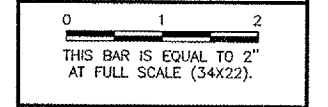


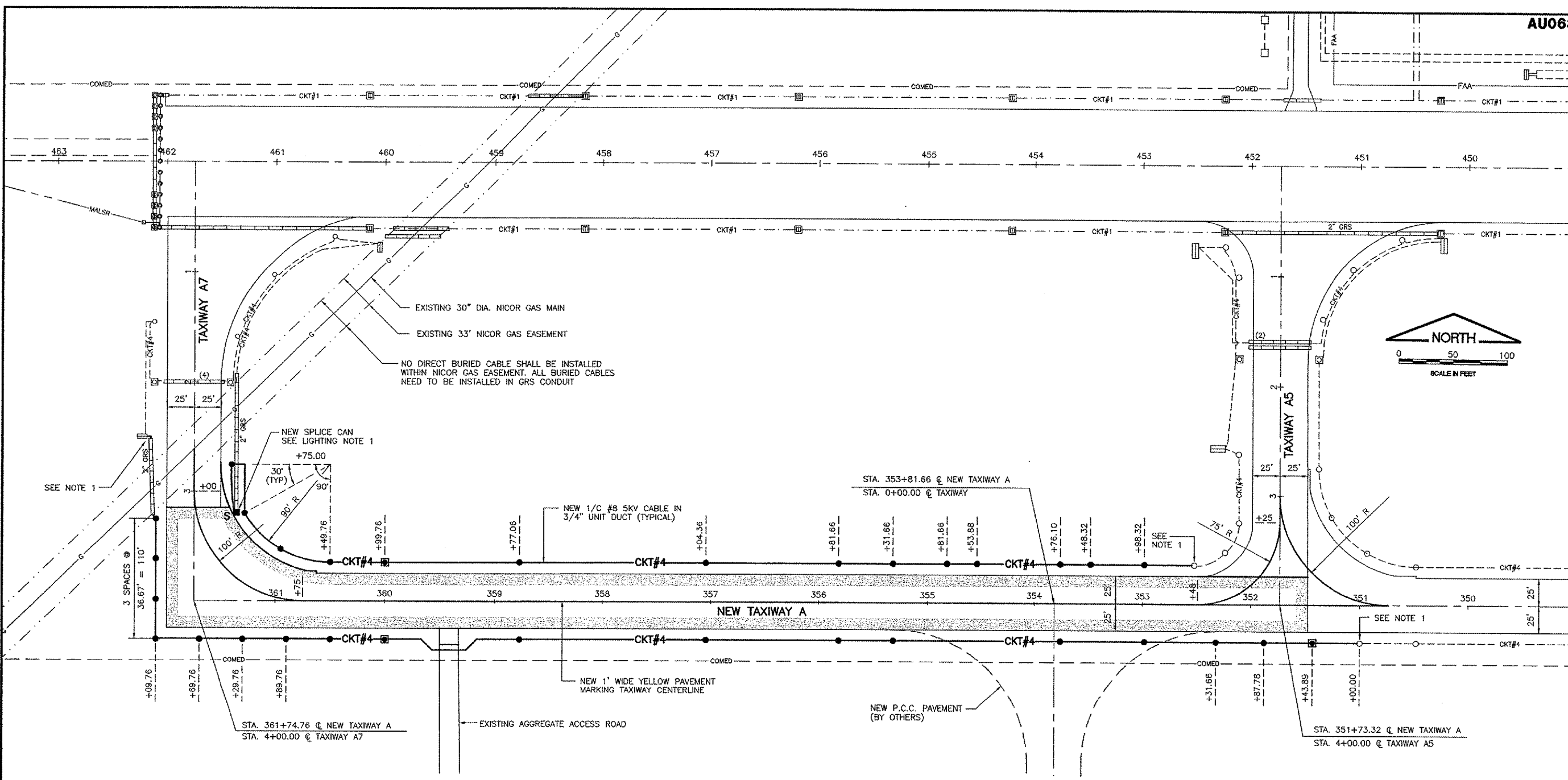
REVISIONS		
NUMBER	BY	DATE



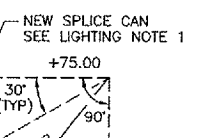
**AURORA MUNICIPAL AIRPORT  
 AURORA, ILLINOIS  
 REHABILITATE AND STRENGTHEN TAXIWAY ALPHA-WEST END  
 LIGHTING AND PAVEMENT MARKING PLAN**

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 License No. 84-000618

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 30" DIA. NICOR GAS MAIN  
 EXISTING 33' NICOR GAS EASEMENT  
 NO DIRECT BURIED CABLE SHALL BE INSTALLED WITHIN NICOR GAS EASEMENT. ALL BURIED CABLES NEED TO BE INSTALLED IN GRS CONDUIT



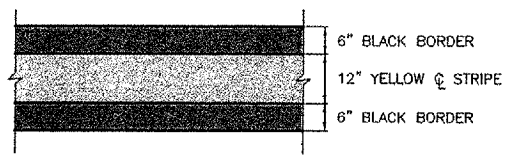
STA. 361+74.76 @ NEW TAXIWAY A  
 STA. 4+00.00 @ TAXIWAY A7

STA. 353+81.66 @ NEW TAXIWAY A  
 STA. 0+00.00 @ TAXIWAY

STA. 351+73.32 @ NEW TAXIWAY A  
 STA. 4+00.00 @ TAXIWAY A5

**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.