

CONSTRUCTION PLANS FOR PONTIAC MUNICIPAL AIRPORT PONTIAC, ILLINOIS

ILLINOIS PROJECT NO. PNT-4340
AIP PROJECT NO. 3-17-SBGP-XX

INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM

SUMMARY OF QUANTITIES

ITEM NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY
BASE BID			
AR125615	PAPI (L-880 SYSTEM)	E.A.	2
AR125910	REMOVE PLASI	E.A.	2
AR901510	SEEDING	AC.	3
AR908510	MULCHING	AC.	3

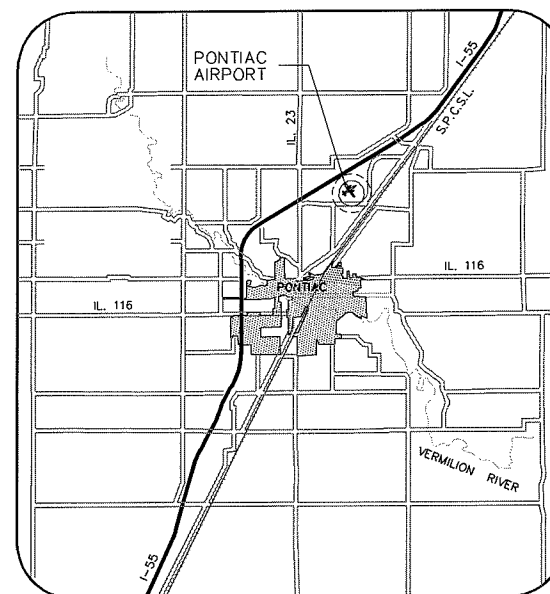
SHEET LIST TABLE	
Sheet Number	Sheet Title
01	COVER SHEET
02	SITE PLAN
03	CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS
04	CONSTRUCTION ACTIVITY PLAN
05	EXISTING CONDITIONS
06	EXISTING SCHEMATIC
07	PLASI REMOVAL DETAIL
08	EXISTING VAULT
09	NEW PAPI LAYOUT
10	PAPI DETAILS 1
11	PAPI DETAILS 2

UNICOM FREQUENCY 122.8

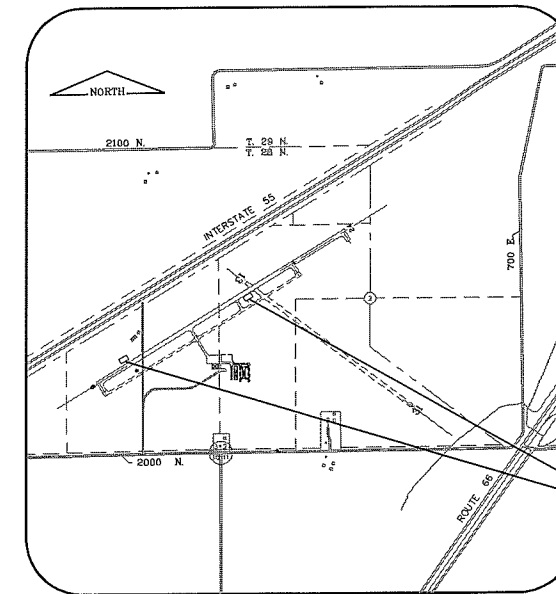
DESIGN DATA

GEOMETRIC DESIGN DATA
DESIGN GROUP - II
WING SPAN - 49 FEET UP TO BUT NOT INCLUDING 79 FEET.
DESIGN APPROACH CATEGORY - B
STRUCTURAL DESIGN DATA
AIRCRAFT GROSS WEIGHT - 30,000 LBS.
SINGLE WHEEL AIRCRAFT
CALL J.U.L.I.E. BEFORE EXCAVATING 1-800-892-0123 PONTIAC MUNICIPAL AIRPORT
TOWNSHIP: T28N RANGE: R5E COUNTY: LIVINGSTON TOWNSHIP: PONTIAC LOCATION: 1 MILE EAST OF RTE. 23 OVERPASS ON INTERSTATE 55 SECTION 3

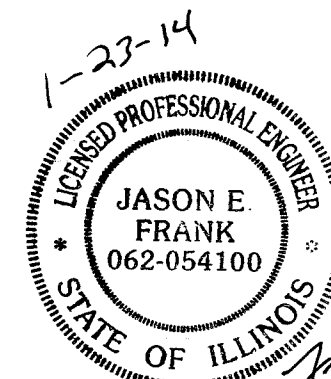
JANUARY 21, 2014



LOCATION MAP



SITE PLAN



PROPOSED IMPROVEMENTS

MAXIMUM EQUIPMENT HEIGHT
25 FEET

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SUBMITTED BY: *J. E. Frank*
DATE: *January 23* 2014
CM&T JOB NUMBER 13054-03

FILE: K:\Projects\13054\Drawings\Sheets\01_Cover.dwg
 MODIFIED: Mon 2/2/04 11:30am
 SCALE: 1"=100'
 LAST UPDATE: mwillson

EXISTING AIRPORT COORDINATE TABLE			
LOCATION	LATTITUDE N.	LONGITUDE W.	ELEVATION
RUNWAY 6	40° 55' 15.1063"	88° 37' 54.0035"	648.6
RUNWAY 24	40° 55' 40.9458"	88° 36' 58.4819"	665.9



LEGEND

EXISTING	PROPOSED	DESCRIPTION
		AIRPORT BUILDINGS
		HOUSES AND OUTBUILDINGS
		GROUND CONTOURS
		OVERHEAD POWER LINE
		CONTRACTOR'S ACCESS ROUTE TO SITE
		CONTRACTOR'S STAGING, STORAGE AND PERSONNEL VEHICLE PARKING SITE

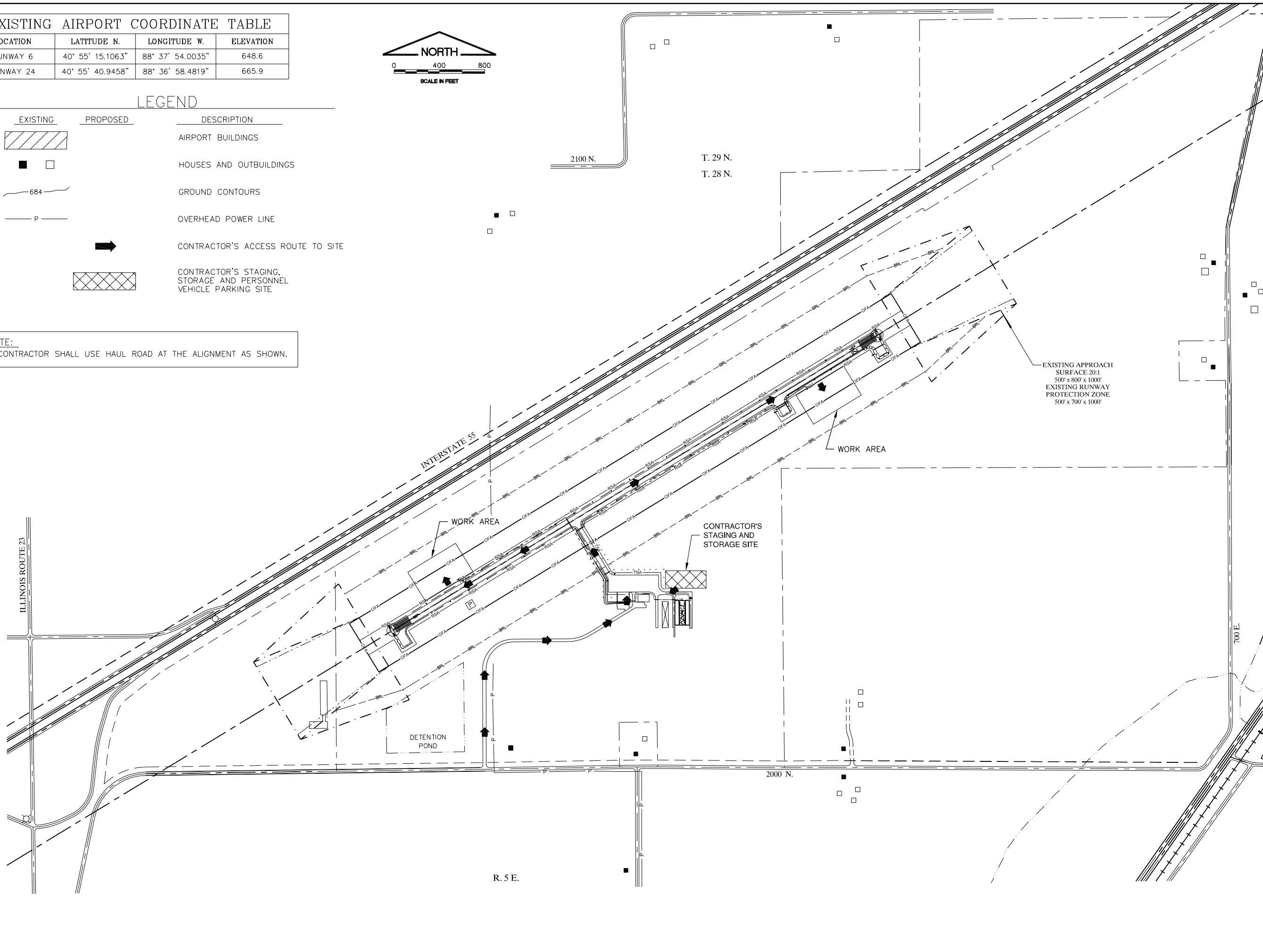
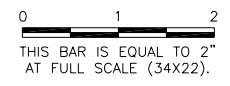
NOTE:
1.) CONTRACTOR SHALL USE HAUL ROAD AT THE ALIGNMENT AS SHOWN.

FILE: SITE PLAN.dwg
UPDATE BY: Jason Frank
PLOT DATE: 11/15/2013 1:41 PM

BASELINE
PontBASE

P0017

REVISIONS		
NUMBER	BY	DATE



**PONTIAC MUNICIPAL AIRPORT
PONTIAC, ILLINOIS
INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
SITE PLAN**

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DESIGN BY:	WDP
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	CET
DATE:	NOVEMBER 15, 2013
JOB No:	1305403
IL. PROJ. NO. PNT-4340 AIP PROJ. NO. 3-17-SBGP-XX	
SHEET	02 OF 11 SHEETS

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GENERAL

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

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, AND ENGINEER. THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- TOTAL CONTRACT TIME SHALL BE 30 CALENDAR DAYS.
- THE PROJECT HAS ONLY ONE PHASE. WORK CONSISTS OF REMOVAL OF THE EXISTING PLASI SYSTEM ON RUNWAYS 6 AND 24. INSTALLATION OF NEW PAPI SYSTEMS ON RUNWAYS 6 AND 24. WORK SHALL INCLUDE ALL EXCAVATION GRADING, LABOR, CABLING, EQUIPMENT, TOOLS, AND OTHER MISCELLANEOUS ITEMS TO PROVIDE A COMPLETE OPERATIONAL PAPI SYSTEM.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- CONTRACTOR SHALL COORDINATE WITH THE AIRPORT A MINIMUM OF 10 DAYS PRIOR TO THE SHUT DOWN AND REMOVAL OF THE EXISTING PLASI SYSTEM.

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATES SHOWN.
- THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR AT ALL TIMES.
- CONTRACTOR WORK CREWS MUST MONITOR AIRFIELD RADIO FREQUENCY (122.80) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA).
- THE CONTRACTORS STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREA.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
- THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES, INCLUDING ALL COUNTY ROADS WHICH WILL BE OPEN TO TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS AND THE COUNTY ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
- ALL PAVEMENTS, DRIVES, TURF AREAS, OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

PUBLIC SAFETY	
FIRE AND PUBLIC SAFETY	911
PONTIAC AIRPORT	(815) 844-2707
RESIDENT ENGINEER	TBD

10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2F MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL ATTEND A FINAL INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES.

12. PENALTIES

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

13. SPECIAL CONDITIONS

- CONTRACTOR SHALL COORDINATE WITH COUNTY ENGINEER FOR ACCESS AND EGRESS ON ALL COUNTY ROADS. ANY DAMAGE TO COUNTY ROADS FROM THE CONTRACTORS OPERATIONS SHALL BE REPAIRED IN KIND AT THE CONTRACTOR'S EXPENSE.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- RUNWAY AND/OR TAXIWAY CLOSURES ARE REQUIRED FOR THIS PROJECT. ALL RUNWAY OR TAXIWAY CLOSURES REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2F.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- CONTRACTOR SHALL CLEARLY MARK ALL ACCESS AND HAUL ROUTES.

16. HAZARD MARKING AND LIGHTING

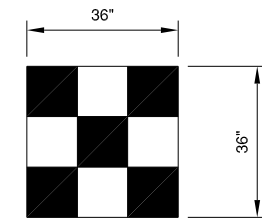
- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2F AND 150/5210-5C AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25' UNLESS OTHERWISE COORDINATED WITH THE AIRPORT.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS.

17. PROTECTION

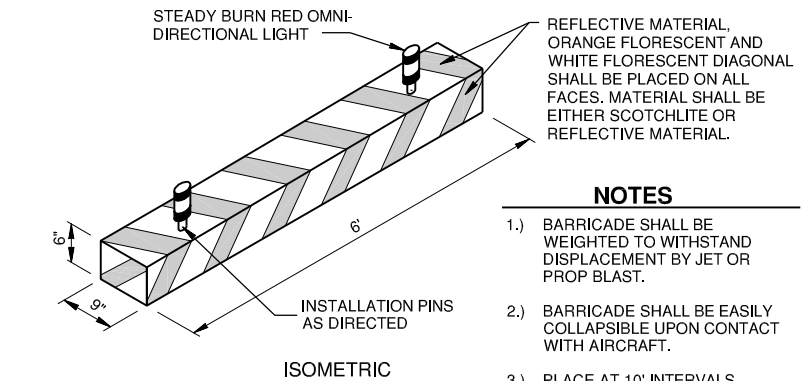
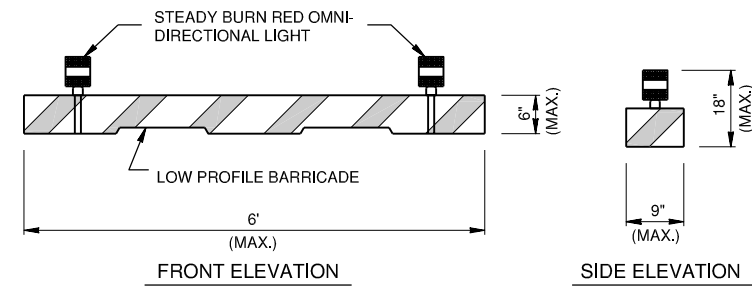
- ALL WORK WITHIN THE SAFETY AREA OF THE RUNWAY WILL REQUIRE THE RUNWAY TO BE CLOSED. THE CONTRACTOR MAY CLOSE THE RUNWAY ON A DAILY BASIS WITH COORDINATION AND APPROVAL OF THE AIRPORT. THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE MARKERS OVER THE NUMERALS AT EACH END OF THE RUNWAY. THE CONTRACTOR WILL ALSO BE REQUIRED TO PLACE BARRICADES AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL ALSO TAKE CONTROL AND LOCKOUT ALL AIRFIELD LIGHTING PRIOR TO CLOSURE OF THE RUNWAY. AT THE END OF EACH WORKDAY THESE MARKERS AND BARRICADES SHALL BE REMOVED AND THE RUNWAY REOPENED. THE CONTRACTOR SHALL ALSO RETURN CONTROL OF THE AIRFIELD LIGHTING TO THE AIRPORT. COST OF RUNWAY CLOSURE MARKERS, BARRICADES, LOCKOUT OF ELECTRICAL SYSTEM, SET UP/TAKE DOWN OF RUNWAY CLOSURE MARKER, BARRICADES AND LOCKOUT OF ELECTRICAL SYSTEM SHALL BE INCIDENTAL TO THE PROJECT.
- NO OPEN TRENCHES WILL BE ALLOWED WITHIN THE SAFETY AREA OF THE RUNWAY WHILE THE RUNWAY IS OPEN.

18. OTHER LIMITATIONS ON CONSTRUCTION

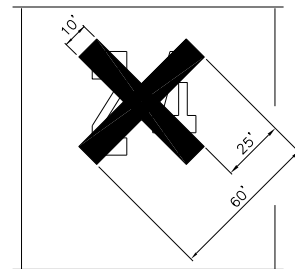
- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
N.T.S.

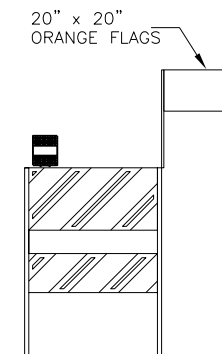


BEAM BARRICADE DETAILS
N.T.S.



ON PAVEMENT CLOSED RUNWAY MARKER DETAIL
N.T.S.

- NOTES**
- MARKERS SHALL BE SOLID YELLOW.
 - MARKERS SHALL BE PAINTED PLYWOOD OR OTHER APPROVED SOLID MATERIALS.
 - CONTRACTOR SHALL MAINTAIN MARKERS.
 - COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
 - MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS.

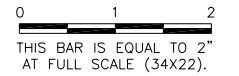


FLASHER BARRICADE DETAIL
N.T.S.

- BARRICADE NOTES**
- RED LIGHTS TO BE BATTERY OPERATED. LIGHTS TO BE STEADY BURN RED OMNI-DIRECTIONAL.
 - SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
 - NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
 - PLACE AT 10' INTERVALS.

P0017

REVISIONS		
NUMBER	BY	DATE



PONTIAC MUNICIPAL AIRPORT
PONTIAC, ILLINOIS
INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS

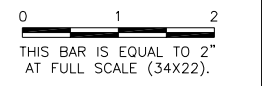
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DRAWN BY:	CMT
CHECKED BY:	
APPROVED BY:	
DATE:	NOVEMBER 15, 2013
JOB No:	1305403
IL PROJ. NO.	PNT-4340
AIP PROJ. NO.	3-17-SBGp-XX
SHEET	03 OF 11 SHEETS


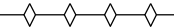


PONTIAC

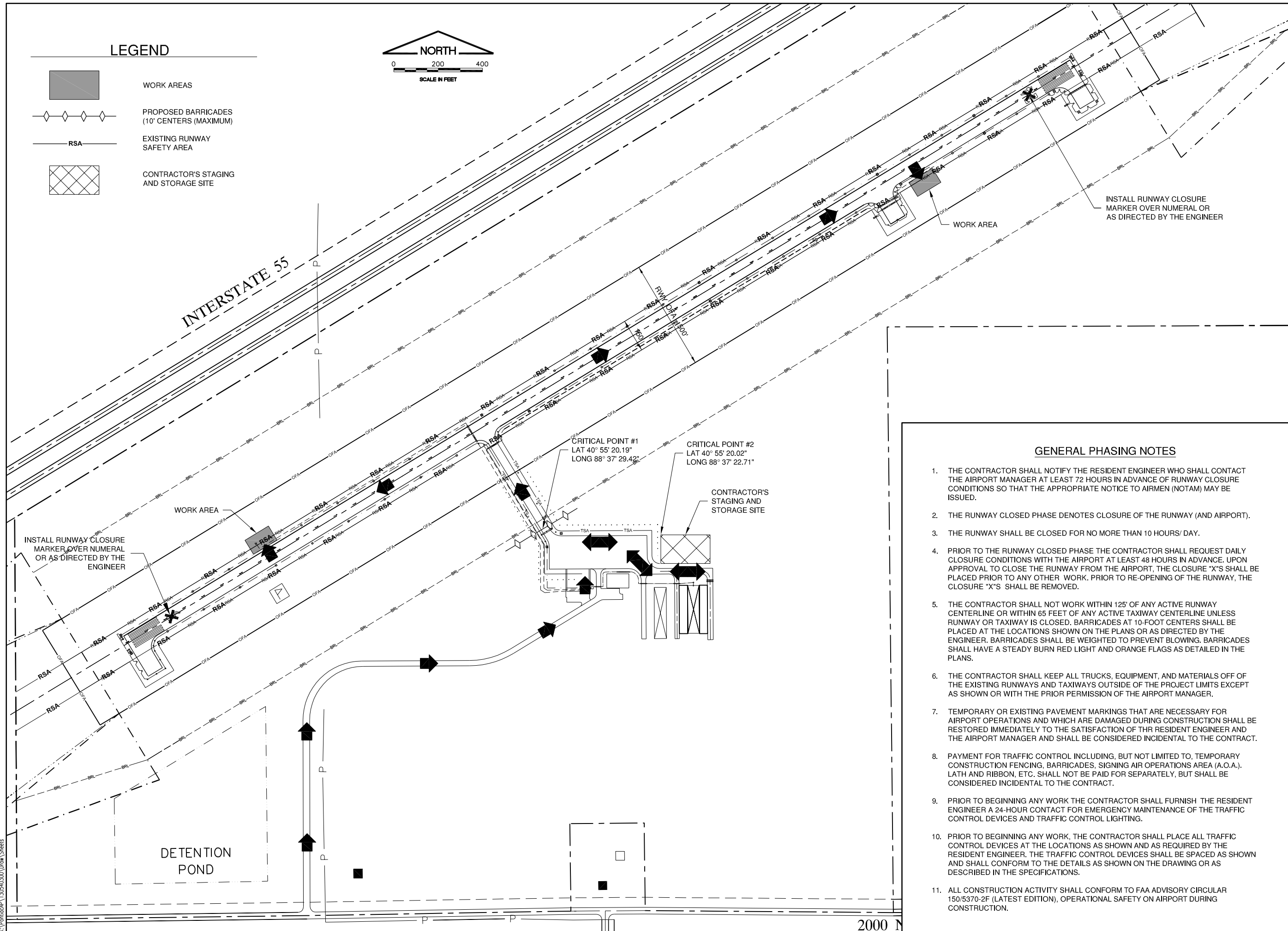
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LEGEND

-  WORK AREAS
-  PROPOSED BARRICADES (10' CENTERS (MAXIMUM))
-  EXISTING RUNWAY SAFETY AREA
-  CONTRACTOR'S STAGING AND STORAGE SITE



GENERAL PHASING NOTES

1. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER WHO SHALL CONTACT THE AIRPORT MANAGER AT LEAST 72 HOURS IN ADVANCE OF RUNWAY CLOSURE CONDITIONS SO THAT THE APPROPRIATE NOTICE TO AIRMEN (NOTAM) MAY BE ISSUED.
2. THE RUNWAY CLOSED PHASE DENOTES CLOSURE OF THE RUNWAY (AND AIRPORT).
3. THE RUNWAY SHALL BE CLOSED FOR NO MORE THAN 10 HOURS/ DAY.
4. PRIOR TO THE RUNWAY CLOSED PHASE THE CONTRACTOR SHALL REQUEST DAILY CLOSURE CONDITIONS WITH THE AIRPORT AT LEAST 48 HOURS IN ADVANCE. UPON APPROVAL TO CLOSE THE RUNWAY FROM THE AIRPORT, THE CLOSURE "X'S SHALL BE PLACED PRIOR TO ANY OTHER WORK. PRIOR TO RE-OPENING OF THE RUNWAY, THE CLOSURE "X'S SHALL BE REMOVED.
5. THE CONTRACTOR SHALL NOT WORK WITHIN 125' OF ANY ACTIVE RUNWAY CENTERLINE OR WITHIN 65 FEET OF ANY ACTIVE TAXIWAY CENTERLINE UNLESS RUNWAY OR TAXIWAY IS CLOSED. BARRICADES AT 10-FOOT CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING. BARRICADES SHALL HAVE A STEADY BURN RED LIGHT AND ORANGE FLAGS AS DETAILED IN THE PLANS.
6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT, AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE AIRPORT MANAGER.
7. TEMPORARY OR EXISTING PAVEMENT MARKINGS THAT ARE NECESSARY FOR AIRPORT OPERATIONS AND WHICH ARE DAMAGED DURING CONSTRUCTION SHALL BE RESTORED IMMEDIATELY TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING AIR OPERATIONS AREA (A.O.A.), LATH AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. PRIOR TO BEGINNING ANY WORK THE CONTRACTOR SHALL FURNISH THE RESIDENT ENGINEER A 24-HOUR CONTACT FOR EMERGENCY MAINTENANCE OF THE TRAFFIC CONTROL DEVICES AND TRAFFIC CONTROL LIGHTING.
10. PRIOR TO BEGINNING ANY WORK, THE CONTRACTOR SHALL PLACE ALL TRAFFIC CONTROL DEVICES AT THE LOCATIONS AS SHOWN AND AS REQUIRED BY THE RESIDENT ENGINEER. THE TRAFFIC CONTROL DEVICES SHALL BE SPACED AS SHOWN AND SHALL CONFORM TO THE DETAILS AS SHOWN ON THE DRAWING OR AS DESCRIBED IN THE SPECIFICATIONS.
11. ALL CONSTRUCTION ACTIVITY SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5370-2F (LATEST EDITION), OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION.

PONTIAC MUNICIPAL AIRPORT
 PONTIAC, ILLINOIS

**INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
 CONSTRUCTION ACTIVITY PLAN**

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DESIGN BY:	JEF
DRAWN BY:	CMT
CHECKED BY:	JEF
APPROVED BY:	CET
DATE:	NOVEMBER 15, 2013
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IL PROJ. NO.	PNT-4340
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SHEET	04 OF 11 SHEETS

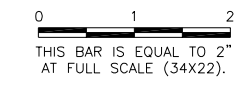
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FILE: EXISTING CONDITIONS.dwg
 UPDATE BY: Jason Frank
 PLOT DATE: 11/15/2013 1:44 PM
 BASELINE
 PontBASE

P0017

REVISIONS		
NUMBER	BY	DATE



INTERSTATE 55

EXISTING PLASI
 (TO BE REMOVED)
 STA. 107+28.5, 87.5' RT.

EXISTING PLASI
 (TO BE REMOVED)
 STA. 142+29.21, 87.5' RT.

EXISTING ELECTRICAL
 TRANSCLOSURE

DETENTION
 POND

2000 N.

LEGEND

- EXISTING UTILITY POWER
- EXISTING AIRFIELD LIGHTING CIRCUITS
- EXISTING PLASI CIRCUIT
- EXISTING PLASI (TO BE REMOVED)
- POWER AND CONTROL CABLE
- EXISTING SPLICE CAN
- EXISTING DUCT BANK

PONTIAC MUNICIPAL AIRPORT

PONTIAC, ILLINOIS

**INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
 EXISTING CONDITIONS**

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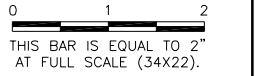
DESIGN BY: WDP
 DRAWN BY: CMT
 CHECKED BY: JEF
 APPROVED BY: JEF
 DATE: NOVEMBER 15, 2013
 JOB No: 1305403

IL. PROJ. NO. PNT-4340
 AIP PROJ. NO. 3-17-SBGP-XX
 SHEET 05 OF 11 SHEETS

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PO017

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NUMBER	BY	DATE

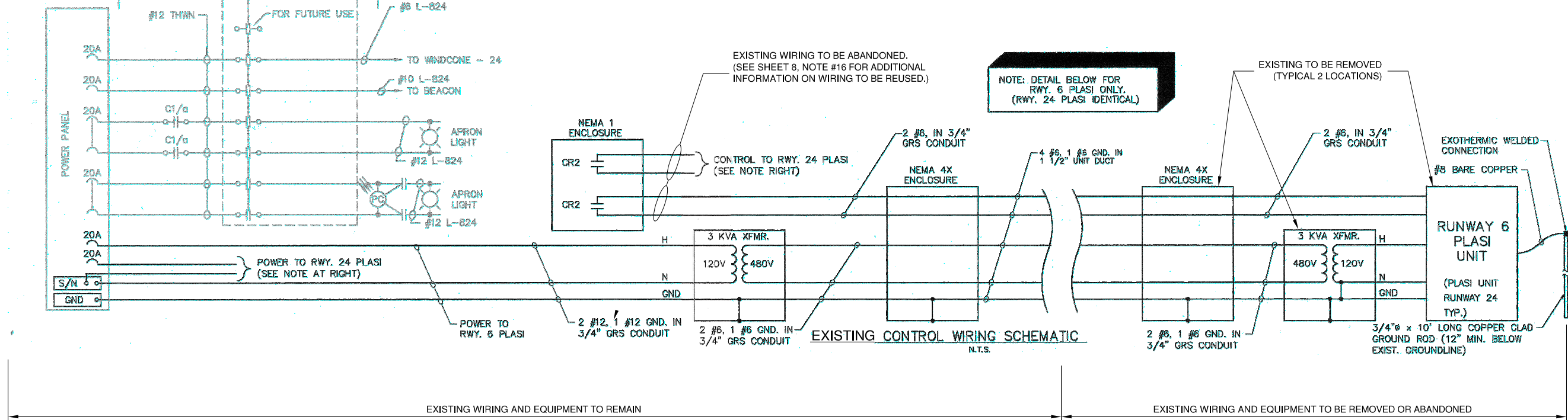
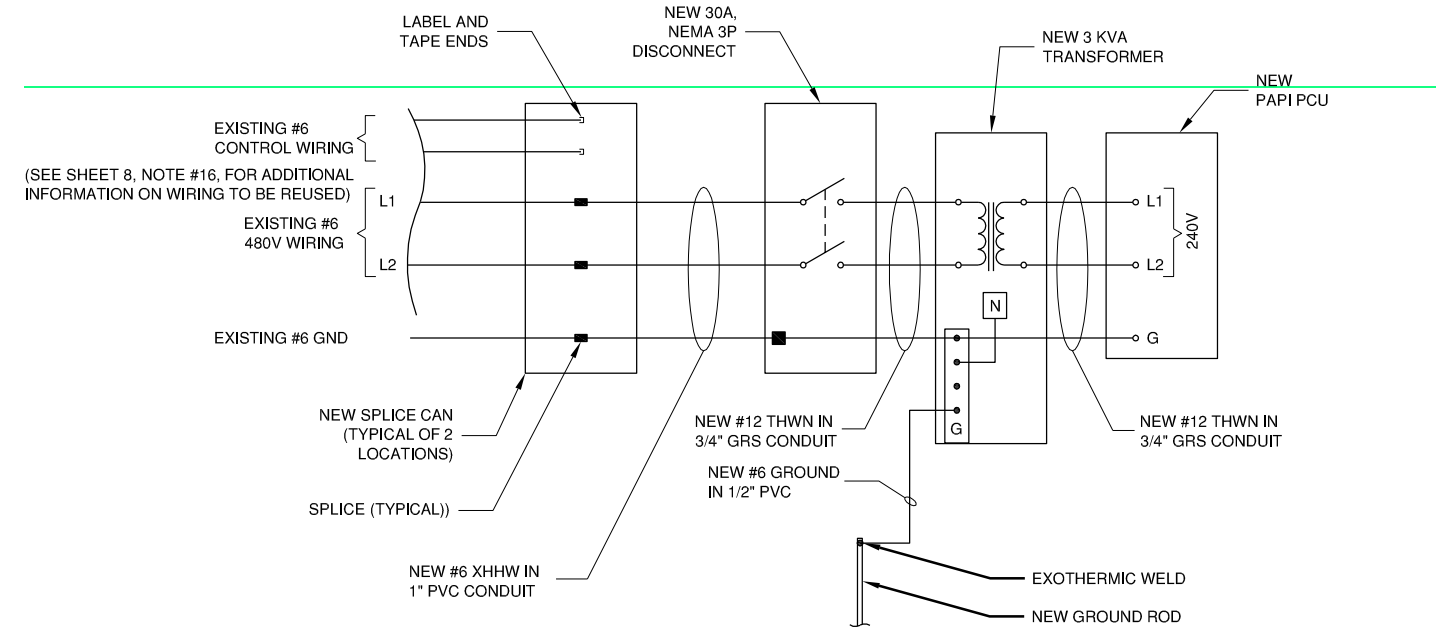
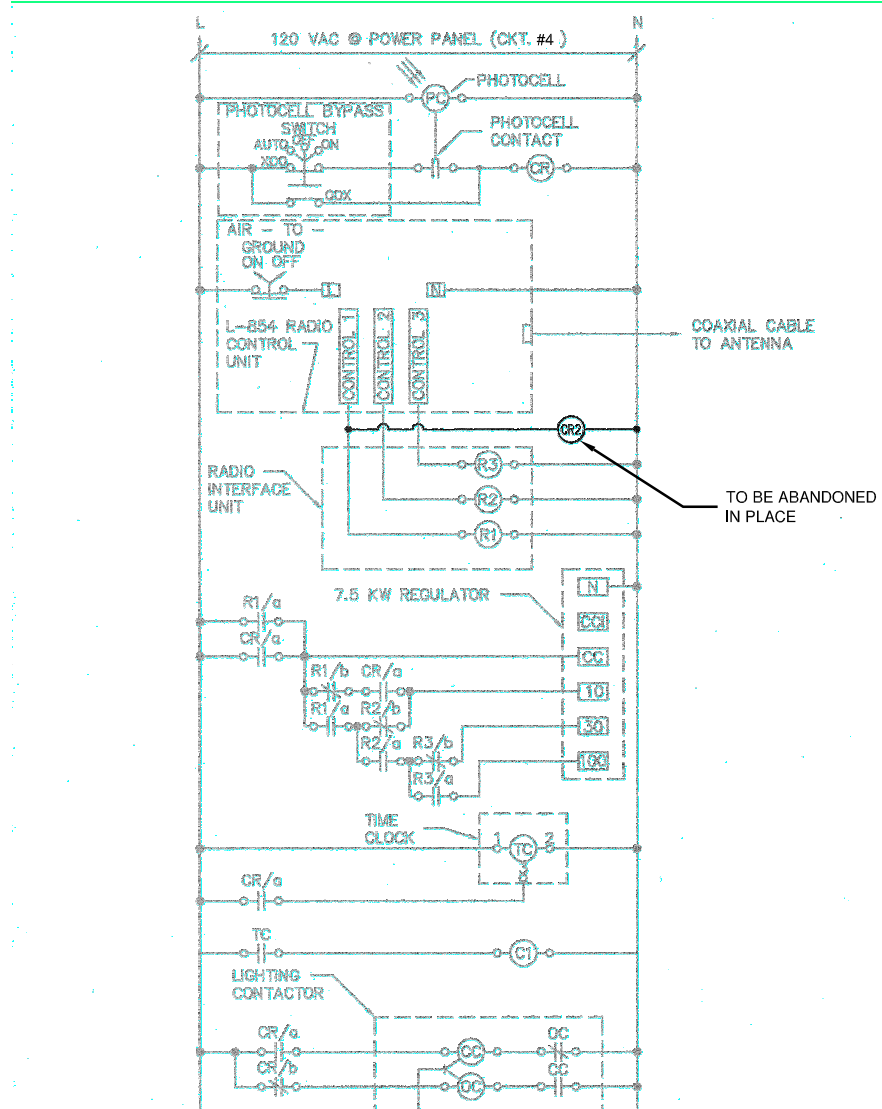


PONTIAC MUNICIPAL AIRPORT
 PONTIAC, ILLINOIS

**INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
 EXISTING SCHEMATIC**

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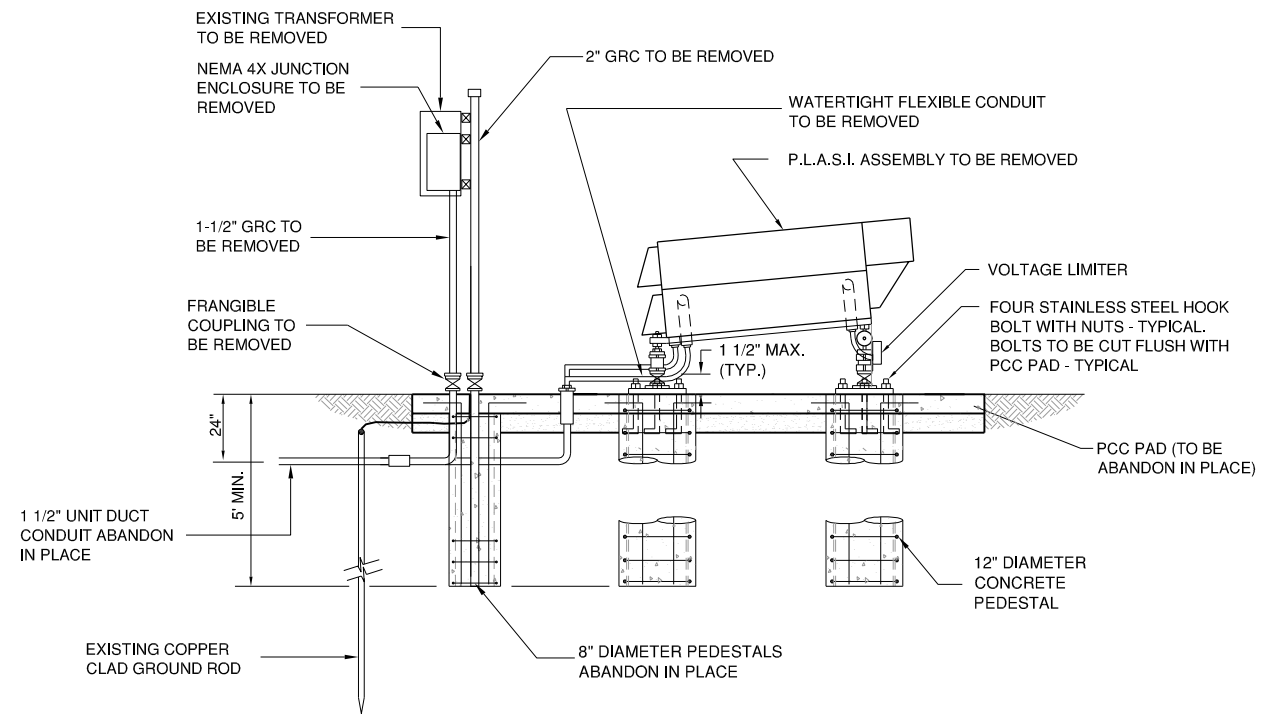
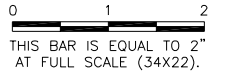
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SHEET	06 OF 11 SHEETS



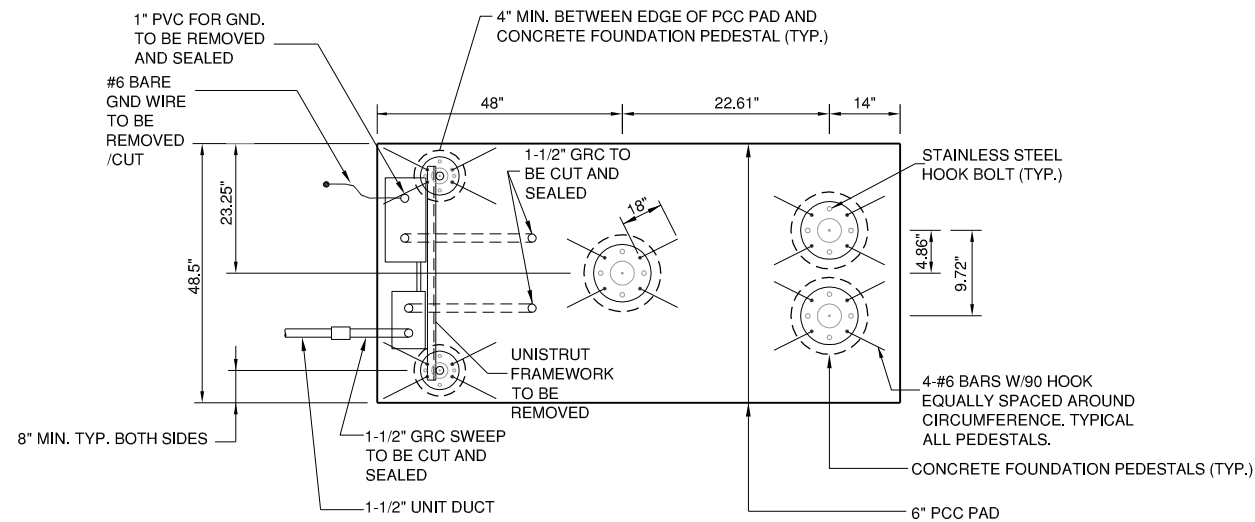
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ELEVATION VIEW



PLAN VIEW

EXISTING PLASI DETAILS
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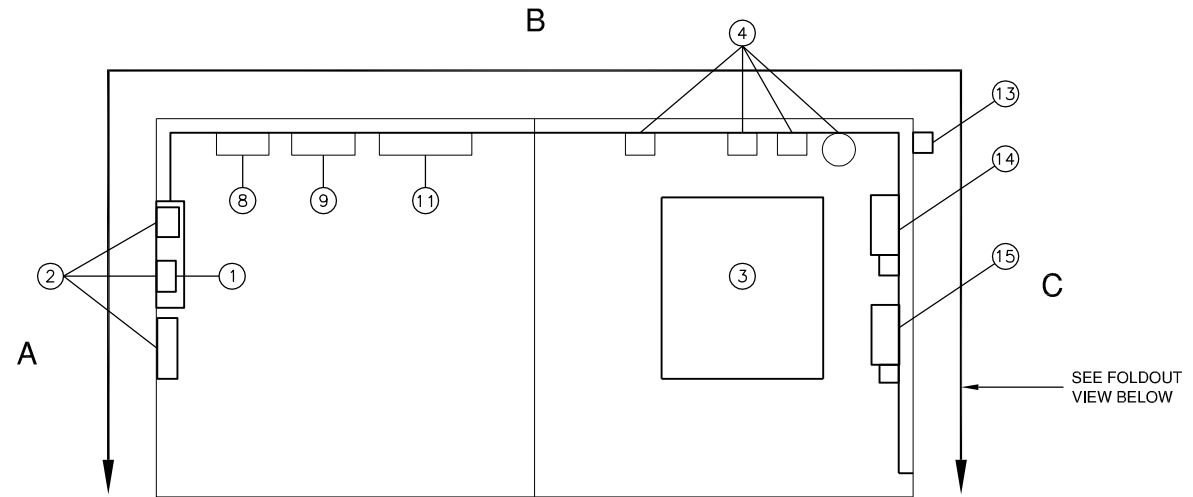
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PONTIAC, ILLINOIS
INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
PLASI REMOVAL DETAIL

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○ EXISTING VAULT KEYED NOTES

- 1 EXISTING PANELBOARD, 12-CIRCUIT, 120/240V, SINGLE-PHASE, 3-WIRE. PROVIDE REVISED PANEL SCHEDULE AS DETAILED ON THIS SHEET.
- 2 EXISTING AWOS FEEDER CIRCUIT BREAKER, STEP-UP TRANSFORMER AND DISCONNECT.
- 3 EXISTING RUNWAY 06/24 REGULATOR, 7.5 KW, 240V INPUT, 3-STEP, 6.6A OUTPUT.
- 4 EXISTING RUNWAY INDICATING LIGHT, ISOLATION TRANSFORMER, PLUG CUTOFF AND GROUNDING DISCONNECT.
- 5 EXISTING INTERIOR LIGHTS TOGGLE SWITCH.
- 6 EXISTING GFCI RECEPTACLE.
- 7 EXISTING TIME CLOCK.
- 8 EXISTING APRON LIGHTS LIGHTING CONTACTOR.
- 9 EXISTING L-854 RADIO CONTROLLER (PCAL).
- 10 EXISTING RADIO INTERFACE UNIT (RIU).
- 11 EXISTING CONTROL RELAYS AND CONTACTOR.
- 12 EXISTING BEACON LIGHTING CONTROLS.
- 13 EXISTING PHOTOCELL BYPASS SELECTOR SWITCH.
- 14 EXISTING PLASI 06 STEP-UP TRANSFORMER (TOP) AND JUNCTION BOX (BOTTOM). REPLACE EXISTING ENGRAVED NAMEPLATES WITH NEW NAMEPLATES, WITH SAME WORDING, EXCEPT "PAPI 06" REPLACES "PLASI 6".
- 15 EXISTING PLASI 24 STEP-UP TRANSFORMER (TOP) AND JUNCTION BOX (BOTTOM). REPLACE EXISTING ENGRAVED NAMEPLATES WITH NEW NAMEPLATES, WITH SAME WORDING, EXCEPT "PAPI 24" REPLACES "PLASI 24".
- 16 EXISTING #6 480V POWER, CONTROL AND GROUND WIRING TO EXISTING PLASI 06 & PLASI 24 TO BE RE-USED TO POWER NEW PAPI 06 & PAPI 24. CONTRACTOR SHALL MEGGER THE EXISTING WIRING WITH A DIGITAL (NOT ANALOG) INSULATION RESISTANCE TESTER AT 500 VOLTS. THE RECOMMENDED MINIMUM INSULATION RESISTANCE IS 25 MEGOHMS. THE THREE EXISTING #6 WIRES OUT OF FIVE #6 WIRES TO EACH PLASI THAT MEGGER THE BEST (HIGHEST) SHALL BE USED FOR THE NEW 480V POWER AND GROUND WIRING TO THE NEW PAPI'S.



EXISTING VAULT PLAN VIEW

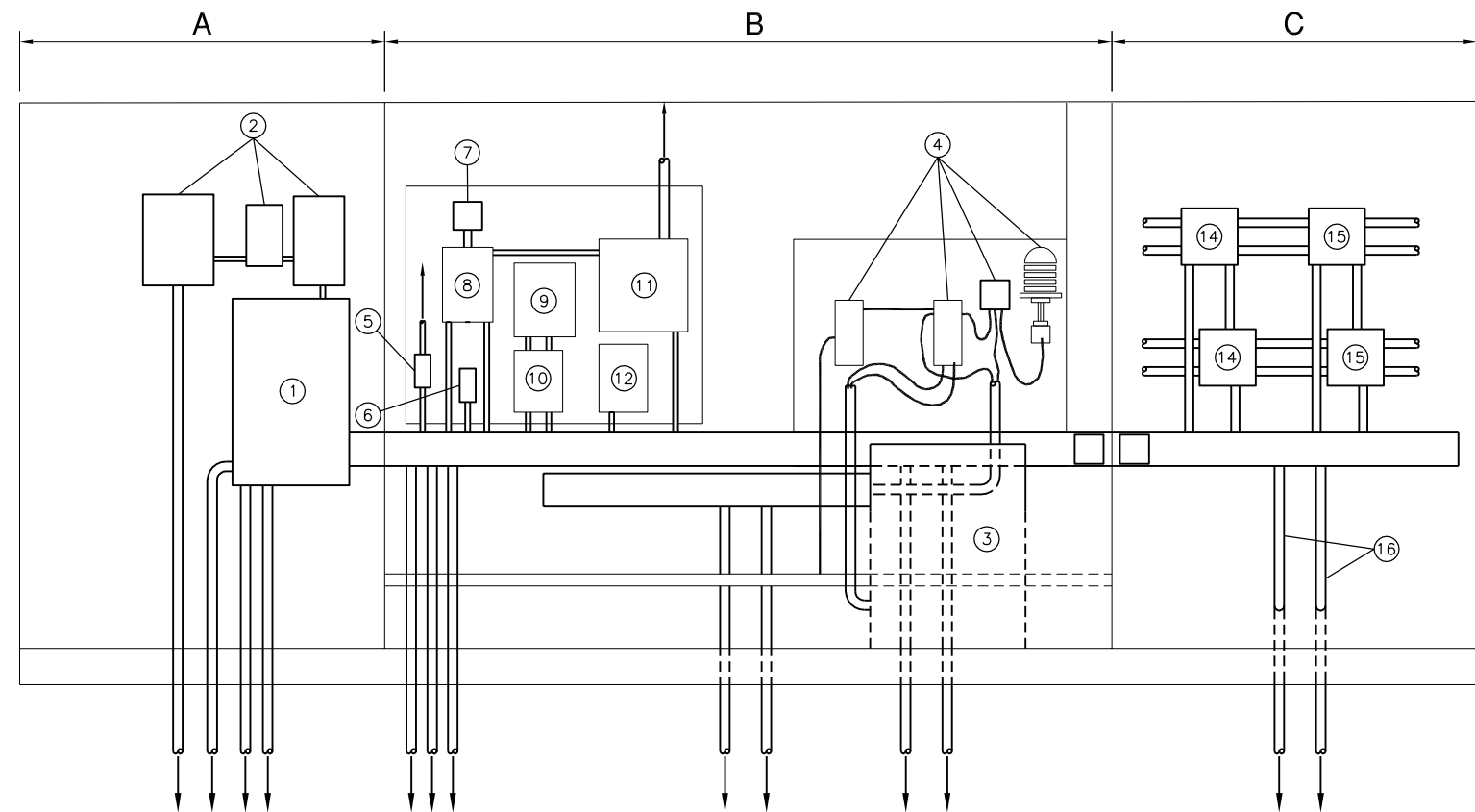
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NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34X22).



EXISTING VAULT FOLD OUT VIEW

N.T.S.

PANEL SCHEDULE			
1	PAPI 06	VAULT LTS/RECEPT	2
3	PAPI 24	CONTROL CIRCUIT	4
5	WIND SOCK	EAST APRON LIGHT	6
7	BEACON		8
9	RWY 06/24 REGULATOR	WEST APRON LIGHT	10
11			12

NOTE: REPLACE THE EXISTING PANEL SCHEDULE WITH THE ABOVE TYPED PANEL SCHEDULE. A HAND WRITTEN SCHEDULE SHALL NOT BE PERMITTED.

NEW PANEL SCHEDULE

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PONTIAC, ILLINOIS
INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
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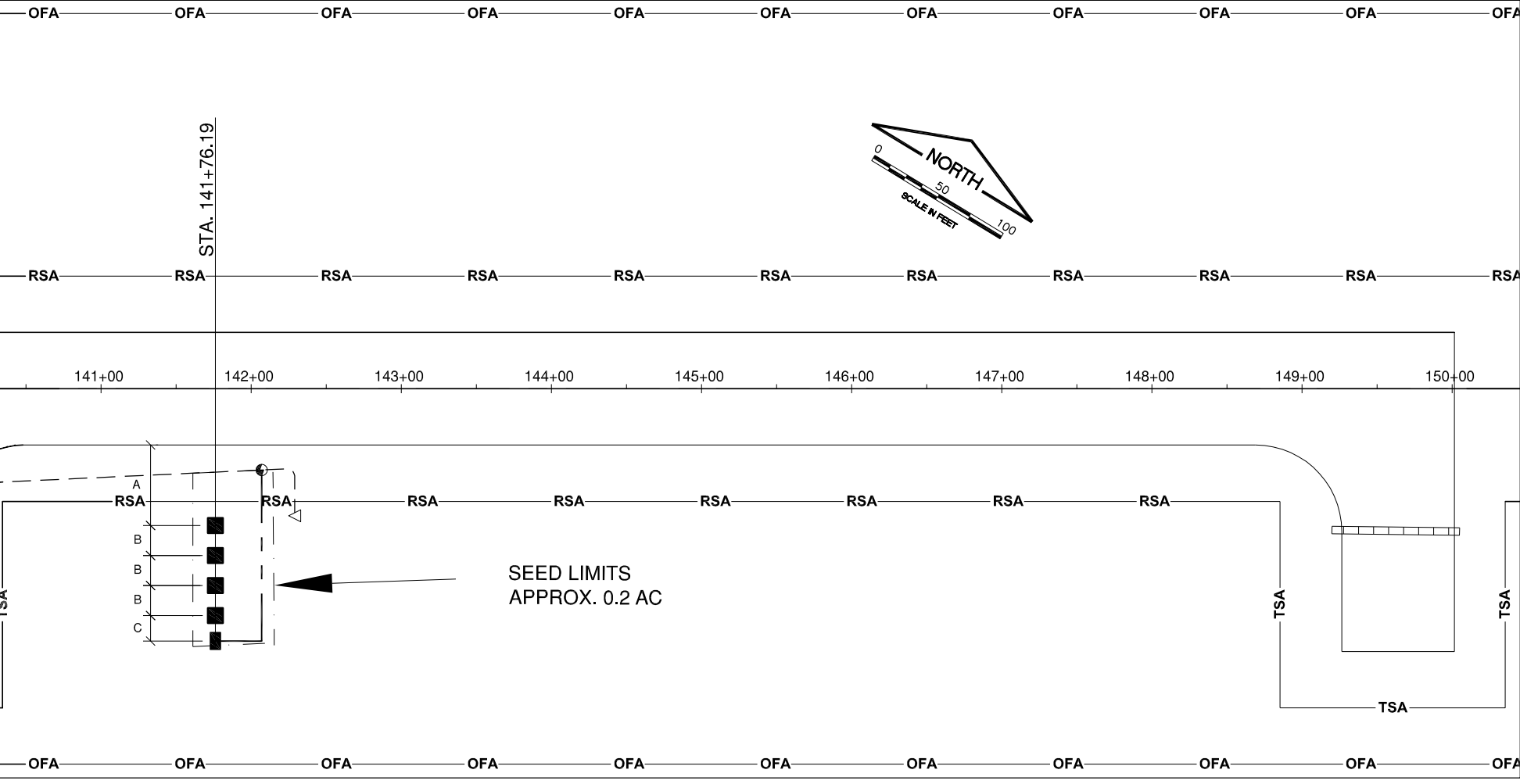
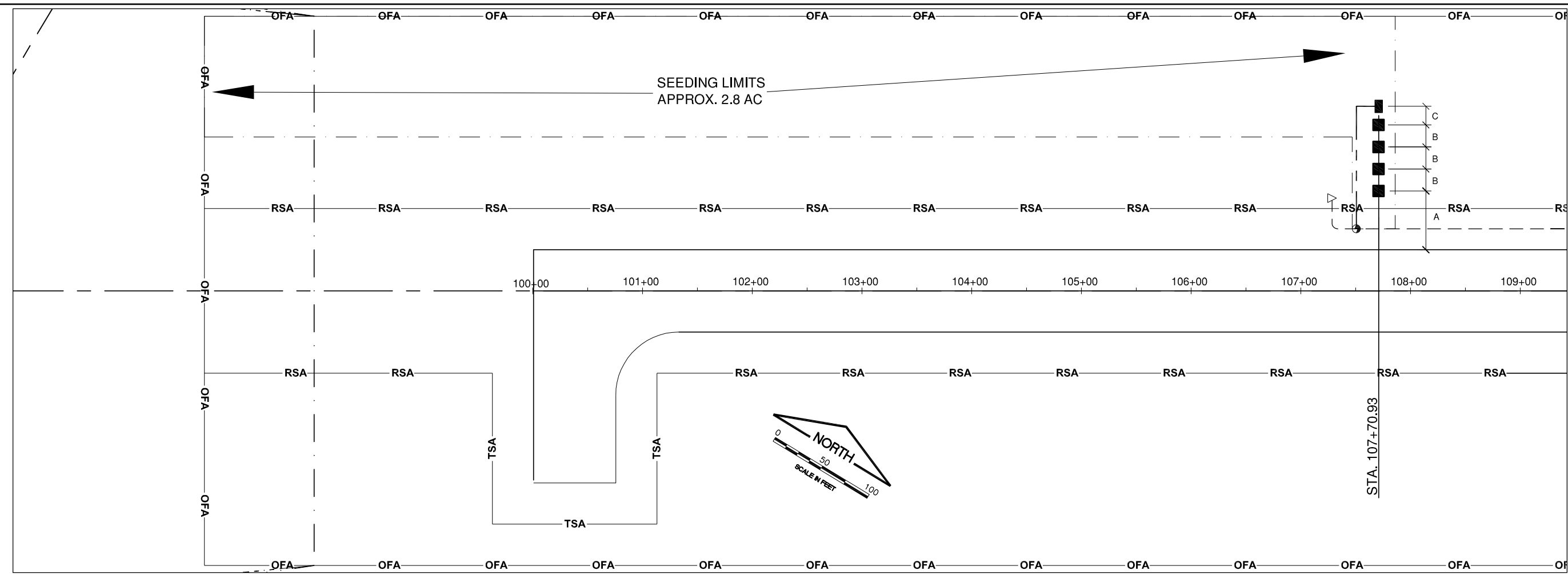
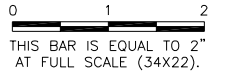
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BASELINE
 PointBASE

P0017

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NUMBER	BY	DATE



LEGEND

- NEW PAPI BOX
- NEW PAPI CONTROL UNIT
- RSA RUNWAY SAFETY AREA
- TSA TAXIWAY SAFETY AREA
- OFA OBJECT FREE AREA
- EXIST. PLASI CABLE
- EXISTING PLASI TO BE REMOVED
- NEW PAPI POWER WIRING
- NEW L-867 SPLICE CAN
- NEW SEED AND MULCH AREAS

PAPI DIMENSION TABLE

DESCRIPTION	RWY 6	RWY 24
DIMENSION A	53.5'	53.5'
DIMENSION B	20'	20'
DIMENSION C	15'	15'

NOTE

- PAPI DIMENSIONS AS SHOWN UNLESS OTHERWISE NOTED BY THE MANUFACTURER OR MANUFACTURER'S REPRESENTATIVE
- AREA OF SEEDING FOR RUNWAY 6 IS EXISTING FARMING GROUND. CONTRACTOR SHALL PROPERLY GRADE AND PREPARE ALL AREAS TO BE SEEDED. COST TO PREPARE AREAS SHALL BE INCIDENTAL TO SEEDING.

PONTIAC MUNICIPAL AIRPORT

PONTIAC, ILLINOIS

INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
 NEW PAPI LAYOUT

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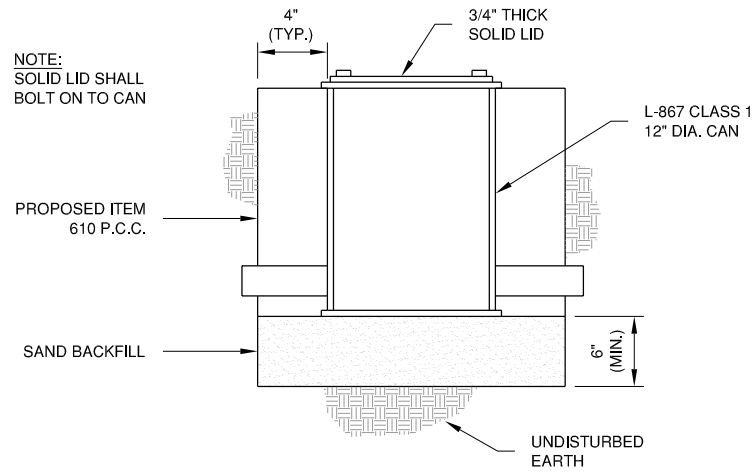
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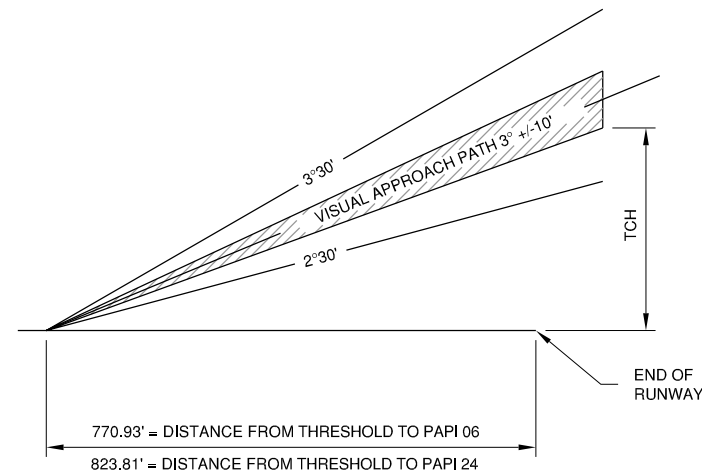
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SHEET 09 OF 11 SHEETS



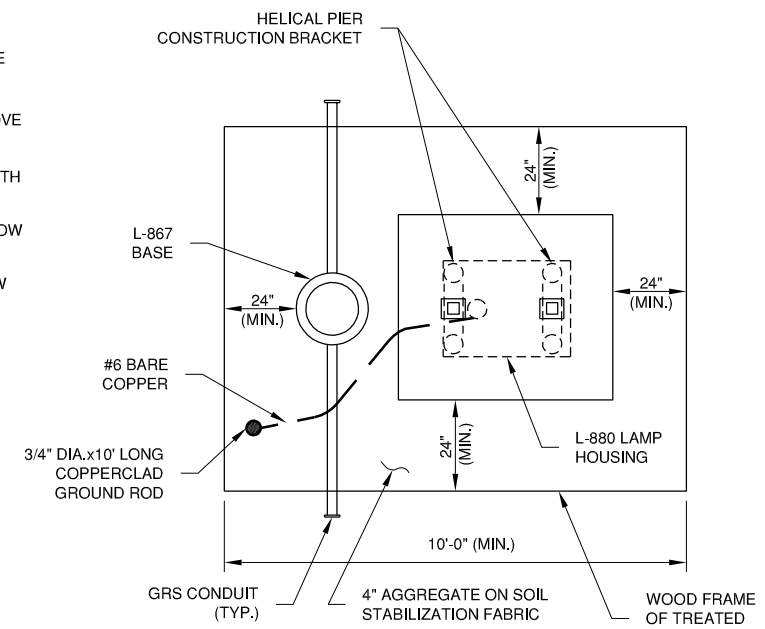
SPlice CAN DETAIL
N.T.S.



RUNWAY TYPICAL PROFILE
N.T.S.

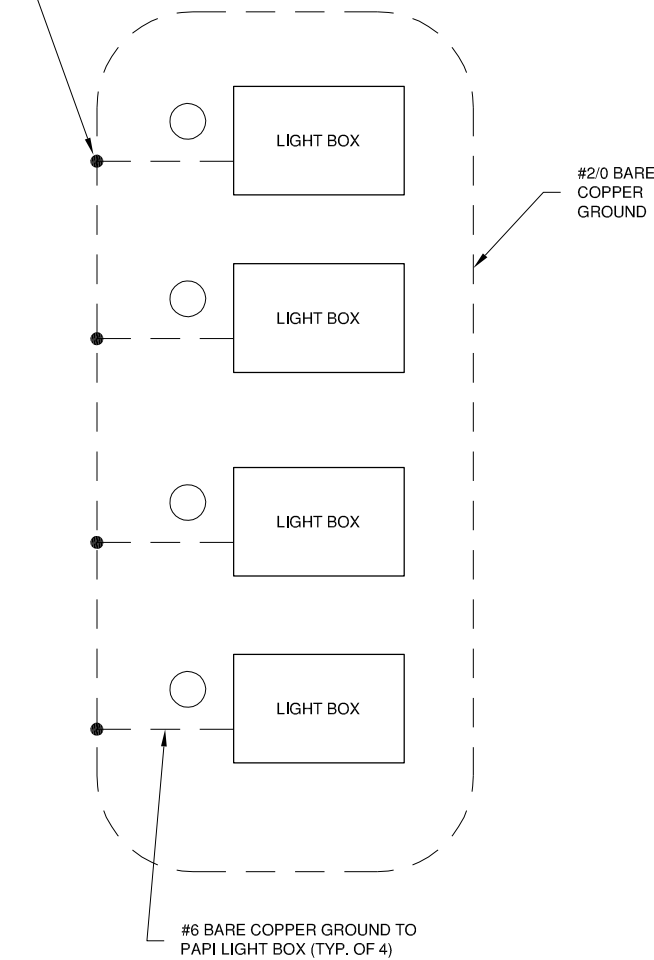
PAPI-L-880 (4 BOX)

- SIGNAL**
- ○ ○ ○ WELL ABOVE
 - ○ ○ ⊙ SLIGHTLY ABOVE
 - ○ ⊙ ⊙ ON SIGNAL PATH
 - ⊙ ⊙ ⊙ SLIGHTLY BELOW
 - ⊙ ⊙ ⊙ ⊙ WELL BELOW



PAPI LIGHT BOX PLAN
N.T.S.

3/4" DIA. x 10' L COPPERCLAD GROUND ROD (TYP. OF 4). CONNECT TO GROUND WIRES VIA EXOTHERMIC WELD, CADWELD, OR EQUIVALENT



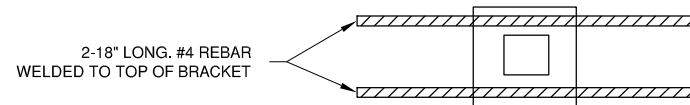
PAPI GROUND RING DETAIL
N.T.S.

AIMING OF TYPE L-880 (4-BOX) PAPI RELATIVE TO PRESELECTED GLIDE PATH (3°00')

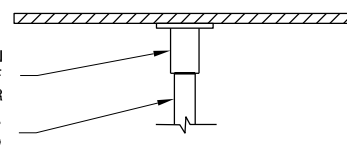
LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)	
	STANDARD INSTALLATION	
UNIT NEAREST RUNWAY	30' ABOVE GLIDE PATH	
NEXT ADJACENT UNIT	10' ABOVE GLIDE PATH	
NEXT ADJACENT UNIT	10' BELOW GLIDE PATH	
NEXT ADJACENT UNIT	30' BELOW GLIDE PATH	

RUNWAY	06	24
HEIGHT GROUP USED FOR SITING	1	1
THRESHOLD STATIONING	100+00	150+00
THRESHOLD ELEVATION	648.58	665.85
THRESHOLD CROSSING HEIGHT	40.0'	35.0'
STATION FOR MIDPOINT OF PROJECTORS	107+70.93	141+76.19
GLIDE PATH ANGLE *	3°	3°
ELEVATION Q _{OF} APERTURE **	650.47	660.07
ELEVATION EXIST GROUND AT PAPI ***	645.8 (+/-)	656.0 (+/-)

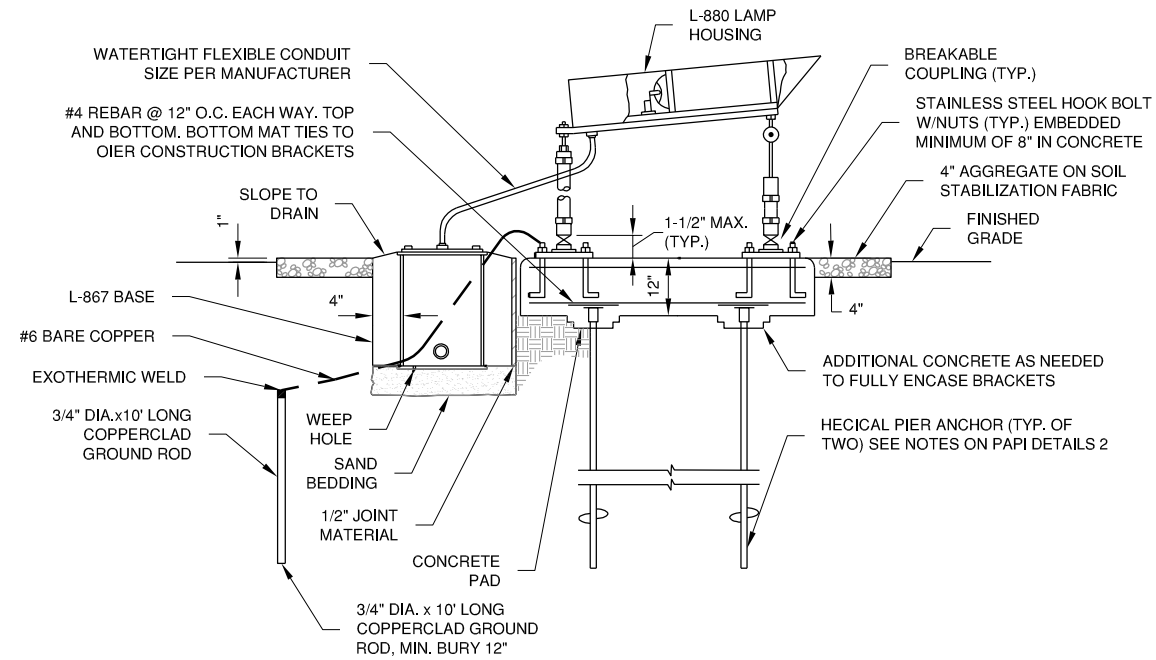
- * THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON COURSE ZONE AND THE HORIZONTAL DATUM ESTABLISHED BY THE THRESHOLD ELEVATION, AND IS MEASURED FROM THE HORIZONTAL
- ** ELEVATION OF CENTER OF PAPI LIGHTS
- *** CONTRACTOR SHALL VERIFY ALL ELEVATIONS AT NEW PAPI LOCATION PRIOR TO CONSTRUCTION



CONSTRUCTION BRACKET DETAIL
N.T.S.



PAPI INSTALLATION DETAIL
N.T.S.



PAPI SIDE ELEVATION
N.T.S.

CONCRETE PADS:
ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE PADS. CONCRETE PADS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE.

AZIMUTHAL AIMING:
EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN TOLERANCE OF +/- 1/2 DEGREE.

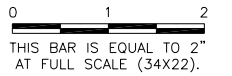
MOUNTING HEIGHT TOLERANCES:
THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN +/- 1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.

TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:
THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN +/- 6 INCHES.

LATERAL SPACING:
THE DIFFERENCE IN LATERAL SPACING BETWEEN LIGHT UNITS SHALL NOT EXCEED 1'-0".

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P0017

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PONTIAC MUNICIPAL AIRPORT

PONTIAC, ILLINOIS

INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM

PAPI DETAILS 1

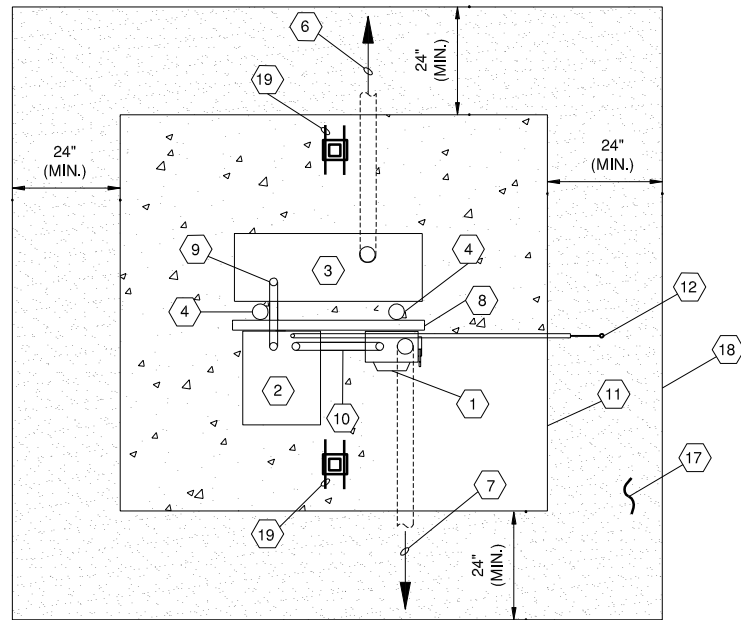
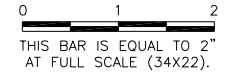
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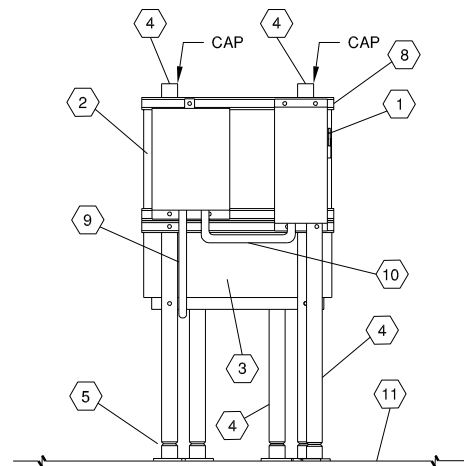
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SHEET	10 OF 11 SHEETS

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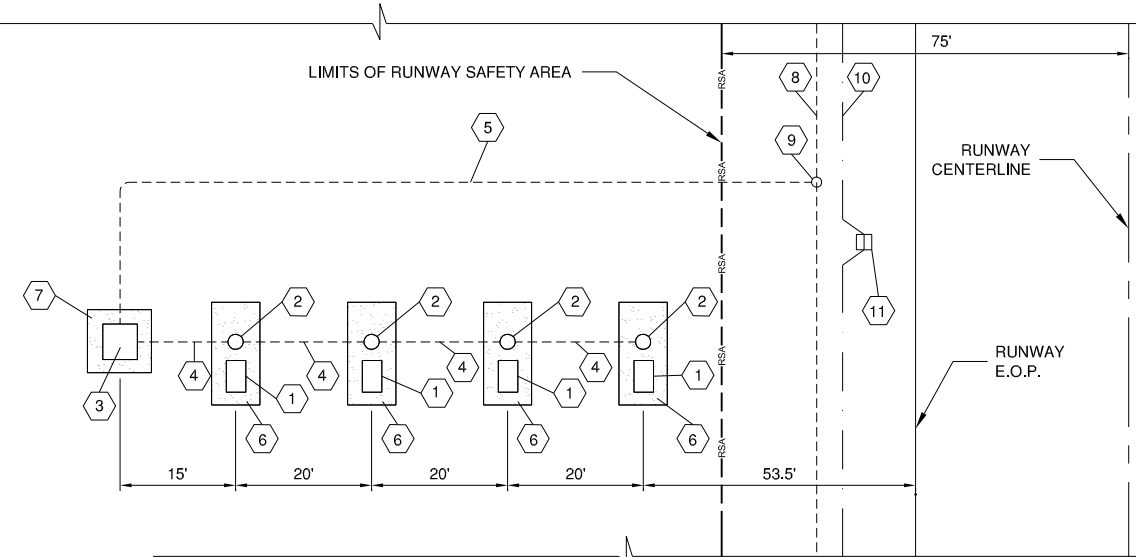
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PAPI POWER UNIT PLAN
NOT TO SCALE



SECTION A
NOT TO SCALE



PAPI PLAN
NOT TO SCALE

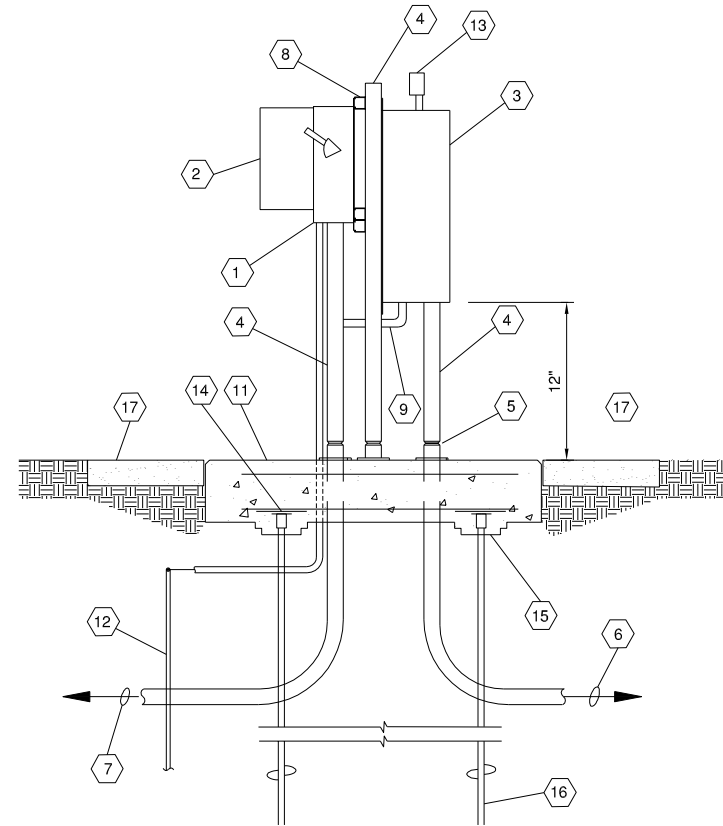
PAPI PLAN NOTES

- PAPI LIGHT BOX.
- L-867 CAN WITH SOLID LID.
- PAPI PCU. SEE DETAILS, THIS SHEET.
- PAPI LIGHT BOX POWER WIRING AND TILT SWITCH WIRING IN GRS CONDUIT, SIZED AS REQUIRED.
NOTE: WIRE SIZES AND NUMBER OF CONDUCTORS WILL VARY BY PAPI MANUFACTURER. CONTRACTOR SHALL COORDINATE WITH SUPPLIED PAPI MANUFACTURER.
- PAPI 480V POWER WIRING FROM SPLICE CAN, TWO #6 XHHW, ONE #6 GROUND IN 1" PVC CONDUIT.
- MIN. 8' x 10' x 4" DEEP AGGREGATE BASE ON SOIL STABILIZATION FABRIC.
- MIN. 4' x 4' x 4" DEEP AGGREGATE BASE ON SOIL STABILIZATION FABRIC.
- EXISTING PLASI 480V POWER WIRING AND CONTROL WIRING.
- NEW L-867 SPLICE CAN. INTERCEPT EXISTING PLASI 480V POWER WIRING AND EXTEND TO NEW PAPI PCU.
- EXISTING RUNWAY SERIES CIRCUIT WIRING.
- EXISTING RUNWAY EDGE LIGHT.

PAPI POWER UNIT KEYED NOTES

- HEAVY DUTY UNFUSED DISCONNECT, 600VAC, 1PHASE, 30A, NEMA 3R. SQUARE D H361RB OR EQUAL.
- 3KVA, 240x480V-120/240V, 1PHASE, NEMA 3R GENERAL PURPOSE TRANSFORMER. SQUARE D 3S1F OR EQUAL. STEP DOWN 480V TO 120/240V.
- PAPI POWER & CONTROL UNIT, WITH PHOTOCELL.
- 2" GALVANIZED EMT. (TYP.)
- FRANGIBLE COUPLINGS & FLOOR FLANGES. SEE PAPI INSTALLATION DETAILS FOR HOOK BOLT INSTALLATION IN FOOTING.
- GRS CONDUIT WITH PAPI POWER WIRING AND TILT SWITCH WIRING TO PAPI LIGHT BOXES.
- ONE 1" PVC CONDUIT WITH TWO #6 XHHW, ONE #6 GROUND (480V POWER FROM SPLICE CAN).
- 1-5/8" X 1-5/8" GALVANIZED UNISTRUT, P1000 OR EQUIVALENT.
- TWO #12 THWN & ONE #12 GND IN 3/4" GRS CONDUIT. FROM TRANSFORMER SECONDARY TO PAPI POWER & CONTROL UNIT.
- TWO #12 THWN & ONE #12 GND IN 3/4" GRS CONDUIT. FROM DISCONNECT TO TRANSFORMER PRIMARY.
- 4'X4'X12" THICK CONCRETE PAD MADE OF ITEM 610 CONCRETE
- 3/4" DIA. BY 10 FT. LONG COPPER CLAD GROUND ROD WITH #6 BARE COPPER GROUND CABLE ATTACHED BY EXOTHERMIC WELDING. OTHER END OF CABLE IN 1/2" PVC TERMINATES ON TRANSFORMER GROUND LUG.
- PHOTOCELL, TORK 2101 OR EQUIVALENT.
- #4 REBAR @12" O.C. EACH WAY, TOP AND BOTTOM. BOTTOM MAT TIED TO PIER CONSTRUCTION BRACKETS.
- ADDITIONAL CONCRETE AS NEEDED TO FULLY ENCASE BRACKETS.
- HELICAL PIER ANCHOR (TYP. OF TWO). SEE NOTES, THIS SHEET.
- AGGREGATE ON SOIL STABILIZATION FABRIC.
- WOOD FRAME OF 2 X 4'S, ALL SIDES.
- HELICAL PIER CONSTRUCTION BRACKET.

NOTE:
THE AIRPORT HAS REQUESTED THAT THE NIGHTTIME BRIGHTNESS BE SEEN AT 20%.



PAPI POWER UNIT ELEVATION
NOT TO SCALE

PAPI LIGHT BOX PAD & PAPI POWER UNIT PAD HELICAL PIER NOTES

- HELICAL PIER LEAD SECTIONS, EXTENSIONS, AND TERMINATION UNITS SHALL BE AS MANUFACTURED BY A. B. CHANCE, OR EQUIVALENT.
- HELICAL PIERS SHALL BE SUPPLIED AND INSTALLED BY A CONTRACTOR TRAINED AND CERTIFIED AS AN INSTALLER BY THE PIER MANUFACTURER.
- HELICAL PIERS SHALL BE SIZED AND INSTALLED TO RESIST AN UNFACTORED DESIGN LOAD OF 25,000 POUNDS (TENSION AND COMPRESSION).
- HELICAL PIERS SHALL BE INSTALLED NOMINALLY 6' TO 10' DEEP, OR AS REQUIRED TO ACHIEVE 2,500 POUNDS OF TORQUE.
- CENTRAL SHAFT OF PIERS AND EXTENSIONS SHALL BE ROUND CORNERED SQUARE STEEL, 1-1/2" SQUARE. PIERS AND ALL ACCESSORIES SHALL HAVE A CLASS B1 HOT DIPPED GALVANIZED COATING COMPLYING WITH ASTM-A153.
- HELICAL PIERS SHALL BE INSTALLED IN A SMOOTH, CONTINUOUS MANNER IN COMPLIANCE WITH MANUFACTURER'S RECOMMENDED PROCEDURES.
- HELICAL PIERS SHALL BE VERTICAL, WITH A MAXIMUM DEFLECTION OF 2 DEGREES.
- IF THE REQUIREMENTS FOR THE HELICAL PIER INSTALLATION CANNOT BE MET BECAUSE OF SOIL CONDITIONS, ROCKS, ETC., THEN A TRADITIONAL CONCRETE FOOTING PER PAPI MANUFACTURER'S DETAILS SHALL BE INSTALLED FOR PAPI LIGHT BOXES AND PAPI POWER UNIT AT NO ADDITIONAL COST TO THE CONTRACT.

PONTIAC MUNICIPAL AIRPORT

PONTIAC, ILLINOIS

INSTALL VISUAL NAVIGATIONAL AID (PAPI) SYSTEM
PAPI DETAILS 2

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