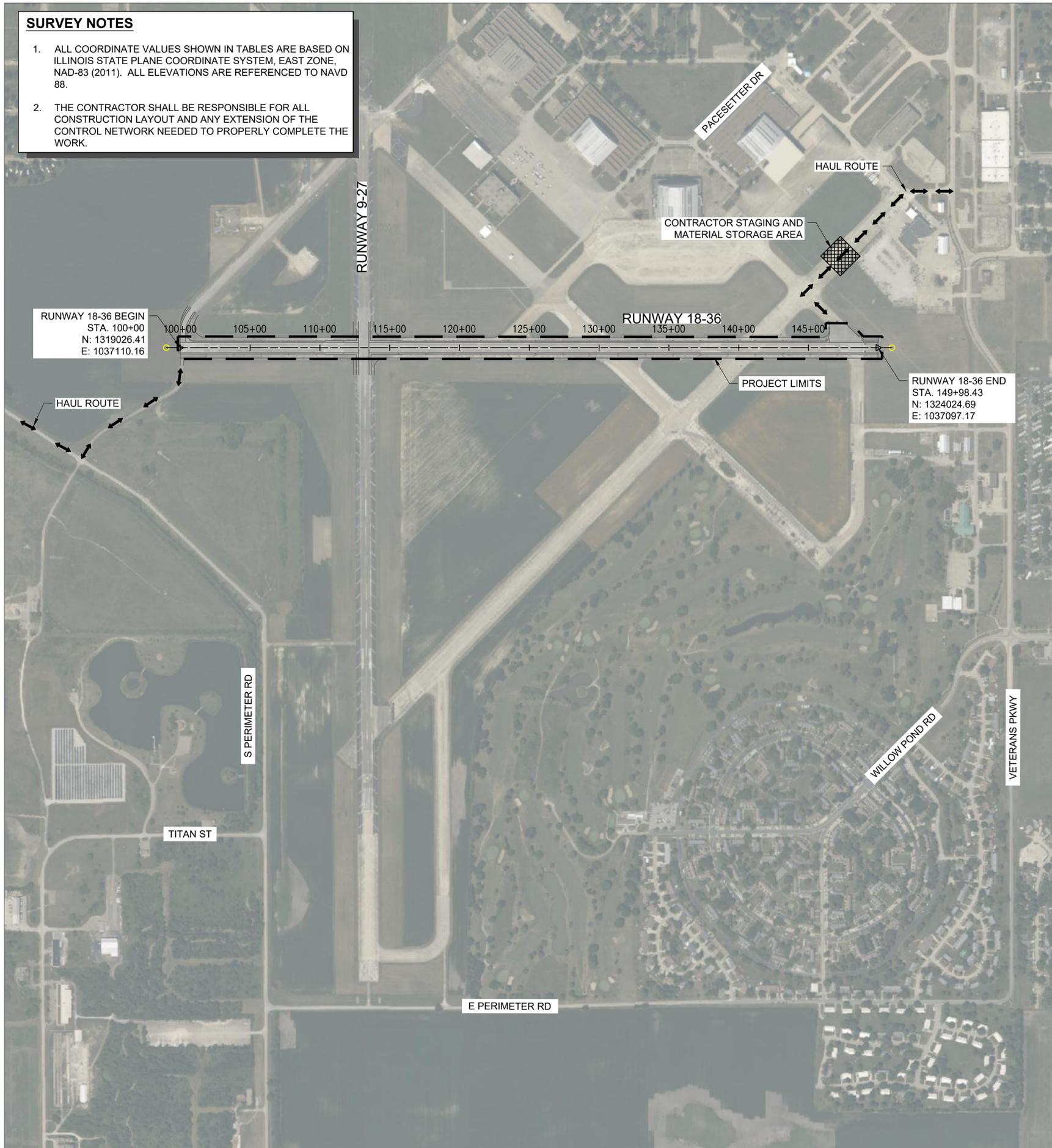


SURVEY NOTES

1. ALL COORDINATE VALUES SHOWN IN TABLES 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.



ALIGNMENT DATA				
ALIGNMENT	LOCATION	STATION	EASTING	NORTHING
RUNWAY 18-36	BEGIN	100+00	1,037,110.16	1,319,026.41
	END	149+98.43	1,037,097.17	1,324,024.69

SCOPE OF WORK

- PROJECT CONSISTS OF NOMINAL DEPTH ASPHALT MILLING, HMA OVERLAY, HMA PATCHING, HMA CRACK SEALING, AND WATERBORNE MARKING.

GENERAL

- RANTOUL NATIONAL AVIATION CENTER IS A NON-TOWER CONTROLLED, GENERAL AVIATION AIRPORT COMPRISED OF TWO PAVED RUNWAYS (RUNWAY 18-36 AND RUNWAY 9-27).
- THE PROPOSED CONSTRUCTION WILL REQUIRE THE CLOSURE OF RUNWAY 18-36 FOR THE DURATION OF THE PROJECT. THE CONNECTING TAXIWAYS AND RUNWAY 9-27 WILL BE CLOSED AT VARIOUS TIMES THROUGHOUT THE PROJECT.
- IN ORDER TO MAINTAIN AN ACTIVE RUNWAY 9-27, FLAGGERS WITH TWO-WAY RADIO COMMUNICATION WILL BE REQUIRED.

AIRFIELD SAFETY

- 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.
- AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. ONLY CONTRACTOR EMPLOYEES SHALL BE ALLOWED WITHIN THE PROJECT LIMITS.



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**REHABILITATE
 RUNWAY 18-36**

IDA No: TIP-4959

SBGP No:
 3-17-SBGP-162/171/TBD

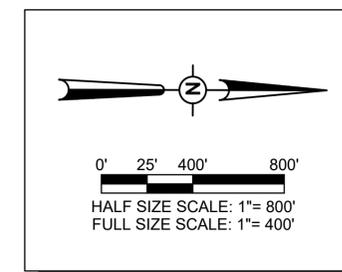
Contract No.: RA018

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 5/13/2022
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 CAD FILE: G-003-SOW.DWG
 DESIGN BY: CEM 5/5/2022
 DRAWN BY: CEM 5/5/2022
 REVIEWED BY: JMO 5/5/2022

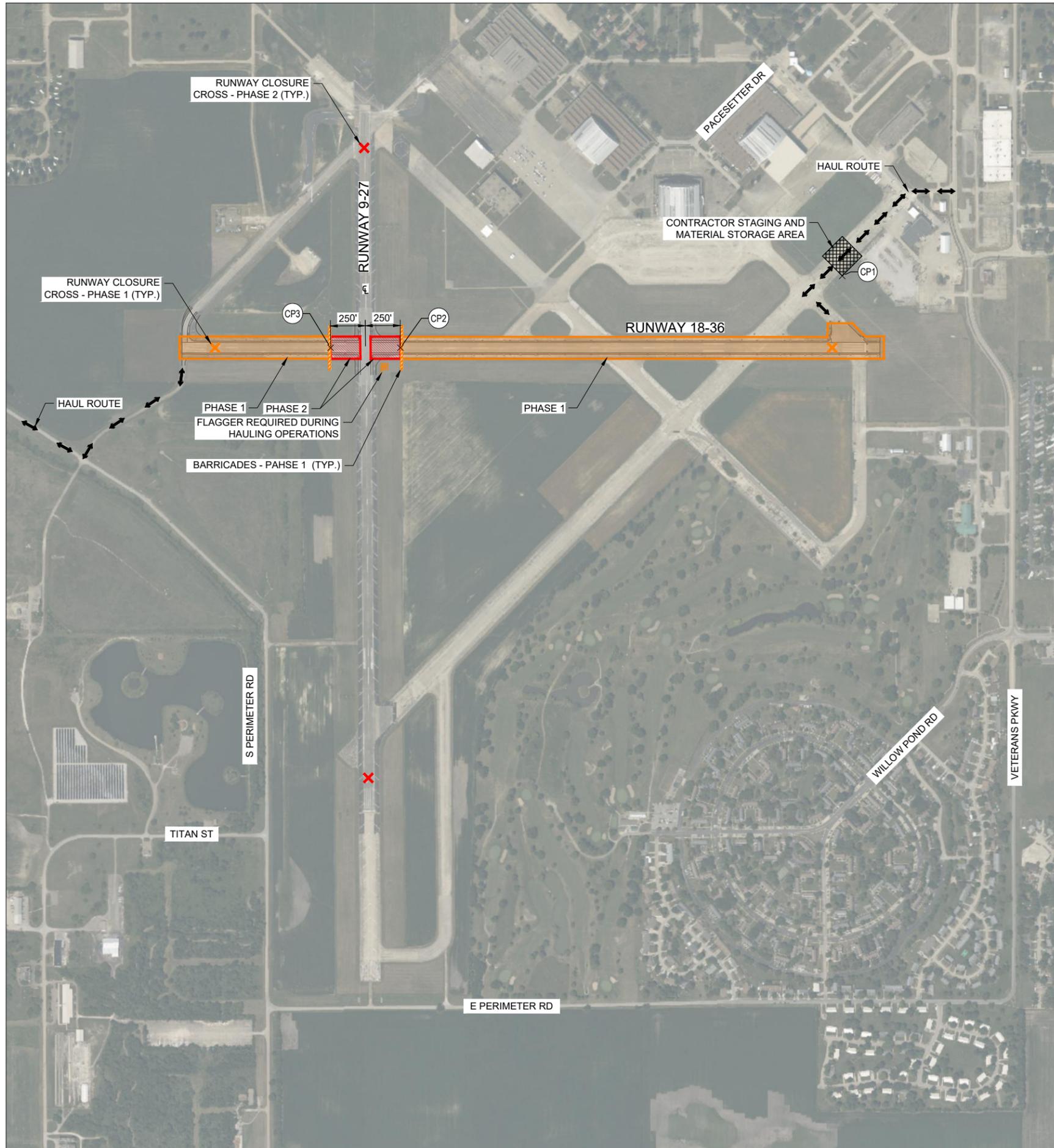
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SCOPE OF WORK



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CONTROL POINTS						
POINT #	DESCRIPTION	LATITUDE	LONGITUDE	GND ELEV. (MSL)	MAX. EQUIP. HEIGHT (FT)	TOP ELEV. GND + EQUIP. HEIGHT (MSL)
1	STAGING AREA	040° 18' 04.96"	-088° 08' 44.51"	737	25	761
2	BARRICADE	040° 17' 33.70"	-088° 08' 37.88"	735	3	738
3	BARRICADE	040° 17' 28.76"	-088° 08' 37.87"	733	3	734

PHASE 1

WORK TO BE COMPLETED

- MILLING, PATCHING, PAVING, CRACK SEALING, AND MARKING SHALL BE COMPLETED.

AIRFIELD CLOSURES AND CHANGES

- RUNWAY 18-36 WILL BE CLOSED AND RUNWAY 9-27 WILL REMAIN OPEN.

PHASE 2

WORK TO BE COMPLETED

- MILLING, PATCHING, PAVING, CRACK SEALING, AND MARKING SHALL BE COMPLETED.

AIRFIELD CLOSURES AND CHANGES

- RUNWAY 18-36 AND RUNWAY 9-27 WILL BE CLOSED.

EXISTING	PROPOSED	LEGEND
		PHASE 1 WORK AREA
		PAHSE 2 WORK AREA
		STAGING AREA (AR150520)
		TEMPORARY RUNWAY CLOSURE CROSS (AR150530)
		LOW PROFILE BARRICADE (AR150530)
		TEMPORARY HAUL ROUTE / ACCESS ROUTE (AR150540)
		ESCORT/FLAGMAN LOCATION
		SAFETY CRITICAL POINT



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REHABILITATE
 RUNWAY 18-36

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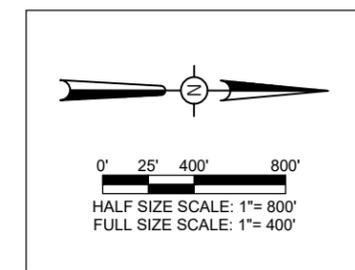
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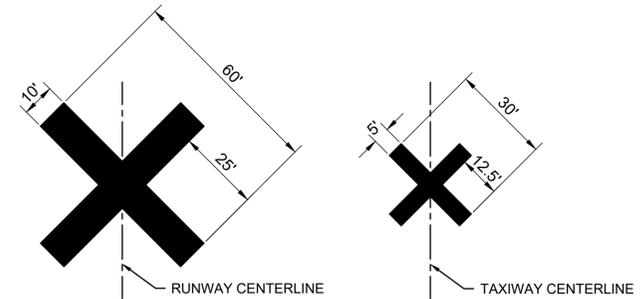
SAFETY PLAN



SAFETY NOTES

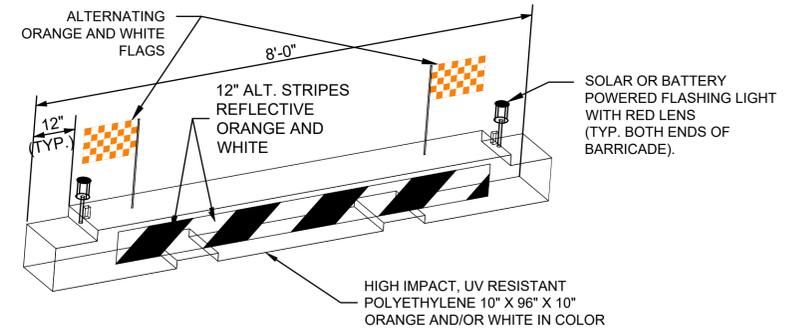
- ALL PROVISIONS OF THE LATEST EDITION OF FAA ADVISORY CIRCULAR AC 150/5370-2 (CURRENT EDITION), "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", APPLY TO THIS CONTRACT, EXCEPT AS MODIFIED BY THIS SAFETY PLAN, OR AS MODIFIED BY THE OWNER THROUGH THE RESIDENT ENGINEER/TECHNICIAN AT THE PRECONSTRUCTION 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 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 (OPEN) AIRFIELD PAVEMENT AREA WITHOUT AN APPROPRIATE ESCORT. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL NOT BE PERMITTED WITHIN 250' OF RWY 9/27 AND/OR 125' OF RWY 18/36 (DISTANCES MEASURED FROM ACTIVE CENTERLINES) UNLESS CLOSED OR OTHERWISE NOTED. CONSTRUCTION EQUIPMENT OR CONSTRUCTION ACTIVITY WILL ALSO NOT BE PERMITTED WITHIN 62' OF ANY ACTIVE AIRPORT TAXIWAY CENTERLINE 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 PRE-CONSTRUCTION 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 250' OF ANY ACTIVE RUNWAY, WITHIN 62' 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 SWEPT, 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 BARRICADE DETAIL
NOT TO SCALE

DETAIL ABOVE REPRESENTS ONE OPTION FOR LOW-PROFILE BARRICADES. OTHER OPTIONS MAY BE UTILIZED AS LONG AS THEY MEET THE REQUIREMENTS OF THE PROJECT, INCLUDING BARRICADE NOTE 1.

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.



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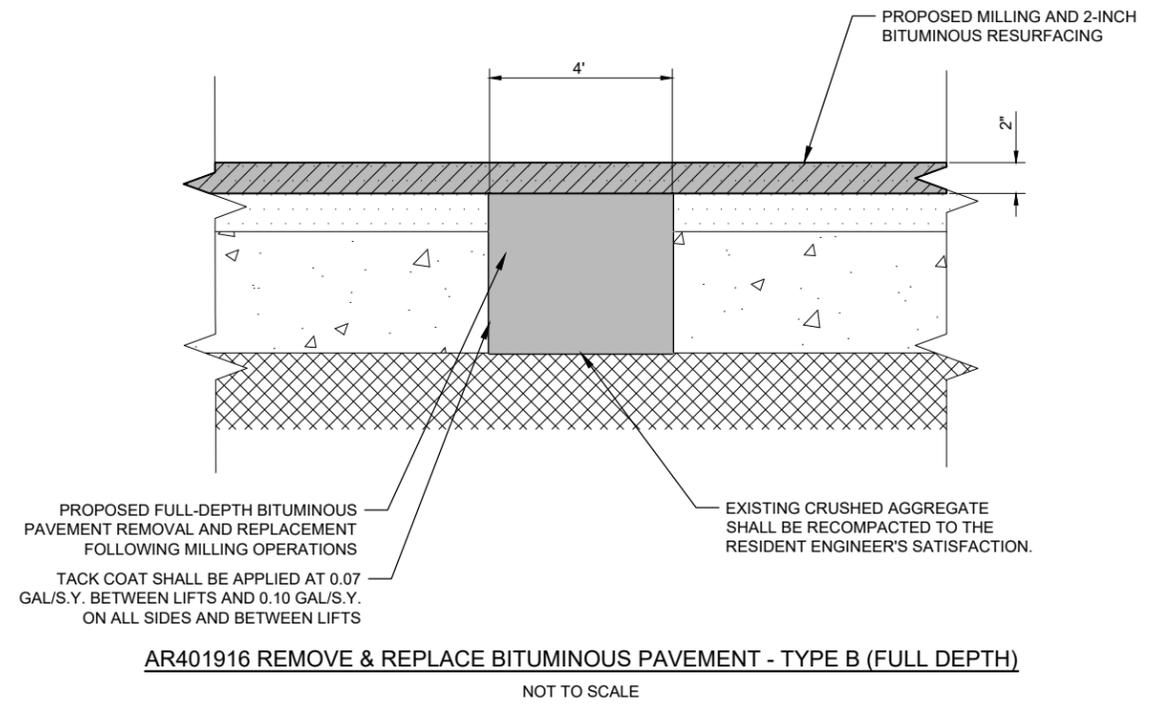
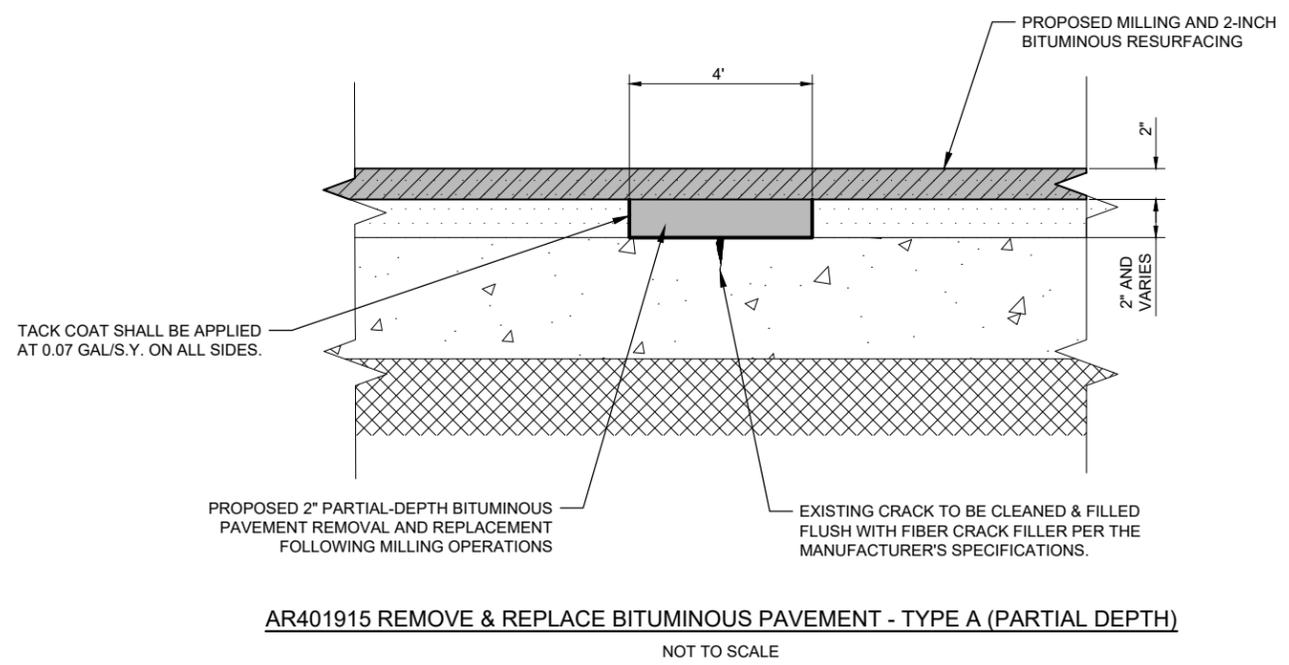
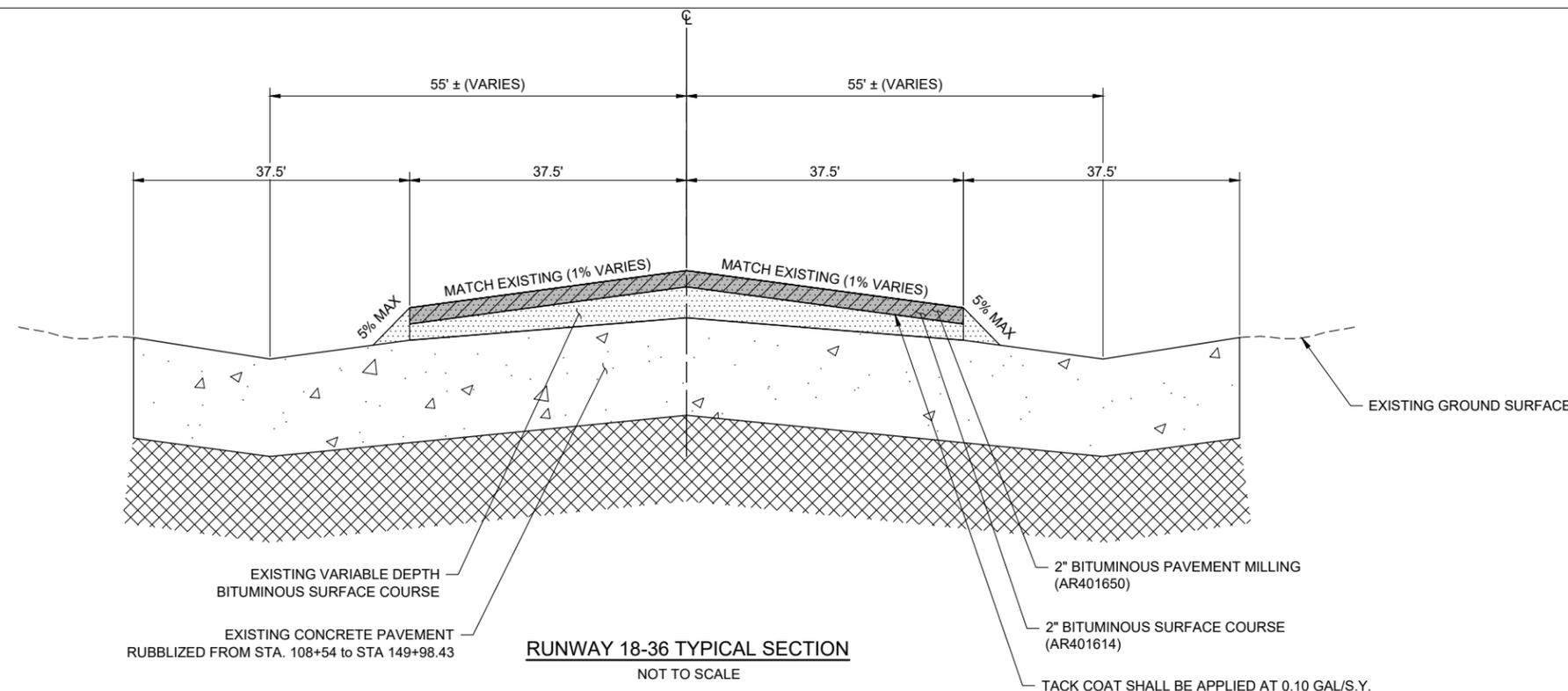
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SHEET TITLE

**SAFETY PLAN NOTES
& DETAILS**



EXISTING	PROPOSED	LEGEND
		BIT. SURF. CSE.-METHOD II, SUPERPAVE (2")
		BIT. PAVEMENT MILLING (2")
		BITUMINOUS PAVEMENT
		CONCRETE PAVEMENT

REHABILITATE RUNWAY 18-36

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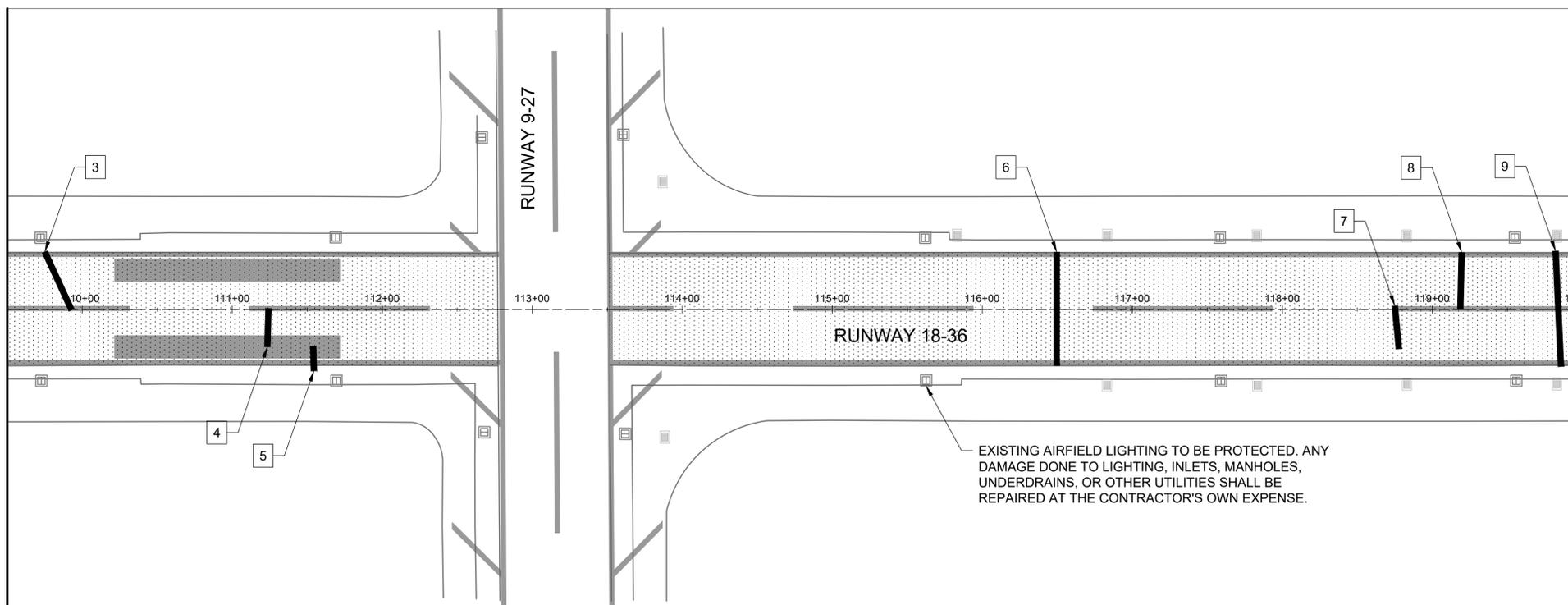
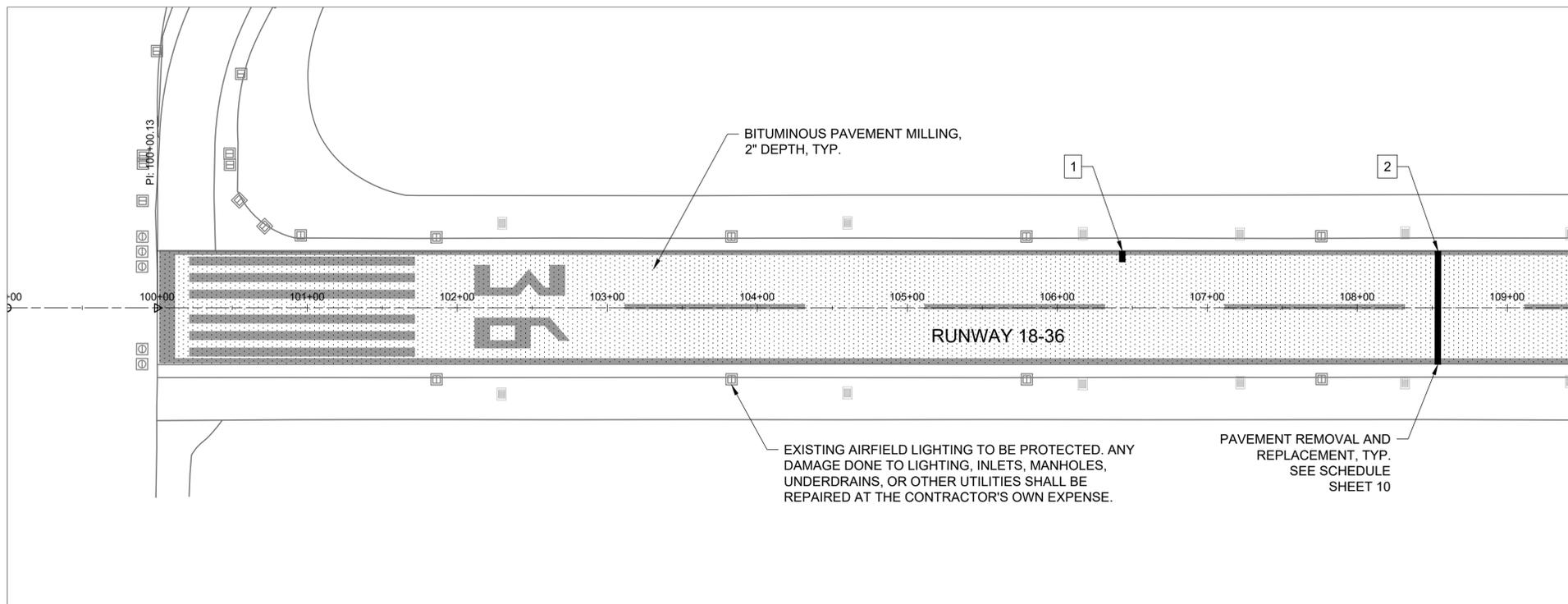
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SHEET TITLE

TYPICAL SECTIONS



ELECTRICAL NOTES

1. THE CONTRACTOR SHALL EXAMINE THE SITE TO CONFIRM AND FIELD VERIFY EXISTING SITE CONDITIONS. THE CONTRACTOR SHALL FIELD VERIFY RESPECTIVE CIRCUITS AND POWER SOURCES PRIOR TO REMOVING, DISCONNECTING, WORKING ON, RELOCATING, RECONNECTING, AND/OR INSTALLING THE RESPECTIVE AIRFIELD LIGHTING, TAXI SIGN, NAVAID, OR OTHER DEVICES. CONTRACTOR SHALL REPORT ANY VARIATIONS, DEFICIENCIES, AND/OR APPARENT SAFETY CONCERNS TO THE RESIDENT ENGINEER/TECHNICIAN.
2. WHEN A RUNWAY IS CLOSED THE RESPECTIVE LIGHTING AND NAVAIDS SHALL BE SHUT OFF. WHEN A TAXIWAY IS CLOSED THE RESPECTIVE LIGHTING SYSTEM SHALL BE SHUT OFF.
3. ALL WORK, POWER OUTAGES, AND/OR SHUT DOWN OF EXISTING SYSTEMS SHALL BE COORDINATED WITH THE AIRPORT MANAGER/DIRECTOR AND RESIDENT ENGINEER/TECHNICIAN.

NOTES

CLEAN & SEAL BITUMINOUS CRACKS

1. 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. THE NOMINAL QUANTITY WAS DETERMINED BY A FIELD SURVEY (CONDUCTED ON 02/22/22) AND ASSUMES THAT 50% OF SURVEYED CRACKS WILL BE ELIMINATED AFTER THE COMPLETION OF MILLING.

BITUMINOUS PAVEMENT MILLING

2. 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.
3. ALL MILLED MATERIAL SHALL BE HAULED OFFSITE UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN. MILLED MATERIAL MAY BE USED TO MAKE REPAIRS TO THE HAUL ROUTE AS NEEDED AND APPROVED BY THE RESIDENT ENGINEER.

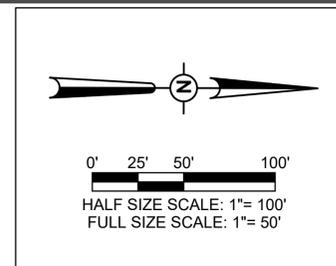
REMOVE & REPLACE BITUMINOUS PAVEMENT

1. SEE DETAILS SHEET FOR PATCHING. PATCHING LOCATIONS ARE APPROXIMATE AND WILL BE CONFIRMED AND LAID OUT BY THE RESIDENT ENGINEER/TECHNICIAN FOLLOWING PAVEMENT MILLING.
2. ALL PATCHES INDICATED AS PARTIAL (TYPE A) OR FULL DEPTH (TYPE B) WERE DETERMINED DURING A FIELD SURVEY AND PRIOR TO MILLING. FOLLOWING MILLING, AND UPON INSPECTION BY RESIDENT ENGINEER/TECHNICIAN, PARTIAL PATCHES MAY BE CONVERTED TO TYPE B (FULL-DEPTH) PATCH TO BE MEASURED AND PAID FOR UNDER PAY ITEM AR401916 OR REMOVED.

TEMPORARY EROSION CONTROL

1. DURING CONSTRUCTION, THE CONTRACTOR SHALL CONDUCT THEIR OPERATIONS IN SUCH A MANNER TO PREVENT DEBRIS FROM ENTERING THE DOWNSTREAM DRAINAGE PIPES. FAILURE TO DO SO THAT RESULTS IN DEBRIS DEPOSITS IN DOWNSTREAM PIPE OR STRUCTURES WILL REQUIRE THE CONTRACTOR TO REMOVE THE RESULTING DEBRIS AT NO ADDITIONAL COST TO THE OWNER.

EXISTING	PROPOSED	LEGEND
		AR401650 - BITUMINOUS PAVEMENT MILLING
		REMOVE AND REPLACE BIT. PAVEMENT
		INLET
		AIRFIELD LIGHTING



REHABILITATE RUNWAY 18-36

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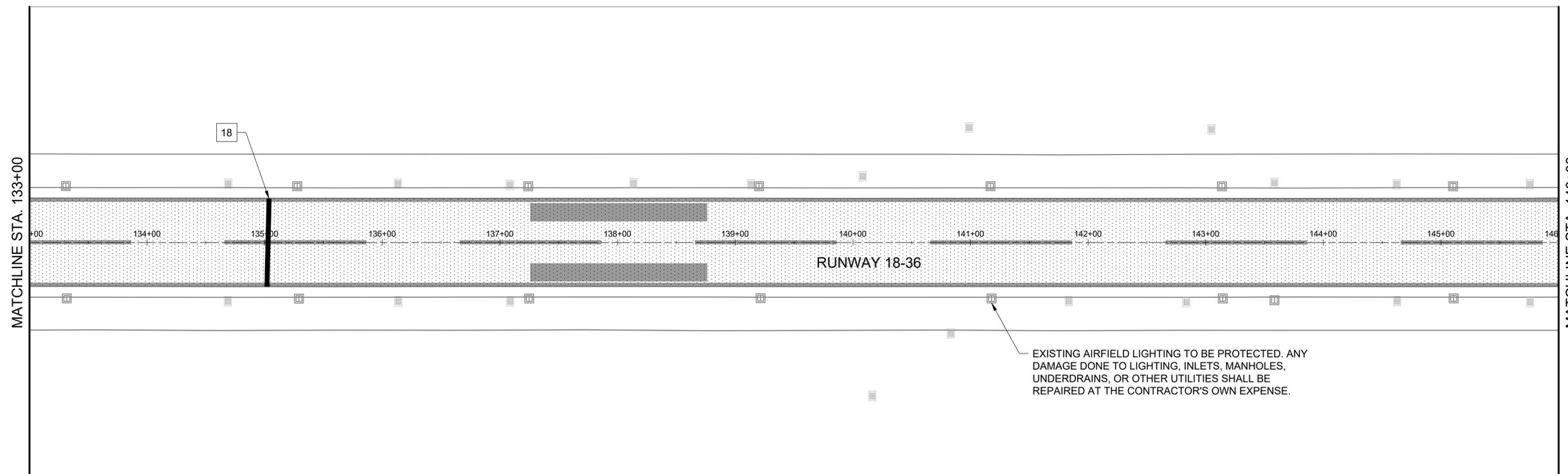
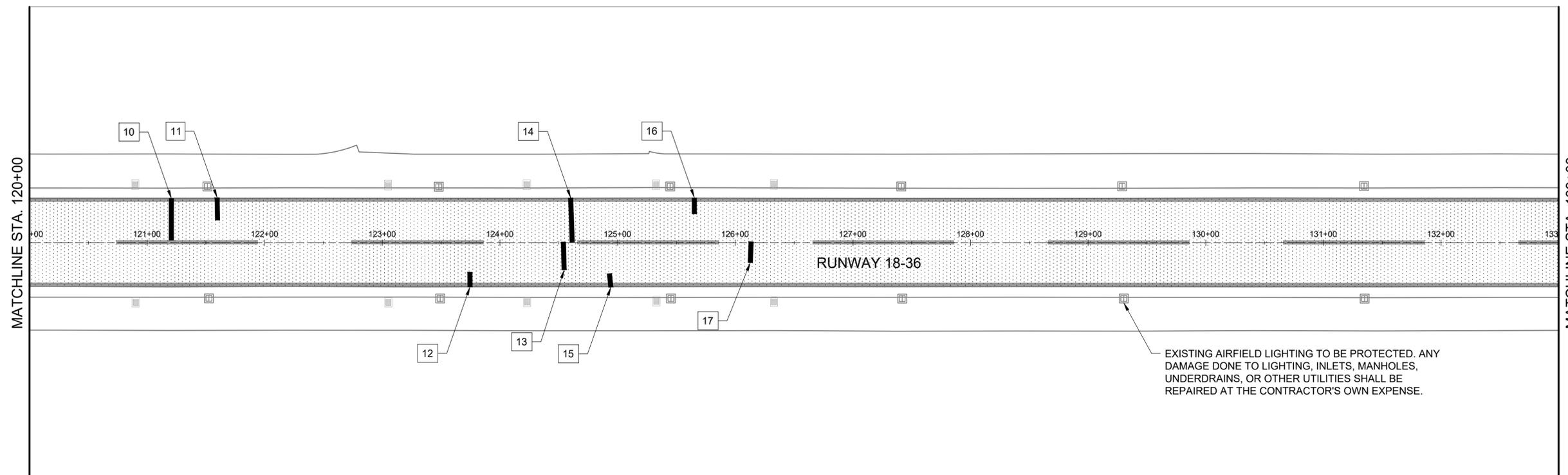
Contract No.: RA018

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 5/13/2022
PROJECT NO: 21A0106
CAD FILE: C-101-PREP.DWG
DESIGN BY: CEM 5/5/2022
DRAWN BY: CEM 5/5/2022
REVIEWED BY: JMO 5/5/2022

SHEET TITLE

PAVEMENT PREPARATION PLAN - STA. 100+00 TO STA. 120+00



REHABILITATE
 RUNWAY 18-36

IDA No: TIP-4959

SBGP No:
 3-17-SBGP-162/171/TBD

Contract No.: RA018

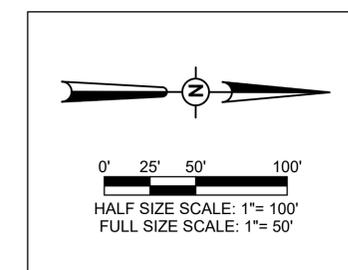
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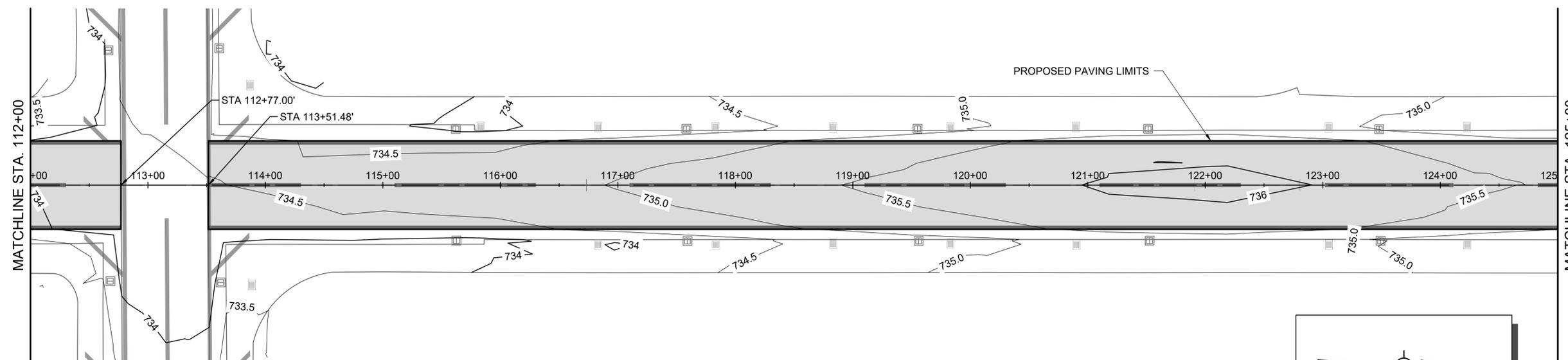
ISSUE: 5/13/2022
 PROJECT NO: 21A0106
 CAD FILE: C-101-PREP.DWG
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 DRAWN BY: CEM 5/5/2022
 REVIEWED BY: JMO 5/5/2022

SHEET TITLE

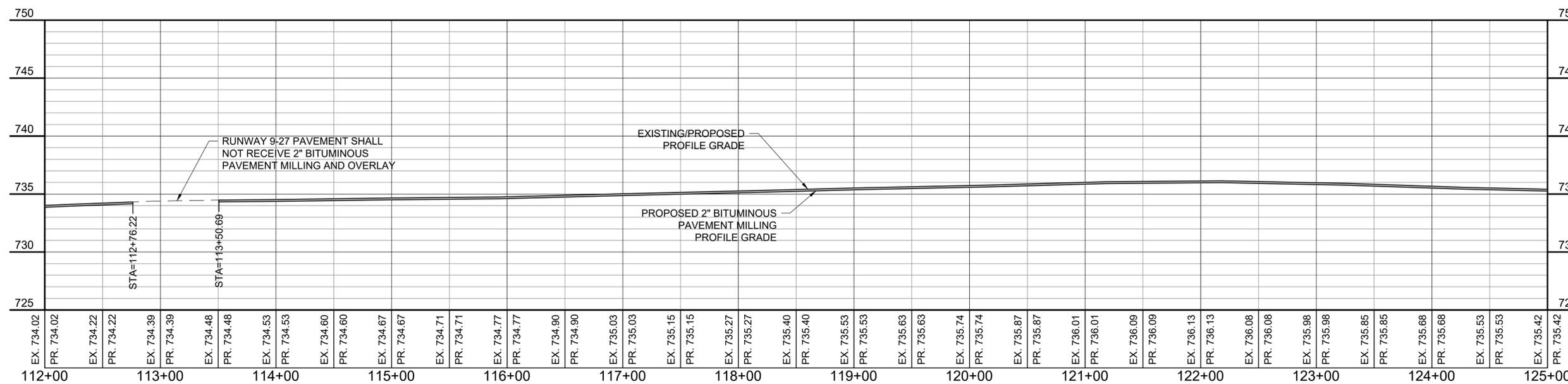
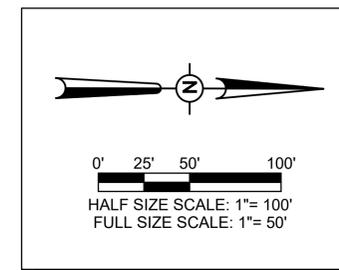
PAVEMENT
 PREPARATION PLAN -
 STA. 120+00 TO STA.
 146+00

EXISTING	PROPOSED	LEGEND
		AR401650 - BITUMINOUS PAVEMENT MILLING
		REMOVE AND REPLACE BIT. PAVEMENT
		INLET
		AIRFIELD LIGHTING





EXISTING	PROPOSED	LEGEND
		AR401614 - BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE
		INLET
		AIRFIELD LIGHTING



REHABILITATE
 RUNWAY 18-36

IDA No: TIP-4959

SBGP No:
 3-17-SBGP-162/171/TBD

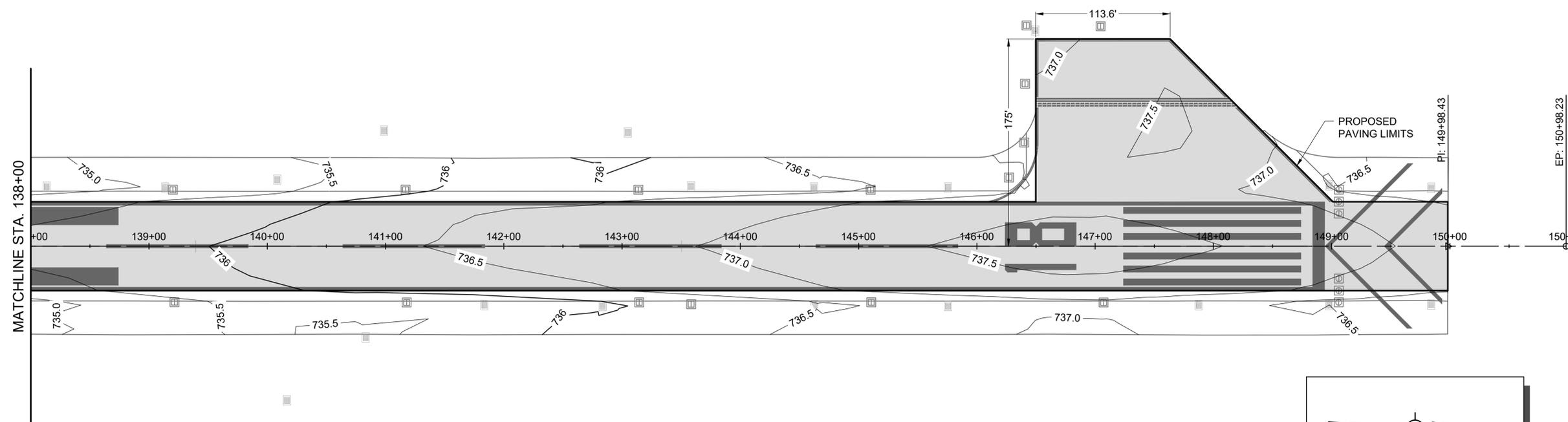
Contract No.: RA018

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

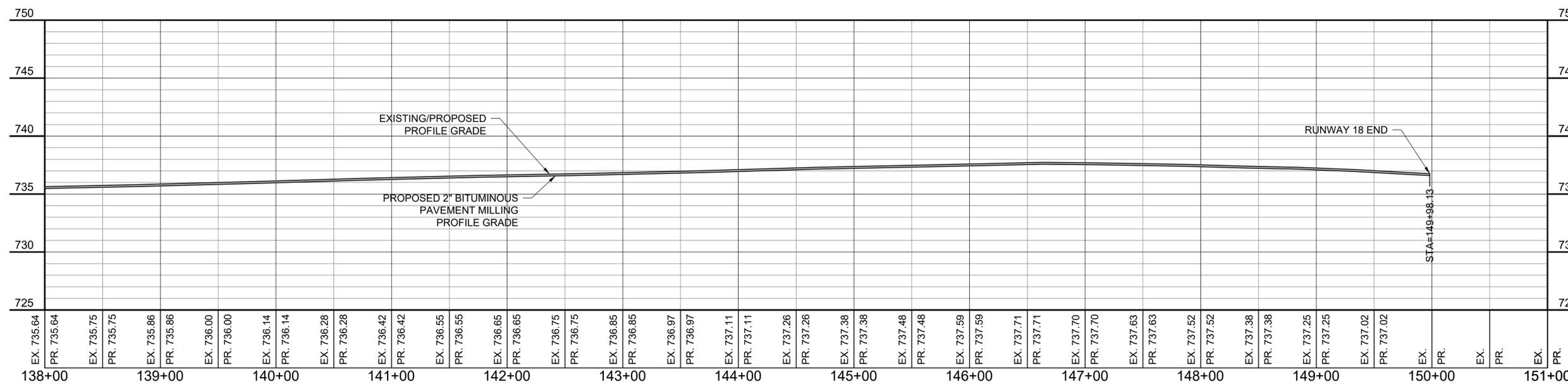
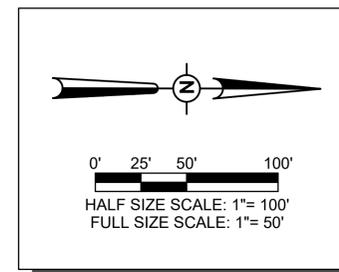
ISSUE: 5/13/2022
 PROJECT NO: 21A0106
 CAD FILE: C-701-PNP.DWG
 DESIGN BY: CEM 5/5/2022
 DRAWN BY: CEM 5/5/2022
 REVIEWED BY: JMO 5/5/2022

SHEET TITLE

PLAN & PROFILE -
 STA. 112+00 TO STA.
 125+00



EXISTING	PROPOSED	LEGEND
		AR401614 - BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE
		INLET
		AIRFIELD LIGHTING



REHABILITATE
 RUNWAY 18-36

IDA No: TIP-4959

SBGP No:
 3-17-SBGP-162/171/TBD

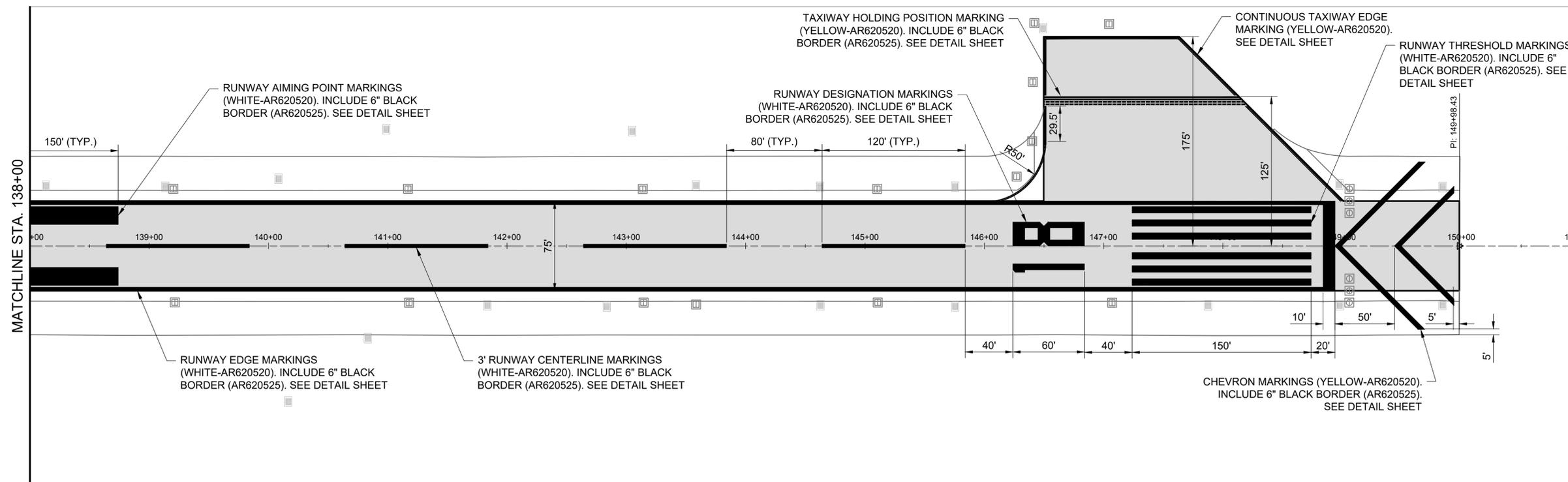
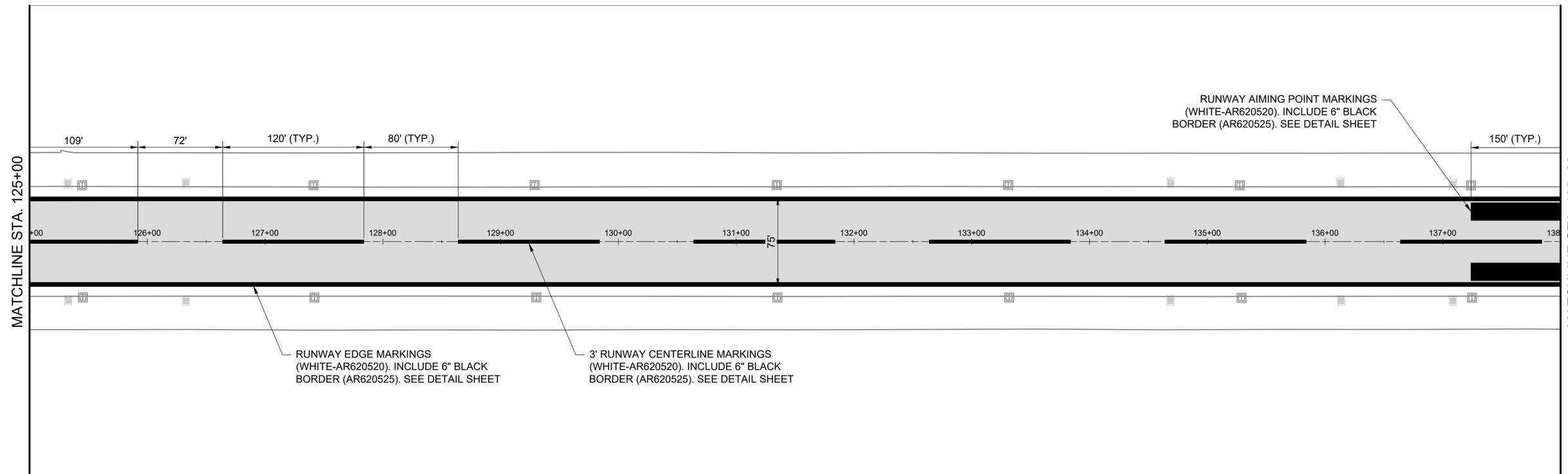
Contract No.: RA018

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 5/13/2022
 PROJECT NO: 21A0106
 CAD FILE: C-701-PNP.DWG
 DESIGN BY: CEM 5/5/2022
 DRAWN BY: CEM 5/5/2022
 REVIEWED BY: JMO 5/5/2022

SHEET TITLE

PLAN & PROFILE -
 STA. 138+00 TO STA.
 149+98.43



REHABILITATE
RUNWAY 18-36

IDA No: TIP-4959

SBGP No:
3-17-SBGP-162/171/TBD

Contract No.: RA018

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: 5/13/2022
PROJECT NO: 21A0106
CAD FILE: C-102-MRK.DWG
DESIGN BY: CEM 5/5/2022
DRAWN BY: CEM 5/5/2022
REVIEWED BY: JMO 5/5/2022

SHEET TITLE

MARKING PLAN - STA.
125+00 TO STA.
149+98.43

