LETTING ITEM NO.: 10A
LETTING DATE: APRIL 25, 2025

DI036
TOTAL SHEETS = 10

DIXON MUNICIPAL AIRPORT
CHARLES R. WALGREEN FIELD
DIXON, ILLINOIS

CONSTRUCTION PLANS
FOR
DIXON MUNICIPAL AIRPORT

REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

INDEX TO SHEETS

811 Know what's **below.** **Call** before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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 ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

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24007465.00

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LICENSED PROFESSIONAL ENGINEER
ADAM MOULTON
062-075406
STATE OF ILLINOIS
EXPIRES 11/30/2025

SUBMITTED BY Adam Moulton
ADAM B. MOULTON, P.E.
DATE 2/28/2025

DIXON MUNICIPAL AIRPORT
CHARLES R. WALGREEN FIELD
DIXON, ILLINOIS

MATTHEW S. HECKMAN
PUBLIC WORKS DIRECTOR/ASSISTANT CITY MANAGER
DATE 2/28/2025

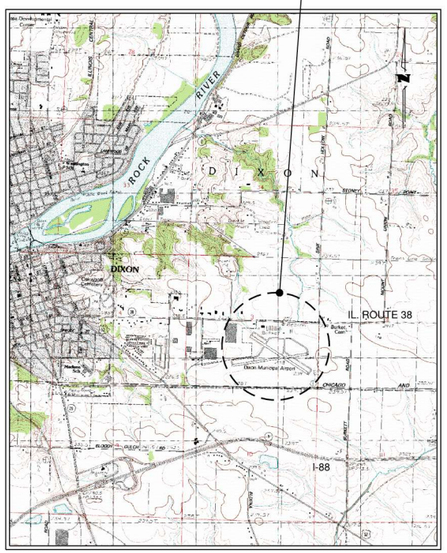
ILLINOIS PROJECT: C73-5197
SBG PROJECT: 3-17-SBGP-XXX

FEBRUARY 28, 2025

SUMMARY OF QUANTITIES

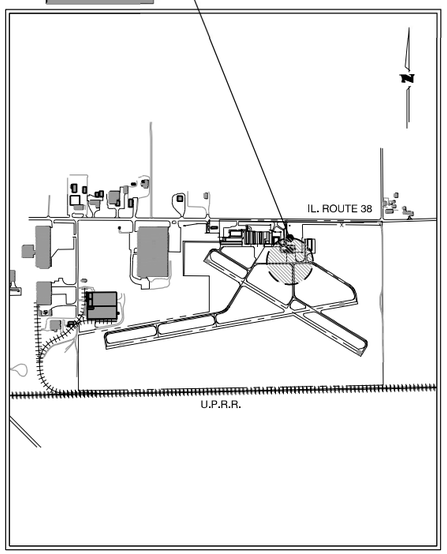
ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR110013	3" DIRECTIONAL BORE	FOOT	160	
AR152411	UNCLASSIFIED EXCAVATION	L SUM	1	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	100	
AR156510	SILT FENCE	FOOT	520	
AR208608	8" AGGREGATE BASE COURSE	SQ YD	100	
AR800015	REMOVE AWOS EQUIPMENT AND FOUNDATIONS	L SUM	1	
AR800016	INSTALL TYPE III AWOS	L SUM	1	
AR800027	3 - 1/C #2 XLP-USE, 1/C #6 GND IN 2" UNIT DUCT	FOOT	770	
AR901510	SEEDING	ACRE	0.3	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	0.3	

DIXON MUNICIPAL AIRPORT



LOCATION MAP

PROJECT LOCATION



SITE PLAN

DESIGN INFORMATION

APPROACH CATEGORY B
DESIGN GROUP I

DIXON MUNICIPAL AIRPORT

TOWNSHIP: 21 NORTH
RANGE: 9 EAST
LEE COUNTY

DIXON TOWNSHIP
(SECTION: 3)
OPPOSITE LINCOLN HIGHWAY 38
(FRANKLIN GROVE ROAD)

UNICOM RADIO FREQUENCY - 123.05

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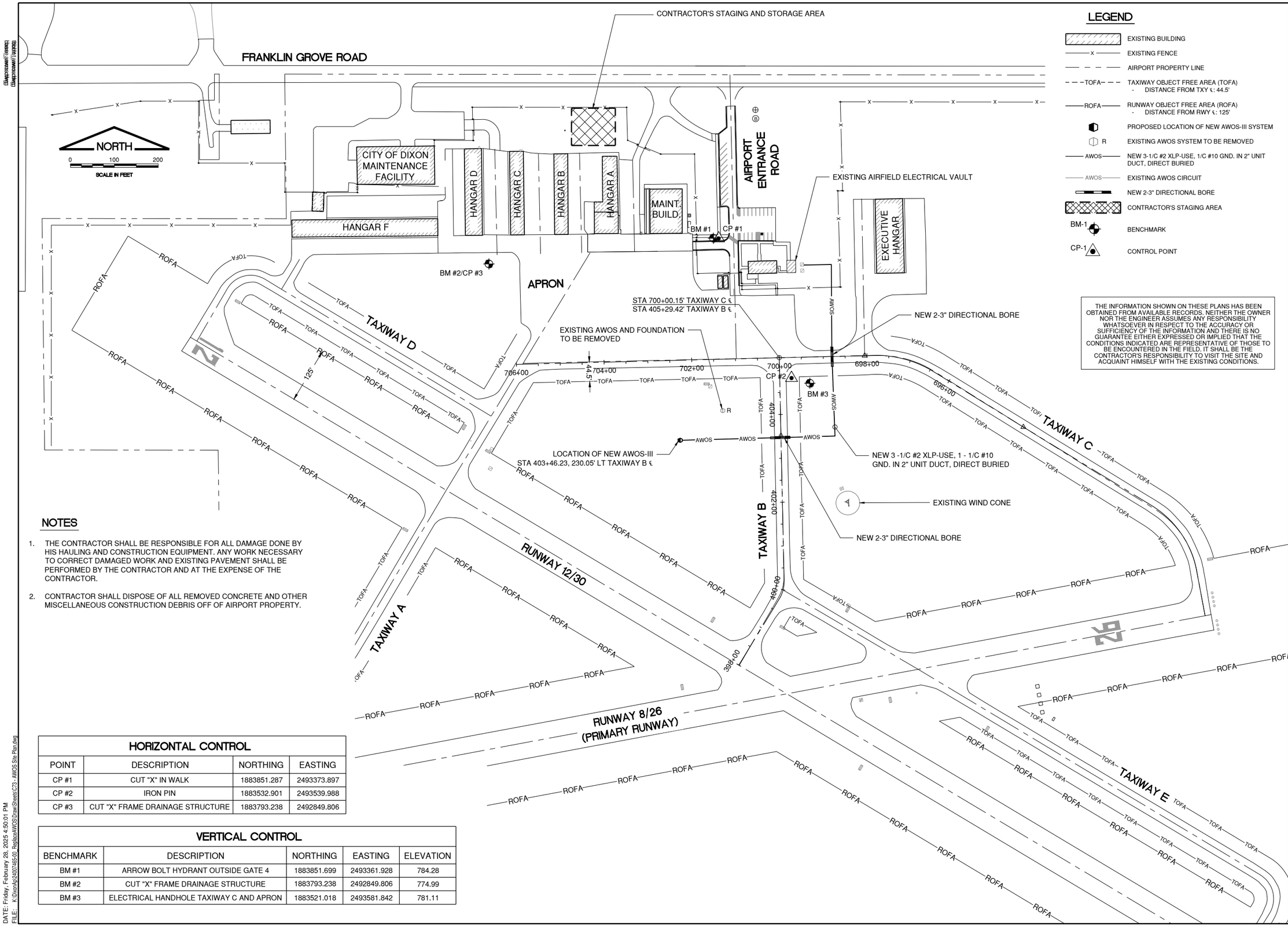

LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA) - DISTANCE FROM TXY ℄: 44.5'
- ROFA — RUNWAY OBJECT FREE AREA (ROFA) - DISTANCE FROM RWY ℄: 125'
- PROPOSED LOCATION OF NEW AWOS-III SYSTEM
- R — EXISTING AWOS SYSTEM TO BE REMOVED
- AWOS — NEW 3-1/C #2 XLP-USE, 1/C #10 GND. IN 2" UNIT DUCT, DIRECT BURIED
- AWOS — EXISTING AWOS CIRCUIT
- NEW 2-3" DIRECTIONAL BORE
- CONTRACTOR'S STAGING AREA
- BM-1 — BENCHMARK
- CP-1 — CONTROL POINT

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
2. CONTRACTOR SHALL DISPOSE OF ALL REMOVED CONCRETE AND OTHER MISCELLANEOUS CONSTRUCTION DEBRIS OFF OF AIRPORT PROPERTY.

HORIZONTAL CONTROL

POINT	DESCRIPTION	NORTHING	EASTING
CP #1	CUT "X" IN WALK	1883851.287	2493373.897
CP #2	IRON PIN	1883532.901	2493539.988
CP #3	CUT "X" FRAME DRAINAGE STRUCTURE	1883793.238	2492849.806

VERTICAL CONTROL

BENCHMARK	DESCRIPTION	NORTHING	EASTING	ELEVATION
BM #1	ARROW BOLT HYDRANT OUTSIDE GATE 4	1883851.699	2493361.928	784.28
BM #2	CUT "X" FRAME DRAINAGE STRUCTURE	1883793.238	2492849.806	774.99
BM #3	ELECTRICAL HANDHOLE TAXIWAY C AND APRON	1883521.018	2493581.842	781.11

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

SITE PLAN AND PROJECT CONTROL PLAN

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DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

FINAL

SHEET 2 OF 10 SHEETS

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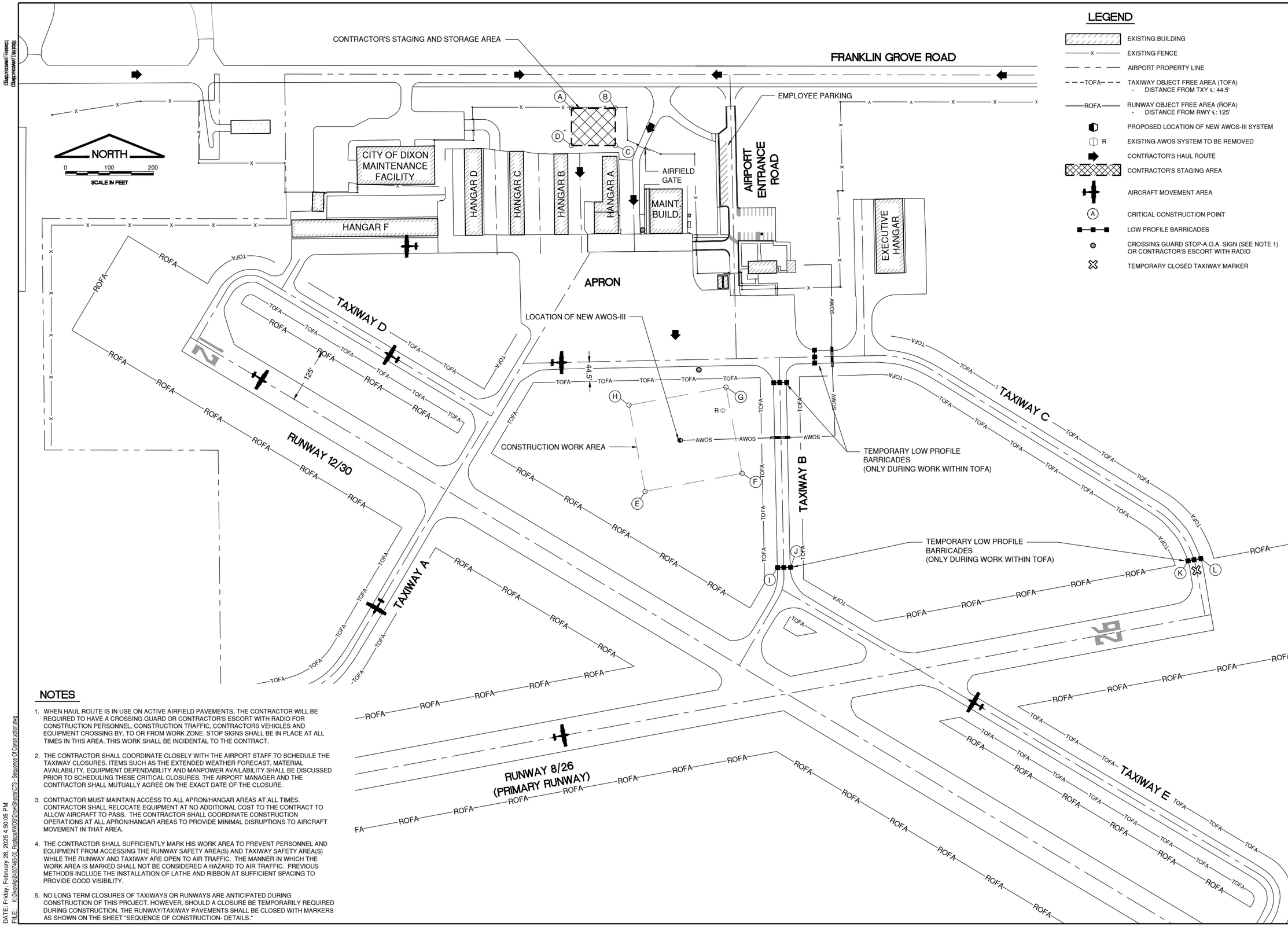

NOTES

1. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD OR CONTRACTOR'S ESCORT WITH RADIO FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
2. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
3. CONTRACTOR MUST MAINTAIN ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT TO ALLOW AIRCRAFT TO PASS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
4. THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY SAFETY AREA(S) AND TAXIWAY SAFETY AREA(S) WHILE THE RUNWAY AND TAXIWAY ARE OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
5. NO LONG TERM CLOSURES OF TAXIWAYS OR RUNWAYS ARE ANTICIPATED DURING CONSTRUCTION OF THIS PROJECT. HOWEVER, SHOULD A CLOSURE BE TEMPORARILY REQUIRED DURING CONSTRUCTION, THE RUNWAY/TAXIWAY PAVEMENTS SHALL BE CLOSED WITH MARKERS AS SHOWN ON THE SHEET "SEQUENCE OF CONSTRUCTION- DETAILS."

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS		
NUMBER	BY	DATE

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

SEQUENCE OF CONSTRUCTION

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DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

FINAL

SHEET 3 OF 10 SHEETS

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GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.

2. 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 150/5370-2 (LATEST EDITION). NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.

3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING SAFETY REQUIREMENTS.

4. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.

5. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL SUBMIT THE SPCD FOR APPROVAL.

6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE AIRPORT. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT.

7. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

8. ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED , CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COST SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ONSITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT. PAYMENT FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

10. PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, FLAGGER, AIR OPERATIONS AREA (A.O.A) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

11. 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

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.

2. 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.

3. THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT OR HIS/HER DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD CIRCUITS IMPACTED BY CONSTRUCTION ACTIVITY.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 14 CALENDAR DAYS.

2. PHASING SHALL BE AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.

2. 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.

3. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.

2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE EXISTING GATE SHOWN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLES ACCESS IF APPLICABLE AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.

3. SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORTS PROCEDURES BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.

4. THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.

5. 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.

6. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT MONITORING AIRPORT TRAFFIC ON THE RADIO. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN AND AIRPORT RADIO.

7. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS, STORAGE AREAS AND/OR STAGING 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.

8. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.

2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.

3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.

2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. 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

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.

2. 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.

3. 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.

4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

5. CONTACTS FOR THIS PROJECT WILL BE DETERMINED AT THE PRECONSTRUCTION MEETING PRIOR TO THE PROJECT START.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX C OF FAA AC 150/5370-2 MAY BE USED TO AID IN THE INSPECTIONS.

2. THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROURD UTILITIES AT CRITICAL POINTS. SEE SECTION 70-16 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. 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. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING 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/OWNER 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.

2. 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. SEE SECTION 70-16 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

3. SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

12. PENALTIES

1. 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

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. RUNWAY OR TAXIWAY CLOSURES (IF REQUIRED) ARE AS DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET FOR THIS PROJECT. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2 (LATEST EDITION).

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.

2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2 AND 150/5210-5 AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY.

3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASNG PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND CONSTRUCTION SETBACK LINES ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, REPOSITION, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

5. ACCESS TO ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON IDOT TYPE II BARRICADES (2 EACH, RIGHT AND LEFT). IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "UNAUTHORIZED ACCESS NOT ALLOWED".

17. PROTECTION

1. CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS, RUNWAY OBSTACLE FREE ZONE (ROFZ) AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS.

18. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.

2. 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 RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS.

3. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

4. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

5. THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND TUNED INTO THE GROUND CONTROL FREQUENCY.

6. BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

AIRFIELD LIGHTS AND SIGNS NOTES

1. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS INCLUDING LIGHTS/SIGNS ON OTHER SIDE OF BARRICADE LINES WITHIN THE AIRCRAFT MOVEMENT AREA UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.

2. CONTRACTOR SHALL TURN OFF RUNWAY/TAXIWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY/TAXIWAY CLOSURES. CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY/TAXIWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY/TAXIWAY CIRCUIT.

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

SEQUENCE OF CONSTRUCTION - GENERAL NOTES

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CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

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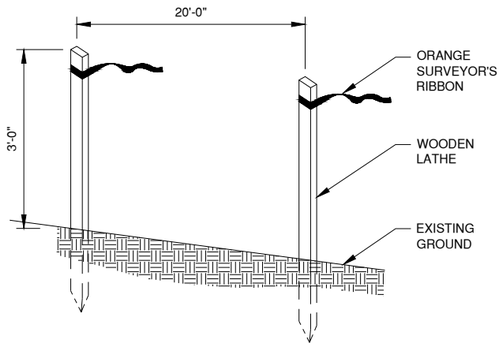
SHEET 4 OF 10 SHEETS

DATE: Friday, February 28, 2025 4:50:09 PM
FILE: K:\Dixon\Ap\24007465-00_ReplaceAWOS\Draw\Sheets\C73 - Sequence Of Construction - General Notes.dwg

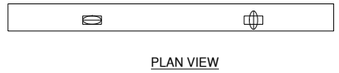


CONSTRUCTION SETBACK LINE DETAIL

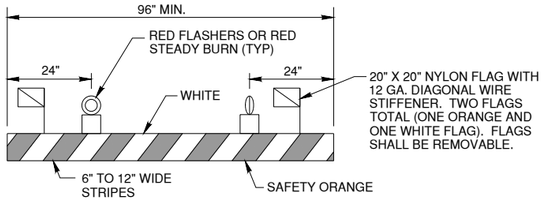
NOT TO SCALE

NOTES

1. PLACE CONSTRUCTION SETBACK LINES AT LOCATIONS OF CONSTRUCTION OPERATIONS NEAR RUNWAY OBSTACLE FREE ZONES AND TAXIWAY OBJECT FREE AREAS WHEN RUNWAYS/TAXIWAYS ARE OPEN.



PLAN VIEW



SIDE VIEW

AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90^.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS, RUNWAY OBSTACLE FREE ZONES AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTRACTOR ACCESS ROUTE NOTES

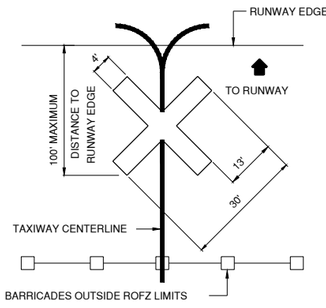
1. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.

CONSTRUCTION POINT TABLE

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	GROUND ELEVATION	ANTICIPATED EQUIPMENT HEIGHT	ELEVATION OF EQUIPMENT
A	RUNWAY 12/30	41°50'15.12"	89°26'44.58"	778	25'	803
B	RUNWAY 12/30	41°50'15.11"	89°26'43.26"	778	25'	803
C	RUNWAY 12/30	41°50'14.27"	89°26'43.27"	778	25'	803
D	RUNWAY 12/30	41°50'14.28"	89°26'44.59"	778	25'	803
E	RUNWAY 12/30	41°50'06.47"	89°26'42.46"	779	25'	804
F	RUNWAY 12/30	41°50'06.86"	89°26'39.53"	779	25'	804
G	RUNWAY 12/30	41°50'08.81"	89°26'40.00"	780	25'	805
H	RUNWAY 12/30	41°50'08.42"	89°26'42.92"	779	25'	804
I	RUNWAY 12/30	41°50'04.73"	89°26'38.49"	783	25'	808
J	RUNWAY 12/30	41°50'04.74"	89°26'38.11"	783	25'	808
K	RUNWAY 8/26	41°50'04.81"	89°26'26.12"	784	25'	809
L	RUNWAY 8/26	41°50'04.85"	89°26'25.74"	784	25'	809

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT 25'

NOTE - ALL PHASES
ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.



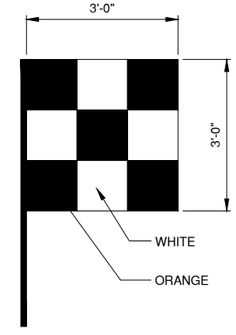
CLOSED TAXIWAY MARKER DETAIL

NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR TAXIWAYS CLOSED THREE (3) CONSECUTIVE DAYS OR MORE.

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: I
RUNWAY 12/30 OBSTACLE FREE ZONE TOTAL WIDTH = 250'
RUNWAY 8/26 OBSTACLE FREE ZONE TOTAL WIDTH= 250'
TAXIWAY CENTERLINE TO OBJECT SEPARATION = 44.5'
TAXILANE CENTERLINE TO OBJECT SEPARATION = 39.5'



CONSTRUCTION EQUIPMENT AND TRUCK/VEHICLE SIGNAL FLAG

NOT TO SCALE

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

0 1 2
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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

SEQUENCE OF CONSTRUCTION - DETAILS

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CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

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SHEET 5 OF 10 SHEETS

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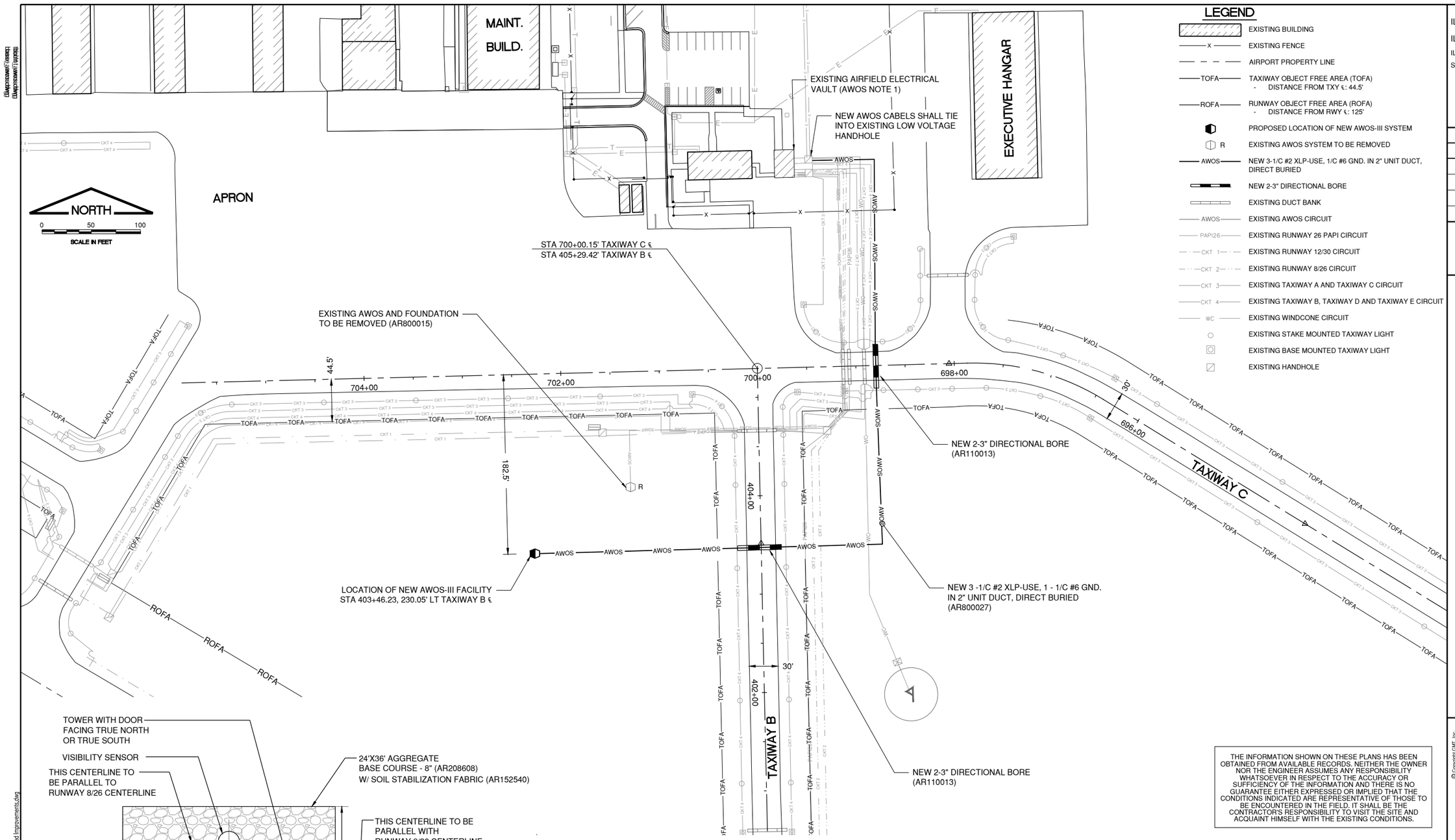
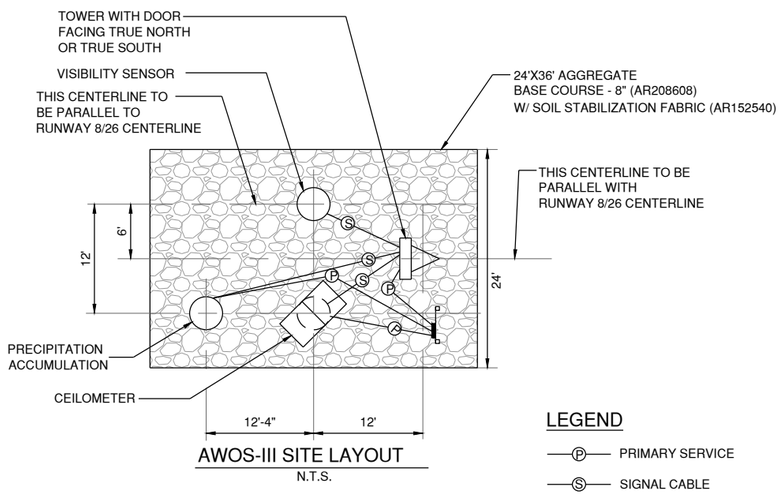


LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- TAXIWAY OBJECT FREE AREA (TOFA) - DISTANCE FROM TXY ℄: 44.5'
- RUNWAY OBJECT FREE AREA (ROFA) - DISTANCE FROM RWY ℄: 125'
- PROPOSED LOCATION OF NEW AWOS-III SYSTEM
- R — EXISTING AWOS SYSTEM TO BE REMOVED
- AWOS — NEW 3-1/C #2 XLP-USE, 1/C #6 GND. IN 2" UNIT DUCT, DIRECT BURIED
- NEW 2-3" DIRECTIONAL BORE
- EXISTING DUCT BANK
- AWOS — EXISTING AWOS CIRCUIT
- PAPI26 — EXISTING RUNWAY 26 PAPI CIRCUIT
- CKT 1 — EXISTING RUNWAY 12/30 CIRCUIT
- CKT 2 — EXISTING RUNWAY 8/26 CIRCUIT
- CKT 3 — EXISTING TAXIWAY A AND TAXIWAY C CIRCUIT
- CKT 4 — EXISTING TAXIWAY B, TAXIWAY D AND TAXIWAY E CIRCUIT
- WC — EXISTING WINDCONE CIRCUIT
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING HANDHOLE



AWOS-III SITE LAYOUT
N.T.S.

LEGEND
- Ⓟ — PRIMARY SERVICE
- Ⓢ — SIGNAL CABLE

AWOS NOTES

1. NEW 1-30A, 2-POLE CIRCUIT BREAKER IN POWER PANEL "B" SHALL POWER NEW AWOS-III.
2. THE AWOS-III SITE LAYOUT SHOWN IS FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL LAYOUT WILL BE PER THE SUCCESSFUL BIDDER. THE CONTRACTOR WILL SUBMIT DETAILED SHOP DRAWINGS TO THE PROJECT ENGINEER PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL USE LAYOUT AS RECOMMENDED BY AWOS SUPPLIER.
3. THE CONTRACTOR WILL FURNISH AND INSTALL GROUND RODS 12' BELOW THE FINISHED GRADE FOR GROUNDING THE TOWER, ELECTRICAL EQUIPMENT AND OTHER EQUIPMENT PER MANUFACTURER'S RECOMMENDATIONS.
4. EXCAVATION FOR NEW AWOS-III FACILITY INCLUDING FOR THE AGGREGATE BASE AND PCC FOUNDATIONS SHALL BE INCIDENTAL TO AR152410 UNCLASSIFIED EXCAVATION.
5. ANY TURF GRADING NEEDED TO PROVIDE SURFACE DRAINAGE AWAY FROM THE NEW AWOS FACILITY SHALL BE INCIDENTAL TO AR152410 UNCLASSIFIED EXCAVATION.

NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
2. CONTRACTOR IS RESPONSIBLE TO LOCATE ALL UNDERGROUND UTILITIES. ANY DAMAGE TO EXISTING EQUIPMENT OR UTILITIES DUE TO CONTRACTOR NEGLIGENCE SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
3. CONTRACTOR SHALL DISPOSE OF ALL REMOVED CONCRETE AND OTHER MISCELLANEOUS CONSTRUCTION DEBRIS OFF OF AIRPORT PROPERTY.
4. DIRECTIONAL BORE SHALL EXTEND 5' PAST THE EDGE OF PAVEMENT.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

0 1 2
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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

PROPOSED IMPROVEMENTS

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CHECKED BY:	STL
APPROVED BY:	DKP
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SHEET 6 OF 10 SHEETS

DATE: Friday, February 28, 2025 4:50:21 PM
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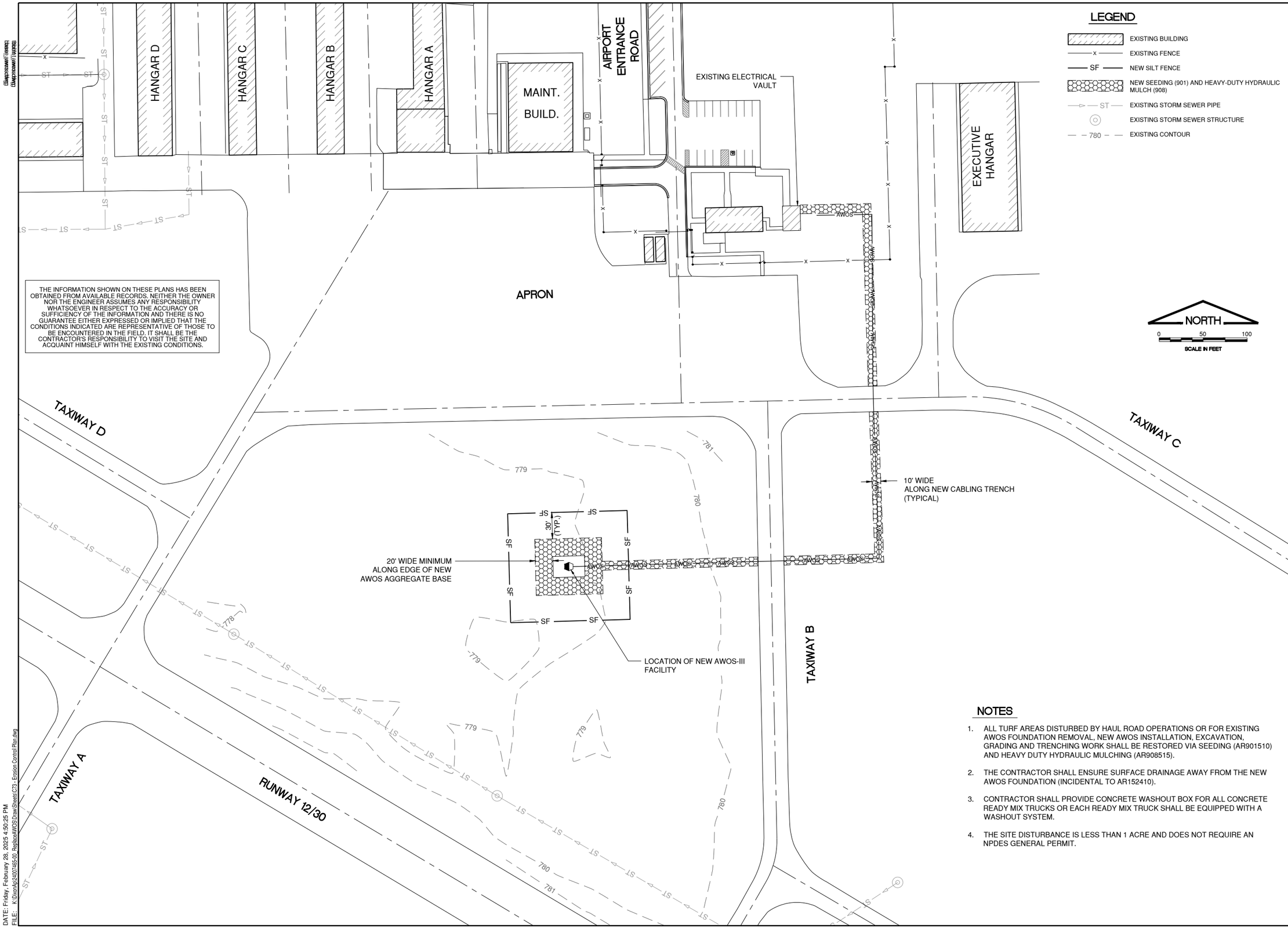

NOTES

1. ALL TURF AREAS DISTURBED BY HAUL ROAD OPERATIONS OR FOR EXISTING AWOS FOUNDATION REMOVAL, NEW AWOS INSTALLATION, EXCAVATION, GRADING AND TRENCHING WORK SHALL BE RESTORED VIA SEEDING (AR901510) AND HEAVY DUTY HYDRAULIC MULCHING (AR908515).
2. THE CONTRACTOR SHALL ENSURE SURFACE DRAINAGE AWAY FROM THE NEW AWOS FOUNDATION (INCIDENTAL TO AR152410).
3. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT BOX FOR ALL CONCRETE READY MIX TRUCKS OR EACH READY MIX TRUCK SHALL BE EQUIPPED WITH A WASHOUT SYSTEM.
4. THE SITE DISTURBANCE IS LESS THAN 1 ACRE AND DOES NOT REQUIRE AN NPDES GENERAL PERMIT.

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

EROSION CONTROL PLAN

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SHEET 7 OF 10 SHEETS

DATE: Friday, February 28, 2025 4:50:25 PM
FILE: K:\Dixon\Ag\24007465-00_ReplaceAWOS\Draw\Sheets\C73 - Erosion Control Plan.dwg

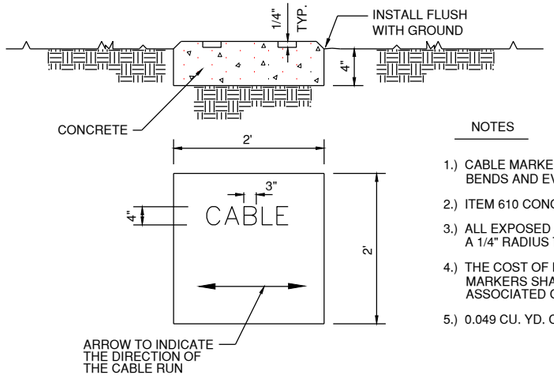
AWOS NOTES

1. ALL ITEMS OF WORK ASSOCIATED WITH THE AFOREMENTIONED NOTES ARE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE AWOS, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
2. POWER CABLES, CONTROL AND DATA CABLES, ASSOCIATED WITH THE AWOS SHALL BE INSTALLED IN UNIT DUCT OR CONDUIT AS NOTED. ALL CABLES SHALL BE INSTALLED AT A DEPTH OF 24" BELOW FINISHED GRADE EXCEPT IN AREAS USED FOR FARMING WHERE DEPTH SHALL BE 36" BELOW FINISHED GRADE.

   ALL SENSOR CABLE WILL BE INSTALLED AT A DEPTH OF 2' BELOW FINISHED GRADE AND WILL BE IN UNIT DUCT OR CONDUIT, AS NOTED.
3. ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200' MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLE. CABLE MARKERS AND ASSOCIATED WORK WILL BE CONSIDERED INCIDENTAL TO THE PROJECT. NO ADDITIONAL COMPENSATION ALLOWED.
4. ANY EXISTING UTILITIES WHICH ARE DAMAGED WILL BE REPAIRED IMMEDIATELY TO THE SATISFACTION OF THE ENGINEER AND THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. IN THE EVENT SPLICING OF THE PROPOSED POWER CABLE BECOMES NECESSARY, SPLICE BOXES WILL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER AND IN ACCORDANCE WITH THE DETAILS ON THESE PLANS. THIS COST SHALL BE INCIDENTAL TO THE CONTRACT.

   THREE FEET OF CABLE SLACK SHALL BE LEFT AT EACH SPLICE BOX. THIS REQUIRED SLACK WILL ALLOW THE SPLICE KIT OR CONNECTOR KIT TO BE REMOVED FROM THE SPLICE CAN. THIS REQUIRED SLACK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

   PRIMARY CABLE CONNECTOR JOINTS ARE WRAPPED WITH ONE LAYER OF RUBBER TAPE AND ONE LAYER OF PLASTIC, ONE HALF LAPPED, EXTENDED AT LEAST 1-1/2" EACH SIDE OF THE JOINT.
6. THE PROPOSED AWOS SITE POWER AND/OR CONTROL CABLES WILL BE AS PER THE MANUFACTURER'S SPECIFICATIONS.
7. POWER SHALL BE SUPPLIED TO THE PROPOSED AWOS SITE FROM EXISTING PANELBOARD "B" LOCATED IN ELECTRICAL VAULT. SEE THE SITE PLAN SHEET AND ELECTRICAL DETAILS SHEET FOR INFORMATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. SHOULD POWER REQUIREMENTS OF THE PROPOSED AWOS III AND V.H.F. EQUIPMENT REQUIRE ANY CHANGE, OR ALTERNATE ITEMS AND EQUIPMENT, THEY WILL BE AS PER THE MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS. THE CONTRACTOR WILL PROVIDE THE PROJECT ENGINEER WITH THESE SPECIFICATIONS AND RECOMMENDATIONS.
8. THE PROPOSED AWOS SYSTEM LOAD CENTER SHALL BE MOUNTED ON ITS OWN SUPPORT STRUCTURE AS DETAILED HEREIN.
9. V.H.F. EQUIPMENT WILL BE AS PER THE SPECIFICATIONS ALL V.H.F. EQUIPMENT, MATERIAL, ANTENNA, CABLE, MISCELLANEOUS ITEMS, AND LABOR REQUIRED TO INSTALL AND PLACE THE UNIT ON THE AIR WILL BE CONSIDERED INCIDENTAL TO THE PROJECT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
10. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO LOCATE ALL EXISTING UNDERGROUND UTILITIES, AND FIELD TILES IN THE CONSTRUCTION AREA BEFORE BEGINNING ANY CONSTRUCTION WORK.
11. SIGNAL CABLE SHALL BE AS SHOWN OR AS REQUIRED BY AWOS III MANUFACTURER.
12. THE AWOS III VOICE OUTPUT SHALL BE TRANSMITTED VIA V.H.F. FREQUENCY.
13. CONTROL AND DATA COMMUNICATION BETWEEN THE AWOS III AND THE DATA ACQUISITION TERMINAL SHALL BE VIA THE PROPOSED UHF RADIO LINK. THE RADIO LINK SHALL BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS AND THE SPECIFICATIONS HEREIN.
14. COORDINATE SIZE OF POWER AND CONTROLS CONDUIT AND TERMINATION/CONNECTION OF CONDUITS.



NOTES

1.) CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.

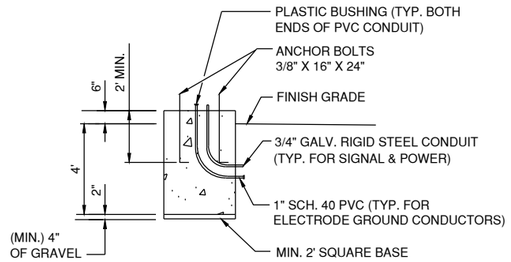
2.) ITEM 610 CONCRETE SHALL BE USED.

3.) ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.

4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.

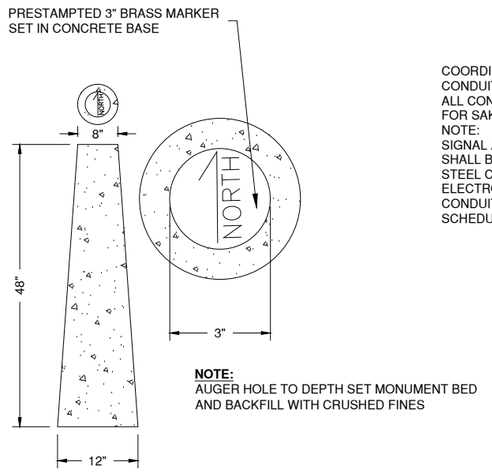
5.) 0.049 CU. YD. CONCRETE PER MARKER.

TURF CABLE MARKER DETAIL
NO SCALE



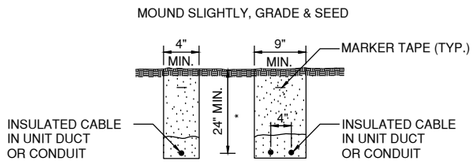
SENSOR BASE DETAIL
N.T.S.

NOTE:
SENSOR BASE DETAIL IS FOR ILLUSTRATIVE PURPOSES. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED SENSOR BASE DRAWINGS TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION.

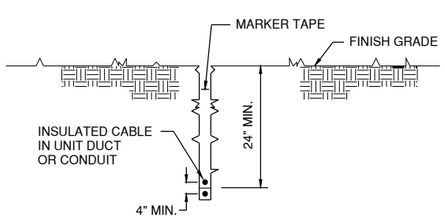


NOTE:
AUGER HOLE TO DEPTH SET MONUMENT BED AND BACKFILL WITH CRUSHED FINES

TRUE NORTH MARKER DETAIL
N.T.S.

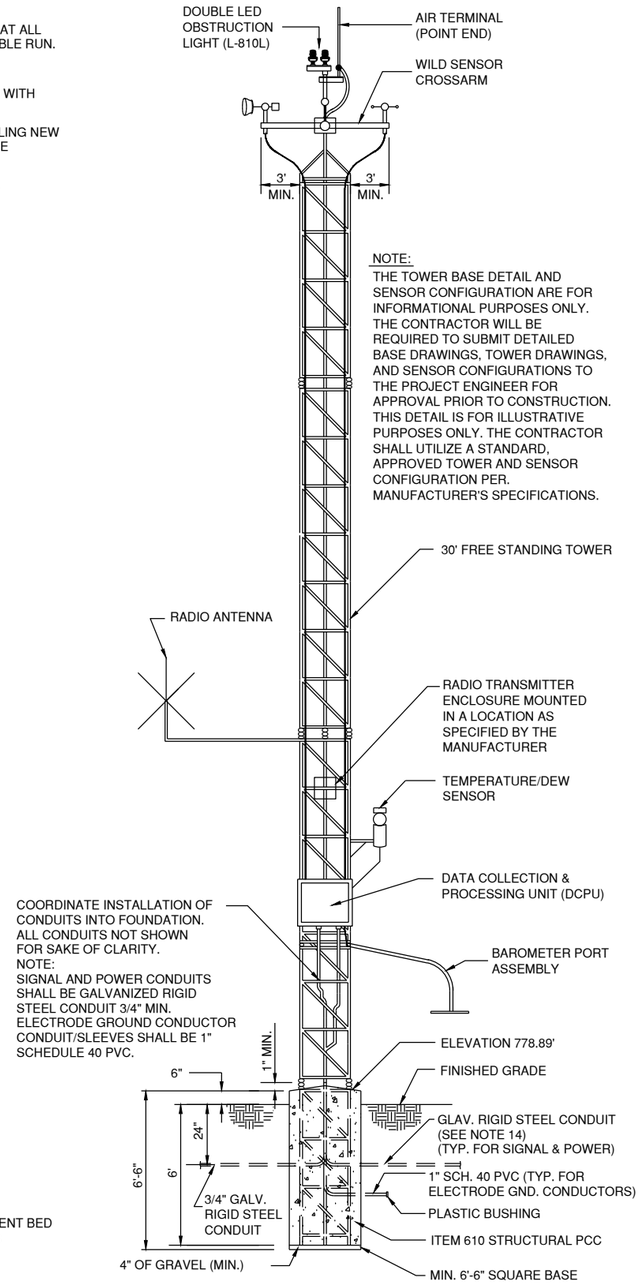


CABLE IN UNIT DUCT - TRENCH
N.T.S.



CABLE IN UNIT DUCT - PLOWED
N.T.S.

NOTE: CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



NOTE:
THE TOWER BASE DETAIL AND SENSOR CONFIGURATION ARE FOR INFORMATIONAL PURPOSES ONLY. THE CONTRACTOR WILL BE REQUIRED TO SUBMIT DETAILED BASE DRAWINGS, TOWER DRAWINGS, AND SENSOR CONFIGURATIONS TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. THIS DETAIL IS FOR ILLUSTRATIVE PURPOSES ONLY. THE CONTRACTOR SHALL UTILIZE A STANDARD, APPROVED TOWER AND SENSOR CONFIGURATION PER. MANUFACTURER'S SPECIFICATIONS.

TOWER DETAIL (30' HEIGHT)
N.T.S.

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

AWOS DETAILS

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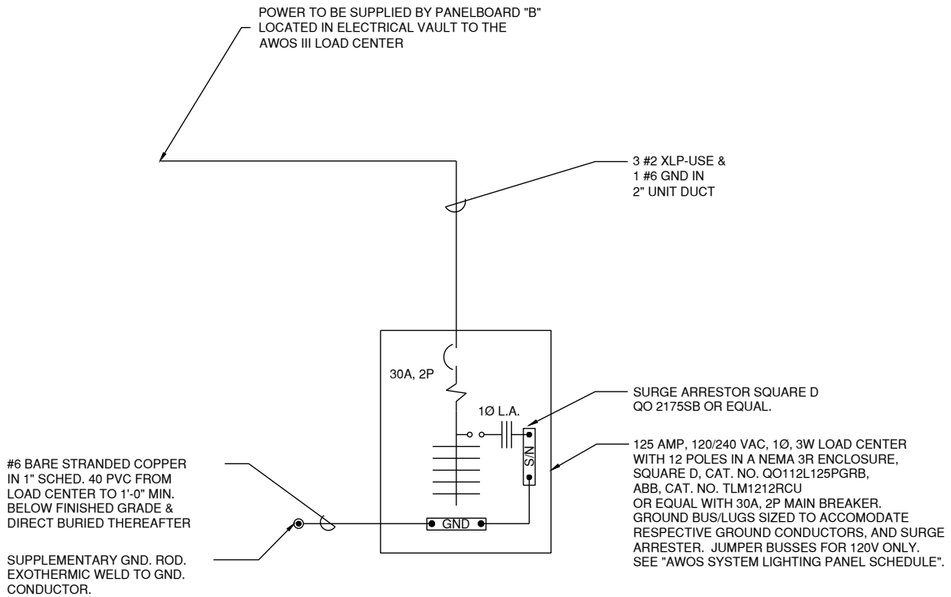
DESIGN BY:	NA
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

FINAL

SHEET 8 OF 10 SHEETS

DATE: Friday, February 28, 2025 4:50:29 PM
FILE: K:\Dixon\Ap\24007465-00_ReplaceAWOS\Draw\Sheets\C73 - AWOS Details.dwg

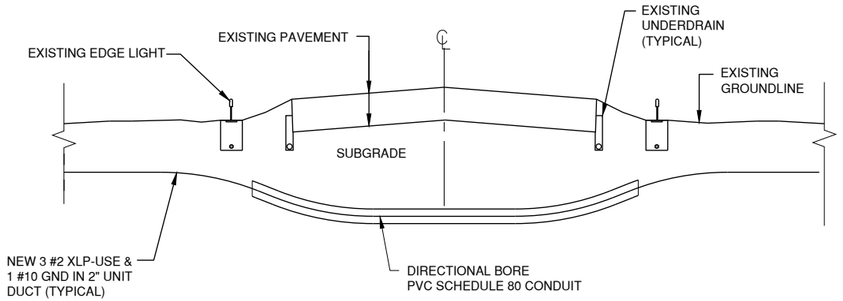


EXISTING AWOS III ELECTRICAL ONE-LINE DIAGRAM

N.T.S.

NOTES

1. ALL ELECTRICAL EQUIPMENT SHALL BE INSTALLED IN CONFORMANCE WITH NFPA 70 (NEC MOST CURRENT ISSUE), THE RESPECTIVE EQUIPMENT MANUFACTURER'S DIRECTIONS AND ALL OTHER APPLICABLE LOCAL CODES, LAWS, ORDINANCES AND REQUIREMENTS IN FORCE. ANY INSTALLATIONS WHICH VOID THE U.L. LISTINGS (OR THIRD PARTY LISTING) AND/OR THE MANUFACTURER'S WARRANTY OF A DEVICE SHALL NOT BE PERMITTED.
2. AS NEEDED, FURNISH AND INSTALL BRANCH CIRCUIT CONDUCTORS SIZED AS REQUIRED PER NEC. MINIMUM #12 THWN COPPER IN 3/4" GRSC MINIMUM, FROM PANEL TO RESPECTIVE EQUIPMENT.

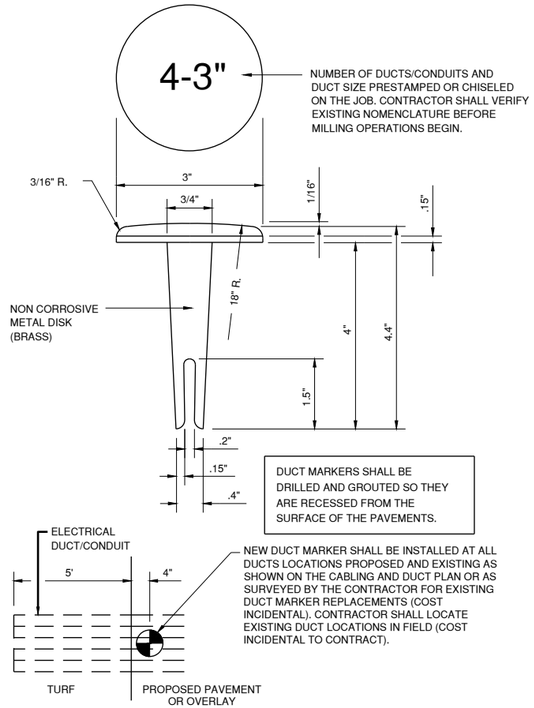


DIRECTIONAL BORE DETAIL

N.T.S.

NOTES

1. THE DEPTH OF THE DIRECTIONAL BORE SHALL BE NO LESS THAN 4.0' FROM THE PAVEMENT SURFACE AND SHALL NOT DISTURB EXISTING UNDERDRAINS/UTILITIES OR NEW LIGHTS/CABLING.
2. REFER TO LIGHTING PLANS FOR ADDITIONAL CABLE AND CONDUIT INFORMATION.



DUCT MARKER DETAIL

NOT TO SCALE

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

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AT FULL SCALE (34X22).

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

ELECTRICAL DETAILS

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DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

FINAL

SHEET 9 OF 10 SHEETS

DATE: Friday, February 28, 2025 5:07:58 PM
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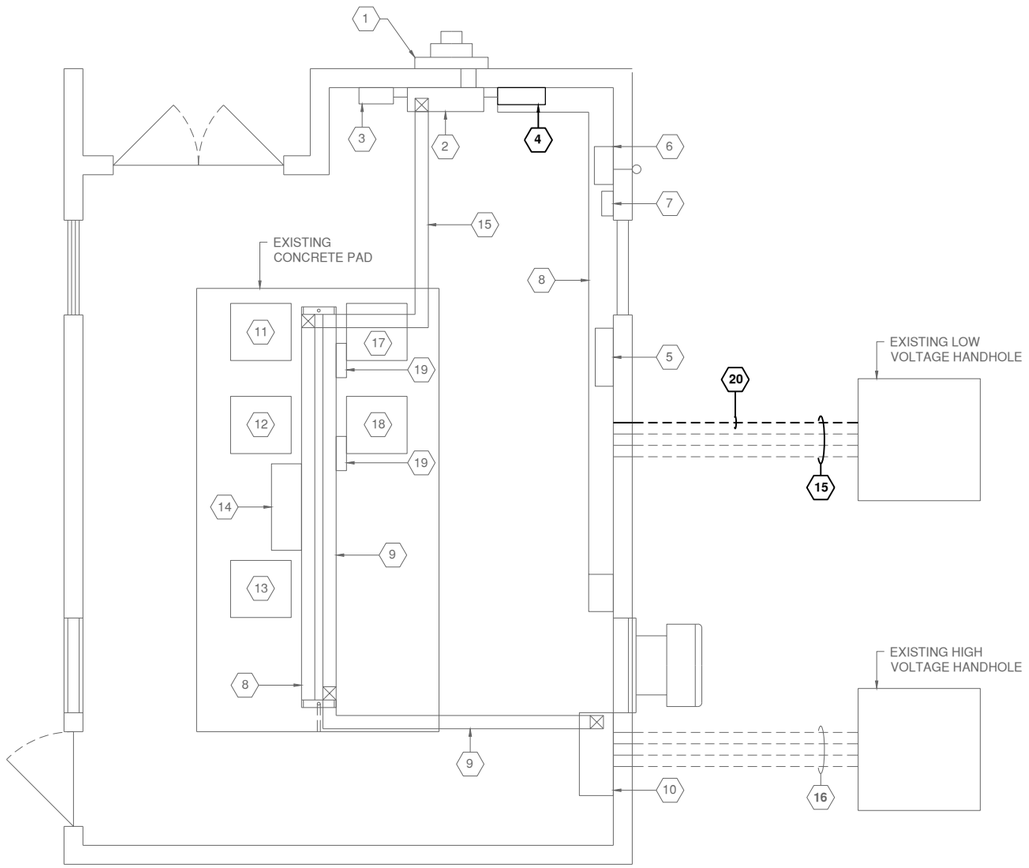

VAULT ELECTRICAL EQUIPMENT PLAN

NOT TO SCALE

LEGEND

1. EXISTING CT CABINET WITH UTILITY METER PER SERVING ELECTRIC UTILITY COMPANY REQUIREMENTS.
2. EXISTING SERVICE PANEL "A" (NOTE 4).
3. EXISTING SURGE PROTECTOR/TVSS DEVICE.
4. **EXISTING PANEL "B". (NOTE 2)**
5. EXISTING LIGHTING CONTACTOR PANEL.
6. EXISTING RELAY INTERFACE PANEL. SEE "AIRFIELD LIGHTING CONTROL SCHEMATIC" (NOTE 3).
7. EXISTING L-854 RADIO RECEIVER.
8. EXISTING 6" BY 6" LOW VOLTAGE WIREWAY.
9. EXISTING 6" BY 6" HIGH VOLTAGE WIREWAY.
10. EXISTING 36" H x 36" W x 12" D NEMA 12 HIGH VOLTAGE PULL BOX.
11. EXISTING RUNWAY 8-26 CONSTANT CURRENT REGULATOR (CCR #2).
12. EXISTING SPARE CONSTANT CURRENT REGULATOR (CCR #5).
13. EXISTING RUNWAY 12-30 CONSTANT CURRENT REGULATOR (CCR #1).
14. EXISTING SERIES PLUG CUTOUTS IN NEMA 12 ENCL (NOTE 2).
15. **EXISTING 4 - 4" GRSC FROM LOW VOLTAGE WIREWAY TO LOW VOLTAGE HANDHOLE. INSTALL NEW AWOS - III CIRCUIT. EXISTING AWOS CABLES TO BE REMOVED.**
16. EXISTING 4 - 4" GRSC FROM HIGH VOLTAGE PULL BOX TO HIGH VOLTAGE HANDHOLE (NOTE 5).
17. EXISTING 10KW, 3-STEP, 240V, REGULATOR (CCR #3) FOR TAXIWAY "A" AND "C" CIRCUIT.
18. EXISTING 10KW, 3-STEP, 240V, REGULATOR (CCR #4) FOR TAXIWAY "B", "D" AND "E" CIRCUIT.
19. EXISTING S-1 PLUG CUTOUT AND REGULATOR INDICATING LIGHTS MOUNTED ON EQUIPMENT MOUNTING PANEL. REFER TO EQUIPMENT MOUNTING PANEL DETAILS.
20. **NEW 3 -1/C #2 XLP-USE, 1 - 1/C #6 GND. TO NEW AWOS**

NOTES

1. ALL EXISTING EQUIPMENT IS SHOWN FOR INFORMATION ONLY. NEW WORK IS SHOWN IN BOLD.
2. INSTALL NEW 30A, 2-POLE CIRCUIT BREAKER IN EXISTING PANEL B. INSTALL 3 - 1/C #2 XLP-USE, 1#6 GND. IN EXISTING WIREWAY AND 1" CONDUITS TO LOW VOLTAGE HAND HOLE.

IL. CONTRACT: **DI036**
IL. LETTING ITEM: **10A**
IL. PROJECT: **C73-5197**
S.B.G. PROJECT:

REVISIONS

NUMBER	BY	DATE

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM

ELECTRICAL VAULT PLAN

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CHECKED BY:	DKP
APPROVED BY:	ABM
DATE:	02/28/2025
JOB No:	24007465-00

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SHEET 10 OF 10 SHEETS

DATE: Friday, February 28, 2025 4:50:39 PM
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tbtdhl(Layout:tbtdhl)