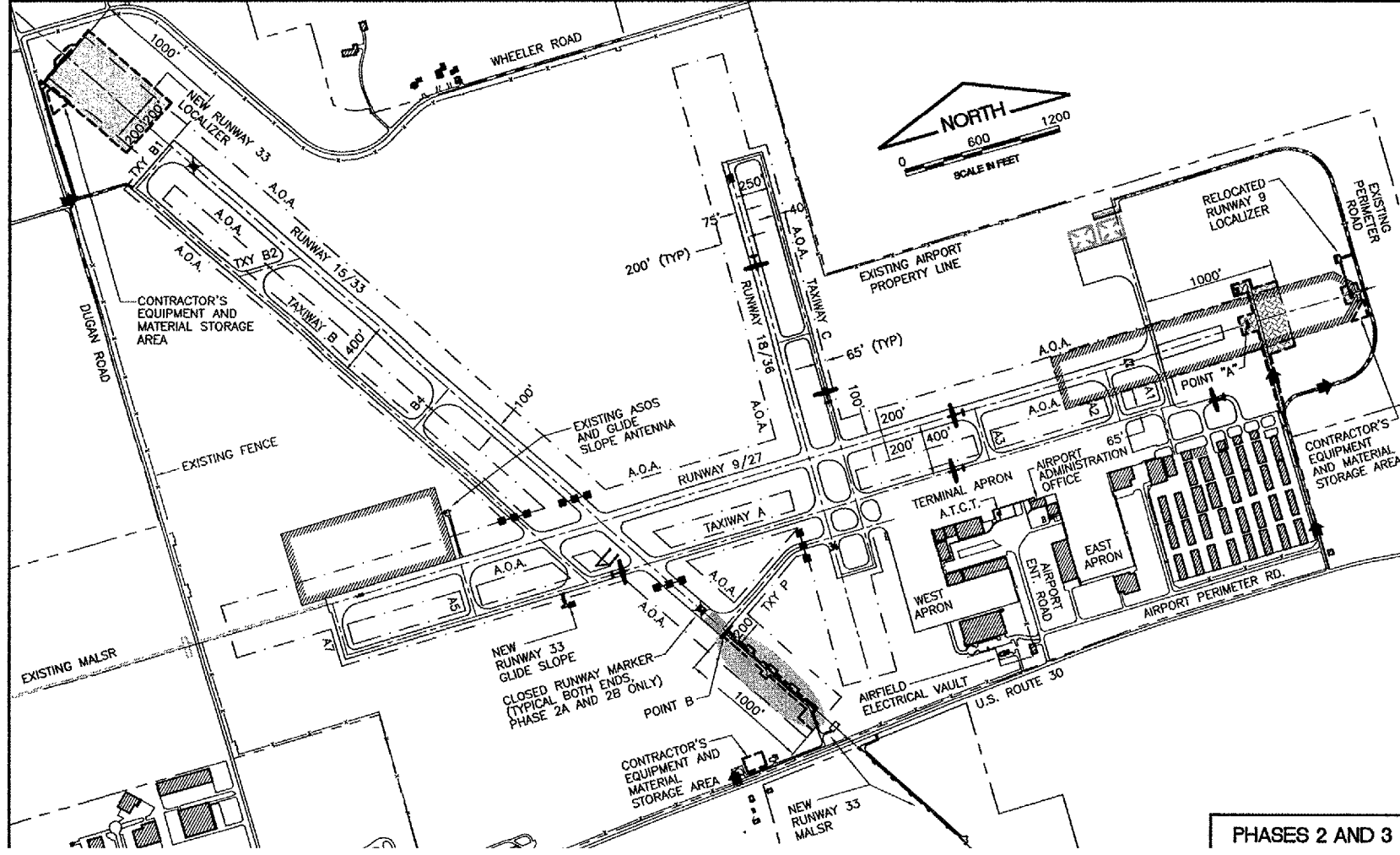


PHASE 1



PHASES 2 AND 3

LEGEND

- PROPOSED GRADING/WORK LIMITS
- [Hatched Box] PROPOSED PHASE 1 IMPROVEMENTS
- [Dotted Box] PROPOSED PHASE 2 IMPROVEMENTS
- [Cross-hatched Box] PROPOSED PHASE 3 IMPROVEMENTS
- X TEMPORARY CLOSED RUNWAY MARKER
- - - A.O.A.
- AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.
ACTIVE TAXIWAYS 65' CENTERLINE TO A.O.A.
- AIRCRAFT MOVEMENT AREAS
- [Crossed Square] BARRICADES WITH FLASHING RED LIGHTS AND SIGNS
"DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA"
(SEE GENERAL NOTE 11 ON PREVIOUS SHEET)
- [Arrow] CONTRACTOR'S ACCESS/HAUL ROAD

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: 65'
(CRANE FOR GLIDESLOPE INSTALLATION)
CLOSEST CONSTRUCTION POINT TO

RUNWAY 9/27 (POINT A)
ELEV. = 702.30
LATITUDE: 41°46'13.61"
LONGITUDE: 88°27'32.40"

RUNWAY 15/33 (POINT B)
ELEV. = 698.60
LATITUDE: 41°46'02.68"
LONGITUDE: 88°28'30.32"

| WORK AREA | ALLOWABLE WORK PERIODS | OPERATIONAL STATUS/ RESTRICTIONS |
|---|--|--|
| PHASE 1A • RELOCATED RUNWAY 9 LOCALIZER • RUNWAY 33 MALSR OUTSIDE • RUNWAY 15/33 AIR OPERATIONS AREA • RUNWAY 33 LOCALIZER OUTSIDE • RUNWAY 15/33 AIR OPERATIONS AREA • RUNWAY 33 GLIDESLOPE OUTSIDE • TAXIWAY A AIR OPERATIONS AREA | NO RESTRICTIONS | ALL AIRFIELD PAVEMENTS OPEN |
| PHASE 1B • RUNWAY 33 GLIDESLOPE INSIDE • TAXIWAY A AIR OPERATIONS AREA | AFTER PHASE 1A RUNWAY 33 GLIDESLOPE CRUSHED AGGREGATE BASE OUTSIDE A.O.A. IS COMPLETE | TAXIWAY A CLOSED BETWEEN TAXIWAYS B AND AS 7-DAY MAXIMUM CLOSURE (SEE NOTE 4) |
| PHASE 2A • RUNWAY 33 MALSR THRESHOLD BAR AND RUNWAY 33 PAPI RELOCATION | AFTER PHASE 1 IS COMPLETE | RUNWAY 15/33 CLOSED 14-DAY MAXIMUM CLOSURE |
| PHASE 2B • RUNWAY 15/33 PAVEMENT MARKING • RUNWAY 33 MALSR AND LOCALIZER • WITHIN RUNWAY 15/33 AIR OPERATIONS AREA | AFTER PHASE 1 IS COMPLETE. WORK SHALL BE CONCURRENT WITH PHASE 2A | RUNWAY 15/33 CLOSED DAILY BETWEEN 7:00 A.M. AND 5:00 P.M. (SEE NOTE 2) |
| PHASE 3 • EXISTING RUNWAY 9 LOCALIZER RELOCATION • SITE RESTORATION WITHIN RUNWAY 9/27 AIR OPERATIONS AREA • LANDSCAPING AS SHOWN ON STORMWATER POLLUTION PREVENTION PLANS | AFTER PHASE 2 IS COMPLETE AND RUNWAY 33 ILS IS OPERATIONAL AND COMMISSIONED (SEE NOTE 3) | RUNWAY 9/27 OR RUNWAY 15/33 CLOSED DAILY BETWEEN 7:00 A.M. AND 5:00 P.M. (SEE NOTES 1 AND 2) |

NOTES

- RUNWAY 15/33 AND RUNWAY 9/27 MAY NOT BE CLOSED AT THE SAME TIME.
- DURING PERIODS OF RUNWAY DAY CLOSURES, NO OPEN EXCAVATIONS, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIAL MAY BE LEFT WITHIN THE A.O.A. AT THE END OF EACH WORKING DAY. THE A.O.A. MUST ALSO BE GRADED SMOOTHLY TO THE SATISFACTION OF THE AIRPORT. REFER TO FAA ADVISORY CIRCULAR 150/5370-2E FOR MORE INFORMATION.
- BEFORE STARTING PHASE 3, THE CONTRACTOR IS REQUIRED TO COORDINATE WITH FAA PERSONNEL, THE AIRPORT AND ENGINEER TO ENSURE THAT THE COMPLETE RUNWAY 15/33 ILS IS OPERATIONAL AND COMMISSIONED. THE COMPLETE RUNWAY 15/33 ILS MUST BE OPERATIONAL AND COMMISSIONED BEFORE THE EXISTING RUNWAY 9 LOCALIZER IS TAKEN OUT OF SERVICE AND RELOCATED.
- IN ORDER TO ACCESS THE SITE FOR PHASE 1B, THE CONTRACTOR SHALL BE IN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER. SEE NOTE 32 ON SHEET 6.
- THE ENGINEER WILL LAYOUT CONTRACTOR ACCESS ROUTE TO WORK AREAS BEFORE CONSTRUCTION BEGINS.
- IF ANY CROPS ARE DAMAGED BY THE CONTRACTOR, HE SHALL BE RESPONSIBLE FOR COMPENSATING THE AIRPORT FOR THE CROP DAMAGE.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) AND ADJACENT AIRPORT PROPERTY LINE WITH LATHE AND RIBBON.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- FOR PHASE 2A, COORDINATE CLOSURE OF RUNWAY 15/33 WITH THE ENGINEER. PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN RUNWAY 15/33.
- FOR PHASE 2B, UPON COMPLETION OF PHASE 2A, COORDINATE DAY CLOSURES OF RUNWAY 15/33 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS (SEE NOTE 2).
- CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- OPEN RUNWAY 15/33 AT THE END OF EACH DAY.

PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE DAY CLOSURES OF RUNWAY 9/27 OR RUNWAY 15/33 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS (SEE NOTES 1 AND 2).
- CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- LANDSCAPE AS SHOWN ON STORMWATER POLLUTION PREVENTION PLANS.
- OPEN RUNWAY 9/27 OR RUNWAY 15/33 AT THE END OF EACH DAY.

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REVISIONS

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

AURORA MUNICIPAL AIRPORT
AURORA, ILLINOIS
CONSTRUCT RUNWAY 33 ILS
RELOCATE RUNWAY 9 LOCALIZER

SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E
(LATEST EDITION)

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DESIGN BY: CAL
DRAWN BY: JRO
CHECKED BY: CAL
APPROVED BY:
DATE: 05/12/06
JOB No: 04285-04
ILLINOIS PROJECT: ARR-3468
A.I.P. PROJECT: 3-17-0003-B31
FINAL SUBMITTAL
SHEET 7 OF 67 SHEETS