

# CONSTRUCTION PLANS FOR INGERSOLL AIRPORT

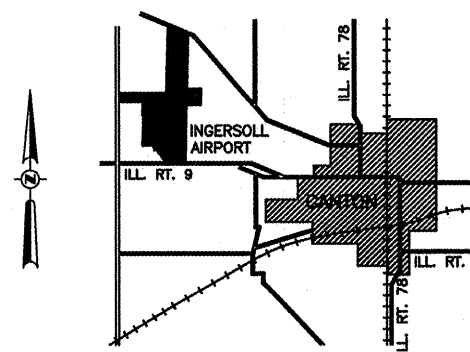
## CANTON, FULTON COUNTY, ILLINOIS

### REHABILITATE ENTRANCE ROAD AND PARKING LOT

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	AS BID QUANTITY	AS BUILT QUANTITY
AR152480	SHOULDER ADJUSTMENT	SQ. YD.	2,140	
AR201660	BITUMINOUS CRACK REPAIR	LIN. FT.	8,370	
AR201666	BASE COURSE CRACK REPAIR	SQ. YD.	95	
AR401110	PAVEMENT PREPARATION	L. SUM	1	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,065	
AR401655	BUTT JOINT CONSTRUCTION	SQ. YD.	46	
AR603510	BITUMINOUS TACK COAT	GAL.	438	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ. FT.	747	
AR800360	DETECTOR LOOP	EACH	1	
AR910230	HANDICAP SIGN	EACH	2	
AR910420	BOLLARD	EACH	2	
AR910430	TRAFFIC MAINTENANCE (ROADWAY)	L. SUM	1	

ILLINOIS PROJECT NO. CTK-3861  
AIP PROJECT NO. 3-17-0008-B11

MARCH 20, 2009



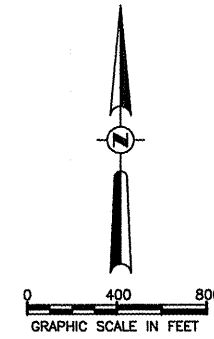
VICINITY MAP

INDEX TO SHEETS	
NO.	DESCRIPTION
1	COVER SHEET
2	IMPROVEMENT AND SAFETY PLAN
3	TYPICAL SECTION AND SPECIAL DETAILS
4-5	PLAN AND PROFILE
6	MARKING AND SIGNING LAYOUT AND BOLLARD LOCATION
7-8	STANDARDS

	PLANS PREPARED BY :	<b>CANTON PARK DISTRICT</b>	
	HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	APPROVED <i>Will Abney</i> _____ PRESIDENT	DATE <i>3/4/2009</i> _____
EXPIRES 11/30/2009 ENGINEER'S SEAL	SUBMITTED <i>Dan L. Hutchison</i> _____	APPROVED <i>Robert Brown</i> _____ SECRETARY	DATE <i>3/4/2009</i> _____
	DATE <i>March 2, 2009</i> _____		

**CONSTRUCTION PROCEDURE NOTES**

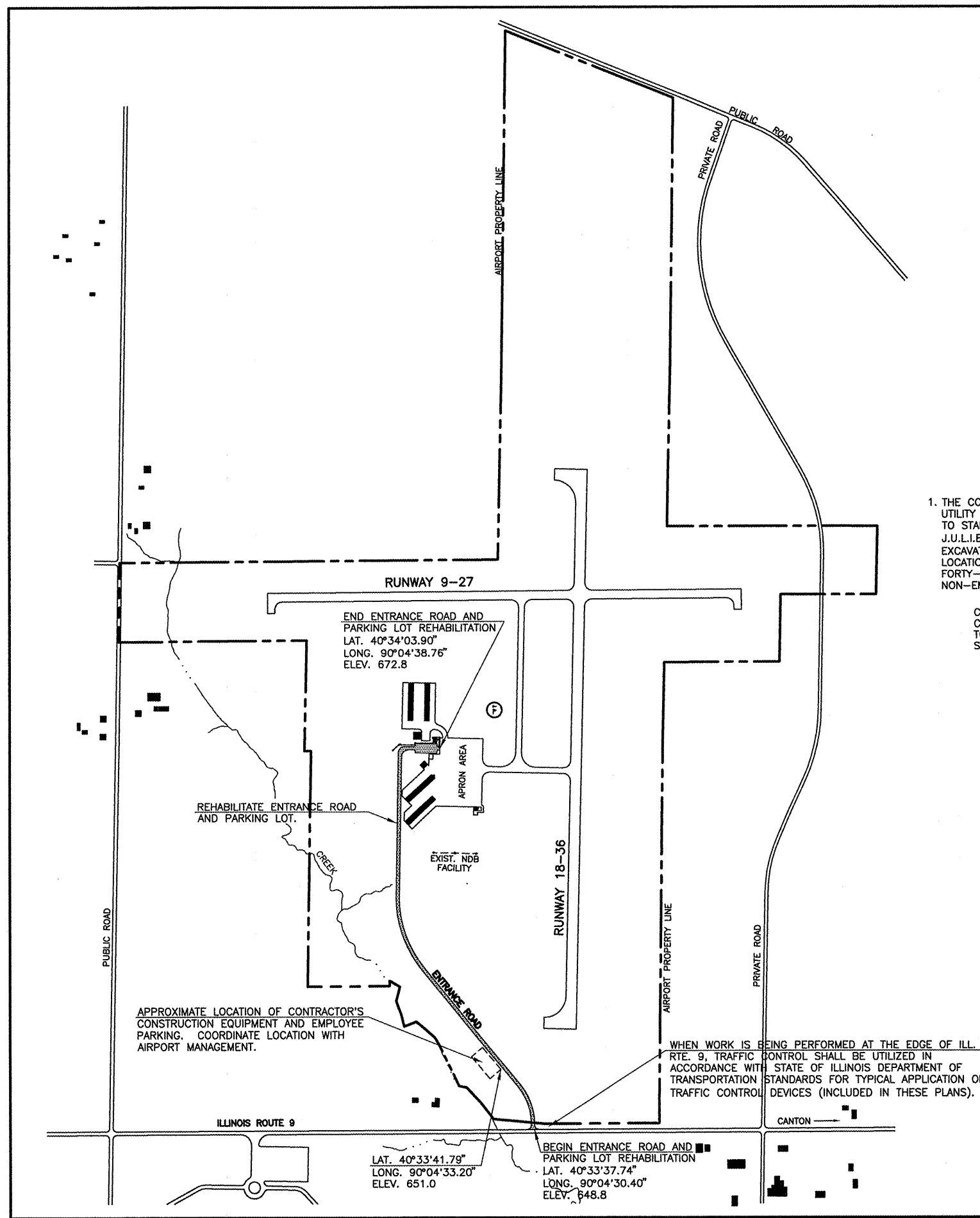
1. THIS PROJECT CONSISTS OF WORK TO REHABILITATE THE AIRPORT ENTRANCE ROAD AND PARKING LOT.
2. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND OUTSIDE THE ENTRANCE ROAD AND PARKING LOT PAVEMENT.
3. THE TALLEST CONSTRUCTION EQUIPMENT UTILIZED ON THE AIRPORT ENTRANCE ROAD SHALL NOT EXCEED 25 FEET.
4. AN AREA IS SHOWN ON THIS PLAN LAYOUT THAT CAN BE USED AS A CONTRACTOR'S EQUIPMENT AND EMPLOYEE PARKING AREA. THE CONTRACTOR IS ENCOURAGED TO PARK HIS EQUIPMENT AT THIS LOCATION AT NIGHT DURING THE CONSTRUCTION PERIOD.
5. THE CONTRACTOR'S WORKMEN AND/OR EQUIPMENT SHALL NOT ENCROACH INTO THE AIRPORT OPERATIONS AREA DURING THIS CONSTRUCTION EXCEPT WHEN NECESSARY TO PERFORM PAVING THAT ABUTS THE WEST SIDE OF THE APRON AREA. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE ROADWAY PAVEMENT AND SHOULDERS OF THE AIRPORT ENTRANCE ROAD AND PARKING LOT.
6. BARRICADES FOR CLOSING ROADWAYS TO TRAFFIC AND ALL OTHER TRAFFIC CONTROL UTILIZED WHEN PERFORMING WORK AT THE EDGE OF ILL. RTE. 9 SHALL BE IN ACCORDANCE WITH THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION STANDARDS FOR TRAFFIC CONTROL METHODS AND DEVICES (INCLUDED IN THESE PLANS). THIS WORK SHALL BE PAID FOR PER LUMP SUM FOR TRAFFIC MAINTENANCE (ROADWAY).



**GENERAL NOTES**

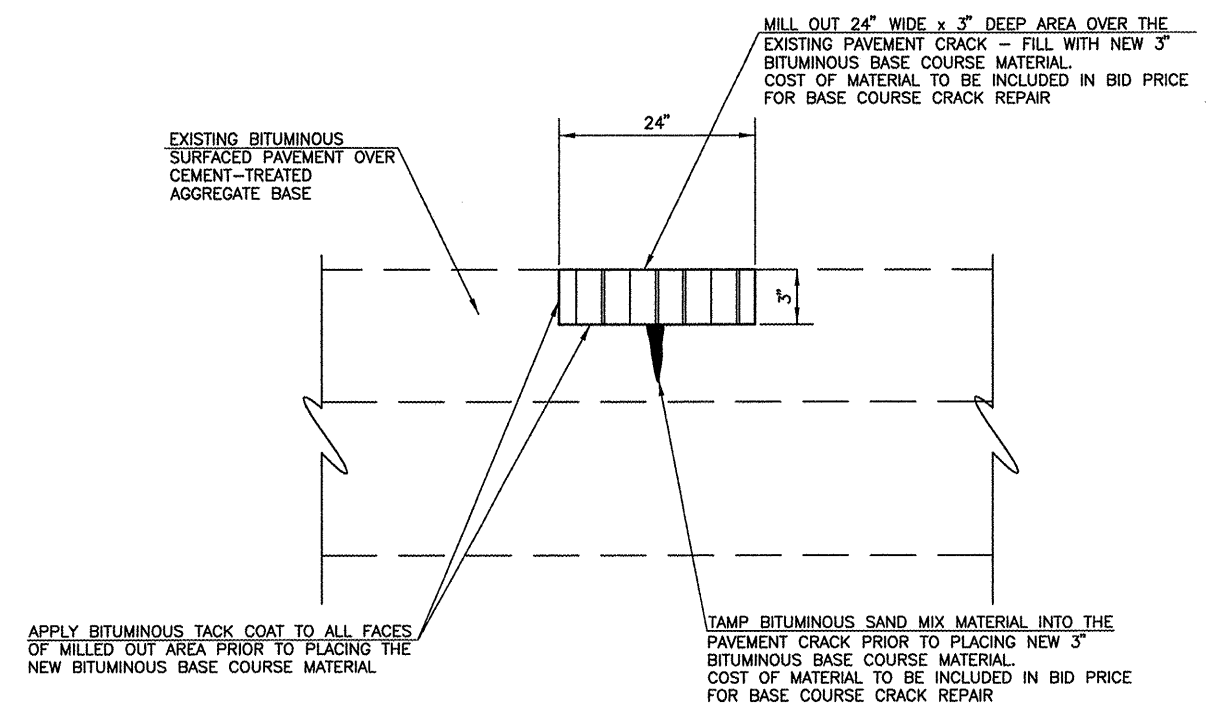
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS. PRIOR TO STARTING WORK, THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS) PHONE 1-800-892-0123 TO ARRANGE FOR LOCATION OF UTILITIES IN THE WORK AREA. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK.

COUNTY - FULTON  
 CITY - CANTON  
 TOWNSHIP - T. 7 N., R. 4 E. 4th P.M. (CANTON)  
 SECTION NO. - 20 & 29

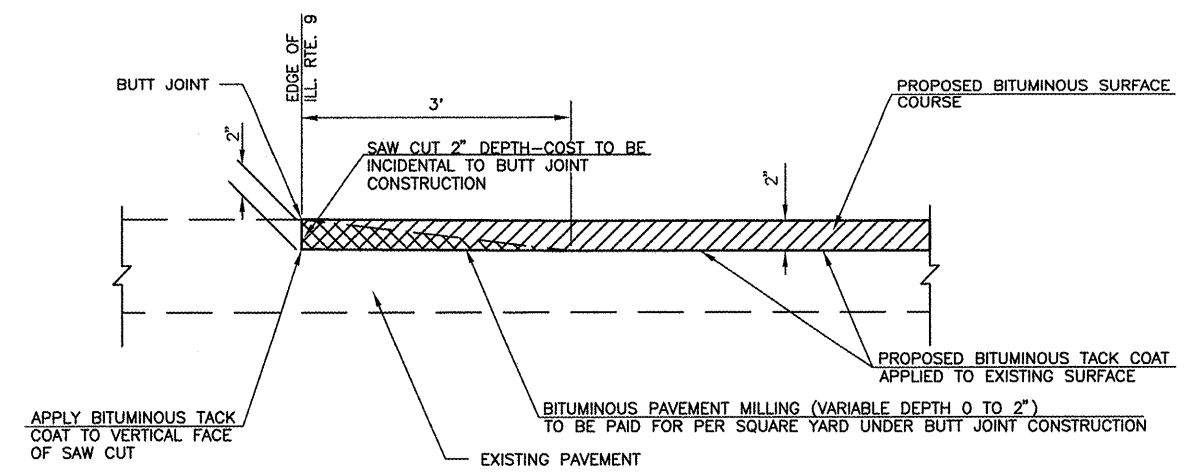


WHEN WORK IS BEING PERFORMED AT THE EDGE OF ILL. RTE. 9, TRAFFIC CONTROL SHALL BE UTILIZED IN ACCORDANCE WITH STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARDS FOR TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (INCLUDED IN THESE PLANS).

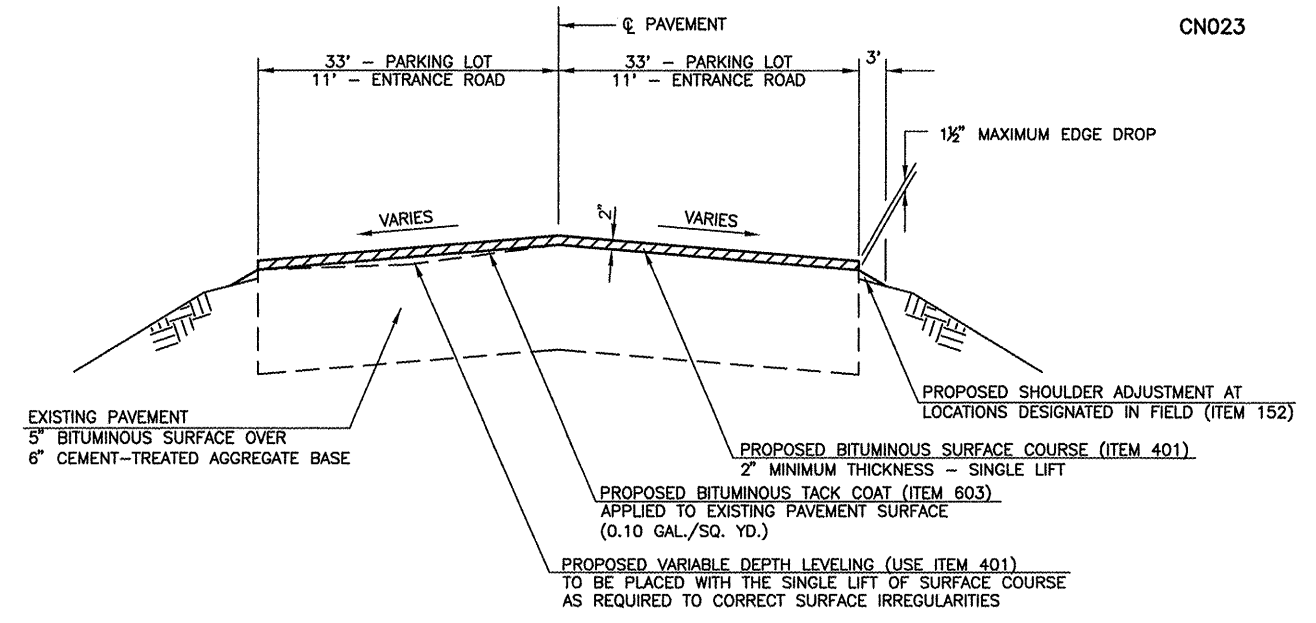
INGERSOLL AIRPORT CANTON, ILLINOIS	
<b>IMPROVEMENT AND SAFETY PLAN</b>	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: T.J.D. DATE: MARCH, 2009	ILL. PROJ. NO. CTK-3861 AIP PROJ. NO. 3-17-0008-B11



**BASE COURSE CRACK REPAIR DETAIL**  
NOT TO SCALE



**BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL**  
NOT TO SCALE

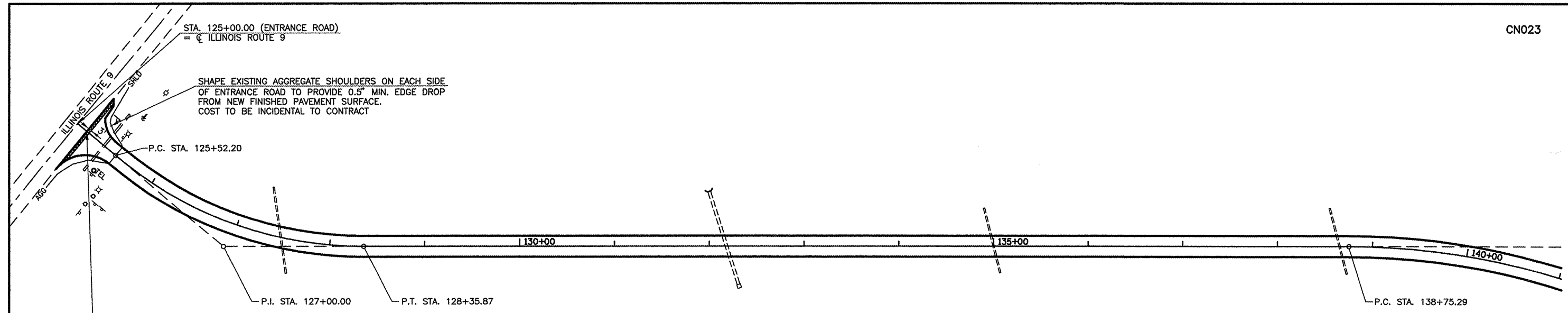


**RESURFACING TYPICAL SECTION**  
NOT TO SCALE

**GENERAL NOTES**

1. OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THE DESIGNATED TYPE OF CRACK REPAIR.
2. THE QUANTITIES FOR BITUMINOUS CRACK REPAIR HAVE BEEN ESTIMATED BY MEASURING CRACK REPAIR IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
3. ANY SOD WHICH HAS ENCRONCHED UPON THE PAVEMENT EDGE SHALL BE BLADED BACK PRIOR TO THE PROPOSED BITUMINOUS SURFACE COURSE APPLICATION. THE ENTIRE PAVEMENT SURFACE SHALL BE SWEEPED TO REMOVE ALL LOOSE MATERIALS BEFORE THE APPLICATION OF BITUMINOUS TACK COAT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR PAVEMENT PREPARATION.
4. A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THE APPLICATION RATE SHOWN ON THE TYPICAL SECTION IS THE TOTAL RATE OF DILUTED TACK COAT. THE PLAN QUANTITY FOR BITUMINOUS TACK COAT HAS BEEN DETERMINED USING A RATE OF 0.05 GAL./SQ. YD OF UNDILUTED EMULSION. THE EXACT AMOUNT OF DILUTED BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE TIME OF CONSTRUCTION. THE QUANTITY OF BITUMINOUS TACK COAT TO BE PAID FOR SHALL BE THE NUMBER OF GALLONS OF UNDILUTED EMULSION USED AND ACCEPTED.
5. THE BITUMINOUS SURFACE COURSE SHALL BE ABUTTED TO THE EXISTING PAVEMENT AT ILL. RTE. 9 AS SHOWN ON THE BITUMINOUS BUTT JOINT CONSTRUCTION DETAIL. THE EXISTING PAVEMENT CONFINED WITHIN THE BITUMINOUS PAVEMENT MILLING AREA WILL BE REMOVED IN ACCORDANCE WITH THE DETAIL FROM 0 TO 2" DEPTH AT THE BUTT JOINT LOCATION. FILLING OF THE MILLED AREA WILL BE MADE USING BITUMINOUS SURFACE COURSE MIX AND WILL BE PAID FOR PER TON FOR BITUMINOUS SURFACE COURSE.
6. AT LOCATIONS WHERE THE EDGE DROP FROM THE FINISHED SURFACE TO THE EXISTING TURF SHOULDER EXCEEDS 1 1/2", THE SHOULDER SHALL BE ADJUSTED AS SHOWN IN THE TYPICAL SECTION USING SOIL OBTAINED OFF SITE THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH, AGGREGATE AND OTHER UNSUITABLE MATERIAL. THE SHOULDER ADJUSTMENT AREAS SHALL BE FERTILIZED AND SEEDDED AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR SHOULDER ADJUSTMENT.
7. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE WORK AREA, INCLUDING THE CONTRACTOR'S PARKING AREA SHALL BE REGRADED AND RESEEDDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THIS IMPROVEMENT PROJECT.

INGERSOLL AIRPORT CANTON, ILLINOIS	
<b>TYPICAL SECTION AND SPECIAL DETAILS</b>	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: T.J.D.	ILL. PROJ. NO. CTK-3861
DATE: MARCH, 2009	AIP PROJ. NO. 3-17-0008-B11



BEGIN RESURFACING AT EDGE OF ILL. RTE 9 PAVEMENT WITH BUTT JOINT AT STA. 125+12

**CURVE DATA**

P.I. STA. 127+00.00  
 $\Delta = 39^\circ 42' 50''$  (LT)  
 $D = 14^\circ 00' 01''$   
 $R = 409.25'$   
 $T = 147.80'$   
 $L = 283.67'$   
 $E = 25.87'$   
 P.C. STA. 125+52.20  
 P.T. STA. 128+35.87  
 $S.E. = 0.06$  FT/FT  
 S.E. ATTAINED STA. 125+52.20 TO STA. 126+77.20  
 S.E. REMOVED STA. 127+94.20 TO STA. 129+19.20

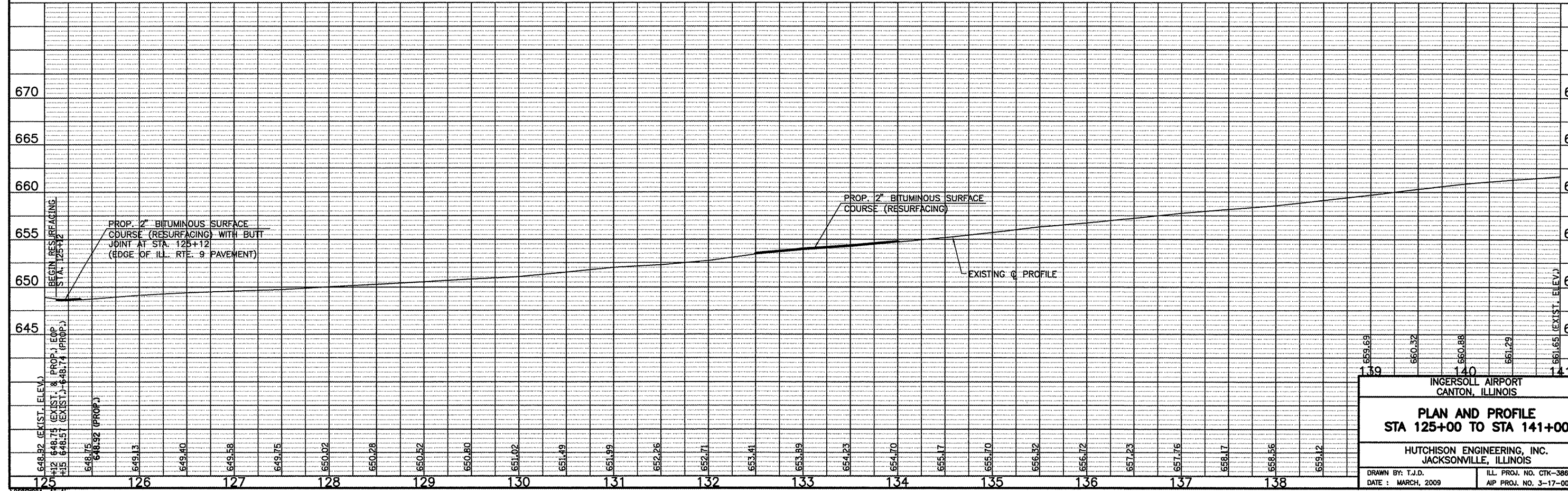
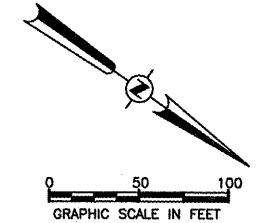
**BASE COURSE CRACK REPAIR**

CL TO 11' RT	STA. 131+76 =	2.4 SQ. YD.
CL TO 11' RT	STA. 135+78 =	2.4 SQ. YD.
CL TO 11' RT	STA. 136+65 =	2.4 SQ. YD.
CL TO 11' RT	STA. 136+87 =	2.4 SQ. YD.
11' LT TO 11' RT	STA. 137+20 =	4.9 SQ. YD.
CL TO 11' RT	STA. 138+25 =	2.4 SQ. YD.
11' LT TO 11' RT	STA. 140+03 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 140+06 =	4.9 SQ. YD.

TOTAL THIS SHEET = 26.7 SQ. YD.

**LEGEND**

BITUMINOUS PAVEMENT MILLING (0-2" DEPTH) FOR BUTT JOINT CONSTRUCTION



INGERSOLL AIRPORT  
CANTON, ILLINOIS

**PLAN AND PROFILE  
STA 125+00 TO STA 141+00**

HUTCHISON ENGINEERING, INC.  
JACKSONVILLE, ILLINOIS

DRAWN BY: T.J.D.	ILL. PROJ. NO. GTK-3861
DATE: MARCH, 2009	AIP PROJ. NO. 3-17-0008-B11

**CURVE DATA**  
 P.I. STA. 154+71.05  
 $\Delta = 89^\circ 39' 23''$  (RT)  
 $D = 114^\circ 35' 30''$   
 $R = 50.00'$   
 $T = 49.70'$   
 $L = 78.24'$   
 $E = 20.50'$   
 P.C. STA. 154+21.05  
 P.T. STA. 154+99.29  
 S.E. = NONE

P.I. STA. 154+71.05 (BK.)  
 = STA. 10+00 - TANG. (A.H.)

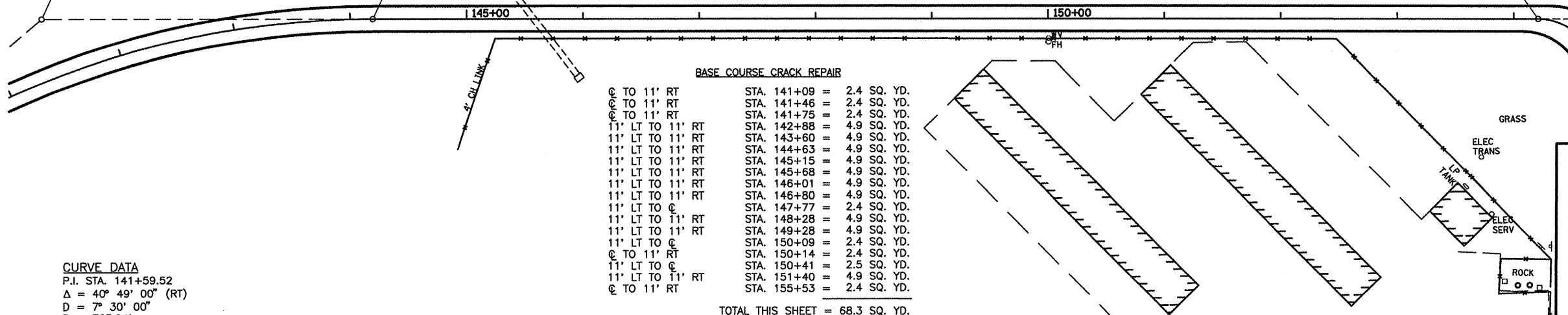
P.C. STA. 154+21.05

RUNOUT BITUMINOUS SURFACE COURSE  
 IN 7' ONTO AGGREGATE DRIVE

P.T. STA. 154+99.29 (BK.)  
 = STA. 10+50.00 (AH)

P.I. STA. 141+59.52

P.T. STA. 144+19.51



**BASE COURSE CRACK REPAIR**

℄ TO 11' RT	STA. 141+09 =	2.4 SQ. YD.
℄ TO 11' RT	STA. 141+46 =	2.4 SQ. YD.
℄ TO 11' RT	STA. 141+75 =	2.4 SQ. YD.
11' LT TO 11' RT	STA. 142+88 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 143+60 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 144+63 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 145+15 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 145+68 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 146+01 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 146+80 =	4.9 SQ. YD.
11' LT TO ℄	STA. 147+77 =	2.4 SQ. YD.
11' LT TO 11' RT	STA. 148+28 =	4.9 SQ. YD.
11' LT TO 11' RT	STA. 149+28 =	4.9 SQ. YD.
℄ TO 11' RT	STA. 150+09 =	2.4 SQ. YD.
11' LT TO ℄	STA. 150+14 =	2.5 SQ. YD.
11' LT TO 11' RT	STA. 151+40 =	4.9 SQ. YD.
℄ TO 11' RT	STA. 155+53 =	2.4 SQ. YD.

TOTAL THIS SHEET = 68.3 SQ. YD.

**CURVE DATA**

P.I. STA. 141+59.52  
 $\Delta = 40^\circ 49' 00''$  (RT)  
 $D = 7^\circ 30' 00''$   
 $R = 763.94'$   
 $T = 284.23'$   
 $L = 544.22'$   
 $E = 51.16'$   
 P.C. STA. 138+75.29  
 P.T. STA. 144+19.51  
 S.E. = 0.06 FT/FT  
 S.E. ATTAINED STA. 137+91.96 TO STA. 139+16.96  
 S.E. REMOVED STA. 143+77.84 TO STA. 145+02.84

**LEGEND**

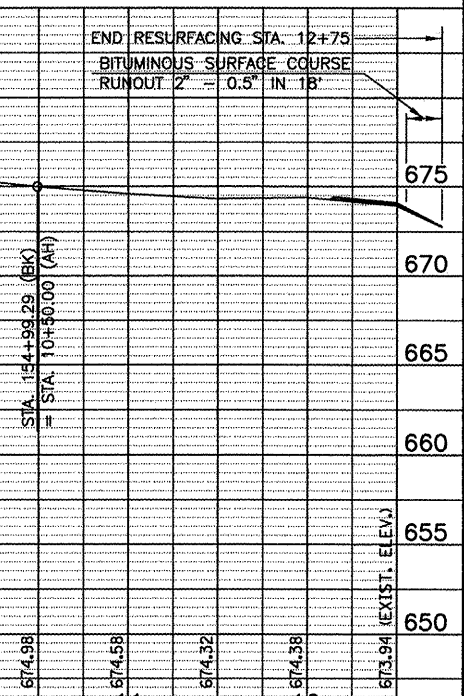
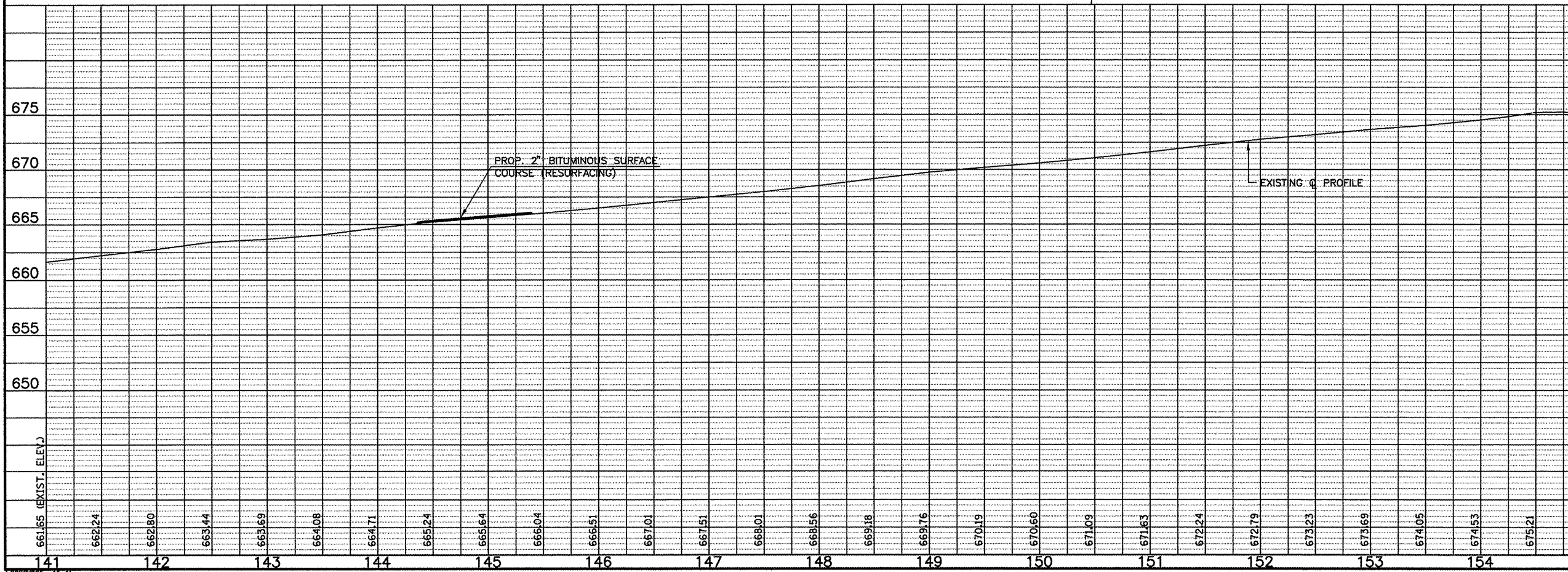
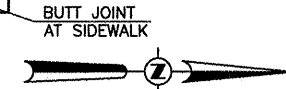


BITUMINOUS PAVEMENT MILLING (0-2" DEPTH)  
 FOR BUTT JOINT CONSTRUCTION

RUNOUT BITUMINOUS SURFACE COURSE FROM  
 2" DEPTH AT EAST EDGE OF PARKING  
 LOT TO 0.5" DEPTH AT WEST EDGE  
 OF APRON AREA (STA. 12+75)

PLACE BARRICADES AT 10'± SPACING TO SEPARATE  
 CONSTRUCTION EQUIPMENT AND WORKMEN FROM  
 AIRCRAFT ON THE APRON AREA. COST TO BE  
 INCIDENTAL TO CONTRACT.

NOTE:  
 REMOVE EXISTING CONCRETE PARKING  
 BLOCKS FROM AUTO PARKING LOT AND  
 DISPOSE OF THEM. COST TO BE  
 INCIDENTAL TO CONTRACT.

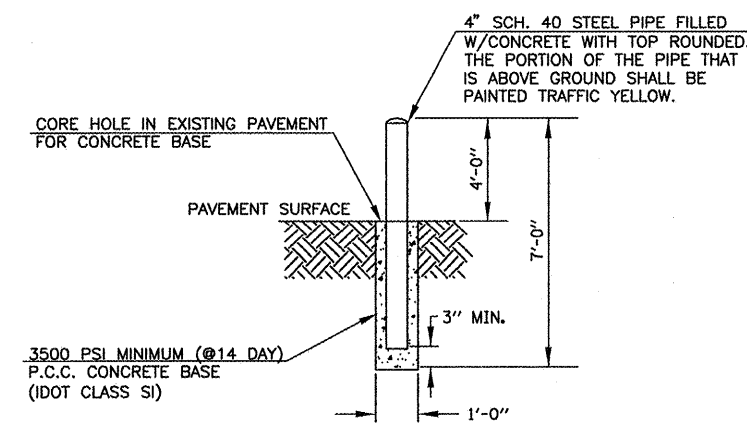
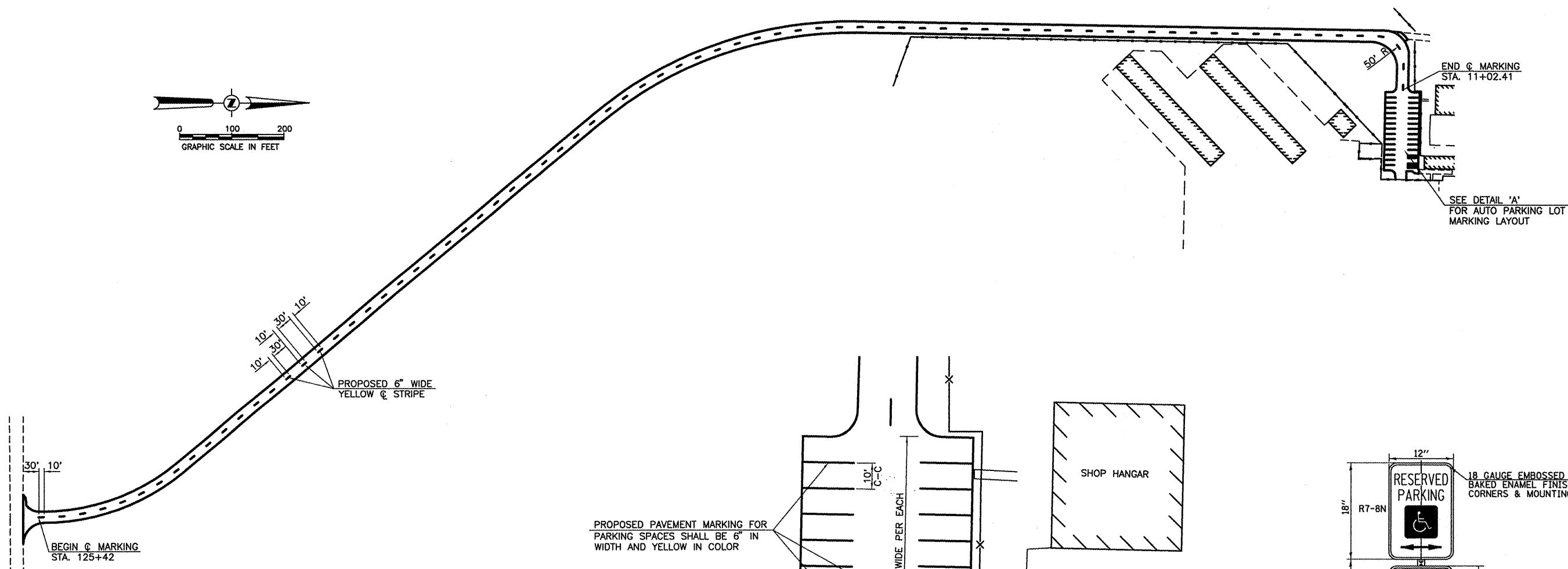
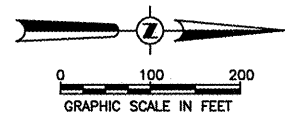


INGERSOLL AIRPORT  
 CANTON, ILLINOIS

**PLAN AND PROFILE**  
 STA. 141+00 TO STA. 12+75

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

DRAWN BY: T.J.D. ILL. PROJ. NO. CTK-3861  
 DATE: MARCH, 2009 AIP PROJ. NO. 3-17-0008-811

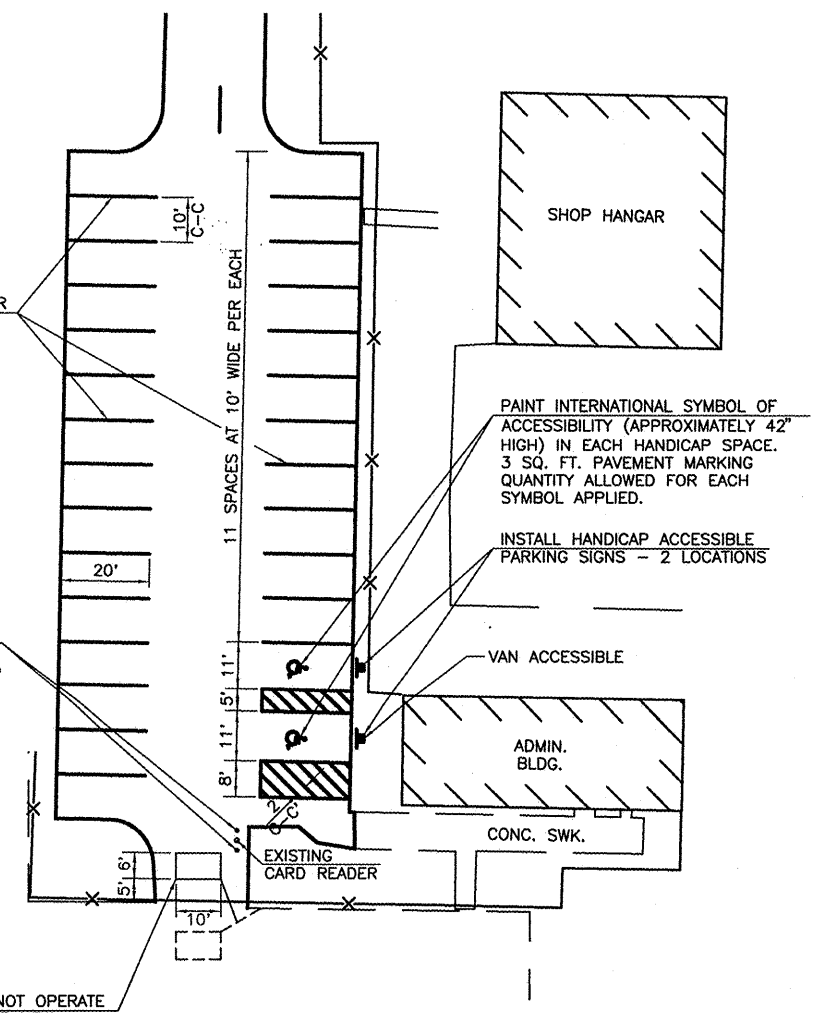


PIPE BOLLARD DETAIL  
NOT TO SCALE

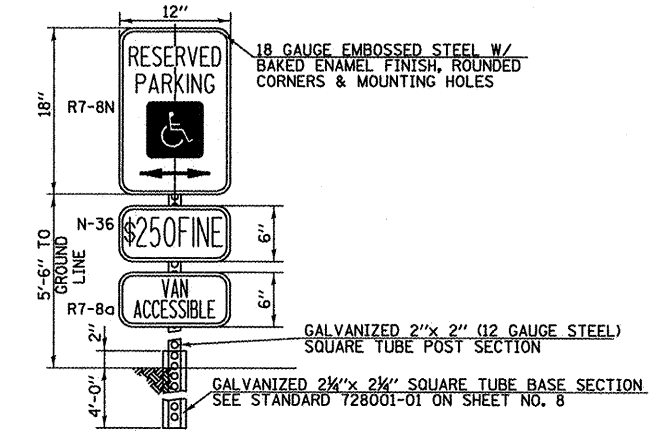
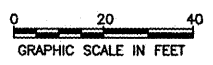
PROPOSED PAVEMENT MARKING FOR PARKING SPACES SHALL BE 6" IN WIDTH AND YELLOW IN COLOR

INSTALL PIPE BOLLARDS ON EACH SIDE OF CARD READER AT 24" SPACING FROM CARD READER AND IN LINE WITH READER FACE QUANTITY = 2 EACH

SHOULD THE EXISTING DETECTOR LOOP NOT OPERATE PROPERLY AFTER THE PLACEMENT OF THE NEW BITUMINOUS SURFACE COURSE OVER SAID LOOP, A NEW DETECTOR LOOP INSTALLATION WILL BE MADE IN THE PAVEMENT AND CONNECTED TO THE GATE OPERATOR BY THE CONTRACTOR FOR THIS PROJECT.



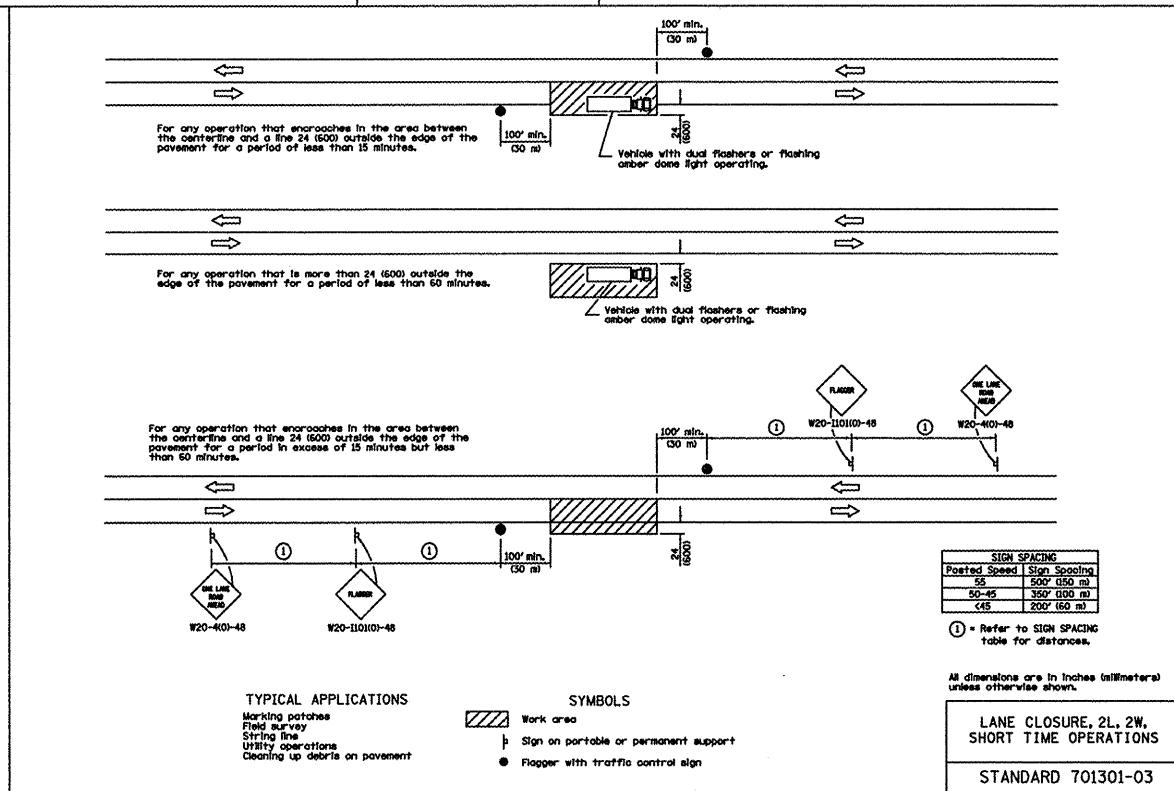
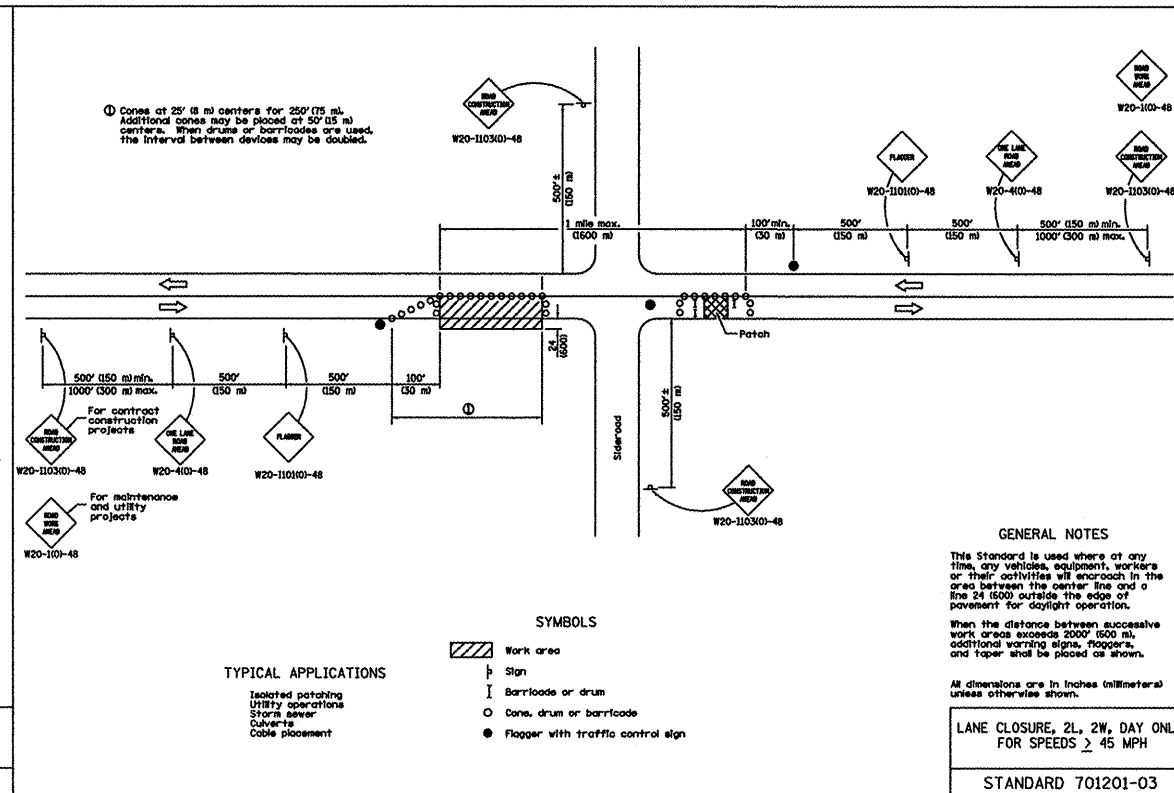
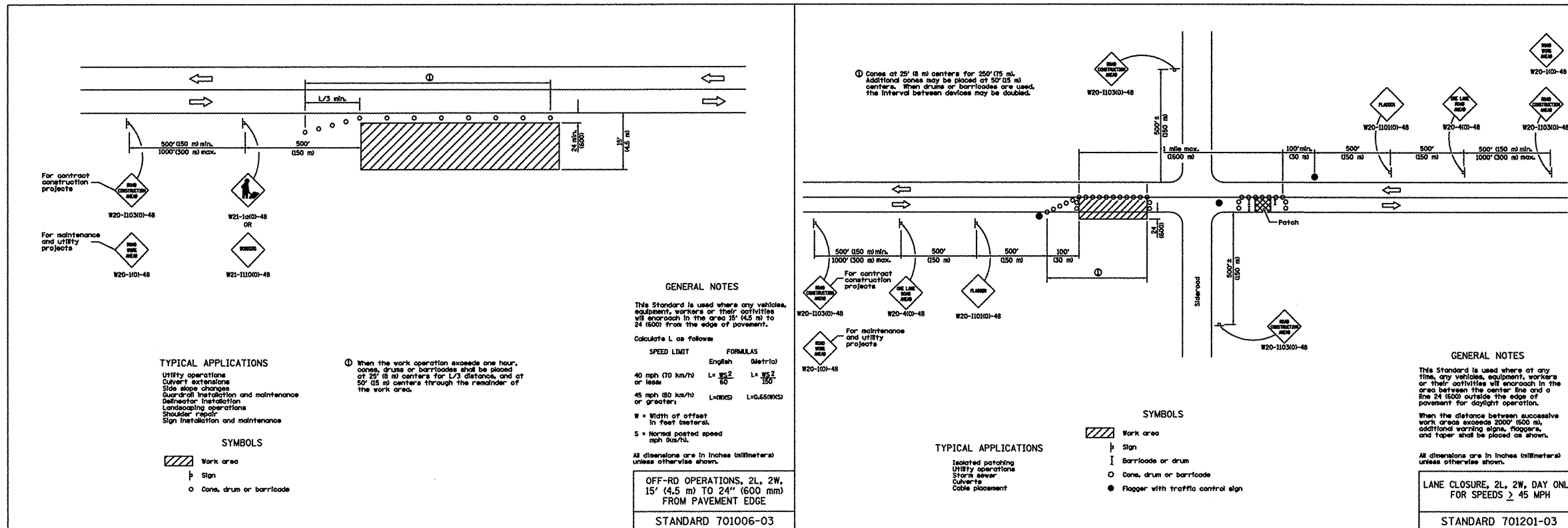
DETAIL 'A'



NOTE : FURNISHING AND MOUNTING THE VAN ACCESSIBLE SIGN ON ONE OF THE POSTS SHALL BE CONSIDERED INCIDENTAL TO AR910230 HANDICAP SIGN.

HANDICAP ACCESSIBLE PARKING SIGN DETAIL  
NOT TO SCALE

INGERSOLL AIRPORT CANTON, ILLINOIS	
<b>MARKING AND SIGNING LAYOUT AND BOLLARD LOCATION</b>	
HUTCHISON ENGINEERING, INC. JACKSONVILLE, ILLINOIS	
DRAWN BY: T.J.D.	ILL. PROJ. NO. CTK-3861
DATE : MARCH, 2009	AIP PROJ. NO. 3-17-0008-B11

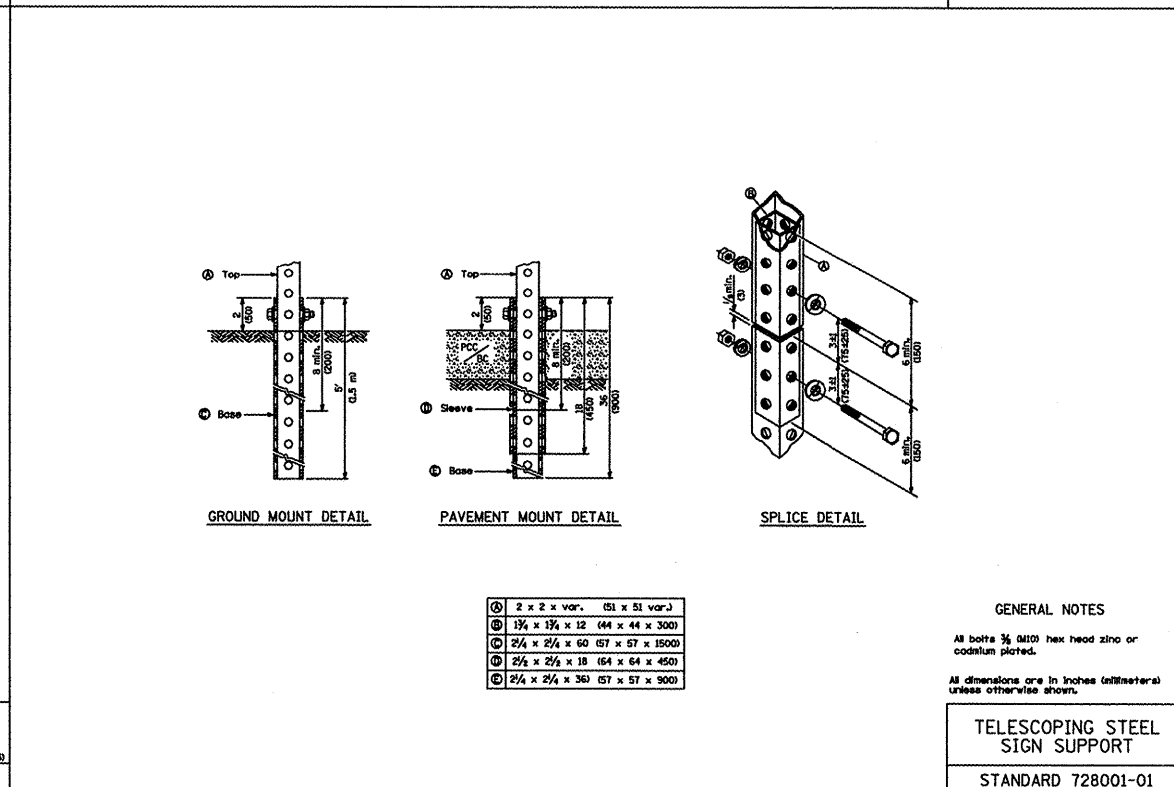
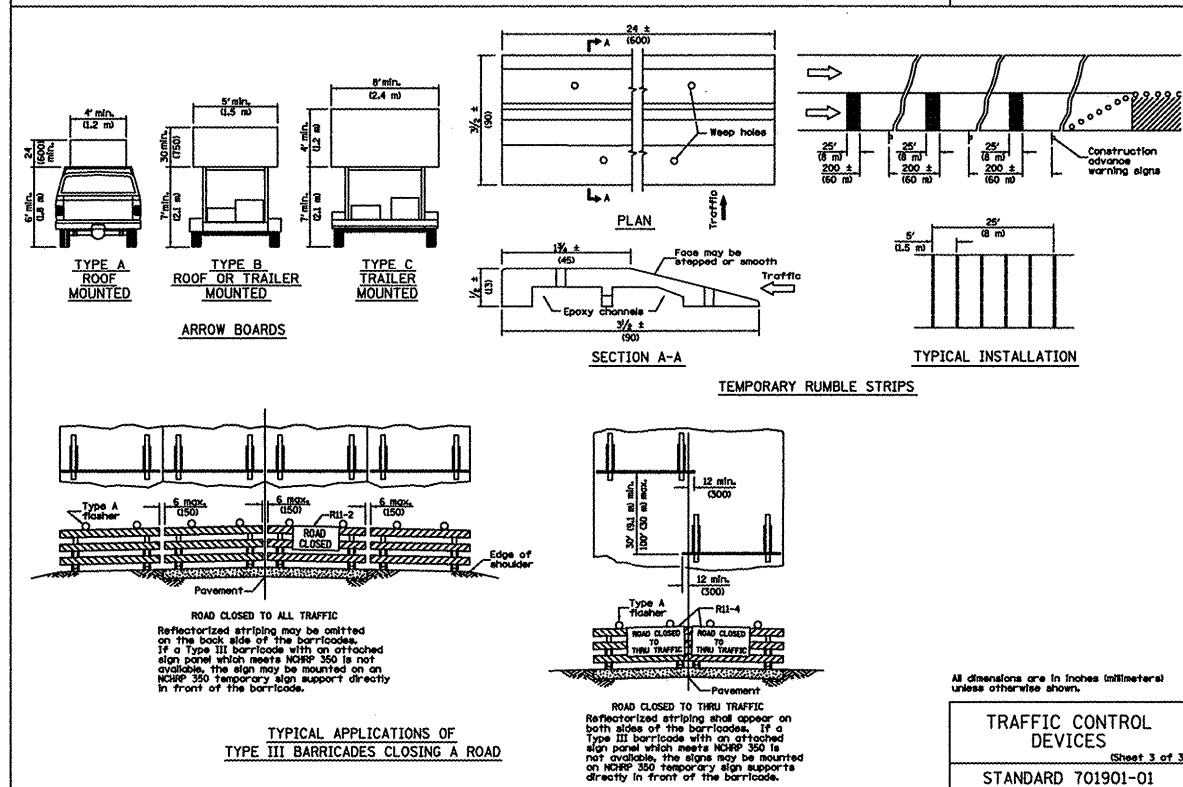
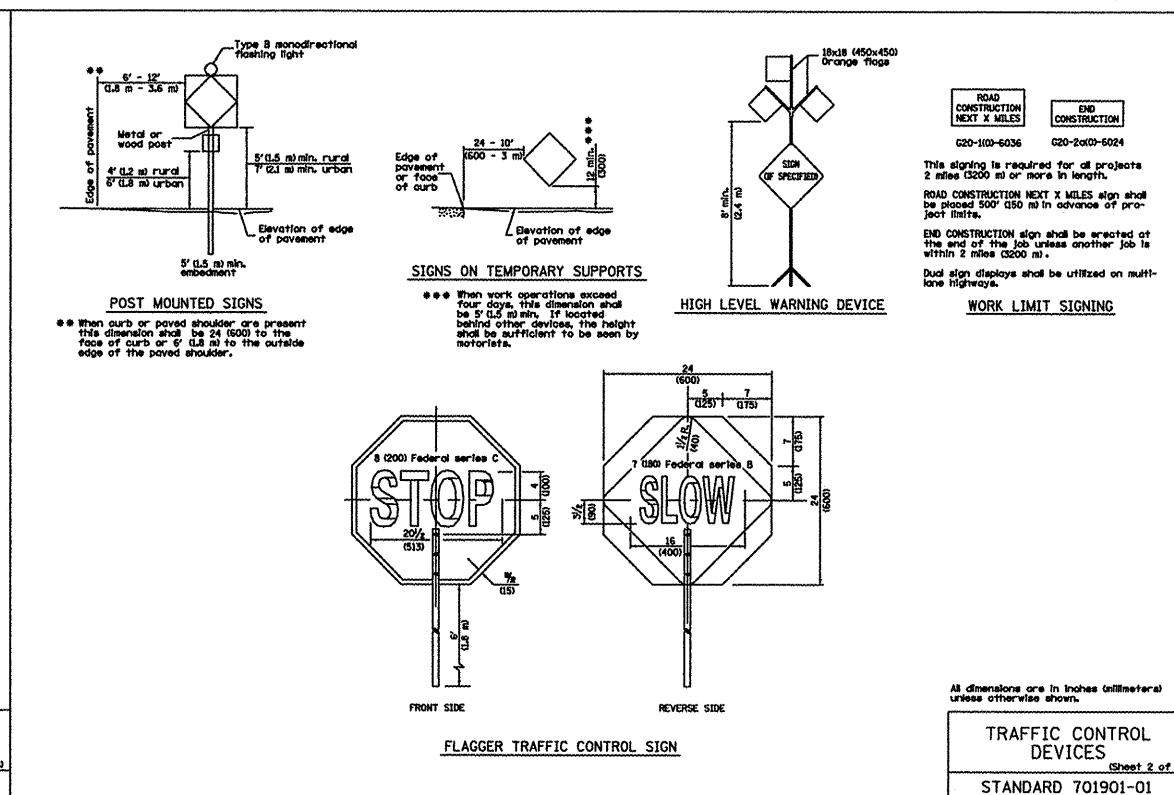
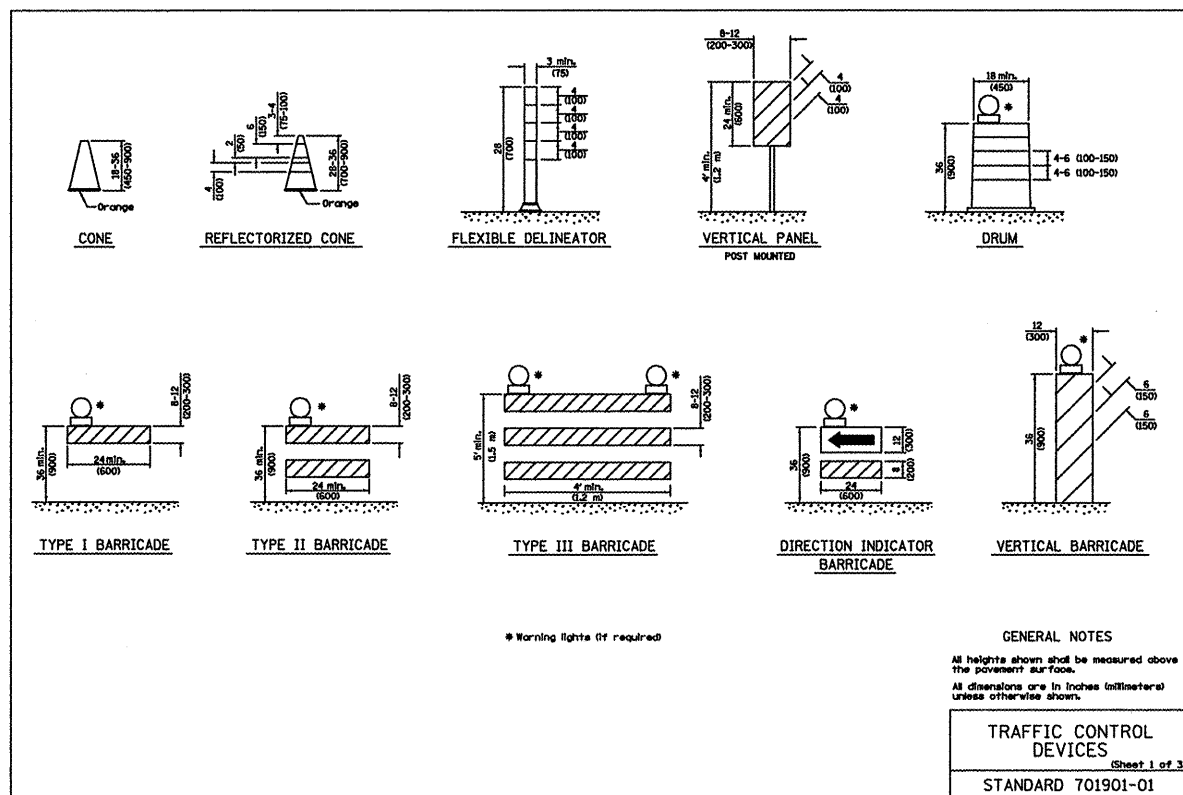


INGERSOLL AIRPORT  
 CANTON, ILLINOIS

**STANDARDS**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

DRAWN BY: T.J.D. ILL. PROJ. NO. CTK-3881  
 DATE: MARCH, 2009 AIP PROJ. NO. 3-17-0008-B11



INGERSOLL AIRPORT  
 CANTON, ILLINOIS

**STANDARDS**

HUTCHISON ENGINEERING, INC.  
 JACKSONVILLE, ILLINOIS

DRAWN BY: T.J.D. ILL. PROJ. NO. CTK-3861  
 DATE: MARCH, 2009 AIP PROJ. NO. 3-17-0008-B11