

SCOPE OF WORK

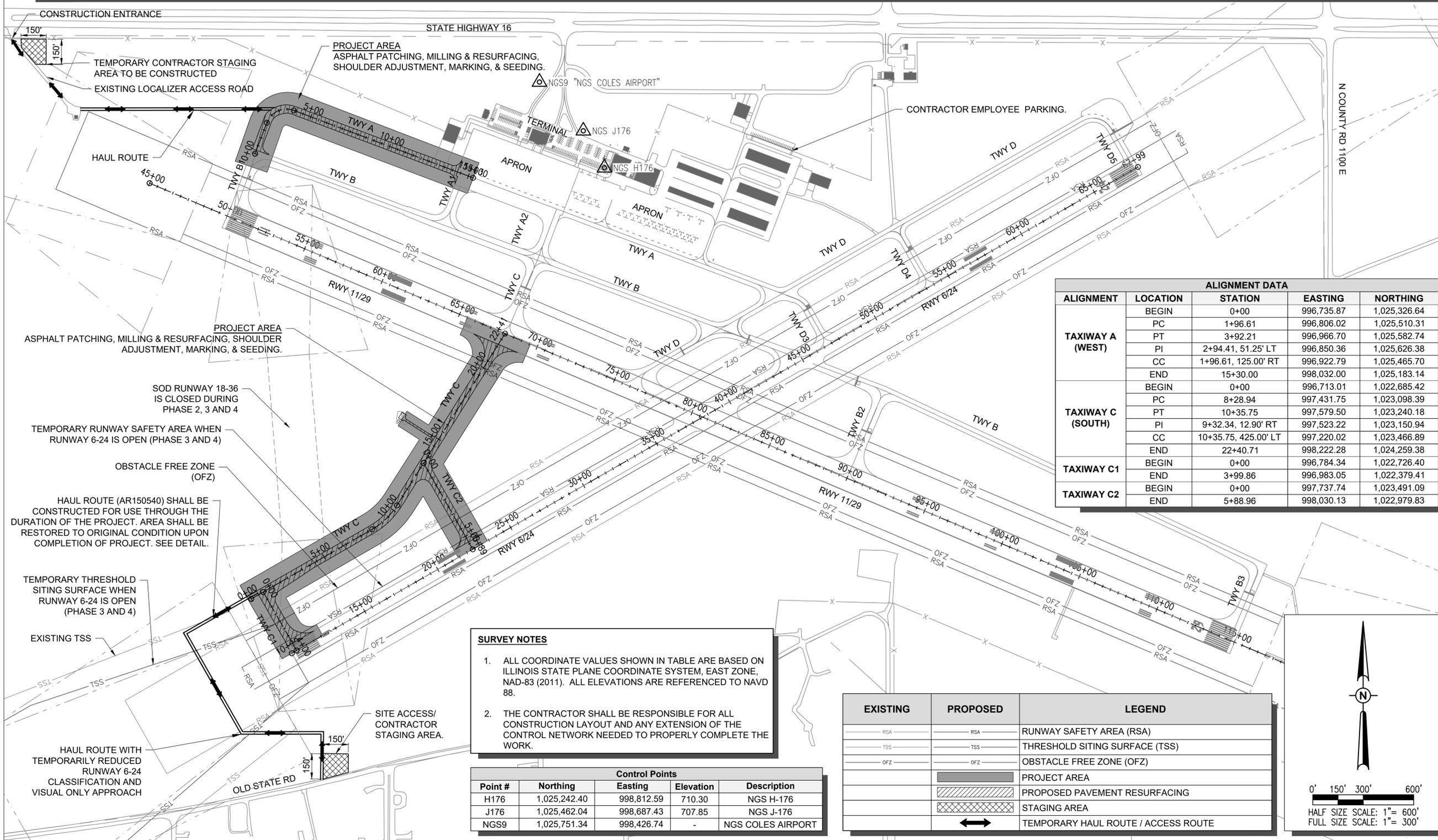
PROJECT CONSISTS OF VARIABLE DEPTH ASPHALT MILLING, HMA OVERLAY, HMA PATCHING, HMA CRACK SEALING, WATERBORNE AND PREFORMED THERMOPLASTIC AIRFIELD MARKING, SHOULDER ADJUSTMENT, SEEDING, AND MULCHING ON TAXIWAY C1, TAXIWAY C2, A PORTION OF TAXIWAY A, AND A PORTION OF TAXIWAY C.

GENERAL

1. THE COLES COUNTY MEMORIAL AIRPORT IS A FAA PART 139, NON-TOWER CONTROLLED, GENERAL AVIATION AIRPORT COMPRISED OF TWO PAVED RUNWAYS AND ONE SOD SHORT TAKEOFF AND LANDING (STOL) RUNWAY.
2. THE PROPOSED CONSTRUCTION WILL REQUIRE THE PERIODIC CLOSURES OF RUNWAY 6-24, RUNWAY 11-29, RUNWAY 18-36, TAXIWAY A WEST OF APRON, TAXIWAY C SOUTH OF RUNWAY 11-29, AND TAXIWAY C1 AND C2.
3. WHEN OPEN DURING PHASE 3 AND 4, RUNWAY 6-24 WILL BE TEMPORARILY REDUCED VIA NOTAM TO CATEGORY B, GROUP-II, WITH A VISUAL-ONLY APPROACH TO RUNWAY 6.

AIRFIELD SAFETY

1. AIRFIELD SAFETY SHALL BE HELD PARAMOUNT AT ALL TIMES. ANY INDIVIDUALS RESPONSIBLE FOR INCURSIONS OR POTENTIAL INCURSIONS WITH AIR TRAFFIC DUE TO NON-COMPLIANCE WITH REQUIREMENTS SET FORTH IN THESE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT EDITION) WILL BE SUBJECT TO AN IMMEDIATE SUSPENSION OF DRIVING PRIVILEGES ON THE AIRPORT OR A COMPLETE RESTRICTION FROM ENTERING THE AIR OPERATIONS AREA ALTOGETHER. THE AIRPORT MANAGER OR RESIDENT ENGINEER/TECHNICIAN MAY STOP THE WORK AT ANY TIME THEY BELIEVE AIRFIELD SAFETY IS BEING COMPROMISED.
2. AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES SHALL BE ALLOWED WITHIN THE PROJECT LIMITS. GATES SHALL BE CLOSED AT ALL TIMES UNLESS THE CONTRACTOR IS IN A CONTINUOUS HAULING OPERATIONS, DURING WHICH TIME HE WILL PROVIDE A PERSON TO MONITOR THE GATE AREA.
3. RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHz) ANY TIME THERE ARE WORKERS OR EQUIPMENT ON THE AIRFIELD.



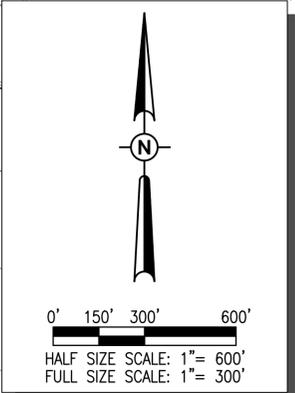
ALIGNMENT DATA				
ALIGNMENT	LOCATION	STATION	EASTING	NORTHING
TAXIWAY A (WEST)	BEGIN	0+00	996,735.87	1,025,326.64
	PC	1+96.61	996,806.02	1,025,510.31
	PT	3+92.21	996,966.70	1,025,582.74
	PI	2+94.41, 51.25' LT	996,850.36	1,025,626.38
	CC	1+96.61, 125.00' RT	996,922.79	1,025,465.70
TAXIWAY C (SOUTH)	BEGIN	0+00	996,713.01	1,022,685.42
	PC	8+28.94	997,431.75	1,023,098.39
	PT	10+35.75	997,579.50	1,023,240.18
	PI	9+32.34, 12.90' RT	997,523.22	1,023,150.94
	CC	10+35.75, 425.00' LT	997,220.02	1,023,466.89
TAXIWAY C1	BEGIN	0+00	996,784.34	1,022,726.40
	END	3+99.86	996,983.05	1,022,379.41
TAXIWAY C2	BEGIN	0+00	997,737.74	1,023,491.09
	END	5+88.96	998,030.13	1,022,979.83

SURVEY NOTES

1. ALL COORDINATE VALUES SHOWN IN TABLE ARE BASED ON ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD-83 (2011). ALL ELEVATIONS ARE REFERENCED TO NAVD 88.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL CONSTRUCTION LAYOUT AND ANY EXTENSION OF THE CONTROL NETWORK NEEDED TO PROPERLY COMPLETE THE WORK.

Control Points				
Point #	Northing	Easting	Elevation	Description
H176	1,025,242.40	998,812.59	710.30	NGS H-176
J176	1,025,462.04	998,687.43	707.85	NGS J-176
NGS9	1,025,751.34	998,426.74	-	NGS COLES AIRPORT

EXISTING	PROPOSED	LEGEND
---	---	RUNWAY SAFETY AREA (RSA)
---	---	THRESHOLD SITING SURFACE (TSS)
---	---	OBSTACLE FREE ZONE (OFZ)
	▨	PROJECT AREA
	▨	PROPOSED PAVEMENT RESURFACING
	▨	STAGING AREA
	↔	TEMPORARY HAUL ROUTE / ACCESS ROUTE



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923
SBG Project No: 3-17-SBGP-TBD
Contract No. CO070

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 03/25/2022
PROJECT NO: 21A0092
CAD FILE: C-101-SOW.DWG
DESIGN BY: LDH 02/22/2022
DRAWN BY: HLE 02/22/2022
REVIEWED BY:

SHEET TITLE

SCOPE OF WORK

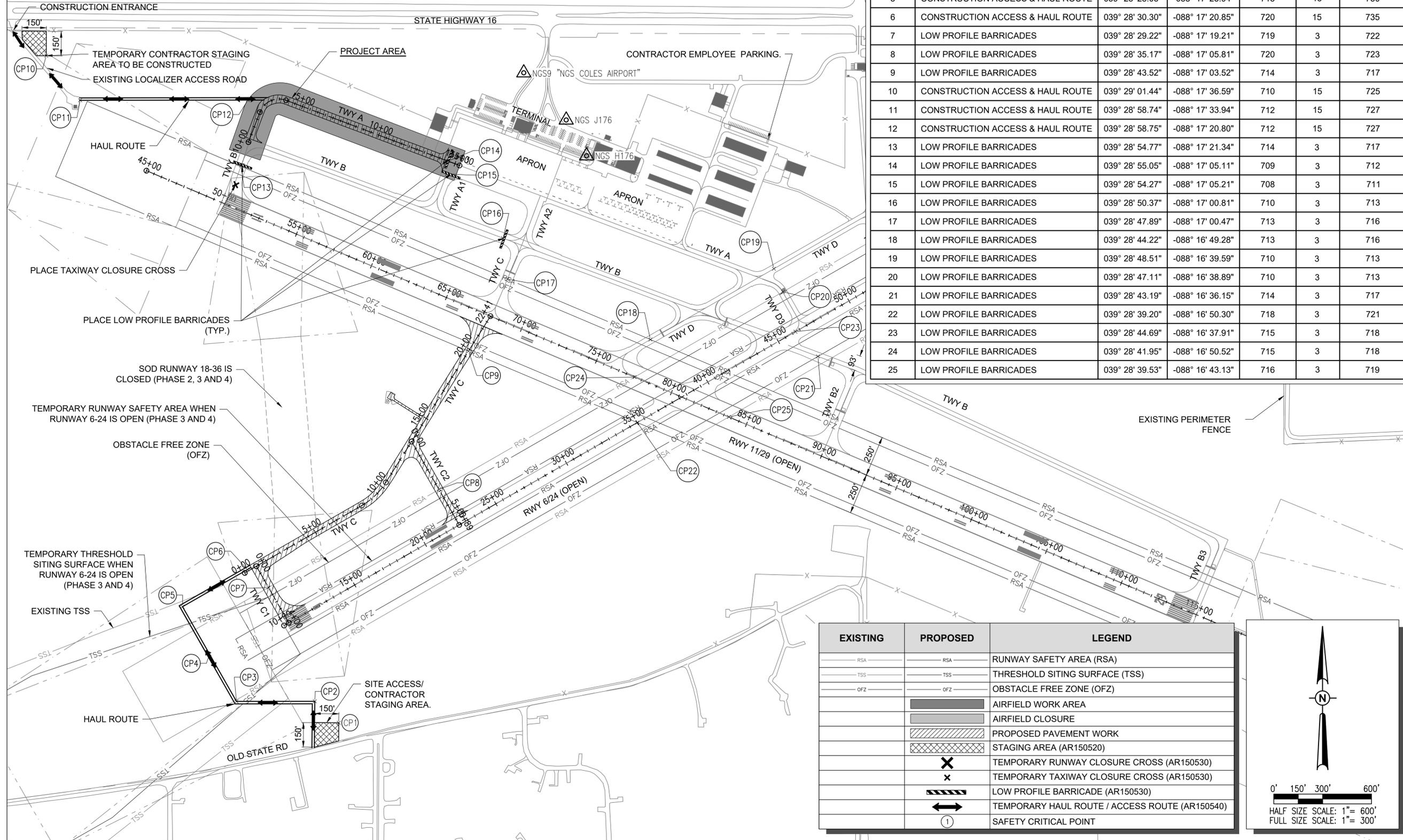
PHASE 1 NOTES

WORK TO BE COMPLETED:
ASPHALT MILLING, PATCHING, CRACK SEALING, PAVING, MARKING AND SHOULDER ADJUSTMENT.

AIRFIELD CLOSURES AND CHANGES:

- ALL RUNWAYS WILL REMAIN OPEN.
- TAXIWAY A WEST OF THE APRON, TAXIWAY B WEST OF TAXIWAY A2, AND CONNECTORS A1 AND B1 WILL BE CLOSED.

CONTROL POINTS						
POINT #	DESCRIPTION	LATITUDE	LONGITUDE	GND ELEV. (MSL)	MAX. EQUIP. HEIGHT (FT)	TOP ELEV. GND + EQUIP. HEIGHT (MSL)
1	CONSTRUCTION STAGING AREA	039° 28' 21.01"	-088° 17' 13.70"	712	15	727
2	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 22.31"	-088° 17' 15.58"	713	15	728
3	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 22.31"	-088° 17' 21.71"	714	15	729
4	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 25.18"	-088° 17' 23.83"	712	15	727
5	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 28.05"	-088° 17' 25.94"	715	15	730
6	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 30.30"	-088° 17' 20.85"	720	15	735
7	LOW PROFILE BARRICADES	039° 28' 29.22"	-088° 17' 19.21"	719	3	722
8	LOW PROFILE BARRICADES	039° 28' 35.17"	-088° 17' 05.81"	720	3	723
9	LOW PROFILE BARRICADES	039° 28' 43.52"	-088° 17' 03.52"	714	3	717
10	CONSTRUCTION ACCESS & HAUL ROUTE	039° 29' 01.44"	-088° 17' 36.59"	710	15	725
11	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 58.74"	-088° 17' 33.94"	712	15	727
12	CONSTRUCTION ACCESS & HAUL ROUTE	039° 28' 58.75"	-088° 17' 20.80"	712	15	727
13	LOW PROFILE BARRICADES	039° 28' 54.77"	-088° 17' 21.34"	714	3	717
14	LOW PROFILE BARRICADES	039° 28' 55.05"	-088° 17' 05.11"	709	3	712
15	LOW PROFILE BARRICADES	039° 28' 54.27"	-088° 17' 05.21"	708	3	711
16	LOW PROFILE BARRICADES	039° 28' 50.37"	-088° 17' 00.81"	710	3	713
17	LOW PROFILE BARRICADES	039° 28' 47.89"	-088° 17' 00.47"	713	3	716
18	LOW PROFILE BARRICADES	039° 28' 44.22"	-088° 16' 49.28"	713	3	716
19	LOW PROFILE BARRICADES	039° 28' 48.51"	-088° 16' 39.59"	710	3	713
20	LOW PROFILE BARRICADES	039° 28' 47.11"	-088° 16' 38.89"	710	3	713
21	LOW PROFILE BARRICADES	039° 28' 43.19"	-088° 16' 36.15"	714	3	717
22	LOW PROFILE BARRICADES	039° 28' 39.20"	-088° 16' 50.30"	718	3	721
23	LOW PROFILE BARRICADES	039° 28' 44.69"	-088° 16' 37.91"	715	3	718
24	LOW PROFILE BARRICADES	039° 28' 41.95"	-088° 16' 50.52"	715	3	718
25	LOW PROFILE BARRICADES	039° 28' 39.53"	-088° 16' 43.13"	716	3	719



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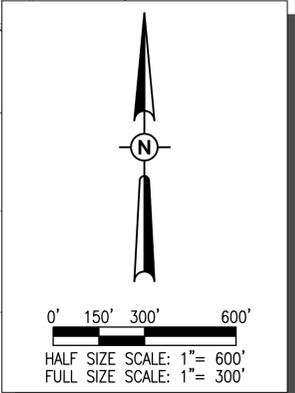
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ISSUE: 03/25/2022
PROJECT NO: 21A0092
CAD FILE: C-102-CSP.DWG
DESIGN BY: LDH 02/22/2022
DRAWN BY: HLE 02/22/2022
REVIEWED BY:

SHEET TITLE

SAFETY PLAN - PHASE 1

EXISTING	PROPOSED	LEGEND
		RUNWAY SAFETY AREA (RSA)
		THRESHOLD SITING SURFACE (TSS)
		OBSTACLE FREE ZONE (OFZ)
		AIRFIELD WORK AREA
		AIRFIELD CLOSURE
		PROPOSED PAVEMENT WORK
		STAGING AREA (AR150520)
		TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
		TEMPORARY TAXIWAY CLOSURE CROSS (AR150530)
		LOW PROFILE BARRICADE (AR150530)
		TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
		SAFETY CRITICAL POINT





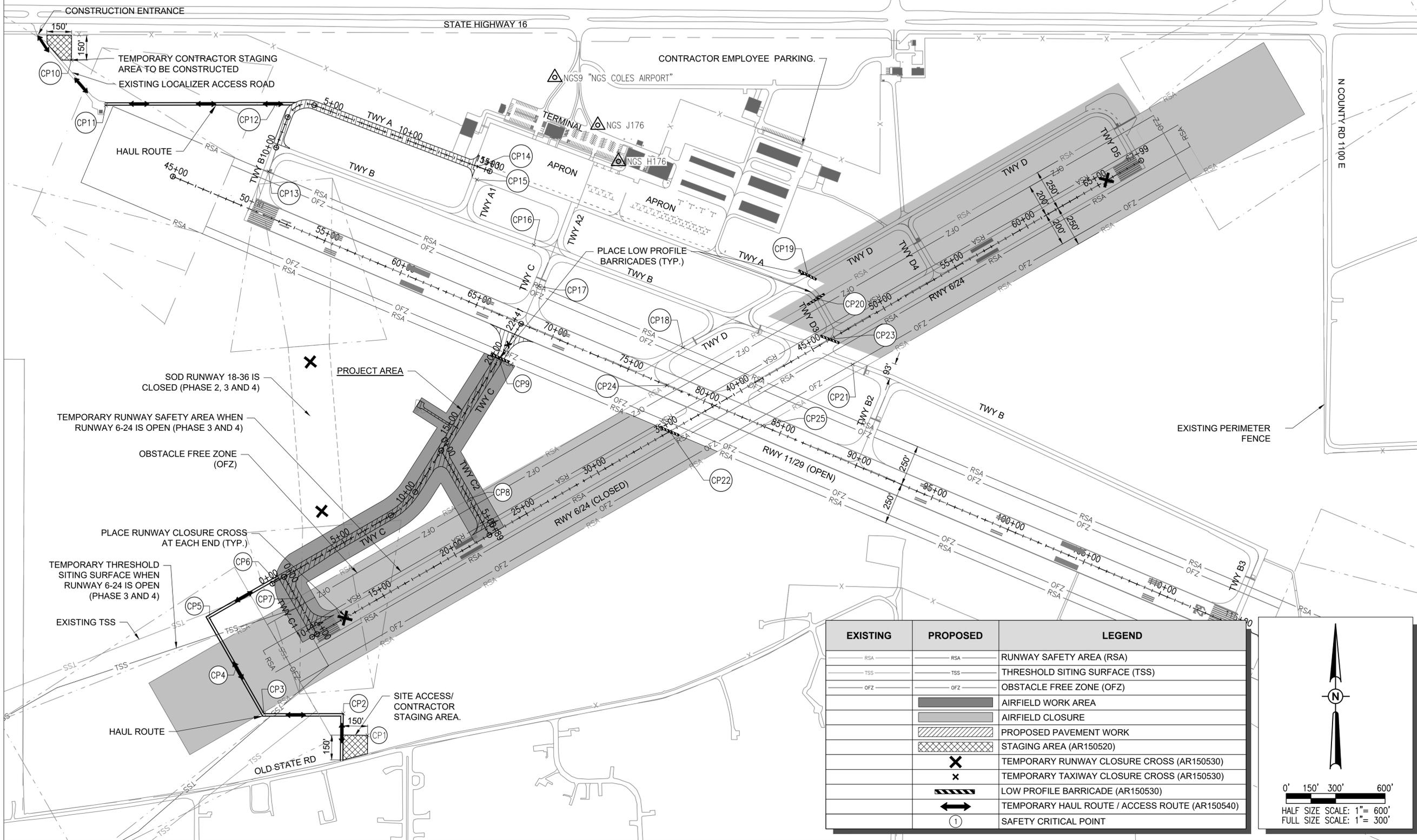
PHASE 2 NOTES

WORK TO BE COMPLETED:

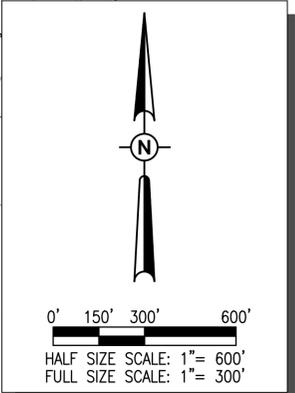
ASPHALT MILLING, PATCHING, 1ST LIFT OF PAVING IN ALL AREAS, 2ND LIFT OF PAVING AND SHOULDER ADJUSTMENT OF TAXIWAY CONNECTORS WITHIN RUNWAY 6-24 OBSTACLE FREE ZONE (200-FEET FROM RUNWAY CENTERLINE).

AIRFIELD CLOSURES AND CHANGES:

1. RUNWAY 11/29 WILL REMAIN OPEN. RUNWAY 6/24 AND 18/36 WILL BE CLOSED.
2. TAXIWAY C SOUTH OF RUNWAY 11/29, AND TAXIWAY D NORTH OF TAXIWAY A, ALONG WITH CONNECTORS C1, C2, D3, D4, D5 WILL BE CLOSED.
4. RUNWAY 6-24 WILL BE REOPENED PER PHASE 3 ONCE GRADES HAVE BEEN RESTORED TO MEET RSA CRITERIA. AN ADDITIONAL DAY OF CLOSURE PER WORK ITEM WILL BE PERMITTED FOR PAVEMENT MARKING AND TURFING WITHIN THE RUNWAY 6-24 SAFETY AREA.



EXISTING	PROPOSED	LEGEND
---	---	RUNWAY SAFETY AREA (RSA)
---	---	THRESHOLD SITING SURFACE (TSS)
---	---	OBSTACLE FREE ZONE (OFZ)
	■	AIRFIELD WORK AREA
	■	AIRFIELD CLOSURE
	▨	PROPOSED PAVEMENT WORK
	▩	STAGING AREA (AR150520)
	✕	TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
	✕	TEMPORARY TAXIWAY CLOSURE CROSS (AR150530)
	▬	LOW PROFILE BARRICADE (AR150530)
	↔	TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
	①	SAFETY CRITICAL POINT



REHABILITATE TAXIWAYS A & C

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REVIEWED BY:

SHEET TITLE

SAFETY PLAN - PHASE 2

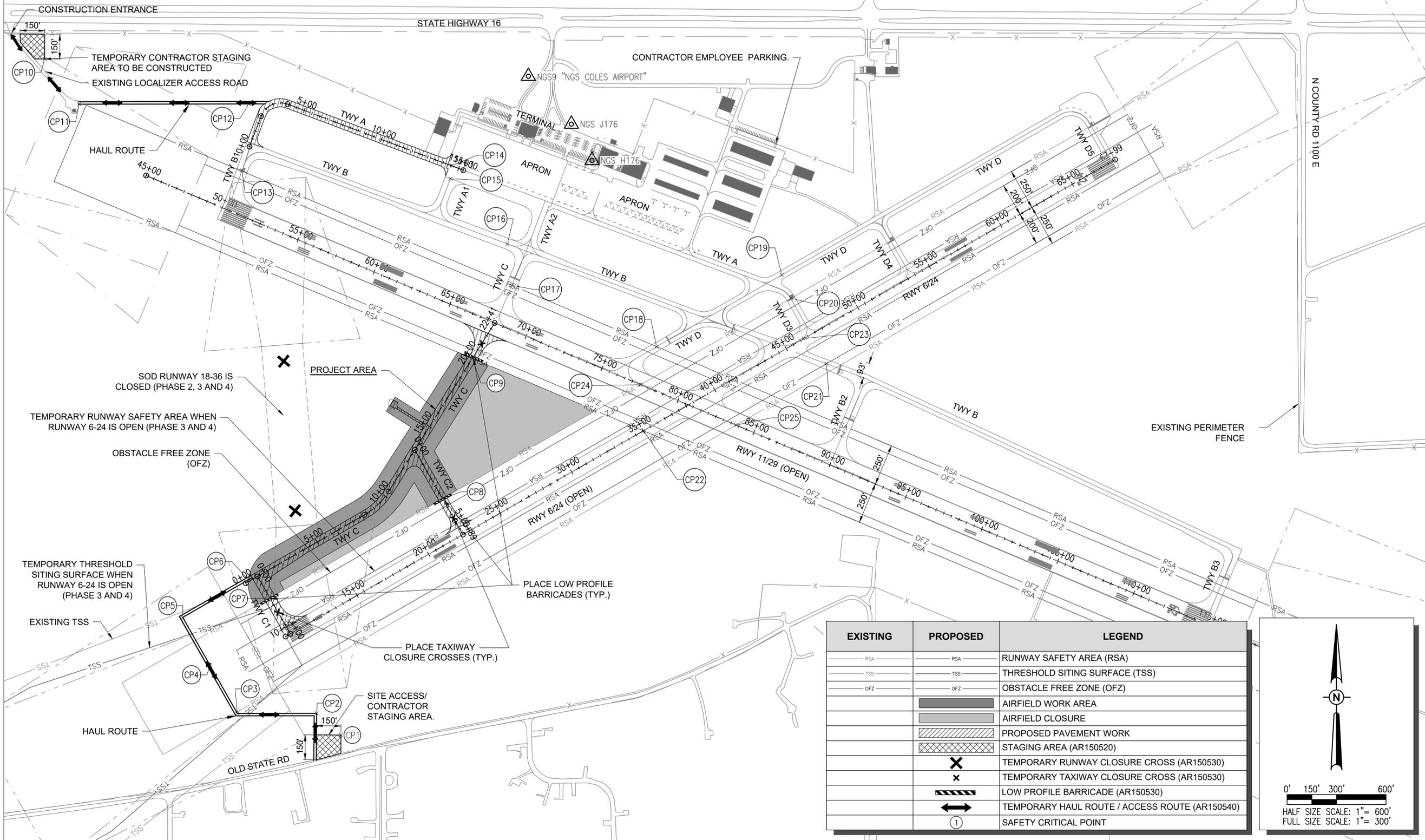
PHASE 3 NOTES

WORK TO BE COMPLETED:

SECOND LIFT OF ASPHALT PAVING, SHOULDER ADJUSTMENT, PAVEMENT MARKING, AND TURFING OF AREAS OUTSIDE THE RUNWAY 6-24 OBSTACLE FREE ZONE (200-FEET FROM CENTERLINE).

AIRFIELD CLOSURES AND CHANGES:

1. RUNWAY 6/24 AND 11/29 WILL REMAIN OPEN. RUNWAY 18/36 WILL BE CLOSED.
2. TAXIWAY C SOUTH OF RUNWAY 11/29, ALONG WITH CONNECTORS C1, C2 WILL BE CLOSED.
3. TO ACCOMMODATE HAUL ROUTE USAGE WHILE OPEN, THE CLASSIFICATION OF RUNWAY 6/24 WILL BE TEMPORARILY REDUCED VIA NOTAM TO CATEGORY B, GROUP II, WITH A VISUAL-ONLY APPROACH TO RUNWAY 6. NOTIFY AIRPORT MANAGER A MINIMUM OF 72 HOURS PRIOR TO DESIRED REOPENING DATE.



REHABILITATE TAXIWAYS A & C

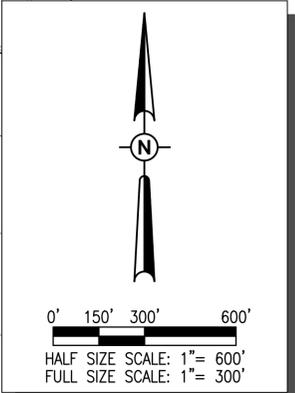
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SAFETY PLAN - PHASE 3

EXISTING	PROPOSED	LEGEND
		RUNWAY SAFETY AREA (RSA)
		THRESHOLD SITING SURFACE (TSS)
		OBSTACLE FREE ZONE (OFZ)
		AIRFIELD WORK AREA
		AIRFIELD CLOSURE
		PROPOSED PAVEMENT WORK
		STAGING AREA (AR150520)
		TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
		TEMPORARY TAXIWAY CLOSURE CROSS (AR150530)
		LOW PROFILE BARRICADE (AR150530)
		TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
		SAFETY CRITICAL POINT





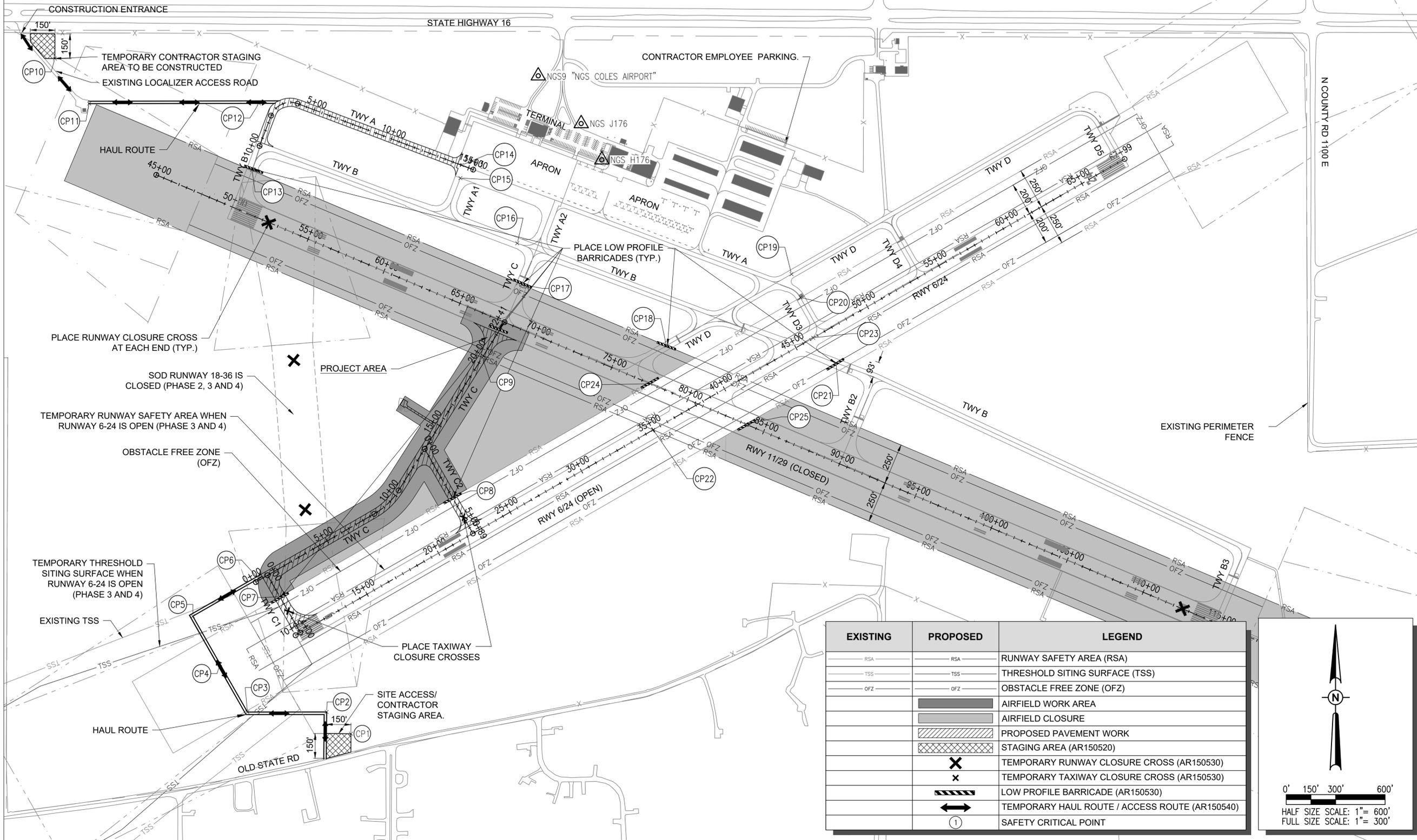
PHASE 4 NOTES

WORK TO BE COMPLETED:

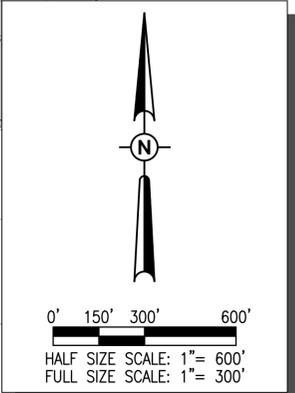
ASPHALT MILLING, PATCHING, CRACK SEALING, PAVING AND SHOULDER ADJUSTMENT WITHIN RUNWAY 11/29 OBSTACLE FREE ZONE (200-FEET FROM RUNWAY CENTERLINE).

AIRFIELD CLOSURES AND CHANGES:

1. RUNWAY 6/24 WILL REMAIN OPEN. RUNWAY 11/29 AND 18/36 WILL BE CLOSED.
2. TAXIWAY C SOUTH OF RUNWAY 11/29, ALONG WITH CONNECTORS C1, C2 WILL BE CLOSED.
4. RUNWAY 11/29 WILL BE REOPENED ONCE GRADES HAVE BEEN RESTORED TO MEET RSA CRITERIA. AN ADDITIONAL DAY OF CLOSURE PER WORK ITEM WILL BE PERMITTED FOR PAVEMENT MARKING AND TURFING WITHIN THE RUNWAY 11/29 SAFETY AREA.



EXISTING	PROPOSED	LEGEND
		RUNWAY SAFETY AREA (RSA)
		THRESHOLD SITING SURFACE (TSS)
		OBSTACLE FREE ZONE (OFZ)
		AIRFIELD WORK AREA
		AIRFIELD CLOSURE
		PROPOSED PAVEMENT WORK
		STAGING AREA (AR150520)
		TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
		TEMPORARY TAXIWAY CLOSURE CROSS (AR150530)
		LOW PROFILE BARRICADE (AR150530)
		TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
		SAFETY CRITICAL POINT



REHABILITATE TAXIWAYS A & C

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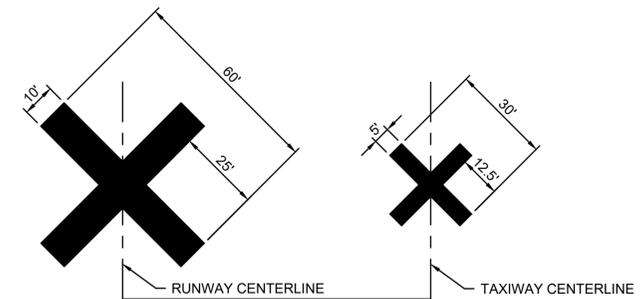
SAFETY PLAN - PHASE 4

SAFETY NOTES

- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER/TECHNICIAN AT THE PRECONSTRUCTION CONFERENCE, OR DURING THE COURSE OF THE CONTRACT.
- THE CONTRACTORS SHALL MINIMIZE DISRUPTION OF STANDARD OPERATING PROCEDURES FOR AERONAUTICAL ACTIVITY BY REMAINING WITHIN THE PRESCRIBED STAGING, CONSTRUCTION, AND PHASING AREAS PRESENTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- NO UNAUTHORIZED PERSONNEL SHALL ENTER ANY AREA OF THE AIRPORT THAT COULD POTENTIALLY BE HAZARDOUS. THE AIRPORT MANAGER RESERVES THE RIGHT TO SUSPEND OPERATIONS IN ORDER TO MAINTAIN SAFETY AT THE AIRPORT.
- PRIOR TO ACCESSING THE AIRFIELD, ANY DESIGNATED CONTRACTOR OR SUBCONTRACTOR EMPLOYEES WHO WILL BE OPERATING OR ESCORTING A VEHICLE ON AN ACTIVE AREA OF THE AIRFIELD MUST ATTEND A 1 HOUR AIRFIELD SAFETY TRAINING AND ORIENTATION PROVIDED BY THE AIRPORT. PRIOR TO THE TRAINING, THE EMPLOYEES MUST BE FAMILIAR WITH THE "FAA GUIDE TO GROUND VEHICLE OPERATIONS", AND KEEP A HARD COPY IN THE VEHICLE FOR REFERENCE. THE GUIDE CAN BE FOUND AT: https://www.faa.gov/airports/runway_safety/media/Ground_Vehicle_Guide_Proof_Final.pdf
- NO CONSTRUCTION VEHICLES SHALL BE DRIVEN ACROSS ANY ACTIVE AIRFIELD PAVEMENT AREA WITHOUT AN APPROPRIATE ESCORT. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 93' OF ANY OTHER ACTIVE AIRPORT TAXIWAY OR APRON UNLESS OTHERWISE NOTED.
- CONTRACTOR EQUIPMENT, VEHICLES, AND PROJECT MATERIALS SHALL BE STORED AT THE STAGING AREA SHOWN ON THE PLAN VIEW, EXCEPT AS OTHERWISE PROVIDED FOR AT THE PRECONSTRUCTION CONFERENCE.
- ALL CONSTRUCTION EQUIPMENT OPERATING IN THE PRESCRIBED CONSTRUCTION AREA IS REQUIRED TO DISPLAY A CHECKERBOARD FLAG PROPERLY LOCATED OR A ROTATING BEACON (STROBE) AS SPECIFIED IN AC 150/5210-5, "PAINTING, MARKING, AND LIGHTING OF VEHICLES USED ON AN AIRPORT" LATEST EDITION.
- NO CONSTRUCTION MATERIAL STOCKPILES SHALL BE LOCATED WITHIN 500' OF ANY ACTIVE RUNWAY, WITHIN 93' OF ANY OTHER ACTIVE AIRPORT OPERATIONS AREA, OR PENETRATE A PART 77 IMAGINARY SURFACE (PROVIDED BY THE RESIDENT ENGINEER/TECHNICIAN) EXTENDING OUT AND UPWARDS FROM ALL SIDES OF AN ACTIVE RUNWAY.
- CLOSED AIRFIELD PHASING AREAS, OPEN TRENCHES, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH LIGHTED BARRICADES WITH STEADY BURNING OR FLASHING RED LIGHTS AS SPECIFIED IN 150/5370-2, "OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION", LATEST EDITION. LIGHTED BARRICADES MUST BE NO TALLER THAN 18" (EXCLUSIVE OF SUPPLEMENTARY LIGHTS AND FLAGS) ON THE TAXIWAYS AND COMPLY WITH ADVISORY CIRCULAR 150/5370-2, LATEST EDITION. CONTRACTOR SHALL NIGHT CHECK BARRICADES DAILY FOR PROPER OPERATION.
- OPEN TRENCHES, EXCAVATIONS, AND STOCKPILED MATERIALS AT THE CONSTRUCTION SITE SHOULD BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH FLASHING RED LIGHTS DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- NO CONSTRUCTION EQUIPMENT GREATER THAN 25' TALL WILL BE PERMITTED ON THE AIRPORT WITHOUT THE APPROVAL OF THE AIRPORT MANAGER AND ADDITIONAL AIRSPACE APPROVAL BY THE FAA. AIRSPACE APPROVALS REQUIRE CONSIDERABLE LEAD TIME AND SHOULD BE REQUESTED WELL IN ADVANCE.
- NO OPEN FLAME WELDING OR TORCH CUTTING OPERATION IS PERMITTED UNLESS ADEQUATE FIRE AND SAFETY PRECAUTIONS ARE PROVIDED AND HAVE BEEN APPROVED BY THE AIRPORT MANAGER NO FLARE POTS ARE ALLOWED ON THE PROJECT.
- SOIL, DEBRIS, AND LOOSE MATERIAL DROPPED OR TRUCKED ONTO AIRPORT ROADS, TAXIWAYS, AND SOD SURFACES, OR WHICH CAN BE BLOWN ONTO SUCH SURFACES, SHALL BE IMMEDIATELY SWEEPED, PICKED UP AND REMOVED, OR PLACED INTO CLOSED CONTAINERS. ANY DAMAGE TO AIRPORT PROPERTY SHALL BE REPAIRED IMMEDIATELY AT NO COST TO THE OWNER.
- CONTRACTOR SHALL TAKE MEASURES TO AVOID TRACKING BITUMINOUS TACK COAT ASSOCIATED WITH PAVING PROJECTS ONTO ADJACENT PAVEMENT AREAS, ESPECIALLY GROOVED RUNWAY PAVEMENTS, UNLESS SUFFICIENT PROTECTION HAS BEEN APPLIED. HEAVY TRACKING OR DAMAGE TO ADJACENT PAVEMENTS AND GROOVED SURFACES MAY BE CAUSE FOR STOPPING THE WORK UNTIL ACCEPTABLE PROTECTION OR CHANGE IN WORK METHODS HAS BEEN PROVIDED.
- EACH CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND MAINTAINING AIRPORT LIGHTING AND NAVIGATIONAL ELECTRICAL SYSTEMS DURING CONSTRUCTION. A CONTACT PERSON AND TELEPHONE NUMBER FOR 24 HOUR EMERGENCY IMMEDIATE REPAIR SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER/TECHNICIAN. HAUL ROUTES CROSSING PAVEMENT, DRAINAGE, MISCELLANEOUS. STRUCTURES AND/OR AIRFIELD CABLES SHALL BE PROTECTED FROM DAMAGE.
- ALL AIRCRAFT AND AIRPORT OPERATIONS HAVE THE RIGHT-OF-WAY. CONTRACTOR TO YIELD TO VEHICLES AND REMAIN CLEAR AT ALL TIMES.
- CONTRACTOR SHALL PLACE, SECURE, AND MAINTAIN LIGHTED BARRICADES AND CLOSURE CROSSES WHEN A RUNWAY/TAXIWAY/APRON IS CLOSED OR AS REQUIRED BY THE PLANS AND DESIGNATED BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MARK HAZARDOUS AREA WITH STEADY-BURNING OR FLASHING RED LIGHTS DURING PERIODS OF LOW VISIBILITY AS REQUIRED.

- THE CONTRACTOR SHALL PERIODICALLY PERFORM ONSITE INSPECTIONS THROUGHOUT THE DURATION OF THE PROJECT WITH THE IMMEDIATE REMEDY OF ANY DIFFERENCES, WHETHER CAUSED BY NEGLIGENCE, OVERSIGHT, OR PROJECT SCOPE CHANGE.
- CONTRACTOR SHALL MOVE MAINTENANCE OF TRAFFIC COMPONENTS AT THE WRITTEN DIRECTION OF THE RESIDENT ENGINEER/TECHNICIAN AT NO ADDITIONAL COST.
- CONTRACTOR SHALL NOT REMOVE THE BARRICADES WITHOUT THE APPROVAL BY THE RESIDENT ENGINEER/TECHNICIAN.
- CONTRACTOR SHALL MAINTAIN FLASHERS, SIGNS AND/OR BARRICADES AS REQUIRED BY THE PLANS, CITY OR COUNTY REGULATIONS OR CONTRACTOR ACTIVITIES. CONTRACTOR SHALL OBTAIN ANY AND ALL REQUIRED LOCAL PERMITS UNLESS SPECIFIED OTHERWISE.
- THE CONTRACTOR SHALL UTILIZE WATER AND/OR CHEMICALS APPROVED BY THE RESIDENT ENGINEER/TECHNICIAN AS NECESSARY TO CONTROL DUST.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR IMPLEMENTING MEASURES TO CONTROL OR AVOID CREATING ATTRACTANTS TO WILDLIFE. MEASURES MAY INCLUDE CONTINUOUSLY REMOVING ANY WASTE OR LOOSE MATERIALS, PLACEMENT OF MATERIALS IN APPROPRIATE STORAGE CONTAINERS, PROPERLY MAINTAINING FENCES AND GATES TO PREVENT ACCESS, AND PREVENTING PONDING OF WATER THROUGHOUT THE SITE.
- UNLESS SPECIFIED OTHERWISE, COST FOR SAFETY, STAGING, AND TRAFFIC MAINTENANCE ITEMS IS TO BE CONSIDERED INCIDENTAL TO THE PROJECT. SEPARATE PAYMENT SHALL NOT BE MADE.
- THE CONTRACTOR SHALL HAVE THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD), AS DETAILED IN THE SPECIAL PROVISIONS, SUBMITTED AND APPROVED PRIOR TO BEING ISSUED "NOTICE TO PROCEED".
- ALL RUNWAY/TAXIWAY CLOSURES SHALL BE COORDINATED WITH AIRPORT MANAGEMENT A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME TO ALLOW FOR THE PROPER COORDINATION. AIRPORT MANAGEMENT HAS COMPLETE AUTHORITY IN DETERMINING WHEN THE RUNWAY/TAXIWAY MAY BE CLOSED.
- RUNWAY/TAXIWAY CLOSURE PROCEDURES:
 - CONTACT THE AIRPORT MANAGEMENT OR ASSIGNED REPRESENTATIVE A MINIMUM OF 7 DAYS BEFORE THE DESIRED CLOSING TIME.
 - ISSUANCE OF NOTAM AND DEACTIVATION OF THE APPLICABLE AIRFIELD LIGHTING AND NAVAIDS BY THE AIRPORT MANAGEMENT AND/OR FAA.
 - PLACEMENT OF CROSSES AND BARRICADES.
 - ONLY AT THE TIME THAT ALL OF THE ABOVE ARE COMPLETED MAY ANY CONSTRUCTION OPERATIONS BEGIN WITHIN THE RUNWAY/TAXIWAY AIR OPERATIONS AREA.

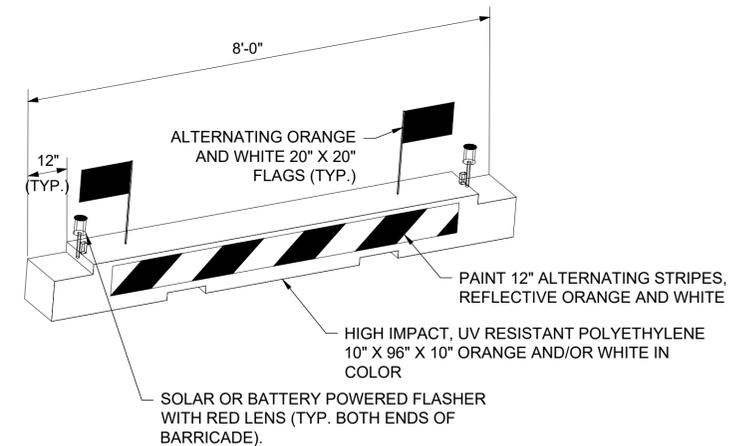
- RUNWAY/TAXIWAY RE-OPENING PROCEDURES:
- ENSURE ALL PERSONNEL, EQUIPMENT AND MATERIALS ARE CLEAR OF THE AIR OPERATIONS AREA.
 - INSPECT THE AREA FOR LOOSE OR TRACKED DEBRIS, PAVEMENT DROP-OFFS, AND OPEN TRENCHES.
 - CONTACT AIRPORT MANAGEMENT OR REPRESENTATIVE FOR FINAL INSPECTION OF THE AREA.
 - REMOVE BARRICADES AND CROSSES.
 - ACTIVATION OF THE AIRFIELD LIGHTING AND NAVAIDS AND CANCELLATION OF THE NOTAM BY THE AIRPORT MANAGEMENT AND/OR FAA.



TEMPORARY CLOSURE CROSS DETAIL

NOT TO SCALE

- TEMPORARY "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE "AVIATION YELLOW"
- TEMPORARY "CLOSED RUNWAY" AND "CLOSED TAXIWAY" 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 RESIDENT ENGINEER/TECHNICIAN.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING "CLOSED RUNWAY" AND "CLOSED TAXIWAY" MARKINGS SHALL BE INCLUDED AS AN INCIDENTAL COST TO THE CONTRACT, UNLESS OTHERWISE NOTED.



LOW PROFILE AIRCRAFT BARRICADE DETAIL

BARRICADE NOTES

- ALL CONSTRUCTION SIGNS AND TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES INCLUDING THE ILLINOIS SUPPLEMENT (LATEST EDITION) AND THE FAA ADVISORY CIRCULARS (LATEST EDITION) UNLESS NOTED OTHERWISE. THE FAA OR MORE STRINGENT SPECIFICATIONS SHALL GOVERN.
- BARRICADES SHALL BE INTERLOCKED END TO END OVER THE LENGTH OF THE PAVEMENT WHERE PROTECTING OPEN RUNWAYS, AND SPACED END TO END A MAXIMUM OF 4 FEET IN OTHER ALL OTHER AREAS. BARRICADES ARE TO BE SET BACK FROM THE ACTIVE RUNWAY OR TAXIWAY CENTERLINE THE DISTANCE AS SHOWN ON THE PLANS.
- CONSTRUCTION RED WARNING LIGHT: THESE ARE PORTABLE, LENS DIRECTED, ENCLOSED LIGHTS. THE COLOR OF THE LIGHT EMITTED SHALL BE RED. THEY MAY BE USED IN EITHER A STEADY BURN (TYPE C) OR LOW INTENSITY FLASHING MODE (TYPE A) UNLESS NOTED OTHERWISE.
- THE LIGHTING SHALL BE MAINTAINED IN OPERATION DURING THE HOURS OF DARKNESS BETWEEN 1/2 HOUR AFTER SUNSET AND 1/2 HOUR BEFORE SUNRISE AND WHEN CONDITIONS EXIST WHICH TEND TO OBSCURE VISION.
- BARRICADES SHALL BE SECURED TO THE GROUND BY APPROVED METHODS TO PREVENT MOVEMENT BY PROP WASH, JET BLAST OR OTHER WIND CURRENTS.
- THE ONLY COLOR COMBINATION ON BARRICADES IS ORANGE AND WHITE. THE ORANGE STRIPES SHALL BE ENCAPSULATED LENS REFLECTIVE SHEETING. THE WHITE STRIPES SHALL BE EITHER ENCAPSULATED OR ENCLOSED LENS REFLECTIVE SHEETING AND MUST BE IN ACCEPTABLE CONDITION.
- COST FOR PROVIDING, PLACING, MAINTAINING, RELOCATING AND REMOVING BARRICADES SHALL BE INCLUDED AS AN INCIDENTAL COST TO THE CONTRACT, UNLESS OTHERWISE NOTED.



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

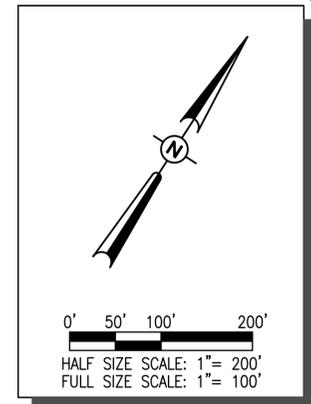
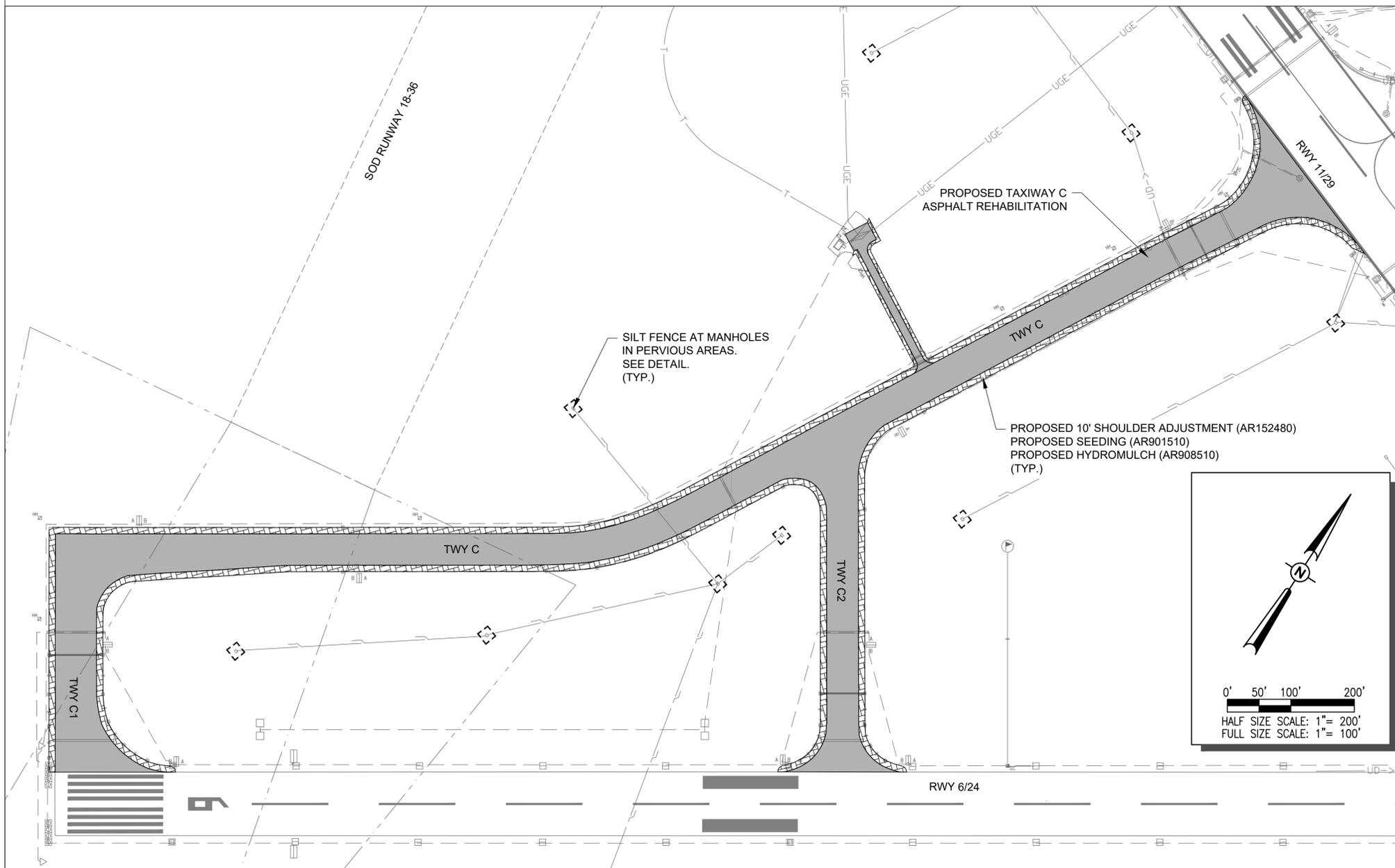
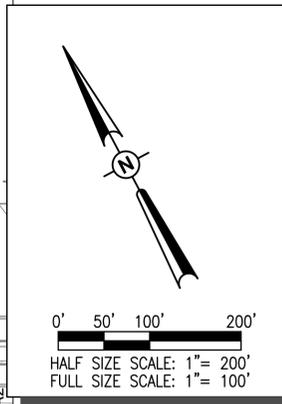
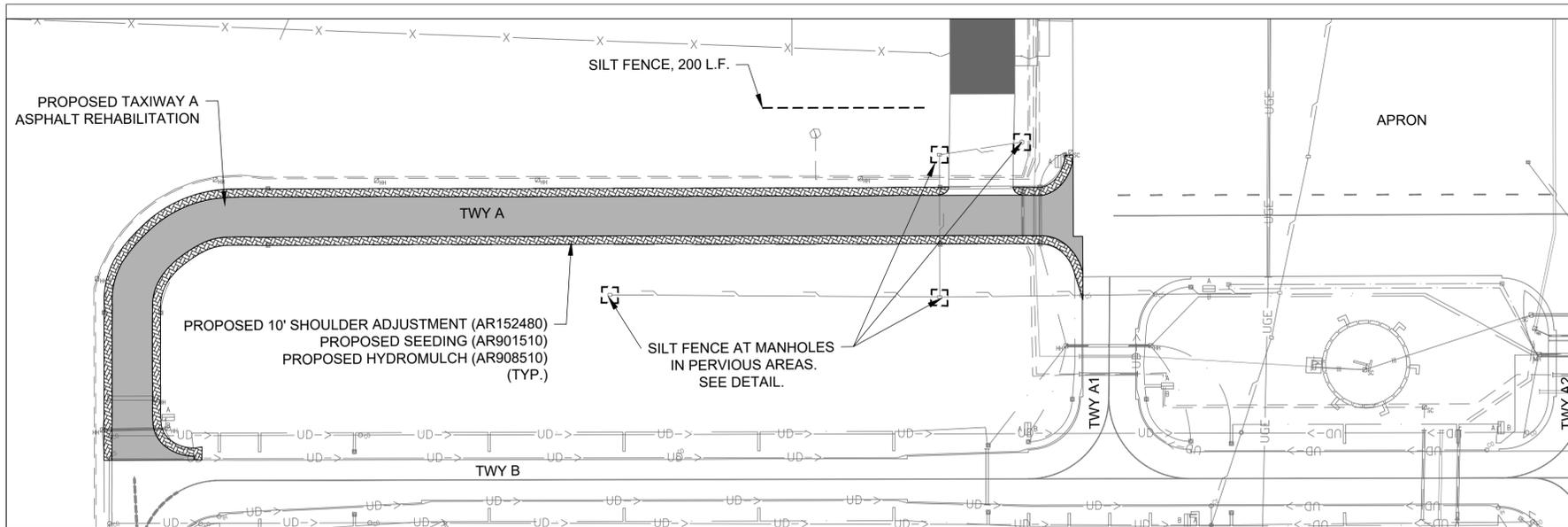
Contract No. CO070

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 03/25/2022
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DRAWN BY: HLE 02/22/2022
REVIEWED BY:

SHEET TITLE

SAFETY NOTES AND DETAILS



CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

AIRPORT: _____ PROJECT: _____

PROJECT NO: _____ COUNTY: _____

CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____

DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

PROPOSED	LEGEND
	SILT FENCE/INLET PROTECTION

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

Contract No. CO070

NO.	DATE	DESCRIPTION		
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DRAWN BY: HLE 03/08/2022
REVIEWED BY: _____

SHEET TITLE

**STORMWATER
POLLUTION
PREVENTION PLAN**



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

Contract No. CO070

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SHEET TITLE

SWPP DETAILS

SEDIMENTATION AND EROSION CONTROL NOTES:

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

STORM WATER POLLUTION PREVENTION NOTES

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

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

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

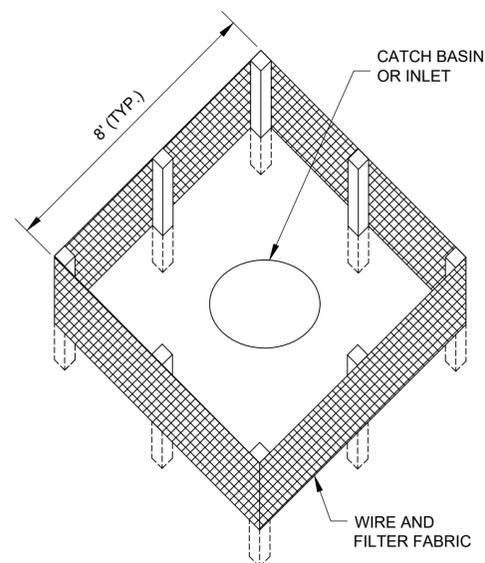
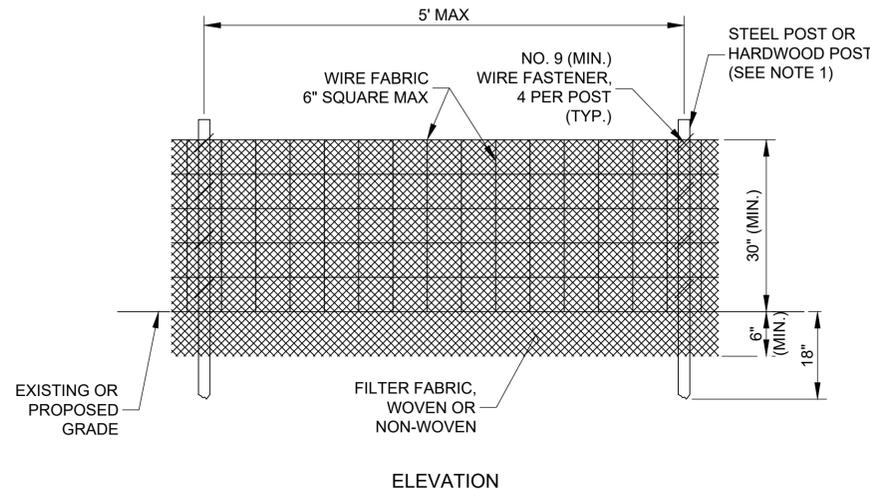
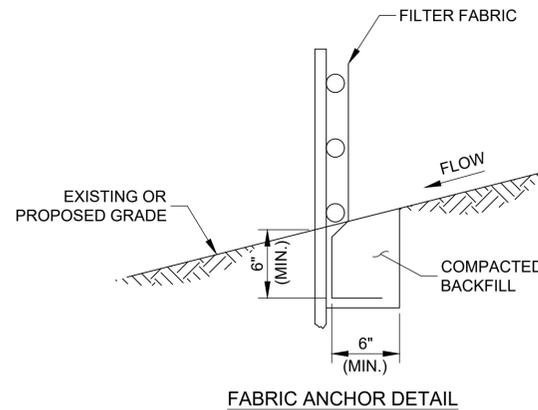
POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY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

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

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

NOTES:

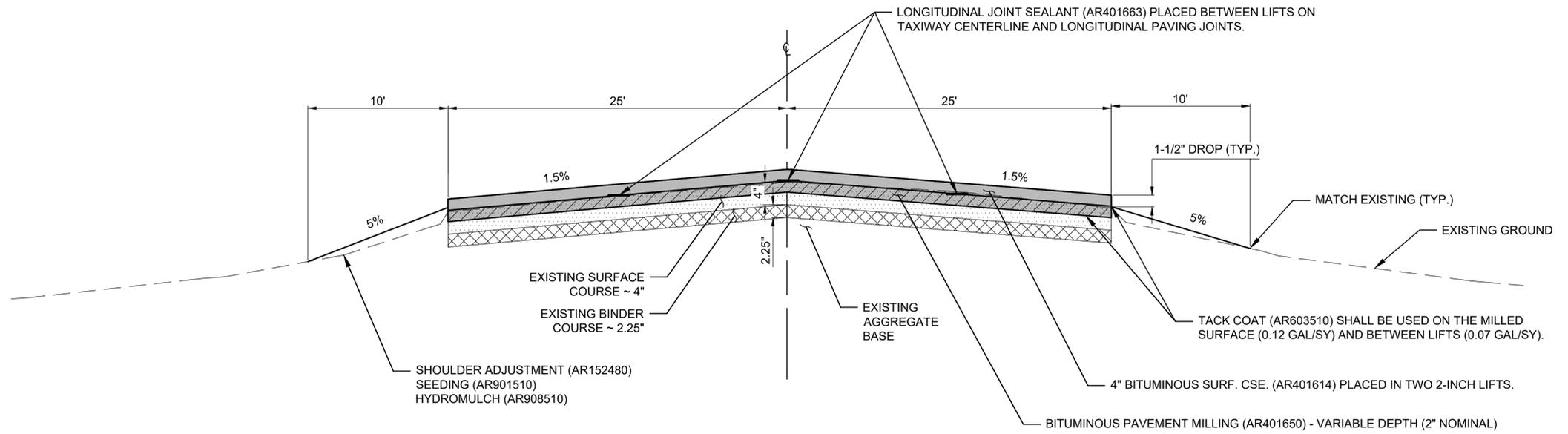
1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN. THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.j.1.f.i, AS AMENDED), OR EQUIVALENT.
7. A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
8. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
9. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
10. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
11. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
12. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
13. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.



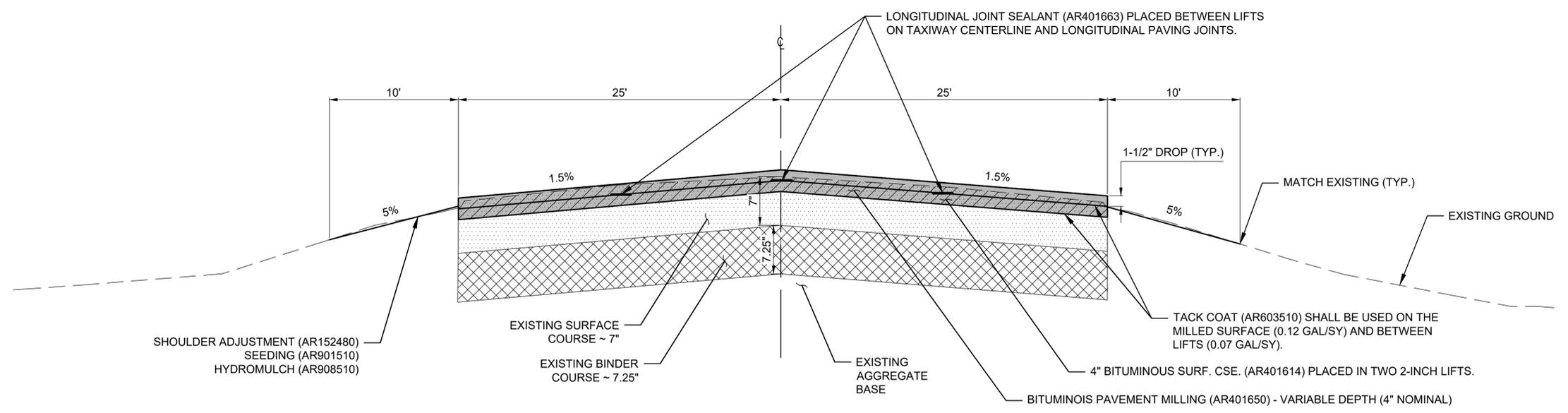
SILT FENCE AT MANHOLES IN PERVIOUS AREAS

NOTES:

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



TYPICAL SECTION A-A (TAXIWAY A)
NOT TO SCALE
NOTE: TAXIWAY WIDTH AND SLOPES VARY AT RADII AND INTERSECTIONS



TYPICAL SECTION B-B (TAXIWAY C)
NOT TO SCALE
NOTE: TAXIWAY WIDTH AND SLOPES VARY AT RADII AND INTERSECTIONS

REHABILITATE
TAXIWAYS A & C

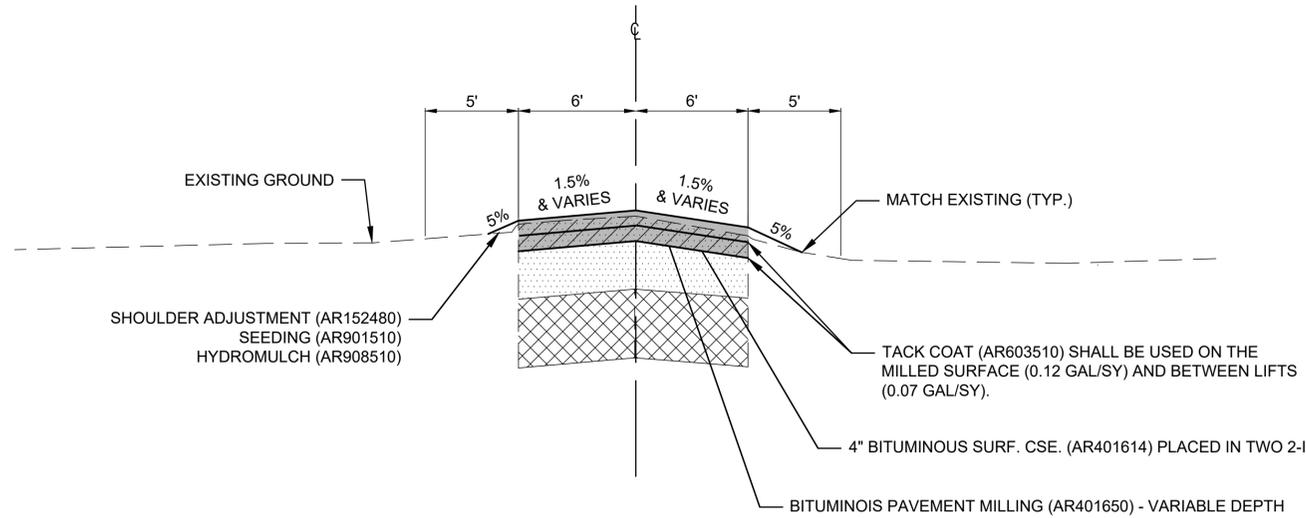
IDA No: MTO-4923
SBG Project No:
3-17-SBGP-TBD
Contract No. CO070

NO.	DATE	DESCRIPTION		
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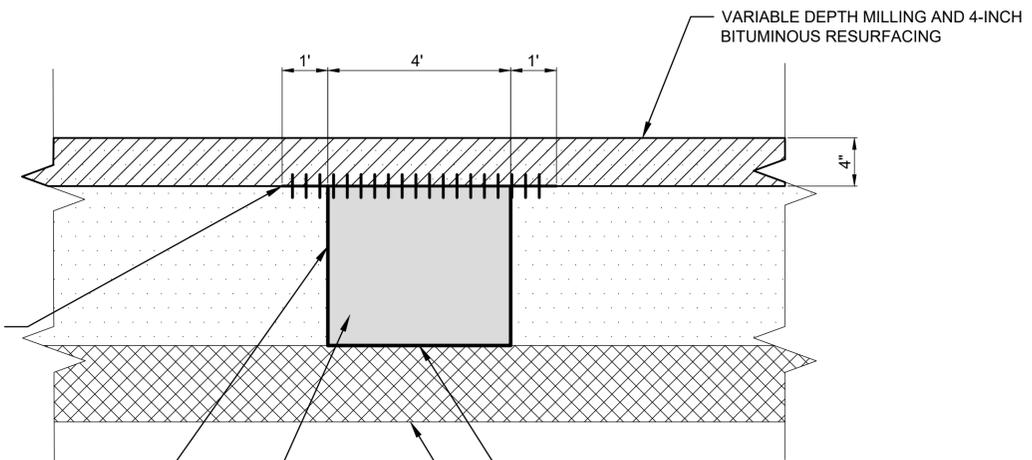
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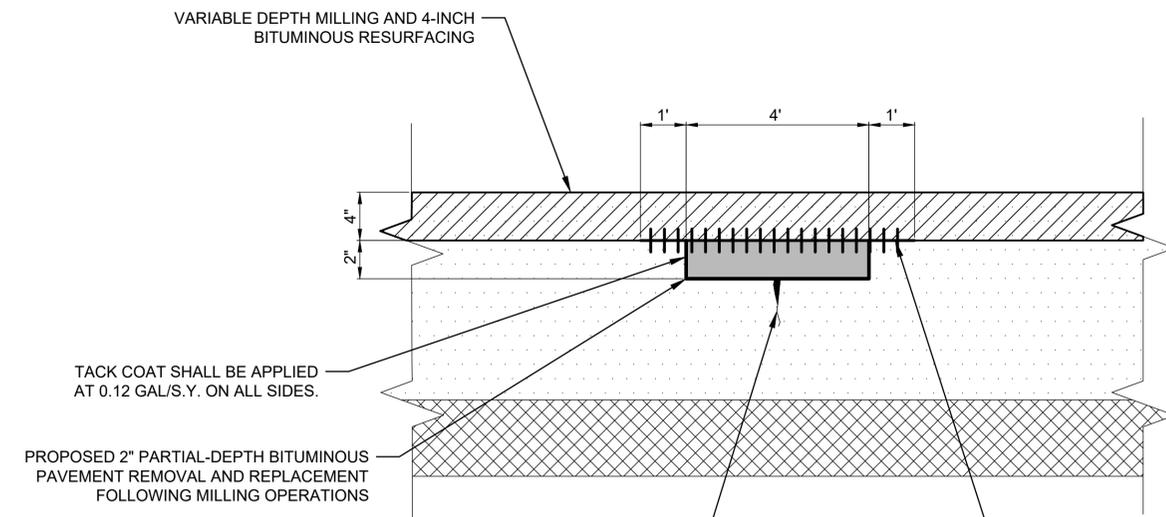
TYPICAL PAVEMENT
SECTIONS



TYPICAL SECTION C-C (MAINTENANCE ROAD)
NOT TO SCALE



AR401916 REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE B (FULL DEPTH)
NOT TO SCALE



AR401915 REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE A (PARTIAL DEPTH)
NOT TO SCALE

CRACK CONTROL FABRIC (201670) SHALL BE INSTALLED BETWEEN FULL DEPTH PATCH AND PROPOSED OVERLAY. THE FABRIC SHALL EXTEND ONE FOOT BEYOND THE REPAIR. LIQUID ASPHALT SHALL BE APPLIED TO THE FABRIC PER MANUFACTURER'S SPECIFICATIONS.

PROPOSED FULL-DEPTH BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT FOLLOWING MILLING OPERATIONS

TACK COAT SHALL BE APPLIED AT 0.12 GAL/S.Y. ON ALL SIDES AND BETWEEN LIFTS

EXISTING CRUSHED AGGREGATE SHALL BE RECOMPACTED TO THE RESIDENT ENGINEER'S SATISFACTION

IF SUBGRADE IS FOUND TO BE INSUFFICIENT, SUBGRADE REPAIR SHALL BE PAID WITH UNCLASSIFIED EXCAVATION (AR152410) AND CRUSHED AGGREGATE BASE COURSE (AR209510).

CRACK CONTROL FABRIC (201670) SHALL BE INSTALLED BETWEEN PATCH AND PROPOSED OVERLAY. THE FABRIC SHALL EXTEND ONE FOOT BEYOND THE REPAIR. LIQUID ASPHALT SHALL BE APPLIED TO THE FABRIC PER MANUFACTURER'S SPECIFICATIONS.

EXISTING CRACK TO BE CLEANED & FILLED FLUSH WITH FIBER CRACK FILLER PER THE MANUFACTURER'S SPECIFICATIONS.

TACK COAT SHALL BE APPLIED AT 0.12 GAL/S.Y. ON ALL SIDES.

PROPOSED 2" PARTIAL-DEPTH BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT FOLLOWING MILLING OPERATIONS

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

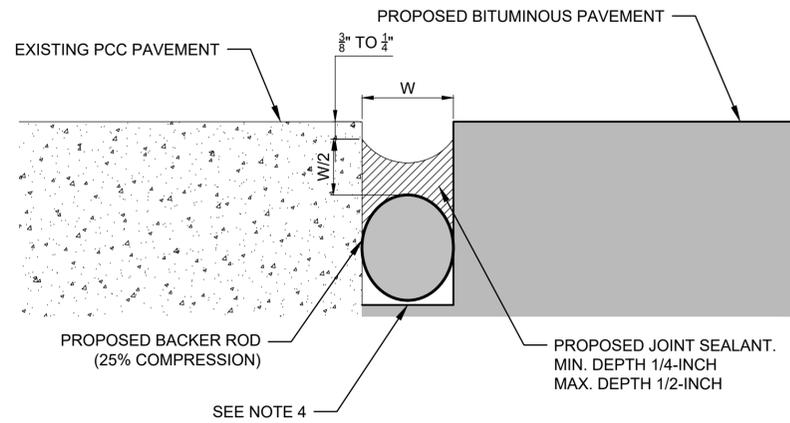
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TYPICAL PAVEMENT SECTIONS & PAVEMENT PATCHING DETAILS

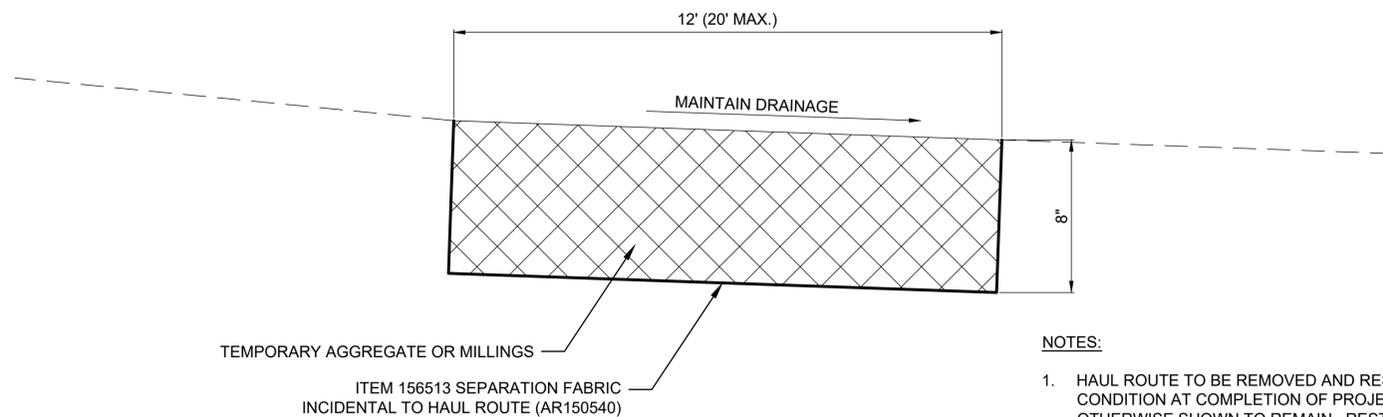


PCC TO ASPHALT JOINT SEALING DETAIL

NOT TO SCALE

NOTES:

1. SEALANT SHALL BE DOW 890SL, CRAFTCO ROADSaver SILICONE SL, OR EQUIVALENT.
2. SEALANT SHALL BE RECESSED A MINIMUM 3/8-INCH TO 1/4-INCH BELOW PAVEMENT (BASED ON DEPTH OF LOWEST SLAB).
3. JOINT SHALL HAVE A DEPTH/WIDTH RATIO OF 0.5 OR AS SPECIFIED BY THE MANUFACTURER.
4. A SHALLOW CUT MAY BE USED WHERE THE BACKER ROD IS PLACED AT THE BOTTOM OF THE JOINT.
5. BACKER ROD SIZING SHALL BE BASED ON THE MANUFACTURER'S RECOMMENDATION.
6. ASPHALT MUST BE COMPLETELY REMOVED FROM CONCRETE FACE.
7. NEW ASPHALT PAVEMENT MUST BE CLEAN, DRY, AND CURED. CURE TIME WILL BE BASED ON THE RESIDENT ENGINEER'S APPROVAL.



HAUL ROUTE - TYPICAL SECTION

NOT TO SCALE

NOTES:

1. HAUL ROUTE TO BE REMOVED AND RESTORED TO ORIGINAL CONDITION AT COMPLETION OF PROJECT UNLESS OTHERWISE SHOWN TO REMAIN. RESTORATION INCLUDES TILLAGE OF ANY EXISTING FARM GROUND NECESSARY DUE TO COMPACTION.
2. RESIDENT ENGINEER/TECHNICIAN WILL CONFIRM HAUL ROUTE LIMITS/LOCATION PRIOR TO INSTALLATION. CONTRACTOR MAY INCREASE WIDTH/DEPTH OF HAUL ROUTE AT THEIR EXPENSE IF NECESSARY. MAX SIZE OF STAGING AREA IS 150' X 150'.
3. ALL WORK AND MATERIALS INVOLVING HAUL ROUTE SHALL BE PAID FOR UNDER ITEM AR150540 "HAUL ROUTE" - PER LUMP SUM.

REHABILITATE TAXIWAYS A & C

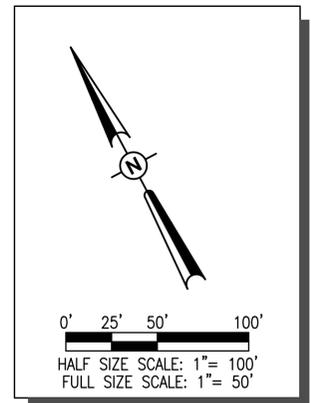
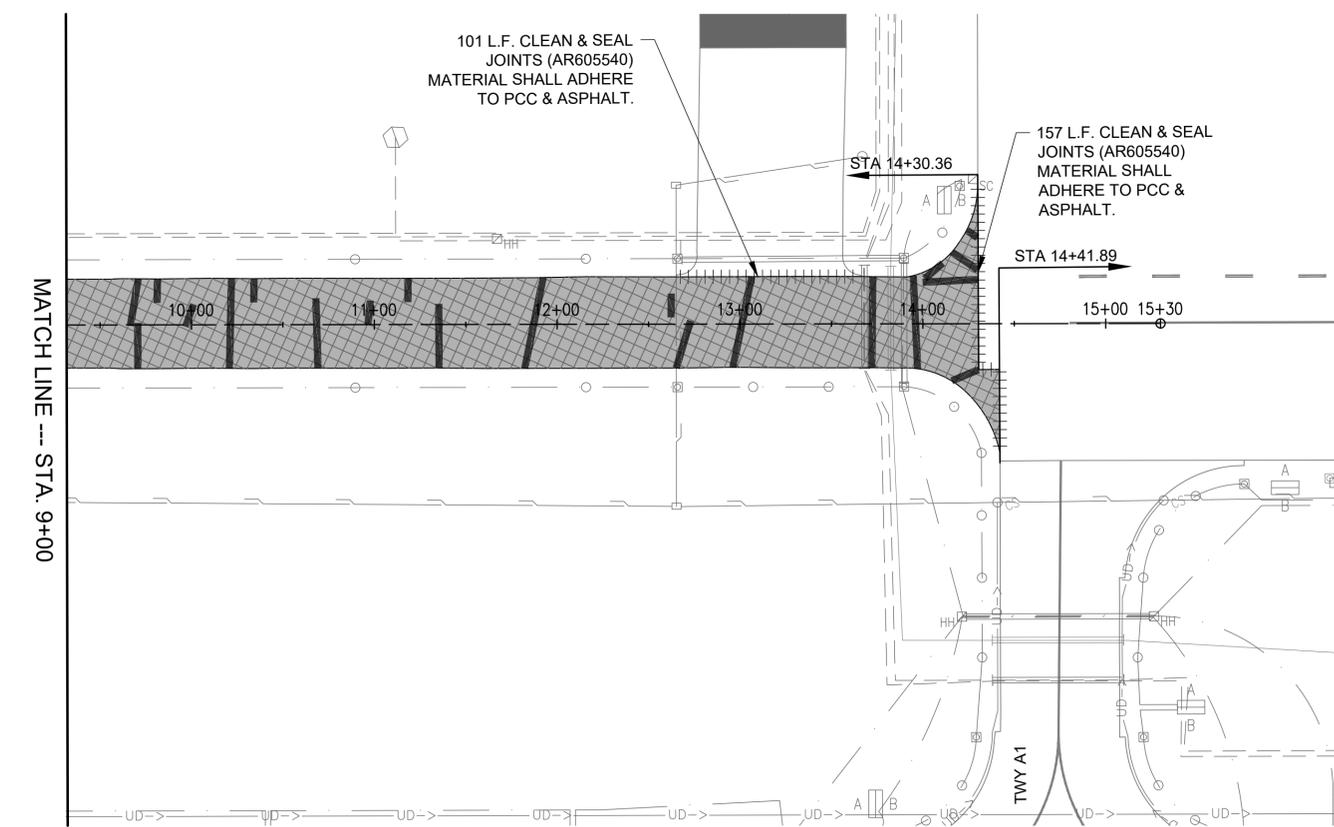
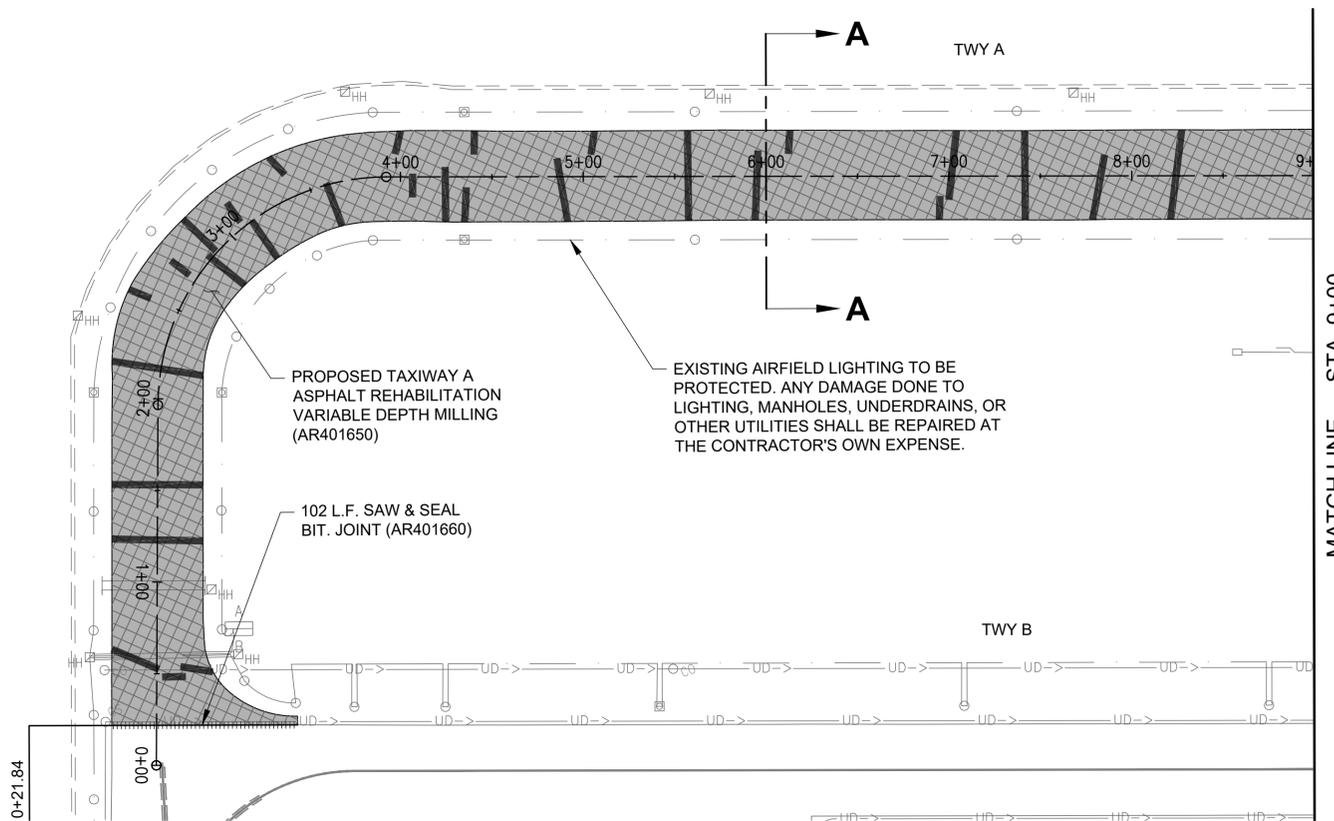
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MISC. DETAILS



NOTES

GENERAL

- FOR ALIGNMENT DATA TABLE SEE SHEET 3.
- TYPE A CRACKS WERE SURVEYED, BUT HAVE BEEN OMITTED FROM THE PLAN SHEETS FOR CLARITY. ALL OTHER PAVEMENT REPAIR LOCATIONS ARE APPROXIMATE.
- THE ACTUAL LOCATION AND QUANTITY OF CRACKS TO BE REPAIRED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS. CONTRACTOR SHALL PERFORM THE WORK AS DIRECTED BY THE RESIDENT ENGINEER AND SHALL NOT BE ENTITLED TO, OR MAKE ANY CLAIM FOR, ADDITIONAL COMPENSATION IF THE ACTUAL QUANTITY PERFORMED IS MORE OR LESS THAN THE BID QUANTITY ESTIMATED FOR EACH REPAIR ITEM.

AR201661 CLEAN & SEAL BITUMINOUS CRACKS

- A NOMINAL QUANTITY OF AR201661 "CLEAN AND SEAL BITUMINOUS CRACKS" HAS BEEN INCLUDED AND WILL BE LAID OUT BY THE RESIDENT ENGINEER FOLLOWING PAVEMENT MILLING.

AR401650 BITUMINOUS PAVEMENT MILLING

- CONTRACTOR SHALL PROTECT ALL ADJACENT PAVEMENT EDGES DURING MILLING AND PAVING OPERATIONS. ANY DAMAGE DONE TO EXISTING PAVEMENT OR MARKINGS SHALL BE REPAIRED OR REMARKED AT THE CONTRACTOR'S EXPENSE.
- ALL MILLED MATERIAL SHALL BE HAULED OFFSITE UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.

AR401915/AR401916 - REMOVE & REPLACE BITUMINOUS PAVEMENT

- SEE DETAILS SHEET FOR PATCHING. PATCHING LOCATIONS WILL BE CONFIRMED AND LAID OUT BY THE RESIDENT ENGINEER/TECHNICIAN FOLLOWING PAVEMENT MILLING. ALL PATCHES ARE ASSUMED TO BE PARTIAL DEPTH. IF DEEMED NECESSARY UPON INSPECTION BY RESIDENT ENGINEER/TECHNICIAN FOLLOWING INITIAL PARTIAL DEPTH MILLING, PROPOSED PATCH MAY BE CONVERTED TO TYPE B (FULL-DEPTH) PATCH, AND MEASURED AND PAID FOR UNDER PAY ITEM AR401916.

EXISTING	PROPOSED	LEGEND
		AR401650 - BITUMINOUS PAVEMENT MILLING (VARIABLE)
		AR401915/AR401916 - REMOVE AND REPLACE BIT. PAVEMENT
		AR401660 - SAW & SEAL BIT. JOINT
		AR605540 - CLEAN & SEAL JOINTS
		AIRPORT PROPERTY LINE
		AIRPORT FENCE (AIRFIELD)
		UNDERGROUND ELECTRIC LINE
		UNDERDRAIN
		MANHOLE
		AIRFIELD LIGHTING

**REHABILITATE
TAXIWAYS A & C**

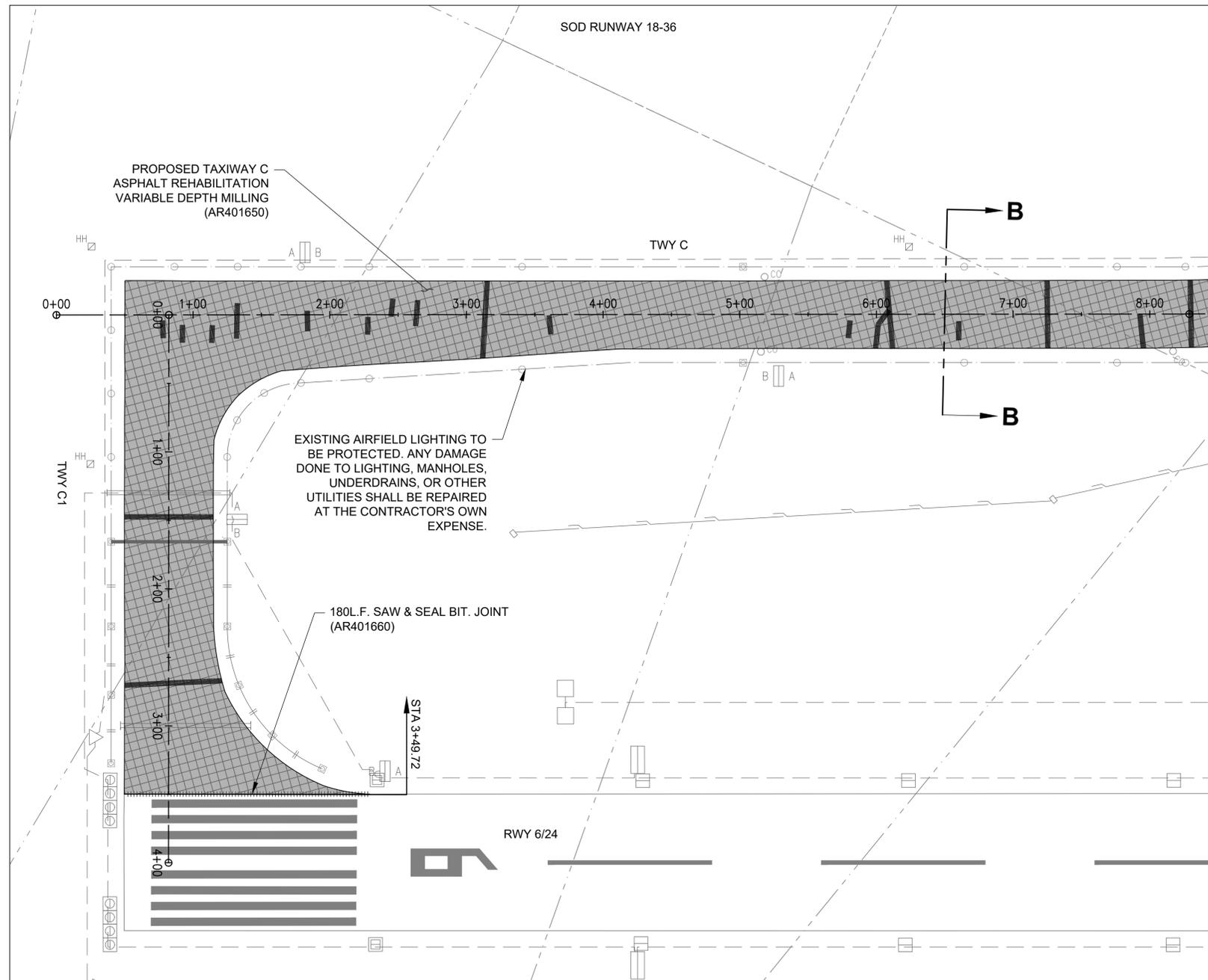
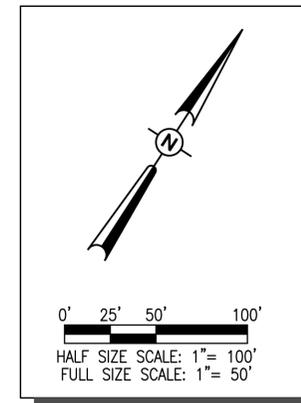
IDA No: MTO-4923
SBG Project No:
3-17-SBGP-TBD
Contract No. CO070

NO.	DATE	DESCRIPTION		
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ISSUE: 03/25/2022
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SHEET TITLE

**PAVEMENT
PREPARATION PLAN
- TAXIWAY A**



MATCH LINE --- STA. 8+50

EXISTING	PROPOSED	LEGEND
		AR401650 - BITUMINOUS PAVEMENT MILLING (VARIABLE)
		AR401915/AR401916 - REMOVE AND REPLACE BIT. PAVEMENT
		AR401660 - SAW & SEAL BIT. JOINT
		AR605540 - CLEAN & SEAL JOINTS
		AIRPORT PROPERTY LINE
		AIRPORT FENCE (AIRFIELD)
		UNDERGROUND ELECTRIC LINE
		UNDERDRAIN
		MANHOLE
		AIRFIELD LIGHTING

REHABILITATE TAXIWAYS A & C

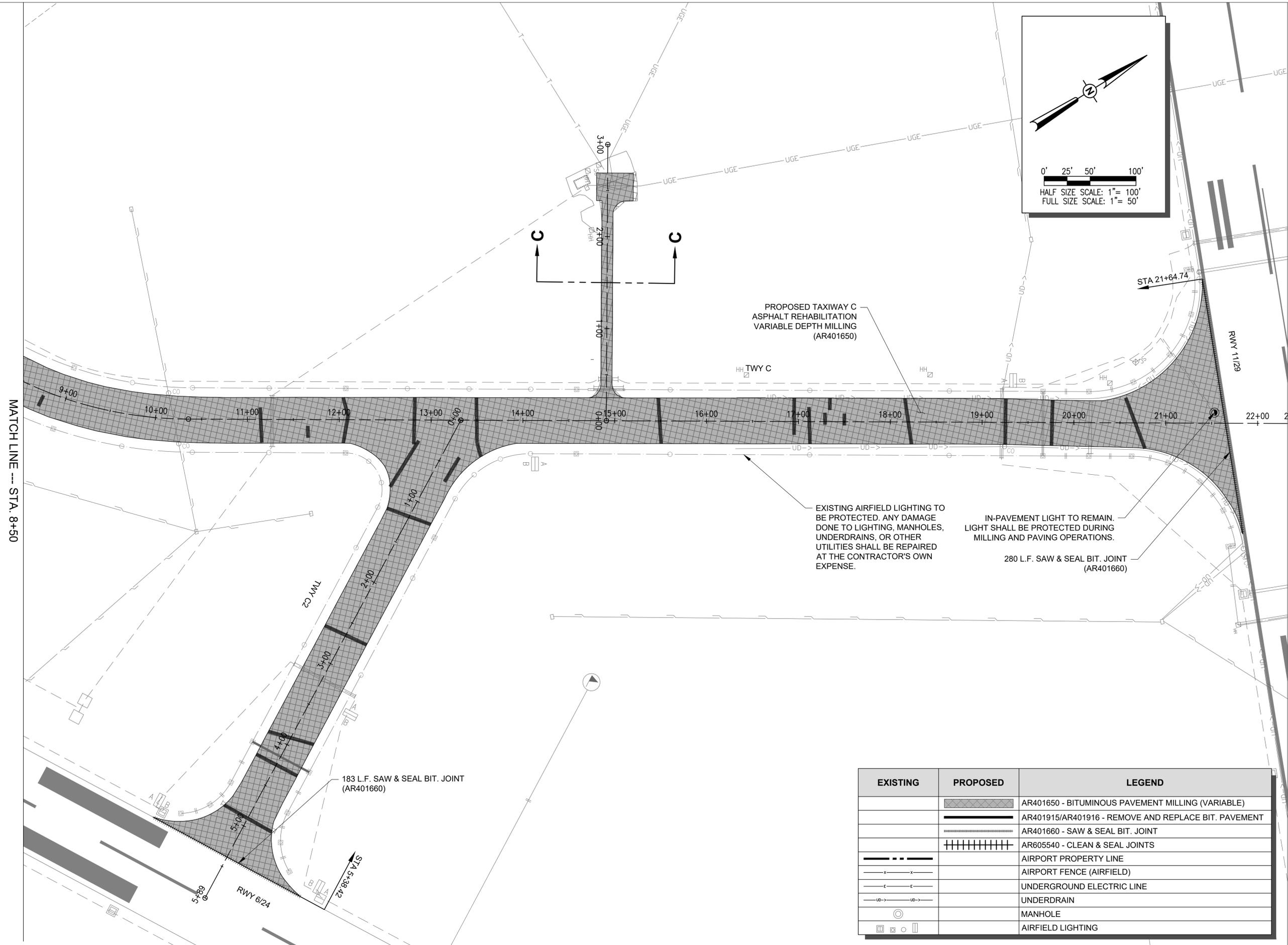
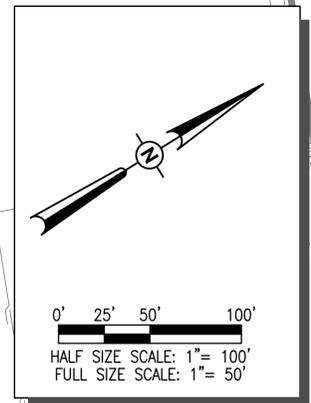
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REVIEWED BY:

SHEET TITLE

PAVEMENT PREPARATION PLAN - TXY C AND C1



MATCH LINE --- STA. 8+50

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

Contract No. CO070

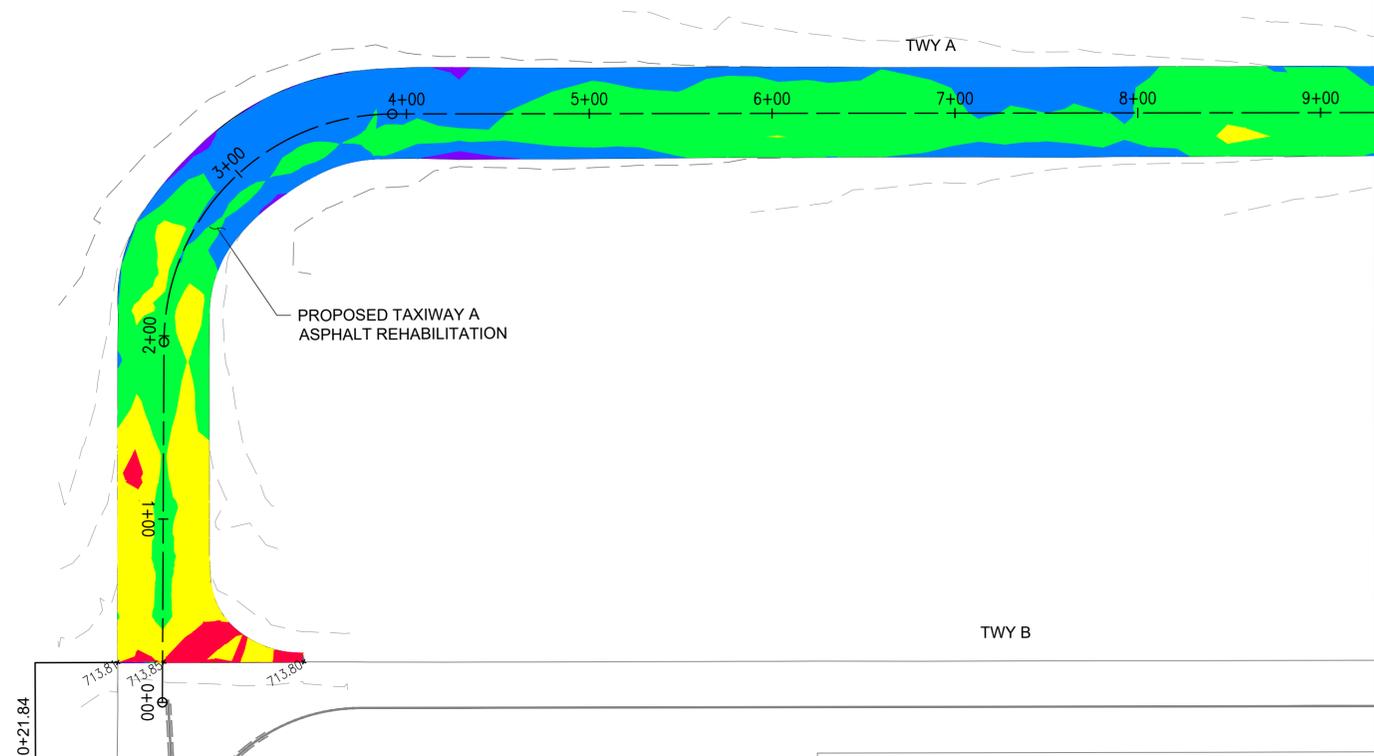
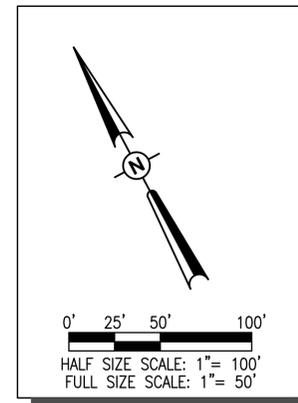
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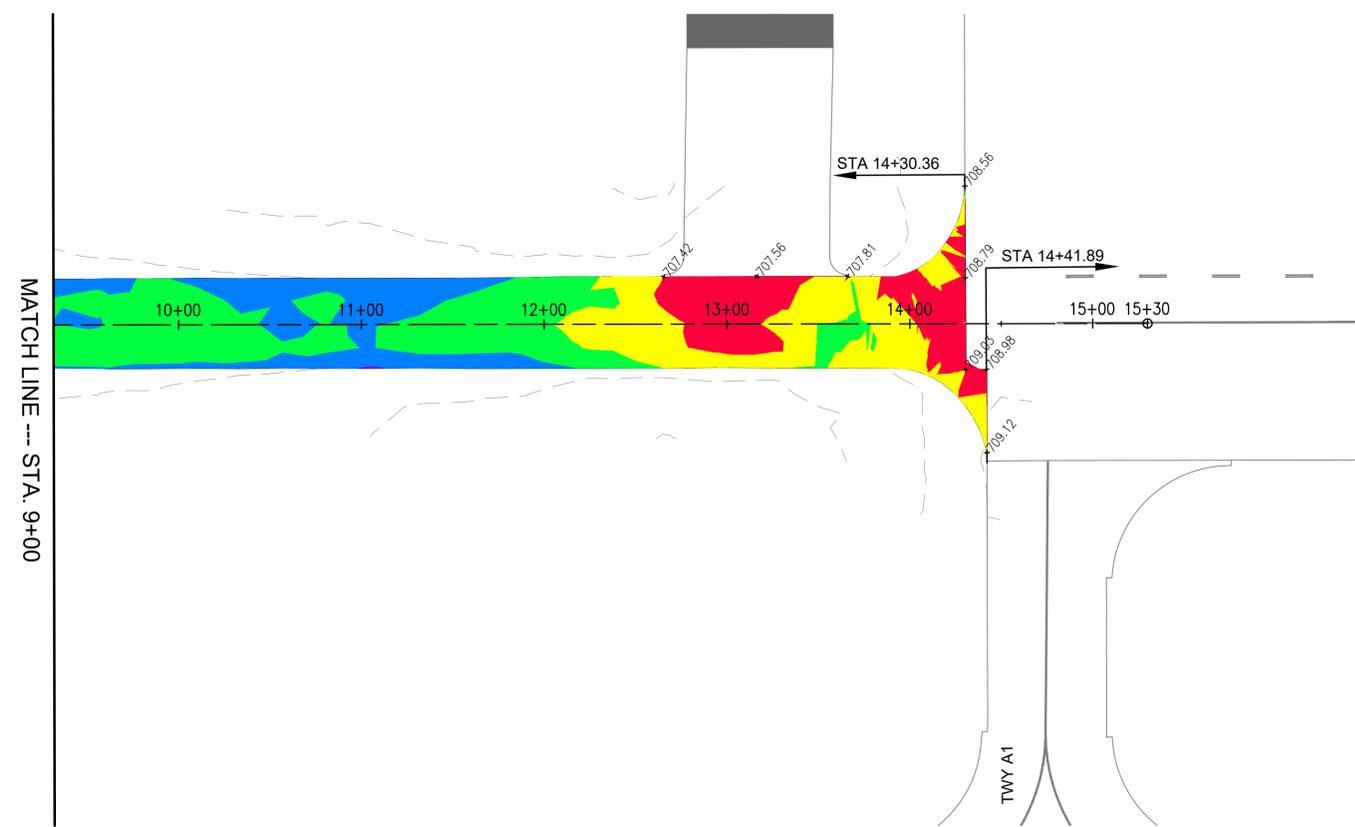
SHEET TITLE

PAVEMENT PREPARATION PLAN - TWY C AND C2

EXISTING	PROPOSED	LEGEND
		AR401650 - BITUMINOUS PAVEMENT MILLING (VARIABLE)
		AR401915/AR401916 - REMOVE AND REPLACE BIT. PAVEMENT
		AR401660 - SAW & SEAL BIT. JOINT
		AR605540 - CLEAN & SEAL JOINTS
		AIRPORT PROPERTY LINE
		AIRPORT FENCE (AIRFIELD)
		UNDERGROUND ELECTRIC LINE
		UNDERDRAIN
		MANHOLE
		AIRFIELD LIGHTING



MATCH LINE --- STA. 9+00



MATCH LINE --- STA. 9+00

NOTE: THIS PLAN SHEET IS INTENDED TO BE PRINTED IN COLOR FOR BEST VISIBILITY.

NOTES:

FOLLOWING THE PROJECT AWARD, THE ENGINEER CAN PROVIDE THE RELEVANT AUTOCAD AND CIVIL 3D SURFACE MODEL FILES TO THE AWARDED CONTRACTOR UPON REQUEST TO ASSIST WITH CONSTRUCTION LAYOUT.

MILLING DEPTH TABLE		
COLOR	MAX. MILL DEPTH	MIN. MILL DEPTH
Red	-5.0"	-4.0"
Yellow	-4.0"	-3.0"
Green	-3.0"	-2.0"
Blue	-2.0"	-1.0"
Purple	-1.0"	0.0"

EXISTING	PROPOSED	LEGEND
---	---	1-FOOT CONTOURS
*713.75	*713.75	ELEVATION

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No: 3-17-SBGP-TBD

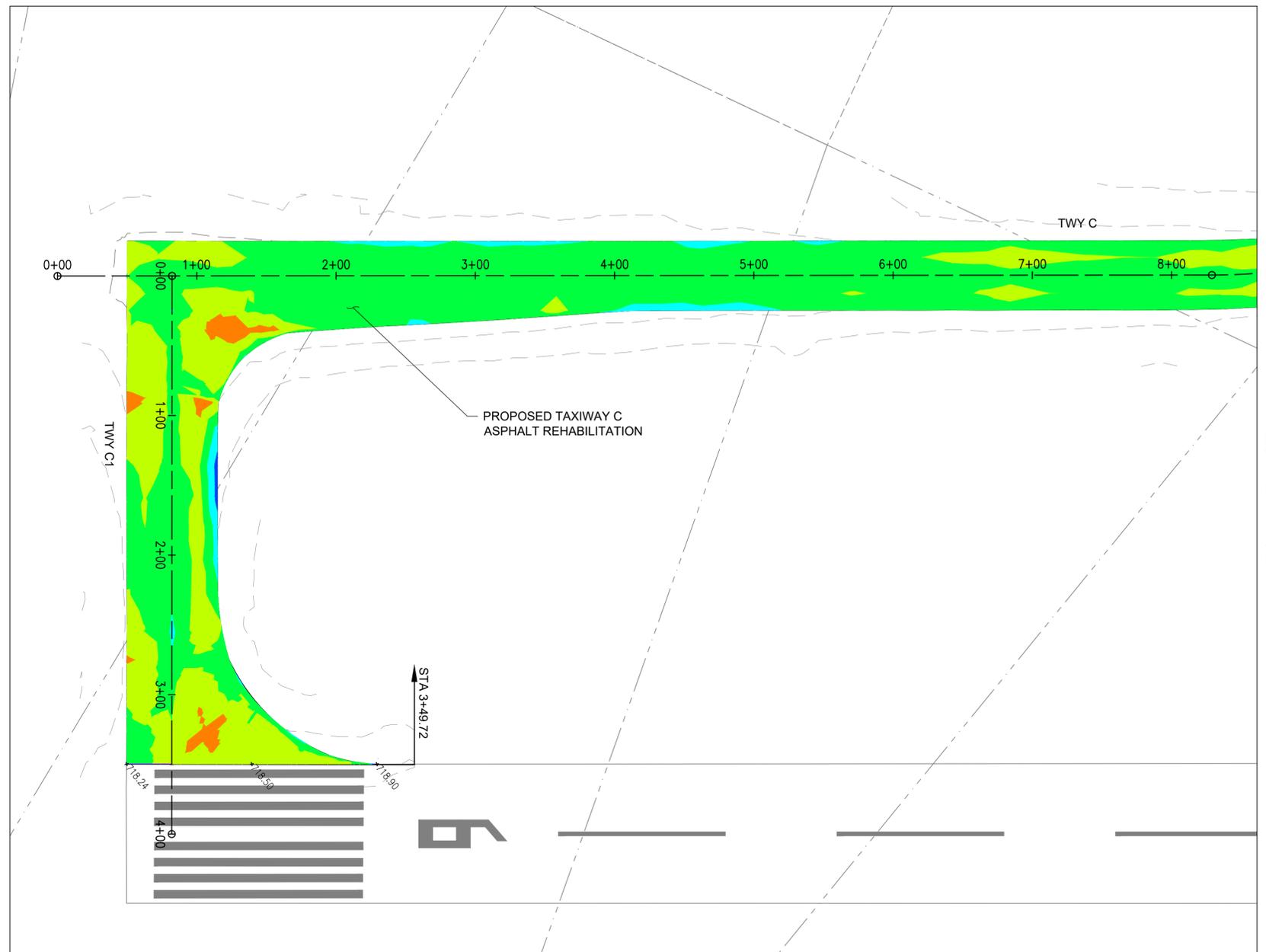
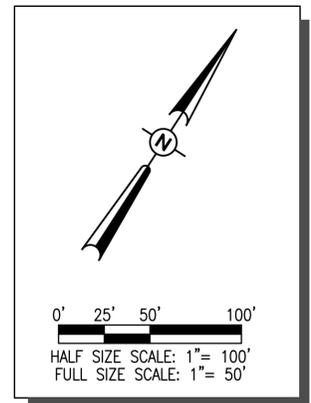
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CAD FILE: C-105-MIL.DWG
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DRAWN BY: HLE 03/17/2022
REVIEWED BY:

SHEET TITLE

MILLING GRADING PLAN - TAXIWAY A



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NOTES:

FOLLOWING THE PROJECT AWARD, THE ENGINEER CAN PROVIDE THE RELEVANT AUTOCAD AND CIVIL 3D SURFACE MODEL FILES TO THE AWARDED CONTRACTOR UPON REQUEST TO ASSIST WITH CONSTRUCTION LAYOUT.

MILLING DEPTH TABLE		
COLOR	MAX. MILL DEPTH	MIN. MILL DEPTH
Red	-5.0"	-4.0"
Yellow	-4.0"	-3.0"
Green	-3.0"	-2.0"
Blue	-2.0"	-1.0"
Purple	-1.0"	0.0"

EXISTING	PROPOSED	LEGEND
---	---	1-FOOT CONTOURS
*713.75	*713.75	ELEVATION

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No: 3-17-SBGP-TBD

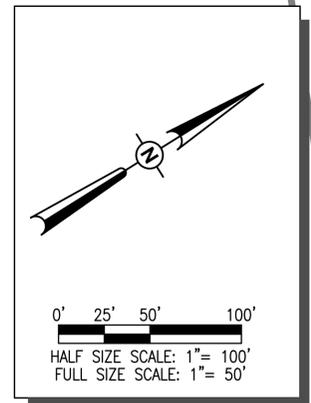
Contract No. CO070

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REVIEWED BY:

SHEET TITLE

MILLING GRADING PLAN - TXY C AND C1



MATCH LINE --- STA. 8+50

NOTE: THIS PLAN SHEET IS INTENDED TO BE PRINTED IN COLOR FOR BEST VISIBILITY.

NOTES:
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MILLING DEPTH TABLE		
COLOR	MAX. MILL DEPTH	MIN. MILL DEPTH
Red	-5.0"	-4.0"
Yellow	-4.0"	-3.0"
Green	-3.0"	-2.0"
Blue	-2.0"	-1.0"
Purple	-1.0"	0.0"

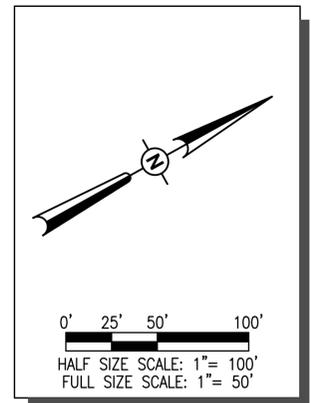
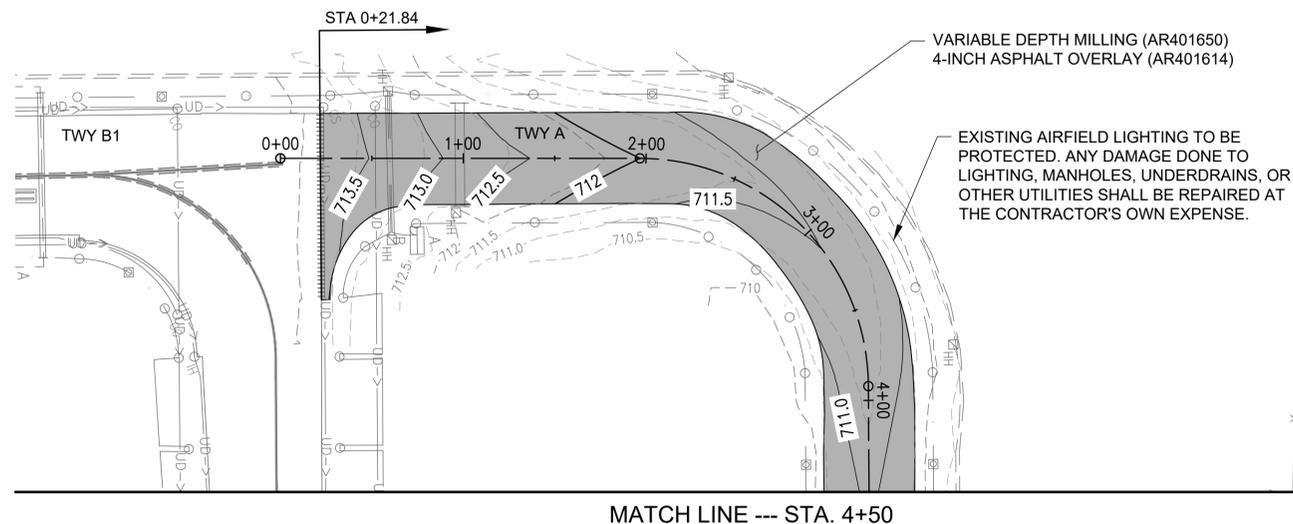
EXISTING	PROPOSED	LEGEND
---	---	1-FOOT CONTOURS
*713.75	*713.75	ELEVATION

REHABILITATE TAXIWAYS A & C
IDA No: MTO-4923
SBG Project No: 3-17-SBGP-TBD
Contract No. CO070

NO.	DATE	DESCRIPTION		
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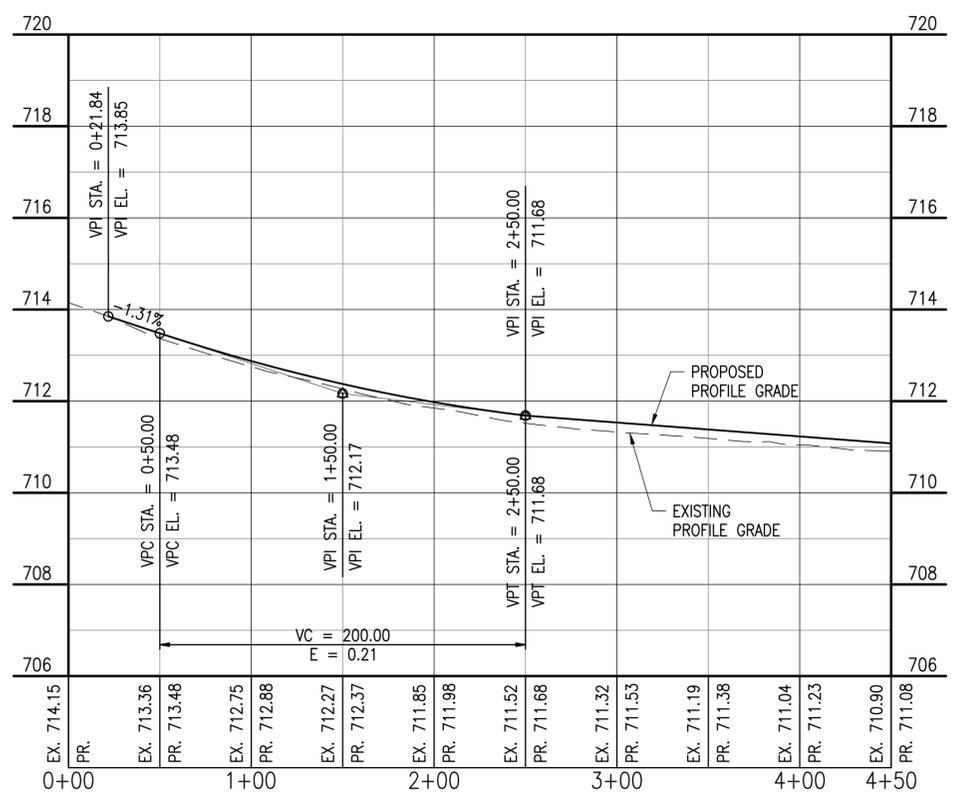
MILLING GRADING PLAN - TXY C AND C2



PAVING NOTES

1. THE CONTRACTOR SHALL AVOID TRACKING TRUCKS AND EQUIPMENT OVER ADJACENT PAVEMENT AREAS UNLESS SUFFICIENT PROTECTION HAS BEEN PROVIDED AND APPROVAL FROM THE AIRPORT MANAGER HAS BEEN GRANTED.
2. TRACKING OF TACK COAT, DAMAGE TO THE PAVEMENT, OR DAMAGE TO GROOVED SURFACES WILL REQUIRE THE WORK TO STOP UNTIL ACCEPTABLE PROTECTION OR A CHANGE IN THE CONSTRUCTION METHOD HAS BEEN APPROVED.
3. ANY DAMAGE SHALL BE REPAIRED OR RESTORED TO ITS ORIGINAL CONDITIONS AT THE CONTRACTOR'S OWN EXPENSE.

MATCH LINE --- STA. 4+50



REHABILITATE TAXIWAYS A & C

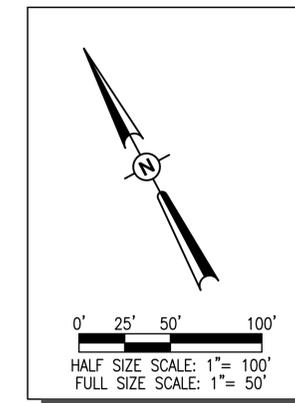
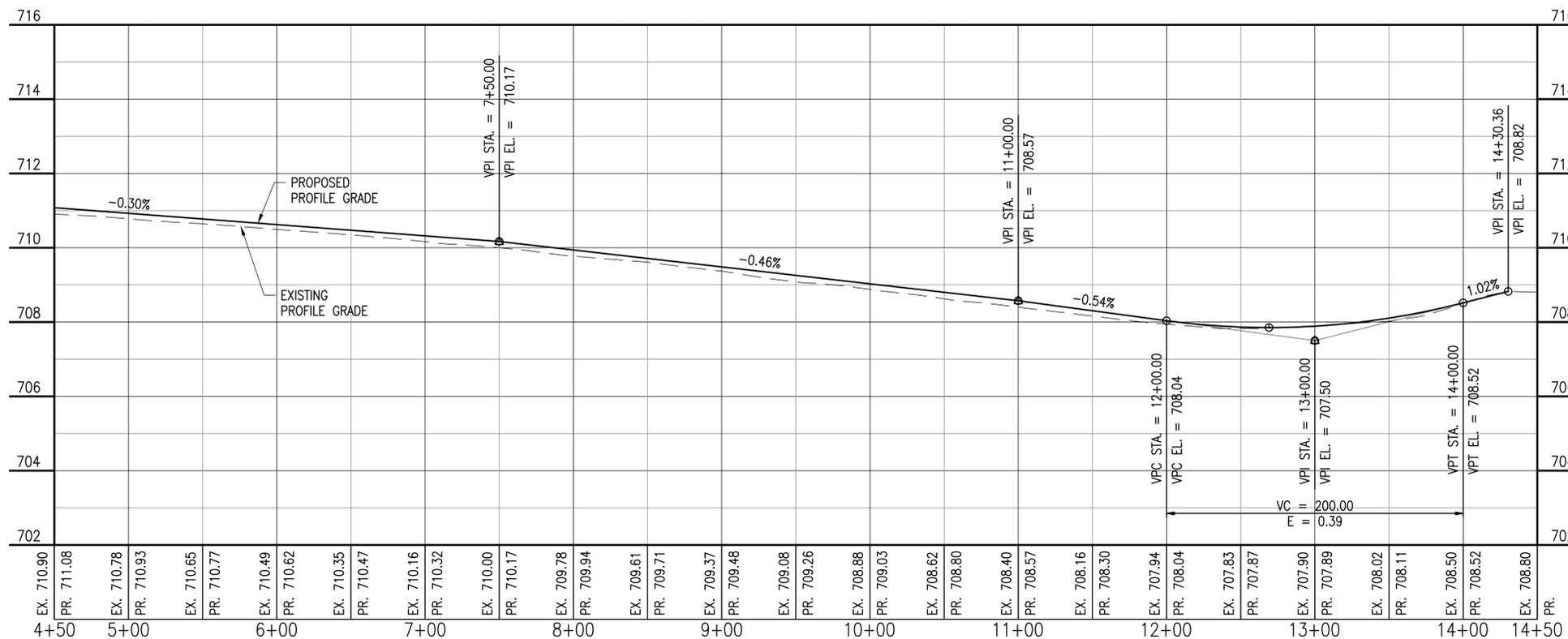
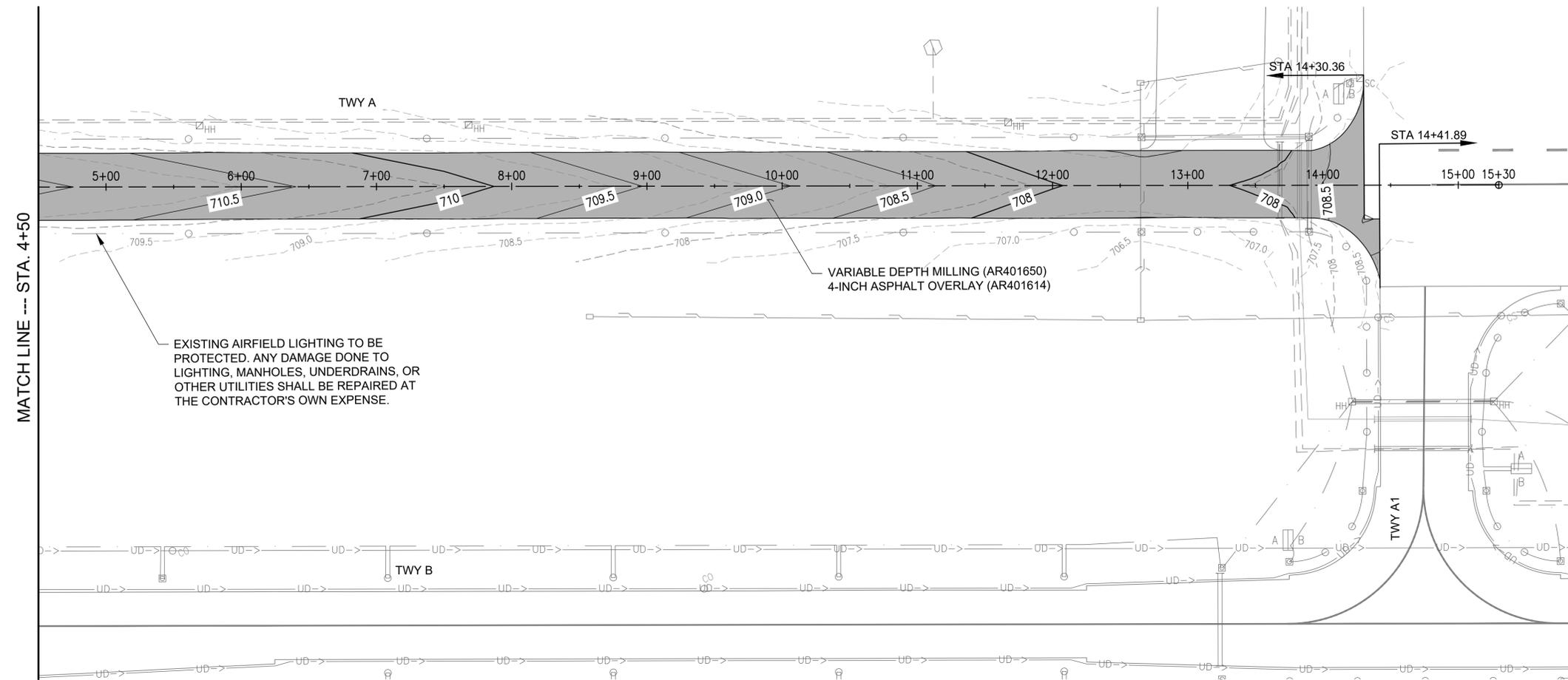
IDA No: MTO-4923
SBG Project No: 3-17-SBGP-TBD
Contract No. CO070

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SHEET TITLE

PROPOSED PLAN & PROFILE TAXY A - SHEET 1



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

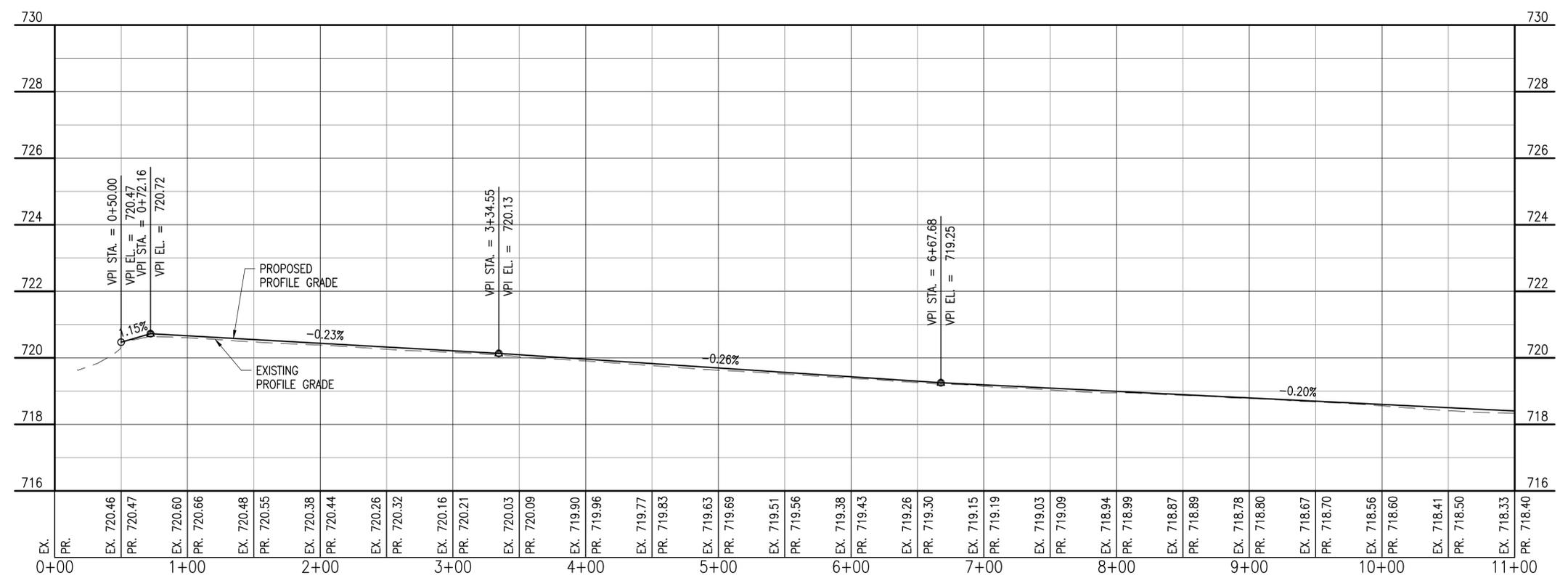
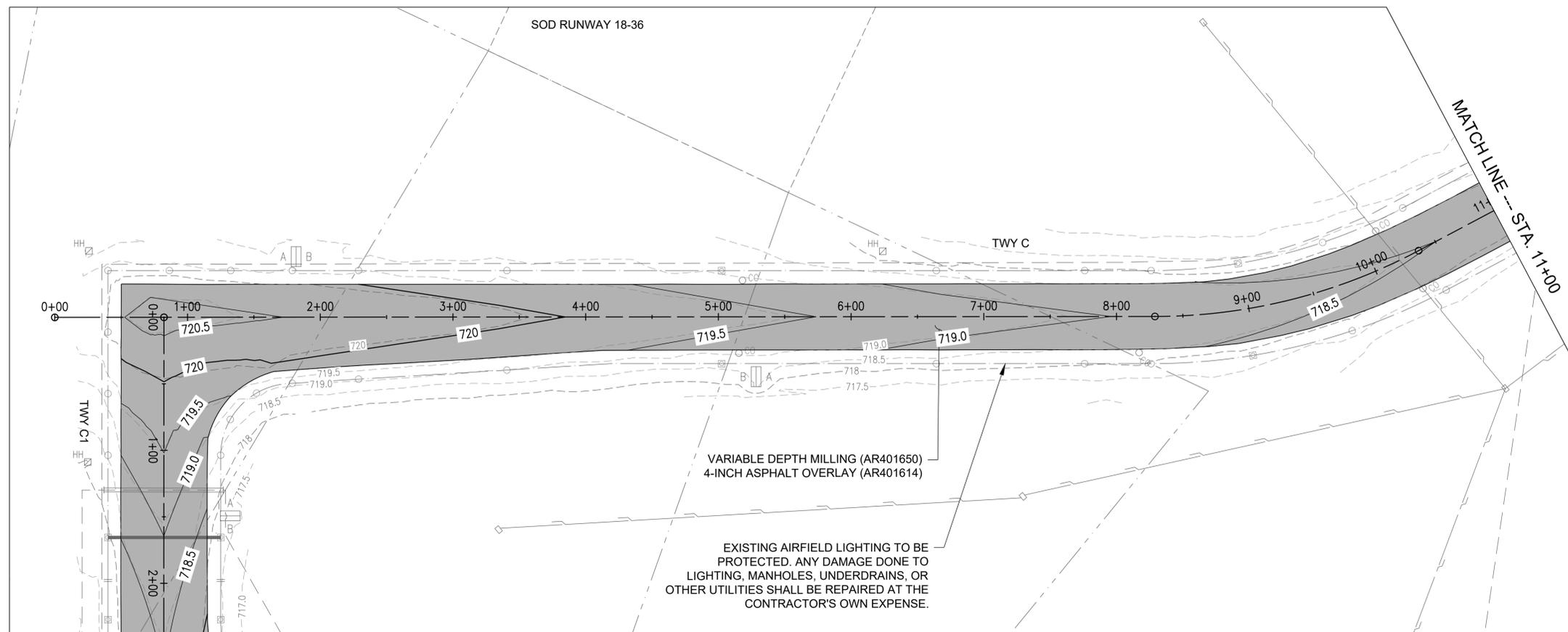
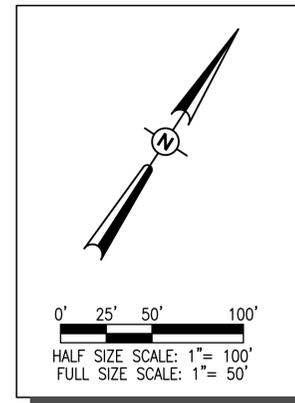
Contract No. CO070

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SHEET TITLE

PROPOSED PLAN & PROFILE TAXY A - SHEET 2



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

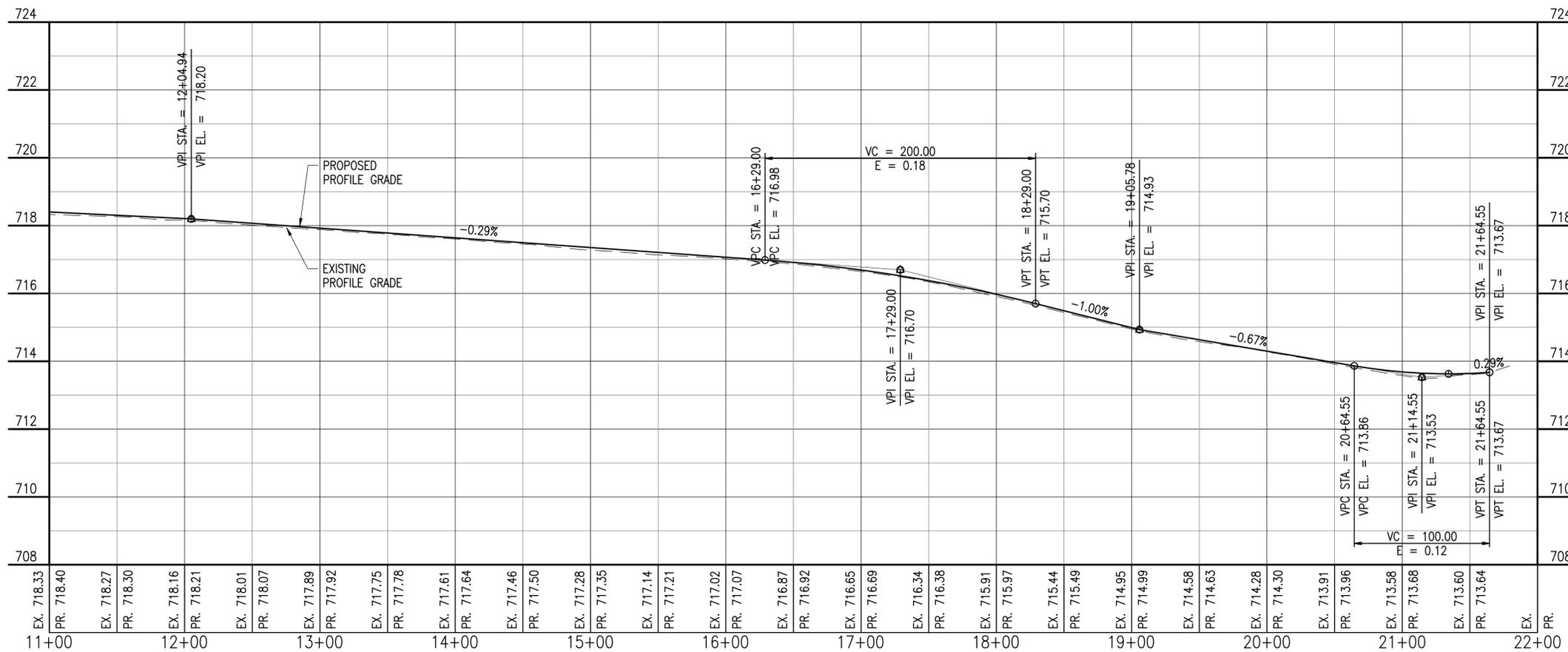
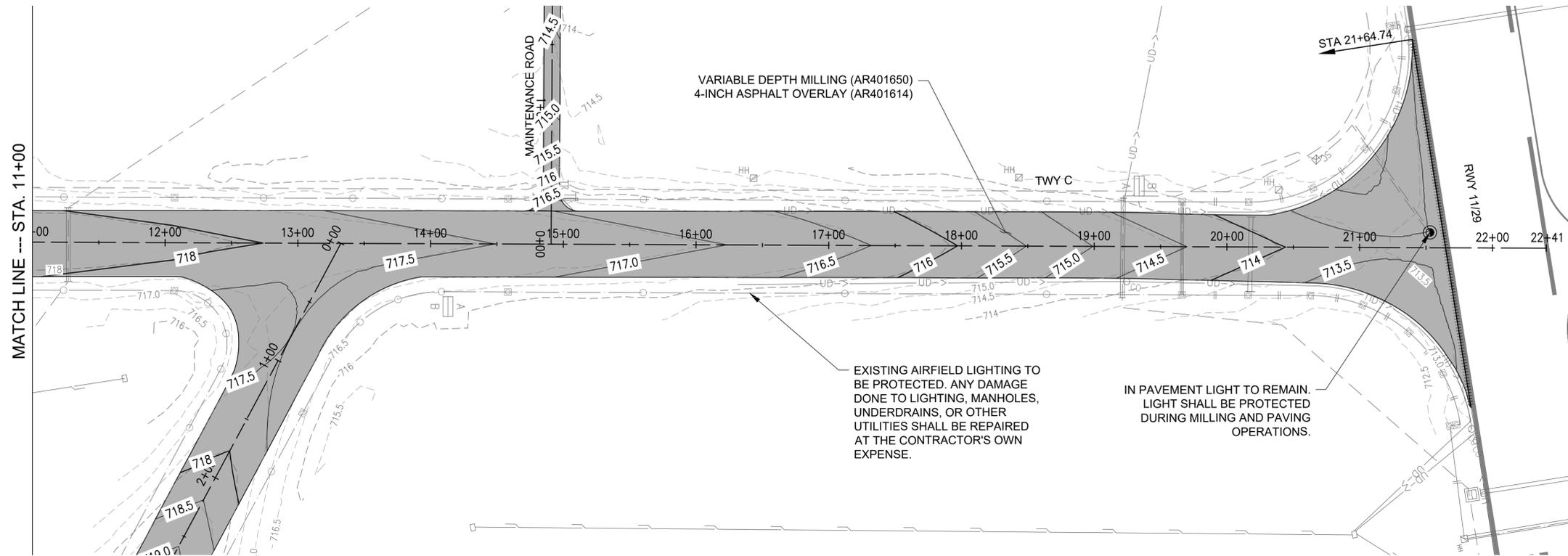
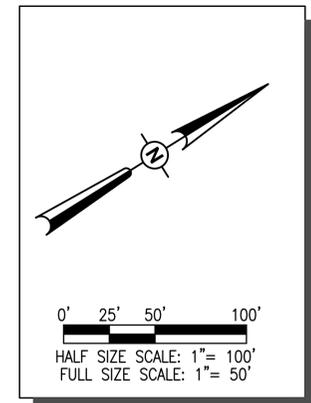
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SHEET TITLE

PROPOSED PLAN & PROFILE TAXY C - SHEET 1



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

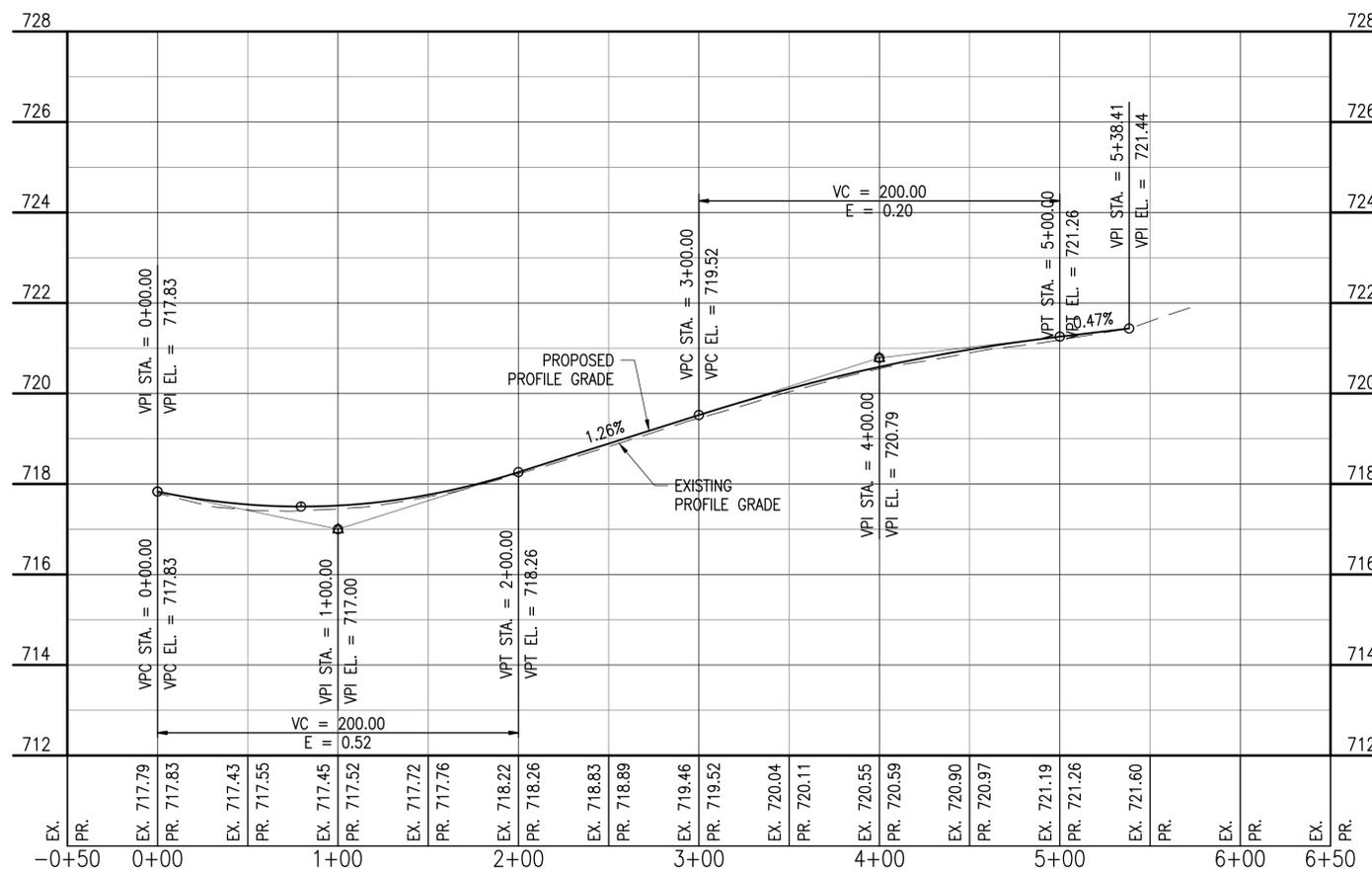
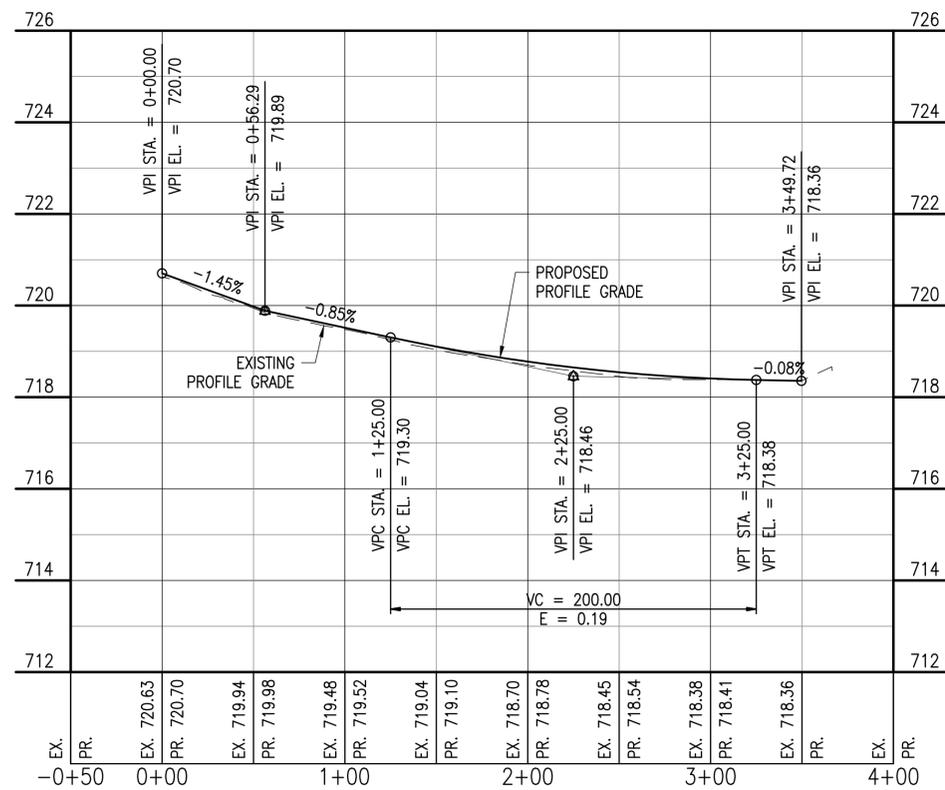
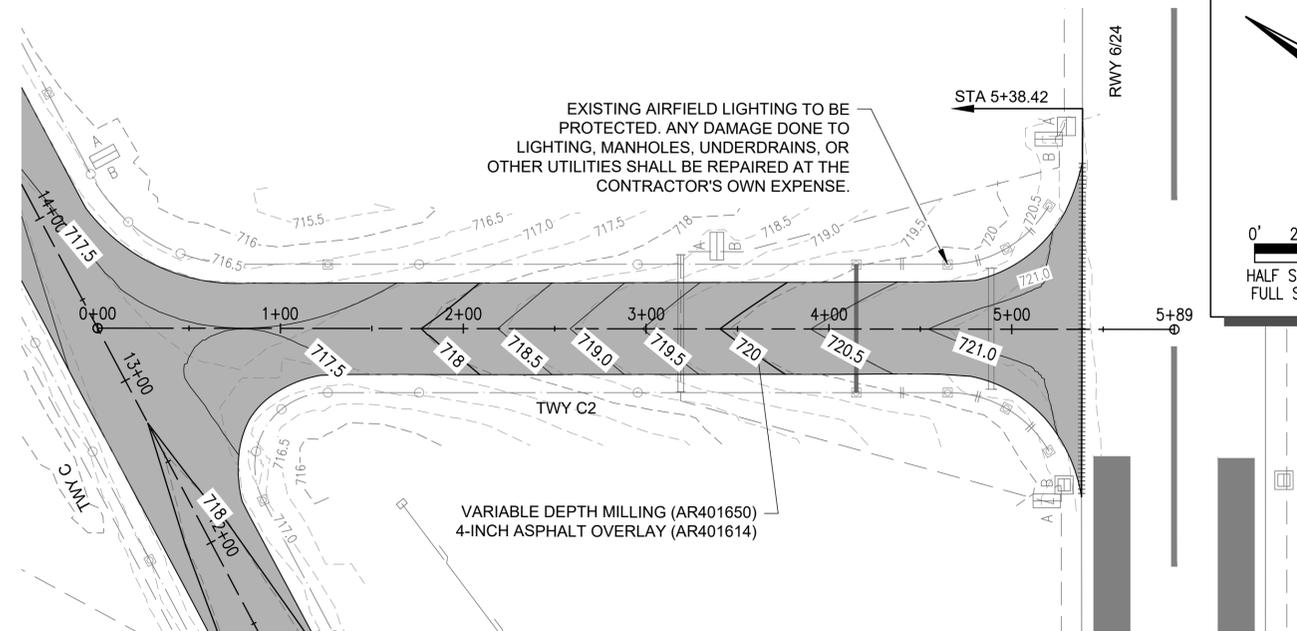
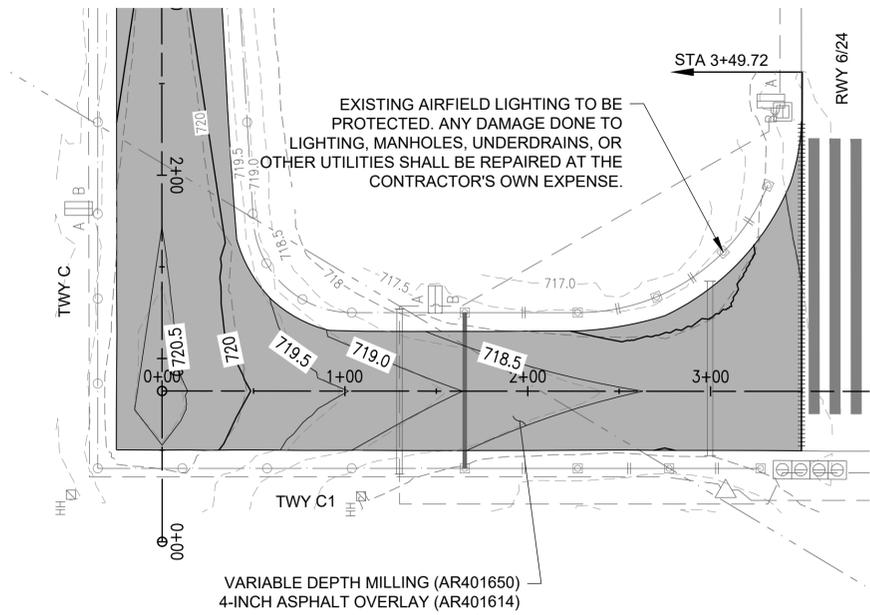
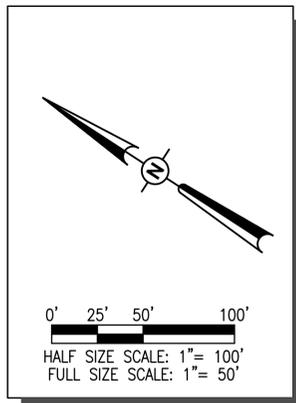
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PROPOSED PLAN & PROFILE TXY C - SHEET 2



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REHABILITATE TAXIWAYS A & C

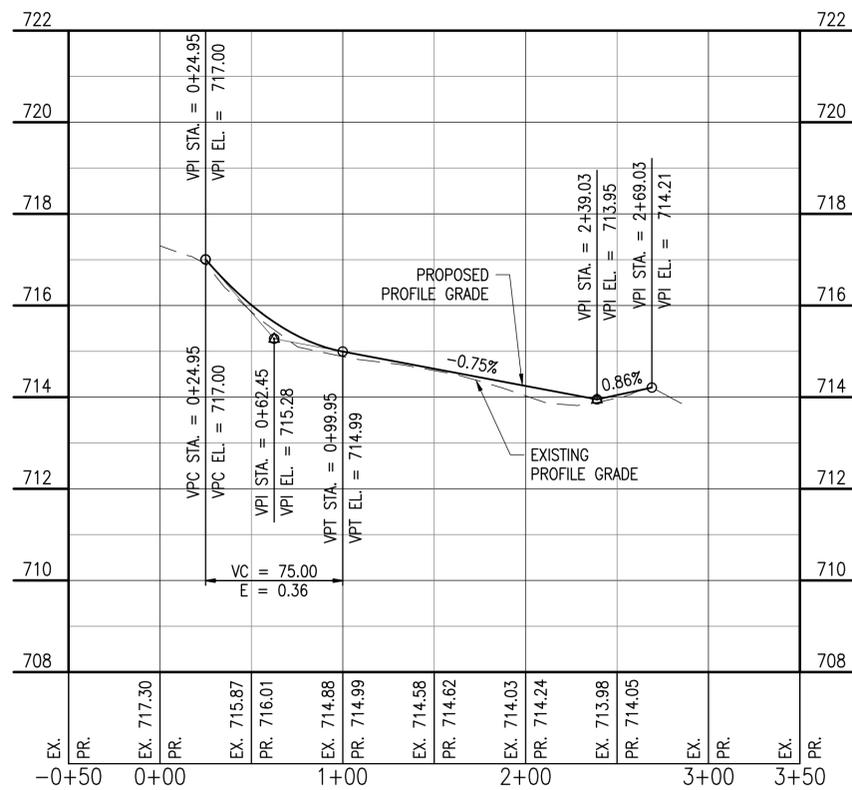
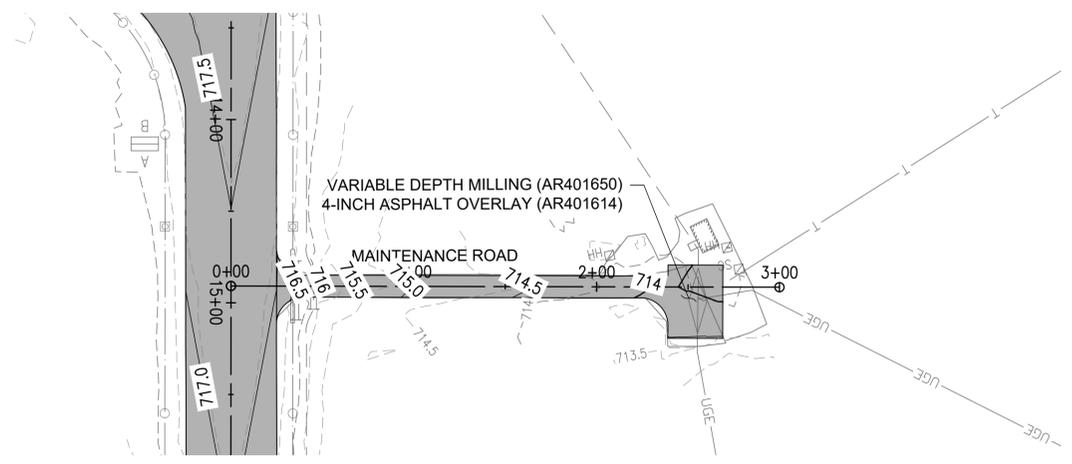
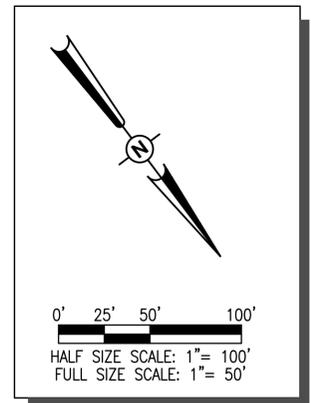
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PROPOSED PLAN & PROFILE - TXY C1 & C2



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

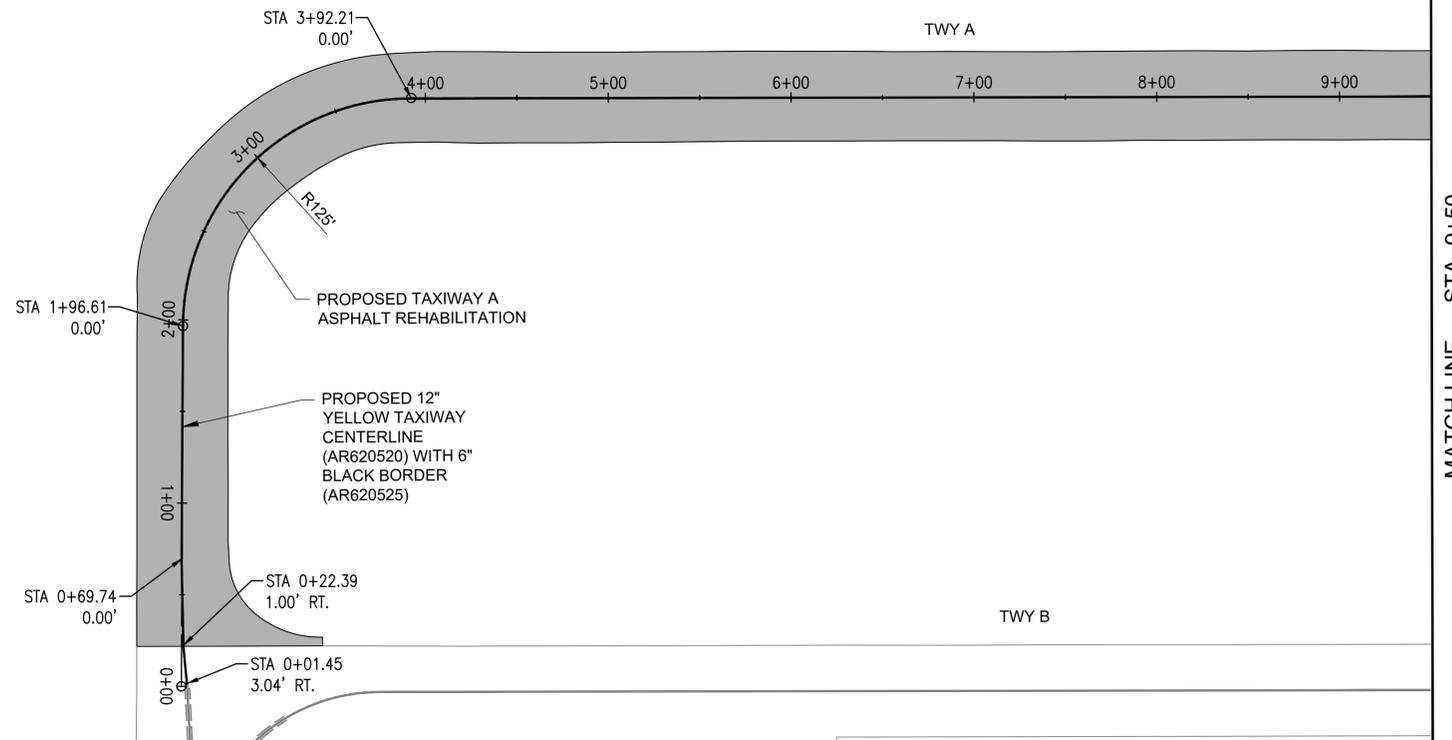
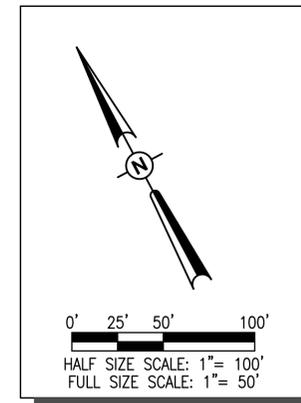
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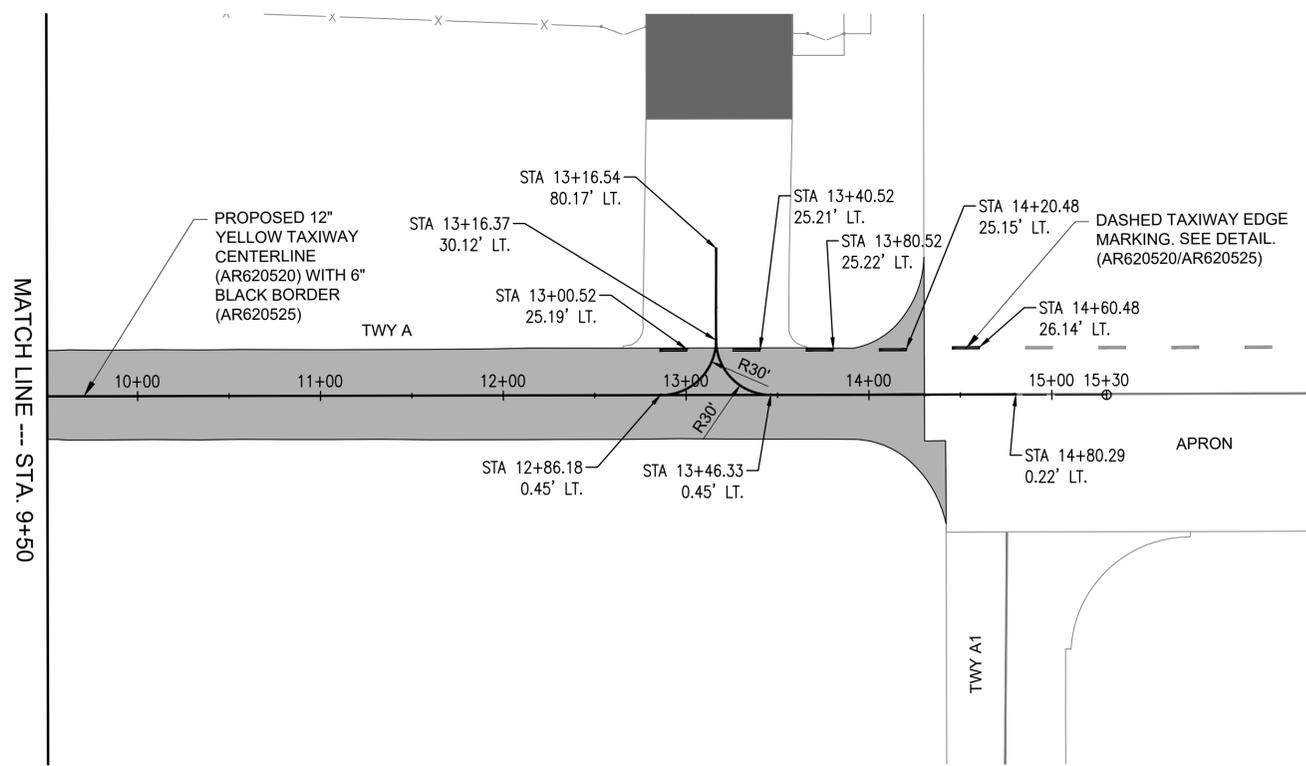
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SHEET TITLE

PROPOSED PLAN & PROFILE - MAINTENANCE ROAD



- WATERBORNE PAVEMENT MARKING NOTES**
- PAVEMENT MARKINGS WILL BE PLACED IN ACCORDANCE WITH ITEM 620 "PAVEMENT MARKING" AS STATED IN THE ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, ADOPTED SEPTEMBER 25, 2020 AND REVISED NOVEMBER 12, 2021.
 - PAVEMENT MARKING WILL BE APPLIED IN TWO APPLICATIONS.
 - WATERBORNE BLACK PAINT SHALL BE USED TO OUTLINE A MINIMUM 6-INCH BORDER AROUND ALL MARKINGS.
 - GLASS BEADS SHALL BE APPLIED ON THE SECOND COAT OF MARKING. GLASS BEADS SHALL NOT BE APPLIED TO BLACK PAINT.
 - CUT-OFF SHEETS WILL BE REQUIRED TO ENSURE STRAIGHT EDGES.
 - THE CONTRACTOR WILL BE RESPONSIBLE FOR RE-MARKING ANY MARKINGS DAMAGED BY CONSTRUCTION ACTIVITIES THAT ARE OUTSIDE OF THE PROPOSED WORK LIMITS.
- PAVEMENT MARKING REMOVAL NOTES**
- THE AREAS OF EXISTING MARKING DESIGNATED FOR REMOVAL MAY ONLY BE REMOVED BY GRINDING. WATER, SHOT, OR SAND BLASTING WILL NOT BE ALLOWED.



MARKING SUMMARY	
ITEM	TOTAL QTY (SF)
AR620520 PAVEMENT MARKING - WATERBORNE	7253
AR620525 PAVEMENT MARKING - BLACK BORDER	7467
AR620555 PREFORMED THERMOPLASTIC	701
AR620900 PAVEMENT MARKING REMOVAL	1261

MARKING SCHEDULE			
AR620520 - PAVEMENT MARKING - WATERBORNE			
DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
TAXIWAY CENTERLINES	4674	1	4674
ENHANCED TAXIWAY - TWY C	264	1	264
ENHANCED TAXIWAY - TWY C1	264	1	264
ENHANCED TAXIWAY - TWY C2	264	1	264
HOLDING POSITION - TWY C	154	1	154
HOLDING POSITION - TWY C1	196	1	196
HOLDING POSITION - TWY C2	154	1	154
HOLDING POSITION - RWY 18/36 EAST	154	1	154
HOLDING POSITION - RWY 18/36 WEST	195	1	195
RUNWAY EDGE STRIPE	860	1	860
DASHED TAXIWAY EDGE LINE MARKING	15	5	75
AR620525 PAVEMENT MARKING - BLACK BORDER			
DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
TAXIWAY CENTERLINES	4674	1	4674
ENHANCED TAXIWAY - TWY C	336	1	336
ENHANCED TAXIWAY - TWY C1	336	1	336
ENHANCED TAXIWAY - TWY C2	336	1	336
HOLDING POSITION - TWY C	243	1	243
HOLDING POSITION - TWY C1	323	1	323
HOLDING POSITION - TWY C2	247	1	247
HOLDING POSITION - RWY 18/36 EAST	242	1	242
HOLDING POSITION - RWY 18/36 WEST	318	1	318
RUNWAY EDGE STRIPE	287	1	287
DASHED TAXIWAY EDGE LINE MARKING	25	5	125
AR620555 PREFORMED THERMOPLASTIC (INCLUDES WHITE, RED, & BLACK BORDER)			
DESCRIPTION	UNIT AREA (S.F.)	NO. REQUIRED	TOTAL AREA (S.F.)
"24-6" SURFACE PAINTED HOLDING POSITION SIGN	285	1	285
"6" SURFACE PAINTED HOLDING POSITION SIGNS	110	1	110
"11-29" SURFACE PAINTED HOLDING POSITION SIGN	306	1	306

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

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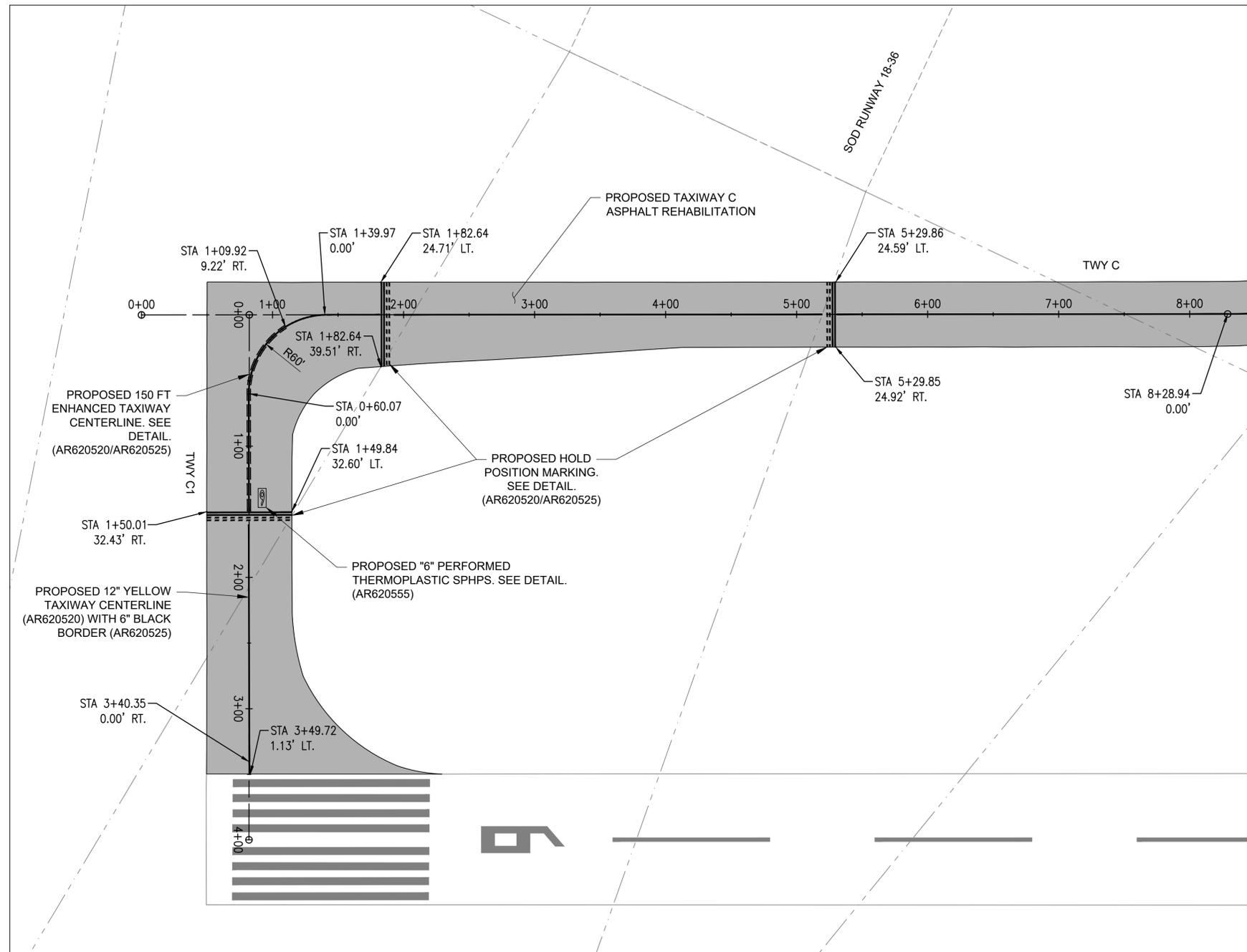
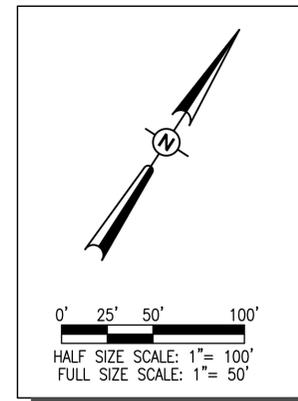
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REVIEWED BY:

SHEET TITLE

MARKING PLAN - TAXIWAY A



MATCH LINE --- STA. 8+50

REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

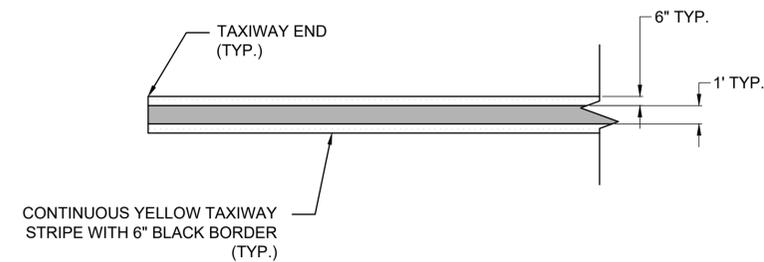
Contract No. CO070

NO.	DATE	DESCRIPTION		
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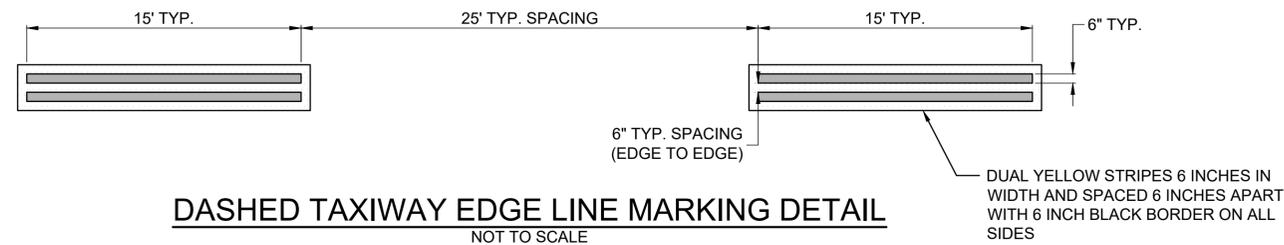
ISSUE: 03/25/2022
PROJECT NO: 21A0092
CAD FILE: C-104-MRK.DWG
DESIGN BY: LDH 03/21/2022
DRAWN BY: HLE 03/21/2022
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MARKING PLAN - TXY C AND C1

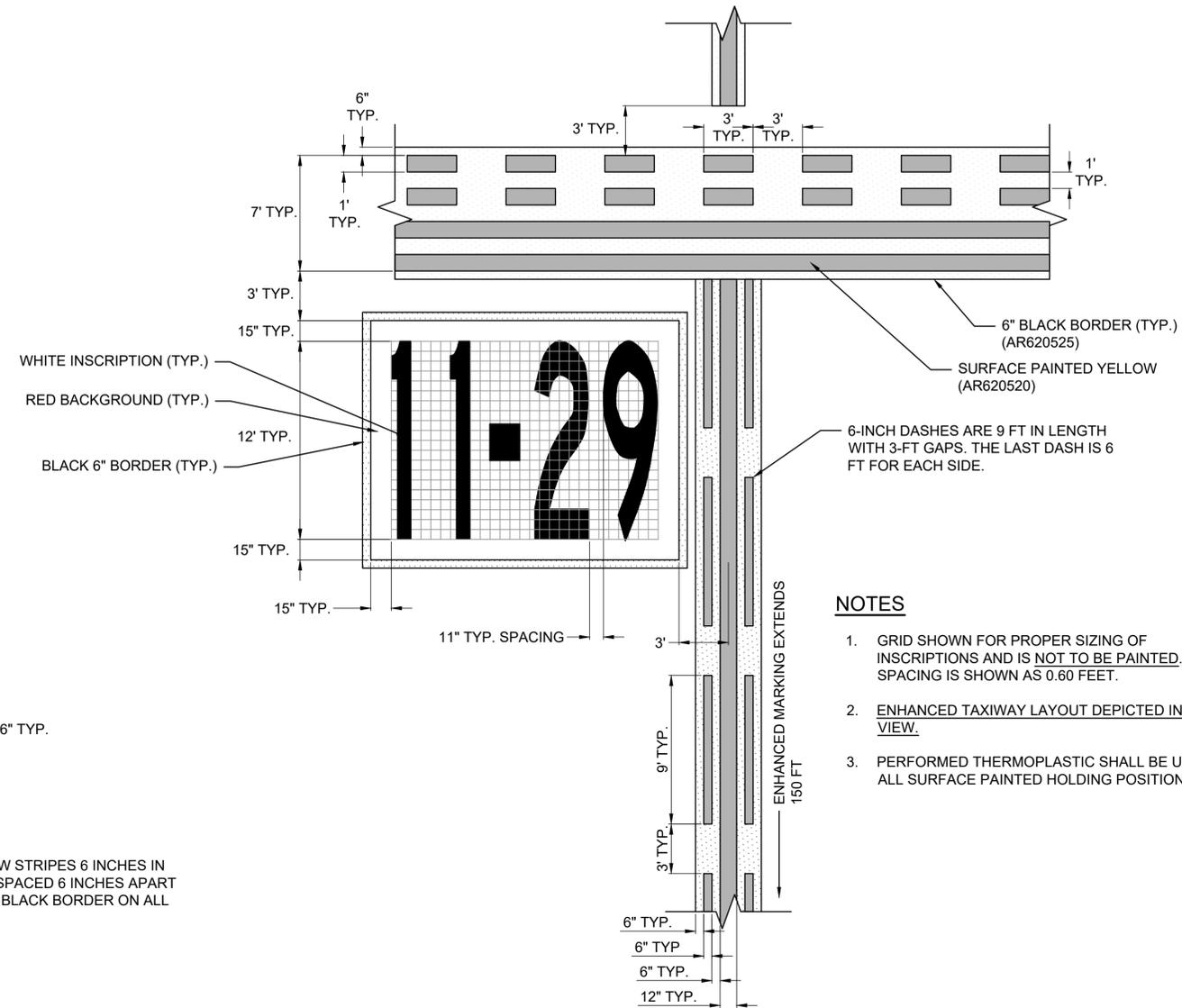


TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



DASHED TAXIWAY EDGE LINE MARKING DETAIL
NOT TO SCALE

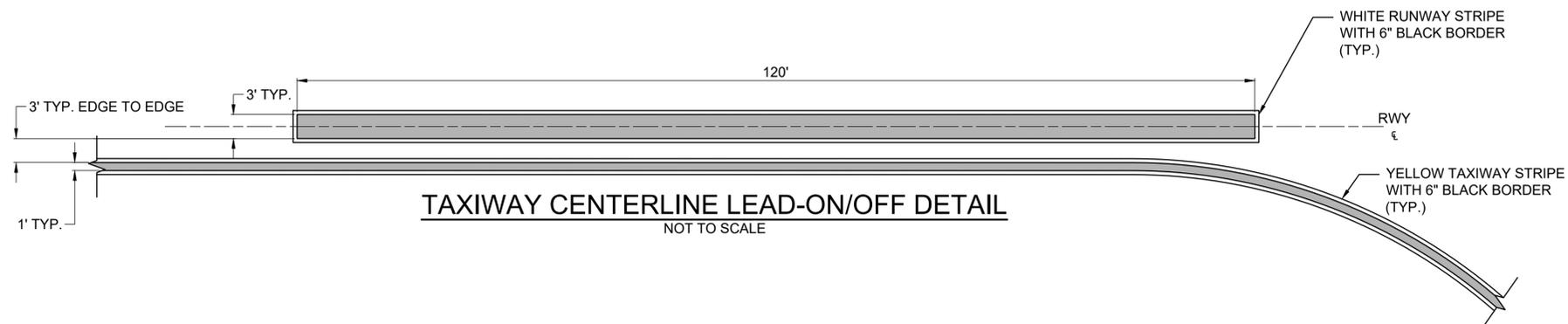
NOTE
FOR CASES WHERE A TAXIWAY EDGE MARKING INTERSECTS A HOLDING POSITION MARKING THE TAXIWAY EDGE MARKING SHOULD ABUT THE BLACK BORDER, I.E., MAINTAIN A 6-INCH GAP.



TAXIWAY C HOLDING POSITION AND ENHANCED TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

NOTES

1. GRID SHOWN FOR PROPER SIZING OF INSCRIPTIONS AND IS NOT TO BE PAINTED. GRID SPACING IS SHOWN AS 0.60 FEET.
2. ENHANCED TAXIWAY LAYOUT DEPICTED IN PLAN VIEW.
3. PERFORMED THERMOPLASTIC SHALL BE USED FOR ALL SURFACE PAINTED HOLDING POSITION SIGNS.



TAXIWAY CENTERLINE LEAD-ON/OFF DETAIL
NOT TO SCALE

REHABILITATE
TAXIWAYS A & C

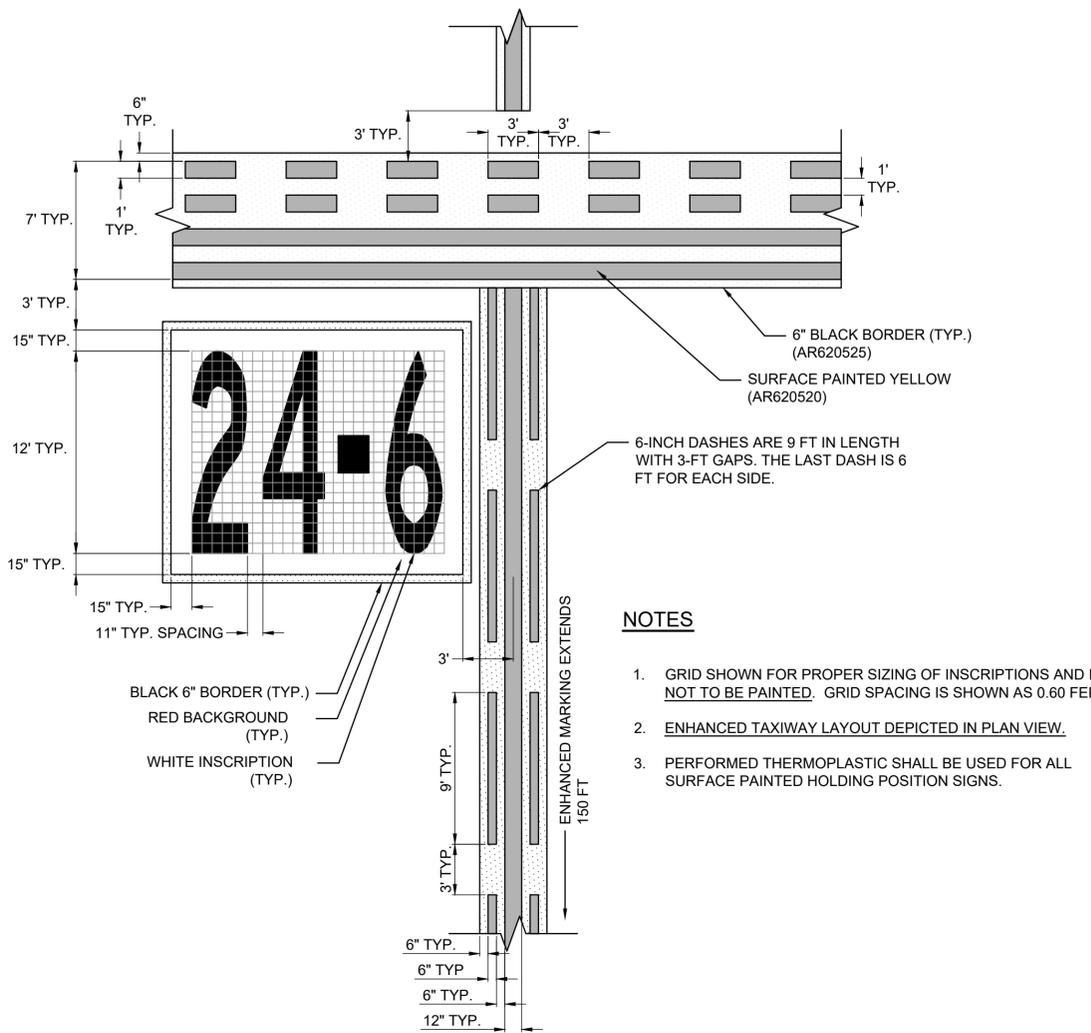
IDA No: MTO-4923
SBG Project No:
3-17-SBGP-TBD
Contract No. CO070

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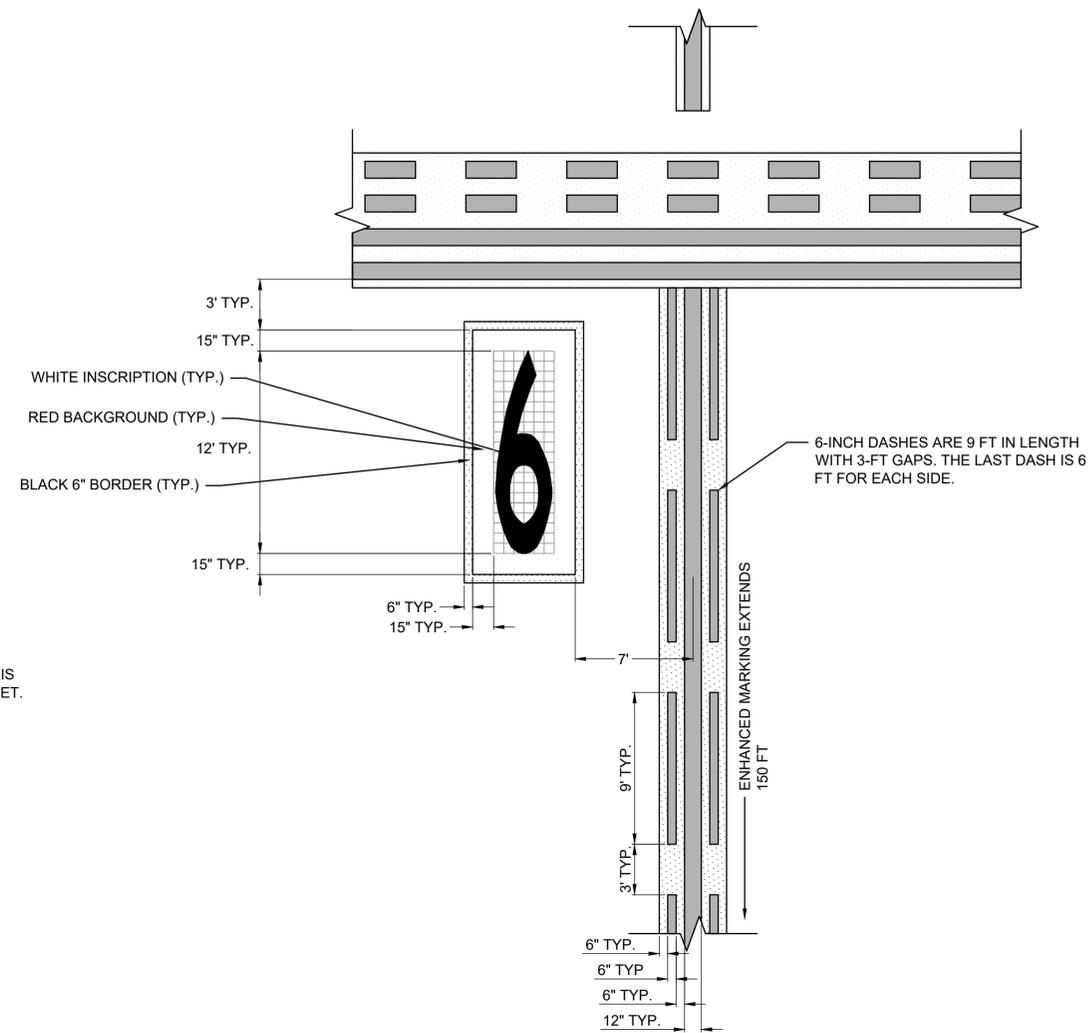
ISSUE: 03/25/2022
PROJECT NO: 21A0092
CAD FILE: C-501-MRK.DWG
DESIGN BY: LDH 03/14/2022
DRAWN BY: HLE 03/14/2022
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MARKING DETAILS -
SHEET 1



TAXIWAY C2 HOLDING POSITION AND ENHANCED TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



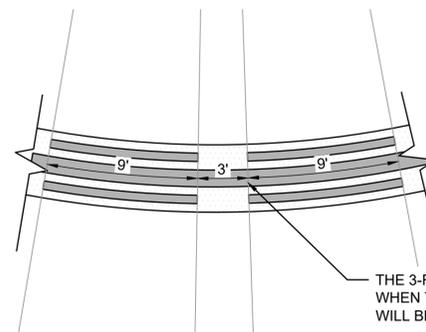
TAXIWAY C1 HOLDING POSITION AND ENHANCED TAXIWAY CENTERLINE DETAIL
NOT TO SCALE

NOTES

1. GRID SHOWN FOR PROPER SIZING OF INSCRIPTIONS AND IS NOT TO BE PAINTED. GRID SPACING IS SHOWN AS 0.60 FEET.
2. ENHANCED TAXIWAY LAYOUT DEPICTED IN PLAN VIEW.
3. PERFORMED THERMOPLASTIC SHALL BE USED FOR ALL SURFACE PAINTED HOLDING POSITION SIGNS.

ENHANCED TAXIWAY CENTERLINE MARKING NOTES:

1. TAXIWAY CENTERLINE MARKINGS SHALL BE YELLOW IN COLOR AND OUTLINED IN BLACK.
2. TAXIWAY CENTERLINE MARKINGS SHALL BE ENHANCED FOR 150-FT PRIOR TO A RUNWAY HOLDING POSITION MARKING, UNLESS NOTED OTHERWISE. FOR A CURVED TAXIWAY CENTERLINE, THIS DISTANCE SHALL BE MEASURED ALONG THE CENTERLINE BEING ENHANCED TO A DISTANCE OF 150-FT.
3. WHERE TWO TAXIWAY CENTERLINES CONVERGE AT OR BEFORE THE RUNWAY HOLDING POSITION MARKING, PARTIAL INNER DASHED LINES LESS THAN 5 FEET AT THE POINT OF CONVERGENCE MAY BE OMITTED.
4. DASHES ON EITHER SIDE OF THE TAXIWAY CENTERLINE MUST BE ALIGNED, STARTING AND STOPPING WITH THE DASHES ON THE OPPOSITE SIDE OF THE CENTERLINE. TO ACCOMPLISH THIS FOR CURVED TAXIWAY CENTERLINES, THE MEASUREMENTS FOR THE DASHES AND GAPS SHALL BE MADE AT THE CENTERLINE AND EXTENDED PERPENDICULAR FROM THE CENTERLINE TO OBTAIN THE LOCATIONS OF THE DASHES.
5. ENHANCED TAXIWAY CENTERLINE MARKINGS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF FAA AC 150/5340-1, STANDARDS FOR AIRPORT MARKING.
6. IF THE CONTRACTOR ELECTS TO "BLOCK PAINT" THE BLACK PAINT AND THEN PAINT EITHER YELLOW OR WHITE PAINT OVER THE BLACK PAINT; ONLY THE VISIBLE BLACK PAINT WILL BE ELIGIBLE FOR PAYMENT.



ENHANCED TAXIWAY CENTERLINE DETAIL ON CURVE
NOT TO SCALE

THE 3-FT GAPS AND 9-FT DASHES ARE MEASURED FROM THE CENTERLINE. WHEN THE ENHANCED TAXIWAY IS CURVED THE DASHES ON THE OUTSIDE WILL BE MORE THAN 9-FT LESS THAN 9 FT ON THE INSIDE OF THE CURVE.

**REHABILITATE
TAXIWAYS A & C**

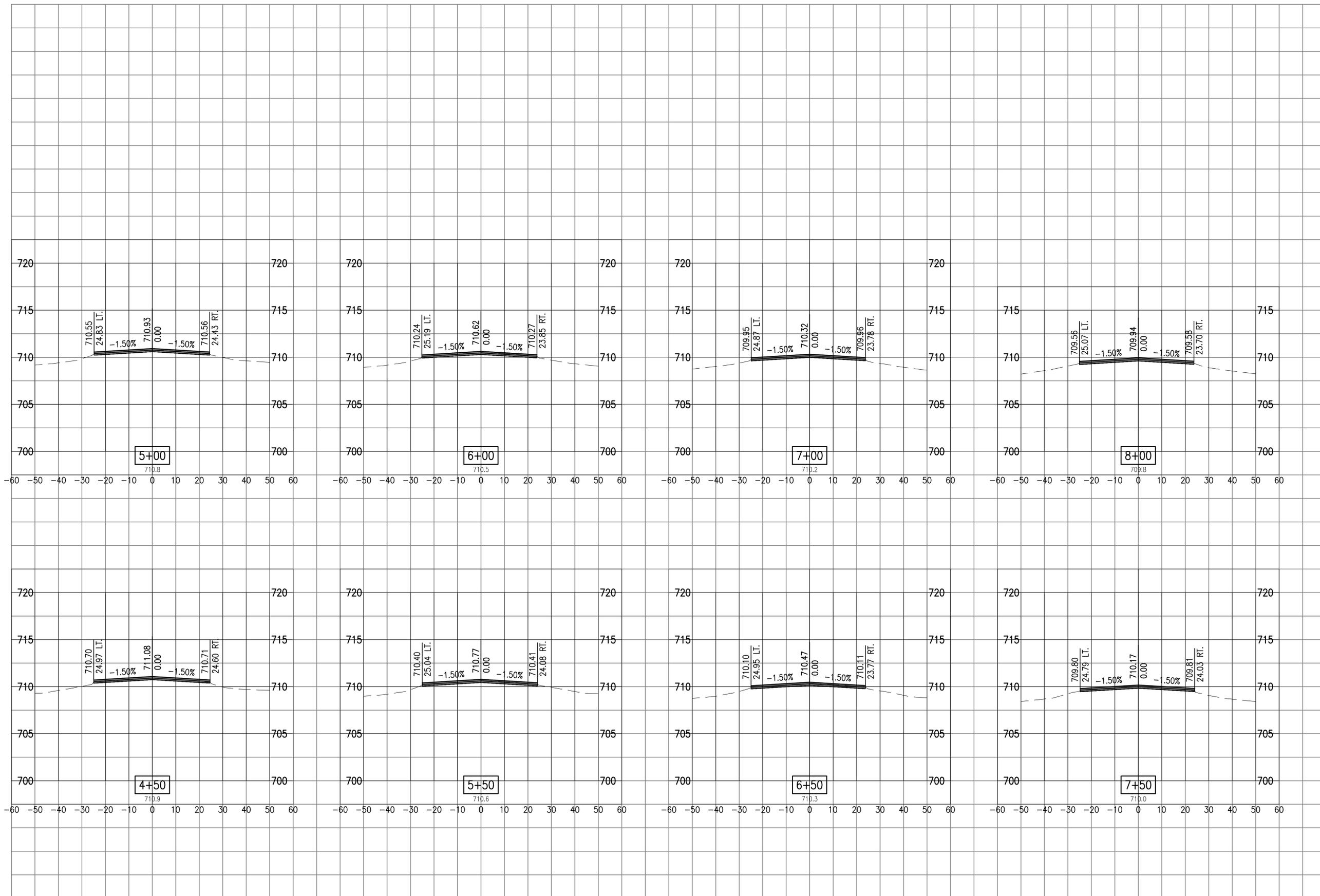
IDA No: MTO-4923
SBG Project No:
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Contract No. CO070

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**MARKING DETAILS -
SHEET 2**



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

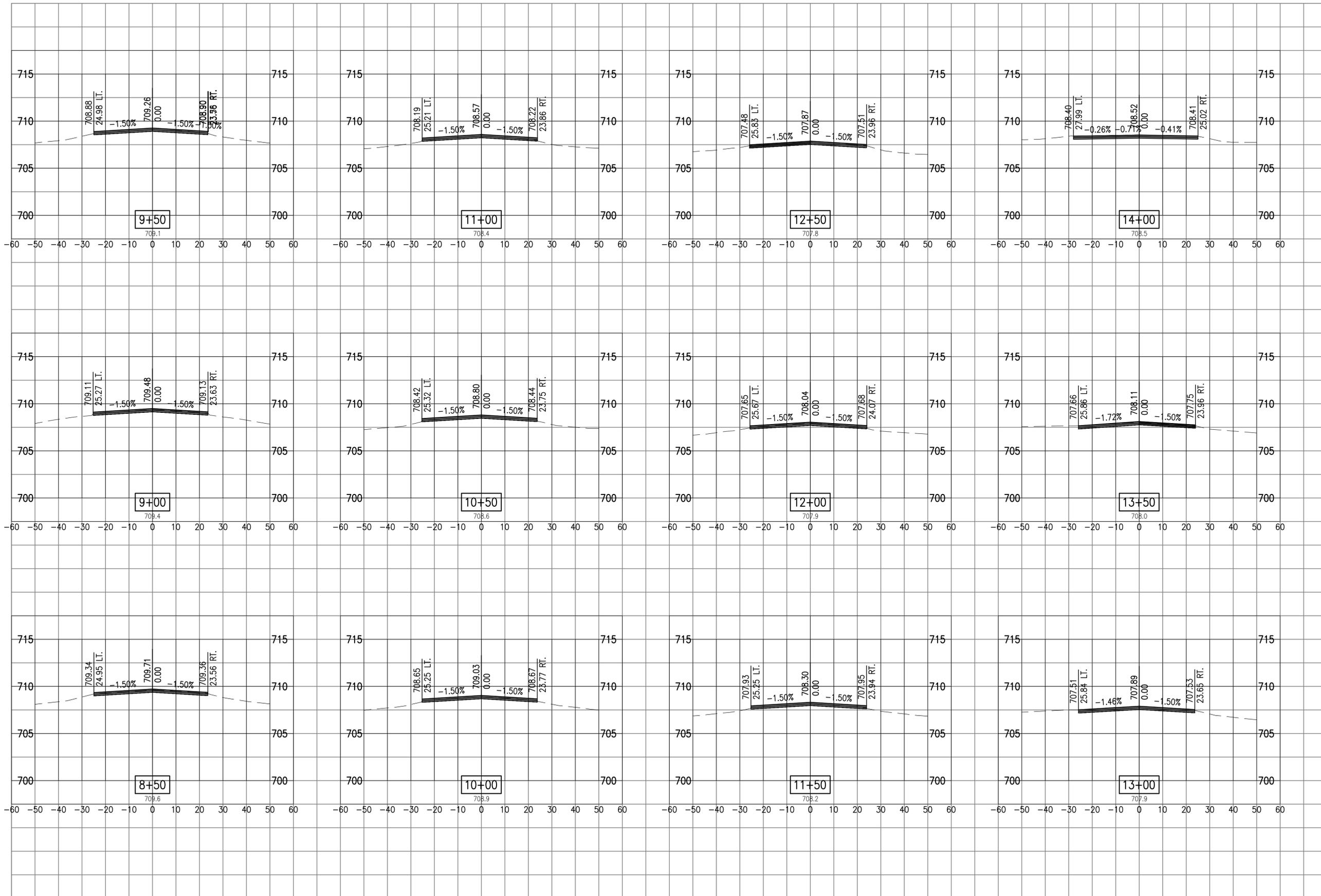
Contract No. CO070

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ISSUE: 03/25/2022
PROJECT NO: 21A0092
CAD FILE: C-302-XS.DWG
DESIGN BY: LDH 02/22/2022
DRAWN BY: HLE 02/22/2022
REVIEWED BY:

SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY A -
STA. 4+50 TO STA.
8+00



APR 26, 2022 2:44 PM ENGEL01009
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REHABILITATE
TAXIWAYS A & C

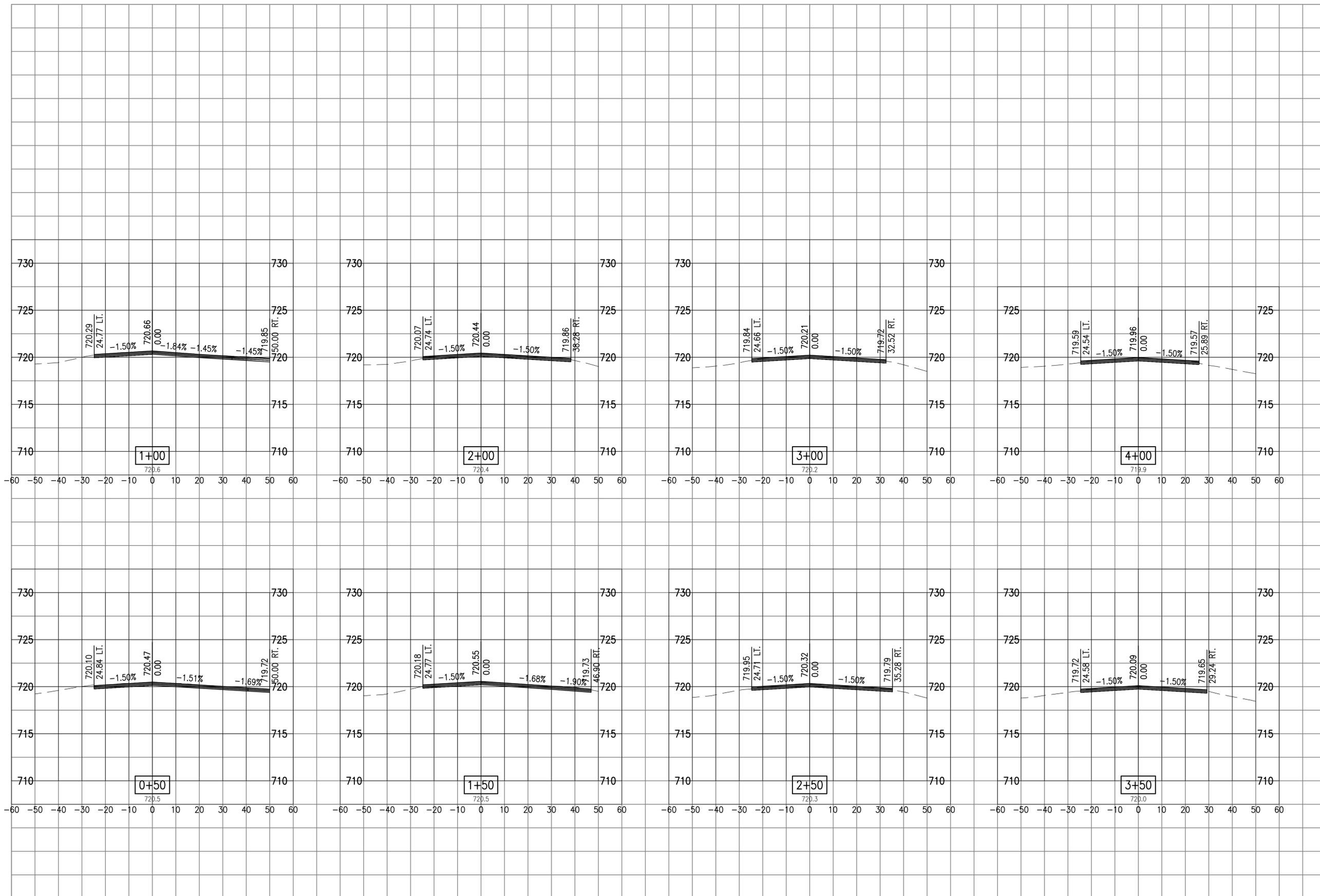
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SBG Project No:
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Contract No. CO070

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ISSUE: 03/25/2022
PROJECT NO: 21A0092
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY A -
STA. 8+50 TO STA.
14+00



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

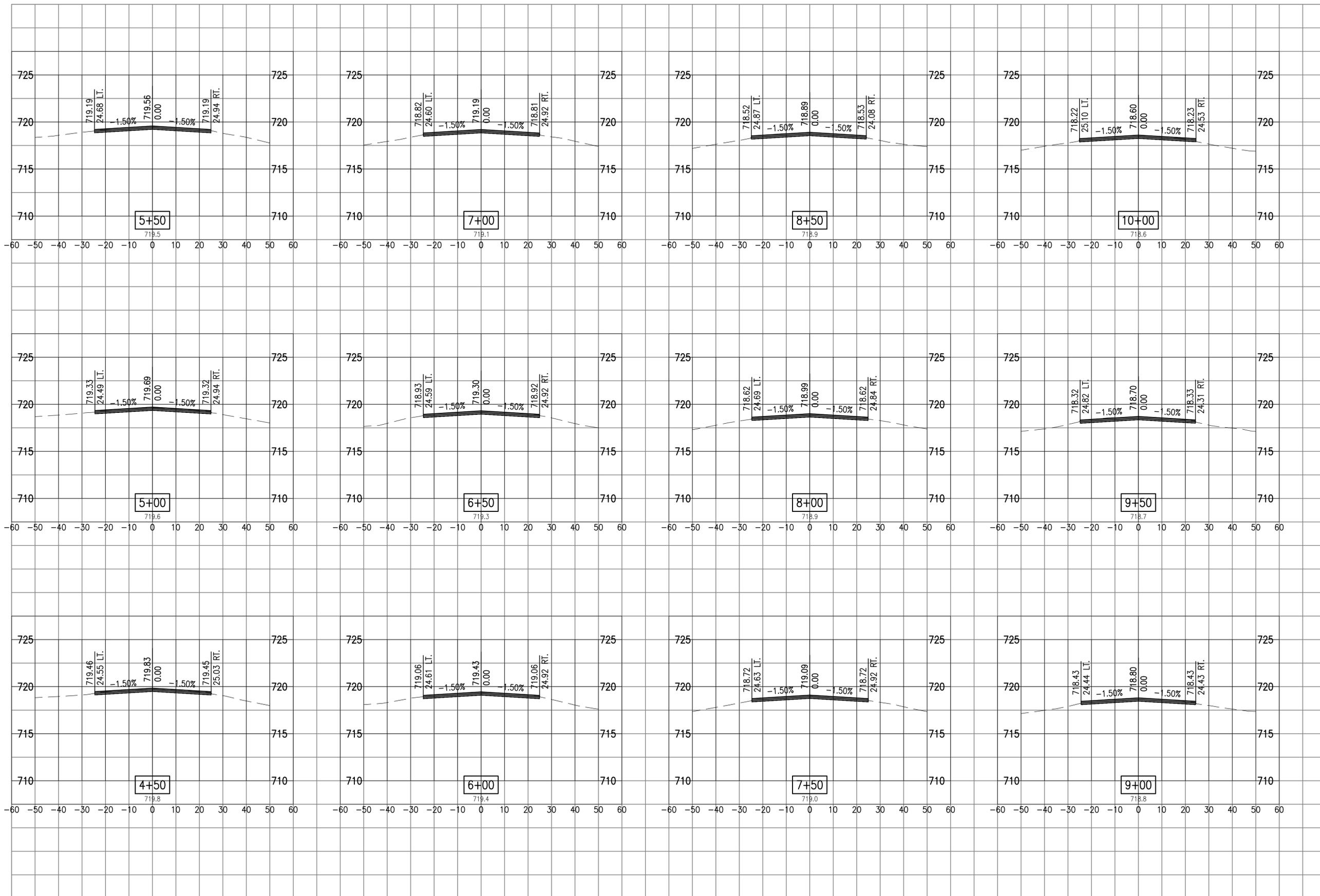
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ISSUE: 03/25/2022
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CAD FILE: C-302-XS.DWG
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C -
STA. 00+50 TO STA.
4+00



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

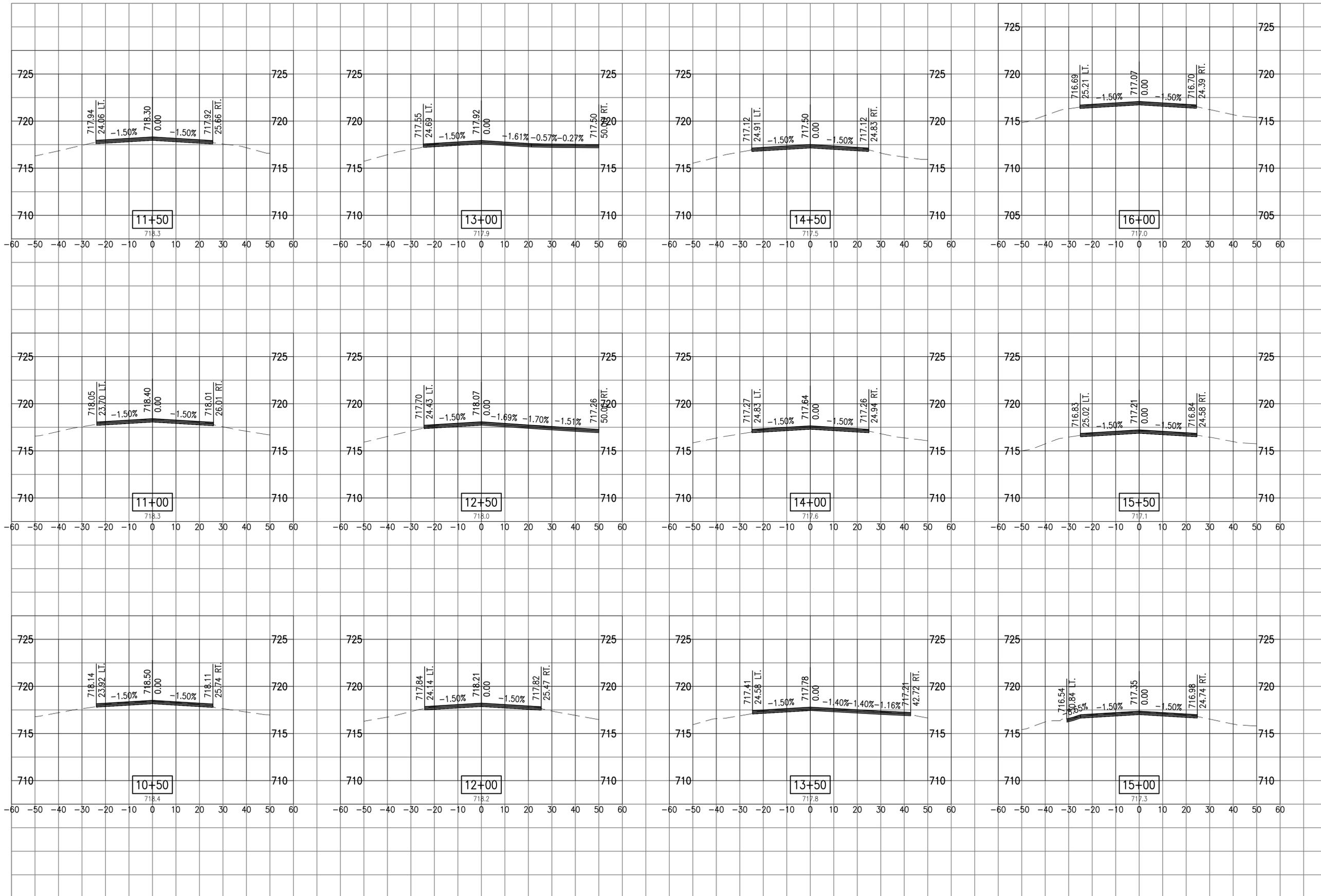
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CAD FILE: C-302-XS.DWG
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REVIEWED BY:

SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C -
STA. 4+50 TO STA.
10+00



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

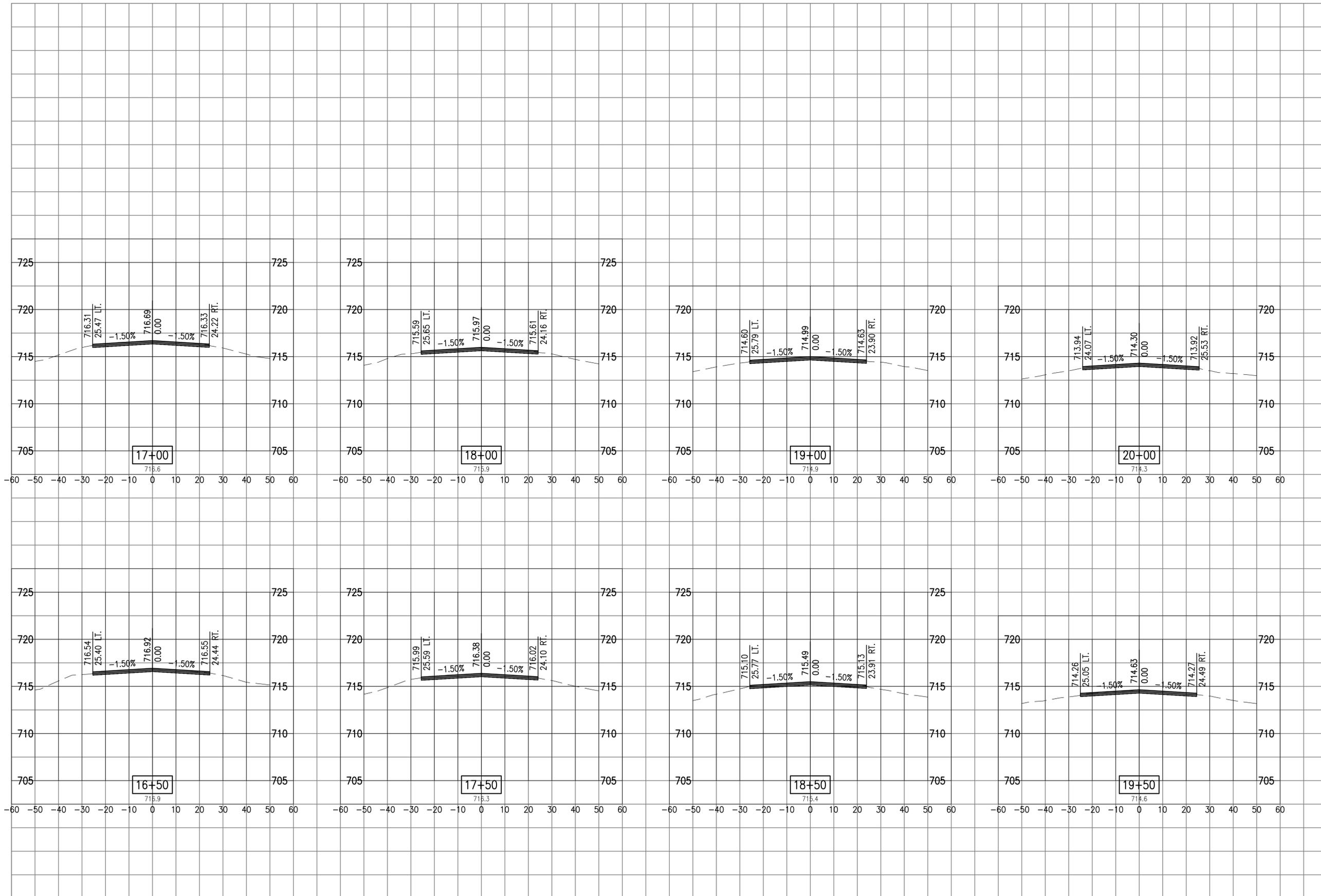
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C -
STA. 10+50 TO STA.
16+00



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

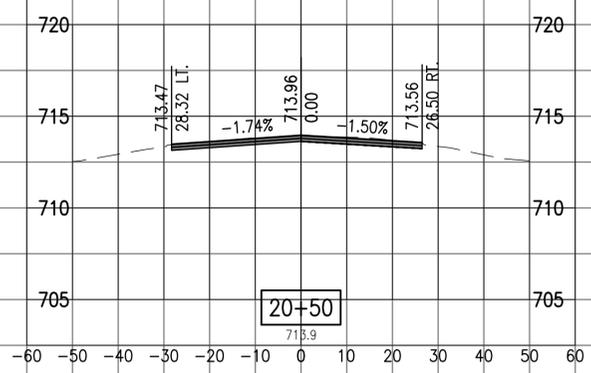
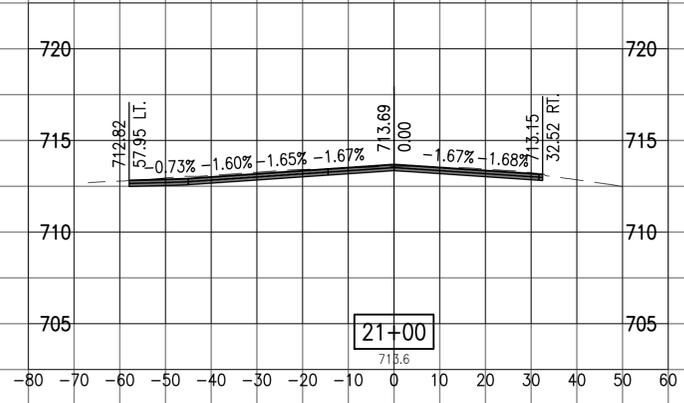
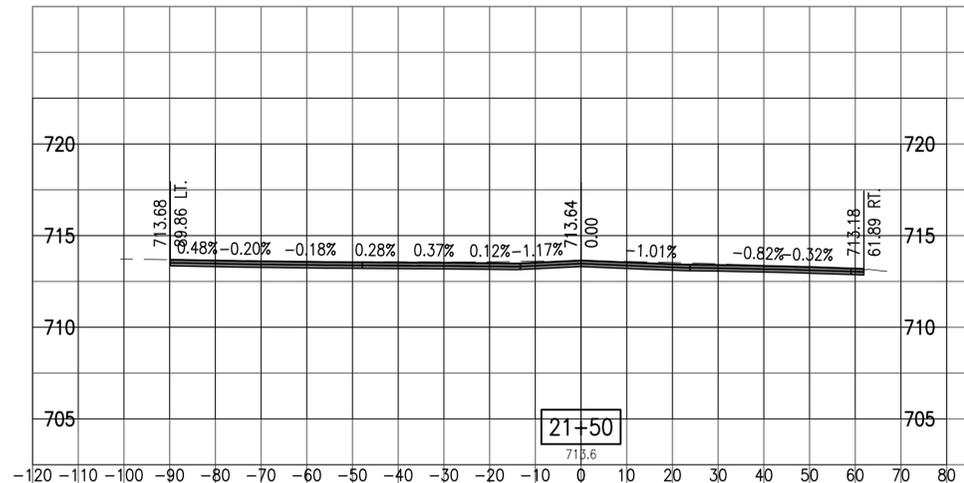
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C -
STA. 16+50 TO STA.
20+00



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

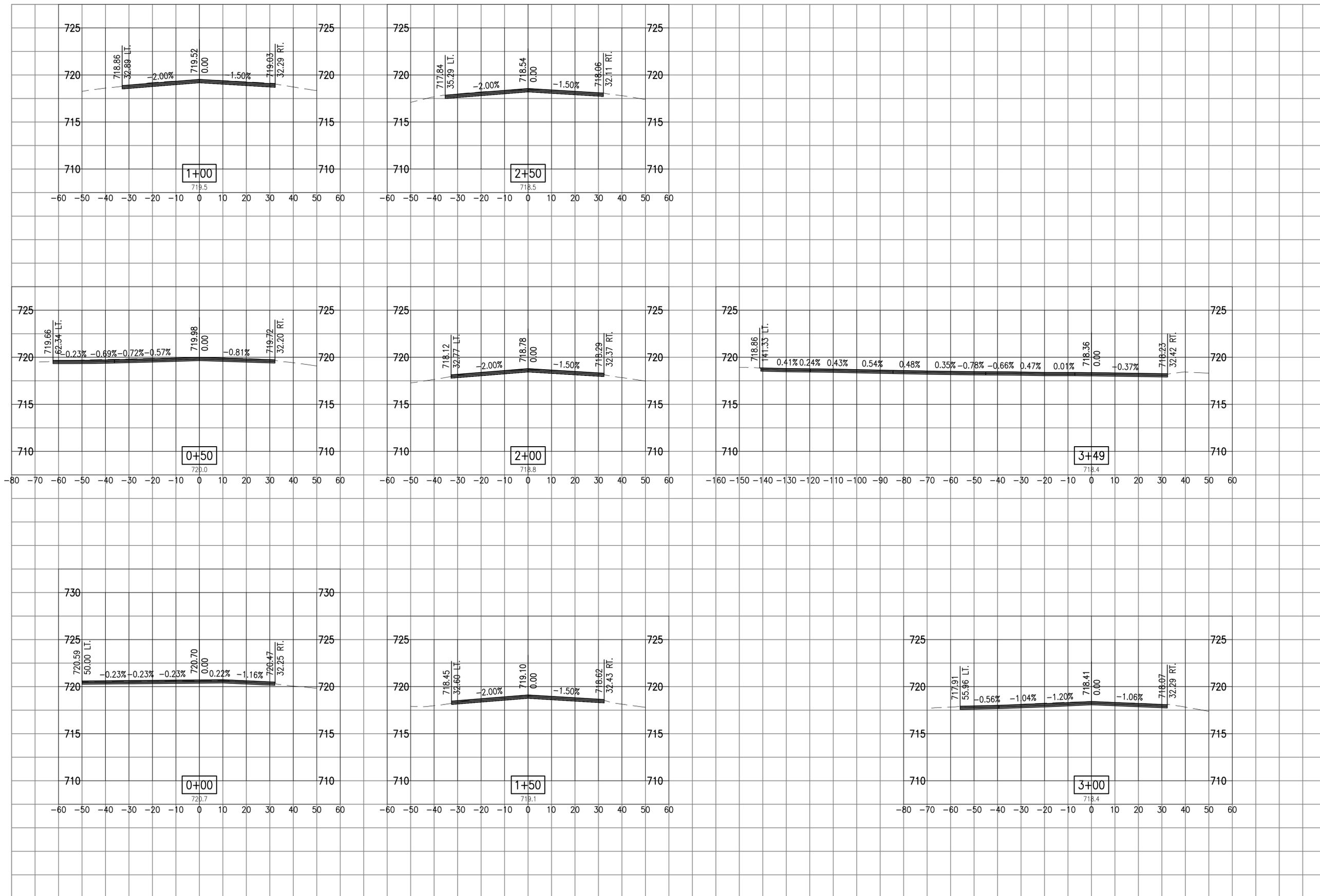
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C -
STA. 20+50 TO STA.
21+50



REHABILITATE
TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
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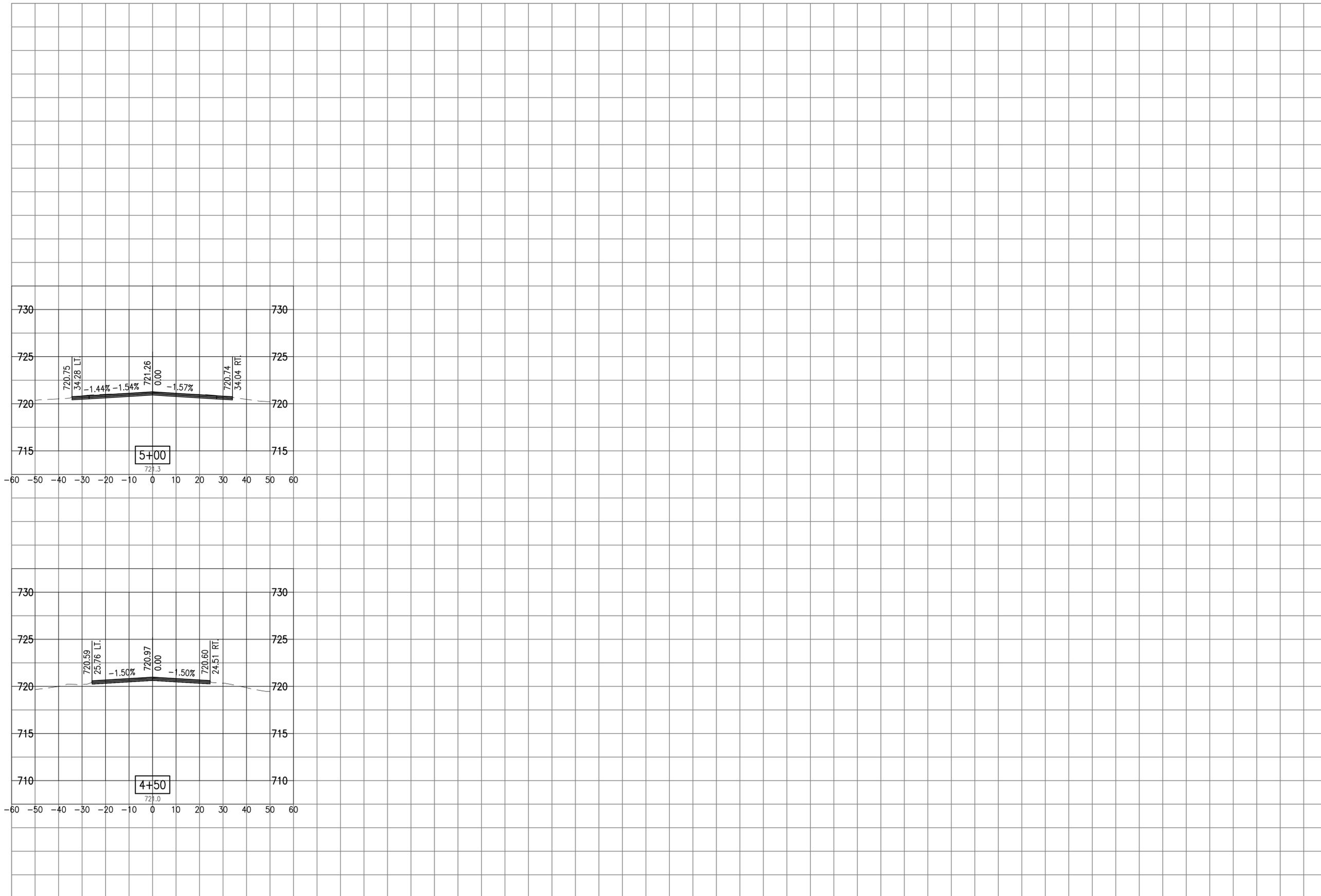
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SHEET TITLE

PROPOSED CROSS
SECTIONS - TWY C1 -
STA. 00+00 TO STA.
3+49



REHABILITATE TAXIWAYS A & C

IDA No: MTO-4923

SBG Project No:
3-17-SBGP-TBD

Contract No. CO070

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SHEET TITLE

PROPOSED CROSS SECTIONS - TWY C2 - STA. 4+50 TO STA. 5+00