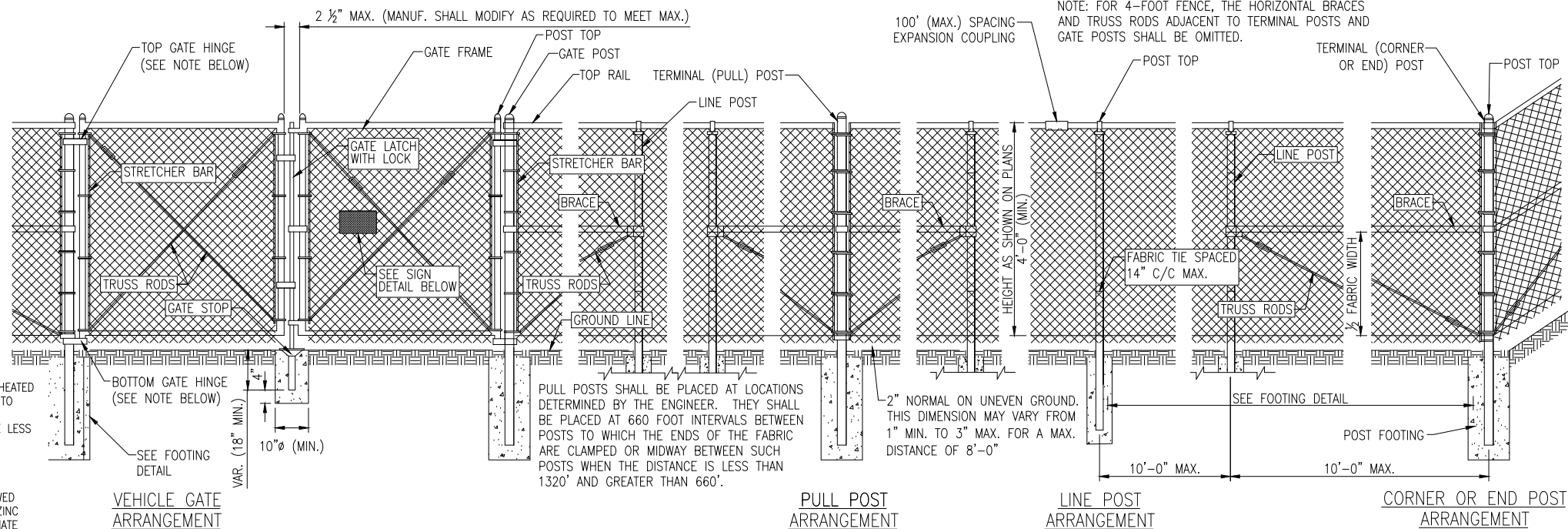
METAL BRACES - METAL BRACES SHALL HAVE THE SHAPES SHOWN ON THE PLANS AND AT THE DIMENSIONS SHOWN WITHIN THE TABLE WITHIN IDOT STANDARD 664001-02 - CHAIN LINK FENCE. THEY SHALL BE ACCORDING TO THE SPECIFICATIONS FOR METAL POSTS, EITHER STEEL PIPE, STRUCTURAL SHAPE OR ROLLED FORMED SECTION AND SHALL BE GALVANIZED AS SPECIFIED FOR METAL POSTS.

STRUCTURAL P.C. CONCRETE - THE STRUCTURAL P.C. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF ITEM 610 OF THE STANDARD SPECIFICATIONS. A HIGH EARLY STRENGTH CONCRETE MAY BE USED. THE CONCRETE MIX DESIGN SHALL BE APPROVED FOR USE BY IDOT-AERONAUTICS PRIOR TO USING IT ON THE PROJECT.

BOLTS AND NUTS - ALL BOLTS AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 307 AND SHALL BE ZINC-COATED IN ACCORDANCE WITH AASHTO M 298, CLASS 50 OR ASTM A 153.

WIRE TIES AND TENSION WIRE - WIRE FABRIC TIES, WIRE TIES, AND TENSION WIRE FURNISHED FOR USE IN CONJUNCTION WITH A GIVEN TYPE OF FABRIC SHALL BE OF THE SAME MATERIAL AND COATING WEIGHT IDENTIFIED WITH THE FABRIC TYPE. ZINC-COATED STEEL WIRE, ALUMINUM-COATED STEEL WIRE, AND ALUMINUM ALLOY WIRE SHALL CONFORM TO REQUIREMENTS OF AASHTO M 181, TYPE I CLASS 2 OR TYPE II. THE TOP TENSION WIRE WILL BE DELETED IN LIEU OF THE TOP RAIL WHEN TOP RAIL IS REQUIRED. THE BOTTOM TENSION WIRE IS REQUIRED.

TOP RAILS - THE TOP RAILS SHALL BE 1.66 INCH O.D., GALVANIZED OR ALUMINUM COATED PIPE HAVING A MINIMUM BENDING STRENGTH OF 202 LBS. AT THE CENTER OF A 10 FT. SPAN AND WILL BE REQUIRED.



GENERAL NOTE:

CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT IN URBAN AREAS AND 1,000 FT IN RURAL AREAS. THERE SHALL BE A GROUND WITHIN 100 FT OF GATES IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE. FENCE UNDER A POWER LINE SHALL BE GROUNDED BY THREE GROUNDS; ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 FT TO 50 FT AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING. THE COUNTERPOISE GROUND SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND TENSION WIRE WITH UL LISTED GROUNDING CONNECTORS OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. GROUNDING CONNECTORS SHALL BE SIZED AND SUITABLE FOR THE RESPECTIVE APPLICATION. CONNECTIONS TO GROUND RODS SHALL BE WITH UL LISTED GROUNDING CONNECTORS SUITABLE FOR EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY ERICO PRODUCTS, INC., DIRECT BURIAL IN EARTH OR SOLON, OHIO, (PHONE 1-800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE 918-663-1440) OR ULTRAWELD BY HARGER, GRAYSLAKE, ILLINOIS (PHONE 1-800-842-7437). EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS SUITABLE FOR EACH RESPECTIVE APPLICATION. GROUND RODS SHALL BE 5/8-IN. DIAMETER BY 8 FT LONG (MINIMUM), UL-LISTED, COPPER-CLAD. THE GROUND WIRE USED TO BOND THE FENCE FABRIC AND TENSION WIRE TO THE GROUND ROD SHALL BE #6 AWG BARE SOLID COPPER CONDUCTOR.

WHERE THE 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 TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY ENGINEER.



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RECONSTRUCT TERMINAL AIRCRAFT PARKING APRON

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Contract No. MA031

NO.	DATE	DESCRIPTION		
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FENCE DETAILS AND NOTES

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