

**APRIL 25, 2025 LETTING
ITEM 03A**

TOTAL SHEETS:8

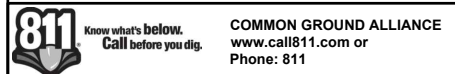
SP026

CONSTRUCTION PLANS FOR SPARTA COMMUNITY AIRPORT SPARTA, ILLINOIS

SUMMARY OF QUANTITIES - BASE BID			
ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY
AR150520	MOBILIZATION	L SUM	1
AR620520	PAVEMENT MARKING- WATERBORNE	SQ FT	26,500
AR620525	PAVEMENT MARKING- BLACK BORDER	SQ FT	7,000

100% SUBMITTAL
IL. PROJ. NO. SAR-5184
SBG PROJ. NO: 3-17-SBGP-##
REMARK RUNWAY PAVEMENT

Sheet List Table		
Sheet No.	Sheet Index	Sheet Title
1	GI001	COVER SHEET
2	GI002	SITE PLAN
3	GC101	CONSTRUITION ACTIVITY NOTES
4	GC102	CONSTRUITION ACTIVITY DETAILS
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6	CM102	MARKING PLAN 2
7	CM501	PAVEMENT MARKING DETAILS 1
8	CM502	PAVEMENT MARKING DETAILS 2



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 DETAILED ON THE PLANS AND OBTAIN DATA 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 ENCOUNTERED UTILITY SHALL BE PROTECTED AND THE CONTRACTOR'S 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.**

DESIGN INFORMATION

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

MAXIMUM EQUIPMENT HEIGHT = 75'
GROUND FREQUENCY 123.075

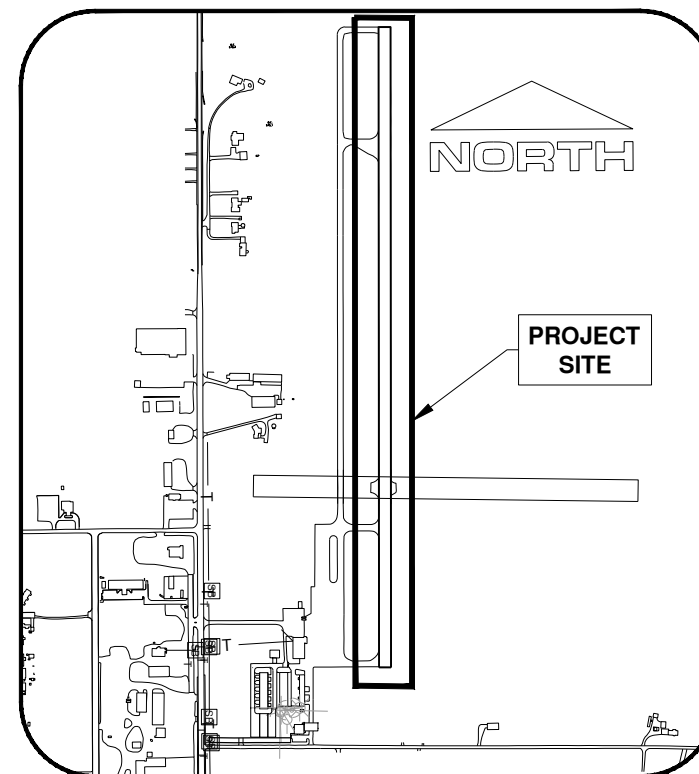
SPARTA COMMUNITY AIRPORT

TOWNSHIP: 4 SOUTH
RANGE: 5 WEST
SECTION: 31
COUNTY: RANDOLPH

02/28/2025



LOCATION MAP



SITE PLAN

SPARTA COMMUNITY AIRPORT AUTHORITY
HUNTER FIELD
SPARTA, ILLINOIS

APPROVED Scott Marguardt

DATE _____



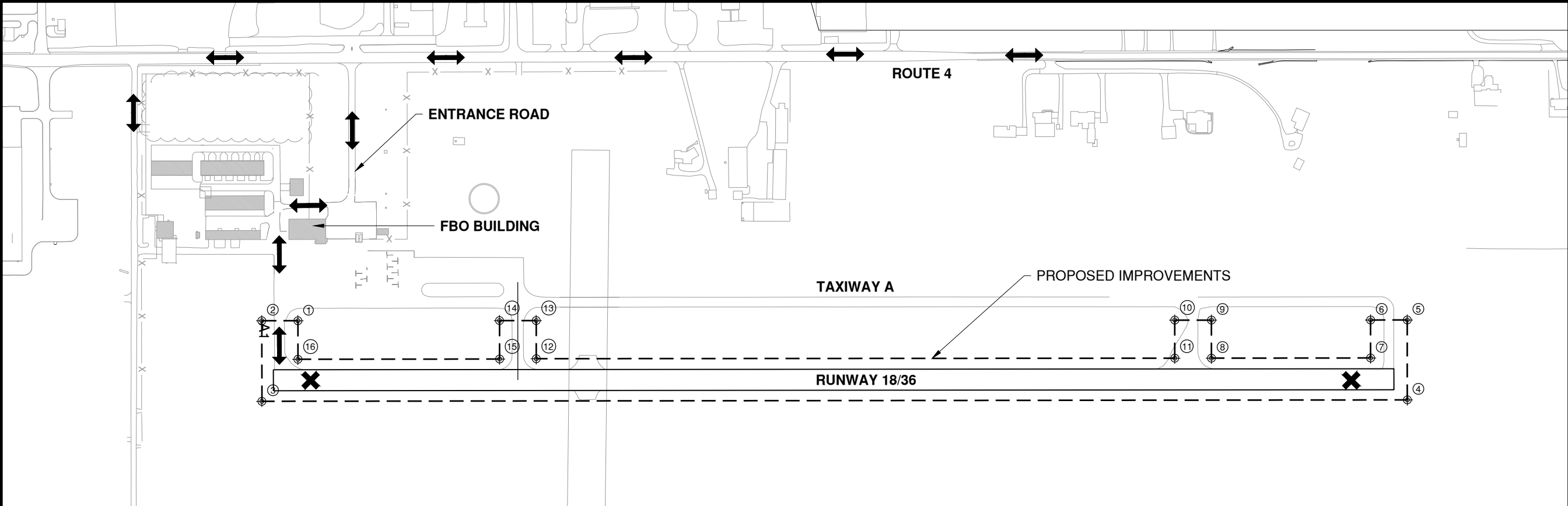
■ SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY Chris B. Holt

DATE 02/27/2025

CMT JOB NUMBER: 24007198

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Date: Monday, March 17, 2025 8:39:48 AM



1A ACCURACY STATEMENT

I certify that the coordinates and elevations of the points outlined in this airspace analysis submittal are accurate to within + or – 20 feet horizontally; and that the elevation is accurate to within + or – 3 feet vertically. The horizontal datum (coordinates) are North American Datum of 1983 (NAD83) and are expressed in degrees, minutes and seconds,to the nearest hundredth of a second. The vertical datum (heights) are in terms of the North American Vertical Datum of 1988 (NAVD88) and are determined to the nearest foot.

NOTES

1. MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:

A. 75' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.

B. 75' FROM THE CENTERLINE OF 18/36 WHEN ACTIVE.

C. 65.5' FROM THE CENTER OF AN ACTIVE TAXIWAY.

D. 57.5' FROM THE CENTER OF AN ACTIVE TAXILANE.

E. 53.1' SQUARE OFFSET FROM THE CENTER OF AN ACTIVE HELI-PAD

COSTS FOR PROVIDING THE FLAGMAN AND RADIO EQUIPMENT SHALL BE INCIDENTAL TO THE CONTRACT.

2. CONSTRUCTION TRAFFIC SHALL BE RESTRICTED TO DESIGNATED HAUL ROADS. THE CONTRACTOR SHALL NOT ACCESS EXISTING AIRFIELD PAVEMENTS TO GAIN ACCESS TO THE CONSTRUCTION SITE.

3. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.

4. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN AT A HEIGHT LESS THAN 25'

5. BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.

6. ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.

7. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
8. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.

9. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT 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.

10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:

A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.

B. THE CONTRACTOR SHALL ACCESS THE SITE OFF OF AIRPORT ROAD. THE CONTRACTOR SHALL CONTACT LOCAL AUTHORITIES WHEN ESTABLISHING THIS CONSTRUCTION ENTRANCE AND ENSURE THAT ALL SIGNAGE IS IN PLACE PER THEIR DIRECTION AND ALL PERMITS (IF NEEDED) ARE IN PLACE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..

C. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.

D. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

E. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.

F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.

CRITICAL POINT TABLE			
POINT	LATITUDE	LONGITUDE	ELEVATION
1	N38° 08' 40.74"	W89° 42' 00.87"	522.00
2	N38° 08' 39.47"	W89° 42' 00.88"	522.00
3	N38° 08' 39.46"	W89° 41' 57.28"	522.00
4	N38° 09' 19.90"	W89° 41' 57.08"	540.00
5	N38° 09' 19.91"	W89° 42' 00.66"	540.00
6	N38° 09' 18.62"	W89° 42' 00.67"	540.00
7	N38° 09' 18.61"	W89° 41' 58.97"	540.00
8	N38° 09' 12.99"	W89° 41' 58.99"	533.00
9	N38° 09' 13.00"	W89° 42' 00.70"	533.00
10	N38° 09' 11.70"	W89° 42' 00.70"	533.00
11	N38° 09' 11.70"	W89° 41' 59.00"	533.00
12	N38° 08' 49.15"	W89° 41' 59.12"	527.00
13	N38° 08' 49.16"	W89° 42' 00.83"	527.00
14	N38° 08' 47.86"	W89° 42' 00.84"	527.00
15	N38° 08' 47.86"	W89° 41' 59.12"	527.00
16	N38° 08' 40.74"	W89° 41' 59.15"	522.00

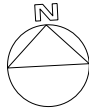
LEGEND

- AREA OF CONSTRUCTION
- CONTRACTORS STAGING & STORAGE AREA
- CONTRACTOR'S ACCESS
- RUNWAY CLOSURE MARKER - NON-LIGHTED



License No. 184-000613

CONSULTANTS



0 100' 200'

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

100% SUBMITTAL
02/28/2025

REMARK RUNWAY PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-SPGP-XXX	
IL PROJ. NO. SAR-5184	CONTRACT: SP026
CMT PROJECT NO: 240071-98-00	
CAD DWG FILE:	SAR5184-24007198-GI002.DWG
DESIGNED BY:	CBG
DRAWN BY:	DPA
CHECKED BY:	CBG
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE

SITE PLAN

G1002
SHEET 2 OF 8

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Date: Monday, March 17, 2025 8:39:53 AM

GENERAL

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

1. COORDINATION

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

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 46 CALENDAR DAYS.
2. WORK ON THIS PROJECT LOCATED WITHIN 75' OF THE RUNWAY 18-36 CENTERLINE WILL SEVERLY LIMIT OPERATIONS AT THE AIRPORT. PRIOR TO STARTING WORK THE CONTRACTOR SHALL HAVE ON HAND ALL MATERIALS NECESSARY TO COMPLETE ALL WORK LOCATED WITHIN 75' OF THE RUNWAY 18-36 CENTERLINE.
3. PHASE 1 MAY BE INITIATED BY THE CONTRACTOR WITH THE APPROVAL OF THE AIRPORT MANAGER. IT CONSIST OF ALL WORK NOT WITHIN 75' OF THE RUNWAY 18-36 CENTERLINE. PHASE 1A IS THE WORK THAT REQUIRES THE PRIMARY RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN THE PHASE 1A WORK AREAS TO MINIMIZE THE CLOSURE TIME OF THE RUNWAY. PHASE 1A WILL BE SCHEDULED BY THE CONTRACTOR (APPROVED BY THE AIRPORT MANAGER) DURING THE PHASE 1 CONSTRUCTION.
4. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

PHASE 1 & 2 NOTES

1. THIS WORK SHALL CONSIST OF ALL WORK ON THE PROJECT NOT WITHIN 75' OF EITHER SIDE OF THE RUNWAY 18-36 CENTERLINE. DURING THIS PHASE RUNWAY 18-36 WILL REMAIN OPEN. NO PERSONNEL OR EQUIPMENT WILL BE ALLOWED WITHIN 75' OF THE RUNWAY CENTERLINE.
2. WORK IN THIS PHASE SHALL CONSIST OF THE CONSTRUCTION OF THE EMBANKMENT, STORM DRAINAGE, SUBGRADE, AGGREGATE BASE, BITUMINOUS PAVEMENT, AND LIGHTING IMPROVEMENTS ON THE TAXIWAY.

PHASE 1A & 2A NOTES

1. THIS WORK SHALL CONSIST OF THE WORK LOCATED WITHIN 75' OF THE RUNWAY CENTERLINE INCLUDING BUT NOT LIMITED TO THE CONSTRUCTION OF PAVEMENT REMOVAL, CONSTRUCTING EMBANKMENT, CABLING AND LIGHTING IMPROVEMENTS
2. THE CONTRACTOR SHALL BE ALLOWED TO CLOSE THE RUNWAY TO COMPLETE THE WORK. THE RUNWAY SHALL BE CLEANED AND REOPENED AT THE END OF EACH PHASE. THE SEQUENCE OF CLOSING AND OPENING THE RUNWAY SHALL BE GOVERNED BY THE REQUIREMENTS SET FORTH IN FAA ADVISORY CIRCULAR 5370-2 CURRENT VERSION; IN GENERAL THE SEQUENCE WILL BE:

2.1. COORDINATE CLOSURE WITH THE AIRPORT MANAGER

2.2. NOTIFY AIR TRAFFIC OF RUNWAY CLOSURE

2.3. DISABLE VISUAL AIDS

2.4. PLACE CLOSURE MARKERS

2.5. KEEP EQUIPMENT CLEAR OF THE RUNWAY PROPER AND MONITOR UNICOM

- 2.6. COMPLETE WORK
- 2.7. CLEAN PAVEMENTS
- 2.8. COORDINATE OPENING WITH AIRPORT MANAGER
- 2.9. REMOVE RUNWAY CLOSURE MARKERS
- 2.10. NOTIFY AIR TRAFFIC

3. THE CONTRACTOR SHALL BE GIVEN 14 CONSECUTIVE CALENDAR DAYS TO COMPLETE THE WORK IN EACH PHASE, STARTING ON A MONDAY SELECTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT MANAGER TO COMPLETE THE WORK.
4. LIQUIDATED DAMAGES OF \$500 PER DAY WILL BE CHARGED FOR ANY DAYS BEYOND THE SPECIFIED AMOUNT THAT THE RUNWAY MUST BE CLOSED.
5. THE CONTRACTOR MAY CONTINUE TO WORK IN PHASE 1 AREA DURING PHASE 1A AND PHASE 2 DURING PHASE 2A.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.
4. THE AIRPORT WILL BE HOSTING EVENTS THROUGHOUT THE SUMMER AND RESERVES THE RIGHT TO HALT CONSTRUCTION UNTIL FURTHER NOTICE. KNOWN EVENTS AT THIS TIME ARE:

- JULY 9-16, 2019

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE RUNWAY 18 END REILs AFTER INSTALLATION, PAPI, WINDCONE AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

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

6. WILDLIFE MANAGEMENT

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

AIRPORT OPERATOR

SCOTT MARQUARDT - AIRPORT MANAGER (618) 443-2002

ENGINEER

CHRIS GROTH. - PROJECT ENGINEER (217) 787-8050
CMT - RESIDENT ENGINEER (217) 787-8050

10. INSPECTION REQUIREMENTS

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

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

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

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. PROJECT WILL REQUIRE THE CLOSURE OF RUNWAY 18-36 FOR A LIMITED DURATION DURING PHASE 1A & 1B. THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2G.
2. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET.

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

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

17. PROTECTION

1. ALL WORK REQUIRED INSIDE OF THE RUNWAY 18-36 SAFETY AREAS, WHICH EXTENDS 75' FROM THE RUNWAY CENTERLINE, WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN AN ACTIVE TAXIWAY SAFETY AREA, WHICH EXTENDS 40' FROM THE TAXIWAY CENTERLINE, WILL REQUIRE THE TAXIWAY TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

18. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATION OF THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGER TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



License No. 184-000613

CONSULTANTS

100% SUBMITTAL
02/28/2025

REMARK RUNWAY PAVEMENT

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, ILLINOIS

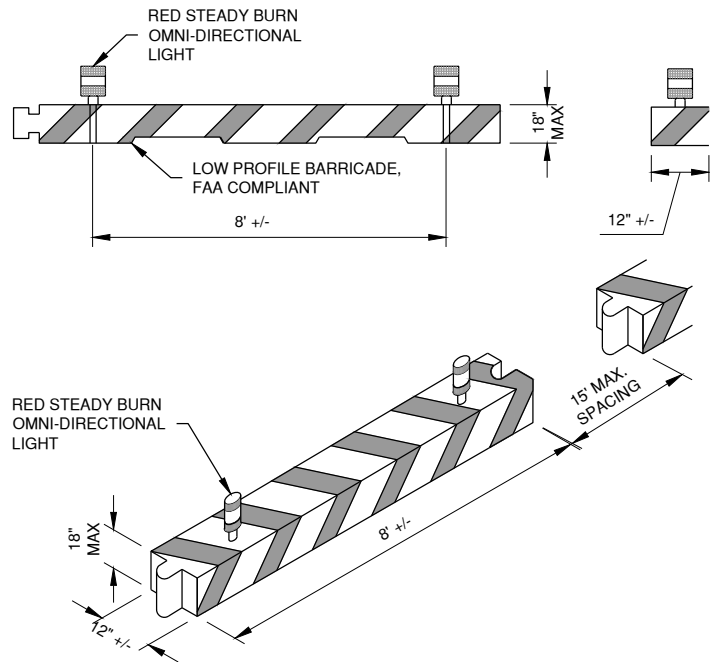
MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-SPGP-XXX		
IL PROJ. NO. SAR-5184	CONTRACT: SP026	
CMT PROJECT NO: 240071-98-00		
CAD DWG FILE:	SAR5184-24007198-GC100.DWG	
DESIGNED BY:	CBG	
DRAWN BY:	DPA	
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SHEET TITLE

CONSTRUICION
ACTIVITY NOTES

GC101
SHEET 3 OF 8

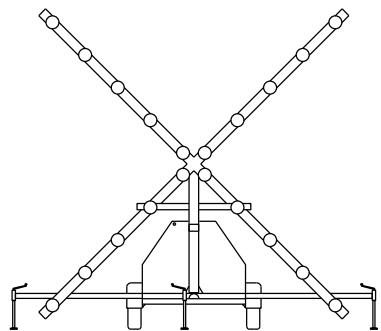
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1 BEAM BARRICADE DETAIL
N.T.S.

BEAM BARRICADE NOTES

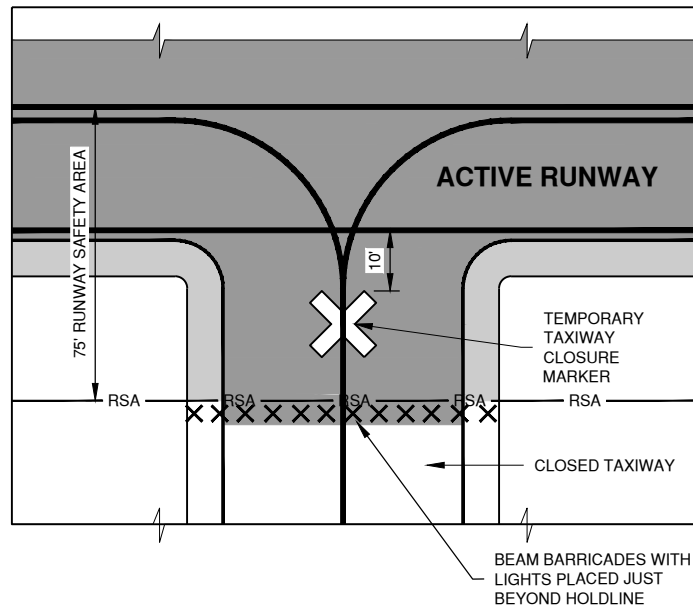
1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY WIND, JET OR PROP BLAST.
2. BARRICADE MUST BE OF LOW MASS AND EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AS SHOWN IN PLANS AND AS DIRECTED BY THE ENGINEER.
5. BARRICADES SHALL BE COMPLIANT WITH FAA AC 150/5370-2 (LATEST VERSION).



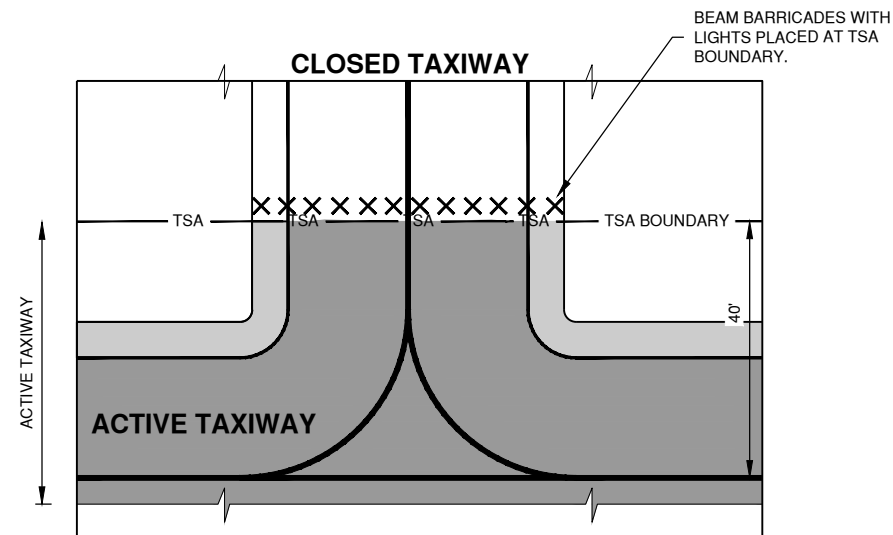
2 LIGHTED RUNWAY CLOSURE MARKER
N.T.S.

LIGHTED RUNWAY CLOSURE MARKER NOTES

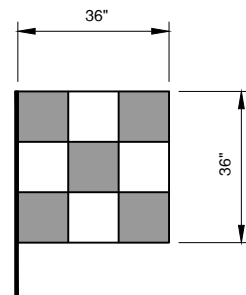
1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS FOR NIGHTTIME CLOSURE.
2. THE CONTRACTOR SHALL PROVIDE FOUR CLOSURE MARKERS (2 PAIR) AND MAINTAIN THEM (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS ASSOCIATED WITH PROVIDING AND MAINTAINING THIS ITEM SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



3 CLOSED TAXIWAY/ACTIVE RUNWAY BARRICADE DETAIL
N.T.S.



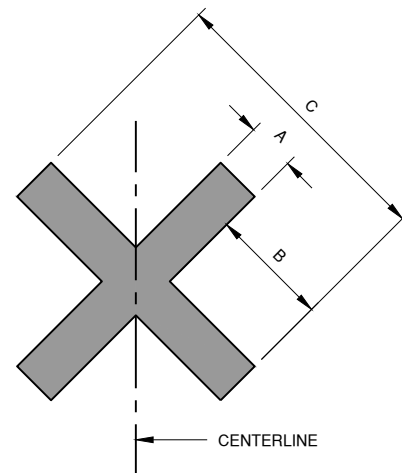
4 CLOSED TAXIWAY/ACTIVE TAXIWAY BARRICADE DETAIL
N.T.S.



5 EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S. (ORANGE / WHITE)

EQUIPMENT FLAG NOTES

1. ALL CONTRACTOR VEHICLES AND EQUIPMENT SHALL DISPLAY COMPANY LOGO PLACARDS AND FLAG.
2. WHEN WORKING PRIOR TO DAWN OR AFTER DUSK, A 360 DEGREE ROTATING AMBER BEACON IS REQUIRED ON ALL EQUIPMENT AND TRUCKS.
3. CONTRACTOR SHALL REPLACE FLAGS THAT ARE WORN AND INEFFECTIVE.



SYMBOL TYPE	DIMENSION		
	A	B	C
CLOSED TAXIWAY	5'-0"	12'-6"	30'-0"
CLOSED RUNWAY	10'-0"	25'-0"	60'-0"

6 NON-LIGHTED CLOSURE MARKER
N.T.S.

NOTES

1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
3. MARKERS SHALL BE PLACED ON RUNWAYS TO COVER THE NUMERALS ON BOTH ENDS.
4. MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
5. MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE PAVEMENT.



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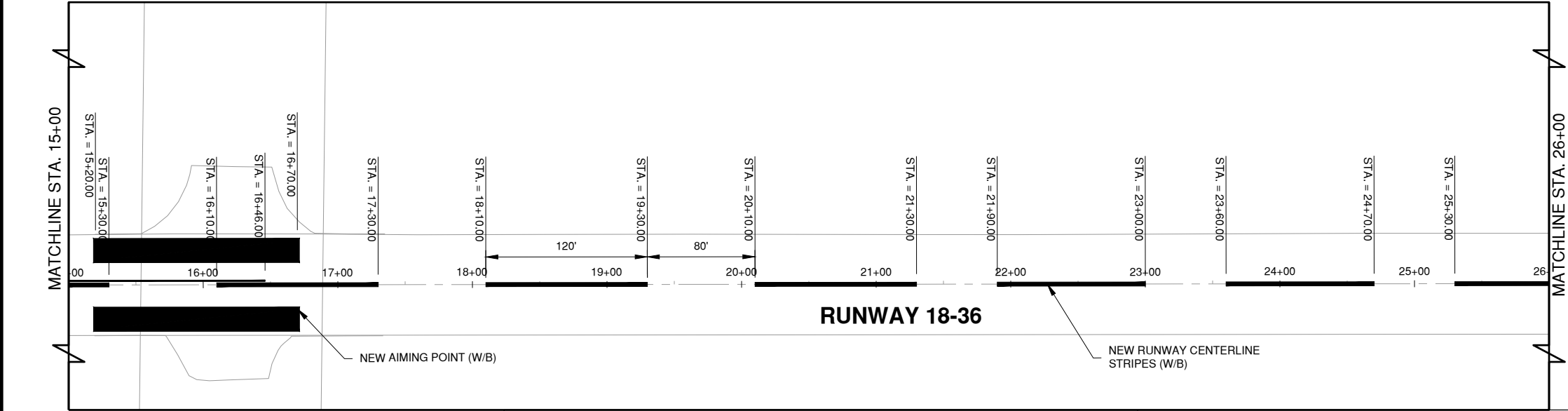
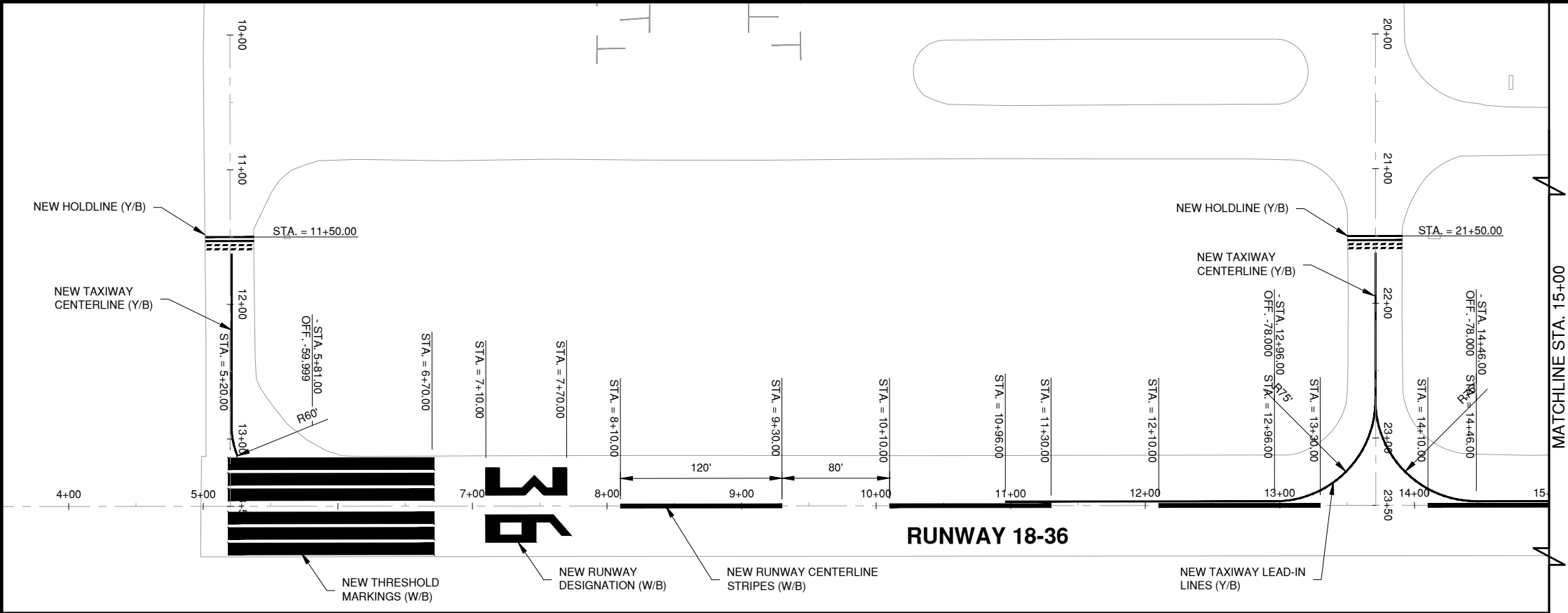
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IL PROJ. NO. SAR-5184	CMT PROJECT NO: 240071-98-00
CAD DWG FILE: SAR5184-24007198-GC100.DWG	DESIGNED BY: CBG
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SHEET TITLE
CONSTRUICITION
ACTIVITY DETAILS

GC102
SHEET 4 OF 8

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Date: Monday, March 17, 2025 8:39:59 AM



LEGEND

- PROPOSED RUNWAY MARKING (W/B)
- PROPOSED TAXIWAY CENTERLINE MARKING (Y/B)
- PROPOSED HOLDING POSITION MARKING (Y/B)
- EXISTING MARKING TO REMAIN

NOTES

- PAINT SHALL BE APPLIED IN TWO COATS.
- GLASS BEADS SHALL BE APPLIED TO WHITE, YELLOW, AND RED PAINT AT THE DIFFERENT RATES SPECIFIED IN P-620.
- BLACK PAINT SHALL NOT RECEIVE GLASS BEADS.
- THE FIRST CONTINUOUS LINE IN THE HOLD POSITION MARKING ON THE TAXIWAY SIDE SHALL BE 260'± FROM THE MARKED RUNWAY CENTERLINE. SEE SHEET CM502; DETAIL 1.
- THE FULL LENGTH OF RUNWAY 18-36 SHALL BE REMARKED, REGARDLESS OF THE NUMBER OF AWARDED ALTERNATES.
- ALL EXISTING MARKING TO BE REMARKED SHALL HAVE THE OLD MARKINGS REMOVED IN TOTAL IF NOT REMOVED BY MILLING OPERATIONS.

KEYMAP

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REMARK RUNWAY PAVEMENT

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SPARTA COMMUNITY AIRPORT
SPARTA, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-SPGP-XXX

IL PROJ. NO. SAR-5184 CONTRACT: SP026

CMT PROJECT NO: 240071-98-00

CAD DWG FILE: SAR5184-24007198-CM100.DWG

DESIGNED BY: CBG

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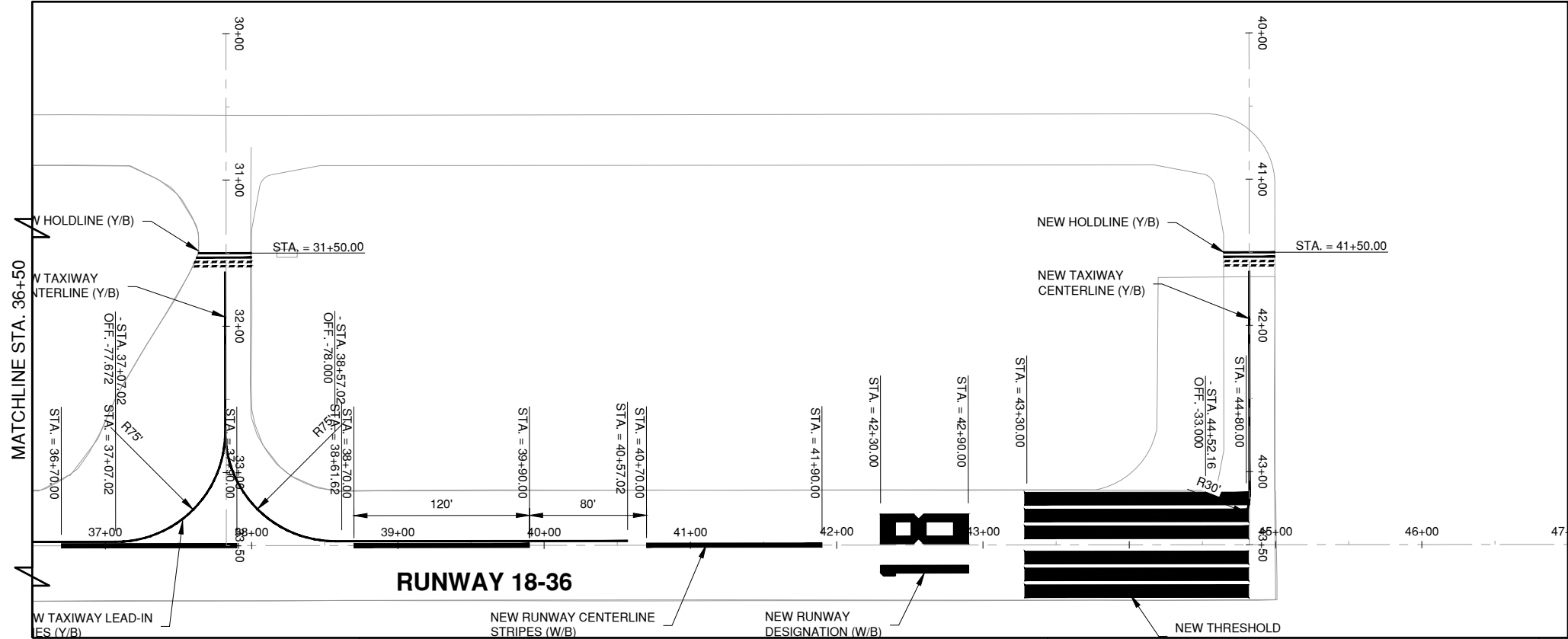
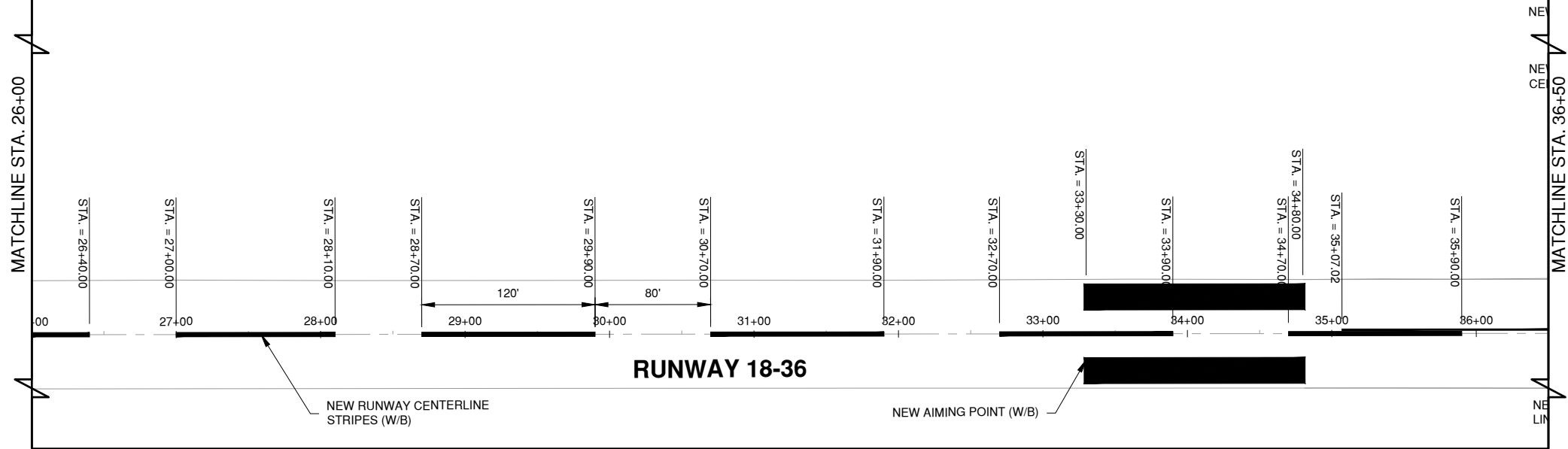
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MARKING PLAN 1

SHEET **5** OF **8**

CM101

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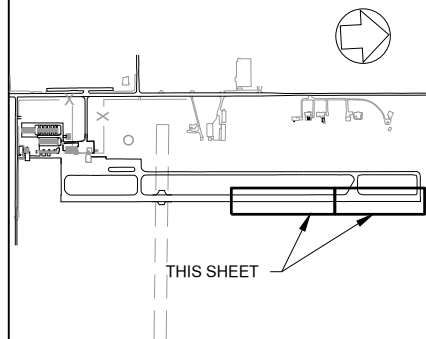
LEGEND

- PROPOSED RUNWAY MARKING (W/B)
- PROPOSED TAXIWAY CENTERLINE MARKING (Y/B)
- PROPOSED HOLDING POSITION MARKING (Y/B)
- EXISTING MARKING TO REMAIN

NOTES

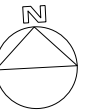
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- ALL EXISTING MARKING TO BE REMARKED SHALL HAVE THE OLD MARKINGS REMOVED IN TOTAL IF NOT REMOVED BY MILLING OPERATIONS.

KEYMAP



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OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-SPGP-XXX

IL PROJ. NO. SAR-5184

CONTRACT: SP026

CMT PROJECT NO: 240071-98-00

CAD DWG FILE: SAR5184-24007198-CM100.DWG

DESIGNED BY: CBG

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APPROVED BY: CBG

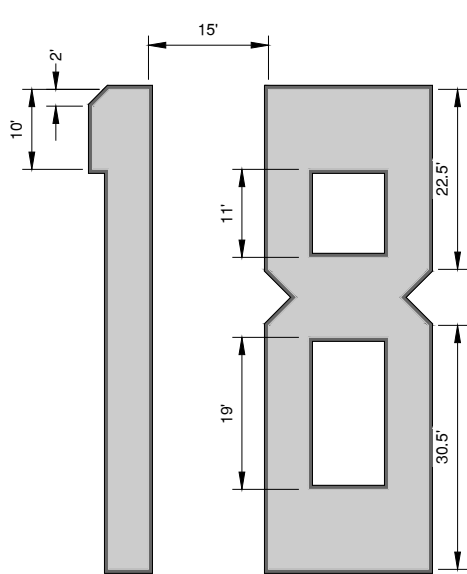
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SHEET TITLE

MARKING PLAN 2

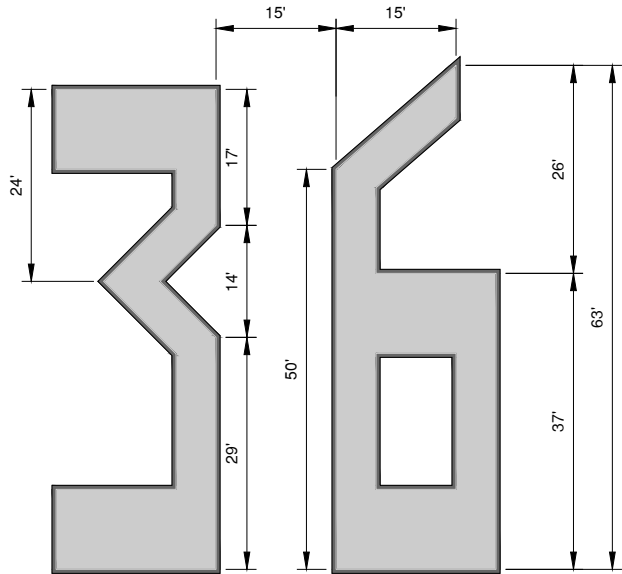
CM102
SHEET 6 OF 8

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Date: Monday, March 17, 2025 8:40:25 AM



1 RUNWAY DESIGNATION - 1
N.T.S (318 SF WHITE; 68 SF BLACK)
CM101

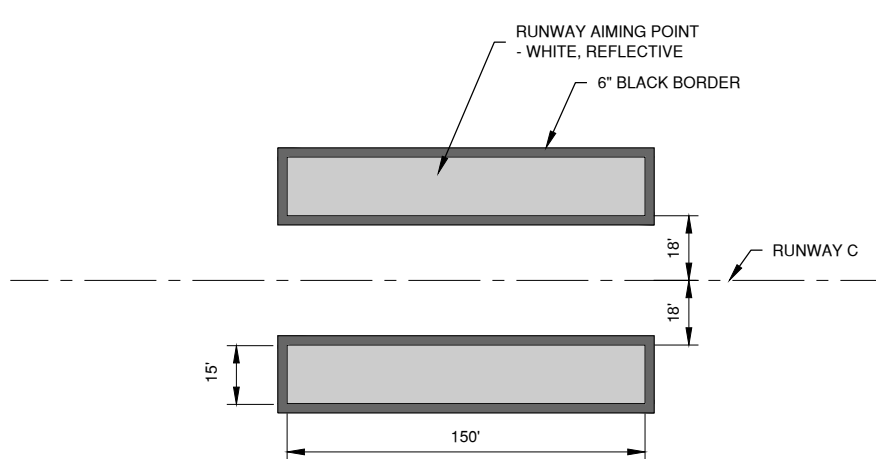
2 RUNWAY DESIGNATION - 8
N.T.S (906 SF WHITE; 102 SF BLACK)
CM101



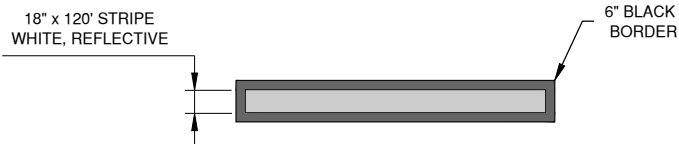
3 RUNWAY DESIGNATION - 3
N.T.S (634 SF WHITE; 103 SF BLACK)
CM101

4 RUNWAY DESIGNATION - 6
N.T.S (712 SF WHITE; 113 SF BLACK)
CM101

RUNWAY DESIGNATION NOTES	
1. ALL CHARACTERS HAVE THE FOLLOWING FEATURES UNLESS OTHERWISE SPECIFIED. <ul style="list-style-type: none">60' HIGH20' WIDEVERTICAL STROKE 5'HORIZONTAL STROKE 10'DIAGONAL STROKE 5'6" BLACK BORDER	3. SINGLE DIGITS MUST NOT BE PRECEDED BY ZERO.
2. ALL NUMERALS ARE SPACED 15' APART.	4. SINGLE DESIGNATIONS ARE LOCATED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.

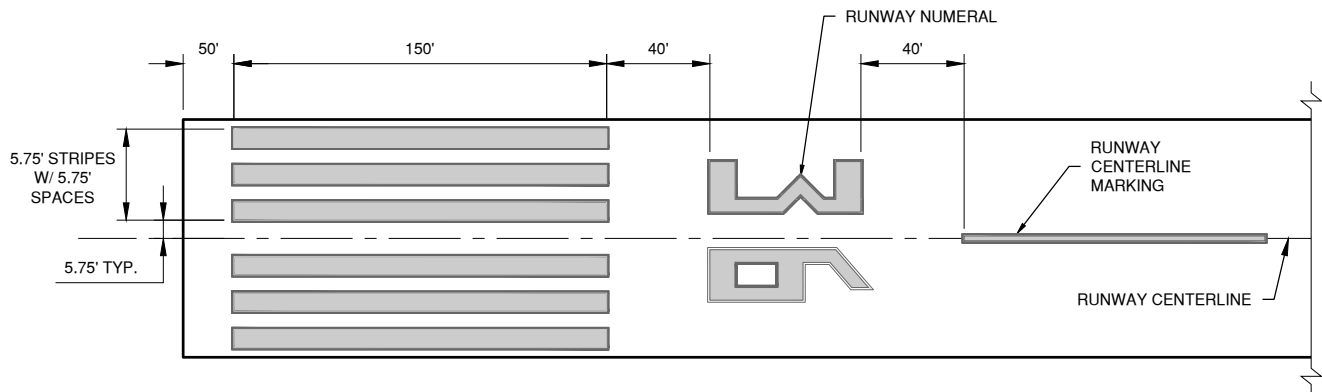


5 RUNWAY AIMING POINT
N.T.S
CM101

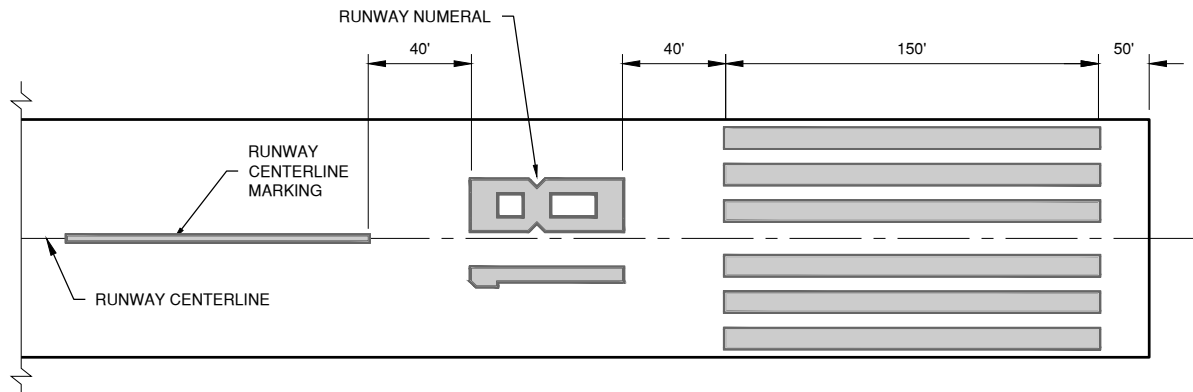


6 RUNWAY CENTERLINE, DASHED
N.T.S
CM101

RUNWAY CENTERLINE NOTES	
1. THE DISTANCE BETWEEN STRIPES SHALL BE 80' OR AS NOTED ON THE PROPOSED MARKING SHEETS.	
2. CENTERLINE STRIPES ARE CENTERED ABOUT THE RUNWAY CENTERLINE.	



7 RUNWAY 36 THRESHOLD
N.T.S
CM101



8 RUNWAY 18 THRESHOLD
N.T.S
CM101

RUNWAY CENTERLINE NOTES	
1. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.	
2. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.	



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SPARTA, ILLINOIS

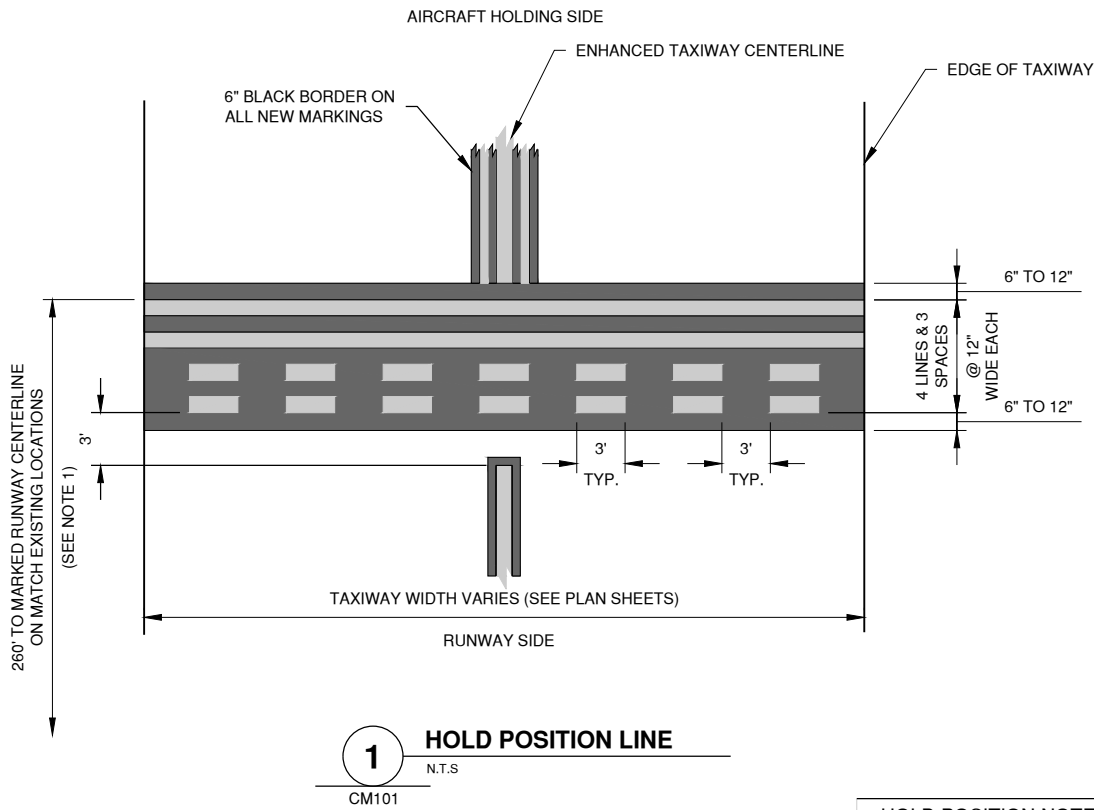
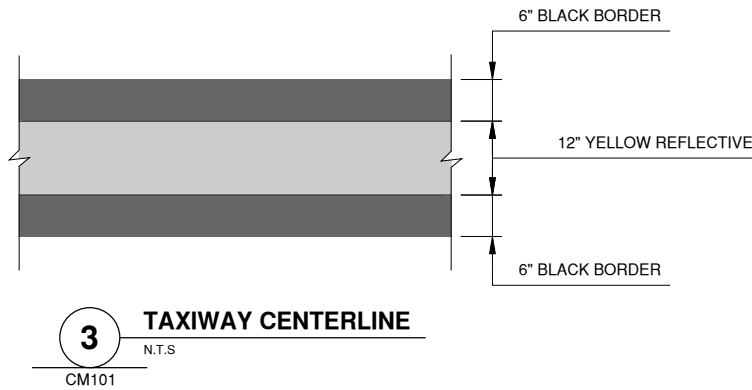
MARK	DATE	DESCRIPTION

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IL PROJ. NO. SAR-5184	CMT PROJECT NO: 240071-98-00
CAD DWG FILE: SAR5184-24007198-CM500.DWG	DESIGNED BY: CBG
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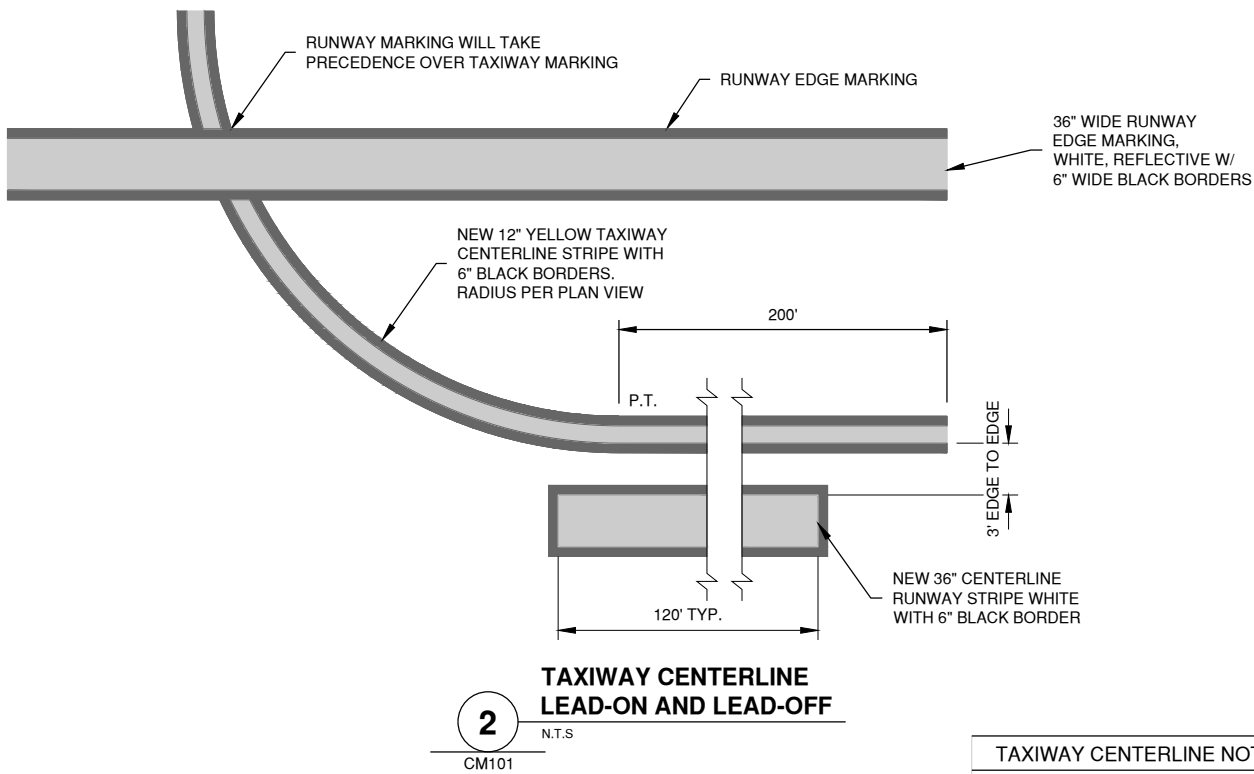
SHEET TITLE
**PAVEMENT MARKING
DETAILS 1**

CM501
SHEET 7 OF 8

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Date: Monday, March 17, 2025 8:40:25 AM



HOLD POSITION NOTES
1. FIRST CONTINUOUS LINE IN THE HOLD POSITION MARKING ON THE TAXIWAY SIDE SHALL BE 300' FROM THE MARKED RUNWAY CENTERLINE.



TAXIWAY CENTERLINE NOTES
1. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.
2. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



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SPARTA, ILLINOIS

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SHEET TITLE

PAVEMENT MARKING
DETAILS 2

CM502
SHEET 8 OF 8