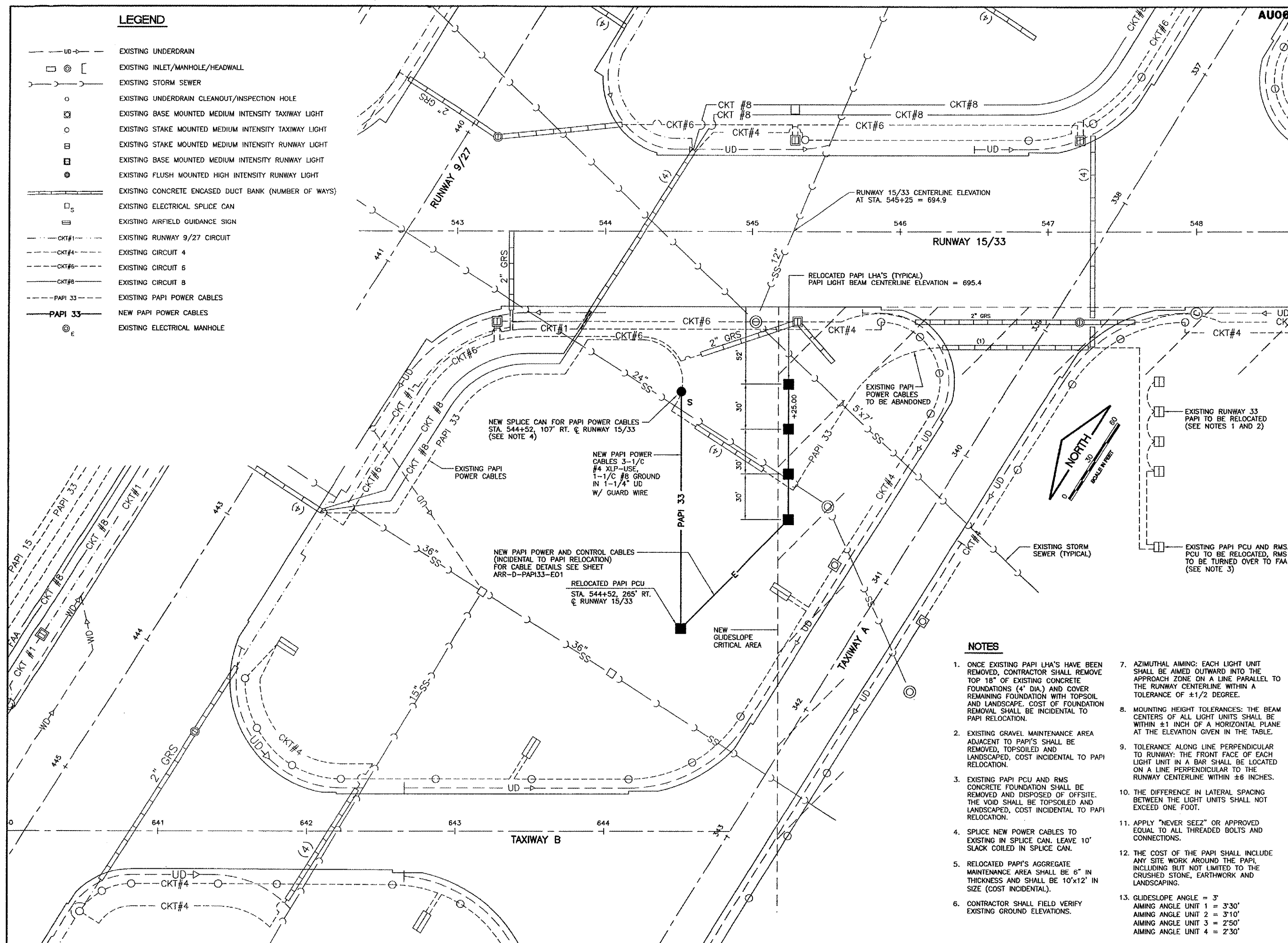


**LEGEND**

- UD — EXISTING UNDERDRAIN
- ⊠ EXISTING INLET/MANHOLE/HEADWALL
- S — 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
- (NUMBER OF WAYS) — EXISTING CONCRETE ENCASED DUCT BANK
- EXISTING ELECTRICAL SPLICE CAN
- ⊠ EXISTING AIRFIELD GUIDANCE SIGN
- CKT#1 --- EXISTING RUNWAY 9/27 CIRCUIT
- CKT#4 --- EXISTING CIRCUIT 4
- CKT#6 --- EXISTING CIRCUIT 6
- CKT#8 --- EXISTING CIRCUIT 8
- PAPI 33 --- EXISTING PAPI POWER CABLES
- PAPI 33 — NEW PAPI POWER CABLES
- ⊠ EXISTING ELECTRICAL MANHOLE



**AU062**  
 PATH: K:\0428504\DRAW\SHEETS  
 FILE: site-papi-33.DWG  
 UPDATE BY: .  
 SURVEY BOOK #  
 XREF DWG:  
 XREF DWG:  
 DATE: .

REVISIONS		
NUMBER	BY	DATE

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  
 RUNWAY 33 PAPI SITE PLAN  
 ARR-D-PAPI33-C01**

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**NOTES**

1. ONCE EXISTING PAPI LHA'S HAVE BEEN REMOVED, CONTRACTOR SHALL REMOVE TOP 18" OF EXISTING CONCRETE FOUNDATIONS (4' DIA.) AND COVER REMAINING FOUNDATION WITH TOPSOIL AND LANDSCAPE. COST OF FOUNDATION REMOVAL SHALL BE INCIDENTAL TO PAPI RELOCATION.
2. EXISTING GRAVEL MAINTENANCE AREA ADJACENT TO PAPI'S SHALL BE REMOVED, TOPSOILED AND LANDSCAPED, COST INCIDENTAL TO PAPI RELOCATION.
3. EXISTING PAPI PCU AND RMS CONCRETE FOUNDATION SHALL BE REMOVED AND DISPOSED OF OFFSITE. THE VOID SHALL BE TOPSOILED AND LANDSCAPED, COST INCIDENTAL TO PAPI RELOCATION.
4. SPLICE NEW POWER CABLES TO EXISTING IN SPLICE CAN. LEAVE 10' SLACK COILED IN SPLICE CAN.
5. RELOCATED PAPI'S AGGREGATE MAINTENANCE AREA SHALL BE 6" IN THICKNESS AND SHALL BE 10'x12' IN SIZE (COST INCIDENTAL).
6. CONTRACTOR SHALL FIELD VERIFY EXISTING GROUND ELEVATIONS.
7. AZIMUTHAL AIMING: EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE.
8. MOUNTING HEIGHT TOLERANCES: THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
9. TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY: THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
10. THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
11. APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
12. THE COST OF THE PAPI SHALL INCLUDE ANY SITE WORK AROUND THE PAPI INCLUDING BUT NOT LIMITED TO THE CRUSHED STONE, EARTHWORK AND LANDSCAPING.
13. GLIDESLOPE ANGLE = 3'  
 AIMING ANGLE UNIT 1 = 3'30"  
 AIMING ANGLE UNIT 2 = 3'10"  
 AIMING ANGLE UNIT 3 = 2'50"  
 AIMING ANGLE UNIT 4 = 2'30"

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	
<b>FINAL SUBMITTAL</b>	
SHEET 58 OF 67 SHEETS	