





































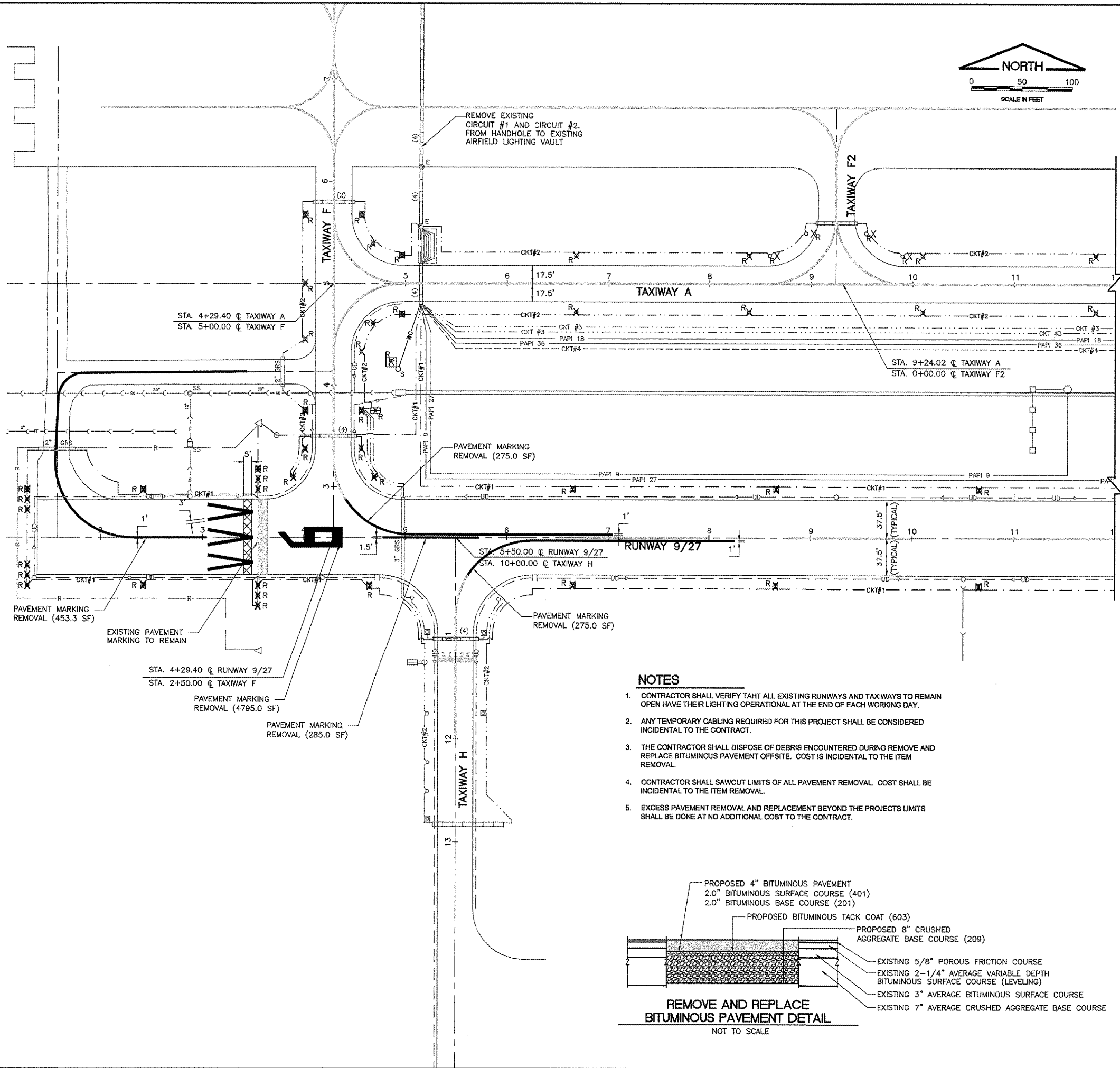
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UPDATE BY: Jason Dove
 LAYOUT: Layout1

DATE: Thursday, March 08, 2007 9:00:42 PM
 FILE: K:\laning\0619102_0619102_0619102_0619102_Sheets\08_econd-1.dwg

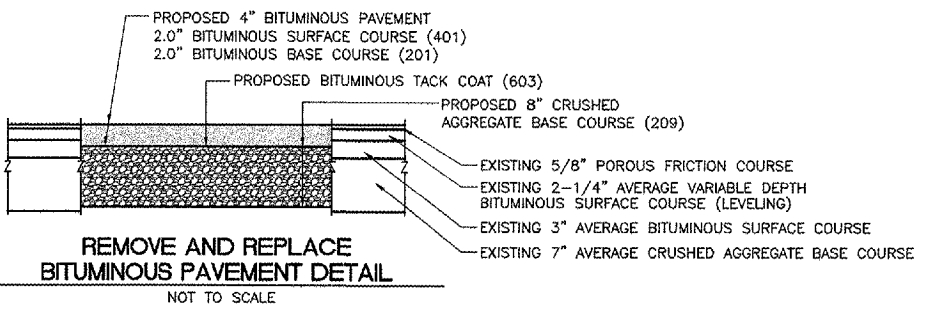
LEGEND

-  EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
-  EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
-  EXISTING STAKE MOUNTED THRESHOLD LIGHT
-  EXISTING BASE MOUNTED THRESHOLD LIGHT
-  EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
-  EXISTING GRS CONDUIT (CONDUIT SIZE NOTED)
-  EXISTING ELECTRICAL HANDHOLE
-  EXISTING ELECTRICAL SPLICE CAN
-  EXISTING WIND CONE
-  EXISTING AIRFIELD GUIDANCE SIGN
-  EXISTING RUNWAY 9/27 CIRCUIT
-  EXISTING TAXIWAY A CIRCUIT
-  EXISTING RUNWAY 18/36 CIRCUIT
-  EXISTING TAXIWAY B CIRCUIT
-  EXISTING RUNWAY 18 PAPI CIRCUIT
-  EXISTING RUNWAY 36 PAPI CIRCUIT
-  EXISTING WIND CONE CIRCUIT
-  EXISTING ELECTRICAL MANHOLE
-  EXISTING PAVEMENT MARKING
-  EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM ALTERNATE A
-  EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-881 SYSTEM ALTERNATE B
-  EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
-  EXISTING AIRFIELD GUIDANCE SIGN
-  EXISTING RUNWAY END IDENTIFIER LIGHT (REIL) CONTROL CABLES
-  EXISTING RUNWAY 9 PAPI CIRCUIT
-  EXISTING RUNWAY 27 PAPI CIRCUIT
-  ABANDON/REMOVE EXISTING CIRCUIT #1
-  ABANDON/REMOVE EXISTING CIRCUIT #2
-  PAVEMENT MARKING REMOVAL
-  REMOVE WIND CONE, FOUNDATION AND SPLICE CAN
-  REMOVE BASE MOUNTED LIGHT
-  REMOVE STAKE MOUNTED LIGHT
-  REMOVE TAXIWAY GUIDANCE SIGN (ADD ALT. 1)
-  REMOVE AND REPLACE BITUMINOUS PAVEMENT



NOTES

1. CONTRACTOR SHALL VERIFY THAT ALL EXISTING RUNWAYS AND TAXIWAYS TO REMAIN OPEN HAVE THEIR LIGHTING OPERATIONAL AT THE END OF EACH WORKING DAY.
2. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL DISPOSE OF DEBRIS ENCOUNTERED DURING REMOVE AND REPLACE BITUMINOUS PAVEMENT OFFSITE. COST IS INCIDENTAL TO THE ITEM REMOVAL.
4. CONTRACTOR SHALL SAWCUT LIMITS OF ALL PAVEMENT REMOVAL. COST SHALL BE INCIDENTAL TO THE ITEM REMOVAL.
5. EXCESS PAVEMENT REMOVAL AND REPLACEMENT BEYOND THE PROJECTS LIMITS SHALL BE DONE AT NO ADDITIONAL COST TO THE CONTRACT.



IL. CONTRACT: **LA036**
 IL. LETTING ITEM: **2A**
 IL. PROJECT: **IGQ-3565**
 A.I.P. PROJECT: **3-17-0121-B25**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).

VILLAGE OF LANSING
 LANSING MUNICIPAL AIRPORT
 LANSING, ILLINOIS

REHABILITATE AIRFIELD LIGHTING SYSTEM
 EXISTING CONDITIONS & DEMOLITION
 RUNWAY 9/27
 STA. 1+00 TO STA. 12+00

MATCHLINE STA. 12+00

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 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 164-000618

Lansing Municipal Airport

DESIGN BY: JWD
 DRAWN BY: JRO
 CHECKED BY: DKP
 APPROVED BY: _____
 DATE: 02 MARCH 2007
 JOB No: 06297-02

C-01

SHEET 08 OF 21 SHEETS