

1A SOUTHERN ILLINOIS AIRPORT AUTHORITY MURPHYSBORO / CARBONDALE, ILLINOIS

CONSTRUCTION PLANS FOR

SOUTHERN ILLINOIS AIRPORT SOUTHEAST RAMP EXPANSION AND TAXIWAY

ILLINOIS PROJECT: MDH -3577
A.I.P. PROJ.: 3-17-0009-B26

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**SOUTHERN ILLINOIS
AIRPORT**

TOWNSHIP: 8 S. DESOTO TOWNSHIP
RANGE: 1 W. (SECTION: 31)
JACKSON COUNTY

DESIGN AIRCRAFT APPROACH CATEGORY: C
DESIGN AIRCRAFT GROUP: III

**CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123**

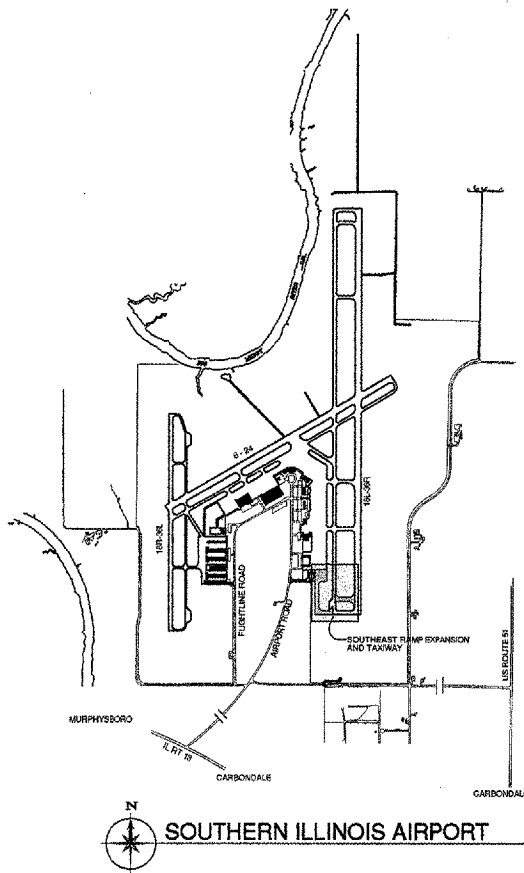
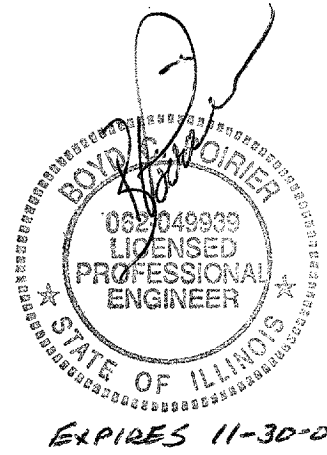
**SOUTHERN ILLINOIS
AIRPORT AUTHORITY**

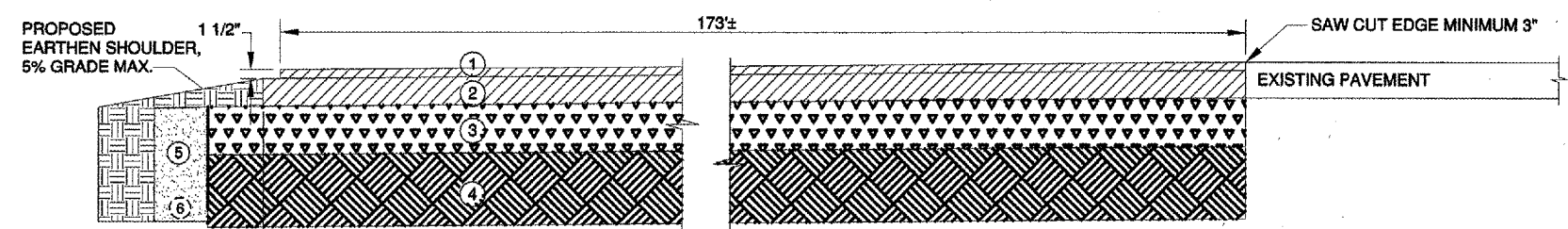
APPROVED *Patricia Long Brady* CHAIRMAN
DATE 01 APRIL 2006

APPROVED *W. E. Stokes* SECRETARY
DATE 06 APRIL 2006

**PREPARED BY
POIRIER ASSOCIATES P.C.
ENGINEERING AND ARCHITECTURAL
SERVICES GROUP
MURPHYSBORO, ILLINOIS**

APPROVED *[Signature]*
DATE 06 APRIL 2006

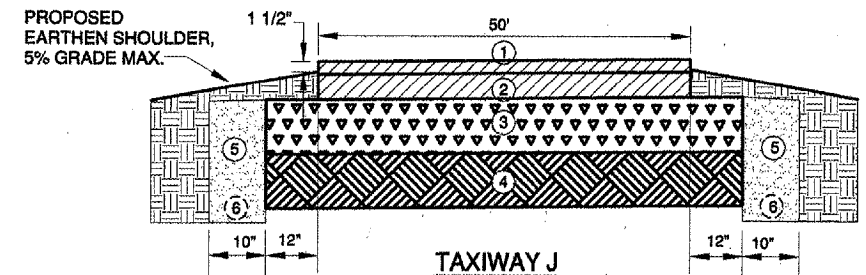




1 TYPICAL SECTION
2 N.T.S.

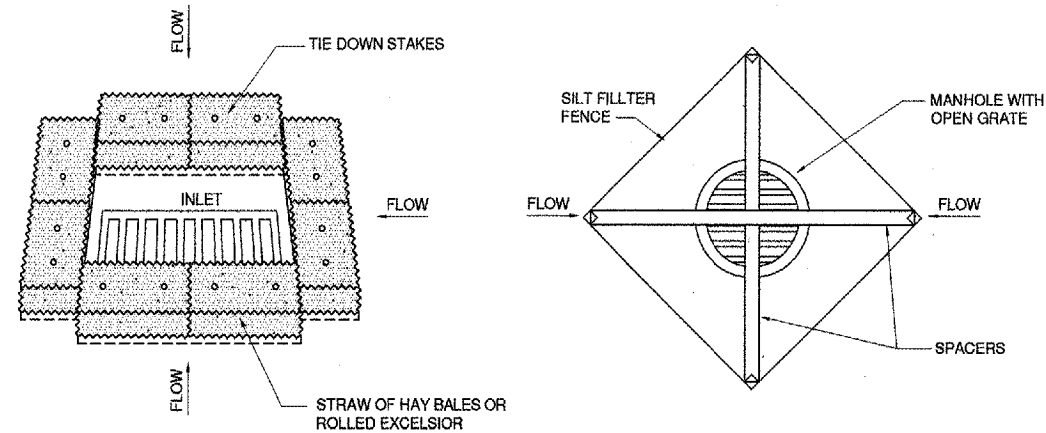
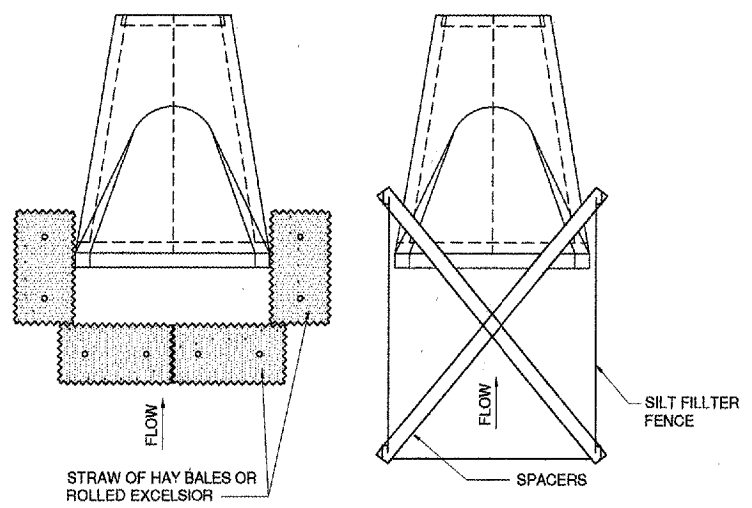
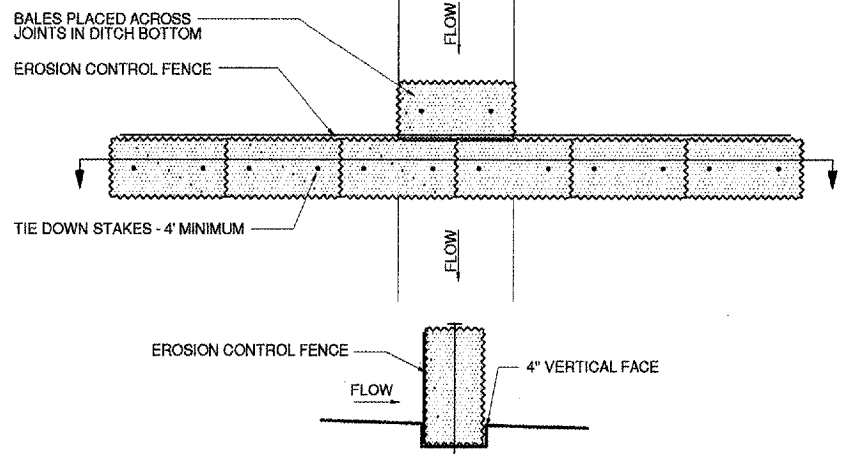
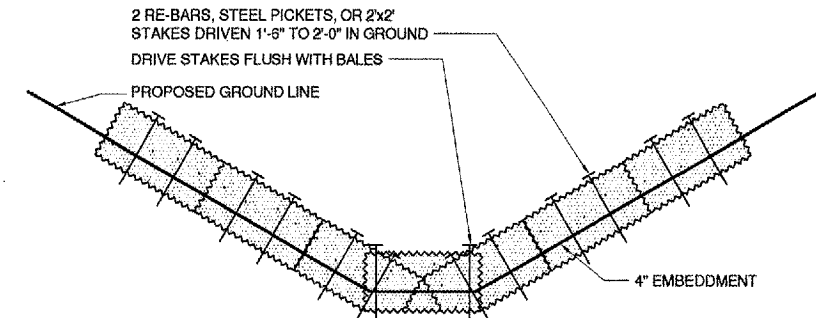
RAMP & TAXIWAY EXTENSION

1. PROPOSED 1 1/2" BITUMINOUS SURFACE COURSE
2. PROPOSED 4 1/2" BITUMINOUS BASE COURSE (2 LIFTS)
3. PROPOSED 8" CRUSHED AGGREGATE BASE COURSE
4. PROPOSED 12" LIME MODIFIED SUB-GRADE
5. POROUS BACKFILL #2 (COST INCIDENTAL TO 4" PERF UD)
6. PROPOSED 4" PERFORATED PE PIPE WRAPPED IN FILTER FABRIC AT THE SLOPE AND ELEVATIONS INDICATED IN THE DRAINAGE PLAN



TAXIWAY J
2 TYPICAL SECTION
2 N.T.S.

1. PROPOSED 2" BITUMINOUS SURFACE COURSE
2. PROPOSED 4" BITUMINOUS BASE COURSE (2 LIFTS)
3. PROPOSED 12" CRUSHED AGGREGATE BASE COURSE
4. PROPOSED 12" LIME MODIFIED SUBBASE
5. POROUS BACKFILL #2 (COST INCIDENTAL TO 4" PERF UD)
6. PROPOSED 4" PERFORATED PE PIPE WRAPPED IN FILTER FABRIC AT THE SLOPE AND ELEVATIONS INDICATED IN THE DRAINAGE PLAN.



- NOTES:**
1. BALES SHALL BE PLACED AT THE TOE OF A SLOPE OR AS DIRECTED BY THE ENGINEER, AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
 2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES AND PLACED SO THE BINDINGS ARE HORIZONTAL.
 3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
 4. INSPECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
 5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS AND TURFING IS ESTABLISHED
 6. DITCH CHECK AND INLET PROTECTION SHALL BE INCIDENTAL TO THE CONTRACT. THIS IS TO INCLUDE THE COST OF INSTALLATION, MAINTENANCE AND REMOVAL.
 7. IT IS ANTICIPATED THAT THERE WILL BE ONE DITCH CHECK & SEVEN END SECTION OR INLET PROTECTION APPLICATIONS REQUIRED FOR THIS PROJECT.

3 HAY (STRAW) BALE DETAILS
2 N.T.S.

SUMMARY OF QUANTITIES

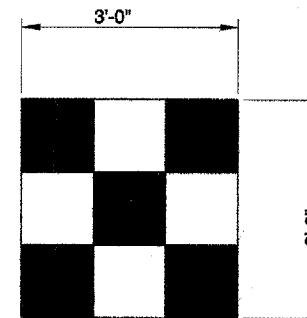
ITEM NO.	DESCRIPTION	QTY.	UNITS
AR108158	1/C #8 5 KV UG CABLE IN UD	3750	L.F.
AR108258	2/C #8 5 KV UG CABLE IN UD	375	L.F.
AR110501	1-WAY CONC. ENCASED DUCT	168	L.F.
AR125410	MITL - STAKE MOUNTED	46	EACH
AR125415	MITL - BASE MOUNTED	9	EACH
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	1	EACH
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	2	EACH
AR125448	TAXI GUIDANCE SIGN, 8 CHARACTER	1	EACH
AR125901	REMOVE STAKE MOUNTED LIGHT	16	EACH
AR152410	UNCLASSIFIED EXCAVATION	4724	C.Y.
AR152440	BORROW EXCAVATION	3877	C.Y.
AR155540	BY-PRODUCT LIME	200	TON
AR155612	SOIL PROCESSING - 12"	10100	S.Y.
AR201610	BITUMINOUS BASE COURSE	2420	TON
AR209510	CRUSHED AGGREGATE BASE COURSE	4240	TON
AR401610	BITUMINOUS SURFACE COURSE	885	TON
AR401900	REMOVE BITUMINOUS PAVEMENT	1650	S.Y.
AR510510	TIE DOWN	9	EACH
AR602510	BITUMINOUS PRIME COAT	3030	GAL.
AR603510	BITUMINOUS TACK COAT	2020	GAL.
AR620520	PAVEMENT MARKING - WATERBORNE	1816	S.F.
AR701515	15" RCP, CLASS IV	6	L.F.
AR701518	18" RCP, CLASS IV	40	L.F.
AR701530	30" RCP, CLASS IV	133	L.F.
AR701900	REMOVE PIPE	178	L.F.
AR705524	4" PERFORATED UNDERDRAIN W/ SOCK	2169	L.F.
AR705544	4" NON PERFORATED UNDERDRAIN	132	L.F.
AR705630	UNDERDRAIN INSPECTION HOLE	9	EACH
AR705903	REMOVE UNDERDRAIN INSP. HOLE	2	EACH
AR705961	RELOCATE UNDERDRAIN HEADWALL	1	EACH
AR751900	REMOVE INLET	1	EACH
AR751940	ADJUST INLET	1	EACH
AR752430	PRECAST REINFORCED CONC. FES 30"	2	EACH
AR752846	INLET BOX STANDARD 52546	3	EACH
AR752960	RELOCATE END SECTION	2	EACH
AR901510	SEEDING	5	ACRE
AR908510	MULCHING	5	ACRE

GENERAL NOTES:

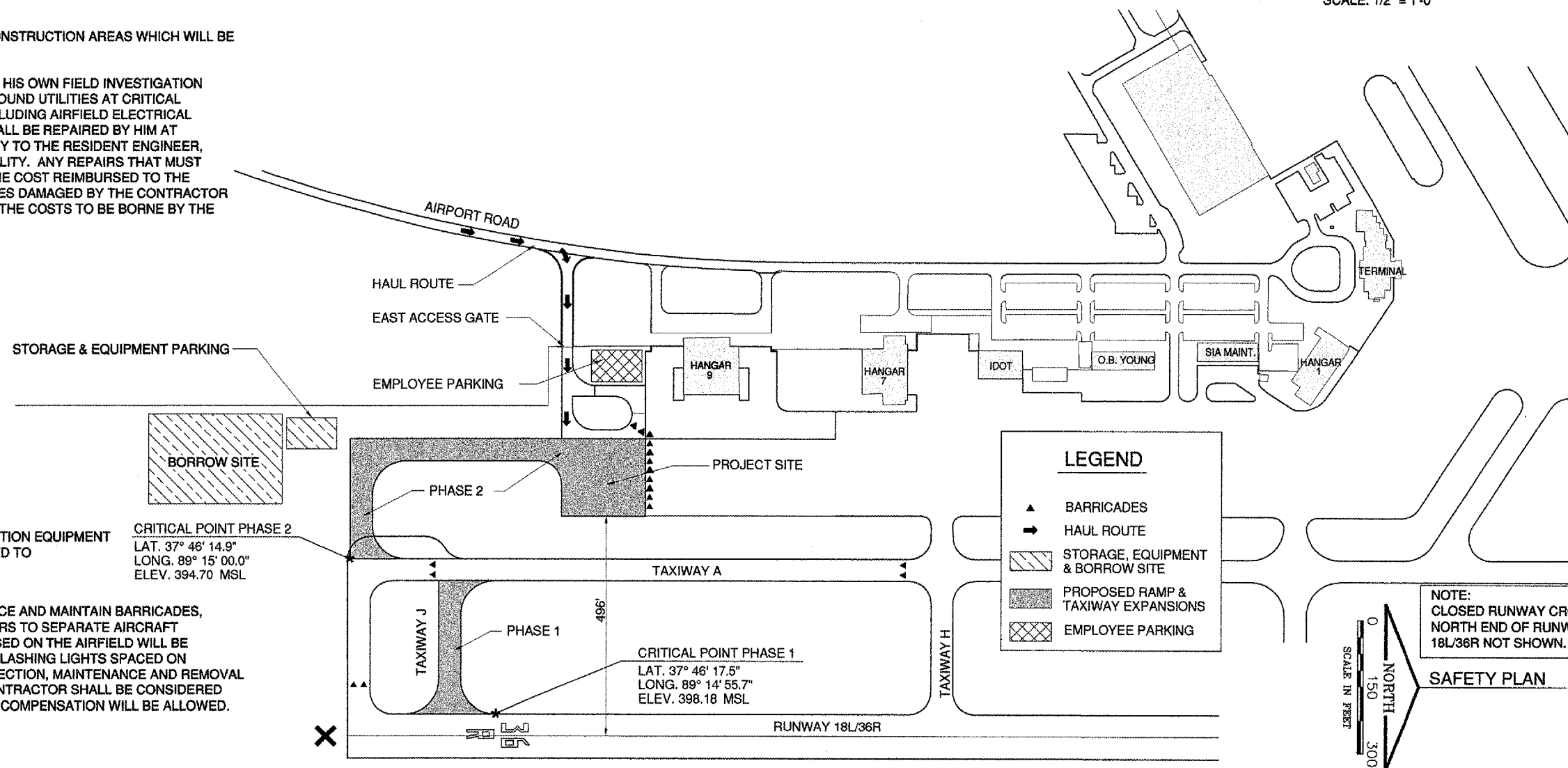
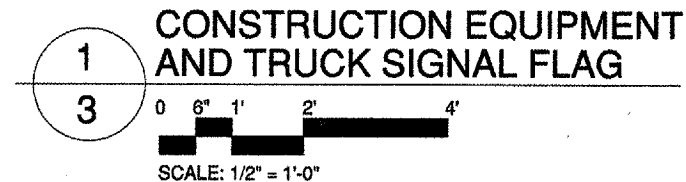
- 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION.
- 2. WHILE ON THE AIRPORT SITE, THE CONTRACTOR'S VEHICLES ARE TO BE PROPERLY MARKED. THE MARKINGS SHALL CONSIST OF A 3 FOOT SQUARE FLAG CONSISTING OF A CHECKERED PATTERN OF INTERNATIONAL ORANGE AND WHITE SQUARES (SEE DETAIL THIS SHEET) DISPLAYED IN FULL VIEW ABOVE THE VEHICLE.
- 3. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT MANAGER.
- 4. REFER TO THE SPECIFICATIONS FOR REQUIREMENTS CONCERNING COORDINATION OF CONSTRUCTION ACTIVITIES.
- 5. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS AT THE LOCATIONS SHOWN.
- 6. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED IN KIND BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT MANAGER. NO ADDITIONAL COMPENSATION SHALL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- 7. TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS OUTSIDE OF THE CONSTRUCTION LIMITS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- 8. THE CONTRACTOR SHALL CONTINUOUSLY CLEAN ALL CONSTRUCTION AREAS WHICH WILL BE OPENED TO AIR TRAFFIC.
- 9. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE RESIDENT ENGINEER, THE AIRPORT MANAGER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.

10. CONTRACTOR'S ACCESS SHALL BE AS FOLLOWS:

- A. THE CONTRACTOR'S ACCESS TO THE WORK SHALL BE THROUGH THE EAST ACCESS GATE, AS SHOWN. THE CONTRACTOR SHALL BE PROVIDED WITH TWO (2) ACCESS CARDS THAT WILL BE RETURNED TO THE AIRPORT PRIOR TO PROJECT ACCEPTANCE.
- B. THE ACCESS GATE SHALL REMAIN IN NORMAL OPERATING MODE DURING WORKHOURS. WHEN THE CONTRACTOR'S ACTIVITIES REQUIRE THE GATE TO BE HELD OPEN CONTINUOUSLY, HE SHALL POST A COMPETENT SECURITY GUARD TO PREVENT UNAUTHORIZED ENTRIES. THE CONTRACTOR SHALL REPLACE ANY UNSATISFACTORY SECURITY GUARDS IF SO DIRECTED BY THE RESIDENT ENGINEER.
- C. THE CONTRACTOR SHALL ENSURE THAT THE ELECTRIC ACCESS GATE IS CLOSED AND OPERATING PROPERLY PRIOR TO LEAVING THE SITE.
- D. THE CONTRACTOR SHALL INSTALL A TEMPORARY CONSTRUCTION (SECURITY) FENCE AS SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE TEMPORARY FENCING SECURED AT ALL TIMES.
- E. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- F. THE CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN DESIGNATED AREAS AND IN SUCH A WAY AS NOT TO VIOLATE AIRPORT PART 77 SURFACES, OR RUNWAY AND TAXIWAY SAFETY.
- G. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANING ACTIVE AIRFIELD PAVEMENTS WHICH ARE CROSSED BY HIS VEHICLES ACCESSING THE WORK OR DEPARTING THE WORK IMMEDIATELY FOLLOWING SAID VEHICLE.
- H. UPON COMPLETION OF PROJECT, CONTRACTOR SHALL RESTORE THE LAYDOWN AREA TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL EXPENSE TO THE PROJECT.



ORANGE AND WHITE



HEIGHT OF CONSTRUCTION EQUIPMENT
THE MAXIMUM ANTICIPATED HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET. THE TALLEST EQUIPMENT IS EXPECTED TO BE A DUMP TRAILER.

BARRICADES / TRAFFIC CONTROL
IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE AND MAINTAIN BARRICADES, TRAFFIC CONES, SIGNS OR OTHER TEMPORARY BARRIERS TO SEPARATE AIRCRAFT TRAFFIC AND CONSTRUCTION TRAFFIC. BARRICADES USED ON THE AIRFIELD WILL BE EQUIPPED WITH 20" SQUARE ORANGE FLAGS AND RED FLASHING LIGHTS SPACED ON 15' CENTERS. THE RESPONSIBILITY OF AND COST OF ERECTION, MAINTENANCE AND REMOVAL OF ALL TRAFFIC CONTROL MEASURES USED BY THE CONTRACTOR SHALL BE CONSIDERED AS INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CRITICAL POINT PHASE 2
LAT. 37° 46' 14.9"
LONG. 89° 15' 00.0"
ELEV. 394.70 MSL

CRITICAL POINT PHASE 1
LAT. 37° 46' 17.5"
LONG. 89° 14' 55.7"
ELEV. 398.18 MSL

NOTE:
CLOSED RUNWAY CROSS AT NORTH END OF RUNWAY 18L/36R NOT SHOWN.

SEQUENCE OF CONSTRUCTION

THE INDICATED HAUL ROUTE, GATE ACCESS, EMPLOYEE PARKING, AND BORROW SITE SHALL REMAIN THE SAME FOR BOTH PHASES OF THIS PROJECT. PHASE 1 CONSISTS OF CONSTRUCTION OF THE NEW TAXIWAY J. PHASE 2 CONSISTS OF THE RAMP AND TAXIWAY EXPANSION FROM THE SOUTHEAST RAMP TO TAXIWAY A.

PHASE 1 - CONSTRUCT TAXIWAY J

1. PLACE BARRICADES AS INDICATED ON THE SOUTH SIDE OF THE SOUTHEAST RAMP. THESE BARRICADES TO REMAIN PLACE FOR THE DURATION OF THE PROJECT. CLOSE RUNWAY 18L/36R AND TAXIWAY A.
2. PERFORM GRADING, CONSTRUCT STORM SEWER INLETS, AND CONSTRUCT NEW TAXIWAY J.
3. REMOVE EXISTING BITUMINOUS PAVEMENT IN RUN-UP AREA. PROVIDE TEMPORARY SPLICING OF TAXIWAY LIGHTING CIRCUIT "AS" AS DIRECTED BY THE ENGINEER TO MAINTAIN CONTINUITY OF TAXIWAY A LIGHTING CIRCUIT.
4. INSTALL NEW LIGHTS AND SIGNAGE IN ALL AREAS EAST OF TAXIWAY A. COORDINATE SHUTDOWN OF TAXIWAY AND RUNWAY LIGHTING CIRCUITS WITH THE ENGINEER. ALL LIGHTING CIRCUITS ON ACTIVE TAXIWAYS AND RUNWAYS TO BE OPERATIONAL DURING NON-WORKING HOURS.
5. REOPEN RUNWAY 18L/36R AND TAXIWAY A NORTH OF NEW TAXIWAY J.

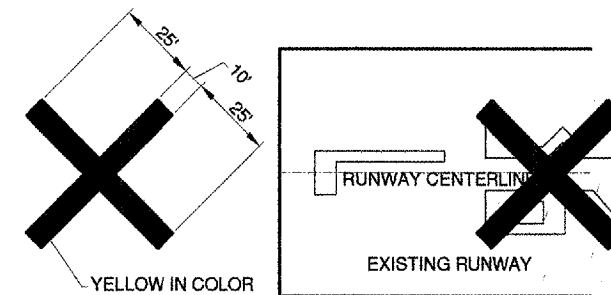
PHASE 2 - RAMP AND TAXIWAY EXPANSION

1. CLOSE THAT PORTION OF TAXIWAY A SOUTH OF NEW TAXIWAY J. PLACE BARRICADES ON TAXIWAY A JUST SOUTH OF TAXIWAY J AND WEST OF RUNWAY 18L/36R.
2. CONSTRUCT NEW RAMP AND TAXIWAY EXPANSION.
3. INSTALL ALL REMAINING LIGHTS AND SIGNAGE. COORDINATE INSTALLATION WITH THE ENGINEER TO MAINTAIN LIGHTING CIRCUIT CONTINUITY. LIGHTING CIRCUIT ON ACTIVE TAXIWAYS AND RUNWAYS TO BE OPERATIONAL DURING NON-WORKING HOURS.

PAVEMENT MARKING (NOT SHOWN THIS SHEET)

ONCE THE 30 DAY CURE PERIOD HAS ELAPSED, THE PAVEMENT MARKINGS SHALL BE INSTALLED IN THE FOLLOWING MANNER:

1. THE MARKINGS SHALL BE COMPLETED IN 1 WORKING DAY.
2. CLOSE RUNWAY 18L/36R, TAXIWAY A, AND TAXIWAY J. APPLY PAVEMENT MARKINGS AS INDICATED IN THE PLANS. AS SOON AS THE MARKINGS HAVE DRIED, REMOVE ALL MEN AND EQUIPMENT FROM THE TAXIWAYS AND RUNWAY AND REOPEN.

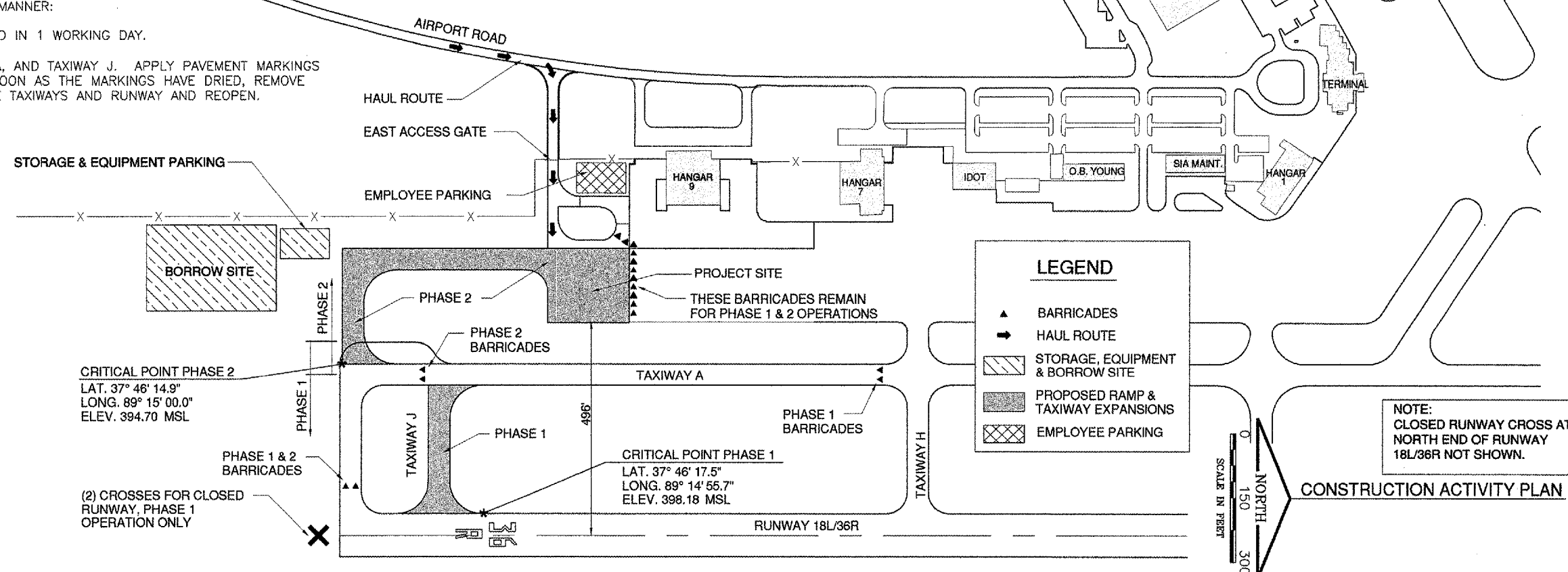


**1
2** **DETAIL OF CROSS FOR CLOSED RUNWAY**

N.T.S.

NOTE:

COST OF CONSTRUCTION, PLACING, MAINTAINING AND REMOVING CROSSES WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED. THE CROSSES WILL BE YELLOW IN COLOR AND SHALL BE MADE OF A SUITABLE MATERIAL AS APPROVED BY THE RESIDENT ENGINEER. THE PROPOSED CROSSES WILL BE PLACED ON BOTH ENDS OF THE RUNWAY(S) EACH DAY THE RUNWAY(S) IS/ARE CLOSED, AND REMOVED WHEN THE RUNWAY(S) IS/ARE RE-OPENED. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE PLACEMENT AND REMOVAL OF THE CROSSES. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

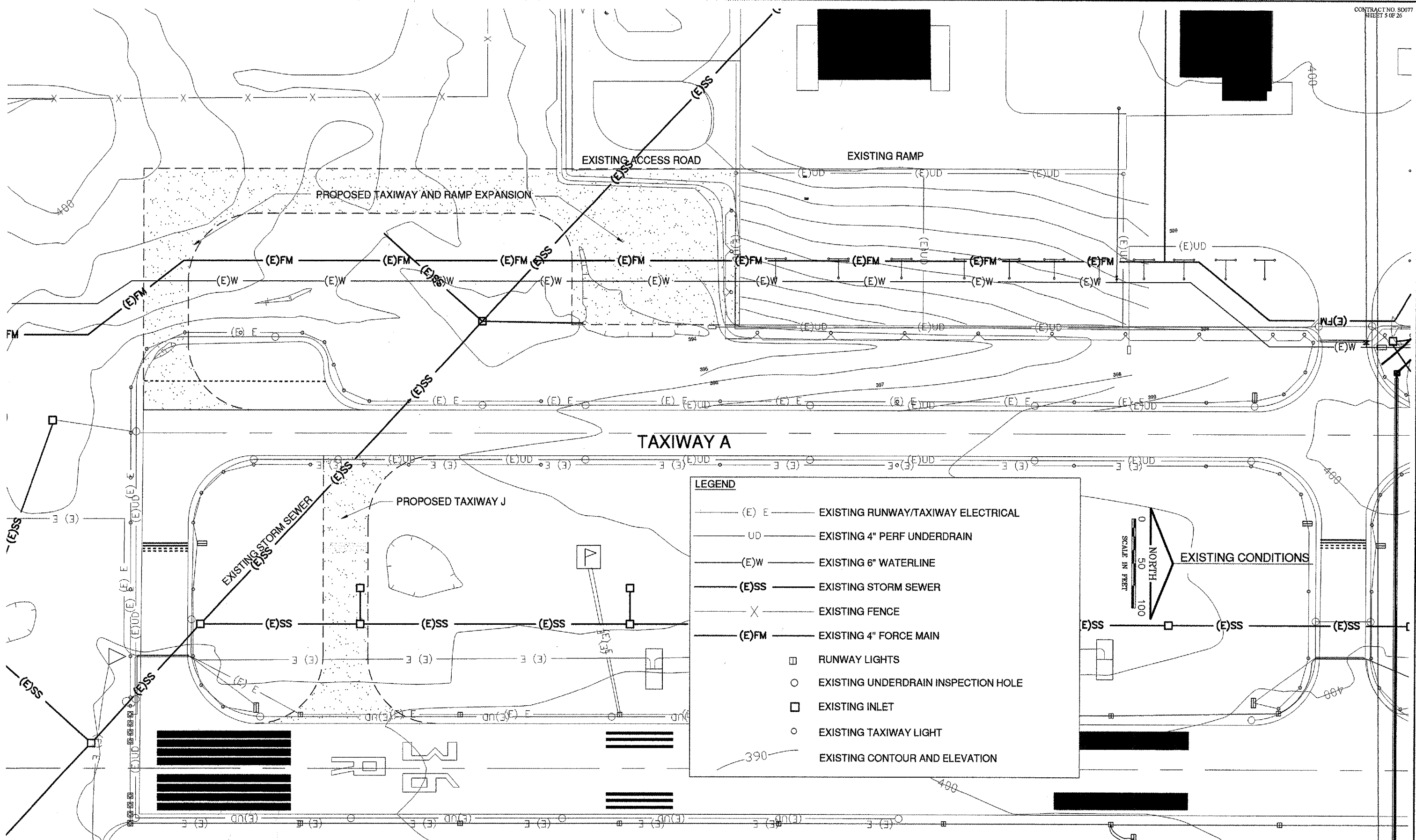


LEGEND

- ▲ BARRICADES
- ➔ HAUL ROUTE
- ▨ STORAGE, EQUIPMENT & BORROW SITE
- ▩ PROPOSED RAMP & TAXIWAY EXPANSIONS
- ▤ EMPLOYEE PARKING

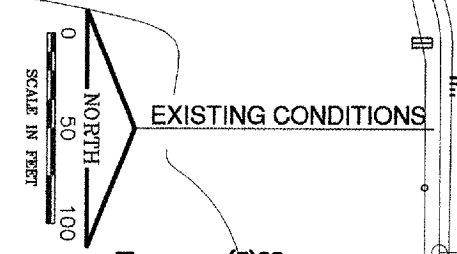
NOTE:
CLOSED RUNWAY CROSS AT
NORTH END OF RUNWAY
18L/36R NOT SHOWN.

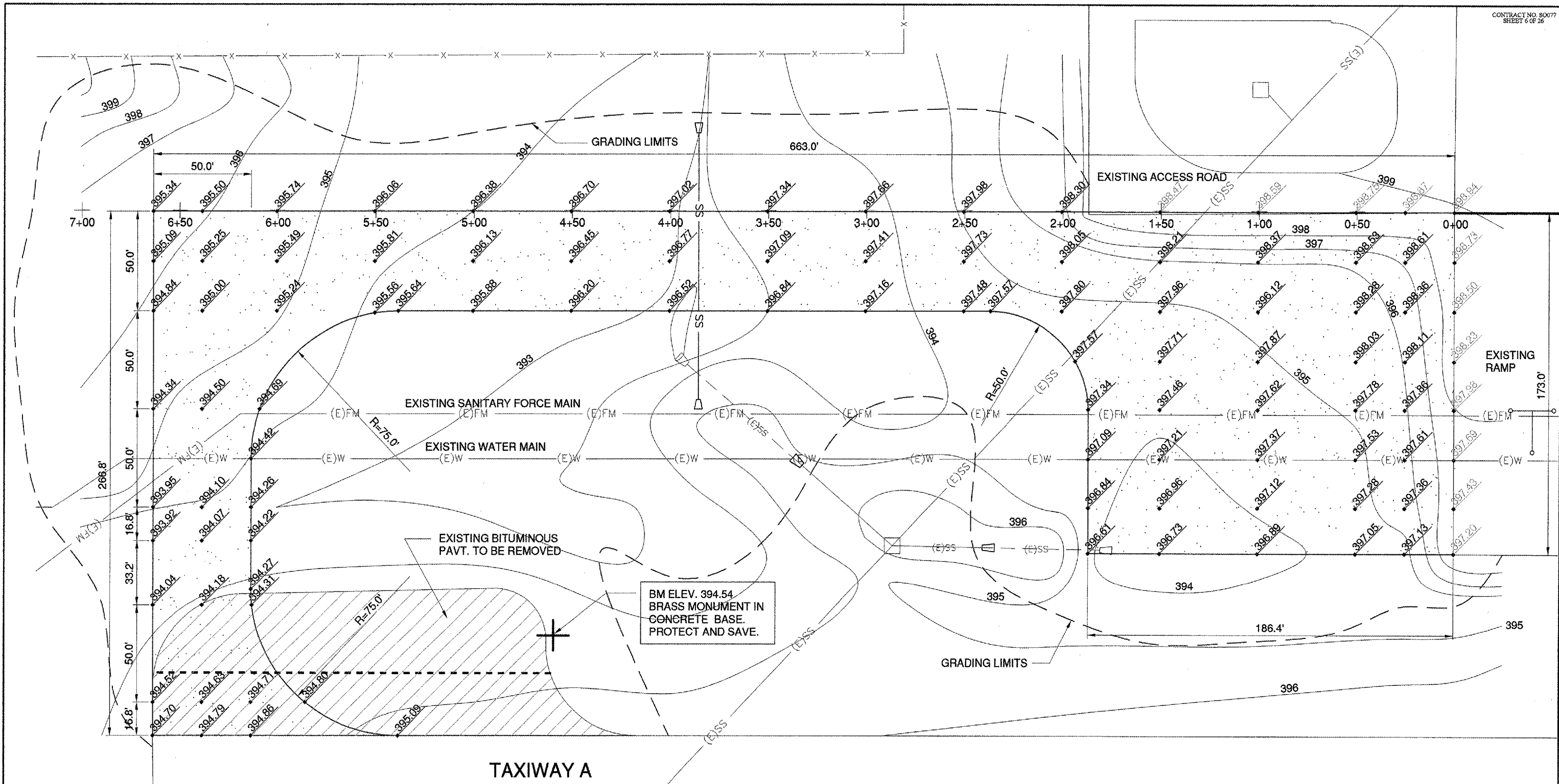
CONSTRUCTION ACTIVITY PLAN



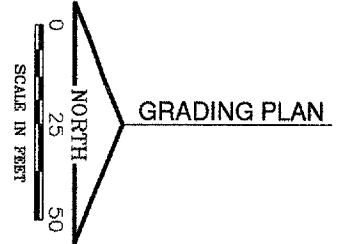
LEGEND

- (E) E — EXISTING RUNWAY/TAXIWAY ELECTRICAL
- UD — EXISTING 4" PERF UNDERDRAIN
- (E)W — EXISTING 6" WATERLINE
- (E)SS — EXISTING STORM SEWER
- X — EXISTING FENCE
- (E)FM — EXISTING 4" FORCE MAIN
- — RUNWAY LIGHTS
- — EXISTING UNDERDRAIN INSPECTION HOLE
- — EXISTING INLET
- — EXISTING TAXIWAY LIGHT
- — EXISTING CONTOUR AND ELEVATION

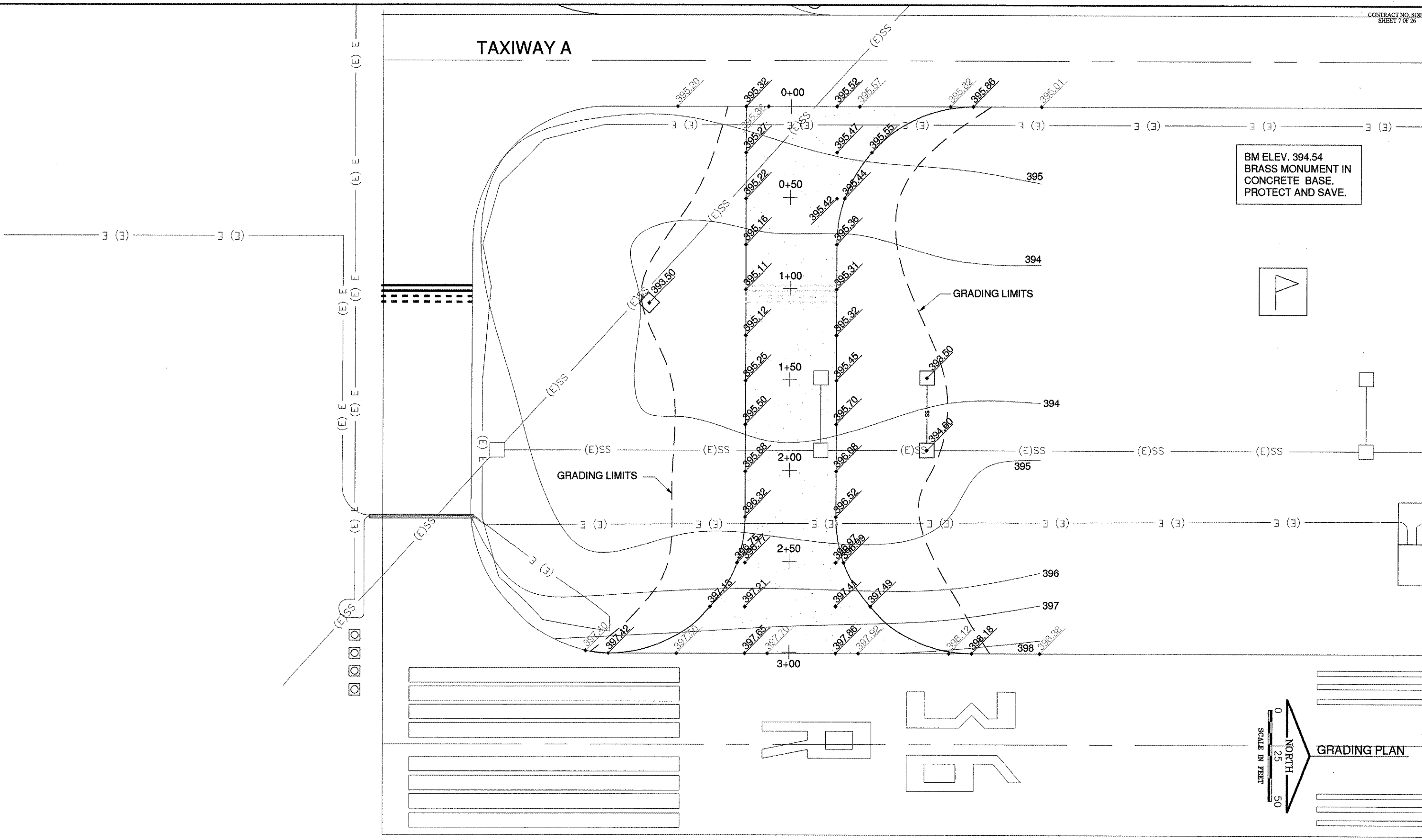




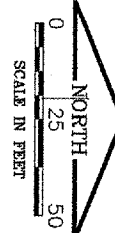
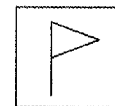
THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.



TAXIWAY A



BM ELEV. 394.54
BRASS MONUMENT IN
CONCRETE BASE.
PROTECT AND SAVE.



GRADING PLAN



Illinois Department of Transportation
Division of Aeronautics



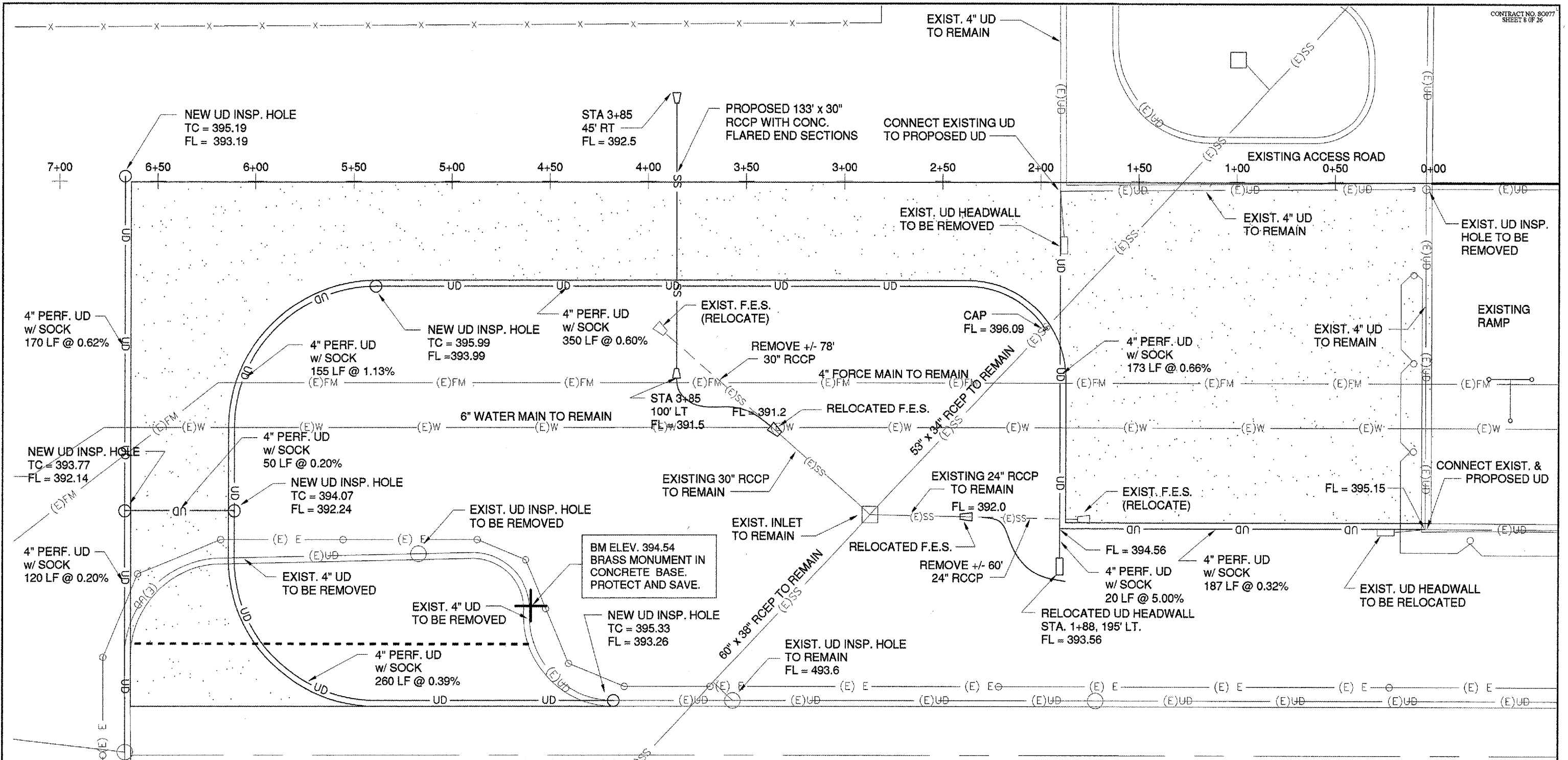
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Telephone (618)549-5181
Fax (618)529-5444
E-mail poirier@intmet.net



SOUTHEAST RAMP EXPANSION & TAXIWAY
SOUTHERN ILLINOIS AIRPORT
MURPHYSBORO / CARBONDALE, ILLINOIS

DATE: 06 APRIL, 2006
DRAWN: CUB
CHECKED: DD
APPROVED: BCP
PROJECT NO. PA05043
IL PROJ. NO. MDH-3577
REVISIONS:
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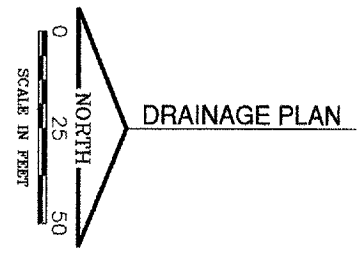
GRADING PLAN
SHEET NO.
7
OF 26

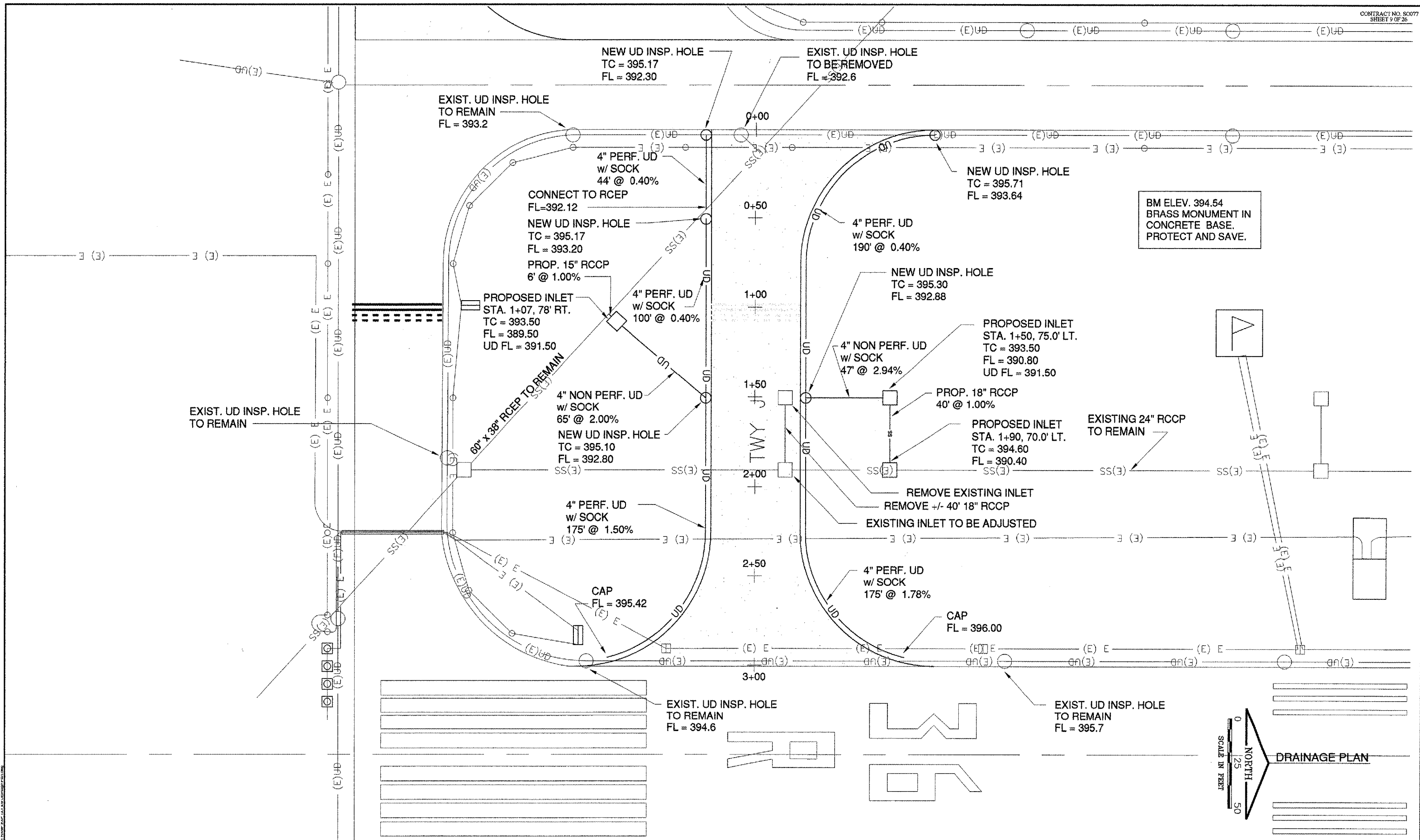


BM ELEV. 394.54
BRASS MONUMENT IN
CONCRETE BASE.
PROTECT AND SAVE.

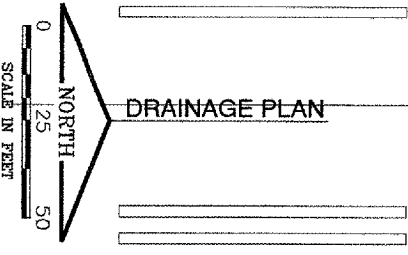
THE CONTRACTOR SHALL REPLACE ANY PORTION OF THE EXISTING UNDERDRAIN WHICH IS SHOWN TO REMAIN THAT IS DAMAGED BY HIS OPERATIONS.

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.

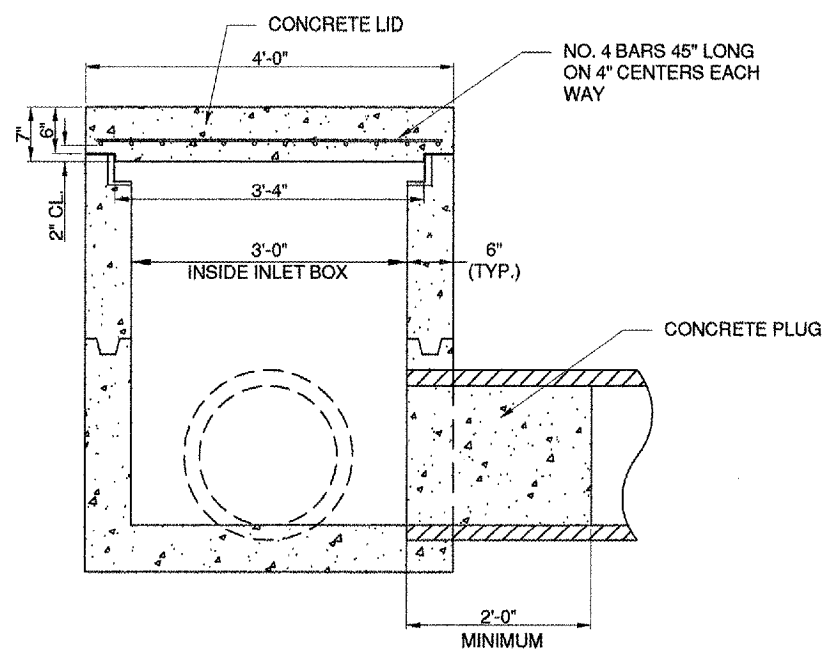




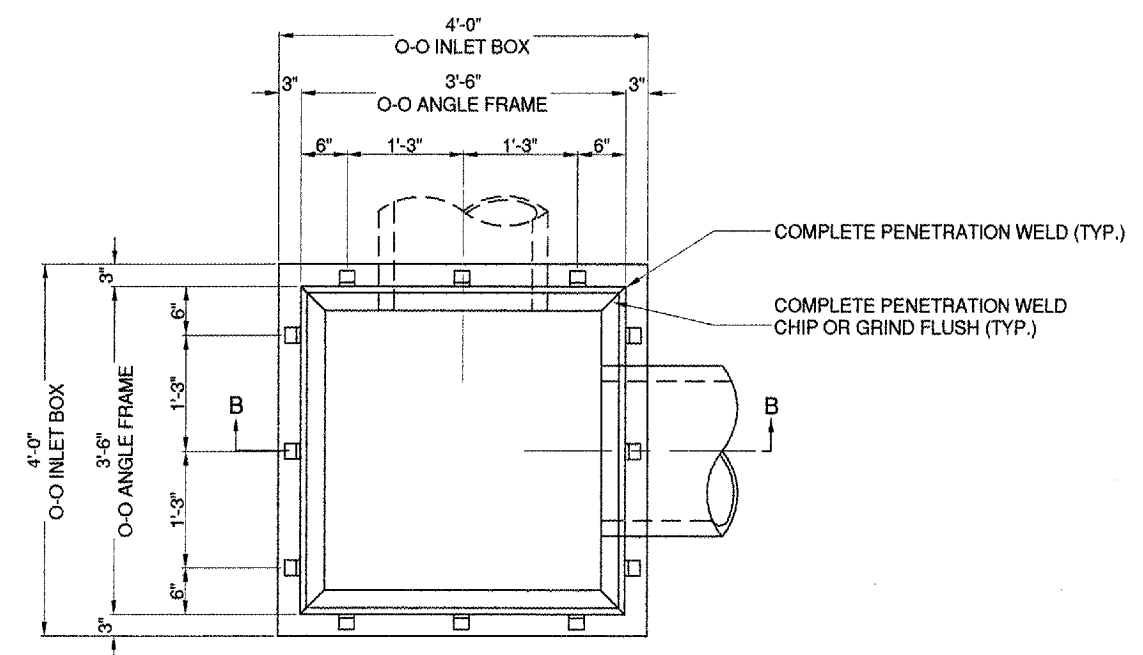
BM ELEV. 394.54
BRASS MONUMENT IN
CONCRETE BASE.
PROTECT AND SAVE.



DRAINAGE PLAN

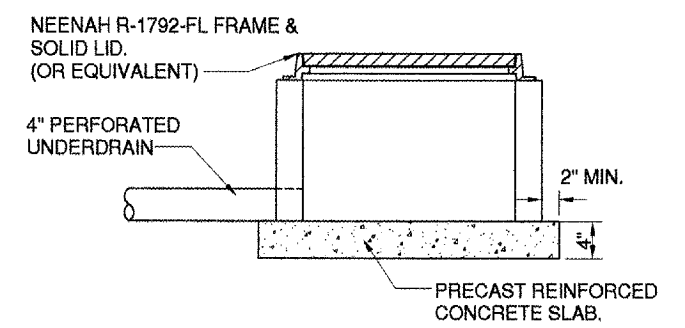


DETAILS OF INLET TO BE ADJUSTED

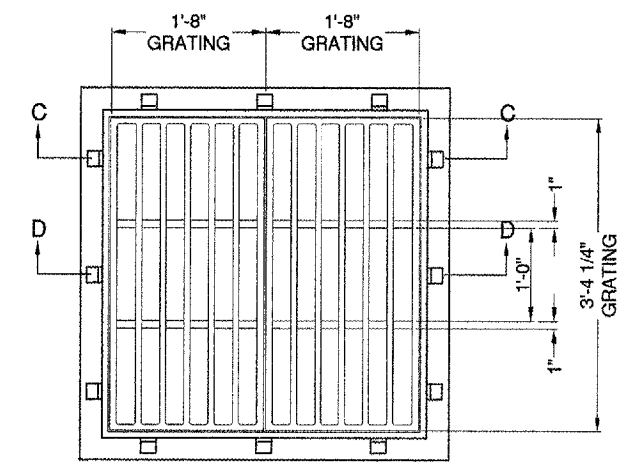


INLET BOX STANDARD 542546

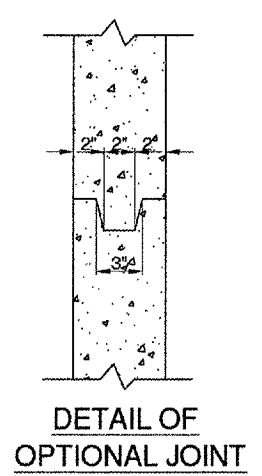
PLAN
(GRATING OMITTED FOR CLARITY)



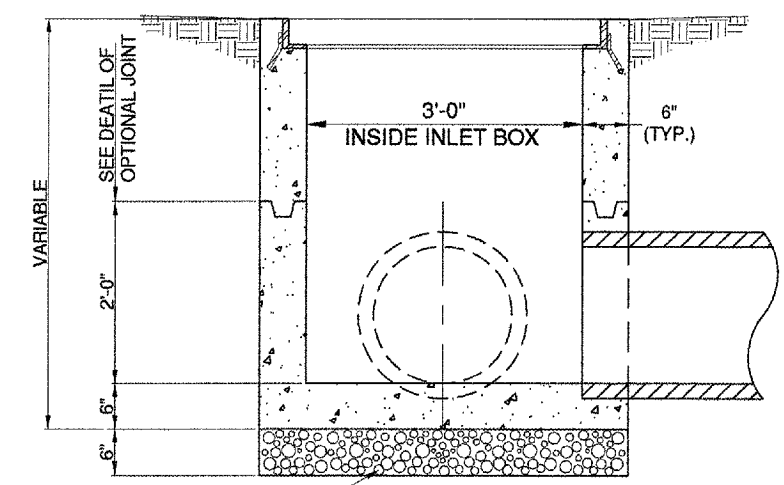
UNDERDRAIN INSPECTION HOLE
NOT TO SCALE



CAST FRAME & GRATE
(NEENAH R-3807, OR APPROVED EQUAL)

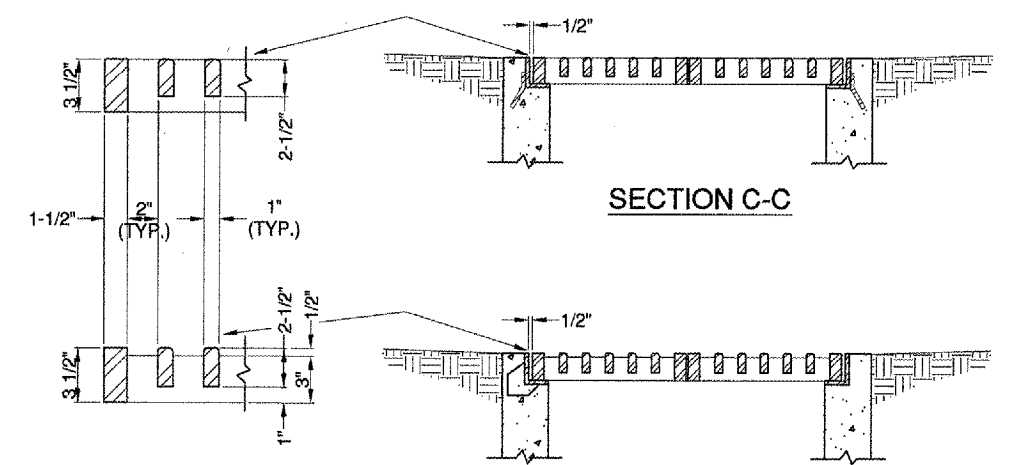


DETAIL OF OPTIONAL JOINT



SECTION B-B

6" CRUSHED AGGREGATE BASE COURSE (ITEM 209-GRADATION "B") COMPACTED TO 100% STD. PROCTOR. COST OF BASE COURSE SHALL BE INCIDENTAL TO CONSTRUCTION OF INLET SPECIAL.



INLET DETAILS
NOT TO SCALE

+50 7+00 6+50 6+00 5+50 5+00 4+50 4+00 3+50 3+00 2+50 2+00 1+50 1+00 0+50 0+00

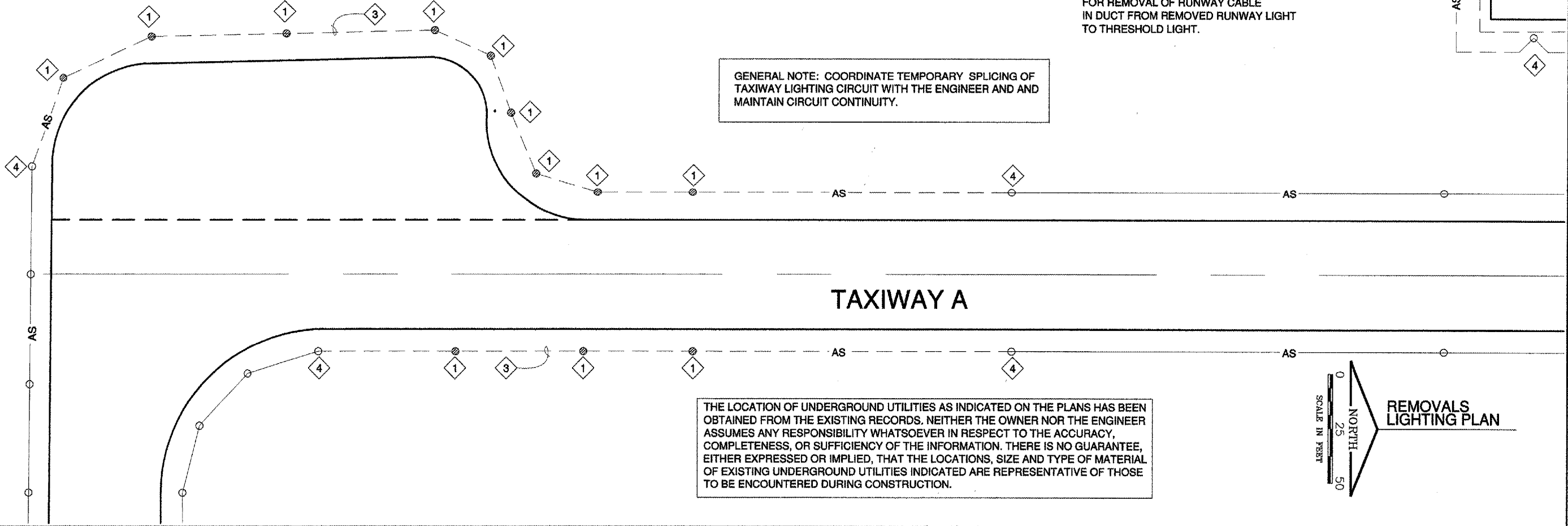
LEGEND

- EXISTING TAXIWAY LIGHT TO REMAIN
- PROPOSED STAKE MOUNTED TAXIWAY LIGHT
- PROPOSED BASE MOUNTED TAXIWAY LIGHT
- ⊗ EXISTING TAXIWAY LIGHT TO BE REMOVED AND RELOCATED
- EXISTING STAKE MOUNTED RUNWAY LIGHT TO REMAIN.
- EXISTING STAKE MOUNTED RUNWAY LIGHT TO BE REMOVED.
- ▭ EXISTING AIRFIELD SIGN TO REMAIN
- ▨ PROPOSED AIRFIELD SIGNAGE
- ▭ EXISTING ELECTRICAL DUCT
- ▨ PROPOSED ELECTRICAL DUCT
- — — EXISTING PAVEMENT EDGE
- - - PROPOSED PAVEMENT EDGE
- AS — EXISTING TAXIWAY A SOUTH CABLE IN UNIT DUCT TO REMAIN
- - - AS - - PROPOSED TAXIWAY A SOUTH CABLE IN UNIT DUCT TO REMAIN
- - - AS - - EXISTING TAXIWAY A SOUTH CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED
- R1 — EXISTING RUNWAY 18L-36R CABLE IN UNIT DUCT TO REMAIN
- - - R1 - - PROPOSED RUNWAY 18L-36R CABLE IN UNIT DUCT TO REMAIN
- - - R1 - - EXISTING RUNWAY 18L-36R CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED
- ⊙ EXISTING THRESHOLD LIGHTS TO REMAIN
- ▶ EXISTING REIL TO REMAIN
- ⊞ EXISTING WIND CONE TO REMAIN

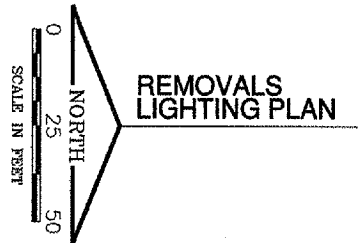
NOTES:

1. REMOVE EXISTING TAXIWAY LIGHTS
2. EXISTING 2/C, #8, TYPE C, 5KV CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE. (COST OF REMOVAL INCIDENTAL TO REMOVAL OF STAKE MOUNTED LIGHTS).
3. EXISTING 1/C, #8, TYPE C, 5KV CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE. (COST OF REMOVAL INCIDENTAL TO REMOVAL OF STAKE MOUNTED LIGHTS).
4. EXISTING CABLE REMOVED OR ABANDONED BACK TO THESE LIGHTS.
5. REMOVE EXISTING RUNWAY LIGHT.
6. EXISTING TWO-WAY CONC. ENCASED DUCT. HAND EXCAVATE BOTH ENDS FOR REMOVAL OF RUNWAY CABLE IN DUCT FROM REMOVED RUNWAY LIGHT TO THRESHOLD LIGHT.

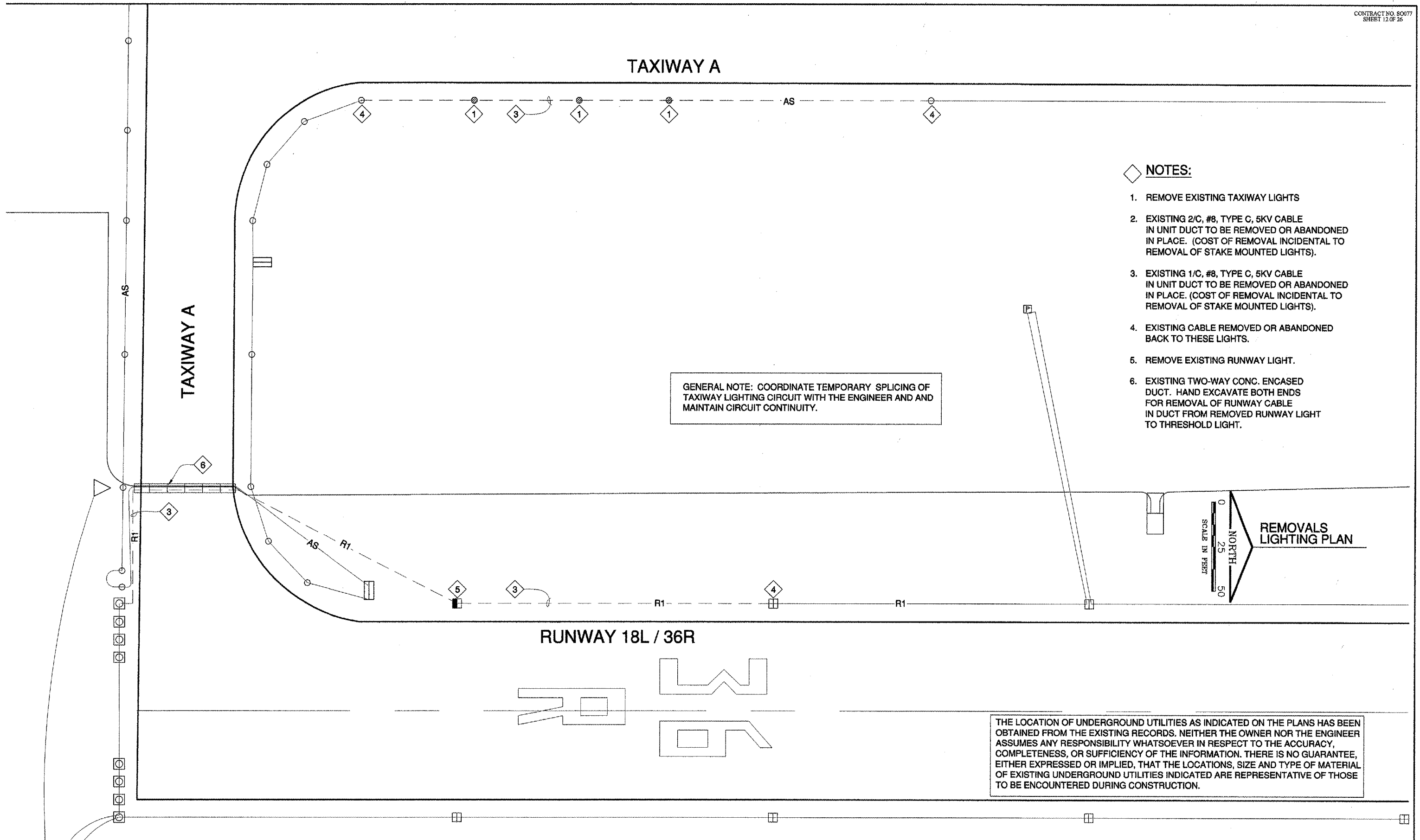
GENERAL NOTE: COORDINATE TEMPORARY SPLICING OF TAXIWAY LIGHTING CIRCUIT WITH THE ENGINEER AND MAINTAIN CIRCUIT CONTINUITY.



THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM THE EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES 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 OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.



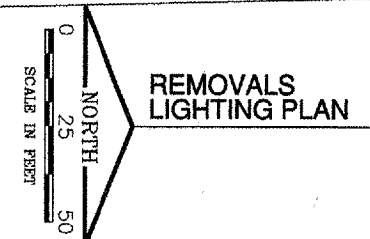
TAXIWAY A



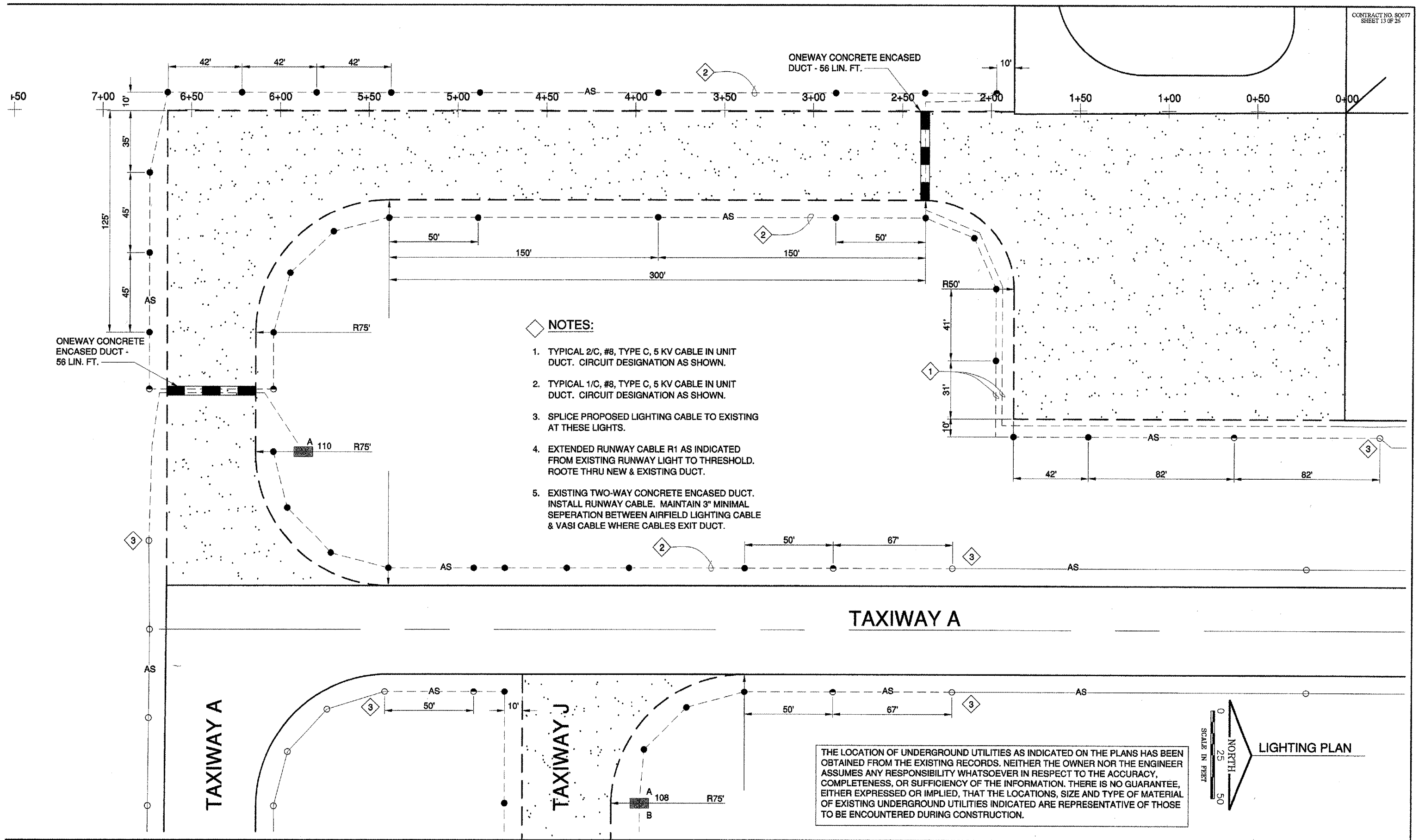
◆ NOTES:

1. REMOVE EXISTING TAXIWAY LIGHTS
2. EXISTING 2/C, #8, TYPE C, 5KV CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE. (COST OF REMOVAL INCIDENTAL TO REMOVAL OF STAKE MOUNTED LIGHTS).
3. EXISTING 1/C, #8, TYPE C, 5KV CABLE IN UNIT DUCT TO BE REMOVED OR ABANDONED IN PLACE. (COST OF REMOVAL INCIDENTAL TO REMOVAL OF STAKE MOUNTED LIGHTS).
4. EXISTING CABLE REMOVED OR ABANDONED BACK TO THESE LIGHTS.
5. REMOVE EXISTING RUNWAY LIGHT.
6. EXISTING TWO-WAY CONC. ENCASED DUCT. HAND EXCAVATE BOTH ENDS FOR REMOVAL OF RUNWAY CABLE IN DUCT FROM REMOVED RUNWAY LIGHT TO THRESHOLD LIGHT.

GENERAL NOTE: COORDINATE TEMPORARY SPLICING OF TAXIWAY LIGHTING CIRCUIT WITH THE ENGINEER AND MAINTAIN CIRCUIT CONTINUITY.



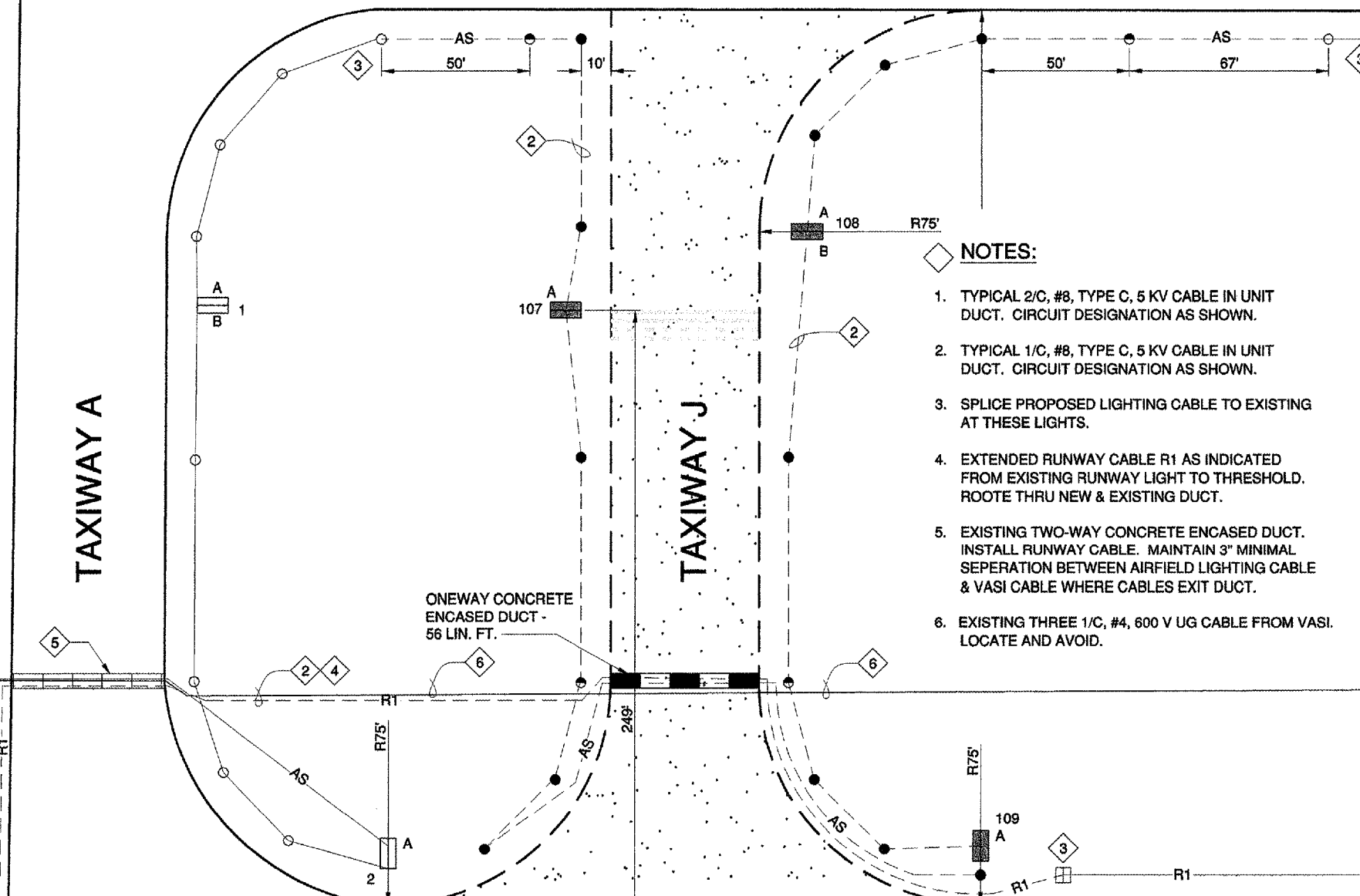
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- NOTES:**
1. TYPICAL 2/C, #8, TYPE C, 5 KV CABLE IN UNIT DUCT. CIRCUIT DESIGNATION AS SHOWN.
 2. TYPICAL 1/C, #8, TYPE C, 5 KV CABLE IN UNIT DUCT. CIRCUIT DESIGNATION AS SHOWN.
 3. SPLICE PROPOSED LIGHTING CABLE TO EXISTING AT THESE LIGHTS.
 4. EXTENDED RUNWAY CABLE R1 AS INDICATED FROM EXISTING RUNWAY LIGHT TO THRESHOLD. ROUTE THRU NEW & EXISTING DUCT.
 5. EXISTING TWO-WAY CONCRETE ENCASED DUCT. INSTALL RUNWAY CABLE. MAINTAIN 3" MINIMAL SEPERATION BETWEEN AIRFIELD LIGHTING CABLE & VASI CABLE WHERE CABLES EXIT DUCT.

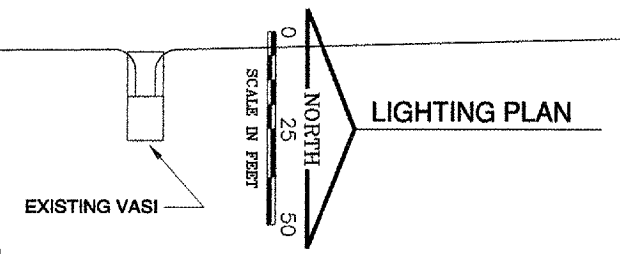
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TAXIWAY A

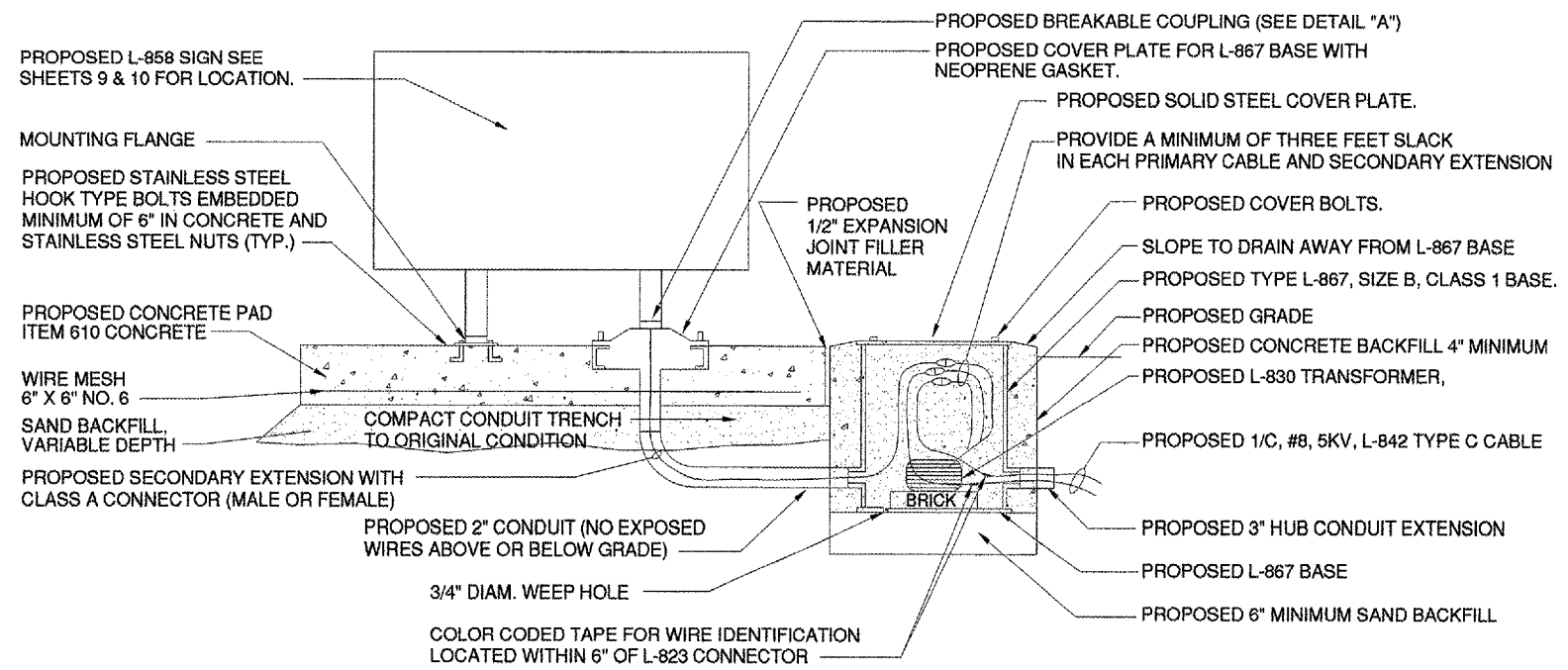
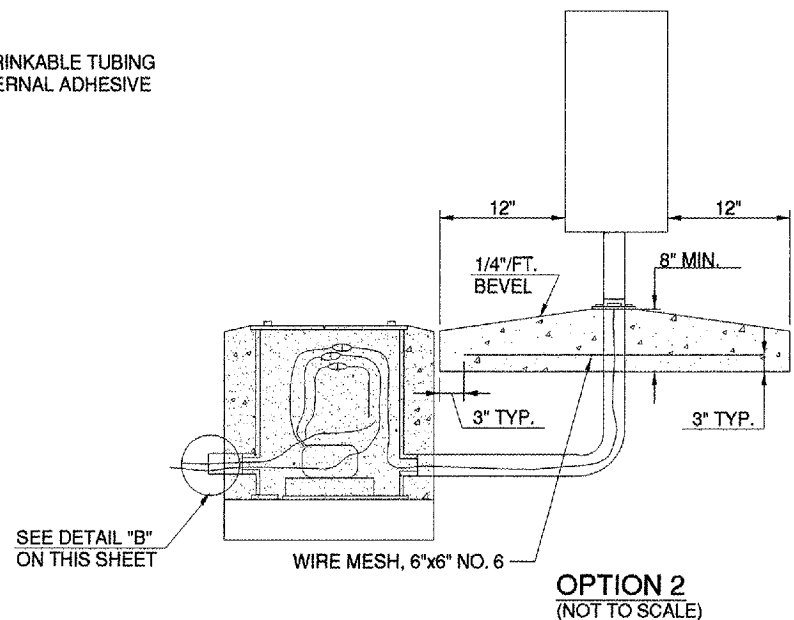
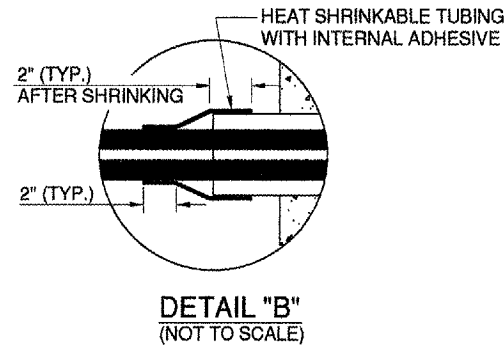


SIGN SCHEDULE					
SIGN NO.	SIGN FACE	SIGN PANEL COLORS	NO. OF MODULES	SIGN DESCRIPTION	REMARKS
1	A	L/R/R	3	A 36 R	EXISTING SIGN TO REMAIN
2	A	Y	1	A →	EXISTING SIGN TO REMAIN
107	A	L/R/R/R	4	J 18 L-3 6R	PROPOSED SIGN 8-CHARACTERS
108	A	L/Y/Y	3	J A →	PROPOSED SIGN 3-CHARACTERS
109	A	Y	1	J →	PROPOSED SIGN 2-CHARACTERS
110	A	Y/Y	2	← A ↑	PROPOSED SIGN 3-CHARACTERS

- NOTES:**
1. TYPICAL 2/C, #8, TYPE C, 5 KV CABLE IN UNIT DUCT. CIRCUIT DESIGNATION AS SHOWN.
 2. TYPICAL 1/C, #8, TYPE C, 5 KV CABLE IN UNIT DUCT. CIRCUIT DESIGNATION AS SHOWN.
 3. SPLICE PROPOSED LIGHTING CABLE TO EXISTING AT THESE LIGHTS.
 4. EXTENDED RUNWAY CABLE R1 AS INDICATED FROM EXISTING RUNWAY LIGHT TO THRESHOLD. ROUTE THRU NEW & EXISTING DUCT.
 5. EXISTING TWO-WAY CONCRETE ENCASED DUCT. INSTALL RUNWAY CABLE. MAINTAIN 3" MINIMAL SEPERATION BETWEEN AIRFIELD LIGHTING CABLE & VASI CABLE WHERE CABLES EXIT DUCT.
 6. EXISTING THREE 1/C, #4, 600 V UG CABLE FROM VASI. LOCATE AND AVOID.

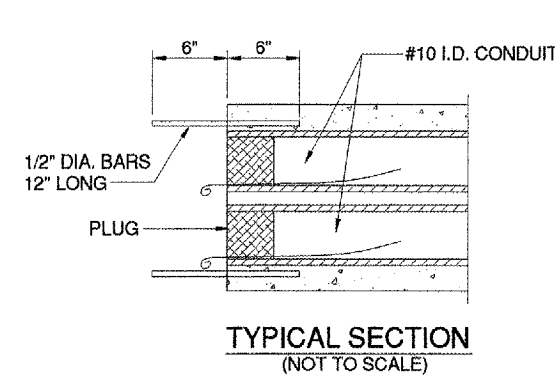
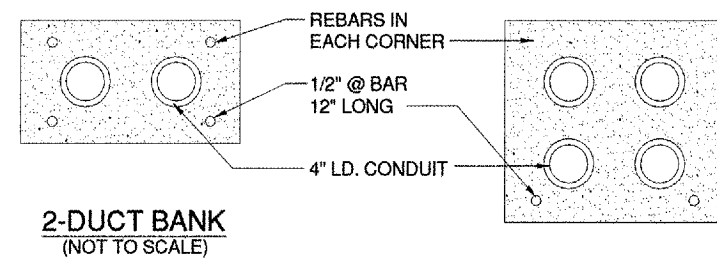


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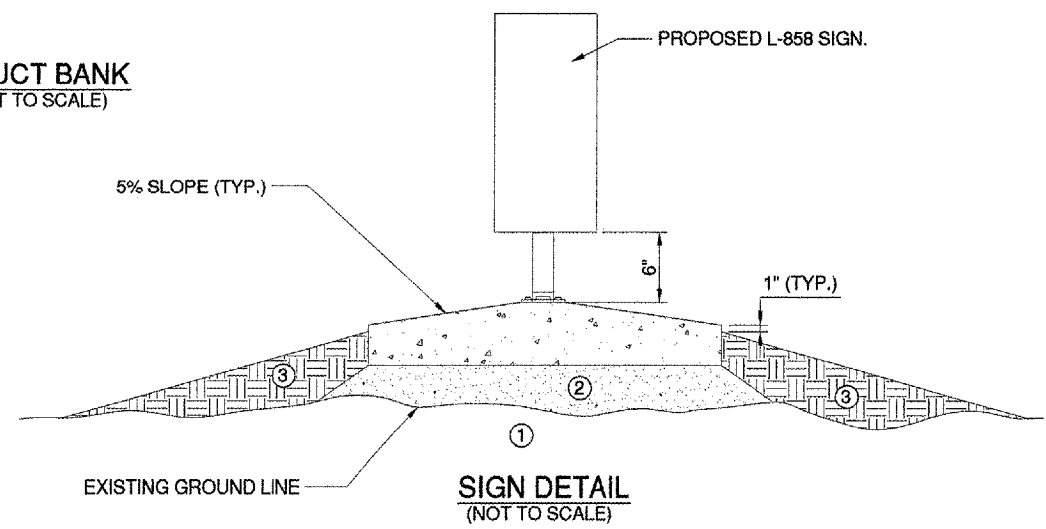


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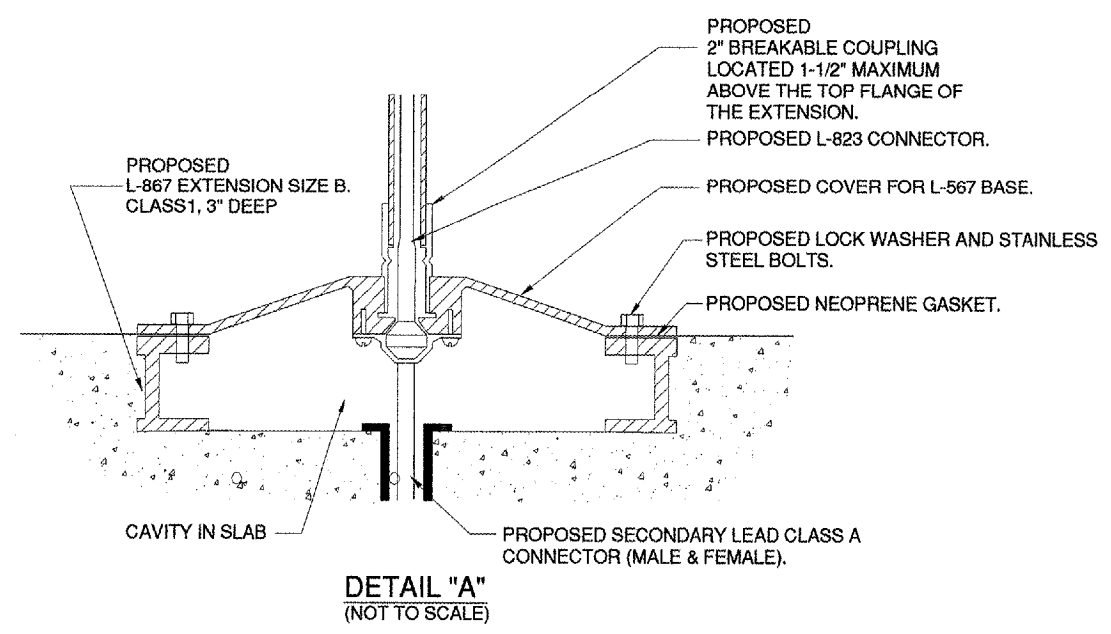
GUIDANCE SIGN DETAIL
(NOT TO SCALE)

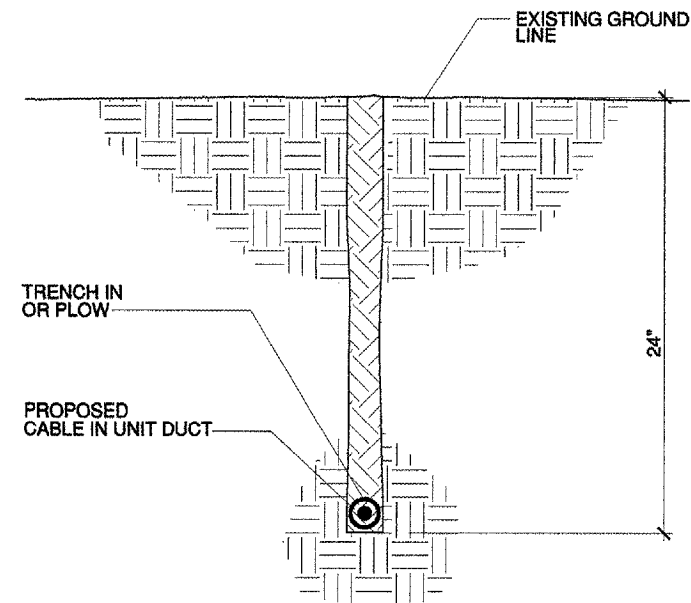
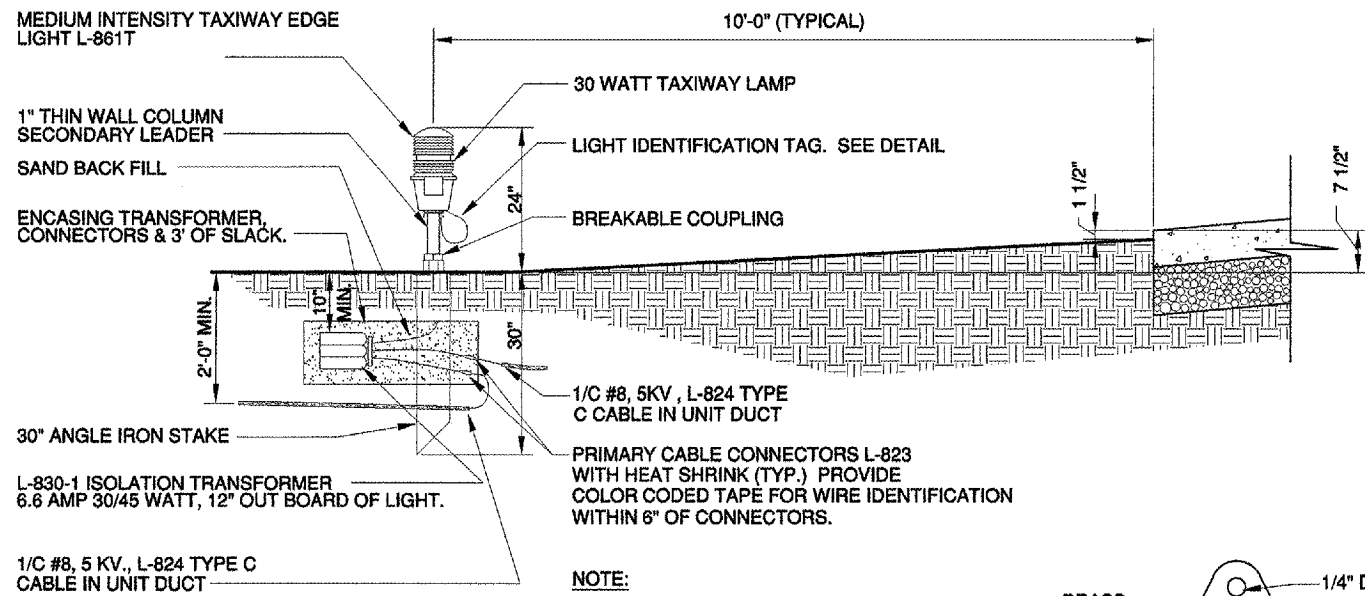


4-DUCT BANK
(NOT TO SCALE)

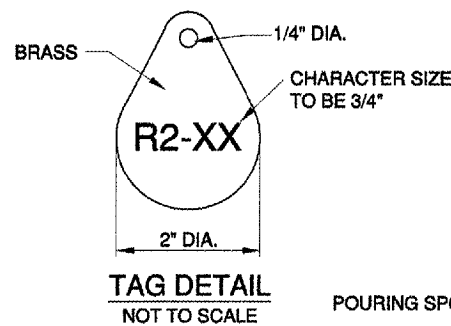


- ① EXISTING SOD TO BE STRIPPED AND REMOVED
- ② SAND BACKFILL, VARIABLE DEPTH
- ③ PROPOSED TOPSOIL BACKFILL MATERIAL

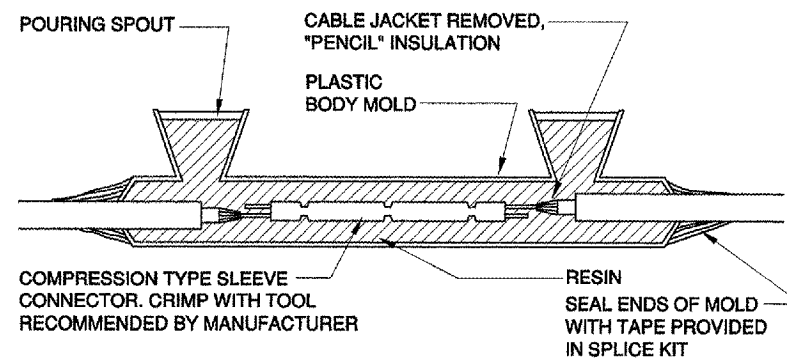




1
16 STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
SCALE: 3/4" = 1'-0"



2
16 CABLE IN UNIT DUCT DETAIL
N.T.S.

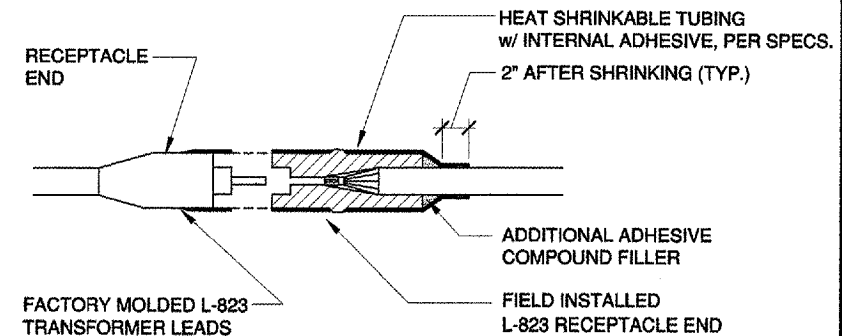
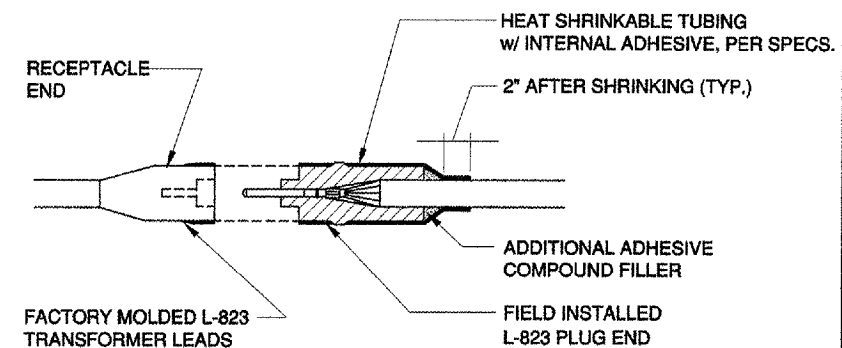


TYPE A:

FOR IN-LINE CONNECTIONS OF EXISTING CABLES CUT DURING CONSTRUCTION

NOTES:

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
2. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS
3. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS



TYPE C & D:

FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS

3
16 CABLE SPLICES
N. T. S.

