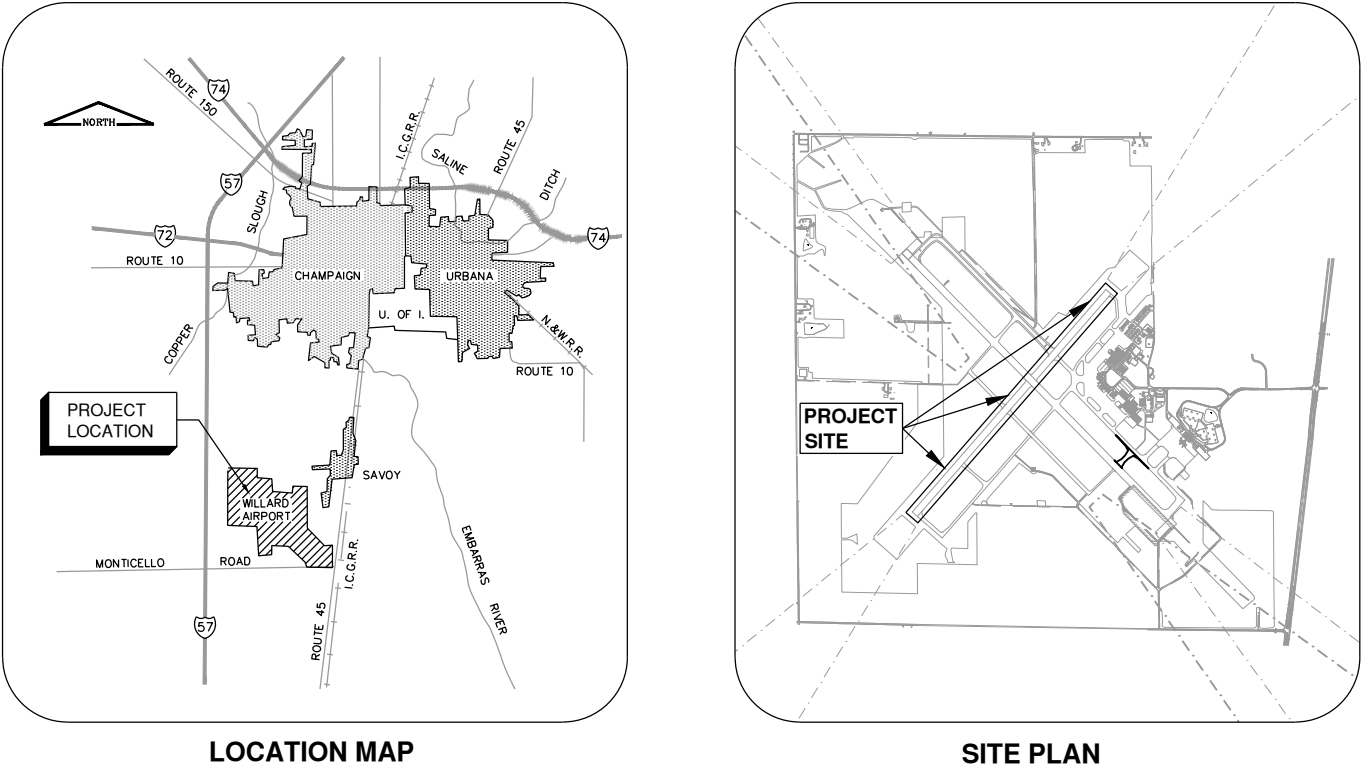


CONSTRUCTION PLANS FOR
WILLARD AIRPORT
UNIVERSITY OF ILLINOIS
SAVOY, ILLINOIS
IL. PROJ. NO. CMI-4751
AIP PROJ. NO. 3-17-0016-TBD
REHABILITATE RUNWAY 4-22

MAY 1, 2020



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

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT

APPROVED
DATE May 6, 2020

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SUBMITTED BY
DATE May 5, 2020
CMT JOB NUMBER: 19005902

CHRISTOPHER B. GROTH
062-056232
LICENSED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
Exp. 11/30/21

K:\Champaign\190059-02_Rwy4-22\Draw Sheets
FILE: 19005902-G1000.dwg
UPDATE BY: Chris Groth
PLOT DATE: 5/13/2020 12:04 PM

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

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Date: Thursday, May 14, 2020 7:12:41 AM

BASE BID QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AR108158	1/C #8 5KV UG CABLE IN UD	LF	15315
AR108258	2/C #8 5KV UG CABLE IN UD	LF	4190
AR108706	1/C #6 COUNTERPOISE	LF	14600
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EA	6
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EA	8
AR125510	MIRL, BASE MOUNTED	EA	60
AR125512	MIRL, INPAVEMENT	EA	2
AR125545	MI THRESHOLD LIGHT BASE MTD	EA	16
AR125561	RUNWAY DISTANCE REMAINING SIGN - LED	EA	5
AR125565	SPLICE CAN	EA	3
AR125902	REMOVE BASE MOUNTED LIGHT	EA	80
AR125904	REMOVE TAXI GUIDANCE SIGN	EA	16
AR150510	ENGINEER'S FIELD OFFICE	LS	1
AR150520	MOBILIZATION	LS	1
AR152451	SHOULDER EMBANKMENT	CY	1750
AR156500	TEMPORARY EROSION CONTROL	LS	1
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	1225
AR401010	CONTRACTOR QUALITY CONTROL PROGRAM (CQCP)	LS	1
AR401610	BITUMINOUS SURFACE COURSE	TON	21915
AR401640	BITUMINOUS PAVEMENT GROOVING	SY	76266
AR401655	BUTT JOINT CONSTRUCTION	SY	9100
AR401657	BITUMINOUS PAVEMENT MILLING, 3"	SY	7500
AR401658	BITUMINOUS PAVEMENT MILLING, 8" AND VARIABLE	SY	32500
AR401710	BITUMINOUS BASE COURSE	TON	23495
AR401921	REMOVE PAVEMENT	SY	535
AR501124	RUBBLZE PAVEMENT - 16" MAX	SY	78300
AR501550	PCC PAVEMENT MILLING	SY	78300
AR602510	BITUMINOUS PRIME COAT	GAL	20000
AR603510	BITUMINOUS TACK COAT	GAL	18220
AR620520	PAVEMENT MARKING - WATERBORNE	SF	76000
AR620610	PAVEMENT MARKING - SURFACE PAINTED HOLD	SF	240
AR620900	PAVEMENT MARKING REMOVAL	SF	1400
AR705524	4" PERFORATED UNDERDRAIN W/ SOCK	LF	11134
AR705544	4" NON PERFORATED UNDERDRAIN	LF	180
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EA	3
AR705640	UNDERDRAIN CLEANOUT	EA	33
AR705645	UNDERDRAIN CONNECTION	EA	15
AR901510	SEEDING	AC	6.7
AR904510	SODDING	SY	5020
AR908510	MULCHING	AC	6.7

ADDITIVE ALTERNATE #1 QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AS152451	SHOULDER EMBANKMENT	CY	150
AS209606	CRUSHED AGG. BASE COURSE - 6"	SY	100
AS401610	BITUMINOUS SURFACE COURSE	TON	1600
AS401640	BITUMINOUS PAVEMENT GROOVING	SY	5800
AS401710	BITUMINOUS BASE COURSE	TON	1900
AS501124	RUBBLZE PAVEMENT - 16" MAX	SY	6700
AS501550	PCC PAVEMENT MILLING	SY	6700
AS602510	BITUMINOUS PRIME COAT	GAL	1400
AS603510	BITUMINOUS TACK COAT	GAL	2000
AS901510	SEEDING	AC	0.5
AS904510	SODDING	SY	370
AS908510	MULCHING	AC	0.5

ADDITIVE ALTERNATE #2 QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AT152451	SHOULDER EMBANKMENT	CY	150
AT209606	CRUSHED AGG. BASE COURSE - 6"	SY	80
AT401610	BITUMINOUS SURFACE COURSE	TON	1200
AT401640	BITUMINOUS PAVEMENT GROOVING	SY	4400
AT401710	BITUMINOUS BASE COURSE	TON	1500
AT501124	RUBBLZE PAVEMENT - 16" MAX	SY	5000
AT501550	PCC PAVEMENT MILLING	SY	5000
AT602510	BITUMINOUS PRIME COAT	GAL	1050
AT603510	BITUMINOUS TACK COAT	GAL	1500
AT901510	SEEDING	AC	0.5
AT904510	SODDING	SY	270
AT908510	MULCHING	AC	0.5

ADDITIVE ALTERNATE #3 QUANTITIES			
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY
AU152451	SHOULDER EMBANKMENT	CY	210
AU401610	BITUMINOUS SURFACE COURSE	TON	650
AU401710	BITUMINOUS BASE COURSE	TON	1920
AU501124	RUBBLZE PAVEMENT - 16" MAX	SY	8400
AU501550	PCC PAVEMENT MILLING	SY	8400
AU602510	BITUMINOUS PRIME COAT	GAL	2520
AU603510	BITUMINOUS TACK COAT	GAL	25
AU901510	SEEDING	AC	0.7
AU904510	SODDING	SY	450
AU908510	MULCHING	AC	0.7

SEE SHEET C11AA FOR MORE INFORMATION REGARDING QUANTITY DISTRIBUTION

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100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-TBD		UN060
IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-G1101.DWG		
DESIGNED BY: CBG		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
COPYRIGHT:		

SHEET TITLE

SUMMARY OF
QUANTITIES & SHEET
INDEX

GI101
SHEET 2 OF 115

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Date: Wednesday, May 13, 2020 12:05:08 PM

AIRPORT LAYOUT LEGEND

- RSA

RSA (RUNWAY SAFETY AREA)
- TSA

TSA (TAXIWAY SAFETY AREA)
- ROFA

ROFA (RUNWAY OBJECT FREE AREA)
- TOFA

TOFA (TAXIWAY OBJECT FREE AREA)
- RPZ

RPZ (RUNWAY PROTECTION ZONE)
- ILS CRITICAL AREA

EXISTING CONDITIONS LEGEND

- EXIST. RUNWAY 4/22 LIGHTING CIRCUIT
- EXIST. RUNWAY 14L/32R LIGHTING CIRCUIT
- EXIST. RUNWAY 14R/32L LIGHTING CIRCUIT
- EXIST. TAXIWAY MID/CENTER CIRCUIT
- EXIST. TAXIWAY B LIGHTING CIRCUIT
- EXIST. TAXIWAY D LIGHTING CIRCUIT
- EXIST. TAXIWAY 4-5 LIGHTING CIRCUIT
- EXIST. VASI CIRCUIT
- EXIST. PAPI CIRCUIT
- EXIST. REIL CIRCUIT
- EXIST. RGL CIRCUIT
- EXIST. ELECTRICAL DUCT
- EXIST. FENCE
- EXIST. UNDERGROUND ELECTRIC
- EXIST. FIBER OPTIC LINE
- EXIST. FAA POWER / CONTROL CABLE
- EXIST. WINDCONE CIRCUIT
- EXIST. RWY LIGHT INTENSITY CABLE
- EXIST. CIRCUIT DUCT
- EXIST. WATER LINE
- EXIST. STORM SEWER LINE
- EXIST. UNDERDRAIN
- EXIST. SANITARY SEWER
- EXIST. GAS LINE

EXIST. HANDHOLE PLAZA

EXIST. HANDHOLE

EXIST. RUNWAY THRESHOLD BASE-MOUNTED LIGHT

EXIST. RUNWAY BASE-MOUNTED EDGE LIGHT

EXIST. RUNWAY STAKE-MOUNTED EDGE LIGHT

EXIST. TAXIWAY BASE-MOUNTED EDGE LIGHT

EXIST. TAXIWAY STAKE-MOUNTED EDGE LIGHT

EXIST. RUNWAY GUARD LIGHTS (RGL)

EXIST. AIRFIELD SIGN (TYPE VARIES)

EXIST. SPLICE CAN

EXIST. NAVAID VASI LIGHTS

EXIST. NAVAID WINDCONE

EXIST. MANHOLE (TELECOMMUNICATIONS)

EXIST. MANHOLE (ELECTRICAL)

EXIST. TELEPHONE SPLICE BOX

EXIST. OVERHEAD LIGHT

EXIST. WATER VALVE

EXIST. FIRE HYDRANT

EXIST. UNDERDRAIN CLEANOUT

EXIST. STORM SEWER MANHOLE

EXIST. STORM SEWER INLET

EXIST. STOP SIGN & "DO NOT PROCEED" SIGN

PROPOSED IMPROVEMENTS LEGEND

- TWO CONDUCTORS IN UNIT DUCT OR EXISTING DUCT
- SINGLE CONDUCTOR IN UNIT DUCT OR EXISTING DUCT
- NEW SPLICE CAN
- NEW GUIDANCE SIGN
- NEW TAXIWAY EDGE LIGHT - BASE MOUNTED



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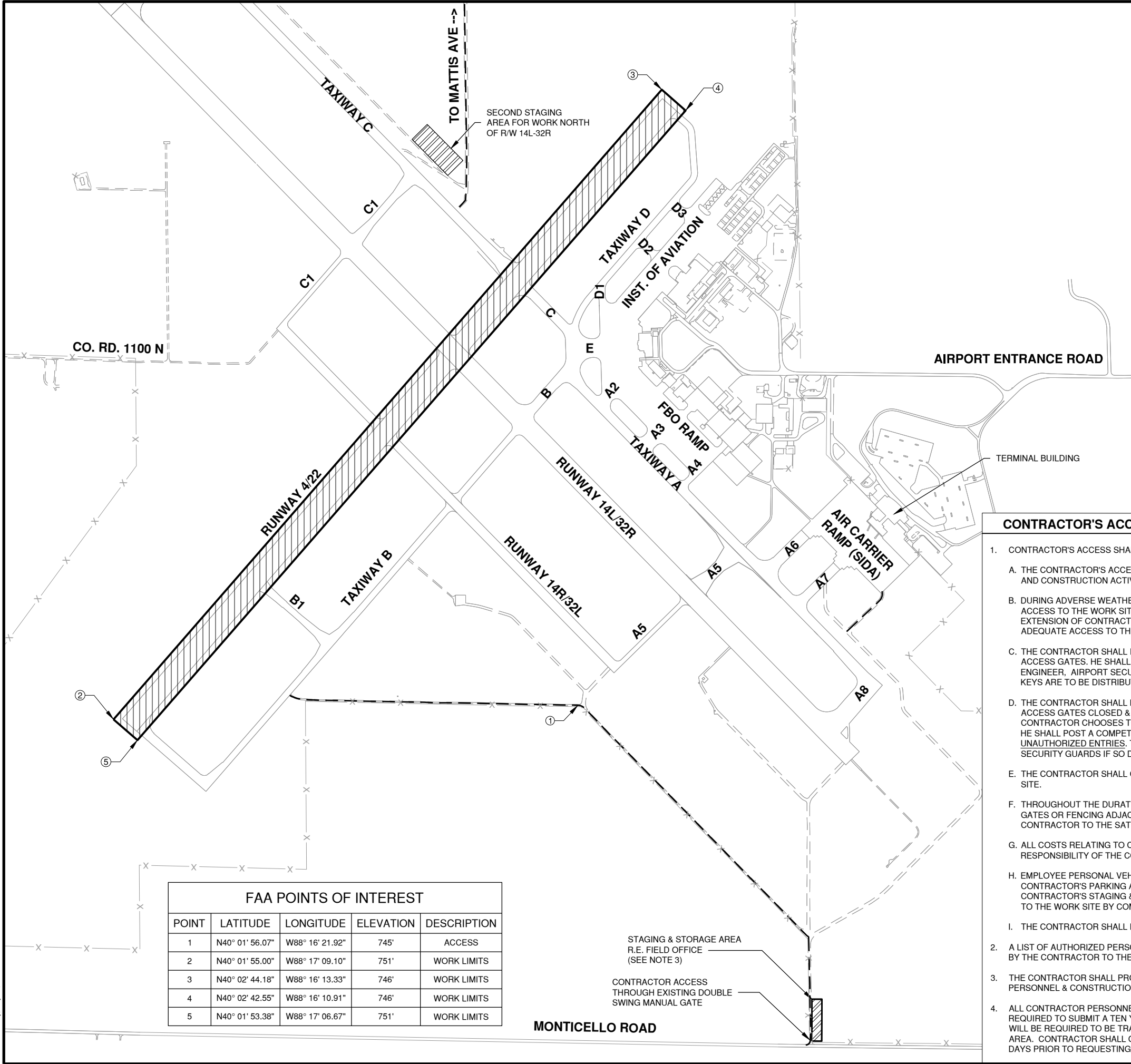
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-TBD		UN060
IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-G1102.DWG		
DESIGNED BY: CER		
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LEGEND

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Date: Wednesday, May 13, 2020 12:05:28 PM



FAA POINTS OF INTEREST				
POINT	LATITUDE	LONGITUDE	ELEVATION	DESCRIPTION
1	N40° 01' 56.07"	W88° 16' 21.92"	745'	ACCESS
2	N40° 01' 55.00"	W88° 17' 09.10"	751'	WORK LIMITS
3	N40° 02' 44.18"	W88° 16' 13.33"	746'	WORK LIMITS
4	N40° 02' 42.55"	W88° 16' 10.91"	746'	WORK LIMITS
5	N40° 01' 53.38"	W88° 17' 06.67"	751'	WORK LIMITS

GENERAL NOTES

1. SEE CONSTRUCTION ACTIVITY PLANS FOR CONTRACTOR ACCESS BY PHASE.

LEGEND

- EXISTING AIRPORT ACCESS ROAD
---X--- EXISTING FENCE
[Hatched Box] PROJECT LIMITS
[Diagonal Lines Box] STAGING LIMITS

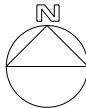
CONTRACTOR'S ACCESS NOTES

1. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:
- A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLANS.
- B. 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.
- C. THE CONTRACTOR SHALL INSTALL AND MAINTAIN A HEAVY-DUTY PADLOCK ON HIS ACCESS GATES. HE SHALL PROVIDE KEYS FOR EACH PADLOCK TO THE RESIDENT ENGINEER, AIRPORT SECURITY, AND MAINTENANCE SUPERVISOR. NO ADDITIONAL KEYS ARE TO BE DISTRIBUTED UNLESS AUTHORIZED BY THE AIRPORT MANAGER.
- D. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED & SECURED AT ALL TIMES INCLUDING WORK HOURS. IF THE CONTRACTOR CHOOSES TO LEAVE THE GATE OPEN DURING HAULING OPERATIONS, HE SHALL POST A COMPETENT, FULL TIME SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE AIRPORT MANAGER OR ENGINEER.
- E. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATES UPON LEAVING THE SITE.
- F. 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.
- G. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- H. EMPLOYEE PERSONAL VEHICLES SHALL NOT BE ALLOWED BEYOND THE CONTRACTOR'S PARKING AREA. CONTRACTOR PERSONNEL SHALL PARK IN THE CONTRACTOR'S STAGING & STORAGE AREA. PERSONNEL SHALL BE TRANSPORTED TO THE WORK SITE BY COMPANY OWNED VEHICLES.
- I. THE CONTRACTOR SHALL HAVE A VACUUM TYPE SWEEPER AVAILABLE AT ALL TIMES.
2. A LIST OF AUTHORIZED PERSONNEL PERMITTED TO USE THE GATE SHALL BE PROVIDED BY THE CONTRACTOR TO THE RESIDENT ENGINEER.
3. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL & CONSTRUCTION ACCESS ONLY".
4. ALL CONTRACTOR PERSONNEL AND SECURITY GUARDS ON THE AIRFIELD WILL BE REQUIRED TO SUBMIT A TEN YEAR BACKGROUND CHECK TO AIRPORT SECURITY AND WILL BE REQUIRED TO BE TRAINED BY THE AIRPORT TO GAIN ACCESS TO THE WORK AREA. CONTRACTOR SHALL COORDINATE THE BADGING PROCESS A MINIMUM OF 30 DAYS PRIOR TO REQUESTING ACCESS TO THE FIELD. SEE NOTE 5.4 ON SHEET GC001.



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0 400' 800'
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-G1103.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

AIRPORT SITE PLAN

G1103

SHEET 4 OF 115

Path: K:\Champaign\A0119005902_Rev04-22\Draw\Sheets\19005902-GC001.dwg
Date: Wednesday, May 13, 2020 12:08:37 PM

GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. THE CSPP CONSISTS OF THIS SHEET AND SHEETS GC001- GC101.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF, LOCAL FAA ATO AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CSPP AS WRITTEN HAS BEEN APPROVED BY THE AIRPORT AND THE FAA. PROPOSED CHANGES TO THE WORK LIMITS SHALL BE COORDINATED THROUGH THE FAA FOR AIRSPACE ANALYSIS AND WILL REQUIRE A MINIMUM OF 30 DAYS TO REVIEW.

2. PHASING

- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- 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.
- ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCITON

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

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED DURING WORK HOURS. THE CONTRACTOR SHALL POST A COMPETENT SECURITY GUARD TO CONTROL ACCESS AT THE GATE. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS AS DIRECTED.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE VILLAGE, UNIVERSITY, COUNTY, TOWNSHIP, OR I.D.O.T.
- ALL CONTRACTOR EMPLOYEES WHO ARE DESIGNATED AS DRIVERS FOR THE CONTRACTOR WITHIN THE AIRFIELD OPERATIONS AREA (AOA) SHALL ALSO ATTEND AND PASS THE AIRPORT DRIVERS TRAINING PROGRAM. ONLY THOSE INDIVIDUALS WHO RECEIVE THIS DESIGNATION WILL BE PERMITTED TO OPERATE VEHICLES OR EQUIPMENT ON THE AIRPORT. ALL COSTS ASSOCIATED WITH THE DRIVER TRAINING PROGRAM SHALL BE BORNE BY THE CONTRACTOR.
- DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
- CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER (ATCT) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY COMPLETED THE APPROVED CM/FAA SAFETY COURSE MAY OPERATE THESE RADIOS.

- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTINGNAVIGABLE AIRSPACE.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) FACILITY IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. FOD MANAGEMENT

- THE CONTRACTOR SHALL DISCARD ANY FOREIGN OBJECT DEBRIS (FOD) ON THE AIRFIELD PAVEMENTS.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES AT THE END OF EACH WORKING DAY, REGARDLESS OF THE WORK AREA BEING OPEN OR CLOSED TO AIR TRAFFIC.

7. PROTECTION OF NAVAIDS

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

8. WILDLIFE MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS/ARFF PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
- CONTACTS FOR THIS PROJECT ARE AS LISTED BELOW.

PUBLIC SAFETY
FIRE MARSHALL JOHN RIEGEL - DIRECTOR OF PUBLIC SAFETY
OFFICE (217) 244-8764
CELL (217) 202-8213

AIRPORT OPERATIONS
BRIAN EWALT
OFFICE (217) 300-8225

ENGINEER
CHRIS GROTH P.E. - PROJECT ENGINEER
(217) 787-8050
RESIDENT ENGINEER TO BE DETERMINED
OFFICE (217) 787-8050

10. INSPECTION REQUIREMENTS

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

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-04 & 70-05 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

13. PENALTIES

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

14. SPECIAL CONDITIONS

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

15. RUNWAY AND TAXIWAY VISUAL AIDS

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

16. MARKING AND SIGNS FOR ACCESS ROUTES

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

17. HAZARD MARKING AND LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5D OR LATEST EDITIONS AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED AND/OR YELLOW LIGHTS AND FLAG PLACEMENT.
- THE CONTRACTOR SHALL PROVIDE TWO PORTABLE CLOSED RUNWAY MARKERS FOR USE DURING THE DURATION OF WORK TO CLOSE RUNWAY 4/22. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTENANCE OF THE RUNWAY CLOSURE MARKERS INCLUDING FUEL, OIL CHANGES AND REPLACEMENT OF THE LIGHTS.

18. PROTECTION

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

19. OTHER LIMITATIONS ON CONSTRUCTION

- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

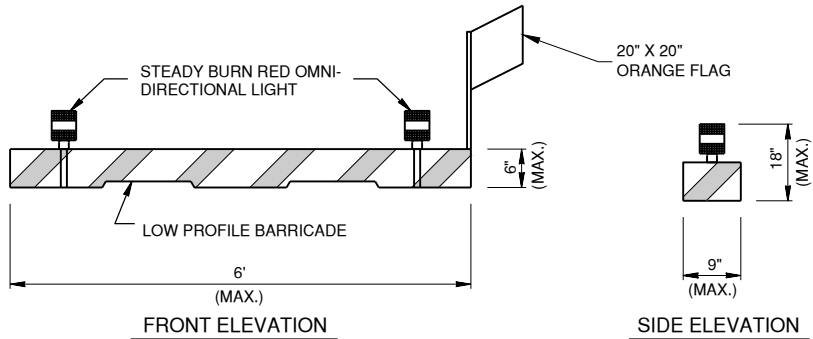
OWNER



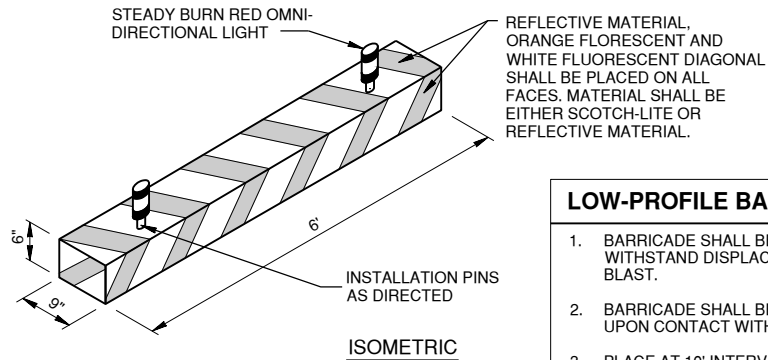
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-TBD		UN060
IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-GC001.DWG		
DESIGNED BY: CBG/MRR		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
COPYRIGHT:		
SHEET TITLE		
CONSTRUCTION SAFETY & PHASING NOTES		
GC001		
SHEET	5	OF 115

Path: K:\Champaign\A019005902_Rwy4-22\Draw\Sheets\19005902-GC002.dwg
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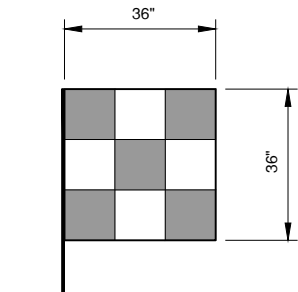


1 LOW-PROFILE BARRICADE DETAILS
N.T.S.



LOW-PROFILE BARRICADE NOTES

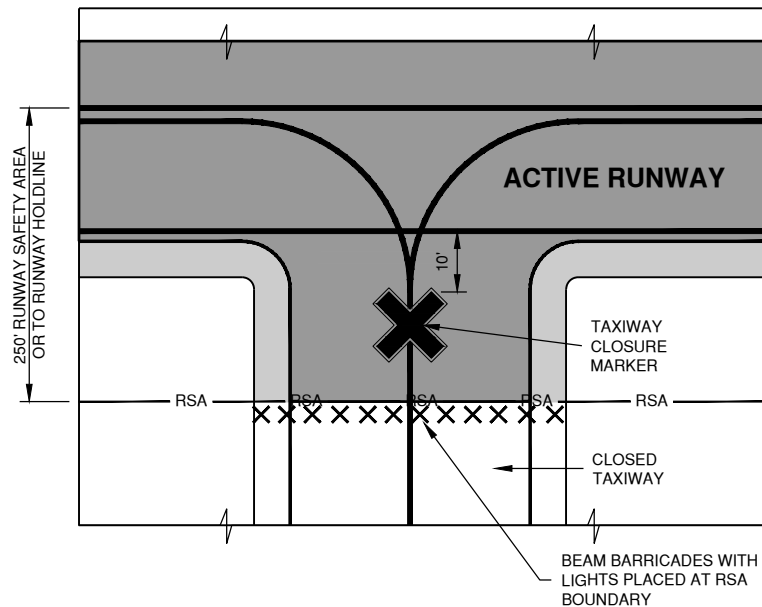
1. BARRICADE SHALL BE WEIGHTED TO WITHSTAND DISPLACEMENT BY JET OR PROP BLAST.
2. BARRICADE SHALL BE EASILY COLLAPSIBLE UPON CONTACT WITH AIRCRAFT.
3. PLACE AT 10' INTERVALS.
4. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



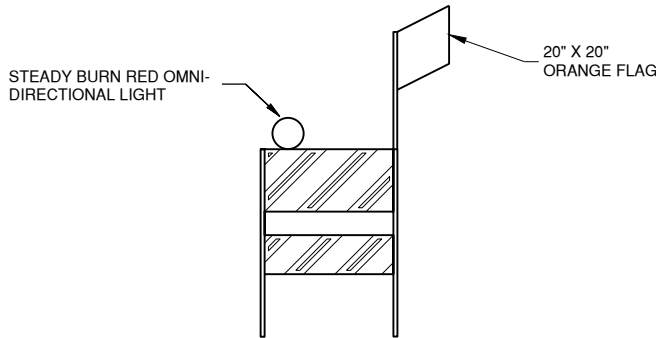
6 CONSTRUCTION EQUIPMENT & VEHICLE SIGNAL FLAG
N.T.S. (ORANGE / WHITE)

SIGNAL FLAG NOTES

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



2 CLOSED TAXIWAY/ACTIVE RUNWAY BARRICADE DETAIL
N.T.S.



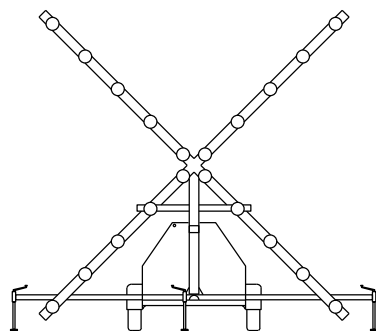
4 FLASHER BARRICADE DETAIL - IDOT TYPE 1
N.T.S.

FLASHER BARRICADE NOTES

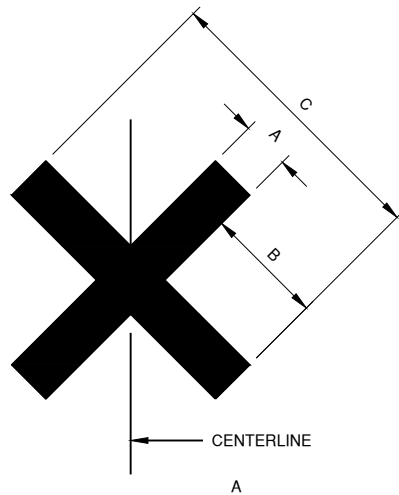
1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4.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

RUNWAY CLOSURE NOTES

1. TO BE PLACED ON PAVEMENT AT THE RUNWAY NUMERALS WHEN CONSTRUCTION ACTIVITIES ALLOW 80' FROM THE ENDS OF RUNWAY 4-22 WHEN CONSTRUCTION ACTIVITIES WILL NOT ALLOW.
2. THE CONTRACTOR SHALL PROVIDE TWO LIGHTED CLOSURE MARKERS AND MAINTAIN THEM (FUEL, OIL, LIGHT BULBS) DURING ALL PHASES DURING THE CLOSURE OF RUNWAY 4/22.
3. THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
4. THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
5. LIGHTED Xs WILL NOT BE REQUIRED FOR PHASE 2B AND 2C FOR THE CLOSURE OF RUNWAYS 14R/32L AND RUNWAY 14L/32R RESPECTIVELY. OTHER CLOSURE MARKERS SHALL BE REQUIRED.



5 LIGHTED RUNWAY CLOSURE MARKER
N.T.S.



7 CLOSURE MARKER DETAIL
N.T.S.

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

CLOSURE MARKER NOTES

1. CLOSURE MARKERS SHALL BE SOLID YELLOW.
2. MARKERS SHALL BE PLACED ON TAXIWAYS AT THE RUNWAY INTERSECTIONS INSIDE THE RUNWAY SAFETY AREA.
3. RUNWAY CLOSURE MARKERS SHALL BE PLACED ON THE RUNWAY NUMBERS WHEN ALLOWED BY CONSTRUCTION ACTIVITIES AND 80' FROM THE ENDS OF RUNWAY 4-22 WHEN CONSTRUCTION ACTIVITIES WILL NOT ALLOW.
4. MARKERS MAY BE CONSTRUCTED OF FABRIC, COLORED PLASTIC, PAINTED SHEETS OF PLYWOOD OR SIMILAR MATERIALS.
5. MARKERS SHALL BE SECURED TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS. METHODS OF SECURING THE MARKERS SHALL NOT PROTRUDE MORE THAN 3" ABOVE THE MARKERS.

GROUND CONTROL FREQUENCY 121.8 MHZ



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-GC002.DWG	
DESIGNED BY: MRR	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE
CONSTRUCTION
SAFETY PHASING
DETAILS

GC002
SHEET 6 OF 115

PHASING SEQUENCE

1. AIRPORT ISSUES NOTAM FOR CLOSED PAVEMENT, FOLLOWING 72-HOUR NOTICE GIVEN BY THE CONTRACTOR.
2. CONTRACTOR PLACES BARRICADES & CLOSURE MARKINGS WITH AIRPORT APPROVAL.
3. PRIOR TO BEGINNING WORK AS NOTED ON THIS DRAWING, THE CONTRACTOR SHALL PLACE THE TRAFFIC CONTROL DEVICES AS SHOWN ON THIS DRAWING AND AS REQUIRED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE TRAFFIC CONTROL DEVICES AS LONG AS THEY ARE IN PLACE.
4. AIRCRAFT TRAFFIC AND CONTRACTOR VEHICULAR TRAFFIC SHALL NOT INTERSECT OR INTERMINGLE AT ANY TIME.
5. PRIOR TO OPENING THE WORK LIMITS TO AIRCRAFT TRAFFIC, THE CONTRACTOR SHALL REQUEST THE AIRPORT TO PERFORM AN INSPECTION.
6. LOCATE UTILITIES WITHIN THE CONSTRUCTION LIMITS INCLUDING BUT NOT LIMITED TO THE FAA CABLES, AIRPORT HOMERUNS AND EXISTING UNDERGROUND DRAINAGE.
7. RUNWAY CIRCUITS RELATED TO RUNWAYS THAT ARE CLOSED SHALL BE TURNED OFF. TAXIWAY LIGHTS ALONG SEGMENTS OF TAXIWAYS THAT ARE CLOSED SHALL BE COVERED. WHEN ALL PAVEMENTS ARE CLOSED TO AIRCRAFT TRAFFIC, ALL CIRCUITS SHALL BE TURNED OFF.
8. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK WITHIN THE RUNWAY SAFETY AREA.
9. PLACE RUNWAY CLOSURE MARKERS AT THE BEGINNING OF PHASE 1 AND AT THE BEGINNING OF EACH WORK PERIOD DURING PHASE 2.
10. WORK AREAS WITHIN THE RUNWAY SAFETY AREA SHALL HAVE NO OPEN TRENCHES, NO EQUIPMENT, NO MATERIALS AND MEET THE APPROVAL OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY.
11. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN A TEMPORARY HAUL ROAD FOR THE NORTH PORTION OF PHASE 1 WORK. THE TEMPORARY ROAD SHALL BE REMOVED AND RESTORED PRIOR TO STARTING PHASE 2 WORK. NO SEPARATE PAYMENT SHALL BE MADE, BUT COSTS SHALL BE INCLUDED WITHIN OTHER ITEMS OF WORK.

WORK AREA 1	
OPEN	CLOSED
RUNWAY 14L/32R RUNWAY 14R/32L TAXIWAY A TAXIWAY C	RUNWAY 4/22 TAXIWAY B - PARTIAL

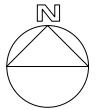
LEGEND

- CONSTRUCTION LIMITS
- PHASE 1 WORK AREA
- PHASE 2 WORK AREA (SEE GC102, GC103 AND GC104)
- BARRICADES - ALL PHASES
- PHASE 2 BARRICADES
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE



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CONSULTANTS



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

100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-GC101.DWG

DESIGNED BY: MRR

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

CONSTRUCTION
ACTIVITY PLAN 1

GC101

SHEET 7 OF 115

PHASING SEQUENCE

1. AIRPORT ISSUES NOTAM FOR CLOSED PAVEMENT, FOLLOWING 72-HOUR NOTICE GIVEN BY THE CONTRACTOR.
2. CONTRACTOR PLACES BARRICADES & CLOSURE MARKINGS WITH AIRPORT APPROVAL.
3. PRIOR TO BEGINNING WORK AS NOTED ON THIS DRAWING, THE CONTRACTOR SHALL PLACE THE TRAFFIC CONTROL DEVICES AS SHOWN ON THIS DRAWING AND AS REQUIRED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE TRAFFIC CONTROL DEVICES AS LONG AS THEY ARE IN PLACE.
4. AIRCRAFT TRAFFIC AND CONTRACTOR VEHICULAR TRAFFIC SHALL NOT INTERSECT OR INTERMINGLE AT ANY TIME.
5. PRIOR TO OPENING THE WORK LIMITS TO AIRCRAFT TRAFFIC, THE CONTRACTOR SHALL REQUEST THE AIRPORT TO PERFORM AN INSPECTION.
6. LOCATE UTILITIES WITHIN THE CONSTRUCTION LIMITS INCLUDING BUT NOT LIMITED TO THE FAA CABLES, AIRPORT HOMERUNS AND EXISTING UNDERGROUND DRAINAGE.
7. RUNWAY CIRCUITS RELATED TO RUNWAYS THAT ARE CLOSED SHALL BE TURNED OFF. TAXIWAY LIGHTS ALONG SEGMENTS OF TAXIWAYS THAT ARE CLOSED SHALL BE COVERED. WHEN ALL PAVEMENTS ARE CLOSED TO AIRCRAFT TRAFFIC, ALL CIRCUITS SHALL BE TURNED OFF.
8. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK WITHIN THE RUNWAY SAFETY AREA.
9. PLACE RUNWAY CLOSURE MARKERS AT THE BEGINNING OF PHASE 1 AND AT THE BEGINNING OF PHASE 2A.
10. WORK AREAS WITHIN THE RUNWAY SAFETY AREA SHALL HAVE NO OPEN TRENCHES, NO EQUIPMENT, NO MATERIALS AND MEET THE APPROVAL OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY.

WORK AREA 2A	
OPEN	CLOSED
RUNWAY 14L/32R	RUNWAY 14R/32L
TAXIWAY A	RUNWAY 4/22
TAXIWAY C	TAXIWAY B - PARTIAL
	TAXIWAY C1
	TAXIWAY A5

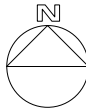
LEGEND

- CONSTRUCTION LIMITS
- PHASE 2A WORK AREA
- BARRICADES - ALL PHASES
- PHASE 2A BARRICADES
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE



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

100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-GC102.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

CONSTRUCTION
ACTIVITY PLAN 2A

GC102

SHEET 8 OF 115

PHASING SEQUENCE

1. AIRPORT ISSUES NOTAM FOR CLOSED PAVEMENT, FOLLOWING 72-HOUR NOTICE GIVEN BY THE CONTRACTOR.
2. CONTRACTOR PLACES BARRICADES & CLOSURE MARKINGS WITH THE AIRPORT APPROVAL.
3. PRIOR TO BEGINNING WORK AS NOTED ON THIS DRAWING, THE CONTRACTOR SHALL PLACE THE TRAFFIC CONTROL DEVICES AS SHOWN ON THIS DRAWING AND AS REQUIRED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE TRAFFIC CONTROL DEVICES AS LONG AS THEY ARE IN PLACE.
4. AIRCRAFT TRAFFIC AND CONTRACTOR VEHICULAR TRAFFIC SHALL NOT INTERSECT AT ANY TIME.
5. PRIOR TO OPENING THE WORK LIMITS TO AIRCRAFT TRAFFIC, THE CONTRACTOR SHALL REQUEST THE AIRPORT TO PERFORM AN INSPECTION.
6. LOCATE UTILITIES WITHIN THE CONSTRUCTION LIMITS INCLUDING BUT NOT LIMITED TO THE FAA CABLES, AIRPORT HOMERUNS AND EXISTING UNDERGROUND DRAINAGE.
7. RUNWAY CIRCUITS RELATED TO RUNWAYS THAT ARE CLOSED SHALL BE TURNED OFF. TAXIWAY LIGHTS ALONG SEGMENTS OF TAXIWAYS THAT ARE CLOSED SHALL BE COVERED. WHEN ALL PAVEMENTS ARE CLOSED TO AIRCRAFT TRAFFIC, ALL CIRCUITS SHALL BE TURNED OFF.
8. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK WITHIN THE RUNWAY SAFETY AREA.
9. PLACE RUNWAY CLOSURE MARKERS AT THE BEGINNING OF PHASE 1 AND AT THE BEGINNING OF PHASE 2B.
10. WORK AREAS WITHIN THE RUNWAY SAFETY AREA SHALL HAVE NO OPEN TRENCHES, NO EQUIPMENT, NO MATERIALS AND MEET THE APPROVAL OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY.

WORK AREA 2B	
OPEN	CLOSED
RUNWAY 14L/32R RUNWAY 14R/32L TAXIWAY A	RUNWAY 4/22 TAXIWAY B - PARTIAL TAXIWAY C

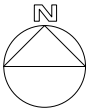
LEGEND

- CONSTRUCTION LIMITS
- PHASE 2B WORK AREA
- BARRICADES - ALL PHASES
- PHASE 2B BARRICADES
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-GC103.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

CONSTRUCTION
ACTIVITY PLAN 2B

GC103

SHEET 9 OF 115

PHASING SEQUENCE

1. AIRPORT ISSUES NOTAM FOR CLOSED PAVEMENT, FOLLOWING 72-HOUR NOTICE GIVEN BY THE CONTRACTOR.
2. CONTRACTOR PLACES BARRICADES & CLOSURE MARKINGS WITH AIRPORT APPROVAL.
3. PRIOR TO BEGGINING WORK AS NOTED ON THIS DRAWING, THE CONTRACTOR SHALL PLACE THE TRAFFIC CONTROL DEVICES AS SHOWN ON THIS DRAWING AND AS REQUIRED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL MAINTAIN THE TRAFFIC CONTROL DEVICES AS LONG AS THEY ARE IN PLACE.
4. AIRCRAFT TRAFFIC AND CONTRACTOR VEHICULAR TRAFFIC SHALL NOT INTERSECT AT ANY TIME.
5. PRIOR TO OPENING THE WORK LIMITS TO AIRCRAFT TRAFFIC, THE CONTRACTOR SHALL REQUEST THE AIRPORT TO PERFORM AN INSPECTION.
6. LOCATE UTILITIES WITHIN THE CONSTRUCTION LIMITS INCLUDING BUT NOT LIMITED TO THE FAA CABLES, AIRPORT HOMERUNS AND EXISTING UNDERGROUND DRAINAGE.
7. RUNWAY CIRCUITS RELATED TO RUNWAYS THAT ARE CLOSED SHALL BE TURNED OFF. TAXIWAY LIGHTS ALONG SEGMENTS OF TAXIWAYS THAT ARE CLOSED SHALL BE COVERED. WHEN ALL PAVEMENTS ARE CLOSED TO AIRCRAFT TRAFFIC, ALL CIRCUITS SHALL BE TURNED OFF.
8. COORDINATE WITH THE AIRPORT THROUGH THE RESIDENT ENGINEER A MINIMUM 72 HOURS PRIOR TO BEGINNING WORK WITHIN THE RUNWAY SAFETY AREA.
9. PLACE RUNWAY CLOSURE MARKERS AT THE BEGINNING OF EACH WORK PERIOD DURING PHASE 2C.
10. WORK AREAS WITHIN THE RUNWAY SAFETY AREA SHALL HAVE NO OPEN TRENCHES, NO EQUIPMENT, NO MATERIALS AND MEET THE APPROVAL OF THE RESIDENT ENGINEER PRIOR TO REOPENING THE RUNWAY.
11. PHASE 2C COMPLETELY CLOSSES THE AIRFIELD FROM 11PM TO 7AM FOR 10 CONSECUTIVE CALENDAR DAYS. THE NIGHTTIME CLOSURES SHALL BE CLOSELY COORDINATED WITH THE AIRPORT.
12. LIQUIDATED DAMAGES WILL BE DEDUCTED FROM THE CONTRACTOR'S PAY IN THE AMOUNT OF \$5,000 PER HOUR FOR EACH HOUR BEYOND 7:01 AM IN WHICH RUNWAY 14L-32R IS NOT REOPENED TO AIR TRAFFIC. SEE SECTION 80 OF THE SPECIFICATIONS FOR MORE INFORMATION.

WORK AREA 2C	
OPEN	CLOSED
RUNWAY 14L/32R (7:00 AM - 11:00 PM)	RUNWAY 14L/32R (11:00 PM - 7:00 AM)
	RUNWAY 14R/32L RUNWAY 4/22 TAXIWAY A TAXIWAY B TAXIWAY C TAXIWAY C1 TAXIWAY A5

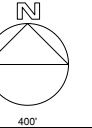
LEGEND

- CONSTRUCTION LIMITS
- PHASE 2C WORK AREA
- BARRICADES - ALL PHASES
- PHASE 2C BARRICADES
- RUNWAY CLOSURE MARKER
- TAXIWAY CLOSURE MARKER
- CONTRACTOR'S ACCESS ROUTE



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-GC104.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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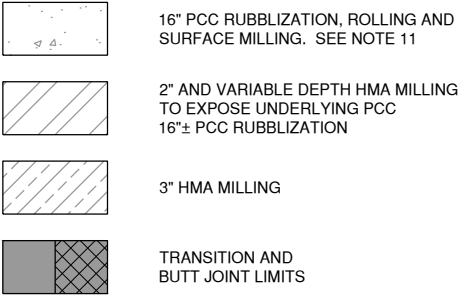
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CONSTRUCTION
ACTIVITY PLAN 2C

GC104

SHEET 10 OF 115

PAVEMENT DEMOLITION LEGEND

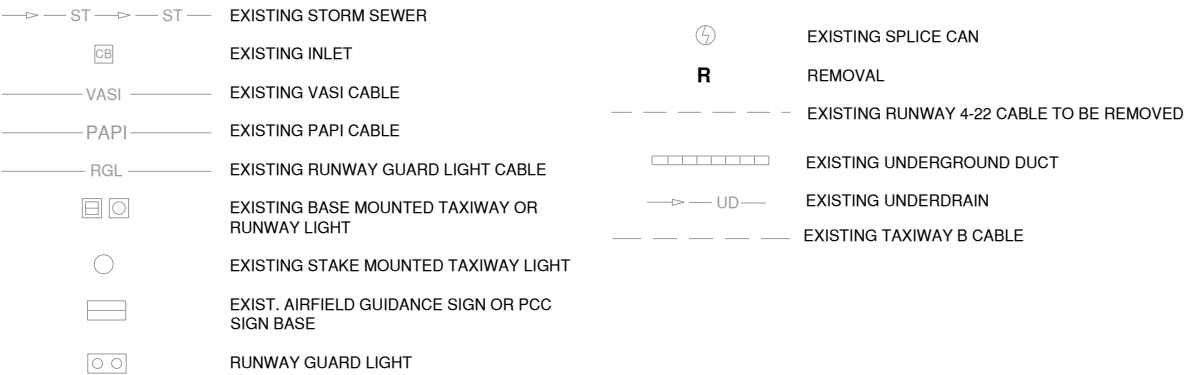


UTILITY DISCLAIMER

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

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

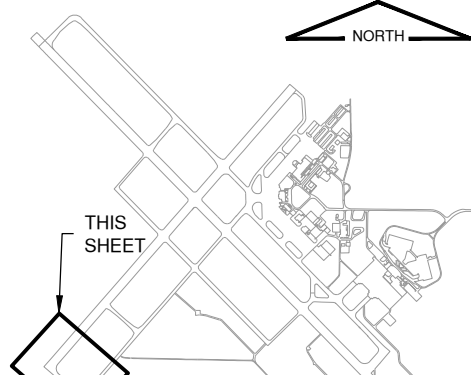
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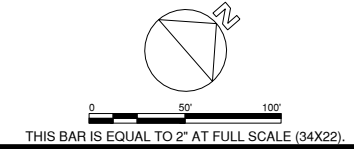
NOTES

- ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO STARTING ANY REMOVAL WORK. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EROSION CONTROL MEASURES THROUGHOUT THE PROJECT.
- CONTRACTOR SHALL DETERMINE THE DEPTH OF CABLES THAT ARE TO REMAIN PRIOR TO RUBBLIZATION OF PCC. RUBBLIZATION OF PAVEMENT ABOVE THESE CABLES SHALL BE PERFORMED SUCH THAT THE CABLES BELOW ARE NOT DAMAGED.
- CONTRACTOR SHALL VERIFY THAT DUCTS ARE ABANDONED PRIOR TO REMOVALS.
- THE CONTRACTOR IS RESPONSIBLE FOR LOCKOUT/TAGOUT PROCEDURES FOR THE CIRCUITS THAT ARE BEING WORKED ON.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY JUMPER CONNECTIONS AS NEEDED TO MAINTAIN ALL CIRCUITS THAT ARE TO REMAIN ACTIVE DURING CONSTRUCTION.
- REMOVED LIGHTS, SIGNS AND CABLES SHALL BE PROPERLY DISPOSED OF OFF-SITE UNLESS OTHERWISE DIRECTED BY THE AIRPORT.
- ACTUAL JUMPER LOCATIONS TO BE DETERMINED BY THE CONTRACTOR PER PHASE AT NO ADDITIONAL COST. JUMPER CIRCUITS ARE TO REMAIN LIVE AT ALL TIMES WITH GALVANIZED STEEL CONDUIT OR PLACED OUTSIDE PROJECT WORK LIMITS WITH APPROVAL OF THE RESIDENT ENGINEER.
- CRUSHED AND MILLED PAVEMENT REMOVAL SHALL BE HAULED OFFSITE OR PLACED AT A DESIGNATED LOCATION OF THE AIRPORT AT THE DIRECTION OF THE AIRPORT.
- A PRESSURE RELIEF CUT SHALL MADE AT THE LIMITS OF RUBBLIZATION TO PREVENT DAMAGE TO THE PAVEMENT TO REMAIN.
- AT THE COMPLETION OF RUBBLIZATION AND ROLLING OPERATIONS, THE ENTIRETY OF THE RUBBLIZED AREA SHALL BE MILLED. THE DEPTH OF MILLING IS TO BE VARIED TO PROVIDE A MILLED SURFACE THAT IS 9" BELOW THE PROPOSED FINAL GRADE. MILLING DEPTH IS ESTIMATED TO BE FROM 2 TO 3 INCHES. THE CONTRACTOR SHALL PROVIDE SURVEY ON A 25' x 25' GRID SHOWING THE BEFORE AND AFTER MILLING ELEVATIONS PRIOR TO BEGINNING HMA OVERLAY PLACEMENT.

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD101.DWG

DESIGNED BY: SMS

DRAWN BY: SMS

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

EXISTING

CONDITIONS &

REMOVALS 1

CD101

SHEET 11 OF 115

	16" PCC RUBBLIZATION, ROLLING AND SURFACE MILLING. SEE NOTE 11
	2" AND VARIABLE DEPTH HMA MILLING TO EXPOSE UNDERLYING PCC 16"± PCC RUBBLIZATION
	3" HMA MILLING
	TRANSITION AND BUTT JOINT LIMITS



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

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19

CAD DWG FILE:	19005902
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DESIGNED BY:	SM
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DESIGNED BY:	SM
DRAWN BY:	SM

DRAWN BY:	SM
CHECKED BY:	M

CHECKED BY:	MS
APPROVED BY:	CE

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SHEET TITLE

EXISTING CONDITIONS & REMOVALS 2

CD102

SHEET 12 OF 115

1. SEE SHEET CD101 FOR REMOVAL NOTES AND PAVEMENT DEMOLITION LEGEND.

	ST	EXISTING STORM SEWER
		EXISTING INLET
	VASI	EXISTING VASI CABLE
	PAPI	EXISTING PAPI CABLE
	RGL	EXISTING RUNWAY GUARD LIGHT CABLE
		EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT
		EXISTING STAKE MOUNTED TAXIWAY LIGHT
		EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE
		RUNWAY GUARD LIGHT

EXISTING SPLICE CAN

REMOVAL

EXISTING RUNWAY 4-22 CABLE TO BE REMOVED

EXISTING UNDERGROUND DUCT

EXISTING UNDERDRAIN

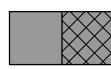
EXISTING TAXIWAY B CABLE

PAVEMENT DEMOLITION LEGEND

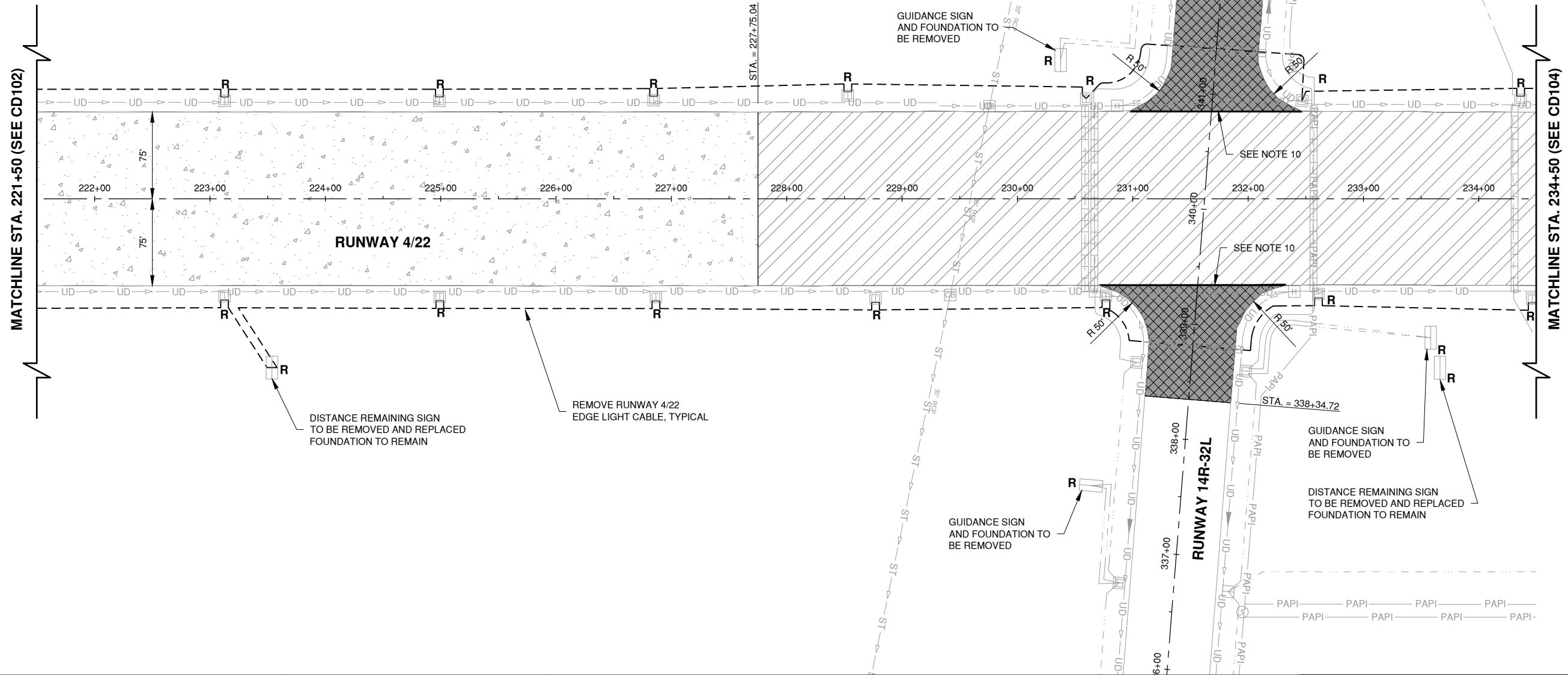
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16" PCC RUBBLIZATION, ROLLING AND SURFACE MILLING. SEE NOTE 11
- 

2" AND VARIABLE DEPTH HMA MILLING TO EXPOSE UNDERLYING PCC
16"± PCC RUBBLIZATION
- 

3" HMA MILLING
- 

TRANSITION AND BUTT JOINT LIMITS



NOTES

1. SEE SHEET CD101 FOR REMOVAL NOTES AND PAVEMENT DEMOLITION LEGEND.

LEGEND

- 

EXISTING STORM SEWER
- 

EXISTING INLET
- 

EXISTING VASI CABLE
- 

EXISTING PAPI CABLE
- 

EXISTING RUNWAY GUARD LIGHT CABLE
- 

EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT
- 

EXISTING STAKE MOUNTED TAXIWAY LIGHT
- 

EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE
- 

RUNWAY GUARD LIGHT
- 

EXISTING SPLICE CAN
- 

REMOVAL
- 

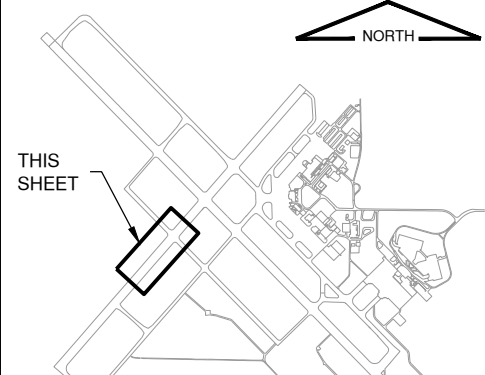
EXISTING RUNWAY 4-22 CABLE TO BE REMOVED
- 

EXISTING UNDERGROUND DUCT
- 

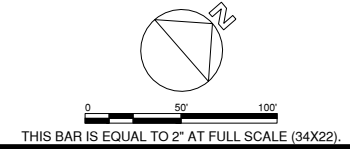
EXISTING UNDERDRAIN
- 

EXISTING TAXIWAY B CABLE

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

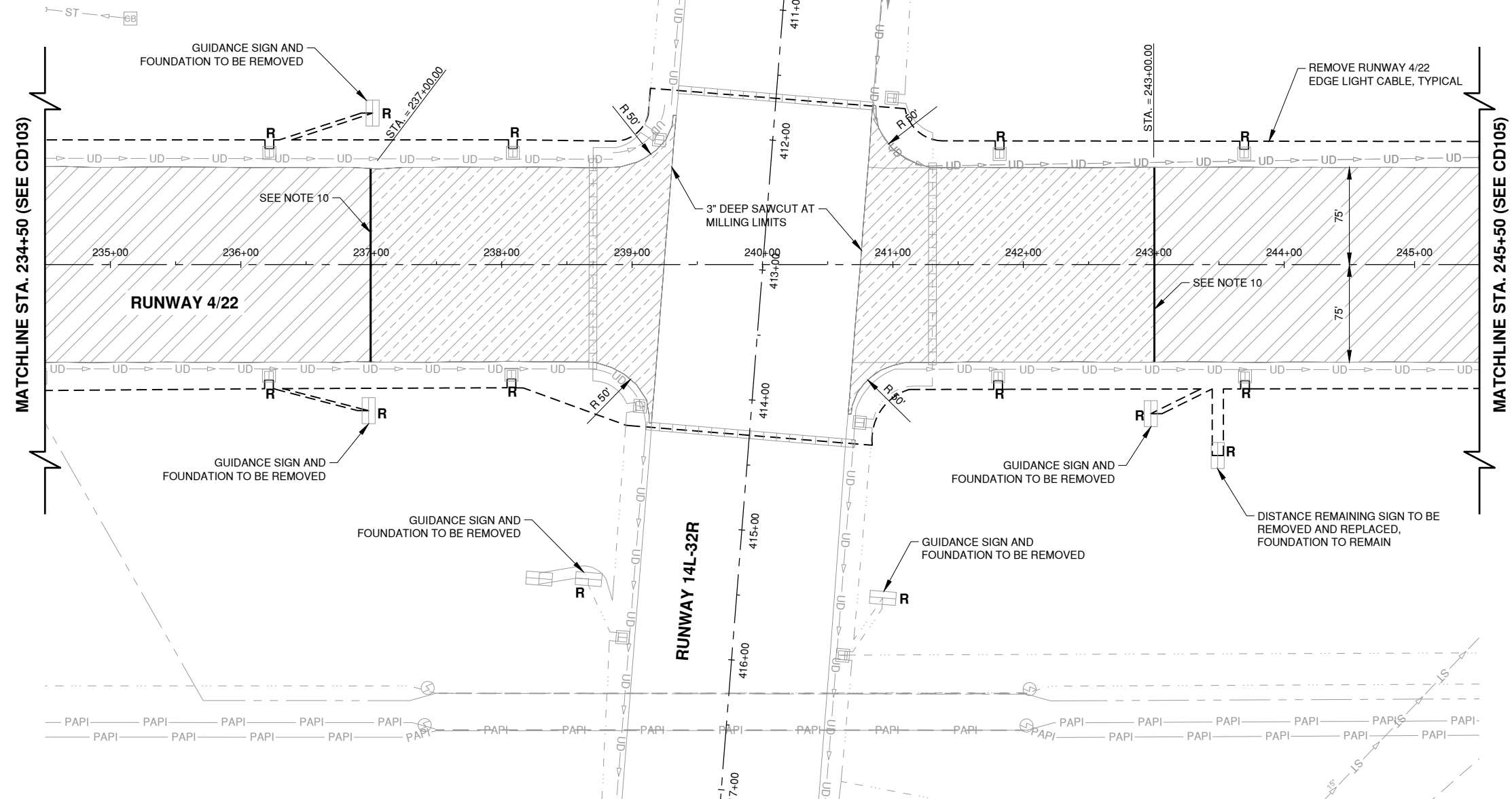
MARK	DATE	DESCRIPTION

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IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-CD103.DWG	
DESIGNED BY: SMS	
DRAWN BY: SMS	
CHECKED BY: MJD	
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SHEET TITLE
**EXISTING
CONDITIONS &
REMOVALS 3**

CD103
SHEET 13 OF 115

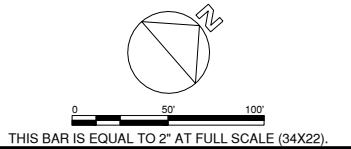
	16" PCC RUBBLIZATION, ROLLING AND SURFACE MILLING. SEE NOTE 11
	2" AND VARIABLE DEPTH HMA MILLING TO EXPOSE UNDERLYING PCC 16"± PCC RUBBLIZATION
	3" HMA MILLING
	TRANSITION AND BUTT JOINT LIMITS



1. SEE SHEET CD101 FOR REMOVAL NOTES AND PAVEMENT DEMOLITION LEGEND.

	EXISTING STORM SEWER
	EXISTING INLET
	EXISTING VASI CABLE
	EXISTING PAPI CABLE
	EXISTING RUNWAY GUARD LIGHT CABLE
	EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT
	EXISTING STAKE MOUNTED TAXIWAY LIGHT
	EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE
	RUNWAY GUARD LIGHT

— — — — — EXISTING RUNWAY 4-22 CABLE TO BE REMOVED
 EXISTING UNDERGROUND DUCT
 UD — — — — — EXISTING UNDERDRAIN
 — — — — — EXISTING TAXIWAY B CABLE



REHABILITATE RUNWAY 4-22



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD104.DWG

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SHEET TITLE

EXISTING

EXISTING

CONDITIONS 8.

CONDITIONS &

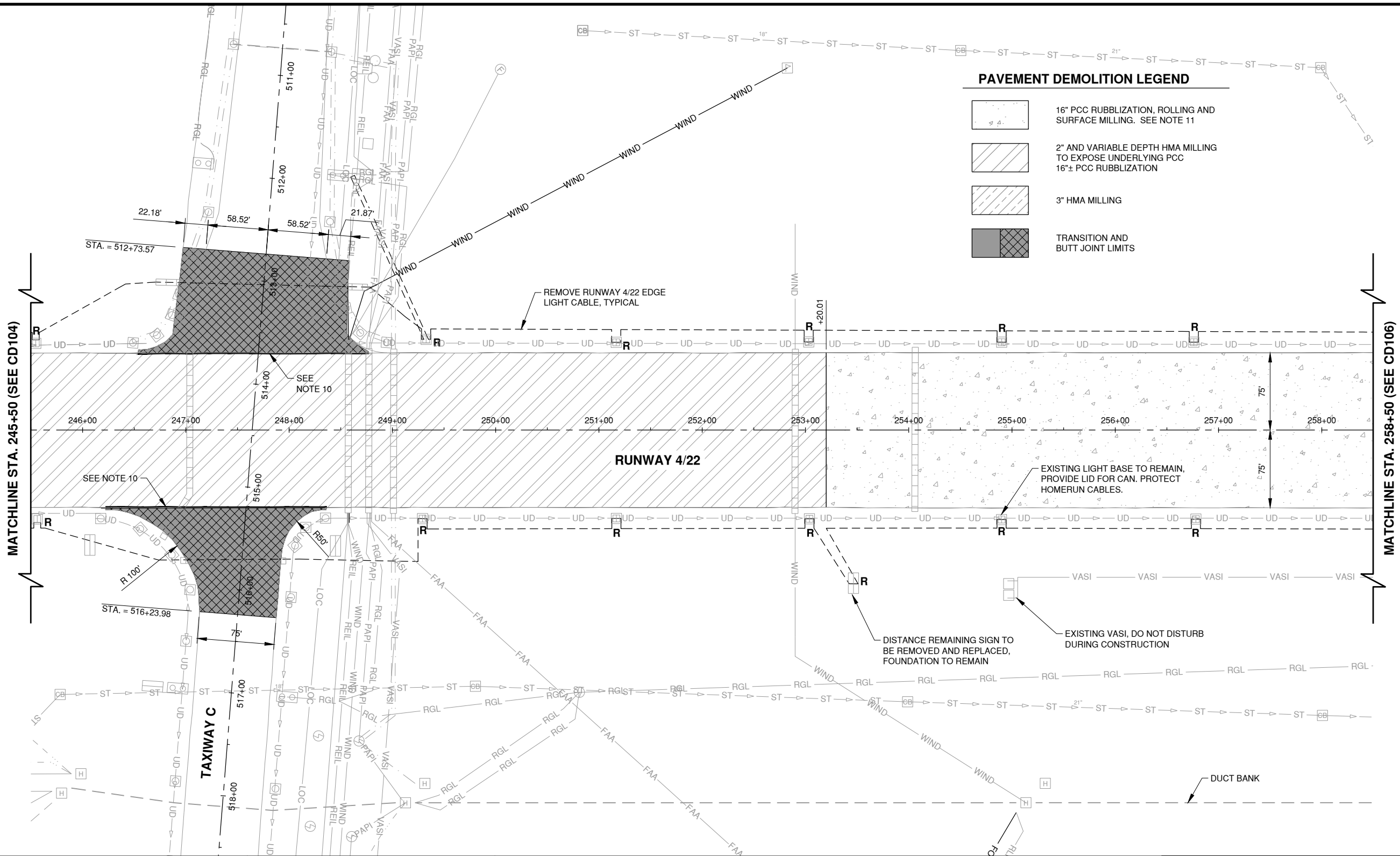
REMOVALS 4

REMOVALS

CD104

14 115

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PAVEMENT DEMOLITION LEGEND

- 16" PCC RUBBLIZATION, ROLLING AND SURFACE MILLING. SEE NOTE 11
- 2" AND VARIABLE DEPTH HMA MILLING TO EXPOSE UNDERLYING PCC 16"± PCC RUBBLIZATION
- 3" HMA MILLING
- TRANSITION AND BUTT JOINT LIMITS

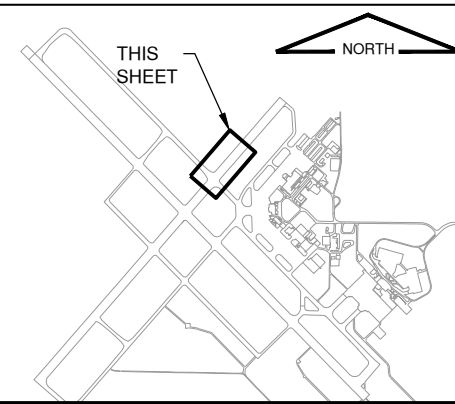
NOTES

- SEE SHEET CD101 FOR REMOVAL NOTES AND PAVEMENT DEMOLITION LEGEND.

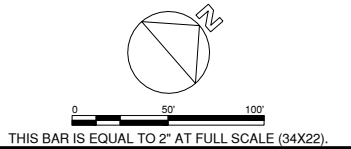
LEGEND

- ST ST EXISTING STORM SEWER
- EXISTING INLET
- VASI EXISTING VASI CABLE
- PAPI EXISTING PAPI CABLE
- RGL EXISTING RUNWAY GUARD LIGHT CABLE
- EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE
- RUNWAY GUARD LIGHT
- EXISTING SPLICE CAN
- REMOVAL
- EXISTING RUNWAY 4-22 CABLE TO BE REMOVED
- EXISTING UNDERGROUND DUCT
- EXISTING UNDERDRAIN

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

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CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD105.DWG

DESIGNED BY: SMS

DRAWN BY: SMS

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APPROVED BY: CBG

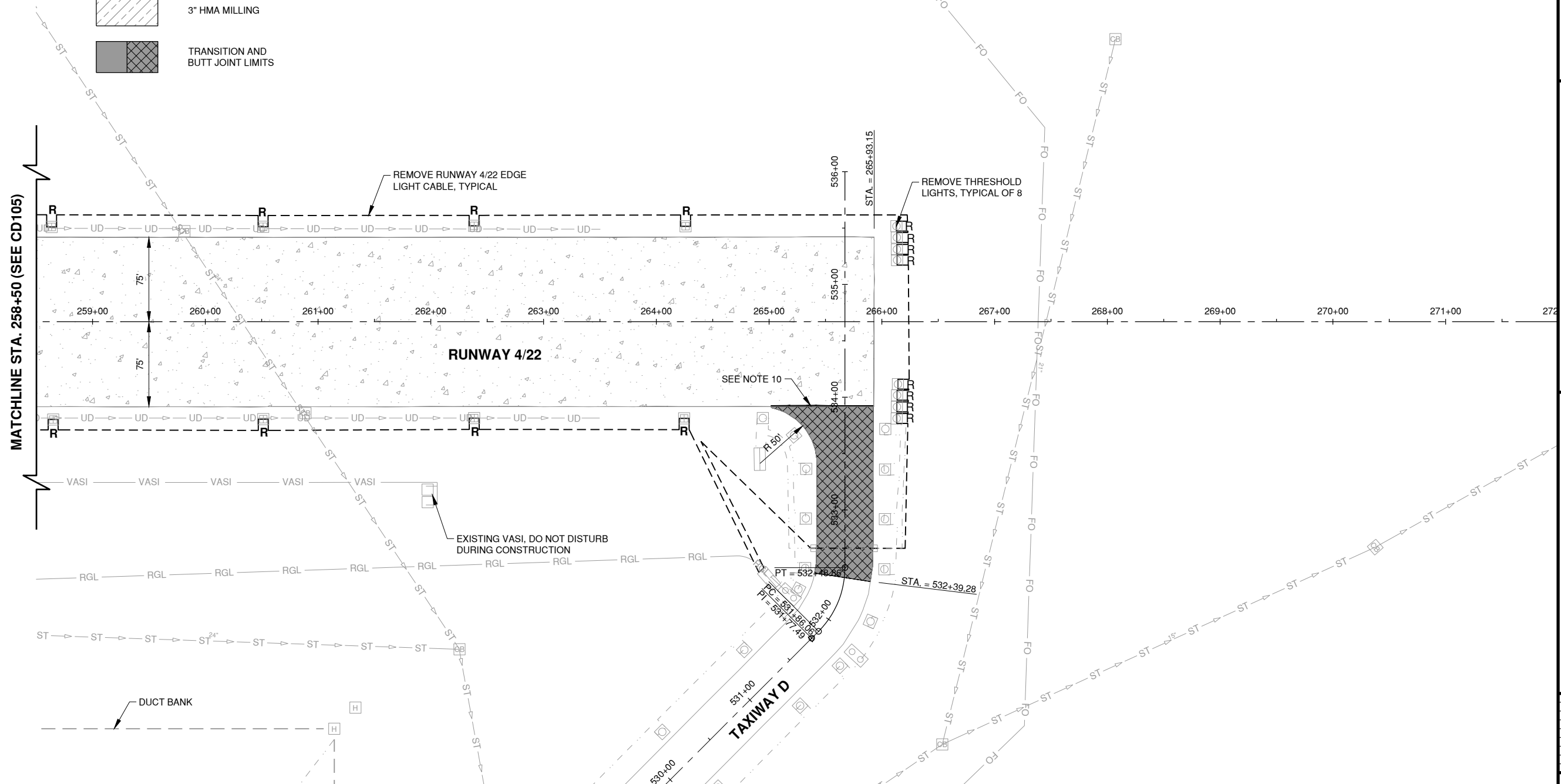
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SHEET TITLE

EXISTING
CONDITIONS &
REMOVALS 5

CD105
SHEET 15 OF 115

	16" PCC RUBBLIZATION, ROLLING AND SURFACE MILLING. SEE NOTE 11
	2" AND VARIABLE DEPTH HMA MILLING TO EXPOSE UNDERLYING PCC 16"± PCC RUBBLIZATION
	3" HMA MILLING
	TRANSITION AND BUTT JOINT LIMITS



1. SEE SHEET CD101 FOR REMOVAL NOTES AND PAVEMENT DEMOLITION LEGEND.

	EXISTING STORM SEWER
	EXISTING INLET
	EXISTING VASI CABLE
	EXISTING PAPI CABLE
	EXISTING RUNWAY GUARD LIGHT CABLE
	EXISTING BASE MOUNTED TAXIWAY OR RUNWAY LIGHT
	EXISTING STAKE MOUNTED TAXIWAY LIGHT
	EXIST. AIRFIELD GUIDANCE SIGN OR PCC SIGN BASE
	RUNWAY GUARD LIGHT

Ⓔ

EXISTING SPLICE CAN

REMOVAL

EXISTING RUNWAY 4-22 CABLE TO BE REMOVED

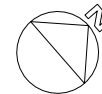
EXISTING UNDERGROUND DUCT

EXISTING UNDERDRAIN

EXISTING TAXIWAY B CABLE



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0 50' 100'

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100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-CD106.DWG	
DESIGNED BY: SMS	
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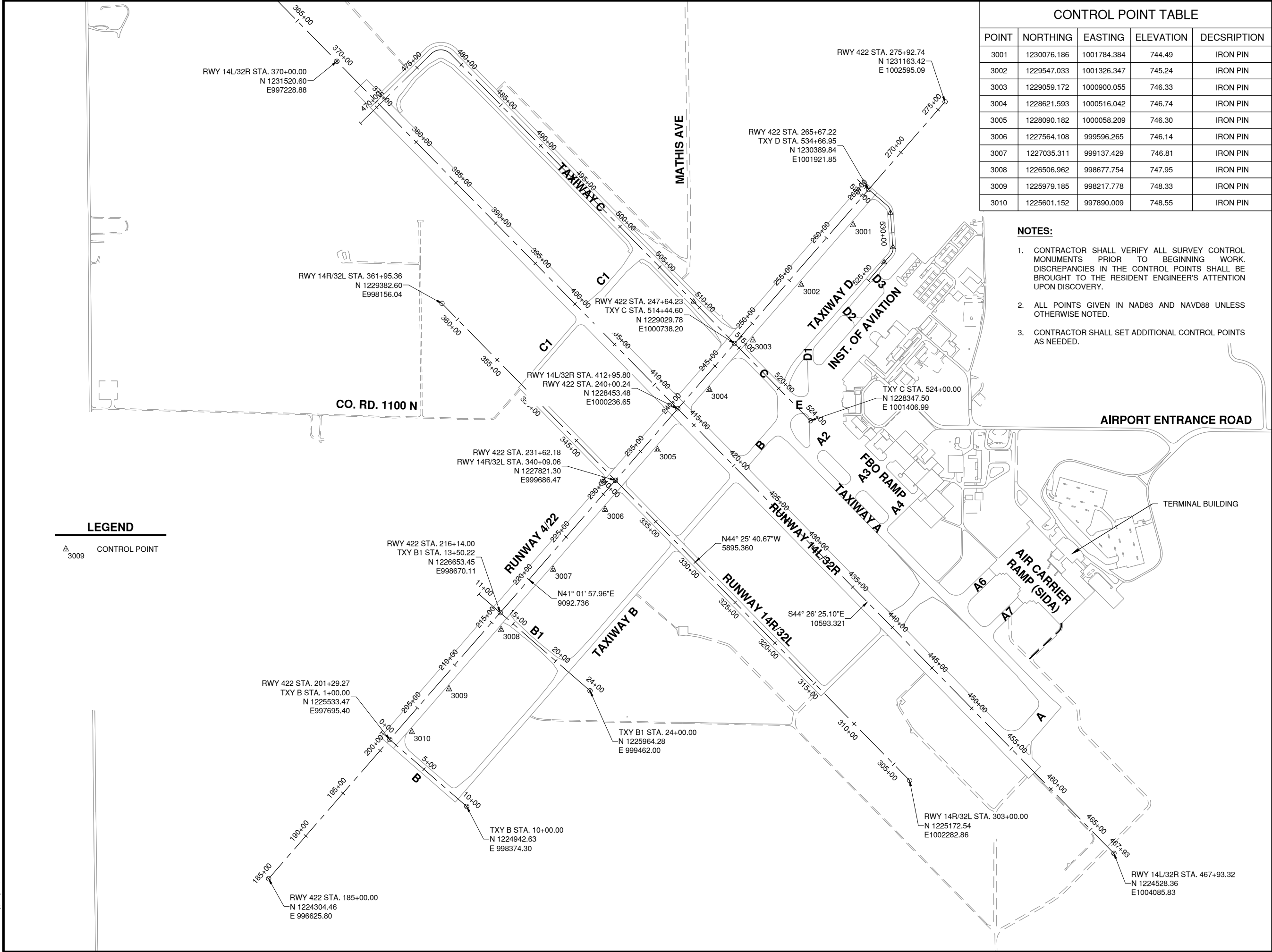
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EXISTING
CONDITIONS &
REMOVALS 6

CD106

SHEET 16 OF 115

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CONTROL POINT TABLE

POINT	NORTHING	EASTING	ELEVATION	DECSRIPTION
3001	1230076.186	1001784.384	744.49	IRON PIN
3002	1229547.033	1001326.347	745.24	IRON PIN
3003	1229059.172	1000900.055	746.33	IRON PIN
3004	1228621.593	1000516.042	746.74	IRON PIN
3005	1228090.182	1000058.209	746.30	IRON PIN
3006	1227564.108	999596.265	746.14	IRON PIN
3007	1227035.311	999137.429	746.81	IRON PIN
3008	1226506.962	998677.754	747.95	IRON PIN
3009	1225979.185	998217.778	748.33	IRON PIN
3010	1225601.152	997890.009	748.55	IRON PIN

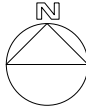
NOTES:

1. CONTRACTOR SHALL VERIFY ALL SURVEY CONTROL MONUMENTS PRIOR TO BEGINNING WORK. DISCREPANCIES IN THE CONTROL POINTS SHALL BE BROUGHT TO THE RESIDENT ENGINEER'S ATTENTION UPON DISCOVERY.
2. ALL POINTS GIVEN IN NAD83 AND NAVD88 UNLESS OTHERWISE NOTED.
3. CONTRACTOR SHALL SET ADDITIONAL CONTROL POINTS AS NEEDED.



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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SAVOY, ILLINOIS

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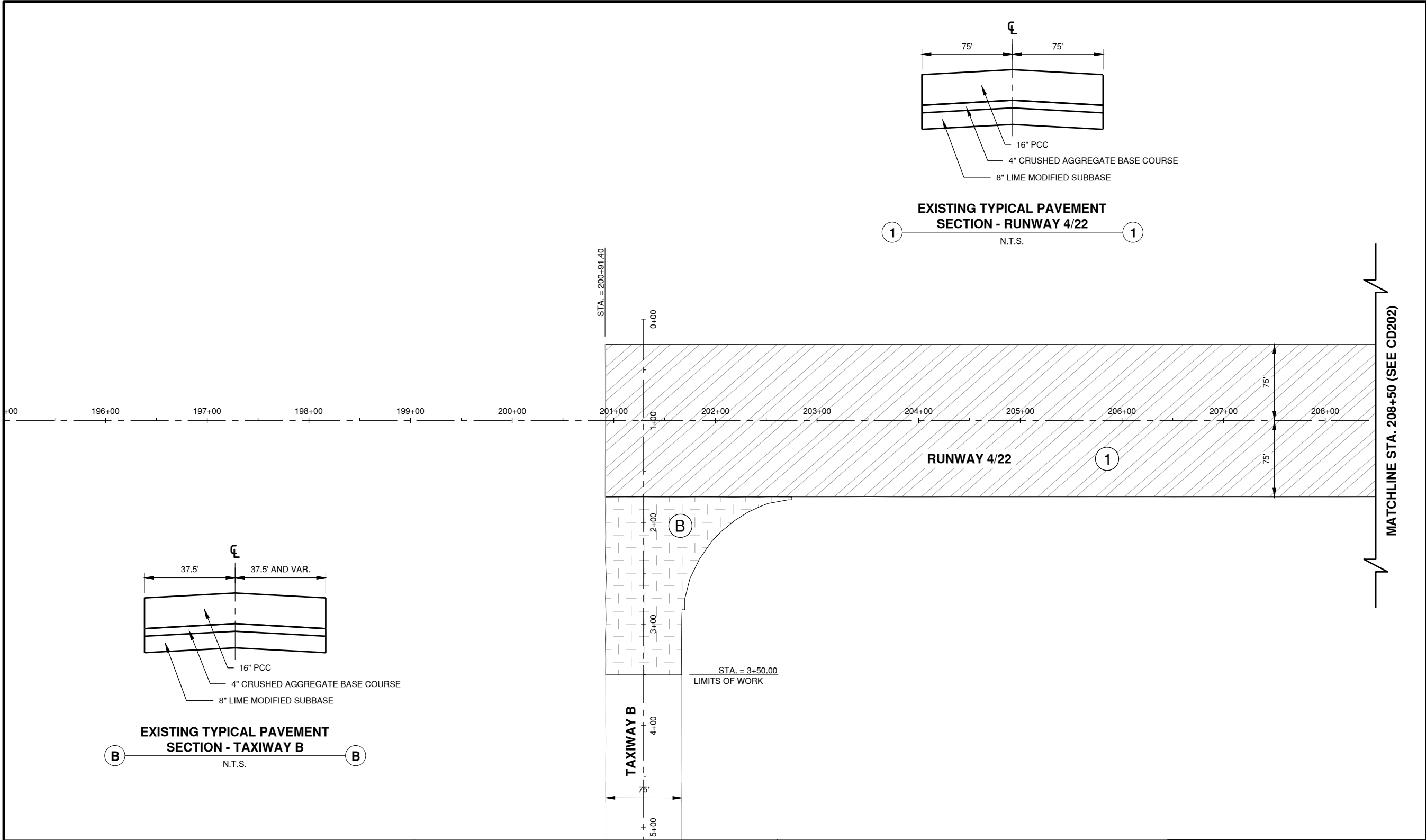
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PROJECT CONTROL
POINTS & ALIGNMENT
DATA

CD150

SHEET 17 OF 115

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Date: Wednesday, May 13, 2020 12:08:41 PM



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD201.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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SHEET TITLE

EXISTING PAVEMENT
STRUCTURES 1

CD201

SHEET 18 OF 115

NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2" TO 8-1/2".

LEGEND

1



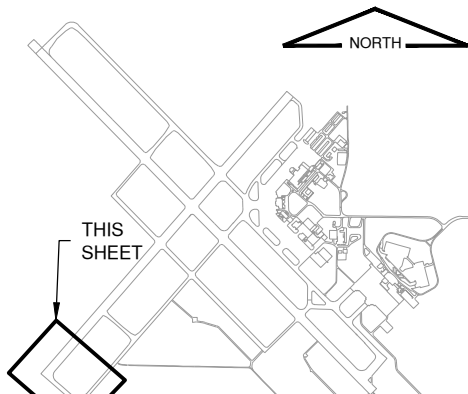
EXISTING 16" PCC
EXISTING 4" CRUSHED AGGREGATE BASE COURSE
EXISTING 8" LIME MODIFIED SUBBASE

B

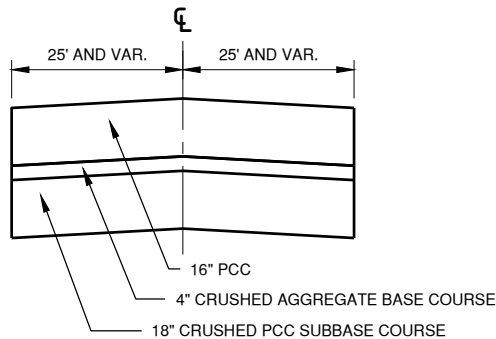
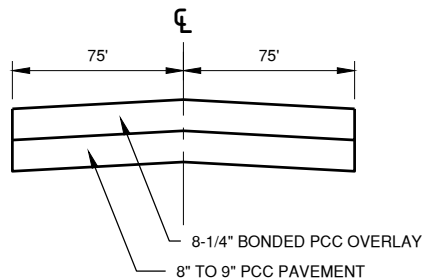
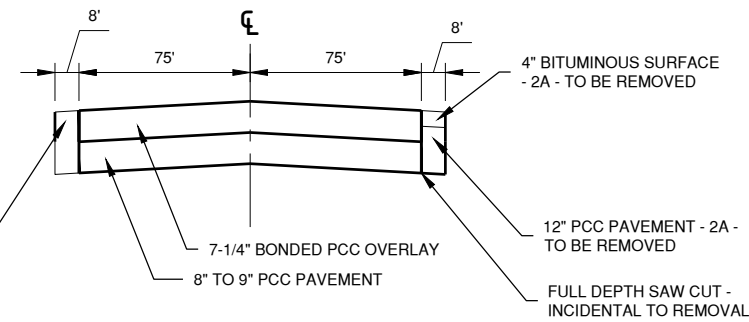
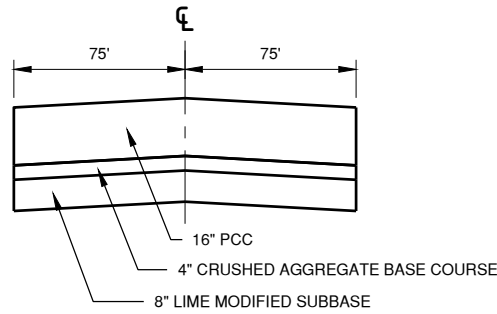
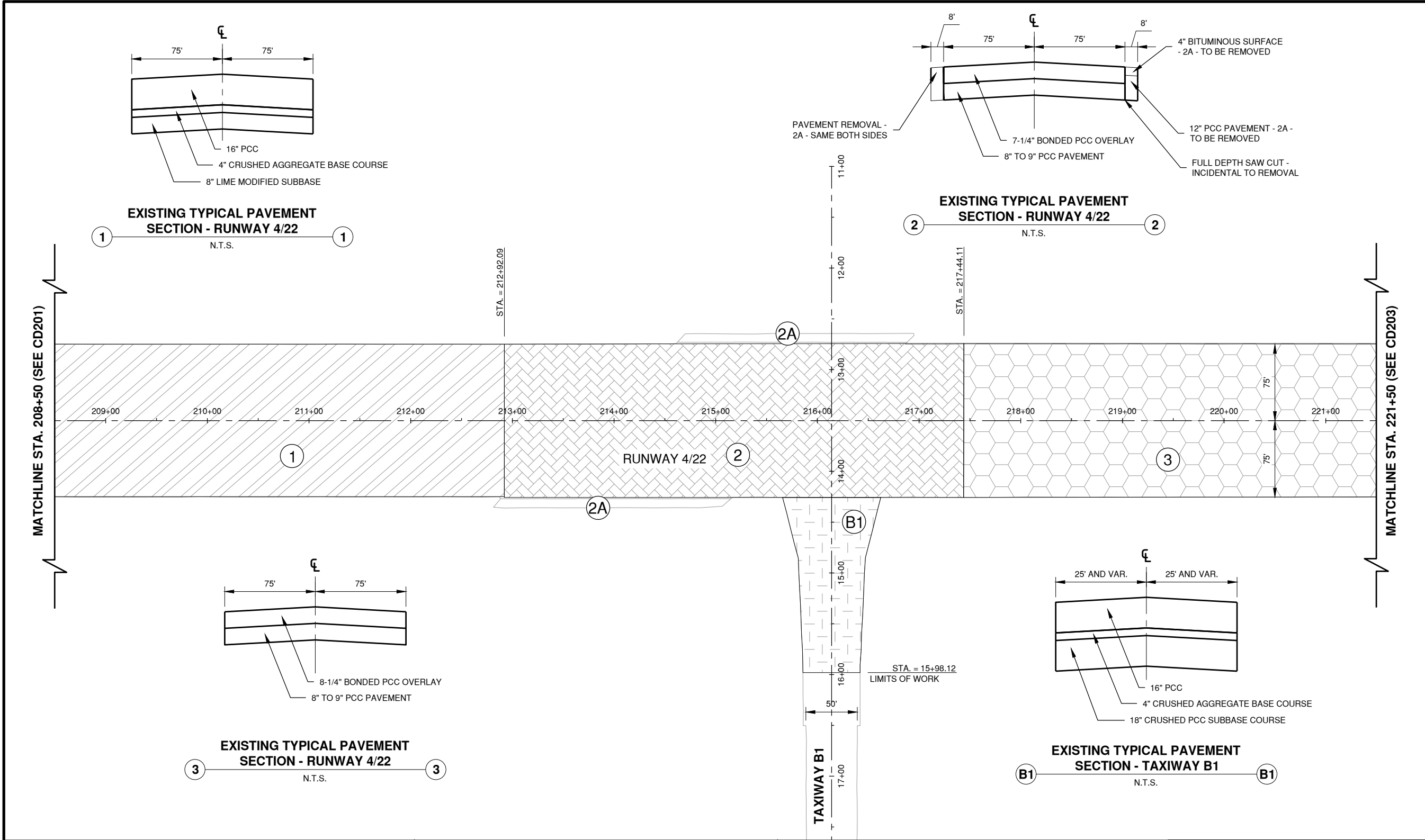


EXISTING 16" PCC
EXISTING 4" CRUSHED AGGREGATE BASE COURSE
EXISTING 8" LIME MODIFIED SUBBASE

KEYMAP



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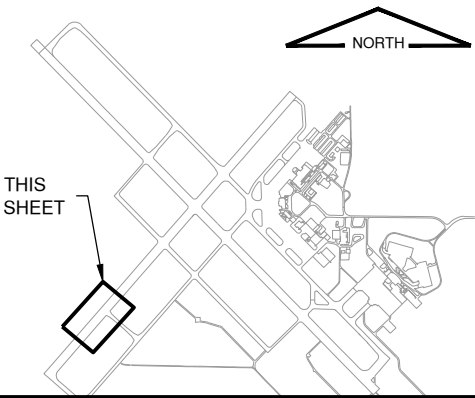
NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2" TO 8-1/2".

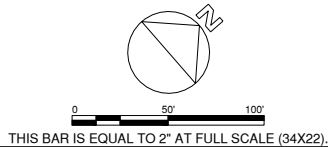
LEGEND

- | | | |
|----|--|--|
| 1 | | EXISTING 16" PCC
EXISTING 4" CRUSHED AGGREGATE BASE COURSE
EXISTING 8" LIME MODIFIED SUBBASE |
| 2 | | EXISTING 7 1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT |
| 3 | | EXISTING 8 1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT |
| B1 | | EXISTING 16" PCC
EXISTING 4" CRUSHED AGGREGATE BASE COURSE
EXISTING 18" CRUSHED PCC SUBBASE COURSE |

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD	UN060
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IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD202.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

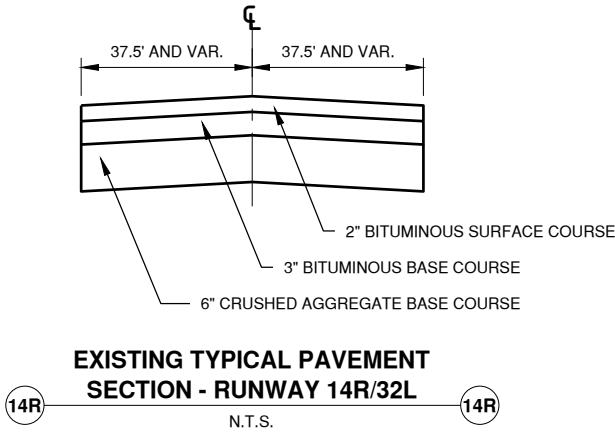
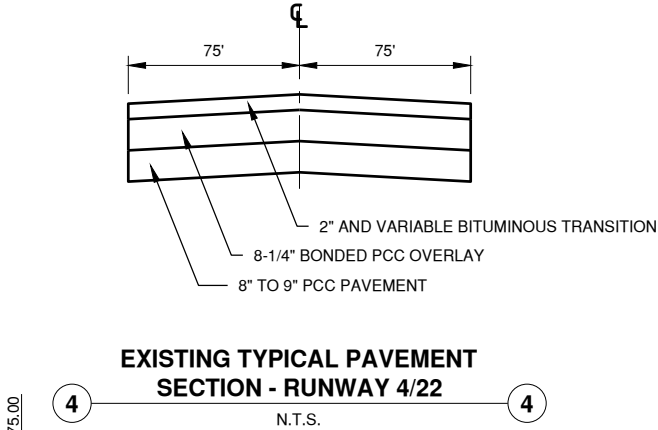
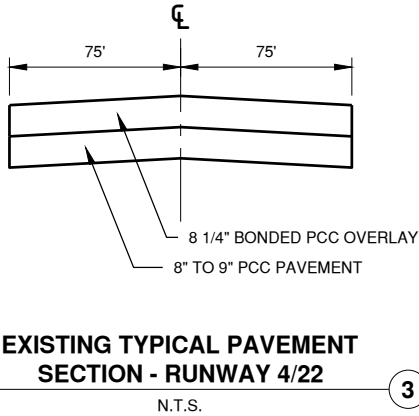
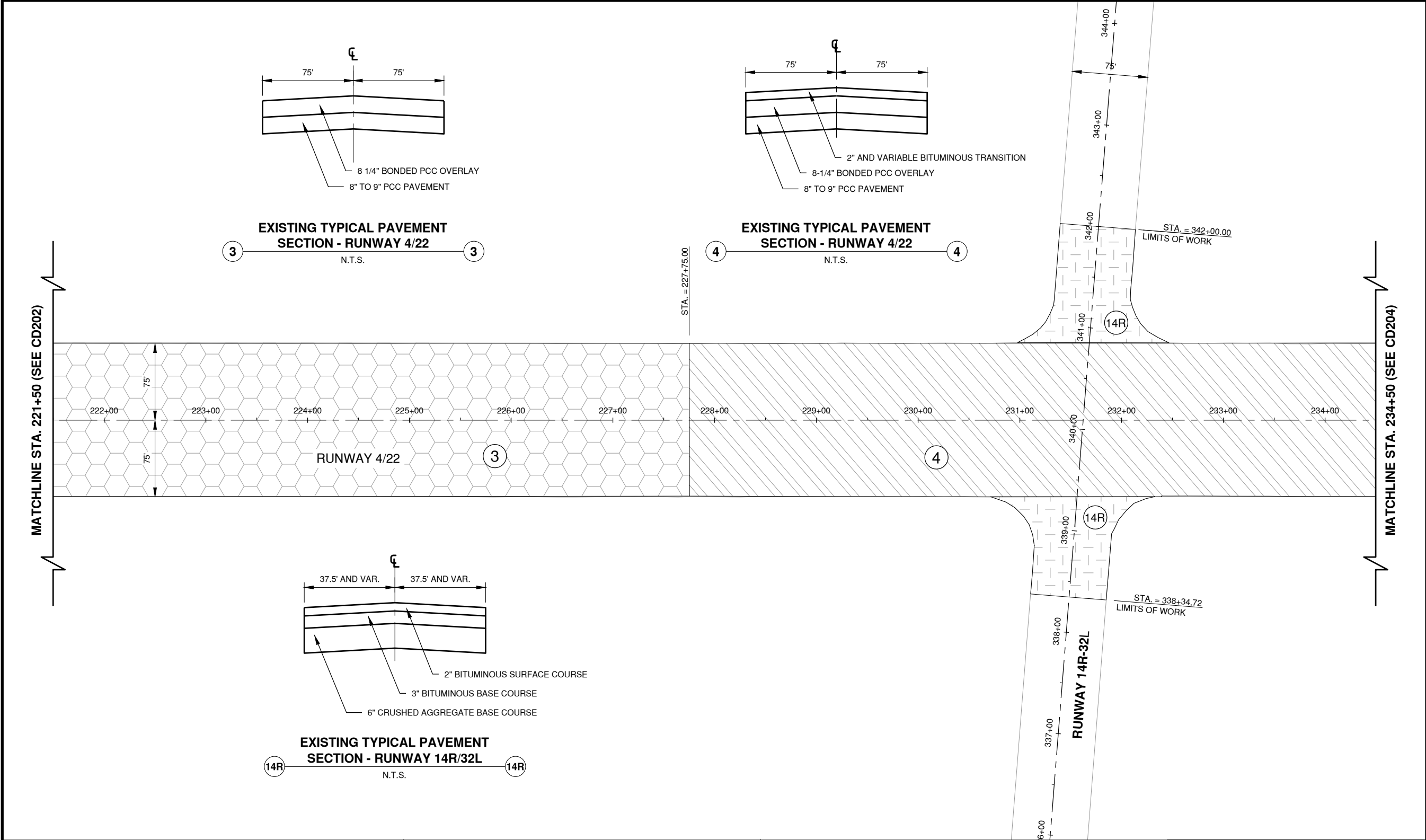
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SHEET TITLE

EXISTING PAVEMENT
STRUCTURES 2

CD202
SHEET 19 OF 115

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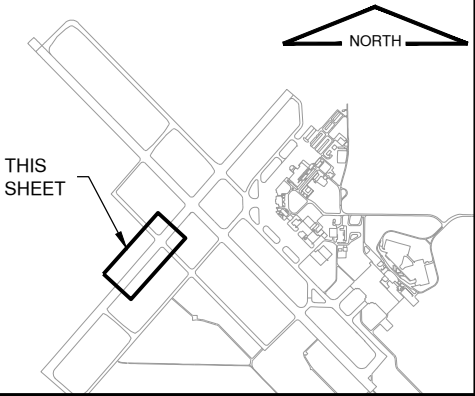
NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2" TO 8-1/2".

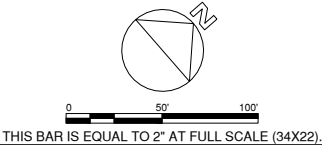
LEGEND

- 1  EXISTING 8-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC
- 2  EXISTING 2" AND VARIABLE BITUMINOUS TRANSITION
EXISTING 8-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC
- 14R  EXISTING 2" BITUMINOUS SURFACE COURSE
EXISTING 3" BITUMINOUS BASE COURSE
EXISTING 6" CRUSHED AGGREGATE BASE COURSE

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

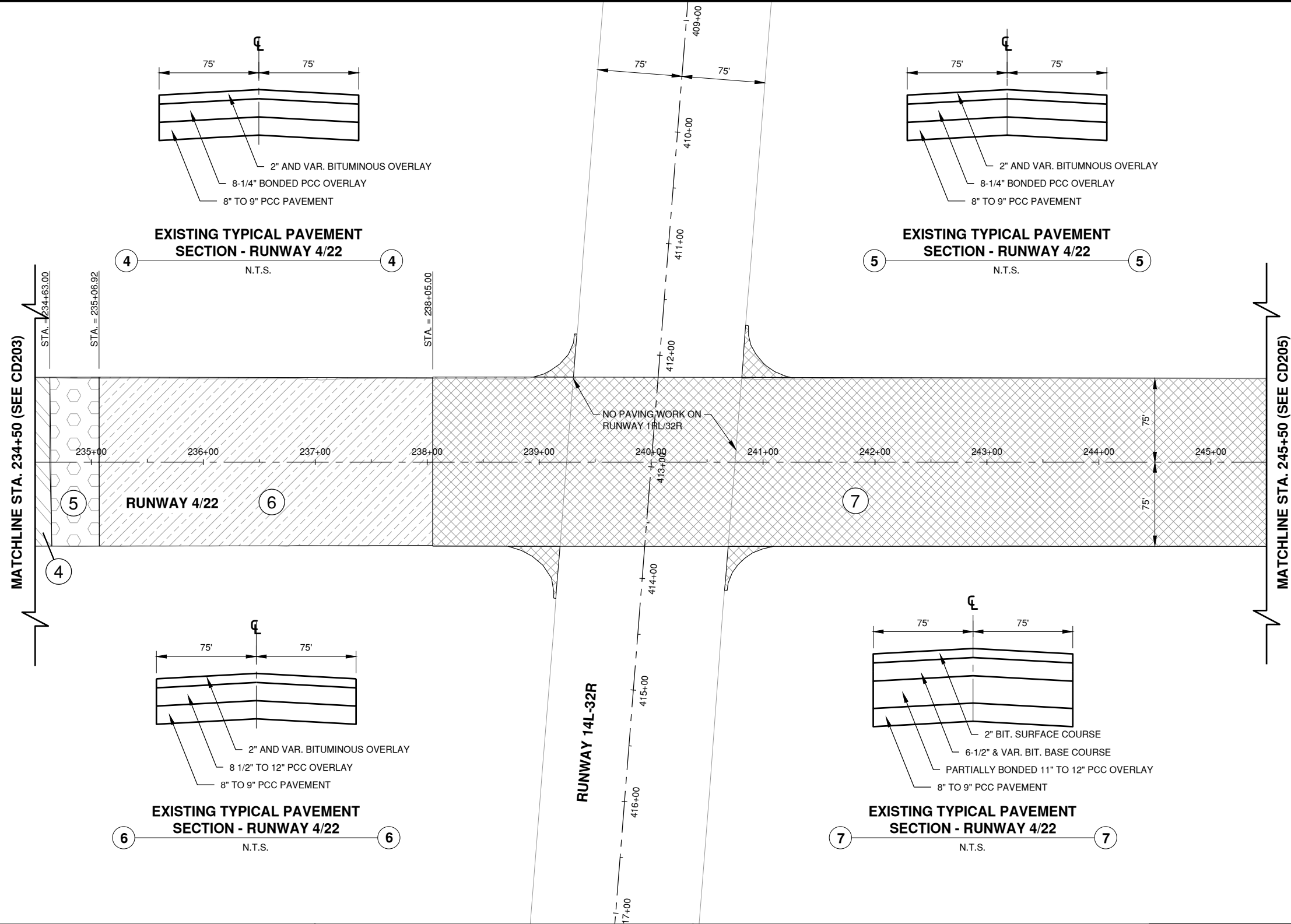
MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-CD203.DWG	
DESIGNED BY: CER	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE
**EXISTING PAVEMENT
STRUCTURES 3**

CD203
SHEET 20 OF 115

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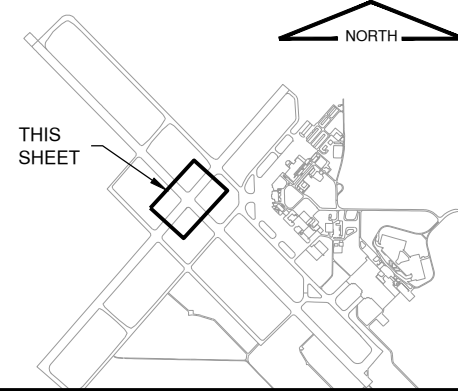
NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2\" TO 8-1/2\".

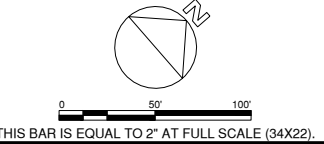
LEGEND

- | | | |
|---|--|--|
| 4 | | EXISTING 2\" AND VAR. BITUMINOUS OVERLAY
EXISTING 8-1/4\" BONDED PCC OVERLAY
EXISTING 8\" TO 9\" PCC PAVEMENT |
| 5 | | EXISTING 2\" AND VAR. BITUMINOUS OVERLAY
EXISTING 8-1/4\" BONDED PCC OVERLAY
EXISTING 8\" TO 9\" PCC PAVEMENT |
| 6 | | EXISTING 2\" AND VAR. BITUMINOUS OVERLAY
EXISTING 8-1/2\" TO 12\" PCC OVERLAY
EXISTING 8\" TO 9\" PCC PAVEMENT |
| 7 | | EXISTING 2\" BIT. SURFACE COURSE
EXISTING 6.5\" & VAR. BIT. BASE COURSE
EXISTING 11\" TO 12\" PARTIALLY BONDED PCC OVERLAY
EXISTING 8\" TO 9\" PCC PAVEMENT |

KEYMAP



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REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD	UN060
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IL PROJ. NO. CMI-4751
CMT PROJECT NO: 19005902
CAD DWG FILE: 19005902-CD204.DWG
DESIGNED BY: CER
DRAWN BY: BEE
CHECKED BY: MJD
APPROVED BY: CBG
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SHEET TITLE
**EXISTING PAVEMENT
STRUCTURES 4**

CD204
SHEET 21 OF 115

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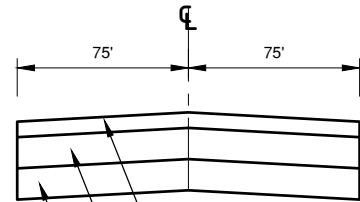
MATCHLINE STA. 245+50 (SEE CD204)

LIMITS OF WORK
STA. = 512+73.57

TAXIWAY C

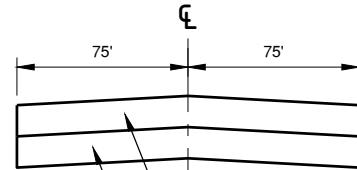
TAXIWAY C

STA. = 516+23.98
LIMITS OF WORK



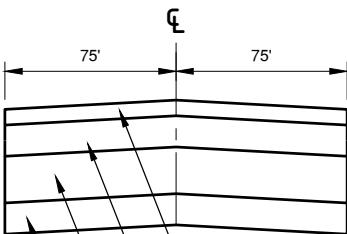
EXISTING TYPICAL PAVEMENT
SECTION - RUNWAY 4/22

N.T.S.



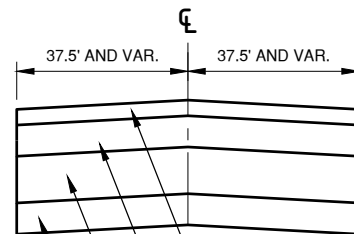
EXISTING TYPICAL PAVEMENT
SECTION - RUNWAY 4/22

N.T.S.



EXISTING TYPICAL PAVEMENT
SECTION - RUNWAY 4/22

N.T.S.



EXISTING TYPICAL PAVEMENT
SECTION - TAXIWAY C

N.T.S.

MATCHLINE STA. 258+50 (SEE CD206)

NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2" TO 8-1/2".

LEGEND

7



EXISTING 2" BIT. SURFACE COURSE
EXISTING 6.5" & VAR. BIT. BASE COURSE
EXISTING 11" TO 12" PARTIALLY BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT

8



EXISTING 2" AND VAR. BITUMINOUS OVERLAY
EXISTING 8-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT

9



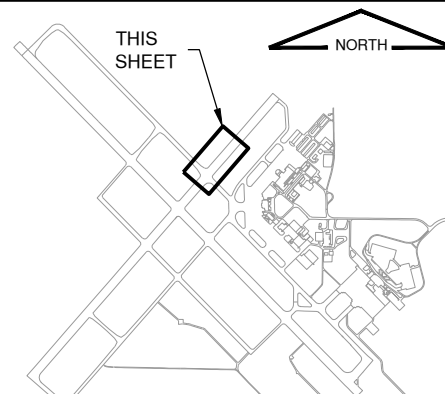
EXISTING 8-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT

C



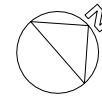
EXISTING 2" BIT. SURFACE COURSE
EXISTING 6.5" & VAR. BIT. BASE COURSE
EXISTING 11" TO 12" PARTIALLY BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT

KEYMAP



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REHABILITATE RUNWAY 4-22

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD205.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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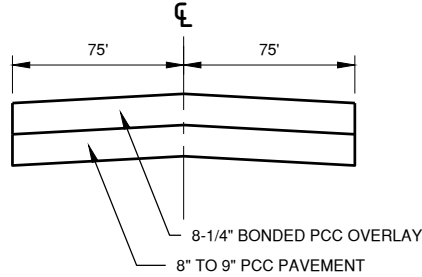
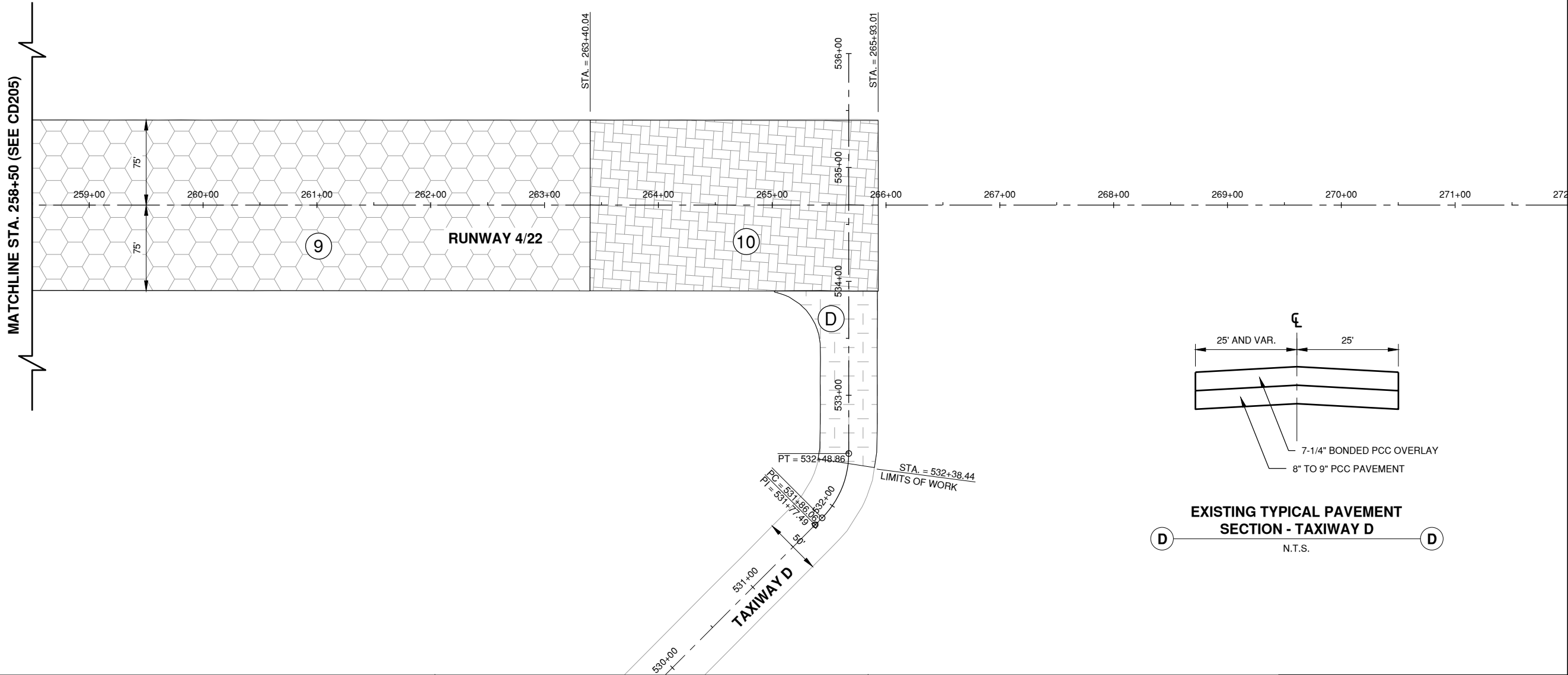
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EXISTING PAVEMENT
STRUCTURES 5

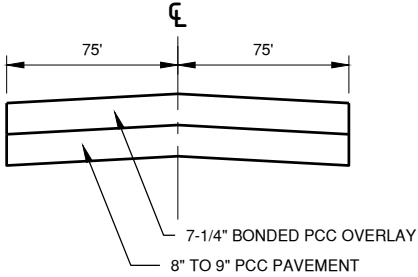
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SHEET 22 OF 115

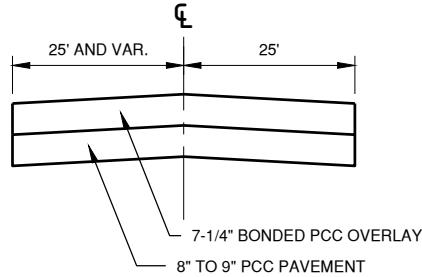
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EXISTING TYPICAL PAVEMENT
SECTION - RUNWAY 4/22



EXISTING TYPICAL PAVEMENT
SECTION - RUNWAY 4/22



EXISTING TYPICAL PAVEMENT
SECTION - TAXIWAY D

NOTES

- EXISTING PAVEMENT SECTION INFORMATION WAS GATHERED FROM RECORD DRAWINGS AND OTHER HISTORICAL SOURCES.
- DEPTH OF BITUMINOUS OVERLAYS ON RUNWAY 4/22 VARY FROM 2" TO 8-1/2".

LEGEND

9



EXISTING 8-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC

10



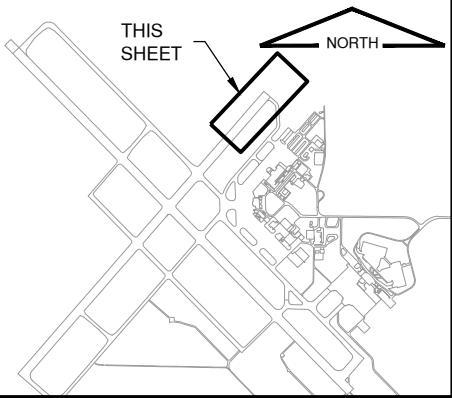
EXISTING 7-1/4" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC

D



EXISTING 7" BONDED PCC OVERLAY
EXISTING 8" TO 9" PCC PAVEMENT

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CD206.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

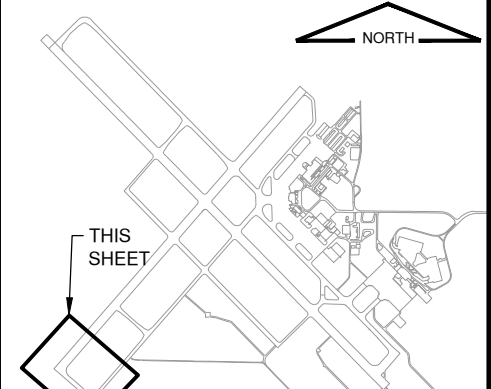
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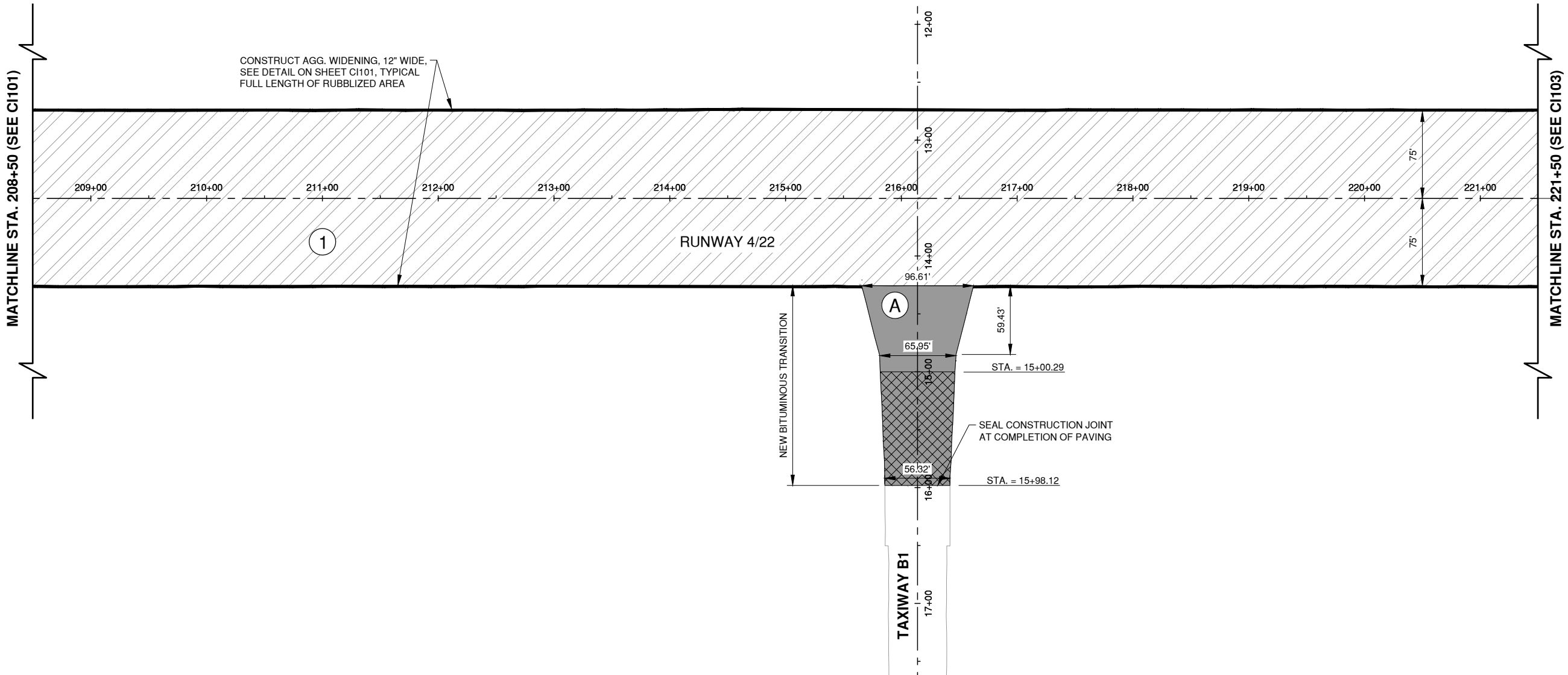
EXISTING PAVEMENT
STRUCTURES 6

CD206

SHEET 23 OF 115



Path: K:\Champaign\A019005902_Rev4-22\Draw\Sheets\19005902-C1102.dwg
Date: Wednesday, May 13, 2020 12:10:31 PM



NOTES

1. PRIOR TO OVERLAY PLACEMENT, THE CONTRACTOR SHALL PROVIDE ELEVATIONS OF THE MILLED AND RUBBLIZED AND MILLED SURFACES ON A 25' x 25' GRID TO THE RESIDENT ENGINEER TO REVIEW. WHERE PLACEMENT GREATER THAN 9" IN THICKNESS ARE DETERMINED, THE CONTRACTOR SHALL PLACE THE REQUIRED MATERIAL TO MEET THE PROPOSED GRADE AT NO ADDITIONAL COST TO THE CONTRACT.
2. A PRIME COAT SHALL BE PLACED ON THE RUBBLIZED PCC PRIOR TO OVERLAY. A TACK COAT SHALL BE PLACED ON MILLED HMA PRIOR TO OVERLAY PLACEMENT.
3. SEE GRADING AND DRAINAGE PLANS, SHEETS CU101 THROUGH CU106 FOR LIMITS OF SHOULDER GRADING.

LEGEND

1



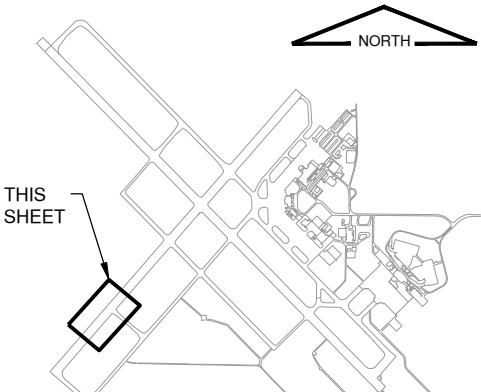
NEW 4" HMA SURFACE COURSE (401)
NEW 5" HMA BASE COURSE (403)
NEW 14"± RUBBLIZED PCC (215)
EXISTING AGGREGATE BASE COURSE (208)

A



NEW BUTT JOINT CONSTRUCTION:
NEW 2" HMA SURFACE COURSE (401)
NEW VARIABLE DEPTH LEVELING COURSE (403)

KEYMAP



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CONSULTANTS



0 50' 100'
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-C1102.DWG

DESIGNED BY: SMS

DRAWN BY: SMS

CHECKED BY: MJD

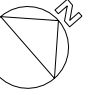
APPROVED BY: CBG

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SHEET TITLE

PROPOSED
IMPROVEMENTS 2

C1102
SHEET 25 OF 115



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

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060IL PROJ. NO. CMI-4751CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CI103.DWG

DESIGNED BY: SMSDRAWN BY: SMS

CHECKED BY: MJD

APPROVED BY: CBGCOPYRIGHT: _____[illegible]

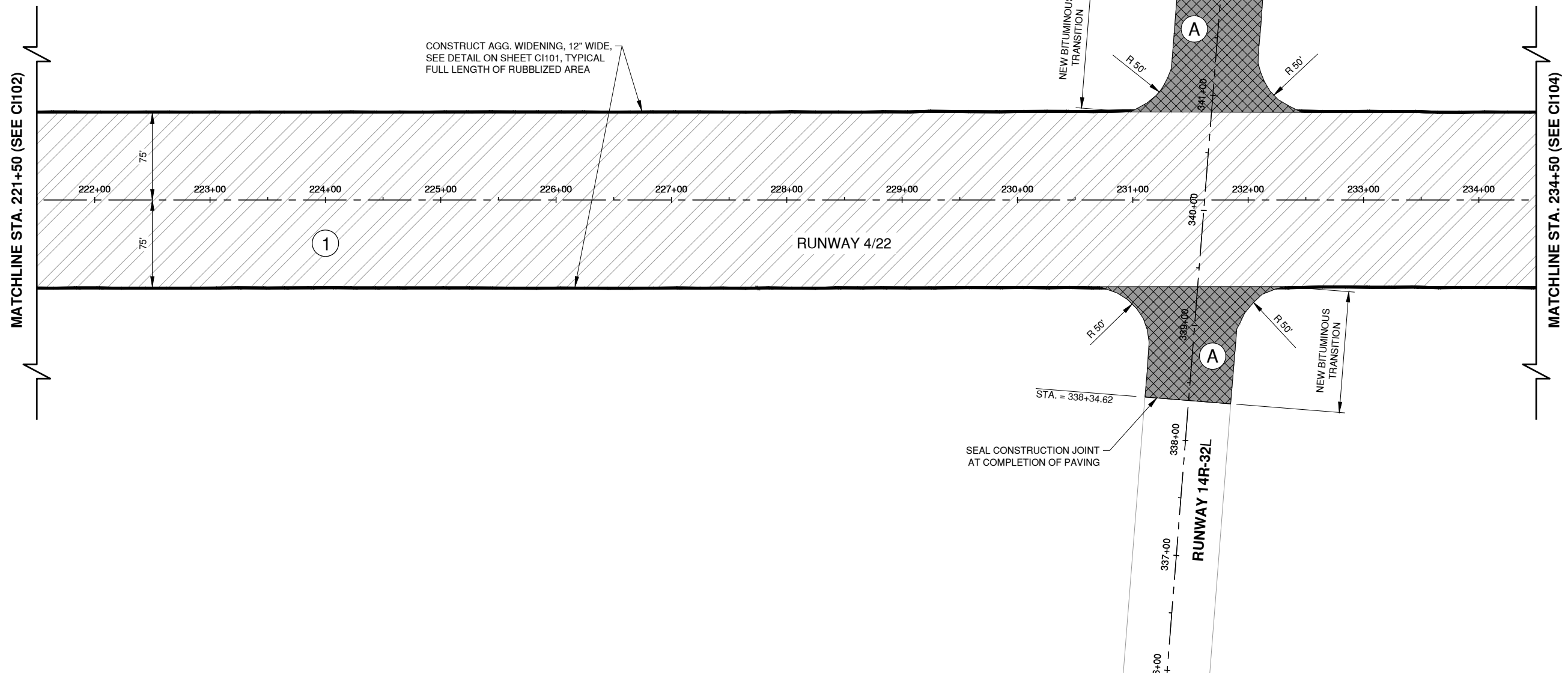
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PROPOSEDPROPOSED

IMPROVEMENTS 3

MOVEMENTS 3

10. *Journal of the American Medical Association*, 2000; 283: 2689-2693.

C|10326 115

NOTES

1. PRIOR TO OVERLAY PLACEMENT, THE CONTRACTOR SHALL PROVIDE ELEVATIONS OF THE MILLED AND RUBBLIZED AND MILLED SURFACES ON A 25' x 25' GRID TO THE RESIDENT ENGINEER TO REVIEW. WHERE PLACEMENT GREATER THAN 9" IN THICKNESS ARE DETERMINED, THE CONTRACTOR SHALL PLACE THE REQUIRED MATERIAL TO MEET THE PROPOSED GRADE AT NO ADDITIONAL COST TO THE CONTRACT.
2. A PRIME COAT SHALL BE PLACED ON THE RUBBLIZED PCC PRIOR TO OVERLAY. A TACK COAT SHALL BE PLACED ON MILLED HMA PRIOR TO OVERLAY PLACEMENT.
3. SEE GRADING AND DRAINAGE PLANS, SHEETS CU101 THROUGH CU106 FOR LIMITS OF SHOULDER GRADING.

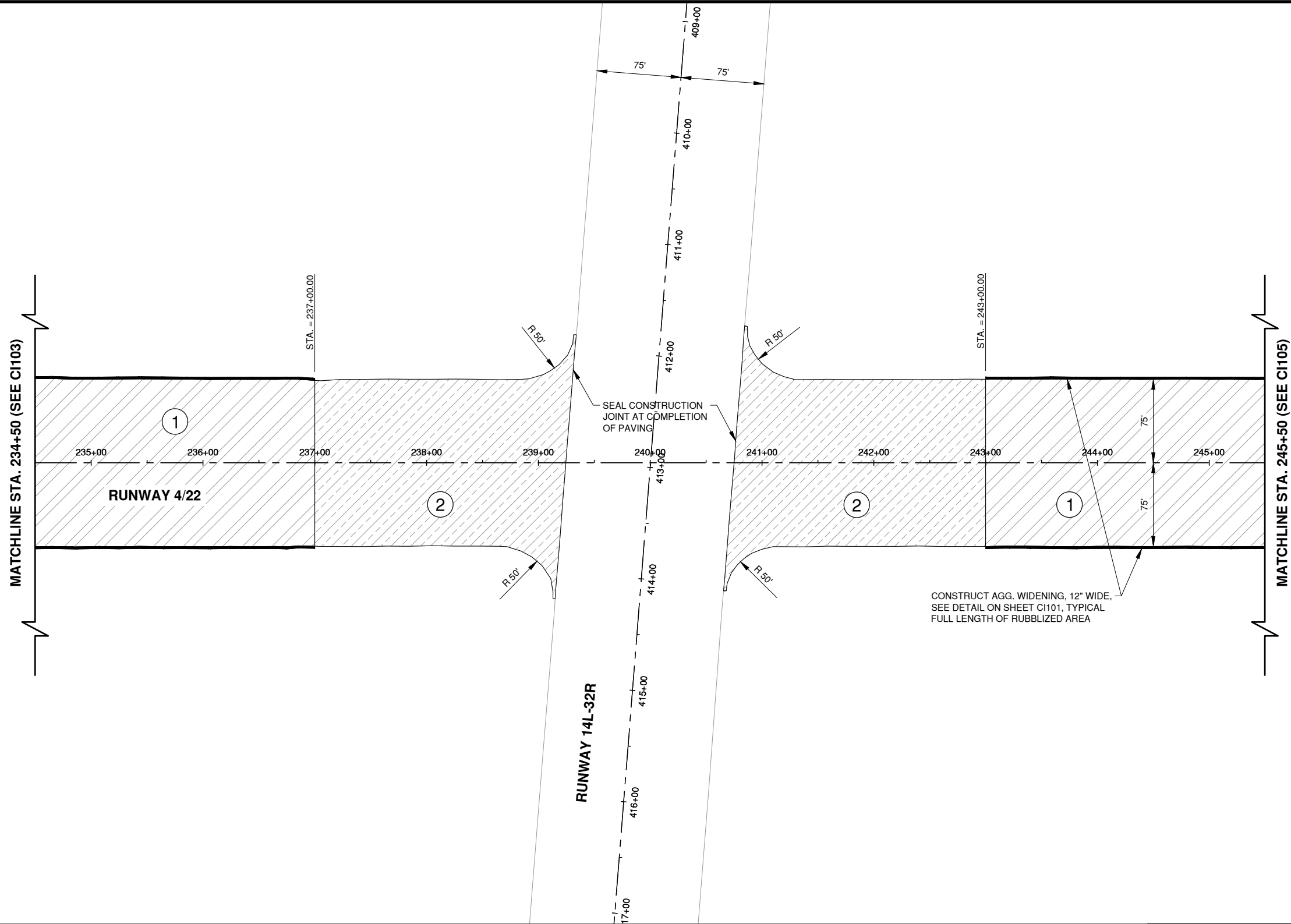
LEGEND	
1 NEW 4" HMA SURFACE COURSE (401) NEW 5" HMA BASE COURSE (403) NEW 14"± RUBBLIZED PCC (215) EXISTING AGGREGATE BASE COURSE (208)	
A NEW BUTT JOINT CONSTRUCTION: NEW 2" HMA SURFACE COURSE (401) NEW VARIABLE DEPTH LEVELING COURSE (403)	

KEYMAP

A keymap showing the location of the study area within a larger regional context. The map includes a north arrow pointing towards the top right. A rectangular box labeled "THIS SHEET" indicates the specific area covered by the main map.

IL PROJ. NO. CMI-4751
CMT PROJECT NO: 19005902
CAD DWG FILE: 19005902-CI103.DWG
DESIGNED BY: SMS
DRAWN BY: SMS
CHECKED BY: MJD
APPROVED BY: CBG
COPYRIGHT:
SHEET TITLE
PROPOSED IMPROVEMENTS 3
CI103
SHEET 26 OF 115

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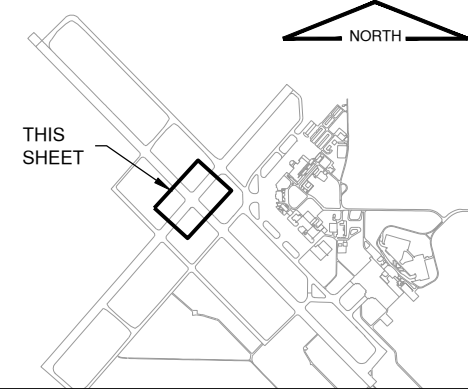
NOTES

1. PRIOR TO OVERLAY PLACEMENT, THE CONTRACTOR SHALL PROVIDE ELEVATIONS OF THE MILLED AND RUBBLIZED AND MILLED SURFACES ON A 25' x 25' GRID TO THE RESIDENT ENGINEER TO REVIEW. WHERE PLACEMENT GREATER THAN 9" IN THICKNESS ARE DETERMINED, THE CONTRACTOR SHALL PLACE THE REQUIRED MATERIAL TO MEET THE PROPOSED GRADE AT NO ADDITIONAL COST TO THE CONTRACT.
2. A PRIME COAT SHALL BE PLACED ON THE RUBBLIZED PCC PRIOR TO OVERLAY. A TACK COAT SHALL BE PLACED ON MILLED HMA PRIOR TO OVERLAY PLACEMENT.
3. SEE GRADING AND DRAINAGE PLANS, SHEETS CU101 THROUGH CU106 FOR LIMITS OF SHOULDER GRADING.

LEGEND

- | | | |
|---|--|---|
| 1 | | NEW 4" HMA SURFACE COURSE (401)
NEW 5" HMA BASE COURSE (403)
NEW 14"± RUBBLIZED PCC (215)
EXISTING AGGREGATE BASE COURSE (208) |
| 2 | | NEW 3" HMA SURFACE COURSE (401)
EXISTING VARIABLE DEPTH HMA (401/403)
EXISTING 16"-18" PCC PAVEMENT (501) |

KEYMAP



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REHABILITATE RUNWAY 4-22

OWNER

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-C1104.DWG

DESIGNED BY: SMS

DRAWN BY: SMS

CHECKED BY: MJD

APPROVED BY: CBG

COPYRIGHT:

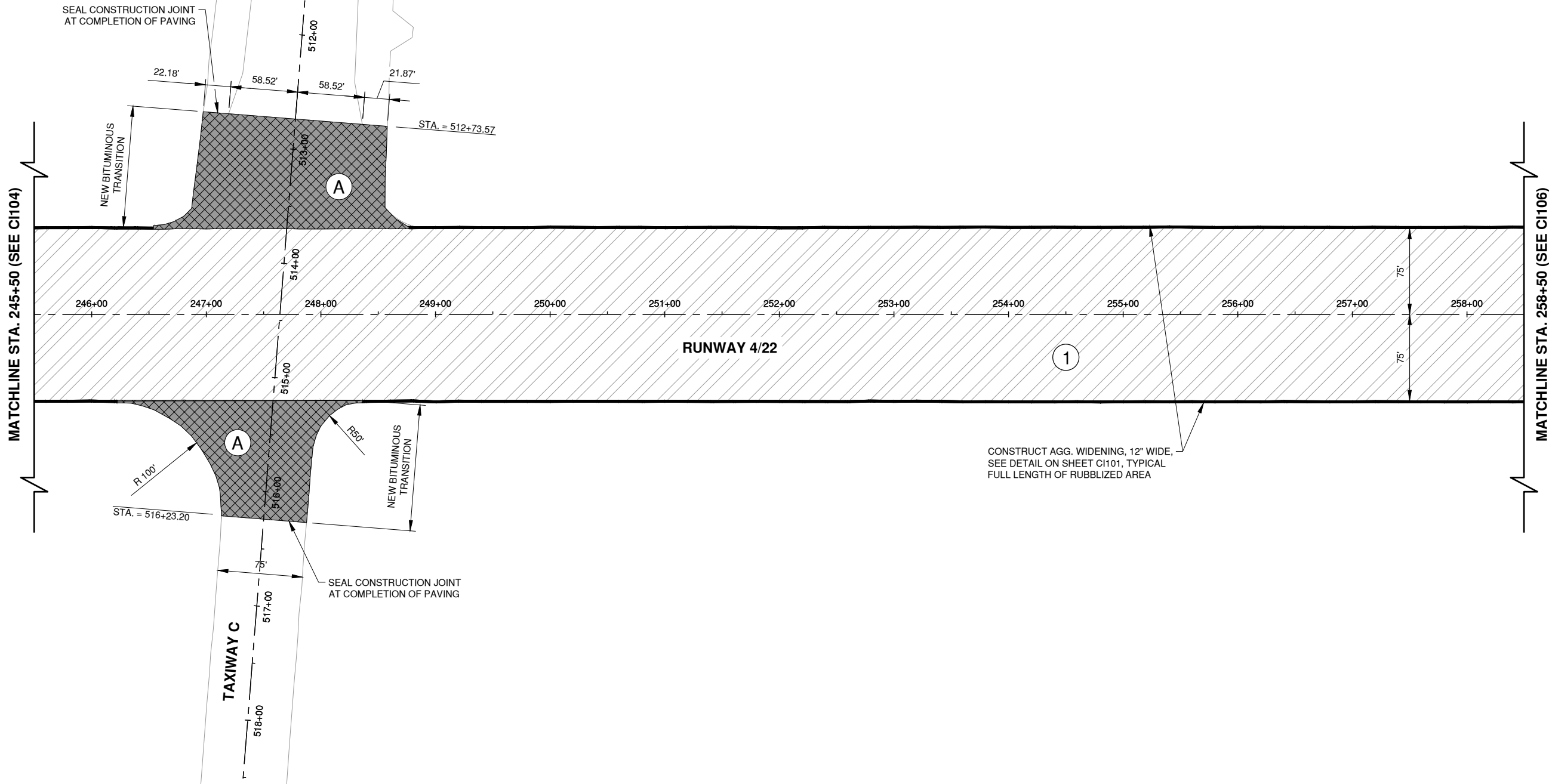
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PROPOSED IMPROVEMENTS 4

C1104

SHEET 27 OF 115

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Date: Wednesday, May 13, 2020 12:11:16 PM



NOTES

1. PRIOR TO OVERLAY PLACEMENT, THE CONTRACTOR SHALL PROVIDE ELEVATIONS OF THE MILLED AND RUBBLIZED AND MILLED SURFACES ON A 25' x 25' GRID TO THE RESIDENT ENGINEER TO REVIEW. WHERE PLACEMENT GREATER THAN 9" IN THICKNESS ARE DETERMINED, THE CONTRACTOR SHALL PLACE THE REQUIRED MATERIAL TO MEET THE PROPOSED GRADE AT NO ADDITIONAL COST TO THE CONTRACT.
2. A PRIME COAT SHALL BE PLACED ON THE RUBBLIZED PCC PRIOR TO OVERLAY. A TACK COAT SHALL BE PLACED ON MILLED HMA PRIOR TO OVERLAY PLACEMENT.
3. SEE GRADING AND DRAINAGE PLANS, SHEETS CU101 THROUGH CU106 FOR LIMITS OF SHOULDER GRADING.

LEGEND

1



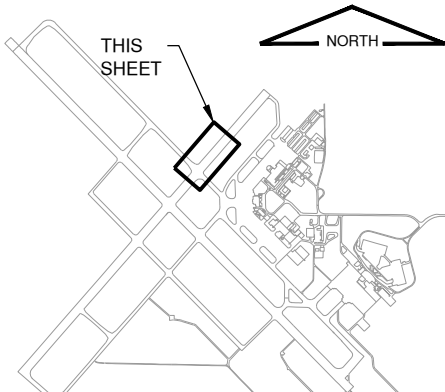
NEW 4" HMA SURFACE COURSE (401)
NEW 5" HMA BASE COURSE (403)
NEW 14"± RUBBLIZED PCC (215)
EXISTING AGGREGATE BASE COURSE (208)

A



NEW BUTT JOINT CONSTRUCTION:
NEW 2" HMA SURFACE COURSE (401)
NEW VARIABLE DEPTH LEVELING COURSE (403)

KEYMAP



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MARK	DATE	DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

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DESIGNED BY: SMS

DRAWN BY: SMS

CHECKED BY: MJD

APPROVED BY: CBG

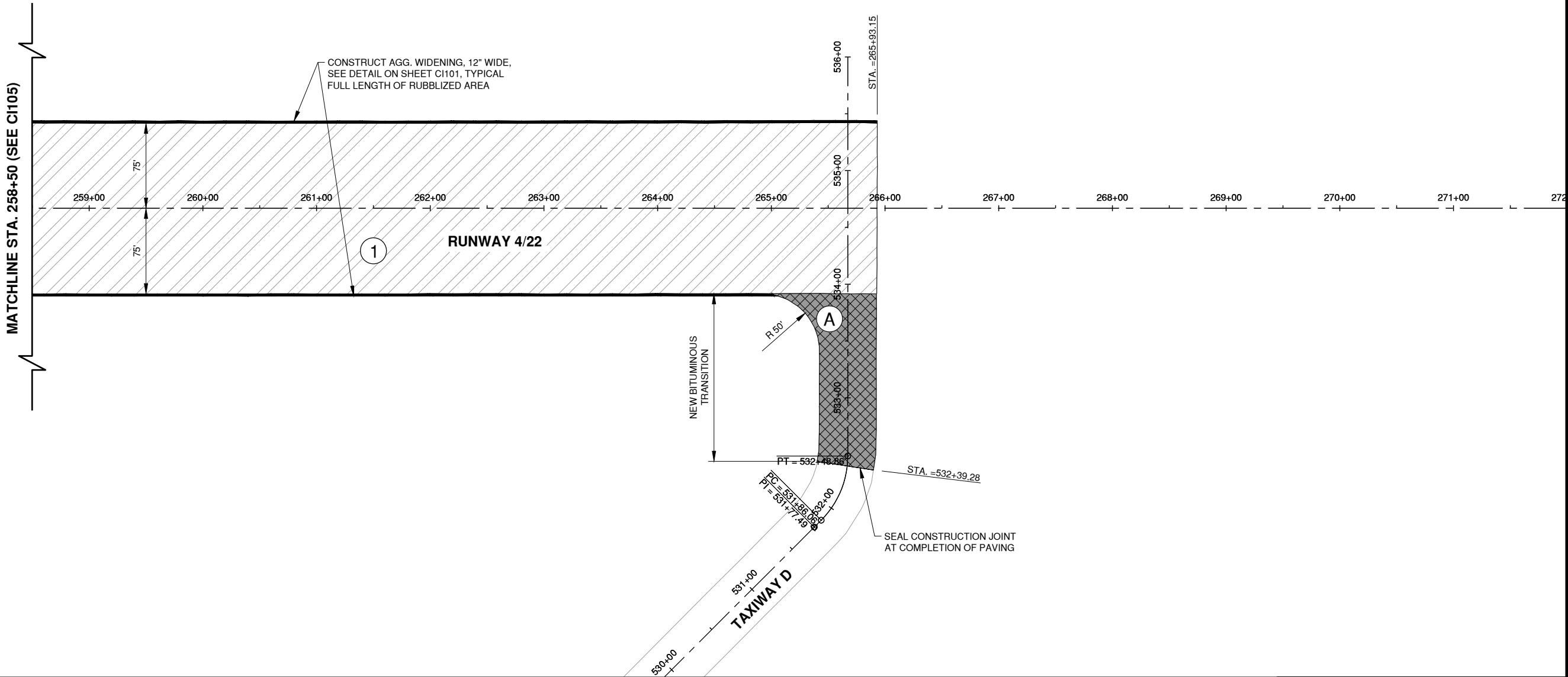
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PROPOSED
IMPROVEMENTS 5

C1105
SHEET 28 OF 115

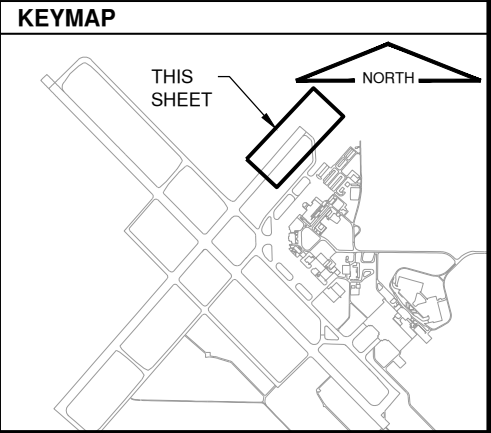
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- NOTES**
1. PRIOR TO OVERLAY PLACEMENT, THE CONTRACTOR SHALL PROVIDE ELEVATIONS OF THE MILLED AND RUBBLIZED AND MILLED SURFACES ON A 25' x 25' GRID TO THE RESIDENT ENGINEER TO REVIEW. WHERE PLACEMENT GREATER THAN 9" IN THICKNESS ARE DETERMINED, THE CONTRACTOR SHALL PLACE THE REQUIRED MATERIAL TO MEET THE PROPOSED GRADE AT NO ADDITIONAL COST TO THE CONTRACT.
 2. A PRIME COAT SHALL BE PLACED ON THE RUBBLIZED PCC PRIOR TO OVERLAY. A TACK COAT SHALL BE PLACED ON MILLED HMA PRIOR TO OVERLAY PLACEMENT.
 3. SEE GRADING AND DRAINAGE PLANS, SHEETS CU101 THROUGH CU106 FOR LIMITS OF SHOULDER GRADING.

LEGEND

①		NEW 4" HMA SURFACE COURSE (401) NEW 5" HMA BASE COURSE (403) NEW 14"± RUBBLIZED PCC (215) EXISTING AGGREGATE BASE COURSE (208)
A		NEW BUTT JOINT CONSTRUCTION: NEW 2" HMA SURFACE COURSE (401) NEW VARIABLE DEPTH LEVELING COURSE (403)



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0 50' 100'
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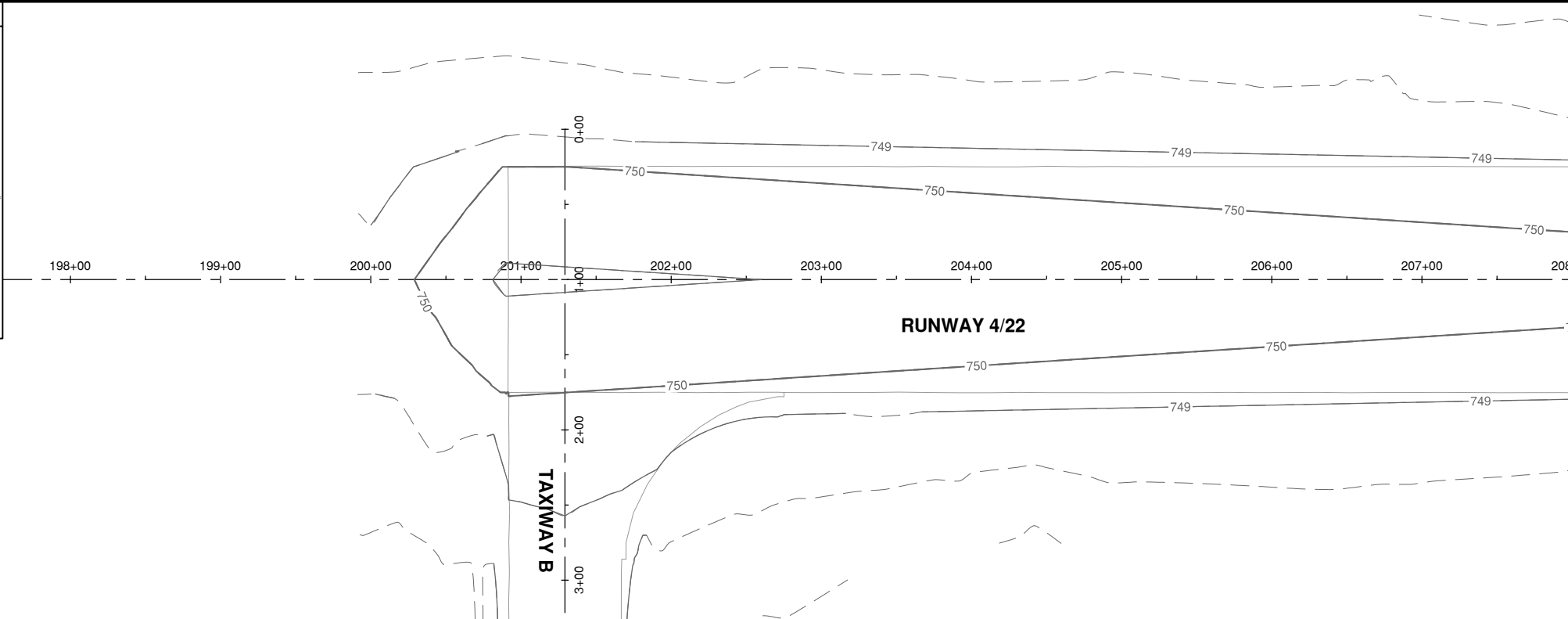
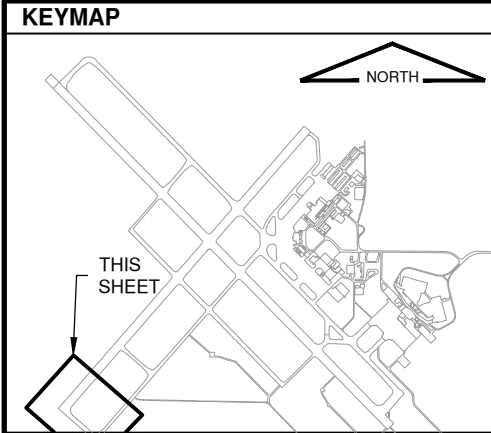
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DRAWN BY: SMS
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APPROVED BY: CBG
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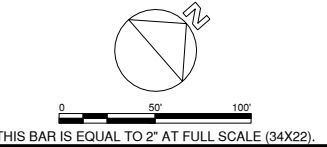
PROPOSED IMPROVEMENTS 6

C1106

SHEET 29 OF 115



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MARK	DATE	DESCRIPTION
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CMT PROJECT NO: 19005902		
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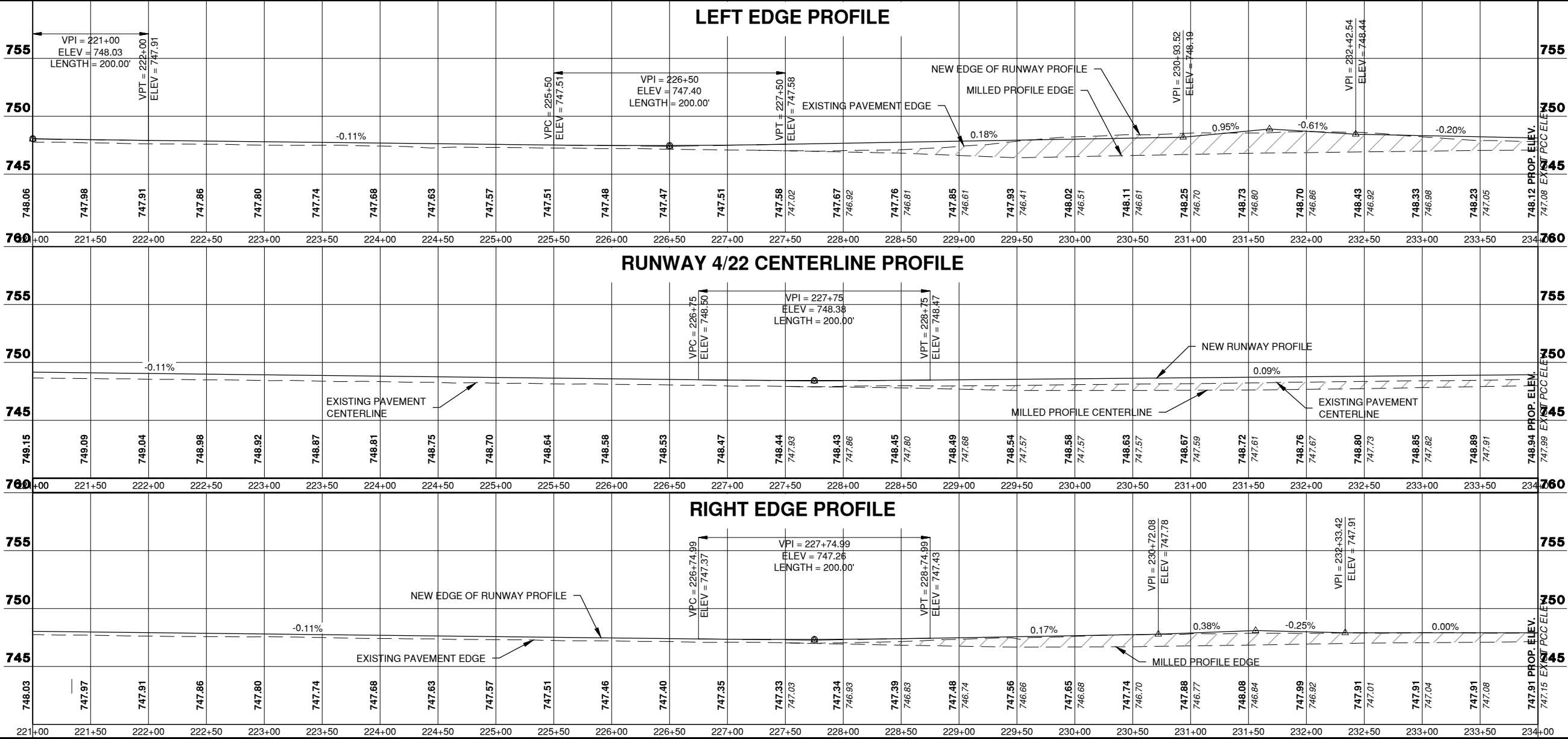
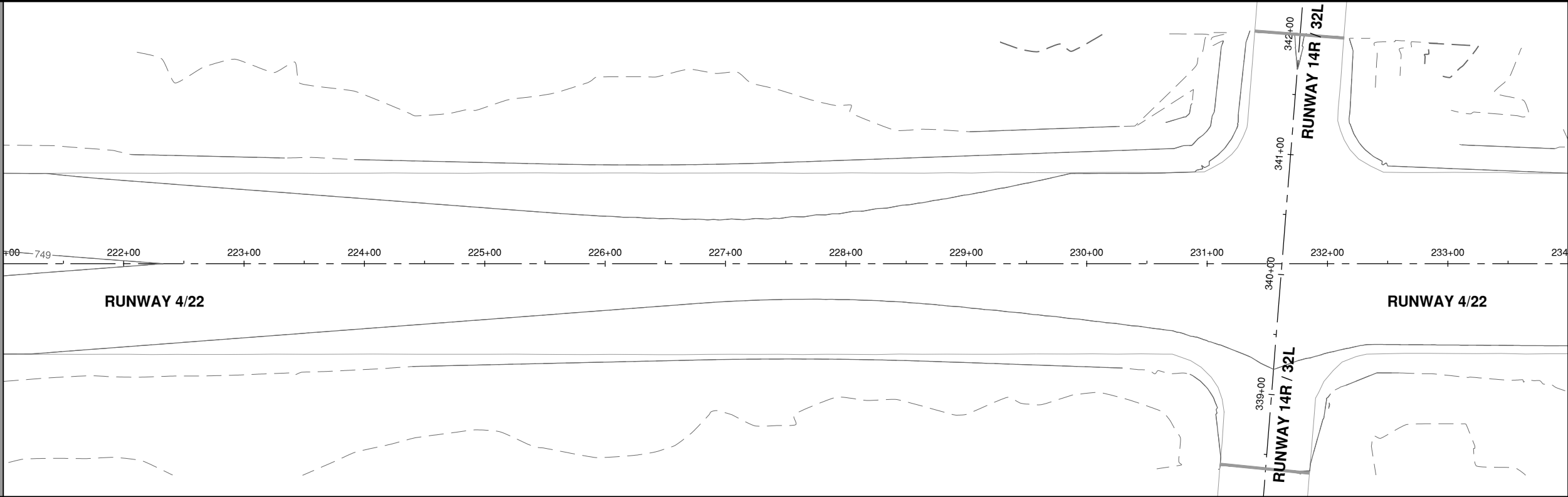
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PLAN & PROFILE 1

SHEET 31 OF 115

CI201

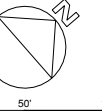
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MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902 - C PNPS.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

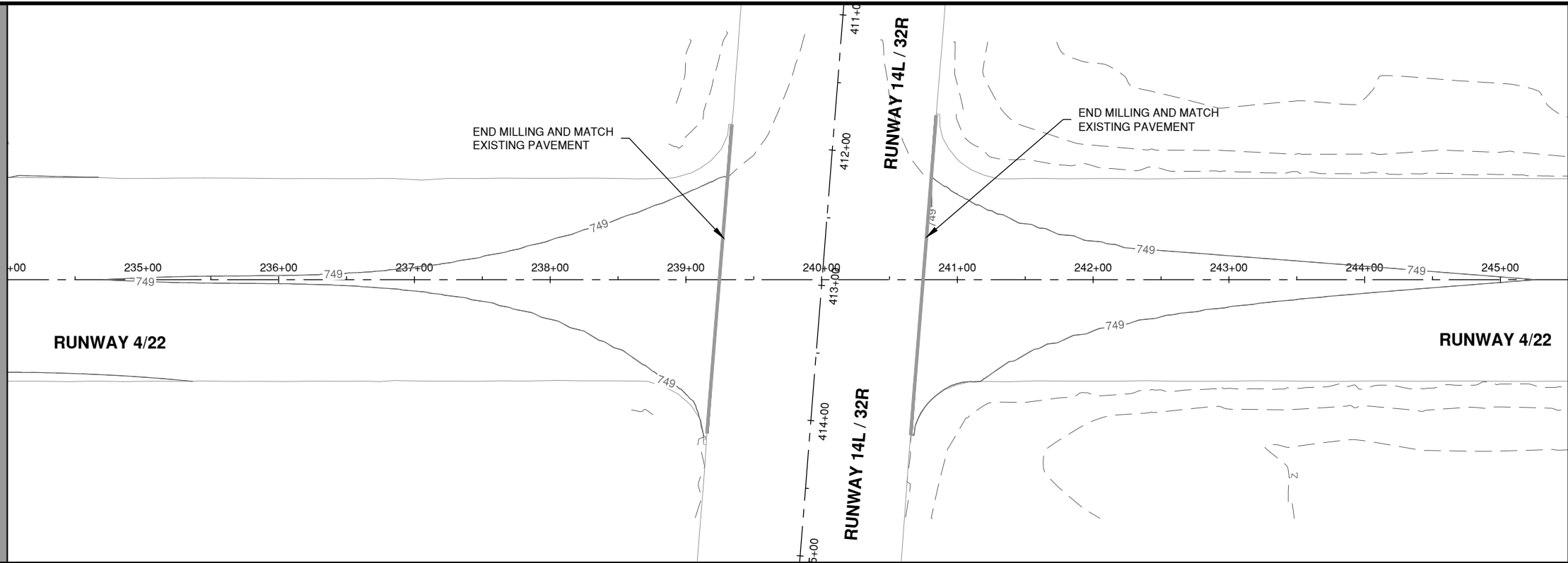
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SHEET TITLE

PLAN & PROFILE 3

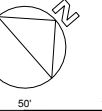
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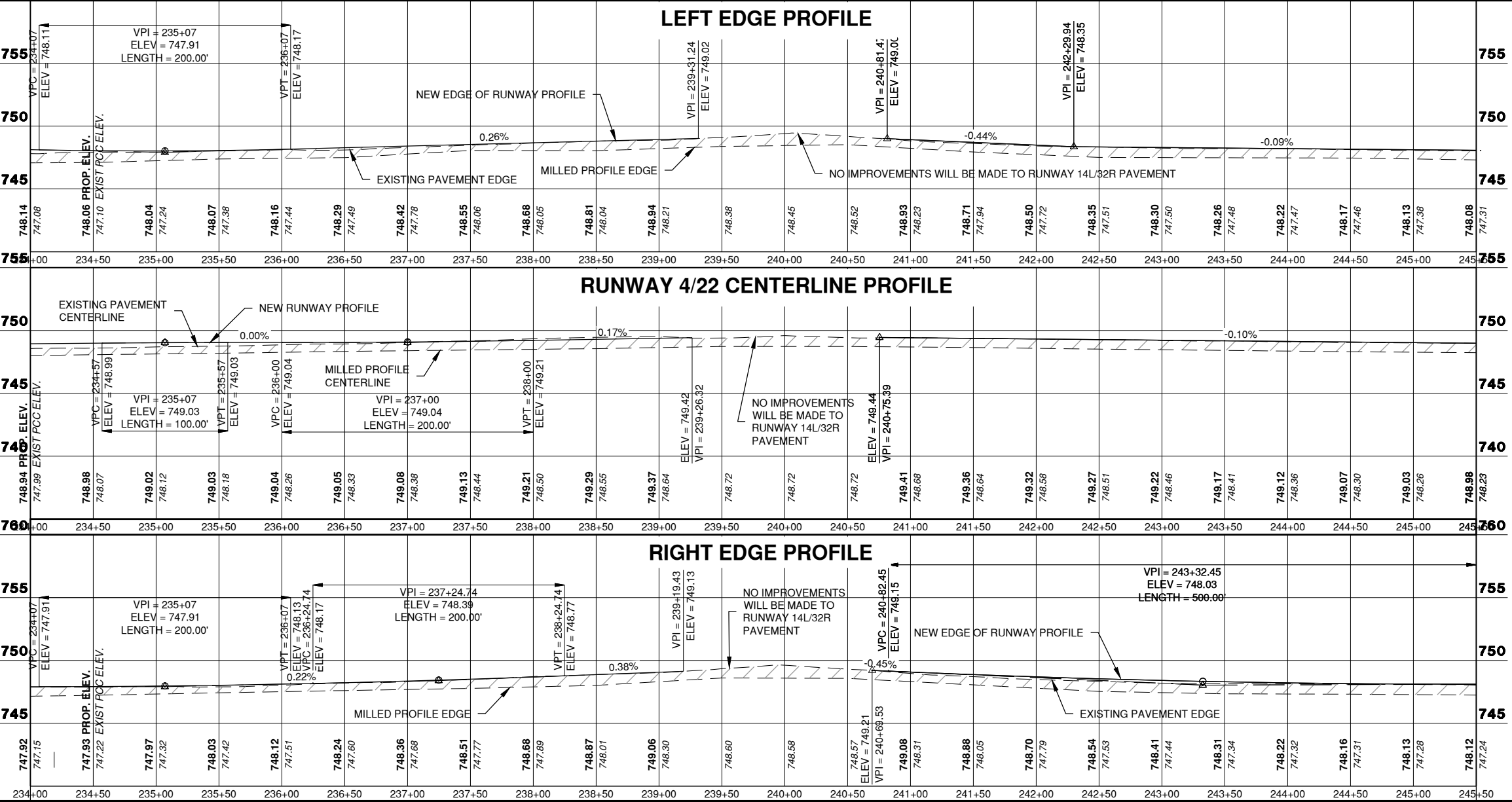


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MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

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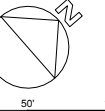
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SHEET TITLE

PLAN & PROFILE 4

SHEET 34 OF 115
CI204



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MARK	DATE	DESCRIPTION
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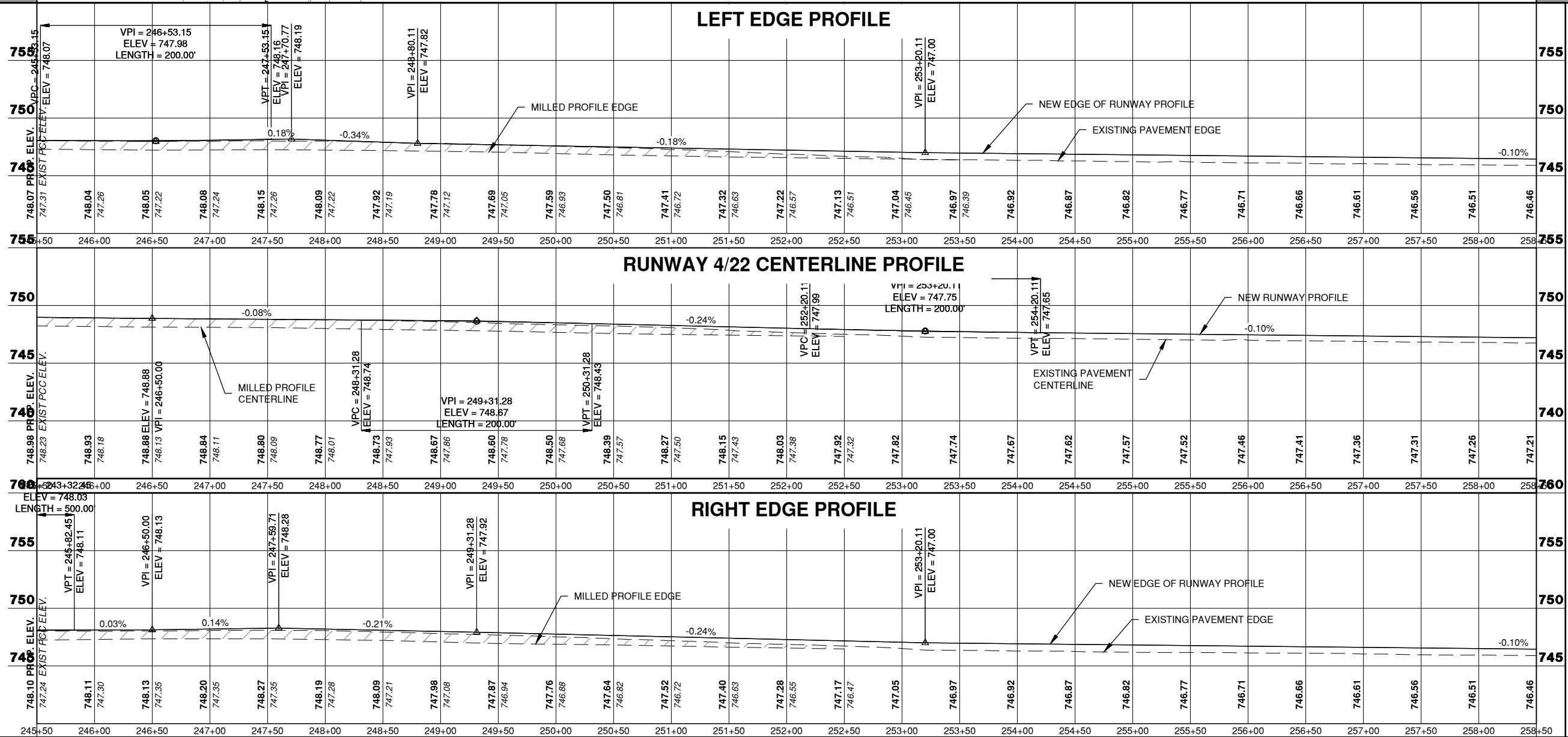
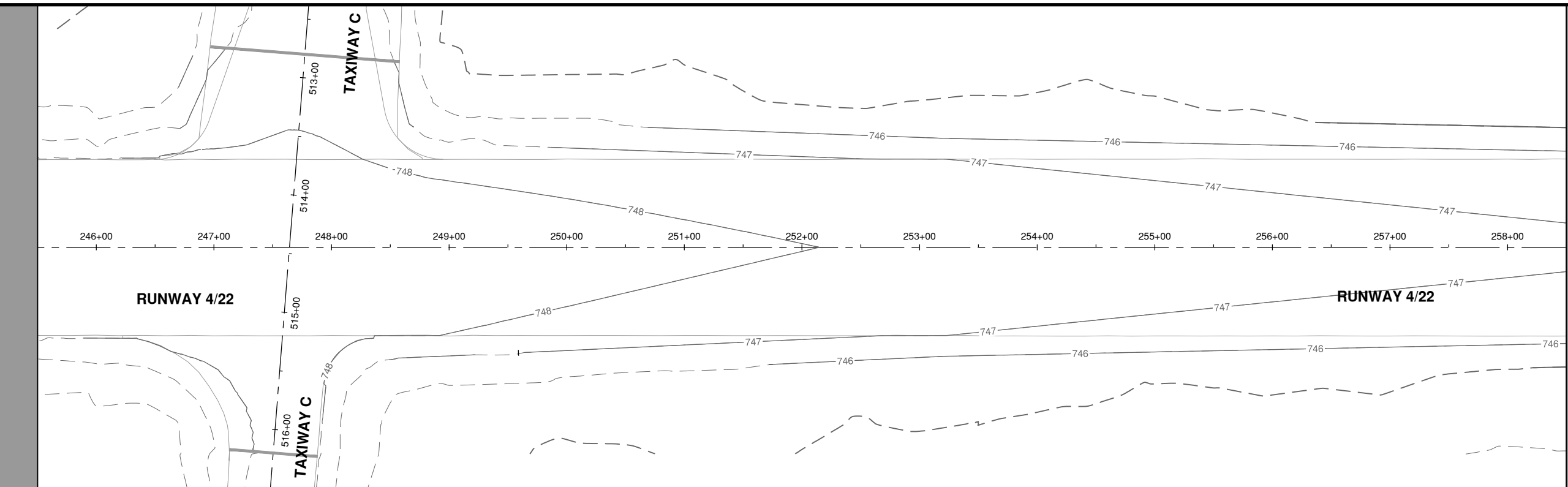
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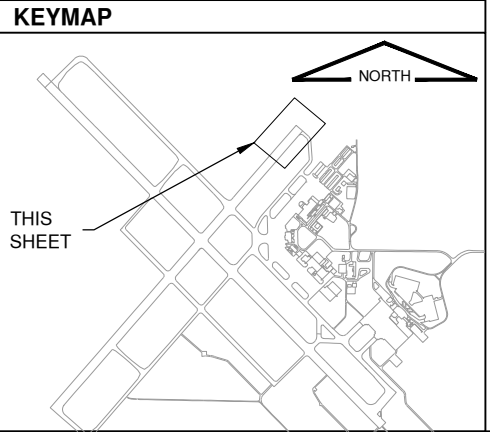
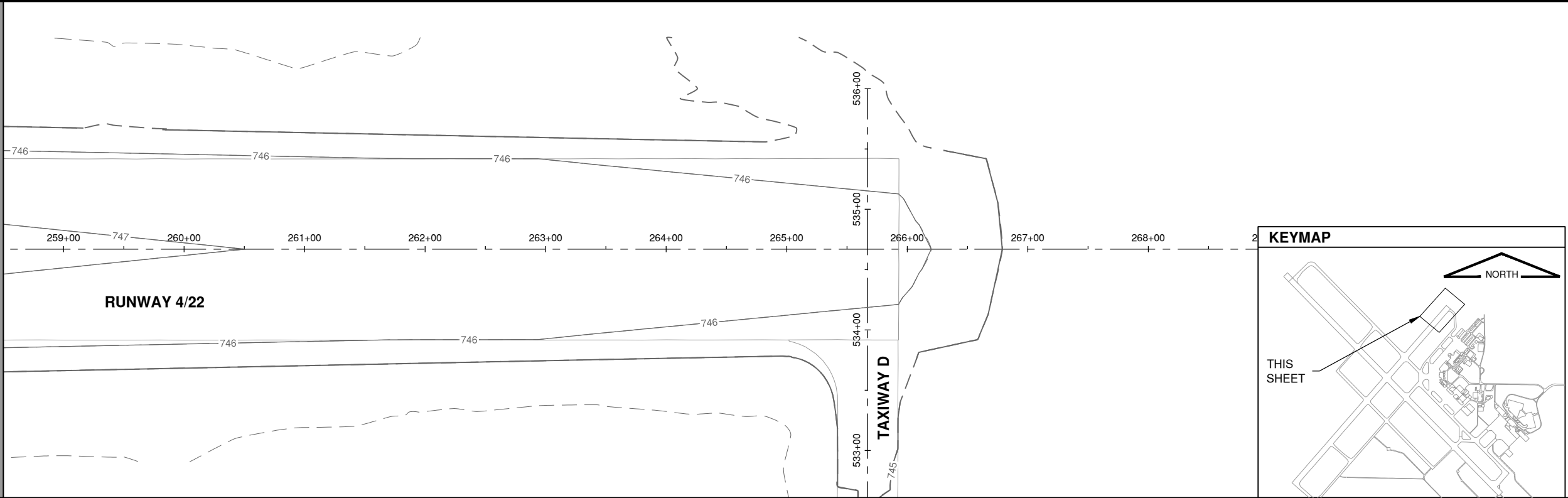
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C1205

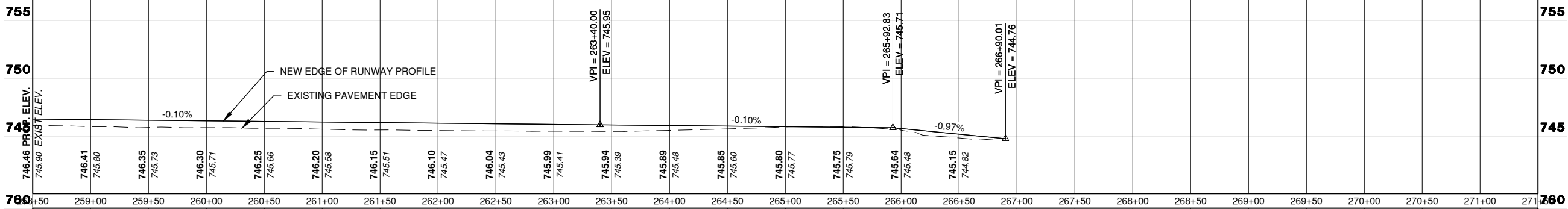
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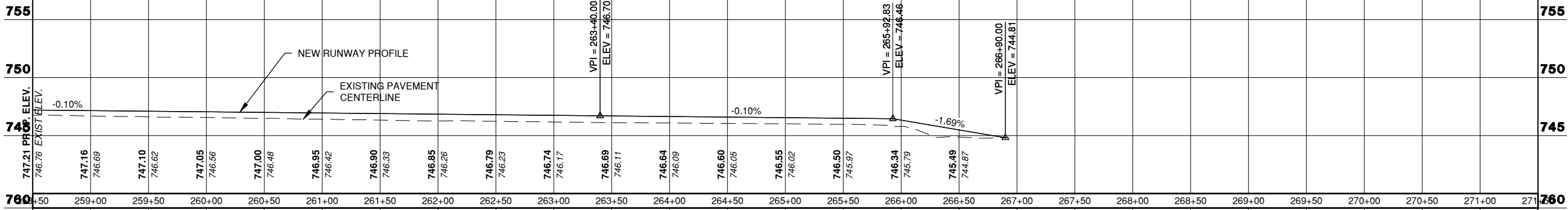
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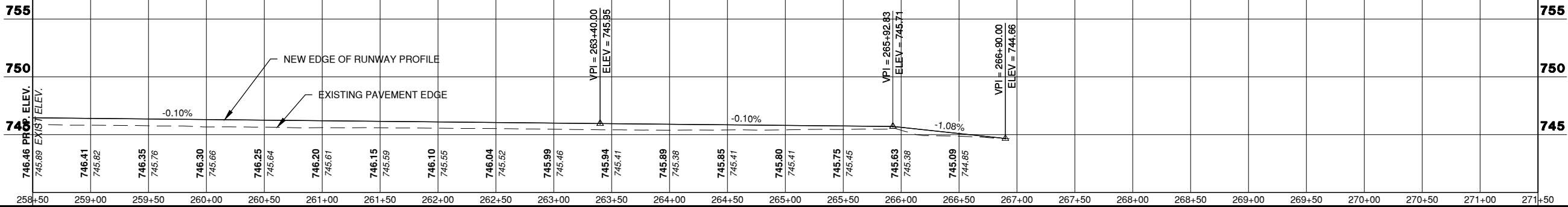
LEFT EDGE PROFILE



RUNWAY 4/22 CENTERLINE PROFILE



RIGHT EDGE PROFILE



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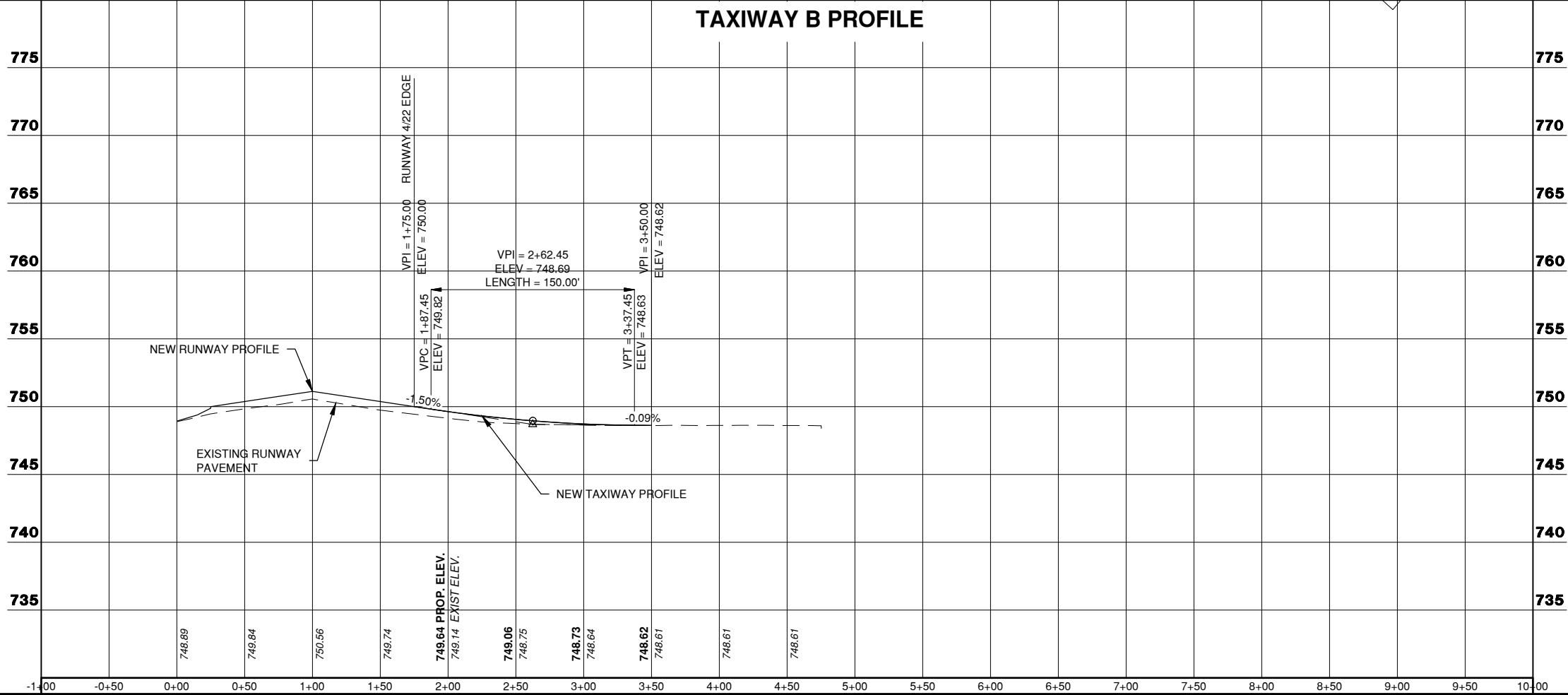
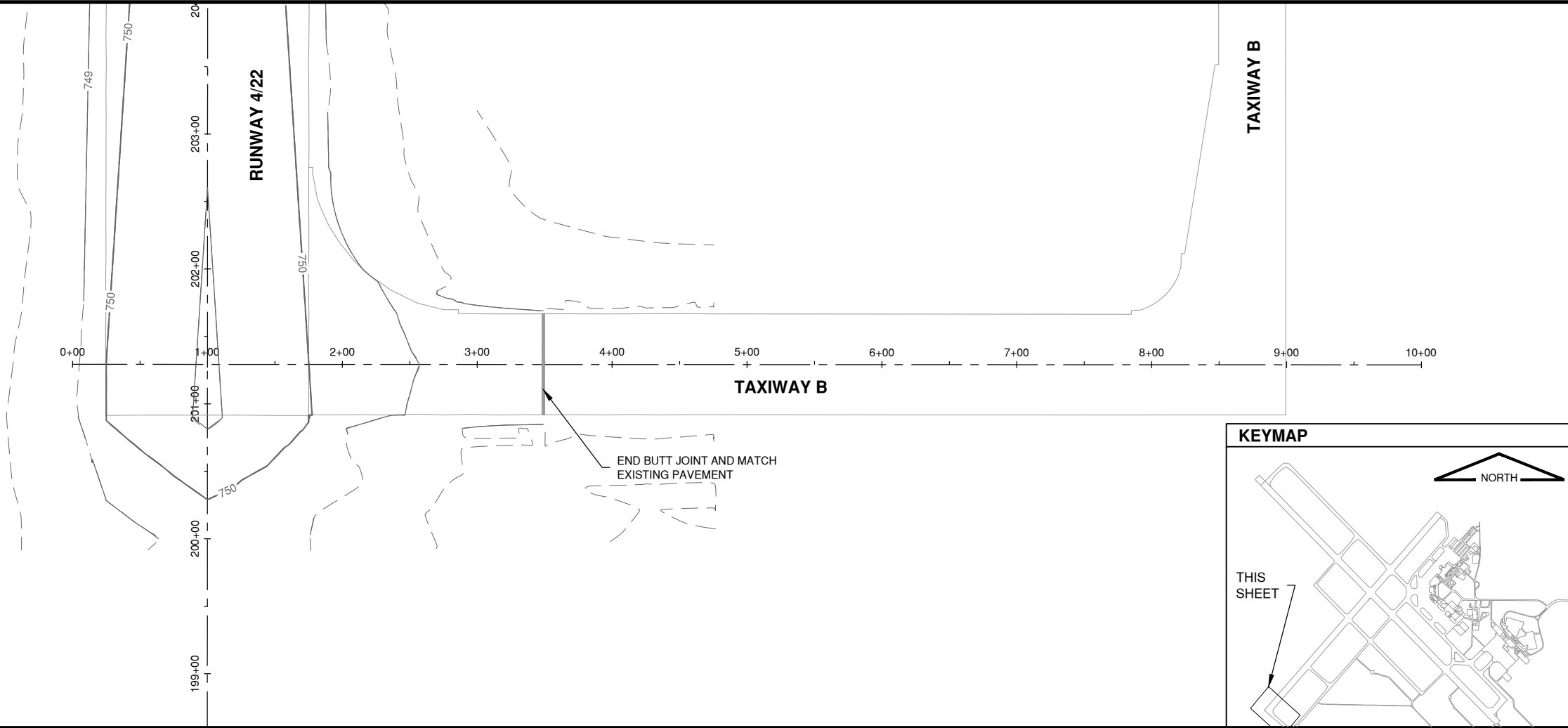
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

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DRAWN BY: DPA	
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SHEET TITLE
PLAN & PROFILE 6

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

UN060

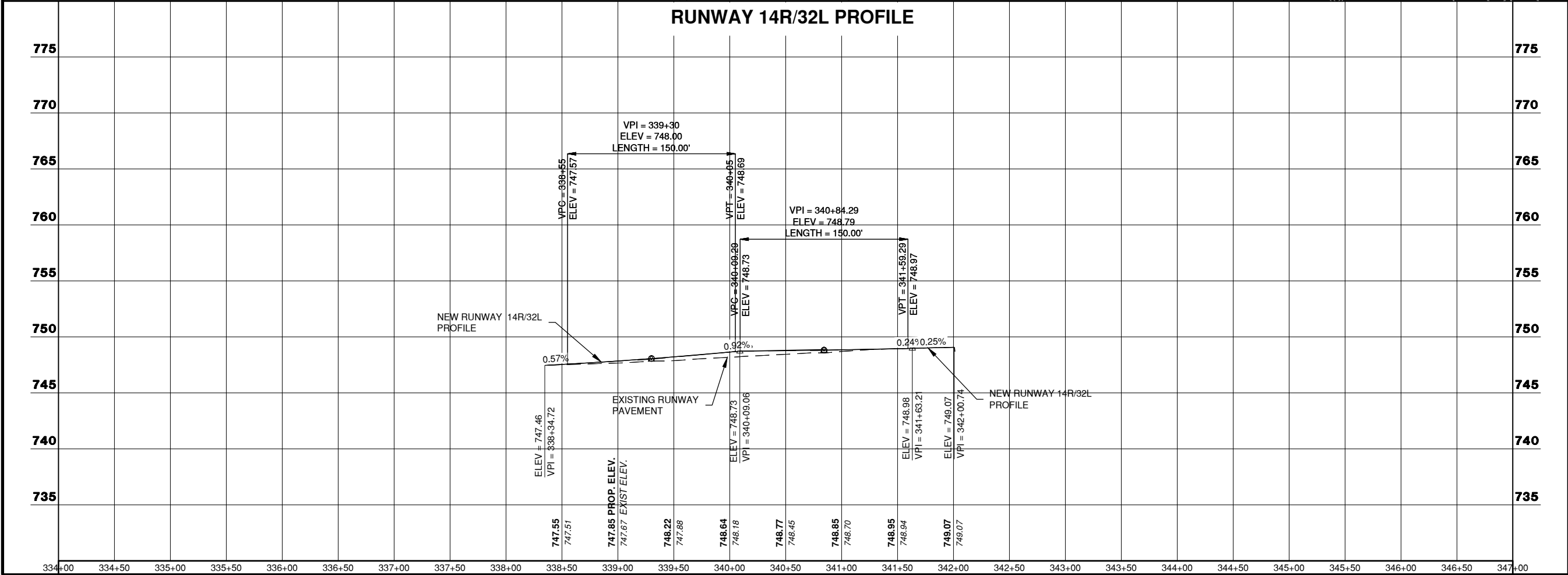
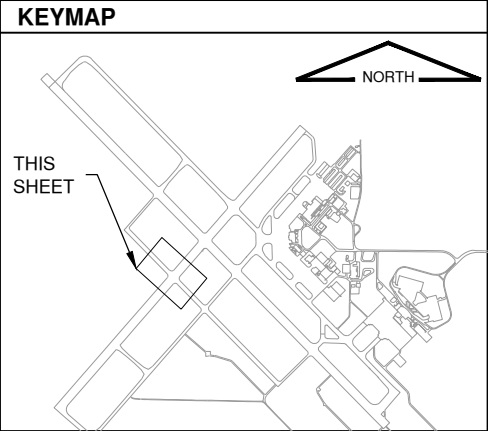
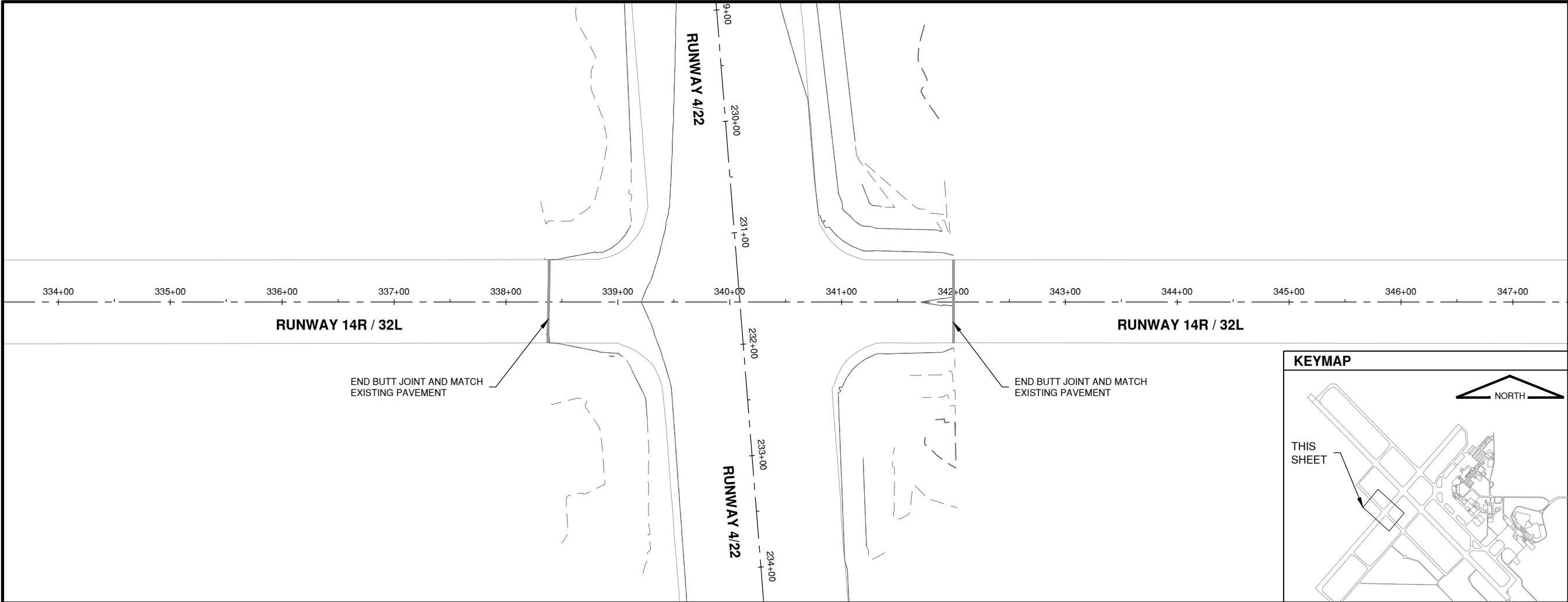
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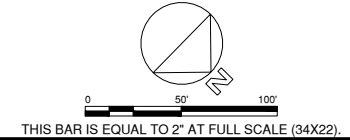
PLAN & PROFILE 7

SHEET 37 OF 115
CI207

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MARK DATE DESCRIPTION

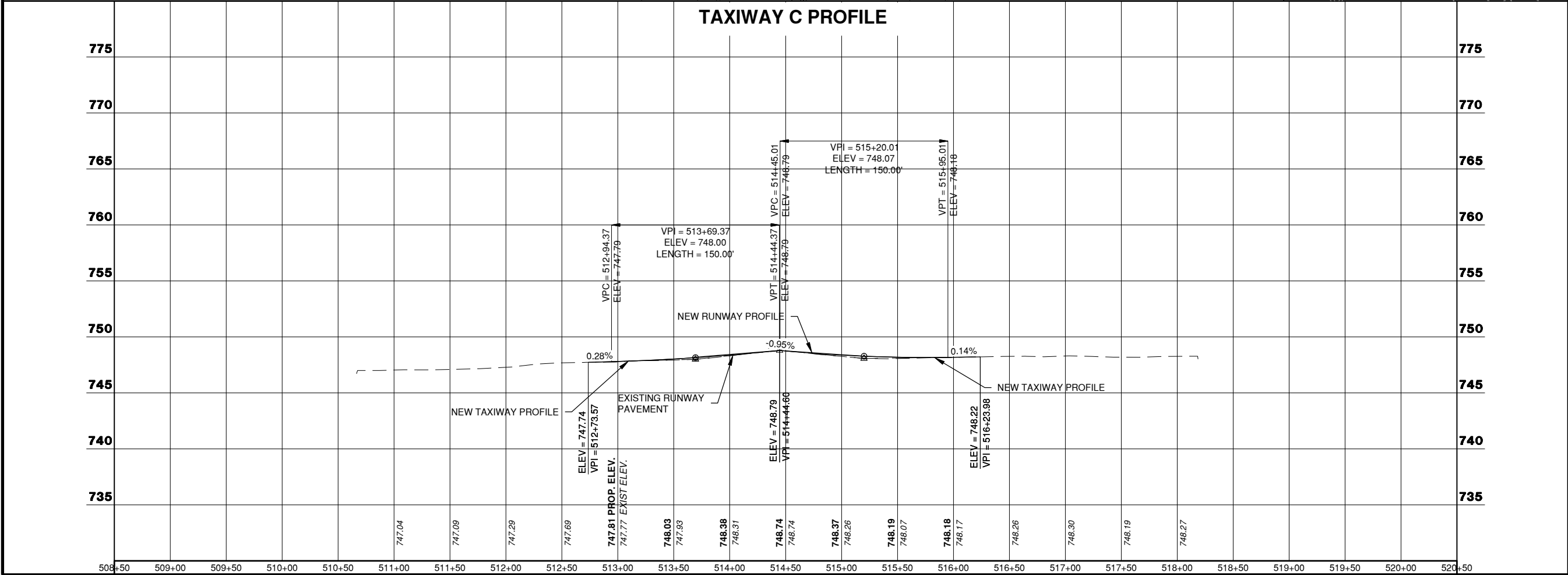
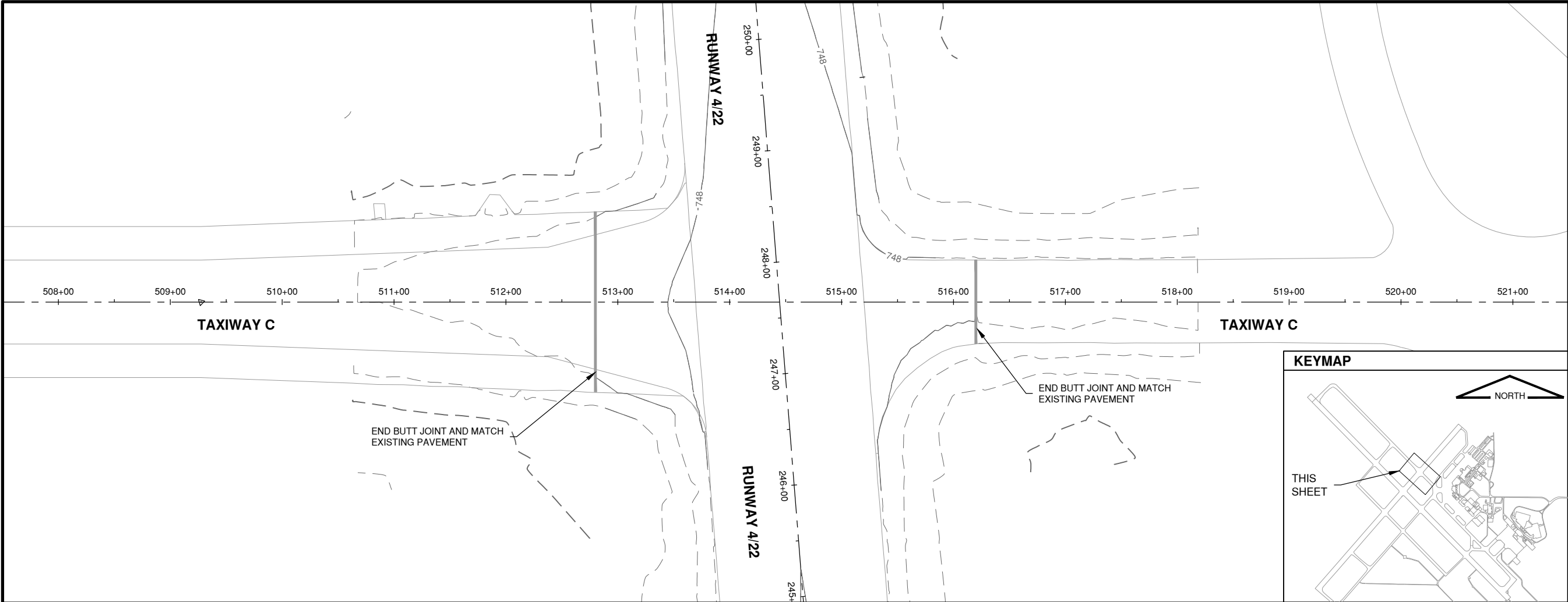
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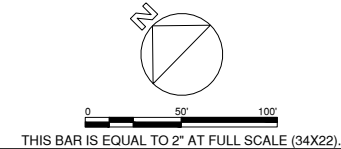
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C1209

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MARK DATE DESCRIPTION

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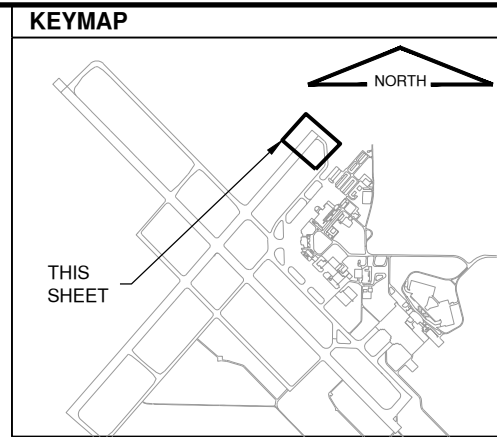
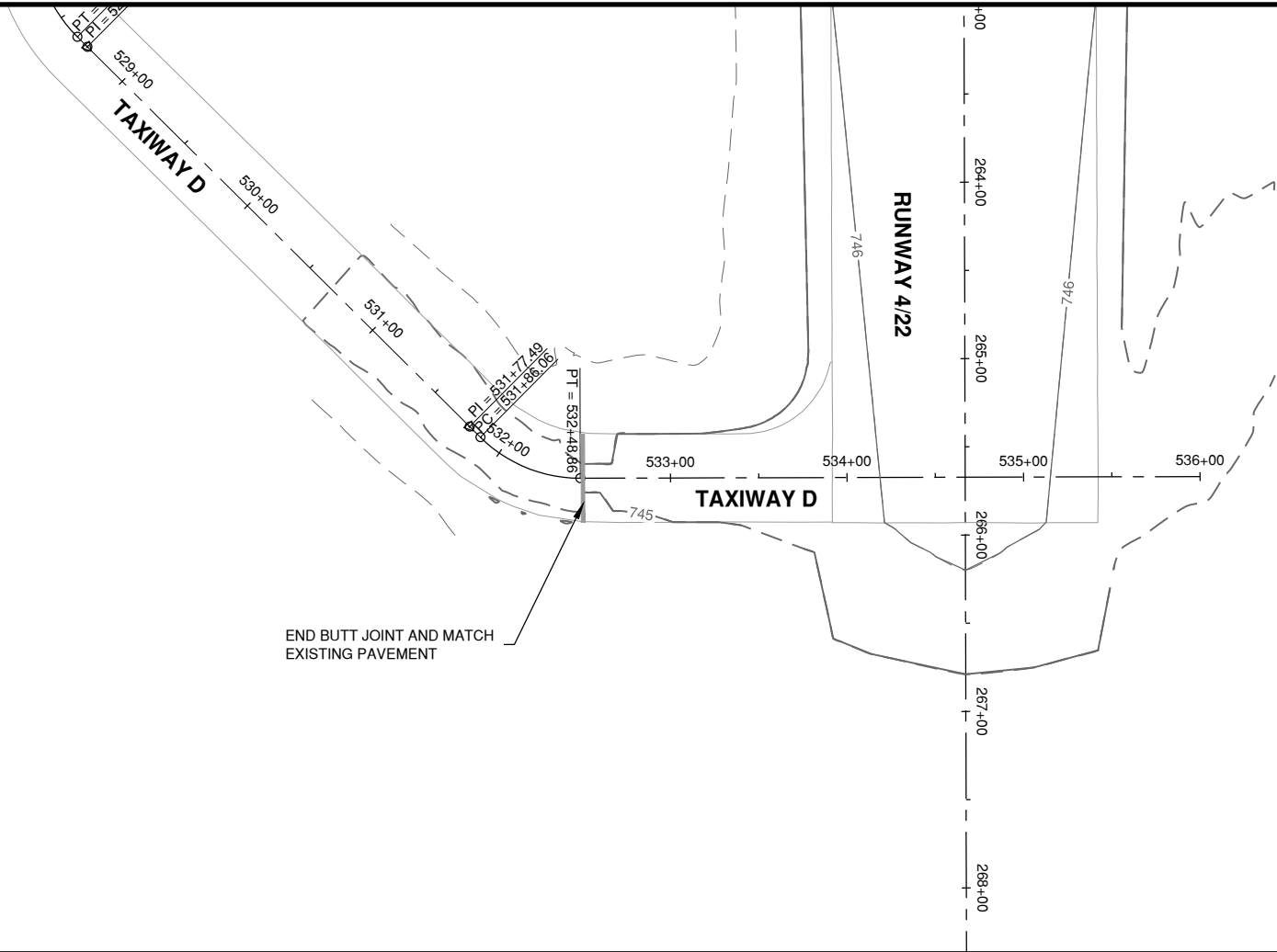
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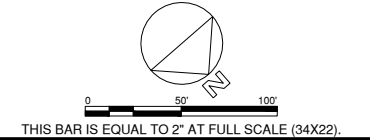
PLAN & PROFILE 10

SHEET 40 OF 115
CI210

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MARK | DATE | DESCRIPTION

UN060

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SHEET TITLE

PLAN & PROFILE 11

SHEET 41 OF 115
CI211



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REHABILITATE RUNWAY 4-22

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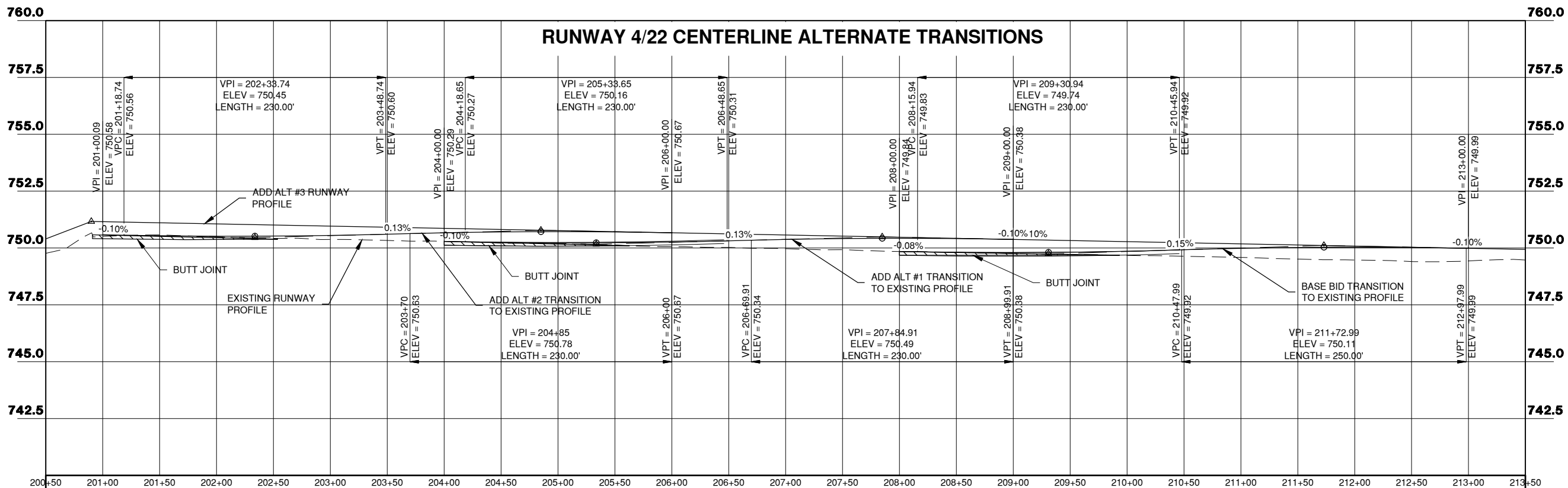
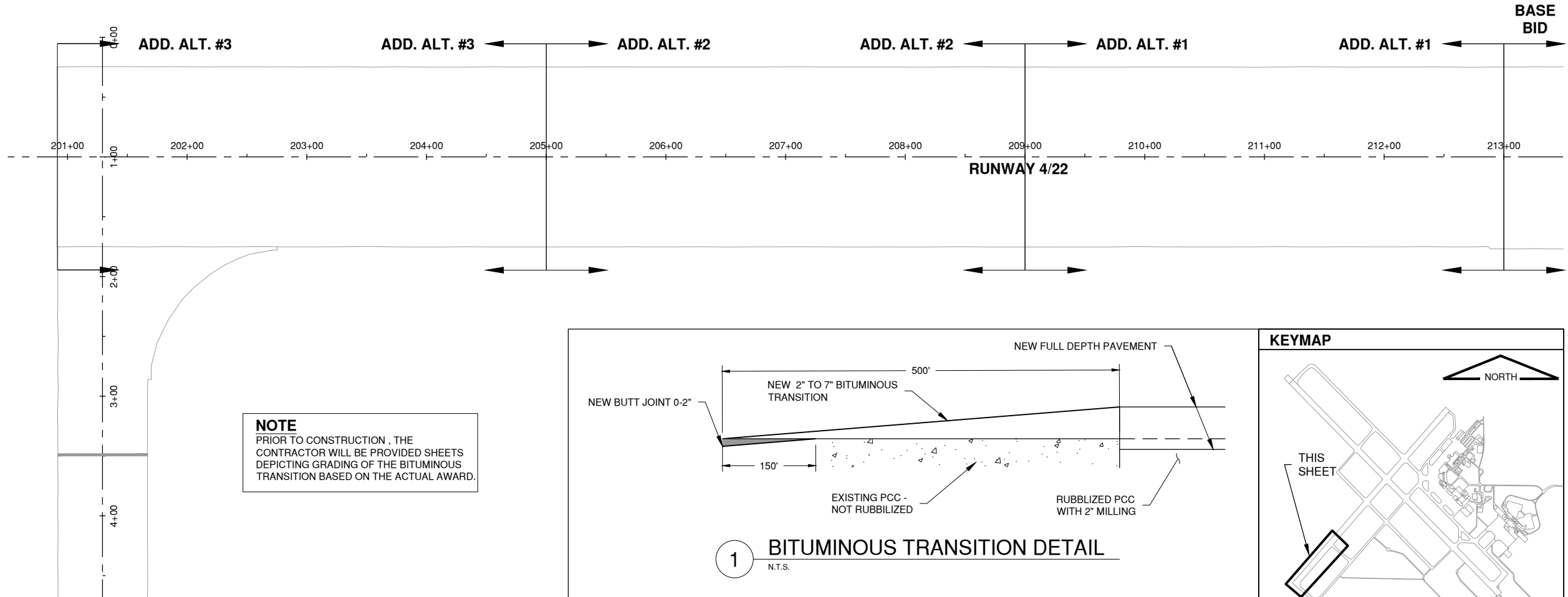
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SAVOY, ILLINOIS

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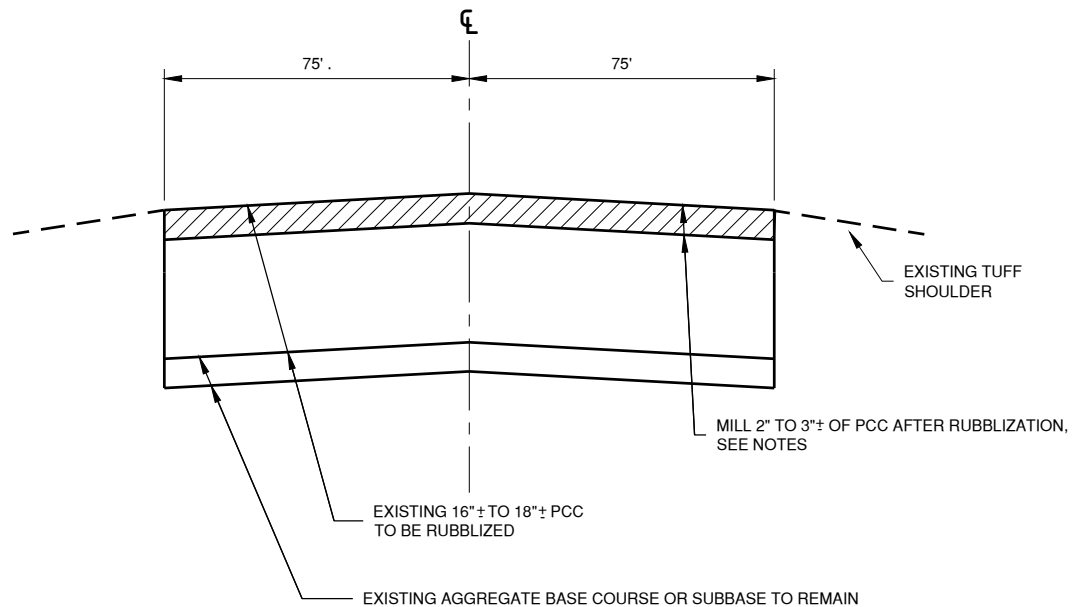
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SHEET TITLE
PLAN & PROFILE
ADDITIVE
ALTERNATES

C12AA
SHEET 42 OF 115



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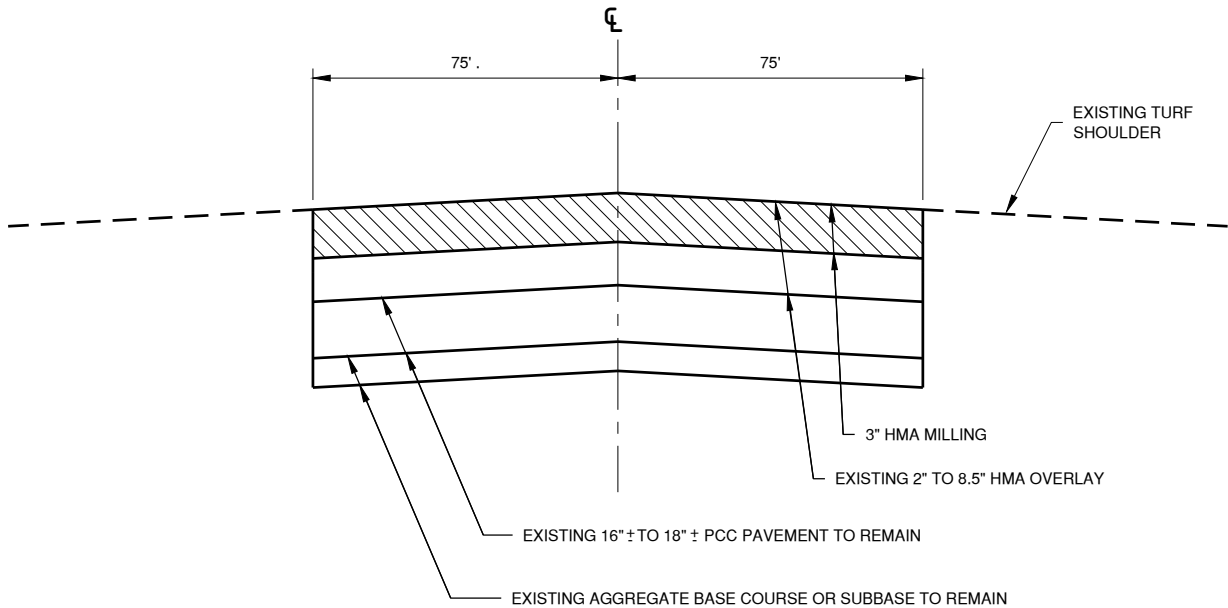


NOTES:

- PCC MILLING AFTER RUBBLIZATION SHALL BE GRADE CONTROLLED. THE MILLED SURFACE SHALL BE AT SUCH GRADE SO AS THE 9-INCH HMA OVERLAY CAN BE PLACED TO ACHIEVE PROPOSED GRADE AND CROSS-SLOPES AS INDICATED IN THE PROPOSED PROFILE AND CROSS-SECTIONS.
- CONTRACTOR SHALL SURVEY THE RUBBLIZED SURFACE BEFORE AND AFTER MILLING ON A 25' X 25' GRID AND TURN OVER DATA TO THE RE FOR REVIEW.
- SEE EXISTING PAVEMENT STRUCTURES SHEETS CD201 THROUGH CD206 FOR PAVEMENT THICKNESS DATA.

PCC RUBBLIZATION TYPICAL SECTION

N.T.S.
RWY 4/22 STA. 200+91.40 TO STA. 227+75.04
RWY 4/22 STA. 253+20.01 TO STA. 265+93.51

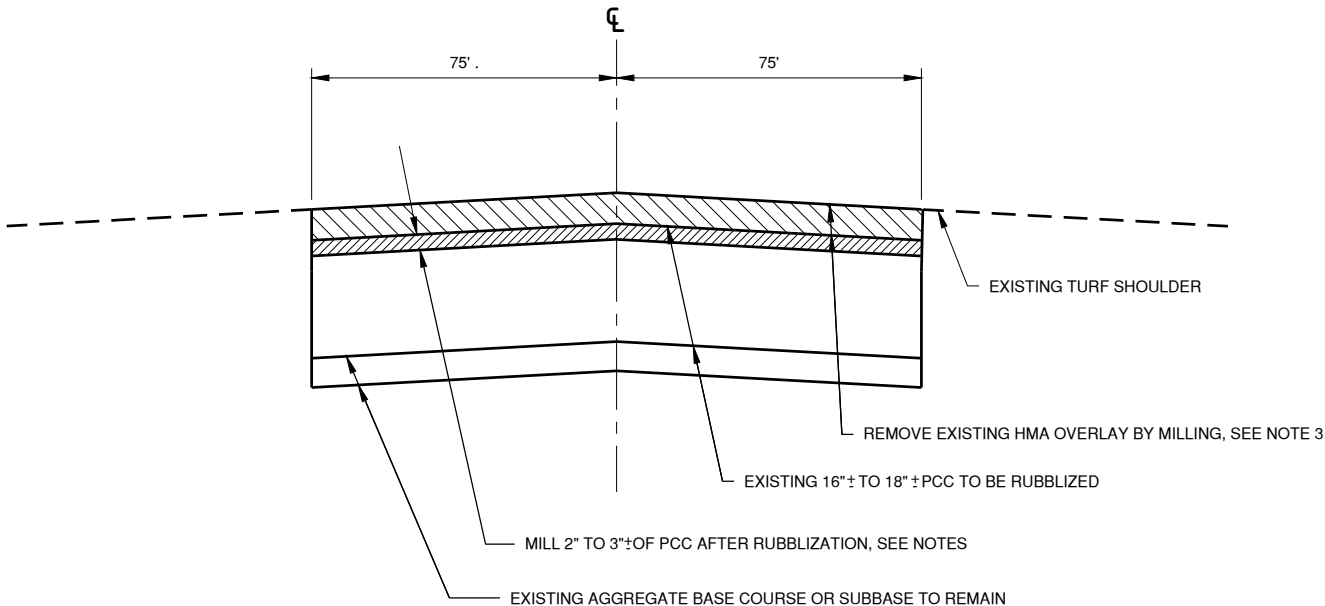


NOTES:

- 3" MILLING MAY IMPACT PCC PAVEMENT. NO ADDITIONAL PAYMENT WILL BE MADE FOR PCC MILLING.
- SEE EXISTING PAVEMENT STRUCTURES SHEETS CD201 THROUGH CD206 FOR PAVEMENT THICKNESS DATA.

NEW 3" HMA MILLING TYPICAL SECTION

N.T.S.
RWY 4/22 STA 237+00.00 TO STA 243+00.00



HMA MILLING AND PCC RUBBLIZATION TYPICAL SECTION

N.T.S.
RWY 4/22 STA 227+75.04 TO STA 237+00.00
RWY 4/22 STA 243+00.00 TO STA. 253+20.01

NOTES:

- PCC MILLING AFTER RUBBLIZATION SHALL BE GRADE CONTROLLED. THE MILLED SURFACE SHALL BE AT SUCH GRADE SO AS THE 9-INCH HMA OVERLAY CAN BE PLACED TO ACHIEVE PROPOSED GRADE AND CROSS-SLOPES AS INDICATED IN THE PROPOSED PROFILE AND CROSS-SECTIONS.
- CONTRACTOR SHALL SURVEY THE RUBBLIZED SURFACE BEFORE AND AFTER MILLING ON A 25' X 25' GRID AND TURN OVER DATA TO THE RE FOR REVIEW.
- EXISTING HMA OVERLAY THICKNESS VARIES FROM 2" TO 8.5". VARIABLE DEPTH MILLING WILL BE REQUIRED TO REMOVE HMA LAYER PRIOR TO RUBBLIZATION.
- SEE EXISTING PAVEMENT STRUCTURES SHEETS CD201 THROUGH CD206 FOR PAVEMENT THICKNESS DATA.



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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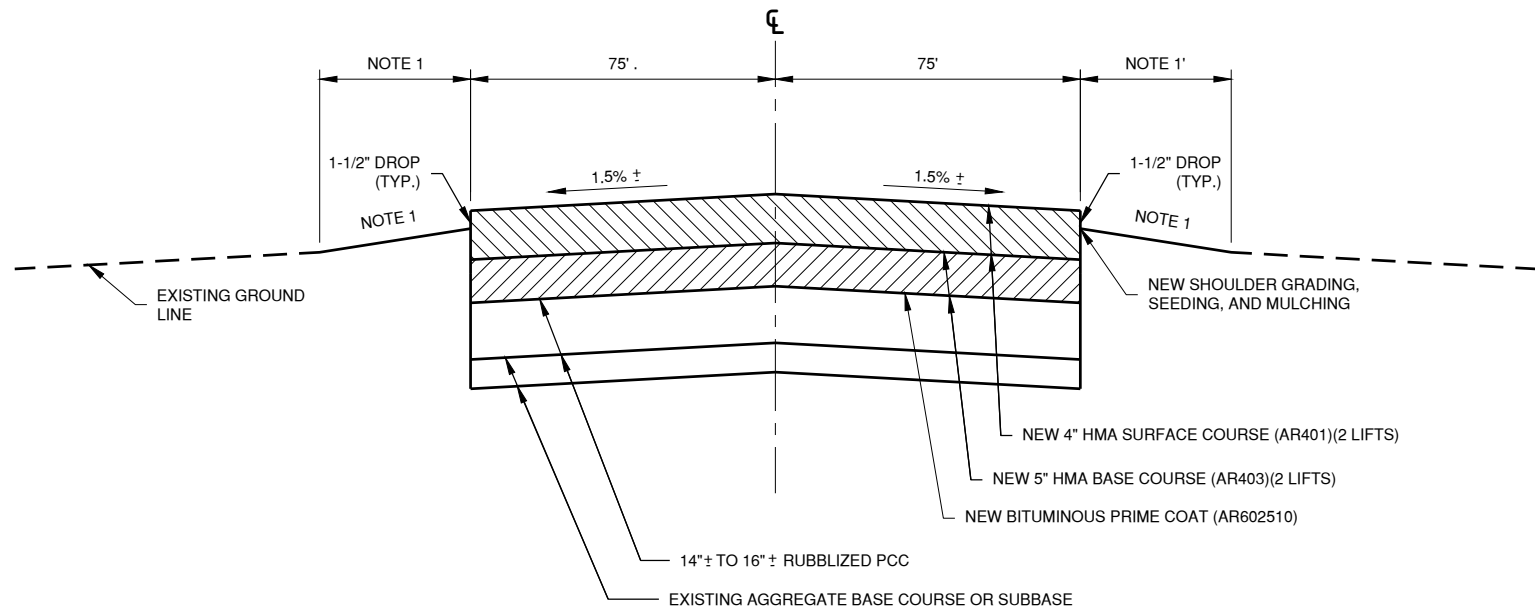


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SAVOY, ILLINOIS

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APPROVED BY: CBG		
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PAVEMENT REMOVAL
TYPICAL SECTIONS

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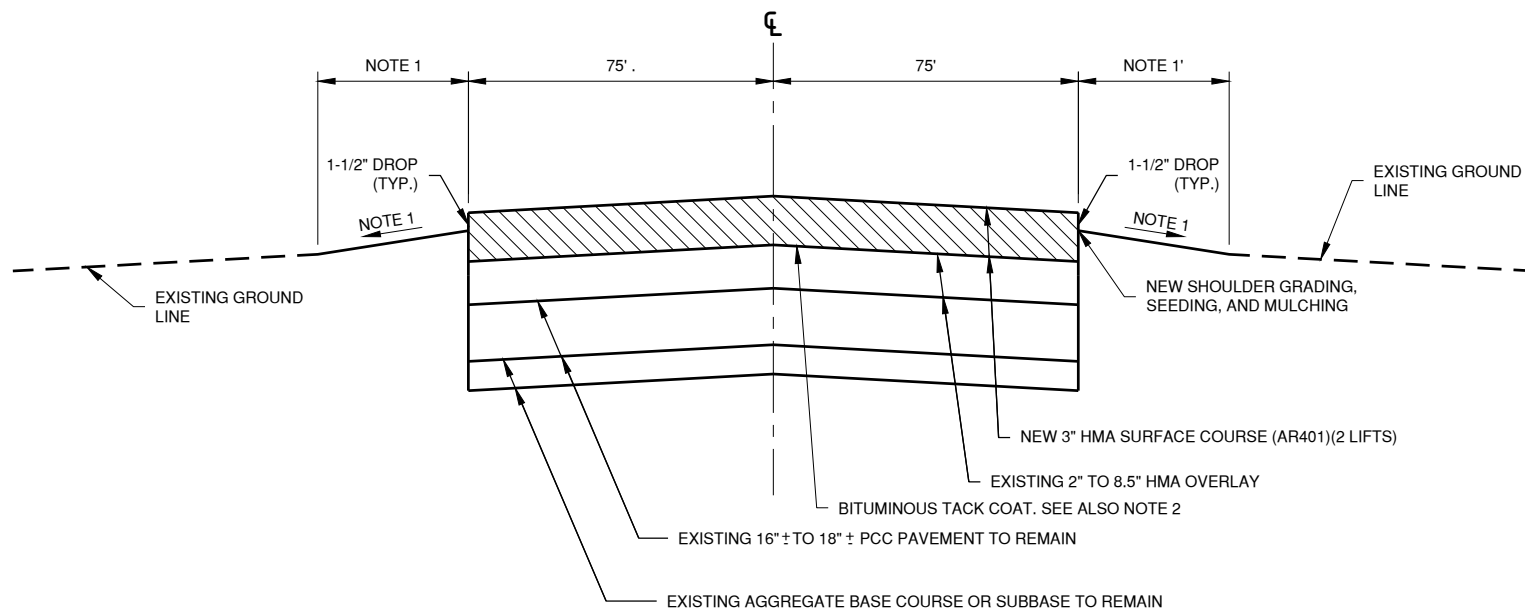


NOTES:

1. SEE CROSS SECTIONS FOR SHOULDER GRADING LIMITS AND SLOPES. SLOPE WITHIN THE FIRST 10' OF THE EDGE OF PAVEMENT SHALL NOT EXCEED 5%.
2. BITUMINOUS TACK COAT REQUIRED BETWEEN LIFTS (AR603510).

NEW 9" HMA OVERLAY TYPICAL SECTION

N.T.S.
RWY 4/22 STA. 200+91.40 TO STA. 237+00.00
RWY 4/22 STA. 243+00.00 TO STA. 265+93.51



NOTES:

1. SEE CROSS SECTIONS FOR SHOULDER GRADING LIMITS AND SLOPES. SLOPE WITHIN THE FIRST 10' OF THE EDGE OF PAVEMENT SHALL NOT EXCEED 5%.
2. BITUMINOUS TACK COAT REQUIRED BETWEEN LIFTS (AR603510).

NEW 3" HMA OVERLAY TYPICAL SECTION

N.T.S.
RWY 4/22 STA 237+00.00 TO STA 243+00.00



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100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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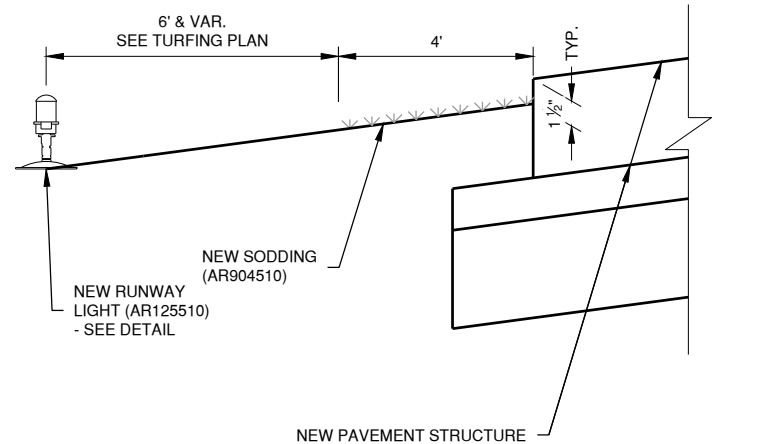
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CMT PROJECT NO: 19005902	
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DESIGNED BY: SMS	
DRAWN BY: BEE	
CHECKED BY: MJD	
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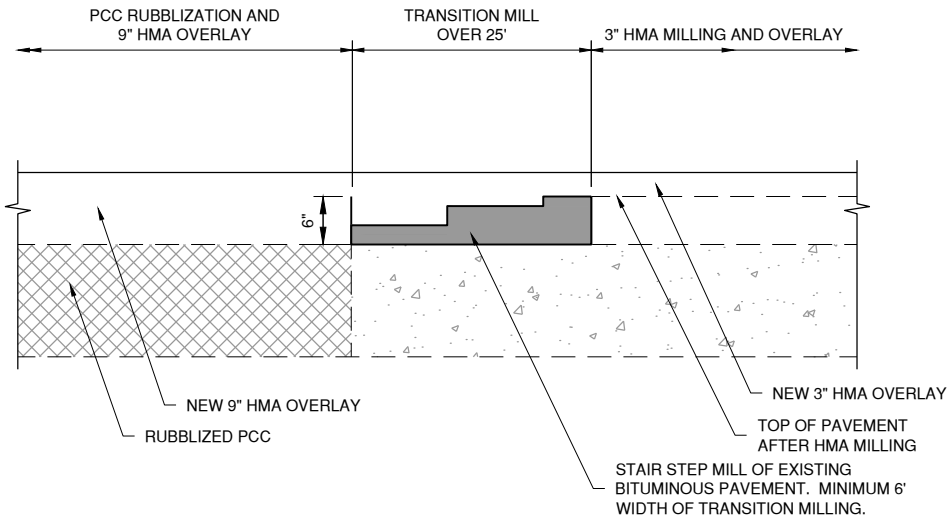
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**NEW PAVEMENT
TYPICAL SECTIONS**

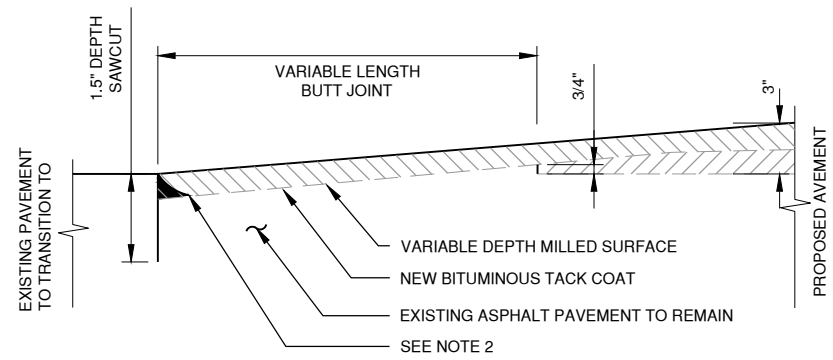
CI502
SHEET 44 OF 115



1 SHOULDER DETAIL-TYPICAL BOTH SIDES 1
N.T.S.



3 9' TO 3" OVERLAY TRANSITION DETAIL 3
N.T.S.



LEGEND:

- 1ST LIFT OF HMA ON TACK COAT
- 2ND LIFT OF HMA ON TACK COAT

NOTES:

- VARIABLE DEPTH MILLING FOR BUTT JOINT SHALL BE PAID FOR UNDER AR401655. TACK COAT, BITUMINOUS SURFACE COURSE, AND CRACK REPAIR SHALL BE PAID FOR SEPARATELY UNDER THEIR RESPECTIVE PAY ITEMS.
- CONTRACTOR SHALL SAW AND CHISEL ANY REMAINING ASPHALT NOT REMOVED BY THE MILL TO ACHIEVE A CLEAN, VERTICAL FACE TO THE SAWCUT.

2 BUTT JOINT DETAIL 2
N.T.S.



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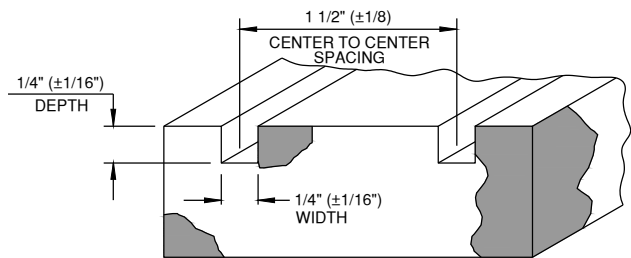


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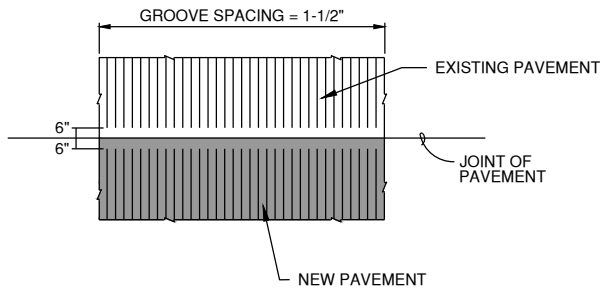
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IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-CI503.DWG		
DESIGNED BY: SMS		
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SHEET TITLE
MISCELLANEOUS
PAVING DETAILS

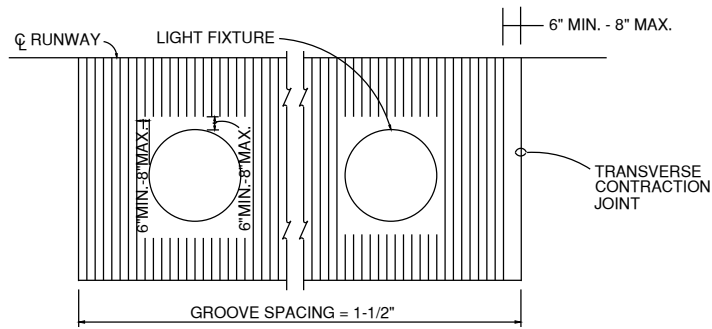
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SAW-CUT GROOVING CONFIGURATIONS
N.T.S.



**TYPICAL GROOVING DETAIL
AT NEW AND EXISTING
PAVEMENT JOINT**
N.T.S.



**TYPICAL GROOVING DETAIL ADJACENT
INPAVEMENT LIGHTING**
N.T.S.

GENERAL GROOVING NOTES:

- GROOVES SHALL RUN TRANSVERSE TO DIRECTION OF TRAFFIC FLOW. GROOVES SHALL EXTEND OUTWARD 65' FROM RUNWAY CENTERLINE.
- GROOVES SHALL BE SAWED NO CLOSER THAN 6 INCHES AND NO MORE THAN 8 INCHES FROM IN-PAVEMENT LIGHT FIXTURES.
- THE CONTRACTOR SHALL GROOVE A TEST SECTION TO DEMONSTRATE THAT THE EQUIPMENT AND OPERATOR WILL PROVIDE THE REQUIRED CONFIGURATION WITHIN THE PRESCRIBED TOLERANCES.
- THE FOLLOWING TOLERANCES WILL BE PERMITTED FOR P-401:
 - $\pm 1\text{'}/2\text{'}$ IN ALIGNMENT PER 75' GROOVE.
 - $\pm 1\text{'}/16\text{'}$ IN DEPTH OF GROOVE.
 - $\pm 1\text{'}/16\text{'}$ -0" WIDTH OF GROOVE.
 - $-1\text{'}/8\text{'}$, +0" IN CENTER SPACING BETWEEN GROOVES
 - 60% OR MORE OF THE GROOVES SHALL NOT BE LESS THAN $\frac{3}{8}\text{'}$ DEPTH
- CONTRACTOR SHALL NOT AT ANY TIME, BE ALLOWED TO DUMP THE GROOVING SLURRY SEAL IN THE AIRFIELD GRASS AREA. GROOVING SHALL USE A VACUUM TRUCK TO REMOVE ALL SLURRY.
- CLEANUP IS EXTREMELY IMPORTANT AND SHALL BE CONTINUOUS THROUGHOUT GROOVING OPERATION. THE WASTE MATERIAL COLLECTED DURING THE GROOVING OPERATION MUST BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY.
- GROOVING SHALL NOT COMMENCE UNTIL THE ASPHALT SURFACE HAS CURED FOR THIRTY (30) DAYS AND SURFACE SHALL BE THOROUGHLY FLUSHED PRIOR TO PERMANENT PAVEMENT MARKING.
- AREAS WHERE GROOVING IS PERFORMED SHALL RECEIVE A DOUBLE APPLICATION OF PAVEMENT MARKING. THE SECOND APPLICATION SHALL BE APPLIED OPPOSITE TO THE FIRST APPLICATION.

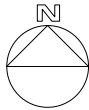
LEGEND

 RUNWAY GROOVING LIMITS



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0 400' 800'

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REHABILITATE RUNWAY 4-22

OWNER



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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-TBD		UN060
IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-CI504.DWG		
DESIGNED BY: CER		
DRAWN BY: BEE		
CHECKED BY: MJD		
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SHEET TITLE

**GROOVING AND
DETAILS**

CI504
SHEET 46 OF 115



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REHABILITATE RUNWAY 4-22

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060IL PROJ. NO. CMI-4751CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CU101.DWG

DESIGNED BY: RAB

DRAWN BY: RAB

CHECKED BY: MJD

APPROVED BY: CBG

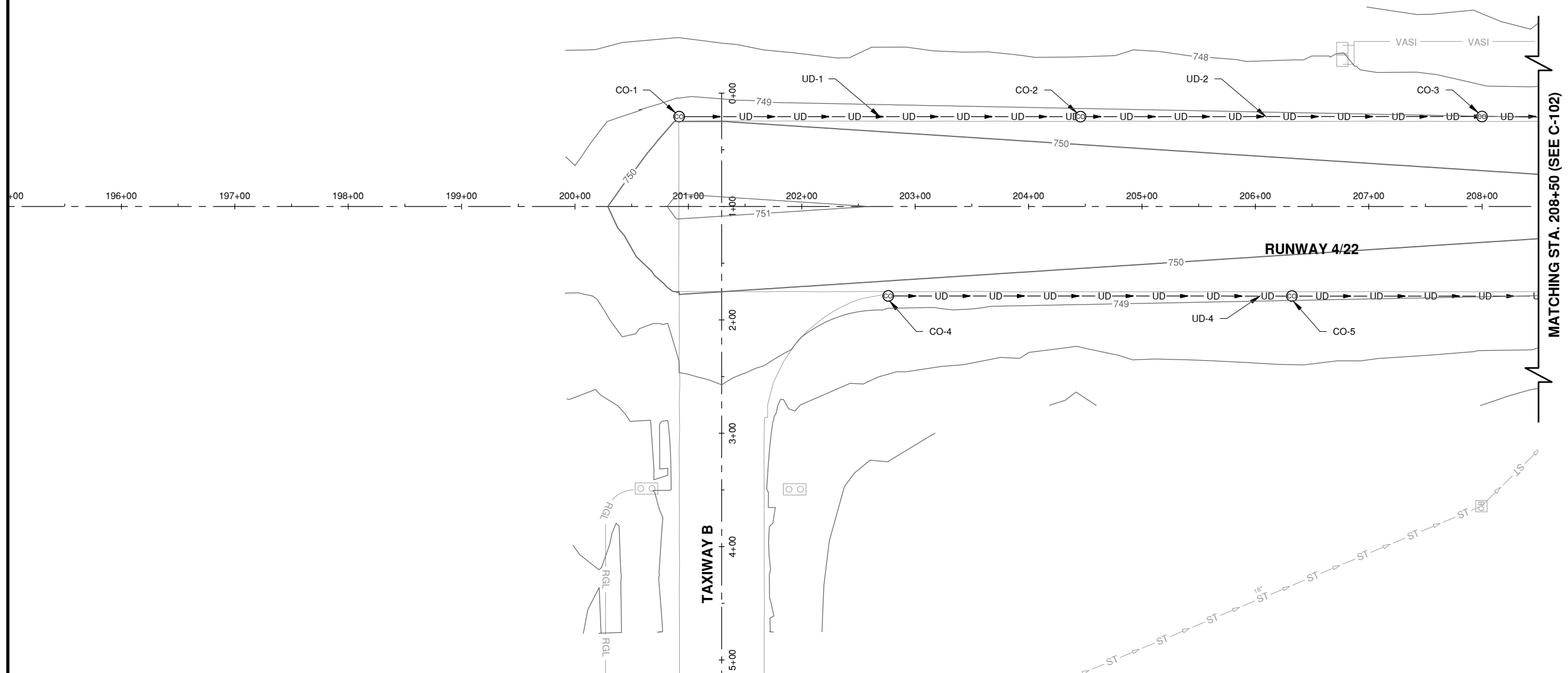
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SHEET TITLE:

GRADING AND DRAINAGE PLAN 1

CU101

SHEET 47 OF 115



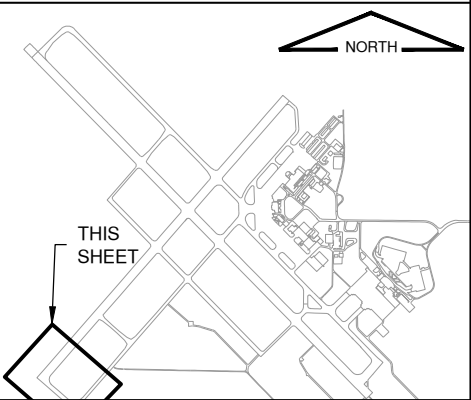
NOTES

1. SEE SHEET CU501 FOR DRAINAGE SCHEDULES.
2. UNDERDRAINS SHALL BE IN PLACE 2 WEEKS PRIOR TO RUBBLIZATION.
3. ITS ANTICIPATED THAT THE CONSTRUCTION OF THE NEW UNDERDRAIN MAY ENCOUNTER PORTIONS OF EXISTING UNDERDRAINS. NO SEPARATE PAYMENTS WILL BE MADE FOR THE REMOVAL OF UNDERDRAIN CLEANOUTS OR COLLECTION STRUCTURES ENCOUNTERED.

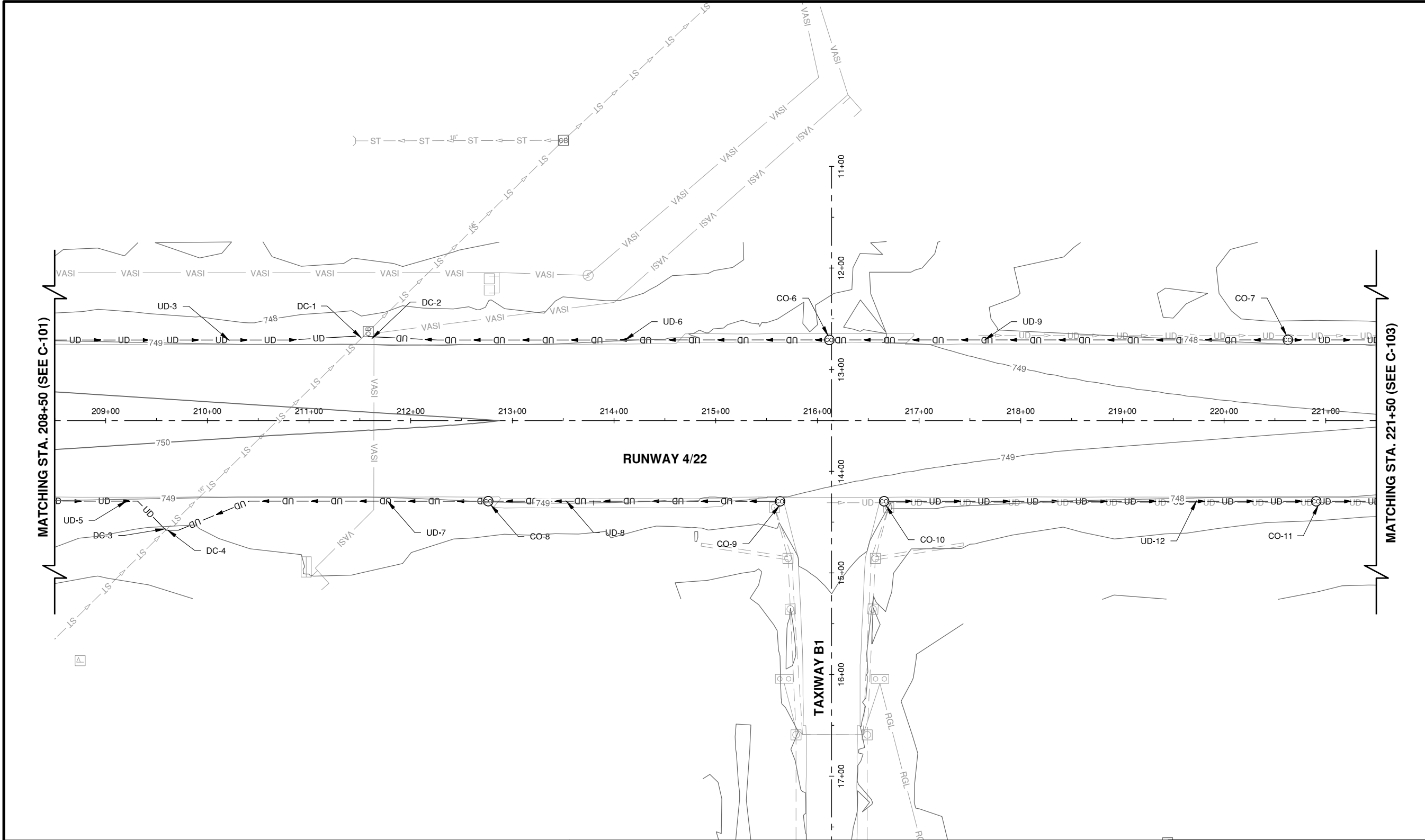
LEGEND

- | | |
|---|--------------------------|
|  | EXISTING UNDERDRAIN |
|  | EXISTING STORM SEWER |
|  | EXISTING INLET |
|  | EXISTING MANHOLE |
|  | NEW UNDERDRAIN CLEANOUT |
|  | NEW 4" UNDERDRAIN |
|  | NEW COLLECTION STRUCTURE |
|  | FINAL CONTOUR |

KEYMAP



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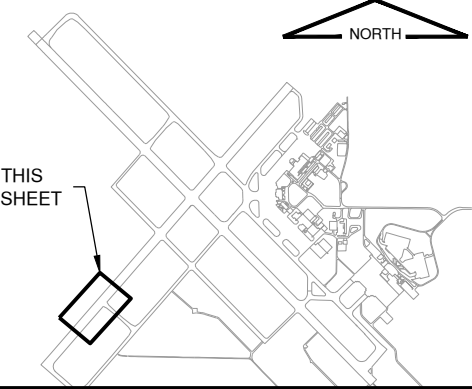
NOTES

- SEE SHEET CU501 FOR DRAINAGE SCHEDULES.
- UNDERDRAINS SHALL BE IN PLACE 2 WEEKS PRIOR TO RUBBLIZATION.
- ITS ANTICIPATED THAT THE CONSTRUCTION OF THE NEW UNDERDRAIN MAY ENCOUNTER PORTIONS OF EXISTING UNDERDRAINS. NO SEPARATE PAYMENTS WILL BE MADE FOR THE REMOVAL OF UNDERDRAIN CLEANOUTS OR COLLECTION STRUCTURES ENCOUNTERED.

LEGEND

- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- CB EXISTING INLET
- D EXISTING MANHOLE
- O NEW UNDERDRAIN CLEANOUT
- UD — NEW 4" UNDERDRAIN
- CS NEW COLLECTION STRUCTURE
- Final Contour

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CU102.DWG

DESIGNED BY: RAB

DRAWN BY: RAB

CHECKED BY: MJD

APPROVED BY: CBG

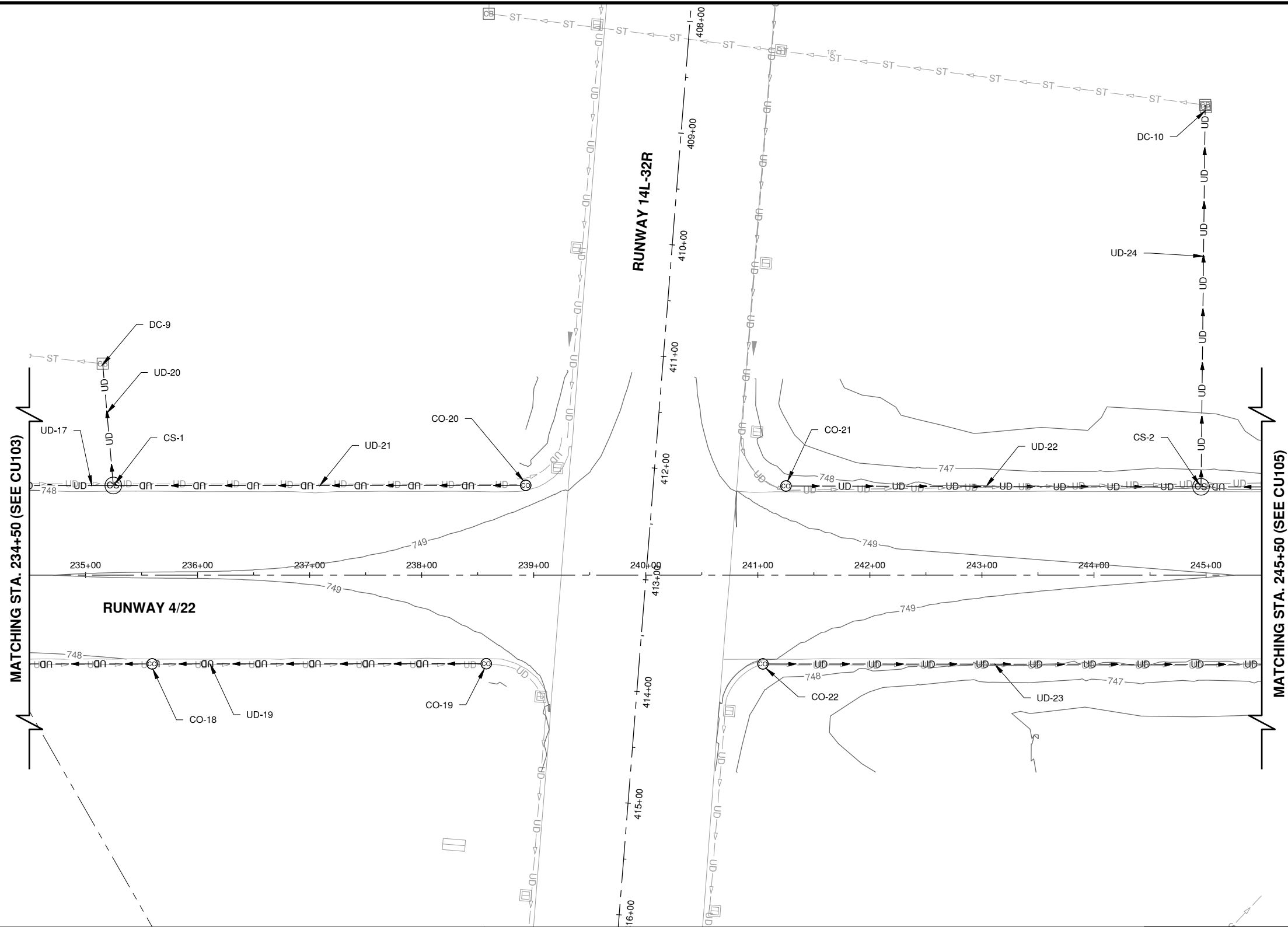
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SHEET TITLE

GRADING AND
DRAINAGE PLAN 2

CU102
SHEET 48 OF 115

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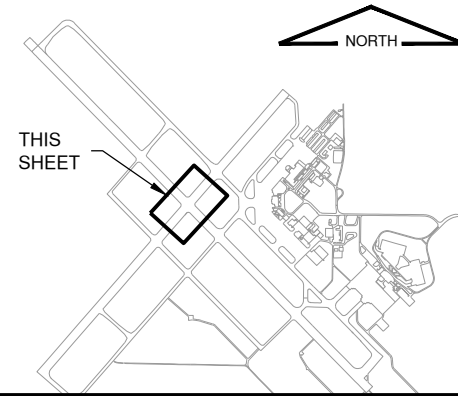
NOTES

- SEE SHEET CU501 FOR DRAINAGE SCHEDULES.
- UNDERDRAINS SHALL BE IN PLACE 2 WEEKS PRIOR TO RUBBILIZATION.
- ITS ANTICIPATED THAT THE CONSTRUCTION OF THE NEW UNDERDRAIN MAY ENCOUNTER PORTIONS OF EXISTING UNDERDRAINS. NO SEPARATE PAYMENTS WILL BE MADE FOR THE REMOVAL OF UNDERDRAIN CLEANOUTS OR COLLECTION STRUCTURES ENCOUNTERED.

LEGEND

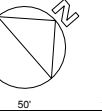
- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- CB EXISTING INLET
- ⊙ EXISTING MANHOLE
- ⊙ NEW UNDERDRAIN CLEANOUT
- UD — NEW 4" UNDERDRAIN
- ⊙ NEW COLLECTION STRUCTURE
- FINAL CONTOUR

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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SAVOY, ILLINOIS

MARK DATE DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CU104.DWG

DESIGNED BY: RAB

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SHEET TITLE

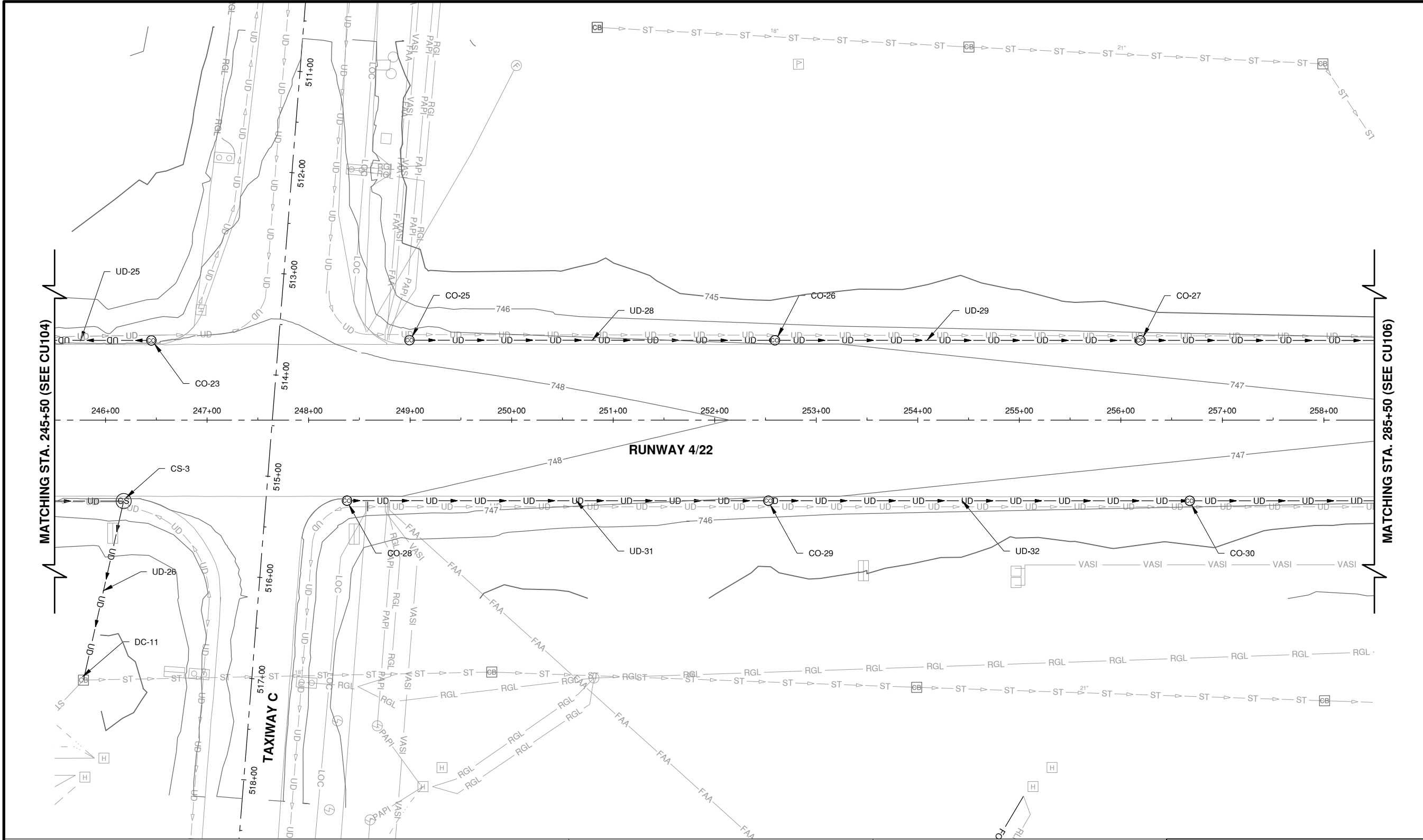
GRADING AND DRAINAGE PLAN 4

CU104

SHEET 50

OF 115

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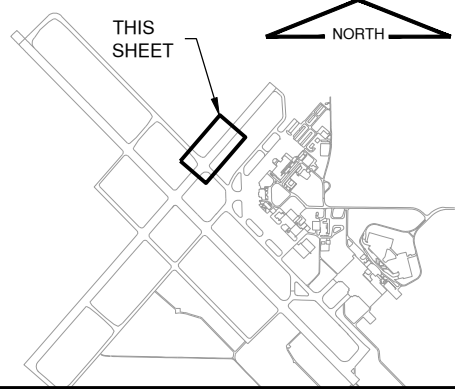
NOTES

- SEE SHEET CU501 FOR DRAINAGE SCHEDULES.
- UNDERDRAINS SHALL BE IN PLACE 2 WEEKS PRIOR TO RUBBILIZATION.
- ITS ANTICIPATED THAT THE CONSTRUCTION OF THE NEW UNDERDRAIN MAY ENCOUNTER PORTIONS OF EXISTING UNDERDRAINS. NO SEPARATE PAYMENTS WILL BE MADE FOR THE REMOVAL OF UNDERDRAIN CLEANOUTS OR COLLECTION STRUCTURES ENCOUNTERED.

LEGEND

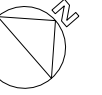
- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- CB EXISTING INLET
- ⊙ EXISTING MANHOLE
- ⊙ NEW UNDERDRAIN CLEANOUT
- UD — NEW 4" UNDERDRAIN
- ⊙ NEW COLLECTION STRUCTURE
- FINAL CONTOUR

KEYMAP



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0 50' 100'
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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CU105.DWG

DESIGNED BY: RAB

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SHEET TITLE

GRADING AND
DRAINAGE PLAN 5

CU105
SHEET 51 OF 115

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0 50' 100'

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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IL PROJ. NO. CMI-4751

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DESIGNED BY: RAB

DRAWN BY: RAB

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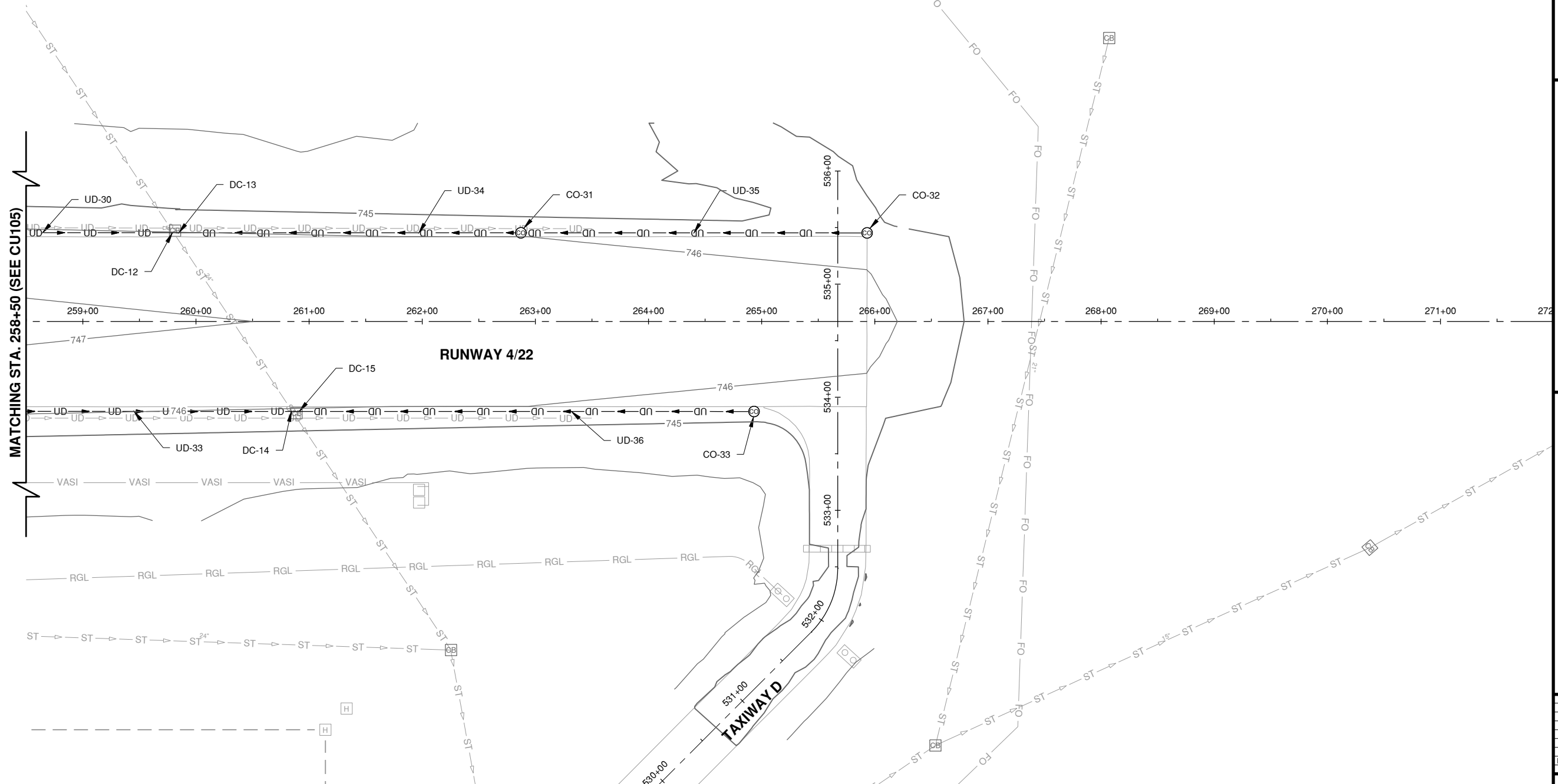
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SHEET TITLE

GRADING AND DRAINAGE PLAN 6

CU106

SHEET 52 OF 115



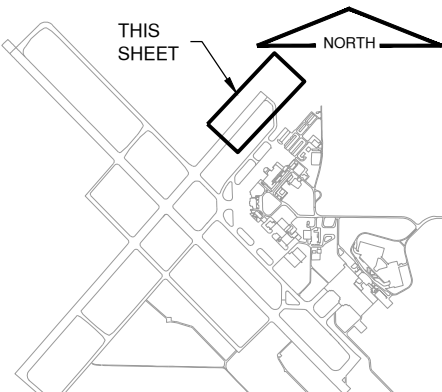
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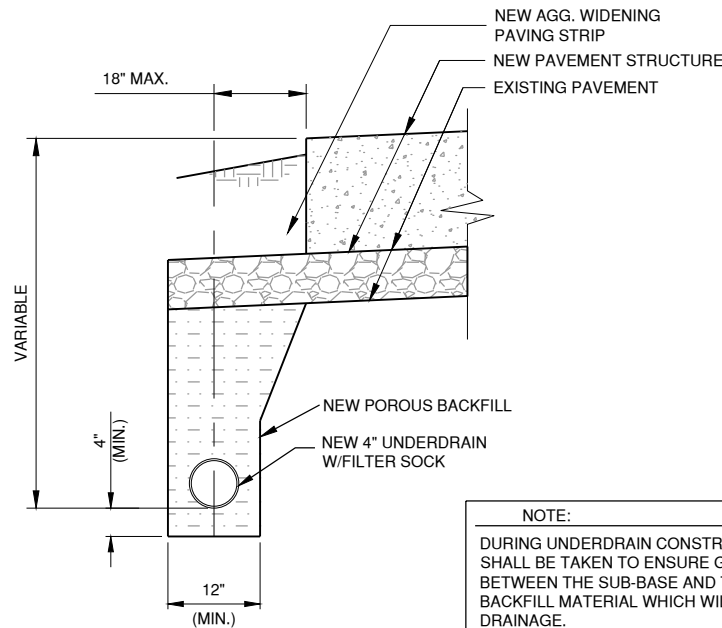
1. SEE SHEET CU501 FOR DRAINAGE SCHEDULES.
2. UNDERDRAINS SHALL BE IN PLACE 2 WEEKS PRIOR TO RUBBLIZATION.
3. ITS ANTICIPATED THAT THE CONSTRUCTION OF THE NEW UNDERDRAIN MAY ENCOUNTER PORTIONS OF EXISTING UNDERDRAINS. NO SEPARATE PAYMENTS WILL BE MADE FOR THE REMOVAL OF UNDERDRAIN CLEANOUTS OR COLLECTION STRUCTURES ENCOUNTERED.

LEGEND

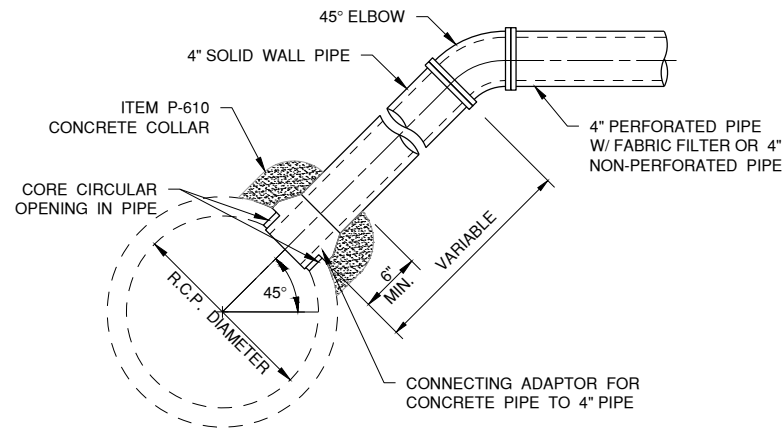
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|---|--------------------------|
|  | EXISTING UNDERDRAIN |
|  | EXISTING STORM SEWER |
|  | EXISTING INLET |
|  | EXISTING MANHOLE |
|  | NEW UNDERDRAIN CLEANOUT |
|  | NEW 4" UNDERDRAIN |
|  | NEW COLLECTION STRUCTURE |
|  | FINAL CONTOUR |

KEYMAP

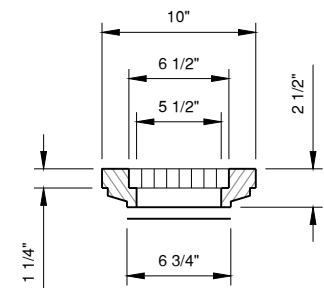




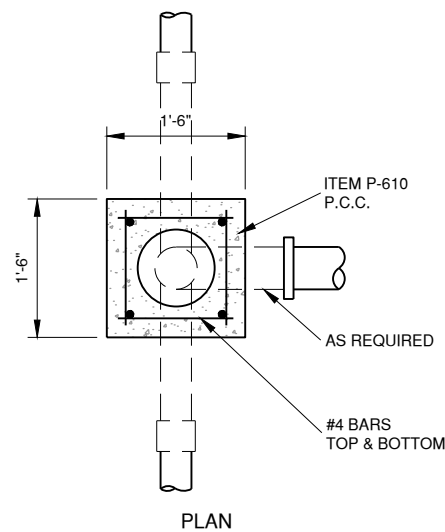
1 UNDERDRAIN PAVEMENT EDGE
N.T.S.



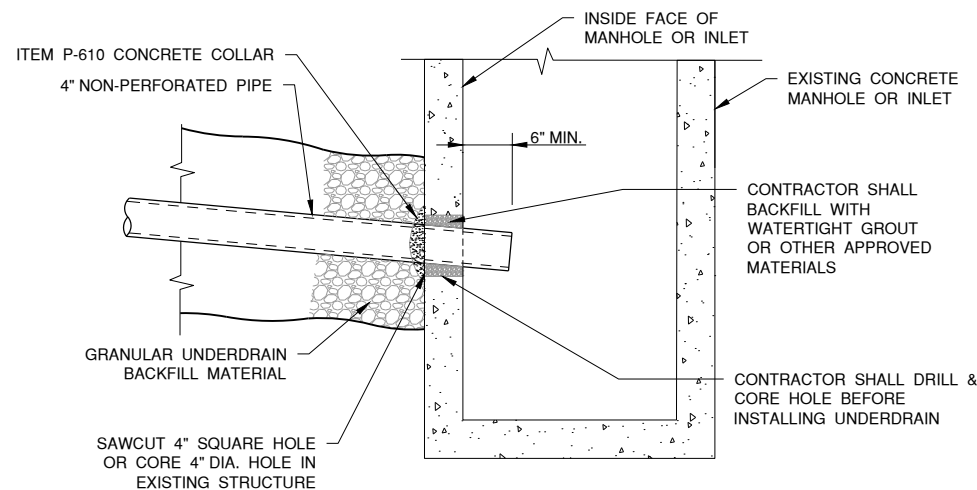
2 UNDERDRAIN DIRECT CONNECTION
N.T.S.



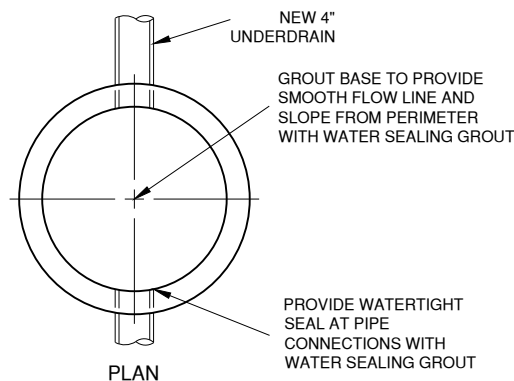
FRAME & LID



3 UNDERDRAIN CLEAN-OUT
N.T.S.



4 UNDERDRAIN DIRECT CONNECTION TO STRUCTURE
N.T.S.



UNDERDRAIN STRUCTURE SCHEDULE				
STRUCTURE	STATION & OFFSET	STRUCTURE TYPE	RIM ELEV.	INV. ELEV.
CO-1	STA. 200+91.83 OFF. 76.0' L	TYPE 1	749.70	746.65
CO-2	STA. 204+45.83 OFF. 76.0' L	TYPE 3	749.37	746.12
CO-3	STA. 207+99.83 OFF. 76.0' L	TYPE 3	749.02	745.59
CO-4	STA. 202+76.21 OFF. 76.0' R	TYPE 1	749.56	746.24
CO-5	STA. 206+32.21 OFF. 76.0' R	TYPE 3	749.20	745.71
CO-6	STA. 216+11.68 OFF. 76.0' L	TYPE 3	749.26	744.12
CO-7	STA. 220+62.68 OFF. 76.0' L	TYPE 2	747.80	744.80
CO-8	STA. 212+76.21 OFF. 76.0' R	TYPE 3	749.01	745.22
CO-9	STA. 215+63.21 OFF. 76.0' R	TYPE 3	748.65	745.65
CO-10	STA. 216+65.54 OFF. 76.0' R	TYPE 1	748.39	745.15
CO-11	STA. 220+90.54 OFF. 76.0' R	TYPE 3	747.71	744.51
CO-12	STA. 225+15.54 OFF. 76.0' R	TYPE 3	747.19	743.88
CO-13	STA. 225+18.68 OFF. 76.0' L	TYPE 3	747.21	744.12
CO-14	STA. 230+91.53 OFF. 76.0' L	TYPE 1	747.93	744.93
CO-15	STA. 230+70.54 OFF. 76.0' R	TYPE 1	747.41	744.41
CO-16	STA. 232+51.72 OFF. 76.0' L	TYPE 1	748.10	745.10
CO-17	STA. 232+38.40 OFF. 76.0' R	TYPE 3	747.56	744.52
CO-18	STA. 235+59.40 OFF. 76.0' R	TYPE 3	748.00	745.00
CO-19	STA. 238+57.54 OFF. 76.0' R	TYPE 1	748.65	745.48
CO-20	STA. 238+92.80 OFF. 76.0' L	TYPE 1	748.43	745.43
CO-21	STA. 241+25.04 OFF. 76.0' L	TYPE 1	748.49	745.49
CO-22	STA. 241+04.50 OFF. 76.0' R	TYPE 1	748.69	745.69
CO-23	STA. 246+45.04 OFF. 76.0' R	TYPE 1	747.88	744.87
CO-25	STA. 248+99.29 OFF. 76.0' R	TYPE 1	747.48	744.48
CO-26	STA. 252+59.29 OFF. 76.0' L	TYPE 3	746.82	743.76
CO-27	STA. 256+19.29 OFF. 76.0' L	TYPE 3	746.40	743.22
CO-28	STA. 248+37.79 OFF. 76.0' R	TYPE 1	747.82	744.82
CO-29	STA. 252+52.79 OFF. 76.0' R	TYPE 3	746.83	743.78
CO-30	STA. 256+67.79 OFF. 76.0' R	TYPE 3	746.31	743.16
CO-31	STA. 262+87.15 OFF. 76.0' L	TYPE 3	745.70	742.06
CO-32	STA. 265+93.15 OFF. 76.0' L	TYPE 1	745.52	742.52
CO-33	STA. 265+93.19 OFF. 76.0' R	TYPE 1	745.48	742.48
CS-1	STA. 235+24.76 OFF. 76.0' R	COLLECTION STR.	748.00	744.51
CS-2	STA. 244+95.50 OFF. 76.0' L	COLLECTION STR.	747.96	744.65
CS-3	STA. 246+17.79 OFF. 76.0' R	COLLECTION STR.	747.88	744.66
DC-1	STA. 211+52.28 OFF. 83.0' L	DIRECT CONECT		745.06
DC-2	STA. 211+52.28 OFF. 83.0' L	DIRECT CONECT		743.45
DC-3	STA. 209+59.10 OFF. 107.0' R	DIRECT CONECT		745.17
DC-4	STA. 209+59.10 OFF. 107.0' R	DIRECT CONECT		744.79
DC-5	STA. 229+75.52 OFF. 76.0' L	DIRECT CONECT		743.43
DC-6	STA. 229+75.52 OFF. 76.0' L	DIRECT CONECT		744.76
DC-7	STA. 229+42.54 OFF. 76.0' R	DIRECT CONECT		743.23
DC-8	STA. 229+42.54 OFF. 76.0' R	DIRECT CONECT		744.22
DC-9	STA. 235+14.95 OFF. 187.0' L	DIRECT CONECT		744.35
DC-10	STA. 244+99.17 OFF. 417.0' L	DIRECT CONECT		744.14
DC-11	STA. 245+78.73 OFF. 253.0' R	DIRECT CONECT		744.39
DC-12	STA. 259+81.91 OFF. 78.0' R	DIRECT CONECT		742.68
DC-13	STA. 259+81.91 OFF. 78.0' R	DIRECT CONECT		741.60
DC-14	STA. 260+87.69 OFF. 79.0' L	DIRECT CONECT		742.53
DC-15	STA. 260+87.69 OFF. 79.0' L	DIRECT CONECT		741.87

UNDERDRAIN PIPE SCHEDULE							
STRUCT.	STRUCT. UP	STRUCT. DOWN	INVERT UP	INVERT DOWN	LENGTH FEET	SLOPE	TYPE
UD-1	CO-1	CO-2	746.65	746.12	354	0.15%	4\" PERFORATED
UD-2	CO-2	CO-3	746.12	745.59	354	0.15%	4\" PERFORATED
UD-3	CO-3	DC-1	745.59	745.06	354	0.15%	4\" PERFORATED
UD-4	CO-4	CO-5	746.24	745.71	356	0.15%	4\" PERFORATED
UD-5	CO-5	DC-3	745.71	745.17	356	0.15%	4\" PERFORATED
UD-6	CO-6	DC-2	744.12	743.45	451	0.15%	4\" PERFORATED
UD-7	CO-8	DC-4	745.22	744.79	288	0.15%	4\" PERFORATED
UD-8	CO-9	CO-8	745.65	745.22	287	0.15%	4\" PERFORATED
UD-9	CO-7	CO-6	744.80	744.12	451	0.15%	4\" PERFORATED
UD-10	CO-7	CO-13	744.80	744.12	456	0.15%	4\" PERFORATED
UD-11	CO-13	DC-5	744.12	743.43	456	0.15%	4\" PERFORATED
UD-12	CO-10	CO-11	745.15	744.51	425	0.15%	4\" PERFORATED
UD-13	CO-11	CO-12	744.51	743.88	425	0.15%	4\" PERFORATED
UD-14	CO-12	DC-7	743.88	743.23	427	0.15%	4\" PERFORATED
UD-15	CO-14	DC-6	744.93	744.76	116	0.15%	4\" PERFORATED
UD-16	CO-15	DC-8	744.41	744.22	128	0.15%	4\" PERFORATED
UD-17	CO-16	CS-1	745.10	744.51	273	0.22%	4\" PERFORATED
UD-18	CO-18	CO-17	745.00	744.52	321	0.15%	4\" PERFORATED
UD-19	CO-19	CO-18	745.48	745.00	321	0.15%	4\" PERFORATED
UD-20	CS-1	DC-9	744.51	744.35	109	0.15%	4\" NON PERFORATED
UD-21	CO-20	CS-1	745.43	744.51	368	0.25%	4\" PERFORATED
UD-22	CO-21	CS-2	745.49	744.94	370	0.15%	4\" PERFORATED
UD-23	CO-22	CS-3	745.69	744.66	513	0.20%	4\" PERFORATED
UD-24	CS-2	DC-10	744.65	744.14	341	0.15%	4\" NON PERFORATED
UD-25	CO-23	CS-2	744.87	744.65	149	0.15%	4\" PERFORATED
UD-26	CS-3	DC-11	744.66	744.39	180	0.15%	4\" NON PERFORATED
UD-28	CO-25	CO-26	744.48	743.76	360	0.20%	4\" PERFORATED
UD-29	CO-26	CO-27	743.76	743.22	360	0.15%	4\" PERFORATED
UD-30	CO-27	DC-12	743.22	742.68	360	0.15%	4\" PERFORATED
UD-31	CO-28	CO-29	744.82	743.78	415	0.25%	4\" PERFORATED
UD-32	CO-29	CO-30	743.78	743.16	415	0.15%	4\" PERFORATED
UD-33	CO-30	DC-14	743.16	742.53	417	0.15%	4\" PERFORATED
UD-34	CO-31	DC-13	742.06	741.60	307	0.15%	4\" PERFORATED
UD-35	CO-32	CO-31	742.52	742.06	306	0.15%	4\" PERFORATED
UD-36	CO-33	DC-15	742.48	741.87	408	0.15%	4\" PERFORATED



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OWNER



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SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CU501.DWG

DESIGNED BY: RAB

DRAWN BY: RAB

CHECKED BY: MJD

APPROVED BY: CBG

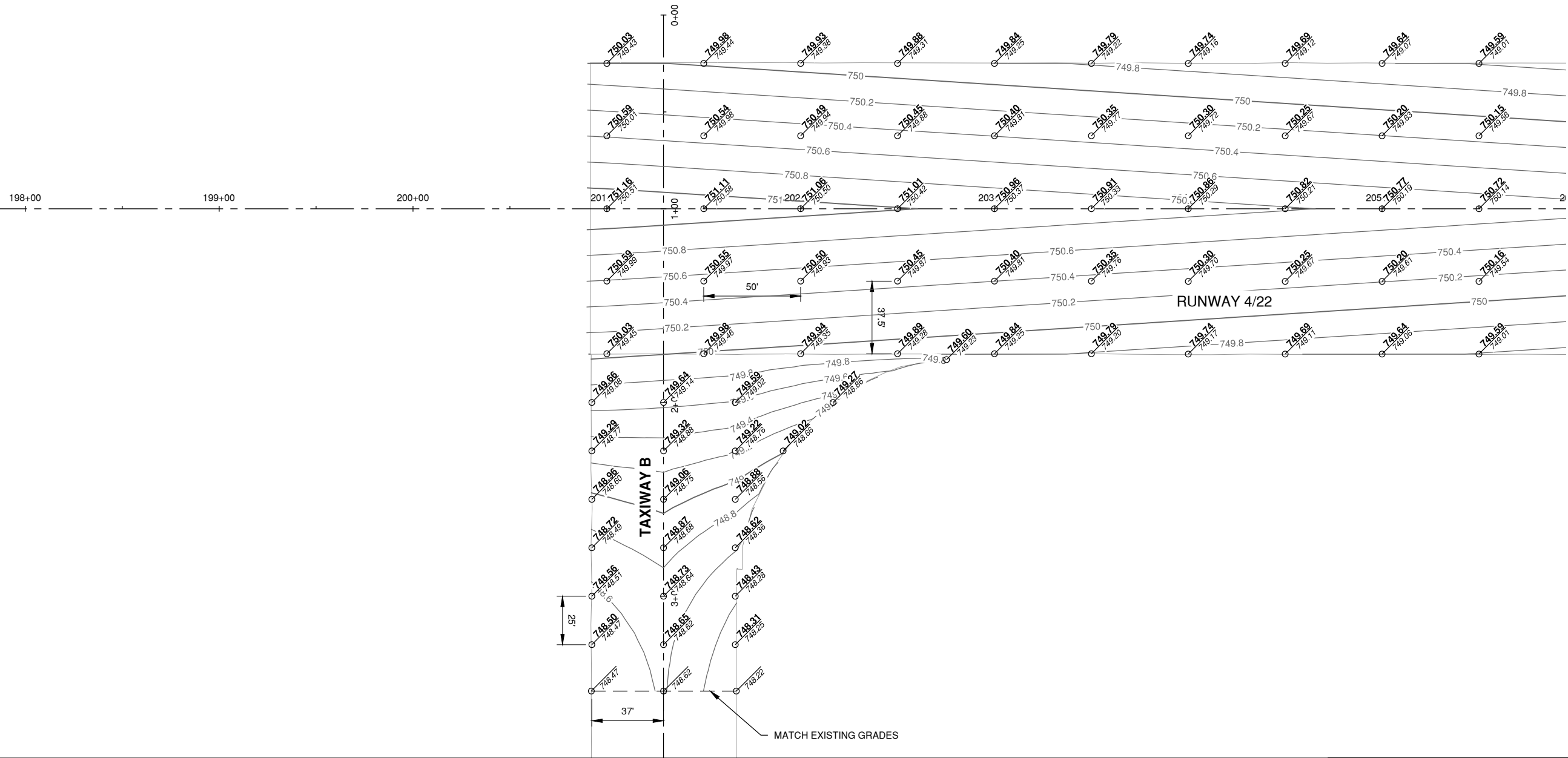
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SHEET TITLE

UNDERDRAIN
DETAILS 1

SHEET 53 OF 115
CU501

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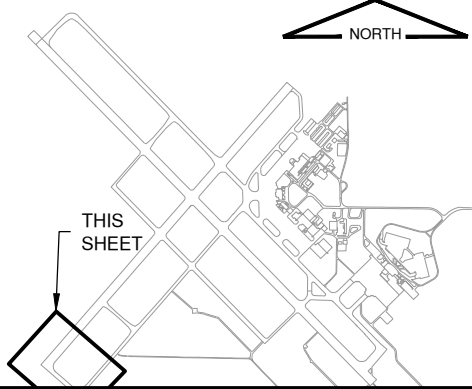
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- MATCH EXISTING EDGE OF PAVEMENT AT EXISTING ELEVATIONS SHOWN.

LEGEND

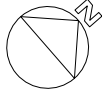
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED CONTOUR
- PROPOSED JOINT LINES

KEYMAP



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SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CP101.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

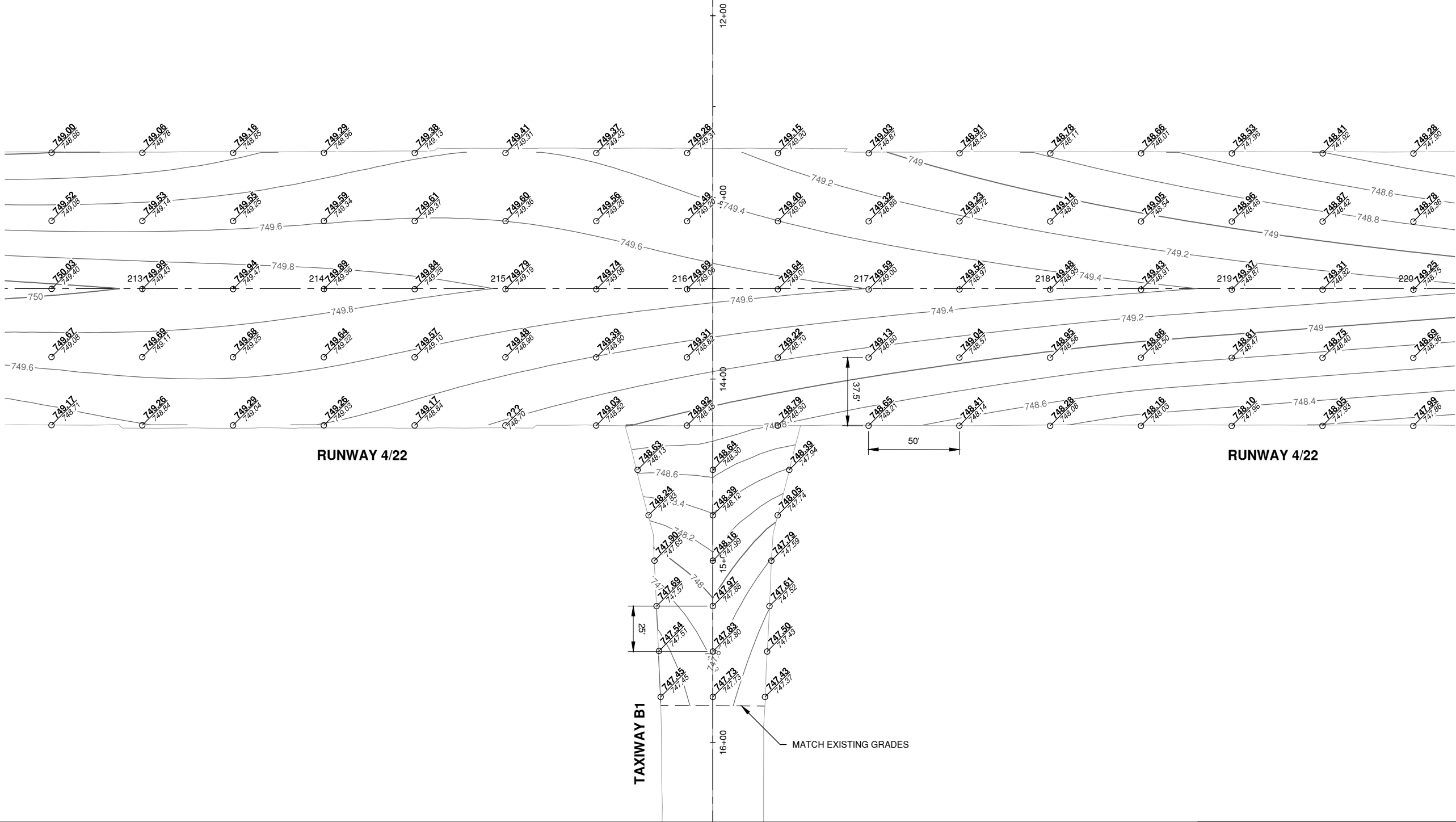
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SHEET TITLE

STAKING PLAN 1

CP101
SHEET 55 OF 115

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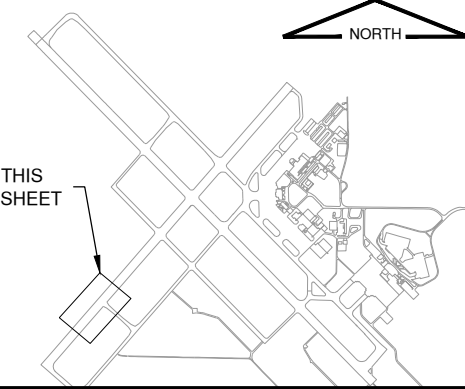
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- MATCH EXISTING EDGE OF PAVEMENT AT EXISTING ELEVATIONS SHOWN.

LEGEND

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

KEYMAP



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MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CP102.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

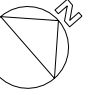
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CP102
SHEET 56 OF 115

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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CP103.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MBB

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STAKING PLAN 2

STAKING PLAN 3

10. *Journal of the American Medical Association*, 2000; 283: 2689-2695.

10. *Journal of the American Medical Association*, 2000; 283: 2689-2695.

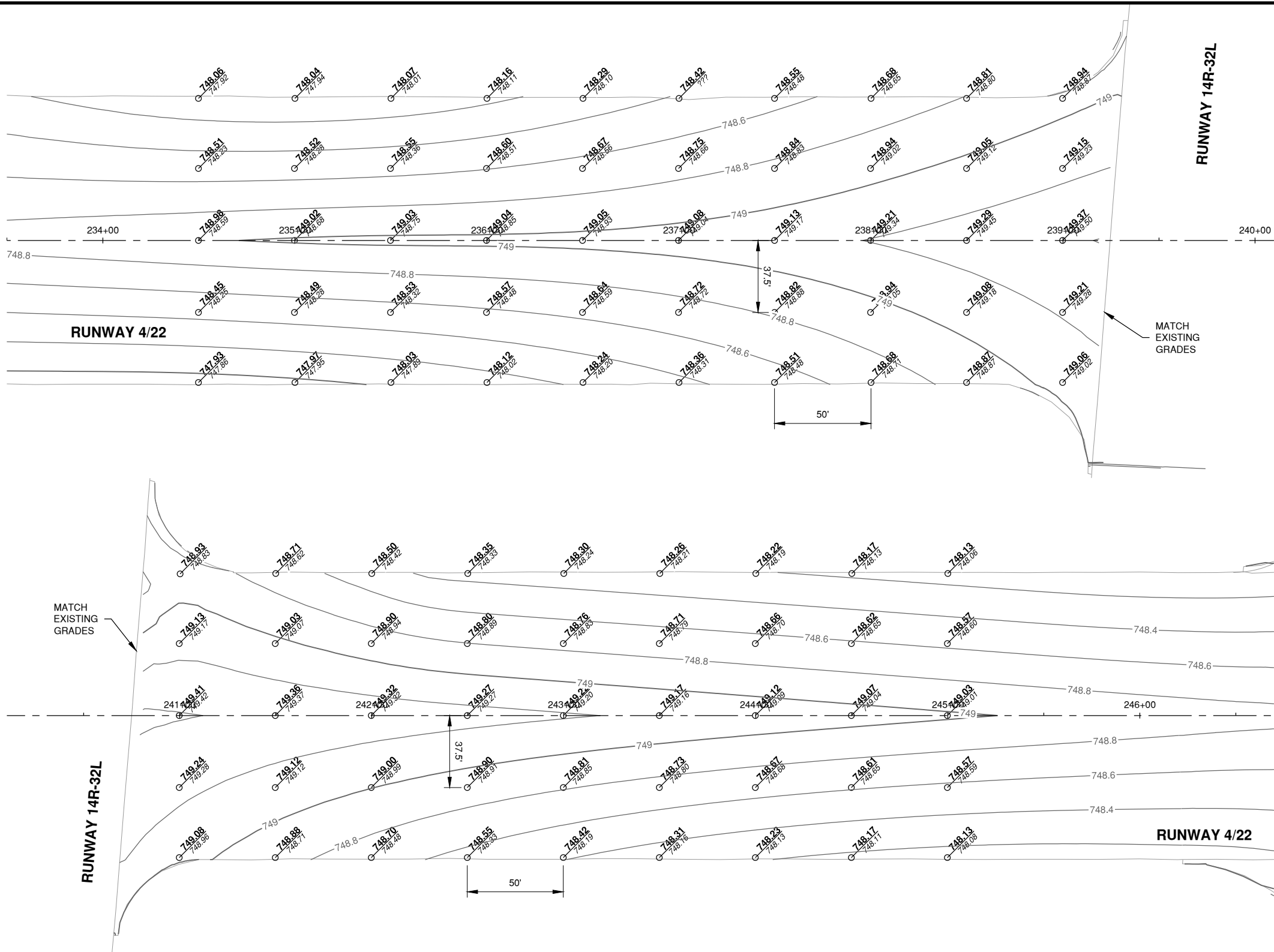
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CP103

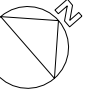
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SHEET 57 OF 115

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MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CP105.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

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SHEET TITLE

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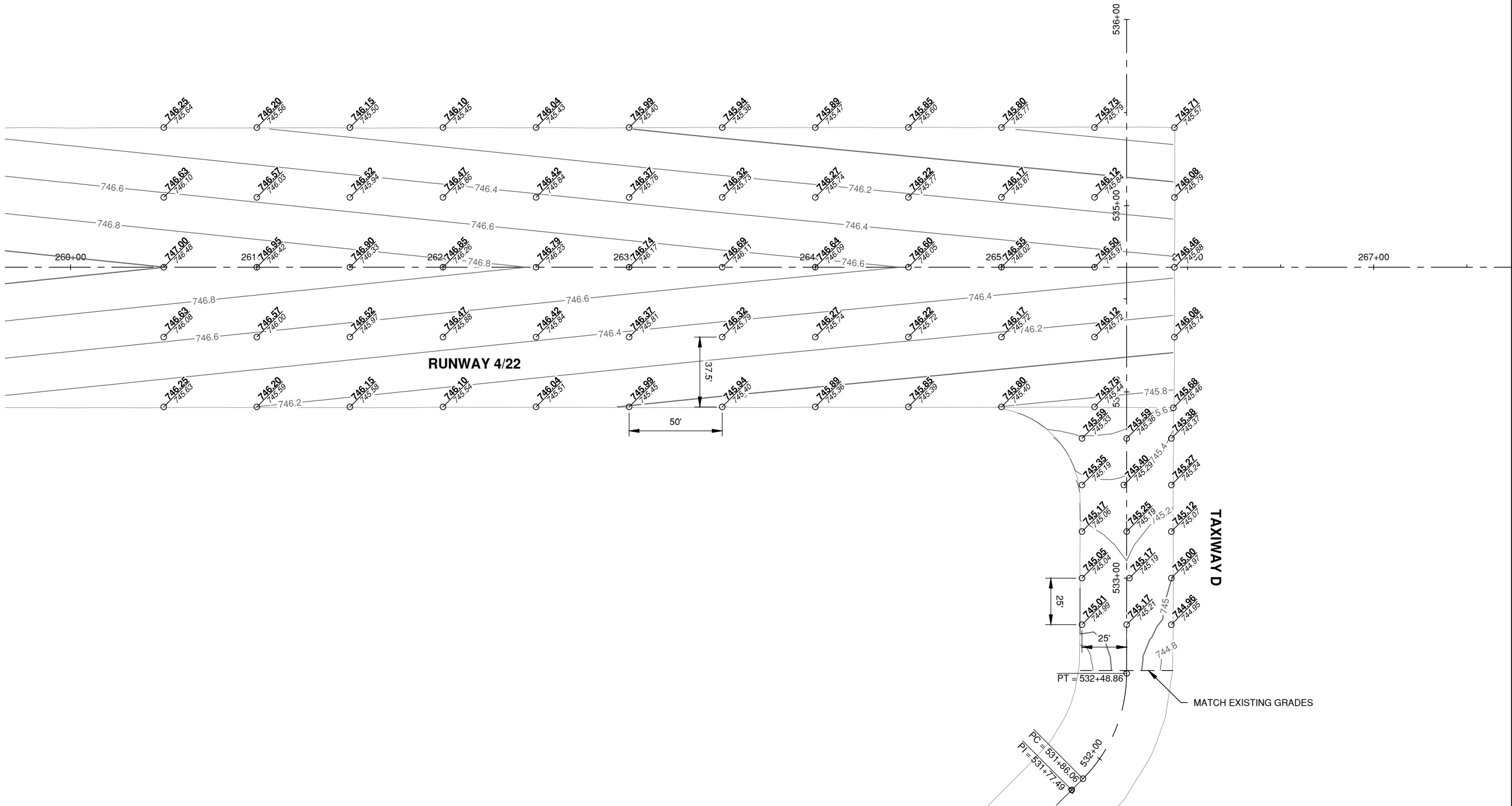
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CP105

59 115

SHEET 55 OF 115

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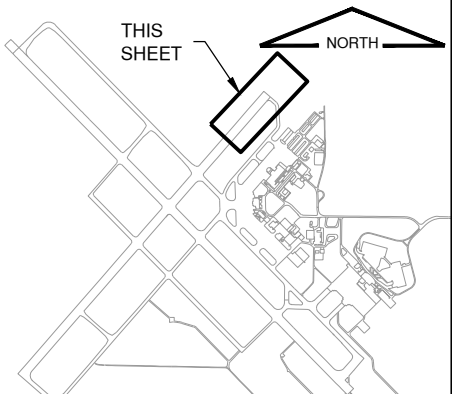
NOTES

- SPACING OF THE ELEVATIONS SHOWN ARE LOCATED AT EVEN STATIONS AND TYPICAL AT OFFSETS SHOWN. OFFSETS SHOWN ARE TYPICAL FOR THE AREA SHOWN WHERE POSSIBLE. EDGE OF PAVEMENT ELEVATIONS SHOWN MAY FOLLOW EXISTING EDGE OF PAVEMENT AND MAY NOT BE AT THE EXACT TYPICAL OFFSET.
- MATCH EXISTING EDGE OF PAVEMENT AT EXISTING ELEVATIONS SHOWN.

LEGEND

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

KEYMAP



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MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CP106.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

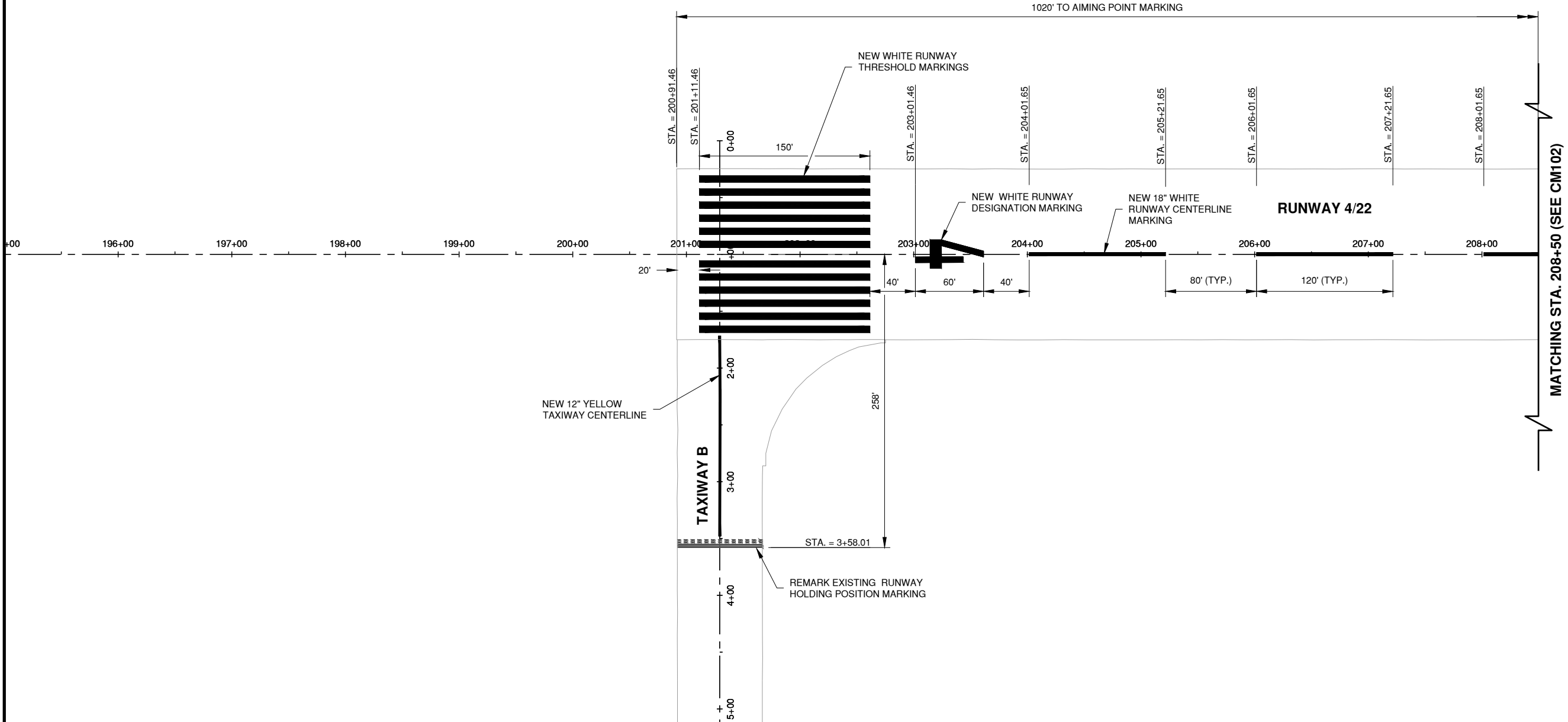
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SHEET TITLE

STAKING PLAN 6

CP106
SHEET 60 OF 115

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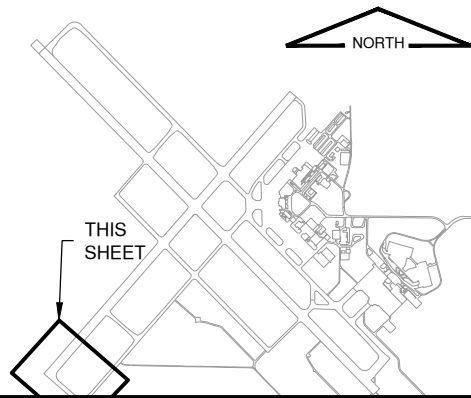
NOTES

- CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKINGS THAT ARE TO REMAIN.

LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW RUNWAY CENTERLINE MARKING

KEYMAP



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0 50' 100'
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REHABILITATE RUNWAY 4-22

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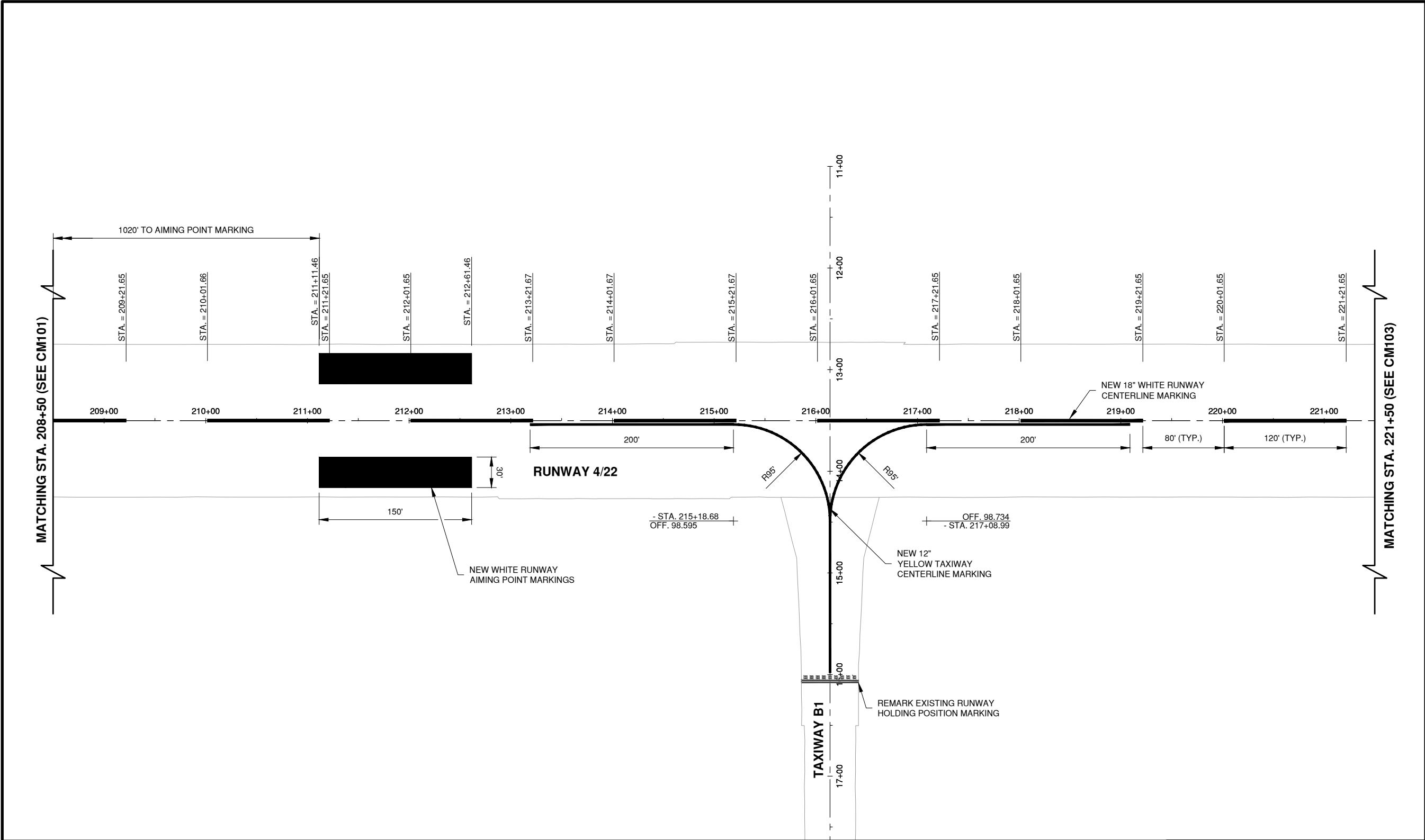
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IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-CM101.DWG	
DESIGNED BY: CER	
DRAWN BY: BEE	
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SHEET TITLE
MARKING PLAN 1

CM101
SHEET 61 OF 115

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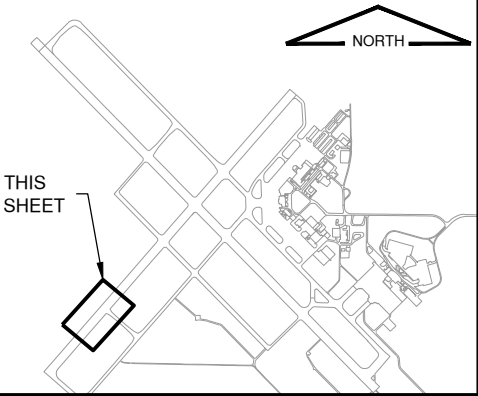
NOTES

1. CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKINGS THAT ARE TO REMAIN.

LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW RUNWAY CENTERLINE MARKING

KEYMAP



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MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD	UN060
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IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CM102.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

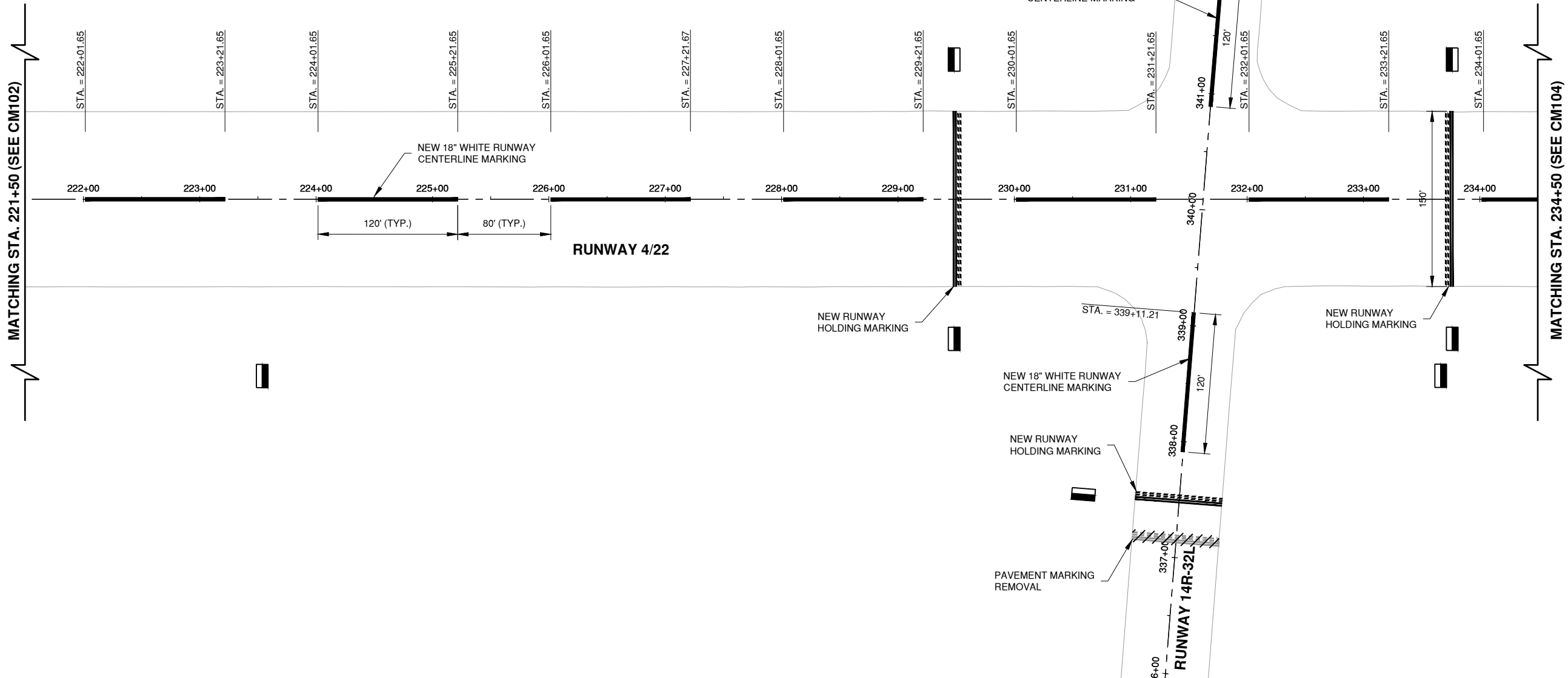
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SHEET TITLE

MARKING PLAN 2

CM102
SHEET 62 OF 115

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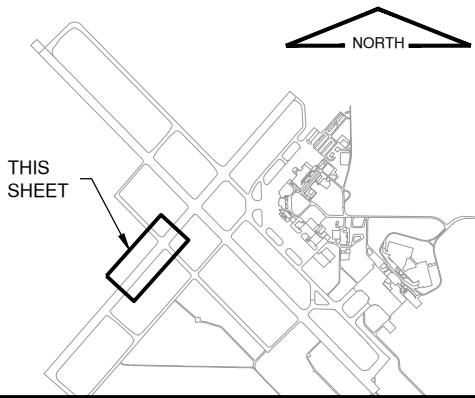
NOTES

1. CONTRACTOR SHALL RESTRICT ACCESS TRAFFIC TO LIMIT UNNECESSARY DAMAGE TO EXISTING PAINT MARKINGS THAT ARE TO REMAIN.

LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW RUNWAY CENTERLINE MARKING
- PAVEMENT MARKING TO BE REMOVED

KEYMAP



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MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CM103.DWG

DESIGNED BY: CER

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

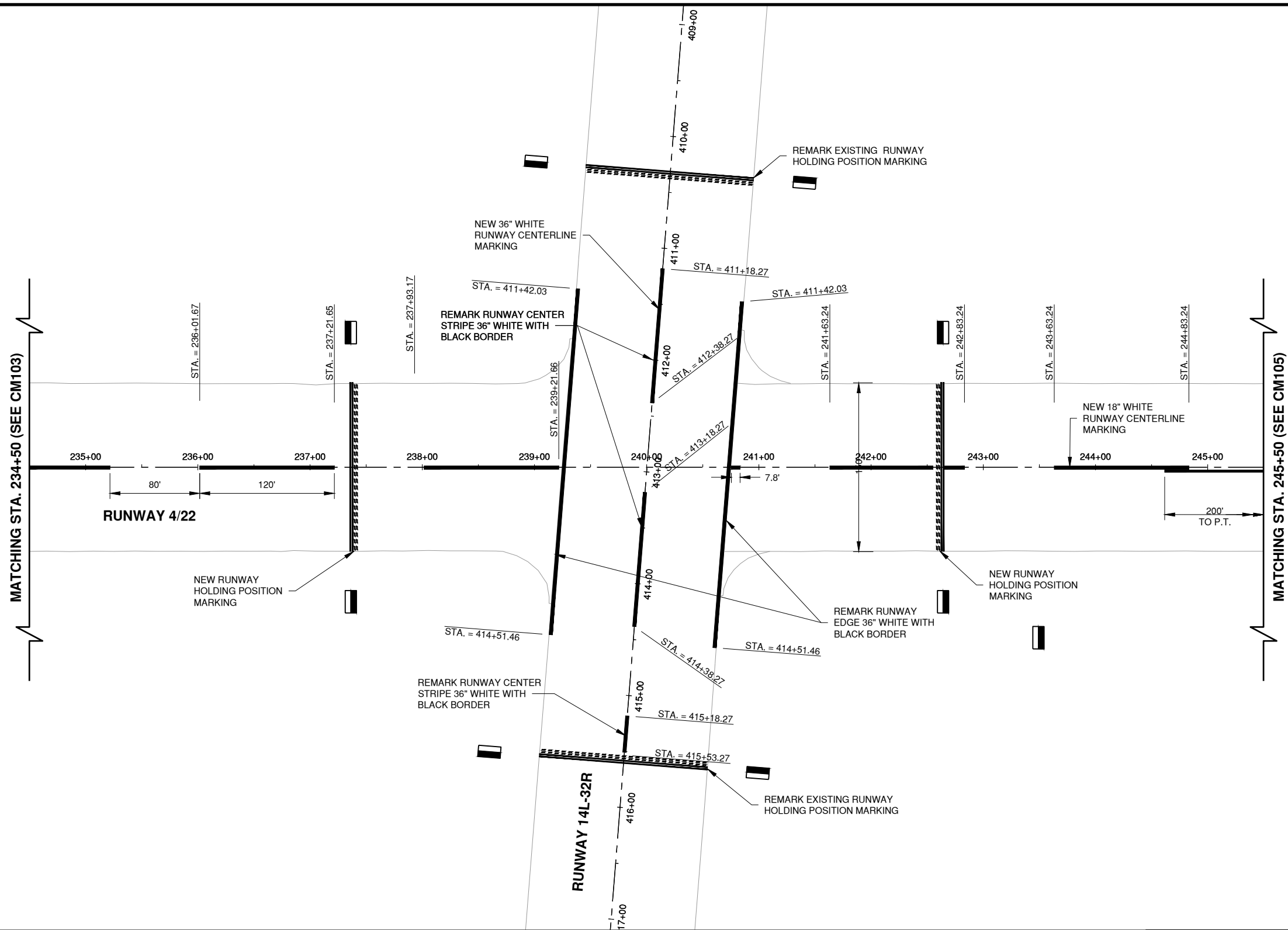
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MARKING PLAN 3

CM103
SHEET 63 OF 115

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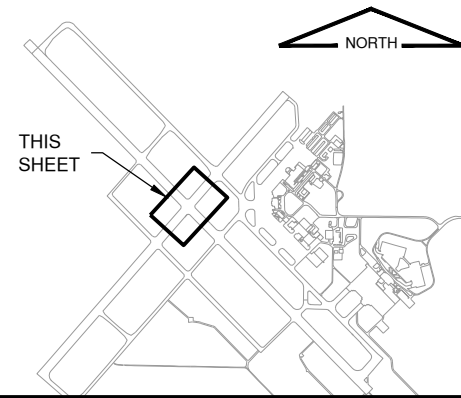
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LEGEND

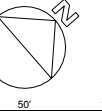
- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW RUNWAY CENTERLINE MARKING

KEYMAP



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REHABILITATE RUNWAY 4-22

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SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

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

UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CM104.DWG

DESIGNED BY: CER

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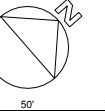
MARKING PLAN 4

CM104

SHEET 64

OF 115

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-CM105.DWG

DESIGNED BY: CER

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Journal of Management Education 36(7) 809–826

SHEET TITLE

MARKING PLAN 5

MARKING PLAN 5

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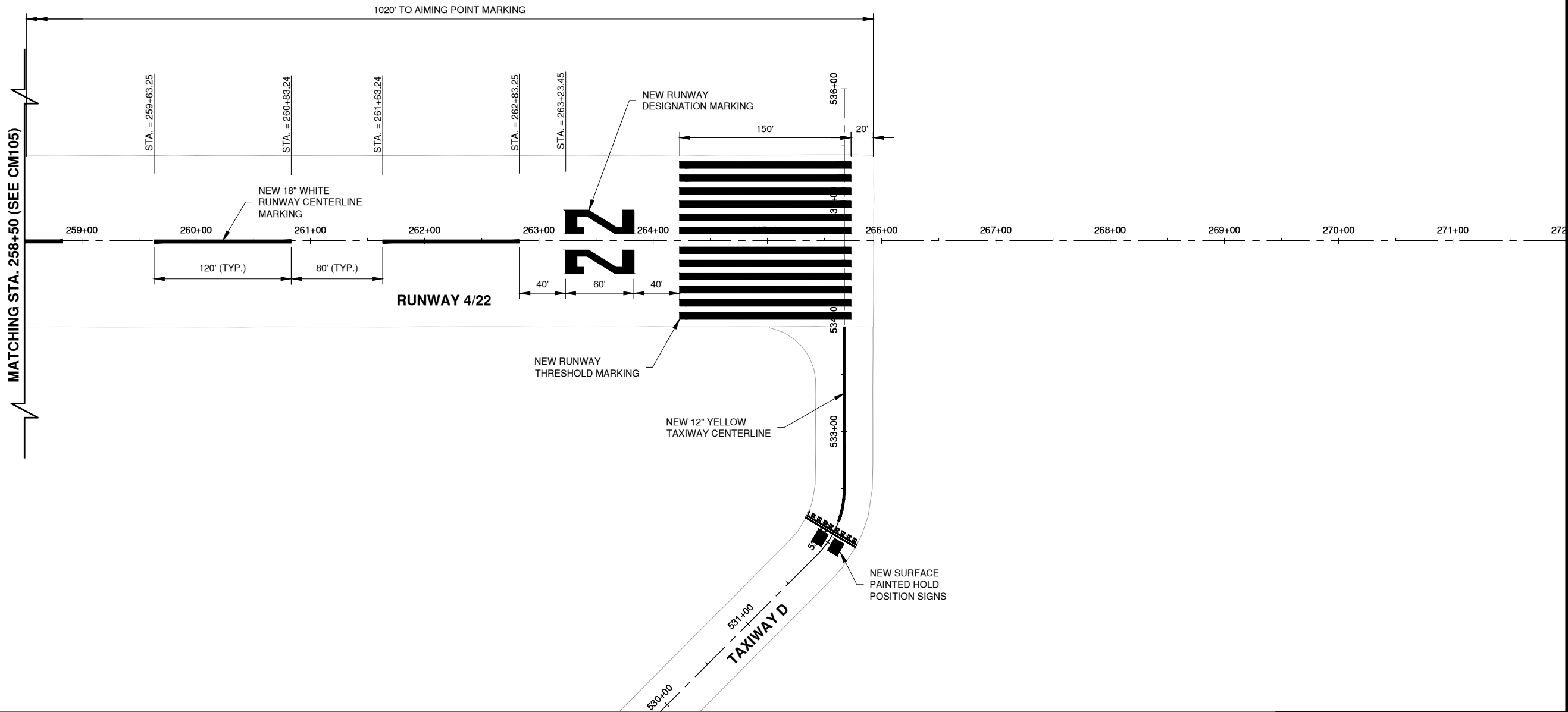
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CM105

65 115

SHEET 03 OF 115

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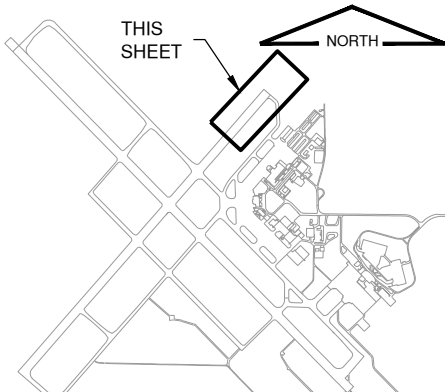
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LEGEND

- EXISTING MARKING
- NEW TAXIWAY CENTERLINE MARKING
- NEW RUNWAY HOLDING POSITION MARKING
- NEW RUNWAY CENTERLINE MARKING

KEYMAP



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REHABILITATE RUNWAY 4-22

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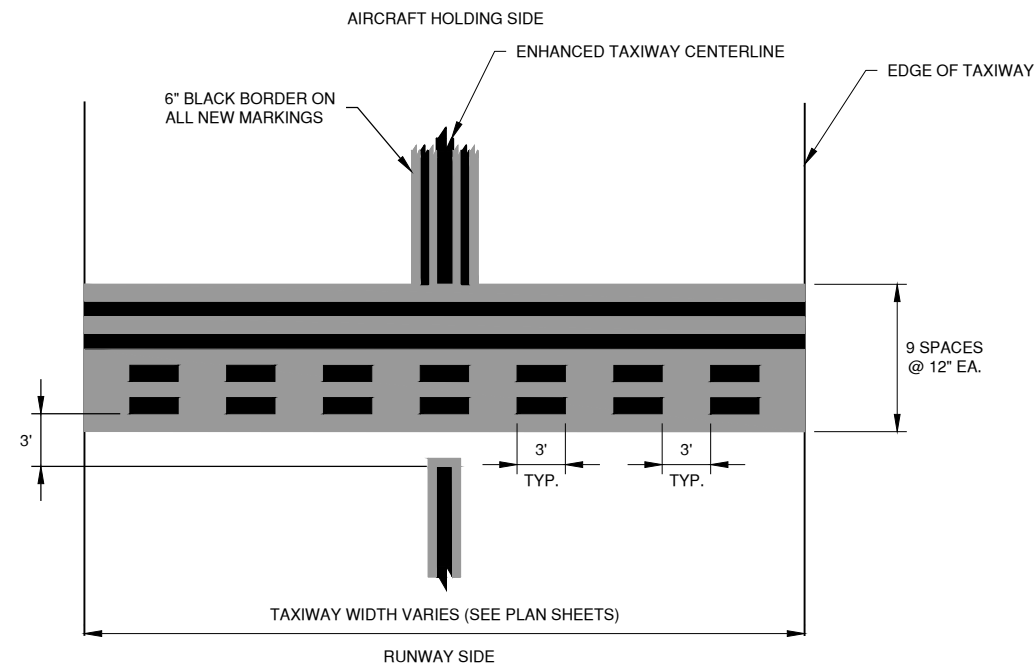
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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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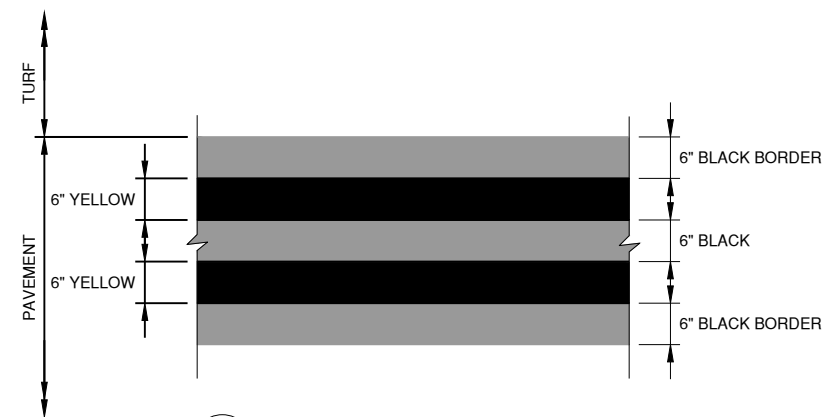
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CAD DWG FILE: 19005902-CM106.DWG	
DESIGNED BY: CER	
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CHECKED BY: MJD	
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SHEET TITLE
MARKING PLAN 6

CM106
SHEET 66 OF 115



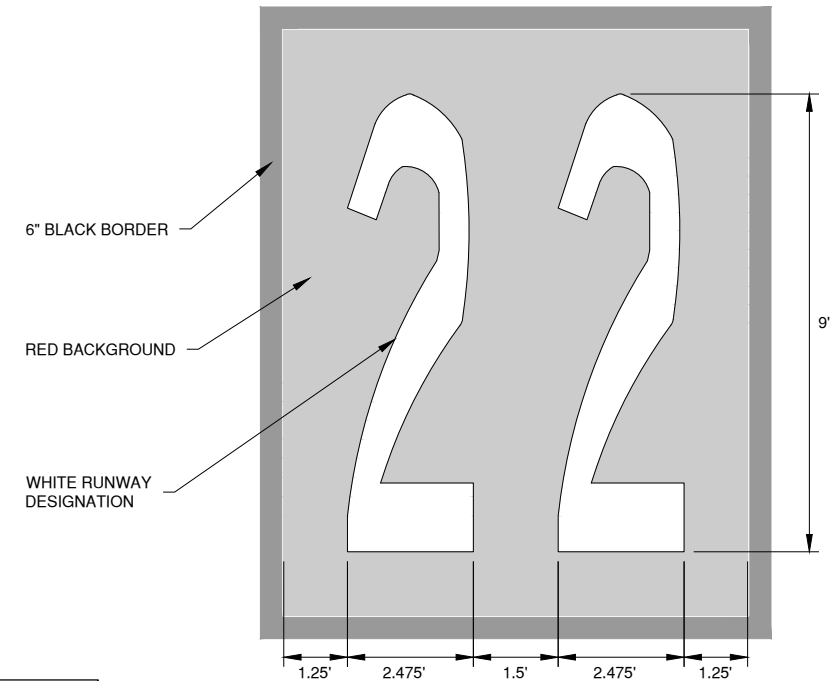
1 **ENHANCED RUNWAY HOLDING POSITION**
N.T.S.



2 TAXIWAY EDGE MARKING
N.T.S.



3 TAXIWAY CENTERLINE DETAIL
N.T.S.

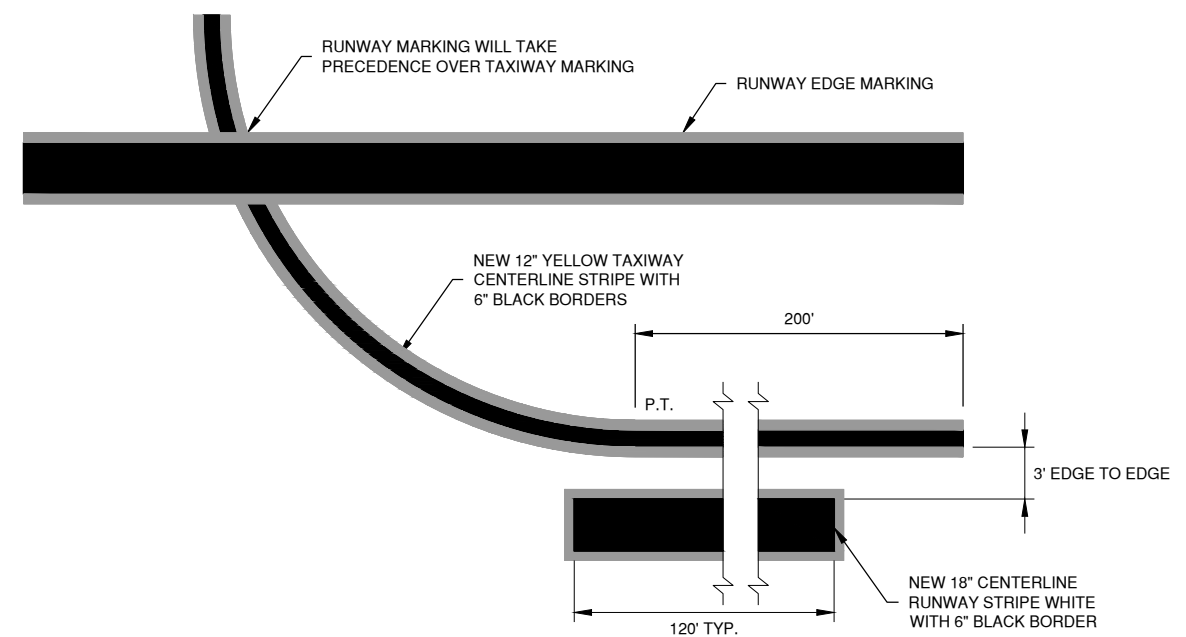


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HAVE REFLECTIVE MEDIA

SPHPS NOTES

1. THE APPEARANCE OF THE NUMBERS MUST BE PER APPENDIX B OF THE CURRENT PAVEMENT MARKING ADVISORY CIRCULAR (150/5340-1M).
2. CONTRACTOR SHALL SUPPLY THE AIRPORT WITH THE SPHPS TEMPLATE FOR USE ON FUTURE REMARKING.
3. REFER TO P-620 SPEC FOR GLASS BEAD APPLICATION RATE ON RED MARKING.

4 SURFACE PAINTED HOLDING POSITION SIGN
N.T.S.



MARKING NOTE

1. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.
2. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-CM501.DWG	
DESIGNED BY: CER	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE

MARKING DETAILS 1

CM501

SHEET 67 OF 115



- | RUNWAY DESIGNATION NOTE | |
|-------------------------|--|
| 1. | ALL CHARACTER HAVE THE FOLLOWING FEATURES UNLESS OTHERWISE SPECIFIED. <ul style="list-style-type: none"> • 60' HIGH • 20' WIDE • VERTICAL STROKE 5' • HORIZONTAL STROKE 10' • DIAGONAL STROKE 5' • 6" BLACK BORDER |
| 2. | ALL NUMERALS ARE SPACED 15' APART. |
| 3. | SINGLE DIGITS MUST NOT BE PRECEDED BY ZERO. |
| 4. | SINGLE DESIGNATIONS ARE LOCATED ON THE RUNWAY PAVEMENT CENTERLINE. FOR DOUBLE DESIGNATIONS, THE OUTER EDGES OF THE TWO NUMERALS IS CENTERED ON THE RUNWAY PAVEMENT CENTERLINE. |



- ## RUNWAY CENTERLINE NOTE
1. THE DISTANCE BETWEEN STRIPES SHALL BE 80' OR AS NOTED ON THE PROPOSED MARKING SHEETS.
 2. CENTERLINE STRIPES ARE CENTERED ABOUT THE RUNWAY CENTERLINE.
 3. THE RUNWAY CENTERLINE WHITE DASHED SHALL VARY IN WIDTH DEPENDING ON THE RUNWAY TYPE.
 - A. RUNWAY 4/22 - 18" WIDE (180 SF WHITE, 122.5 SF BLACK PER EACH FULL LENGTH DASH)
 - B. RUNWAY 14R/32L - 18" WIDE (180 SF WHITE, 122.5 SF BLACK PER EACH FULL LENGTH DASH)
 - C. RUNWAY 14L/32R - 36" WIDE (360 SF WHITE, 124 SF BLACK PER EACH FULL LENGTH DASH)

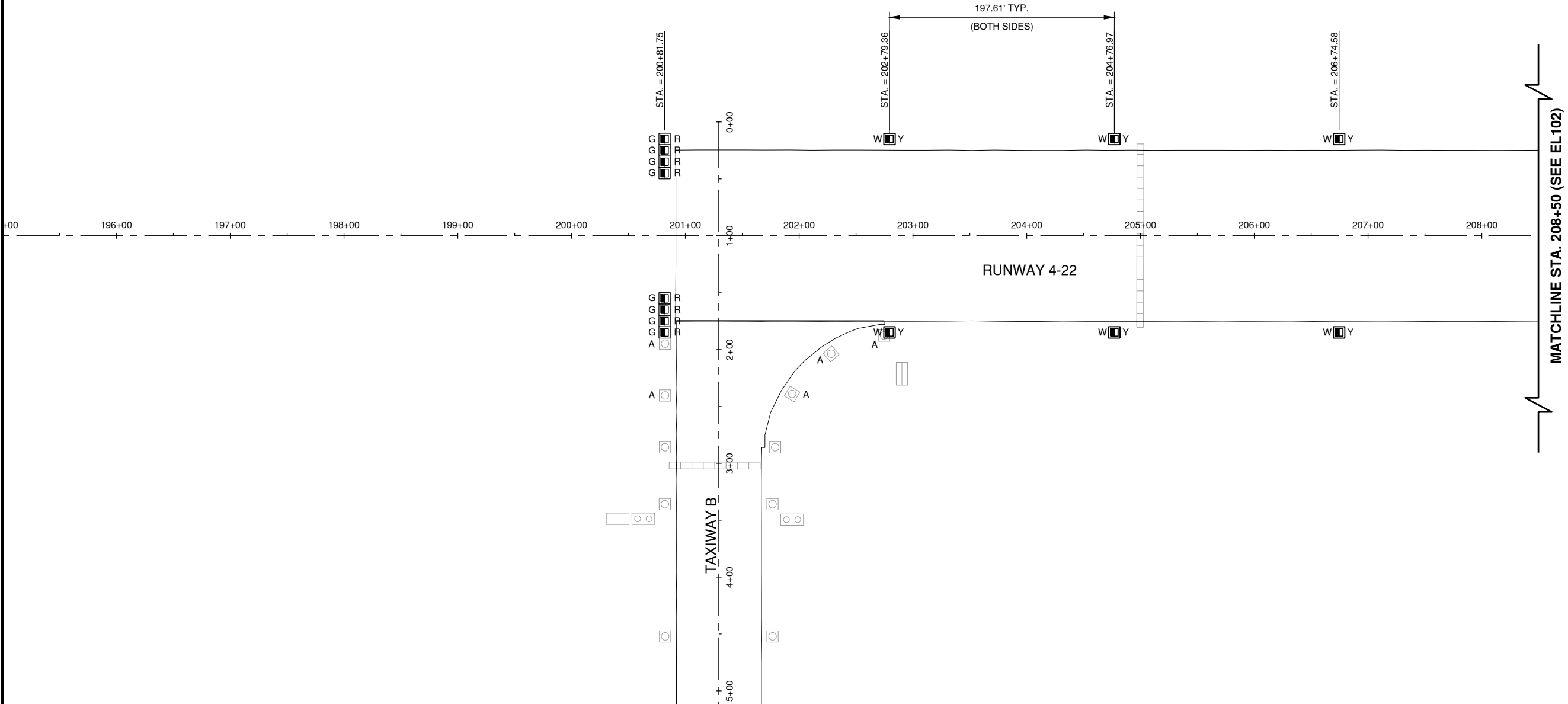


MARK	DATE		DESCRIPTION		
AIP PROJ. NO.	3-17-0016-TBD				UN060
IL PROJ. NO.	CM1-4751				
CMT PROJECT NO:	19005902				
CAD DWG FILE:	19005902-CM501.DWG				
DESIGNED BY:	CER				
DRAWN BY:	BEE				
CHECKED BY:	MJD				
APPROVED BY:	CBG				
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SHEET TITLE
MARKING DETAILS 2

SHEET 68 OF 115

Path: K:\Champaign\A019005902_Rev4-22\DrawSheets\19005902-EL101.dwg
Date: Wednesday, May 13, 2020 12:18:09 PM



GENERAL NOTES

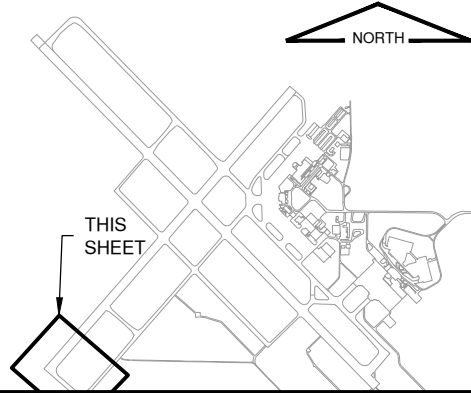
1. LIGHT LOCATION SHALL BE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL TO THE RUNWAY CENTERLINE.
2. THRESHOLD LIGHTS SHALL BE SPACED 10' APART. THE THRESHOLD LIGHTS FURTHEST AWAY FROM THE RUNWAY CENTERLINE SHALL BE IN A STRAIGHT LINE WITH THE RUNWAY EDGE LIGHTS.
3. LIGHTS SHALL BE EVENLY SPACED. DIMENSIONS ARE SHOWN FOR REFERENCE ONLY AND WILL VARY FROM ACTUAL FIELD GEOMETRY.
4. REFER TO SHEETS EP101 TO EP106 FOR THE CIRCUIT CABLING LAYOUT.

LEGEND

- EXISTING DUCT BANK
- EXISTING TAXIWAY EDGE LIGHT
- ADJUST EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW IN-PAVEMENT SEMI-FLUSH RUNWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- NEW BASE MOUNTED RUNWAY LIGHT (WHITE / YELLOW [AMBER] LENS)
- NEW BASE MOUNTED RUNWAY LIGHT (360° CLEAR LENS)

- RUNWAY THRESHOLD LIGHTS (GREEN / RED LENS)

KEYMAP



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0 50' 100'

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

100% FOR BID
MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EL101.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

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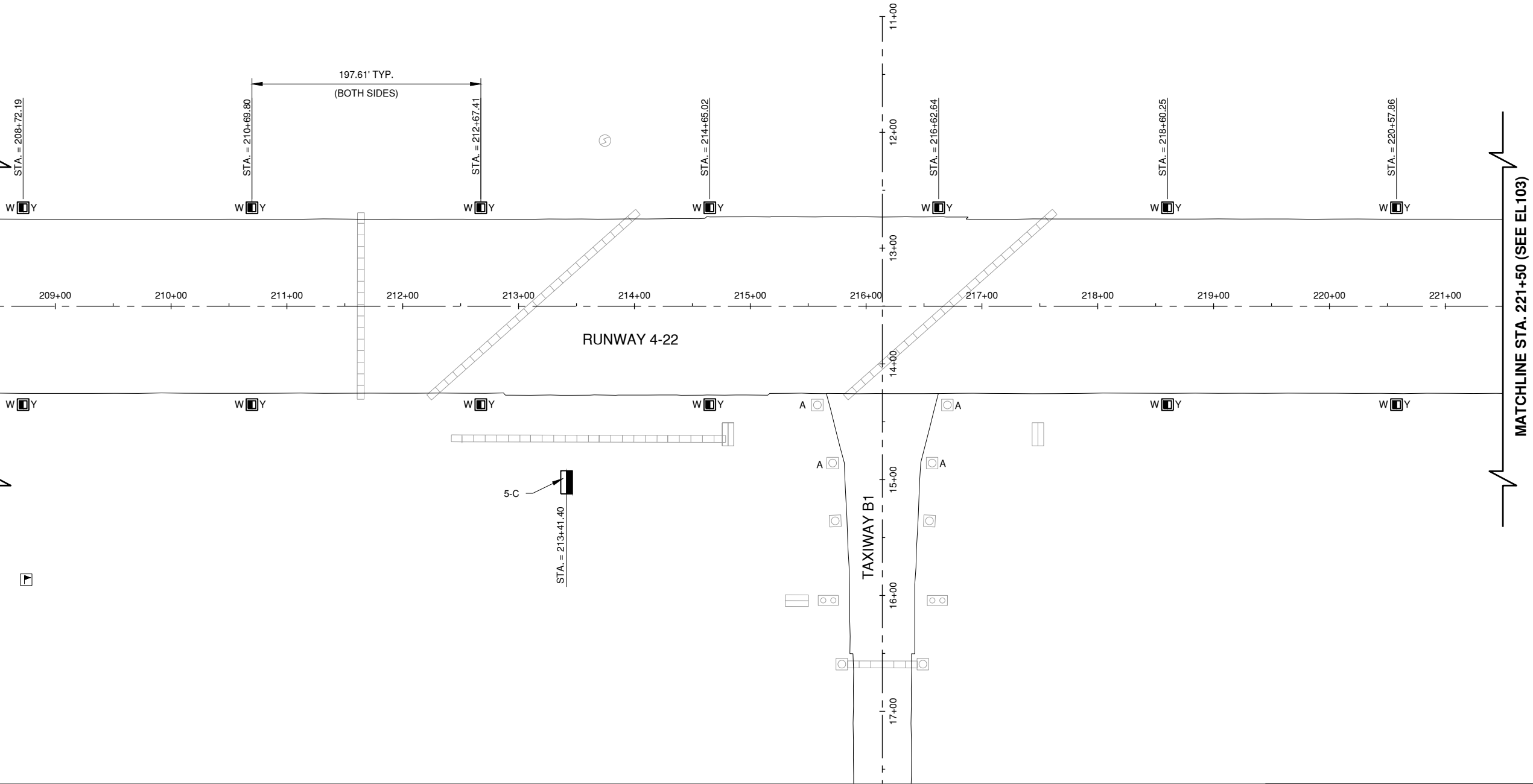
SHEET TITLE

LIGHTING LAYOUT 1

EL101
SHEET 69 OF 115

Path: K:\Champaign\A019005902_Rev4-22\DrawSheets\19005902-EL102.dwg
Date: Wednesday, May 13, 2020 12:18:25 PM

MATCHLINE STA. 208+50 (SEE EL101)



MATCHLINE STA. 221+50 (SEE EL103)

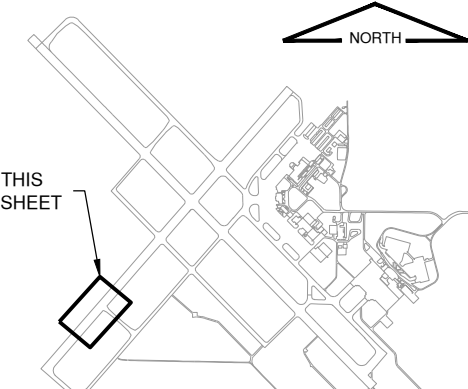
GENERAL NOTES

1. LIGHT LOCATION SHALL BE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL TO THE RUNWAY CENTERLINE.
2. LIGHTS SHALL BE EVENLY SPACED. DIMENSIONS ARE SHOWN FOR REFERENCE ONLY AND WILL VARY FROM ACTUAL FIELD GEOMETRY.
3. REFER TO SHEETS EP101 TO EP106 FOR THE CIRCUIT CABLING LAYOUT.

LEGEND

- EXISTING DUCT BANK
- EXISTING TAXIWAY EDGE LIGHT
- ADJUST EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW IN-PAVEMENT SEMI-FLUSH RUNWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- NEW BASE MOUNTED RUNWAY LIGHT (WHITE / YELLOW [AMBER] LENS)
- NEW BASE MOUNTED RUNWAY LIGHT (360° CLEAR LENS)
- EXISTING WINDCONE

KEYMAP



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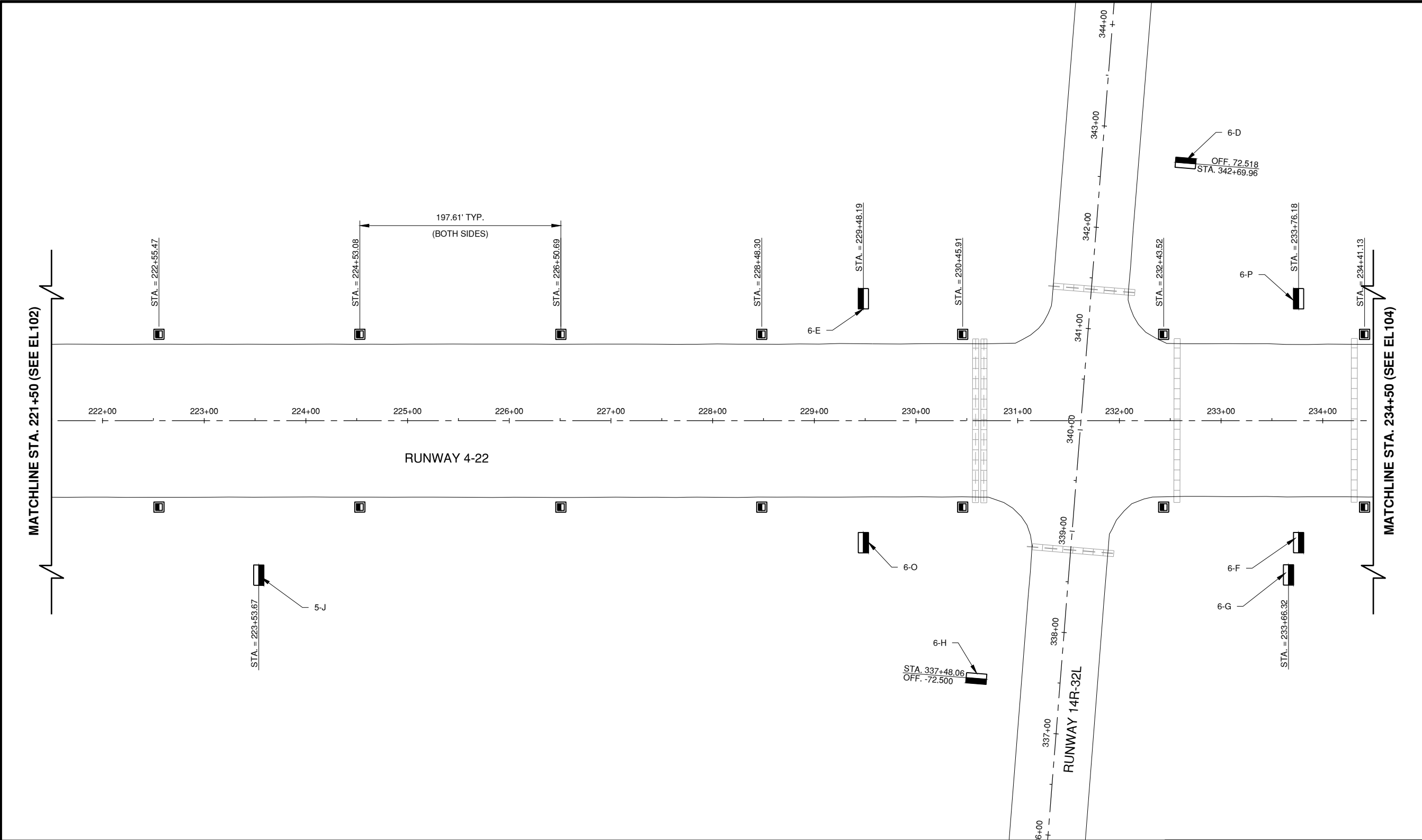
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CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-EL102.DWG	
DESIGNED BY: MRR	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE
LIGHTING LAYOUT 2

EL102
SHEET 70 OF 115

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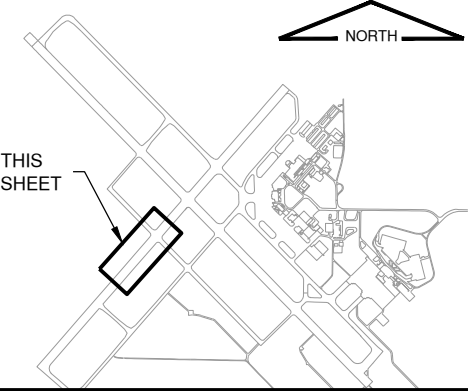
GENERAL NOTES

1. LIGHT LOCATION SHALL BE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL TO THE RUNWAY CENTERLINE.
2. LIGHTS SHALL BE EVENLY SPACED. DIMENSIONS ARE SHOWN FOR REFERENCE ONLY AND WILL VARY FROM ACTUAL FIELD GEOMETRY.
3. REFER TO SHEETS EP101 TO EP106 FOR THE CIRCUIT CABLING LAYOUT.

LEGEND

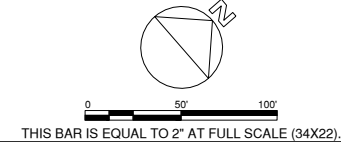
- EXISTING DUCT BANK
- EXISTING TAXIWAY EDGE LIGHT
- A ADJUST EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW IN-PAVEMENT SEMI-FLUSH RUNWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- W Y NEW BASE MOUNTED RUNWAY LIGHT (WHITE / YELLOW [AMBER] LENS)
- NEW BASE MOUNTED RUNWAY LIGHT (360° CLEAR LENS)

KEYMAP



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SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EL103.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

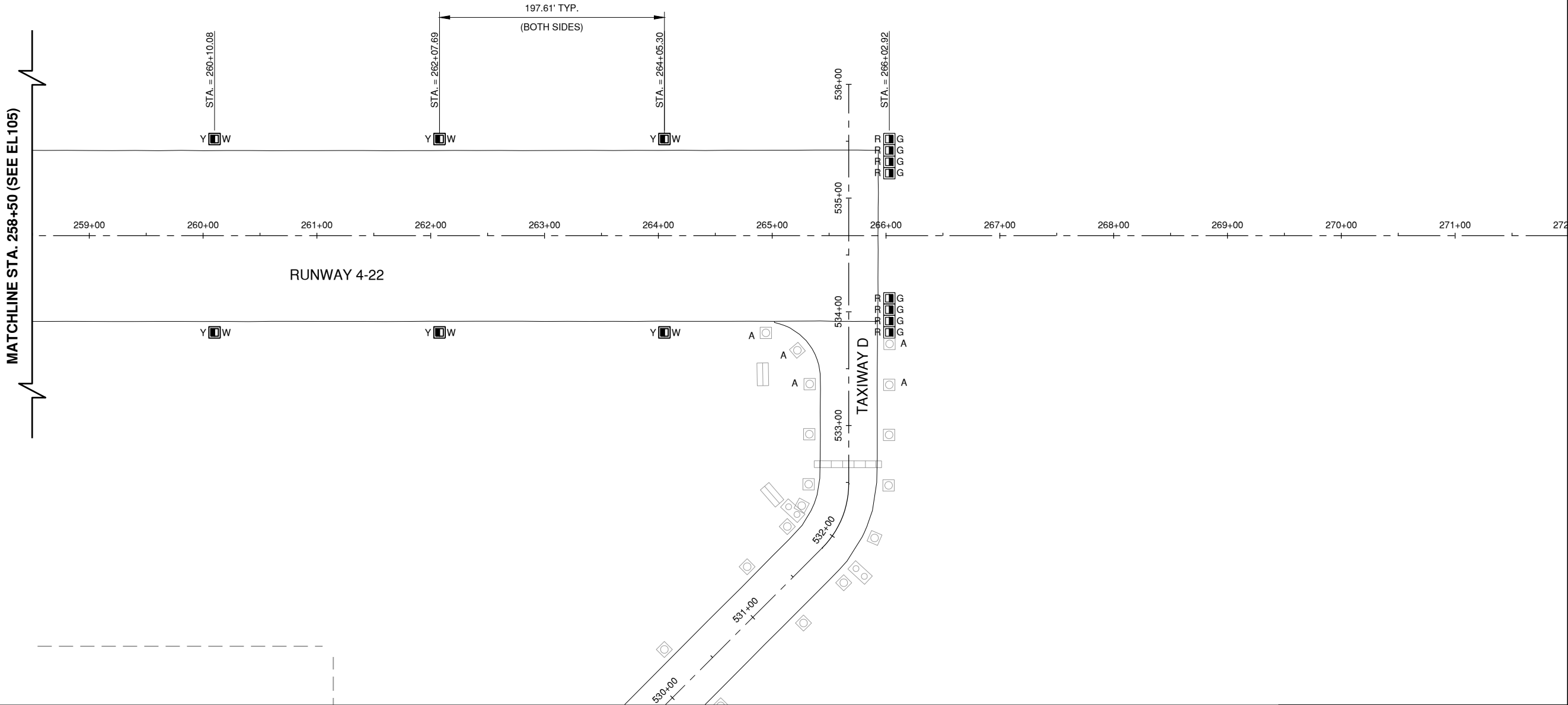
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SHEET TITLE

LIGHTING LAYOUT 3

EL103
SHEET 71 OF 115

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Date: Wednesday, May 13, 2020 12:19:25 PM



GENERAL NOTES

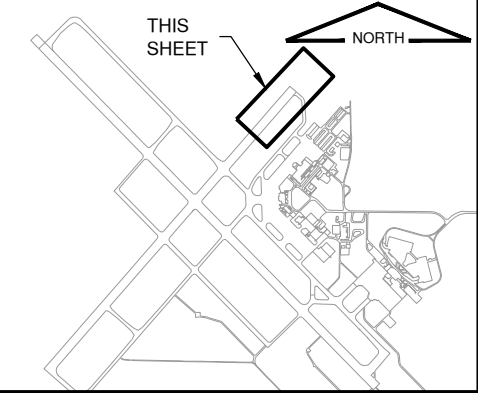
1. LIGHT LOCATION SHALL BE NO MORE THAN 10' AND NO LESS THAN 2' FROM THE PAVEMENT EDGE, IN A STRAIGHT LINE PARALLEL TO THE RUNWAY CENTERLINE.
2. THRESHOLD LIGHTS SHALL BE SPACED 10' APART. THE THRESHOLD LIGHTS FURTHEST AWAY FROM THE RUNWAY CENTERLINE SHALL BE IN A STRAIGHT LINE WITH THE RUNWAY EDGE LIGHTS.
3. LIGHTS SHALL BE EVENLY SPACED. DIMENSIONS ARE SHOWN FOR REFERENCE ONLY AND WILL VARY FROM ACTUAL FIELD GEOMETRY.
4. REFER TO SHEETS EP101 TO EP106 FOR THE CIRCUIT CABLING LAYOUT.

LEGEND

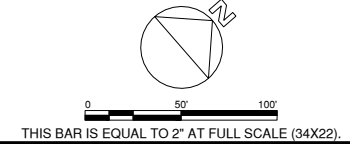
- EXISTING DUCT BANK
- EXISTING TAXIWAY EDGE LIGHT
- ADJUST EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW IN-PAVEMENT SEMI-FLUSH RUNWAY LIGHT
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY GUARD LIGHTS (RGL)
- NEW BASE MOUNTED RUNWAY LIGHT (WHITE / YELLOW [AMBER] LENS)
- NEW BASE MOUNTED RUNWAY LIGHT (360° CLEAR LENS)

- RUNWAY THRESHOLD LIGHTS (GREEN / RED LENS)

KEYMAP



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REHABILITATE RUNWAY 4-22

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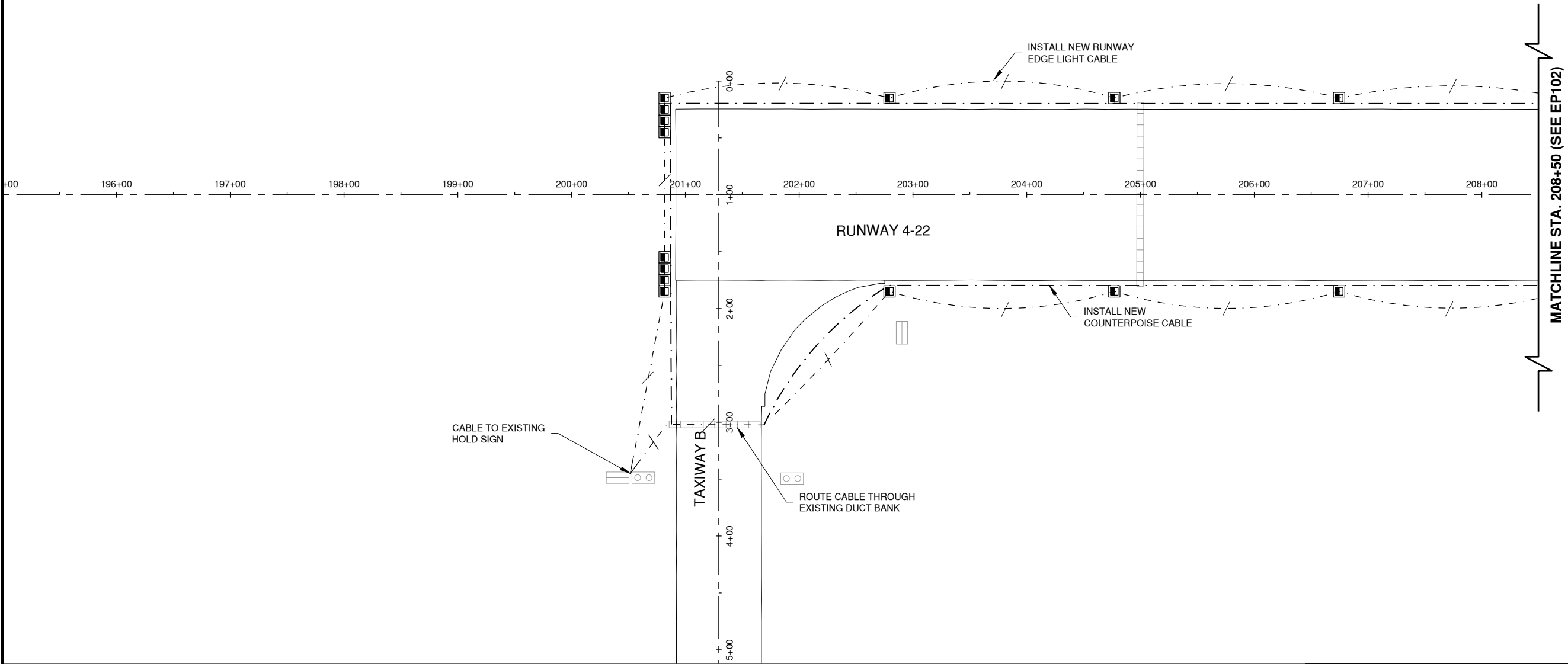
MARK	DATE	DESCRIPTION

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IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-EL106.DWG	
DESIGNED BY: MRR	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
COPYRIGHT:	

SHEET TITLE
LIGHTING LAYOUT 6

EL106
SHEET 74 OF 115

Path: K:\Champaign\A0119005902_Rev04-22\Draw\Sheets\19005902-EP101.dwg
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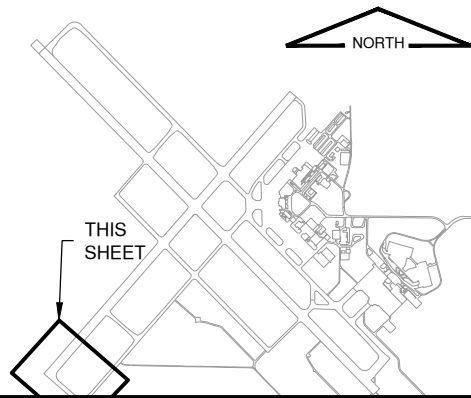
NOTES

- EXISTING TRENCHES BETWEEN LIGHTS WILL CONTAIN THE POWER CIRCUIT AND MAY CONTAIN ABANDONED CABLES FROM PREVIOUS LIGHTING IMPROVEMENTS. THE CONTRACTOR HAS THE OPTION TO REMOVE THESE CABLES AS NECESSARY TO INSTALL NEW CIRCUIT. THESE REMOVALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

LEGEND

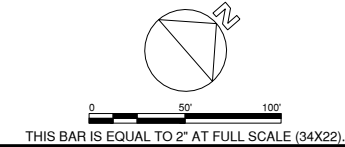
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|--|--|--|--|
| | BASE MOUNTED RUNWAY LIGHT | | RUNWAY 4/22 CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | ADJUST EXISTING BASE MOUNTED TAXIWAY LIGHT (LED) | | RUNWAY 14R/32L CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | HANDHOLE | | RUNWAY 14L/32R CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | FLUSH IN-PAVEMENT RUNWAY LIGHT | | NEW COUNTERPOISE #6 |
| | SPLICE CAN | | EXISTING DUCT |

KEYMAP



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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



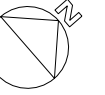
UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-EP101.DWG	
DESIGNED BY: MRR	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE
CABLING PLAN 1

EP101
SHEET 75 OF 115



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REHABILITATE RUNWAY 4-22

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SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060IL PROJ. NO. CMI-4751CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EP102.DWG

DESIGNED BY: MRRDRAWN BY: BEE

CHECKED BY: MJD

APPROVED BY: CBG

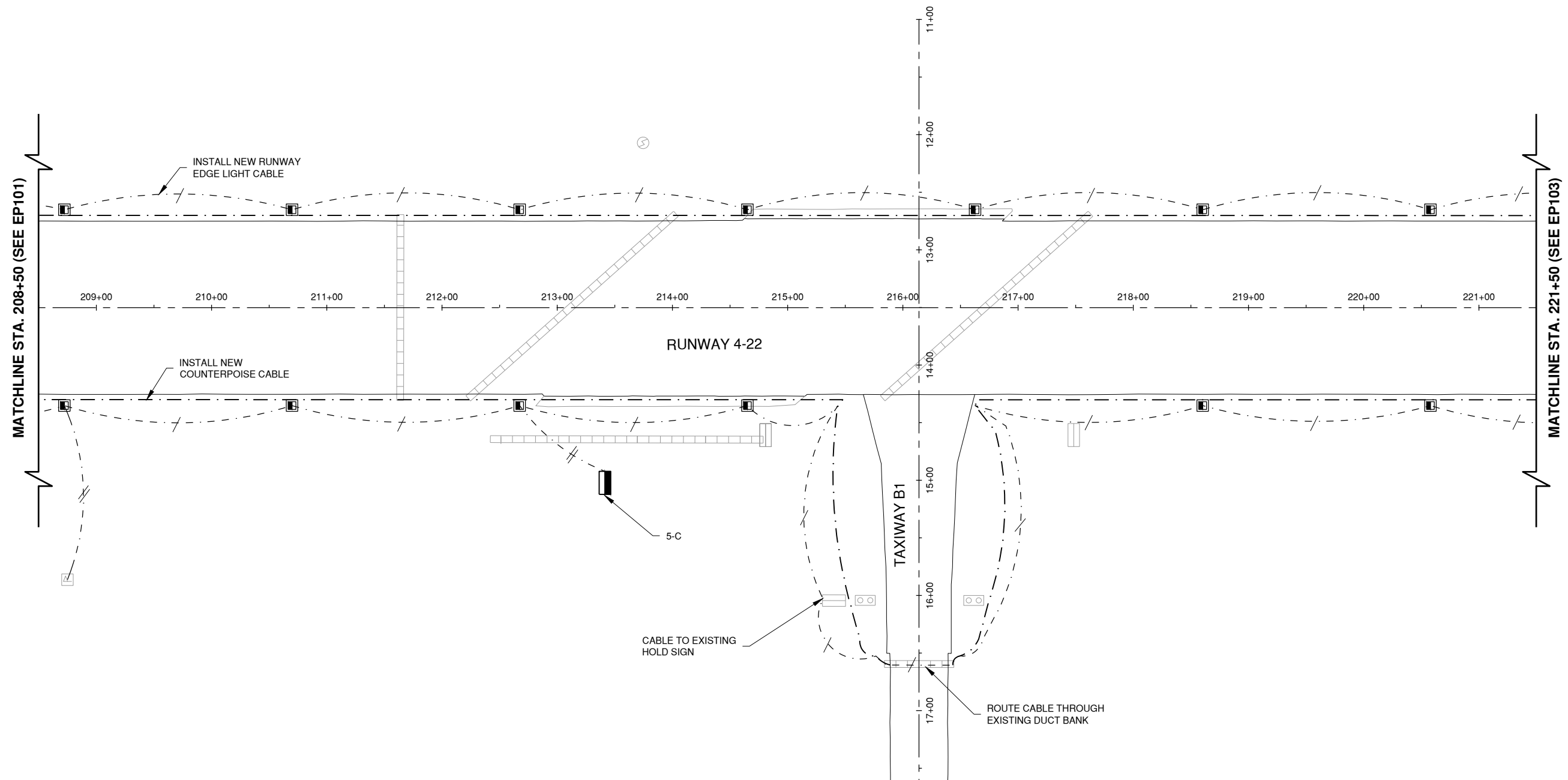
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LOADING PLANS

CABLING PLAN 2

FD-100EP102

SHEET 76 OF 115



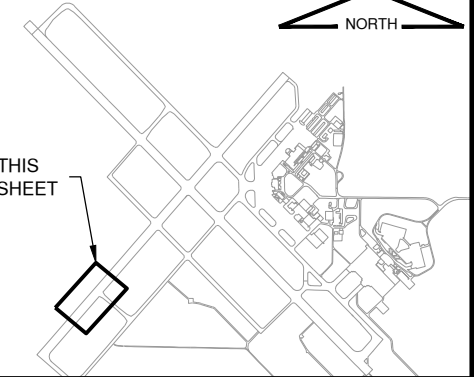
NOTES

- EXISTING TRENCHES BETWEEN LIGHTS WILL CONTAIN THE POWER CIRCUIT AND MAY CONTAIN ABANDONED CABLES FROM PREVIOUS LIGHTING IMPROVEMENTS. THE CONTRACTOR HAS THE OPTION TO REMOVE THESE CABLES AS NECESSARY TO INSTALL NEW CIRCUIT. THESE REMOVALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

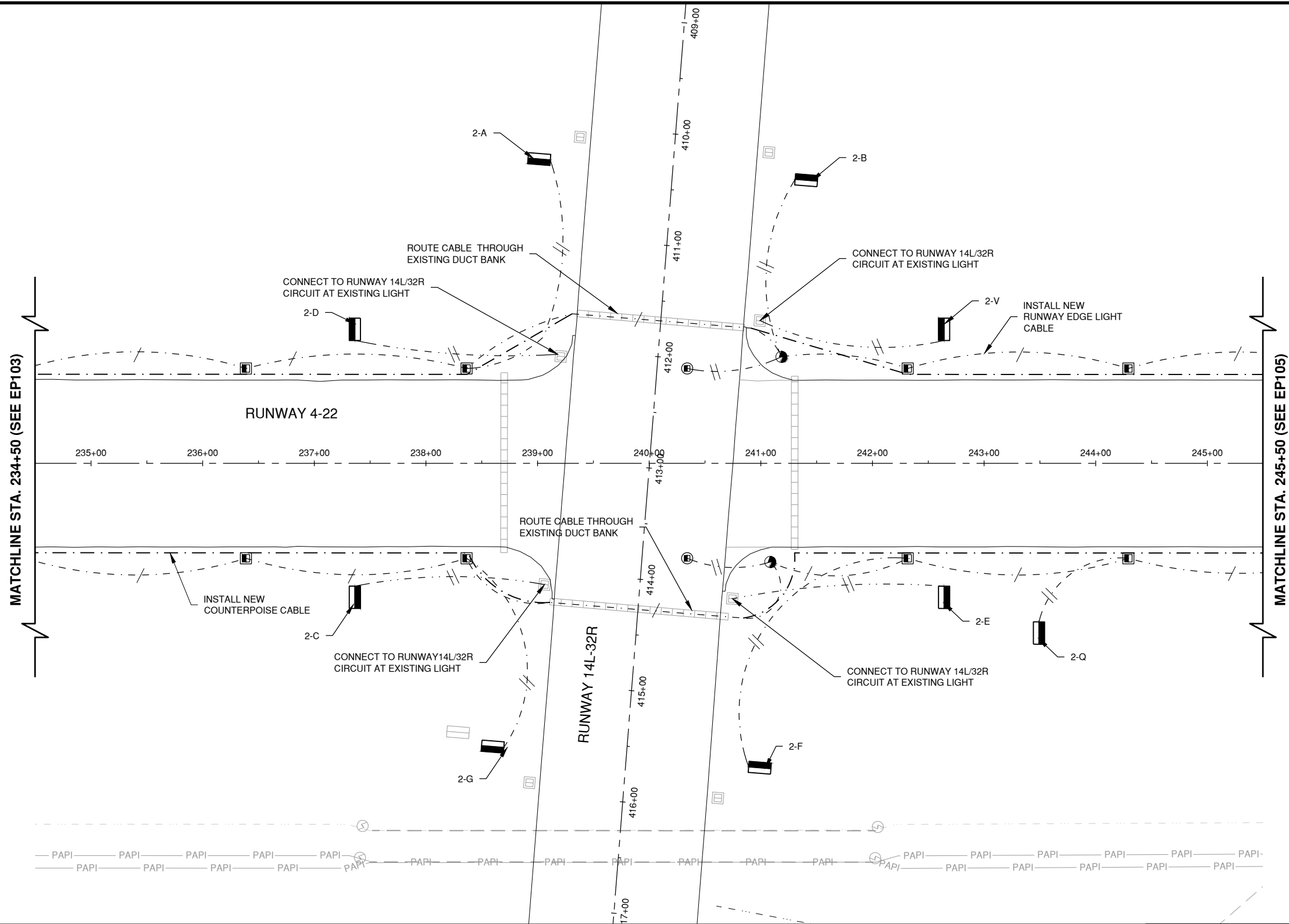
LEGEND

- | | | | | |
|---|---|--|---|--|
| A |  | BASE MOUNTED RUNWAY LIGHT |  | RUNWAY 4/22 CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| |  | ADJUST EXISTING BASE MOUNTED TAXIWAY LIGHT (LED) |  | RUNWAY 14R/32L CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| |  | HANDHOLE |  | RUNWAY 14L/32R CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| |  | FLUSH IN-PAVEMENT RUNWAY LIGHT |  | NEW COUNTERPOISE #6 |
| |  | SPLICE CAN |  | EXISTING DUCT |

KEYMAP



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Date: Wednesday, May 13, 2020 12:20:22 PM



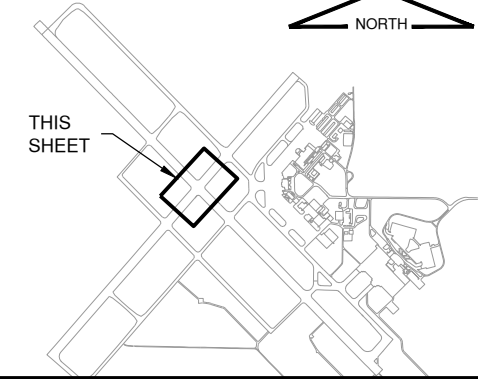
NOTES

- EXISTING TRENCHES BETWEEN LIGHTS WILL CONTAIN THE POWER CIRCUIT AND MAY CONTAIN ABANDONED CABLES FROM PREVIOUS LIGHTING IMPROVEMENTS. THE CONTRACTOR HAS THE OPTION TO REMOVE THESE CABLES AS NECESSARY TO INSTALL NEW CIRCUIT. THESE REMOVALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- SIGNS 2-A, 2-B, 2-F, AND 2-G NEED TO BE CONNECTED TO THE RUNWAY 4-22 CIRCUIT. SIGNS 2-C, 2-D, 2-E AND 2-V NEED TO BE CONNECTED TO THE RUNWAY 14L-32R CIRCUIT.

LEGEND

- | | | | |
|--|--|--|--|
| | BASE MOUNTED RUNWAY LIGHT | | RUNWAY 4/22 CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | ADJUST EXISTING BASE MOUNTED TAXIWAY LIGHT (LED) | | RUNWAY 14R/32L CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | HANDHOLE | | RUNWAY 14L/32R CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| | FLUSH IN-PAVEMENT RUNWAY LIGHT | | NEW COUNTERPOISE #6 |
| | SPLICE CAN | | EXISTING DUCT |

KEYMAP



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

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER



UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD	UN060
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IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EP104.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

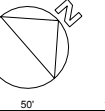
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SHEET TITLE

CABLING PLAN 4

EP104
SHEET 78 OF 115



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REHABILITATE RUNWAY 4-22

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UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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AIP PROJ. NO. 3-17-0016-TBD UN060IL PROJ. NO. CMI-4751CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EP105.DWG

DESIGNED BY: MRR

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CHECKED BY: MJD

APPROVED BY: CBG

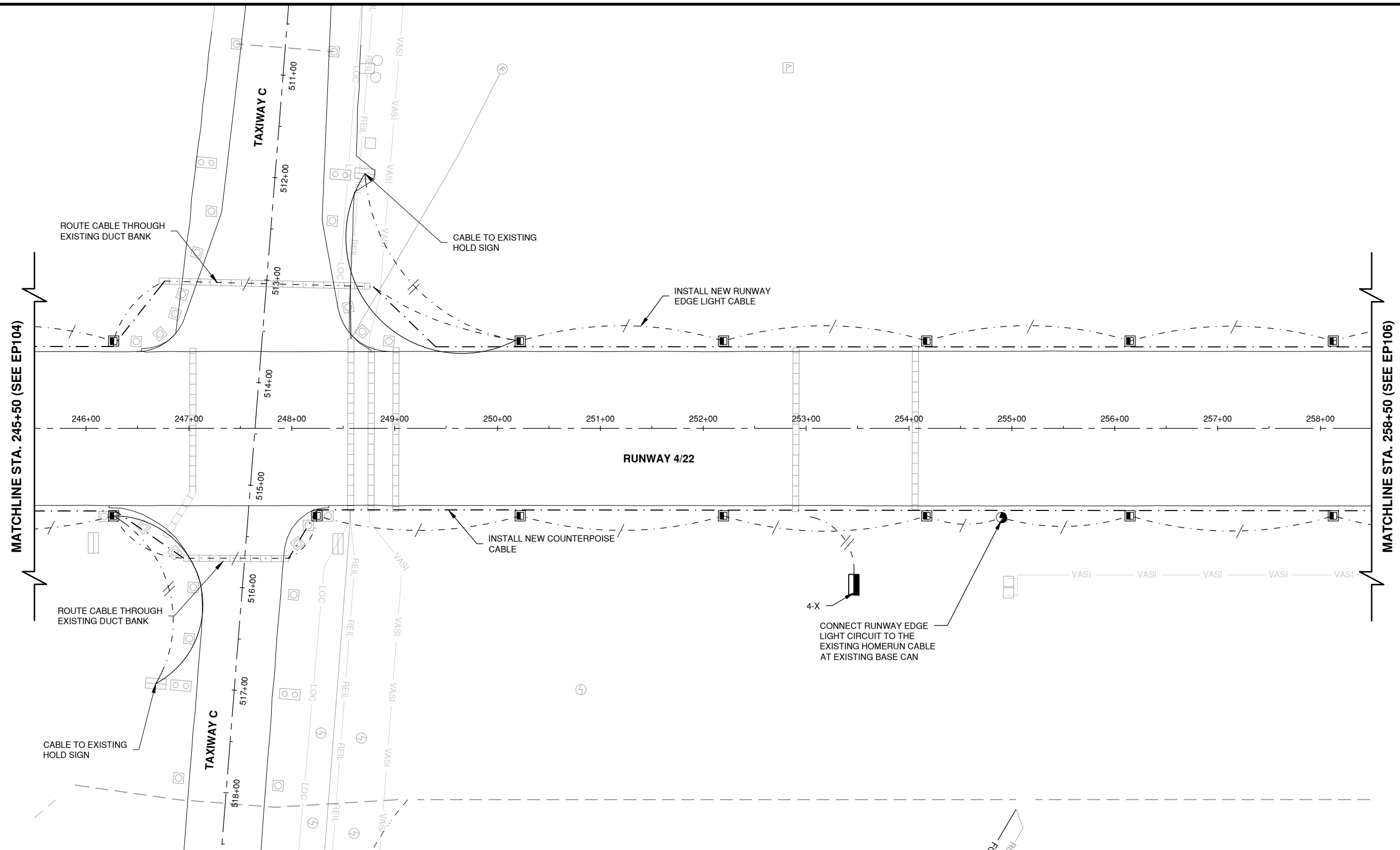
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CABLING PLAN 5

FD-105EP105

SHEET 79 OF 115



NOTES

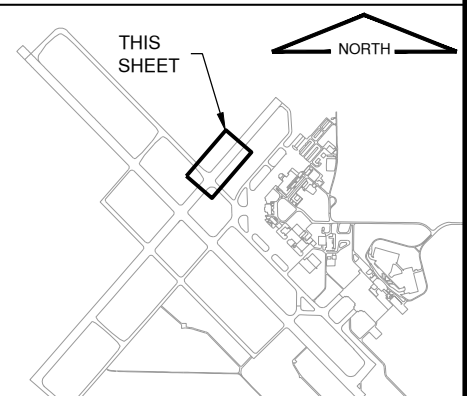
1. EXISTING TRENCHES BETWEEN LIGHTS WILL CONTAIN THE POWER CIRCUIT AND MAY CONTAIN ABANDONED CABLES FROM PREVIOUS LIGHTING IMPROVEMENTS. THE CONTRACTOR HAS THE OPTION TO REMOVE THESE CABLES AS NECESSARY TO INSTALL NEW CIRCUIT. THESE REMOVALS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

LEGEND

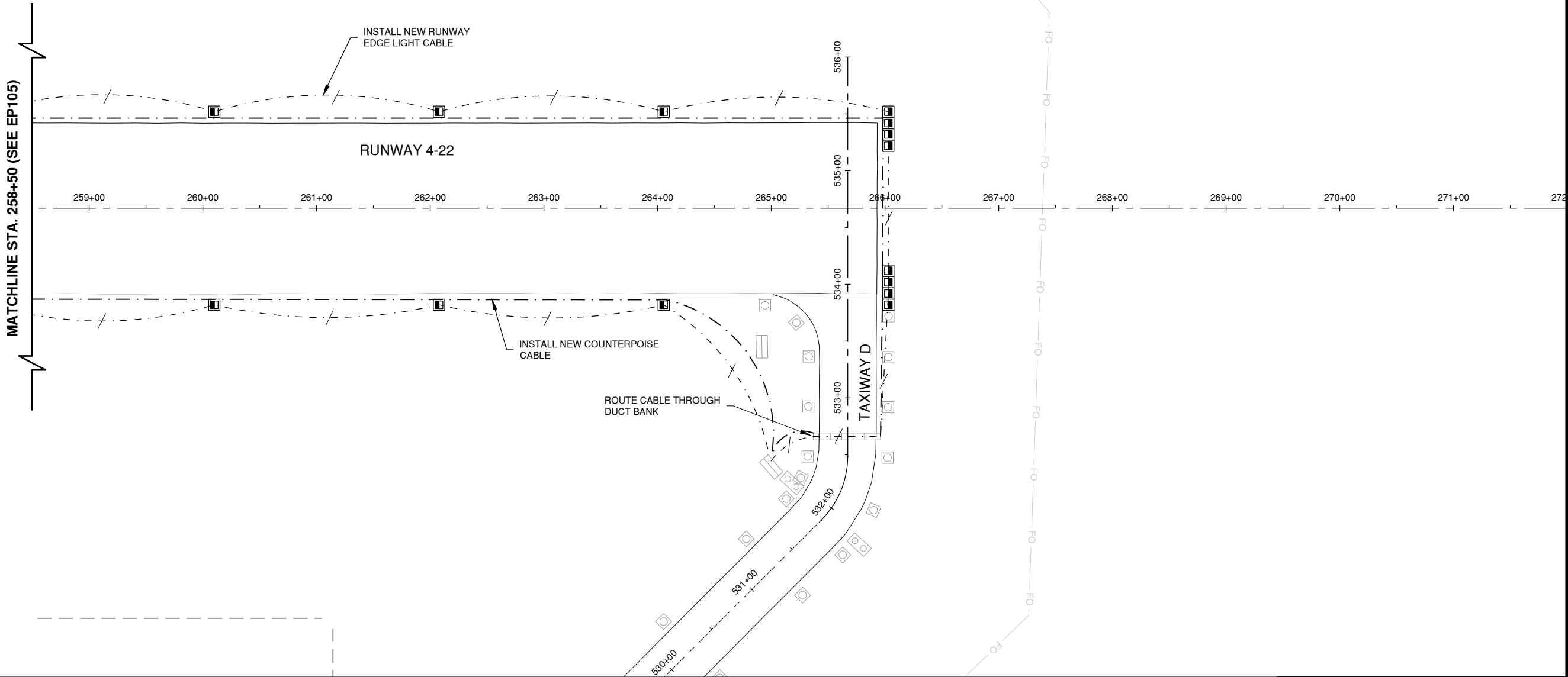
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|---|---|--|
| |  | BASE MOUNTED RUNWAY LIGHT |
| A |  | ADJUST EXISTING BASE MOUNTED TAXIWAY LIGHT (LED) |
| |  | HANDHOLE |
| |  | FLUSH IN-PAVEMENT RUNWAY LIGHT |
| |  | SPLICE CAN |

- | | |
|---|--|
| — · · · / — — — | RUNWAY 4/22 CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| - · · · - / - · · · - | RUNWAY 14R/32L CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| — · · · / — · · · — | RUNWAY 14L/32R CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD) |
| — · · · · · — — — — | NEW COUNTERPOISE #6 |
|  EXISTING DUCT | |

KEYMAP



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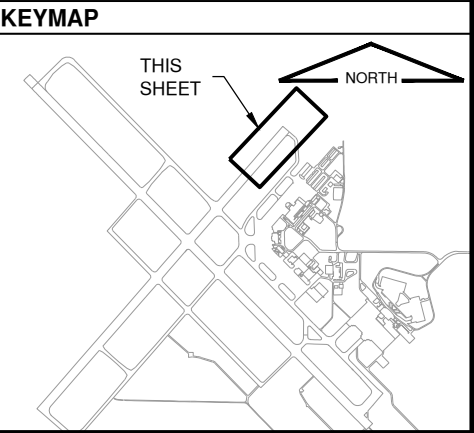


NOTES

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LEGEND

	BASE MOUNTED RUNWAY LIGHT		RUNWAY 4/22 CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD)
A	ADJUST EXISTING BASE MOUNTED TAXIWAY LIGHT (LED)		RUNWAY 14R/32L CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD)
	HANDHOLE		RUNWAY 14L/32R CIRCUIT IN UD (NO. OF SLASHES INDICATES NUMBER OF CONDUCTORS IN UD)
	FLUSH IN-PAVEMENT RUNWAY LIGHT		NEW COUNTERPOISE #6
	SPLICE CAN		EXISTING DUCT



License No. 184-000613

CONSULTANTS

0 50' 100'

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

OWNER

UNIVERSITY OF ILLINOIS
WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD	UN060
IL PROJ. NO. CMI-4751	
CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-EP106.DWG	
DESIGNED BY: MRR	
DRAWN BY: BEE	
CHECKED BY: MJD	
APPROVED BY: CBG	
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SHEET TITLE

CABLING PLAN 6

EP106

SHEET 80 OF 115



1. DUCT MARKERS SHALL BE INSTALLED AT BOTH EDGES OF PAVEMENT WHERE PROPOSED ELECTRICAL DUCTS CROSS BOTH NEW AND EXISTING PAVEMENTS.
2. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN.
3. ITEM 610 CONCRETE SHALL BE USED.
4. ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
5. THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS.
6. 0.049 CU. YD. CONCRETE PER MARKER.
7. A MARKER CONFORMING TO THIS DETAIL MARKED "SPLICE" SHALL BE INSTALLED AT ALL SPLICE LOCATIONS NOT IN LIGHT CANS OR MANHOLES.



1. INSTALL A NON-CORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH SET SCREW.
2. LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
3. THE CONTRACTOR SHALL NUMBER THE EXISTING/ PROPOSED LIGHTS AND SIGNS IN EACH CIRCUIT STARTING AT THE HOMERUN CONTINUING AROUND THE ENTIRE CIRCUIT BACK TO THE HOMERUN.
4. AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.



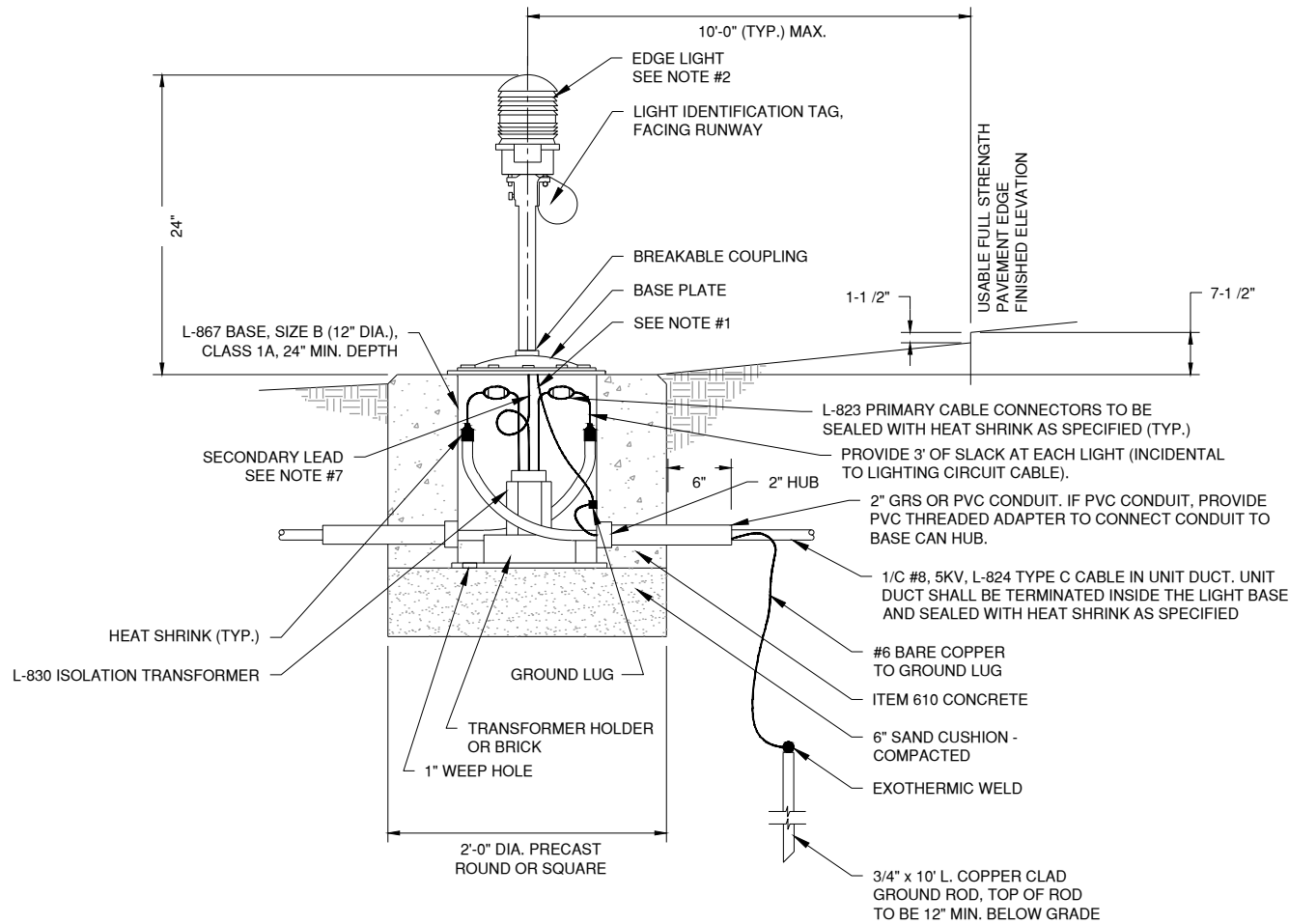
1. CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
2. WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.



#6 BARE COUNTERPOISE WITH 3/4" x 10' GROUND ROD INSTALLED AT MAX. 500' SPACING. ALSO USE GROUND ROD TO TERMINATE THE COUNTERPOISE AT BOTH ENDS OF DUCT. GROUND RODS SHALL BE CONSIDERED INCIDENTAL TO OTHER PAY ITEMS.

EL501
SHEET 81 OF 115

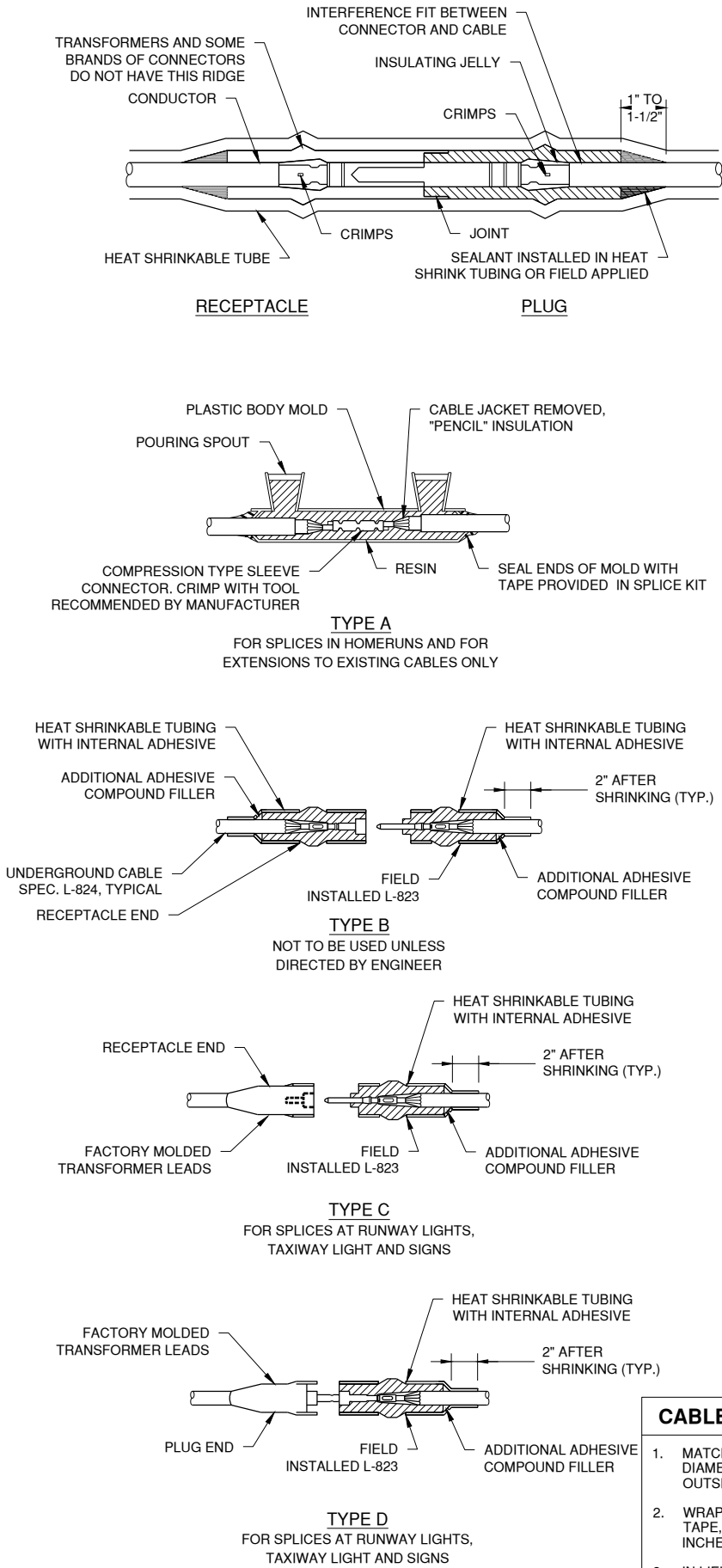
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1 L-861 BASE MOUNTED RUNWAY EDGE LIGHT N.T.S.

RUNWAY EDGE LIGHT NOTES

1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LIGHT FIXTURES SHALL BE L-861, L-861SE, AS INDICATED ON THE PLANS AND SPECIFICATIONS. ALL NEW LIGHTS SHALL BE LED.
3. THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH. THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS MUST BE ± 1 INCH.
4. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
5. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
6. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
7. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.



2 CABLE CONNECTOR DETAILS N.T.S.

CABLE CONNECTOR NOTES

1. MATCH THE OUTSIDE DIAMETER OF CABLE. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH OUTSIDE DIA. OF CABLE.
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. IN LIEU OF HEAT SHRINKING, CONTRACTOR SHALL INSTALL COMPLETE KIT OR EQUIVALENT CONNECTOR KIT MUST HAVE THREE O-RINGS MOLDED INTEGRALLY INTO CONNECTOR KIT. CONNECTOR KIT MUST HAVE 25" BEND/STRAIN IN RELIEF. CONNECTOR KIT MUST BE MOLDED IN THEROPLASTIC.



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MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902-EL502.DWG

DESIGNED BY: MRR

DRAWN BY: BEE

CHECKED BY: MJD

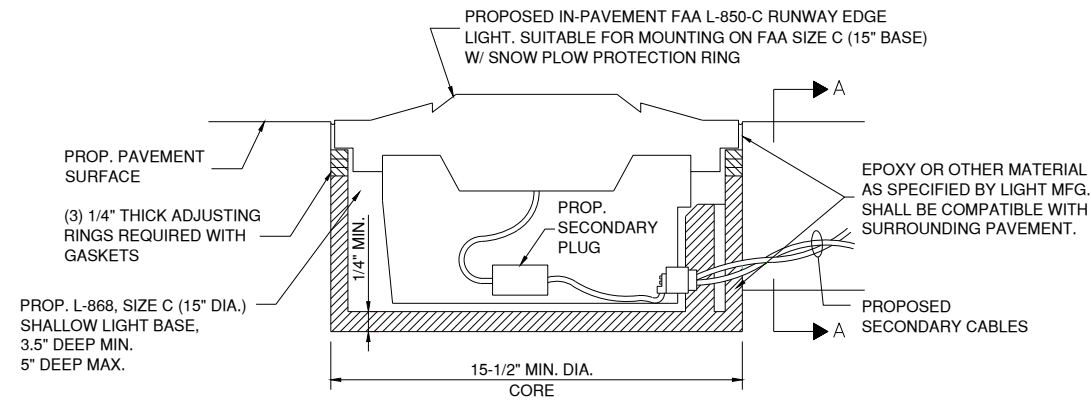
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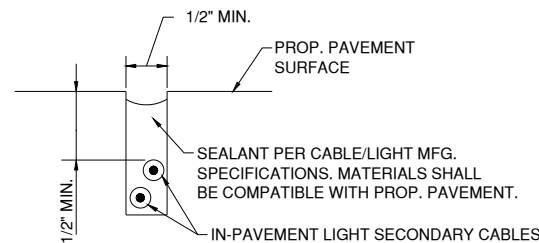
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ELECTRICAL DETAILS
2

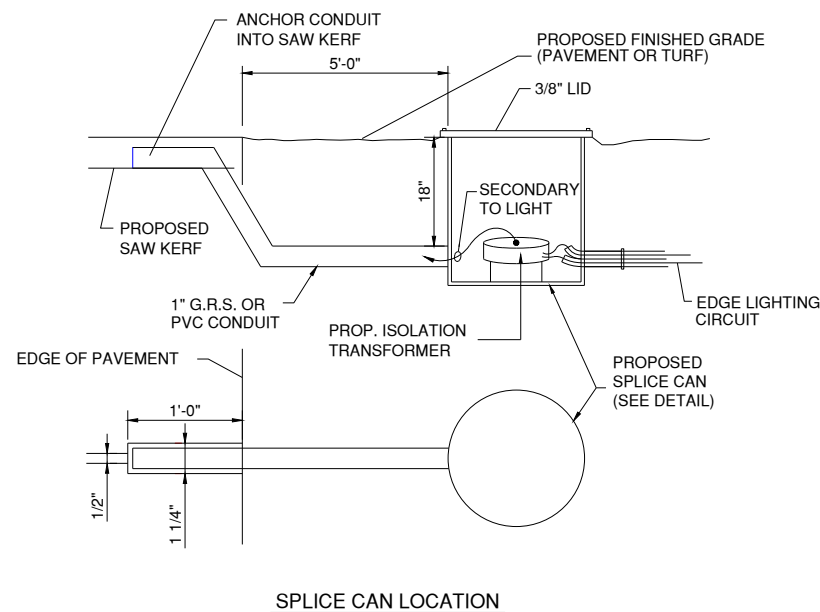
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SHEET 82 OF 115



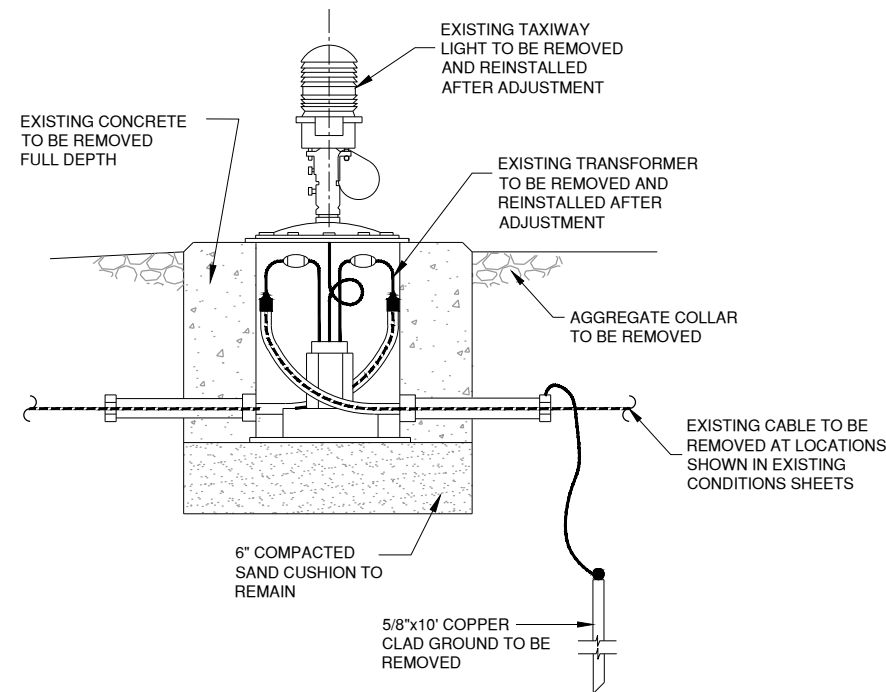
1 IN-PAVEMENT LIGHT DETAIL
N.T.S.



2 SAW KERF DETAIL; SECTION A-A
N.T.S.



3 SPLICE CAN LOCATION FOR IN-PAVEMENT LIGHT
N.T.S.

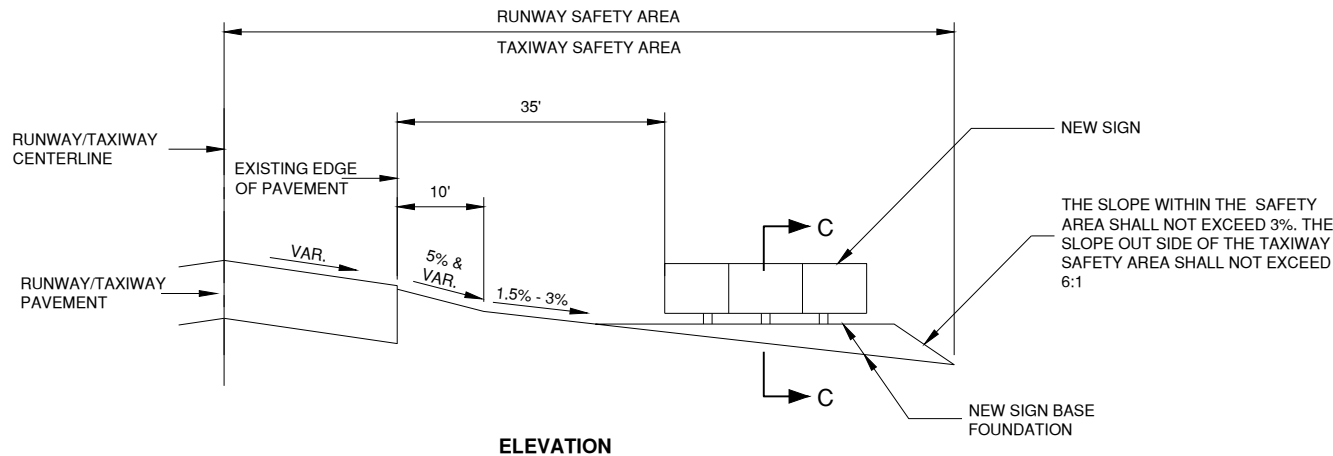


4 EXISTING TAXIWAY EDGE LIGHT (TO BE ADJUSTED)
N.T.S.

TAXIWAY EDGE LIGHT ADJUSTMENT NOTES

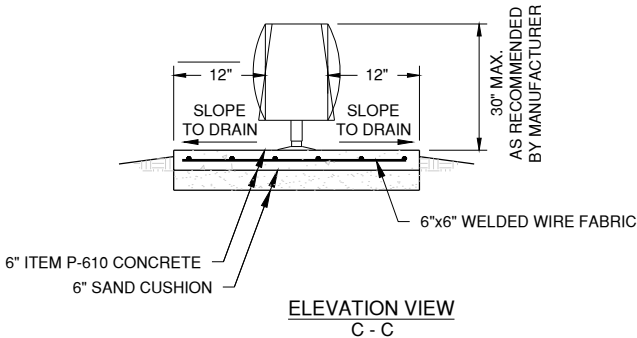
1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. INSTALLATION SHALL FOLLOW THE RUNWAY EDGE LIGHT DETAIL.
3. LIGHTS TO BE ADJUSTED SHALL BE LOCATED IN THE SAME LOCATIONS AS EXISTING LIGHTS.
4. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE.
5. APPLY A CORROSION INHIBITING, ANTI-SEIZE COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS. IF COATED BOLTS ARE USED PER ENGINEERING BRIEF #83, DO NOT APPLY ANTI-SEIZE COMPOUND.
6. ELECTRICAL INSULATING GREASE MUST BE APPLIED WITHIN THE L-830 ISOLATION TRANSFORMER SECONDARY TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THE CONNECTORS MUST NOT BE TAPED.
7. ENTRANCES IN L-867 BASES MUST BE PLUGGED FROM THE INSIDE WITH DUCT SEAL TO MAKE WATERTIGHT.
8. CARE SHALL BE TAKEN DURING LIGHT BASE REMOVAL TO NOT DAMAGE EXISTING CONDUIT AND CABLES.

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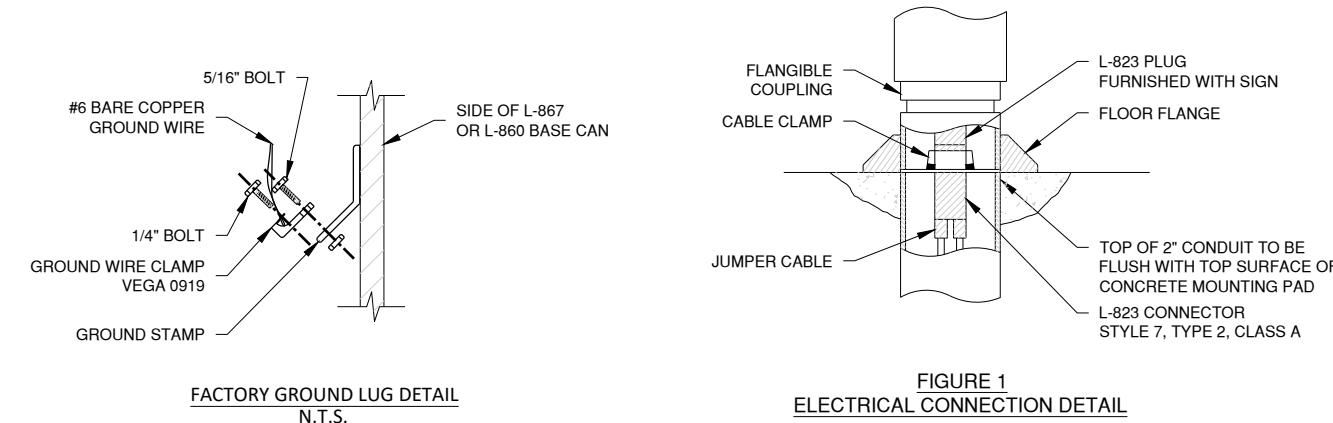


SIGN NOTES

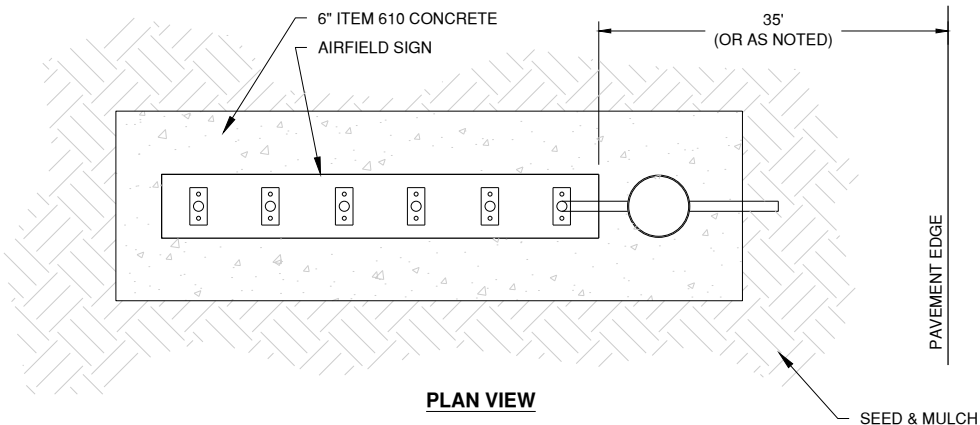
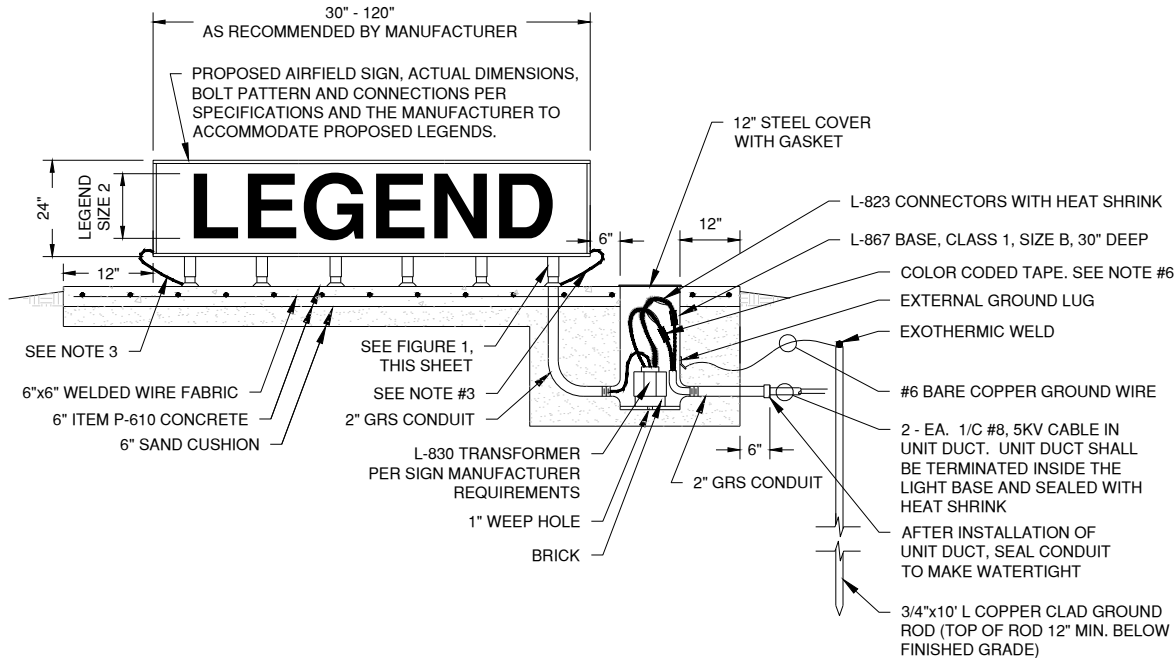
1. SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
2. ESTIMATED 1 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
3. ACTUAL LOCATION OF THE SIGN WITHIN THE RUNWAY SAFETY AREA WILL VARY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



1 SIGN LOCATION INSTALLATION
N.T.S.



2 SIGN CONNECTION DETAILS
N.T.S.



3 L-858 AIRFIELD SIGN DETAIL
N.T.S.

AIRFIELD SIGN NOTES

1. TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY SIGN MANUFACTURER. SIGNS ON RUNWAY CIRCUITS SHALL BE STYLE 2 OR 3 DEPENDING ON REGULATOR.
2. SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
3. SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
4. SIGNS SHALL BE OF THE SIZE, STYLE, CLASS, AND MODE AS SHOWN ON THE SIGN SCHEDULE.
5. LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE SIGN SCHEDULE.
6. DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.
7. FOR SIGN REMOVALS THAT HAVE FOUNDATIONS TO REMAIN, CONTRACTOR SHALL VERIFY THAT FOUNDATIONS ARE ADEQUATELY SIZED FOR THE NEW SIGNS.



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CMT PROJECT NO: 19005902	
CAD DWG FILE: 19005902-EL504.DWG	
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SHEET TITLE
ELECTRICAL DETAILS
4

EL504
SHEET 84 OF 115

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	SIGN #	SIDE	EX SIGN EGEND	NEW SIGN LEGEND	WHITE WITH BLACK OUTLINE ON RED BACKGROUND	WHITE LEGEND ON BLACK BACKGROUND	NUMBER OF CHARACTERS	DISTANCE FROM PAVEMENT EDGE	NEW POWER CIRCUIT	SIGN SYTLE	CIRCUIT INTENSTY	REG OUPUT	CONTRACT	SIGN SIZE	SIGN MODE	SIGN CLASS
*	5-C	SW NE	5 1	5 1		5 1	1	70'	4-22	2	MEDIUM	6.6	BASE BID	4	2	2
	5-J	SW NE	4 2	4 2		4 2	1	70'	4-22	2	MEDIUM	6.6	BASE BID	4	2	2
*	6-D	NW SE	22-4	22-4	22-4		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
*	6-E	SW NE	14R-32L	14R-32L	14R-32L		7	35'	14R-32L	2	MEDIUM	6.6	BASE BID	2	2	2
*	6-F	NE SW	32L-14R	32L-14R	32L-14R		7	35'	14R-32L	2	MEDIUM	6.6	BASE BID	2	2	2
	6-G	SW NE	3 3	3 3		3 3	1	70'	4-22	2	MEDIUM	6.6	BASE BID	4	2	2
*	6-H	SE NW	4-22	4-22	4-22		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
*	6-O	SW NE		14R-32L	14R-32L		7	35'	14R-32L	2	MEDIUM	6.6	BASE BID	2	2	2
*	6-P	NE SW		32L-14R	32L-14R		7	35'	14R-32L	2	MEDIUM	6.6	BASE BID	2	2	2
*	2-A	NW SE	22-4	22-4	22-4		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
*	2-B	NW SE	22-4	22-4	22-4		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
*	2-C	SW NE	14L-32R	14L-32R	14L-32R		7	35'	14L-32R	2	HIGH	20.0	BASE BID	2	2	2
*	2-D	SW NE	14L-32R	14L-32R	14L-32R		7	35'	14L-32R	2	HIGH	20.0	BASE BID	2	2	2
*	2-E	NE SW	32R-14L	32R-14L	32R-14L		7	35'	14L-32R	2	HIGH	20.0	BASE BID	2	2	2
*	2-F	SE NW	4-22	4-22	4-22		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
*	2-G	SE NW	4-22	4-22	4-22		4	35'	4-22	2	MEDIUM	6.6	BASE BID	2	2	2
	2-Q	SW NE	2 4	2 4		2 4	1	70'	4-22	2	MEDIUM	6.6	BASE BID	4	2	2
*	2-V	NE SW		32R-14L	32R-14L		7	35'	14L-32R	2	HIGH	20.0	BASE BID	2	2	2
	4-X	SW NE	1 5	1 5		1 5	1	70'	4-22	2	MEDIUM	6.6	BASE BID	4	2	2

* NEW FOUNDATION REQUIRED



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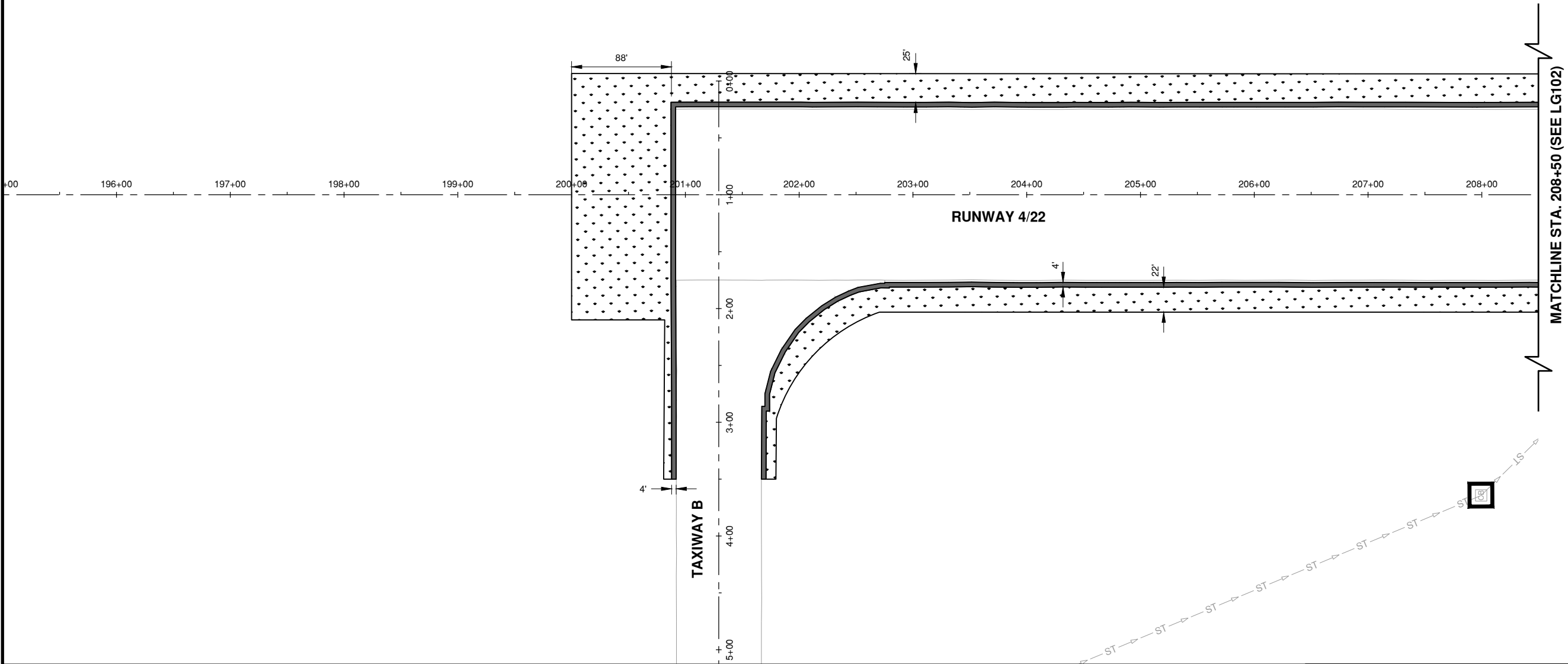
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CMT PROJECT NO: 19005902	
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SHEET TITLE

SIGN SCHEDULE

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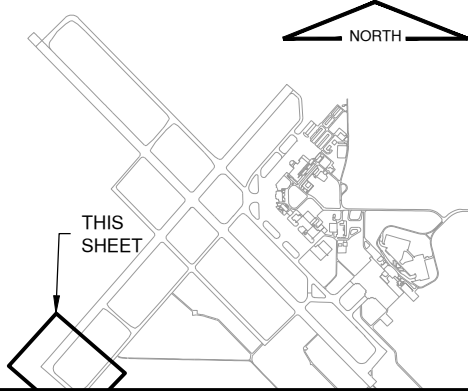


NOTES

LEGEND

- NEW SEEDING (T-901) & MULCHING (T-908)
- NEW SOD (T-904)
- NEW INLET PROTECTION (P-156)

KEYMAP



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REHABILITATE RUNWAY 4-22

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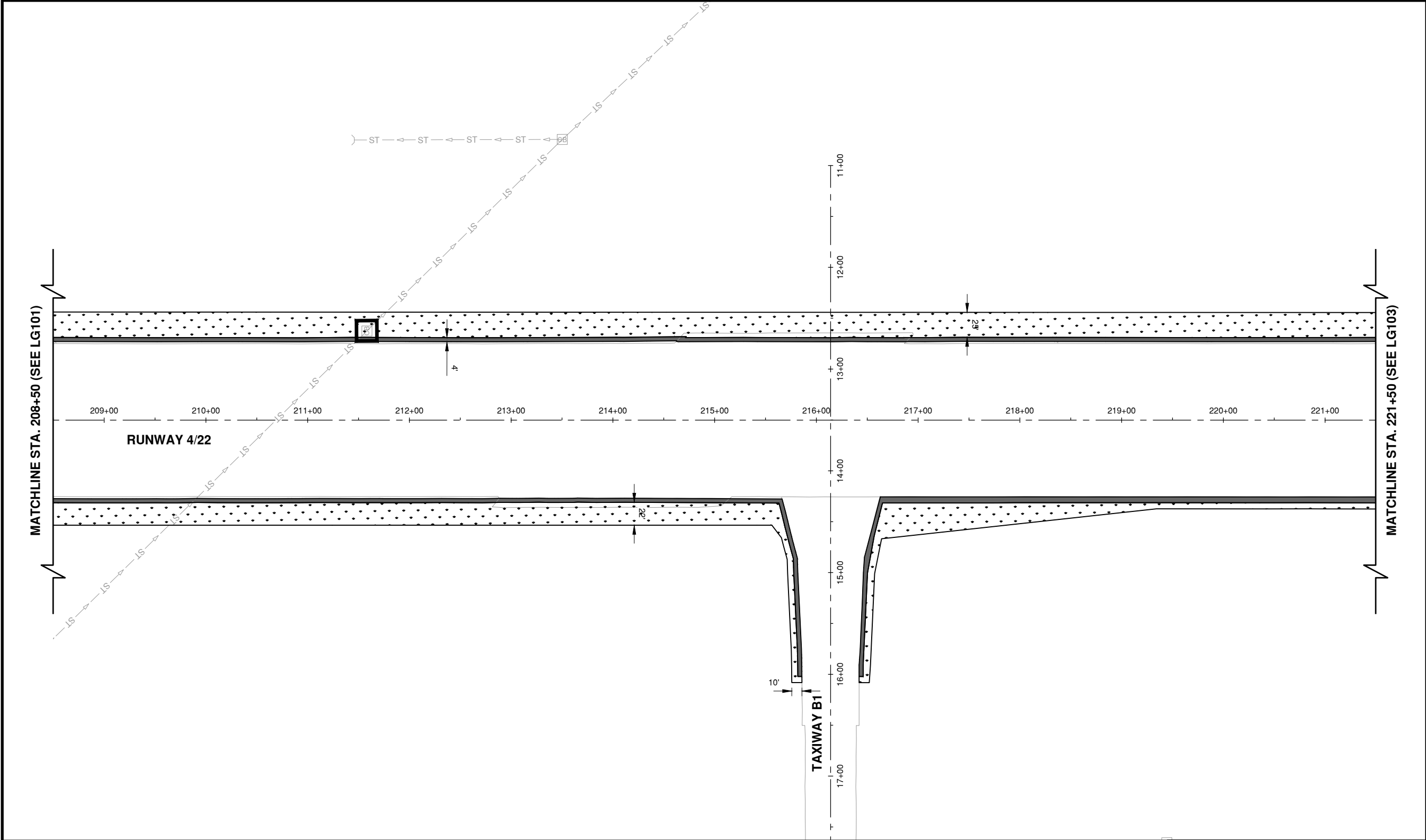
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SHEET TITLE
EROSION CONTROL
AND TURFING PLAN 1

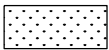
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SHEET 86 OF 115

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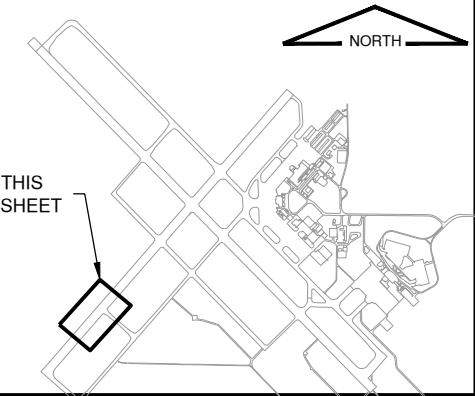


NOTES

LEGEND

-  NEW SEEDING (T-901) & MULCHING (T-908)
-  NEW SOD (T-904)
-  NEW INLET PROTECTION (P-156)

KEYMAP



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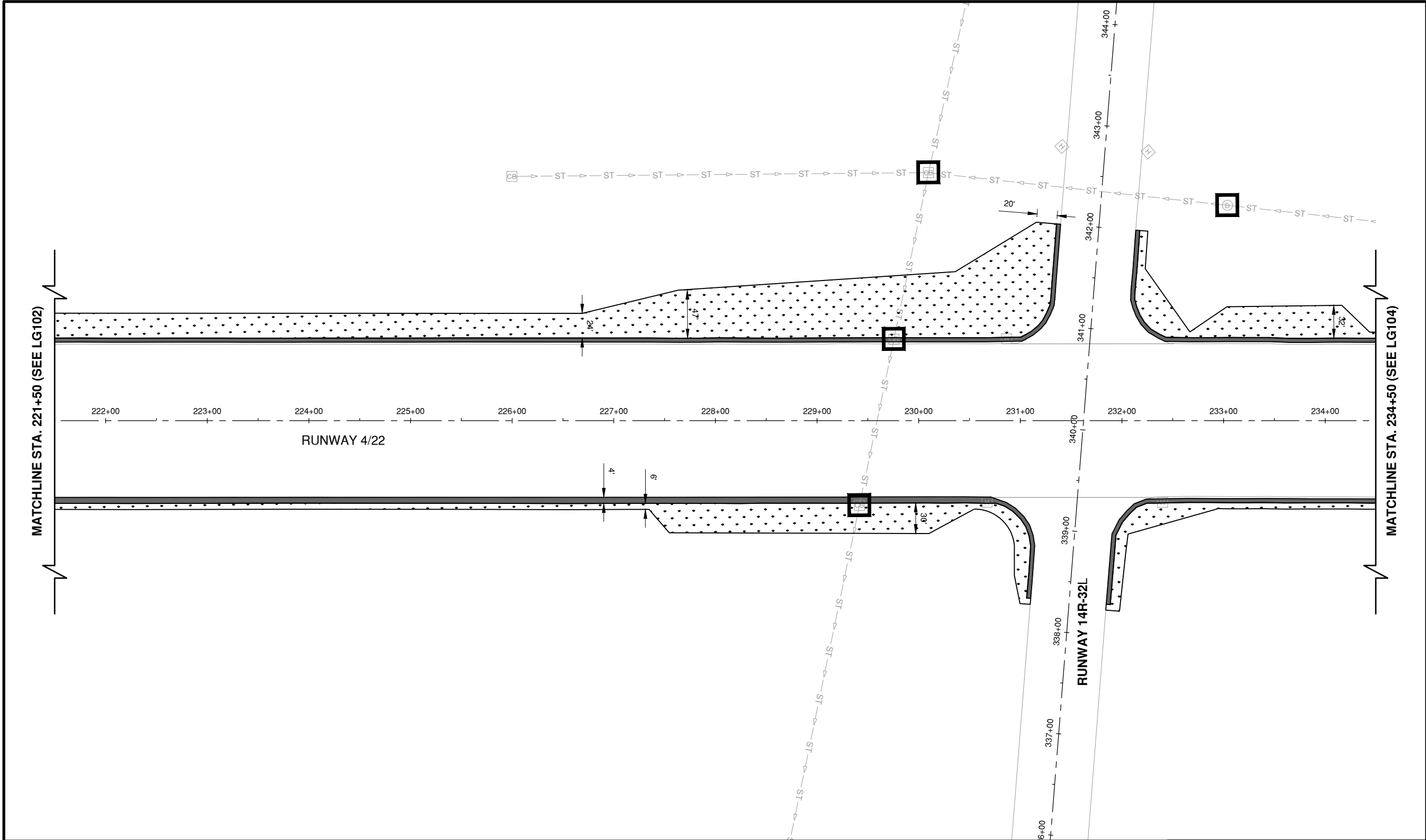
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EROSION CONTROL
AND TURFING PLAN 2

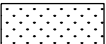
LG102
SHEET 87 OF 115

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NOTES

LEGEND



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

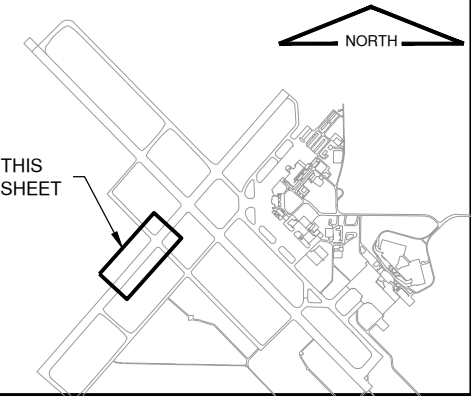


NEW SOD (T-904)



NEW INLET PROTECTION (P-156)

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0 50' 100'
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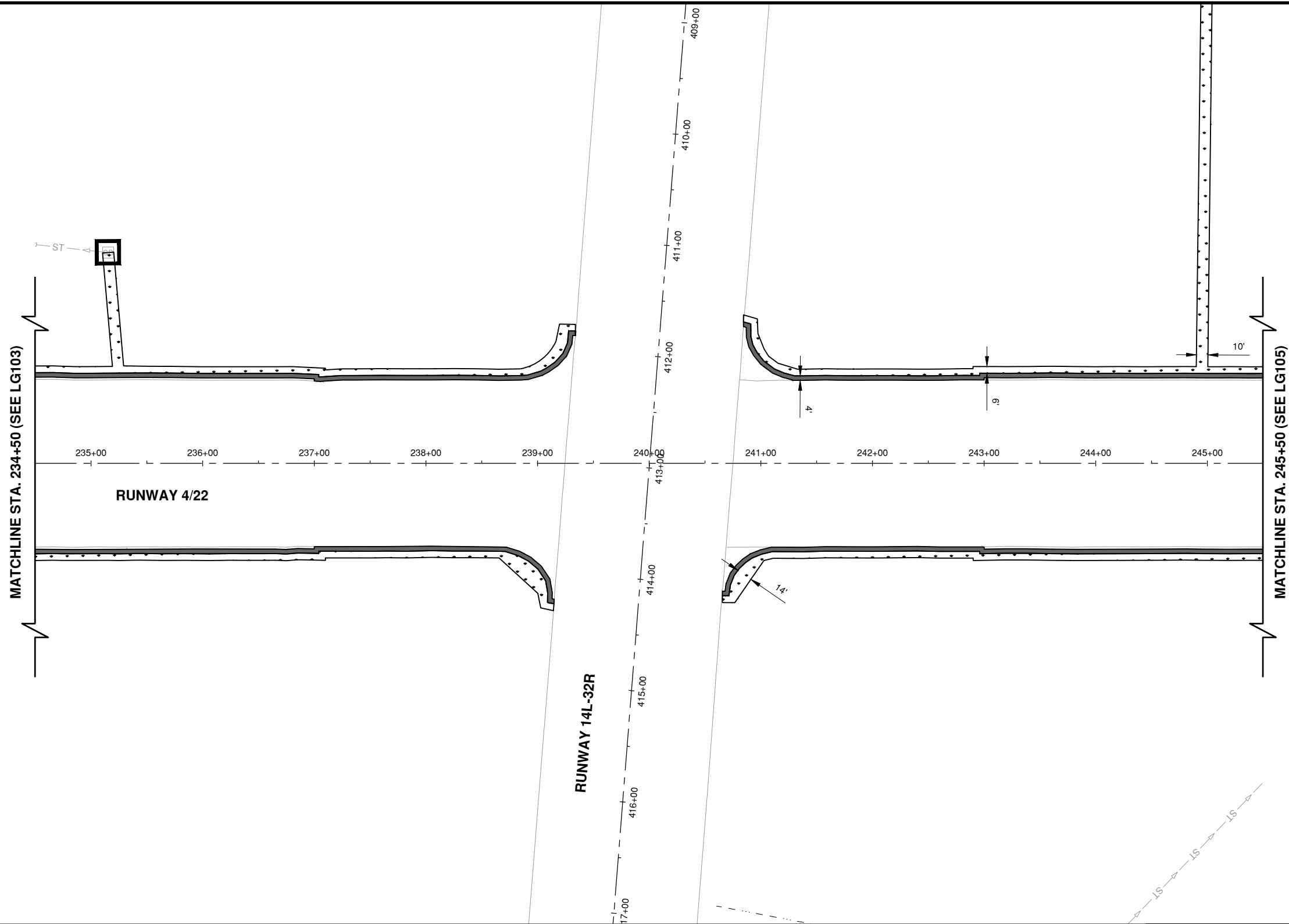
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SHEET TITLE
**EROSION CONTROL
AND TURFING PLAN 3**

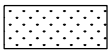
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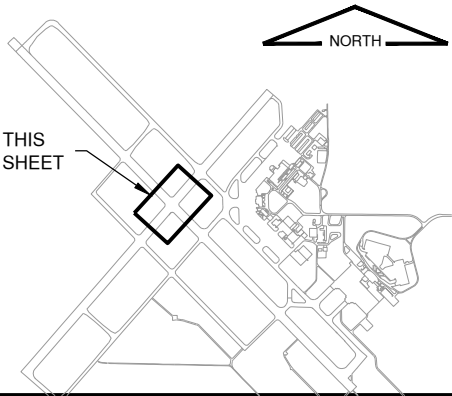


NOTES

LEGEND

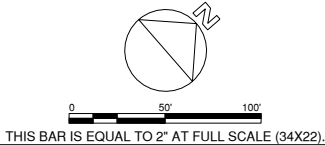
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-  NEW SOD (T-904)
-  NEW INLET PROTECTION (P-156)

KEYMAP



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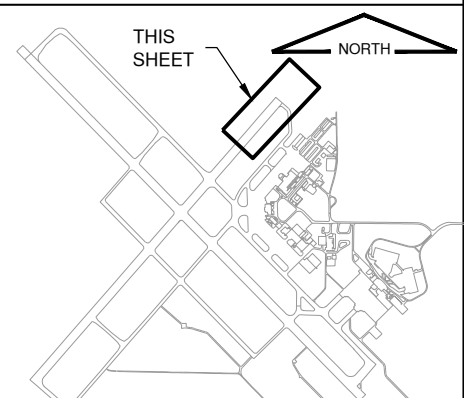
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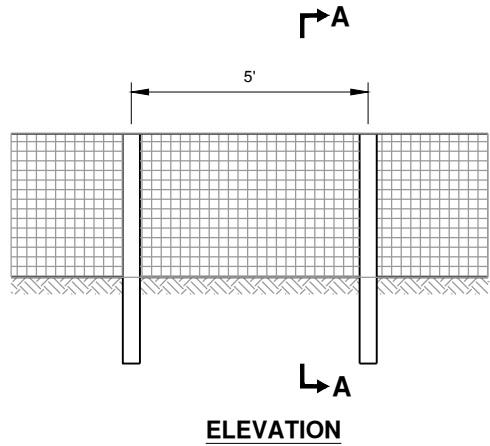
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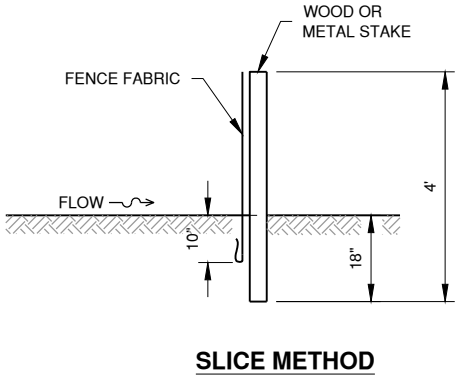
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EROSION CONTROL AND TURFING PLAN 4		
LG104		
SHEET	89	OF 115

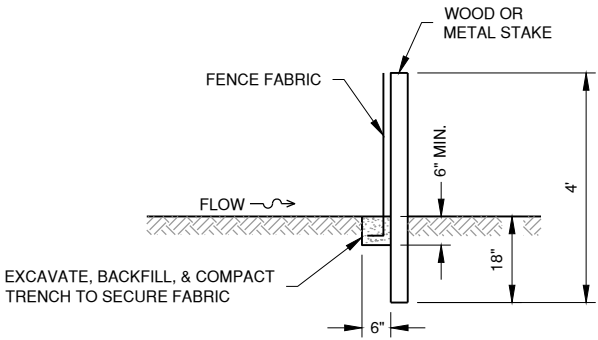




SILT FILTER FENCE AS A PERIMETER EROSION BARRIER

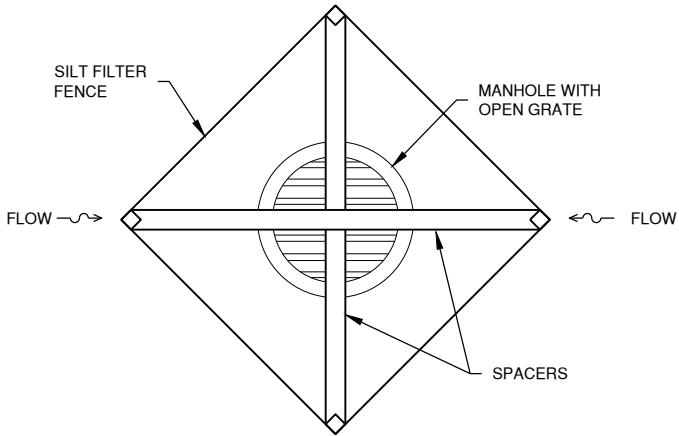


SLICE METHOD



TRENCH METHOD

1 SILT FENCE AS PERIMETER EROSION BARRIER
N.T.S.



2 INLET PROTECTION
N.T.S.



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REHABILITATE RUNWAY 4-22

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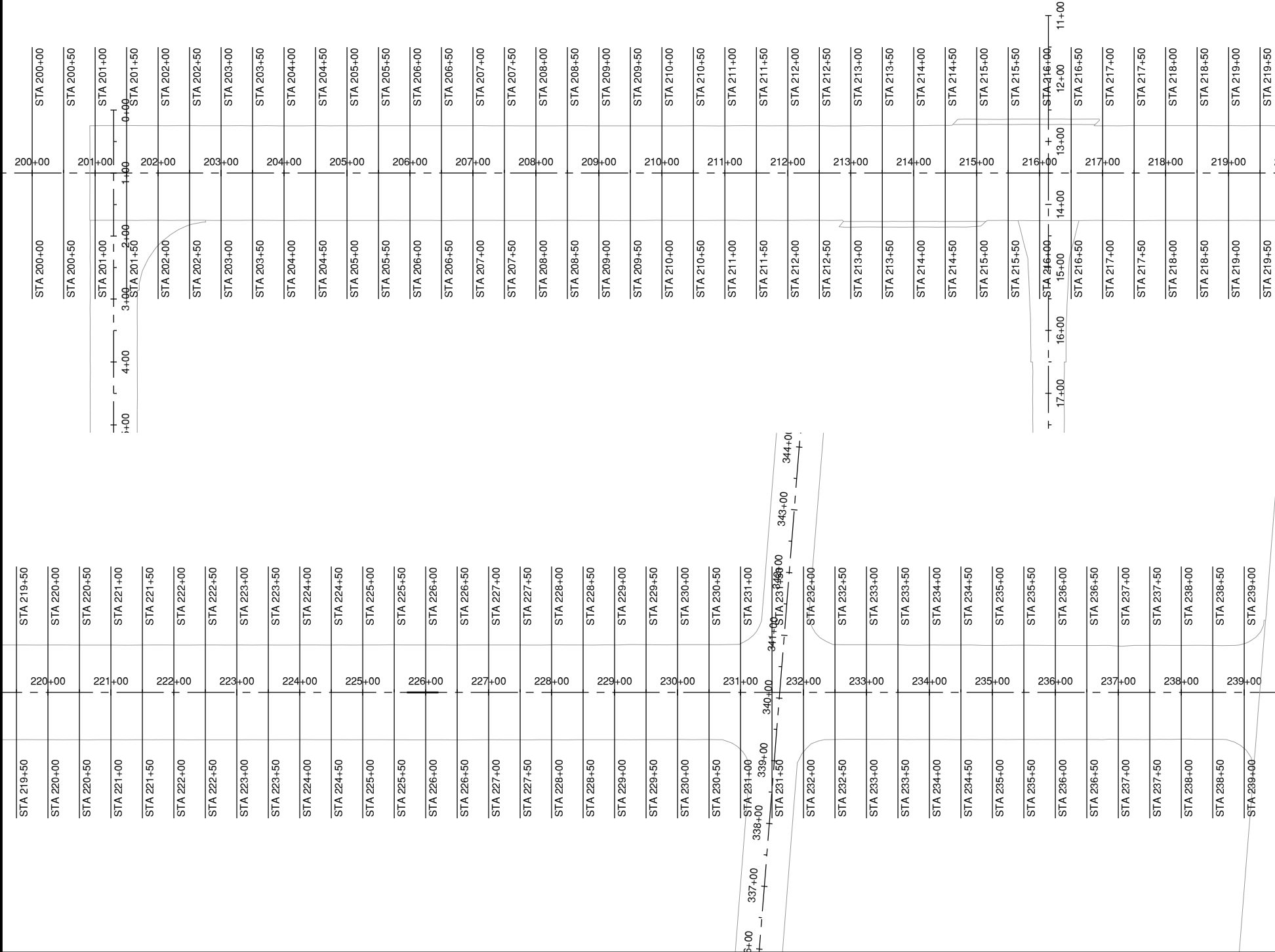


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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION
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IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902-LG501.DWG		
DESIGNED BY: CBG		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: CBG		
COPYRIGHT:		

SHEET TITLE
EROSION CONTROL
DETAILS

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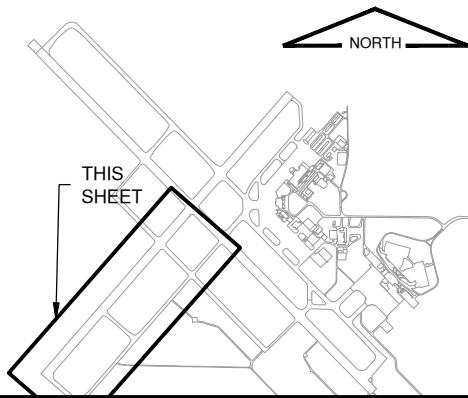


NOTES

1. END AREA CALCULATIONS SHOWN DO NOT INCLUDE ANY CUT MATERIAL GENERATED FROM CONSTRUCTION OF PAVEMENT STRUCTURE OUTSIDE OF THE RUNWAY PAVEMENT EDGE.

LEGEND

KEYMAP

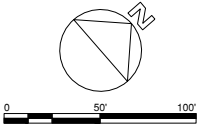


SECTION END AREA			SECTION END AREA		
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200+00.00	10.17	0.05	220+00.00	0.20	2.94
200+50.00	0.08	60.28	220+50.00	0.01	2.76
201+00.00	0.07	3.17	221+00.00	0.06	1.87
201+50.00	0.00	3.29	221+50.00	0.06	2.04
202+00.00	0.06	3.66	222+00.00	0.48	2.07
202+50.00	0.00	8.72	222+50.00	0.03	3.07
203+00.00	0.04	6.66	223+00.00	0.39	1.72
203+50.00	0.00	7.42	223+50.00	0.17	0.94
204+00.00	0.02	4.31	224+00.00	0.13	1.25
204+50.00	0.00	5.71	224+50.00	0.06	1.97
205+00.00	0.01	5.26	225+00.00	0.05	1.86
205+50.00	0.00	6.05	225+50.00	0.06	1.57
206+00.00	0.01	4.79	226+00.00	0.31	1.06
206+50.00	0.00	5.77	226+50.00	0.02	2.06
207+00.00	0.01	4.84	227+00.00	0.00	2.51
207+50.00	0.01	6.38	227+50.00	0.52	5.47
208+00.00	0.01	4.83	228+00.00	0.13	10.79
208+50.00	0.00	6.22	228+50.00	0.00	11.92
209+00.00	0.06	4.03	229+00.00	1.24	8.30
209+50.00	0.00	6.90	229+50.00	0.21	3.64
210+00.00	0.01	5.80	230+00.00	7.31	2.55
210+50.00	0.04	5.97	230+50.00	15.58	0.00
211+00.00	0.10	2.72	231+00.00	64.69	0.72
211+50.00	0.09	2.84	231+50.00	0.01	0.00
212+00.00	0.42	1.70	232+00.00	3.21	0.00
212+50.00	0.28	4.12	232+50.00	1.95	2.30
213+00.00	0.26	3.58	233+00.00	1.60	0.09
213+50.00	0.42	1.87	233+50.00	1.66	5.59
214+00.00	0.22	1.83	234+00.00	1.73	1.75
214+50.00	0.00	2.75	234+50.00	0.00	0.03
215+00.00	0.10	0.08	235+00.00	0.00	0.00
215+50.00	0.00	4.53	235+50.00	0.00	0.00
216+00.00	0.00	0.00	236+00.00	0.00	0.00
216+50.00	5.21	4.64	236+50.00	0.00	0.00
217+00.00	0.40	4.41	237+00.00	0.00	0.00
217+50.00	0.33	4.35	237+50.00	0.00	0.00
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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902 - C -7200-INDX.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

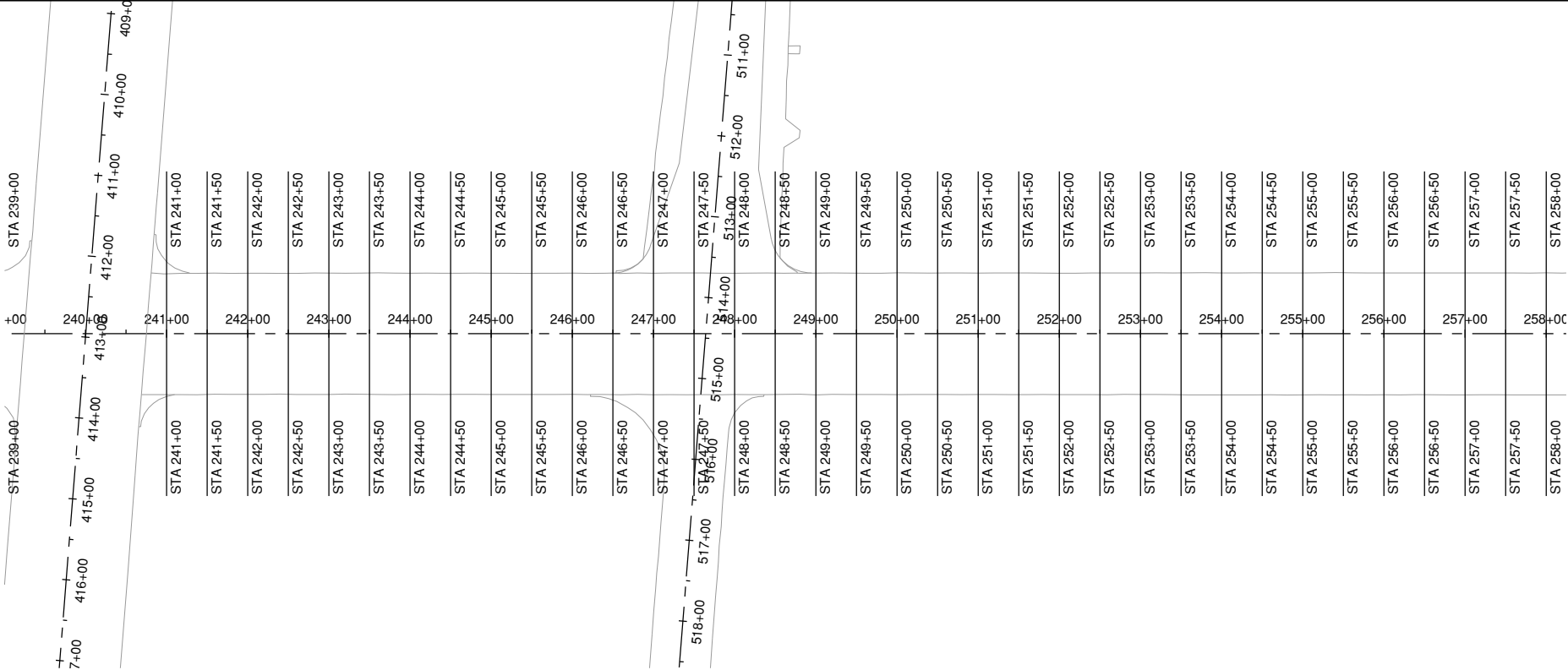
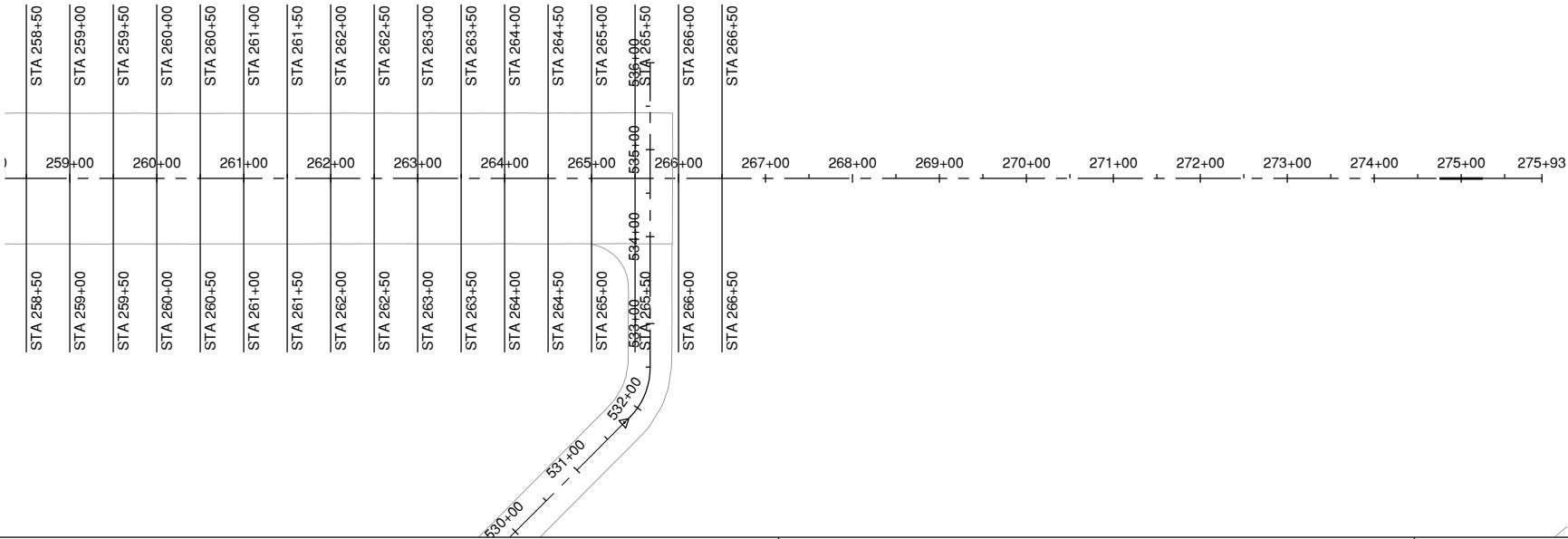
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SHEET TITLE

INDEX TO CROSS
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SHEET 93 OF 115

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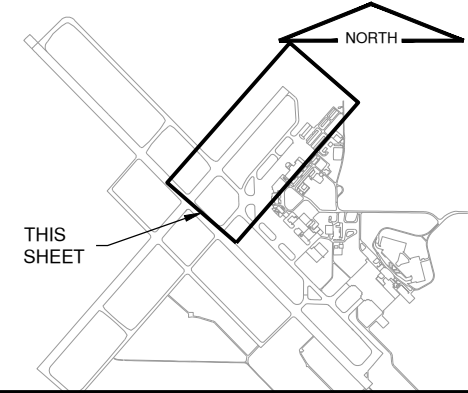


NOTES

1. END AREA CALCULATIONS SHOWN DO NOT INCLUDE ANY CUT MATERIAL GENERATED FROM CONSTRUCTION OF PAVEMENT STRUCTURE OUTSIDE OF THE RUNWAY PAVEMENT EDGE.

LEGEND

KEYMAP

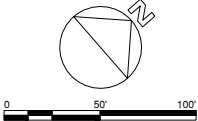


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242+50.00	0.00	0.01	262+50.00	0.02	17.75
243+00.00	0.00	0.04	263+00.00	0.00	19.32
243+50.00	0.00	0.03	263+50.00	0.00	12.76
244+00.00	0.00	0.01	264+00.00	0.10	9.96
244+50.00	0.00	0.07	264+50.00	0.00	5.38
245+00.00	0.00	0.02	265+00.00	0.93	2.01
245+50.00	0.00	0.02	265+50.00	1.51	0.00
246+00.00	0.00	0.35	266+00.00	18.07	53.36
246+50.00	0.13	2.97	266+50.00	0.01	69.70
247+00.00	1.37	0.01			
247+50.00	0.00	0.00			
248+00.00	0.00	0.60			
248+50.00	0.79	0.02			
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250+50.00	0.07	3.49			
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251+50.00	0.03	7.45			
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252+50.00	0.00	13.43			
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254+50.00	0.03	15.37			
255+00.00	0.02	18.74			
255+50.00	0.02	18.13			
256+00.00	0.00	17.20			
256+50.00	0.00	17.57			
257+00.00	0.06	17.90			
257+50.00	0.00	19.16			
258+00.00	0.00	20.63			
258+50.00	0.02	17.04			
259+00.00	0.00	18.56			
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260+00.00	0.01	16.50			
260+50.00	0.00	19.30			
261+00.00	0.00	25.82			



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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902 - C-7200-INDX.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

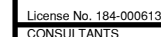
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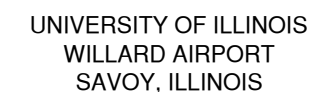
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SECTIONS 2

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SHEET 94 OF 115



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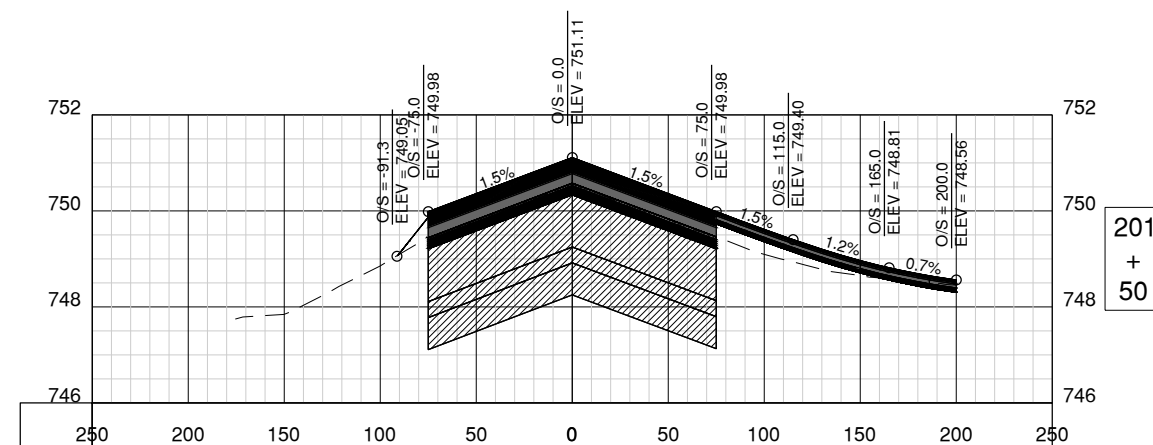
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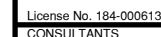


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CMT PROJECT NO: 19005902		
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DESIGNED BY: CBG		
DRAWN BY: DPA		
CHECKED BY: MJD		
APPROVED BY: MRR		
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CS701
SHEET 95 OF 115





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REHABILITATE RUNWAY 4-22



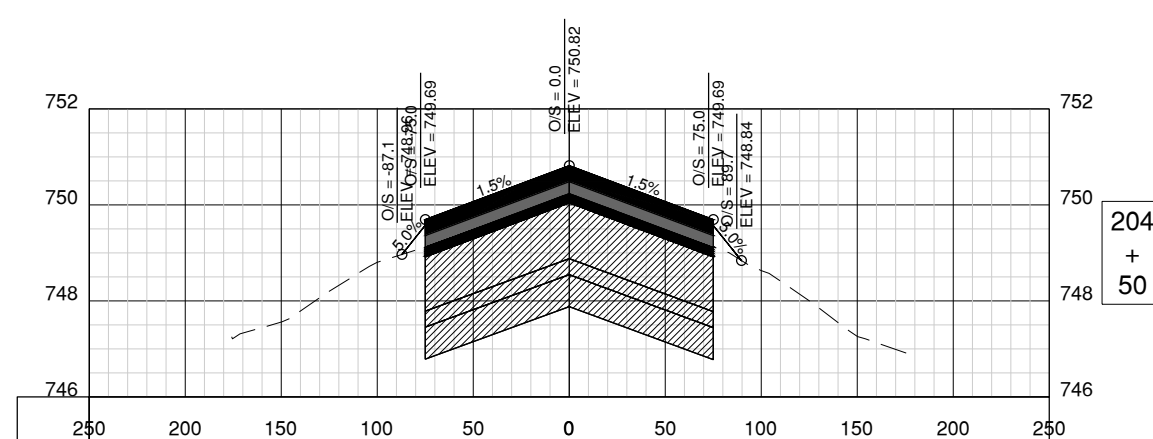
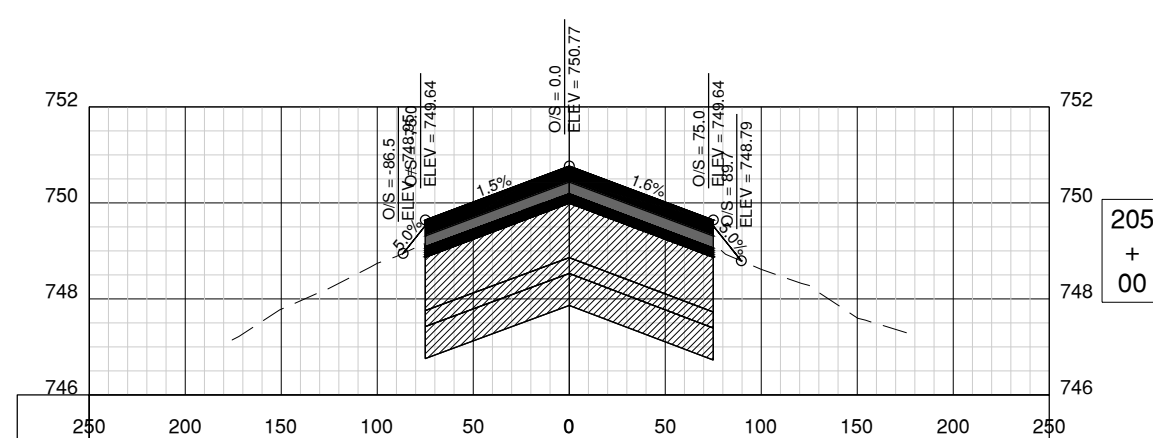
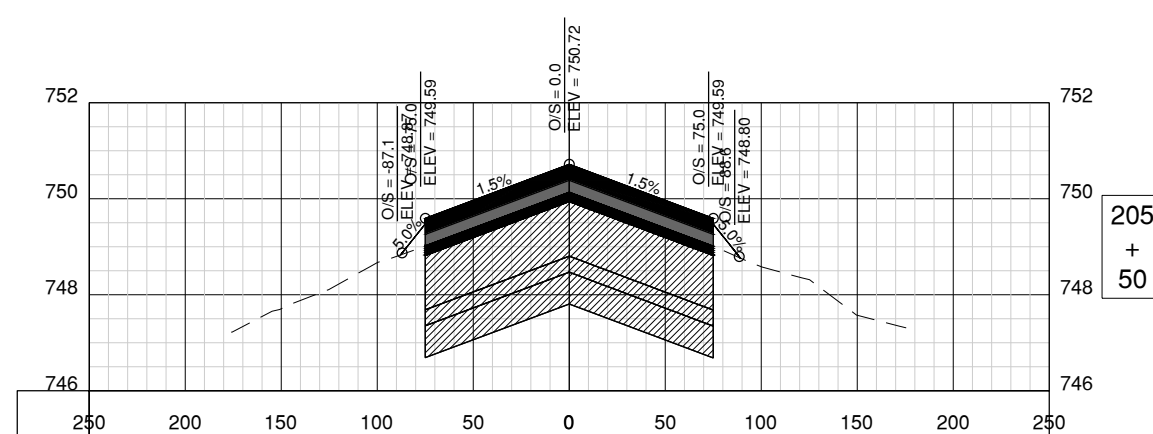
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WILLARD AIRPORT
SAVOY, ILLINOIS

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CMT PROJECT NO: 19005902		
CAD DWG FILE:	19005902 - C -7200.DWG	
DESIGNED BY:	CBG	
DRAWN BY:	DPA	
CHECKED BY:	MJD	
APPROVED BY:	MRR	
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SHEET TITLE
CROSS SECTIONS 2

CS702

SHEET 96 OF 115



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REHABILITATE RUNWAY 4-22

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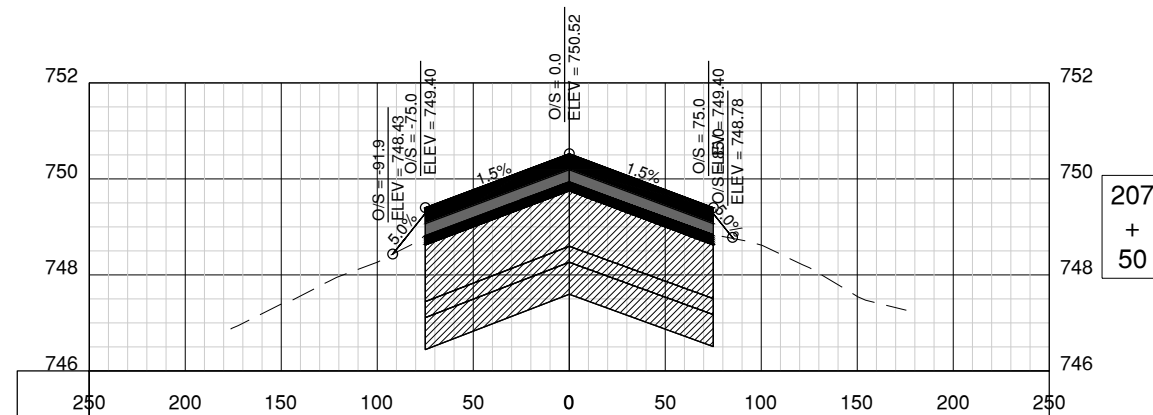
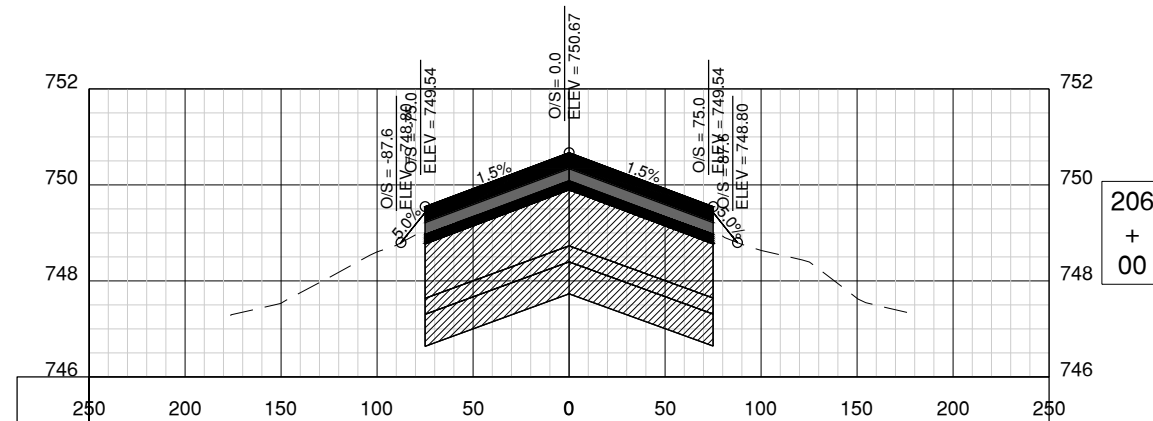
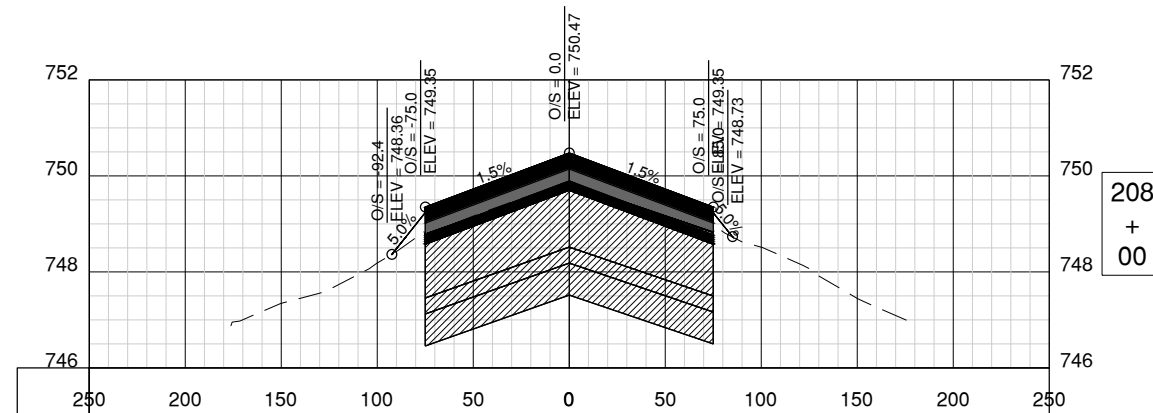
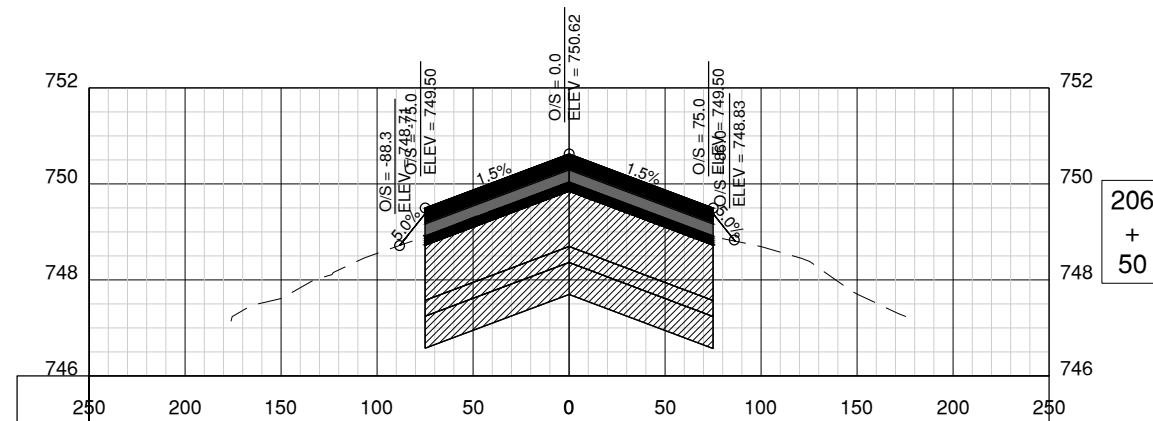
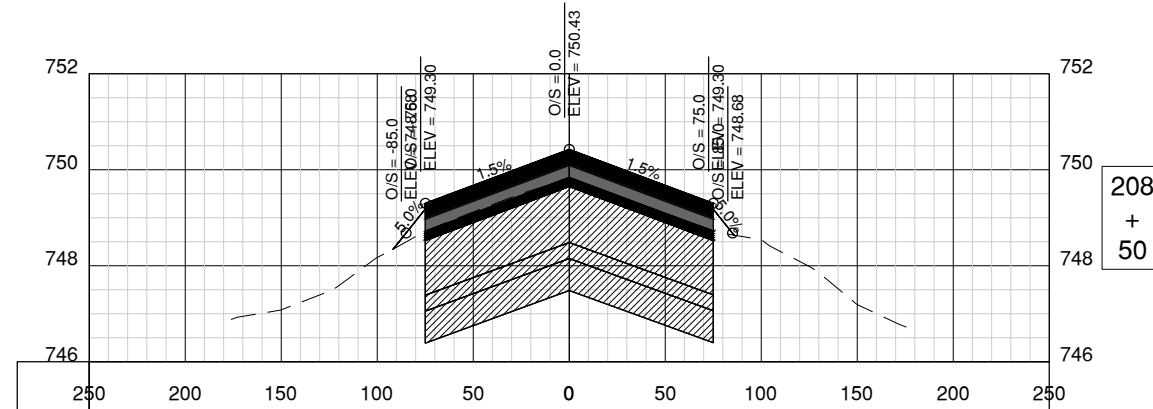
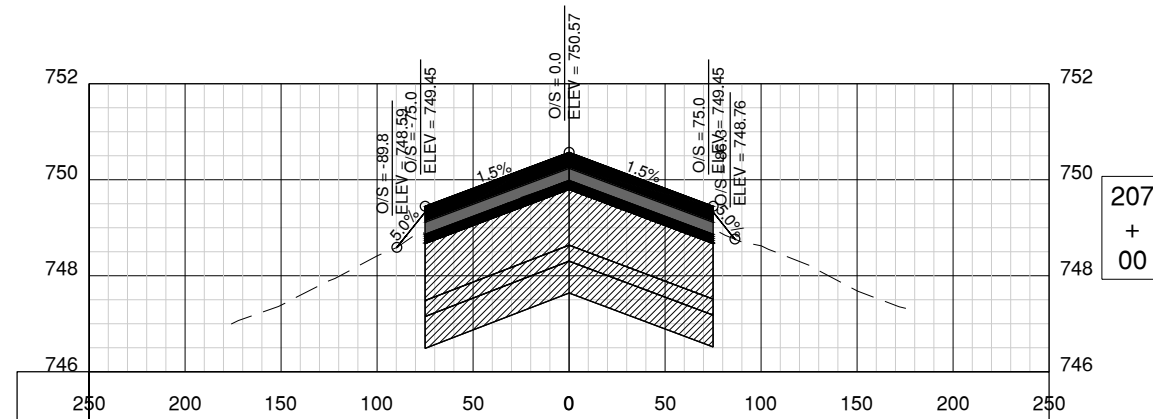
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WILLARD AIRPORT
SAVOY, ILLINOIS

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IL PROJ. NO. CMI-4751			
CMT PROJECT NO.: 19005902			
CAD DWG FILE:		19005902 - C-7200.DWG	
DESIGNED BY:		CBG	
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APPROVED BY:		MRR	
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SHEET TITLE

CROSS SECTIONS 3

CS703
SHEET 97 OF 115



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REHABILITATE RUNWAY 4-22

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902 - C-7200.DWG

DESIGNED BY: CBG

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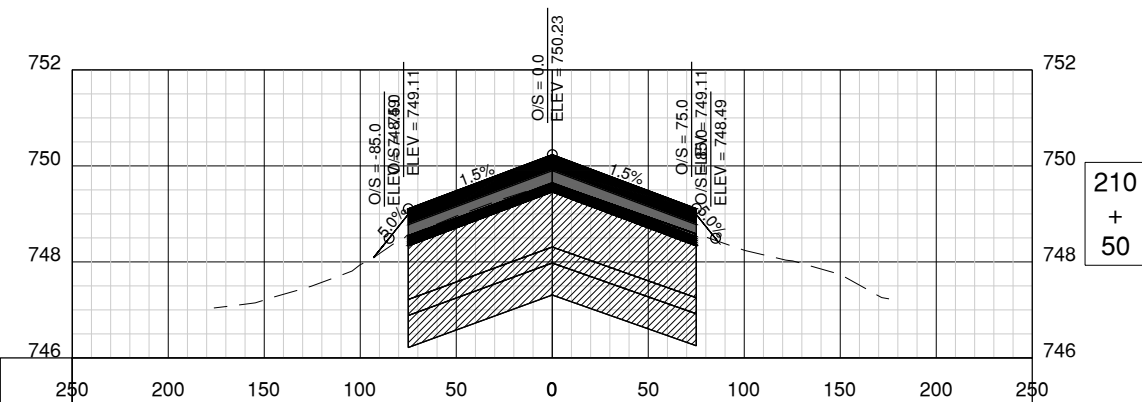
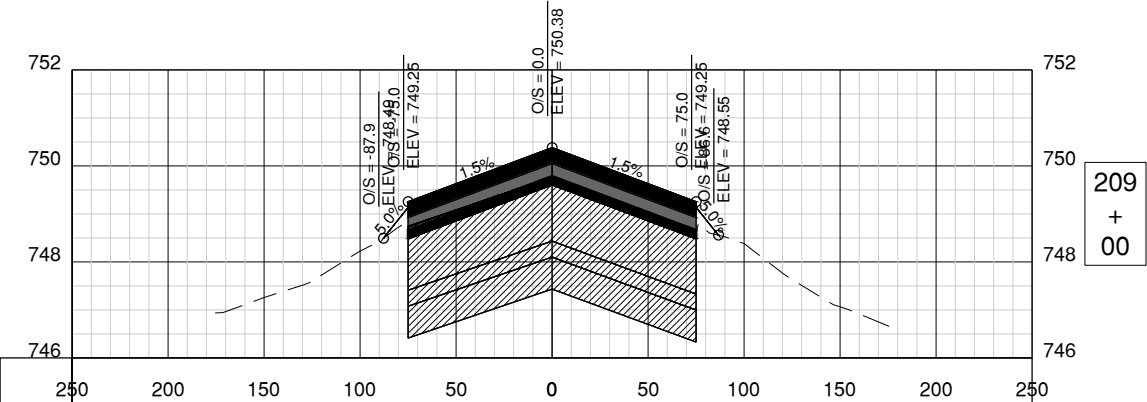
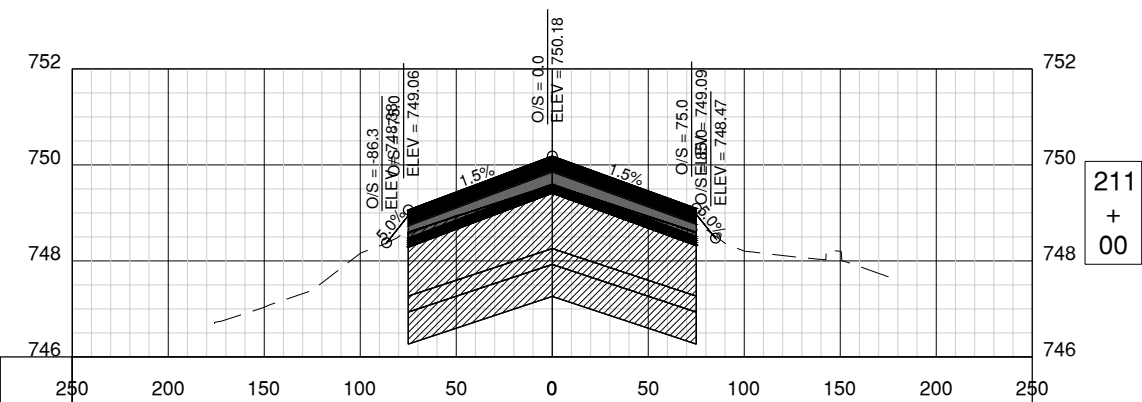
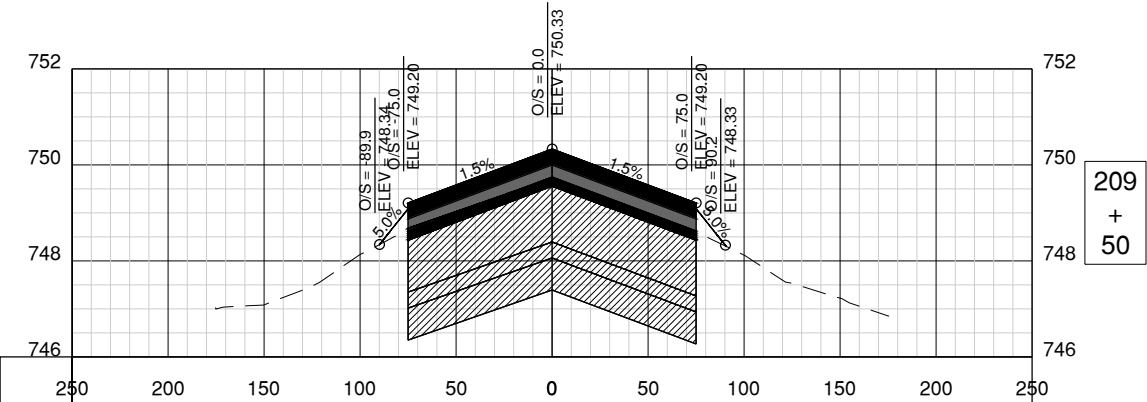
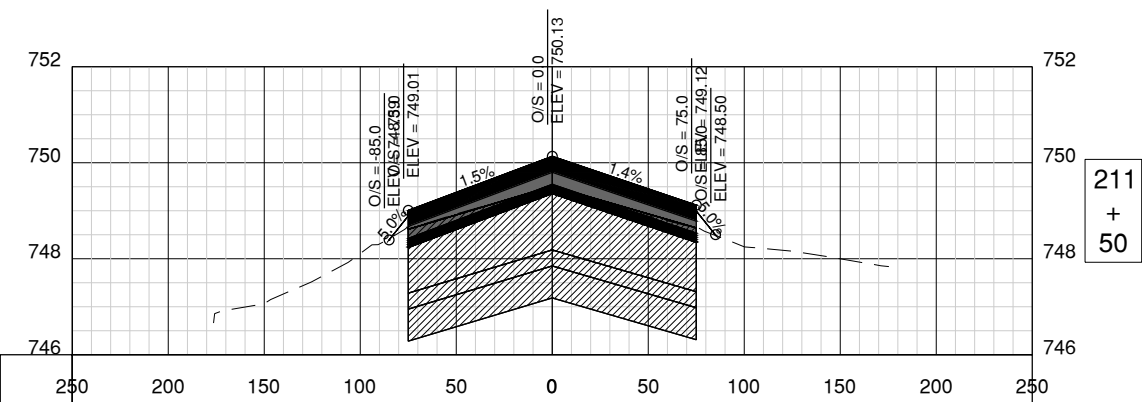
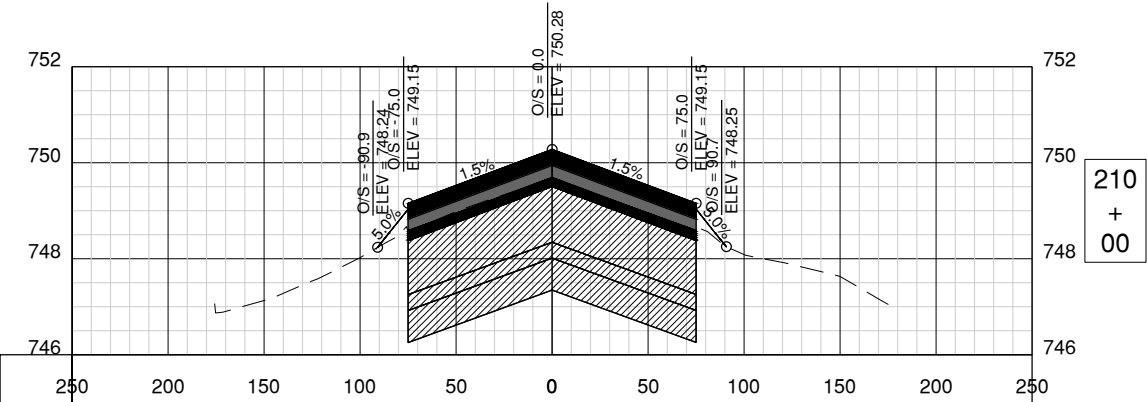
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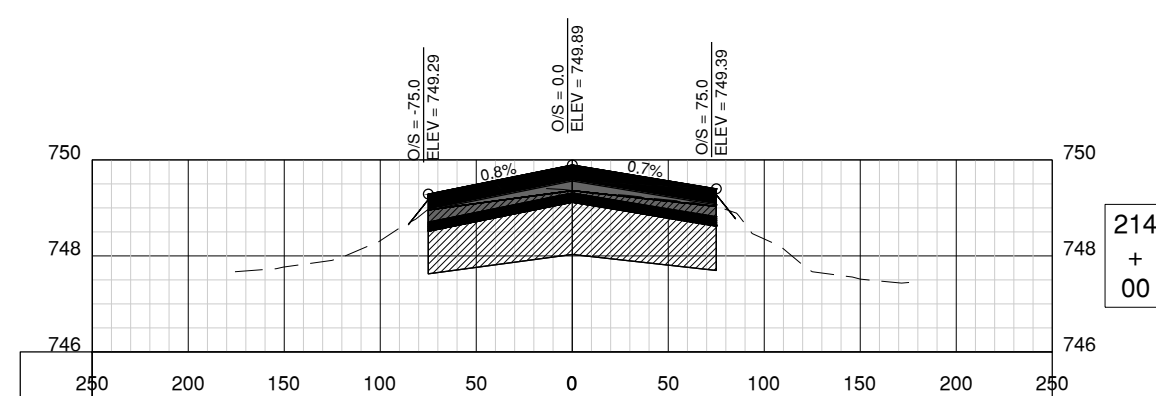
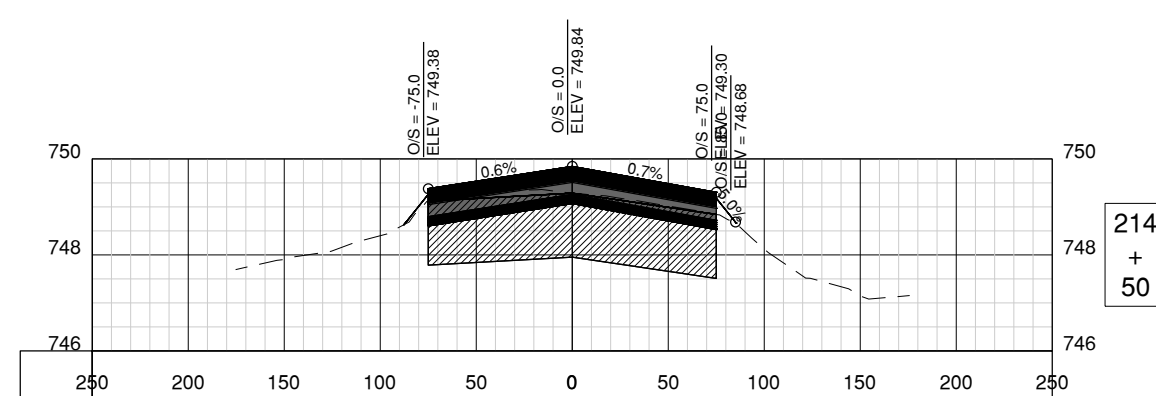
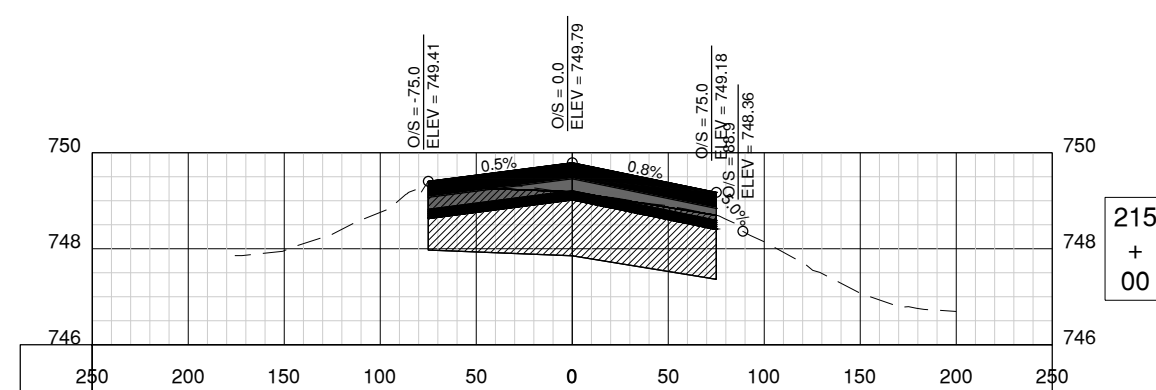
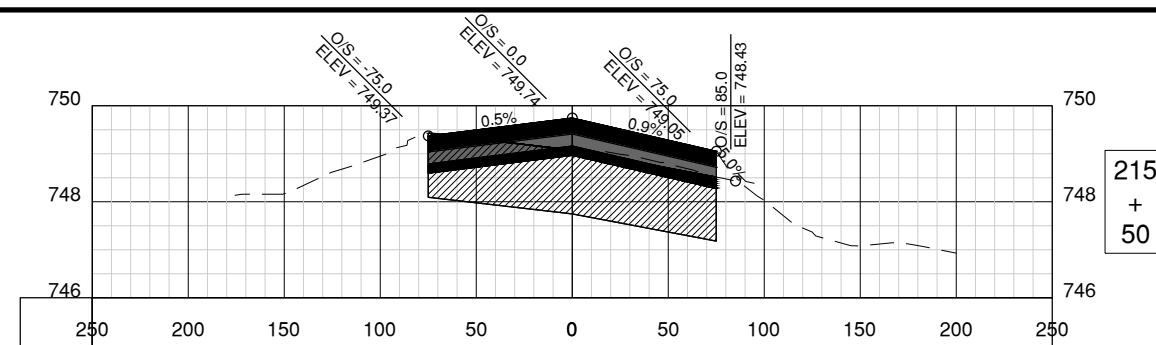
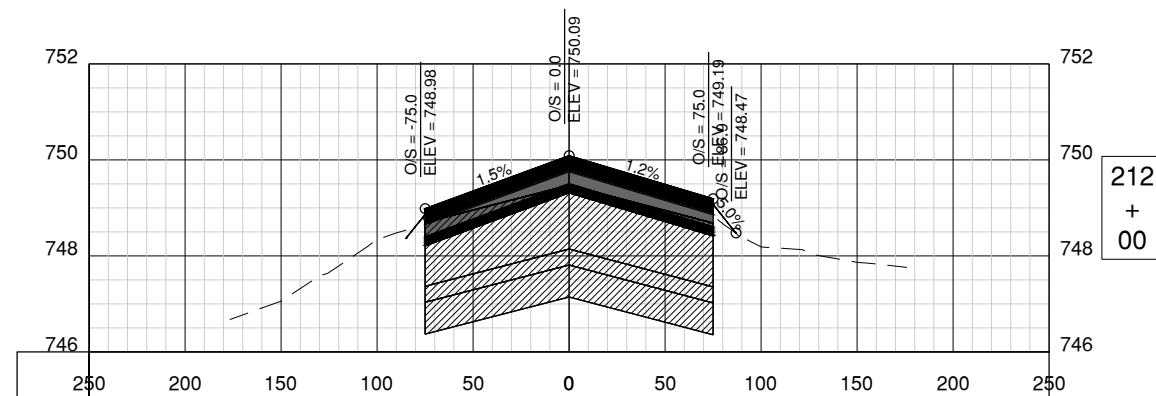
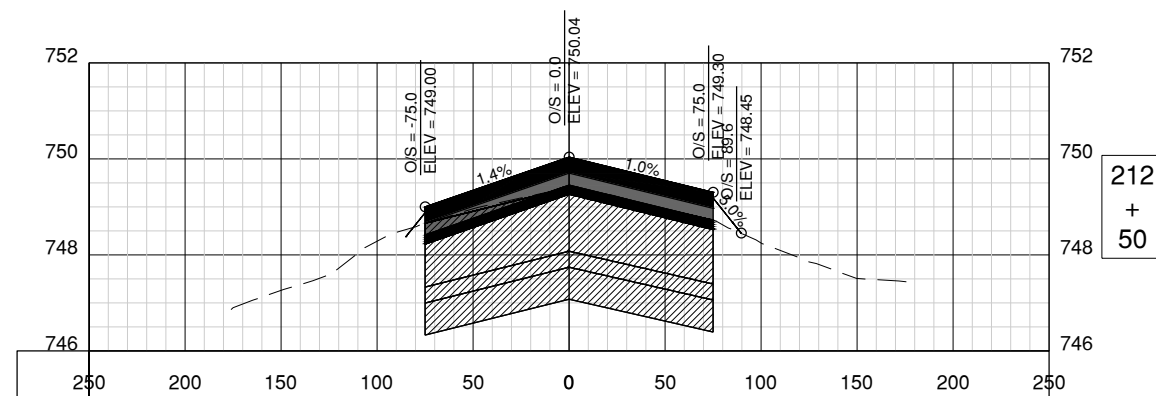
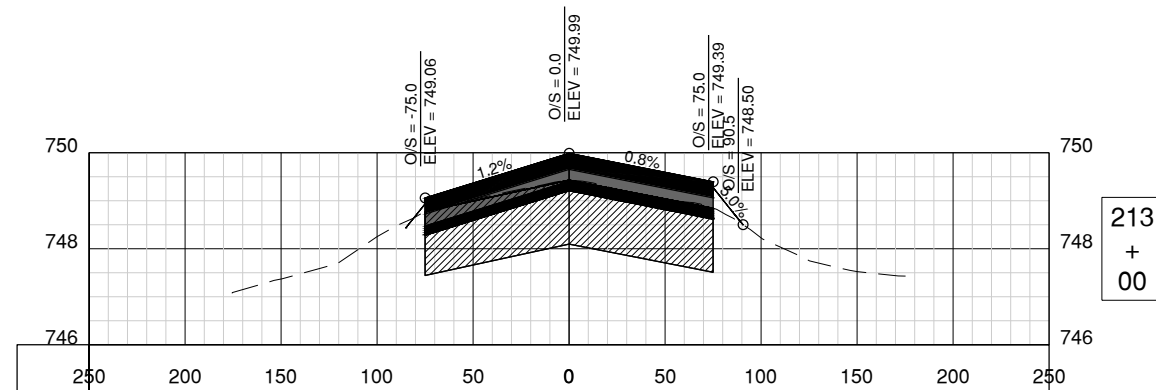
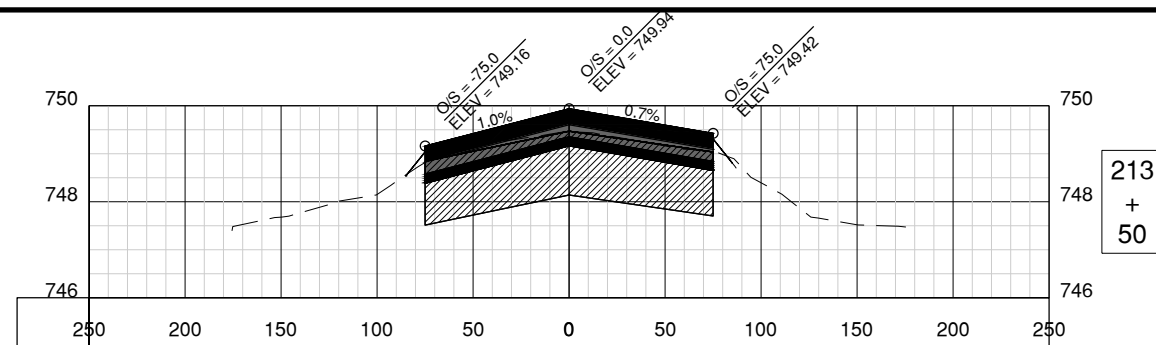
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CROSS SECTIONS 4

CS704

SHEET 98 OF 115





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WILLARD AIRPORT
SAVOY, ILLINOIS

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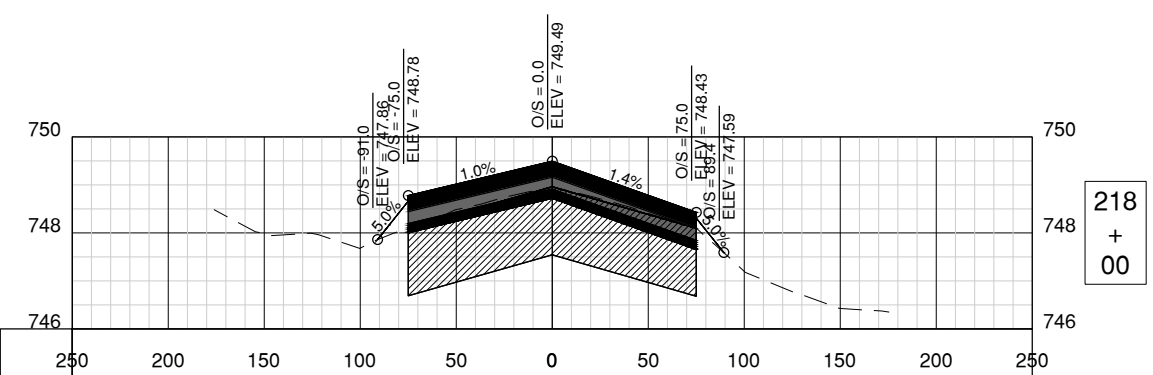
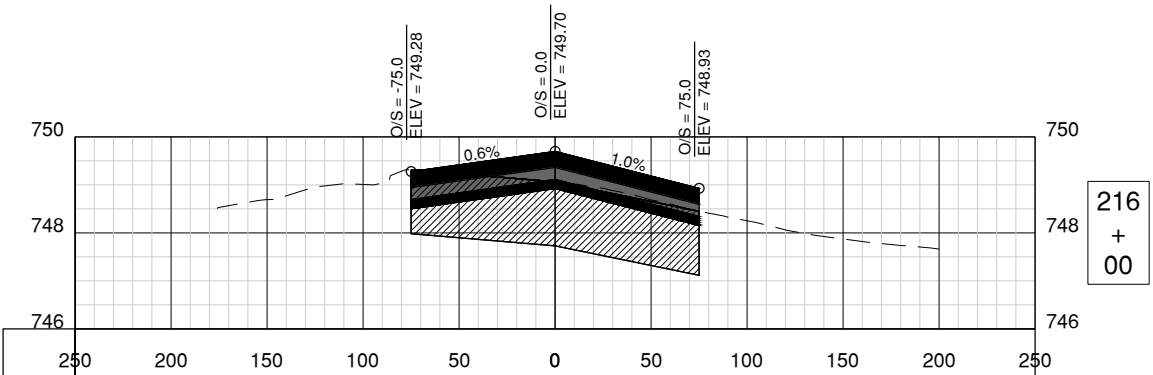
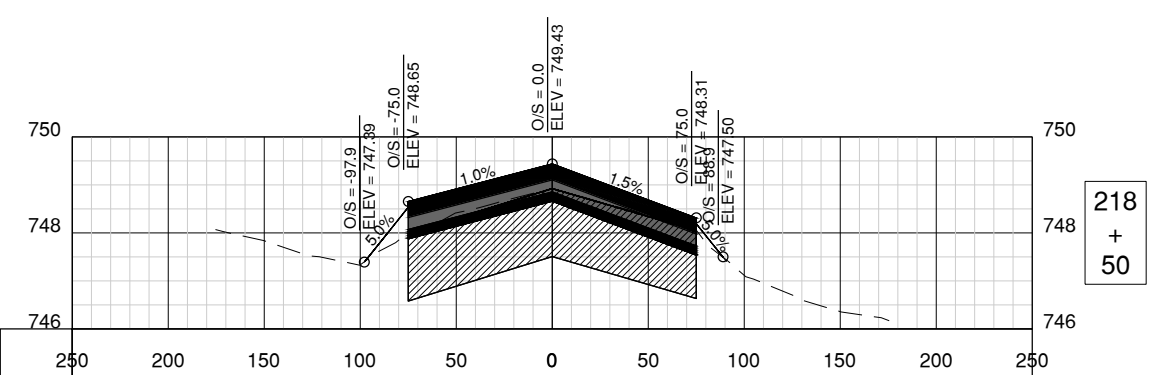
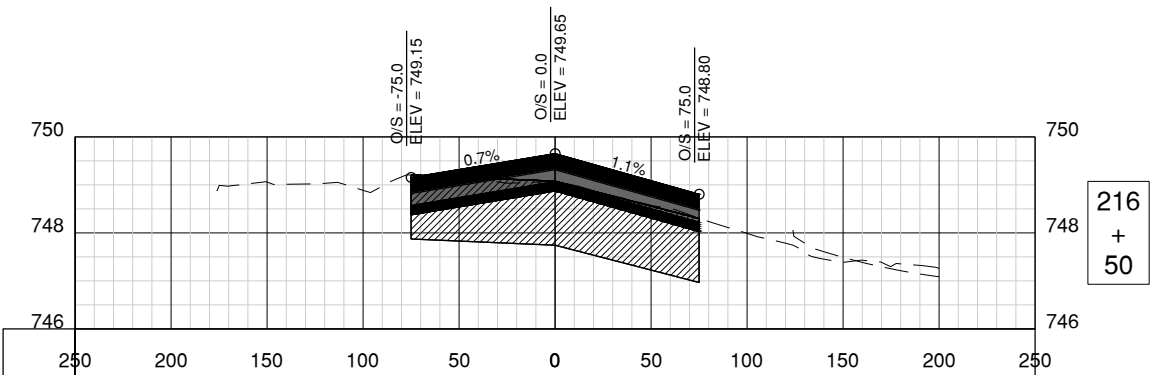
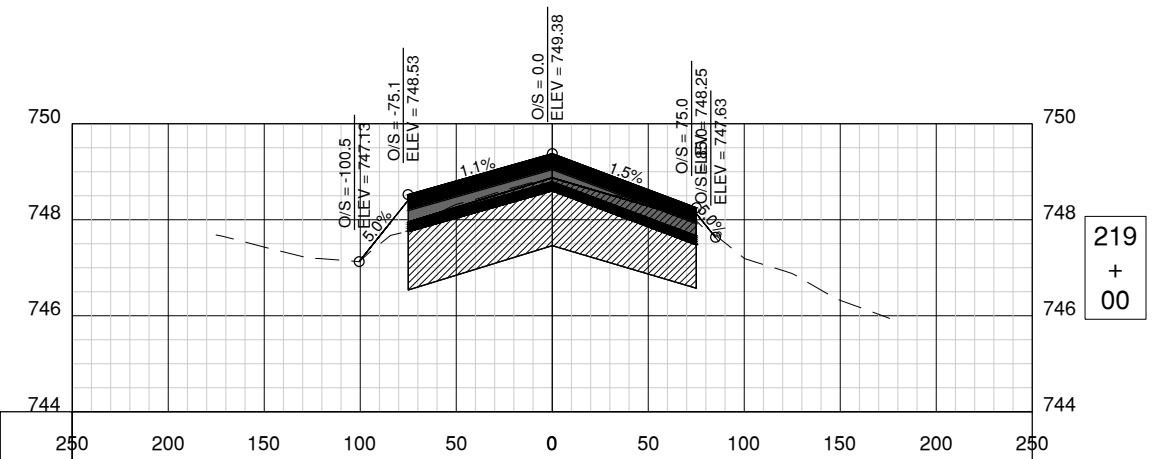
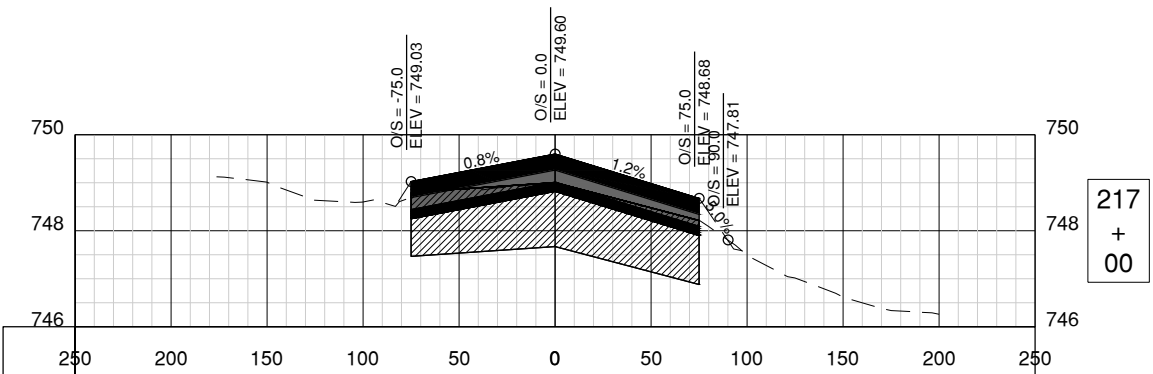
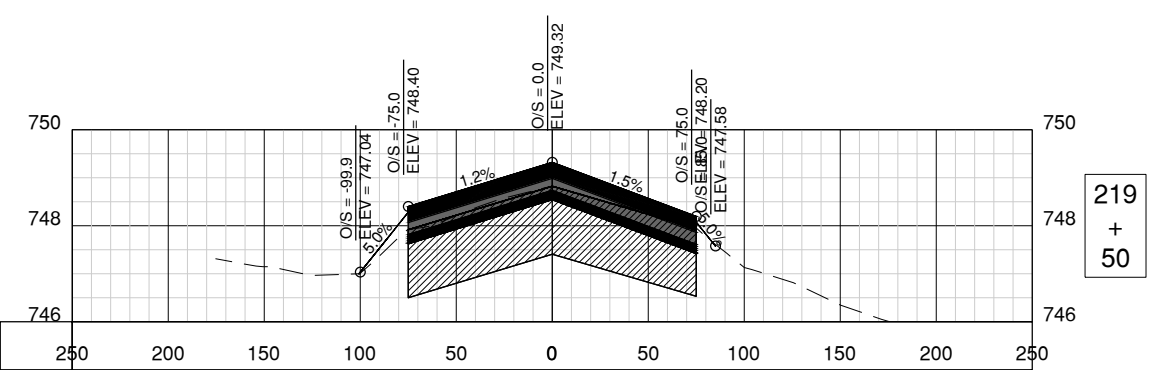
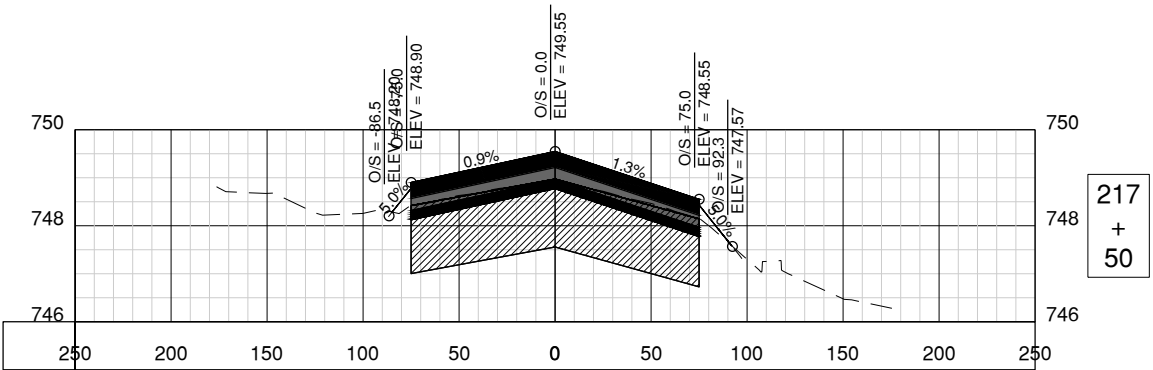
CROSS SECTIONS 5

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

CAD DWG FILE: 19005902 - C-7200.DWG

DESIGNED BY: CBG

DRAWN BY: DPA

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APPROVED BY: MRR

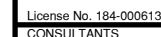
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CROSS SECTIONS 6

CS706

SHEET 100 OF 115



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WILLARD AIRPORT
SAVOY, ILLINOIS

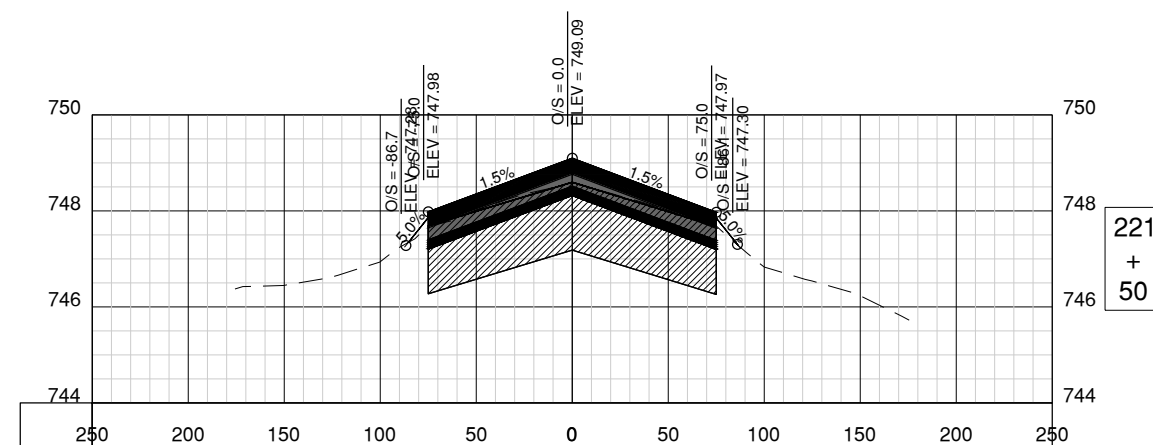
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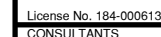
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CS707

SHEET 101 OF 115





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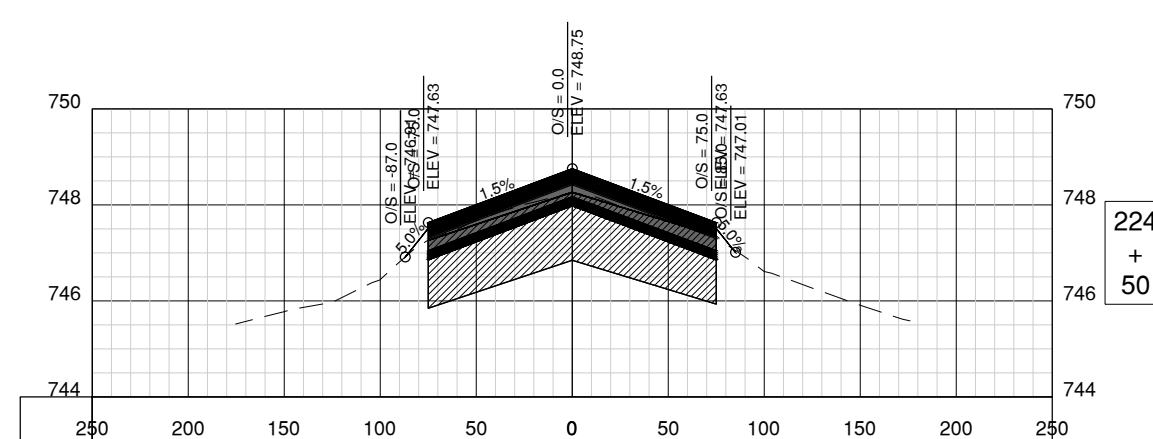
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WILLARD AIRPORT
SAVOY, ILLINOIS

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CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902 - C -7200.DWG		
DESIGNED BY:	CBG	
DRAWN BY:	DPA	
CHECKED BY:	MJD	
APPROVED BY:	MRR	
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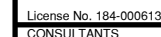
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CROSS SECTIONS 8

CS708
SHEET 102 OF 115



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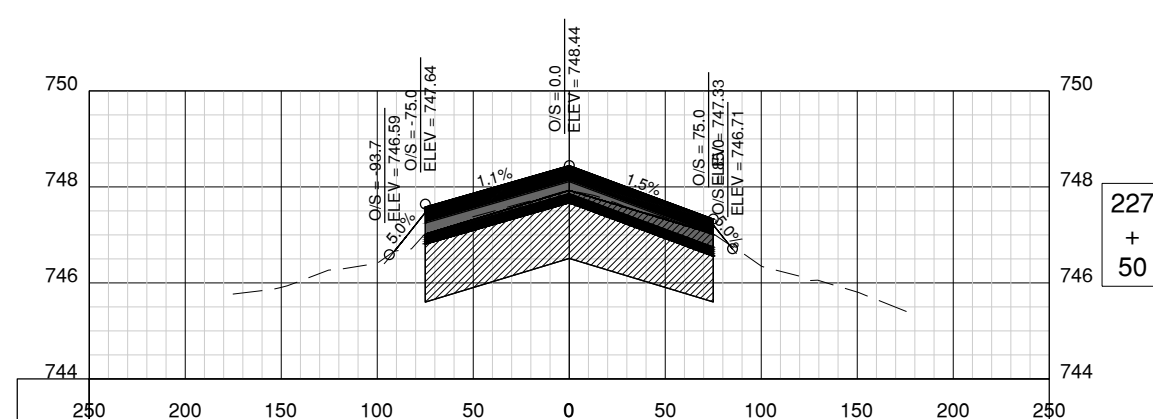
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WILLARD AIRPORT
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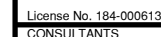
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IL PROJ. NO. CMI-4751		
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DRAWN BY:	DPA	
CHECKED BY:	MJD	
APPROVED BY:	MRR	
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SHEET TITLE

CROSS SECTIONS 9

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SHEET 103 OF 115





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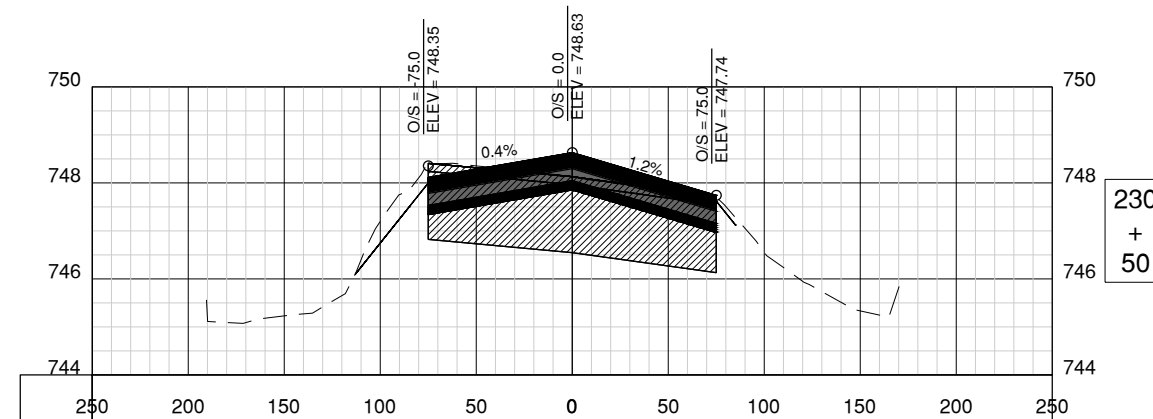
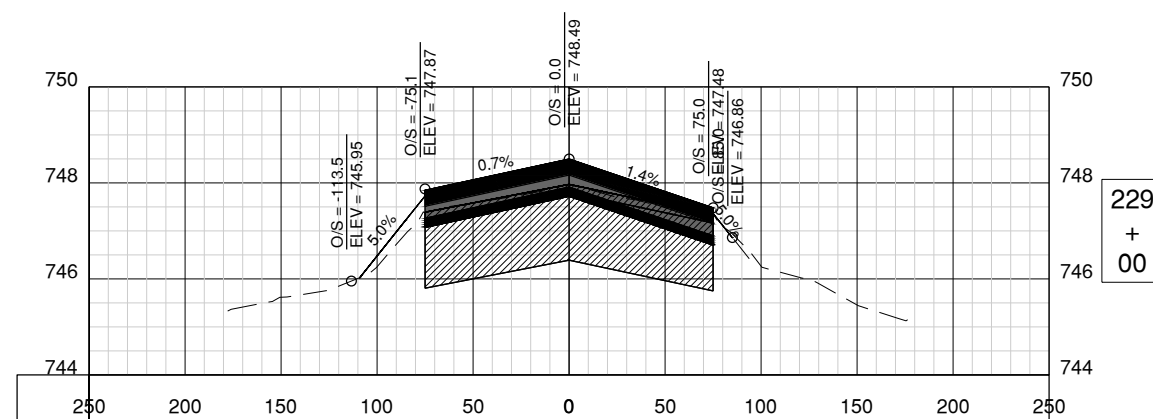
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WILLARD AIRPORT
SAVOY, ILLINOIS

MARK	DATE	DESCRIPTION			
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UN060					
IL PROJ. NO. CMI-4751					
CMT PROJECT NO: 19005902					
CAD DWG FILE: 19005902 - C -7200.DWG					
DESIGNED BY: CBG					
DRAWN BY: DPA					
CHECKED BY: MJD					
APPROVED BY: MRR					
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SHEET TITLE

CROSS SECTIONS 10

CS710
SHEET 104 OF 115



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MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

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DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

APPROVED BY: MRR

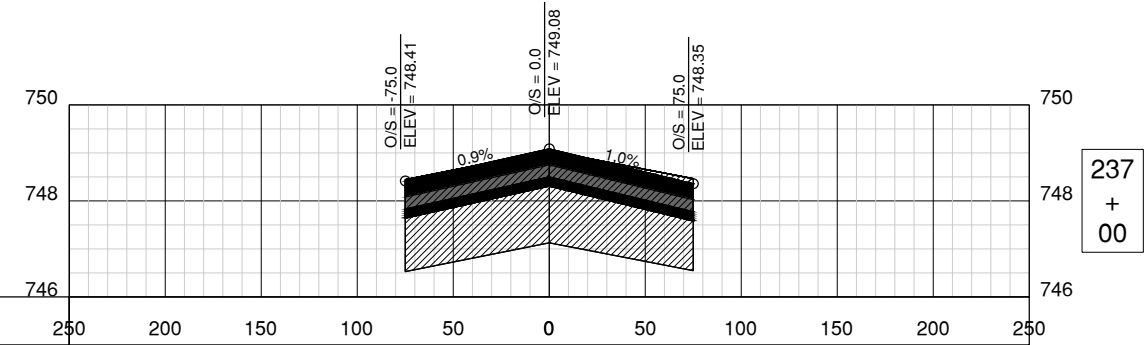
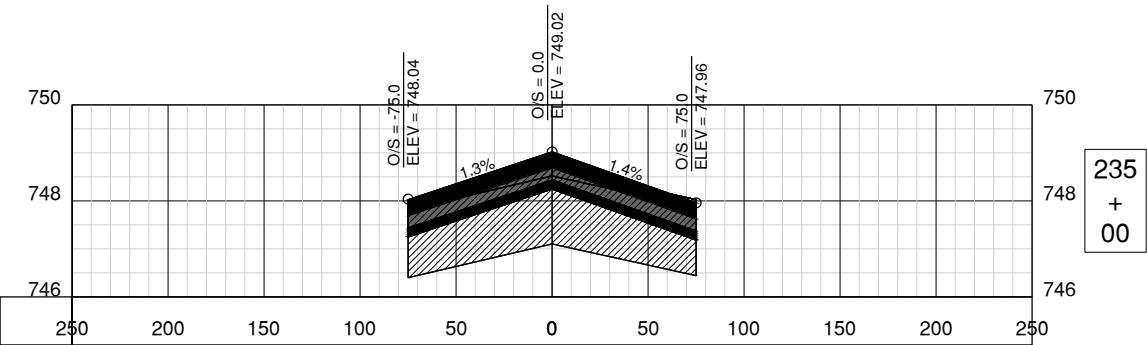
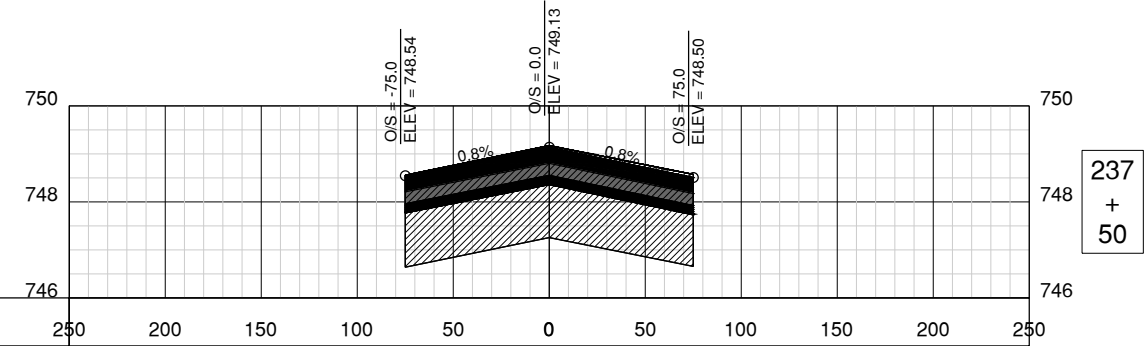
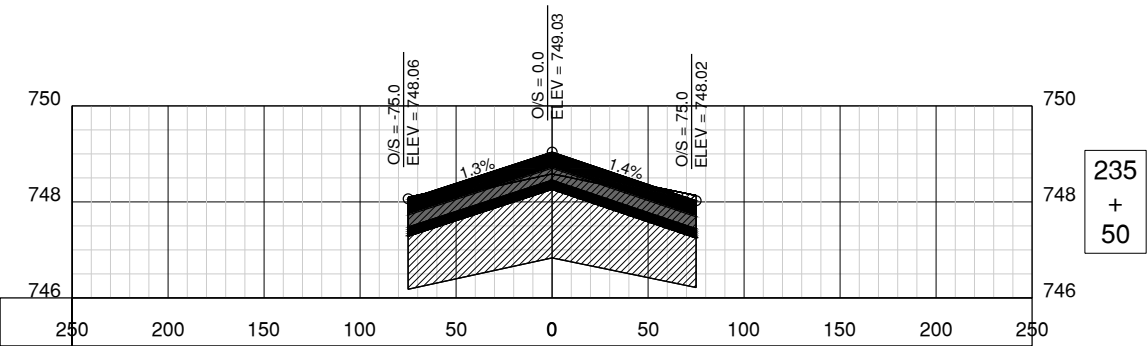
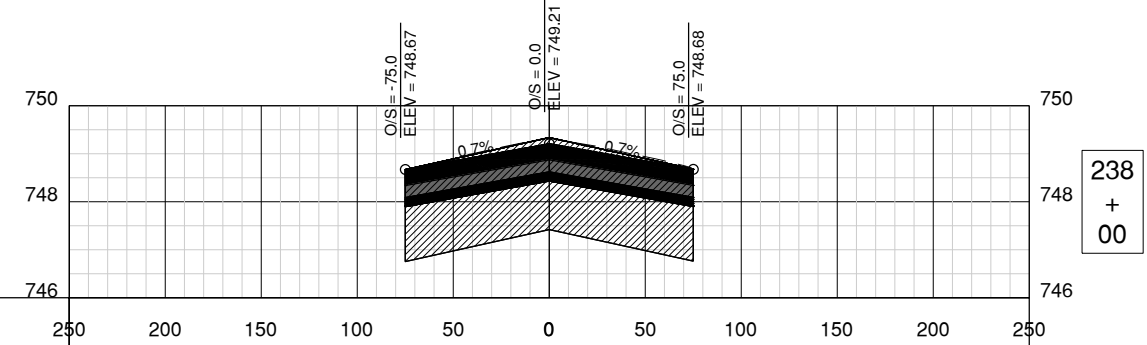
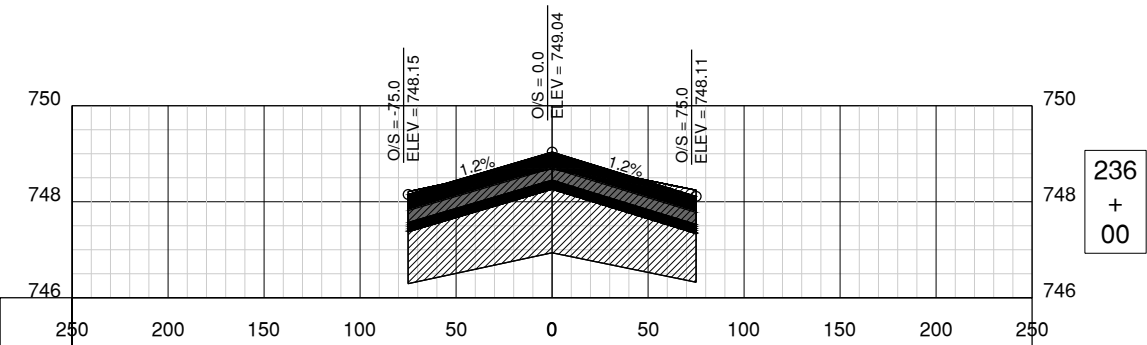
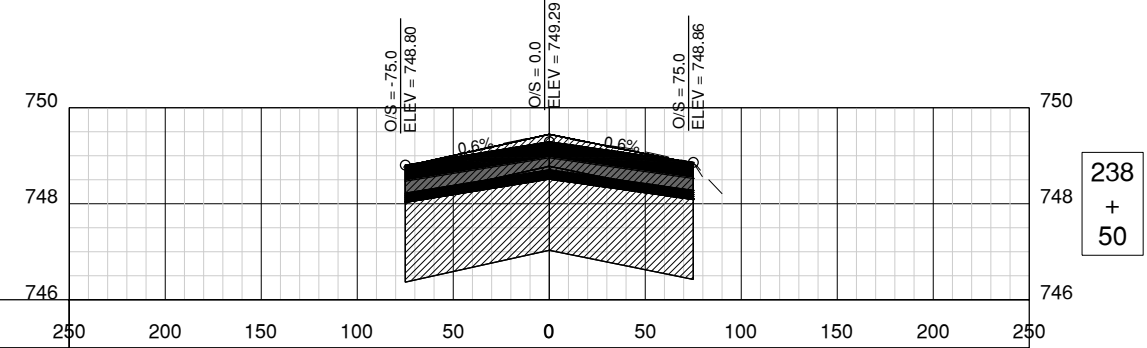
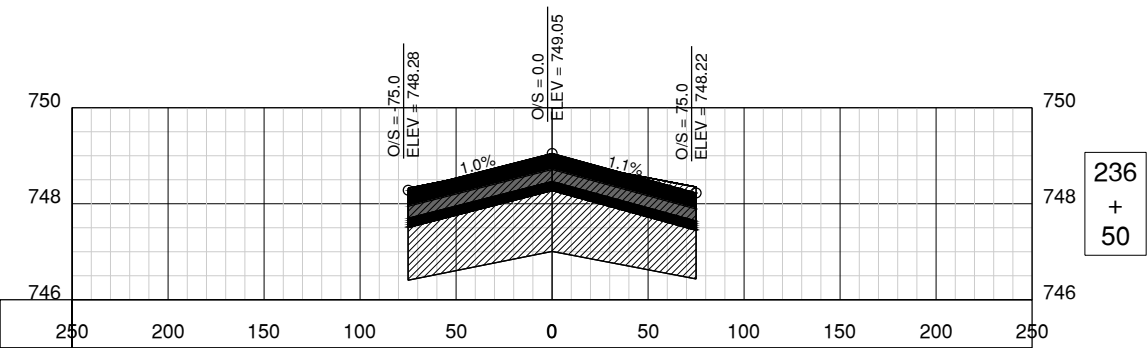
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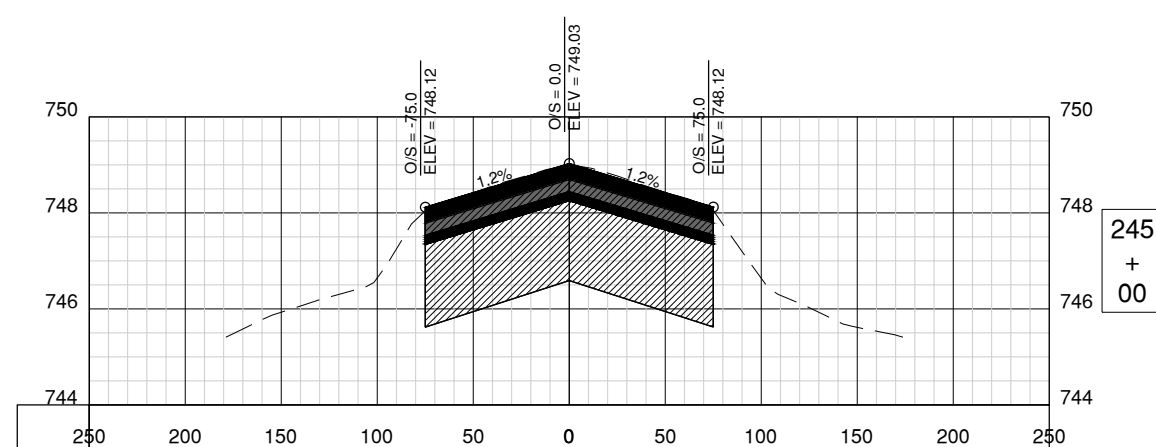
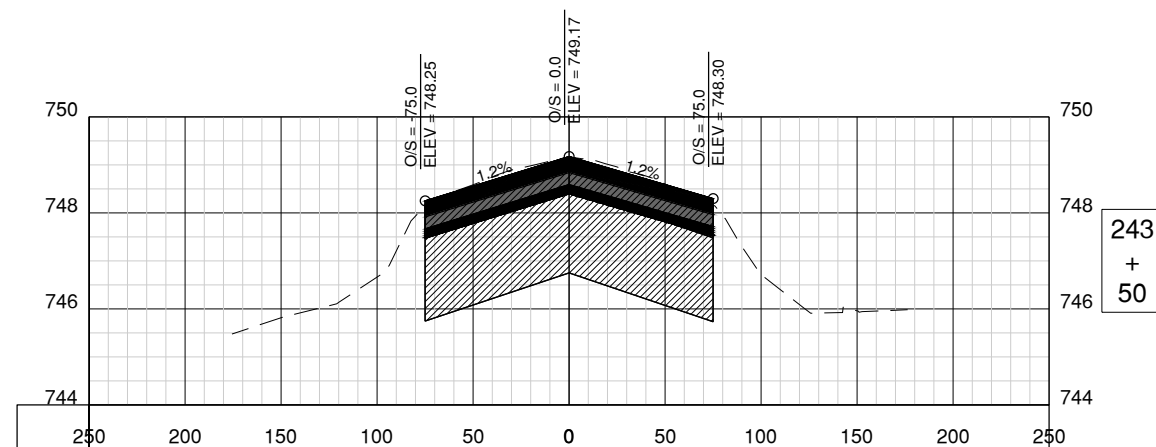
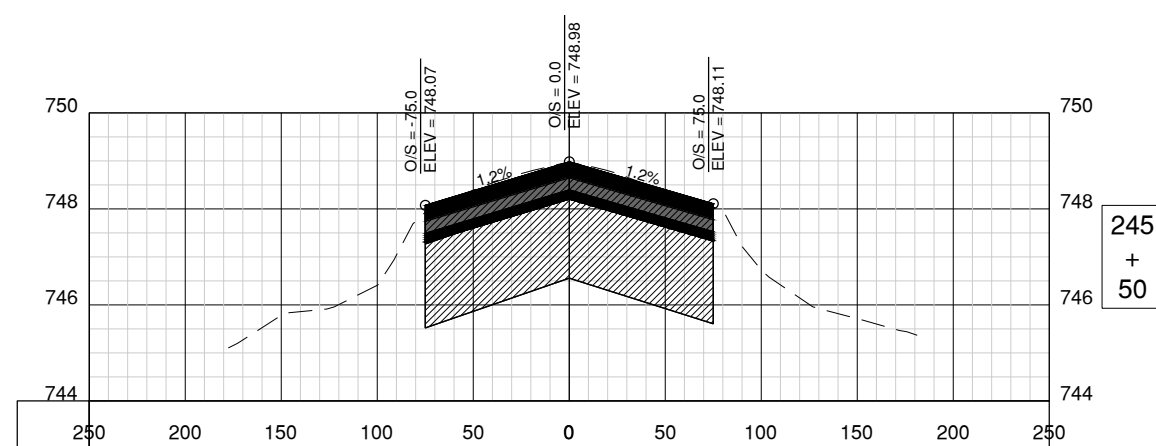
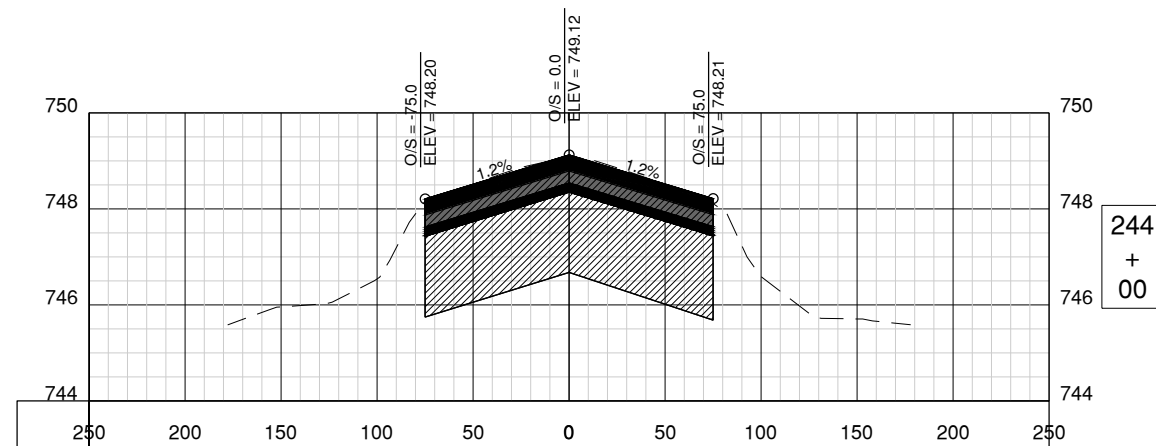
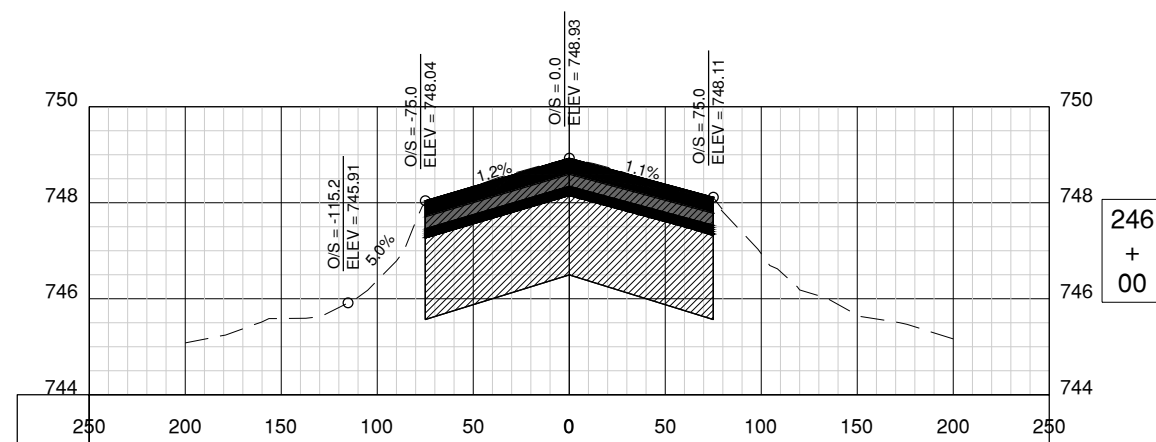
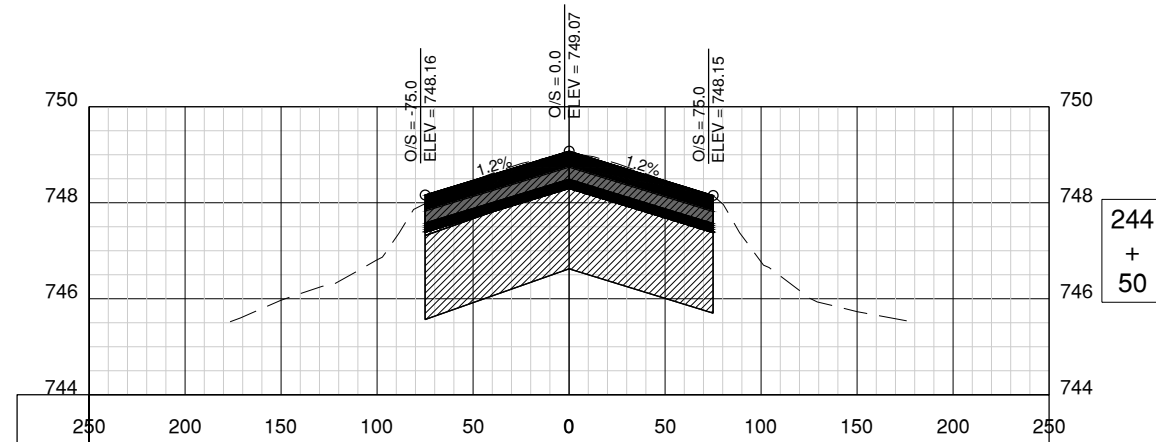
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SHEET TITLE
CROSS SECTIONS 14

CS714

SHEET 108 OF 115

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MAY 1, 2020

REHABILITATE RUNWAY 4-22

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WILLARD AIRPORT
SAVOY, ILLINOIS

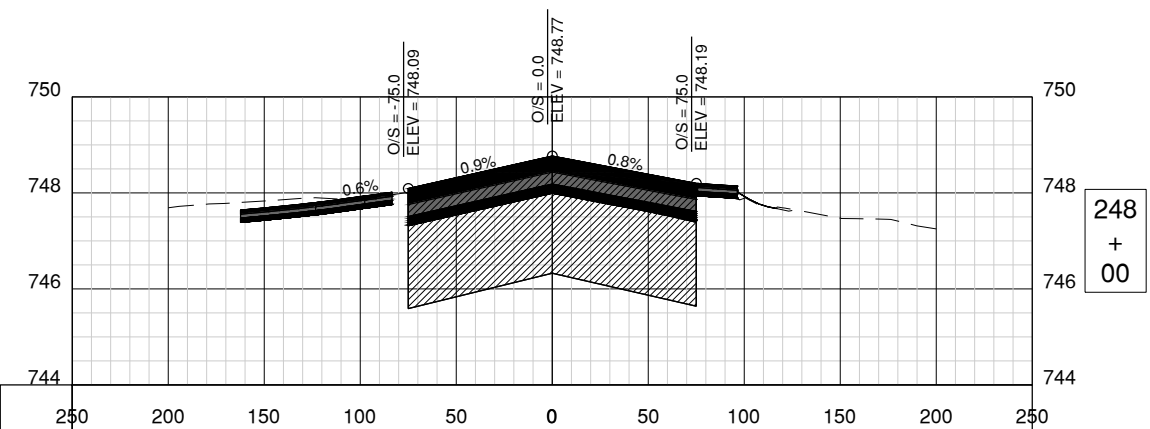
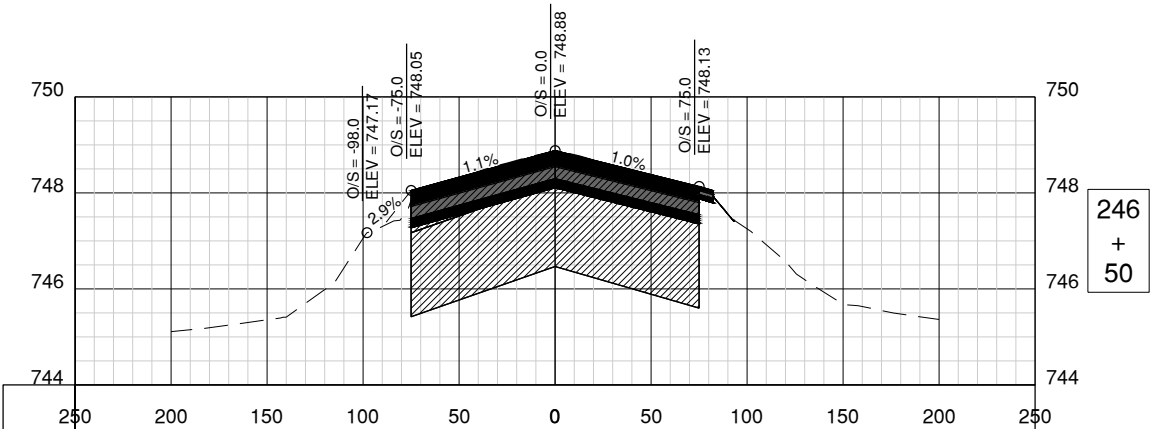
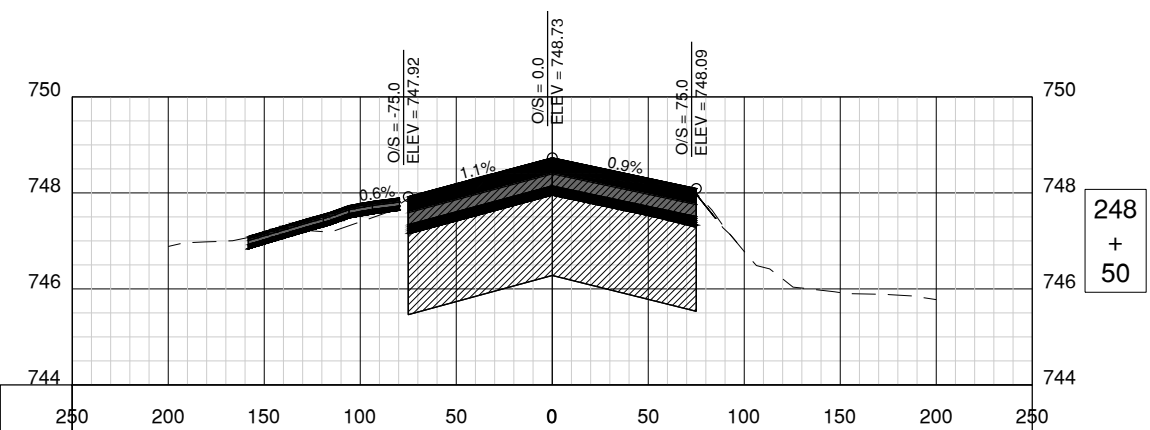
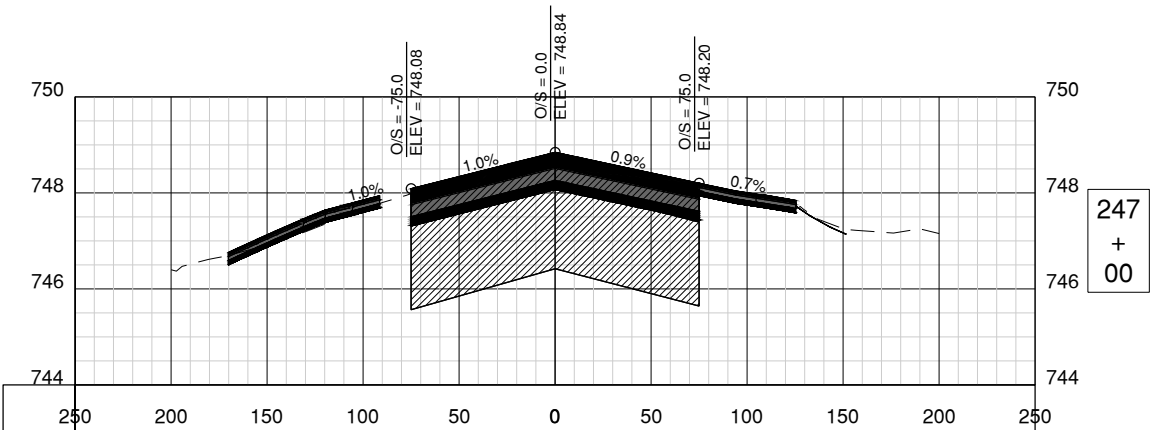
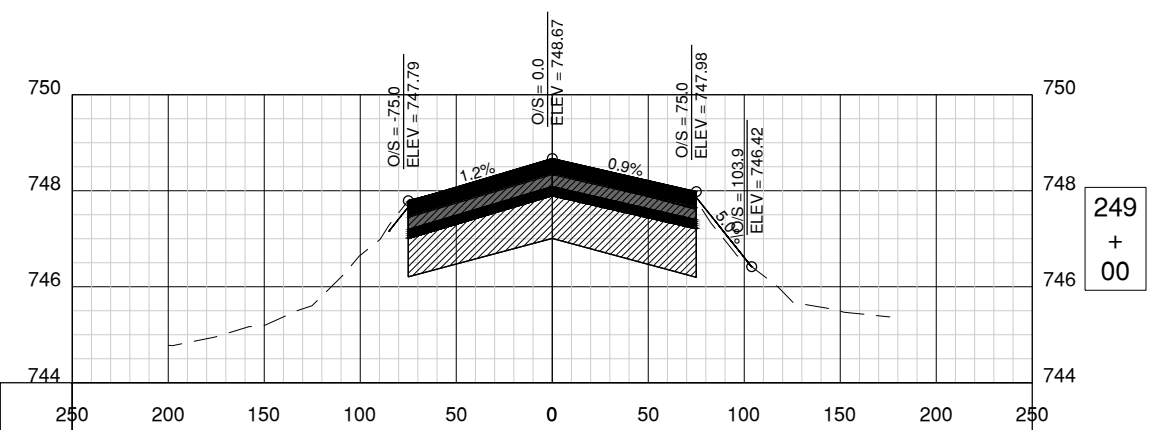
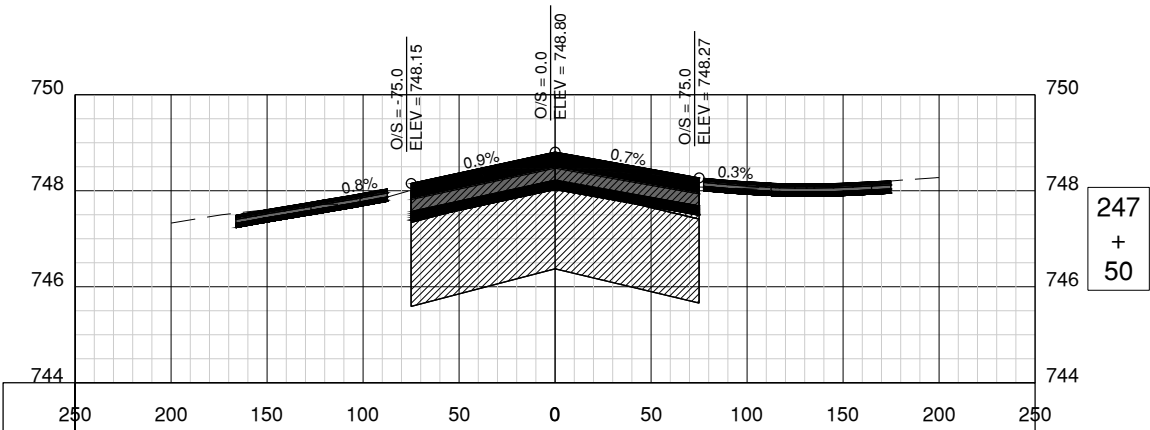
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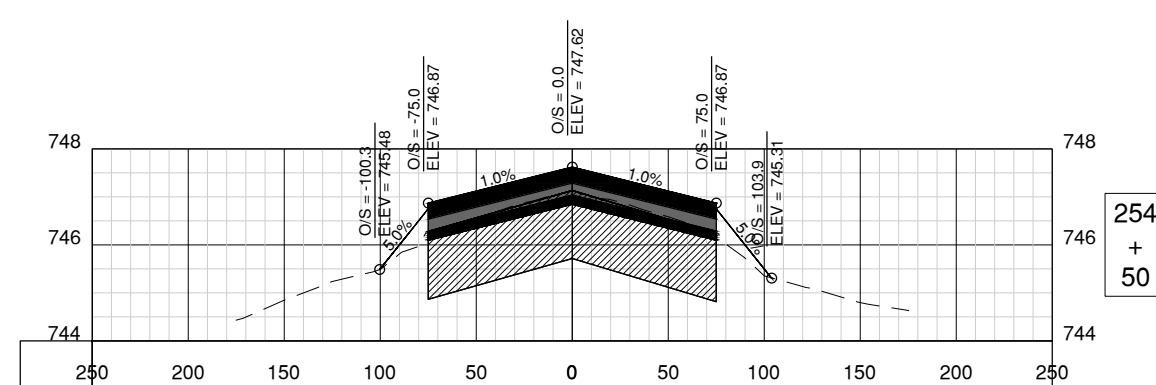
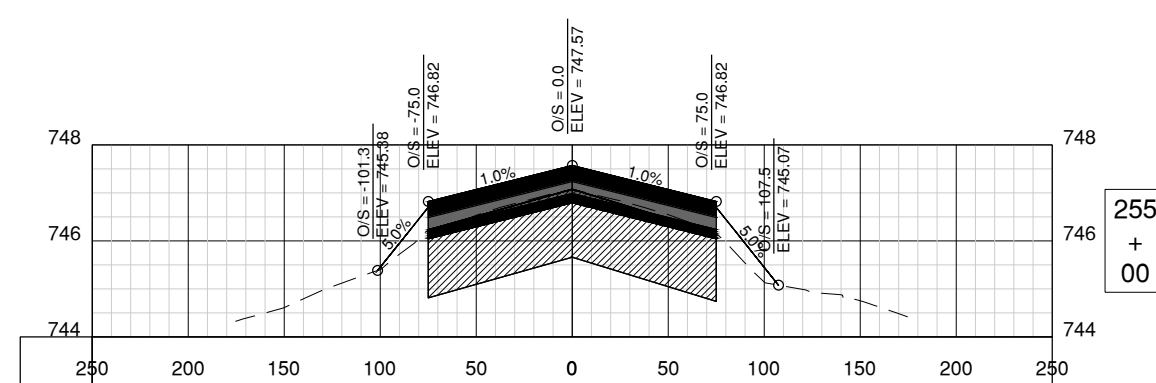
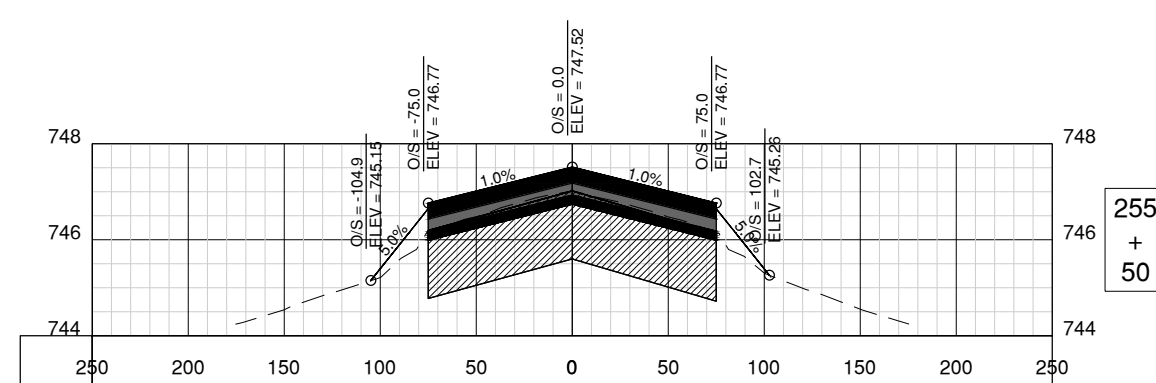
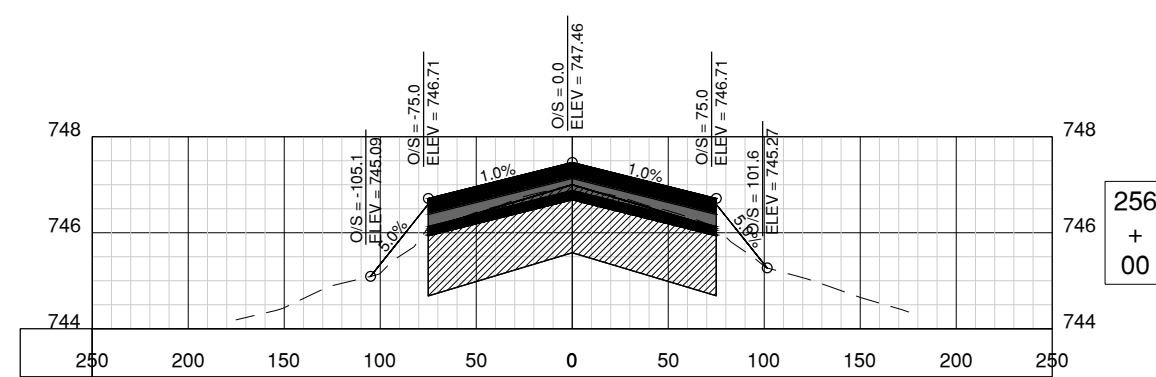
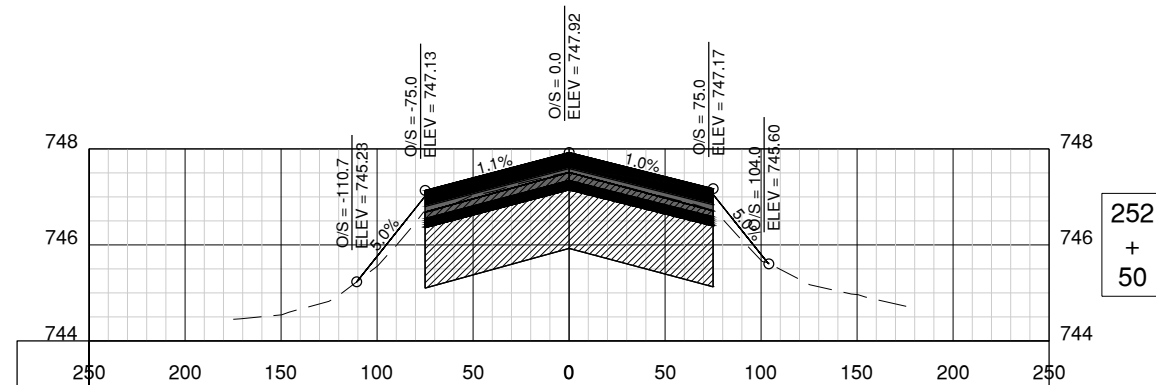
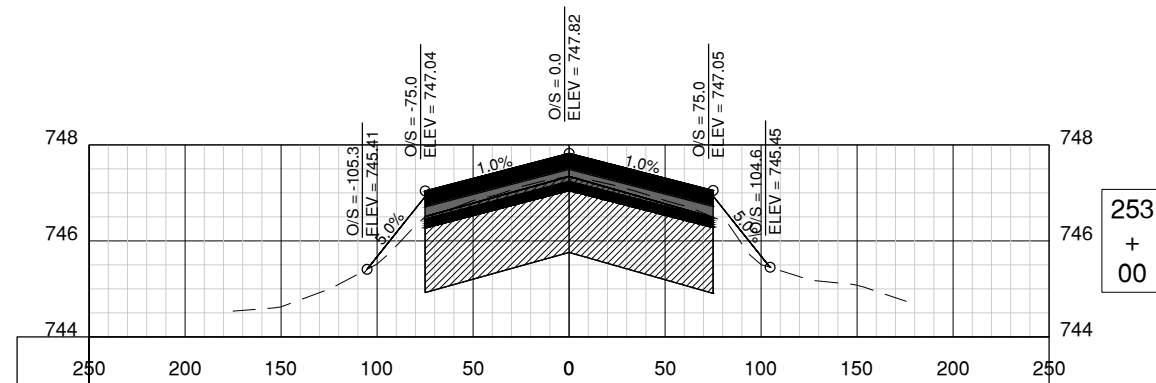
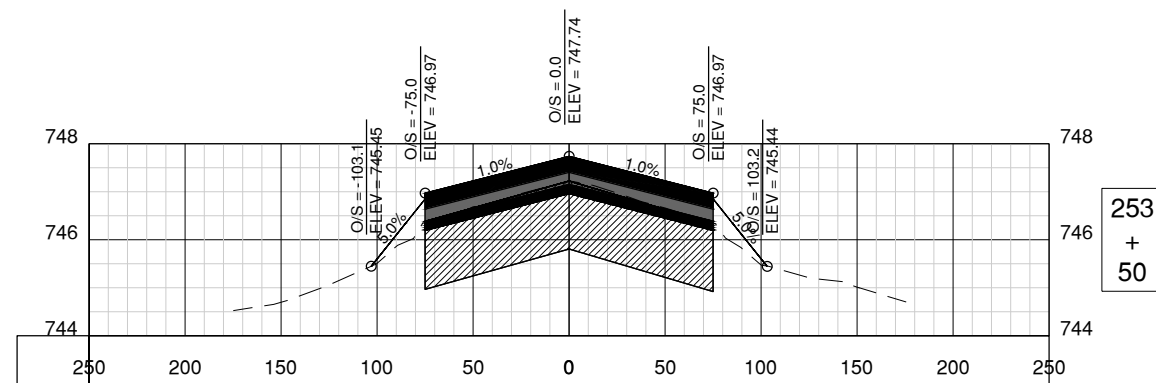
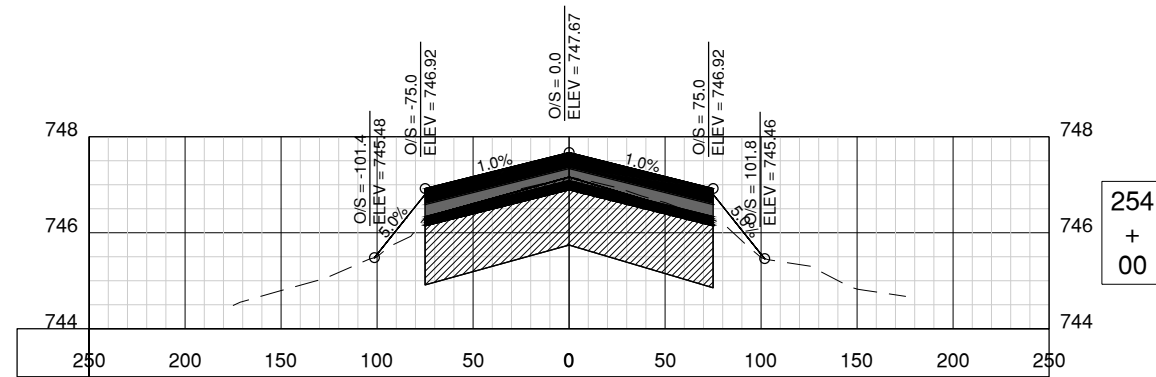
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DESIGNED BY: CBG	
DRAWN BY: DPA	
CHECKED BY: MJD	
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CROSS SECTIONS 15

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MAR	DATE	DESCRIPTION	
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SHEET TITLE
CROSS SECTIONS 17

CS717
SHEET 111 OF 115

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REHABILITATE RUNWAY 4-22

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SAVOY, ILLINOIS

MARK DATE DESCRIPTION

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IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

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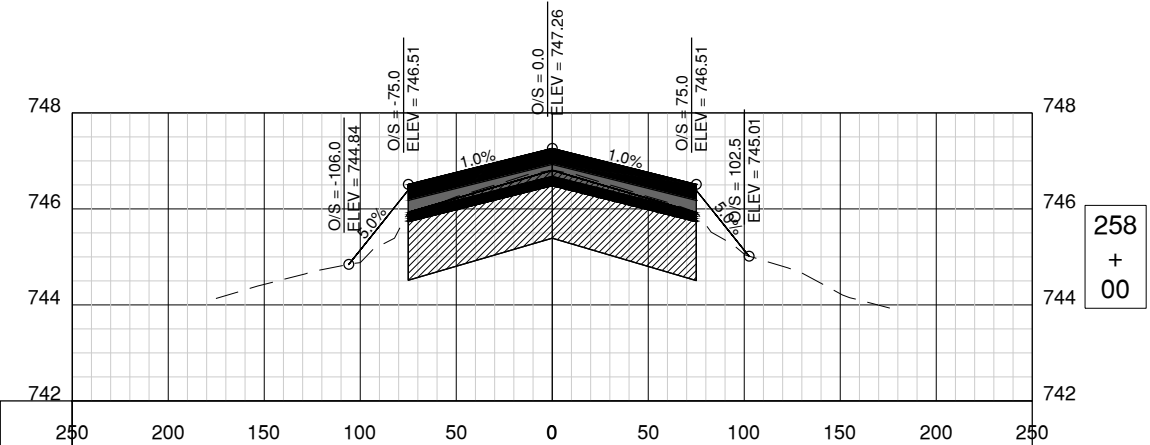
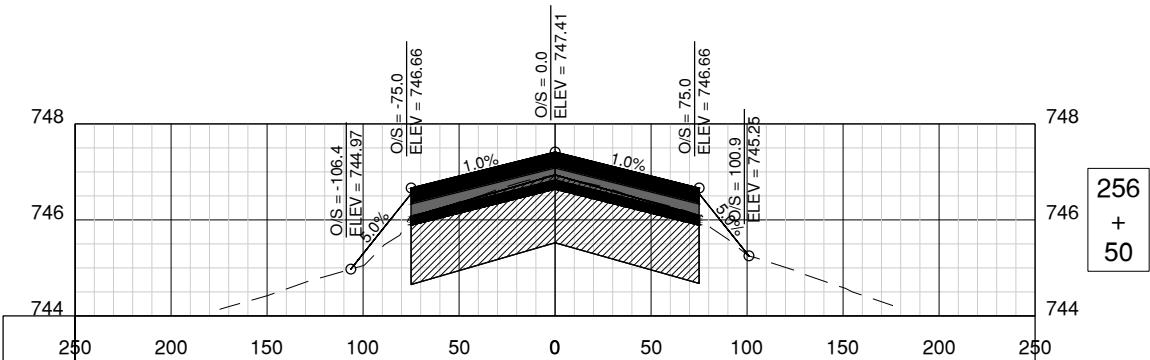
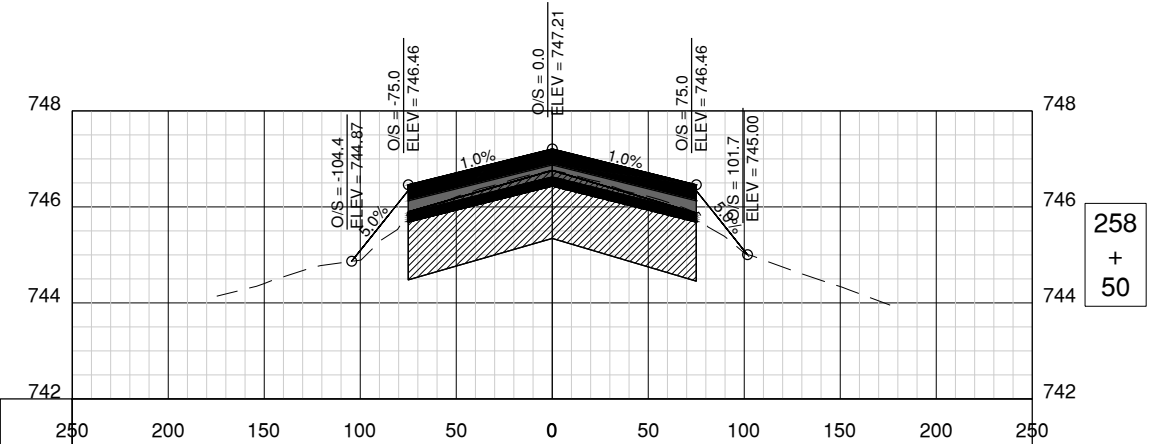
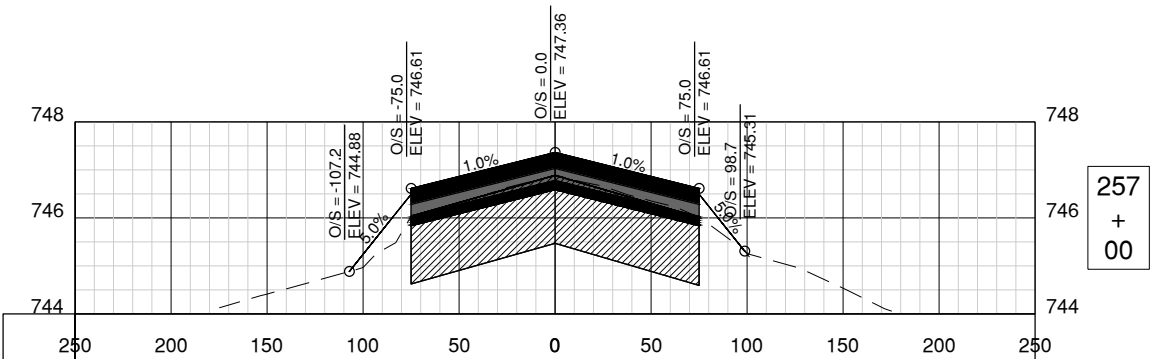
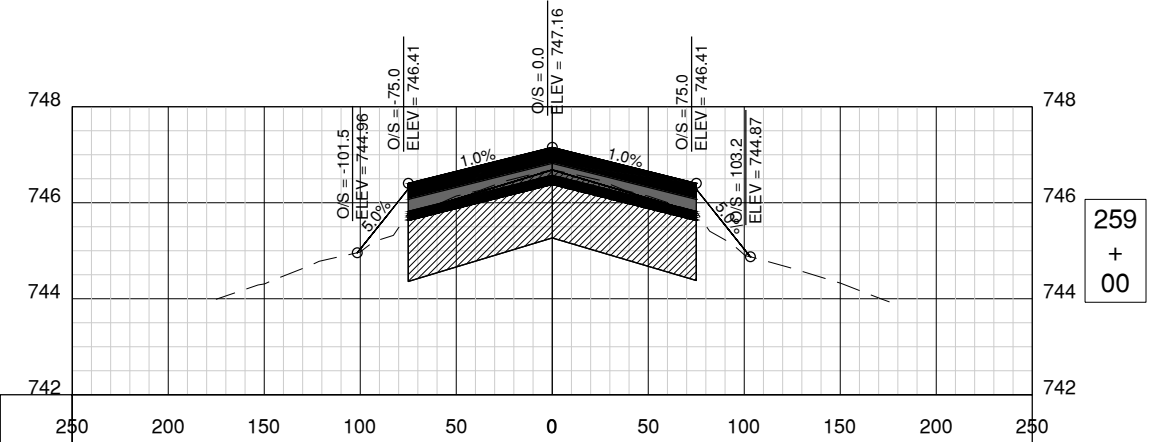
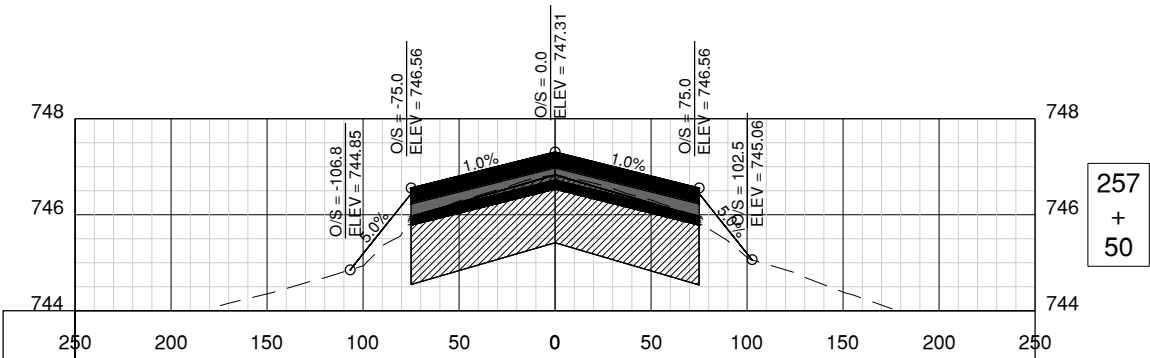
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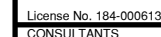
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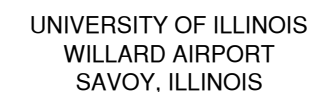
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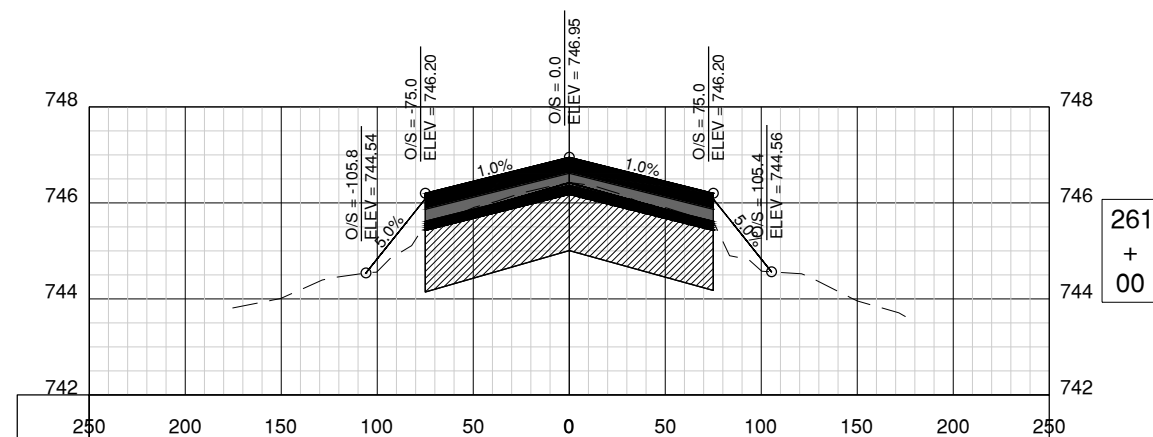
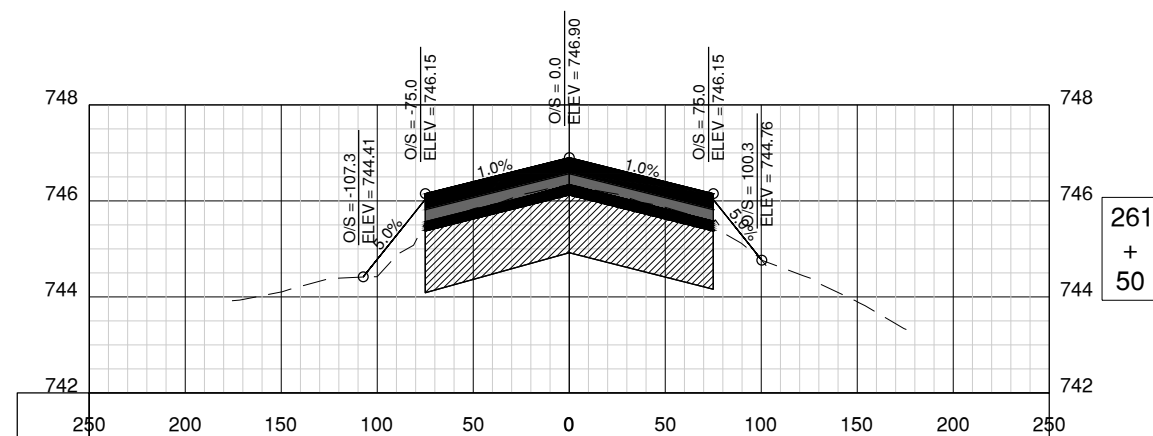
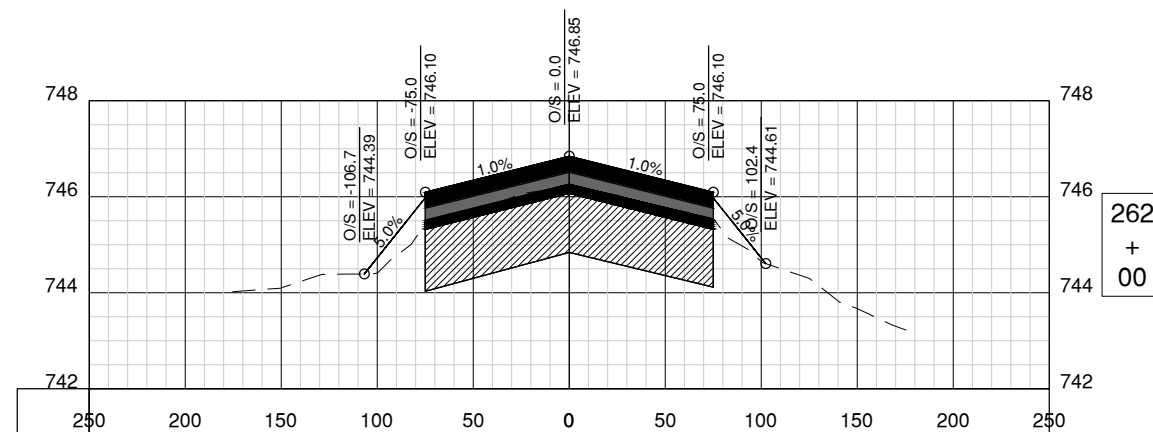
REHABILITATE RUNWAY 4-22



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CMT PROJECT NO: 19005902			
CAD DWG FILE:	19005902 - C -7200.DWG		
DESIGNED BY:	CBG		
DRAWN BY:	DPA		
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CROSS SECTIONS 19

CS719
SHEET 113 OF 115



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REHABILITATE RUNWAY 4-22

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MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-0016-TBD UN060

IL PROJ. NO. CMI-4751

CMT PROJECT NO: 19005902

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DESIGNED BY: CBG

DRAWN BY: DPA

CHECKED BY: MJD

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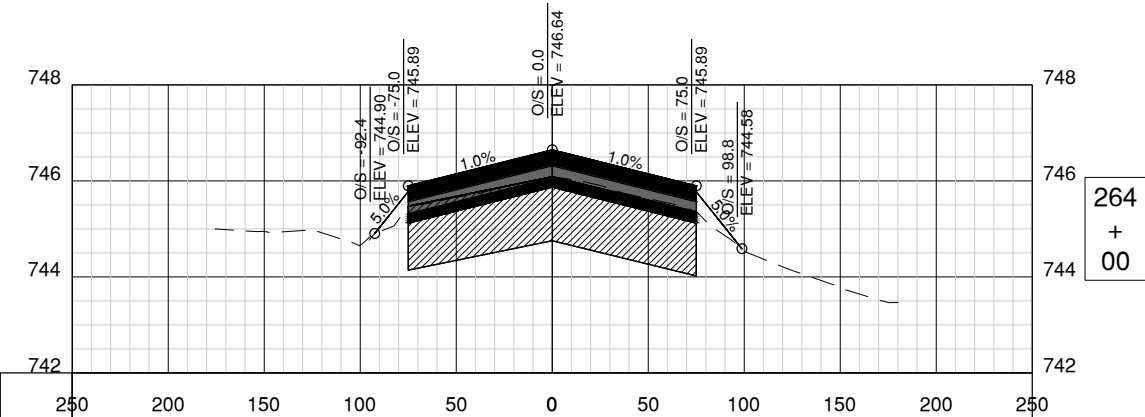
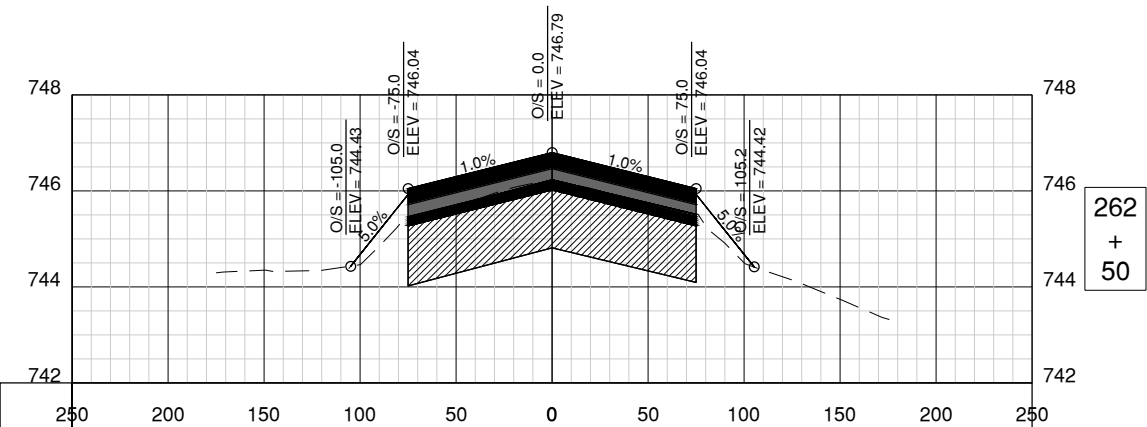
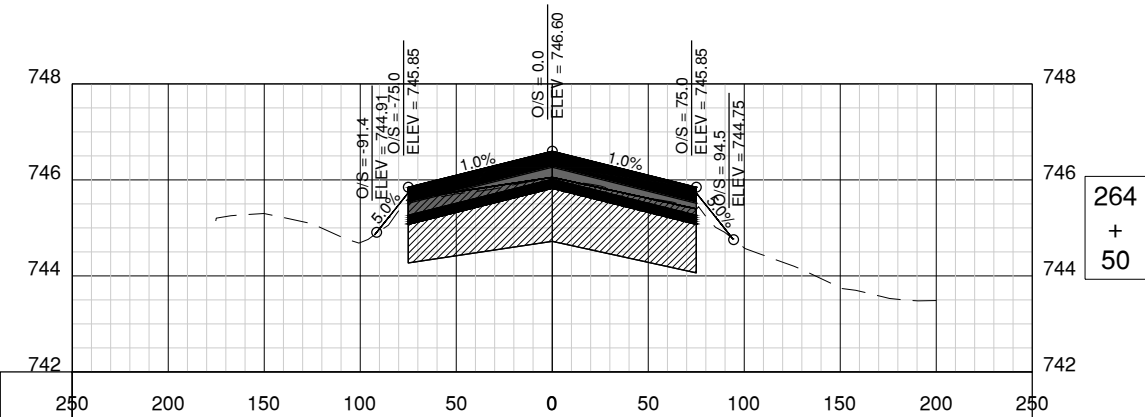
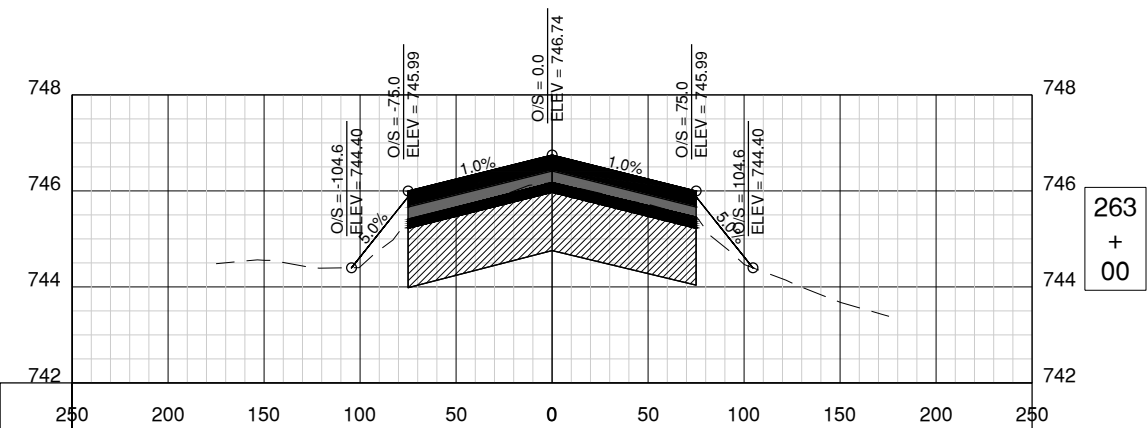
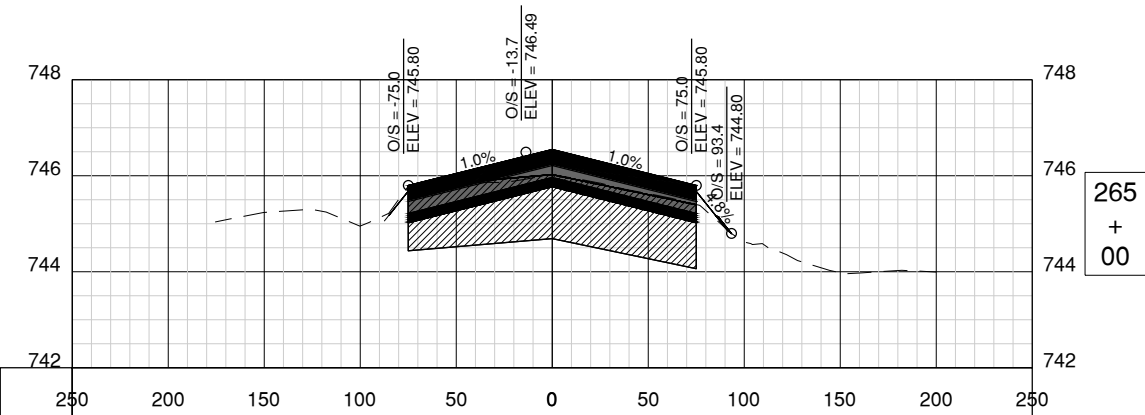
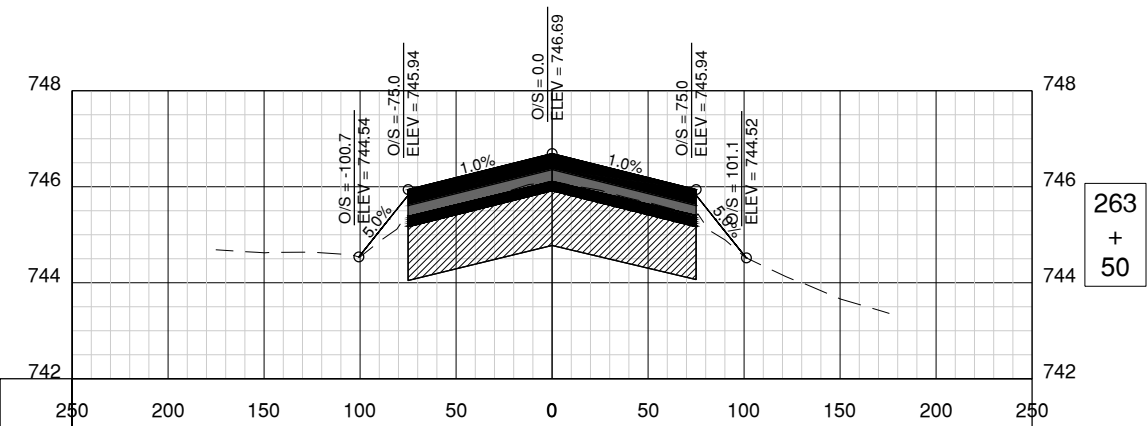
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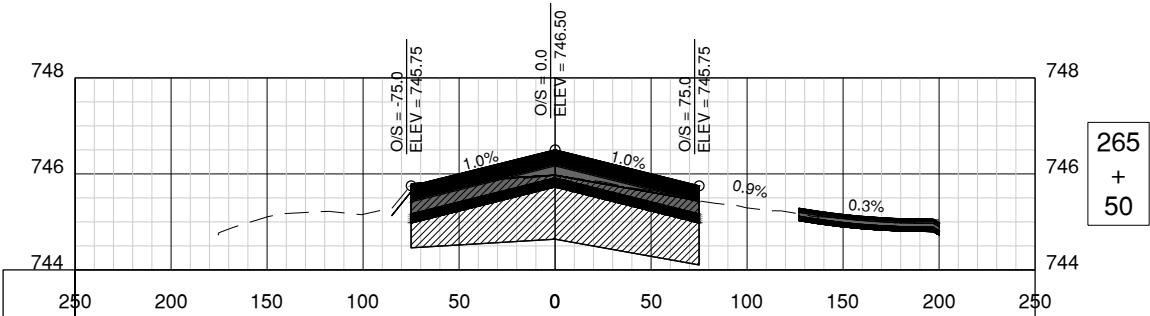
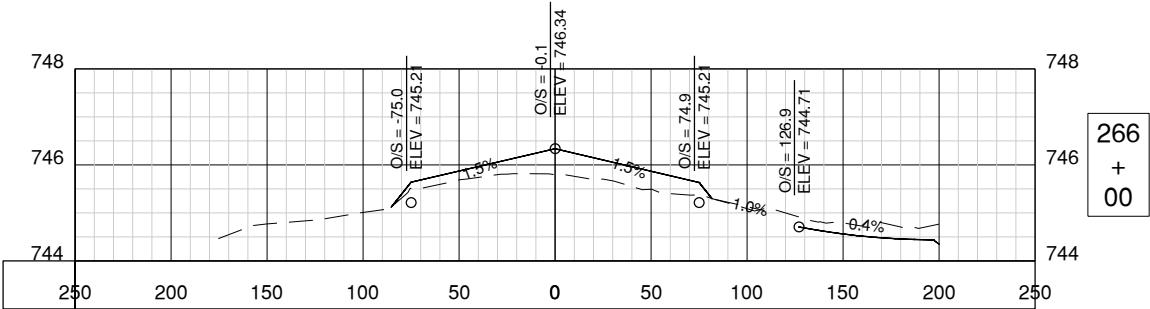
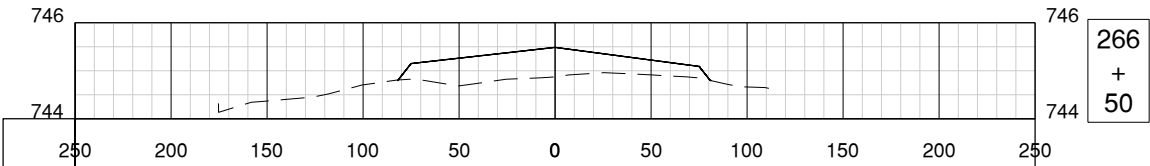
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SHEET 114 OF 115



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MARK	DATE	DESCRIPTION
AIP PROJ. NO. 3-17-0016-TBD		UN060
IL PROJ. NO. CMI-4751		
CMT PROJECT NO: 19005902		
CAD DWG FILE: 19005902 - C-7200.DWG		
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APPROVED BY: MRR		
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