

CONSTRUCTION PLANS FOR SPARTA COMMUNITY AIRPORT

SPARTA, IL

IL PROJ. SAR-4583
SBG PROJ. NO: 3-17-SBGP-99/105/111/120/133/139/144

MILL AND OVERLAY EXISTING T-HANGAR SITE TAXILANES;
CONSTRUCT NEW T-HANGAR BUILDING AND NEW TAXIWAY
APPROACHES; REHABILITATE HANGAR 1: REPAINT HANGAR
ROOF, EXTERIOR WALLS, & UPGRADE WIRING

811 Know what's below.
Call before you dig. COMMON GROUND ALLIANCE
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Phone: 811

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL 911 IN THE EVENT IN WHICH DAMAGE RESULTS IN THE RELEASE OF NATURAL GAS.

DESIGN INFORMATION

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

MAXIMUM EQUIPMENT HEIGHT = 75'
GROUND FREQUENCY 123.075

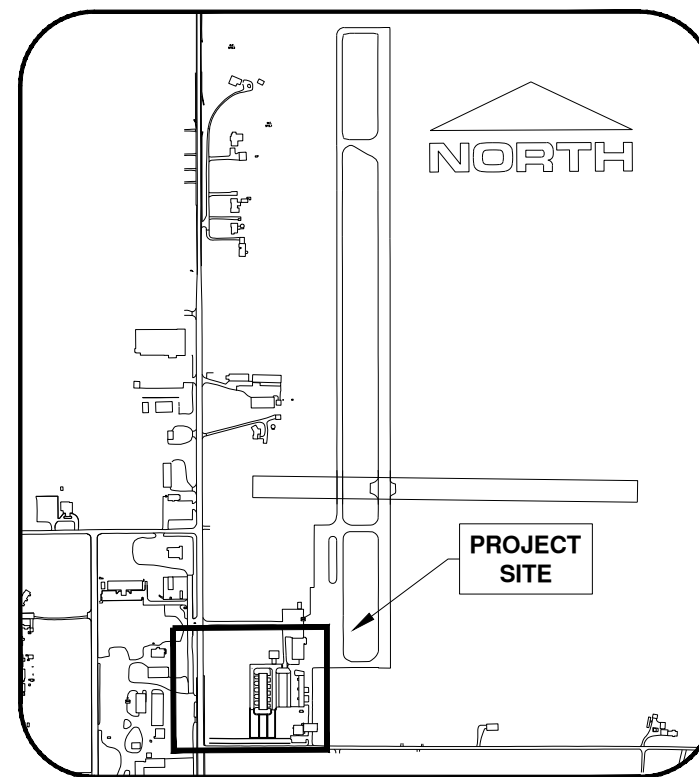
SPARTA COMMUNITY AIRPORT

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

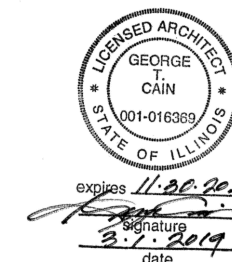
MARCH 1, 2019



LOCATION MAP



SITE PLAN



SPARTA COMMUNITY AIRPORT AUTHORITY
HUNTER FIELD
SPARTA, ILLINOIS
APPROVED *[Signature]* Scott Margenau, Manager
DATE 3-3-2019



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

SUBMITTED BY *[Signature]*
DATE March 1, 2019

CMT JOB NUMBER: 1641203

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| SUMMARY OF QUANTITIES | | | |
|-----------------------|--------------------------------------|----------|------|
| ITEM | DESCRIPTION | QUANTITY | UNIT |
| AR108020 | 1/C #2/0 600V UG CABLE | 290 | LF |
| AR108040 | 1/C #4/0 600V UG CABLE | 730 | LF |
| AR108082 | 1/C #2 XLP-USE | 823 | LF |
| AR108752 | 1/C #2 GROUND | 280 | LF |
| AR108756 | 1/C #6 GROUND | 274 | LF |
| AR109210 | VAULT MODIFICATIONS | 1 | LS |
| AR109924 | REPLACE ELECTRICAL SERVICES | 1 | LS |
| AR110202 | 2" PVC DUCT, DIRECT BURY | 485 | LF |
| AR110204 | 4" PVC DUCT, DIRECT BURY | 486 | LF |
| AR110214 | 4" STEEL DUCT, DIRECT BURY | 34 | LF |
| AR110600 | CONCRETE UTILITY PAD | 1 | EA |
| AR150550 | CONSTRUCTION ACCESS | 1 | LS |
| AR152410 | UNCLASSIFIED EXCAVATION | 2,400 | CY |
| AR156510 | SILT FENCE | 500 | LF |
| AR156520 | INLET PROTECTION | 3 | EA |
| AR161900 | REMOVE CLASS C FENCE | 326 | LF |
| AR162506 | CLASS E FENCE 6" | 388 | LF |
| AR162900 | REMOVE CLASS E FENCE | 80 | LF |
| AR209606 | CRUSHED AGG. BASE COURSE - 6" | 2,300 | SY |
| AR401610 | BITUMINOUS SURFACE COURSE | 726 | TON |
| AR401650 | BITUMINOUS PAVEMENT MILLING | 1,970 | SY |
| AR401921 | REMOVE PAVEMENT | 31 | SY |
| AR602510 | BITUMINOUS PRIME COAT | 1,090 | GAL |
| AR603510 | BITUMINOUS TACK COAT | 730 | GAL |
| AR620520 | PAVEMENT MARKING - WATERBORNE | 1,167 | SF |
| AR701512 | 12" RCP, CLASS IV | 444 | LF |
| AR701900 | REMOVE PIPE | 64 | LF |
| AR705524 | 4" PERFORATED UNDERDRAIN W/SOCK | 352 | LF |
| AR705544 | 4" NON PERFORATED UNDERDRAIN | 48 | LF |
| AR705640 | UNDERDRAIN CLEANOUT | 4 | EA |
| AR705645 | UNDERDRAIN CONNECTION | 6 | EA |
| AR751411 | INLET - TYPE A | 1 | EA |
| AR751530 | MANHOLE | 3 | EA |
| AR752412 | PRECAST REINFORCED CONC. 12" FES | 1 | EA |
| AR752900 | REMOVE END SECTION | 2 | EA |
| AR751961 | REPAIR INLET | 1 | EA |
| AR800216 | SINKHOLE MITIGATION | 1 | LS |
| AR800252* | T-HANGAR BUILDING 6-UNIT* | 1 | EA |
| AR800256* | EXTERIOR PAINTING (6000 SF) | 1 | LS |
| AR800259* | ELECTRICAL REMOVALS AND INSTALLATION | 1 | LS |
| AR800260* | STRUCTURAL REPAIRS | 1 | LS |
| AR800262* | METAL ROOF COATING SYSTEM (8000 SF) | 1 | LS |
| AR901510 | SEEDING | 2.5 | AC |
| AR908510 | MULCHING | 2.5 | AC |
| AR908525 | KNITTED STRAW MAT | 415 | SY |

* = SPECIALTY ITEM

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
|------|------|-------------|
| | | |
| | | |
| | | |

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GI002.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

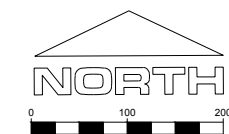
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SHEET TITLE

INDEX TO SHEETS &
SUMMARY OF
QUANTITIES



MARCH 1, 2019

**REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1**

OWNER


**SPARTA COMMUNITY AIRPORT
SPARTA, IL**

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

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DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

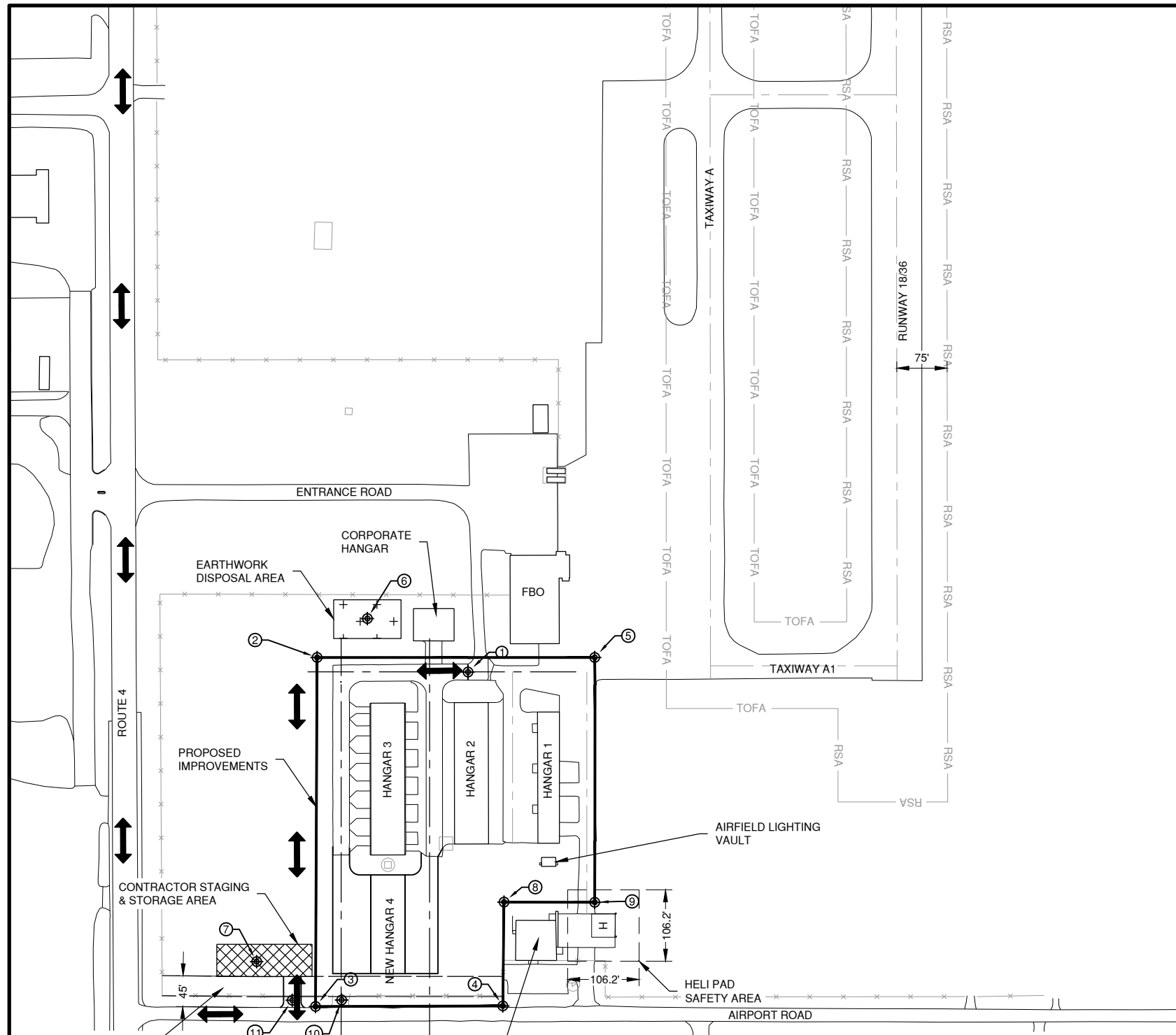
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SHEET TITLE

SITE PLAN
GI003
 SHEET **3** OF **51**

1. MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS, EXCEPT WHEN UNDER THE CONTROL OF A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES:
 - A. 75' FROM THE CENTERLINE OF 9/27 WHEN ACTIVE.
 - B. 75' FROM THE CENTERLINE OF 18/36 WHEN ACTIVE.
 - C. 65.5' FROM THE CENTER OF AN ACTIVE TAXIWAY.
 - D. 57.5' FROM THE CENTER OF AN ACTIVE TAXILANE.
 - E. 53.1' SQUARE OFFSET FROM THE CENTER OF AN ACTIVE HELI-PAD
- COSTS FOR PROVIDING THE FLAGMAN AND RADIO EQUIPMENT SHALL BE INCIDENTAL TO THE CONTRACT.
2. CONSTRUCTION TRAFFIC SHALL BE RESTRICTED TO DESIGNATED HAUL ROADS. THE CONTRACTOR SHALL NOT ACCESS EXISTING AIRFIELD PAVEMENTS TO GAIN ACCESS TO THE CONSTRUCTION SITE.
3. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
4. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN AT A HEIGHT LESS THAN 25'
5. BROKEN CONCRETE, BITUMINOUS MATERIALS, AND MISCELLANEOUS WASTE SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
6. ALL PAVEMENTS, DRIVES, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
7. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT.
8. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
9. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN IN THE CONSTRUCTION ACTIVITY PLAN.
 - B. THE CONTRACTOR SHALL ACCESS THE SITE OFF OF AIRPORT ROAD. THE CONTRACTOR SHALL CONTACT LOCAL AUTHORITIES WHEN ESTABLISHING THIS CONSTRUCTION ENTRANCE AND ENSURE THAT ALL SIGNAGE IS IN PLACE PER THEIR DIRECTION AND ALL PERMITS (IF NEEDED) ARE IN PLACE. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T..
 - C. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - D. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - E. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRSPACE SURFACES, OR RUNWAY AND TAXIWAY OBJECT FREE OR SAFETY AREAS.
 - F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.


CRITICAL POINT TABLE

| POINT | LATITUDE | LONGITUDE | GROUND ELEVATION | OBSTRUCTION HEIGHT | ABOVE GROUND ELEVATION |
|-------|-----------------|-----------------|------------------|--------------------|------------------------|
| 1 | N38° 08' 40.03" | W89° 42' 06.21" | 528' | 25' | 553' |
| 2 | N38° 08' 40.25" | W89° 42' 09.03" | 528' | 25' | 553' |
| 3 | N38° 08' 35.11" | W89° 42' 09.09" | 528' | 25' | 553' |
| 4 | N38° 08' 35.11" | W89° 42' 05.60" | 528' | 25' | 553' |
| 5 | N38° 08' 40.23" | W89° 42' 03.85" | 528' | 25' | 553' |
| 6 | N38° 08' 40.82" | W89° 42' 08.09" | 526' | 25' | 551' |
| 7 | N38° 08' 35.78" | W89° 42' 10.18" | 531' | 25' | 556' |
| 8 | N38° 08' 36.64" | W89° 42' 05.57" | 524' | 25' | 549' |
| 9 | N38° 08' 36.63" | W89° 42' 03.87" | 525' | 25' | 550' |
| 10 | N38° 08' 35.21" | W89° 42' 08.60" | 528' | 25' | 553' |
| 11 | N38° 08' 35.21" | W89° 42' 09.52" | 531' | 25' | 556' |

LEGEND

- RSA ——— RUNWAY SAFETY AREA
- TOFA ——— TAXIWAY OBJECT FREE AREA
- ↔ CONTRACTOR'S ACCESS
- ▨ CONTRACTOR'S STAGING & STORAGE AREA
- ⊕ ⊕ ⊕ EARTHWORK DISPOSAL AREA
- ▭ AREA OF CONSTRUCTION
- ~~~~~ CROPLINE

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 AIR & GROUND TRAFFIC & UNICOM 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."
- BROKEN OR WASTE CONCRETE AND ASPHALT IN EXCESS OF WHAT IS TO BE INCORPORATED INTO THE PROJECT 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 65.5' (ADG II - OFA) FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 75' 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.
- 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 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 SUPPLY THE AIRPORT MANAGER WITH PROPOSED CLOSURE AND PHASING DATES FOR THEIR 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 CHECKED 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.
- IF DURING THE CONSTRUCTION OPERATIONS NOTICEABLE DESTRUCTION TO THE SUBBASE OCCURS AFTER MILLING, CORRECTIVE ACTION SHALL BE TAKEN TO MITIGATE THE ISSUE. CONTRACTOR MAY BE REQUIRED TO REDUCE FULLY LOADED DELIVERY TRUCKS TO LIMIT DAMAGE PER SECTION 50-12.

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, 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.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS TO NOT DISTURB AGRICULTURAL AREAS OR VIOLATE THE PART 77 APPROACH AND PRIMARY SURFACES.
 - 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.
- AN AREA WILL BE PROVIDED BY THE AIRPORT TO THE CONTRACTOR AS THE STAGING, STORAGE AND EMPLOYEE PARKING SITE, AT THE LOCATION SHOWN.
- A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER & AIRPORT MANAGER.
- THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER

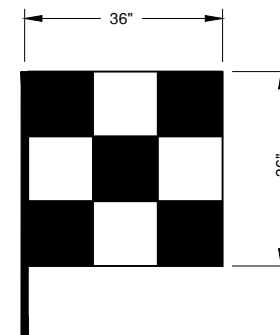


SPARTA COMMUNITY AIRPORT
SPARTA, IL

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.



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

GROUND CONTROL FREQUENCY 123.075 MHZ

MAXIMUM EQUIPMENT HEIGHT 75 FEET

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GI004.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

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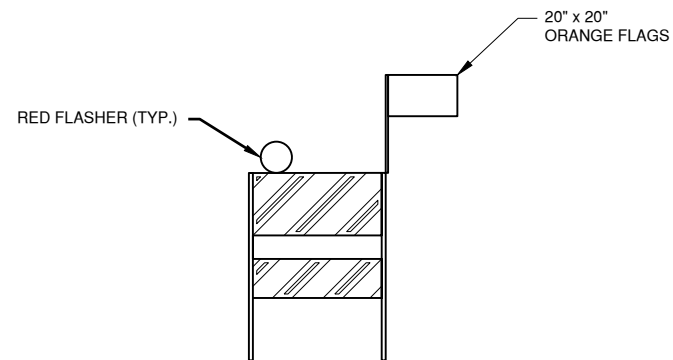
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SHEET TITLE

GENERAL NOTES

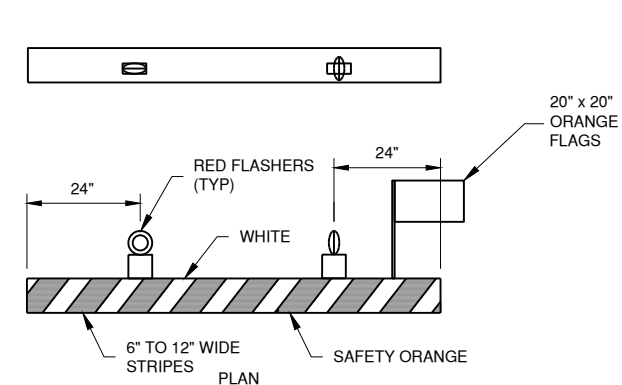
GC004

SHEET 4 OF 51



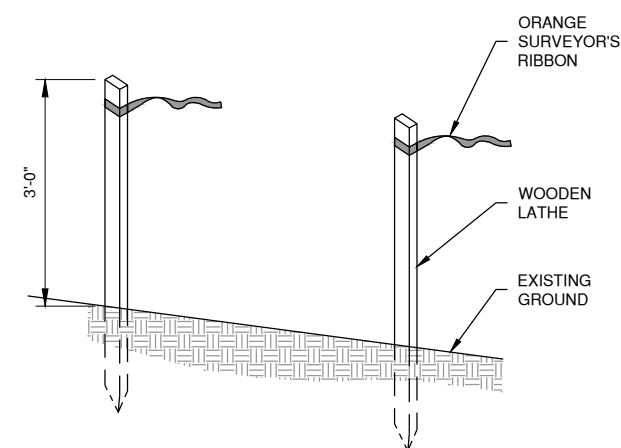
FLASHER BARRICADE DETAIL-IDOT TYPE 1

N.T.S.



LOW PROFILE LIGHTED BARRICADE

NTS



CONSTRUCTION SETBACK LINE DETAIL

N.T.S.

FLASHER BARRICADE NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT 15' INTERVALS.

GENERAL NOTES

1. ALL CONSTRUCTION BARRICADES SHALL BE IN PLACE PRIOR TO INITIATING WORK.
2. THE CONTRACTOR SHALL GIVE THE AIRPORT A MINIMUM 10 DAYS NOTIFICATION PRIOR TO THE INITIATION OF THE WORK.
3. THE CONTRACTOR SHALL MAINTAIN ALL MINIMUM DISTANCES SHOWN IN THE CONSTRUCTION ACTIVITY PLANS OR AS REQUIRED FOR THE CRITICAL OPERATING AIRCRAFT THROUGH THESE AREAS.
4. ALL COSTS TO FURNISH, INSTALL, AND MAINTAIN THE CONSTRUCTION SET BACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT AND WILL NOT BE MEASURED FOR PAYMENT.
5. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.

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.

CONSTRUCTION SETBACK LINE NOTES

1. CONSTRUCTION SETBACK LINE SHALL BE INSTALLED WHERE SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.
2. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

SEQUENCE OF CONSTRUCTION NOTES

THE GENERAL PROGRESSION OF THE WORK SHALL BE AS FOLLOWS:

1. SUBMIT EQUIPMENT AND BUILDING SHOP, PLAN AND WORKING DRAWINGS FOR REVIEW. INCLUDE WITH THE SUBMITTALS ALL BUY AMERICAN CERTIFICATIONS FOR ALL MATERIALS.
2. 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. AN AREA HAS ALSO BEEN DESIGNATED ON PLAN SHEET GC103 - CONSTRUCTION ACTIVITY PLAN PHASE 3 WHERE EQUIPMENT GREATER THAN 75' IN HEIGHT SHALL NOT BE UTILIZED. EQUIPMENT OVER 25' IN HEIGHT ARE NOT ALLOWED TO VENTURE OUTSIDE OF THE DESIGNATED 75' HIGH TOLERANCE AREA.
3. 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 TAXIWAY CLOSURES AND WHAT PHASES WILL BE WORKED IN DURING THAT CLOSURE.
4. SUBMIT PRELIMINARY MATERIALS CERTIFICATIONS INCLUDING BUY AMERICAN CERTIFICATIONS AND WAIVER REQUEST FOR MATERIALS THAT DO NOT MEET THE CONTRACT REQUIREMENTS PRIOR TO NOTICE TO PROCEED REQUEST AND BEING ISSUED.
5. 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.
6. UPON COMPLETION OF ALL PHASES, THE CONTRACTOR SHALL REQUEST A FINAL INSPECTION OF THE PROJECT.

APRON / TAXIWAY OBJECT FREE AREAS

1. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE TAXIWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A PERSON IN RADIO CONTACT WITH THE AIR GROUND, & UNICOM.
2. NO EQUIPMENT, OPEN TRENCHES OR EXCAVATIONS SHALL REMAIN INSIDE THE TAXIWAY OBJECT FREE AREAS AFTER WORKING HOURS.

RUNWAY SAFETY AREAS

1. EQUIPMENT OR PERSONNEL SHALL REMAIN CLEAR OF THE RUNWAY PAVEMENTS AT ALL TIMES UNLESS INSTRUCTED BY A PERSON IN RADIO CONTACT WITH THE AIR GROUND, & UNICOM.
2. NO EQUIPMENT, STOCKPILES OR EXCAVATIONS SHALL REMAIN INSIDE THE RUNWAY SAFETY AREAS AFTER WORKING HOURS.

HELI-PAD SAFETY AREAS

1. WORK IN THE HELI-PAD SAFETY AREA SHALL REQUIRE THE HELI-PAD TO BE CLOSED. WORK WITHIN THE HELI-PAD SAFETY AREAS WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
2. THE HELI-PAD SHALL BE CLOSED PRIOR TO WORKING WITHIN THE HELI-PAD SAFETY.

TAXILANE OBJECT FREE AREAS

1. WORK IN THE TAXILANE OBJECT FREE AREAS SHALL REQUIRE THE TAXILANE TO BE CLOSED. WORK WITHIN THE TAXILANE OBJECT FREE AREAS WILL BE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLANS.
2. THE TAXILANE SHALL BE CLOSED WITH BARRICADES AT 15' MAXIMUM SPACING PRIOR TO WORKING WITHIN THE TAXILANE OFA.



License No. 184-000613
CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER



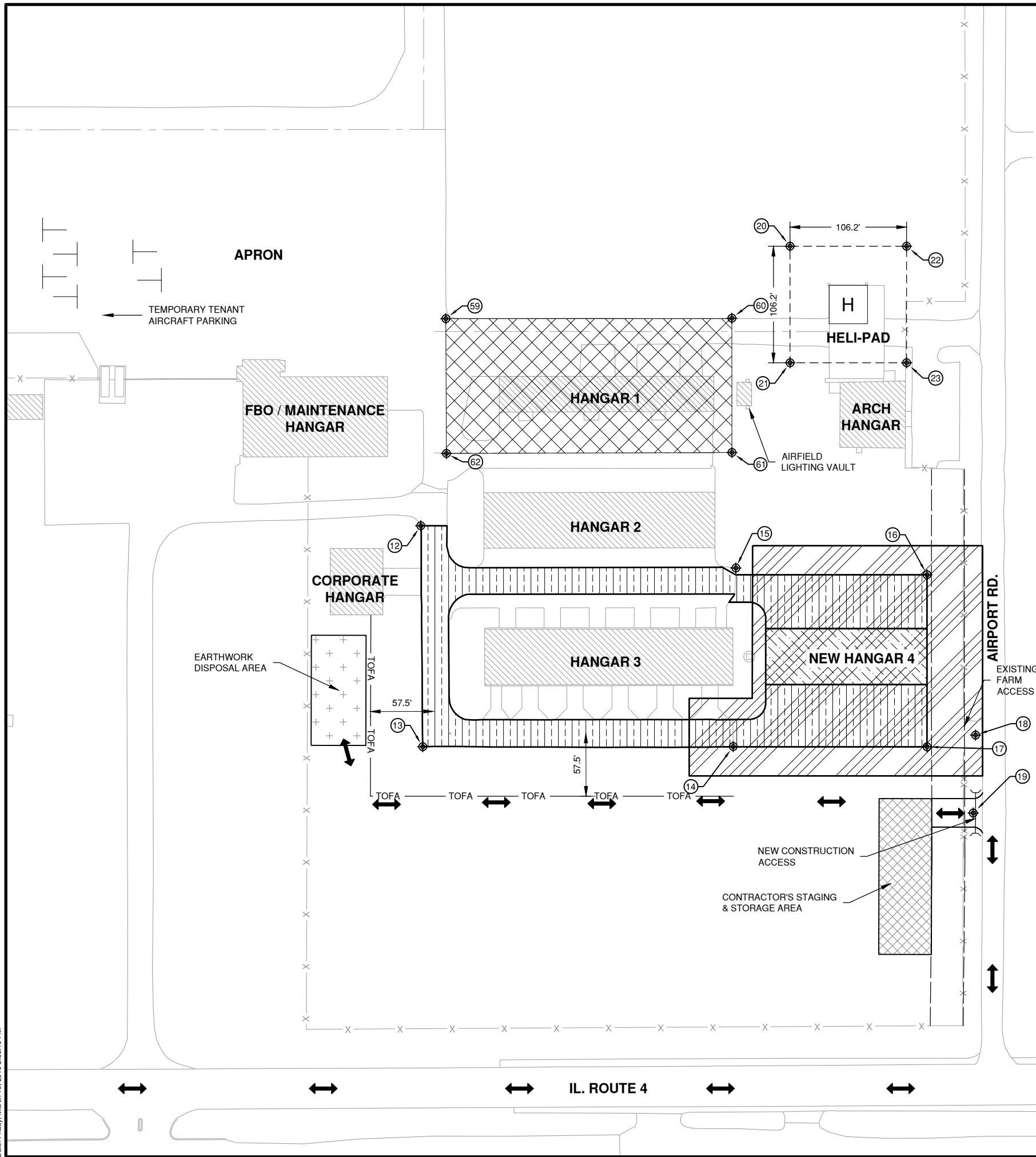
SPARTA COMMUNITY AIRPORT
SPARTA, IL

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| AIP PROJ. NO: 3-17-SBGP-111/120/133/139 | | |
| IL PROJ. NO. SAR-4583 | | |
| CMT PROJECT NO: 1641203 | | |
| CAD DWG FILE: SAR4583-1641203-GC001.DWG | | |
| DESIGNED BY: NEF | | |
| DRAWN BY: DPA | | |
| CHECKED BY: CBG | | |
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CONSTRUCTION ACTIVITY NOTES & DETAILS

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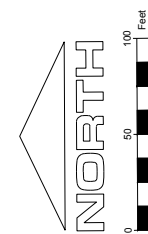


PHASING NOTES

1. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN THE AREA DURING HAULING OPERATIONS.
2. RUNWAY 18/36 & 9/27 WILL REMAIN OPEN FOR THE DURATION OF THE CONTRACT. ALL TAXIWAYS WILL REMAIN OPEN FOR THE DURATION OF THE CONTRACT.
3. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND SETBACK LINES PRIOR TO STARTING WORK. CONSTRUCTION OPERATIONS SHALL REMAIN CLEAR OF THE CONSTRUCTION SET BACK LINE AT ALL TIMES.
4. THE AIRPORT WILL REQUIRE A MINIMUM 10 CALENDAR DAY NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING THE CLOSURE.
5. THE CONTRACTOR SHALL COORDINATE THE SCHEDULE OF THIS PROJECT CLOSELY WITH OTHER CONTRACTORS ON SITE. IT IS OF PARTICULAR CONCERN THAT CONSTRUCTION SCHEDULING BE COORDINATED WITH THE AIRPORT.
6. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT TO SCHEDULE THE CLOSURE. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY, AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THE CLOSURE.
7. ANY PERSONNEL ON SITE MAY NOT SMOKE OR HAVE ANY OPEN FLAME ON PROJECT LIMITS AT ANYTIME.
8. MAXIMUM HEIGHT OF EQUIPMENT SHALL BE 75 FEET.

LEGEND

- HELI PAD SAFETY AREA
- TOFA --- TAXILANE OBJECT FREE AREA
- X- EXISTING FENCE LINE
- ~ EXISTING CROPLINE
- - - GAS LINE EASEMENT BOUNDARY
- ↔ CONTRACTOR ACCESS
- ⊕ 8 CRITICAL POINT
- [Hatched Box] PHASE 1
- [Vertical Lines Box] PHASE 2
- [Diagonal Lines Box] PHASE 3
- [Cross-hatched Box] PHASE 4



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CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
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| IL PROJ. NO: | SAR-4583 |
| CMT PROJECT NO: | 1641203 |
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**CONSTRUCTION
ACTIVITY PLAN INDEX**

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



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IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

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DESIGNED BY: NEF

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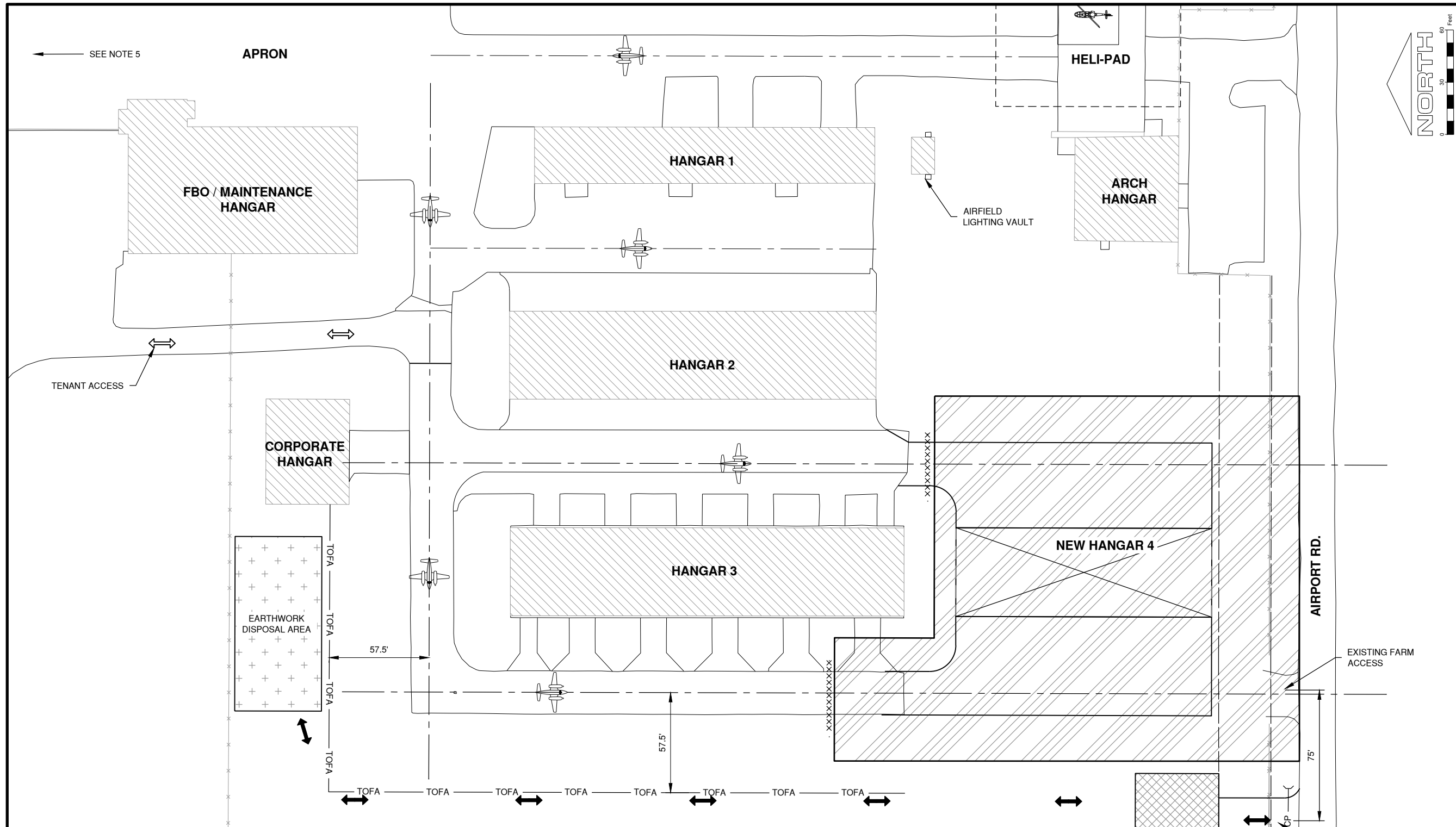
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SHEET TITLE

**CONSTRUCTION
ACTIVITY PLAN
PHASE 1**

GC101
SHEET 7 OF 51



GENERAL PHASING NOTES

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 1.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- TRUCKING WILL ACCESS THIS AND ALL PHASES VIA AIRPORT ROAD.
- ALL EXISTING HANGARS WILL REMAIN ACCESSIBLE TO THEIR TENANTS AT ALL TIMES DURING THIS PHASE BESIDES THE LAST HANGAR BAY ON THE SOUTH WEST CORNER OF HANGAR 3.
- RAMP ACCESS FOR TENANT AIRCRAFT PARKING.
- CONTRACTOR SHALL CONTACT GAS COMPANY TO VERIFY LIMITS OF GAS EASEMENT AND VERIFY CONSTRUCTION RESTRICTIONS.

LEGEND

- xxxxxxx - LOW PROFILE LIGHTED BEAM BARRICADES
- XXXXXXXX BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ↔ CONTRACTOR ACCESS
- ↔ TENANT ACCESS
- ✈ AIRCRAFT ACCESS
- GAS EASEMENT BOUNDARY
- TOFA TAXILANE OBJECT FREE AREA
- HELI PAD SAFETY AREA
-) CP (CORRUGATED PIPE CROSSING
- ▨ PHASE 1 WORK AREA

PHASE 1 NOTES

- REMOVE EXISTING FARM ACCESS AND REPLACE IT 75' DUE WEST AS NEW CONSTRUCTION ACCESS.
- PLACEMENT OF PROPOSED DRAINAGE STRUCTURES & PIPING.
- COMPLETE ALL NECESSARY EARTHWORK.
- CONSTRUCT NEW HANGAR 4 FOUNDATION.
- PLACEMENT OF SUB-GRADE TO BE READY TO RECEIVE BITUMINOUS PAVEMENT.

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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



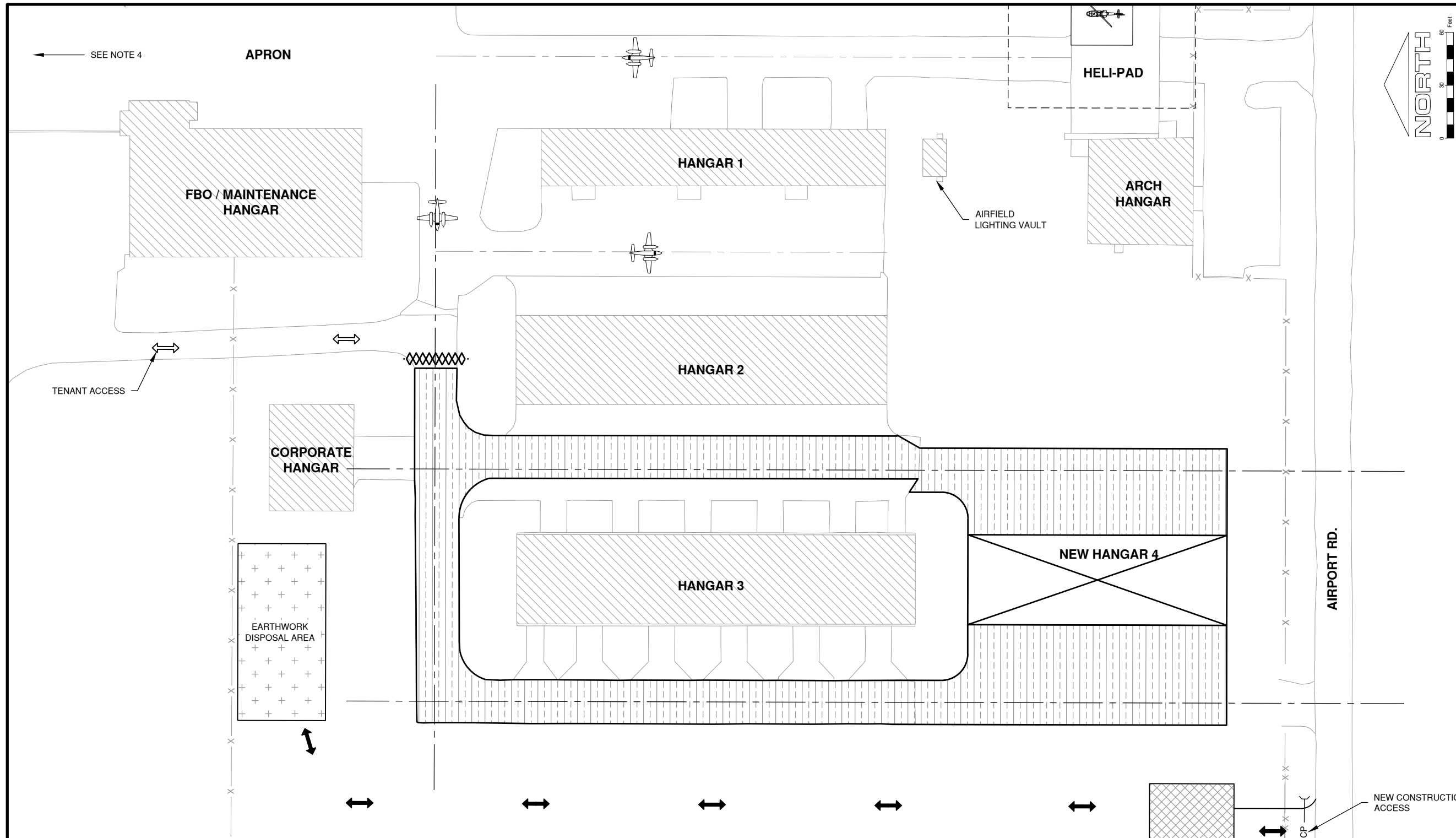
SPARTA COMMUNITY AIRPORT
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN
PHASE 2**

GC102
SHEET 8 OF 51



GENERAL PHASING NOTES

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 5 DAYS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 2.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- TENANTS OF HANGAR 3, THE WEST SIDE OF HANGAR 2, AND THE CORPORATE HANGAR WILL NOT HAVE VEHICULAR ACCESS TO THEIR HANGARS & AIRCRAFT UNTIL PHASE 2 IS COMPLETE.
- RAMP ACCESS FOR TENANT AIRCRAFT PARKING.
- PHASE 2 WORK AREA MUST BE CLOSED TO AIR TRAFFIC PRIOR TO BEGINNING WORK WITHIN THE PHASE LIMITS.

LEGEND

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| xxxxxxx | LOW PROFILE LIGHTED BEAM BARRICADES |
| XXXXXXXX | BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING |
| ↔ | CONTRACTOR ACCESS |
| ↔ | TENANT ACCESS |
| ✈ | AIRCRAFT ACCESS |
| ~~~~~ | CROP LINE |
| - - - - - | HELI PAD SAFETY AREA |
| CP | CORRUGATED PIPE CROSSING |
| [Hatched Area] | PHASE 2 WORK AREA |

PHASE 2 NOTES

- SAW CUT ALL EXISTING EDGES 2" DEPTH.
- MILL 2" OF BITUMINOUS SURFACE FROM DESIGNATED EXISTING PAVEMENT, SEE CP101.
- CLEAN AND APPLY TACK COAT TO MILLED SURFACE AND PRIME COAT TO VIRGIN AGGREGATE.
- PAVE 2" BITUMINOUS BASE COURSE SURROUNDING HANGAR 4.
- PAVE 2" BITUMINOUS SURFACE COURSE THROUGH OUT PHASE 2.

MARCH 1, 2019

 REHAB T-HANGAR TAXILANES,
 CONSTRUCT NEW T-HANGAR &
 PAVEMENT, REHAB HANGAR 1

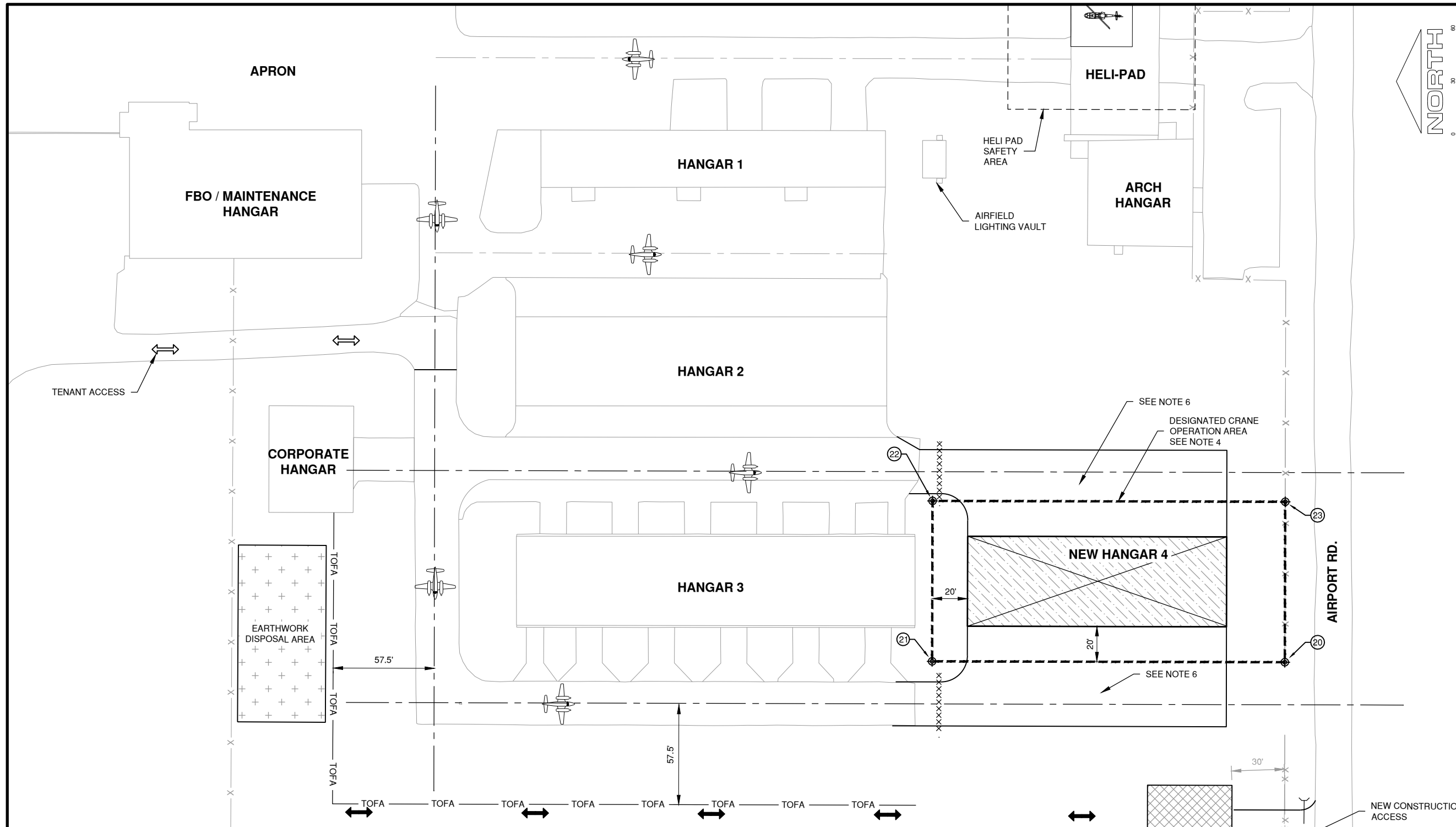
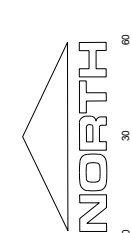
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 SHEET TITLE
**CONSTRUCTION
 ACTIVITY PLAN
 PHASE 3**

 SHEET **9** OF **51**

GENERAL PHASING NOTES

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 3.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- ALL EXISTING HANGARS WILL REMAIN ACCESSIBLE TO THEIR TENANTS AT ALL TIMES DURING THIS PHASE.
- THE CRANE OPERATION AREA IS THE ONLY AREA IN WHICH A CRANE OR ANY OTHER CONSTRUCTION EQUIPMENT THAT WILL EXTEND VERTICALLY GREATER THAN 25' CAN OPERATE THROUGH OUT THE PROJECT.
- MAXIMUM HEIGHT OF EQUIPMENT SHALL BE 75'.
- WHEN USING HEAVY EQUIPMENT ON THE NEW BIT. PAVEMENT SURROUNDING THE NEW HANGAR 4 FOUNDATION PAD TAKE GREAT CARE NOT DAMAGE ITS SURFACE.

LEGEND

| | |
|---------|--|
| xxxxxxx | LOW PROFILE LIGHTED BEAM BARRICADES |
| | BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING |
| | CONTRACTOR ACCESS |
| | TENANT ACCESS |
| | AIRCRAFT ACCESS |
| | TAXIWAY OBJECT FREE AREA |
| | NEW 6" CHAIN LINK FENCE LINE |
| | EXISTING WIRE FENCE LINE |
| | CORRUGATED PIPE CROSSING |
| | PHASE 3 WORK AREA |

PHASE 3 NOTES & CRANE OPERATION CRITICAL POINTS

- CONSTRUCT PROPOSED HANGAR 4.
- CONSTRUCT NEW WIRE FENCE LINE.
- PAVEMENT MARKING.
- SITE CLEAN UP.

CRITICAL POINT TABLE

| POINT | LATITUDE | LONGITUDE | GROUND ELEVATION | OBSTRUCTION HEIGHT | ABOVE GROUND ELEVATION |
|-------|-----------------|-----------------|------------------|--------------------|------------------------|
| 20 | N38° 08' 35.27" | W89° 42' 08.31" | 527' | 75' | 602' |
| 21 | N38° 08' 37.25" | W89° 42' 08.29" | 527' | 75' | 602' |
| 22 | N38° 08' 37.24" | W89° 42' 07.15" | 526' | 75' | 601' |
| 23 | N38° 08' 35.26" | W89° 42' 07.17" | 526' | 75' | 601' |

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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GC104.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CHK

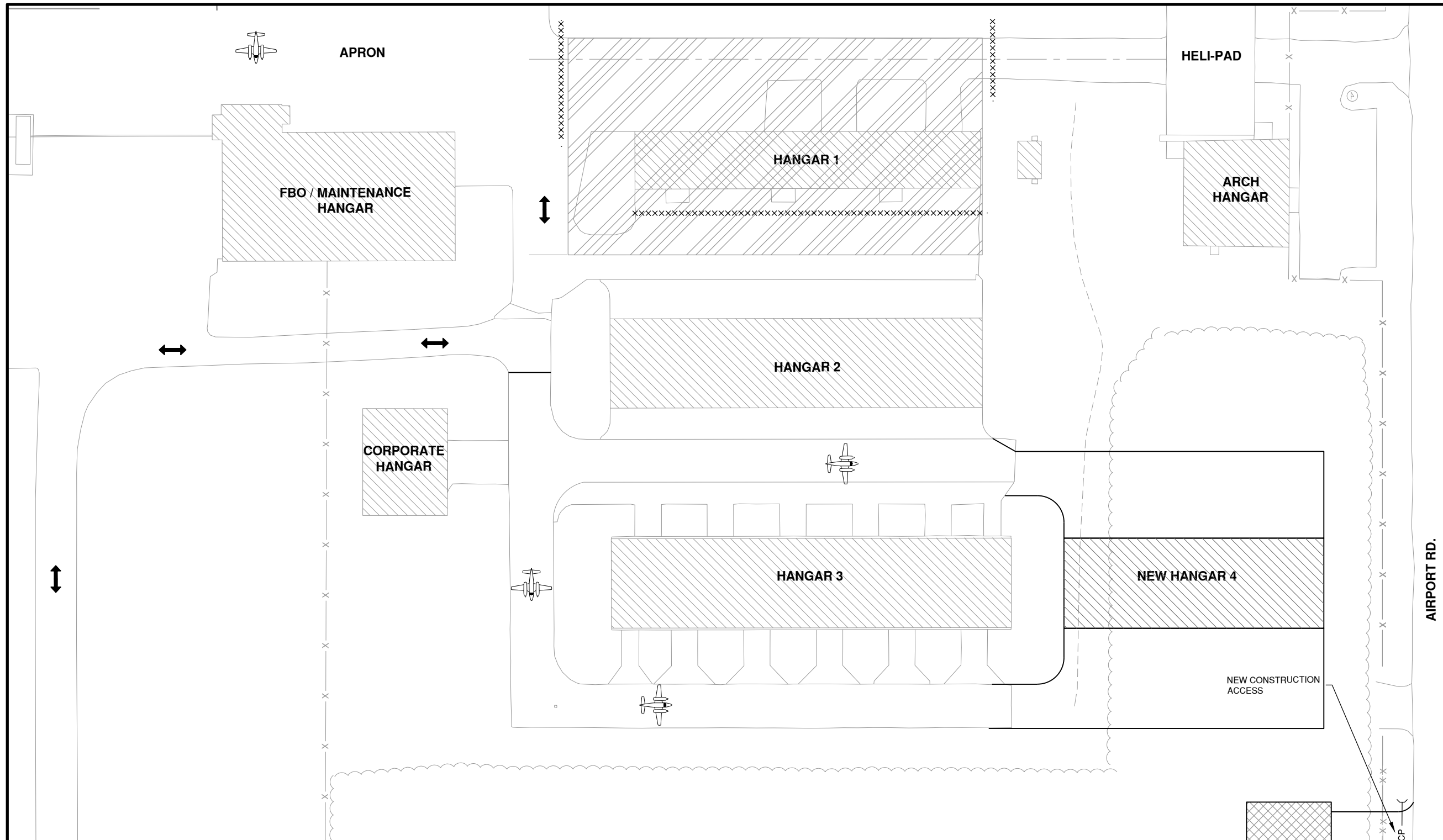
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SHEET TITLE

**CONSTRUCTION
ACTIVITY PLAN PHASE
4**

GC104
SHEET 10 OF 51



GENERAL PHASING NOTES

- CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR THROUGH RESIDENT ENGINEER 72 HOURS PRIOR TO THE INITIATION OF ANY WORK WITHIN PHASE 4.
- ALL WORK AREAS SHALL BE SWEEPED AND CLEANED TO THE SATISFACTION OF THE AIRPORT PRIOR TO REOPENING TO AIRCRAFT OPERATIONS.
- CONSTRUCTION ACTIVITY WILL HAVE A 20' BUFFER AROUND HANGAR 1 WHILE WORKING.
- THE CONTRACTOR MUST USE NECESSARY EQUIPMENT TO MAINTAIN A 30' HEIGHT RESTRICTION WHILE WORKING ON THE HANGAR ROOF.
- THE CONTRACTOR WILL COORDINATE WITH THE AIRPORT TO HAVE TENANT AIRCRAFT MOVE TO THE TEMPORARY PARKING LOCATION 7 DAYS PRIOR TO STARTING.
- ALL CONSTRUCTION TRAFFIC SHALL YIELD TO ANY AIRCRAFT TAXI OPERATION TO HANGAR 2 AND 3.

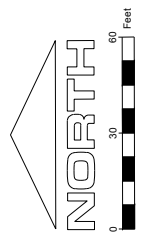
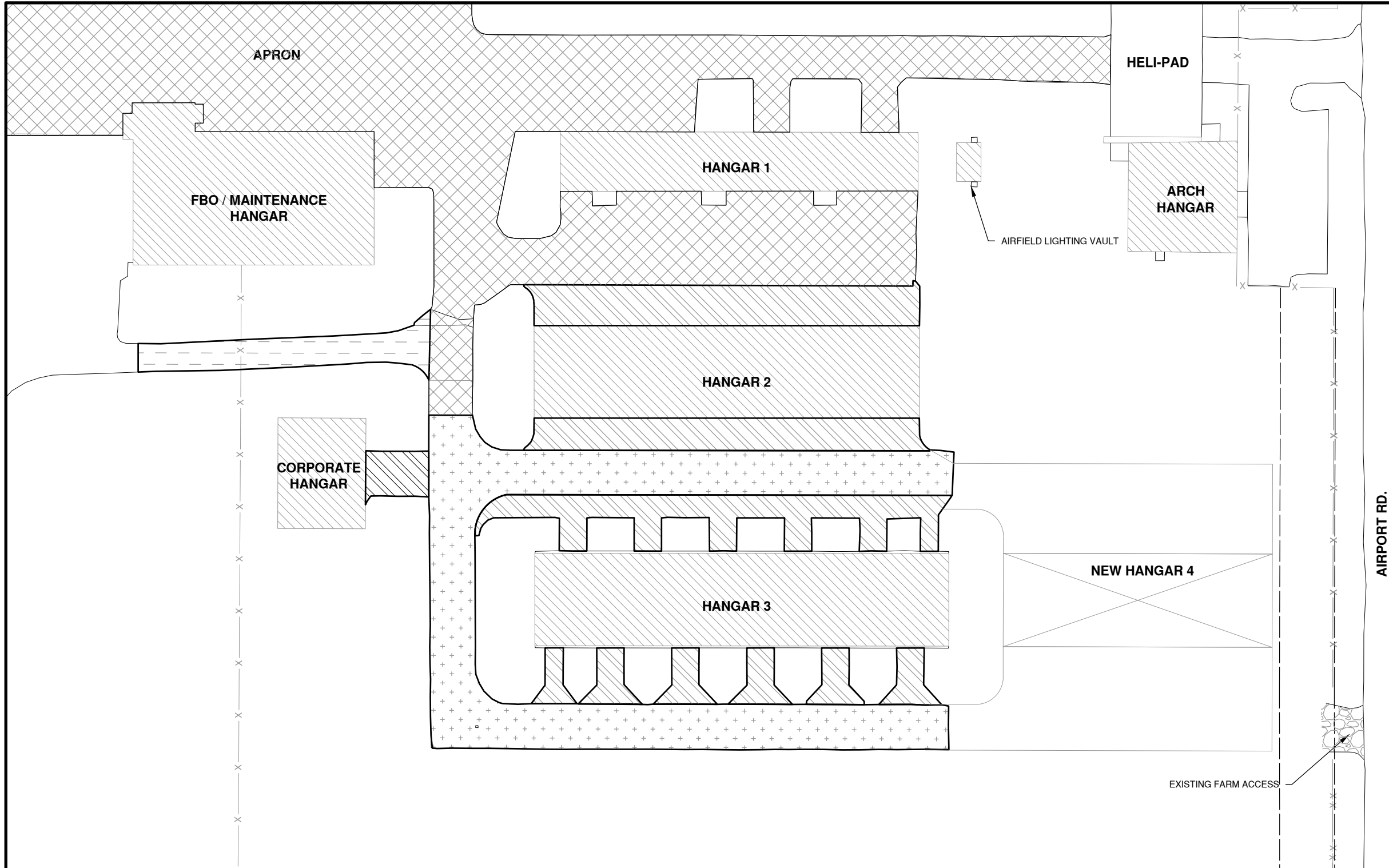
LEGEND

- xxxxxxx - LOW PROFILE LIGHTED BEAM BARRICADES
- XXXXXXXX BARRICADE IDOT TYPE 1 WITH RED LIGHTS AND 20" x 20" RED FLAGS AT 15' SPACING
- ↔ CONTRACTOR ACCESS
- ↔ TENANT ACCESS
- ✈ AIRCRAFT ACCESS
- ~~~~ CROP LINE
- TOFA — TAXILANE OBJECT FREE AREA
- - - HELI PAD SAFETY AREA
-) CP (CORRUGATED PIPE CROSSING
- ▨ PHASE 4 WORK AREA

PHASE 4 NOTES

- INSTALL NEW WIRING IN HANGAR 1
- REPAINT HANGAR 1
- PHASE 4 WORK MAY BE DONE CONCURRENTLY WITH ANOTHER PHASE. CONCURRENT WORK SHALL NOT SLOW OR DELAY WORK EFFORT IN EITHER PHASE LIMITS.

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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
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PAVEMENT, REHAB HANGAR 1




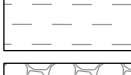



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**EXISTING PAVEMENT
STRUCTURES**

PAVEMENT STRUCTURE LEGEND

-  4" BIT. SURFACE COURSE
6" CRUSHED AGGREGATE BASE COURSE
12" LIME TREATED SUBGRADE
-  6" PCC PAVEMENT
12" AGGREGATE BASE COURSE
-  6" BIT. SURFACE COURSE
12" DENSE GRADED CRUSHED AGGREGATE
-  3" BIT. SURFACE COURSE
6" DENSE GRADED CRUSHED AGGREGATE
-  COMPACTED GRAVEL/DIRT

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REHAB T-HANGAR TAXILANES,
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PAVEMENT, REHAB HANGAR 1

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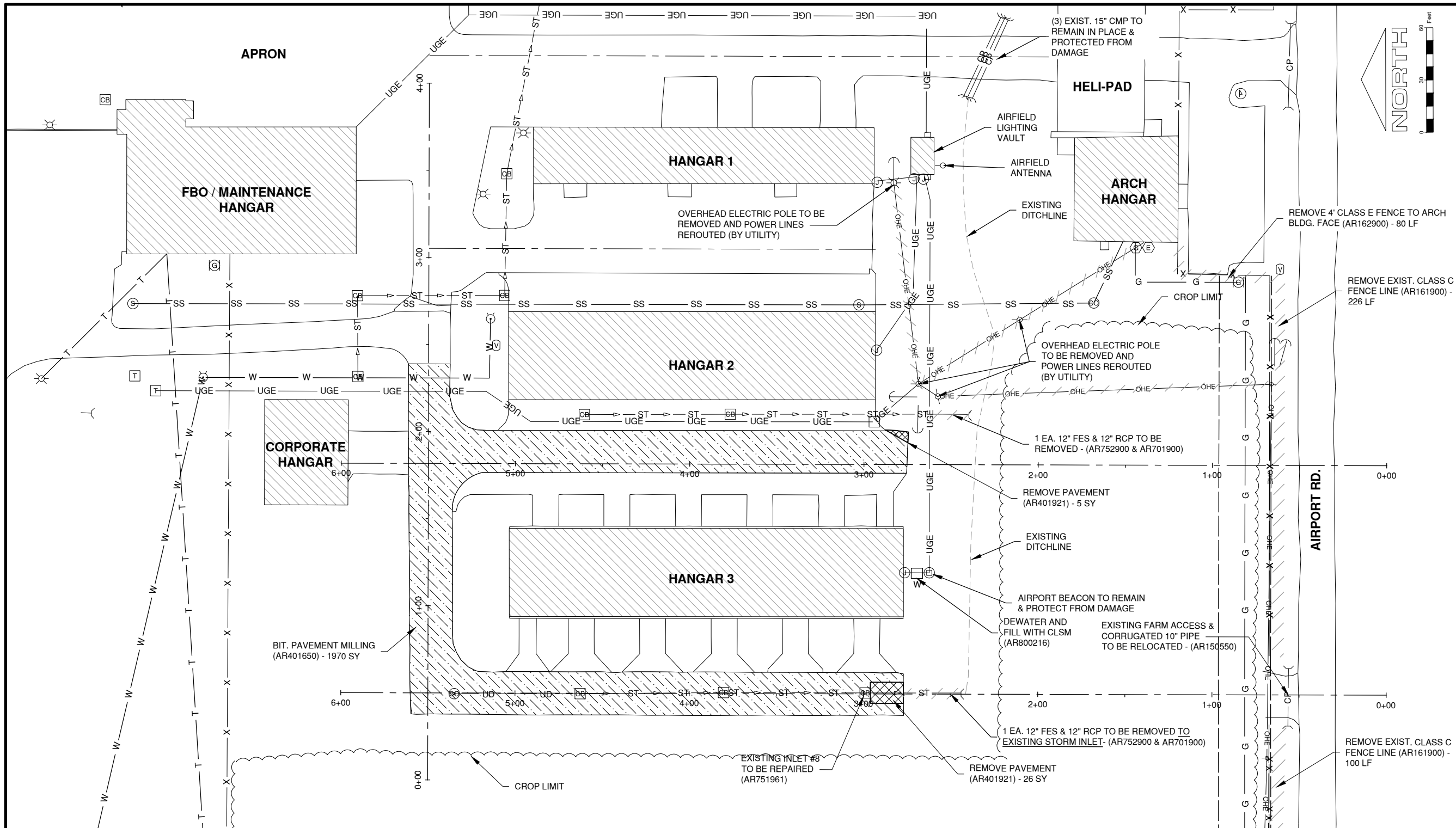
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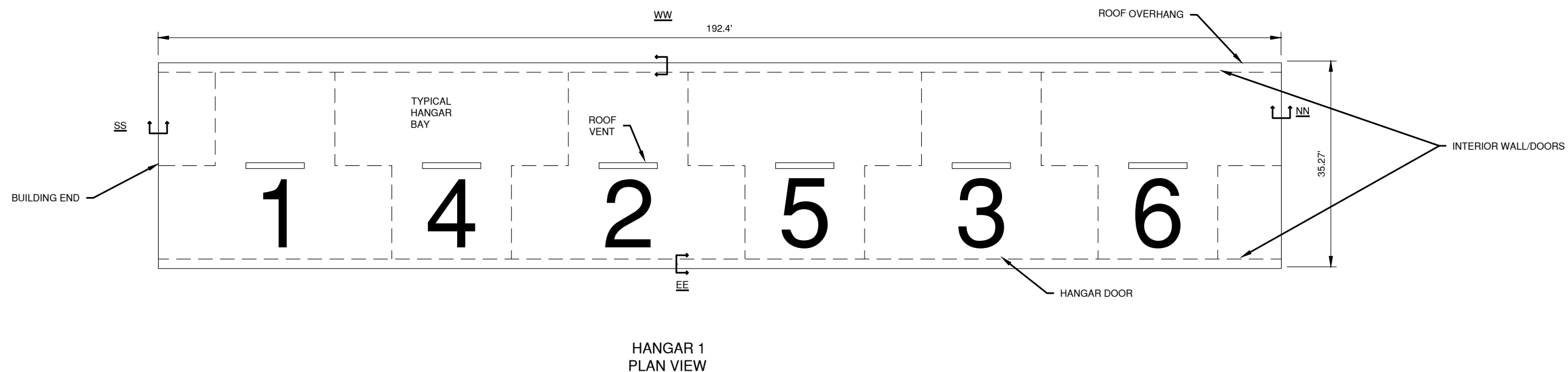
**EXISTING
CONDITIONS &
REMOVALS**

CD102

SHEET 13 OF 51



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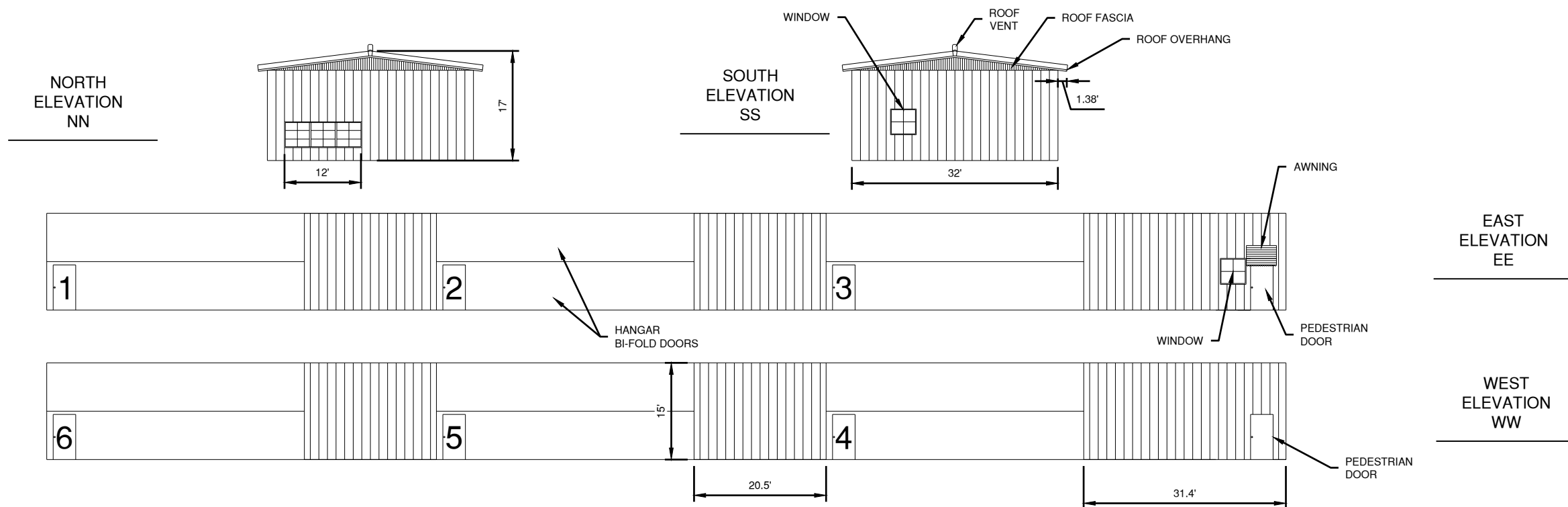
MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL



MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR-4583-1641293-CD103.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

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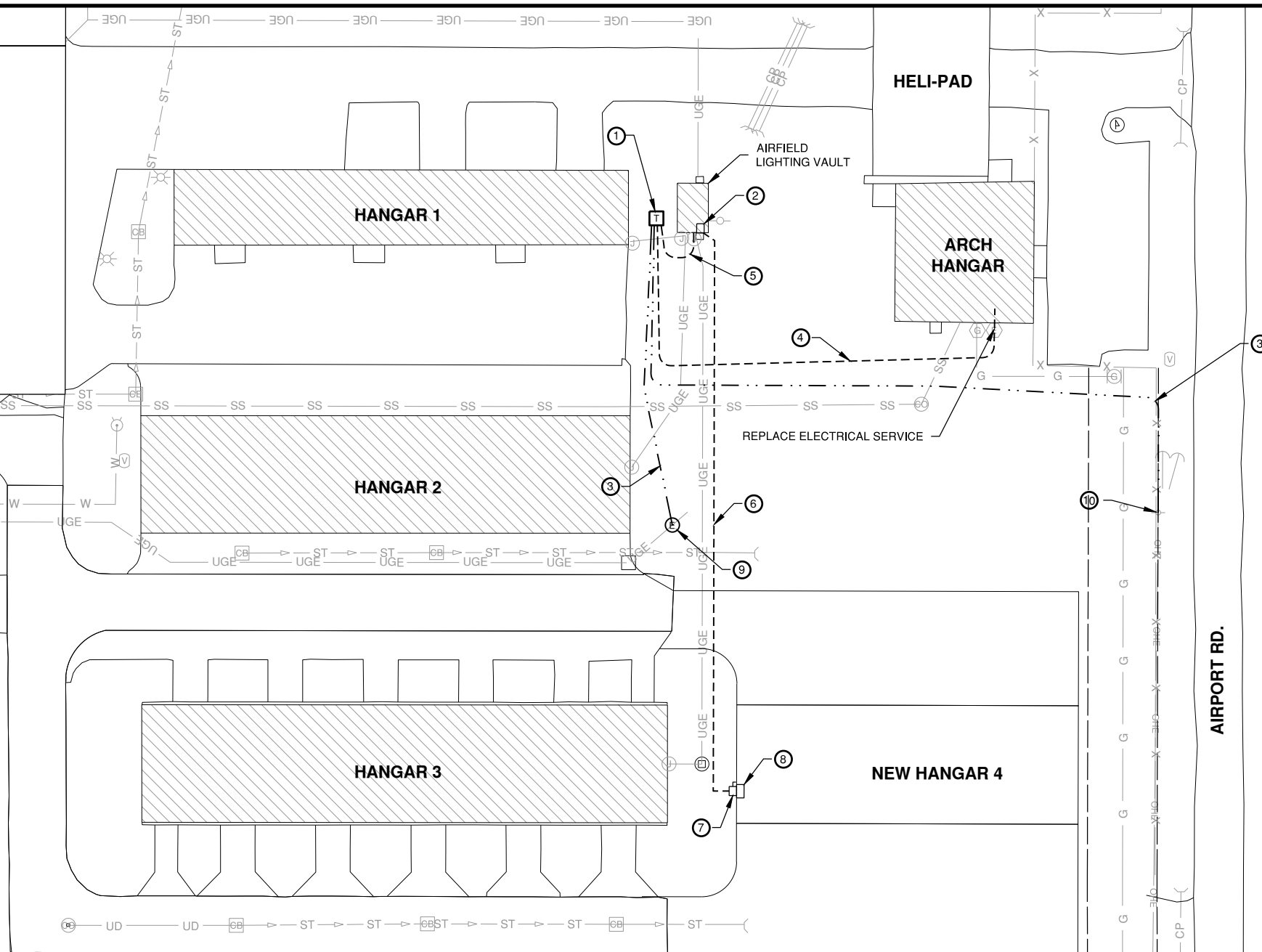
**EXISTING
CONDITIONS AND
REMOVALS HANGAR 1**

CD103

SHEET 14 OF 51

KEYED NOTES

- ① NEW UTILITY TRANSFORMER AND TRANSFORMER PAD. (SEE NOTE 1)
- ② EXISTING 400A, 120/240V, 3-PHASE, 4-WIRE POWER PANEL IN AIRFIELD LIGHTING VAULT. (SEE NOTE 2 & 3)
- ③ NEW 1-4" PVC SCH. 80 CONDUIT WITH PULL STRING FOR PRIMARY SERVICE. (CONDUCTORS TO BE INSTALLED BY UTILITY)
- ④ NEW 3 #4/0, XLP-USE, 1 #2 GND. IN 2" PVC SCH. 80 CONDUIT TO EXISTING ARCH HANGAR. (SEE NOTE 4)
- ⑤ NEW (2) SETS OF 4 #2/0 XLP-USE, 1 #2 GND. IN 4" GRS CONDUIT. (SEE NOTE 3)
- ⑥ NEW 3 #2 XLP-USE, 1 #6 GND. IN 2" PVC SCH. 80 CONDUIT TO NEW T-HANGAR #4.
- ⑦ NEW 100A, 2-POLE, 120/240V, NEMA 3R DISCONNECT.
- ⑧ NEW 100A 120/240V, 1-PHASE POWER PANEL IN T-HANGAR #4.
- ⑨ NEW ELECTRICAL HANDHOLE PROVIDED BY UTILITY. COORDINATE WITH UTILITY COMPANY TO CONNECT TO EXISTING PRIMARY CONDUITS.
- ⑩ CONNECT OVERHEAD POWER DROP DOWN TO NEW UNDERGROUND CABEL. (WORK DONE BY UTILITY).



NOTES

- 1. CONTRACTOR SHALL FURNISH AND INSTALL NEW CONCRETE PAD FOR NEW UTILITY TRANSFORMER PER UTILITY'S REQUIREMENT. COORDINATE NEW ELECTRIC SERVICES AND PRIMARY CONDUITS WITH UTILITY COMPANY. NEW UTILITY TRANSFORMER SHALL BE INSTALLED BY UTILITY.
- 2. CONTRACTOR SHALL INSTALL NEW 1-200A, 2-POLE CIRCUIT BREAKER IN EXISTING POWER PANEL FOR HANGAR #2. REMOVE SPLICES AND CONNECT HANGAR #2 FEED TO NEW BREAKER.
- 3. CONTRACTOR SHALL INTERCEPT EXISTING 4" GRS CONDUIT FOR ELECTRIC SERVICE TO VAULT AND EXTEND CONDUIT TO NEW UTILITY TRANSFORMER. INSTALL NEW SECONDARY CONDUCTORS TO RE-FEED EXISTING POWER PANEL IN VAULT.
- 4. INSTALL 1-2" CONDUIT WITH "LB" TO CONNECT NEW SECONDARY CONDUCTORS TO EXISTING 200A, 120/240V, 1-PHASE PANEL IN ARCH HANGAR.
- 5. ALL EXISTING INLETS AND CLEANOUTS WILL BE PROTECTED DURING ALL PAVING AND MILLING OPERATIONS. NO ADJUSTMENTS WILL BE MADE.
- 6. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL, CABLE, AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER, THE AIRPORT, AND 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.

LEGEND

| | | | | | |
|-----------|--|-------------|-----------------------------|--------|------------------------|
| — UGE — | EXIST. UNDERGROUND ELECTRIC | Ⓧ | EXISTING FENCELINE | Ⓞ | EXISTING FIRE HYDRANT |
| — OHE — | EXIST. OVERHEAD ELECTRIC | Ⓡ | EXISTING GUYWIRE | Ⓜ | EXISTING GAS REGULATOR |
| - - - - - | NEW UNDERGROUND ELECTRIC (CONDUIT ONLY) | Ⓣ | EXISTING TRANSFORMER | Ⓜ | EXISTING GAS METER |
| - - - - - | NEW UNDERGROUND ELECTRIC (CABLE & CONDUIT) | — X — X — | EXISTING GUYWIRE | Ⓜ | EXISTING WATER LINE |
| — T — | EXISTING TELECOM | Ⓢ | EXISTING CLEANOUT STRUCTURE | Ⓜ | AIRPORT BEACON |
| Ⓣ | NEW TRANSFORMER (BY UTILITY) | — ST — ST — | EXISTING STORM SEWER | ////// | REMOVALS |
| Ⓧ | NEW ELECT. MH (BY UTILITY) | — SS — | EXISTING SANITARY SEWER | | |
| Ⓧ | EXISTING ELECTRIC METER | Ⓢ | EXISTING STORM SEWER INLET | | |
| Ⓧ | EXISTING POWER POLE | Ⓢ | EXISTING SANITARY MANHOLE | | |
| | |) | EXISTING CULVERT HEADWALL | | |



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REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1



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ELECTRICAL SITE PLAN 1

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CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR-4583-1641203-ES101.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

CHECKED BY: CHK

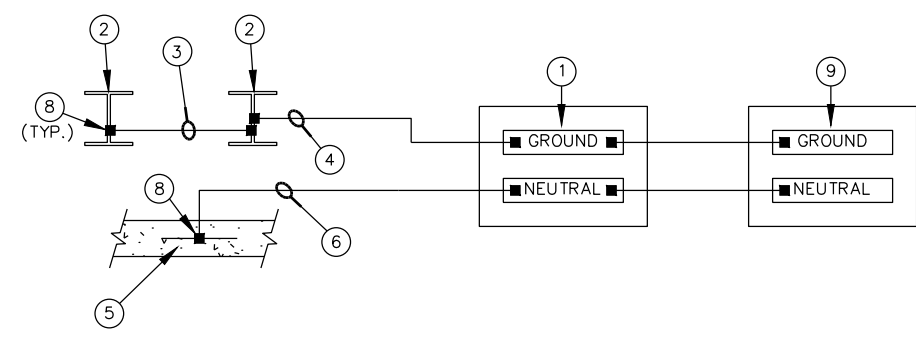
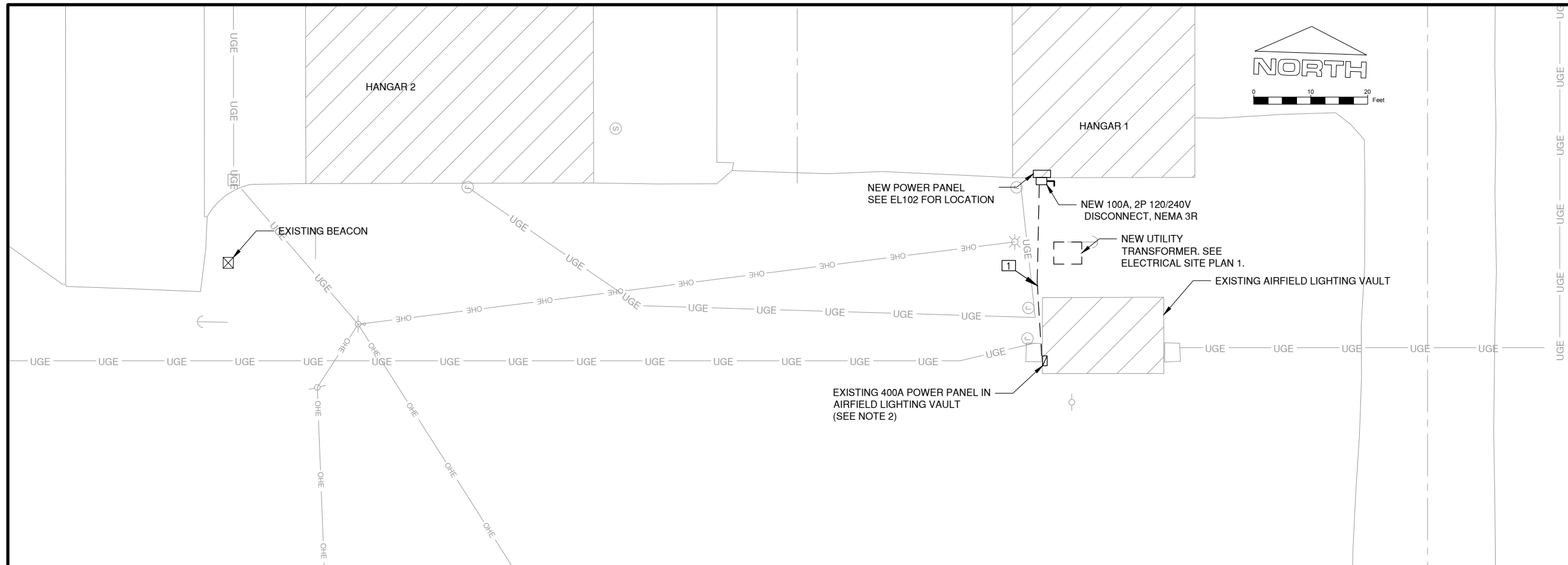
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**ELECTRICAL SITE
PLAN 2**

ES101
SHEET 16 OF 51



SYSTEM GROUNDING AND NEUTRAL WIRING
NTS

SYSTEM GROUNDING AND NEUTRAL WIRING NOMENCLATURE

- ① 100A DISTRIBUTION PANELBOARD. DO NOT BOND NEUTRAL BAR TO GROUND BAR HERE.
- ② T-HANGAR STRUCTURAL STEEL
- ③ BONDING JUMPERS, ONLY IF REQUIRED FOR CONTINUITY, INSTALLED IN COMPLIANCE WITH NEC ARTICLE 250.52.
- ④ #2 AWG IN 1/2" or 3/4" SCHEDULE 40 PVC CONDUIT.
- ⑤ T-HANGAR CONCRETE ENCASED ELECTRODE ("UFER" GROUND).
- ⑥ #4 AWG IN 1/2" or 3/4" SCHEDULE 40 PVC CONDUIT.
- ⑦ 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MINIMUM BURY 1'-0". INSTALL ONLY IF REQUIRED BY SERVING UTILITY.
- ⑧ EXOTHERMIC WELD, CADWELD, OR EQUIVALENT.
- ⑨ 100A, 2P DISCONNECT.

LEGEND

| | | | |
|-----------|--|-----------|-----------------------------|
| — UGE — | EXIST. UNDERGROUND ELECTRIC | — X — X — | EXISTING FENCELINE |
| — OHE — | EXIST. OVERHEAD ELECTRIC | ⊕ | EXISTING CLEANOUT STRUCTURE |
| - - - - - | NEW UNDERGROUND ELECTRIC (CONDUIT ONLY) | ⊙ | EXISTING FIRE HYDRANT |
| - - - - - | NEW UNDERGROUND ELECTRIC (CABLE & CONDUIT) | ⊖ | EXISTING GAS REGULATOR |
| ⊕ | NEW ELECT. MH (BY UTILITY) | ⊕ | EXISTING GAS METER |
| ⊙ | EXISTING ELECTRIC METER | ⊖ | EXISTING WATER LINE |
| ⊖ | EXISTING POWER POLE | — W — W — | AIRPORT BEACON |
| ⊕ | EXISTING ELECTRIC VAULT | ⊖ | REMOVALS |
| ⊙ | EXISTING JUNCTION BOX | | |
| ⊕ | EXISTING TRANSFORMER | | |

SITE PLAN NOTES

- 1 CONTRACTOR SHALL INTERCEPT EXISTING CONDUIT UNDERGROUND AT ANY LOCATION FOR ELECTRIC POWER FROM VAULT TO T-HANGAR 1. NEW 2" CONDUIT SHALL BE INSTALLED FROM NEW DISCONNECT AT T-HANGAR 1 AND CONNECTED TO EXISTING CONDUIT ENTERING VAULT. INSTALL NEW (3) #2, XLP-USE, 1 #6 GND. IN 2" CONDUIT.

NOTES

- 1. REMOVE ALL EXISTING INTERIOR/EXTERIOR LIGHTING, RECEPTACLES, CABLE/CONDUIT, AND POWER PANELS LOCATED IN T-HANGAR 1. INSTALL NEW INTERIOR LIGHTING, EXTERIOR FLOOD LIGHTING, AND RECEPTACLES AS SHOWN IN PLAN VIEW ON EL102.
- 2. REMOVE EXISTING 100A, 3-POLE CIRCUIT BREAKER IN EXISTING PANEL AND INSTALL NEW 100A, 2-POLE CIRCUIT BREAKER TO FEED T-HANGAR 1. MATCH NEW CIRCUIT BREAKER WITH EXISTING. BALANCE 3-PHASE LOADS AND UPDATE CIRCUIT DIRECTORY.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP101.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

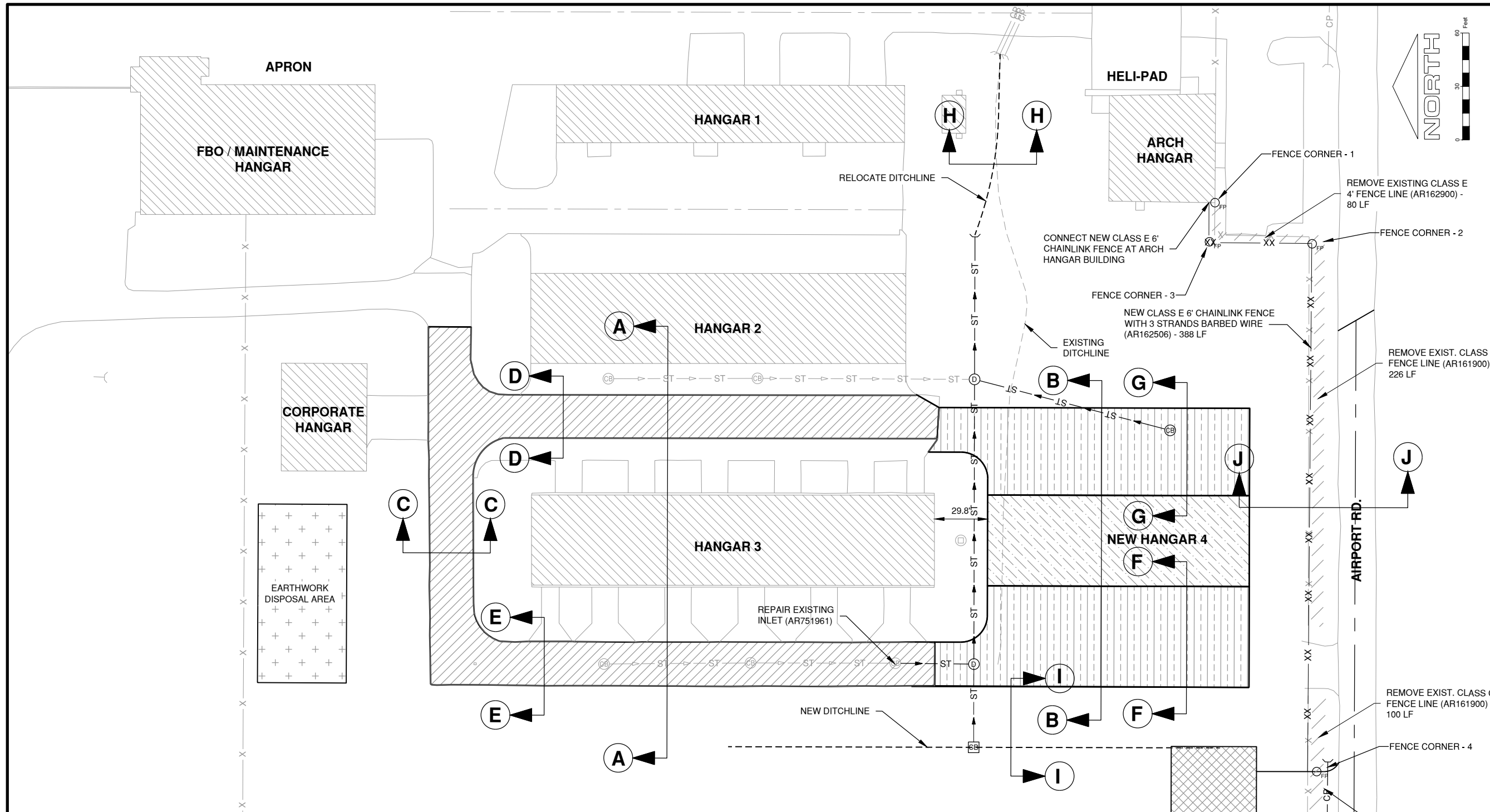
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PROPOSED
IMPROVEMENTS

CP101
SHEET 17 OF 51



PROPOSED IMPROVEMENT AREAS

- A. MILL 2" OF BITUMINOUS SURFACE COURSE (AR401650)
 - B. APPLY TACK COAT (603)
 - C. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
 - D. APPLY PAVEMENT MARKING (620)
-
- A. CONSTRUCT EMBANKMENT TO ACCOMMODATE THE NEW PAVEMENT STRUCTURE & BUILDING FOUNDATION
 - B. CONSTRUCT AGGREGATE BASE COURSE (SEE ARCHITECTURAL PLANS)
 - C. CONSTRUCT HANGAR BUILDING SLAB FOUNDATION (SEE ARCH. PLANS)
 - D. CONSTRUCT NEW 6-UNIT T-HANGAR BUILDING (SEE ARCH. PLANS)
-
- A. CONSTRUCT EMBANKMENT TO ACCOMMODATE THE NEW PAVEMENT STRUCTURE & BUILDING FOUNDATION
 - B. CONSTRUCT 6" OF CRUSHED AGGREGATE BASE COURSE (209)
 - C. APPLY BITUMINOUS PRIME COAT (602)
 - D. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
 - E. APPLY BITUMINOUS TACK COAT (603)
 - F. CONSTRUCT 2" OF BITUMINOUS SURFACE COURSE (401)
 - G. APPLY PAVEMENT MARKING (620)

LEGEND & TABLES

| | | | |
|--|--|--|--------------------------------------|
| | EXISTING FENCELINE | | NEW PRECAST REINFORCED CONC. 12" FES |
| | NEW FENCELINE | | EXISTING 12" RCP |
| | EXISTING DITCHLINE | | NEW 12" RCP, CLASS IV |
| | NEW DITCHLINE | | |
| | FENCE REMOVAL | | |
| | EXISTING AIRPORT BEACON | | |
| | TYPICAL SECTION (SEE SHEETS CP301 & CP302) | | |
| | EXISTING CIRCULAR CATCH BASIN | | |
| | NEW SQUARE CATCH BASIN | | |
| | NEW STORM SEWER MANHOLE | | |

PROPOSED FENCE CORNERS TABLE

| POINT | NORTHING | EASTING |
|-------|------------|-------------|
| 1 | 537971.411 | 2430362.288 |
| 2 | 537916.822 | 2430339.308 |
| 3 | 537974.459 | 2430340.346 |
| 4 | 537913.531 | 2430042.968 |

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MARCH 1, 2019

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CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



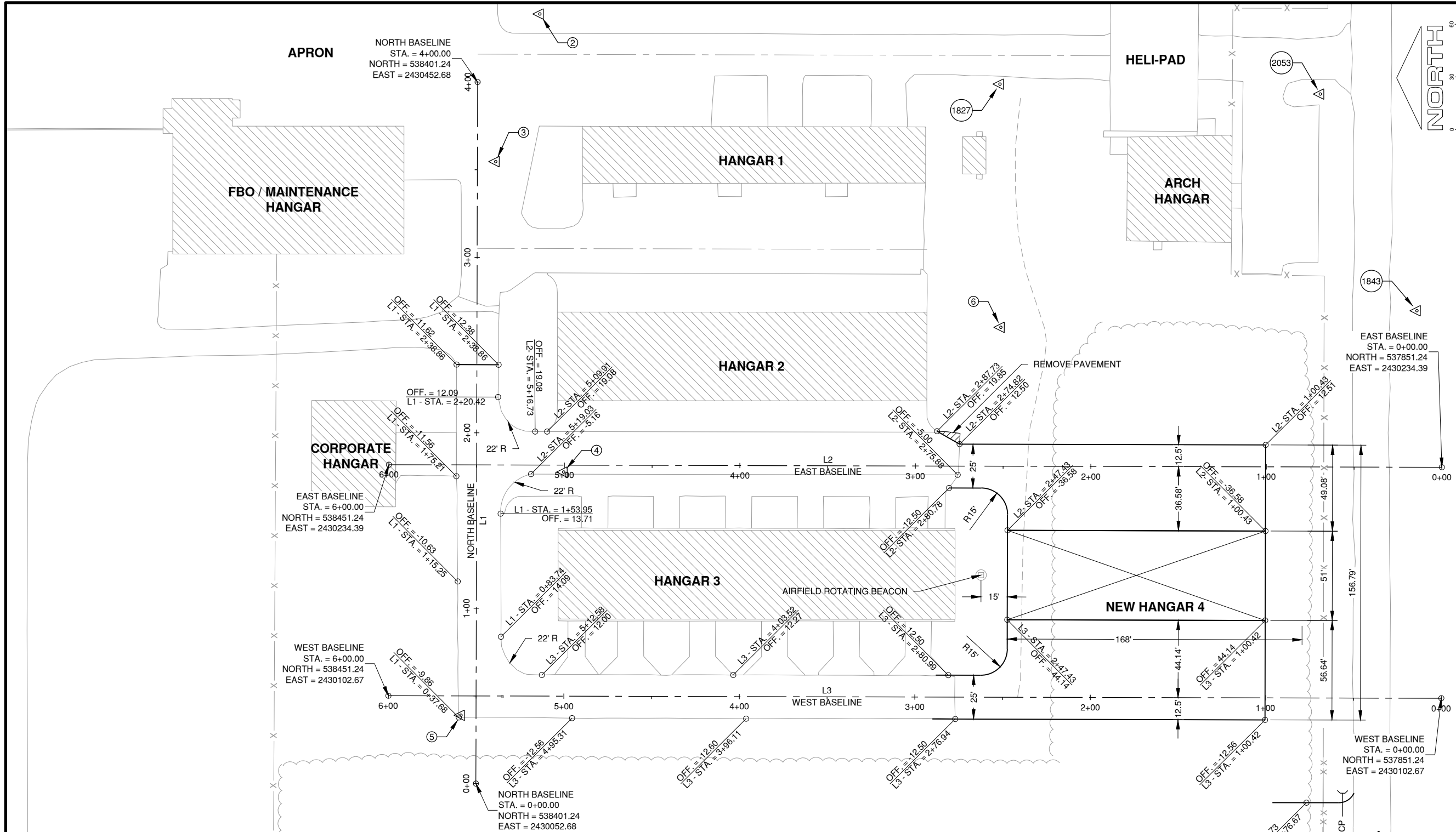
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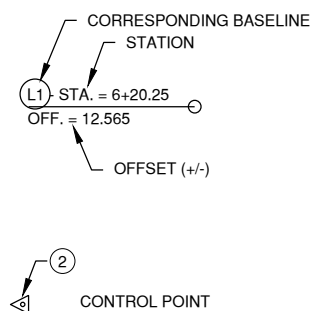
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IL PROJ. NO. SAR-4583
CMT PROJECT NO: 1641203
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**PROPOSED
GEOMETRY**

CP102
SHEET 18 OF 51



LEGEND



DATA TABLES

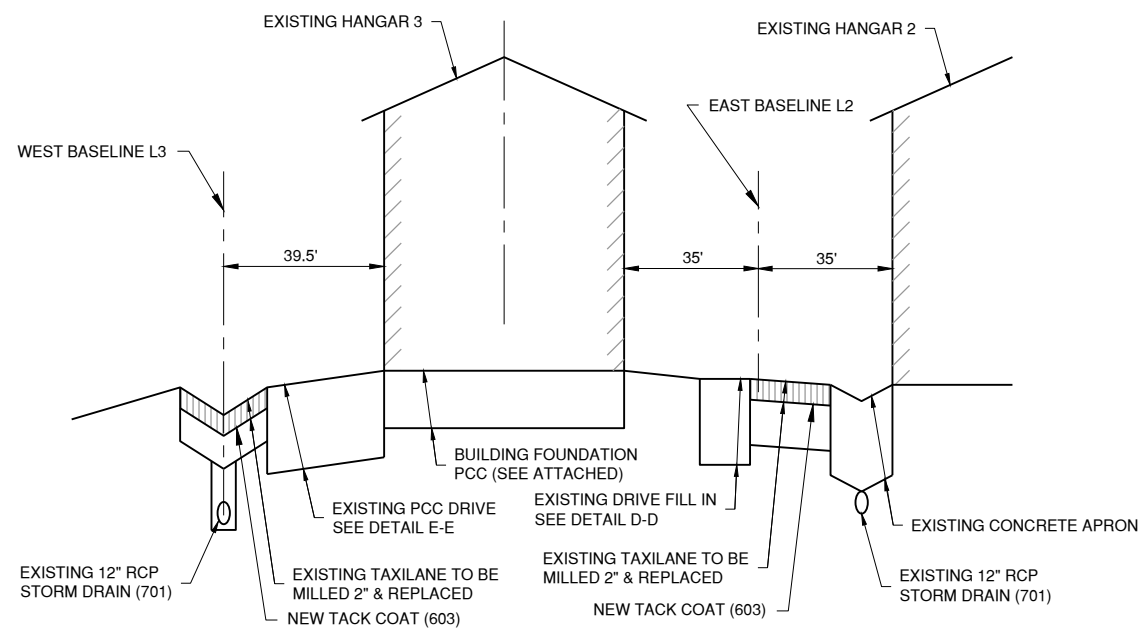
CONTROL POINT TABLE

| POINT | POINT DESCRIPTION | NORTHING | EASTING | ELEVATION |
|-------|---------------------|------------|-------------|-----------|
| 2 | 103 CP SET IPIN VRS | 538365.856 | 2430491.572 | 523.44 |
| 3 | 103 TP PK W/ SHINER | 538390.799 | 2430407.341 | 525.11 |
| 4 | 103 TP PK | 538351.628 | 2430230.440 | 526.26 |
| 5 | 103 TP PK | 538409.853 | 2430091.652 | 526.74 |
| 6 | 103 BARN SPIKE | 538102.768 | 2430313.576 | 524.89 |
| 1827 | 103 BARN SPIKE | 538103.587 | 2430452.237 | 523.80 |
| 1843 | 103 TP 60D | 537865.688 | 2430323.611 | 525.79 |
| 2053 | 103 TP 60D | 537921.014 | 2430447.022 | 523.53 |

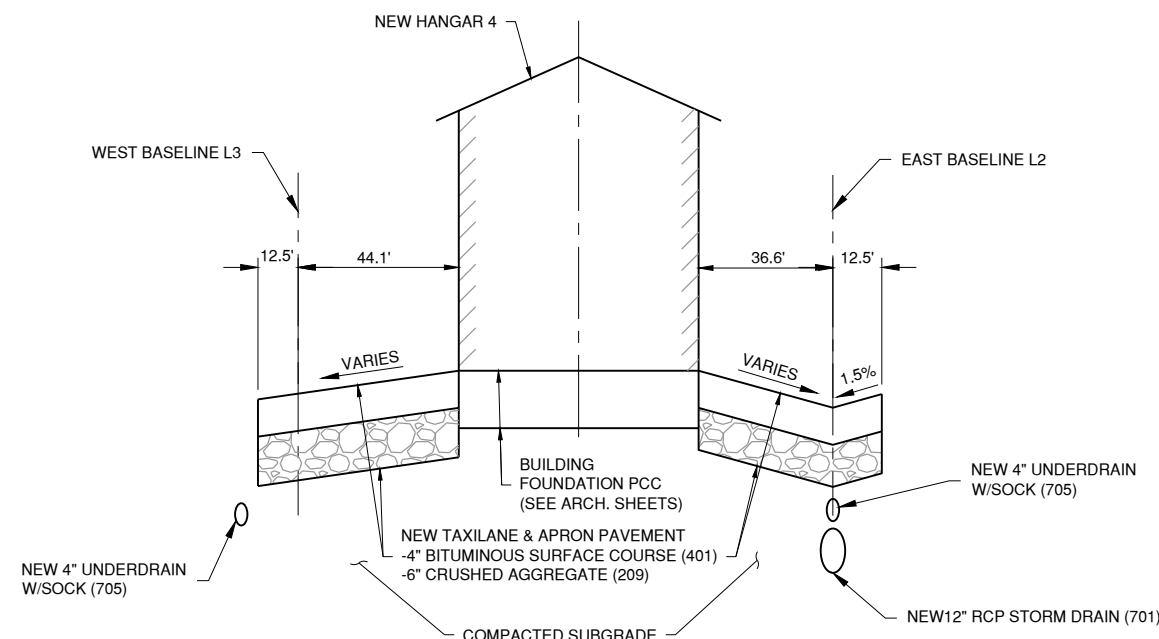
ALIGNMENT DATA

| ALIGNMENT SEGMENT | ALIGNMENT NAME | BEGIN STATION/ PI STATION | BEGIN NORTHING/ EASTING | END STATION/ CURVE RADIUS | END NORTHING/ EASTING |
|-------------------|----------------|---------------------------|---------------------------------|---------------------------|-----------------------------------|
| L1 | NORTH BASELINE | STA. 0+00.00 | N:538401.2420 E:2430052.6834 | STA. 4+00.00 | N: 538401.2420 E: 2430452.6834 |
| L2 | EAST BASELINE | STA. 0+00.00 | N:537851.2420 E:2430234.3904 | STA. 6+00.00 | N: 538451.2420 E: 2430234.3904 |
| L3 | WEST BASELINE | STA. 0+00.00 | N:537851.2420 E:2430102.6720 | STA. 6+00.00 | N: 538451.2420 E: 2430102.6720 |

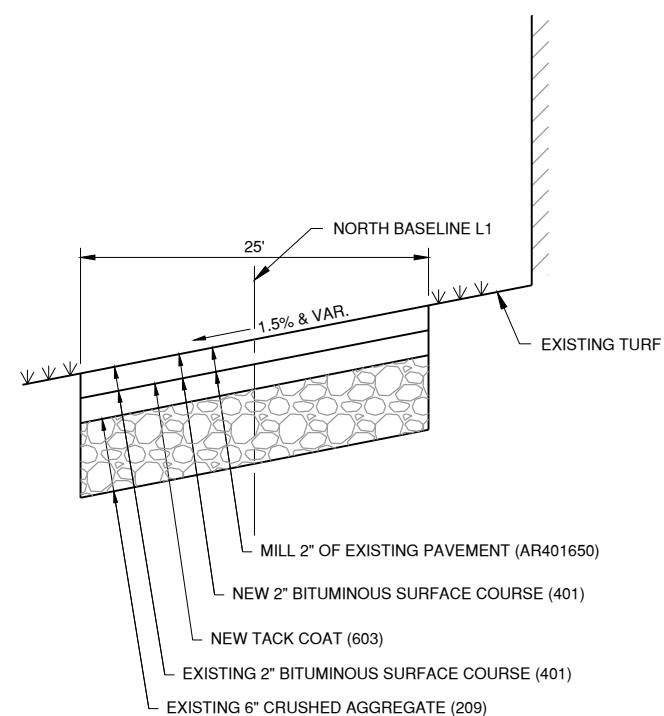
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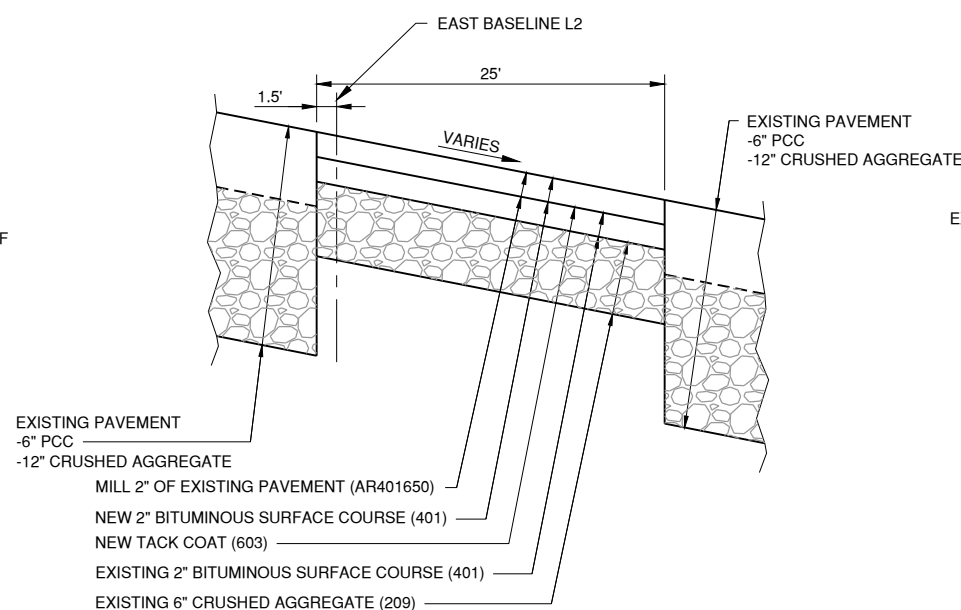
A EXISTING HANGAR & ADJACENT PAVEMENT **A**
N.T.S.



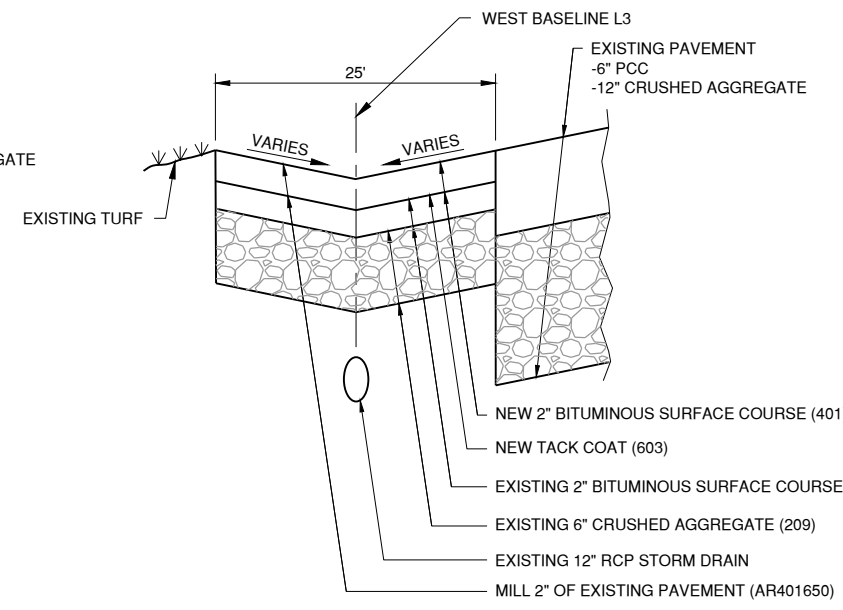
B NEW HANGAR & ADJACENT PAVEMENT **B**
N.T.S.



C EXISTING NORTH TAXILANE ACCESS PAVEMENT REHABILITATION **C**
N.T.S.



D TAXIWAY/APRON BETWEEN HANGAR 2 & 3 PAVEMENT REHABILITATION **D**
N.T.S.



E WEST HANGAR 3 TAXILANE PAVEMENT REHABILITATION **E**
N.T.S.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER



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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

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CMT PROJECT NO: 1641203

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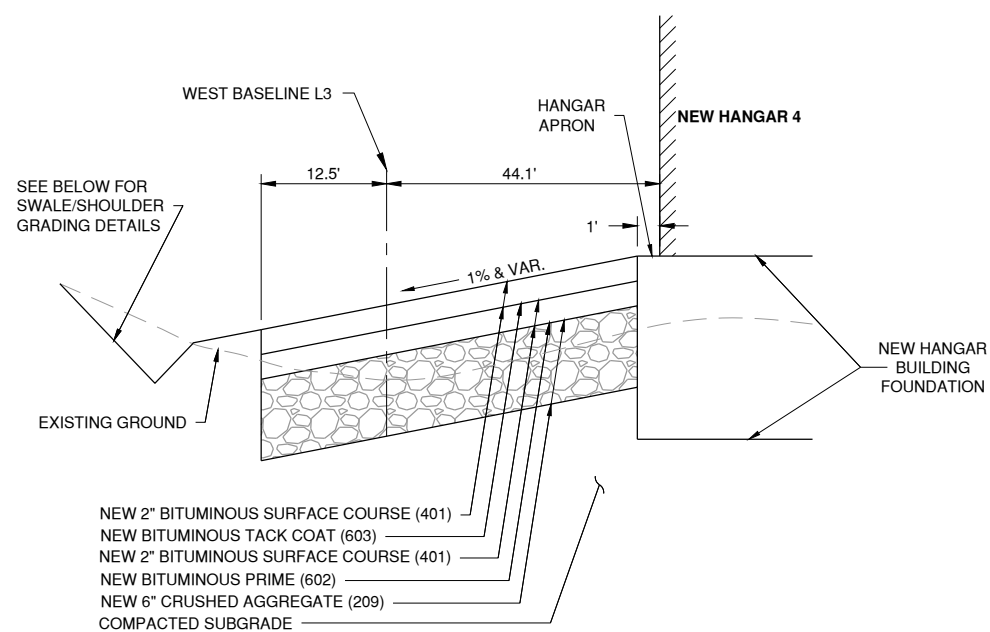
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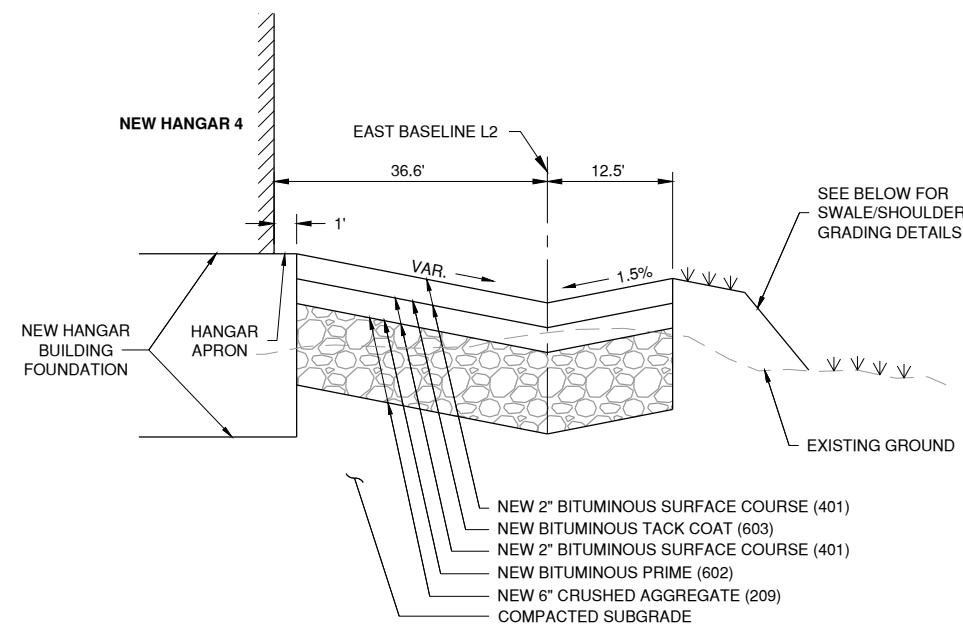
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TYPICAL SECTIONS 1



F ————— **F**
NEW WEST TAXILANE AND APRON PAVEMENT
N.T.S.



G ————— **G**
NEW EAST TAXILANE AND APRON PAVEMENT
N.T.S.

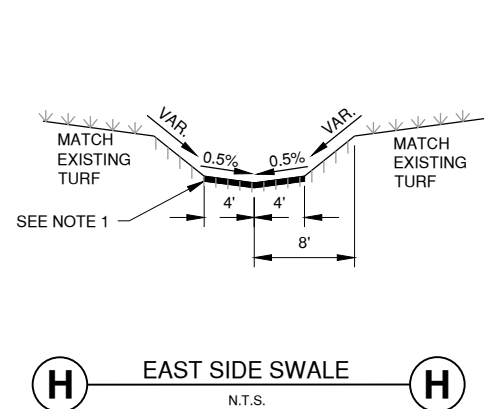
MARCH 1, 2019

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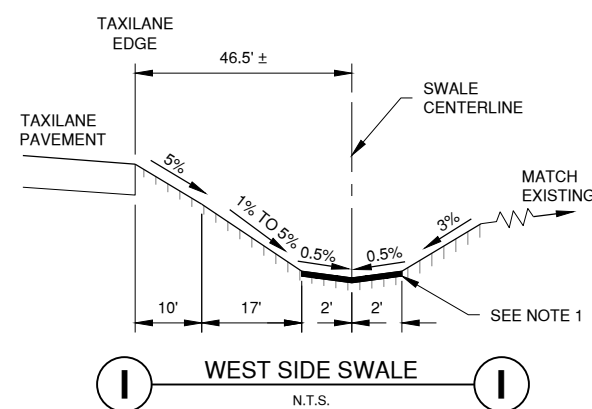
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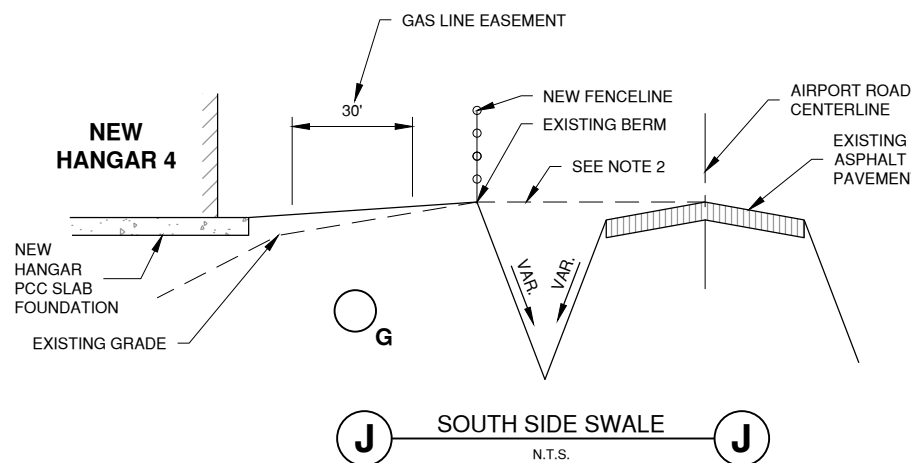
SPARTA COMMUNITY AIRPORT
SPARTA, IL



H ————— **H**
EAST SIDE SWALE
N.T.S.



I ————— **I**
WEST SIDE SWALE
N.T.S.



J ————— **J**
SOUTH SIDE SWALE
N.T.S.

NOTES:

1. AFTER GRADING IS COMPLETE COVER AFFECTED GROUND WITH KNITTED STRAW MAT & SEEDING.
2. DO NOT CHANGE ELEVATION OF EXISTING BERM TO BE LOWER THAN THE CENTERLINE ELEVATION OF AIRPORT ROAD. IF ELEVATION OF BERM IS DETERMINED TO BE TOO LOW BY THE RESIDENT ENGINEER, THE CONTRACTOR WILL RE-GRADE THE AREA TO EXCEED THE ELEVATION OF AIRPORT ROAD.
3. FOR TYPICAL SECTION LOCATIONS, SEE PLAN SHEET CU101.
4. CONTRACTOR SHALL CONTACT UTILITY PRIOR TO CONSTRUCTING EMBANKMENT WITHIN GAS EASEMENT.

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TYPICAL SECTIONS 2



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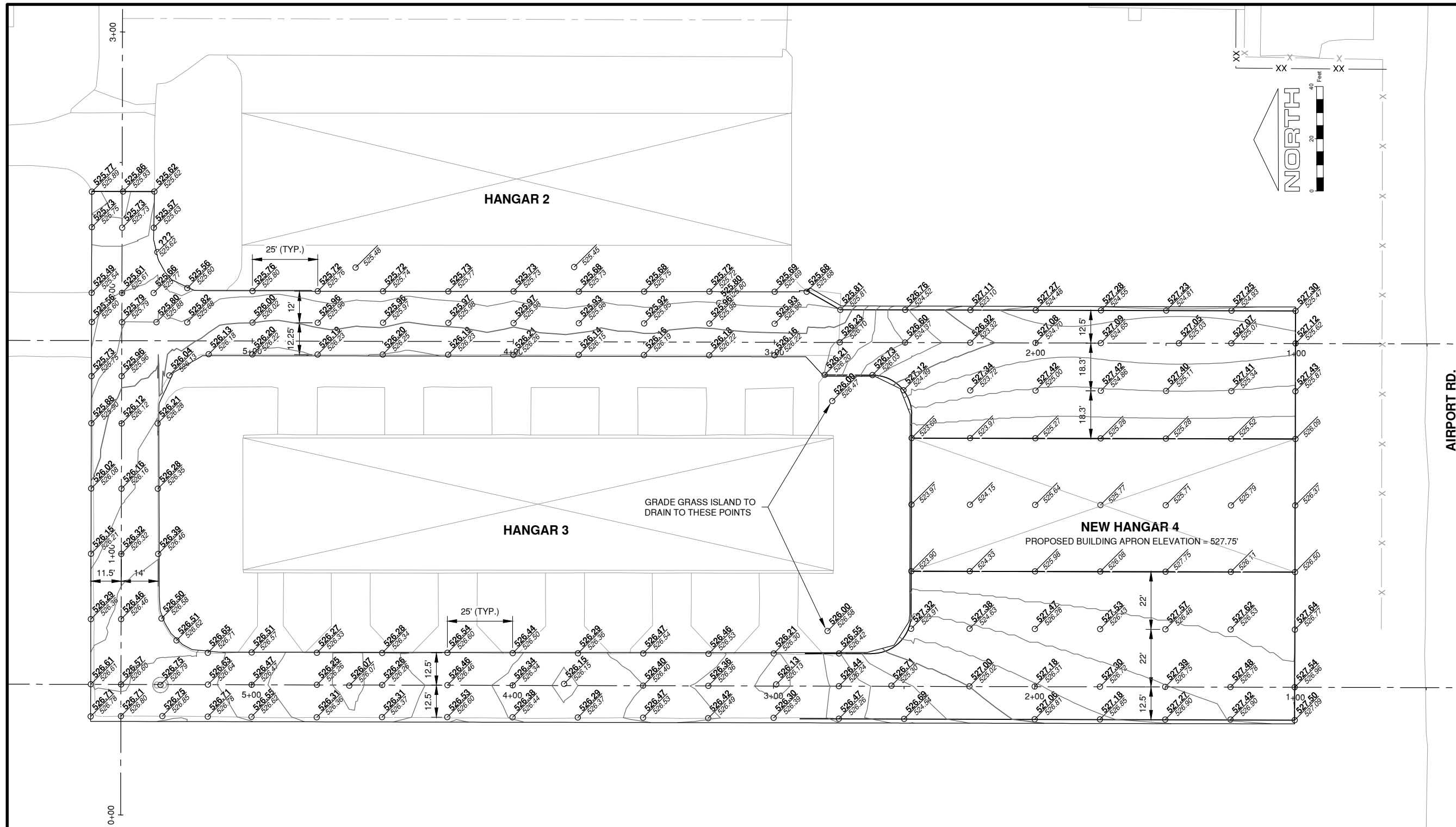
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STAKING PLAN

CS101

SHEET 21 OF 51

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AIRPORT RD.

LEGEND

- PAVEMENT ELEVATION
- PAVEMENT CONTOURS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

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SPARTA, IL

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CMT PROJECT NO: 1641203

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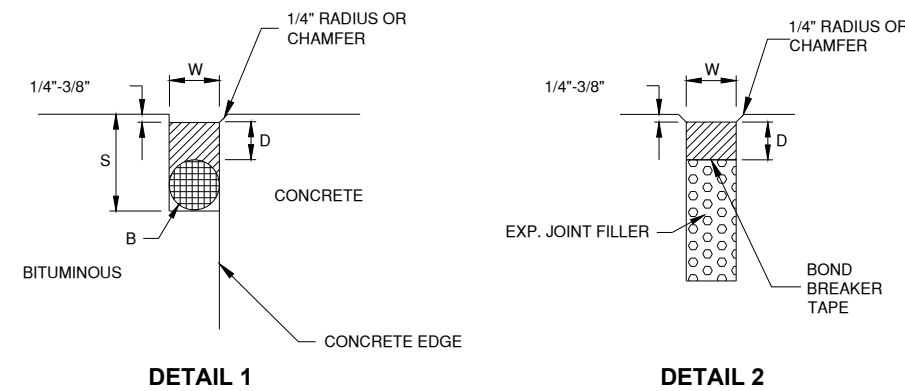
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PAVING &
MISCELLANEOUS
DETAILS

CP501

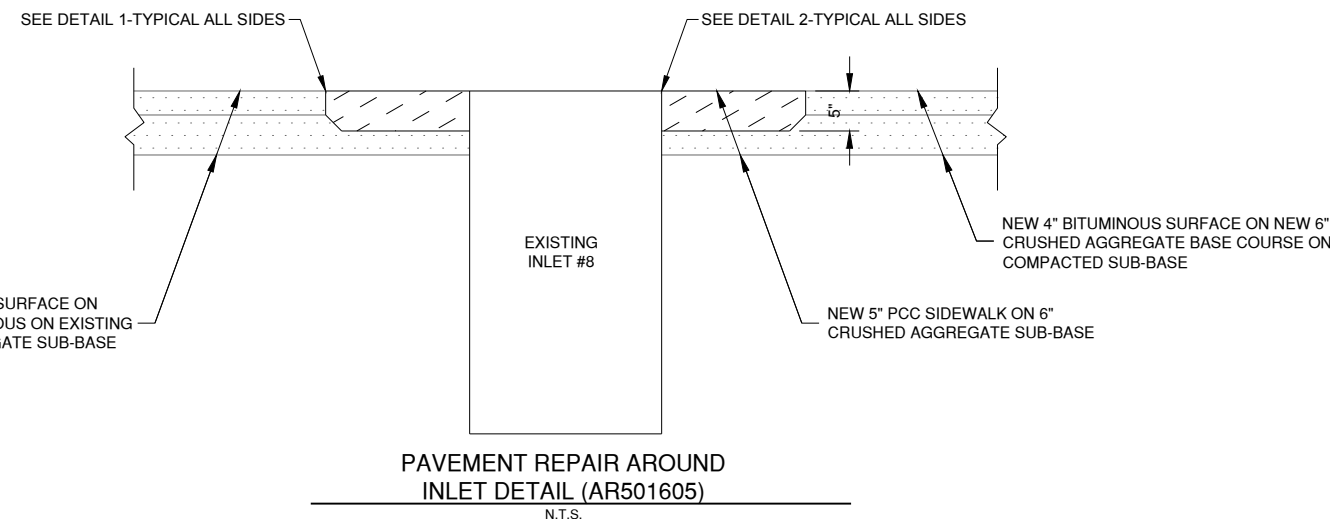
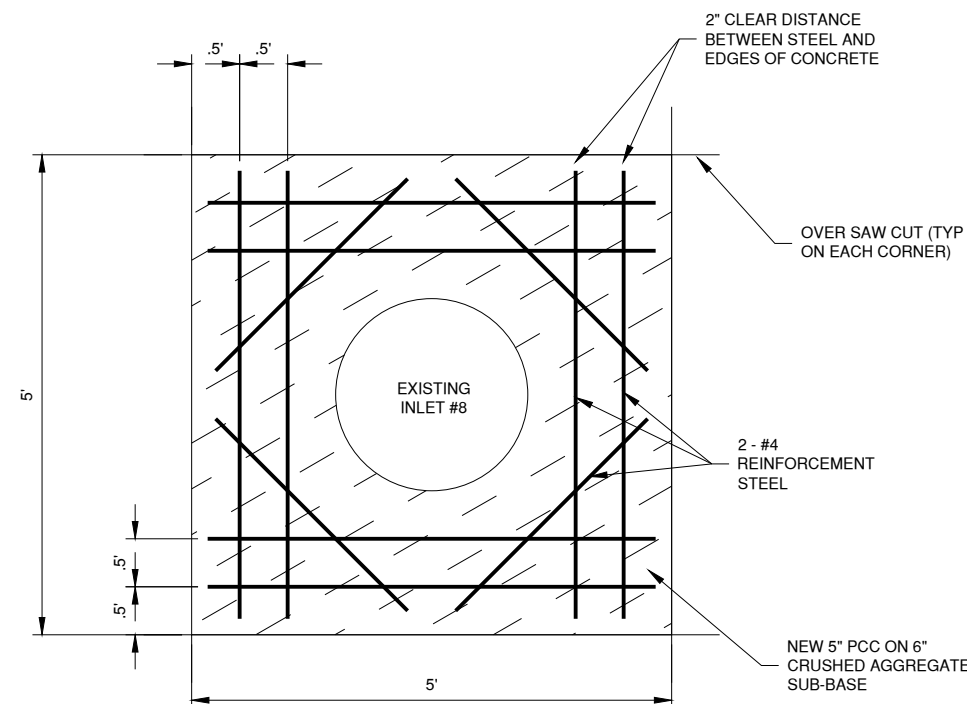
SHEET 22 OF 51

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



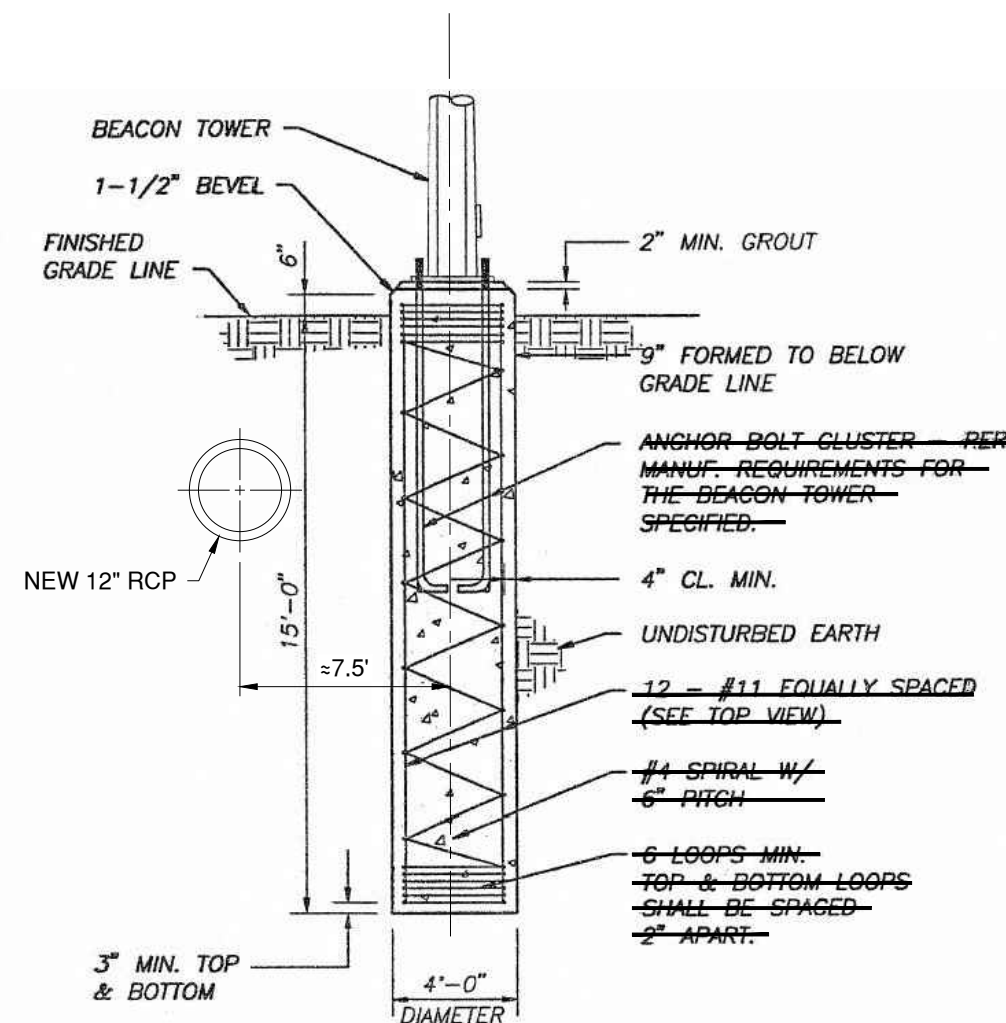
JOINT NOTES

- 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.
- SAW CUT FOR JOINT SEALANT SHALL BE CONSTRUCTED IN THE BITUMINOUS PAVEMENT MATERIAL ADJACENT TO THE PCC PAVEMENT.
- EXPANSION JOINT MATERIAL SHALL BE PLACED AROUND FRAME PRIOR TO CONCRETE POUR.



NOTES:

- PAVEMENT REPAIR WILL BE PERFORMED AROUND EXISTING INLET #8 WHICH IS CALLED OUT ON WEST PLAN & PROFILE 3 SHEET CP203.
- PAVING OF NEW BITUMINOUS SURFACE SHALL BE COMPLETED AND FINISHED TO EDGE OF INLET PRIOR TO CONSTRUCTING THIS DETAIL.
- A 5x5' SQUARE CENTERED ON THE INLET/MANHOLE SHALL BE SAW CUT AND REMOVE THE 4" BITUMINOUS LAYER.
- REMOVE ADDITIONAL 2" OF EXISTING AGGREGATE SUBBASE. USE CARE TO NOT UNDERMINE NEW BITUMINOUS PAVEMENT SURFACE.
- PLACE EXPANSION JOINT MATERIAL AROUND INLET FRAME.
- PLACE STEEL AS SHOWN IN THE DETAIL AND PLACE 5" PCC LAYER. REBAR SHALL BE PLACED AT A DEPTH OF T/2, T = THICKNESS OF PCC PAVEMENT. KEEP 2" CLEAR DISTANCE BETWEEN REBAR AND EDGES OF PCC PAVEMENT.
- ENSURE THAT GRADES ARE MET ALONG EXISTING EDGES AND INLET WHILE FINISHING THE CONCRETE.
- AFTER CONSTRUCTION CONCRETE LAYER, SAW CUT THE BITUMINOUS PAVEMENT ALONG THE EDGE OF THE CONCRETE. DIMENSIONS OF SAW CUT ARE SHOWN IN THE DETAIL.
- PLACE BACKER ROD AND SEAL WITH JOINT SEALANT AS CALLED OUT IN THE SPECIAL PROVISIONS. DETAIL OF JOINT IS SHOWN ON THIS SHEET. JOINT SHALL BE SAWED IN BITUMINOUS PAVEMENT ADJACENT TO THE PCC PAVEMENT.

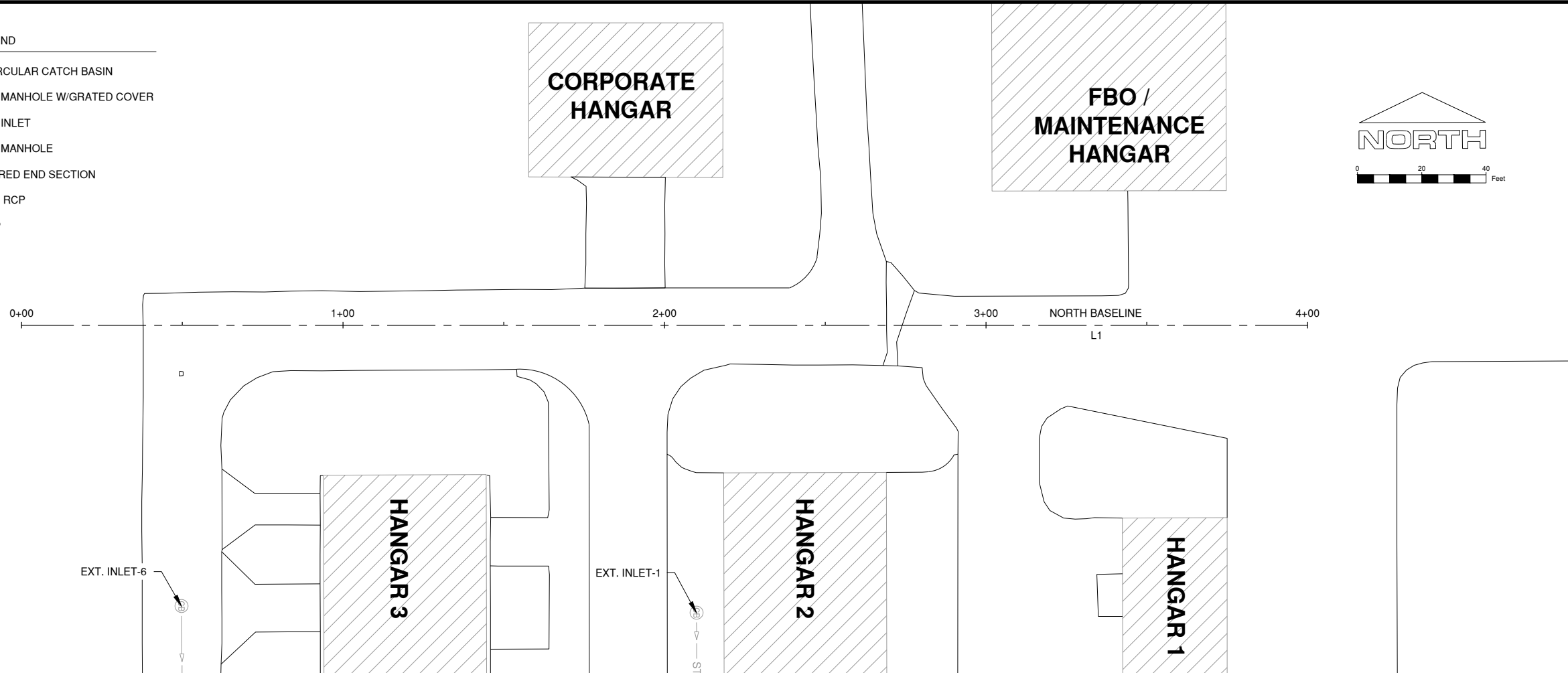


EXISTING BEACON TOWER & NEW STORM SEWER DETAIL

N.T.S



| LEGEND | |
|--------|-----------------------------------|
| | EXISTING CIRCULAR CATCH BASIN |
| | NEW TYPE A MANHOLE W/GRATED COVER |
| | NEW TYPE A INLET |
| | NEW TYPE A MANHOLE |
| | NEW 12" FLARED END SECTION |
| | EXISTING 12" RCP |
| | NEW 12" RCP |



MARCH 1, 2019

 REHAB T-HANGAR TAXILANES,
 CONSTRUCT NEW T-HANGAR &
 PAVEMENT, REHAB HANGAR 1

OWNER


 SPARTA COMMUNITY AIRPORT
 SPARTA, IL

| MARK | DATE | DESCRIPTION |
|------|------|-------------|
| | | |
| | | |
| | | |

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO: SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP201.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

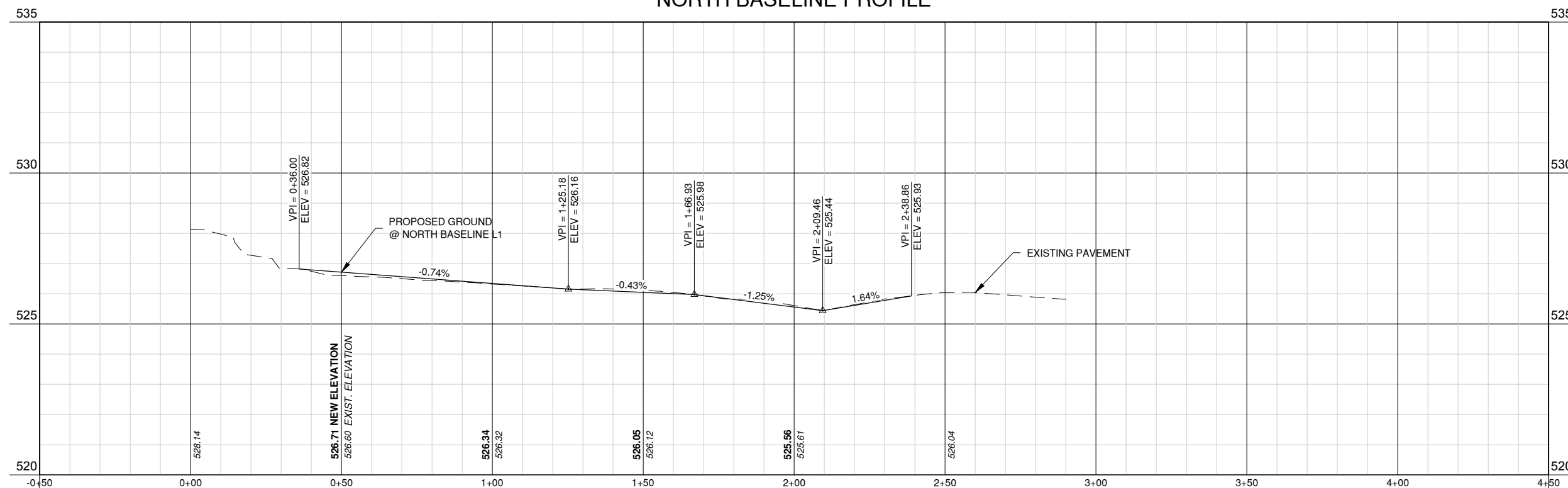
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SHEET TITLE

**NORTH PLAN &
 PROFILE 1**

 CP201
 SHEET 23 OF 51

NORTH BASELINE PROFILE


MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP202.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

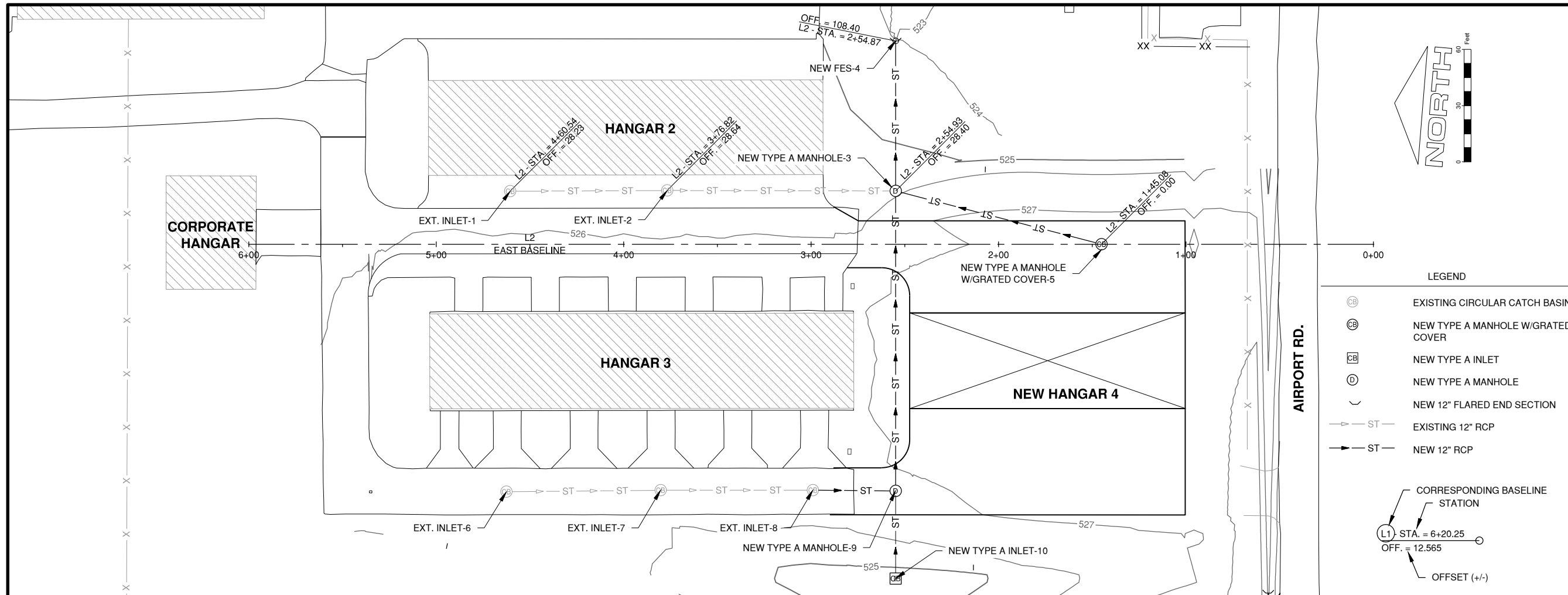
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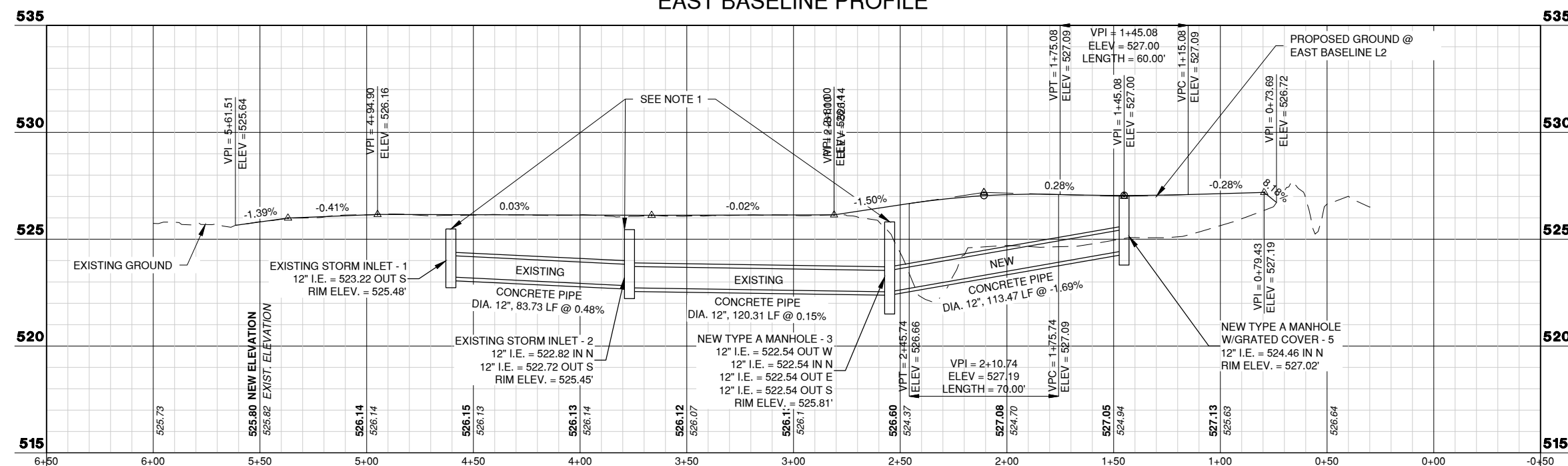
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SHEET TITLE

EAST PLAN & PROFILE
2



EAST BASELINE PROFILE



MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CP203.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

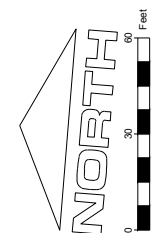
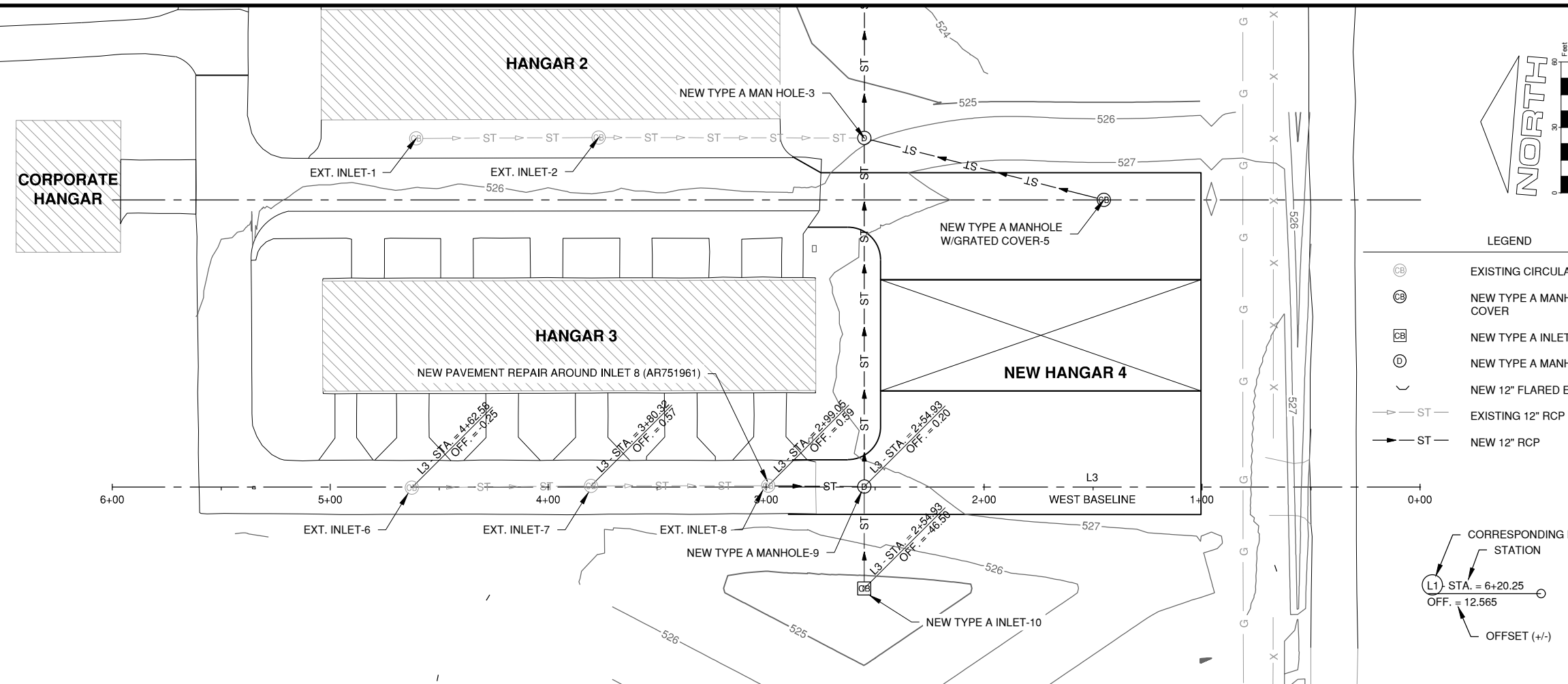
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SHEET TITLE

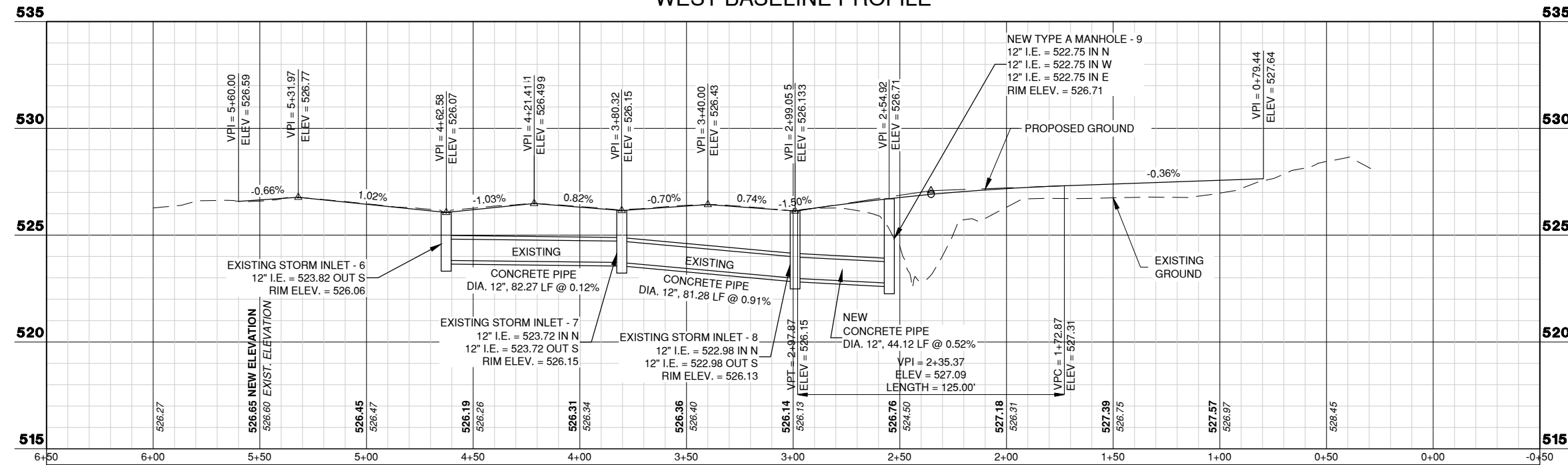
WEST PLAN &
PROFILE 3

CP203
SHEET 25 OF 51



- LEGEND**
- EXISTING CIRCULAR CATCH BASIN
 - NEW TYPE A MANHOLE W/GRATED COVER
 - NEW TYPE A INLET
 - NEW TYPE A MANHOLE
 - NEW 12" FLARED END SECTION
 - EXISTING 12" RCP
 - NEW 12" RCP
- CORRESPONDING BASELINE STATION**
- STA. = 6+20.25
OFF. = 12.565
- OFFSET (+/-)**

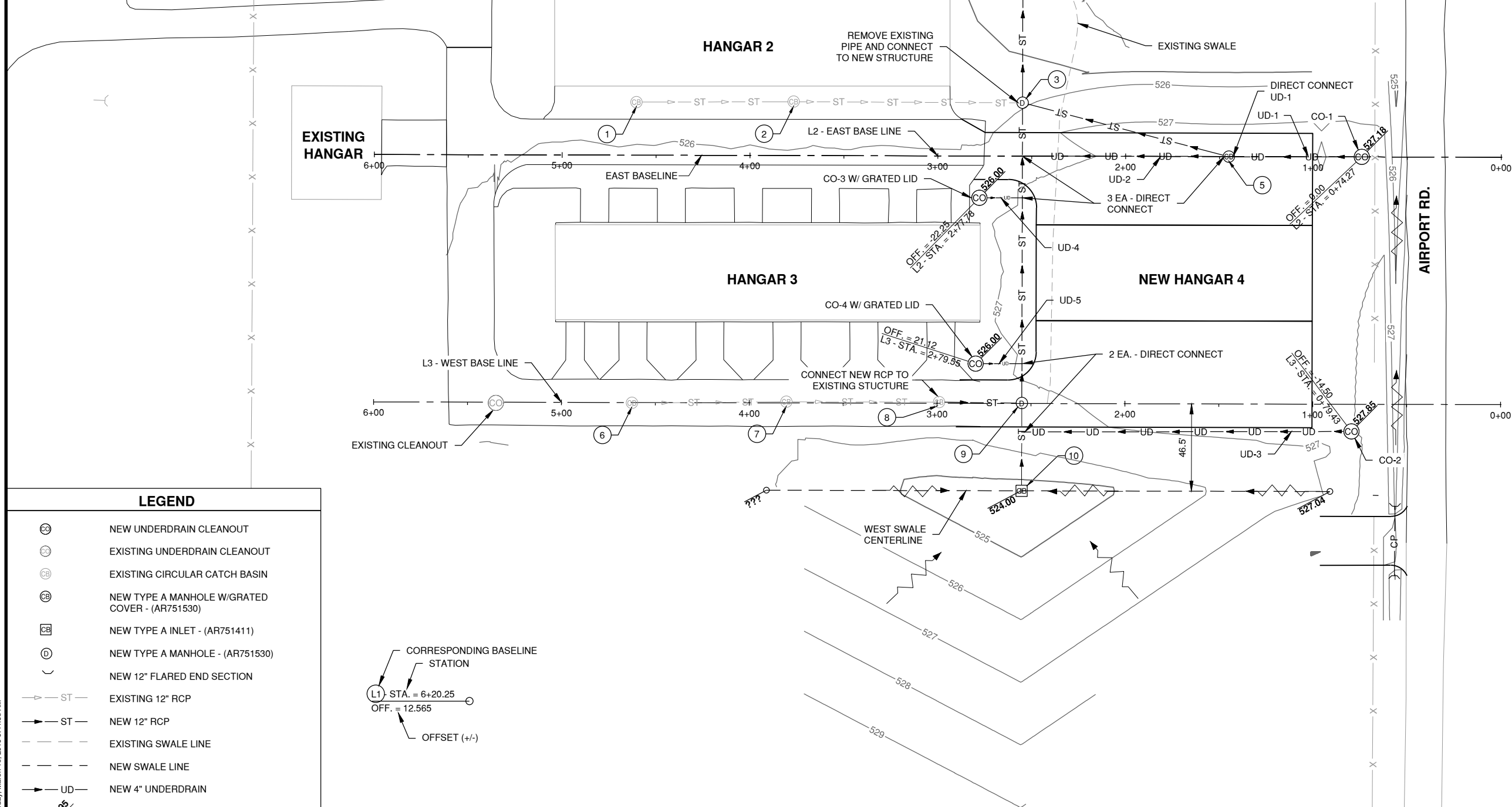
WEST BASELINE PROFILE



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Date: Saturday, March 16, 2019 9:56:08 AM

| PIPE SCHEDULE | | | | | | | | | | |
|---------------|-------------------------|------------------------|------------|------------------|------------------|------------------|------------------|---------------|---------|--------|
| STRUCT. NO. | EXISTING OR NEW STRUCT. | TYPE | RIM. ELEV. | (N) INVERT ELEV. | (S) INVERT ELEV. | (E) INVERT ELEV. | (W) INVERT ELEV. | BASELINE NAME | STATION | OFFSET |
| 1 | EXT. | INLET | 525.48 | | 523.23 | | | EAST | 4+60.54 | 28.23 |
| 2 | EXT. | INLET | 525.45 | 522.82 | 522.72 | | | EAST | 3+76.82 | 28.62 |
| 3 | NEW | MANHOLE | 525.81 | 522.54 | 522.54 | 522.54 | 522.54 | EAST | 2+54.93 | 28.40 |
| 4 | NEW | 12" FES | 523.35 | | | | | EAST | 2+54.87 | 108.40 |
| 5 | NEW | MANHOLE W/GRATED COVER | 526.98 | 524.46 | | | | EAST | 1+45.08 | 0.00 |
| 6 | EXT. | INLET | 526.07 | | 523.82 | | | WEST | 4+62.58 | -0.25 |
| 7 | EXT. | INLET | 526.15 | 523.72 | 523.72 | | | WEST | 3+80.32 | 0.57 |
| 8 | EXT. | INLET | 526.13 | 522.98 | 522.98 | | | WEST | 2+99.05 | 0.59 |
| 9 | NEW | MANHOLE | 526.71 | 522.75 | | 522.75 | 523.80 | WEST | 2+54.93 | 0.20 |
| 10 | NEW | TYPE - A INLET | 524.00 | | | | | WEST | 2+54.93 | -46.50 |

| UNDERDRAIN PIPE SCHEDULE | | | | | | | |
|--------------------------|-------------------|--------------|-----------|-------------|-------------|-------|-------------------|
| STRUCT. | STRUCT. UP | STRUCT. DOWN | INVERT UP | INVERT DOWN | LENGTH FEET | SLOPE | TYPE |
| UD-1 | CO-1 | IN-5 | 525.70 | 525.00 | 69 | 1.0% | 4" PERFORATED |
| UD-2 | IN-5 | 12" PIPE | 525.50 | 523.40 | 107 | 2.0% | 4" PERFORATED |
| UD-3 | CO-2 | 12" PIPE | 526.00 | 524.40 | 176 | 0.9% | 4" PERFORATED |
| UD-4 | CO-3 W/GRATED LID | 12" PIPE | 524.00 | 523.40 | 23 | 2.6% | 4" NON-PERFORATED |
| UD-5 | CO-4 W/GRATED LID | 12" PIPE | 524.00 | 523.40 | 25 | 2.4% | 4" NON-PERFORATED |



LEGEND

- ⊕ NEW UNDERDRAIN CLEANOUT
- ⊗ EXISTING UNDERDRAIN CLEANOUT
- ⊙ EXISTING CIRCULAR CATCH BASIN
- ⊖ NEW TYPE A MANHOLE W/GRATED COVER - (AR751530)
- ⊞ NEW TYPE A INLET - (AR751411)
- ⊕ NEW TYPE A MANHOLE - (AR751530)
- () NEW 12" FLARED END SECTION
- ST — EXISTING 12" RCP
- ST — NEW 12" RCP
- - - EXISTING SWALE LINE
- - - NEW SWALE LINE
- UD — NEW 4" UNDERDRAIN
- PROPOSED ELEVATION

CORRESPONDING BASELINE STATION
 L1 STA. = 6+20.25
 OFF. = 12.565
 OFFSET (+/-)



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CONSULTANTS

MARCH 1, 2019
REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

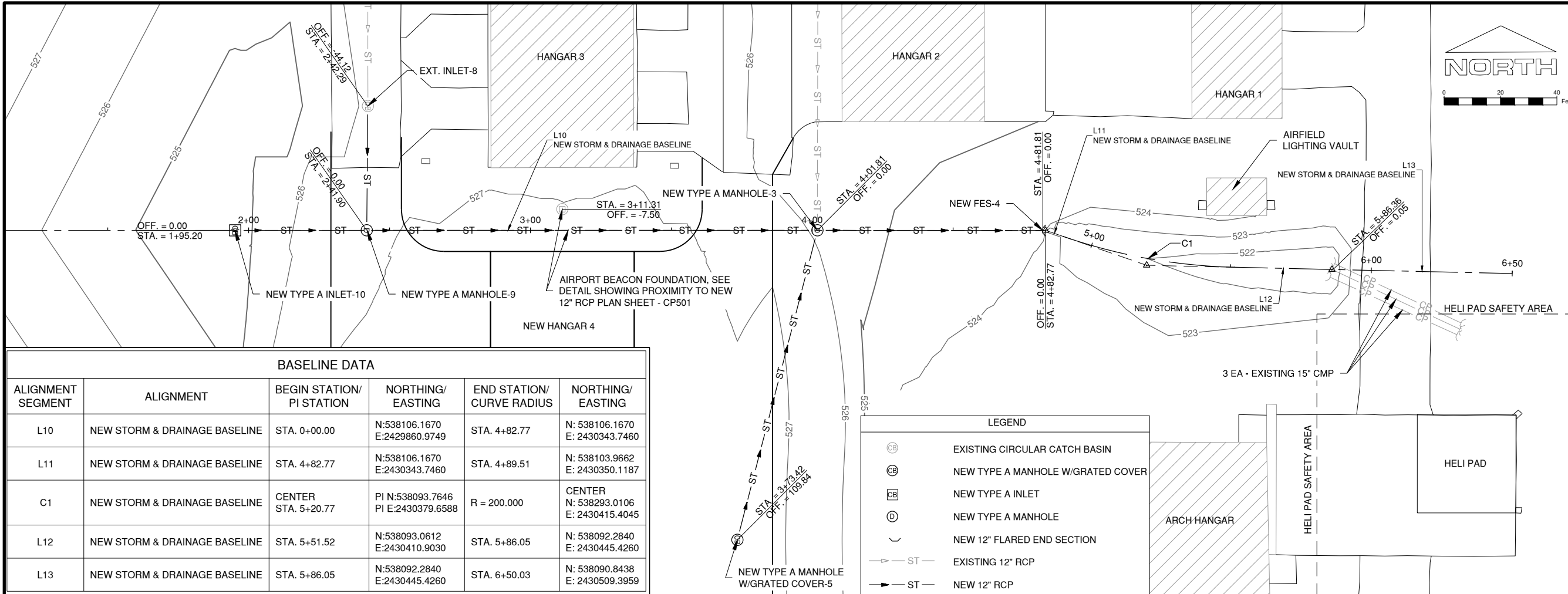


SPARTA COMMUNITY AIRPORT
SPARTA, IL

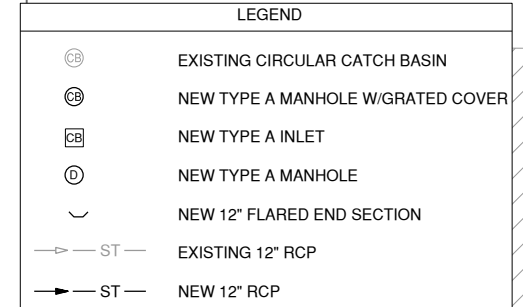
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SHEET TITLE
**GRADING &
DRAINAGE PLAN**

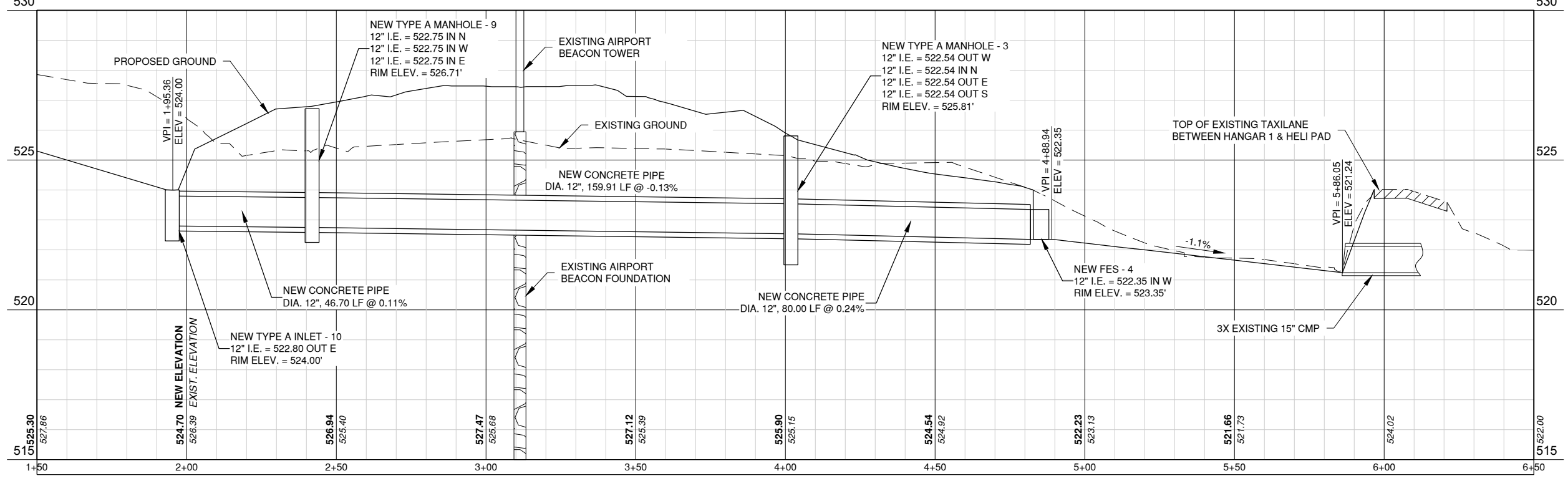
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 Date: Saturday, March 16, 2019 9:41:53 AM



| BASELINE DATA | | | | | |
|-------------------|-------------------------------|------------------------------|---------------------------------------|------------------------------|---|
| ALIGNMENT SEGMENT | ALIGNMENT | BEGIN STATION/ PI STATION | NORTHING/ EASTING | END STATION/ CURVE RADIUS | NORTHING/ EASTING |
| L10 | NEW STORM & DRAINAGE BASELINE | STA. 0+00.00 | N:538106.1670 E:2429860.9749 | STA. 4+82.77 | N: 538106.1670 E: 2430343.7460 |
| L11 | NEW STORM & DRAINAGE BASELINE | STA. 4+82.77 | N:538106.1670 E:2430343.7460 | STA. 4+89.51 | N: 538103.9662 E: 2430350.1187 |
| C1 | NEW STORM & DRAINAGE BASELINE | CENTER STA. 5+20.77 | PI N:538093.7646 PI E:2430379.6588 | R = 200.000 | CENTER N: 538293.0106 E: 2430415.4045 |
| L12 | NEW STORM & DRAINAGE BASELINE | STA. 5+51.52 | N:538093.0612 E:2430410.9030 | STA. 5+86.05 | N: 538092.2840 E: 2430445.4260 |
| L13 | NEW STORM & DRAINAGE BASELINE | STA. 5+86.05 | N:538092.2840 E:2430445.4260 | STA. 6+50.03 | N: 538090.8438 E: 2430509.3959 |



NEW STORM & DRAINAGE BASELINE PROFILE



MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
|---|------|-------------|
| AIP PROJ. NO: 3-17-SBGP-111/120/133/139 | | |
| IL PROJ. NO. SAR-4583 | | |
| CMT PROJECT NO: 1641203 | | |
| CAD DWG FILE: SAR4583-1641203-CU102.DWG | | |
| DESIGNED BY: NRF | | |
| DRAWN BY: DPA | | |
| CHECKED BY: CBG | | |
| APPROVED BY: RLV | | |
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GRADING & DRAINAGE PROFILE

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Date: Friday, March 15, 2019 3:06:32 PM

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CU501.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

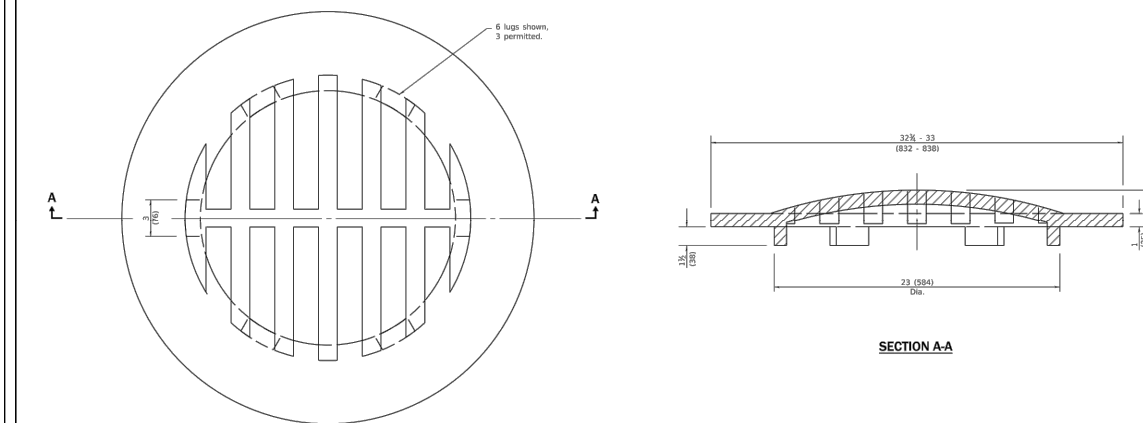
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SHEET TITLE

DRAINAGE DETAILS 1

CU501

SHEET 28 OF 51



All dimensions are in inches (millimeters) unless otherwise shown.

| DATE | REVISIONS | STANDARD |
|--------|-------------------------------------|---------------------------|
| 1-1-15 | Revised dimensions. | GRATE TYPE 8 |
| 1-1-09 | Switched units to English (metric). | STANDARD 604036-03 |

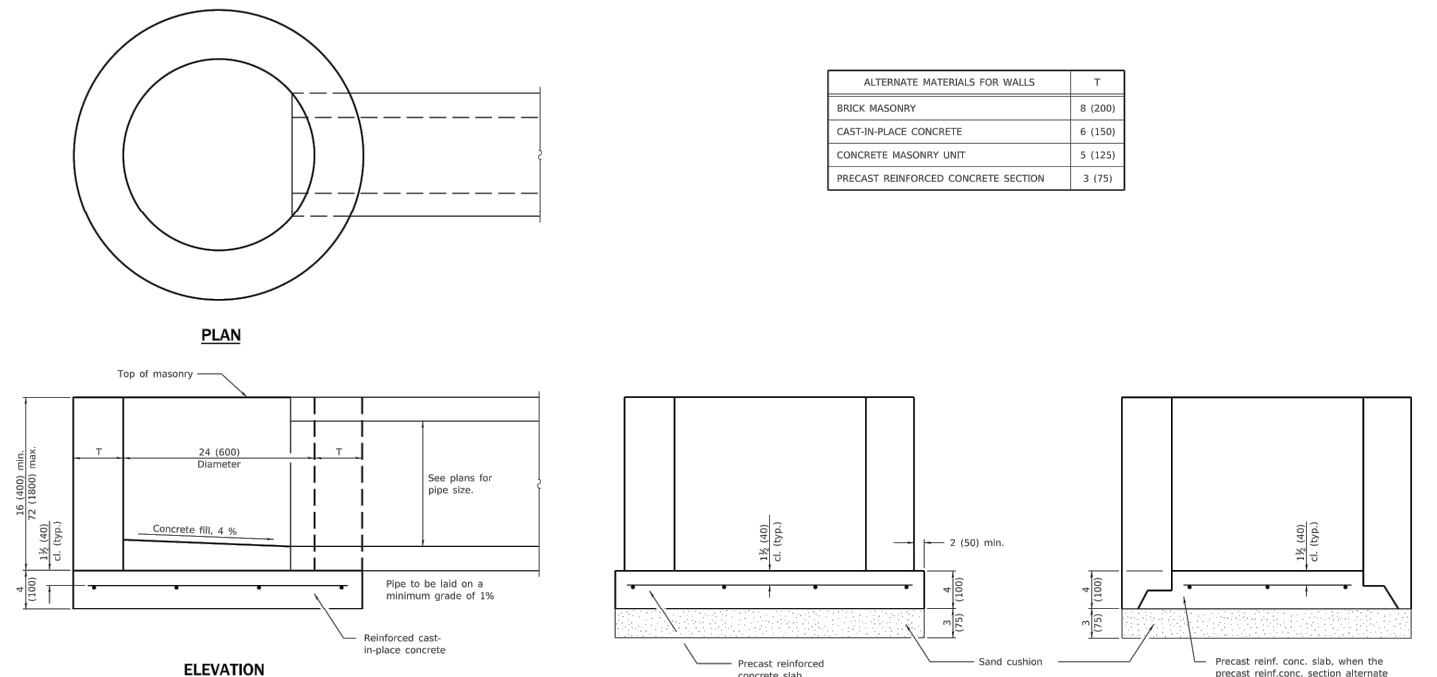
ADDED NOTES

Illinois Department of Transportation
 PASSED: January 1, 2015
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED: January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

Illinois Department of Transportation
 PASSED: January 1, 2015
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED: January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

| DATE | REVISIONS | STANDARD |
|--------|--|------------------------------|
| 1-1-15 | Revised dimensioning of frame. Added ADA compliant open lid. | FRAME AND LIDS TYPE 1 |
| 1-1-09 | Switched units to English (metric). | STANDARD 604001-04 |

ADDED NOTES



| ALTERNATE MATERIALS FOR WALLS | T |
|-------------------------------------|---------|
| BRICK MASONRY | 8 (200) |
| CAST-IN-PLACE CONCRETE | 6 (150) |
| CONCRETE MASONRY UNIT | 5 (125) |
| PRECAST REINFORCED CONCRETE SECTION | 3 (75) |

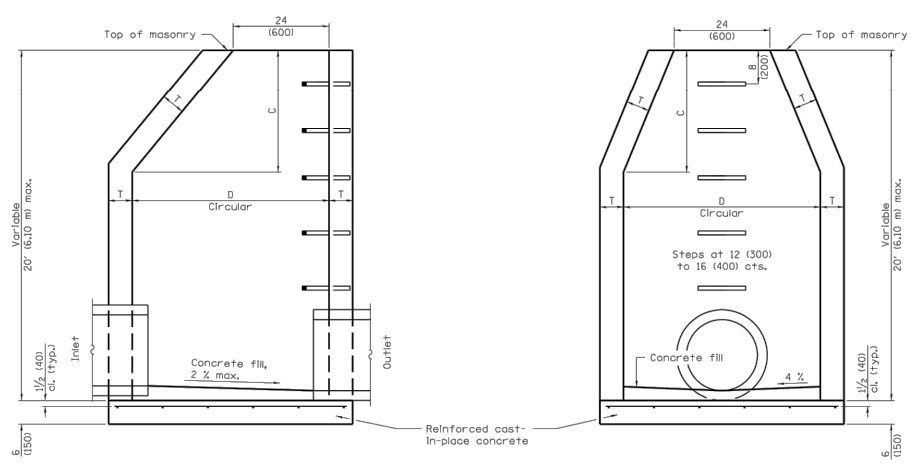
ALTERNATE METHODS

GENERAL NOTES
 Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).
 Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.
 All dimensions are in inches (millimeters) unless otherwise shown.

| DATE | REVISIONS | STANDARD |
|--------|---|-----------------------|
| 1-1-14 | Increased height to 72 (1800) maximum. | INLET - TYPE A |
| 1-1-11 | Detailed rein. in slabs. Added max. limit to height. Added general notes. | |

STANDARD 602301-04

Illinois Department of Transportation
 PASSED: January 1, 2014
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED: January 1, 2014
 ENGINEER OF DESIGN AND ENVIRONMENT



| ALTERNATE MATERIALS FOR WALLS | D | C* | T (min.) |
|-------------------------------------|--------------------------------|-------------------------------|--------------------|
| Concrete Masonry Unit | 4'-0" (1.2 m) 5'-0" (1.5 m) | 3'-0" (750) 3'-9" (1.15 m) | 5 (125) 5 (125) |
| Brick Masonry | 4'-0" (1.2 m) 5'-0" (1.5 m) | 3'-0" (750) 3'-9" (1.15 m) | 8 (200) 8 (200) |
| Precast Reinforced Concrete Section | 4'-0" (1.2 m) 5'-0" (1.5 m) | 3'-0" (750) 3'-9" (1.15 m) | 4 (100) 5 (125) |
| Cast-in-place Concrete | 4'-0" (1.2 m) 5'-0" (1.5 m) | 3'-0" (750) 3'-9" (1.15 m) | 6 (150) 6 (150) |

* For precast reinforced concrete sections, dimension "C" may vary from the dimension given to plus 6 (150).

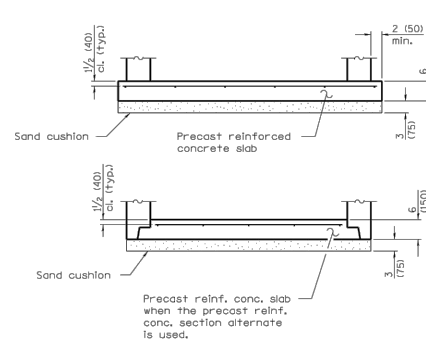
GENERAL NOTES
 Bottom slabs shall be reinforced with a minimum of 0.31 sq. in./ft. (660 sq. mm/m) in both directions with a maximum spacing of 12 (300).
 Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.
 See Standard 602701 for details of steps.
 See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.
 All dimensions are in inches (millimeters) unless otherwise shown.

| DATE | REVISIONS | STANDARD |
|--------|---|-----------------------|
| 1-1-11 | Detailed rein. in slabs. Added max. limit to height. Revised general notes. | MANHOLE TYPE A |
| 1-1-09 | Switched units to English (metric). | |

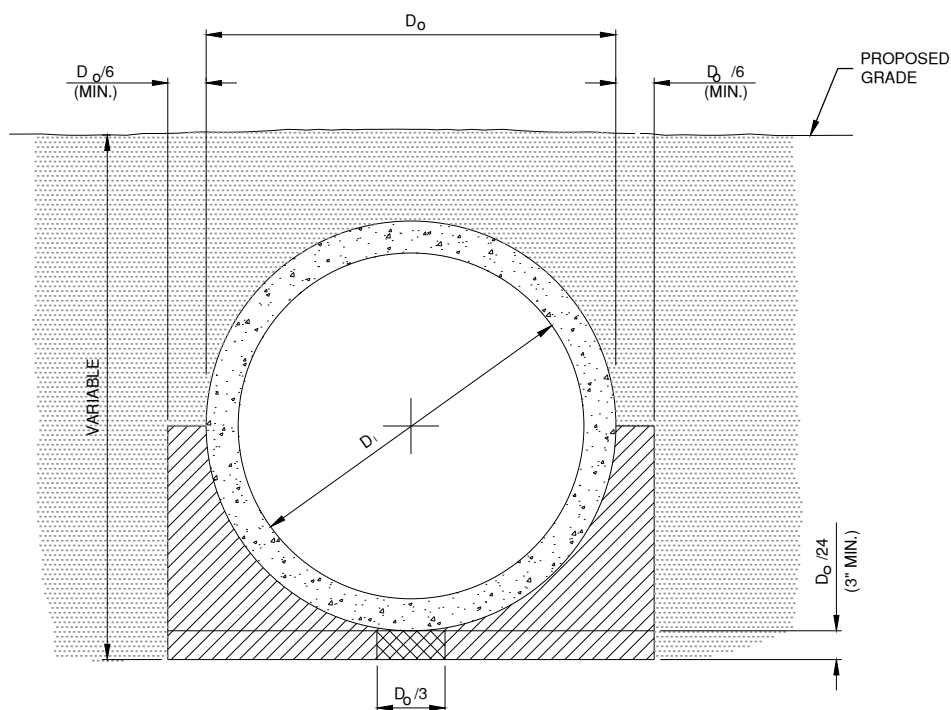
STANDARD 602401-03

Illinois Department of Transportation
 PASSED: January 1, 2011
 ENGINEER OF POLICY AND PROCEDURES
 APPROVED: January 1, 2011
 ENGINEER OF DESIGN AND ENVIRONMENT

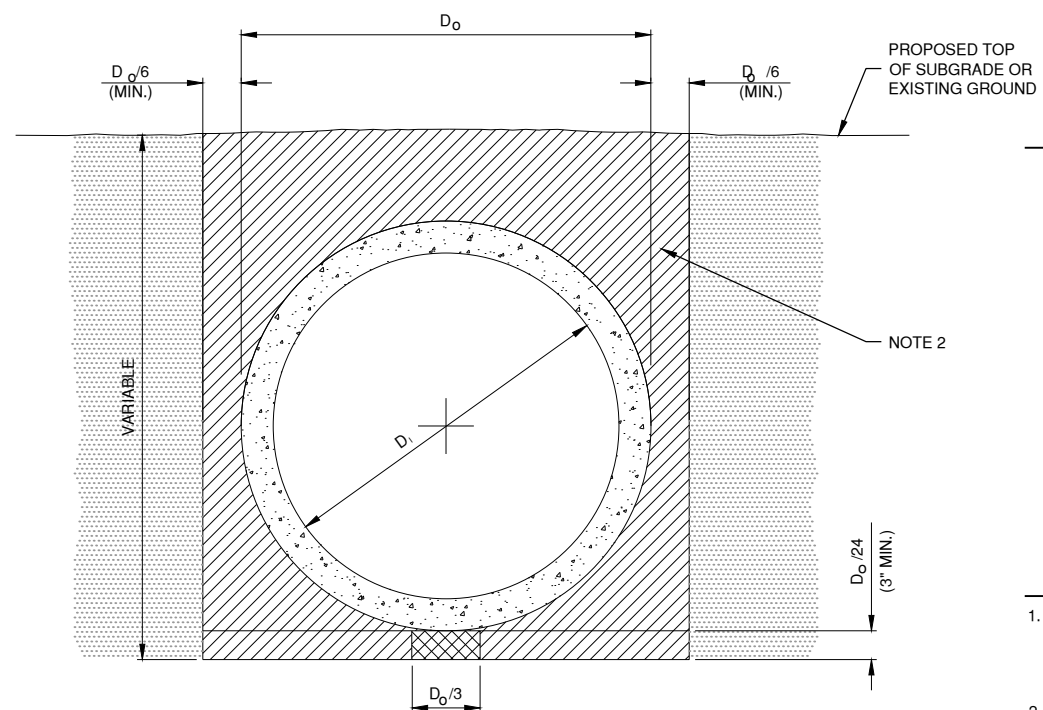
ALTERNATE BOTTOM SLAB



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 Date: Friday, March 15, 2019 3:06:43 PM



**STANDARD TRENCH INSTALLATION
NON-PAVED AREA**
N.T.S.



**STANDARD TRENCH INSTALLATION
PROPOSED PAVED AREA**
N.T.S.

LEGEND

DRAINAGE CONDUIT MATERIAL-CONCRETE

MIDDLE BEDDING LOOSELY PLACED UNCOMPACTED BEDDING

HAUNCH AND OUTER BEDDING COMPACTION- 95% STANDARD PROCTOR

LOWER SIDE AND OVERFILL COMPACTION- SAME AS EMBANKMENT REQUIREMENTS

D_o PIPE OUTSIDE DIAMETER

D_i PIPE INSIDE DIAMETER

- NOTES**
- BEDDING SHOWN IS IN ACCORDANCE WITH "STANDARD EMBANKMENT INSTALLATIONS", STANDARD INSTALLATION & BEDDING FACTORS FOR THE INDIRECT DESIGN METHOD (DESIGN DATA 40), AMERICAN CONCRETE PIPE ASSOCIATION.
 - BACKFILL TO EXTEND 3' BEYOND EDGES OF PROPOSED PAVEMENT.
 - COSTS ASSOCIATED WITH BACKFILLING AND COMPACTION OF BEDDING AND POROUS BACKFILL SHALL BE CONSIDERED INCIDENTAL TO RCP AND FES INSTALLATION.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER

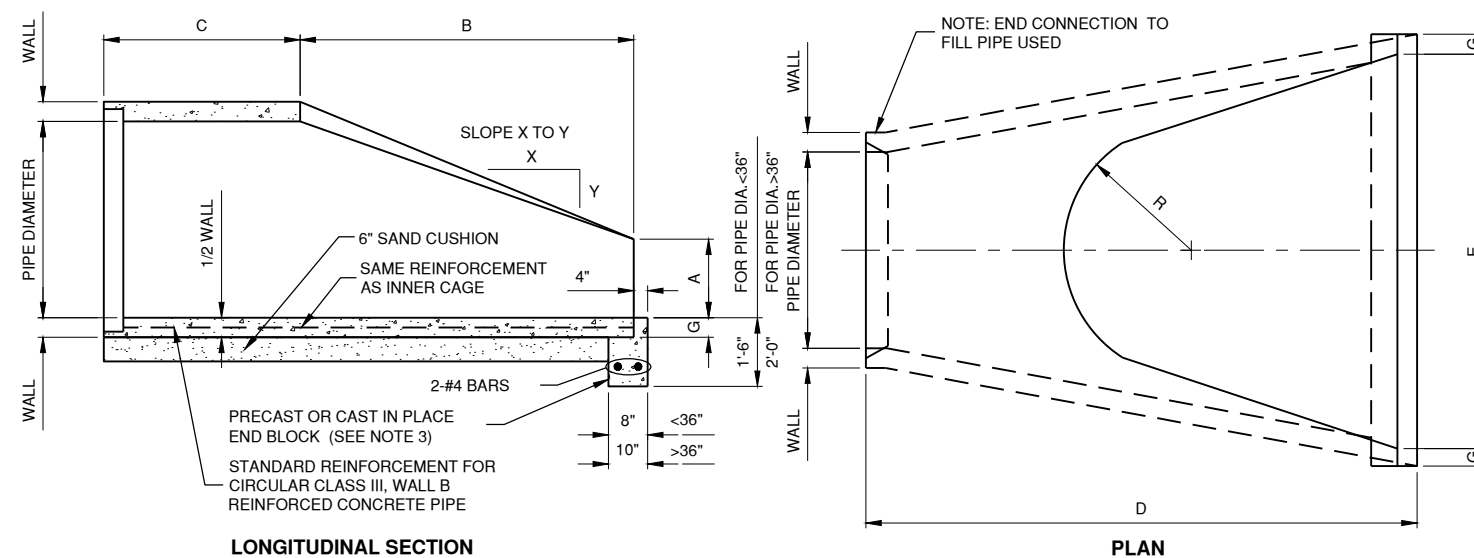
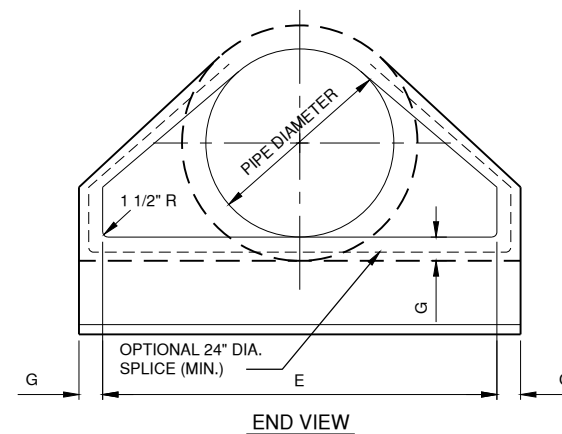


SPARTA COMMUNITY AIRPORT
SPARTA, IL

DIMENSIONS - TABLE 1

| PIPE DIA. | APPROX. WT. (lbs.) | WALL | A | B | C | D | E | G | R | SLOPE |
|-----------|--------------------|--------|----------|------------|------------|-----------|--------|--------|---------|--------|
| 12" | 530 | 2" | 4" | 2'-0" | 4'-0 7/8" | 6'-0 7/8" | 2'-0" | 2" | 9" | 3:1 |
| 15" | 740 | 2 1/4" | 6" | 2'-3" | 3'-10" | 6'-1" | 2'-6" | 2 1/4" | 11" | 3:1 |
| 18" | 990 | 2 1/2" | 9" | 2'-3" | 3'-10" | 6'-1" | 3'-0" | 2 1/2" | 12" | 3:1 |
| 21" | 1280 | 2 3/4" | 9" | 2'-11" | 3'-2" | 6'-1" | 3'-6" | 2 3/4" | 13" | 3:1 |
| 24" | 1520 | 3" | 9 1/2" | 3'-7 1/2" | 2'-6" | 6'-1 1/2" | 4'-0" | 3" | 14" | 3:1 |
| 27" | 1930 | 3 1/4" | 10 1/2" | 4'-0" | 2'-1 1/2" | 6'-1 1/2" | 4'-6" | 3 1/4" | 14 1/2" | 3:1 |
| 30" | 2190 | 3 1/2" | 1'-0" | 4'-6" | 1'-7 3/4" | 6'-1 3/4" | 5'-0" | 3 1/2" | 15" | 3:1 |
| 33" | 3200 | 3 3/4" | 1-1 1/2" | 4'-10 1/2" | 3'-3 1/4" | 8'-1 3/4" | 5'-6" | 3 3/4" | 17 1/2" | 3:1 |
| 36" | 4100 | 4" | 1'-3" | 5'-3" | 2'-10 3/4" | 8'-1 3/4" | 6'-0" | 4" | 20" | 3:1 |
| 42" | 5380 | 4 1/2" | 1'-9" | 5'-3" | 2'-11" | 8'-2" | 6'-6" | 4 1/2" | 22" | 3:1 |
| 48" | 6550 | 5" | 2'-0" | 6'-0" | 2'-2" | 8'-2" | 7'-0" | 5" | 22" | 3:1 |
| 54" | 8240 | 5 1/2" | 2'-3" | 5'-5" | 2'-11" | 8'-4" | 7'-6" | 5 1/2" | 24" | 2.4:1 |
| 60" | 8730 | 6" | 2'-11" | 5'-0" | 3'-3" | 8'-3" | 8'-0" | 5" | * | 2:1 |
| 66" | 10710 | 6 1/2" | 2'-6" | 6'-0" | 2'-3" | 8'-3" | 8'-6" | 5 1/2" | * | 2:1 |
| 72" | 12520 | 7" | 3'-0" | 6'-6" | 1'-9" | 8'-3" | 9'-0" | 6" | * | 1.86:1 |
| 78" | 14770 | 7 1/2" | 3'-0" | 7'-6" | 1'-9" | 9'-3" | 9'-6" | 6 1/2" | * | 1.82:1 |
| 84" | 18160 | 8" | 3'-0" | 7'-6 1/2" | 1'-9" | 9'-3 1/2" | 10'-0" | 6 1/2" | * | 1.5:1 |

* RADIUS AS FURNISHED BY MANUFACTURER.



PRECAST REINFORCED CONCRETE FLARED END SECTION
(I.D.O.T. STD. NO. 542301)

N.T.S.

NOTES

- PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
- PRECAST CONCRETE FLARED END SECTION FOR PIPE DIAMETER REQUIRED SHALL BE AS INDICATED ON DETAIL PLAN FOR EACH INDIVIDUAL INSTALLATION.
- THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ITEM 701.
- FES SHALL INCLUDE A PROTECTION GRATE PER IDOT STD. 54234-03

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CU502.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

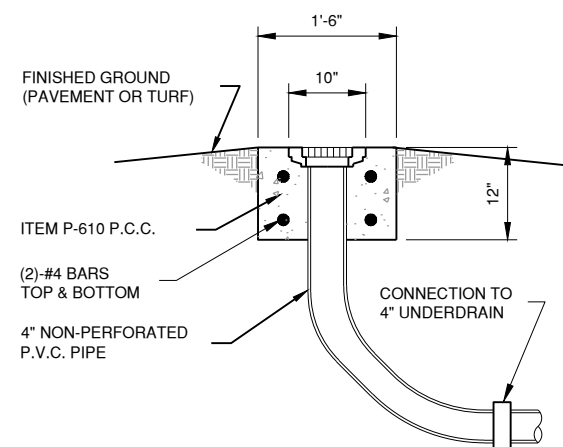
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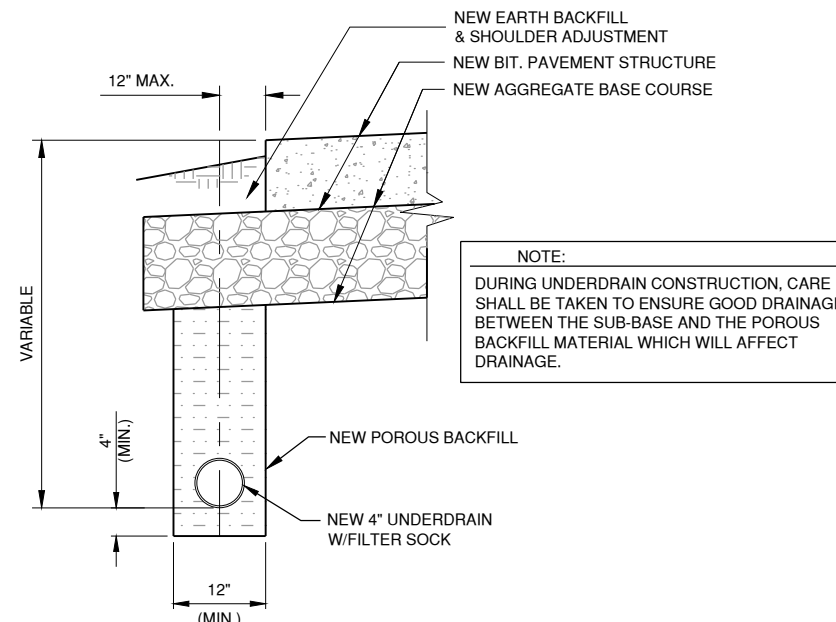
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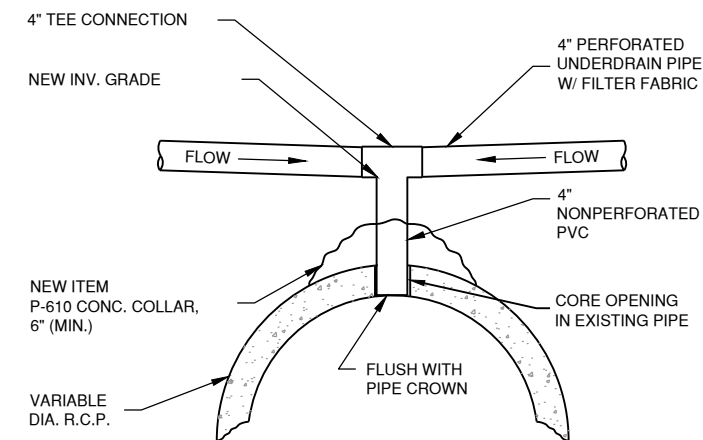
DRAINAGE DETAILS 2



UNDERDRAIN CLEAN-OUT DETAIL - TYPE 1
N.T.S.



TYPICAL UNDERDRAIN DETAIL PAVEMENT EDGE
N.T.S.



UNDERDRAIN DIRECT TOP CONNECTION DETAIL
N.T.S.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
|------|------|-------------|
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CU503.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

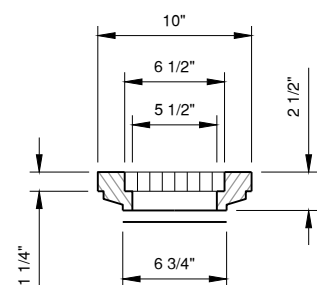
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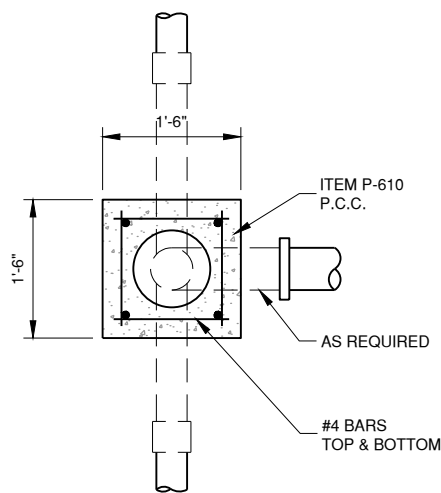
SHEET TITLE

UNDERDRAIN DETAILS

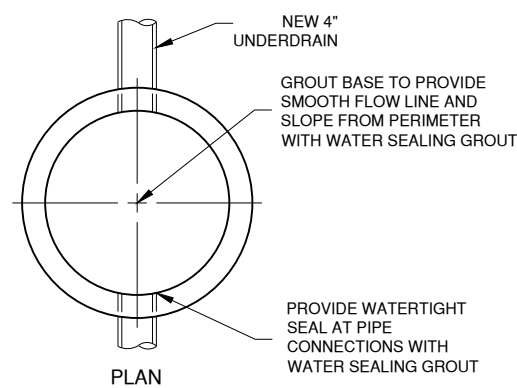


- CAST IRON FRAME & SOLID COVER (SIMILAR TO NEENAH R-6013 OR APPROVED EQUAL)
- CAST IRON GRATE (SIMILAR TO NEENAH R-4370-1 OR APPROVED EQUAL)

FRAME, LID & GRATE

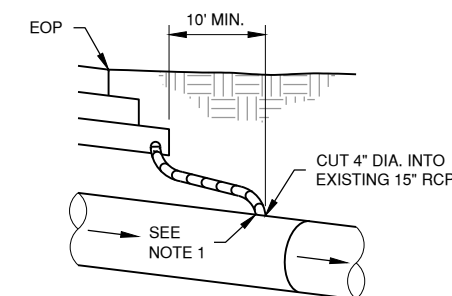
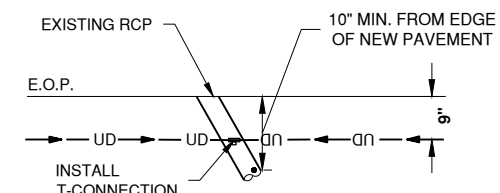


UNDERDRAIN CLEAN-OUT DETAILS
N.T.S.



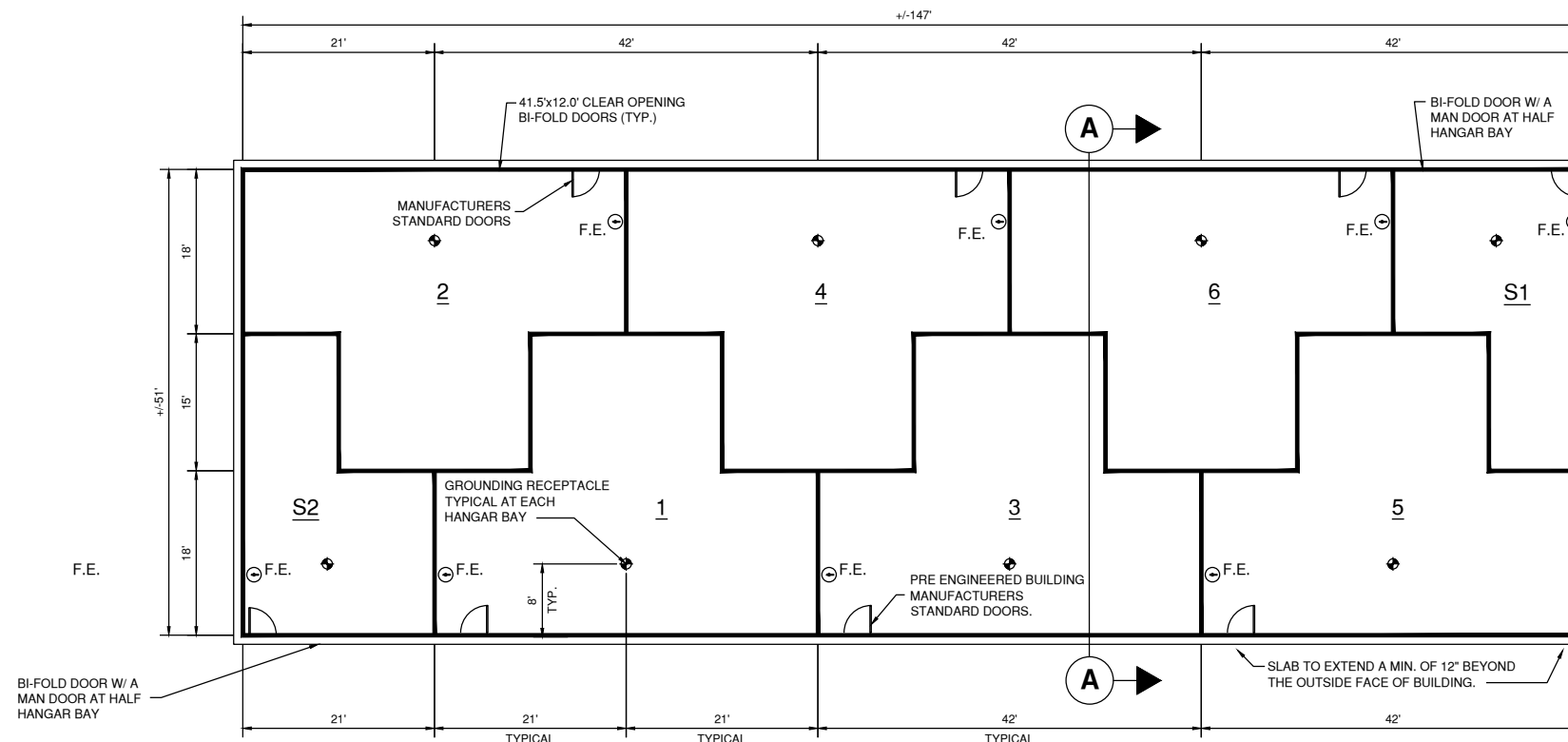
PLAN

NOTE: CONNECT NEW UNDERDRAIN TO EXISTING RCP A MINIMUM OF 10' FROM EDGE OF NEW PAVEMENT SO AS NOT TO UNDERMINE EDGE OF NEW PAVEMENT.



UNDERDRAIN DIRECT CONNECTION DETAIL
N.T.S.

NOTE:
1. DIRECT CONNECTION SHALL BE INSTALLED A MINIMUM OF 5' FROM ANY EXISTING PIPE JOINT



**NEW T-HANGAR #4
FLOOR PLAN**
SCALE 1:10

LEGEND

- ◆ STATIC ELECTRICITY GROUNDING RECEPTACLE (SEE ELECTRICAL DETAILS)
- F.E. ⊖ FIRE EXTINGUISHER: 10lb. DRY CHEMICAL (ABC)

GENERAL NOTES:

1. HANGAR NUMBERS MAY NOT COORDINATE WITH AIRPORTS FINAL NUMBERING SCHEME. (SEE SPECIFICATION SECTION 133420 FOR DOOR DECALS)
2. PROVIDE ENTRANCE LEVER/ LATCH HARDWARE W/ HINGES, SILL, SWEEPS AND ACCESSIBLE THRESHOLD FOR ACCESSIBLE DOORS. PROVIDE STOP ARM FOR OUT SWINGING MAN DOORS.

| REQUIRED DIMENSIONS | 6 UNIT NESTED T-HANGAR |
|-----------------------|------------------------|
| TOTAL BUILDING LENGTH | 148' MAX. |
| TOTAL BUILDING WIDTH | 52' MAX. |
| CLEAR DOOR WIDTH | 41'-6" MIN. |
| CLEAR DOOR HEIGHT | 12' MIN. |
| TAIL BAY WIDTH | 21'-0" MIN. |
| WING DEPTH | 18' MIN. |
| TOTAL BAY DEPTH | 33' MIN. |

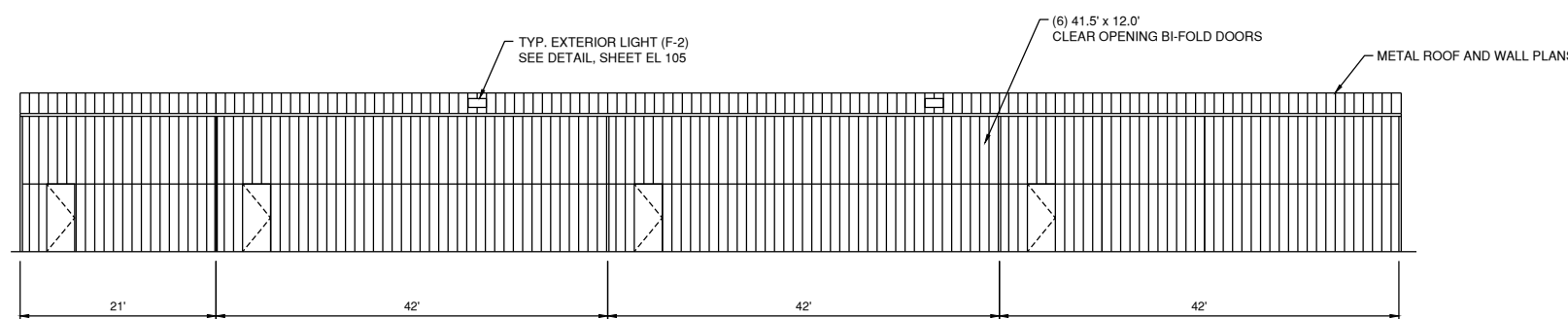
MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

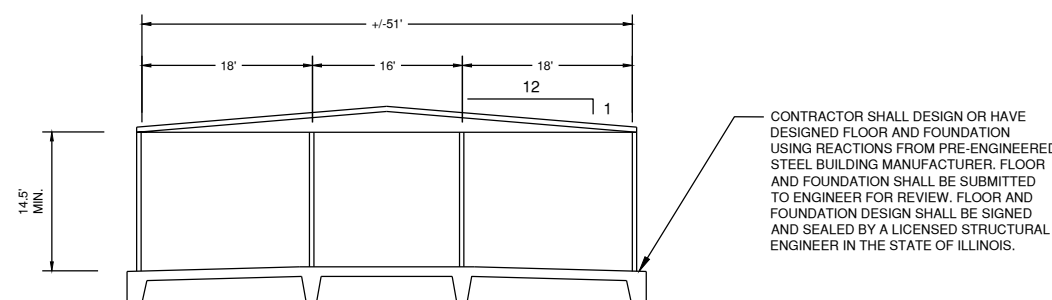
OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL



BUILDING ELEVATION
SCALE 1:10



BUILDING SECTION A-A
SCALE 1:10

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-A105.DWG

DESIGNED BY: NRF

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SHEET TITLE

**FLOOR PLAN AND
EXTERIOR
ELEVATIONS**

A101
SHEET 31 OF 51



LEGEND

- EXISTING BUILDINGS
- NEW T-HANGAR BUILDING

GENERAL NOTES:

1. T-HANGARS FOUNDATION SHOWN IS 12" FOR EARTHWORK VOLUME CALCULATIONS. ACTUAL FOUNDATION DESIGN SHALL BE DETERMINED BY THE BUILDING CONTRACTOR. VOLUME CALCULATIONS DO NOT INCLUDE THE FOUNDATIONS VOLUME.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



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SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-A104.DWG

DESIGNED BY: NRF

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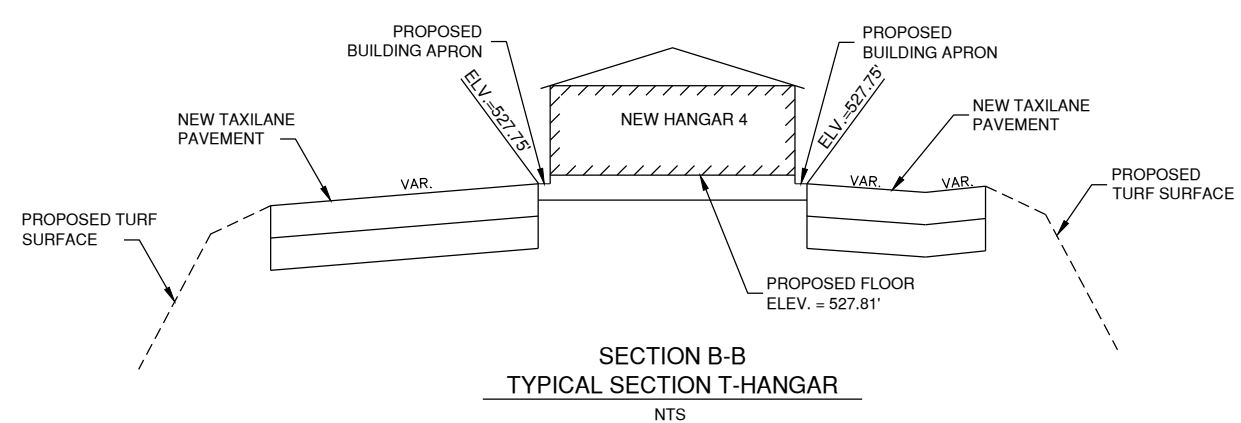
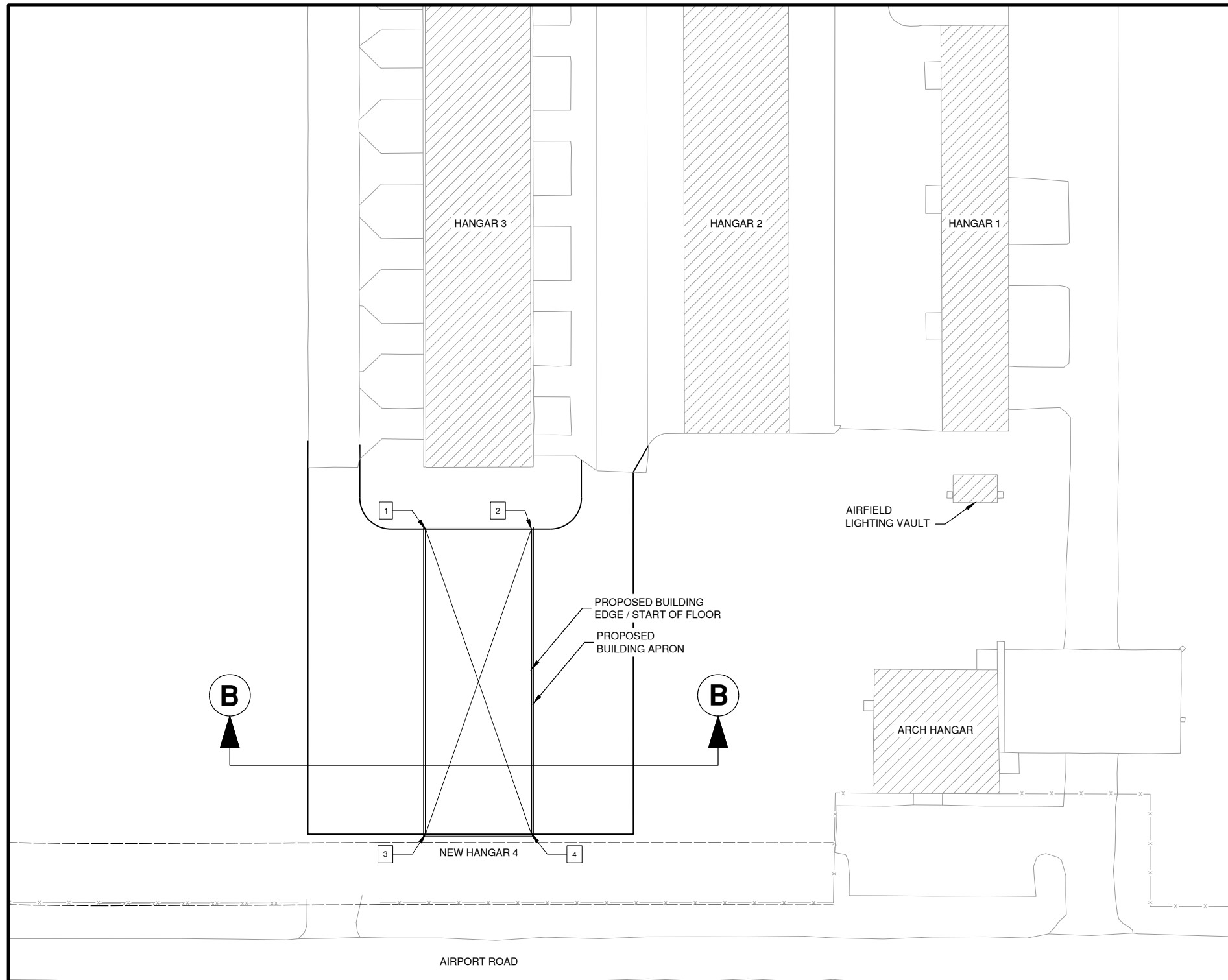
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SHEET TITLE

**T-HANGAR BUILDING
& LOCATION**

A102
SHEET 32 OF 51



| POINT NO. | DESCRIPTION | NORTHING | EASTING | FLOOR EL. |
|-----------|---------------------------|--------------|---------------|-----------|
| 1 | NORTHWEST BUILDING CORNER | 538098.6670' | 2430146.8135' | 527.81' |
| 2 | NORTHEAST BUILDING CORNER | 538098.6670' | 2430197.8135' | 527.81' |
| 3 | SOUTHWEST BUILDING CORNER | 537951.6670' | 2430146.8195' | 527.81' |
| 4 | SOUTHEAST BUILDING CORNER | 537951.6670' | 2430197.8195' | 527.81' |

Path: K:\Sparta\Aip\1641203\Drawings\SAR4583-1641203-A104.dwg
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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-A101.DWG

DESIGNED BY: NRF

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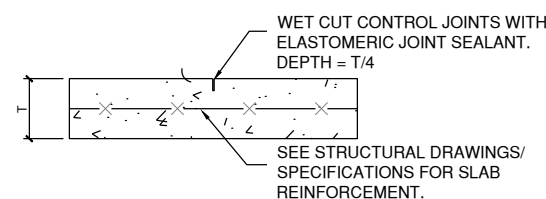
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SHEET TITLE

**ARCHITECTURAL
DETAILS**

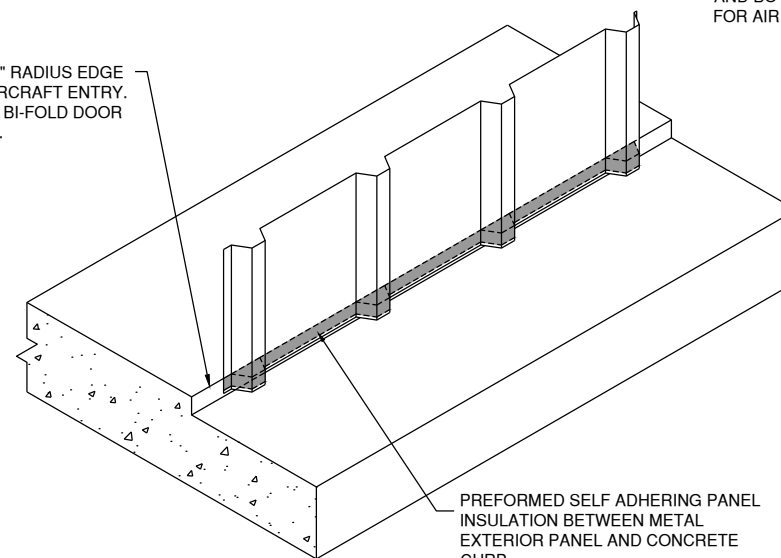
A103
SHEET 33 OF 51



CONTROL JOINT

NOTE: CONTRACTOR TO SUBMIT JOINTING PLAN.

TOOLED 1/2" RADIUS EDGE TO EASE AIRCRAFT ENTRY. TYPICAL AT BI-FOLD DOOR LOCATIONS.



ISOMETRIC DETAIL - EXTERIOR WALL PANEL AT CURB

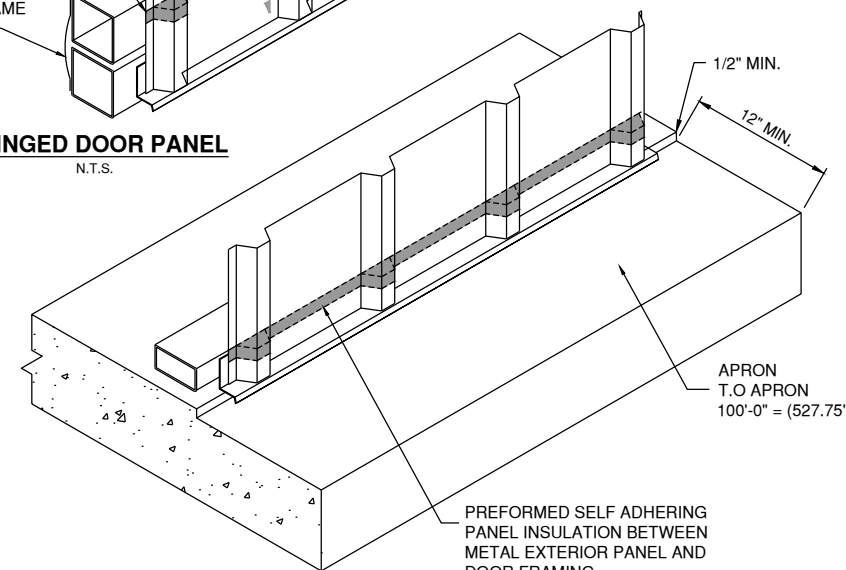
N.T.S.

PREFORMED SELF ADHERING PANEL INSULATION BETWEEN METAL EXTERIOR PANEL AND DOOR FRAMING.

WEATHER PROOFING SHEET ATTACHED TO TOP AND BOTTOM DOOR FRAME FOR AIR TIGHT SEAL.

HINGED DOOR PANEL

N.T.S.

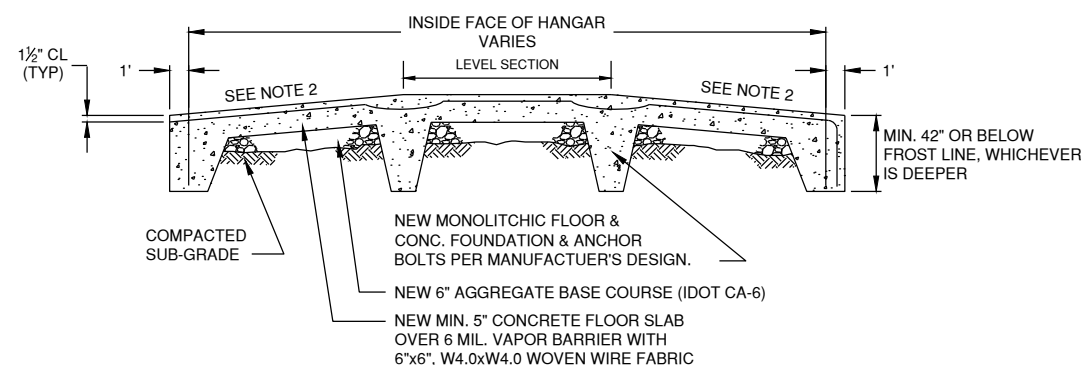


ISOMETRIC DETAIL - EXTERIOR WALL/ DOOR PANEL

N.T.S.

NOTES:

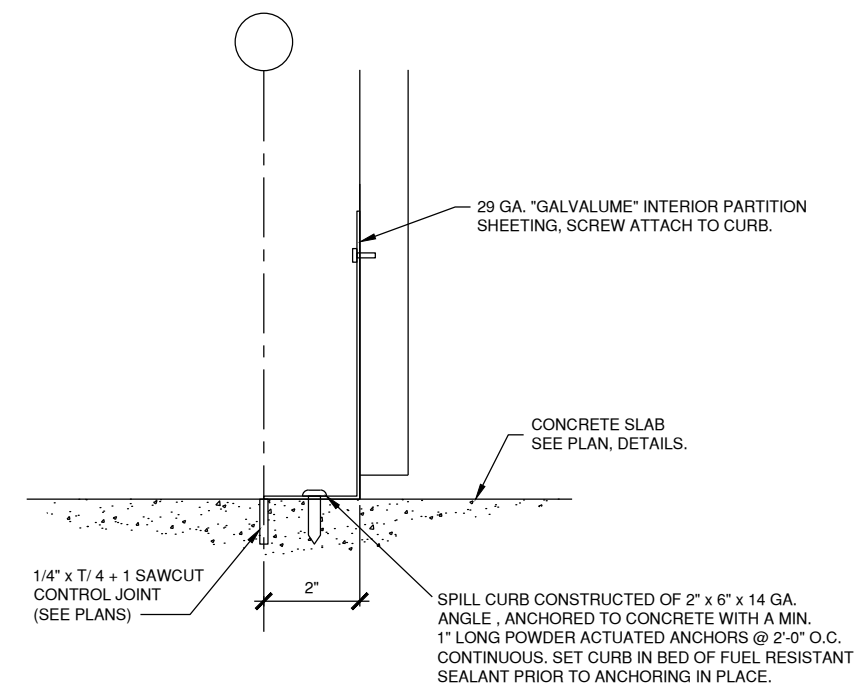
1. CONCRETE FLOOR AND FOUNDATION FOR HANGARS TO EXTEND A MINIMUM OF 12" OUTSIDE FACE OF HANGAR.
2. CONTRACTOR SHALL SLOPE FLOORS TO DRAIN PER MANUFACTURER'S RECOMMENDATION AND LOCAL CODE REQUIREMENTS.
3. THE CONTRACTOR SHALL GRADE AND COMPACT THE SUBGRADE BEFORE THE PLACEMENT OF THE AGGREGATE BASE COURSE.



TYPICAL SECTION - T-HANGAR CONCRETE SLAB

N.T.S.

NOTE: FOUNDATION DESIGN TO BE PROVIDED BY CONTRACTOR.



TYP. SPILL CURB DETAIL

N.T.S.

NOTE:
PROVIDE SPILL CURB ON ONE SIDE OF EACH INTERIOR WALL PANEL

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL102.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

CHECKED BY: AB

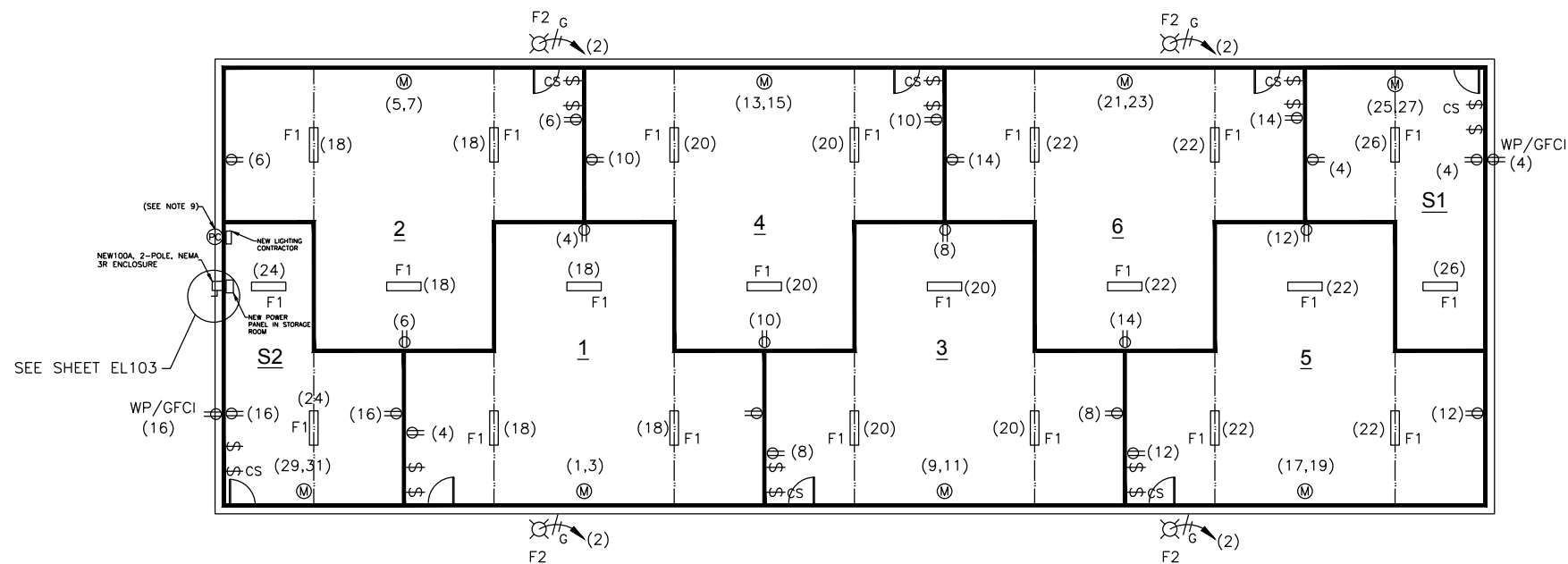
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SHEET TITLE

**HANGAR 4 WIRING
PLAN**

EL101
SHEET 34 OF 51



NEW T-HANGAR 4 PLAN

SCALE 1:10

ELECTRICAL WIRING NOTES

- ALL WIRING METHODS AND ELECTRICAL EQUIPMENT INSTALLATION INSIDE T-HANGARS SHALL COMPLY WITH NFPA 70: NATIONAL ELECTRICAL CODE, ARTICLE 513: AIRCRAFT HANGARS. EXCEPT FOR GROUNDING (EARTHING) AND BONDING AS DETAILED ON THE PLANS, NO CONDUIT, POWER WIRING, ELECTRICAL DEVICES OR ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CLASS 1, DIVISION 1 OR CLASS 1 DIVISION 2 AREAS IN THE T-HANGAR, AS DEFINED BY NEC ARTICLE 513. FOR EXAMPLE, PER NEC ARTICLE 513, THE ENTIRE AREA OF THE T-HANGAR TO 18" ABOVE THE FLOOR IS A CLASS 1, DIVISION 2 AREA. NO POWER WIRING, ELECTRICAL DEVICES OR EQUIPMENT SHALL BE INSTALLED WITHIN THIS AREA.
- EXCEPT WHERE NOTED OTHERWISE, ALL WIRING INSIDE T-HANGAR BAYS SHALL BE INSTALLED IN ELECTRICAL METALLIC TUBING (EMT). EMT SHALL BE ATTACHED TO WALL STRUCTURAL MEMBERS AND GIRTS AND ROUTED OVERHEAD, ATTACHED TO T-HANGAR ROOF WIDE FLANGE BEAMS AND PURLINS. EXPOSED WIRING OR CORDS SHALL NOT BE PERMITTED. ACCEPTABLE SUBSTITUTES FOR ELECTRICAL METALLIC TUBING (EMT) ARE GALVANIZED RIGID STEEL (GRS) OR ALUMINUM CONDUIT. DEVICE BOXES AND JUNCTION BOXES SHALL BE METALLIC, EXCEPT WHERE NOTED OTHERWISE FOR USE IN GROUNDING (EARTHING) AND BONDING.
- SWITCHES AND RECEPTACLES SHALL BE INSTALLED IN METALLIC DEVICE BOXES. THE DOOR MOTOR OPERATOR SHALL NOT BE PLUGGED INTO A RECEPTACLE, BUT SHALL BE "HARD WIRED" IN CONDUIT. INTERIOR LED LIGHT FIXTURES (F1) SHALL BE ATTACHED TO ROOF WIDE FLANGE BEAMS OR PURLINS.
- ALL RECEPTACLES TO BE MOUNTED 48" AFF.
- ALL EXTERIOR LIGHTING WILL BE CONTROLLED BY ONE PHOTOCELL LOCATED IN STORAGE ROOM "S1". SEE PLAN VIEW FOR PHOTOCELL LOCATION.
- ALL CIRCUITS SHALL BE FED FROM POWER PANEL "PP-4" INSIDE STORAGE ROOM "S1"
- THE CONTRACTOR SHALL BE PERMITTED TO COMBINE CIRCUITS IN ONE CONDUIT AS DESCRIBED HEREIN. FROM MAIN DISTRIBUTION PANELBOARD TO TWO HANGAR BAYS WITH SAME LIGHTING CIRCUITS.
- ALL LIGHTING RECEPTACLE, AND DOOR MOTOR OPERATOR CIRCUITS SHALL BE WIRED WITH (2) #12, (1) #12 GND. FROM NEW POWER PANEL. CIRCUIT NUMBERS ARE AS SHOWN. REFER TO EL102 FOR PANELBOARDED SCHEDULE.
- INSTALL 20A, 1-POLE LIGHTING CONTACTOR WITH H-O-A SELECTOR SWITCH, CONTROLLED BY PHOTOCELL.

LEGEND

- BIFOLD DOOR MOTOR OPERATOR, 1HP, 1 PHASE, MULTI-VOLTAGE (120/208/240)
- TOGGLE SWITCH (INTERIOR LIGHTS)
- BIFOLD DOOR MOTOR OPERATOR CONTROL STATION (SUPPLIED WITH DOOR)
- DUPLEX RECEPTACLE
- F1 - LUSIO HD20S-A1-06K-4N-4000K-80-CL OR EQUAL
- F2 - LITHONIA DSXF2 LED P2 40K WFR 120 THK DDBXD, OR EQUIVALENT. FLOOD LIGHTING
- 1800W PHOTO CELL, MOUNTED ON EXTERIOR WALL



License No. 184-000613

CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641204-EL102.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

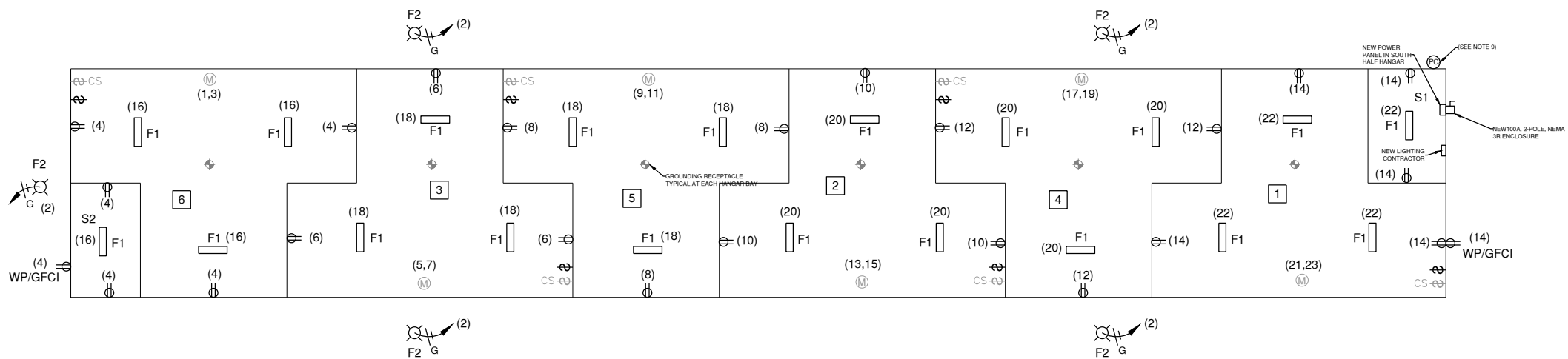
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SHEET TITLE

HANGAR 1 WIRING PLAN



LEGEND

- TOGGLE SWITCH (INTERIOR LIGHTS)
DUPLEX RECEPTACLE
F1 - LUSIO HD20S-A1-06K-4N-4000K-80-CL OR EQUAL
F2 - LITHONIA DSXF2 LED P2 40K WFR 120 THK DDBXD, OR EQUIVALENT. FLOOD LIGHTING
1800W PHOTO CELL, MOUNTED ON EXTERIOR WALL
EXISTING BIFOLD DOOR MOTOR OPERATOR CONTROL STATION (NOTE 2)
EXISTING BIFOLD DOOR MOTOR OPERATOR

ELECTRICAL WIRING NOTES

- 1. ALL WIRING METHODS AND ELECTRICAL EQUIPMENT INSTALLATION INSIDE T-HANGARS SHALL COMPLY WITH NFPA 70: NATIONAL ELECTRICAL CODE, ARTICLE 513: AIRCRAFT HANGARS...
2. EXCEPT WHERE NOTED OTHERWISE, ALL WIRING INSIDE T-HANGAR BAYS SHALL BE INSTALLED IN ELECTRICAL METALLIC TUBING (EMT)...
3. SWITCHES AND RECEPTACLES SHALL BE INSTALLED IN METALLIC DEVICE BOXES...
4. ALL RECEPTACLES TO BE MOUNTED 48" AFF.
5. ALL EXTERIOR LIGHTING WILL BE CONTROLLED BY ONE PHOTOCELL LOCATED IN STORAGE ROOM "S1"...
6. ALL CIRCUITS SHALL BE FED FROM POWER PANEL "PP-1" INSIDE STORAGE ROOM "S1"
7. THE CONTRACTOR SHALL BE PERMITTED TO COMBINE CIRCUITS IN ONE CONDUIT AS DESCRIBED HEREIN...
8. ALL LIGHTING, RECEPTACLE AND DOOR OPERATOR CIRCUITS SHALL BE WIRED WITH (2) #12, (1) #12 GND...
9. INSTALL 20A, 1-POLE LIGHTING CONTRACTOR WITH H-O-A SELECTOR SWITCH, CONTROLLED BY PHOTOCELL.

NOTES

- 1. PRIOR TO THE ELECTRICAL REMOVALS, THE OWNER SHALL BE GIVEN THE OPPORTUNITY TO NOTE ANY ITEMS DEEMED SUITABLE FOR SALVAGE...
2. REMOVE ALL EXISTING INTERIOR/EXTERIOR LIGHTING, RECEPTACLES, CABLE/CONDUIT AND POWER PANELS LOCATED IN T-HANGAR 1...
3. REMOVE EXISTING FUSE BOX IN EACH T-HANGER AND CONNECT NEW CIRCUIT TO EXISTING DOOR SWITCH.

PANELBOARD SCHEDULE

PANEL DESIGNATION: PP-1 BOND NEUTRAL AND GROUND BAR: NO POLE: 42
LOCATION: T-HANGAR 1 NEUTRAL BUS RATING: 100% SHORT CIRCUIT RATING: 42KA
MFR & TYPE: SQUARE D NQ, OR EQUIV. SERVICE ENTRANCE RATED: NO SERIES OR FULLY RATED: SERIES
TVSS & DISCONNECT REQUIRED: NO

VOLTS: 120/240V MOUNTING: SURFACE BUS RATING (AMPS): 100
PHASE: 1 ENCL RATING: NEMA 1 BUS: COPPER
WIRE: 3 MAIN CIRCUIT BREAKER: AMP/POLE 100/2

Table with columns: CKT NO., LOAD, BREAKER SIZE, LOAD AMPS, USAGE FACTOR, PHASE AMPS (A, B), POLE NO., PHASE AMPS (A, B), USAGE FACTOR, LOAD AMPS, BREAKER SIZE, CKT NO. Rows include existing bifold door motors and exterior lights.

TOTAL USAGE LOAD: 2028 VA

PHASE TOTAL AMPS: 8.5 8.4

PHASE TOTAL VA: 1020 1008

NOTES:

1 PROVIDE ENGRAVED NAMEPLATE READING: PP-1 120/240V, SINGLE-PHASE, 3-WIRE

EXISTING T-HANGAR 1 POWER PANEL SCHEDULE

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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL104.DWG

DESIGNED BY: MAA

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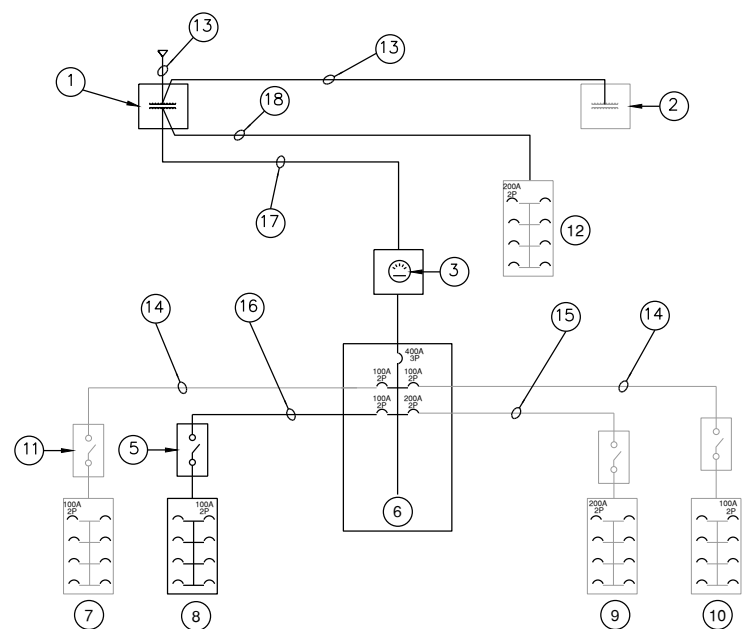
ELECTRICAL WIRING
DETAILS

EL103

SHEET 36 OF 51

ONE LINE DIAGRAM NOMENCLATURE

- ① NEW UTILITY PAD MOUNTED TRANSFORMER. INSTALLED AND SIZED BY AMEREN.
- ② EXISTING NORTH PAD MOUNTED TRANSFORMER.
- ③ EXISTING UTILITY METERING AND C.T. CABINET, MOUNTED ON VAULT EXTERIOR WALL.
- ④ EXISTING 200A, 120/240, 2P DISCONNECT.
- ⑤ NEW 100A, 120/240, 2P DISCONNECT, IN NEMA 3R.
- ⑥ EXISTING 400A 120/240V, 3-PHASE POWER PANEL IN VAULT. INSTALL 100A, 2P CIRCUIT BREAKER.
- ⑦ EXISTING, 100A 120/240, 1-PHASE POWER PANEL IN T-HANGAR 3
- ⑧ NEW, 100A 120/240, 1-PHASE IN POWER PANEL T-HANGAR 4
- ⑨ EXISTING, 200A 120/240, 1-PHASE POWER PANEL IN T-HANGAR 2
- ⑩ EXISTING, 100A 120/240, 1-PHASE IN T-HANGAR 1
- ⑪ EXISTING 100A, 120/240, 2P DISCONNECT.
- ⑫ EXISTING, 200A 120/240, 1-PHASE POWER PANEL IN ARCH HANGAR.
- ⑬ NEW 1-4" PVC SCH.80 CONDUIT WITH PULL STRING.
- ⑭ EXISTING 3 #2, 1 #6 GND. IN 2" CONDUIT.
- ⑮ EXISTING 3 #2/0, 1 #2 GND. IN 2" CONDUIT.
- ⑯ NEW 3 #2, 1 #6 GND. IN 2" CONDUIT.
- ⑰ NEW (2) SETS OF 4 #2/0, 1 #2 GND. IN 4" CONDUIT.
- ⑱ NEW 3 #2/0, 1 #2 GND. IN 2" CONDUIT.



ONE LINE DIAGRAM

PANELBOARD SCHEDULE

PANEL DESIGNATION: **PP-4** BOND NEUTRAL AND GROUND BAR: **NO** POLE: **42**
 LOCATION: **T-HANGAR 4** NEUTRAL BUS RATING: **100%** SHORT CIRCUIT RATING: **42KA**
 MFR & TYPE: **SQUARE D NQ, OR EQUIV.** SERVICE ENTRANCE RATED: **NO** SERIES OR FULLY RATED: **SERIES**
 TVSS & DISCONNECT REQUIRED: **NO**

VOLTS: **120/240V** MOUNTING: **SURFACE** BUS RATING (AMPS): **100**
 PHASE: **1** ENCL RATING: **NEMA 1** BUS: **COPPER**
 WIRE: **3** MAIN CIRCUIT BREAKER: AMP/POLE **100/2**

| CKT NO. | LOAD | BREAKER SIZE | LOAD AMPS | USAGE FACTOR | PHASE AMPS | | POLE NO. | PHASE AMPS | | USAGE FACTOR | LOAD AMPS | BREAKER SIZE | CKT NO. |
|-----------------|----------------------|--------------|-----------|--------------|-------------------|------|----------|------------|-------------------|--------------|-----------|--------------|---------|
| | | | | | A | B | | A | B | | | | |
| EXTERIOR LIGHTS | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | 2 |
| 3 | BIFOLD DOOR MOTOR-T1 | 20A/2P | 3 | 0.25 | 0.75 | | 1 2 | 1.6 | | 0.4 | 4 | 20A/1P | 4 |
| 5 | | | 3 | 0.25 | | | 5 6 | | | 0.2 | 6 | 20A/1P | 6 |
| 7 | BIFOLD DOOR MOTOR-T2 | 20A/2P | 3 | 0.25 | 0.75 | | 7 8 | 1.2 | | 0.2 | 6 | 20A/1P | 8 |
| 9 | | | 3 | 0.25 | | | 9 10 | | | 0.2 | 6 | 20A/1P | 10 |
| 11 | BIFOLD DOOR MOTOR-T3 | 20A/2P | 3 | 0.25 | 0.75 | | 11 12 | | | 0.2 | 6 | 20A/1P | 12 |
| 13 | | | 3 | 0.25 | | | 13 14 | 1.2 | | 0.2 | 6 | 20A/1P | 14 |
| 15 | BIFOLD DOOR MOTOR-T4 | 20A/2P | 3 | 0.25 | 0.75 | | 15 16 | | | 0.2 | 6 | 20A/1P | 16 |
| 17 | | | 3 | 0.25 | | | 17 18 | | | 0.5 | 3 | 20A/1P | 18 |
| 19 | BIFOLD DOOR MOTOR-T5 | 20A/2P | 3 | 0.25 | 0.75 | | 19 20 | 1.5 | | 0.5 | 3 | 20A/1P | 20 |
| 21 | | | 3 | 0.25 | | | 21 22 | | | 0.5 | 3 | 20A/1P | 22 |
| 23 | BIFOLD DOOR MOTOR-T6 | 20A/2P | 3 | 0.25 | 0.75 | | 23 24 | | | 0.5 | 3 | 20A/1P | 24 |
| 25 | | | 3 | 0.25 | | | 25 26 | 2 | | 0.5 | 4 | 20A/1P | 26 |
| 27 | BIFOLD DOOR MOTOR-S1 | 20A/2P | 3 | 0.25 | 0.75 | | 27 28 | | | 0 | | 20A/1P | 28 |
| 29 | | | 3 | 0.25 | | | 29 30 | | | | | 20A/1P | 30 |
| 31 | BIFOLD DOOR MOTOR-S2 | 20A/2P | 3 | 0.25 | 0.75 | | 31 32 | 0 | | | | 20A/1P | 32 |
| 33 | SPARE | 20A/1P | | | | | 33 34 | | | 0 | | 20A/1P | 34 |
| 35 | SPARE | 20A/1P | | | | | 35 36 | | | | | 20A/1P | 36 |
| 37 | SPARE | 20A/1P | | | 0 | | 37 38 | 0 | | | | 20A/1P | 38 |
| 39 | SPARE | 20A/1P | | | 0 | | 39 40 | | | 0 | | 20A/1P | 40 |
| 41 | SPARE | 20A/1P | | | | | 41 42 | | | | | 20A/1P | 42 |
| SECTION TOTAL: | | | | | 4.5 | 3.75 | | | 7.5 | 5.1 | | | |
| | | | | | PHASE TOTAL AMPS: | | A | B | TOTAL USAGE LOAD: | | 2502 VA | | |
| | | | | | | | 12 | 8.85 | | | | | |
| | | | | | PHASE TOTAL VA: | | A | B | | | | | |
| | | | | | | | 1440 | 1062 | | | | | |

NOTES:

- 1 PROVIDE ENGRAVED NAMEPLATE READING:
PP-4
120/240V, SINGLE-PHASE, 3-WIRE

T-HANGAR #4 POWER PANEL SCHEDULE

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL105.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

CHECKED BY: AB

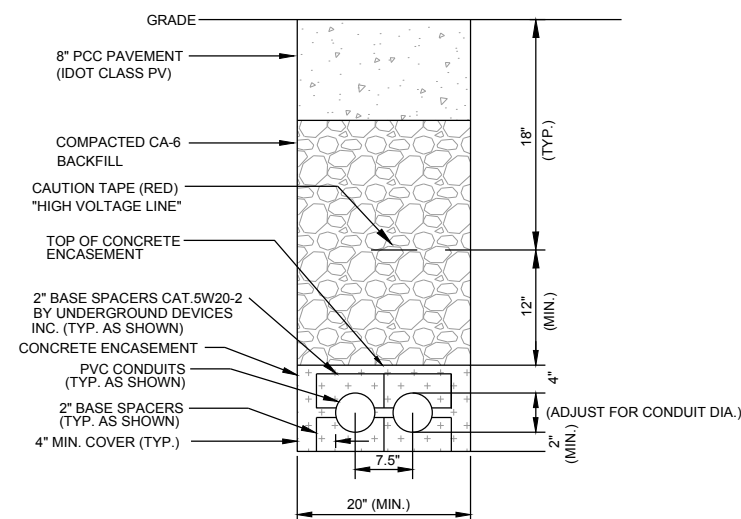
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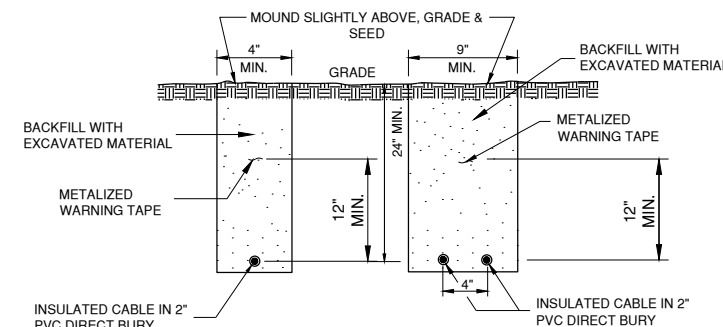
**ELECTRICAL
DETAILS-1**

EL104
SHEET 37 OF 51



CABLE TRENCH DETAIL IN PAVEMENT

N.T.S.

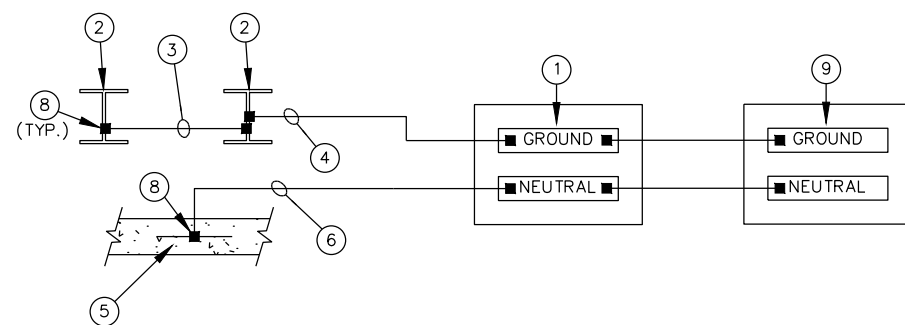


CABLE TRENCH DETAIL IN EARTH

N.T.S.

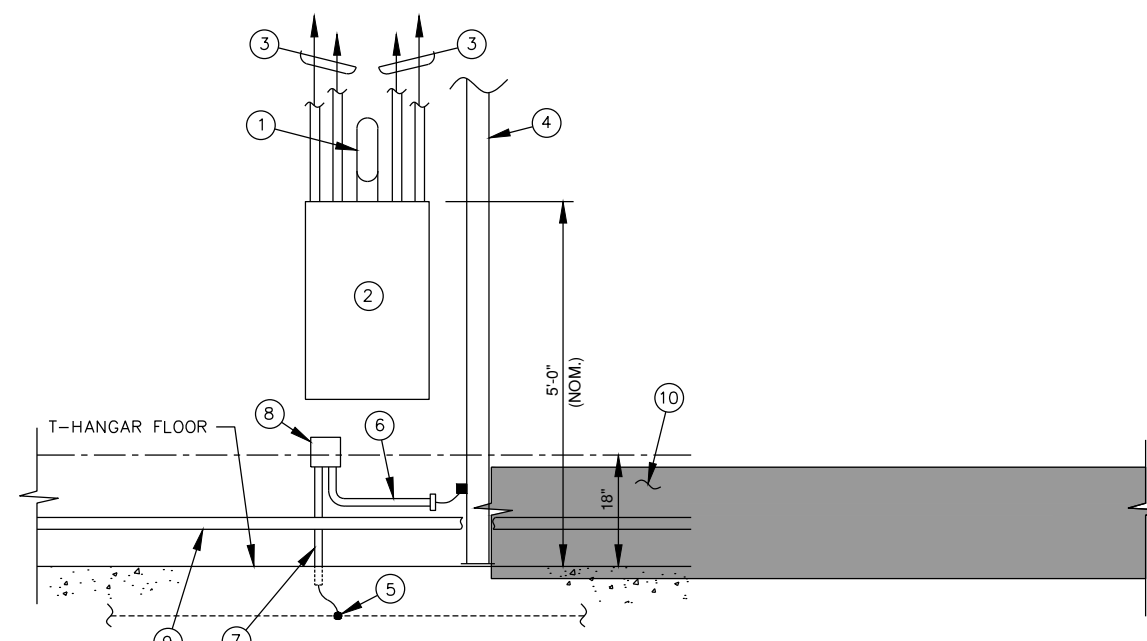
TRENCH DETAIL NOTES:

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.



SYSTEM GROUNDING AND NEUTRAL WIRING

NTS



DETAIL "A"

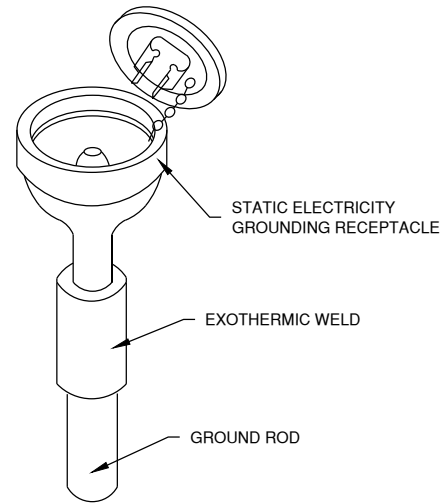
NTS

DETAIL "A" NOMENCLATURE

SYSTEM GROUNDING AND NEUTRAL WIRING NOMENCLATURE

- 1 100A DISTRIBUTION PANELBOARD. DO NOT BOND NEUTRAL BAR TO GROUND BAR HERE.
- 2 T-HANGAR STRUCTURAL STEEL
- 3 BONDING JUMPERS, ONLY IF REQUIRED FOR CONTINUITY, INSTALLED IN COMPLIANCE WITH NEC ARTICLE 250.52.
- 4 #2 AWG IN 1/2" or 3/4" SCHEDULE 40 PVC CONDUIT.
- 5 T-HANGAR CONCRETE ENCASED ELECTRODE ("UFER" GROUND).
- 6 #4 AWG IN 1/2" or 3/4" SCHEDULE 40 PVC CONDUIT.
- 7 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MINIMUM BURY 1'-0". INSTALL ONLY IF REQUIRED BY SERVING UTILITY.
- 8 EXOTHERMIC WELD, CADWELD, OR EQUIVALENT.
- 9 100A, 2P DISCONNECT.

- 1 THREE #2 XLP-USE, ONE #6 GROUND IN 2" GRS CONDUIT TO DISCONNECT.
- 2 42-POLE, 120/240V, 100A, 1-PHASE, 3-WIRE DISTRIBUTION PANELBOARD, SQUARE D, OR EQUIVALENT. IN SURFACE MOUNT NEMA 1 ENCLOSURE. PROVIDE TYPED CIRCUIT DIRECTORY IDENTIFYING T-HANGAR BAY OR STORAGE ROOM FED FROM EACH CIRCUIT BREAKER. PROVIDE ENGRAVED NAMEPLATE FOR PANELBOARD COVER, IDENTIFYING THE PANELBOARD AMPERAGE AND SERVING VOLTAGES. SEE EL102 FOR PANELBOARD SCHEDULE
- 3 WIRING TO T-HANGAR BAY AND STORAGE ROOM POWER PANEL IN EMT CONDUIT.
- 4 T-HANGAR STRUCTURAL STEEL. SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 5 T-HANGAR CONCRETE ENCASED ELECTRODE ("UFER" GROUND). SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 6 #2 AWG G.E.C. IN 1/2" SCHEDULE 40 PVC CONDUIT (PROVIDE INSULATING BUSHING). SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION.
- 7 #4 AWG G.E.C. IN 1/2" SCHEDULE 40 PVC CONDUIT. SEE SYSTEM GROUNDING AND NEUTRAL WIRING DETAIL FOR ADDITIONAL INFORMATION. NOTE, PER SPECIFICATIONS: "NON-METALLIC CONDUITS CONTAINING GROUNDING ELECTRODE CONDUCTORS SHALL NOT BE SUPPORTED WITH METAL CLAMPS THAT COMPLETELY ENCIrcLE THE CONDUIT. USE NYLON NUTS, BOLTS, STRAPS AND/OR REINFORCED FIBERGLASS OR PREMIUM GRADE PLASTIC RESIN STRUT SUPPORT WITH NON-METALLIC HARDWARE."
- 8 NON-METALLIC JUNCTION BOX, SIZED AS REQUIRED.
- 9 HORIZONTAL GIRT MEMBER.
- 10 PER NEC ARTICLE 513, THE ENTIRE AREA OF THE T-HANGAR TO 18" ABOVE THE FLOOR IS A CLASS 1, DIVISION 2 AREA. NO POWER WIRING, ELECTRICAL DEVICES OR EQUIPMENT SHALL BE INSTALLED WITHIN THIS AREA.

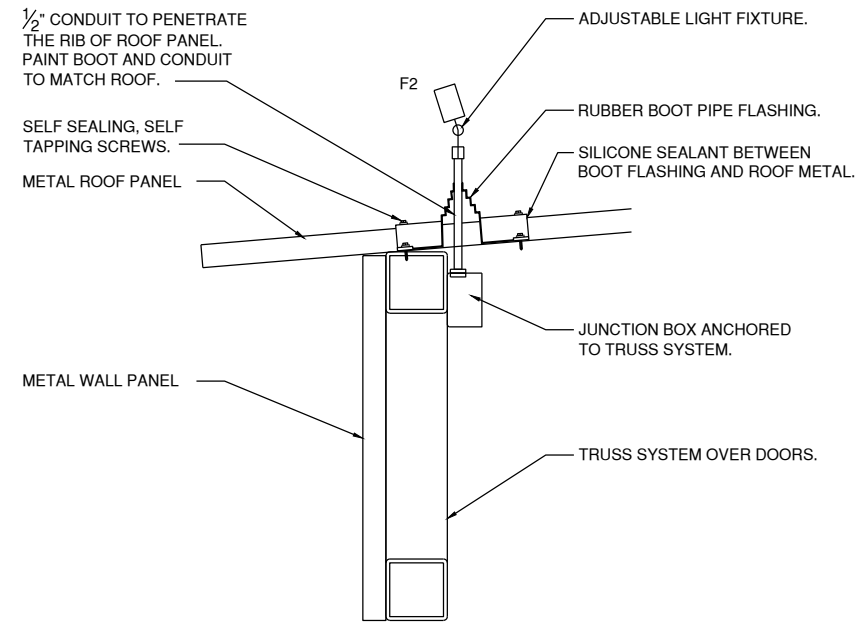


STATIC ELECTRICITY GROUNDING RECEPTACLE

NTS

NOTES

AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE IN EACH HANGAR BAY SHALL BE BURNDY BAR-1, ERICO B165R, OR EQUIVALENT. THE AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE SHALL BE INSTALLED ON 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD PER MANUFACTURER'S INSTRUCTIONS. EXOTHERMIC WELD SHALL BE CADWELD, OR EQUIVALENT. THE TOP CAP OF AIRCRAFT STATIC CHARGE GROUNDING RECEPTACLE SHALL BE INSTALLED FLUSH WITH THE TOP OF CONCRETE FLOOR SLAB AT LOCATIONS INDICATED ON THE PLANS. ELECTRICAL CONTRACTOR SHALL COORDINATE INSTALLATION OF GROUNDING RECEPTACLE IN FLOOR SLAB WITH BUILDING CONTRACTOR.

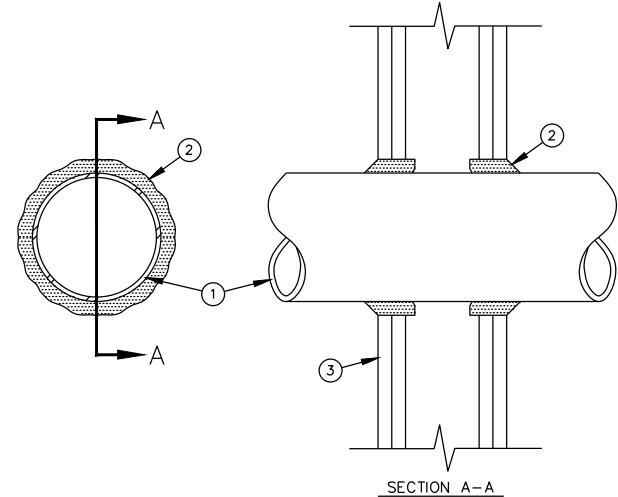


FIXTURE F2 INSTALLATION

NTS

NOTES

1. LIGHT TO BE LOCATED AS CLOSE TO CENTER OF DOORS BUT SHALL PENETRATE THE RIB OF ROOF METAL.



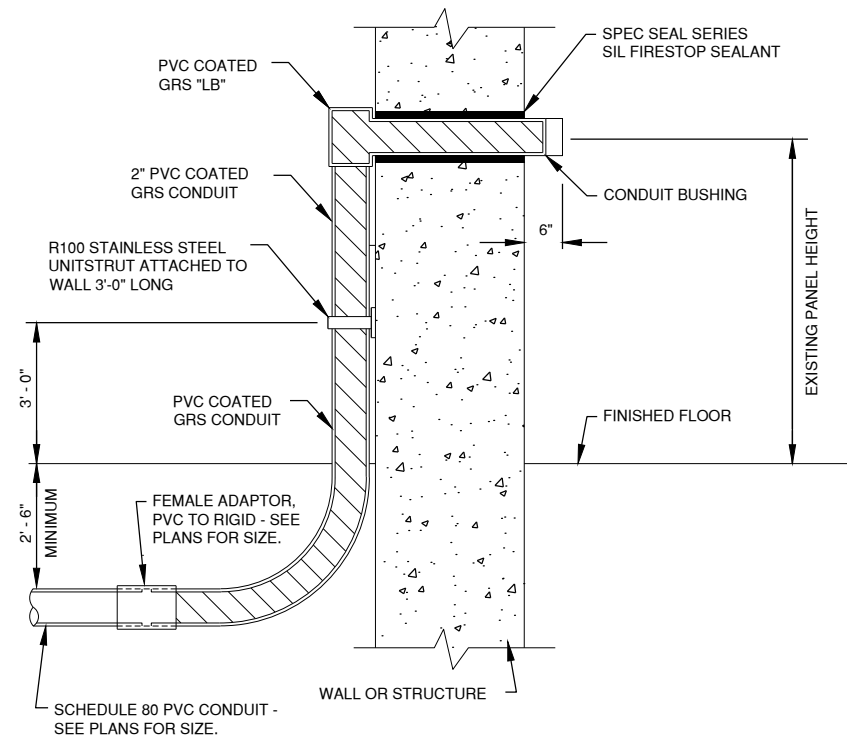
SECTION A-A

FIRE STOP DETAIL

NTS

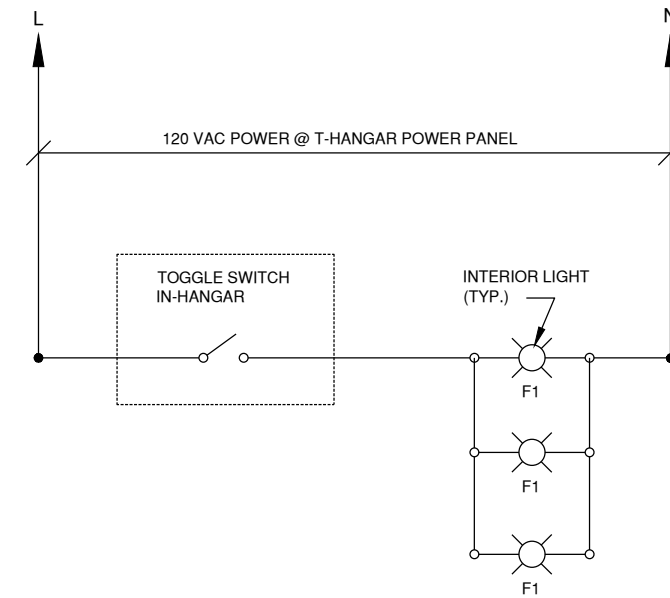
FIRE STOP DETAIL NOTES

1. CONDUIT. SEE PLANS FOR SIZE AND QUANTITY.
2. FIRE SEAL COMPOUND. SEE SPECS. INSTALL PER MANUFACTURER REQUIREMENTS AND IN COMPLIANCE WITH NEC.
3. GYPSUM BOARD FIRE RATED WALL, EITHER 2-HOUR OR 3-HOUR AS NOTED ON PLANS.



EXTERIOR CONDUIT UNDERGROUND TRANSITION (ARCH HANGAR & VAULT)

NTS



T-HANGAR BAY LIGHT FIXTURE WIRING

N.T.S.

NOTE:
THIS SHEET SHALL APPLY TO BOTH NEW AND EXISTING HANGARS.



License No. 184-000613
CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-EL104.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

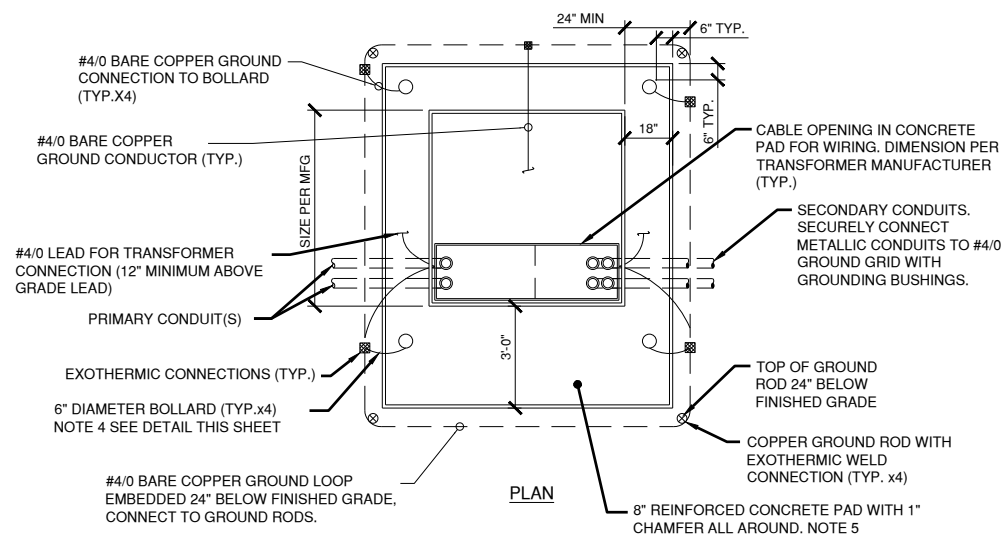
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SHEET TITLE

ELECTRICAL
DETAILS-2

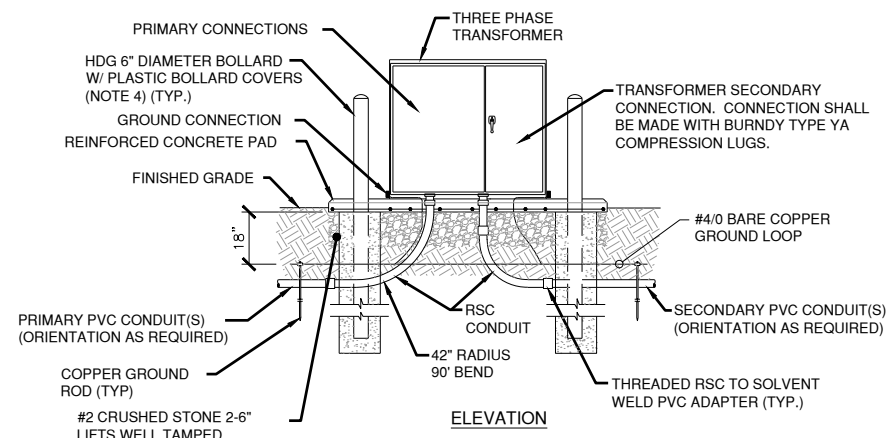


3-PHASE TRANSFORMER INSTALLATION DETAIL

NOT TO SCALE

NOTES:

- EQUIPMENT PAD DIMENSIONS SHOWN FOR REFERENCE ONLY. REFER TO APPROVED SHOP DRAWINGS FOR EXACT DIMENSIONS OF TRANSFORMER AND TRANSFORMER PAD. OPENING PRIOR TO INSTALLATION OF CONCRETE EQUIPMENT PAD. CABLE OPENING IN CONCRETE EQUIPMENT PAD SHALL BE SIZED AS PER THE TRANSFORMER MANUFACTURER'S RECOMMENDATION AND PER AMEREN SPECIFICATIONS. DO NOT GROUT.
- PROVIDE EXOTHERMIC WELD TYPE GROUND CONNECTION FOR NEW GROUND RODS, BOLLARDS AND GROUND CABLE TO CABLE CONNECTIONS.
- GROUT CABLE/CONDUIT OPEN IN CONCRETE PAD WITH 1500 PSI CONCRETE TO PREVENT RODENT ACCESS. CAP ALL CONDUITS PRIOR TO GROUTING.
- ALL SHOWN AS NEW.
- EXPOSED CONCRETE EQUIPMENT PAD, METER ENCLOSURE, TRANSFORMER ENCLOSURE AND BOLLARDS SHALL BE PAINTED DARK BROWN, FEDERAL STANDARD 595 COLOR #20040.
- SECURELY FASTEN TRANSFORMER TO CONCRETE EQUIPMENT PAD. REFER TO TYPICAL ANCHOR BOLT DETAIL, THIS SHEET.

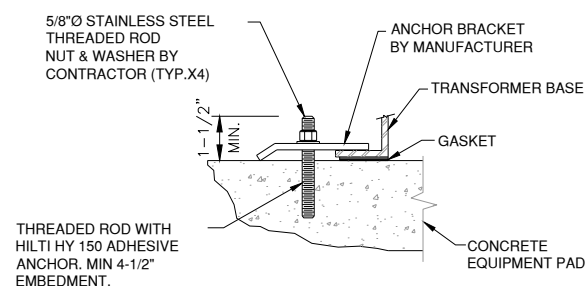


**3-PHASE TRANSFORMER
ELEVATION INSTALLATION DETAIL**

NOT TO SCALE

NOTES:

- CONCRETE SHALL BE 4000 PSI AT 28 DAYS.
- TOP SURFACE SHALL BE TROWEL FINISHED WITH 1\"/>



TYPICAL ANCHOR BOLT DETAIL

NOT TO SCALE

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: EL107 ELECTRICAL DETAILS-2.DWG

DESIGNED BY: MAA

DRAWN BY: DPA

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**ELECTRICAL
DETAILS-3**

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

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IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CM101.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

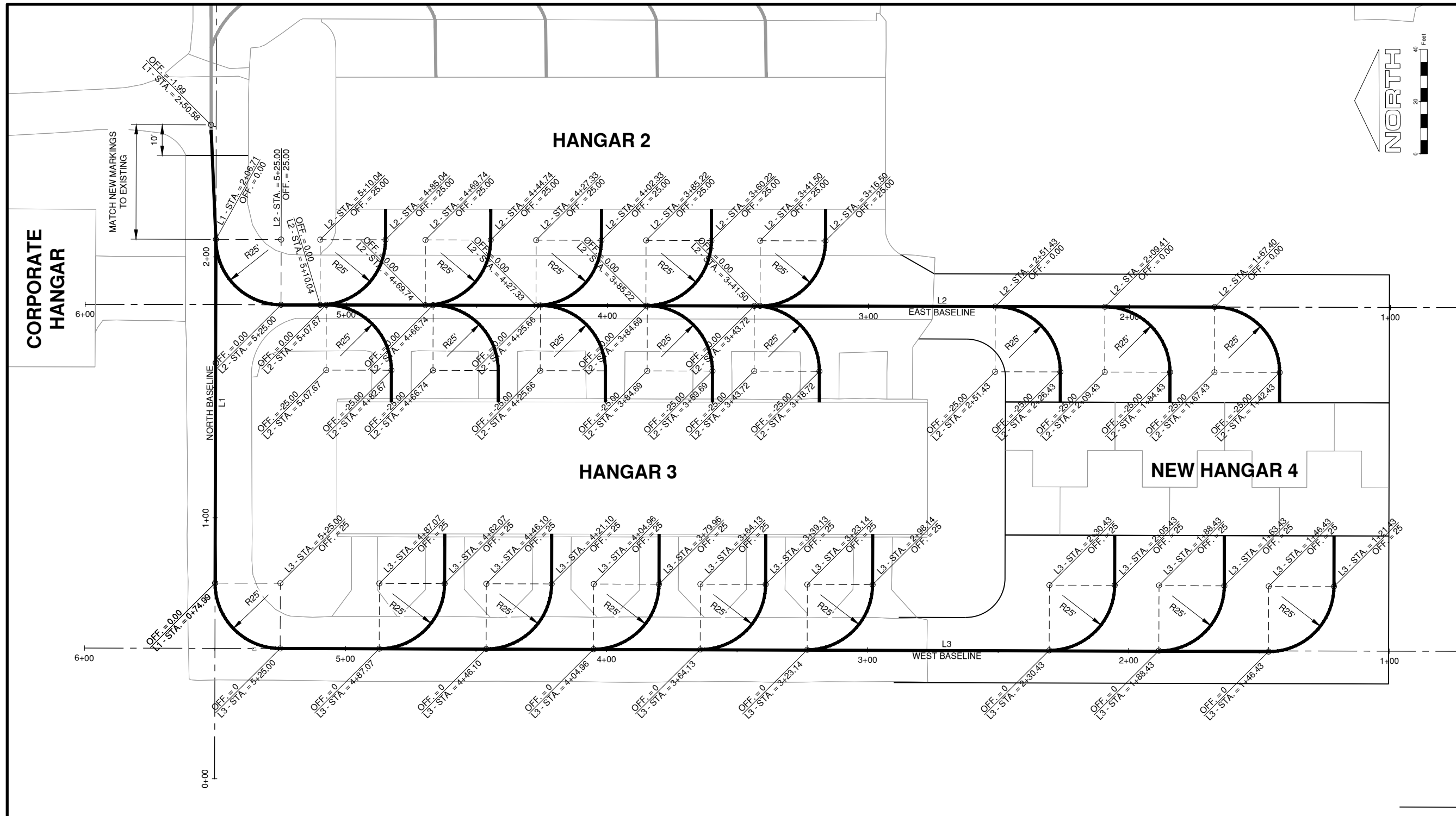
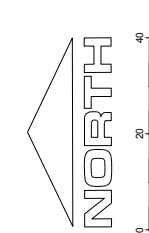
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**MARKING PLAN &
DETAILS**

CM101

SHEET 40 OF 51

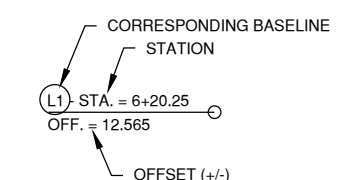


GENERAL PHASING NOTES

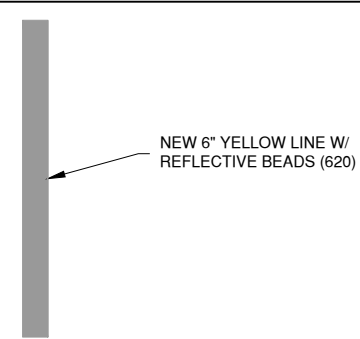
- ALL NEW AIRFIELD MARKING SHALL CONTAIN REFLECTIVE MEDIA.

LEGEND

- NEW 6" YELLOW TAXILANE MARKING
- EXISTING TAXILANE MARKING



DETAILS

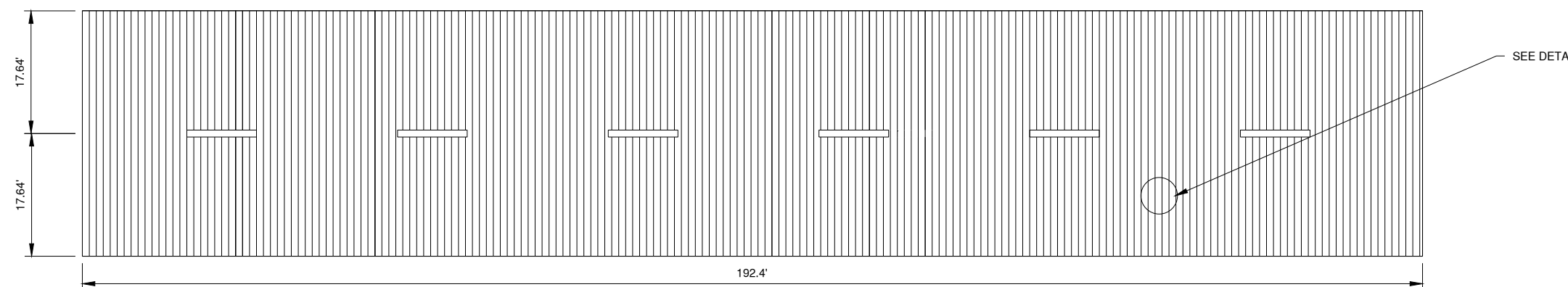
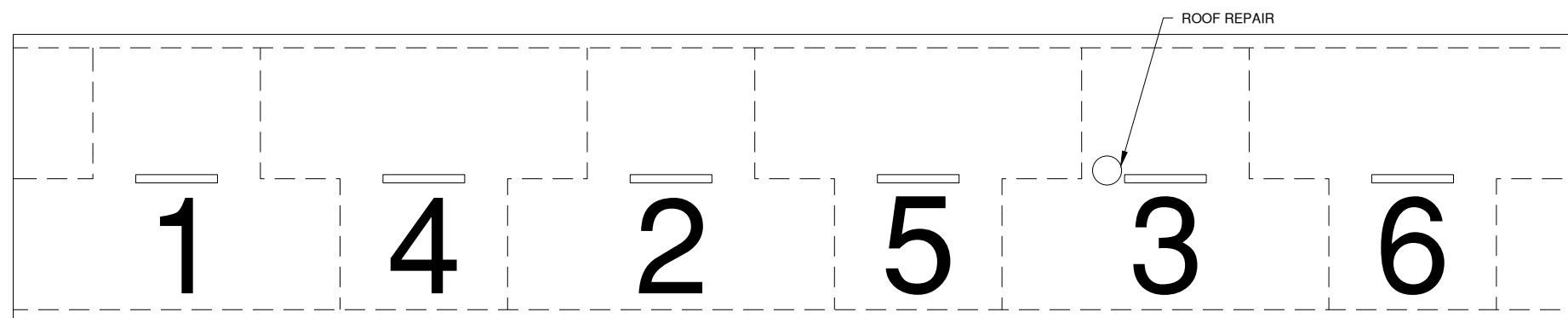


**TAXILANE CENTERLINE &
T-HANGAR LEAD-IN MARKING**

N.T.S.

NOTES

1. APPLY ROOF PAINT TO ROOF SURFACE VENTS AND PANEL CRIMP.
2. CONTRACTOR SHALL PREP ALL ROOF SURFACES PRIOR TO PAINTING.
3. CONTRACTOR SHALL USE CAUTION WHEN OPERATING ON THE ROOF OF THE HANGAR. DAMAGE TO ANY ROOF STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR AT THEIR EXPENSE. CONTRACTOR WILL BE ALLOWED TO OPERATE A LIFT OR OTHER EQUIPMENT TO ACCESS THE ROOF WITHOUT PUTTING A LOAD ON THE ROOF.

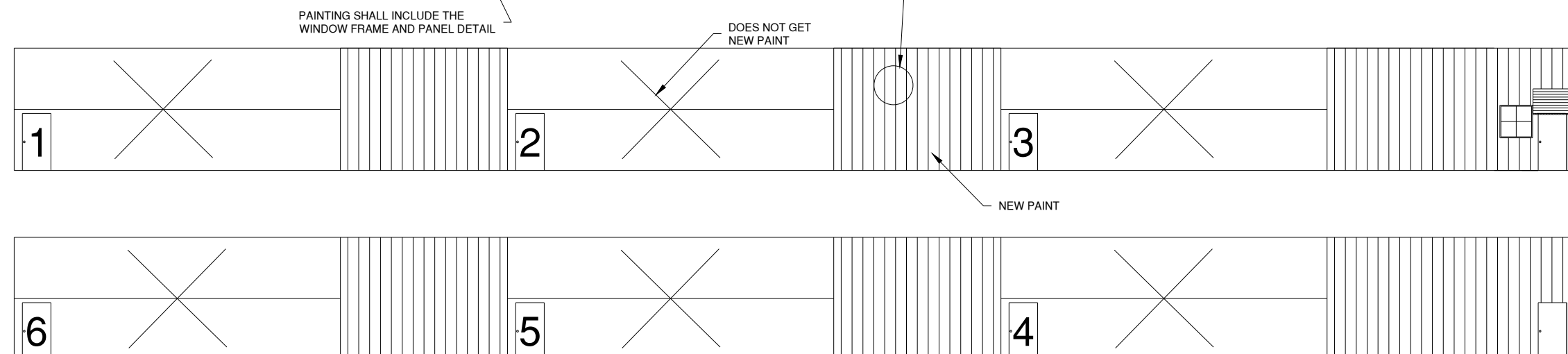
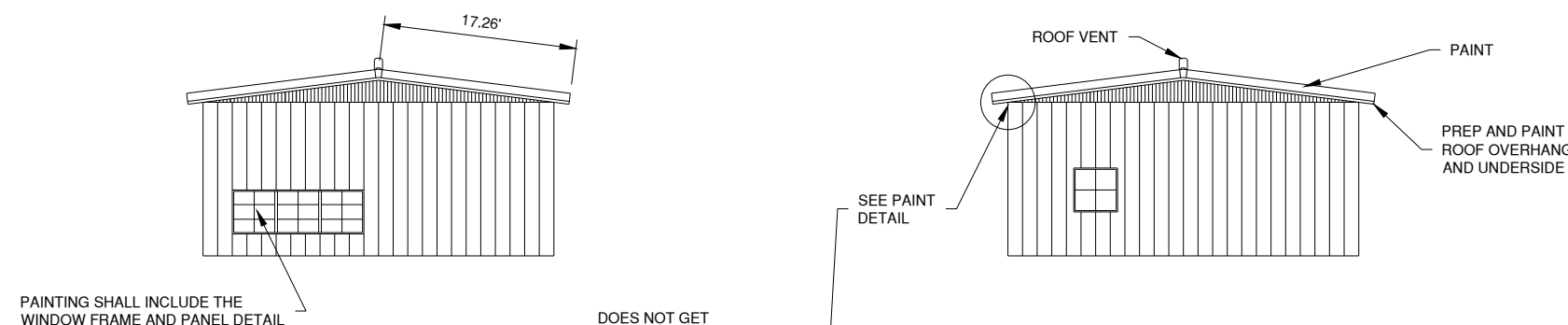


MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

NOTES

1. ALL VERTICAL FACES SHOWN SHALL RECEIVE EXTERIOR PAINT UNLESS OTHERWISE STATED.
2. PRIOR TO PAINT CONTRACTOR SHALL PREP THE SURFACE BY MEANS OF HIGH PRESSURE SPRAY AND HAND TOOLS AROUND MORE DETAILED AREAS.
3. CONTRACTOR SHALL MAKE REPAIRS TO EXISTING DEFORMED PANELS PRIOR TO PAINTING THE STRUCTURE.



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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-CM102.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

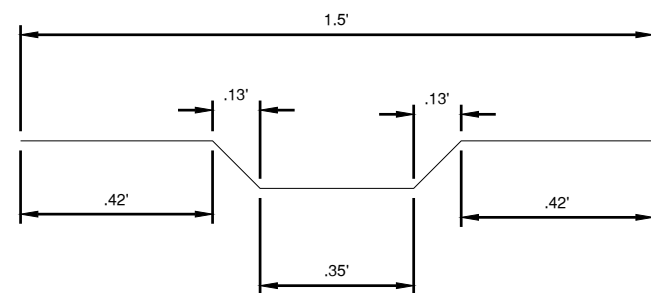
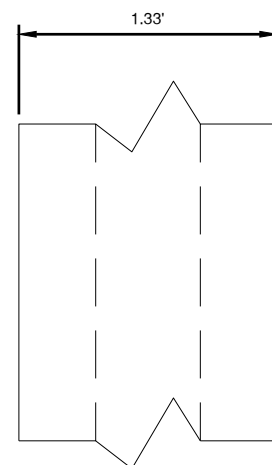
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**HANGAR 1 PAINTING
IMPROVEMENTS**

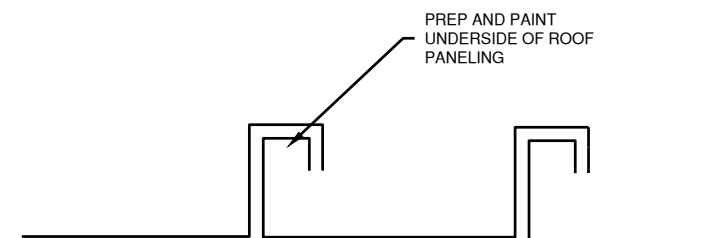


EXTERIOR HANGAR WALL
PANELING DETAIL

N.T.S.

NOTES

1. PAINT AREA ESTIMATED DOES NOT INCLUDE BENDS IN THE STRUCTURAL STEEL. DETAIL IS FOR INFORMATION ONLY. CONTRACTOR SHALL ACHIEVE UNIFORM THICKNESS OF PAINT ON ALL AREAS OF WALL PANELING.

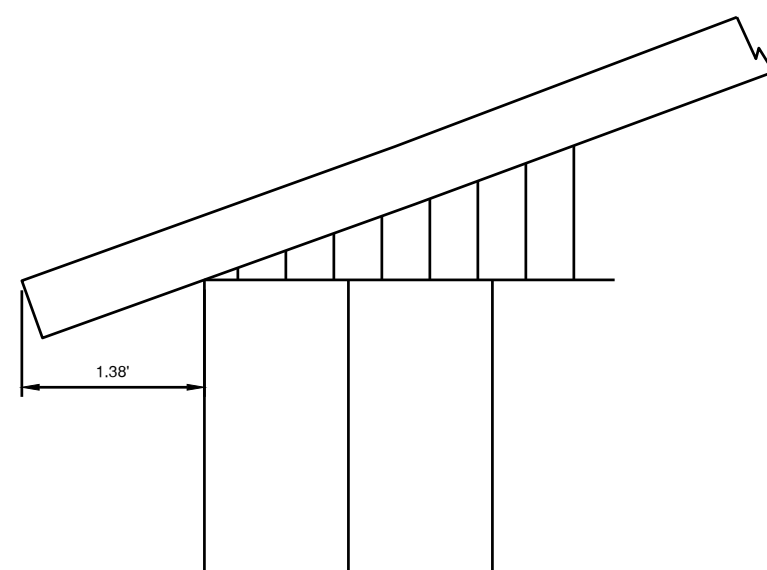


EXISTING ROOF
PANELING CRIMP DETAIL

N.T.S.

NOTES

1. CONTRACTOR SHALL PREP THE UNDER SIDE OF THE PANELING CRIMP PRIOR TO PAINTING. HAND TOOLS MAY BE REQUIRED TO ENSURE ADEQUATE REMOVAL OF EXISTING LOOSE MATERIAL HAS BEEN ATTAINED.
2. CONTRACTOR SHALL REPAINT THE UNDER SIDE OF THE PANEL CRIMP. HAND TOOLS MAY BE REQUIRED TO ENSURE COMPLETE COVERAGE OF SURFACE HAS BEEN ATTAINED.



ROOF
CORNER/OVERHANG
DETAIL

N.T.S.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

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CAD DWG FILE: SAR-4583-1641203-CM103.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

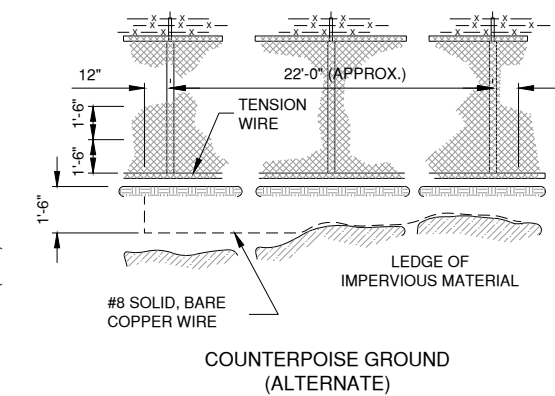
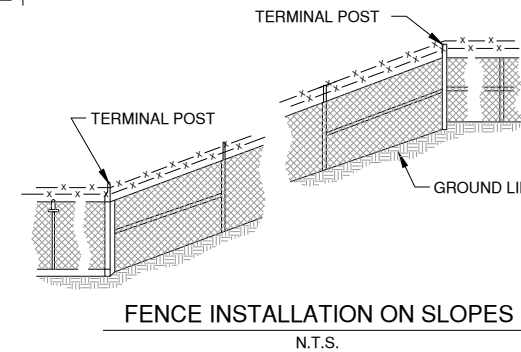
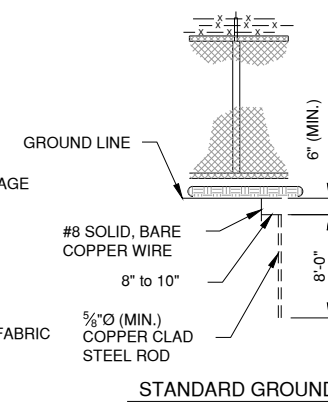
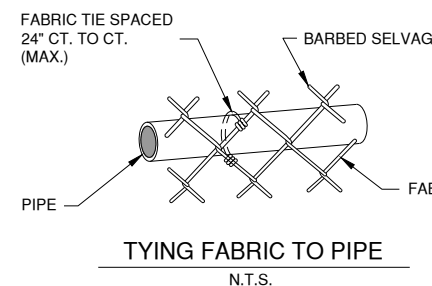
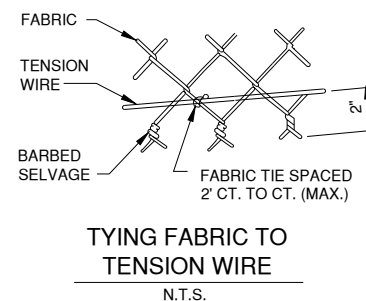
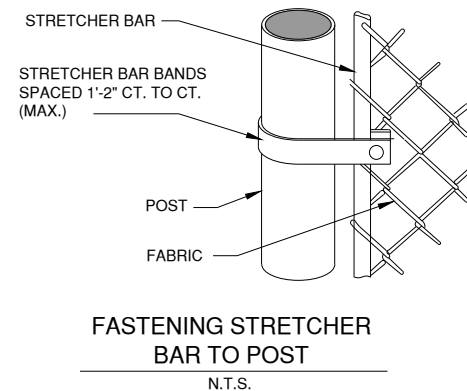
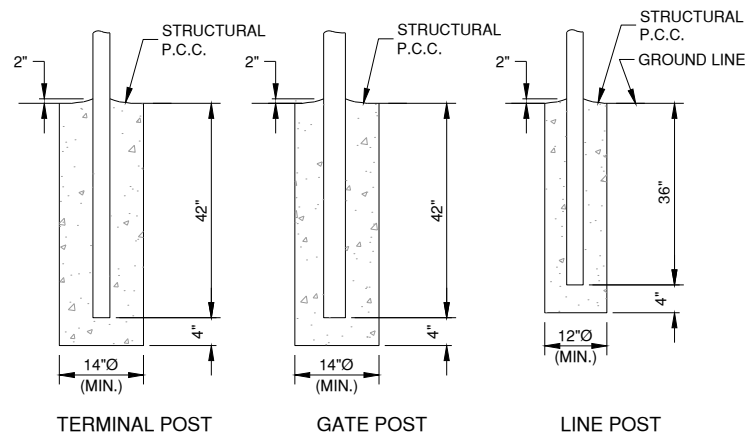
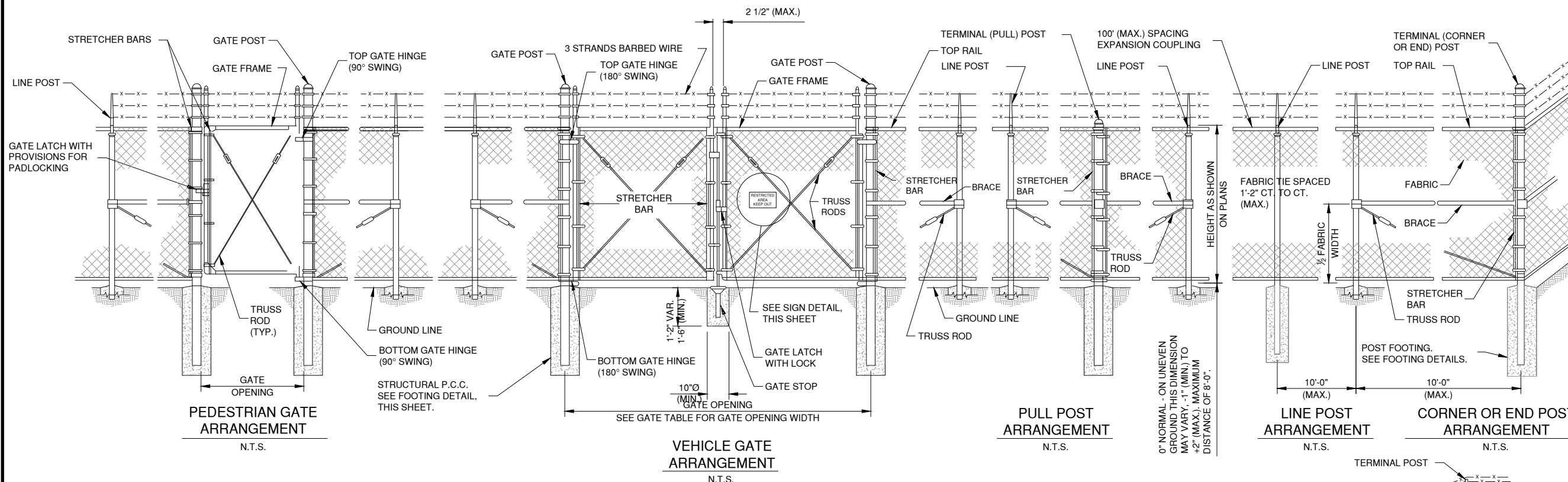
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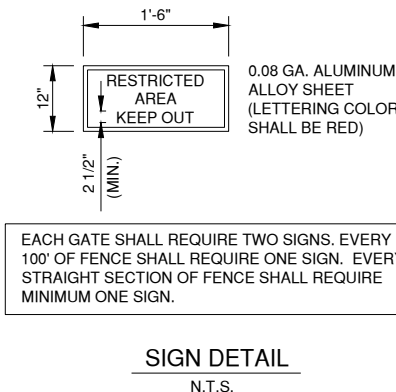
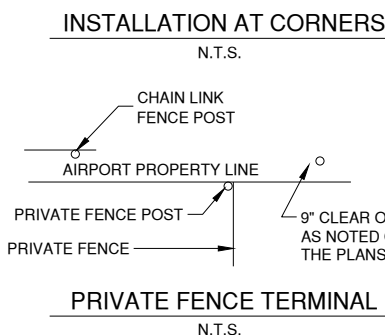
SHEET TITLE

PAINTING DEATAILS



PROTECTIVE ELECTRICAL GROUND DETAILS
N.T.S.

WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE. WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



- NOTES**
- CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 - FENCE UNDER POWER LINES SHALL BE GROUNDED BY 3 GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSINGS.
 - THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
 - THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.
 - ALL PROPOSED CLASS E FENCE SHALL MEET THE REQUIREMENTS OF IDOT STANDARD 664001-01.

MARCH 1, 2019

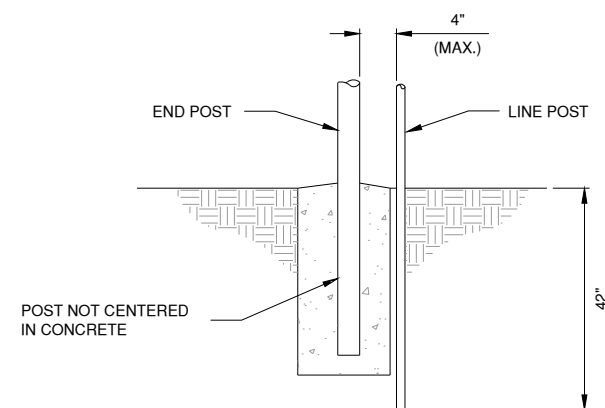
REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

OWNER
SPARTA COMMUNITY AIRPORT

SPARTA COMMUNITY AIRPORT
SPARTA, IL

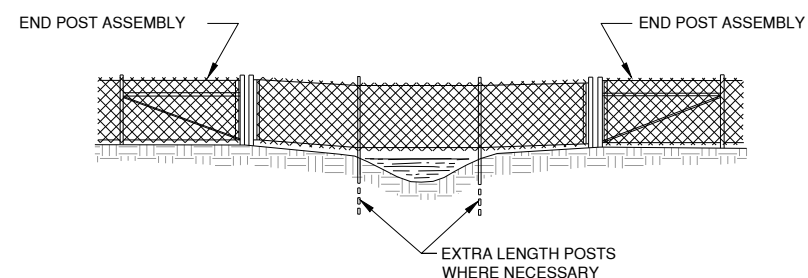
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FENCE DETAILS 1



DETAIL A

| FENCE POST SHAPE, SIZE AND WEIGHT | | |
|-----------------------------------|----------|------------|
| ROUND STEEL PIPE SS 40 | | |
| POST TYPE | DIAMETER | WEIGHT |
| CORNER, END, PULL | 2.375" | 3.12 LB/FT |
| LINE POST | 1.90" | 2.28 LB/FT |
| TOP RAIL | 1.66" | 1.83 LB/FT |

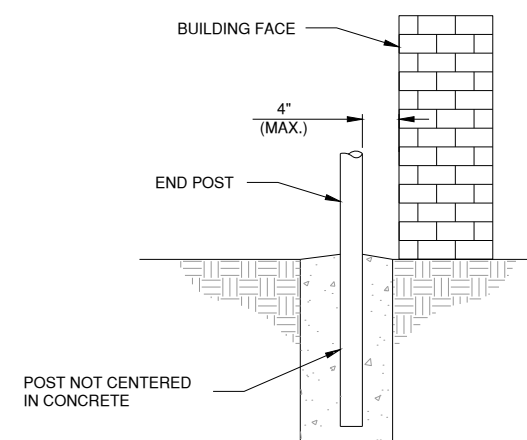


THE CHAIN LINK FABRIC SHALL BE REPLACED BY BARBED WIRE STRANDS AT 12" MAXIMUM CENTERS BETWEEN THE DOUBLE POSTS SHOWN ON DETAIL A WHEN SHOWN ON THE PLANS.

ELEVATION

FENCE INSTALLATION OVER STREAM DETAILS

N.T.S.



FENCE INSTALLATION AT BUILDING FACE

N.T.S.

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO: SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-LF502.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CBG

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SHEET TITLE

FENCE DETAILS 2

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-LG101.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CBG

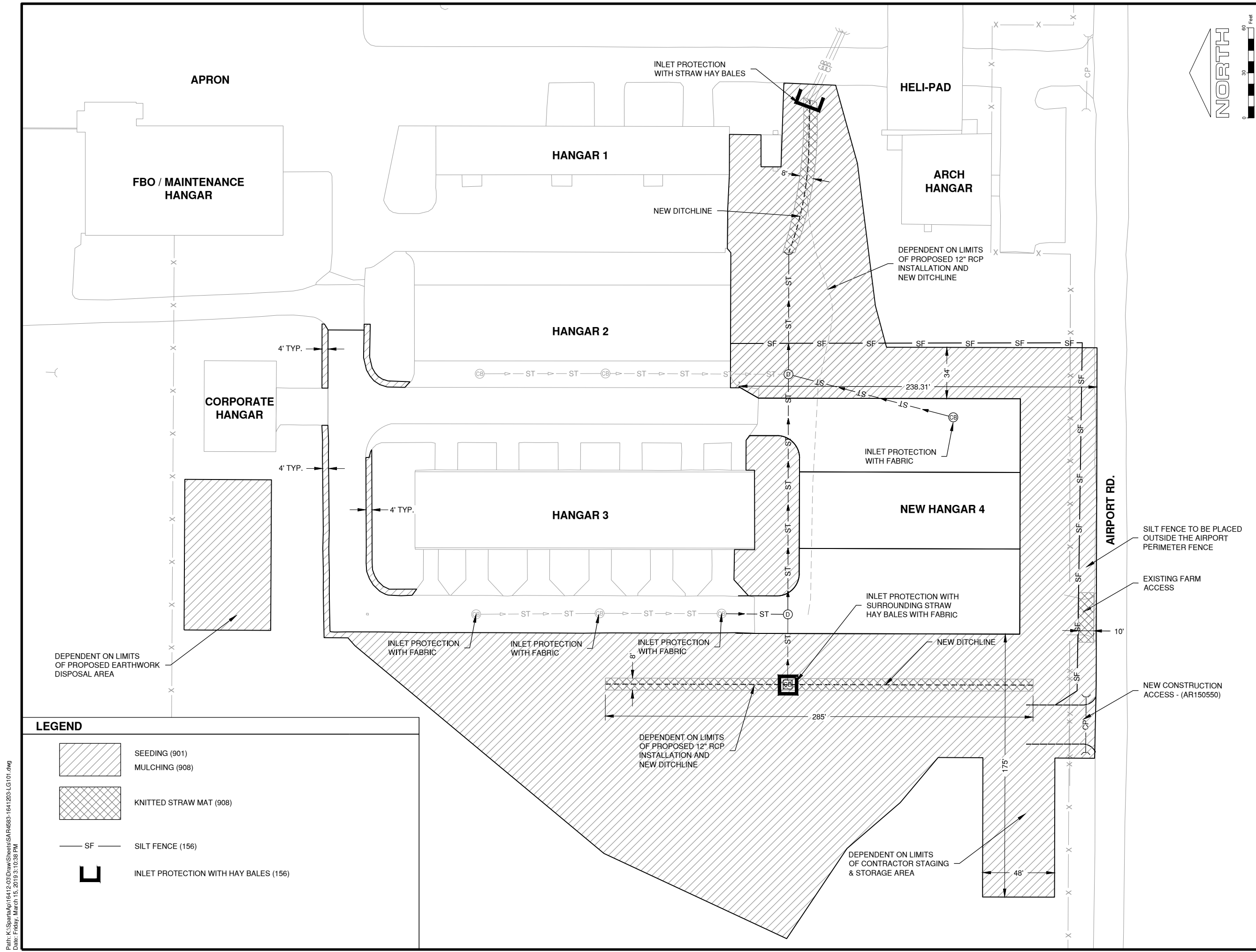
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SHEET TITLE

TURFING PLAN

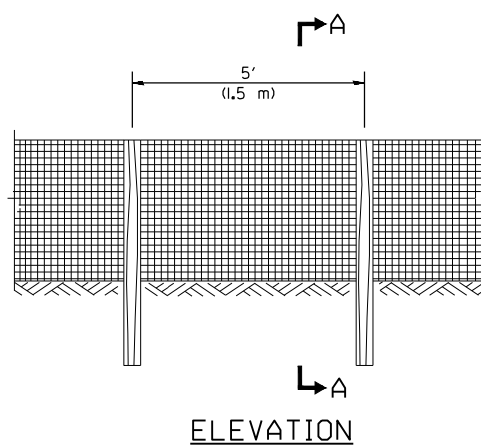
LG101
SHEET 45 OF 51



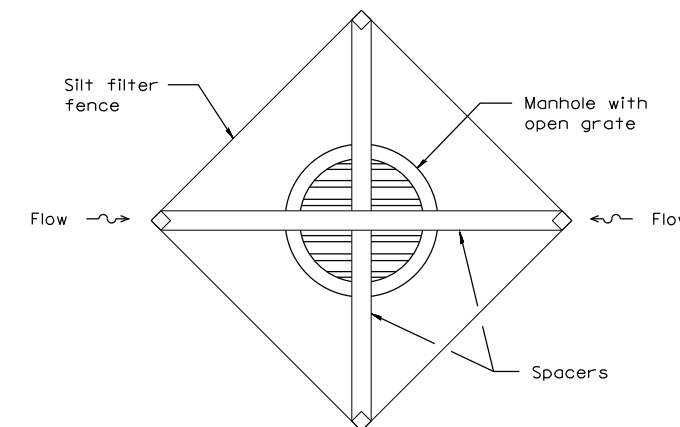
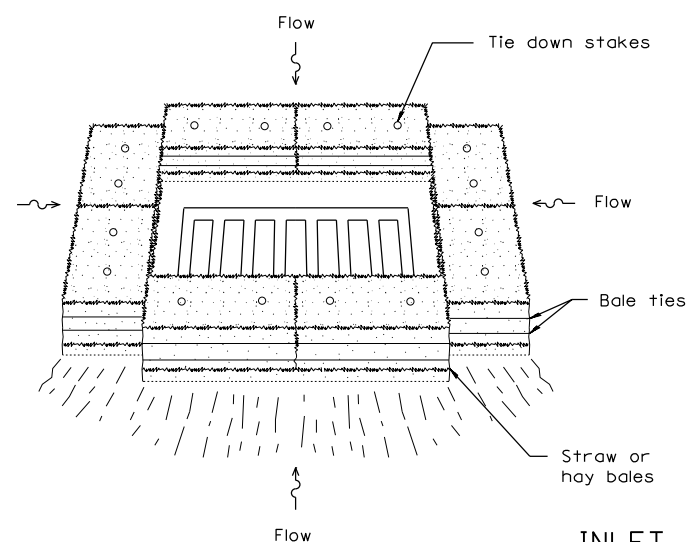
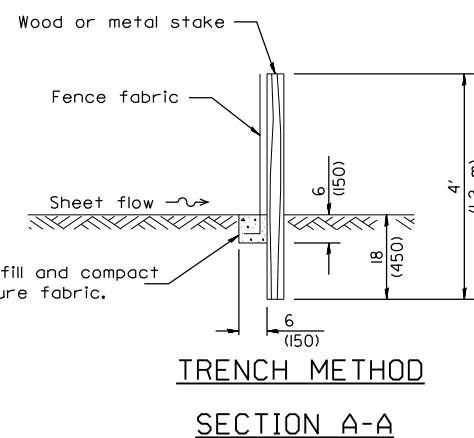
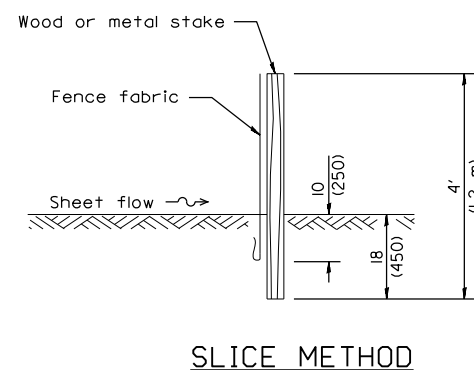
LEGEND

- SEEDING (901)
- MULCHING (908)
- KNITTED STRAW MAT (908)
- SILT FENCE (156)
- INLET PROTECTION WITH HAY BALES (156)

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Date: Friday, March 15, 2019 3:10:38 PM



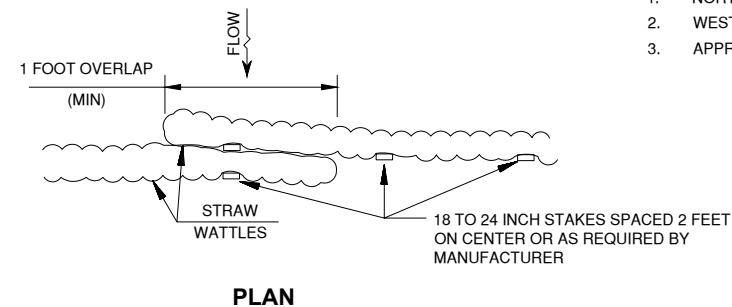
SILT FILTER FENCE AS A PERIMETER EROSION BARRIER



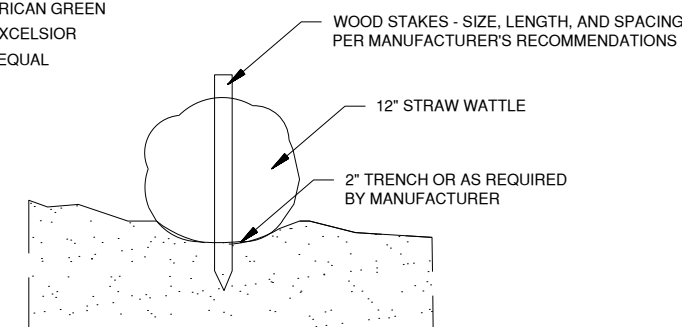
INLET PROTECTION

MANUFACTURERS:

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



STRAW WATTLES
N.T.S.



SECTION

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

| MARK | DATE | DESCRIPTION |
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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-LG501.DWG

DESIGNED BY: NEF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

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SHEET TITLE

**EROSION CONTROL
DETAILS**



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CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES, CONSTRUCT NEW T-HANGAR & PAVEMENT, REHAB HANGAR 1

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SPARTA COMMUNITY AIRPORT
SPARTA, IL

MARK | DATE | DESCRIPTION

AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO: SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: SAR4583-1641203-GC701.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CBG

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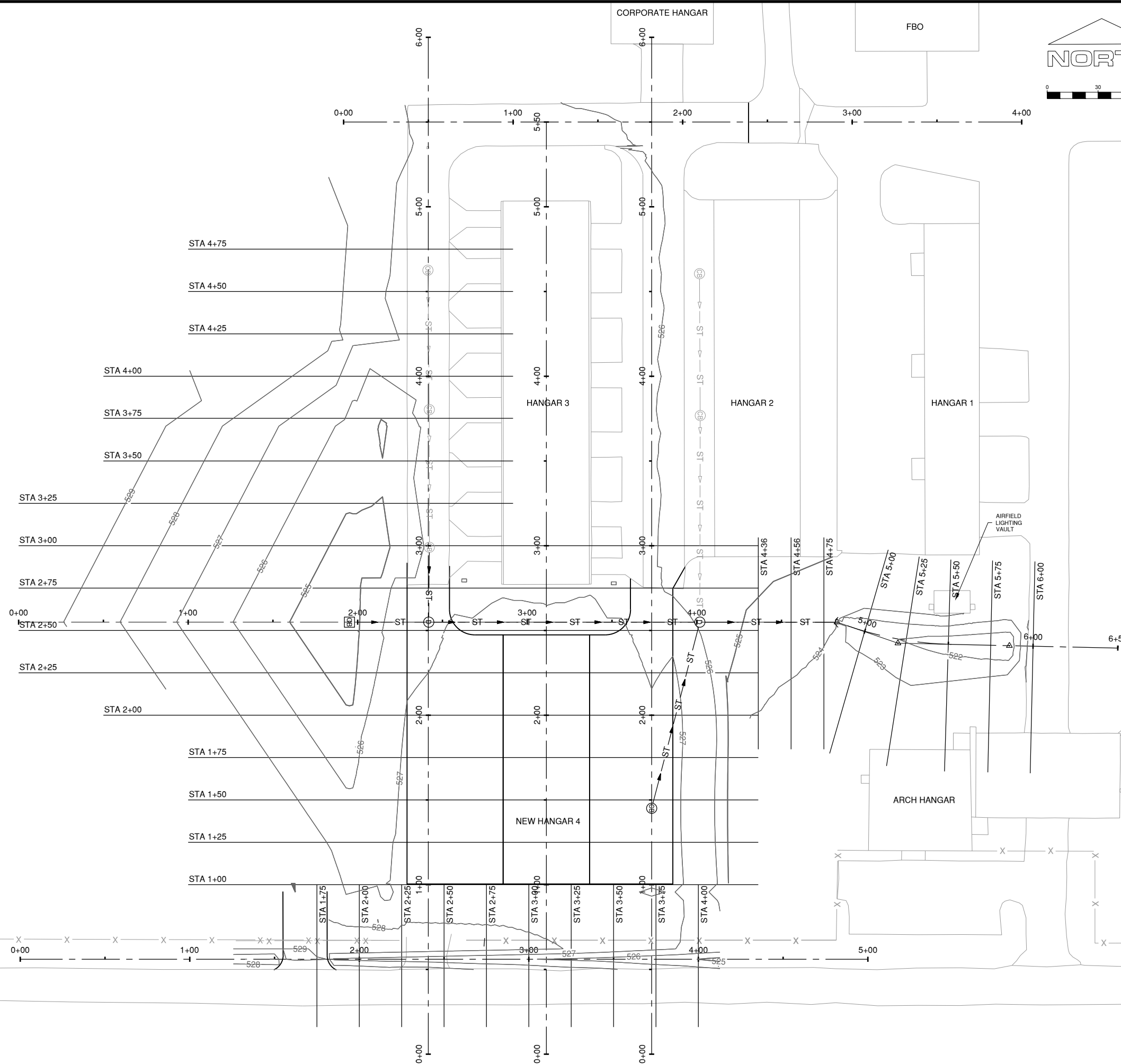
INDEX TO CROSS SECTIONS

GC701

SHEET 47 OF 51



0 30 60 Feet



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Date: Friday, March 15, 2019 3:11:39 PM



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CONSULTANTS

MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

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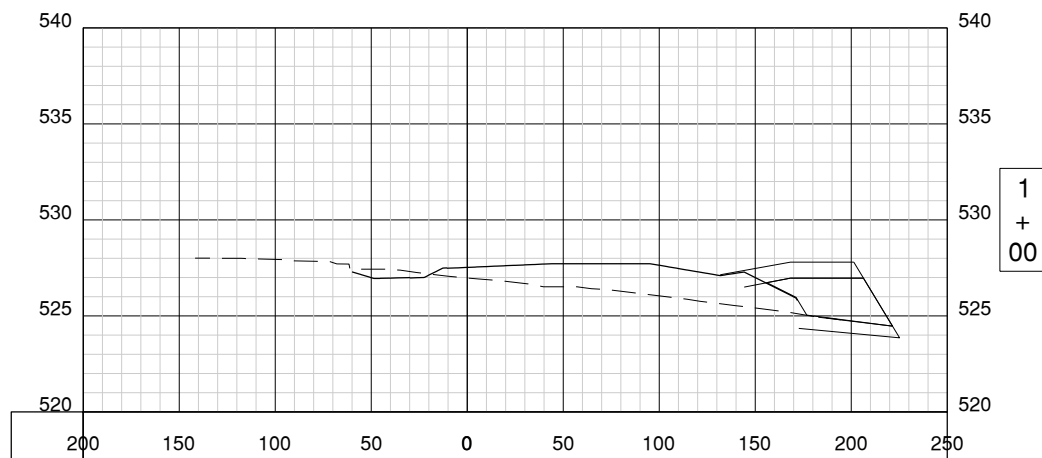
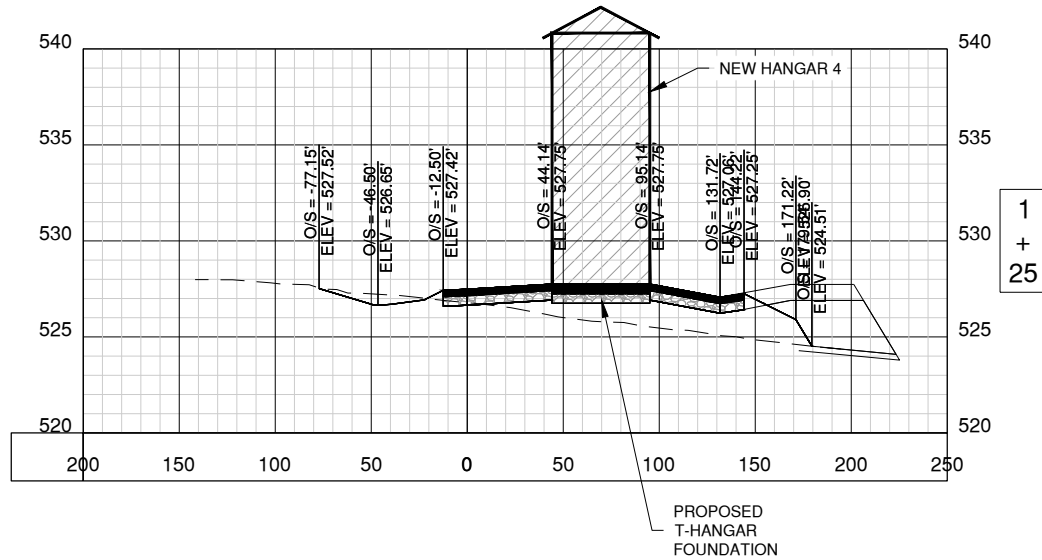
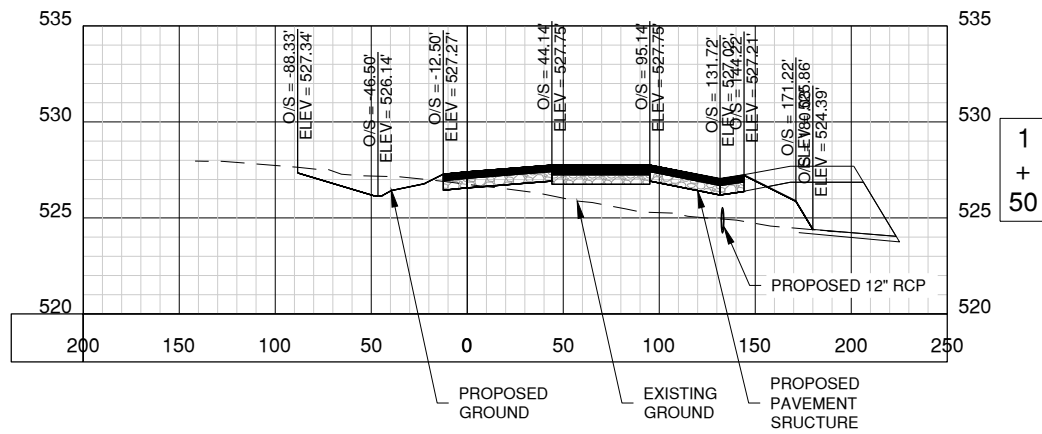
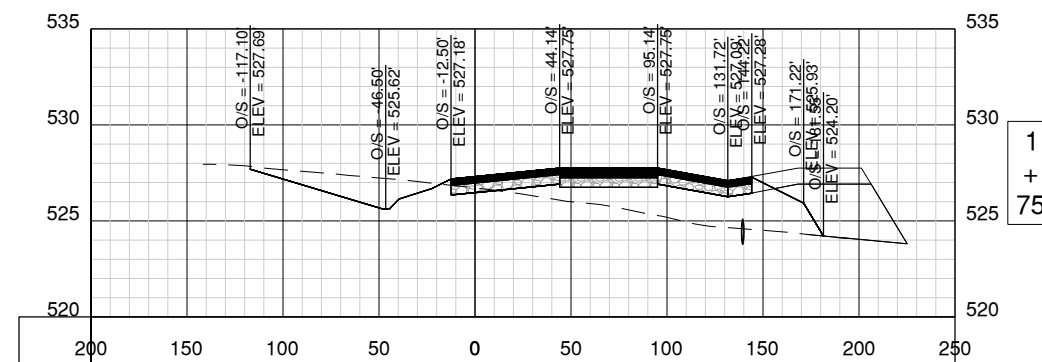
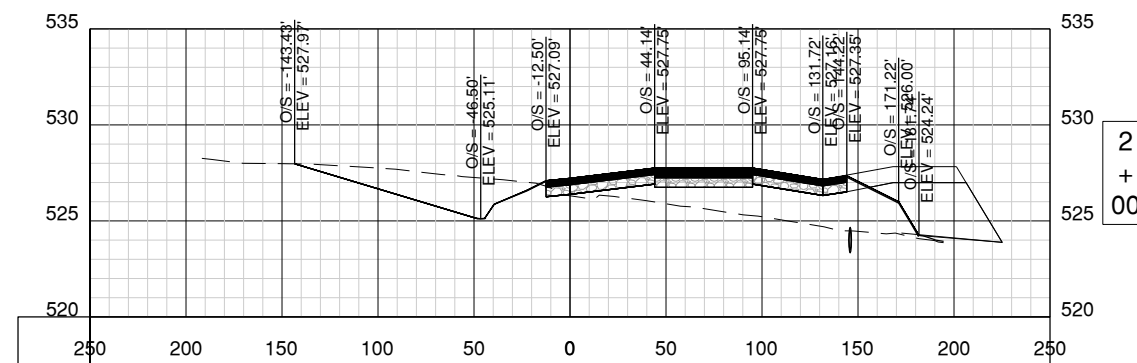
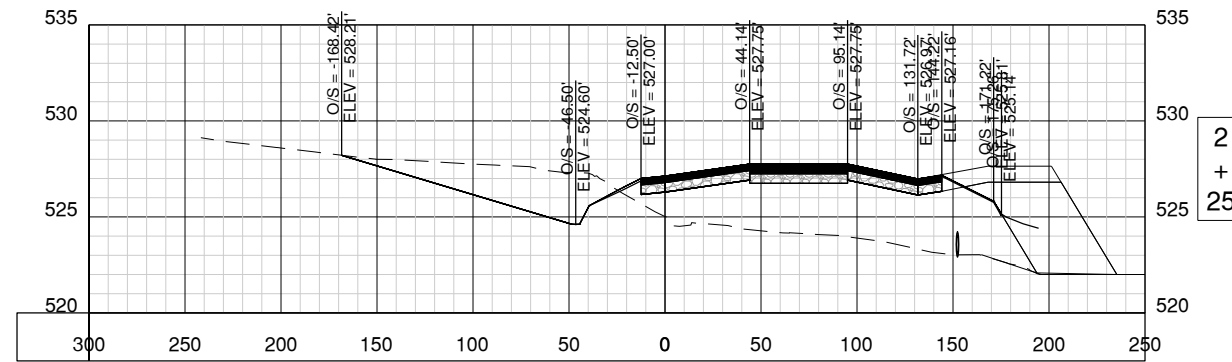
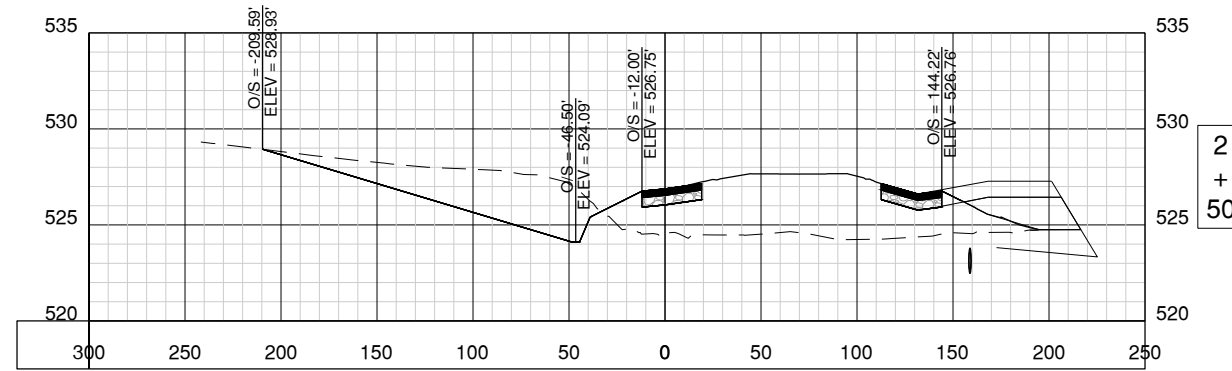
SPARTA COMMUNITY AIRPORT
SPARTA, IL

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| AIP PROJ. NO: | 3-17-SBGP-111/120/133/139 |
| IL PROJ. NO: | SAR-4583 |
| CMT PROJECT NO: | 1641203 |
| CAD DWG FILE: | 1641203-SAR-C-7200-EAST&WEST.DWG |
| DESIGNED BY: | NRF |
| DRAWN BY: | DPA |
| CHECKED BY: | CBG |
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SHEET TITLE
**WEST BASELINE
SECTION - 1**

SHEET **48** OF **51**



MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO: SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: 1641203-SAR-C-7200-EAST&WEST.DWG

DESIGNED BY: NRF

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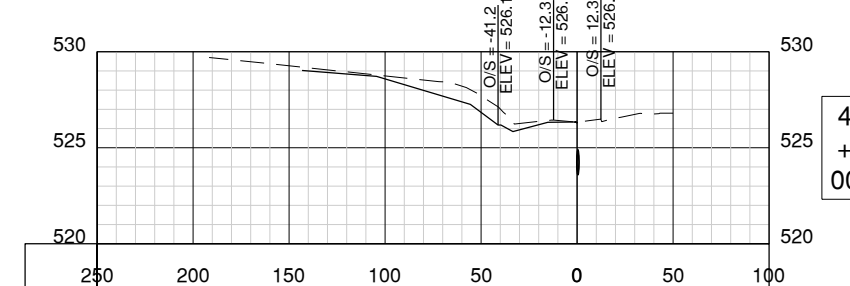
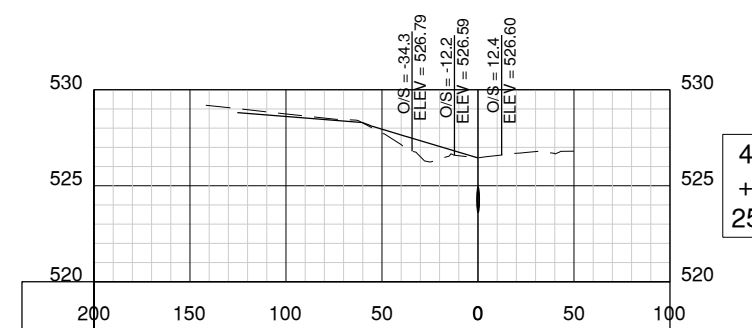
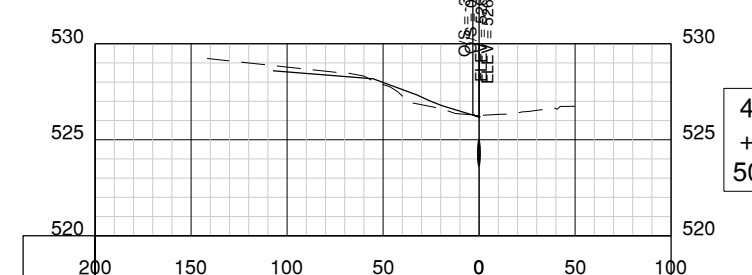
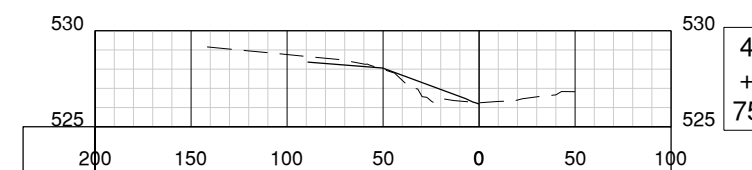
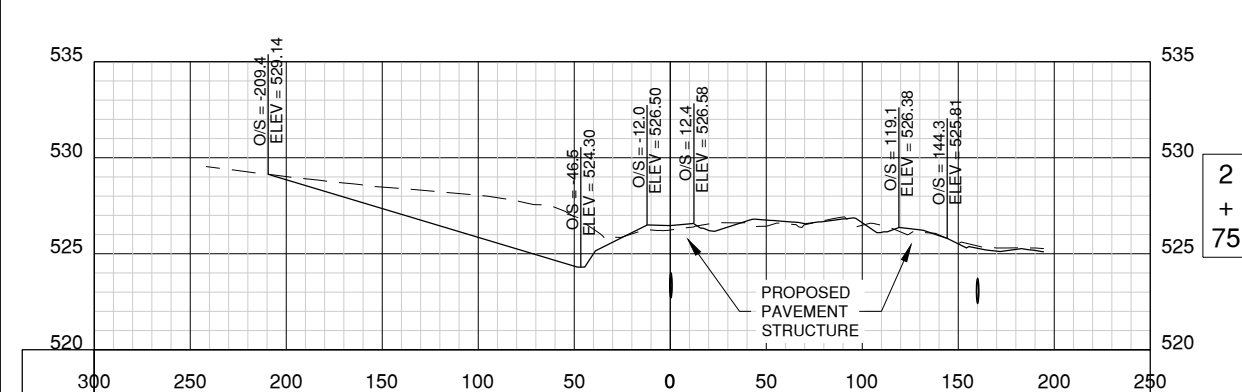
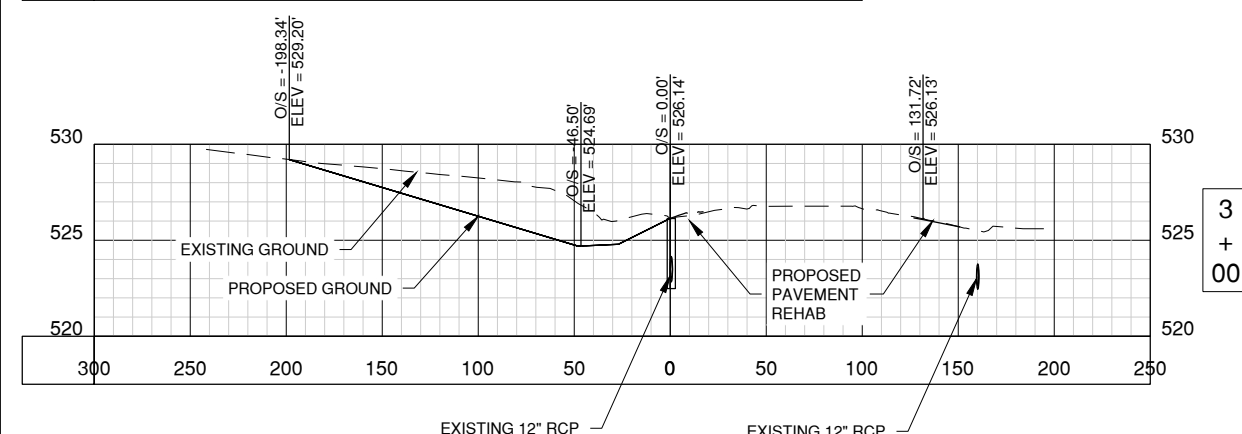
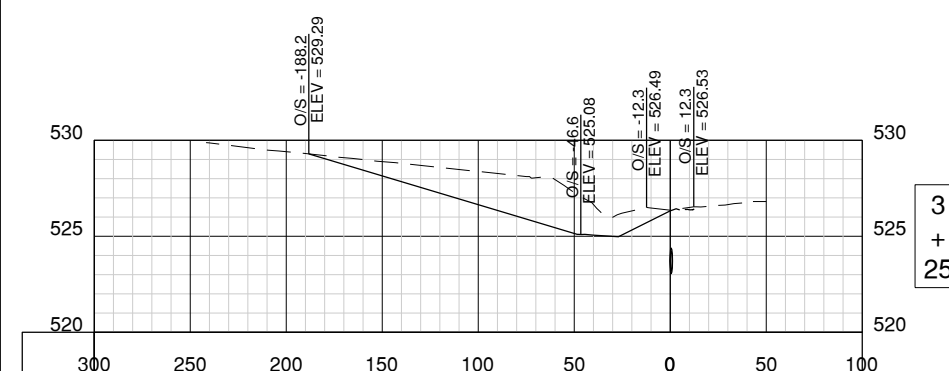
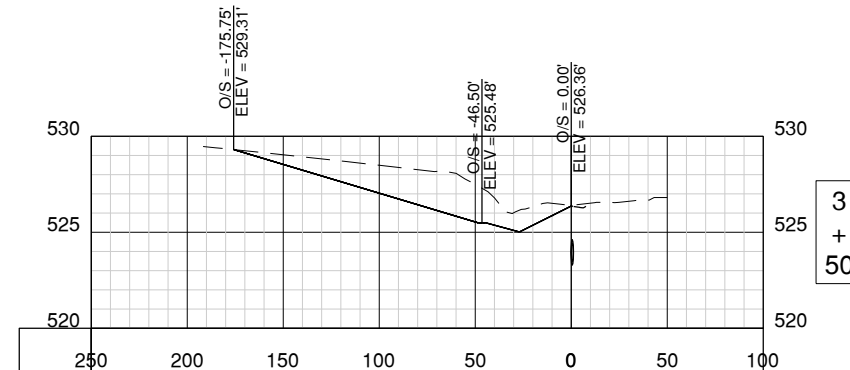
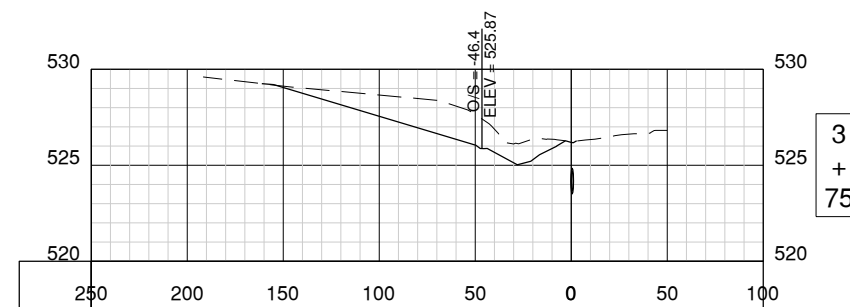
**WEST BASELINE
SECTION - 2**

GC302
SHEET 49 OF 51

| EARTH WORK VOLUME | | | | | |
|-------------------|-----------------|------------------|-----------------|------------------|------------------|
| STATION | CUT AREA (S.F.) | FILL AREA (S.F.) | CUT VOL. (C.Y.) | FILL VOL. (C.Y.) | CUM. VOL. (C.Y.) |
| 1+00.00 | 18722.59 | 226.52 | 0.00 | 0.00 | 0.00 |
| 1+25.00 | 20.92 | 189.25 | 8677.55 | 192.48 | 8485.07 |
| 1+50.00 | 47.78 | 205.51 | 31.80 | 182.76 | 8334.11 |
| 1+75.00 | 89.44 | 225.02 | 63.53 | 199.32 | 8198.32 |
| 2+00.00 | 143.41 | 236.42 | 107.80 | 213.63 | 8092.49 |
| 2+25.00 | 200.60 | 522.16 | 159.27 | 351.19 | 7900.56 |
| 2+50.00 | 278.85 | 395.55 | 221.97 | 424.87 | 7697.66 |
| 2+75.00 | 322.98 | 8.04 | 278.62 | 186.85 | 7789.43 |
| 3+00.00 | 357.93 | 0.00 | 315.23 | 3.72 | 8100.94 |
| 3+25.00 | 313.50 | 0.00 | 310.85 | 0.00 | 8411.79 |
| 3+50.00 | 264.41 | 0.00 | 267.55 | 0.00 | 8679.34 |
| 3+75.21 | 220.87 | 0.00 | 226.51 | 0.00 | 8905.85 |
| 4+00.00 | 105.96 | 1.80 | 150.07 | 0.82 | 9055.09 |
| 4+25.00 | 59.06 | 1.43 | 76.40 | 1.49 | 9130.00 |
| 4+50.00 | 58.33 | 0.00 | 54.35 | 0.66 | 9183.68 |
| 4+75.00 | 55.57 | 0.08 | 52.73 | 0.04 | 9236.38 |

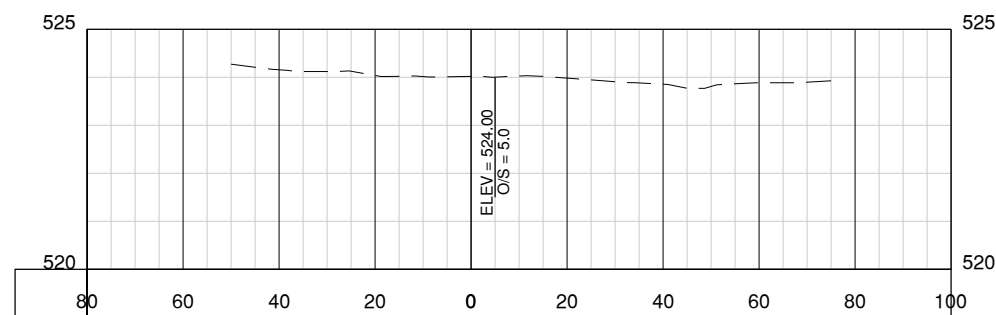
NOTE:

- T-HANGARS FOUNDATION SHOWN IS 12" FOR EARTHWORK VOLUME CALCULATIONS. ACTUAL FOUNDATION DESIGN SHALL BE DETERMINED BY THE BUILDING CONTRACTOR. VOLUME CALCULATIONS DO NOT INCLUDE THE FOUNDATIONS VOLUME.



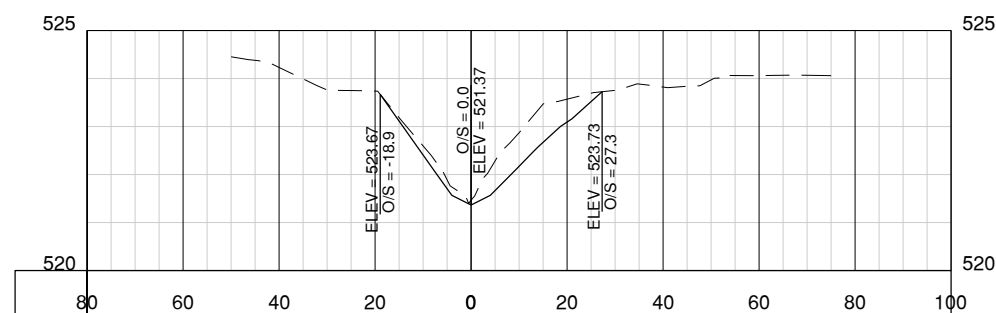
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| EARTH WORK VOLUME | | | | | |
|-------------------|-----------------|------------------|-----------------|------------------|------------------|
| STATION | CUT AREA (S.F.) | FILL AREA (S.F.) | CUT VOL. (C.Y.) | FILL VOL. (C.Y.) | CUM. VOL. (C.Y.) |
| 4+36.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4+55.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4+75.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5+00.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5+25.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5+50.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5+75.00 | 0.00 | 0.00 | 0.00 | 0.00 <td 0.00 | |
| 6+00.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |



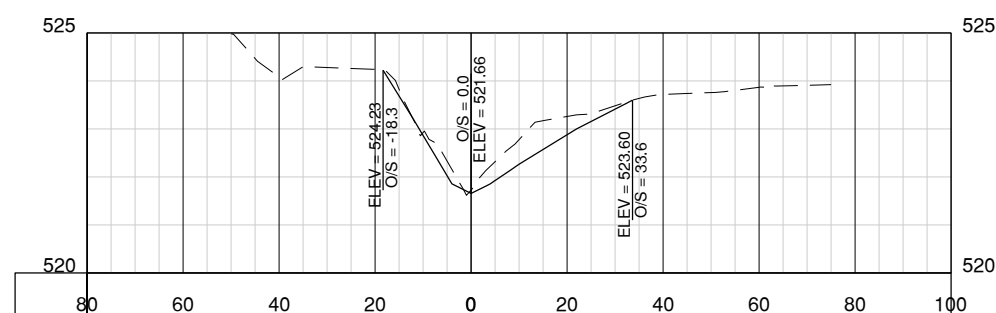
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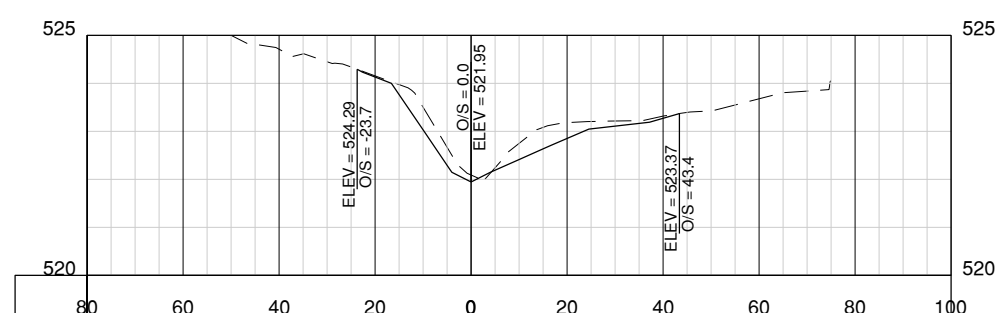
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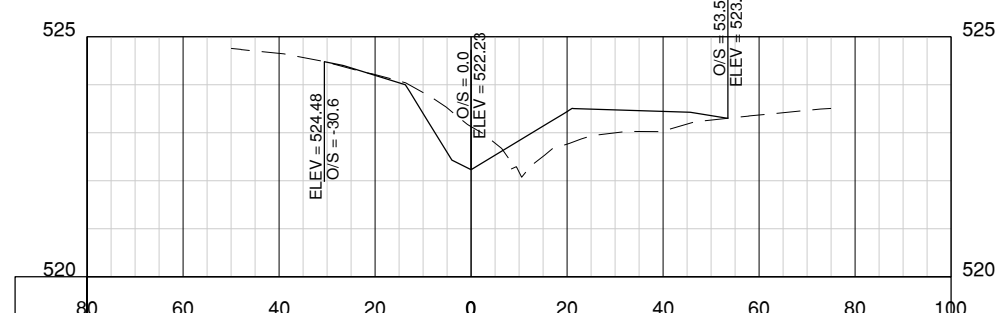
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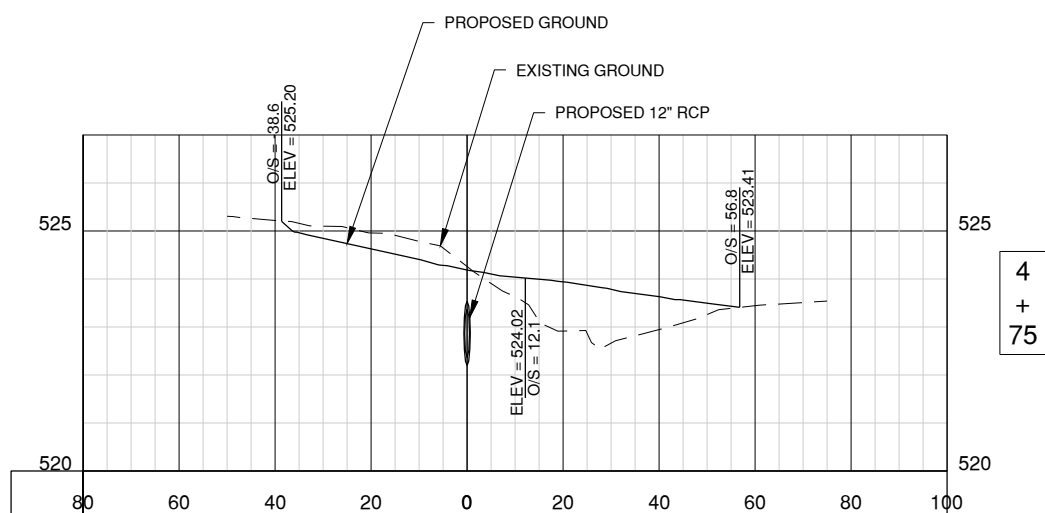
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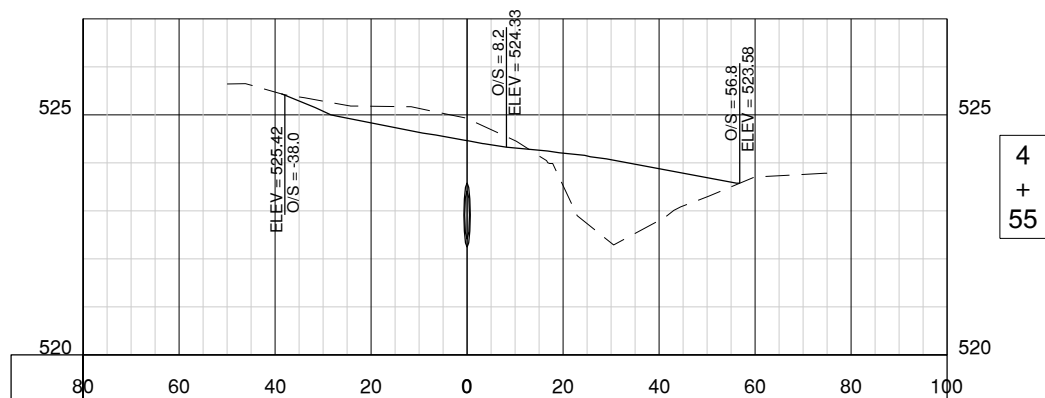
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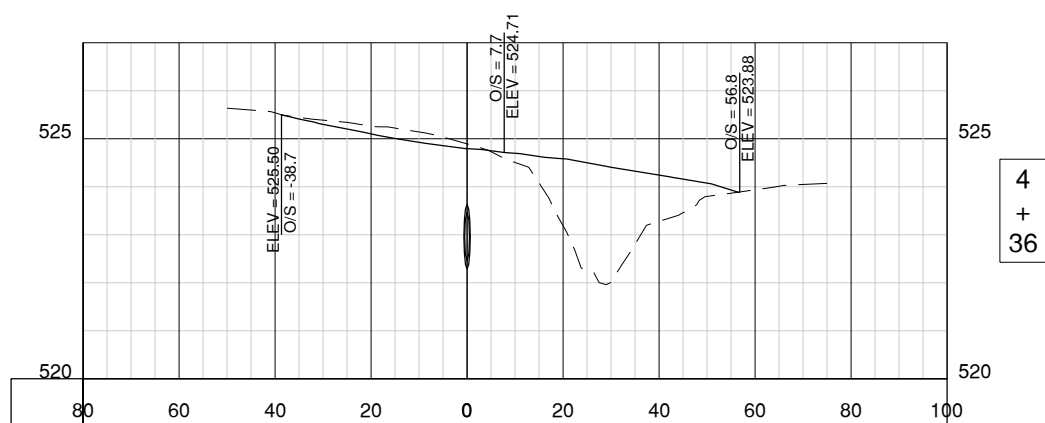
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MARCH 1, 2019

REHAB T-HANGAR TAXILANES,
CONSTRUCT NEW T-HANGAR &
PAVEMENT, REHAB HANGAR 1

OWNER



SPARTA COMMUNITY AIRPORT
SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: 1641203-SAR-C-7200-EAST&WEST.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

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SHEET TITLE
**NEW STORM AND
SWALE SECTION - 3**

GC303
SHEET 50 OF 51

| EARTH WORK VOLUME | | | | | |
|-------------------|-----------------|------------------|-----------------|------------------|------------------|
| STATION | CUT AREA (S.F.) | FILL AREA (S.F.) | CUT VOL. (C.Y.) | FILL VOL. (C.Y.) | CUM. VOL. (C.Y.) |
| 1+75.00 | 4.98 | 17.60 | 0.00 | 0.00 | 0.00 |
| 2+00.00 | 10.55 | 2.68 | 7.19 | 9.39 | -2.20 |
| 2+25.00 | 7.02 | 2.88 | 8.13 | 2.57 | 3.36 |
| 2+50.00 | 6.66 | 22.02 | 6.33 | 11.53 | -1.83 |
| 2+75.00 | 1.38 | 21.10 | 3.72 | 19.96 | -18.08 |
| 3+00.00 | 2.13 | 26.03 | 1.62 | 21.82 | -38.27 |
| 3+25.00 | 2.30 | 30.20 | 2.05 | 26.03 | -62.25 |
| 3+50.00 | 0.81 | 32.61 | 1.44 | 29.08 | -89.89 |
| 3+75.00 | 3.13 | 29.96 | 1.82 | 28.97 | -117.04 |
| 4+00.00 | 3.32 | 21.89 | 2.99 | 24.01 | -138.06 |

MARCH 1, 2019

 REHAB T-HANGAR TAXILANES,
 CONSTRUCT NEW T-HANGAR &
 PAVEMENT, REHAB HANGAR 1

OWNER


 SPARTA COMMUNITY AIRPORT
 SPARTA, IL

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AIP PROJ. NO: 3-17-SBGP-111/120/133/139

IL PROJ. NO. SAR-4583

CMT PROJECT NO: 1641203

CAD DWG FILE: 1641203-SAR-C-7200-EAST&WEST.DWG

DESIGNED BY: NRF

DRAWN BY: DPA

CHECKED BY: CBG

APPROVED BY: RLV

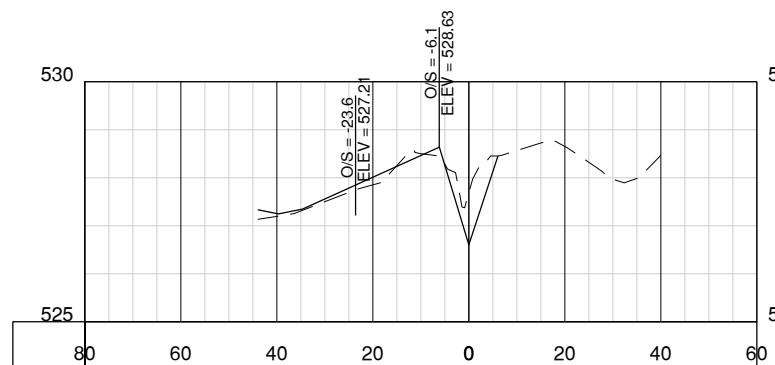
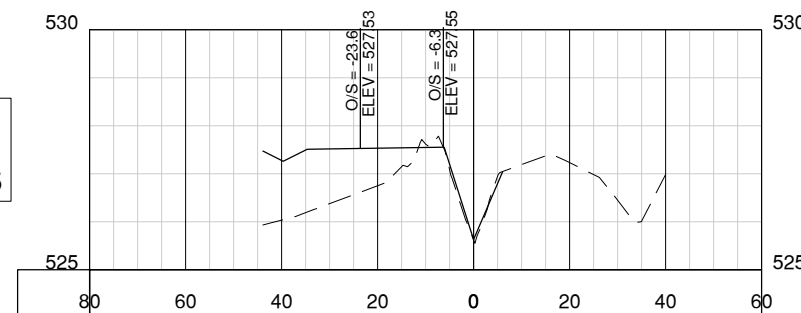
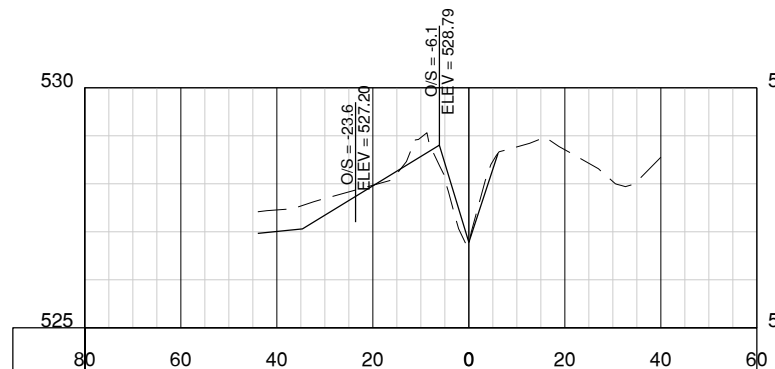
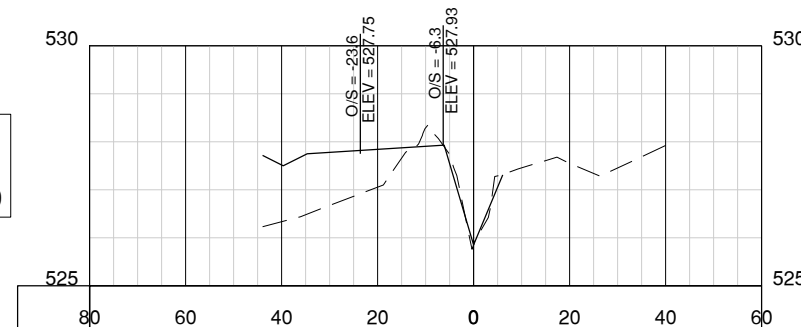
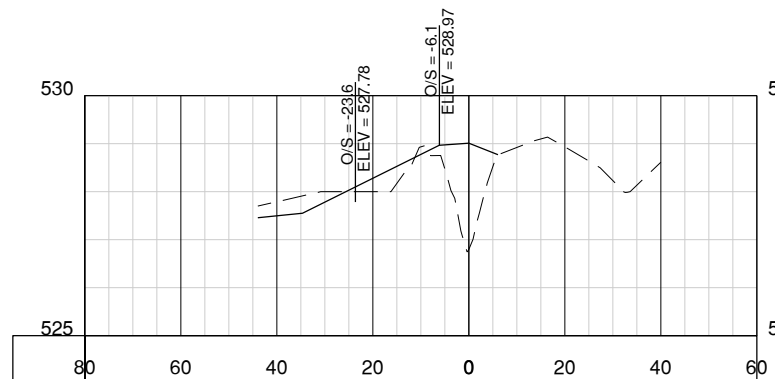
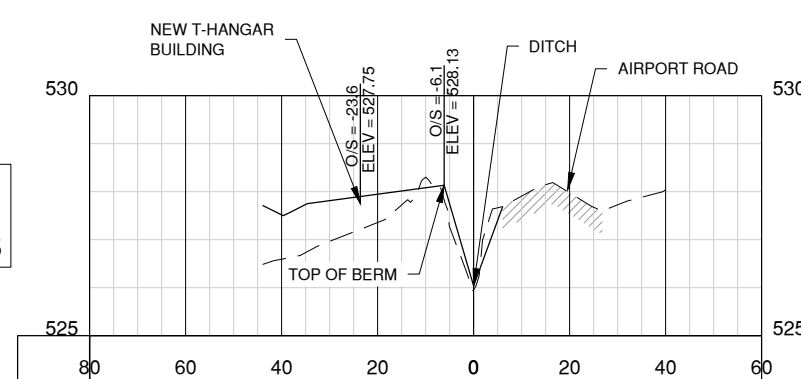
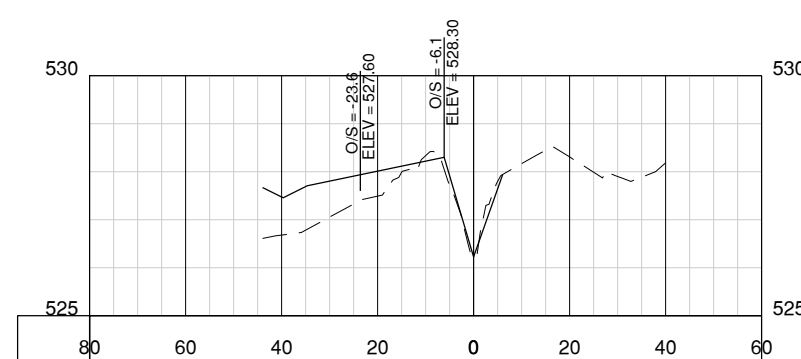
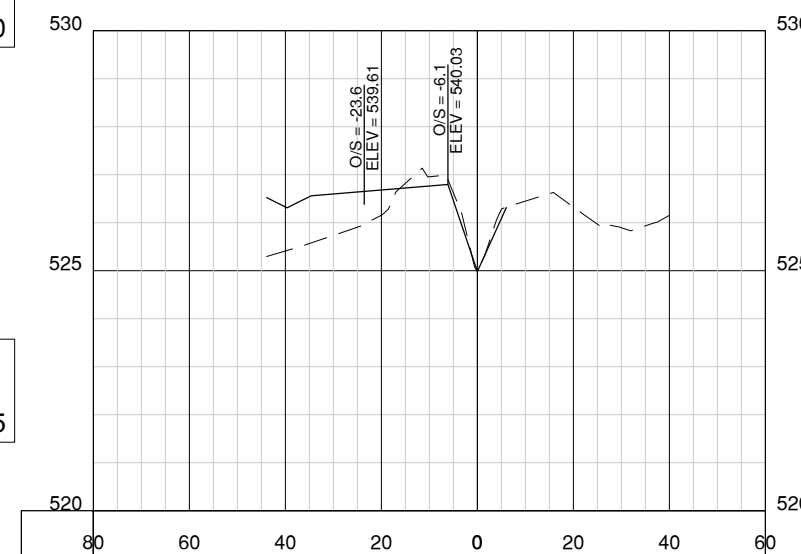
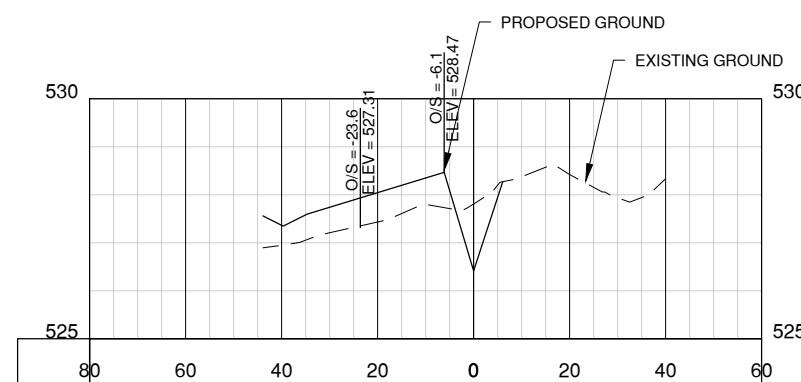
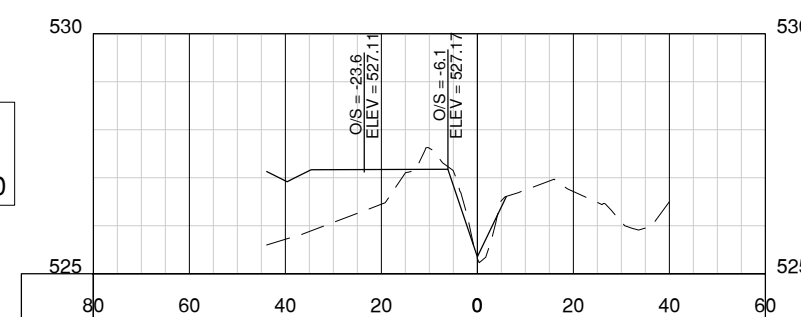
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SHEET TITLE

 SOUTH DITCH LINE
 SECTIONS - 4

SHEET 51 OF 51

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