

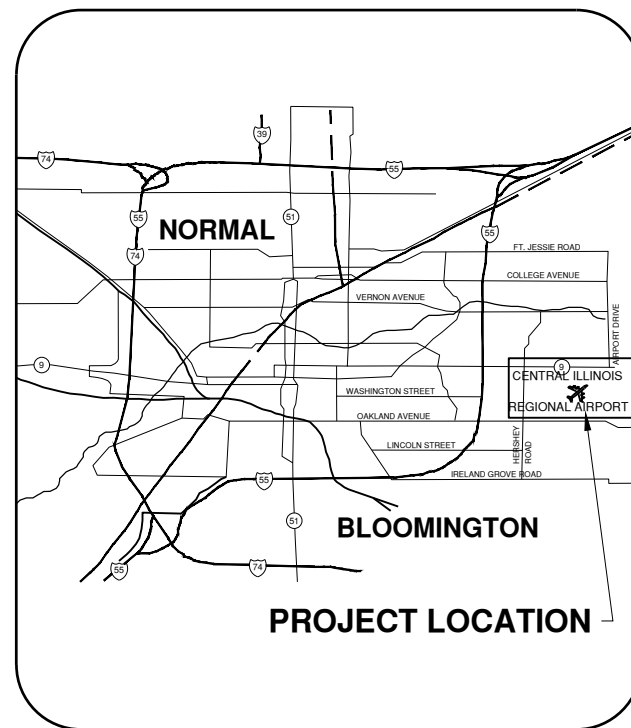
CONSTRUCTION PLANS FOR CENTRAL ILLINOIS REGIONAL AIRPORT

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
 BLOOMINGTON, ILLINOIS

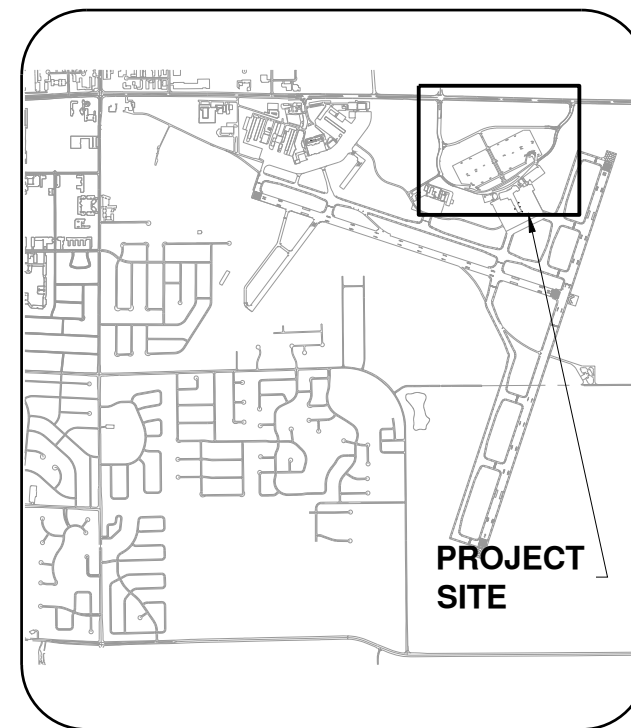
100%
 IL. PROJ. NO. BMI-4776

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

JANUARY 12, 2024



LOCATION MAP



SITE PLAN



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 THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE 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. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.

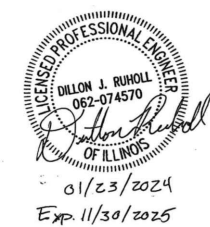
GROUND CONTROL FREQUENCY - 121.65
 AIR CONTROL FREQUENCY - 124.60

CALL J.U.L.I.E.
 BEFORE EXCAVATING
 1-800-892-0123
 TOWNSHIP: 23 NORTH
 RANGE: 3 EAST OF THE 4TH P.M.
 SECTION: 6
 COUNTY: McLEAN
 CIVIL TOWNSHIP: BLOOMINGTON CITY & OLD TOWN

BLOOMINGTON-NORMAL AIRPORT AUTHORITY
 CENTRAL ILLINOIS REGIONAL AIRPORT
 BLOOMINGTON, ILLINOIS

APPROVED _____
 EXECUTIVE DIRECTOR

DATE 02/06/2024



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SUBMITTED BY *Dillon J. Ruhoff*
 DATE 01/23/2024

CMT JOB NUMBER: 190920-06



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01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-GI002.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
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SHEET TITLE

INDEX TO SHEETS &
SUMMARY OF
QUANTITIES

G1002
SHEET 2 OF 57

SHEET LIST TABLE

Sheet No.	Sheet Index	Sheet Title
1	GI001	COVER SHEET
2	GI002	INDEX TO SHEETS & SUMMARY OF QUANTITIES
3	GI101	AIRPORT SITE PLAN
4	GC001	CONSTRUCTION ACTIVITY NOTES 1
5	GC002	CONSTRUCTION ACTIVITY NOTES 2
6	GC003	CONSTRUCTION ACTIVITY DETAILS
7	GC004	CONSTRUCTION ACTIVITY DETAILS
8	GC101	CONSTRUCTION ACTIVITY PLAN
9	GC102	CONSTRUCTION ACTIVITY PHASING PLAN - 1
10	GC103	CONSTRUCTION ACTIVITY PHASING PLAN - 2
11	GC104	CONSTRUCTION ACTIVITY PHASING PLAN - 3
12	GC105	CONSTRUCTION ACTIVITY PHASING PLAN - 4
13	CD000	EXISTING CONDITIONS LEGEND
14	CD101	EXISTING CONDITIONS & REMOVAL PLAN
15	CD102	EXISTING CONDITIONS & REMOVALS 1
16	CD103	EXISTING CONDITIONS & REMOVALS 2
17	CD104	EXISTING CONDITIONS & REMOVALS 3
18	CD105	EXISTING CONDITIONS & REMOVALS 4
19	CD106	EXISTING CONDITIONS & REMOVALS 5
20	CD107	EXISTING CONDITIONS & REMOVALS 6
21	CD301	EXISTING TYPICAL SECTIONS AND DETAIL
22	CP101	PROPOSED IMPROVEMENTS PLAN
23	CP102	PROPOSED IMPROVEMENTS 1
24	CP103	PROPOSED IMPROVEMENTS 2
25	CP104	PROPOSED IMPROVEMENTS 3
26	CP105	PROPOSED IMPROVEMENTS 4
27	CP106	PROPOSED IMPROVEMENTS 5
28	CP107	PROPOSED IMPROVEMENTS 6
29	CP108	PROPOSED IMPROVEMENTS 7
30	CP109	PROPOSED IMPROVEMENTS 8
31	CP110	PROPOSED IMPROVEMENTS 9
32	CP111	PROPOSED IMPROVEMENTS 10
33	CP112	PROPOSED IMPROVEMENTS 11
34	CP113	PROPOSED IMPROVEMENTS 12
35	CP301	PROPOSED TYPICAL SECTIONS
36	CP302	PROPOSED TYPICAL SECTIONS
37	CP303	PROPOSED TYPICAL SECTIONS
38	CP501	REMOVE AND REPLACE PANEL DETAILS
39	CP502	PARTIAL DEPTH PANEL REPAIR DETAILS
40	CP503	CONCRETE JOINT REPAIRS
41	CJ501	JOINTING DETAILS
42	CL101	EROSION CONTROL PLAN
43	EL101	PROPOSED LIGHTING OVERALL PLANS
44	EL102	PROPOSED LIGHTING PLAN 1
45	EL103	PROPOSED LIGHTING PLAN 2
46	EL104	PROPOSED LIGHTING PLAN 3
47	EL105	PROPOSED LIGHTING PLAN 4
48	EL106	PROPOSED LIGHTING PLAN 5
49	EL107	PROPOSED LIGHTING PLAN 6
50	EL501	ELECTRICAL DETAILS 1
51	EL502	ELECTRICAL DETAILS 2
52	EL503	ELECTRICAL DETAILS 3
53	EL504	ELECTRICAL DETAILS 4
54	EL505	ELECTRICAL DETAILS 5
55	CM101	MARKING PLAN 1
56	CM102	MARKING PLAN 2
57	CM103	MARKING PLAN 3

SUMMARY OF QUANTITIES - BASE BID

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY
AR106511	TYPE A AREA LIGHT POLE W/1 FIXTURE	EACH	46
AR106512	TYPE A AREA LIGHT POLE W/2 FIXTURES	EACH	1
AR106524	TYPE B AREA LIGHT POLE W/4 FIXTURES	EACH	4
AR106905	REMOVE LIGHT POLE & FIXTURE	EACH	51
AR108602	3/C #2 600 V UG CABLE	FOOT	8,000
AR108606	3/C #6 600 V UG CABLE	FOOT	11,000
AR108758	1/C #8 GROUND	FOOT	19,000
AR108960	REMOVE CABLE	FOOT	21,000
AR109520	CONDUIT	FOOT	1,020
AR110013	3" DIRECTIONAL BORE	FOOT	200
AR110102	DUCT MARKER IN PAVEMENT	EACH	16
AR110900	REMOVE DUCT	FOOT	1,020
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1
AR150520	MOBILIZATION	L SUM	1
AR150530	TRAFFIC MAINTENANCE	L SUM	1
AR152480	SHOULDER ADJUSTMENT	SQ YD	7,350
AR156520	INLET PROTECTION	EACH	5
AR209612	CRUSHED AGG. BASE COURSE - 12"	SQ YD	260
AR401655	BUTT JOINT CONSTRUCTOIN	SQ YD	900
AR401663	LONGITUDINAL JOINT SEALANT	FOOT	12,000
AR501115	CRACK & SEAT PAVEMENT	SQ YD	25,400
AR501540	PCC PAVEMENT GROOVING	SQ YD	6
AR501550	PCC PAVEMENT MILLING	SQ YD	50
AR501910	REMOVE AND REPLACE PCC PAVEMENT	SQ YD	750
AR603510	BITUMINOUS TACK COAT	GALLON	5,215
AR605540	CLEAN & SEAL JOINTS	FOOT	17,500
AR605542	CLEAN & SEAL EXPANSION JOINTS	FOOT	300
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	12,000
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	1,200
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	14
AR754410	COMB CONCRETE CURB & GUTTER	FOOT	300
AR754904	REMOVE COMB CURB & GUTTER	FOOT	300
AR800226	BITUMINOUS SURFACE - IDOT IL 9.5	TON	3,500
AR801508	ELECTRICAL MODIFICATIONS	L SUM	1
AR801509	PARTIAL DEPTH PCC PANEL REPAIR	SQ YD	200
AR801510	BITUMINOUS SURFACE - IDOT IL 9.5 MODIFIED BINDER	TON	2,400
AR901510	SEEDING	ACRE	1.6
AR908510	MULCHING	ACRE	1.6

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE #1

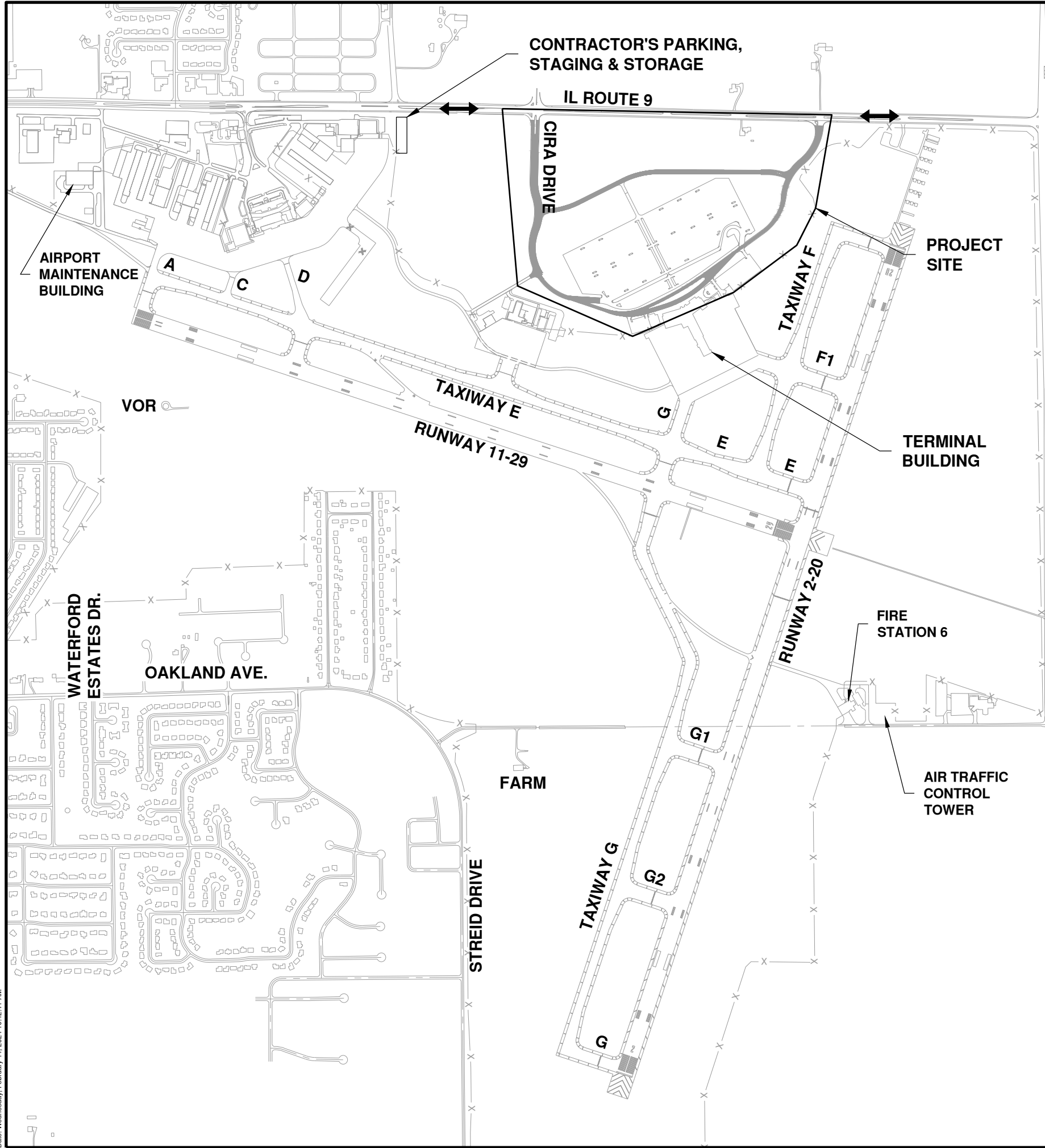
ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY
AS401650	BITUMINOUS PAVEMENT MILLING	SQ YD	4,850
AS603510	BITUMINOUS TACK COAT	GALLON	1,000
AS800226	BITUMINOUS SURFACE - IDOT IL 9.5	TON	710
AS801510	BITUMINOUS SURFACE - IDOT IL 9.5 MODIFIED BINDER	TON	690

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE #2

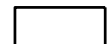


ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY
AT152451	SHOULDER ENBANKMENT	CU YD	950
AT401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	4,850

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE #3

ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY
AU801506	ASPHALT REINFORCEMENT FIBERS	POUND	7,300



LEGEND

-  WORK AREA (SEE NOTES)
-  PROPOSED PAVEMENT IMPROVEMENTS
-  CONTRACTOR ACCESS ROUTE

NOTES

1. EQUIPMENT HEIGHTS **GREATER THAN 25'** SHALL NOT BE USED WITHOUT COORDINATION WITH THE RESIDENT ENGINEER AND AIRPORT OPERATIONS.

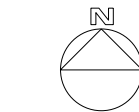
RADIO FREQUENCY

GROUND CONTROL FREQUENCY - 121.65
 AIR CONTROL FREQUENCY - 124.60



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AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-GI100.DWG
DESIGNED BY: CBG
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
AIRPORT SITE PLAN

GI101
SHEET 3 OF 57

Path: K:\Bloomington\19092006-00_RehabEntranceRoad\Draw\Sheets\19092006-GC00.dwg
Date: Wednesday, February 14, 2024 10:42:47 AM

0. GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2 (LATEST VERSION), 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 150/5370-2 (LATEST VERSION). 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. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE 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.
7. EXCESS EARTH, BROKEN ASPHALT, AND CONCRETE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR'S AND SUBCONTRACTOR'S REPRESENTATIVES AND SUPERVISORY PERSONNEL SHALL ATTEND A SAFETY MEETING AT THE AIRPORT. THE COST FOR ATTENDING THIS MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
3. ON OR BEFORE THE PRE-CONSTRUCTION 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 A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
4. DURING CONSTRUCTION THE CONTRACTOR MUST COMPLETE DAILY COORDINATION WITH AIRPORT OPERATIONS AND RESIDENT ENGINEER. DAILY COORDINATION WILL BE AS FOLLOWS:
 - 4.1. DAILY START OF WORK: CONTRACTOR MUST CALL AIRPORT OPERATIONS AT 309-834-7396 PRIOR TO BEGINNING WORK. THIS CAN BE DONE BY PROVIDING A QUICK BRIEFING CALL WITH DETAILS OF THE PLAN FOR EACH DAY. AIRPORT OPERATIONS ON DUTY WILL LOG THE CONVERSATION/ACTIVITY AND ASSIST WITH ANY SPECIAL REQUEST THAT CONTRACTOR MAY HAVE DURING THE WORK DAY.
 - 4.2. DAILY END OF WORK: CONTRACTOR MUST CALL AIRPORT OPERATIONS (AT LEAST HALF HOUR PRIOR) AT 309-834-7396 BEFORE THE END OF WORK. THIS CAN BE DONE BY PROVIDING A QUICK DEBRIEFING OF THE WORK COMPLETED AND EXPECTATIONS FOR THE NEXT DAY. AIRPORT OPERATIONS WILL LOG THIS INFORMATION AND COMPLETE SPECIAL INSPECTION OF THE AREA TO ENSURE SAFETY AND SECURITY. AIRPORT OPERATIONS WILL COMMUNICATE IF ANYTHING IS REQUIRED FOR THE CONTRACTOR TO COMPLETE BEFORE THEY LEAVE FOR DAY.
 - 4.3. SPECIAL REQUEST: CONTRACTOR MUST CALL AIRPORT OPERATIONS AT 309-834-7396 FOR ANY SPECIAL REQUEST (I.E., REQUEST AIRPORT MAINTENANCE ASSISTANCE WITH LOCATING ANY UTILITIES OR COMMUNICATING WITH A TENANT REGARDING POSSIBLE SHUT OFF.

2. PHASING

1. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. CONSTRUCTION ACTIVITY AREAS

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS ALLOWED IN THE PLANS.
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 NAVIGATIONAL AIDS

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN IN THE PLANS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
3. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER THE PLAN DETAILS AND SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
4. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN IN THE PLANS.
5. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE RETURNED TO & STORED AT THE STAGING AREA.
6. 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.
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. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
8. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH ARE OR WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF THE AIRPORT. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
9. IF REQUIRED, FLAGGERS SHALL BE EQUIPPED WITH TWO-WAY RADIOS. THEY SHALL STOP DELIVERY TRUCKS AT EACH FLAGGER LOCATION AND DIRECT THEM HOW TO ACCESS THE WORK AREA.
10. 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.
11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
12. THE CONTRACTOR SHALL NOT BLOCK ANY EMERGENCY ACCESS TO THE AIRPORT.
13. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY MAY REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF ANY WILDLIFE IS SEEN ON OR ENTERING THE AIRPORT.
2. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS MANAGEMENT

1. SECTION NOT APPLICABLE

8. HAZARDOUS MATERIALS 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 THE AIRPORT PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTIFICATION 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.

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 150/5370-2 (LATEST VERSION) MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST AND ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS SUITABLE TO BE OPENED.

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. 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.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.I.E. THE AIRPORT, AND CONTACT THE LOCAL FAA OFFICE (309-697-1363) TO ARRANGE FOR UTILITY LOCATES.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP, THE CONTRACTOR'S APPROVED SPCD OR THE SECURITY PLAN MAY RESULT IN FINES AS ALLOWED BY LAW.
2. FINES CAN BE LEVIED AGAINST THE CONTRACTOR BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) FOR NEGLIGENCE IF THE AIRPORT SECURITY IS COMPROMISED AND THE AIRPORT PERIMETER FENCE LINE IS NOT MAINTAINED AS SPECIFIED ABOVE. FINES CAN ALSO BE LEVIED AGAINST THE CONTRACTOR FOR FAILURE TO COOPERATE WITH THE AIRPORT MANAGEMENT AS REQUIRED TO MAINTAIN AIRPORT SECURITY.

13. SPECIAL CONDITIONS

1. THE CONTRACTOR'S OPERATIONS MAY BE CURTAILED OR SUSPENDED DUE TO LOW VISIBILITY, SNOW/ICE ACCUMULATIONS AND REMOVAL, AIRCRAFT EMERGENCIES, OR SECURITY BREACHES AT THE DISCRETION OF THE AIRPORT DUTY MANAGER. NO SITE CONSTRUCTION DURING THESE EVENTS WILL BE ALLOWED.
2. THE CONTRACTOR WILL BE NOTIFIED OF ANY REQUIRED INTERRUPTIONS OF CONSTRUCTION OPERATIONS BY THE AIRPORT DUTY MANAGER AT 309-834-7396.
3. FOR EMERGENCIES, CONTRACTOR SHALL CALL 911 FIRST AND THEN AIRPORT OPERATIONS AT 309-834-7396.

14. RUNWAY & TAXIWAY VISUAL AIDS

1. THIS SECTION IS NOT APPLICABLE

15. MARKING & SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED IN THE PLANS.

16. HAZARD MARKING & LIGHTING

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

17. LIGHTING FOR NIGHTTIME CONSTRUCTION

1. THE CONTRACTOR SHALL PROVIDE ADEQUATE LIGHTING DURING NIGHTTIME CONSTRUCTION.
2. ARTIFICIAL AREA LIGHTING SHALL CONSIST OF VEHICLE OR POLE MOUNTED FLOODLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL ONLY BE ALLOWED IN ADDITION TO THE AREA LIGHTING.
3. ARTIFICIAL AREA LIGHTING SHALL NOT INTERFERE WITH AIR TRAFFIC OR ATCT OPERATIONS.
4. PLACEMENT & AIMING OF ARTIFICIAL LIGHTING SHALL BE APPROVED BY THE AIRPORT PRIOR TO START OF OPERATIONS.

18. PROTECTION OF AREAS & SURFACES

1. THIS SECTION IS NOT APPLICABLE

19. OTHER LIMITATIONS OF 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, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE SPECIFICATIONS.



License No. 184-000613

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01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS



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CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

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IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
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SHEET TITLE

CONSTRUCTION ACTIVITY NOTES 1

(NOTES CONTINUE ON SHEET GC002)

SHEET 4 OF 57

20. AIRPORT SECURITY REQUIREMENTS

1. MAINTAINING THE SECURITY REQUIREMENTS OF THE AIRPORT SHALL BE A PRIMARY CONCERN FOR THE CONTRACTOR.
2. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD OR IN SECURE AREAS SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR. THE SUPERINTENDENT AND FOREMAN THAT ARE ISSUED BADGES SHALL BE DIRECTLY RESPONSIBLE FOR THE IDENTITY AND LOCATION OF THOSE THEY ARE SUPERVISING WHILE ON THE AIRFIELD OR IN SECURE AREAS. BADGES SHALL BE RETURNED TO THE AIRPORT AT THE FINAL INSPECTION OR WHEN THE PERSON IS NO LONGER EMPLOYED BY THE CONTRACTOR. THE CONTRACTOR WILL PAY A FEE OF \$200.00 WITHIN 15 DAYS FOR EACH ACCESS BADGE THAT IS LOST, DESTROYED, STOLEN, OR NOT RETURNED AT THE FINAL INSPECTION.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING AIRPORT SECURITY BY SUPERVISING OPENINGS OR MAINTAINING THE AIRPORT PERIMETER FENCE LINE AT ALL TIMES.
4. THE CONTRACTOR SHALL COMPLETE A SECURITY FORM FOR ALL PERSONNEL HE PROPOSES TO USE ON THE AIRPORT. THESE FORMS SHALL BE COMPLETED PRIOR TO THAT PERSON BEING ALLOWED ON THE AIRFIELD OR IN SECURE AREAS. A LIST OF PERSONNEL AUTHORIZED TO WORK ON THE AIRFIELD OR IN SECURE AREAS SHALL BE PROVIDED TO THE RESIDENT ENGINEER BY THE CONTRACTOR.
5. AS A MINIMUM, THE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURITY DURING CONSTRUCTION AS FOLLOWS:
 - a. POSSESS A COPY OF THE AIRPORT'S PROJECT SECURITY PLAN.
 - b. COMPLY WITH THE AIRPORT'S SECURITY PLAN ASSOCIATED WITH THE CONSTRUCTION PROJECT AND ENSURE THAT CONSTRUCTION PERSONNEL ARE FAMILIAR WITH SECURITY PROCEDURES AND REGULATIONS ON THE AIRPORT.
 - c. ENSURE THAT NO CONSTRUCTION EMPLOYEES, EMPLOYEES OF SUBCONTRACTORS OR SUPPLIERS, OR OTHER PERSONS ENTER ANY PART OF THE AIRCRAFT OPERATIONS AREA FROM CONSTRUCTION SITE UNLESS AUTHORIZED.
 - d. THE AIRPORT MAY REQUIRE THAT ALL SECURITY GUARDS UNDERGO ADDITIONAL TRAINING NECESSARY TO MEET THE AIRPORT'S SECURITY NEEDS.
 - e. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN SECURITY ON THE AIRPORT AS SPECIFIED OR AS DIRECTED BY THE AIRPORT.
 - f. THE CONTRACTOR'S SUPERINTENDENT, FOREMAN, SECURITY GUARDS, AND ANY SUPERVISORY PERSONNEL IN CHARGE OF OTHER WORKERS SHALL OBTAIN AN AIRPORT AUTHORITY SECURITY BADGE AND DISPLAY THIS BADGE WHILE ON SITE IN ACCORDANCE WITH FAA AND TSA REGULATIONS. CONTRACTOR PERSONNEL WITH BADGES SHALL BE DIRECTLY RESPONSIBLE FOR THE IDENTITY AND LOCATION OF THOSE THEY ARE SUPERVISING WHILE ON THE AIRFIELD.
 - g. TO OBTAIN AIRPORT SECURITY BADGES, CONTRACTORS MUST COMPLETE A CRIMINAL HISTORY RECORDS CHECK TWO WEEKS PRIOR TO EMPLOYEES BEING ALLOWED ACCESS TO THE SITE. THE TWO-WEEK PERIOD IS NECESSARY FOR AN ADEQUATE TIME OF PROCESSING FINGERPRINTS FOR COMPLETING THE CRIMINAL HISTORY CHECK. THE CONTRACTOR IS REQUIRED TO DEPOSIT A \$200 FEE TO THE AIRPORT PER BADGE, WHICH IS 80% REFUNDABLE AFTER EACH BADGE IS RETURNED. THE AIRPORT MUST RECEIVE THIS FEE/DEPOSIT PRIOR TO CONDUCTING ANY OF THE SECURITY BADGE ISSUE PROCESS. THE CONTRACTOR IS REQUIRED TO CONTACT THE AIRPORT AT LEAST THREE CALENDAR DAYS PRIOR TO SCHEDULING FINGERPRINTING AND BADGE TRAINING. TRAINING LASTS APPROXIMATELY TWO HOURS AND CAN BE CONDUCTED INDIVIDUALLY OR WITH A GROUP.
 - h. THE CONTRACTOR WILL DESIGNATE A MINIMUM OF ONE INDIVIDUAL TO BE THE 24-HOUR POINT OF CONTACT AND ASSUME ALL ON-SITE SECURITY RESPONSIBILITIES FOR ALL EMPLOYEES DURING THE PROJECT. THIS INDIVIDUAL SHALL PROVIDE THE AIRPORT A 24-HOUR CONTACT FOR EMERGENCY PURPOSES. THIS INDIVIDUAL WILL ALSO BE REQUIRED TO HAVE AVAILABLE AND PRESENT UPON REQUEST AT ANY TIME; A COPY OF THE TRANSPORTATION SECURITY ADMINISTRATION (TSA) APPROVED CHANGE OF CONDITION DURING THE PROJECT.

20. AIRPORT SECURITY REQUIREMENTS (CONT'D)

6. ANY PERSON WHO DOES NOT COMPLY WITH ANY OF THE PROVISIONS OF THESE RULES AND REGULATIONS, OR ANY LAWFUL ORDER ISSUED PURSUANT THERETO, WILL BE SUBJECT TO PROGRESSIVE PENALTIES FOR REPEAT VIOLATIONS. THESE PENALTIES MAY INCLUDE DENIED USE OF THE AIRPORT BY IN ADDITION TO THE PENALTIES DESCRIBED PURSUANT TO FEDERAL, STATE, OR LOCAL AUTHORITIES. THE VIOLATION WILL BE REVIEWED BY THE DEPUTY DIRECTOR OF OPERATIONS OR HIS/HER DESIGNEE WITHIN SEVEN (7) DAYS OF THE VIOLATION. DISCIPLINARY ACTIONS WILL BE RECORDED AND BECOME PART OF THAT PERSON'S DRIVING RECORD FOR THIS AIRPORT.

1ST VIOLATION: MANDATORY EMPLOYEE RECURRENT TRAINING MUST BE COMPLETED WITH AN APPROVED TRAINER WITHIN SEVEN (7) DAYS OF VIOLATION AND BEFORE VEHICLE OPERATOR PERMIT IS REISSUED.

2ND VIOLATION: A SEVEN (7) TO TEN (10) VEHICLE OPERATOR PERMIT SUSPENSION WILL BE ISSUED AND MANDATORY EMPLOYEE RECURRENT TRAINING MUST BE COMPLETED WITH AN APPROVED TRAINER WITHIN 7 DAYS OF VIOLATIONS BEFORE VEHICLE OPERATOR PERMIT IS REISSUED.

3RD VIOLATION: FULL REVOCATION OF VEHICLE OPERATOR PERMIT.

THE SCHEDULE OF VIOLATION PENALTIES LISTED ABOVE IS A PROGRESS SYSTEM USED FOR VIOLATIONS COMMITTED WITHIN A TWELVE (12) MONTH PERIOD.

BASED ON AN EVALUATION OF THE CIRCUMSTANCES OR THE SEVERITY OF A PARTICULAR INCIDENT OR INCIDENTS, THE BLOOMINGTON NORMAL AIRPORT AUTHORITY RESERVES THE EXCLUSIVE RIGHT TO ASSESS ANY PENALTY IT DEEMS APPROPRIATE AT ANY TIME TO ANY INDIVIDUAL AUTHORIZED TO OPERATE A VEHICLE ON THE AOA WITHOUT REGARD TO PRIOR OPERATING HISTORY.

THE BLOOMINGTON NORMAL AIRPORT AUTHORITY WILL PROVIDE A COPY OF ALL WRITTEN WARNINGS ISSUED TO AN OPERATOR TO THE LOCAL MANAGER OF THE COMPANY OWNING OR IN POSSESSION AND CONTROL OF THE VEHICLE OR VEHICLES INVOLVED IN THE VIOLATION(S).

BOTH DRIVERS AND COMPANIES HAVE THE RIGHT TO REQUEST A HEARING TO APPEAL ANY VIOLATION ISSUED BY THE AIRPORT AUTHORITY. THE APPEAL MUST BE MADE IN WRITING, WITHIN 14 CALENDAR DAYS OF THE ISSUANCE OF A VIOLATION AND SENT TO:

THE EXECUTIVE DIRECTOR OR HIS/HER DESIGNEE WILL REVIEW THE VIOLATION AND GIVE THE DRIVER OR COMPANY AT LEAST FIVE (5) DAYS NOTICE OF WHEN AND WHERE THE HEARING WILL OCCUR. IF A HEARING IS HELD, THE DRIVER OR COMPANY MAY PRESENT ANY EVIDENCE PERTAINING TO THE VIOLATION. THE HEARING OFFICER WILL THEN MAKE A DETERMINATION CONCERNING WHETHER OR NOT THE VIOLATION OCCURRED. THE HEARING OFFICER MAY RENDER A DETERMINATION AT THE HEARING OR DELAY ANNOUNCING THE FINDING. IN ANY CASE, A REPORT CONTAINING THE HEARING OFFICER'S FINDINGS WILL BE ISSUED AS SOON AS PRACTICAL AFTER THE HEARING. AN OPERATOR WHO HAS THEIR DRIVING PRIVILEGES REVOKED MAY REQUEST, IN WRITTEN FORM, A HEARING WITH THE BLOOMINGTON NORMAL AIRPORT AUTHORITY BOARD OF COMMISSIONERS. AT THE DISCRETION OF THE BOARD, A HEARING MAY BE HELD IN WHICH THE OPERATOR MAY EXPLAIN THEIR CONCERNS TO THE BOARD.

VEHICLE OPERATORS WILL BE HELD PERSONALLY ACCOUNTABLE FOR VIOLATIONS.
7. THE BLOOMINGTON-NORMAL AIRPORT AUTHORITY REQUIRES ANY INDIVIDUAL INVOLVED IN A RUNWAY INCURSION OR OTHER VEHICLE INCIDENT TO COMPLETE MANDATORY AIRFIELD DRIVER TRAINING.



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REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

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BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-GC00.DWG
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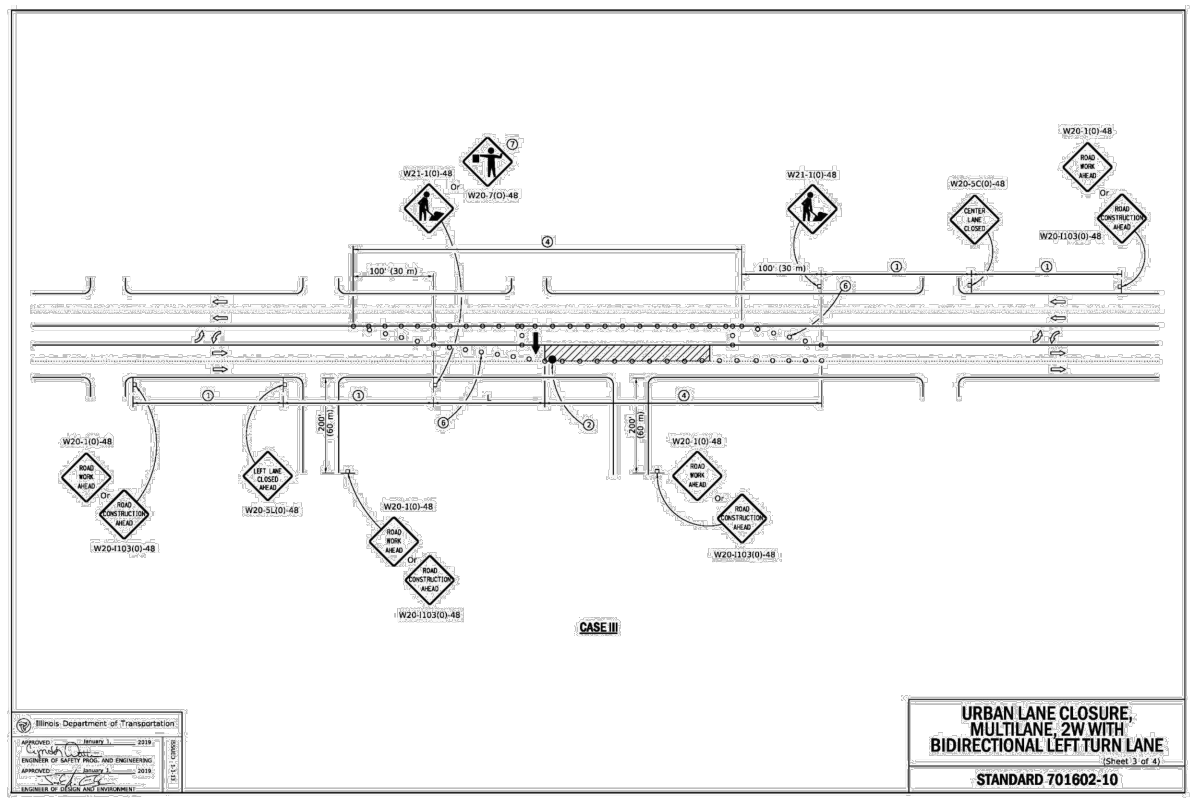
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ACTIVITY NOTES 2**

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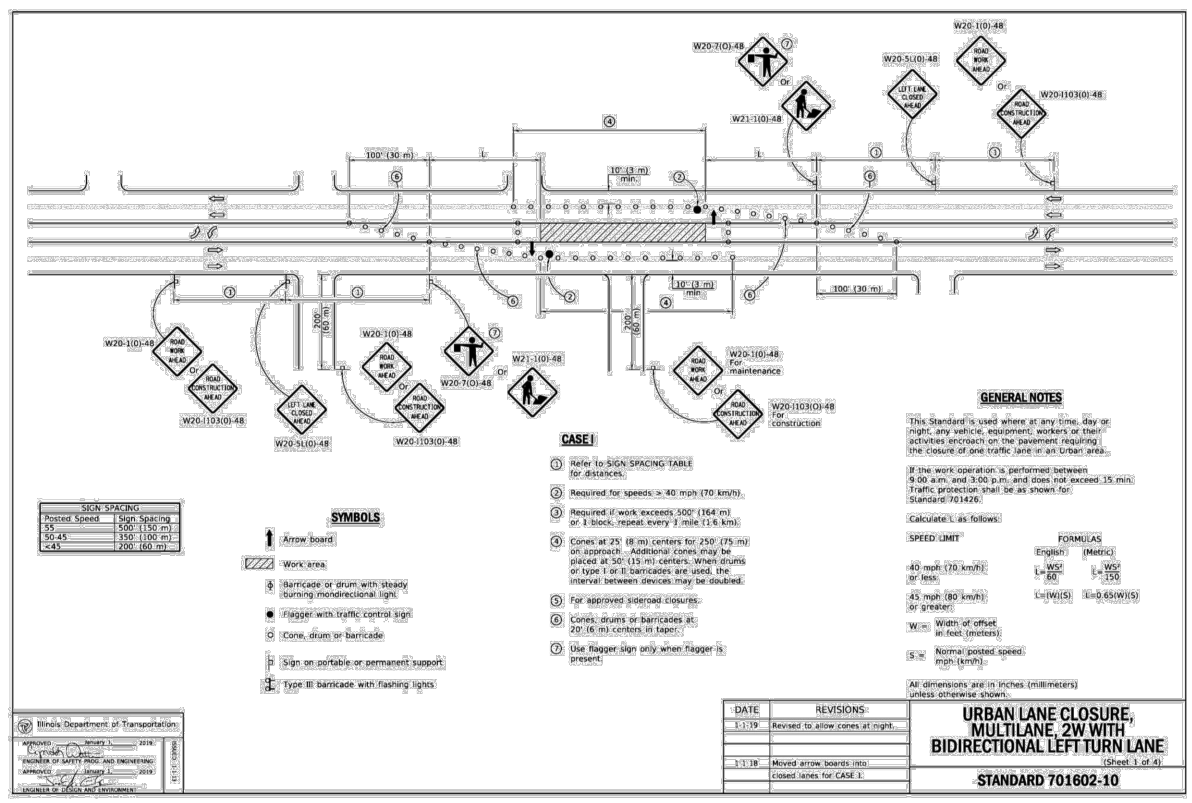
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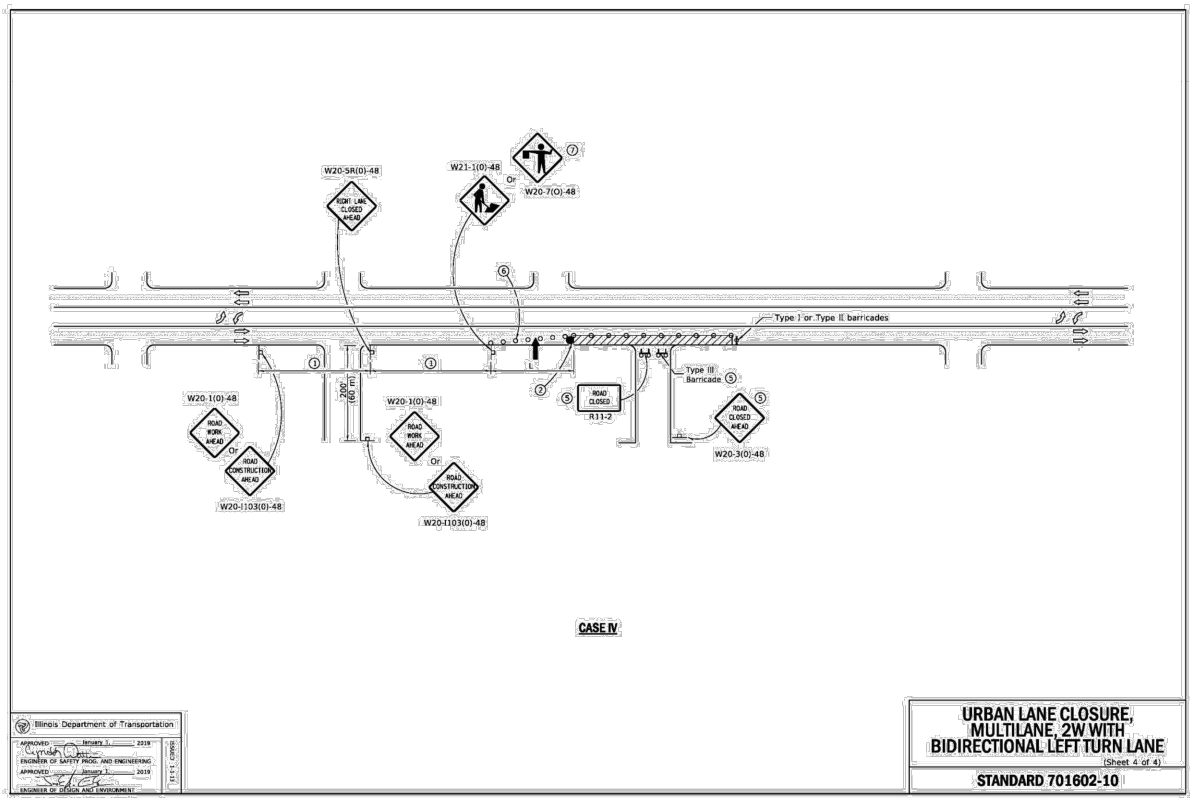
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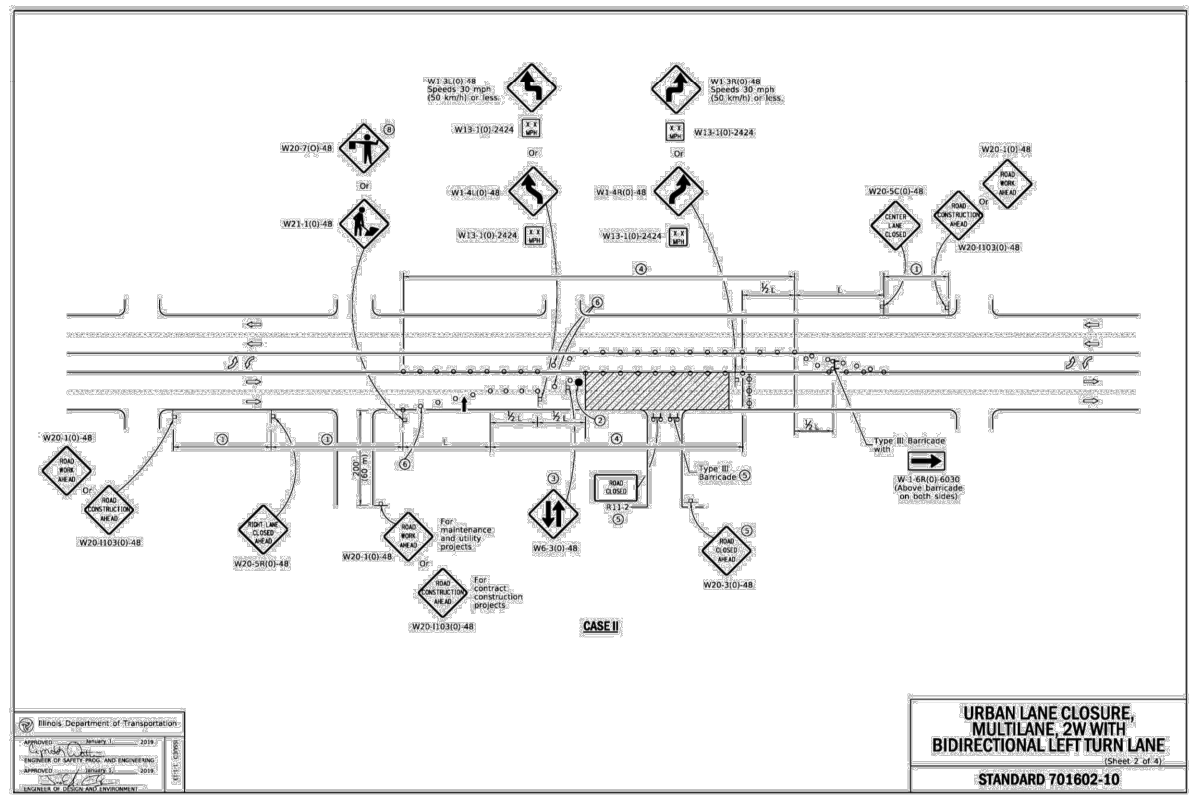
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MULTILANE, 2W WITH
BIDIRECTIONAL LEFT TURN LANE**
(Sheet 3 of 4)
STANDARD 701602-10



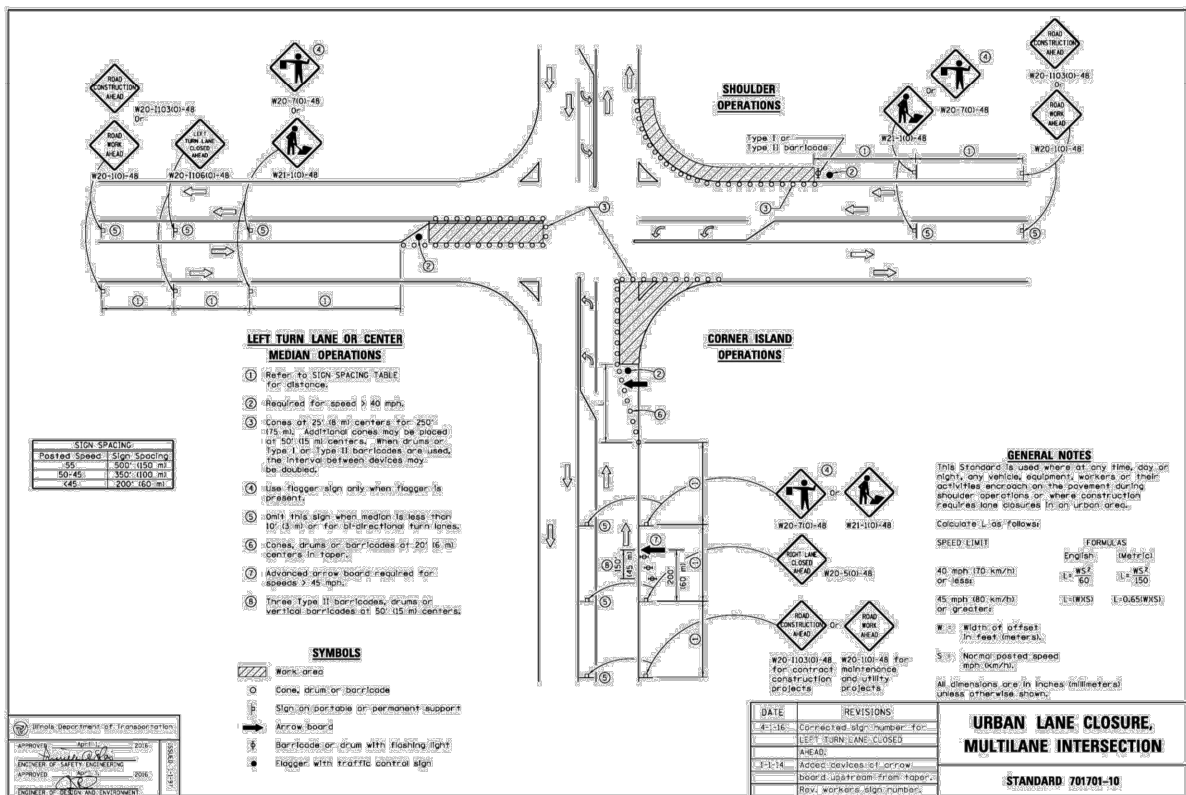
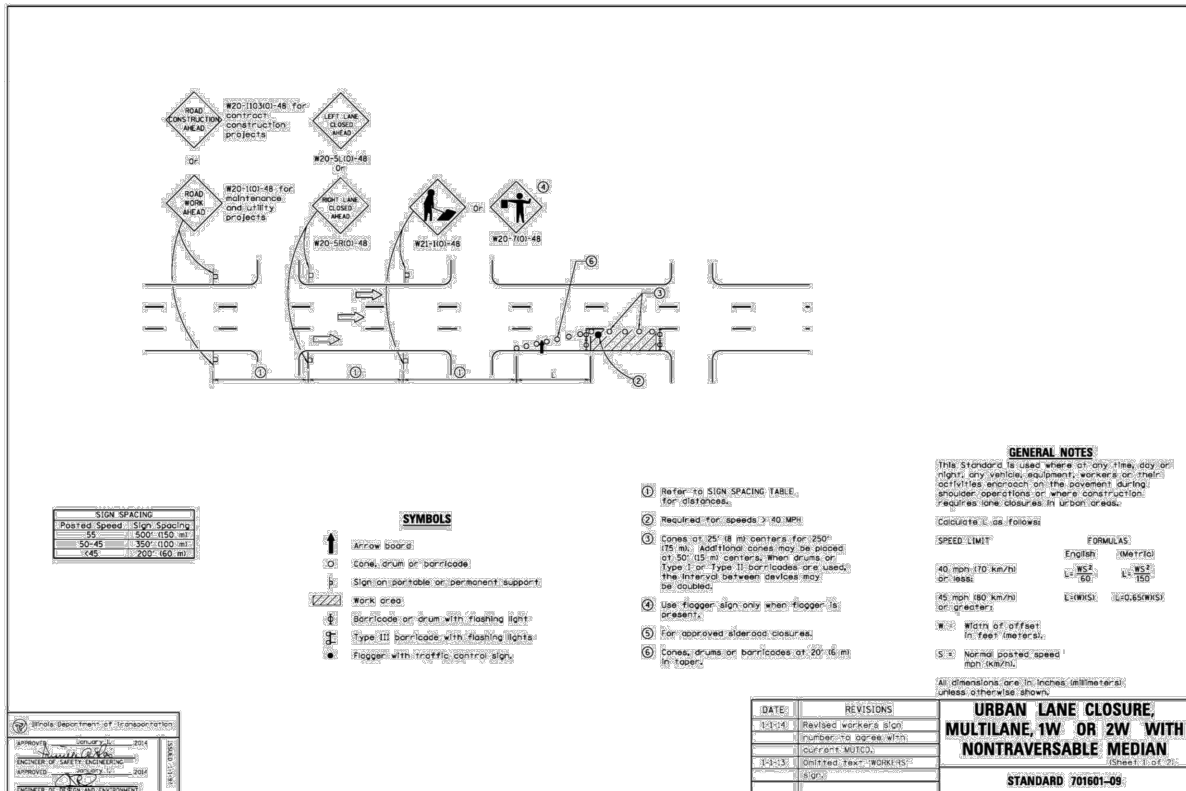
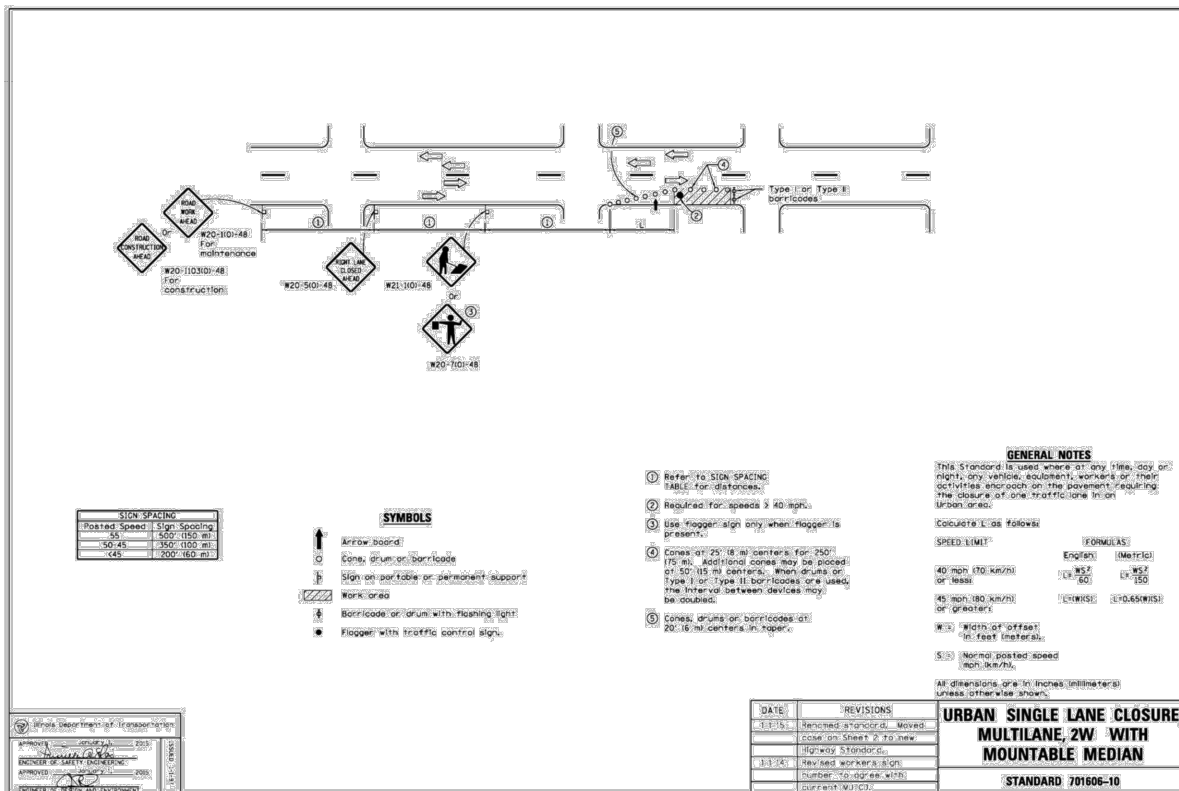
**URBAN LANE CLOSURE,
MULTILANE, 2W WITH
BIDIRECTIONAL LEFT TURN LANE**
(Sheet 1 of 4)
STANDARD 701602-10



**URBAN LANE CLOSURE,
MULTILANE, 2W WITH
BIDIRECTIONAL LEFT TURN LANE**
(Sheet 4 of 4)
STANDARD 701602-10

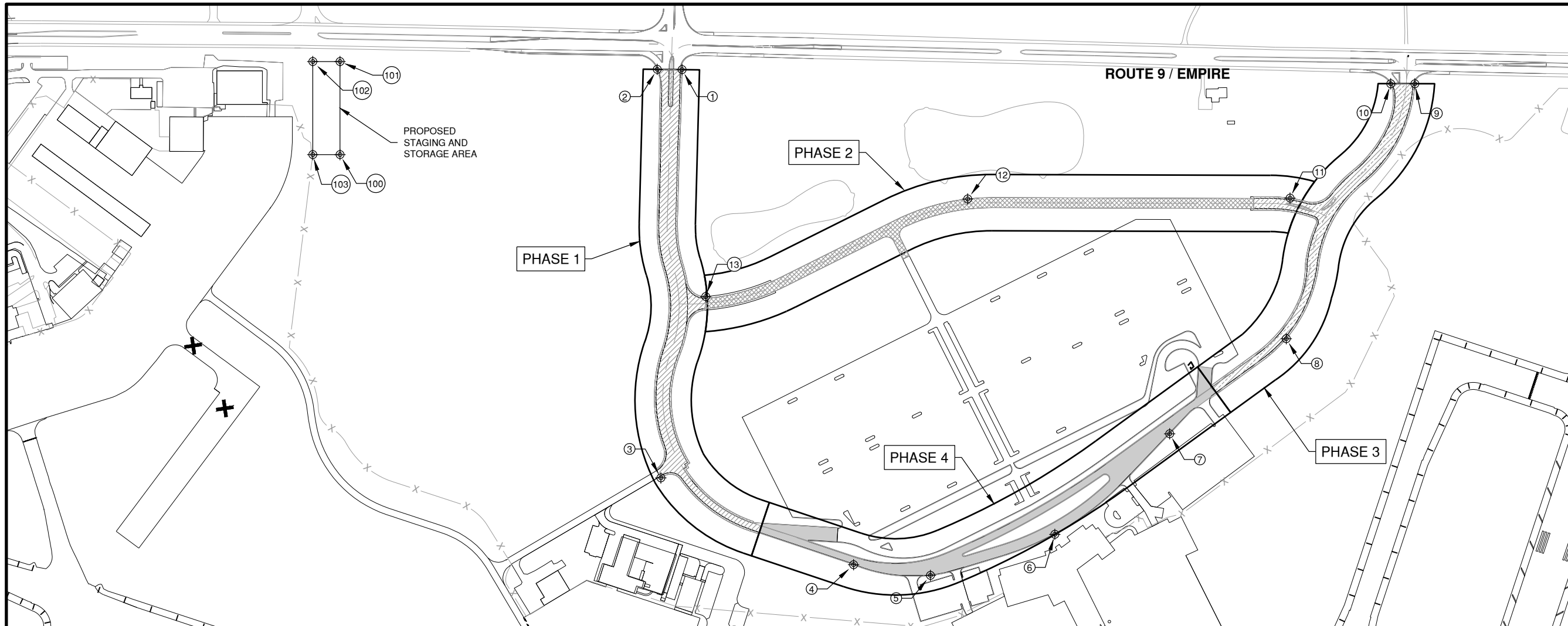


**URBAN LANE CLOSURE,
MULTILANE, 2W WITH
BIDIRECTIONAL LEFT TURN LANE**
(Sheet 2 of 4)
STANDARD 701602-10





0 300' 600'
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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



**BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS**

CONSTRUCTION SEQUENCING NOTES

1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF THE WORKDAY.
2. AIRPORT VEHICLES AND TRAVELING PUBLIC SHALL HAVE THE RIGHT OF WAY AT ALL TIMES.
3. THE CONTRACTOR SHALL NOT COMPLETELY CLOSE ANY SECTION OF ROADWAY. UNLESS HE PROPOSES AN ACCEPTABLE PLAN FOR MAINTAINING TRAFFIC TO ALL FACILITIES. PROPOSED PLAN SHALL BE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
4. THE CONTRACTOR SHALL COORDINATE ALL CLOSURE TIMES AND DURATIONS WITH AIRPORT OPERATIONS.
5. THE CONTRACTOR SHALL NOT COMPLETELY BLOCK DROP OFF OR PEDESTRIAN ACCESS TO THE TERMINAL BUILDING.
6. THE CONTRACTOR SHALL CONFORM TO ALL LOCAL STATE AND FEDERAL REQUIREMENTS FOR TRAFFIC CONTROL AND LANE CLOSURES.
7. THE CONTRACTOR SHALL COORDINATE WITH LOCAL ROAD AGENCIES TO ENSURE THAT ADEQUATE TRAFFIC CONTROLS ARE IN PLACE FOR IL RT. 9.
8. THE CONTRACTOR SHALL PROVIDE THE FLAGMEN AND SIGNAGE NECESSARY FOR TRAFFIC CONTROL.
9. PRIOR TO REOPENING ROADWAYS TO TRAFFIC, THE CONTRACTOR SHALL ESTABLISH VERTICAL TRANSITIONS BETWEEN PAVEMENTS AS REQUIRED BY IDOT SPECIFICATIONS.
10. LONGITUDINAL JOINT SEALANT (LJS) MAY REQUIRE THE CONTRACTOR TO ADD ADDITIONAL PERSONNEL TO PROVIDE TRAFFIC CONTROL TO PREVENT DAMAGE TO THE LJS.
11. THE CONTRACTOR SHALL LIMIT IMPACTS TO IL RT. 9, AND SHALL HAVE PROPER SIGNAGE ALONG THE ROADWAY IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CRITICAL POINT TABLE - STAGING AND STORAGE

POINT	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION	EQUIPMENT HEIGHT
102	STAGING AND STORAGE	N40° 29' 17.22"	W88° 55' 25.46"	851.00	25'
101	STAGING AND STORAGE	N40° 29' 17.23"	W88° 55' 24.20"	851.00	25'
100	STAGING AND STORAGE	N40° 29' 13.96"	W88° 55' 24.18"	851.00	25'
103	STAGING AND STORAGE	N40° 29' 13.96"	W88° 55' 25.43"	855.00	25'

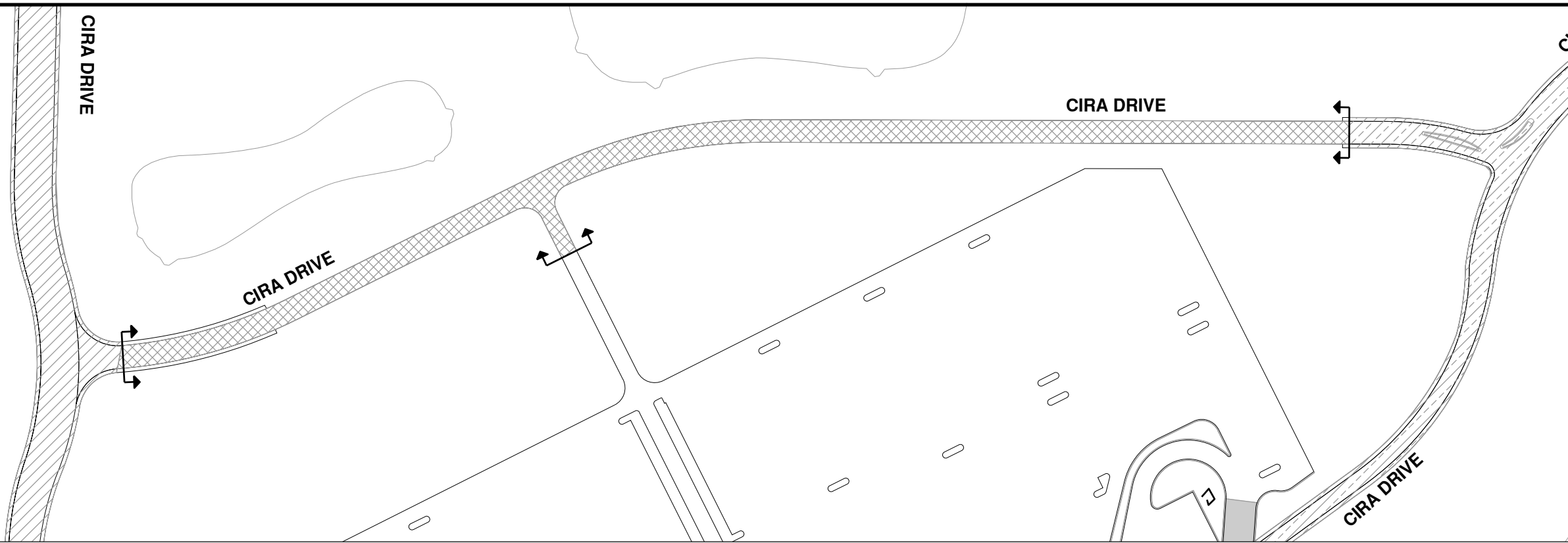
CRITICAL POINT TABLE - WORK AREA

POINT	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION	EQUIPMENT HEIGHT
1	WORK SITE AREA	N40° 29' 17.03"	W88° 55' 08.48"	843.00	60'
2	WORK SITE AREA	N40° 29' 17.03"	W88° 55' 09.62"	844.00	60'
3	WORK SITE AREA	N40° 29' 02.68"	W88° 55' 09.33"	860.00	60'
4	WORK SITE AREA	N40° 28' 59.68"	W88° 55' 00.44"	855.00	60'
5	WORK SITE AREA	N40° 28' 59.32"	W88° 54' 56.90"	857.00	60'
6	WORK SITE AREA	N40° 29' 00.79"	W88° 54' 51.20"	858.00	60'
7	WORK SITE AREA	N40° 29' 04.35"	W88° 54' 45.95"	855.00	60'
8	WORK SITE AREA	N40° 29' 07.72"	W88° 54' 40.62"	848.00	60'
9	WORK SITE AREA	N40° 29' 16.70"	W88° 54' 34.78"	848.00	60'
10	WORK SITE AREA	N40° 29' 16.69"	W88° 54' 35.89"	848.00	60'
11	WORK SITE AREA	N40° 29' 12.65"	W88° 54' 40.48"	848.00	60'
12	WORK SITE AREA	N40° 29' 12.55"	W88° 54' 55.31"	838.00	60'
13	WORK SITE AREA	N40° 29' 09.06"	W88° 55' 07.32"	849.00	60'

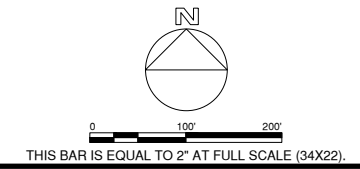
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BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
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AIRPORT
BLOOMINGTON, ILLINOIS

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**CONSTRUCTION
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PLAN - 2**

GC103
SHEET 10 OF 57

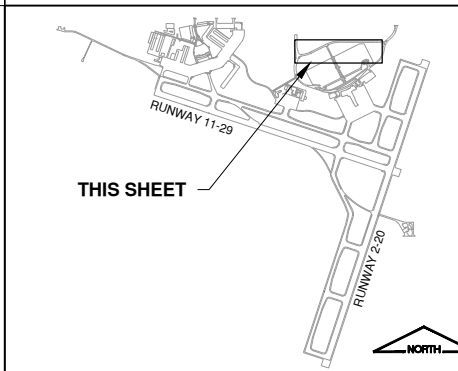
PHASE 2 NOTES

- PRIOR TO BEGINNING THIS PHASE THE CONTRACTOR SHALL PROVIDE AN OUTLINE TO THE RESIDENT ENGINEER AND AIRPORT OF THE PLAN FOR INDIVIDUAL LANE CLOSURES AND CLOSURE DURATION. THE OUTLINE SHALL INCLUDE HOW THE CONTRACTOR PLANS TO MAINTAIN THE FLOW OF TRAFFIC TO ADJACENT ROADWAYS.
- THIS PHASE WILL REQUIRE INDIVIDUAL LANES TO BE CLOSED. CONSTRUCTION ACTIVITIES SHALL NOT COMPLETELY BLOCK THE FLOW OF TRAFFIC TO ENTER/EXIT THE PARKING LOT.
- TRAFFIC CONTROL DETAILS ON SHEET GC003 AND GC004 SHALL BE USED AS REQUIRED FOR LANE CLOSURES. ALL TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO WORK BEGINNING IN A TRAFFIC LANE.
- THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF THE WORK DAY
- CONSTRUCTION OF THIS PHASE SHALL CONSIST OF CRACK AND SEAT PAVEMENT, HMA PAVEMENT OVERLAY, PAVEMENT MARKING, SHOULDER ADJUSTMENT, AND LIGHTING IMPROVEMENTS.
- UPON COMPLETION OF WORK ITEMS IN A CLOSED SECTION OF PAVEMENT, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND AIRPORT THAT THE PAVEMENT IS ACCEPTABLE PRIOR TO REMOVAL OF BARRICADES AND BEING OPEN TO TRAFFIC.
- THE CONTRACTOR SHALL COORDINATE ALL CLOSURE TIMES AND DURATIONS WITH AIRPORT OPERATIONS.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4 WORK AREA
- PHASE WORK LIMITS

KEY MAP



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REHABILITATE AIRPORT
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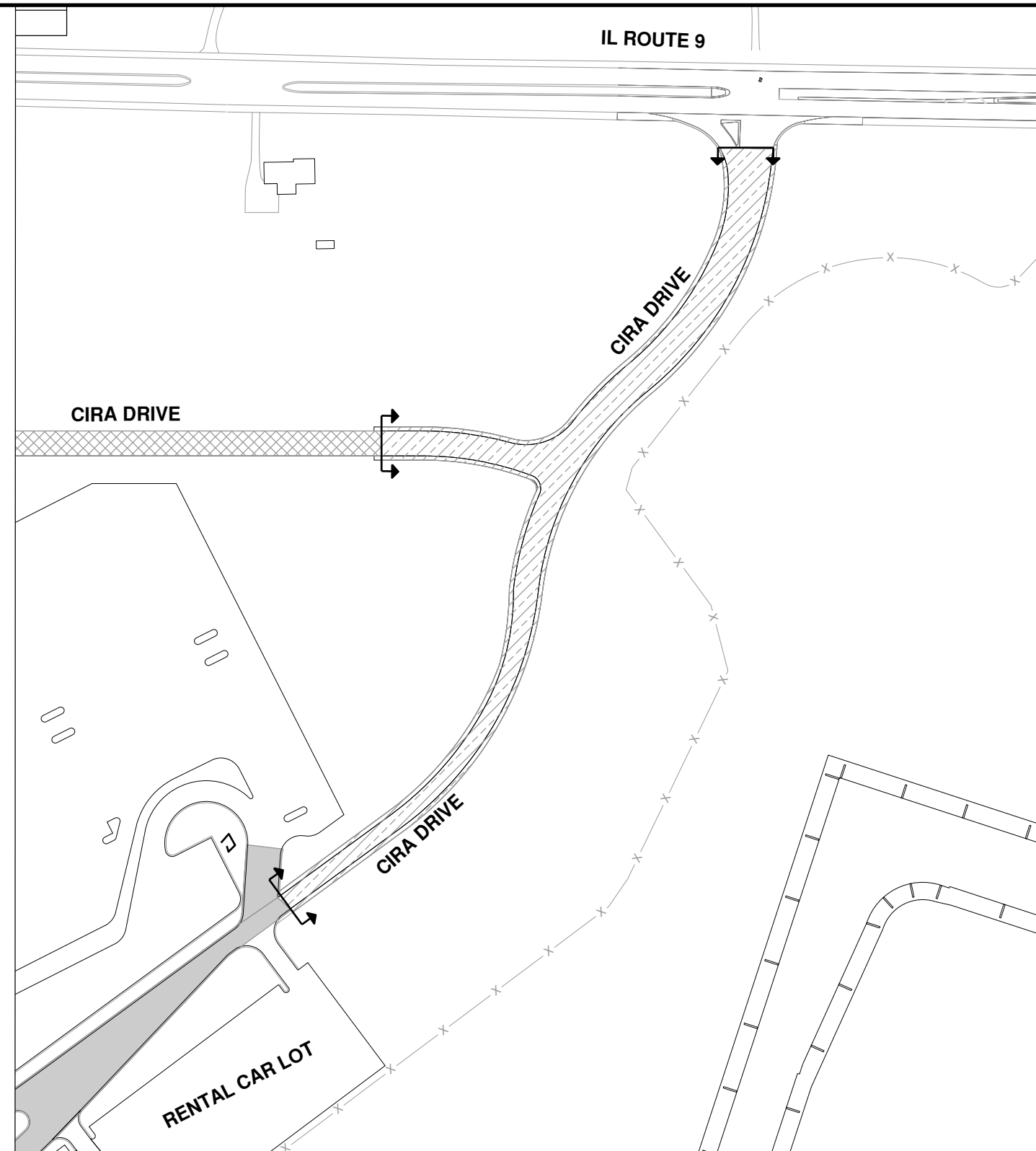


BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

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SHEET TITLE
**CONSTRUCTION
ACTIVITY PHASING
PLAN - 3**

GC104
SHEET 11 OF 57



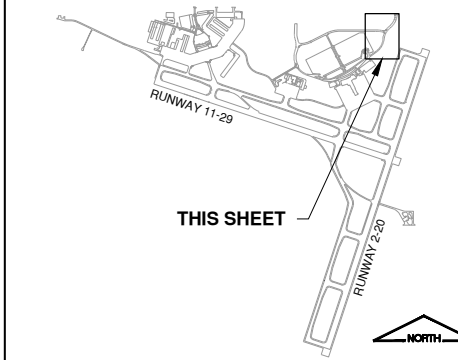
PHASE 3 NOTES

1. PRIOR TO BEGINNING THIS PHASE THE CONTRACTOR SHALL PROVIDE AN OUTLINE TO THE RESIDENT ENGINEER AND AIRPORT OF THE PLAN FOR INDIVIDUAL LANE CLOSURES AND CLOSURE DURATION. THE OUTLINE SHALL INCLUDE HOW THE CONTRACTOR PLANS TO MAINTAIN THE FLOW OF TRAFFIC TO ADJACENT ROADWAYS.
2. THIS PHASE WILL REQUIRE INDIVIDUAL LANES IN EACH DIRECTION TO BE CLOSED. CONSTRUCTION ACTIVITIES SHALL NOT COMPLETELY BLOCK THE FLOW OF TRAFFIC IN ANY DIRECTION AT ANYTIME.
3. TRAFFIC CONTROL DETAILS ON SHEET GC003 AND GC004 SHALL BE USED AS REQUIRED FOR LANE CLOSURES. ALL TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO WORK BEGINNING IN A TRAFFIC LANE.
4. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF THE WORK DAY
5. WORK IN THE MEDIAN CAN BE INCORPORATED IN AN ADJACENT DRIVING LANE.
6. CONSTRUCTION OF THIS PHASE SHALL CONSIST OF CRACK AND SEAT PAVEMENT, HMA PAVEMENT OVERLAY, PAVEMENT MARKING, SHOULDER ADJUSTMENT, AND LIGHTING IMPROVEMENTS.
7. UPON COMPLETION OF WORK ITEMS IN A CLOSED SECTION OF PAVEMENT, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND AIRPORT THAT THE PAVEMENT IS ACCEPTABLE PRIOR TO REMOVAL OF BARRICADES AND BEING OPEN TO TRAFFIC.
8. THE CONTRACTOR SHALL COORDINATE ALL CLOSURE TIMES AND DURATIONS WITH AIRPORT OPERATIONS.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4 WORK AREA
- PHASE WORK LIMITS

KEY MAP



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ENTRANCE ROAD AND
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OWNER



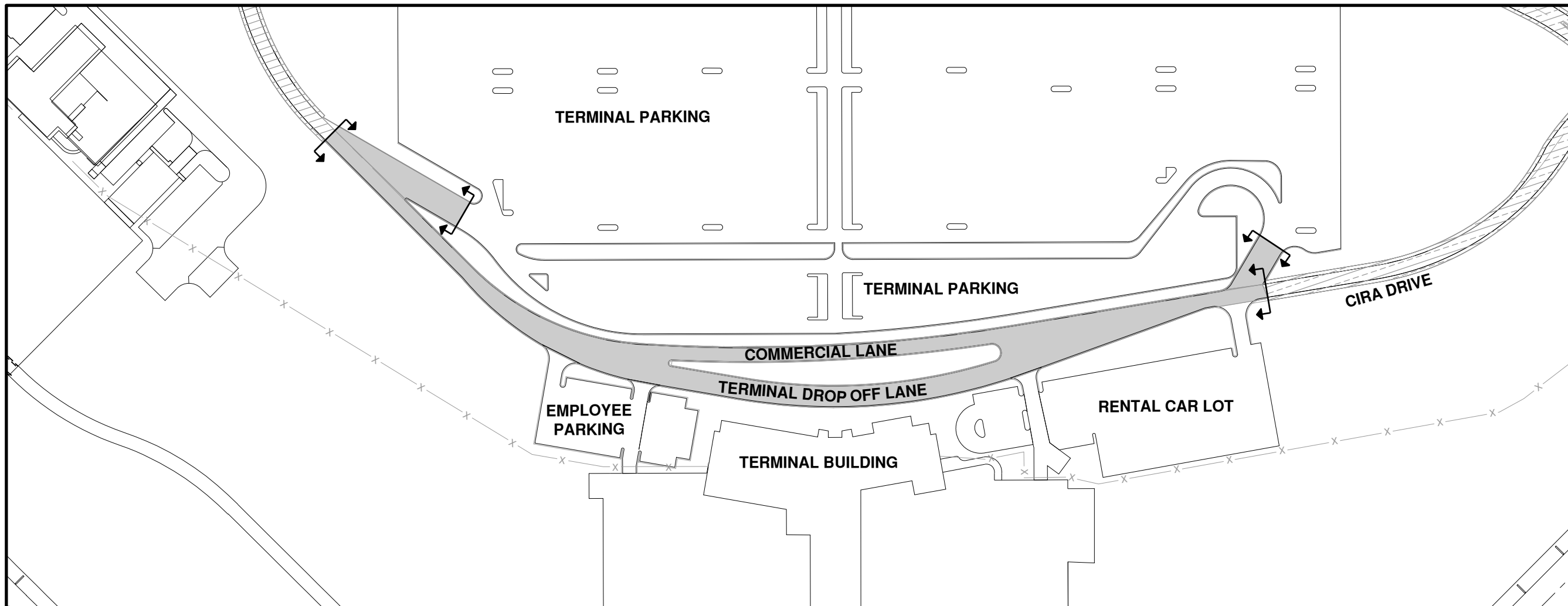
BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

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**CONSTRUCTION
ACTIVITY PHASING
PLAN - 4**

GC105
SHEET 12 OF 57



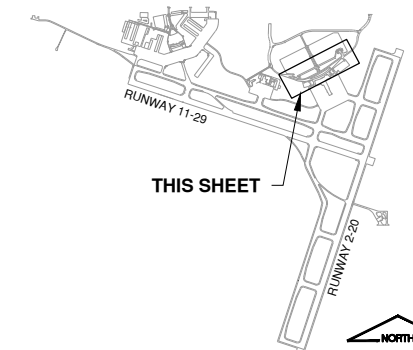
PHASE 4 NOTES

1. PRIOR TO BEGINNING THIS PHASE THE CONTRACTOR SHALL PROVIDE AN OUTLINE TO THE RESIDENT ENGINEER AND AIRPORT OF THE PLAN FOR INDIVIDUAL LANE CLOSURES AND CLOSURE DURATION. THE OUTLINE SHALL INCLUDE HOW THE CONTRACTOR PLANS TO MAINTAIN THE FLOW OF TRAFFIC TO ADJACENT ROADWAYS.
2. THIS PHASE WILL REQUIRE INDIVIDUAL LANES TO BE CLOSED. CONSTRUCTION ACTIVITIES SHALL NOT COMPLETELY BLOCK THE FLOW OF TRAFFIC TO ENTER/EXIT THE PARKING LOT.
3. CONTRACTOR SHALL NOT BLOCK MORE THAN ONE PEDESTRIAN CROSSWALK AT A GIVEN TIME.
4. TRAFFIC CONTROL DETAILS ON SHEET GC003 AND GC004 SHALL BE USED AS REQUIRED FOR LANE CLOSURES. ALL TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO WORK BEGINNING IN A TRAFFIC LANE.
5. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ACTIVE PAVEMENTS DURING HAULING OPERATIONS AND AT THE END OF THE WORK DAY
6. CONSTRUCTION OF THIS PHASE SHALL CONSIST OF JOINT REPAIR, PARTIAL DEPTH PANEL REPAIR, PANEL REMOVAL AND REPLACEMENT, CURB AND GUTTER REPAIR, AND LIGHTING IMPROVEMENTS.
7. UPON COMPLETION OF WORK ITEMS IN A CLOSED SECTION OF PAVEMENT, THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER AND AIRPORT THAT THE PAVEMENT IS ACCEPTABLE PRIOR TO REMOVAL OF BARRICADES AND BEING OPEN TO TRAFFIC.
8. THE CONTRACTOR SHALL COORDINATE ALL CLOSURE TIMES AND DURATIONS WITH AIRPORT OPERATIONS.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4 WORK AREA
- PHASE WORK LIMITS

KEY MAP



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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

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EXISTING CONDITIONS LEGEND

CD000
SHEET 13 OF 57

EXISTING CONDITIONS LEGEND

- X ----- EXIST. ELECTRICAL DUCT
- X ----- EXIST. FENCE
- UGE ----- EXIST. UNDERGROUND ELECTRIC
- FO ----- EXIST. FIBER OPTIC LINE
- ----- EXIST. CIRCUIT DUCT
- W ----- EXIST. WATER LINE
- ST ----- EXIST. STORM SEWER LINE
- UD ----- EXIST. UNDERDRAIN
- SS ----- EXIST. SANITARY SEWER
- G ----- EXIST. GAS LINE
- ----- EXIST. EDGE OF VEGETATION/CROPLINE
- ST ----- EXISTING STORM SEWER PIPE
- T ----- EXISTING TELEPHONE LINE
- G ----- EXISTING UTILITY DUCT BANK
- G ----- EXISTING GASLINE DUCT
- I ----- DOWELED CONTRACTION JOINT
- X ----- DOWELED CONSTRUCTION JOINT
- ----- EXPANSION JOINT
- X UGE ----- EXISTING CIRCUITS TO BE REMOVED. EXISTING UNIT DUCT TO BE PROTECTED AND REUSED
- H ----- EXIST. HANDHOLE PLAZA
- H ----- EXIST. HANDHOLE
- ----- EXIST. SPLICE CAN
- BB ----- EXIST. MANHOLE (TELECOMMUNICATIONS)
- E ----- EXIST. MANHOLE (ELECTRICAL)
- S ----- EXIST. MANHOLE (SANITARY)
- T ----- EXIST. TELEPHONE SPLICE BOX
- ----- EXIST. OVERHEAD LIGHT
- ----- EXIST. BOLLARD LIGHT
- WW ----- EXIST. WATER VALVE
- ----- EXIST. FIRE HYDRANT
- CB ----- EXIST. UNDERDRAIN CLEANOUT
- D ----- EXIST. STORM SEWER MANHOLE
- CB ----- EXIST. STORM SEWER INLET
- S ----- EXIST. STOP SIGN &/OR "DO NOT PROCEED" SIGN
- ----- EXISTING PAVEMENT CORE LOCATION
- M ----- MISC. MANHOLE
- ----- EXISTING DUCT MARKER
- R ----- LIGHT AND LIGHT POLE TO BE REMOVED
- A ----- ADJUST STRUCTURE
- ----- EXISTING ROADWAY LIGHT
- R ----- EXISTING LIGHT POLE AND FOUNDATION TO BE REMOVED. CONNECTED UNIT DUCT AND CABLE TO BE PROTECTED.

UTILITY DISCLAIMER

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License No. 184-000613

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0 100' 200'

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01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER







BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CD100.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
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LEGEND

-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4

SHEET TITLE
**EXISTING
CONDITIONS &
REMOVAL PLAN**

CD101
SHEET 14 OF 57

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CIRA DRIVE

CD106

CD106

CD105

CD104

CD105

CD104

CD102

CD102

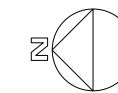
CD103

CD103

CD107

TERMINAL BUILDING

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01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



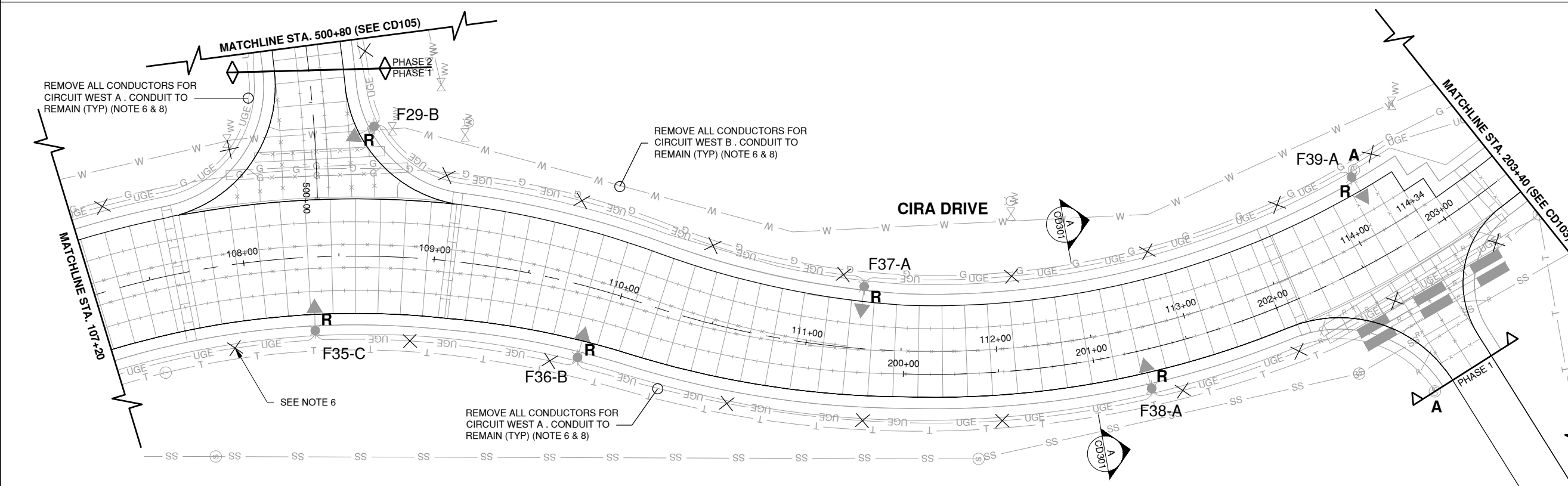
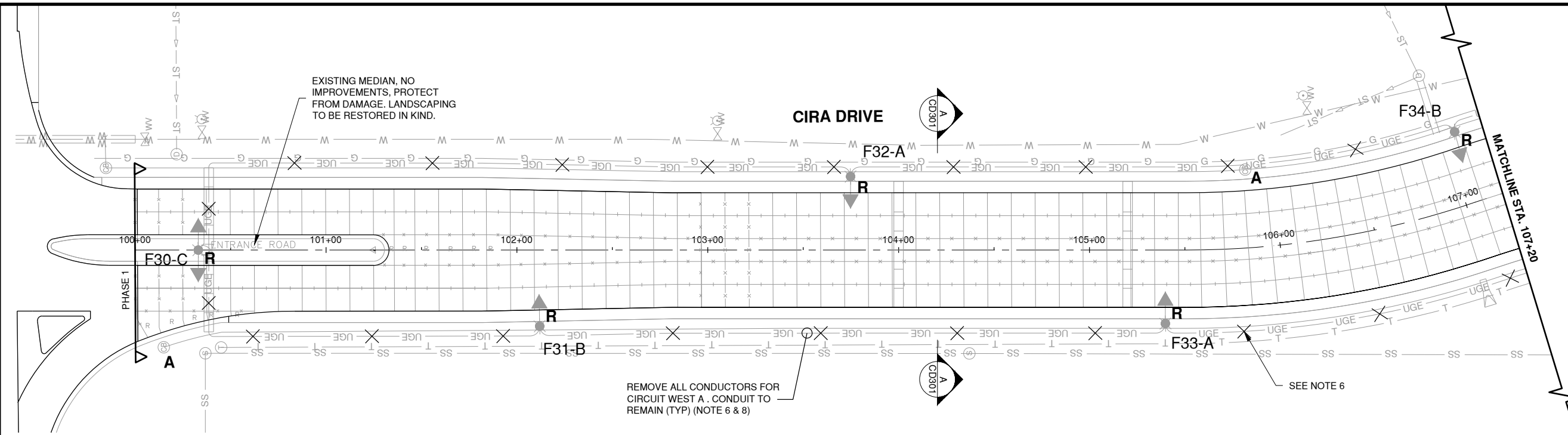
BLOOMINGTON-NORMAL
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SHEET TITLE
**EXISTING
CONDITIONS &
REMOVALS 1**

CD102
SHEET 15 OF 57

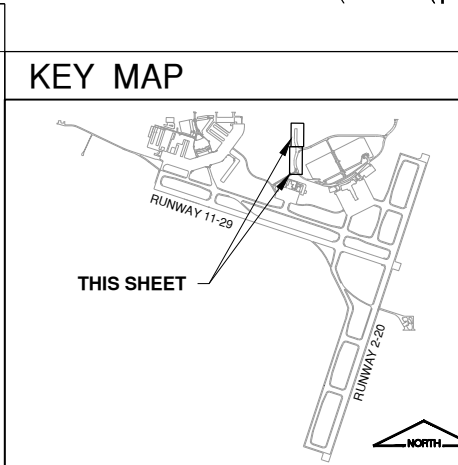


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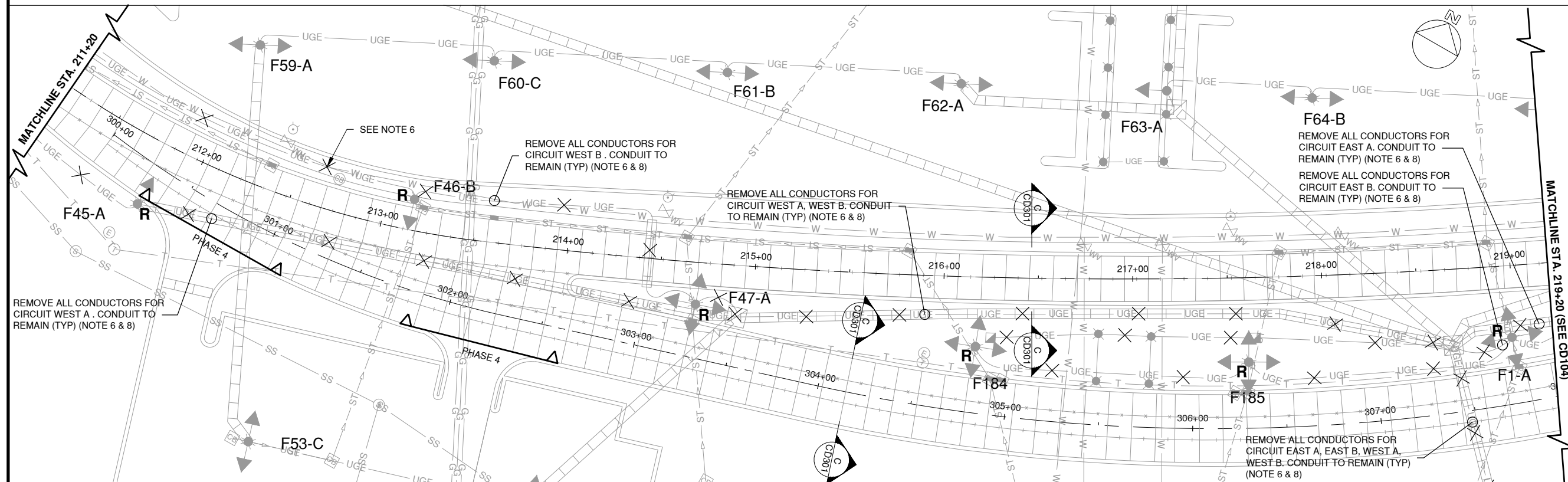
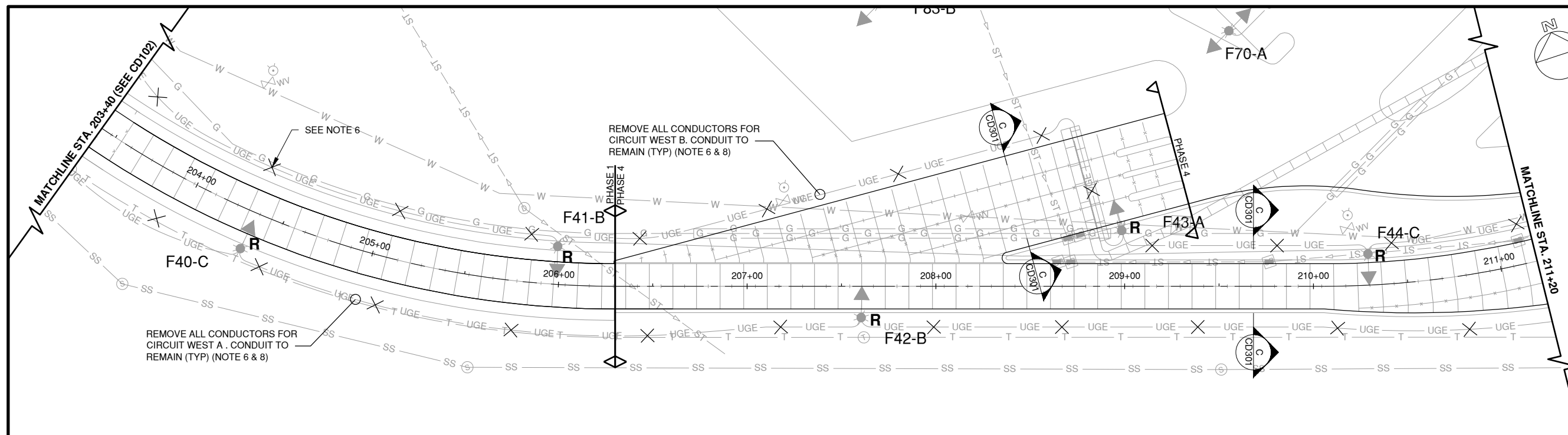


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MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CD100.DWG
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DRAWN BY: DPA
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SHEET TITLE
**EXISTING
CONDITIONS &
REMOVALS 2**



UTILITY DISCLAIMER

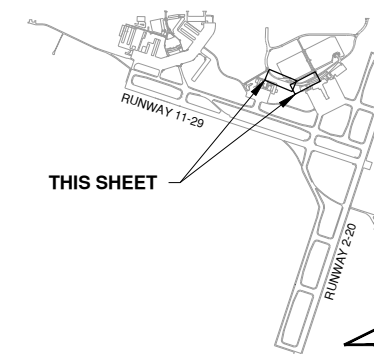
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KEY MAP





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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



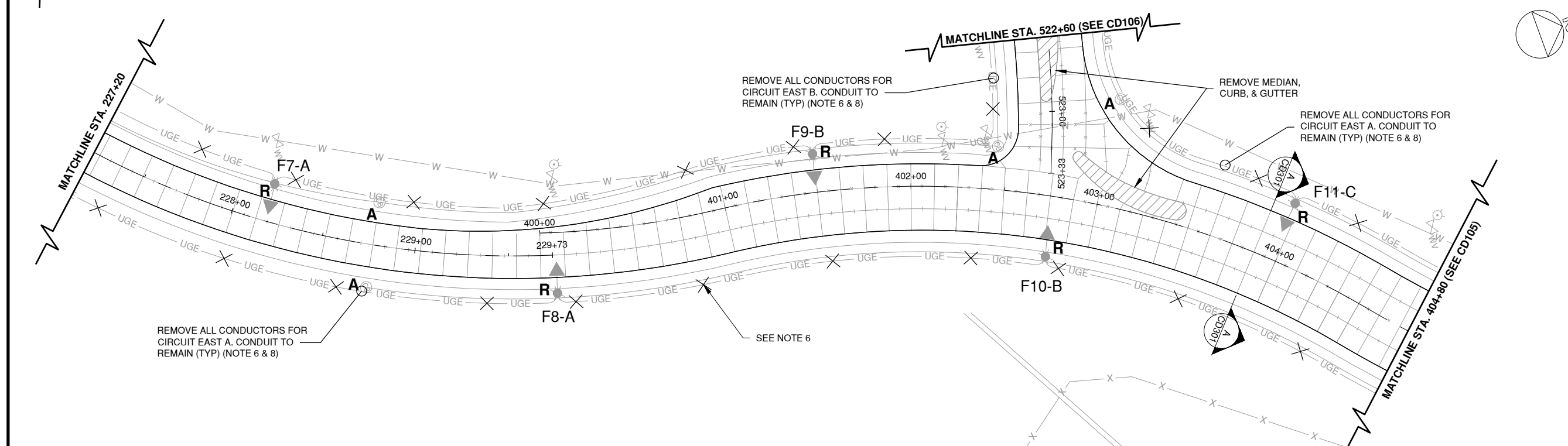
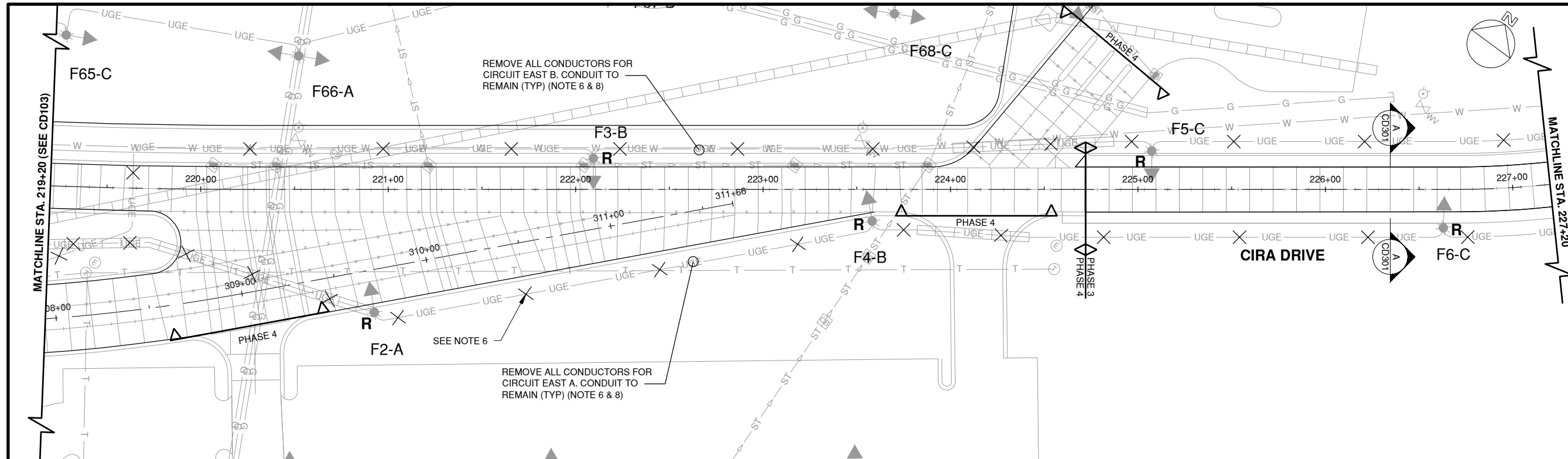
BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CD100.DWG
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DRAWN BY: DPA
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EXISTING CONDITIONS & REMOVALS 3

CD104
SHEET 17 OF 57

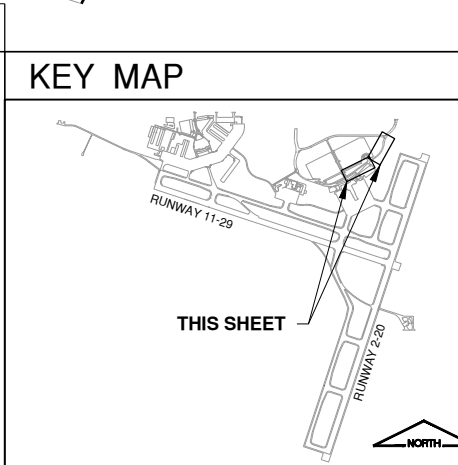


UTILITY DISCLAIMER

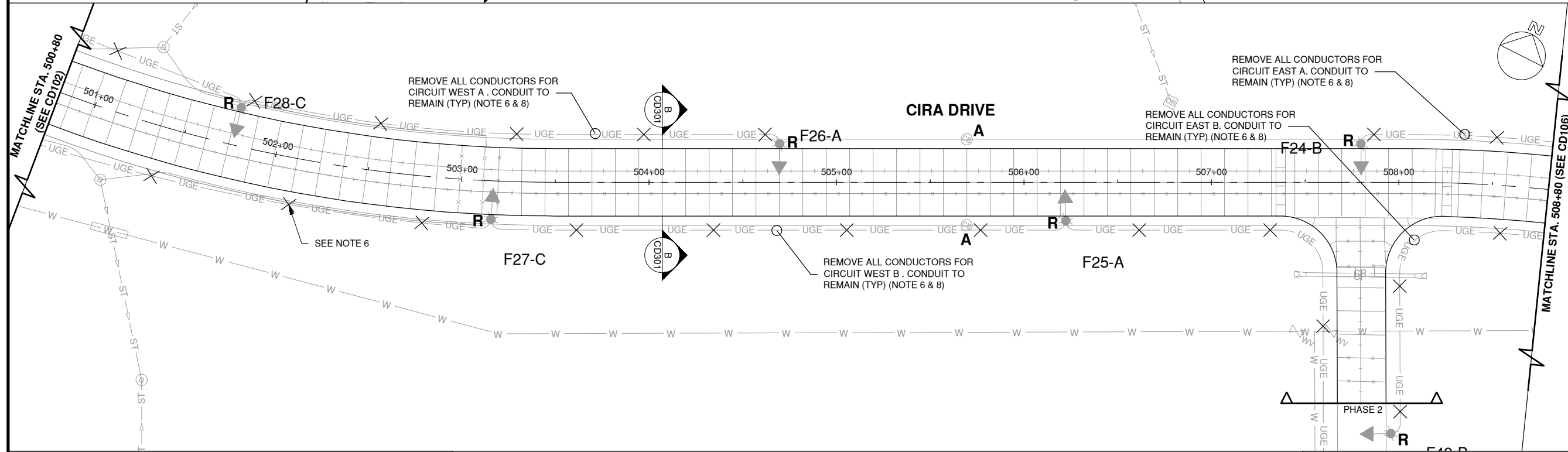
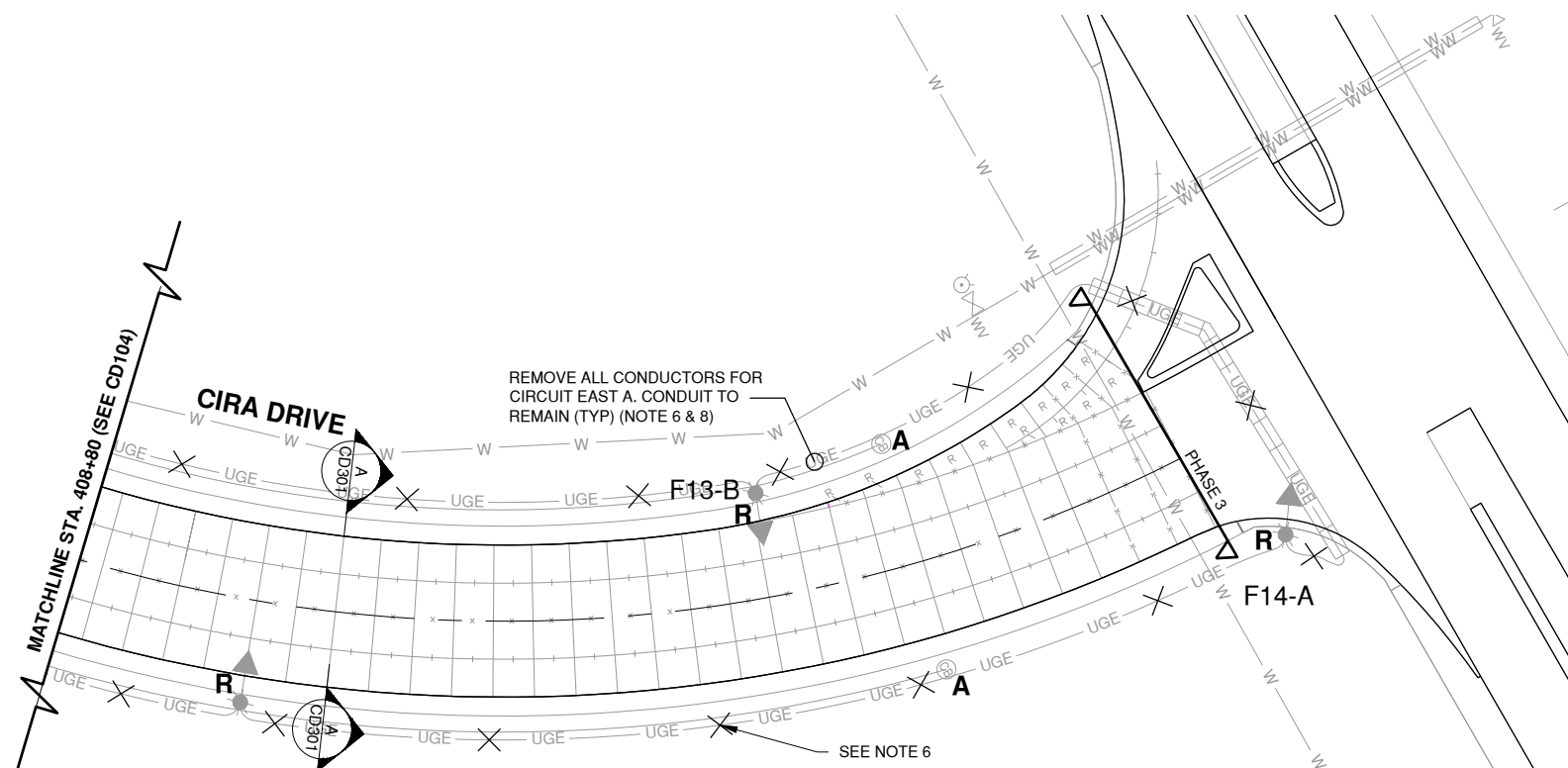
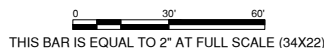
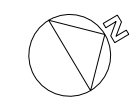
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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
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UTILITY DISCLAIMER

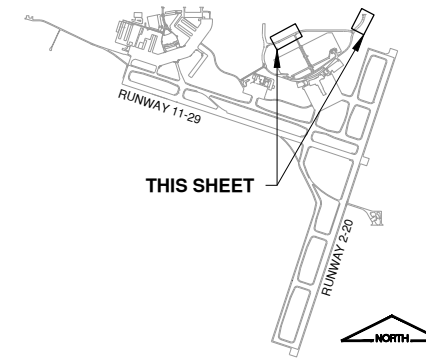
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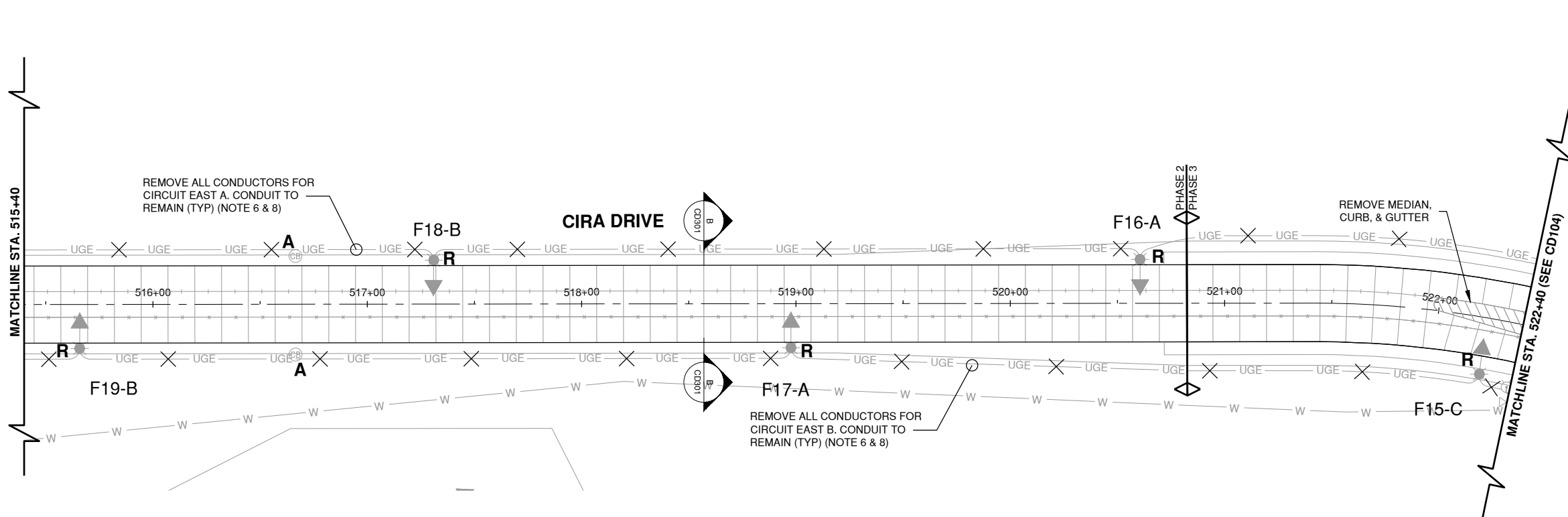
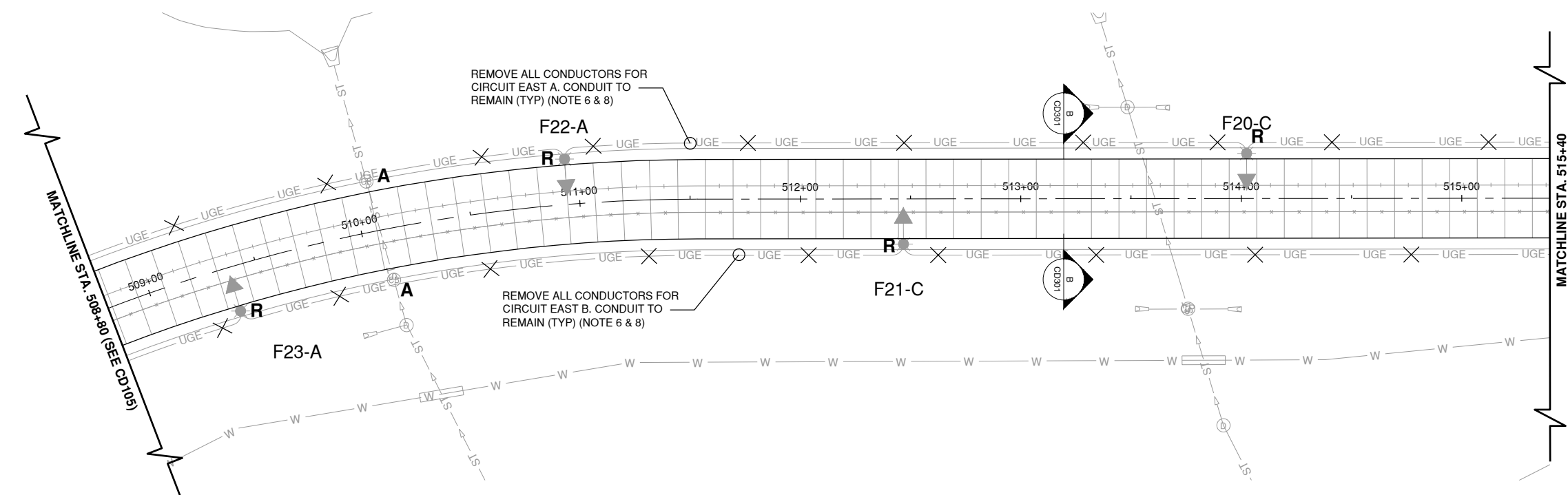
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UTILITY DISCLAIMER

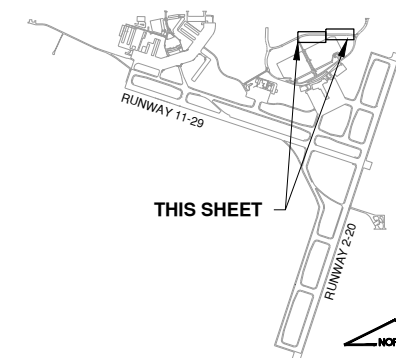
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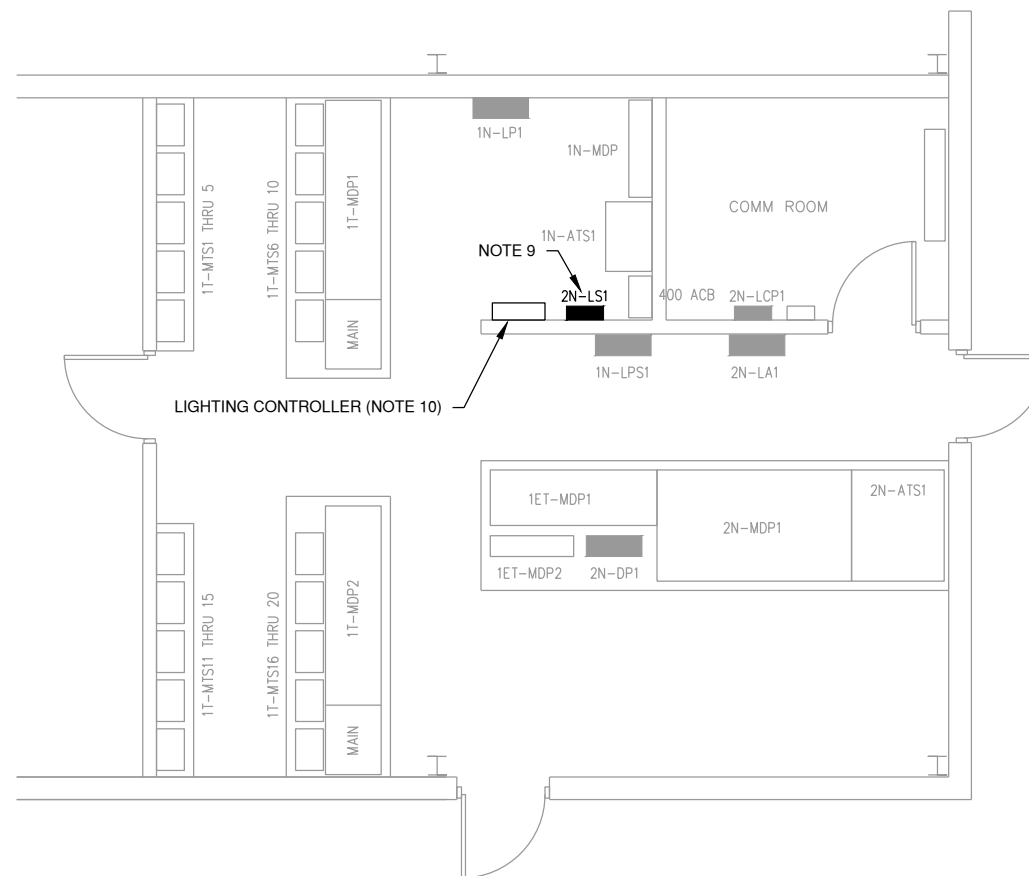
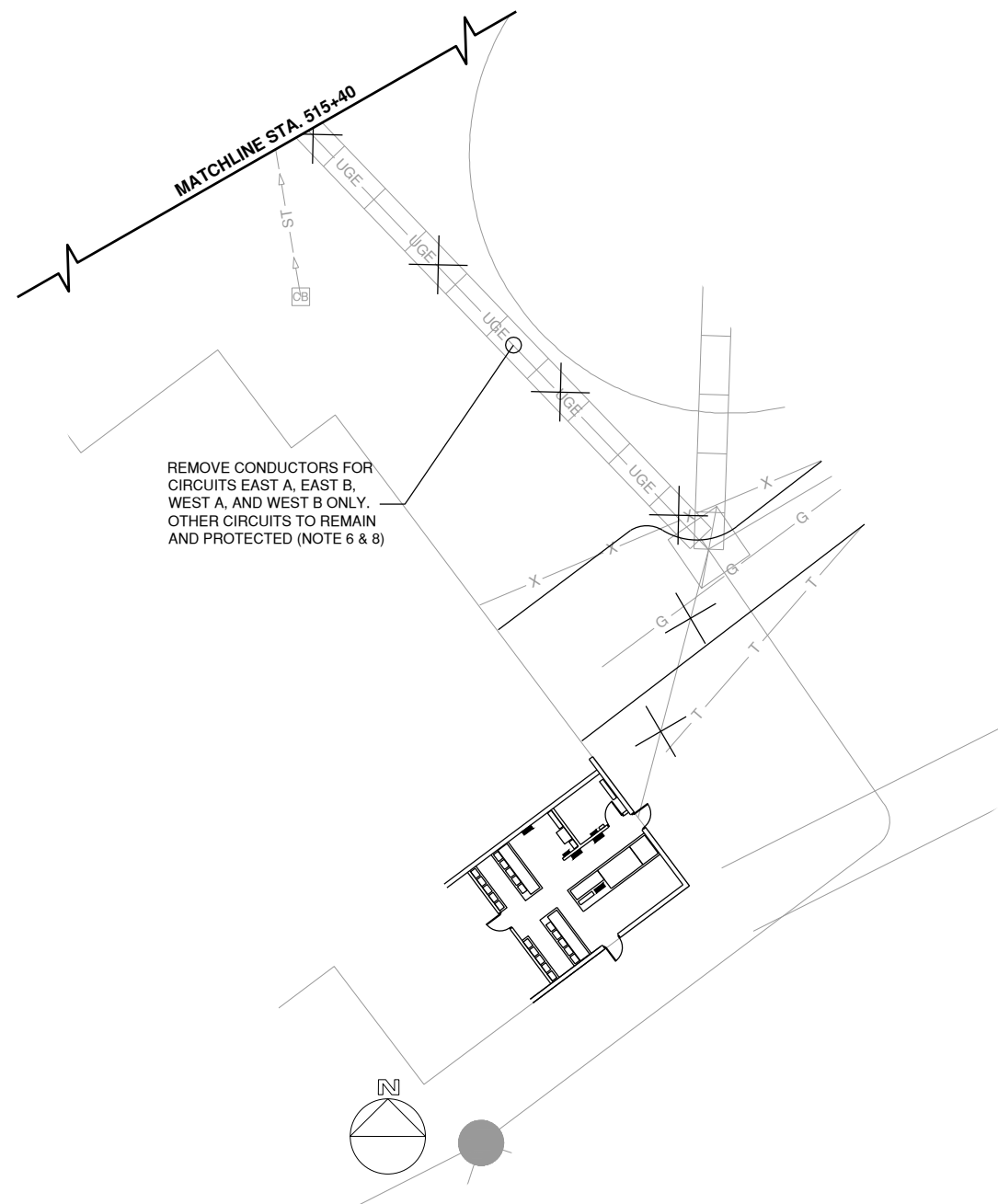
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS 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.

NOTES

1. THE ENTRANCE ROAD SHALL REMAIN ACCESSIBLE AT ALL TIMES. A MINIMUM OF ONE LANE OF TRAFFIC SHALL BE MAINTAINED.
2. STAGING AND MATERIAL STORAGE AREA REQUEST TO BE COORDINATED WITH AIRPORT.
3. 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/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
4. EXISTING DUCT BANKS AND UNIT DUCT TO REMAIN. ANY DAMAGED UNIT DUCT OR DUCT BANK TO BE REPLACED.
5. EXISTING LIGHT POLE FOUNDATIONS TO BE REMOVED AND REPLACED. REFER TO LIGHT POLE SCHEDULE ON EL501 FOR LIGHT POLE INFORMATION.
6. REMOVE ALL EXISTING CONDUCTORS FOR CIRCUITS ROADWAY LIGHTS WEST A, ROADWAY LIGHTS WEST B, ROADWAY LIGHTS EAST A, AND ROADWAY LIGHTS EAST B. ALL CIRCUITS ARE FEED FROM PANEL 2NLS1 LOCATED IN ELECTRICAL ROOM.
7. REMOVE AND DISPOSE OF ALL LIGHT POLES, LIGHT POLE FOUNDATIONS AND ASSOCIATED ITEMS WITH ROADWAY CIRCUITS LISTED ABOVE. ITEMS INDICATED BY THE AIRPORT TO BE SALVAGED SHALL BE TURNED OVER TO THE AIRPORT UNDAMAGED.
8. REMOVE EXISTING CONDUCTORS FROM EXISTING UNIT DUCT. EXISTING UNIT DUCT SHALL BE PROTECTED FROM DAMAGE. CONTRACTOR SHALL USE EXISTING CONDUCTORS TO PULL NEW PULL STRING OR CONDUCTORS.

KEY MAP





UTILITY DISCLAIMER

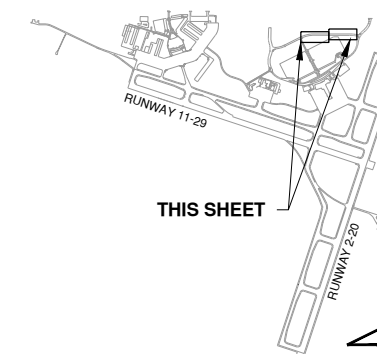
THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER, NOR THE PROJECT ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED 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.

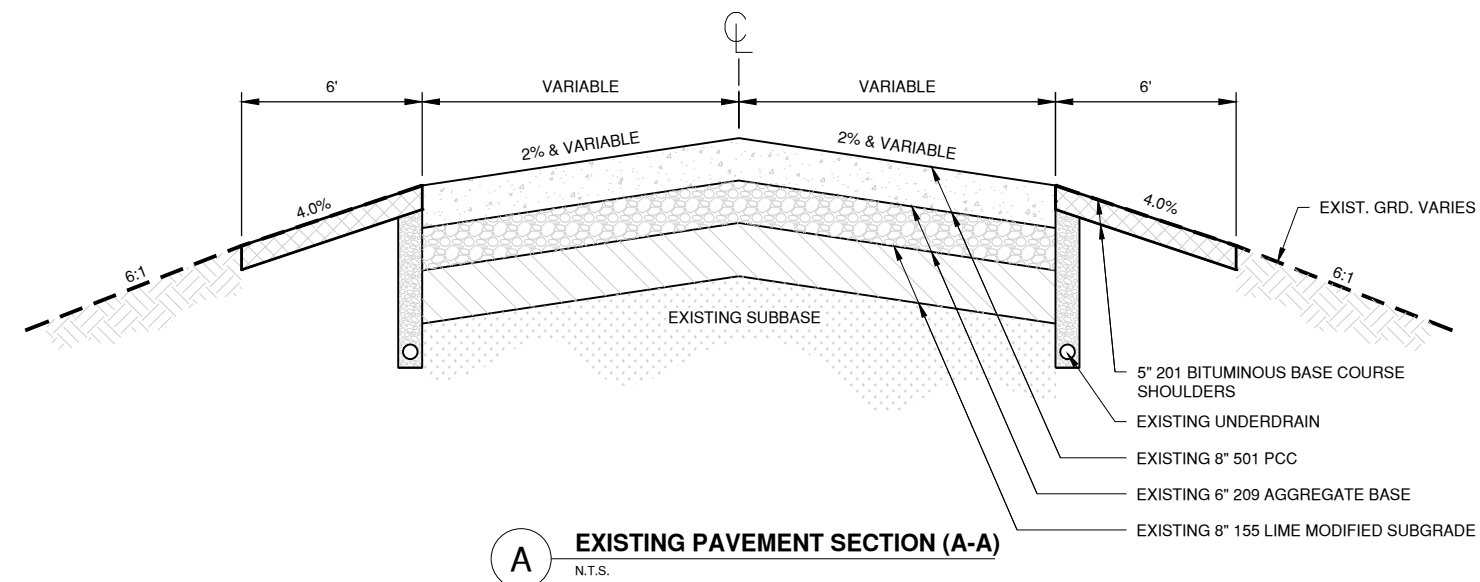
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY AND FAA OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS 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.

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6. REMOVE ALL EXISTING CONDUCTORS FOR CIRCUITS ROADWAY LIGHTS WEST A, ROADWAY LIGHTS WEST B, ROADWAY LIGHTS EAST A, AND ROADWAY LIGHTS EAST B. ALL CIRCUITS ARE FEED FROM PANEL 2NLS1 LOCATED IN ELECTRICAL ROOM.
7. REMOVE AND DISPOSE OF ALL LIGHT POLES, LIGHT POLE FOUNDATIONS AND ASSOCIATED ITEMS WITH ROADWAY CIRCUITS LISTED ABOVE. ITEMS INDICATED BY THE AIRPORT TO BE SALVAGED SHALL BE TURNED OVER TO THE AIRPORT UNDAMAGED.
8. REMOVE EXISTING CONDUCTORS FROM EXISTING UNIT DUCT. EXISTING UNIT DUCT SHALL BE PROTECTED FROM DAMAGE. CONTRACTOR SHALL USE EXISTING CONDUCTORS TO PULL NEW PULL STRING OR CONDUCTORS.
9. LOCK-OUT / TAG-OUT CIRCUIT BREAKERS FOR CIRCUITS EAST A, EAST B, WEST A, AND WEST B.
10. REMOVE CONDUCTORS FOR CIRCUITS EAST A, EAST B, WEST A, AND WEST B FROM TERMINAL BLOCK.

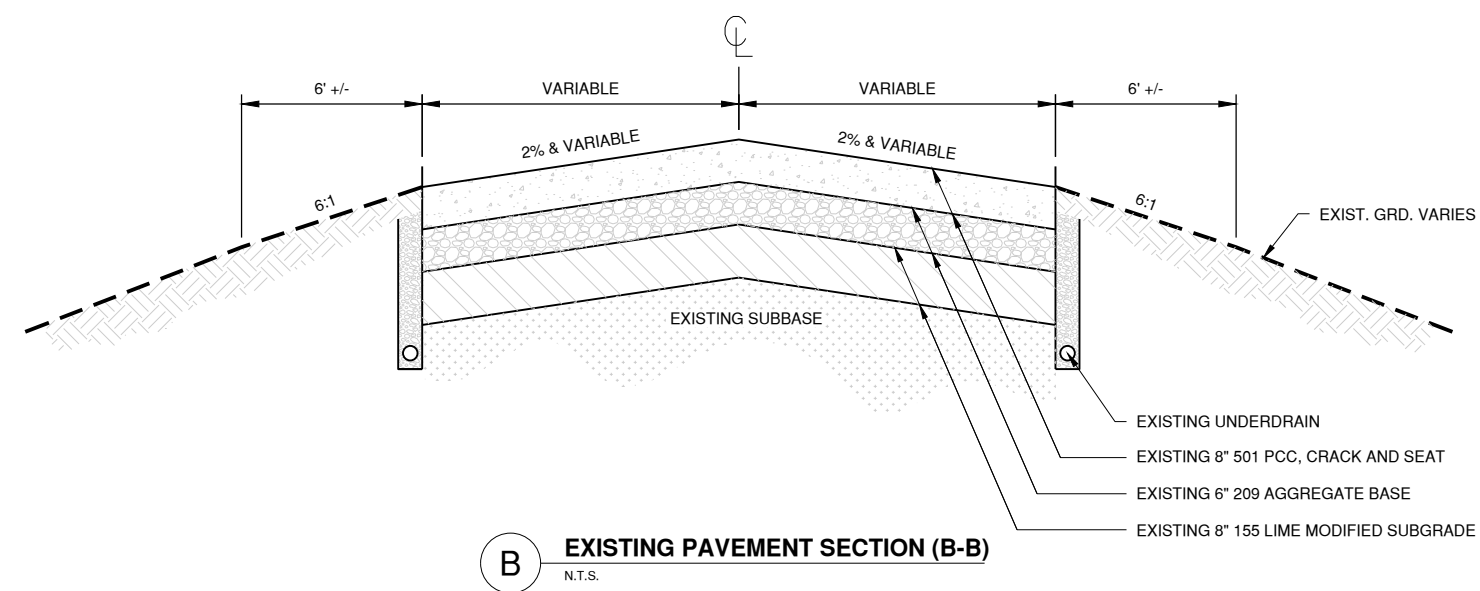
KEY MAP





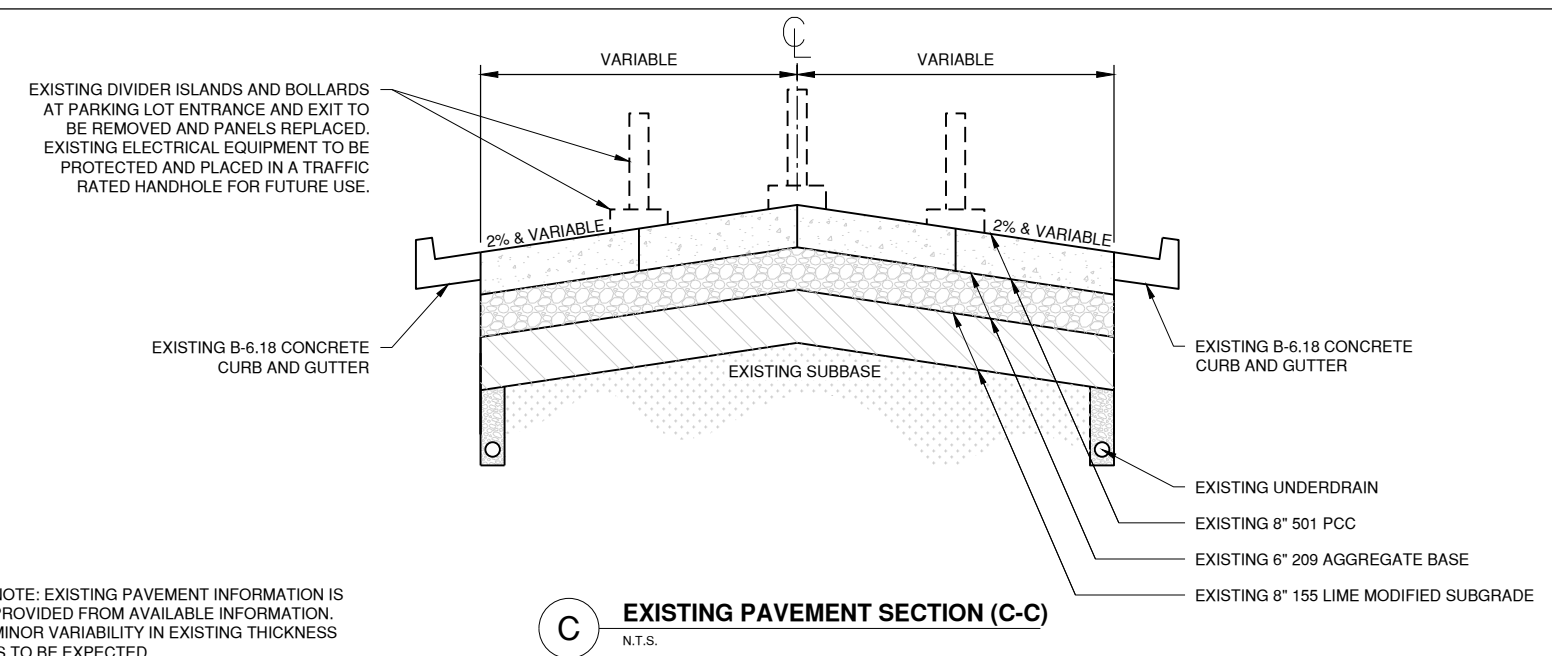
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N.T.S.

NOTE: EXISTING PAVEMENT INFORMATION IS PROVIDED FROM AVAILABLE INFORMATION. MINOR VARIABILITY IN EXISTING THICKNESS IS TO BE EXPECTED.



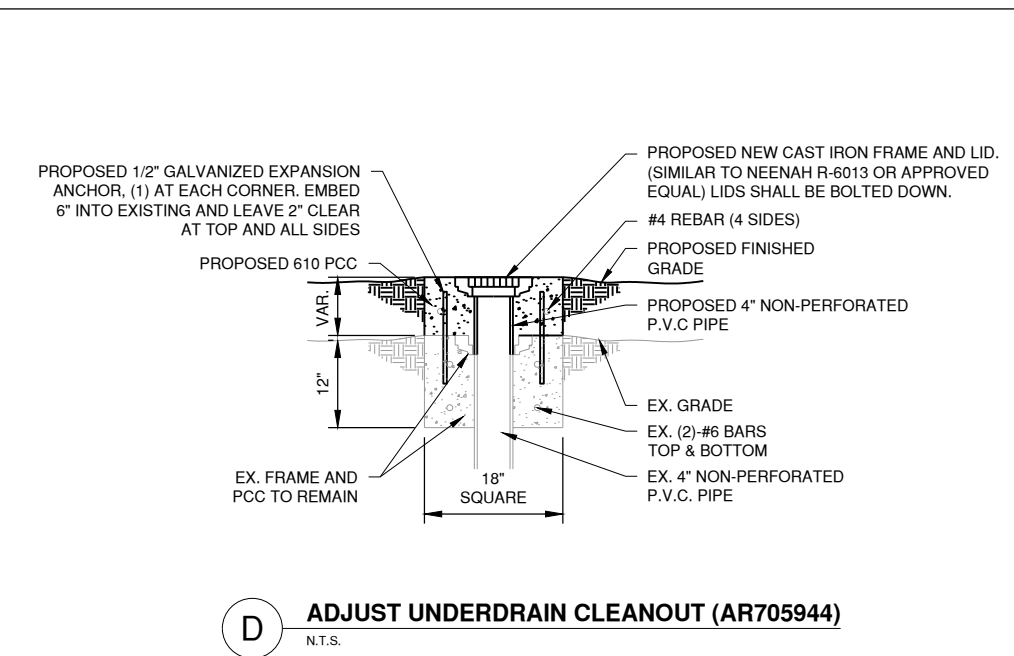
B EXISTING PAVEMENT SECTION (B-B)
N.T.S.

NOTE: EXISTING PAVEMENT INFORMATION IS PROVIDED FROM AVAILABLE INFORMATION. MINOR VARIABILITY IN EXISTING THICKNESS IS TO BE EXPECTED.



C EXISTING PAVEMENT SECTION (C-C)
N.T.S.

NOTE: EXISTING PAVEMENT INFORMATION IS PROVIDED FROM AVAILABLE INFORMATION. MINOR VARIABILITY IN EXISTING THICKNESS IS TO BE EXPECTED.



D ADJUST UNDERDRAIN CLEANOUT (AR705944)
N.T.S.

100%
01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-00 CD301.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
COPYRIGHT:

SHEET TITLE
EXISTING TYPICAL SECTIONS AND DETAIL

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Date: Wednesday, February 14, 2024, 10:42:25 AM

IL ROUTE 9 / EMPIRE

IL ROUTE 9 / EMPIRE

Line Table: Alignments					Curve Table: Alignments					Curve Table: Alignments						
Line #	Alignment	Length	Start Point	End Point	Curve #	Alignment	Radius	Length	Start Point	End Point	Curve #	Alignment	Radius	Length	Start Point	End Point
L1	ER 3	266.339	(822898.6022,1390800.3585)	(823082.2146,1390993.2907)	C1	ER 4	470.002	382.723	(823741.6366,1391866.3387)	(823913.0543,1392196.7557)	C11	ER 5	470.000	167.320	(823430.0014,1391771.9889)	(823593.7223,1391742.0368)
L2	ER 3	165.814	(822314.4216,1390489.5953)	(822473.0575,1390537.8540)	C2	ER 4	470.001	359.374	(823572.4628,1391559.1595)	(823741.6366,1391866.3387)	C12	ER 5	750.000	349.199	(822104.3984,1391696.0562)	(822441.3501,1391774.8997)
L3	ER 2	644.151	(822868.5179,1390847.2337)	(823389.4350,1391226.1472)	C3	ER 4	470.000	95.404	(823551.4379,1391466.2684)	(823572.4628,1391559.1595)	C13	ER 5	750.174	30.226	(821670.5565,1391480.3544)	(821697.8697,1391493.2965)
L4	ER 2	376.125	(821588.1436,1390624.7484)	(821944.7843,1390505.2595)	C4	ER 3	982.000	505.562	(822473.0575,1390537.8540)	(822898.6022,1390800.3585)	C14	ER 5	750.000	319.527	(821360.3638,1391414.4549)	(821670.5565,1391480.3544)
L5	ER 5	23.851	(823593.7223,1391742.0368)	(823615.8641,1391733.1705)	C5	ER 3	532.000	228.514	(822088.3949,1390471.3510)	(822314.4216,1390489.5953)	C15	ER 1	200.000	0.001	(821298.5623,1392124.6860)	(821298.5623,1392124.6864)
L6	ER 5	988.656	(822441.3501,1391774.8997)	(823430.0014,1391771.9889)	C6	ER 2	482.000	304.206	(823389.4350,1391226.1472)	(823564.8138,1391468.5363)	C16	ER 1	469.999	417.107	(821298.5623,1391240.7228)	(821338.7459,1390839.1356)
L7	ER 5	454.287	(821697.8697,1391493.2965)	(822104.3984,1391696.0562)	C7	ER 2	2912.000	671.628	(822284.8243,1390518.0084)	(822868.5179,1390847.2337)	C17	ER 1	470.353	312.189	(821308.3636,1391547.0686)	(821298.5623,1391240.7228)
L8	ER 1	425.914	(821298.5623,1392124.6854)	(821287.3529,1391698.9190)	C8	ER 2	482.000	347.774	(821944.7843,1390505.2595)	(822284.8243,1390518.0084)	C18	ER 1	470.000	108.205	(821288.3770,1391653.1690)	(821308.3636,1391547.0686)
L9	ER 1	124.911	(821301.8502,1392249.5541)	(821298.5623,1392124.6860)	C9	ER 2	482.000	275.727	(821365.1061,1390780.4045)	(821588.1436,1390624.7484)	C19	ER 1	437.611	45.782	(821287.3529,1391698.9190)	(821288.3770,1391653.1690)
					C10	ER 2	482.000	353.841	(821260.0961,1391110.0311)	(821365.1061,1390780.4045)						

*ALIGNMENT DATA IS BASED ON THE ORIGINAL RECORD DATA AND IS FOR REFERENCE ONLY



License No. 184-000613
CONSULTANTS



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

100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

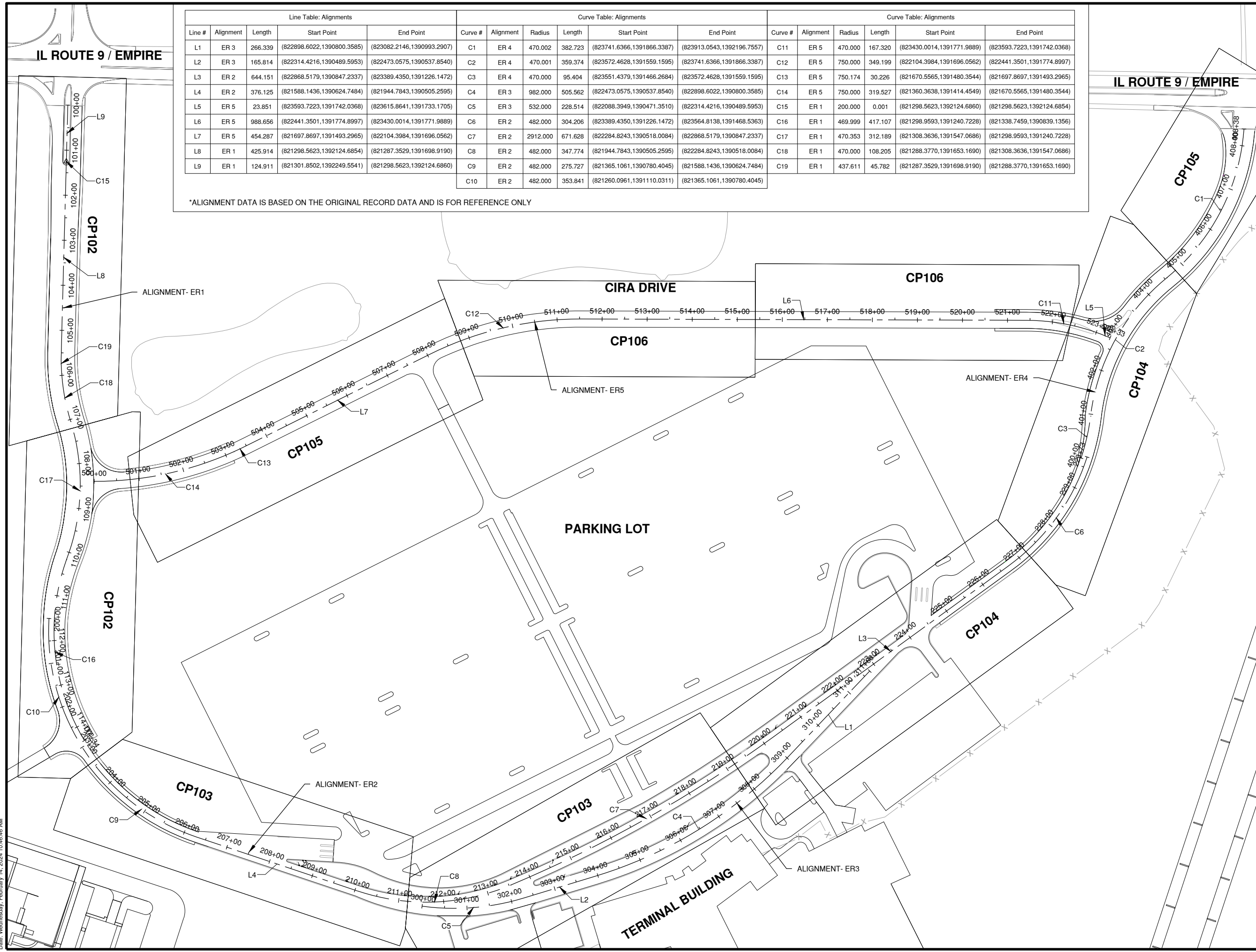
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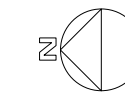
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CMT PROJECT NO.	190920-06
CAD DWG FILE:	19092006-CP100.DWG
DESIGNED BY:	DJR
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE
**PROPOSED
IMPROVEMENTS PLAN**

CP101
SHEET 22 OF 57

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

100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776

CMT PROJECT NO: 190920-06

CAD DWG FILE: 19092006-CP100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

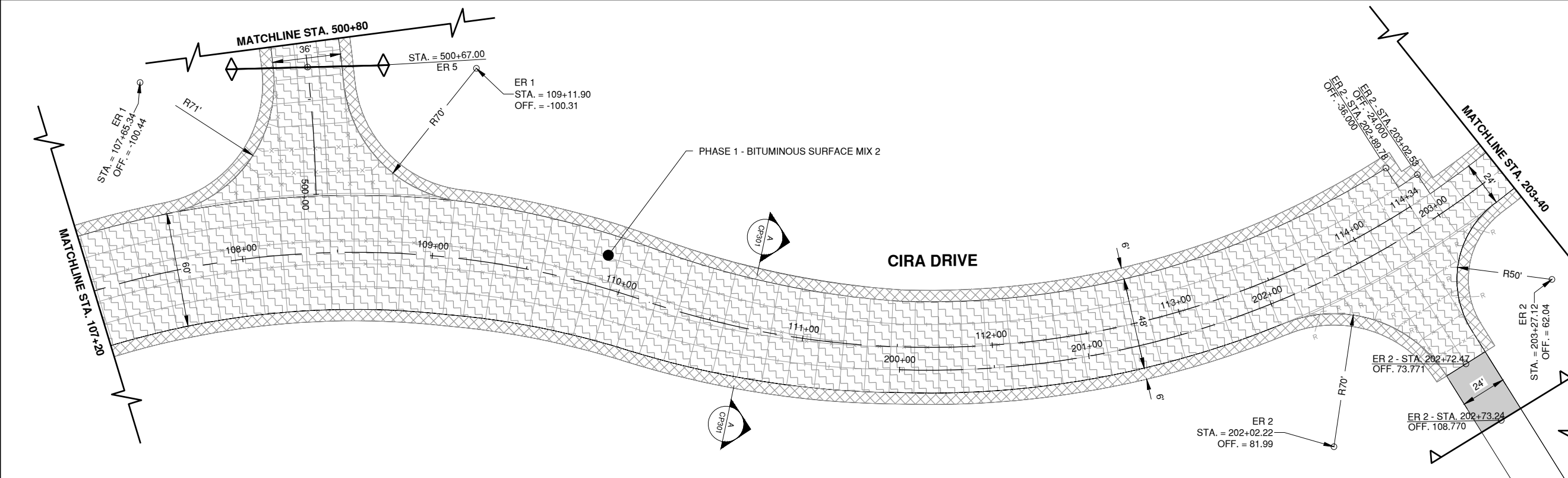
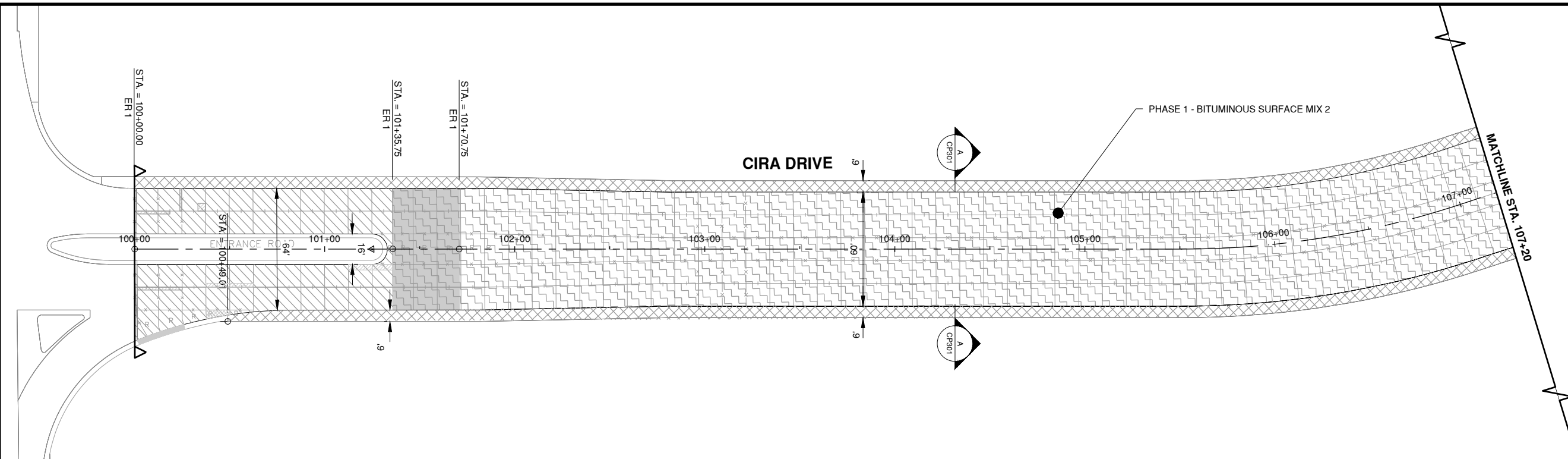
APPROVED BY: CBG

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SHEET TITLE

**PROPOSED
IMPROVEMENTS 1**

CP102
SHEET 23 OF 57

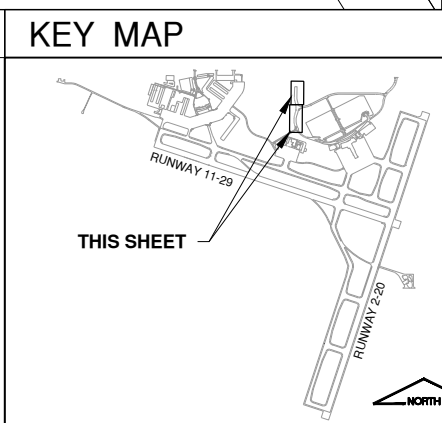


AR800226 - BITUMINOUS SURFACE - IDOT IL 9.5 (MIX 1)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	PG 64-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

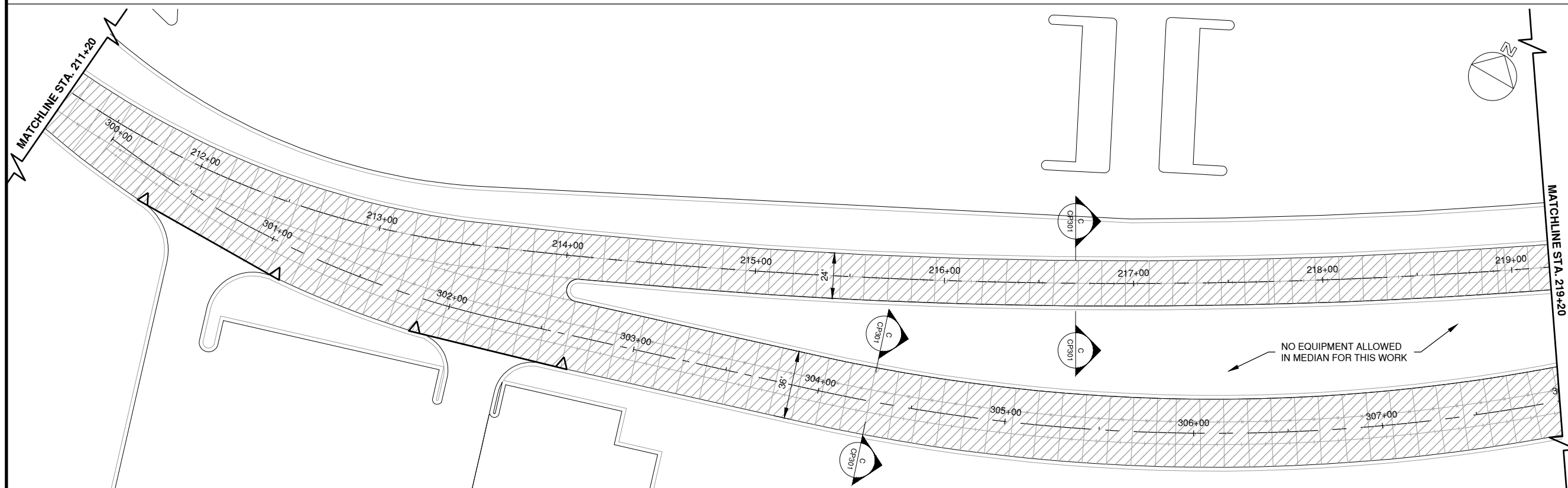
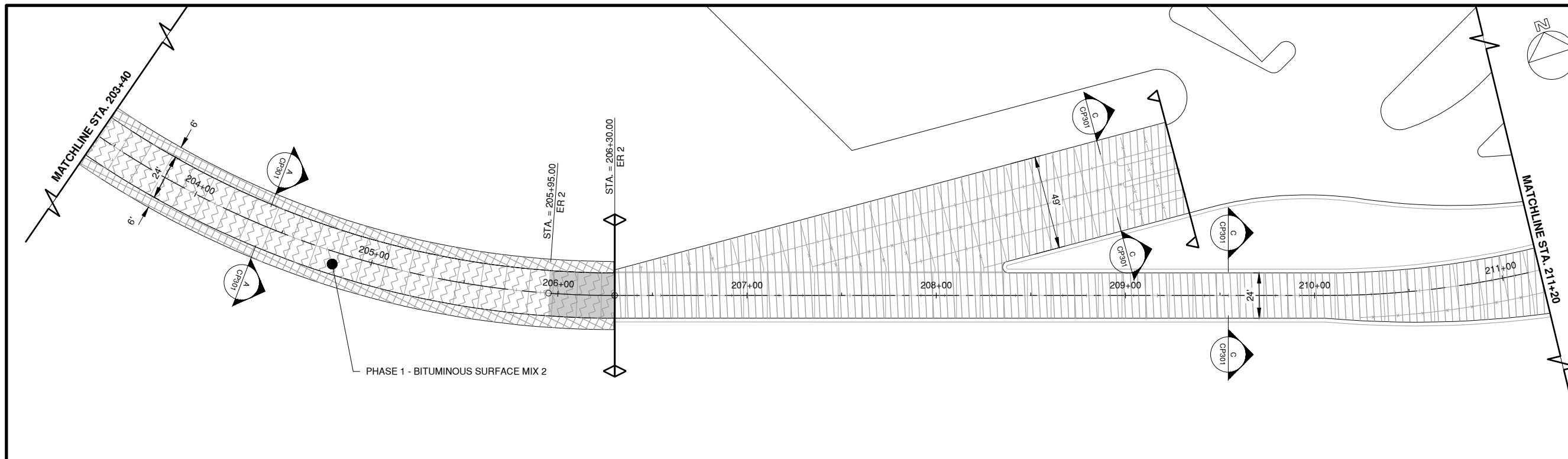
AR801510 - BITUMINOUS SURFACE - IDOT IL 9.5 MODIFIED BINDER (MIX 2)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	SBS PG 70-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

- NOTES**
- BUTT JOINT CONSTRUCTION LENGTH IS VARIABLE BUT SHALL BE CONSTRUCTED TO PROVIDE A MAXIMUM 1% SLOPE.
 - CRACK PATTERN SHALL BE 1.5' TO 2' SPACING.
 - ANY DAMAGE TO LANDSCAPING IN MEDIAN SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.
 - IF PROJECT IS RECOMMENDED FOR AWARD ADDITIVE ALTERNATE 1 OR ADDITIVE ALTERNATE 2 WILL BE SELECTED.

- LEGEND**
- REHABILITATE HMA SHOULDERS (ADD. ALT. 1) / REMOVE SHOULDERS (ADD. ALT. 2)
 - EXISTING PCC REPAIRS (SEE SHEETS CP107 - CP113 FOR DETAILED REPAIRS)
 - CRACK AND SEAT WITH HMA OVERLAY
 - BUTT JOINT CONSTRUCTION



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Date: Wednesday, February 14, 2024, 10:47:05 AM



AR800226 - BITUMINOUS SURFACE - IDOT IL 9.5 (MIX 1)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	PG 64-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

AR801510 - BITUMINOUS SURFACE - IDOT IL 9.5 MODIFIED BINDER (MIX 2)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	SBS PG 70-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

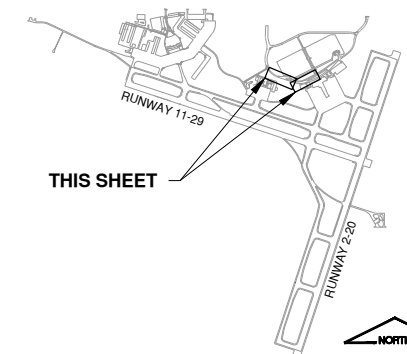
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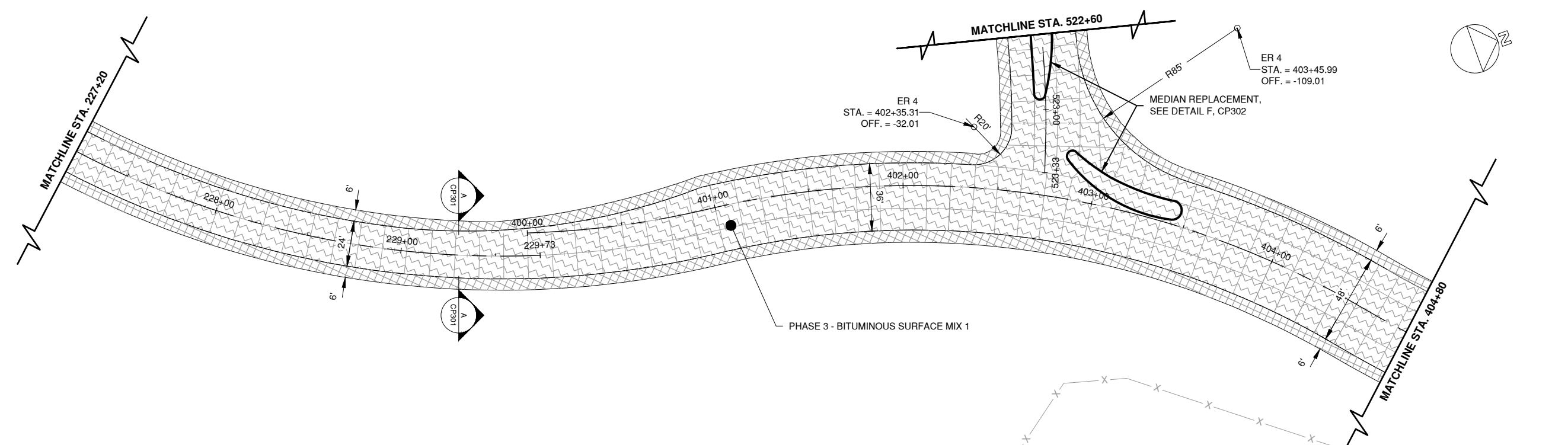
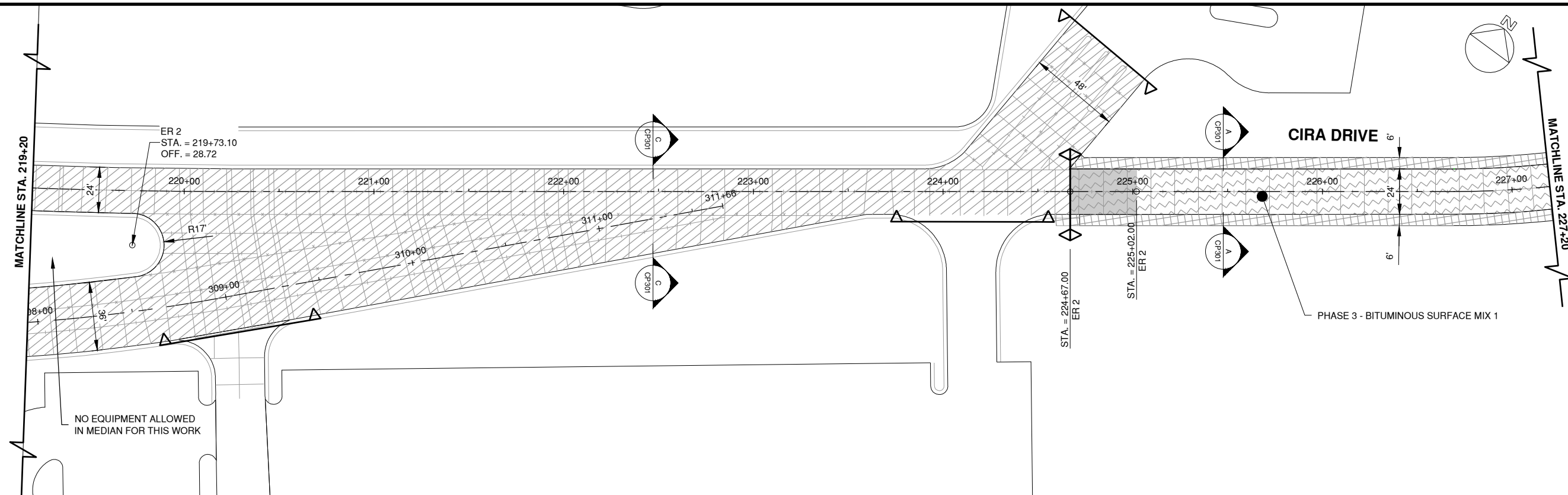
- BUTT JOINT CONSTRUCTION LENGTH IS VARIABLE BUT SHALL BE CONSTRUCTED TO PROVIDE A MAXIMUM 1% SLOPE.
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- ANY DAMAGE TO LANDSCAPING IN MEDIAN SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.
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LEGEND

- REHABILITATE HMA SHOULDERS (ADD. ALT. 1) / REMOVE SHOULDERS (ADD. ALT. 2)
- EXISTING PCC REPAIRS (SEE SHEETS CP107 - CP113 FOR DETAILED REPAIRS)
- CRACK AND SEAT WITH HMA OVERLAY
- BUTT JOINT CONSTRUCTION

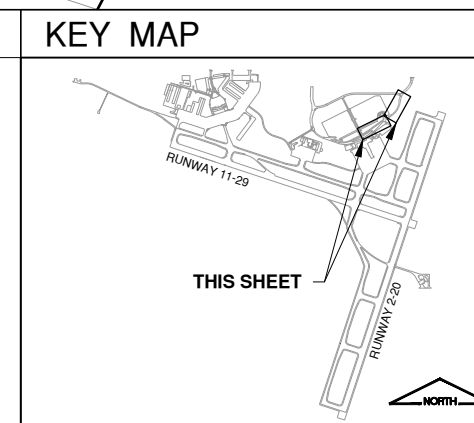
KEY MAP



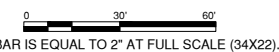


- NOTES**
- BUTT JOINT CONSTRUCTION LENGTH IS VARIABLE BUT SHALL BE CONSTRUCTED TO PROVIDE A MAXIMUM 1% SLOPE.
 - CRACK PATTERN SHALL BE 1.5' TO 2' SPACING.
 - ANY DAMAGE TO LANDSCAPING IN MEDIAN SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.
 - IF PROJECT IS RECOMMENDED FOR AWARD ADDITIVE ALTERNATE 1 OR ADDITIVE ALTERNATE 2 WILL BE SELECTED.

- LEGEND**
- REHABILITATE HMA SHOULDERS (ADD. ALT. 1) / REMOVE SHOULDERS (ADD. ALT. 2)
 - EXISTING PCC REPAIRS (SEE SHEETS CP107 - CP113 FOR DETAILED REPAIRS)
 - CRACK AND SEAT WITH HMA OVERLAY
 - BUTT JOINT CONSTRUCTION



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Date: Wednesday, February 14, 2024, 10:47:44 AM



100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776

CMT PROJECT NO: 190920-06

CAD DWG FILE: 19092006-CP100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

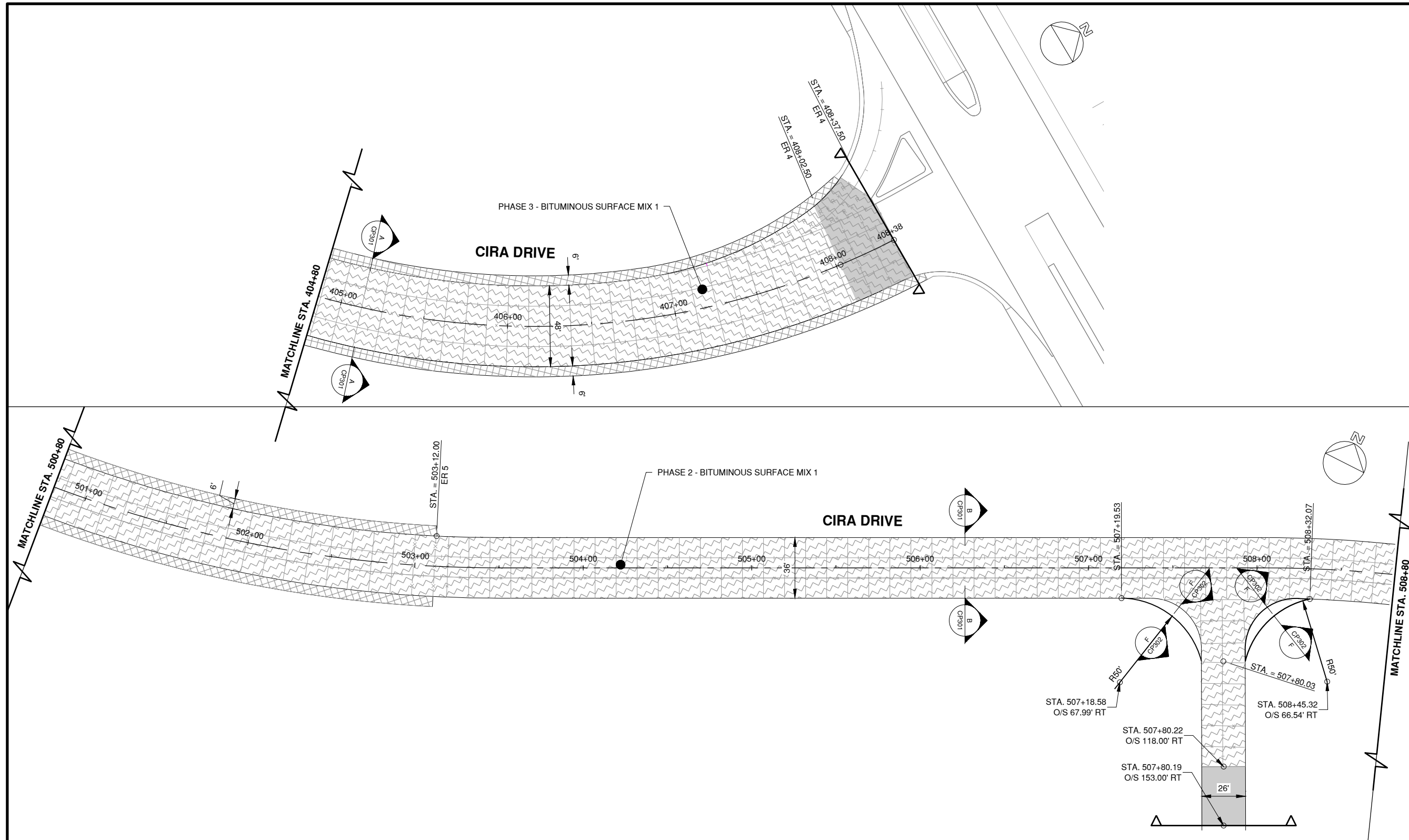
COPYRIGHT:

SHEET TITLE

**PROPOSED
IMPROVEMENTS 4**

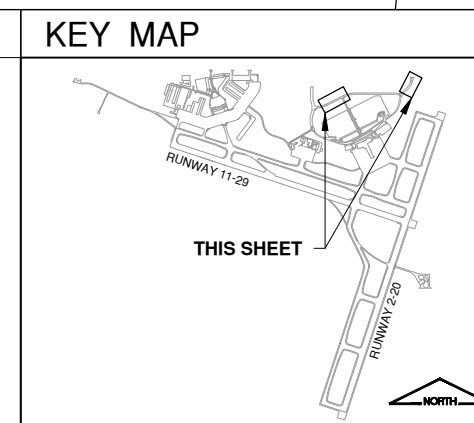
CP105

SHEET 26 OF 57

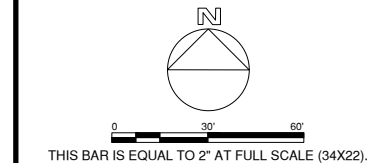


- NOTES**
- BUTT JOINT CONSTRUCTION LENGTH IS VARIABLE BUT SHALL BE CONSTRUCTED TO PROVIDE A MAXIMUM 1% SLOPE.
 - CRACK PATTERN SHALL BE 1.5' TO 2' SPACING.
 - ANY DAMAGE TO LANDSCAPING IN MEDIAN SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.
 - IF PROJECT IS RECOMMENDED FOR AWARD ADDITIVE ALTERNATE 1 OR ADDITIVE ALTERNATE 2 WILL BE SELECTED.

- LEGEND**
- REHABILITATE HMA SHOULDERS (ADD. ALT. 1) / REMOVE SHOULDERS (ADD. ALT. 2)
 - EXISTING PCC REPAIRS (SEE SHEETS CP107 - CP113 FOR DETAILED REPAIRS)
 - CRACK AND SEAT WITH HMA OVERLAY
 - BUTT JOINT CONSTRUCTION



Path: K:\Bloomington\19092006-06_RehabEntranceRoad\Draw\Sheets\19092006-CP100.dwg
Date: Wednesday, February 14, 2024, 10:48:05 AM



100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776

CMT PROJECT NO: 190920-06

CAD DWG FILE: 19092006-CP100.DWG

DESIGNED BY: DJR

DRAWN BY: DPA

CHECKED BY: MJD

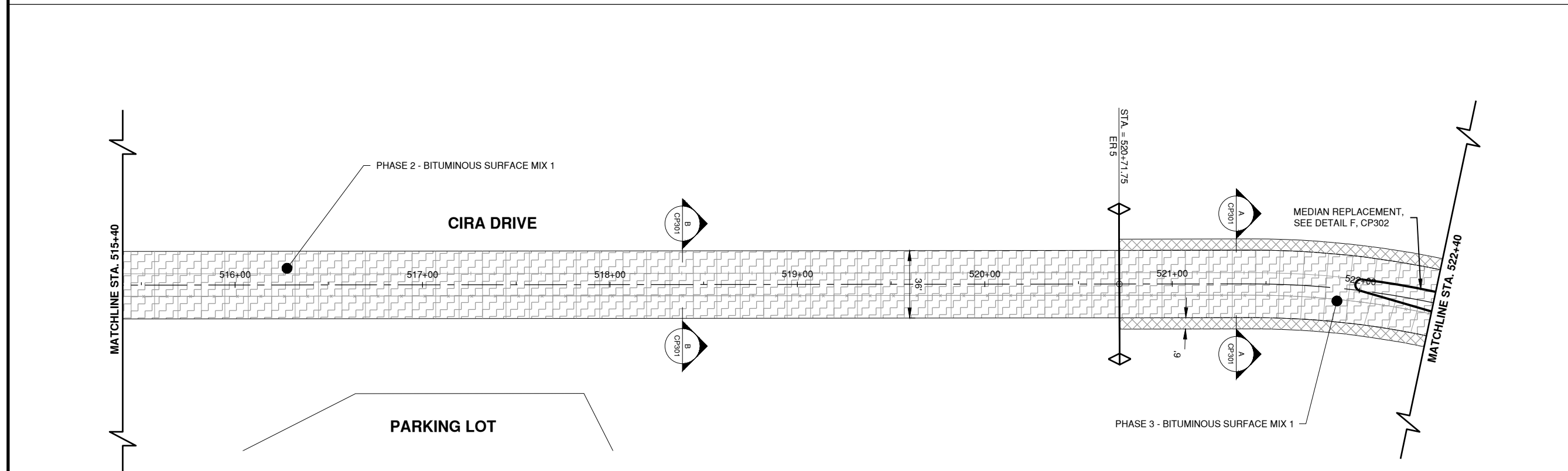
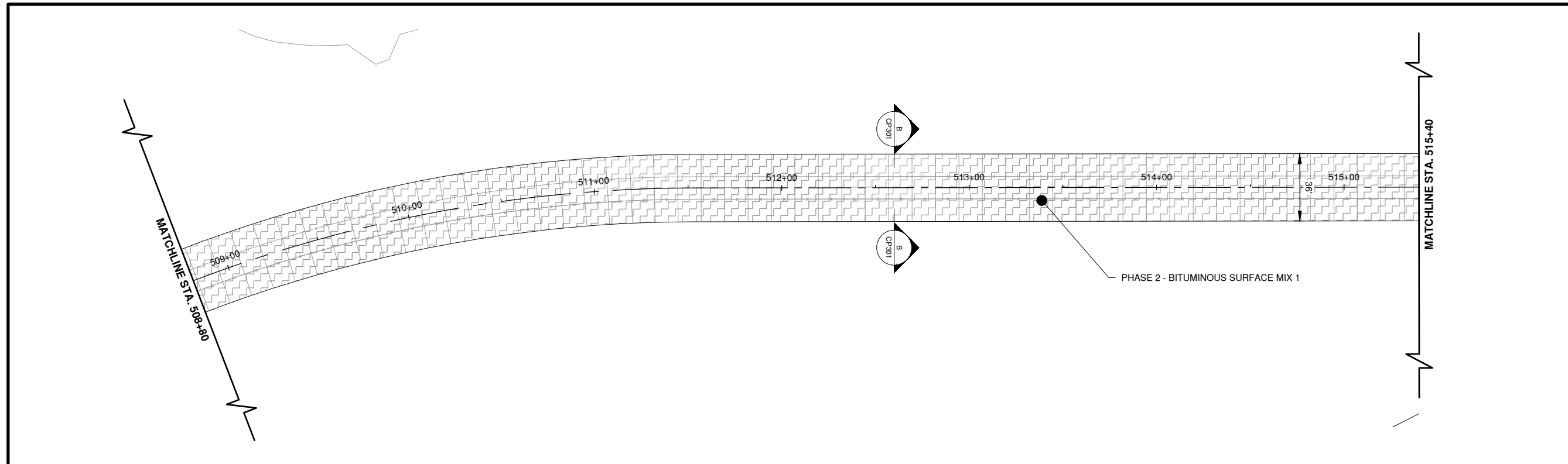
APPROVED BY: GBG

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SHEET TITLE

PROPOSED
IMPROVEMENTS 5

CP106
SHEET 27 OF 57

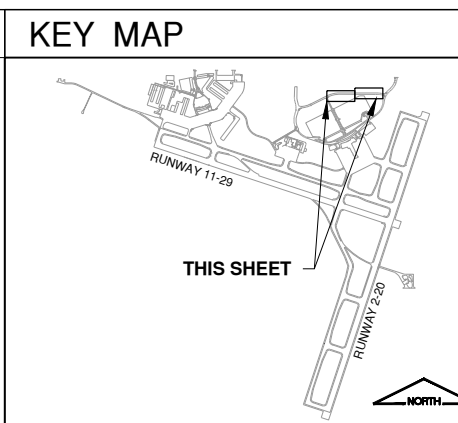


AR800226 - BITUMINOUS SURFACE - IDOT IL 9.5 (MIX 1)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	PG 64-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

AR801510 - BITUMINOUS SURFACE - IDOT IL 9.5 MODIFIED BINDER (MIX 2)	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	SBS PG 70-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

- NOTES**
- BUTT JOINT CONSTRUCTION LENGTH IS VARIABLE BUT SHALL BE CONSTRUCTED TO PROVIDE A MAXIMUM 1% SLOPE.
 - CRACK PATTERN SHALL BE 1.5' TO 2' SPACING.
 - ANY DAMAGE TO LANDSCAPING IN MEDIAN SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.
 - IF PROJECT IS RECOMMENDED FOR AWARD ADDITIVE ALTERNATE 1 OR ADDITIVE ALTERNATE 2 WILL BE SELECTED.

- LEGEND**
- REHABILITATE HMA SHOULDERS (ADD. ALT. 1) / REMOVE SHOULDERS (ADD. ALT. 2)
 - EXISTING PCC REPAIRS (SEE SHEETS CP107 - CP113 FOR DETAILED REPAIRS)
 - CRACK AND SEAT WITH HMA OVERLAY
 - BUTT JOINT CONSTRUCTION



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Date: Wednesday, February 14, 2024, 10:48:25 AM



0 10' 20'
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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



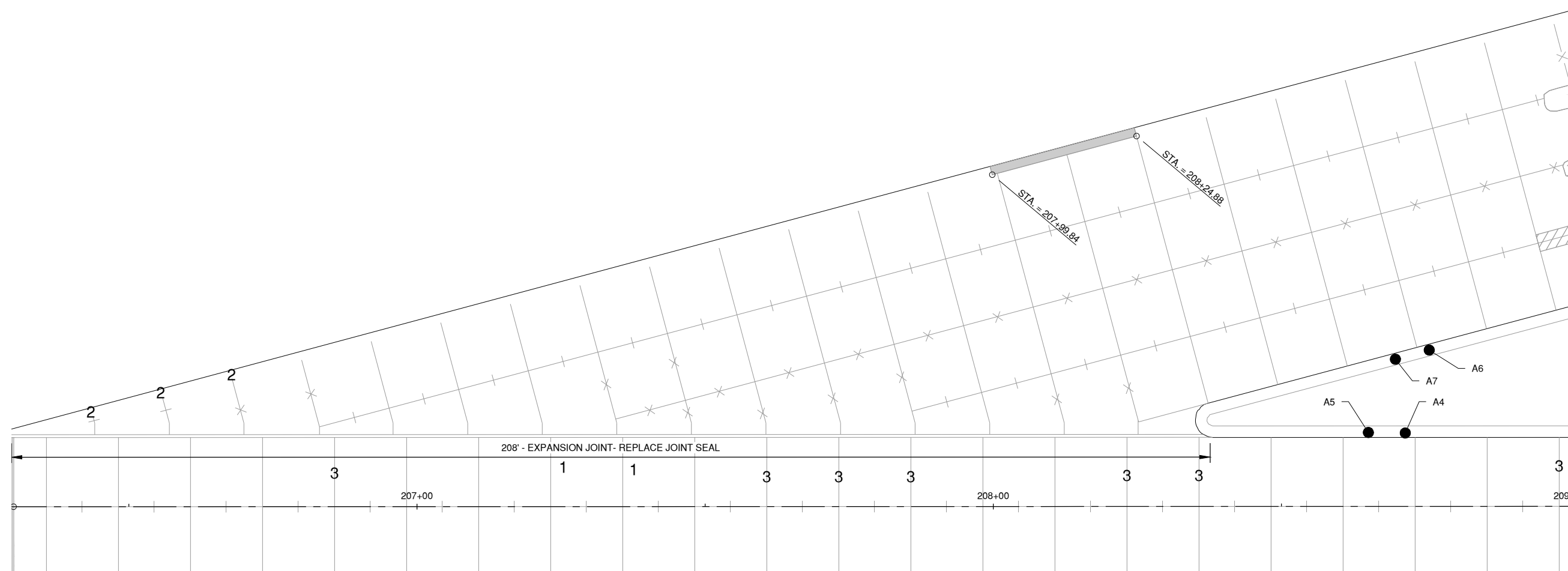
BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CP100.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
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PROPOSED IMPROVEMENTS 6

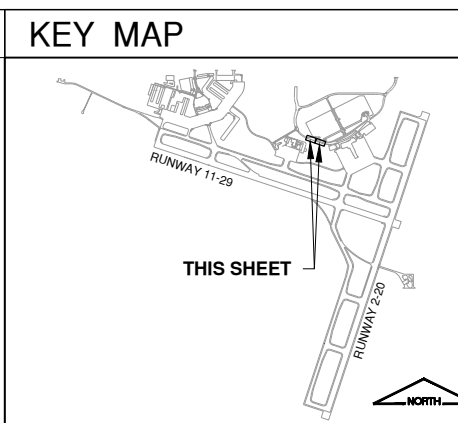
CP107
SHEET 28 OF 57



MATCHLINE STA. 209+00

- ### NOTES
- JOINT, CURB, GUTTER AND PANEL REPAIRS SHOWN ARE APPROXIMATE. EXACT REPAIR TYPE AND LOCATION SHALL BE COMPLETED AS DIRECTED BY THE ENGINEER
 - ALL JOINTS NOT REPAIRED SHALL BE CLEANED AND RESEALED.
 - ADDITIONAL QUANTITY OF EACH PAY ITEM IS INCLUDED IN PLANNED QUANTITY FOR THE RESIDENT ENGINEER TO USE AT THEIR DISCRETION.
 - EXISTING CURB INLETS ARE LOCATED USING RECORD DRAWING DATA. CONTRACTOR SHALL FIELD VERIFY ALL TYPES, LOCATIONS, AND SIZES.
 - ALL JOINTS WITH PATCHES SHALL BE REESTABLISHED TO PREVENT RANDOM CRACKING.
 - REFER TO SHEET CJ501 FOR ODD SHAPED PANEL REINFORCEMENT.
 - ADJACENT PANELS REQUIRING REMOVAL AND REPLACEMENT SHALL FOLLOW THE JOINT LAYOUT AND DETAILS ON SHEET CJ501.
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 - CONTRACTOR SHALL PROVIDE DUST CONTROL FOR ALL OPERATIONS GENERATING DUST. DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE WORK FOR THE PROPOSED IMPROVEMENTS.
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- ### LEGEND
- REMOVE AND REPLACE PANEL (DETAILS CP501)
 - PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
 - EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
 - 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
 - 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
 - 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - 4 FAULTING JOINT REPAIR - PCC MILLING



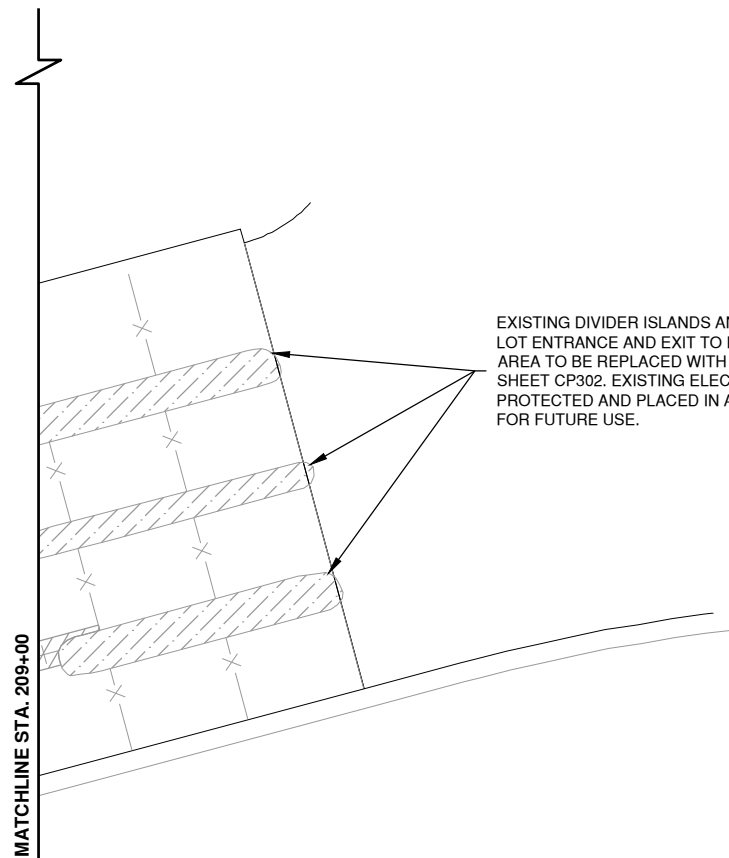
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NOTE: THESE LOCATIONS ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER.

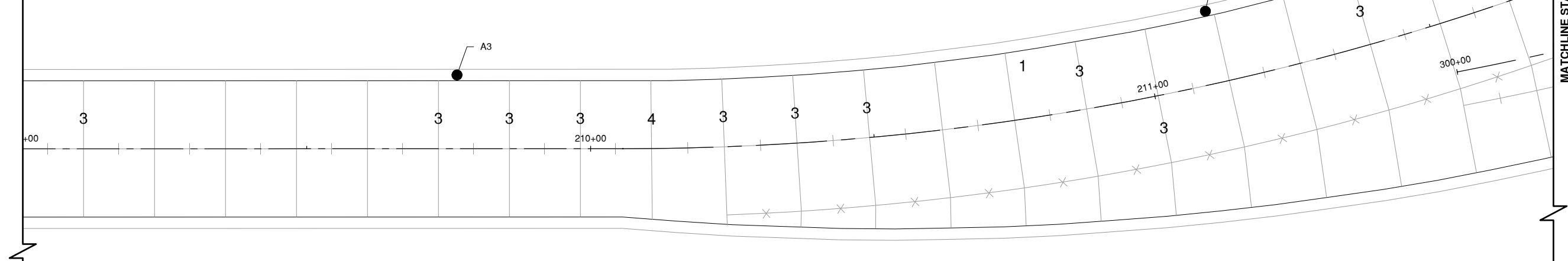


EXISTING DIVIDER ISLANDS AND BOLLARDS AT PARKING LOT ENTRANCE AND EXIT TO BE REMOVED. REMOVED AREA TO BE REPLACED WITH ASPHALT, DETAIL F ON SHEET CP302. EXISTING ELECTRICAL EQUIPMENT TO BE PROTECTED AND PLACED IN A TRAFFIC RATED HANDHOLE FOR FUTURE USE.



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MATCHLINE STA. 211+73



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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
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BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
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SHEET TITLE
PROPOSED IMPROVEMENTS 7

CP108
SHEET 29 OF 57

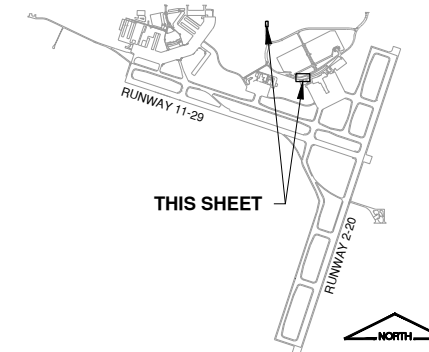
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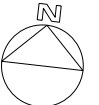
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LEGEND

- REMOVE AND REPLACE PANEL (DETAILS CP501)
- PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
- REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
- EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
- 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
- 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
- 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
- 4 FAULTING JOINT REPAIR - PCC MILLING

KEY MAP





0 10' 20'
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01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



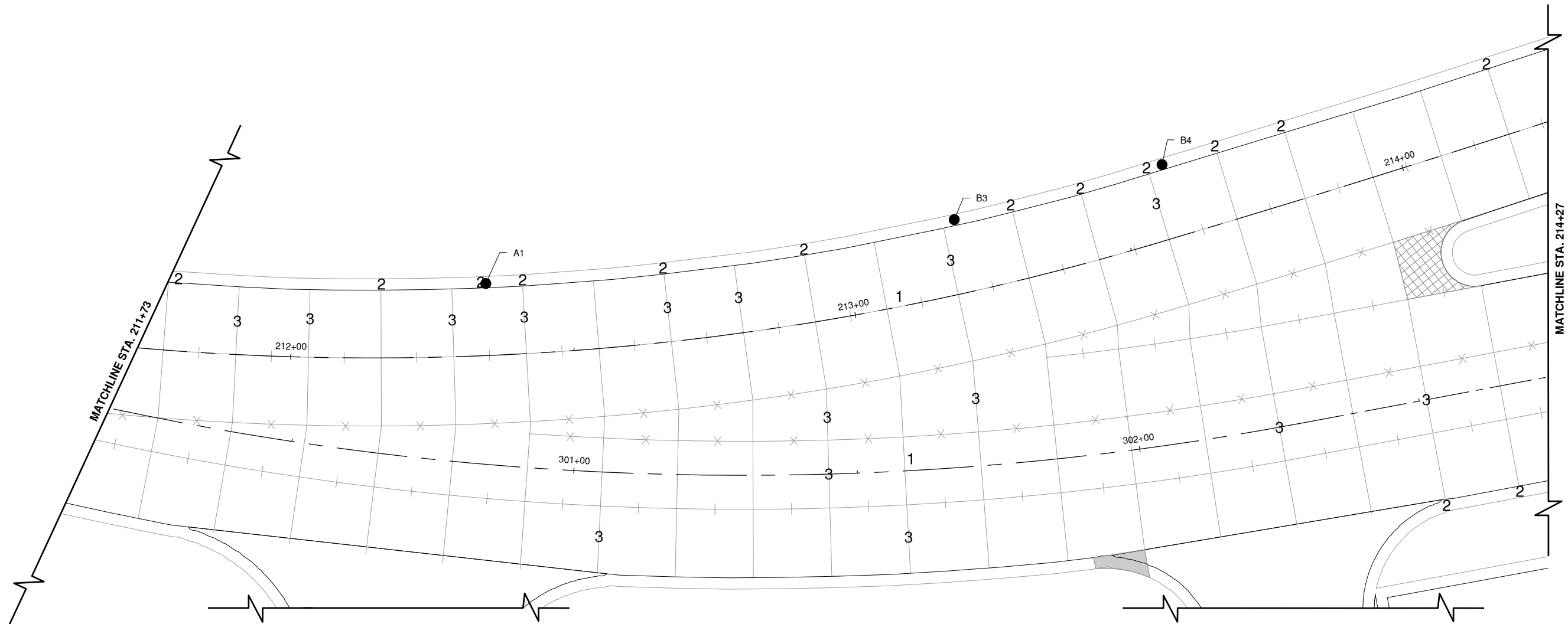
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CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

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SHEET TITLE
PROPOSED IMPROVEMENTS 8

CP109
SHEET 30 OF 57



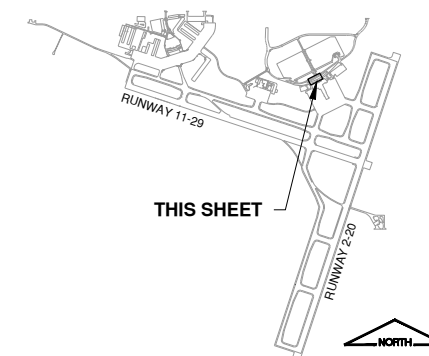
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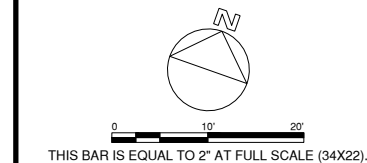
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LEGEND

- REMOVE AND REPLACE PANEL (DETAILS CP501)
- PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
- REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
- EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
- 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
- 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
- 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
- 4 FAULTING JOINT REPAIR - PCC MILLING

KEY MAP





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01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

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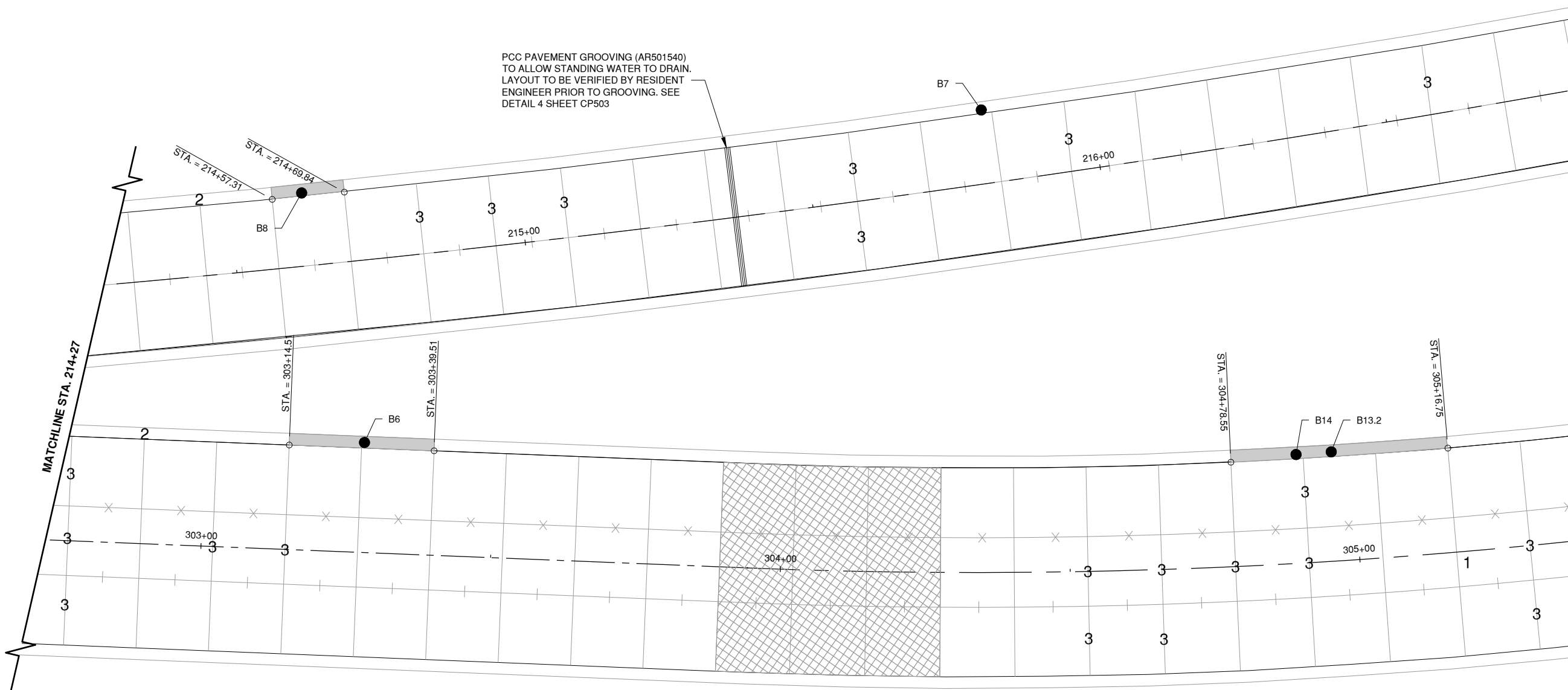


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CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS**

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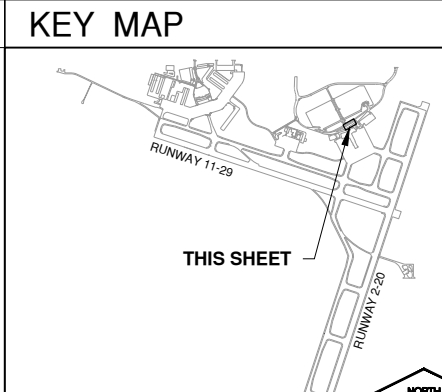
SHEET TITLE
PROPOSED IMPROVEMENTS 9
CP110
SHEET 31 OF 57



PCC PAVEMENT GROOVING (AR501540) TO ALLOW STANDING WATER TO DRAIN. LAYOUT TO BE VERIFIED BY RESIDENT ENGINEER PRIOR TO GROOVING. SEE DETAIL 4 SHEET CP503

- NOTES**
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- LEGEND**
- REMOVE AND REPLACE PANEL (DETAILS CP501)
 - PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
 - EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
 - 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
 - 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
 - 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - 4 FAULTING JOINT REPAIR - PCC MILLING





0 10' 20'

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REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



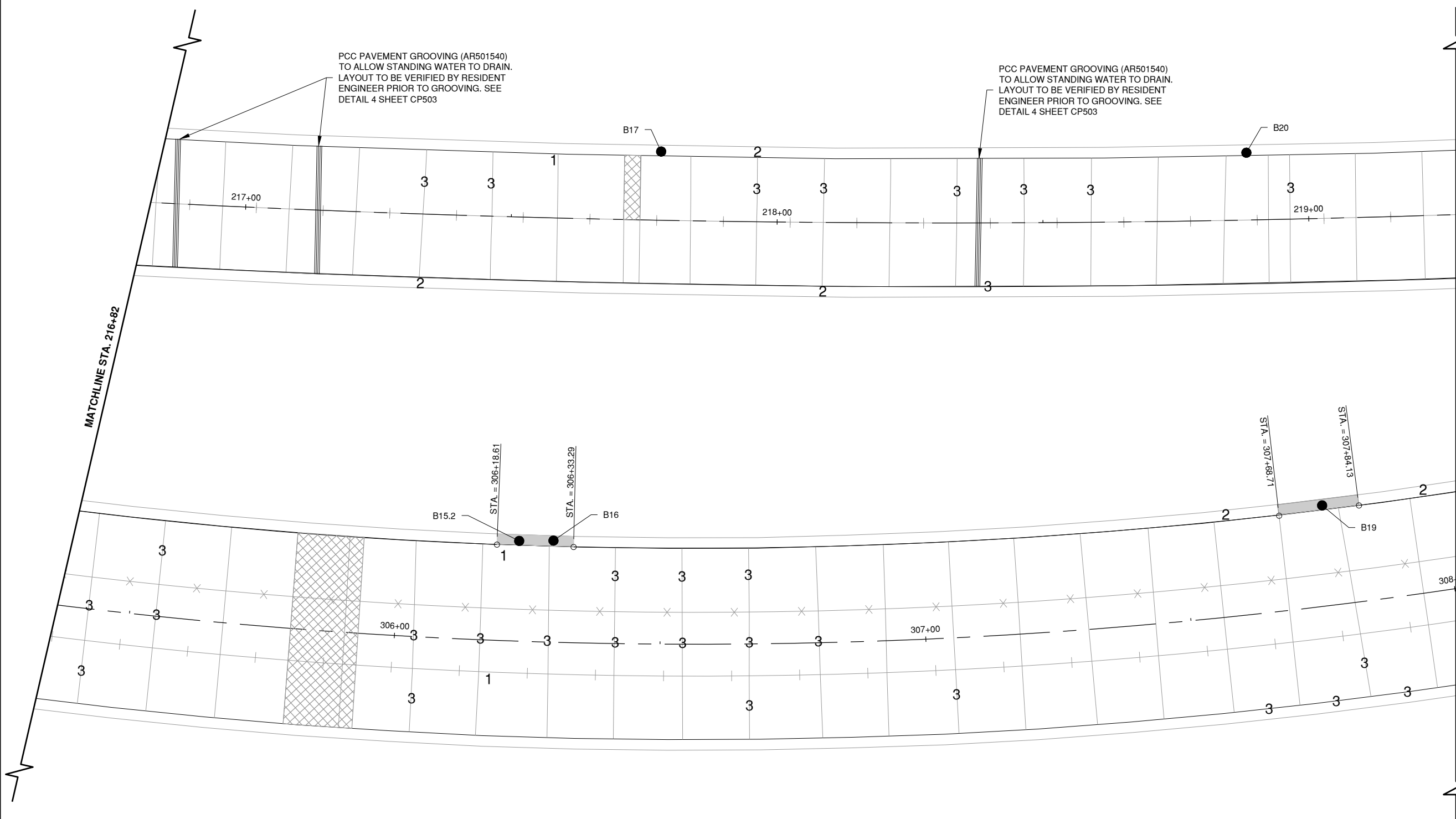
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AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
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BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CP100.DWG
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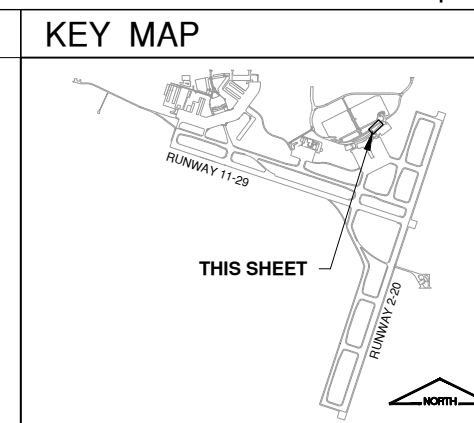
SHEET TITLE
**PROPOSED
IMPROVEMENTS 10**

CP111
SHEET 32 OF 57



- NOTES**
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- LEGEND**
- REMOVE AND REPLACE PANEL (DETAILS CP501)
 - PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
 - EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
 - 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
 - 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
 - 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - 4 FAULTING JOINT REPAIR - PCC MILLING

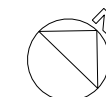


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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

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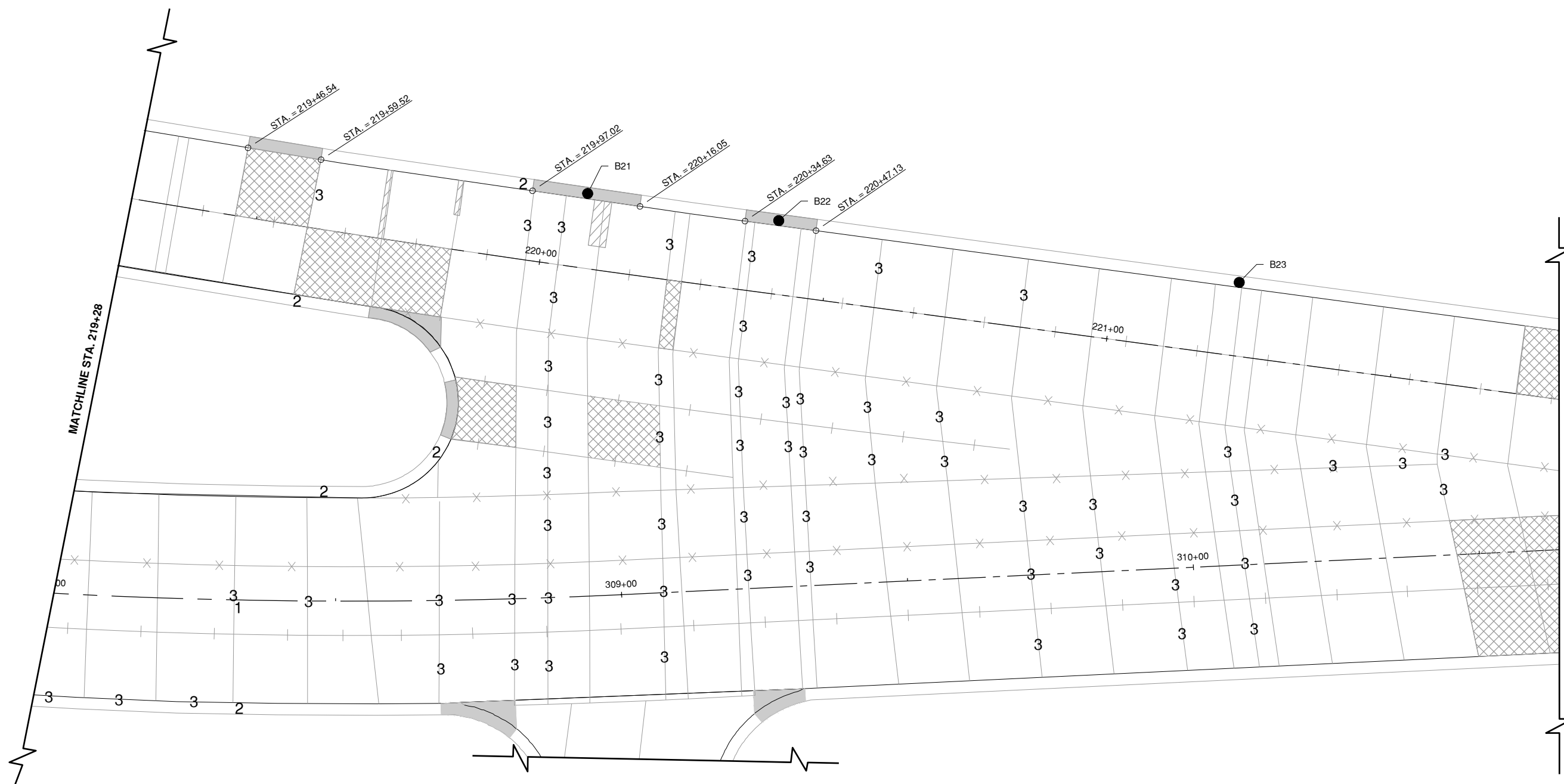
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PROPOSED IMPROVEMENTS 11

CP112
SHEET 33 OF 57



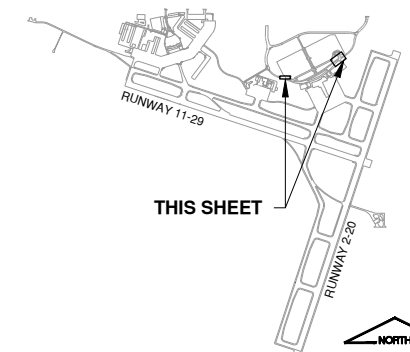
NOTES

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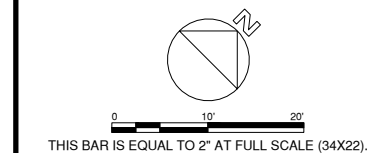
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- REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
- EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
- PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
- PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
- JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
- FAULTING JOINT REPAIR - PCC MILLING

KEY MAP



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OWNER



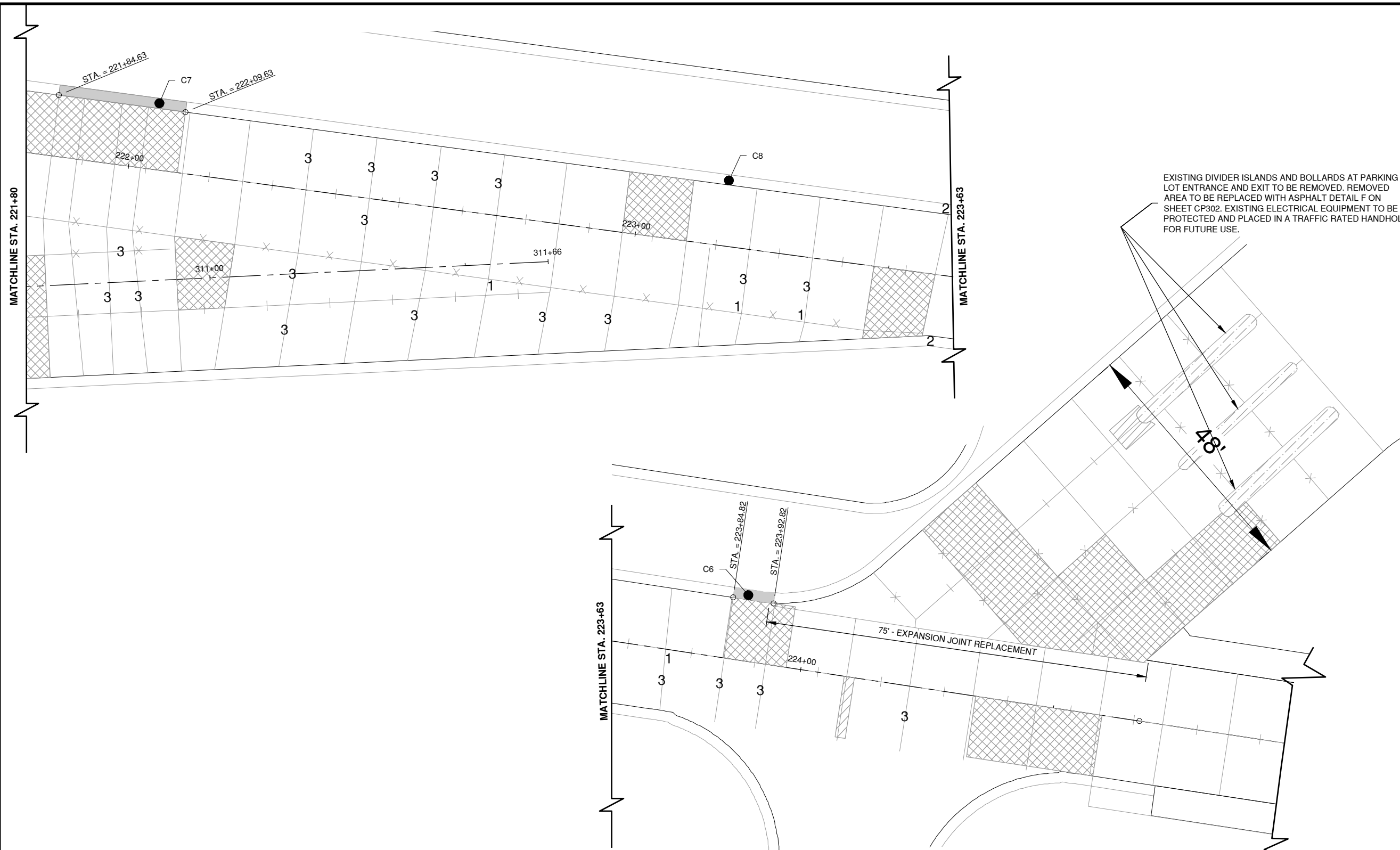
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SHEET TITLE
**PROPOSED
IMPROVEMENTS 12**

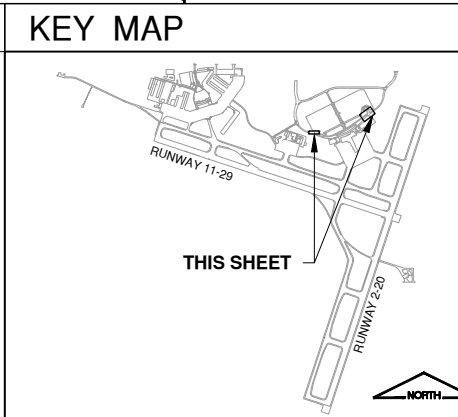
CP113
SHEET 34 OF 57



EXISTING DIVIDER ISLANDS AND BOLLARDS AT PARKING LOT ENTRANCE AND EXIT TO BE REMOVED. REMOVED AREA TO BE REPLACED WITH ASPHALT DETAIL F ON SHEET CP302. EXISTING ELECTRICAL EQUIPMENT TO BE PROTECTED AND PLACED IN A TRAFFIC RATED HANDHOLE FOR FUTURE USE.

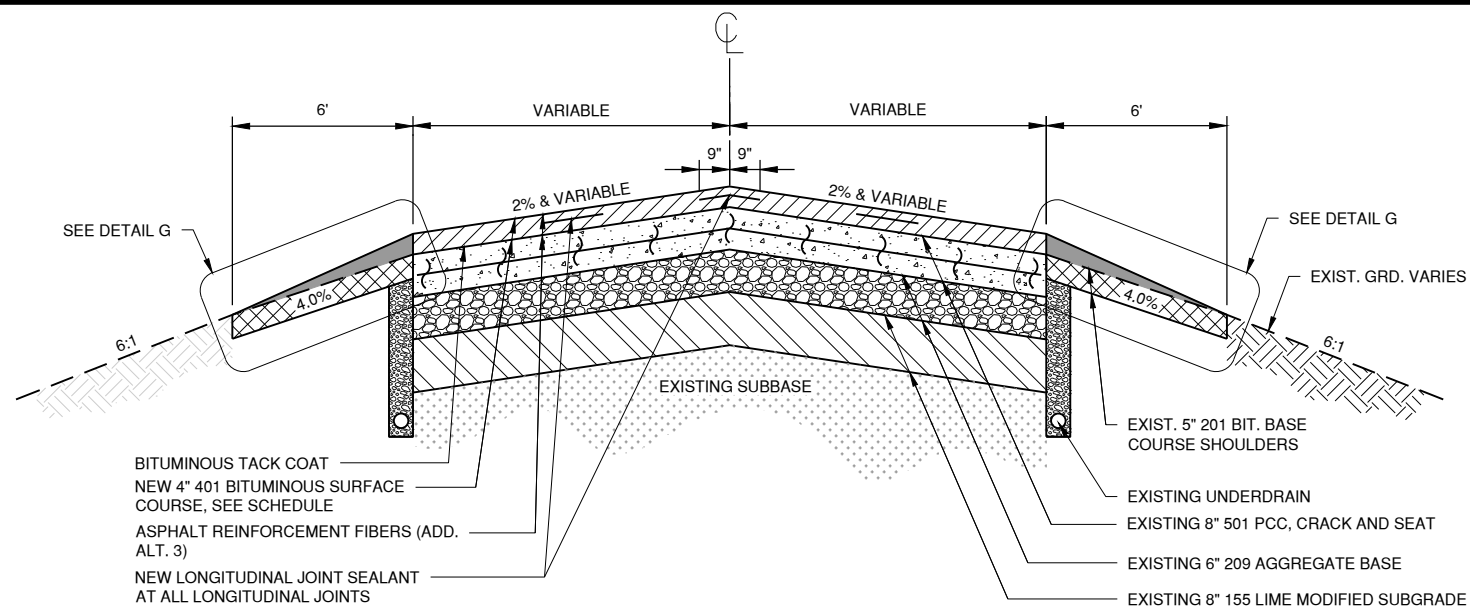
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 3. ADDITIONAL QUANTITY OF EACH PAY ITEM IS INCLUDED IN PLANNED QUANTITY FOR THE RESIDENT ENGINEER TO USE AT THEIR DISCRETION.
 4. EXISTING CURB INLETS ARE LOCATED USING RECORD DRAWING DATA. CONTRACTOR SHALL FIELD VERIFY ALL TYPES, LOCATIONS, AND SIZES.
 5. ALL JOINTS WITH PATCHES SHALL BE REESTABLISHED TO PREVENT RANDOM CRACKING.
 6. REFER TO SHEET CJ501 FOR ODD SHAPED PANEL REINFORCEMENT.
 7. ADJACENT PANELS REQUIRING REMOVAL AND REPLACEMENT SHALL FOLLOW THE JOINT LAYOUT AND DETAILS ON SHEET CJ501.
 8. CONTRACTOR SHALL TAKE SPECIAL CARE NOT TO DAMAGE REINFORCEMENT FOR PARTIAL DEPTH PANEL REPAIRS.
 9. CONTRACTOR SHALL PROVIDE DUST CONTROL FOR ALL OPERATIONS GENERATING DUST. DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE WORK FOR THE PROPOSED IMPROVEMENTS.
 10. CONTRACTOR SHALL PROVIDE TEMPORARY INLET PROTECTION TO ALL INLETS ALONG CURB AND GUTTER. INLET PROTECTION SHALL BE CHECKED AFTER EACH RAIN EVENT AND CLEAN ANY RETAINED SEDIMENT. CURB AND GUTTER INLETS SHALL BE CONSIDERED INCIDENTAL TO ALL WORK SHOWN ON SHEETS CP107-CP113.

- LEGEND**
- REMOVE AND REPLACE PANEL (DETAILS CP501)
 - PARTIAL DEPTH PANEL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - REMOVE AND REPLACE CURB AND GUTTER (SHEET CP302 AND CP303)
 - EXISTING CURB INLET, SHEET CP303 FOR SCHEDULE
 - 1 PCC CORNER BREAK REPAIR - PANEL (DETAIL 1 ON SHEET CP502)
 - 2 PCC CORNER BREAK REPAIR - CURB AND GUTTER (DETAIL 1 ON SHEET CP502)
 - 3 JOINT SPALL REPAIR (DETAIL 1 OR 2 ON SHEET CP502)
 - 4 FAULTING JOINT REPAIR - PCC MILLING



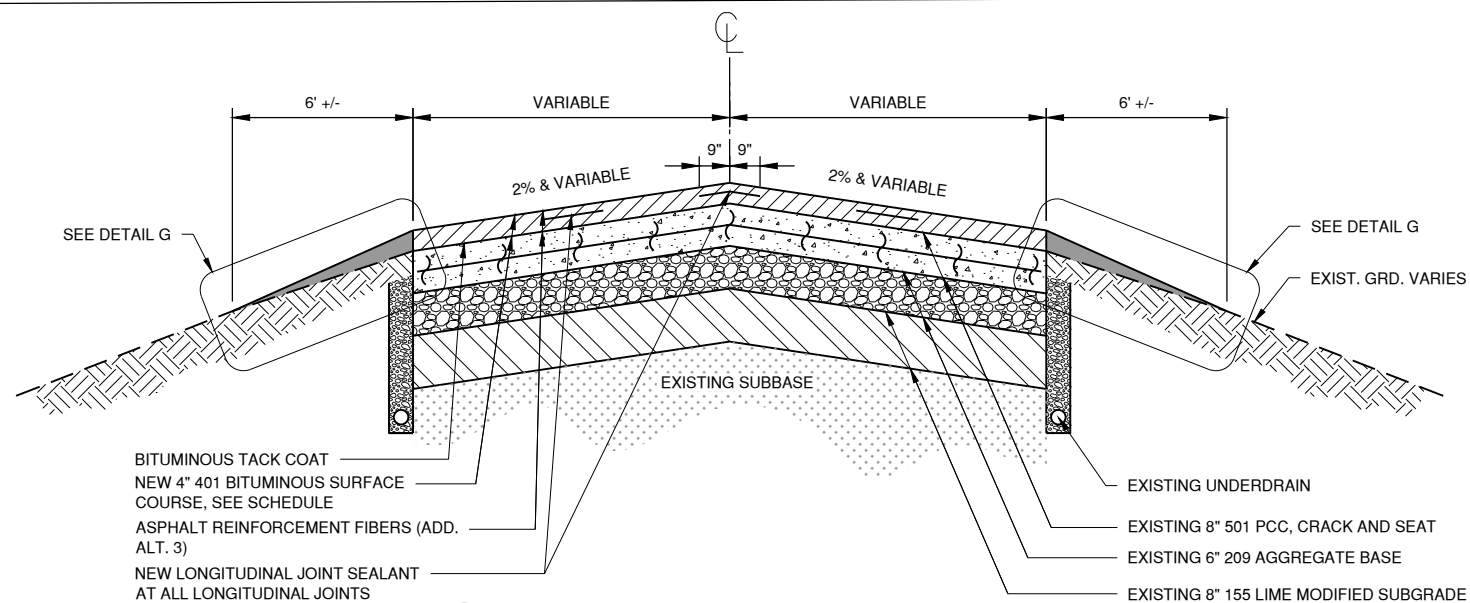
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NOTE:
BITUMINOUS TACK COAT TO BE APPLIED
BETWEEN ALL LIFTS OF BITUMINOUS
SURFACE COURSE

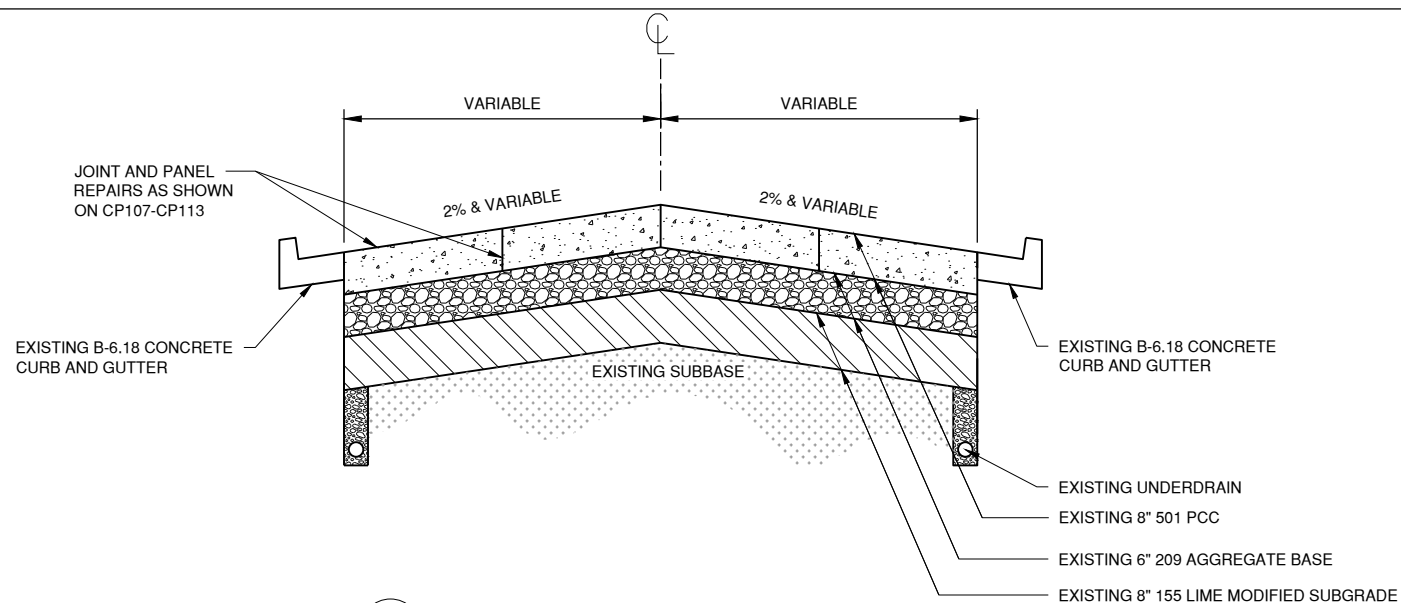


A PROPOSED TYPICAL PAVEMENT SECTION (A-A)
N.T.S.

NOTE:
BITUMINOUS TACK COAT TO BE APPLIED
BETWEEN ALL LIFTS OF BITUMINOUS
SURFACE COURSE



B PROPOSED TYPICAL PAVEMENT SECTION (B-B)
N.T.S.



C PROPOSED TYPICAL PAVEMENT SECTION (C-C)
N.T.S.

BITUMINOUS SURFACE MIX SCHEDULE			
PHASE	ALIGNMENT	STATION RANGE	MIX
PHASE 1	ER1	STA. 100+00 - STA. 111+50	MIX 2
	ER2	STA. 200+00 - STA. 206+30	MIX 2
PHASE 2	ER5	STA. 500+00 - STA. 500+67	MIX 2
	ER5	STA. 500+67 - STA. 502+72	MIX 1
PHASE 3	ER2	STA. 224+67 - STA. 229+67	MIX 1
	ER4	STA. 400+00 - STA. 408+38	MIX 1
PHASE 4	ER5	STA. 502+72 - STA. 523+33	MIX 1
		N/A	

BITUMINOUS SURFACE MIX 1	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	PG 64-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

BITUMINOUS SURFACE MIX 2	
MIX COMPOSITION	IL 9.5, HIGH ESAL SURFACE COURSE
AC/PG	SBS PG 70-22
MAX RAP %	10%
Ndesign	50
TARGET % VOIDS	4.0%
FRICTION AGGREGATE	N/A

100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER

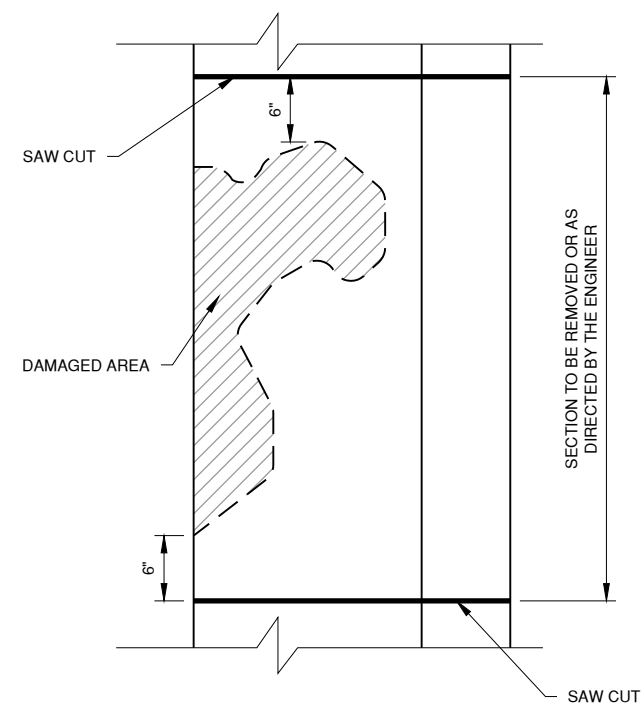


BLOOMINGTON-NORMAL
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CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

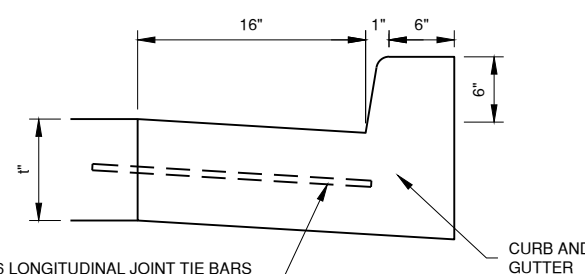
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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CP301.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
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SHEET TITLE
**PROPOSED TYPICAL
SECTIONS**



PLAN VIEW

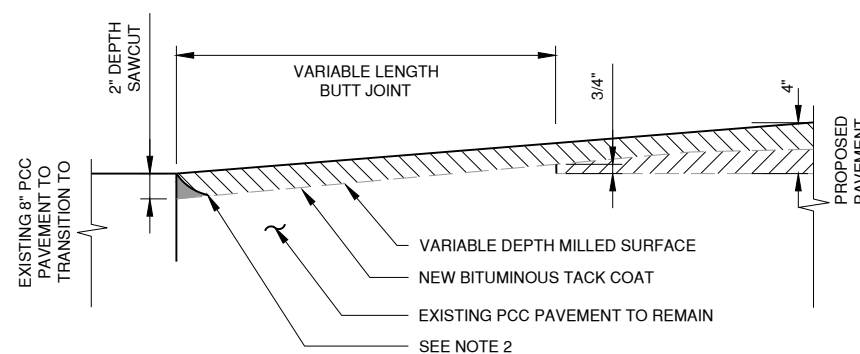


SECTION VIEW

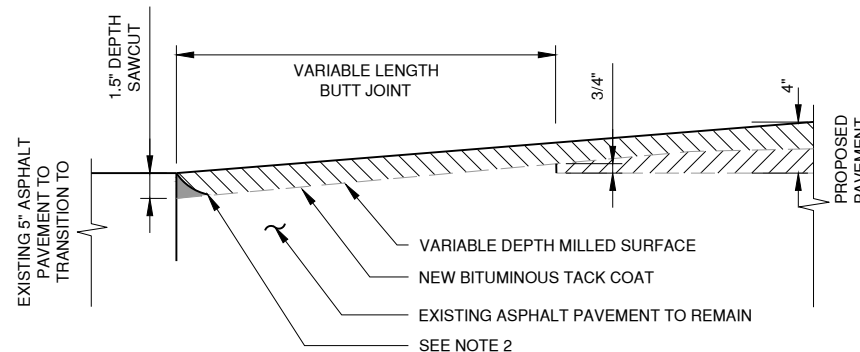
No. 6 LONGITUDINAL JOINT TIE BARS AT 36" CENTERS. EPOXY BARS INTO DRILLED SOCKETS. PAINT AND OIL EXPOSED END OF BARS ONLY.

D CURB AND GUTTER DETAIL
N.T.S.

- NOTES:
- CONTRACTOR SHALL FIELD VERIFY ALL DIMENSIONS TO MATCH EXISTING CURB AND GUTTER.
 - CURB REMOVAL SHALL INCLUDE SAW CUTTING 6" PAST DAMAGED AREA OR AS DIRECTED BY THE ENGINEER. ONCE CUT IT SHALL BE REMOVED AND DISPOSED WITHOUT DAMAGING ADJACENT PAVEMENT AND STRUCTURES.
 - NEW CURB AND GUTTER SHALL MATCH ADJACENT ELEVATIONS AND DIMENSIONS.
 - SECTIONS OF REMOVAL CONTAINING A FRAME AND GRATE INLET SHALL INCLUDE THE REINSTALLATION IN ACCORDANCE TO IDOT STANDARD 606001-08. SEE SHEET CP303.
 - REMOVAL OF CURB AND GUTTER TO BE PAID FOR UNDER AR 754904 REMOVE COMB CURB & GUTTER.
 - PLACEMENT OF NEW CURB AND GUTTER TO BE PAID FOR UNDER AR754410 COMB CONCRETE CURB & GUTTER.



PCC BUTT JOINT



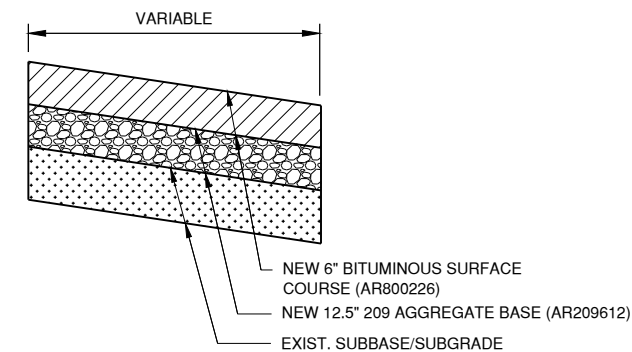
BITUMINOUS BUTT JOINT

LEGEND:

- 1ST LIFT OF HMA ON TACK COAT
- 2ND LIFT OF HMA ON TACK COAT

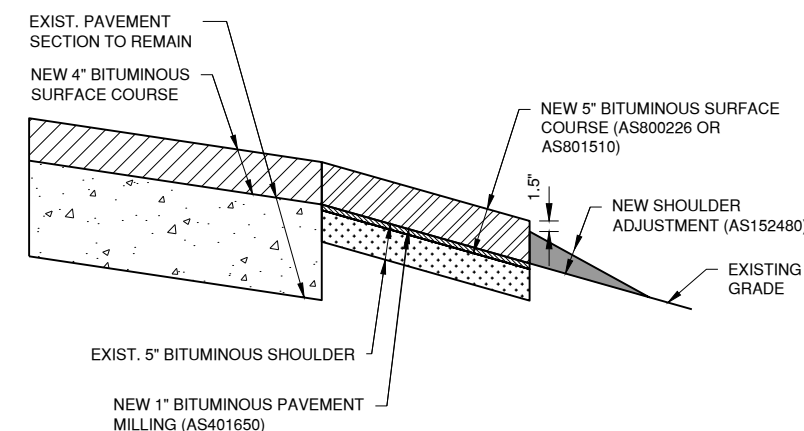
- NOTES:
- VARIABLE DEPTH MILLING FOR BUTT JOINT SHALL BE PAID FOR UNDER AR401655. TACK COAT AND BITUMINOUS SURFACE COURSE SHALL BE PAID FOR SEPARATELY UNDER THEIR RESPECTIVE PAY ITEMS.
 - CONTRACTOR SHALL SAW AND CHISEL ANY REMAINING PAVEMENT NOT REMOVED BY THE MILL TO ACHIEVE A CLEAN, VERTICAL FACE TO THE SAWCUT.
 - BUTT JOINT CONSTRUCTION TO BE PAID FOR UNDER AR401655.

E BUTT JOINT DETAIL
N.T.S.

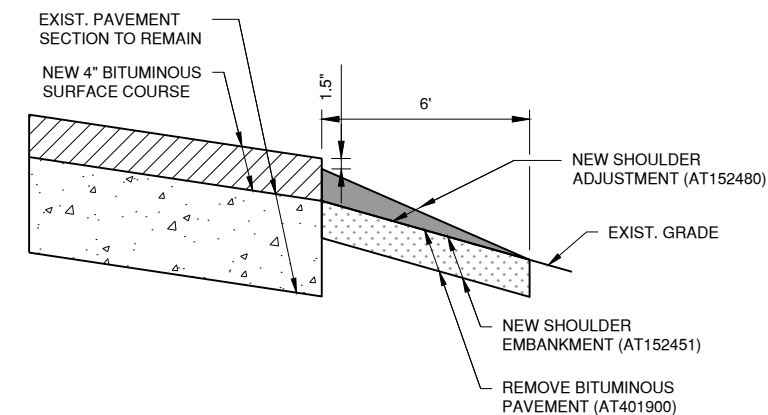


- NOTE:
- SLOPE SHALL MATCH EXISTING PAVEMENT AND ALLOW FOR DRAINAGE.
 - BITUMINOUS TACK COAT SHALL BE APPLIED BETWEEN ALL LIFTS OF BITUMINOUS SURFACE COURSE.
 - DETAIL TO BE USED FOR WIDENING PAVEMENT AND REPLACING MEDIAN AND ISLANDS.
 - EXPOSED SUBBASE/SUBGRADE TO BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER

F NEW PAVEMENT SECTION (F-F)
N.T.S.



ADDITIVE ALTERNATE 1



ADDITIVE ALTERNATE 2

- NOTES:
- IF CONTRACT AWARD IS RECOMMENDED ADDITIVE ALTERNATE 1 OR ADDITIVE ALTERNATE 2 WILL BE SELECTED.

G SHOULDER DETAIL
N.T.S.

100%
01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER

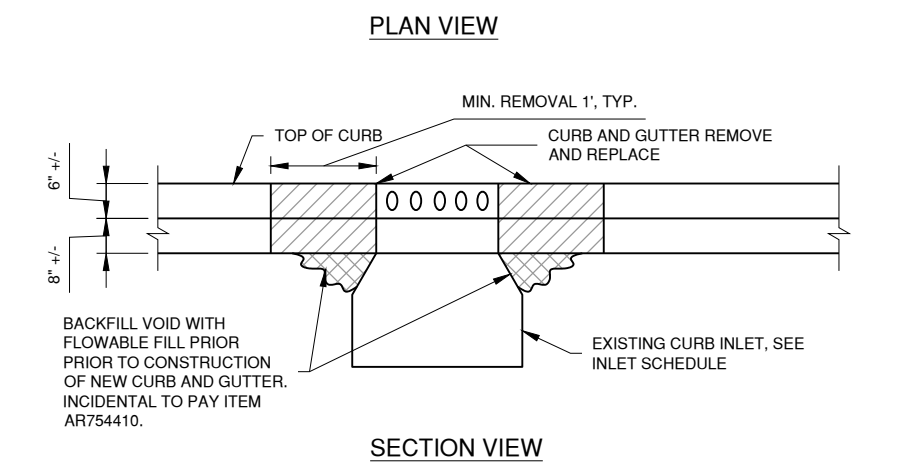
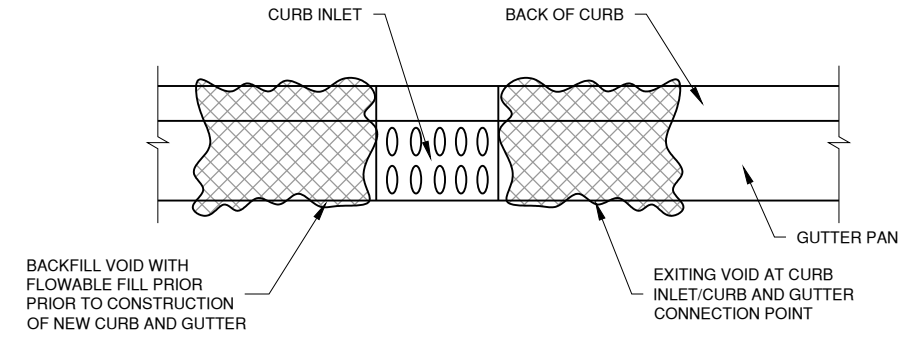


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CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS**

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PROPOSED TYPICAL SECTIONS



H INLET REPAIR
N.T.S.

100%
01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

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CMT PROJECT NO: 190920-06
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DESIGNED BY: DJR
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PROPOSED TYPICAL SECTIONS

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-22	Revised contraction joint spacing adjacent to pcc pavement.
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.

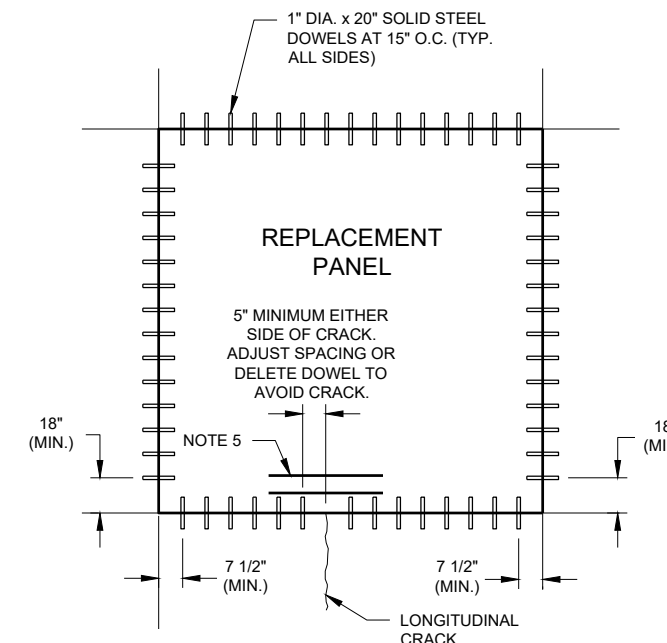
CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
STANDARD 606001-08
(Sheet 1 of 2)

TYPE	A	B	C	D	R ₁	R ₂
B-6.06	6	1	6	6	1	2
(B-15.15)	(150)	(25)	(150)	(150)	(25)	(50)
B-6.12	12	1	6	6	1	2
(B-15.3)	(300)	(25)	(150)	(150)	(25)	(50)
B-6.18	18	1	6	6	1	2
(B-15.45)	(450)	(25)	(150)	(150)	(25)	(50)
B-6.24	24	1	6	6	1	2
(B-15.60)	(600)	(25)	(150)	(150)	(25)	(50)
B-9.12	12	2	6	6	1	2
(B-22.30)	(300)	(50)	(125)	(225)	(25)	(50)
B-9.18	18	2	6	6	1	2
(B-22.45)	(450)	(50)	(125)	(225)	(25)	(50)
B-9.24	24	2	6	6	1	2
(B-22.60)	(600)	(50)	(125)	(225)	(25)	(50)

* For corner islands only.

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
STANDARD 606001-08
(Sheet 2 of 2)

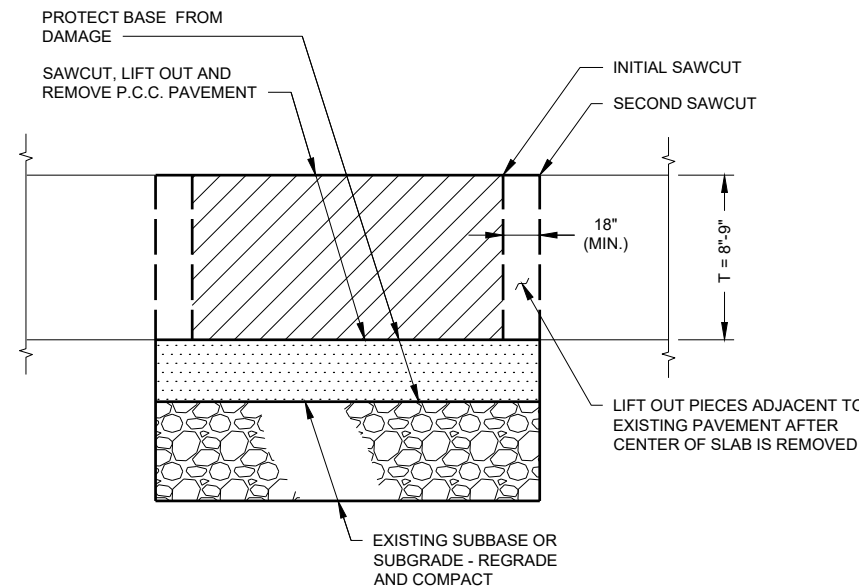
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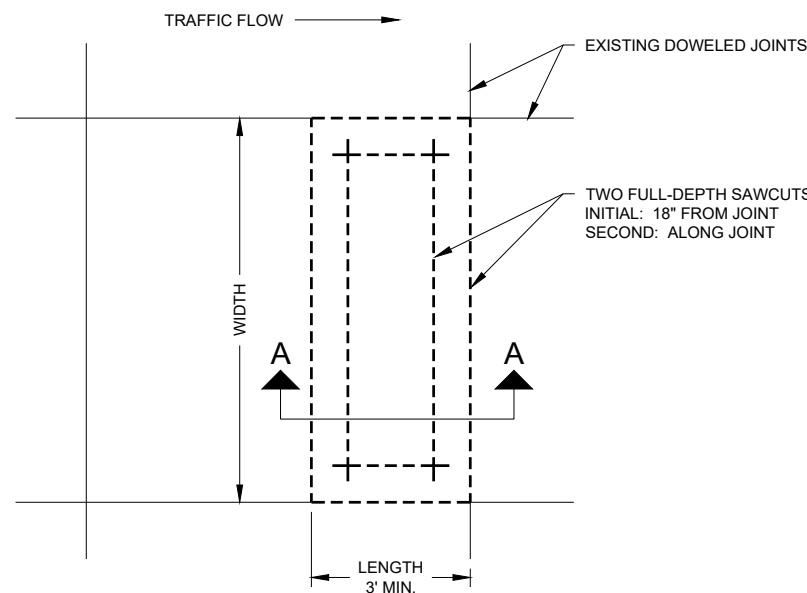
3 DOWEL BAR LAYOUT
N.T.S.

REMOVE AND REPLACE PCC PANEL NOTES

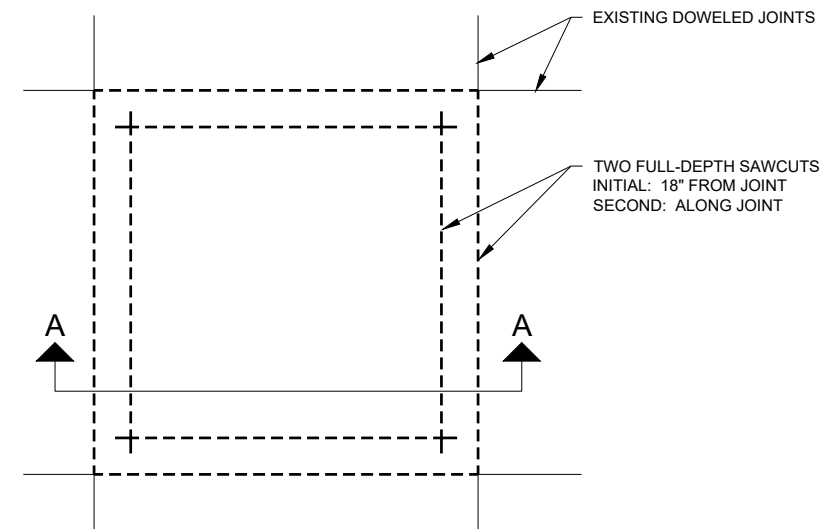
- DEMOLITION SHALL FOLLOW DETAILS 1, 2 AND 5. PCC REPLACEMENT SHALL FOLLOW DETAILS 3 AND 4.
- TO PROTECT UNDERLYING ELECTRICAL CONDUITS FROM DAMAGE, GULLOTINE OR HOE RAM SHALL NOT BE USED TO BREAK PAVEMENT IN THE REMOVAL AREA.
- AT LOCATIONS WHERE TWO ADJACENT PANELS ARE REPLACED CONCURRENTLY, A DOWEL BAR BASKET ASSEMBLY SHALL BE PLACED AT THE CONTRACTION JOINT BETWEEN THE PANELS.
- SAW CUT OVERCUTS SHALL BE THOROUGHLY CLEANED AND COMPLETELY SEALED.
- WHERE A LONGITUDINAL CRACK EXISTS IN AN ADJACENT PANEL, PLACE 2 LAYERS OF TWO #4 REBAR, 3' LONG AND CENTERED ON THE CRACK, AS SHOWN IN DETAIL 3.
- IF PARTIAL PANEL REPLACEMENT LENGTH IS GREATER THAN HALF THE PANEL LENGTH, REMOVE AND PLACE THE ENTIRE PANEL. SEE DETAIL 5.
- PARTIAL PANEL REPLACEMENT LENGTH SHALL NOT BE LESS THAN 3'. SEE DETAIL 5.
- PARTIAL PANEL REPLACEMENT SHALL BE FOR THE FULL WIDTH OF THE PANEL. SEE DETAIL 5
- SHOULD THE CONTRACTOR'S OPERATION DAMAGE ADJACENT PAVEMENT, THE CONTRACTOR SHALL REPAIR AS DIRECTED BY THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.
- PANEL REMOVAL AND REPLACEMENT SHALL BE AS SHOWN ON SHEET CP107-CP113 AND AS DIRECTED BY THE RESIDENT ENGINEER.
- WORK SHOWN IN DETAIL 1-5 SHALL BE INCIDENTAL TO PAY ITEM AR501910 REMOVE AND REPLACE PCC PAVEMENT.



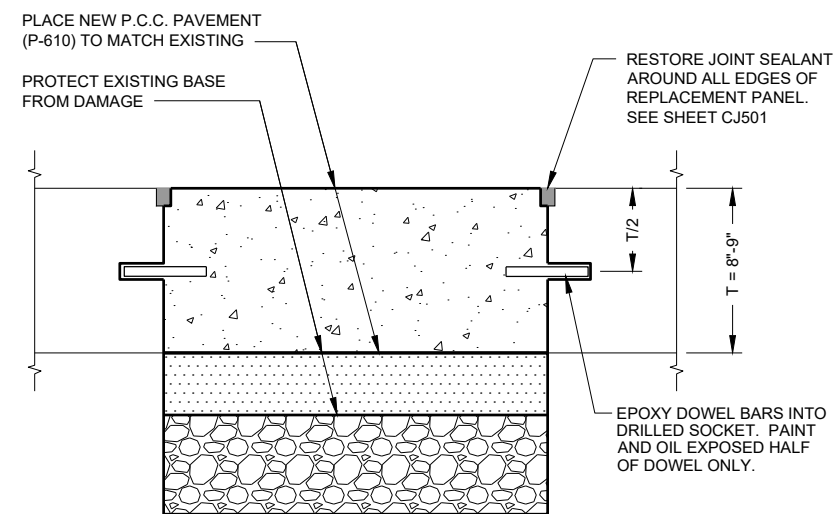
2 PCC PANEL - REMOVAL DETAIL (SECTION A-A)
N.T.S.



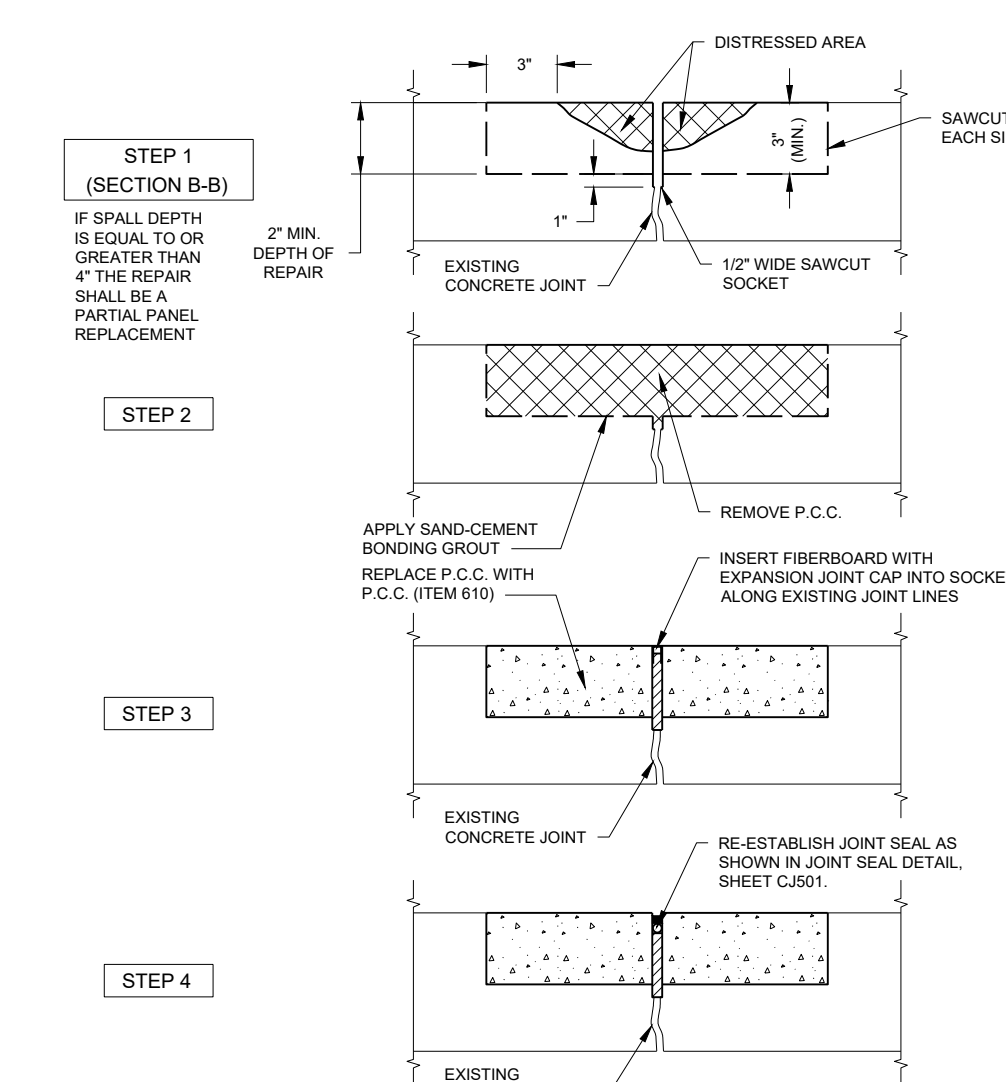
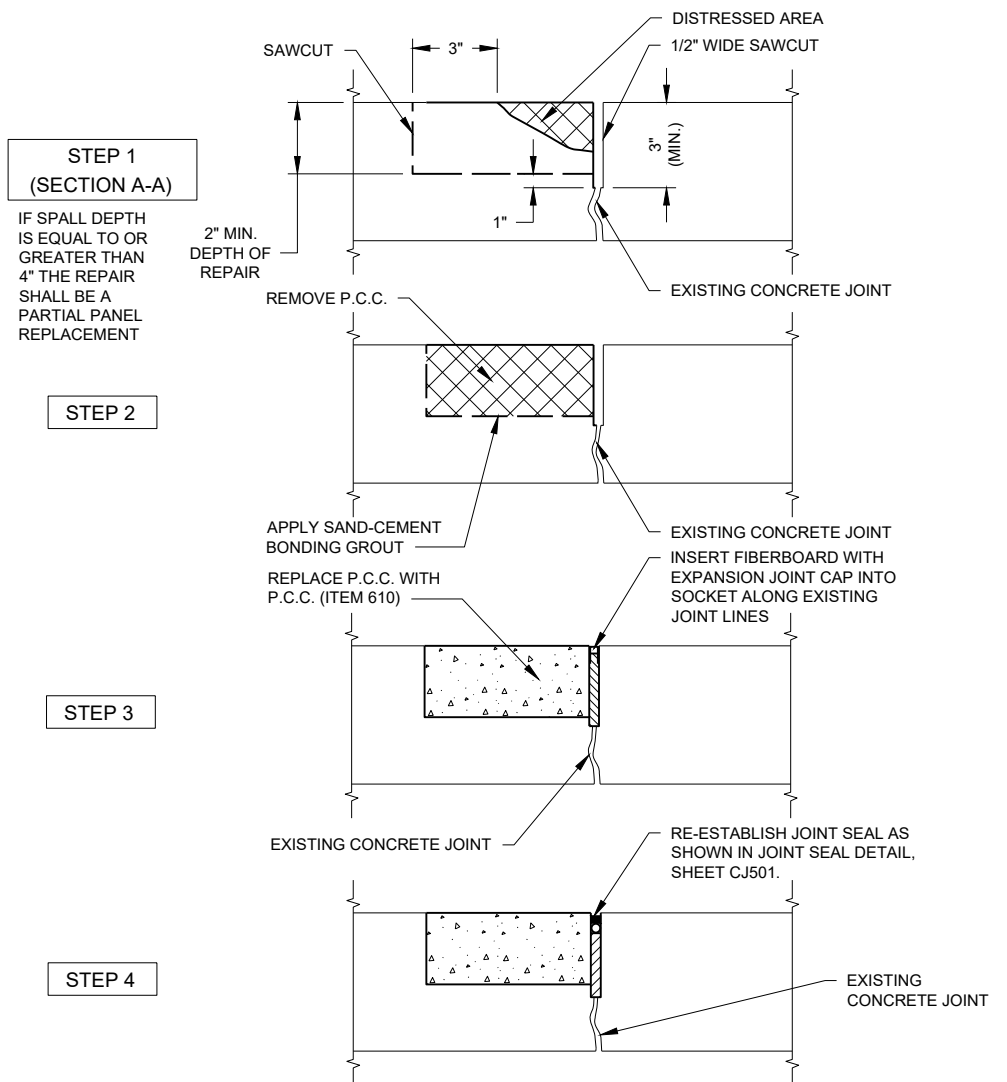
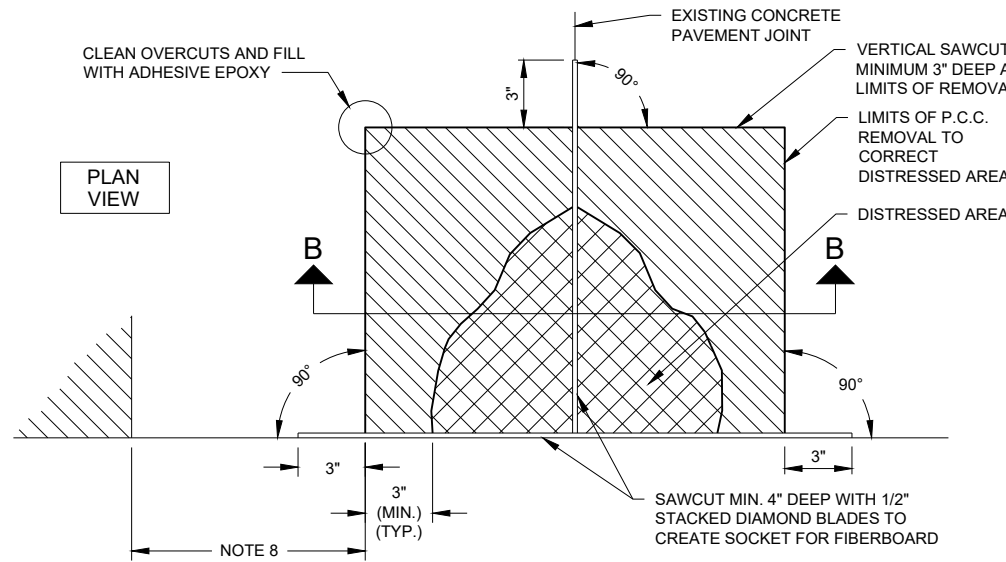
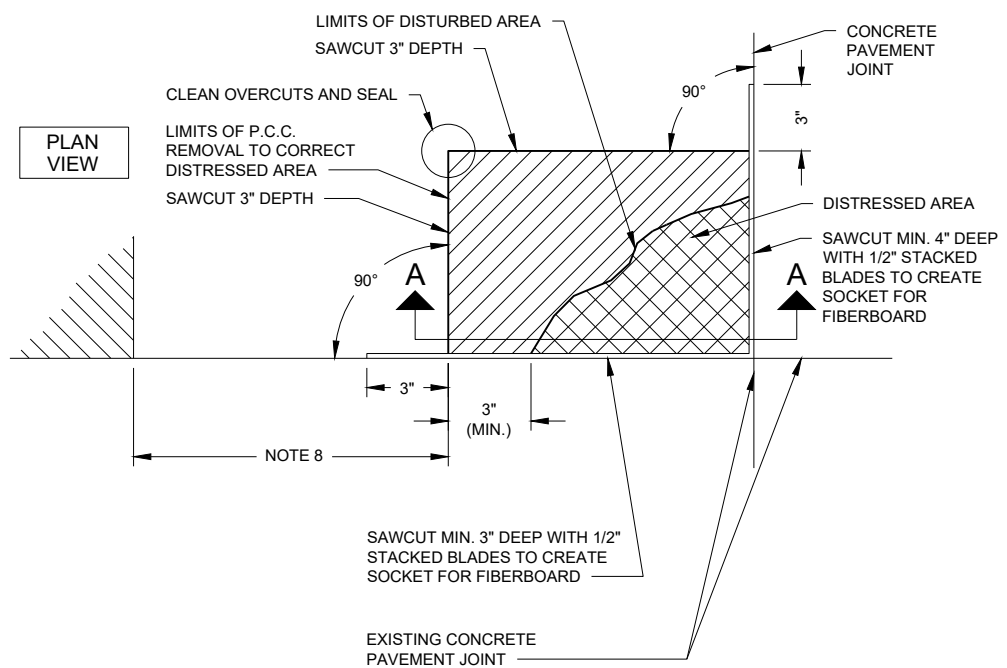
5 PARTIAL PANEL DEMOLITION SAWCUT DETAIL
N.T.S.



1 FULL PANEL DEMOLITION SAWCUT DETAIL
N.T.S.



4 PCC PANEL - PLACEMENT DETAIL
N.T.S.



1 PARTIAL DEPTH SLAB REPAIR DETAIL
N.T.S.

2 PARTIAL DEPTH REPAIR ACROSS JOINTS DETAIL
N.T.S.

PARTIAL DEPTH SPALL REPAIR NOTES

1. MAKE VERTICAL SAWCUT A MINIMUM OF 3" DEEP APPROXIMATELY 3" FROM THE EDGE OF THE DISTRESSED AREA. SAWCUTS MUST BE SQUARE WITH ADJACENT JOINTS, FORMING A RECTANGULAR PATCH AREA.
2. REMOVE ALL CONCRETE AND LOOSE MATERIAL AS NECESSARY TO EXPOSE SOUND CONCRETE (3" MINIMUM DEPTH OF REPAIR) WITHIN THE AREA TO BE REPAIRED.
3. APPLY SAND CEMENT BONDING GROUT TO THE ENTIRE SURFACE OF THE AREA TO BE REPAIRED.
4. FILL AREA WITH PCC, APPLY CURING COMPOUND AND ALLOW TO CURE.
5. REMOVE EXPANSION JOINT CAP AND SEAL JOINT.
6. SAWCUT OVERCUTS SHALL BE THOROUGHLY CLEANED AND COMPLETELY SEALED.
7. SAWCUTS MAY BE MADE A MAXIMUM 24 HOURS PRIOR TO PAVEMENT REMOVAL. HOWEVER, ALL SAWCUT SLURRY AND DUST MUST BE REMOVED BY THE END OF THE WORK SHIFT.
8. MINIMUM DISTANCE BETWEEN ADJACENT EDGE SPALL PATCHES IS 2 FEET. IF LESS SPACE IS REQUIRED, PATCHES SHOULD BE COMBINED AND CONTINUOUS. IF DISTANCE BETWEEN SPALL REPAIR AND SLAB CORNER IS LESS THAN 18 INCHES, EXTEND PATCH TO SLAB CORNER
9. SEE JOINT SEALING DETAILS ON SHEET CJ501.
10. IF SPALL WIDTH IS GREATER THAN 24" REPAIR SHALL BE PARTIAL PANEL REPLACEMENT.
11. IF SPALL DEPTH IS EQUAL TO 4" OR GREATER THE REPAIR SHALL BE PARTIAL PANEL REPLACEMENT.
12. IF REINFORCEMENT IS ENCOUNTERED THE REPAIR SHALL BE PARTIAL PANEL REPLACEMENT.
13. SHOULD THE CONTRACTOR'S OPERATION DAMAGE ADJACENT PAVEMENT, THE CONTRACTOR SHALL REPAIR AS DIRECTED BY THE RESIDENT ENGINEER AT THE CONTRACTOR'S EXPENSE.
14. WORK SHOWN IN DETAIL 1 AND 2 SHALL BE INCIDENTAL TO PAY ITEM AR801509 - PARTIAL DEPTH PCC PANEL REPAIR.



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

100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER



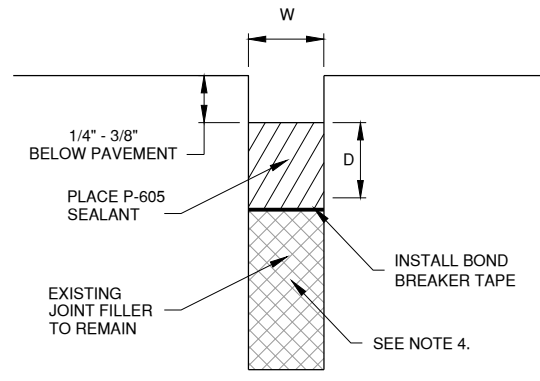
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MARK	DATE	DESCRIPTION

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DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE
**PARTIAL DEPTH
PANEL REPAIR
DETAILS**

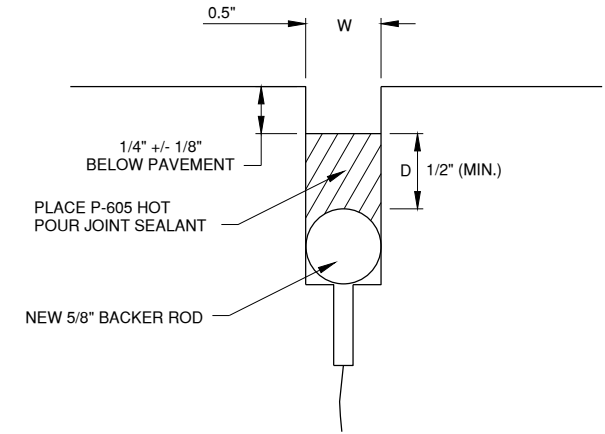
CP502
SHEET 39 OF 57



1 CLEAN & SEAL PCC EXPANSION JOINT
N.T.S.

NOTES

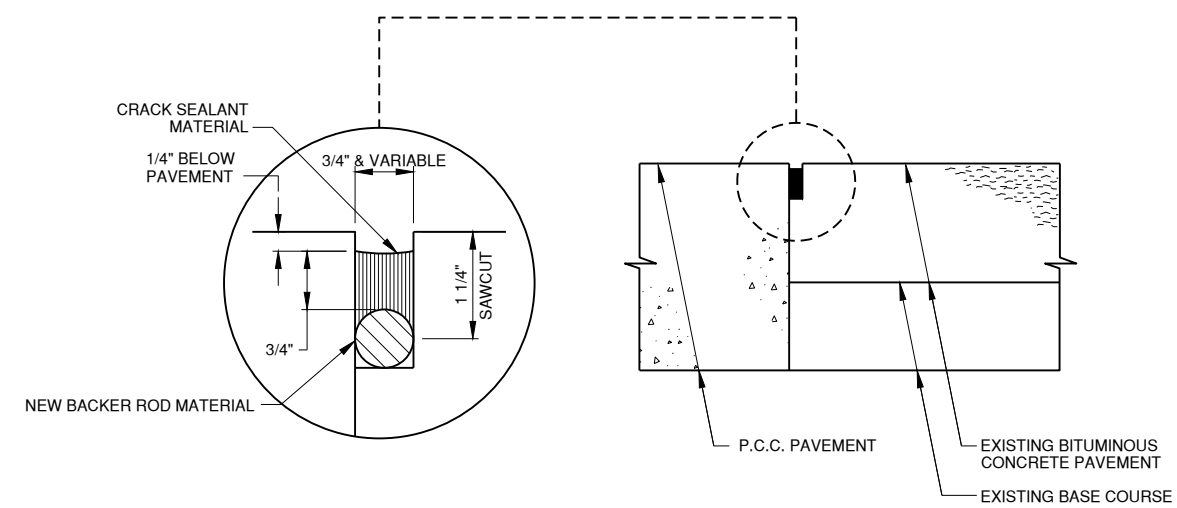
1. THIS DETAIL APPLIES TO HOT-POUR JOINTS. REFER TO JOINT SEALING DETAIL ON CJ501 FOR SEALANT DIMENSIONS.
2. CLEAN ALL RESERVOIRS PER SECTION 605 PRIOR TO NEW SEALANT INSTALLATION.
3. INSTALL SEALANT SUCH THAT WIDTH:DEPTH RATIO IS 1:1 FOR HOT POUR.
4. ROUTE THE EXISTING EXPANSION BOARD TO THE NECESSARY DEPTH TO ACHIEVE A WIDTH:DEPTH RATIO REQUIRED IN NOTE 3.
5. CLEAN AND SEAL PCC EXPANSION JOINT WILL BE PAID FOR UNDER AR605542.



2 CLEAN & SEAL PCC JOINTS-HOT POUR
N.T.S.

NOTES

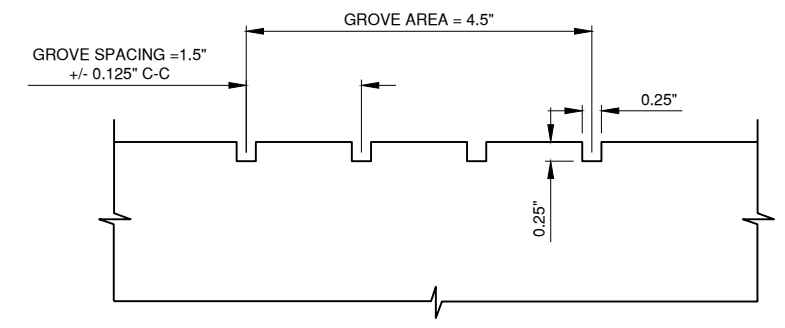
1. THE CONTRACTOR SHALL CHECK THE EXISTING WIDTH OF JOINT SEAL RESERVOIRS IN ALL AREAS WHERE JOINT SEALS ARE TO BE REMOVED AND REPLACED.
2. CLEAN ALL RESERVOIRS PER SECTION 605 PRIOR TO NEW SEALANT INSTALLATION.
3. INSTALL SEALANT SUCH THAT WIDTH:DEPTH RATIO IS 1:1.
4. REPLACE JOINT SEALANT ON PAVEMENT AT LOCATIONS SHOWN ON THE PLANS AND AS DESIGNATED BY RESIDENT ENGINEER.
5. CLEAN AND SEAL PCC JOINTS-HOT POUR WILL BE PAID FOR UNDER AR605540.



3 CLEAN & SEAL HMA / PCC INTERFACE
N.T.S.

NOTES

1. THE CONTRACTOR SHALL CHECK THE EXISTING WIDTH OF JOINT SEAL RESERVOIRS IN ALL AREAS WHERE JOINT SEALS ARE TO BE REMOVED AND REPLACED.
2. CLEAN ALL RESERVOIRS PER SECTION 605 PRIOR TO NEW SEALANT INSTALLATION.
3. CLEAN AND SEAL HMA/PCC INTERFACE WILL BE PAID FOR UNDER AR605540.



4 PCC PAVEMENT GROOVING (AR501540)
N.T.S.

NOTES

1. GROOVING SHALL BE TRANSVERSE TO THE DIRECTION OF TRAFFIC.
2. GROOVING SHALL EXTEND 3\"/>



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

100%
01/12/2024

REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS



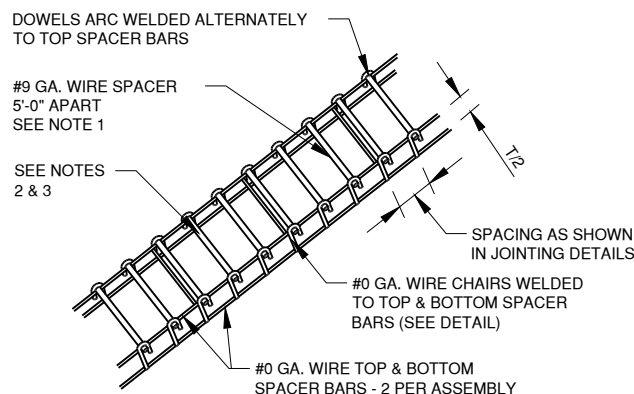
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MARK	DATE	DESCRIPTION

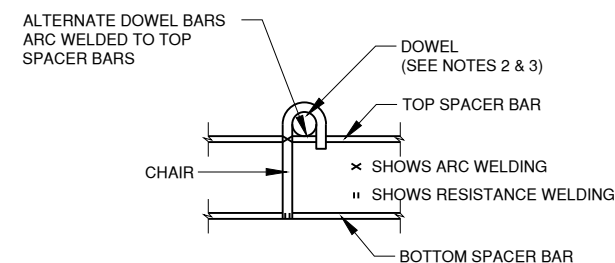
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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CP500.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
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SHEET TITLE
**CONCRETE JOINT
REPAIRS**

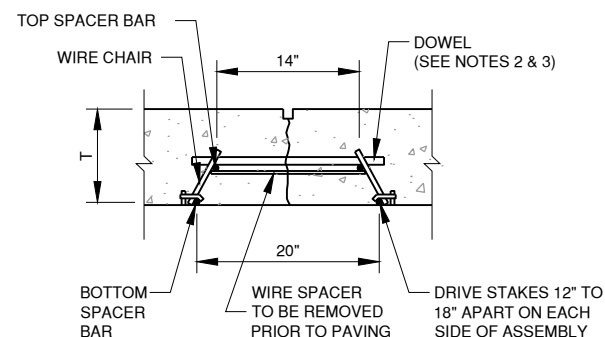
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Date: Wednesday, February 14, 2024, 10:50:13 AM



DOWEL BASKET ASSEMBLY DETAIL
N.T.S.



TYPICAL DOWEL BASKET ELEVATION DETAIL SHOWING CHAIR
N.T.S.

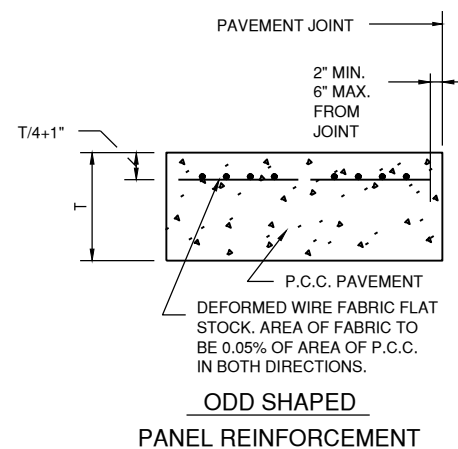


DOWEL BAR INSTALLATION DETAIL
N.T.S.

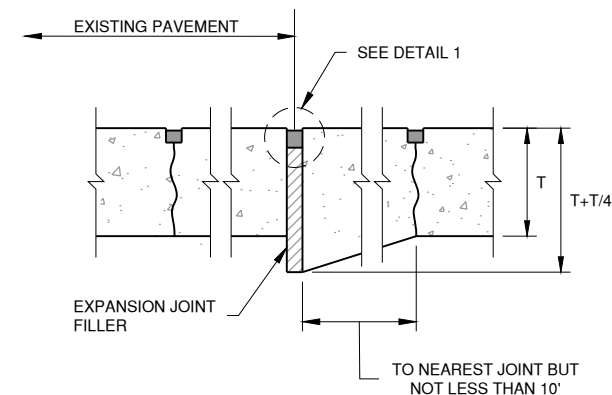
DOWEL BASKET NOTES

- #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.

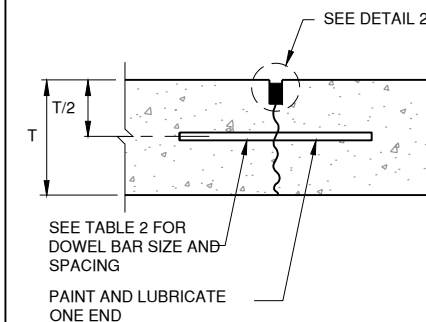
PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES I=(T/3) ±1/4"
5	1.67"
6	2.00"
7	2.33"
8	2.67"
9	3.00"
10	3.33"
11	3.67"
12	4.00"
13	4.33"
14	4.67"
15	5.00"
16	5.33"
17	5.67"
18	6.00"



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"	18"	12"	#5	30"	30"
9	1"	18"	12"	#5	30"	30"
10	1"	18"	12"	#5	30"	30"
11	1"	18"	12"	#5	30"	30"
12	1"	18"	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"

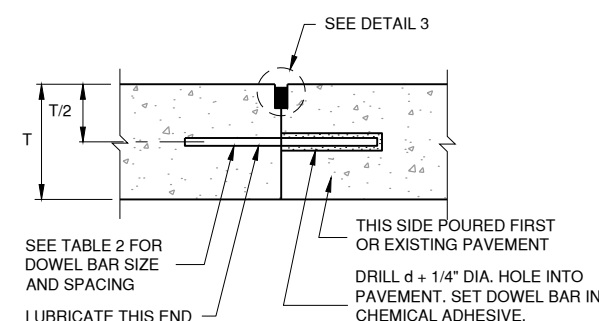


TYPE "A" (THICKENED) ISOLATION JOINT



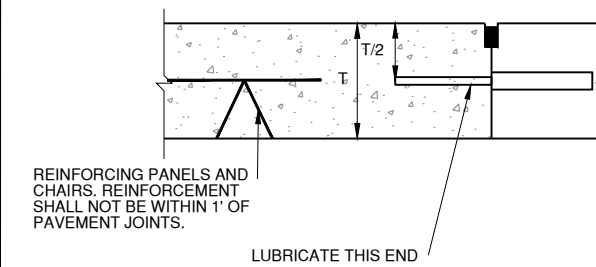
TYPE C DOWELED CONTRACTION

SYMBOL C



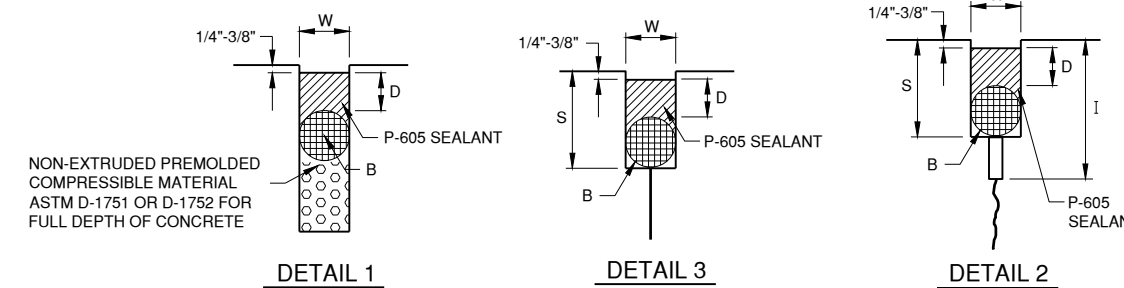
TYPE E DOWELED CONSTRUCTION

SYMBOL E



REINFORCED PANEL

SYMBOL R

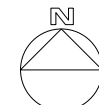


JOINT SEALING DETAILS

	DETAIL 1	DETAIL 2	DETAIL 3
W=WIDTH OF SEALANT RESERVOIR (IN.)	3/4 +/-1/8	1/2	1/2
D=DEPTH OF SEALANT RESERVOIR (IN.)	3/4 +/-1/8	1/4	1/4
B=BACKER ROD DIAMETER (IN.)	7/8	5/8	5/8
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8

JOINT NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A CHAMFER OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A CHAMFER > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED 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.



0 100' 200'
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

100%
01/12/2024

**REHABILITATE AIRPORT
ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS**

OWNER



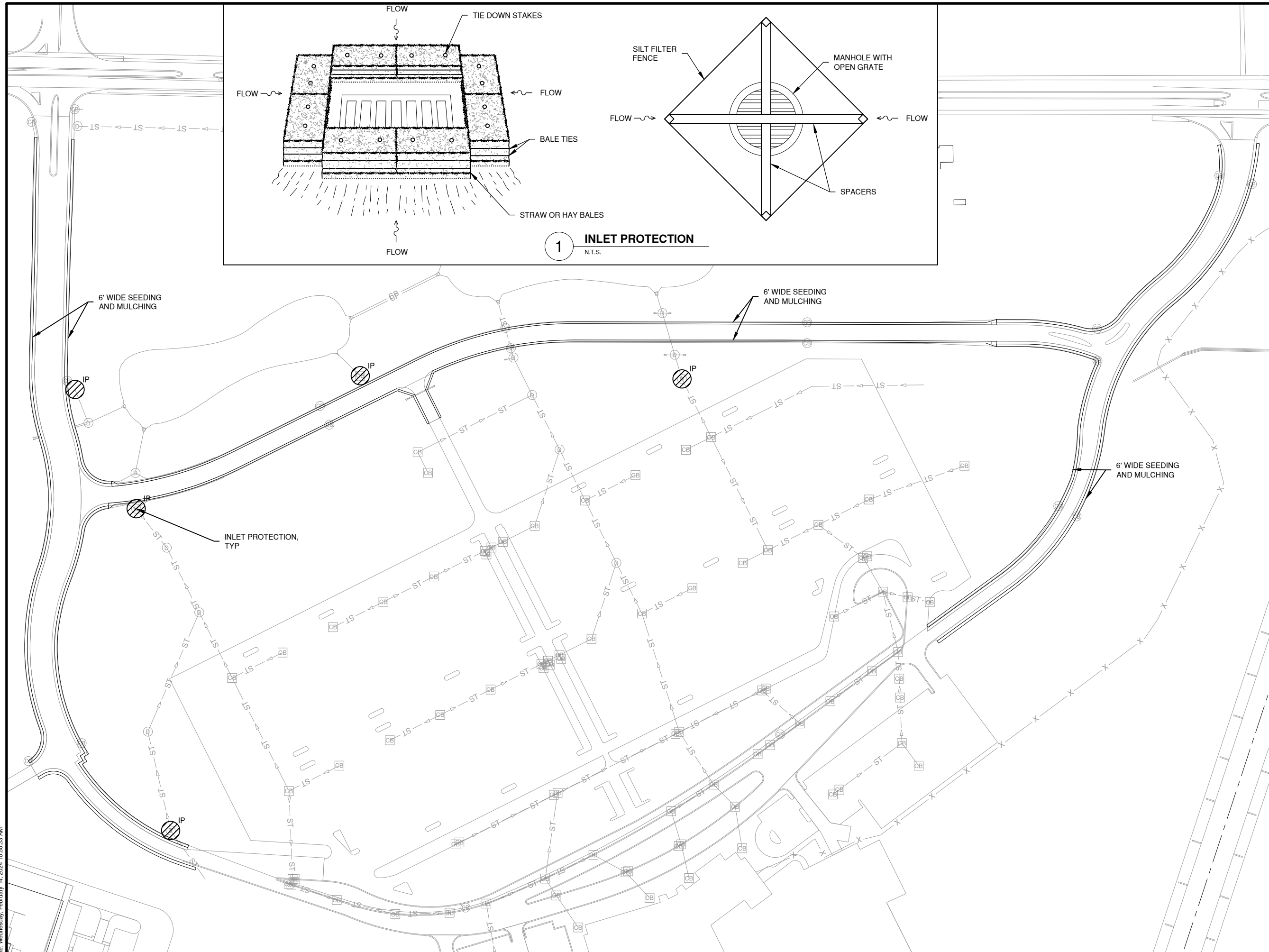
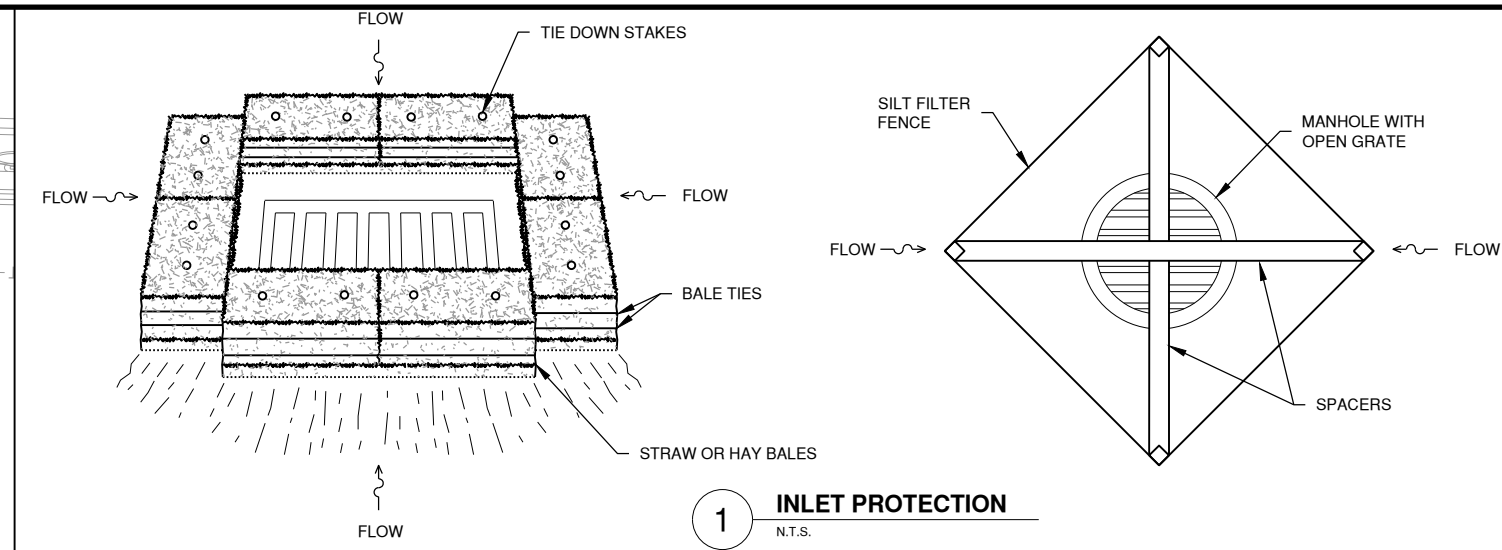
**BLOOMINGTON-NORMAL
AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS**

MARK	DATE	DESCRIPTION

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CMT PROJECT NO.	190920-06
CAD DWG FILE:	19092006-CL100.DWG
DESIGNED BY:	DJR
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE
**EROSION CONTROL
PLAN**

CL101
SHEET 42 OF 57

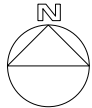


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CONSULTANTS



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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



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AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
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PROPOSED LIGHTING OVERALL PLANS

EL101
SHEET 43 OF 57

IL ROUTE 9 / EMPIRE

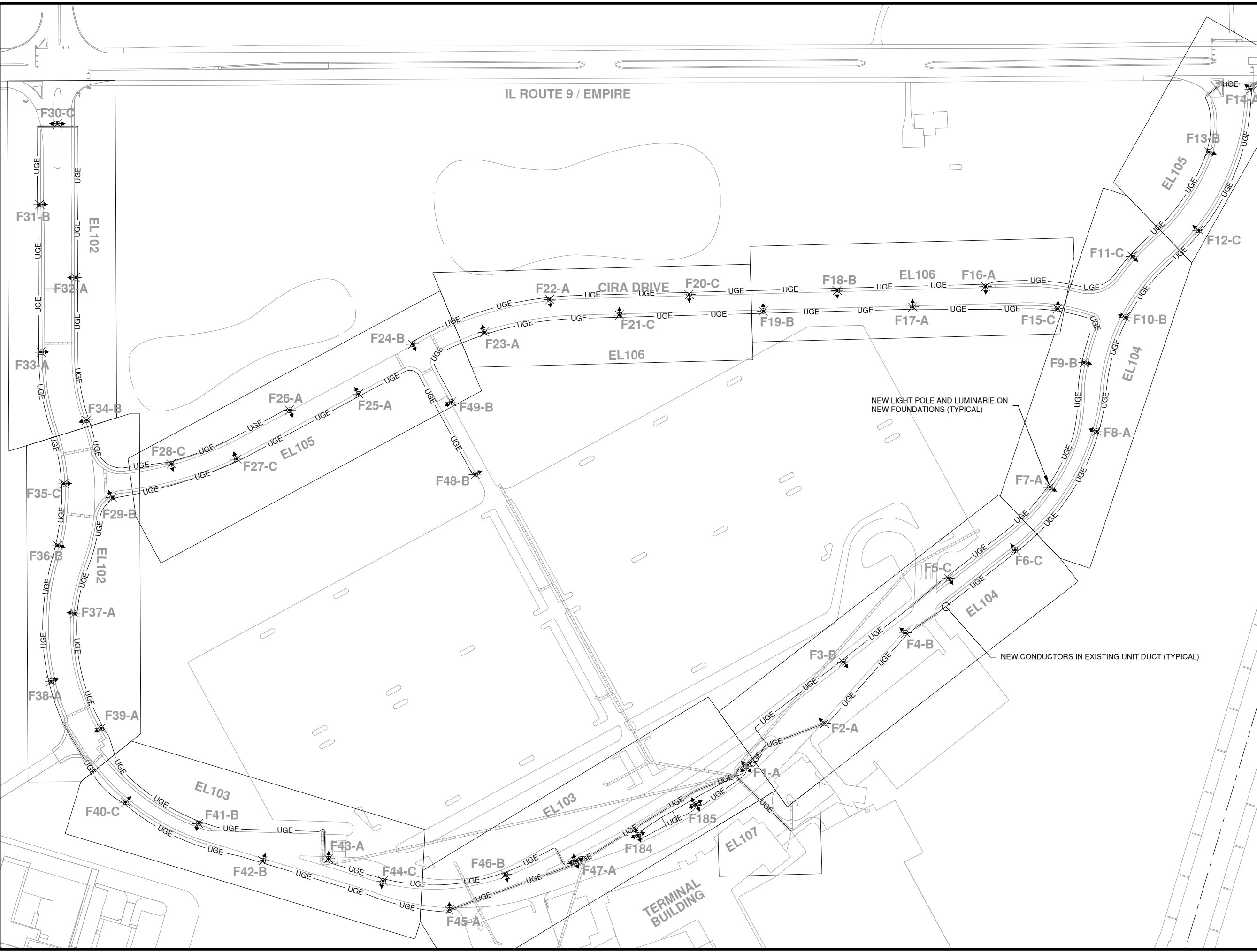
CIRA DRIVE

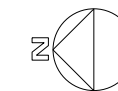
NEW LIGHT POLE AND LUMINARIE ON
NEW FOUNDATIONS (TYPICAL)

NEW CONDUCTORS IN EXISTING UNIT DUCT (TYPICAL)

TERMINAL BUILDING

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REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



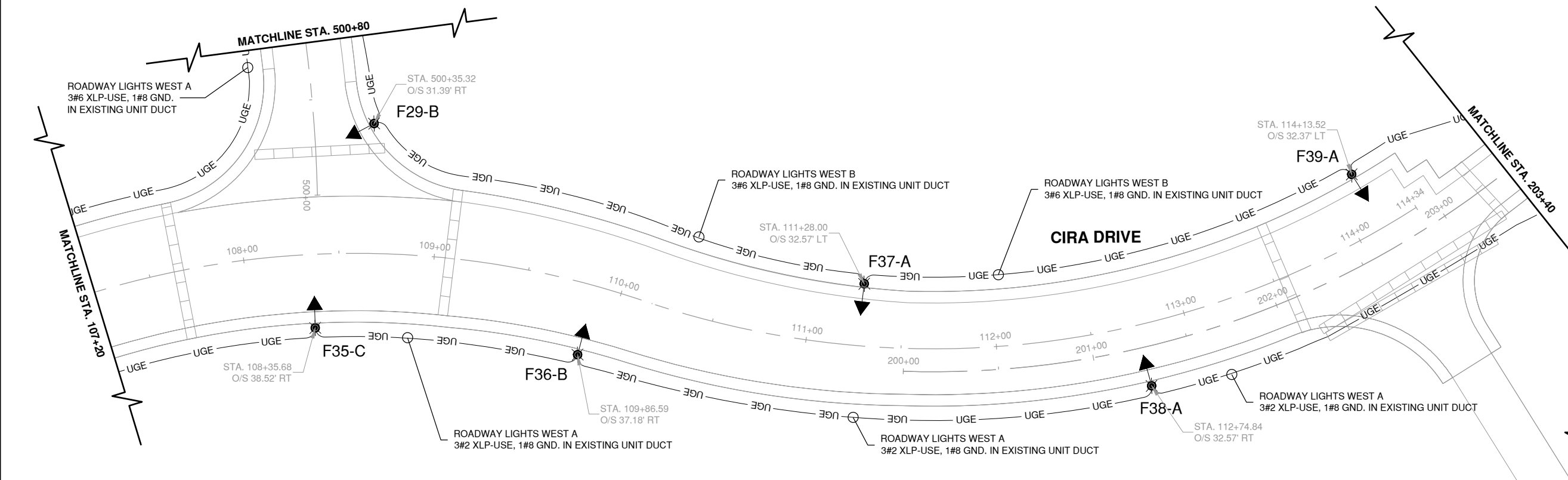
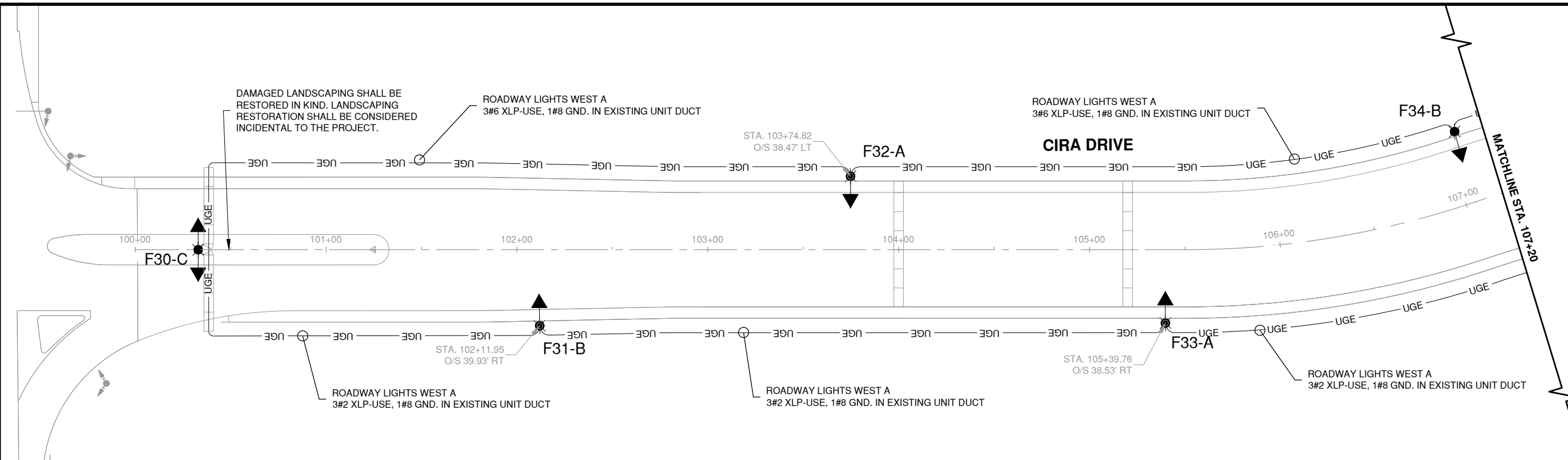
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CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-EL100.DWG
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SHEET TITLE
PROPOSED LIGHTING PLAN 1

SHEET **44** OF **57**



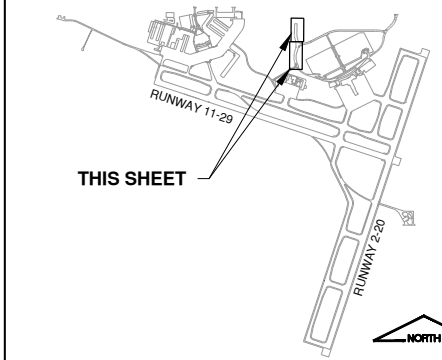
NOTES

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LEGEND

- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (1) LED LUMINAIRE ON NEW FOUNDATION
- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (2) LED LUMINAIRE ON NEW FOUNDATION
- NEW 25' ROUND STRAIGHT ALUMINUM LIGHT POLE (TYP) WITH (4) LED LUMINAIRE ON EXISTING FOUNDATION
- NEW ELECTRICAL CABLE IN EXISTING CONDUIT

KEY MAP



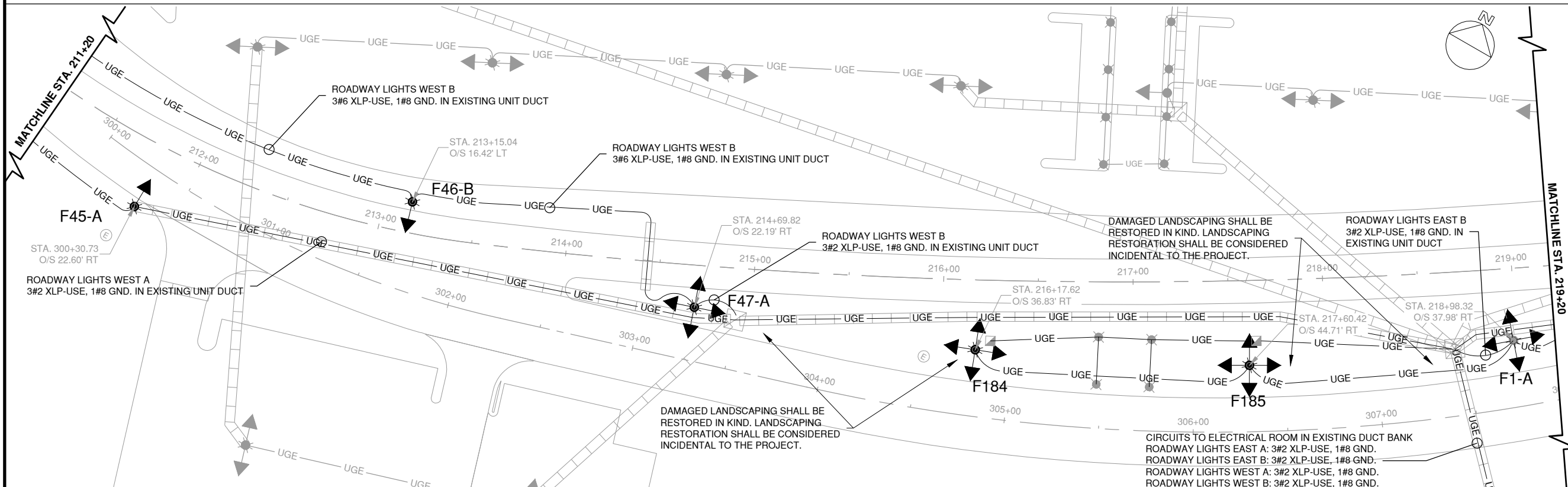
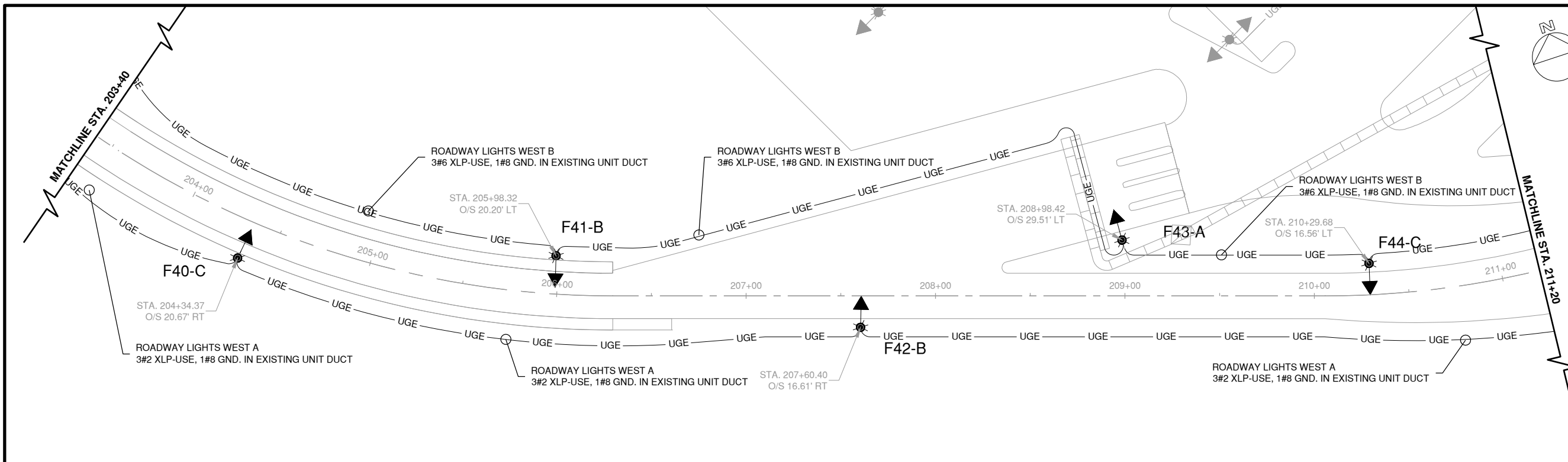
LIGHT FIXTURE SCHEDULE

MANUFACTURER	MAKE	MODEL #	LAMP	WATTS (W)	LUMEN OUTPUT (FC)	MOUNT TYPE
SIGNIFY	GARDCO	GL18-3-180LA-6490-NW	LED	180	19,829	POLE

PROPOSED LIGHT EMITTING DIODE (LED) FIXTURE ILLUMINANCE (FC)

LOCATION	AVERAGE	MAXIMUM	MINIMUM	AVG/MIN	MAX/MIN
INTERSECTION F30-C	2.58	5.8	0.8	3.23	7.25
F32-A TO F33-A	1.39	3.5	0.7	1.99	5
F33-A TO F32-A	1.39	3.6	0.7	1.99	5.14
INTERSECTION F29-B, F35-C	2	3.9	0.5	4	7.8
INTERSECTION F39-A	1.82	3.7	0.7	2.6	5.29

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REHABILITATE AIRPORT
ENTRANCE ROAD AND
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BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-EL100.DWG
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DRAWN BY: NKA
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SHEET TITLE
**PROPOSED LIGHTING
PLAN 2**

SHEET **45** OF **57**
EL103

LIGHT FIXTURE SCHEDULE						
MANUFACTURER	MAKE	MODEL#	LAMP	WATTS (W)	LUMEN OUTPUT (FC)	MOUNT TYPE
SIGNIFY	GARDCO	GL18-3-180LA-6490-NW	LED	180	19,829	POLE

PROPOSED LIGHT EMITTING DIODE (LED) FIXTURE ILLUMINANCE (FC)					
LOCATION	AVERAGE	MAXIMUM	MINIMUM	AVG/MIN	MAX/MIN
INTERSECTION F42-B, F43-A	1.84	3.7	0.5	3.68	7.4
INTERSECTION F45-A, F46-B, F47-A	2.15	4.9	0.9	2.39	5.44

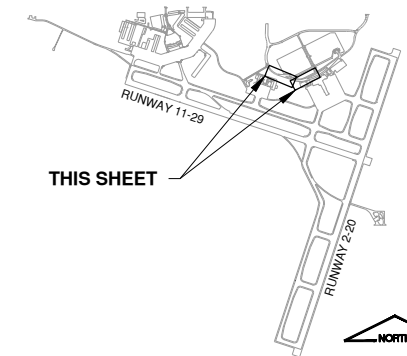
NOTES

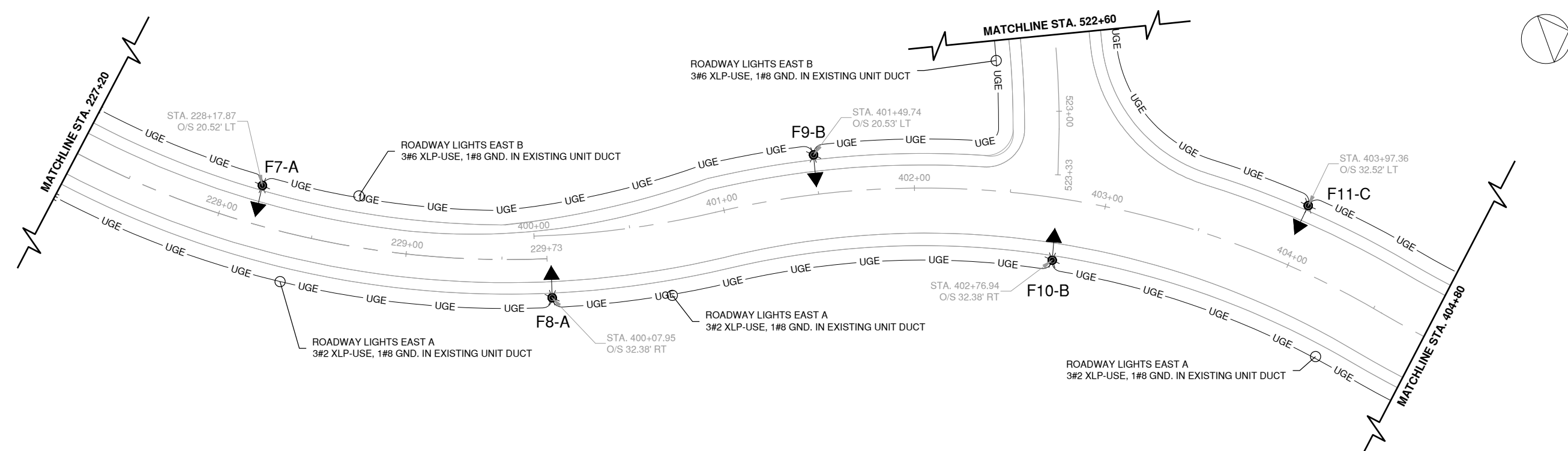
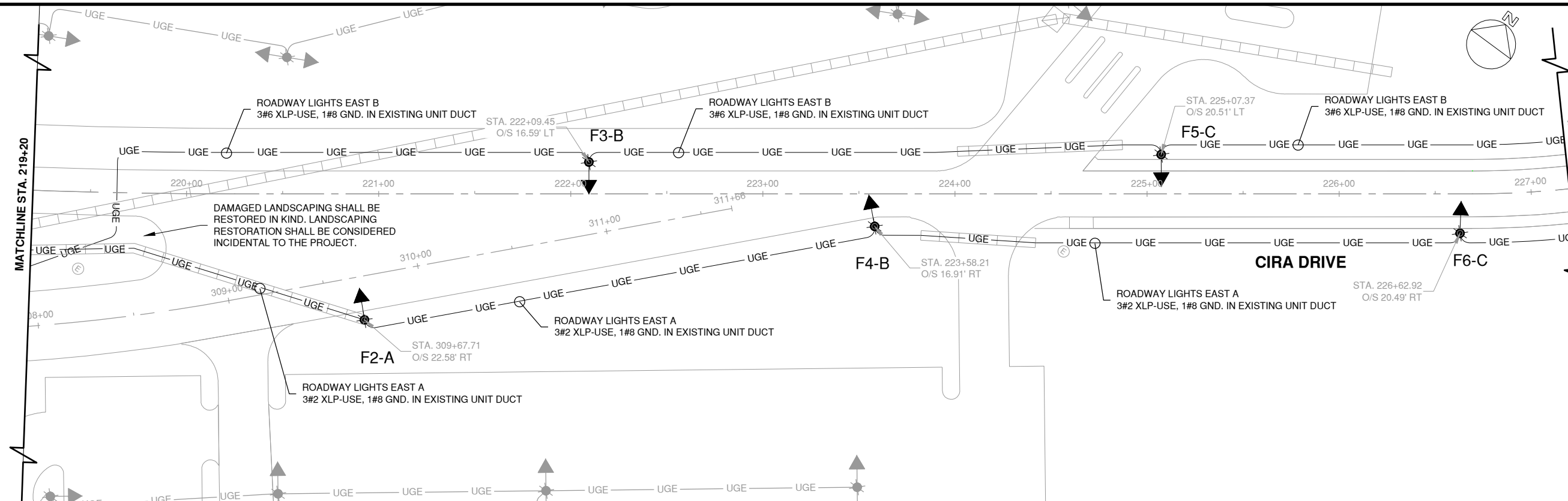
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- NEW ELECTRICAL CABLE IN EXISTING CONDUIT

KEY MAP





LIGHT FIXTURE SCHEDULE						
MANUFACTURER	MAKE	MODEL #	LAMP	WATTS (W)	LUMEN OUTPUT (FC)	MOUNT TYPE
SIGNIFY	GARDCO	GL18-3-180LA-6490-NW	LED	180	19,829	POLE

PROPOSED LIGHT EMITTING DIODE (LED) FIXTURE ILLUMINANCE (FC)					
LOCATION	AVERAGE	MAXIMUM	MINIMUM	AVG/MIN	MAX/MIN
INTERSECTION F1-A, F2-A	1.66	4.8	0.8	2.08	6
INTERSECTION F4-B, F5-C	1.96	4.1	0.8	2.45	5.13
INTERSECTION F10-B, F15-C	1.68	3.8	0.5	3.36	7.6

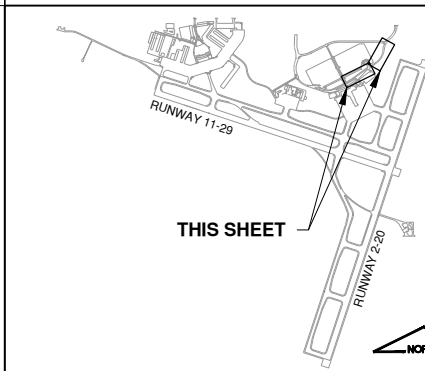
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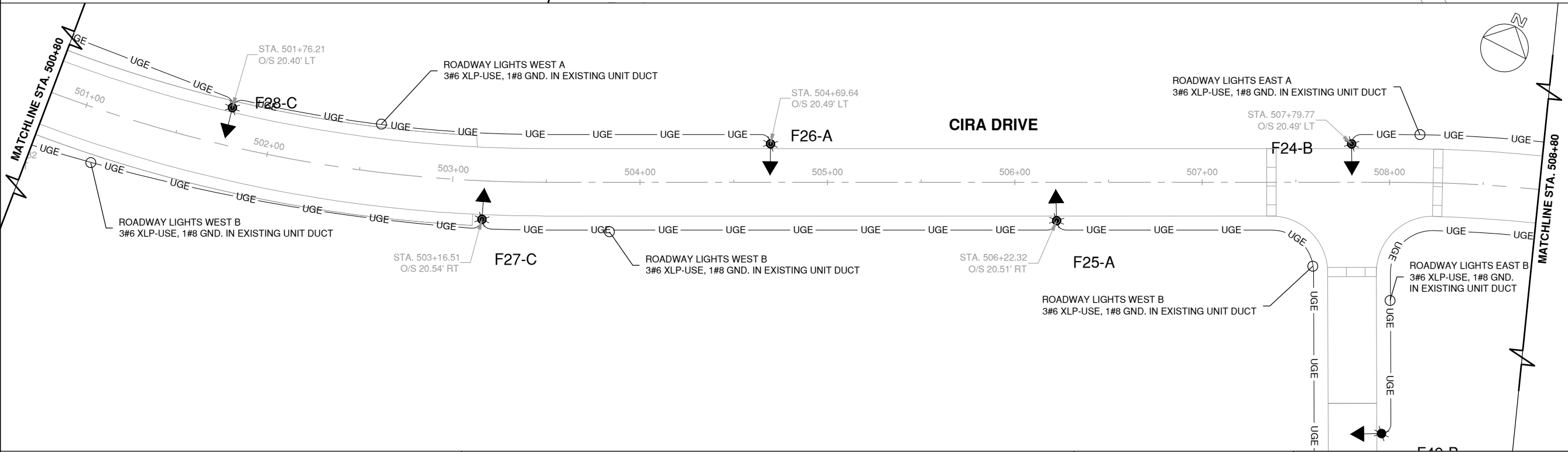
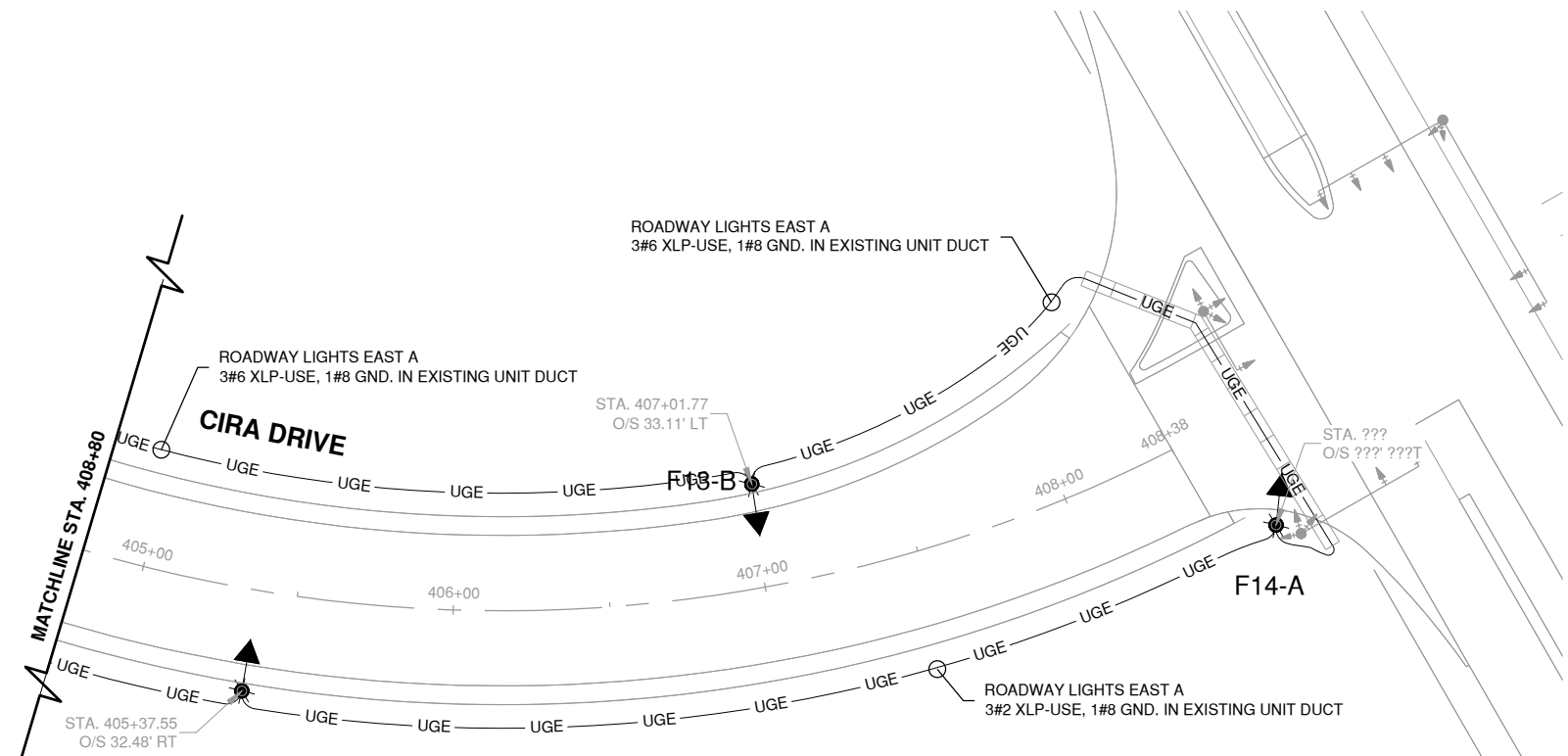
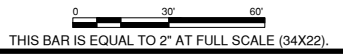
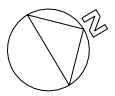
LEGEND

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KEY MAP



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ENTRANCE ROAD AND
ASSOCIATED IMPROVEMENTS

OWNER

at Bloomington-Normal

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CENTRAL ILLINOIS REGIONAL
AIRPORT
BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
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PROPOSED LIGHTING PLAN 4

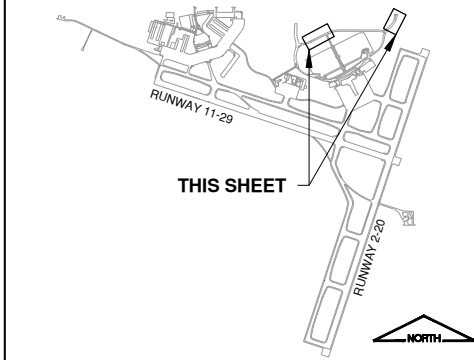
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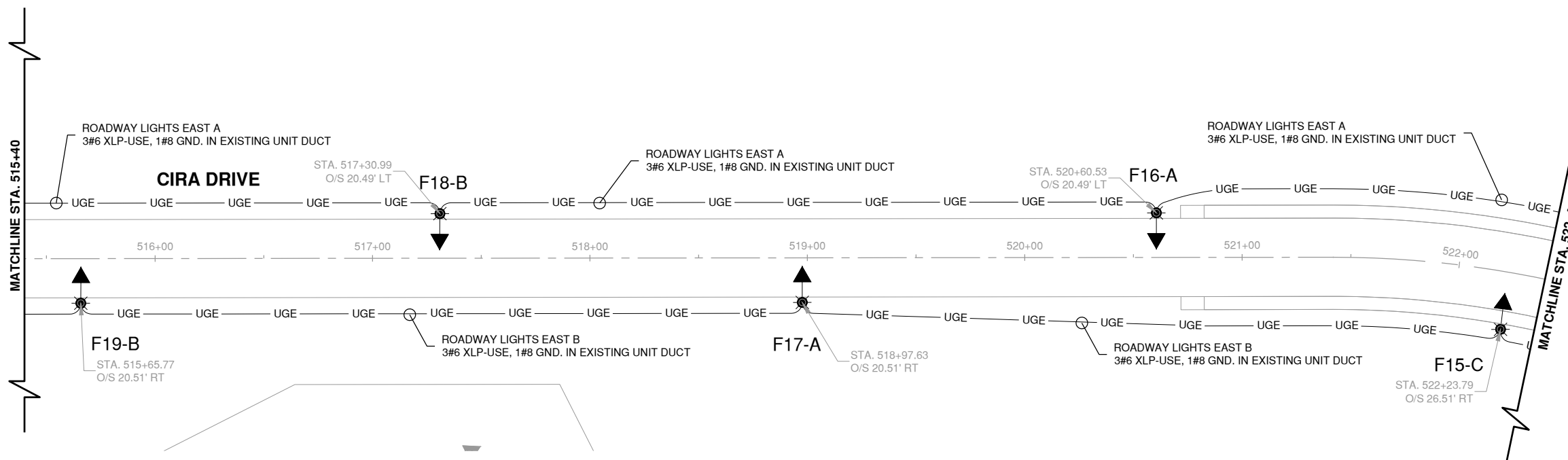
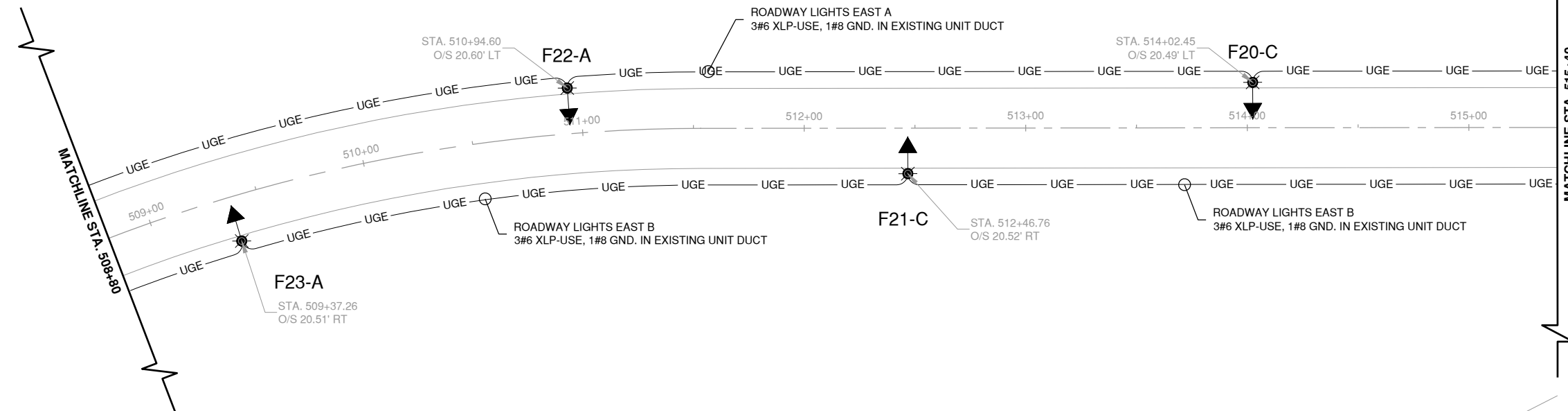
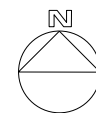
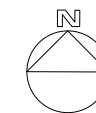
KEY MAP



MANUFACTURER	MAKE	MODEL #	LAMP	WATTS (W)	LUMEN OUTPUT (FC)	MOUNT TYPE
SIGNIFY	GARDCO	GL18-3-180LA-6490-NW	LED	180	19,829	POLE

LOCATION	AVERAGE	MAXIMUM	MINIMUM	AVG/MIN	MAX/MIN
INTERSECTION F14-A	1.53	3.7	0.5	3.06	7.4
INTERSECTION F24-B	2.14	3.6	0.9	2.38	4
F26-A TO F27-C	1.96	3.7	1	1.96	3.7
F27-C TO F26-A	1.95	3.7	1	1.95	3.7

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Date: Wednesday, February 14, 2024, 10:51:50 AM



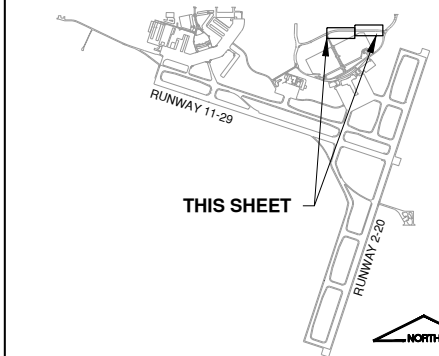
NOTES

- ALL WORK SHALL BE CONSTRUCTED PER ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION) AND THE APPLICABLE IDOT HIGHWAY STANDARDS.
- POLE HEIGHT, POLE TYPE, LUMINARIES, AND LOCATION SIZE REFER TO "LIGHT POLE ASSEMBLY SCHEDULE" ON ELECTRICAL DETAILS.
- ALL SPLICES FOR AREA LIGHTING CIRCUITS SHALL BE PERFORMED INSIDE POLE BASE OR HANDHOLDS. ALL SPLICES SHALL BE WATERPROOF REFER TO ELECTRICAL DETAILS FOR TYPICAL SPLICE DETAIL.
- PROVIDE A MINIMUM OF 3'-0" SLACK FOR ALL CABLES INSTALLED IN HANDHOLDS. REFER TO HANDHOLE SCHEDULE IN ELECTRICAL DETAILS
- THE ROUTING OF PROPOSED UNIT DUCT AND DUCT BANKS ARE SHOWN FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE OTHER UTILITIES AND ENGINEER. WHERE POSSIBLE CONDUIT SHALL BE INSTALLED 3'-0" FROM BACK OF CURB OR SIDEWALK AND 5'-0" FROM UTILITIES.
- NEW ROAD WAY LIGHTING SHALL BE FEED FROM THE SAME CIRCUIT AND PANEL AS THE OLD ROADWAY CIRCUIT.
- NEW FOUNDATION WILL BE LOCATED 5'-10" AWAY FROM EXISTING FOUNDATION. EXISTING FOUNDATION SHALL HAVE POLE REMOVED AND FOUNDATION REMOVED 24'-30" BELOW GRADE TO PVC CONNECTION. NEW UNIT DUCT SHALL BE ROUTED FROM EXISTING CONDUIT AT FOUNDATION TO NEW METAL FOUNDATION. NEW FOUNDATION SHALL BE AT LEAST 5" AWAY FROM EDGE OF CURB.

LEGEND

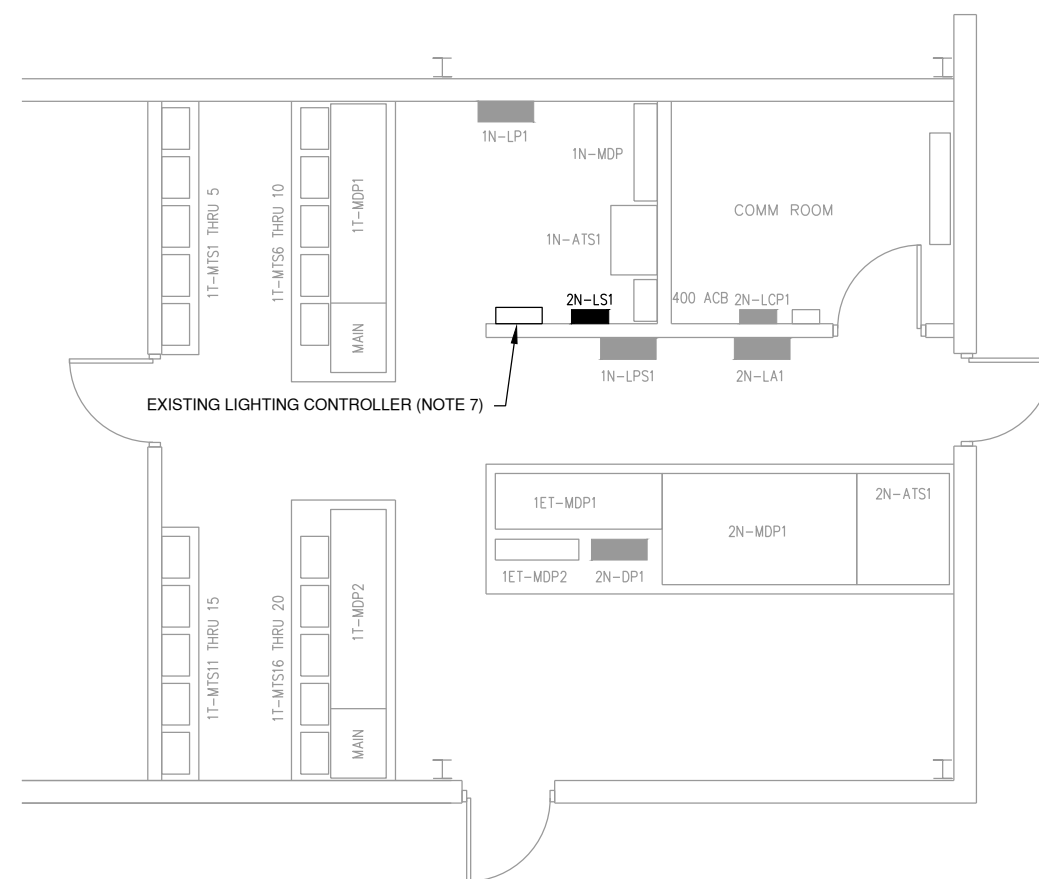
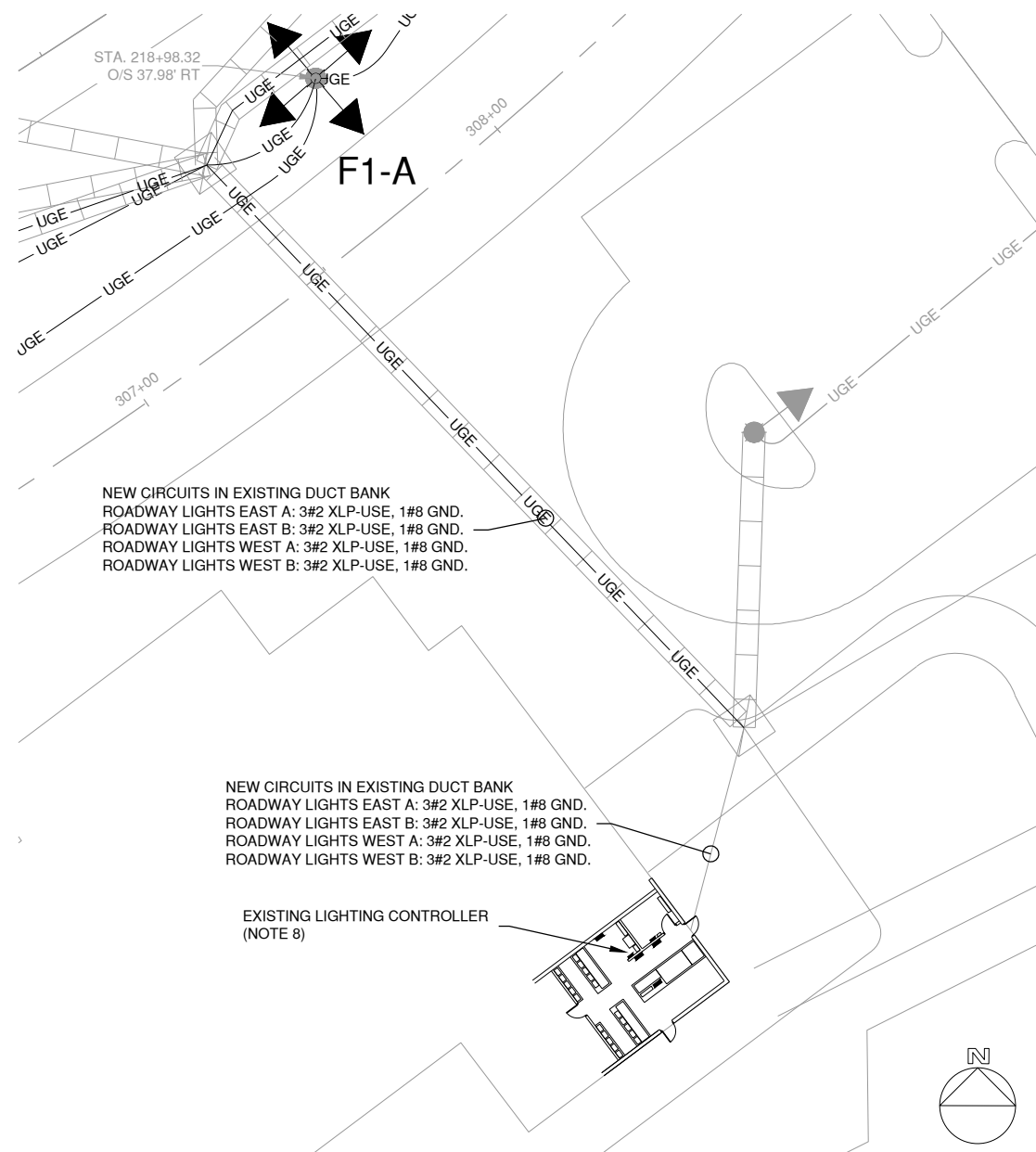
- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (1) LED LUMINAIRE ON NEW FOUNDATION
- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (2) LED LUMINAIRE ON NEW FOUNDATION
- NEW 25' ROUND STRAIGHT ALUMINUM LIGHT POLE (TYP) WITH (4) LED LUMINAIRE ON EXISTING FOUNDATION
- NEW ELECTRICAL CABLE IN EXISTING CONDUIT

KEY MAP



LIGHT FIXTURE SCHEDULE						
MANUFACTURER	MAKE	MODEL #	LAMP	WATTS (W)	LUMEN OUTPUT (FC)	MOUNT TYPE
SIGNIFY	GARDCO	GL18-3-180LA-6490-NW	LED	180	19,829	POLE

PROPOSED LIGHT EMITTING DIODE (LED) FIXTURE ILLUMINANCE (FC)					
LOCATION	AVERAGE	MAXIMUM	MINIMUM	AVG/MIN	MAX/MIN
F16-A TO F17-A	1.75	3.6	0.8	2.19	4.5
F17-A TO F16-A	1.76	3.6	0.8	2.2	4.5



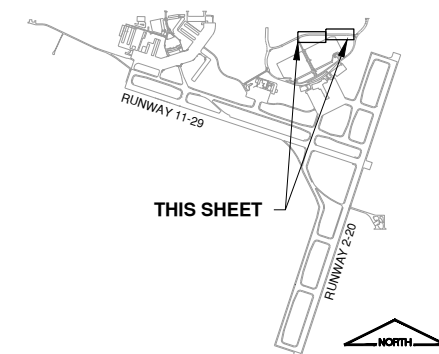
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- NEW ROAD WAY LIGHTING SHALL BE FEED FROM THE SAME CIRCUIT AND PANEL AS THE OLD ROADWAY CIRCUIT.
- TERMINATE NEW CONDUCTORS IN EXISTING LIGHTING CONTROLLER TERMINAL BLOCK INSIDE LIGHTING CONTROLLER. PANELBOARD "2N-LS1" SHALL HAVE NEW BREAKERS FOR NEW CIRCUITS. BREAKERS SHALL BE AS FOLLOWS
ROADWAY LIGHTS EAST A: 15A-3P BREAKER, ROADWAY LIGHTS EAST B: 15A-3P BREAKER, ROADWAY LIGHTS WEST A: 30A -3P BREAKER, ROADWAY LIGHTS WEST B: 15A-3P BREAKER
- LEAVE 10' FEET OF COILED SLACK IN CABLE FOR FUTURE PROJECTS.
- NEW FOUNDATION WILL BE LOCATED 5'-10" AWAY FROM EXISTING FOUNDATION. EXISTING FOUNDATION SHALL HAVE POLE REMOVED AND FOUNDATION REMOVED 24-30" BELOW GRADE TO PVC CONNECTION. NEW UNIT DUCT SHALL BE ROUTED FROM EXISTING CONDUIT AT FOUNDATION TO NEW METAL FOUNDATION. NEW FOUNDATION SHALL BE AT LEAST 5" AWAY FROM EDGE OF CURB.

LEGEND

- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (1) LED LUMINAIRE ON NEW FOUNDATION
- NEW 30' ROUND TAPERED ALUMINUM LIGHT POLE (TYP) WITH (2) LED LUMINAIRE ON NEW FOUNDATION
- NEW 25' ROUND STRAIGHT ALUMINUM LIGHT POLE (TYP) WITH (4) LED LUMINAIRE ON EXISTING FOUNDATION
- NEW ELECTRICAL CABLE IN EXISTING CONDUIT

KEY MAP





License No. 184-000613

CONSULTANTS

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

100%
01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-EL501.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
COPYRIGHT:

ELECTRICAL DETAILS 1

EL501
SHEET 50 OF 57

POLE NUMBER	ROADWAY CIRCUIT	EXISTING			NEW					Foundation	LUMINAIRE	STATION	OFF-SET	NOTES
		LAMP	POLE HEIGHT	ANCHOR BOLT	LAMP	FIXTURE	POLE HEIGHT	POLE TYPE	ANCHOR BOLT					
F1-A	EAST B	150W	25'	4	180W	F-1	25'	Round Straight	4	Existing	QUAD	219+00	Right	
F2-A	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	220+92	Right	
F3-B	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	222+09	Left	
F4-B	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	223+57	Right	
F5-C	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	225+07	Left	
F6-C	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	226+62	Right	
F7-A	EAST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	228+18	Left	
F8-A	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	400+08	Right	
F9-B	EAST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	401+49	Left	
F10-B	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	402+73	Right	SOLAR PANEEL WITH CAMERA
F11-C	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	403+92	Left	SOLAR PANEEL WITH CAMERA
F12-C	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	405+32	Right	
F13-B	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	407+03	Left	
F14-A	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	408+17	Right	
F15-C	EAST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	522+23	Right	
F16-A	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	520+62	Left	
F17-A	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	518+96	Right	
F18-B	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	517+30	Left	
F19-B	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	515+67	Right	
F20-C	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	514+04	Left	
F21-C	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	512+45	Right	
F22-A	EAST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	510+95	Left	
F23-A	EAST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	509+36	Right	
F24-B	EAST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	507+79	Left	
F25-A	WEST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	506+21	Right	
F26-A	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	504+69	Left	
F27-C	WEST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	503+17	Right	
F28-C	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	501+71	Left	
F29-B	WEST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	500+33	Right	JUNCTION BOX IN BASE
F30-C	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	DOUBLE	100+33	Median	
F31-B	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	102+12	Right	SOLAR PANEEL WITH CAMERA
F32-A	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	103+73	Left	SOLAR PANEEL WITH CAMERA
F33-A	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	105+39	Right	
F34-B	WEST A	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	107+10	Left	
F35-C	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	108+37	Right	
F36-B	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	109+86	Right	
F37-A	WEST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	111+27	Left	
F38-A	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	112+74	Right	
F39-B	WEST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	114+15	Left	
F40-C	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	204+36	Right	
F41-B	WEST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	205+98	Left	
F42-B	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	207+60	Right	HAS A CONDUIT
F43-A	WEST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	208+99	Left	
F44-C	WEST B	350W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	210+29	Left	
F45-A	WEST A	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	211+18	Right	
F46-B	WEST B	350W	30'	8	180W	F-1	30'	Round Tapered	4	New	SINGLE	213+16	Left	
F47-A	WEST B	150W	25'	4	180W	F-1	25'	Round Straight	4	Existing	QUAD	214+68	Right	
F48-B	WEST B	150W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	34+00	Left	
F49-B	EAST B	150W	30'	4	180W	F-1	30'	Round Tapered	4	New	SINGLE	35+65	Right	
F184	EAST B	150W	25'	4	180W	F-1	25'	Round Straight	4	Existing	QUAD	216+16	Right	
F185	EAST B	150W	25'	4	180W	F-1	25'	Round Straight	4	Existing	QUAD	217+61	Right	

NOTES

- FURNISH AND INSTALL LED DRIVER, DISCONNECT AND SURGE PROTECTION. CONTRACTOR SHALL COORDINATE WITH LIGHT FIXTURE, LIGHT POLE AND FOUNDATION MANUFACTURER TO PROVIDE A COMPLETE AND OPERATIONAL SYSTEM.
- RE-INSTALL EXISTING SOLAR PANEL WITH CAMERA ON LIGHT POLES THAT PREVIOUS HAD THEM ATTACHED.

ALL OF THE FOLLOWING CIRCUITS ARE FEED FROM 480Y /277 PANEL 2NLS1 LOCATED IN ELEC ROOM:

ROADWAY LIGHTS WEST A: CIRCUIT NUMBER 1,3,5 WITH 30A-3P BREAKER
ROADWAY LIGHTS WEST B: CIRCUIT NUMBER 7,9,11 WITH 15A-3P BREAKER
ROADWAY LIGHTS EAST A: CIRCUIT NUMBER 2,4,6 WITH 15A-3P BREAKER
ROADWAY LIGHTS EAST B: CIRCUIT NUMBER 8,10,12 WITH 15A-3P BREAKER

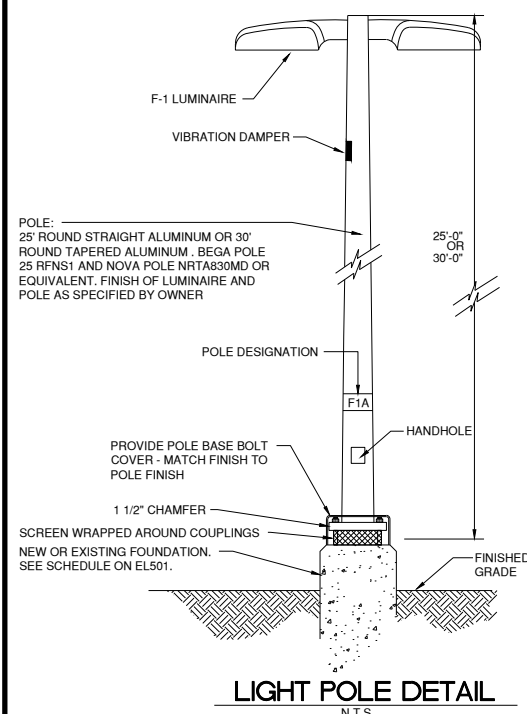
LIGHT FIXTURE SCHEDULE

TAG	MANUFACTURER	MANUFACTURER MODEL NO.	LUMINAIRE			
			LAMP	COLOR	VOLTS	WATTS
F-1	GARDCO BY SIGNIFY	GL18-3-180LA-6490-NW	LED	4000K	480	180W

MARK	DATE	DESCRIPTION

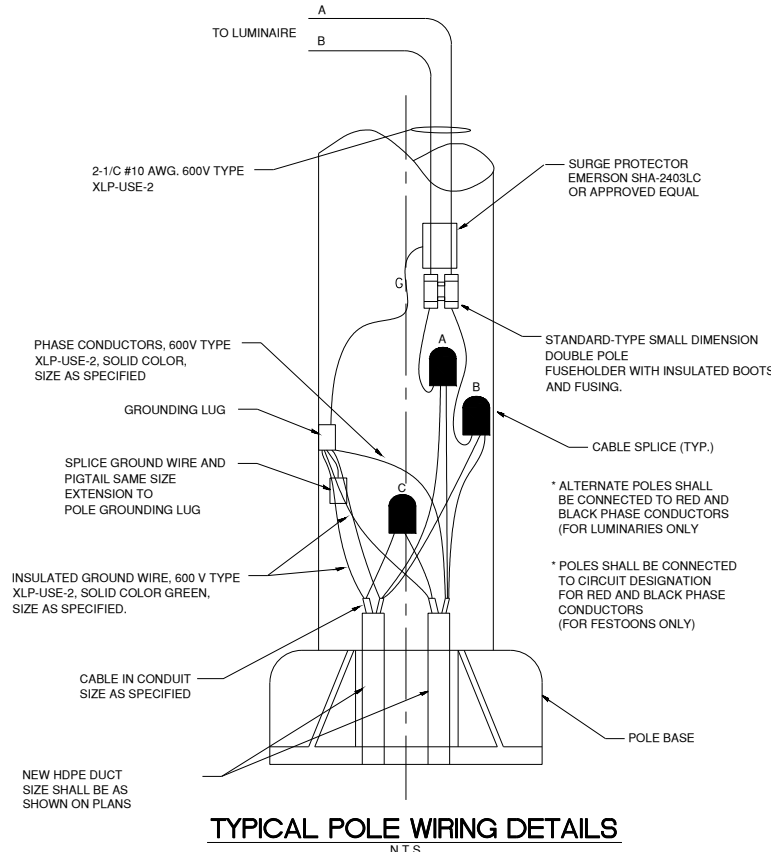
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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-EL501.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
ELECTRICAL DETAILS
2



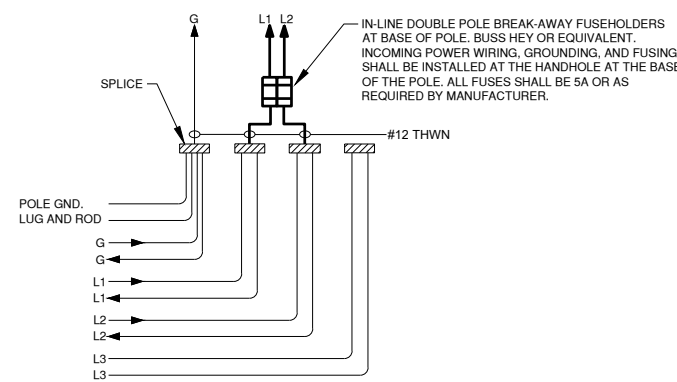
NOTES:

- 30' LIGHT POLES SHOULD BE MOUNTED ON NEW FOUNDATIONS. 25' LIGHT POLES SHOULD BE MOUNTED ON EXISTING FOUNDATIONS. ALL CABLES SHOULD BE FEED THROUGH EXISTING CONDUITS.
- LIGHT POLE AIMING LATITUDE AND VERTICAL AIMING ANGLE ARE GENERAL AND SHALL BE COORDINATED WITH LUMINARIES MANUFACTURER IN THE FIELD.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION

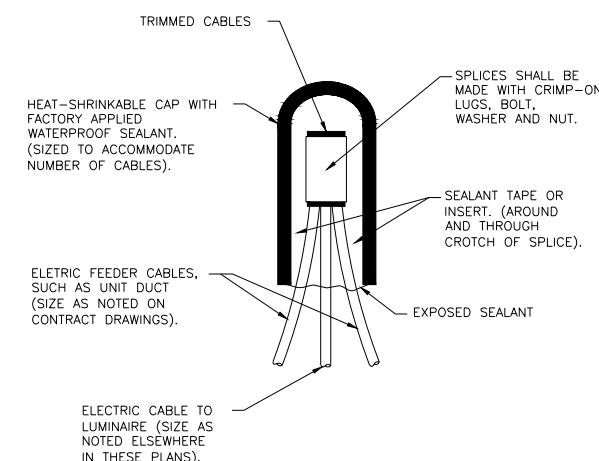


NOTES:

- ALL CONNECTIONS TO GROUND RODS SHALL BE MADE WITH ONE-SHOT, EXOTHERMIC TYPE CONNECTORS, CADWELD OR EQUAL. (TYP.)
- SUFFIX TO FIXTURE NUMBER INDICATORS:
A - 480V, 1Ø, AØ-BØ
B - 480V, 1Ø, BØ-CØ
C - 480V, 1Ø, AØ-CØ

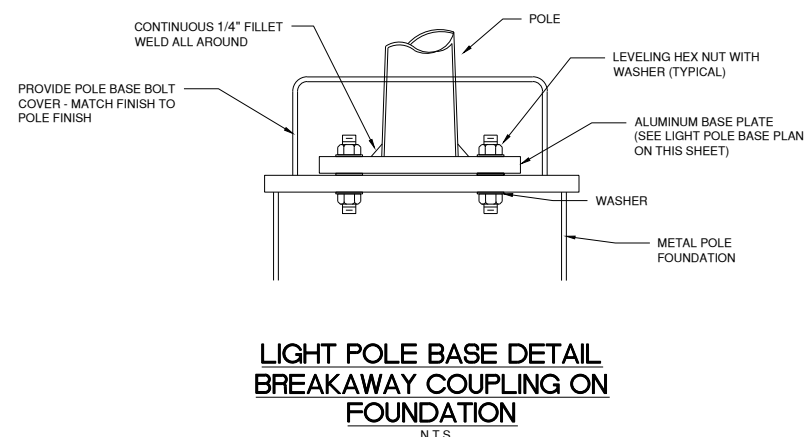
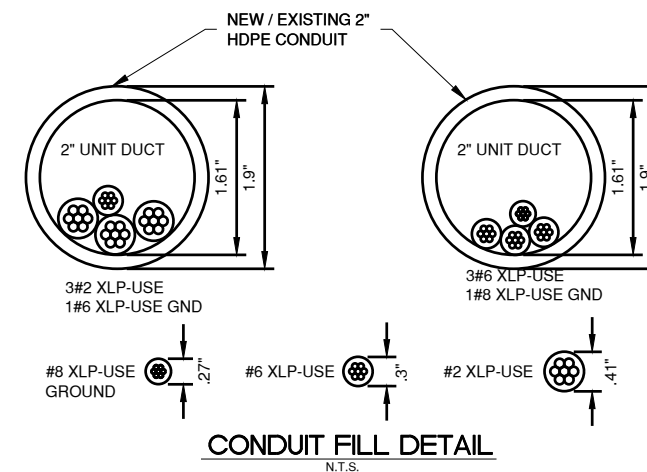


DETAIL "A" FIXTURE WIRING



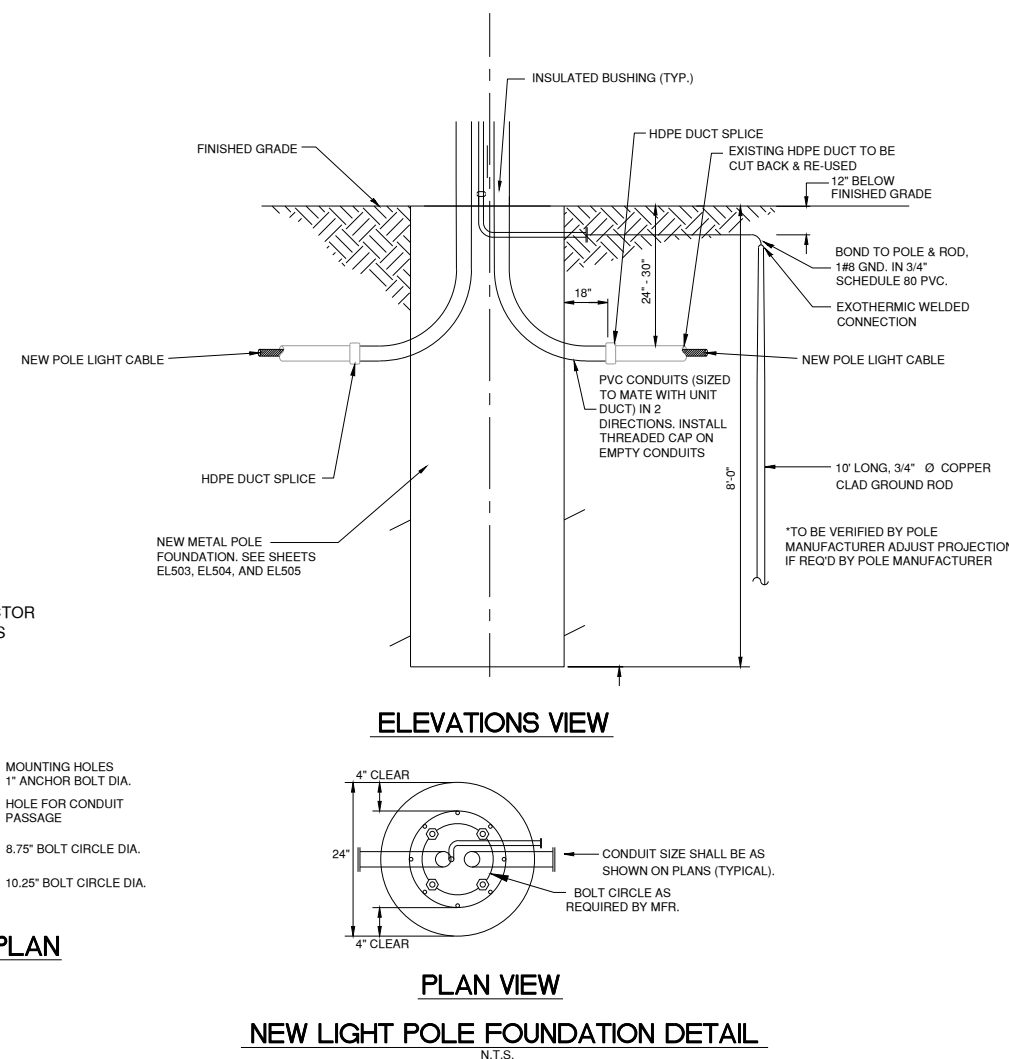
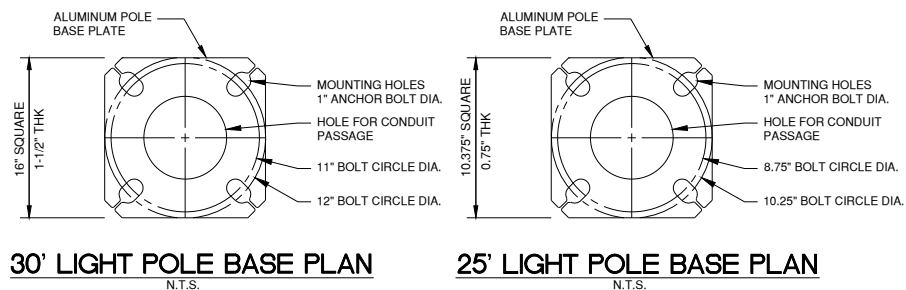
NOTES:

- ALL TAPED SPLICES SHALL USE 2 LAYERS OF ELECTRICAL TAPE OVER 3 LAYER OF RUBBER TAPE AS REQUIRED BY THE STANDARD SPECIFICATION. COAT THE FINISH TAPED SPLICE WITH BONDING COMPOUND.
- ALL CABLE SPLICES SHALL BE TAPED UNLESS ANOTHER METHOD HAS BEEN SPECIFICALLY APPROVED BY THE ENGINEER.
- THE NUMBER OF CABLES IN SPLICE MAY VARY.
- ALL EXTERIOR SPLICES SHALL BE WEATHERPROOF IN ACCORDANCE WITH IDOT SPECIFICATION 1066.06.

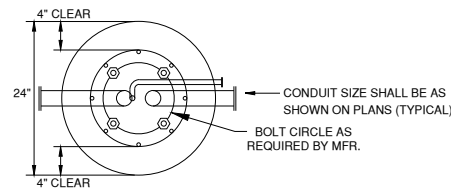


NOTES

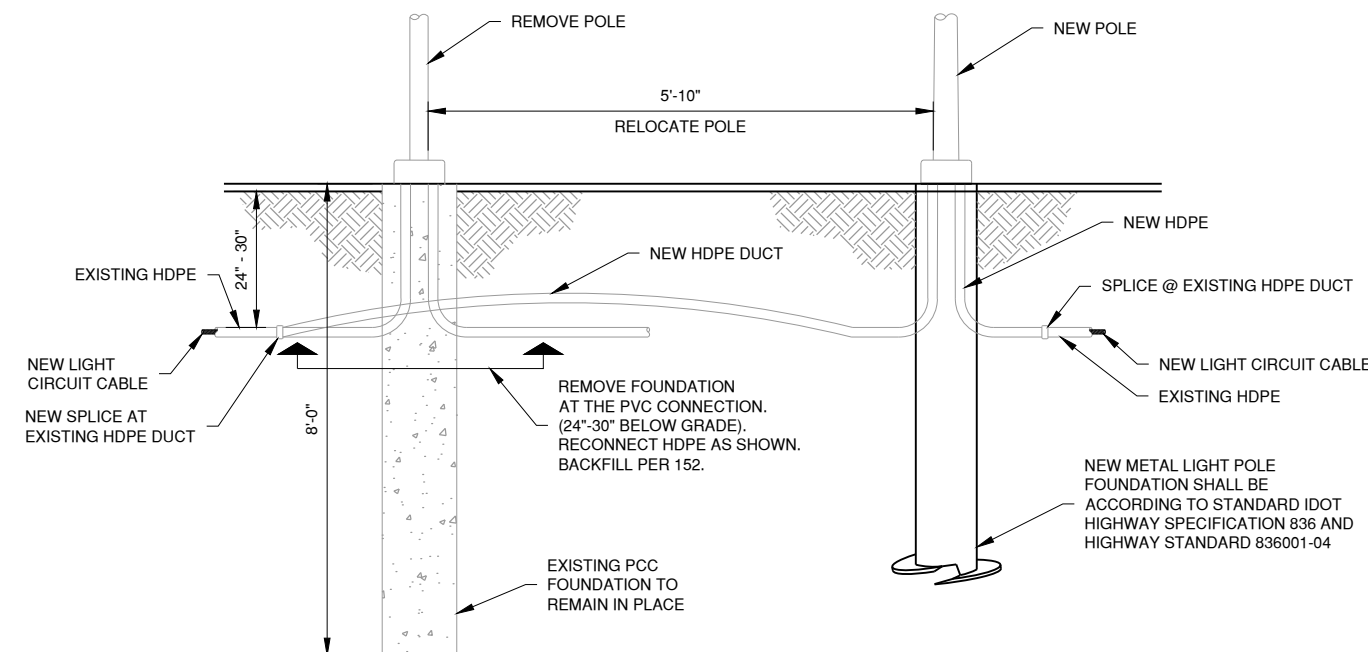
- FURNISH AND INSTALL LED DRIVER, DISCONNECT AND SURGE PROTECTION. CONTRACTOR SHALL COORDINATE WITH LIGHT FIXTURE AND LIGHT POLE MANUFACTURER TO PROVIDE A COMPLETE AND OPERATIONAL SYSTEM.
- FIXTURE BRACKET AND MOUNTING IS SHOWN FOR INFORMATION ONLY. CONTRACTOR TO PROVIDE COMPLETE MOUNTING SYSTEM TO INSTALL SELECTED LED FIXTURES WITH REQUIRED TILT AND ANGLES TO MEET PHOTOMETRICS.



ELEVATIONS VIEW

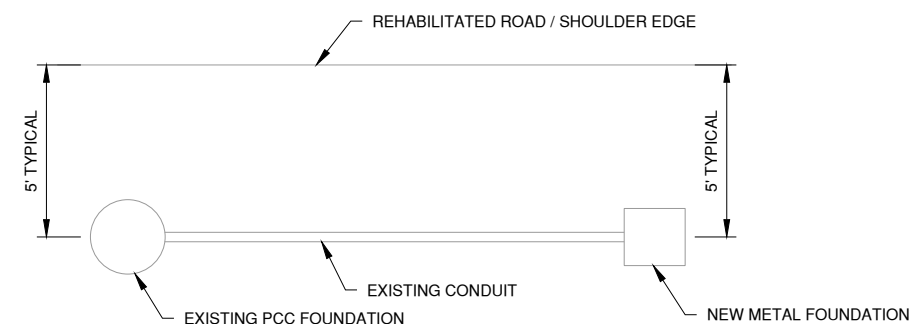


NEW LIGHT POLE FOUNDATION DETAIL
N.T.S.



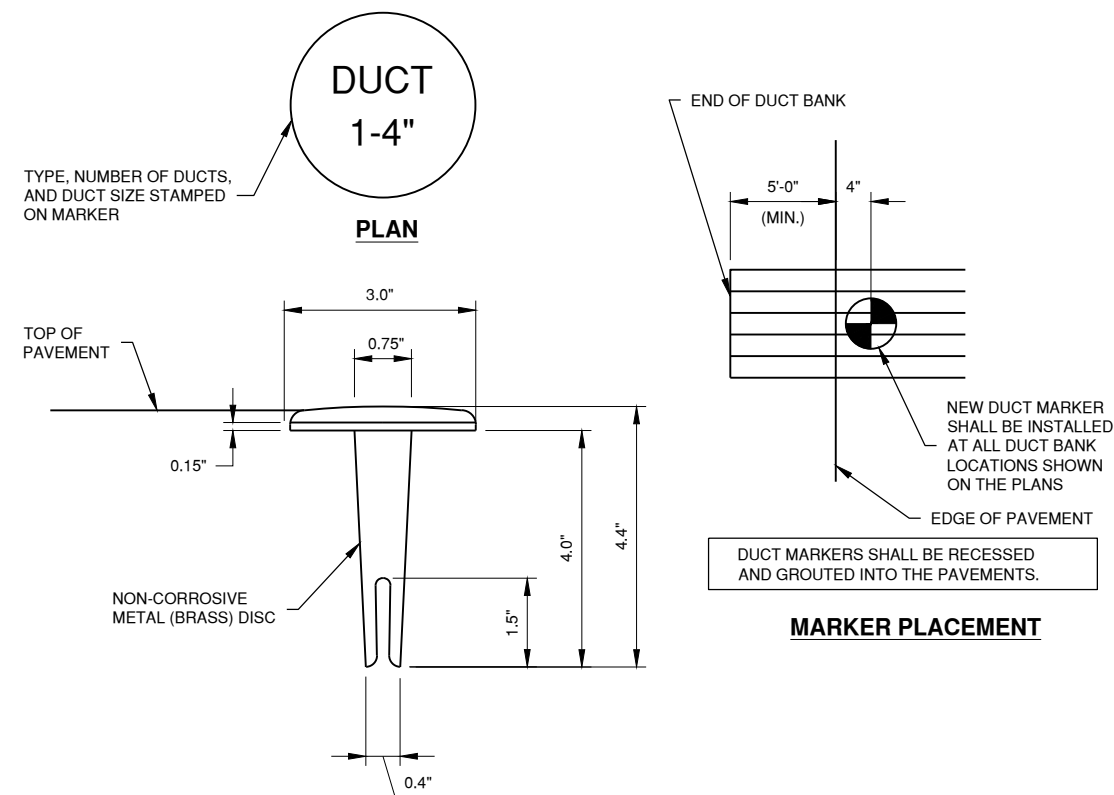
- NOTE:
- EXISTING DIMENSIONS ARE BASED ON AVAILABLE RECORD DRAWINGS. CONTRACTOR SHALL VERIFY.
 - REMOVAL OF EXISTING UNIT DUCT FOR THE INSTALLATION OF THE NEW FOUNDATION SHALL BE PAID UNDER ITEM AR110900 - REMOVE DUCT.
 - NEW CONDUIT FROM EXISTING UNIT DUCT CONNECTION TO THE NEW FOUNDATION SHALL BE PAID FOR UNDER ITEM AR109520 - CONDUIT.

1 LIGHT POLE RELOCATION
N.T.S.



NOTE:
ADJUST LOCATION OF POLE FOUNDATION TO
AVOID EXISTING POLE FOUNDATION

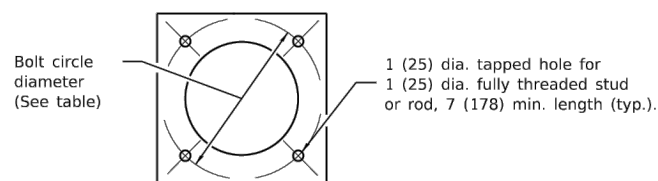
2 LIGHT POLE RELOCATION PLAN VIEW
N.T.S.



3 DUCT MARKER - IN PAVEMENT (AR110102)
N.T.S.

LIGHT POLE MOUNTING HEIGHT	METAL FOUNDATION				CONCRETE FOUNDATION		
	BOLT CIRCLE DIAMETER	SHAFT DIAMETER	SHAFT DEPTH	TOP PLATE (min)	SHAFT DIAMETER	SHAFT DEPTH	ANCHOR ROD LENGTH
≤30' (9.1 m)	11½ (292)	8¾ (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-0" (1.52 m)	4'-9" (1.45 m)
31'-35' (9.4 m - 10.7 m)	11½ (292)	8¾ (220)	6' (1.83 m)	12 x 12 x 1 (300 x 300 x 25)	24 (610)	5'-6" (1.67 m)	5'-3" (1.60 m)
36'-40' (10.9 m - 12.2 m)	15 (381) ②	8¾ (220)	6' (1.83 m)	15 x 15 x 1½ (375 x 375 x 31)	30 (762)	6'-0" (1.83 m)	5'-9" (1.75 m)
41'-45' (12.5 m - 13.7 m)	15 (381) ②	8¾ (220)	6' (1.83 m)	15 x 15 x 1½ (375 x 375 x 31)	30 (762)	6'-6" (1.98 m)	6'-3" (1.90 m)
46'-50' (14.0 m - 15.2 m)	15 (381) ②	8¾ (220)	8' (2.44 m)	15 x 15 x 1½ (375 x 375 x 31)	30 (762)	7'-0" (2.13 m)	6'-9" (2.00 m)

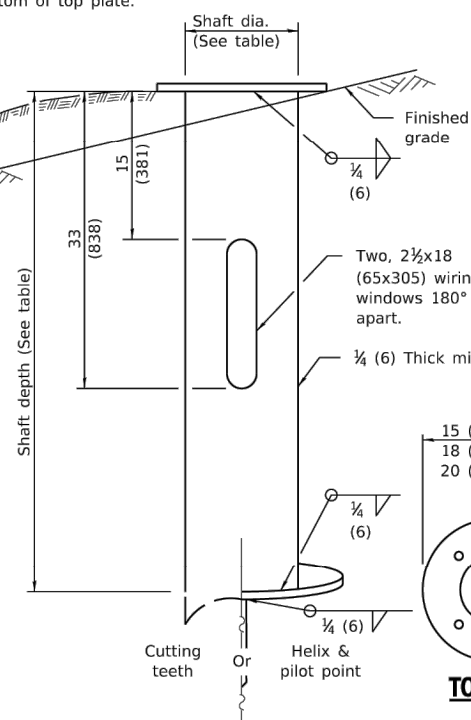
- ① 8¾ x 8'-0" (220 x 2.44 m) for twin luminaires.
- ② Bolt circle diam. shall be 17 (430) when a transformer base is used.



Provide dirt as needed to meet 5' (1.52 m) chord fill around foundation top. Grade dirt level with bottom of top plate.

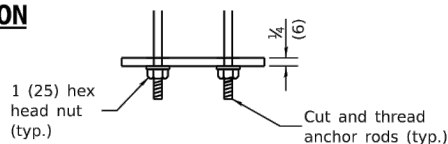
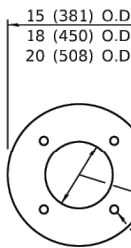
Wiring window location identification marks shall be notched in side of plate or stamped on top.

Use dirt removed from foundation to meet 5' (1.52 m) chord fill around foundation top. Grade dirt level with bottom of concrete chamfer.



METAL FOUNDATION

TOP VIEW



RING PLATE DETAIL

24 (610) min. dia. with 11½ (292) bolt circle, 30 (762) min. dia. with 15 (381) or 17 (432) bolt circle.

5 (125) I.D. Schedule 40 P.V.C. wiring window (grounding electrode not shown).
No. 6 bare copper grounding electrode conductor.

Length above foundation shall be adjusted to accommodate breakaway devices furnished by the contractor for a specific installation.

5 (125) I.D. Schedule 40 P.V.C. wiring window. Fill with fine aggregate.

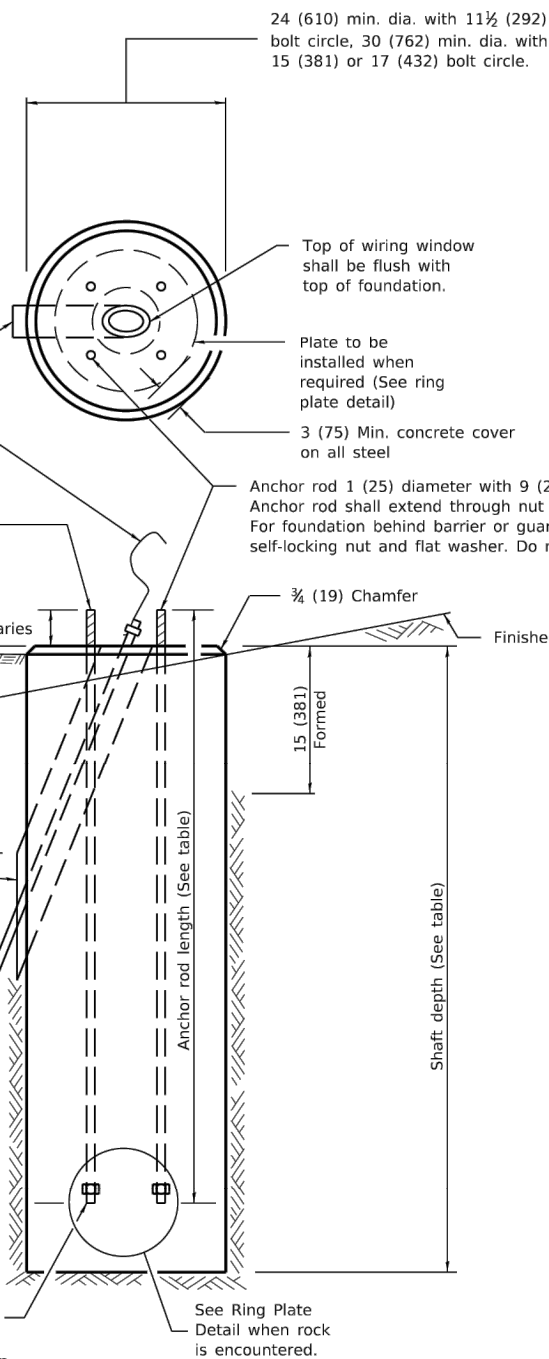
Two (min.) ½ x 10' (16 x 3 m) connected (threaded) grounding electrodes.

9 (230) I.D. with 11½ (292) bolt circle
12 (305) I.D. with 15 (381) bolt circle
14 (356) I.D. with 17 (432) bolt circle

Thread bottom of anchor rod 2 (50) and provide matching hex head nut fully seated, typ.

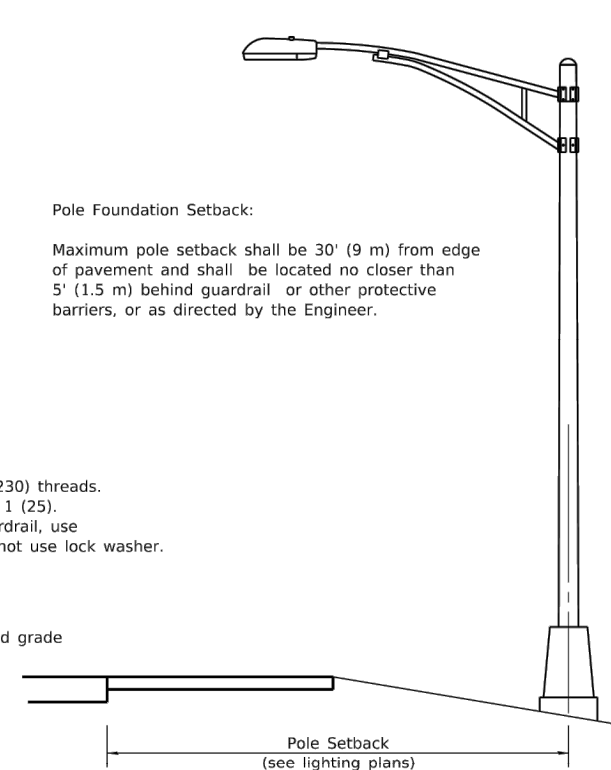
* If the required anchor rod length above top of foundation is less than 3 (75), anchor rods may be lowered below 6 (150).

CONCRETE FOUNDATION



Pole Foundation Setback:

Maximum pole setback shall be 30' (9 m) from edge of pavement and shall be located no closer than 5' (1.5 m) behind guardrail or other protective barriers, or as directed by the Engineer.



GENERAL NOTES

All foundations are designed to be located on slopes not exceeding 2:1 where soils have an unconfined compressive strength of at least 1.0 TSF. The Contractor shall verify the soil strength during drilling for concrete foundations or by monitoring installation resistance of metal foundations and notify the Engineer if other conditions are encountered.

When rock is encountered the foundation depth may be reduced 6 (150) for every 12 (300) of embedment in rock. The minimum foundation depth shall be 4'-6" (1.37 m) with cut anchor rods 6 (150) above bottom of excavated hole. See ring plate detail.

Anchor rods shall be increased in diameter as needed for 50' (15.2 m) mounting height or above. The Contractor shall match the breakaway device size or slotted hole size in the pole base plate to accommodate larger rod sizes.

Transformer bases shall not be used on metal foundations.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Omitted multimount luminaire to agree with BDE Manual.
1-1-18	Replaced rod hooks with nuts.

LIGHT POLE FOUNDATION

STANDARD 836001-04

Illinois Department of Transportation

PASSED January 1, 2019
ME Reynolds
ELECTRICAL AND MECHANICAL UNIT CHIEF

APPROVED January 1, 2019
S. J. [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

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

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01/12/2024

REHABILITATE AIRPORT ENTRANCE ROAD AND ASSOCIATED IMPROVEMENTS

OWNER



**BLOOMINGTON-NORMAL AIRPORT AUTHORITY
CENTRAL ILLINOIS REGIONAL AIRPORT
BLOOMINGTON, ILLINOIS**

MARK DATE DESCRIPTION

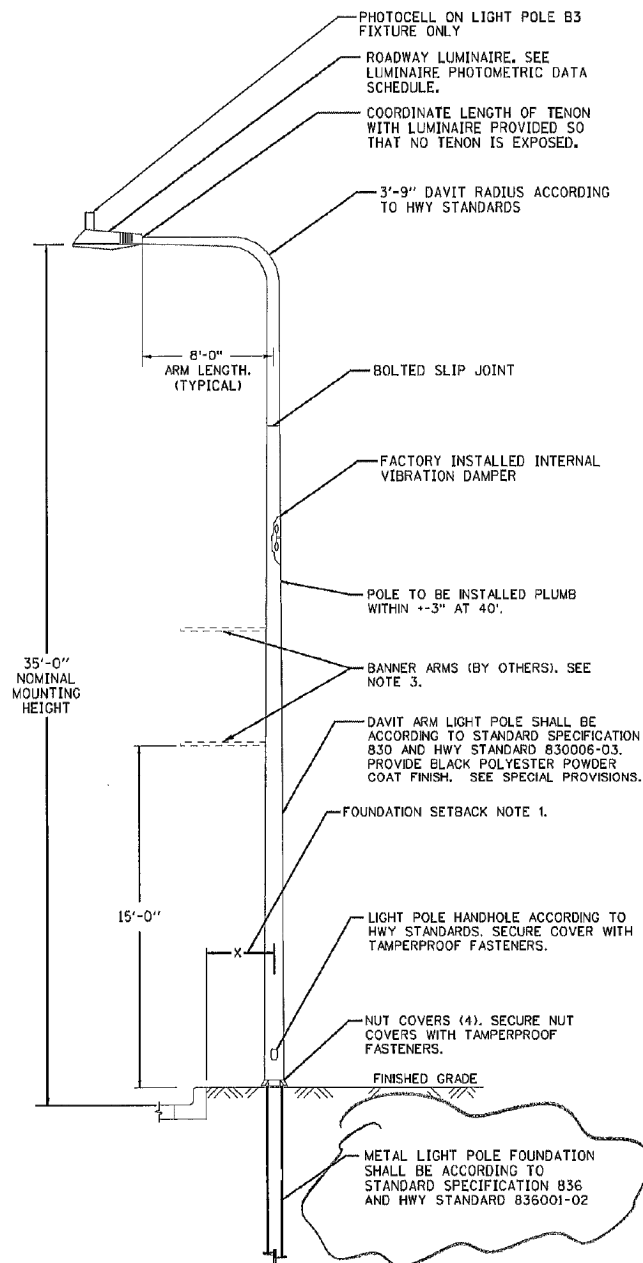
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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-EL501.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG

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SHEET TITLE

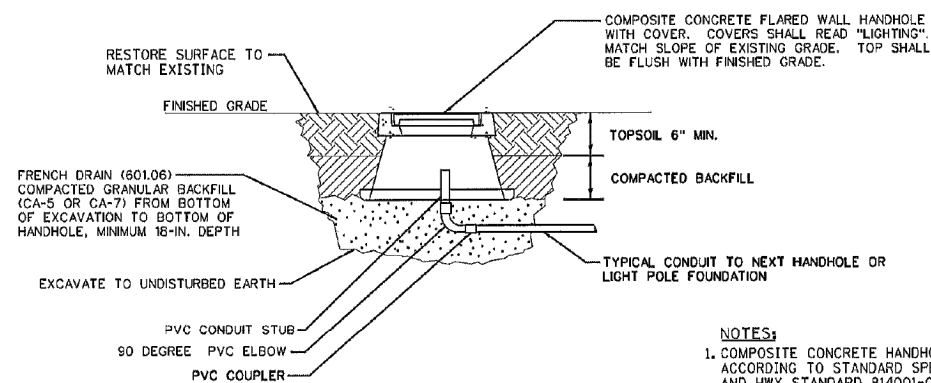
ELECTRICAL DETAILS
5

EL505
SHEET 54 OF 57



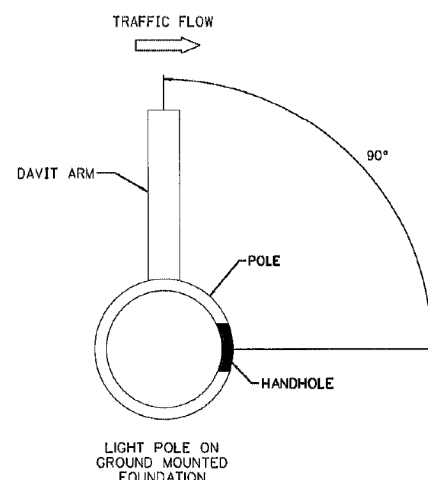
ALUMINUM LIGHT POLE – DAVIT TYPE, METAL FOUNDATION
SCALE: N.T.S.

- NOTES:**
- FOUNDATION SETBACK FROM BACK OF CURB TO CENTER OF POLE ACCORDANCE TO LIGHTING POLE SCHEDULE. CONFIRM FOUNDATION LOCATIONS WITH ENGINEER IN FIELD AFTER UTILITIES ARE LOCATED AND MARKED AND PRIOR TO ANY INSTALLATIONS.
 - POLE IDENTIFICATION SIGN IS NOT REQUIRED, DO NOT PROVIDE.
 - PROVIDE POLE THAT IS STRUCTURALLY SUITABLE TO ACCOMMODATE FUTURE 2 1/2' x 5' BANNER AND STRAP MOUNTED BANNER ARMS.

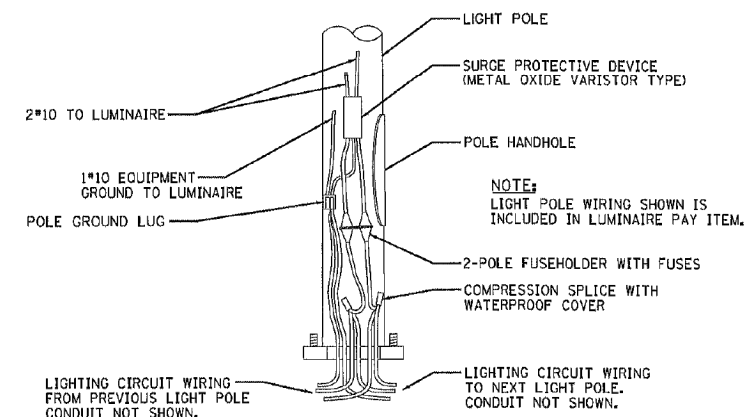


TYPICAL HANDHOLE INSTALLATION
SCALE: N.T.S.

- NOTES:**
- COMPOSITE CONCRETE HANDHOLE SHALL BE ACCORDING TO STANDARD SPECIFICATION B14 AND HWY STANDARD 814001-03.
 - SEE PLAN SHEETS FOR ACTUAL CONDUITS REQUIRED AT EACH LOCATION.
 - CONDUITS ENTERING HANDHOLE SHALL BE VERTICAL AND PERPENDICULAR TO BOTTOM OF BOX. POSITION CONDUITS NEAR CENTER OF BOX. ALL CONDUITS SHALL BE 4" ABOVE BOTTOM OF BOX.
 - HANDHOLE DIMENSIONS SHALL BE 15"x17"x12" UNLESS NOTED OTHERWISE.



LIGHT POLE ORIENTATION DETAIL
SCALE: N.T.S.



LIGHT POLE WIRING DETAIL FOR METAL FOUNDATION
SCALE: N.T.S.

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		DRAWN - RAH
		CHECKED - JMM
		DATE - 10/6/2017

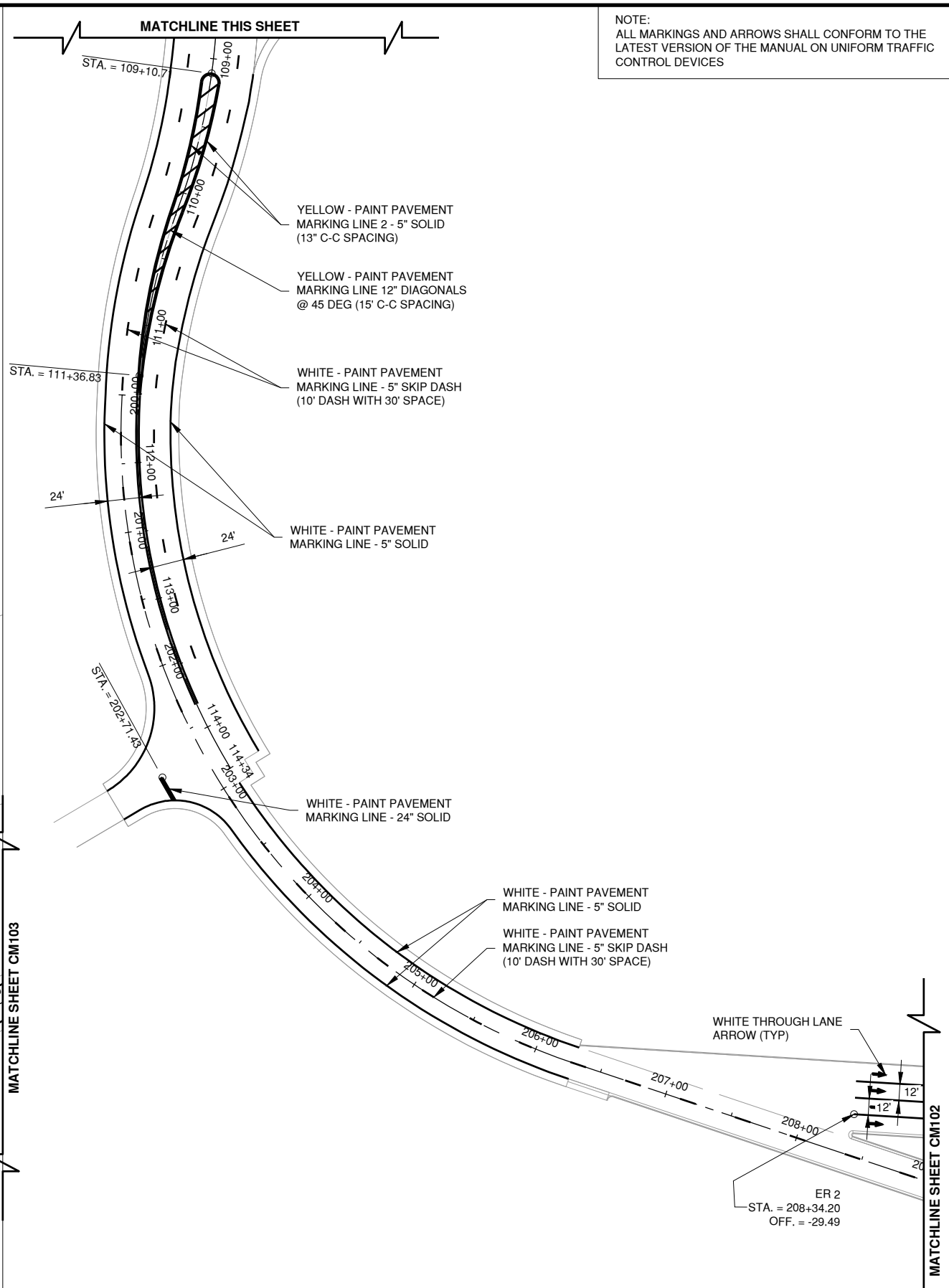
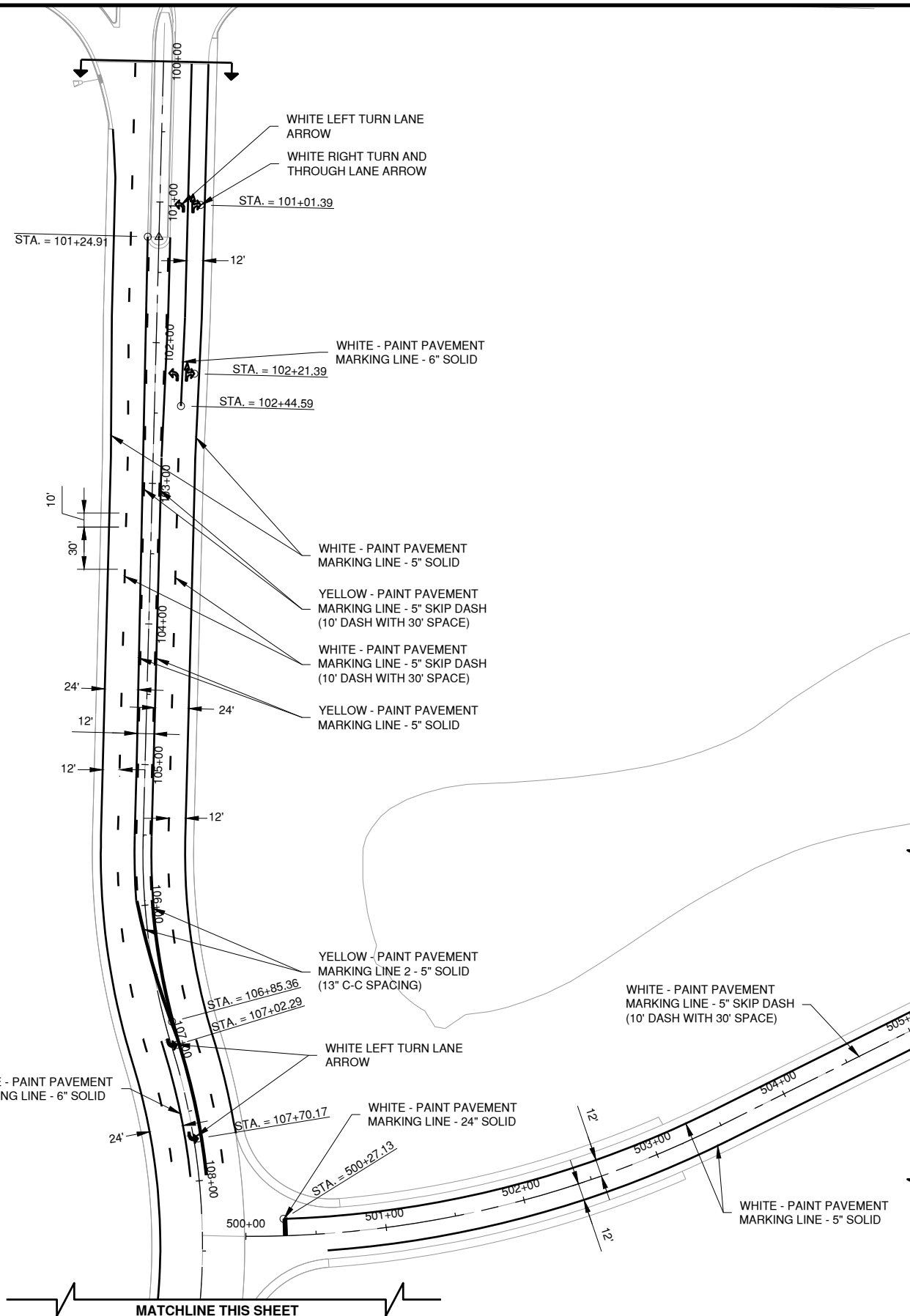


**CITY OF CHAMPAIGN
DEPARTMENT OF PUBLIC WORKS**

**PENNSYLVANIA AVENUE – LIGHTING PLANS DETAILS
4TH STREET TO 6TH STREET**

SCALE: N.T.S.	SHEET 6 OF 8 SHEETS STA.	TO STA.	F.A.U. RTE.	SECTION 14-00301-00-PV	COUNTY CHAMPAIGN	TOTAL SHEETS 59	SHEET NO. 44
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ILLINOIS FED. AID PROJECT							

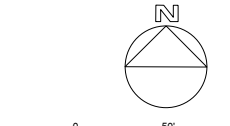
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NOTE:
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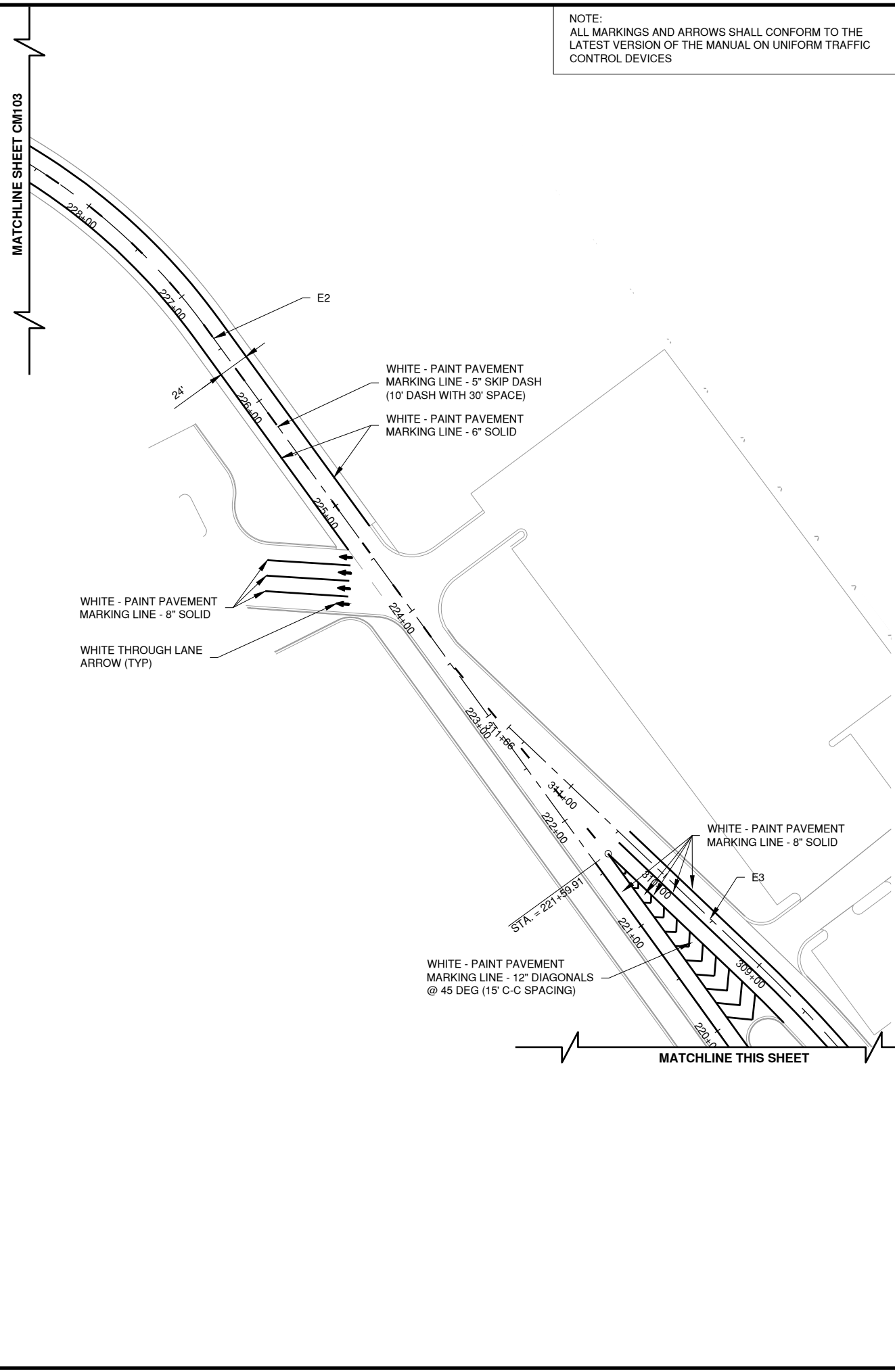
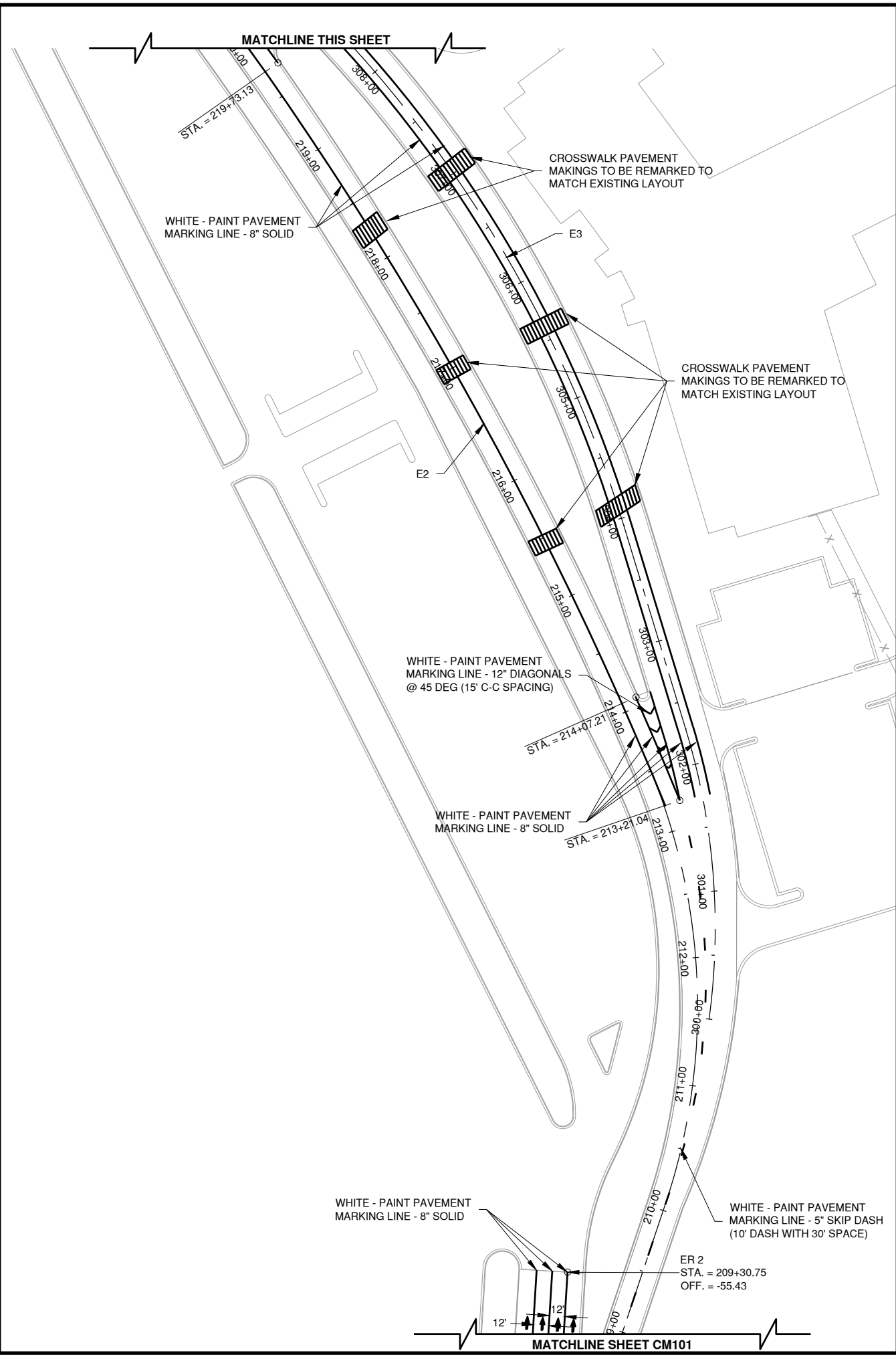
BLOOMINGTON-NORMAL
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 AIRPORT
 BLOOMINGTON, ILLINOIS

MARK	DATE	DESCRIPTION

IL PROJ. NO. BMI-4776
 CMT PROJECT NO: 190920-06
 CAD DWG FILE: 19092006-CM100.DWG
 DESIGNED BY: DJR
 DRAWN BY: DPA
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SHEET TITLE
MARKING PLAN 1

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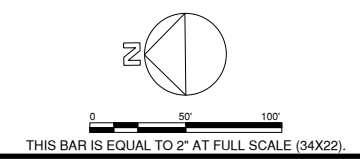


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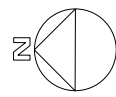


BLOOMINGTON-NORMAL
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 BLOOMINGTON, ILLINOIS

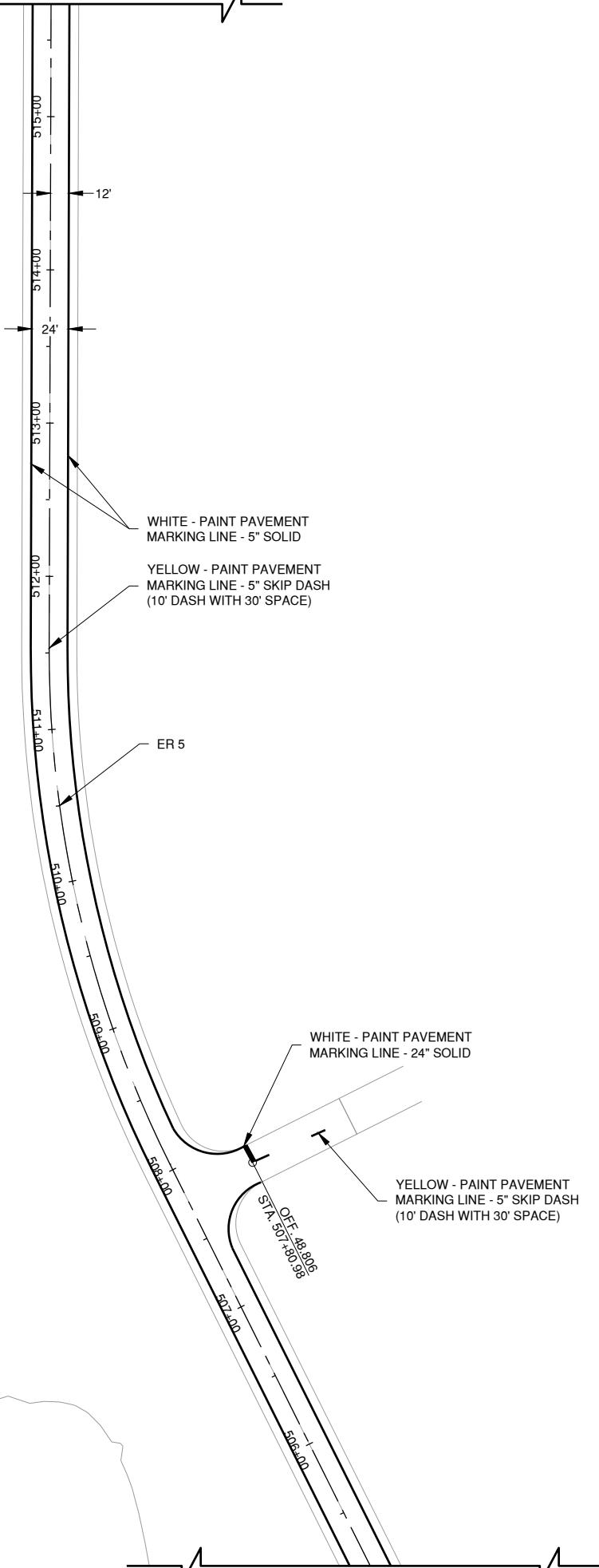
MARK	DATE	DESCRIPTION

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CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CM100.DWG
DESIGNED BY: DJR
DRAWN BY: DPA
CHECKED BY: MJD
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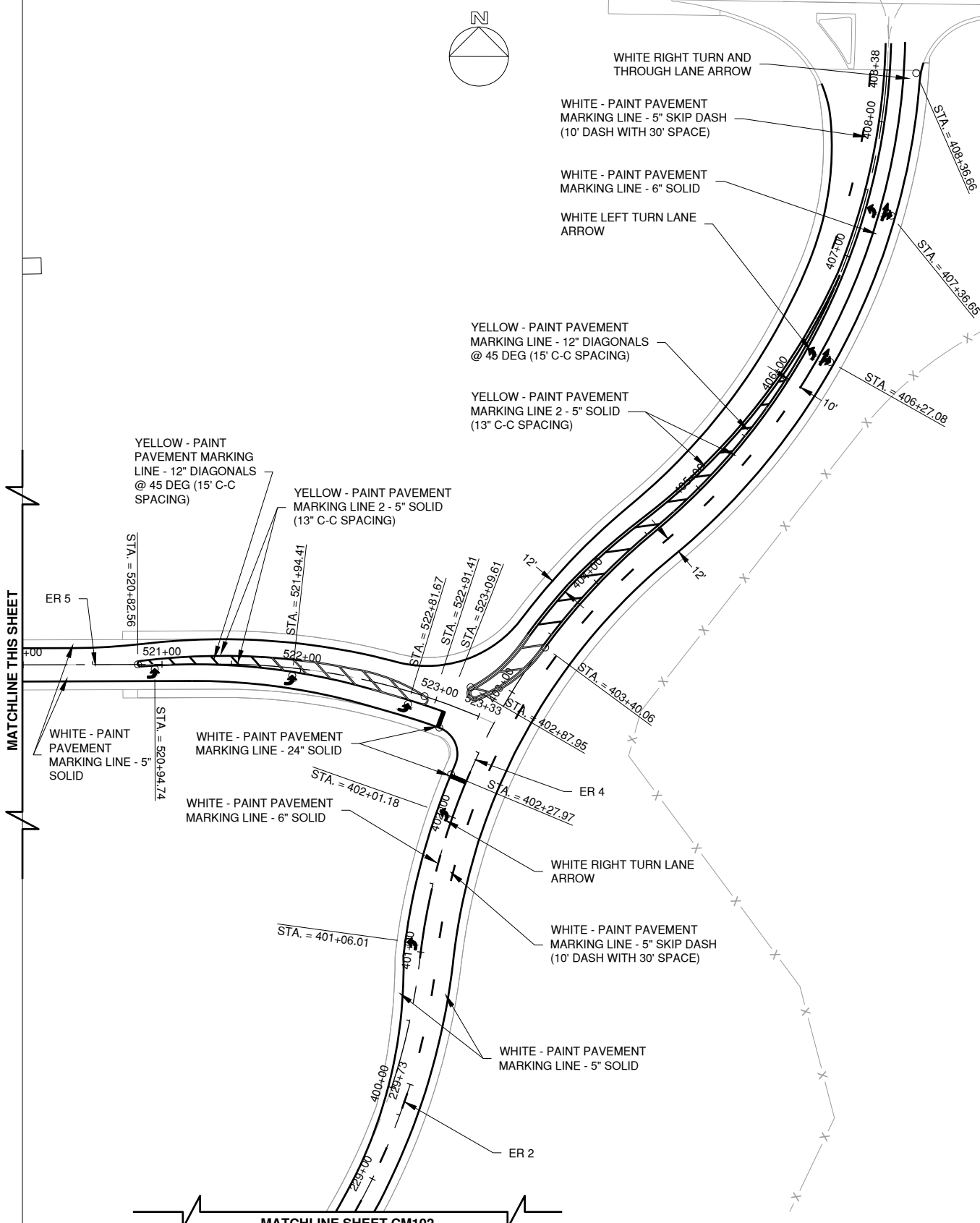
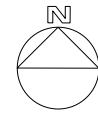
SHEET TITLE
MARKING PLAN 2



MATCHLINE THIS SHEET



MATCHLINE SHEET CM101



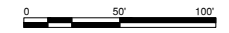
MATCHLINE SHEET CM102

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BLOOMINGTON, ILLINOIS

MARK | DATE | DESCRIPTION

IL PROJ. NO. BMI-4776
CMT PROJECT NO: 190920-06
CAD DWG FILE: 19092006-CM100.DWG
DESIGNED BY: DJR
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SHEET TITLE
MARKING PLAN 3

CM103
SHEET 57 OF 57

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