

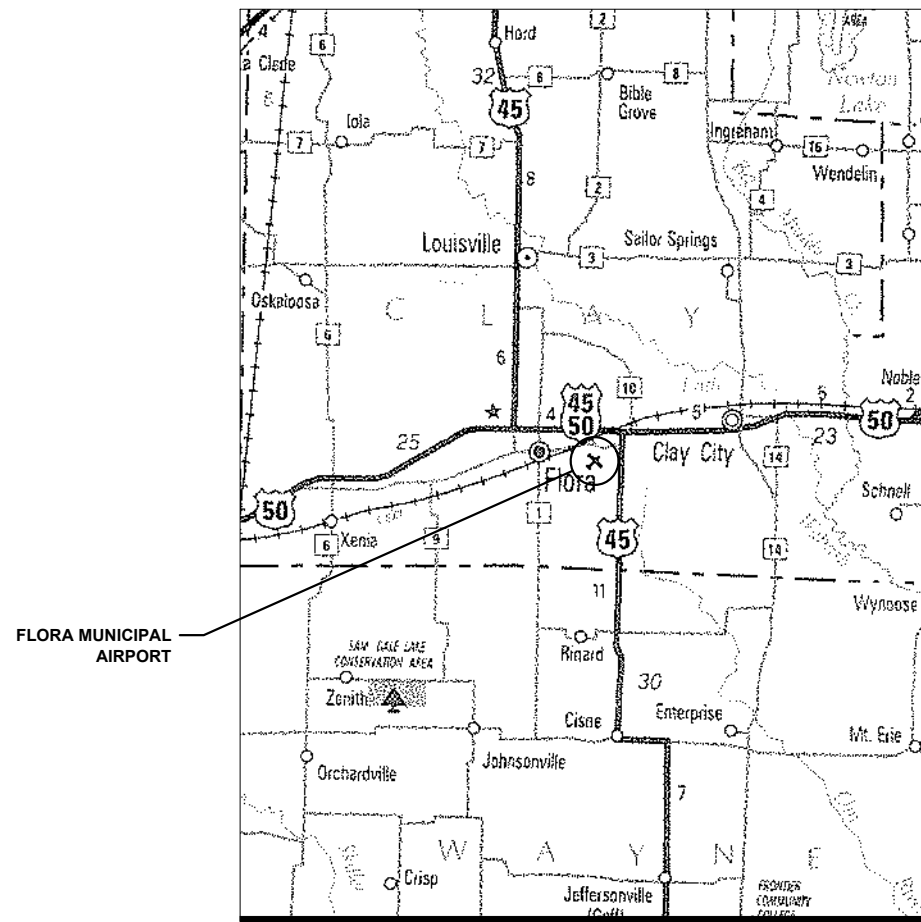
CONSTRUCTION PLANS

RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENTS

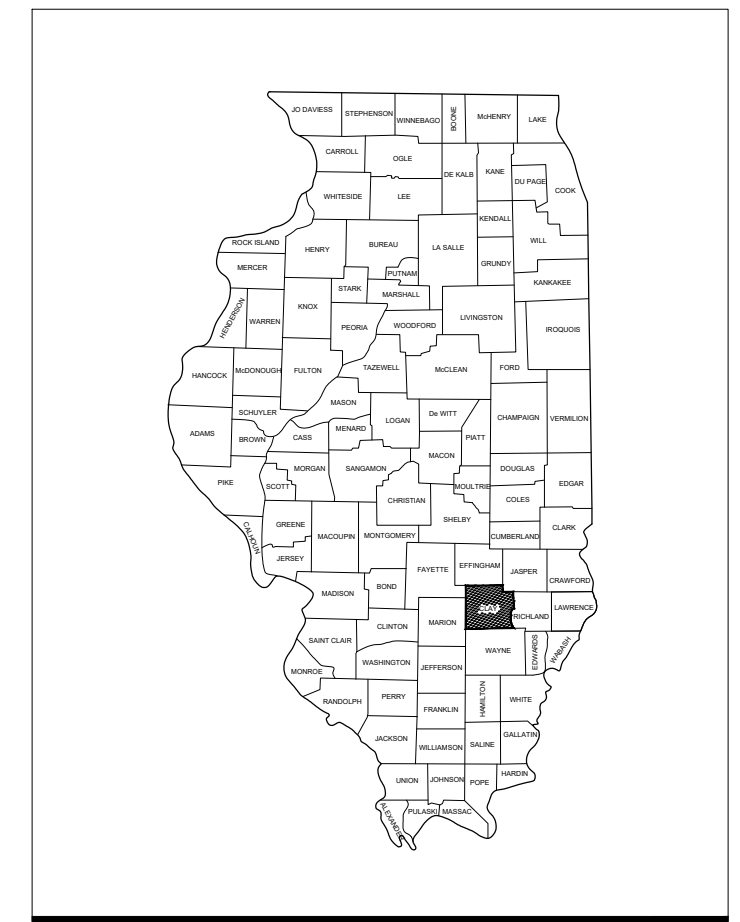
**AIRPORT AUTHORITY OF FLORA
FLORA MUNICIPAL AIRPORT (FOA)
FLORA, CLAY COUNTY, ILLINOIS**

IDA PROJECT NO. FOA-4986

**100% SUBMITTAL
JANUARY 19, 2024**



VICINITY MAP



LOCATION MAP

NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By

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

Lindsay Hausman
Lindsay D Hausman, P.E. Lic. Exp. 11/30/2025
Project Manager



01/19/2024 Date

FLORA MUNICIPAL AIRPORT
1 Airport Toad
Flora, Illinois 62839
Telephone: 618.662.2823

Karen Pickel

Karen Pickel
Airport Manager

01/19/2024 Date

FLORA MUNICIPAL AIRPORT

1 AIRPORT ROAD
FLORA, ILLINOIS 62839



Lindsay Hausman

DATE SIGNED: 1/19/2024 LICENSE EXPIRES: 11/30/2025

RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENT

IDA No: FOA-4986

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024
PROJECT NO: 22A0007D
CAD FILE: C-100-GEO.DWG
DESIGN BY: MJD 7/28/2023
DRAWN BY: CWS 7/28/2023
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

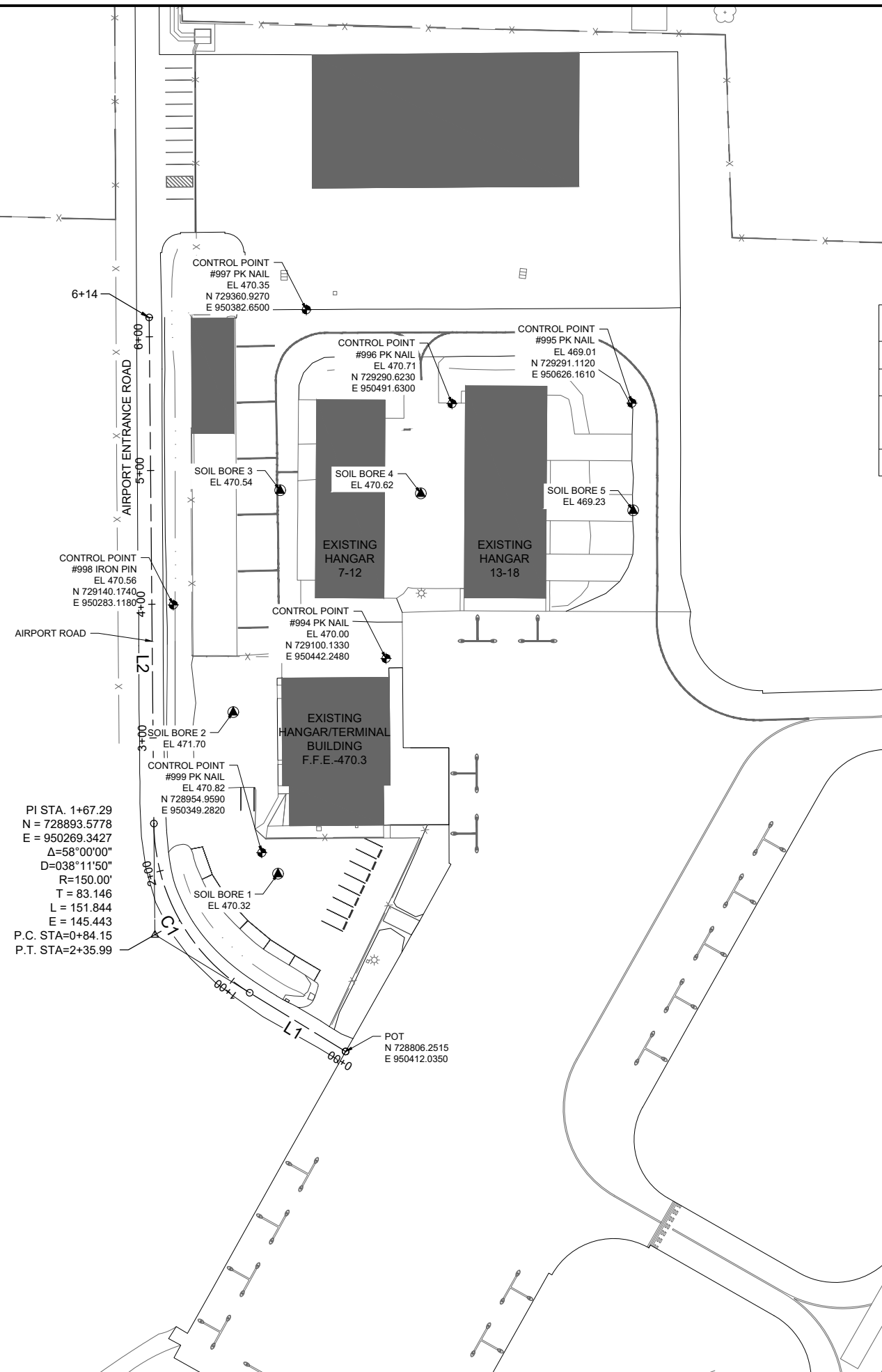
PROPOSED ALIGNMENT GEOMETRICS PLAN

SURVEY NOTES

1. ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON HARN/IL ILLINOIS STATE PLANES COORDINATE SYSTEM, EAST ZONE. ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND ANY EXTENSION OF THE CONTROL NETWORK NEEDED TO PROPERLY COMPLETE THE WORK.

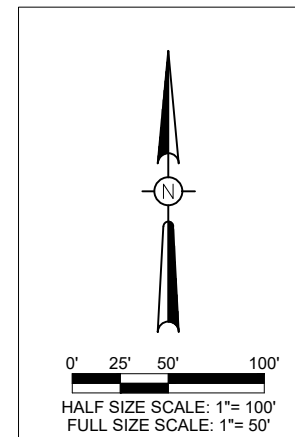
ALIGNMENT DATA AIRPORT RD

LABEL	START STATION	END STATION	LENGTH	AZIMUTH	START (N,E)	END (N,E)
L1	0+00.00	0+84.15	84.15	301° 27' 58"	728806.25, 950412.04	728850.18, 950340.26
C1	0+84.15	2+35.99	151.84	IN=N58° 32' 02"W OUT=N0° 32' 02"W DEL=58°00'00"	728850.18, 950340.26	728976.72, 950268.57
L2	2+35.99	6+14.44	378.45	359° 27' 58"	728976.72, 950268.57	729355.15, 950265.04



PI STA. 1+67.29
N = 728893.5778
E = 950269.3427
Δ=58°00'00"
D=038°11'50"
R=150.00'
T = 83.146
L = 151.844
E = 145.443
P.C. STA=0+84.15
P.T. STA=2+35.99

POT
N 728806.2515
E 950412.0350



FOR BID



**RECONSTRUCT AUTO
PARKING LOT AND
AIRCRAFT HANGAR
ACCESS PAVEMENT**

IDA No: FOA-4986

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024

PROJECT NO: 22A0007D

CAD FILE: C-101-DMO.DWG

DESIGN BY: MJD 7/28/2023

DRAWN BY: CWS 7/28/2023

REVIEWED BY: LDH 1/19/2024

SHEET TITLE

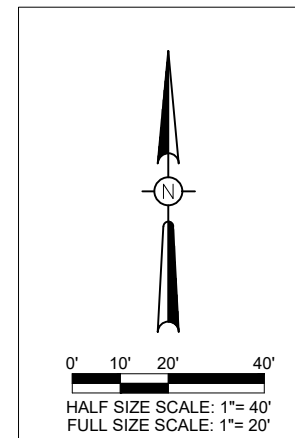
**EXISTING
CONDITIONS
DEMOLITION PLAN -
PARKING LOT**

NOTES:

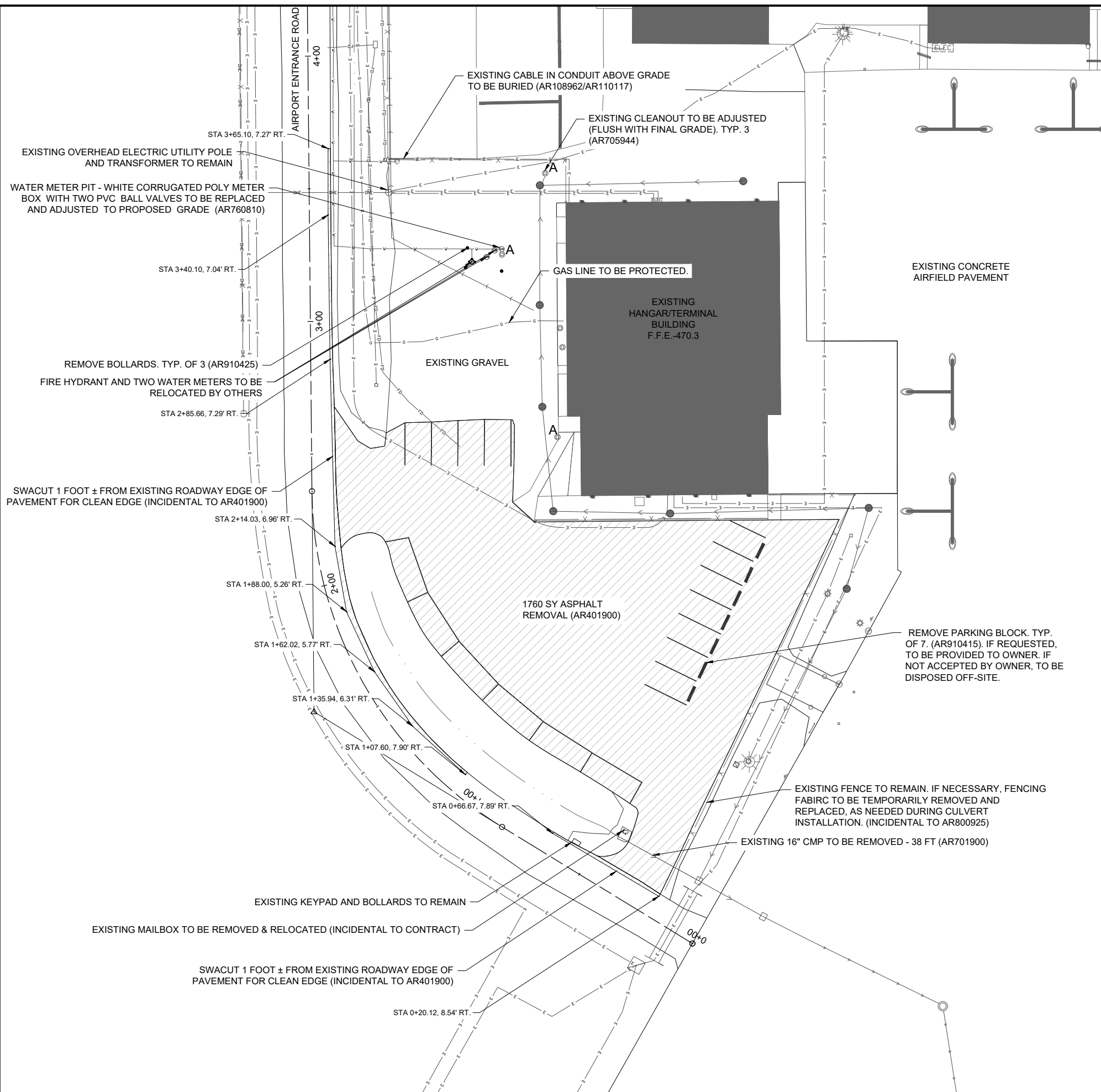
- EXISTING FENCE SHALL BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO THE FENCE SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT.
- DURING REMOVAL AND REPLACEMENT OF THE DRAINAGE PIPE THE CONTRACTOR SHALL PROVIDE LOW-PROFILE BARRICADES ACCORDING TO THE SAFETY PLAN.
- CONTRACTOR SHALL TAKE CARE TO PROTECT THE EXISTING ELECTRICAL CONDUIT, WATER, GAS, FIBER OPTIC, SEWER, AND OTHER UTILITIES DURING CONSTRUCTION.

LEGEND

- OHE— EXISTING OVERHEAD ELECTRIC
- E— EXISTING ELECTRIC
- G— EXISTING GAS
- FO— EXISTING FIBER OPTIC
- W— EXISTING WATER
- >— EXISTING STORM SEWER
- X— EXISTING FENCE
- ☀ EXISTING POLE LIGHT
- ▨ PROPOSED BITUMINOUS PAVEMENT REMOVAL
- ⊕ A CLEANOUT TO BE ADJUSTED W/ NEW FRAME AND LID
- ⊕ WA WATER METER/SHUTOFF TO BE ADJUSTED
- PIPE BOLLARD TO BE REMOVED
- ⊕ FIRE HYDRANT



FOR BID



JAN 19, 2024 2:24 PM D:\DAS\1044 1\22\JOBS\22A0007D\CAD\AIRPORT\SHHEETC-101-DMO.DWG

FLORA MUNICIPAL AIRPORT

1 AIRPORT ROAD
FLORA, ILLINOIS 62839



DATE SIGNED: 1/19/2024 LICENSE EXPIRES: 11/30/2025

RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENT

IDA No: FOA-4986

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024

PROJECT NO: 22A0007D

CAD FILE: C-130-GRD.DWG

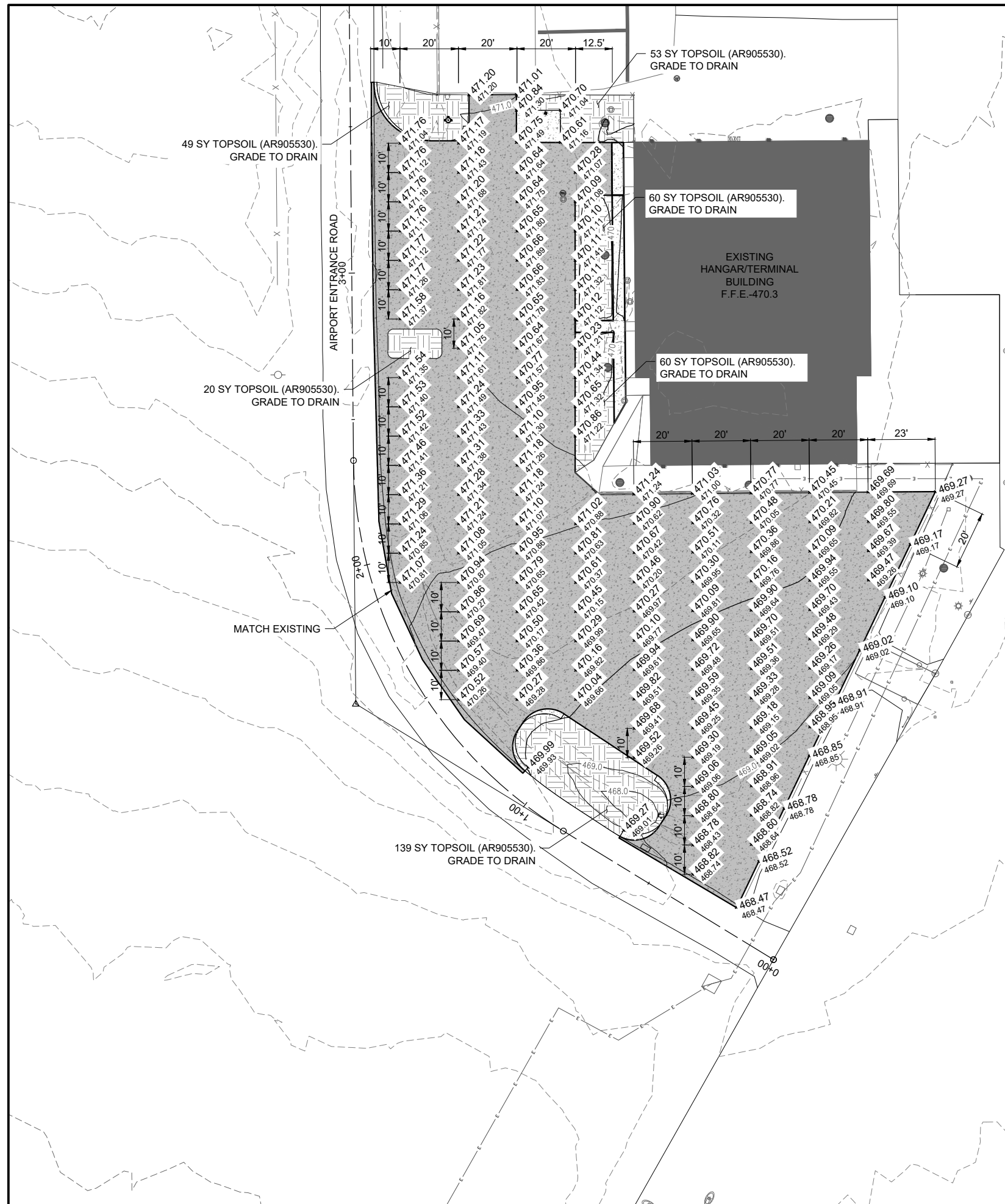
DESIGN BY: MJD 7/28/2023

DRAWN BY: CWS 7/28/2023

REVIEWED BY: LDH 1/19/2024

SHEET TITLE

PROPOSED GRADING PLAN - PARKING LOT



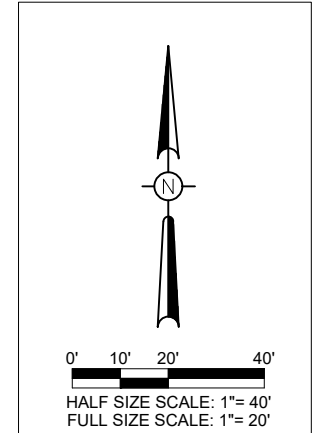
LEGEND

- OHE— EXISTING OVERHEAD ELECTRIC
- E— EXISTING ELECTRIC
- G— EXISTING GAS
- FO— EXISTING FIBER OPTIC
- W— EXISTING WATER
- >— EXISTING STORM SEWER
- X— EXISTING FENCE
- ☀ EXISTING POLE LIGHT
- PROPOSED HMA PAVEMENT
- ▨ PROPOSED PCC PAVEMENT
- ▤ PROPOSED TOPSOIL AREA
- ▲ PROPOSED ELEVATION
- * EXISTING ELEVATION

NOTES:

- EARTHWORK QUANTITIES (CUT/FILL VOLUMES) FOR THE "EXISTING GROUND VS. PROP. DESIGN" SHOWN BELOW WERE CALCULATED UTILIZING AUTODESK CIVIL3D 2023 SOFTWARE. THE CALCULATION METHOD WAS BY A COMPARISON OF SURFACE MODELS CREATED WITH EXISTING SURVEY DATA AND PROPOSED DESIGN GRADES. THE VOLUMES WERE CALCULATED IN TWO PARTS: THE CUT/FILL VOLUME REQUIRED TO CORE OUT AND FILL FOR THE PROPOSED PAVEMENT SECTION AS COMPARED TO THE EXISTING SUBGRADE DATUM, AND THE CUT/FILL VOLUMES REQUIRED FOR PROPOSED GRADING WORK OUTSIDE OF THE PROPOSED PAVEMENT LIMITS AS COMPARED TO THE EXISTING GROUND SURFACE. THE NUMBERS IN THE SUMMARY TABLES ABOVE REPRESENT A TOTAL OF THESE TWO PARTS ADDED TOGETHER FOR CLARITY.
- IF THE CONTRACTOR DOES NOT AGREE TO THE QUANTITIES DERIVED IN THIS METHOD, THE CONTRACTOR MAY ELECT TO SURVEY THE EXISTING GRADES PRIOR TO BEGINNING EARTHWORK OPERATIONS AS PART OF THE PROJECT FOR THE ENGINEER TO REVIEW FOR A POTENTIAL ADJUSTMENT TO THE PAY ITEM QUANTITY. ANY COSTS ASSOCIATED WITH THE CONTRACTOR-PROVIDED SURVEY SHALL BE INCLUDED IN THE ORIGINAL BID AMOUNT, AND NO ADDITIONAL PAYMENT SHALL BE MADE. FOLLOWING THE CONTRACTOR'S VERIFICATION OF THE QUANTITIES, IF A DISAGREEMENT STILL EXISTS, THE MEASUREMENT OF THE EARTHWORK FOR PAYMENT SHALL BE MADE BY THE RESIDENT ENGINEER, PER THE 152 SPECIFICATION, WHO SHALL TAKE CROSS-SECTIONAL ELEVATIONS AND MEASUREMENTS OF THE EXISTING GROUND SURFACE AND THE FINAL GRADED SURFACE FOR COMPARISON.

EARTHWORK QUANTITY SUMMARY (UNCLASSIFIED EXCAVATION)		
	CUT (CY) AS152410	CUT (CY) AT152410
PARKING LOT ALTERNATE A - HMA	756	
PARKINGLOT ALTERNATE B - PCC		533



FOR BID



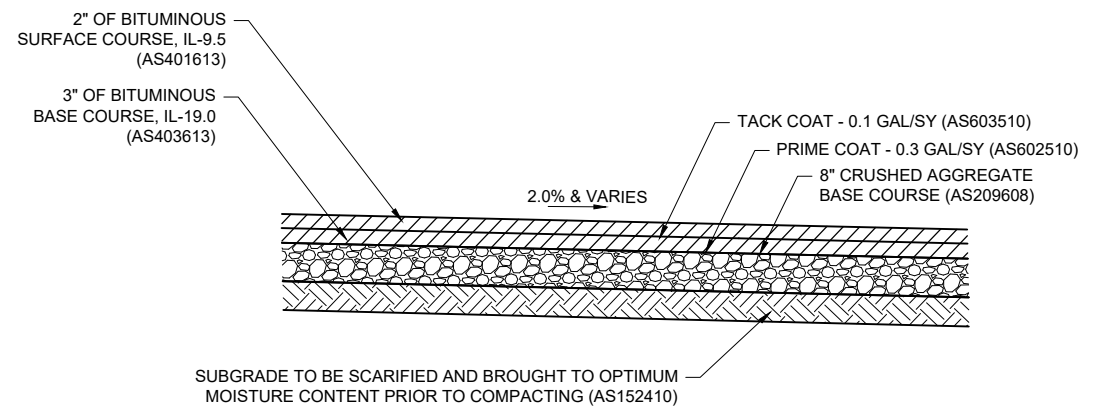
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024
PROJECT NO: 22A0007D
CAD FILE: C-302-TYP.DWG
DESIGN BY: MJD 7/28/2023
DRAWN BY: CWS 7/28/2023
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

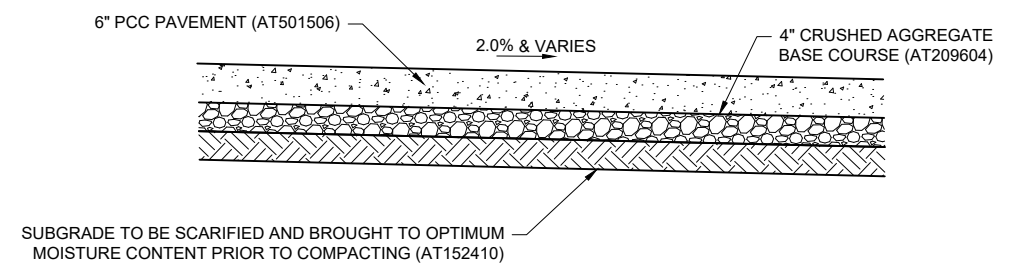
TYPICAL PAVEMENT
SECTIONS

ALTERNATE A



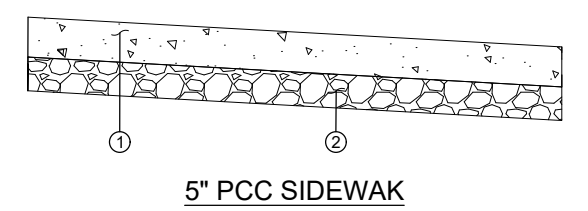
PROPOSED BITUMINOUS PARKING LOT SECTION
NOT TO SCALE

ALTERNATE B



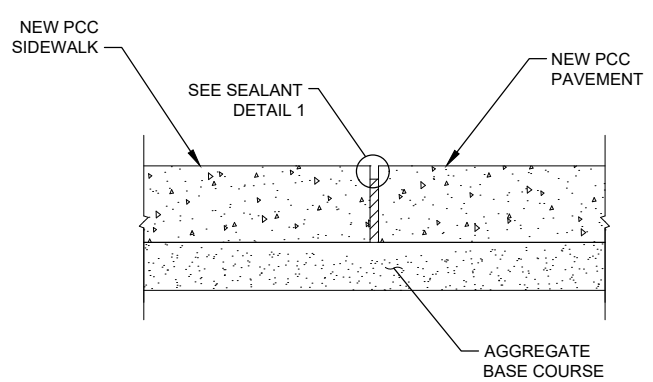
PROPOSED PCC PARKING LOT SECTION
NOT TO SCALE

SIDEWALK DETAILS

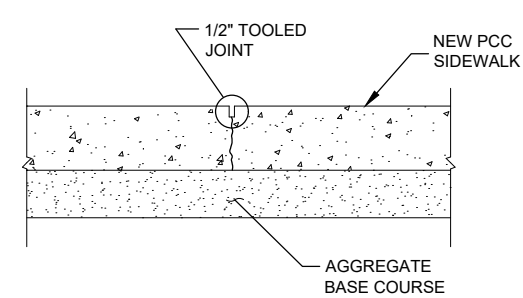


- ① PROPOSED 5 INCH PCC SIDEWALK, ITEM AR501605
- ② PROPOSED 4 INCH AGGREGATE BASE COURSE, ITEM AR209604

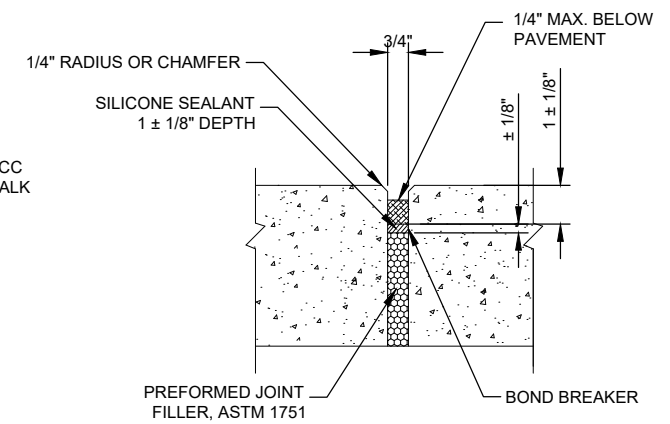
- NOTES**
1. 3/4" PREFORMED JOINT FILLER TO BE USED IN ALL LOCATIONS WHERE SIDEWALK IS ADJACENT TO EXISTING PAVEMENT.
 2. JOINTS ARE TO BE SPACED EVENLY, MAX. SPACING IS 4 FEET WITH 3/4" PREFORMED EXPANSION JOINTS AT 24' MAX. INTERVALS.



EXPANSION JOINT



TOOLED CONTRACTION JOINT



DETAIL 1 - SEALANT

POLYETHYLENE OR POLYESTER TAPE (3 MIL. MIN.) OR MARKING TAPE, RUBBER TAPE, 1/8" WIDER THAN WIDTH OF JOINT.

FOR BID

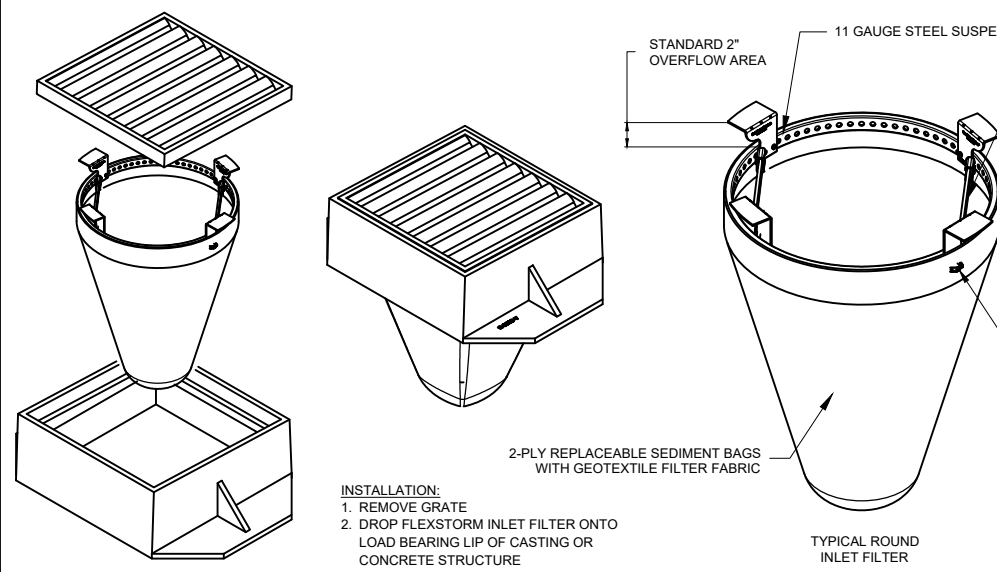


RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENT

IDA No: FOA-4986

SEDIMENTATION AND EROSION CONTROL NOTES:

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

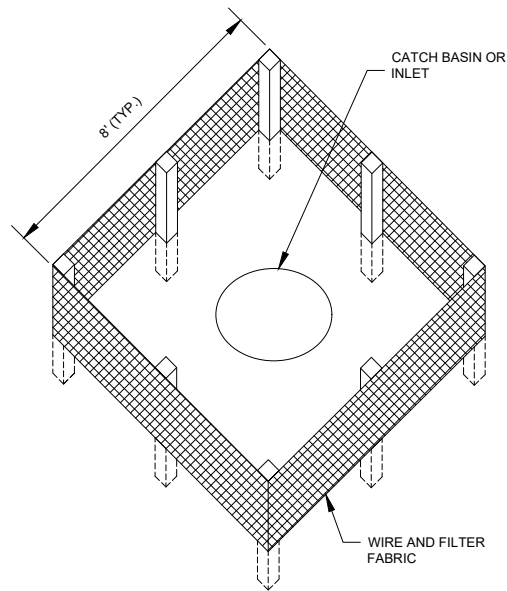


- INSTALLATION:**
- REMOVE GRATE
 - DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
 - REPLACE GRATE

NOTES:

- FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, FLEXSTORM CATCH-IT BY ADVANCED DRAINAGE SYSTEMS, FLOGARD TEMPORARY INLET FILTER BY OLDCASTLE, OR APPROVED EQUAL.
- DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL OF SILT.
- INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
- FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
- FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.
- POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.
- FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST 36,000 PSI.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
- PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

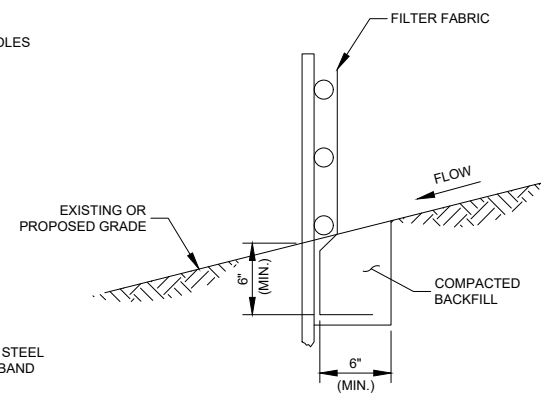
INLET PROTECTION AT MANHOLES IN IMPERVIOUS AREAS



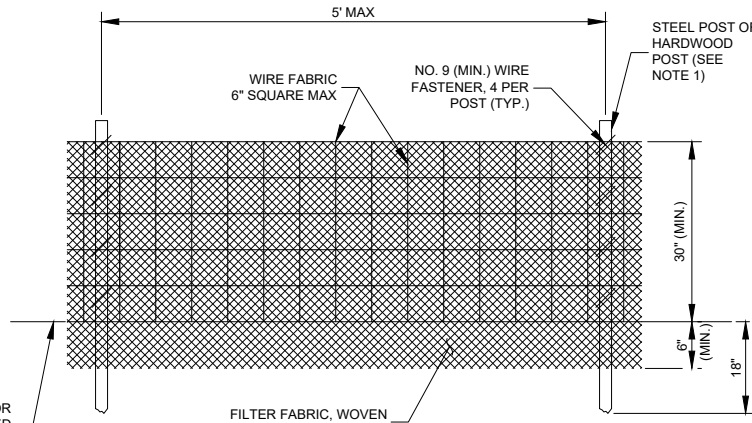
NOTES:

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

SILT FENCE AT MANHOLES IN PERVIOUS AREAS



FABRIC ANCHOR DETAIL



ELEVATION

NOTES:

- FENCE POST SHALL BE EITHER STEEL 1/2\"/>
- TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12\"/>
- WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6\"/>
- FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN. THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.j.1.f.i, AS AMENDED), OR EQUIVALENT.
- A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- SOIL DISTURBANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

STORM WATER POLLUTION PREVENTION NOTES

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

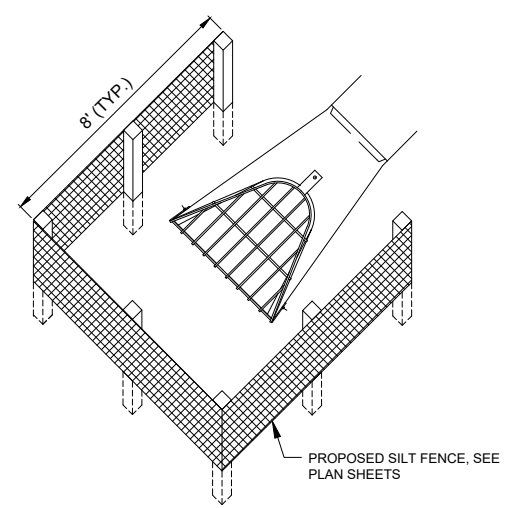
THE MAINTENANCE OF ALL STORM WATER POLLUTION PREVENTION MEASURES IS INCIDENTAL TO THE ASSOCIATED ITEM.

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

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

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

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



SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024
PROJECT NO: 22A0007D
CAD FILE: C-201-DET.DWG
DESIGN BY: MJD 7/28/2023
DRAWN BY: CWS 7/28/2023
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN DETAILS



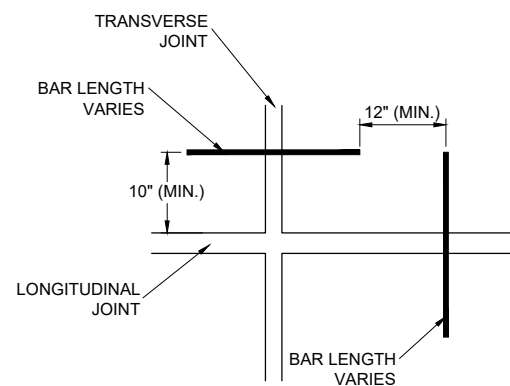
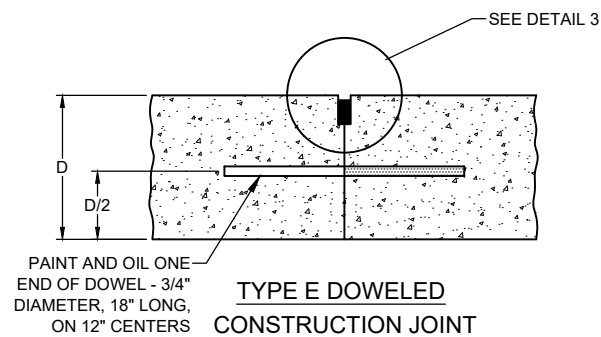
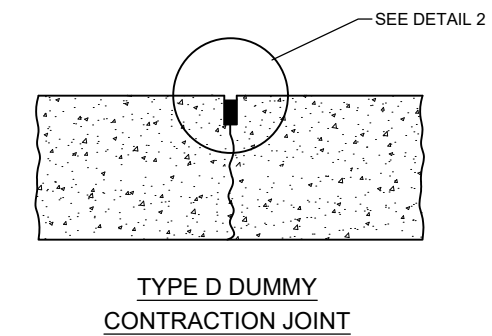
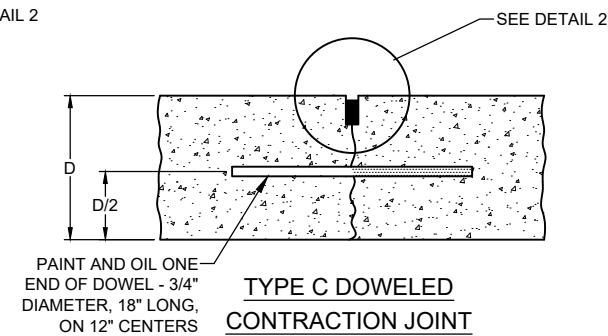
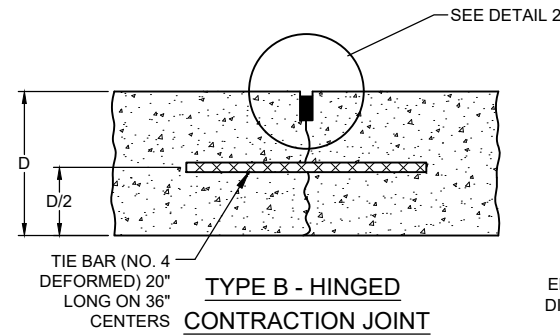
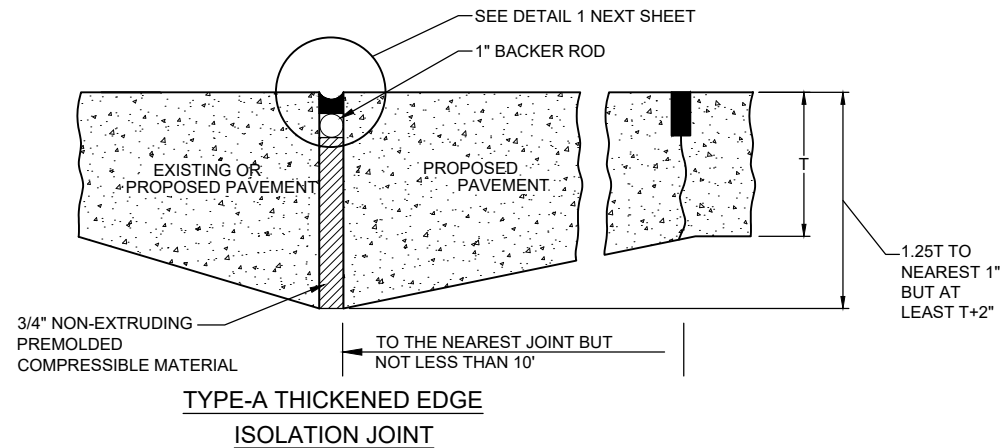
Lindsay Hausman

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024
PROJECT NO: 22A0007D
CAD FILE: C-561-JNT.DWG
DESIGN BY: MJD 7/28/2023
DRAWN BY: CWS 7/28/2023
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

PROPOSED JOINT
DETAILS

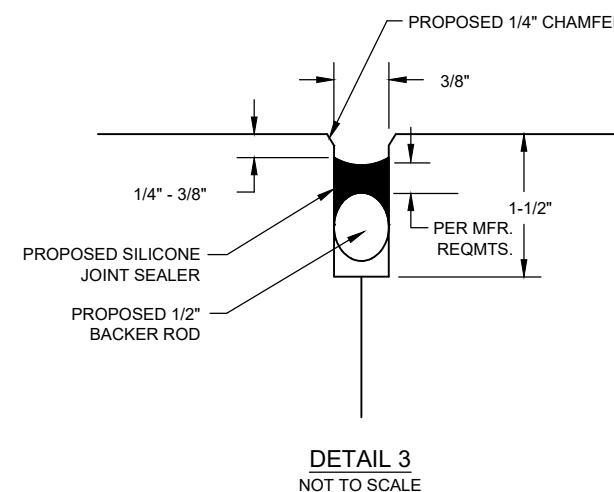
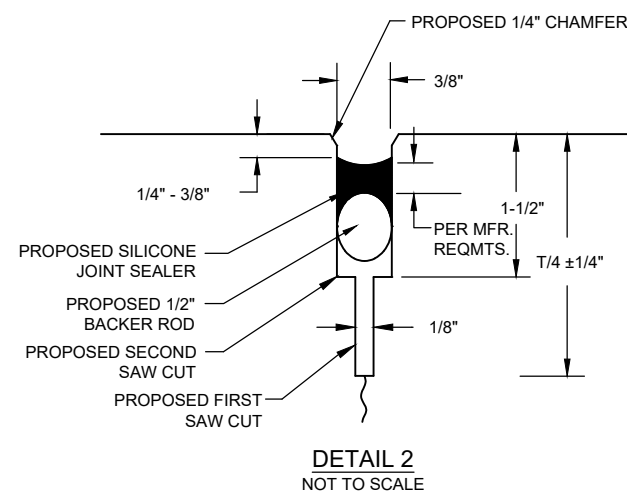
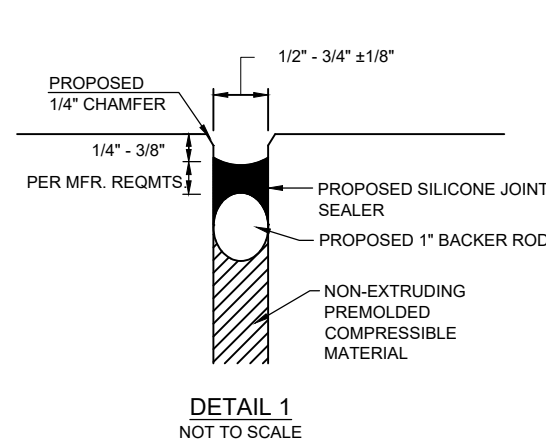


1. POSITION OF DOWELS AT EDGE OF JOINT TYPE C OR E
2. ELIMINATE DOWEL OR TIE BAR FROM LONGITUDINAL JOINT AS NECESSARY TO MAINTAIN 12 INCH FROM END OF TRANSVERSE DOWEL BARS

DOWEL PLAN VIEW

NOTES:

1. ALL WELDED WIRE FABRIC TO BE 12" X 12"- W5 X W5, WITH 65,000 PSI YIELD STRENGTH. WIRE SIZE AND SPACING MAY BE ALTERED AS LONG AS A MINIMUM W4 WIRE SIZE IS USED AND THE SECTIONAL AREA IS A MINIMUM OF 0.05 SQUARE INCHES PER FOOT AND 12" MAX WIRE SPACING.
2. EDGE SPACING FOR THE WELDED WIRE FABRIC TO BE THREE (3) INCHES. A MINIMUM OF THREE (3) WIRES ARE TO BE PROVIDED IN ANY ONE DIRECTION IN EACH SLAB.
3. WELDED WIRE FABRIC, JOINT REINFORCING, JOINT EXPANSION MATERIAL AND JOINT SAWING AND SEALING ARE INCIDENTAL TO P.C.C. PAVEMENT.
4. SEE STAKING PLAN FOR ELEVATIONS.



JOINT SEALING DETAILS NOT TO SCALE

FLORA MUNICIPAL AIRPORT

1 AIRPORT ROAD
FLORA, ILLINOIS 62839



Lindsay Hausman

DATE SIGNED: 1/19/2024 LICENSE EXPIRES: 11/30/2025

RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENT

IDA No: FOA-4986

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024

PROJECT NO: 22A0007D

CAD FILE: C-302-TYP.DWG

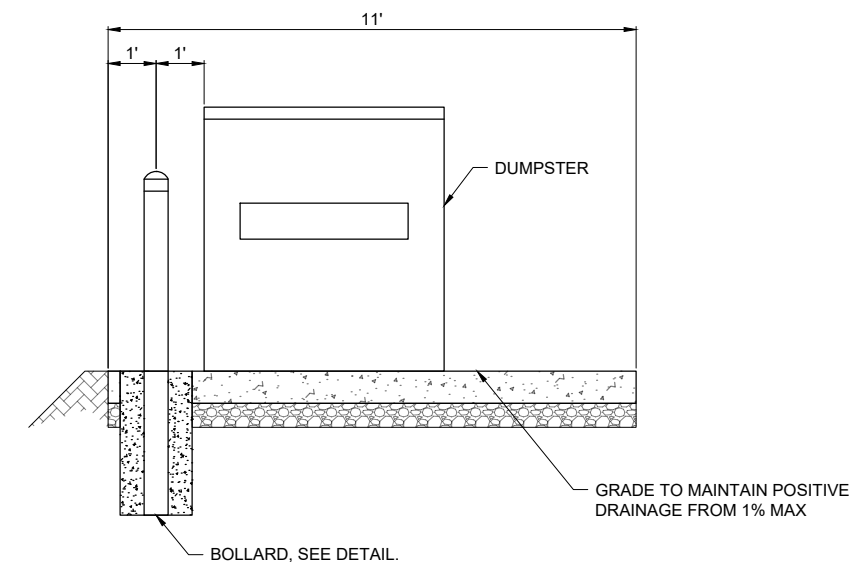
DESIGN BY: MJD 7/28/2023

DRAWN BY: CWS 7/28/2023

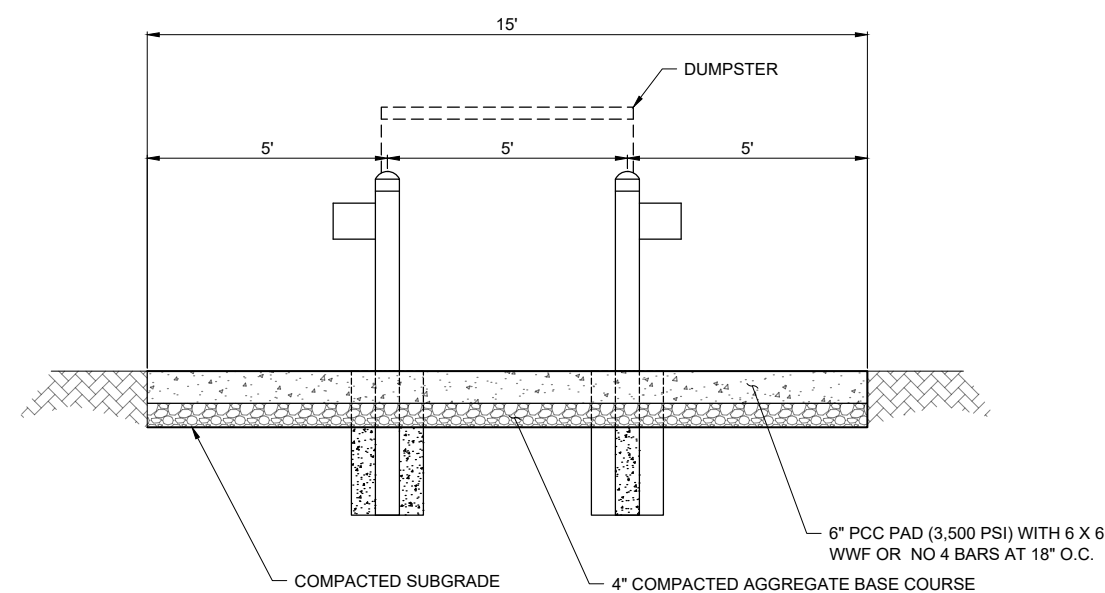
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

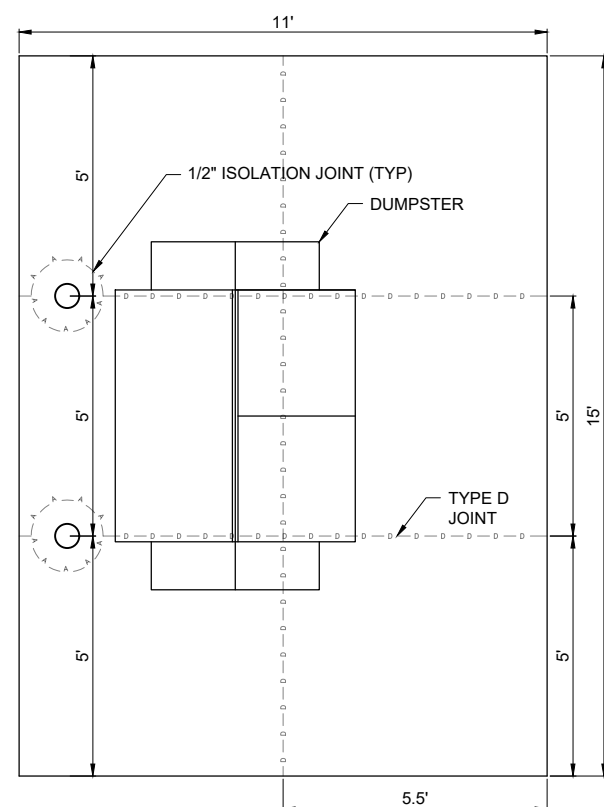
REFUSE DISPOSAL AREA DETAILS



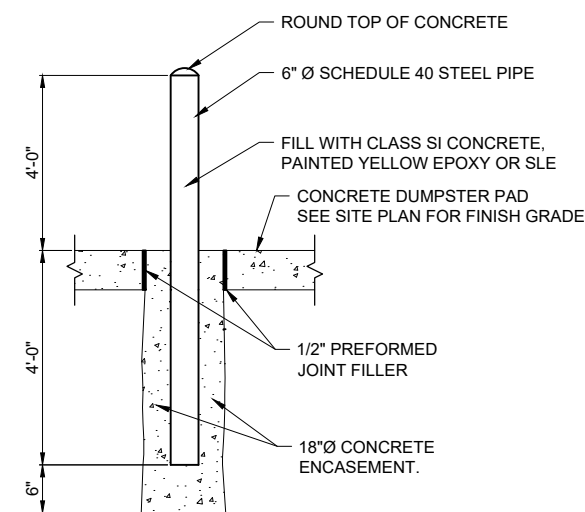
SIDE VIEW



FRONT VIEW



TOP VIEW



BOLLARD DETAIL
NOT TO SCALE



Lindsay Hausman

DATE SIGNED: 1/19/2024 LICENSE EXPIRES: 11/30/2025

RECONSTRUCT AUTO PARKING LOT AND AIRCRAFT HANGAR ACCESS PAVEMENT

IDA No: FOA-4986

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024

PROJECT NO: 22A0007D

CAD FILE: C-502-DTL.DWG

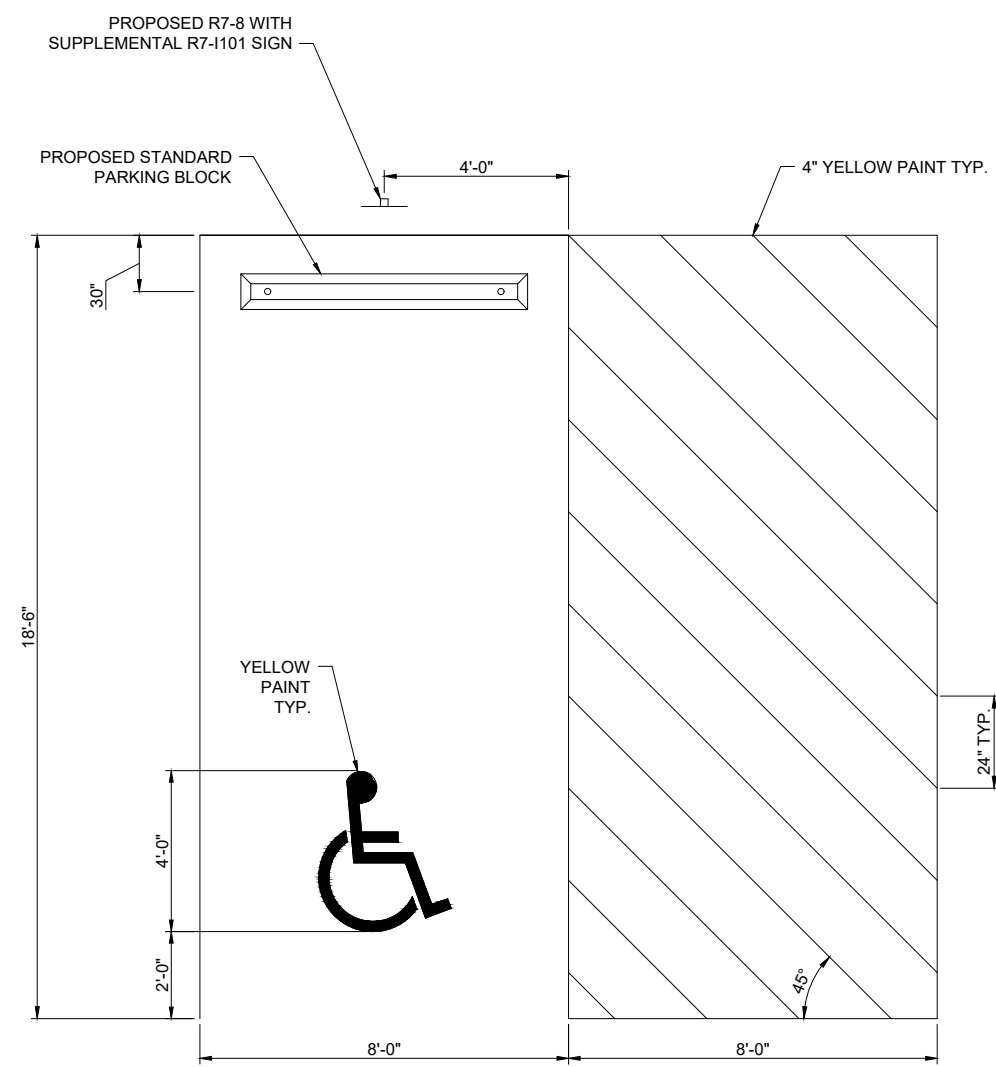
DESIGN BY: MJD 7/28/2023

DRAWN BY: CWS 7/28/2023

REVIEWED BY: LDH 1/19/2024

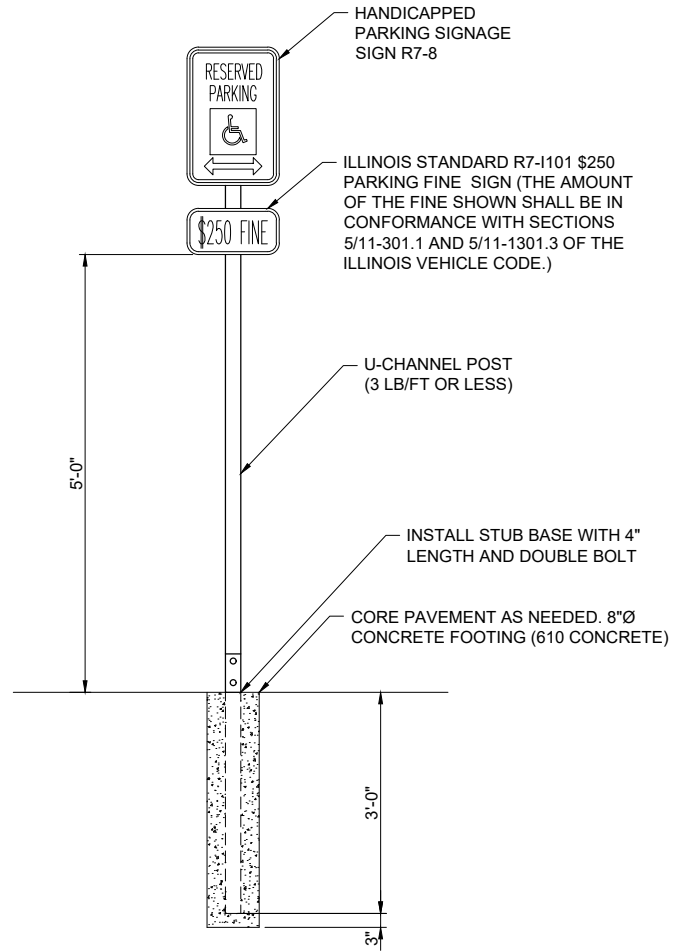
SHEET TITLE

PROPOSED MARKING AND SIGN DETAILS



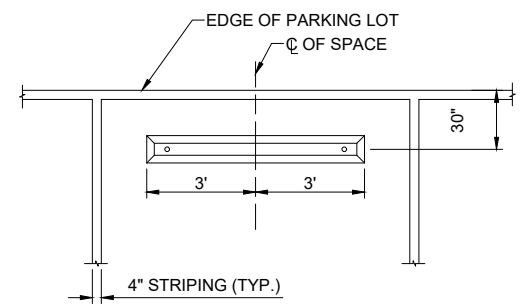
TYPICAL HANDICAPPED PARKING SPACE PAINT STRIPING

NOTE: CENTER SYMBOL AND PARKING BLOCK HORIZONTALLY IN STALL.



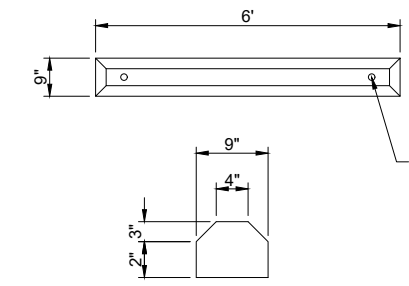
TYPICAL SIGNAGE DETAIL

NOT TO SCALE



PARKING BLOCK LAYOUT

NOT TO SCALE



STANDARD PRE-CAST PARKING BLOCK

NOT TO SCALE

NOTES: A FUNCTIONAL EQUIVALENT OF THE STANDARD PARKING BLOCK MAY BE USED IF APPROVED BY THE ENGINEER AND AIRPORT MANAGER PRIOR TO INSTALLATION.

THE PARKING BLOCK SHALL BE INSTALLED WITH A MIN OF TWO PINS AT EACH END WITH A MIN EMBEDMENT OF 15" AND BE PAINTED YELLOW.

JAN 19, 2024 2:25 PM DUDAS01044
I:\22\JOBS\22A0007D\CAD\AIRPORT\SHHEET\C-502-DTL.DWG

FOR BID



DATE SIGNED: 1/19/2024 LICENSE EXPIRES: 11/30/2025

**RECONSTRUCT AUTO
PARKING LOT AND
AIRCRAFT HANGAR
ACCESS PAVEMENT**

IDA No: FOA-4986

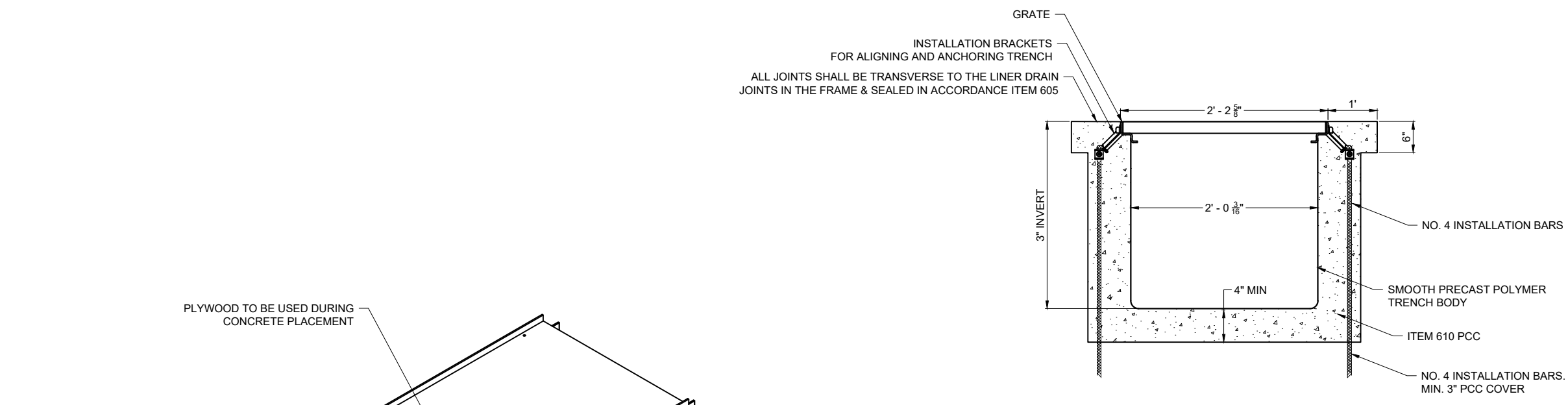
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 19, 2024

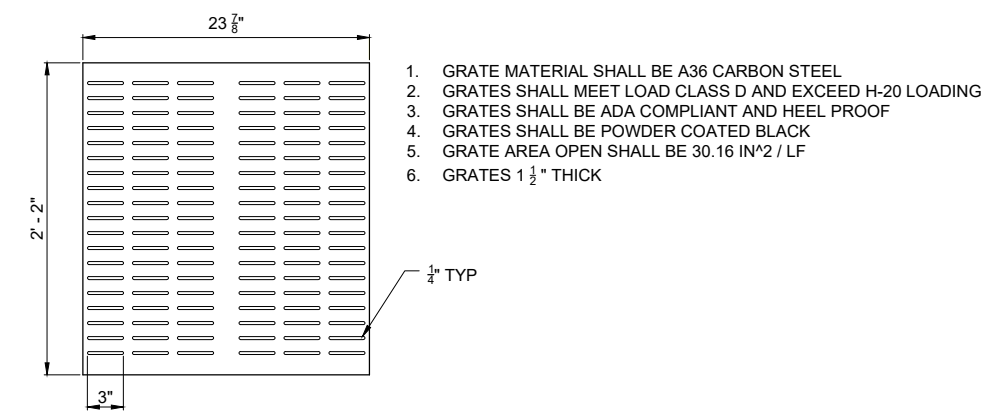
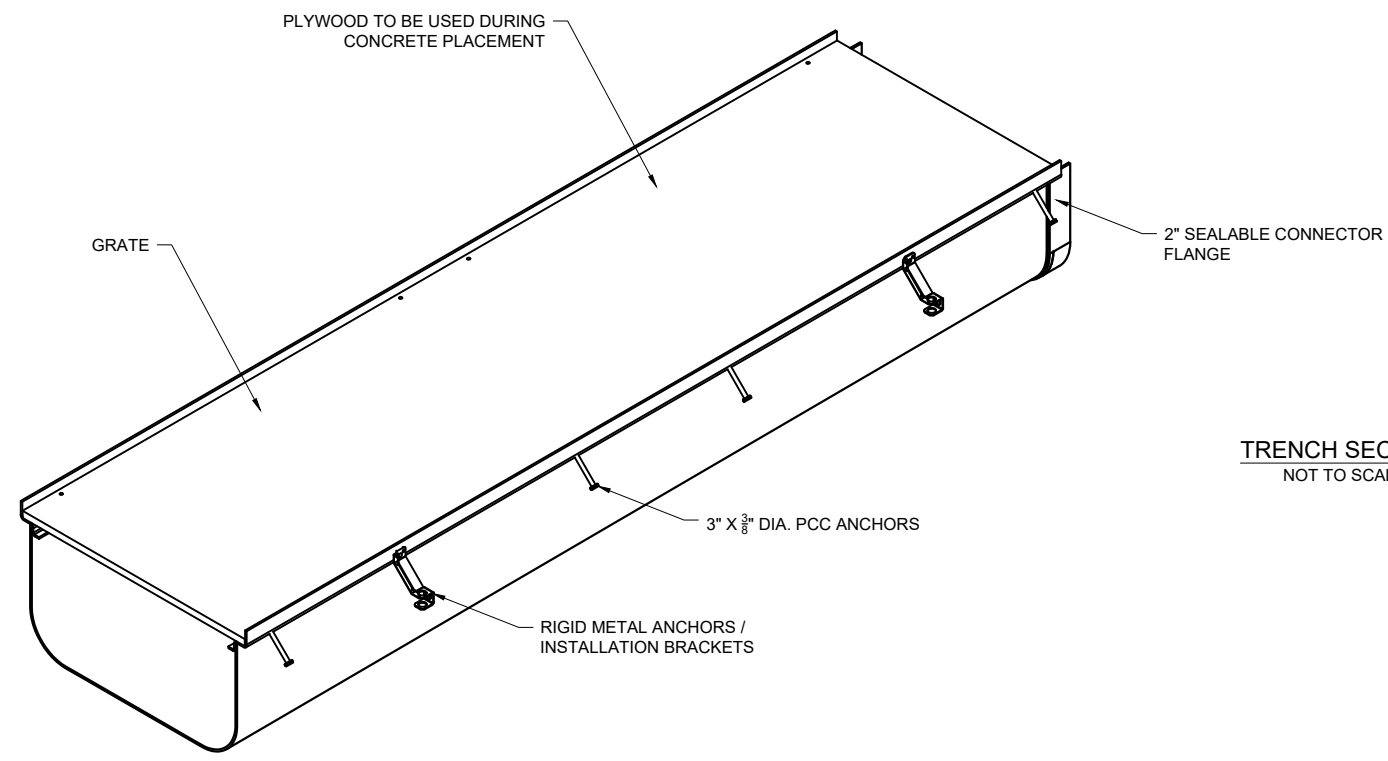
PROJECT NO: 22A0007D
CAD FILE: C-503-DRN.DWG
DESIGN BY: MJD 7/28/2023
DRAWN BY: CWS 7/28/2023
REVIEWED BY: LDH 1/19/2024

SHEET TITLE

**TRENCH DRAIN
DETAILS**



1. TRENCH DRAIN SHALL BE FROM DURA TRENCH, TRENCH DRAIN SYSTEMS (TDS), OR APPROVED EQUAL.
2. SLOPE SHALL BE 0.5%
3. TRENCH DRAIN MUST BE 1/8" BELOW CONCRETE GRADE
4. THE TRENCH DRAIN WILL BE CAPPED ON ONE END AND FITTED WITH A 3" SDR 35 PIPE (INCIDENTAL) ON ONE END TO DRAIN INTO A GRASS SWALE.



1. GRATE MATERIAL SHALL BE A36 CARBON STEEL
2. GRATES SHALL MEET LOAD CLASS D AND EXCEED H-20 LOADING
3. GRATES SHALL BE ADA COMPLIANT AND HEEL PROOF
4. GRATES SHALL BE POWDER COATED BLACK
5. GRATE AREA OPEN SHALL BE 30.16 IN² / LF
6. GRATES 1 1/2" THICK

