

DIXON MUNICIPAL AIRPORT CHARLES R. WALGREEN FIELD DIXON, ILLINOIS

CONSTRUCTION PLANS FOR DIXON MUNICIPAL AIRPORT

INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

ILLINOIS PROJECT: C73-4876
 SBG PROJECT: 3-17-SBGP-TBD

JUNE 4, 2021

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SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	27,450	
AR109210	VAULT MODIFICATIONS	LS	1	
AR109321	10 KW REGULATOR, STYLE 1	EACH	2	
AR110014	4" DIRECTIONAL BORE	LF	500	
AR115610	ELECTRICAL HANDHOLE	EACH	1	
AR125106	RELOC. ELEV. RETROREFLECTIVE MARKER	EACH	8	
AR125411	MITL - STAKE MOUNTED - LED	EACH	212	
AR125416	MITL - BASE MOUNTED - LED	EACH	34	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR800164	REMOVE ELEVATED RETROREFLECTIVE MARKER	EACH	197	



Know what's below.
 Call before you dig.

J.U.L.I.E.
 JOINT UTILITY LOCATING
 INFORMATION FOR EXCAVATORS
 www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE. SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

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SUBMITTED BY D. Kyle Peabody
 D. KYLE PEABODY P.E.

DATE June 4, 2021

DIXON MUNICIPAL AIRPORT
 CHARLES R. WALGREEN FIELD
 DIXON, ILLINOIS

MATTHEW S. HECKMAN
 PUBLIC WORKS DIRECTOR/ASSISTANT CITY MANAGER

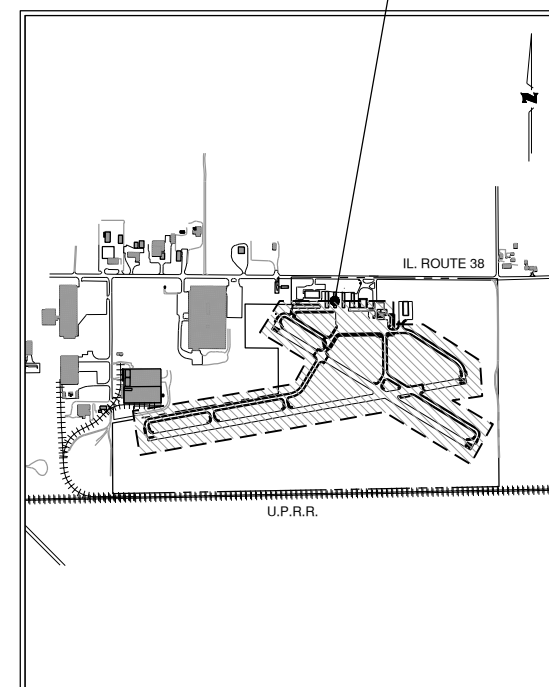
DATE 6/2/2021

DIXON MUNICIPAL AIRPORT



LOCATION MAP

PROJECT LOCATION



SITE PLAN



D. Kyle Peabody
 LICENSE EXPIRATION DATE: 11/30/2021
 DATE SIGNED: 6/4/2021



LICENSE EXPIRATION DATE: 11/30/2021
 DATE SIGNED: 6/4/2021

DESIGN INFORMATION

APPROACH CATEGORY B
 DESIGN GROUP I

DIXON MUNICIPAL AIRPORT

TOWNSHIP: 21 NORTH
 RANGE: 9 EAST
 LEE COUNTY

DIXON TOWNSHIP
 (SECTION: 3)
 OPPOSITE LINCOLN HIGHWAY 38
 (FRANKLIN GROVE ROAD)

UNICOM RADIO FREQUENCY - 123.05

DWG: 20240623.DWG
DATE: 6/20/24
BY: JRO

UPDATE BY: Michael Zonius
LAYOUT: Layout

DATE: Friday, June 25, 2021 6:20:36 PM
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IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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

**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS**

INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

SITE PLAN AND PROJECT CONTROL PLAN

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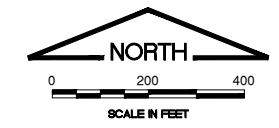
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DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
DATE: 6/4/2021
JOB No: 200244-02

FINAL

SHEET 2 OF 21 SHEETS

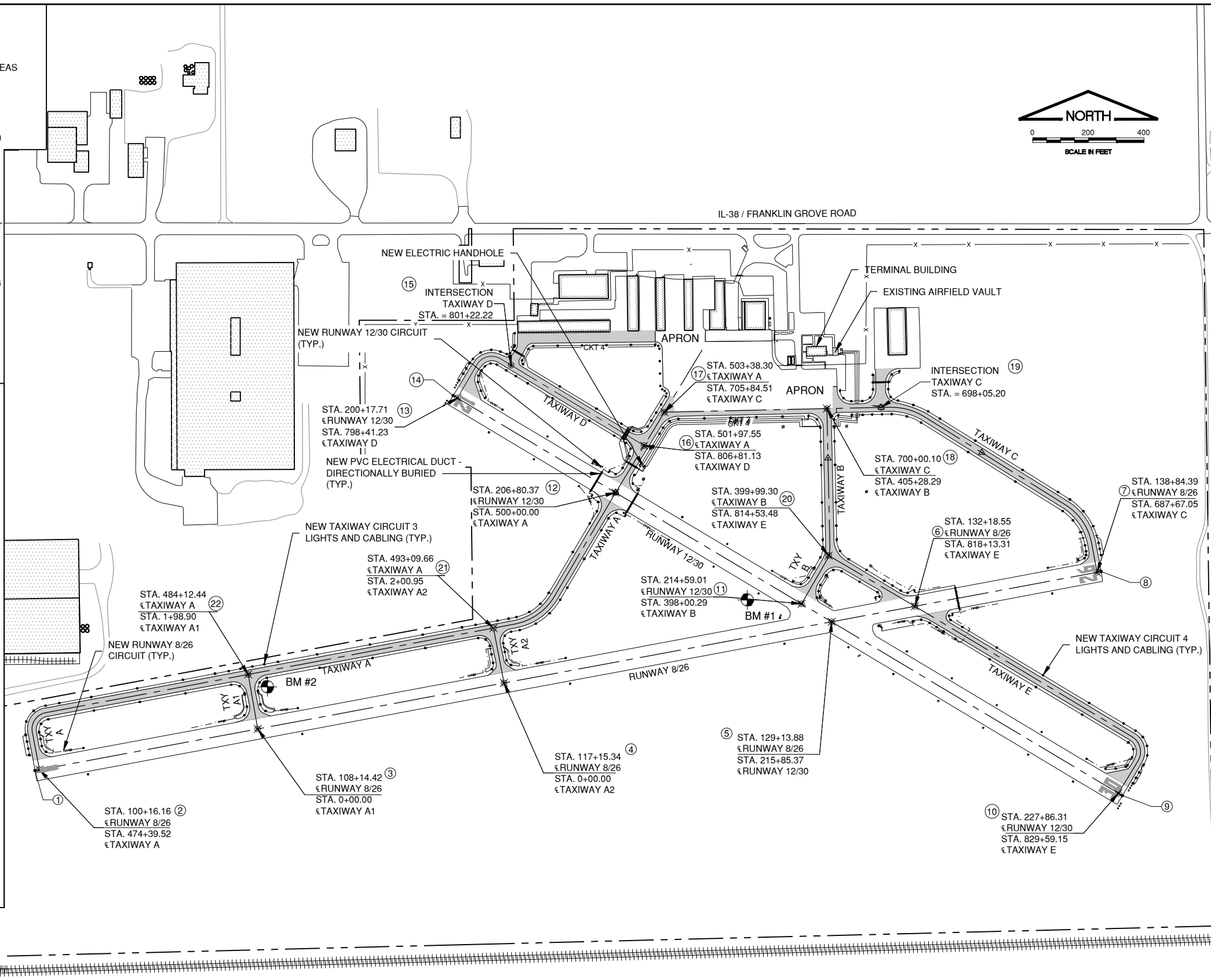
LEGEND

- EXISTING BUILDING
- PROPOSED TAXIWAY LIGHTING IMPROVEMENT AREAS
- PROJECT REFERENCE POINTS
- NEW BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW STAKE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW HANDHOLE
- CKT3— NEW TAXIWAY A AND TAXIWAY C CIRCUIT 1/C #8 5KV L-824C UG CABLE IN UNIT DUCT
- CKT4— NEW TAXIWAY B, TAXIWAY D, AND TAXIWAY E CIRCUIT 1/C #8 5KV L-824C UG CABLE IN UNIT DUCT
- NEW ELECTRICAL DUCT PVC SCHEDULE 80 - DIRECTIONALLY BURIED
- CKT1— NEW RUNWAY 12/30 CIRCUIT 1/C #8 5KV L-824C UG CABLE IN UNIT DUCT
- CKT2— NEW RUNWAY 8/26 CIRCUIT 1/C #8 5KV L-824C UG CABLE IN UNIT DUCT
- VERTICAL CONTROL POINT
- - - AIRPORT PROPERTY LINE



PROJECT REFERENCE POINTS

POINT	NORTHING	EASTING
1	1882278.251	2490664.846
2	1882281.216	2490680.734
3	1882427.651	2491465.442
4	1882592.920	2492351.077
5	1882812.785	2493529.279
6	1882868.676	2493828.782
7	1882990.821	2494483.323
8	1882993.542	2494497.908
9	1882188.080	2494574.417
10	1882196.628	2494560.116
11	1882877.614	2493420.820
12	1883277.100	2492752.473
13	1883617.087	2492183.675
14	1883626.172	2492168.475
15	1883735.385	2492376.668
16	1883446.046	2492854.856
17	1883566.420	2492927.807
18	1883579.288	2493512.078
19	1883583.580	2493706.924
20	1883050.861	2493518.438
21	1882790.233	2492313.007
22	1882623.618	2491431.395



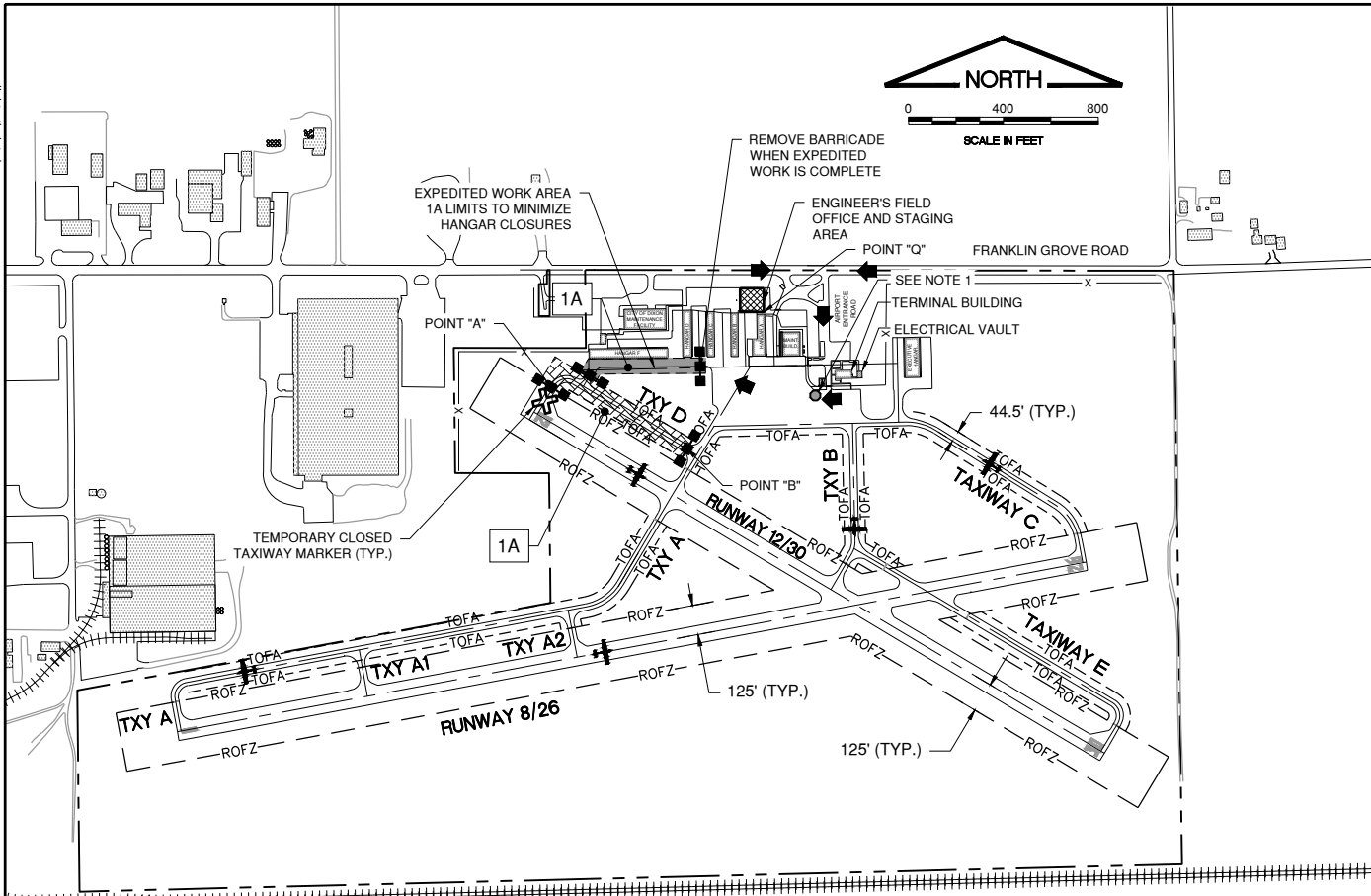
HORIZONTAL CONTROL				
POINT	DESCRIPTION	NORTHING	EASTING	ELEVATION
1	STA. 100+00.00 END OF RUNWAY 8	1882278.251	2490664.846	
5	INTERSECTION OF RUNWAY 8/26 AND RUNWAY 12/30	1882812.785	2493529.279	
8	STA. 138+99.25 END OF RUNWAY 26	1882993.542	2494497.908	
9	STA. 228+02.97 END OF RUNWAY 30	1882188.080	2494574.417	
14	STA. 200+00.00 END OF RUNWAY 12	1883626.172	2492168.475	

VERTICAL CONTROL				
BENCHMARK	DESCRIPTION	NORTHING	EASTING	ELEVATION
BM #1	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST WEST OF RUNWAY 12/30 - RUNWAY 8/26 INTERSECTION	1882891.680	2493225.960	778.96
BM #2	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST EAST OF TAXIWAY A1	1882579.037	2491500.381	778.23

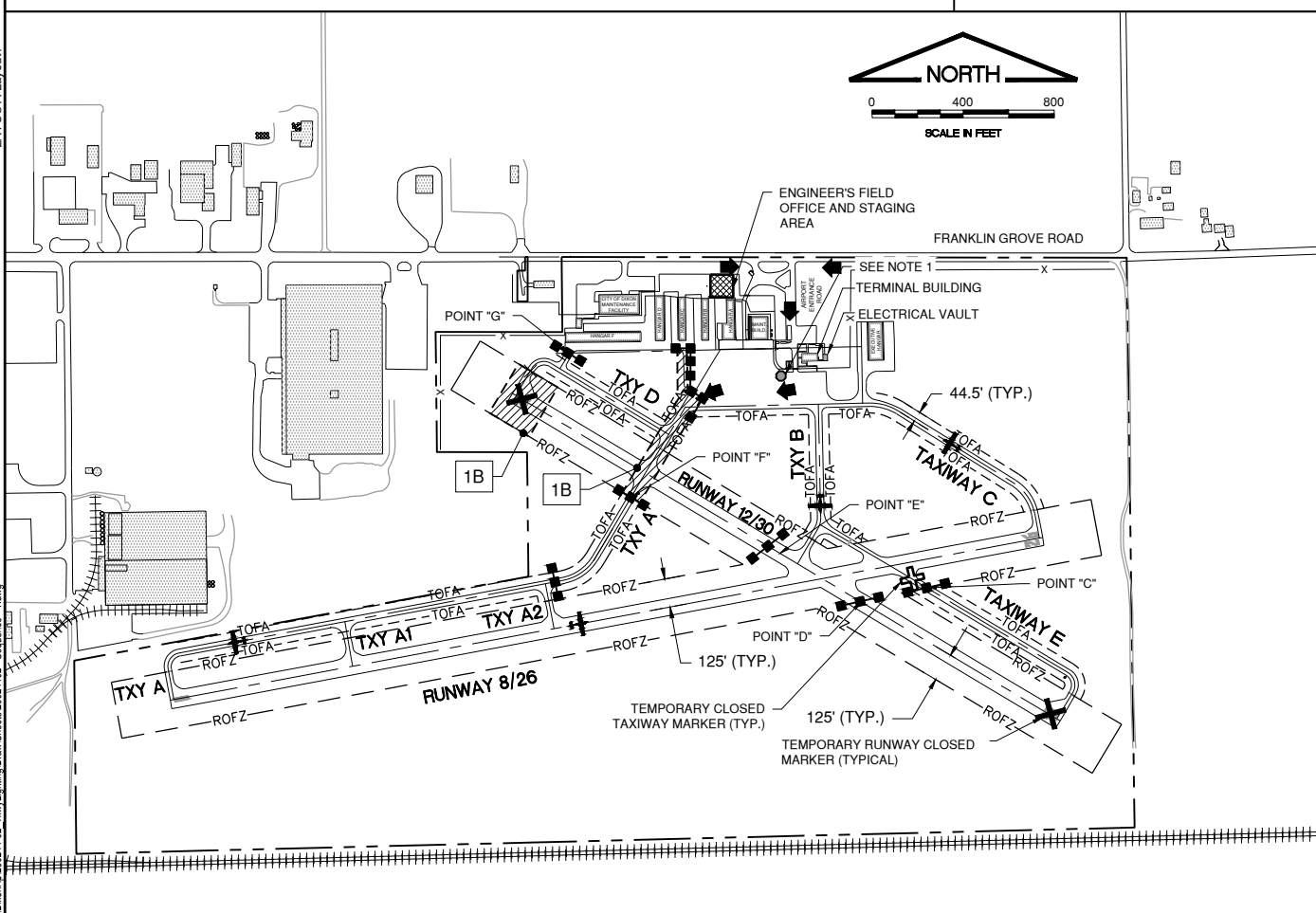
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LAYOUT: Layout

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WORK AREA 1A



WORK AREA 1B

- LEGEND**
- CONTRACTOR'S STAGING AND STORAGE AREA
 - EXISTING BUILDING
 - EXISTING PAVEMENT
 - EXISTING FENCE
 - RIGHT OF WAY (R.O.W.)
 - AIRPORT PROPERTY LINE
 - TAXIWAY OBJECT FREE AREA (TOFA)
 - RUNWAY OBSTACLE FREE ZONE (ROFZ)
 - AIRCRAFT MOVEMENT AREA
 - CONTRACTOR'S ACCESS/HAUL ROAD
 - TEMPORARY CLOSED RUNWAY MARKER
 - TEMPORARY CLOSED TAXIWAY MARKER
 - LOW PROFILE BARRICADE
 - CROSSING GUARD STOP-A.O.A. SIGN (SEE NOTE 1) OR CONTRACTOR'S ESCORT WITH RADIO

NOTES

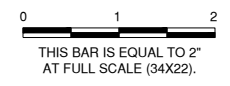
1. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
2. TOFA (TAXIWAY OBJECT FREE AREA) EXTENDS 44.5' FROM ALL TAXIWAY CENTERLINES. TAXIWAY CLOSURES WILL BE REQUIRED WHEN WORK EXTENDS WITHIN THE TOFA.
3. ROFZ (RUNWAY OBJECT FREE ZONE) EXTENDS 125' FROM RUNWAY CENTERLINES AND 240' FROM THE END OF THE RUNWAY. RUNWAY CLOSURES WILL BE REQUIRED WHEN WORK EXTENDS WITHIN THE ROFZ.
4. CONTRACTOR MAY REQUEST TO COMBINE WORK AREAS. THE AIRPORT WILL DETERMINE IF THE REQUEST IS ACCEPTABLE.

WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
1A 	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 OPEN TAXIWAY D CLOSED ALL OTHER TAXIWAYS OPEN
1A (EXPEDITED) 	WORK WITHIN EXPEDITED WORK AREA WILL BE ALLOWED ONLY 2 CALENDAR DAYS TO COMPLETE WORK	RUNWAY 12/30 OPEN RUNWAY 8/26 OPEN TAXIWAY D CLOSED TAXILANE ALONG HANGAR F CLOSED (EXPEDITED WORK AREA) ALL OTHER TAXIWAYS OPEN
1B 	NO RESTRICTIONS	RUNWAY 12/30 CLOSED RUNWAY 8/26 OPEN TAXIWAY A CLOSED NORTH OF RUNWAY 12/30 TAXIWAY D CLOSED ALL OTHER TAXIWAYS OPEN

IL CONTRACT: **DI032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
CONSTRUCTION ACTIVITY PLAN - 1

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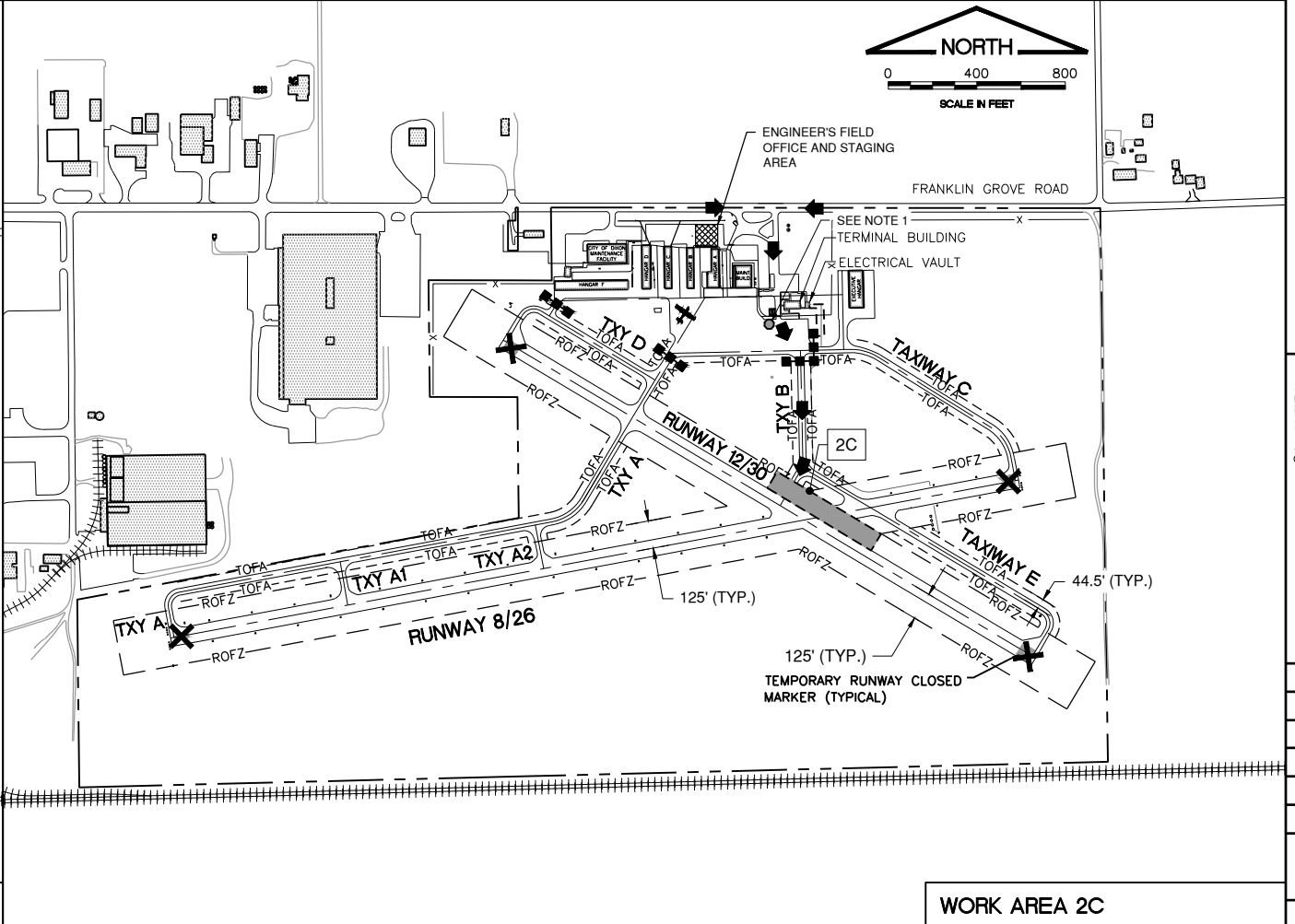
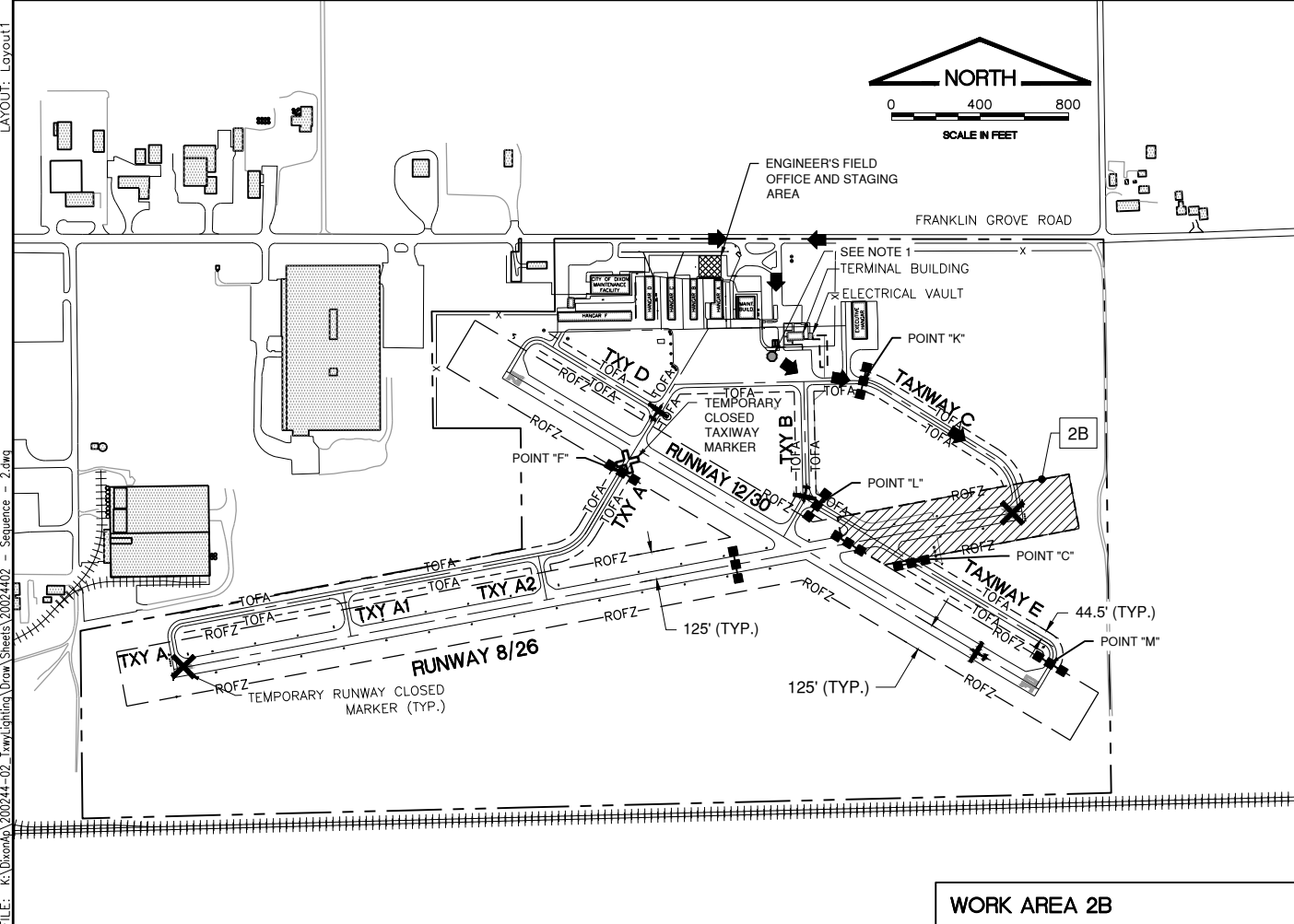
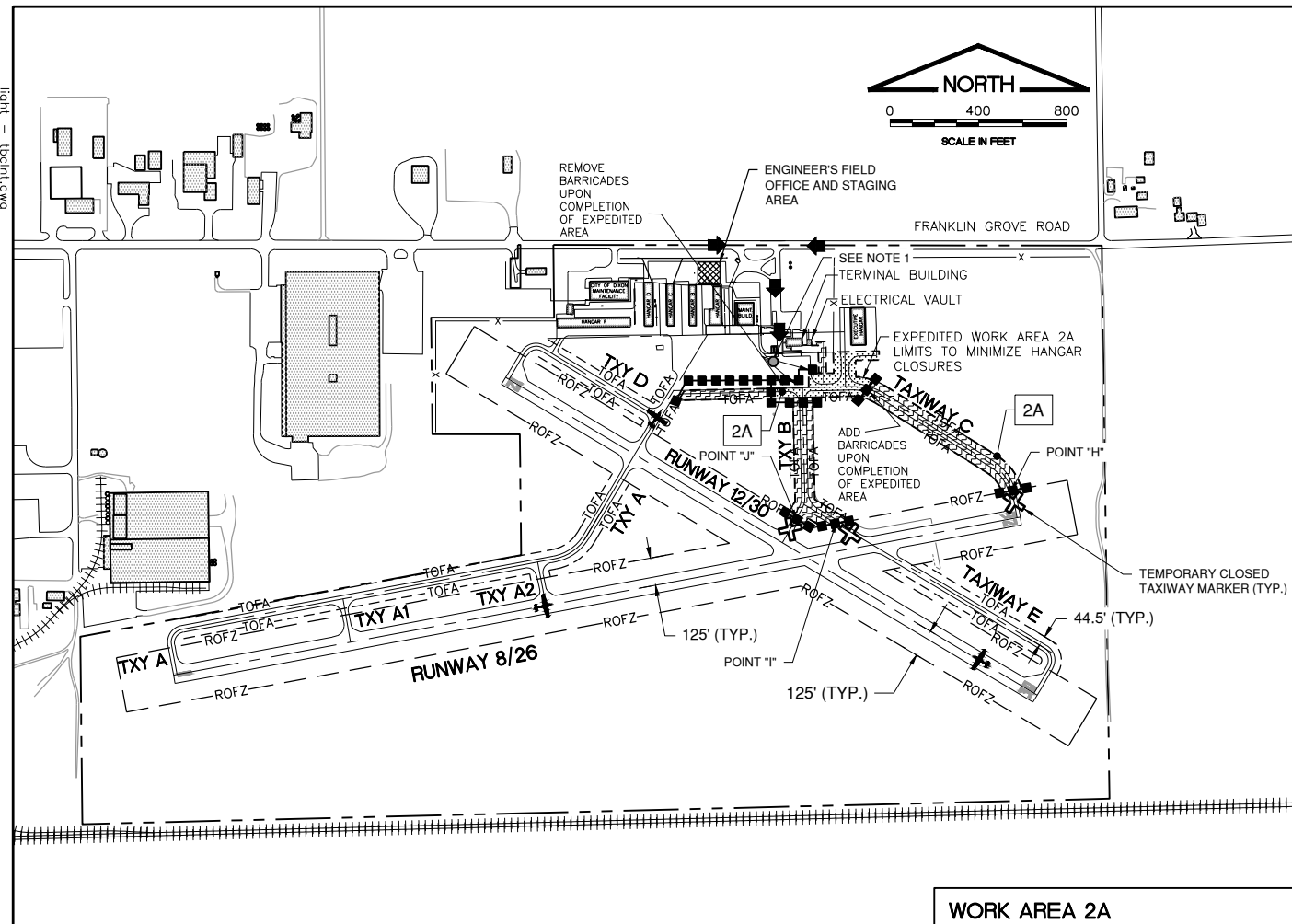
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WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
2A	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 OPEN TAXIWAY B CLOSED TAXIWAY C CLOSED ALL OTHER TAXIWAYS OPEN
2A EXPEDITED	WORK WITHIN EXPEDITED WORK AREA WILL BE ALLOWED ONLY 2 CALENDAR DAYS TO COMPLETE WORK	RUNWAY 12/30 OPEN RUNWAY 8/26 OPEN TAXIWAY B CLOSED TAXIWAY C CLOSED EXECUTIVE HANGAR TAXIWAY AND TAXILANE CLOSED ALL OTHER TAXIWAYS OPEN
2B	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 CLOSED TAXIWAY C CLOSED TAXIWAY E CLOSED TAXIWAY A CLOSED ALL OTHER TAXIWAYS OPEN
2C	2 CALENDAR DAYS WILL BE ALLOWED FOR WORK WITHIN RWY 8/26 AND RWY 12/30 ROFZ	ALL RUNWAYS CLOSED ALL TAXIWAYS CLOSED

IL. CONTRACT: **DI032**
 IL. LETTING ITEM: **07A**
 IL. PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE

0 1 2
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DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
 CONSTRUCTION ACTIVITY PLAN - 2

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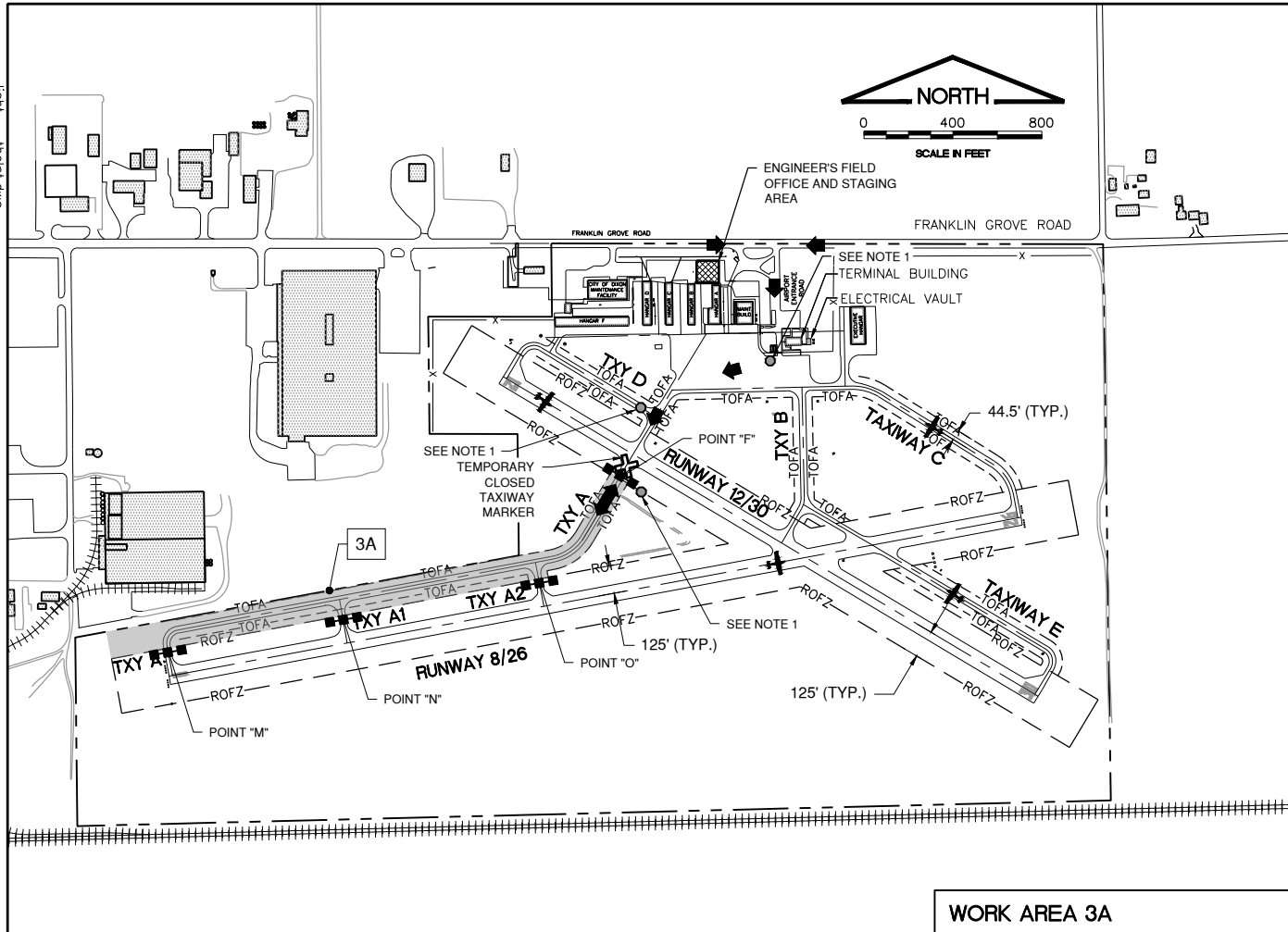
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SHEET 4 OF 21 SHEETS

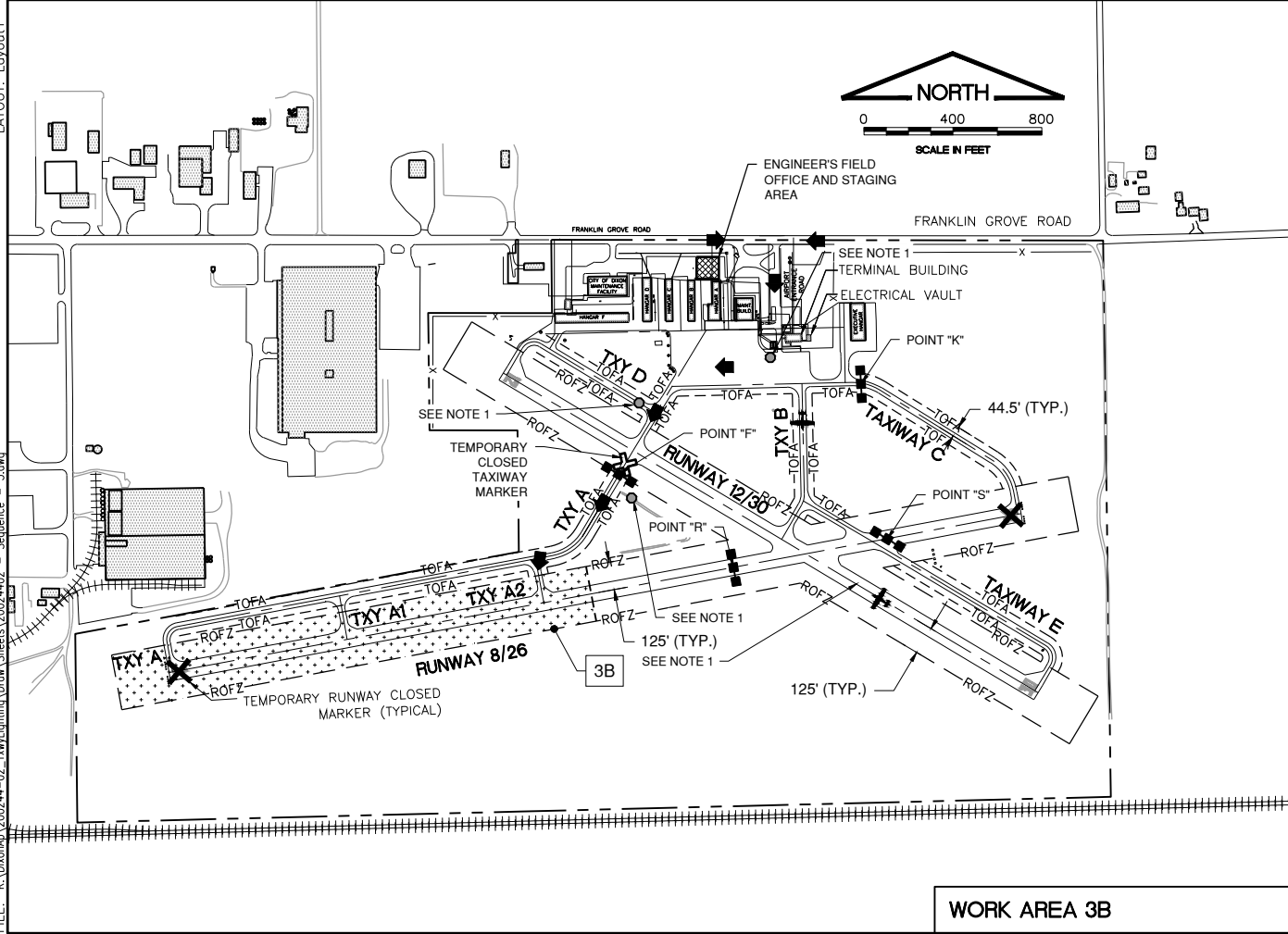
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 LAYOUT: Layout1

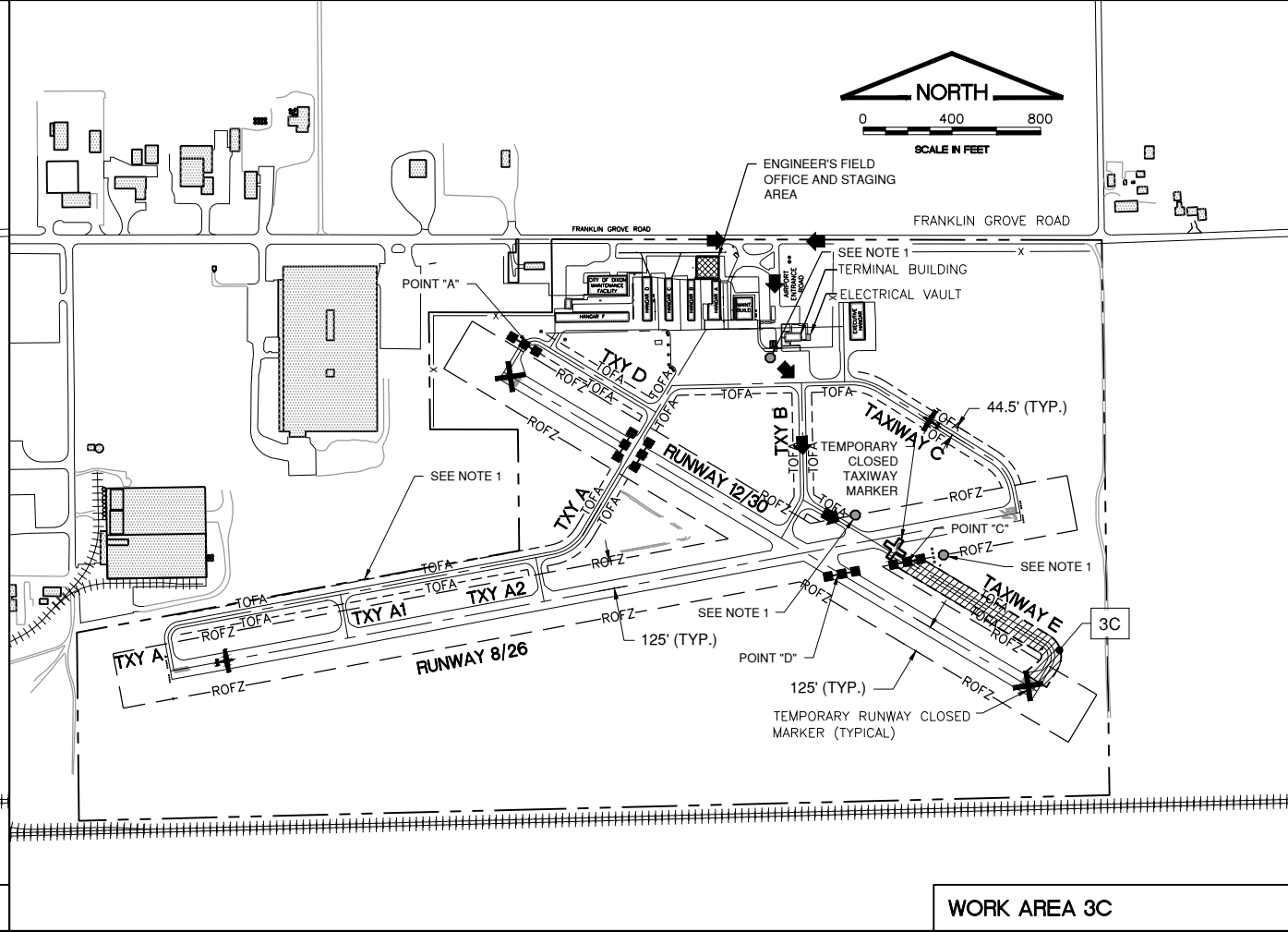
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WORK AREA 3A



WORK AREA 3B



WORK AREA 3C

NOTES

1. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
2. TOFA (TAXIWAY OBJECT FREE AREA) EXTENDS 44.5' FROM ALL TAXIWAY CENTERLINES. TAXIWAY CLOSURES WILL BE REQUIRED WHEN WORK EXTENDS WITHIN THE TOFA.
3. ROFZ (RUNWAY OBJECT FREE ZONE) EXTENDS 125' FROM RUNWAY CENTERLINES AND 240' FROM THE END OF THE RUNWAY. RUNWAY CLOSURES WILL BE REQUIRED WHEN WORK EXTENDS WITHIN THE ROFZ.
4. CONTRACTOR MAY REQUEST TO COMBINE WORK AREAS. THE AIRPORT WILL DETERMINE IF THE REQUEST IS ACCEPTABLE.

LEGEND

- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING FENCE
- RIGHT OF WAY (R.O.W.)
- AIRPORT PROPERTY LINE
- TAXIWAY OBJECT FREE AREA (TOFA)
- RUNWAY OBJECT FREE ZONE (ROFZ)
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROAD
- TEMPORARY CLOSED RUNWAY MARKER
- TEMPORARY CLOSED TAXIWAY MARKER
- LOW PROFILE BARRICADE
- CROSSING GUARD STOP-A.O.A. SIGN (SEE NOTE 1) OR CONTRACTOR'S ESCORT WITH RADIO

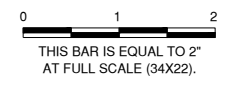
WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
3A	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 OPEN TAXIWAY A (SOUTH OF RWY 12/30) CLOSED ALL OTHER TAXIWAYS OPEN
3B	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 CLOSED TAXIWAY C CLOSED TAXIWAY A (SOUTH OF RWY 12/30) CLOSED ALL OTHER TAXIWAYS OPEN
3C	NO RESTRICTIONS	RUNWAY 12/30 CLOSED RUNWAY 8/26 OPEN TAXIWAY E (SOUTH OF RUNWAY 12/30) CLOSED ALL OTHER TAXIWAYS OPEN TAXIWAY D (NORTH CONNECTOR) CLOSED

IL. CONTRACT: **DI032**
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DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

CONSTRUCTION ACTIVITY PLAN - 3

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APPROVED BY:	DKP
DATE:	6/4/2021
JOB No:	200244-02

FINAL

GENERAL NOTES

- 1. 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 MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
2. THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) CONFIRMING COMPLIANCE WITH THE CONSTRUCTION SAFETY PHASING PLAN (CSPP) PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED AS SPECIFIED IN FAA AC 150/5370-2 (LATEST EDITION).
3. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
4. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
5. THE AIRPORT MANAGER 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.
6. 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 MANAGER. 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 MANAGER.
7. 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.
8. 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.
9. 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 SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO AR150520 MOBILIZATION.
10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
11. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, TAXIWAY AND 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 SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. 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.
12. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER (10) DAYS PRIOR TO THE START OF CONSTRUCTION ON AIRPORT RUNWAYS AND (5) DAYS FOR AIRPORT TAXIWAYS, TAXILANES, AND APRONS SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
13. 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.
14. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL ON SHEET 7.
15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
16. 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.
17. THE MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT SHALL BE 25'.
18. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
19. DIXON 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.
20. APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. 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.

- 21. 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. THE RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
22. 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.
23. COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, 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.
24. 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.
25. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
26. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 44.5' FROM ACTIVE TAXIWAYS AND 125' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
27. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY SAFETY AREAS, TAXIWAY OBJECT FREE AREA AND RUNWAY OBSTACLE FREE ZONE.
28. 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.
29. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 70-16 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 MANAGER. 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 MANAGER.
30. 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 MANAGER AND/OR AIRPORT MAINTENANCE. 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 AIR TRAFFIC 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 MANAGER 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 SEPERATELY 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 MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY OBSTACLE FREE ZONE (ROFZ) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

RUNWAYS:

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED UNLESS OTHERWISE SHOWN ON THE PLANS. 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 RSA IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED. THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON THIS SHEET FOR SAFETY AREA WIDTHS.

TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. 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 MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. REFERENCE TABLE ON THIS SHEET FOR OBJECT FREE AREA WIDTHS. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY / TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.

DESIGN AIRCRAFT APPROACH CATEGORY: B DESIGN AIRPORT GROUP: I

RUNWAY 12/30 OBSTACLE FREE ZONE TOTAL WIDTH = 250' RUNWAY 8/26 OBSTACLE FREE ZONE TOTAL WIDTH= 250' TAXIWAY CENTERLINE TO OBJECT SEPARATION = 44.5' TAXILANE CENTERLINE TO OBJECT SEPARATION = 39.5'

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 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS.

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER (10) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION ON AIRPORT RUNWAYS AND (5) WORKING DAYS FOR AIRPORT TAXIWAYS, TAXILANES, AND APRONS TO ISSUE APPROPRIATE NOTAMS.
WORK AREAS 1 THRU 3

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.

PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.

MEGGER AIRFIELD CIRCUITS.

DE-ENERGIZE CIRCUITS FOR CLOSED RUNWAYS.

INSTALL TEMPORARY CABLING/DE-ENERGIZE TAXIWAY CIRCUIT OR COVER LIGHT FIXTURE IN SUCH A WAY TO PREVENT LIGHT LEAKAGE WITHIN WORK AREA LIMITS.

COMPLETE NEW LIGHTING, CABLING AND SIGN IMPROVEMENTS.

COMPLETE TOPSOILING AND SEEDING AROUND TO MEET RSA/TSA GRADING.

REMOVE TEMPORARY CABLING AND RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS.

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER PAVEMENT CLOSURES FOR NEXT WORK AREA.

CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.

RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR NEXT WORK AREA.

- RESIDRE STAGING AREAS.

AIRFIELD LIGHTS AND SIGNS NOTES

- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

CONSTRUCTION POINT TABLE

Table with 6 columns: POINT, NEAREST ACTIVE RUNWAY, LATITUDE, LONGITUDE, GROUND ELEVATION, TOP ELEVATION. Rows A through S.

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT 25'

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.

EMP:10091 - 1061

UPDATE BY: Michael Zonsius LAYOUT: Layout1

DATE: Friday, June 25, 2021 6:21:10 PM FILE: K:\Dwork\2009\44-02_TaxiwayLighting\Draw\Sheets\20024402 - Sequence Notes.dwg

DESIGN AIRCRAFT APPROACH CATEGORY: B DESIGN AIRPORT GROUP: I RUNWAY 12/30 OBSTACLE FREE ZONE TOTAL WIDTH = 250' RUNWAY 8/26 OBSTACLE FREE ZONE TOTAL WIDTH= 250' TAXIWAY CENTERLINE TO OBJECT SEPARATION = 44.5' TAXILANE CENTERLINE TO OBJECT SEPARATION = 39.5' 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 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS.

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER (10) WORKING DAYS PRIOR TO THE START OF CONSTRUCTION ON AIRPORT RUNWAYS AND (5) WORKING DAYS FOR AIRPORT TAXIWAYS, TAXILANES, AND APRONS TO ISSUE APPROPRIATE NOTAMS.
WORK AREAS 1 THRU 3

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.

PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.

MEGGER AIRFIELD CIRCUITS.

DE-ENERGIZE CIRCUITS FOR CLOSED RUNWAYS.

INSTALL TEMPORARY CABLING/DE-ENERGIZE TAXIWAY CIRCUIT OR COVER LIGHT FIXTURE IN SUCH A WAY TO PREVENT LIGHT LEAKAGE WITHIN WORK AREA LIMITS.

COMPLETE NEW LIGHTING, CABLING AND SIGN IMPROVEMENTS.

COMPLETE TOPSOILING AND SEEDING AROUND TO MEET RSA/TSA GRADING.

REMOVE TEMPORARY CABLING AND RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS.

COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER PAVEMENT CLOSURES FOR NEXT WORK AREA.

CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.

RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR NEXT WORK AREA.

- RESIDRE STAGING AREAS.

AIRFIELD LIGHTS AND SIGNS NOTES

- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

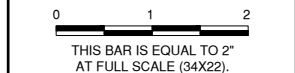
CONSTRUCTION POINT TABLE

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MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT 25'

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.

IL CONTRACT: D1032 IL LETTING ITEM: 07A IL PROJECT: C73-4876 S.B.G. PROJECT: 3-17-SBGP-TBD SURVEY BOOK # ----



REVISIONS

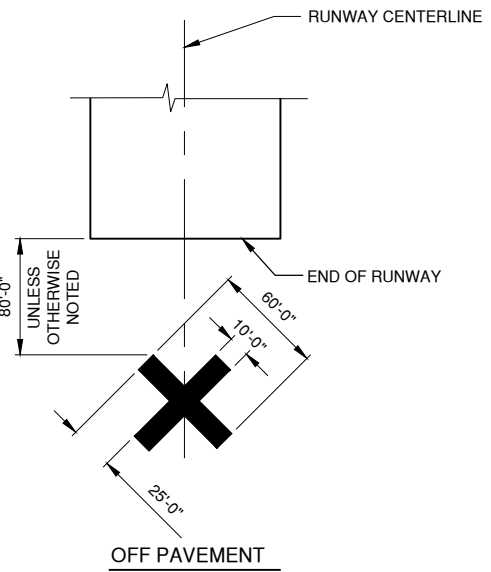
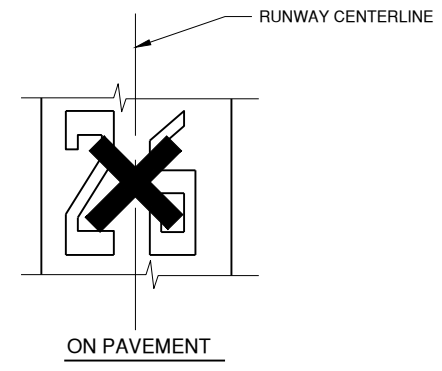
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DIXON MUNICIPAL AIRPORT DIXON, ILLINOIS INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS CONSTRUCTION ACTIVITY PLAN GENERAL NOTES

CMT CONSULTING ENGINEERS License No. 184-000613

DESIGN BY: MFZ DRAWN BY: JRO CHECKED BY: DKP APPROVED BY: DKP DATE: 6/4/2021 JOB No: 200244-02

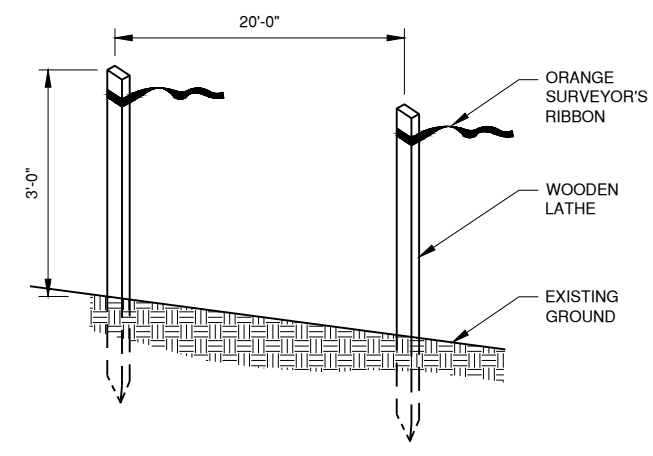
FINAL



CLOSED RUNWAY MARKER DETAIL
N.T.S.

NOTES

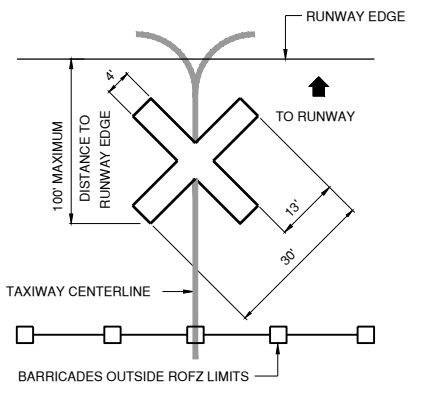
- MARKERS SHALL BE SOLID YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA OR PAVEMENT IS OPEN TO TAXIING AIRCRAFT, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.
- COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER, WHERE APPLICABLE, PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE CONSTRUCTION ACTIVITY PLANS.



CONSTRUCTION SETBACK LINE DETAIL
N.T.S.

NOTES

- PLACE CONSTRUCTION SETBACK LINES AT LOCATIONS OF CONSTRUCTION OPERATIONS NEAR RUNWAY OBSTACLE FREE ZONES AND TAXIWAY OBJECT FREE AREAS WHEN RUNWAYS/TAXIWAYS ARE OPEN.



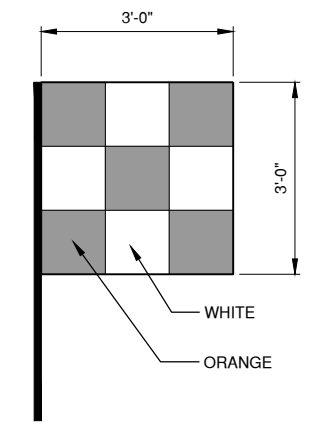
CLOSED TAXIWAY MARKER DETAIL
N.T.S.

CLOSED TAXIWAY MARKER DETAIL NOTES

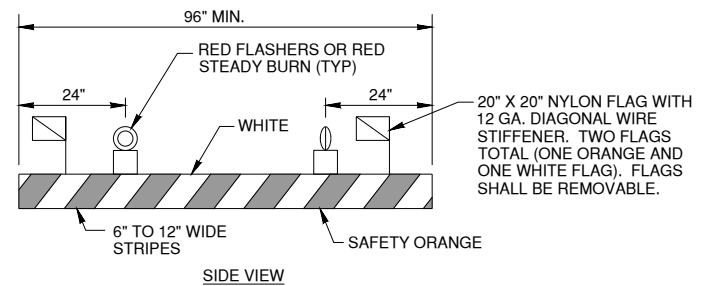
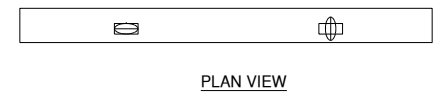
- CLOSED TAXIWAY MARKERS SHALL BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE AIRPORT.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
- MARKERS ARE ONLY REQUIRED FOR TAXIWAYS CLOSED THREE (3) CONSECUTIVE DAYS OR MORE.

CONTRACTOR ACCESS ROUTE NOTES

- ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.



CONSTRUCTION EQUIPMENT AND TRUCK/VEHICLE SIGNAL FLAG
N.T.S.



AIRSIDE LOW PROFILE LIGHTED BARRICADE
N.T.S.

BARRICADE NOTES

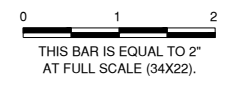
- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
- BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
- PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
- ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

CONSTRUCTION ACTIVITY PLAN
DETAILS

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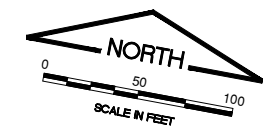
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DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	6/4/2021
JOB No:	200244-02

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LAYOUT: Layout

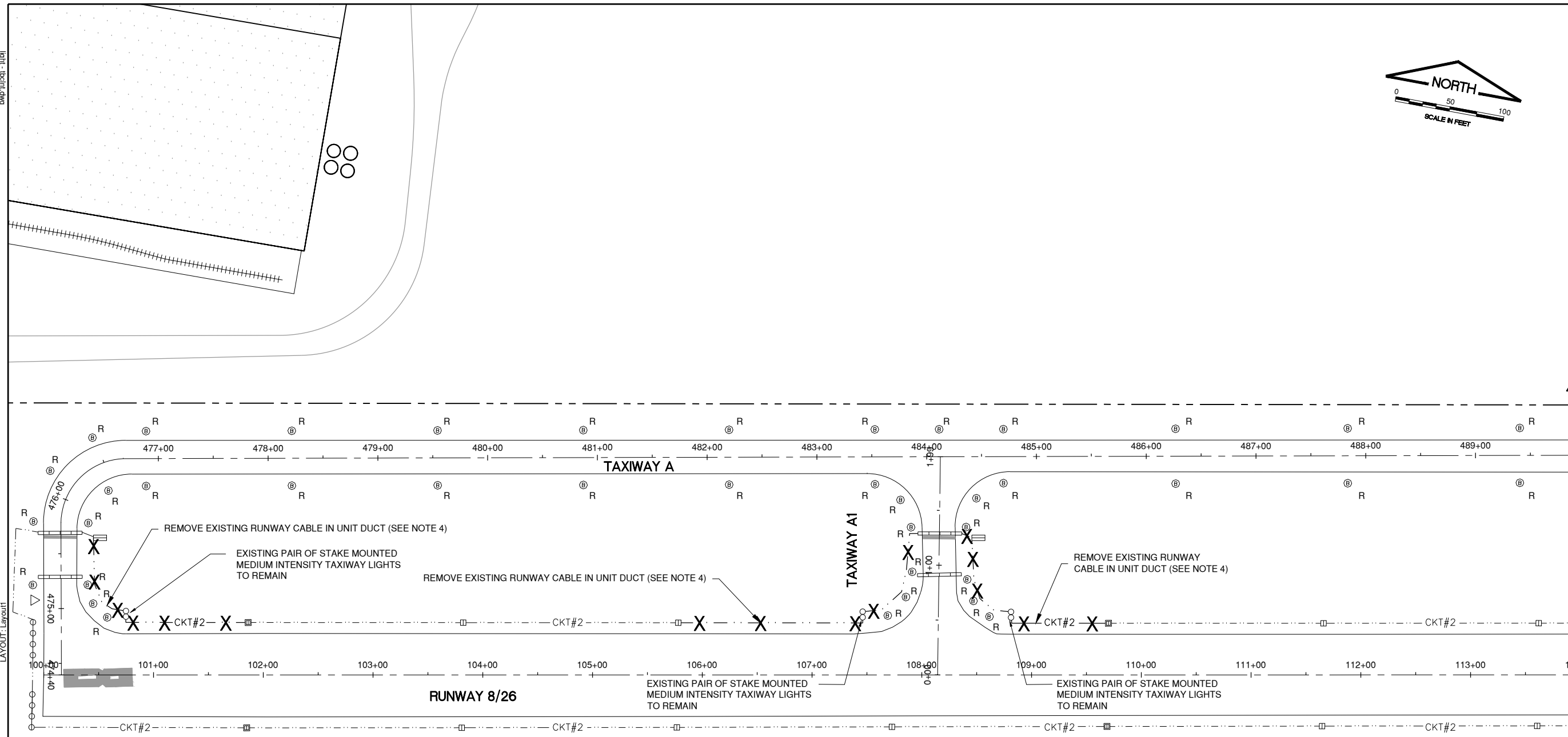
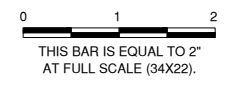
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IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



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**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS**

INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

EXISTING CONDITIONS AND REMOVALS - 1

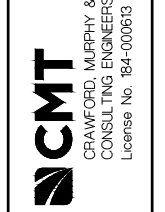
LEGEND

- | | | | |
|--|--|--|--|
| | EXISTING BUILDING | | EXISTING HANDHOLE |
| | EXISTING PAVEMENT | | EXISTING SPLICE CAN |
| | AIRPORT PROPERTY LINE | | EXISTING RUNWAY END IDENTIFIER LIGHT (REIL) |
| | EXISTING CONDUIT/DUCT BANK | | EXISTING AIRFIELD GUIDANCE SIGN |
| | EXISTING RUNWAY 26 PAPI CIRCUIT | | EXISTING WIND CONE |
| | EXISTING RUNWAY 12/30 CIRCUIT 1/C #8 5KV | | EXISTING WIND CONE CIRCUIT |
| | EXISTING RUNWAY 8/26 CIRCUIT 1/C #8 5KV | | PRECISION APPROACH PATH INDICATOR (PAPI) |
| | EXISTING RETROREFLECTIVE MARKER TO BE REMOVED | | EXISTING AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) |
| | EXISTING RETROREFLECTIVE MARKER TO BE RELOCTED | | EXISTING STORM SEWER |
| | EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT | | EXISTING STORM STRUCTURE |
| | EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT | | EXISTING UNDERDRAIN |
| | EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY THRESHOLD LIGHT | | |
| | EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT | | |
| | EXISTING IN-PAVEMENT RUNWAY LIGHT | | |
| | EXISTING HANDHOLE | | |
| | RUNWAY CABLE TO BE REMOVED | | |

NOTE

- UNLESS OTHERWISE NOTED, ALL EXISTING ELECTRICAL DUCTS ARE OF 4" DIAMETER.
- CONTRACTOR SHALL VERIFY THAT ALL EXISTING RUNWAYS AND TAXIWAYS THAT REMAIN OPEN HAVE THEIR LIGHTING OPERATIONAL AT THE END OF EACH DAY.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- REMOVAL OF RUNWAY CABLE FROM UNIT DUCT/CONDUIT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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REMOVE EXISTING RUNWAY
CABLE IN UNIT DUCT (SEE NOTE 4)

SEE EXISTING CONDITIONS AND REMOVALS - 1
FOR LEGEND AND NOTES

IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

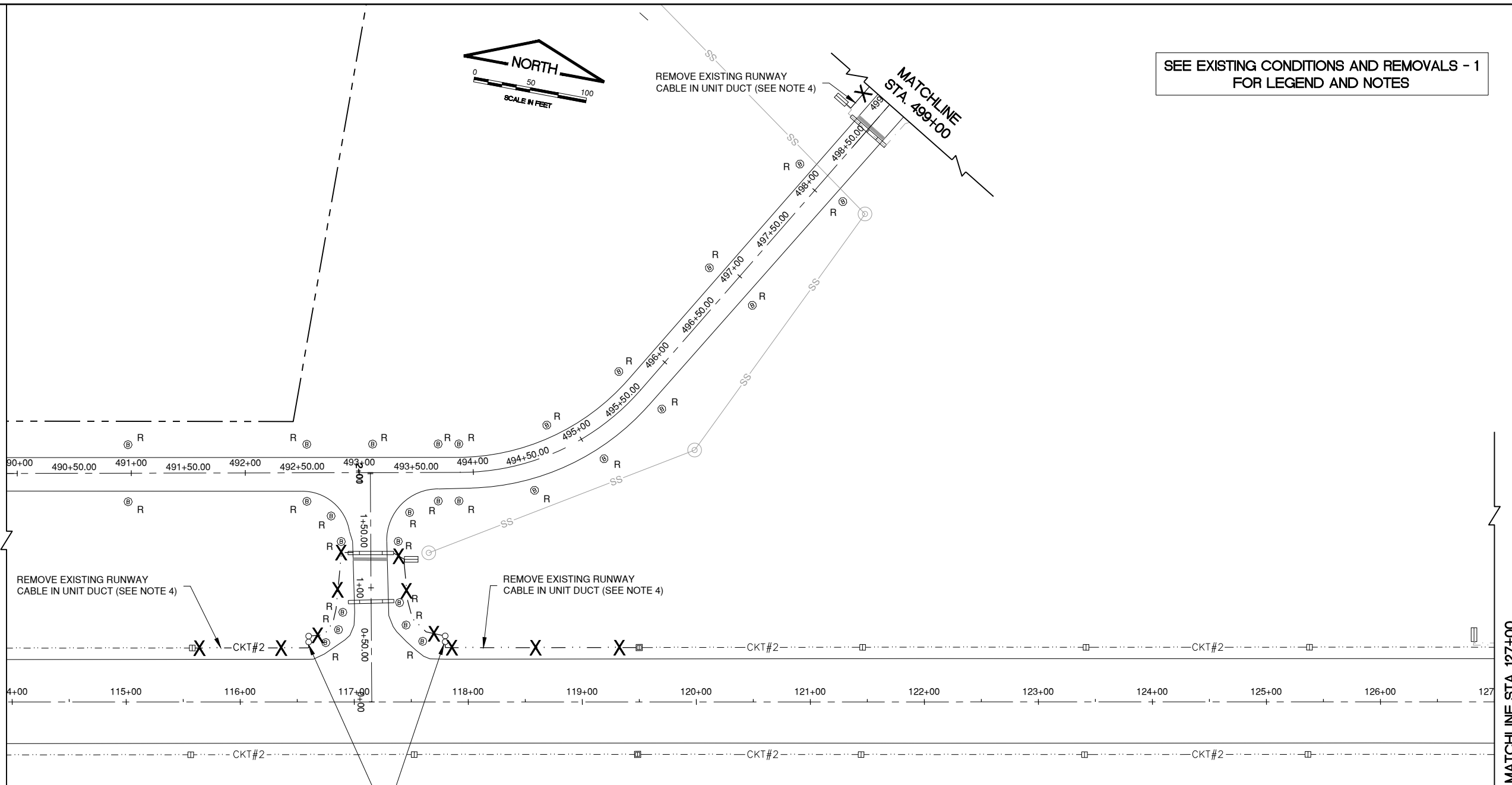
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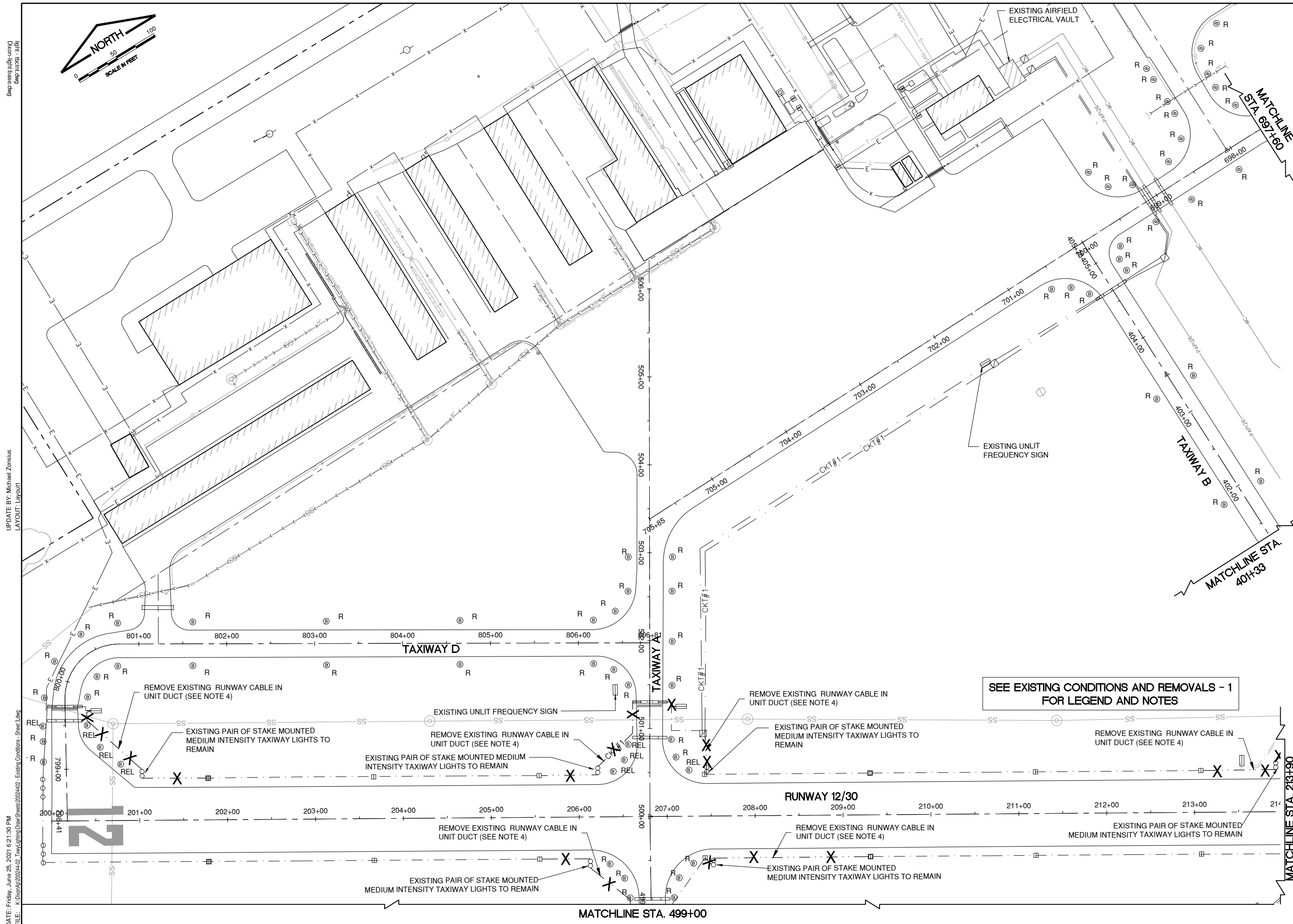
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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
EXISTING CONDITIONS AND REMOVALS - 2

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IL CONTRACT: **D1032**
 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE

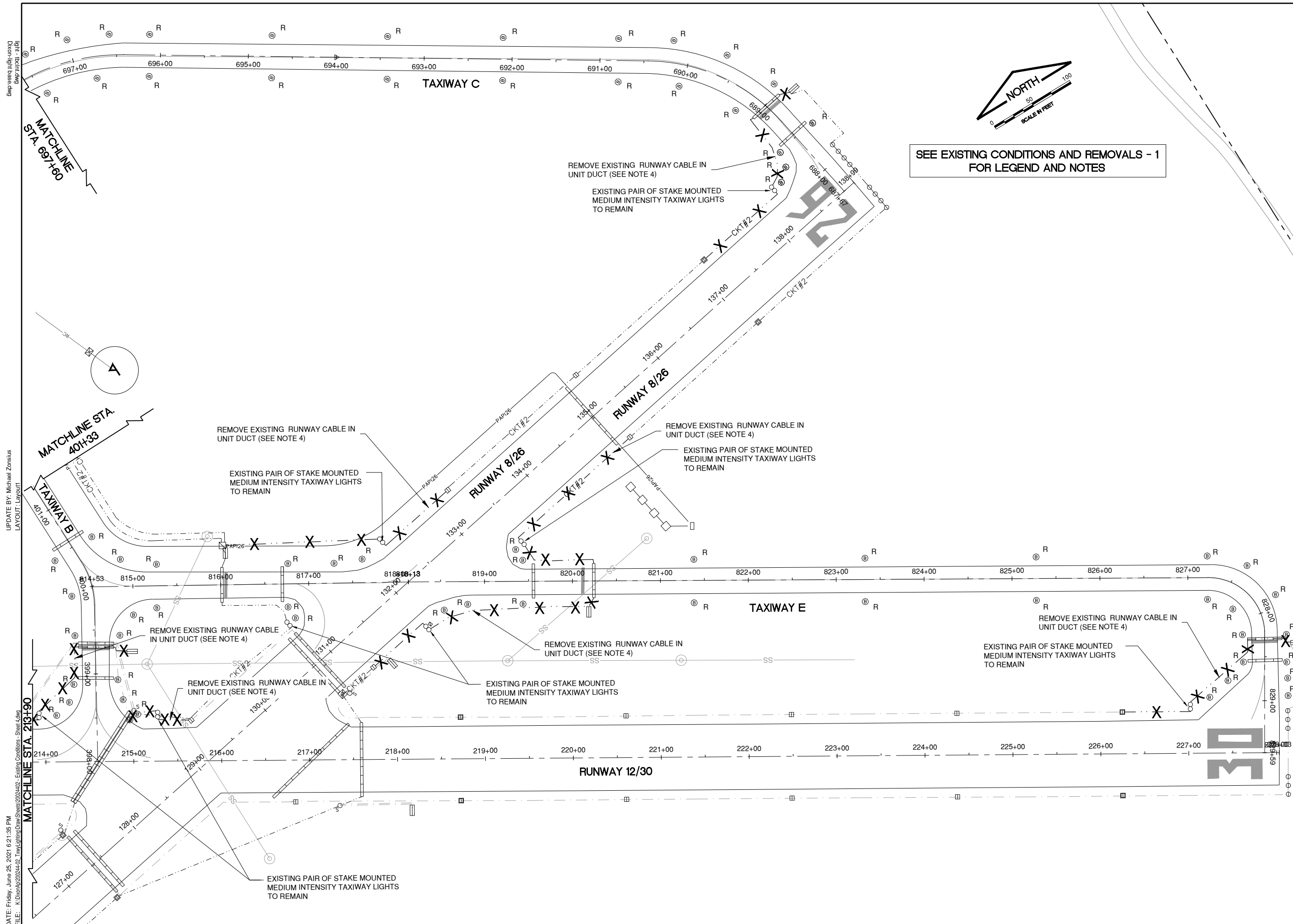
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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
EXISTING CONDITIONS AND REMOVALS - 3

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SHEET 10 OF 21 SHEETS	



SEE EXISTING CONDITIONS AND REMOVALS - 1
FOR LEGEND AND NOTES

IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

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NUMBER	BY	DATE

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
EXISTING CONDITIONS AND REMOVALS - 4

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GENERAL NOTES (ALL SHEETS):

- EXISTING LIGHTS, GUIDANCE SIGNS, AND AIRFIELD CIRCUITS, OTHER THAN THOSE INDICATED FOR REMOVAL, ARE TO BE PROTECTED FROM DAMAGE. CONTRACTOR IS TO REPAIR ALL DAMAGED EQUIPMENT AND CIRCUITS AT CONTRACTOR'S EXPENSE.
- ALL ITEMS REMOVED SHALL BE BACKFILLED IN ACCORDANCE WITH THE SPECIFICATIONS. COST OF BACKFILL SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DIRECTIONAL BORE SHALL EXTEND 5' PAST THE EDGE OF PAVEMENT.
- CONTRACTOR SHALL VERIFY ALL LIGHTS ARE STRAIGHT UNLESS ON RADIUS.
- ALL EDGE LIGHTS SHALL BE OFFSET 10' FROM THE EDGE OF RUNWAY AND TAXIWAY PAVEMENT.
- CIRCUITS ROUTED THROUGH NEW AND EXISTING CONDUITS SHALL BE CABLE IN UNIT DUCT UNLESS OTHERWISE NOTED.
- INSTALL PULL STRINGS FOR ALL SPARE CONDUITS FOR FUTURE USE.
- THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL. AT THE END OF EACH WORKING DAY.
- ANY EXISTING CABLE MARKERS THAT ARE DISTURBED SHALL BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO THE CONTRACT.
- AT ANY LOCATION WHERE THE PROPOSED 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.
- UNLESS OTHERWISE NOTED, ALL EXISTING ELECTRICAL DUCTS ARE OF 4" DIAMETER.
- SEE EXISTING CONDITIONS AND REMOVALS - 1 FOR EXISTING LEGEND.
- CONNECT NEW CIRCUITS TO EXISTING HIGH VOLTAGE HANDHOLE. COST SHALL BE INCIDENTAL TO NEW CIRCUITS.
- CONNECT NEW RUNWAY CIRCUITS TO EXISTING RUNWAY EDGE LIGHTS AND EXISTING AIRFIELD SIGNS. COST SHALL BE INCIDENTAL TO NEW CIRCUITS.

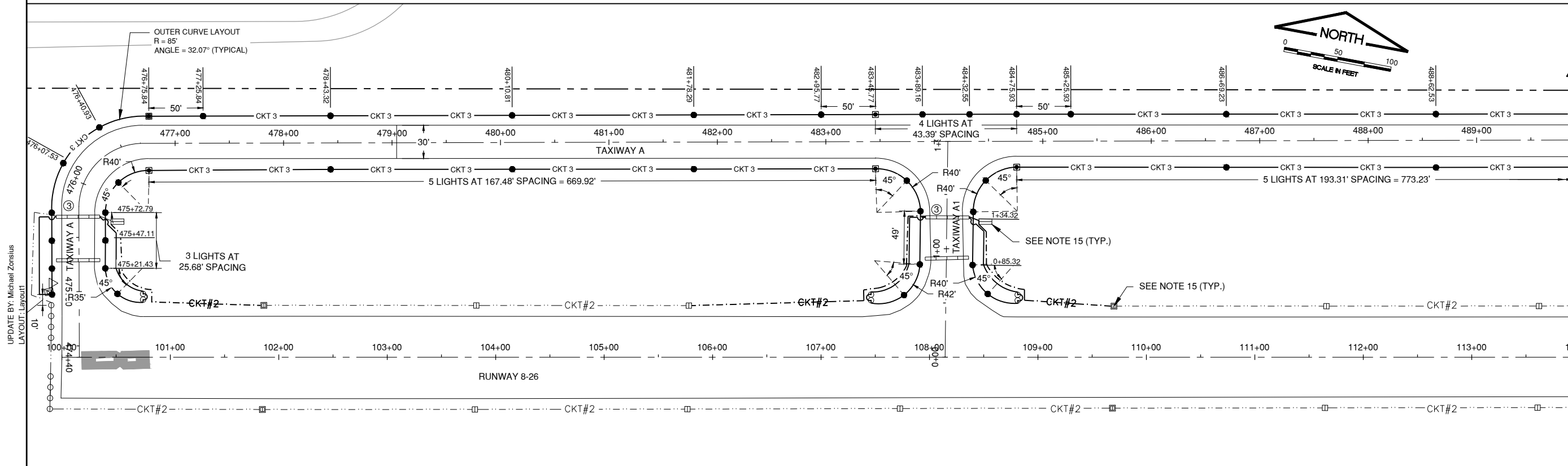
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 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
AIRFIELD LIGHTING PLAN - 1

LEGEND :

- NEW BASE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW STAKE MOUNTED TAXIWAY EDGE LIGHT (LED)
- NEW HANDHOLE
- CKT3— NEW TAXIWAY A AND TAXIWAY C CIRCUIT - 1/C #8 5KV L-824C UG CABLE IN 3/4" UNIT DUCT
- CKT4— NEW TAXIWAY B, TAXIWAY D, AND TAXIWAY E CIRCUIT - 1/C #8 5KV L-824C UG CABLE IN 3/4" UNIT DUCT
- ▬▬▬ EXISTING ELECTRICAL DUCT
- ▬▬▬ NEW ELECTRICAL DUCT PVC SCHEDULE 80 - DIRECTIONALLY BURIED
- CKT1— NEW RUNWAY 12/30 CIRCUIT - 1/C #8 5KV L-824C UG CABLE IN 3/4" UNIT DUCT
- CKT2— NEW RUNWAY 8/26 CIRCUIT - 1/C #8 5KV L-824C UG CABLE IN 3/4" UNIT DUCT
- ⊙ RELOCATED RETROREFLECTIVE MARKER

KEY NOTES:

- NEW 1 - 4" PVC SCHEDULE 80 - DIRECTIONALLY BORED
- NEW 2 - 4" PVC SCHEDULE 80 - DIRECTIONALLY BORED
- EXISTING CONDUIT TO BE USED FOR NEW CABLE
- EXISTING LOW VOLTAGE, ELECTRICAL HANDHOLE
- EXISTING HIGH VOLTAGE ELECTRICAL HANDHOLE

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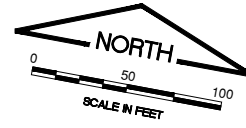
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 APPROVED BY: DKP
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 JOB No: 200244-02

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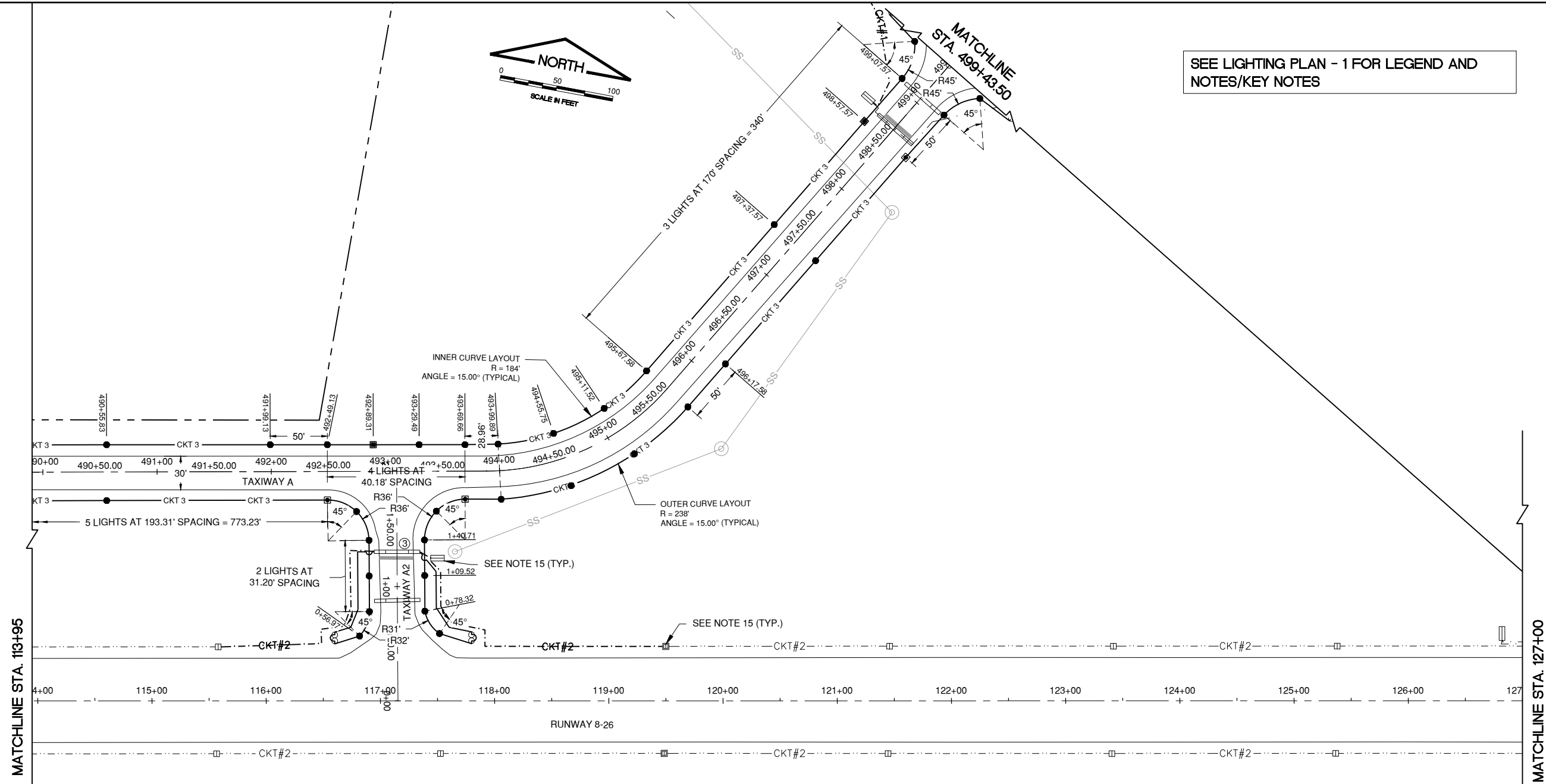
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SEE LIGHTING PLAN - 1 FOR LEGEND AND NOTES/KEY NOTES



IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

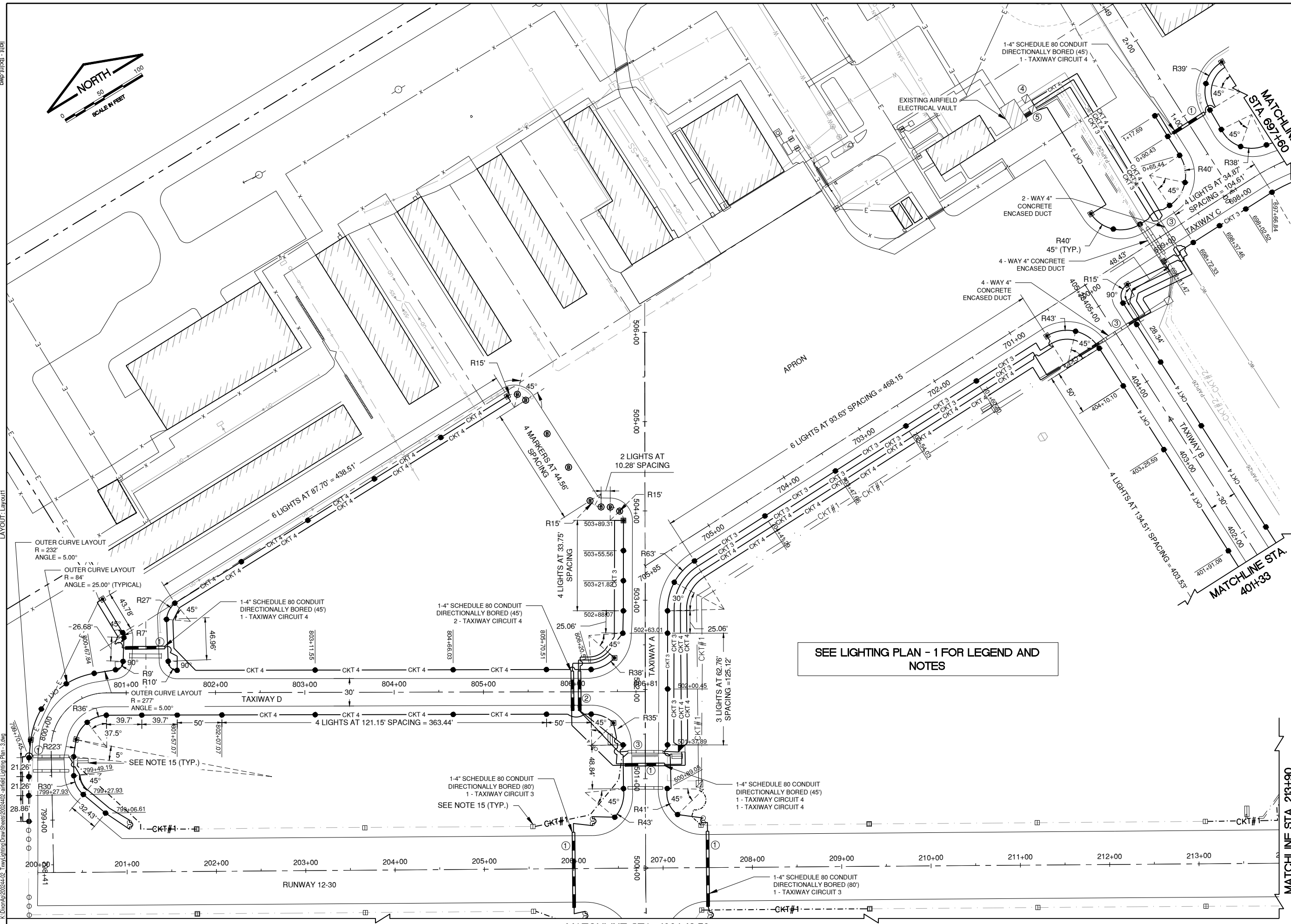
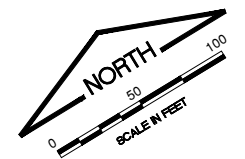
AIRFIELD LIGHTING PLAN - 2

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 LAYOUT: Layout



SEE LIGHTING PLAN - 1 FOR LEGEND AND NOTES

IL CONTRACT: **D1032**
 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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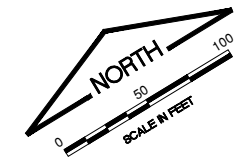
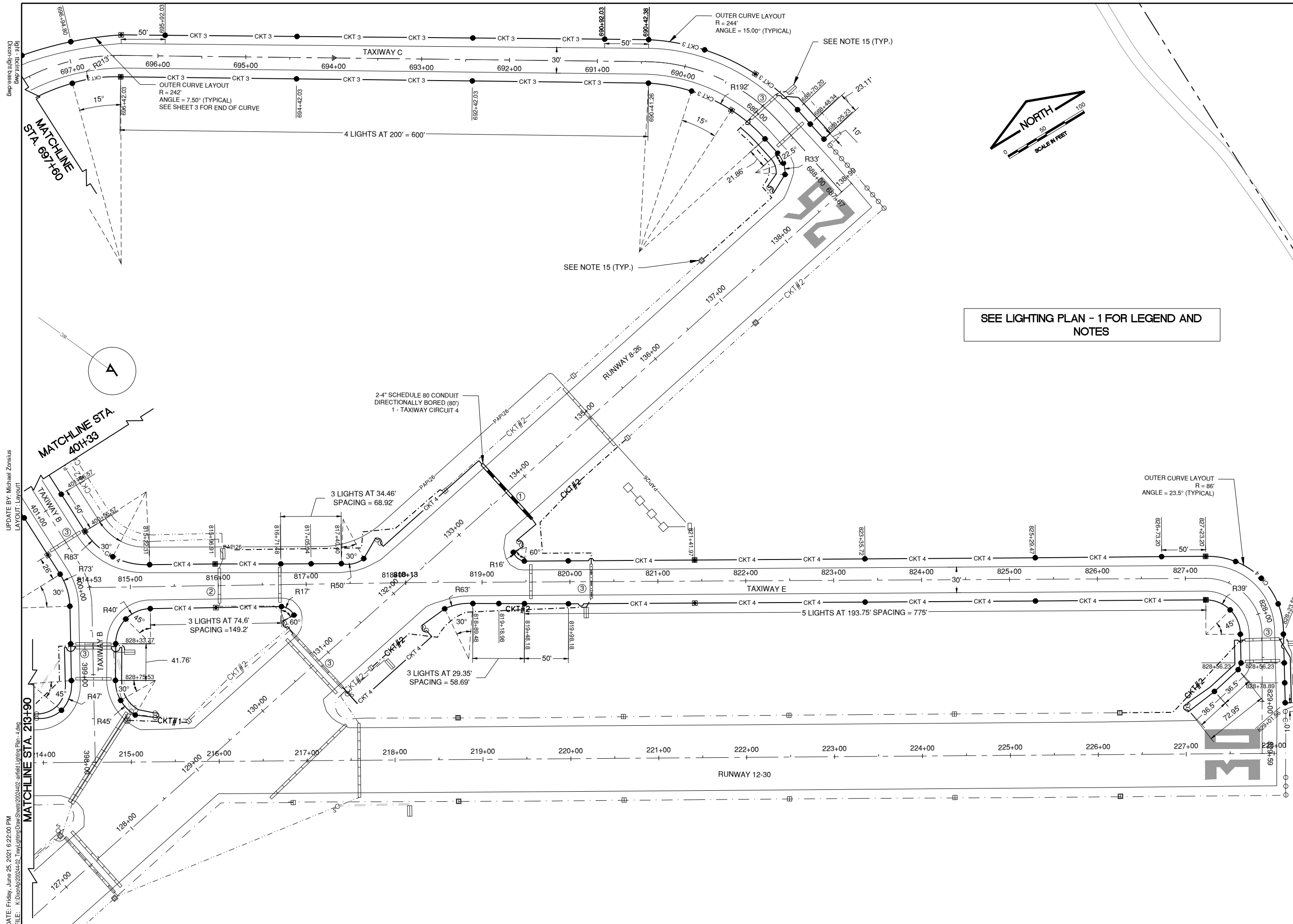
DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
AIRFIELD LIGHTING PLAN - 3

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SHEET 14 OF 21 SHEETS



SEE LIGHTING PLAN - 1 FOR LEGEND AND NOTES

IL CONTRACT: **D1032**
 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
AIRFIELD LIGHTING PLAN - 4

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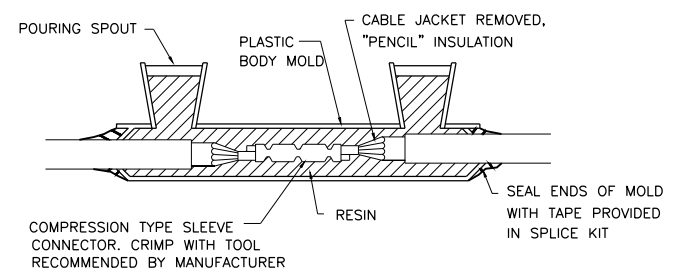
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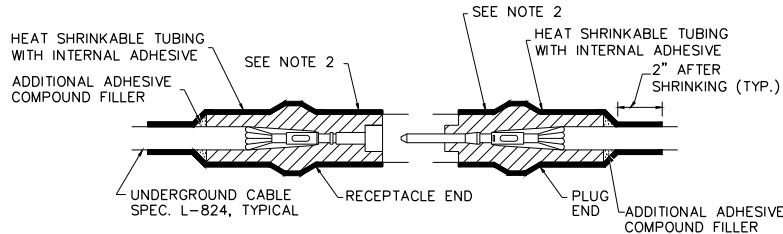
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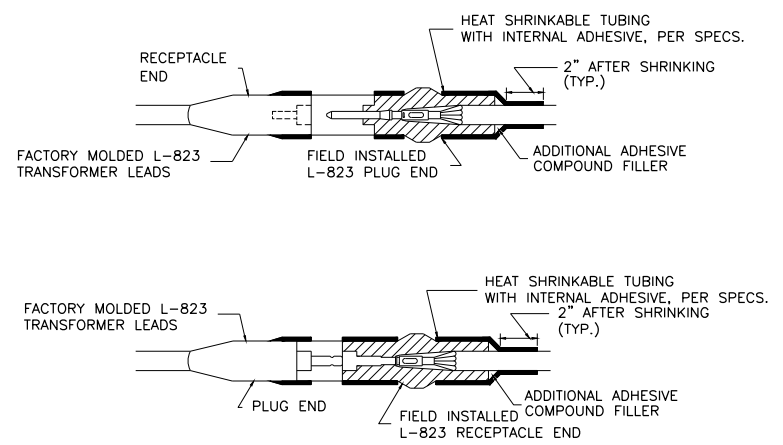
TYPE A - CABLE SPLICE

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
NOT TO SCALE

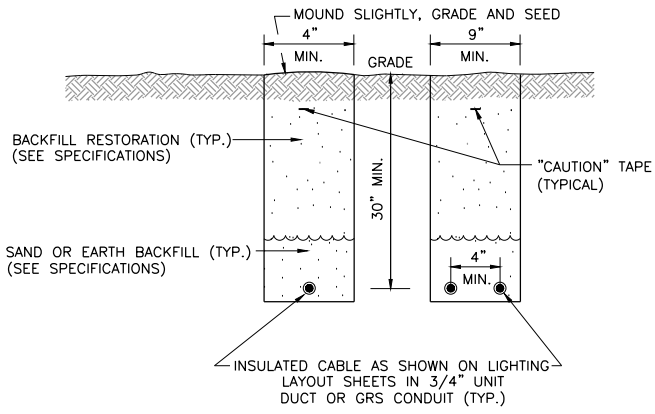


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
NOT TO SCALE

CABLE SPLICE NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 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.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
- CONTRACTOR MAY INSTALL FAA APPROVED "COMPLETE KIT" IN LIEU OF SPLICE WITH HEAT SHRINK.

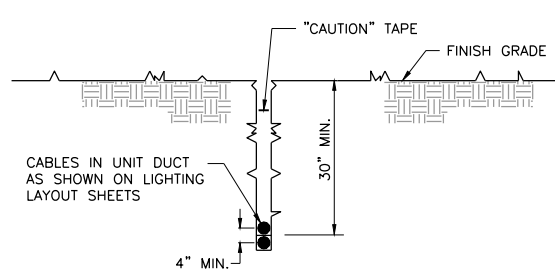


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

NOTES

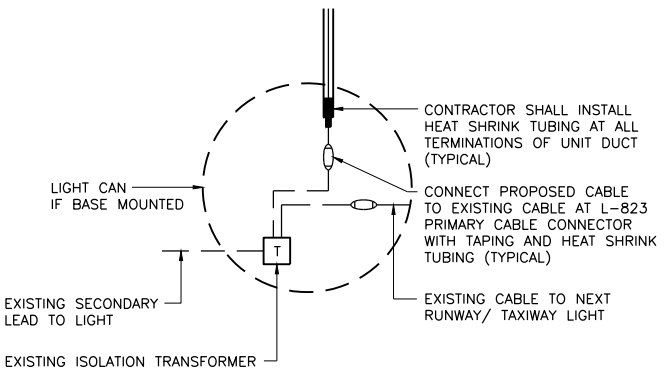
- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 4" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET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



CABLE IN UNIT DUCT - PLOWED

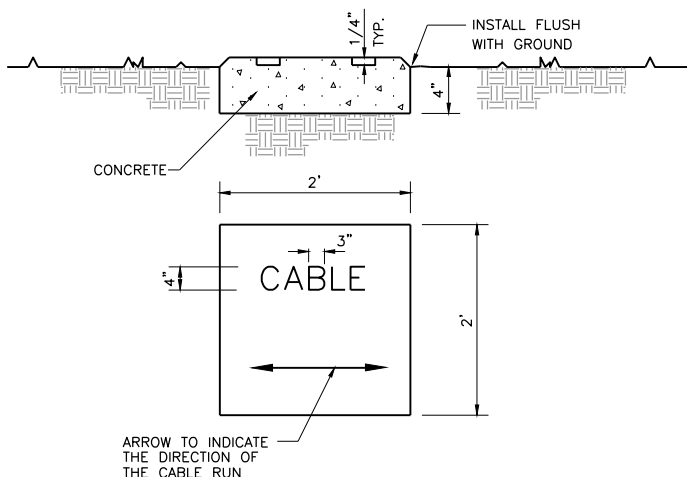
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NOTE: CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



RUNWAY/TAXIWAY/SIGN LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE

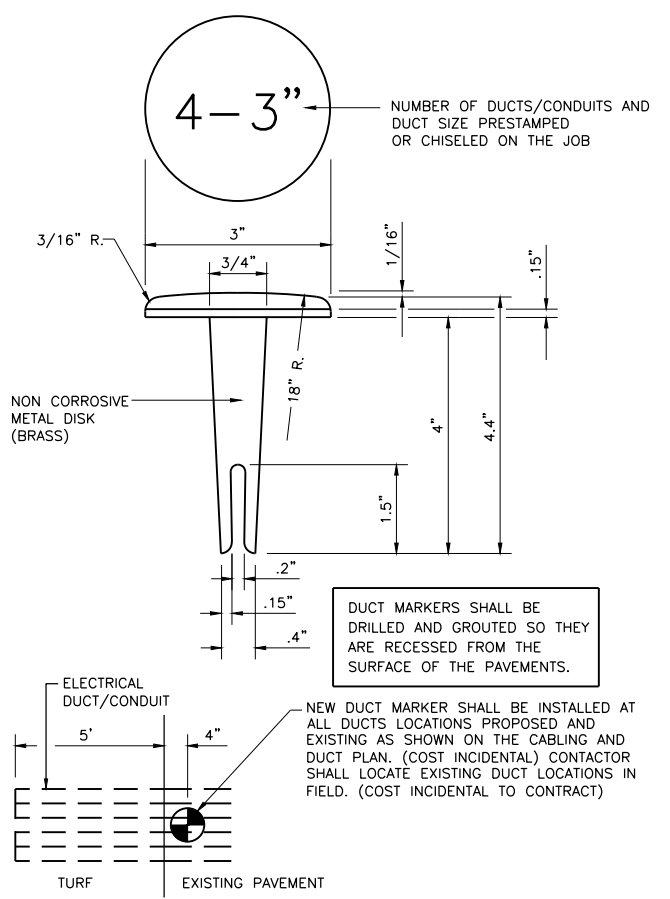


TURF CABLE MARKER DETAIL

NO SCALE

NOTES

- CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
- ITEM 610 CONCRETE SHALL BE USED.
- ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 0.049 CU. YD. CONCRETE PER MARKER.



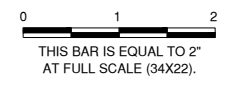
DUCT MARKER DETAIL

NOT TO SCALE

IL. CONTRACT: **DI032**
 IL. LETTING ITEM: **07A**
 IL. PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

ELECTRICAL DETAILS - 1

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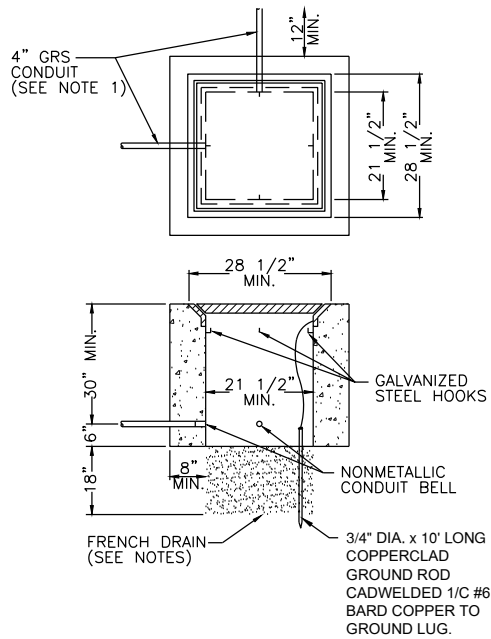
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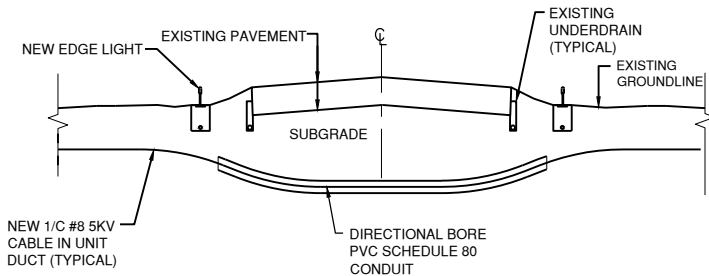
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**CONCRETE ELECTRICAL HANDHOLE DETAIL -
IDOT STANDARD NO. 814001**
NOT TO SCALE

NOTES:

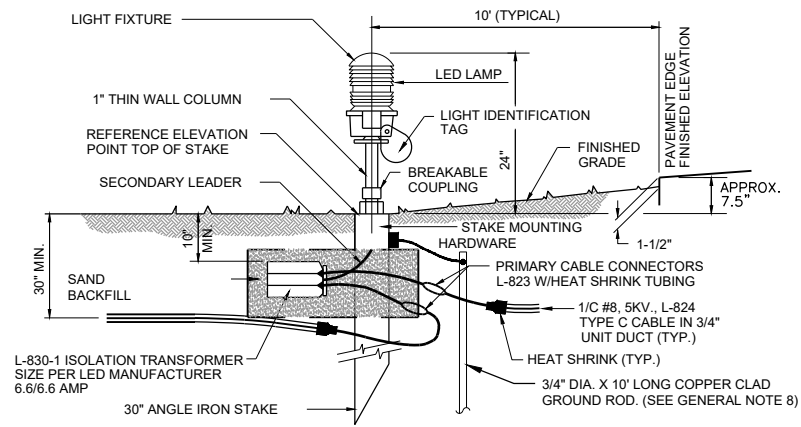
1. CONDUIT ENTRANCES AND NUMBER OF CONDUITS SHALL BE AS SHOWN ON SITE PLAN VIEW.
2. COVER SHALL BE STAMPED "ELECTRICAL".
3. FRENCH DRAIN AGGREGATE SHALL BE CA-18 (COST INCIDENTAL TO HANDHOLE).
4. COVER SHALL BE HINGED WITH A SAFETY BAR.



DIRECTIONAL BORE DETAIL
N.T.S.

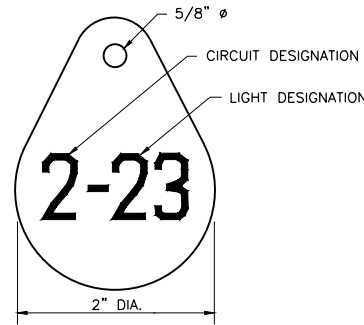
NOTES:

1. THE DEPTH OF THE DIRECTIONAL BORE SHALL BE NO LESS THAN 4.0' FROM THE PAVEMENT SURFACE AND SHALL NOT DISTURB EXISTING UNDERDRAINS/UTILITIES OR NEW LIGHTS/CABLING.
2. REFER TO LIGHTING PLANS FOR ADDITIONAL CABLE AND CONDUIT INFORMATION.



STAKE MOUNTED MEDIUM INTENSITY TAXIWAY EDGE LIGHT (LED) DETAIL

NOT TO SCALE



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 (PROPOSED 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.

**RELOCATE ELEVATED
RETROREFLECTIVE MARKER
(SOIL ANCHOR MOUNT)**
NOT TO SCALE

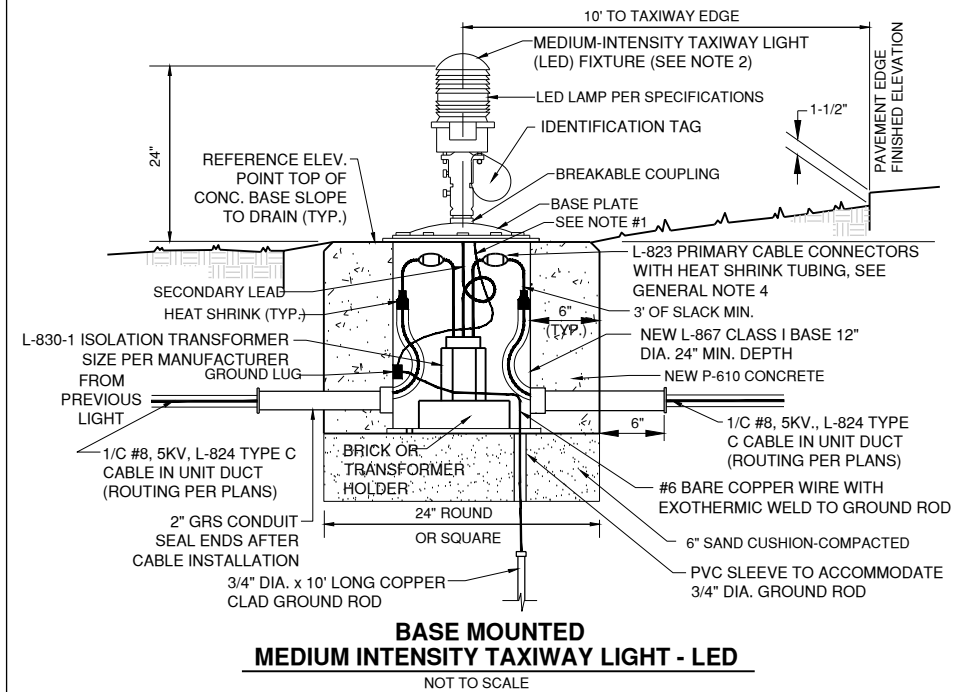
NOTE: RETROREFLECTIVE MARKER SHALL BE L-853 CERTIFIED.

NOTES:

1. SALVAGE ANCHOR AND BLUE POST AND RELOCATE TO DESIGNATED AREA MARKED ON THE PLANS.

GENERAL NOTES:

1. THE CONCRETE BASE FOR BASE MOUNTED LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
3. 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.
4. 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.
5. ALL ELEVATED RETROREFLECTIVE MARKERS 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 TO THE CONTRACT.
6. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
7. TAXIWAY ELEVATED RETROREFLECTIVE MARKERS SHALL REFLECT BLUE, TAXIWAY LIGHTS SHALL BE BLUE, AS DESIGNATED ON PLANS.
8. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN OR STAKE AND EXOTHERMICALLY WELDED TO GROUND ROD. GROUND ROD AND GROUND WIRE SHALL BE INCIDENTAL TO NEW LIGHT.



**BASE MOUNTED
MEDIUM INTENSITY TAXIWAY LIGHT - LED**
NOT TO SCALE

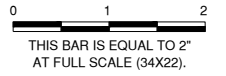
1. THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
2. LED LIGHT FIXTURES SHALL BE L-861T AS INDICATED ON THE PLANS AND SPECIFICATIONS.
3. AFTER INSTALLATION OF CABLE IN UNIT DUCT, SEAL END OF CONDUIT TO MAKE WATERTIGHT.
4. PRECAST BASE MAY BE USED.

IL. CONTRACT: **DI032**
IL. LETTING ITEM: **07A**
IL. PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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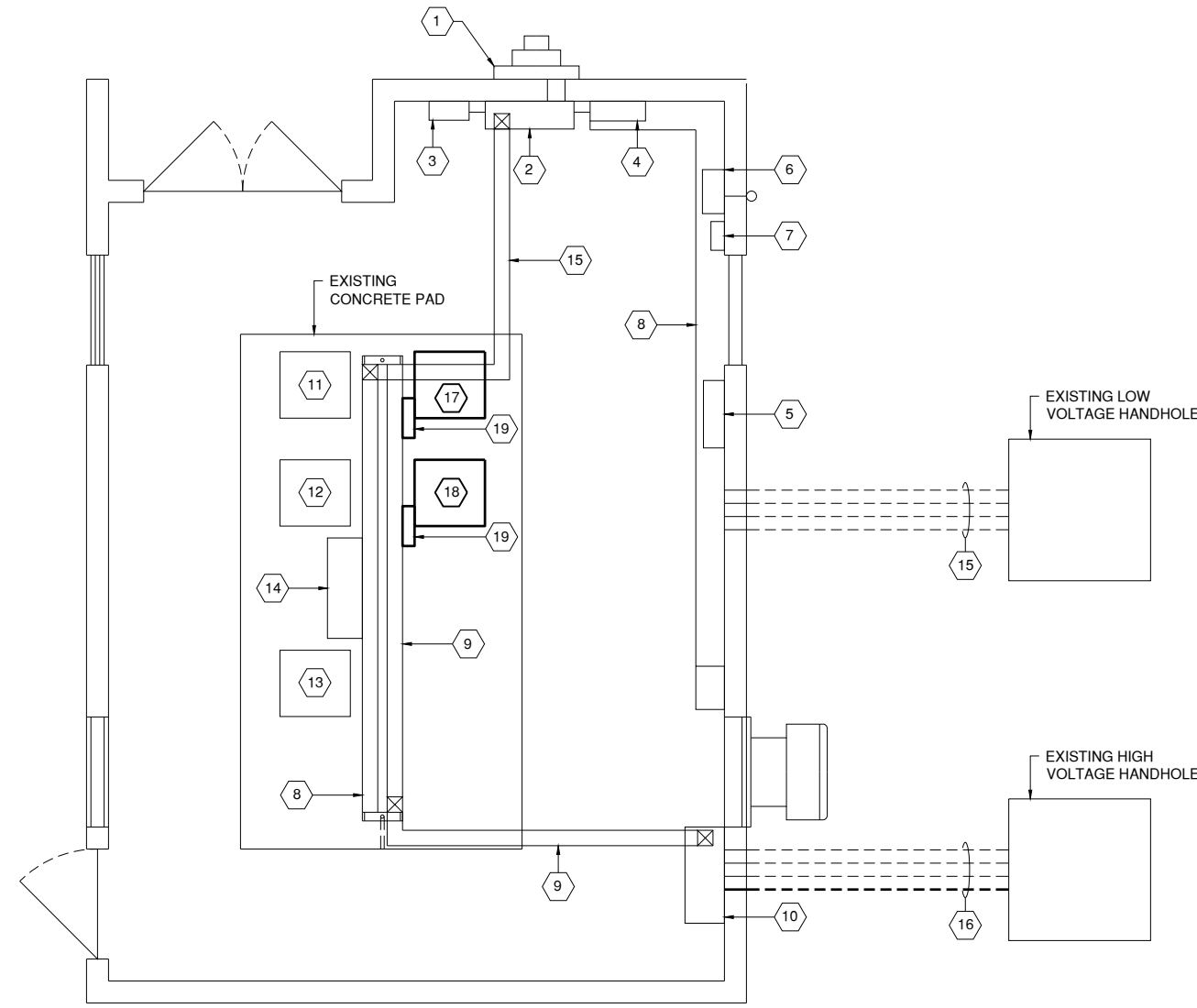
DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

ELECTRICAL DETAILS - 2

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APPROVED BY:	AB
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VAULT ELECTRICAL EQUIPMENT PLAN
NOT TO SCALE

LEGEND

- 1. EXISTING CT CABINET WITH UTILITY METER PER SERVING ELECTRIC UTILITY COMPANY REQUIREMENTS.
- 2. EXISTING SERVICE PANEL "A" (NOTE 4).
- 3. EXISTING SURGE PROTECTOR/TVSS DEVICE.
- 4. EXISTING PANEL "B".
- 5. EXISTING LIGHTING CONTACTOR PANEL.
- 6. EXISTING RELAY INTERFACE PANEL. SEE "AIRFIELD LIGHTING CONTROL SCHEMATIC" (NOTE 3).
- 7. EXISTING L-854 RADIO RECEIVER.
- 8. EXISTING 6" BY 6" LOW VOLTAGE WIREWAY.
- 9. EXISTING 6" BY 6" HIGH VOLTAGE WIREWAY.
- 10. EXISTING 36" H x 36" W x 12" D NEMA 12 HIGH VOLTAGE PULL BOX.
- 11. EXISTING RUNWAY 8-26 CONSTANT CURRENT REGULATOR (CCR #2).
- 12. EXISTING SPARE CONSTANT CURRENT REGULATOR (CCR #5).
- 13. EXISTING RUNWAY 12-30 CONSTANT CURRENT REGULATOR (CCR #1).
- 14. EXISTING SERIES PLUG CUTOUTS IN NEMA 12 ENCL (NOTE 2).
- 15. EXISTING 4 - 4" GRSC FROM LOW VOLTAGE WIREWAY TO LOW VOLTAGE HANDHOLE.
- 16. EXISTING 4 - 4" GRSC FROM HIGH VOLTAGE PULL BOX TO HIGH VOLTAGE HANDHOLE (NOTE 5).
- 17. **NEW 10KW, 3-STEP, 240V, REGULATOR (CCR #3) FOR TAXIWAY "A" AND "C" CIRCUIT.**
- 18. **NEW 10KW, 3-STEP, 240V, REGULATOR (CCR #4) FOR TAXIWAY "B", "D" AND "E" CIRCUIT.**
- 19. **NEW S-1 PLUG CUTOUT AND REGULATOR INDICATING LIGHTS MOUNTED ON EQUIPMENT MOUNTING PANEL. REFER TO EQUIPMENT MOUNTING PANEL DETAILS.**

NOTES

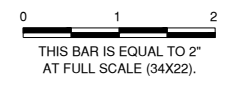
- 1. ALL EXISTING EQUIPMENT IS SHOWN FOR INFORMATION ONLY. NEW WORK IS SHOWN IN BOLD.
- 2. INSTALL (2) ISOLATION TRANSFORMERS AND RUNWAY EDGE INDICATOR LIGHTS TO EXISTING RUNWAY 8/26 AND RUNWAY 12/30 CIRCUITS. REFER TO REGULATOR INDICATING LIGHTS DETAILS.
- 3. INSTALL NEW (2) RELAYS IN EXISTING RELAY INTERFACE CONTROL PANEL FOR (2) NEW REGULATORS. INSTALL 5 - 1/C #12 THWN IN EXISTING WIREWAY AND NEW 1" FLEXIBLE CONDUIT TO EACH NEW REGULATOR.
- 4. INSTALL NEW (2) 60A, 2-POLE CIRCUIT BREAKERS IN EXISTING PANEL A. INSTALL 2 - 1/C #8 THWN, 1 - 1/C #10 GND. IN EXISTING WIREWAY AND 1" FLEXIBLE CONDUIT TO EACH REGULATOR.
- 5. INSTALL 4 - 1/C #8 5KV, L-824C CABLES (CKT. 3 AND 4) IN EXISTING HIGH VOLTAGE CONDUIT AND WIREWAY TO NEW EQUIPMENT MOUNTING PANEL. INSTALL 2 - 1/C #8 5KV, L-824C CABLES IN 1" FLEXIBLE CONDUIT TO EACH REGULATOR.

IL CONTRACT: **D1032**
IL LETTING ITEM: **07A**
IL PROJECT: **C73-4876**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS**

INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS

ELECTRICAL VAULT PLAN

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DATE: Friday, June 25, 2021 6:22:20 PM
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 UPDATE BY: Michael Zonsius
 LAYOUT: Layout1
 EMPLOYEE: 1461

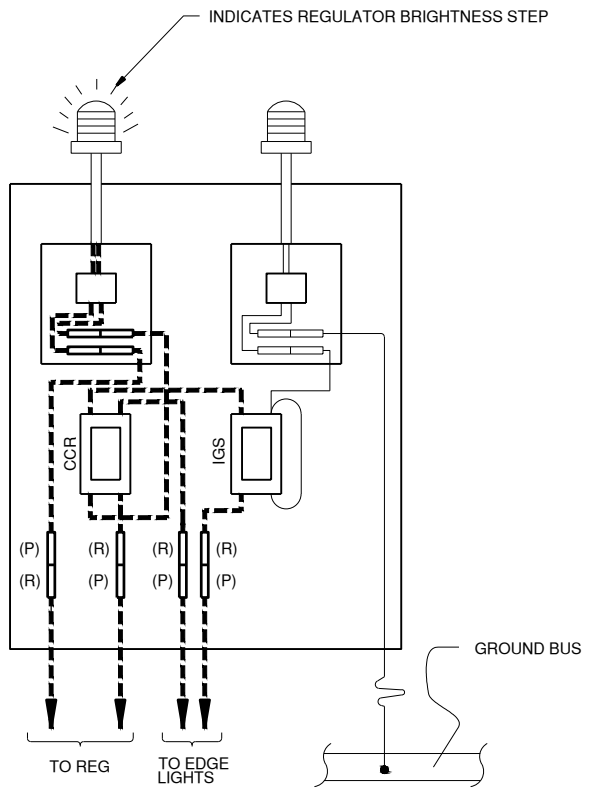
TESTING

1. TO TEST FOR A GROUND FAULT ON EDGE LIGHT SERIES CIRCUIT:

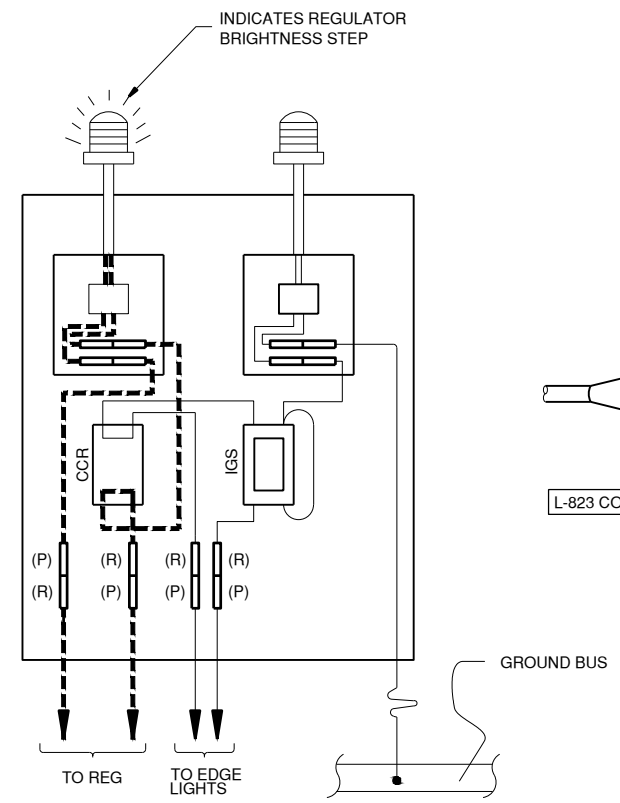
- TURN OFF REGULATOR
- REMOVE "IGS" S1 CUTOUT FROM SOCKET
- TURN REGULATOR ON
- VERIFY THAT REGULATOR OUTPUT INDICATION LAMP IS ILLUMINATED AND INDICATES REGULATOR BRIGHTNESS STEP
- GROUND FAULT INDICATION LAMP WILL ILLUMINATE IF A GROUND FAULT EXISTS ON THE LIGHTING CIRCUIT

2. TO ISOLATE REGULATOR FROM EDGE LIGHT SERIES CIRCUIT HOMERUN AND GROUND FAULT INDICATION CIRCUIT FOR TESTING JUST THE REGULATOR:

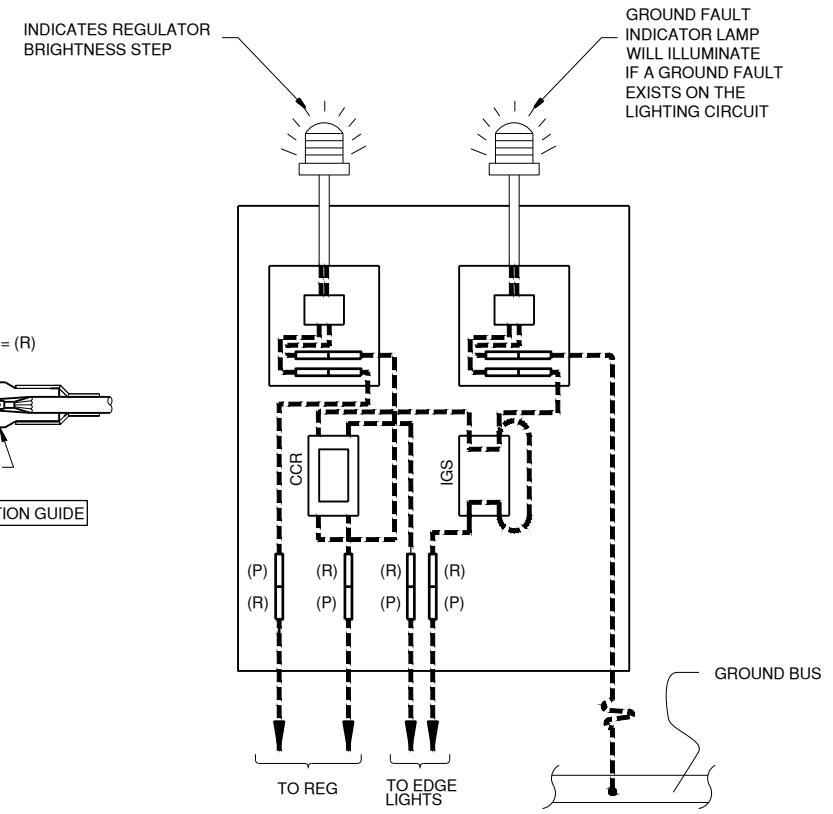
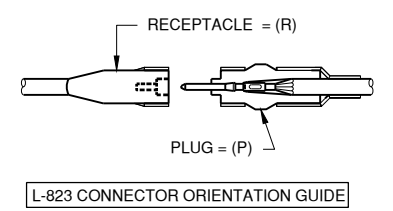
- TURN OFF REGULATOR
- REMOVE "CCR" S1 CUTOUT FROM SOCKET
- TURN REGULATOR ON
- THE CCR OUTPUT INDICATION LAMP AT MOUNTING PANEL WILL STILL ILLUMINATE FOR TESTING REGULATOR



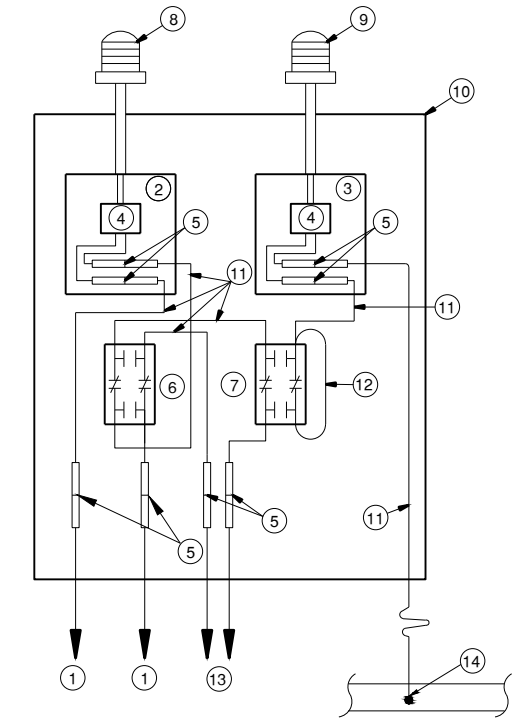
NORMAL OPERATION
 NTS
 (BOTH PLUG CUTOUTS ARE IN)



REGULATOR TESTING
 NTS
 "CCR" PLUG CUTOUT IS OUT
 "IGS" CUTOUT IS IN



GROUND FAULT TESTING
 NTS
 "CCR" PLUG CUTOUT IS IN
 "IGS" PLUG CUTOUT IS OUT



○ REGULATOR INDICATING LIGHT NOTES

- 5KV L-824 CABLES TO REGULATOR.
- HINGED COVER NEMA 1 ENCLOSURE SIZED AS REQUIRED TO HOUSE EQUIPMENT, WITH ENGRAVED NAMEPLATE READING: "CIRCUIT INDICATOR".
- HINGED COVER NEMA 1 ENCLOSURE SIZED AS REQUIRED TO HOUSE EQUIPMENT, WITH ENGRAVED NAMEPLATE READING: "GROUND INDICATOR".
- L-830 ISOLATION TRANSFORMER (NOTE 1).
- L-823 CONNECTOR. (SEE CONNECTOR ORIENTATION GUIDE)
- "CCR" TYPE S-1 PLUG CUTOUT FOR ISOLATING REGULATOR OUTPUT TO TEST REGULATOR.
- "IGS" TYPE S-1 PLUG CUTOUT FOR INTENTIONAL GROUNDING OF SERIES CIRCUIT TO TEST FOR GROUND FAULTS.
- REGULATOR OUTPUT INDICATION EDGE LIGHT (RUNWAY OR TAXIWAY EDGE LED LIGHT)(NOTE 1).
- GROUND FAULT INDICATION EDGE LIGHT WITH WHITE GLOBE.
- EQUIPMENT MOUNTING PANEL.
- 5KV L-824 CABLE.
- 5KV L-824 CABLE USED AS A JUMPER.
- REGULATOR SERIES CIRCUIT HOMERUN CABLES TO EDGE LIGHTS.
- CLAMP TO GROUND BUS.

NOTE

- INSTALL NEW L-830 ISOLATION TRANSFORMERS AND RUNWAY EDGE INDICATING LIGHTS FOR EXISTING RUNWAY 8/26 AND RUNWAY 12/30 CIRCUITS.

IL. CONTRACT: **D1032**
 IL. LETTING ITEM: **07A**
 IL. PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
ELECTRICAL VAULT DETAILS - 1

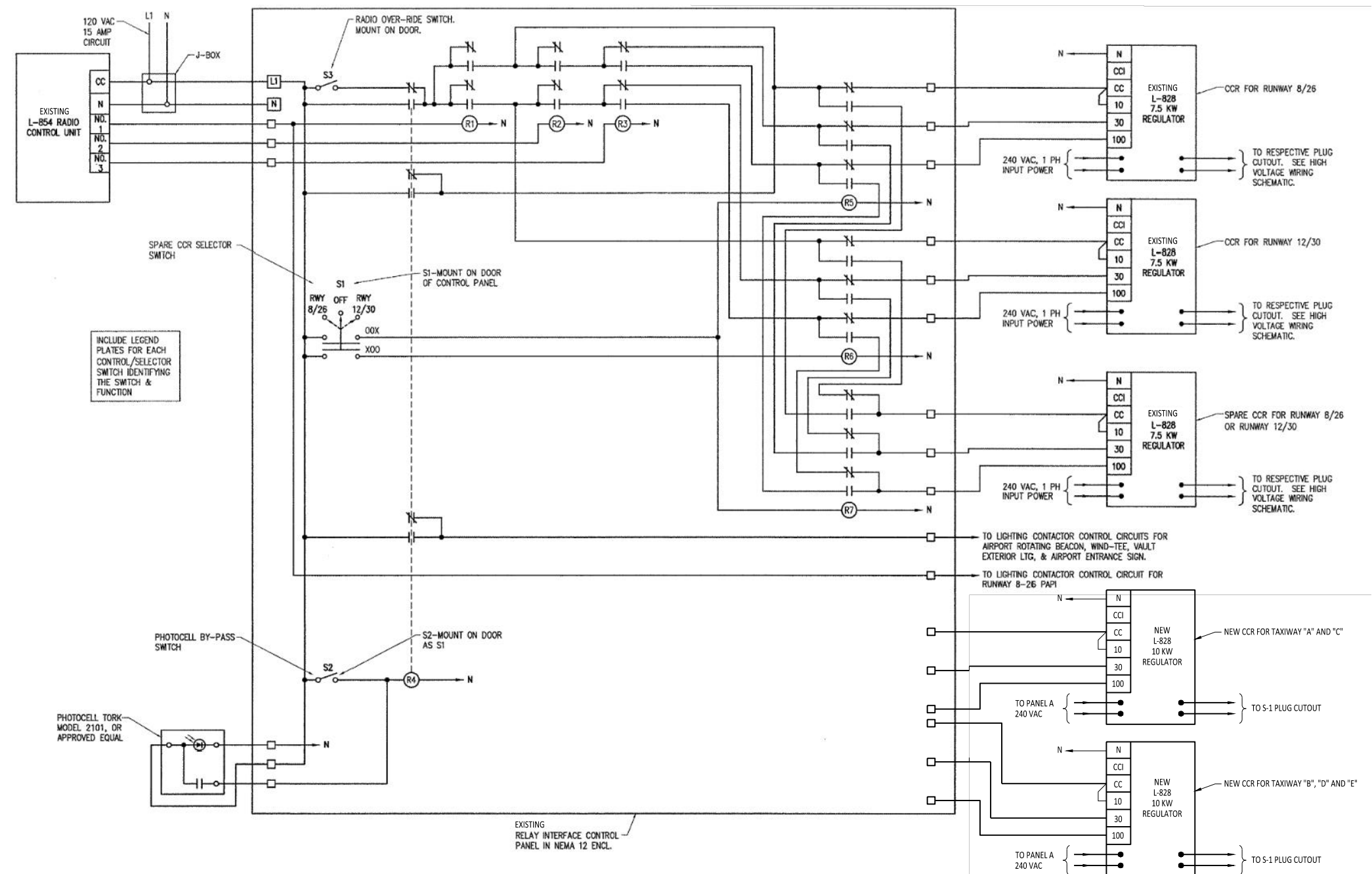
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SHEET 19 OF 21 SHEETS

DATE: Friday, June 25, 2021 6:22:25 PM
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 UPDATE BY: Michael Zonsius
 LAYOUT: Layout1
 EMP: 10091 - 1461
 Schematic



AIRFIELD LIGHTING CONTROL SCHEMATIC WIRING DIAGRAM

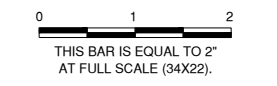
NOTES

- RELAY INTERFACE CONTROL PANEL WIRING SHALL BE #16 AWG (MINIMUM) COPPER 600 VOLT CABLE. ALL EXTERNAL CONTROL CABLE SHALL BE #12 AWG, COPPER 600 VOLT CABLE. EQUIPMENT GROUND WIRES SHALL BE INCLUDED WITH EACH BRANCH CIRCUIT AND EACH CONTROL CIRCUIT. "N" DENOTES NEUTRAL FOR RESPECTIVE BRANCH CIRCUIT OR CONTROL CIRCUIT.
- THE TAXIWAY "A" AND "C" LIGHTING CIRCUIT WILL BE CONTROLLED BY PHOTCELL AND THE L-854 RADIO CONTROL UNIT IN THE FOLLOWING MANNER:
 PHOTCELL - ACTIVATE RADIO CONTROL
 3 CLICKS - 10% BRIGHTNESS
 5 CLICKS - 30% BRIGHTNESS
 7 CLICKS - 100% BRIGHTNESS
- THE TAXIWAY B, D AND E LIGHTING CIRCUIT WILL BE CONTROLLED BY THE PHOTCELL AND THE L-854 RADIO CONTROL UNIT IN THE FOLLOWING MANNER:
 PHOTCELL - ACTIVATE RADIO CONTROL
 3 CLICKS - 10% BRIGHTNESS
 5 CLICKS - 30% BRIGHTNESS
 7 CLICKS - 100% BRIGHTNESS

IL CONTRACT: **DI032**
 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
ELECTRICAL SCHEMATIC

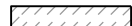


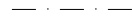









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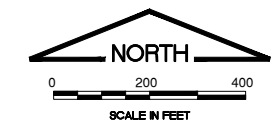
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 UPDATE BY: Michael Zonsius
 LAYOUT: Layout1
 DWG: 20244-02
 PROJECT: 3-17-SBGP-TBD

LEGEND

-  EXISTING BUILDING
-  EXISTING PAVEMENT
-  NEW TAXIWAY CIRCUIT 1/C #8 5KV IN 3/4" UNIT DUCT
-  NEW TAXIWAY CIRCUIT 1/C #8 5KV IN 3/4" UNIT DUCT
-  AIRPORT PROPERTY LINE
-  NEW 4" CONDUIT (DIRECTIONALLY BORED)
-  EXISTING CONDUIT
-  NEW STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  NEW ELECTRIC HANDHOLE
-  NEW EROSION CONTROL BLANKET (156) AND SEEDING (901)
-  NEW RUNWAY/TAXIWAY CIRCUIT - 1/C #8 5KV L-824C UG CABLE IN 3/4" UNIT DUCT
-  RELOCATED RETROREFLECTIVE MARKERS

NOTES

1. THE SITE DISTURBANCE IS LESS THAN 1 ACRE. THE PROJECT DOES NOT REQUIRE NPDES GENERAL PERMIT NO. 2. THE CONTRACTOR WILL STILL BE REQUIRED TO USE BEST CONSTRUCTION PRACTICES TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS FOR CONSTRUCTION SITE ACTIVITIES.
2. ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS OR COORDINATED IN THE FIELD, SHALL HAVE 4 INCHES OF TOPSOIL PLACED, SHALL HAVE EROSION CONTROL BLANKET PLACED AND BE SEEDED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED WITHIN THE PROJECT LIMITS AND OUTSIDE THE PROJECT LIMITS WILL SHALL HAVE EROSION CONTROL BLANKET PLACED AND BE SEEDED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
3. FOR DETAILS SEE THIS SHEET.
4. FOR LANDSCAPING LIMITS FOR DIRECTIONAL BORING PITS SEE THIS SHEET.
5. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK WILL BE TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 14TH DAY AFTER WORK HAS CEASED. TEMPORARY STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. IF REQUIRED TEMPORARY EROSION CONTROL SEED SHALL CONSIST OF SPRING OATS FROM MARCH 1ST TO JUNE 30TH AND WINTER WHEAT OR CEREAL RYE FROM JULY 1ST THRU NOVEMBER 15TH. THE SEED SHALL BE APPLIED BY HAND BROADCASTING TO ACHIEVE A REASONABLE UNIFORM COVERAGE AT A RATE OF 100 LB/ACRE. NO DIRECT PAYMENT WILL BE MADE FOR TEMPORARY EROSION CONTROL SEEDING. IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT BOX FOR ALL CONCRETE READY MIX TRUCKS OR EACH READY MIX TRUCK SHALL BE EQUIPPED WITH A WASH OUT SYSTEM.
8. EROSION CONTROL BLANKET AND SEEDING ARE TO BE INCIDENTAL TO CONTRACT.

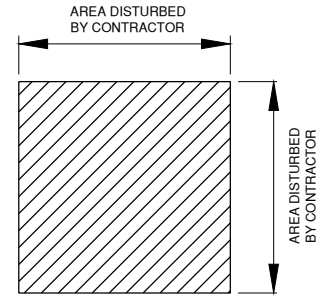
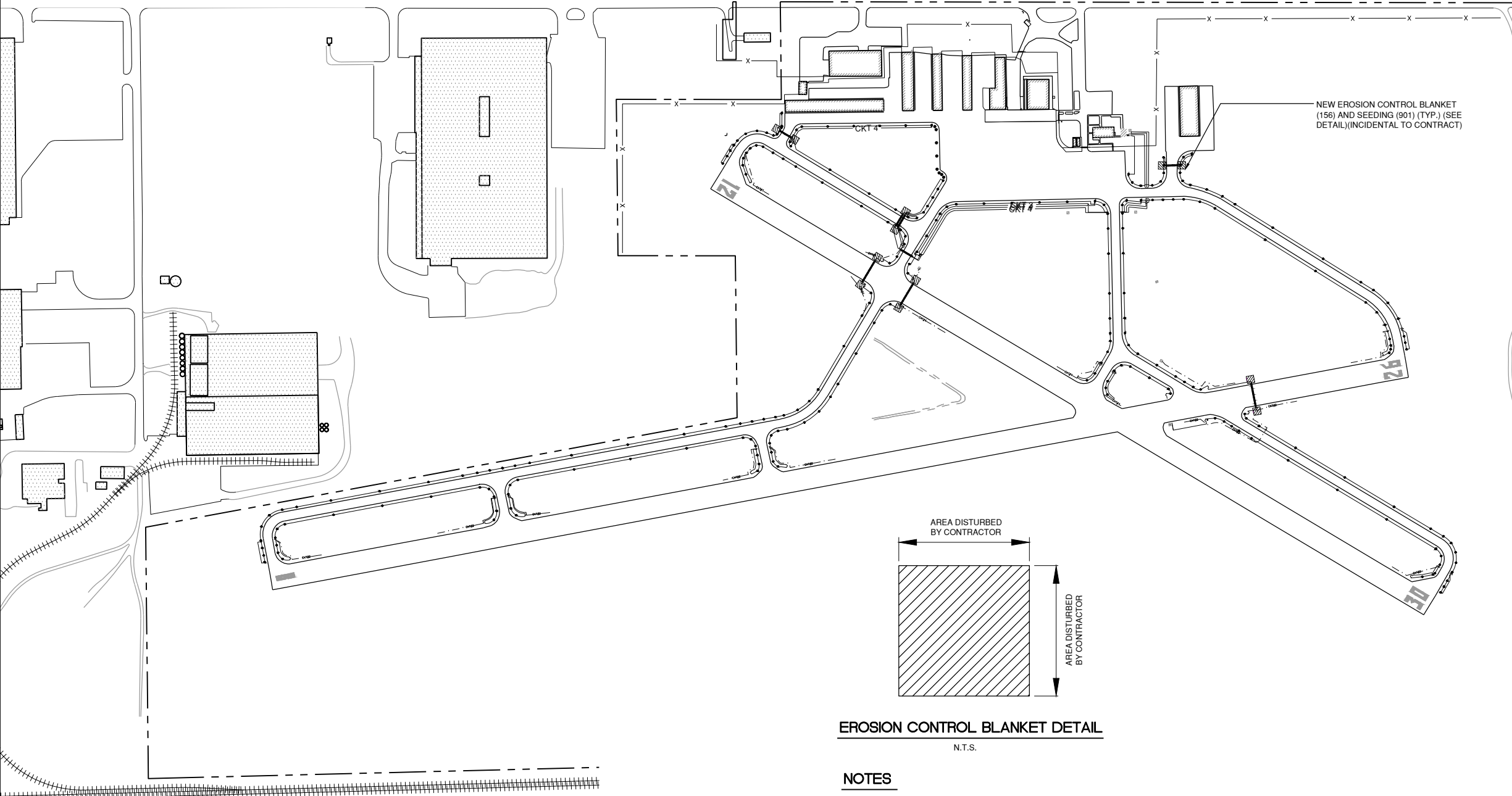
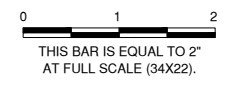


IL CONTRACT: **D1032**
 IL LETTING ITEM: **07A**
 IL PROJECT: **C73-4876**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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EROSION CONTROL BLANKET DETAIL

N.T.S.

NOTES

1. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
INSTALL TAXIWAY LIGHTING TO REPLACE REFLECTIVE MARKERS
EROSION CONTROL PLAN

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