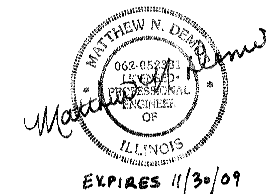


DIXON MUNICIPAL AIRPORT CHARLES R. WALGREEN FIELD DIXON, ILLINOIS

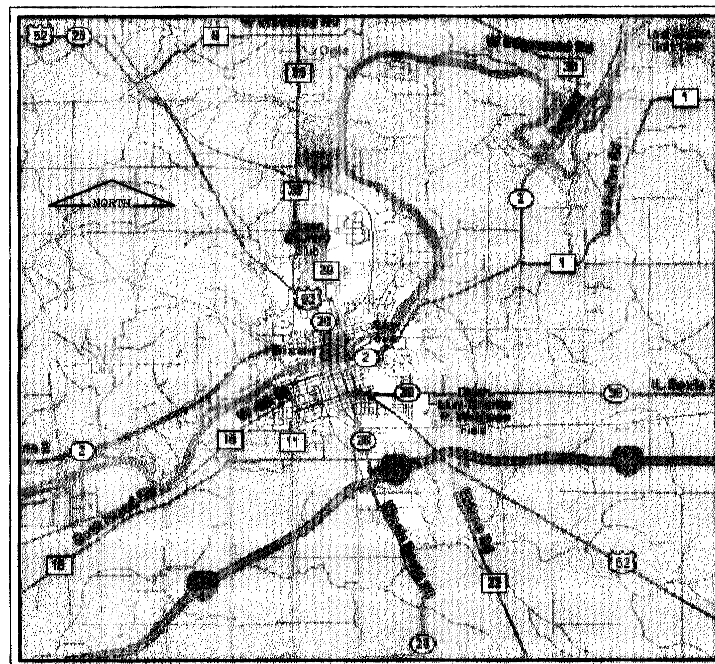
CONSTRUCTION PLANS FOR DIXON MUNICIPAL AIRPORT

REHABILITATE TERMINAL APRON

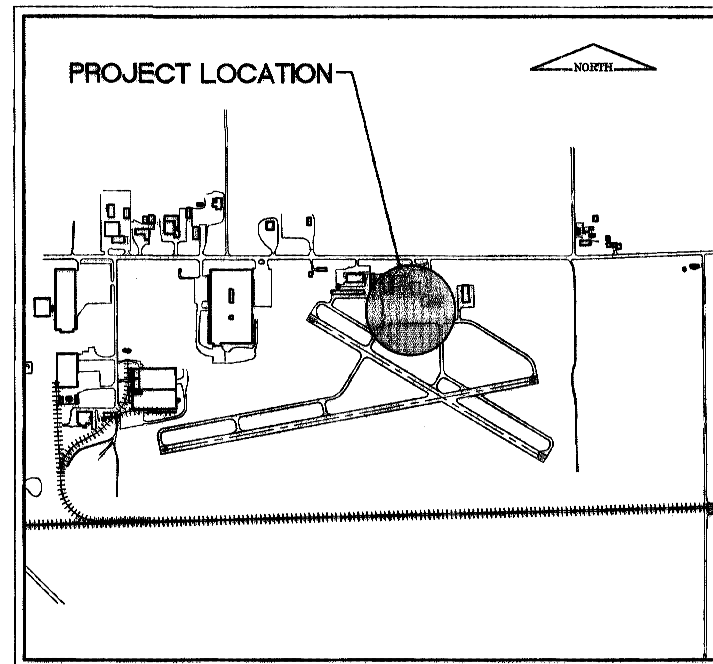
ILLINOIS PROJECT: C73-3907
A.I.P. PROJECT: 3-17-0036-B11



JUNE 5, 2009



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
DIXON MUNICIPAL AIRPORT
TOWNSHIP: T 21 N
RANGE: R 9 E
SECTION: 3
COUNTY: LEE
TOWNSHIP: DIXON

DESIGN INFORMATION
DESIGN AIRCRAFT APPROACH CATEGORY B
DESIGN AIRCRAFT GROUP I

08244-03
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SUBMITTED BY *Matthew N. Demos*
MATTHEW N. DEMOS, P.E.
DATE *March 6* 2009

FILE: 02 Index.dwg
 LAYOUT: Layout1
 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Friday, June 12, 2009 9:57:24 AM
 XREF DWG: tbcInt.dwg
 tb.dwg

SUMMARY OF QUANTITIES

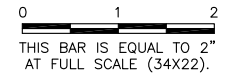
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
BASE BID				
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR156531	EROSION CONTROL BLANKET	SY	980	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	8,500	
AR208515	POROUS GRANULAR EMBANKMENT	CY	25	
AR401610	BITUMINOUS SURFACE COURSE	TON	1,990	
AR401655	BUTT JOINT CONSTRUCTION	SY	3,260	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	447	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	50	
AR510510	TIE DOWN	EACH	59	
AR510515	GROUND ROD	EACH	13	
AR510900	REMOVE TIE DOWN	EACH	92	
AR603510	BITUMINOUS TACK COAT	GAL	2,000	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	3,450	
AR620900	PAVEMENT MARKING REMOVAL	SF	400	
AR905530	TOPSOILING	SY	980	
ADDITIVE ALTERNATE NO. 1				
AS156531	EROSION CONTROL BLANKET	SY	450	
AS201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	2,500	
AS401610	BITUMINOUS SURFACE COURSE	TON	505	
AS401650	BITUMINOUS PAVEMENT MILLING	SY	940	
AS401655	BUTT JOINT CONSTRUCTION	SY	370	
AS401915	REM & REP BIT PAVEMENT - TYPE A	SY	81	
AS510510	TIE DOWN	EACH	16	
AS510515	GROUND ROD	EACH	2	
AS510900	REMOVE TIE DOWN	EACH	16	
AS603510	BITUMINOUS TACK COAT	GAL	550	
AS905530	TOPSOILING	SY	450	

INDEX TO SHEETS

- 1 COVER SHEET
- 2 INDEX TO SHEETS / SUMMARY OF QUANTITIES
- 3 SITE PLAN / PROJECT CONTROL PLAN
- 4 SEQUENCE OF CONSTRUCTION - GENERAL NOTES AND DETAILS
- 5 SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION)
- 6 TYPICAL SECTIONS
- 7 EXISTING CONDITIONS AND REMOVALS
- 8 GRADING / LANDSCAPING PLAN
- 9 TIEDOWN / PAVEMENT MARKING PLAN
- 10 MISCELLANEOUS DETAILS - SHEET 1
- 11 MISCELLANEOUS DETAILS - SHEET 2

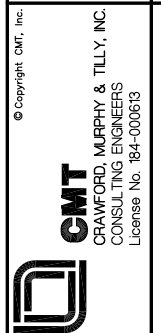
REVISIONS

NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON**

INDEX TO SHEETS/SUMMARY OF QUANTITIES

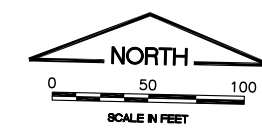
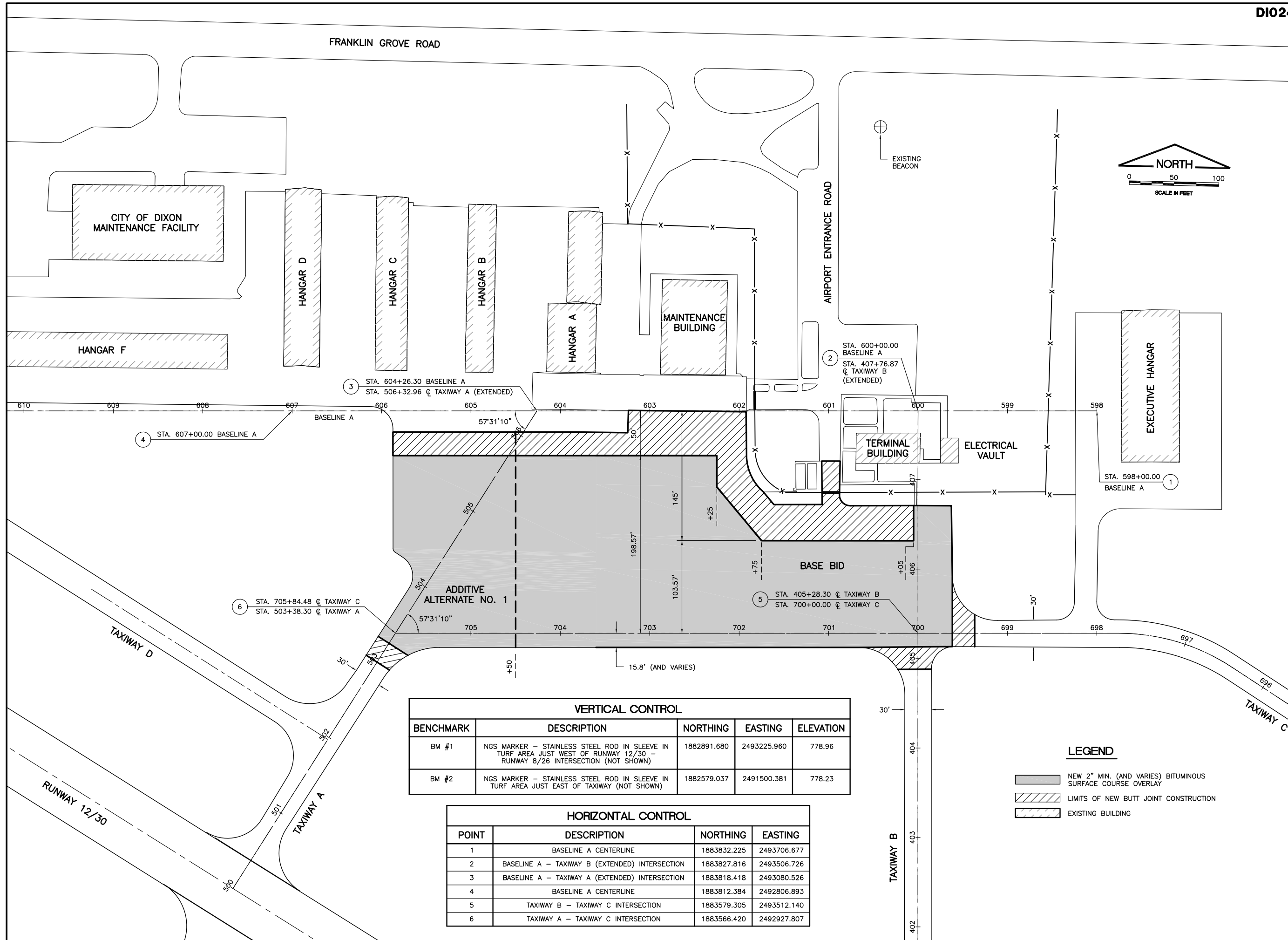


DESIGN BY: MND
 DRAWN BY: JRO
 CHECKED BY: MND
 APPROVED BY:
 DATE: 06/05/09
 JOB No: 08244-03-00
 I.L. PROJECT: C73-3907
 A.I.P. PROJECT: 3-17-0036-B11
FINAL
 SHEET 2 OF 11 SHEETS

REVISIONS

NUMBER	BY	DATE

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



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON
 SITE PLAN / PROJECT CONTROL PLAN**

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FINAL	
SHEET	3 OF 11 SHEETS

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 (NOT SHOWN)	1882891.680	2493225.960	778.96
BM #2	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST EAST OF TAXIWAY (NOT SHOWN)	1882579.037	2491500.381	778.23

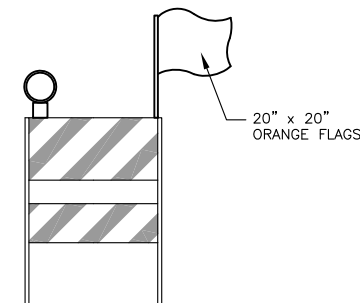
HORIZONTAL CONTROL			
POINT	DESCRIPTION	NORTHING	EASTING
1	BASELINE A CENTERLINE	1883832.225	2493706.677
2	BASELINE A - TAXIWAY B (EXTENDED) INTERSECTION	1883827.816	2493506.726
3	BASELINE A - TAXIWAY A (EXTENDED) INTERSECTION	1883818.418	2493080.526
4	BASELINE A CENTERLINE	1883812.384	2492806.893
5	TAXIWAY B - TAXIWAY C INTERSECTION	1883579.305	2493512.140
6	TAXIWAY A - TAXIWAY C INTERSECTION	1883566.420	2492927.807

- LEGEND**
- NEW 2" MIN. (AND VARIES) BITUMINOUS SURFACE COURSE OVERLAY
 - LIMITS OF NEW BUTT JOINT CONSTRUCTION
 - EXISTING BUILDING

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. 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. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION AND AC 150/5300-13 AIRPORT DESIGN.
3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
4. 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.
5. 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.
6. 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 RESIDENT ENGINEER AND AIRPORT MANAGER.
7. 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.
8. 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 THE CONTRACT.
10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE NOTED.
11. FOR WORK ON AIRPORT PROPERTY: PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, 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 AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. 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 SEVEN (7) CALENDAR DAYS IN ADVANCE OF THE START OF CONSTRUCTION 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, THIS SHEET). VEHICLES USED FOR HAULING PURPOSES ARE EXEMPT FROM FLAG REQUIREMENTS.
15. IN THE CASE OF AN EMERGENCY, THE CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER AND THE RESIDENT 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 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.
18. 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 RESIDENT 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 RESIDENT ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
19. A MATERIAL/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
20. 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 AN 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.

21. COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT 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.
22. 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.
23. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE AIR OPERATIONS AREA (A.O.A.) FOR ACTIVE TAXIWAYS/RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
24. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
25. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
26. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 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 NOR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER 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, AIRPORT MANAGER AND UTILITY OWNER.
27. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MAINTENANCE. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.



FLASHER BARRICADE DETAIL
NOT TO SCALE

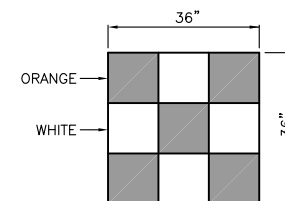
NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT TEN-FOOT (10') INTERVALS.
5. ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

- 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.
- B. 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 SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- C. 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 TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS:

ANY WORK WITHIN THE A.O.A. OF AN ACTIVE RUNWAY SHALL EITHER BE DONE ON WEEKENDS, OFF-PEAK DAYTIME OR NIGHTTIME HOURS, LOCAL TIME AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN THE A.O.A. OF THE RUNWAY, THE RUNWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. STEEL PLATES IF NECESSARY SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

TAXIWAYS / TAXILANES / APRONS:

CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS. 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 TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

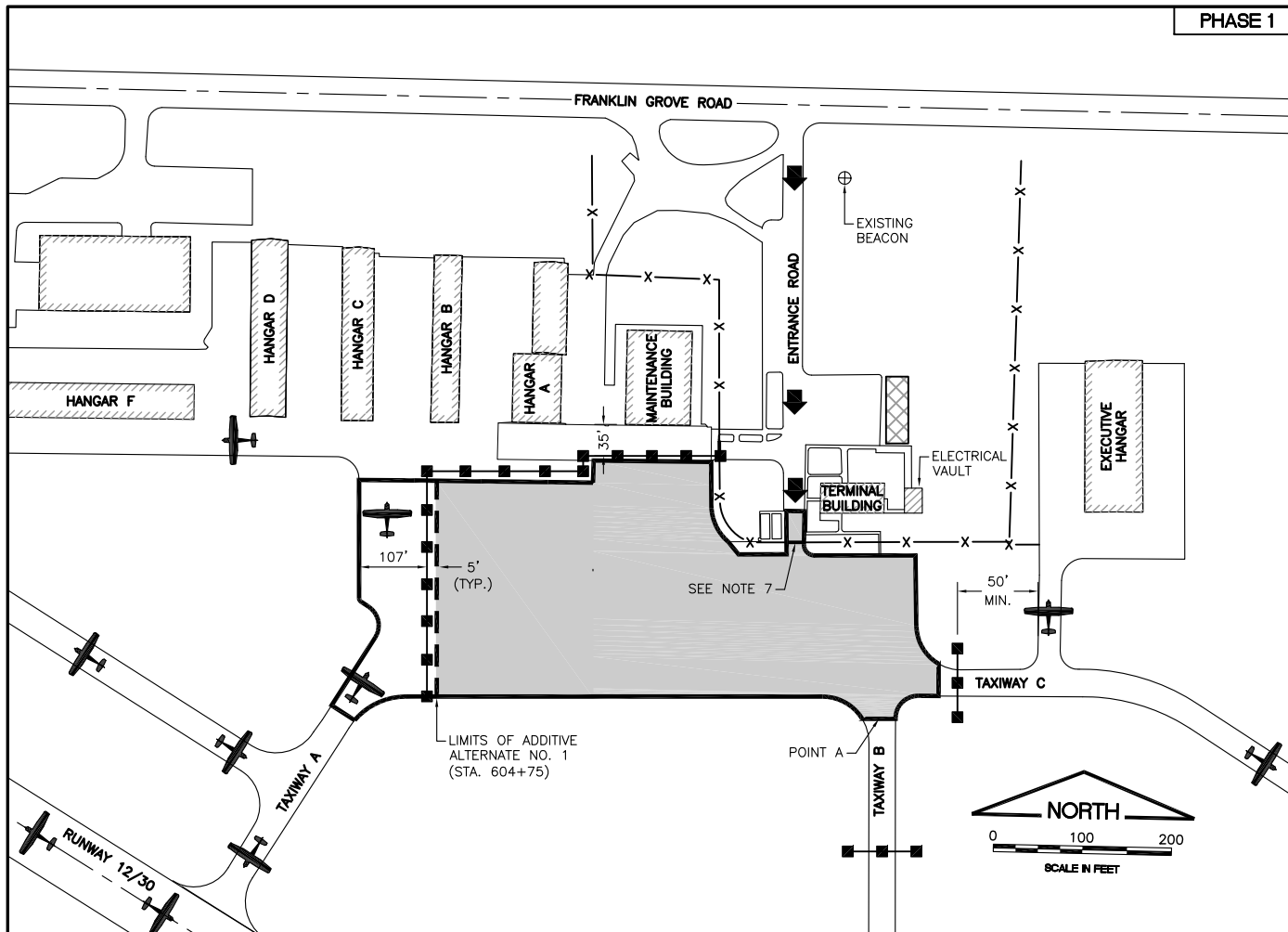
**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON**

**SEQUENCE OF CONSTRUCTION
 GENERAL NOTES AND DETAILS**

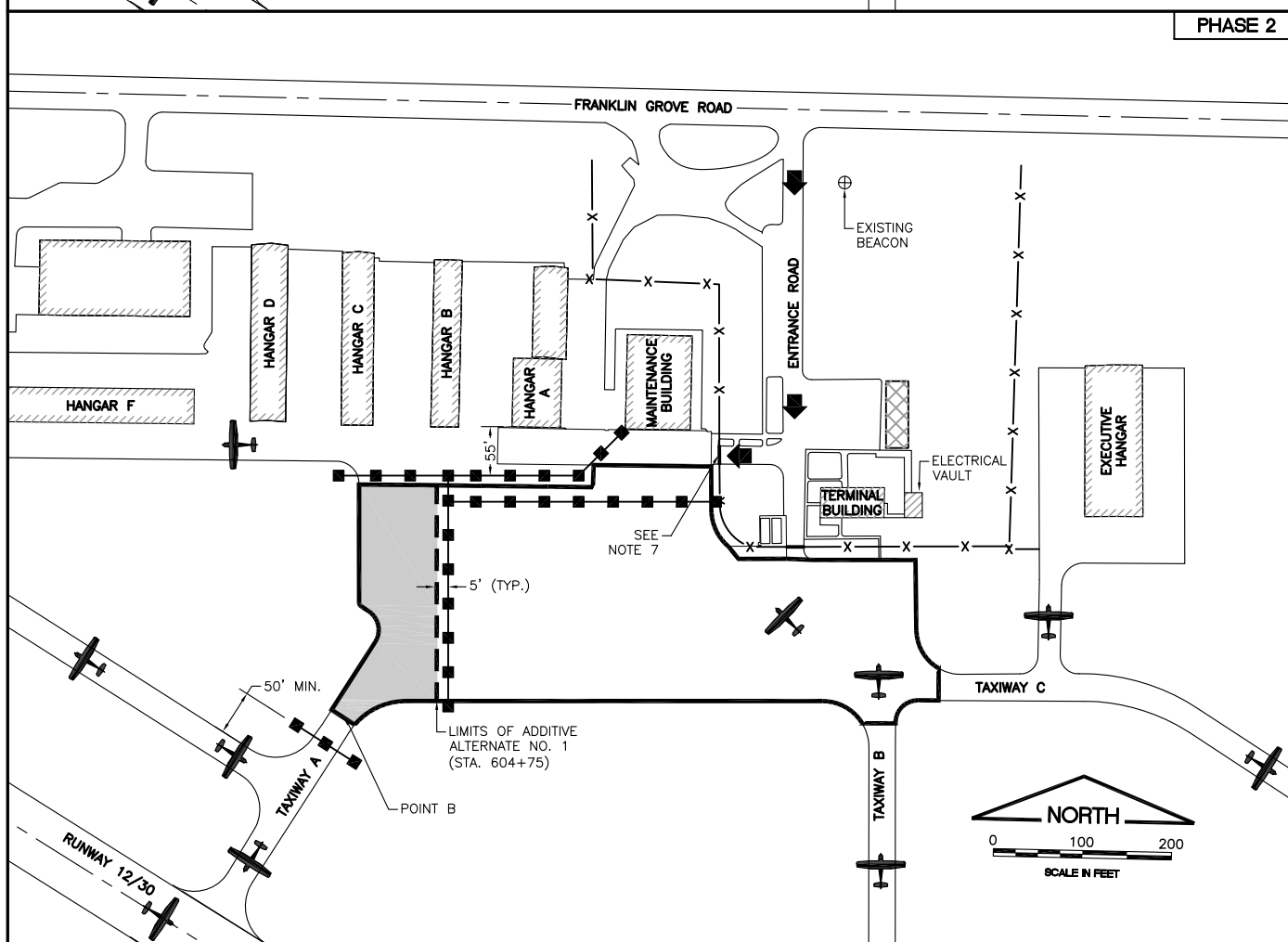
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IL PROJECT: C73-3907 A.I.P. PROJECT: 3-17-0036-B11 FINAL	
SHEET	4 OF 11 SHEETS



PHASE 1



PHASE 2

SUGGESTED SEQUENCE OF CONSTRUCTION (EACH PHASE)

- COORDINATE RELOCATION OF ANY AIRCRAFT IN WORK AREA (BY OTHERS) WITH RESIDENT ENGINEER AND AIRPORT MANAGER.
- PLACE BARRICADES AS SHOWN.
- REMOVE EXISTING AIRCRAFT TIEDOWNS PER PLAN.
- PERFORM CRACK SEALING AND ANY NECESSARY PAVEMENT REPAIRS.
- CONSTRUCT BITUMINOUS PAVEMENTS.
- INSTALL AIRCRAFT TIEDOWNS.
- INSTALL PAVEMENT MARKINGS PER PLAN.
- REMOVE BARRICADES AND MISCELLANEOUS DEBRIS FROM CONSTRUCTION AREA AND CLEAN PAVEMENTS.
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER SO THAT DISPLACED AIRCRAFT CAN BE RELOCATED TO THEIR ORIGINAL STORAGE AREAS (BY OTHERS).

LEGEND

- PHASE WORK LIMITS
- EXISTING HANGAR / BUILDING
- EXISTING PAVEMENT
- CONTRACTOR STAGING, STORAGE AND PARKING
- EXISTING AIRPORT PROPERTY LINE
- TEMPORARY BARRICADE PLACEMENT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS / HAUL ROUTE

CRITICAL POINTS

- RUNWAY 8**
- LATITUDE: 41° 49' 56.843" (NAD 83)
 - LONGITUDE: 89° 27' 16.139" (NAD 83)
 - EXISTING ELEVATION: 781.0'
- RUNWAY 26**
- LATITUDE: 41° 50' 03.593" (NAD 83)
 - LONGITUDE: 89° 26' 25.428" (NAD 83)
 - EXISTING ELEVATION: 785.0'
- RUNWAY 12**
- LATITUDE: 41° 50' 10.036" (NAD 83)
 - LONGITUDE: 89° 26' 56.129" (NAD 83)
 - EXISTING ELEVATION: 777.0'
- RUNWAY 30**
- LATITUDE: 41° 49' 55.629" (NAD 83)
 - LONGITUDE: 89° 26' 24.507" (NAD 83)
 - EXISTING ELEVATION: 785.0'
- NEAREST POINTS ON CONSTRUCTION SITE TO ACTIVE RUNWAYS 8/26 AND 12/30
- PHASE 1: POINT "A"**
- LATITUDE: 41° 50' 09.058" (NAD 83)
 - LONGITUDE: 89° 26' 38.425" (NAD 83)
 - EXISTING ELEVATION: 782.4'
- PHASE 2: POINT "B"**
- LATITUDE: 41° 50' 09.044" (NAD 83)
 - LONGITUDE: 89° 26' 46.370" (NAD 83)
 - EXISTING ELEVATION: 779.0'

DESIGN AIRCRAFT APPROACH CATEGORY: B
 DESIGN AIRPORT GROUP: I

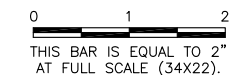
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET

NOTES

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON EACH PHASE OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. MARK THE AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AS SHOWN BY THE CONSTRUCTION SETBACK LINE OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY PHASE TO COORDINATE WITH THE TENANTS.
4. FOR ALL PHASES OF WORK, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
5. CONTRACTOR SHALL HAVE A DEDICATED FLAGGER ONSITE WHEN WORKING ADJACENT TO ACTIVE TAXIWAYS AND YIELD TO ALL ONCOMING AIRCRAFT. COST SHALL BE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND ENGINEER ON THE LOCATION OF ACCESS ROUTES OF AIRPORT-OWNED FUELING TRUCKS TO ALL AIRCRAFT AND TEMPORARY PARKING AREAS.
7. THE CONTRACTOR SHALL POST A SECURITY GUARD AT THE GATE WHEN THE GATE IS LEFT OPEN FOR THE PURPOSES OF HAULING MATERIAL IN OR OUT OF THE JOBSITE. SHOULD THE CONTRACTOR CHOOSE TO CLOSE THE GATE AFTER EACH ARRIVAL OR DEPARTURE, NO GUARD SHALL BE REQUIRED. THE AIRPORT SHALL RESERVE THE RIGHT TO REQUIRE THE CONTRACTOR TO CHANGE GUARD PERSONNEL SHOULD THEY PERFORM UNSATISFACTORILY.
8. THE CONTRACTOR SHALL RESTORE HIS STAGING, STORAGE AND PARKING AREA TO THE PRE-CONSTRUCTION STATE AT THE COMPLETION OF THE PROJECT. RESTORATION COSTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. THE CONTRACTOR SHALL COORDINATE FUELING ACTIVITIES WITH THE AIRPORT. THE CONTRACTOR SHALL ENSURE THAT FUEL TRUCKS CAN ACCESS THE FUEL TANKS AT ALL TIMES.

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NUMBER	BY	DATE



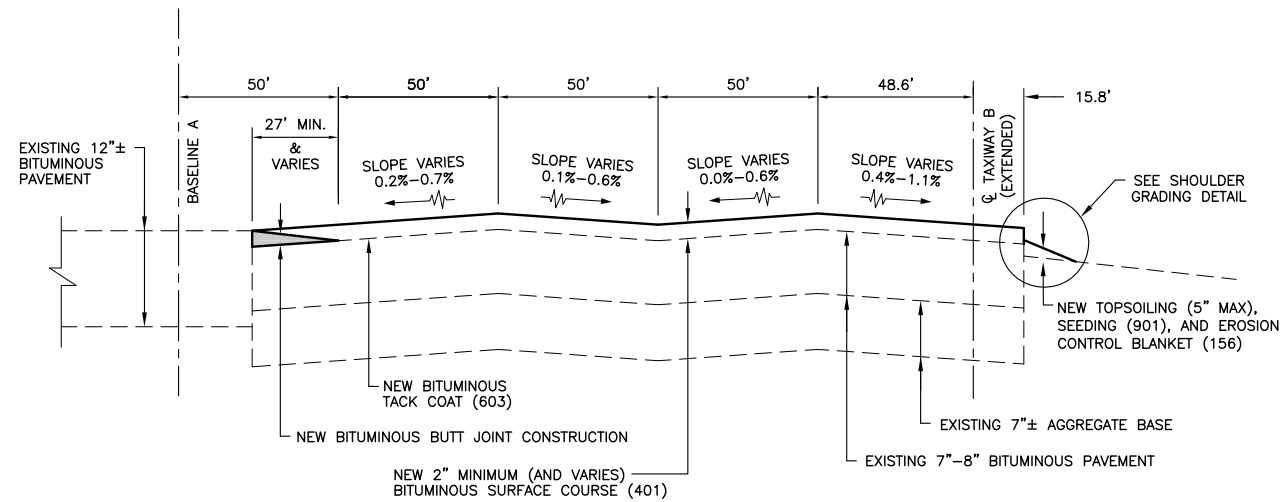
**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON**

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

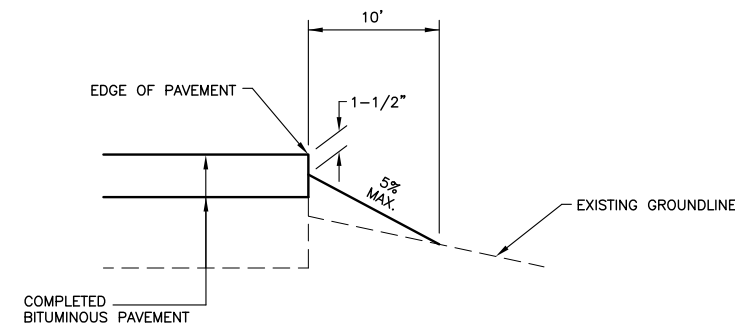
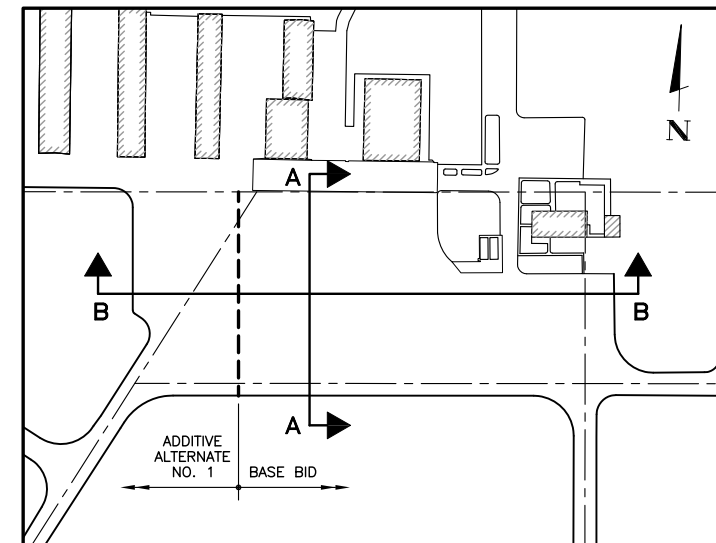
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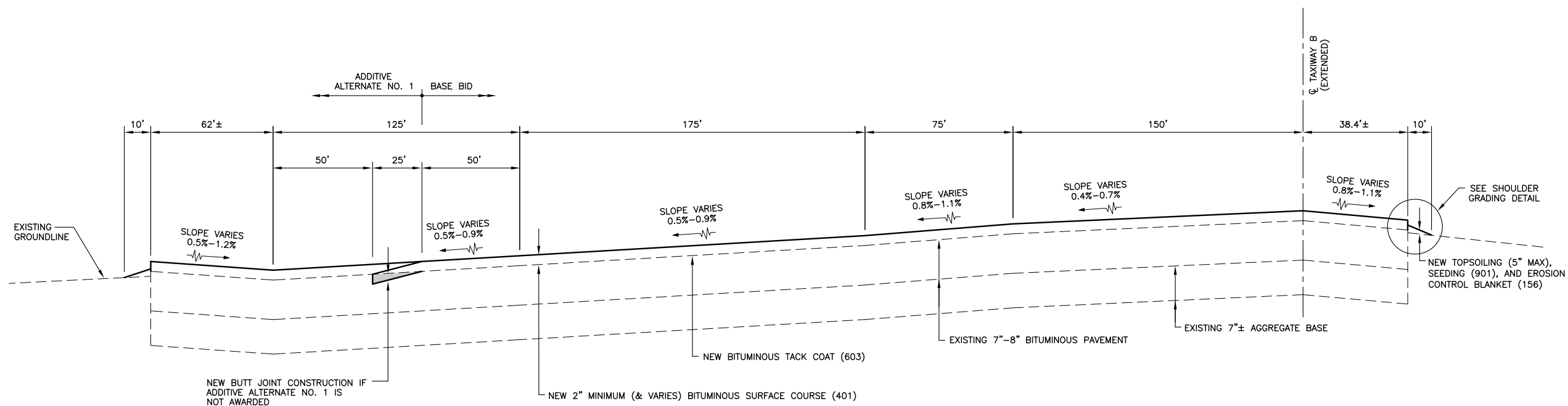
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A.I.P. PROJECT:	3-17-0036-B11
FINAL	
SHEET	5 OF 11 SHEETS



TYPICAL SECTION A-A
 NOT TO SCALE

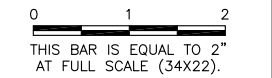


SHOULDER GRADING DETAIL
 NOT TO SCALE



TYPICAL SECTION B-B
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REVISIONS		
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**DIXON MUNICIPAL AIRPORT
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TYPICAL SECTIONS

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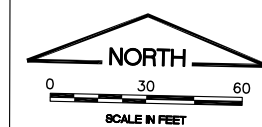
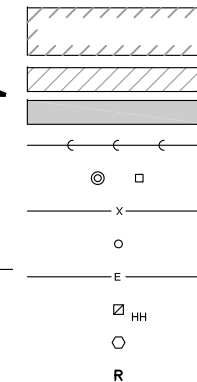


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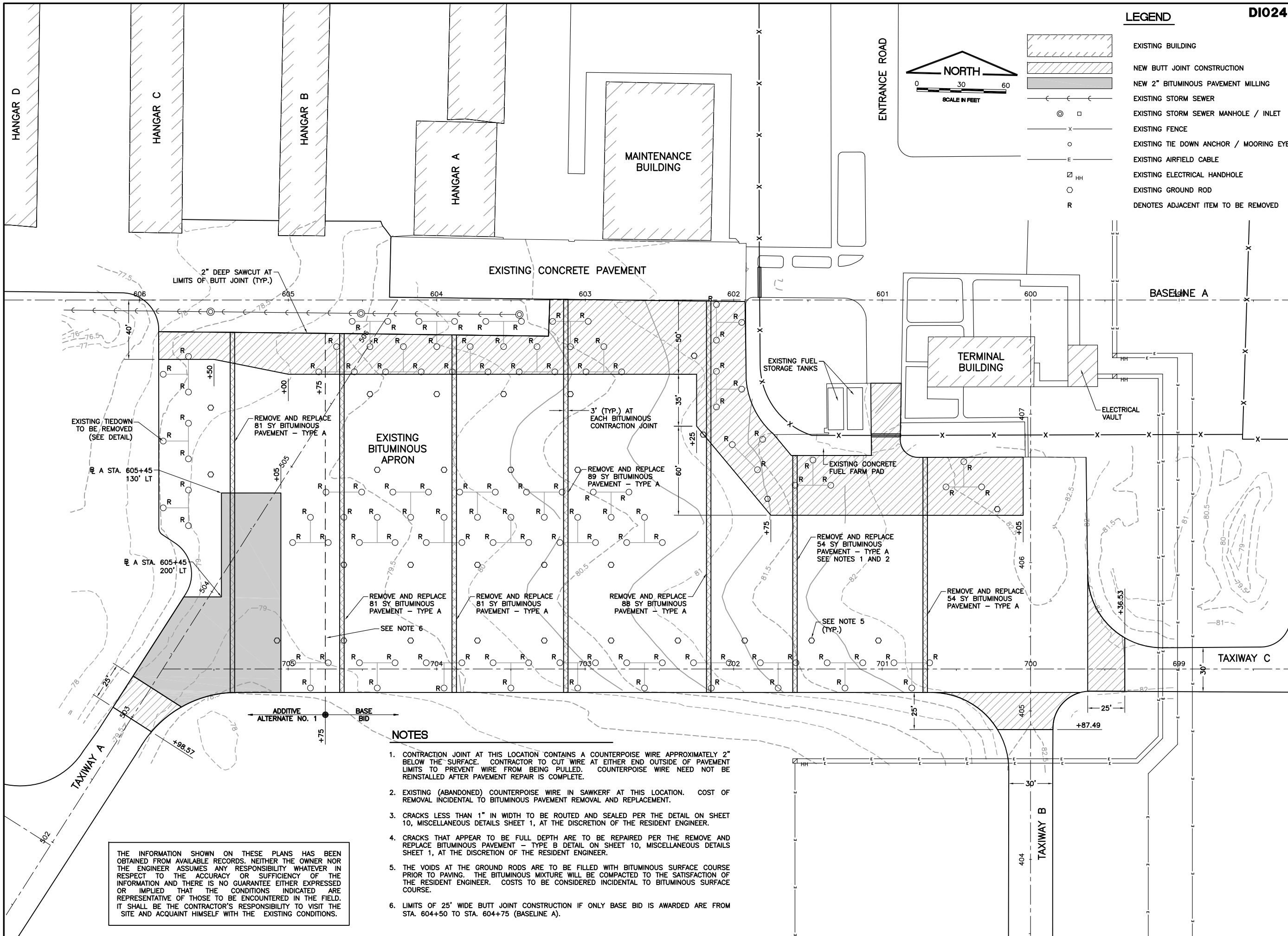
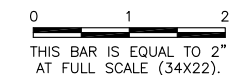
FINAL

LEGEND



REVISIONS

Table with columns: NUMBER, BY, DATE



NOTES

- 1. CONTRACTION JOINT AT THIS LOCATION CONTAINS A COUNTERPOISE WIRE APPROXIMATELY 2" BELOW THE SURFACE. CONTRACTOR TO CUT WIRE AT EITHER END OUTSIDE OF PAVEMENT LIMITS TO PREVENT WIRE FROM BEING PULLED. COUNTERPOISE WIRE NEED NOT BE REINSTALLED AFTER PAVEMENT REPAIR IS COMPLETE.
2. EXISTING (ABANDONED) COUNTERPOISE WIRE IN SAWKERF AT THIS LOCATION. COST OF REMOVAL INCIDENTAL TO BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT.
3. CRACKS LESS THAN 1" IN WIDTH TO BE ROUTED AND SEALED PER THE DETAIL ON SHEET 10, MISCELLANEOUS DETAILS SHEET 1, AT THE DISCRETION OF THE RESIDENT ENGINEER.
4. CRACKS THAT APPEAR TO BE FULL DEPTH ARE TO BE REPAIRED PER THE REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B DETAIL ON SHEET 10, MISCELLANEOUS DETAILS SHEET 1, AT THE DISCRETION OF THE RESIDENT ENGINEER.
5. THE VOIDS AT THE GROUND RODS ARE TO BE FILLED WITH BITUMINOUS SURFACE COURSE PRIOR TO PAVING. THE BITUMINOUS MIXTURE WILL BE COMPACTED TO THE SATISFACTION OF THE RESIDENT ENGINEER. COSTS TO BE CONSIDERED INCIDENTAL TO BITUMINOUS SURFACE COURSE.
6. LIMITS OF 25' WIDE BUTT JOINT CONSTRUCTION IF ONLY BASE BID IS AWARDED ARE FROM STA. 604+50 TO STA. 604+75 (BASELINE A).









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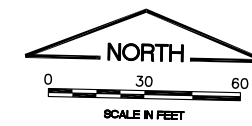
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DIXON, ILLINOIS
REHABILITATE TERMINAL APRON
EXISTING CONDITIONS AND REMOVALS

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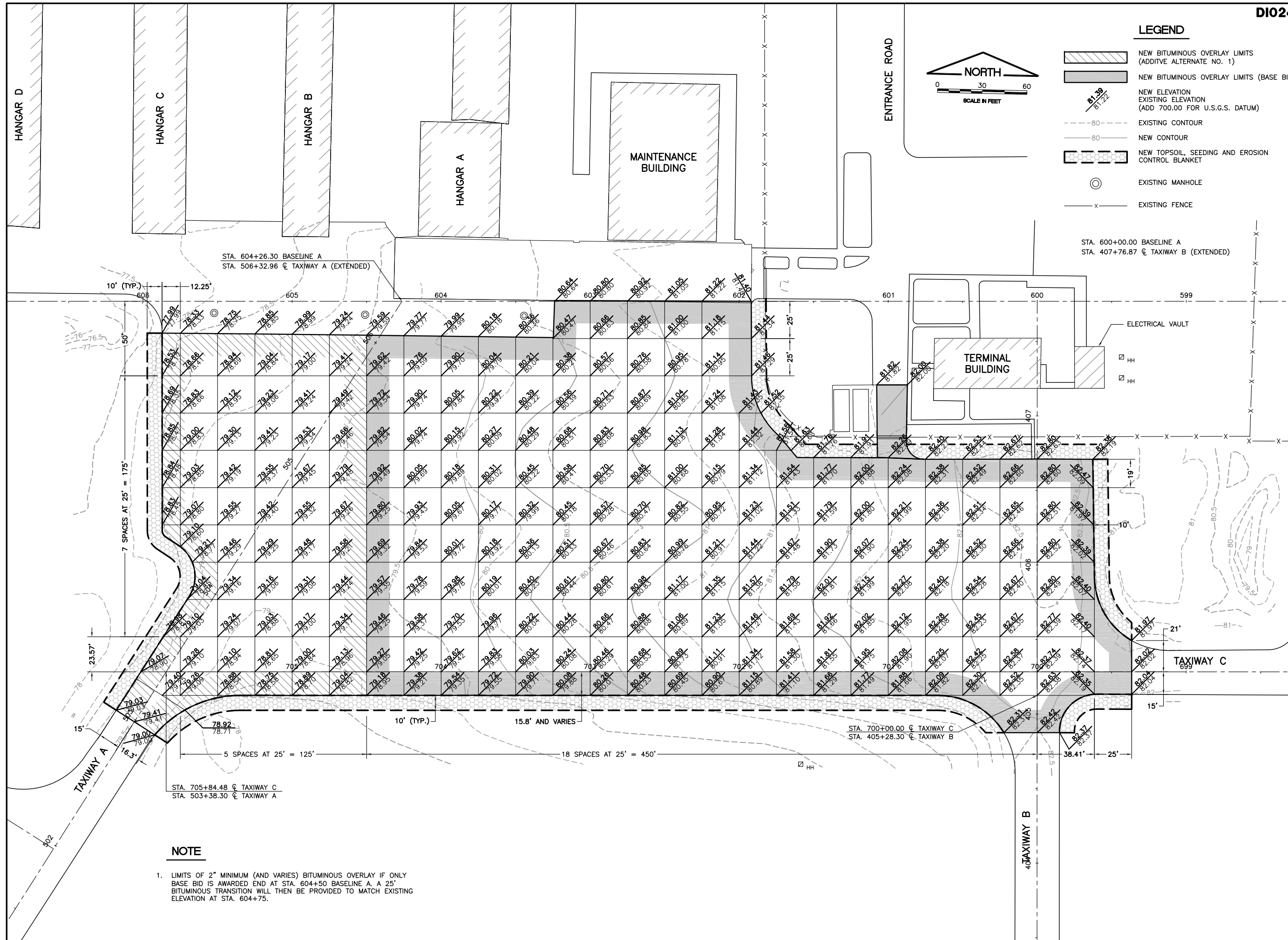
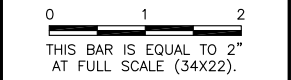
LEGEND

-  NEW BITUMINOUS OVERLAY LIMITS (ADDITIVE ALTERNATE NO. 1)
-  NEW BITUMINOUS OVERLAY LIMITS (BASE BID)
-  NEW ELEVATION
EXISTING ELEVATION (ADD 700.00 FOR U.S.G.S. DATUM)
-  -80- EXISTING CONTOUR
-  -80- NEW CONTOUR
-  NEW TOPSOIL, SEEDING AND EROSION CONTROL BLANKET
-  EXISTING MANHOLE
-  EXISTING FENCE




REVISIONS

NUMBER	BY	DATE



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DIXON, ILLINOIS
REHABILITATE TERMINAL APRON
GRADING / LANDSCAPING PLAN**

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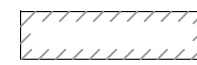
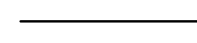
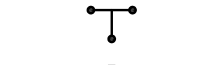


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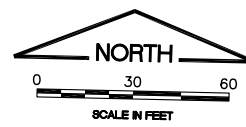
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SHEET	8 OF 11 SHEETS

NOTE

- LIMITS OF 2" MINIMUM (AND VARIES) BITUMINOUS OVERLAY IF ONLY BASE BID IS AWARDED END AT STA. 604+50 BASELINE A. A 25' BITUMINOUS TRANSITION WILL THEN BE PROVIDED TO MATCH EXISTING ELEVATION AT STA. 604+75.

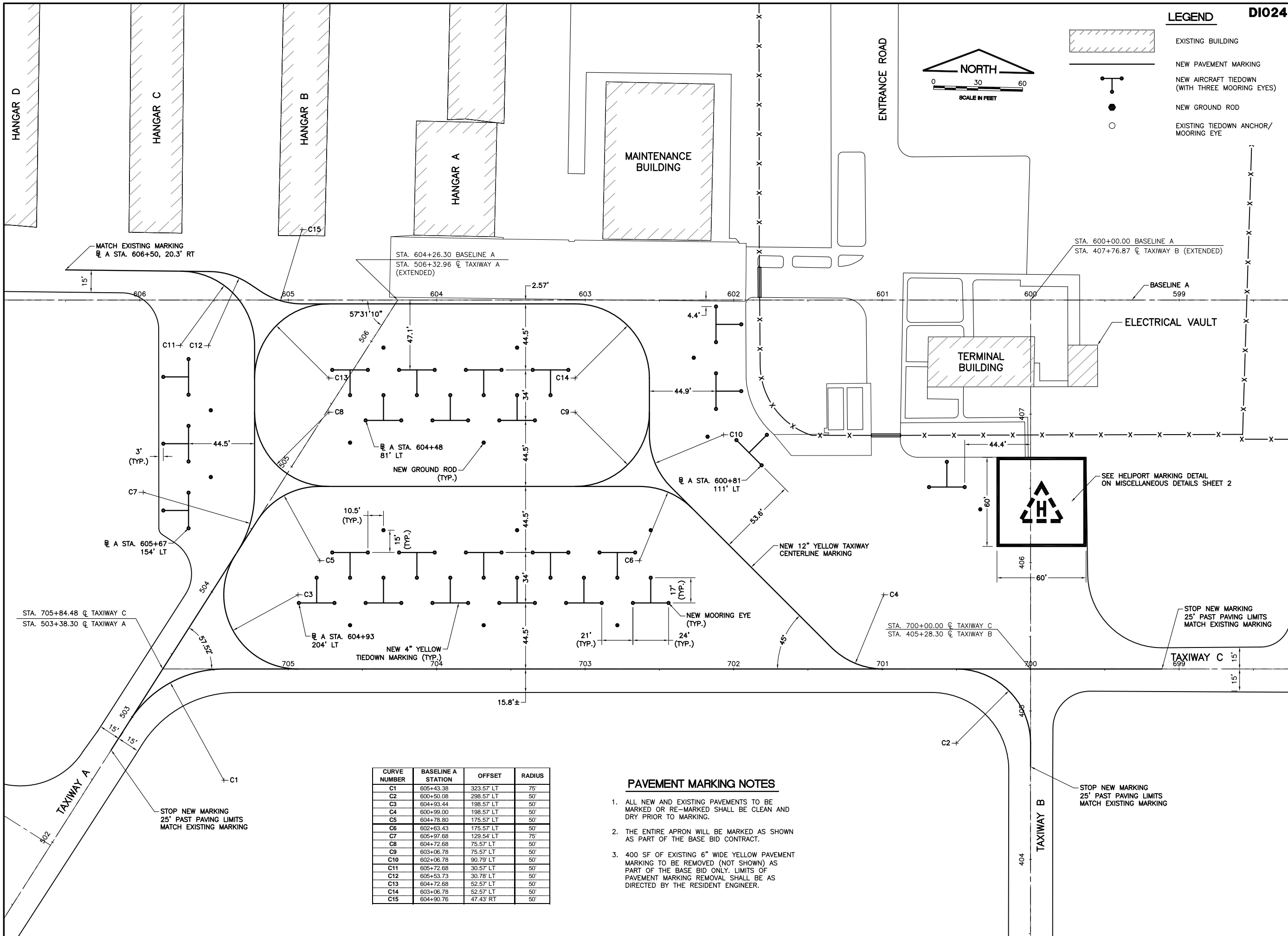
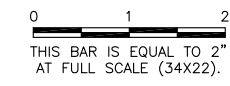
LEGEND

-  EXISTING BUILDING
-  NEW PAVEMENT MARKING
-  NEW AIRCRAFT TIEDOWN (WITH THREE MOORING EYES)
-  NEW GROUND ROD
-  EXISTING TIEDOWN ANCHOR/MOORING EYE



REVISIONS

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**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON
 TIEDOWN / PAVEMENT MARKING PLAN**

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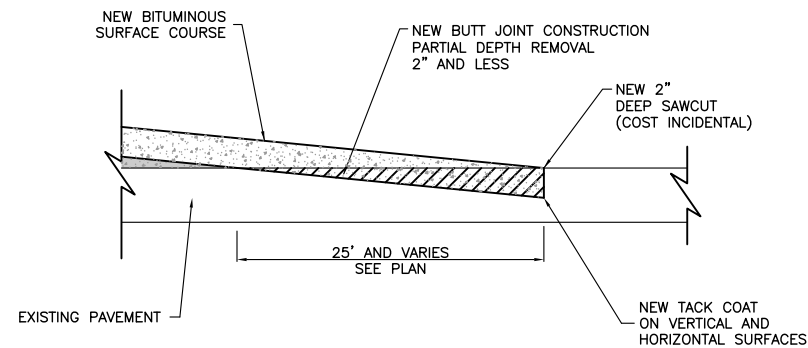
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SHEET	9 OF 11 SHEETS

CURVE NUMBER	BASELINE A STATION	OFFSET	RADIUS
C1	605+43.38	323.57' LT	75'
C2	600+50.08	298.57' LT	50'
C3	604+93.44	198.57' LT	50'
C4	600+99.00	198.57' LT	50'
C5	604+78.80	175.57' LT	50'
C6	602+63.43	175.57' LT	50'
C7	605+97.68	129.54' LT	75'
C8	604+72.68	75.57' LT	50'
C9	603+06.78	75.57' LT	50'
C10	602+06.78	90.79' LT	50'
C11	605+72.68	30.57' LT	50'
C12	605+53.73	30.78' LT	50'
C13	604+72.68	52.57' LT	50'
C14	603+06.78	52.57' LT	50'
C15	604+90.76	47.43' RT	50'

PAVEMENT MARKING NOTES

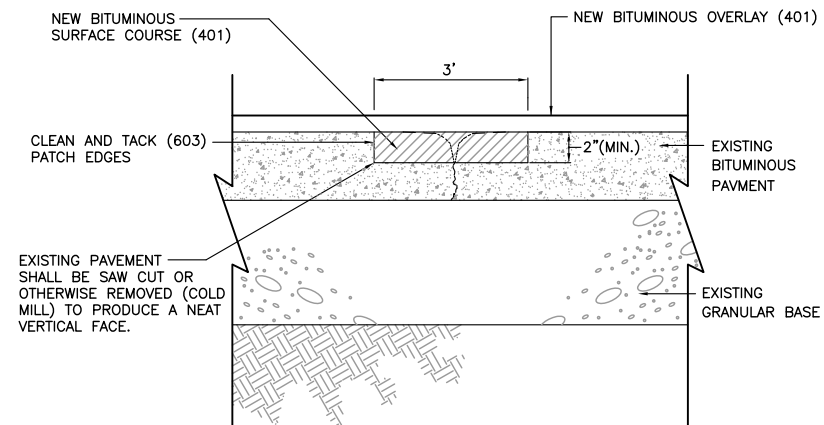
- ALL NEW AND EXISTING PAVEMENTS TO BE MARKED OR RE-MARKED SHALL BE CLEAN AND DRY PRIOR TO MARKING.
- THE ENTIRE APRON WILL BE MARKED AS SHOWN AS PART OF THE BASE BID CONTRACT.
- 400 SF OF EXISTING 6" WIDE YELLOW PAVEMENT MARKING TO BE REMOVED (NOT SHOWN) AS PART OF THE BASE BID ONLY. LIMITS OF PAVEMENT MARKING REMOVAL SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.

FILE: 10 Misc--details1.dwg
 LAYOUT: Layout1
 UPDATE BY: Jeremy Linke
 SURVEY BOOK #
 DATE: Friday, June 12, 2009 9:58:04 AM
 XREF DWG: tbcont.dwg
 tb.dwg



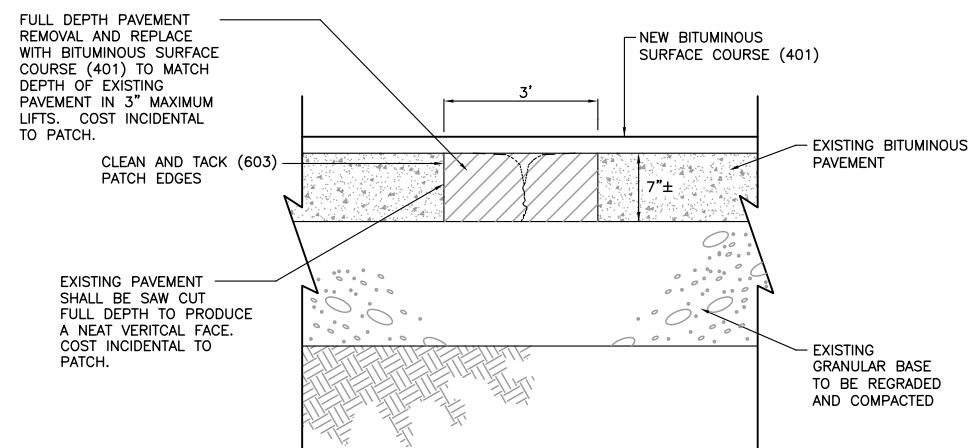
BUTT JOINT DETAIL

NOT TO SCALE



REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A

NOT TO SCALE

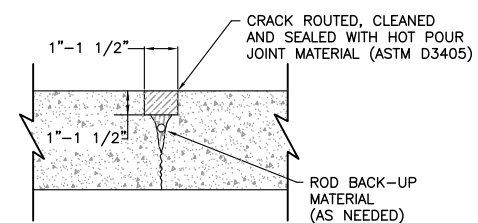


REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B

NOT TO SCALE

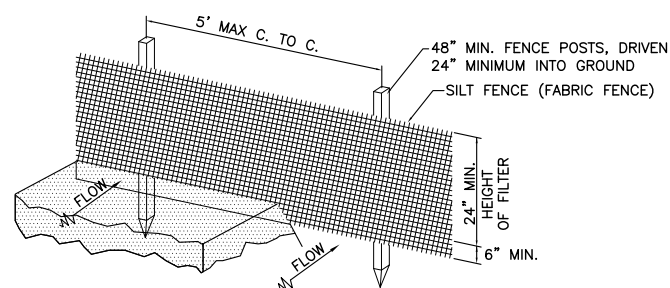
PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS AND AIRPORT PERSONNEL. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES DUE TO EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE ESTIMATED AND ARE SHOWN ON THE EXISTING CONDITIONS/PROPOSED REMOVAL SHEETS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.

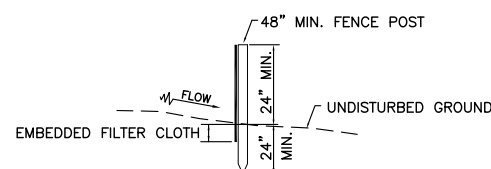


REPAIR METHOD - CRACK ROUTING AND SEALING

NOT TO SCALE



PERSPECTIVE VIEW



SECTION

CONSTRUCTION NOTES FOR SILT (FABRIC) FENCE

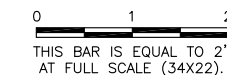
1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6-INCH MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
3. SILT FENCE SHALL BE INSTALLED PER PLAN OR AS DIRECTED BY THE AIRPORT.

EROSION CONTROL FABRIC FENCE DETAIL

NOT TO SCALE

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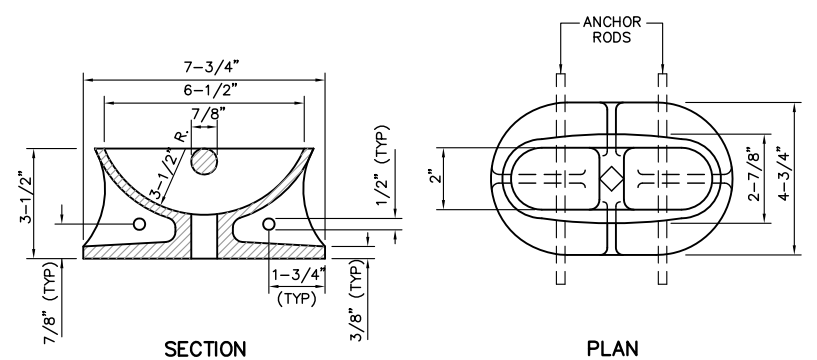


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 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON**

MISCELLANEOUS DETAILS SHEET 1

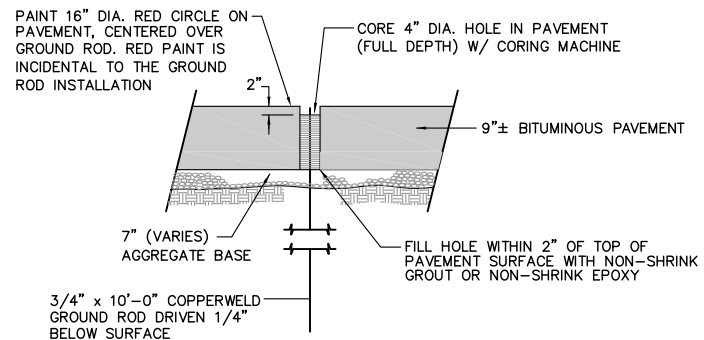
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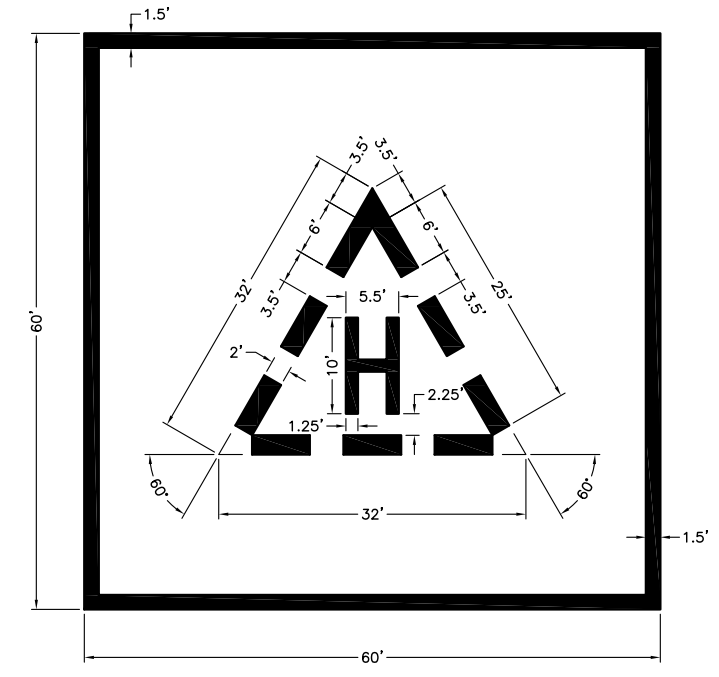


MOORING EYE DETAIL
NOT TO SCALE

- NOTES:**
1. MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
 2. ANCHOR RODS TO BE NO. 3 DEFORMED REINFORCING STEEL 15" LONG AND SHALL BE BENT DOWNWARD AT 45°.



GROUND ROD DETAIL
NOT TO SCALE

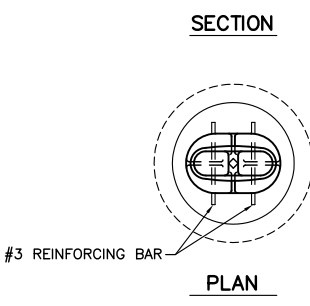
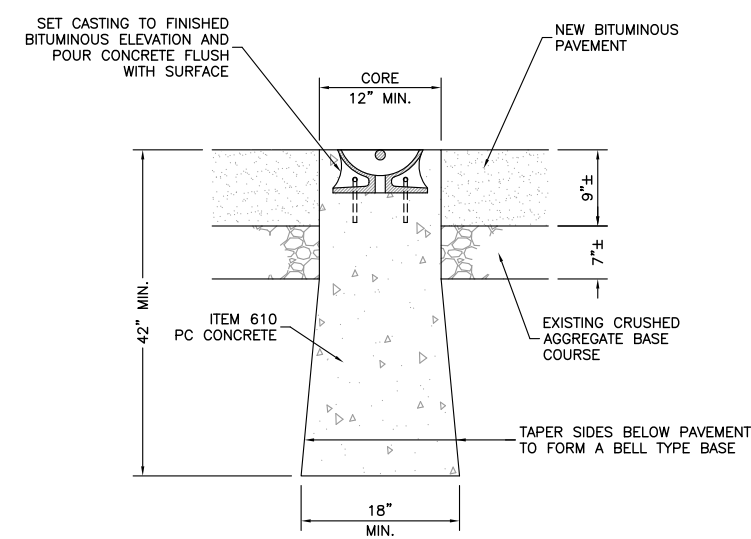
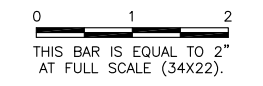


HELIPORT MARKING SYMBOL DETAIL
NOT TO SCALE

- NOTES:**
1. ALL MARKINGS TO BE WHITE, REFLECTIVE.
 2. TOTAL AREA OF MARKING IS 495 S.F.

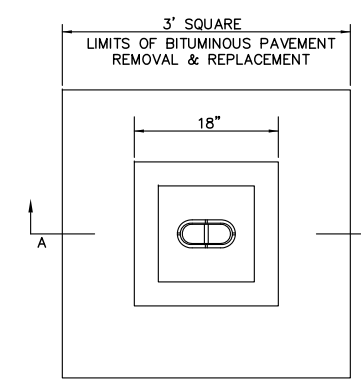
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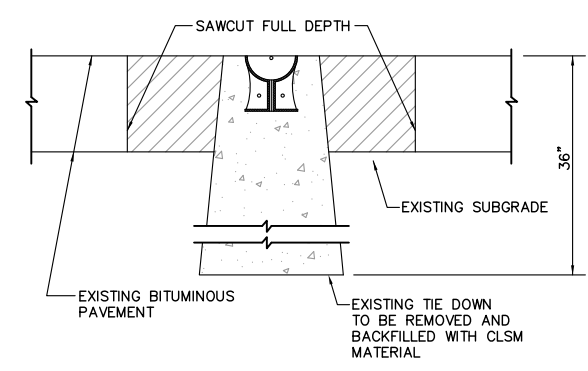


MOORING EYE INSTALLATION DETAIL
NOT TO SCALE

- NOTE:**
1. THE CONTRACTOR SHALL CORE OR SAW THROUGH BITUMINOUS OVERLAY AND EXISTING BITUMINOUS PAVEMENT AND ENLARGE HOLE TO DIMENSIONS SHOWN.



- NOTES:**
1. THE SAWCUT AND BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE MOORING EYE REMOVAL.
 2. THE VOID LEFT BY THE REMOVAL SHALL BE BACKFILLED TO 9" BELOW EXISTING PAVEMENT SURFACE WITH CLSM MATERIAL. THE FINAL 9" SHALL BE FILLED WITH BITUMINOUS SURFACE COURSE TO MATCH THE MILLED SURFACE.



TIE DOWN REMOVAL DETAIL
NOT TO SCALE

**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE TERMINAL APRON**

MISCELLANEOUS DETAILS-SHEET 2

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SHEET	11 OF 11 SHEETS