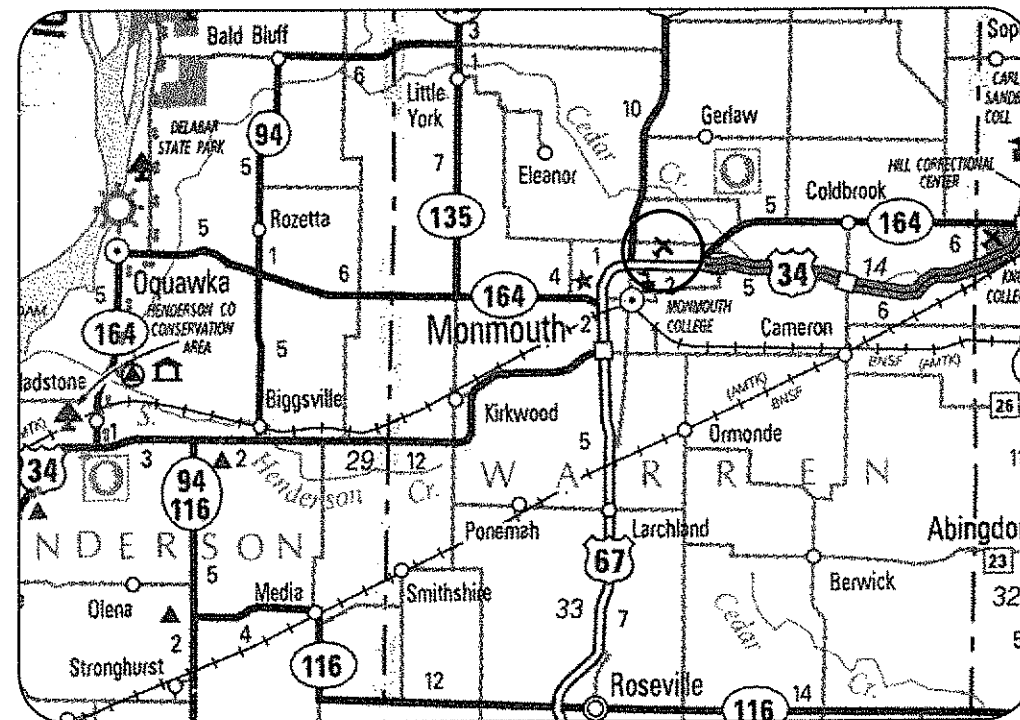


CONSTRUCTION PLANS FOR MONMOUTH MUNICIPAL AIRPORT MONMOUTH, WARREN COUNTY, ILLINOIS

RUNWAY 2/20 PAVEMENT REPAIRS AND REMARKING; REHABILITATE TERMINAL APRON, WEST APRON AND WEST TAXIWAY

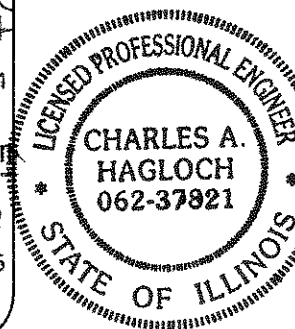
SCOPE OF WORK

THIS PROJECT CONSISTS OF A BITUMINOUS OVERLAY OF THE WEST APRON AND TAXIWAY, THE RECONSTRUCTION OF THE EAST APRON, REMARKING AND CRACK CLEANING & SEALING ON RUNWAY 5/23. THIS PROJECT INCLUDES BITUMINOUS CRACK CLEANING AND SEALING, BITUMINOUS PAVEMENT REPAIRS, BITUMINOUS SURFACE COURSE, SHOULDER ADJUSTMENT AND MARKING.



LOCATION

ILL. PROJ.: C66-4176
 SBG PROJ.: 3-17-0069-B4
 LATITUDE: 40° 55' 47"
 LONGITUDE: 90° 37' 52"
 ELEVATION: 753.0' M.S.L.
 DATE: APRIL 24, 2013



REVISED 05/14/13
 PLANS PREPARED BY:

 Hanson Professional Services Inc.
 CIVIL ENGINEER
 Submitted by: *Charles A. Hagloch* ENG'R
 Date Submitted: MAY 14, 2013
 Lics. Exp. Date: NOVEMBER 30, 2013

CITY OF MONMOUTH, ILLINOIS
 Approved: *Greg Slaty* MAYOR
 Date: 4/29/2013
 Approved: *Paul Davis* CITY MGR.
 Date: 4/29/13

DATE 05/10/13	REVISION REVISED AS PER IDA COMMENTS	MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS
ILL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4		
Hanson Proj. No. 11A0085 Filename: C-001-CVR.dwg Scale: NOT TO SCALE Date: 04/24/13	LAYOUT: MDR 03/27/12 DRAWN: MDR 03/27/12 REVIEWED: CAH 04/22/13	
 Hanson Professional Services Inc. 1526 South Sixth Street Springfield, Illinois 62703-2986 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide		
REHABILITATE APRONS AND TAXIWAY		COVER SHEET
1		1 of 27 sheets

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DATE	REVISION
05/10/13	REVISED AS PER IGA COMMENTS

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	F/S/L QUANTITIES	F/L QUANTITIES	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1		1	
AR150540	HAUL ROUTE	L.S.	1		1	
AR152480	SHOULDER ADJUSTMENT	S.Y.	3,587		3,587	
AR152540	SOIL STABILIZATION FABRIC	S.Y.	924		924	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF.	8,700	990	9,690	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	322		322	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,281		1,281	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	121		121	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	192		192	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	45		45	
AR401921	REMOVE PAVEMENT	S.Y.	929		929	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	11,057		11,057	
AR510510	TIE DOWN	EACH	33		33	
AR510900	REMOVE TIE DOWN	EACH	39		39	
AR510905	REMOVE GROUND ROD	EACH	4		4	
AR602510	BITUMINOUS PRIME COAT	GAL.	231		231	
AR603510	BITUMINOUS TACK COAT	GAL.	4,272		4,272	
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	1,309	8,751	10,059	
AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.	1,399	8,703	10,102	
AR751410	INLET	EACH	1		1	
AR800428	ADJUST MONITORING WELL	L.S.	1		1	
AR800430	REMOVE AND REPLACE CLASS "E" FENCE	LF.	150		150	
AR901510	SEEDING	AC.	0.28		0.28	
AR908510	MULCHING	AC.	0.28		0.28	

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1	COVER SHEET
2	SUMMARY OF QUANTITIES AND INDEX TO SHEETS
3	PROPOSED SAFETY PLAN
4	PROPOSED SAFETY PLAN NOTES
5	SUMMARY OF QUANTITIES FOR REHAB RUNWAY 2-20
6	PROPOSED PAVEMENT PREPARATION PLAN STA. 10+00 TO STA. 25+00
7	PROPOSED PAVEMENT PREPARATION PLAN STA. 25+00 TO STA. 39+00
8	PROPOSED RUNWAY 2-20 MARKING PLAN STA. 10+00 TO STA. 17+00
9	PROPOSED RUNWAY 2-20 MARKING PLAN STA. 17+00 TO STA. 33+00
10	PROPOSED RUNWAY 2-20 MARKING PLAN STA. 33+00 TO STA. 39+00
11	SUMMARY OF QUANTITIES FOR WEST APRON AND TAXIWAY
12	PROPOSED CONSTRUCTION PLAN FOR WEST APRON AND TAXIWAY
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16	PROPOSED PAVEMENT PREPARATION PLAN NOTES
17	PROPOSED MARKING PLAN FOR WEST APRON AND TAXIWAY
18	PROPOSED MARKING PLAN NOTES AND DETAILS FOR WEST APRON AND TAXIWAY
19	PROPOSED WEST TAXIWAY GRADING PLAN
20	PROPOSED WEST APRON STAKING PLAN
21	SUMMARY OF QUANTITIES FOR RECONSTRUCTION OF THE EAST APRON
22	PROPOSED CONSTRUCTION PLAN FOR EAST APRON
23	PROPOSED PAVEMENT PREPARATION PLAN FOR EAST APRON
24	PROPOSED MARKING PLAN FOR EAST APRON
25	PROPOSED EAST APRON STAKING PLAN
26	PROPOSED CROSS-SECTIONS FOR EAST APRON STA 4+25 TO STA. 4+75
27	PROPOSED CROSS-SECTIONS FOR EAST APRON STA 5+00 TO STA. 5+50

MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS

Humanit. Proj. No. 11A0085 Filename C-002-FLP.DWG Scale NOT TO SCALE Date 04/24/13	LAYOUT MDR 03/27/12 DRAWN MDR 03/27/12 REVIEWED CAH 04/22/13
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HANSON
 Hanson Professional Services Inc. 2013
 1525 South Sixth Street
 Springfield, Illinois 62703-2888
 Ph: (217) 788-2450 Fax: (217) 788-2503
 www.hanson-inc.com
 Offices Nationwide

REHABILITATE
APRONS AND TAXIWAY

SUMMARY OF QUANTITIES
AND INDEX TO SHEETS

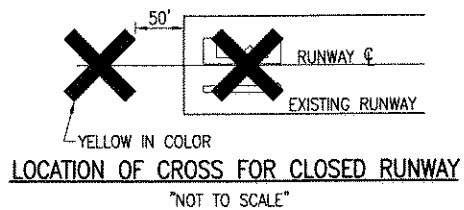
CONTROL POINT DATA				
NO.	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	NGS MONUMENT - MONPORT AZ MK	1551521.9430	2167894.7780	752.06
2	CP# 3 - 5/8" IRON PIN	1552261.5030	2168172.3390	N/A
3	CP# 4 - 5/8" IRON PIN	1551738.6910	2168281.5670	N/A
4	CHISELED □ ON NW CORNER OF CONC. PAD	---	---	751.35
5	CHISELED X ON CENTER CAP BOLT OF HYDRANT	---	---	750.51

J.U.L.I.E. INFORMATION

COUNTY WARREN
 CITY MONMOUTH
 TOWNSHIP MONMOUTH
 SECTION NO. 20
 ADDRESS MONMOUTH MUNICIPAL AIRPORT
 1300 N. 11TH STREET
 MONMOUTH, ILLINOIS 61462

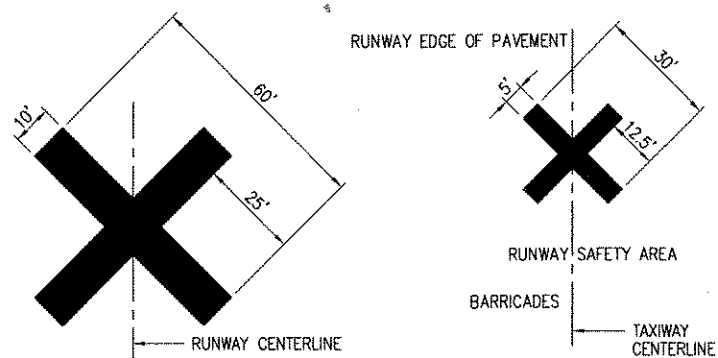
UTILITY NOTE

THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES WHICH HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL UNDERGROUND NON-JULIE UTILITIES LOCATED WITHIN THE PROPOSED CONSTRUCTION LIMITS. THESE UNDERGROUND IMPROVEMENTS WILL BE LOCATED AT THE CONTRACTOR'S OWN EXPENSE PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.



NOTE:

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED EITHER OVER THE NUMERALS OR OFF THE RUNWAY END AS SHOWN ABOVE AND SECURED IN A MANNER APPROVED BY THE MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



- TEMPORARY "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE "AVIATION YELLOW"
- TEMPORARY "CLOSED RUNWAY" MARKINGS SHALL BE CONSTRUCTED OF PLYWOOD, DOUBLE-LAYERED SNOW FENCE OR APPROVED FABRIC AND SHALL BE SECURED TO PAVEMENT BY SANDBAGS OR OTHER APPROVED METHOD.
- TEMPORARY "CLOSED RUNWAY" MARKINGS SHALL BE PLACED OVER THE RUNWAY DESIGNATION NUMBERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE CONSTRUCTED USING TEMPORARY PAINT SUCH AS SEYMOUR TEMPORARY MARKER, PART NO. 20-636, OR AN EQUIVALENT PAINT EASILY REMOVED WITH WATER WITHOUT DEFACING THE PAVEMENT.
- TEMPORARY "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED WHEN THE RUNWAY IS OPEN AND THE TAXIWAY IS CLOSED MORE THAN 72 HOURS. THE "CLOSED TAXIWAY" MARKINGS SHALL BE PLACED AS SHOWN ON THIS SHEET.
- THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY OR TAXIWAY IS CLOSED AND REMOVED WHEN THE RUNWAY OR TAXIWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL NOT BE A PAY ITEM AND SHALL BE INCIDENTAL TO OTHER CONTRACT BID ITEMS.

TEMPORARY CLOSURE CROSS DETAIL
 NOT TO SCALE

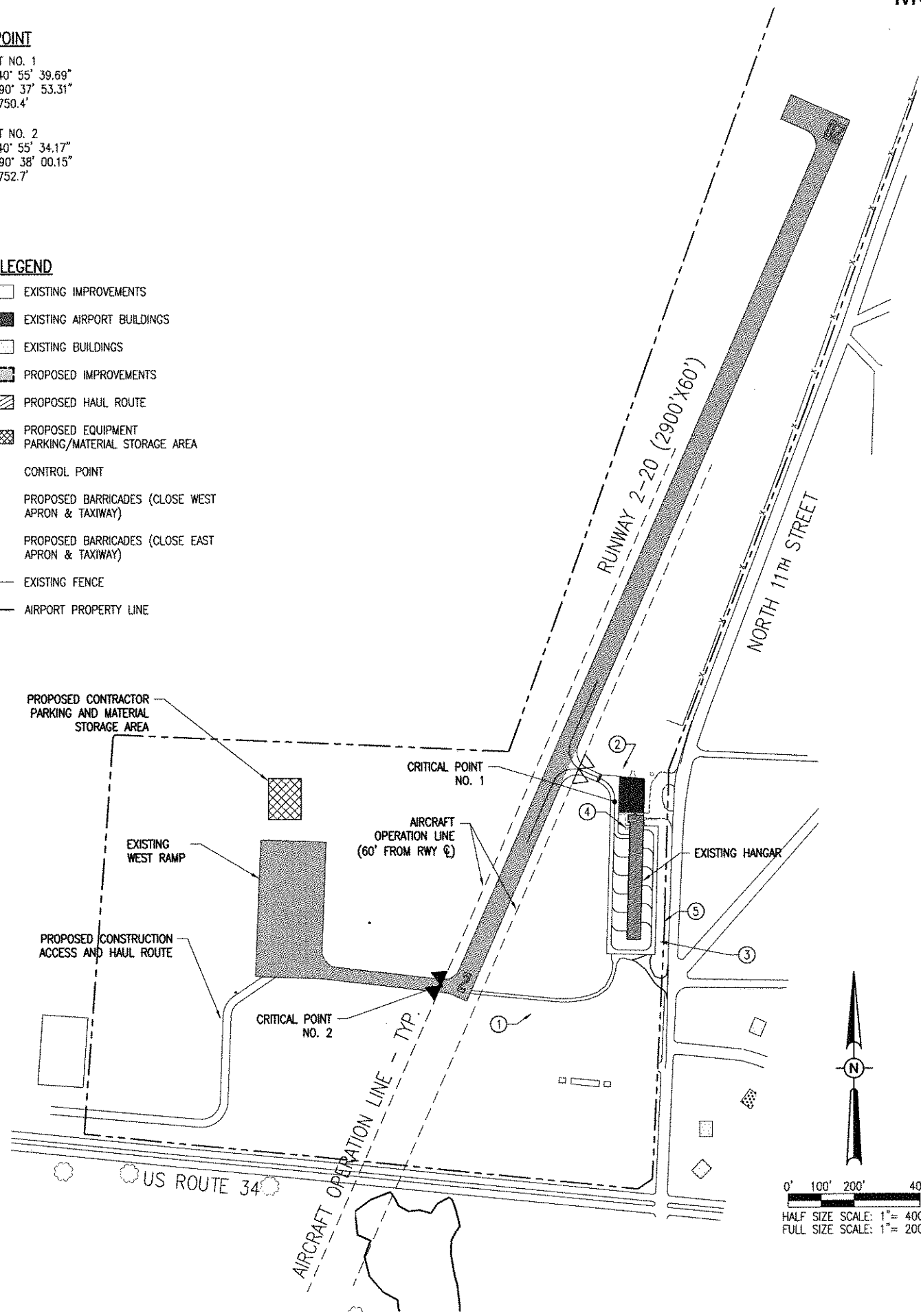
CRITICAL POINT

CRITICAL POINT NO. 1
 LATITUDE - 40° 55' 39.69"
 LONGITUDE - 90° 37' 53.31"
 ELEVATION - 750.4'

CRITICAL POINT NO. 2
 LATITUDE - 40° 55' 34.17"
 LONGITUDE - 90° 38' 00.15"
 ELEVATION - 752.7'

LEGEND

- EXISTING IMPROVEMENTS
- EXISTING AIRPORT BUILDINGS
- EXISTING BUILDINGS
- PROPOSED IMPROVEMENTS
- PROPOSED HAUL ROUTE
- PROPOSED EQUIPMENT PARKING/MATERIAL STORAGE AREA
- CONTROL POINT
- PROPOSED BARRICADES (CLOSE WEST APRON & TAXIWAY)
- PROPOSED BARRICADES (CLOSE EAST APRON & TAXIWAY)
- EXISTING FENCE
- AIRPORT PROPERTY LINE



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MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS		BLOCK GRANT PROJ.: 3-17-0069-B4 IL PROJ.: C66-4176
Hanson Proj. No. 11AD0865 Filename: C-003-SF.dwg Scale: 1" = 300' Date: 04/24/13	LAYOUT MDR 03/27/12 DRAWN MDR 03/27/12 REVIEWED CAH 04/22/13	
HANSON Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 789-2450 Fax: (217) 789-2503 www.hanson-inc.com Offices Nationwide		
REHABILITATE APRONS AND TAXIWAY	PROPOSED SAFETY PLAN	3 3 of 27 sheets

PROPOSED SAFETY PLAN

ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR 150/5370-2F, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE AIRPORT MANAGEMENT AT THE PRE-CONSTRUCTION CONFERENCE OR DURING THE COURSE OF THE CONTRACT.

GENERAL - THE MONMOUTH MUNICIPAL AIRPORT IS COMPRISED OF ONE PAVED RUNWAY. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RUNWAY 2-20 WHENEVER THE CONTRACTOR IS WORKING WITHIN 60' OF THE RUNWAY CENTERLINE. RUNWAY 2-20 WILL BE CLOSED FOR THE CONSTRUCTION DAY AND WILL BE RE-OPENED AT THE END OF EACH WORK DAY. AT THAT TIME THE CONTRACTOR WILL SMOOTH GRADE ALL AREAS WITHIN THE SAFETY AREA TO THE SATISFACTION OF THE RESIDENT ENGINEER, INSURE ALL LIGHTING CIRCUITS ARE WORKING AND RE-OPEN THE RUNWAY. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE CONTRACTOR WILL BE REQUIRED TO SUBMIT TO THE RESIDENT ENGINEER, FOR APPROVAL BY THE AIRPORT MANAGEMENT, A SCHEDULE OF CONSTRUCTION ACTIVITIES, TO INCLUDE A SCHEDULE OF RUNWAY AND TAXIWAY CLOSURES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR IS REQUIRED TO ALLOW SUFFICIENT TIME PRIOR TO THE ENDING OF THE CLOSURE TIME FOR CURING OF PLACED MATERIALS AND CLEAN UP OF THE WORK AREA.

THE CONTRACTOR IS REQUIRED TO NOTIFY THE AIRPORT MANAGER, THROUGH THE RESIDENT ENGINEER, A MINIMUM OF 7 DAYS PRIOR TO THE START OF CONSTRUCTION. THIS WILL ALLOW THE AIRPORT MANAGER SUFFICIENT TIME TO ISSUE ALL NECESSARY NOTAMS. THE CONTRACTOR IS REQUIRED TO PROVIDE A MINIMUM OF 24 HOUR NOTICE TO THE AIRPORT MANAGER PRIOR TO CLOSING A RUNWAY.

THE CONTRACTOR IS REQUIRED TO IMPLEMENT A PRACTICAL AND EFFECTIVE STAGING PLAN THAT WILL MINIMIZE DISRUPTION TO NORMAL AIRPORT ACTIVITY WHILE NOT COMPROMISING SAFETY OF PERSONNEL OR THE QUALITY OF THE PROJECT.

THE AIRPORT MANAGEMENT, OR DESIGNATED REPRESENTATIVE, WILL ISSUE ALL NOTICES TO AIRMAN (NOTAM) RELATED TO OPENING AND CLOSING PAVEMENTS THROUGHOUT THE PROJECT.

AIRCRAFT OPERATION LINE

THE AIRCRAFT OPERATION LINE PARALLELS THE RUNWAY AT A DISTANCE OF 60' FROM THE RUNWAY'S CENTERLINE. THE CONTRACTOR WILL LOCATE THIS LINE AT THE START OF CONSTRUCTION AND WILL PLACE A FRANGIBLE MARKER EVERY 150' ALONG IT. THIS LINE WILL BE THE LIMITS THAT ALL CONTRACTOR PERSONNEL MAY VENTURE WHEN A RUNWAY IS NOT CLOSED. THE CONTRACTOR WILL MAINTAIN THE LINE FOR RUNWAYS AND REMOVE THE MARKERS AT THE CONCLUSION OF THE PROJECT.

EROSION CONTROL

THIS PROJECT WILL NOT DISTURB MORE THAN 1 ACRE OF LAND, THEREFORE A STORMWATER POLLUTION PREVENTION PLAN (SWPPP) IS NOT REQUIRED.

HEIGHT OF CONSTRUCTION EQUIPMENT

THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRUCK.

NOTE

ALL CONSTRUCTION/OPERATIONS ARE TO BE PERFORMED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR (AC) 150/5370-2F "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION" AND AC 150/5300-13A "AIRPORT DESIGN".

ALL CONSTRUCTION EQUIPMENT ON THE AIRPORT SHALL BE MARKED, LIGHTED AND/OR FLAGGED IN ACCORDANCE WITH AC 150/5210-5 AND 70/7460-1.

HAUL ROUTE AND EQUIPMENT PARKING/MATERIAL STORAGE AREA

THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTES AND EQUIPMENT PARKING/MATERIAL STORAGE AREAS AS SHOWN ON THIS SHEET. THE PROPOSED PARKING/MATERIAL STORAGE AREAS WILL BE NO GREATER THAN 125' X 100'. THE EQUIPMENT PARKING/MATERIAL STORAGE AREA SHALL BE NO CLOSER THAN 220' FROM THE RUNWAY CENTERLINE, AND NO EQUIPMENT GREATER THAN 14' IN HEIGHT SHALL REMAIN IN THIS AREA. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND STAGING AREAS THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE OF THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AND AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT THE CONTRACTOR WILL RESTORE THE HAUL ROUTES AND STAGING AREAS TO ITS PRE-CONSTRUCTION STATE. RESTORATION OF THE HAUL ROUTES AND STAGING AREAS WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CONTRACTOR RESPONSIBILITIES

THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.

THE CONTRACTOR IS REQUIRED TO LIMIT THE USE OF CONSTRUCTION EQUIPMENT ON THE EXISTING PAVEMENTS. ONLY EQUIPMENT NEEDED TO COMPLETE THE SPECIFIC WORK ON THE EXISTING PAVEMENT WILL BE PERMITTED. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING PAVEMENTS CAUSED BY HIS PERSONNEL OR EQUIPMENT.

NO OPEN HOLES OR TRENCHES WILL BE ALLOWED WITHIN 125' OF AN ACTIVE RUNWAY, WITHIN 45.5' OF AN ACTIVE TAXIWAY OR TAXILANE, NOR WILL EITHER HOLES OR OPEN TRENCHES BE ALLOWED TO REMAIN EXPOSED OR OPEN OVERNIGHT.

IDENTIFICATION - WHEN THE CONTRACTORS VEHICLES AND EQUIPMENT ARE ON THE AIRPORT THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE). THE CONTRACTOR WILL ALSO PROVIDE WORKERS WITH SOME TYPE OF TAG OR GARMENT TO IDENTIFY THE PERSON AS BEING PART OF THE CONSTRUCTION CREW.

RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (122.80 MHz.) WITH THE AIRPORT UNICOM WHENEVER HIS PERSONNEL ARE ON THE AIRPORT PROPERTY. THIS WILL ALLOW THE CONTRACTOR TO RESPOND TO AN AERONAUTIC EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

AIRPORT SECURITY NOTE

AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE CONTRACTOR WILL REPLACE THE PERIMETER FENCE ALONG THE EAST APRON AT THE END OF EACH CONSTRUCTION DAY. THE FENCE WILL BE REMOVED DURING THE DAY TO FACILITATE CONSTRUCTION ACTIVITIES. THE CONTRACTOR WILL TEMPORARY THE FENCE AT THE END OF THE DAY TO PREVENT VEHICLES AND PEOPLE FROM DIRECTLY ENTERING THE CONSTRUCTION AREA.

SCOPE OF WORK

THIS PROJECT CONSISTS OF A BITUMINOUS OVERLAY OF THE WEST APRON AND TAXIWAY, THE RECONSTRUCTION OF THE EAST APRON, REMARKING AND CRACK CLEANING & SEALING ON RUNWAY 5/23. THIS PROJECT INCLUDES BITUMINOUS CRACK CLEANING AND SEALING, BITUMINOUS PAVEMENT REPAIRS, BITUMINOUS SURFACE COURSE, SHOULDER ADJUSTMENT AND MARKING.

CERTIFIED PAYROLLS

THE RESIDENT ENGINEER CANNOT FORWARD CONSTRUCTION REPORTS TO THE ILLINOIS DIVISION OF AERONAUTICS FOR PROCESSING UNTIL ALL CERTIFIED PAYROLLS FOR THE PERIOD HAVE BEEN RECEIVED.

MATERIAL CERTIFICATION

COMPLETED WORK CANNOT BE PLACED ON A CONSTRUCTION REPORT UNTIL ALL MATERIAL CERTIFICATIONS FOR THAT PAY ITEM HAVE BEEN RECEIVED, REVIEWED AND ACCEPTED BY THE RESIDENT ENGINEER.

TEMPORARY RUNWAY CLOSURE NOTE

FAA CRITERIA REQUIRES A RUNWAY BE CLOSED IF CONSTRUCTION ACTIVITIES OR PERSONNEL ARE WITHIN 60 FT OF A RUNWAY CENTERLINE.

COST OF CONSTRUCTING, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL RUNWAY CLOSURES WILL BE IN ACCORDANCE WITH ALL FAA ADVISORY CIRCULARS THAT RELATE TO RUNWAY CLOSURES DURING CONSTRUCTION OPERATIONS. THE RUNWAY CLOSURE PROCEDURES SHALL BE REVIEWED BY THE AIRPORT MANAGER AND COORDINATED WITH THE RESIDENT ENGINEER. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL, AS APPROVED BY THE RESIDENT ENGINEER AND REVIEWED BY THE AIRPORT MANAGER. THE CROSSES WILL BE PLACED OVER THE NUMERALS OR OFF EACH END OF THE RUNWAY AND SECURED IN A MANNER APPROVED BY THE AIRPORT MANAGER. THE PROPOSED CROSSES WILL BE PLACED EACH DAY THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

RUNWAY CLOSURE PROCEDURES:

- CONTACT THE AIRPORT MANAGEMENT OR ASSIGNED REPRESENTATIVE.
 - ISSUANCE OF NOTAM BY THE AIRPORT MANAGEMENT OR ASSIGNED REPRESENTATIVE.
 - PLACEMENT OF CROSSES (SEE DETAIL THIS SHEET).
 - PLACEMENT OF LIGHTED BARRICADES AND CONES.
- ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS WITHIN 200 FT. OF THE AFFECTED RUNWAY CENTERLINE BEGIN.

RUNWAY RE-OPENING PROCEDURES:

- REMOVE CROSSES.
- REMOVE LIGHTED BARRICADES AND CONES.
- NOTIFY THE AIRPORT MANAGEMENT OR REPRESENTATIVE TO CANCEL THE NOTAM.
- CANCELLATION OF THE NOTAM.

A CLOSED RUNWAY WILL NOT BE RE-OPENED UNTIL ALL EQUIPMENT AND WORK ARE FURTHER THAN 200 FT. FROM THE AFFECTED RUNWAY CENTERLINE.

150-ENGINEER'S FIELD OFFICE

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE FURNISHED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH ITEM AR150510 "ENGINEER'S FIELD OFFICE" OF THE STANDARD SPECIFICATIONS.

THE LOCATION OF THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE DETERMINED AT THE PRE-CONSTRUCTION MEETING.


THE ENGINEERING FIRM WILL MAKE PAYMENT FOR ALL LONG DISTANCE TELEPHONE CALLS IN EXCESS OF ONE HUNDRED DOLLARS (\$100.00) PER MONTH.

THE CONTRACTOR WILL FURNISH A CELL PHONE TO THE RESIDENT ENGINEER FOR HIS EXCLUSIVE USE FOR THE DURATION OF THIS PROJECT. THE RESIDENT ENGINEER WILL USE THIS PHONE FOR PROJECT BUSINESS ONLY. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH THIS CELL PHONE.

THE PROPOSED ENGINEER'S FIELD OFFICE WILL BE PAID FOR UNDER ITEMS:
AR150510 ENGINEER'S FIELD OFFICE _____ 1 L.S.

BARRICADES AND TRAFFIC CONES

IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AND TRAFFIC CONES AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING OR RED STEADY-BURN LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED INCIDENTAL TO THE PROJECT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

REVISION DATE 05/10/13	REVISED AS PER IDA COMMENTS
MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS	
BLOCK GRANT PROJ.: 3-17-0069-B4 ILL. PROJ.: C66-4176	
Hanson Proj. No. 11A0085 Filename: C-003-SFT.dwg Scale: NOT TO SCALE Date: 04/24/13	LAYOUT MDR 03/27/12 DRAWN MDR 03/27/12 REVIEWED CAH 04/22/13
 HANSON Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide	
REHABILITATE APRONS AND TAXIWAY	PROPOSED SAFETY PLAN NOTES
4 4 of 27 sheets	

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RUNWAY 2-20 PAVEMENT REPAIRS AND REMARK

SUMMARY OF QUANTITIES (FED/LOCAL)


ITEM NO.	DESCRIPTION	UNIT	F/S/L QUANTITIES	F/L QUANTITIES	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.		990	990	
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.		8,751	8,751	
AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.		8,703	8,703	

DATE	REVISION

MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS

IL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4

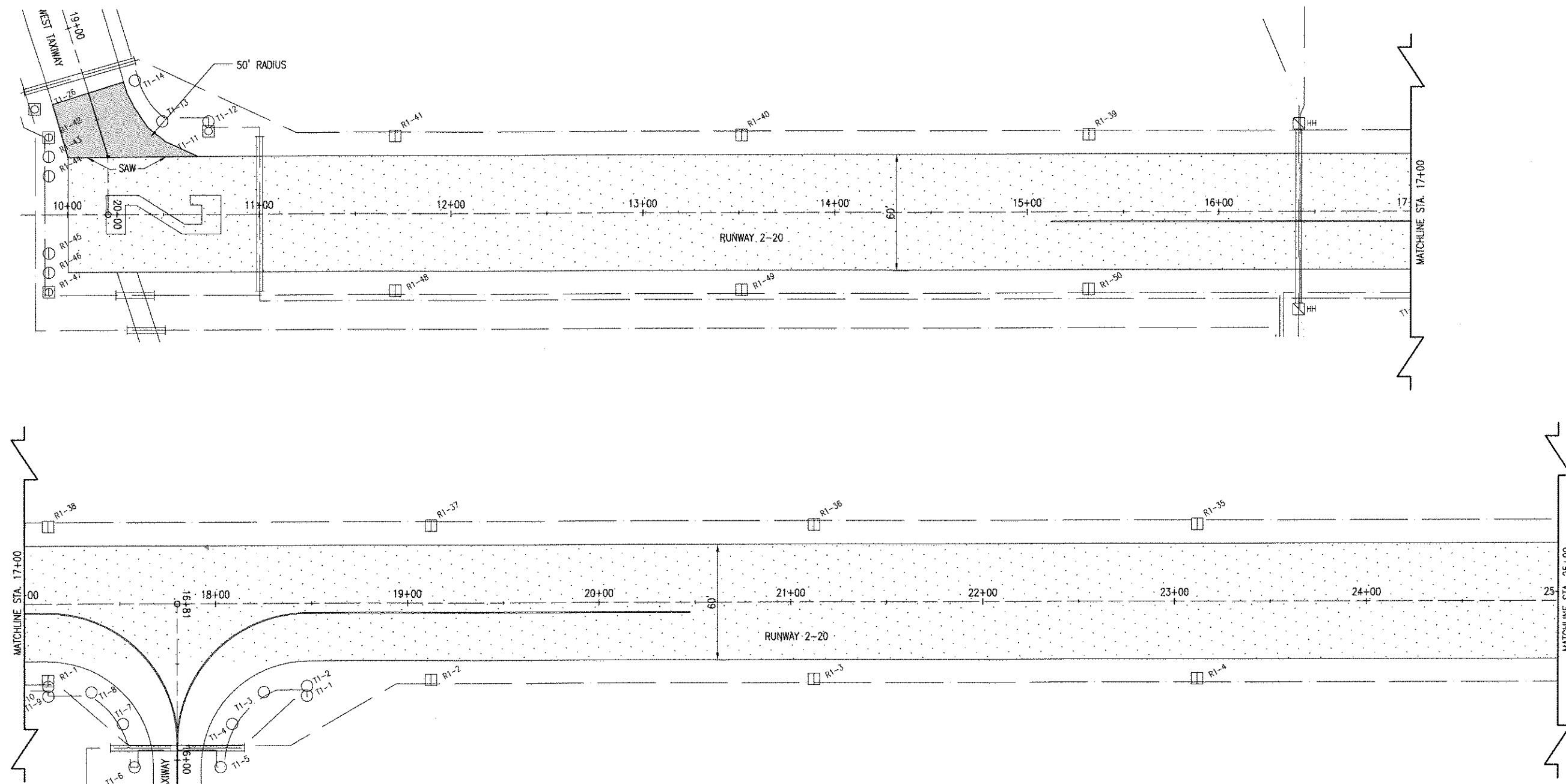
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LAYOUT	MDR	03/27/12	
DRAWN	MDR	03/27/12	
REVIEWED	CAH	04/22/13	



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REHABILITATE
APRONS AND TAXIWAY

SUMMARY OF QUANTITIES
FOR REHAB RUNWAY 2-20



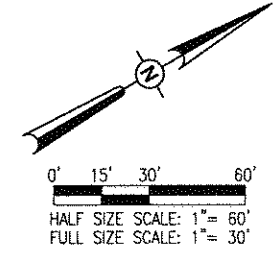
CLEANING AND SEALING BITUMINOUS CRACKS

THE PAVEMENT CONDITIONS AND CRACKS WERE IDENTIFIED DURING A SURVEY OF THE EXISTING APRON AREA PERFORMED APRIL 2012. THE EXACT AMOUNT OF CRACKS TO BE CLEANED AND SEALED WILL BE THE NUMBER OF LINEAR FEET OF CRACKS MARKED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION. THE QUANTITY OF CRACKS TO BE CLEANED AND SEALED HAVE BEEN INCREASED BY 15 PERCENT TO MAKE ALLOWANCES FOR THOSE THAT HAVE DEVELOPED SINCE THE CRACK SURVEY WAS COMPLETED.

ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER FOR CLEANING AND SEALING WILL BE DONE SO AS STATED IN THE SPECIAL PROVISIONS.

THE PROPOSED PAVEMENT MILLING WILL BE ACCOMPLISHED BEFORE THE CRACKS ARE CLEANED AND SEALED. THE RESIDENT ENGINEER WILL DETERMINE IF THE CRACKS LOCATED IN A MILLED AREA ARE LARGE ENOUGH TO WARRANT CLEANING AND SEALING.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR201661 "CLEAN & SEAL BITUMINOUS CRACKS" - PER L.F.



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REVISION	DATE

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MONMOUTH, ILLINOIS

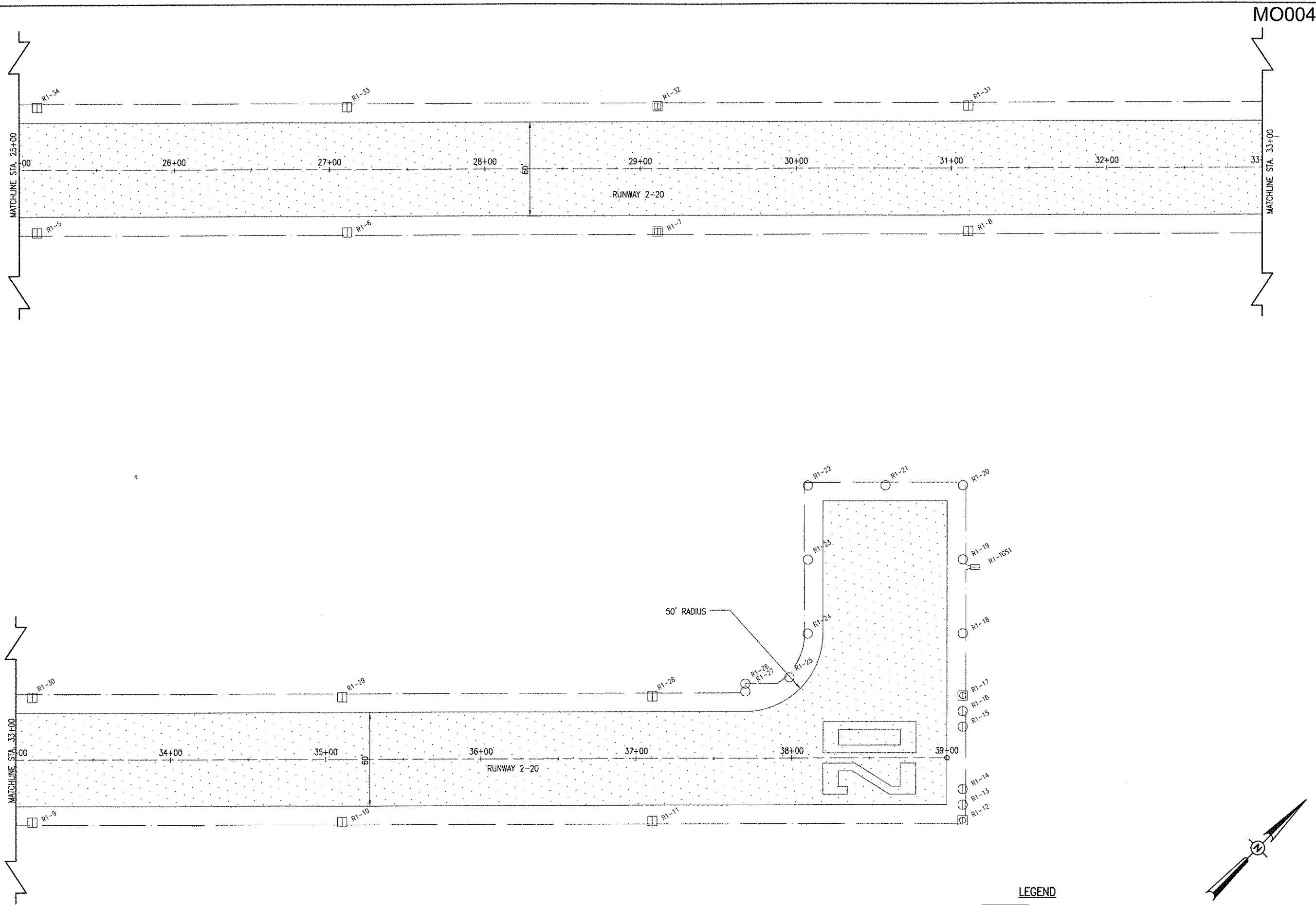
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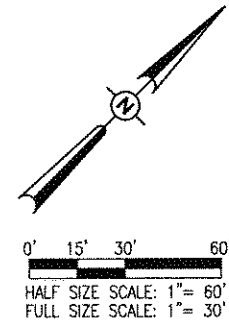
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REHABILITATE
APRONS AND TAXIWAY

PROPOSED PAVEMENT
PREPARATION PLAN STA.
10+00 TO STA. 25+00

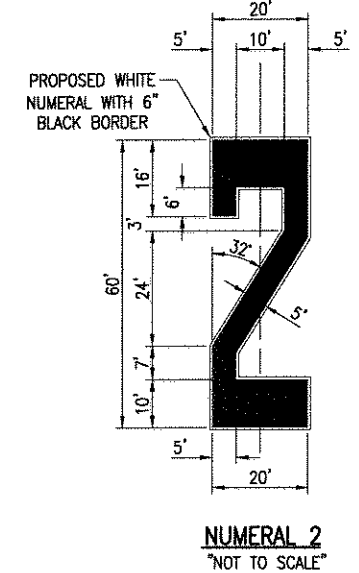
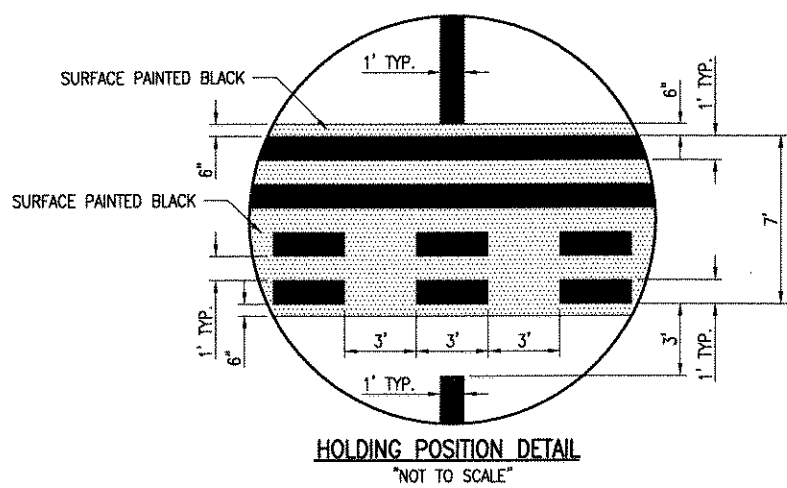
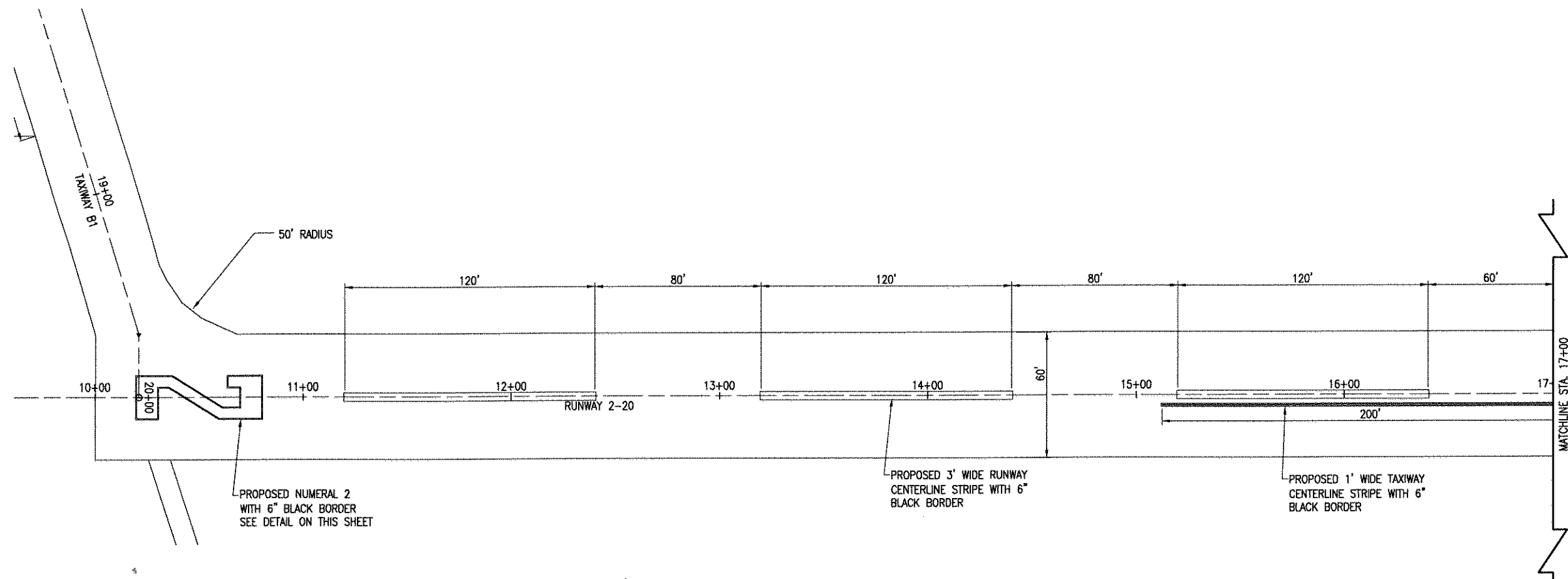


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REHABILITATE APRONS AND TAXIWAY PROPOSED PAVEMENT PREPARATION PLAN STA. 25+00 TO STA. 39+00														
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7 of 27 sheets														

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RUNWAY NUMERAL DIMENSIONING NOTES:

ALL RUNWAY MARKING WILL BE SOLID AND WHITE IN COLOR AND WILL BE APPLIED WITH TWO COATS OF REFLECTIVE MEDIA IN ACCORDANCE WITH THE SPECIFICATIONS.

ALL NUMERALS EXCEPT FOR THE NUMERAL ELEVEN (AS SHOWN) ARE HORIZONTALLY SPACED 15 FEET APART.

SINGLE DIGIT NUMERALS SHALL BE PRECEDED BY A ZERO.

ALL DIMENSIONS ARE EXPRESSED IN INCREMENTS OF FEET.

THE NUMERAL ONE, WHEN USED ALONE, SHALL CONTAIN A HORIZONTAL BAR TO DIFFERENTIATE IT FROM THE RUNWAY CENTERLINE MARKING.

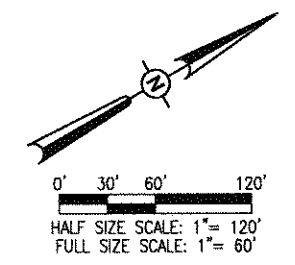
SINGLE DIGIT NUMERAL DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE.

DOUBLE DIGIT NUMERAL DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE BASED ON THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS.

WHEN THE RUNWAY DESIGNATION CONSIST OF NUMERAL AND LETTER, THE NUMERAL AND LETTER ARE LOCATED ON THE RUNWAY CENTERLINE IN A STACKED ARRANGEMENT.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

ALL CURING COMPOUND WILL BE CLEANED FROM CONCRETE PAVEMENT PRIOR TO APPLYING PAINT. NO EXCEPTIONS.

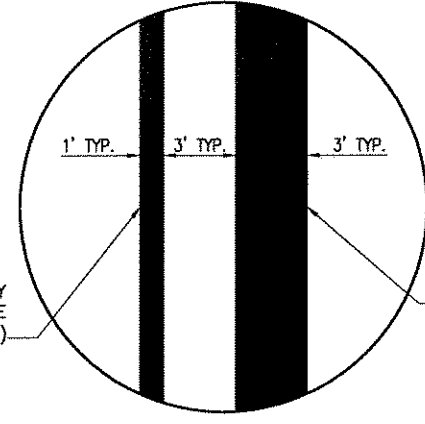
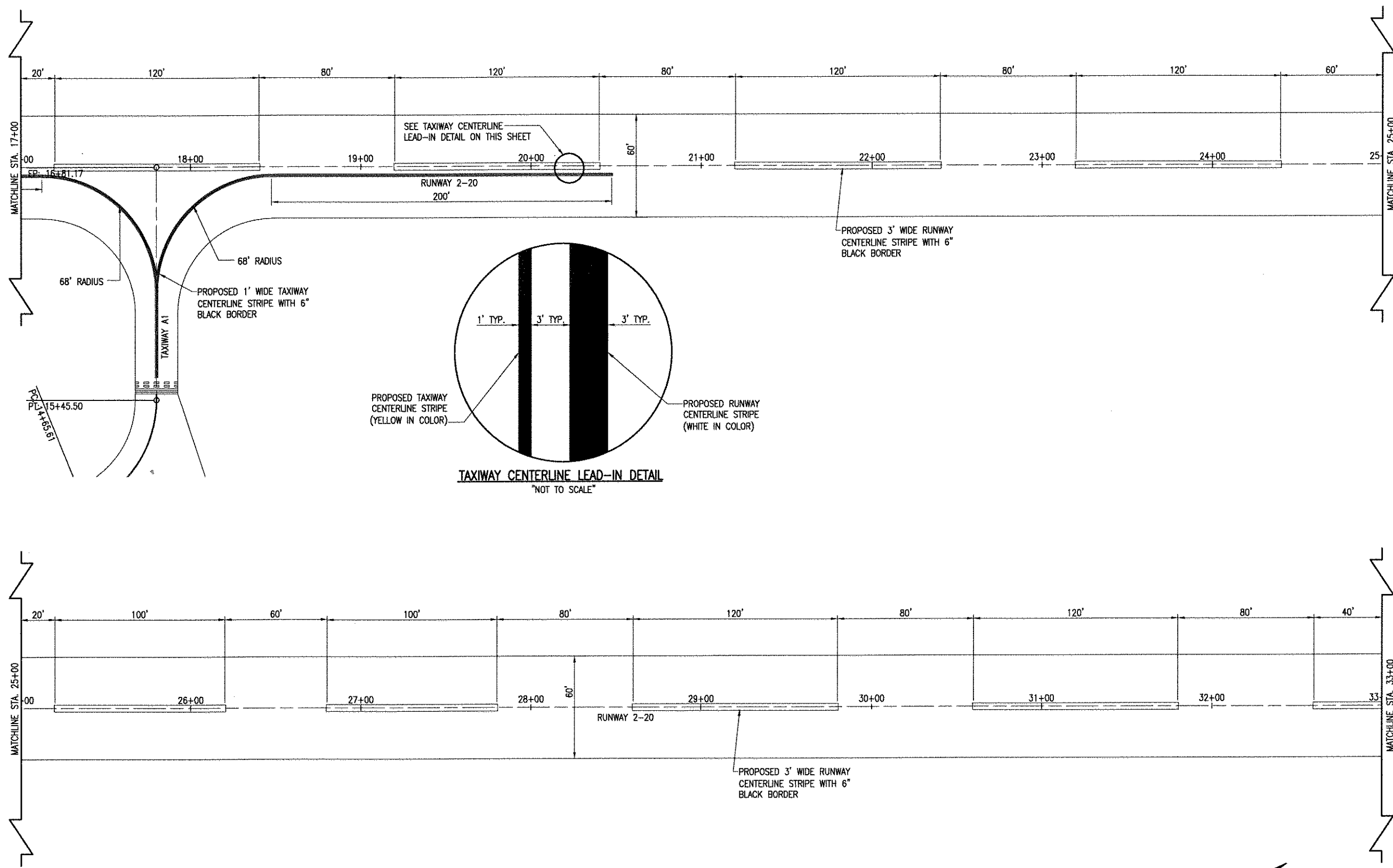


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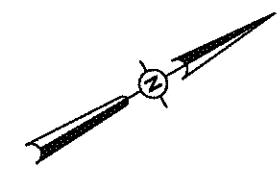
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	PROPOSED MARKING

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Hanson, Proj. No. 11A0085	Element: C-151-MRK.DWG	
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LAYOUT	CAH	03/04/13
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REHABILITATE APRONS AND TAXIWAY	PROPOSED RUNWAY 2-20 MARKING PLAN STA. 10+00 TO STA. 17+00	
8		
8 of 27 sheets		



TAXIWAY CENTERLINE LEAD-IN DETAIL
"NOT TO SCALE"



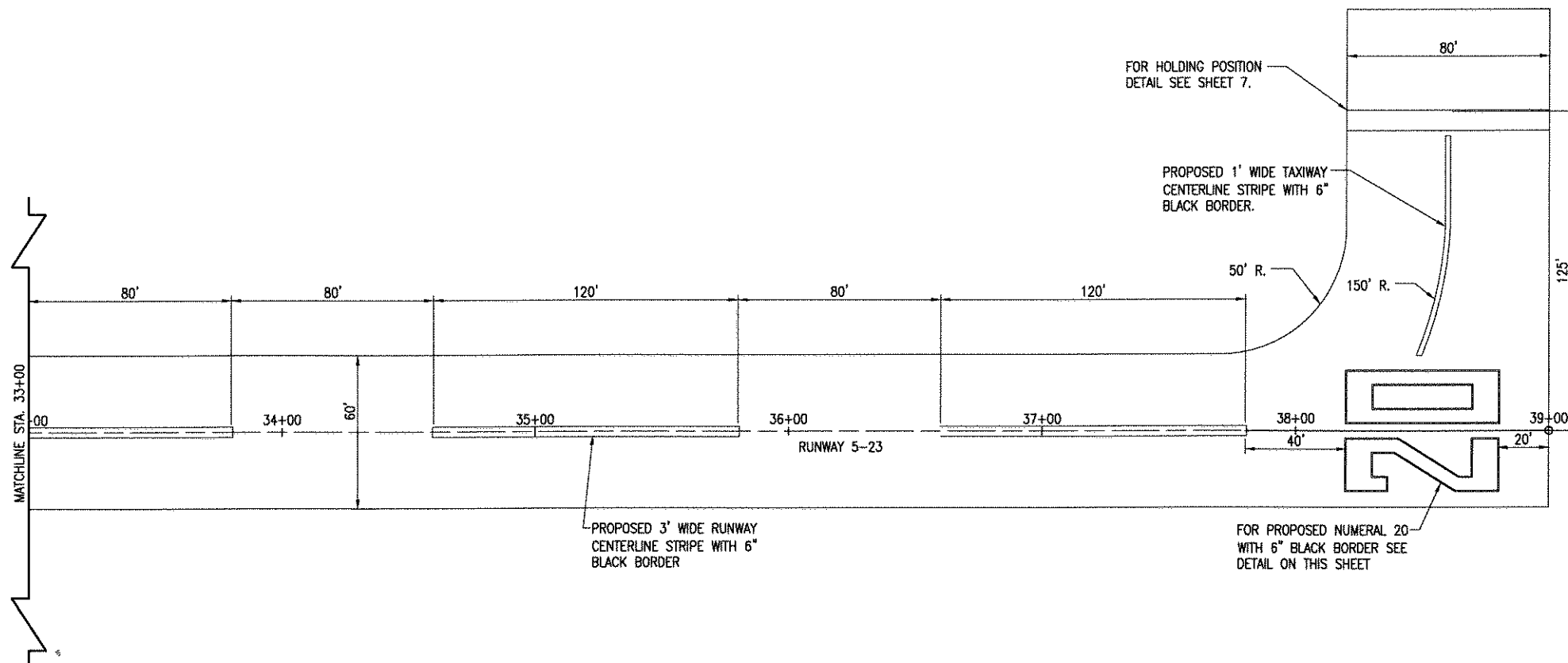
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 FULL SIZE SCALE: 1" = 60'

LEGEND

	EXISTING PAVEMENT
	EXISTING MARKING
	PROPOSED MARKING

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<p>REHABILITATE APRONS AND TAXIWAY</p> <p>PROPOSED RUNWAY 2-20 MARKING PLAN STA. 17+00 TO STA. 33+00</p>																				
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MARKING NOTES

ALL NORTH-SOUTH RUNWAY MARKING WILL BE WHITE IN COLOR AND SOLID. THE STRIPES WILL BE THREE (3') FOOT WIDE AND 120 FOOT LONG EXCEPT WHERE OTHERWISE NOTED.

THE TAXIWAY AND APRON CENTERLINE STRIPE AND HOLDING LINE WILL BE SOLID AND YELLOW IN COLOR. THE HOLDING LINE WILL BE AS SPECIFIED IN THE DETAIL SHOWN ON SHEET NO. _____

ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON SHEET NOS. _____. ALL PROPOSED MARKING WILL BE APPLIED WITH A REFLECTIVE MEDIA IN ACCORDANCE WITH THE SPECIFICATIONS.

ALL PROPOSED MARKING WILL BE PAID FOR UNDER ITEM:
AR620520 "PAVEMENT MARKING-WATERBORNE" _____ PER SQ. FT.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

620-PAVEMENT MARKING-WATERBORNE NOTES

THE PAVEMENT MARKING-WATERBORNE (620) SHALL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED ON PAGE 277 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOV. 2, 2009.

THIS ITEM SHALL CONSIST OF TAXIWAY CENTERLINE, HOLDING POSITION, TIEDOWN MARKING, RUNWAY NUMERALS, AND RUNWAY CENTERLINE STRIPES IN ACCORDANCE WITH THESE SPECIFICATIONS AND AT THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS. ALL TAXIWAY AND APRON MARKING WILL BE YELLOW IN COLOR WITH A 6-IN BLACK BORDER. ALL RUNWAY MARKING WILL BE WHITE IN COLOR WITH A 6-IN BLACK BORDER. THE PROPOSED PAVEMENT MARKING WILL BE APPLIED IN TWO APPLICATIONS.

ANY MATERIAL DELIVERED THAT FAILS TO MEET THE SPECIFICATIONS SHALL BE DISPOSED OF BY THE VENDOR AND IMMEDIATELY REPLACED WITH ACCEPTABLE MATERIAL ENTIRELY AT THE VENDOR'S EXPENSE, INCLUDING HANDLING AND TRANSPORTATION CHARGES.

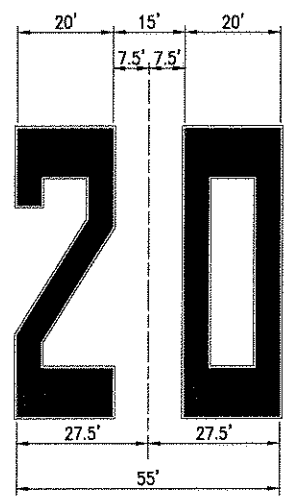
ALL PROPOSED MARKING WILL BE COMPLETED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE CONSTRUCTION PLANS.

GLASS BEADS SHALL BE REQUIRED ONLY ON THE SECOND APPLICATION OF YELLOW MARKING.

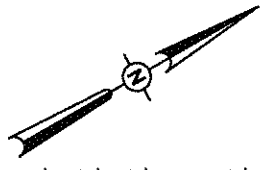
CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

THE PROPOSED MARKING WILL BE PAID FOR UNDER ITEM:
AR620520 PAVEMENT MARKING-WATERBORNE _____ PER S.F.
AR620525 PAVEMENT MARKING-BLACK BORDER _____ PER S.F.

RUNWAY 2-20 MARKING QUANTITIES			
DESCRIPTION	UNIT AREA	NUMBER REQUIRED	TOTAL AREA (S.F.)
RUNWAY 2-20 CENTERLINE STRIPE	360	12	4,320
RUNWAY 2-20 CENTERLINE STRIPE	300	2	600
NUMERAL 0	800	1	800
NUMERAL 2	652	2	1,304
TOTAL (WHITE)			7,024
HOLDING POSITION (RUNWAY END 20 TURNAROUND)	240	1	240
TAXIWAY LEAD-IN STRIPE	416	1	416
TOTAL (YELLOW)			656
RUNWAY 2-20 CENTERLINE STRIPE	124	12	1,488
RUNWAY 2-20 CENTERLINE STRIPE	104	2	208
NUMERAL 0	130	1	130
NUMERAL 2	106	2	212
HOLDING POSITION (RUNWAY END 20 TURNAROUND)	400	1	400
TAXIWAY LEAD-IN STRIPE	745	1	745
TOTAL (BLACK)			3,183
TOTAL MARKING			10,863



NUMERAL 20
"NOT TO SCALE"



0' 30' 60' 120'
HALF SIZE SCALE: 1" = 120'
FULL SIZE SCALE: 1" = 60'

LEGEND

	EXISTING PAVEMENT
	EXISTING MARKING
	PROPOSED MARKING

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HANSON Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide		REHABILITATE APRONS AND TAXIWAY PROPOSED RUNWAY 2-20 MARKING PLAN STA. 33+00 TO STA. 39+00	
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WEST APRON AND TAXIWAY

SUMMARY OF QUANTITIES


ITEM NO.	DESCRIPTION	UNIT	F/S/L QUANTITIES	F/L QUANTITIES	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR152480	SHOULDER ADJUSTMENT	S.Y.	3,337		3,337	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	L.F.	8,700		8,700	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,100		1,100	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	9,167		9,167	
AR401655	BUTT JOINT CONSTRUCTION	S.Y.	192		192	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	S.Y.	45		45	
AR402622	POROUS FRICTION COURSE, 0.10'	S.Y.	11,057		11,057	
AR510510	TIE DOWN	EACH	30		30	
AR510900	REMOVE TIE DOWN	EACH	36		36	
AR510905	REMOVE GROUND ROD	EACH	4		4	
AR603510	BITUMINOUS TACK COAT	GAL.	4,140		4,140	
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	1,269		1,269	
AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.	1,360		1,360	
AR901510	SEEDING	AC.	0.23		0.23	
AR908510	MULCHING	AC.	0.23		0.23	

DATE	REVISION

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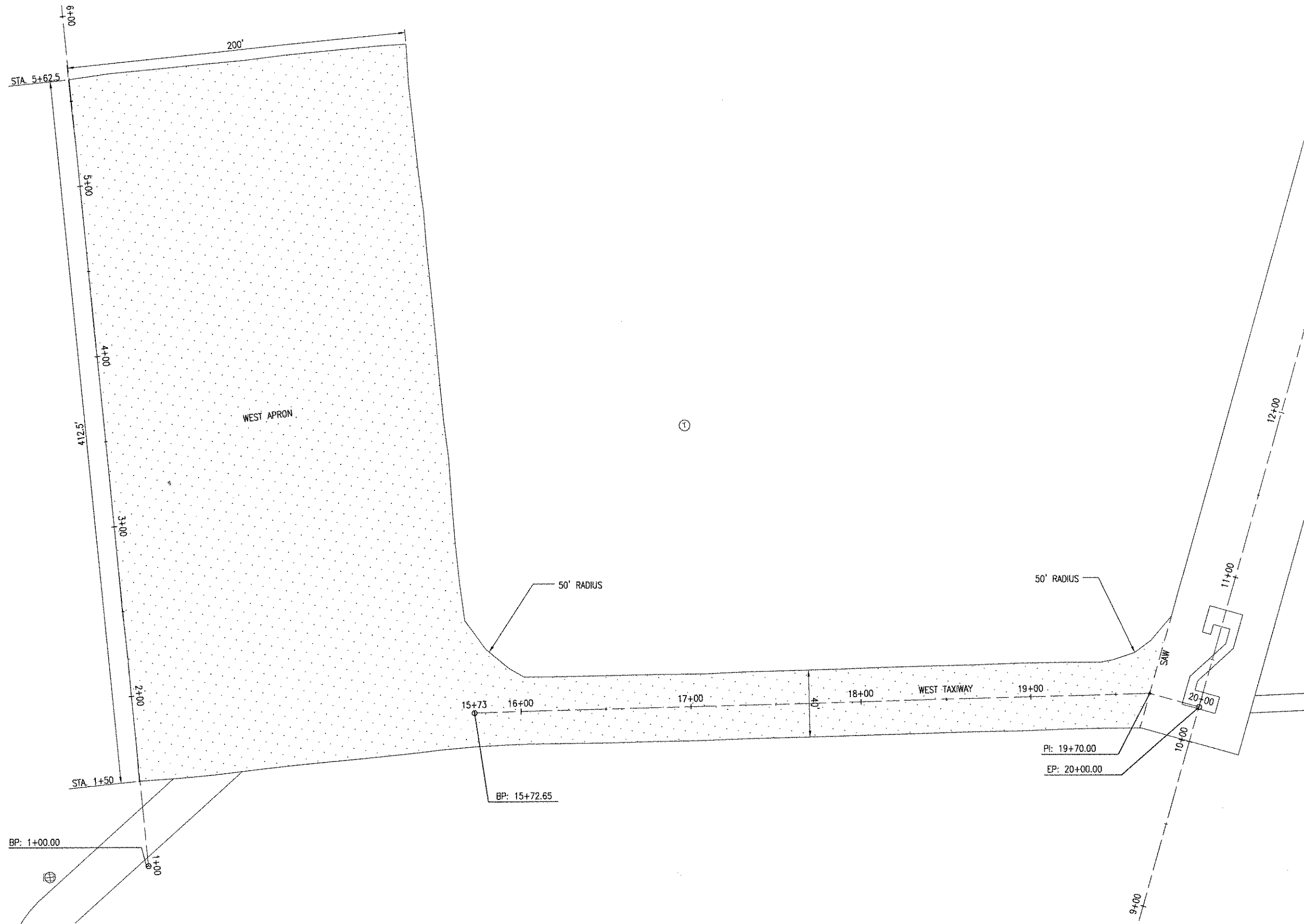
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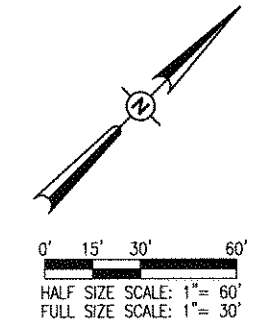
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REHABILITATE
APRONS AND TAXIWAY

SUMMARY OF QUANTITIES
FOR WEST APRON AND
TAXIWAY



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DATE	REVISION

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 IL PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4

PROJECT	DATE	BY	CHKD
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**REHABILITATE
 APRONS AND TAXIWAY**
 PROPOSED CONSTRUCTION
 PLAN FOR WEST APRON
 AND TAXIWAY

PAVEMENT SAWING NOTES

WHERE THE PROPOSED POROUS FRICTION COURSE ABUTS RUNWAY 2-20 THE EDGE OF RUNWAY 2-20 WILL BE SAWED AT A DEPTH OF 2 INCHES.

THE PROPOSED SAWING WILL PROVIDE A STRAIGHT EDGE AND VERTICAL FACE TO BUTT AGAINST.

THE RESIDENT ENGINEER WILL MARK THE PROPOSED SAW LINE IN THE FIELD.

ANY BITUMINOUS PAVEMENT CUT FROM THE SAWING OPERATIONS WILL BE COLLECTED AND DISPOSED OF OFF THE AIRPORT SITE.

THE SAWING AND DISPOSAL OF ANY WASTE MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BITUMINOUS TACK COAT NOTES

THE BITUMINOUS TACK COAT (603) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR603 "BITUMINOUS TACK COAT" AS STATED ON PAGE 250 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

PRIOR TO THE PLACEMENT OF THE PROPOSED 402 "POROUS FRICTION COURSE", THE AREA TO BE OVERLAID WITH THE POROUS FRICTION COURSE WILL BE SPRAYED WITH AN APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.25 GALLONS PER SQUARE YARD WAS USED FOR CALCULATING THE QUANTITY OF TACK COAT FOR THIS APPLICATION. THE EXACT AMOUNT OF BITUMINOUS TACK COAT TO BE USED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

AT THE DISCRETION OF THE ENGINEER, AN APPLICATION OF BITUMINOUS TACK MAY BE SPRAYED BEFORE THE PLACEMENT OF THE FIRST LIFT OF BITUMINOUS SURFACE COURSE AND IN BETWEEN LIFTS OF BITUMINOUS SURFACE COURSE. THE PLAN QUANTITY IS BASED ON TWO APPLICATIONS AT A RATE OF 0.15 GALLONS PER SQUARE YARD. THE ACTUAL APPLICATION RATE WILL BE DETERMINED BY THE RESIDENT ENGINEER.

THIS PROPOSED BITUMINOUS TACK COAT WILL BE PAID FOR UNDER ITEM:
AR603510 "BITUMINOUS TACK COAT" _____ PER GAL.

POROUS FRICTION COURSE NOTES

THE PROPOSED POROUS FRICTION COURSE (402) WILL BE CONSTRUCTED IN ONE LAYER, HAVING A COMPACTED NOMINAL THICKNESS OF ONE TENTH OF A FOOT (0.10") IN ACCORDANCE WITH ITEM AR402622 "POROUS FRICTION COURSE, 0.10" AS STATED ON PAGE 154 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL, 1 2012.

THE POROUS FRICTION COURSE SHALL BE PLACED ON A CLEAN AND PREPARED SURFACE ONLY AFTER THE APPROVAL OF THE RESIDENT ENGINEER.

THE SURFACES TO BE OVERLAYED WILL BE SPRAYED WITH A APPLICATION OF A BITUMINOUS TACK COAT. AN APPLICATION RATE OF 0.25 GAL./S.Y. (DILUTED) WAS USED FOR CALCULATING THE QUANTITY OF TACK FOR THIS APPLICATION. TACKED AREAS WORN FROM HAULING OPERATIONS SHALL BE RETACKED AT THE DISCRETION OF THE RESIDENT ENGINEER. THE TACK COAT MUST BE DRY (CURED) TO THE SATISFACTION OF THE RESIDENT ENGINEER PRIOR TO THE PLACEMENT OF THE POROUS FRICTION COURSE.

THE PROPOSED POROUS FRICTION COURSE WILL BE CONSTRUCTED IN THE LOCATIONS SHOWN ON THE CONSTRUCTION PLANS.

THE PROPOSED POROUS FRICTION COURSE WILL BE UNDER ITEM:
AR402622 "POROUS FRICTION COURSE, 0.10" _____ PER S.Y.

AR401613 BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE

THE BITUMINOUS SURFACE COURSE (401) SHALL BE PLACED IN ACCORDANCE WITH ITEM AR401003 "BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE" AS STATED ON PAGE 127 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THIS ITEM OF WORK SHALL CONSIST OF CONSTRUCTING 1 LIFT OF BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE (2" DEPTH) ON A POROUS FRICTION COURSE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE QUALITY CONTROL IN THE PRODUCTION AND CONSTRUCTION OF THE BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE.

PRIOR TO STARTING THE BITUMINOUS SURFACE COURSE-METHOD 1, SUPERPAVE OPERATION, THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER A DETAILED OUTLINE SHOWING AREAS AND ORDER OF PAVING WIDTHS OF PAVING LANES, AND REQUIRED OFFSETS FOR ELECTRONIC GRADE.

THE PROPOSED BITUMINOUS SURFACE COURSE METHOD 1, SUPERPAVE WILL BE DESIGNED TO A SUPERPAVE DESIGN OF LESS THAN 60,000 POUNDS.

401-4.9 ADD THE FOLLOWING TO THIS SECTION:

WHEN HAND SPREADING IS PERMITTED, THE MIXTURE WILL BE DISTRIBUTED AND SPREAD USING HAND TOOLS. WHEN THE WORK IS COMPLETED, THE LAYER WILL HAVE THE REQUIRED THICKNESS AND CONFORM TO THE GRADE AND SURFACE CONTOUR SHOWN ON THE PLANS.

401-4.12 ADD THE FOLLOWING TO THIS PARAGRAPH:

ALL PAVEMENT EDGES (LONGITUDINAL, RADIUS, AND PAVEMENT ENDS) MUST BE LEFT IN PROPER ALIGNMENT AS SHOWN ON THE PLANS. THIS MAY BE ACCOMPLISHED BY THE TRIMMING METHOD OUTLINED ABOVE OR AT THE CONTRACTOR'S OPTION BY SAWING AFTER THE PAVING HAS BEEN COMPLETED. NO ADDITIONAL COMPENSATION WILL BE MADE IF THE SAWING METHOD IS USED.

401-6.1 ADD THE FOLLOWING TO THIS SECTION
AR401613 BIT. SURF. CSE.-METHOD 1, SUPERPAVE_____ PER TON

REVISION	DATE

**MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS**

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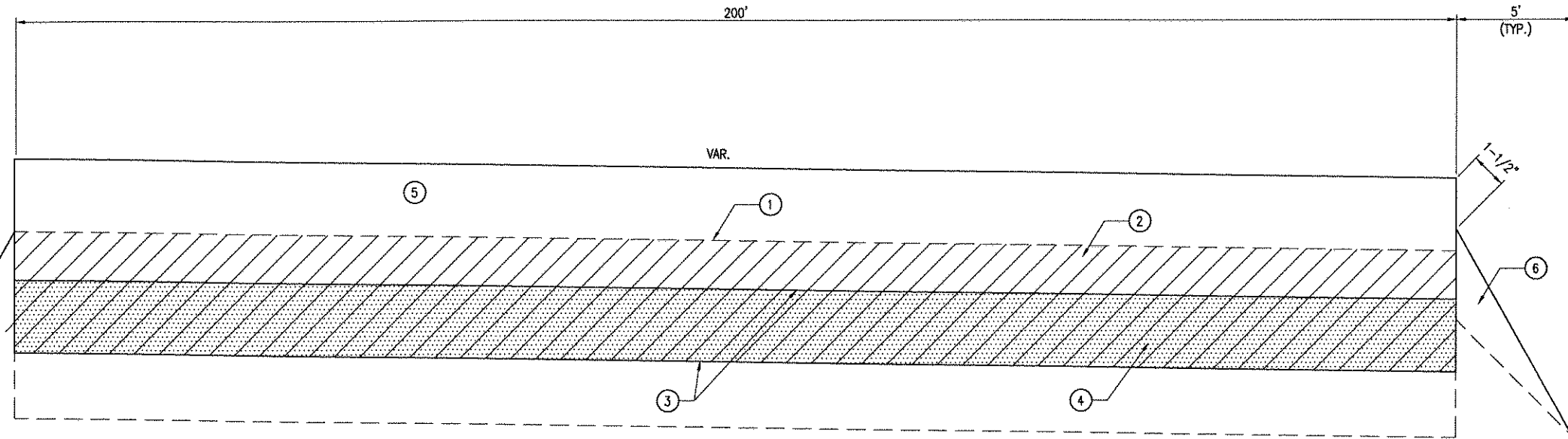
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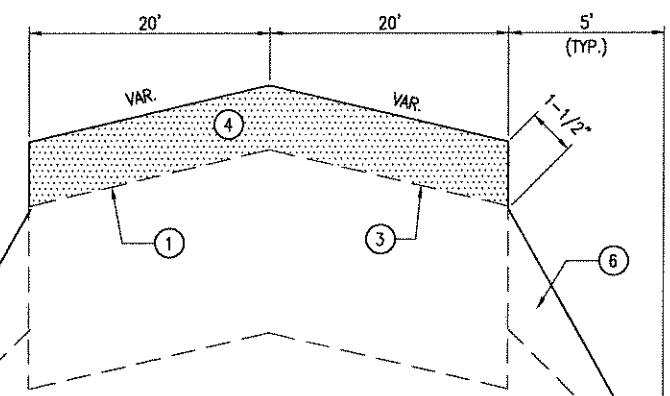
**REHABILITATE
APRONS AND TAXIWAY**

**PROPOSED
CONSTRUCTION
PLAN NOTES**

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TYPICAL SECTION FOR WEST APRON
"NOT TO SCALE"



TYPICAL SECTION FOR TAXIWAY B1
"NOT TO SCALE"

TYPICAL SECTION LEGEND

- ① EXISTING PAVEMENT
- ② PROPOSED BITUMINOUS PAVEMENT MILLING (2" DEPTH)
- ③ PROPOSED BITUMINOUS TACK COAT
- ④ PROPOSED 0.10' POROUS FRICTION COURSE
- ⑤ PROPOSED 2" BITUMINOUS SURFACE COURSE
- ⑥ PROPOSED SHOULDER ADJUSTMENT

REVISION	DATE	DATE

**MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS**

IL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-84

Hanson Proj. No. 11A0085	File Name C-301-TYP.DWG	Scale NOT TO SCALE	Date 04/24/13
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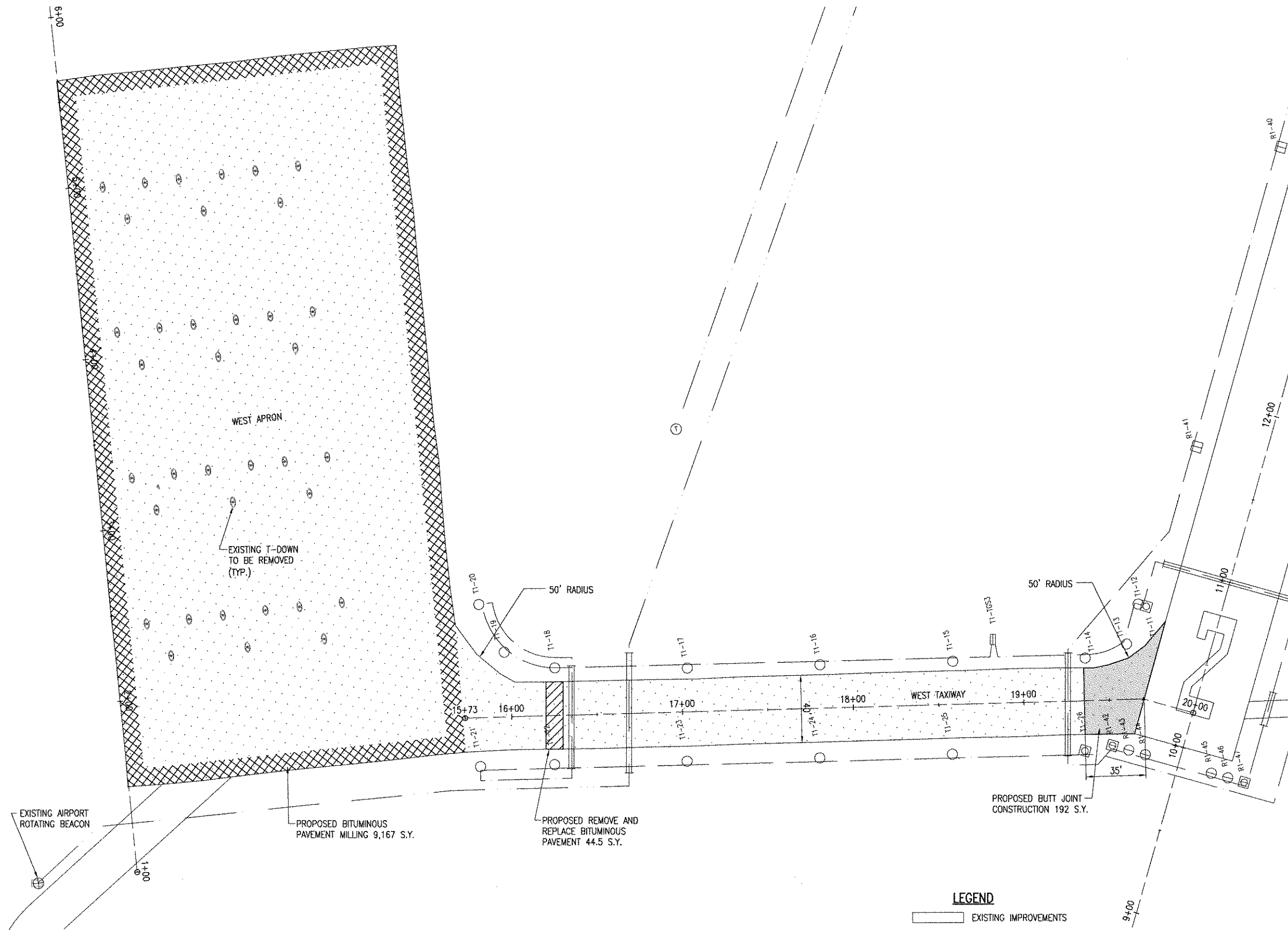
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**REHABILITATE
APRONS AND TAXIWAY**

**PROPOSED
TYPICAL SECTIONS**

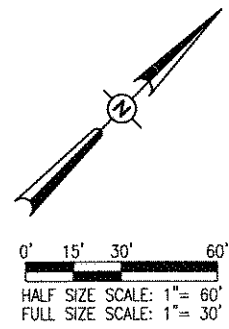
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LEGEND

	EXISTING IMPROVEMENTS
	PROPOSED IMPROVEMENTS
	PROPOSED BUTT JOINT CONSTRUCTION
	PROPOSED BITUMINOUS PAVEMENT MILLING
	PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT



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MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS	
IL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4	
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PROPOSED PAVEMENT PREPARATION PLAN FOR WEST APRON AND TAXIWAY	
15	
15 of 27 sheets	

AR401655 BUTT JOINT CONSTRUCTION NOTES

THE PROPOSED BUTT JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH ITEM AR401655 "BUTT JOINT CONSTRUCTION" AS STATED ON PAGE 154 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT SURFACE BY MILLING IN ORDER TO CONSTRUCT A BUTT JOINT FOR THE TRANSITION OF THE PROPOSED BITUMINOUS OVERLAY AT THE LOCATIONS AS SHOWN ON THE PLANS.

THE PAVEMENT SURFACE WILL THEN BE MILLED TO A DEPTH OF 0.10 FT. AT THE BUTT END AND WILL TAPER TO 0 IN. AT THE OPPOSITE END. THE PLANNER MUST BE CAPABLE OF MILLING THE SURFACE TO THE DESIRED ELEVATIONS AND GRADES.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE PAVEMENT MILLING WILL BE PAID FOR UNDER ITEM:
AR401655 "BUTT JOINT CONSTRUCTION" _____ PER S.Y.

BITUMINOUS PAVEMENT MILLING

THE AREA(S) DESIGNATED AS [Hatched Box] ON SHEET NO. 9 WILL BE CUT OR TRIMMED AS SHOWN ON THE CROSS-SECTIONS. THE CUTTING OR TRIMMING WILL BE DONE BY ROTO-MILLING. THE TOLERANCE OF THE MILLING WILL BE AS STATED IN THE STANDARD SPECIFICATIONS.

BOTH SIDES OF THE MILLING MACHINE WILL BE ELECTRONICALLY CONTROLLED AND THE MACHINE SENSORS WILL BE RUN ON A STRING LINE AND/OR STRING LINE AND MATCHING SHOE.

IF A SQUARE STRAIGHT EDGE IS NOT OBTAINED FROM THE MILLING OPERATIONS, THE EXISTING PAVEMENT WILL BE SAWED AS SHOWN ON THIS SHEET. SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED PAVEMENT MILLING AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

ALL MILLED MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE.

PRIOR TO APPLYING THE BITUMINOUS OVERLAY ALL MILLED MATERIAL WILL BE BROOMED AND BLOWN CLEAN AND A BITUMINOUS TACK COAT APPLIED. THE VERTICAL FACE OF ALL SAW CUTS WILL BE PAINTED WITH A LIQUID ASPHALT.

ANY ADJACENT PAVEMENT DAMAGED BY THE MILLING OPERATIONS WILL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE.

ALL BITUMINOUS PAVEMENT MILLING AREAS WILL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401650 "BITUMINOUS PAVEMENT MILLING" - PER S.Y.

TIE-DOWN REMOVAL NOTES

THE EXISTING TIE DOWNS DESIGNATED TO BE REMOVED WILL BE REMOVED AND DISPOSED OF OFF THE AIRPORT SITE.

THE CONTRACTOR WILL EXCAVATE AROUND THE PERIMETER OF THE TIE DOWNS TO BE REMOVED PRIOR TO REMOVING THE TIE DOWN STRUCTURES. ANY DISPLACEMENT/DAMAGE TO THE SURROUNDING PAVEMENT WILL BE CORRECTED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE CONTRACTOR WILL FILL THE REMAINING HOLE WITH EITHER CLSM OR 610 CONCRETE FLUSH WITH THE EXISTING GRADE.

THE REMOVAL AND DISPOSAL OF THE TIE DOWNS AND FILLING OF THE HOLES WITH CLSM OR CONCRETE WILL BE PAID FOR UNDER ITEM:
AR510900 "REMOVE TIE DOWN" _____ PER EA.

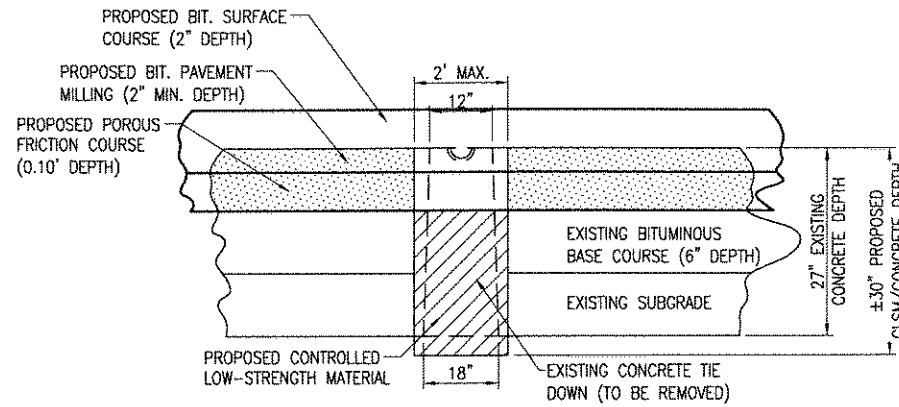
CLEAN & SEAL CRACKS

THE EXISTING CRACKS AS SHOWN ON THE CONSTRUCTION PLANS ARE TO BE CLEANED AND RESEALED IN ACCORDANCE WITH THE SPECIFICATIONS.

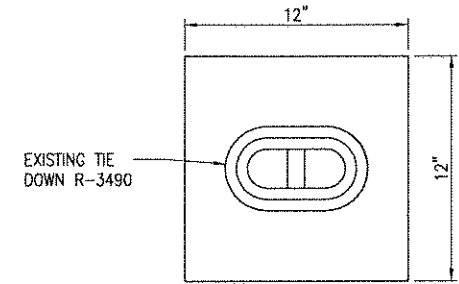
THE CRACK SIZES VARY APPROXIMATELY FROM 3/4" TO 1-1/2" IN WIDTH.

THE PROPOSED SEALANT MATERIAL FOR RESEALED THE CRACKS WILL BE THE SAME SILICONE SEALANT AS USED IN THIS PROJECT FOR RESEALED THE JOINTS.

THE PLAN QUANTITY OF CRACKS TO BE CLEANED AND SEALED IS AN ESTIMATE BASED UPON A SURVEY COMPLETED IN JANUARY 2001. ALL CRACKS DESIGNATED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION WILL BE CLEANED AND SEALED.



TIE-DOWN REMOVAL DETAIL
"NOT TO SCALE"



TIE-DOWN DETAIL
"NOT TO SCALE"

REMOVE AND REPLACE BITUMINOUS PAVEMENT

THE ITEM "REMOVE AND REPLACE BITUMINOUS PAVEMENT" WILL BE UTILIZED TO PERFORM LARGE CRACK REPAIR.

THE QUANTITY OF CRACKS TO BE REPAIRED WAS ESTABLISHED BY THE COMPLETION OF A CRACK SURVEY DONE IN APRIL, 2012. AND CONSISTS OF THOSE CRACKS FOUND TO BE GREATER THAN ONE INCH IN WIDTH AT THE TIME OF THE SURVEY, AND EXHIBITING ROLLED EDGES. ALL CRACKS TO RECEIVE REPAIR SHALL BE LOCATED AND MARKED BY THE RESIDENT ENGINEER.

THE CRACKS SHALL BE REMOVED FROM THE PAVEMENT BY ONE OF TWO METHODS, OR A COMBINATION OF THE TWO. THE FIRST ALTERNATIVE IS TO SAWCUT THE WIDTH OF THE AREA TO BE REPAIRED BY USING A WHEEL SAW AND REMOVE THE PAVEMENT TO THE SPECIFIED DEPTH USING A BACKHOE OR OTHER MECHANICAL MEANS. THE SECOND ALTERNATIVE IS TO USE A SKID STEER (OR EQUIVALENT) MOUNTED MILLING HEAD TO REMOVE THE PAVEMENT TO THE REQUIRED DEPTH. REGARDLESS OF THE METHOD USED TO REMOVE THE PAVEMENT, THE EDGE OF THE TRENCH FORMED WILL HAVE A VERTICAL FACE PRIOR TO THE PLACEMENT OF THE BITUMINOUS MATERIAL. THE WIDTH OF REPAIR WILL BE 3' WIDE, CENTERED ON THE CRACK. THE DEPTH OF REPAIR WILL BE THE FULL DEPTH OF THE EXISTING PAVEMENT, 7 TO 8 INCHES ±.

THE CONTRACTOR WILL DISPOSE OF THE EXCAVATED MATERIAL OFF THE AIRPORT SITE AT NO ADDITIONAL COST TO THE CONTRACT.

THE BOTTOM OF THE TRENCH WILL BE CLEANED AND COMPACTED TO PREVENT FUTURE SETTLEMENT, AND ACCEPTED BY THE RESIDENT ENGINEER. ONCE THE TRENCH IS CLEANED, THE BASE AGGREGATE COMPACTED, AND ACCEPTED, AN APPLICATION OF BITUMINOUS TACK MATERIAL WILL BE APPLIED TO THE VERTICAL BITUMINOUS FACE AND THE AGGREGATE BASE. THE REPAIR TRENCH WILL BE BACKFILLED WITH BITUMINOUS SURFACE COURSE MATERIAL (401), IN 3 LIFTS OF 2 INCHES, 3 INCHES, AND 3 INCHES, RESPECTIVELY. THE FINAL LIFT SHALL BE FLUSH WITH THE SURFACE OF THE EXISTING BITUMINOUS PAVEMENT OR THE CONTRACTOR WILL BE REQUIRED TO MILL THE FINAL LIFT FLUSH AT HIS EXPENSE. EACH LIFT SHALL BE COMPACTED AND ACCEPTED BY THE RESIDENT ENGINEER.

ANY DAMAGE TO THE EXISTING ADJACENT PAVEMENT WILL BE REPAIRED BY THE CONTRACTOR AT HIS EXPENSE. THE QUANTITY OF PAVEMENT REMOVAL, MILLING AND/OR SAWCUTS, IF UTILIZED, TACK MATERIAL, AND BITUMINOUS SURFACE COURSE MATERIAL (401) NECESSARY TO COMPLETE THIS TASK WILL BE CONSIDERED INCIDENTAL TO THE TASK, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

THE QUANTITY OF BITUMINOUS CRACK REPAIR TO BE PAID FOR SHALL BE THE NUMBER OF SQUARE YARDS OF PAVEMENT REMOVED AND REPLACED, IN ACCORDANCE WITH THE SPECIAL PROVISIONS, CONSTRUCTION DRAWINGS, AND ACCEPTED BY THE ENGINEER. MEASUREMENT OF BITUMINOUS CRACK REPAIR FOR PAYMENT SHALL BE TO THE NEAREST SQUARE YARD.

THIS ITEM OF WORK SHALL BE PAID FOR UNDER ITEM:
AR401910 "REMOVE AND REPLACE BITUMINOUS PAVEMENT" - PER S.Y.

REVISION		DATE	
MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS			
Hanson Proj. No. 11A0085		File No. C-111-PRP.DWG	
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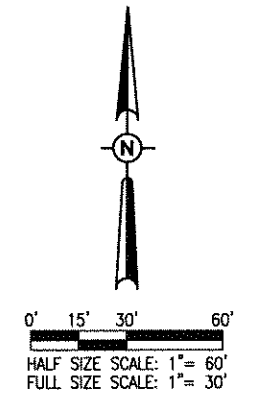
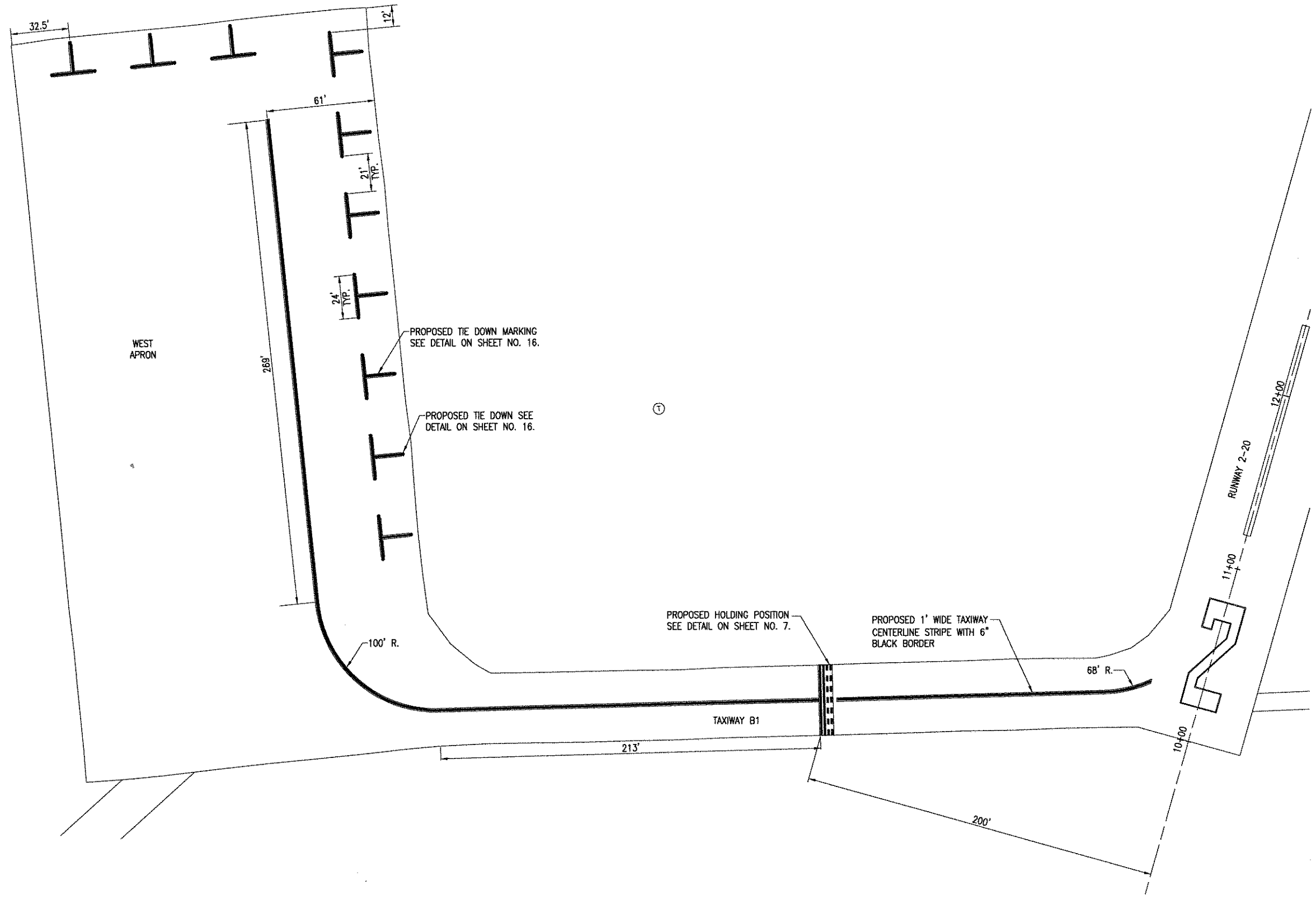
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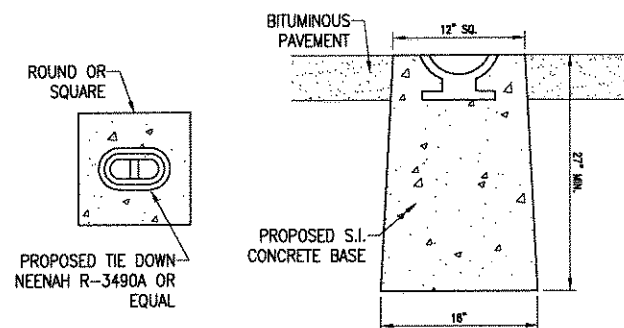
REHABILITATE
 APRONS AND TAXIWAY

PROPOSED MARKING
 PLAN FOR WEST APRON
 AND TAXIWAY

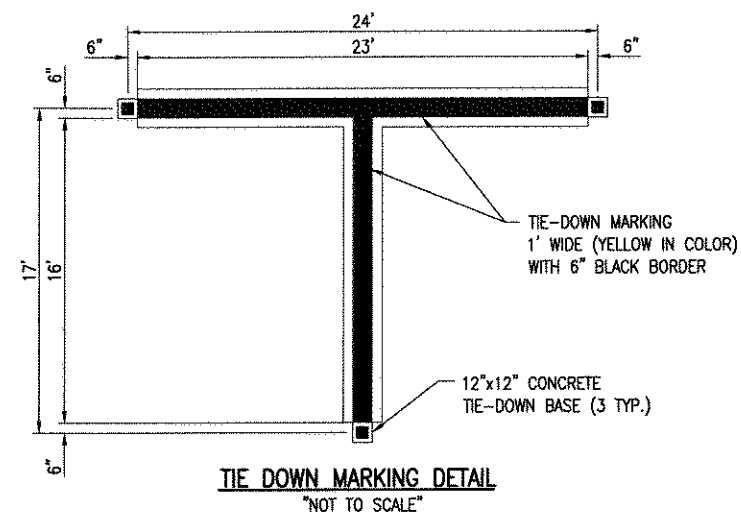
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- LEGEND**
- EXISTING PAVEMENT
 - EXISTING MARKING
 - PROPOSED MARKING
 - PROPOSED TIE DOWN



TIE DOWN DETAIL "B"
"NOT TO SCALE"



TIE DOWN MARKING DETAIL
"NOT TO SCALE"

MARKING NOTES

THE TAXIWAY CENTERLINE STRIPE, HOLDING POSITION, AND TIE-DOWN MARKING WILL BE SOLID AND YELLOW IN COLOR.

ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON THIS SHEET.

ALL PROPOSED YELLOW MARKING WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

ALL PROPOSED MARKING SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.

BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.

ALL PROPOSED MARKING ITEMS WILL BE PAID FOR UNDER ITEMS:
AR620520 "PAVEMENT MARKING-WATERBORNE" _____ PER S.F.
AR620525 "PAVEMENT MARKING-BLACK BORDER" _____ PER S.F.

TIE DOWN NOTES

NEW TIE DOWNS WILL BE INSTALLED IN ACCORDANCE WITH DETAIL "B" AT THE LOCATIONS SHOWN ON THIS SHEET.

THE PERIMETER OF EACH PROPOSED TIE DOWN SHALL BE SAWED.

TIE DOWN CASTINGS SHALL BE NEENAH R-3490A OR EQUAL.

CONCRETE SHALL MEET THE REQUIREMENTS OF 610 - STRUCTURAL CONCRETE.

THE PROPOSED TIE DOWN MARKING WILL BE IN ACCORDANCE WITH THE DETAIL ON THIS SHEET AND THE SPECIFICATIONS.

THE TIE DOWNS WILL BE PAID FOR UNDER ITEM:
AR510510 "TIE DOWN" _____ PER EACH.

MARKING QUANTITIES			
DESCRIPTION	UNIT AREA	NO. REQUIRED	TOTAL AREA
TAXIWAY CENTERLINE	759	1	759
TIE DOWN	39	10	390
HOLDING POSITION	120	1	120
TOTAL YELLOW			1,269
TAXIWAY CENTERLINE (BLACK BORDER)	770	1	770
TIE DOWN	39	10	390
HOLDING POSITION	200	1	200
TOTAL BLACK			1,360
TOTAL MARKING			2,629

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MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS

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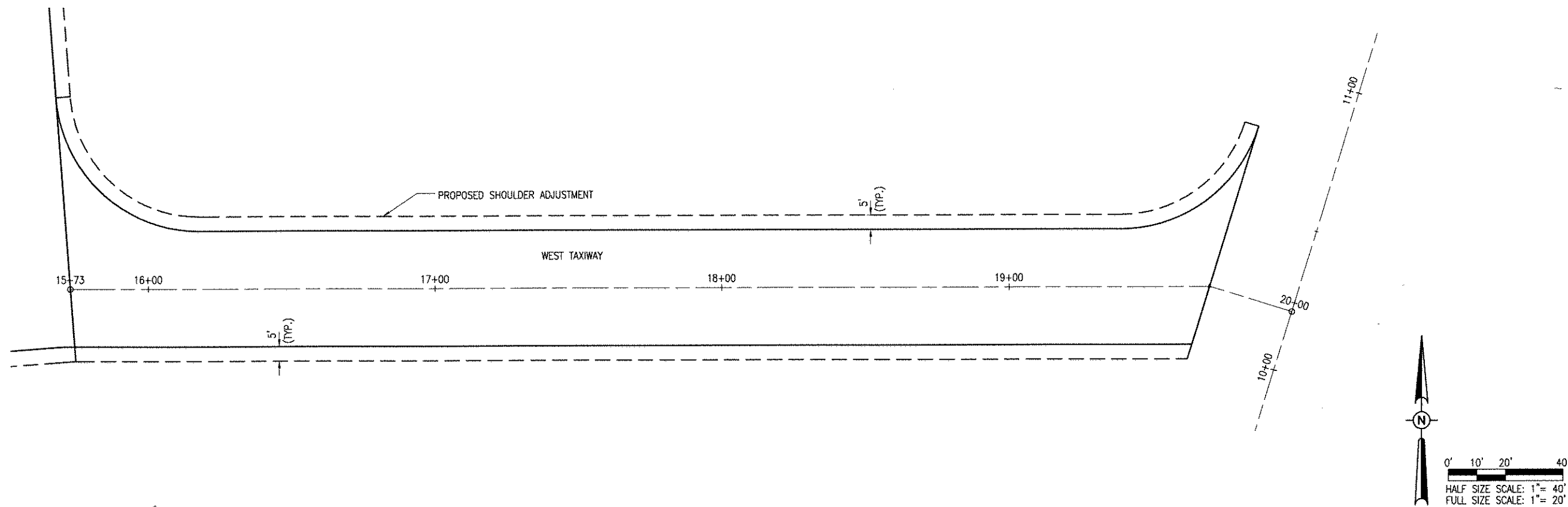
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APRONS AND TAXIWAY

PROPOSED MARKING PLAN
NOTES AND DETAILS WEST
APRON AND TAXIWAY

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901 SEEDING NOTES

THE PROPOSED SEEDING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 901 "SEEDING" AS STATED ON PAGE 324 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

ALL DISTURBED AREAS LOCATED WITHIN THE PROPOSED GRADING AND SEEDING LIMITS WILL BE SEEDED IN ACCORDANCE WITH THE ABOVE NOTED SPECIFICATION. ALL AREAS OUTSIDE THE DESIGNATED GRADING AND SEEDING LIMITS WILL ALSO BE SEEDED BUT AT THE CONTRACTOR'S OWN EXPENSE.

ALL MATERIALS AND/OR DEBRIS RESULTING FROM THE SEEDING OPERATIONS WILL BE REMOVED FROM THE PAVEMENTS AND MISCELLANEOUS STRUCTURES PRIOR TO OPENING THE RUNWAY.

901-3.4 MAINTENANCE OF SEEDED AREAS. DELETE THE SECOND PARAGRAPH OF THIS SECTION AND ADD THE FOLLOWING:

"THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. IF AT THE TIME WHEN THE CONTRACT HAS BEEN OTHERWISE COMPLETED, IT IS NOT POSSIBLE TO MAKE AN ADEQUATE DETERMINATION OF COLOR, DENSITY, AND UNIFORMITY OF SUCH STAND OF GRASS, THE ITEM OF WORK WILL BE REVIEWED AT A LATER DATE DETERMINED BY THE ILLINOIS DIVISION OF AERONAUTICS."

DATE SEEDING COMPLETED _____

THE PROPOSED SEEDING WILL BE PAID FOR UNDER ITEMS:
AR901510 SEEDING _____ PER ACRES

908 MULCHING NOTES

THE PROPOSED MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 908 "MULCHING" AS STATED ON PAGE 334 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF THE FURNISHING, TRANSPORTING, AND PLACING MULCH OVER THE SEEDED AREA. DISTURBED AREAS OUTSIDE THE GRADING LIMITS SHALL ALSO BE MULCHED AND PARTICIPATION WILL BE THE SAME AS FOR SEEDED AREAS.

908-2.1 MULCH MATERIAL: THE CONTRACTOR MAY EITHER FURNISH STRAW OR HYDROMULCH AS THE TYPE OF MULCH MATERIAL TO BE USED ON THIS PROJECT.

908-3.1 MULCHING: THE HYDRAULIC MULCH SHALL BE APPLIED AS A SLURRY OF 2,500 POUNDS OF MULCH AND NOT LESS THAN 2,500 GALLONS OF WATER PER ACRE.

908-3.4 STRUCTURE CLEANING: AFTER THE PROPOSED MULCH HAS BEEN APPLIED, THE CONTRACTOR WILL CLEAN THE MULCH OFF ALL STRUCTURES (DRAINAGE, ELECTRICAL, LIGHTS, ETC.).

DATE MULCHING COMPLETED _____

THE PROPOSED MULCHING WILL BE PAID FOR UNDER ITEMS:
AR908510 MULCHING _____ PER ACRES

SHOULDER ADJUSTMENT

AFTER THE PROPOSED BITUMINOUS PAVEMENT HAS BEEN PLACED, THE CONTRACTOR WILL ADD TOPSOIL MATERIAL TO THE VARIOUS UNPAVED AREAS TO RAISE THE GRADE IN THESE AREAS TO PROVIDE ADEQUATE DRAINAGE FROM THEM. THE CONTRACTOR WILL LIME, FERTILIZE, AND SEED THE DISTURBED AREA. AFTER THE SEEDING HAS BEEN COMPLETED, THE CONTRACTOR WILL COVER THE DISTURBED AREAS WITH MULCH. THE TILLING OF THE EXISTING SOD AREA, ADDITIONAL TOPSOIL MATERIAL, LIMING, FERTILIZING, SEEDING, AND MULCH WILL BE CONSIDERED AS AN INTRICATE PART OF THE PROPOSED SHOULDER ADJUSTMENT, AND WILL NOT BE PAID FOR SEPARATELY.

THE MATERIAL FOR THE PROPOSED EARTH SHOULDERS WILL BE PAID FOR UNDER:

ITEM AR152480 "SHOULDER ADJUSTMENT" _____ PER S.Y.

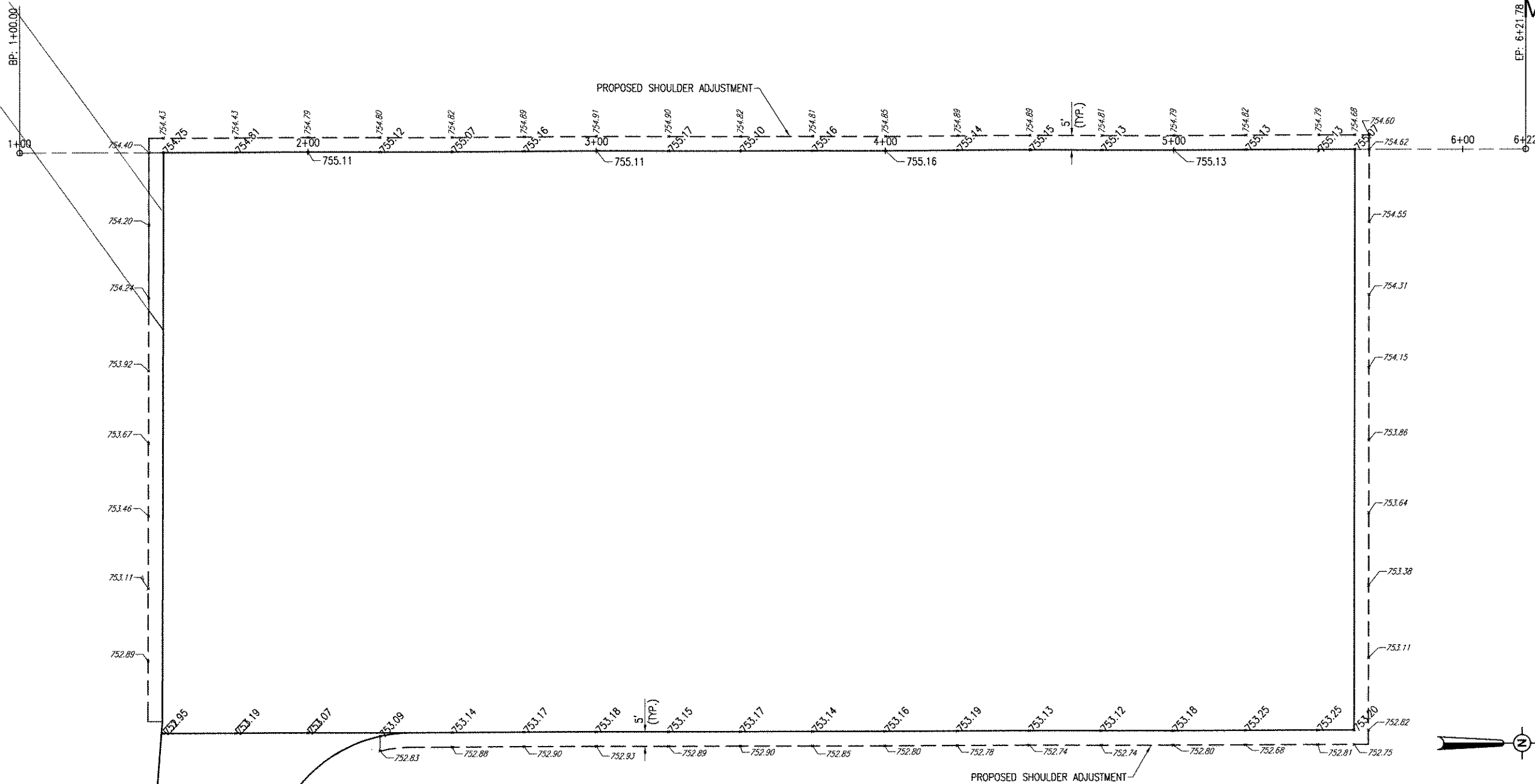
LEGEND

	EXISTING IMPROVEMENTS
	PROPOSED IMPROVEMENTS
	PROPOSED DRAINAGE DITCH
	PROPOSED SHOULDER ADJUSTMENT, SEEDING AND MULCHING LIMITS

REVISION		MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS	IL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4
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Hansen, Prof. No. 11A00865 Elevation: C-192-STK.dwg Scale: 1" = 30' Date: 04/24/13	LAYOUT MDR 03/27/12 DRAWN MDR 03/27/12 REVIEWED CAH 04/22/13	 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2686 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide	
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901 SEEDING NOTES

THE PROPOSED SEEDING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 901 "SEEDING" AS STATED ON PAGE 324 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

ALL DISTURBED AREAS LOCATED WITHIN THE PROPOSED GRADING AND SEEDING LIMITS WILL BE SEEDDED IN ACCORDANCE WITH THE ABOVE NOTED SPECIFICATION. ALL AREAS OUTSIDE THE DESIGNATED GRADING AND SEEDING LIMITS WILL ALSO BE SEEDDED BUT AT THE CONTRACTOR'S OWN EXPENSE.

ALL MATERIALS AND/OR DEBRIS RESULTING FROM THE SEEDING OPERATIONS WILL BE REMOVED FROM THE PAVEMENTS AND MISCELLANEOUS STRUCTURES PRIOR TO OPENING THE RUNWAY.

901-3.4 MAINTENANCE OF SEEDED AREAS. DELETE THE SECOND PARAGRAPH OF THIS SECTION AND ADD THE FOLLOWING:

"THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. IF AT THE TIME WHEN THE CONTRACT HAS BEEN OTHERWISE COMPLETED, IT IS NOT POSSIBLE TO MAKE AN ADEQUATE DETERMINATION OF COLOR, DENSITY, AND UNIFORMITY OF SUCH STAND OF GRASS, THE ITEM OF WORK WILL BE REVIEWED AT A LATER DATE DETERMINED BY THE ILLINOIS DIVISION OF AERONAUTICS."

DATE SEEDING COMPLETED _____

THE PROPOSED SEEDING WILL BE PAID FOR UNDER ITEMS:
 AR901510 SEEDING _____ PER ACRES

908 MULCHING NOTES

THE PROPOSED MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 908 "MULCHING" AS STATED ON PAGE 334 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED NOVEMBER 2, 2009.

THIS ITEM SHALL CONSIST OF THE FURNISHING, TRANSPORTING, AND PLACING MULCH OVER THE SEEDED AREA. DISTURBED AREAS OUTSIDE THE GRADING LIMITS SHALL ALSO BE MULCHED AND PARTICIPATION WILL BE THE SAME AS FOR SEEDED AREAS.

908-2.1 MULCH MATERIAL: THE CONTRACTOR MAY EITHER FURNISH STRAW OR HYDROMULCH AS THE TYPE OF MULCH MATERIAL TO BE USED ON THIS PROJECT.

908-3.1 MULCHING: THE HYDRAULIC MULCH SHALL BE APPLIED AS A SLURRY OF 2,500 POUNDS OF MULCH AND NOT LESS THAN 2,500 GALLONS OF WATER PER ACRE.

908-3.4 STRUCTURE CLEANING: AFTER THE PROPOSED MULCH HAS BEEN APPLIED, THE CONTRACTOR WILL CLEAN THE MULCH OFF ALL STRUCTURES (DRAINAGE, ELECTRICAL, LIGHTS, ETC.).

DATE MULCHING COMPLETED _____

THE PROPOSED MULCHING WILL BE PAID FOR UNDER ITEMS:
 AR908510 MULCHING _____ PER ACRES

SHOULDER ADJUSTMENT

AFTER THE PROPOSED BITUMINOUS PAVEMENT HAS BEEN PLACED, THE CONTRACTOR WILL ADD TOPSOIL MATERIAL TO THE VARIOUS UNPAVED AREAS TO RAISE THE GRADE IN THESE AREAS TO PROVIDE ADEQUATE DRAINAGE FROM THEM. THE CONTRACTOR WILL LIME, FERTILIZE, AND SEED THE DISTURBED AREA. AFTER THE SEEDING HAS BEEN COMPLETED, THE CONTRACTOR WILL COVER THE DISTURBED AREAS WITH MULCH. THE TILLING OF THE EXISTING SOD AREA, ADDITIONAL TOPSOIL MATERIAL, LIMING, FERTILIZING, SEEDING, AND MULCH WILL BE CONSIDERED AS AN INTRICATE PART OF THE PROPOSED SHOULDER ADJUSTMENT, AND WILL NOT BE PAID FOR SEPARATELY.

THE MATERIAL FOR THE PROPOSED EARTH SHOULDERS WILL BE PAID FOR UNDER:
 ITEM AR152480 "SHOULDER ADJUSTMENT" _____ PER S.Y.

LEGEND

	EXISTING IMPROVEMENTS
	PROPOSED IMPROVEMENTS
	PROPOSED DRAINAGE DITCH
	EXISTING GRADE
	PROPOSED GRADE
	PROPOSED GRADING AND SEEDING LIMITS

REVISION	DATE

MONMOUTH MUNICIPAL AIRPORT
 MONMOUTH, ILLINOIS

IL PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4

LAYOUT	MDR	03/27/13
DRAWN	MDR	03/27/13
REVIEWED	CAH	04/22/13

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REHABILITATE
 APRONS AND TAXIWAY

PROPOSED
 WEST APRON
 STAKING PLAN

RECONSTRUCTION OF THE EAST APRON

SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	F/S/L QUANTITIES	F/L QUANTITIES	TOTAL QUANTITIES	AS BUILT QUANTITIES
AR152480	SHOULDER ADJUSTMENT	S.Y.	250		250	
AR152540	SOIL STABILIZATION FABRIC	S.Y.	924		924	
AR209510	CRUSHED AGGREGATE BASE COURSE	TON	322		322	
AR401613	BIT. SURF. CSE.-METHOD 1, SUPERPAVE	TON	181		181	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	121		121	
AR401921	REMOVE PAVEMENT	S.Y.	929		929	
AR510510	TIE DOWN	EACH	3		3	
AR510900	REMOVE TIE DOWN	EACH	3		3	
AR602510	BITUMINOUS PRIME COAT	GAL.	231		231	
AR603510	BITUMINOUS TACK COAT	GAL.	132		132	
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	39		39	
AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.	39		39	
AR751410	INLET	EACH	1		1	
AR800428	ADJUST MONITORING WELL	L.S.	1		1	
AR800430	REMOVE AND REPLACE CLASS "E" FENCE	L.F.	150		150	
AR901510	SEEDING	AC.	0.05		0.05	
AR908510	MULCHING	AC.	0.05		0.05	

MONMOUTH MUNICIPAL AIRPORT
MONMOUTH, ILLINOIS

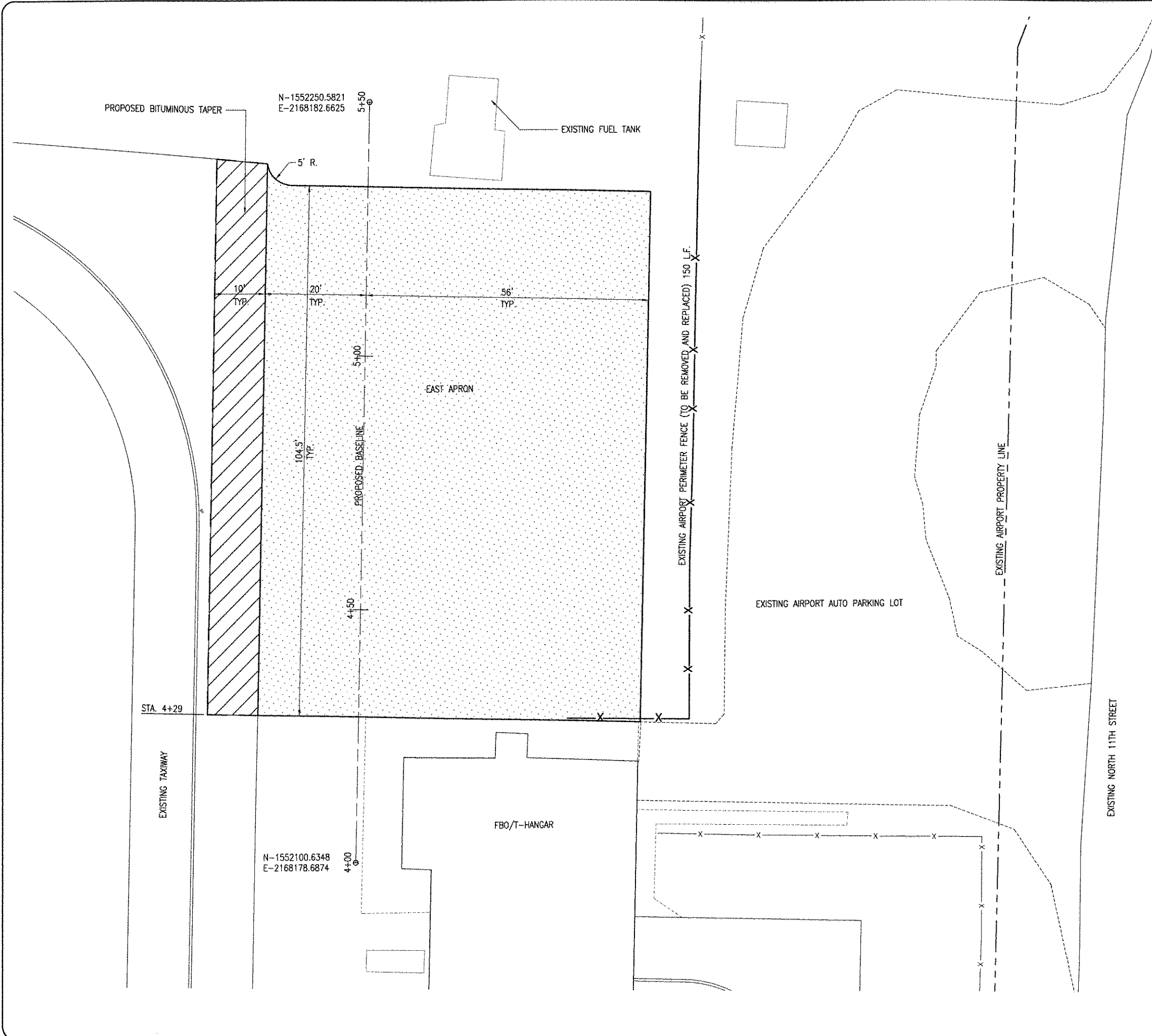
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Hanson Proj. No. 11A0085 Filename: C-0005-FLP.dwg Scale: NOT TO SCALE Date: 04/24/13	LAYOUT	MDR	03/27/12
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REHABILITATE
APRONS AND TAXIWAY
SUMMARY OF QUANTITIES
FOR RECONSTRUCTION OF
THE EAST APRON

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ADJUST MONITORING WELL NOTES

THERE IS AN EXISTING MONITORING WELL LOCATED IN THE EXISTING EAST APRON PAVEMENT. THE CONTRACTOR WILL PROTECT THIS MONITORING WELL FROM DAMAGE THROUGHOUT THE PAVEMENT REMOVAL OPERATION, INSTALLATION OF THE CRUSHED AGGREGATE BASE COURSE AND BITUMINOUS SURFACE COURSE. PRIOR TO THE PLACEMENT OF THE BITUMINOUS SURFACE COURSE THE CONTRACTOR WILL ADJUST THE MONITORING WELL TO MATCH THE PROPOSED PAVEMENT ELEVATION AROUND IT. THE METHOD OF ADJUSTMENT WILL BE PRESENTED TO AND ACCEPTED BY THE PROJECT ENGINEER.

ANY DAMAGE TO THE MONITORING WELL WILL BE REPAIRED/REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE. THE REPAIR/REPLACEMENT WILL BE DONE TO THE SATISFACTION OF THE RESIDENT ENGINEER.

THE ADJUSTMENT OF THE MONITORING WELL WILL BE PAID FOR UNDER ITEM:

AR800428 ADJUST MONITORING WELL _ _ PER LUMP SUM.

EXISTING FENCING NOTES

A SECTION OF THE EXISTING AIRPORT CLASS "E" PERIMETER FENCE WILL BE REMOVED TO ALLOW THE CONTRACTOR ACCESS TO THE WEST APRON AND TO FACILITATE THE CONSTRUCTION OF THE WEST APRON.

THE CONTRACTOR WILL BE ALLOWED TO LEAVE THIS SECTION OF FENCE DOWN THROUGHOUT THE CONSTRUCTION OF THE WEST APRON. HE WILL PLACE BARRICADES ALONG THE SECTION OF REMOVED FENCE TO STOP PUBLIC VEHICLES FROM ENTERING THE APRON AREA.

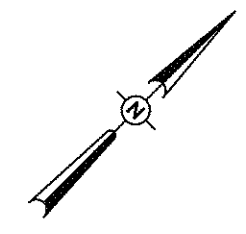
UPON COMPLETION OF THE CONSTRUCTION OF THE WEST APRON THE CONTRACTOR WILL REPLACE THE CLASS "E" FENCE USING NEW FENCE POSTS AND FABRIC TIES.

THE REMOVAL AND REPLACEMENT OF THE CLASS "E" FENCE WILL BE PAID FOR UNDER ITEM:

AR800430 REMOVE AND REPLACE CLASS "E" FENCE _ _ PER L. F.

LEGEND

- EXISTING IMPROVEMENTS
- EXISTING BUILDING
- PROPOSED BITUMINOUS APRON
- PROPOSED BITUMINOUS TAPER
- EXISTING CLASS E FENCE
- EXISTING CLASS E FENCE (TO BE REMOVED AND REPLACED)



0' 5' 10' 20'
 HALF SIZE SCALE: 1" = 20'
 FULL SIZE SCALE: 1" = 10'

MO004

DATE	REVISION

MONMOUTH MUNICIPAL AIRPORT
 MONMOUTH, ILLINOIS
 ILL. PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4

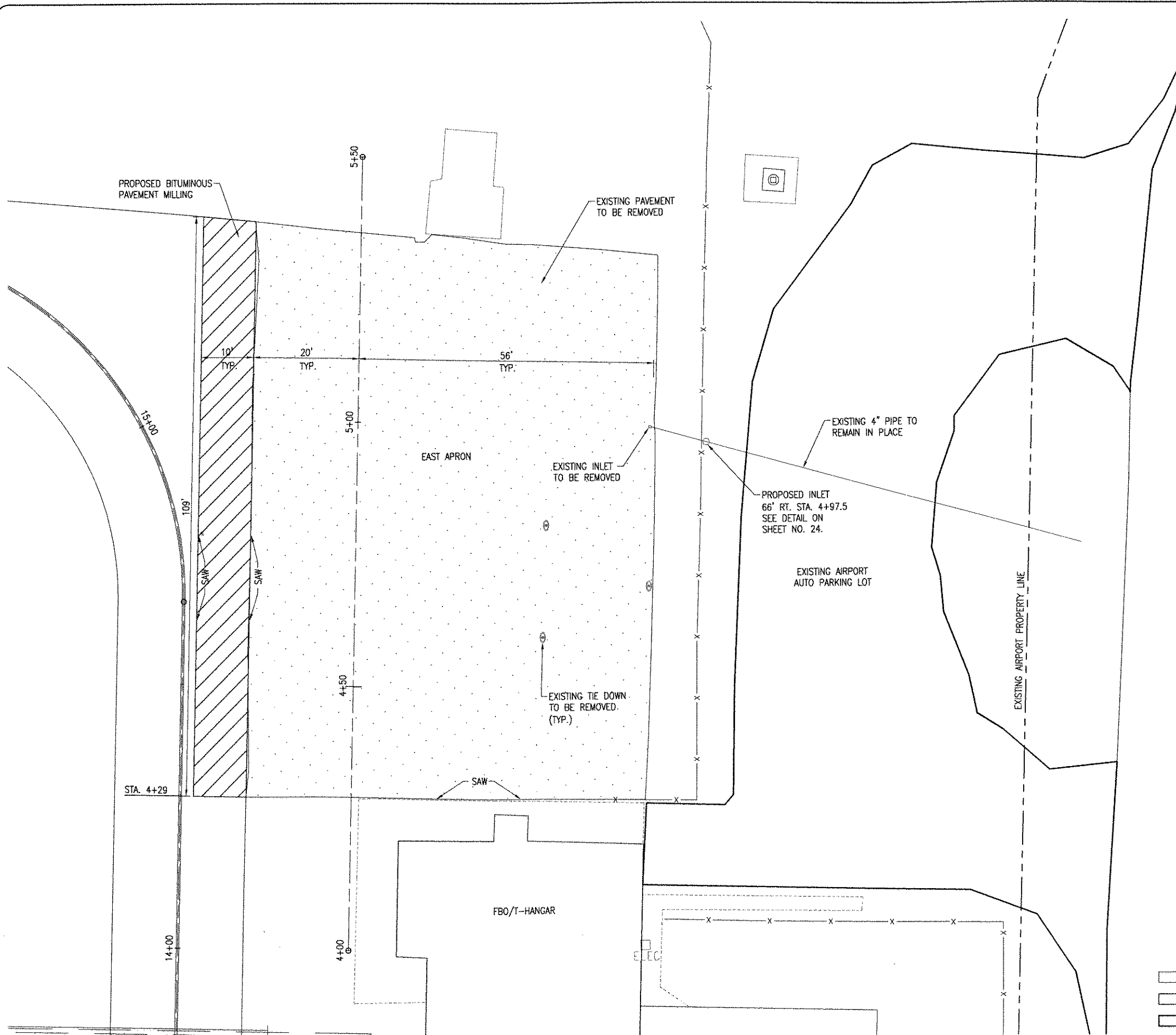
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DRAWN	MDR	03/27/12
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REHABILITATE
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 PROPOSED
 CONSTRUCTION PLAN
 FOR EAST APRON

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BITUMINOUS PAVEMENT REMOVAL NOTES MO004

1. THE AREA DESIGNATED BY [Hatched Symbol] ON THIS SHEET SHALL CONSIST OF REMOVING THE EXISTING BITUMINOUS PAVEMENT BY MILLING. THE MILLING WILL BE PLACED IN THE EXISTING AIRPORT AUTO PARKING LOT. THE CONTRACTOR WILL ALSO REMOVE THE EXISTING AGGREGATE BASE COURSE MATERIAL AND PLACE IT IN THE PARKING LOT AS WELL.
2. THE LIMITS OF THE PROPOSED PAVEMENT REMOVAL AREA, WHERE IT ABUTS EXISTING PAVEMENT TO REMAIN, WILL BE SAWED FULL DEPTH. THE SAWING WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. IN PREPARATION TO PLACING THE MILLINGS AND AGGREGATE BASE COURSE MATERIAL, THE CONTRACTOR WILL CORE OUT THE AUTO PARKING LOT APPROXIMATELY FOUR (4") INCHES. THE CORED MATERIAL WILL BE DISPOSED OFF OF THE AIRPORT SITE AT THE CONTRACTORS' OWN EXPENSE. THE CORING OF THE EXISTING AUTO PARKING LOT WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE BITUMINOUS PAVEMENT REMOVAL AND NO COMPENSATION WILL BE ALLOWED.
4. THE CONTRACTOR WILL START PLACING THE MILLED MATERIAL IN THE PARKING LOT ALONG THE SOUTH END AND CONTINUE PLACING THE MATERIAL TOWARD THE NORTH UNTIL THE MILLING OPERATION HAS BEEN COMPLETED. HE WILL THEN PLACE THE AGGREGATE MATERIAL UNTIL ALL THE AGGREGATE BASE MATERIAL HAS BEEN REMOVED OR THE PARKING LOT HAS BEEN COMPLETED. ANY EXTRA AGGREGATE BASE MATERIAL WILL BE DISPOSED OF OFF THE AIRPORT SITE AT THE CONTRACTORS' OWN EXPENSE.
5. THE CONTRACTOR WILL ROUGH GRADE AND COMPACT THE MILLED AND AGGREGATE MATERIALS IN THE PARKING LOT TO INSURE THEY CONFORM TO THE GENERAL CONTOUR OF THE AREA AND ARE RELATIVELY CONSOLIDATED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE GRADING AND CONSOLIDATION OF THE MILLING AND AGGREGATE.
6. THE BITUMINOUS PAVEMENT REMOVAL WILL BE PAID FOR UNDER ITEM: AR401921 REMOVE PAVEMENT _____ PER SQUARE YARD.

TIE DOWN REMOVAL NOTES

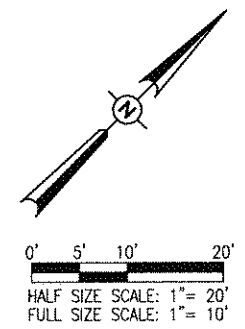
1. THE EXISTING TIE DOWNS SHOWN ON THIS SHEET WILL BE REMOVED WHEN THE EXISTING BITUMINOUS PAVEMENT IS REMOVED. THE CONTRACTOR WILL DISPOSE OF THE EXISTING TIE DOWN OFF THE AIRPORT SITE IN A LEGAL MANNER.
2. THE REMOVAL OF THE EXISTING TIE DOWNS WILL BE PAID FOR UNDER ITEM: AR510900 "REMOVE TIE DOWN" _____ PER EACH.

INLET REMOVAL NOTES

1. THERE IS A HOME MADE INLET IN THE EDGE OF THE EXISTING APRON THAT WILL BE REMOVED AS PART OF THE PROPOSED BITUMINOUS PAVEMENT REMOVAL. A METAL PIPE DRAINS THIS HOME MADE INLET. THE CONTRACTOR WILL EXCAVATE THE EXISTING METAL PIPE AT THE LOCATION OF THE PROPOSED INLET. THE CONTRACTOR WILL CUT THE PIPE AT THIS LOCATION AND REMOVE THE INLET AND THE SECTION OF METAL PIPE BETWEEN THE INLET AND WHERE THE PIPE WAS CUT. THE CONTRACTOR WILL DISPOSE OF THE REMOVED INLET AND PIPE OFF THE AIRPORT SITE IN A LEGAL MANNER.
2. THE REMOVAL OF THE INLET AND SECTIONS OF PIPE WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE PROPOSED BITUMINOUS PAVEMENT REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

LEGEND

- [Hatched Box] EXISTING IMPROVEMENTS
- [Solid Box] EXISTING BUILDING
- [Dotted Box] EXISTING AUTO PARKING LOT
- [Hatched Box] PROPOSED BITUMINOUS PAVEMENT MILLING
- [Dotted Box] PROPOSED PAVEMENT REMOVAL



DATE	REVISION

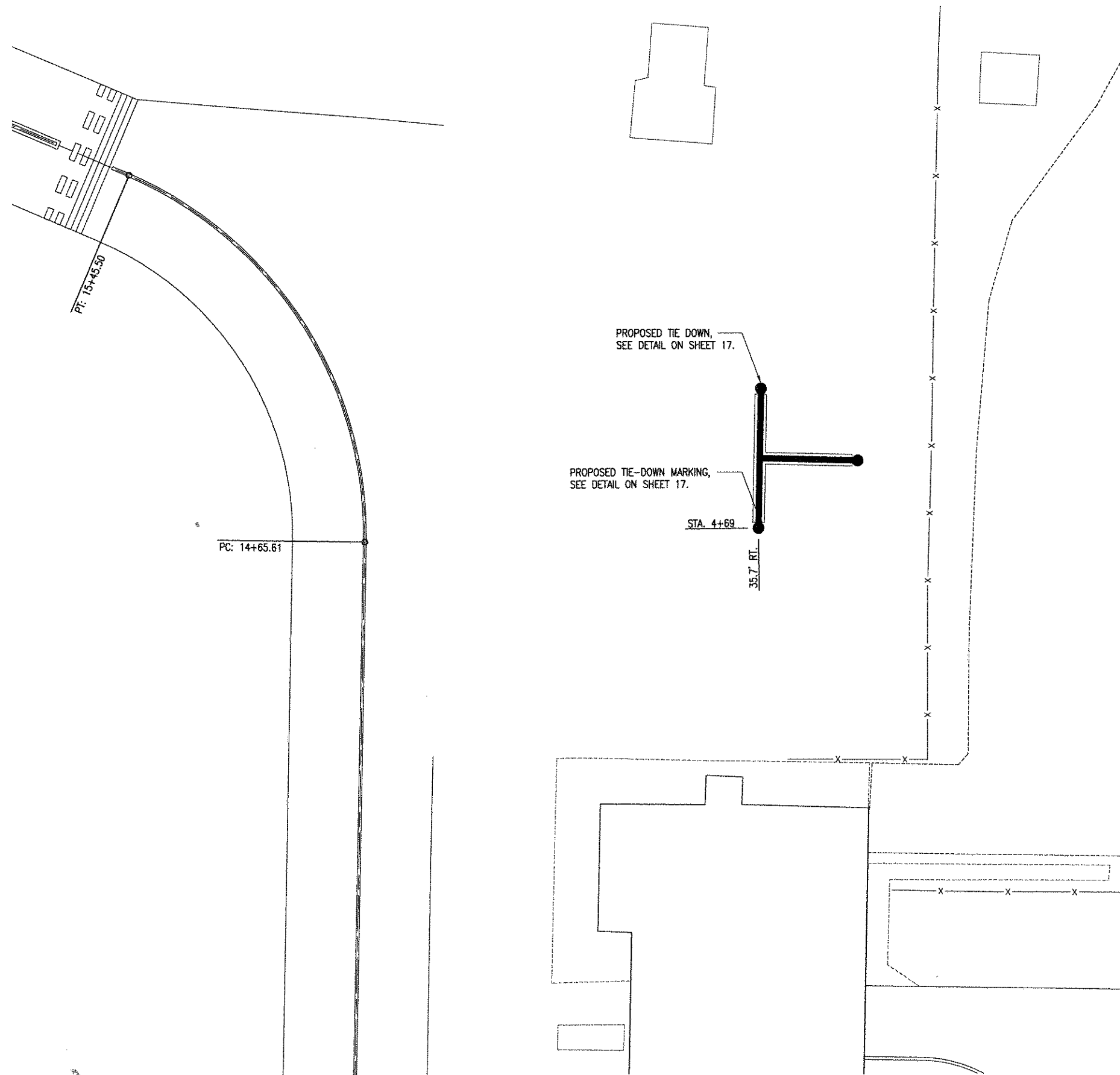
MONMOUTH MUNICIPAL AIRPORT
 MONMOUTH, ILLINOIS

IL PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4

Hanson Proj. No. 11A0085	Drawn: MDR	03/27/12
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REHABILITATE
 APRONS AND TAXIWAY
 PROPOSED PAVEMENT
 PREPARATION PLAN
 FOR EAST APRON



MARKING NOTES

THE TIE-DOWN MARKING WILL BE SOLID AND YELLOW IN COLOR.

ALL PROPOSED MARKING WILL BE LOCATED AS SHOWN ON THIS SHEET.

ALL PROPOSED YELLOW MARKING WILL HAVE A REFLECTIVE MEDIA APPLIED IN ACCORDANCE WITH THE SPECIFICATIONS.

CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.

ALL PROPOSED MARKING SHALL HAVE A 6 INCH WIDE (MIN.) BLACK BORDER.

BLACK BORDER WILL NOT REQUIRE REFLECTIVE MEDIA.

ALL PROPOSED MARKING WILL BE PAINTED WITH TWO APPLICATIONS AT A RATE OF 115 S.F./GAL. MAXIMUM PER THE SUPPLEMENTAL SPECIFICATIONS.

ALL PROPOSED MARKING ITEMS WILL BE PAID FOR UNDER ITEMS:
 AR620520 "PAVEMENT MARKING-WATERBORNE" _____ PER S.F.
 AR620525 "PAVEMENT MARKING-BLACK BORDER" _____ PER S.F.

TIE DOWN NOTES

NEW TIE DOWNS WILL BE INSTALLED IN ACCORDANCE WITH DETAIL "B" ON SHEET 17 AT THE LOCATION SHOWN ON THIS SHEET.

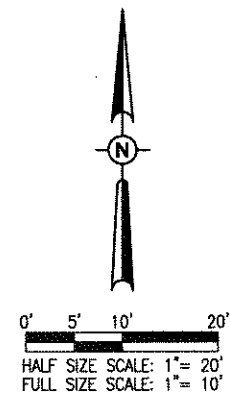
THE PERIMETER OF EACH PROPOSED TIE DOWN SHALL BE SAWED.

TIE DOWN CASTINGS SHALL BE NEENAH R-3490A OR EQUAL.

CONCRETE SHALL MEET THE REQUIREMENTS OF 610 - STRUCTURAL CONCRETE.

THE PROPOSED TIE DOWN MARKING WILL BE IN ACCORDANCE WITH THE DETAIL ON SHEET 17 AND THE SPECIFICATIONS.

THE TIE DOWNS WILL BE PAID FOR UNDER ITEM:
 AR510510 "TIE DOWN" _____ PER EACH.

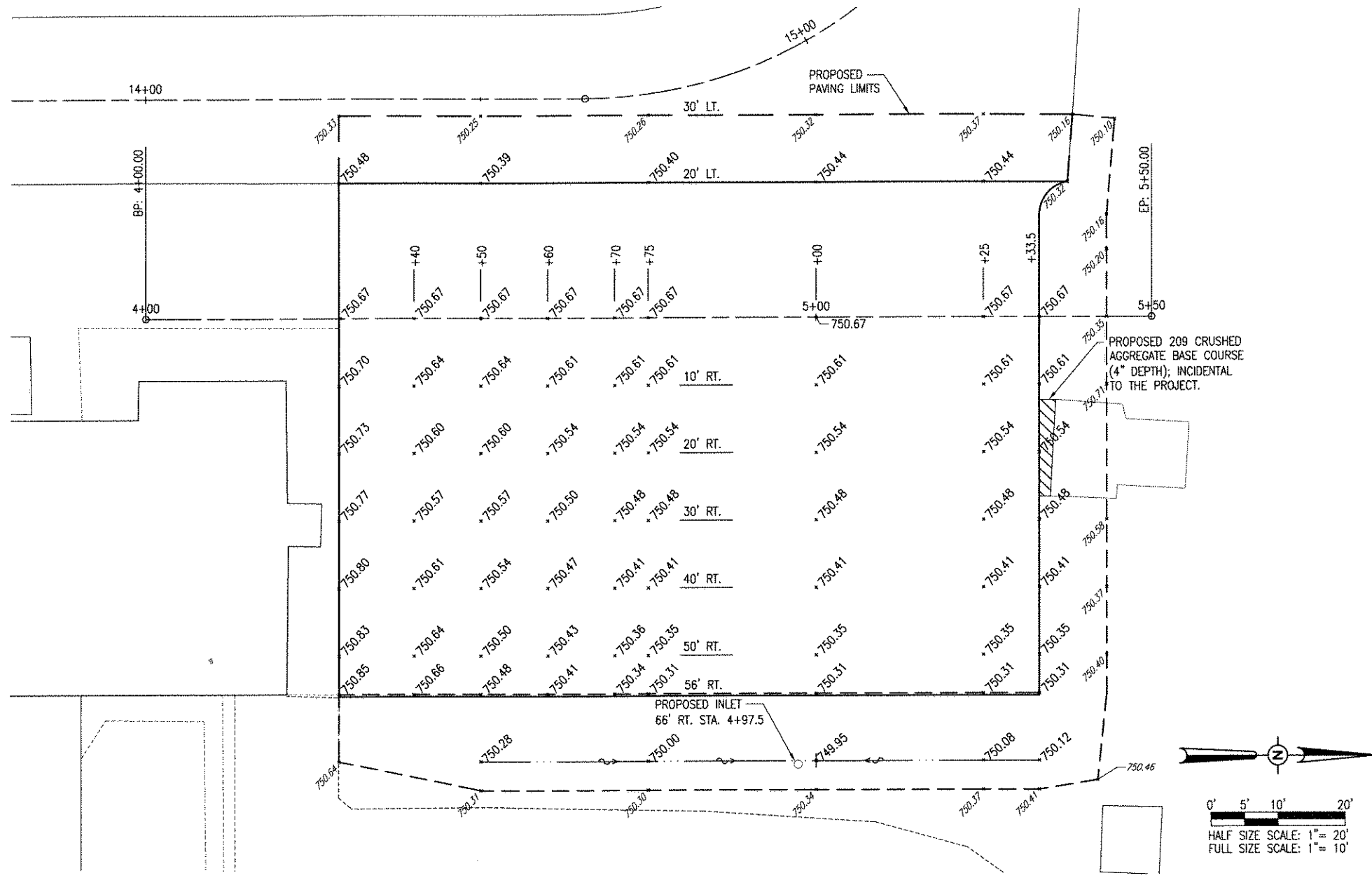


LEGEND

- EXISTING PAVEMENT
- EXISTING MARKING
- PROPOSED MARKING
- PROPOSED TIE DOWN

REHABILITATE APRONS AND TAXIWAY PROPOSED MARKING PLAN FOR EAST APRON	24 <small>24 of 27 sheets</small>	HANSON <small>Copyright Hanson Professional Services Inc. 2013 Hanson Professional Services Inc. 1525 South Sixth Street Springfield, Illinois 62703-2886 Ph: (217) 788-2450 Fax: (217) 788-2503 www.hanson-inc.com Offices Nationwide</small>	<small>Hanson Proj. No. 11A0085 Filename: C-151-MRK.DWG Scale: 1" = 10' Date: 04/24/13</small> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>LAYOUT</td> <td>CAH</td> <td>03/04/13</td> </tr> <tr> <td>DRAWN</td> <td>BAK</td> <td>03/06/13</td> </tr> <tr> <td>REVIEWED</td> <td>CAH</td> <td>04/22/13</td> </tr> </table>	LAYOUT	CAH	03/04/13	DRAWN	BAK	03/06/13	REVIEWED	CAH	04/22/13	MONMOUTH MUNICIPAL AIRPORT MONMOUTH, ILLINOIS BLOCK GRANT PROJ.: 3-17-0069-B4 I.L. PROJ.: C66-4176	REVISION DATE
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901 SEEDING NOTES

THE PROPOSED SEEDING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 901 "SEEDING" AS STATED ON PAGE 319 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

ALL DISTURBED AREAS LOCATED WITHIN THE PROPOSED GRADING AND SEEDING LIMITS WILL BE SEEDED IN ACCORDANCE WITH THE ABOVE NOTED SPECIFICATION. ALL AREAS OUTSIDE THE DESIGNATED GRADING AND SEEDING LIMITS WILL ALSO BE SEEDED BUT AT THE CONTRACTOR'S OWN EXPENSE.

ALL MATERIALS AND/OR DEBRIS RESULTING FROM THE SEEDING OPERATIONS WILL BE REMOVED FROM THE PAVEMENTS AND MISCELLANEOUS STRUCTURES PRIOR TO OPENING THE RUNWAY.

901-3.4 MAINTENANCE OF SEEDED AREAS. DELETE THE SECOND PARAGRAPH OF THIS SECTION AND ADD THE FOLLOWING:

"THE CONTRACTOR WILL BE REQUIRED TO ESTABLISH A GOOD STAND OF GRASS OF UNIFORM COLOR AND DENSITY TO THE SATISFACTION OF THE RESIDENT ENGINEER. IF AT THE TIME WHEN THE CONTRACT HAS BEEN OTHERWISE COMPLETED, IT IS NOT POSSIBLE TO MAKE AN ADEQUATE DETERMINATION OF COLOR, DENSITY, AND UNIFORMITY OF SUCH STAND OF GRASS, THE ITEM OF WORK WILL BE REVIEWED AT A LATER DATE DETERMINED BY THE ILLINOIS DIVISION OF AERONAUTICS."

DATE SEEDING COMPLETED _____

THE PROPOSED SEEDING WILL BE PAID FOR UNDER ITEMS:
AR901510 SEEDING _____ PER ACRES

908 MULCHING NOTES

THE PROPOSED MULCHING SHALL BE ACCOMPLISHED IN ACCORDANCE WITH ITEM 908 "MULCHING" AS STATED ON PAGE 330 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.

THIS ITEM SHALL CONSIST OF THE FURNISHING, TRANSPORTING, AND PLACING MULCH OVER THE SEEDED AREA. DISTURBED AREAS OUTSIDE THE GRADING LIMITS SHALL ALSO BE MULCHED AND PARTICIPATION WILL BE THE SAME AS FOR SEEDED AREAS.

908-2.1 MULCH MATERIAL: THE CONTRACTOR MAY EITHER FURNISH STRAW OR HYDROMULCH AS THE TYPE OF MULCH MATERIAL TO BE USED ON THIS PROJECT.

908-3.1 MULCHING: THE HYDRAULIC MULCH SHALL BE APPLIED AS A SLURRY OF 2,500 POUNDS OF MULCH AND NOT LESS THAN 2,500 GALLONS OF WATER PER ACRE.

908-3.4 STRUCTURE CLEANING: AFTER THE PROPOSED MULCH HAS BEEN APPLIED, THE CONTRACTOR WILL CLEAN THE MULCH OFF ALL STRUCTURES (DRAINAGE, ELECTRICAL, LIGHTS, ETC.).

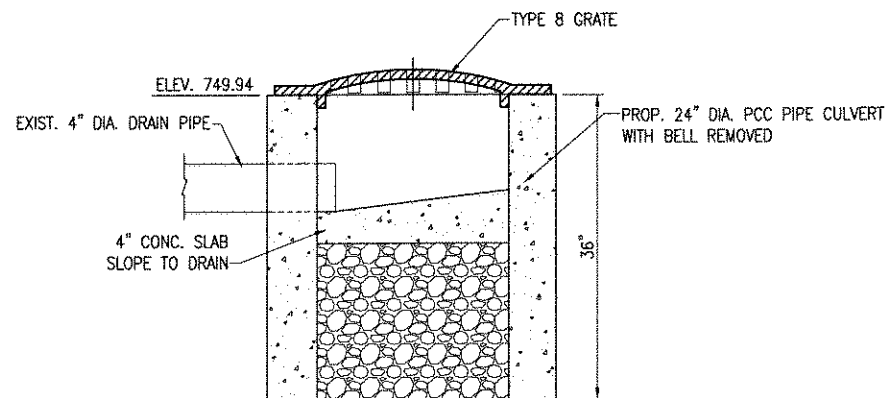
DATE MULCHING COMPLETED _____

THE PROPOSED MULCHING WILL BE PAID FOR UNDER ITEMS:
AR908510 MULCHING _____ PER ACRES

SHOULDER ADJUSTMENT

AFTER THE PROPOSED BITUMINOUS PAVEMENT HAS BEEN PLACED, THE CONTRACTOR WILL ADD TOPSOIL MATERIAL TO THE VARIOUS UNPAVED AREAS TO RAISE THE GRADE IN THESE AREAS TO PROVIDE ADEQUATE DRAINAGE FROM THEM. THE CONTRACTOR WILL LIME, FERTILIZE, AND SEED THE DISTURBED AREA. AFTER THE SEEDING HAS BEEN COMPLETED, THE CONTRACTOR WILL COVER THE DISTURBED AREAS WITH MULCH. THE TILING OF THE EXISTING SOD AREA, AND ADDITIONAL TOPSOIL MATERIAL WILL BE CONSIDERED AS AN INTRICATE PART OF THE PROPOSED SHOULDER ADJUSTMENT, AND WILL NOT BE PAID FOR SEPARATELY.

THE MATERIAL FOR THE PROPOSED EARTH SHOULDERS WILL BE PAID FOR UNDER:
ITEM AR152480 "SHOULDER ADJUSTMENT" _____ PER S.Y.



PROPOSED INLET DETAIL
"NOT TO SCALE"

INLET NOTES

INLET TO BE CONSTRUCTED OF STRUCTURAL P.C. CONCRETE. THE CONTRACT UNIT PRICE PER INLET SHALL INCLUDE THE FRAME, GRATE AND STEPS IN PLACE AND COMPLETE PER UNIT.

1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS OF INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALLS.

THE FRAME AND GRATE SHALL BE NEENAH R-4340-B, EAST JORDAN 6527 OR EQUAL.

THE DEPTH OF THE STRUCTURE WILL BE AT LEAST 36".

LEGEND

- EXISTING IMPROVEMENTS
- PROPOSED IMPROVEMENTS
- PROPOSED DRAINAGE DITCH
- EXISTING GRADE
- PROPOSED GRADE
- PROPOSED GRADING AND SEEDING LIMITS
- PROPOSED PAVING LIMITS

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	DATE			
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IL PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0069-B4				
Hanson Proj. No. 11A0085				
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REHABILITATE APRONS AND TAXIWAY		PROPOSED EAST APRON STAKING PLAN		
25				
25 of 27 sheets				

DATE	REVISION
05/10/13	REVISED AS PER IDA COMMENTS

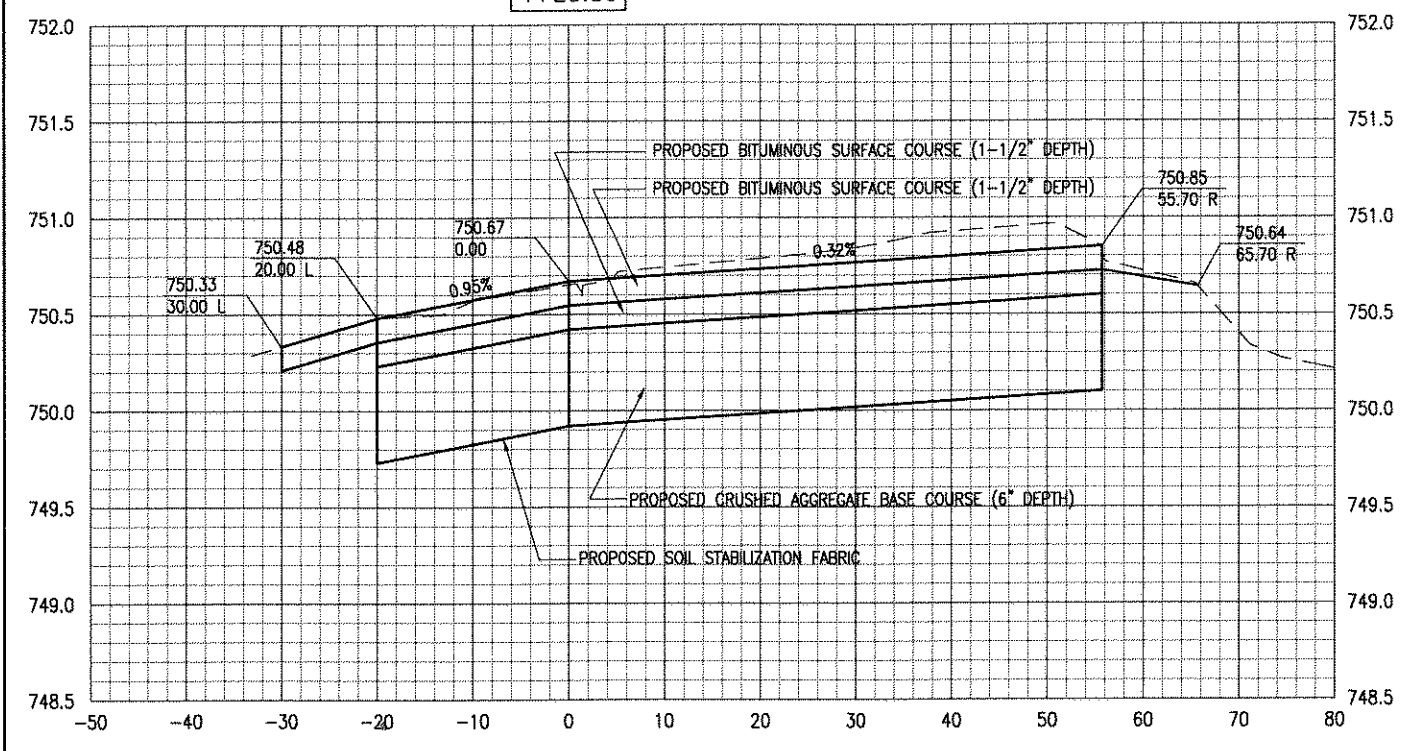
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IL PROJ.: C66-4176 BLOCK GRANT PROJ.: 3-17-0068-B4

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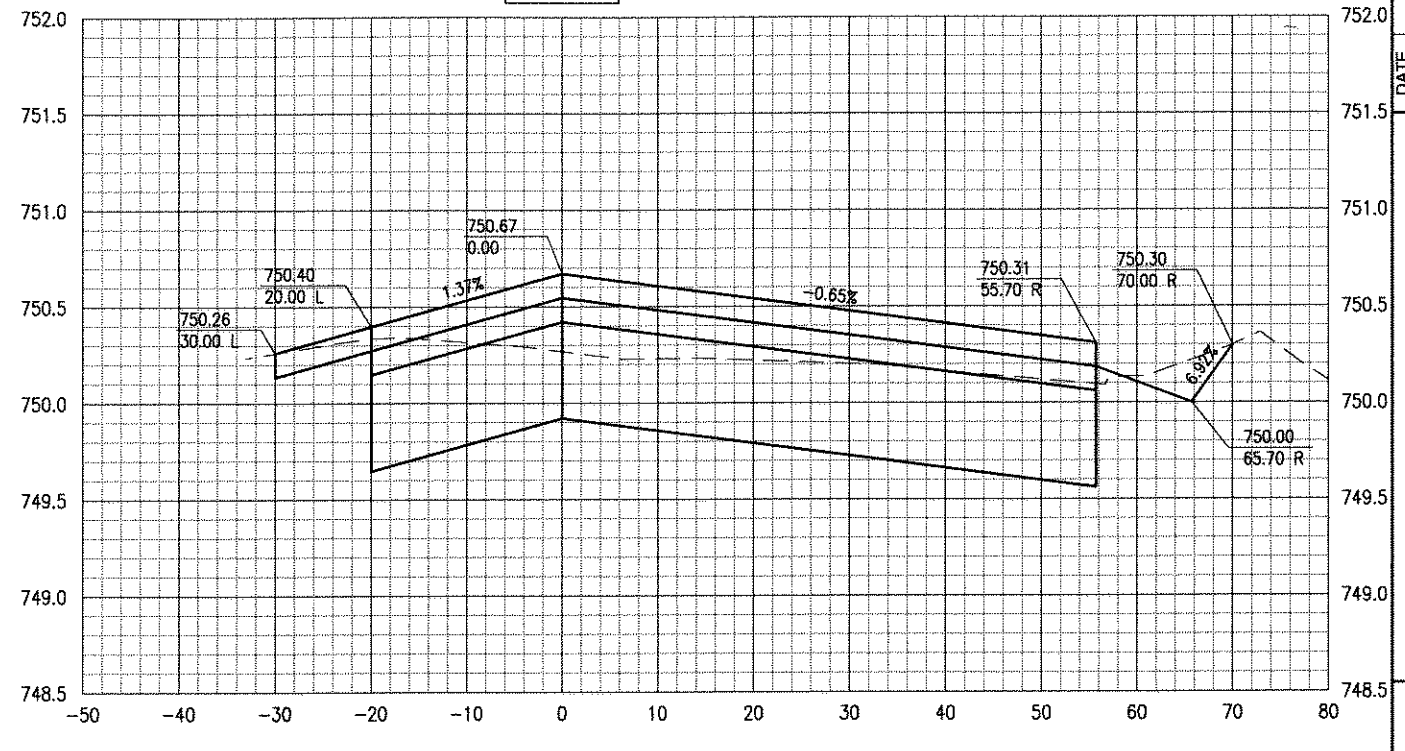
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REHABILITATE
APRONS AND TAXIWAY
PROPOSED CROSS-SECTIONS
FOR EAST APRON STA. 4+25
TO STA. 4+75

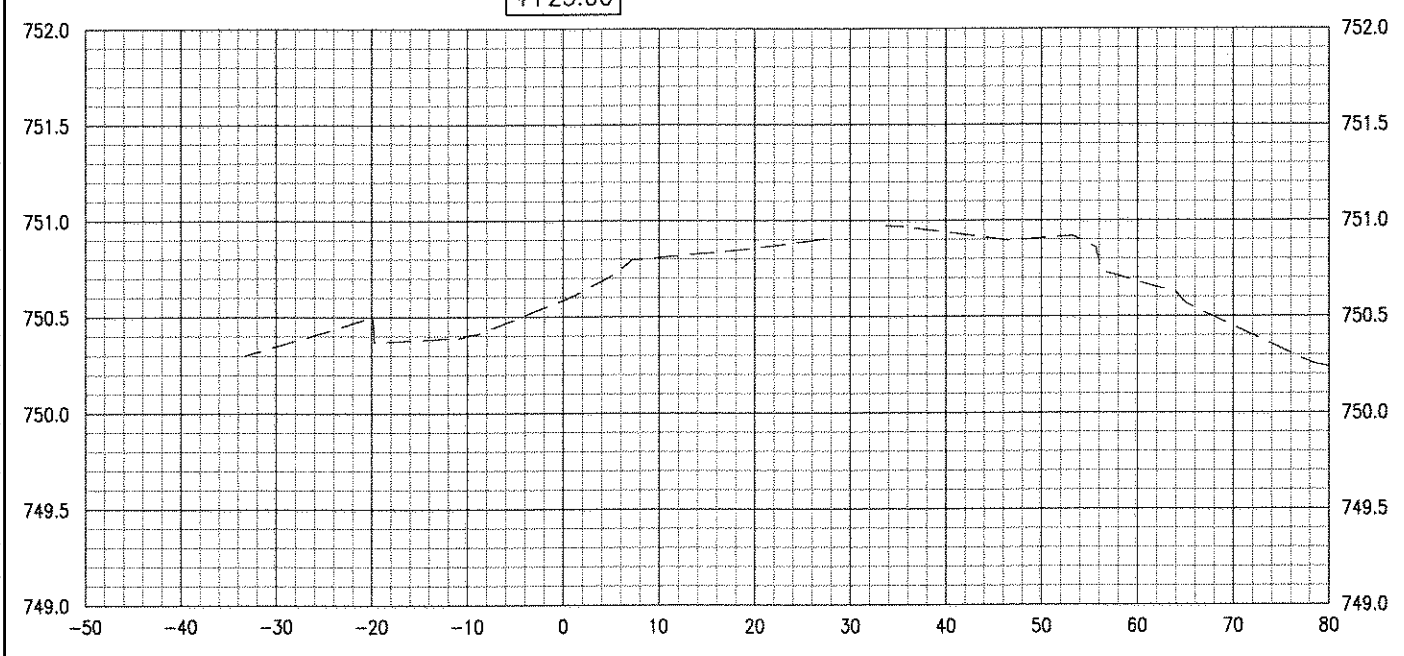
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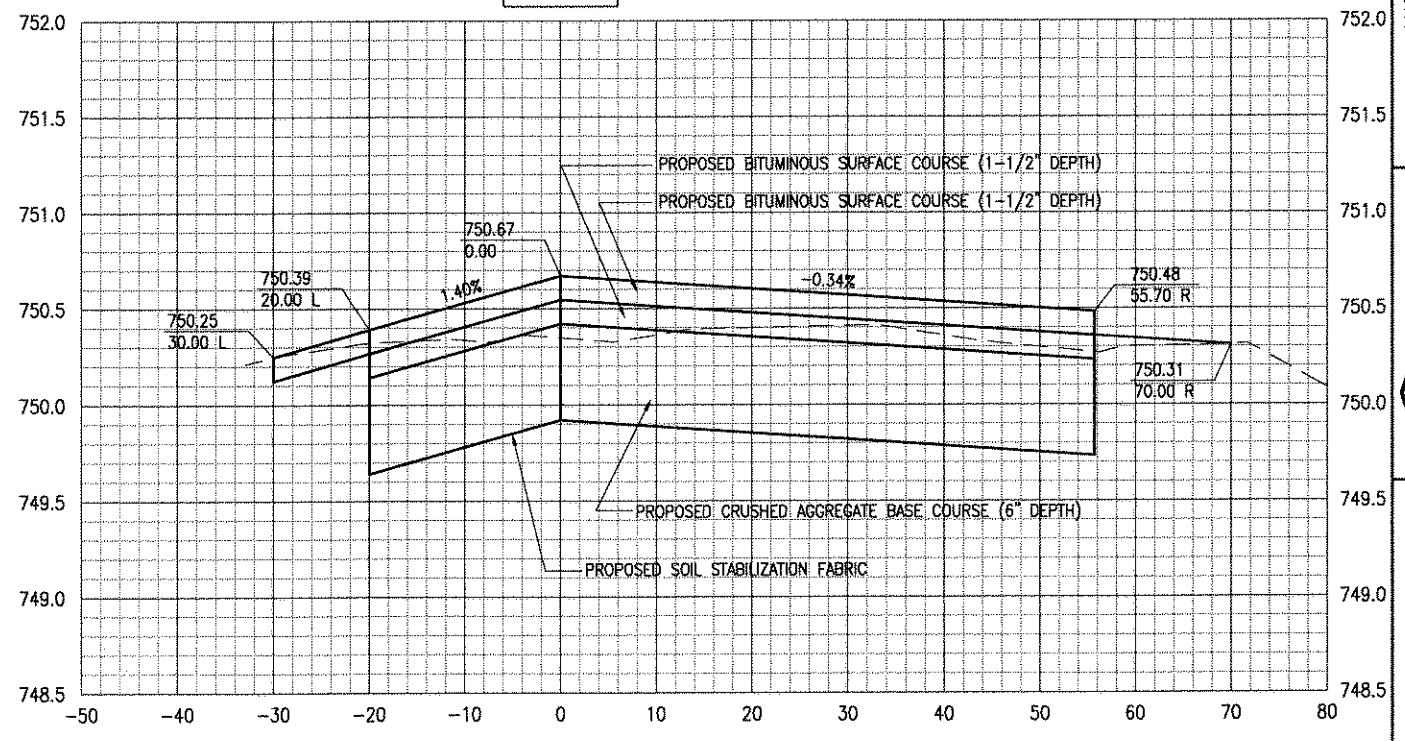
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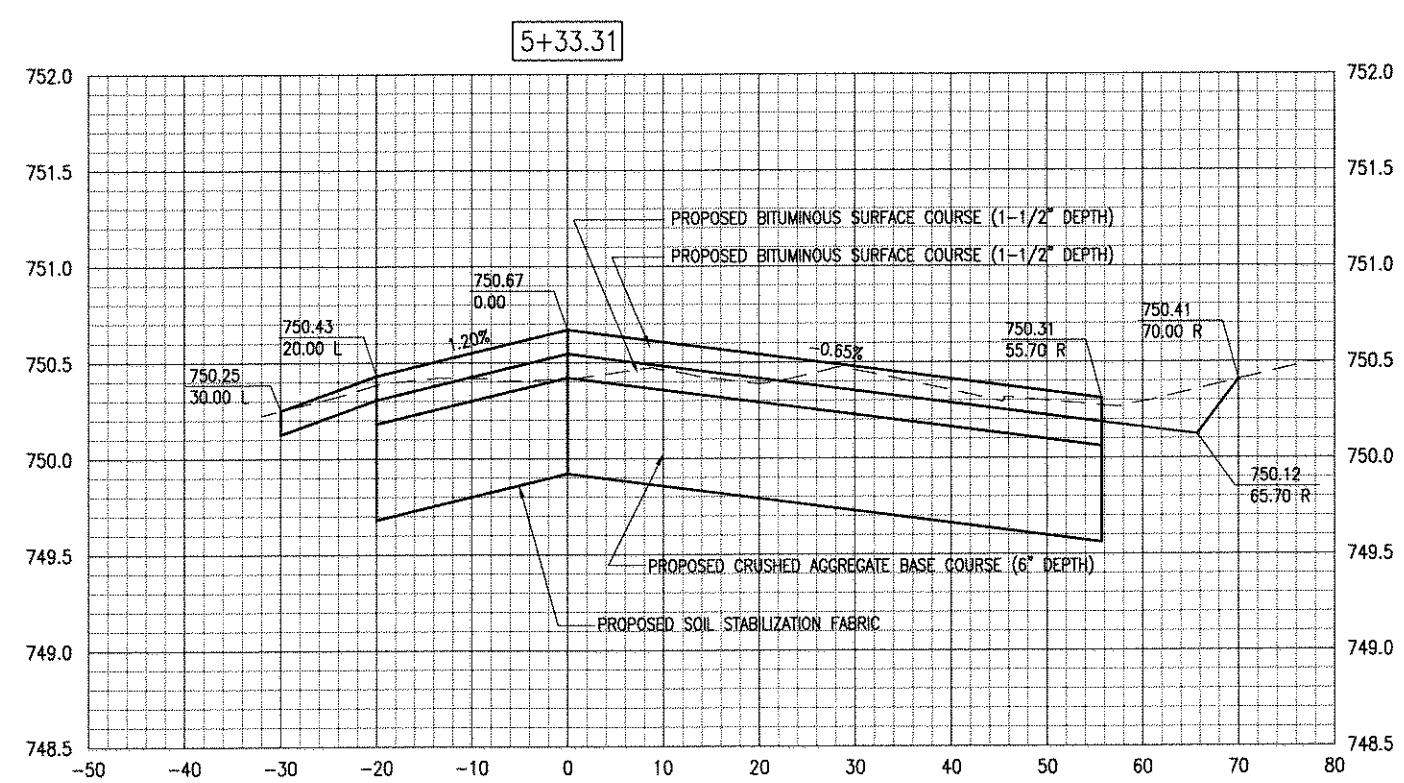
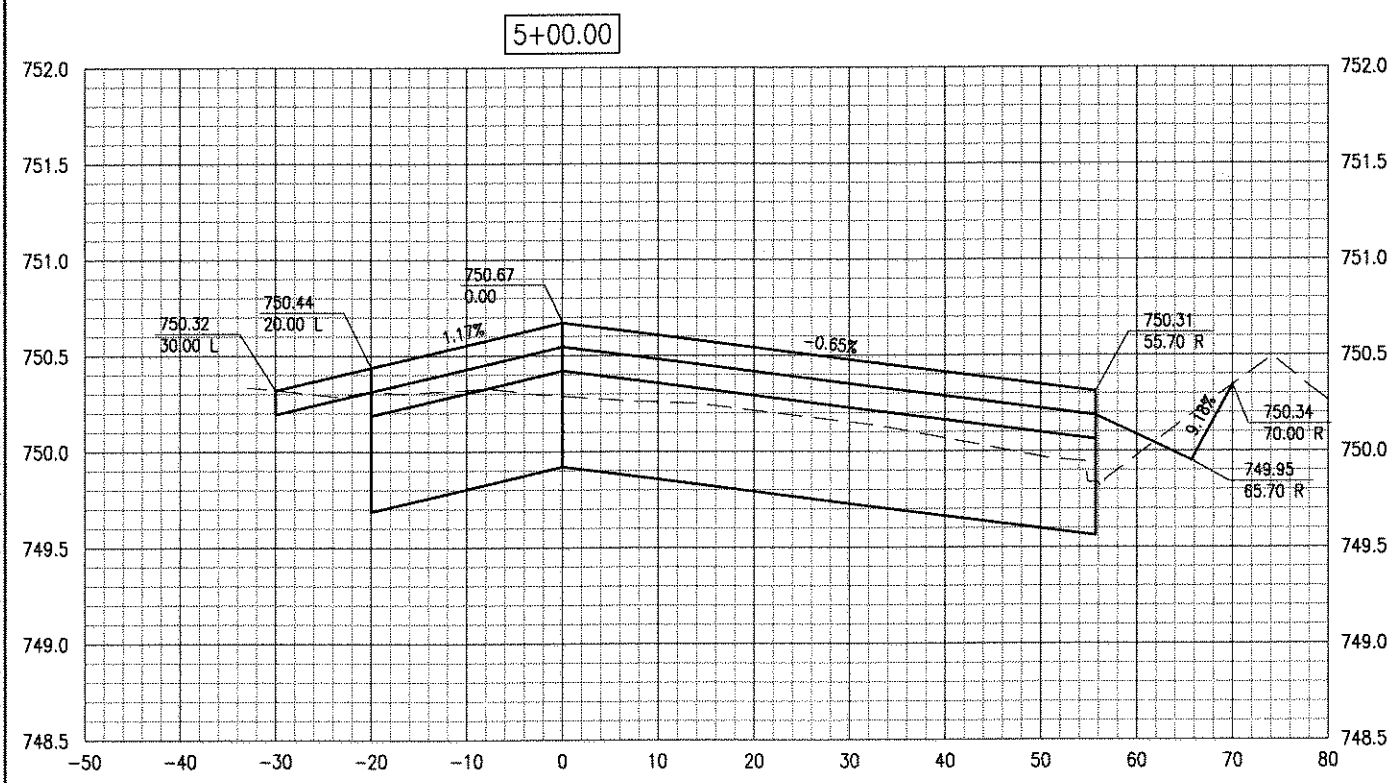
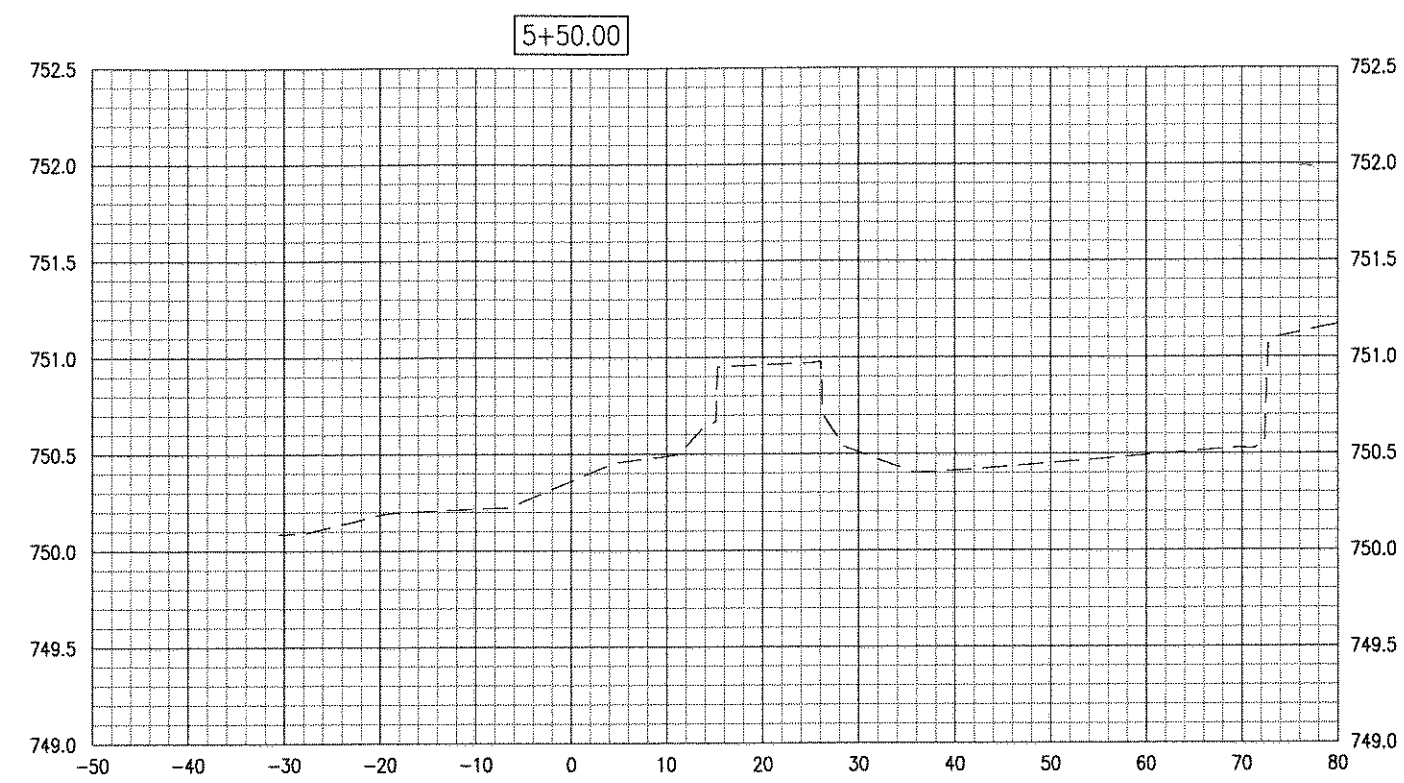
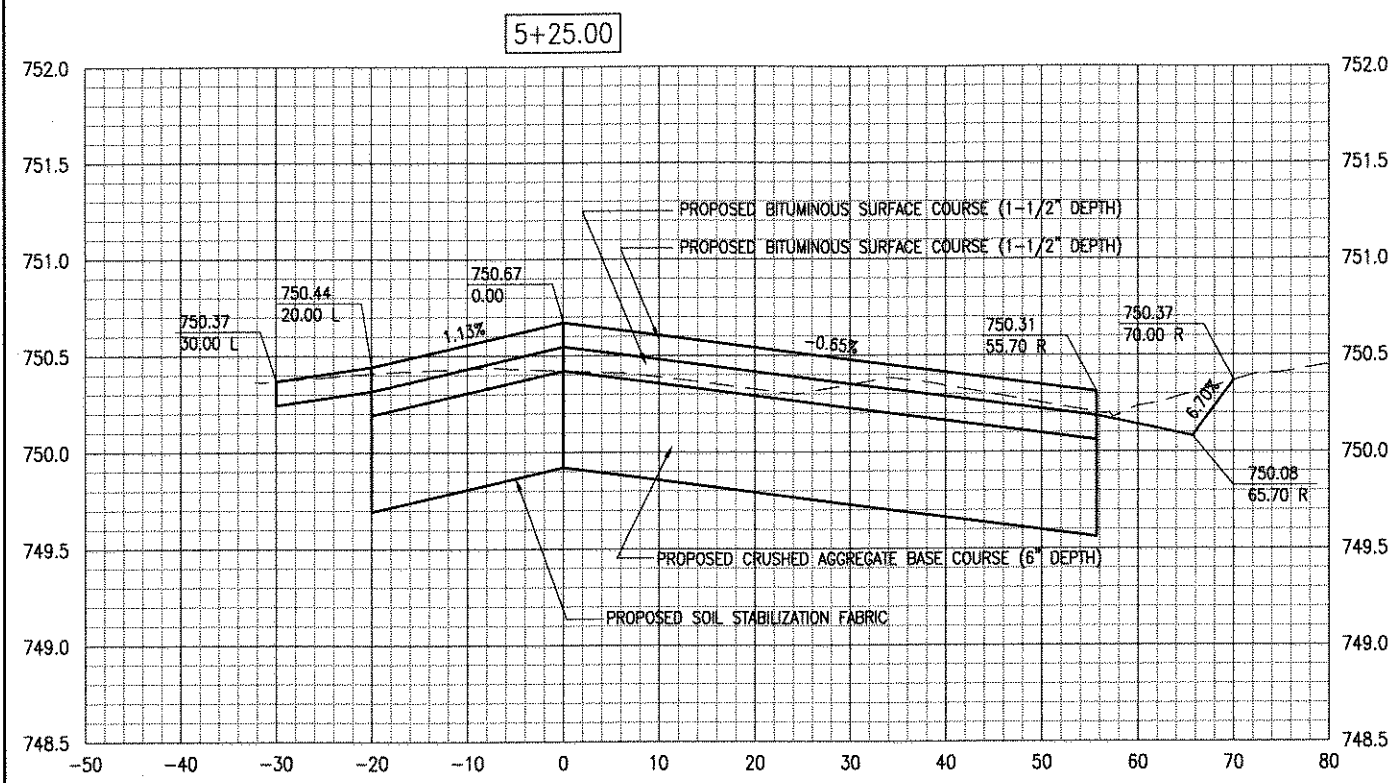
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DATE	REVISION
05/10/13	REVISED AS PER IDA COMMENTS

MONMOUTH MUNICIPAL AIRPORT
 MONMOUTH, ILLINOIS
 BLOCK GRANT PROJ.: 3-17-0069-B4
 I.L. PROJ.: C66-4176

LAYOUT	JEO	02/04/13
DRAWN	JEO	02/04/13
REVIEWED	CAH	04/22/13

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