

CONSTRUCTION PLANS FOR
VERMILION REGIONAL AIRPORT
VERMILION REGIONAL AIRPORT AUTHORITY
DANVILLE, ILLINOIS

ILLINOIS PROJECT DNV-4009
AIP PROJECT 3-17-0032-B13

REHABILITATE RUNWAY 16/34

ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY
AR152480	SHOULDER ADJUSTMENT	S.Y.	3,850
AR201671	CRACK CONTROL MATERIAL	L.F.	3,500
AR201502	BITUMINOUS BASE COURSE - 2"	S.Y.	1,265
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TONS	6,950
AR401630	BITUMINOUS SURFACE TEST SECTION	EA.	1
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	43,850
AR401910	REMOVE AND REPLACE BITUMINOUS PAVEMENT	S.Y.	335
AR402620	POROUS FRICTION COURSE, 5/8"	S.Y.	40,422
AR402630	POROUS FRICTION COURSE TEST SECTION	EA.	1
AR620510	BITUMINOUS TACK COAT	GAL.	12,470
AR630510	PAVEMENT MARKING	S.F.	51,000
AR901510	SEEDING	ACRE	0.8
AR908510	MULCHING	ACRE	0.8

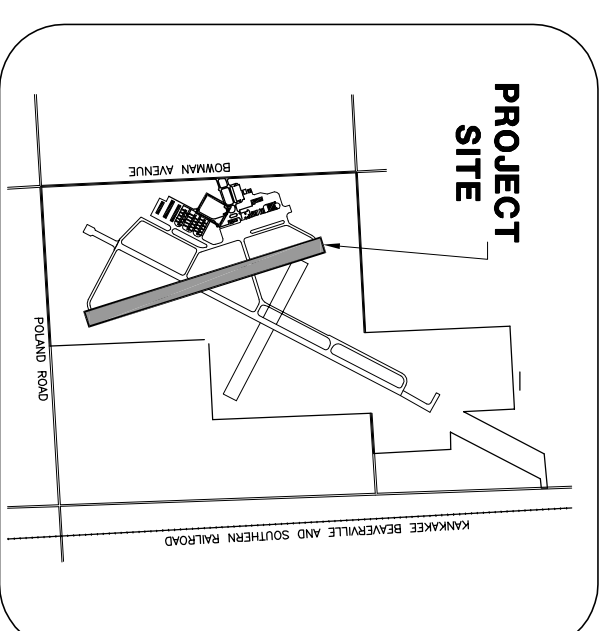
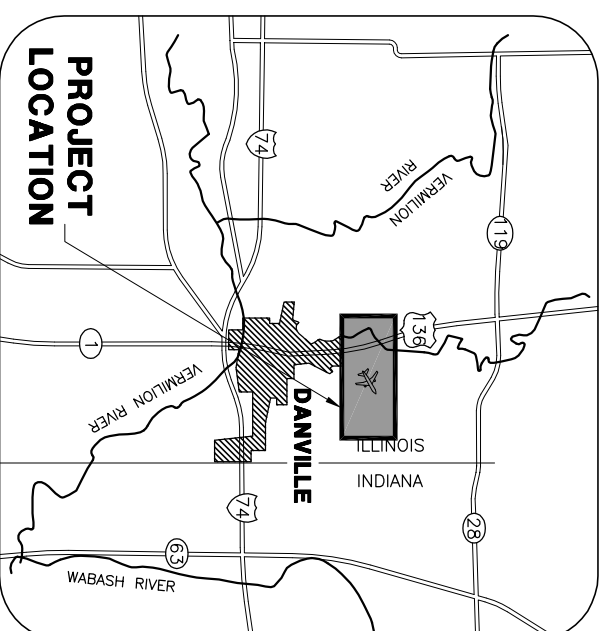
SUMMARY OF QUANTITIES

APRIL 16, 2010

GEOMETRIC DESIGN DATA
DESIGN GROUP - II
WING SPAN - 49 FEET UP TO BUT NOT INCLUDING 79 FEET.
DESIGN APPROACH CATEGORY - B
STRUCTURAL DESIGN DATA
AIRCRAFT GROSS WEIGHT - 60,000 LBS.
DUAL WHEEL AIRCRAFT
MAXIMUM EQUIPMENT HEIGHT = 25'
GROUND FREQUENCY 122.70 MHz

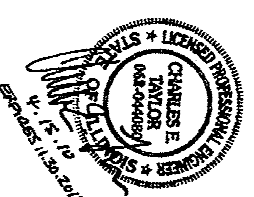
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VERMILION REGIONAL AIRPORT
TOWNSHIP: 20 NORTH
RANGE: 11 WEST
SECTION: 15
COUNTY: VERMILION
CIVIL TOWNSHIP:



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VERMILION REGIONAL AIRPORT AUTHORITY
VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS

APPROVED *[Signature]*
AIRPORT MANAGER

DATE *4-13-2010*

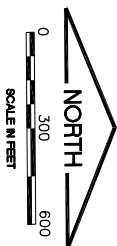
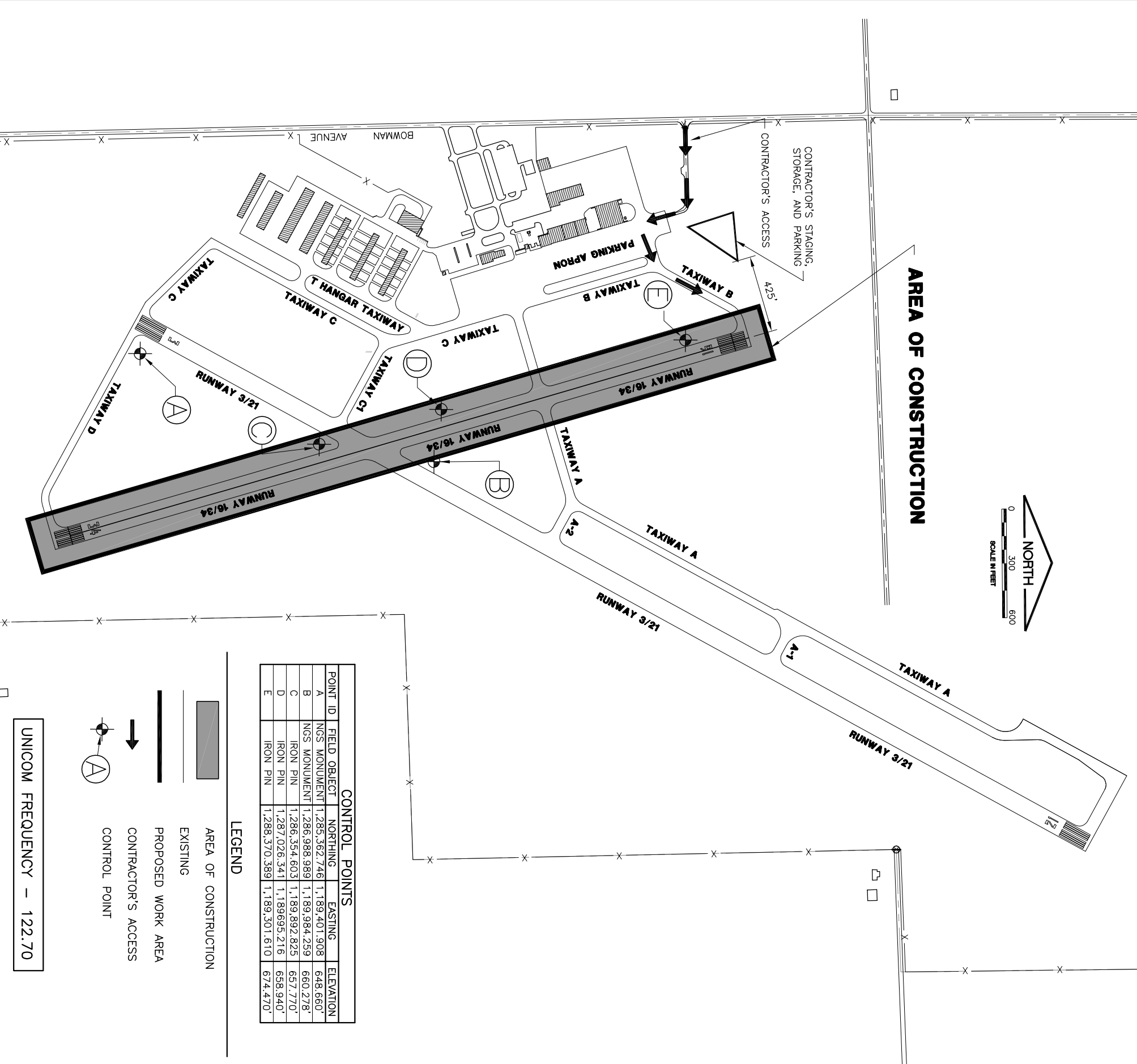
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CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY *[Signature]*
DATE *April 14, 2010*

CMT JOB NUMBER 09042-02-00

GENERAL NOTES

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25' ABOVE GROUND ELEVATION. AT NO POINT SHALL EQUIPMENT OR MATERIALS BE ALLOWED TO BE STORED ON RUNWAYS.
4. MEN, VEHICLES AND EQUIPMENT WILL NOT BE ALLOWED WITHIN THE FOLLOWING AREAS:
A. 200' FROM THE CENTERLINE OF RUNWAY 3/21 WHEN ACTIVE.
B. 70' FROM THE CENTERLINE OF AN ACTIVE TAXIWAY.
5. ALL CONSTRUCTION TRAFFIC OPERATING ON OR CROSSING A TAXIWAY OR RUNWAY OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY AN ESCORT OR A FLAGMAN IN RADIO CONTACT WITH AIR AND GROUND TRAFFIC AT ALL TIMES. CONTRACTOR SHALL PROVIDE THE FLAGMAN AND RADIO EQUIPMENT AT NO EXTRA COST TO THE CONTRACT.
6. ABANDONED EQUIPMENT OR OTHER RUBBISH SHALL BE DISPOSED OF BY THE CONTRACTOR OFF OF AIRPORT PROPERTY UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
7. ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
8. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUSLY CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE GROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
10. 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 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.
11. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
 - A. THE CONTRACTOR'S ACCESS TO WORK SHALL BE AS SHOWN IN THE PLANS.
 - B. THE CONTRACTOR SHALL MAINTAIN A COMPLETE LIST OF PERSONNEL AUTHORIZED BY THE CONTRACTOR TO WORK ON THE AIRFIELD. THIS LIST SHALL BE PROVIDED TO THE AIRPORT AND RESIDENT ENGINEER BY THE CONTRACTOR UPON REQUEST.
 - C. THE CONTRACTOR SHALL USE AN EXISTING GATE(S) FOR ACCESS TO THE AIRFIELD. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON THE ACCESS GATE. HE SHALL PROVIDE KEYS FOR HIS PADLOCK TO THE RESIDENT ENGINEER AND VRAA MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT.
 - D. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
 - E. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
 - F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
 - G. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE(S) UPON LEAVING THE SITE.
 - H. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - I. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY AREAS.
 - J. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE GROSSED BY HIS VEHICLES ACCESSING.



AREA OF CONSTRUCTION

POINT ID	FIELD OBJECT	NORTHING	EASTING	ELEVATION
A	NGS MONUMENT	1,285,362.746	1,189,401.908	648.660'
B	NGS MONUMENT	1,286,988.989	1,189,984.259	660.278'
C	IRON PIN	1,286,354.603	1,189,892.825	657.770'
D	IRON PIN	1,287,026.341	1,189,695.216	658.940'
E	IRON PIN	1,288,370.389	1,189,301.610	674.470'

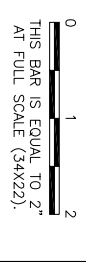
LEGEND

- AREA OF CONSTRUCTION
- EXISTING
- PROPOSED WORK AREA
- CONTRACTOR'S ACCESS
- CONTROL POINT

UNICOM FREQUENCY - 122.70

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 FILE: SITE PLAN.dwg
 UPDATE BY: TJH
 PLOT DATE: 4/29/2010 5:53 PM
 BASE: PROJREFD-1
 DNVBase_StaterPlane

VE047		
REVISIONS	BY	DATE



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 DANVILLE, ILLINOIS**

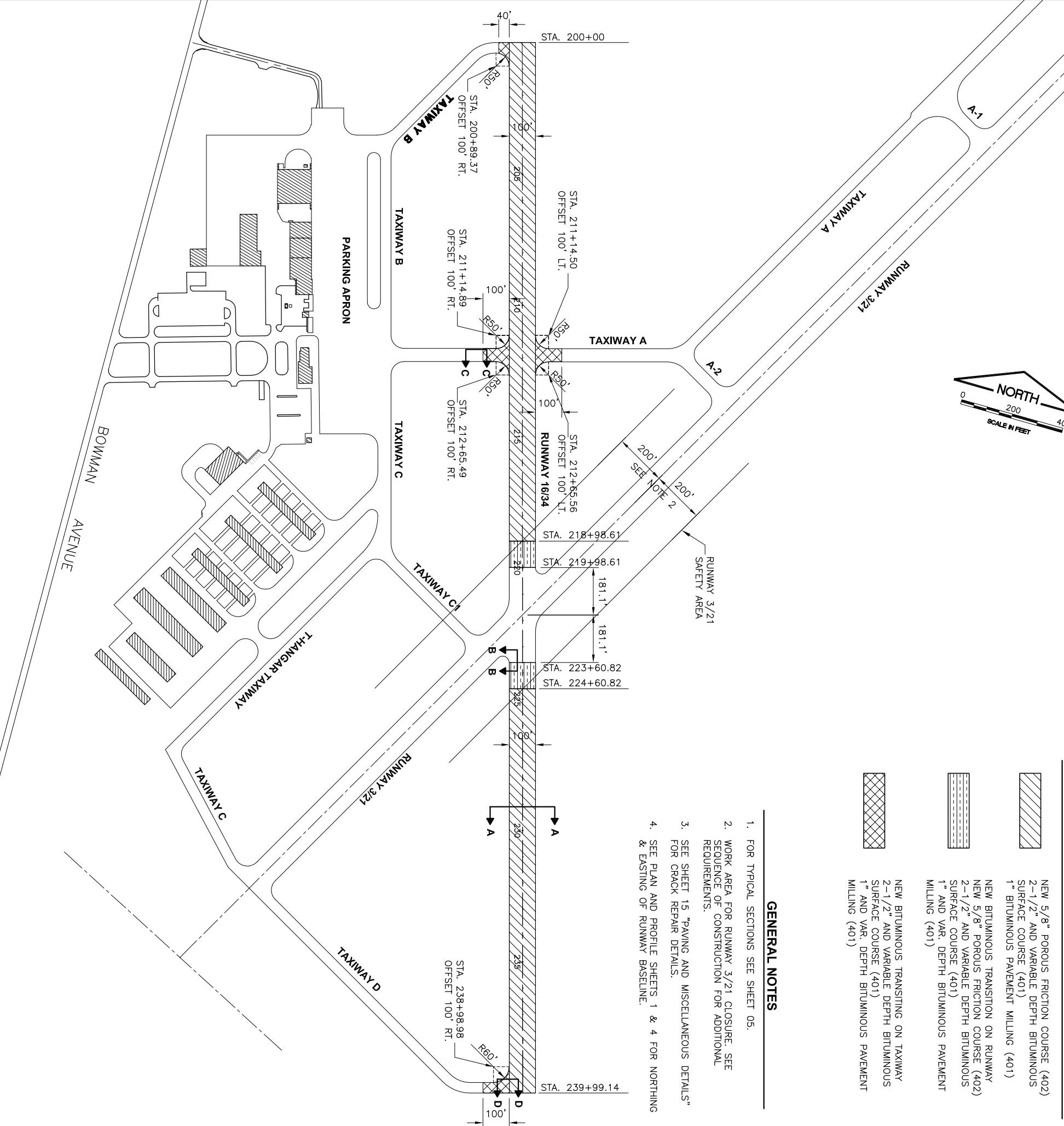
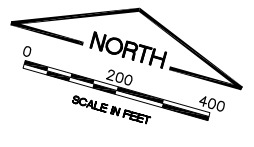
REHABILITATE RUNWAY 16/34

AIRPORT SITE PLAN




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 APPROVED BY: CET
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 JOB No: 0904202
 I.L. PROJ. NO. DNV-4009
 APP PROJ. NO. 3-17-0032-B13
 SHEET 02 OF 23 SHEETS



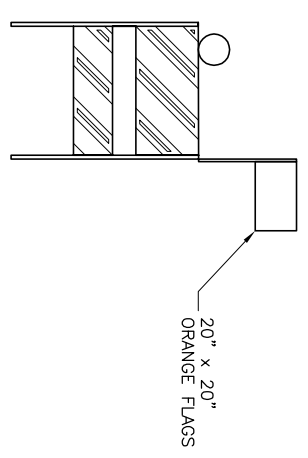
LEGEND

-  NEW 5/8" POROUS FRICTION COURSE (402)
2-1/2" AND VARIABLE DEPTH BITUMINOUS SURFACE COURSE (401)
1" BITUMINOUS PAVEMENT MILLING (401)
-  NEW BITUMINOUS TRANSITION ON RUNWAY
NEW 5/8" POROUS FRICTION COURSE (402)
2-1/2" AND VARIABLE DEPTH BITUMINOUS SURFACE COURSE (401)
1" AND VAR. DEPTH BITUMINOUS PAVEMENT MILLING (401)
-  NEW BITUMINOUS TRANSITION ON TAXIWAY
2-1/2" AND VARIABLE DEPTH BITUMINOUS SURFACE COURSE (401)
1" AND VAR. DEPTH BITUMINOUS PAVEMENT MILLING (401)

GENERAL NOTES

1. FOR TYPICAL SECTIONS SEE SHEET 05.
2. WORK AREA FOR RUNWAY 3/21 CLOSURE. SEE SEQUENCE OF CONSTRUCTION FOR ADDITIONAL REQUIREMENTS.
3. SEE SHEET 15 "PAVING AND MISCELLANEOUS DETAILS" FOR CRACK REPAIR DETAILS.
4. SEE PLAN AND PROFILE SHEETS 1 & 4 FOR NORTHING & EASTING OF RUNWAY BASELINE.

CONSTRUCTION ACTIVITY PLAN DETAILS

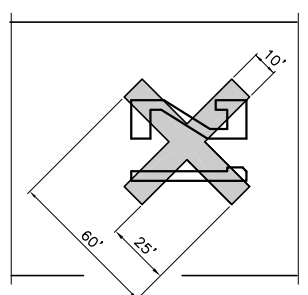


FLASHER BARRICADE DETAIL

N.T.S.

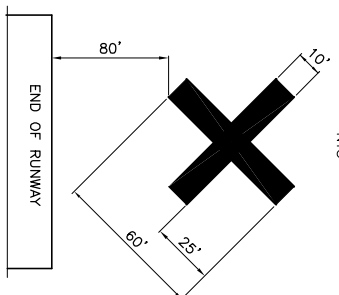
FLASHER BARRICADE NOTES

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 20' INTERVALS.



ON PAVEMENT CLOSED RUNWAY MARKER DETAIL

N.T.S.



OFF PAVEMENT CLOSED RUNWAY MARKER DETAIL

N.T.S.

NOTES

1. MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PAINTED PLYWOOD OR OTHER APPROVED SOLID MATERIALS.
3. CONTRACTOR SHALL MAINTAIN MARKERS.
4. COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA OR PAVEMENT IS OPEN TO TAXIING AIRCRAFT, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.
6. PORTABLE CLOSED RUNWAY MARKERS SHALL BE PROVIDED, INSTALLED, OPERATED AND MAINTAINED AS SPECIFIED.
7. THE PORTABLE CLOSED RUNWAY MARKERS SHALL BE INSTALLED ON RUNWAY 3/21.

**VERMILION REGIONAL AIRPORT
 DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

PROPOSED IMPROVEMENTS

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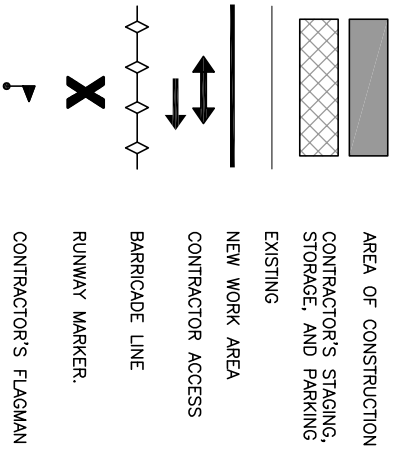
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 SHEET 03 OF 23 SHEETS

PHASE 1 NOTES

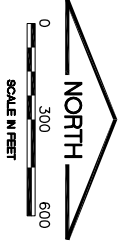
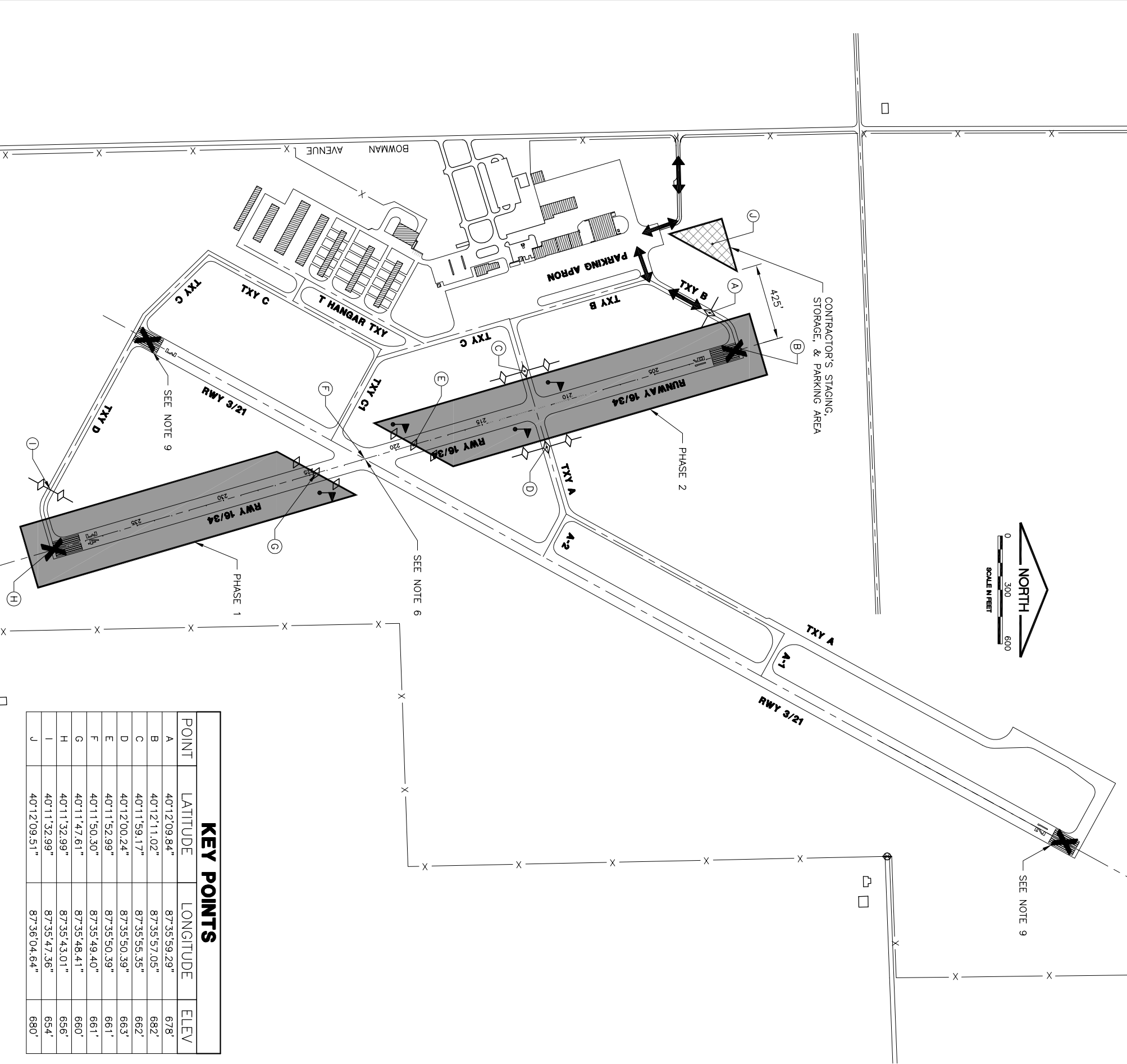
1. THE CONTRACTOR SHALL CLOSE RUNWAY 16/34 FOR THE DURATION OF THE RUNWAY REHABILITATION PROJECT.
2. THE CONTRACTOR MUST PROVIDE A YELLOW "X" AT EACH END OF THE RUNWAY IN ORDER TO CLOSE THAT RUNWAY. (SEE PROPOSED IMPROVEMENTS SHEET FOR DETAILS.)
3. THE CONTRACTOR SHALL PROVIDE AN ESCORT OR A FLAGGER WHEN OPERATIONS REQUIRE CROSSING ACTIVE RUNWAY 3/21.
4. THE CONTRACTOR SHALL NOT PARK WORK VEHICLES OR MACHINERY ON RUNWAY 16/34 DURING NON-WORKING HOURS OR ANY TIME ON ACTIVE RUNWAY 3/21.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUOUSLY CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
6. WORK SHALL NOT BE COMPLETED WITHIN 200' FROM THE CENTERLINE OF AN ACTIVE RUNWAY.
7. PAVEMENT REPAIRS MAY BE COMPLETED IN THE PHASE 2 WORK AREA CONCURRENT TO THE WORK IN PHASE 1 PROVIDED THAT THE PHASE 2 BARRICADES ARE IN PLACE AND TRAFFIC CROSSING RUNWAY 3/21 IS CONTROLLED BY AN ESCORT OR FLAG PERSON AT ALL TIMES.
8. CONSTRUCTION OPERATIONS WITHIN 200' OF THE OPEN RUNWAY CENTERLINE MAY BE COMPLETED UNDER RADIO CONTROL PROVIDED THAT THE OPERATIONS MAY BE CEASED AND EXPEDITIOUSLY VACATED FROM THE AREA FOR APPROACHING AND DEPARTING AIRCRAFT. LONG TERM OPERATIONS SHALL NOT BE COMPLETED UNDER RADIO CONTROL.
9. WORK WITHIN 200' OF THE RUNWAY 3/21 CENTERLINE SHALL REQUIRE THE CLOSURE OF THE RUNWAY. AT NO TIME SHALL CONSTRUCTION PERSONNEL OR EQUIPMENT BE STATIONARY ON RUNWAY 3/21 PAVEMENT. CONSTRUCTION OPERATIONS SHALL BE SEQUENCED SUCH THAT ANY WORK THAT REQUIRES THE CLOSURE OF RUNWAY 3/21 BE PHASED SO THAT THE WORK IS COMPLETED EXPEDITIOUSLY TO MINIMIZE THE CLOSURE OF RUNWAY 3/21. THE CONTRACTOR SHALL ADHERE TO THE FOLLOWING SCHEDULE WHEN COMPLETING WORK IN THE RUNWAY 3/21 SAFETY AREA:
 - COORDINATE WITH AIRPORT 72 HOURS IN ADVANCE
 - VERIFY NOTAMS ARE ISSUED
 - INSTALL PLYWOOD X'S ON 16/34 TO FREE MOBILE X'S FOR 3/21 CLOSURE
 - NOTIFY AIR TRAFFIC
 - CLOSE RUNWAY WITH LIGHTED CLOSURE MARKERS
 - COMPLETE CONSTRUCTION OPERATIONS IN 3/21 CRITICAL AREA
 - RE-OPEN RUNWAY BY SWEEPING AND REMOVING MOBILE CLOSURE MARKERS

LEGEND



KEY POINTS			
POINT	LATITUDE	LONGITUDE	ELEV
A	40°12'09.84"	87°35'59.29"	678'
B	40°12'11.02"	87°35'57.05"	682'
C	40°11'59.17"	87°35'55.35"	662'
D	40°12'00.24"	87°35'50.39"	663'
E	40°11'52.99"	87°35'50.39"	661'
F	40°11'50.30"	87°35'49.40"	661'
G	40°11'47.61"	87°35'48.41"	660'
H	40°11'32.99"	87°35'43.01"	656'
I	40°11'32.99"	87°35'47.36"	654'
J	40°12'09.51"	87°36'04.64"	680'

UNICOM FREQUENCY - 122.70



**VERMILION REGIONAL AIRPORT
 DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

CONSTRUCTION ACTIVITY PLAN

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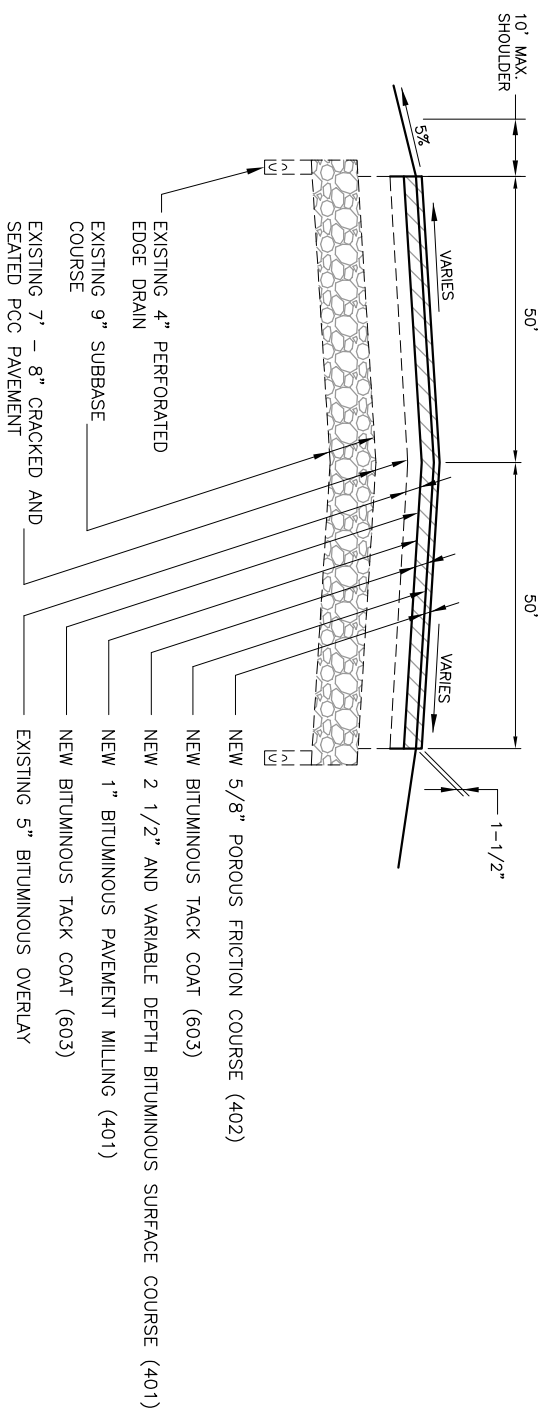
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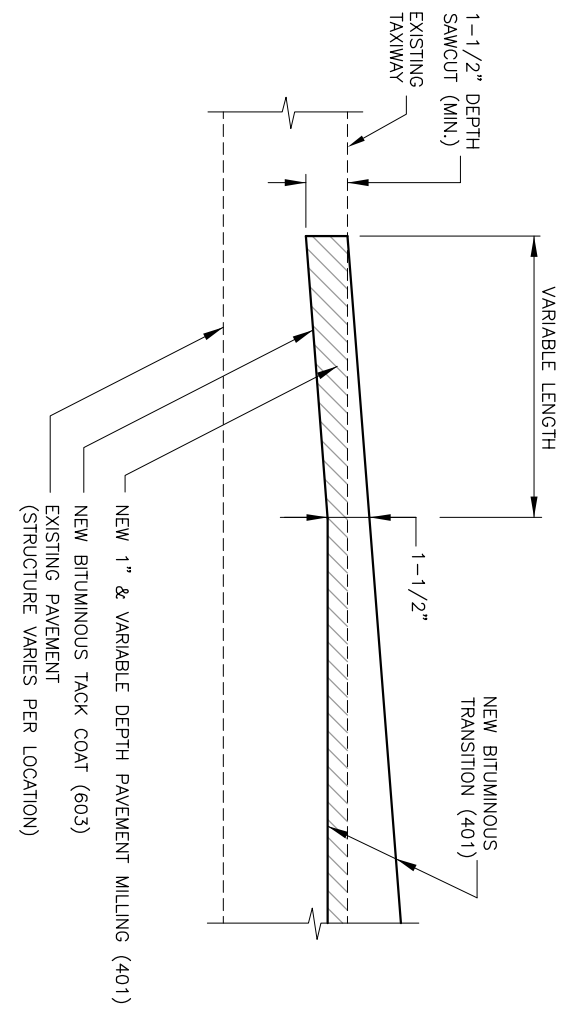
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 AT FULL SCALE (34x22).

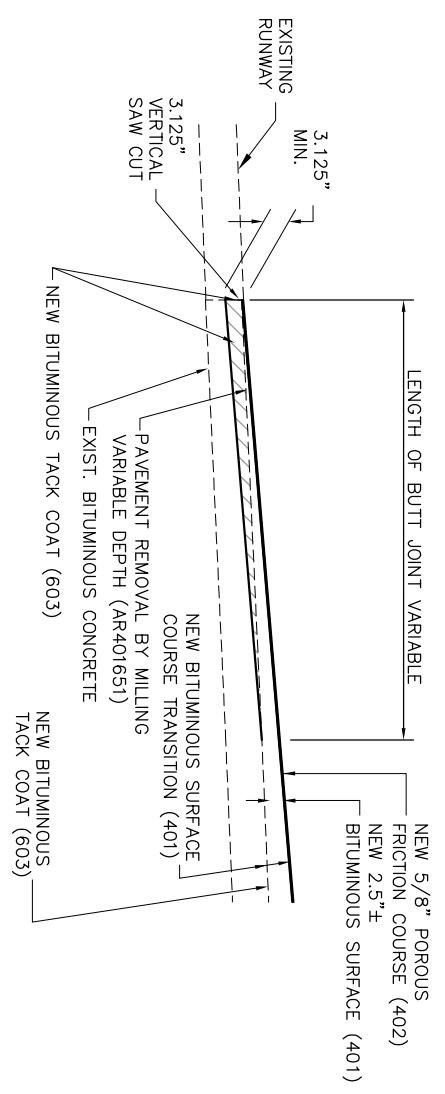
SHEET 04 OF 23 SHEETS



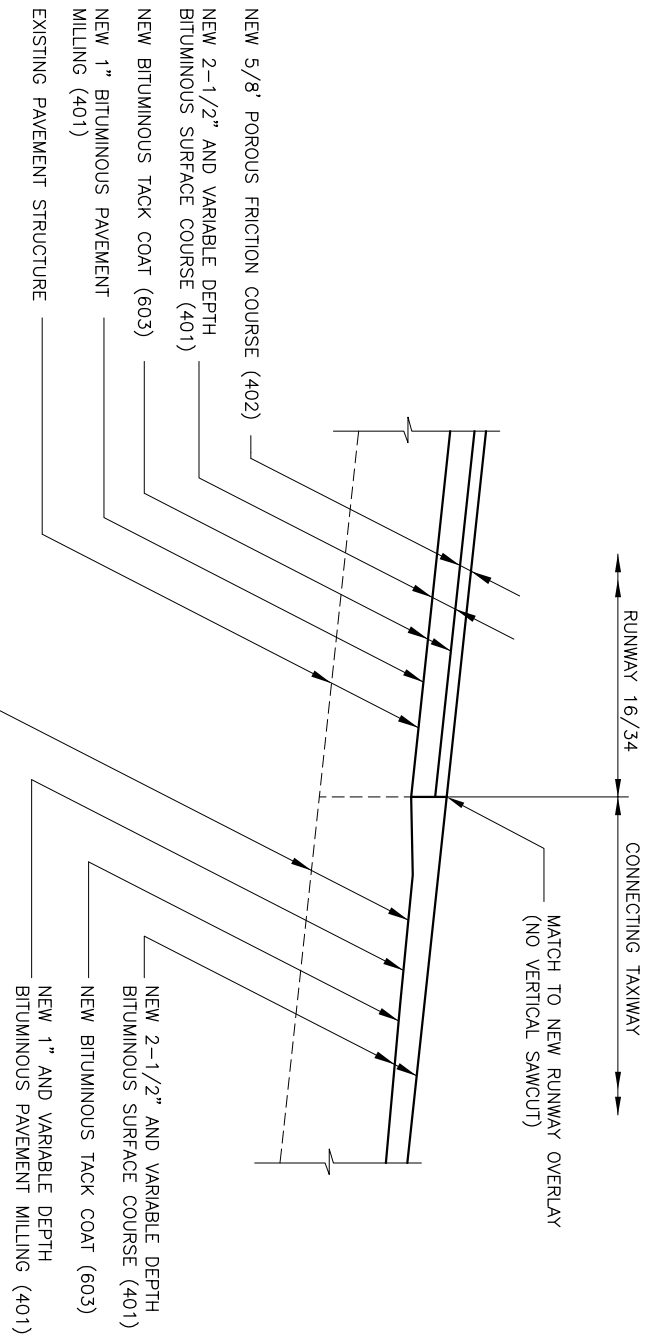
SECTION A-A
N.T.S.



SECTION C-C (BITUMINOUS TRANSITION ON TAXIWAYS)
N.T.S.



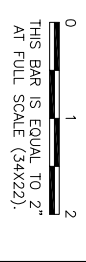
SECTION B-B (BITUMINOUS TRANSITION ON RUNWAY)
N.T.S.



SECTION D-D (TAXIWAY TO RUNWAY TRANSITION)
N.T.S.

- NOTES:
1. THE FINISHED WIDTH OF THE NEW BITUMINOUS OVERLAY SHALL MATCH THE DESIGN WIDTH ESTABLISHED FOR THE PAVEMENT AS DEFINED ON THE TYPICAL SECTION DRAWING. PLACEMENT OF MATERIAL BEYOND THE DESIGN WIDTH AS DIMENSIONED ON THE TYPICAL SECTION DRAWINGS SHALL NOT BE MEASURED FOR PAYMENT.
 2. BITUMINOUS MATERIAL, LIMITED TO SIDE SLOPE CONSTRUCTION, MAY BE PLACED BEYOND THE EXISTING EDGE OF PAVEMENT TO MEET THE OVERLAY WIDTH REQUIREMENTS DEFINED IN NOTE 1. THE PLACEMENT OF MATERIAL OUTSIDE THE LIMITS DEFINED BY THESE LINES SHALL NOT BE MEASURED FOR PAYMENT.
 3. THE ADDITIONAL WORK REQUIRED TO COMPLETE THE BITUMINOUS TRANSITIONS SHALL BE CONSIDERED INCIDENTAL TO EACH ITEM ASSOCIATED WITH THE BITUMINOUS TRANSITION. NO PAYMENT WILL BE MADE FOR A BUTT JOINT ITEM.

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NUMBER	BY	DATE



VERMILION REGIONAL AIRPORT
 DANVILLE, ILLINOIS

REHABILITATE RUNWAY 16/34

TYPICAL SECTIONS

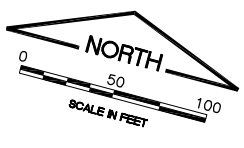
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LEGEND

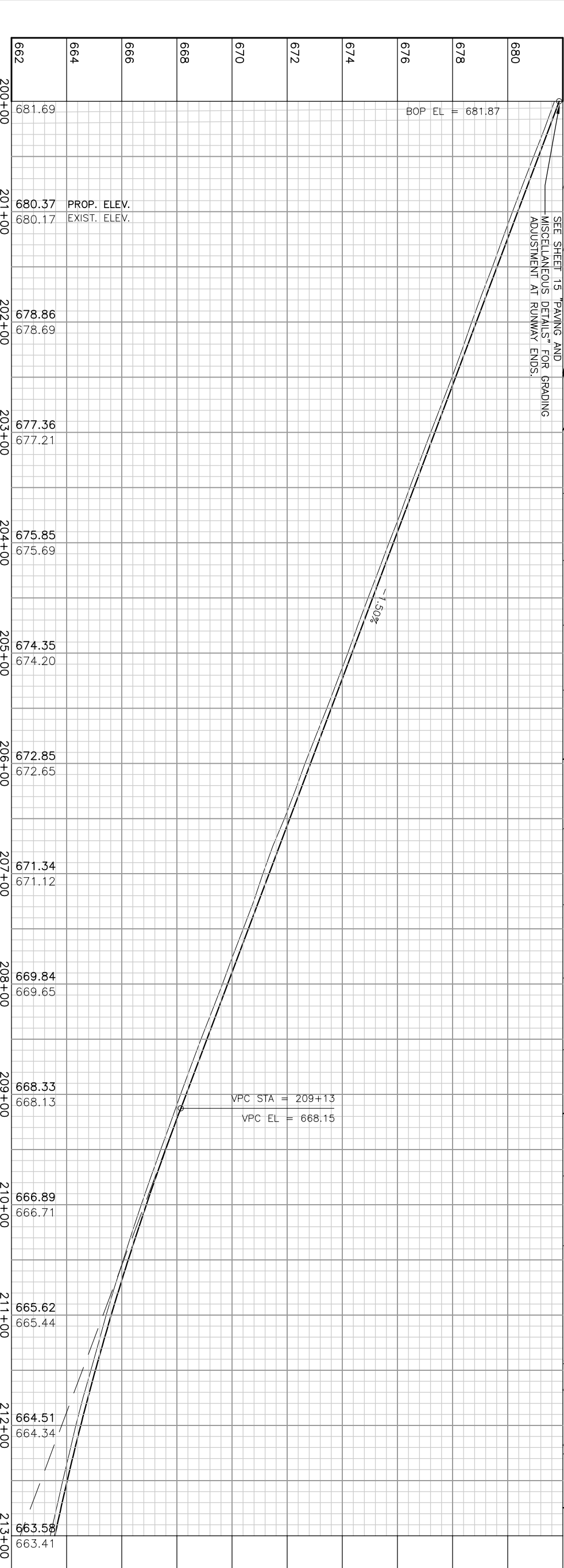
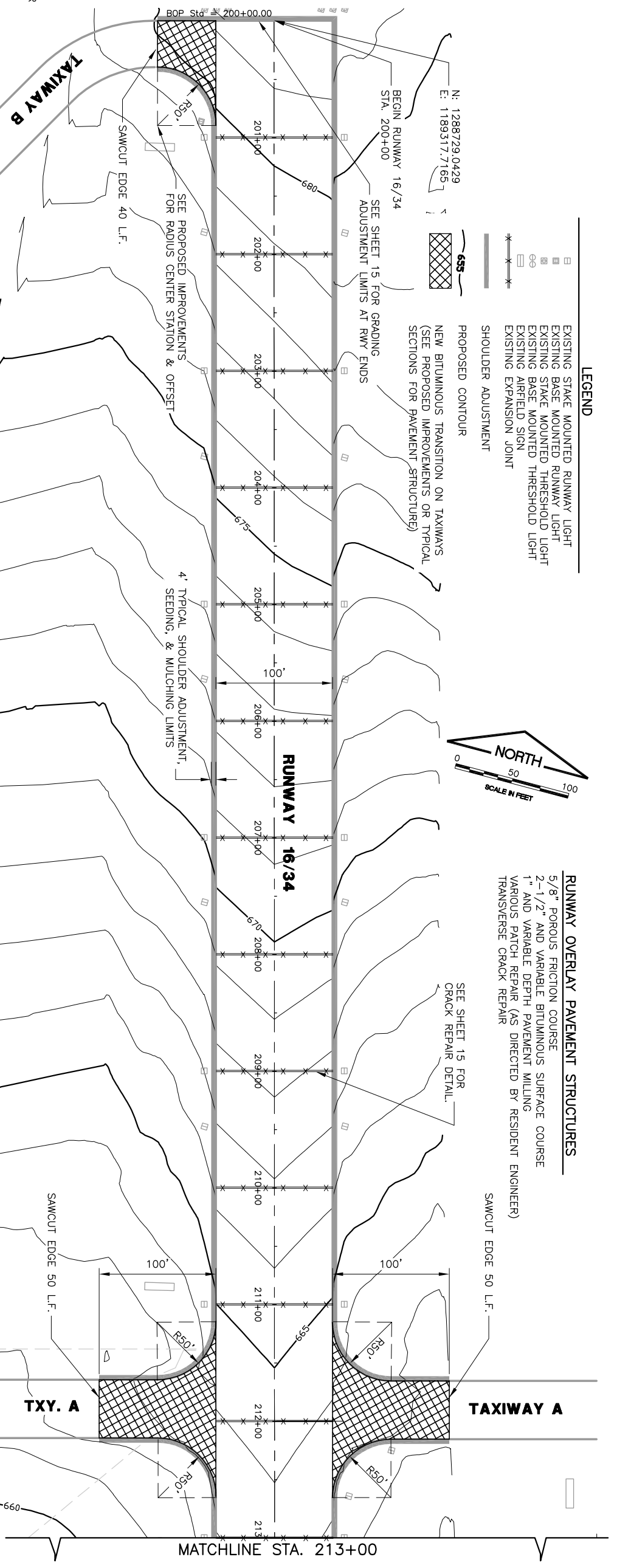
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING AIRFIELD SIGN
- EXISTING EXPANSION JOINT
- SHOULDER ADJUSTMENT
- PROPOSED CONTOUR
- NEW BITUMINOUS TRANSITION ON TAXIWAYS (SEE PROPOSED IMPROVEMENTS OR TYPICAL SECTIONS FOR PAVEMENT STRUCTURE)



RUNWAY OVERLAY PAVEMENT STRUCTURES

- 5/8" POROUS FRICTION COURSE
- 2-1/2" AND VARIABLE BITUMINOUS SURFACE COURSE
- 1" AND VARIABLE DEPTH PAVEMENT MILLING
- VARIOUS PATCH REPAIR (AS DIRECTED BY RESIDENT ENGINEER)
- TRANSVERSE CRACK REPAIR

SCALES:
1" = 50' HOR
1" = 2' VER



**VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

PLAN AND PROFILE SHEET 1

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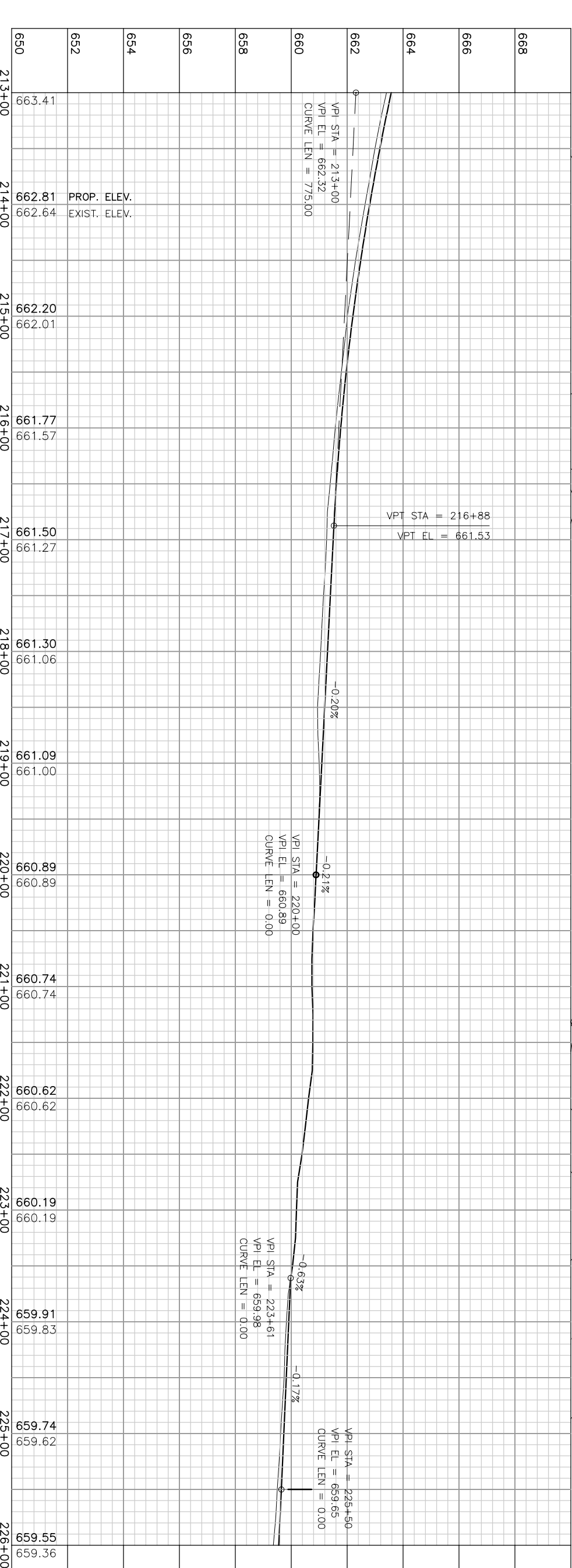
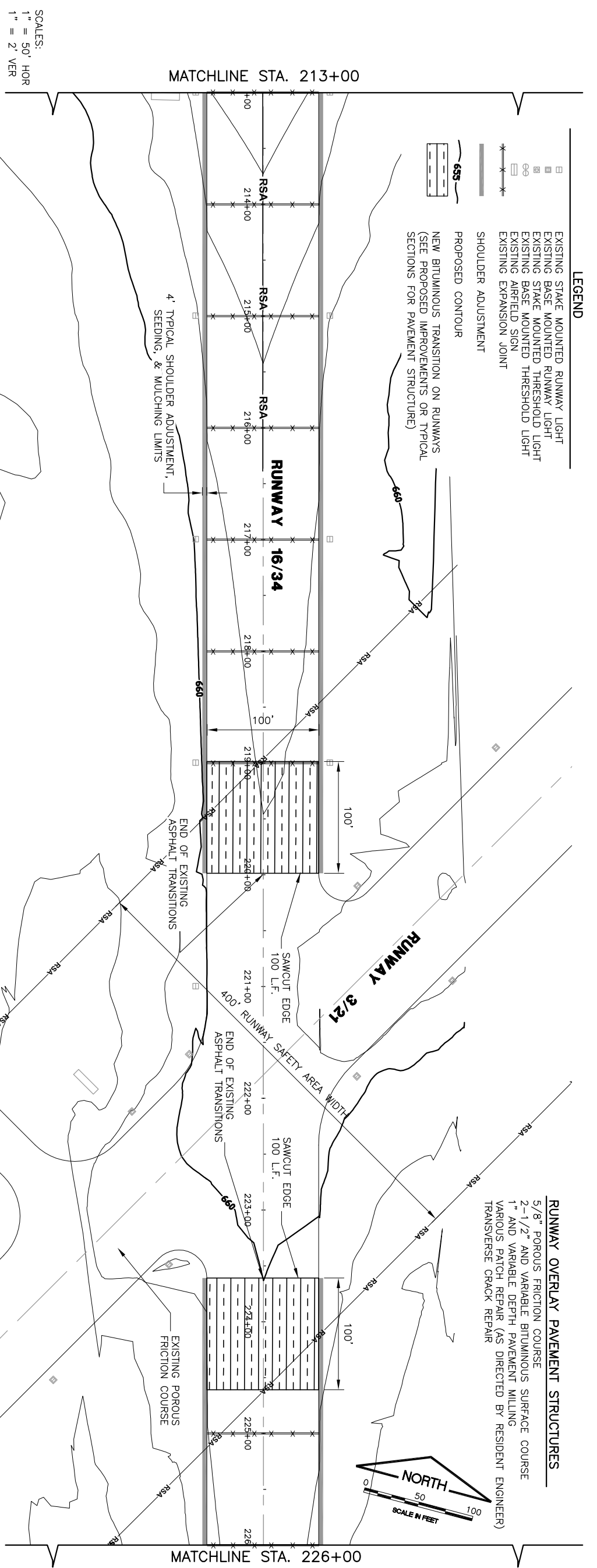
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PLOT DATE: 4/29/2010 5:54 PM
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DNV_Rehab Rwy 1634_Align
DNV_Base.dwg
BASE_PROJ090

LEGEND

- EXISTING STAKE MOUNTED RUNWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING AIRFIELD SIGN
- EXISTING EXPANSION JOINT
- SHOULDER ADJUSTMENT
- PROPOSED CONTOUR
- NEW BITUMINOUS TRANSITION ON RUNWAYS
(SEE PROPOSED IMPROVEMENTS OR TYPICAL SECTIONS FOR PAVEMENT STRUCTURE)

- RUNWAY OVERLAY PAVEMENT STRUCTURES**
- 5/8" POROUS FRICTION COURSE
 - 2-1/2" AND VARIABLE BITUMINOUS SURFACE COURSE
 - 1" AND VARIABLE DEPTH PAVEMENT MILLING
 - VARIOUS PATCH REPAIR (AS DIRECTED BY RESIDENT ENGINEER)
 - TRANSVERSE CRACK REPAIR



SCALES:
1" = 50' HOR
1" = 2' VER

**VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

PLAN AND PROFILE SHEET 2

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APP PROJ. NO. 3-17-0032-B13

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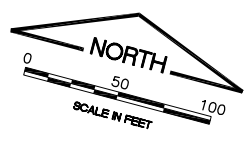
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DNE\Rehab Rwy 1634_Align
DNE\FR05GEC
DNE\Bose_StefPine

LEGEND

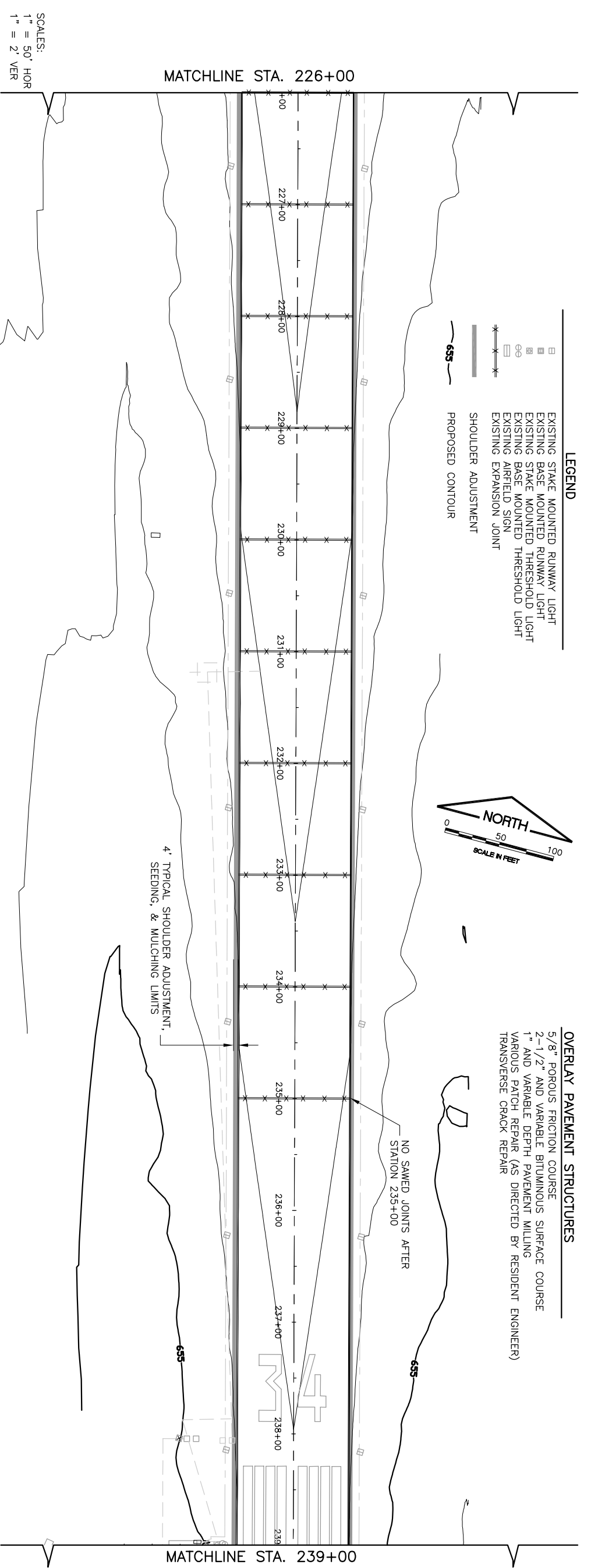
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- EXISTING AIRFIELD SIGN
- EXISTING EXPANSION JOINT
- SHOULDERS ADJUSTMENT
- PROPOSED CONTOUR



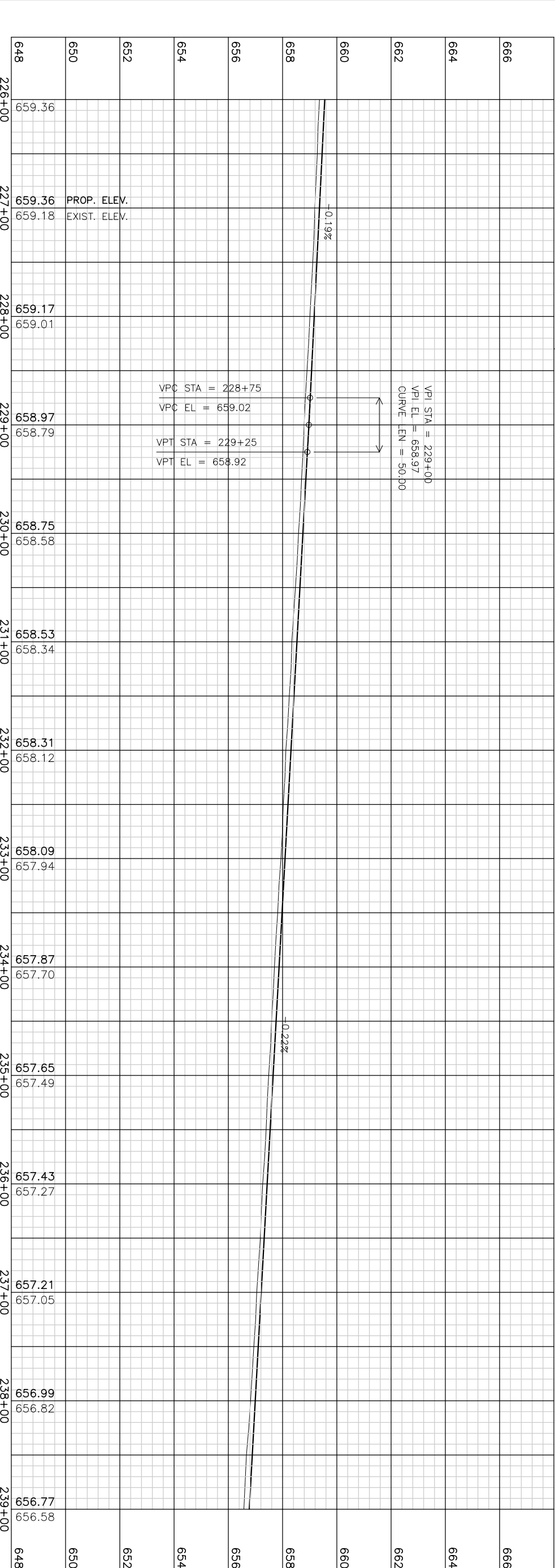
- OVERLAY PAVEMENT STRUCTURES**
- 5/8" POROUS FRICTION COURSE
 - 2-1/2" AND VARIABLE BITUMINOUS SURFACE COURSE
 - 1" AND VARIABLE DEPTH PAVEMENT MILLING
 - VARIOUS PATCH REPAIR (AS DIRECTED BY RESIDENT ENGINEER)
 - TRANSVERSE CRACK REPAIR

MATCHLINE STA. 226+00

MATCHLINE STA. 239+00



SCALES:
1" = 50' HOR
1" = 2' VER



**VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

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DNV_Base_Sheet.dwg
DNV_Rehab Rwy 1634_Survey

SHEET 08 OF 23 SHEETS

LEGEND

- ▣ EXISTING STAKE MOUNTED RUNWAY LIGHT
- ▣ EXISTING BASE MOUNTED RUNWAY LIGHT
- ▣ EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ▣ EXISTING BASE MOUNTED THRESHOLD LIGHT
- ▣ EXISTING AIRFIELD SIGN
- ▣ EXISTING EXPANSION JOINT
- SHOULDER ADJUSTMENT
- PROPOSED CONTOUR
- NEW BITUMINOUS TRANSITION ON TAXIWAYS
(SEE PROPOSED IMPROVEMENTS OR TYPICAL SECTIONS FOR PAVEMENT STRUCTURE)



OVERLAY PAVEMENT STRUCTURES

- 5/8" POROUS FRICTION COURSE
- 2-1/2" AND VARIABLE BITUMINOUS SURFACE COURSE
- 1" AND VARIABLE DEPTH PAVEMENT MILLING
- VARIOUS PATCH REPAIR (AS DIRECTED BY RESIDENT ENGINEER)
- TRANSVERSE CRACK REPAIR

N. 1284890.3130
E. 1190439.0092
END RUNWAY 16/34
STA. 239+99.14
SEE NOTE 1

MATCHLINE STA. 239+00

RWY. 16/34

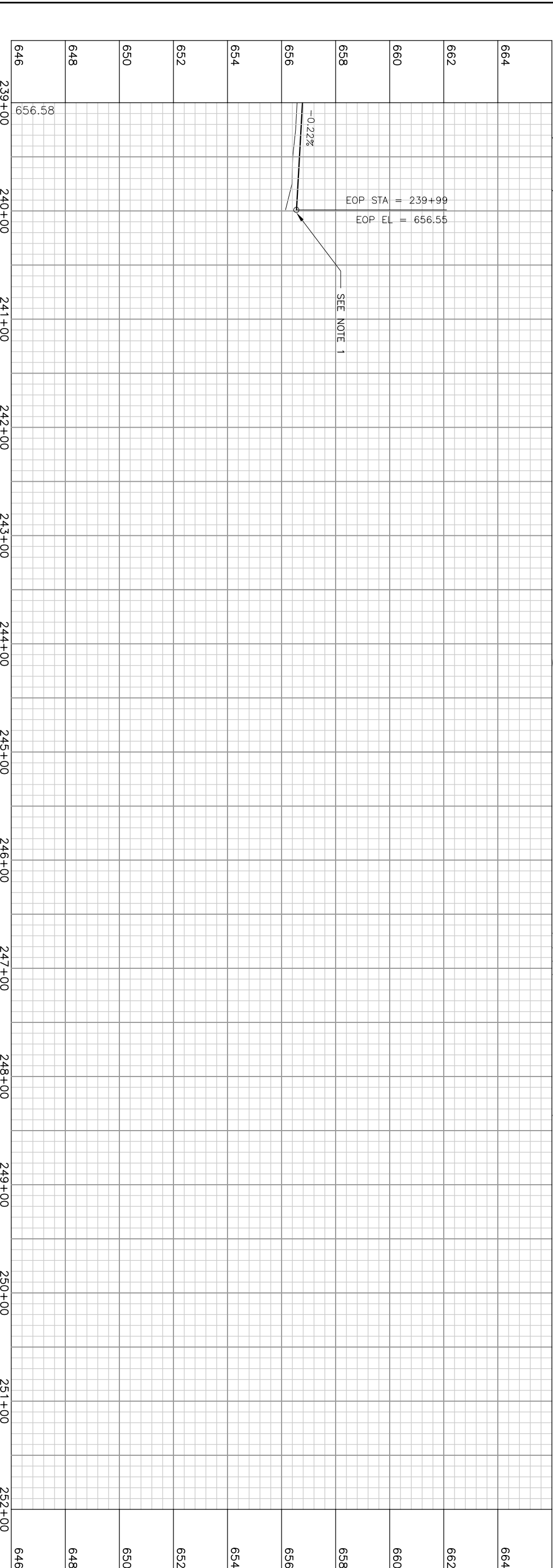
TXI. D

SCALES:
1" = 50' HOR
1" = 2' VER

EOP STA = 239+99
EOP EL = 656.55

SEE NOTE 1

NOTE
1. SEE SHEET 15 "PAVING AND MISCELLANEOUS DETAILS" FOR GRADING ADJUSTMENT AT RUNWAY ENDS.



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BASIS: RCP04001
Baselines

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**VERMILION REGIONAL AIRPORT
DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

PLAN AND PROFILE SHEET 4

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SHEET 09 OF 23 SHEETS

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**VERMILION REGIONAL AIRPORT
 DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

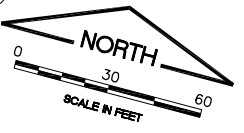
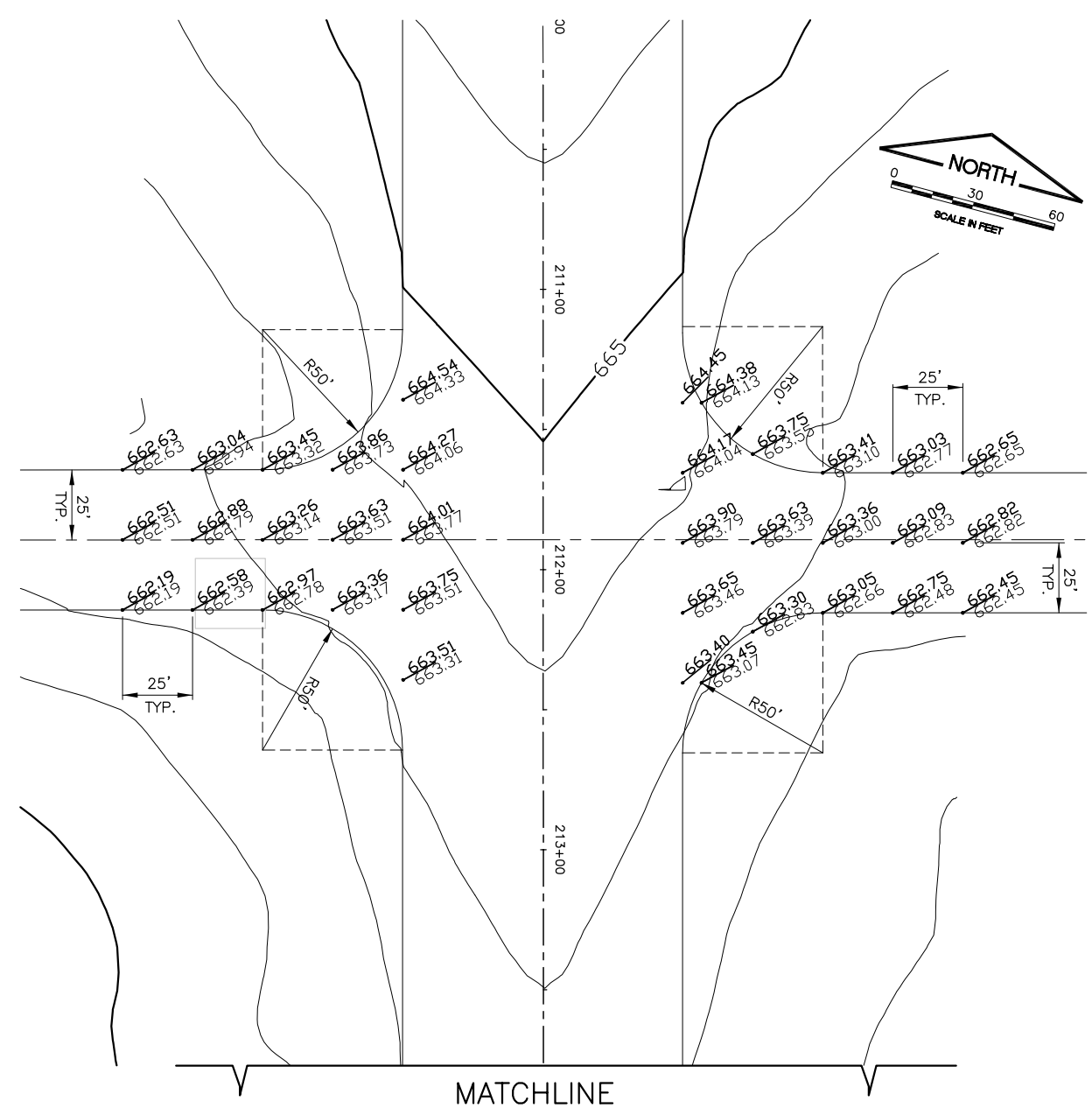
INTERSECTION DETAILS 1

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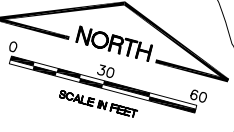
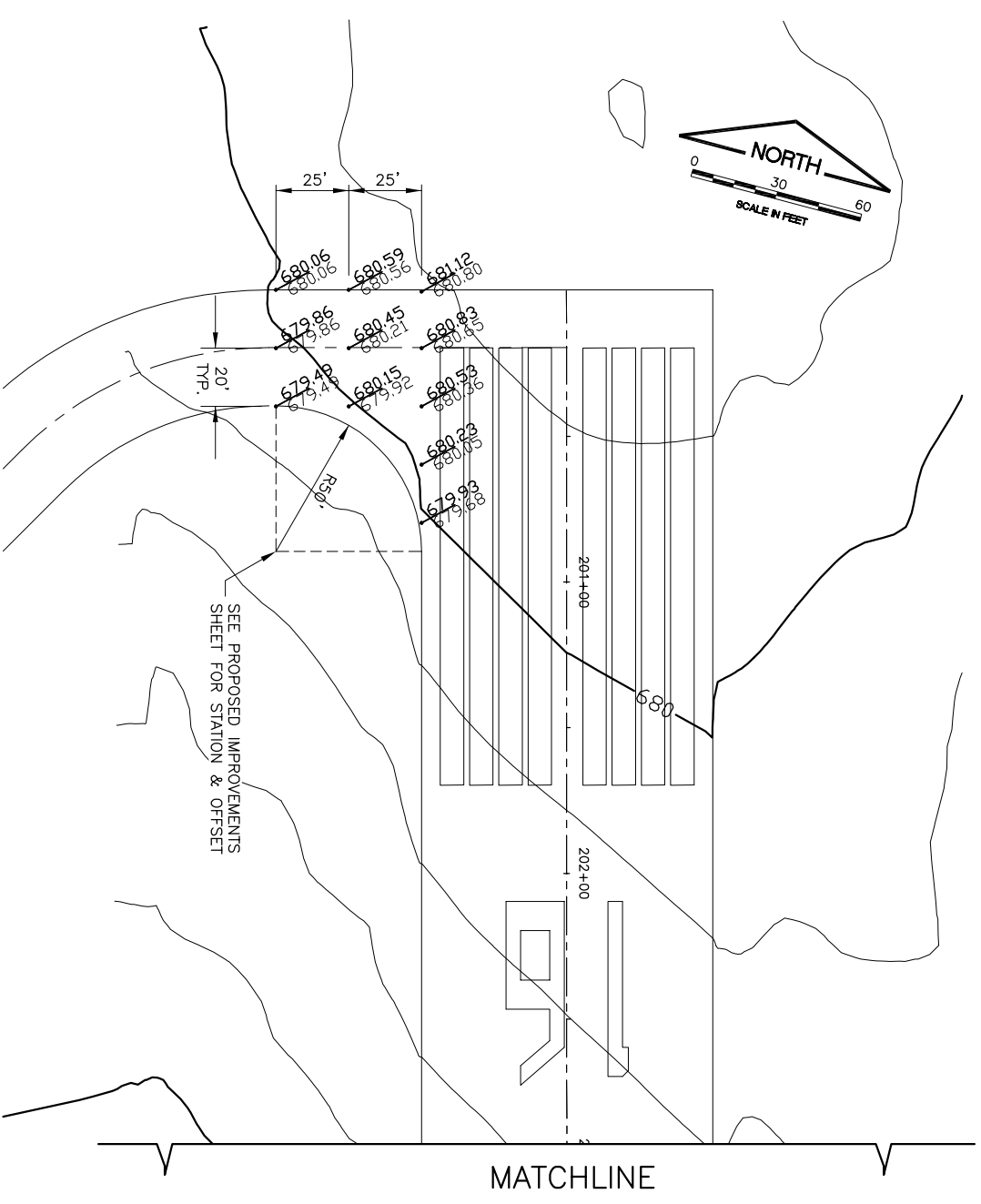


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
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SHEET	10 OF 23 SHEETS



RUNWAY 16/34 AND TAXIWAY ALPHA



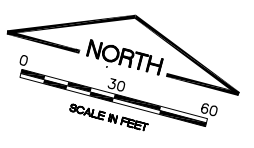
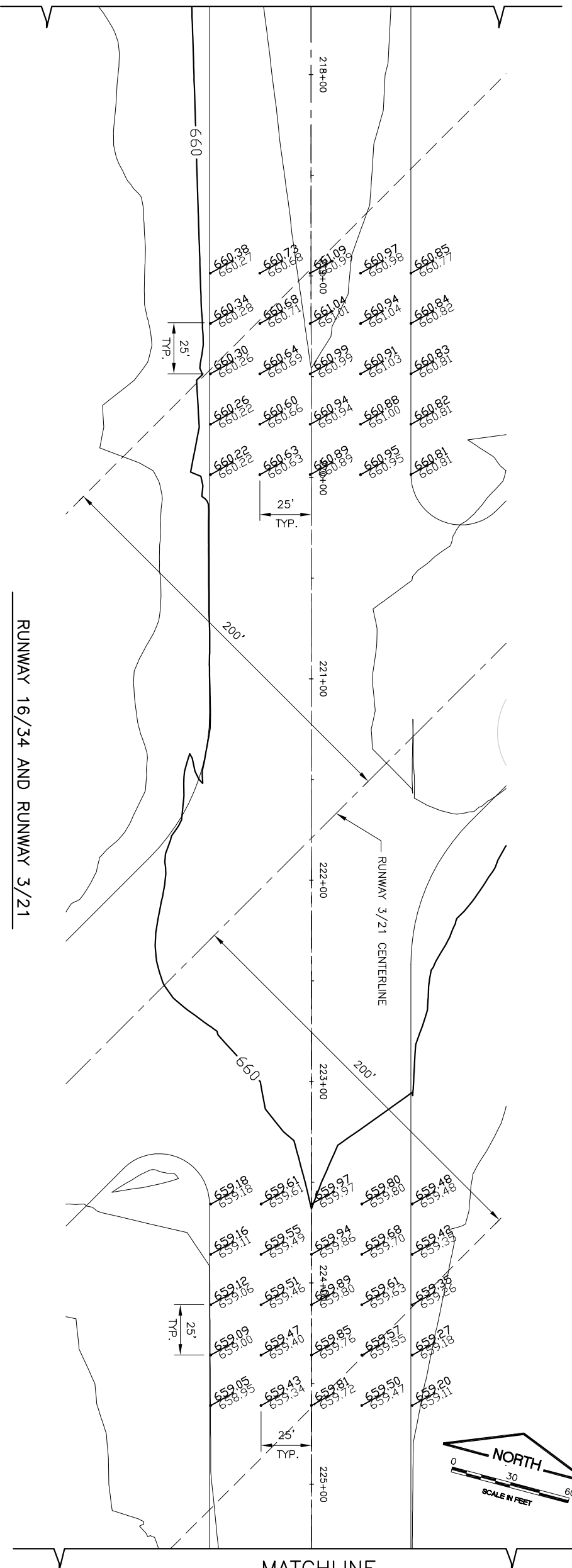
LEGEND

	NEW ELEVATION
	EXISTING ELEVATION
	NEW CONTOUR

RUNWAY 16 AND TAXIWAY BRAVO

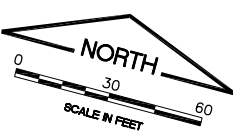
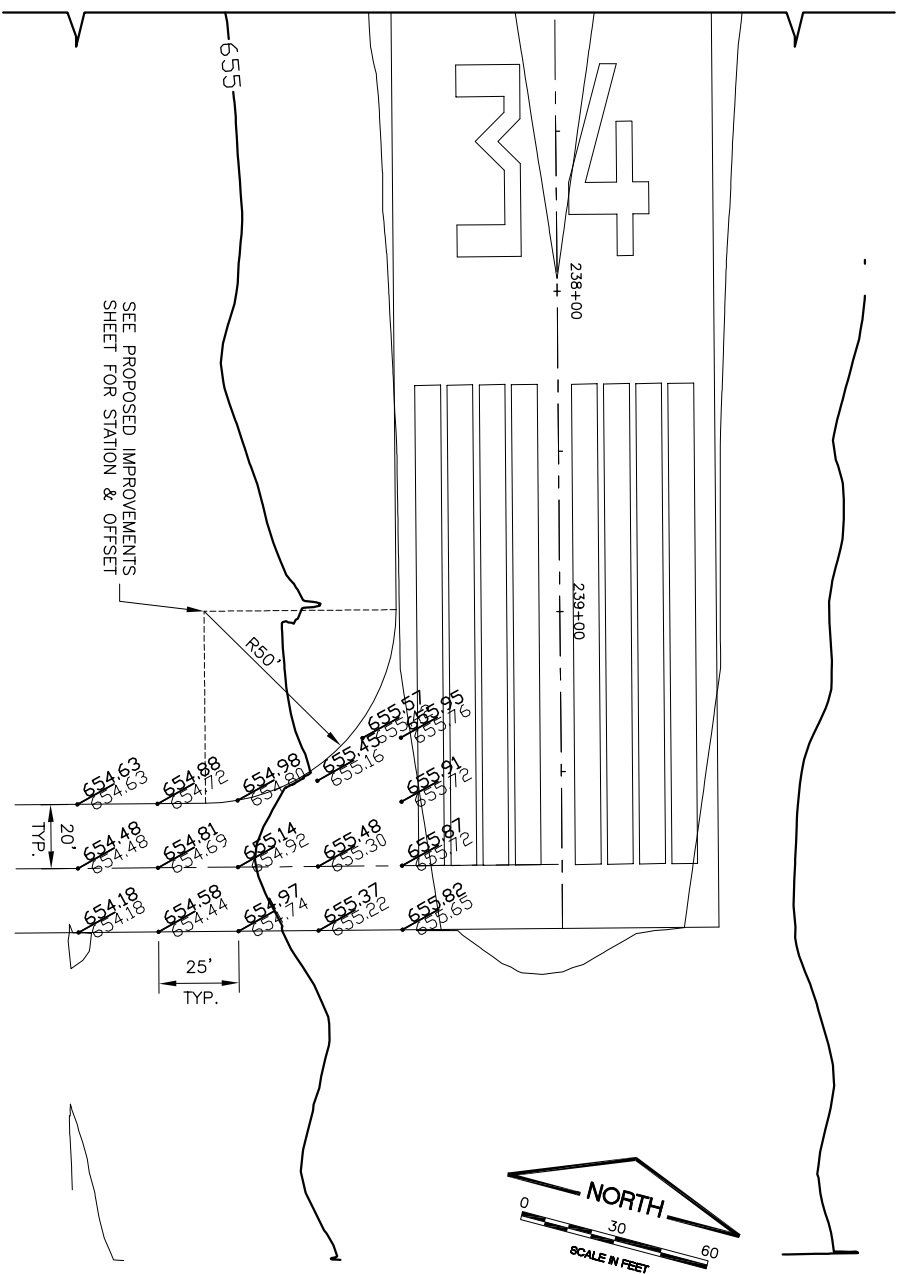
SEE PROPOSED IMPROVEMENTS
 SHEET FOR STATION & OFFSET

MATCHLINE



MATCHLINE

MATCHLINE



RUNWAY 34 AND TAXIWAY CHARLIE

SEE PROPOSED IMPROVEMENTS SHEET FOR STATION & OFFSET

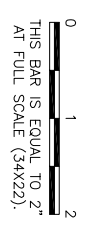
LEGEND

- EXISTING GROUND ELEVATION
- NEW GROUND ELEVATION
- RUNWAY SAFETY AREA

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 Baselines

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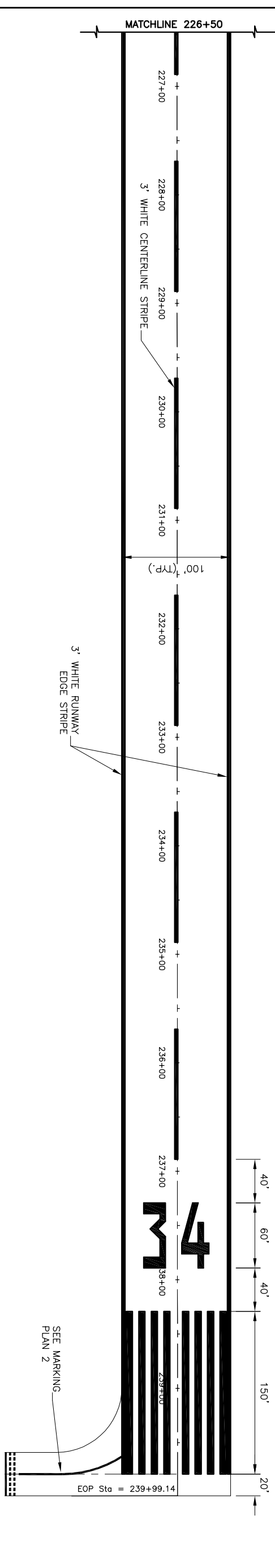
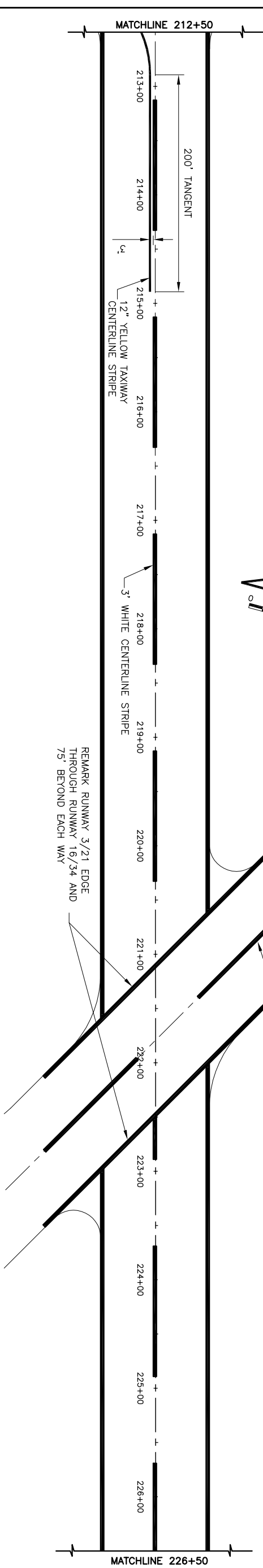
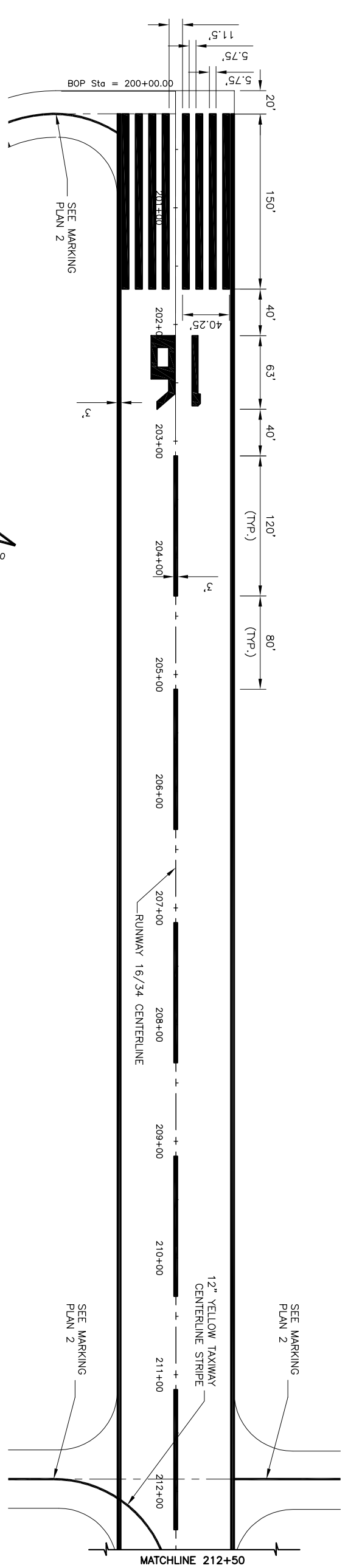
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 DANVILLE, ILLINOIS

REHABILITATE RUNWAY 16/34

INTERSECTION DETAILS 2

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REHABILITATE RUNWAY 16/34

MARKING PLAN 1

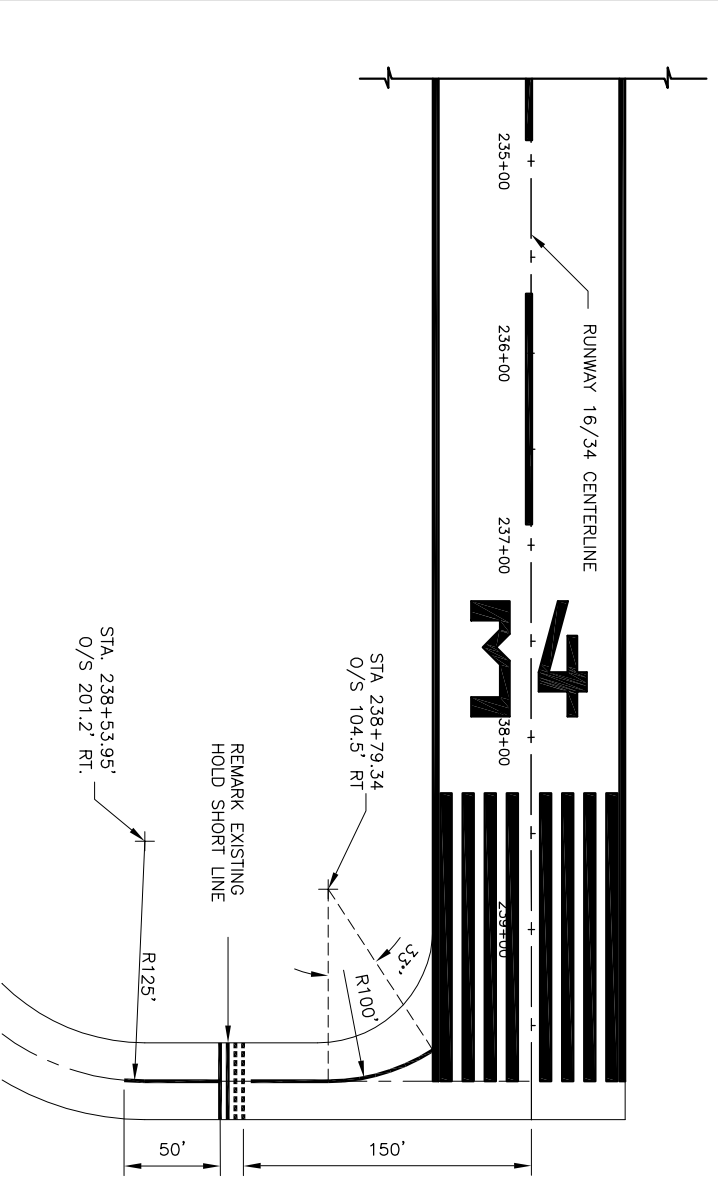
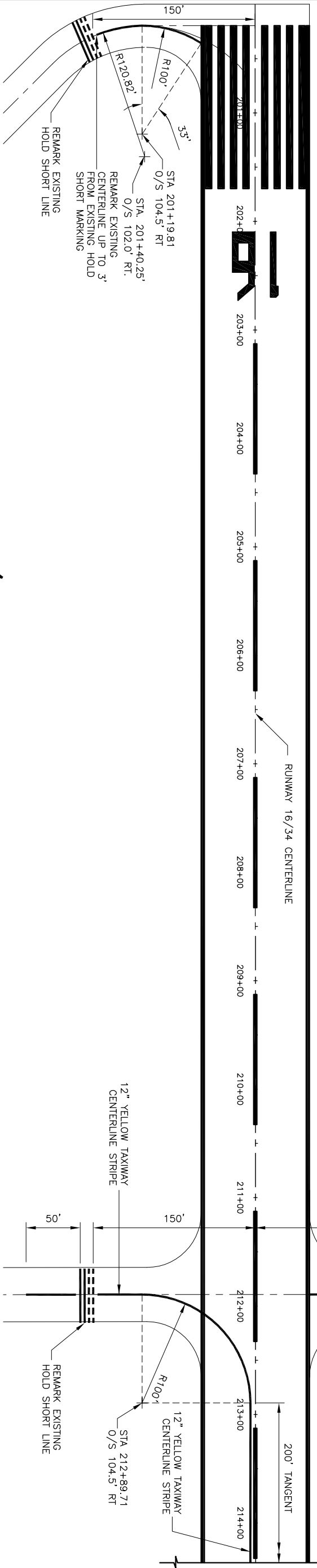
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NOTES:

- MARKINGS AT BITUMINOUS TRANSITION LOCATIONS SHALL EXTEND 50' BEYOND THE WORKING LIMITS, AS SHOWN ABOVE.
- NEW TAXIWAY CENTERLINE MARKINGS SHALL MATCH THAT OF THE EXISTING MARKINGS.
- ALL RUNWAY MARKINGS SHALL BE WHITE AND ALL TAXIWAY MARKINGS SHALL BE YELLOW.
- RUNWAY 16/34 CENTERLINE MARKING SHALL BE FROM BOTH ENDS TOWARD THE MIDPOINT OF RUNWAY 16/34.
- PAVEMENT MARKING FOR RUNWAY 16/34 SHALL NOT CROSS RUNWAY 3/21.
- THE PAYMENT QUANTITY AT AREAS WHERE MARKINGS ARE TO BE RE-ESTABLISHED ON CONNECTING TAXIWAYS AND ON RUNWAY 3/21, SHALL BE TO THE LIMITS SHOWN ON THE MARKING PLANS.
- DIMENSIONS FOR NUMERALS ARE FOR THE WHITE NUMERAL MARKINGS. A 6" BLACK BORDER SHALL BE PAINTED AROUND THE NUMERALS.

**VERMILION REGIONAL AIRPORT
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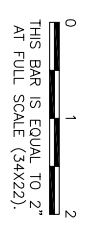
REHABILITATE RUNWAY 16/34

MARKING PLAN 2

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SHEET 13 OF 23 SHEETS	

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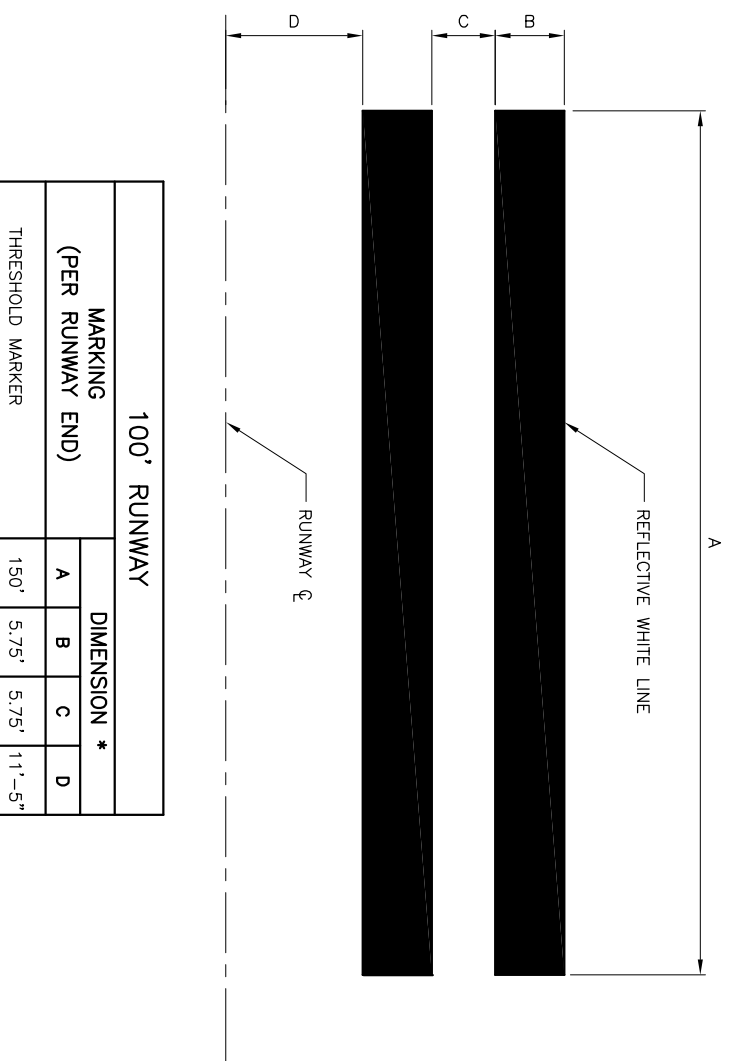
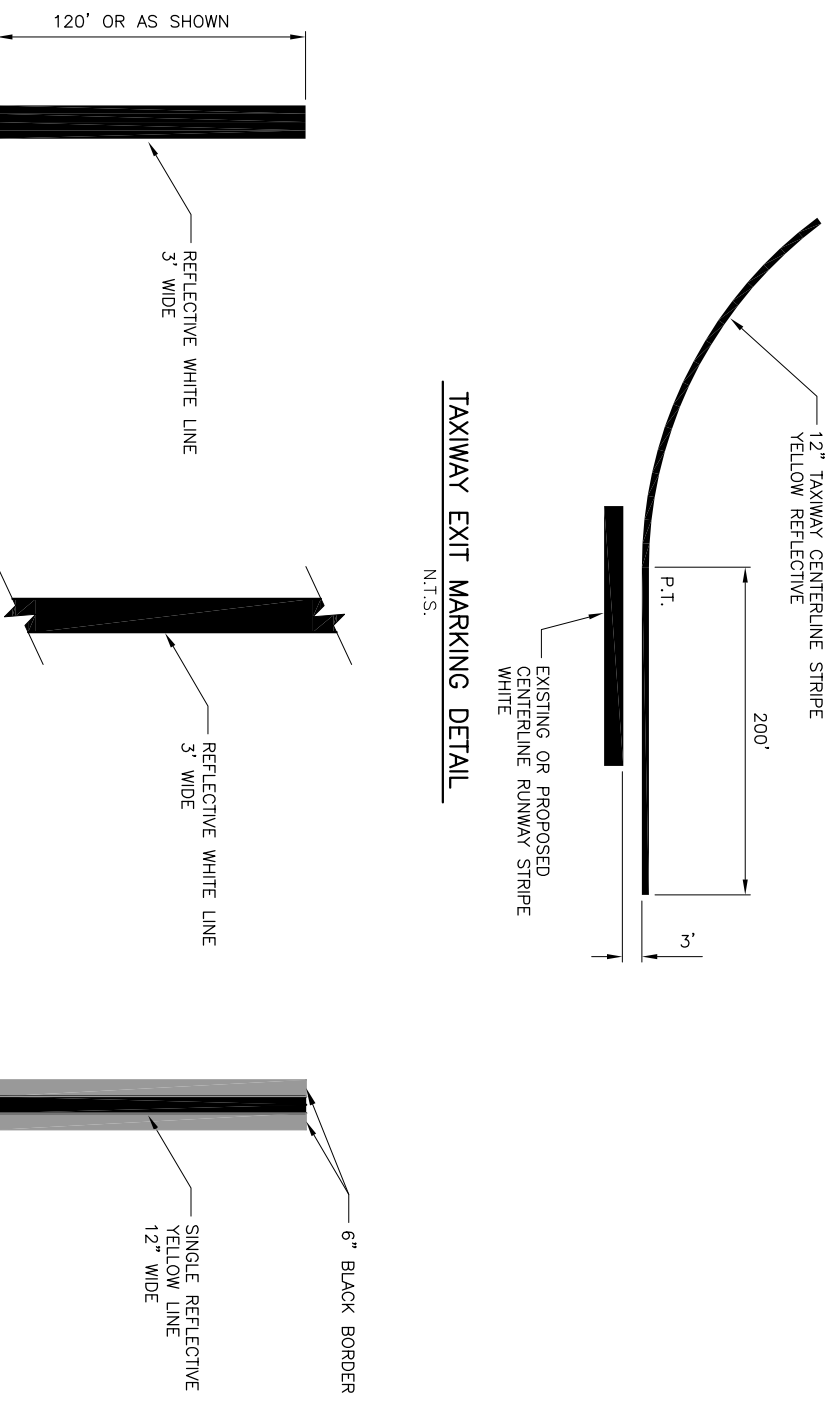
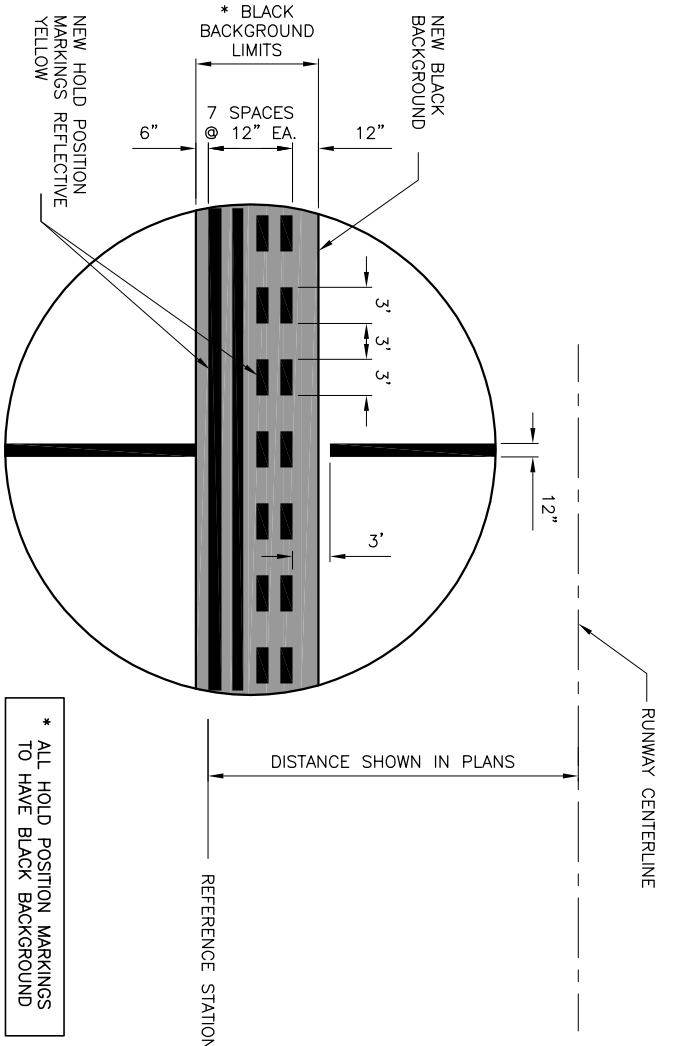
REHABILITATE RUNWAY 16/34

PAVEMENT MARKING DETAILS

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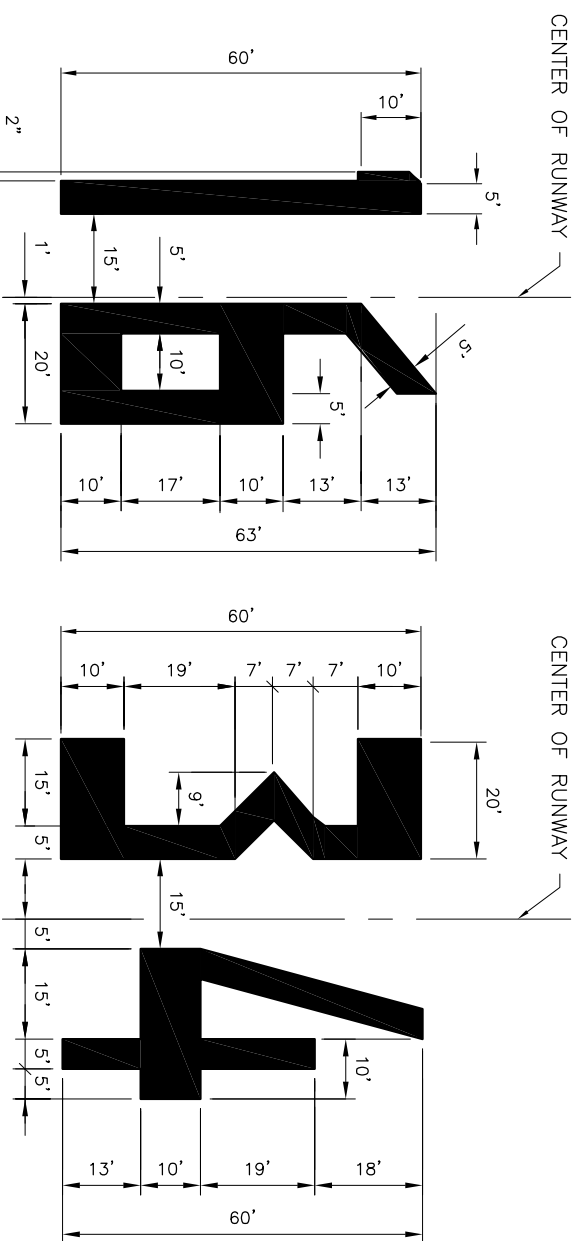
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SHEET	14 OF 23 SHEETS



100' RUNWAY		DIMENSION *			
MARKING (PER RUNWAY END)		A	B	C	D
THRESHOLD MARKER	150'	5.75'	5.75'	11'-5"	

THRESHOLD MARKING DETAIL
 N.T.S.



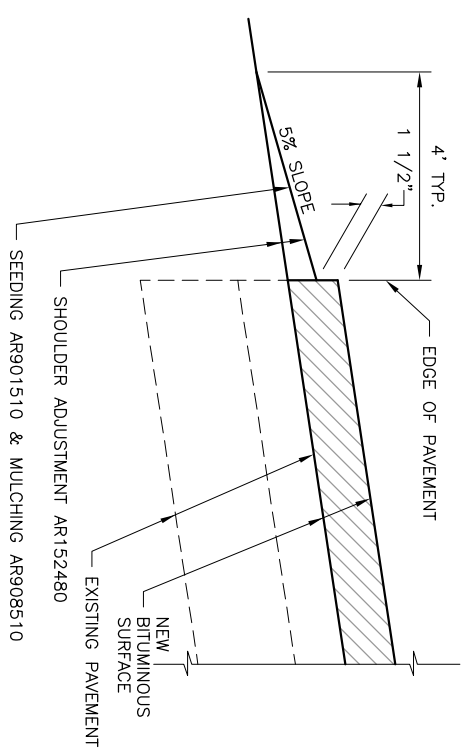
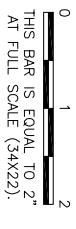
NOTE:
 DIMENSIONS SHOWN FOR THE RUNWAY NUMERALS ARE FOR THE REFLECTIVE WHITE MARKINGS. THE 6" BLACK BORDER SHALL OUTLINE THE WHITE NUMBERS.

	WHITE	318 SQ. FT.	712 SQ. FT.	632 SQ. FT.	595 SQ. FT.
BLACK	67 SQ. FT.	114 SQ. FT.	103 SQ. FT.	106 SQ. FT.	

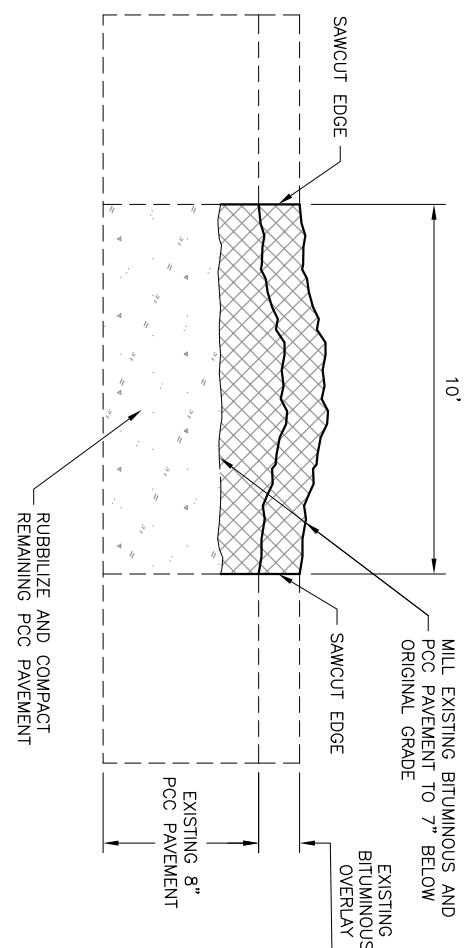
RUNWAY NUMERALS DETAIL
 N.T.S.

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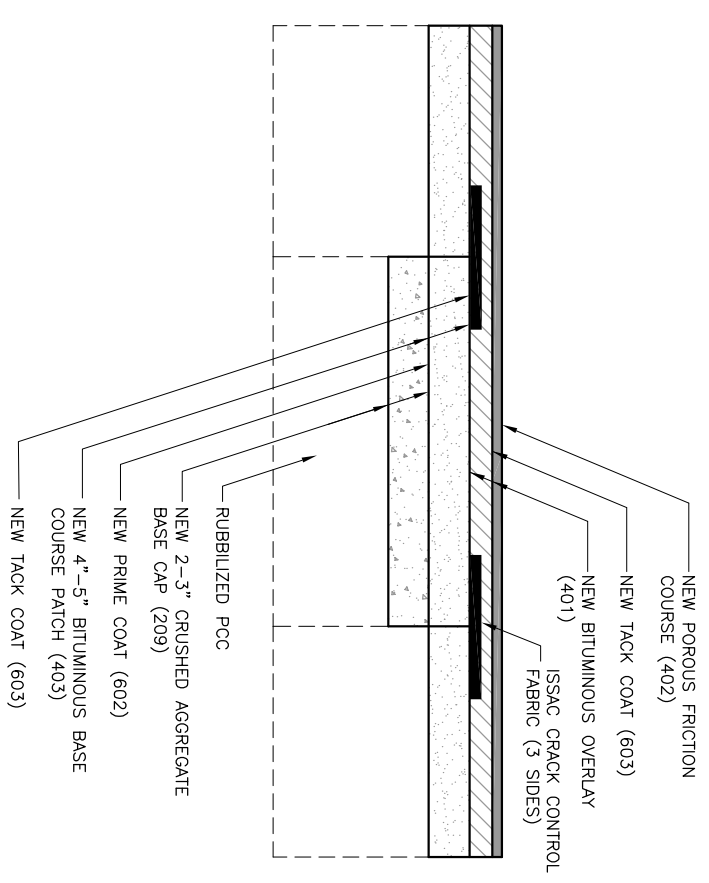
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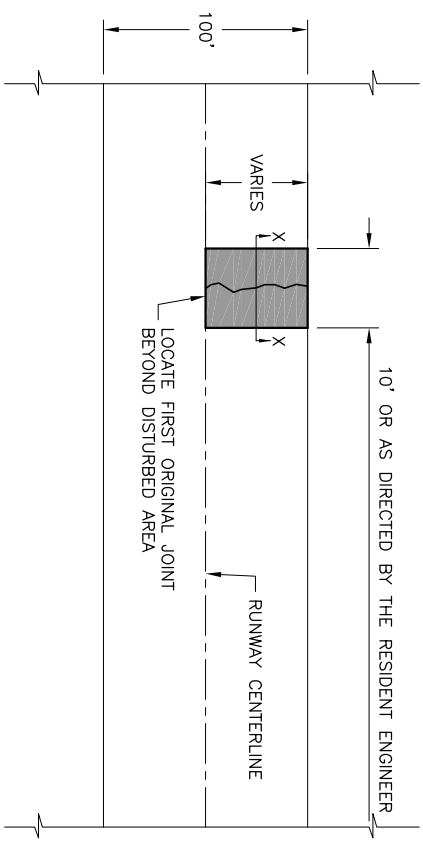
FINAL SHOULDER GRADING
N.T.S.



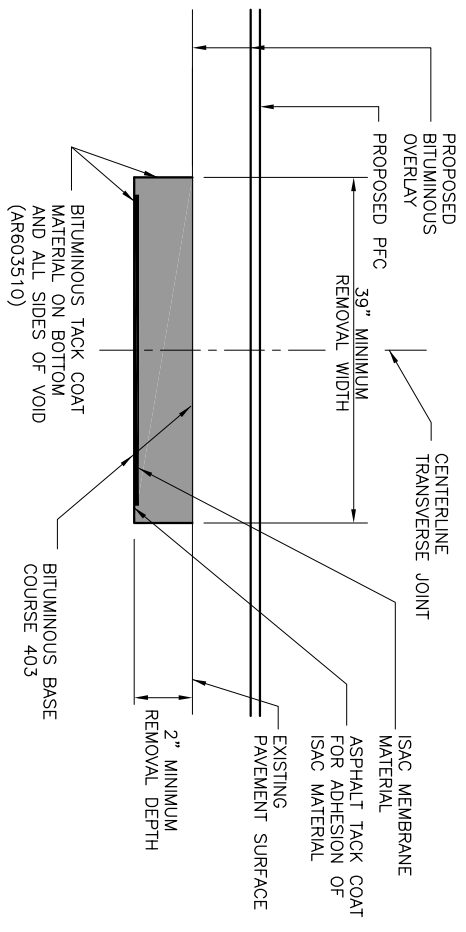
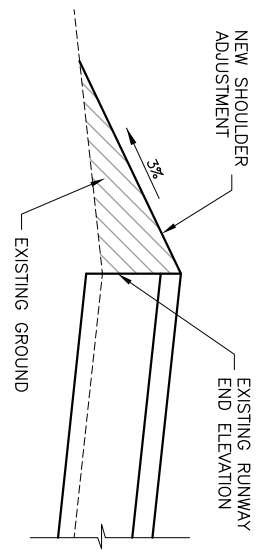
SECTION X - X REMOVAL AND PREPARATION
N.T.S.



SECTION X - X REPLACEMENT
N.T.S.



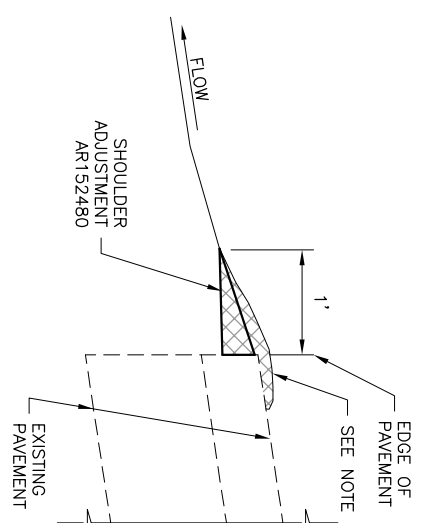
BITUMINOUS PAVEMENT "BLOW-UP" - REMOVE & REPLACE BITUMINOUS PAVEMENT
N.T.S.



TRANSVERSE CRACK REPAIR
N.T.S.

TRANSVERSE CRACK REPAIR NOTES

1. THE MINIMUM MILLING CUT WIDTH SHALL BE 39 INCHES AND THE CUT DEPTH SHALL BE 2 INCHES. THE MILLING HEAD SHALL BE A MINIMUM WIDTH OF 18 INCHES.
2. THE MILLING HEAD SHALL BE CENTERED ON THE EXISTING PAVEMENT JOINT.
3. THE MILLING REQUIRED TO COMPLETE THE TRANSVERSE CRACK REPAIR WILL BE PAID FOR BY THE SQUARE YARD OF PAVEMENT REMOVED FOR THE REPAIR.
4. BITUMINOUS PATCHING SHALL BE USED TO REPAIR ALL TRANSVERSE PAVEMENT JOINTS WITHIN THE LIMITS OF THE PROJECT ACCORDING TO THE DETAIL ON THIS DRAWING AND AT THE LOCATIONS DIRECTED BY THE RESIDENT ENGINEER.
5. ISAC MATERIAL SHALL BE USED OVER ALL EXISTING SAVED BITUMINOUS JOINTS.



SHOULDER ADJUSTMENT LIMITS
N.T.S.

SHOULDER ADJUSTMENT NOTES:

1. PRIOR TO PAVING, THE EXISTING TURF SHALL BE PEELED BACK AWAY FROM PAVEMENT EDGE TO PREVENT CONTAMINATION.
2. THE SHOULDER EMBANKMENT MATERIAL SHALL BE FINISHED AT A SLOPE OF 5% FROM THE EXISTING EDGE OF PAVEMENT TO EXISTING GRADE.
3. A 1-1/2 INCH DROP IS REQUIRED BETWEEN THE EDGE OF PAVEMENT ELEVATION AND TOP OF THE SHOULDER EMBANKMENT MATERIAL. AFTER PAVING, THE CONTRACTOR SHALL USE THE EXISTING DIRT MATERIAL THAT WAS PEELED BACK AND ANY ADDITIONAL MATERIAL REQUIRED TO COMPLETE THE SHOULDER ADJUSTMENT AND MAINTAIN THE 1-1/2" DROP.

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DANVILLE, ILLINOIS**

REHABILITATE RUNWAY 16/34

PAVING AND MISCELLANEOUS DETAILS

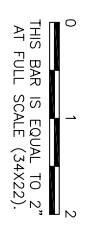
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SHEET 15 OF 23 SHEETS	

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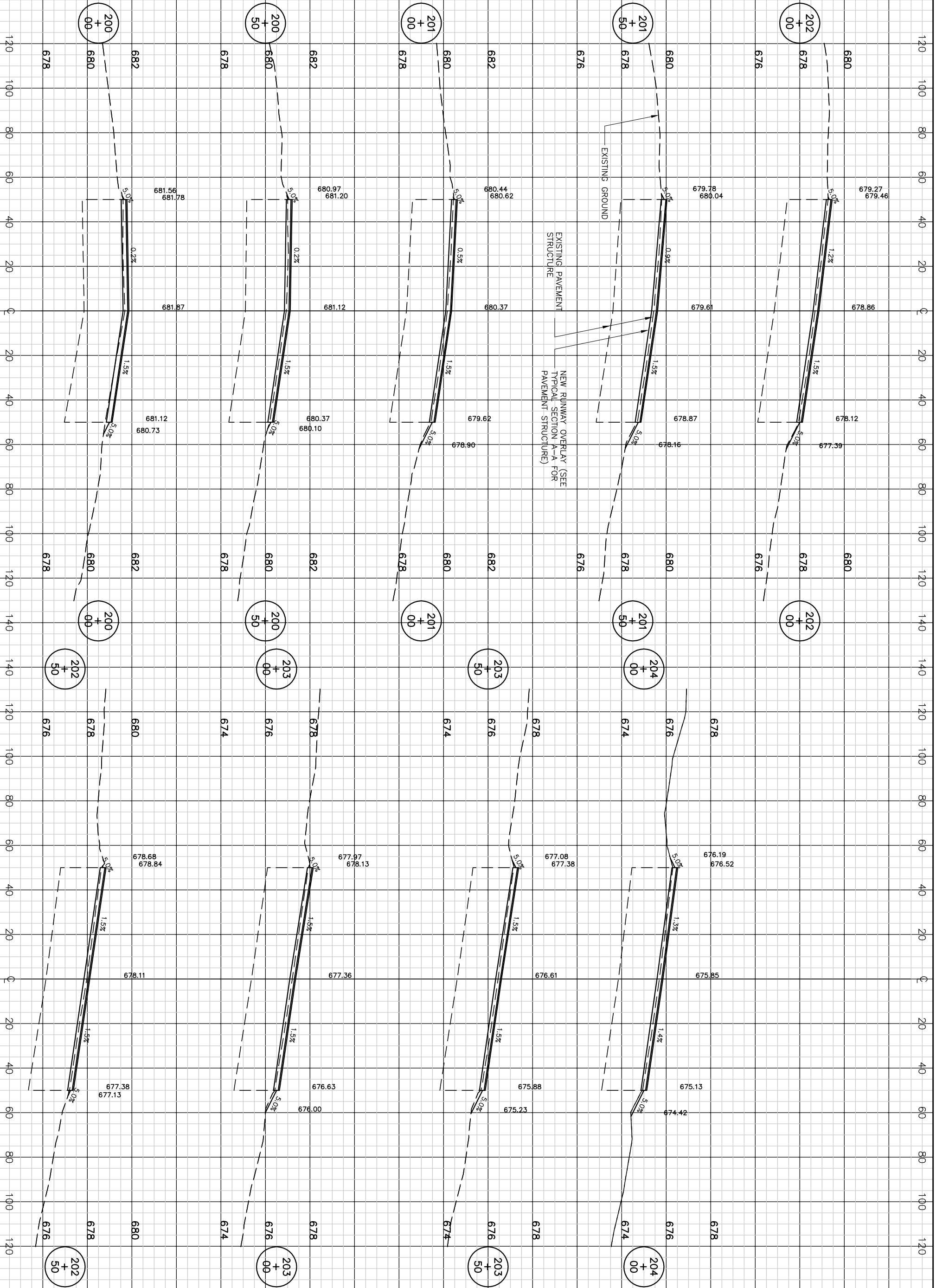
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REHABILITATE RUNWAY 16/34

CROSS SECTIONS SHEET 1

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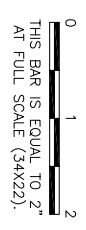
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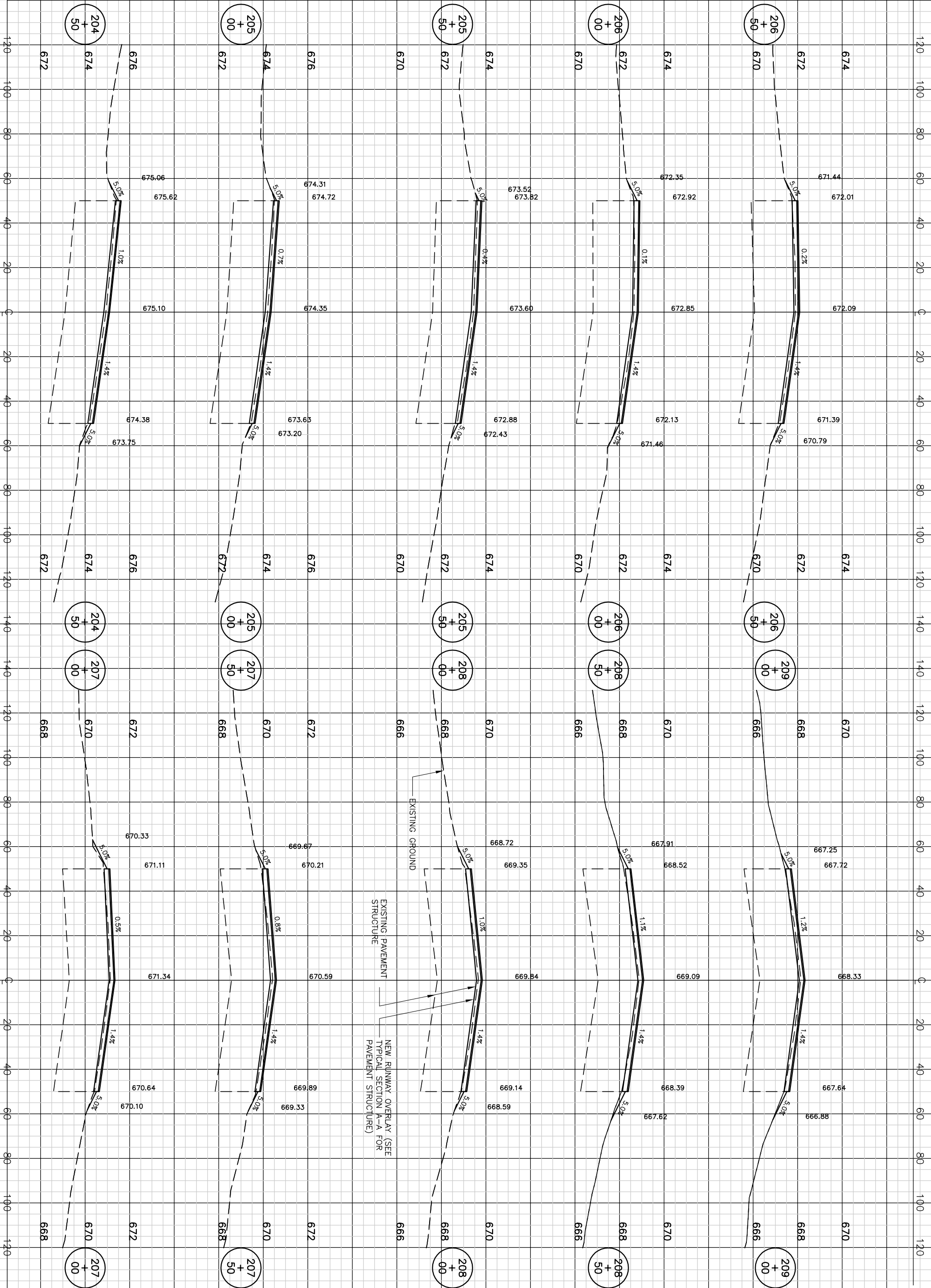
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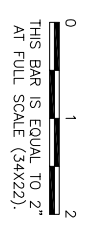


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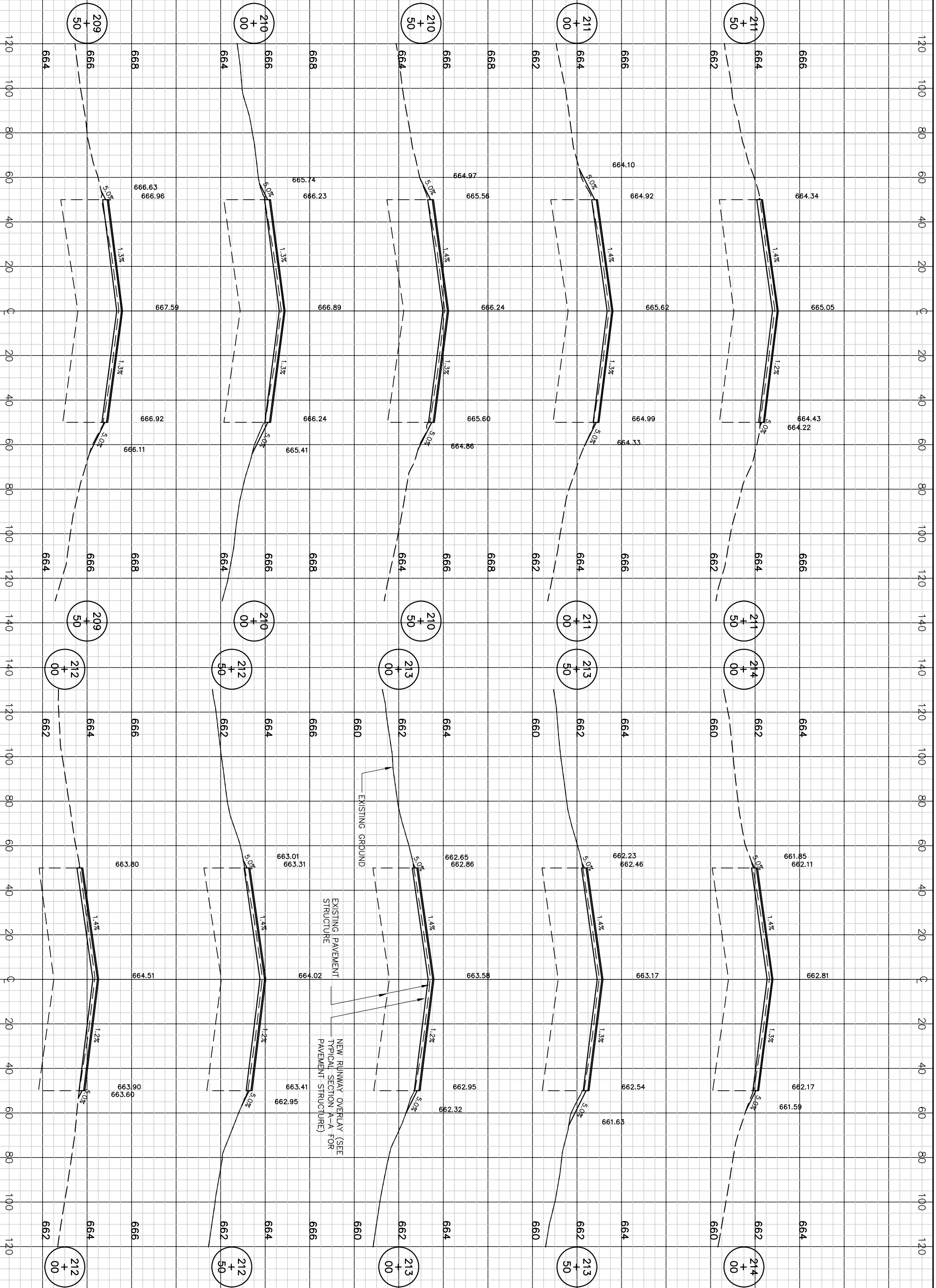
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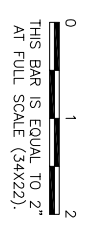
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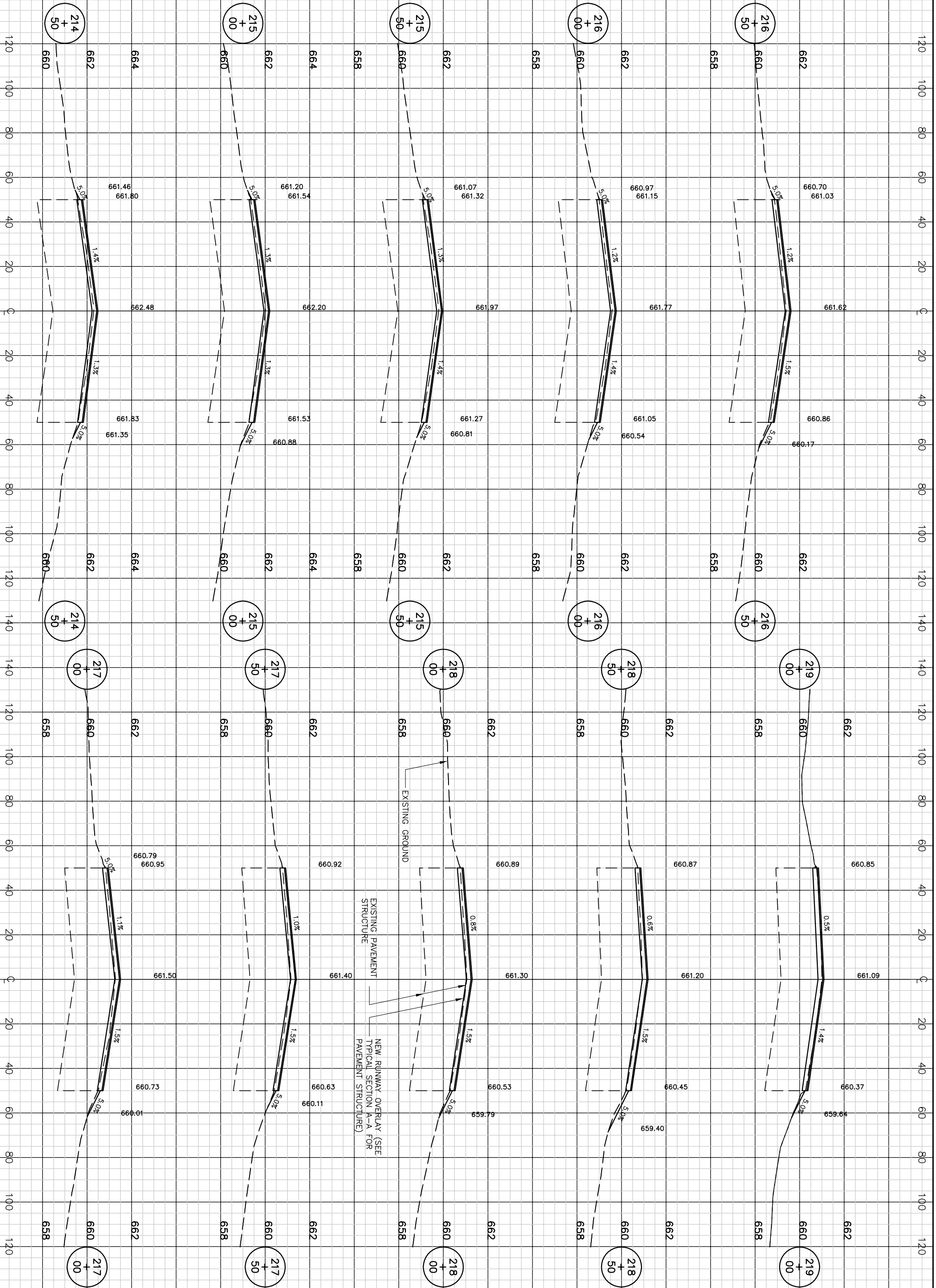
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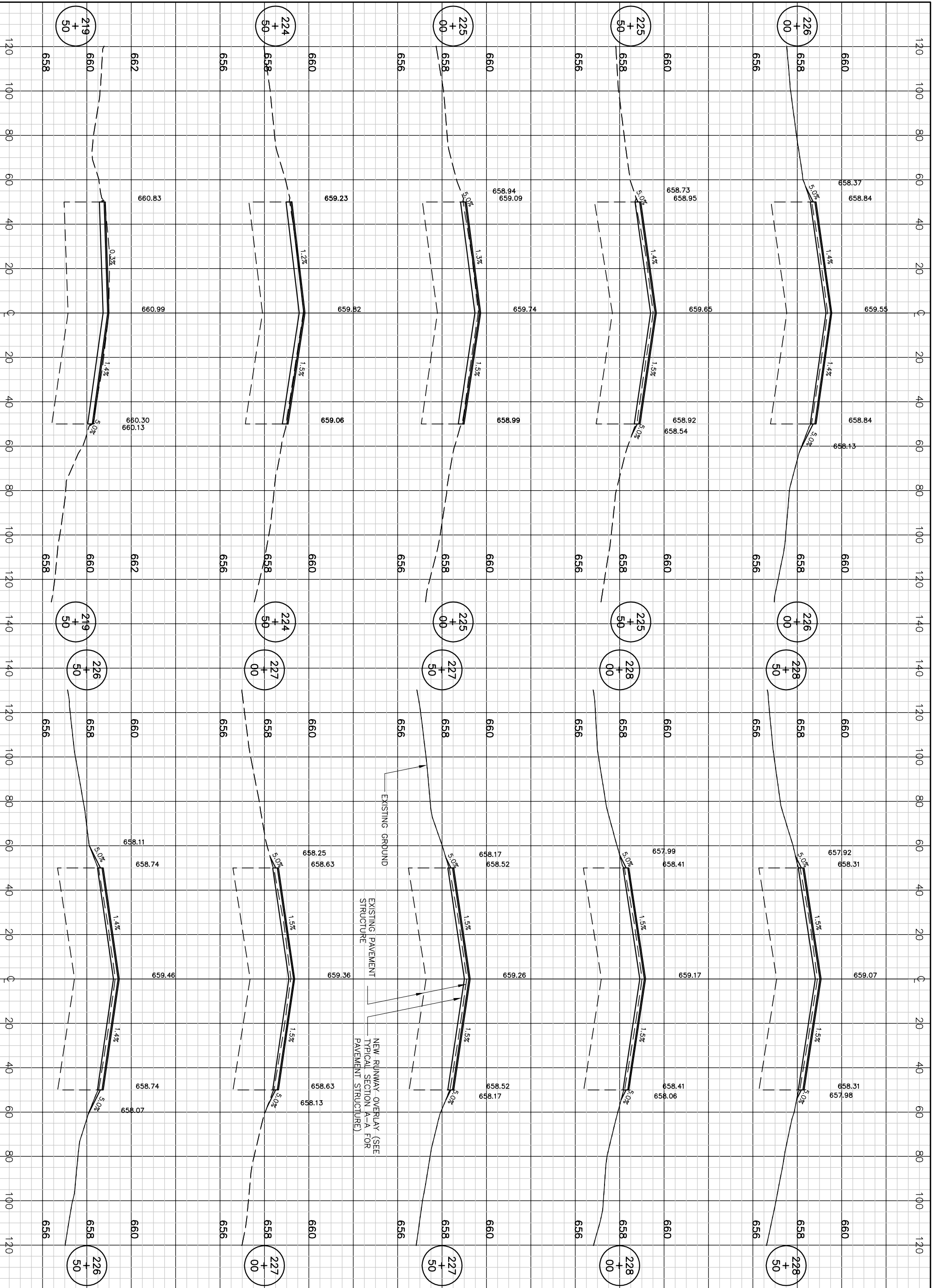
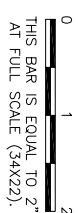
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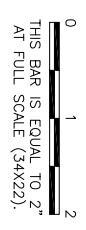


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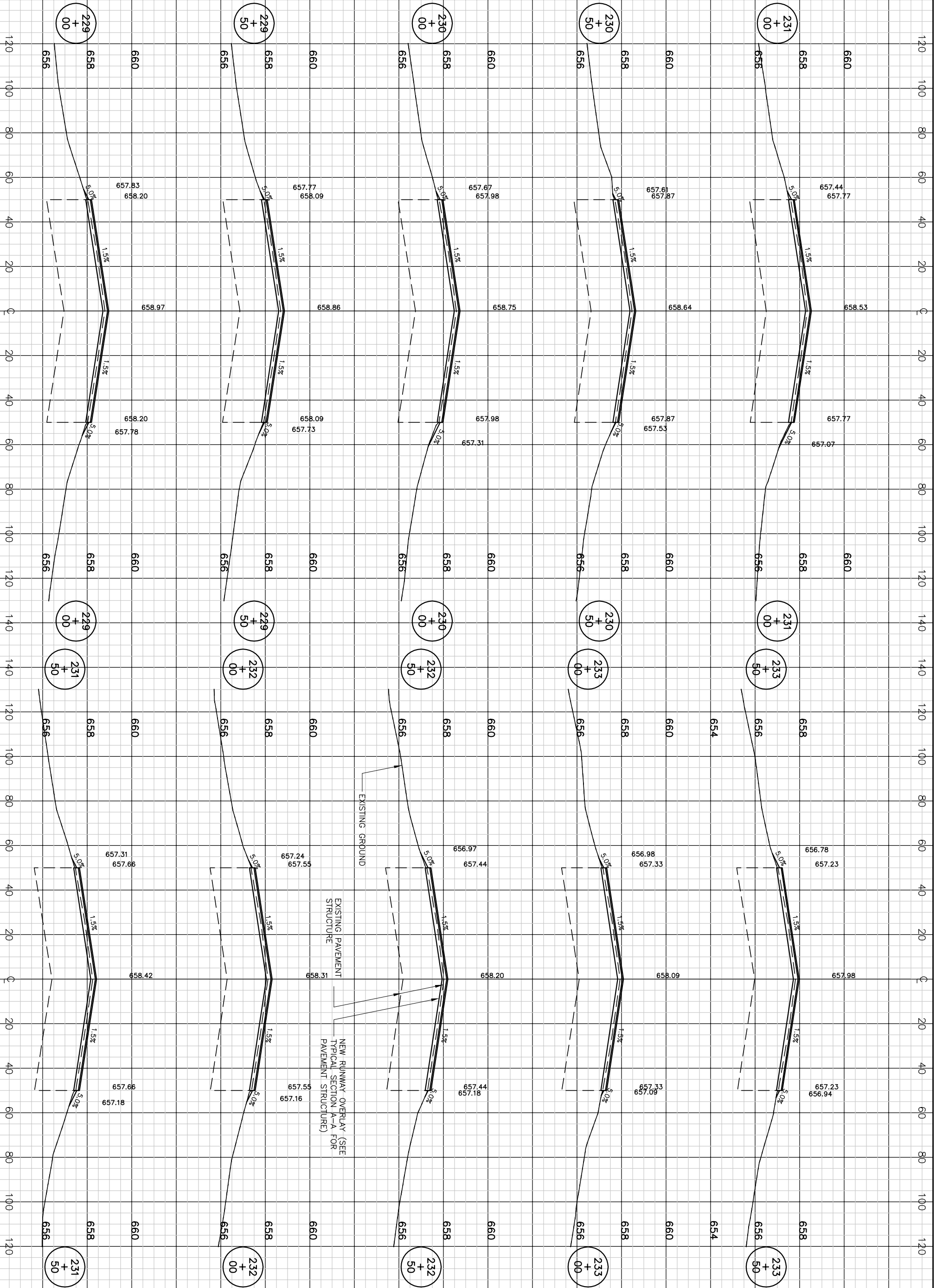
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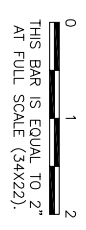
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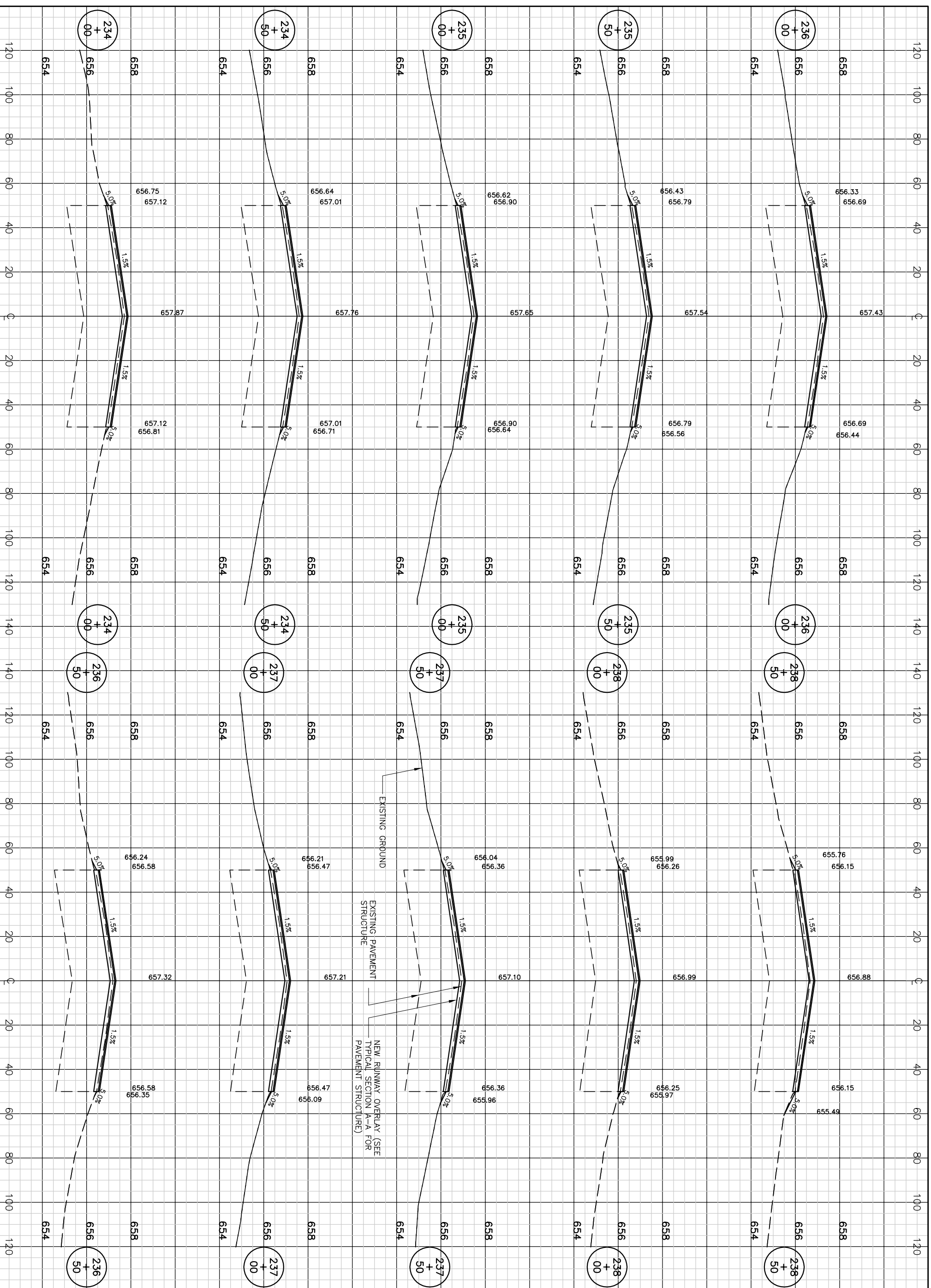
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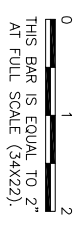
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