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CONSTRUCTION PLANS FOR INGERSOLL AIRPORT CANTON, FULTON COUNTY, ILLINOIS REHABILITATE AIRCRAFT PARKING APRON

CN026

FILENAME: CTK4410-011-cover.dgn
PLOT DATE: 12/9/2021
SCALE: 1:0000 / 1"=
USER: BWedemeter

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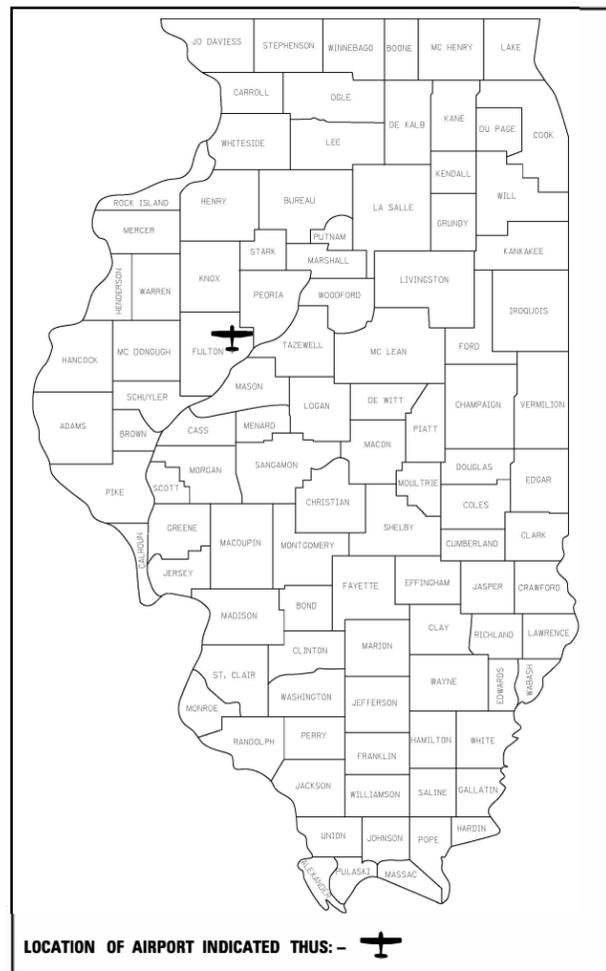
REVISIONS		
NO.	BY	DATE



Hutchison Engineering, Inc.
SINCE 1945
1801 West Lafayette
PO Box 820
Jacksonville, Illinois 62651
PHONE : (217)245-7164 FAX (217)248-0468

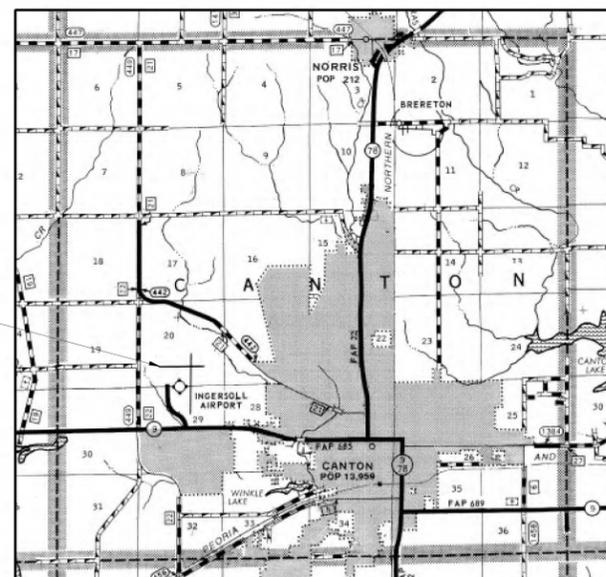
ILLINOIS PROJECT NO. CTK-4410
SBG PROJECT NO. 3-17-SBGP-139/144/156

LOCATION MAP



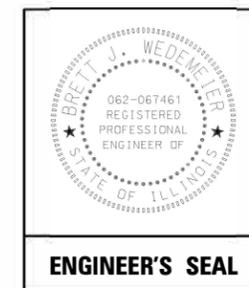
LOCATION OF AIRPORT INDICATED THIS: -

DECEMBER 10, 2021



INGERSOLL AIRPORT

VICINITY MAP



CANTON PARK DISTRICT	
APPROVED	CHAIR
DATE 12/9/21	
APPROVED _____	SECRETARY
DATE _____	

Hutchison Engineering, Inc.	
SUBMITTED BY	ENGINEER
DATE SUBMITTED 12/2/21	
LCS. EXP. DATE 11/30/23	

INGERSOLL AIRPORT
CANTON, ILLINOIS
REHABILITATE AIRCRAFT PARKING APRON

COVER SHEET

HEI PROJ. NO. 4196
ILL PROJ. NO. CTK-4410
SBG PROJ. NO.
3-17-SBGP-139/144/156

FINAL

1

GENERAL NOTES

- OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT OVER 3/8" IN WIDTH SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR BITUMINOUS CRACK SEALING OR SURFACE COURSE CRACK REPAIR AT THE LOCATIONS SHOWN IN THESE PLANS.
- THE AS BID QUANTITIES FOR CRACK SEALING HAVE BEEN ESTIMATED BY MEASURING CRACK SEALING IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
- ANY SOD WHICH HAS ENCRoACHED UPON THE PAVEMENT EDGE SHALL BE REMOVED PRIOR TO THE PROPOSED BITUMINOUS SURFACE COURSE APPLICATION. THE ENTIRE PAVEMENT SURFACE SHALL BE SWEEPED TO REMOVE ALL LOOSE MATERIALS BEFORE THE APPLICATION OF BITUMINOUS TACK COAT. THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR BITUMINOUS TACK COAT.
- A BITUMINOUS TACK COAT SHALL BE APPLIED TO THE EXISTING PAVEMENT PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THE APPLICATION RATE SHOWN ON THE TYPICAL SECTION WAS USED TO CALCULATE THE PLAN QUANTITY. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE PROJECT ENGINEER AT THE TIME OF CONSTRUCTION.
- THE BITUMINOUS SURFACE COURSE SHALL BE ABUTTED TO THE EXISTING PAVEMENT AT INTERSECTING PAVEMENTS AS SHOWN ON THE BITUMINOUS BUTT JOINT DETAIL. THE EXISTING PAVEMENT CONFINED WITHIN THE BITUMINOUS PAVEMENT MILLING AREA WILL BE REMOVED IN ACCORDANCE WITH THE DETAIL FROM 0 TO 1 1/2" DEPTH AT THE BUTT JOINT LOCATION. FILLING OF THE MILLED AREA WILL BE MADE USING BITUMINOUS SURFACE COURSE MIX AND WILL BE PAID FOR PER TON FOR BITUMINOUS SURFACE COURSE - METHOD I, SUPERPAVE.
- AT LOCATIONS WHERE THE EDGE DROP FROM THE FINISHED SURFACE TO THE EXISTING TURF SHOULDER EXCEEDS 1 1/2", THE SHOULDER SHALL BE ADJUSTED AS SHOWN IN THE TYPICAL SECTION USING SOIL OBTAINED OFF SITE THAT IS FREE OF HEAVY SOD, DECAYED VEGETATIVE MATTER, RUBBISH, AGGREGATE AND OTHER UNSUITABLE MATERIAL. THE SHOULDER ADJUSTMENT AREAS SHALL BE FERTILIZED AND SEEDED AND THE COST OF THIS WORK SHALL BE INCLUDED IN THE PRICE BID FOR SHOULDER ADJUSTMENT.
- ALL AREAS DISTURBED BY THE CONTRACTOR INCLUDING THE CONTRACTOR'S PARKING AREA, HAUL ROADS, ETC. SHALL BE REGRADED AND RESEEDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THIS IMPROVEMENT PROJECT.

PAVEMENT MARKING SCHEDULE		
LOCATION	AR620520	
	PAVEMENT MARKING - WATERBORNE	
	SQ FT	
	YELLOW	BLUE
TIEDOWN SPACES	405	
TAXIWAY CENTERLINE	36	
AIRPORT ID MARKING	310	
COMPASS	1120	1667
SUBTOTAL	1871	1667
TOTAL	3538	
USE	3538	

INDEX OF SHEETS	
NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, SUMMARY OF QUANTITIES
3-4	CONSTRUCTION SAFETY & PHASING PLAN
5	APRON TYPICAL SECTIONS
6	PAVEMENT LAYOUT AND ELEVATIONS
7	TIE DOWN AND PAVEMENT MARKING LAYOUT
8	SPECIAL DETAILS
9-12	APRON CROSS SECTIONS

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	AS BID QUANTITY	AS BUILT QUANTITY
AR150530	TRAFFIC MAINTENANCE	L SUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ YD	883	
AR401613	BIT. SURF. CSE.-METHOD 1, SUPERPAVE	TON	2,256	
AR401655	BUTT JOINT CONSTRUCTION	SQ YD	1,817	
AR401661	BITUMINOUS CRACK SEALING	FOOT	12,176	
AR510510	TIE DOWN	EACH	57	
AR603510	BITUMINOUS TACK COAT	GALLON	1,946	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	3,538	

FILENAME: CTK4410-011-gemtraugh
 PLOT DATE: 02/09/2018
 SCALE: 100:0000 @ 1"=1'
 USER: @gemtraugh

DRAWN	JCW	04/04/17
CHECKED	BMB	04/07/17
APPROVED	JMO	05/15/17

REVISIONS		
NO.	BY	DATE



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INGERSOLL AIRPORT
 CANTON, ILLINOIS
 REHABILITATE AIRCRAFT PARKING APRON
**INDEX OF SHEETS, GENERAL NOTES,
 AND SUMMARY OF QUANTITIES**

HEI PROJ. NO. 4196
 ILL PROJ. NO. CTK-4410
 SBG PROJ. NO.
 3-17-SBGR-139/144/156

FINAL
2
 SHEET 2 OF 12

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**INGERSOLL AIRPORT
 CANTON, ILLINOIS
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 CONSTRUCTION SAFETY &
 PHASING PLAN**

HEI PROJ. NO. 4196
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 3-17-SBGR-139/144/156

FINAL

3

SHEET 3 OF 12

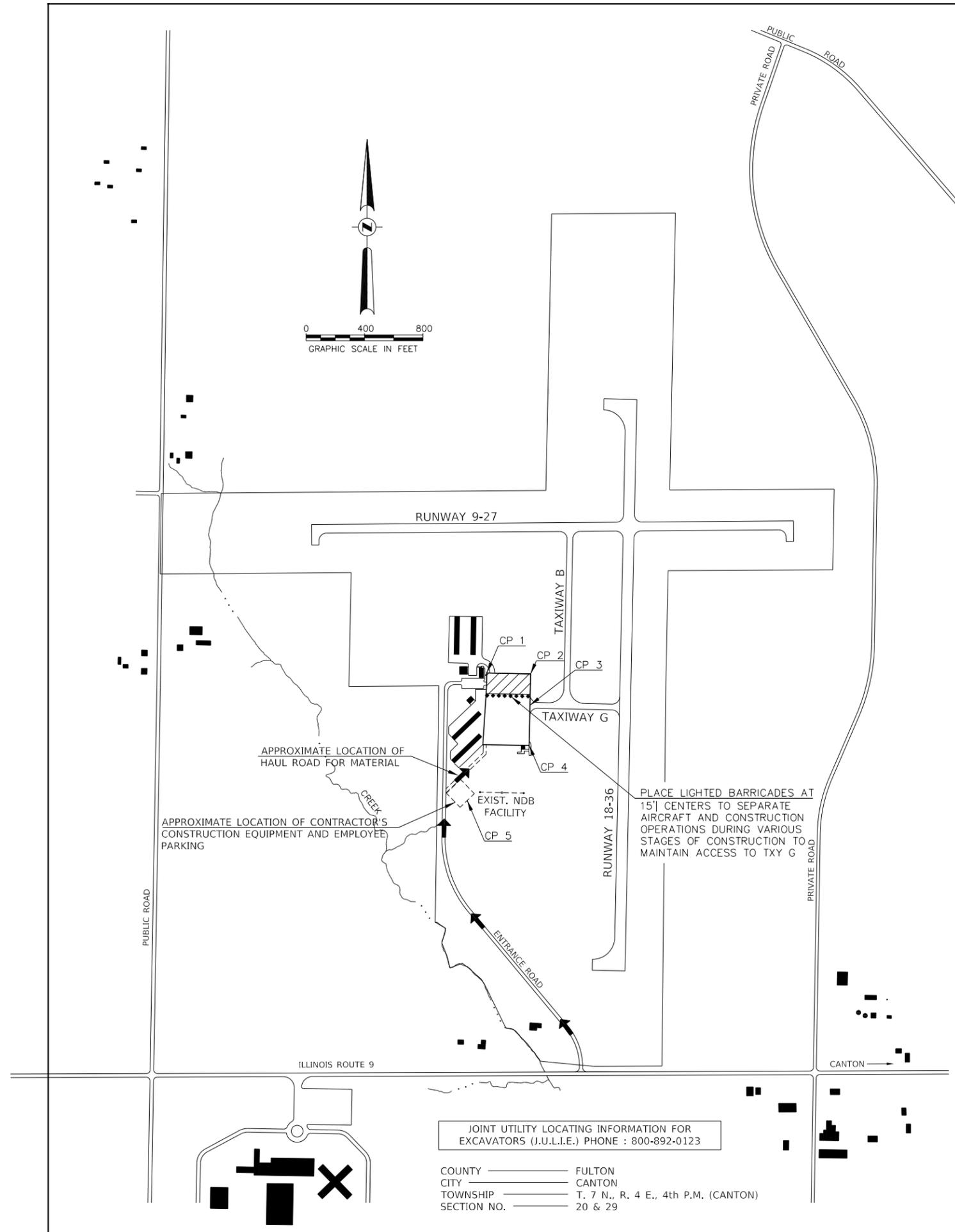
CONSTRUCTION PROCEDURE NOTES

- ALL CONTRACTOR EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AREA DESIGNATED IN THESE PLANS FOR USE AS A VEHICLE PARKING AREA. ONLY AUTHORIZED CONTRACTOR VEHICLES WILL BE ALLOWED ON THE AIR OPERATIONS AREA OF THE AIRPORT AND ON THE CONSTRUCTION SITE. ALL CONSTRUCTION EQUIPMENT SHALL BE PARKED IN THE EQUIPMENT PARKING AREA DURING NON-WORKING HOURS.
- FLAGS WILL BE REQUIRED ON ALL CONTRACTOR'S VEHICLES AND EQUIPMENT USED ON THE AIRPORT OPERATIONS AREA. THE FLAGS SHALL BE THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
- THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA FOR THE DURATION OF THE PROJECT. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR WILL RESTORE THE HAUL ROUTE AND STORAGE/PARKING AREA TO THEIR ORIGINAL STATE/CONDITION. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE DIRECTOR OF THE CANTON PARK DISTRICT AND THE RESIDENT ENGINEER.
- ALL TEMPORARY CLOSURES WILL BE COORDINATED WITH THE AIRPORT MANAGER BY THE CONTRACTOR IN ADVANCE TO ALLOW TIME FOR THE AIRPORT MANAGER TO ISSUE THE REQUIRED NOTICE TO AIRMEN (NOTAM).
- A RUNWAY PAVEMENT WILL BE CLOSED TO AIR TRAFFIC WHEN CONSTRUCTION OPERATIONS ARE PERFORMED WITHIN 200 FEET OF THE RUNWAY CENTERLINE. IF A RUNWAY IS TO REMAIN CLOSED OVERNIGHT, THAT RUNWAY'S EDGE LIGHTING SYSTEM SHALL BE TEMPORARILY TAKEN OUT OF SERVICE WITH ALL APPROPRIATE NOTAMS ISSUED.
- NO OPEN HOLES OR TRENCHES WILL BE ALLOWED WITHIN 200 FEET OF ACTIVE RUNWAYS. LIGHTED BARRICADES WILL BE PLACED NEXT TO ANY OPEN EXCAVATION THAT IS ADJACENT TO A TAXIWAY OR APRON PAVEMENT BEING UTILIZED BY AIRCRAFT. BARRICADES WILL BE EQUIPPED WITH YELLOW FLASHING LIGHTS AND 20 INCH SQUARE RED FLAGS.
- THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL BARRICADES REQUIRED TO DELINEATE THE WORK AREA AND KEEP AIRCRAFT FROM ENCRDACHING INTO SAID WORK AREA.
- THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.8 MHZ) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE INGERSOLL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.
- THE CONTRACTOR WILL BE REQUIRED TO TAKE SPECIAL PRECAUTIONS WHEN WORKING IN THE FUEL PUMP ISLAND AREA SUCH AS PROVIDING STANDBY FIRE EXTINGUISHERS AND/OR ARRANGING FOR FIRE STATION ALERT OR STANDBY FIRE SAFETY VEHICLE, AS DETERMINED NECESSARY BY THE AIRPORT MANAGER.
- CONSTRUCTION ACTIVITY CONTROL AND AIRCRAFT OPERATION AREA PROTECTION SHALL BE ACCOMPLISHED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR NO. 150/5370-2G.
- THE TALLEST CONSTRUCTION EQUIPMENT UTILIZED ON THE AIRPORT FOR THIS PROJECT IS ANTICIPATED TO BE 25'.
- THIS PROJECT CONSISTS OF WORK TO REHABILITATE THE EXISTING APRON.
- THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.
- THE EARTH SHOULDERS ADJACENT TO THE REHABILITATED PAVEMENTS WILL BE RECONSTRUCTED. THIS EARTH SHOULDER RECONSTRUCTION WILL RESULT IN NO SUBSTANTIAL DISTURBANCE REQUIRING EROSION CONTROL DURING THE CONSTRUCTION PERIOD.

LEGEND

-  EXISTING BUILDING
-  HAUL ROUTE FOR BITUMINOUS MATERIAL
-  PROPOSED PAVEMENT REHABILITATION
-  APPROXIMATE LOCATION OF BARRICADES

CRITICAL POINT (CP)	LATITUDE	LONGITUDE	GROUND ELEV. (MSL)	OBSTRUCTION HEIGHT	DESCRIPTION
1	N 40 34' 4.6"	W 90 4' 38.8"	672.5	15' (TEMP CONST)	NW CORNER EXIST APRON REHAB
2	N 40 34' 4.6"	W 90 4' 34.9"	671.2	15' (TEMP CONST)	NE CORNER EXIST APRON REHAB
3	N 40 34' 2.5"	W 90 4' 35.0"	671.2	15' (TEMP CONST)	EXIST APRON & TXY G INTERSECTION
4	N 40 33' 59.8"	W 90 4' 35.0"	670.3	15' (TEMP CONST)	SE CORNER EXIST APRON REHAB
5	N 40 33' 58.2"	W 90 4' 40.3"	670	15' (TEMP CONST)	TEMP CONST. PARKING & STORAGE



JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS (J.U.L.I.E.) PHONE : 800-892-0123

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

DRAWN	-	-
CHECKED	-	-
APPROVED	-	-

REVISIONS		
NO.	BY	DATE



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 Jacksonville, Illinois 62651
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**INGERSOLL AIRPORT
 CANTON, ILLINOIS
 REHABILITATE AIRCRAFT PARKING APRON
 CONSTRUCTION SAFETY &
 PHASING PLAN**

HEI PROJ. NO. 4196
 ILL PROJ. NO. CTK-4410
 SBG PROJ. NO.
 3-17-SBGR-139/144/156

FINAL

4

SHEET 4 OF 12

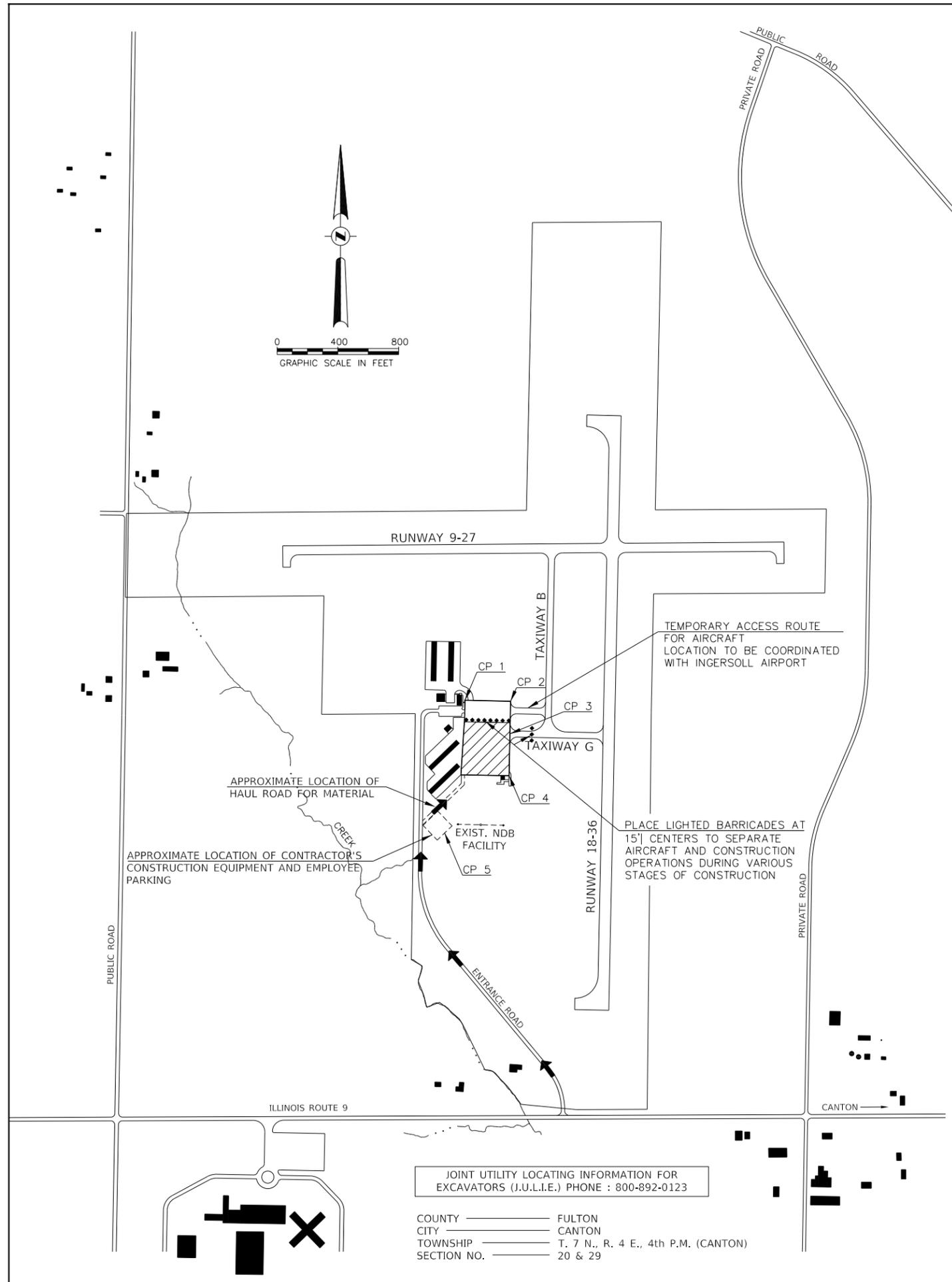
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1. ALL CONTRACTOR EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AREA DESIGNATED IN THESE PLANS FOR USE AS A VEHICLE PARKING AREA. ONLY AUTHORIZED CONTRACTOR VEHICLES WILL BE ALLOWED ON THE AIR OPERATIONS AREA OF THE AIRPORT AND ON THE CONSTRUCTION SITE. ALL CONSTRUCTION EQUIPMENT SHALL BE PARKED IN THE EQUIPMENT PARKING AREA DURING NON-WORKING HOURS.
2. FLAGS WILL BE REQUIRED ON ALL CONTRACTOR'S VEHICLES AND EQUIPMENT USED ON THE AIRPORT OPERATIONS AREA. THE FLAGS SHALL BE THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
3. THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA SHOWN ON THIS SHEET. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE DESIGNATED HAUL ROUTE AND EQUIPMENT STORAGE AREA FOR THE DURATION OF THE PROJECT. UPON COMPLETION OF THE PROJECT, THE CONTRACTOR WILL RESTORE THE HAUL ROUTE AND STORAGE/PARKING AREA TO THEIR ORIGINAL STATE/CONDITION. ANY DAMAGE TO EXISTING PAVEMENTS USED TO HAUL MATERIAL TO THE CONSTRUCTION SITE WILL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE DIRECTOR OF THE CANTON PARK DISTRICT AND THE RESIDENT ENGINEER.
4. ALL TEMPORARY CLOSURES WILL BE COORDINATED WITH THE AIRPORT MANAGER BY THE CONTRACTOR IN ADVANCE TO ALLOW TIME FOR THE AIRPORT MANAGER TO ISSUE THE REQUIRED NOTICE TO AIRMEN (NOTAM).
5. A RUNWAY PAVEMENT WILL BE CLOSED TO AIR TRAFFIC WHEN CONSTRUCTION OPERATIONS ARE PERFORMED WITHIN 200 FEET OF THE RUNWAY CENTERLINE. IF A RUNWAY IS TO REMAIN CLOSED OVERNIGHT, THAT RUNWAY'S EDGE LIGHTING SYSTEM SHALL BE TEMPORARILY TAKEN OUT OF SERVICE WITH ALL APPROPRIATE NOTAMS ISSUED.
6. NO OPEN HOLES OR TRENCHES WILL BE ALLOWED WITHIN 200 FEET OF ACTIVE RUNWAYS. LIGHTED BARRICADES WILL BE PLACED NEXT TO ANY OPEN EXCAVATION THAT IS ADJACENT TO A TAXIWAY OR APRON PAVEMENT BEING UTILIZED BY AIRCRAFT. BARRICADES WILL BE EQUIPPED WITH YELLOW FLASHING LIGHTS AND 20 INCH SQUARE RED FLAGS.
7. THE CONTRACTOR SHALL FURNISH, MAINTAIN, AND REMOVE ALL BARRICADES REQUIRED TO DELINEATE THE WORK AREA AND KEEP AIRCRAFT FROM ENCRDACHING INTO SAID WORK AREA.
8. THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.8 MHZ) WITH THE AIRPORT UNICOM. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE INGERSOLL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.
9. THE CONTRACTOR WILL BE REQUIRED TO TAKE SPECIAL PRECAUTIONS WHEN WORKING IN THE FUEL PUMP ISLAND AREA SUCH AS PROVIDING STANDBY FIRE EXTINGUISHERS AND/OR ARRANGING FOR FIRE STATION ALERT OR STANDBY FIRE SAFETY VEHICLE, AS DETERMINED NECESSARY BY THE AIRPORT MANAGER.
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13. THIS PROJECT WILL DISTURB LESS THAN 1 ACRE OF LAND.
14. THE EARTH SHOULDERS ADJACENT TO THE REHABILITATED PAVEMENTS WILL BE RECONSTRUCTED. THIS EARTH SHOULDER RECONSTRUCTION WILL RESULT IN NO SUBSTANTIAL DISTURBANCE REQUIRING EROSION CONTROL DURING THE CONSTRUCTION PERIOD.

LEGEND

-  EXISTING BUILDING
-  HAUL ROUTE FOR BITUMINOUS MATERIAL
-  PROPOSED PAVEMENT REHABILITATION
-  APPROXIMATE LOCATION OF BARRICADES

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4	N 40 33' 59.8"	W 90 4' 35.0"	670.3	15' (TEMP CONST)	SE CORNER EXIST APRON REHAB
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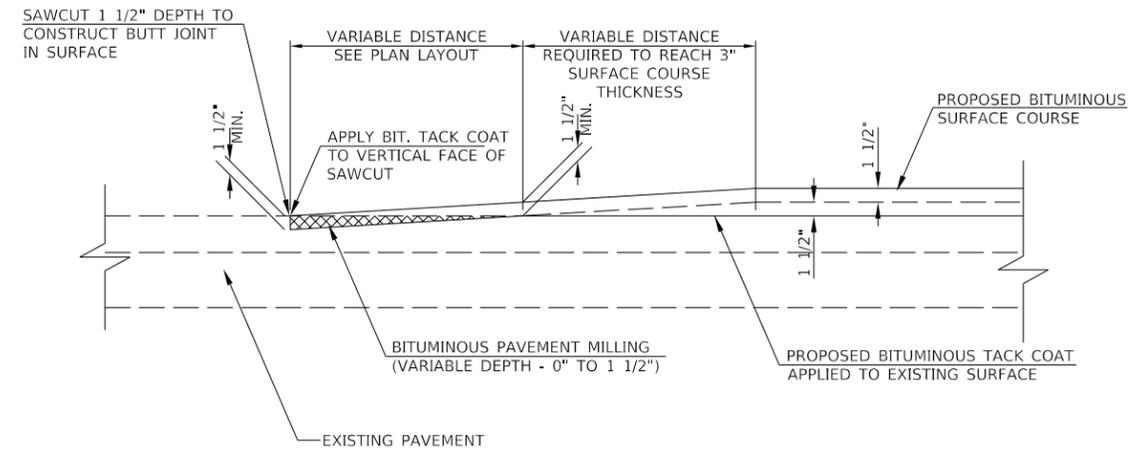
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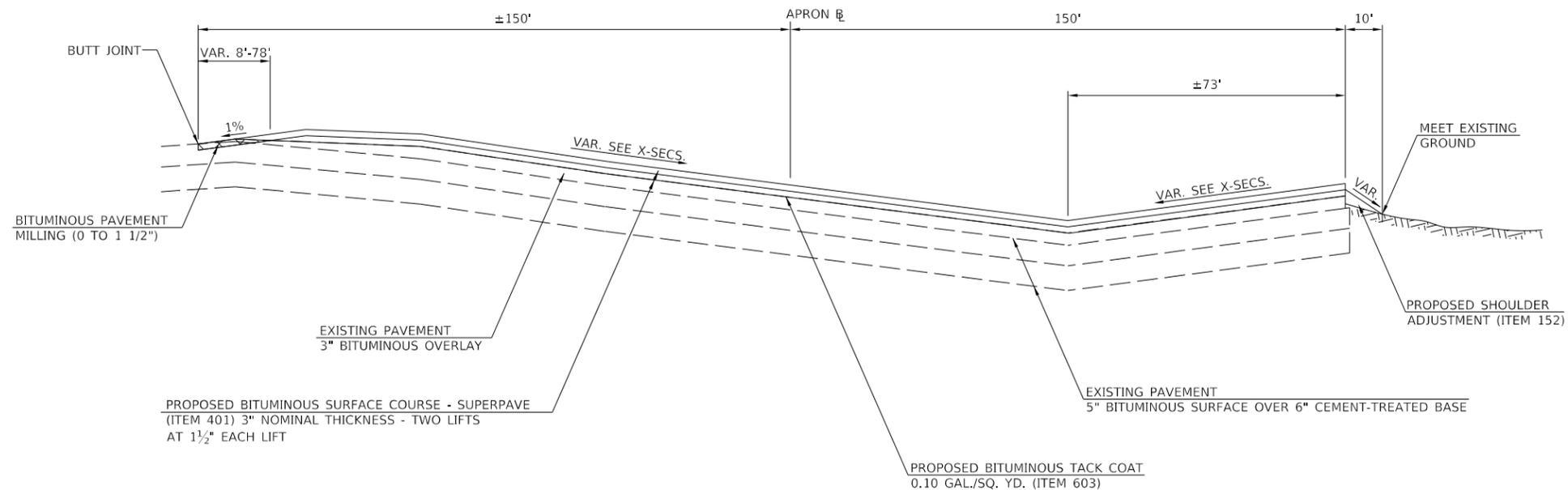
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GENERAL NOTES

1. OPEN PAVING JOINTS AND/OR CRACKS IN THE EXISTING SURFACE OF THE PAVEMENT TO BE RESURFACED SHALL BE DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD TO BE REPAIRED PRIOR TO PLACING THE BITUMINOUS SURFACE COURSE. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR CRACK REPAIR.
2. SELECTED CRACKS IN THE PAVEMENT THAT ARE UNDER 3/4 INCHES IN WIDTH AND ALL CRACKS IN THE PAVEMENT OVER 3/4 INCHES IN WIDTH THAT ARE FILLED SHALL ALSO HAVE A REFLECTIVE CRACK CONTROL TREATMENT APPLIED OVER THESE CRACKS AT THE LOCATIONS DESIGNATED BY THE PROJECT ENGINEER IN THE FIELD. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR THE REFLECTIVE CRACK CONTROL.
3. THE QUANTITIES FOR CRACK REPAIR HAVE BEEN ESTIMATED BY MEASURING CRACK REPAIR IN SELECTED REPRESENTATIVE LOCATIONS ON THE PAVEMENT. THESE QUANTITIES MAY BE INCREASED OR REDUCED AT THE TIME OF CONSTRUCTION BASED UPON THE CRACK WORK THAT IS MARKED OUT BY THE RESIDENT ENGINEER AFTER FIELD INSPECTION OF THE PAVEMENT CRACKS.
4. THE EXISTING EDGE LIGHTS ALONG TAXIWAY B AND G SHALL BE ADJUSTED TO CONFORM WITH THE PROPOSED DIRT GRADE THAT WILL RESULT FROM CONSTRUCTING THE PROPOSED EARTH FILLET EMBANKMENT ADJACENT TO THE PAVEMENT. THIS WORK SHALL BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE SPECIAL PROVISIONS FOR ITEM 125-ADJUST STAKE AND BASE MOUNTED LIGHTS.
5. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCK OUT THE EDGE LIGHTING CIRCUIT WHILE PERFORMING WORK ON OR NEAR THE SAID CIRCUIT. THE CIRCUIT SHALL BE LOCKED OUT TO INSURE THAT THE CIRCUIT CANNOT BE ENERGIZED MANUALLY OR BY THE RADIO CONTROL SYSTEM WHILE WORK IS BEING DONE.
6. ALL AREAS DISTURBED UNDER THIS CONSTRUCTION PROJECT WITHIN THE GRADING LIMITS FOR THE PROPOSED EARTH FILLETS ADJACENT TO THE PAVEMENT SHALL BE LIMED, FERTILIZED, SEEDDED AND MULCHED. THESE AREAS SHALL CONSTITUTE THE AREA DESIGNATED FOR PAYMENT.
7. ALL OTHER AREAS DISTURBED BY THE CONTRACTOR INCLUDING THE BORROW AREA, CONTRACTOR'S PARKING AREA, HAUL ROAD, ETC. SHALL BE REGRADED AND RESEEDDED AND/OR RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE ACCOMPLISHED BY THE CONTRACTOR AT HIS OWN EXPENSE UPON COMPLETION OF THE IMPROVEMENTS.



BITUMINOUS BUTT JOINT DETAIL



TYPICAL SECTION
 APRON PAVEMENT

**INGERSOLL AIRPORT
 CANTON, ILLINOIS
 REHABILITATE AIRCRAFT PARKING APRON**

APRON TYPICAL SECTIONS

HEI PROJ. NO. 4196
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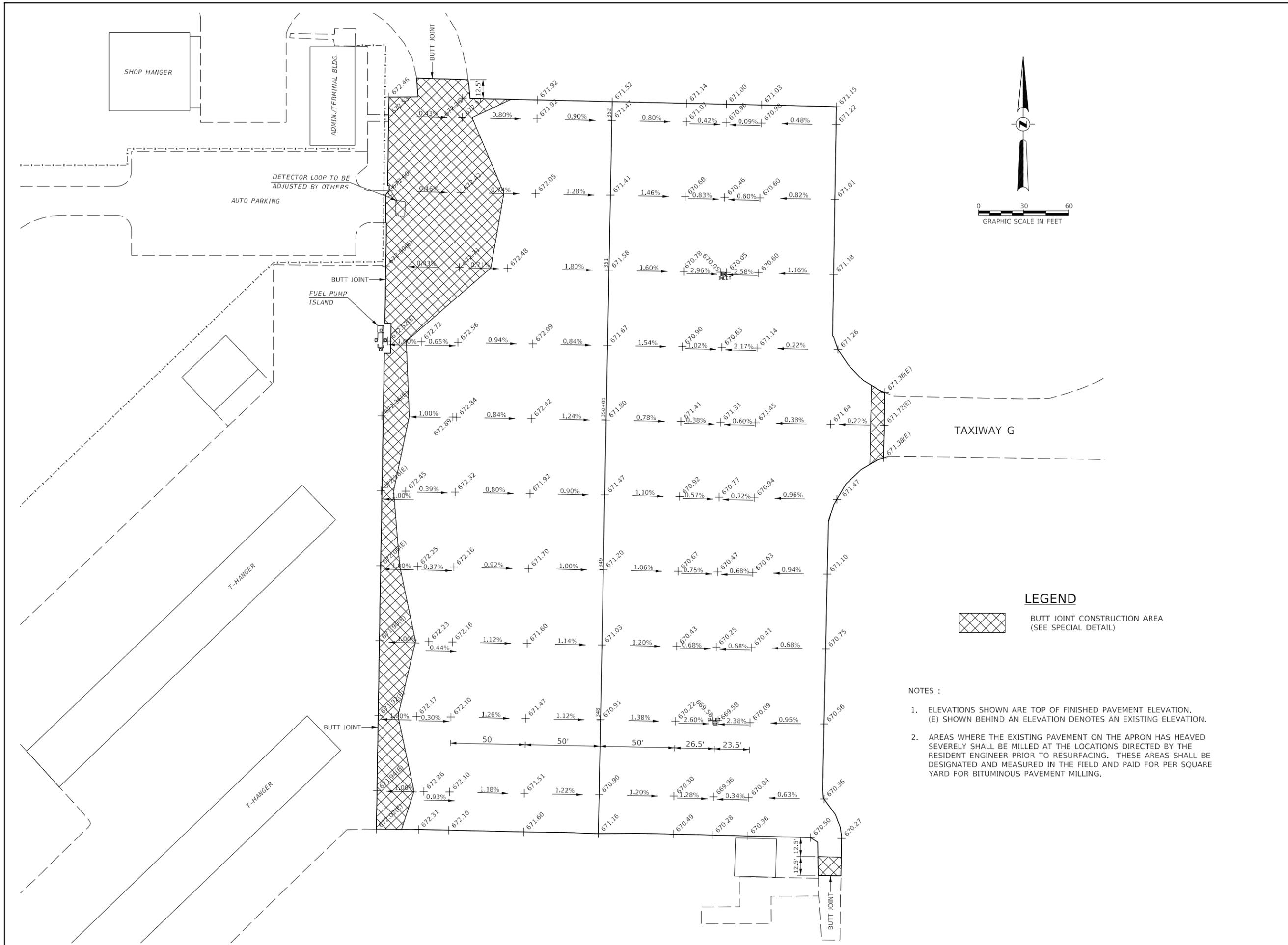
PAVEMENT LAYOUT & ELEVATIONS

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FINAL

6

SHEET 6 OF 12



LEGEND

 BUTT JOINT CONSTRUCTION AREA (SEE SPECIAL DETAIL)

- NOTES :**
- ELEVATIONS SHOWN ARE TOP OF FINISHED PAVEMENT ELEVATION. (E) SHOWN BEHIND AN ELEVATION DENOTES AN EXISTING ELEVATION.
 - AREAS WHERE THE EXISTING PAVEMENT ON THE APRON HAS HEAVED SEVERELY SHALL BE MILLED AT THE LOCATIONS DIRECTED BY THE RESIDENT ENGINEER PRIOR TO RESURFACING. THESE AREAS SHALL BE DESIGNATED AND MEASURED IN THE FIELD AND PAID FOR PER SQUARE YARD FOR BITUMINOUS PAVEMENT MILLING.

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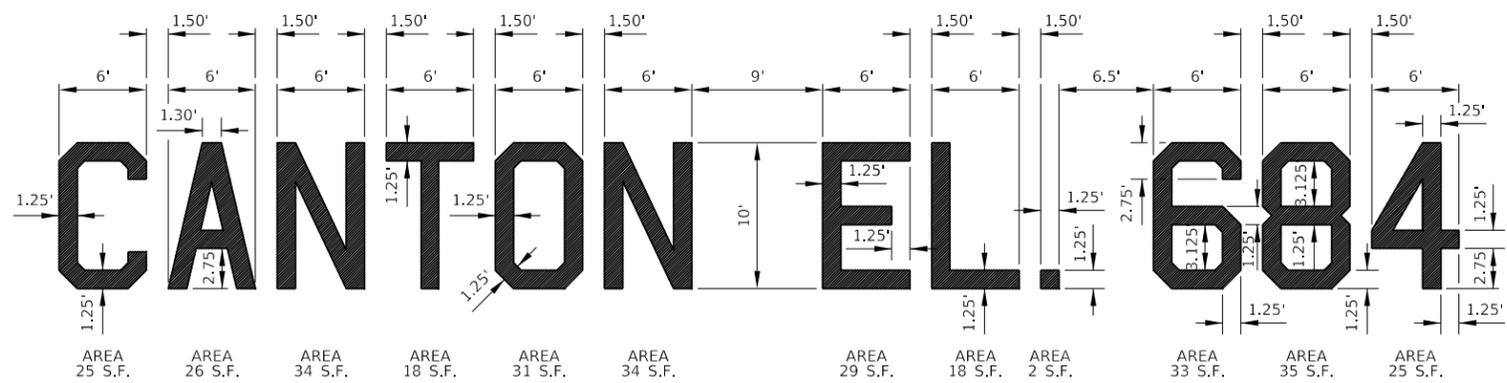
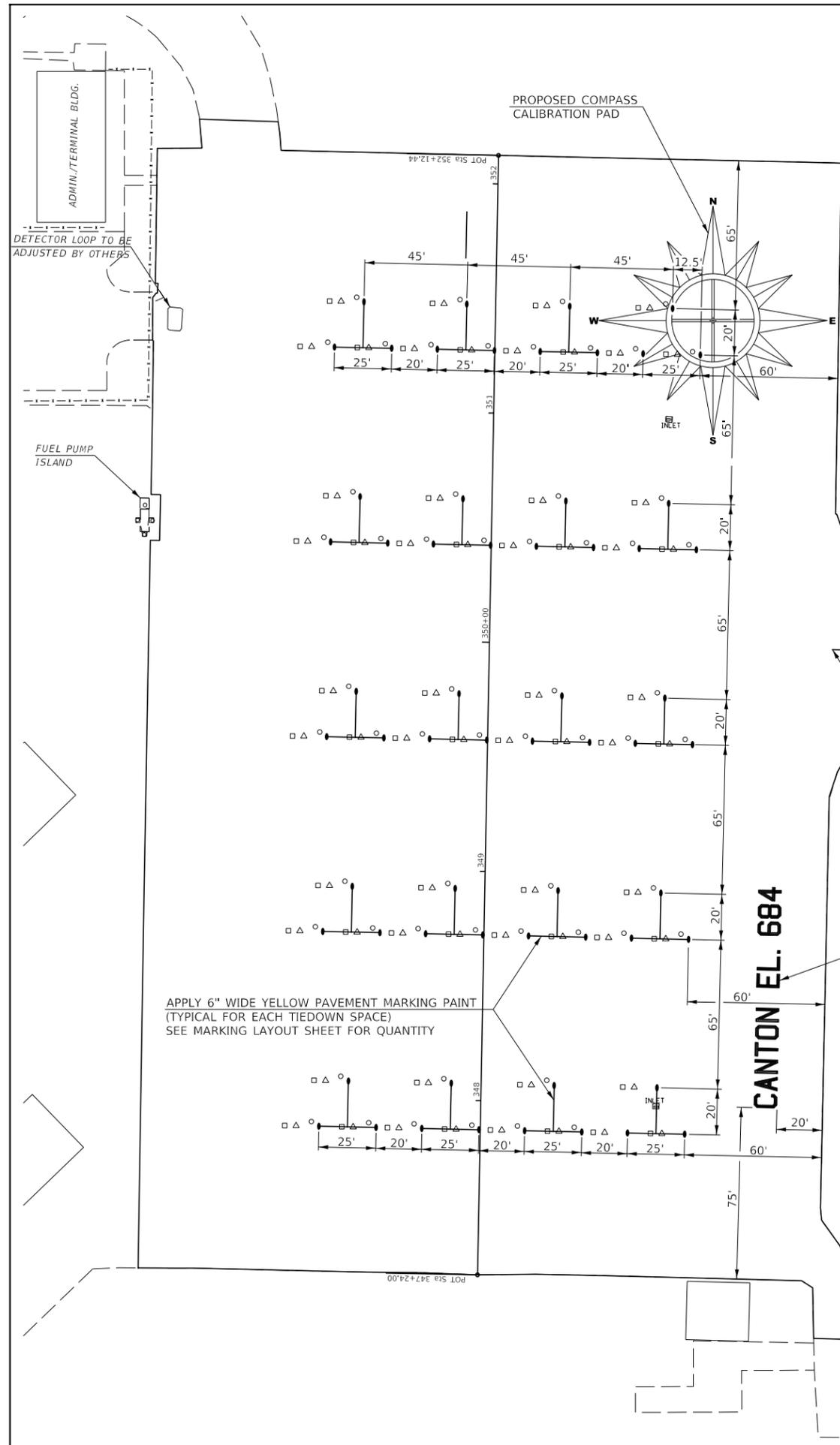


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**INGERSOLL AIRPORT
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 REHABILITATE AIRCRAFT PARKING APRON
 TIE TOWN AND PAVEMENT
 MARKING LAYOUT**

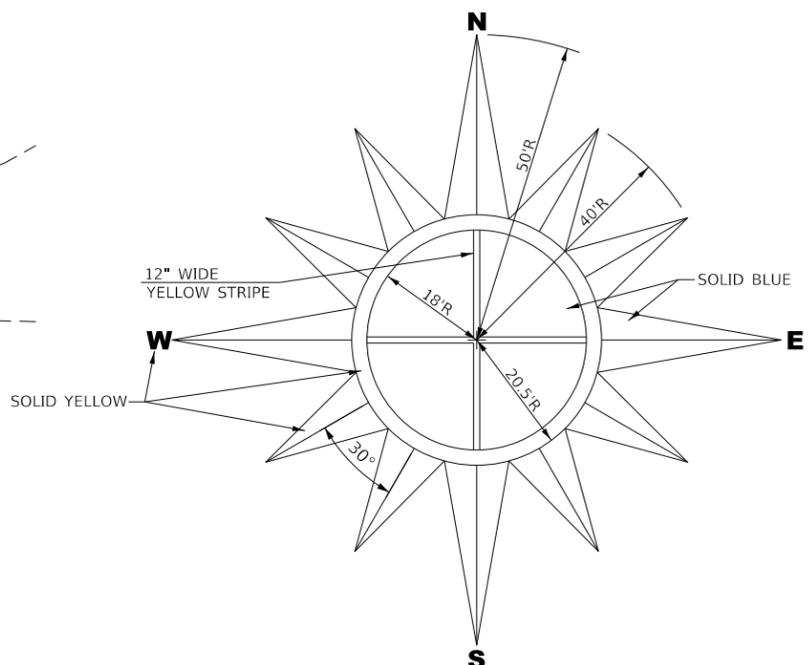
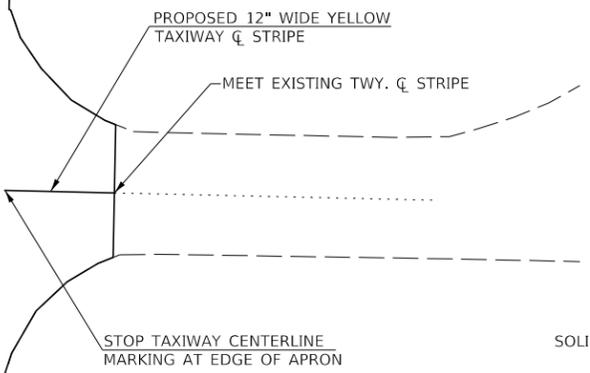
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7
 SHEET 7 OF 12

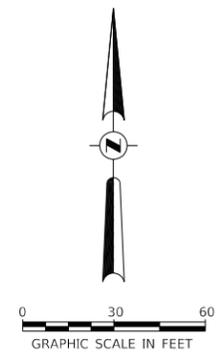


NOTE : WIDTH OF STROKE ON ALL LETTERS AND NUMERALS SHALL BE 1.25".

AIRCRAFT IDENTIFICATION MARKING DETAIL
 NOT TO SCALE



COMPASS CALIBRATION PAD DETAIL
 NOT TO SCALE



- LEGEND**
- ◻ EXISTING TIEDOWN MOORING EYE (1968 - ABANDONED @ ±4 1/2" DEEP)
 - △ EXISTING TIEDOWN MOORING EYE BASE (1983 - ABANDONED @ ±3" DEEP)
 - EXISTING TIEDOWN MOORING EYE (1999 - CURRENT - TO BE ABANDONED)
 - PROPOSED TIEDOWN MOORING EYE
 - ┆ PROPOSED TYPICAL TIEDOWN SPACE

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CHECKED	-	-
APPROVED	-	-

REVISIONS		
NO.	BY	DATE



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**INGERSOLL AIRPORT
 CANTON, ILLINOIS
 REHABILITATE AIRCRAFT PARKING APRON**

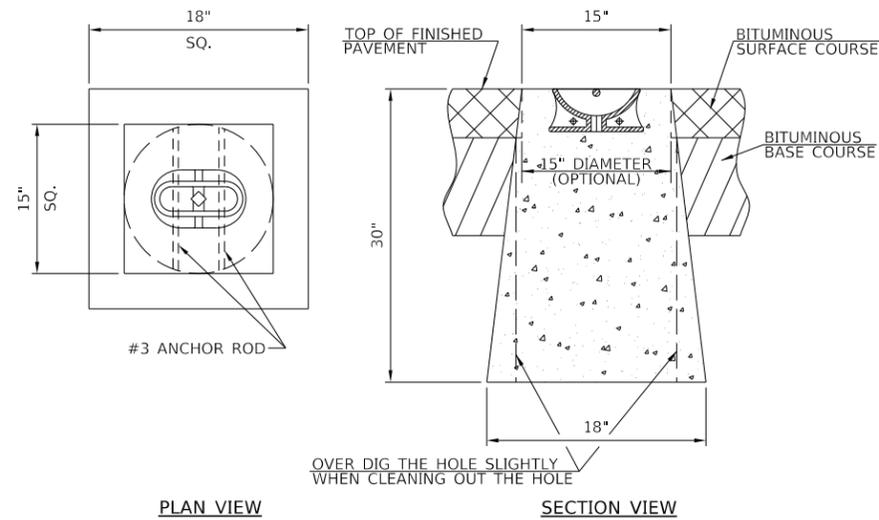
SPECIAL DETAILS

HEI PROJ. NO. 4196
 ILL PROJ. NO. CTK-4410
 SBG PROJ. NO.
 3-17-SBGR-139/144/156

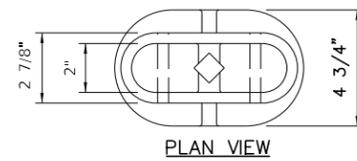
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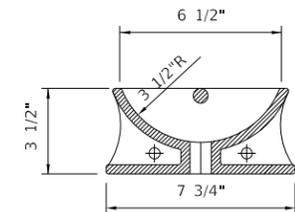
SHEET 8 OF 12



CONCRETE BASE DETAILS



MOORING EYE DETAILS



MOORING EYE DETAILS

MOORING EYE DETAILS

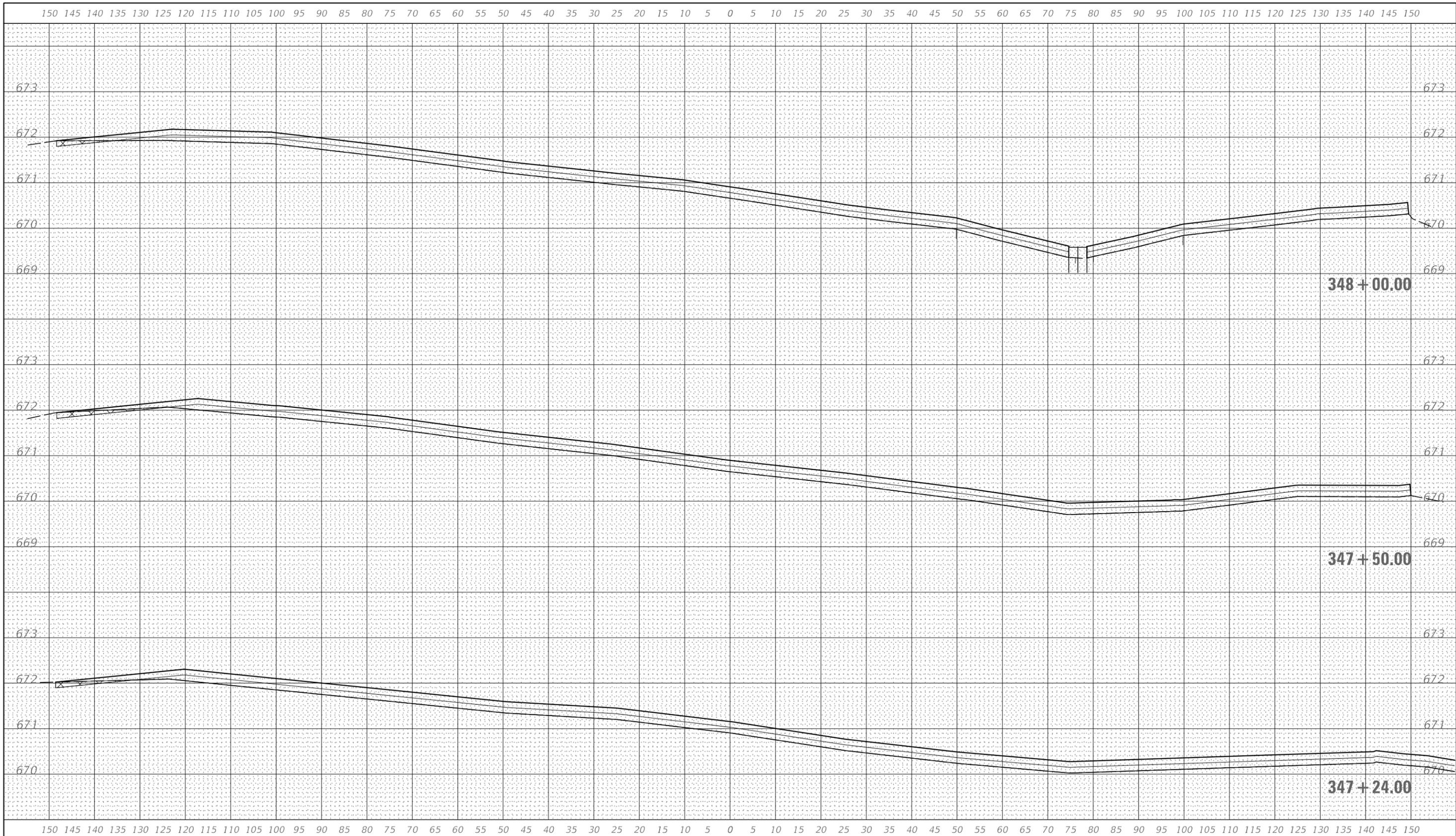
DETAIL OF TIEDOWN INSTALLATION

GENERAL NOTE

THE EXISTING TIEDOWN MOORING EYES SHALL BE ABANDONED AND COVERED BY THE PROPOSED RESURFACING. PRIOR TO RESURFACING, THE VOIDS IN THE EXISTING MOORING EYES SHALL BE FILLED WITH BITUMINOUS SURFACE MATERIAL. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

NOTES

1. CONCRETE BASE TO BE STRUCTURAL P.C. CONCRETE (PLAIN).
2. MOORING CASTING TO BE NEENAH SEMI-STEEL AIRPORT MOORING EYE-CATALOG NO. R-3490 OR EQUIVALENT.
3. ANCHOR RODS TO BE NO. 3 DEFORMED REINFORCING STEEL 15 " LONG AND BENT DOWNWARD AT 45°.
4. INSTALLATION SHALL BE DONE AFTER COMPLETION OF BITUMINOUS SURFACE COURSE.
5. AFTER BITUMINOUS SURFACE COURSE HAS BEEN COMPLETED, OPENING SHALL BE CUT WITH A SAW OR CORED.
6. THE CONTRACTOR SHALL HAVE THE OPTION OF CONSTRUCTING THE CONCRETE BASE IN THE RECTANGULAR SHAPE SHOWN ABOVE OR IN A 15" MINIMUM DIAMETER CYLINDRICAL SHAPE AS SHOWN WITH DASHED LINES IN THE DETAILS ABOVE.



FILENAME: CTK4410-ahf-vah7a.dgn
 PLOT DATE: 12/9/2021
 SCALE: 20,0000' / In.
 USER: Bwodemeler

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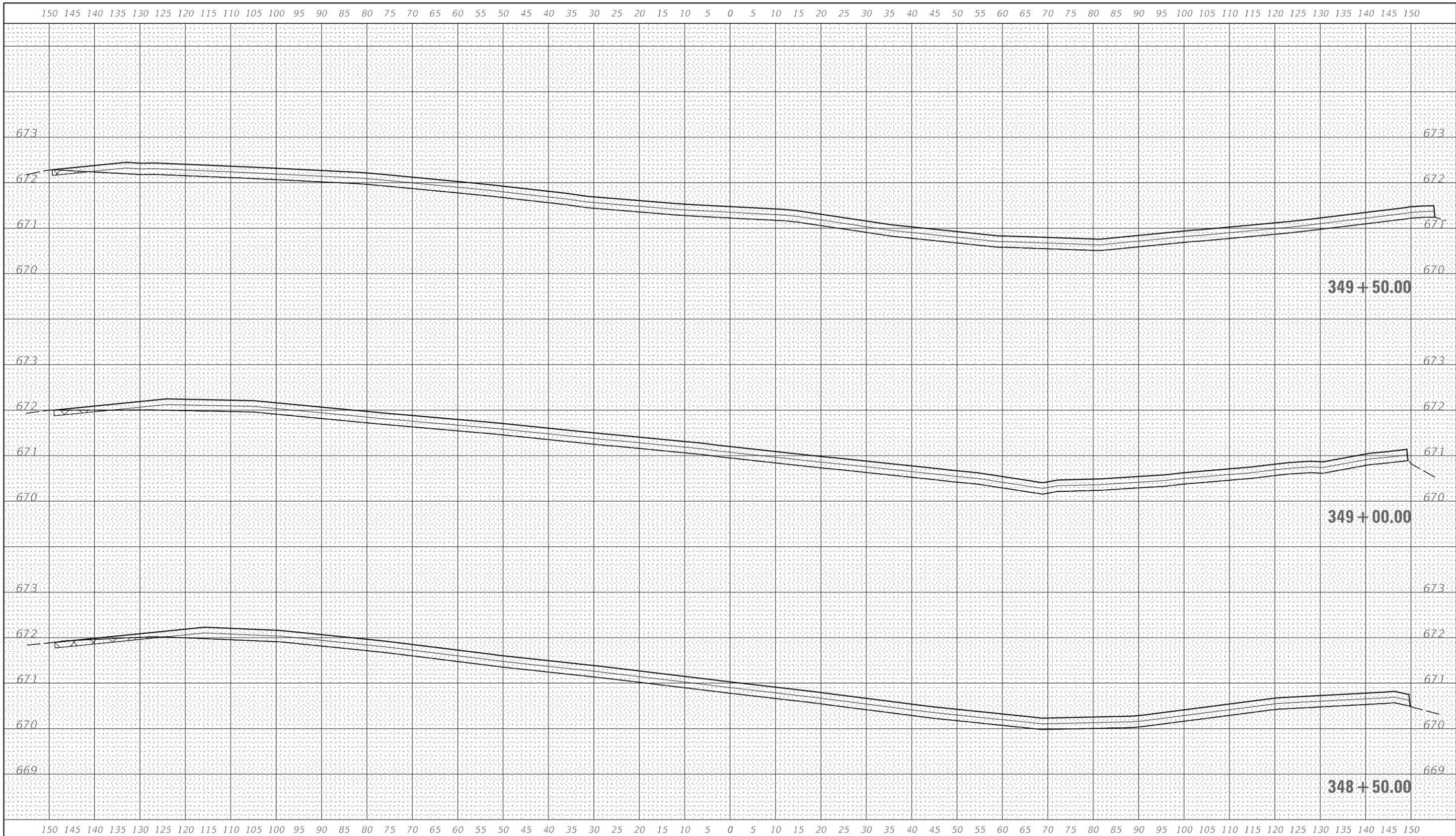


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CROSS SECTIONS

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 SBG PROJ. NO.
 3-17-SBGP-139/144/156
FINAL
9
 SHEET 9 OF 12



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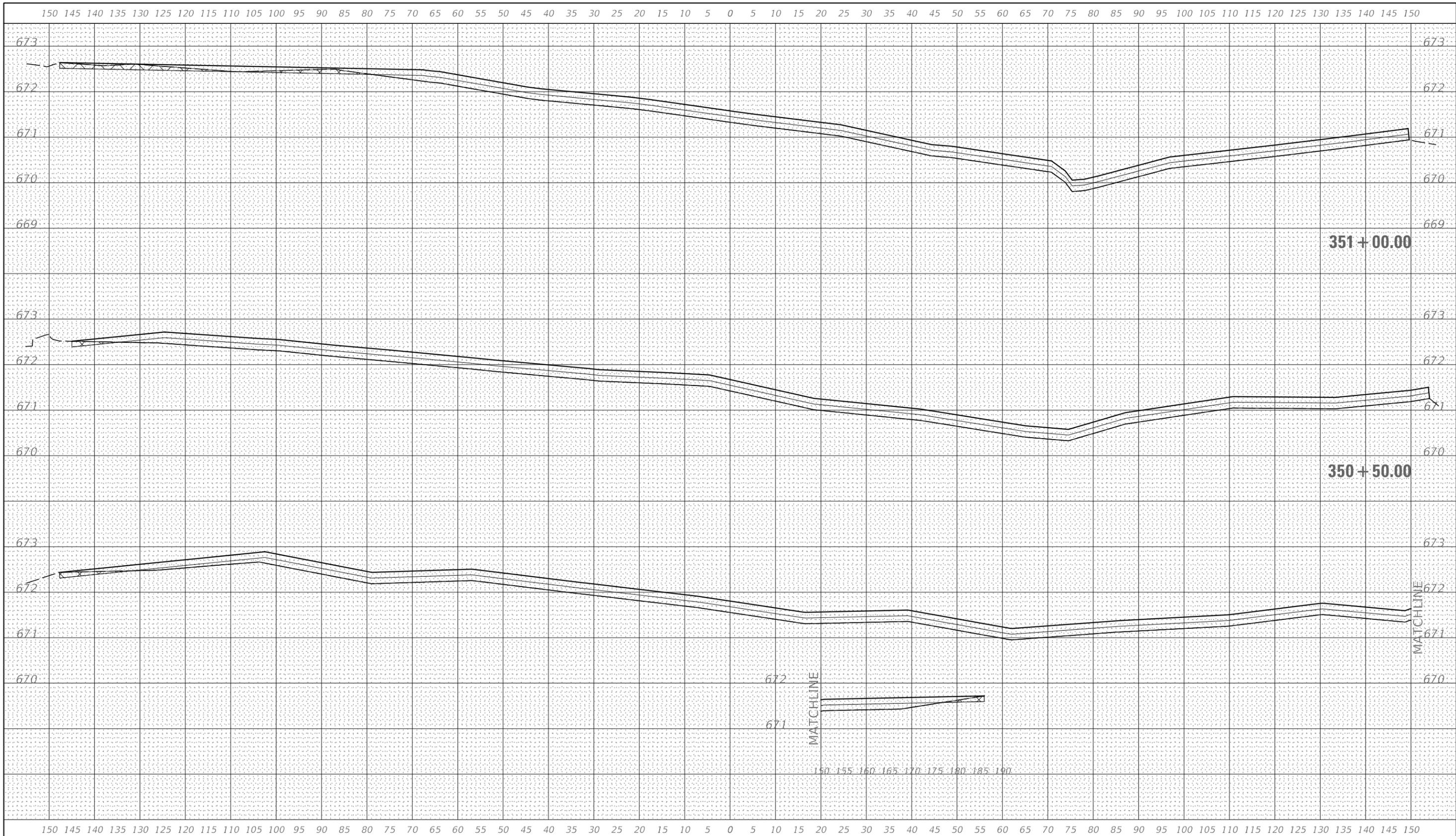


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FINAL
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 SHEET 10 OF 12



FILENAME: CTK4410-ahf-vah7a.dgn
 PLOT DATE: 12/9/2021
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 USER: Bwedemeler

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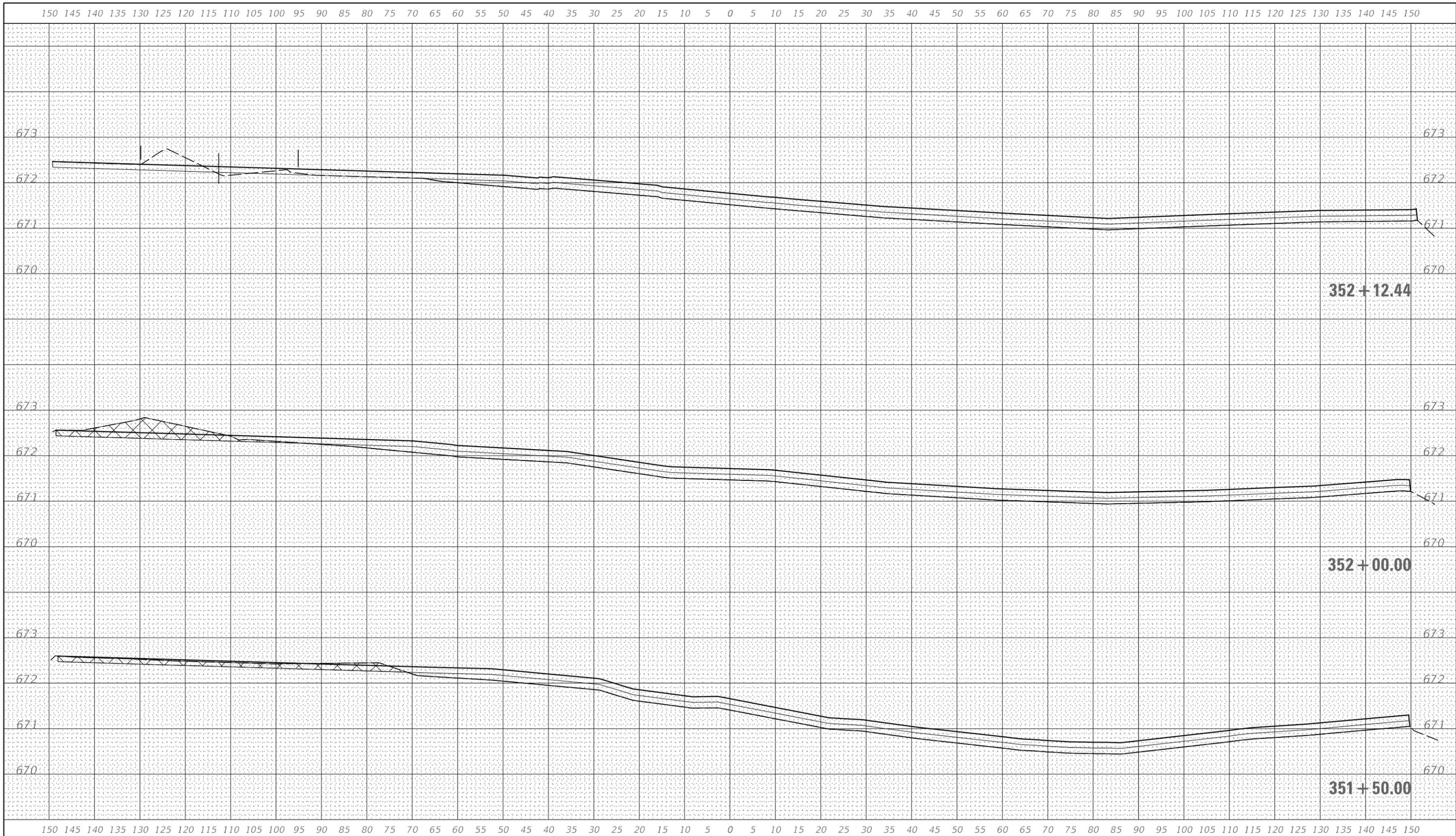


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FINAL
11
 SHEET 11 OF 12



FILENAME: CTK4410-ahf-vah7a.dgn
 PLOT DATE: 12/9/2021
 SCALE: 20,0000' / In.
 USER: Bwoodmaler

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FINAL
12
 SHEET 12 OF 12