

LETTING ITEM NO. 5A

LETTING DATE: 8/5/2011

TOTAL SHEETS: 8

CE031

CONSTRUCTION PLANS FOR CENTRALIA MUNICIPAL AIRPORT

CITY OF CENTRALIA, ILLINOIS
CENTRALIA, ILLINOIS

SUMMARY OF QUANTITIES

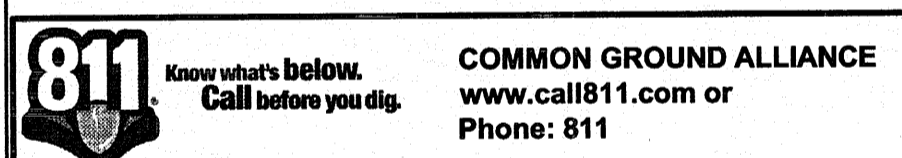
ITEM NO.	ITEM DESCRIPTION	UNIT	QUANT
BASE BID			
AR152411	UNCLASSIFIED EXCAVATION	LS	1.0
AR156510	SILT FENCE	L.F.	270.0
AR209604	CRUSHED AGG. BASE COURSE - 4"	S.Y.	2,400.0
AR401611	BIT. SURFACE COURSE-METHOD 1	TON	280.0
AR403611	BITUMINOUS BASE COURSE-METHOD 1	TON	550.0
AR501604	4" PCC SIDEWALK	S.F.	200.0
AR602510	BITUMINOUS PRIME COAT	GAL	950.0
AR603510	BITUMINOUS TACK COAT	GAL	250.0
AR701512	12" RCP, CLASS IV	L.F.	32.0
AR701900	REMOVE PIPE	L.F.	24.0
AR705900	REMOVE UNDERDRAIN	L.F.	40.0
AR901510	SEEDING	ACRE	0.4
AR908510	MULCHING	ACRE	0.4
ADDITIVE ALTERNATE #1			
AS401611	BIT. SURFACE COURSE-METHOD 1	TON	170.0
AS401655	BUTT JOINT CONSTRUCTION	S.Y.	420.0
AS603510	BITUMINOUS TACK COAT	GAL	130.0

ILLINOIS PROJECT NO. ENL-4119
AIP NO. 3-17-0015-B13

REHABILITATE T-HANGAR PAVEMENT

INDEX OF SHEETS	
SHEET NO.	SHEET TITLE
01	COVER SHEET
02	AIRPORT SITE PLAN
03	CONSTRUCTION ACTIVITY PLAN
04	TYPICAL SECTIONS
05	EXISTING CONDITIONS AND REMOVALS
06	PROPOSED IMPROVEMENTS
07	PROPOSED STAKING PLAN
08	TURFING & EROSION CONTROL

JULY 1, 2011



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

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

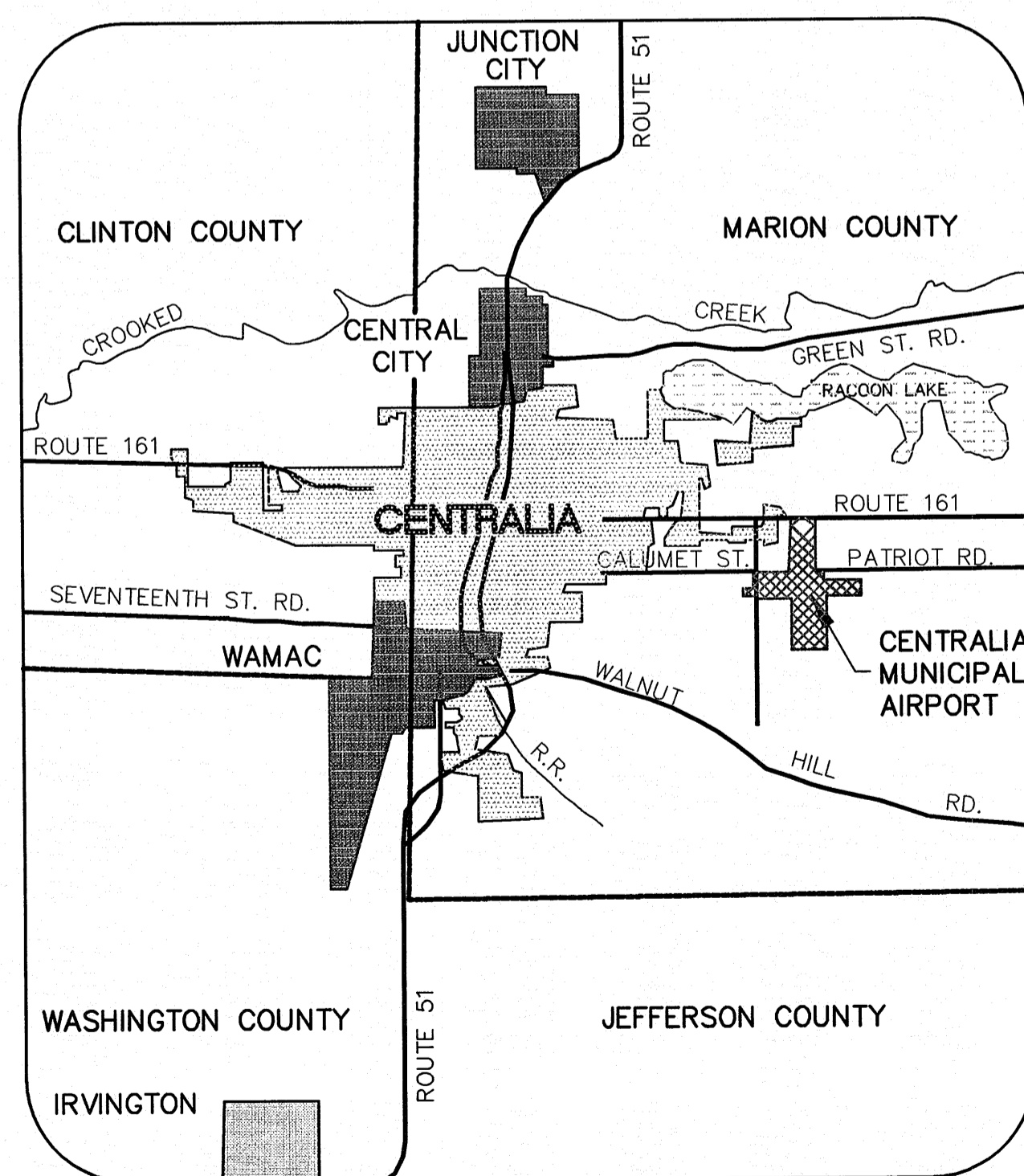
DESIGN INFORMATION

APRON

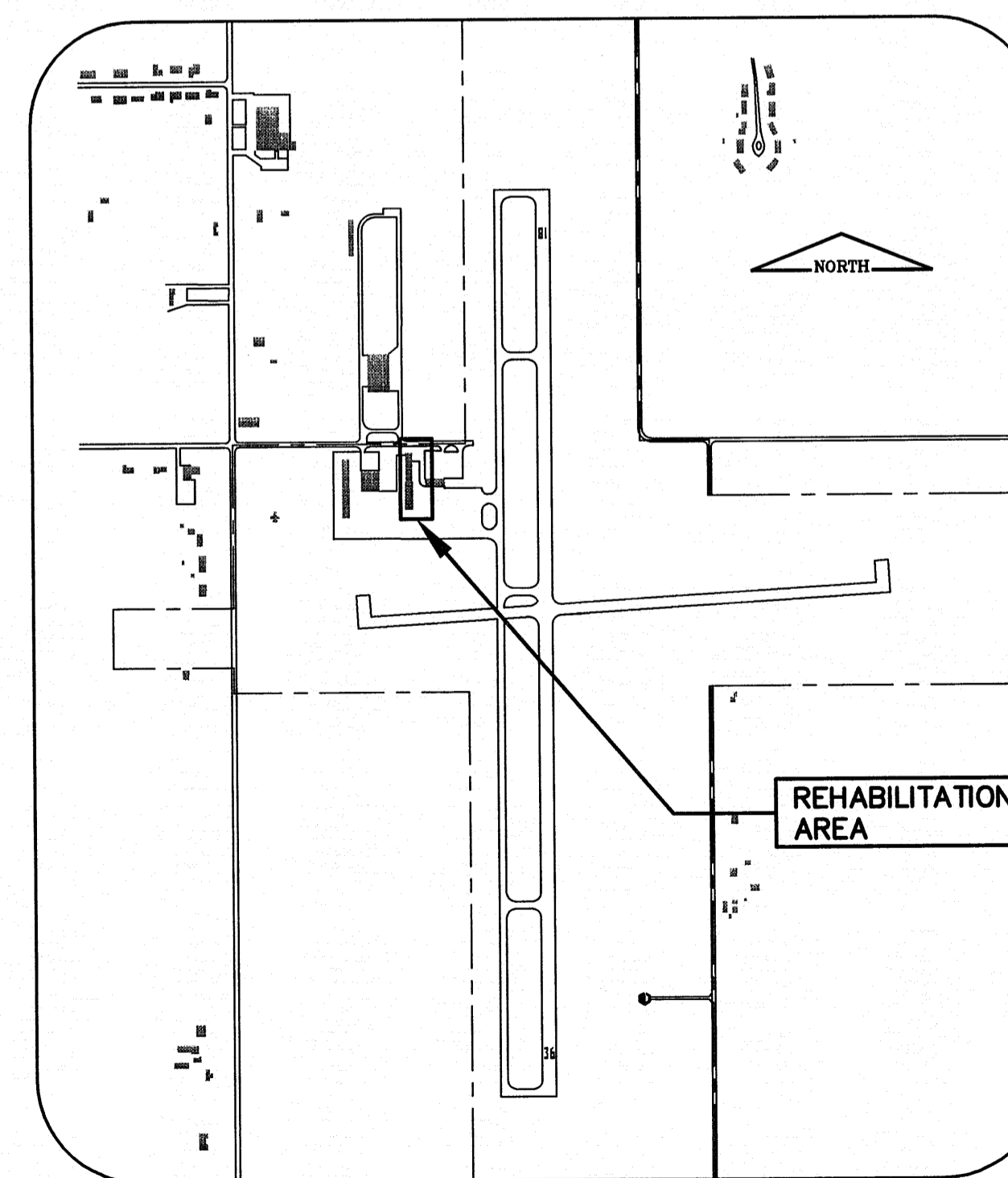
AIRCRAFT APPROACH CATEGORY B
AIRCRAFT DESIGN GROUP II
AIRCRAFT WEIGHT 12,500 LBS
SINGLE WHEEL GEAR

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

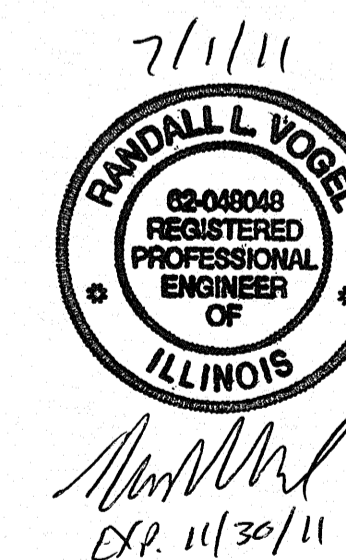
TOWNSHIP: T. 1 N.
RANGE: R. 1 E.
SECTION: 16 & 21
COUNTY: MARION
CIVIL TOWNSHIP: CENTRALIA



LOCATION MAP



SITE PLAN



MAX EQUIPMENT HEIGHT IS 25'
CENTRALIA UNICOM FREQUENCY
IS 122.8 MHz

CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS

APPROVED: [Signature]
DATE: 5/1/2011



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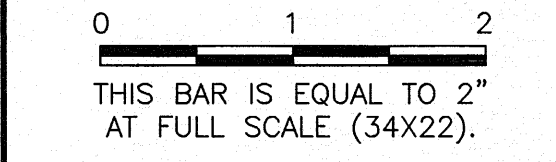
SPRINGFIELD, IL ■ AURORA, IL ■ ST. LOUIS, MO

SUBMITTED BY: [Signature]
DATE: 7/1/11

CMT JOB NUMBER: 0907201


CE031

REVISIONS		
NUMBER	BY	DATE



CITY OF CENTRALIA, ILLINOIS
CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS
REHABILITATE T-HANGAR PAVEMENT
AIRPORT SITE PLAN

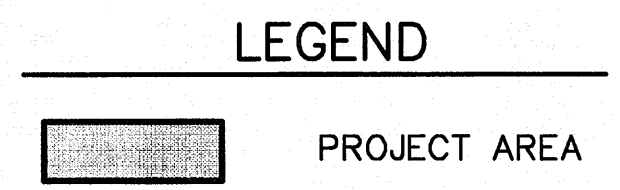
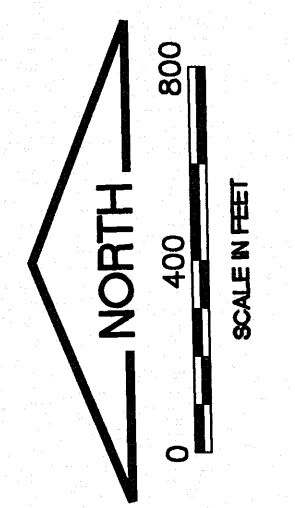
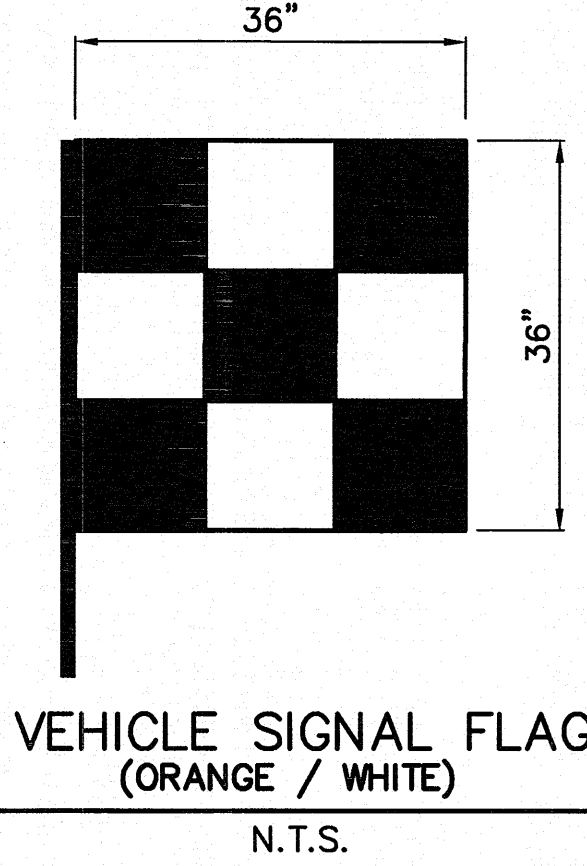
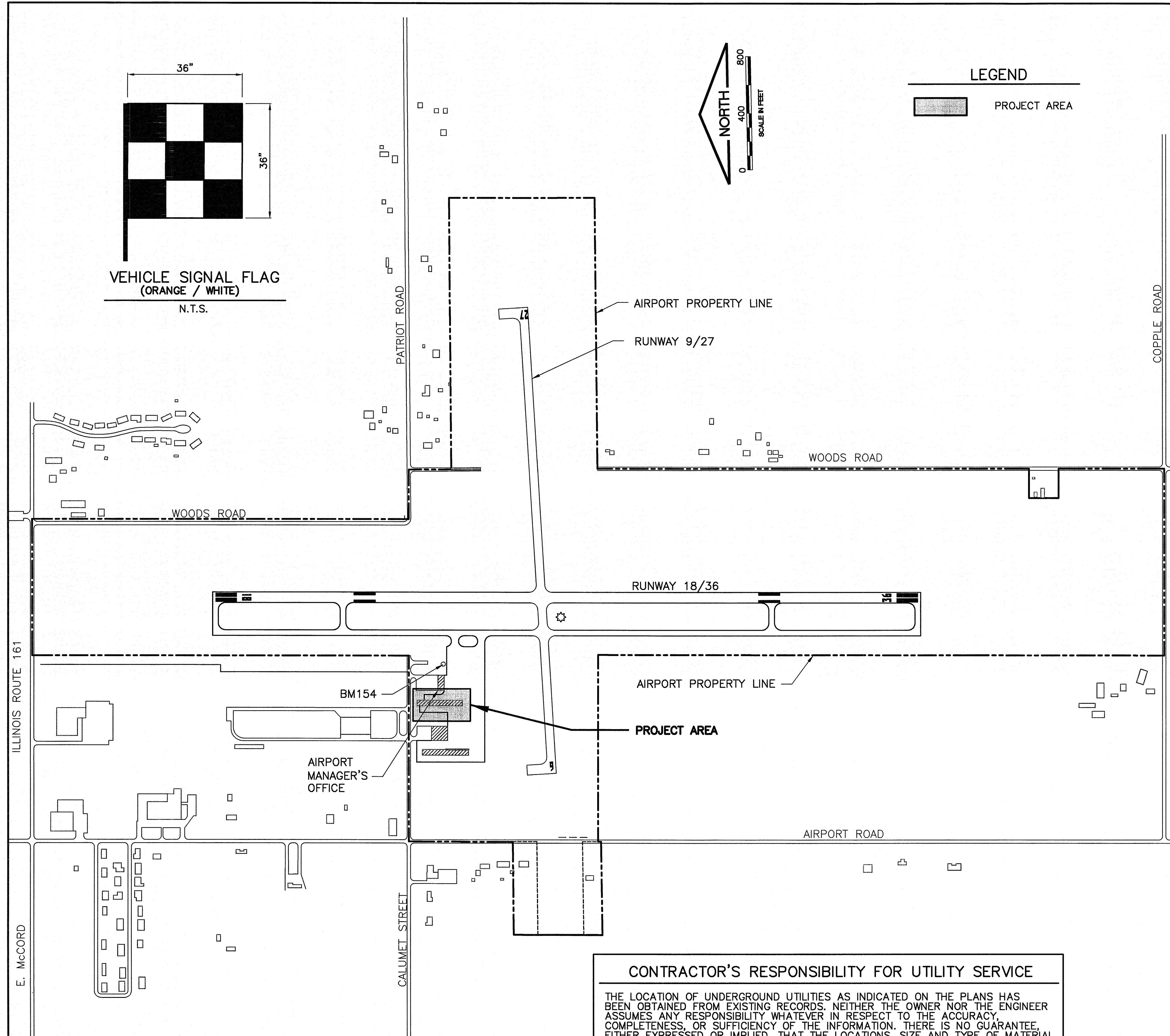
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DRAWN BY:	CMT
CHECKED BY:	RLV
APPROVED BY:	RLV
DATE:	JULY 1, 2011
JOB No:	0907201
IL PROJ. NO.	ENL-4119
AIP NO.	3-17-0015-B13
SHEET	02 OF 8 SHEETS

- GENERAL NOTES**
- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC EXCEPT AS NOTED IN THE CONSTRUCTION PHASING PLAN OR AS DIRECTED BY THE AIRPORT MANAGER.
 - ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING, ACTIVE AIRFIELD PAVEMENTS SHALL BE UNDER RADIO CONTROL AT ALL TIMES. THE CONTRACTOR SHALL PROVIDE HIS OWN RADIOS.
 - WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
 - IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UTILITIES, INCLUDING UNDERGROUND UTILITIES, AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.
 - THE CONTRACTOR SHALL PROVIDE LIGHTS AND FLAGGING ON ALL EQUIPMENT IN CONFORMANCE WITH FEDERAL AVIATION REGULATIONS, PART 77, OBJECTS MEETING NAVIGABLE AIRSPACE, JANUARY 1975 AND FAA ADVISORY CIRCULAR 5370-2E.
 - WHEN ANY VEHICLE IS REQUIRED TO OPERATE WITHIN THE PERIMETER FENCE OR TO TRAVEL OVER ANY PORTION OF THE AIRCRAFT MOVEMENT AREA AND RUNWAY APPROACH AREA, THE VEHICLE SHALL BE PROPERLY IDENTIFIED TO OPERATE IN THE AREA:
 - DURING DAYLIGHT HOURS, MARK VEHICLES WITH A FLAG ON A STAFF ATTACHED TO THE VEHICLE SO THAT THE FLAG WILL BE READILY VISIBLE. THE FLAG SHOULD BE NOT LESS THAN 3-FOOT SQUARE CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES OF NOT LESS THAN ONE FOOT ON EACH SIDE AND DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
 - DURING NIGHTTIME OR LOW-VISIBILITY OPERATIONS, MARK VEHICLES WITH FLASHING YELLOW BEACONS.
 - MARK CONSTRUCTION VEHICLES REQUIRING AN ESCORT WITH A FLAG ON A STAFF. THE FLAG SHALL BE AS DESCRIBED ABOVE.
 - MARK AND IDENTIFY VEHICLES IN ACCORDANCE WITH AC 150/5210-5, PAINTING, MARKING AND LIGHTING OF VEHICLES USED ON AN AIRPORT.
 - HAUL VEHICLES WILL NOT BE REQUIRED TO HAVE THE VEHICLE SIGNAL FLAG.
 - VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN AREAS 55' FROM THE CENTERLINE OF ACTIVE TAXIWAYS OR 200' FROM THE CENTERLINE OF ACTIVE RUNWAYS.
 - CONTRACTOR SHALL PROVIDE HIS OWN RADIOS CAPABLE OF MONITORING UNICOM FREQUENCY 122.80 WHEN REQUIRED.
 - ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
 - THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL RUNWAY, TAXIWAY, APRON PAVEMENTS OR ACCESS DRIVES USED BY HIS VEHICLES AND EQUIPMENT.
 - EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT MANAGER.
 - CONTRACTOR'S ACCESS SHALL BE AS SHOWN IN THE PLANS.
 - THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS OUTSIDE THE RUNWAY SAFETY AREA (RSAs) AND OBSTACLE FREE ZONES (OFAs). EQUIPMENT AND MATERIALS SHALL NOT BE STORED ON CLOSED RUNWAY AND TAXIWAYS. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. THE MAXIMUM HEIGHT OF EQUIPMENT, MATERIALS AND STOCKPILES SHALL BE 25'. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE AIRPORT PART 77 SURFACES.
 - THE CONTRACTOR SHALL PROVIDE BARRICADES AT THE LOCATIONS SHOWN IN THE PLANS. BARRICADES SHALL BE AT A 15-FOOT SPACING, WITH ONE BARRICADE ON THE CENTERLINE. BARRICADES SHALL HAVE FLAGS AND LIGHTS. THE BARRICADES SHALL BE LIGHTED WITH A FLASHING RED LIGHT AND BE MARKED WITH A 20"x20" ORANGE FLAG.
 - BROKEN OR WASTE CONCRETE AND BITUMINOUS MATERIALS SHALL BE DISPOSED OF BY THE CONTRACTOR OFF AIRPORT PROPERTY, UNLESS DIRECTED BY THE AIRPORT MANAGER.
 - IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, MEN AND EQUIPMENT.
 - EMERGENCY FIRE/CRASH/RESCUE VEHICLES SHALL HAVE COMPLETE ACCESS TO THE ENTIRE AIRFIELD INCLUDING THE CLOSURE AREAS.
 - ALL WORK SHALL BE IN ACCORDANCE WITH FAA ADVISORY CIRCULAR AC 150/5370-2, LATEST EDITION OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.



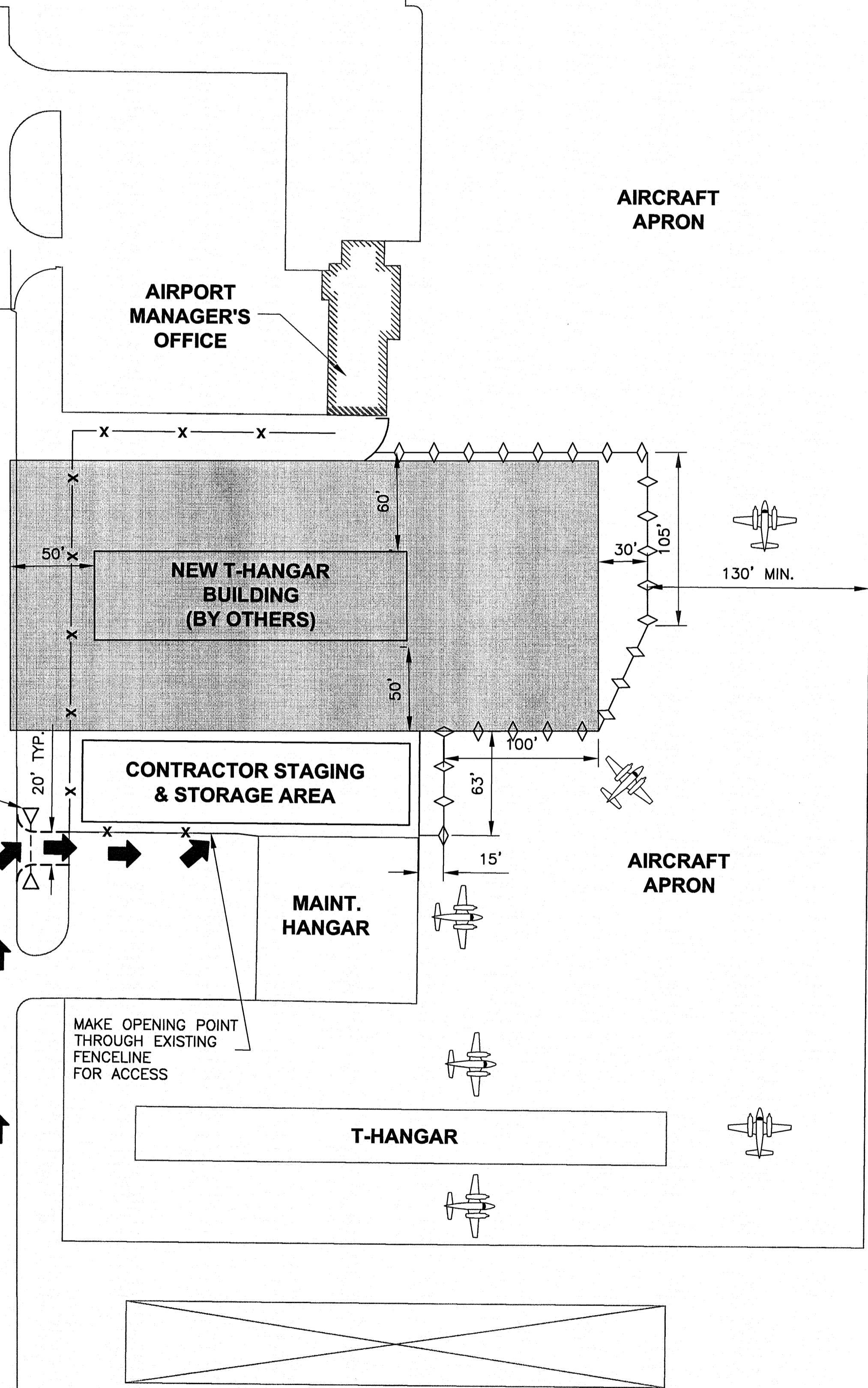
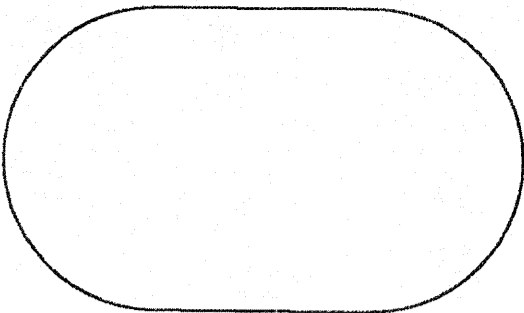
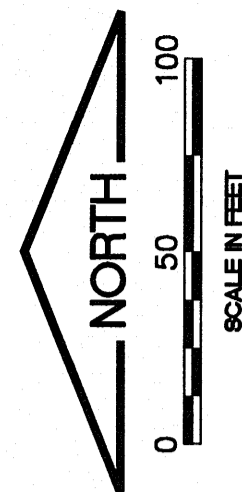
CONTRACTOR'S RESPONSIBILITY FOR UTILITY SERVICE

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

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

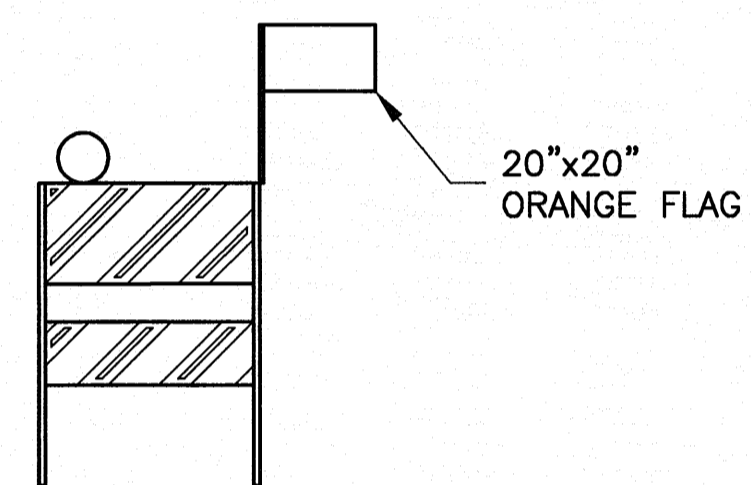
BENCHMARK DATA

USGS BM P154 ELEV. 519.31
BRASS DISC BETWEEN
TAXIWAY AND FUEL FARM



NOTES

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK.
2. THE CONTRACTOR WILL INFORM THE AIRPORT SEVEN (7) DAYS BEFORE CLOSING APRON WORK AREA.
3. THE CONTRACTOR SHALL USE THE EXISTING TEMPORARY ACCESS ROAD AS SHOWN ON PLANS, CONSTRUCTED BY OTHERS.
4. TEMPORARY ACCESS ROADWAY SHALL BE MAINTAINED BY SITE WORK CONTRACTOR. CONSTRUCTION OF ADDITIONAL COARSE AGGREGATE OR COMPARABLE MATERIAL SHALL BE ADDED BY SITE WORK CONTRACTOR AS NEEDED SUCH THAT DURING ADVERSE WEATHER THE CONTRACTOR SHALL BE ABLE TO MAINTAIN ACCESS TO THE WORK AND NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
5. THE CONTRACTOR WILL BE REQUIRED TO MAKE AN OPENING IN THE FENCE TO GAIN ACCESS AT THE POINT SHOWN AND SHALL CLOSE FENCE UPON COMPLETION OF WORK EACH DAY.
6. WORK AREA ACCESS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL REPAIR FENCE, DITCH, GRADING, ETC. BACK TO PRE-CONSTRUCTION CONDITIONS AND TO THE SATISFACTION OF THE AIRPORT AND ENGINEER AT THE CONCLUSION OF THE PROJECT.
7. THE PROPOSED MAXIMUM EQUIPMENT HEIGHT FOR THIS PROJECT IS TWENTY-FIVE (25') FEET.
8. THE PROPOSED WORK AS PART OF THIS CONTRACT WILL BE CONSTRUCTED AFTER SUBSTANTIAL COMPLETION OF THE HANGAR BUILDING.



FLASHER BARRICADE DETAIL
N.T.S.

FLASHER BARRICADE NOTES

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

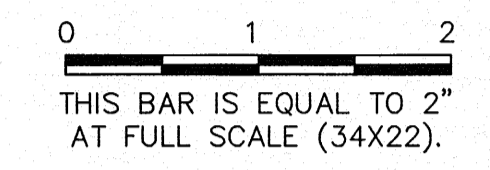
LEGEND

- BARRICADES IDOT TYPE 1 WITH RED LIGHTS AND 20"x 20" ORANGE FLAGS AT 15' SPACING
- NEW HANGAR SITEWORK CONSTRUCTION
- EXISTING TEMPORARY ACCESS / HAUL ROAD
- EXISTING TEMPORARY 25' 12" CMP/W END SECTIONS
- EXISTING FENCELINE
- CONTRACTOR ACCESS
- AIR TRAFFIC ACCESS

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UPDATE BY: Dale Draughan
PLOT DATE: 6/29/2011 11:42 AM
BASE
BASE_PROP-RMVL
NEWTPO
BASE_PROP-GEO-SW

CE031

REVISIONS		
NUMBER	BY	DATE



CITY OF CENTRALIA, ILLINOIS
CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS

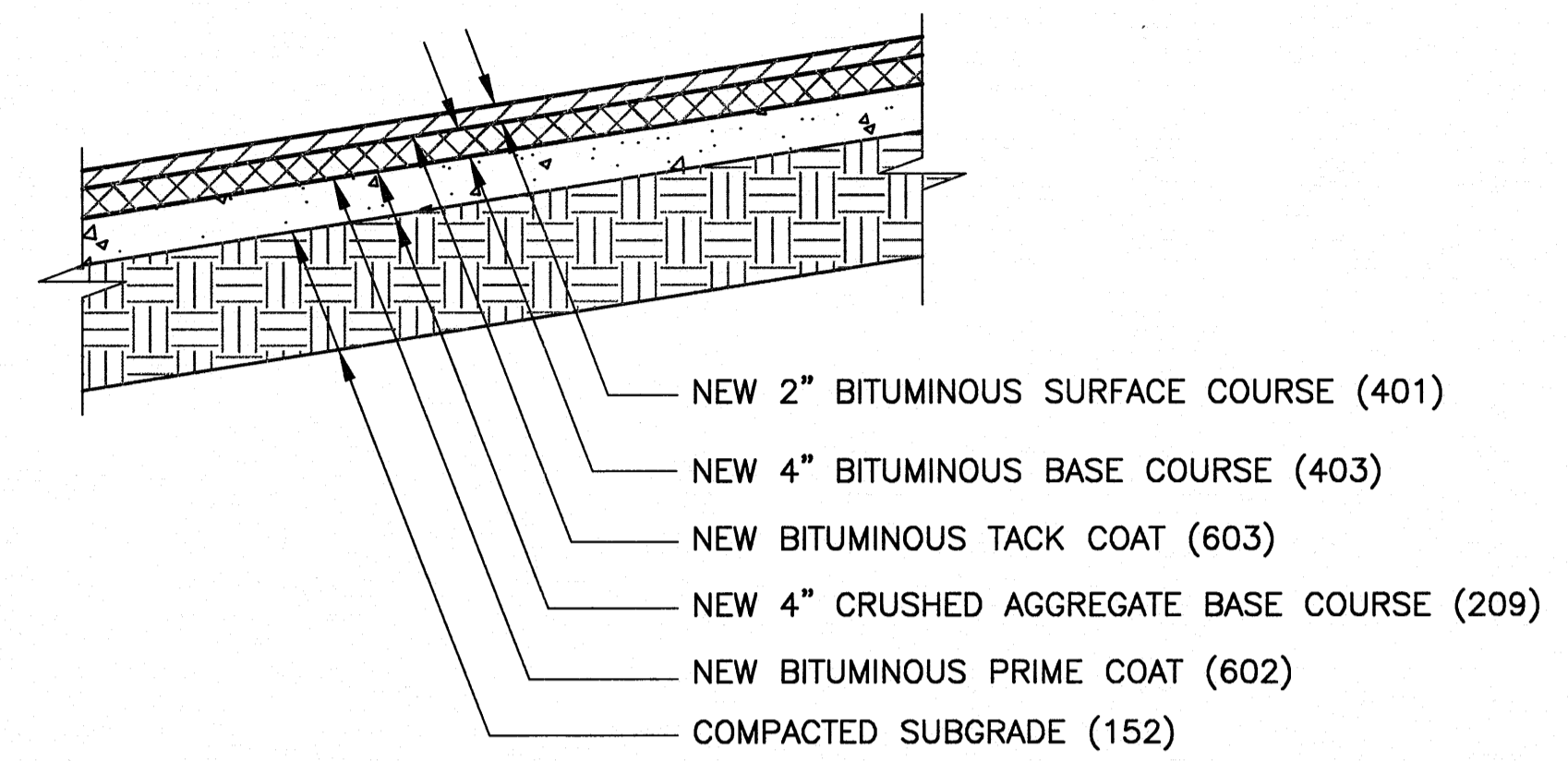
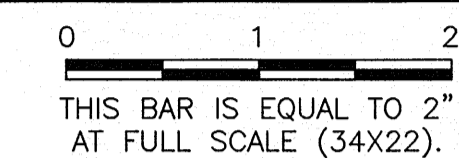
REHABILITATE T-HANGAR PAVEMENT
CONSTRUCTION ACTIVITY PLAN

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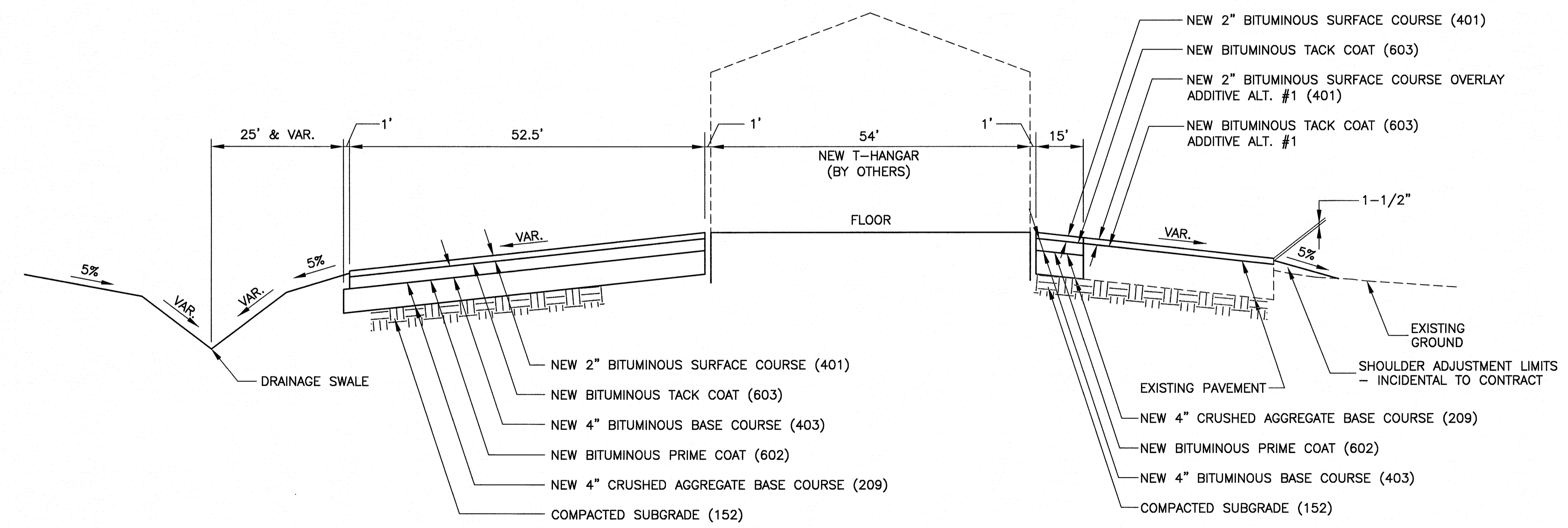
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DRAWN BY:	CMT
CHECKED BY:	RLV
APPROVED BY:	RLV
DATE:	JULY 1, 2011
JOB No:	0907201
IL. PROJ. NO. ENL-4119 AIP NO. 3-17-0015-B13	
SHEET 03 OF 8 SHEETS	

CE031

REVISIONS		
NUMBER	BY	DATE



NEW PAVEMENT TYPICAL SECTION
 NTS



PROPOSED TYPICAL SECTION
 NTS

CITY OF CENTRALIA, ILLINOIS
CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS
REHABILITATE T-HANGAR PAVEMENT
TYPICAL SECTIONS

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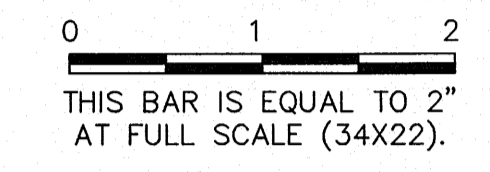
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DRAWN BY:	CMT
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APPROVED BY:	
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IL. PROJ. NO. ENL-4119	
AIP NO. 3-17-0015-B13	
SHEET 04 OF 8 SHEETS	

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 PLOT DATE: 6/29/2011 11:47 AM
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 BASE
 centdesbase
 NEWTOPO
 KEYMAP
 BASE_PROP-GE0-SW
 BASE_PROP-RMVL-SW

CE031

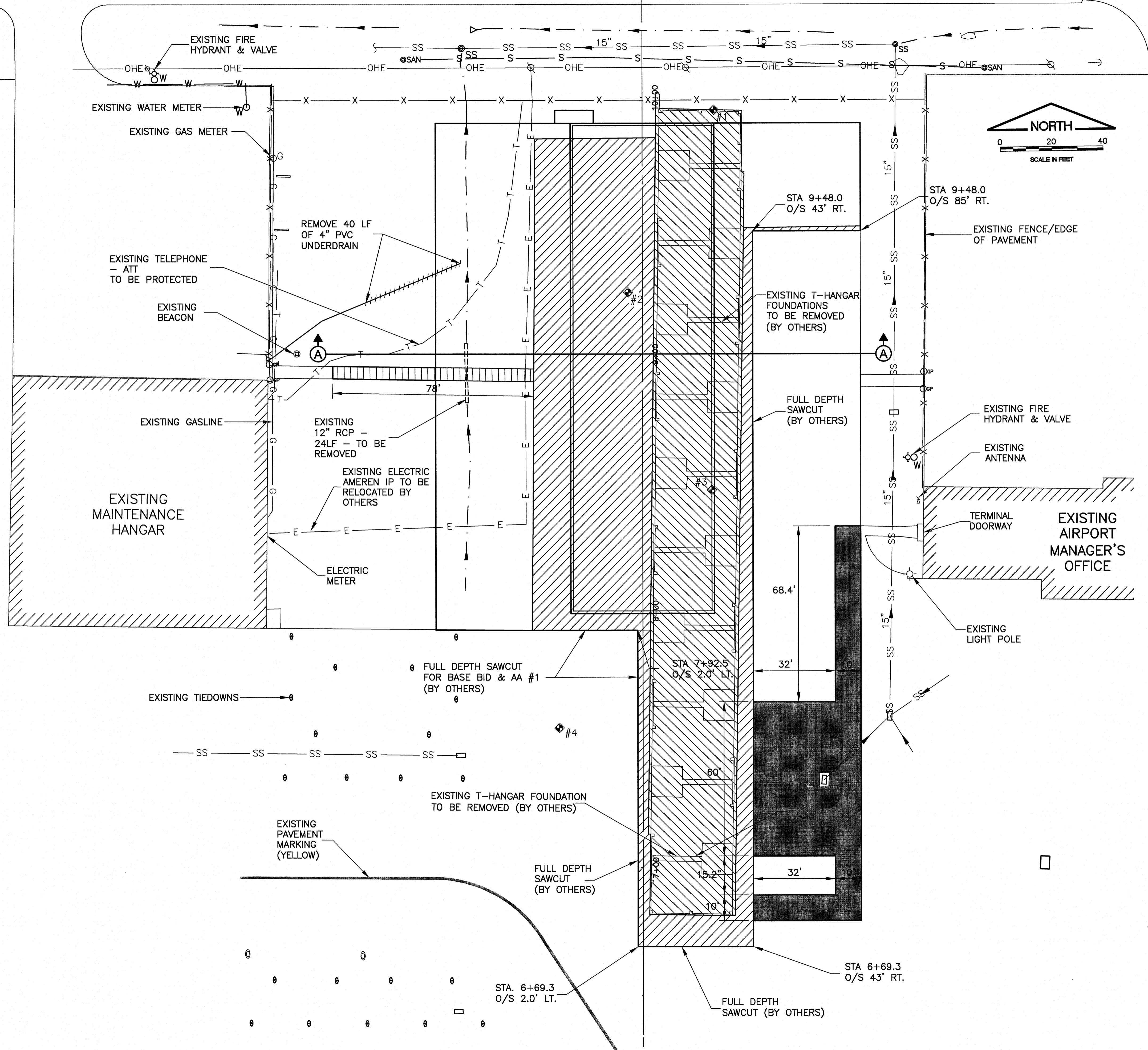
REVISIONS

NUMBER	BY	DATE



LEGEND

- EXISTING TIE DOWN
- EXISTING GROUND ROD
- EXISTING INLETS
- EXISTING LIGHT POLE
- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING DOWN SPOUT
- EXISTING DITCH LINE
- EXISTING PAVEMENT MARKING
- EXISTING POWER POLE
- EXISTING GUY WIRE
- EXISTING OVERHEAD WIRE
- EXISTING ELECTRIC
- EXISTING TELEPHONE
- EXISTING GAS
- EXISTING SANITARY SEWER
- EXISTING GATE POSTS AND GATE
- BORING
- EXISTING T-HANGAR FOUNDATION FULL DEPTH REMOVAL - BY OTHERS
- EXISTING PAVEMENT FULL DEPTH REMOVAL - BY OTHERS
- EXISTING 4" SIDEWALK REMOVAL - BY OTHERS
- NEW BUTT JOINT CONSTRUCTION - ADDITIVE ALTERNATE #1



CITY OF CENTRALIA, ILLINOIS
 CENTRALIA MUNICIPAL AIRPORT
 CENTRALIA, ILLINOIS

REHABILITATE T-HANGAR PAVEMENT
 EXISTING CONDITIONS AND REMOVALS

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NOTES:

- SEE TYPICAL SECTIONS SHEETS FOR SECTION VIEWS.
- CONTRACTOR SHALL PROTECT SAWCUT PAVEMENT EDGES. ANY REMOVAL BEYOND THE LIMITS SHOWN DUE TO UNPROTECTED SAWCUT EDGES OR ADDITIONAL REMOVAL REQUIRED TO PROVIDE A VERTICAL FACE WILL BE INCIDENTAL TO THE CONTRACT.

DESIGN BY:	AJH
DRAWN BY:	CMT
CHECKED BY:	RLV
APPROVED BY:	RLV
DATE:	JULY 1, 2011
JOB No:	0907201
IL PROJ. NO. ENL-4119	
AIP NO. 3-17-0015-B13	
SHEET 05 OF 8 SHEETS	

KEY MAP

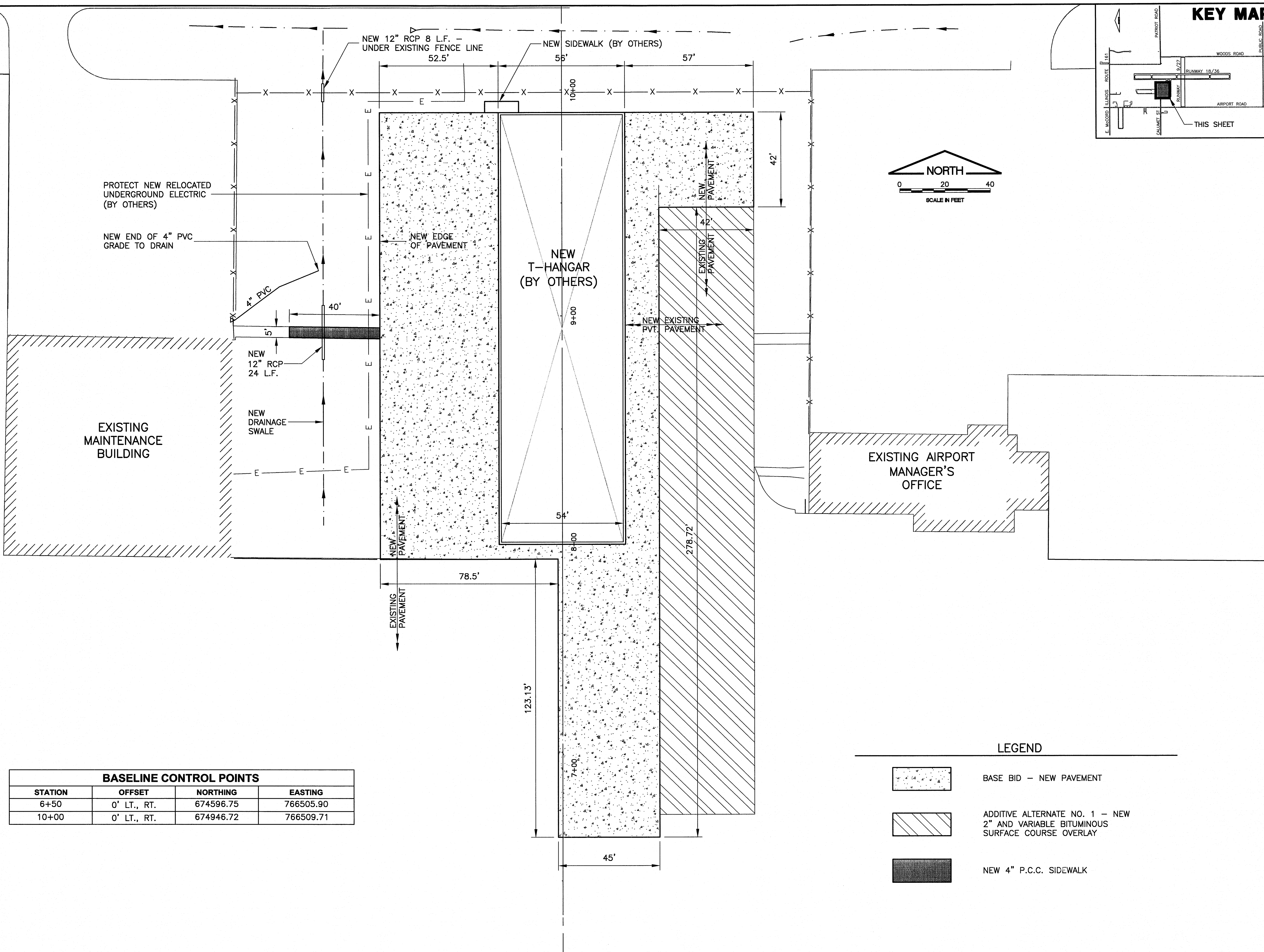
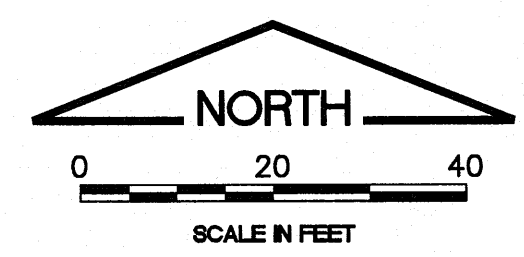
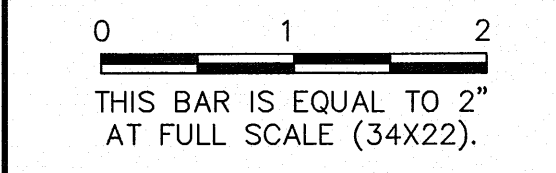
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 PLOT DATE: 6/29/2011 11:48 AM
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 BASE_PROP-DRN
 KEYMAP
 BASE
 BASE_PROP-GEO-SW
 BASE_PROP-RMVL-SW

CE031

THIS SHEET

REVISIONS

NUMBER	BY	DATE



BASELINE CONTROL POINTS

STATION	OFFSET	NORTHING	EASTING
6+50	0' LT., RT.	674596.75	766505.90
10+00	0' LT., RT.	674946.72	766509.71

LEGEND

- BASE BID — NEW PAVEMENT
- ADDITIVE ALTERNATE NO. 1 — NEW 2" AND VARIABLE BITUMINOUS SURFACE COURSE OVERLAY
- NEW 4" P.C.C. SIDEWALK

**CITY OF CENTRALIA, ILLINOIS
 CENTRALIA MUNICIPAL AIRPORT
 CENTRALIA, ILLINOIS**

**REHABILITATE T-HANGAR PAVEMENT
 PROPOSED IMPROVEMENTS**

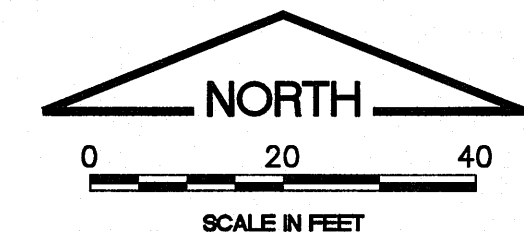
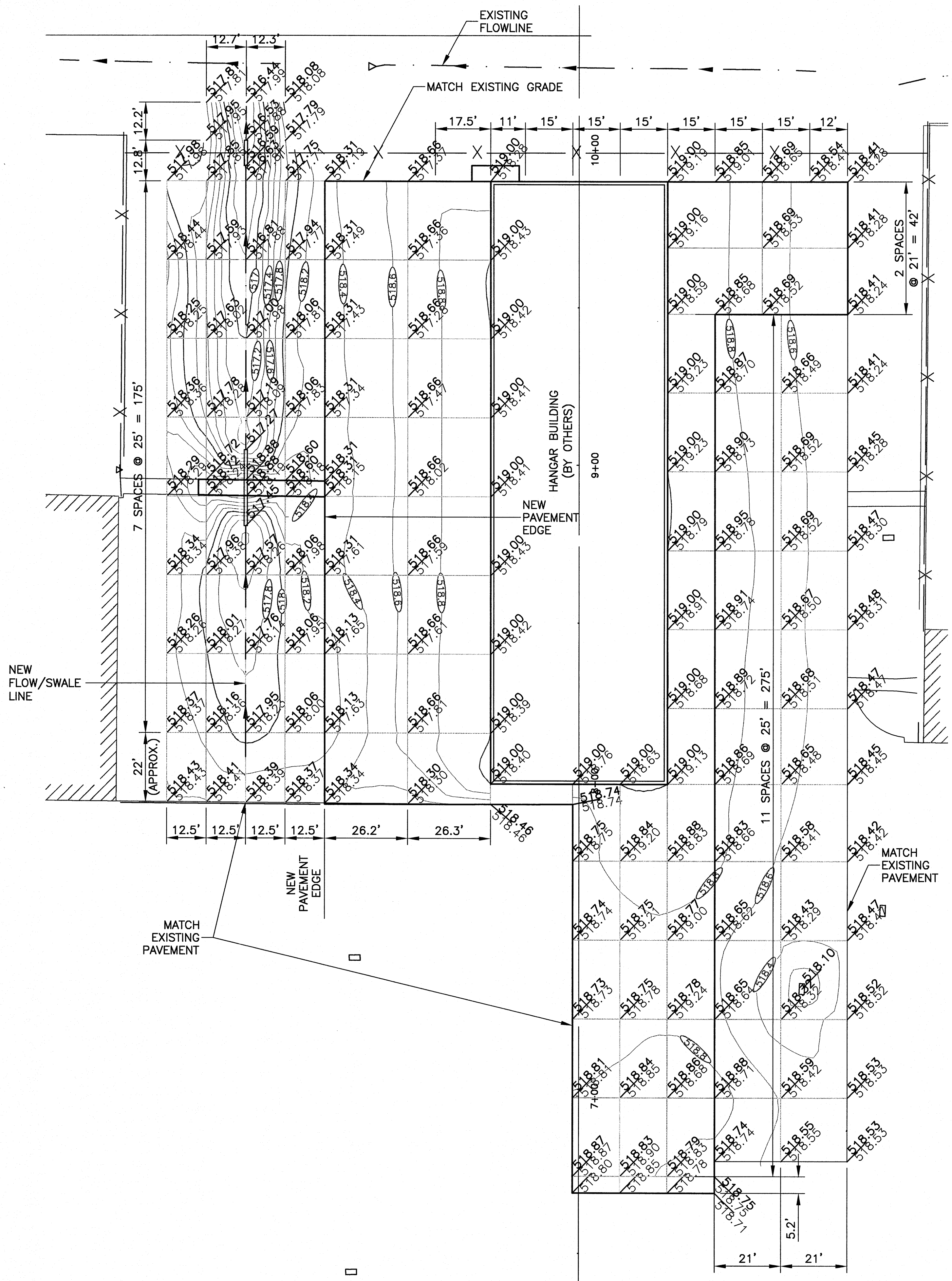
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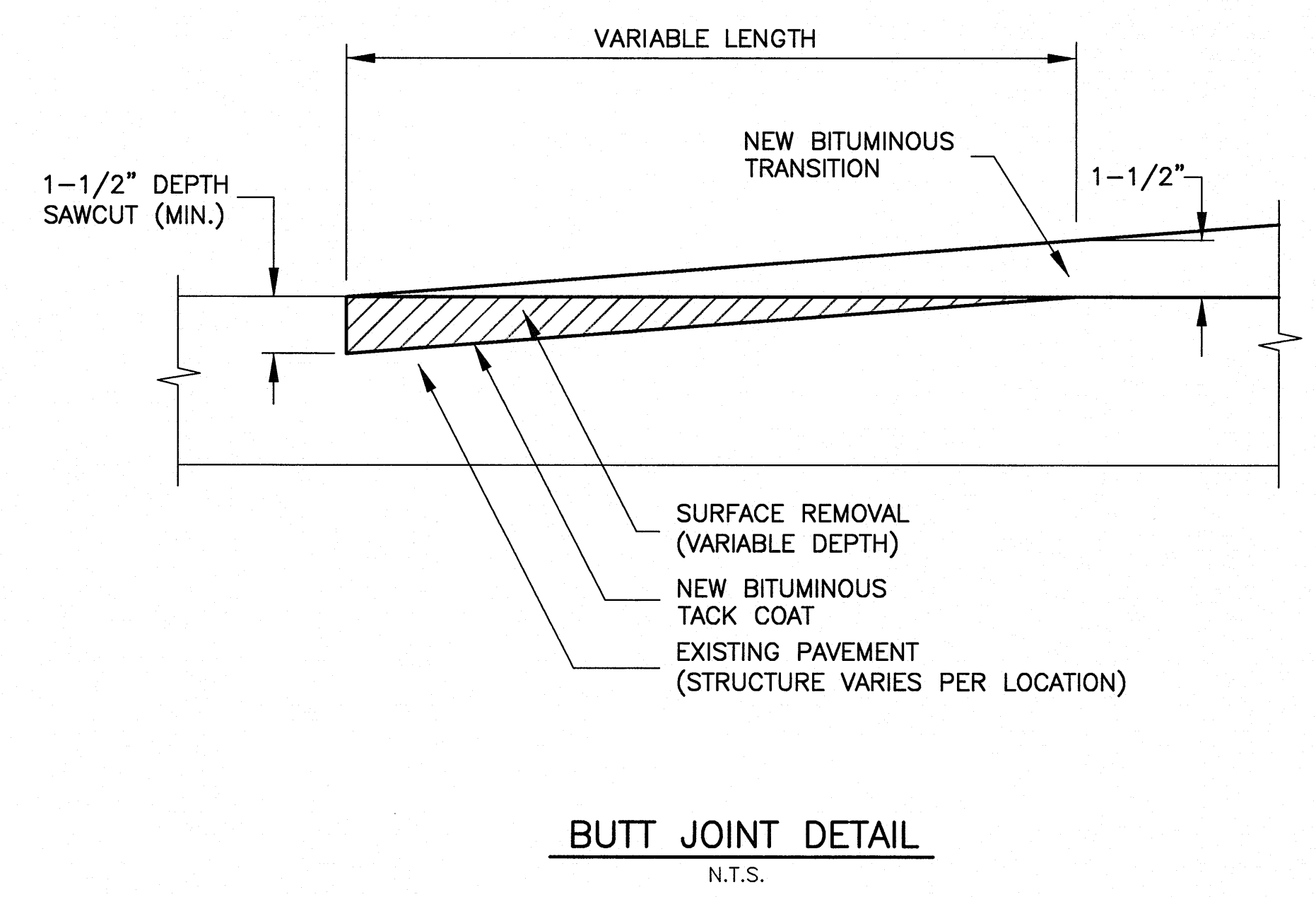
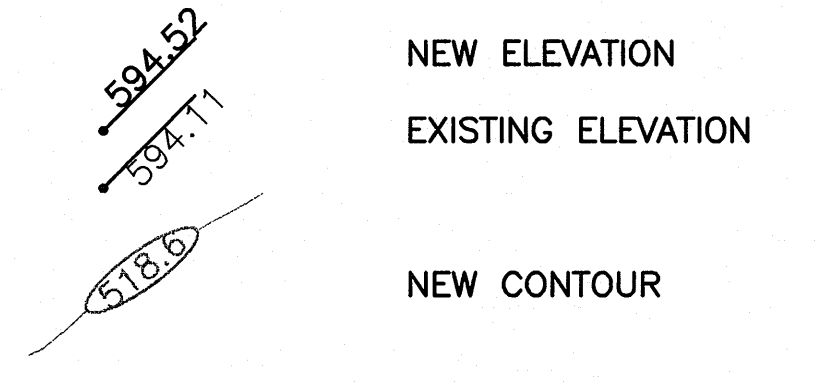
DESIGN BY: AJH
 DRAWN BY: CMT
 CHECKED BY:
 APPROVED BY:
 DATE: JULY 1, 2011
 JOB No: 0907201

IL PROJ. NO. ENL-4119
 AIP NO. 3-17-0015-B13

SHEET 06 OF 8 SHEETS

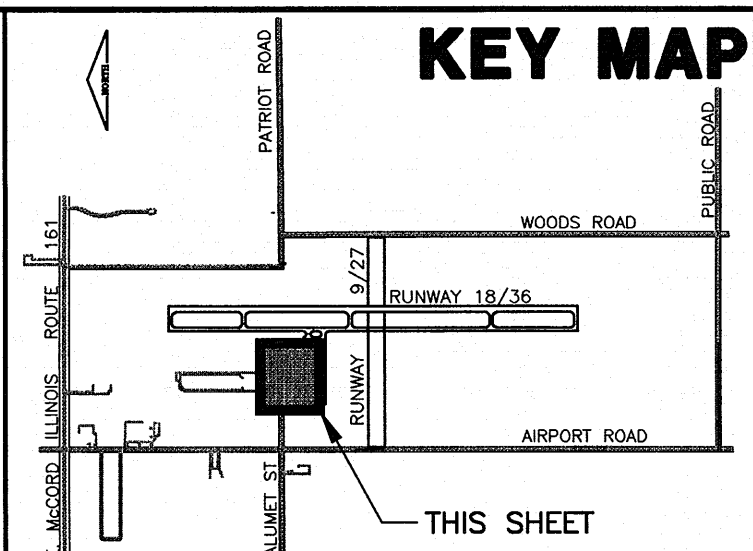


LEGEND



BUTT JOINT DETAIL
N.T.S.

KEY MAP

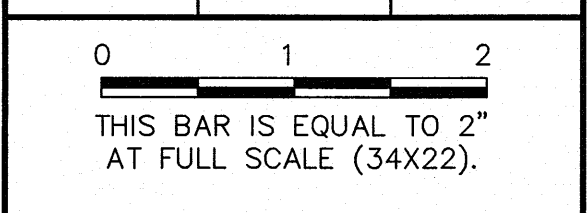


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 PLOT DATE: 6/29/2011 11:49 AM
 NEWTOPO
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 KEYMAP

CE031

REVISIONS

NUMBER	BY	DATE

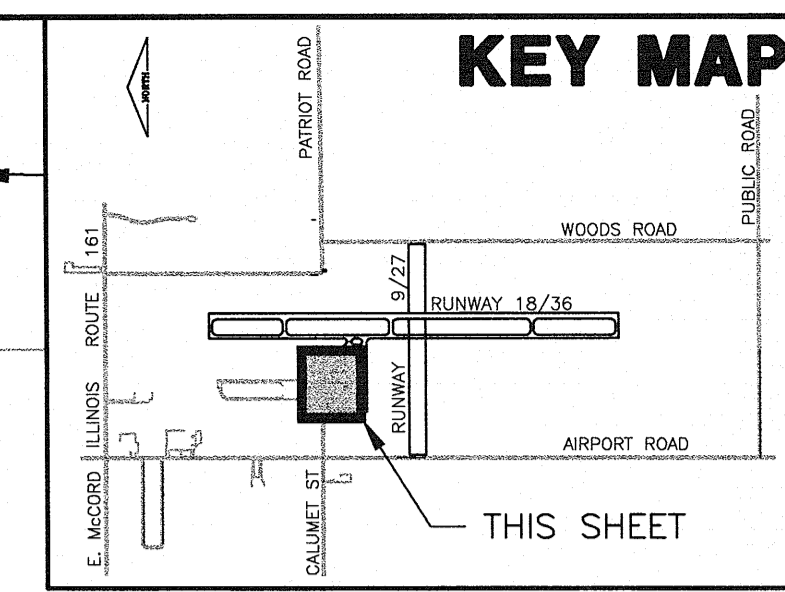
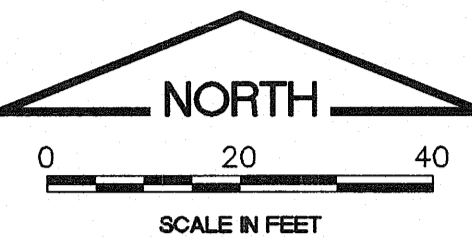


**CITY OF CENTRALIA, ILLINOIS
 CENTRALIA MUNICIPAL AIRPORT
 CENTRALIA, ILLINOIS**

**REHABILITATE T-HANGAR PAVEMENT
 PROPOSED STAKING PLAN**

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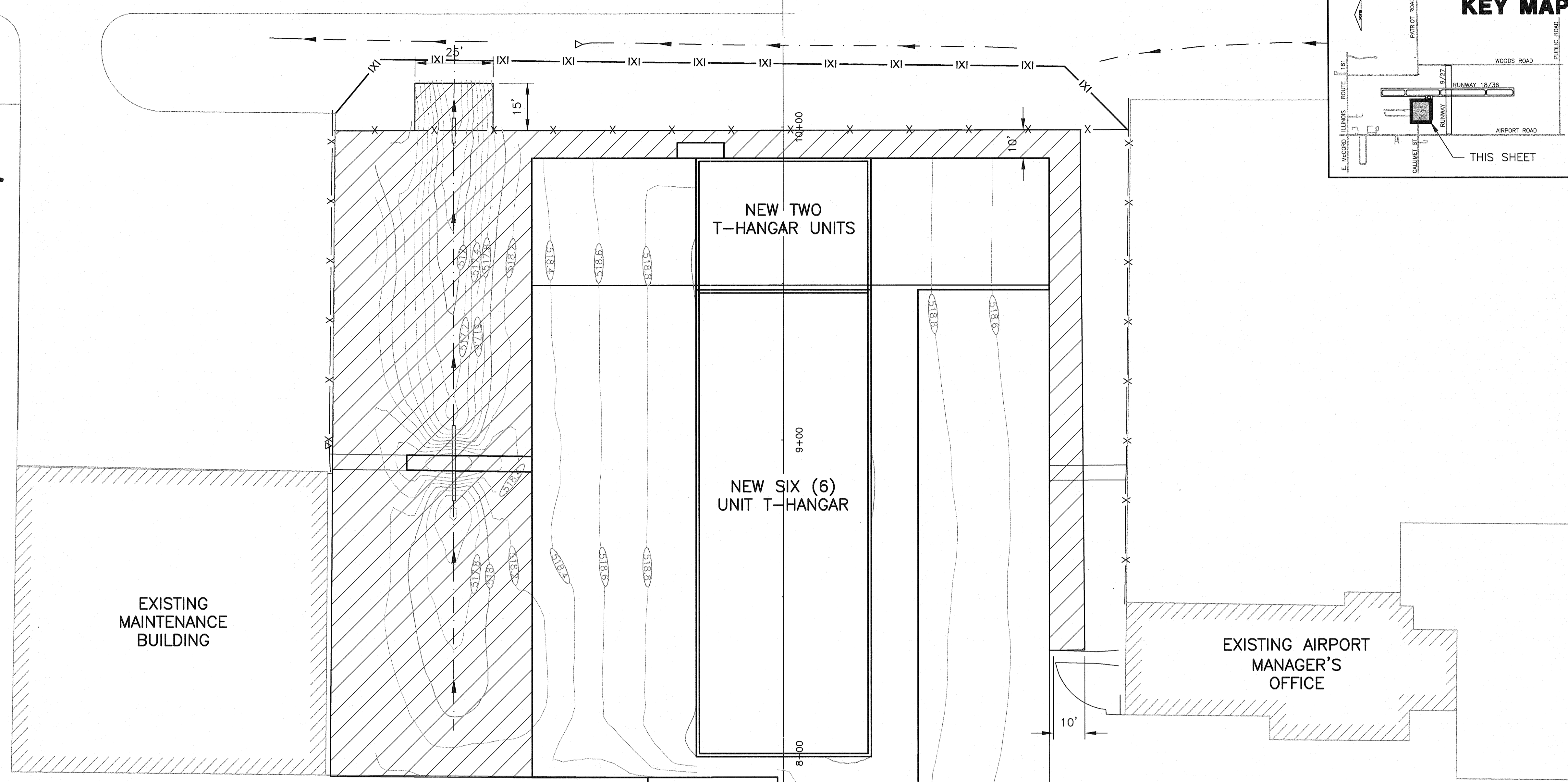
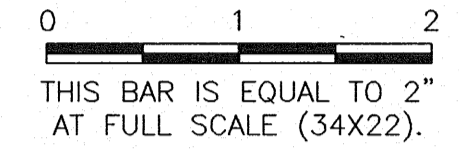
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DRAWN BY:	CMT
CHECKED BY:	
APPROVED BY:	
DATE:	JULY 1, 2011
JOB No:	0907201
IL PROJ. NO. ENL-4119 AIP NO. 3-17-0015-B13	
SHEET 07 OF 8 SHEETS	



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 PLOT DATE: 6/30/2011 8:31 AM
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CE031

REVISIONS		
NUMBER	BY	DATE



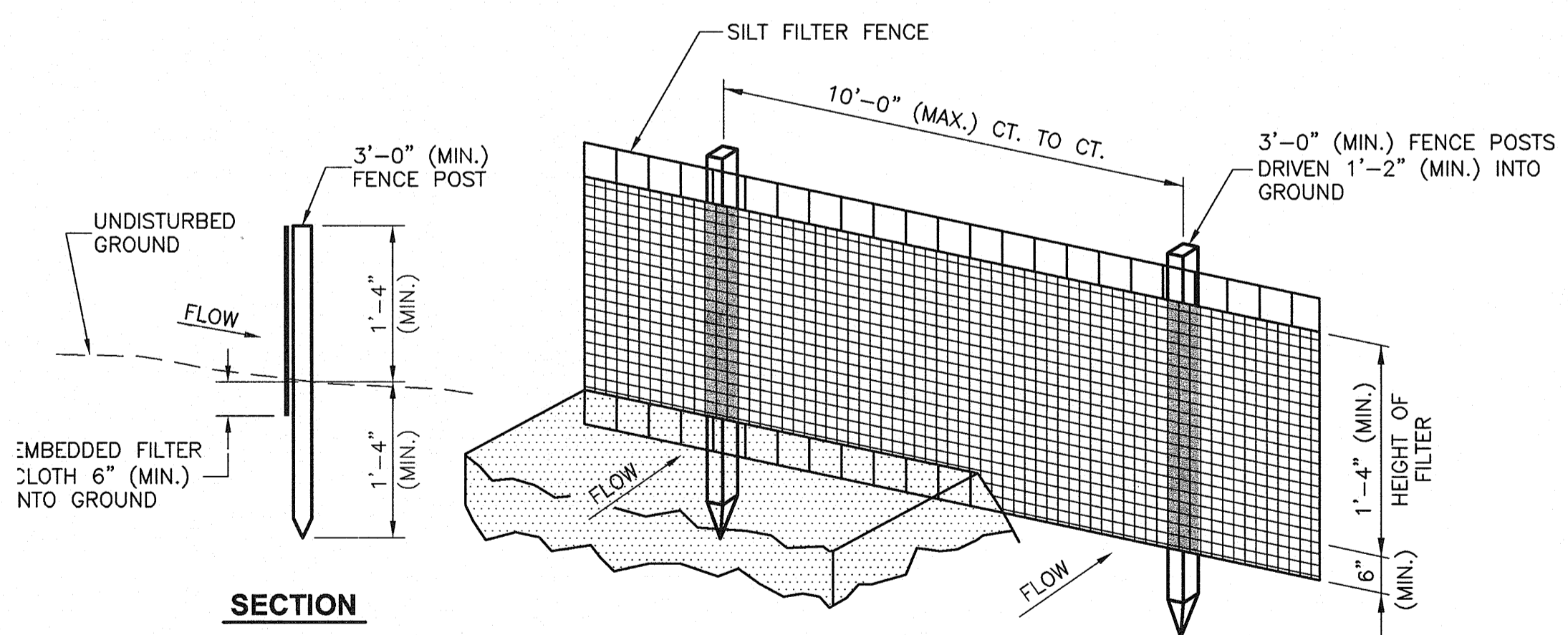
CITY OF CENTRALIA, ILLINOIS
CENTRALIA MUNICIPAL AIRPORT
CENTRALIA, ILLINOIS
REHABILITATE T-HANGAR PAVEMENT
TURFING & EROSION CONTROL

NOTES

CONTRACTOR SHALL MAINTAIN EROSION CONTROL THROUGH THE USE OF SILT FENCE AS SHOWN ON THIS SHEET THROUGHOUT THE DURATION OF THE PROJECT.

LEGEND

- SILT FENCE
- SEEDING, MULCHING, & GRADING LIMITS
- PROPOSED CONTOUR



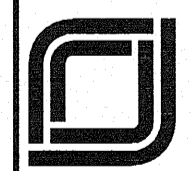
EROSION CONTROL FABRIC FENCE DETAILS

EROSION CONTROL FABRIC FENCE NOTES

- WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
- FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 2'-0" AT TOP AND MID SECTION.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MINIMUM AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.

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SHEET 08 OF 8 SHEETS	