CONSTRUCTION PLANS

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

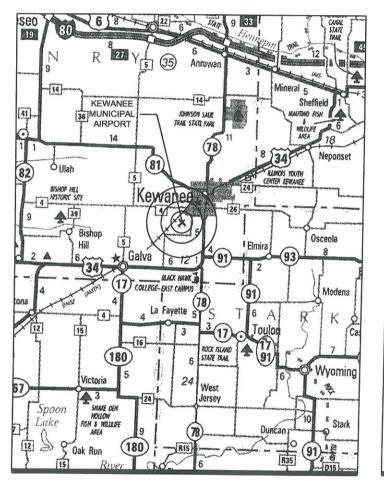
KEWANEE AIRPORT AUTHORITY KEWANEE MUNICIPAL AIRPORT (EZI) KEWANEE, HENRY COUNTY, ILLINOIS

SBG PROJECT NO. 3-17-SBGP-133/139/144/TBD IDA PROJECT NO. EZI-4710

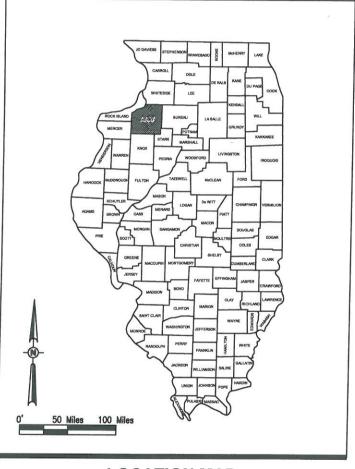
NOVEMBER 15, 2019

NOTICE TO CONTRACTORS AND BIDDERS

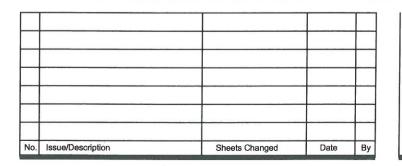
THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.



VICINITY MAP



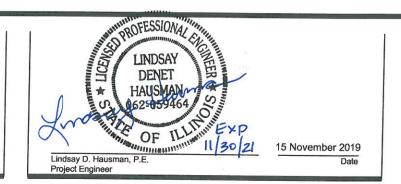
LOCATION MAP



PLANS PREPARED BY:



HANSON PROFESSIONAL SERVICES INC. 1525 S. Sixth St. Springfield, Illinois 62703 Telephone: 217.788.2450 Fax: 217.788.2503



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	SUMMARY OF QUANTIT	TES	
ITEM NO.	DESCRIPTION	UNIT	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.00
AR150520	MOBILIZATION	LUMP SUM	1.00
AR150530	TRAFFIC MAINTENANCE	LUMP SUM	1.00
AR150540	HAUL ROUTE	LUMP SUM	1.00
AR152480	SHOULDER ADJUSTMENT	SQUARE YARD	3,864.00
AR156510	SILT FENCE	LINEAR FOOT	168.00
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LINEAR FOOT	4,707.00
AR201663	SAND MIX CRACK REPAIR	LINEAR FOOT	638.00
AR201670	CRACK CONTROL FABRIC	SQUARE YARD	7,787.00
AR401613	BIT. SURF. CSE METHOD I, SUPERPAVE	TON	955.00
AR401650	BITUMINOUS PAVEMENT MILLING	SQUARE YARD	7,787.00
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	510.00
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	1,170.00
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQUARE YARD	147.00
AR603510	BITUMINOUS TACK COAT	GALLON	1,870.00
AR620520	PAVEMENT MARKING-WATERBORNE	SQUARE FOOT	3,178.00
AR620525	PAVEMENT MARKING-BLACK BORDER	SQUARE FOOT	3,400.00
AR901510	SEEDING	ACRE	0.80
ΔR908510	MULCHING	ACRE	0.80

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM NOTED IN THE SPECIAL PROVISIONS, COMPLETED AND ACCEPTED BY THE ENGINEER.



Offices Nationwide www.hanson-inc.com

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Illinois Licensed Professional Service Corporation #184-001084



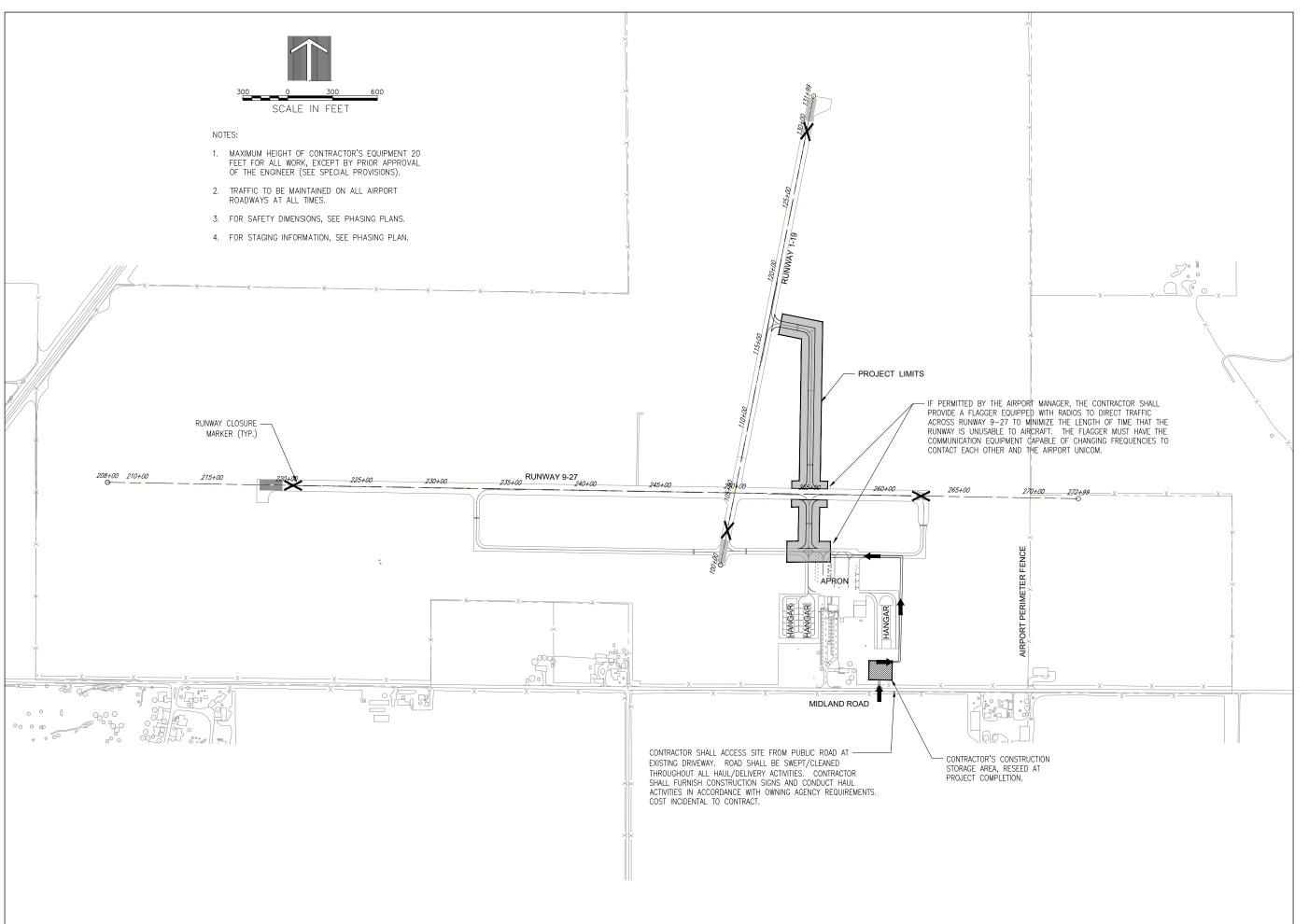
KEWANEE MUNICIPAL AIRPORT 3769 Midland Road Kewanee, Illinois 61443 Telephone: 309.853.8222

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017

SHEET INDEX AND SUMMARY OF QUANTITIES





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LAYOUT BY: LDH 3/14/19

DRAWN BY: LDH 3/14/19

REVIEWED BY: LDH 11/9/19

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SHEET TITLE

SITE AND SAFETY PLAN

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE TAXIWAY A AND B TO RUNWAY RUNWAY 1-19 AT KEWANEE MUNICIPAL AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- MILLING OF EXISTING PAVEMENTS.
- CRACK REPAIR OF EXISTING PAVEMENTS.
- INSTALLATION OF CRACK CONTROL FABRIC.
- PLACEMENT OF BITUMINOUS OVERLAY.
- PLACEMENT OF PAVEMENT MARKINGS.
- SHOULDER ADJUSTMENT, SEEDING AND MULCHING IN ALL DISTURBED AREAS, INCLUDING ALONG NEW PAVEMENT EDGES.

PROTECTION OF EXISTING AIRPORT FACILITIES

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

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

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

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

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

RESPONSIBILITY FOR EXISTING UTILITIES

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

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (PHONE 800-892-0123) TO ASSIST IN THE ABOVE.

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

EXISTING BENCHMARKS

PROJECT BENCHMARKS ARE AS FOLLOWS:

"KEWPORT" NGS MONUMENT N 1,652,431.74 E 2,352,728.14

E 2,352,728. ELEV. 854.2

"KEWPORT AZ MK" NGS MONUMNT N 1,652,491.68 E 2,349,792.88 ELEV. 850.6

RUNWAY END COORDINATES

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION	RUNWAY ELEVATION
RUNWAY 9 END RUNWAY 27 END RUNWAY 1 END RUNWAY 19 END	4112'13.9076" N 4112'09.3902" N	89'58'25.7181" W 89'57'26.8606" W 89'57'45.1290" W 89'57'36.8856" W	55+00	853.7 856.3 855.2 837.5



PROJECT IS LOCATED IN NORTHWEST 1/4 OF SECTION 17, WETHERSFIELD TOWNSHIP, HENRY COUNTY

<u>NOTES</u>

- VERTICAL COORDINATES ARE IN NGVD 29.
 HORIZONTAL COORDINATES ARE IN STATE PLANE NAD 83
 ILLINOIS WEST
- 2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN FEET.
- 3. THE APPROACH END OF RUNWAY 1 IS STATION 55+00.
- THE AIRPORT REFERENCE CODE FOR RUNWAY 9-27 IS B-II. RUNWAY 9 HAS A NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF 1 MILE WHILE RUNWAY 27 HAS A VISUAL APPROACH.
- 5. THE AIRPORT REFERENCE CODE FOR RUNWAY 1-19 IS B-I. RUNWAY 1 HAS A NON-PRECISION APPROACH WITH VISIBILITY MINIMUM OF 1 MILE WHILE RUNWAY 19 HAS A VISUAL APPROACH.

HANSON Engineering | Planning | Allied Service

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IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

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SITE AND SAFETY PLAN NOTES

	OBJECT INFORMATION												
ITEM NO.	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 9-27 STATION	RUNWAY 9-27 OFFSET	RUNWAY 9-27 EXIST EL.	RUNWAY 1-19 STATION	RUNWAY 1-19 OFFSET	RUNWAY 1-19 EXIST EL.
1	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	848.0	868.0	41° 12' 03.0292" N	89° 57' 32.1366" W	259+17.56	1,108.50	858.0	95+63.94	1,100.54	855.4
2	BARRICADES	1A	STATIONARY	856.4	860.4	41° 12' 16.6155" N	89° 57' 43.2081" W	250+45.02	250.00	857.0	107+45.32	0.00	856.4
3	BARRICADES	1A	STATIONARY	856.5	860.5	41° 12' 11.6932" N	89° 57' 44.5175" W	249+54.52	250.00	856.0	102+37.19	0.00	856.5
4	CONSTRUCTION EQUIPMENT	1, 1A	MOVING	856.6	876.6	41° 12' 16.5292" N	89° 57' 37.2619" W	254+99.60	250.00	858.0	108+26.28	447.31	855.0
5	CONSTRUCTION EQUIPMENT	1	MOVING	852.0	872.0	41° 12' 25.0734" N	89° 57' 38.2891" W	254+04.48	1,113.05	858.0	116+58.59	200.00	853.0
6	BARRICADES	2A	STATIONARY	852.0	856.0	41° 12' 25.2206" N	89° 57' 39.2508" W	253+30.70	1,126.54	858.0	116+58.72	125.00	852.1
7	BARRICADES	2A	STATIONARY	855.0	859.0	41° 12' 14.1780" N	89° 57' 45.5246" W	248+72.73	0.00	855.0	104+68.59	125.00	857.0
8	BARRICADES	2A	STATIONARY	857.0	861.0	41° 12' 14.1288" N	89° 57' 42.2015" W	251+26.78	0.00	857.0	105+13.74	125.00	857.0
9	BARRICADES	2A	STATIONARY	854.0	858.0	41° 12' 10.2466" N	89° 57' 46.5703" W	248+00.45	399.39	854.0	100+62.75	125.00	855.7
10	BARRICADES	2A	STATIONARY	852.0	856.0	41° 12' 11.4441" N	89° 57' 27.3646" W	262+65.86	250.00	856.0	104+70.75	1,290.37	857.0
11	CONSTRUCTION EQUIPMENT	2, 2A	MOVING	854.6	874.6	41° 12' 11.5897" N	89° 57' 37.3888" W	254+99.51	250.00	858.0	103+34.26	536.28	856.0
12	BARRICADES	2	STATIONARY	855.0	859.0	41° 12' 10.2895" N	89° 57' 43.2229" W	250+56.19	390.13	858.0	101+17.41	125.00	856.0

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

SEQUENCE OF CONSTRUCTION

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

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

RUNWAY CLOSURE

RUNWAY 9-27 AND RUNWAY 1-19 WILL BE CLOSED FOR PORTIONS OF THE PROJECT. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

THE CONTRACTOR WILL PROVIDE, INSTALL, MAINTAIN AND REMOVE RUNWAY CLOSURE MARKERS AS DETAILED ON THIS SHEET AND IN THE SPECIAL PROVISIONS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL, RELOCATE AND MAINTAIN RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN IN THE PLAN, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF PLACING AND RELOCATING THESE ITEMS, AND THEIR OPERATION AND MAINTENANCE, IS TO BE PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

THE AIRPORT OWNER WILL DE-ENERGIZE AIRPORT/RUNWAY NAVAIDS, AND AIRFIELD LIGHTING POWER AND CONTROL CIRCUITS WHEN THE RUNWAY IS CLOSED.

TEMPORARY BARRICADES

THE CONTRACTOR SHALL FURNISH BARRICADES FOR ANY AIRFIELD OR ROADWAY PAVEMENT TO BE CLOSED BY HIS WORK. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN DETAIL B, SHEET 6, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE RUNWAY, TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

VEHICULAR TRAFFIC CONTROL

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 250 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF ACTIVE RUNWAY 9-27, AND 200 FEET FROM THE CENTERLINE AND 240 FEET FROM THE END OF ACTIVE RUNWAY 1-19. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 44.5 FEET FROM CENTERLINE OF ACTIVE CATEGORY I TAXIWAYS, 65.5 FEET FROM ACTIVE CATEGORY I TAXIWAYS, AND TEN (10) FEET FROM ACTIVE APRONS. WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE OF RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS. WHEN HAUL VEHICLES ARE PERMITTED TO CROSS ACTIVE

AIRFIELD PAVEMENTS, THE CONTRACTOR WILL PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO—EQUIPPED FLAGGERS.

CONTRACTOR SHALL ESTABLISH AND MAINTAIN RADIO CONTACT WITH KEWANEE AIRPORT UNICOM (122.8 MHz). ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA—STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370—2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT—OF—WAY.

NO CLOSURE OF ANY RUNWAY WILL BE PERMITTED FOR THIS PROJECT, EXCEPT AS SHOWN IN THE PHASING PLANS.

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

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 75 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF RUNWAY 9-27, AND 60 FEET FROM THE CENTERLINE AND 240 FEET FROM THE END OF RUNWAY 1-19. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, AND 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE TO EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON -SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

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

AT NO TIME SHALL THE CONTRACTOR CONDUCT ANY ACTIVITIES OR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT ACTIVE PART 77 AIRPORT IMAGINARY SURFACES OR THE RUNWAY PROTECTION ZONES (RPZ) AS DELINEATED IN THE PLANS. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 20 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN LISE

BEFORE REOPENING TEMPORARILY CLOSED PAVEMENTS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAVEMENT TO ASSURE THAT NO MATERIALS OR OBJECTS THAT MAY DAMAGE AIRCRAFT OR VEHICLES REMAIN. ANY REQUIRED CLEANING SHALL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT OWNER AND IS INCIDENTAL TO THE CONTRACT.

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

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

NOTIFICATIONS BY CONTRACTOR

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

CONTRACTOR'S USE OF SITE

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

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

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

UTILITY OUTAGES AND SHUTDOWNS

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

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REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017

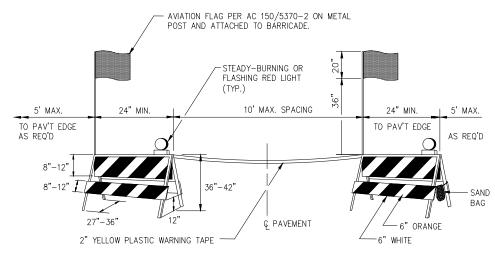
NO. DATE DESCRIPTION
LAY DWN REV
ISSUE: NOVEMBER 15, 2019
PROJECT NO: 19A0007
CAD FILE: C-103-SOW.DWG
LAYOUT BY: LDH 10/7/19

CONSTRUCTION SAFETY NOTES

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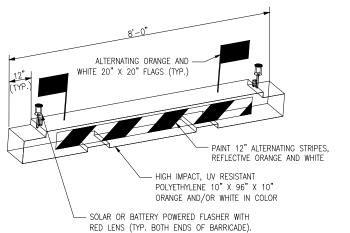
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A LATHING AND WARNING TAPE



BARRICADES ARE TO BE OF IDOT TYPE II. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING BARRICADES IS TO BE PAID FOR UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

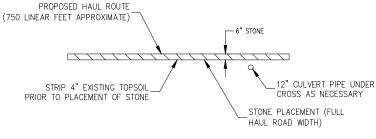
DETAIL B1 STANDARD PAVEMENT BARRICADES



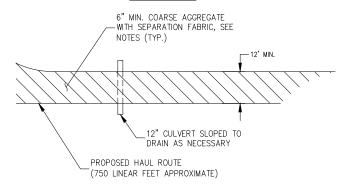
NOTES:

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

DETAIL B2 TYPE 2 - LOW PROFILE AIRCRAFT BARRICADE DETAIL



CROSS SECTION



1. STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.

C RUNWAY

YELLOW COLOR-

UNDER ITEM 150530.

2. STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR

VINYL MARKERS SHALL BE FURNISHED BY THE CONTRACTOR. THE

CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY

3. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE

DETAIL C

RUNWAY CLOSURE MARKERS

NUMERALS DURING CLOSURE OF THE RUNWAY.

CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING,

RELOCATING AND MAINTAINING THE MARKERS, WHOSE COST SHALL BE PAID

- 3. HAUL ROUTE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
- 4. HAUL ROUTE WIDTH SHALL BE 12 FEET MINIMUM.
- 5. SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT (CMP, STEEL OR
- 6. PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO MEET THE REQUIREMENTS OF SEPARATION FABRIC DESCRIBED IN SECTION 156513 STANDARD SPECIFICATIONS, COST INCIDENTAL TO ITEM AR150540.
- THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT—OF—WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- 8. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- 9. HAUL ROUTE TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEEDED AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER.
- 10. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING HAUL ROUTE SHALL BE PAID UNDER ITEM AR150540.

DETAILS SHOWN ARE NOT TO SCALE

DETAIL D HAUL ROUTE

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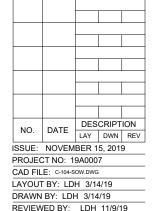


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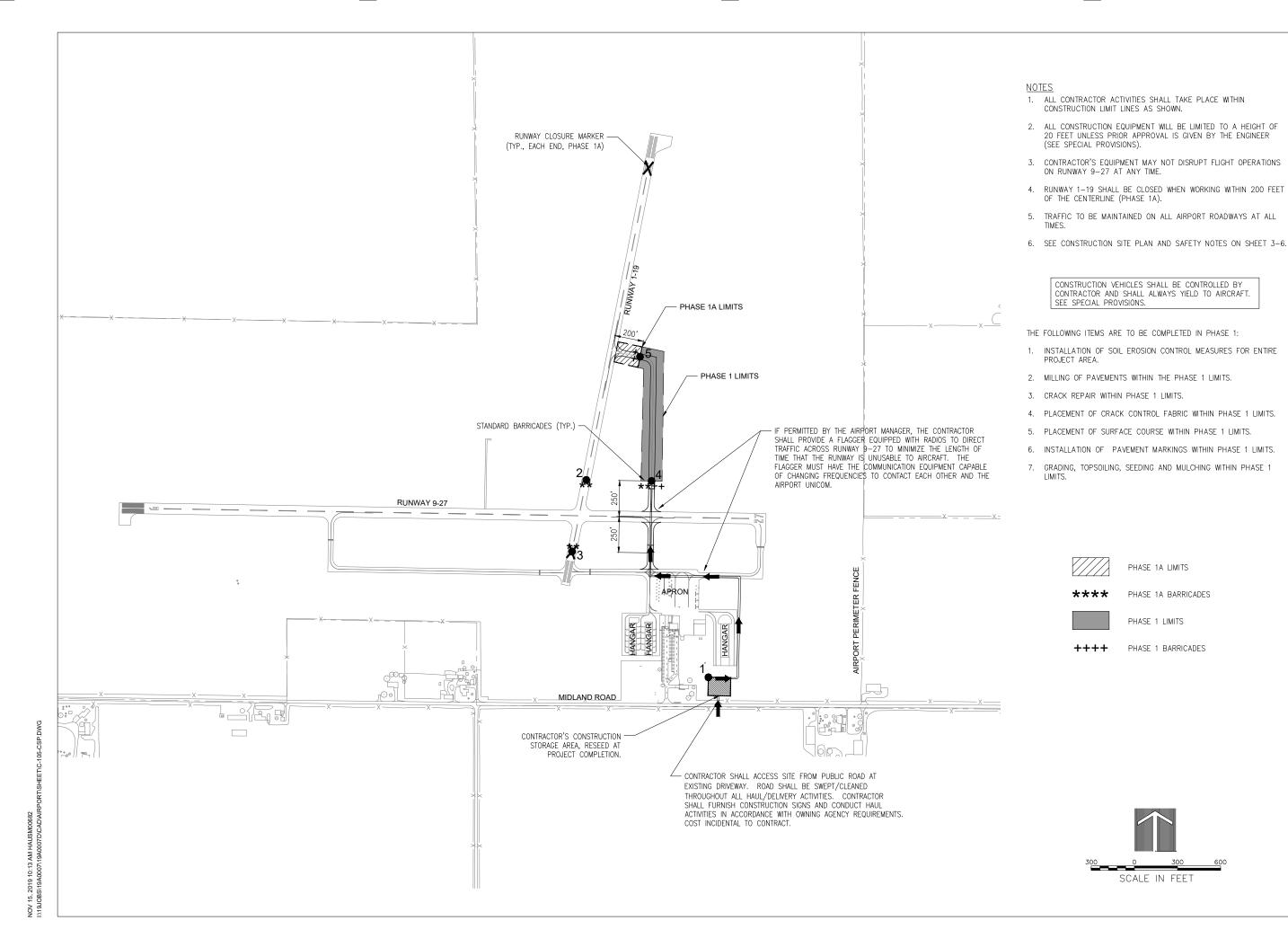
REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017



CONSTRUCTION SAFETY DETAILS





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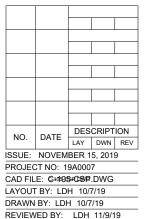
PHASE 1A LIMITS

PHASE 1 LIMITS

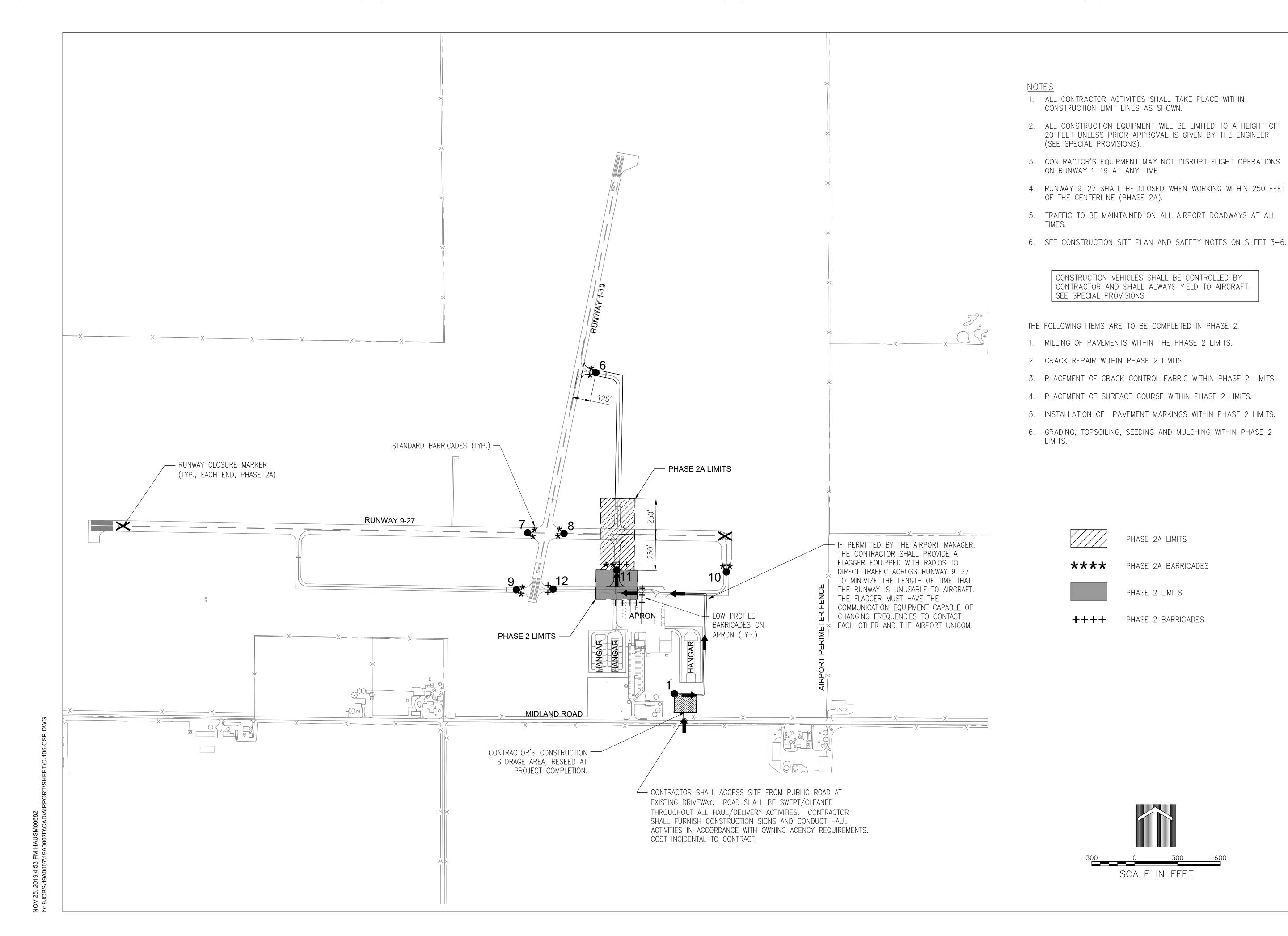
SCALE IN FEET

PHASE 1A BARRICADES

PHASE 1 BARRICADES



PHASING PLAN PHASE 1





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IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017

NO. DATE DESCRIPTION
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ISSUE: NOVEMBER 15, 2019

PROJECT NO: 19A0007

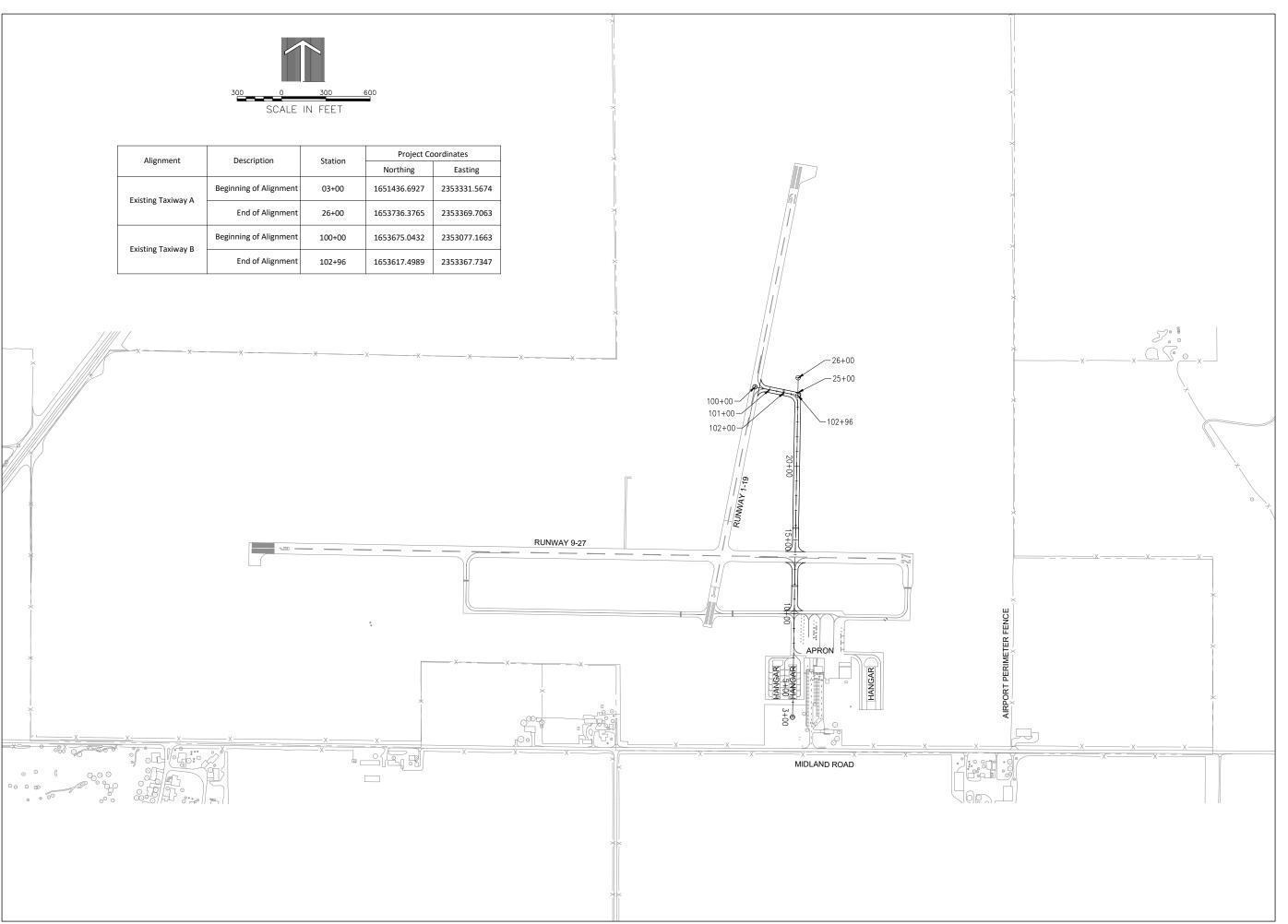
PHASING PLAN PHASE 2

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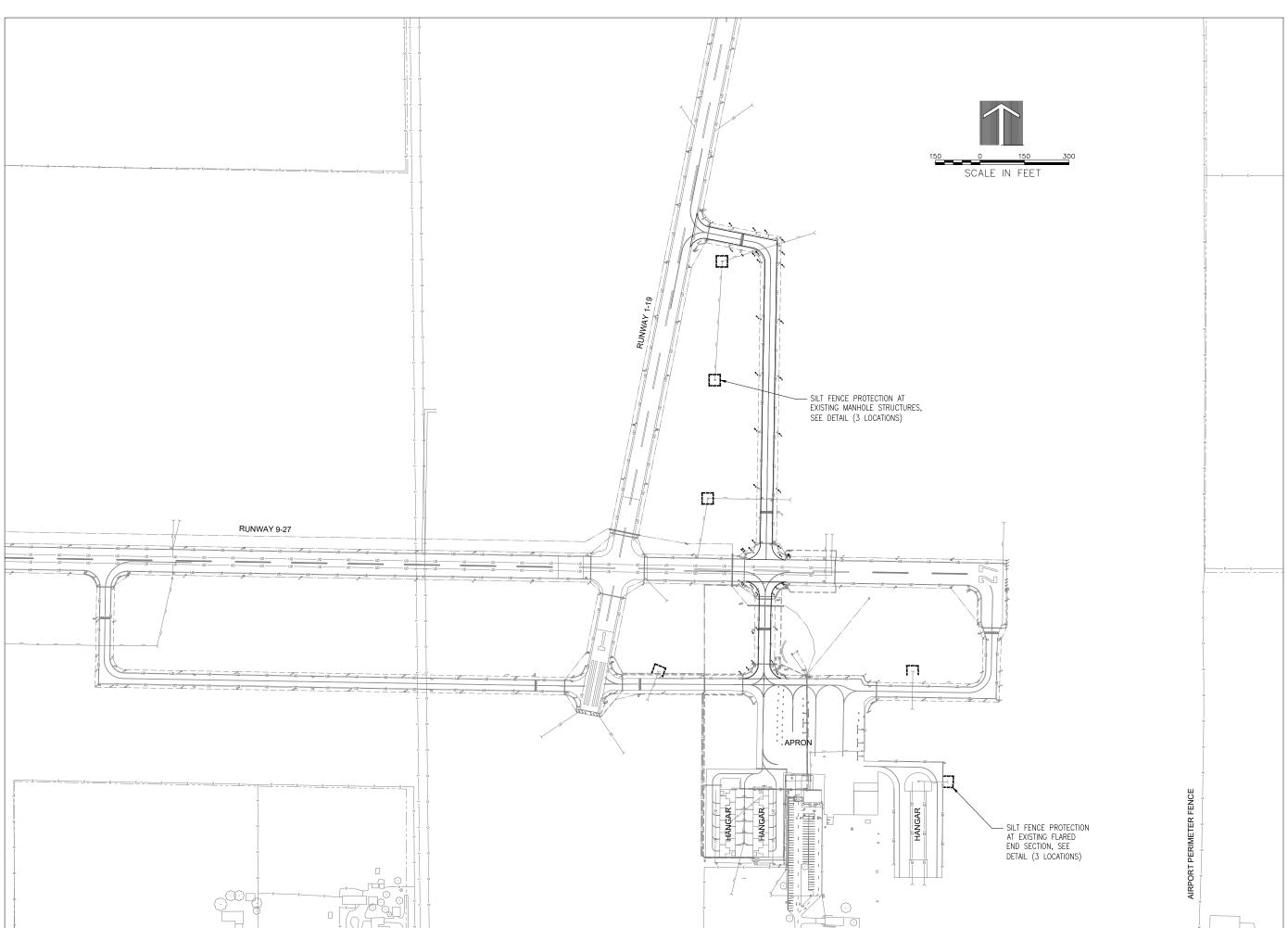


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ALIGNMENT DATA TABLE





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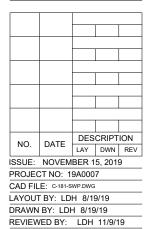


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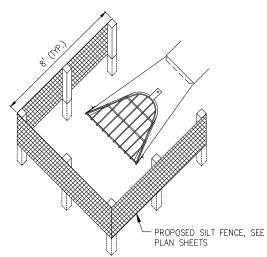
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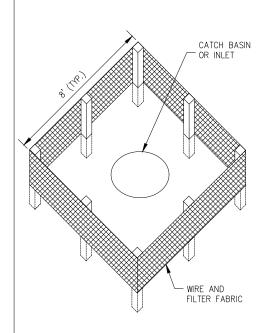
Contract No.: KE017



STORMWATER POLLUTION PREVENTION PLAN



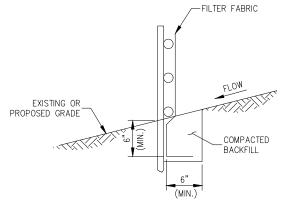
SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)



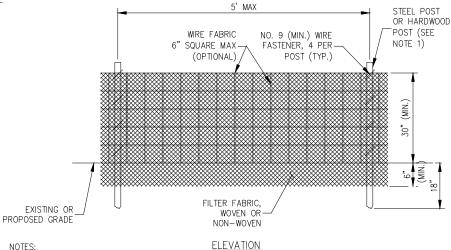
NOTES:

- FILTER FABRIC SHALL BE EMBEDDED 8" INTO THE SOIL
- 2. INSPECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS AT THE DIRECTION OF THE AIRPORT REPRESENTATIVE OR OWNER SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. CONTRACTOR SHALL PLACE SEED AND MULCH PER LANDSCAPING PLAN. COST OF REMOVAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR SILT FENCE.
- AREAS DISTURBED OUTSIDE OF CONSTRUCTION LIMITS DURING PLACEMENT OF INLET PROTECTION TO BE RE-GRADED SEEDED AND MULCHED, COST INCIDENTAL TO SILT FENCE
- FENCE AND POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- 6. PAID UNDER AR156510 SILT

SILT FENCE AT MANHOLES IN PERVIOUS AREAS



FABRIC ANCHOR DETAIL



NOTES:

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

SEDIMENTATION AND EROSION CONTROL NOTES:

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

STORM WATER POLLUTION PREVENTION NOTES

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

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

POLIUTION PREVENTION MEASURES.

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

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

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

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



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REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017

	NO.	DATE	DESCRIPTION					
	NO.	DATE	LAY	DWN	REV			
i	ISSUE: NOVEMBER 15, 2019							
i	PROJECT NO: 19A0007							
	CAD FILE: C-181-SWP.DWG							
i	LAYOUT BY: LDH 8/19/19							
i	DRAWN BY: LDH 8/19/19							

SWPPP DETAILS

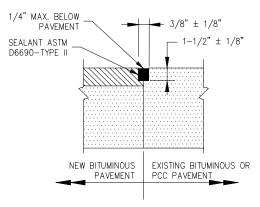
SHEET TITLE

REVIEWED BY: LDH 11/9/19

TYPICAL SECTION A-A

(SECTION SHOWN LOOKING NORTH)

- PROPOSED 2 INCH NOMINAL DEPTH MILLING AND 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401650 AND AR401613
- 2 PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- PROPOSED CRACK CONTROL FABRIC, ITEM AR201670
- PROPOSED SHOULDER ADJUSTMENT, SEEDING AND MULCHING, ITEM AR152480, AR901510 AND AR908510.



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

BITUMINOUS/BITUMINOUS SEAL



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Contract No.: KE017

NO. DATE DESCRIPTION
LAY DWN REV ISSUE: NOVEMBER 15, 2019 PROJECT NO: 19A0007 CAD FILE: C-112-TYP.DWG LAYOUT BY: LDH 8/20/19 DRAWN BY: LDH 8/20/19 REVIEWED BY: LDH 11/9/19 SHEET TITLE

TYPICAL SECTION AND PAVEMENT **DETAILS**

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION ADMINISTRATION FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.

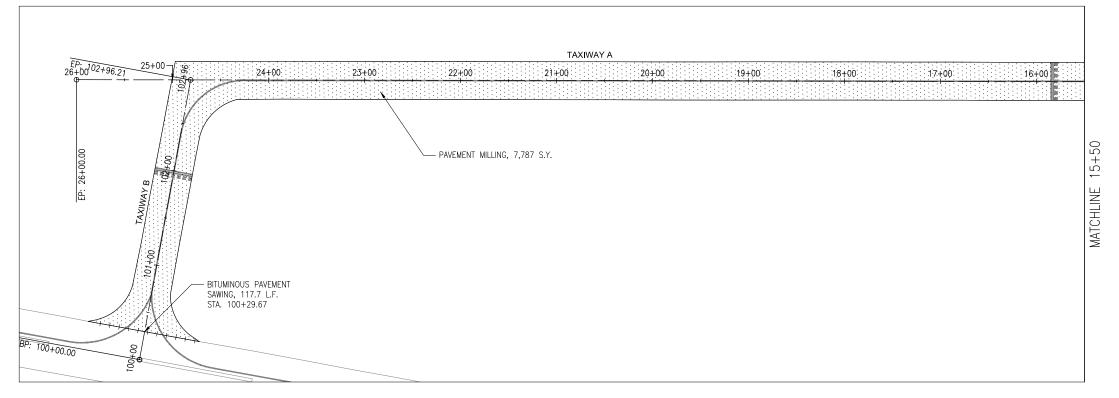
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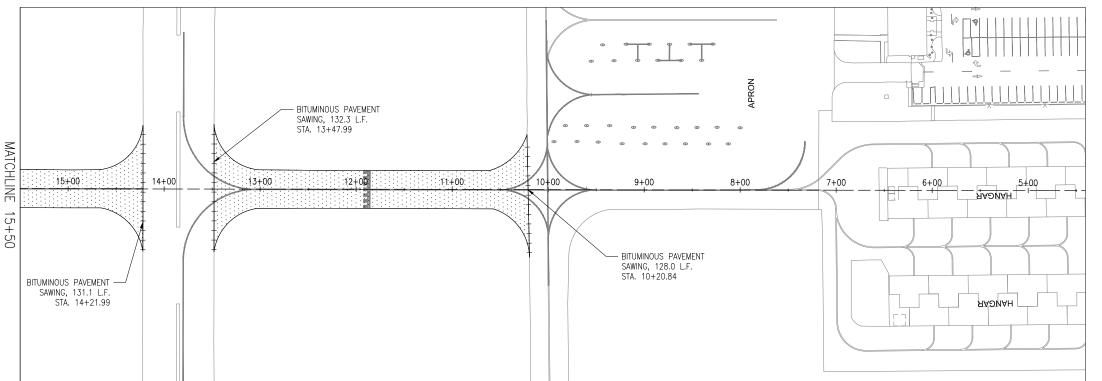






SCALE IN FEET





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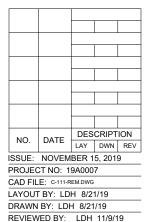


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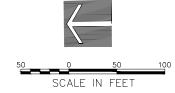
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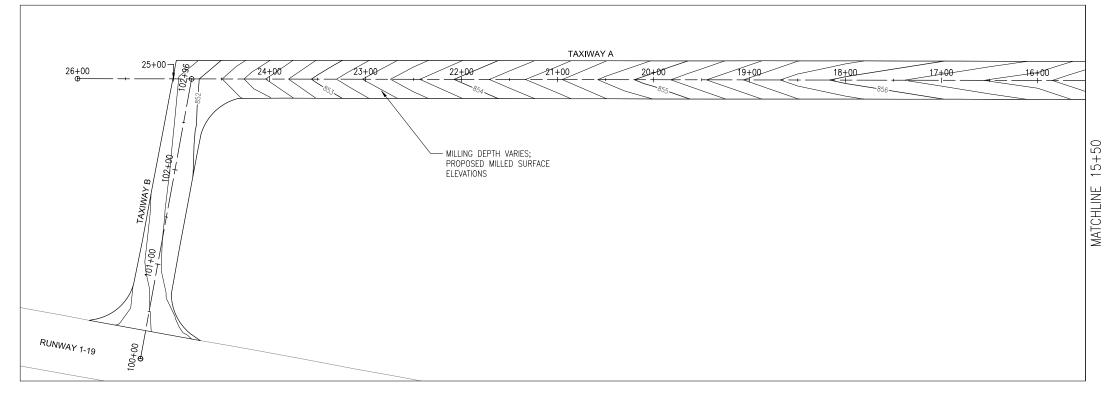
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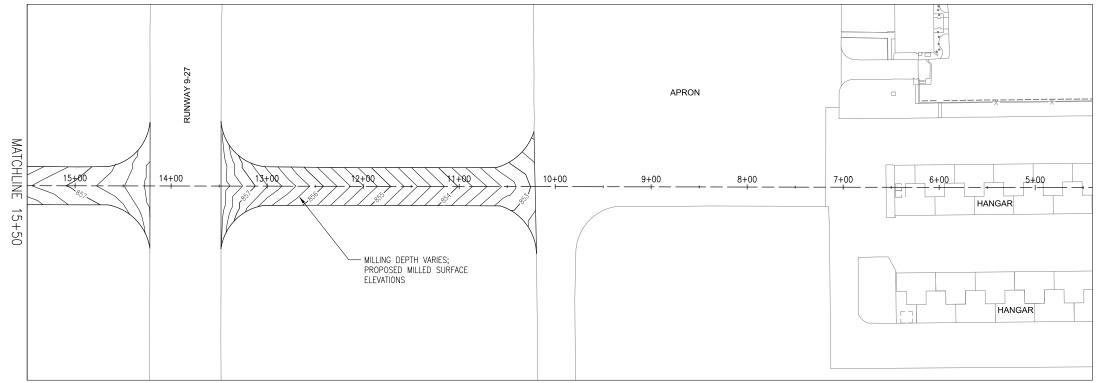
Contract No.: KE017



REMOVAL PLAN









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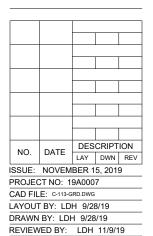


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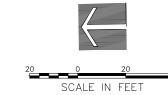
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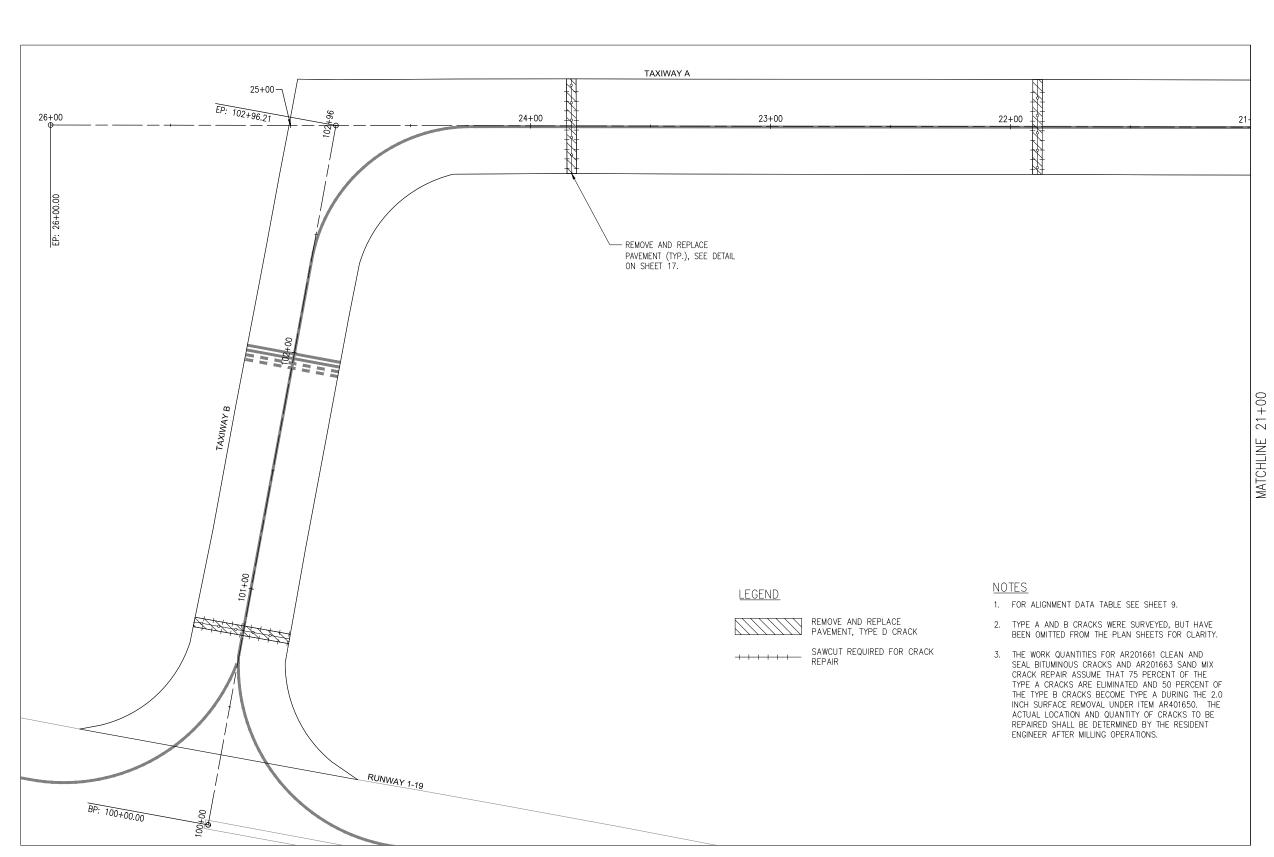
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Contract No.: KE017



MILLING GRADING PLAN







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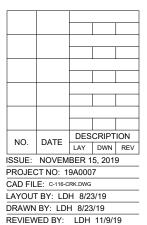


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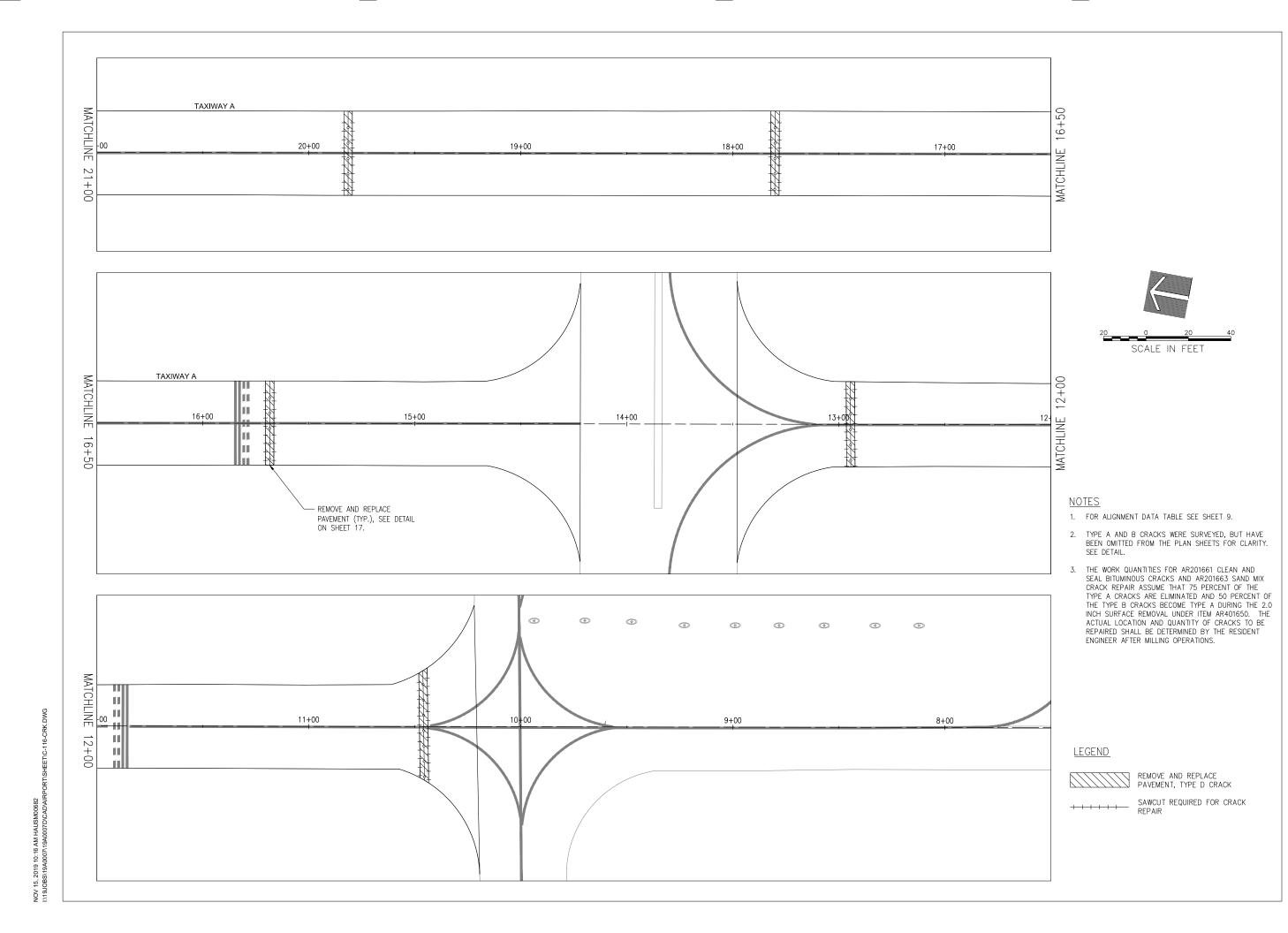
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CRACK REPAIR PLAN

1





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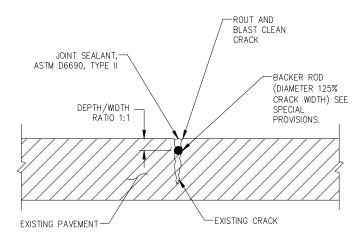
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Contract No.: KE017

NO. DATE DESCRIPTION
LAY DWN REV
ISSUE: NOVEMBER 15, 2019
PROJECT NO: 19A0007
CAD FILE: C-116-CRKDMG
LAYOUT BY: LDH 8/23/19
DRAWN BY: LDH 8/23/19

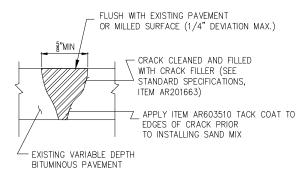
CRACK REPAIR PLAN

REVIEWED BY: LDH 11/9/19



CLEAN AND SEAL CRACKS TYPE A

(LESS THAN 1 INCH)

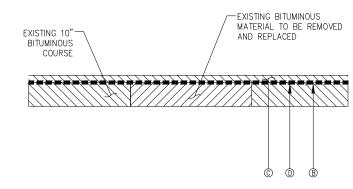


NOTES:

- CRACKS TO BE FILLED WITH SAND MIX SHALL BE AS SHOWN IN PLANS OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- 2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL TYPE B CRACKS, OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- 3. CONTRACTOR SHALL ROUT, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO TACK COAT AND SEALING.

SAND MIX CRACK REPAIR DETAIL TYPE B

(1-2 INCH)



- A PROPOSED BITUMINOUS SURFACE COURSE
- B PROPOSED CRACK CONTROL FABRIC
- © PROPOSED TACK COAT

<u>NOTES</u>

- 1. TACK COAT TO BE PLACED BETWEEN LIFTS OF BASE COURSE.
- 2. BITUMINOUS PAVEMENT SAWING TO BE PAID UNDER ITEM AR401665.

BITUMINOUS PAVEMENT REMOVAL/REPLACEMENT/REPAIR TYPE D

(GREATER THAN 3 INCH)



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LAY DWN REV
ISSUE: NOVEMBER 15, 2019
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CAD FILE: C-116-CRK.DWG
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CRACK REPAIR DETAILS



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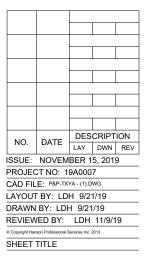


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PLAN & PROFILE TAXIWAY A STA. 10+00 - 15+43



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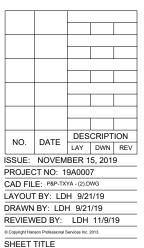


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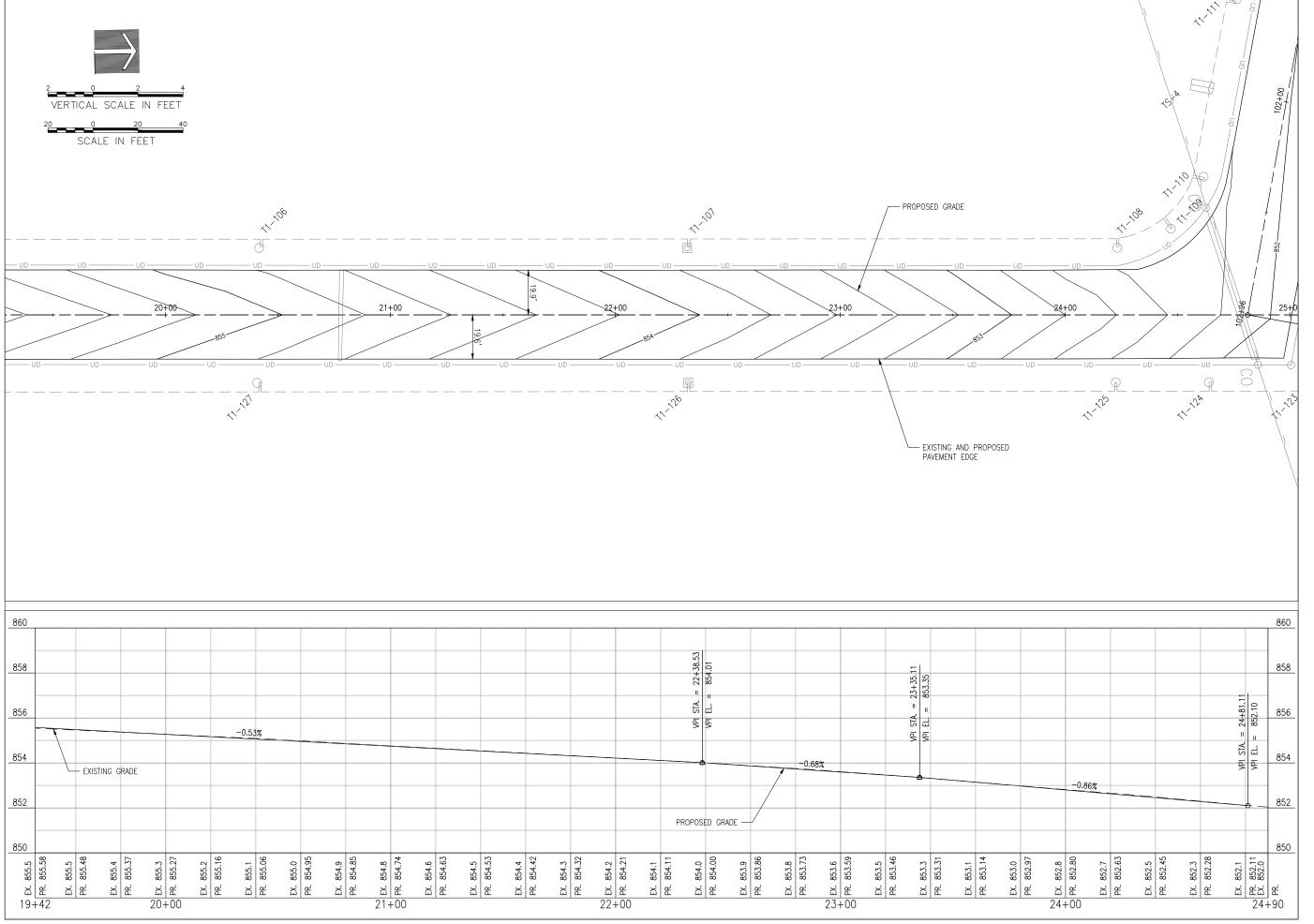
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PLAN & PROFILE TAXIWAY A STA. 14+00 - 19+42





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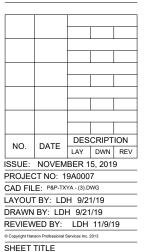


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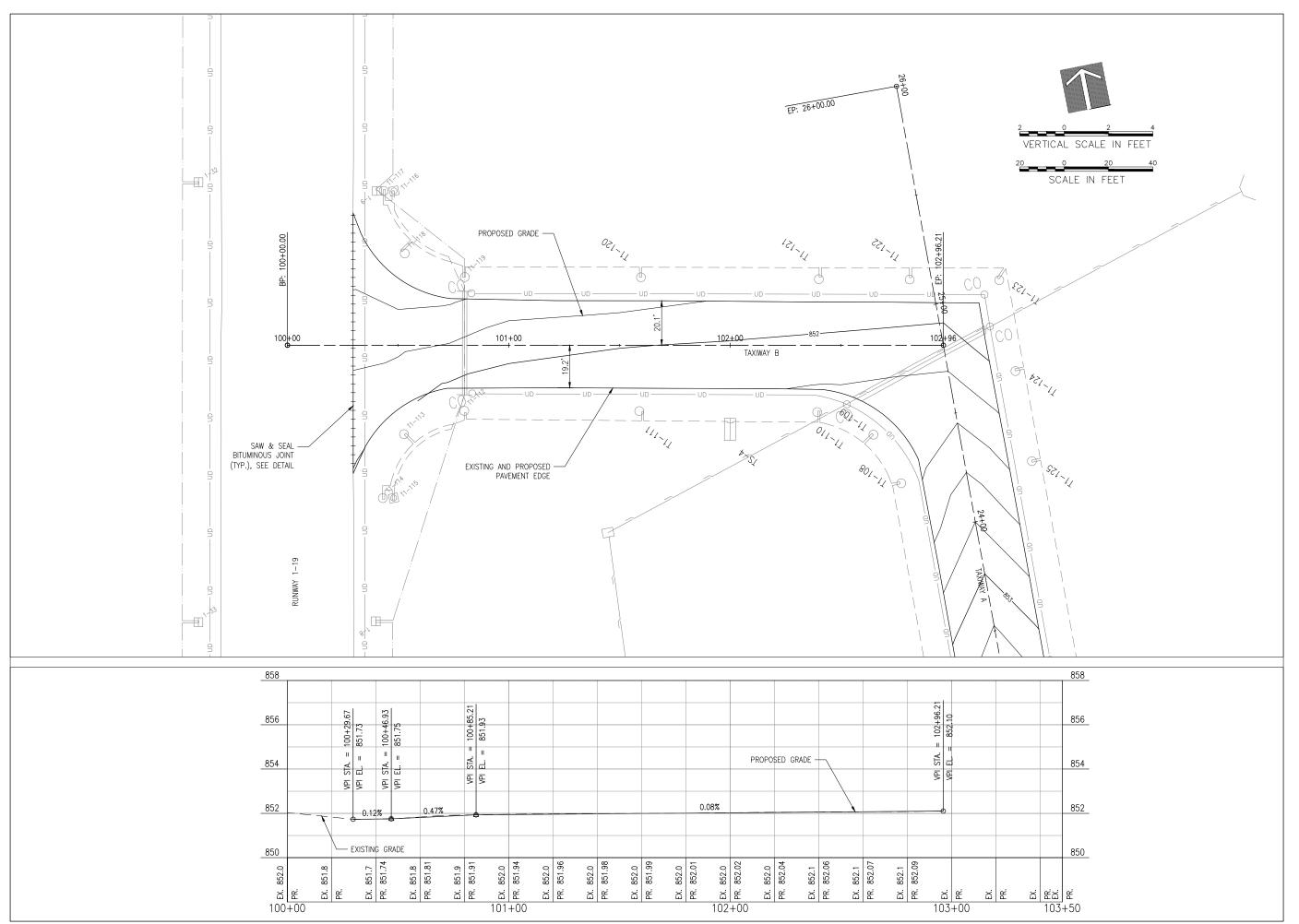
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Contract No.: KE017



PLAN & PROFILE TAXIWAY A STA. 19+42 - 24+90





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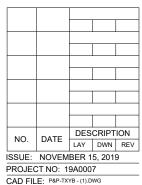


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IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017



LAYOUT BY: LDH 9/21/19

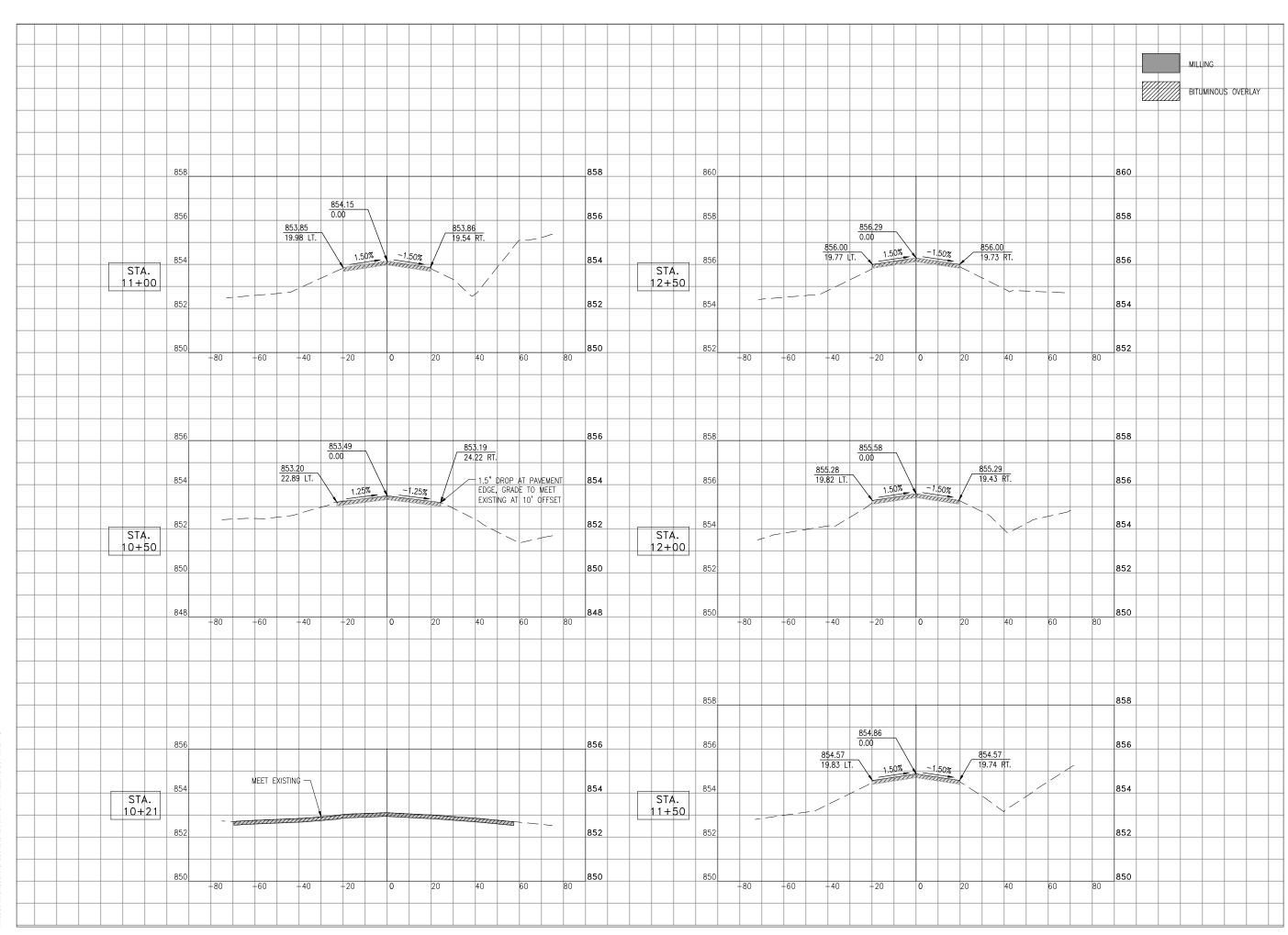
DRAWN BY: LDH 9/21/19

REVIEWED BY: LDH 11/9/19

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SHEET TITLE

PLAN & PROFILE TAXIWAY B STA. 100+00 - 103+50





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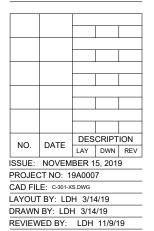


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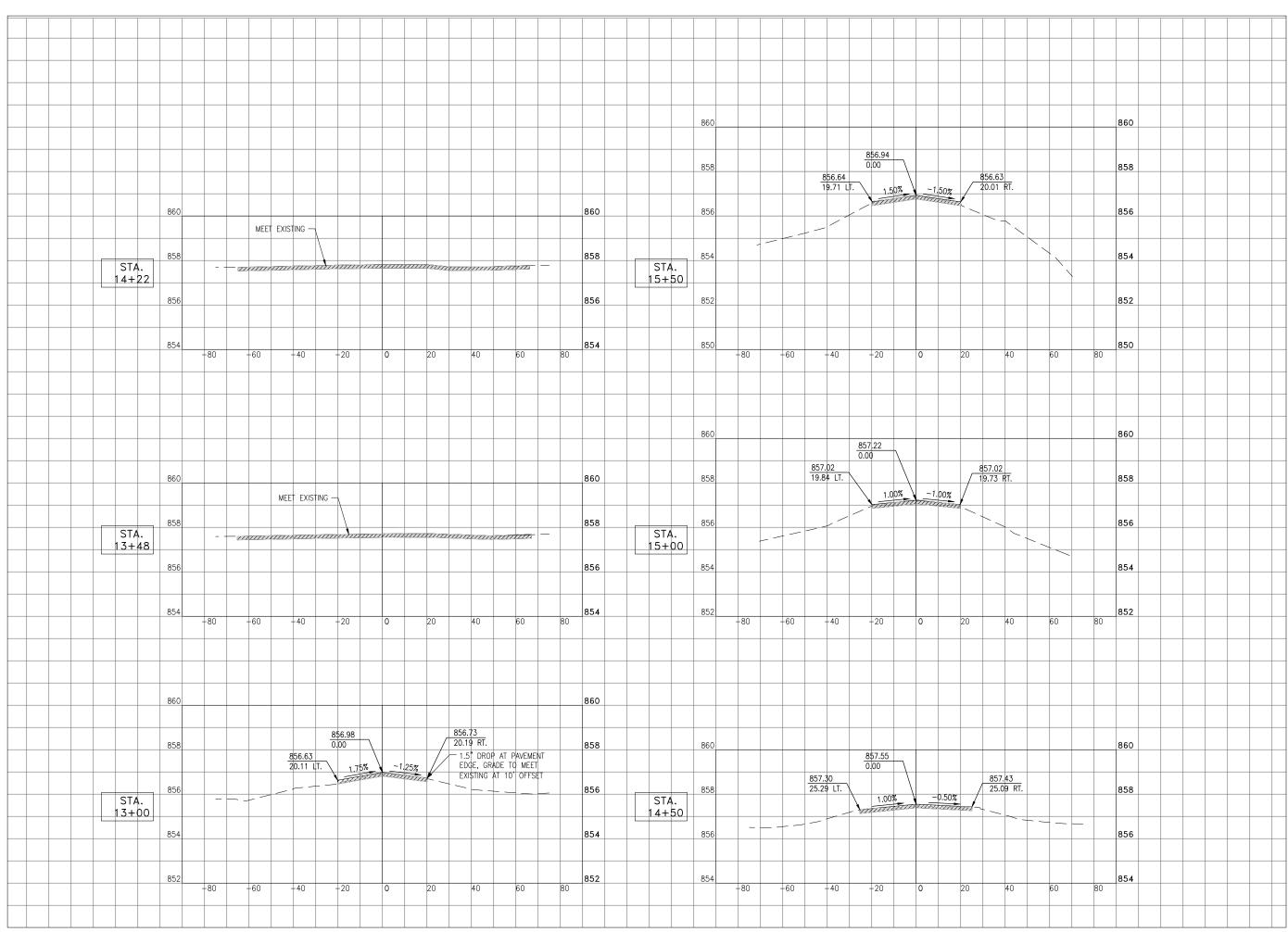
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CROSS SECTIONS STA. 10+21 THRU 12+50





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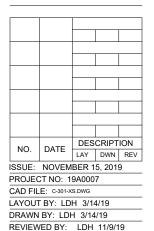


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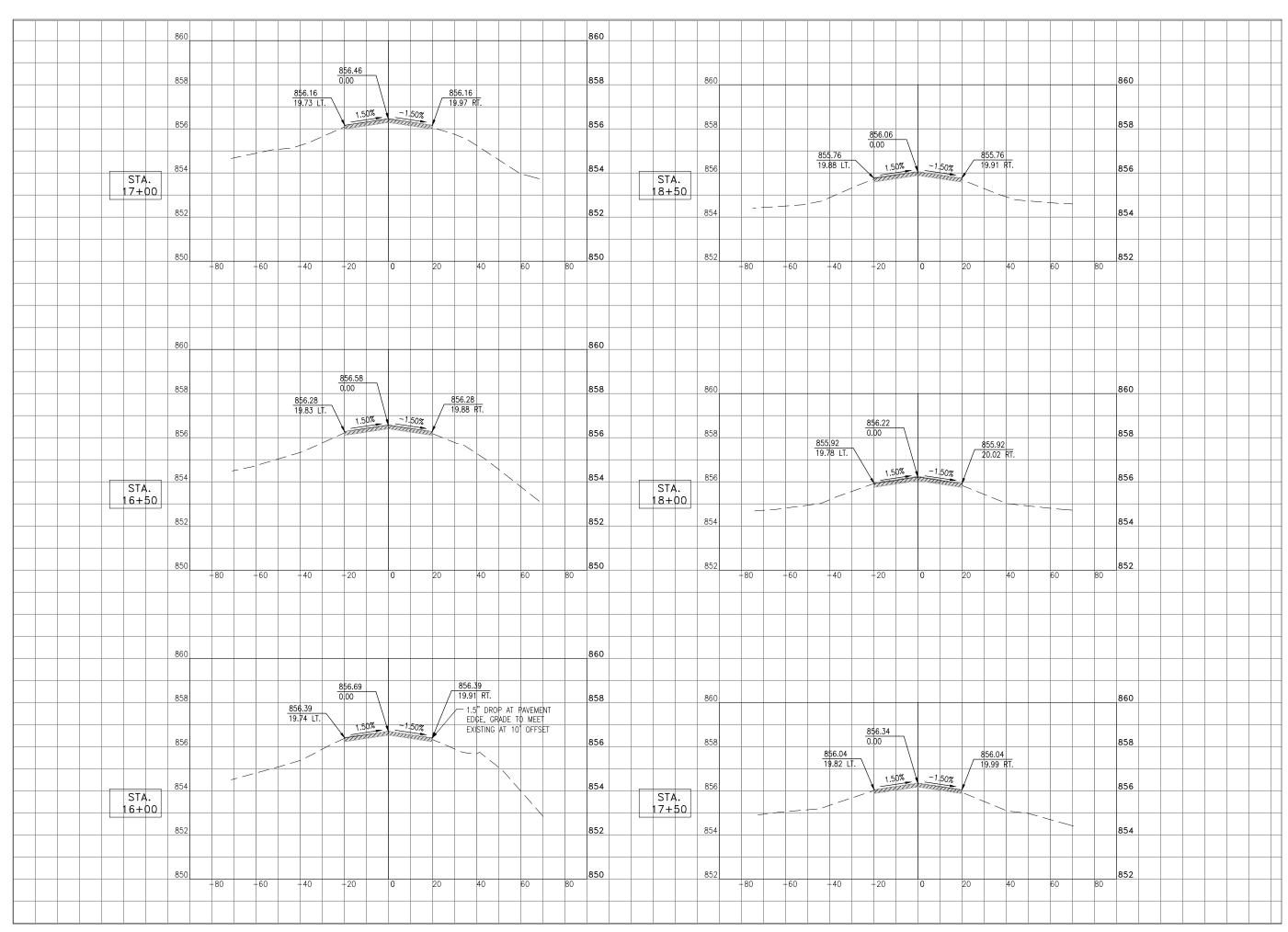
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Contract No.: KE017



CROSS SECTIONS STA. 13+00 THRU 15+50





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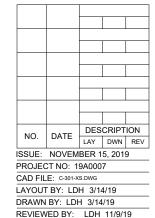


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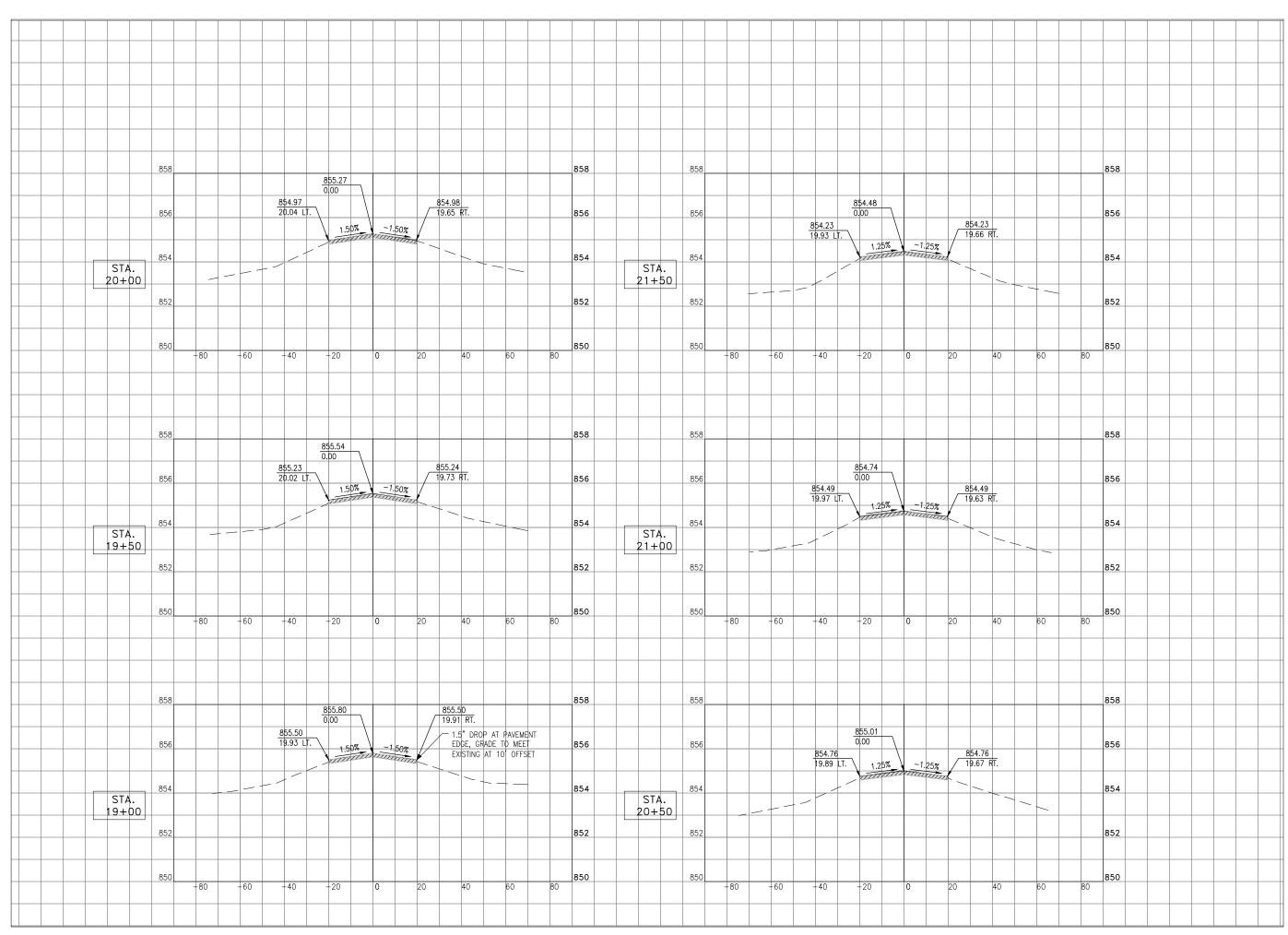
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CROSS SECTIONS STA. 16+00 THRU 18+50





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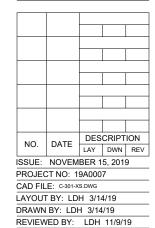


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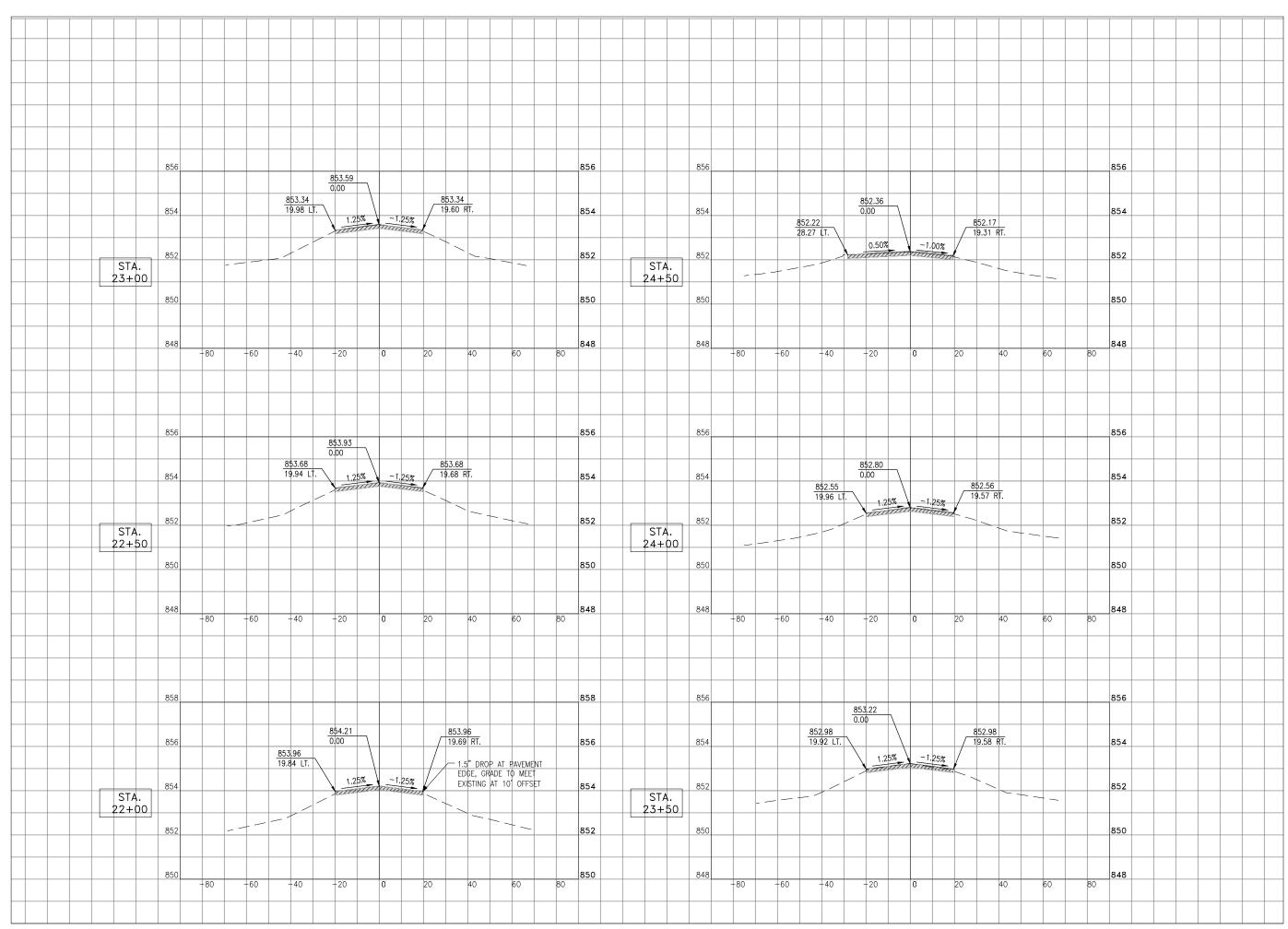
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CROSS SECTIONS STA. 19+00 THRU 21+50





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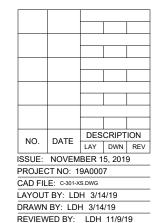


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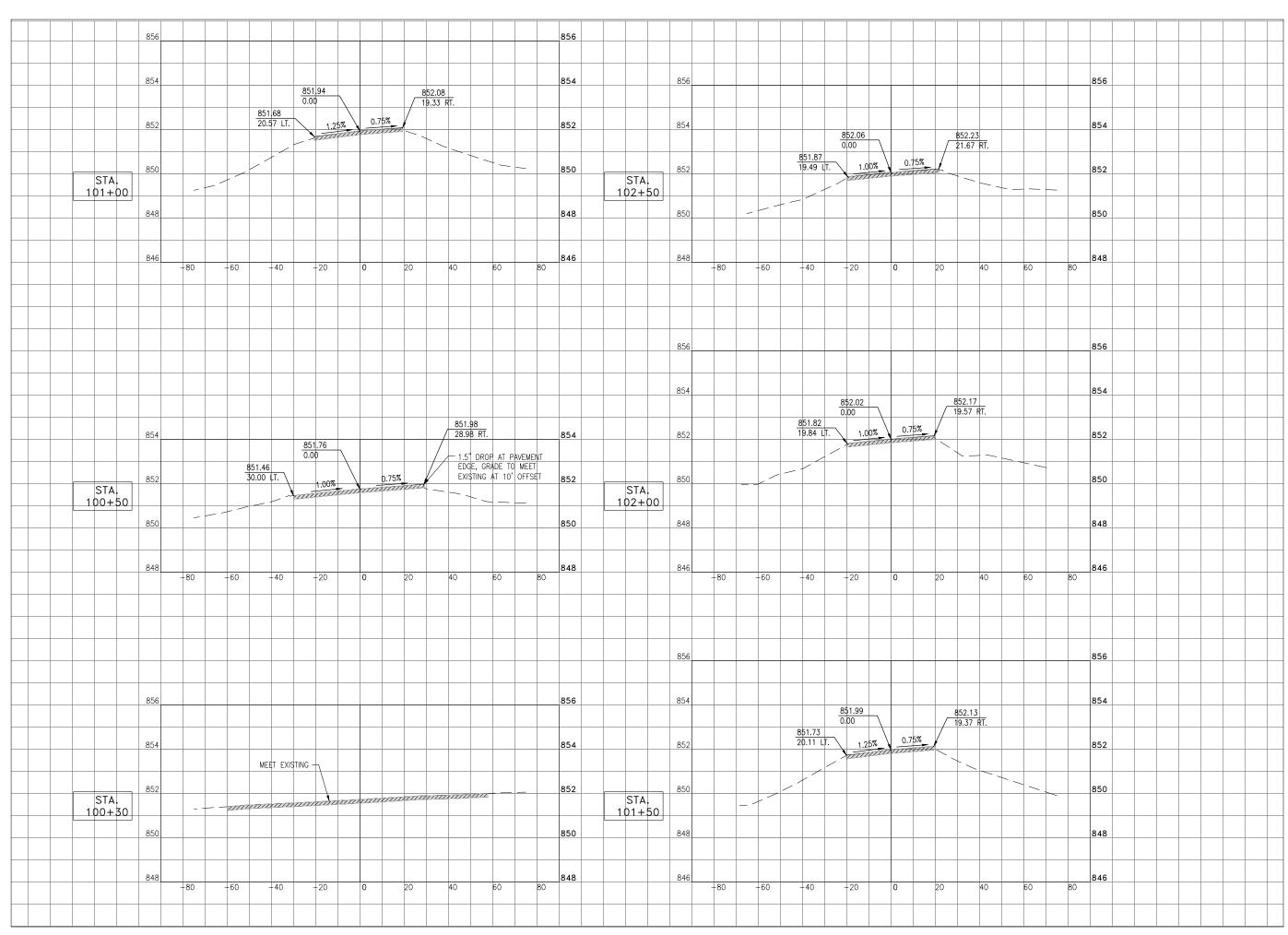
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CROSS SECTIONS STA. 22+00 THRU 24+50





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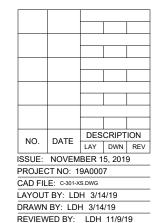


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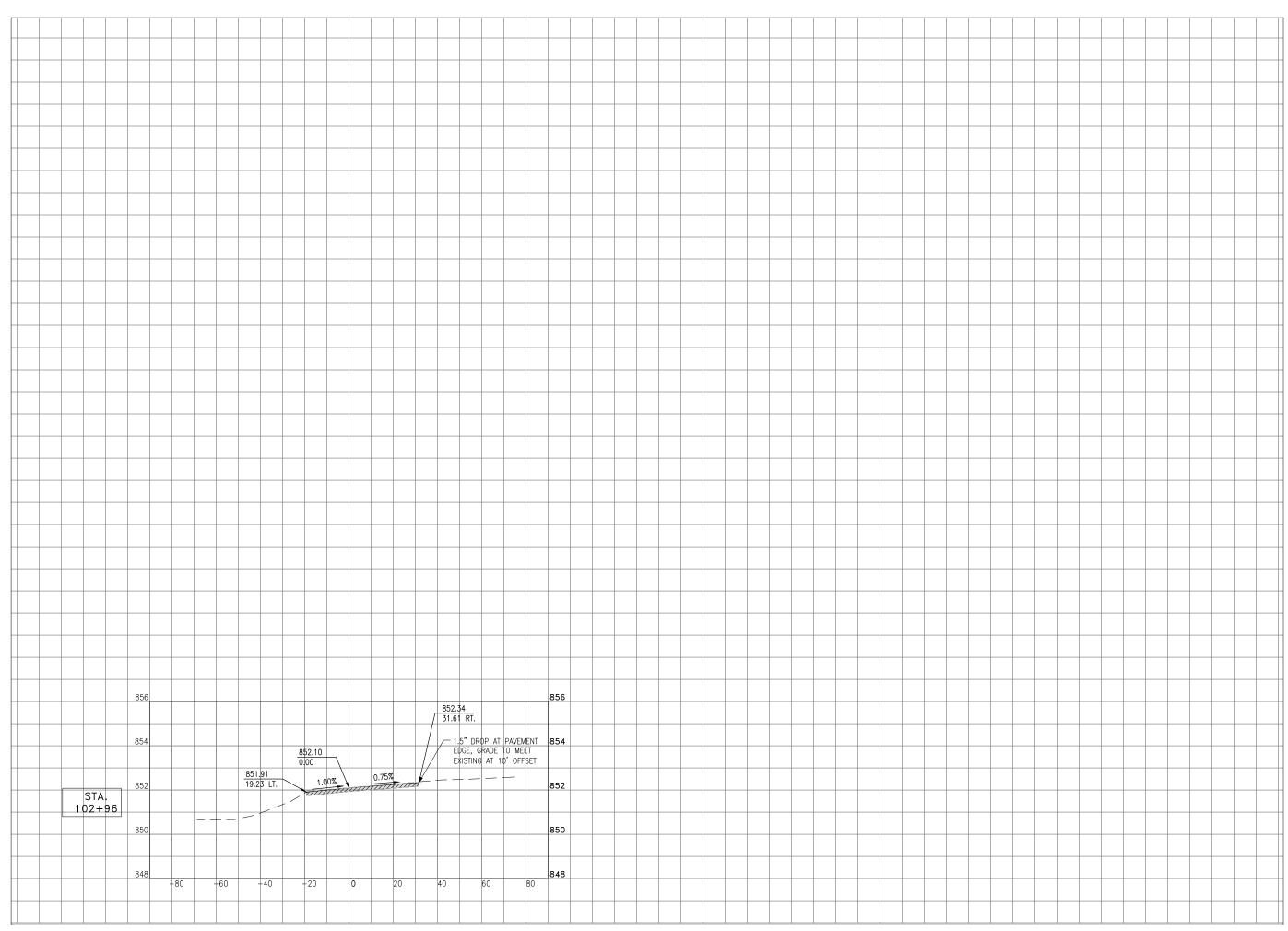
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CROSS SECTIONS STA. 100+30 THRU 102+50





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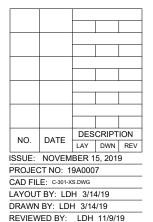


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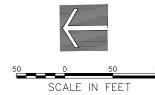
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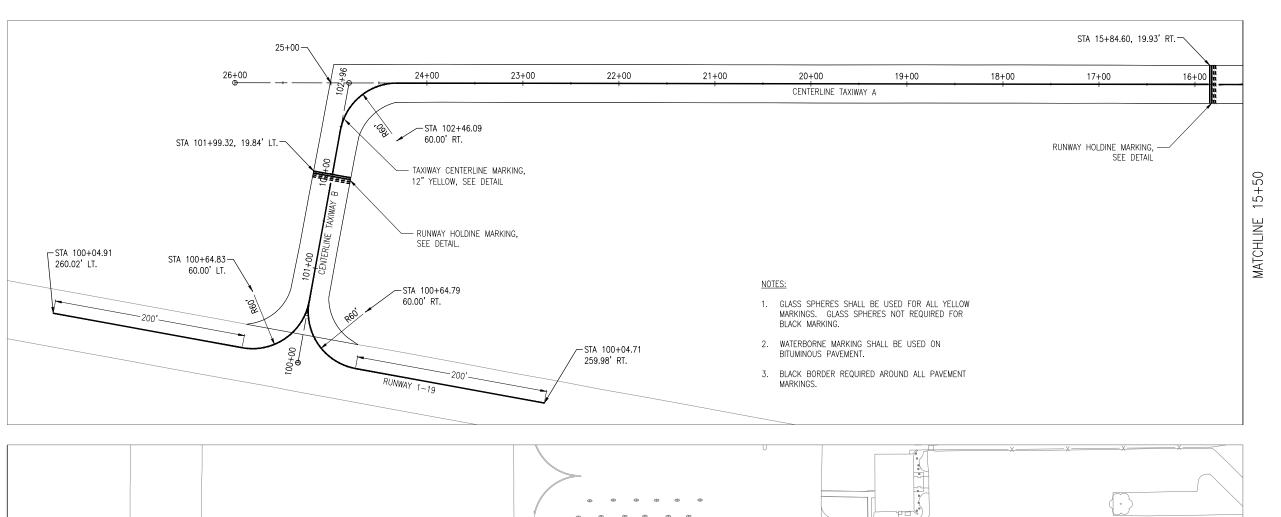
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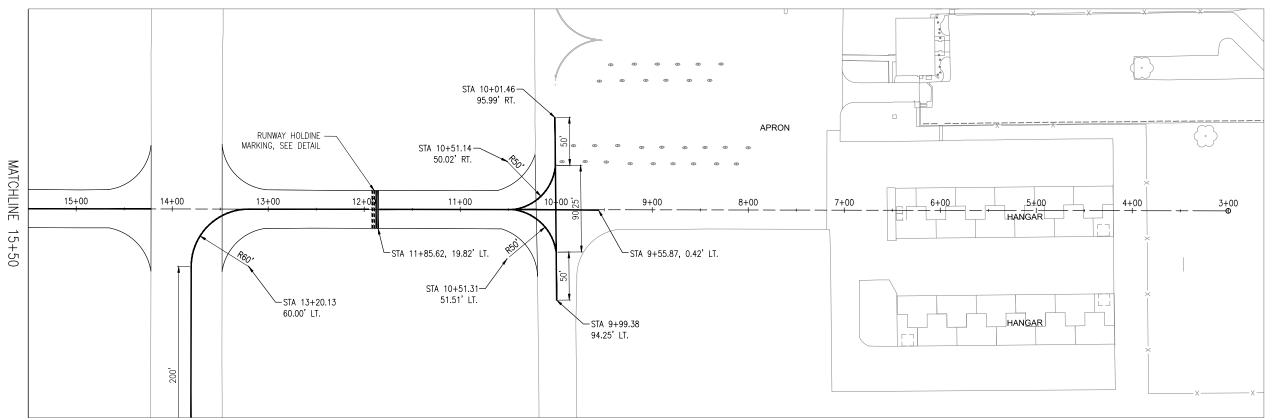
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CROSS SECTIONS STA. 102+96







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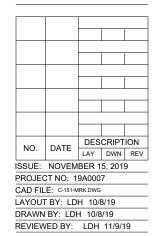


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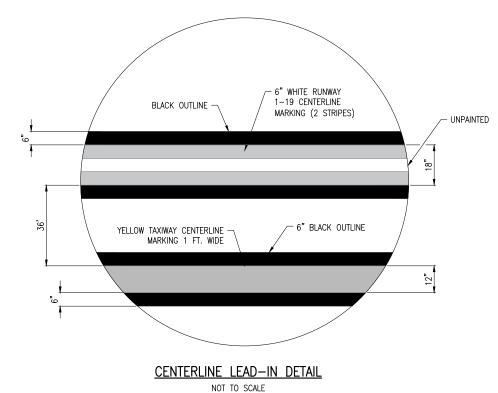
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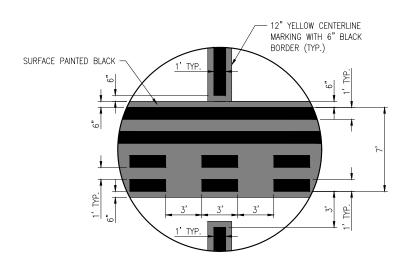
IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

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MARKING PLAN





HOLDING POSITION DETAIL

NOT TO SCALE



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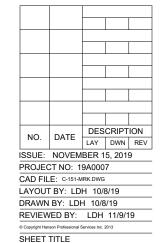


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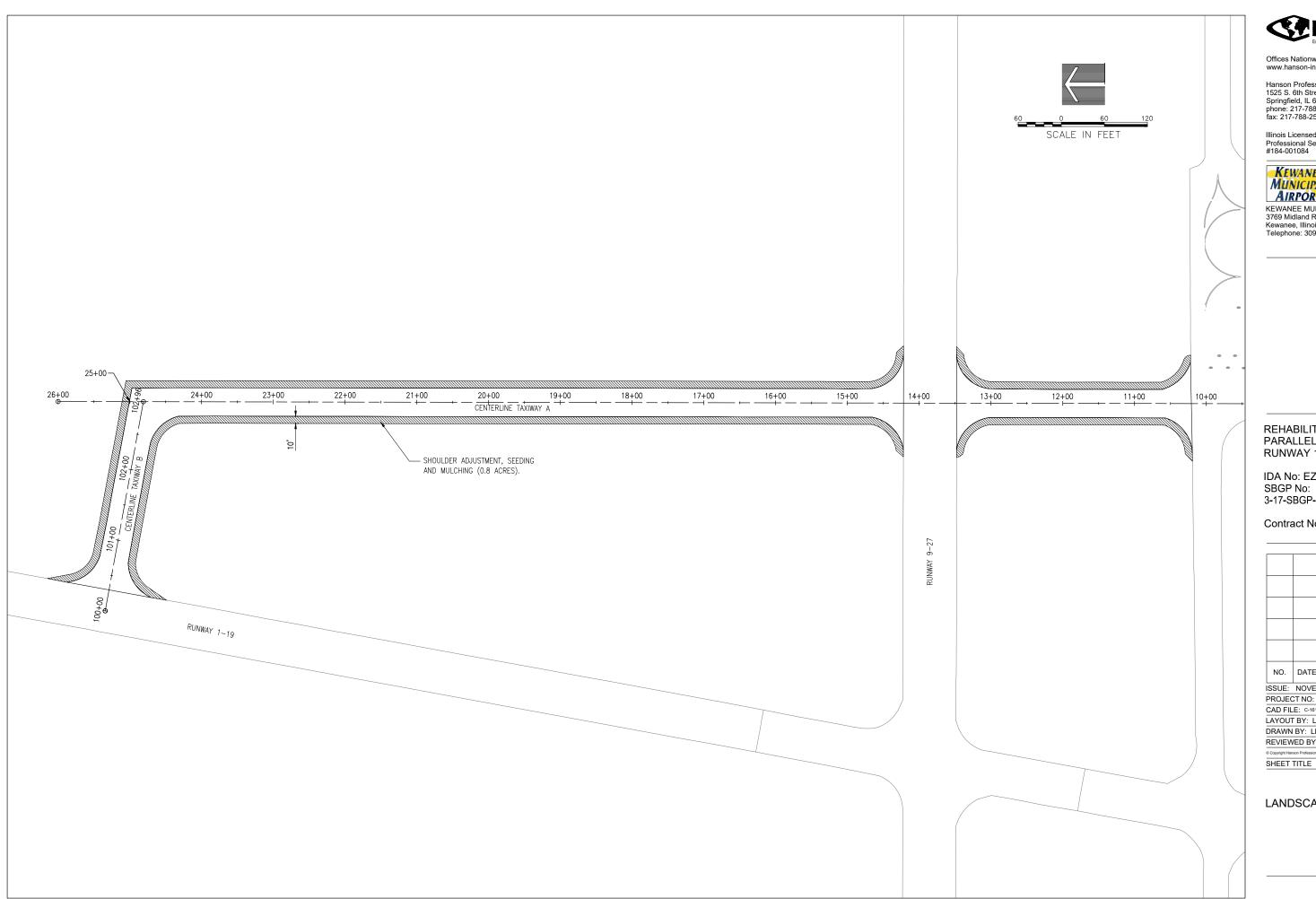
REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017



MARKING DETAILS





Hanson Professional Services Inc. 1525 S. 6th Street Springfield, IL 62568 phone: 217-788-2450 fax: 217-788-2503

Illinois Licensed Professional Service Corporation #184-001084

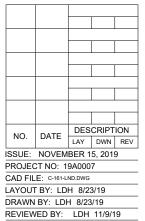


KEWANEE MUNICIPAL AIRPORT 3769 Midland Road Kewanee, Illinois 61443 Telephone: 309.853.8222

REHABILITATE PARALLEL TAXIWAY TO RUNWAY 1-19

IDA No: EZI-4710 SBGP No: 3-17-SBGP-133/139/144/TBD

Contract No.: KE017



LANDSCAPING PLAN