

**ITEM NO. 09A**  
**INDEX OF SHEETS**

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**BENCHMARKS:**

BM "500"	CHISELED "□" ON TOP OF WEST END OF CONCRETE CULVERT 275 FEET NORTH OF MAIN TAXIWAY. ELEVATION = 648.83
SET BM	CHISELED "□" ON N.W. CORNER OF CONCRETE SIGN BASE (SIGN SAYS D 36-18) SOUTH SIDE OF MAIN TAXIWAY. ELEVATION = 648.75

# THE CITY OF PERU, ILLINOIS

## ILLINOIS VALLEY REGIONAL AIRPORT

### WALTER DUNCAN FIELD

#### CONSTRUCTION PLANS

#### FOR

### EXTEND PARALLEL TAXIWAY NORTH, PHASE 2

### ILLINOIS PROJECT NO. VYS-4516

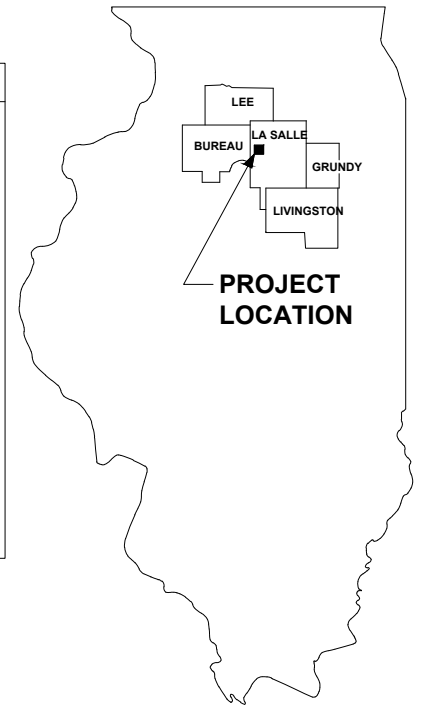
### AIP PROJECT NO. 3-17-SBGP-144/156/162/171

LATITUDE: N 41°21'01", LONGITUDE: W 89°09'11"  
ELEVATION 653.28

DATE: DECEMBER 10, 2021  
RUNWAY 18/36 (EXISTING) CATEGORY C, GROUP II  
RUNWAY 7/25 (EXISTING) CATEGORY B, GROUP II

CONTRACT NO. = IL033  
TOTAL NUMBER OF SHEETS = 32

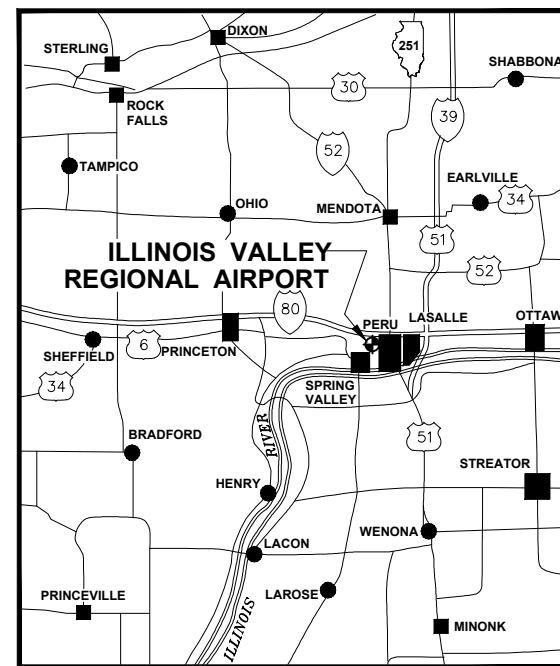
UTILITY SERVICE	CONTACT	TELEPHONE #
WATER	CITY OF PERU WATER DEPARTMENT JIM SITTLER, FOREMAN	(815) 223-8615
ELECTRICAL POWER	CITY OF PERU ELECTRIC DEPARTMENT KYE KASZYNSKI	(815) 223-0044
NATURAL GAS	J.U.L.I.E.	(800) 892-0123
PIPELINE	J.U.L.I.E.	(800) 892-0123
TELEPHONE	J.U.L.I.E.	(800) 892-0123
CABLE	J.U.L.I.E.	(800) 892-0123
SANITARY SEWER	CITY OF PERU SEWER DEPARTMENT JEFF KING / DOUG BERNABEI	(815) 223-1148



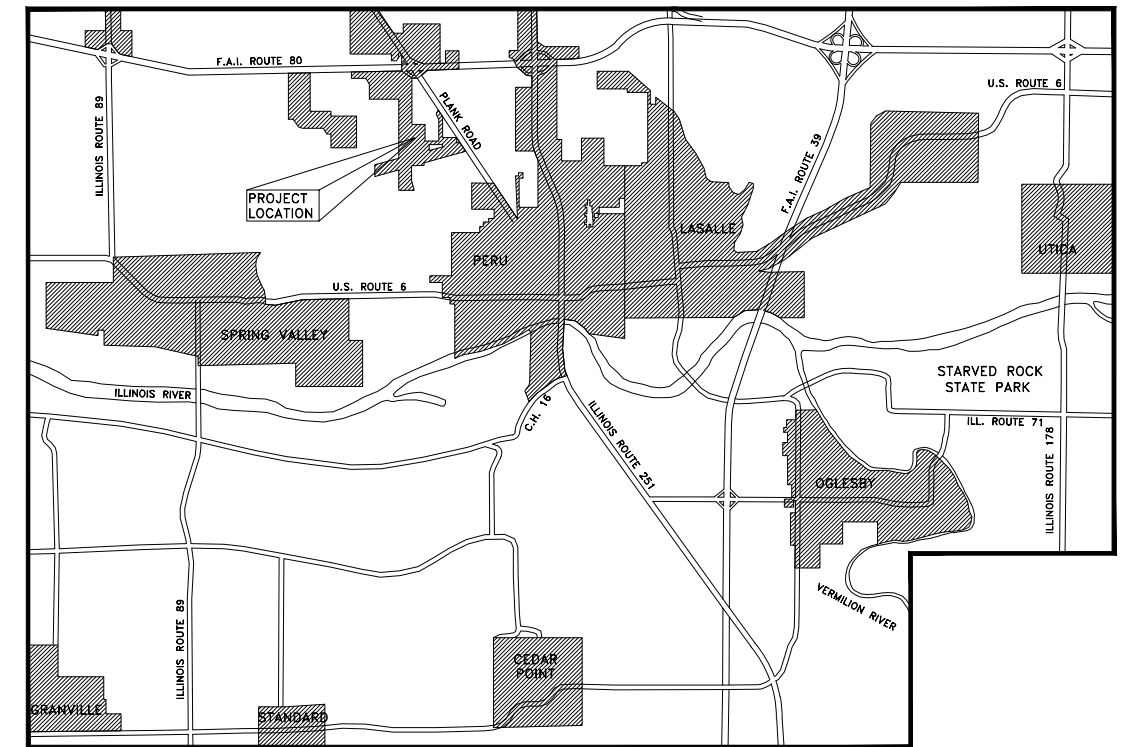
**SUMMARY OF QUANTITIES**

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
AR108158	1/C #8 5KV UG CABLE IN UD	FOOT	5,800
AR110101	CABLE MARKER	EACH	4
AR110502	2-WAY CONCRETE ENCASED DUCT	FOOT	160
AR110610	ELECTRICAL HANDHOLE	EACH	8
AR125410	MITL - STAKE MOUNTED	EACH	74
AR125415	MITL - BASE MOUNTED	EACH	6
AR125441	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	5
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	1
AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	6
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	2
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	1
AR125906	REMOVE SPLICE CAN	EACH	2
AR150520	MOBILIZATION	L SUM	1
AR152410	UNCLASSIFIED EXCAVATION	CU YD	12,823
AR152540	SOIL STABILIZATION FABRIC	SQ YD	11,453
AR156511	DITCH CHECK	EACH	17
AR209608	CRUSHED AGGREGATE BASE COURSE - 8"	SQ YD	11,350
AR401614	BITUMINOUS SURFACE COURSE - METHOD II, SUPERPAVE	TON	2,182
AR401620	BITUMINOUS SURFACE COURSE - LEVELING	TON	224
AR401630	BITUMINOUS SURFACE COURSE TEST SECTION	EACH	1
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	4,947
AR403614	BITUMINOUS BASE COURSE - METHOD II, SUPERPAVE	TON	5,183
AR403630	BITUMINOUS BASE COURSE TEST SECTION	EACH	1
AR602510	BITUMINOUS PRIME COAT	GALLON	3,302
AR603510	BITUMINOUS TACK COAT	GALLON	4,425
AR620520	PAVEMENT MARKING - WATER BORNE	SQ FT	3,000
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	3,100
AR705526	6" PERFORATED UNDERDRAIN W/SOCK	FOOT	4,644
AR705640	UNDERDRAIN CLEANOUT	EACH	11
AR754610	PAVED DITCH	FOOT	3,107
AR901510	SEEDING	ACRE	8.5
AR908510	MULCHING	ACRE	8.5

\*\* = SUPERPAVE DESIGN CRITERIA SHALL INDICATE THE DESIGN PARAMETERS ON RUNWAY AND TAXIWAYS FOR AIRCRAFT WEIGHING UNDER 60,000 LBS.



VICINITY MAP



LOCATION MAP

EARTHWORK SUMMARY		DESCRIPTION	
LOCATION	CUT (COMPUTED EXISTING IN PLACE) (CY) (A)	FILL (COMPUTED COMPACTED IN PLACE) (CY) (B)	SHORTAGE(-) OR EXCESS(+) (CY) (C) (A(0.85)-B)
GENERAL SITE AREA	12,868	1,496	9,442
PAY ITEMS:			
AR 152410	UNCLASSIFIED EXCAVATION		12,868

DESCRIPTION  
ILLINOIS VALLEY REGIONAL AIRPORT  
TOWNSHIP 33 N., SECTION 7, RANGE 1 E.  
LA SALLE COUNTY, PERU TOWNSHIP



**EARTHWORK NOTES:**

- EXCESS TOPSOIL MATERIAL UNSUITABLE FOR EMBANKMENT SHALL BE DUMPED AND SPREAD IN THE DESIGNATED EXCESS EARTHWORK SPOILS AREA AS DIRECTED BY THE AIRPORT MANAGER AND ENGINEER (AND COVERED WITH A MINIMUM OF 4" OF VEGETATIVE SUSTAINING TOPSOIL, SEED, AND MULCHED)
- ALL FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP 4" IN AREAS TO BE SEED. THE VEGETATIVE SUSTAINING SOIL WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF UNCLASSIFIED EXCAVATION.



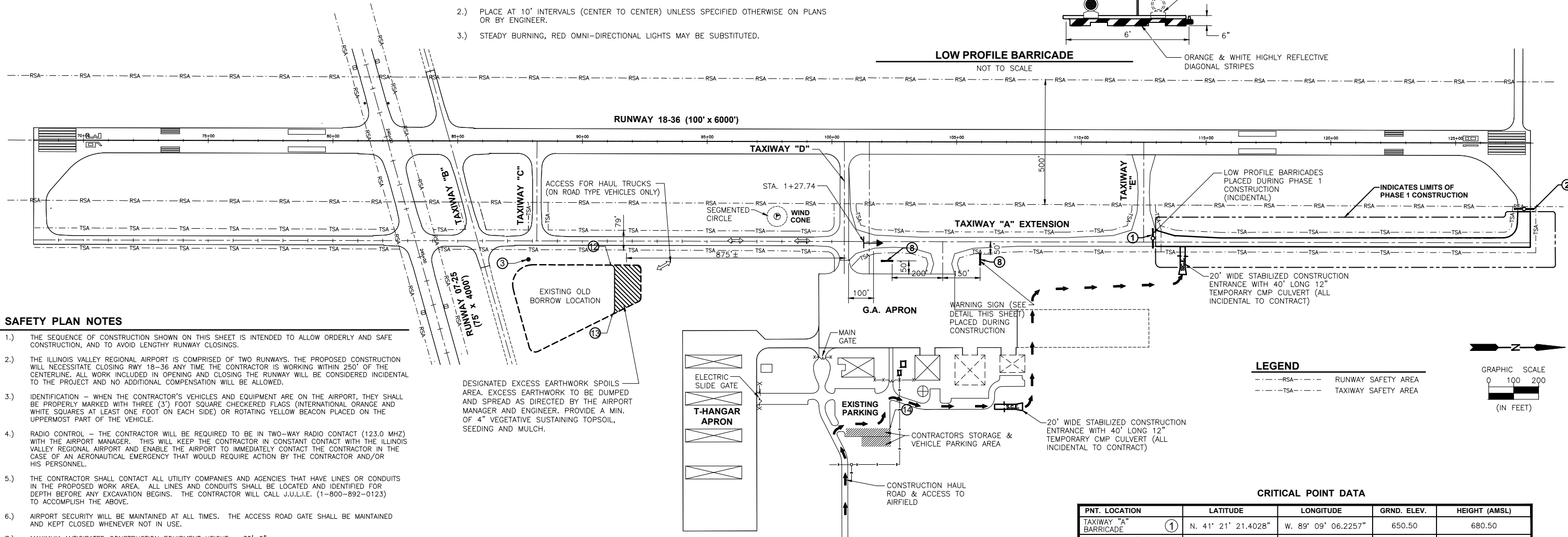
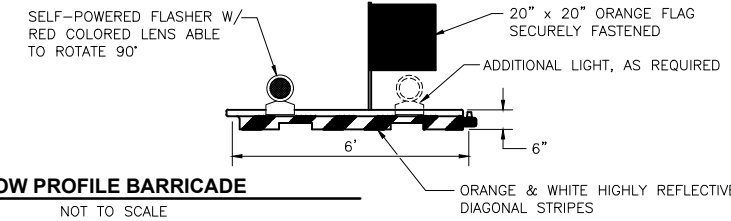
PLANS PREPARED BY: Chamlin & Associates

12/10/21  
date  
CASEY J. McCOLLUM  
LICENSED PROFESSIONAL ENGINEER  
NO. 062-059173  
STATE OF ILLINOIS  
signature  
expires 11-30-2023  
PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-001717

CITY OF PERU, ILLINOIS  
APPROVED BY: CITY ENGINEER  
DATE: 12-20-2021

**BARRICADE NOTES:**

- 1.) BARRICADES TO BE HIGH IMPACT UV-RESISTANT POLYETHYLENE, LIQUID OR SAND BALLASTED TO WITHSTAND DISPLACEMENT BY WEATHER, JET OR PROP BLAST.
- 2.) PLACE AT 10' INTERVALS (CENTER TO CENTER) UNLESS SPECIFIED OTHERWISE ON PLANS OR BY ENGINEER.
- 3.) STEADY BURNING, RED OMNI-DIRECTIONAL LIGHTS MAY BE SUBSTITUTED.



**SAFETY PLAN NOTES**

- 1.) THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY RUNWAY CLOSINGS.
- 2.) THE ILLINOIS VALLEY REGIONAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING RWY 18-36 ANY TIME THE CONTRACTOR IS WORKING WITHIN 250' OF THE CENTERLINE. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3.) IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT, THEY SHALL BE PROPERLY MARKED WITH THREE (3) FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE SQUARES AT LEAST ONE FOOT ON EACH SIDE) OR ROTATING YELLOW BEACON PLACED ON THE UPPERMOST PART OF THE VEHICLE.
- 4.) RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.0 MHZ) WITH THE AIRPORT MANAGER. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ILLINOIS VALLEY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN THE CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.
- 5.) THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.L.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE.
- 6.) AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE ACCESS ROAD GATE SHALL BE MAINTAINED AND KEPT CLOSED WHENEVER NOT IN USE.
- 7.) MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT = 30'-0"
- 8.) THE CONTRACTOR'S EQUIPMENT AND VEHICLE PARKING AREAS WILL BE AS SHOWN ON THIS SHEET.
- 9.) THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.
- 10.) THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AIRPORT PARKING LOT.
- 11.) THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR WILL PERFORM ANY AND ALL WORK NECESSARY TO RESTORE THE HAUL ROUTE AND EQUIPMENT PARKING AND STORAGE AREA TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 12.) NO OPEN HOLES OR TRENCHES WILL BE ALLOWED TO REMAIN OPEN WHEN CONTRACTORS ARE NOT PRESENT. THESE HOLES AND TRENCHES WILL BE FILLED IN AT THE END OF EACH WORK DAY.
- 13.) PUMPING GROUND WATER AND/OR STORM WATER FROM THE WORK AREA IS CONSIDERED INCIDENTAL TO THE PROJECT.
- 14.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 15.) ALL TRAFFIC CONTROL IS INCIDENTAL TO THE CONTRACT.
- 16.) SITE ACCESS AND HAUL ROUTE IS THE PUBLIC ENTRANCE ROAD TO THE AIRPORT. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MAINTAIN ALL ENTRANCE ROAD SURFACES IN A CLEAN CONDITION. THIS SHALL INCLUDE CLEANING OF THE ROADWAY AND PARKING LOT SURFACES AS OFTEN AS NECESSARY OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 17.) WHEN HAUL ROUTE IS IN USE, THE CONTRACTOR SHALL PROVIDE A DEDICATED TRAFFIC SAFETY PERSON TO DIRECT VEHICLE MOVEMENT WHEN CROSSING TAXIWAYS OR APRON. PROVIDE TEMPORARY STOP SIGN AS INDICATED ON PLANS AND VERIFY THAT ALL VEHICLES STOP AND BE GIVEN PERMISSION PRIOR TO ENTERING AIRFIELD. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- 18.) THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS OR FOR GENERAL CONSTRUCTION OPERATIONS BY THE CONTRACTOR, MATERIAL TRACKED ON THE PAVEMENT SHALL BE CONTINUALLY REMOVED TO THE SATISFACTION OF THE AIRPORT MANAGER & R.E. THE SWEEPER OPERATIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 19.) THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF THE CONSTRUCTION ACCESS HAUL ROUTE TO THE PHASE 1 CONSTRUCTION AREA. ANY COMPACTION MATERIAL, TOPSOIL STRIPPING OR MATERIAL REMOVAL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- 20.) TAXIWAY E SHALL BE CLOSED WHEN ANY WORK IS DONE WITHIN 50 FEET OF THE EDGE OF TAXIWAY E. BARRICADES SHALL BE PLACED ON TAXIWAY A AT RAMP ACCESS AND AT RSA LINE OF TAXIWAY E.

DESIGNATED EXCESS EARTHWORK SPOILS AREA. EXCESS EARTHWORK TO BE DUMPED AND SPREAD AS DIRECTED BY THE AIRPORT MANAGER AND ENGINEER. PROVIDE A MIN. OF 4" VEGETATIVE SUSTAINING TOPSOIL, SEEDING AND MULCH.

**NOTE:**

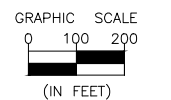
- 1.) SIGN COST INCIDENTAL TO CONTRACT
- 2.) BACKGROUND - ORANGE LETTERS - BLACK



**WARNING SIGN DETAIL**  
NOT TO SCALE

**LEGEND**

- RSA --- RUNWAY SAFETY AREA
- TSA --- TAXIWAY SAFETY AREA



**CRITICAL POINT DATA**

PNT. LOCATION	LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)
TAXIWAY "A" BARRICADE ①	N. 41° 21' 21.4028"	W. 89° 09' 06.2257"	650.50	680.50
RUNWAY 18-36 BARRICADE ②	N. 41° 21' 36.0905"	W. 89° 09' 07.9510"	650.50	653.00
SPOILS AREA OBSTRUCTION HGT. ③	N. 41° 20' 56.6794"	W. 89° 09' 04.8071"	645.25	660.25
TAXIWAY "A" WARNING SIGN ⑧	N. 41° 21' 10.8825"	W. 89° 09' 04.9050"	649.40	651.90
TAXIWAY "A" WARNING SIGN ⑧	N. 41° 21' 14.5659"	W. 89° 09' 05.0351"	649.40	651.90
SPOILS AREA OBSTRUCTION HGT. ⑫	N. 41° 20' 59.9427"	W. 89° 09' 04.5501"	646.00	661.00
SPOILS AREA OBSTRUCTION HGT. ⑬	N. 41° 21' 00.0264"	W. 89° 09' 01.9561"	645.00	660.00
STORAGE AREA OBSTRUCTION HGT. ⑭	N. 41° 21' 11.0575"	W. 89° 08' 56.1045"	650.00	680.00

\*BARRICADES USED ON AIRPORT SURFACES SHALL BE LOW PROFILE WITH REFLECTIVE STRIPES & RED LIGHTS AS PER AC 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

**CONSTRUCTION SEQUENCE & SAFETY**

**PHASE 1 AREA:**

- A. MOVE TRAFFIC CONTROL BARRICADES TO PHASE 1 LOCATIONS.
- B. CONSTRUCT NEW TAXIWAY "A" COMPLETE WITH EARTHWORK, SUB-BASE, PAVING, EDGE LIGHTING, AND SEEDING / FERT.
- C. REMOVE STABILIZED CONSTRUCTION ENTRANCE.
- D. CLEAN PAVEMENTS.

**POINT OF CONTACT**  
CHUCK STUDER  
ILL. VALLEY REG. AIRPORT  
4150 PLANK ROAD  
PERU, IL. 61354  
(815) 223-2003

CHAMLIN & ASSOCIATES, INC. © 2021  
Drawing Name: G:\Users\11109-02-ORIGINAL IN MORRIS -Peru-IRA-Taxiway-Extension-Phase-2\CAD\C3D\002-SAFETY PHASE 1.dwg  
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Printed On: Friday, December 17, 2021 2:28:48 PM by Colin Kontis

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	LEVEL	BY	DATE	DESCRIPTION
CHECKED BY: CJM				
DATE: 12/10				

PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**CONSTRUCTION SAFETY PLAN - PHASE 1**

**DRAFT**  
NOT FOR CONSTRUCTION

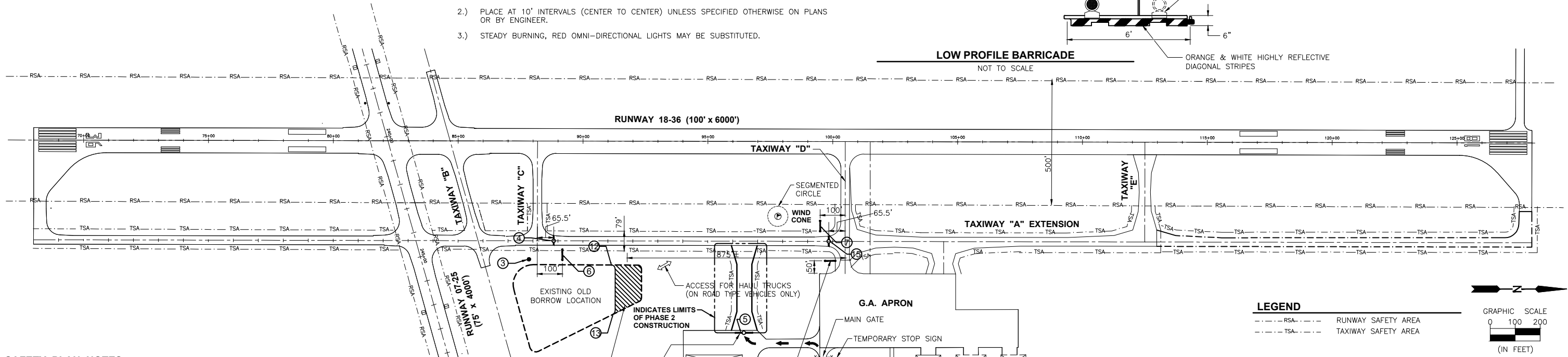
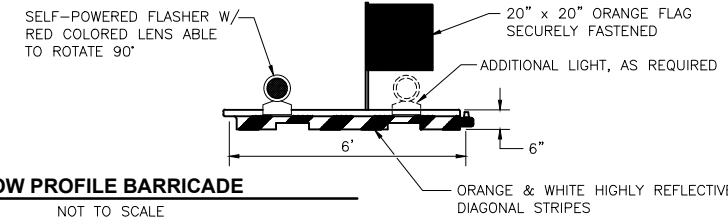
CURRENT AS OF: 10/21/2021

SCALE: AS NOTED SHEET 2

FILE NO.: 1109.02 Y- OF 32

**BARRICADE NOTES:**

- 1.) BARRICADES TO BE HIGH IMPACT UV-RESISTANT POLYETHYLENE, LIQUID OR SAND BALLASTED TO WITHSTAND DISPLACEMENT BY WEATHER, JET OR PROP BLAST.
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**SAFETY PLAN NOTES**

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**NOTE:**

- 1.) SIGN COST INCIDENTAL TO CONTRACT
- 2.) BACKGROUND - ORANGE LETTERS - BLACK



**CRITICAL POINT DATA**

PNT. LOCATION	LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)
SPOILS AREA OBSTRUCTION HGT. ③	N. 41° 20' 56.6794"	W. 89° 09' 04.8071"	645.25	660.25
TAXIWAY "A" BARRICADE ④	N. 41° 20' 57.6505"	W. 89° 09' 05.7905"	648.50	651.50
TAXIWAY "D" BARRICADE ⑤	N. 41° 21' 05.2106"	W. 89° 09' 01.0514"	650.00	653.00
TAXIWAY "A" WARNING SIGN ⑥	N. 41° 20' 57.9975"	W. 89° 09' 05.0622"	645.50	648.00
TAXIWAY "A" WARNING SIGN ⑦	N. 41° 21' 08.1866"	W. 89° 09' 06.7006"	649.50	652.00
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TAXIWAY "A" BARRICADE ⑮	N. 41° 21' 08.5324"	W. 89° 09' 05.8986"	649.50	652.50

\* BARRICADES USED ON AIRPORT SURFACES SHALL BE LOW PROFILE WITH REFLECTIVE STRIPES & RED LIGHTS AS PER AC 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

**CONSTRUCTION SEQUENCE & SAFETY**

**PHASE 2 AREA:**

- A. INSTALL TRAFFIC CONTROL BARRICADES AND WARNING SIGN.
- B. STRIP TOPSOIL
- C. CONSTRUCT EMBANKMENT AND SHOULDERS
- D. CONSTRUCT SUB-BASE
- E. CONSTRUCT STORM DRAINAGE AND UNDERDRAINS
- F. CONSTRUCT COMPLETELY, PHASE 2 OF TAXIWAYS, WHICH INCLUDES EARTHWORK, SUB-BASE, PAVING, EDGE LIGHTING, GUIDANCE SIGNS, AND SEEDING / FERT. (NOT INCLUDING PAVEMENT MARKING).
- G. INSTALL TRAFFIC CONTROL BARRICADES, WARNING SIGNS ALONG

**POINT OF CONTACT**  
 CHUCK STUDER  
 ILL. VALLEY REG. AIRPORT  
 4150 PLANK ROAD  
 PERU, IL. 61354  
 (815) 223-2003

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 Last Modified: Friday, December 17, 2021 12:18:49 PM  
 Plotted On: Friday, December 17, 2021 2:30:32 PM by Colin Kontis

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DATE: 12/10				

PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
 PARTIAL PARALLEL TAXIWAY EXTENSION  
 PERU, ILLINOIS**

**CONSTRUCTION SAFETY PLAN - PHASE 2**

**DRAFT**  
 NOT FOR CONSTRUCTION

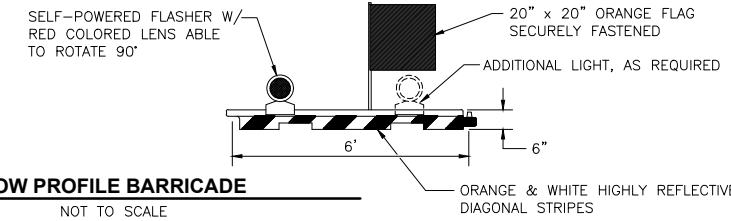
CURRENT AS OF: 10/21/2021

SCALE: AS NOTED SHEET 3

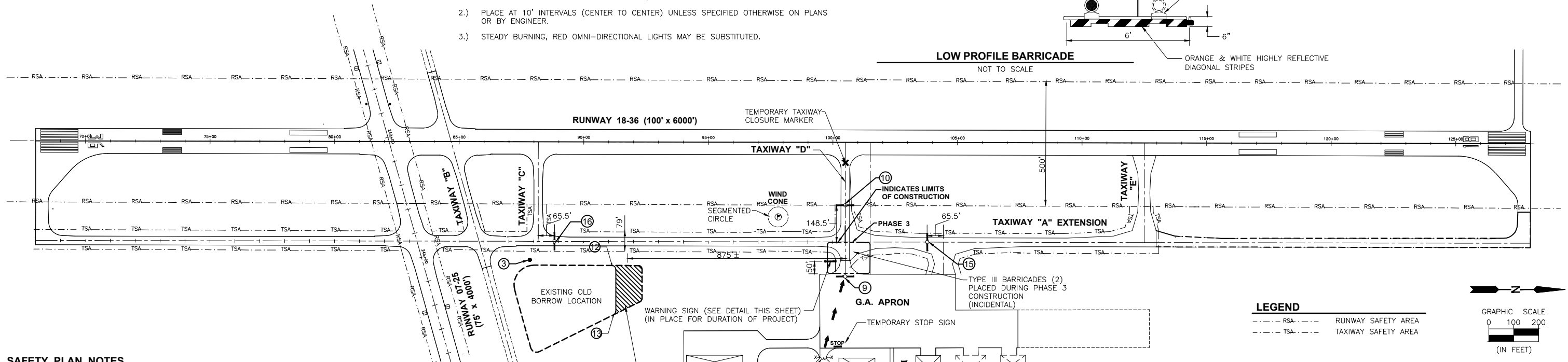
FILE NO.: 1109.02 Y- OF 32

**BARRICADE NOTES:**

- 1.) BARRICADES TO BE HIGH IMPACT UV-RESISTANT POLYETHYLENE, LIQUID OR SAND BALLASTED TO WITHSTAND DISPLACEMENT BY WEATHER, JET OR PROP BLAST.
- 2.) PLACE AT 10' INTERVALS (CENTER TO CENTER) UNLESS SPECIFIED OTHERWISE ON PLANS OR BY ENGINEER.
- 3.) STEADY BURNING, RED OMNI-DIRECTIONAL LIGHTS MAY BE SUBSTITUTED.



**LOW PROFILE BARRICADE**  
NOT TO SCALE



**SAFETY PLAN NOTES**

- 1.) THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY RUNWAY CLOSINGS.
- 2.) THE ILLINOIS VALLEY REGIONAL AIRPORT IS COMPRISED OF TWO RUNWAYS. THE PROPOSED CONSTRUCTION WILL NECESSITATE CLOSING Rwy 18-36 ANY TIME THE CONTRACTOR IS WORKING WITHIN 250' OF THE CENTERLINE. ALL WORK INCLUDED IN OPENING AND CLOSING THE RUNWAY WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 3.) IDENTIFICATION - WHEN THE CONTRACTOR'S VEHICLES AND EQUIPMENT ARE ON THE AIRPORT, THEY SHALL BE PROPERLY MARKED WITH THREE (3') FOOT SQUARE CHECKERED FLAGS (INTERNATIONAL ORANGE AND WHITE SQUARES AT LEAST ONE FOOT ON EACH SIDE) OR ROTATING YELLOW BEACON PLACED ON THE UPPERMOST PART OF THE VEHICLE.
- 4.) RADIO CONTROL - THE CONTRACTOR WILL BE REQUIRED TO BE IN TWO-WAY RADIO CONTACT (123.0 MHZ) WITH THE AIRPORT MANAGER. THIS WILL KEEP THE CONTRACTOR IN CONSTANT CONTACT WITH THE ILLINOIS VALLEY REGIONAL AIRPORT AND ENABLE THE AIRPORT TO IMMEDIATELY CONTACT THE CONTRACTOR IN THE CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.
- 5.) THE CONTRACTOR SHALL CONTACT ALL UTILITY COMPANIES AND AGENCIES THAT HAVE LINES OR CONDUITS IN THE PROPOSED WORK AREA. ALL LINES AND CONDUITS SHALL BE LOCATED AND IDENTIFIED FOR DEPTH BEFORE ANY EXCAVATION BEGINS. THE CONTRACTOR WILL CALL J.U.I.E. (1-800-892-0123) TO ACCOMPLISH THE ABOVE.
- 6.) AIRPORT SECURITY WILL BE MAINTAINED AT ALL TIMES. THE ACCESS ROAD GATE SHALL BE MAINTAINED AND KEPT CLOSED WHENEVER NOT IN USE.
- 7.) MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT = 30'-0"
- 8.) THE CONTRACTOR'S EQUIPMENT AND VEHICLE PARKING AREAS WILL BE AS SHOWN ON THIS SHEET.
- 9.) THE CONTRACTOR AND HIS EMPLOYEES WILL BE RESTRICTED TO THE WORK AREA AND ALL OTHER AREAS OF THE AIRPORT ARE "OFF LIMITS" TO THEM.
- 10.) THE CONTRACTOR'S EMPLOYEES WILL PARK THEIR PERSONAL VEHICLES IN THE AIRPORT PARKING LOT.
- 11.) THE CONTRACTOR WILL USE THE DESIGNATED HAUL ROUTE AND PARKING AREA AS SHOWN ON THIS SHEET. THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN THE PROPOSED HAUL ROUTE AND PARKING AREA THROUGHOUT THE COURSE OF THE PROJECT. ANY AREAS DAMAGED OUTSIDE THESE AREAS WILL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE. AT THE CONCLUSION OF THE PROJECT, THE CONTRACTOR WILL PERFORM ANY AND ALL WORK NECESSARY TO RESTORE THE HAUL ROUTE AND EQUIPMENT PARKING AND STORAGE AREA TO ITS ORIGINAL STATE. RESTORATION OF THE HAUL ROUTE AND PARKING AREA WILL BE CONSIDERED INCIDENTAL TO THE PROJECT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 12.) NO OPEN HOLES OR TRENCHES WILL BE ALLOWED TO REMAIN OPEN WHEN CONTRACTORS ARE NOT PRESENT. THESE HOLES AND TRENCHES WILL BE FILLED IN AT THE END OF EACH WORK DAY.
- 13.) PUMPING GROUND WATER AND/OR STORM WATER FROM THE WORK AREA IS CONSIDERED INCIDENTAL TO THE PROJECT.
- 14.) IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES AS SHOWN ON THE PLANS AND AS DIRECTED BY THE AIRPORT MANAGER. THE BARRICADES WILL BE EQUIPPED WITH RED FLASHING LIGHTS AND 20" SQUARE ORANGE FLAGS. THE BARRICADES, THEIR MAINTENANCE, PLACEMENT AND REMOVAL WILL BE CONSIDERED AS AN INCIDENTAL ITEM TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 15.) ALL TRAFFIC CONTROL IS INCIDENTAL TO THE CONTRACT.
- 16.) SITE ACCESS AND HAUL ROUTE IS THE PUBLIC ENTRANCE ROAD TO THE AIRPORT. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO MAINTAIN ALL ENTRANCE ROAD SURFACES IN A CLEAN CONDITION. THIS SHALL INCLUDE CLEANING OF THE ROADWAY AND PARKING LOT SURFACES AS OFTEN AS NECESSARY OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 17.) WHEN HAUL ROUTE IS IN USE, THE CONTRACTOR SHALL PROVIDE A DEDICATED TRAFFIC SAFETY PERSON TO DIRECT VEHICLE MOVEMENT WHEN CROSSING TAXIWAYS OR APRONS. PROVIDE TEMPORARY STOP SIGN AS INDICATED ON PLANS AND VERIFY THAT ALL VEHICLES STOP AND BE GIVEN PERMISSION PRIOR TO ENTERING AIRFIELD. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- 18.) THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS OR FOR GENERAL CONSTRUCTION OPERATIONS BY THE CONTRACTOR, MATERIAL TRACKED ON THE PAVEMENT SHALL BE CONTINUALLY REMOVED TO THE SATISFACTION OF THE AIRPORT MANAGER & R.E. THE SWEEPER OPERATIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

DESIGNATED EXCESS EARTHWORK SPOILS AREA. EXCESS EARTHWORK TO BE DUMPED AND SPREAD AS DIRECTED BY THE AIRPORT MANAGER AND ENGINEER. PROVIDE A MIN. OF 4" VEGETATIVE SUSTAINING TOPSOIL, SEEDING AND MULCH.

WARNING SIGN (SEE DETAIL THIS SHEET) (IN PLACE FOR DURATION OF PROJECT)

**NOTE:**

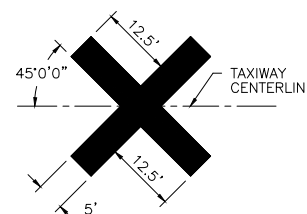
- 1.) SIGN COST INCIDENTAL TO CONTRACT
- 2.) BACKGROUND - ORANGE LETTERS - BLACK



**WARNING SIGN DETAIL**  
NOT TO SCALE

**NOTES:**

- 1.) CLOSED TAXIWAY MARKERS SHALL BE YELLOW.
- 2.) MARKERS SHALL BE DOUBLE LAYERED PAINTED OR PVC SNOW FENCE, SOLID COLORED PLASTIC, PAINTED PLYWOOD OR OTHER MATERIAL APPROVED BY THE ENGINEER.
- 3.) CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE ENGINEER.
- 4.) MARKERS SHALL BE PLACED WHEN TAXIWAY WILL REQUIRE CLOSURE FOR MORE THAN 3 CONSECUTIVE DAYS WHILE ADJACENT RUNWAY IS ACTIVE.
- 5.) COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND BARRICADES SHALL BE CONSIDERED INCIDENTAL TO CONTRACT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**TEMPORARY CLOSED TAXIWAY MARKER DETAIL**  
NOT TO SCALE

CRITICAL POINT DATA					
PNT. LOCATION	LATITUDE	LONGITUDE	GRND. ELEV.	HEIGHT (AMSL)	
SPOILS AREA OBSTRUCTION HGT. ③	N. 41° 20' 56.6794"	W. 89° 09' 04.8071"	645.25	660.25	
TAXIWAY "D" BARRICADE ⑨	N. 41° 21' 09.1900"	W. 89° 09' 04.0833"	650.55	653.55	
TAXIWAY "D" BARRICADE ⑩	N. 41° 21' 09.1686"	W. 89° 09' 07.8332"	650.25	653.25	
SPOILS AREA OBSTRUCTION HGT. ⑫	N. 41° 20' 59.9427"	W. 89° 09' 04.5501"	646.00	661.00	
SPOILS AREA OBSTRUCTION HGT. ⑬	N. 41° 21' 00.0264"	W. 89° 09' 01.9561"	645.00	660.00	
STORAGE AREA OBSTRUCTION HGT. ⑭	N. 41° 21' 11.0575"	W. 89° 08' 56.1045"	650.00	680.00	
TAXIWAY "A" BARRICADE ⑮	N. 41° 21' 12.4317"	W. 89° 09' 05.9356"	648.50	651.50	
TAXIWAY "A" BARRICADE ⑯	N. 41° 20' 57.6502"	W. 89° 09' 05.7922"	648.50	651.50	

\*BARRICADES USED ON AIRPORT SURFACES SHALL BE LOW PROFILE WITH REFLECTIVE STRIPES & RED LIGHTS AS PER AC 150/5370-2G "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".

**CONSTRUCTION SEQUENCE & SAFETY**

**PHASE 3 AREA:**

- A. MOVE TRAFFIC CONTROL BARRICADES TO PHASE 3 LOCATIONS.
- B. SAW CUT PAVEMENT TO BE REMOVED.
- C. REMOVE ALL PAVEMENT AND BACKFILL. (WORK TO BE COMPLETED IN SINGLE DAY)
- D. REMOVE ALL CONFLICTING LIGHTING AND SIGNAGE.
- E. SEED AND RESTORE.

**POINT OF CONTACT**  
CHUCK STUDER  
ILL. VALLEY REG. AIRPORT  
4150 PLANK ROAD  
PERU, IL. 61354  
(815) 223-2003

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by Colin Kontilo

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DATE: 12/18				

PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

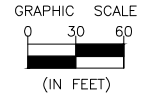
**CONSTRUCTION SAFETY PLAN - PHASE 3**

**DRAFT**  
NOT FOR CONSTRUCTION

CURRENT AS OF: 10/21/2021

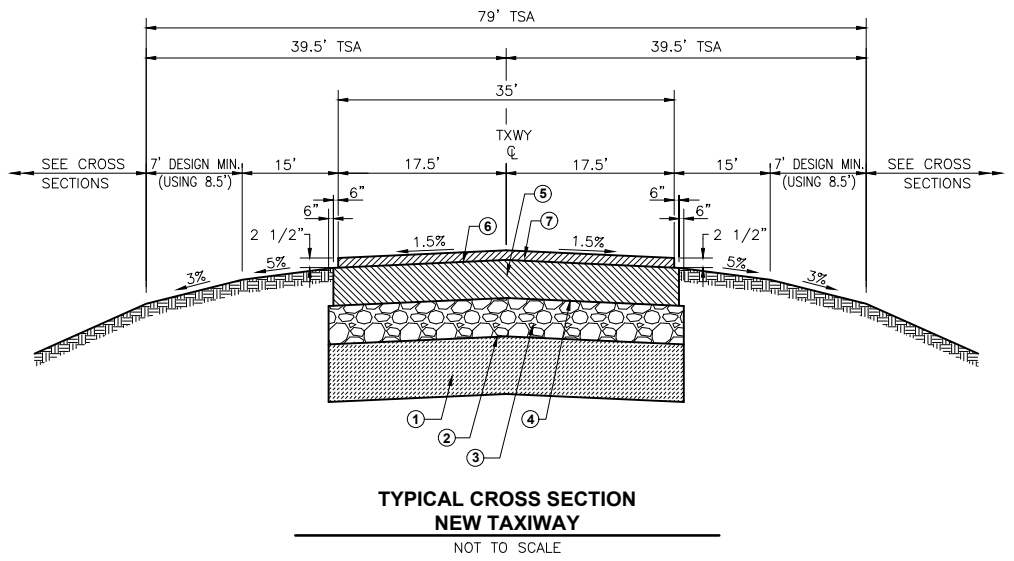
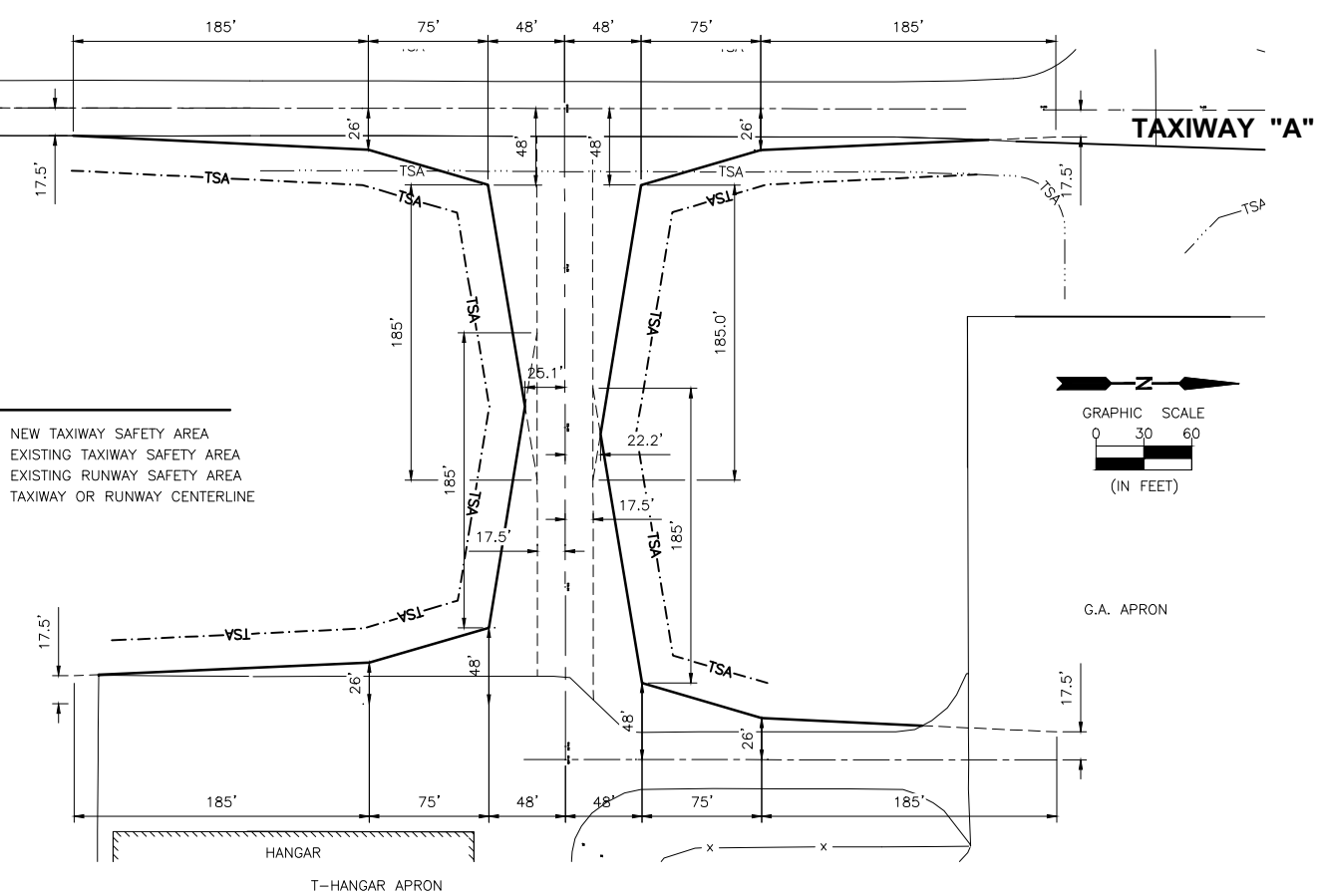
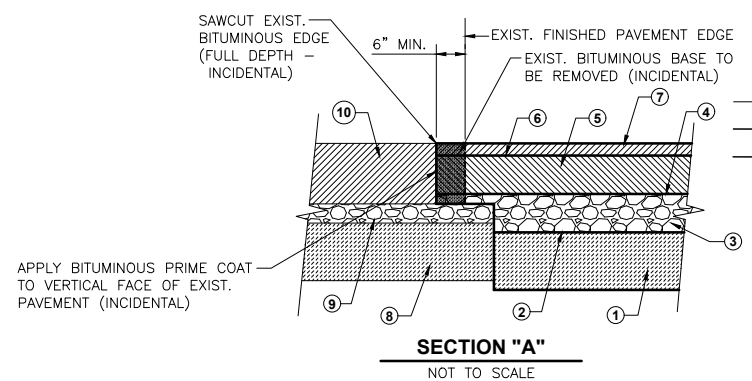
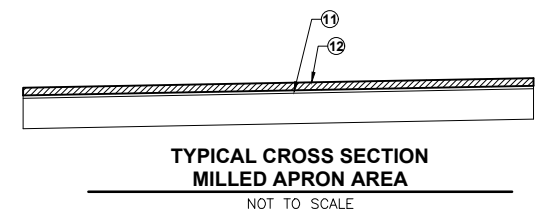
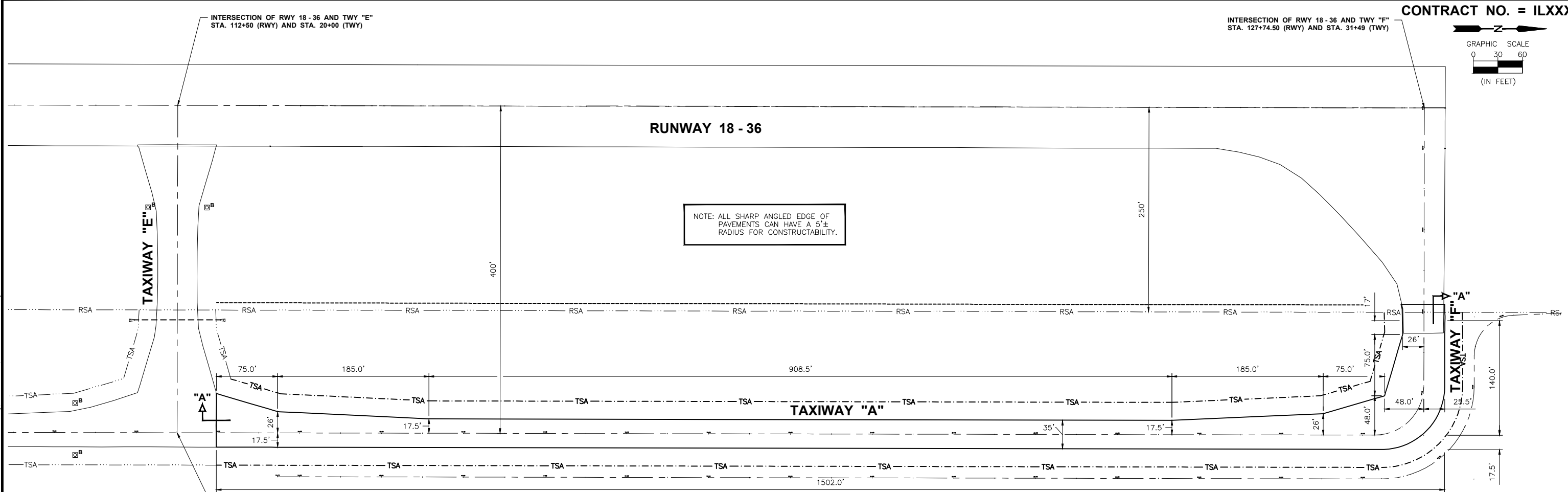
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FILE NO.: 1109.02 Y- OF 32



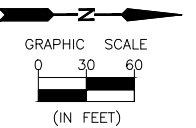
**RUNWAY 18 - 36**

NOTE: ALL SHARP ANGLED EDGE OF PAVEMENTS CAN HAVE A 5'± RADIUS FOR CONSTRUCTABILITY.



- LEGEND**
- TSA --- NEW TAXIWAY SAFETY AREA
  - TSA --- EXISTING TAXIWAY SAFETY AREA
  - RSA --- EXISTING RUNWAY SAFETY AREA
  - --- TAXIWAY OR RUNWAY CENTERLINE

- LEGEND (TYPICAL CROSS SECTION)**
- ① MIN. 12" HORIZON "B"
  - ② FABRIC FOR GROUND STABILIZATION
  - ③ CRUSHED AGGREGATE BASE COURSE (209), 8" DEPTH
  - ④ BITUMINOUS PRIME COAT (602) (0.35 GAL. PER SQ. YD. - 50/50)
  - ⑤ BITUMINOUS BASE COURSE (403), 8" DEPTH
  - ⑥ BITUMINOUS TACK COAT (603) (0.10 GAL. PER SQ. YD. - 50/50)
  - ⑦ BITUMINOUS SURFACE COURSE (401), 2 1/2" DEPTH
  - ⑧ EXIST. 12" HORIZON "B"
  - ⑨ EXIST. CRUSHED AGGREGATE BASE COURSE (209), 4" DEPTH
  - ⑩ EXIST. BITUMINOUS BASE COURSE, 12 1/2"± DEPTH
  - ⑪ BITUMINOUS LEVEL BINDER COURSE, 3/4" DEPTH
  - ⑫ BITUMINOUS SURFACE COURSE, (401), 2" DEPTH



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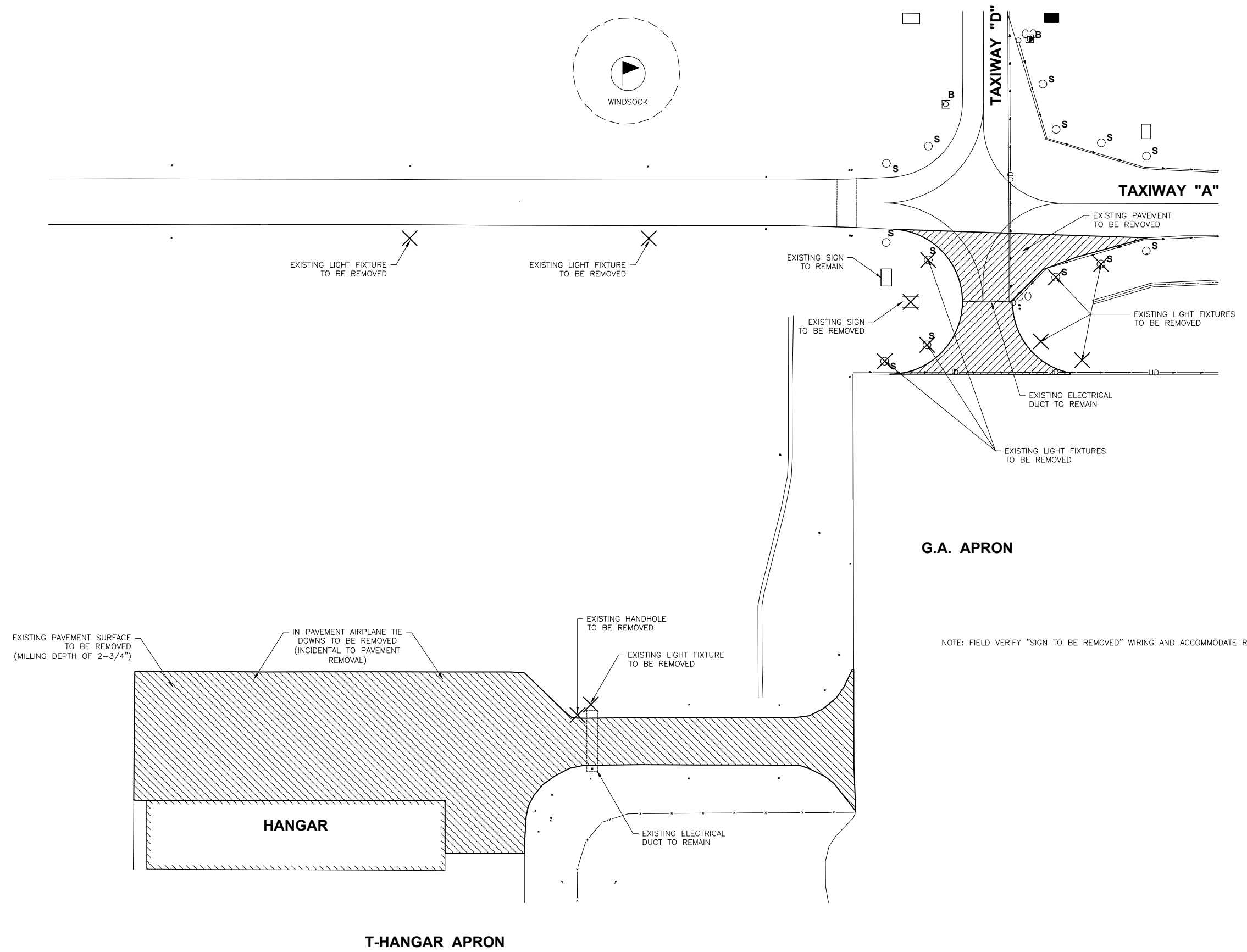
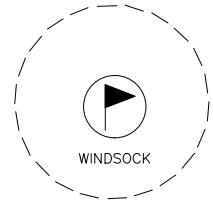
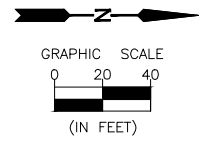
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**DIMENSIONAL LAYOUT PLAN  
AND TYPICAL CROSS SECTIONS**

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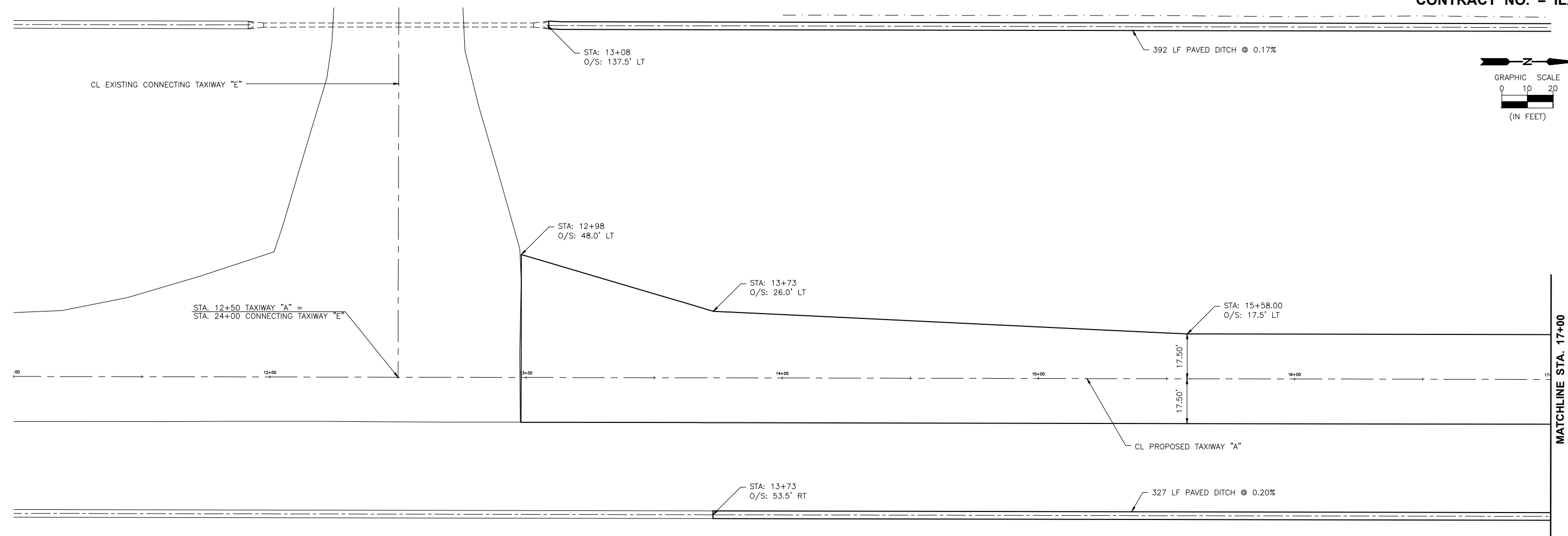
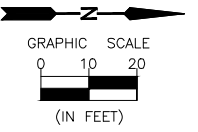
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

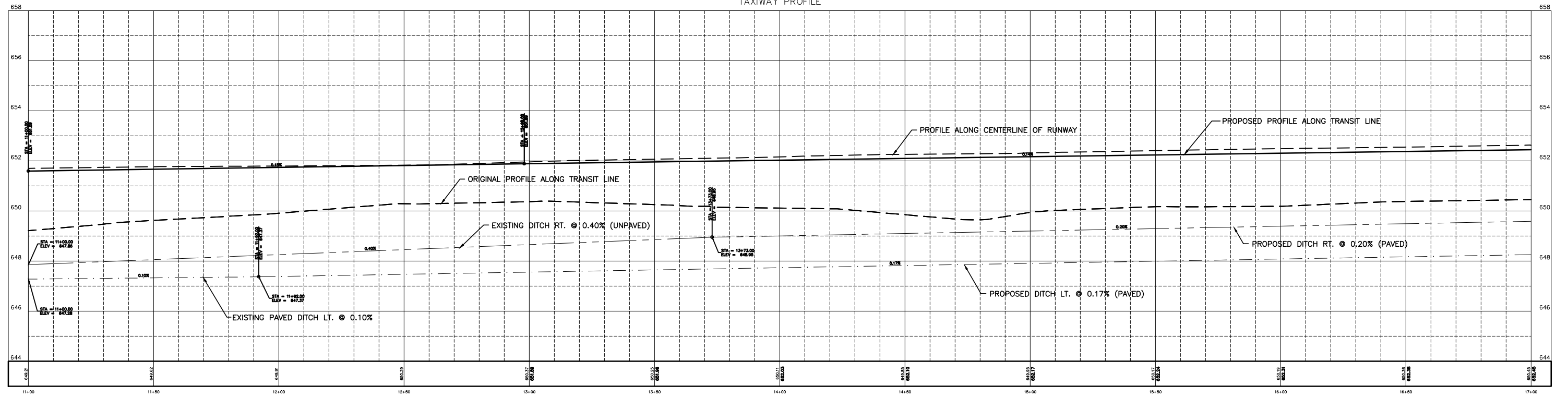
**REMOVAL PLAN**

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TAXIWAY PROFILE



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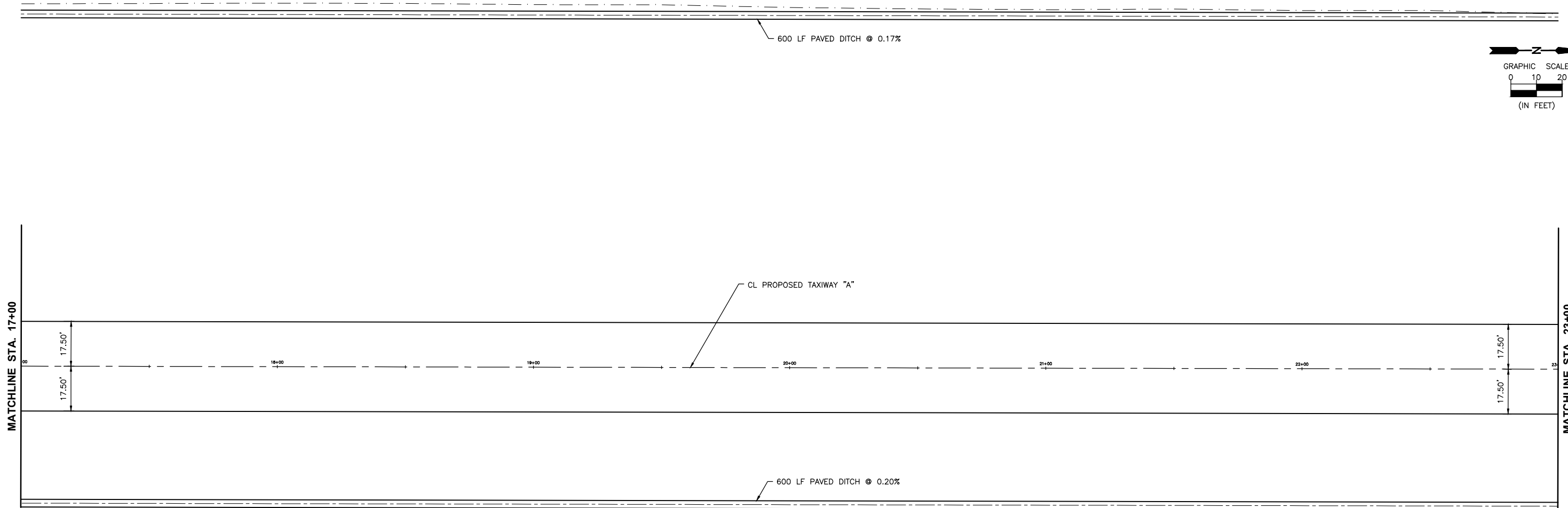
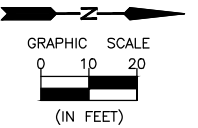
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

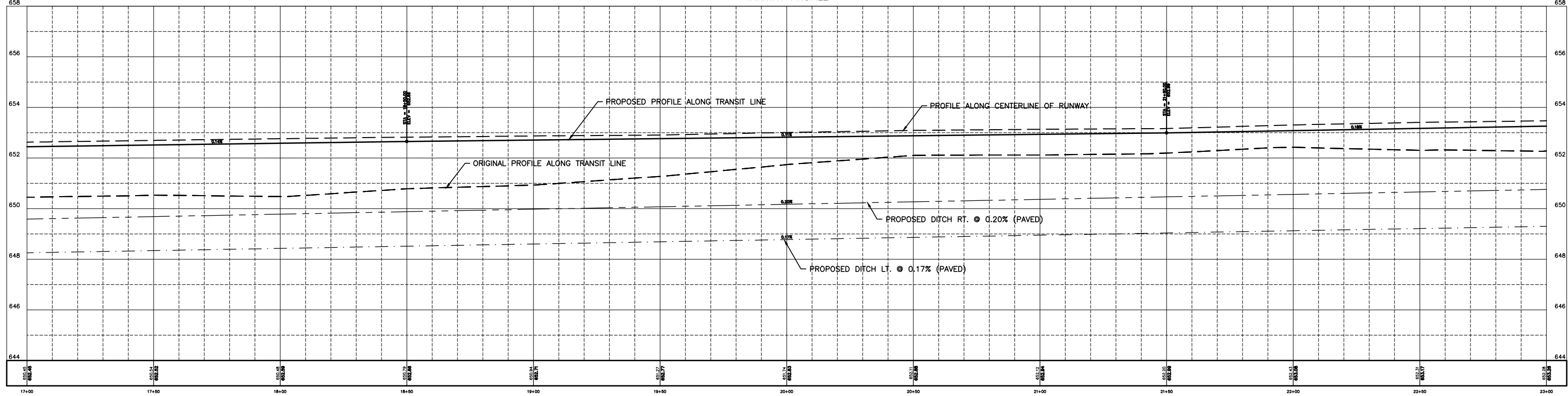
**TAXIWAY "A" PLAN AND PROFILE  
STA. 11+00 TO STA. 17+00**

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TAXIWAY PROFILE



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PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

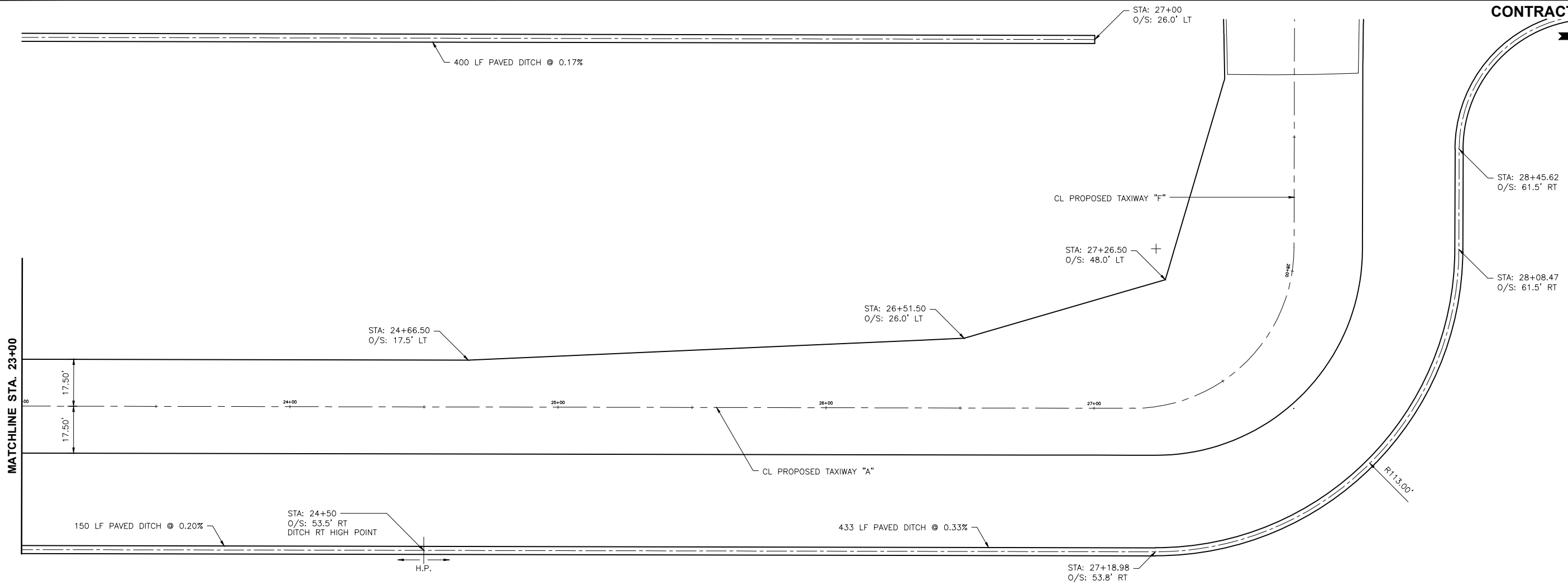
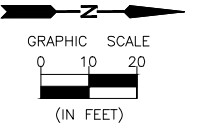
**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**TAXIWAY "A" PLAN AND PROFILE  
STA. 17+00 TO STA. 23+00**

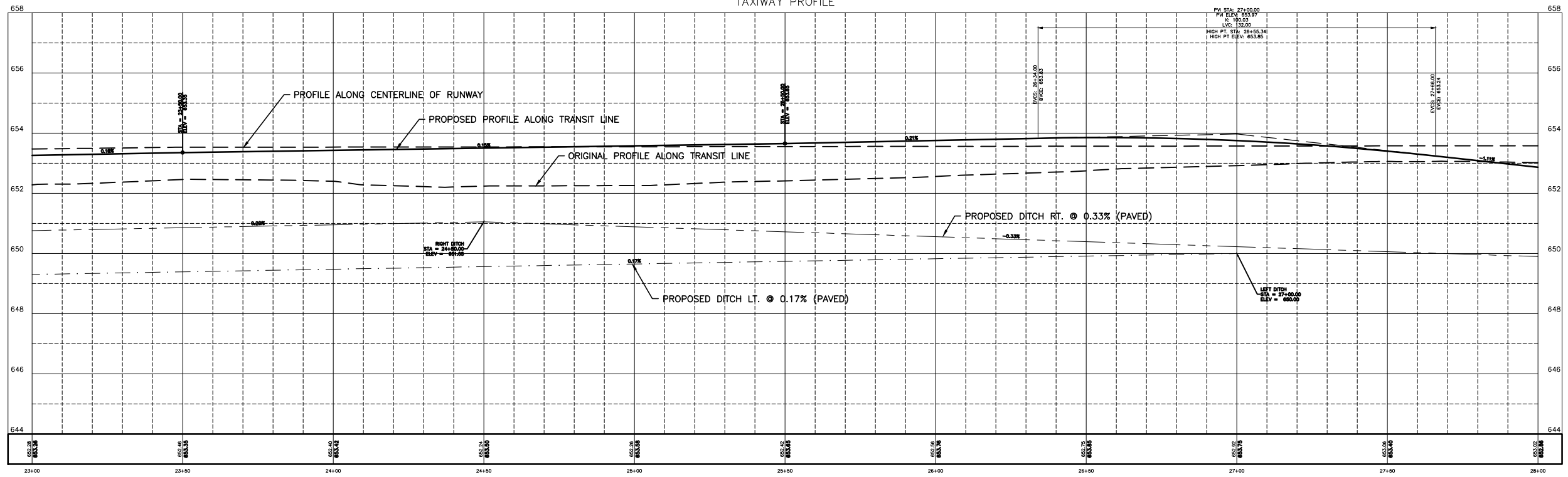
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TAXIWAY PROFILE



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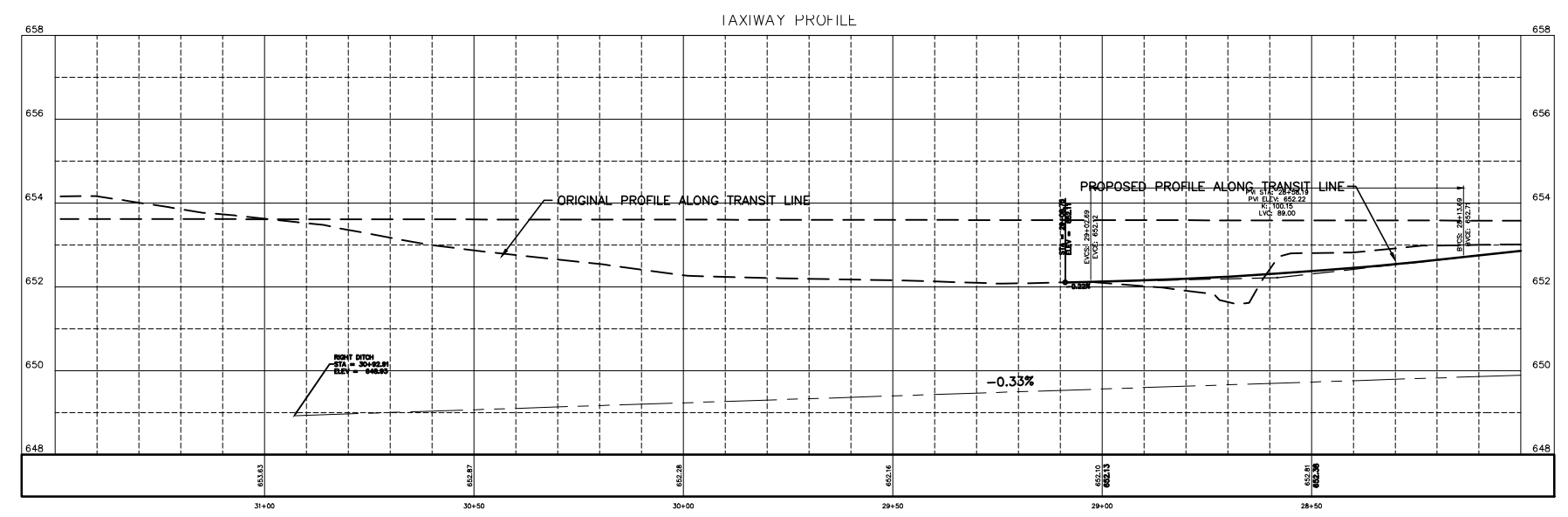
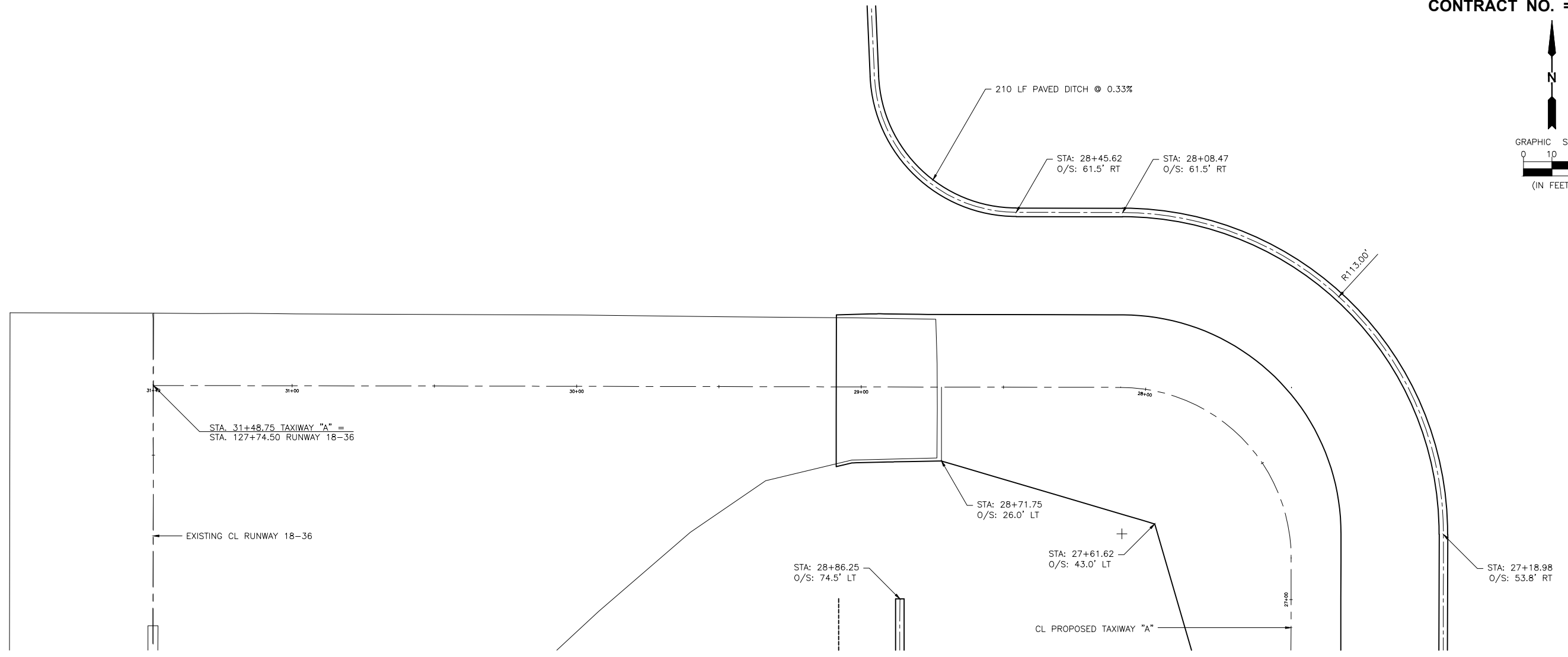
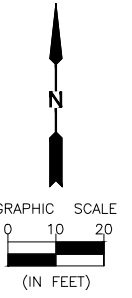


**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**TAXIWAY "A" PLAN AND PROFILE  
STA. 23+00 TO STA. 28+00**

**DRAFT**  
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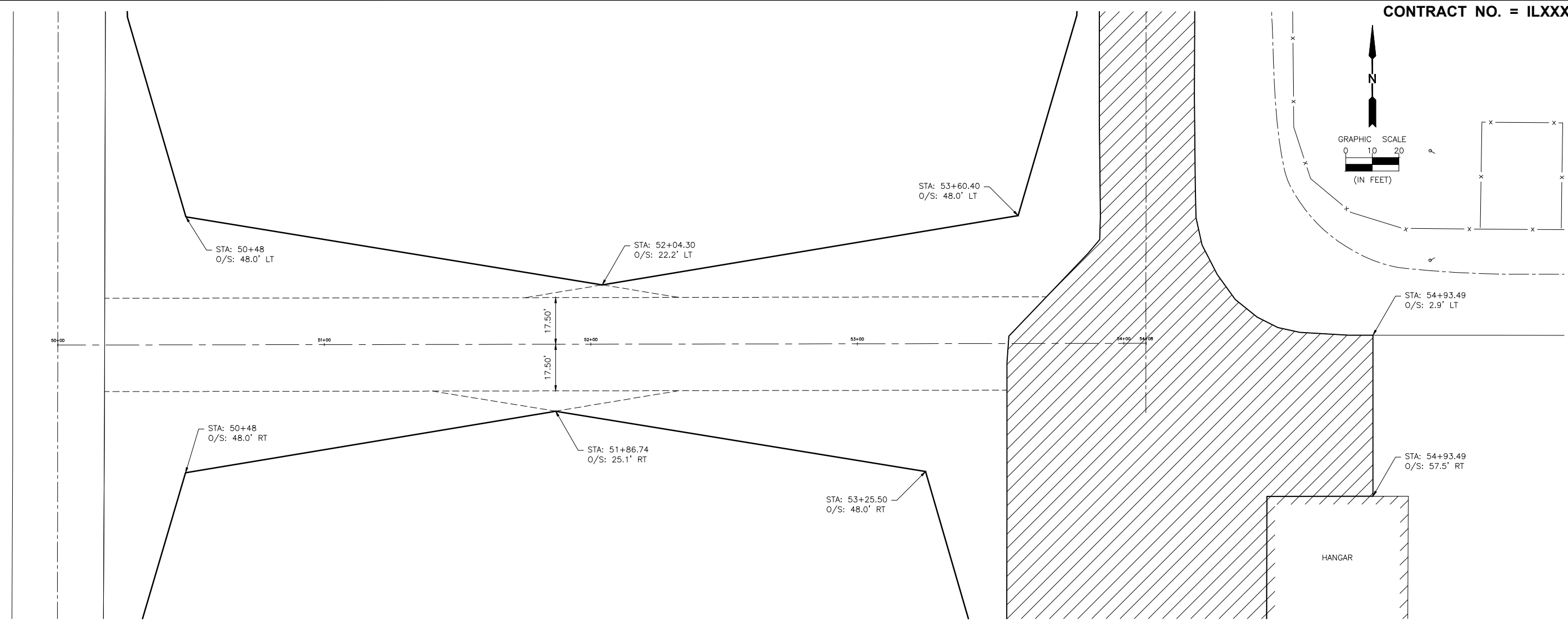
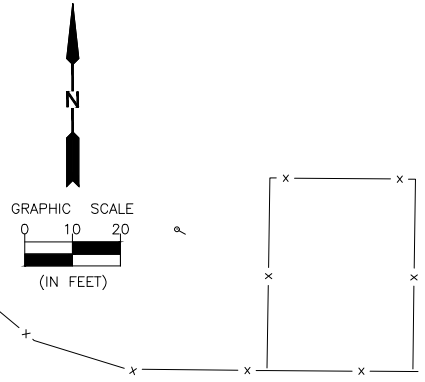


**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

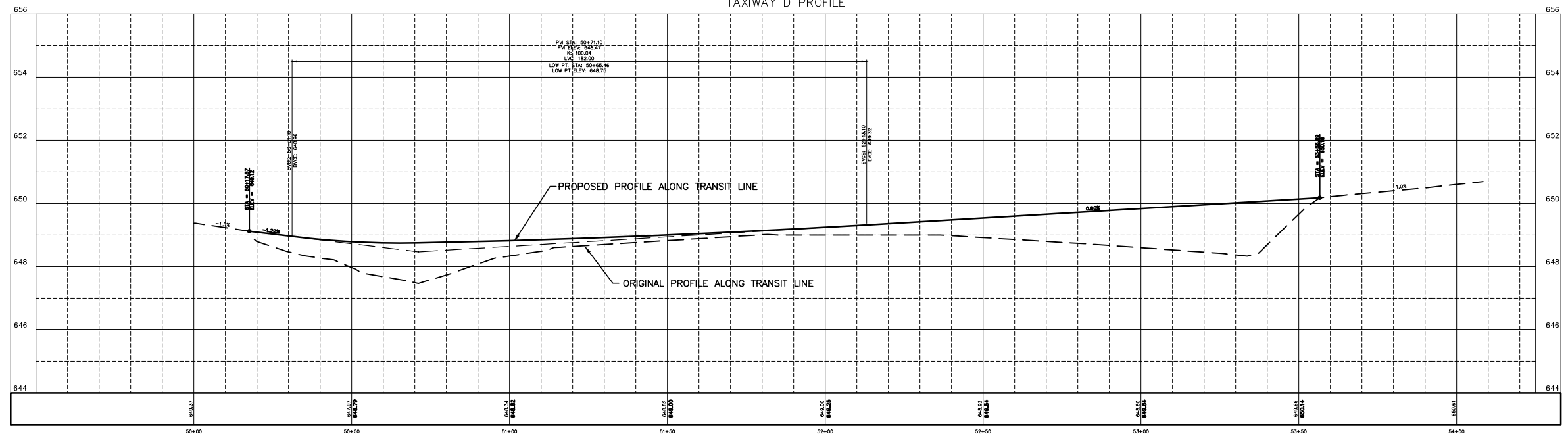
**TAXIWAY "A" PLAN AND PROFILE  
STA. 28+00 TO STA. 31+50**

**DRAFT**  
NOT FOR CONSTRUCTION

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FILE NO.: 1109.02 Y-	OF 32



TAXIWAY D PROFILE



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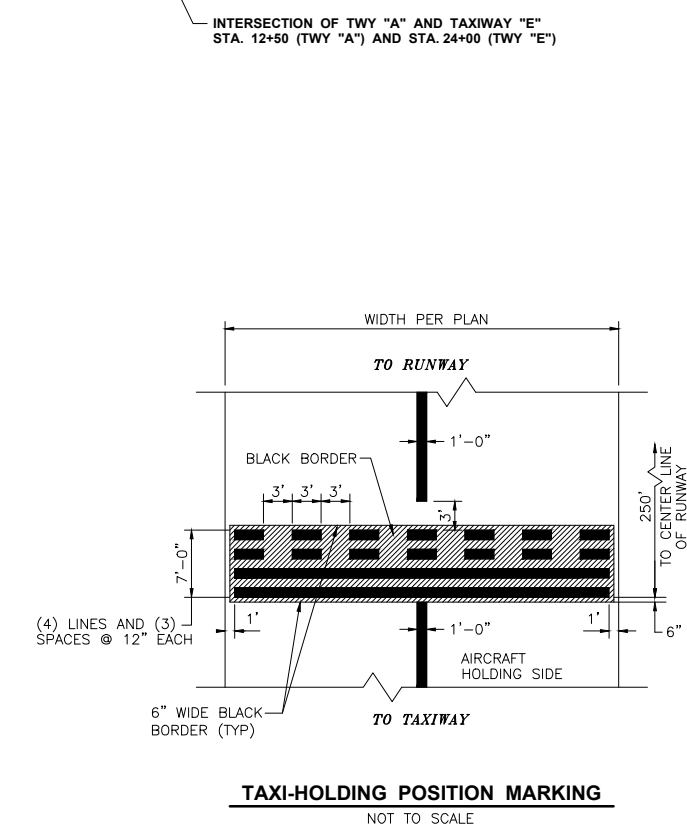
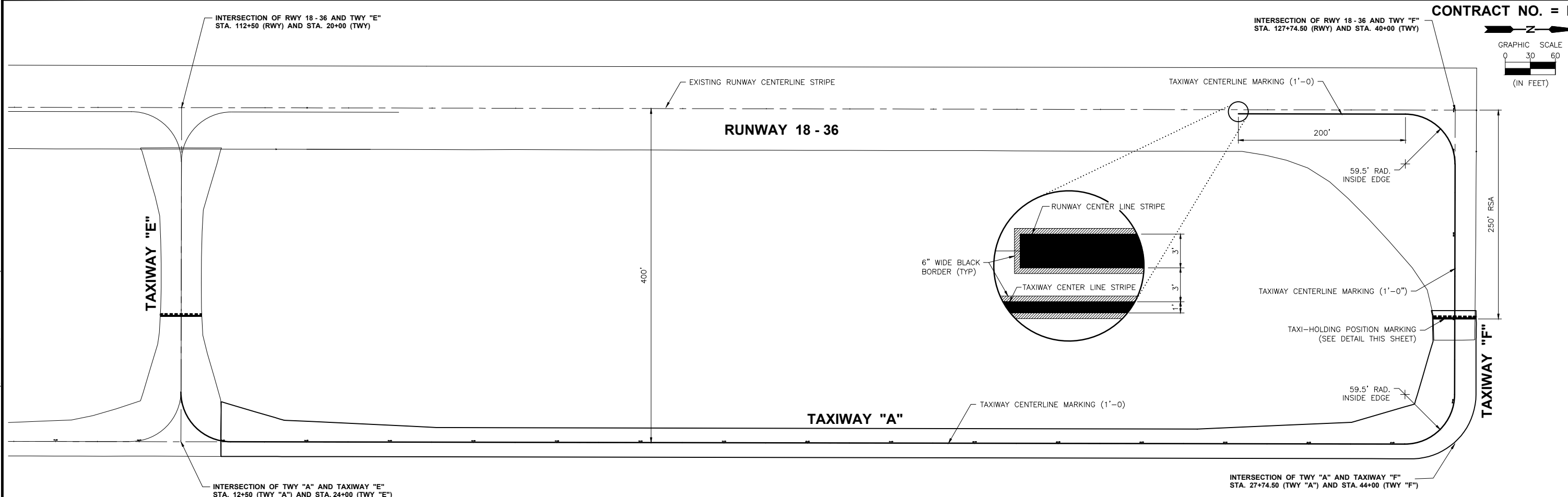
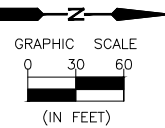


PERU MORRIS  
 OTTAWA MENDOTA  
 ILLINOIS  
**ILLINOIS VALLEY REGIONAL AIRPORT  
 PARTIAL PARALLEL TAXIWAY EXTENSION  
 PERU, ILLINOIS**

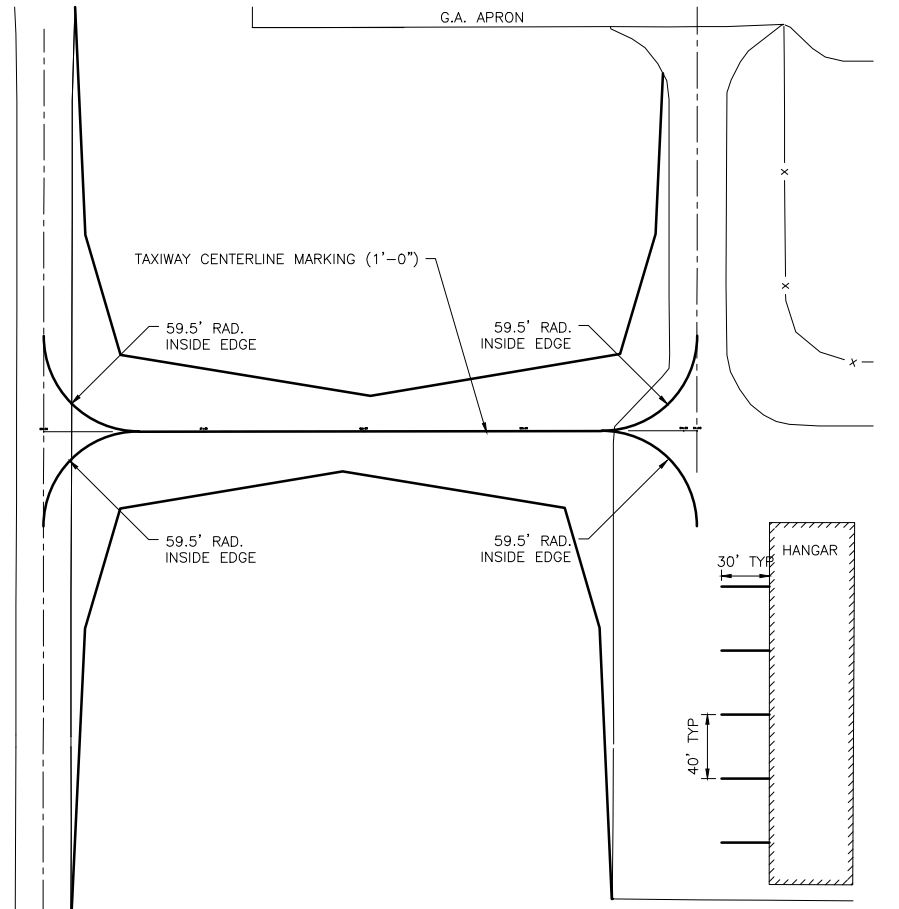
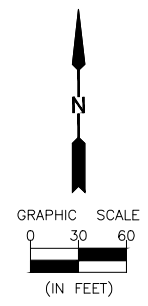
**TAXIWAY "D" PLAN AND PROFILE  
 STA. 50+00 TO STA. 54+00**

**DRAFT**  
 NOT FOR CONSTRUCTION

CURRENT AS OF: 10/21/2021	
SCALE: AS NOTED	SHEET 11
FILE NO.: 1109.02	OF 32



- NOTES:**
1. ALL TAXIWAY MARKING - AVIATION YELLOW
  2. PERMANENT MARKINGS SHALL BE "WATERBORNE" PAINT APPLIED @ THE RATES SHOWN IN TABLE 1, SEC. 620-3.5 OF THE ILLINOIS STANDARD SPECIFICATIONS FOR THE CONSTRUCTION OF AIRPORTS, ADOPTED APRIL 1, 2012.
  3. PROVIDE 6" BLACK OUTLINE STRIPE AROUND ALL LETTERS, CENTERLINES, THRESHOLDS, AIMING, AND HOLDING MARKINGS THROUGHOUT AIRFIELD PAVEMENT (TO MATCH REMAINDER OF AIRPORT.)
  4. APPLY REFLECTIVE MEDIA ON ALL PAINTED SURFACES EXCEPT ON THE BLACK BORDER.



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Drawing Name: G:\Users\j1109-02-ORIGINAL IN MORRIS -Peru-NRA-Taxiway-Extension-Phase-2\CAD\C3D\012-PAVEMENT MARKING.dwg Last Modified: Friday, November 5, 2021 7:07:12 AM Plotted On: Friday, December 17, 2021 3:16:32 PM by: Colin Kontis

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CHECKED BY: CJM	LEVEL	BY	DATE	DESCRIPTION
DATE: 12/10				

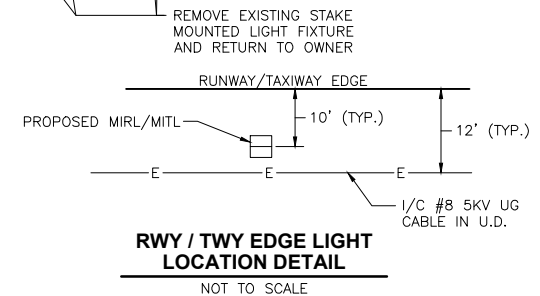
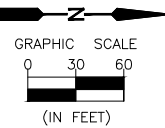
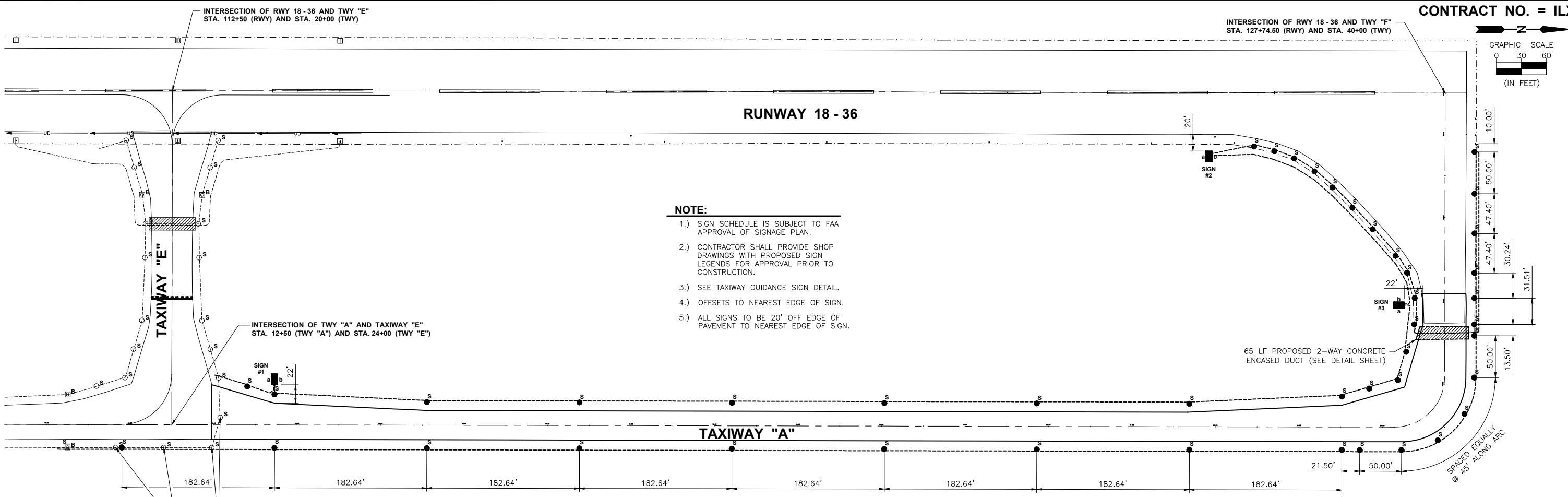
PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**PAVEMENT MARKING PLAN  
AND DETAILS**

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CURRENT AS OF: 10/21/2021	
SCALE: AS NOTED	SHEET 12
FILE NO.: 1109.02 Y-	OF 32



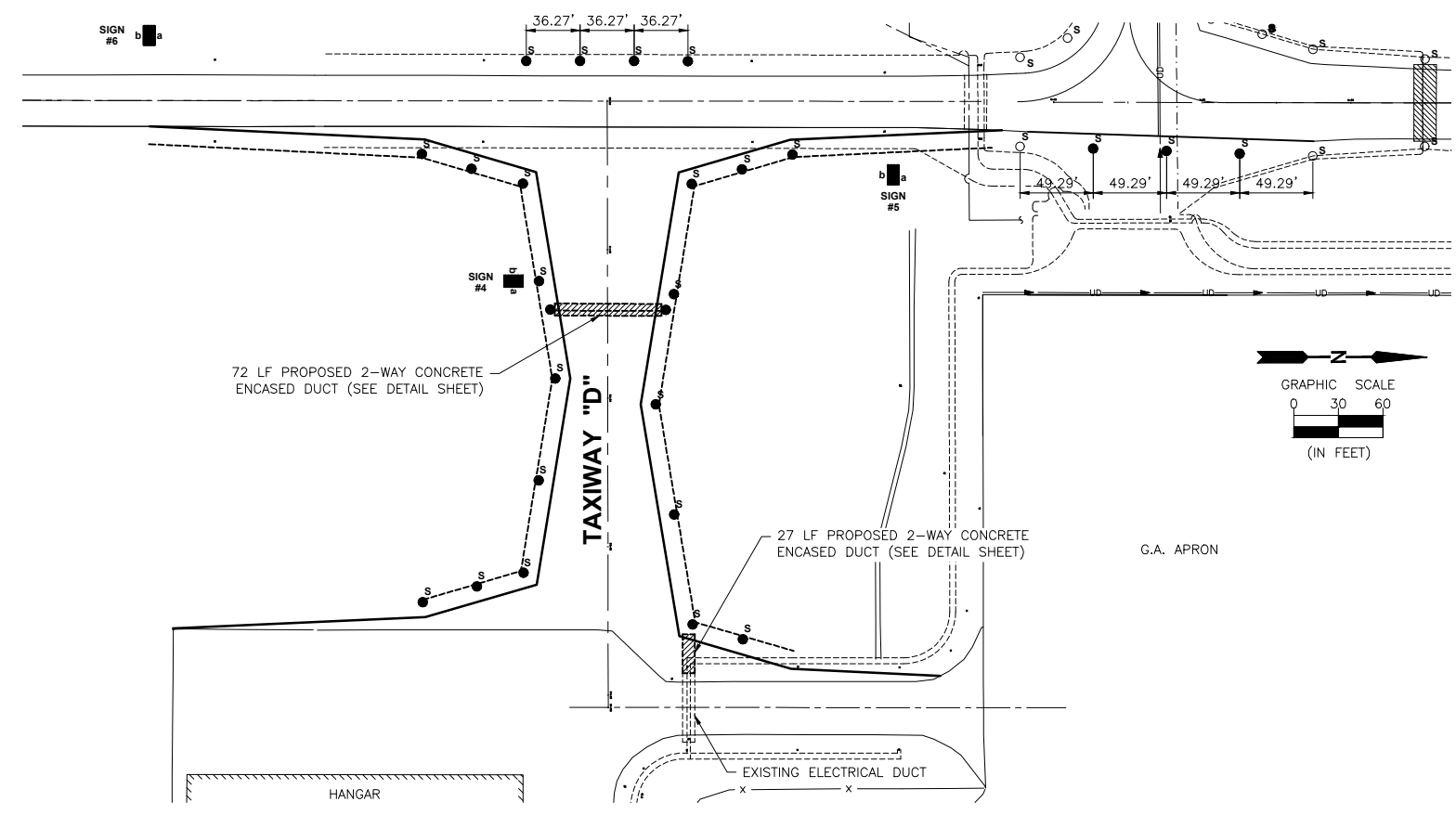
**LEGEND**

- EXISTING WIND CONE CIRCUIT 2/C #8, 600V. UG CABLE
- PROPOSED WIND CONE CIRCUIT 2/C #8, 600V. UG CABLE
- EXISTING RUNWAY (07-25) LIGHTING CIRCUIT 1/C #8 5kv UG CABLE IN UNIT DUCT
- EXISTING RUNWAY (18-36) LIGHTING CIRCUIT 1/C #8 5kv UG CABLE IN UNIT DUCT
- PROPOSED RUNWAY (18-36) LIGHTING CIRCUIT 1/C #8 5kv UG CABLE IN UNIT DUCT
- EXISTING TAXIWAY LIGHTING CIRCUIT 1/C #8, 5kv, UG CABLE IN UNIT DUCT
- PROPOSED TAXIWAY LIGHTING CIRCUIT 1/C #8, 5kv, UG CABLE IN UNIT DUCT
- EXISTING CONCRETE ENCASED DUCT
- PROPOSED 2-WAY CONCRETE ENCASED DUCT
- EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
- PROPOSED MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
- ⊠ EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (BASE MOUNTED)
- ⊡ PROPOSED MEDIUM INTENSITY TAXIWAY LIGHT (BASE MOUNTED)
- EXISTING MEDIUM INTENSITY RUNWAY LIGHT (STAKE MOUNTED)
- ⊞ EXISTING MEDIUM INTENSITY RUNWAY LIGHT (BASE MOUNTED)
- SIGN
- SIGN

**LEGEND PANELS TAXIWAY GUIDANCE SIGNS**

NEW SIGN #1 (1 MODULE)	Ⓐ A	SIDE A
	Ⓓ D→	SIDE B
NEW SIGN #2 (1 MODULE)	Ⓓ A→	SIDE A
	Ⓒ	SIDE B
NEW SIGN #3 (3 MODULE)	Ⓐ ⊕ ⊕	SIDE A
	Ⓐ ⊙ ⊙	SIDE B
NEW SIGN #4 (1 MODULE)	Ⓓ ←A→	SIDE A
	Ⓒ	SIDE B
NEW SIGN #5 (1 MODULE)	Ⓓ ←D	SIDE A
	Ⓐ A	SIDE B
NEW SIGN #6 (1 MODULE)	Ⓐ A	SIDE A
	Ⓓ D→	SIDE B

- Ⓐ YELLOW LETTERS / BLACK BACKGROUND
- Ⓑ WHITE LETTERS / RED BACKGROUND
- Ⓒ BLANK FACE - BLACK IN COLOR
- Ⓓ BLACK LETTERS / YELLOW BACKGROUND



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Drawing Name: G:\Users\11109-02-ORIGINAL IN MORRIS -Peru-NRA-Taxiway-Extension-Phase-2\CAD\C3D\013-ELECTRIC.dwg  
Last Modified: Tuesday, December 14, 2021 4:41:49 PM  
Plotted On: Friday, December 17, 2021 3:18:55 PM  
by Collin Kottio

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CHECKED BY: CJM	LEVEL	BY	DATE	DESCRIPTION
DATE: 12/10				

**CA**  
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PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**ELECTRICAL LIGHTING PLAN  
AND DETAILS**

**DRAFT**  
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CURRENT AS OF: 10/21/2021

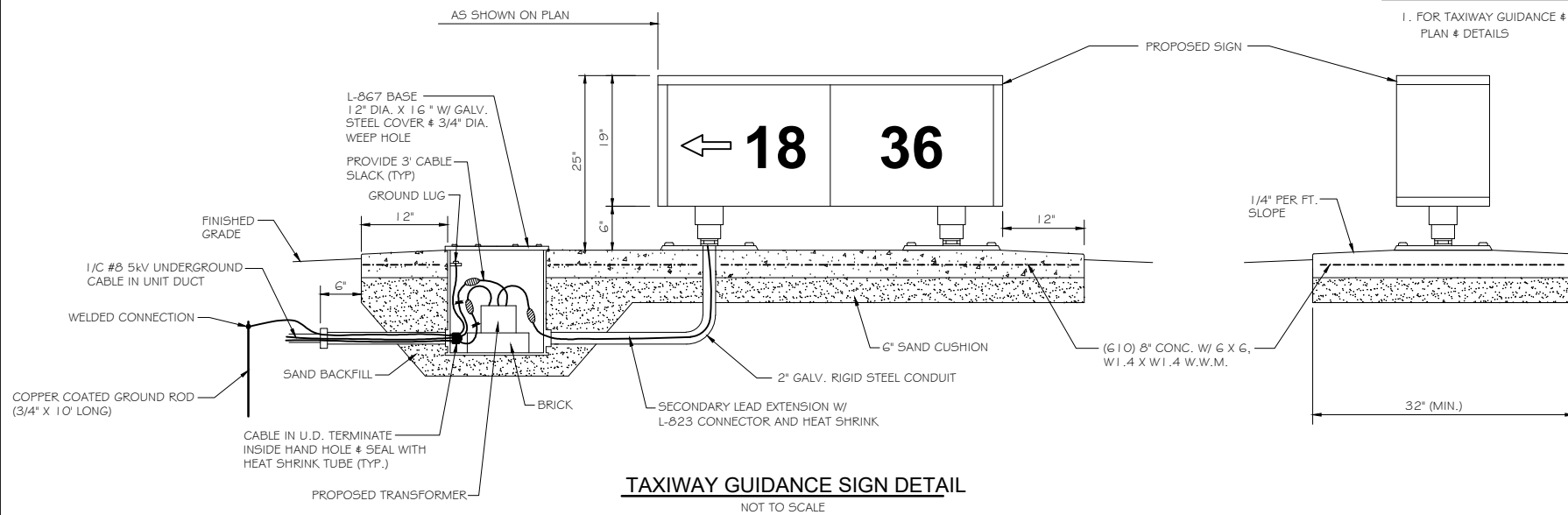
SCALE: AS NOTED

FILE NO.: 1109.02 Y- OF 32

SHEET 13

NOTE: (TAXIWAY GUIDANCE & RUNWAY SIGNS)

1. FOR TAXIWAY GUIDANCE & RUNWAY EXIT SIGN DATA SEE ELECTRICAL PLAN & DETAILS

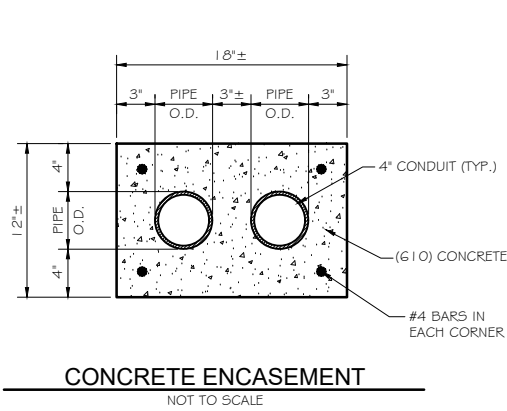


TAXIWAY GUIDANCE SIGN DETAIL

NOT TO SCALE

ELECTRICAL GENERAL NOTES:

1. BREAKING GROOVE OR BREAKABLE COUPLINGS SHALL NOT EXCEED 1-1/2" ABOVE FINISHED GRADE OR BASE COVER.
2. FOR SIGNS, COPPER CLAD GR. RODS 3/4" DIA. X 10'-0" LG. SHALL BE DRIVEN 1'-0" BELOW FINISHED GRADE & GROUNDING CABLE SECURELY ATTACHED TO GROUND RODS.
3. HIGH AND LOW VOLTAGE CABLE SHALL BE RUN IN SEPARATE UNDERGROUND DUCTS.
4. WHEN HIGH AND LOW VOLTAGE CABLES ARE IN A HANDHOLE OR MANHOLE, PROTECTION SHALL BE MADE AROUND THE HIGH VOLTAGE CABLE. THE METHOD OF PROTECTION SHALL BE BY SPLIT DUCT ANCHOR CLIPPED TO THE WALL.
5. L-861 SPECIFICATION DENOTES RUNWAY LIGHT FIXTURE. L-861T DENOTES TAXIWAY LIGHT FIXTURE.
6. FOR STAKE MOUNTED AND BASE MOUNTED LIGHTS, COPPER CLAD GR. RODS 5/8" DIA. X 8'-0" LG. SHALL BE DRIVEN 1'-0" BELOW FINISHED GRADE & GROUNDING CABLE SECURELY ATTACHED TO GROUND RODS.

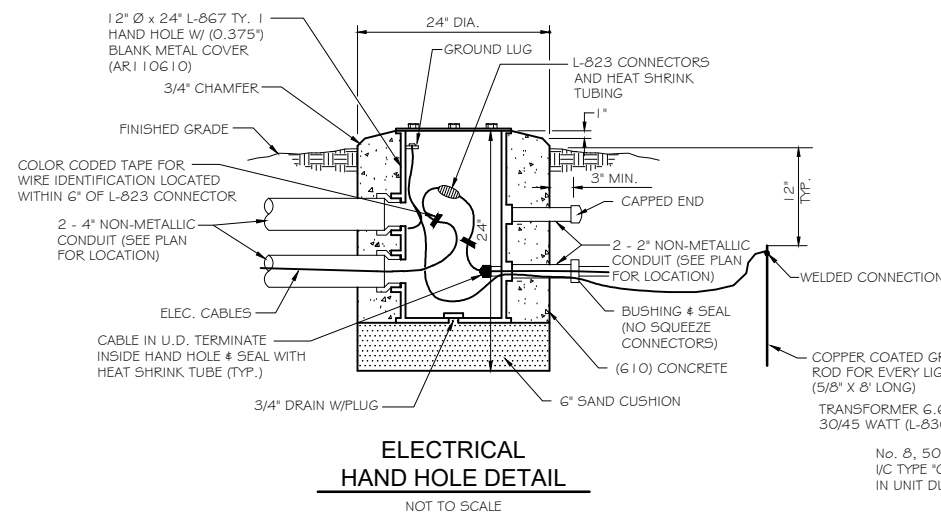


CONCRETE ENCASEMENT

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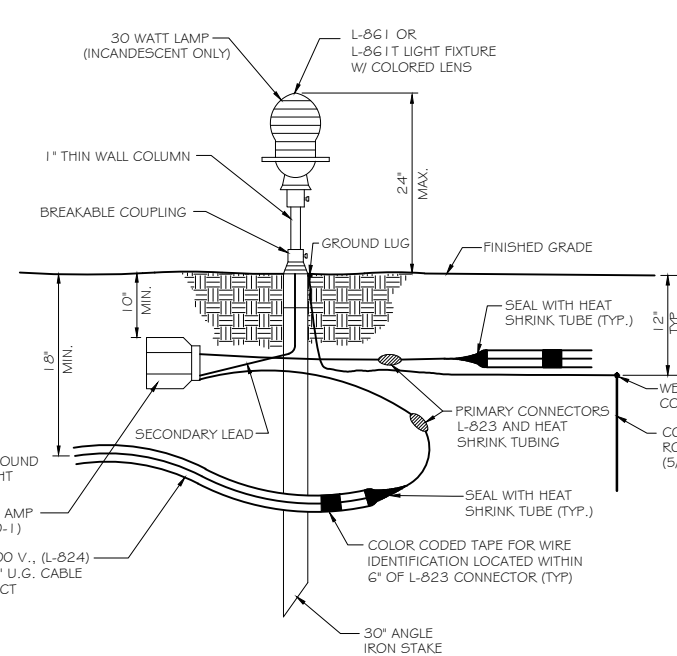
NOTES: (CONDUIT)

1. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 18" BELOW FINISHED SUB-GRADE.
2. ALL UNUSED DUCTS SHALL BE PROVIDED WITH A #10 PULL WIRE AND SHALL HAVE ENDS PLUGGED IN A MANNER APPROVED BY THE RESIDENT ENGINEER.
3. LOCATIONS OF DUCTS ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS APPROVED BY THE RESIDENT ENGINEER.
4. CONTRACTOR SHALL INSTALL DUCT BANKS AT A DEPTH THAT WILL NOT CONFLICT WITH OTHER UTILITIES.



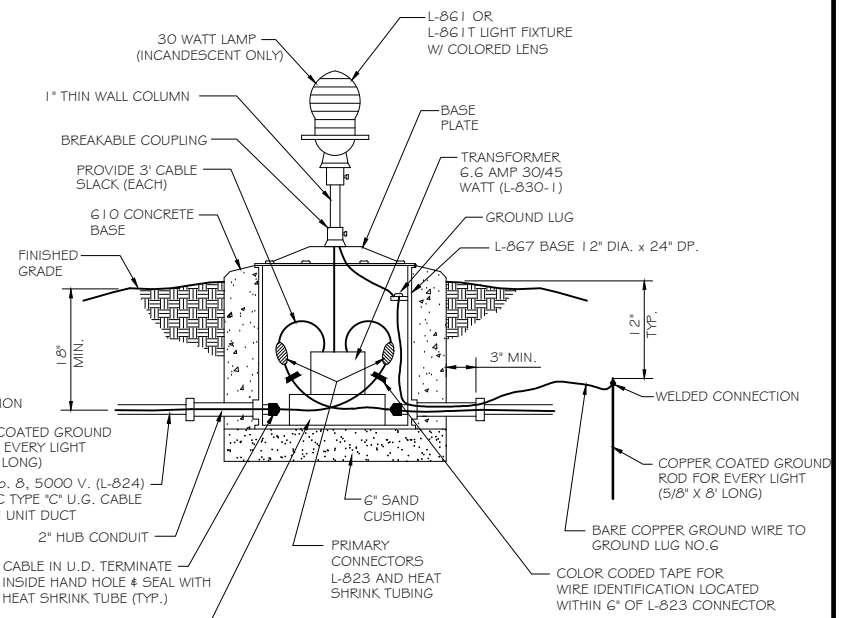
ELECTRICAL HAND HOLE DETAIL

NOT TO SCALE



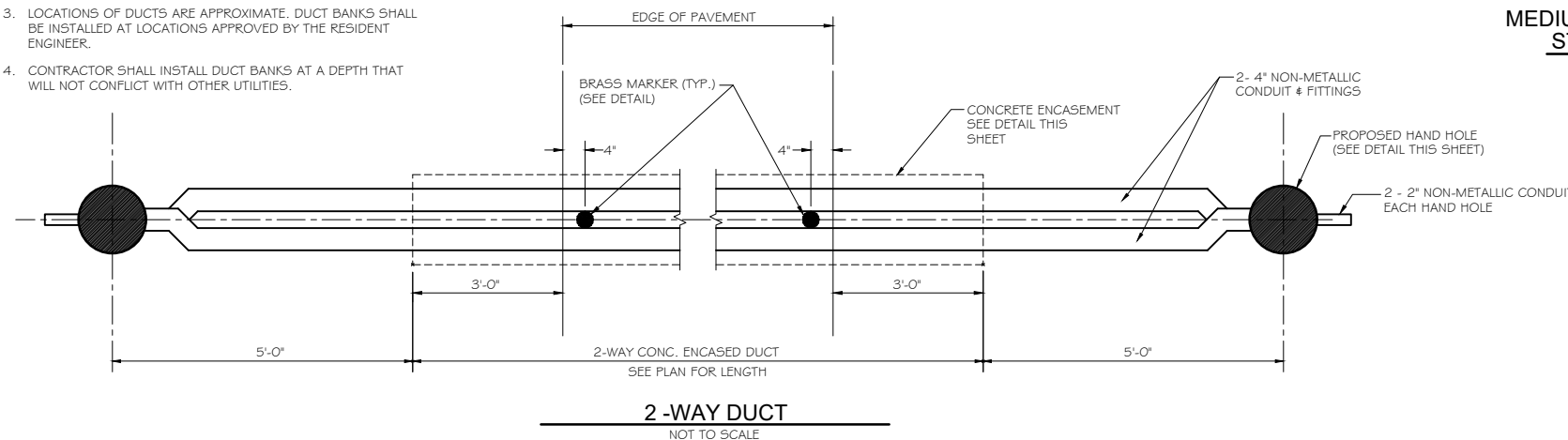
MEDIUM INTENSITY LIGHT STAKE MOUNTED

NOT TO SCALE



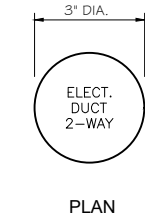
MEDIUM INTENSITY LIGHT BASE MOUNTED

NOT TO SCALE

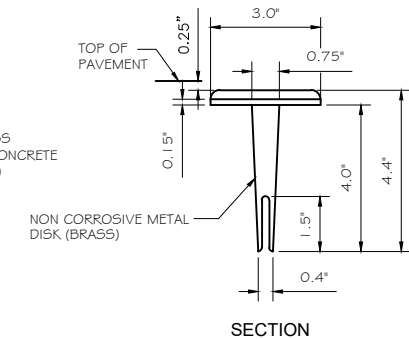


2-WAY DUCT

NOT TO SCALE



PLAN



SECTION

CABLE MARKER BRASS PAVEMENT MARKER DETAIL

NOT TO SCALE

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DATE: 12/10					

PERU MORRIS  
OTTAWA MENDOTA  
ILLINOIS

ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS

ELECTRICAL LIGHTING DETAILS

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CURRENT AS OF: 10/21/2021

SCALE: AS NOTED SHEET 14

FILE NO.: 1109.02 Y- OF 32

PROJECT ELECTRICAL NOTES

- 1) REMOVE EXISTING RUNWAY/TAXIWAY LIGHTS AS SHOWN. PROVIDE NEW FIXTURES WHERE INDICATED. RETURN ALL REMOVED FIXTURES TO OWNER.
- 2) COPPER CLAD GROUND RODS 3/4" DIAMETER X 10'-0" LONG SHALL BE DRIVEN 1'-0" BELOW FINISHED GRADE AND GROUNDING CABLE SECURELY ATTACHED TO GROUND RODS. THE GROUNDING CABLE SHALL BE ATTACHED TO GROUND RODS BY AN EXOTHERMIC WELDED CONNECTION. SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. RESISTANCE TO GROUND OF THE GROUNDING SYSTEM MUST NOT EXCEED 25 OHMS.

ELECTRICAL NOTES (AC 150/5340-30; APPENDIX 5)

GENERAL

- (1) THE ELECTRICAL INSTALLATION, AS A MINIMUM, MUST MEET THE NEC AND LOCAL REGULATIONS.
- (2) THE CONTRACTOR MUST ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM (INCLUDING FAA APPROVED EQUIPMENT) ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NON-COMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR MUST BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURER), THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- (3) IN CASE THE CONTRACTOR SELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATIONS, ANY COST FOR THESE ITEMS MUST BE INCIDENTAL TO THE EQUIPMENT COST.
- (4) THE CONTRACTOR-INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) MUST NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE MUST BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- (5) WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC., OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, ETC., WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES, STYLE, CLASS, ETC., MAY BE FAA APPROVED.
- (6) ANY AND ALL INSTRUCTIONS FROM THE ENGINEER TO THE CONTRACTOR REGARDING CHANGES IN, OR DEVIATIONS FROM, THE PLANS AND SPECIFICATIONS MUST BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE FAA FIELD OFFICE (ADO/AFO). THE CONTRACTOR MUST NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE ENGINEER REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
- (7) A MINIMUM OF THREE COPIES OF INSTRUCTION BOOKS MUST BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC., AT A MINIMUM MUST CONTAIN THE FOLLOWING:
  - (A) A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
  - (B) THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
  - (C) INSTALLATION INSTRUCTIONS.
  - (D) START-UP INSTRUCTIONS.
  - (E) PREVENTATIVE MAINTENANCE REQUIREMENTS.
  - (F) CHART FOR TROUBLESHOOTING.
  - (G) COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH CONDUCTOR/CONNECTION/COMPONENT. "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OR THE NARRATIVE MUST SHOW VOLTAGES/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLESHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS MUST BE INDICATED FOR ALL THE DIFFERENT MODES.
  - (H) PARTS LIST WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS, SUCH AS RESISTORS, DIODES, ETC. IT MUST INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURER AND THE CATALOG NUMBER.
  - (I) SAFETY INSTRUCTIONS.

POWER AND CONTROL

- (1) STENCIL ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO STENCIL THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT STENCILING AREA, THE STENCILING MUST BE DONE ON THE WALL NEXT TO THE UNIT. THE LETTERS MUST BE ONE INCH HIGH AND PAINTED IN WHITE OR BLACK PAINT TO PROVIDE THE HIGHEST CONTRAST WITH THE BACKGROUND.
- (2) COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION MUST BE BLACK. BLACK AND RED MUST BE USED FOR SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE MUST BE USED FOR THREE-PHASE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, MUST BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL CONDUCTORS LARGER THAN NO. 6 AWG MUST BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS.
- (3) ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE MUST BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING MUST EXTEND TO THE POINT OF UTILIZATION.
- (4) IN CONTROL WIRING THE SAME COLOR MUST BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
- (5) ALL POWER AND CONTROL CIRCUIT CONDUCTORS MUST BE COPPER; ALUMINUM WILL NOT BE ACCEPTED. THIS INCLUDES WIRE, CABLE, BUSSES, TERMINALS, SWITCH/PANEL COMPONENTS, ETC.

- (6) LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS MUST BE INSTALLED IN SEPARATE WIREWAYS.
- (7) NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND PULL/JUNCTION BOXES.
- (8) THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND THE SIZE OF THE CONDUCTORS SHOWN, MUST BE AS FOLLOWS:
  - (A) IN STRAIGHT PULLS THE LENGTH OF THE BOX MUST NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END MUST BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
  - (B) IN ANGLE OR U-PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE MUST BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL OF THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
- (9) A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, MUST NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS. CAST, CONDUIT TYPE OUTLETS MUST NOT BE TREATED AS PULL/JUNCTION BOXES.
- (10) EQUIPMENT CABINETS MUST NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT MUST BE BROUGHT INTO THESE ENCLOSURES.
- (11) SPLICES AND JUNCTION POINTS WILL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- (12) CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) MUST BE THERMAL-MAGNETIC, MOLDED CASE, PERMANENT TRIP WITH 100-AMPERE, MINIMUM, FRAME.
- (13) DUAL LUGS MUST BE USED WHERE TWO WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
- (14) ALL WALL MOUNTED EQUIPMENT ENCLOSURES MUST BE MOUNTED ON WOODEN MOUNTING BOARDS.
- (15) WOODEN EQUIPMENT MOUNTING BOARDS MUST BE PLYWOOD, EXTERIOR TYPE, 3/4 INCH MINIMUM THICKNESS, BOTH SIDES PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF GRAY, OIL-BASED PAINT.
- (16) RIGID STEEL CONDUIT MUST BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
- (17) ALL RIGID CONDUIT MUST BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (10" MINIMUM) OF FLEXIBLE CONDUIT.
- (18) UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO, OR AT RIGHT ANGLES WITH, THE LINES OF THE STRUCTURE.
- (19) ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC., SHALL BE GALVANIZED.
- (20) USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNGROUNDED WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- (21) USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- (22) WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
- (23) UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING MUST BE NO. 12 AWG.
- (24) BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCK MUST BE OF PROPER RATING AND SIZE FOR THE FUNCTION INTENDED AND BE LOCATED IN EQUIPMENT ENCLOSURES OR SPECIAL TERMINAL CABINETS.
- (25) ALL CONTROL CONDUCTOR TERMINATORS MUST BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYE TERMINATORS, OR TERMINATORS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
- (26) IN TERMINAL BLOCK CABINETS THE MINIMUM SPACING BETWEEN PARALLEL TERMINAL BLOCKS SHALL BE 6 INCHES. THE MINIMUM SPACING BETWEEN TERMINAL BLOCK SIDES/ENDS AND CABINET SIDES/BOTTOM/TOP SHALL BE 5 INCHES. THE MINIMUM SPACING WILL BE INCREASED AS REQUIRED BY THE NUMBER OF CONDUCTORS. ADDITIONAL SPACING MUST BE PROVIDED AT CONDUCTOR ENTRANCES.
- (27) BOTH ENDS OF ALL CONTROL CONDUCTORS MUST BE IDENTIFIED AS TO THE CIRCUIT, TERMINAL, BLOCK, AND TERMINAL NUMBER. ONLY STICK-ON LABELS SHALL BE USED.
- (28) A SEPARATE AND CONTINUOUS NEUTRAL CONDUCTOR SHALL BE INSTALLED AND CONNECTED FOR EACH BREAKER CIRCUIT IN THE POWER PANEL(S) FROM THE NEUTRAL BAR TO EACH POWER/CONTROL CIRCUIT.
- (29) THE FOLLOWING WILL APPLY TO RELAY/CONTACTOR PANEL/ENCLOSURES:
  - (A) ALL COMPONENTS SHALL BE MOUNTED IN DUST PROOF ENCLOSURES WITH VERTICALLY HINGED COVERS.
  - (B) THE ENCLOSURES MUST HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS, AND INCOMING INTERNAL WIRING.
  - (C) ALL INCOMING/OUTGOING WIRING SHALL BE TERMINATED AT TERMINAL BLOCKS.
  - (D) EACH TERMINAL ON TERMINAL BLOCKS AND ON CIRCUIT COMPONENTS MUST BE CLEARLY IDENTIFIED.
  - (E) ALL CONTROL CONDUCTOR TERMINATIONS MUST BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYE CONNECTORS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.

- (F) WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING, AND TERMINALS MUST BE EXPOSED AND ACCESSIBLE WITHOUT ANY REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
- (G) ACCESS TO, OR REMOVAL OF, A CIRCUIT COMPONENT OR TERMINAL BLOCK SHALL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
- (H) EACH CIRCUIT COMPONENT MUST BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWING AND ITS FUNCTION.
- (I) A COMPLETE WIRING DIAGRAM (NOT A SCHEMATIC DIAGRAM) MUST BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM MUST REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
- (J) THE DIAGRAM MUST IDENTIFY EACH CIRCUIT COMPONENT AND NUMBERING AND COLOR OF EACH INTERNAL CONDUCTOR AND TERMINAL.
- (K) ALL WIRING MUST BE NEATLY TRAINED AND LACED.
- (L) MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.

FIELD LIGHTING

- (1) UNLESS OTHERWISE NOTIFIED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS WHETHER DIRECT EARTH BURIAL (DEB) OR IN DUCT/CONDUIT MUST BE FAA APPROVED L-824 TYPE. INSULATION VOLTAGE AND SIZE AS SPECIFIED.
- (2) NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS WILL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REILS, ETC.
- (3) THERE MUST BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REILS, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE WATERTIGHT CONDUIT WITH FRANGIBLE COUPLING(S) AT GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- (4) THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH 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 THE JOINT, AS SHOWN IN FIGURE 122 OF AC 150/5340-30G.
- (5) THE CABLE ENTRANCE INTO THE FIELD ATTACHED L-823 CONNECTORS MUST BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE AS SHOWN IN FIGURE 122 OF AC 150/5340-30G.
- (6) THE ID OF THE PRIMARY L-823 FIELD ATTACHED CONNECTORS MUST MATCH THE CABLE ID TO PROVIDE A WATERTIGHT CABLE ENTRANCE. THIS ENTRANCE SHALL BE ENCAPSULATED IN A HEAT SHRINKABLE TUBING WITH CONTINUOUS FACTORY APPLIED INTERNAL ADHESIVE, AS SHOWN IN FIGURE 122 OF AC 150/5340-30G.
- (7) L-823 TYPE 11, TWO-CONDUCTOR SECONDARY CONNECTOR SHALL BE CLASS "A" (FACTORY MOLDED).
- (8) THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURES AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- (9) ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- (10) DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF 10 INCHES ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION 12 INCHES FROM THE LIGHT OPPOSITE FROM THE RUNWAY/TAXIWAY.
- (11) DEB PRIMARY CONNECTORS SHALL BE BURIED AT A DEPTH OF 10 INCHES NEAR THE ISOLATION TRANSFORMER. THEY MUST BE ORIENTATED PARALLEL WITH THE RUNWAY/TAXIWAY CENTERLINE. THERE SHALL BE NO BENDS IN THE PRIMARY CABLE 6 INCHES, MINIMUM, FROM THE ENTRANCE INTO THE FIELD-ATTACHED PRIMARY CONNECTION.
- (12) A SLACK OF 3 FEET, MINIMUM, SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER.
- (13) DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE, THIS APPLIES TO THE STAKE-MOUNTED LIGHTS AND BASE-MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- (14) L-867 BASES SHALL BE SIZE B, 24" DEEP CLASS 1 UNLESS OTHERWISE NOTED.
- (15) BASE-MOUNTED FRANGIBLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES WILL NOT BE ACCEPTABLE. IT MUST HAVE A 1/4" DIAMETER MINIMUM OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
- (16) THE ELEVATION OF THE FRANGIBLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE-MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE-MOUNTED COUPLINGS.
- (17) WHERE THE FRANGIBLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL MUST BE APPLIED COMPLETELY AROUND THE LIGHT STEM OR WIREWAY AT FRANGIBLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
- (18) TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
- (19) PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, FRANGIBLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, WILL NOT BE ACCEPTABLE. L-867 PLASTIC TRANSFORMER HOUSINGS ARE ACCEPTABLE. THE METAL THREADED FITTING SHALL BE SET IN THE FLANGE DURING THE CASTING PROCESS. BASE COVER BOLTS SHALL BE FABRICATED FROM 18-8 STAINLESS STEEL.
- (20) THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS IS ± ONE (1) INCH. IN CASE OF STAKE-MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE-MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER, THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.

- (21) THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS IS ± ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.
- (22) SOIL PERMITTING, THE L-867 BASES SHALL NOT BE PRE-CAST IN CONCRETE. CONCRETE AROUND THE BASES MUST BE USED AS A BACKFILL.
- (23) GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZED.
- (24) LOCATIONS OF ALL DEB UNDERGROUND CABLE SPLICE/CONNECTIONS, EXCEPT THOSE AT ISOLATION TRANSFORMERS, SHALL BE IDENTIFIED BY SPLICE MARKERS. SPLICE MARKERS SHALL BE PLACED IMMEDIATELY ABOVE THE SPLICE/CONNECTIONS.
- (25) THE CABLE AND SPLICE MARKERS MUST IDENTIFY THE CIRCUITS WHICH THE CABLES BELONG TO, SUCH AS RMY 4-22, PAPI-4, PAPI-22, ETC.
- (26) THE PREFERRED MOUNTING METHOD OF RUNWAY AND TAXIWAY SIGNS IS BY THE USE OF A SINGLE ROW OF LEGS. HOWEVER, TWO ROWS WILL BE ACCEPTABLE.
- (27) THE PREFERRED METHOD TO BRING THE POWER CABLE INTO AN L-858 SIGN IS METHOD A, AS SHOWN IN FIGURE 126 OF AC 150/5340-30G, HOWEVER, METHOD B WILL ALSO BE ACCEPTABLE.
- (28) APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS.
- (29) THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
- (30) DEB SPLICES IN HOME RUNS SHALL BE OF THE CAST TYPE A, UNLESS OTHERWISE SHOWN. SEE FIG. 120 OF AC 150/5340-30G FOR DETAILS.
- (31) CONCRETE USED FOR SLABS, FOOTING, OR BACKFILL AROUND TRANSFORMER HOUSINGS, MARKERS, ETC., SHALL BE 3000 PSI, MIN., AIR-ENTRAINED.

GROUNDING

- (1) GROUND ALL NON-CURRENT-CARRYING METAL PARTS OF ELECTRICAL EQUIPMENT BY USING NO. 6 AWG BARE COPPER WIRE TO BE RUN INSIDE CABINETS AND IN CONDUITS TOGETHER WITH OTHER WIRES. WHERE THIS IS NOT FEASIBLE, RUN THE EXPOSED GROUNDING WIRE PARALLEL OR AT RIGHT ANGLES TO THE BUILDING LINE AND SECURE IT AT LEAST EVERY 24 INCHES AND WITHIN 6 INCHES FROM BEND OR JUNCTION. THE EXPOSED WIRE MAY BE NO. 6 AWG IF IT IS NOT SUBJECTED TO PHYSICAL ABUSE, OTHERWISE NO. 4 AWG SHALL BE USED.
- (2) ALL GROUND CONNECTIONS TO GROUND RODS, BUSSES, PANELS, ETC., MUST BE MADE WITH PRESSURE TYPE SOLDERLESS LUGS AND GROUND CLAMPS. SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS.
- (3) TOPS OF GROUND RODS SHALL BE A MIN. 12" INCHES BELOW GRADE.
- (4) THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED MUST NOT EXCEED 10 OHMS.
- (5) THE RESISTANCE TO GROUND OF THE COUNTERPOISE SYSTEM, OR AT ISOLATION LOCATIONS, SUCH AS AIRPORT BEACON MUST NOT EXCEED 25 OHMS.

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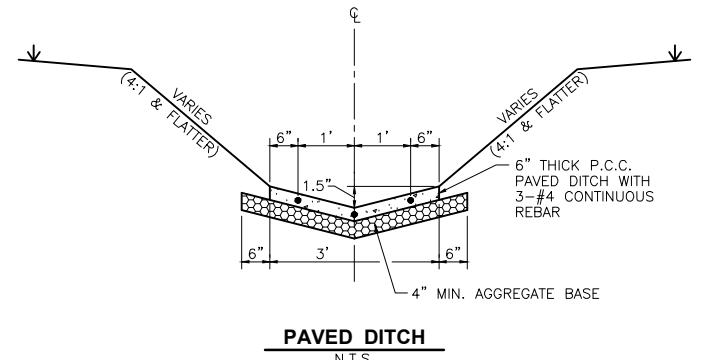
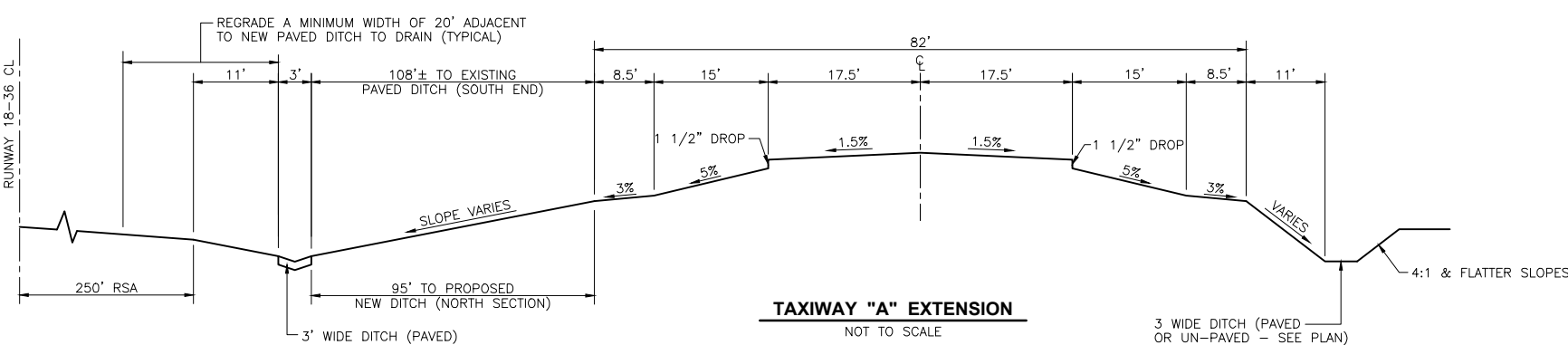
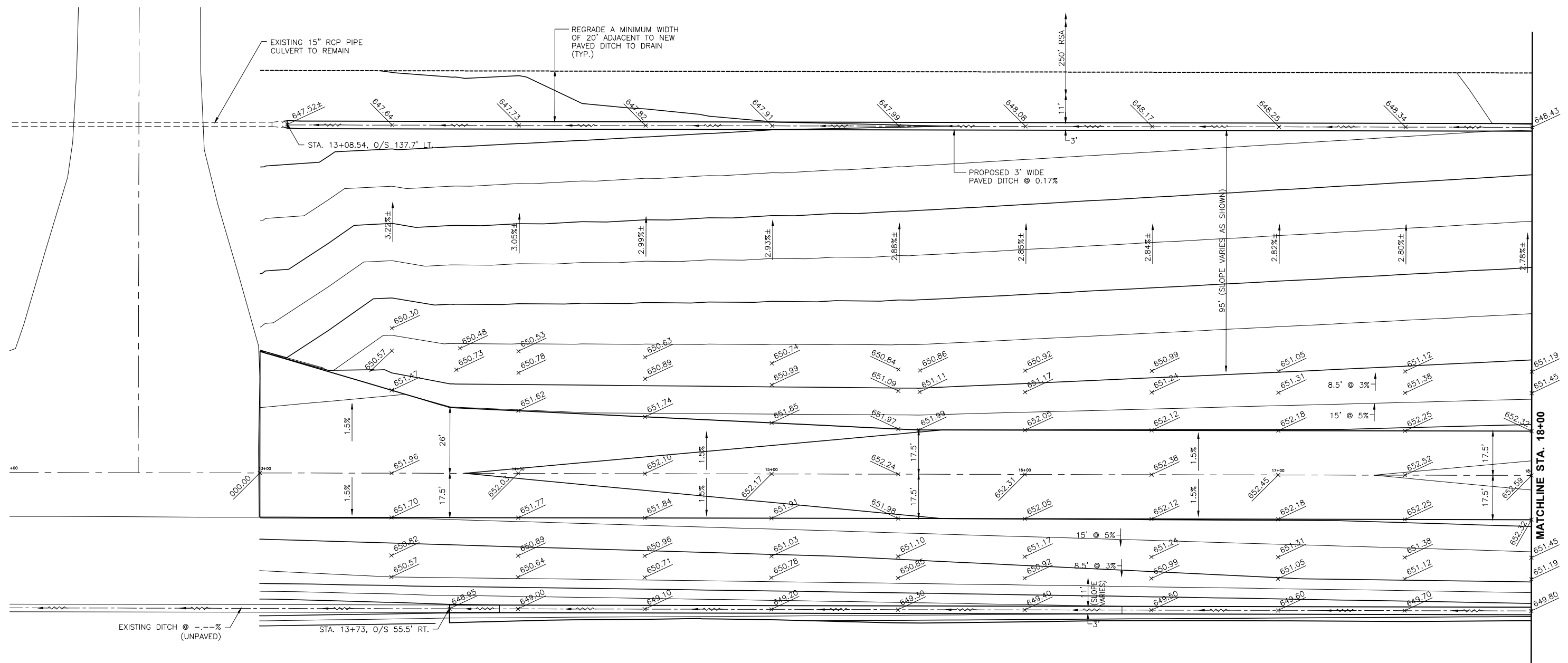
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**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**ELECTRICAL NOTES**

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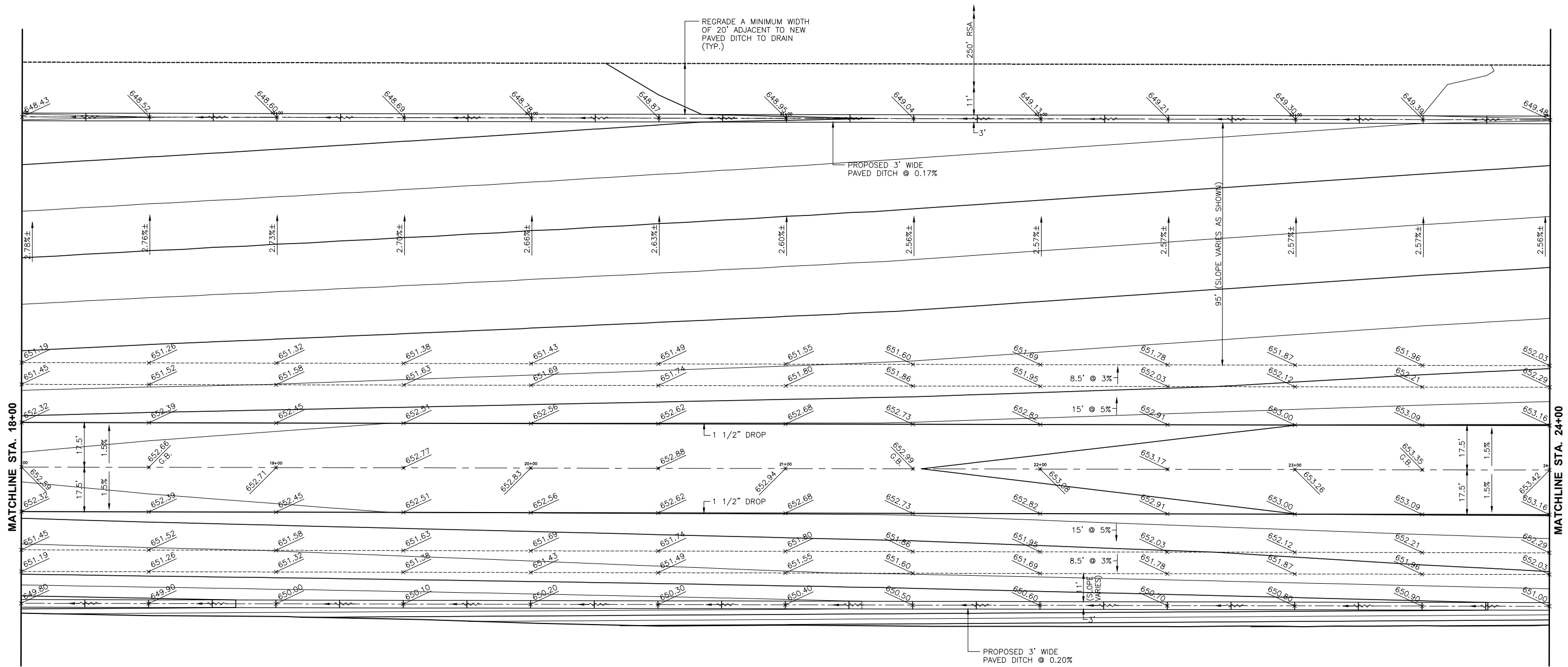
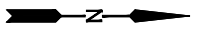
**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**GRADING PLAN (STA. 12+00 - 18+00)  
TAXIWAY A**

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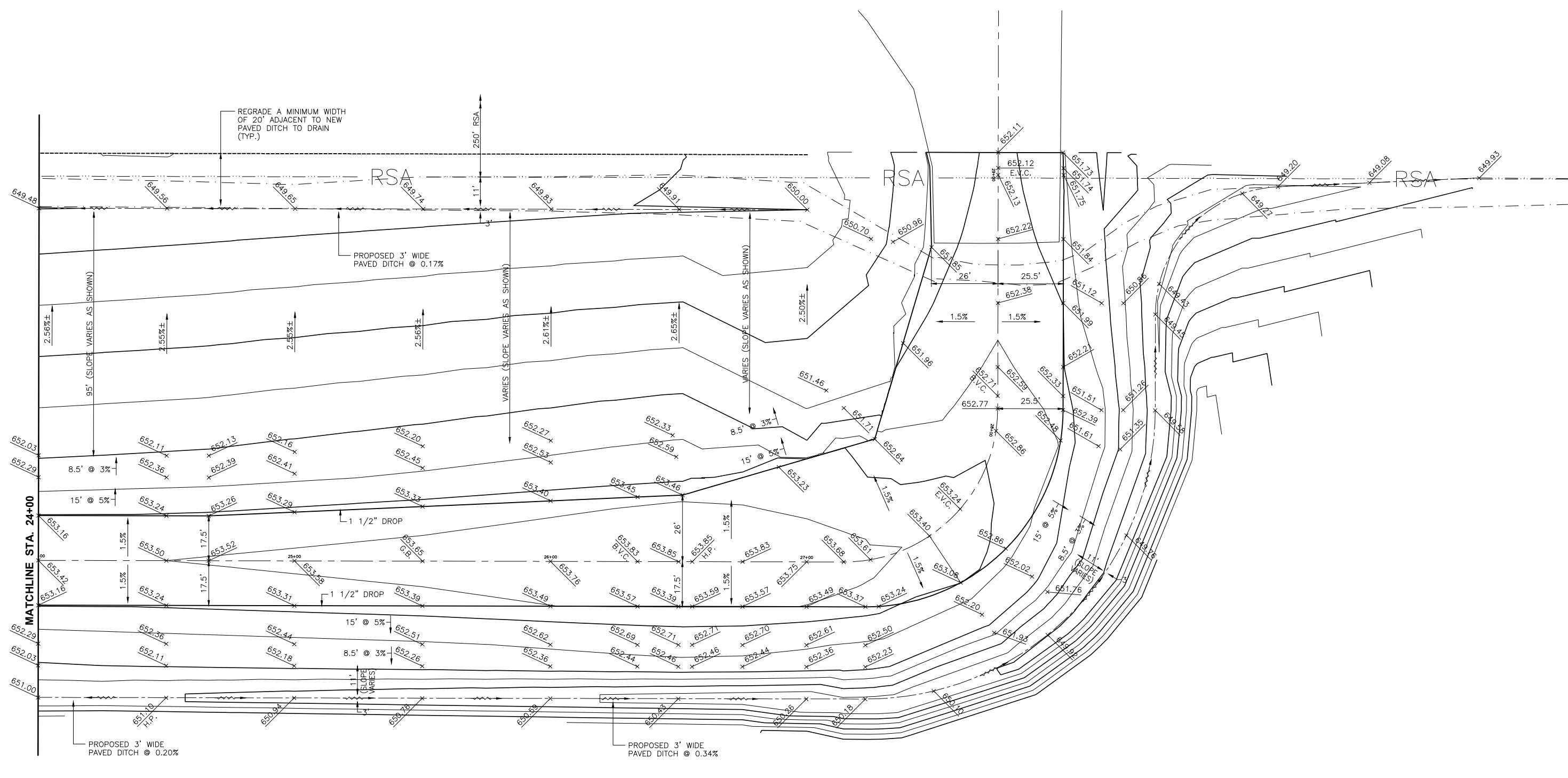
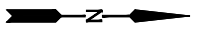
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PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**GRADING PLAN (STA. 18+00 - 24+00)  
TAXIWAY A**

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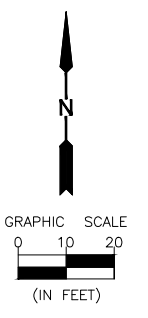
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**PARTIAL PARALLEL TAXIWAY EXTENSION**  
**PERU, ILLINOIS**

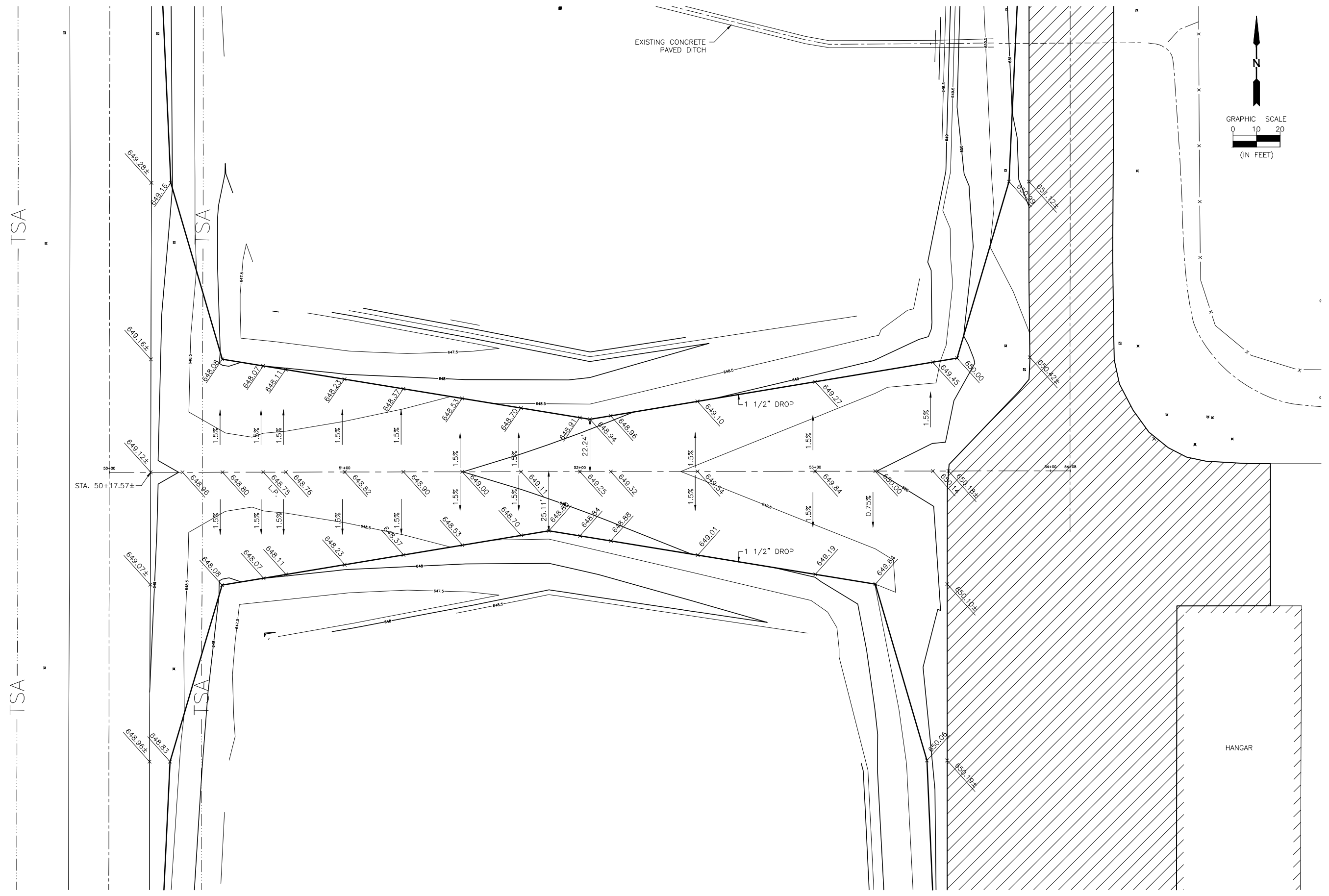
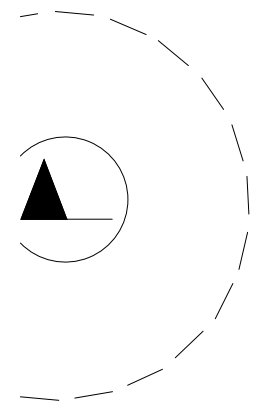
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**TAXIWAY A & TAXIWAY F**

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EXISTING CONCRETE  
PAVED DITCH



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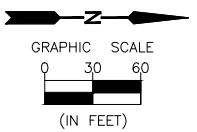
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PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**GRADING PLAN (STA. 50+00 - 54+00)  
TAXIWAY D**

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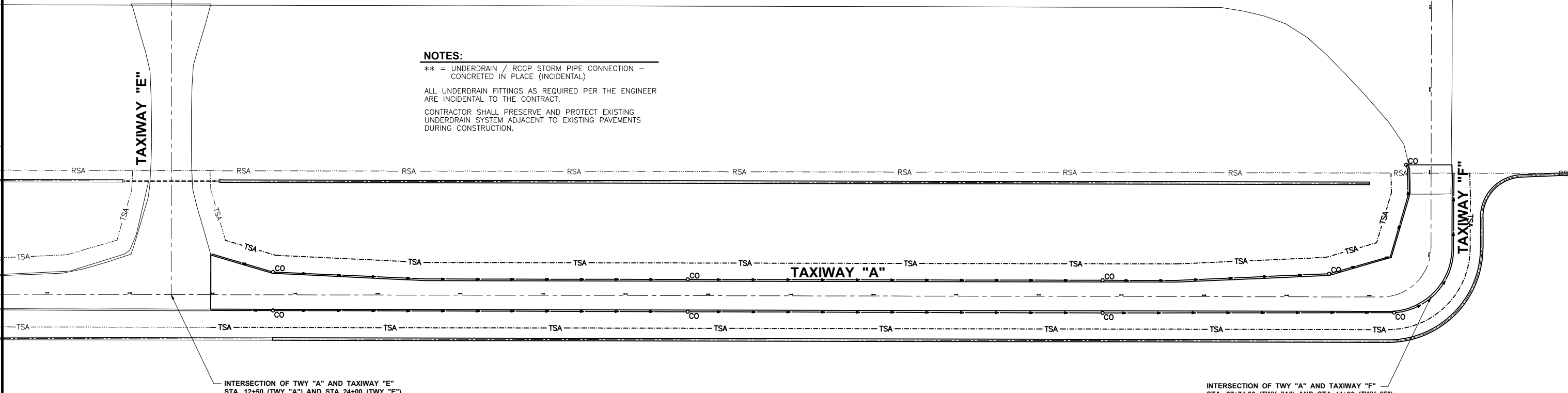


INTERSECTION OF RWY 18-36 AND TWY "E"  
STA. 112+50 (RWY) AND STA. 20+00 (TWY)

INTERSECTION OF RWY 18-36 AND TWY "F"  
STA. 127+74.50 (RWY) AND STA. 40+00 (TWY)

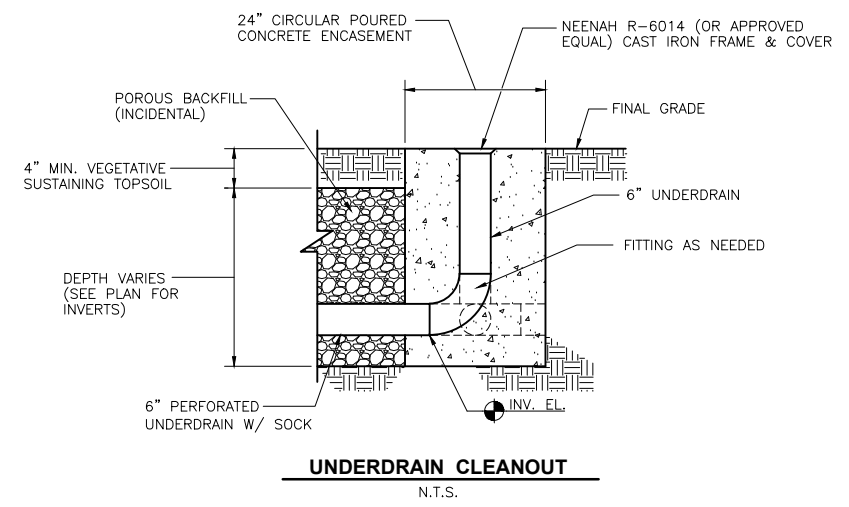
**RUNWAY 18 - 36**

**NOTES:**  
 \*\* = UNDERDRAIN / RCCP STORM PIPE CONNECTION - CONCRETED IN PLACE (INCIDENTAL)  
 ALL UNDERDRAIN FITTINGS AS REQUIRED PER THE ENGINEER ARE INCIDENTAL TO THE CONTRACT.  
 CONTRACTOR SHALL PRESERVE AND PROTECT EXISTING UNDERDRAIN SYSTEM ADJACENT TO EXISTING PAVEMENTS DURING CONSTRUCTION.

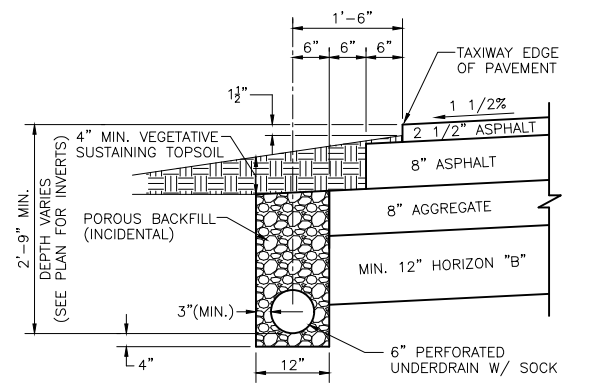
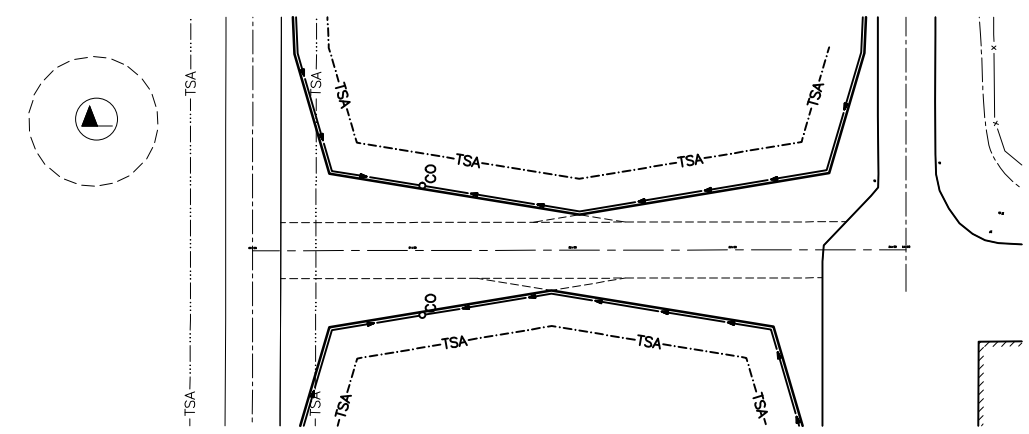


INTERSECTION OF TWY "A" AND TAXIWAY "E"  
STA. 12+50 (TWY "A") AND STA. 24+00 (TWY "E")

INTERSECTION OF TWY "A" AND TAXIWAY "F"  
STA. 27+74.50 (TWY "A") AND STA. 44+00 (TWY "F")



**UNDERDRAIN CLEANOUT**  
N.T.S.



**UNDERDRAIN DETAIL**  
N.T.S.

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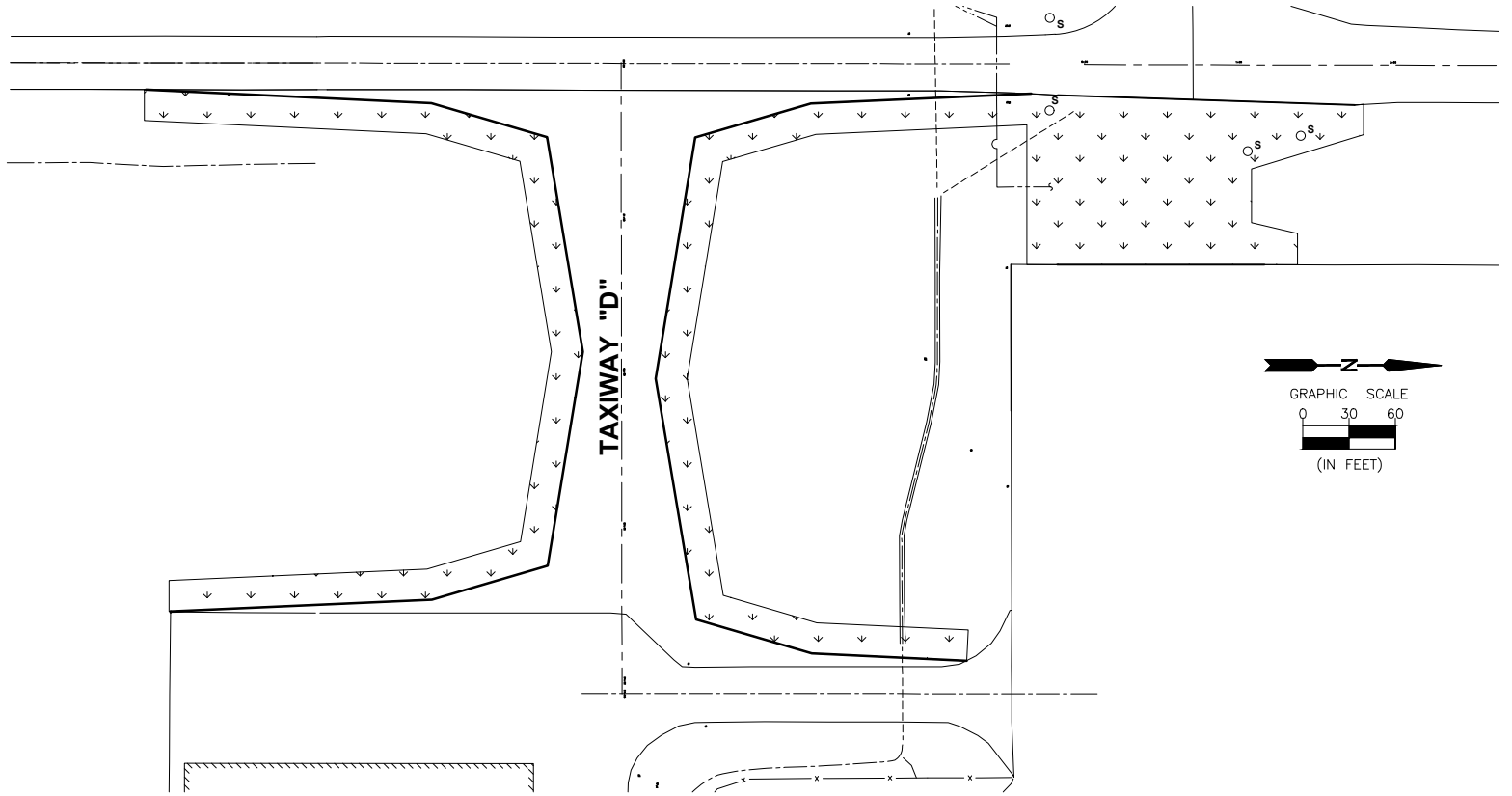
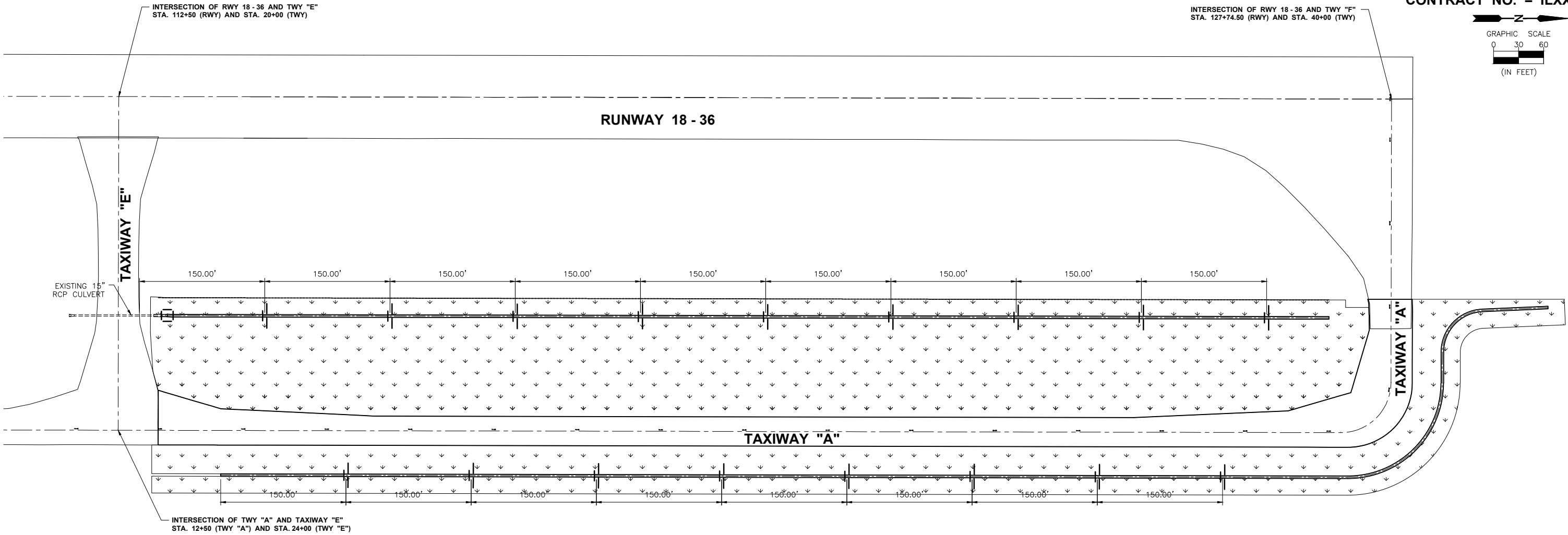
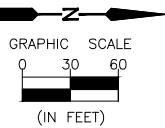
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**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**PIPE UNDERDRAIN PLAN  
AND DETAILS**

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**LEGEND**

	SILT FENCE
	TEMPORARY DITCH CHECK
	INLET & PIPE PROTECTION
	STABILIZED CONSTRUCTION ENTRANCE (INCIDENTAL TO CONTRACT)
	SEEDING AND MULCHING

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**ILLINOIS VALLEY REGIONAL AIRPORT  
PARTIAL PARALLEL TAXIWAY EXTENSION  
PERU, ILLINOIS**

**EROSION CONTROL PLAN**

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