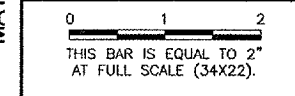


REVISIONS		
NUMBER	BY	DATE



**DUPAGE AIRPORT
 WEST CHICAGO, ILLINOIS
 REHABILITATE TAXIWAYS ALPHA AND CHARLIE
 PAVEMENT MARKING PLAN/LIGHTING
 PLAN TAXIWAY C**

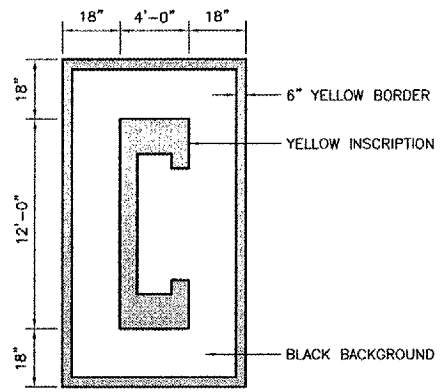
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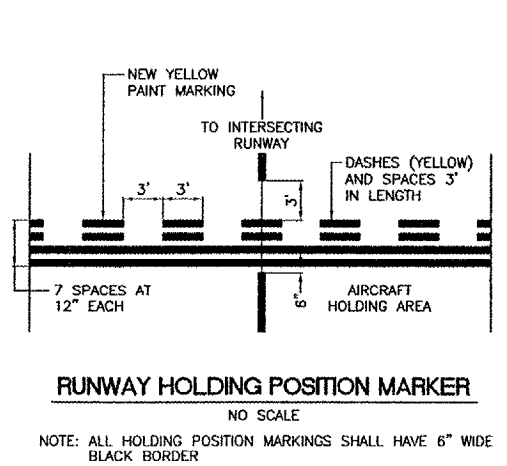
DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	DLP
DATE:	06/09/06
JOB No:	04257-05
ILLINOIS PROJECT: DPA-3454 A.I.P. PROJECT: 3-17-0017-B19	
SHEET 15 OF 20 SHEETS	

AIRFIELD SIGNAGE SCHEDULE				
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
S1	E W		1 2,1	STA. 33+00, 50' LT. CENTERLINE TAXIWAY C
S2	N S		3 0	STA. 24+27.78, 75' RT. CENTERLINE RUNWAY 15/33
S3	N S		0 3	STA. 25+99.06, 75' RT. CENTERLINE RUNWAY 15/33
S4	N S		3,1 1	STA. 22+90.81, 42.76' RT. CENTERLINE TAXIWAY A
S5	N S		1 0	STA. 18+96.74, 43.16' RT. CENTERLINE TAXIWAY A

- 0 — BLANK PANEL — BLACK
- 1 — RUNWAY/TAXIWAY HOLDLINE — WHITE LEGEND ON RED BACKGROUND
- 2 — LOCATION SIGN — YELLOW LEGEND ON BLACK BACKGROUND
- 3 — DIRECTION SIGN — BLACK LEGEND ON YELLOW BACKGROUND

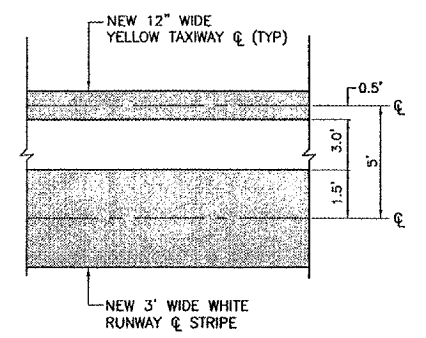


SURFACE LOCATION MARKER DETAIL
 NOT TO SCALE



RUNWAY HOLDING POSITION MARKER
 NO SCALE

NOTE: ALL HOLDING POSITION MARKINGS SHALL HAVE 6" WIDE BLACK BORDER



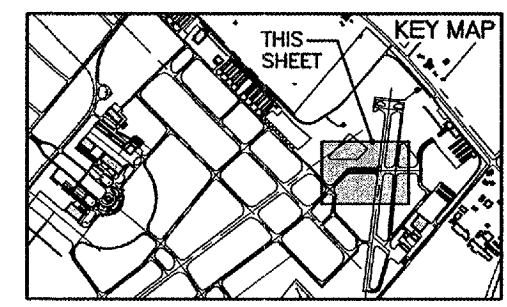
TAXIWAY TANGENT DETAIL A
 NOT TO SCALE

LIGHTING NOTES

- CONNECT NEW CABLE TO EXISTING CABLE AT GUIDANCE SIGN, TAXIWAY LIGHT, RUNWAY LIGHT, MANHOLE OR SPLICE CAN. THE COST OF SPLICING SHALL BE INCIDENTAL TO AIRFIELD LIGHTING CABLE INSTALLATION.
- THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
- THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
- ANY EXISTING CABLE MARKERS THAT ARE DISTURBED ARE TO BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE NEW DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL SPLICES SHALL BE INSTALLED INSIDE HANDHOLE OR LIGHT BASES. NO DIRECT BURIED SPLICE SHALL BE ALLOWED.
- ALL AIRFIELD LIGHTING CIRCUIT CABLE SHALL BE 1/C #8, 5KV, L-824 TYPE C IN 3/4" UNIT DUCT (DIRECT BURIED).
- ALL LIGHTING CIRCUITS SHALL BE OPERATIONAL AT THE END OF EACH WORKING DAY. ANY TEMPORARY CABLING NECESSARY TO MAINTAIN THE CIRCUITS DURING CONSTRUCTION SHALL BE INCIDENTAL TO CONSTRUCTION.

PAVEMENT MARKING NOTES

- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
- WHEN YELLOW TAXIWAY STRIPPING CROSSES ANY WHITE RUNWAY STRIPPING, THE TAXIWAY STRIPE SHALL BE GAPPED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.



LEGEND

- A — EXISTING LIGHT/SIGN TO BE RETROFITTED
- O — EXISTING STAKE MOUNTED TAXIWAY LIGHT
- EXISTING/NEW BASE MOUNTED TAXI LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- EXISTING/NEW AIRFIELD GUIDANCE SIGN
- --- NEW TAXIWAY CHARLIE LIGHTING CIRCUIT
- --- NEW TAXIWAY BRAVO NORTH LIGHTING CIRCUIT
- A/B --- NEW ALPHA/BRAVO SOUTH LIGHTING CIRCUIT
- --- EXISTING DUCT BANK
- O S — EXISTING SPLICE CAN
- 15/33 --- EXISTING 15/33 LIGHTING CIRCUIT
- --- EXISTING BRAVO NORTH LIGHTING CIRCUIT
- --- EXISTING CHARLIE LIGHTING CIRCUIT
- A/B --- EXISTING ALPHA/BRAVO SOUTH CIRCUIT