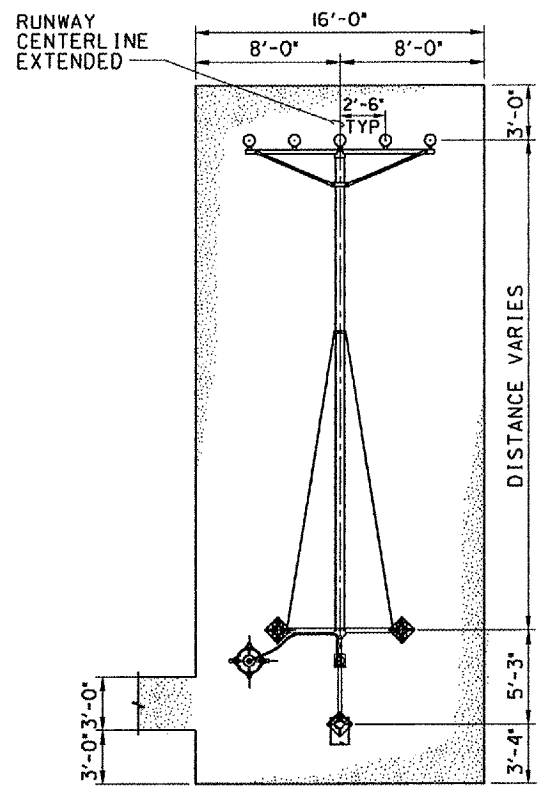


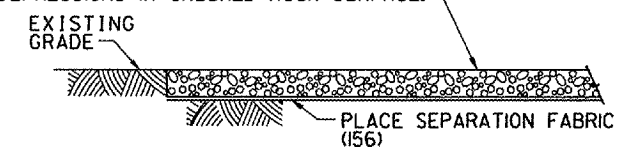
H
G
F
E
D
C
B
A



TYPICAL CRUSHED ROCK WORK AREA FOR STEADY-BURNING LIGHT BAR ON TYPE MG-30 LIR TOWER

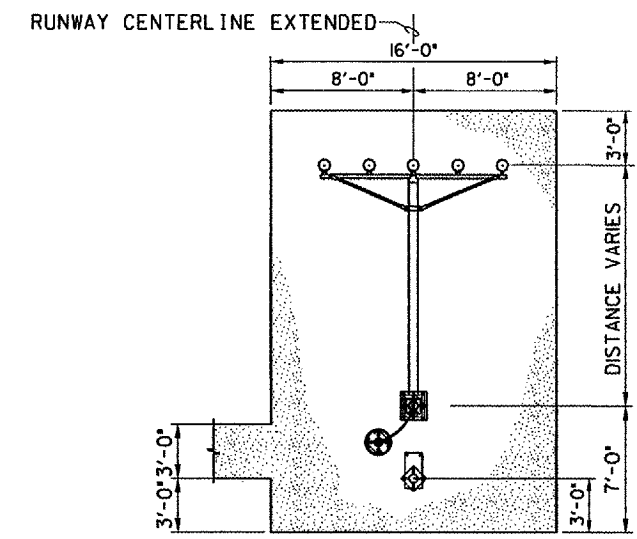
1 DETAIL

REMOVE TOPSOIL, COMPACT THE SUBGRADE TO THE SATISFACTION OF THE R.E., PLACE SEPERATION FABRIC, AND PLACE COMPACTED CRUSHED ROCK TO SPECIFIED DEPTH. CRUSHED ROCK WORK AREA SHALL BE GRADED SO THAT WATER WILL DRAIN AWAY WITH NO DEPRESSIONS IN CRUSHED ROCK SURFACE.



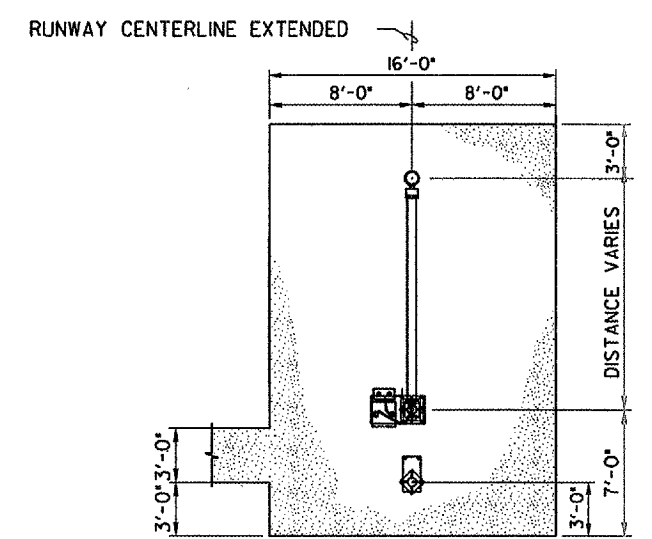
TYPICAL SECTION FOR CRUSHED ROCK PLOT, WORK AREAS, ACCESS ROADS AND WALKWAYS

2 DETAIL NOT TO SCALE



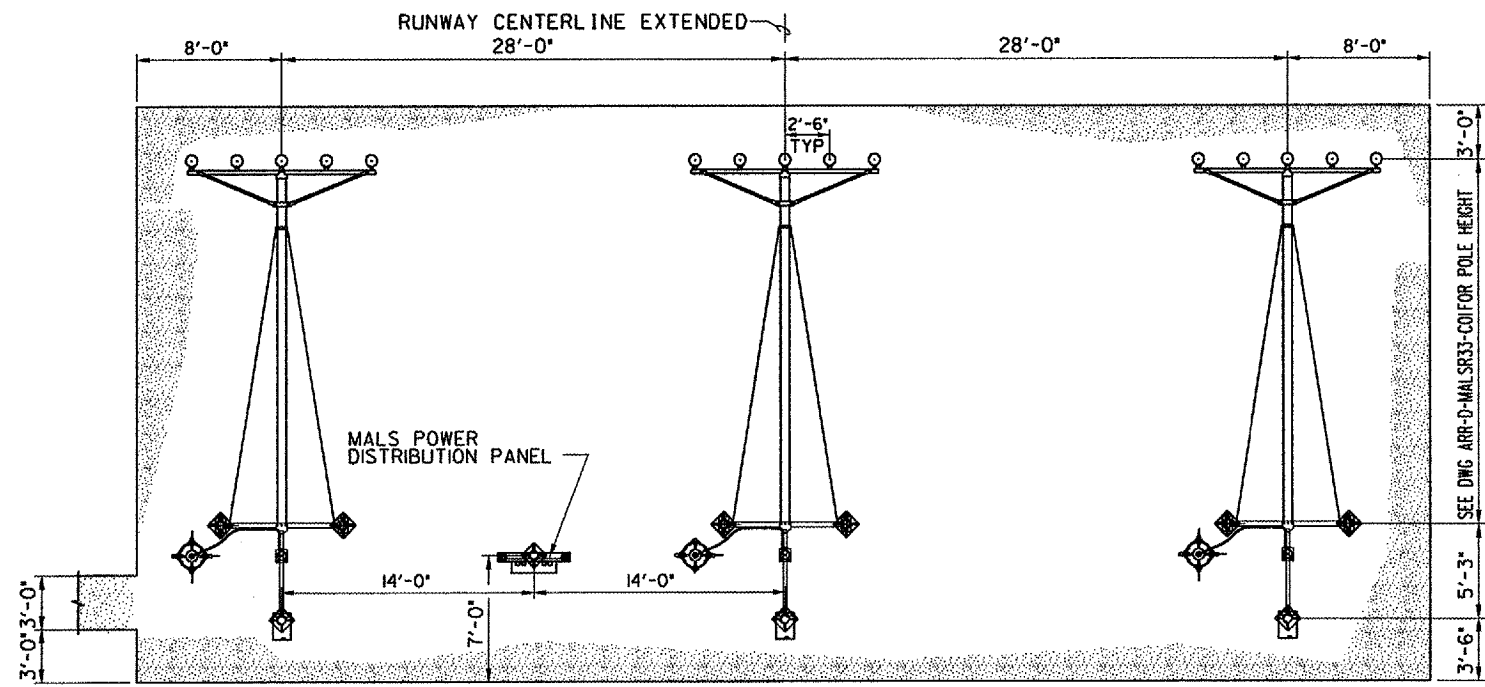
TYPICAL CRUSHED ROCK WORK AREA FOR STEADY-BURNING LIGHT BAR ON TYPE MG-20 LIR STRUCTURE

4 DETAIL



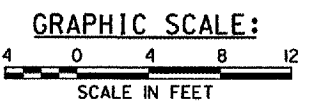
TYPICAL CRUSHED ROCK WORK AREA FOR TYPE MG-20 LIR STRUCTURE WITH FLASHER

5 DETAIL



CRUSHED ROCK WORK AREA FOR STEADY-BURNING LIGHT BARS ON TYPE MG-30 LIR STRUCTURES AT STA II+00

3 DETAIL



SHEET 34 OF 66

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION GREAT LAKES REGION		CHICAGO, ILLINOIS	
MALS			
CRUSHED ROCK PLOT DETAILS			
AURORA		AURORA MUNICIPAL AIRPORT	
REVIEWED BY	SUBMITTED BY	APPROVED BY	
DESIGNED	TAD	PLATFORM MGR,	CLELAND MICHEEL
DRAWN	TAD	ISSUED BY	DATE 02/27/2006 JCN
CHECKED	EGS	CHICAGO NAS IMPLEMENTATION CENTER	DRAWING NO
			ARR-D-MALSR33-CII

REV	DATE	DESCRIPTION	JCN	REDLINE DATE	APV

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 3/13/2006 3:49:13 PM BNAJES