

CONSTRUCTION PLANS FOR TAYLORVILLE MUNICIPAL AIRPORT

CITY OF TAYLORVILLE
TAYLORVILLE, ILLINOIS

ILLINOIS PROJECT TAZ - 4342
S.B.G. PROJECT 3-17-SBGP-XX

REHABILITATE NORTH PORTION OF
AIRCRAFT PARKING APRON

NOVEMBER 14, 2014

SUMMARY OF QUANTITIES			
ITEM NO.	Description	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR150520	MOBILIZATION	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	40
AR152511	SUBGRADE REPAIR	SY	500
AR161900	REMOVE CLASS C FENCE	LF	85
AR162504	CLASS E FENCE 4'	LF	85
AR162570	DETECTOR LOOP	LS	1
AR201660	BITUMINOUS CRACK REPAIR	LF	1,000
AR201672	CRACK CONTROL FABRIC	LF	2,600
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	500
AR401610	BITUMINOUS SURFACE COURSE	TON	1,055
AR401650	BITUMINOUS PAVEMENT MILLING	SY	8,100
AR401655	BUTT JOINT CONSTRUCTION	SY	500
AR501506	6" PCC PAVEMENT	SY	356
AR501900	REMOVE PCC PAVEMENT	SY	356
AR510510	TIE DOWN	EA	18
AR510900	REMOVE TIE DOWN	EA	20
AR602510	BITUMINOUS PRIME COAT	GAL	60
AR603510	BITUMINOUS TACK COAT	GAL	1,380
AR620520	PAVEMENT MARKING-WATERBORNE	SF	1,415
AR620525	PAVEMENT MARKING-BLACK BORDER	SF	1,025
AR901510	SEEDING	AC	0.12
AR908525	KNITTED STRAW MAT	SY	565

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811 Know what's below. Call before you dig.
www.811.org

J.U.L.I.E. JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTORS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED, ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

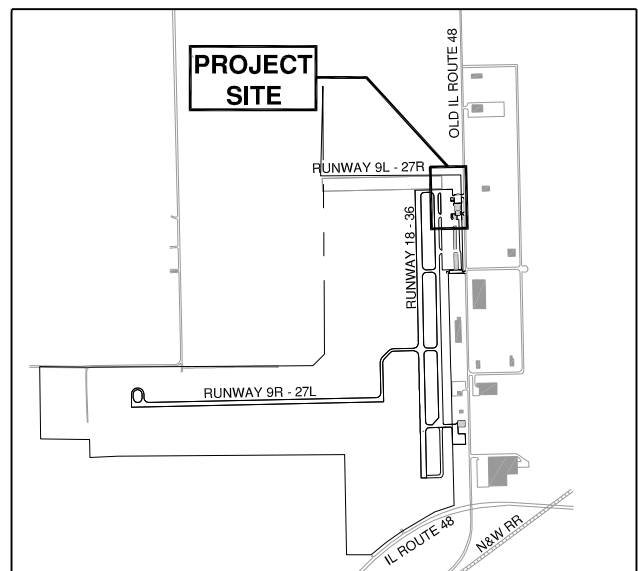
DESIGN INFORMATION
GEOMETRIC CRITERIA
AIRPLANE DESIGN GROUP II
TAXIWAY DESIGN GROUP II
PAVEMENT DESIGN CRITERIA
AIRCRAFT SINGLE WHEEL GEAR
DEPARTURE WEIGHT = 12,500 LBS.
100 ANNUAL DEPARTURES

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

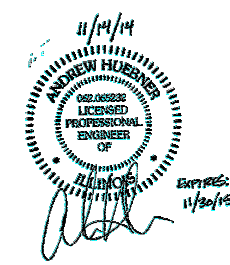
TOWNSHIP: 13 NORTH
RANGE: 2 WEST OF THE 4TH P.M.
SECTION: 32
COUNTY: CHRISTIAN
CIVIL TOWNSHIP: TAYLORVILLE



LOCATION MAP



SITE PLAN



**CITY OF TAYLORVILLE
TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS**

APPROVED: *Greg Bratherton*
MAYOR
DATE: 11/13/14

APPROVED: *Shirley J. Postolky*
CITY CLERK
DATE: 11/15/14

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY: *Al Sh...*
DATE: 11/14/14

CMT JOB NUMBER 13050-01

GENERAL NOTES

- 1.) ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- 2.) ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING RUNWAYS, TAXIWAYS, AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL OF FLAGMAN MONITORING RADIO TRANSMISSIONS ON **UNICOM FREQUENCY 122.8 MHZ**. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS AND ONLY HIS PERSONNEL WHO ARE FAMILIAR WITH AIRCRAFT OPERATIONS.
- 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 MANAGER. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE MID-AMERICA SPORT PARACHUTE CLUB TO ENSURE THAT NO CONSTRUCTION ACTIVITIES OR STORAGE LOCATIONS ARE WITHIN THE LANDING ZONE.
- 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.) ANY MISCELLANEOUS REMOVALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY, BUT THE CITY AND AIRPORT SHALL HAVE THE FIRST OPTION FOR THE USE OF THE BITUMINOUS MILLINGS GENERATED FROM THE WORK COMPLETED ON THIS PROJECT.
- 6.) ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 7.) THE CONTRACTOR SHALL CONTINUOUSLY CLEAN CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- 8.) IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES WITHIN THE PROJECT SITE 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.
- 9.) CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A.) THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN.
 - B.) THE CONTRACTOR SHALL COORDINATE ACCESS TO THE AIRFIELD WITH THE AIRPORT.
 - C.) CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE COUNTY, TOWNSHIP, OR I.D.O.T.
 - D.) 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.
 - E.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS.
 - F.) ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - G.) 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 AND OBJECT FREE AREAS.
 - H.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
 - I.) THE CONTRACTOR MAY USE ALTERNATE AIRPORT GATES TO DELIVER LARGER EQUIPMENT TO THE JOB SITE. THE CONTRACTOR SHALL COORDINATE ARRIVAL AND DEPARTURE OF THESE DELIVERIES WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER.

FILE: TAZ-4342-GC001.dwg
 UPDATE BY: Chris Groth
 PLOT DATE: 12/10/2014 6:34 AM

TAZ-V-ALAE

TA006

REVISIONS

NUMBER	BY	DATE

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

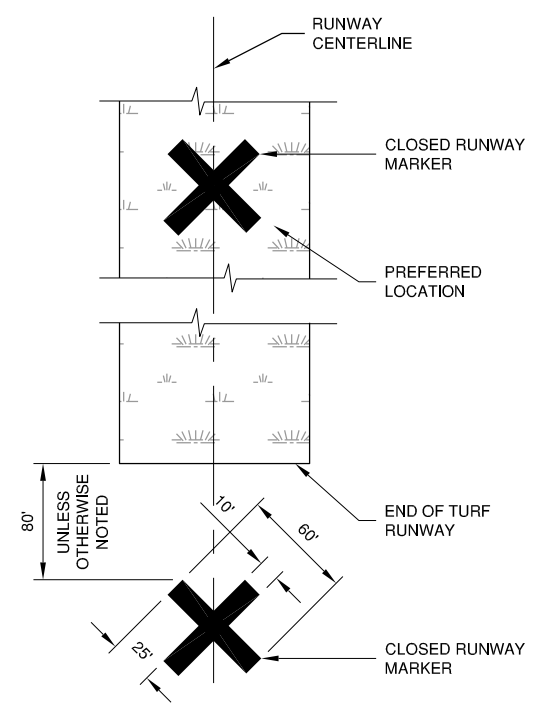
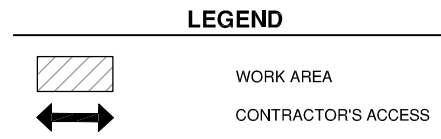
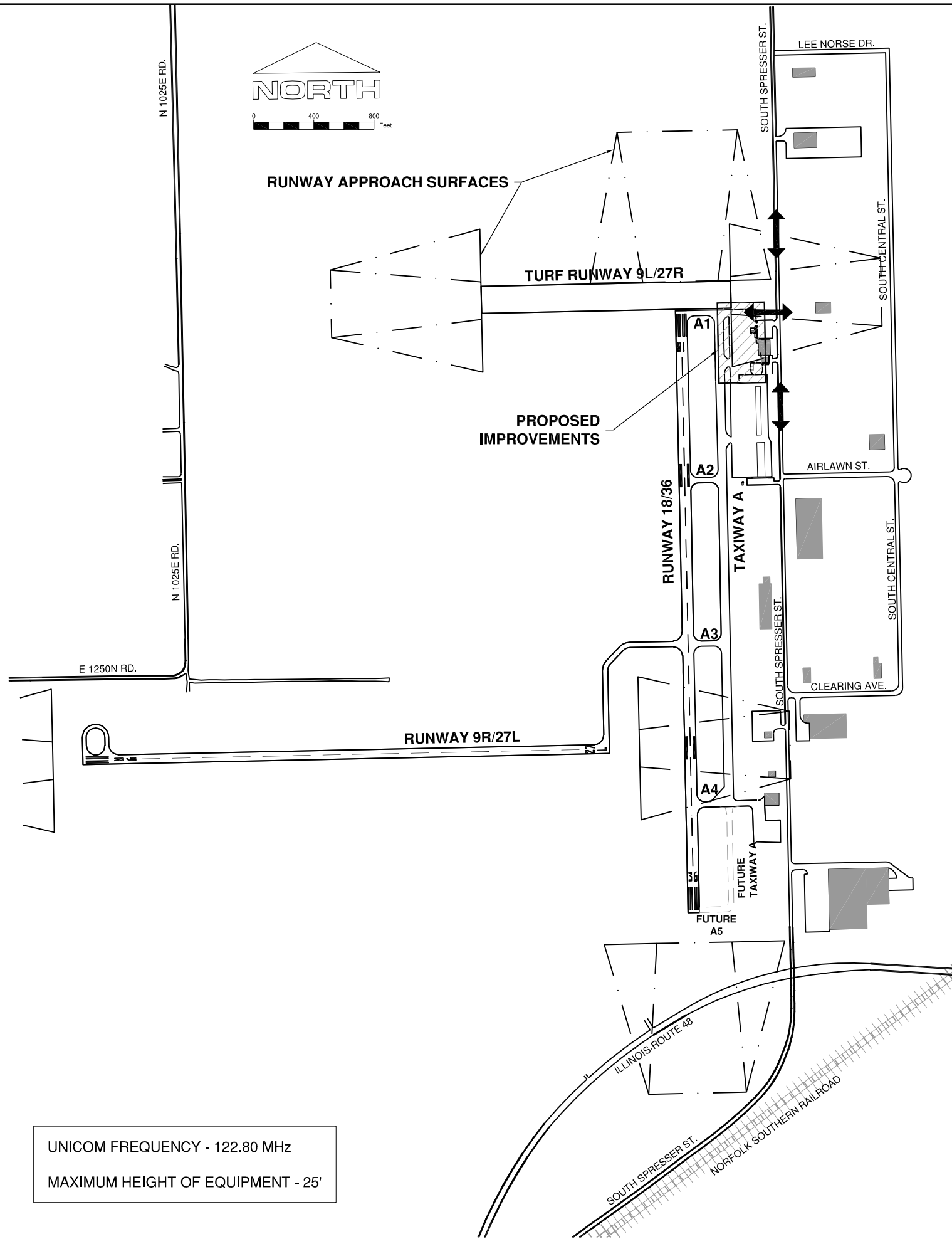
TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS
REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
SITE PLAN

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DESIGN BY: AJH
 DRAWN BY: CMT
 CHECKED BY: CBG
 APPROVED BY: CET
 DATE: NOVEMBER 14, 2014
 JOB No: 13050-01

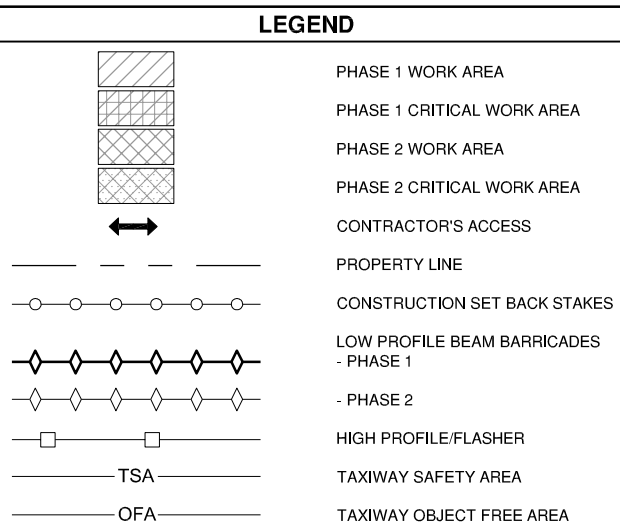
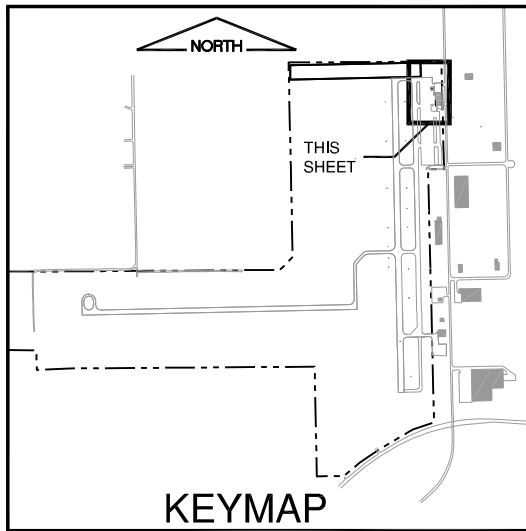
IL. PROJ. NO. TAZ-4342
 SBG NO. 3-17-SBGP-XX

SHEET 02 OF 14 SHEETS



PORTABLE CLOSED RUNWAY MARKER DETAIL
 N.T.S.

K:\Taylorville\1305001\Draw Sheets



- ### CONSTRUCTION PHASE NOTES
1. THE CONTRACTOR SHALL GIVE THE AIRPORT SEVEN (7) DAY NOTICE PRIOR TO STARTING ANY PHASE IN ORDER TO ALLOW NOTIFICATIONS TO BE MADE TO TENANTS.
 2. THE CONTRACTOR SHALL ACCESS THE SITE THROUGH THE EXISTING BITUMINOUS MILLINGS ROAD AND THE EXISTING DOUBLE SWING GATE.
 3. THE CONTRACTOR SHALL INSTALL A PAD-LOCK WITHIN THE CHAIN FOR THE DOUBLE SWING ACCESS GATE AND SHALL GIVE A KEY TO THE RESIDENT ENGINEER.
 4. THE CONTRACTOR SHALL LOCK THIS GATE AT THE END OF EACH WORKING DAY.
 5. RUNWAY 18/36 SHALL REMAIN OPEN FOR THE ENTIRE DURATION OF THE PROJECT.
 6. TAXIWAY A SHALL ONLY BE CLOSED DURING WORK IN PHASE 1 CRITICAL AREAS.
 7. CONSTRUCTION ACTIVITIES WILL INCLUDE PAVEMENT MILLING, PAVEMENT REMOVALS, PAVEMENT CONSTRUCTION, PAVEMENT MARKING AND TURFING.
 8. BEFORE MOVING TO THE NEXT PHASE, ALL WORK INVOLVING PAVEMENT MILLING AND PAVEMENT CONSTRUCTION SHALL BE COMPLETED WITHIN EACH PHASE.
 9. CONTRACTOR'S EQUIPMENT SHALL BE RESTRICTED TO 15' MAXIMUM HEIGHT WHEN ACCESSING THE APRON. DELIVERY VEHICLES AND EQUIPMENT GREATER THAN 15' WILL REQUIRE THE CONTRACTOR TO COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER TO ENSURE THAT THE RUNWAY 27R APPROACH SURFACE REMAINS PROTECTED. MAXIMUM EQUIPMENT HEIGHT DURING CONSTRUCTION SHALL BE 25'.
 10. CONTRACTOR SHALL PLACE HIGH PROFILE/FLASHER BARRICADES AS SHOWN DURING THE CLOSURE OF TAXIWAY A ONLY.
 11. TAXIWAY A SHALL ONLY BE CLOSED DURING WORK HOURS WHEN WORK IS WITHIN THE TAXIWAY OBJECT FREE AREA.
 12. WORK WITHIN THE PHASE 1 AND PHASE 2 CRITICAL AREAS SHALL BE EXPEDITED.
 13. ACCESS TO THE FUEL FARM SHALL BE MAINTAINED AS DETERMINED NECESSARY BY THE AIRPORT
 14. TURF RUNWAY 9L/27R SHALL BE CLOSED DURING HAUL OPERATIONS. SEE SITE PLAN FOR TURF RUNWAY CLOSURE DETAIL.

FILE: TAZ-4342-GC002.dwg
 UPDATE BY: Chris Groth
 PLOT DATE: 12/10/2014 6:36 AM

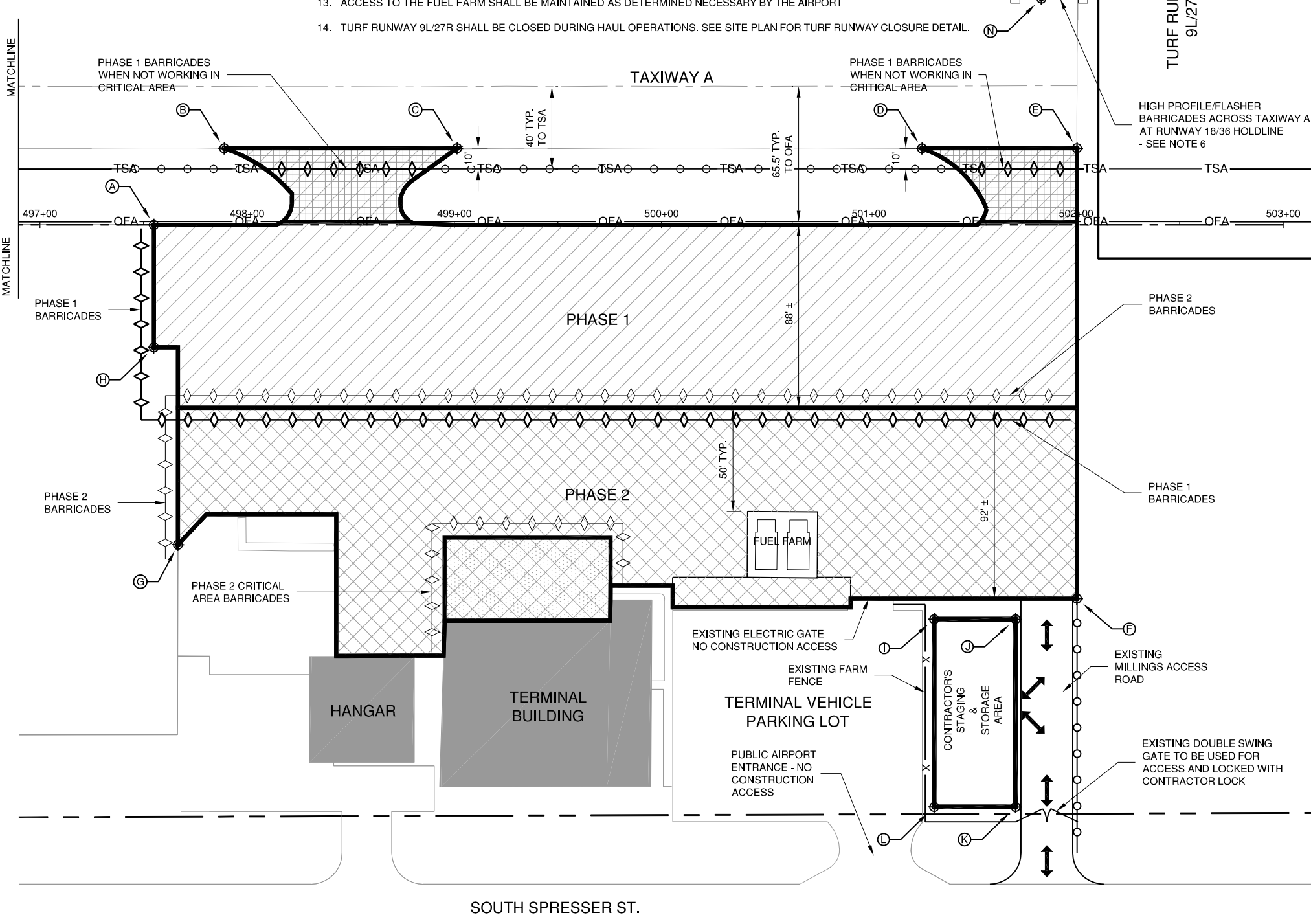
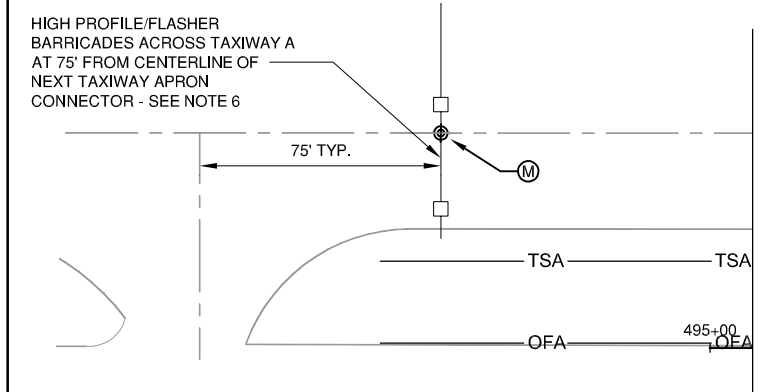
TAZ-V-AL
 KEYMAP
 TAZ-1305001-C-SPAL

TA006

REVISIONS		
NUMBER	BY	DATE

0 30 60 Feet

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



CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	ELEVATION
A	N 039° 32' 11.8359"	W 089° 19' 34.9273"	614.20
B	N 039° 32' 12.1671"	W 089° 19' 35.4038"	615.50
C	N 039° 32' 13.2777"	W 089° 19' 35.4216"	615.50
D	N 039° 32' 15.4949"	W 089° 19' 35.4544"	615.00
E	N 039° 32' 16.2338"	W 089° 19' 35.4668"	615.00
F	N 039° 32' 16.2592"	W 089° 19' 32.6938"	614.30
G	N 039° 32' 11.9688"	W 089° 19' 32.9601"	614.70
H	N 039° 32' 11.8428"	W 089° 19' 34.1735"	614.30
I	N 039° 32' 15.5796"	W 089° 19' 32.5561"	616.00
J	N 039° 32' 15.9679"	W 089° 19' 32.5621"	616.00
K	N 039° 32' 15.9784"	W 089° 19' 31.4066"	616.00
L	N 039° 32' 15.5902"	W 089° 19' 31.4007"	616.00
M	N 039° 32' 08.4775"	W 089° 19' 35.7310"	617.00
N	N 039° 32' 16.0561"	W 089° 19' 36.3859"	615.00

NOTES

1. STEADY BURN TO BE BATTERY OPERATED OMNI DIRECTIONAL LENS TO BE RED.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 15' INTERVALS.
5. ONE 20" x 20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE AND SECURELY FASTENED.

FLASHER BARRICADE DETAIL
N.T.S.

TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS

REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON CONSTRUCTION ACTIVITY PLAN

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DESIGN BY: AJH
 DRAWN BY: CMT
 CHECKED BY: CBG
 APPROVED BY: CET
 DATE: NOVEMBER 14, 2014
 JOB No: 13050-01

IL. PROJ. NO. TAZ-4342
 SBG NO. 3-17-SBG-XX

SHEET 03 OF 14 SHEETS

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP) FOR THIS PROJECT, FAA AC 150/5370-2F, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2F. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE STORM WATER POLLUTION PREVENTION PROGRAM (SWPPP) CERTIFICATION STATEMENT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON AS NEEDED BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A COORDINATION MEETINGS WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. PHASING SHALL BE AS NOTED AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE ENTRANCE SHOWN.
3. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
4. THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN.
5. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
6. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
7. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
8. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
9. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
10. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
11. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTICE TO AIRMEN (NOTAMS) MAY BE ISSUED BY THE AIRPORT.
3. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
5. CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

AIRPORT OPERATOR
BILL NEWBERRY - AIRPORT MANAGER (217) 827-2704

ENGINEER
ANDREW HUEBNER P.E. - PROJECT ENGINEER (217) 787-8050
CMT - RESIDENT ENGINEER (217) 787-8050

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH CONSTRUCTION PHASE'S WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2F.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THIS SHEET AND THE CONSTRUCTION ACTIVITY PLAN SHEET.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. PROTECTION

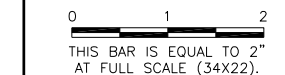
1. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 65.5' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

18. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

TA006

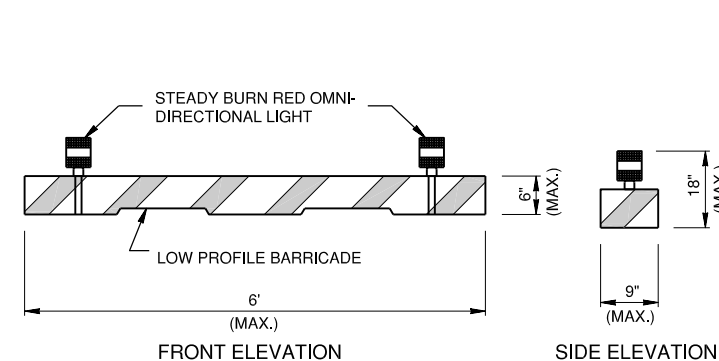
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NUMBER	BY	DATE



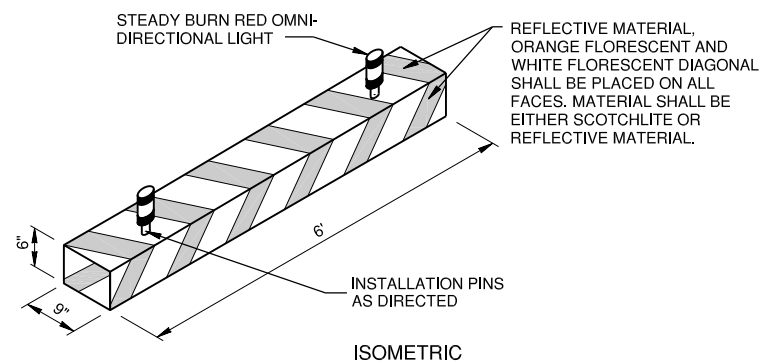
TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS
REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
CONSTRUCTION SAFETY PHASING
PLAN NOTES

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IL. PROJ. NO. TAZ-4342 SBG NO. 3-17-SBGP-XX	
SHEET	04 OF 14 SHEETS

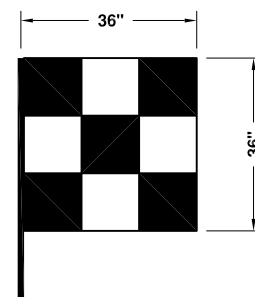


BEAM BARRICADE DETAILS
N.T.S.

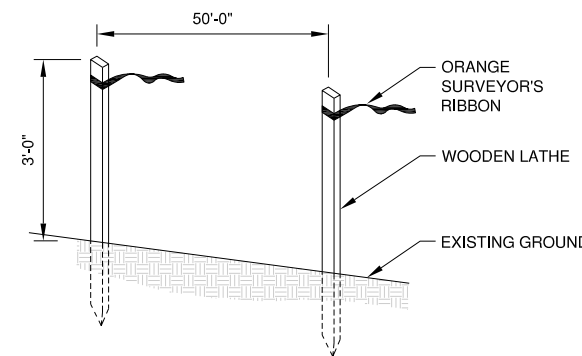


NOTES

- 1.) BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY JET OR PROP BLAST.
- 2.) BARRICADE SHALL BE EASILY COLLAPSIBLE UPON CONTACT WITH AIRCRAFT.
- 3.) PLACE AT 10' INTERVALS.
- 4.) NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



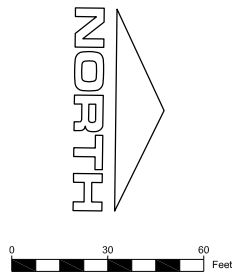
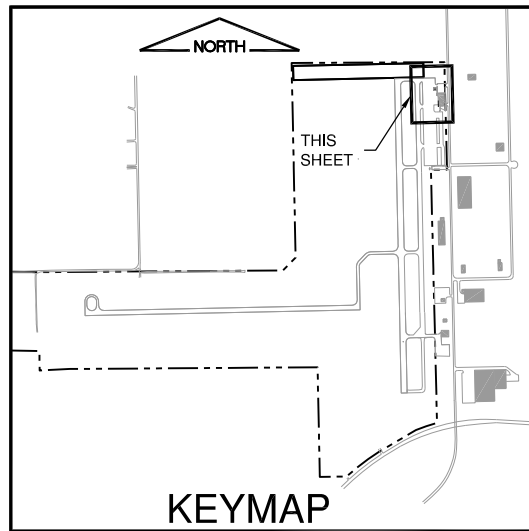
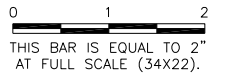
TRUCK SIGNAL FLAG
ORANGE / WHITE
N.T.S.



CONSTRUCTION SETBACK LINE DETAIL
N.T.S.

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REVISIONS		
NUMBER	BY	DATE



	BITUMINOUS PAVEMENT MILLING - 0" - 2"
	FULL DEPTH PCC PAVEMENT REMOVAL
	UNCLASSIFIED EXCAVATION / FULL DEPTH AGGREGATE REMOVAL
	BUTT JOINT CONSTRUCTION
R	REMOVALS
RR	REMOVE AND REPLACE
	SAWCUT
	EXISTING STAKE MOUNTED TAXIWAY LIGHT

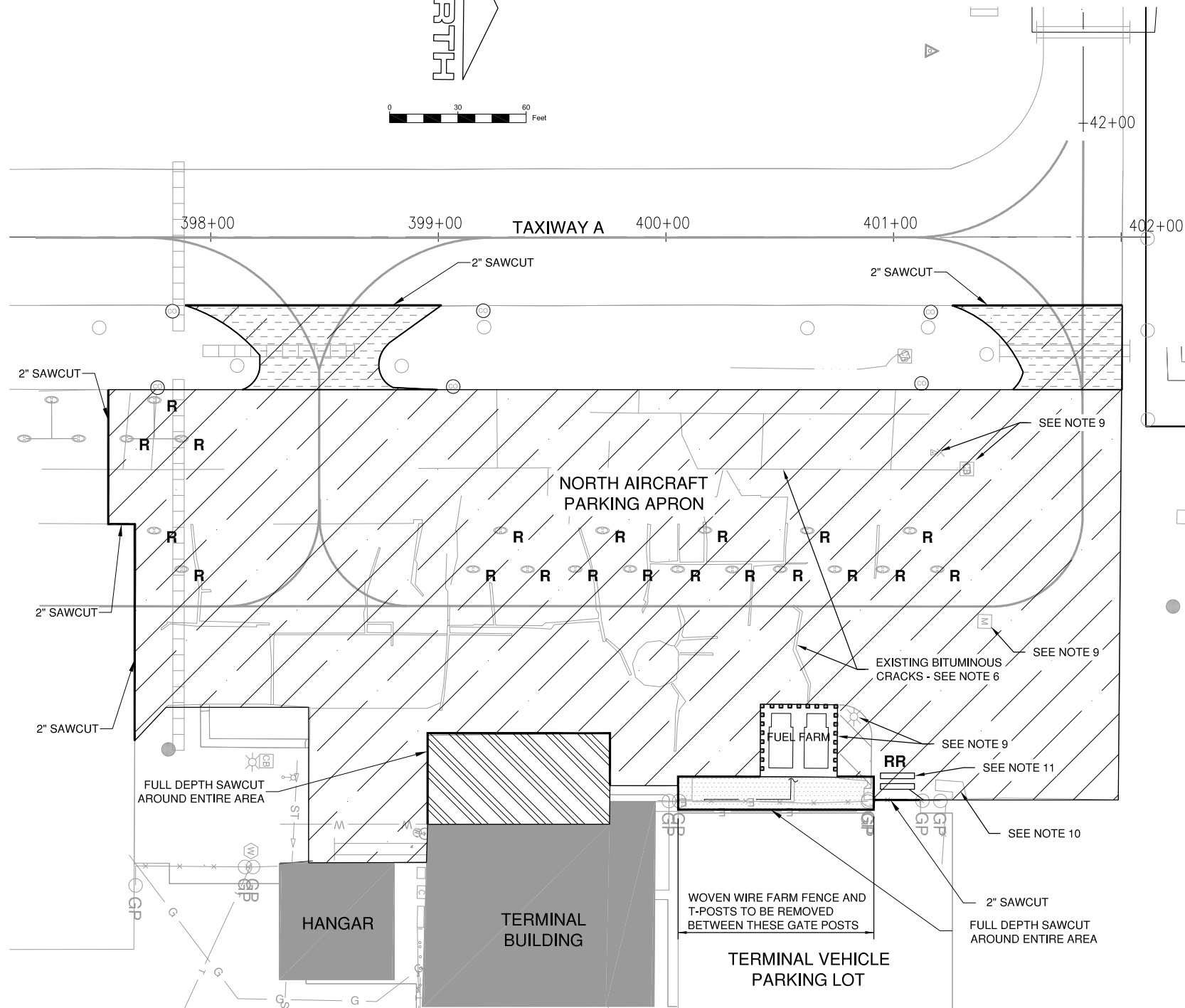
	EXISTING BASE MOUNTED TAXIWAY LIGHT		EXISTING MONITORING WELL
	EXISTING TAXIWAY GUIDANCE SIGN		EXISTING DUCT MARKER
	EXISTING CATCH BASIN		EXISTING PAVING MARKING
	EXISTING UNDERDRAIN CLEANOUT		EXISTING STORM SEWER
	GATE POST TO REMAIN		EXISTING AIRFIELD ELECTRIC CIRCUIT
	EXISTING TIE DOWN		EXISTING UNDERGROUND ELECTRIC
	EXISTING OVERHEAD LIGHT		EXISTING WATER LINE
	EXISTING IRON PIN		EXISTING GAS LINE
	EXISTING SURVEY MONUMENT		EXISTING TELEPHONE LINE
	EXISTING WATER VALVE/METER		EXISTING FENCE
			EXISTING DUCT

NOTES:

- EXISTING BUILDINGS HAVE UTILITY CONNECTIONS, SLIDING DOOR HARDWARE AND DRAINAGE HARDWARE THAT EXTEND BEYOND THE FOOTPRINT OF THE BUILDING (NOT SHOWN). THE CONTRACTOR MAY BE REQUIRED TO REMOVE THIS HARDWARE DURING CONSTRUCTION IN ORDER TO PROPERLY PROCEED WITH OPERATIONS AND WILL BE REQUIRED TO REPLACE THESE ITEMS TO PRE-CONSTRUCTION CONDITIONS AND TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT ONCE WORK HAS BEEN COMPLETED. ANY ADDITIONAL TIME AND EFFORT FOR THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- THE MILLING OPERATIONS SHALL REMAIN A FIXED DISTANCE FROM THE FUEL FARM ISLAND AND THE FACE AND SIDE OF THE BUILDINGS WHERE THERE ARE NO BUILDING DOORS. THE RESIDENT ENGINEER WILL DETERMINE THE ACCEPTABLE OFFSET FOR THE MILLING EQUIPMENT. MILLING OPERATIONS AT THE BUILDING DOORS SHALL BE MILLED UP TO THE BUILDING FOUNDATION. MILLING ALONG THE BUILDING FOUNDATION MAY REQUIRE SPECIAL EQUIPMENT CAPABLE OF MILLING IN CLOSE PROXIMITY OF A VERTICAL FACE OR THE USE OF HAND TOOLS. COSTS ASSOCIATED WITH THIS MILLING SHALL BE INCIDENTAL TO THE MILLING PAY ITEM.
- THE CONTRACTOR SHALL NOT DAMAGE EXISTING BUILDING FOUNDATIONS OR BUILDING DOORS. DAMAGE CAUSED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.
- SAWCUT SHOWN SHALL BE INCIDENTAL TO THE MILLING OPERATIONS. ADDITIONAL AREAS NOT SHOWN MAY REQUIRE SAWCUT. NO ADDITIONAL PAYMENTS WILL BE MADE FOR SAWCUT.
- THE CONTRACTOR SHALL FULL DEPTH SAWCUT AROUND THE AREA OF THE FULL DEPTH AGGREGATE REMOVAL TO ALLOW THE FULL DEPTH REMOVAL AND A VERTICAL FACE FOR THE PROPOSED BITUMINOUS PAVEMENT STRUCTURE.
- THE RESIDENT ENGINEER SHALL DETERMINE WHICH BITUMINOUS CRACKS WILL NEED TO BE EXTRA DEPTH REPAIRED.
- WOVEN WIRE FARM FENCE TO BE REMOVED IN LOCATION OF FULL DEPTH AGGREGATE REMOVAL. GATE POSTS SHALL REMAIN.
- THE CONTRACTOR SHALL TAKE GREAT CARE TO AVOID THE BURIED ELECTRICAL CABLES IN THE FULL DEPTH AGGREGATE REMOVAL AREA RUNNING FROM THE TERMINAL BUILDING TO THE FUEL FARM.
- THE CONTRACTOR SHALL TAKE CARE TO PAVE AROUND OR OVER THESE ITEMS AND ANY DAMAGE DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED TO PRE-CONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE AIRPORT AND THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
- THE AREA AROUND THE GATE OPERATOR SHALL HAVE THE TOP TWO (2") INCHES OF AGGREGATE REMOVED AND BE PAVED MATCHING THE SURROUNDING AREA.
- THE EXISTING ELECTRIC GATE DETECTOR LOOPS ON THE AIRSIDE SHALL BE REMOVED DURING MILLING OPERATIONS AND THIS SHALL BE CONSIDERED INCIDENTAL TO THE MILLING PAY ITEM. THE DETECTOR LOOPS SHALL BE REPLACED PER THE DETAILS SHOWN ON THE MISCELLANEOUS DETAILS 4 SHEET. THE REPLACEMENT AND INSTALLATION OF THE NEW DETECTOR LOOPS SHALL BE PAID FOR UNDER ITEM AR162570 DETECTOR LOOP, LUMP SUM.

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE, AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

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



**TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS
 REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
 EXISTING CONDITIONS AND REMOVALS**

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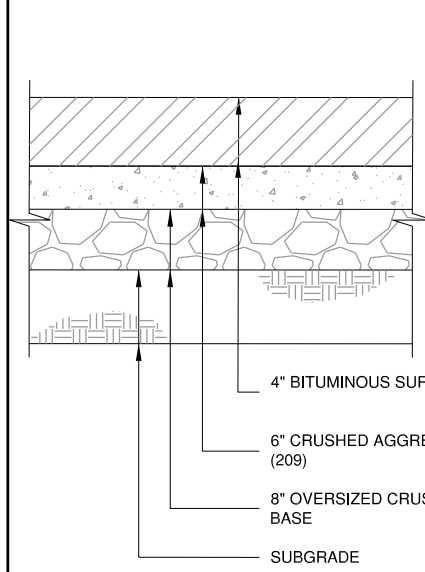
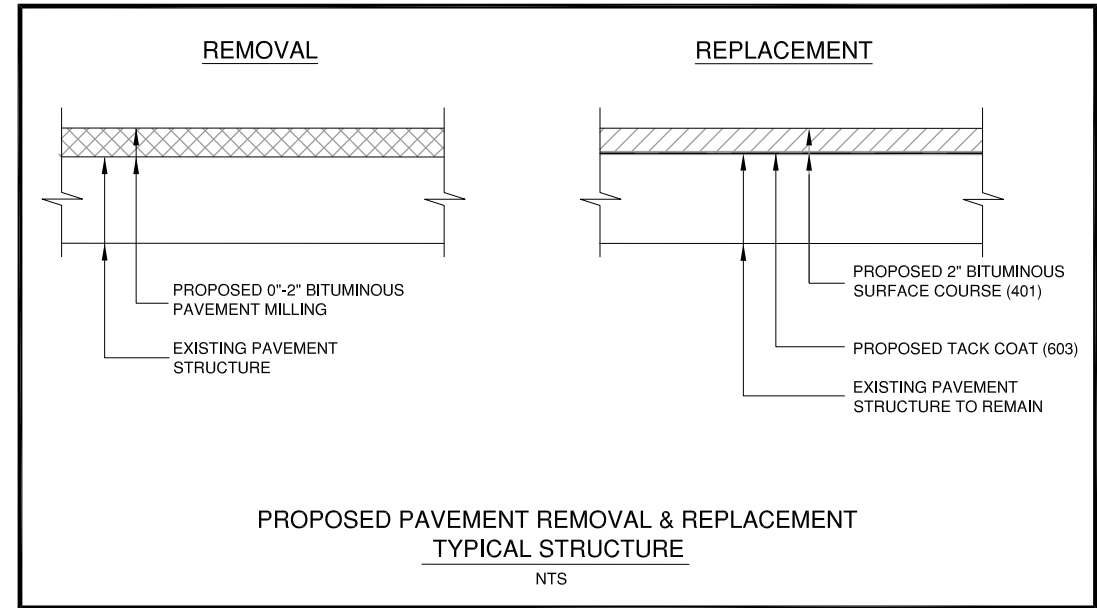
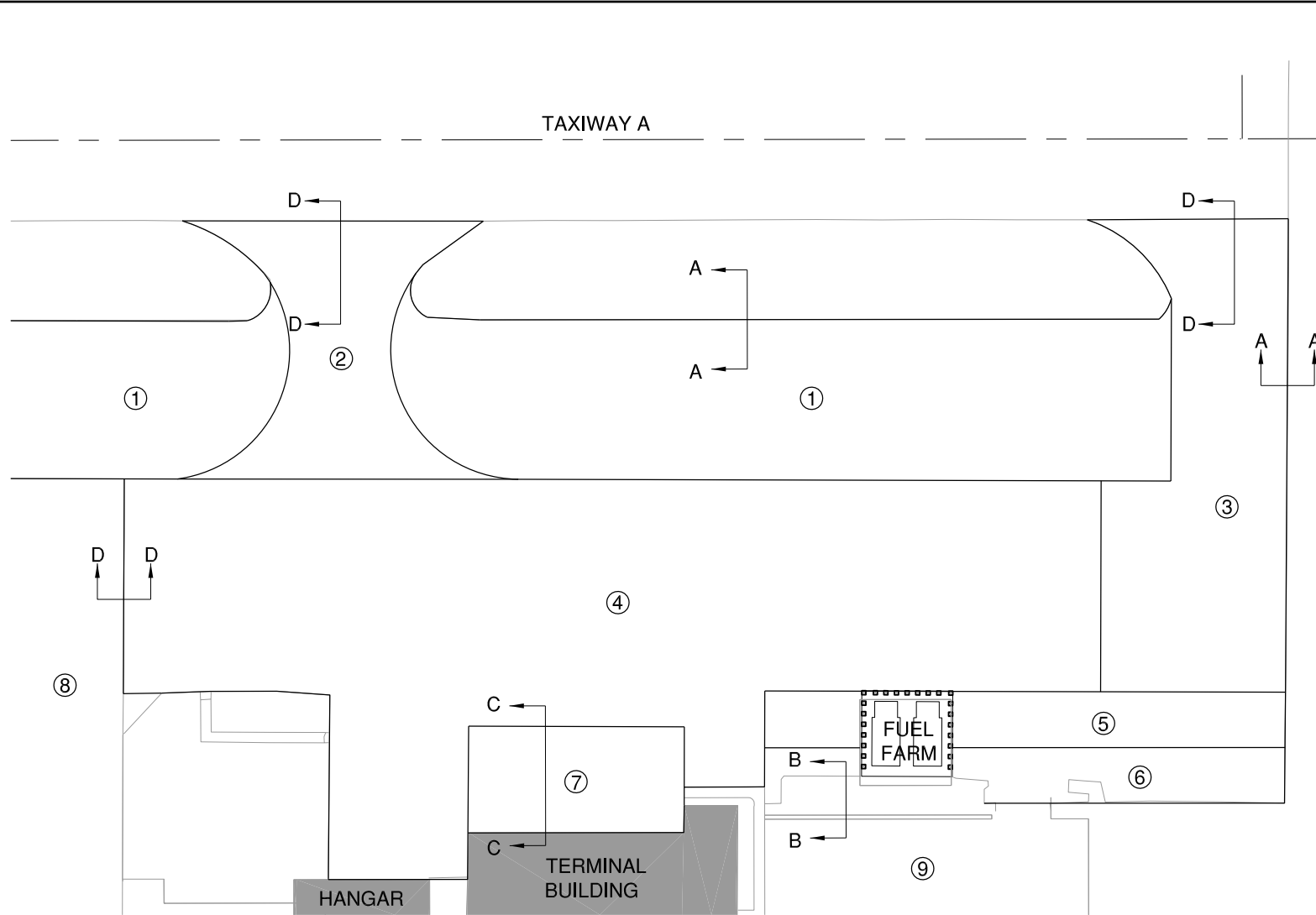
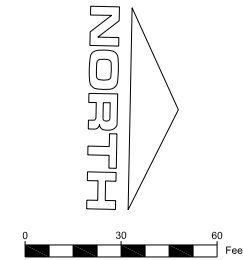
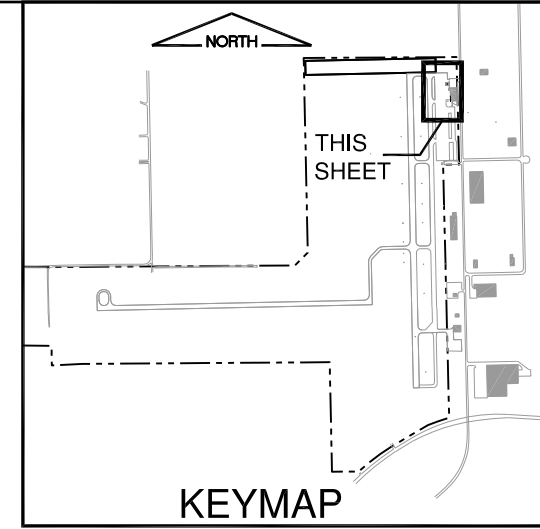
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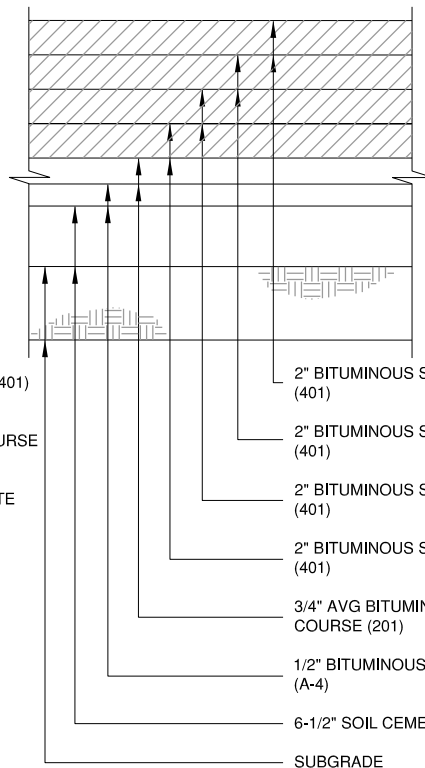
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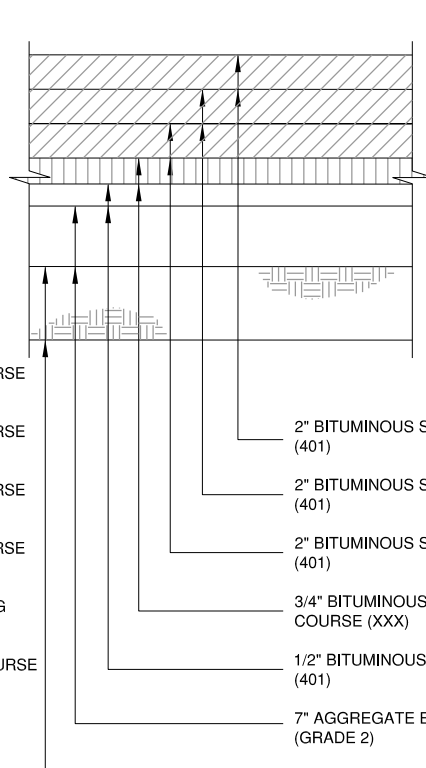
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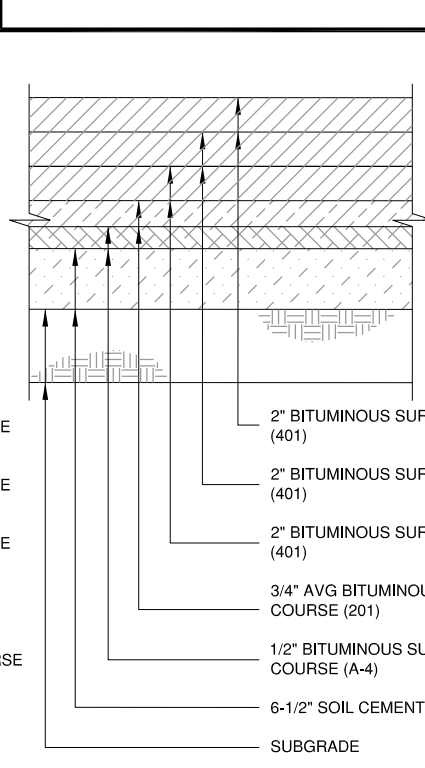
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 - 6" CRUSHED AGGREGATE BASE COURSE (209)
 - 8" OVERSIZED CRUSHED AGGREGATE BASE
 - SUBGRADE
- AREA ①
 EXISTING PAVEMENT STRUCTURE**
 NTS



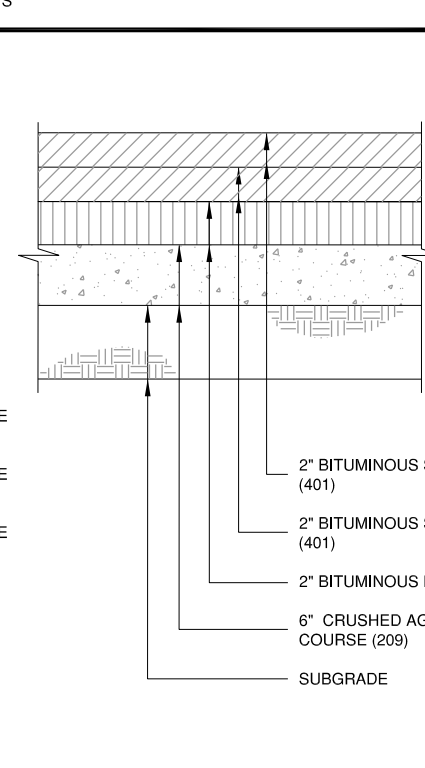
- 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 3/4" AVG BITUMINOUS LEVELING COURSE (201)
 - 1/2" BITUMINOUS SURFACE COURSE (A-4)
 - 6-1/2" SOIL CEMENT
 - SUBGRADE
- AREA ②
 EXISTING PAVEMENT STRUCTURE**
 NTS



- 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 3/4" BITUMINOUS LEVELING COURSE (XXX)
 - 1/2" BITUMINOUS SURFACE COURSE (401)
 - 7" AGGREGATE BASE COURSE (GRADE 2)
 - SUBGRADE
- AREA ③
 EXISTING PAVEMENT STRUCTURE**
 NTS



- 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 3/4" AVG BITUMINOUS LEVELING COURSE (201)
 - 1/2" BITUMINOUS SURFACE COURSE (A-4)
 - 6-1/2" SOIL CEMENT
 - SUBGRADE
- AREA ④
 EXISTING PAVEMENT STRUCTURE**
 NTS



- 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 2" BITUMINOUS SURFACE COURSE (401)
 - 6" CRUSHED AGGREGATE BASE COURSE (209)
 - SUBGRADE
- AREA ⑤
 EXISTING PAVEMENT STRUCTURE**
 NTS

**TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS**

**REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
 TYPICAL SECTIONS 1**

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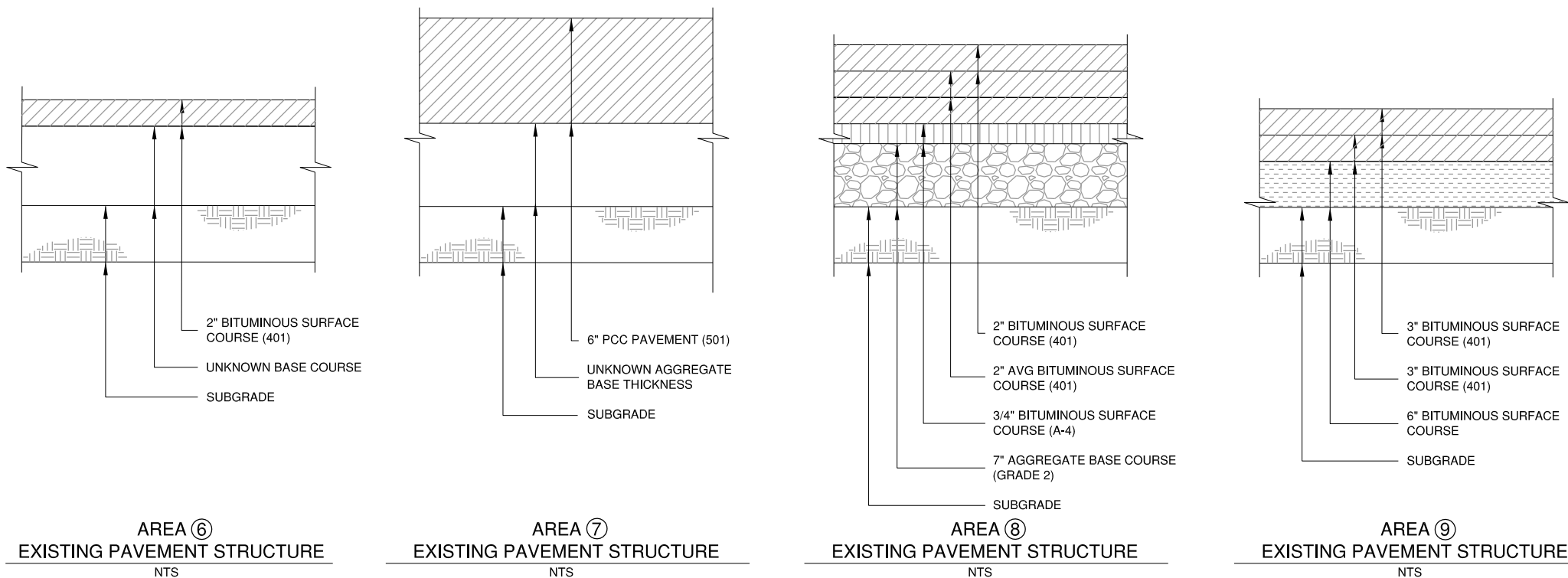
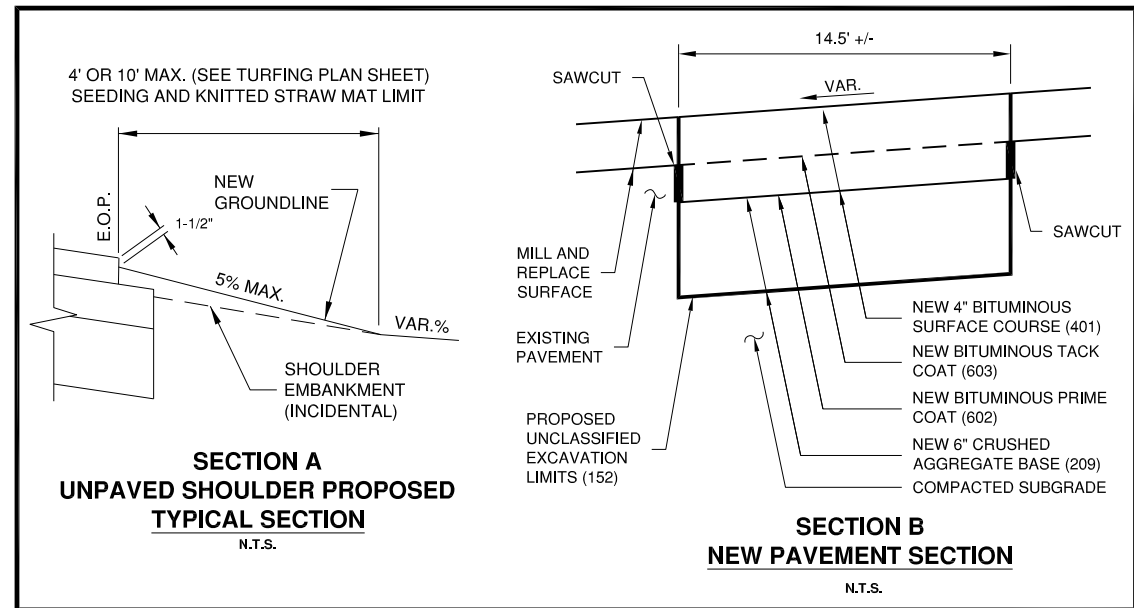
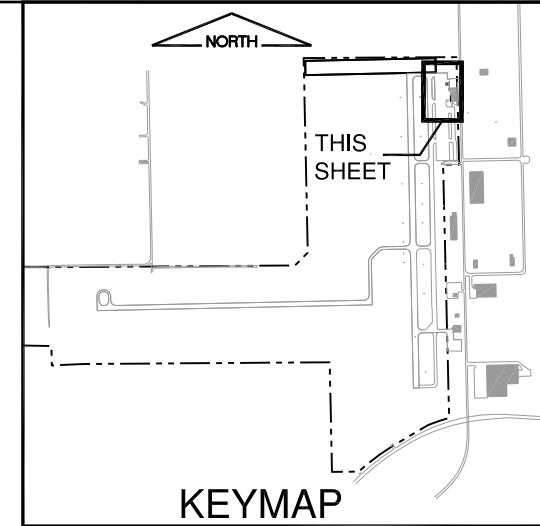
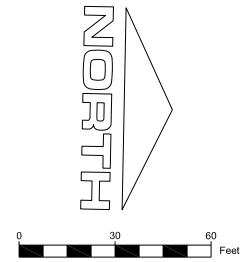
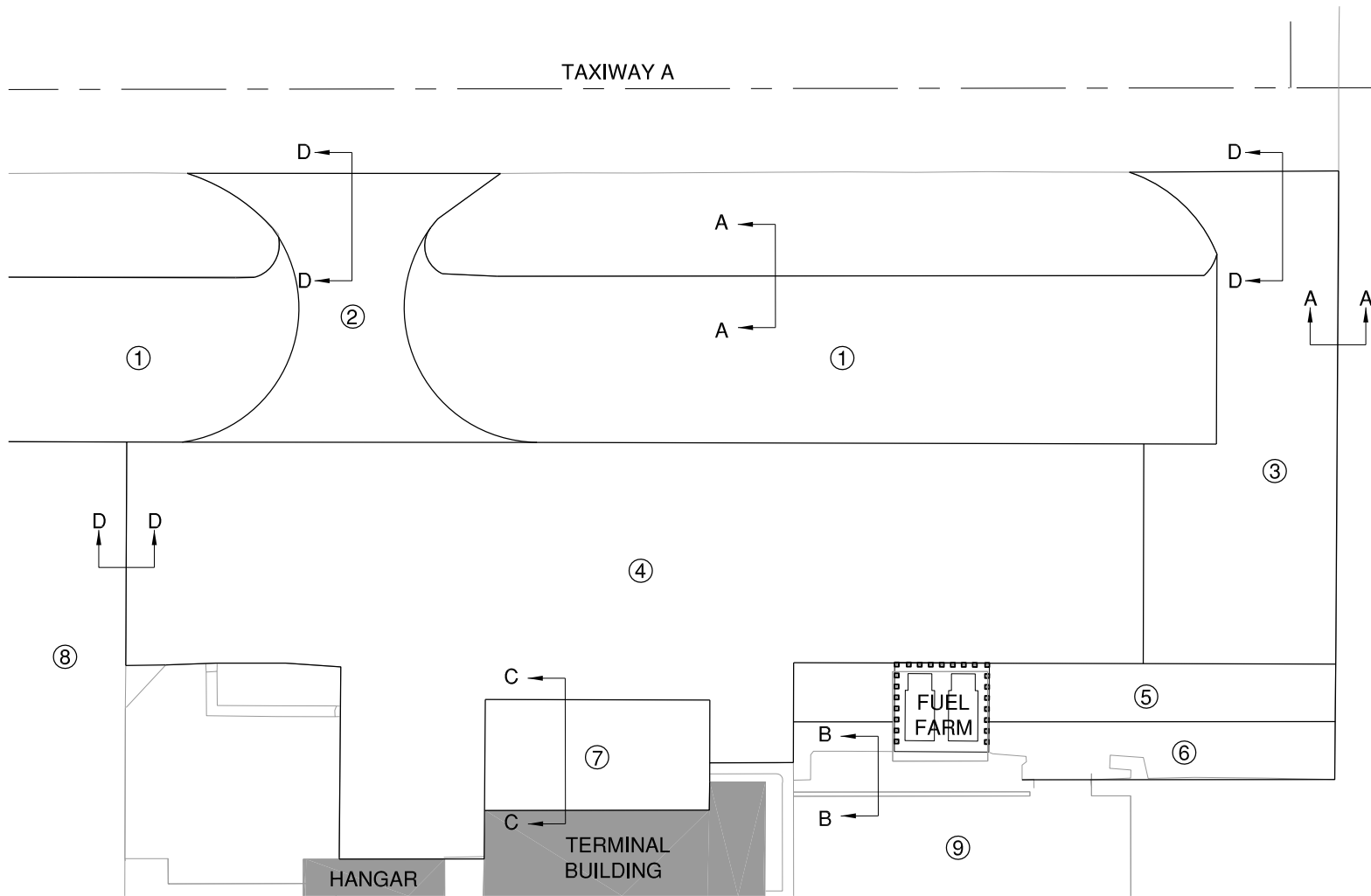
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TAYLORVILLE, ILLINOIS
REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
TYPICAL SECTIONS 2

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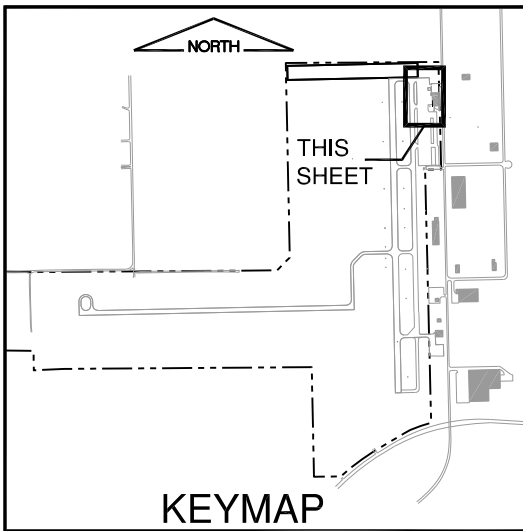
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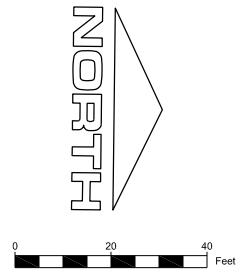
**TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS
 REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
 PROPOSED IMPROVEMENTS**

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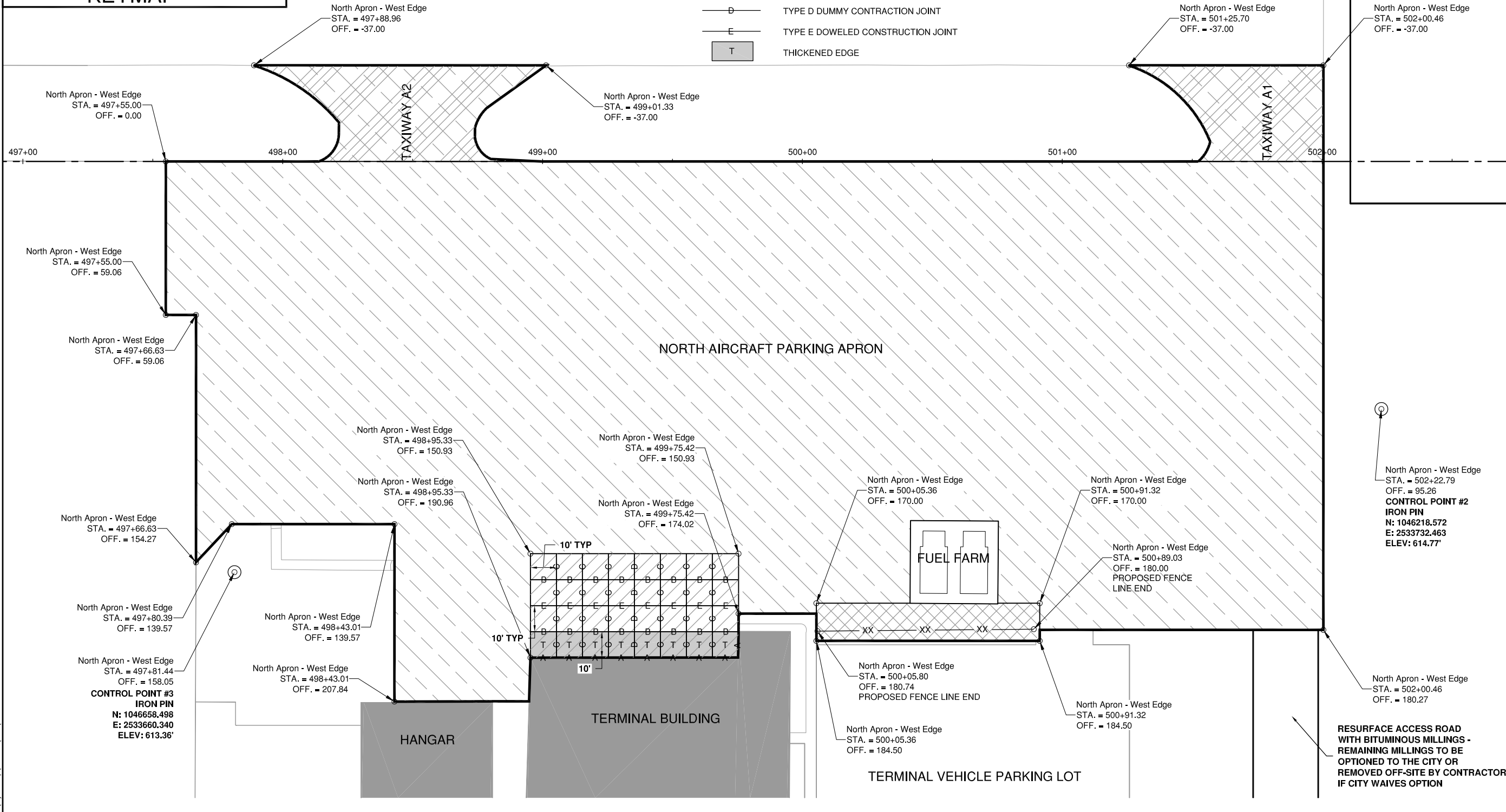
NOTE:
 A QUANTITY OF 500 SY OF AR152511
 SUBGRADE REPAIR HAS BEEN
 INCLUDED IN THE PROJECT TO BE USED
 AS NEEDED OR AS DESIGNATED BY THE
 RESIDENT ENGINEER.



LEGEND

	PROPOSED LIMITS OF IMPROVEMENTS
	PROPOSED 6" P.C.C. PAVEMENT (501) PROPOSED 6" CRUSHED AGGREGATE BASE COURSE (209)
	PROPOSED 2" BITUMINOUS SURFACE COURSE OVERLAY (401) PROPOSED TACK COAT (603)
	PROPOSED BUTT JOINT CONSTRUCTION (401)
	PROPOSED 4" BITUMINOUS SURFACE COURSE (401) PROPOSED 6" CRUSHED AGGREGATE BASE COURSE (209) PROPOSED UNCLASSIFIED EXCAVATION (152)
	PROPOSED CLASS E FENCE 4' (162)
	TYPE A ISOLATION JOINT (3/4")
	TYPE B HINGED (TIED) CONTRACTION JOINT
	TYPE C DOWELED CONTRACTION JOINT
	TYPE D DUMMY CONTRACTION JOINT
	TYPE E DOWELED CONSTRUCTION JOINT
	THICKENED EDGE

North Apron - West Edge
 STA. = 501+15.98
 OFF. = -148.79
**CONTROL POINT #1
 SURVEY MONUMENT
 N: 1046546.540
 E: 2533418.600
 ELEV: 613.45'**

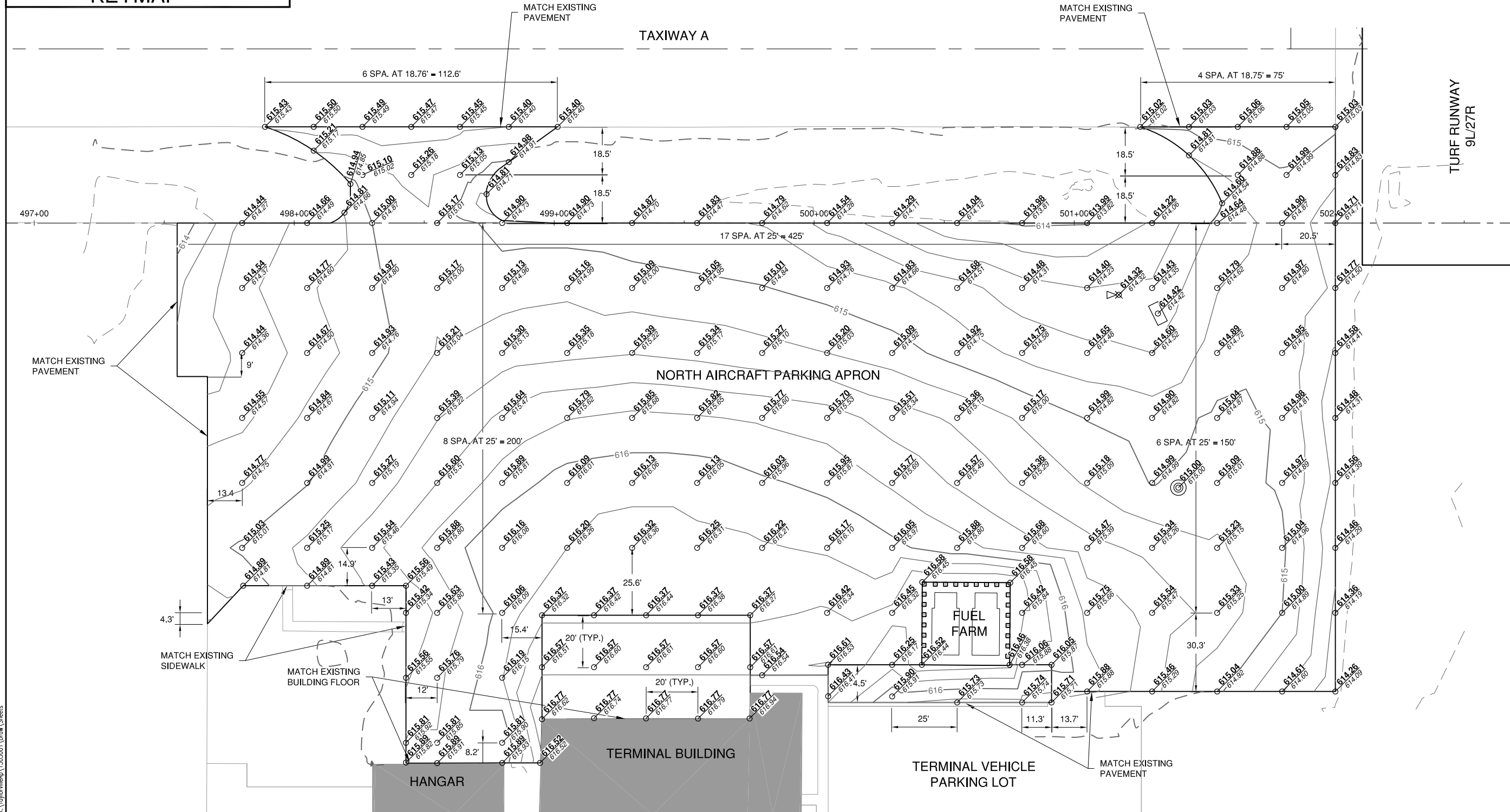
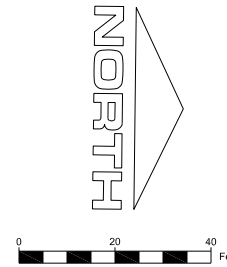
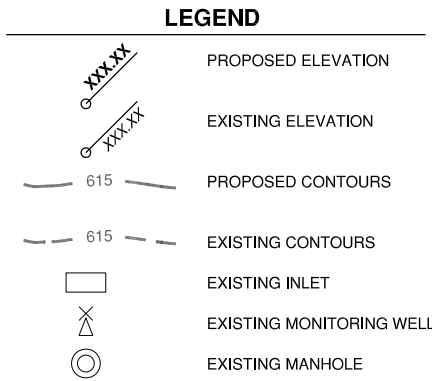
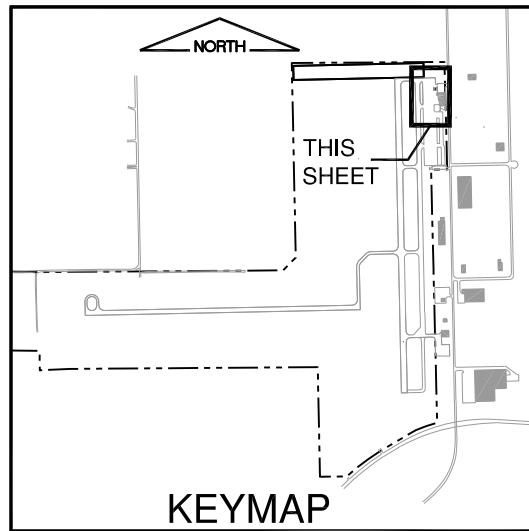


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TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS
REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
PROPOSED STAKING PLAN

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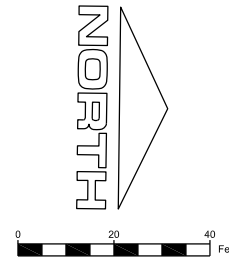
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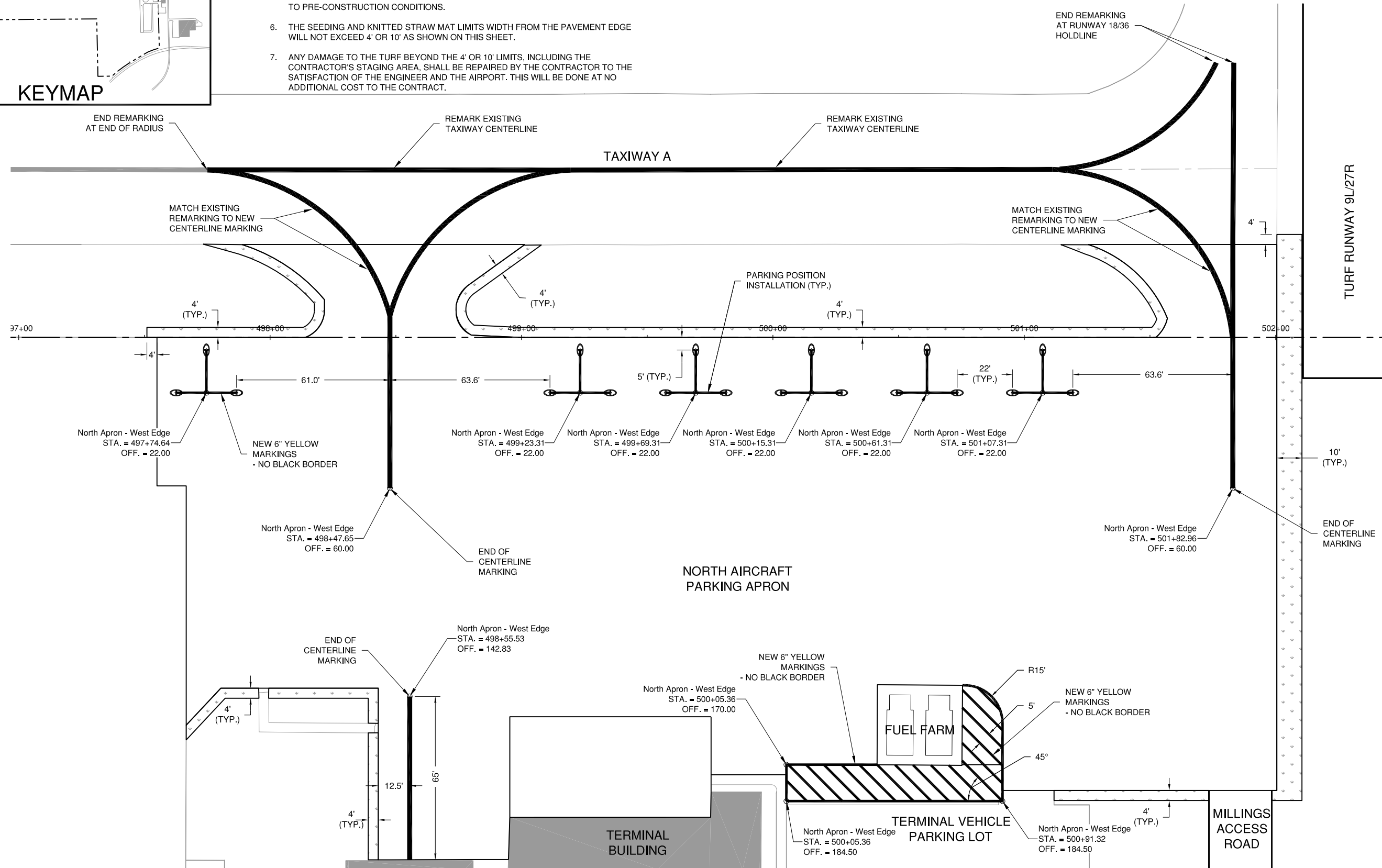
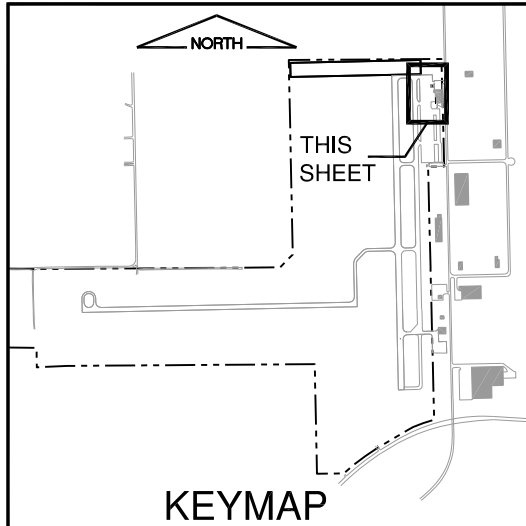
1. YELLOW MARKINGS TO BE PAID FOR UNDER ITEM AR620520 - PAVEMENT MARKING - WATERBORNE.
2. BLACK MARKINGS TO BE PAID FOR UNDER ITEM AR620525 - PAVEMENT MARKING - BLACK BORDER.
3. THE AIRPORT SHALL HAVE THE FINAL AUTHORITY ON MARKINGS AND TIE DOWN LOCATIONS.
4. SEE MISCELLANEOUS DETAILS 2 FOR FURTHER INFORMATION ON THE TIE DOWN INSTALLATION.
5. SEEDING AND KNITTED STRAW MAT LIMITS SHALL BE AS NECESSARY AND AS DEEMED BY THE RESIDENT ENGINEER IN ORDER TO REPAIR THE APRON SHOULDER TO PRE-CONSTRUCTION CONDITIONS.
6. THE SEEDING AND KNITTED STRAW MAT LIMITS WIDTH FROM THE PAVEMENT EDGE WILL NOT EXCEED 4' OR 10' AS SHOWN ON THIS SHEET.
7. ANY DAMAGE TO THE TURF BEYOND THE 4' OR 10' LIMITS, INCLUDING THE CONTRACTOR'S STAGING AREA, SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. THIS WILL BE DONE AT NO ADDITIONAL COST TO THE CONTRACT.

LEGEND

- PROPOSED TAXIWAY CENTERLINE MARKING
- ⊙ PROPOSED TIE DOWN
- ▭ PROPOSED SEEDING (901) & KNITTED STRAW MAT LIMITS (908)



KEYMAP



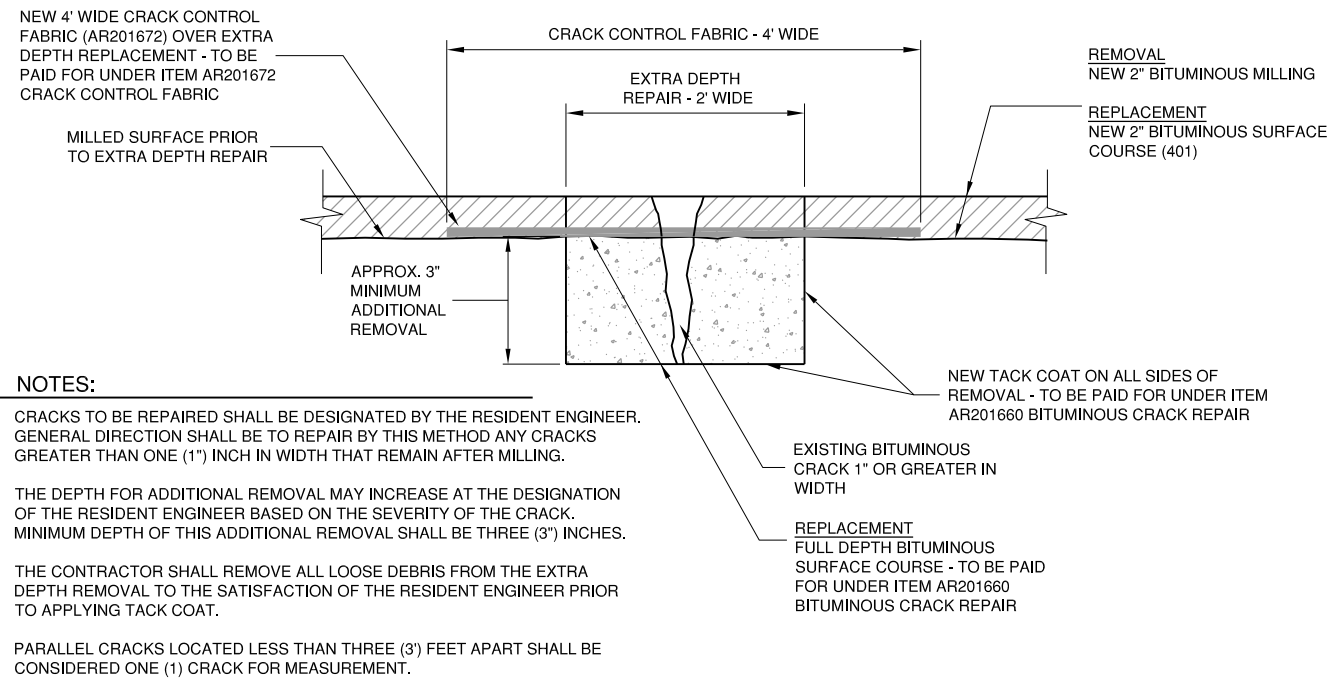
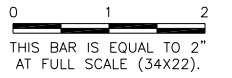
**TAYLORVILLE MUNICIPAL AIRPORT
 TAYLORVILLE, ILLINOIS
 REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
 PAVEMENT MARKING & TURFING PLAN**

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DESIGN BY:	AJH
DRAWN BY:	CMT
CHECKED BY:	CBG
APPROVED BY:	CET
DATE:	NOVEMBER 14, 2014
JOB No:	13050-01
IL PROJ. NO.	TAZ-4342
SBG NO.	3-17-SBG-XX
SHEET	10 OF 14 SHEETS

TA006

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NUMBER	BY	DATE

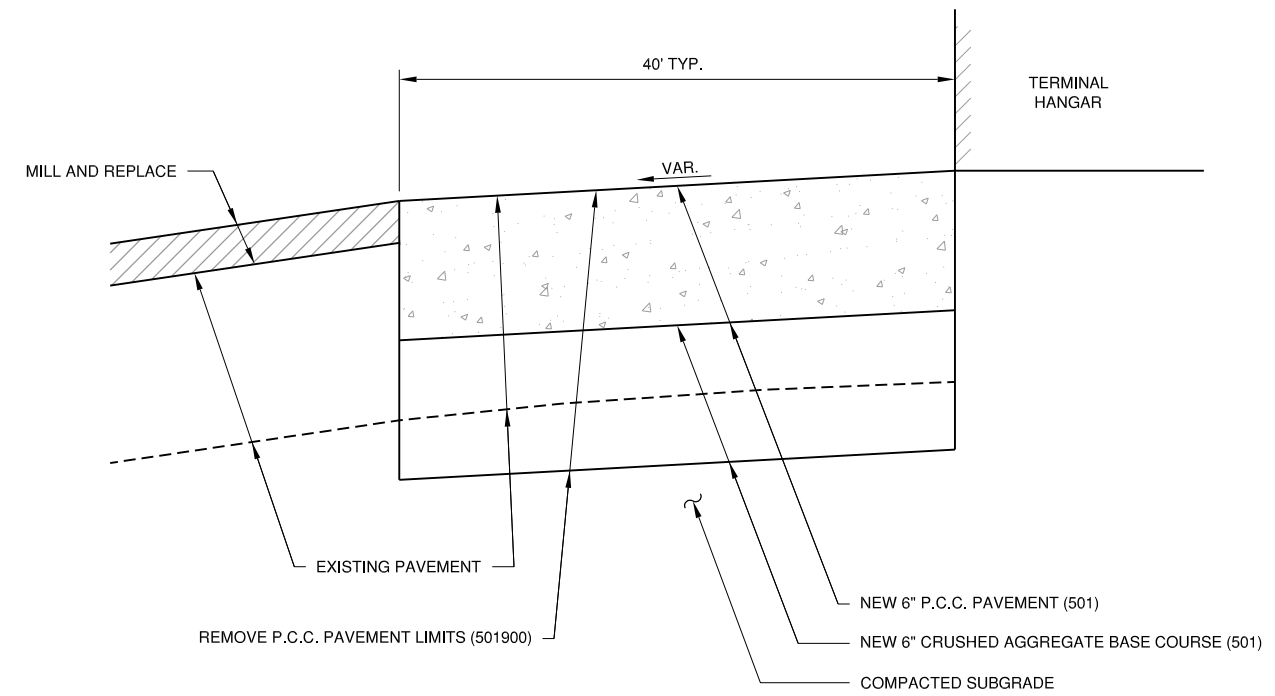


NOTES:

1. CRACKS TO BE REPAIRED SHALL BE DESIGNATED BY THE RESIDENT ENGINEER. GENERAL DIRECTION SHALL BE TO REPAIR BY THIS METHOD ANY CRACKS GREATER THAN ONE (1") INCH IN WIDTH THAT REMAIN AFTER MILLING.
2. THE DEPTH FOR ADDITIONAL REMOVAL MAY INCREASE AT THE DESIGNATION OF THE RESIDENT ENGINEER BASED ON THE SEVERITY OF THE CRACK. MINIMUM DEPTH OF THIS ADDITIONAL REMOVAL SHALL BE THREE (3") INCHES.
3. THE CONTRACTOR SHALL REMOVE ALL LOOSE DEBRIS FROM THE EXTRA DEPTH REMOVAL TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO APPLYING TACK COAT.
4. PARALLEL CRACKS LOCATED LESS THAN THREE (3) FEET APART SHALL BE CONSIDERED ONE (1) CRACK FOR MEASUREMENT.

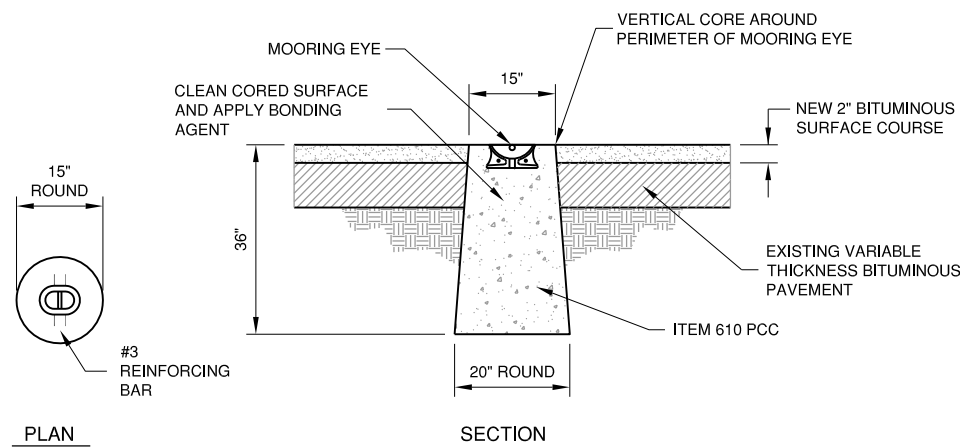
BITUMINOUS CRACK REPAIR (AR201660)

N.T.S.



**SECTION C - TYPICAL SECTIONS
P.C.C. APRON AT TERMINAL BUILDING**

N.T.S.



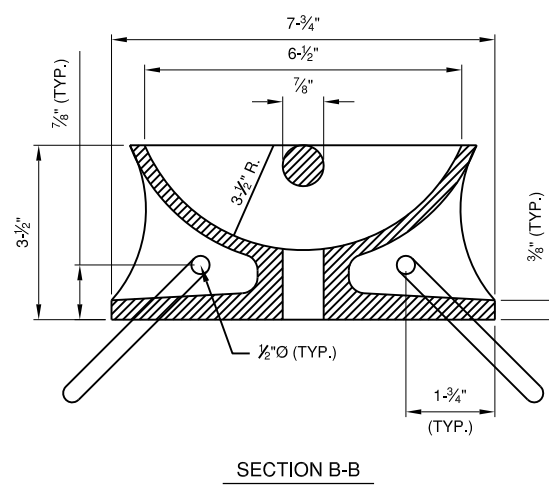
NOTE: THE MOORING EYE SHALL BE INSTALLED AFTER PAVING OPERATIONS ARE COMPLETE.

MOORING EYE IN PAVEMENT DETAIL

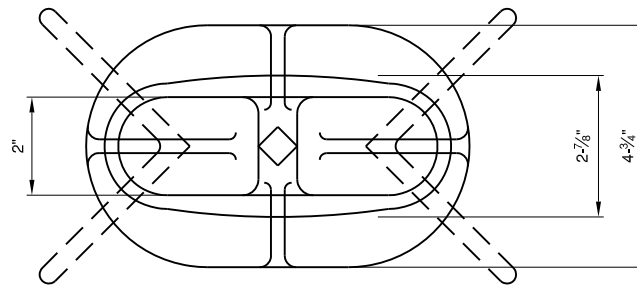
N.T.S.

MOORING NOTES

1. MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
2. ANCHOR RODS SHALL BE #3 DEFORMED REBAR, 15" LONG AND SHALL BE BENT DOWNWARD AT 45 DEGREES.
3. THE MOORING EYE SHALL BE INSTALLED AFTER PAVING OPERATIONS ARE COMPLETE BY CORING THROUGH NEW PAVEMENT.

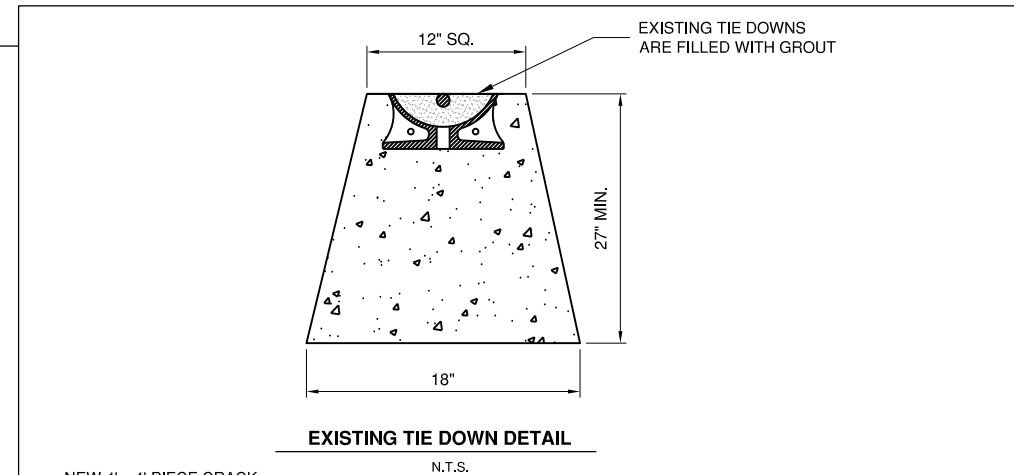


SECTION B-B



MOORING EYE DETAILS

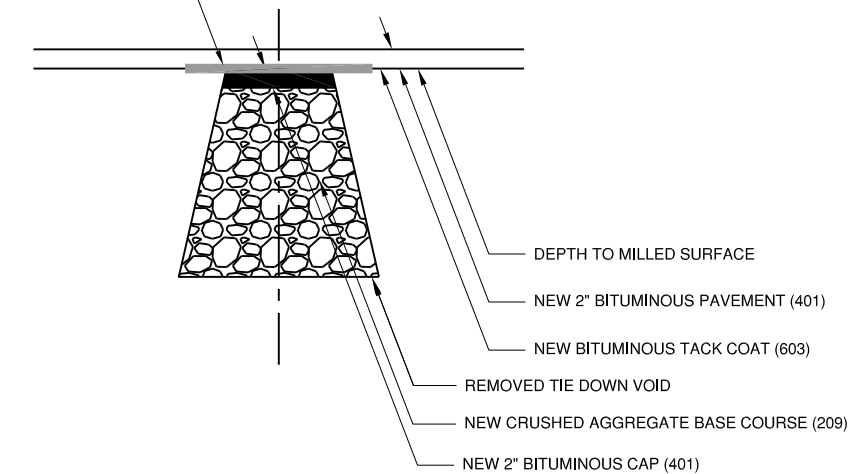
N.T.S.



EXISTING TIE DOWN DETAIL

N.T.S.

NEW 4' x 4' PIECE CRACK CONTROL FABRIC (AR201672) OVER TIEDOWN REMOVALS - TO BE PAID FOR UNDER ITEM AR201672 CRACK CONTROL FABRIC



TIE DOWN BACKFILL DETAIL

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MISCELLANEOUS DETAILS 1

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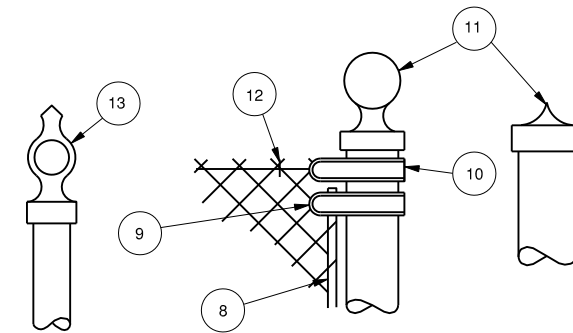
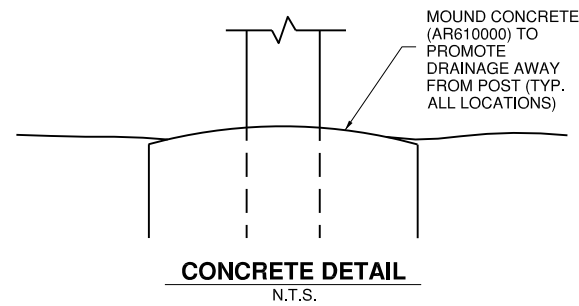
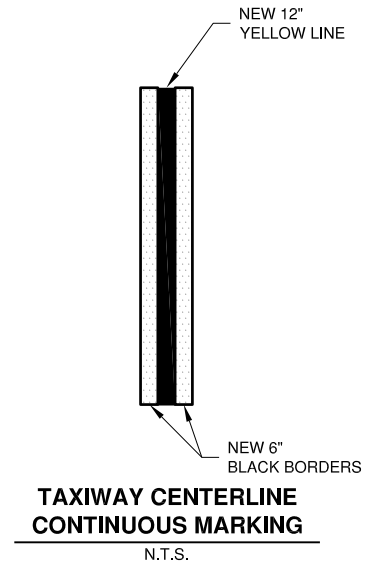
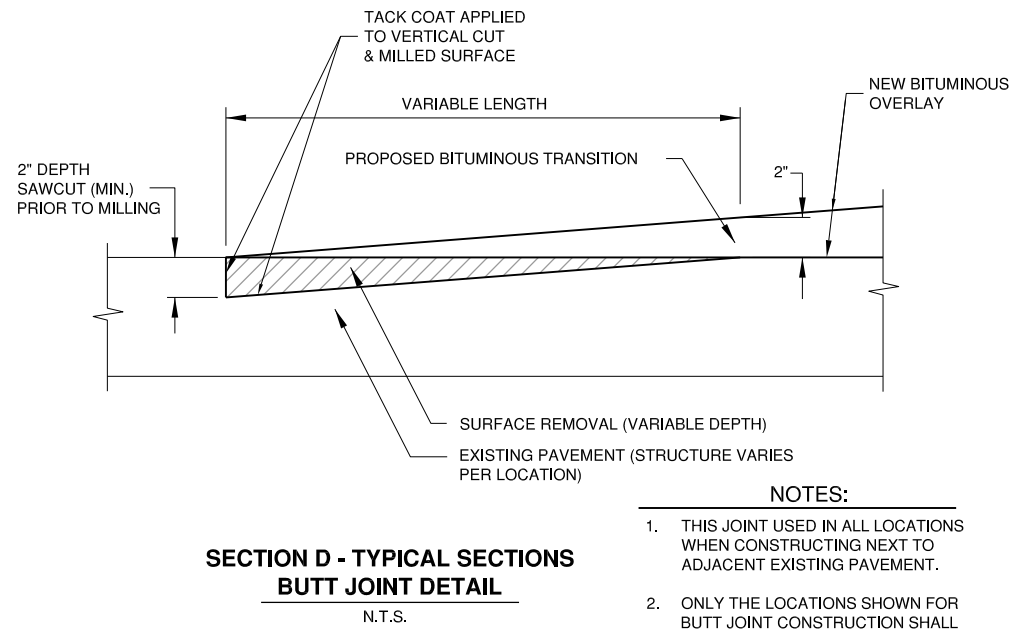
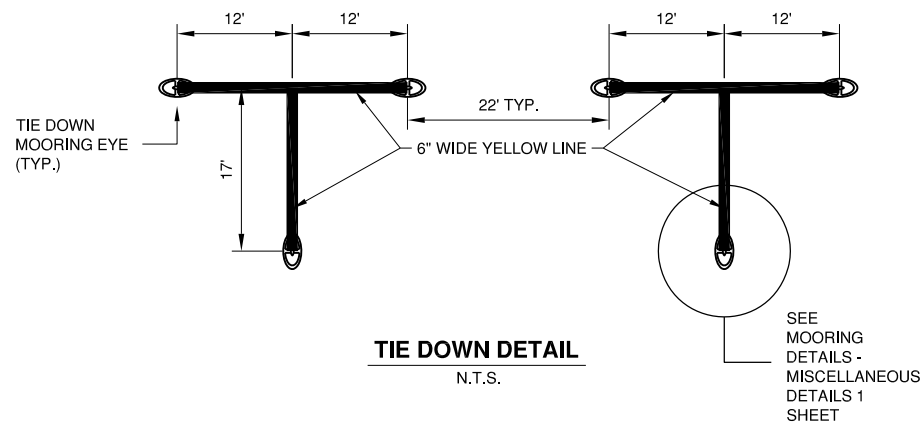
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IL PROJ. NO. TAZ-4342
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0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



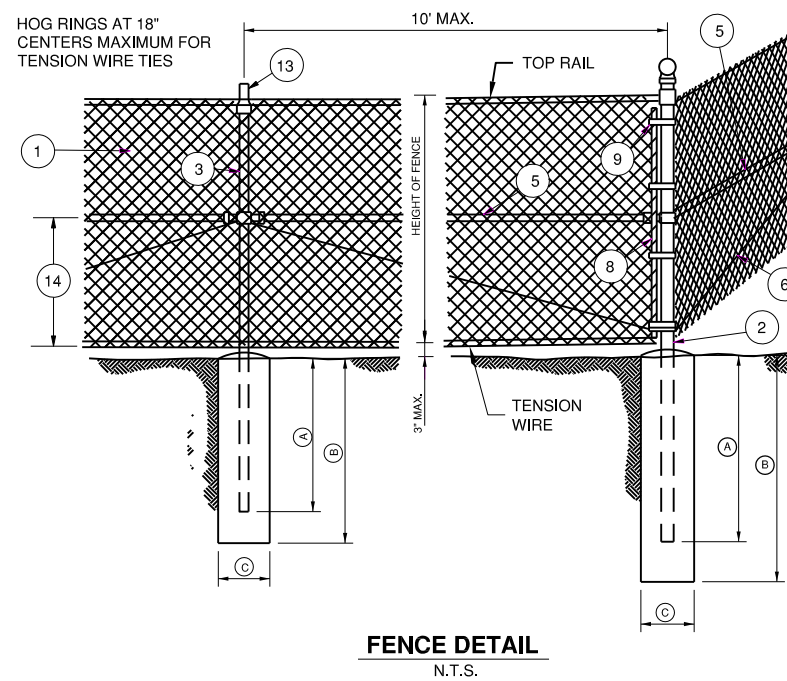
POST TOPS TO BE PRESSURE FITTED OR SCREWED. POST TOPS MAY BE ELIMINATED FOR ALL POSTS EXCEPT PIPE POSTS. IF POST TOPS ARE ELIMINATED, POST LENGTH

SHALL BE INCREASED 3".

POST TOPS
N.T.S.

LEGEND

- | | |
|------------------------------------|--|
| 1. FABRIC | 9. STRETCHER BAR BAND |
| 2. END, CORNER OR PULL POST | 10. END OR CORNER CLAMP |
| 3. LINE POST | 11. POST TOPS (OTHER THAN LINE POSTS) |
| 4. GATE POST | 12. FABRIC TIES |
| 5. BRACE | 13. LINE POST TOPS |
| 6. TRUSS ROD | 14. ONE-HALF FABRIC HEIGHT OR AS RECOMMENDED BY MANUFACTURER |
| 7. GATE FRAME | |
| 8. STRETCHER BAR 1/4" X 3/4" PLATE | |



DESCRIPTION	4' FENCE HEIGHT	
② END, CORNER & PULL POST	A	30"
	B	36"
	C	10"
③ LINE POST	A	24"
	B	30"
	C	10"
④ GATE POST	A	30"
	B	36"
	C	10"

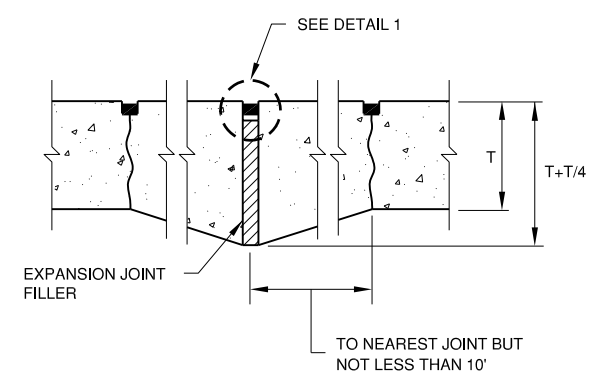
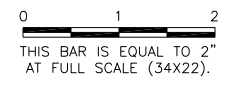
TAYLORVILLE MUNICIPAL AIRPORT
TAYLORVILLE, ILLINOIS
REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
MISCELLANEOUS DETAILS 2

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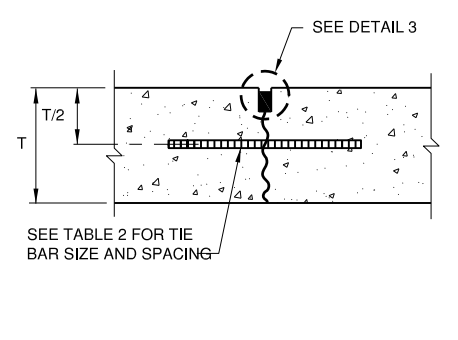
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JOB No:	13050-01
IL. PROJ. NO. TAZ-4342 SBG NO. 3-17-SBGP-XX	
SHEET 12 OF 14 SHEETS	

TA006

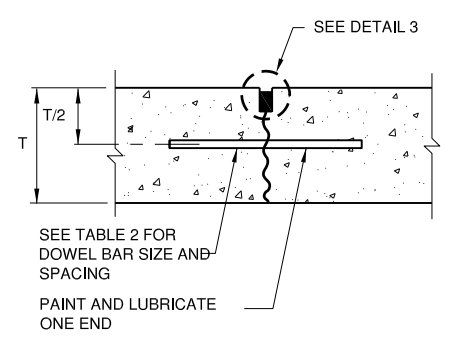
REVISIONS		
NUMBER	BY	DATE



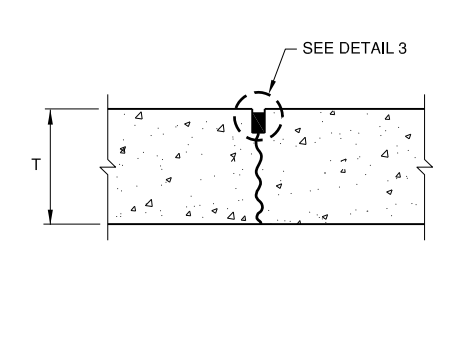
TYPE A THICKENED ISOLATION
 SYMBOL — A — **T**



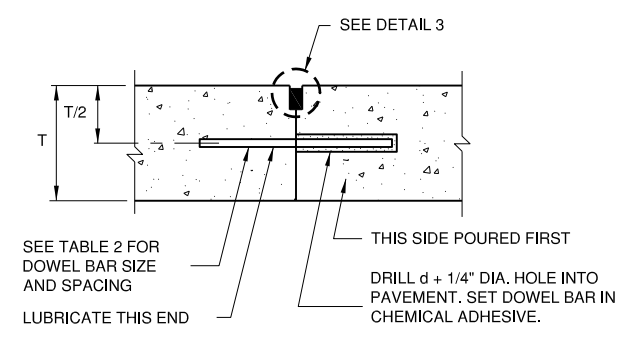
TYPE B HINGED (TIED) CONTRACTION
 SYMBOL — B —



TYPE C DOWELED CONTRACTION
 SYMBOL — C —



TYPE D DUMMY CONTRACTION
 SYMBOL — D —



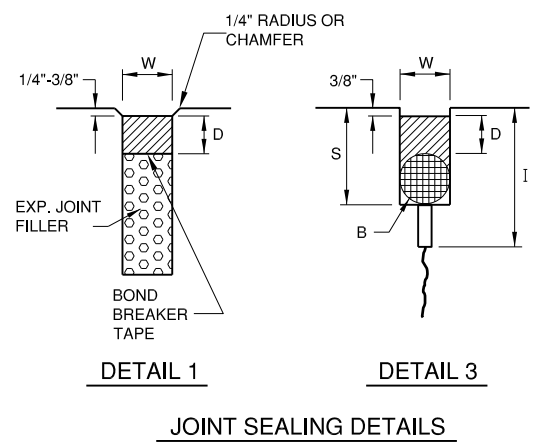
TYPE E DOWELED CONSTRUCTION
 SYMBOL — E —

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES I=(T/3) ±1/4"
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"

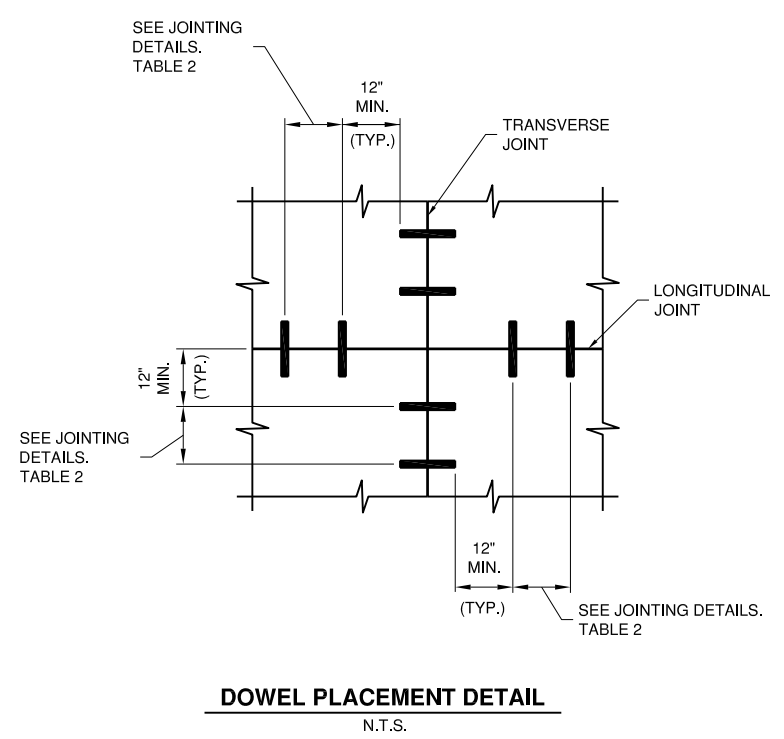
PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24"	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#5	30"	30"
13	1 - 1/4"	20"	15"	#5	30"	30"
14	1 - 1/4"	20"	15"	#5	30"	30"
15	1 - 1/4"	20"	15"	#5	30"	30"
16	1 - 1/4"	20"	15"	#5	30"	30"
17	1 - 1/2"	20"	18"	#5	30"	30"
18	1 - 1/2"	20"	18"	#5	30"	30"

	DETAIL 1	DETAIL 2	DETAIL 3	DETAIL 4	DETAIL 5
	HOT/ COLD POUR	HOT/ COLD POUR	SILICONE	PRE FORMED	HOT/ COLD POUR
W=WIDTH OF SEALANT RESERVOIR (IN.)	3/4	1/2	1/2	3/8" COMPRESSED	3/16"
D=DEPTH OF SEALANT RESERVOIR (IN.)	3/4	1/2	1/4	N/A	I
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8	N/A	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8	1-1/2	N/A

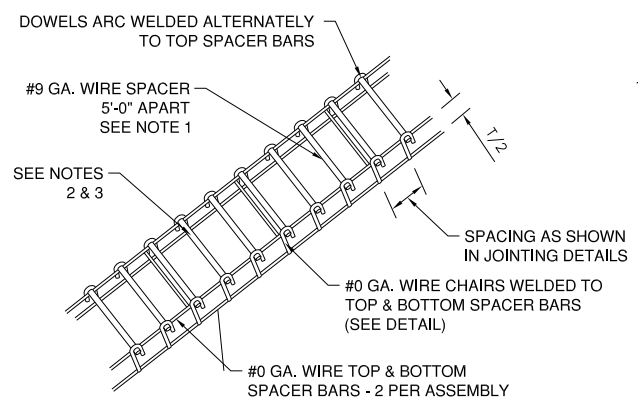
- JOINT NOTES**
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
 - THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
 - ALL TIE BARS & MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING & AFTER CONCRETE PLACEMENT.
 - TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
 - THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSIONS OF THE SECOND SAWCUT WILL NOT BE ALLOWED.



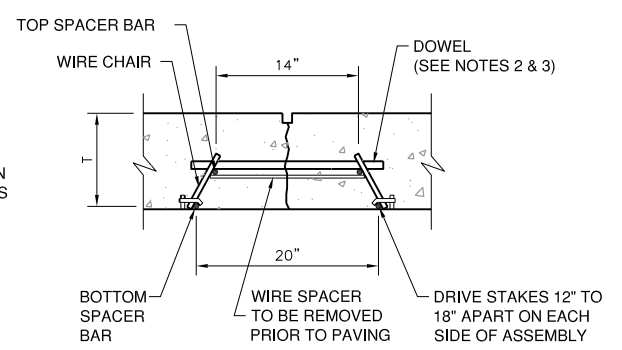
JOINT SEALING DETAILS



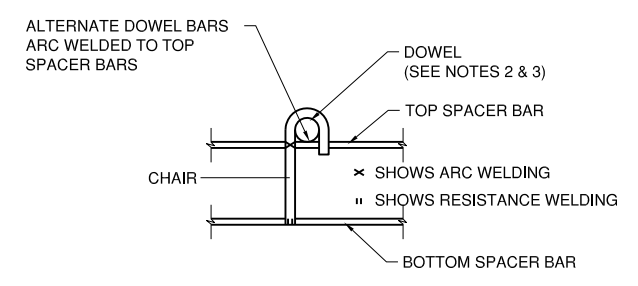
DOWEL PLACEMENT DETAIL
 N.T.S.



DOWEL BASKET ASSEMBLY DETAIL
 N.T.S.



DOWEL BAR INSTALLATION DETAIL
 N.T.S.



TYPICAL DOWEL BASKET ELEVATION DETAIL SHOWING CHAIR

DOWEL BASKET DETAILS
 N.T.S.

- DOWEL BASKET NOTES**
- #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
 - DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2.
 - DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.

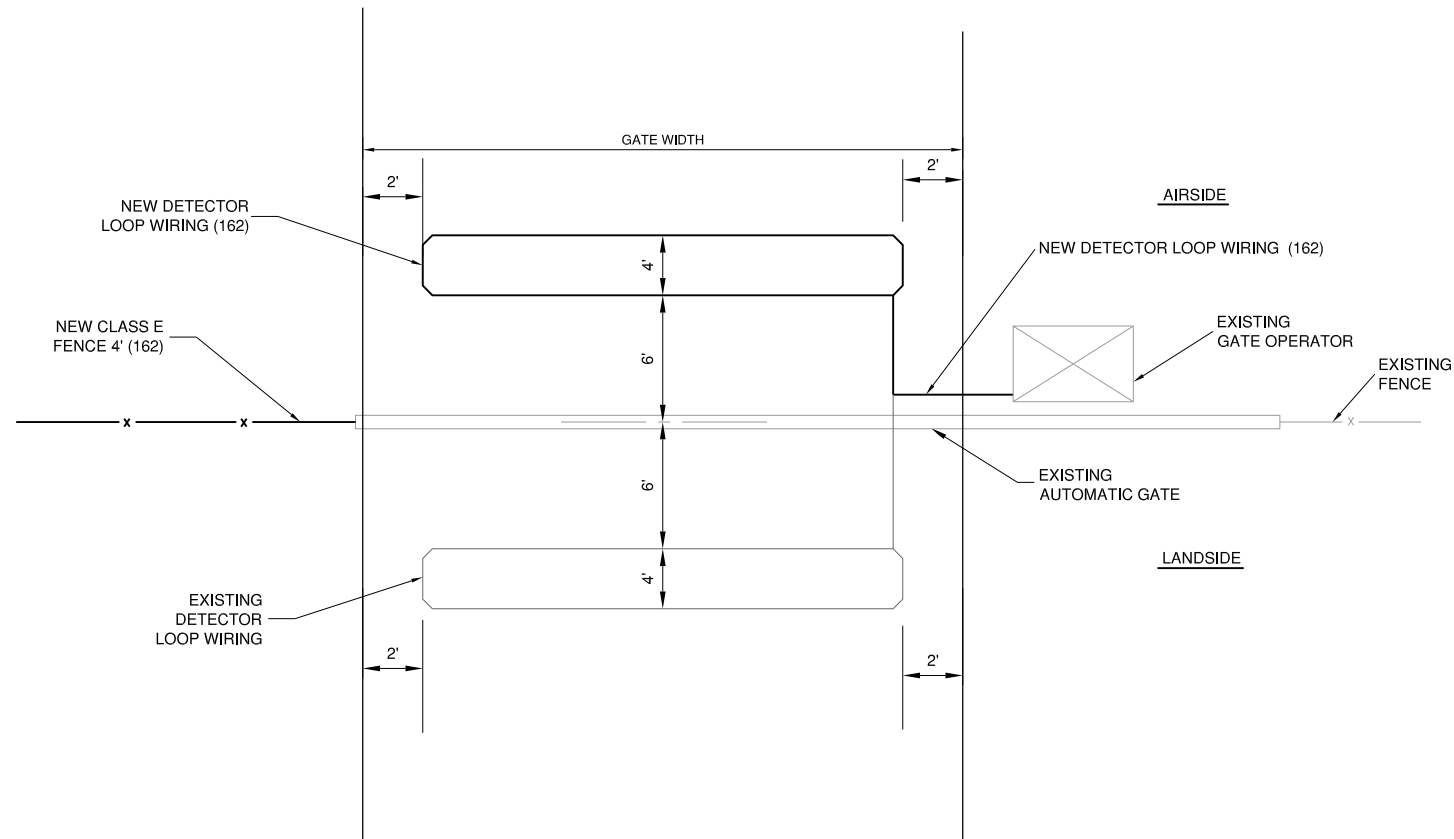
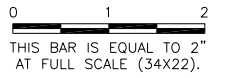
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TYP. GATE PLAN
N.T.S.

NOTES

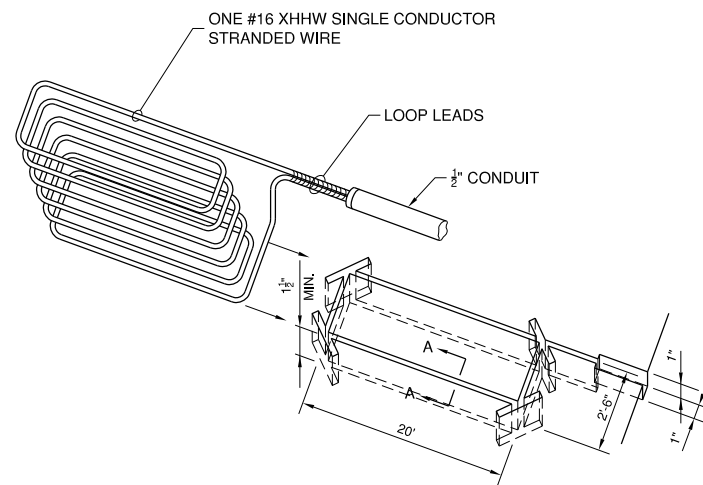
1. LOOP LEADS ARE LIMITED TO 100 FEET.
2. LOOP LEADS MUST HAVE FOUR (4) TWISTS PER FOOT.
3. LOOP AND LOOP LEADS MUST BE LOCATED, AT LEAST, 18" FROM ANY ELECTRICAL POWER SERVICE OR STEEL REINFORCEMENT.
4. LOOP LEADS MUST BE IN SEPARATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
5. WIRE SHALL BE #16 XHHW SINGLE CONDUCTOR STRANDED WIRE.
6. ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

CAUTION:

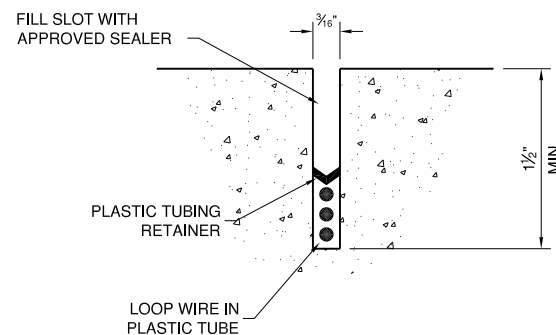
- DO NOT SPLICE WIRE.
- DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT, DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.

TYPICAL LAYOUT FOR LOOP:

- SAW SLOT 3/16" WIDE x 1-1/2" DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
- GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUIVALENT ... (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).



PERSPECTIVE VIEW OF DETECTOR LOOP SAW SLOT
N.T.S.



SECTION A-A
N.T.S.

DETECTOR LOOP DETAILS
N.T.S.

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REHABILITATE NORTH PORTION OF AIRCRAFT PARKING APRON
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