

# CITY OF AURORA AURORA, ILLINOIS

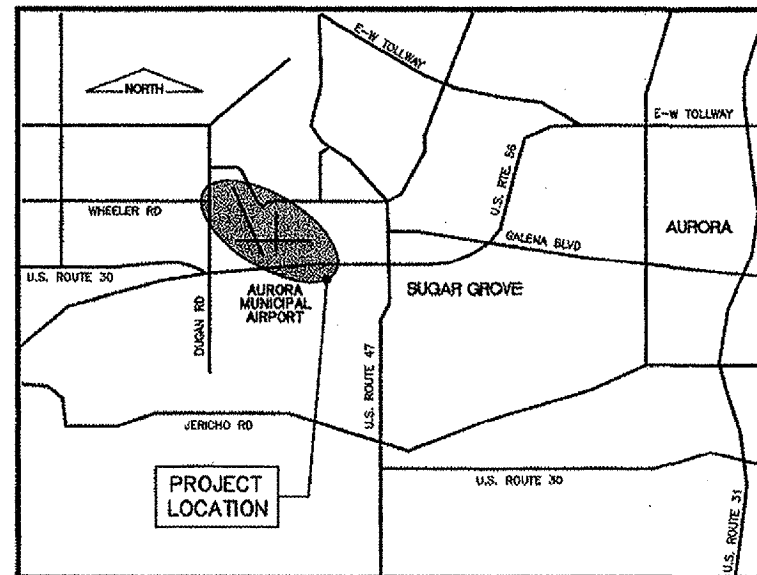
## CONSTRUCTION PLANS FOR AURORA MUNICIPAL AIRPORT

### REHABILITATE AND STRENGTHEN WEST END OF TAXIWAY ALPHA (1,052'x50')

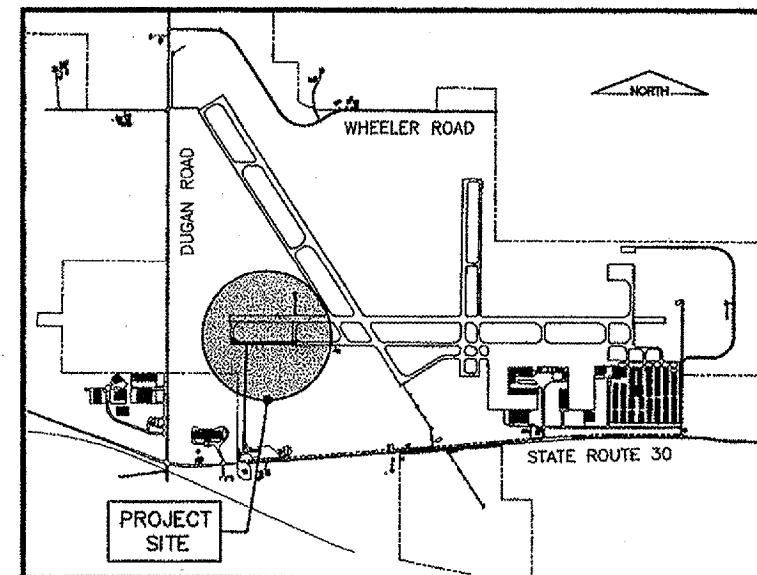
ILLINOIS PROJECT: ARR-3514  
A.I.P. PROJECT: 3-17-0003-B32

APRIL 20, 2007

|  |                                |
|--|--------------------------------|
| CITY OF AURORA, ILLINOIS   |                                |
| APPROVED <i>Thomas Weisner</i> MAYOR   | THOMAS WEISNER                 |
| DATE <u>5-1-07</u> 20 <u>07</u>  |                                |
| APPROVED <i>Robert A. Rieser</i> AIRPORT DIRECTOR  | ROBERT A. RIESER, P.E., A.A.E. |
| DATE <u>APRIL 25</u> 20 <u>07</u>  |                                |
| 04285-05   |                                |
| <b>CMT</b><br>CRAWFORD, MURPHY & TILLY, INC.<br>CONSULTING ENGINEERS<br>SPRINGFIELD, IL AURORA, IL CHICAGO, IL COLUMBUS, OH EDWARDSVILLE, IL<br>INDIANAPOLIS, IN PEORIA, IL ROCKFORD, IL ST. LOUIS, MO |                                |
| SUBMITTED BY <i>D. Kyle Peabody</i>  | D. KYLE PEABODY, P.E.          |
| DATE <u>APRIL-19</u> 20 <u>07</u>  |                                |



LOCATION MAP



SITE PLAN



*D. Kyle Peabody*  
4-19-07  
EXP. 11-30-07

|   |                      |
|---|----------------------|
| CALL J.U.L.I.E<br>BEFORE EXCAVATING<br>1-800-892-0123 |                      |
| AURORA MUNICIPAL AIRPORT                              |                      |
| SECTION: 7, 17 AND 18                                 | COUNTY: KANE         |
| RANGE: 7 EAST   | U.S. ROUTE 30        |
| TOWNSHIP: 38 NORTH                                    | SUGAR GROVE TOWNSHIP |
| DESIGN INFORMATION                                    |                      |
| DESIGN AIRCRAFT APPROACH CATEGORY D                   |                      |
| DESIGN AIRCRAFT GROUP III                             |                      |

**SUMMARY OF QUANTITIES**

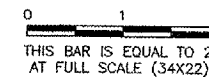
| ITEM NO. | DESCRIPTION                      | UNIT | TOTAL QUANTITY | RECORD QUANTITY |
|----------|----------------------------------|------|----------------|-----------------|
| AR108158 | 1/C #8 5 KV UG CABLE IN UD       | LF   | 2,340          |                 |
| AR125410 | MITL - STAKE MOUNTED             | EACH | 29             |                 |
| AR125415 | MITL - BASE MOUNTED              | EACH | 3              |                 |
| AR125565 | SPLICE CAN                       | EACH | 1              |                 |
| AR125901 | REMOVE STAKE MOUNTED LIGHT       | EACH | 18             |                 |
| AR150510 | ENGINEER'S FIELD OFFICE          | LS   | 1              |                 |
| AR152410 | UNCLASSIFIED EXCAVATION          | CY   | 1,200          |                 |
| AR152455 | EMBANKMENT IN PLACE              | CY   | 100            |                 |
| AR156520 | INLET PROTECTION                 | EACH | 2              |                 |
| AR208515 | POROUS GRANULAR EMBANKMENT       | CY   | 200            |                 |
| AR209604 | CRUSHED AGG. BASE COURSE - 4"    | SY   | 200            |                 |
| AR401900 | REMOVE BITUMINOUS PAVEMENT       | SY   | 6,250          |                 |
| AR401910 | REMOVE & REPLACE BIT. PAVEMENT   | SY   | 180            |                 |
| AR501509 | 9" PCC PAVEMENT                  | SY   | 6,420          |                 |
| AR501530 | PCC TEST BATCH                   | EACH | 1              |                 |
| AR620520 | PAVEMENT MARKING - WATERBORNE    | SF   | 1,500          |                 |
| AR620525 | PAVEMENT MARKING - BLACK BORDER  | SF   | 1,500          |                 |
| AR705526 | 6" PERFORATED UNDERDRAIN W/ SOCK | LF   | 160            |                 |
| AR705900 | REMOVE UNDERDRAIN                | LF   | 205            |                 |
| AR904510 | SODDING                          | SY   | 2,530          |                 |
| AR905510 | TOPSOILING (FROM ON SITE)        | CY   | 70             |                 |

**INDEX TO SHEETS**

- COVER SHEET
- INDEX TO SHEETS / SUMMARY OF QUANTITIES
- SITE PLAN / PROJECT CONTROL PLAN
- SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS
- SEQUENCE OF CONSTRUCTION  
PER AC 150/5370-2E (LATEST EDITION)
- TYPICAL SECTIONS
- EXISTING CONDITIONS / PROPOSED REMOVALS
- PLAN AND PROFILE / PAVEMENT JOINTING PLAN
- PAVEMENT JOINTING DETAILS
- GRADING AND LANDSCAPING PLAN
- STORM WATER POLLUTION PREVENTION PLAN NOTES
- STORM WATER POLLUTION PREVENTION DETAILS
- LIGHTING AND PAVEMENT MARKING PLAN
- ELECTRICAL DETAILS - SHEET 1
- ELECTRICAL DETAILS - SHEET 2

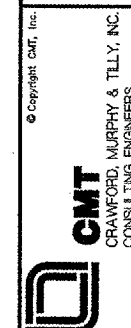
**REVISIONS**

| NUMBER | BY | DATE |
|--------|----|------|
|        |    |      |
|        |    |      |
|        |    |      |



**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

**INDEX TO SHEETS/  
 SUMMARY OF QUANTITIES**

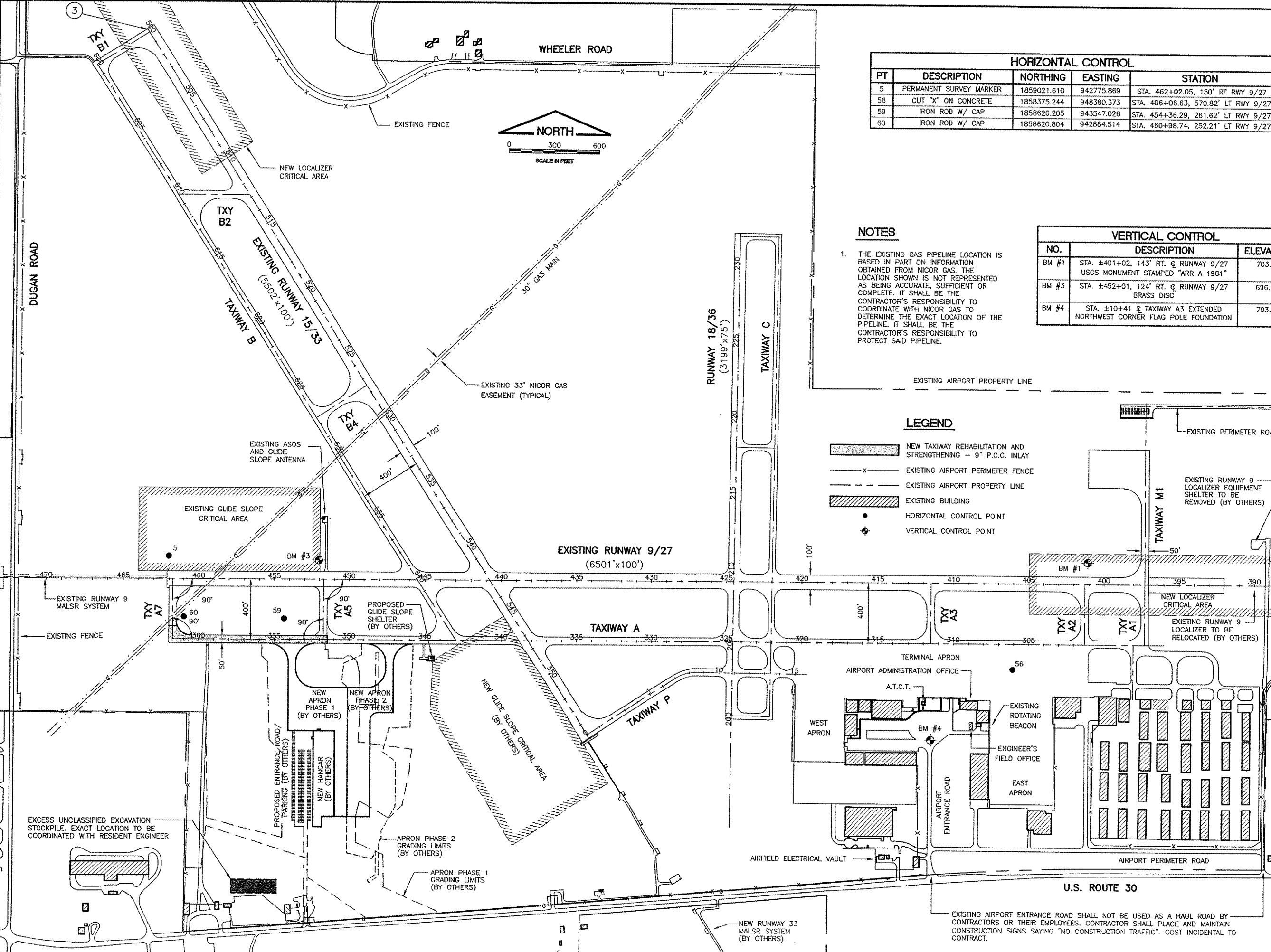
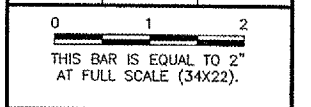


DESIGN BY: DKP  
 DRAWN BY: JRO  
 CHECKED BY: ARM  
 APPROVED BY: DKP  
 DATE: 04/20/07  
 JOB No: 04285-05  
 ILLINOIS PROJECT: ARR-3514  
 A.I.P. PROJECT: 3-17-0003-B32  
**FINAL SUBMITTAL**

K:\Aurora\0428505 Toy A Ends Rehab\Draw\Sheets\W  
 FILE: Site-west.dwg  
 LAYOUT: Exhibit1  
 UPDATE BY: Adham Odeh  
 SURVEY BOOK #  
 DATE: Thursday, April 19, 2007 4:01:17 PM  
 XREF DWG: tbcint.dwg  
 tb.dwg  
 txyendbase--west.dwg

| HORIZONTAL CONTROL |                         |             |            |                                     |
|--------------------|-------------------------|-------------|------------|-------------------------------------|
| PT                 | DESCRIPTION             | NORTHING    | EASTING    | STATION                             |
| 5                  | PERMANENT SURVEY MARKER | 1859021.610 | 942775.869 | STA. 462+02.05, 150' RT RWY 9/27    |
| 56                 | CUT "X" ON CONCRETE     | 1858375.244 | 948380.373 | STA. 406+06.63, 570.82' LT RWY 9/27 |
| 59                 | IRON ROD W/ CAP         | 1858620.205 | 943547.026 | STA. 454+36.29, 261.62' LT RWY 9/27 |
| 60                 | IRON ROD W/ CAP         | 1858620.804 | 942884.514 | STA. 450+98.74, 252.21' LT RWY 9/27 |

| REVISIONS |    |      |
|-----------|----|------|
| NUMBER    | BY | DATE |
|           |    |      |
|           |    |      |
|           |    |      |



**NOTES**

1. THE EXISTING GAS PIPELINE LOCATION IS BASED IN PART ON INFORMATION OBTAINED FROM NICOR GAS. THE LOCATION SHOWN IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE WITH NICOR GAS TO DETERMINE THE EXACT LOCATION OF THE PIPELINE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROTECT SAID PIPELINE.

| VERTICAL CONTROL |  |           |
|------------------|--|-----------|
| NO.              | DESCRIPTION  | ELEVATION |
| BM #1            | STA. ±401+02, 143' RT. @ RUNWAY 9/27<br>USGS MONUMENT STAMPED "ARR A 1981" | 703.51    |
| BM #3            | STA. ±452+01, 124' RT. @ RUNWAY 9/27<br>BRASS DISC                         | 696.77    |
| BM #4            | STA. ±10+41 @ TAXIWAY A3 EXTENDED<br>NORTHWEST CORNER FLAG POLE FOUNDATION | 703.61    |

**LEGEND**

- NEW TAXIWAY REHABILITATION AND STRENGTHENING -- 9" P.C.C. INLAY
- EXISTING AIRPORT PERIMETER FENCE
- EXISTING AIRPORT PROPERTY LINE
- EXISTING BUILDING
- HORIZONTAL CONTROL POINT
- VERTICAL CONTROL POINT

**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

**SITE PLAN/PROJECT CONTROL PLAN**

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**CMT**  
 CRAVIFORD, MURPHY & TILLY, INC.  
 CONSULTING ENGINEERS  
 License No. 194-000813

|                        |               |
|------------------------|---------------|
| DESIGN BY:             | DKP           |
| DRAWN BY:              | JRO           |
| CHECKED BY:            | ARM           |
| APPROVED BY:           | DKP           |
| DATE:                  | 04/20/07      |
| JOB No:                | 04285-05      |
| ILLINOIS PROJECT:      | ARR-3514      |
| A.I.P. PROJECT:        | 3-17-0003-B32 |
| <b>FINAL SUBMITTAL</b> |               |

EXISTING AIRPORT ENTRANCE ROAD SHALL NOT BE USED AS A HAUL ROAD BY CONTRACTORS OR THEIR EMPLOYEES. CONTRACTOR SHALL PLACE AND MAINTAIN CONSTRUCTION SIGNS SAYING "NO CONSTRUCTION TRAFFIC". COST INCIDENTAL TO CONTRACT.

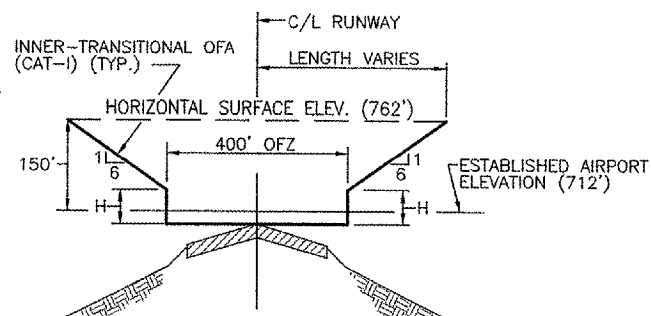
**GENERAL NOTES**

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT DIRECTOR IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO DOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT DIRECTOR (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS OR HAVE BEACON LIGHTS DURING DAYLIGHT HOURS, ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. ANY EQUIPMENT OPERATING DURING HOURS OF DARKNESS OR REDUCED VISIBILITY MUST BE EQUIPPED WITH BEACON LIGHTS. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT DIRECTOR AND THE ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 20 FEET IN A DUMP POSITION.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION, CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE IN TURF OFF END OF RUNWAY AS DETAILED.
- AURORA MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE SEQUENCE OF CONSTRUCTION PLAN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC., WITH THE ENGINEER, AIRPORT OPERATIONS, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 65' FROM ACTIVE TAXIWAYS AND 200' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT DIRECTOR.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS/STOCKPILES IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATEVER 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 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 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 RESIDENT ENGINEER AND THE AIRPORT DIRECTOR. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MAINTENANCE DIRECTOR. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

**CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)**

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE CONTROL TOWER SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURRENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.



**TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)**

NO SCALE

| RUNWAY          | TYPE OF RUNWAY    | H (FEET) |
|-----------------|-------------------|----------|
| 9-27            | PRECISION (CAT I) | 43       |
| *15-13          | PRECISION (CAT I) | 43       |
| *15-33<br>18-36 | VISUAL            | 150      |

\* NOTE: ONCE RUNWAY 15/33 IMPROVEMENTS (BY OTHERS) ARE COMPLETE, THE RUNWAY WILL BE CHANGED FROM A VISUAL TYPE TO A PRECISION (CAT 1).

**LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)**

**RUNWAYS:**

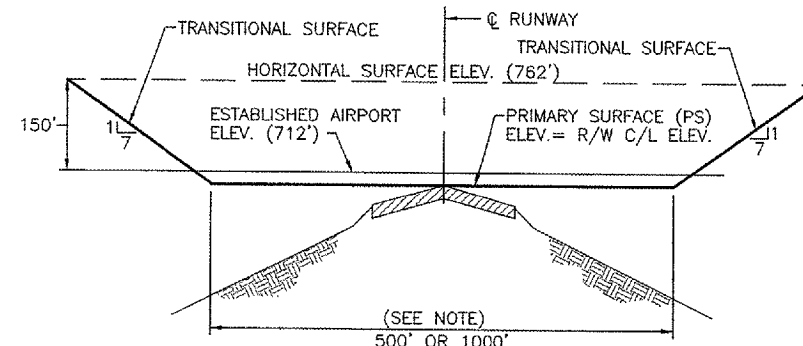
ANY WORK WITHIN 200' OF THE CENTERLINE OF AN ACTIVE RUNWAY SHALL BE DONE AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN 200' OF THE CENTERLINE OF THE RUNWAY, THE RUNWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE COMPLETION OF THE PHASE THE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

**TAXIWAYS:**

CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF THE TAXIWAY PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

**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.

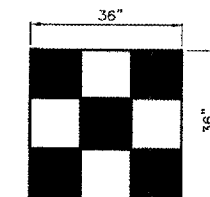


**TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES**

NO SCALE

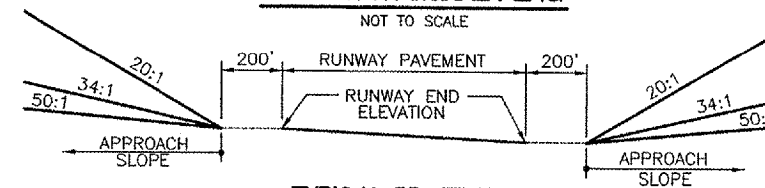
**NOTE:**

IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY  
R/W 18-36 500' PS (250' LT & RT OF C)  
R/W 9-27, 15/33 1000' PS (500' LT & RT OF C)



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**

NOT TO SCALE



**TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES**

NO SCALE

| RUNWAY END | ELEVATION | APPROACH SLOPE |
|------------|-----------|----------------|
| 9          | 707       | 50:1           |
| 27         | 706       | 34:1           |
| 18         | 700       | 20:1           |
| 36         | 700       | 20:1           |
| 15         | 712       | 20:1           |
| 33         | 699       | 20:1           |
| *15        | 712       | 50:1           |
| *33        | 699       | 50:1           |

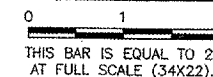
\* NOTE: ONCE RUNWAY 15/33 IMPROVEMENTS (BY OTHERS) ARE COMPLETE, THE MORE STRINGENT APPROACH SURFACES WILL APPLY.

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**AURORA MUNICIPAL AIRPORT  
AURORA, ILLINOIS  
REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

**SEQUENCE OF CONSTRUCTION  
GENERAL NOTES AND DETAILS**

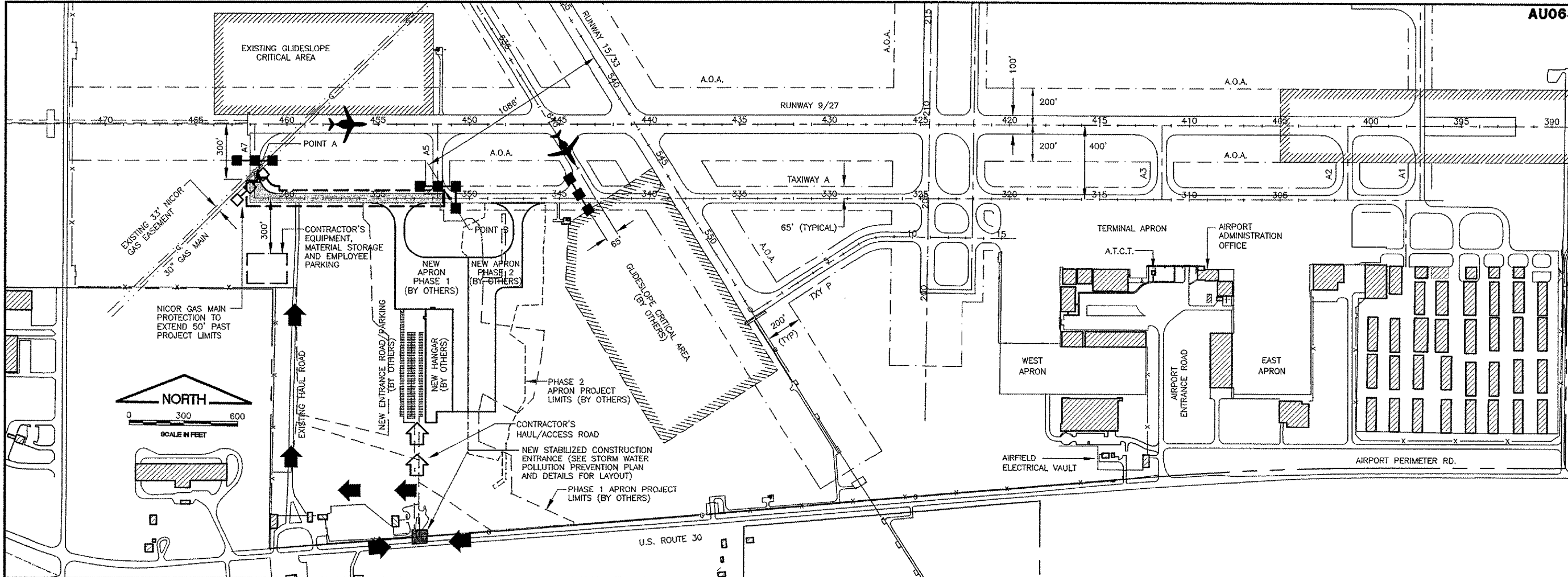
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A.I.P. PROJECT: 3-17-0003-B32  
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0 1 2  
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).



**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END  
 PER AC 150/5370-2E (LATEST EDITION)**

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**LEGEND**

- NEW P.C.C. PAVEMENT
- AIR OPERATIONS AREA (A.O.A.)
- AIRCRAFT MOVEMENT AREAS
- BARRICADES WITH FLASHING RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA" (SEE GENERAL NOTE 11 ON PREVIOUS SHEET)
- BARRICADES WITH FLASHING RED LIGHTS FOR GAS MAIN PROTECTION
- CONTRACTOR'S ACCESS/HAUL ROAD
- CONTRACTOR'S ACCESS/HAUL ROAD (BY OTHERS)
- LIMITS OF WORK
- LIMITS OF WORK (BY OTHERS)

**DESIGN AIRCRAFT APPROACH CATEGORY: D  
 DESIGN AIRPORT GROUP: III**

GROUND CONTROL FREQUENCY: 121.70  
 AIR CONTROL FREQUENCY: 120.60  
 MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20'  
 CLOSEST CONSTRUCTION POINT TO RUNWAY 9/27 - POINT A  
 LATITUDE: 41°46'09.54" N (NAD 83)  
 LONGITUDE: 88°29'08.88" W  
 EXISTING ELEVATION: 695.97  
 CLOSEST CONSTRUCTION POINT TO RUNWAY 15/33 - POINT B  
 LATITUDE: 41°46'09.20" (NAD 83)  
 LONGITUDE: 88°28'53.19"  
 EXISTING ELEVATION: 696.55

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS AND MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

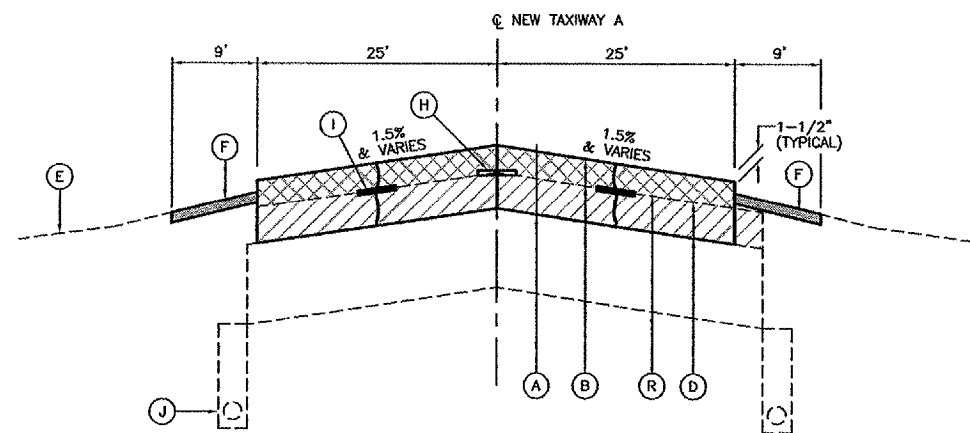
- RELOCATE RUNWAY 9 LOCALIZER.
- CONSTRUCT SOUTHWEST QUADRANT APRON - PHASE 1.
- CONSTRUCT SOUTHWEST QUADRANT APRON - PHASE 2.
- CONSTRUCT RUNWAY 33 INSTRUMENT LANDING SYSTEM.
- CONSTRUCT SOUTHWEST QUADRANT HANGAR.
- CONSTRUCT SOUTHWEST QUADRANT ENTRANCE ROAD AND PARKING.

**SUGGESTED SEQUENCE OF CONSTRUCTION**

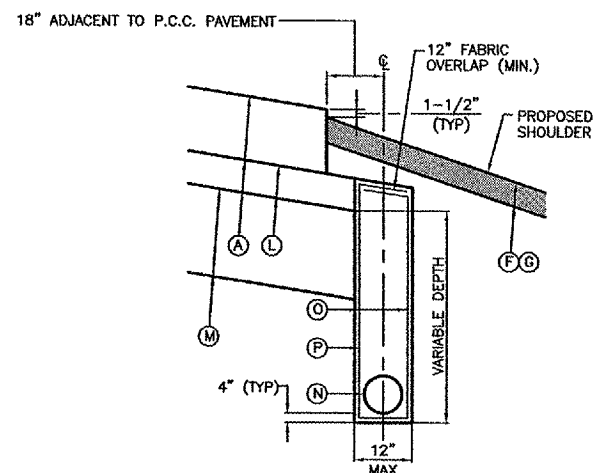
- MARK AIR OPERATIONS AREA (A.O.A.).
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- PLACE BARRICADES FOR GAS MAIN PROTECTION.
- CONSTRUCT PROPOSED IMPROVEMENTS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN TAXIWAY.

| WORK AREA             | ALLOWABLE WORK PERIODS | OPERATIONAL STATUS/ RESTRICTIONS  |
|-----------------------|------------------------|---|
| PROPOSED IMPROVEMENTS | NO RESTRICTIONS        | AIRFIELD PAVEMENTS OPEN EXCEPT FOR TAXIWAY ALPHA WEST END CLOSED AS SHOWN |

|                        |               |
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| A.I.P. PROJECT:        | 3-17-0003-B32 |
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| SHEET 5 OF 15 SHEETS   |               |



**TAXIWAY A  
 TYPICAL SECTION A-A**  
 NOT TO SCALE



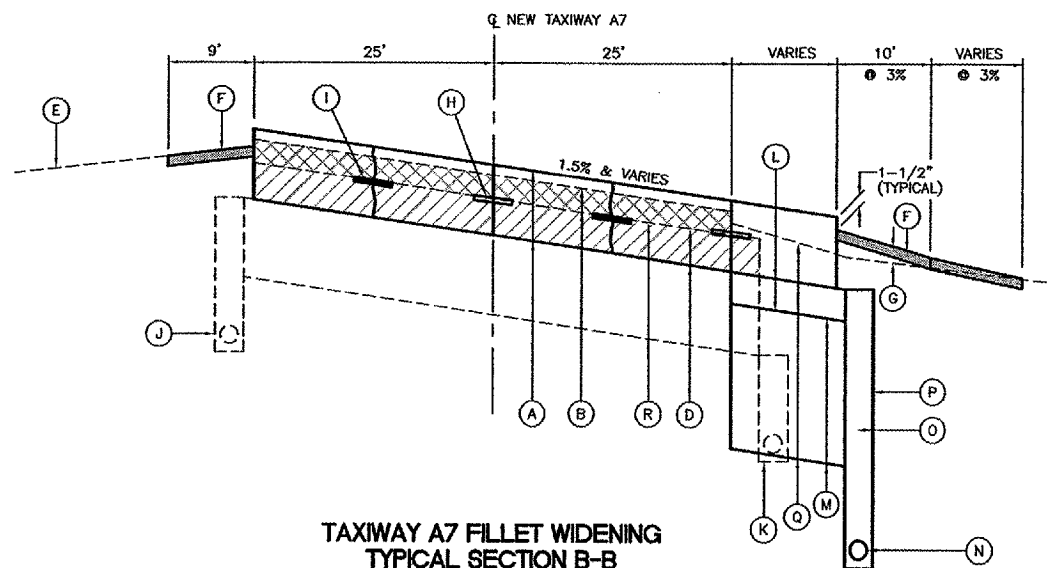
**UNDERDRAIN DETAIL  
 EDGE OF PAVEMENT AREAS**  
 NOT TO SCALE

**LEGEND**

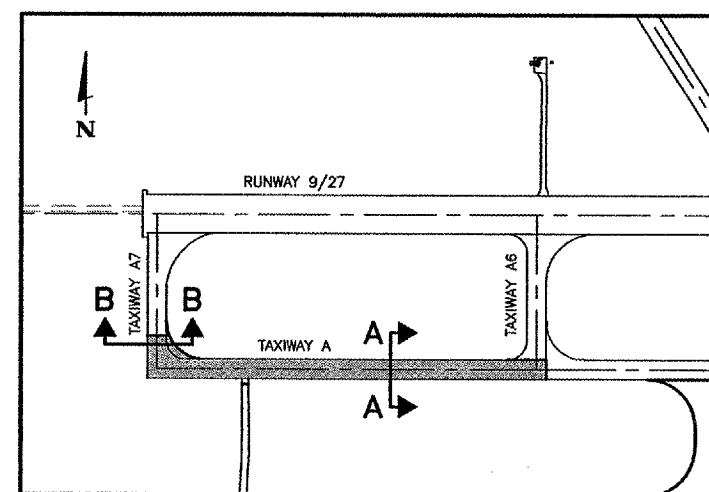
- (A) NEW 9" P.C.C. PAVEMENT (501)
- (B) EXISTING BITUMINOUS PAVEMENT TO BE REMOVED (4" AVERAGE DEPTH)(401)
- (C) EXISTING 13" CRUSHED AGGREGATE BASE COURSE
- (D) EXISTING 5" AVERAGE DEPTH CRUSHED AGGREGATE BASE COURSE TO BE REMOVED AND PAID FOR AS UNCLASSIFIED EXCAVATION (152)(SEE NOTE 1)
- (E) EXISTING GROUNDLINE
- (F) NEW 9' WIDE SOD (904)(SEE NOTE 2)
- (G) NEW TOPSOILING (FROM ON SITE)(905)
- (H) NEW DOWEL BAR (501)
- (I) NEW TIE BAR (501)
- (J) EXISTING UNDERDRAIN TO REMAIN
- (K) EXISTING UNDERDRAIN TO BE REMOVED
- (L) NEW 4" CRUSHED AGGREGATE BASE COURSE (209)
- (M) NEW 18" CRUSHED AGGREGATE BASE COURSE PLACEMENT (SEE NOTE 3)
- (N) NEW 6" UNDERDRAIN W/ SOCK (705)
- (O) NEW POROUS BACKFILL CA-14 OR CA-16 (INCIDENTAL TO UNDERDRAIN)(705)
- (P) NEW UNDERDRAIN TRENCH FABRIC ENVELOPE (INCIDENTAL TO UNDERDRAIN)(705)
- (Q) NEW UNCLASSIFIED EXCAVATION (152)
- (R) EXISTING 18" CRUSHED AGGREGATE BASE COURSE

**NOTES**

1. GRADING AND RE-COMPACTING OF EXISTING CRUSHED AGGREGATE BASE COURSE SHALL BE INCIDENTAL TO CRUSHED AGGREGATE BASE COURSE REMOVAL.
2. SHOULDER SHALL BE DISCED OR SCARIFIED PRIOR TO PLACEMENT OF TOPSOIL AND SOD. MAXIMUM PAY WIDTH FOR SOD SHALL BE 9'.
3. CONTRACTOR SHALL REUSE EXISTING CRUSHED AGGREGATE BASE BEING REMOVED. PAYMENT SHALL BE PER 152 EMBANKMENT IN PLACE.
4. ALL PROPOSED UNDERDRAIN AT EDGE OF PAVEMENT SHALL BE INSTALLED AFTER THE 9" P.C.C. PAVEMENT IS CONSTRUCTED.



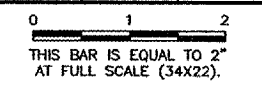
**TAXIWAY A7 FILLET WIDENING  
 TYPICAL SECTION B-B**  
 NOT TO SCALE



**KEY MAP**

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**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

**TYPICAL SECTIONS**

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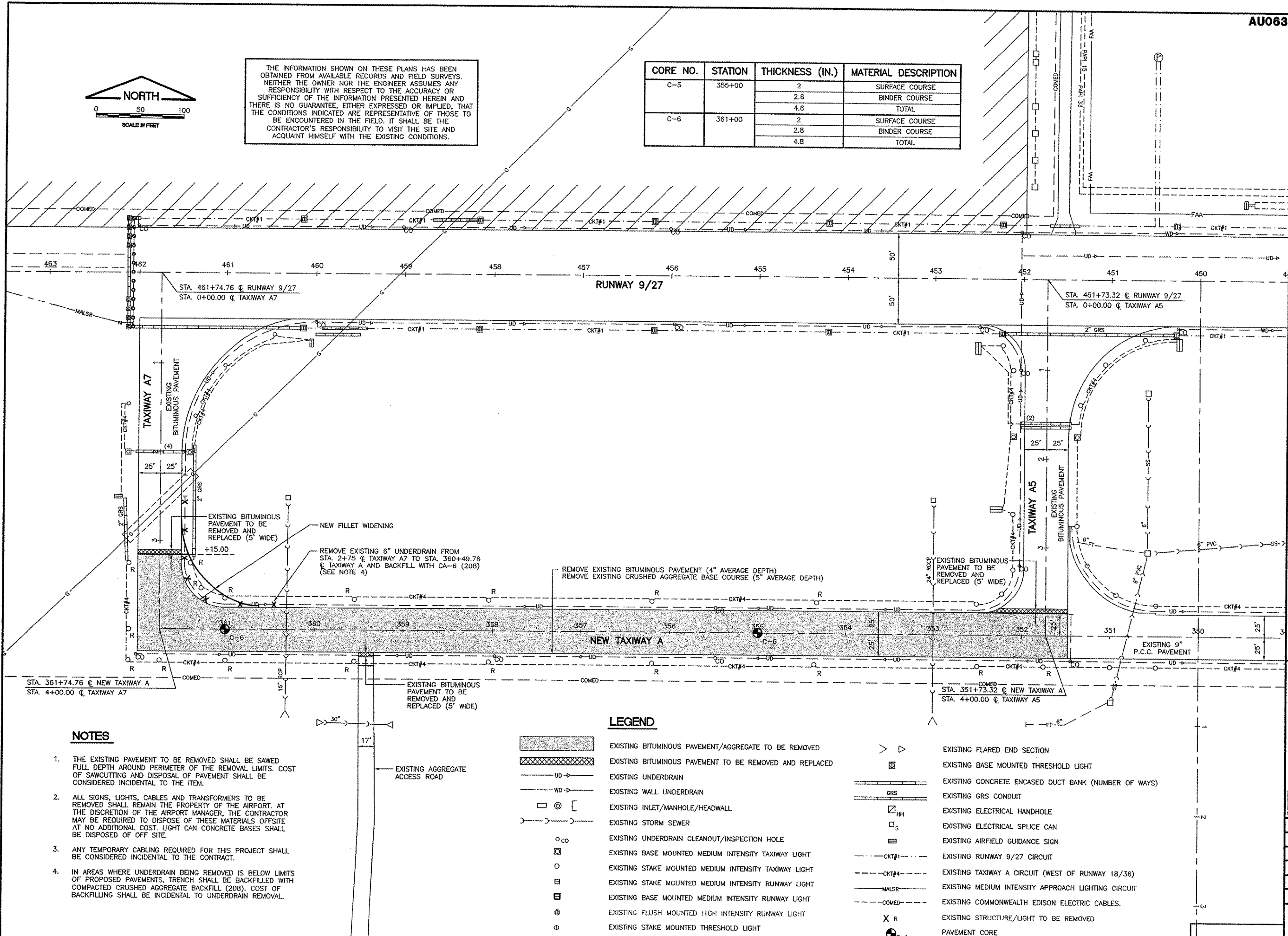
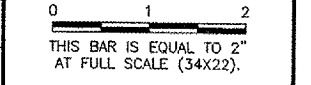
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THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEYS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION PRESENTED HEREIN AND THERE 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.

| CORE NO. | STATION | THICKNESS (IN.) | MATERIAL DESCRIPTION |
|----------|---------|-----------------|----------------------|
| C-5      | 355+00  | 2               | SURFACE COURSE       |
|          |         | 2.6             | BINDER COURSE        |
|          |         | 4.6             | TOTAL                |
| C-6      | 361+00  | 2               | SURFACE COURSE       |
|          |         | 2.8             | BINDER COURSE        |
|          |         | 4.8             | TOTAL                |

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**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS**  
**REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**  
**EXISTING CONDITIONS/PROPOSED REMOVALS**

**NOTES**

- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IN AREAS WHERE UNDERDRAIN BEING REMOVED IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (208). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN REMOVAL.

**LEGEND**

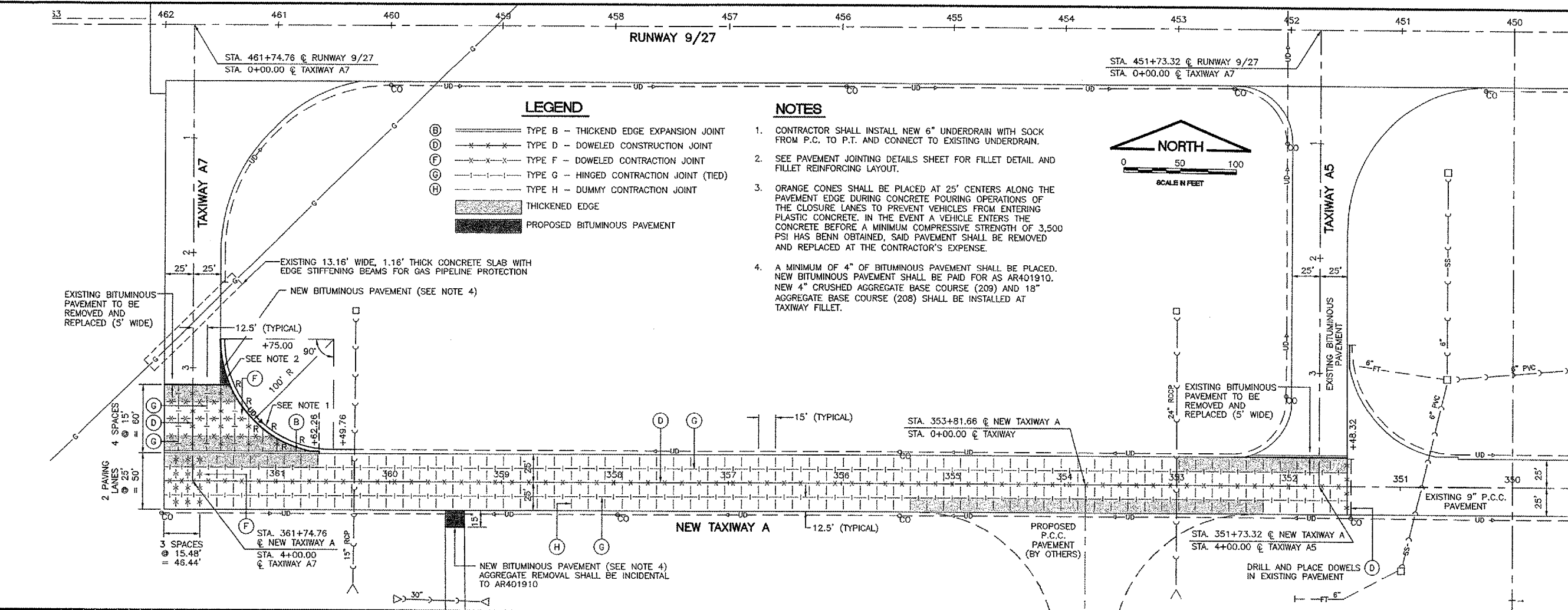
- EXISTING BITUMINOUS PAVEMENT/AGGREGATE TO BE REMOVED
- EXISTING BITUMINOUS PAVEMENT TO BE REMOVED AND REPLACED
- EXISTING UNDERDRAIN
- EXISTING WALL UNDERDRAIN
- EXISTING INLET/MANHOLE/HEADWALL
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN CLEANOUT/INSPECTION HOLE
- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING FLUSH MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- EXISTING FLARED END SECTION
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- EXISTING GRS CONDUIT
- EXISTING ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING RUNWAY 9/27 CIRCUIT
- EXISTING TAXIWAY A CIRCUIT (WEST OF RUNWAY 18/36)
- EXISTING MEDIUM INTENSITY APPROACH LIGHTING CIRCUIT
- EXISTING COMMONWEALTH EDISON ELECTRIC CABLES.
- EXISTING STRUCTURE/LIGHT TO BE REMOVED
- PAVEMENT CORE

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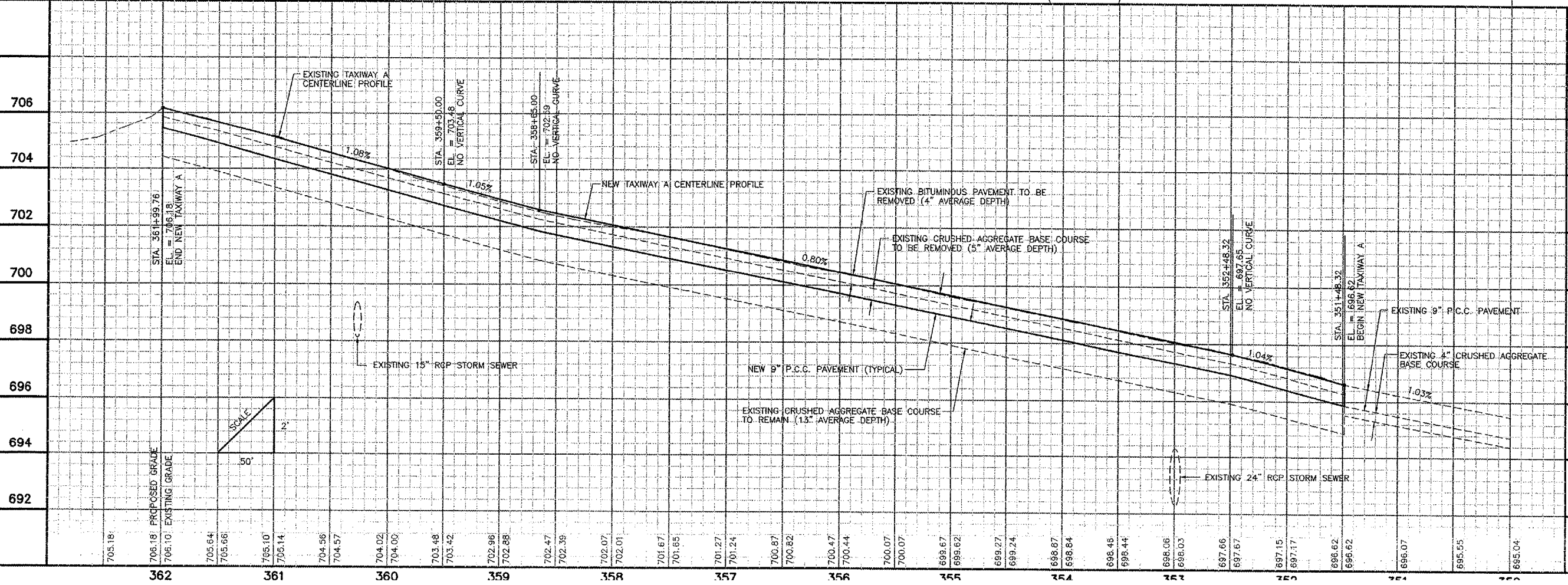
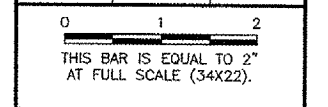


- LEGEND**
- (B) TYPE B - THICKEND EDGE EXPANSION JOINT
  - (C) TYPE C - THICKEND EDGE EXPANSION JOINT
  - (D) TYPE D - DOWELED CONSTRUCTION JOINT
  - (F) TYPE F - DOWELED CONSTRUCTION JOINT
  - (G) TYPE G - HINGED CONSTRUCTION JOINT (TIED)
  - (H) TYPE H - DUMMY CONSTRUCTION JOINT
  - THICKENED EDGE
  - PROPOSED BITUMINOUS PAVEMENT

- NOTES**
- CONTRACTOR SHALL INSTALL NEW 6" UNDERDRAIN WITH SOCK FROM P.C. TO P.T. AND CONNECT TO EXISTING UNDERDRAIN.
  - SEE PAVEMENT JOINTING DETAILS SHEET FOR FILLET DETAIL AND FILLET REINFORCING LAYOUT.
  - ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
  - A MINIMUM OF 4" OF BITUMINOUS PAVEMENT SHALL BE PLACED. NEW BITUMINOUS PAVEMENT SHALL BE PAID FOR AS AR401910. NEW 4" CRUSHED AGGREGATE BASE COURSE (209) AND 18" AGGREGATE BASE COURSE (208) SHALL BE INSTALLED AT TAXIWAY FILLET.

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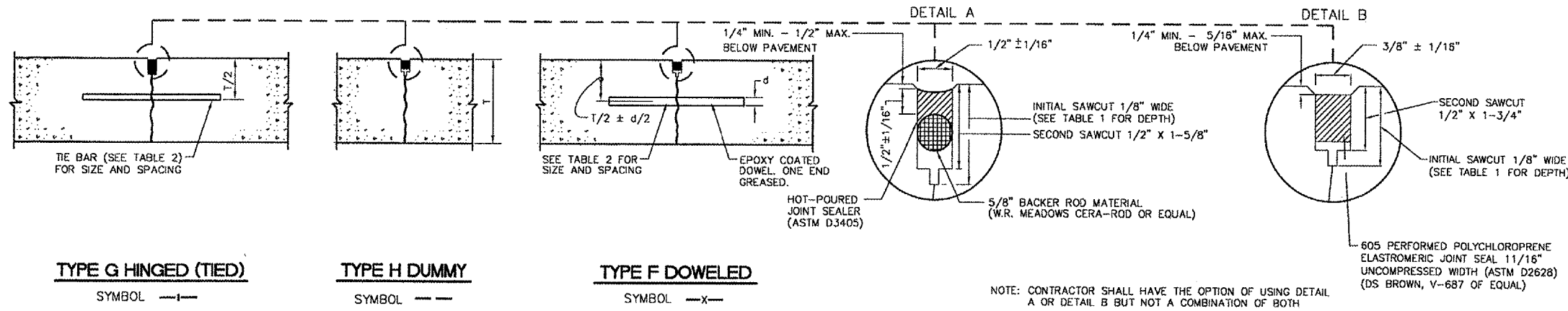


**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END  
 PLAN AND PROFILE/  
 PAVEMENT JOINTING PLAN**

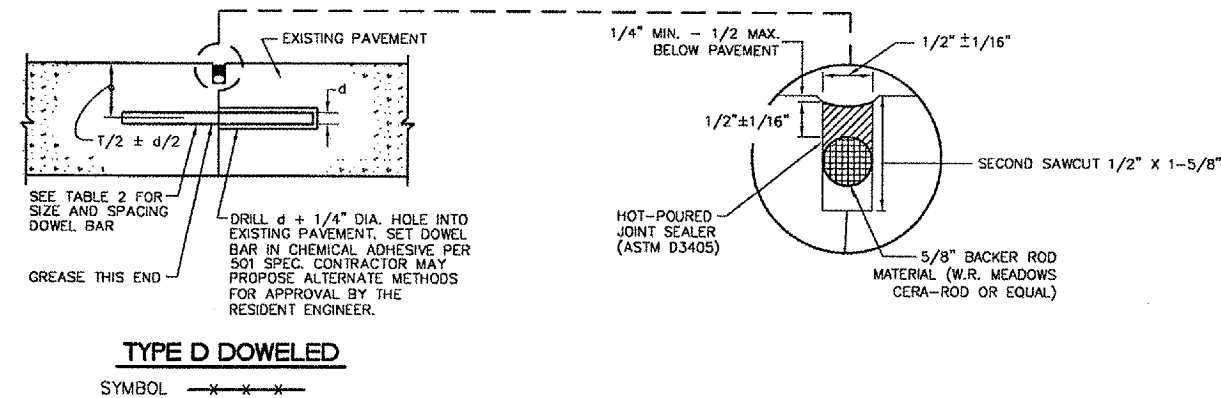
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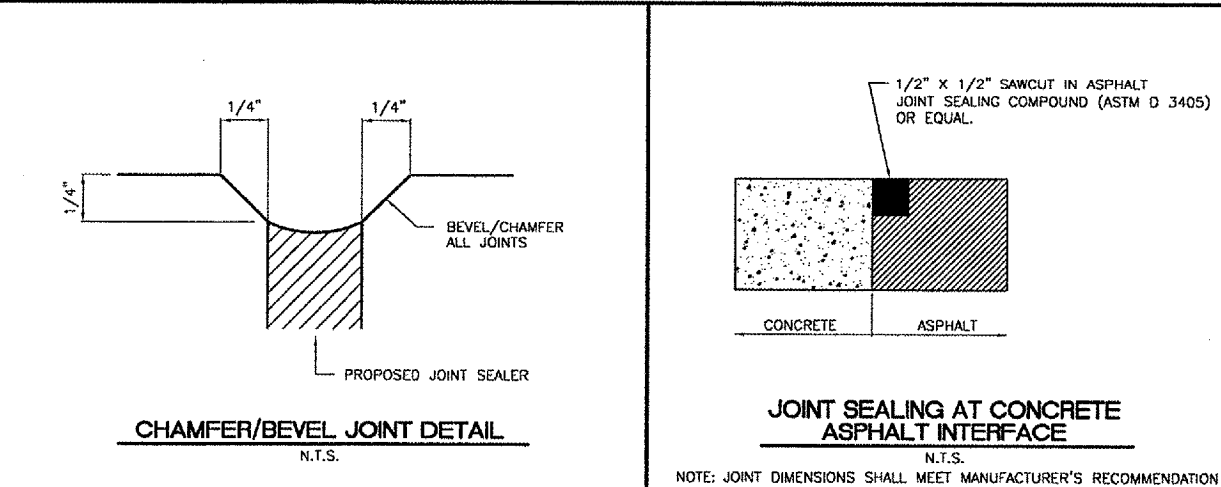




**CONTRACTION JOINTS**



**CONSTRUCTION JOINTS**



**TABLE 1**

| PAVEMENT THICKNESS T - INCHES | DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T <sub>i</sub> INCHES T <sub>i</sub> = (1/4) ± 1/4" |
|-------------------------------|--|
| 6                             | 1.50"  |
| 7                             | 1.75"  |
| 8                             | 2.00"  |
| 9                             | 2.25"  |
| 10                            | 2.50"  |
| 11                            | 2.75"  |
| 12                            | 3.00"  |

**TABLE 2**

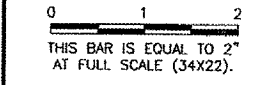
| PAVEMENT THICKNESS T - INCHES | DOWEL BAR DETAILS |        |         | TIE BAR DETAILS |        |         |
|-------------------------------|-------------------|--------|---------|-----------------|--------|---------|
|                               | DIA. (d)          | LENGTH | SPACING | BAR SIZE        | LENGTH | SPACING |
| 6                             | 3/4"              | 18"    | 12"     | #5              | 30"    | 30"     |
| 7                             | 3/4"              | 18"    | 12"     | #5              | 30"    | 30"     |
| 8                             | 1"                | 19"    | 12"     | #5              | 30"    | 30"     |
| 9                             | 1"                | 19"    | 12"     | #5              | 30"    | 30"     |
| 10                            | 1"                | 19"    | 12"     | #5              | 30"    | 30"     |
| 11                            | 1"                | 19"    | 12"     | #5              | 30"    | 30"     |
| 12                            | 1"                | 19"    | 12"     | #5              | 30"    | 30"     |

**DIMENSION TABLES**

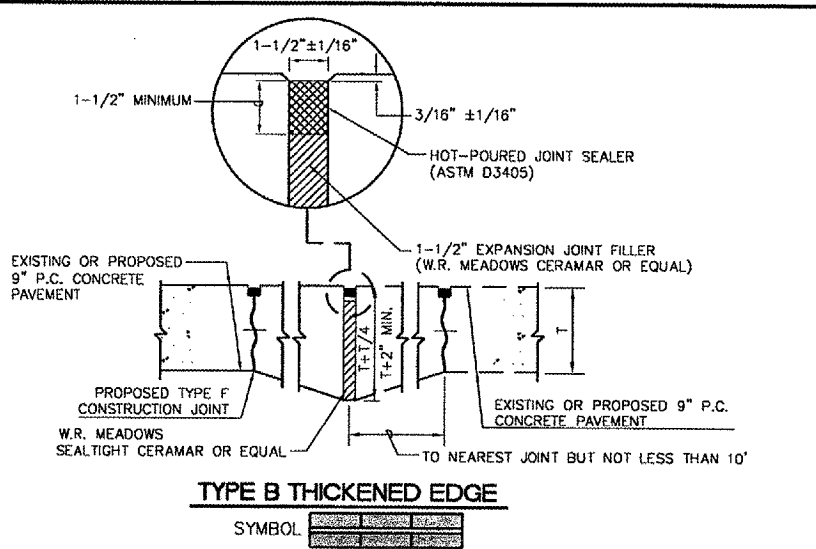
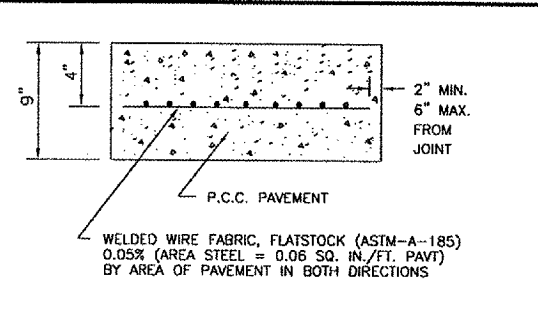
- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY INSTALLED PER ARTICLE 420.05 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONTRACTION JOINTS, ONE END OF THE TIE BAR SHALL BE BENT AND INSERTED INTO THE KEYWAY OF THE JOINT. THE BENT BARS SHALL BE STRAIGHTENED TO RIGHT ANGLES TO THE PAVEMENT LANES AND SHALL EXTEND INTO THE ADJACENT LANE PARALLEL TO THE PAVEMENT SURFACE.
- METAL FORMS USED FOR KEYS JOINTS SHALL BE REMOVED UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- THE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTENED DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS AT NO ADDITIONAL COST.

**REVISIONS**

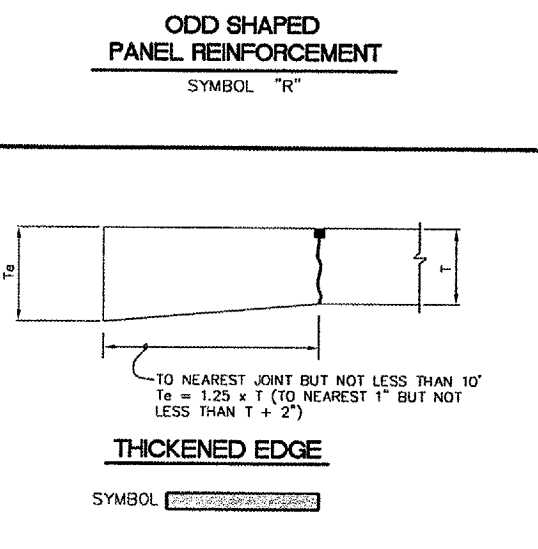
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**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**



**EXPANSION JOINTS**



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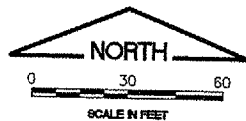
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 ILLINOIS PROJECT: ARR-3514  
 A.I.P. PROJECT: 3-17-0003-B32  
**FINAL SUBMITTAL**  
 SHEET 9 OF 15 SHEETS

**LEGEND**

- NEW ELEVATION (8.70)
- EXISTING ELEVATION (8.63)
- EXISTING UNDERDRAIN CLEANOUT
- NEW SOD
- NEW 9" P.C.C. PAVEMENT
- NEW BITUMINOUS PAVEMENT
- LANDSCAPING LIMITS
- NEW INLET PROTECTION

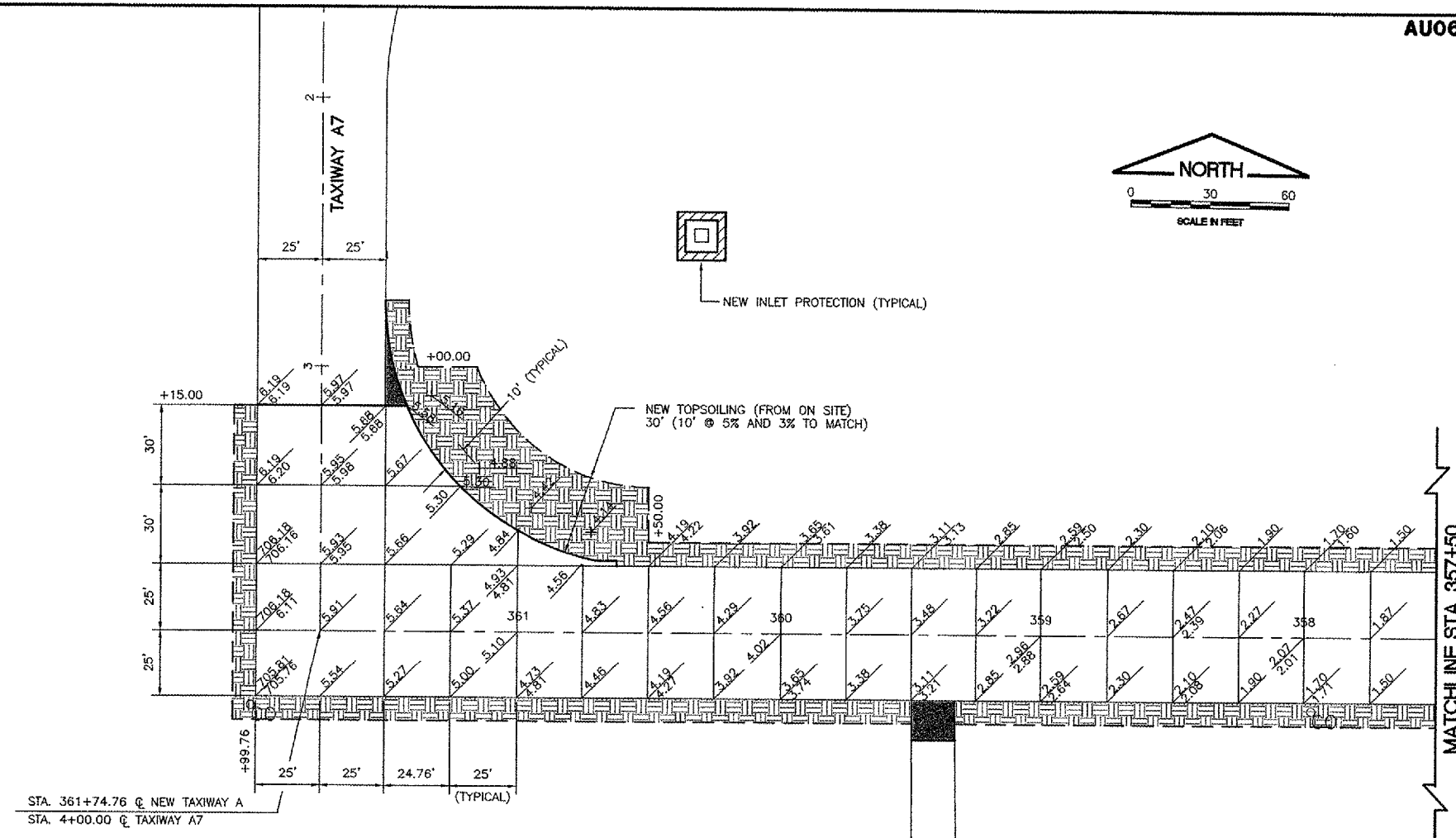
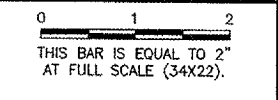
**NOTE**

1. ANY EXCAVATION OR GROUND DISTURBED OUTSIDE THE LANDSCAPING LIMITS SHALL BE REPAIRED BY THE CONTRACTOR. THE COST OF REPAIRING THE GROUNDLINE SHALL BE INCIDENTAL TO THE CONTRACT.

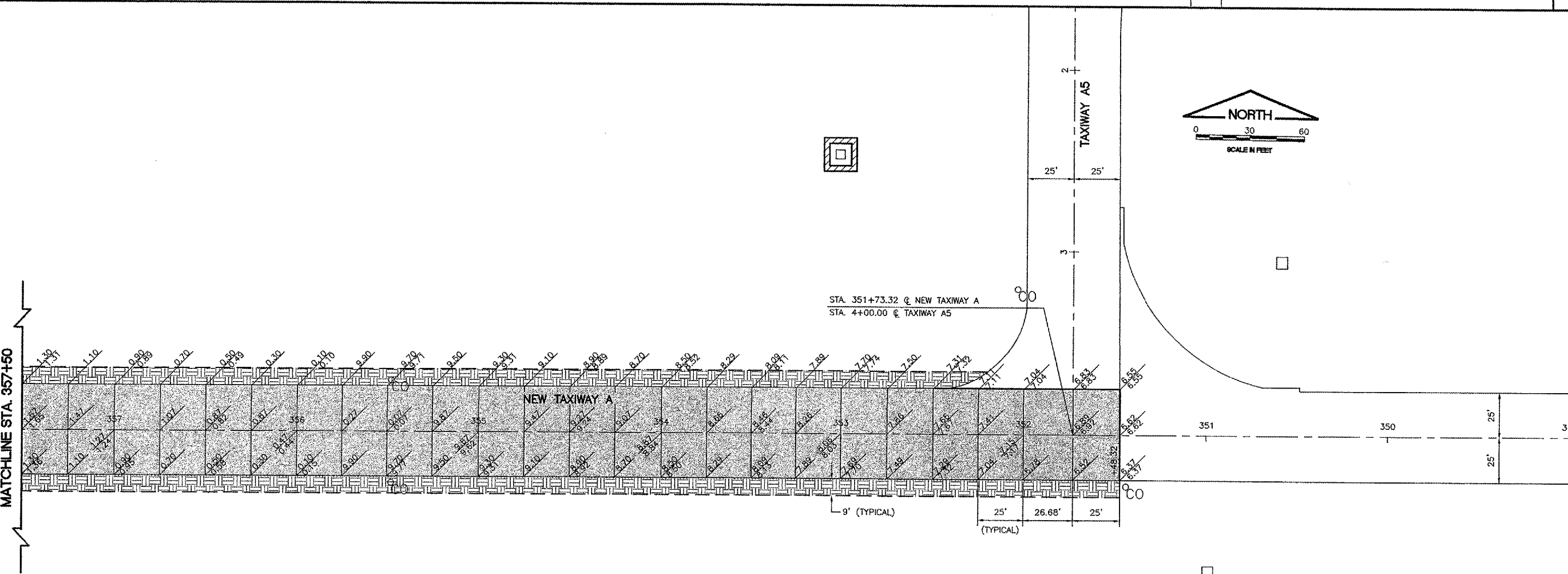


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**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END  
 GRADING AND LANDSCAPING PLAN**



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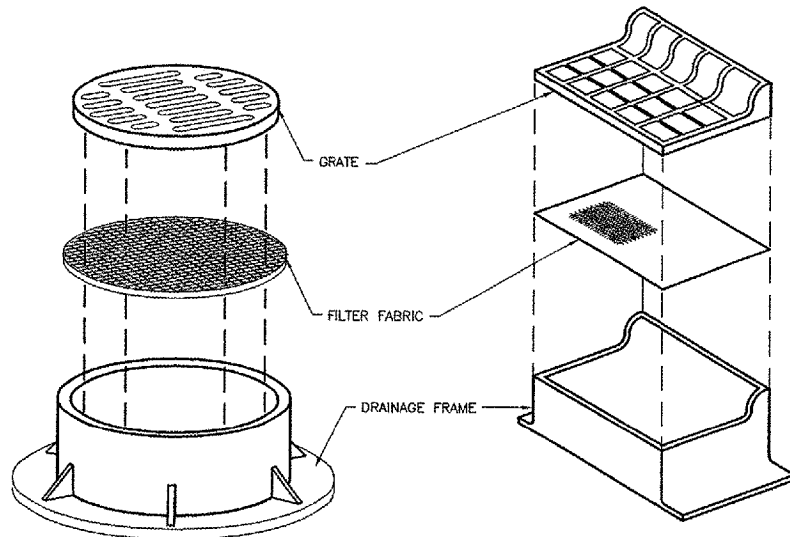
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| ILLINOIS PROJECT: ARR-3514<br>A.I.P. PROJECT: 3-17-0003-B32<br><b>FINAL SUBMITTAL</b> |          |



**SOIL PROTECTION CHART**

| STABILIZATION TYPE | JAN | FEB | MAR | APR | MAY | JUNE | JULY | AUG | SEPT | OCT | NOV | DEC |
|--------------------|-----|-----|-----|-----|-----|------|------|-----|------|-----|-----|-----|
| PERMANENT SEEDING  |     |     | ±A  |     | ±A1 |      |      |     |      | ±A1 |     |     |
| DORMANT SEEDING    | B   |     |     |     |     |      |      |     |      |     | ±B  |     |
| TEMPORARY SEEDING  |     |     | ±C  |     |     | ±D   |      |     |      |     |     |     |
| SODDING            |     |     | *±E |     |     |      |      |     |      |     |     |     |
| MULCHING           | F   |     |     |     |     |      |      |     |      |     |     |     |

- A KENTUCKY BLUEGRASS 100 LBS/ACRE  
 PERENNIAL RYEGRASS 60 LBS/ACRE  
 CREEPING RED FESCUE 40 LBS/ACRE
- B KENTUCKY BLUEGRASS 100 LBS/ACRE  
 PERENNIAL RYEGRASS 60 LBS/ACRE  
 CREEPING RED FESCUE 40 LBS/ACRE
- C SPRING OATS 100 LBS/ACRE
- D WHEAT OR CEREAL RYE  
 150 LBS/ACRE
- E SOD
- F HYDROMULCH 2 TON/ACRE
- \* IRRIGATION NEEDED DURING JUNE AND JULY
- \*\* IRRIGATION NEEDED FOR A MINIMUM 3 TO 4 WEEKS AFTER APPLYING SOD

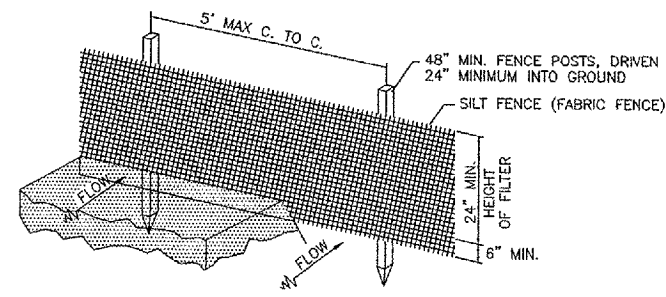


**NOTES:**

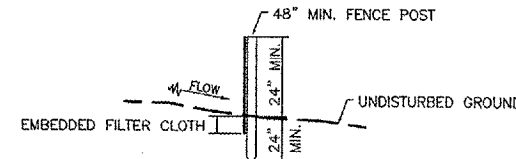
1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOXES, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2-INCH (MINIMUM).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MINIMUM OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO INLET PROTECTION.

**DRAINAGE STRUCTURE FILTER WRAP**

NOT TO SCALE



**PERSPECTIVE VIEW**



**SECTION**

**EROSION CONTROL FABRIC FENCE DETAIL**

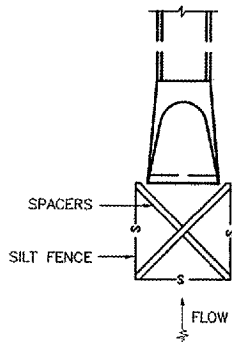
NOT TO SCALE

**CONSTRUCTION NOTES FOR SILT (FABRIC) FENCE**

1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6-INCH MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
3. SILT FENCE SHALL BE INSTALLED PER GRADING AND LANDSCAPING PLAN OR AS DIRECTED BY THE ENGINEER.

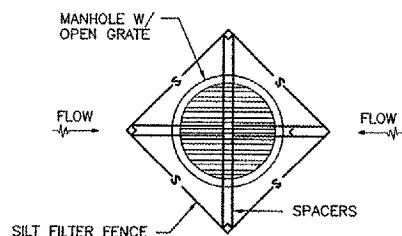
**NOTES FOR ALL INLET PROTECTION**

1. SILT FENCE AND SPACERS SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT, BUT WILL BE INCLUDED IN THE UNIT PRICE FOR INLET PROTECTION.
2. INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
3. AFTER FINAL APPROVAL OF THE ENGINEER, SILT FENCE MAY BE REMOVED. CONTRACTOR SHALL PLACE SEED AND MULCH OVER THE DISTURBED AREAS.
4. SILT FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR ITEM AR156000 EROSION CONTROL IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURING SPECIAL PROVISIONS.



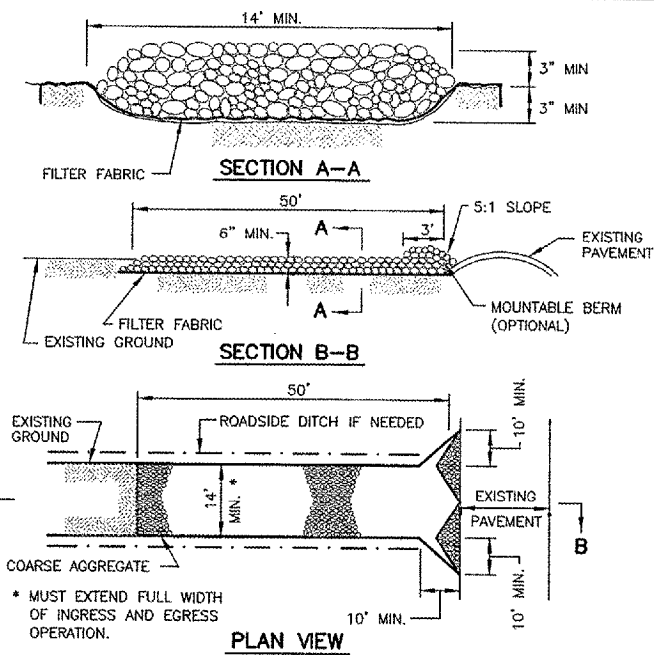
**INLET PROTECTION (END SECTION)**

NOT TO SCALE  
 IDOT STANDARD 280001-03



**INLET PROTECTION (INLET/MANHOLES)**

NOT TO SCALE  
 IDOT STANDARD 280001-03



**PLAN VIEW**

**STABILIZED CONSTRUCTION ENTRANCE**

FROM NRCS STANDARD DRAWING NO. IL-630

1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC, DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INCIDENTAL TO THE CONTRACT.

**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

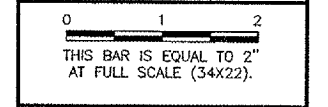
**STORM WATER POLLUTION  
 PREVENTION PLAN DETAILS**

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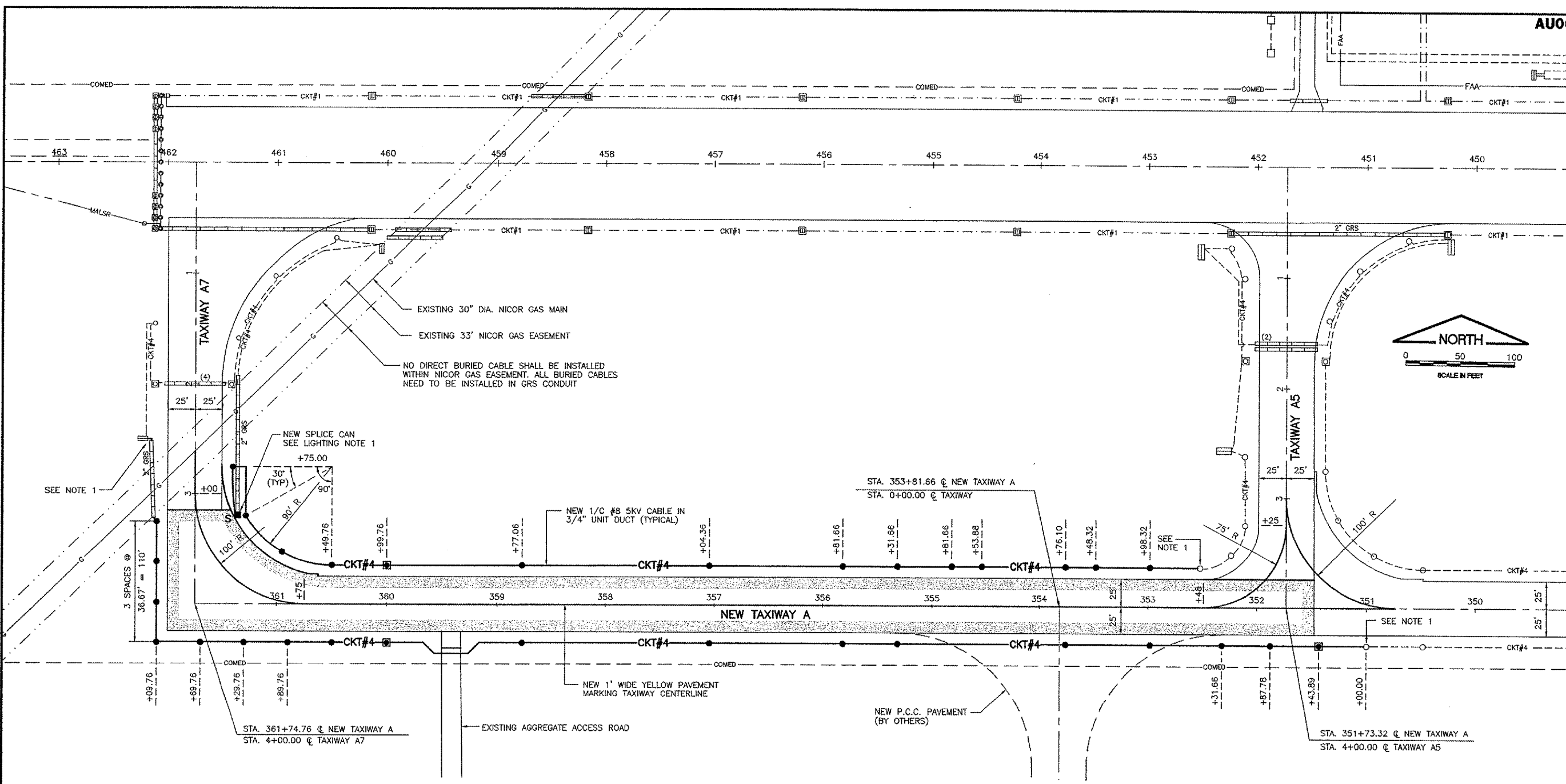


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| JOB No:   | 04285-05 |
| ILLINOIS PROJECT: ARR-3514<br>A.I.P. PROJECT: 3-17-0003-B32 |          |
| <b>FINAL SUBMITTAL</b>                                      |          |

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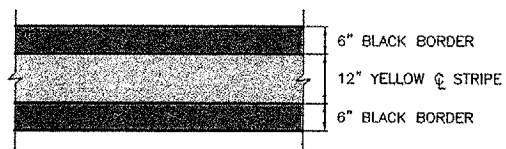


**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END  
 LIGHTING AND PAVEMENT MARKING PLAN**



**PAVEMENT MARKING NOTES**

- CURING COMPOUND ON CONCRETE PAVEMENTS SHALL BE REMOVED BY WATER BLASTING OR OTHER METHODS APPROVED BY THE ENGINEER PRIOR TO MARKING.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
- ALL MARKINGS ON PCC PAVEMENTS SHALL HAVE A 6" BLACK BORDER.



**TAXIWAY CENTERLINE ON PCC DETAIL**  
 NOT TO SCALE

**LEGEND**

- EXISTING AIRFIELD GUIDANCE SIGN
- NEW STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT (MITL)
- EXISTING STAKE MOUNTED TAXIWAY LIGHT
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT (MITL)
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING STAKE MOUNTED RUNWAY LIGHT
- NEW SPLICE CAN
- LIMITS OF PROPOSED P.C.C. PAVEMENT
- EXISTING CONCRETE ENCASED DUCT (NUMBER OF WAYS)
- EXISTING CIRCUIT #1
- EXISTING CIRCUIT #4 (TAXIWAY A - WEST END)
- NEW CIRCUIT #4 (TAXIWAY A - WEST END)  
 1/C #8 5KV CABLE IN 3/4" UNIT DUCT

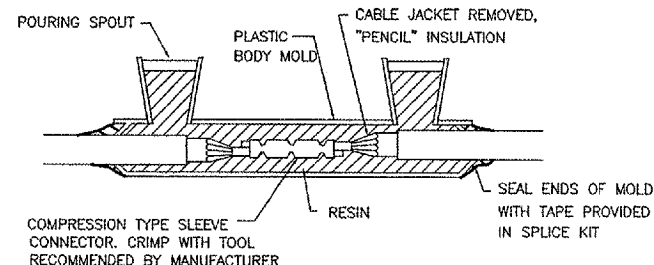
**LIGHTING NOTES**

- CONNECT NEW CABLE TO EXISTING CABLE AT GUIDANCE SIGN, TAXIWAY LIGHT, RUNWAY LIGHT OR SPLICE CAN. THE COST OF SPLICING SHALL BE INCIDENTAL TO AIRFIELD LIGHTING CABLE INSTALLATION. CONTRACTOR SHALL LOCATE ENDS OF GRS CONDUIT AT NO ADDITIONAL COST TO THE CONTRACT.
- THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
- THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE FIELD COORDINATED WITH THE RESIDENT ENGINEER.
- ANY EXISTING CABLE MARKERS THAT ARE DISTURBED SHALL BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE NEW DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
- EACH CABLE SHALL HAVE A MINIMUM OF 10' SLACK IN EACH ELECTRICAL MANHOLE, AND SHALL BE TAGGED AND PAID FOR PER LINEAL FOOT. ALL OTHER CABLE SLACK IN LIGHTS AND SPLICE CANS WILL BE INCIDENTAL TO THE LIGHT OR SPLICE CAN.

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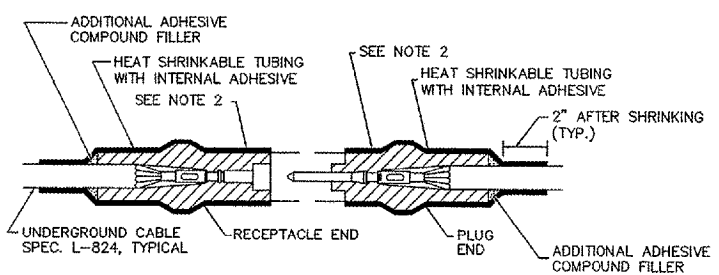
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| JOB No:                | 04285-05      |
| ILLINOIS PROJECT:      | ARR-3514      |
| A.I.P. PROJECT:        | 3-17-0003-B32 |
| <b>FINAL SUBMITTAL</b> |               |
| SHEET 13 OF 15 SHEETS  |               |

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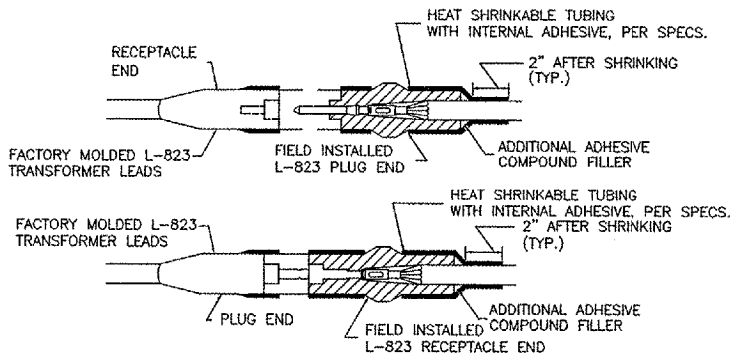
**TYPE A - CABLE SPLICE**

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY  
 N.T.S.



**TYPE B - CABLE SPLICE**

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT  
 N.T.S.

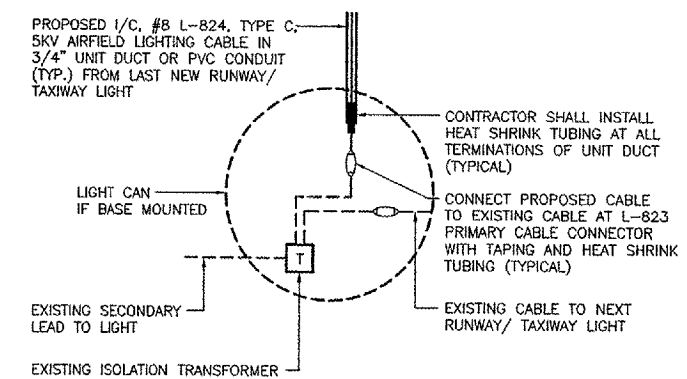


**TYPE C AND D - CABLE SPLICE**

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS  
 N.T.S.

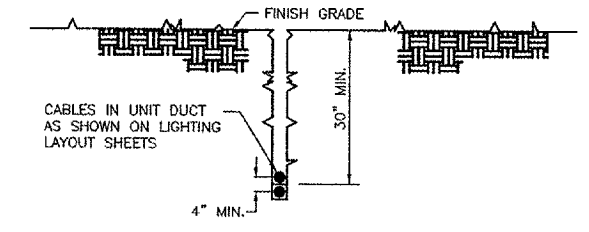
**NOTES**

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
4. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



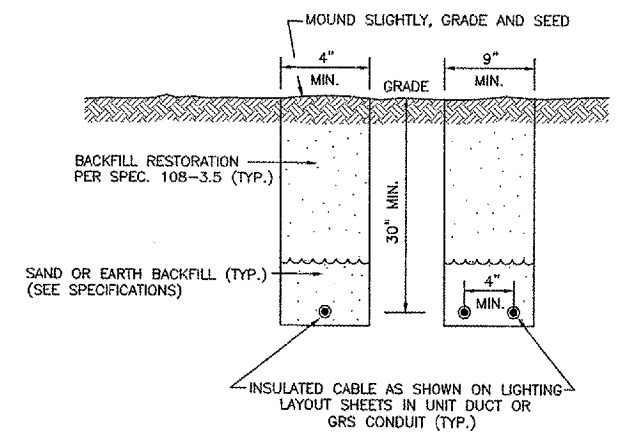
**RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL**

NOT TO SCALE



**CABLE IN UNIT DUCT - PLOWED**

NOT TO SCALE  
 CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR FLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



**TRENCH DETAIL**

NOT TO SCALE

**NOTES**

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

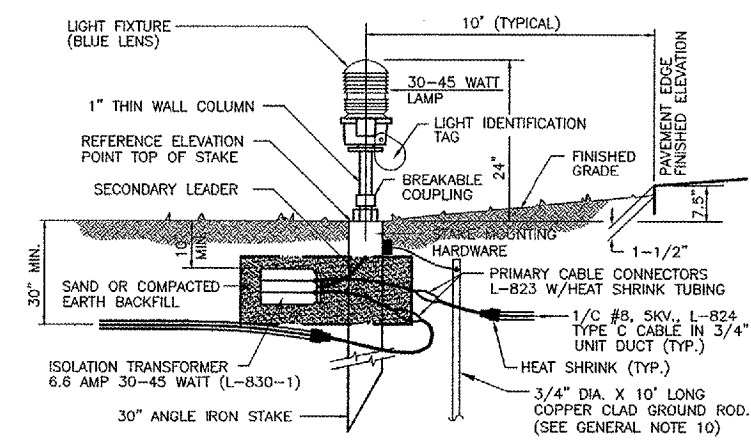
NOTE: AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.

**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

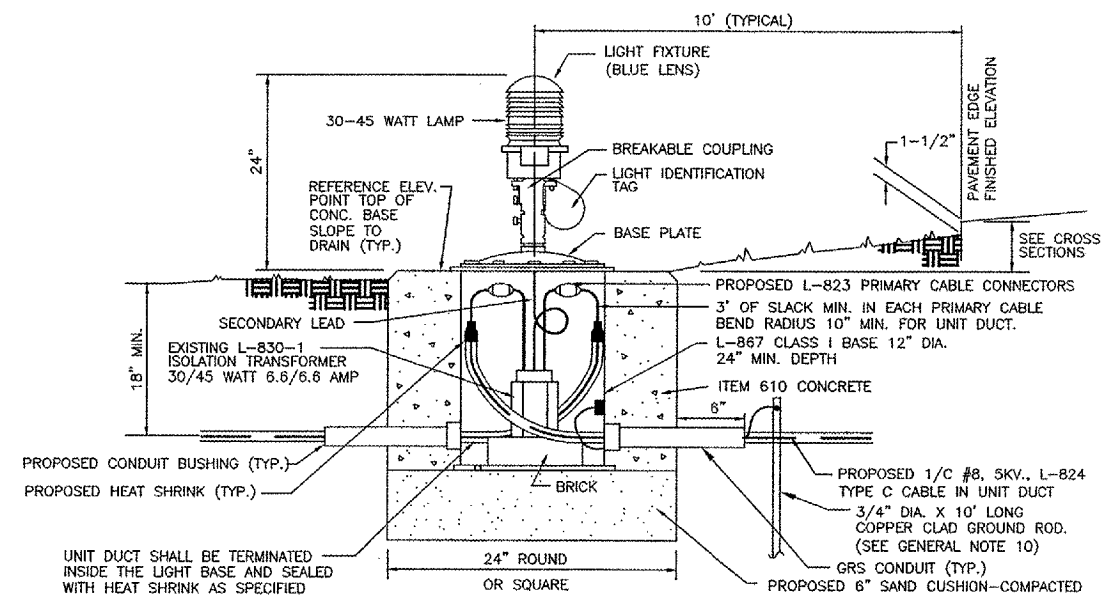
**ELECTRICAL DETAILS - SHEET 1**

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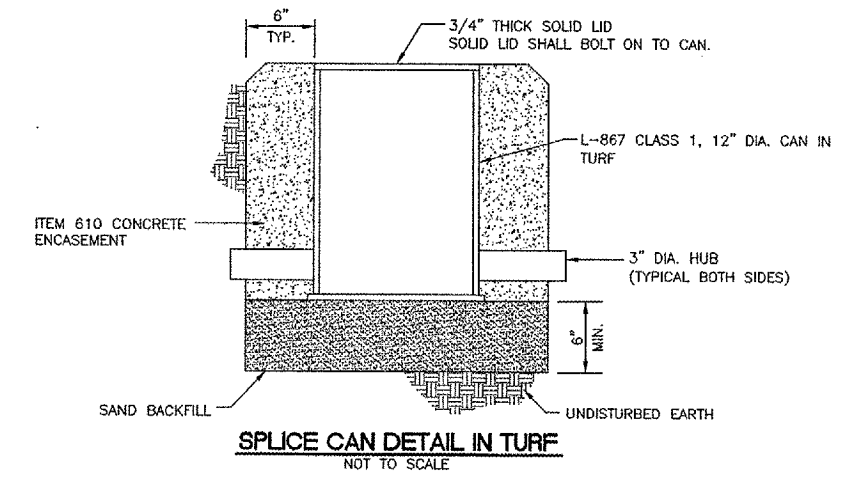
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| JOB No:   | 04285-05 |
| ILLINOIS PROJECT: ARR-3514<br>A.I.P. PROJECT: 3-17-0003-B32<br><b>FINAL SUBMITTAL</b> |          |



**PROPOSED STAKE MOUNTED  
 MEDIUM INTENSITY TAXIWAY LIGHT**  
 NOT TO SCALE

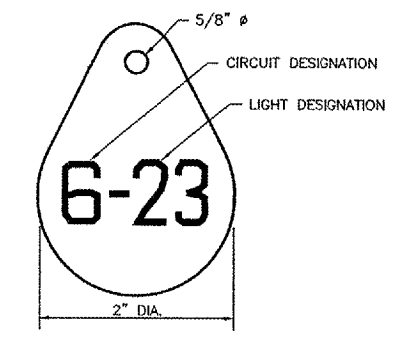


**PROPOSED BASE MOUNTED  
 MEDIUM INTENSITY TAXIWAY LIGHT**  
 NOT TO SCALE



**GENERAL NOTES:**

1. THE CONCRETE BASE FOR BASE MOUNTED LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST.
7. TAXIWAY LIGHTS SHALL HAVE A BLUE LENS.
8. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
9. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
10. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN OR STAKE AND EXOTHERMICALLY WELDED TO GROUND ROD.

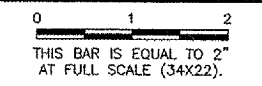


**LIGHT IDENTIFICATION DETAIL**  
 NOT TO SCALE

**NOTES:**

1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (NEW OR RELOCATED LIGHTS) SHALL BE RETAGGED.
3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

| REVISIONS |    |      |
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| NUMBER    | BY | DATE |
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**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END**

**ELECTRICAL DETAILS - SHEET 2**

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|---|----------|
| DESIGN BY:  | AB       |
| DRAWN BY:   | JRO      |
| CHECKED BY:   | ARM      |
| APPROVED BY:  | DKP      |
| DATE:   | 04/20/07 |
| JOB No:   | 04285-05 |
| ILLINOIS PROJECT: ARR-3514<br>A.I.P. PROJECT: 3-17-0003-B32<br><b>FINAL SUBMITTAL</b> |          |
| SHEET 15 OF 15 SHEETS   |          |