

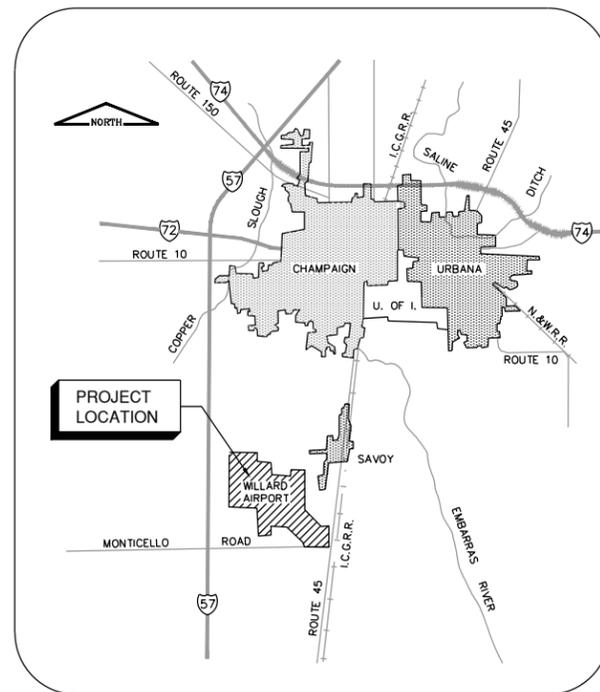
# CONSTRUCTION PLANS FOR WILLARD AIRPORT

UNIVERSITY OF ILLINOIS  
SAVOY, ILLINOIS

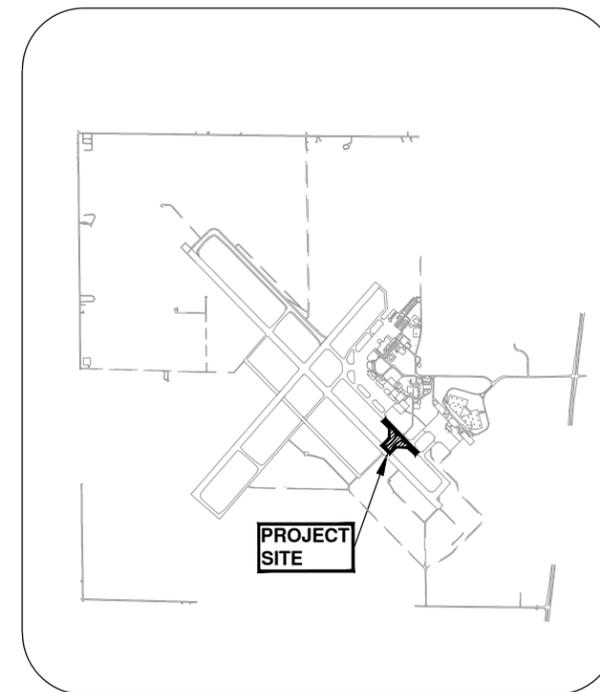
IL. PROJ. NO. CMI-4606  
AIP PROJ. NO. 3-17-0016-033

## CONSTRUCT TAXIWAY A5

NOVEMBER 15, 2019



LOCATION MAP



SITE PLAN

November 11, 2019



*Christopher B. Groth*  
Exp. 11/30/2021

GROUND CONTROL RADIO FREQUENCY - 121.8  
ATIS FREQUENCY - 124.85  
MAXIMUM HEIGHT OF EQUIPMENT  
ABOVE GROUND IS 25 FT.

UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
APPROVED *[Signature]*  
DATE November 11, 2019

**CMT**  
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SUBMITTED BY *Chris Groth*  
DATE November 11, 2019  
CMT JOB NUMBER: 16059-03-00

CALL J.U.I.E.  
BEFORE EXCAVATING  
1-800-892-0123  
UNIVERSITY OF ILLINOIS - WILLARD AIRPORT  
TOWNSHIP: T 18 N  
RANGE: R 8 E  
COUNTY: CHAMPAIGN  
SECTION 2, 3, 10 AND 11

TAXIWAY A  
AIRPLANE DESIGN GROUP - ADG IV  
TAXIWAY DESIGN GROUP 5  
DESIGN APPROACH CATEGORY - C  
PAVEMENT STRUCTURE DESIGN DATA  
GROSS WEIGHT - 361,000 LBS.  
DUAL WHEEL GEAR

K:\Champaign\16059-03\Draw\Sheets  
FILE: CMI4606-1605903-G001.dwg  
UPDATE BY: Chris Groth  
PLOT DATE: 11/12/2019 9:01 AM



License No. 184-000613  
CONSULTANTS

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033  
IL PROJ. NO. CMI-4606  
CMT PROJECT NO: 16059-03-00  
CAD DWG FILE: CMI4606-1605903-GI002.DWG  
DESIGNED BY: HWI  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: CBG  
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SHEET TITLE  
**INDEX TO SHEETS &  
SUMMARY OF  
QUANTITIES**

GI002  
SHEET 2 OF 39

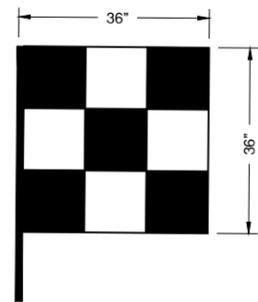
PAY ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
AR108065	RGL CABLE	LF	430
AR108067	PAPI CABLE	LF	600
AR108158	1/C #8 5KV UG CABLE IN UD	LF	4465
AR108706	1/C #6 COUNTERPOISE	LF	2550
AR110501	1-WAY CONC. ENCASED DUCT	LF	55
AR110504	4-WAY CONC. ENCASED DUCT	LF	50
AR110506	6-WAY CONC. ENCASED DUCT	LF	120
AR110610	ELECTRICAL HANDHOLE	EA	2
AR110900	REMOVE DUCT	LF	370
AR110906	REMOVE ELECTRICAL HANDHOLE	EA	1
AR125416	MITL - BASE MOUNTED - LED	EA	22
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EA	2
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EA	1
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EA	1
AR125449	TAXI GUIDANCE SIGN, 9 CHARACTER	EA	1
AR125470	MODIFY EXISTING SIGN PANEL	EA	3
AR125525	HIRL - IN PAVEMENT	EA	1
AR125565	SPLICE CAN	EA	25
AR125901	REMOVE STAKE MOUNTED LIGHT	EA	29
AR125902	REMOVE BASE MOUNTED LIGHT	EA	31
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	4
AR125906	REMOVE SPLICE CAN	EA	2
AR125911	REMOVE RUNWAY GUARD LIGHT	EA	2
AR125962	RELOCATE BASE MOUNTED LIGHT	EA	22
AR125975	RELOCATE RUNWAY GUARD LIGHT	EA	2
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR152410	UNCLASSIFIED EXCAVATION	CY	4000
AR152550	CRUSHED CONC. CONST. PLATFORM - 18"	SY	7125
AR154706	CRUSHED AGG BASE COURSE - 6"	SY	7125
AR156500	TEMPORARY EROSION CONTROL	LS	1
AR156510	SILT FENCE	LF	500
AR401610	BITUMINOUS SURFACE COURSE	TON	150
AR401650	BITUMINOUS PAVEMENT MILLING	SY	7710
AR501517	17" PCC PAVEMENT	SY	7460
AR501900	REMOVE PCC PAVEMENT	SY	7501
AR620520	PAVEMENT MARKING - WATERBORNE	SF	11441
AR620545	PAVEMENT MARKING - WATERBORNE SPHPS	SF	1172
AR620900	PAVEMENT MARKING REMOVAL	SF	2300
AR701512	12" RCP, CLASS IV	LF	152
AR701900	REMOVE PIPE	LF	188
AR705524	4" PERFORATED UNDERDRAIN W/SOCK	LF	720
AR705544	4" NON PERFORATED UNDERDRAIN	LF	261
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EA	2
AR705640	UNDERDRAIN CLEANOUT	EA	4
AR751410	INLET	EA	2
AR751900	REMOVE INLET	EA	1
AR800217	NEW TAXI GUIDE SIGN ON EXIST. BASE	EA	4
AR901510	SEEDING	AC	2.5
AR904510	SODDING	SY	2281
AR908510	MULCHING	AC	2.5
AR908525	KNITTED STRAW MAT	SY	2281

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4	GI102	GENERAL NOTES
5	GI103	CONSTRUCTION ACTIVITY NOTES & DETAILS
6	GC001	SAFETY PHASING NOTES
7	GC003	RUNWAY 14L-32R CLOSURE PLAN
8	GC101	CONSTRUCTION ACTIVITY PLAN - PHASE 1
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11	CD101	EXISTING CONDITIONS & REMOVALS
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**GENERAL NOTES**

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLANS OR AS DIRECTED BY THE AIRPORT MANAGER.
- ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL BE UNDER CONTROL OF A FLAGGER IN RADIO CONTACT WITH FAA AIR TRAFFIC CONTROL TOWER PERSONNEL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS & FLAGGING PERSONNEL.
- 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 CLOSING AND OPENING PAVEMENTS AND CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS AT THE LOCATION SHOWN FOR THE "CONTRACTOR'S STAGING, STORAGE, PARKING SITE AND FIELD OFFICE".
- BROKEN OR WASTE CONCRETE AND ASPHALT SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 129.5' (ADG IV - OFA) FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 250' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
- ALL PAVEMENTS, DRIVES AND OTHER AREAS USED BY THE CONTRACTOR FOR HAUL ROADS AND STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- EXISTING TURF & AGRICULTURAL AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE TURFING LIMITS SHALL BE COMPLETELY RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER. DAMAGE TO EXISTING CROPS ADJACENT TO THE WORK AREA SHALL BE QUANTIFIED BY THE AIRPORT AND COST TO COMPENSATE THE FARMER REIMBURSED BY THE CONTRACTOR AT (\$2500/AC).
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS PRIOR TO OPENING TO AIR TRAFFIC.
- REFER TO THE CONSTRUCTION ACTIVITY PLANS AND THE SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- THE AIRFIELD RESCUE AND FIREFIGHTING VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
- THE CONTRACTOR IS REQUIRED TO GIVE TEN (10) FULL WORKING DAYS NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING WORK AREAS TO AIRCRAFT.
- AT THE PRECONSTRUCTION MEETING, CONTRACTOR SHALL PROVIDE THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR HIS REVIEW AND APPROVAL. THE RESIDENT ENGINEER SHALL KEEP THE AIRPORT MANAGER ADVISED OF ANY PROPOSED CHANGES IN CLOSURE AND PHASING DATES.
- ALL CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL DISPLAY AN ORANGE AND WHITE CHECKERED AVIATION SIGNAL FLAG, EXCEPT HAUL VEHICLES.
- ANY VEHICLE OPERATING WITHIN A MOVEMENT AREA DURING THE HOURS OF DARKNESS SHOULD BE EQUIPPED WITH AN AMBER REVOLVING OR FLASHING DOME-TYPE LIGHT AS SPECIFIED IN THE SPECIAL PROVISIONS.
- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.



**VEHICLE SIGNAL FLAG  
(ORANGE / WHITE)**  
N.T.S.

**NOTES:**

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

**CONTRACTOR'S ACCESS**

- CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
  - THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
  - DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK SITE 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.
  - THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR THIS PADLOCK TO THE RESIDENT ENGINEER, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN DURING HAULING OPERATIONS, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
  - THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
  - THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGE TO THE ACCESS GATES OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER.
  - ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE CONSISTENT AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
  - THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING ALL ACCESS ROADS WITH THE APPROPRIATE LOCAL AGENCY RESPONSIBLE FOR THE ROADWAY.
  - THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
- A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".
- ALL CONTRACTOR PERSONNEL AND SECURITY GUARDS ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY AND WILL BE REQUIRED TO BE TRAINED BY THE AIRPORT TO GAIN ACCESS TO THE WORK AREA. CONTRACTOR SHALL COORDINATE THE BADGING PROCESS A MINIMUM OF 30 DAYS PRIOR TO REQUESTING ACCESS TO THE FIELD.

**CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE**

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 WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION.

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

**GROUND CONTROL FREQUENCY 121.8 MHZ**

**MAXIMUM EQUIPMENT HEIGHT = 25'**

CSPP



License No. 184-000613

CONSULTANTS

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: GENERAL NOTES.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

**GENERAL NOTES**

G1102

SHEET 4 OF 39

**SEQUENCE OF CONSTRUCTION NOTES**

THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:

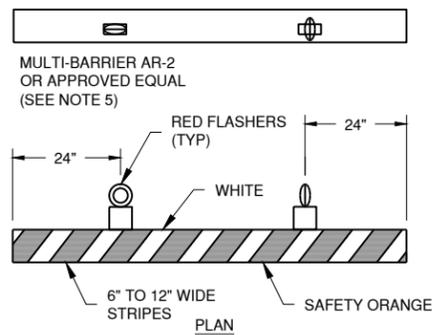
- A. SUBMIT EQUIPMENT AND SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
- B. SUBMIT NOTICE OF OBSTRUCTION EVALUATION- AIRPORT AIRSPACE ANALYSIS (OE/AAA) INFORMATION FOR ANTICIPATED EQUIPMENT HEIGHTS IF IN EXCESS OF 25'. NOTE THAT THIS PROCESS MAY REQUIRE UP TO 90 DAYS FOR FAA APPROVAL. EQUIPMENT ABOVE 25' HEIGHT SHALL NOT BE UTILIZED UNTIL FAA APPROVAL HAS BEEN PROVIDED.
- C. SUBMIT PROJECT SCHEDULE SHOWING RELATIONSHIP BETWEEN CONSTRUCTION DURATION FOR PAY ITEMS IN RELATION TO THE PHASES OF WORK WHERE THEY ARE BEING PERFORMED. CLEARLY IDENTIFY DATES OF RUNWAY CLOSURES AND WHAT PHASES WILL BE WORKED IN DURING THAT CLOSURE.
- D. SUBMIT PRELIMINARY MATERIALS CERTIFICATIONS INCLUDING BUY AMERICAN CERTIFICATIONS AND WAIVER REQUEST FOR MATERIALS THAT DO NOT MEET THE CONTRACT REQUIREMENTS.
- E. INSTALL BARRICADES AS OUTLINED ON THE CONSTRUCTION ACTIVITY PLANS. INITIATE DEMOLITION AND REMOVAL OF EXISTING PAVEMENTS. FIELD-VERIFY LOCATION OF EXISTING CIRCUITS, AND PERFORM TESTING ON EXISTING AIRFIELD CIRCUITS TO VERIFY CONDITION OF CIRCUIT CABLES. THE R.E. SHALL BE PRESENT AT THE TIME OF TESTING AND SHALL BE GIVEN A COPY OF THE TEST RESULTS.
- F. INITIATE CONSTRUCTION WITHIN THE VARIOUS PHASES OF THE PROJECT. REMOVAL OF TAXIWAYS A5 & A6 SHALL BE CONSIDERED THE PRIMARY WORK AREAS. WORK IN THESE AREAS SHALL INCLUDE REMOVAL OF PAVEMENT/ELECTRICAL EQUIPMENT, EARTH EMBANKMENT EXCAVATION, PAVEMENT CONSTRUCTION, DRAINAGE IMPROVEMENTS, ELECTRICAL/LIGHTING IMPROVEMENTS, PAVEMENT MARKING AND TURFING.
- G. UPON COMPLETION OF ALL PHASES, THE CONTRACTOR SHALL REQUEST A FINAL INSPECTION OF THE PROJECT.

**RUNWAY SAFETY AREAS**

- 1. WORK IN THE RUNWAY 14L/32R SAFETY AREA SHALL BE LIMITED TO THE WORK NECESSARY TO REMOVE THE TAXIWAY A5/A6 PAVEMENT, CONSTRUCT NEW TAXIWAY A5, INCLUDING DRAINAGE, ELECTRICAL, AND GRADE AND SEED.
- 2. RUNWAY 4/22 AND RUNWAY 14R/32L SHALL REMAIN OPEN AT ALL TIMES.
- 3. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A FLAGGER IN RADIO CONTACT WITH THE CONTROL TOWER.
- 4. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

**APRON / TAXIWAY OBJECT FREE AREAS**

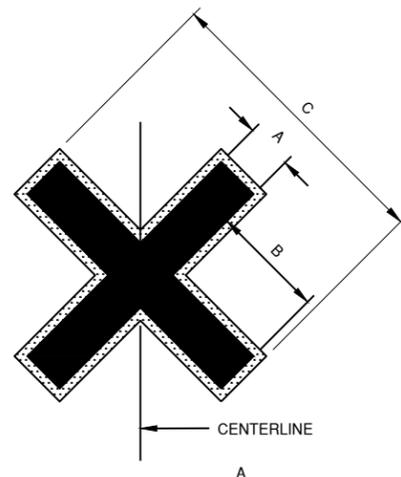
- 1. WORK IN THE TAXIWAY OBJECT FREE AREAS SHALL REQUIRE THAT TAXIWAY TO BE CLOSED. WORK WITHIN THE TAXIWAY OBJECT FREE AREAS BUT NOT ON THE HARD SURFACE OF THE TAXIWAY SHALL INCLUDE TAXIWAY GUIDANCE SIGN INSTALLATION, TRENCHING CABLE, DRAINAGE IMPROVEMENT AND LIGHT INSTALLATION. WORK WITHIN THE TAXIWAY OBJECT FREE AREAS ON THE HARD SURFACE WILL INCLUDE PAVEMENT REMOVAL & REPLACEMENT, MARKING AND PAVEMENT MARKING REMOVAL.
- 2. NO EQUIPMENT, OPEN TRENCHES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY OBJECT FREE AREAS AFTER WORKING HOURS.
- 3. THE TAXIWAYS SHALL BE CLOSED WITH BARRICADES AT 15' MAXIMUM SPACING PRIOR TO WORKING IN THE CRITICAL WORK AREAS.



**LOW PROFILE LIGHTED BARRICADE**  
NTS

**BARRICADE NOTES**

- 1. FLASHERS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- 2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- 3. BARRICADES ARE TO BE PLACED WITH A MAXIMUM OF 15' SPACING BETWEEN ENDS OF BARRICADES ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER. ROTATE EVERY OTHER FLASHER LENS 90°.
- 4. FLASHERS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- 5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO THE SURFACE.
- 6. IF INTENDED TO EXCLUDE VEHICLES, GAPS BETWEEN BARRICADES MUST BE SMALLER THAN WIDTH OF VEHICLES.

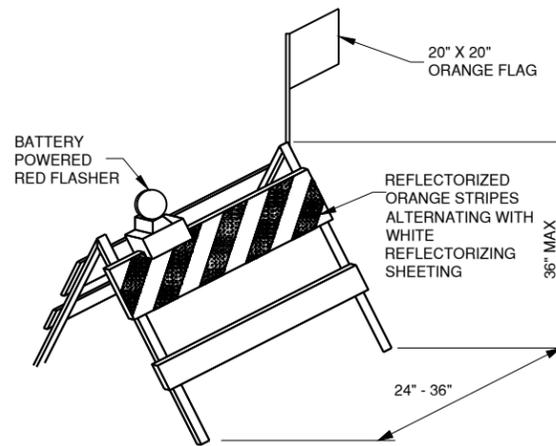


**CLOSED RUNWAY/ TAXIWAY MARKER DETAIL**  
N.T.S.

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

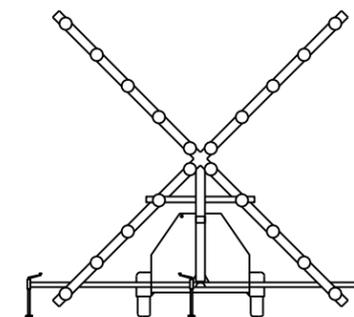
**NOTES**

- 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 MAY BE PAINTED ON THE TAXIWAY USING TEMPORARY PAINT OR CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
- 4. NON PAINTED 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.



**NOTE:**  
BARRICADES SHALL BE PLACED AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS 20' ON CENTER AT DESIGNATED LOCATIONS. BARRICADE SHALL BE WEIGHTED TO PREVENT THEM FROM BEING BLOWN OVER.

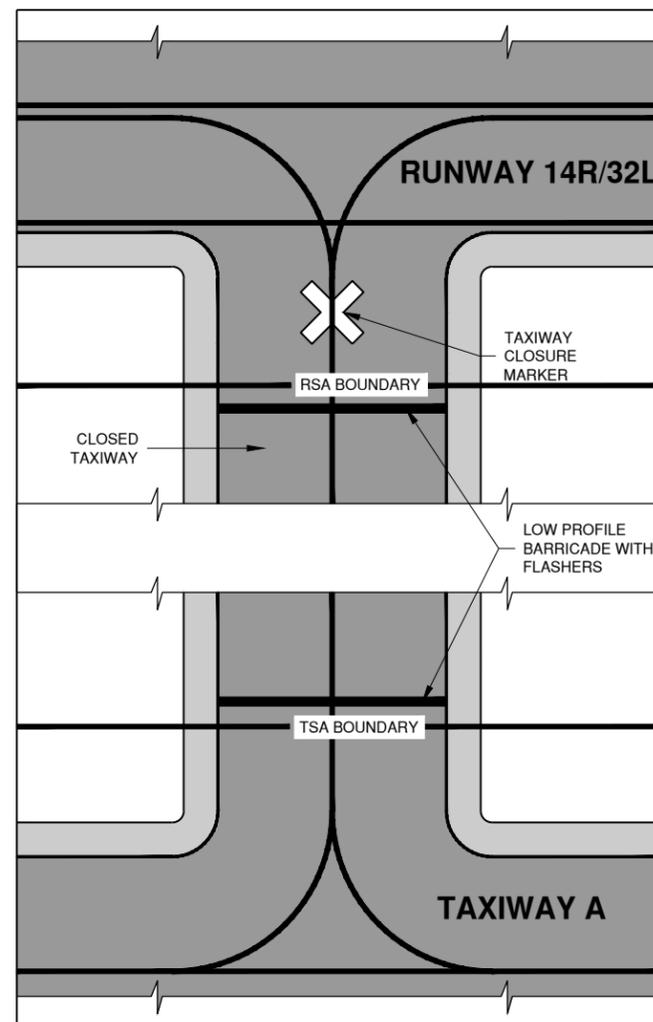
**IDOT TYPE 1 BARRICADE DETAIL**  
NTS



**LIGHTED RUNWAY CLOSURE MARKER**  
N.T.S.

**NOTES**

- 1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS.
- 2. PAIR OF LIGHTED 'X'S TO BE PROVIDED BY THE AIRPORT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE (FUEL, OIL, LIGHT BULBS) WHEN USED DURING CONSTRUCTION CLOSURES. CONTRACTOR SHALL RETURN EQUIPMENT TO THE EXCELLENT WORKING CONDITION, WITH ALL NECESSARY REPAIRS COMPLETED BY THE CONTRACTOR AT HIS EXPENSE.



CSPP



License No. 184-000613  
CONSULTANTS

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO.	3-17-0016-033
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-G1103.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
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SHEET TITLE  
**CONSTRUCTION  
ACTIVITY NOTES &  
DETAILS**

G1103  
SHEET 5 OF 39

**GENERAL**

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. THE CSPP CONSISTS OF THIS SHEET AND SHEETS GH102, GH103, GC001, GC003, GC101, & GC102.
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 OR LATEST. 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 NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
6. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

**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 A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF, LOCAL FAA ATO AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
4. THE CSPP AS WRITTEN HAS BEEN APPROVED BY THE AIRPORT AND THE FAA. PROPOSED CHANGES TO THE WORK LIMITS SHALL BE COORDINATED THROUGH THE FAA FOR AIRSPACE ANALYSIS AND WILL REQUIRE A MINIMUM OF 30 DAYS TO REVIEW.

**2. PHASING**

1. TOTAL CONTRACT TIME SHALL BE 142 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEET.

**3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY**

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

**4. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION**

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION. LIGHTS SHALL CONSIST OF VEHICLE OR MOVEABLE POLE-MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS OR ATCT CONTROLLER SIGHT LINES. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE R.E.'S JUDGMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION & TESTING CAN BE MADE.
2. ARTIFICIAL LIGHTING SHALL NOT BE AIMED AT THE ATCT OR THE APPROACH ENDS OF AN ACTIVE RUNWAY.

**5. CONTRACTOR ACCESS**

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE VILLAGE, UNIVERSITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE AIRPORT DRIVERS TRAINING PROGRAM. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT. ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT 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. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED CMI/FAA SAFETY COURSE MAY OPERATE THESE RADIOS.
7. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
8. 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.
9. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
10. 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.
11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
12. THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

**6. PROTECTION OF NAVAIDS**

1. THE CONTRACTOR SHALL DISCARD ANY FOREIGN OBJECT DEBRIS (FOD) ON THE AIRFIELD PAVEMENTS.
2. 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.
3. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES AT THE END OF EACH WORKING DAY, REGARDLESS OF THE WORK AREA BEING OPEN OR CLOSED TO AIR TRAFFIC.

**7. FOD MANAGEMENT**

1. THE CONTRACTOR SHALL MAINTAIN A 100' DISTANCE BETWEEN HIS OPERATIONS AND ANY FAA-OWNED NAVAID (TYPICALLY ORANGE). CONTRACTOR SHALL CONTACT ATCT PRIOR TO ENTERING AN ILS CRITICAL AREA AS SHOWN ON THE SITE PLAN.
2. ANY WORK WHICH AFFECTS A NAVAID WILL BE COORDINATED WITH FAA ATO THROUGH THE AIRPORT. WORK IN A NAVAID CRITICAL AREA IS RESTRICTED AND SUBJECT TO AVAILABILITY BASED ON RUNWAY CONFIGURATION AND WEATHER CONDITIONS AND MAY BE POSTPONED BY THE AIRPORT AT ANY TIME.

**8. WILDLIFE MANAGEMENT**

1. THE CONTRACTOR SHALL NOTIFY PUBLIC SAFETY OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED AND LOCKED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
4. THE CONTRACTOR SHALL MAINTAIN THE SITE TO LIMIT STANDING WATER AND TALL GRASS TO REDUCE THEIR ATTRACTION AND DISRUPTION TO WILDLIFE HABITAT.

**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/ARFF PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER 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 40' 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.
  - PUBLIC SAFETY**  
CHIEF JOHN RIEGEL - DIRECTOR OF PUBLIC SAFETY  
OFFICE (217) 244-8764  
CELL (217) 202-8213
  - AIRPORT OPERATIONS**  
TIM BANNON - DIRECTOR OF OPERATIONS & MAINTENANCE  
OFFICE (217) 300-8225  
CELL (815) 370-2265
  - ENGINEER**  
CHRIS GROTH P.E. - PROJECT ENGINEER  
(217) 787-8050  
RESIDENT ENGINEER TO BE DETERMINED  
OFFICE (217) 787-8050

**10. INSPECTION REQUIREMENTS**

1. THE CONTRACTOR SHALL INSPECT THE JOB SITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST FINAL OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. PUBLIC SAFETY WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

**11. UNDERGROUND UTILITIES**

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.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. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT**

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT & RESPONSE PLAN AND KEEP COPIES ON THE OBSITE OF MATERIAL SAFETY DATA SHEETS FOR ALL MATERIALS HANDLED ON THE JOBSITE.
2. FUELING OPERATIONS SHALL NOT OCCUR IN ANY ACTIVE OBJECT FREE AREAS.

**13. 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.

**14. SPECIAL CONDITIONS**

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. CONTRACTOR SHALL COORDINATE WITH ADJACENT CONTRACTOR(S) TO PROVIDE UNHINDERED ACCESS TO EACH WORK AREA AND ALLOW FOR THE TIMELY PROSECUTION AND PROGRESS OF ANY OTHER WORK BEING PERFORMED AT THE AIRPORT.

**15. RUNWAY AND TAXIWAY VISUAL AIDS**

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

**16. MARKING AND SIGNS FOR ACCESS ROUTES**

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

**17. 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 150/5210-5C OR LATEST EDITIONS 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 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.
5. THE AIRPORT WILL PROVIDE TWO PORTABLE CLOSED RUNWAY MARKERS FOR USE DURING THE PROJECT. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE RUNWAY CLOSURE MARKERS INCLUDING FUEL, OIL CHANGES AND REPLACEMENT OF THE LIGHTS. UPON COMPLETION OF THE PROJECT, THE PORTABLE CLOSED RUNWAY MARKERS SHALL BE TURNED OVER TO THE AIRPORT.

**18. PROTECTION**

1. ALL WORK REQUIRED INSIDE OF THE RUNWAY 4-22 OR 14L/32R SAFETY AREAS, WHICH EXTENDS 250' 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 ACTIVE TAXIWAY OBJECT FREE AREA, WHICH EXTENDS 93' FROM THE TAXIWAY CENTERLINE OF 50' TAXIWAYS AND 130' FROM THE CENTERLINE OF 75' TAXIWAYS, 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.
3. ALL WORK REQUIRED ON AN ACTIVE APRON OR INSIDE OF AN ACTIVE SAFETY AREA, WHICH EXTENDS 70' FROM THE APRON'S EDGE OF PAVEMENT, WILL REQUIRE A PORTION OF THAT APRON TO BE CLOSED. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 72 HOURS PRIOR TO THE REQUESTED CLOSURE TIME.

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

CSPP



License No. 184-000613

CONSULTANTS

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-GC001.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

SAFETY PHASING  
NOTES

GC001

SHEET 6 OF 39



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

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

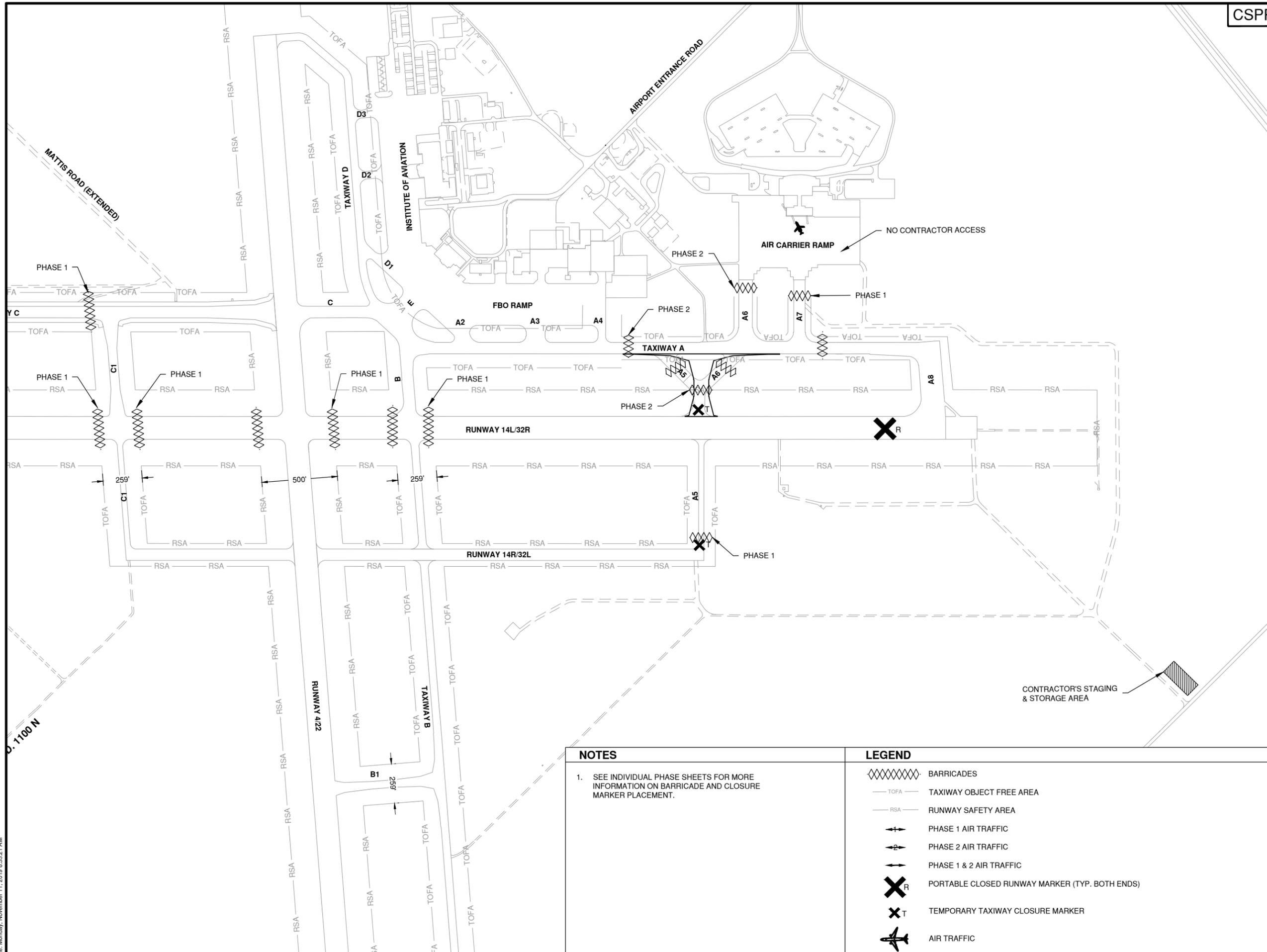
MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-GC003.DWG
DESIGNED BY: HWI
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SHEET TITLE

**RUNWAY 14L-32R  
CLOSURE PLAN**

GC003  
SHEET 7 OF 39



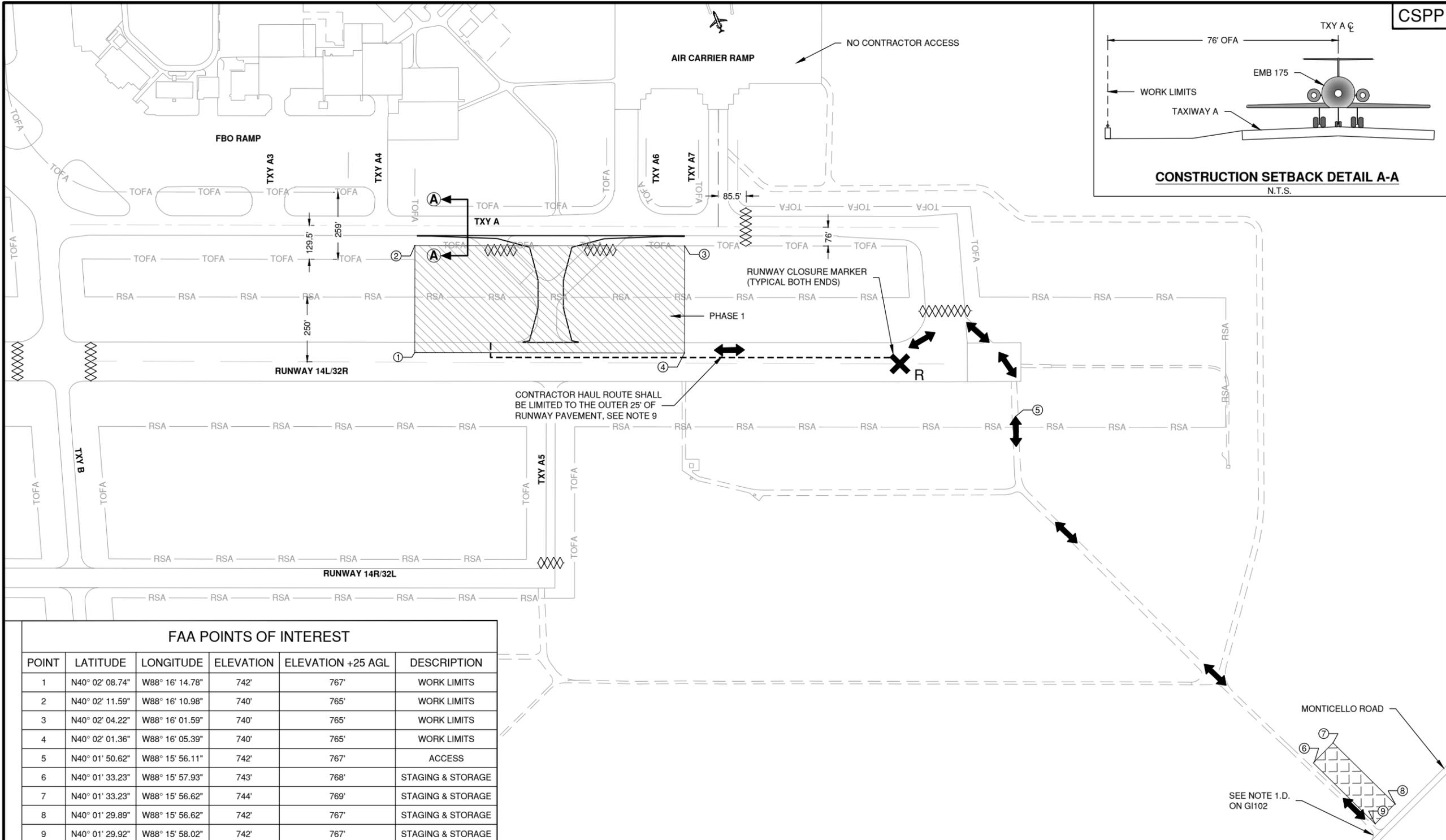
**NOTES**

- SEE INDIVIDUAL PHASE SHEETS FOR MORE INFORMATION ON BARRICADE AND CLOSURE MARKER PLACEMENT.

**LEGEND**

- BARRICADES
- TAXIWAY OBJECT FREE AREA
- RUNWAY SAFETY AREA
- PHASE 1 AIR TRAFFIC
- PHASE 2 AIR TRAFFIC
- PHASE 1 & 2 AIR TRAFFIC
- PORTABLE CLOSED RUNWAY MARKER (TYP. BOTH ENDS)
- TEMPORARY TAXIWAY CLOSURE MARKER
- AIR TRAFFIC

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NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

FAA POINTS OF INTEREST

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
1	N40° 02' 08.74"	W88° 16' 14.78"	742'	767'	WORK LIMITS
2	N40° 02' 11.59"	W88° 16' 10.98"	740'	765'	WORK LIMITS
3	N40° 02' 04.22"	W88° 16' 01.59"	740'	765'	WORK LIMITS
4	N40° 02' 01.36"	W88° 16' 05.39"	740'	765'	WORK LIMITS
5	N40° 01' 50.62"	W88° 15' 56.11"	742'	767'	ACCESS
6	N40° 01' 33.23"	W88° 15' 57.93"	743'	768'	STAGING & STORAGE
7	N40° 01' 33.23"	W88° 15' 56.62"	744'	769'	STAGING & STORAGE
8	N40° 01' 29.89"	W88° 15' 56.62"	742'	767'	STAGING & STORAGE
9	N40° 01' 29.92"	W88° 15' 58.02"	742'	767'	STAGING & STORAGE

PHASE 1 NOTES

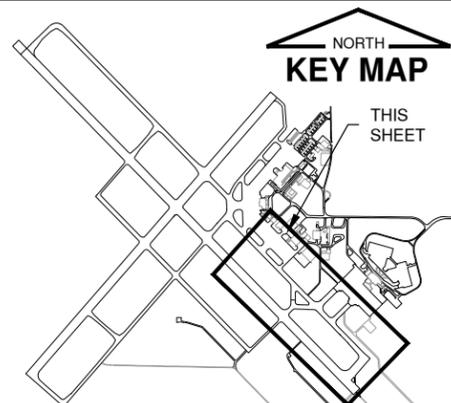
- NO STOCKPILES OR EQUIPMENT MAY REMAIN IN RUNWAY 14L/32R OFA (400' FROM RUNWAY CENTERLINE) WHEN NOT WORKING.
- WORK IN THIS PHASE WILL OCCUR INSIDE THE RUNWAY 14L/32R RSA. WORK ITEMS WITHIN THIS PHASE SHALL BE COMPLETED WITHIN 55 CONSECUTIVE CALENDAR DAYS.
- WORK IN THIS PHASE WILL OCCUR OUTSIDE OF THE TAXIWAY A OFA.
- WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTH EXCAVATION, BACKFILL, LIGHT/SIGN BASE REMOVALS, MARKING REMOVALS, PAVEMENT CONSTRUCTION, INFIELD GRADING, SEED & MULCH, PAVEMENT MARKING, AND LIGHTING & CABLING.
- CONTRACTOR MUST PROVIDE THE MEANS NECESSARY TO KEEP THE SAFETY AREAS FREE OF FOD.
- ALL BARRICADES AND CONSTRUCTION STAKES FOR THIS PHASE SHALL BE REMOVED UPON COMPLETION OF THIS PHASE.
- SEE THE RUNWAY 14L/32R CLOSURE PLAN FOR LOCATIONS OF BARRICADES DURING THIS PHASE.
- TOFA WILL BE SET 76' DESIGNED FOR EMBARER 175 AIRCRAFT. SHOULD AIRCRAFT LARGER THAN THIS NEED TO ACCESS THE TAXIWAY, CONSTRUCTION OPERATIONS AND EQUIPMENT SHALL MOVE TO THE STANDARD 93' TOFA.
- CONTRACTOR HAUL TRUCKS SHALL AVOID AIRFIELD PAVEMENT MARKINGS WHERE POSSIBLE. DAMAGE TO AIRFIELD MARKINGS SHALL BE REPAIRED IN KIND BY THE CONTRACTOR AT NO CHARGE TO THE CONTRACT.

PHASE 1 PAVEMENT STATUS

STRUCTURE	STATUS	LOCATION
RUNWAY 14L/32R	CLOSED	ALL
RUNWAY 14R/32L	OPEN	ALL
TAXIWAY A	CLOSED	BETWEEN TXY A7 AND RWY 32R
TAXIWAY A3	OPEN	ALL
TAXIWAY A4	OPEN	ALL
TAXIWAY A5	CLOSED	BETWEEN TXY A AND RWY 14L/32R
TAXIWAY A6	OPEN	BETWEEN TXY A AND RWY 14L/32R
TAXIWAY A7	OPEN	ALL

LEGEND

- PHASE 1 LIMITS
- CONTRACTOR'S ACCESS/HAUL ROUTE
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- IDOT TYPE 1 BARRICADES
- LOW-PROFILE BARRICADES
- RUNWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA

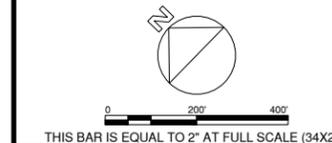


MARK	DATE	DESCRIPTION

SHEET TITLE  
**CONSTRUCTION  
ACTIVITY PLAN -  
PHASE 1**

GC101  
SHEET 8 OF 39

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NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-GC102.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

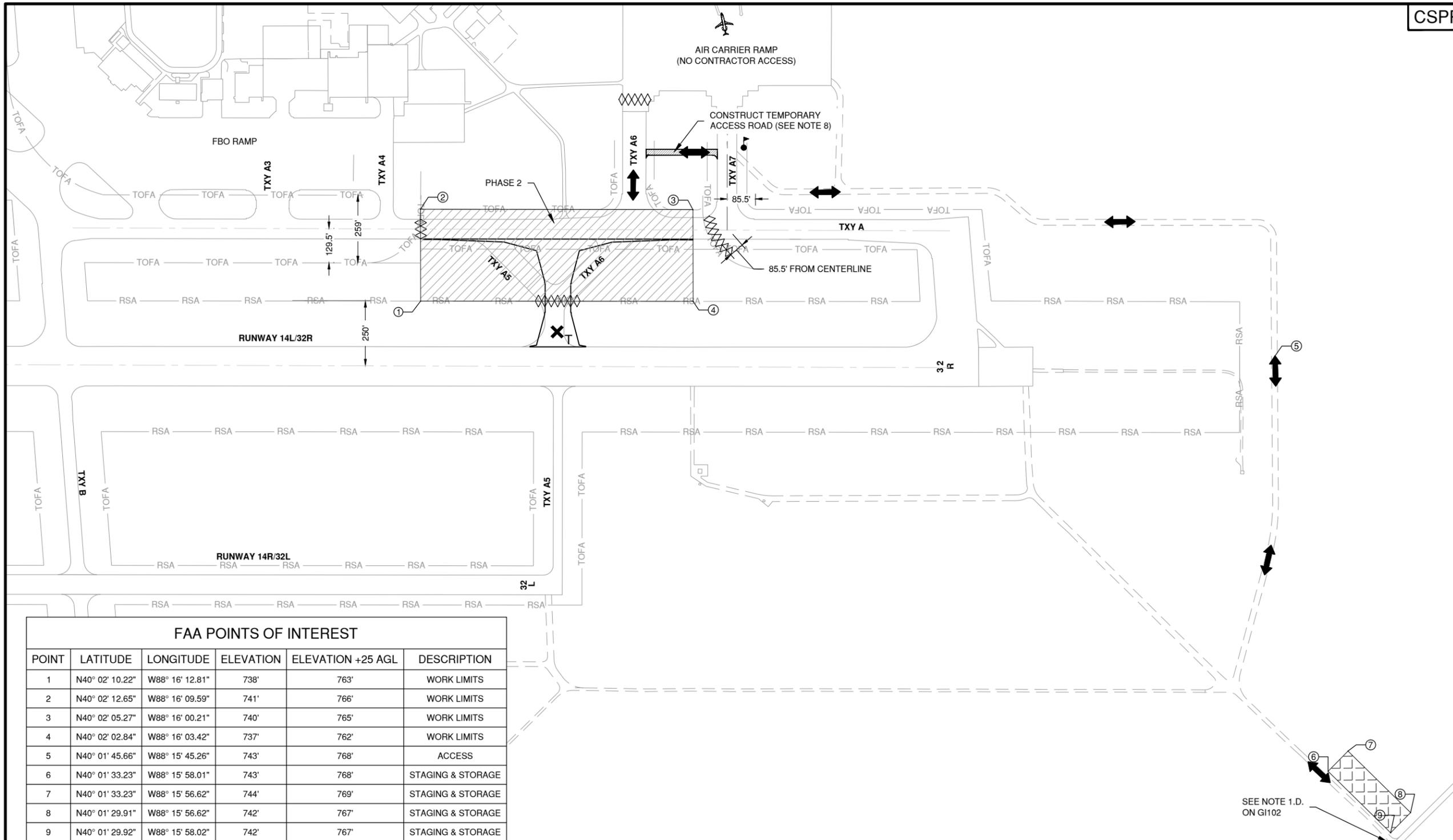
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SHEET TITLE

**CONSTRUCTION  
ACTIVITY PLAN -  
PHASE 2**

GC102

SHEET 9 OF 39



**FAA POINTS OF INTEREST**

POINT	LATITUDE	LONGITUDE	ELEVATION	ELEVATION +25 AGL	DESCRIPTION
1	N40° 02' 10.22"	W88° 16' 12.81"	738'	763'	WORK LIMITS
2	N40° 02' 12.65"	W88° 16' 09.59"	741'	766'	WORK LIMITS
3	N40° 02' 05.27"	W88° 16' 00.21"	740'	765'	WORK LIMITS
4	N40° 02' 02.84"	W88° 16' 03.42"	737'	762'	WORK LIMITS
5	N40° 01' 45.66"	W88° 15' 45.26"	743'	768'	ACCESS
6	N40° 01' 33.23"	W88° 15' 58.01"	743'	768'	STAGING & STORAGE
7	N40° 01' 33.23"	W88° 15' 56.62"	744'	769'	STAGING & STORAGE
8	N40° 01' 29.91"	W88° 15' 56.62"	742'	767'	STAGING & STORAGE
9	N40° 01' 29.92"	W88° 15' 58.02"	742'	767'	STAGING & STORAGE

**PHASE 2 NOTES**

- NO STOCKPILES OR EQUIPMENT MAY REMAIN ON RUNWAY 14L/32R OFA WHEN NOT WORKING.
- WORK IN THIS PHASE WILL OCCUR INSIDE THE TAXIWAY A OFA AND OUTSIDE THE RUNWAY 14L/32R SAFETY AREA.
- WORK ITEMS TO BE COMPLETED DURING THIS PHASE SHALL INCLUDE: PAVEMENT REMOVALS, EARTHWORK, STRUCTURE REMOVALS, MARKING REMOVALS, PAVEMENT CONSTRUCTION, INFIELD GRADING, SEED & MULCH, PAVEMENT MARKING, AND LIGHTING & CABLING.
- CONTRACTOR MUST PROVIDE THE MEANS NECESSARY TO KEEP THE SAFETY AREAS FREE OF FOD.
- ALL BARRICADES AND CONSTRUCTION STAKES FOR THIS PHASE SHALL BE REMOVED UPON COMPLETION OF THIS PHASE.
- NO RUNWAY CLOSURES WILL BE ALLOWED DURING THIS PHASE.
- THE CONTRACTOR SHALL PLACE A FLAGMAN CAPABLE OF MONITORING ATCT FREQUENCY 121.8 MHZ AND SUSPEND HAULING OPERATIONS WHEN AIRCRAFT ARE INBOUND TO OR OUTBOUND FROM THE AIR CARRIER RAMP.
- TEMPORARY CONSTRUCTION ACCESS ROAD SHALL CONSIST OF A STABLE AGGREGATE BASE AND CAPPED WITH AVAILABLE MILLINGS TO MINIMIZE THE TRANSFER OF LOOSE MATERIAL ONTO THE ACTIVE TAXIWAY. CONTRACTOR SHALL PLACE STEEL PLATES AT THE ENDS OF THE ROADWAY TO PROTECT THE EXISTING TAXIWAY PAVEMENT EDGE FROM DETERIORATION.

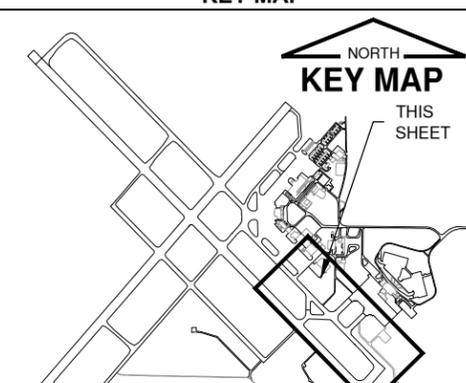
**PHASE 2 PAVEMENT STATUS**

PAVEMENT	STATUS	LOCATION
RUNWAY 14L/32R	OPEN	ALL
RUNWAY 14R/32L	OPEN	ALL
TAXIWAY A	CLOSED	B/W TXY A4 AND A7
TAXIWAY A3	OPEN	ALL
TAXIWAY A4	OPEN	ALL
TAXIWAY A5	CLOSED	B/W TXY A AND RWY 14L/32R
TAXIWAY A6	OPEN	ALL
TAXIWAY A7	OPEN	ALL

**LEGEND**

- PHASE 2 LIMITS
- CONTRACTOR'S ACCESS/HAUL ROUTE
- TAXIWAY CLOSURE MARKER
- LOW-PROFILE BARRICADES
- RSA RUNWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- CRITICAL POINT
- FLAGGER

**KEY MAP**



Path: K:\Champaign\A016059-03\Draw\Sheets\CMI4606-1605903-GC102.dwg  
 Date: Monday, November 11, 2019 8:33:37 AM

TXY A4

TXY A

8

TXY A6

TXY A7

1

7

2

TXY A5

TXY A6

6

5

3

RUNWAY 14L/32R

4



License No. 184-000613

CONSULTANTS



0 50 100

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

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CD100.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
APPROVED BY: CBG
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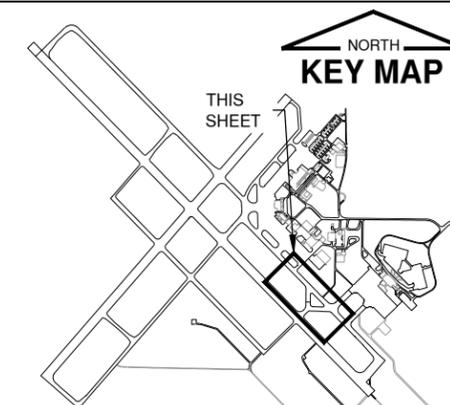
SHEET TITLE  
**EXISTING PAVEMENT STRUCTURES**

CD100  
SHEET 10 OF 39

**LEGEND**

①  2" BIT. SURFACE COURSE 3" & VAR. BIT. BASE COURSE 11" TO 12" & VAR. PCC PAVEMENT OVERLAY 8" TO 9" & VAR. PCC PAVEMENT	⑤  2" BIT. SURFACE COURSE 3" & VAR. BIT. BASE COURSE 18" & VAR. PCC PAVEMENT COMPACTED SUBGRADE
②  2" BIT. SURFACE COURSE 3" & VAR. BIT. BASE COURSE 15" & VAR. PCC PAVEMENT 7" & VAR. PCC BASE COURSE	⑥  2" BIT. SURFACE COURSE 3" & VAR. BIT. BASE COURSE 15" & VAR. PCC PAVEMENT 4" ASPHALT TREATED PERMEABLE SUBBASE 8" LIME MODIFIED SUBGRADE
③  2" BIT. SURFACE COURSE 6" BIT. BASE COURSE 9" TO 12" & VAR. PCC PAVEMENT OVERLAY 8" TO 9" & VAR. PCC PAVEMENT	⑦  2" BIT. SURFACE COURSE 3" & VAR. BIT. BASE COURSE 15" & VAR. PCC PAVEMENT 6" & VAR. PCC BASE COURSE
④  2" BIT. SURFACE COURSE 6" & VAR. BIT. BASE COURSE 12" TO 15" VAR. PCC PAVEMENT 6" & VAR. PCC BASE COURSE	⑧  3" BIT. SURFACE COURSE 6" CRUSHED AGGREGATE BASE COURSE

**KEYMAP**



Path: K:\Champaign\A016059-03\Draw\Sheets\CMI4606-1605903-CD100.dwg  
Date: Monday, November 11, 2019 8:23:44 AM





0 200' 400'  
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



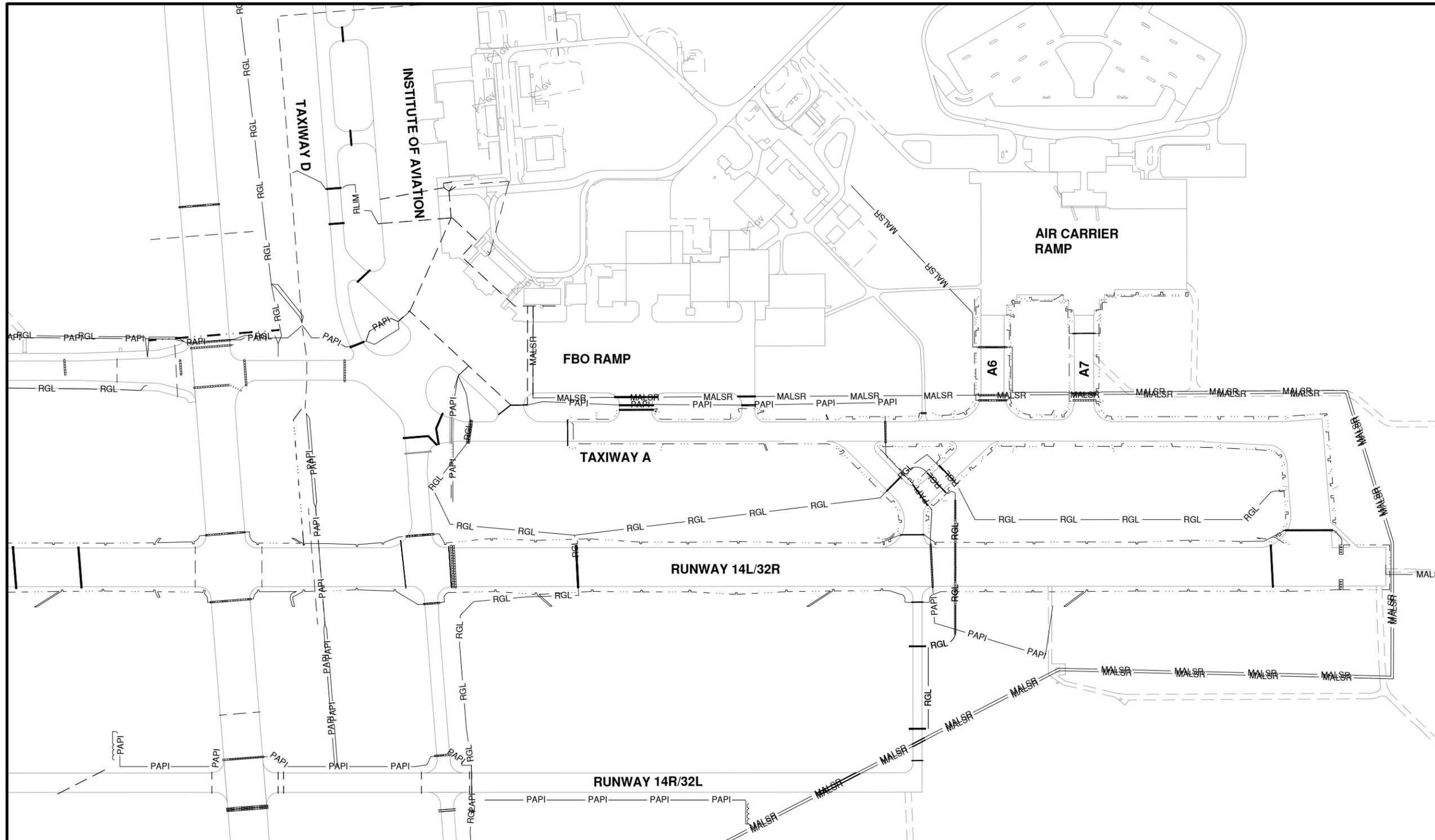
UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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IL PROJ. NO.	CEI-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CEI4606-1605903-CEI100.DWG
DESIGNED BY:	HWI
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CHECKED BY:	MJD
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SHEET TITLE  
**EXISTING AIRFIELD  
CABLING**

CE100  
SHEET 12 OF 39



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

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

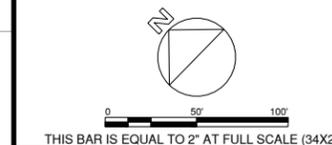
**NOTES**

1. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL REQUEST THE SSC TO LOCATE AND FLAG EXISTING FAA UTILITIES. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AT THE TIME OF THIS REQUEST.

**LEGEND**

- RGL — EXISTING RUNWAY GUARD LIGHT POWER
- PAPI — EXISTING PRECISION APPROACH PATH INDICATOR POWER
- - - - - EXISTING TAXIWAY A5/A6 CIRCUIT
- MALSR — EXISTING FAA MALSR POWER / CONTROL
- VASI — EXISTING FAA VASI POWER / CONTROL
- - - - - EXISTING 14L/32R RUNWAY CIRCUIT

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Date: Monday, November 11, 2019 8:24:03 AM



NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-CP101.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

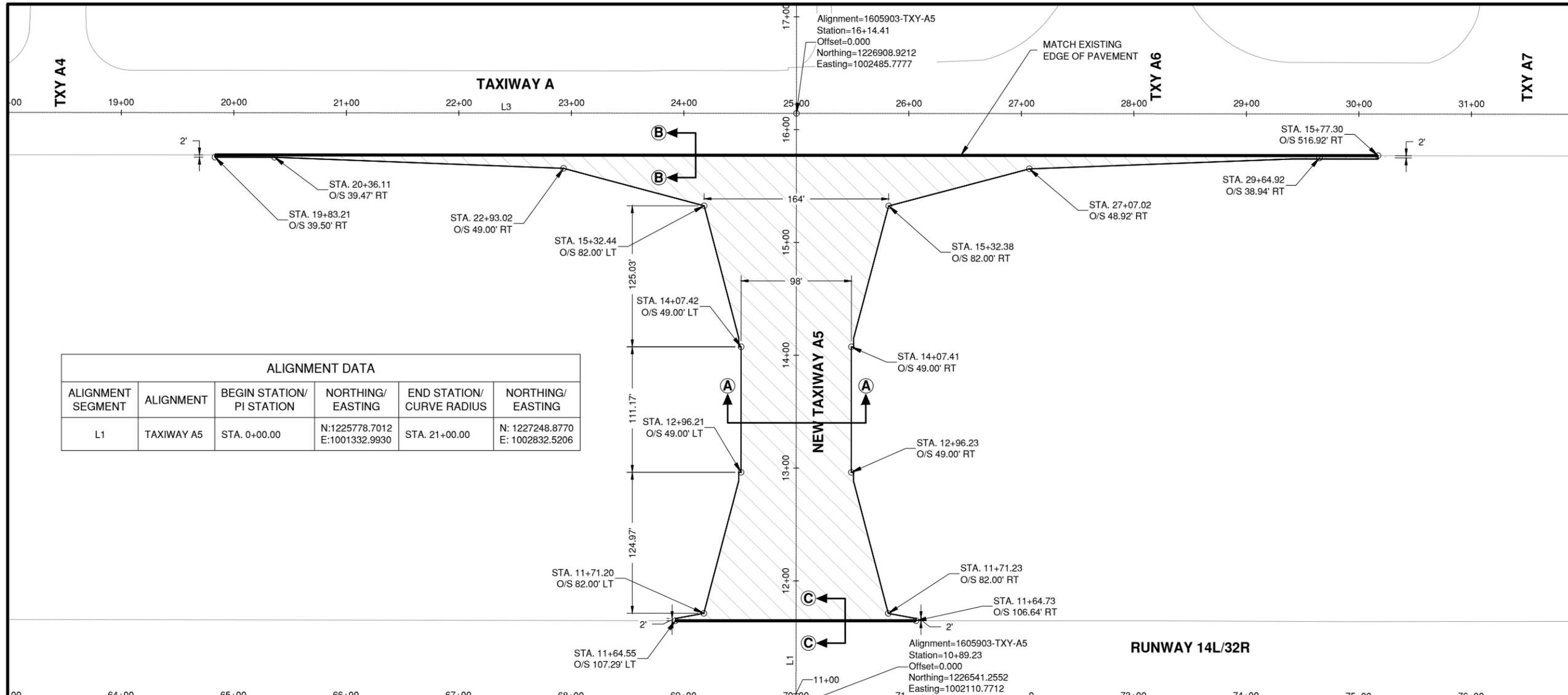
COPYRIGHT:

SHEET TITLE

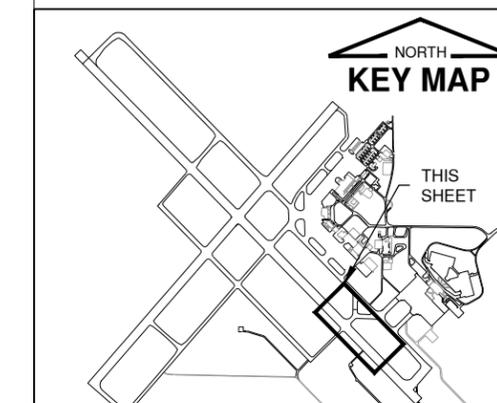
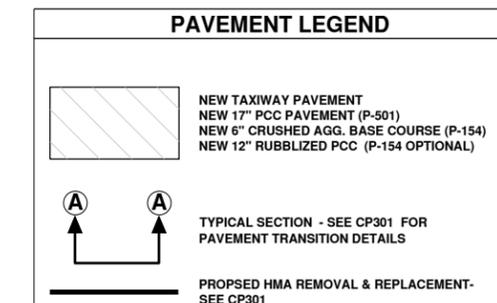
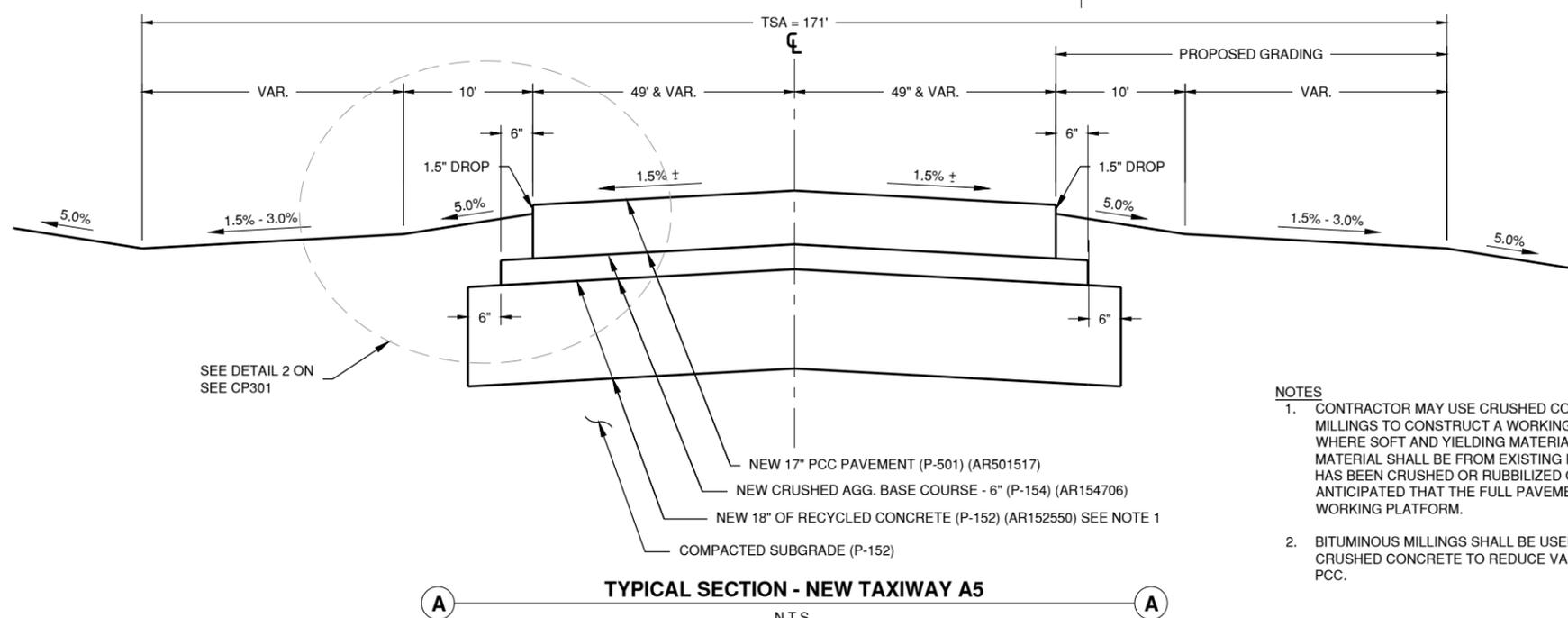
**PROPOSED  
IMPROVEMENTS &  
TYPICAL SECTION**

CP101

SHEET 13 OF 39



ALIGNMENT DATA					
ALIGNMENT SEGMENT	ALIGNMENT	BEGIN STATION/ PI STATION	NORTHING/ EASTING	END STATION/ CURVE RADIUS	NORTHING/ EASTING
L1	TAXIWAY A5	STA. 0+00.00	N:1225778.7012 E:1001332.9930	STA. 21+00.00	N: 1227248.8770 E: 1002832.5206



- NOTES**
- CONTRACTOR MAY USE CRUSHED CONCRETE & BITUMINOUS MILLINGS TO CONSTRUCT A WORKING PLATFORM FOR AREAS WHERE SOFT AND YIELDING MATERIAL IS ENCOUNTERED. MATERIAL SHALL BE FROM EXISTING PCC & HMA ON SITE THAT HAS BEEN CRUSHED OR RUBBLIZED OR MILLED IN PLACE. IT IS ANTICIPATED THAT THE FULL PAVEMENT AREA WILL REQUIRE A WORKING PLATFORM.
  - BITUMINOUS MILLINGS SHALL BE USED AS A 2" CAP ON THE CRUSHED CONCRETE TO REDUCE VARIANCES IN THE CRUSHED PCC.

Path: K:\Champaign\A016059-03\Draw\Sheets\CMI4606-1605903-CP101.dwg  
Date: Monday, November 11, 2019 8:34:12 AM



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

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



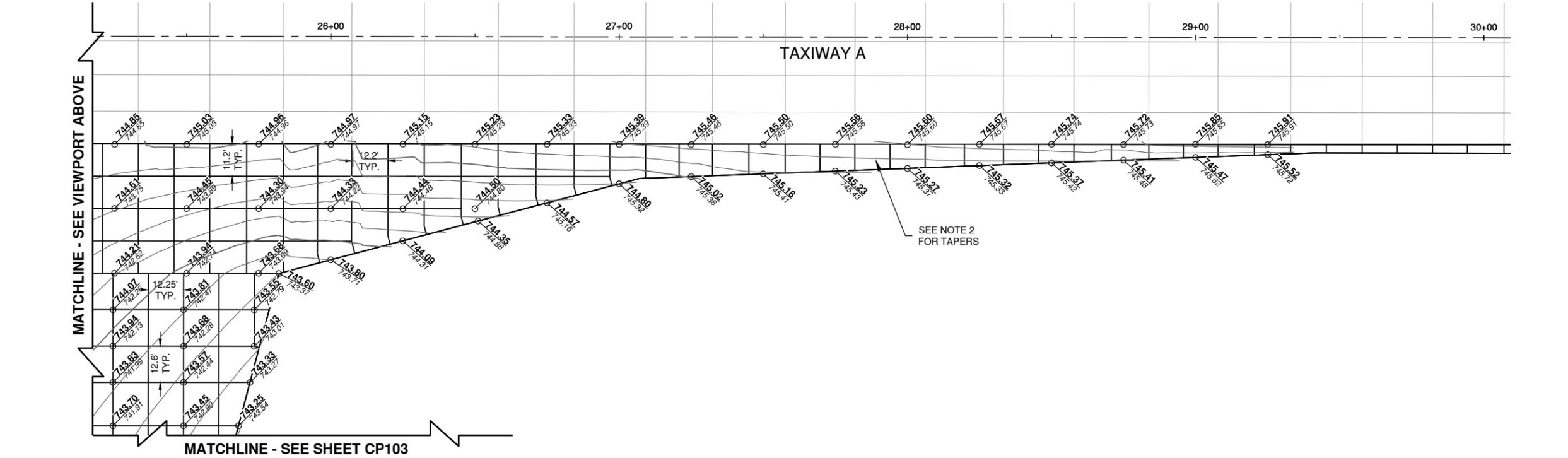
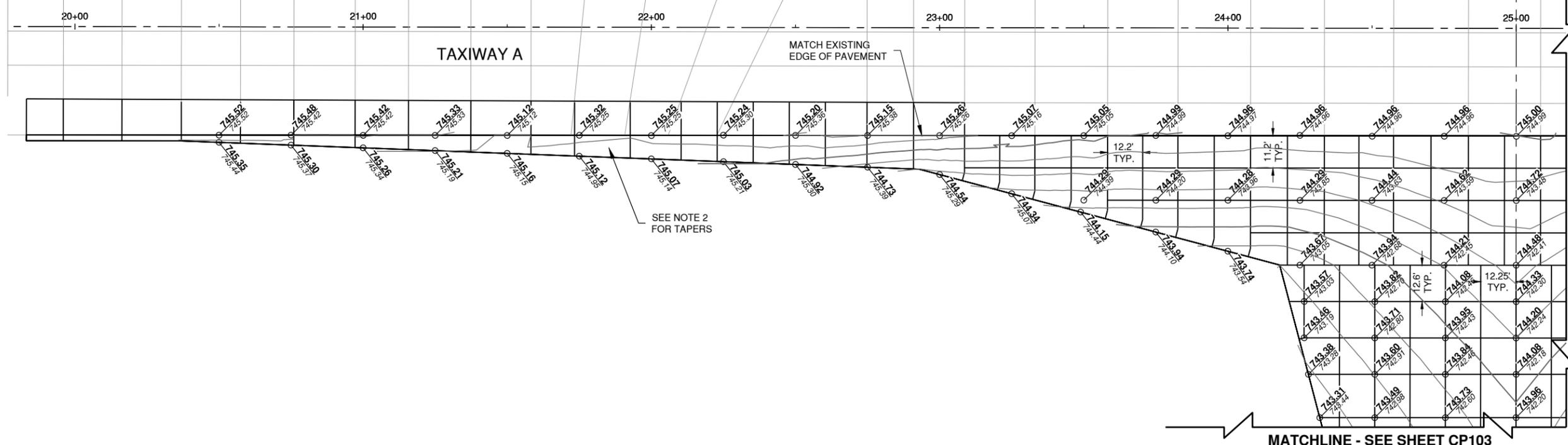
UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CP102.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
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SHEET TITLE  
**STAKING PLAN 1**

CP102  
SHEET 14 OF 39



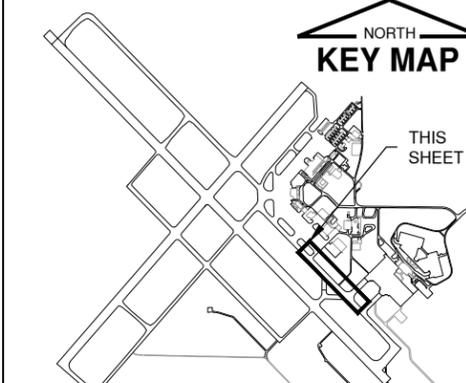
**NOTES**

- ELEVATIONS ARE SHOWN AT THE PROPOSED JOINT LOCATIONS.
- SURFACE GRADIENT OF PROPOSED TAPERS SHALL MATCH THE EXISTING TAXIWAY A.

**LEGEND**

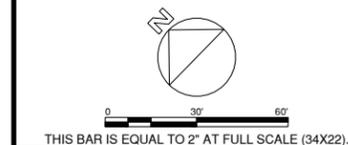
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED CONTOUR
- PROPOSED JOINT LINES

**KEY MAP**



Path: K:\Champaign\A016059-03\Draw\Sheets\CMI4606-1605903-CP102.dwg  
Date: Monday, November 11, 2019 8:34:24 AM





NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



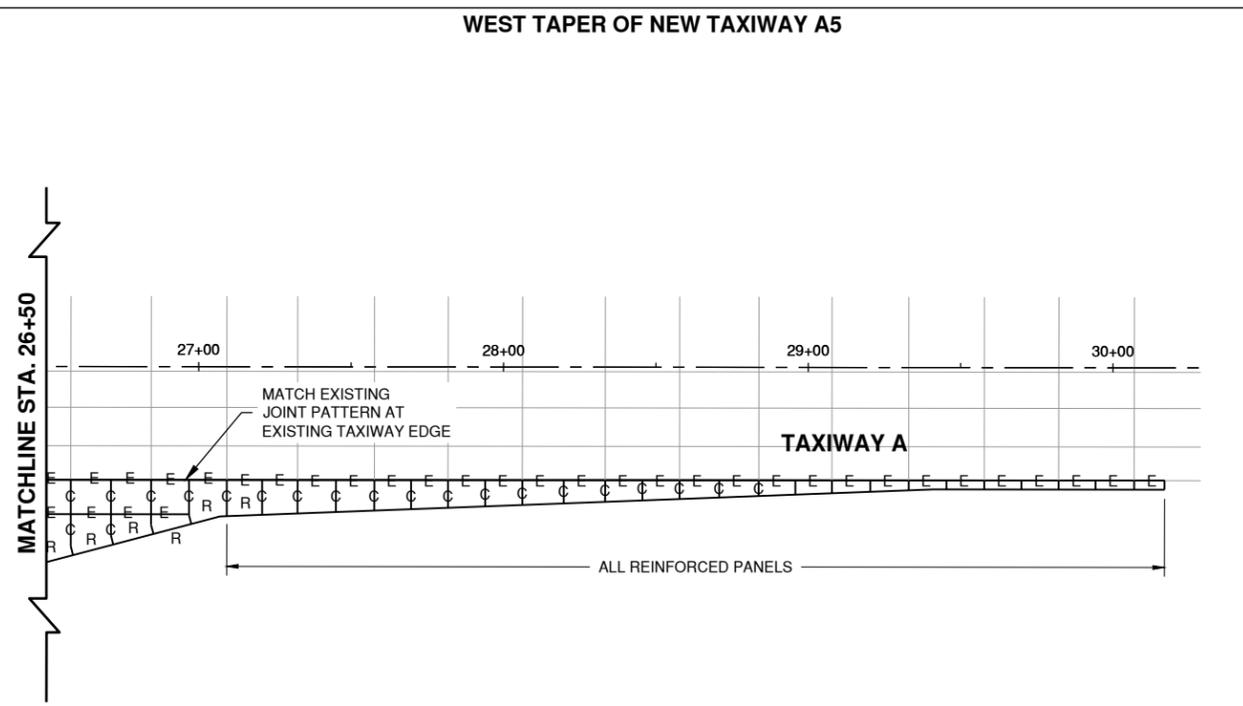
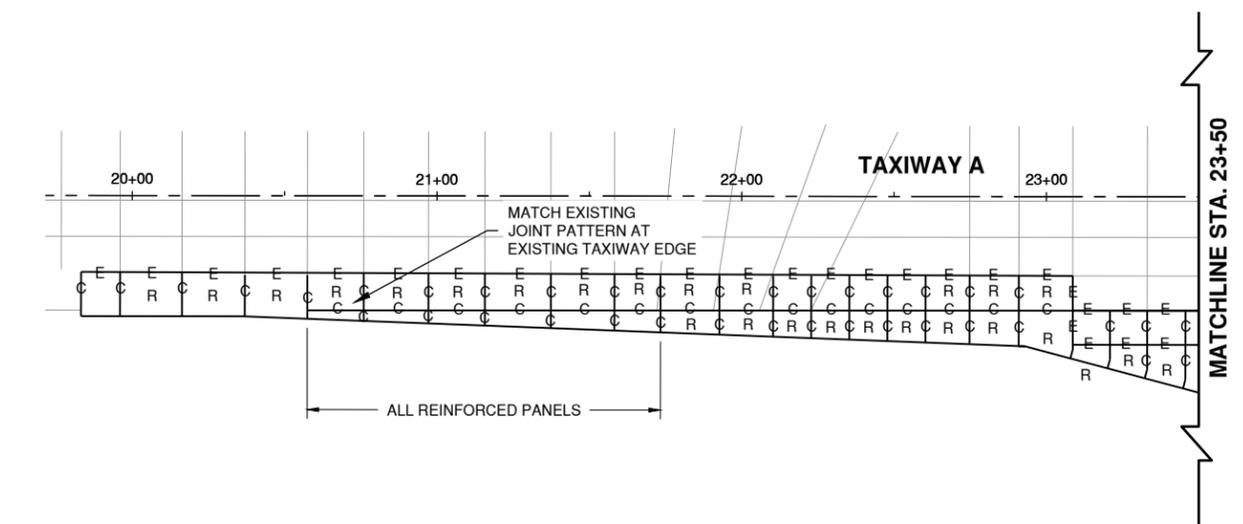
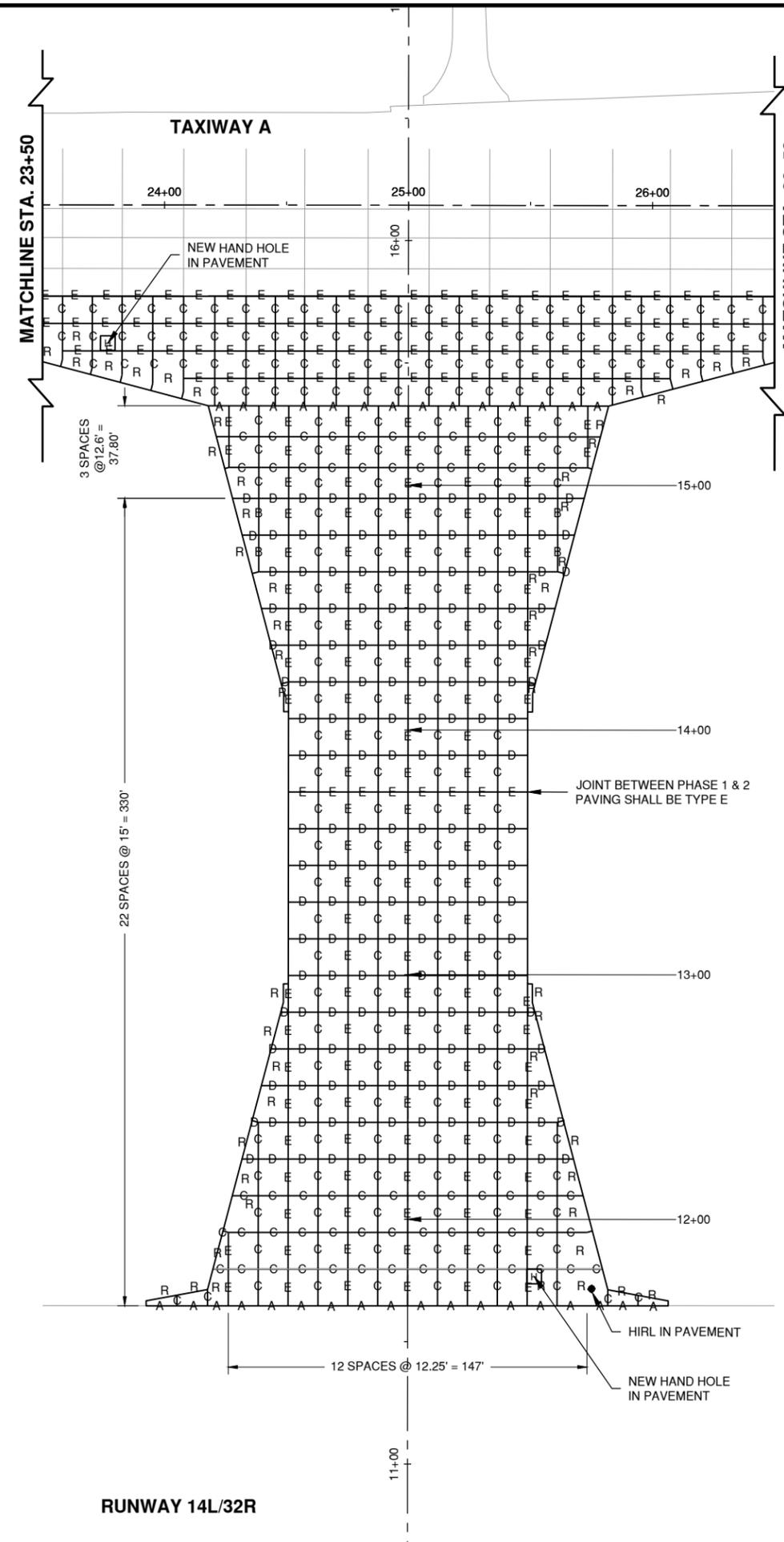
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WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

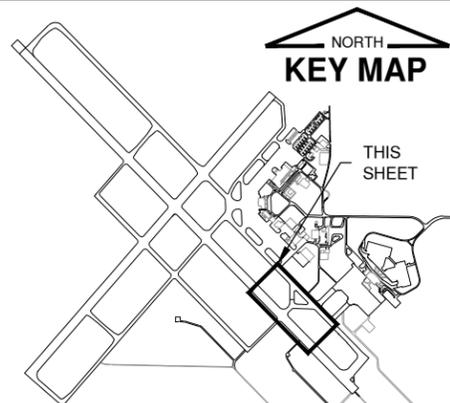
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IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-CJ101.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	MJD
APPROVED BY:	CBG
COPYRIGHT:	

SHEET TITLE  
**JOINTING PLAN**

CJ101  
SHEET 16 OF 39



- LEGEND**
- A — TYPE A ISOLATION JOINT (3/4")
  - B — TYPE B HINGED (TIED) CONTRACTION JOINT
  - C — TYPE C DOWELED CONTRACTION JOINT
  - D — TYPE D DUMMY CONTRACTION JOINT
  - E — TYPE E DOWELED CONSTRUCTION JOINT
  - THICKENED EDGE
  - R** REINFORCED PANEL
  - EXISTING PCC JOINT LOCATION (EST.) UNDER HMA OVERLAY
  - HIRL IN PAVEMENT - SEE EL506 FOR DETAILS



Path: K:\Champaign\A016059-03\Draw\Sheets\CM14606-1605903-CJ101.dwg  
 Date: Monday, November 11, 2019 8:34:45 AM

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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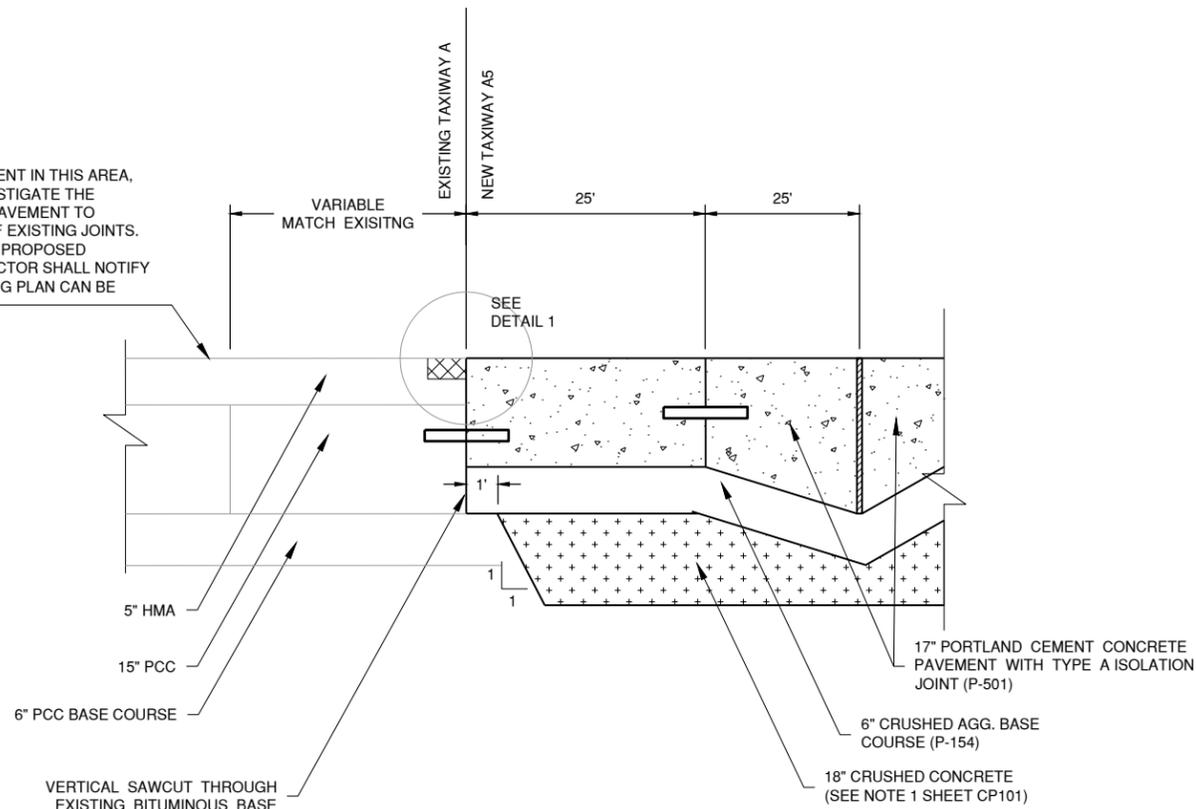
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CP301.DWG
DESIGNED BY: HWI
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SHEET TITLE  
**PAVEMENT  
TRANSITION DETAILS**

CP301  
SHEET 17 OF 39

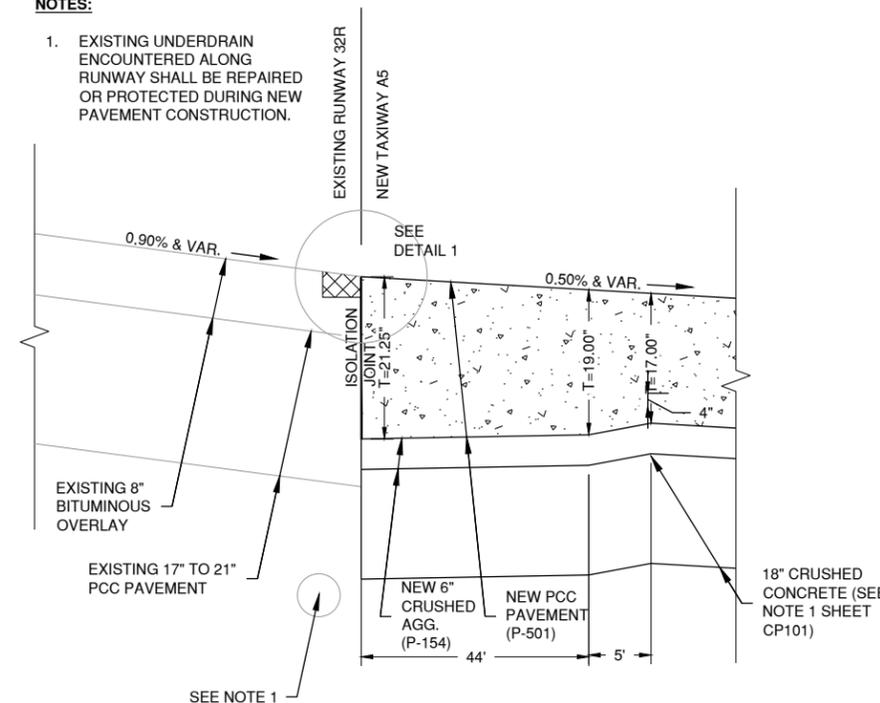
PRIOR TO REMOVAL OF PAVEMENT IN THIS AREA, THE CONTRACTOR SHALL INVESTIGATE THE ADJACENT UNDERLYING PCC PAVEMENT TO DETERMINE THE LOCATIONS OF EXISTING JOINTS. IF THE JOINTS VARY FROM THE PROPOSED REMOVAL LIMITS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER SO THE JOINTING PLAN CAN BE REVISED PRIOR TO PAVING.



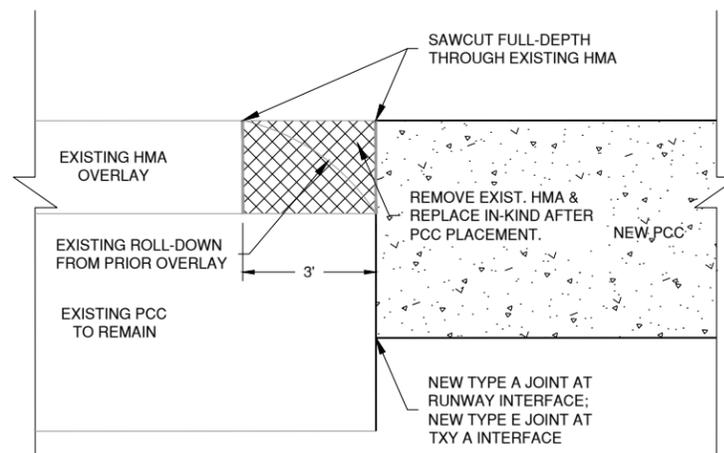
**B PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING TXY A**  
N.T.S.

**NOTES:**

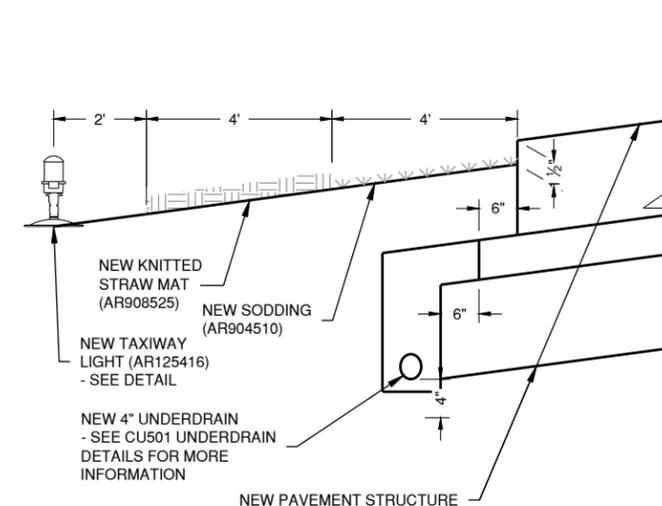
- EXISTING UNDERDRAIN ENCOUNTERED ALONG RUNWAY SHALL BE REPAIRED OR PROTECTED DURING NEW PAVEMENT CONSTRUCTION.



**C PAVEMENT TRANSITION - NEW TXY A5 TO EXISTING RUNWAY**  
N.T.S.

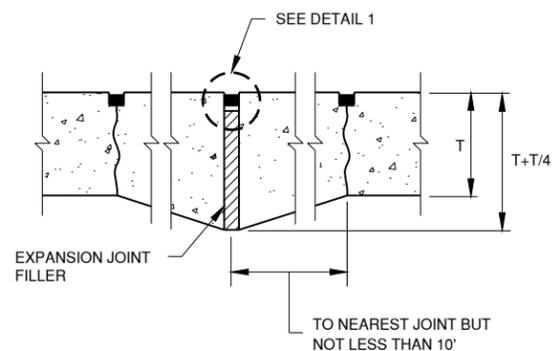


**1 HMA EDGE REMOVAL & REPLACEMENT DETAIL**  
N.T.S.



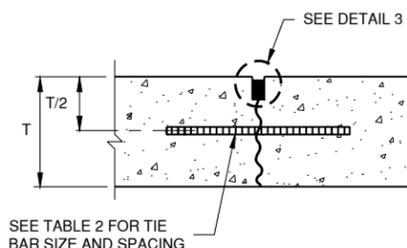
**2 SHOULDER DETAIL-TYPICAL BOTH SIDES**  
N.T.S.

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



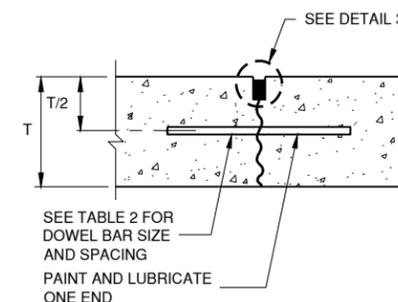
TYPE A THICKENED ISOLATION

SYMBOL A



TYPE B HINGED (TIED) CONTRACTION

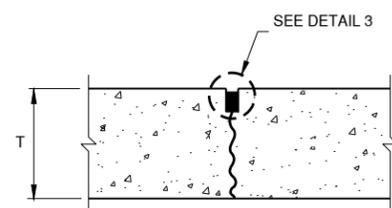
SYMBOL B



TYPE C DOWELED CONTRACTION

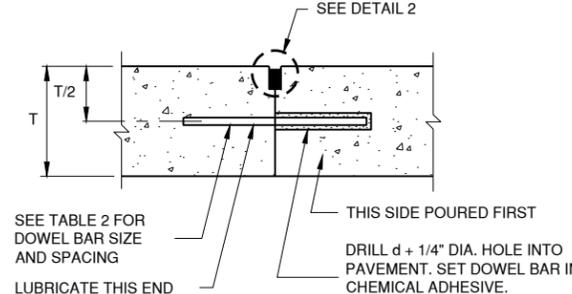
SYMBOL C

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



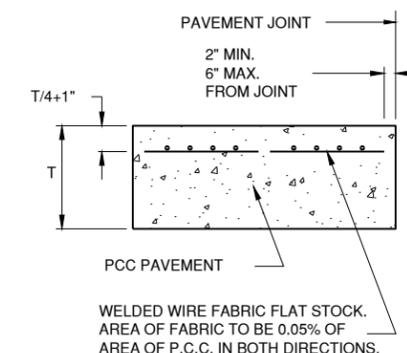
TYPE D DUMMY CONTRACTION

SYMBOL D



TYPE E DOWELED CONSTRUCTION

SYMBOL E



ODD SHAPED PANEL REINFORCEMENT

SYMBOL R

**NOTE:**  
1. INCLUDES ALL ODD-SHAPED PANELS AND RECTANGULAR PANELS WHERE LENGTH / WIDTH RATIO EXCEEDS 1.25. SEE SHEET CJ502 FOR TAPER REINFORCEMENT

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



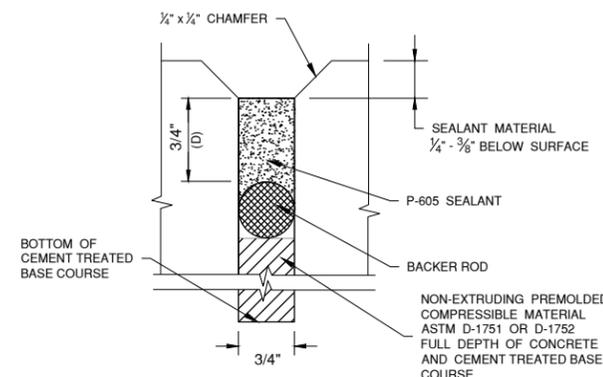
UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

JOINT SEALING DETAILS

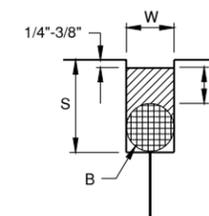
	DETAIL 1	DETAIL 2	DETAIL 3
W=WIDTH OF SEALANT RESERVOIR (IN.)	3/4	1/2	1/2
D=DEPTH OF SEALANT RESERVOIR (IN.)	3/8	1/4	1/4
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-1/8	1-1/8

JOINT NOTES

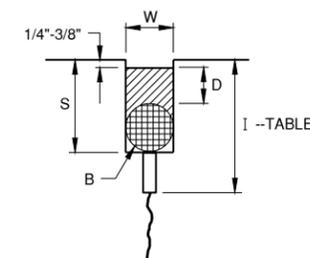
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL & TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON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



DETAIL 1



DETAIL 2



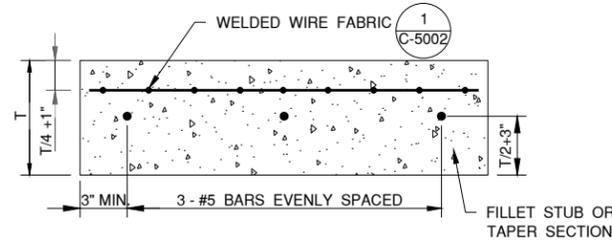
DETAIL 3

MARK | DATE | DESCRIPTION

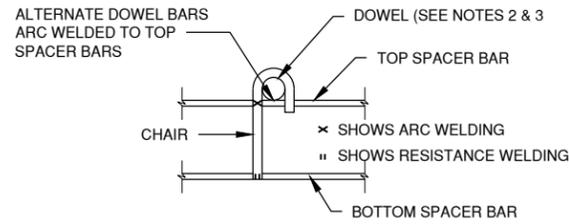
AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-CJ501.DWG
DESIGNED BY: HWI
DRAWN BY: DPA
CHECKED BY: MJD
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SHEET TITLE

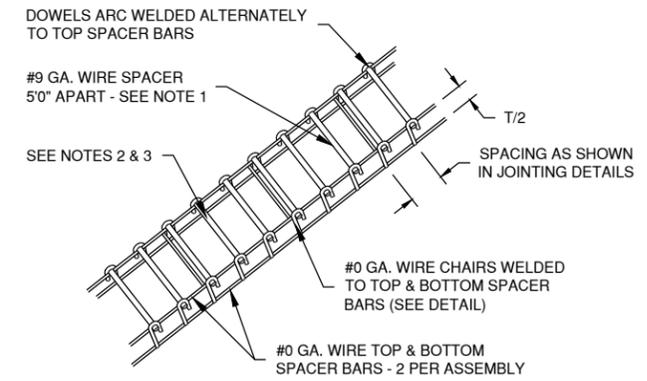
JOINTING DETAILS



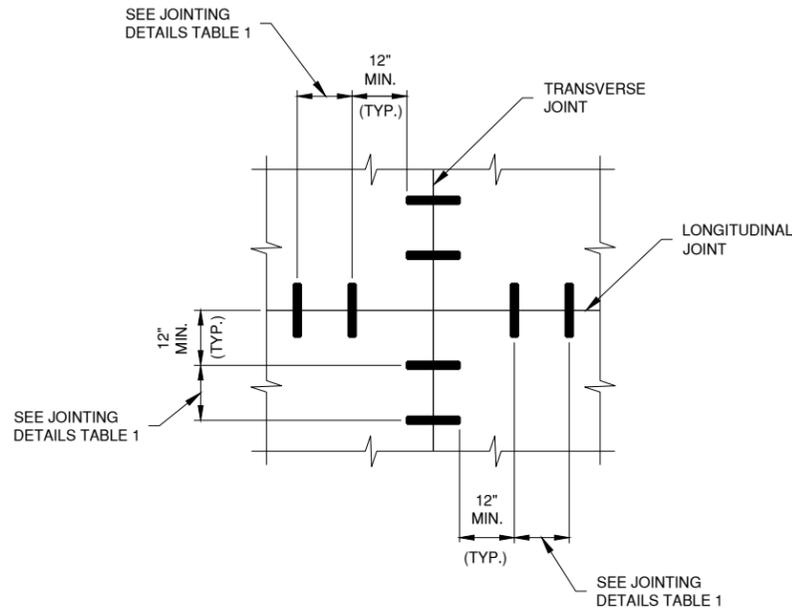
**1 REINFORCED FILLET STEEL DETAIL**  
N.T.S.



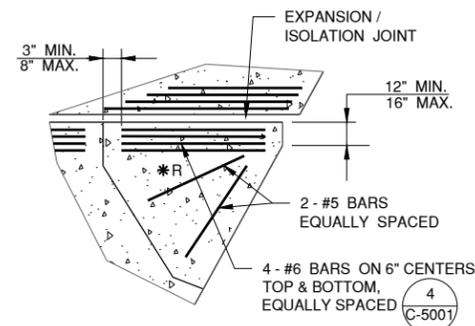
**2 TYPICAL DOWEL BASKET ELEVATION DETAIL W/ CHAIR**  
N.T.S.



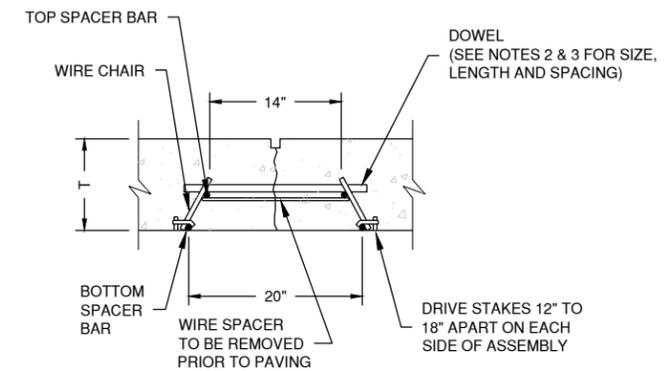
**3 DOWEL BASKET ASSEMBLY DETAIL**  
N.T.S.



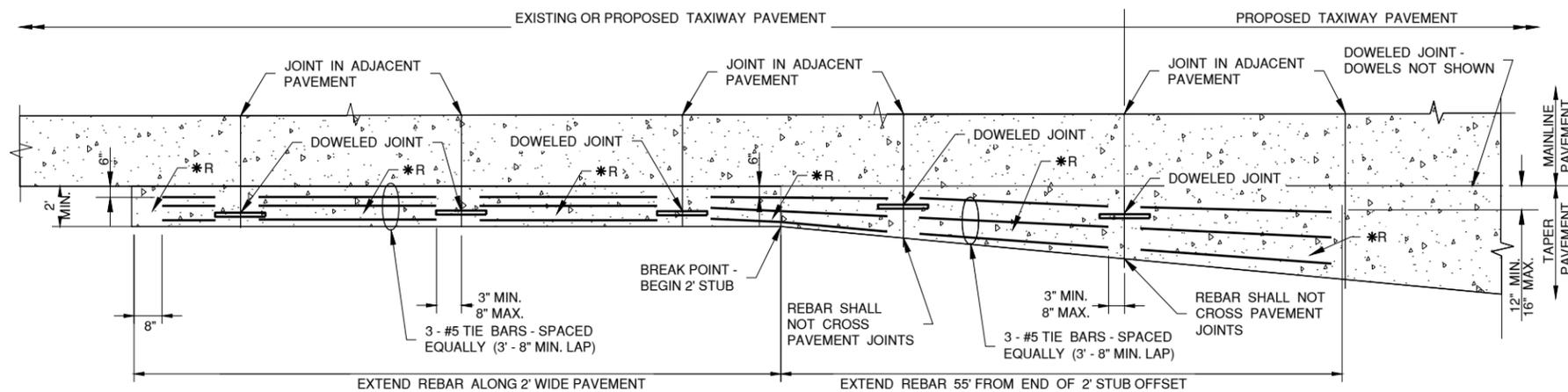
**4 DOWEL PLACEMENT DETAIL**  
N.T.S.



**5 STUB DETAIL**  
N.T.S.  
TYPICAL AT ODD-SHAPED PANEL AT EXPANSION / ISOLATION JOINT  
\*R = ODD SHAPED PANEL REINFORCEMENT



**6 DOWEL BAR INSTALLATION DETAIL**  
N.T.S.



**7 FILLET TAPER DETAIL**  
N.T.S.  
\*R = TAPER REINFORCEMENT WITH REBAR  
SEE DETAILS 1 AND 5 ON THIS SHEET

**DOWEL BASKET NOTES**

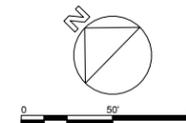
- #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
- DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2.
- DOWELS SHALL BE EPOXY COATED FULL LENGTH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

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**PAVING & MISCELLANEOUS DETAILS**





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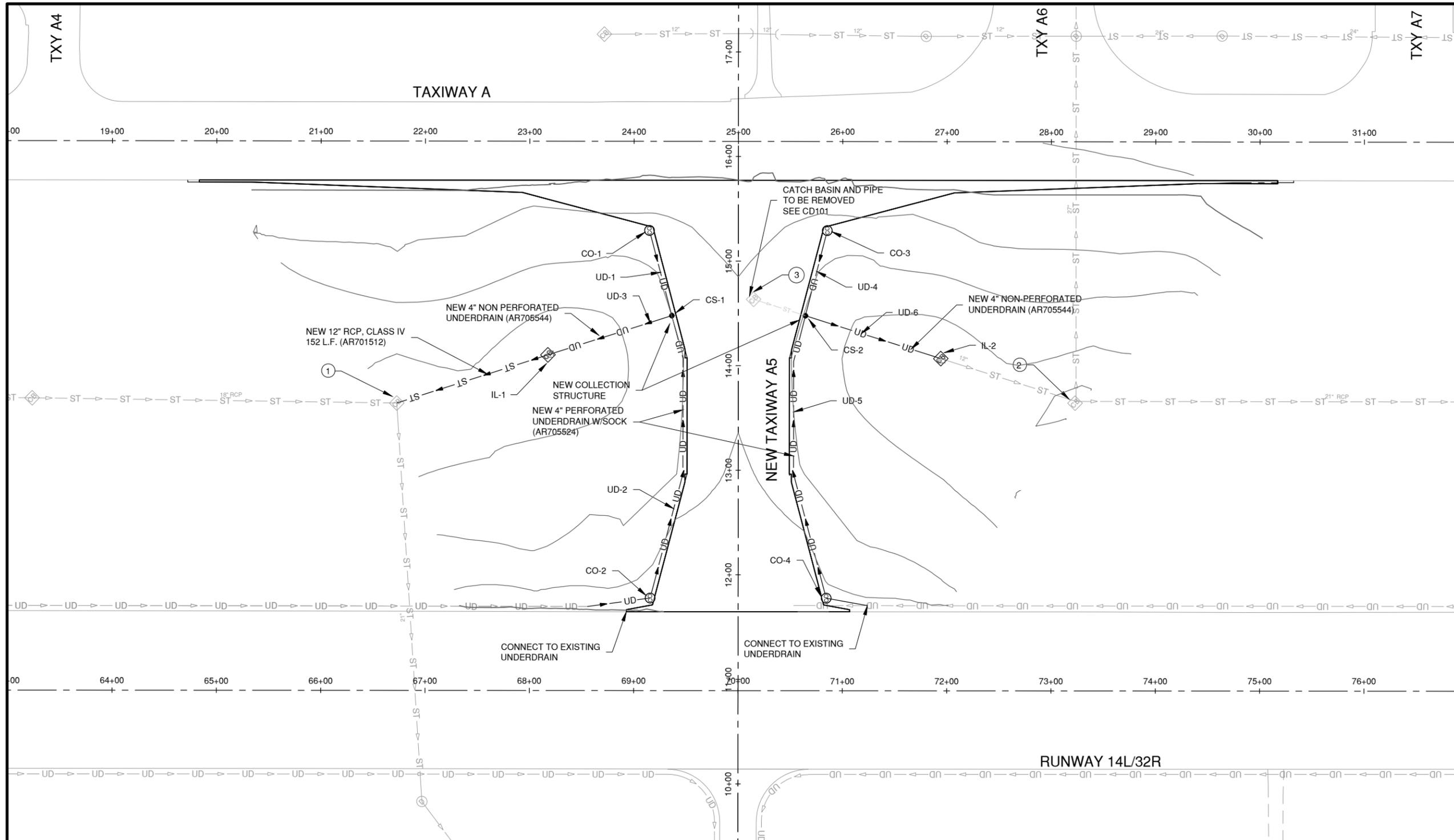
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 SHEET TITLE  
**GRADING AND DRAINAGE PLAN**

 CU101  
 SHEET 21 OF 39


**LEGEND**

- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- ⊕ EXISTING INLET
- ⊙ EXISTING MANHOLE
- ⊕ NEW UNDERDRAIN CLEANOUT
- ⊕ NEW TYPE A INLET - (AR751411)
- ST — NEW 12" RCP
- UD — NEW 4" UNDERDRAIN
- NEW COLLECTION STRUCTURE
- ~ PROPOSED CONTOUR

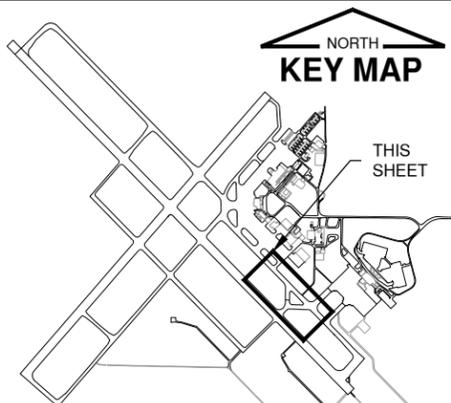
- NOTES**
- GRADE NEW SHOULDER TO DRAW TO PROPOSED STRUCTURES TO MEET RSA SLOPE.
  - RECORD DRAWINGS DO NOT INDICATE ANY DRAINAGE STRUCTURES DIRECTLY SOUTHEAST OF THE NEW PAVEMENT EDGE, BUT ADDITIONAL UNDERDRAIN WAS ACCOUNTED FOR AS A PROVISION SHOULD THERE BE A NEED AFTER THE REMOVAL PROCESS IS COMPLETE.

**UNDERDRAIN PIPE SCHEDULE**

STRUCT.	STRUCT. UP	STRUCT. DOWN	INVERT UP	INVERT DOWN	LENGTH FEET	SLOPE	TYPE
UD-1	CO-1	CS-1	740.13	739.74	84	0.5%	4" PERFORATED
UD-2	CO-2	CS-1	741.27	739.74	276	0.6%	4" PERFORATED
UD-3	CS-1	IL-1	739.74	739.00	124	0.6%	4" NON-PERFORATED
UD-4	CO-3	CS-2	740.13	739.71	84	0.5%	4" PERFORATED
UD-5	CO-4	CS-2	740.97	739.71	276	0.5%	4" PERFORATED
UD-6	CS-2	IL-2	739.71	739.22	134	0.4%	4" NON-PERFORATED

**PIPE SCHEDULE**

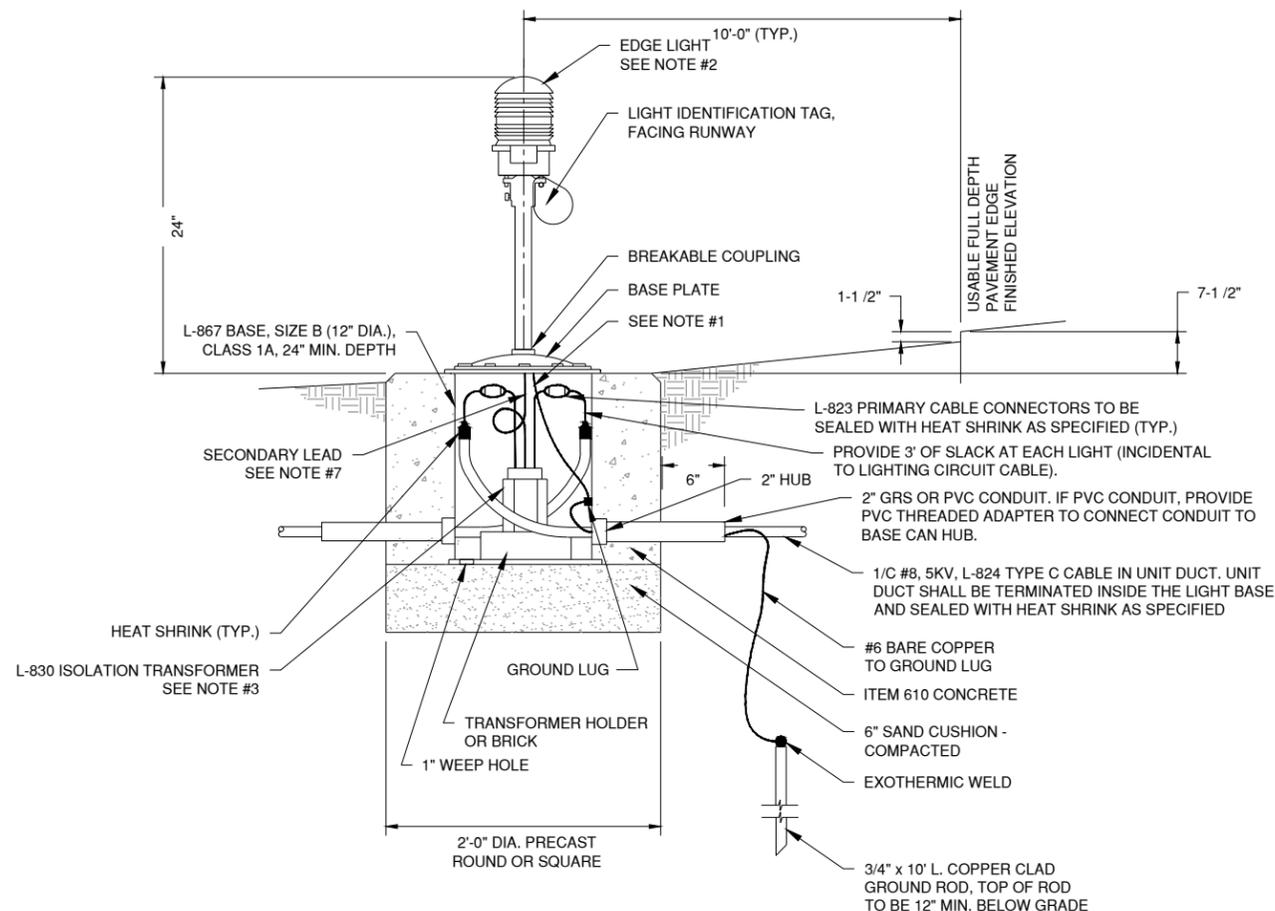
STRUCT. NO.	EXISTING OR NEW STRUCT.	TYPE	RIM. ELEV.	INVERT ELEV.				BASELINE NAME	STATION	OFFSET
				(N)	(S)	(E)	(W)			
1	EXT.	INLET	741.09		736.76			TXY A5	13+63.96	-327.30
2	EXT.	INLET	740.60				736.43	TXY A5	13+66.11	323.81
3	EXT.	INLET	741.40			739.67		TXY A5	14+63.40	14.62
IL-1	NEW	INLET TYPE-A	741.00			738.20	738.14	TXY A5	14+10.14	-182.49
IL-2	NEW	INLET TYPE-A	741.00			739.19	739.25	TXY A5	14+06.86	194.09

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 Date: Monday, November 11, 2019 8:25:52 AM


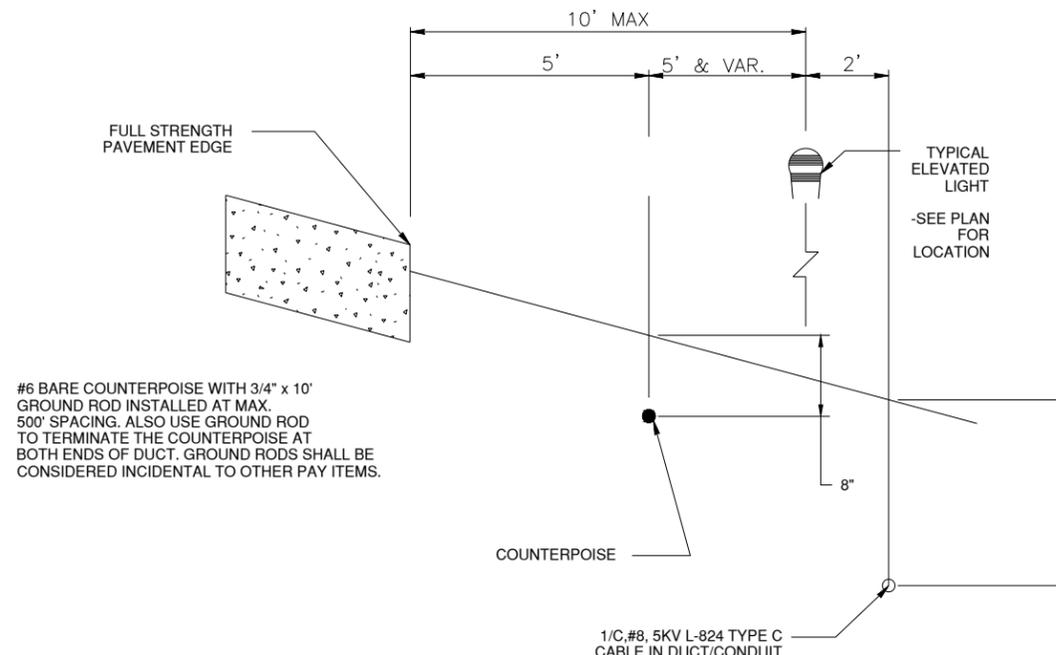




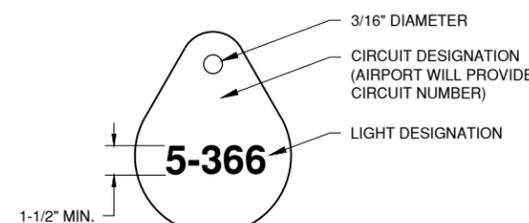




**L-861(T) BASE MOUNTED TAXIWAY EDGE LIGHT**  
N.T.S.



**COUNTERPOISE LOCATION DETAIL**  
N.T.S.



**LIGHT IDENTIFICATION TAG DETAIL**  
N.T.S.

**NOTES**

1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LIGHT FIXTURES SHALL BE L-861, L-861E, AS INDICATED ON THE PLANS AND SPECIFICATIONS. LED EDGE LIGHTS SHALL BE INDICATED WITH THE SUFFIX (L). WHERE INDICATED TO BE QUARTZ LAMPS SHALL BE 30W OR 45W AS REQUIRED BY LIGHT FIXTURE MANUFACTURER TO MEET MINIMUM DISTRIBUTION AND OUTPUT REQUIREMENTS OF AC 150/5345-46 (LATEST EDITION).
3. L-830 ISOLATION TRANSFORMERS FOR QUARTZ EDGE LIGHTS AND LED EDGE LIGHTS WITH HEATERS SHALL BE L-830-1 30/45 WATT. LED EDGE LIGHTS WITHOUT HEATERS SHALL BE L-830-16, 10/15 WATT OR L-830-17, 20/25 WATT, AS RECOMMENDED BY LIGHT MANUFACTURER.
4. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
5. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
6. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
7. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
8. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.

**NOTES**

1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, AND SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
3. AIRFIELD SIGNS SHALL BE TAGGED AND NUMBERED.
4. THE CONTRACTOR SHALL NUMBER THE EXISTING AND PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT, STARTING AT THE HOMERUN AND CONTINUING AROUND THE ENTIRE CIRCUIT, BACK TO THE HOMERUN.

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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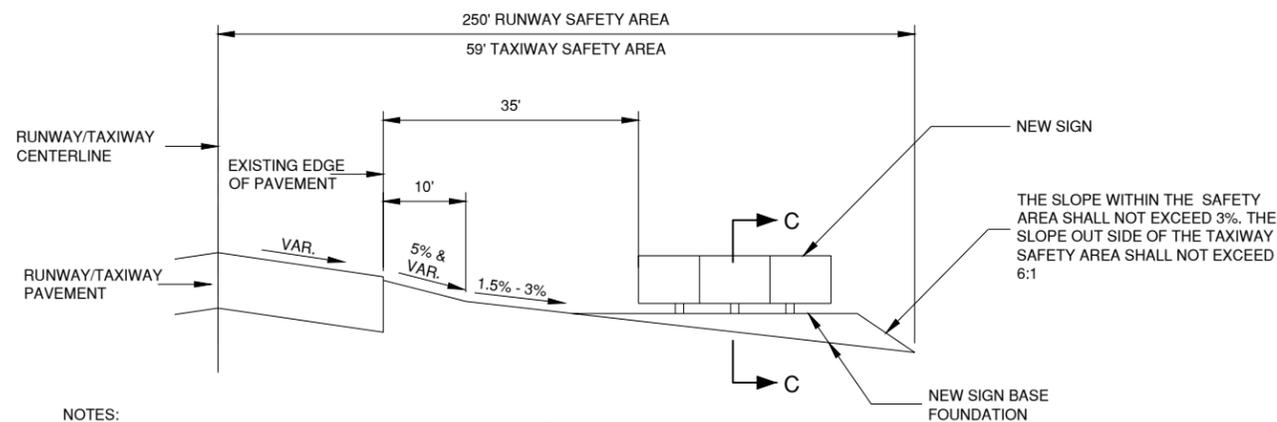
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**ELECTRICAL DETAILS**

1



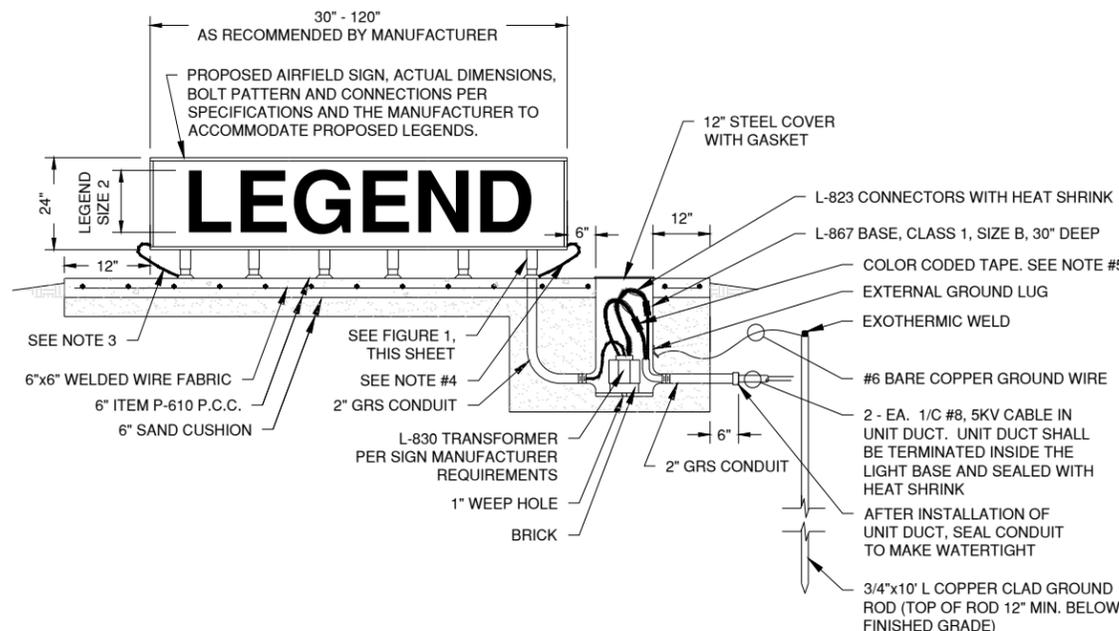
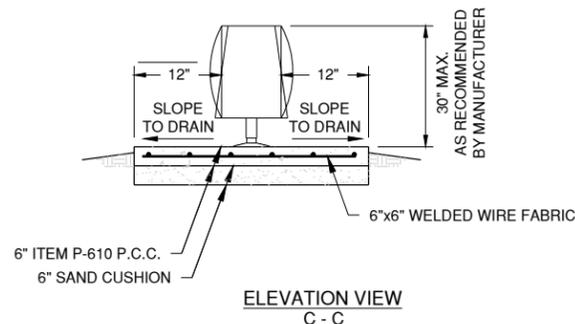




**NOTES:**

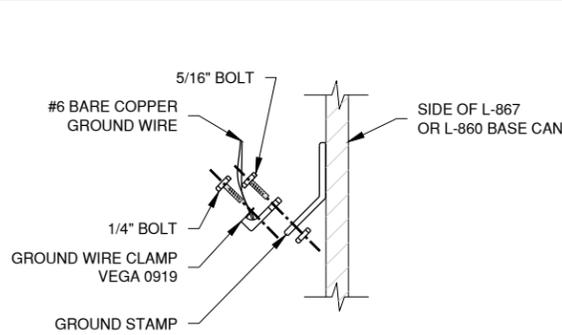
- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
- ESTIMATED 1 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
- ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.
- 4" OF KNITTED STRAW MAT SHALL BE PLACED AROUND THE PROTECTION APRON. COST FOR MAT SHALL BE INCIDENTAL TO SIGN PAY ITEM.

**ELEVATION**

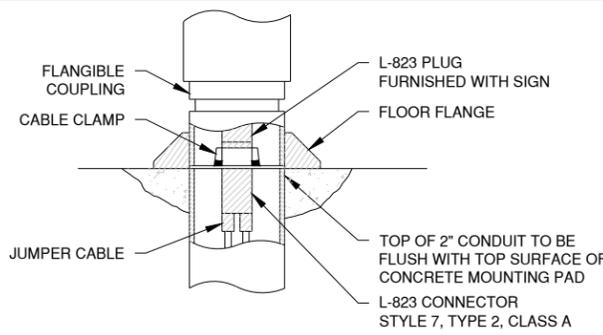


**L-858 AIRFIELD SIGN DETAIL**

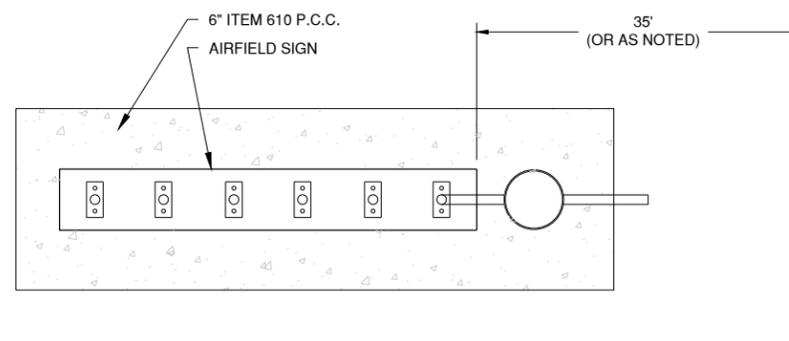
N.T.S.



**FACTORY GROUND LUG DETAIL**  
N.T.S.



**FIGURE 1**  
**ELECTRICAL CONNECTION DETAIL**



**PLAN VIEW**

SIGN #	SIDE	EX SIGN LEGEND	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	BLACK LEGEND ON YELLOW BACKGROUND	YELLOW LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	NEW POWER CIRCUIT	SIGN STYLE	INTENSITY
A-1 (EX)	NW SE	A A5 ↗ FBO →	A A5 → FBO →		A5 → FBO →	A	4	TXY A	2	MEDIUM
A-2 (EX)	NE SW	← A ↗ A6 A → A6	A6 ← A → A6		← A →	A6 A6	5	TXY A	2	MEDIUM
A-3 (NEW)	NE SW		A5 ← A →		← A →	A5	5	TXY A	2	MEDIUM
A-4 (NEW)	NW SE		← A5 A		← A5	A	4	TXY A	2	MEDIUM
A-5 (EX)	NW SE	↖ A6 A A6 →	A A6 →		A6 →	A	4	TXY A	2	MEDIUM
A-6 (NEW)	NE SW		A5 32R-14L A5	32R-14L		A5 A5	9	RNWX 14L 32R	3	HIGH
A-7 (NEW)	NW SE		A5 →		A5 →		3	TXY A	2	MEDIUM
A-8 (NEW)	NW SE		← A5		← A5		3	TXY A	2	MEDIUM

NOTE: SIGNS A-1, A-2, AND A-5 ARE TO BE REMOVED, BUT THE CONCRETE BASE AND SPLICE CAN ARE TO REMAIN. CONTRACTOR SHALL INSTALL NEW SIGNS AND NEW LEGENDS ON EXISTING PCC BASE.

**AIRFIELD SIGN NOTES**

- TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER. SIGN ON RUNWAY CIRCUIT SHALL BE STYLE 3.
- SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
- SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
- SIGNS SHALL BE SIZE 2, STYLE 2 OR 3, CLASS 2, AND MODE 2. SEE SIGN SCHEDULE FOR DETAILS
- LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE PLAN TABLES.
- DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.

NOVEMBER 15, 2019

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**ELECTRICAL DETAILS**

4

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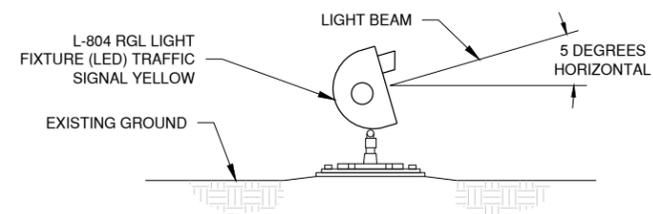


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**ELECTRICAL DETAILS**  
**5**



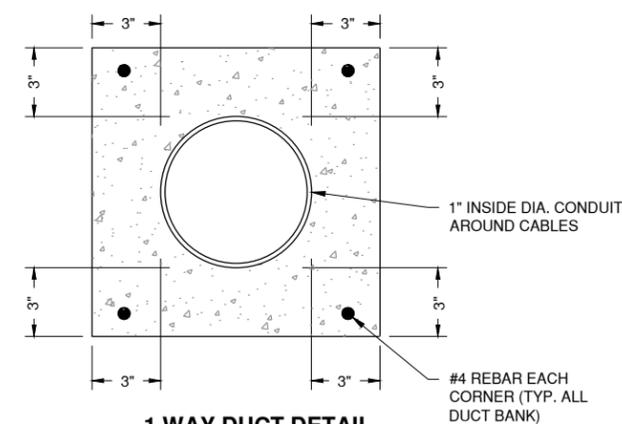
**L-804 RUNWAY GUARD LIGHT  
HORIZONTAL AIMING DETAIL**

**NOTE:**  
CONTRACTOR SHALL AIM THE RGL UNITS 5 DEGREES UPWARD PER MANUFACTURER'S INSTRUCTIONS.

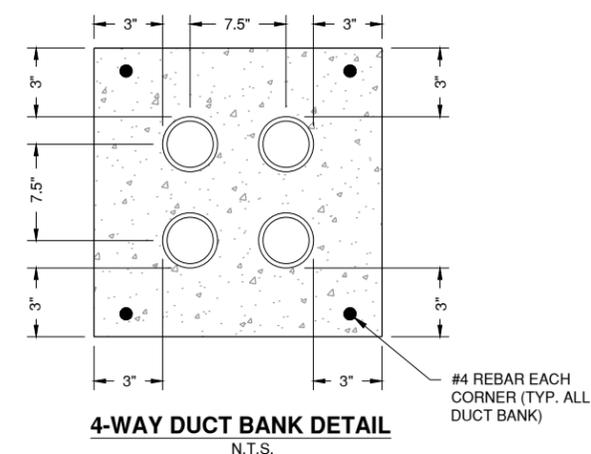
**L-804 RUNWAY GUARD LIGHT INSTALLATION DETAILS  
BASE MOUNTED, 6.6 AMP SERIES CIRCUIT**

RUNWAY GUARD LIGHT AIMING SCHEDULE			
PAIR NUMBER	L	∠A	R
1	23.4°	23.4°	5°

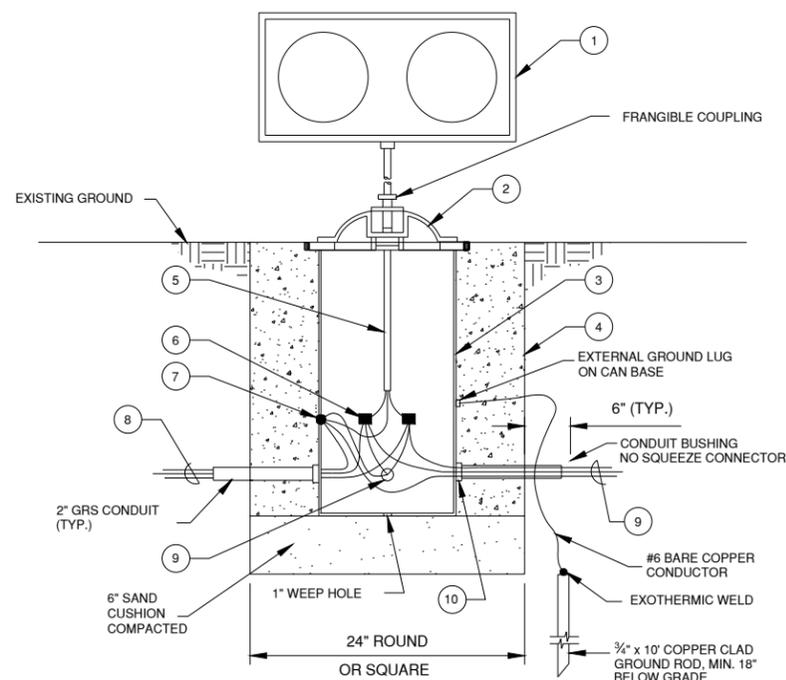
- NOTES:**
- ∠A IS ANGLE UNIT SHOULD BE AIMED TOWARD TAXIWAY CENTERLINE AND IS SYMMETRICAL ABOUT THE TAXIWAY CENTERLINE.
  - ∠B IS ANGLE UNIT SHOULD BE AIMED UPWARD FROM THE HORIZONTAL AND IS THE SAME FOR EACH UNIT IN EVERY PAIR OF RUNWAY GUARD LIGHTS.
  - LEFT (L) AND RIGHT (R) ARE DESIGNATED BY LOOKING TOWARD THE RUNWAY FROM THE HOLD SIDE OF THE HOLD LINE.
  - PAIR NUMBER IS DESIGNATED ON PROPOSED LIGHTING LAYOUT AND RGL AND SIGN LOCATIONS SHEETS.



**1 WAY DUCT DETAIL**  
N.T.S.

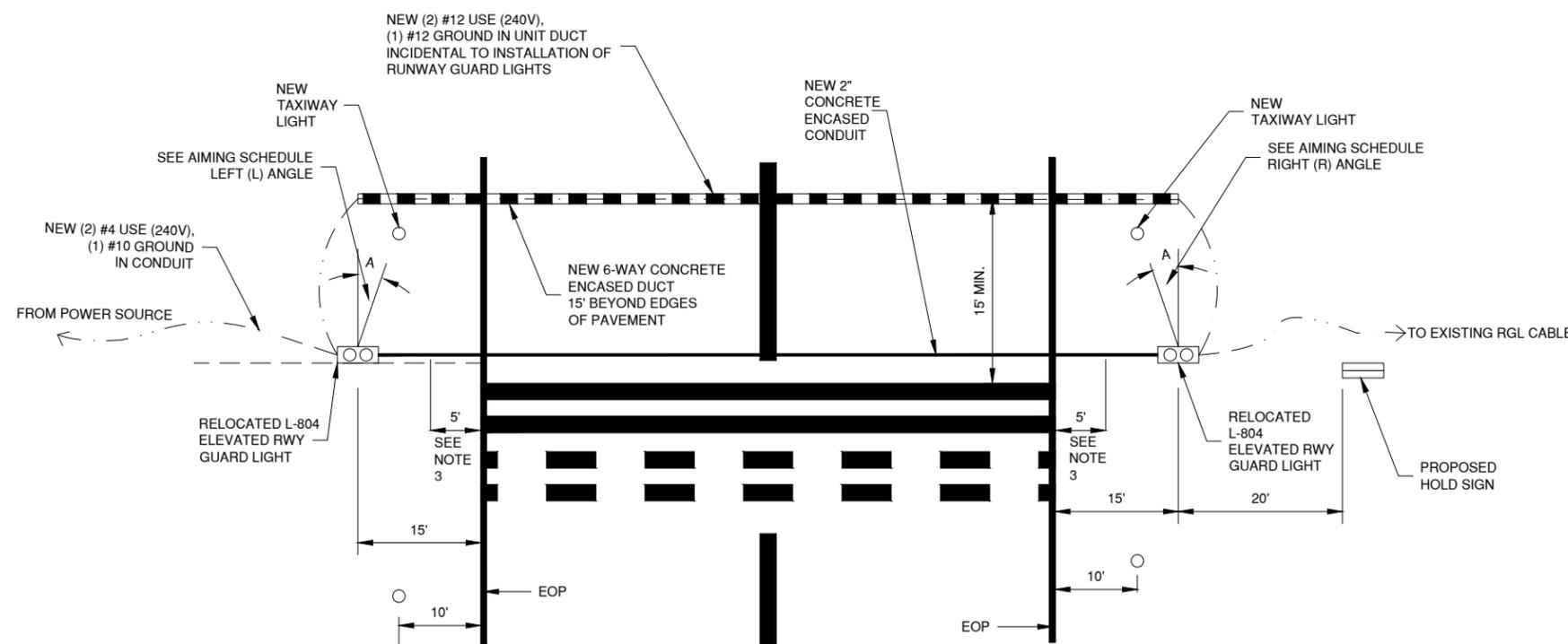


**4-WAY DUCT BANK DETAIL**  
N.T.S.



**RELOCATED RUNWAY GUARD LIGHT INSTALLATION  
(VOLTAGE POWERED)**  
N.T.S.

- NOTES:**
- L-804 RUNWAY GUARD LIGHT (RGL), MODE 2 (240V) WITH PHOTOCELL, NOT MONITORED, 100W/6.6A INCANDESCENT LAMPS, TRAFFIC SIGNAL YELLOW.
  - SPECIAL BASE PLATE, SUPPLIED WITH RUNWAY GUARD LIGHT.
  - L-867B LIGHT BASE.
  - CONCRETE.
  - CONNECTOR AND PIGTAIL, SUPPLIED WITH RUNWAY GUARD LIGHT.
  - WATERPROOF TAPED SPLIT BOLT SPLICE (TYP. OF TWO).
  - LIGHT BASE GROUND TERMINAL. CONNECT ALL GROUND WIRES TO HERE.
  - TWO #10 USE (240V), ONE #10 GROUND IN 1" UNIT DUCT TO NEW SPLICE CAN.
  - TWO #12 USE (240V), ONE #12 GROUND TO RUNWAY GUARD LIGHT ON OPPOSITE SIDE OF TAXIWAY. INCIDENTAL TO INSTALLATION OF RUNWAY GUARD LIGHTS.
  - PLUG ENTRANCES FROM INSIDE WITH DUCT SEAL.

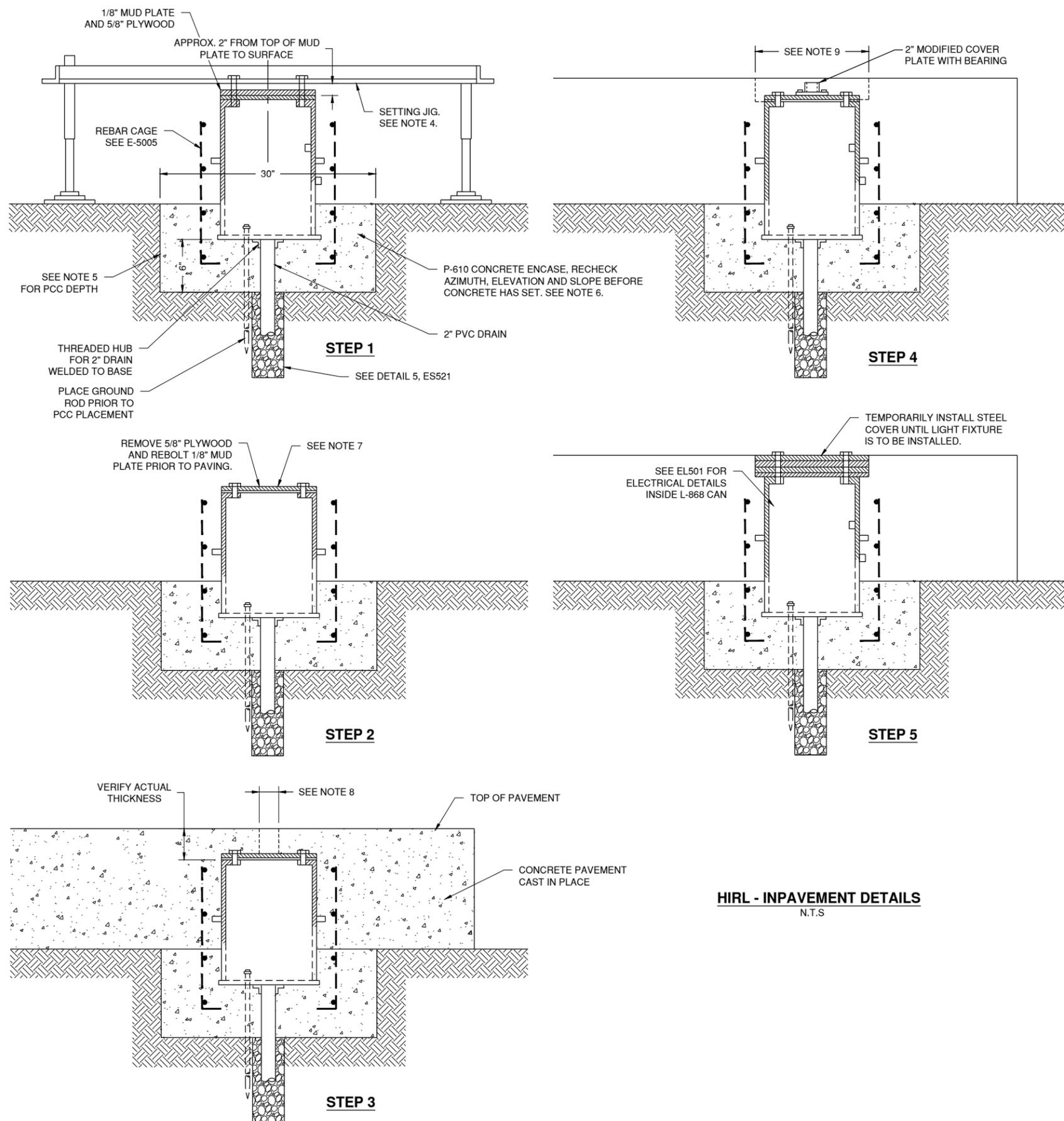


**RUNWAY GUARD LIGHT LAYOUT PLAN**  
N.T.S.

- NOTES:**
- LOCATION OF DUCT BANK MAY VARY TO AVOID EXISTING UTILITIES.
  - ANGLE 'A' - SEE AIMING SCHEDULE.
  - CONCRETE ENCASED CONDUIT SHALL EXTEND 5' FROM EDGE OF PAVEMENT FOR RGL CONTROL CABLE.
  - RGL CONTROL CABLE CONDUIT SHALL FIT SNUG ON CONDUIT BUSHING OF LIGHT CAN.

**NOTES**

- PROVIDE NEW CONCRETE BASE, CABLES, AND MOUNTING FOR RELOCATED RGL'S. LOCATIONS AND ORIENTATION SHALL BE AS SHOWN ON THIS SHEET.



**HIRL - INPAVEMENT DETAILS**  
N.T.S

**NOTES FOR INSTALLATION OF NEW HIRL IN PCC PAVEMENT**

- COORDINATE LIGHT BASE INSTALLATION WITH PAVING OPERATION. ESTABLISH ALIGNMENT OF LIGHTS BASED ON LAYOUT SHEETS, MINIMUM OF 2' OFFSET BETWEEN BASE CAN AND PCC PAVEMENT JOINT.
- ALL LIGHT BASES SHALL BE CAST-IN-PLACE.
- EXCAVATE 30" CORE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW LIGHT BASES. COMPACT BOTTOM OF EXCAVATION.
- USE JAQUITH #AW9101 4 LEGGED SETTING JIG WITH SCREW JACKS FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. INSTALL AND SECURE REBAR CAGE.
- INSTALL PVC CONDUIT CONNECTING LIGHT BASES AS SHOWN ON LAYOUT. NO SHARP ANGLES SHALL BE MADE IN CONNECTING CONDUIT TO A NEW LIGHT BASE THAT MIGHT INHIBIT PULLING CABLE.
- ALL LIGHT BASES SHALL BE PROPERLY POSITIONED, ALIGNED, AND INSPECTED PRIOR TO POURING CONCRETE. ANY BASE INSTALLED INCORRECTLY SHALL BE REMOVED AND REINSTALLED ACCORDING TO DESIGN CRITERIA. ALL CONDUIT SHALL BE PROPERLY SECURED IN PLACE BEFORE PLACING CONCRETE. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT. ENSURE CONCRETE DEPTH TO BE 6" MINIMUM AROUND AND BELOW LIGHT BASE, AND AROUND CONDUIT AS SHOWN BY DETAILS.
- SURVEY LOCATION OF BULLSEYE PRIOR TO PLACING PCC PAVEMENT.
- AFTER INITIAL CONCRETE SET, CORE 4" DIAMETER PILOT HOLE TO LOCATE THE CENTER OF THE BULLSEYE PLATE.
- AFTER FIXTURE OR COVER INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE 3/4" WIDE. TOLERANCE: LESS THAN 1/2" ON ANY SIDE WILL NOT BE ACCEPTED.
- INSTALL FIXTURE, EXTENSION AND SPACER RINGS SO THAT THE EDGE OF THE LIGHT FIXTURE ON THE LOW SIDE OF THE PAVEMENT SLOPE SHALL MATCH THE ELEVATION OF THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER RINGS SHALL BE NO MORE THAN 3/4" IN HEIGHT. NO MORE THAN THREE RINGS SHALL BE USED. FIXTURES (AND LIGHT BASES) TO BE INSTALLED LEVEL ON A HORIZONTAL PLANE ±1/2 DEGREE.
- DO NOT USE SHIPPING BOLTS. USE ONLY CERAMIC/TEFLON COATED BOLTS, MCB INDUSTRIES PART NO. LSO-1 OR EQUAL. TORQUE PER MANUFACTURERS INSTRUCTIONS.
- INSTALL 6" TRANSFORMER STAND. STAND MUST NOT CONFLICT WITH GROUND ROD OR DRAIN.
- INSTALL ISOLATION TRANSFORMER AND CONNECT TO NEW CABLE AS SHOWN ON EL501. IF A 3/4" STEEL COVER IS TEMPORARILY INSTALLED, DO NOT INSTALL ISOLATION TRANSFORMER OR CONDUCTORS UNTIL LIGHT FIXTURE IS TO BE INSTALLED.
- INSTALL GROUND WIRE AND COUNTERPOISE.
- CONTRACTOR SHALL HAVE A MANUFACTURER'S REPRESENTATIVE ON SITE TO AID WITH THE INITIAL INSTALLATION OF LIGHT BASES.
- LIGHT POSITION TOLERANCES:  
LONGITUDINAL - ±2' FROM STATIONING.  
TRANSVERSE - ±1/4" TRANSVERSE FROM LINE OF LIGHTS  
BASE ORIENTATION: ALIGN WITH CENTERLINE OF RUNWAY OR TAXIWAY ± 1/2 DEGREE.
- PROVIDE THREE (3) COPIES OF AN INSTRUCTION AND MAINTENANCE MANUAL TO THE AIRPORT 15 DAYS PRIOR TO START OF INSTALLATION.

NOVEMBER 15, 2019

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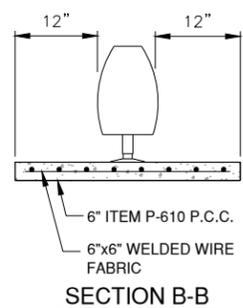
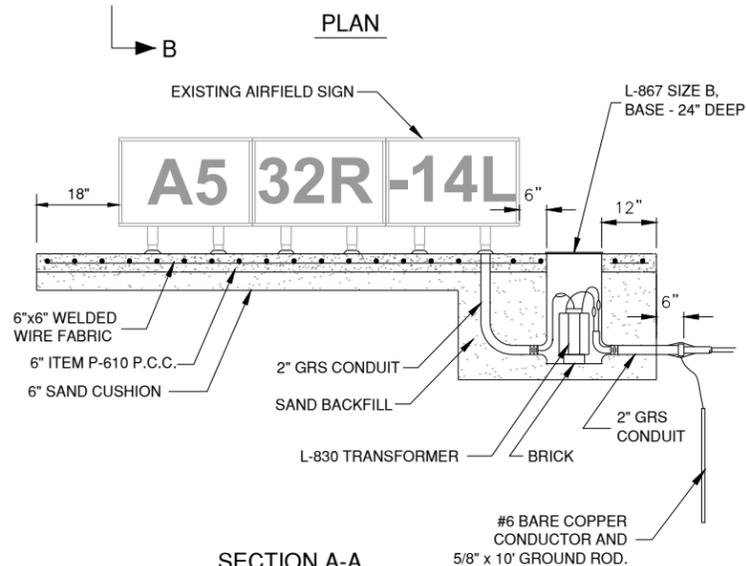
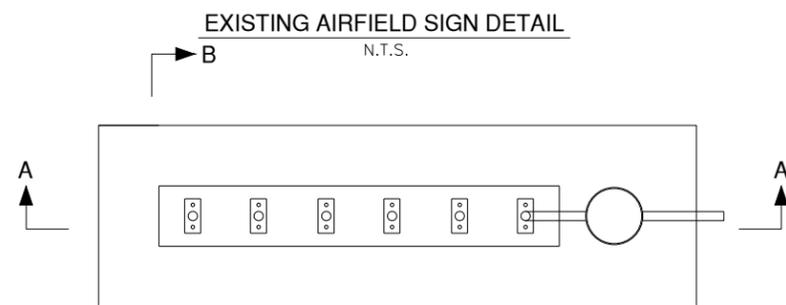
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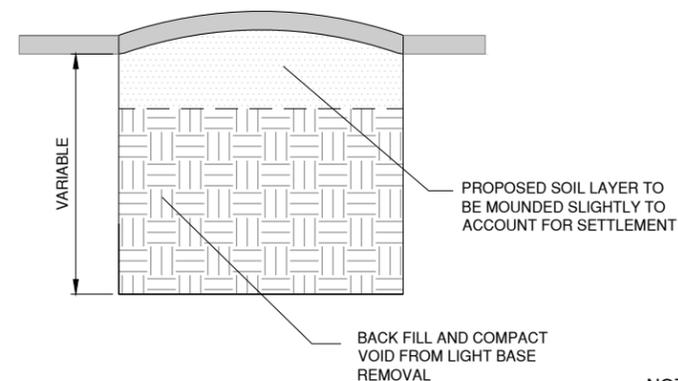
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IL PROJ. NO. CMI-4606  
CMT PROJECT NO: 16059-03-00  
CAD DWG FILE: CMI4606-1605903-EL506.DWG  
DESIGNED BY: MAA  
DRAWN BY: DPA  
CHECKED BY: MJD  
APPROVED BY: CBG  
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SHEET TITLE  
**ELECTRICAL DETAILS**  
**6**

EL506  
SHEET 30 OF 39

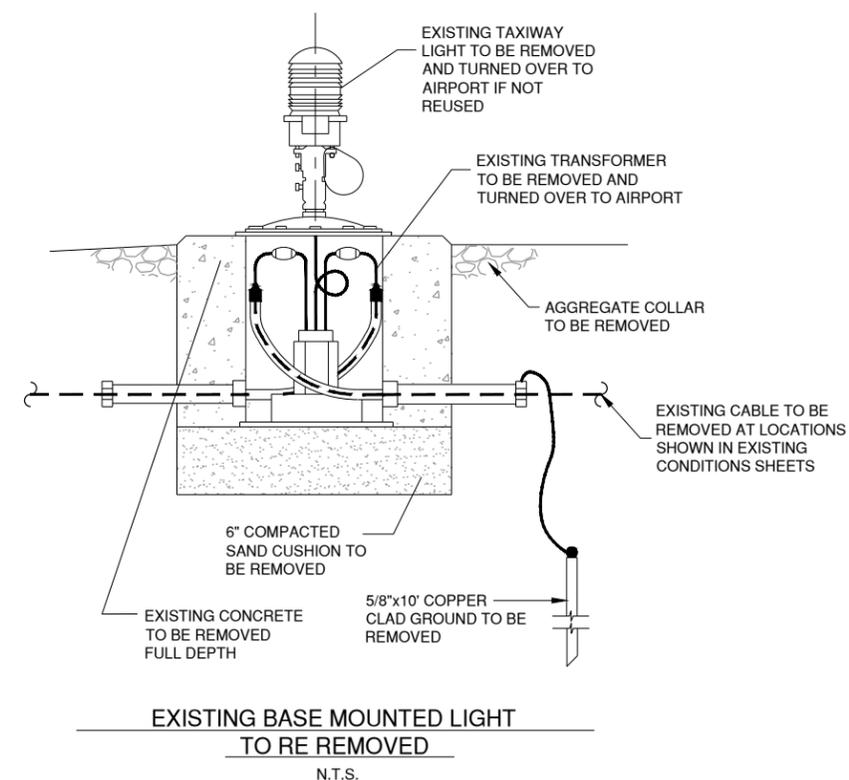


- NOTES**
- SIGN & LIGHT DETAILS SHOWN HAVE BEEN TAKEN RECORD DRAWINGS ACTUAL SIGN DIMENSIONS & FEATURES TO BE REMOVED MAY VARY.
  - NO DISTINCTION IN SIGN TYPE WILL BE MADE FOR PAYMENT RELATED TO SIGN REMOVAL.



- NOTES**
- DOES NOT APPLY TO BASES UNDER PROPOSED PAVEMENT LOCATIONS.

**COMPLETED BASE MOUNTED LIGHT REMOVAL**  
N.T.S.



Path: K:\Champaign\A016059-03\Draw\Sheets\CM4606-1605903-EL507.dwg  
Date: Monday, November 11, 2019 8:37:18 AM

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

OWNER



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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-EL507.DWG
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**SHEET TITLE**  
**SIGN BASE AND LIGHT REMOVAL DETAIL**





0 50 100'

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

NOVEMBER 15, 2019

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WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI4606-1605903-CM102.DWG

DESIGNED BY: HWI

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SHEET TITLE

**MARKING PLAN 2**

CM101

SHEET 33 OF 39

35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00

80+00 81+00 82+00 83+00 84+00 85+00 86+00 87+00 88+00 89+00 90+00

REMARK RUNWAY EDGE STRIPE (WHITE) - 250 LF

REMARK CHEVRON (YELLOW) - 200 LF

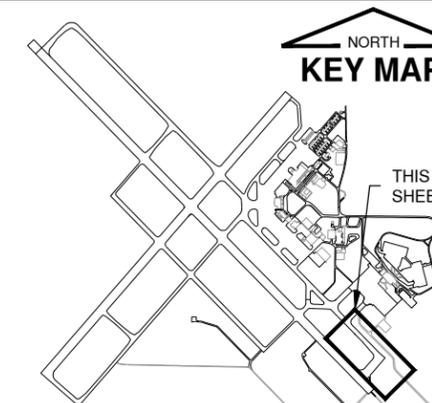
**NOTES**

- EXISTING CENTERLINE OF TAXIWAY A AND PARTS OF RUNWAY 14L/32R ARE TO BE REMARKED DUE TO WEAR AND TEAR FROM CONSTRUCTION TRAFFIC.
- CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKING.

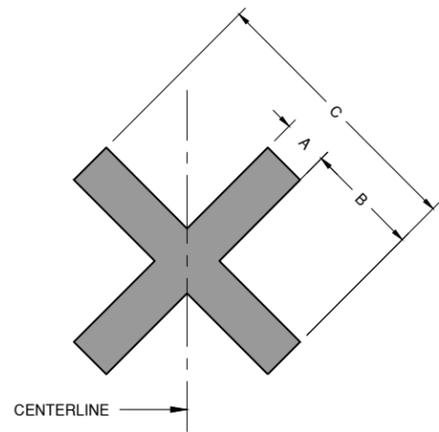
**LEGEND**

- EXISTING MARKING
- EXISTING TAXIWAY CENTERLINE MARKING
- EXISTING ENHANCED TAXIWAY CENTERLINE MARKING
- EXISTING RUNWAY HOLD SIGN POSITION MARKING
- NEW RUNWAY EDGE MARKING

**KEY MAP**



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Date: Monday, November 11, 2019 8:37:58 AM

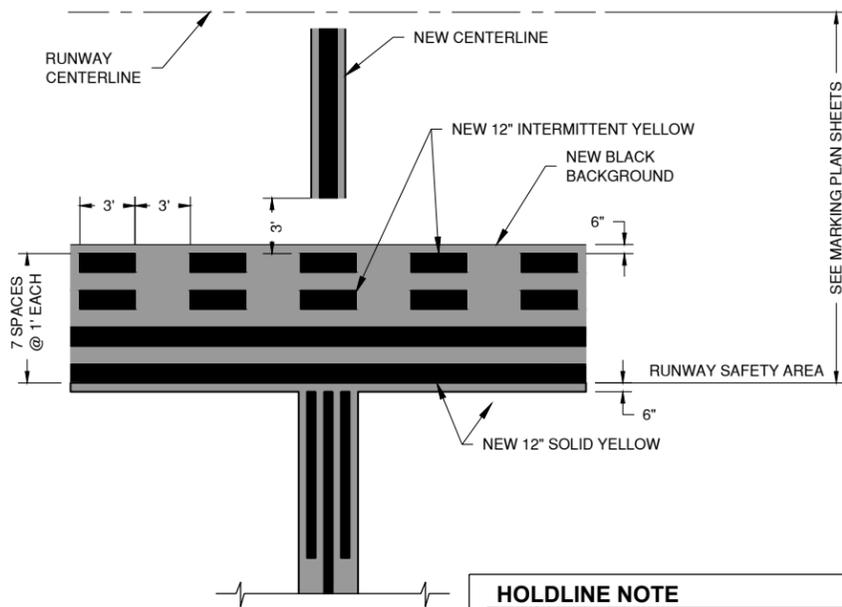


MARKING TYPE	DIMENSION		
	A	B	C
CLOSED RUNWAY	8'	25'	60'
CLOSED TAXIWAY	4'	12.5'	30'

**TEMPORARY RUNWAY CLOSURE MARKING**  
N.T.S.

**TEMPORARY CLOSURE NOTE**

1. PAINTING OF THE TEMPORARY CLOSURE MARKINGS IS NOT REQUIRED, MARKING IS TO BE AN OPTION.



**HOLDLINE NOTE**

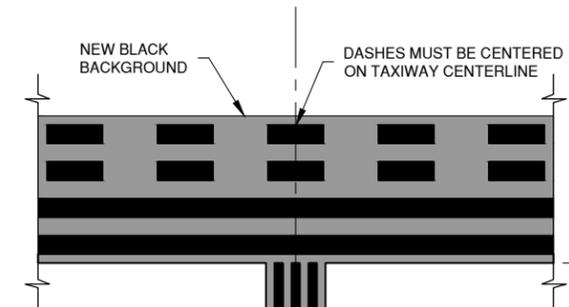
1. ON TAXIWAYS WITHOUT SHOULDER OR EDGE MARKING, CONTINUE INTERMITTENT DASH UNTIL EDGE OF PAVEMENT, FINAL DASH NOT TO EXCEED 3' IN LENGTH.

**HOLD POSITION MARKING**

N.T.S.

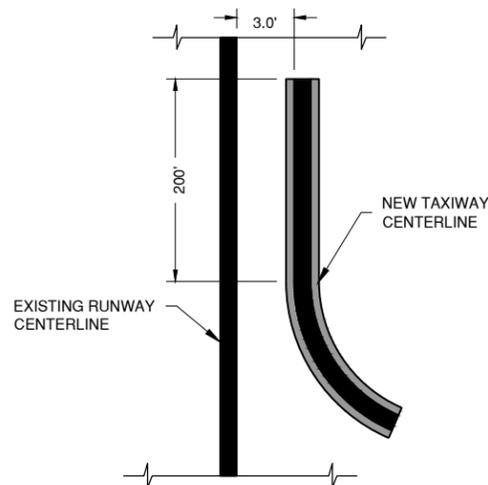
**MARKING NOTE**

1. ALL NEW WATER BORNE PAVEMENT MARKING (RED, YELLOW, WHITE) WILL BE PAID UNDER AR620520.
2. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER PAID UNDER AR620525.
3. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
4. CLOSED 'X' MARKERS DO NOT RECEIVE BLACK BORDERS.



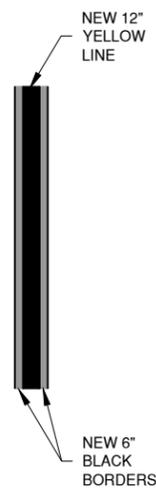
**TAXIWAY CENTERLINE ENHANCED**

N.T.S.



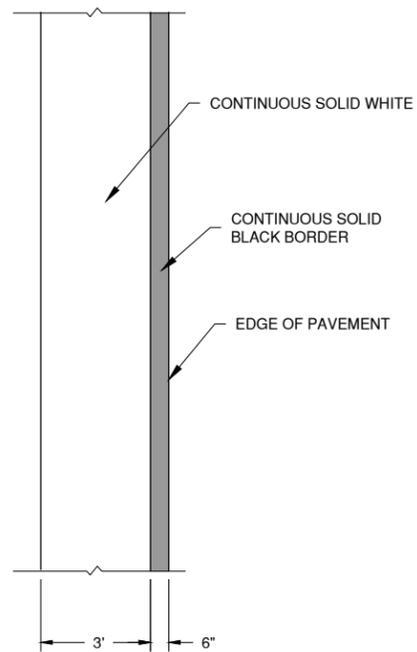
**TAXIWAY CENTERLINE AT RUNWAY CENTERLINE MARKING**

N.T.S.



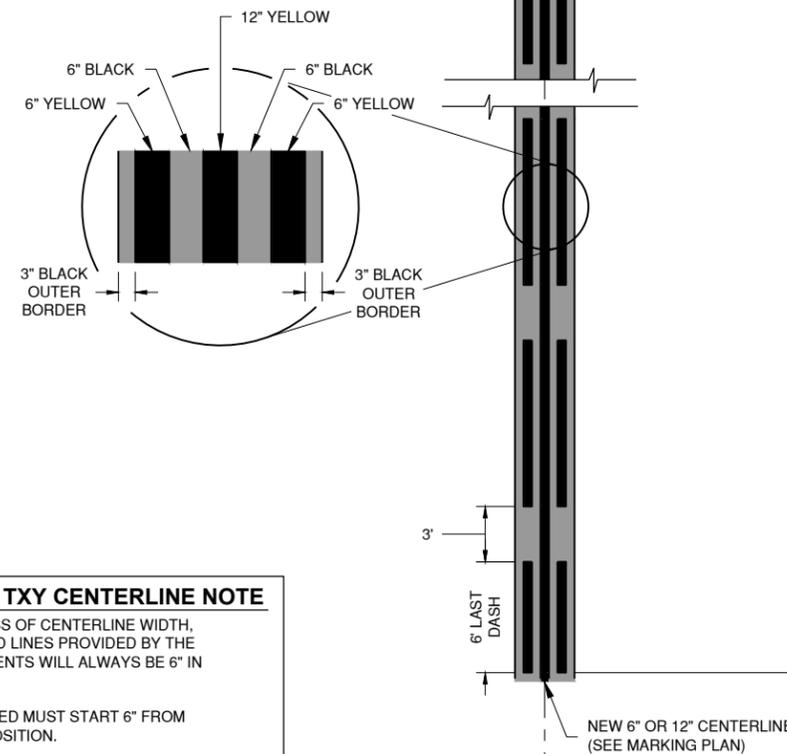
**TAXIWAY CENTERLINE CONTINUOUS**

N.T.S.



**RUNWAY EDGE MARKING**

N.T.S.



**ENHANCED TXY CENTERLINE NOTE**

1. REGARDLESS OF CENTERLINE WIDTH, THE DASHED LINES PROVIDED BY THE ENHANCEMENTS WILL ALWAYS BE 6" IN WIDTH.
2. FIRST DASHED MUST START 6" FROM HOLDING POSITION.

CONSTRUCT TAXIWAY A5

OWNER



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MARK | DATE | DESCRIPTION

AIP PROJ. NO.	3-17-0016-033
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-CM501.DWG
DESIGNED BY:	HWI
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SHEET TITLE  
**MARKING DETAILS 1**

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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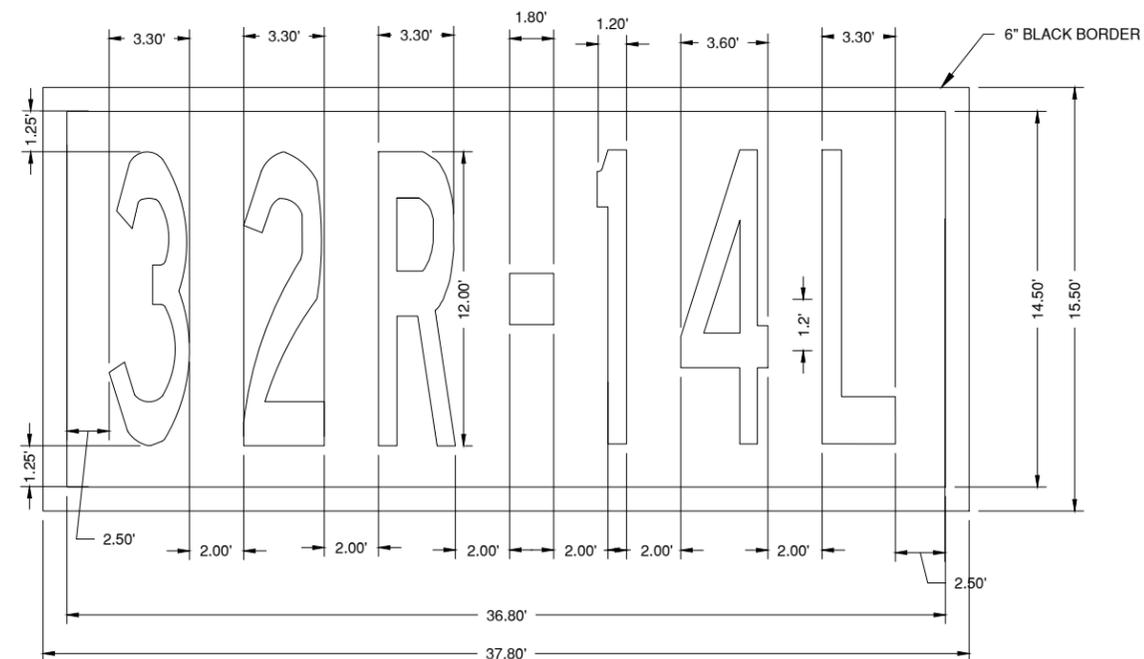
UNIVERSITY OF ILLINOIS  
WILLARD AIRPORT  
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-0016-033
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	CM14606-1605903-CM502.DWG
DESIGNED BY:	HWI
DRAWN BY:	DPA
CHECKED BY:	MJD
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SHEET TITLE  
**MARKING DETAILS 2**

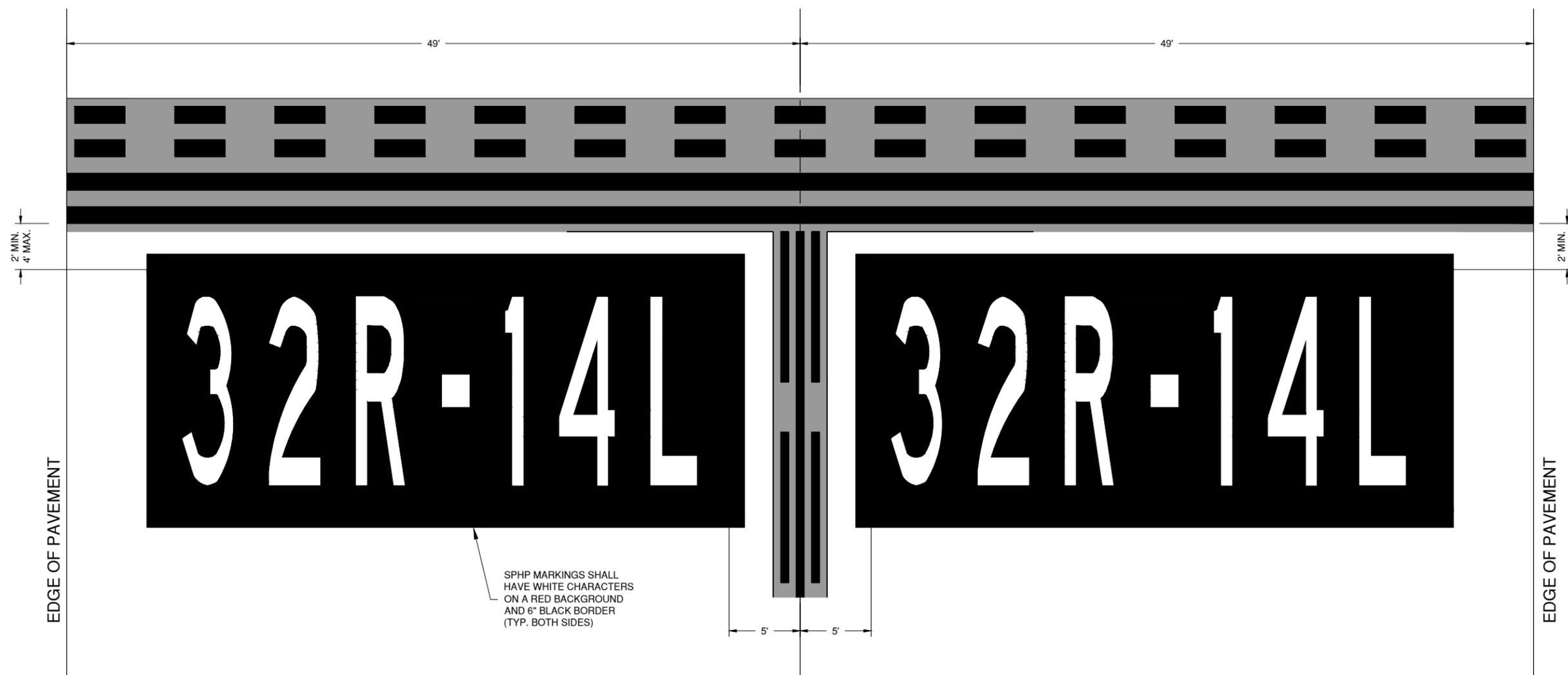
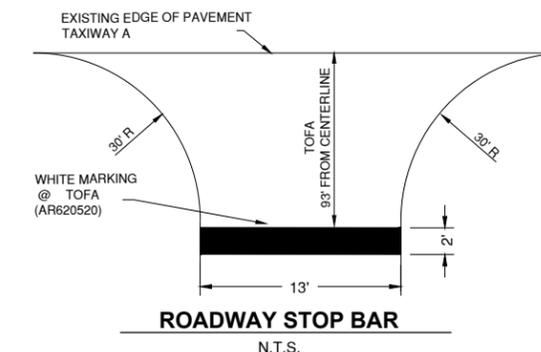
CM502  
SHEET 35 OF 39



**SURFACE PAINTED HOLDING POSITION SIGN (585.9 S.F.)**  
N.T.S.

**NOTES:**

1. SPHP SHALL BE WATERBORNE AR620545.
2. THE DASH USED WITH 12' TALL NUMBERS AND LETTERS SHALL BE 2.1' TALL AND 1.8' WIDE.
3. THE NUMBERS AND LETTERS USED SHALL CONFORM IN STYLE AND APPEARANCE TO THOSE USED IN APPENDIX 1 OF THE FAA AIRPORT ADVISORY CIRCULAR 150/5340-1L.
4. ON A CURVED TAXIWAY, THE MARKING SHALL REMAIN PARALLEL TO THE HOLD LINE MARKING.
5. THE SURFACE PAINTED HOLDING POSITION MARKING SHALL BE 3' TO 10' FROM THE CENTER OF THE CENTERLINE AND AT LEAST 2' FROM THE EDGE OF THE TAXIWAY. THESE SHALL BE MEASURED TO THE CLOSEST CORNER OF THE SURFACE PAINTED HOLDING POSITION MARKING.
6. ALL NEW AIRFIELD MARKINGS SHALL HAVE REFLECTIVE BEADS, INCLUDING RED PAVEMENT MARKING.
7. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



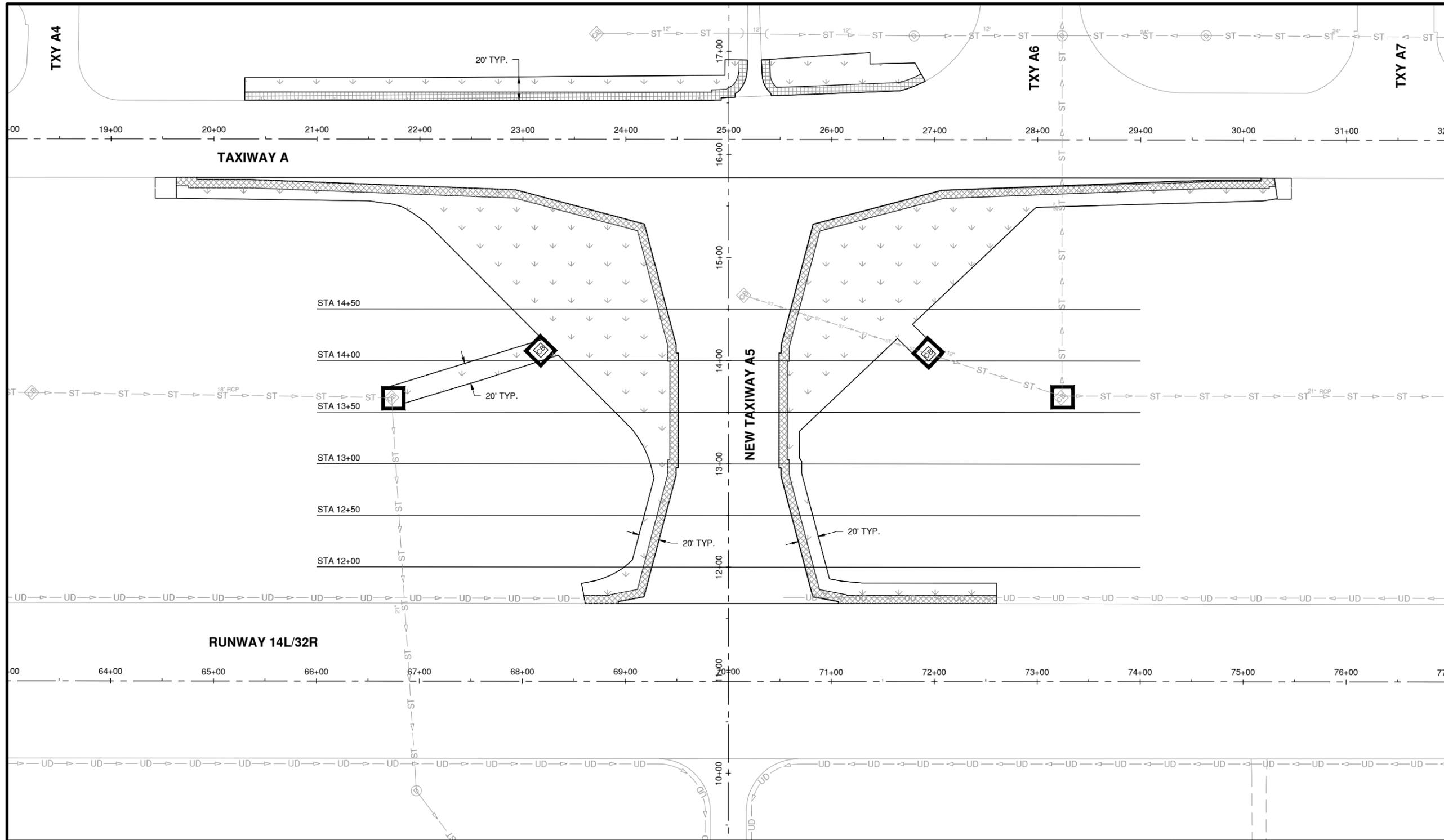
**SURFACE PAINTED HOLDING POSITION SIGN LAYOUT**  
N.T.S.

SPHP MARKINGS SHALL HAVE WHITE CHARACTERS ON A RED BACKGROUND AND 6" BLACK BORDER (TYP. BOTH SIDES)

TTY A4

TTY A6

TTY A7



License No. 184-000613

CONSULTANTS



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

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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AIP PROJ. NO. 3-17-0016-033
IL PROJ. NO. CMI-4606
CMT PROJECT NO: 16059-03-00
CAD DWG FILE: CMI4606-1605903-LG401.DWG
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SHEET TITLE  
**EROSION CONTROL,  
TURFING PLAN &  
INDEX TO SECTIONS**

LG401

SHEET 36 OF 39

**LEGEND**



NEW SEEDING (T-901) & MULCHING (T-908)

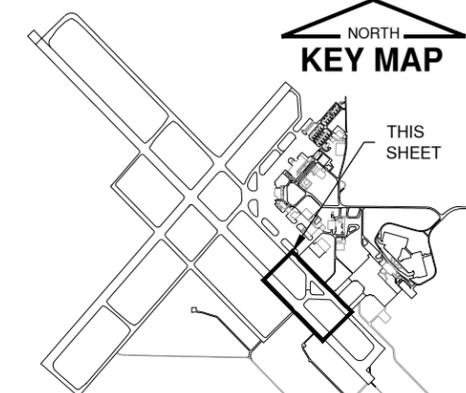


NEW SOD (T-904) / KNITTED STRAW MAT (T-908)



NEW INLET PROTECTION (P-156)

**KEY MAP**



Path: K:\Champaign\A016059-03\Draw\Sheets\CMI4606-1605903-LG401.dwg  
Date: Monday, November 11, 2019 8:38:25 AM

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MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-033

IL PROJ. NO. CMI-4606

CMT PROJECT NO: 16059-03-00

CAD DWG FILE: CMI-4606-1605903-LG501.DWG

DESIGNED BY: HWI

DRAWN BY: DPA

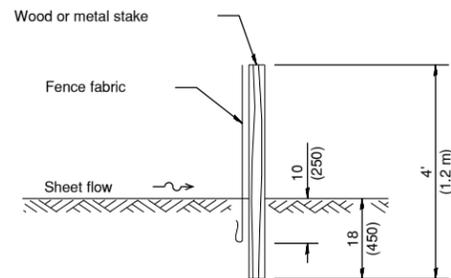
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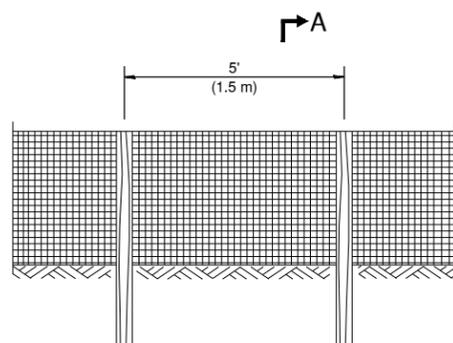
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SHEET TITLE

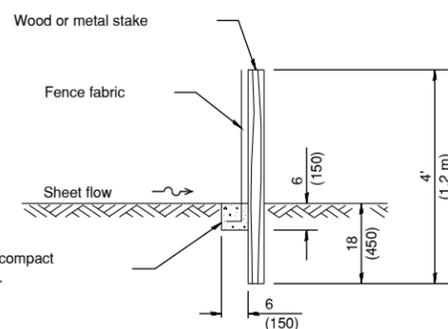
**EROSION CONTROL  
DETAILS**



**SLICE METHOD**



**ELEVATION**

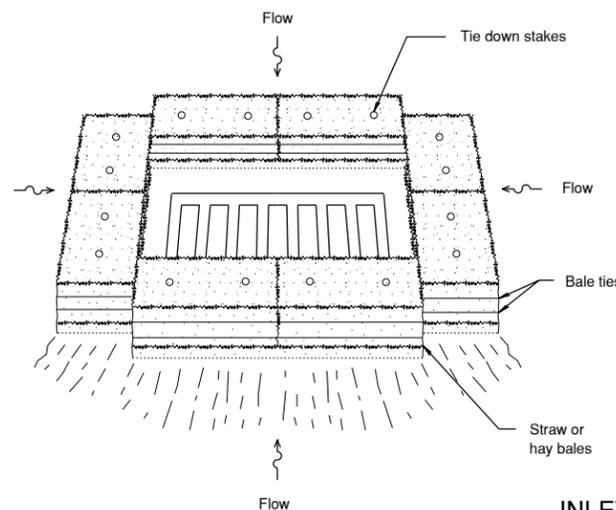


**TRENCH METHOD**

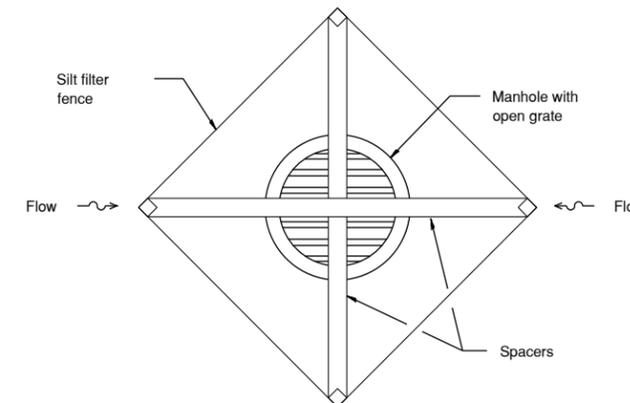
**SECTION A-A**

Excavate, backfill and compact trench to secure fabric.

**SILT FILTER FENCE AS A  
PERIMETER EROSION BARRIER**

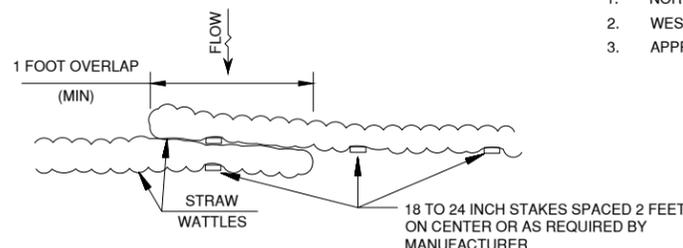


**INLET PROTECTION**



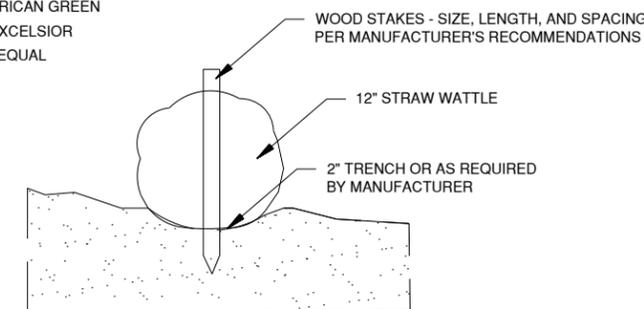
**MANUFACTURERS:**

1. NORTH AMERICAN GREEN
2. WESTERN EXCELSIOR
3. APPROVED EQUAL



**PLAN**

**STRAW WATTLES  
N.T.S.**



**SECTION**

NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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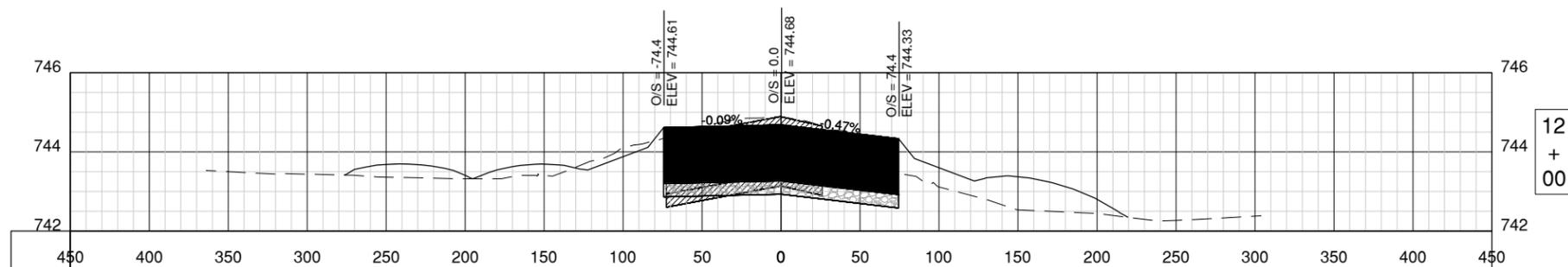
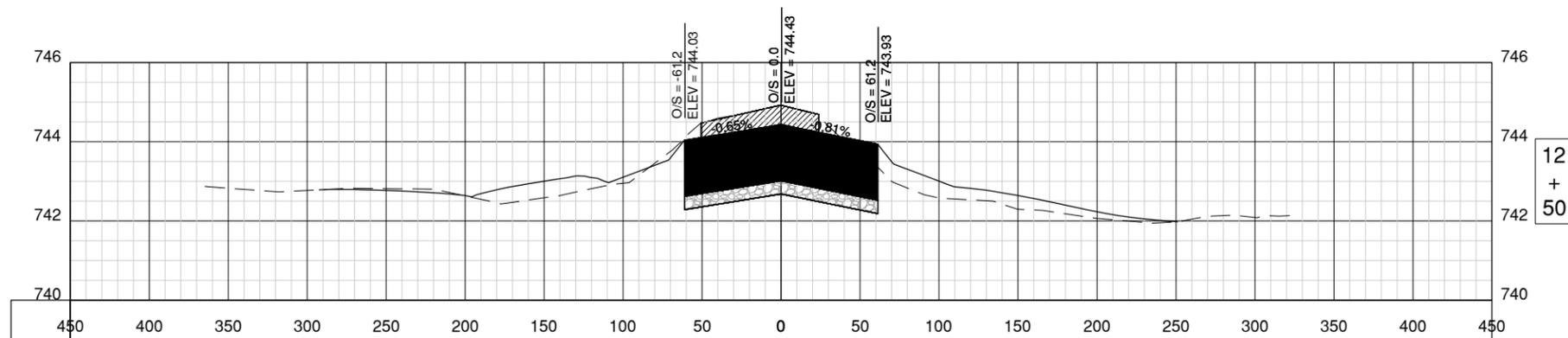
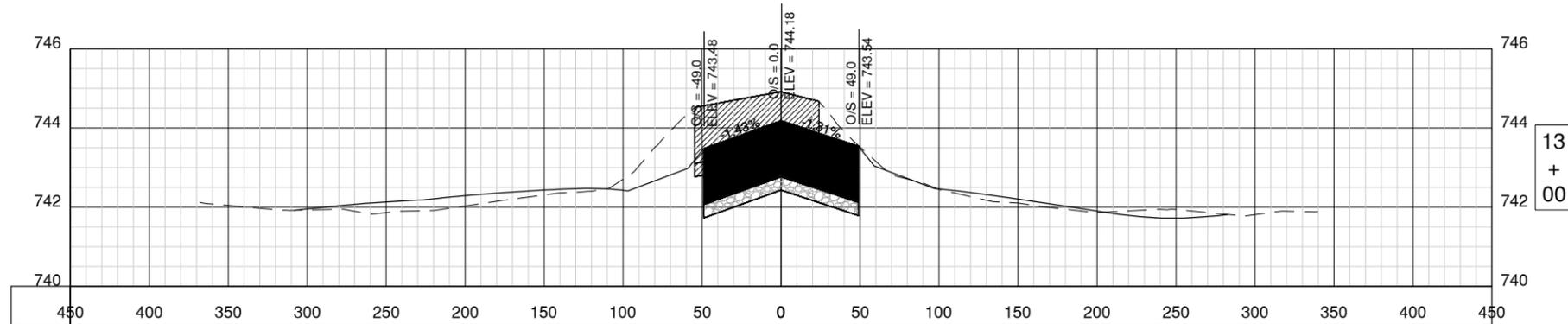
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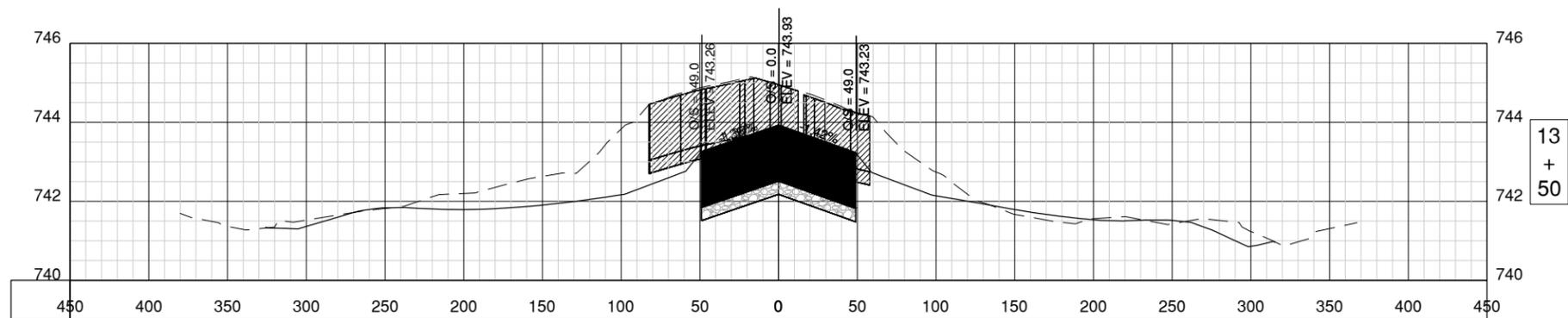
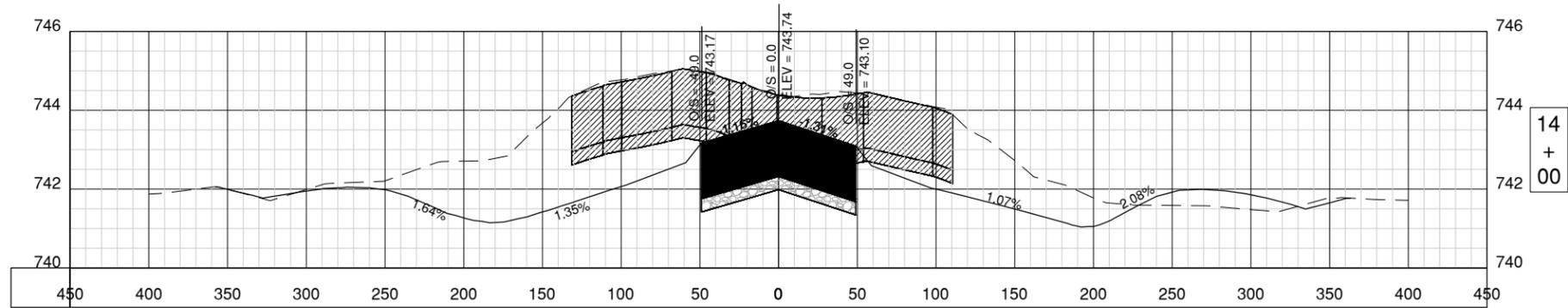
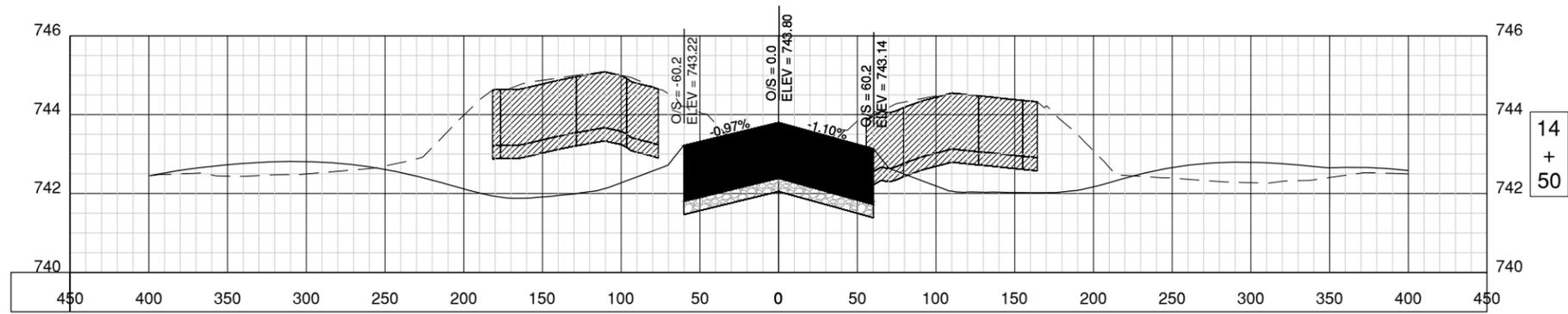
MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-0016-033
IL PROJ. NO.	CM1-4606
CMT PROJECT NO.	16059-03-00
CAD DWG FILE:	1605903-C-7200.DWG
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SHEET TITLE  
**CROSS SECTIONS 1**

CS701  
SHEET 38 OF 39





NOVEMBER 15, 2019

CONSTRUCT TAXIWAY A5

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DESIGNED BY: HWI  
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SHEET TITLE  
**CROSS SECTIONS 2**

CS702  
SHEET 39 OF 39