

CITY OF DEKALB DEKALB COUNTY, ILLINOIS

FINAL CONSTRUCTION PLANS FOR DEKALB TAYLOR MUNICIPAL AIRPORT

RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS ON RUNWAY ENDS 2, 20 AND 27

ILLINOIS PROJECT: DKB-4556
 S.B.G. PROJECT: 3-17-SBGP-120/139

JANUARY 10, 2020

811 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.

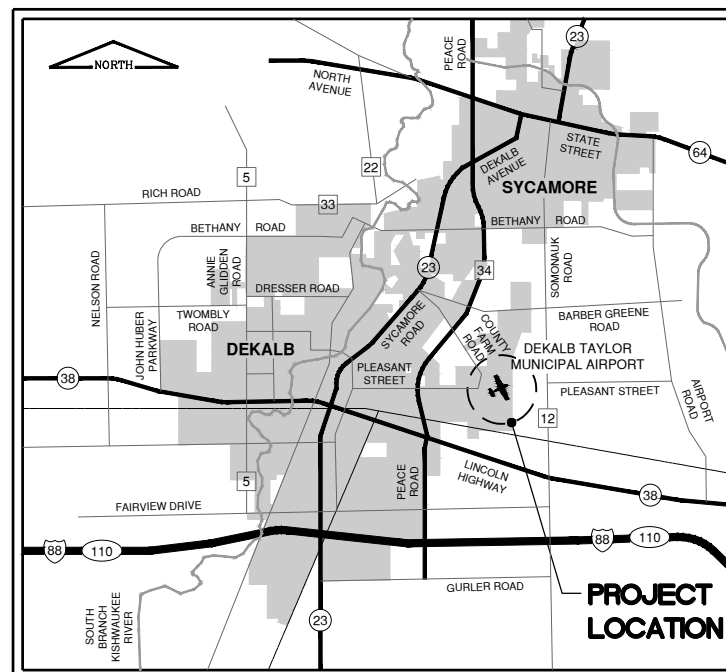
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.



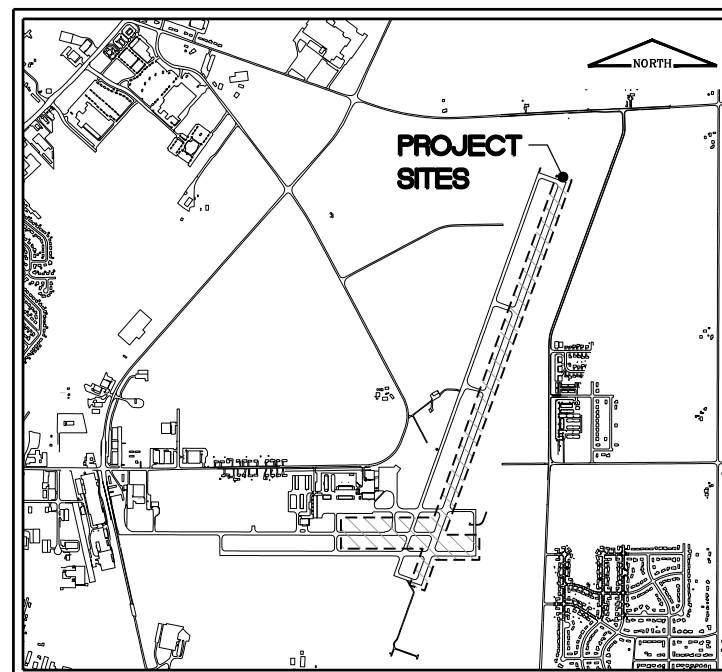
CITY OF DEKALB
 DEKALB TAYLOR MUNICIPAL AIRPORT
 3232 PLEASANT STREET
 DEKALB, ILLINOIS 60115
 Telephone: 815.748.8102

APPROVED BY Thomas R. Cleveland
 TOM CLEVELAND/AIRPORT MANAGER

DATE JANUARY 10, 2020



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E. BEFORE
 EXCAVATING AT 811
 DEKALB TAYLOR MUNICIPAL AIRPORT

TOWNSHIP: 40 NORTH
 RANGE: 5 EAST
 SECTION: 17, 18 AND 19
 COUNTY: DEKALB
 TOWNSHIP: CORTLAND

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY D
 DESIGN AIRCRAFT GROUP III (GULFSTREAM V)



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170248-03



EXPIRES: 11-30-21

SUBMITTED BY Matthew N. Demos, P.E.

DATE JANUARY 10, 2020

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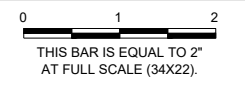
SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR107408	L-806 WIND CONE - 8' LIGHTED	EACH	1	
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	200	
AR109210	VAULT MODIFICATIONS	LS	1	
AR110014	4" DIRECTIONAL BORE	LF	255	
AR110610	ELECTRICAL HANDHOLE	EACH	1	
AR125565	SPLICE CAN	EACH	13	
AR125610	REILS	PAIR	1	
AR125615	PAPI (L-880 SYSTEM)	EACH	3	
AR125907	REMOVE REILS	PAIR	1	
AR125908	REMOVE PAPI	EACH	2	
AR125910	REMOVE PLASI	EACH	1	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR800140	2 1/C #6 XLP-USE, 1/C #10 GND - 1" UD	LF	7,800	
AR800145	2 1/C #4 XLP-USE, 1/C #10 GND IN 1-1/4" UD	LF	8,300	

IL. CONTRACT: **DK059**
 IL. LETTING ITEM: **05A**
 IL. PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**


SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27
 INDEX TO SHEETS/
 SUMMARY OF QUANTITIES**

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




DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

DATE: Thursday, February 6, 2020 11:29:01 AM
 FILE: K:\DeKalb\17248-03_PAPs\Draw Sheets\Site Plan - Control.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1
 REF: DWG: CONTROL SHEETS
 BAR: BARRENDER.PAR
 IMAGE FILES: D:\TMA\Logo\TMA_Logo_black.dwg
 Pdf: Pdf:

LEGEND

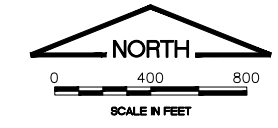
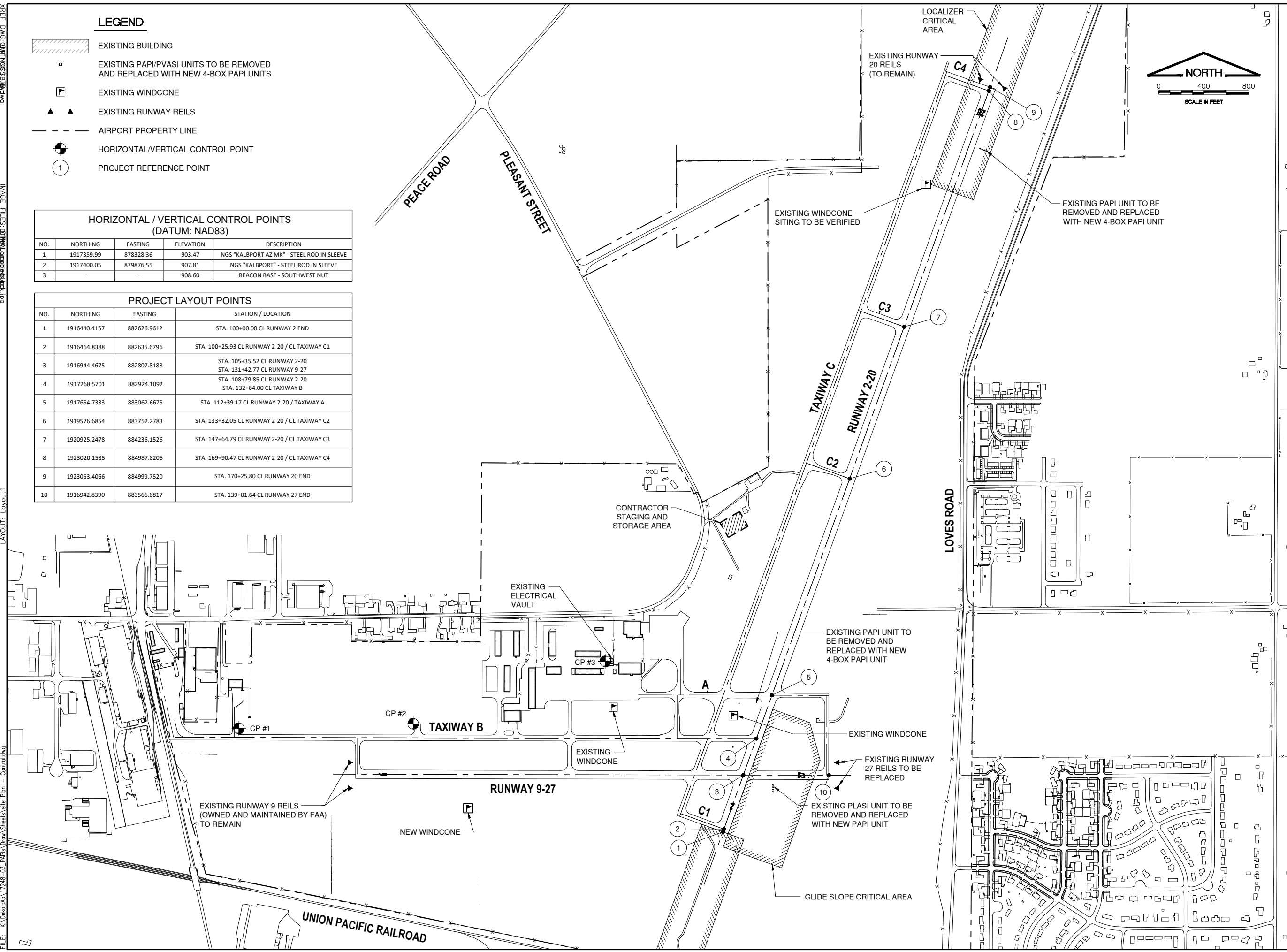
-  EXISTING BUILDING
-  EXISTING PAPI/PVASI UNITS TO BE REMOVED AND REPLACED WITH NEW 4-BOX PAPI UNITS
-  EXISTING WINDCONE
-  EXISTING RUNWAY REILS
-  AIRPORT PROPERTY LINE
-  HORIZONTAL/VERTICAL CONTROL POINT
-  PROJECT REFERENCE POINT

**HORIZONTAL / VERTICAL CONTROL POINTS
(DATUM: NAD83)**

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1917359.99	878328.36	903.47	NGS "KALBPORT AZ MK" - STEEL ROD IN SLEEVE
2	1917400.05	879876.55	907.81	NGS "KALBPORT" - STEEL ROD IN SLEEVE
3	-	-	908.60	BEACON BASE - SOUTHWEST NUT

PROJECT LAYOUT POINTS

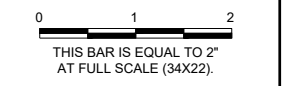
NO.	NORTHING	EASTING	STATION / LOCATION
1	1916440.4157	882626.9612	STA. 100+00.00 CL RUNWAY 2 END
2	1916464.8388	882635.6796	STA. 100+25.93 CL RUNWAY 2-20 / CL TAXIWAY C1
3	1916944.4675	882807.8188	STA. 105+35.52 CL RUNWAY 2-20 STA. 131+42.77 CL RUNWAY 9-27
4	1917268.5701	882924.1092	STA. 108+79.85 CL RUNWAY 2-20 STA. 132+64.00 CL TAXIWAY B
5	1917654.7333	883062.6675	STA. 112+39.17 CL RUNWAY 2-20 / TAXIWAY A
6	1919576.6854	883752.2783	STA. 133+32.05 CL RUNWAY 2-20 / CL TAXIWAY C2
7	1920925.2478	884236.1526	STA. 147+64.79 CL RUNWAY 2-20 / CL TAXIWAY C3
8	1923020.1535	884987.8205	STA. 169+90.47 CL RUNWAY 2-20 / CL TAXIWAY C4
9	1923053.4066	884999.7520	STA. 170+25.80 CL RUNWAY 20 END
10	1916942.8390	883566.6817	STA. 139+01.64 CL RUNWAY 27 END



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 DEKALB, ILLINOIS
 RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

SITE PLAN/PROJECT CONTROL PLAN

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

REF: DWG: CMT NCS Bldg
 IMAGE FILES: D:\Data\Logo\dtma
 UPDATE BY: Jim O'hea
 LAYOUT: Layout1
 DATE: Thursday, February 6, 2020 11:29:06 AM
 FILE: K:\data\p1726-03_Pap10\DrawSheet\Construction Activity Notes.dwg

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 60 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.
3. WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PERIOD.

WORK AREA 1 (RUNWAY 2-20 CLOSED)

WORK AREA 1 GENERALLY INCLUDES AIRFIELD CABLING AND PAPI INSTALLATION WITHIN THE RSA OF RUNWAY 2-20.

WORK AREA 2 (EXPEDITED - ALL RUNWAYS CLOSED)

WORK AREA 2 (EXPEDITED) GENERALLY INCLUDES AIRFIELD CABLING WITHIN THE RSA OF RUNWAY 2-20 AND TOFA OF TAXIWAY A.

WORK AREA 3 (RUNWAY 2-20 CLOSED)

WORK AREA 3 GENERALLY INCLUDES AIRFIELD CABLING, PAPI INSTALLATION AND DIRECTIONAL BORING OF CONDUIT WITHIN THE RSA OF RUNWAY 2-20 AND TOFA OF TAXIWAY C.

WORK AREA 4 (RUNWAY 9-27 CLOSED)

WORK AREA 4 GENERALLY INCLUDES AIRFIELD CABLING AND REIL INSTALLATION WITHIN THE OFZ OF RUNWAY 9-27

WORK AREA 5 (RUNWAY 9-27 CLOSED)

WORK AREA 5 GENERALLY INCLUDES AIRFIELD CABLING AND PAPI INSTALLATION WITHIN THE OFZ OF RUNWAY 9-27.

WORK AREA 6 (EXPEDITED - ALL RUNWAYS CLOSED)

WORK AREA 6 (EXPEDITED) GENERALLY INCLUDES AIRFIELD CABLING WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27.

WORK AREA 7A AND 7B (ALL RUNWAYS OPEN)

WORK AREA 7A AND 7B GENERALLY INCLUDES AIRFIELD CABLING WITHIN THE TOFA OF TAXIWAY C (BETWEEN TAXIWAY A AND TAXIWAY B), THE TOFA OF TAXIWAY B (BETWEEN TAXIWAY B2 AND B3), THE TOFA OF TAXIWAY B3 AND WIND CONE INSTALLATION OUTSIDE OF THE OFZ.

4. RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK AREAS WITHIN AN RSA OR TOFA MUST BE RESTORED AND INSPECTED TO MEET FAA SAFETY CRITERIA PER THE CONTRACTOR'S CSPP PRIOR TO RETURNING THE AREA TO AIR TRAFFIC OPERATIONS. SEE CSPP NOTES IN THE PLANS FOR ADDITIONAL INFORMATION ON INSPECTION REQUIREMENTS.

ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL BE RESTRICTED TO WEEKDAYS ONLY BETWEEN THE HOURS OF 7:00 AM AND 5:00 PM. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA OR RSA, AND TO A DISTANCE OUTSIDE THE TOFA OR RSA AS NOT TO ENCR OACH THE TOFA OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

FOR ANY WORK ON THE AIRFIELD THAT DOES NOT REQUIRE A RUNWAY CLOSURE, WORK CAN BE CONDUCTED 24 HOURS A DAY, 7 DAYS A WEEK.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFICALLY NOTED.

BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE SIMULTANEOUS CLOSURE OF RUNWAY 2-20 AND RUNWAY 9-27 PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES MAY BE DEDUCTED FROM THE MONIES OWED THE CONTRACTOR FOR EACH HOUR OVER THE CLOSURE PERIODS FOR WORK AREA 2 AND WORK AREA 6 UNTIL THE SPECIFIED WORK IS COMPLETED, AND THE RUNWAYS ARE RE-OPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING IMMEDIATELY AFTER EACH OF THE CLOSURE PERIODS WHEN EITHER RUNWAY IS NOT RE-OPENED. SEE CONSTRUCTION SAFETY AND PHASING PLAN NOTES AND DETAILS FOR MORE INFORMATION ON RUNWAY AND TAXIWAY CLOSURES.

WORK AREA 1 (RUNWAY 2-20 CLOSED)

SINGLE DAYTIME CLOSURES OF RUNWAY 2-20 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20. AN EXTENDED CLOSURE OF RUNWAY 2-20 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 3.

WORK AREA 2 (EXPEDITED - ALL RUNWAYS CLOSED)

SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20 AND THE TOFA OF TAXIWAY A (EAST OF TAXIWAY B3). EXTENDED CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA AND TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN EXPEDITED WORK AREA 2 CAN BE COMPLETED CONCURRENTLY WITH EXPEDITED WORK AREA 6.

WORK AREA 3 (RUNWAY 2-20 CLOSED)

SINGLE DAYTIME CLOSURES OF RUNWAY 2-20 AND TAXIWAY B (EAST OF TAXIWAY C) ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20 AND TOFA OF TAXIWAY B. AN EXTENDED CLOSURE OF RUNWAY 2-20 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA AND TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 3 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 1.

WORK AREA 4 and 5 (RUNWAY 9-27 CLOSED)

SINGLE DAYTIME CLOSURES OF RUNWAY 9-27 ARE REQUIRED TO COMPLETE WORK WITHIN THE OFZ OF RUNWAY 9-27. AN EXTENDED CLOSURE OF RUNWAY 9-27 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE OFZ WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 4 AND 5 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 2 (EXPEDITED) AND WORK AREA 6 (EXPEDITED) ONLY UPON APPROVAL OF THE AIRPORT AND IF IT DOES NOT DELAY THE RE-OPENING OF RUNWAY 2-20 UPON COMPLETION OF THE WORK IN EXPEDITED WORK AREA 2 AND WORK AREA 6.

WORK AREA 6 (EXPEDITED - ALL RUNWAYS CLOSED)

SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20 AND RUNWAY 9-27. EXTENDED CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN EXPEDITED WORK AREA 6 CAN BE COMPLETED CONCURRENTLY WITH EXPEDITED WORK AREA 2.

WORK AREA 7A AND 7B (ALL RUNWAYS OPEN)

EXTENDED CLOSURES OF TAXIWAY B3, TAXIWAY B (BETWEEN TAXIWAY B2 AND B3) AND TAXIWAY C (BETWEEN TAXIWAY A AND TAXIWAY B) ARE REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY B, TAXIWAY B3 AND TAXIWAY C. ALL LOCATIONS WITHIN THE TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

SIMULTANEOUS CLOSURES OF TAXIWAY B3 AND TAXIWAY C (BETWEEN TAXIWAY A AND TAXIWAY B) WILL NOT BE PERMITTED AT ANY TIME.

WORK WITHN WORK AREA 7A AND 7B CAN BE COMPLETED CONCURRENTLY WITH ALL OTHER WORK AREAS.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. 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.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

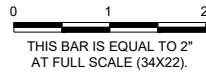
1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS AND LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

SURVEY BOOK # ----		
REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**
**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**
**CONSTRUCTION ACTIVITY PLAN NOTES
 SHEET 1 OF 2**

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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

REFERENCE: CMT NCS Tables
 IMAGE FILES: DTMA Logo-Header.dwg
 UPDATE BY: Jim Oise
 LAYOUT: Layout1
 DATE: Thursday, February 6, 2020 11:25:11 AM
 FILE: K:\data\17248-03_P\18\Draw\Sheet\Construction Activity Notes 2.dwg

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

1. 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. 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 IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. 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 ENGINEER 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.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR 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 NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

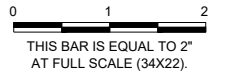
19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27
CONSTRUCTION ACTIVITY PLAN
SHEET 2 OF 2

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

DATE: Thursday, February 6, 2020 11:26:17 AM
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 UPDATE BY: Jim Ohne
 LAYOUT: Layout1
 IMAGE FILES: DTMA Logo.dwg
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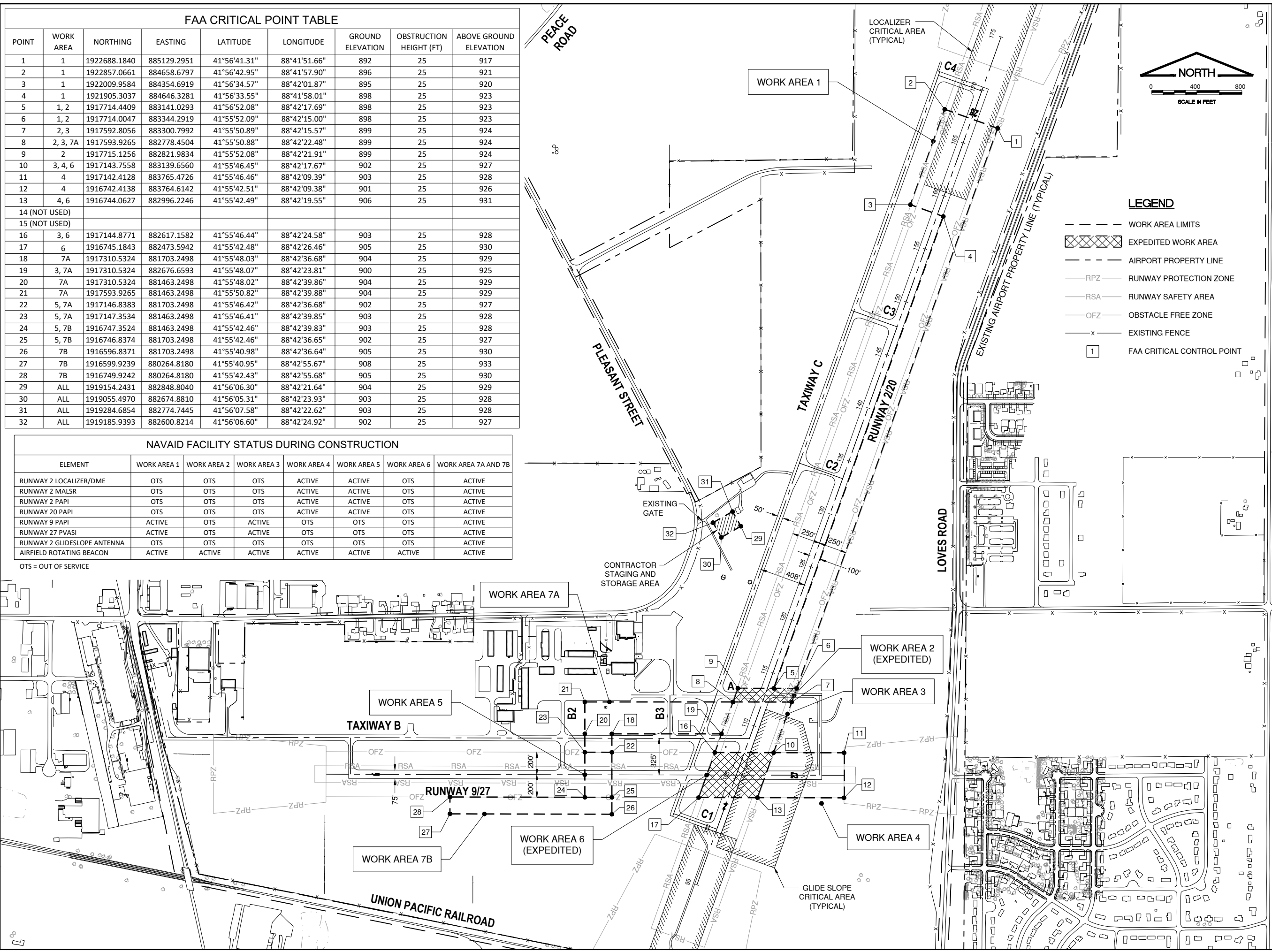
FAA CRITICAL POINT TABLE

POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	1	1922688.1840	885129.2951	41°56'41.31"	88°41'51.66"	892	25	917
2	1	1922857.0661	884658.6797	41°56'42.95"	88°41'57.90"	896	25	921
3	1	1922009.9584	884354.6919	41°56'34.57"	88°42'01.87"	895	25	920
4	1	1921905.3037	884646.3281	41°56'33.55"	88°41'58.01"	898	25	923
5	1, 2	1917714.4409	883141.0293	41°56'52.08"	88°42'17.69"	898	25	923
6	1, 2	1917714.0047	883344.2919	41°55'52.09"	88°42'15.00"	898	25	923
7	2, 3	1917592.8056	883300.7992	41°55'50.89"	88°42'15.57"	899	25	924
8	2, 3, 7A	1917593.9265	882778.4504	41°55'50.88"	88°42'22.48"	899	25	924
9	2	1917715.1256	882821.9834	41°55'52.08"	88°42'21.91"	899	25	924
10	3, 4, 6	1917143.7558	883139.6560	41°55'46.45"	88°42'17.67"	902	25	927
11	4	1917142.4128	883765.4726	41°55'46.46"	88°42'09.39"	903	25	928
12	4	1916742.4138	883764.6142	41°55'42.51"	88°42'09.38"	901	25	926
13	4, 6	1916744.0627	882996.2246	41°55'42.49"	88°42'19.55"	906	25	931
14	(NOT USED)							
15	(NOT USED)							
16	3, 6	1917144.8771	882617.1582	41°55'46.44"	88°42'24.58"	903	25	928
17	6	1916745.1843	882473.5942	41°55'42.48"	88°42'26.46"	905	25	930
18	7A	1917310.5324	881703.2498	41°55'48.03"	88°42'36.68"	904	25	929
19	3, 7A	1917310.5324	882676.6593	41°55'48.07"	88°42'23.81"	900	25	925
20	7A	1917310.5324	881463.2498	41°55'48.02"	88°42'39.86"	904	25	929
21	7A	1917593.9265	881463.2498	41°55'50.82"	88°42'39.88"	904	25	929
22	5, 7A	1917146.8383	881703.2498	41°55'46.42"	88°42'36.68"	902	25	927
23	5, 7A	1917147.3534	881463.2498	41°55'46.41"	88°42'39.85"	903	25	928
24	5, 7B	1916747.3524	881463.2498	41°55'42.46"	88°42'39.83"	903	25	928
25	5, 7B	1916746.8374	881703.2498	41°55'42.46"	88°42'36.65"	902	25	927
26	7B	1916596.8371	881703.2498	41°55'40.98"	88°42'36.64"	905	25	930
27	7B	1916599.9239	880264.8180	41°55'40.95"	88°42'55.67"	908	25	933
28	7B	1916749.9242	880264.8180	41°55'42.43"	88°42'55.68"	905	25	930
29	ALL	1919154.2431	882848.8040	41°56'06.30"	88°42'21.64"	904	25	929
30	ALL	1919055.4970	882674.8810	41°56'05.31"	88°42'23.93"	903	25	928
31	ALL	1919284.6854	882774.7445	41°56'07.58"	88°42'22.62"	903	25	928
32	ALL	1919185.9393	882600.8214	41°56'06.60"	88°42'24.92"	902	25	927

NAVAID FACILITY STATUS DURING CONSTRUCTION

ELEMENT	WORK AREA 1	WORK AREA 2	WORK AREA 3	WORK AREA 4	WORK AREA 5	WORK AREA 6	WORK AREA 7A AND 7B
RUNWAY 2 LOCALIZER/DME	OTS	OTS	OTS	ACTIVE	ACTIVE	OTS	ACTIVE
RUNWAY 2 MALSR	OTS	OTS	OTS	ACTIVE	ACTIVE	OTS	ACTIVE
RUNWAY 2 PAPI	OTS	OTS	OTS	ACTIVE	ACTIVE	OTS	ACTIVE
RUNWAY 20 PAPI	OTS	OTS	OTS	ACTIVE	ACTIVE	OTS	ACTIVE
RUNWAY 9 PAPI	ACTIVE	OTS	ACTIVE	OTS	OTS	OTS	ACTIVE
RUNWAY 27 PVASI	ACTIVE	OTS	ACTIVE	OTS	OTS	OTS	ACTIVE
RUNWAY 2 GLIDESLOPE ANTENNA	OTS	OTS	OTS	OTS	OTS	OTS	ACTIVE
AIRFIELD ROTATING BEACON	ACTIVE	ACTIVE	ACTIVE	ACTIVE	ACTIVE	ACTIVE	ACTIVE

OTS = OUT OF SERVICE



LEGEND

- WORK AREA LIMITS
- ▨ EXPEDITED WORK AREA
- - - AIRPORT PROPERTY LINE
- RPZ RUNWAY PROTECTION ZONE
- RSA RUNWAY SAFETY AREA
- OFZ OBSTACLE FREE ZONE
- x EXISTING FENCE
- 1 FAA CRITICAL CONTROL POINT

IL CONTRACT: **DK059**
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 S.B.G. PROJECT: **3-17-SBGP-180/139**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27
CONSTRUCTION ACTIVITY PLAN INDEX

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CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

DATE: Thursday, February 6, 2020 11:29:20 AM
FILE: K:\DeKalb\17248-03_PAPI\Draw\Sheet\Construction Activity Plan\Draw.dwg

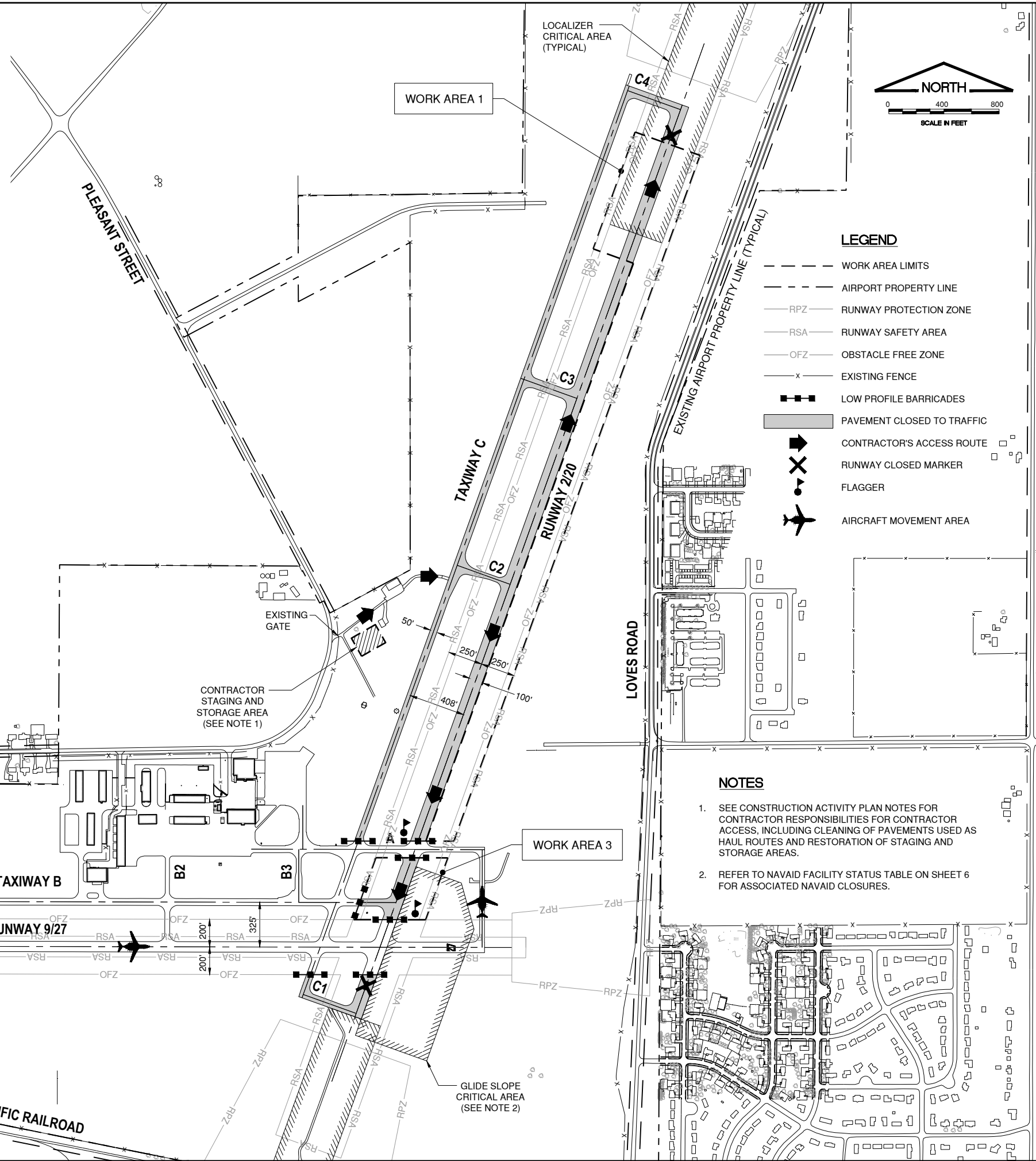
UPDATE BY: Jim Ohse
LAYOUT: Layout

REFERENCE: CONTRACTS 17248-03
BASE-DWG: PAPI\Draw

IMAGE FILES: DTMA Logo, DeKalb Airport Logo

AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREAS 1 AND 3 (RUNWAY 2-20 CLOSED)	RUNWAY 2-20 - CLOSED	AIRFIELD CABLING PAPI INSTALLATION DIRECTIONAL BORING (CONDUIT)
	RUNWAY 9-27 - OPEN	
	TAXIWAY C - CLOSED (NORTH OF TAXIWAY A)	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY C)	
	TAXIWAY B3 - OPEN	

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'

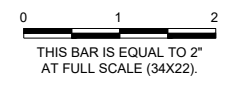


- LEGEND**
- WORK AREA LIMITS
 - - - AIRPORT PROPERTY LINE
 - RPZ — RUNWAY PROTECTION ZONE
 - RSA — RUNWAY SAFETY AREA
 - OFZ — OBSTACLE FREE ZONE
 - x — EXISTING FENCE
 - █ LOW PROFILE BARRICADES
 - █ PAVEMENT CLOSED TO TRAFFIC
 - ➔ CONTRACTOR'S ACCESS ROUTE
 - ✕ RUNWAY CLOSED MARKER
 - ⚑ FLAGGER
 - ✈ AIRCRAFT MOVEMENT AREA

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN NOTES FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS.
 - REFER TO NAVAID FACILITY STATUS TABLE ON SHEET 6 FOR ASSOCIATED NAVAID CLOSURES.

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DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27**

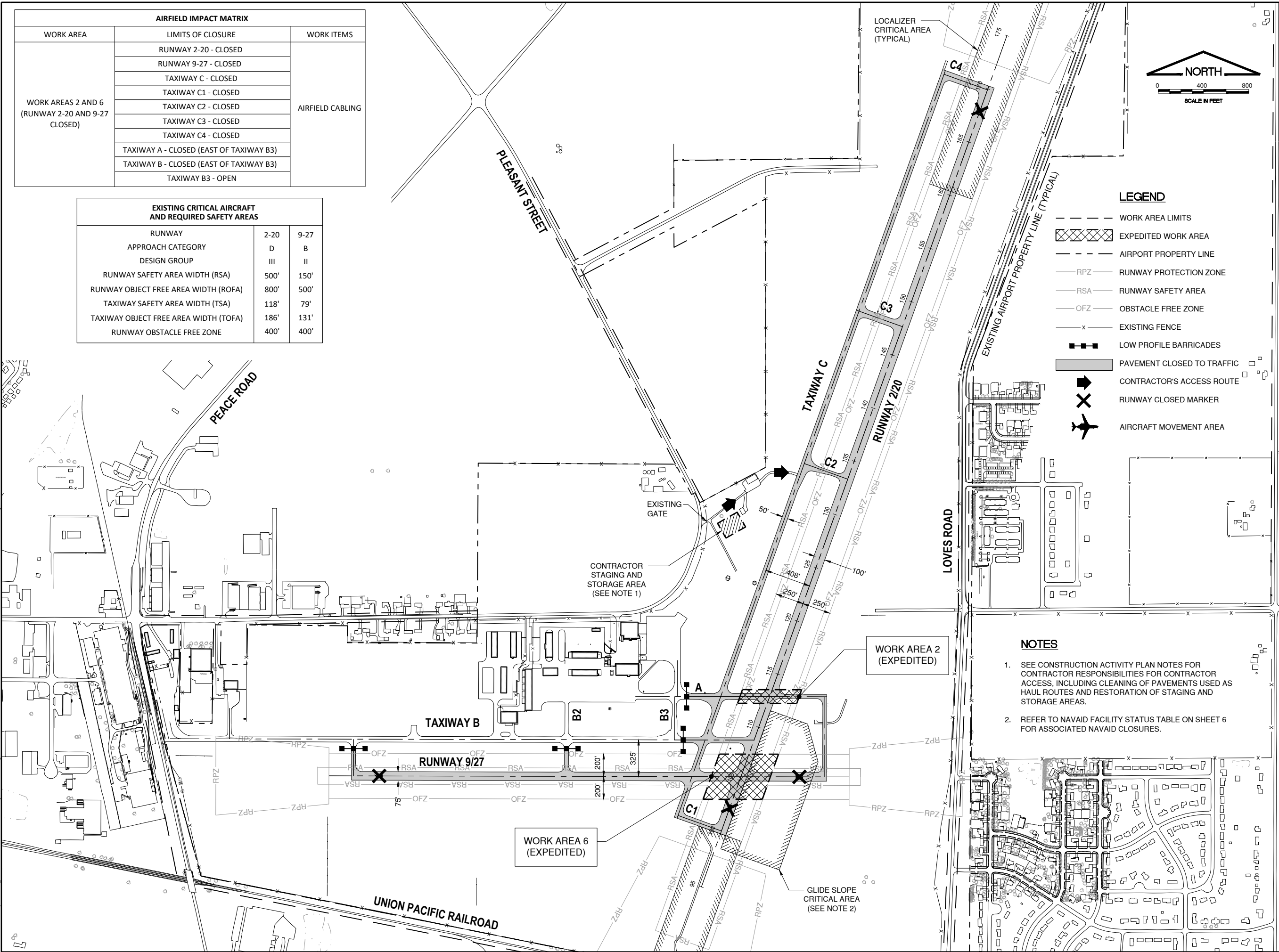
**CONSTRUCTION ACTIVITY PLAN -
WORK AREAS 1 AND 3
(RUNWAY 2-20 CLOSED)**

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DATE:	1/10/2020
JOB No:	170248-03



WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREAS 2 AND 6 (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	AIRFIELD CABLING
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
TAXIWAY B3 - OPEN		

RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
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RUNWAY OBSTACLE FREE ZONE	400'	400'

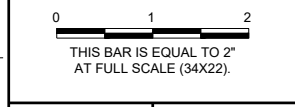
- LEGEND**
- WORK AREA LIMITS
 - [Hatched Box] EXPEDITED WORK AREA
 - - - AIRPORT PROPERTY LINE
 - RPZ RUNWAY PROTECTION ZONE
 - RSA RUNWAY SAFETY AREA
 - OFZ OBSTACLE FREE ZONE
 - x EXISTING FENCE
 - [Dashed Line] LOW PROFILE BARRICADES
 - [Grey Box] PAVEMENT CLOSED TO TRAFFIC
 - [Arrow] CONTRACTOR'S ACCESS ROUTE
 - [X] RUNWAY CLOSED MARKER
 - [Plane] AIRCRAFT MOVEMENT AREA

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN NOTES FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS.
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DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27**

**CONSTRUCTION ACTIVITY PLAN -
WORK AREAS 2 AND 6
(RUNWAY 2-20 AND 9-27 CLOSED)**

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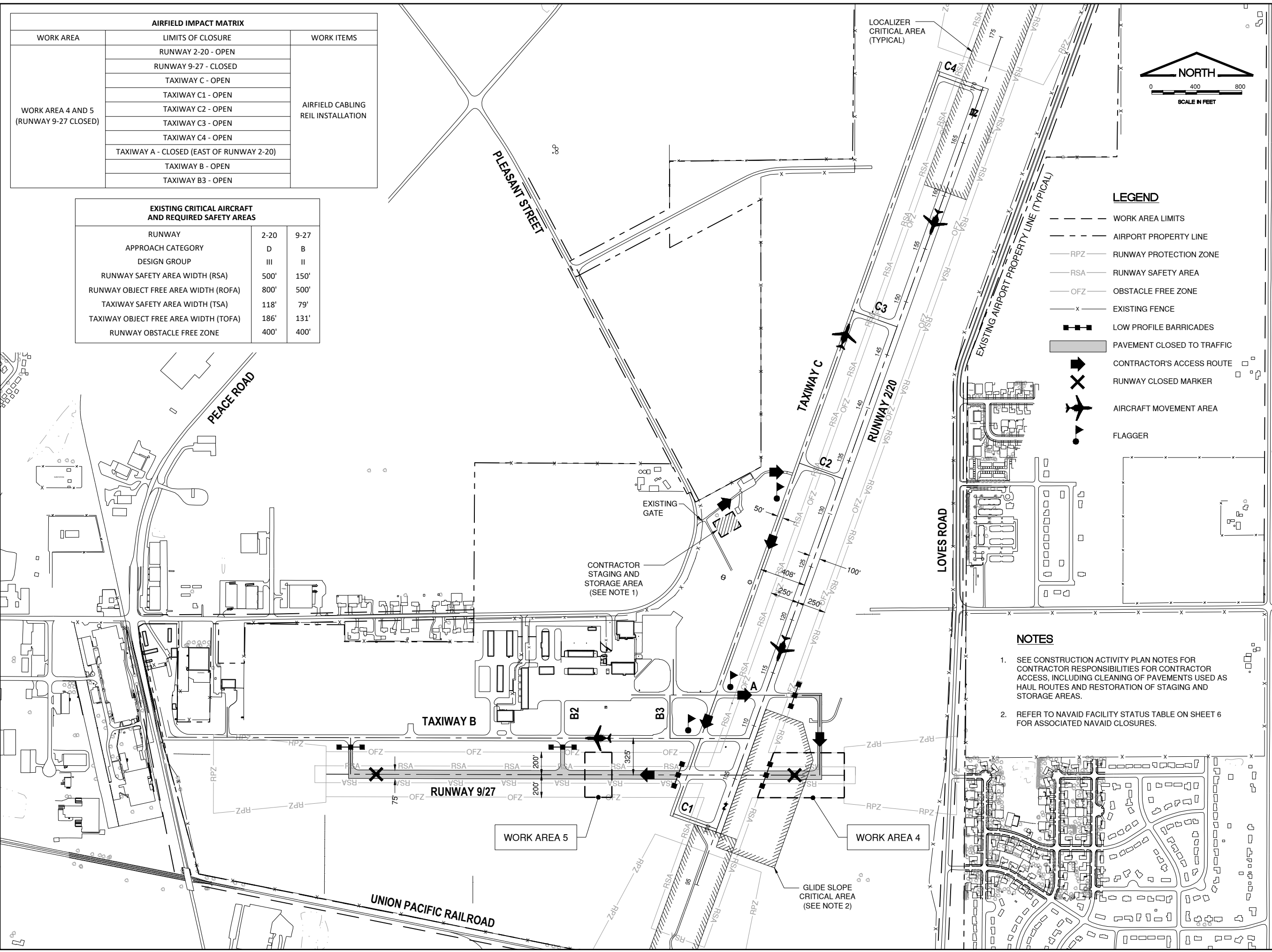
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JOB No:	170248-03

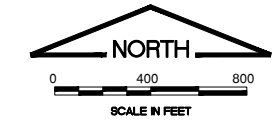
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WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 4 AND 5 (RUNWAY 9-27 CLOSED)	RUNWAY 2-20 - OPEN	AIRFIELD CABLING REIL INSTALLATION
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
	TAXIWAY C4 - OPEN	
	TAXIWAY A - CLOSED (EAST OF RUNWAY 2-20)	
	TAXIWAY B - OPEN	
TAXIWAY B3 - OPEN		

RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
RUNWAY OBSTACLE FREE ZONE	400'	400'

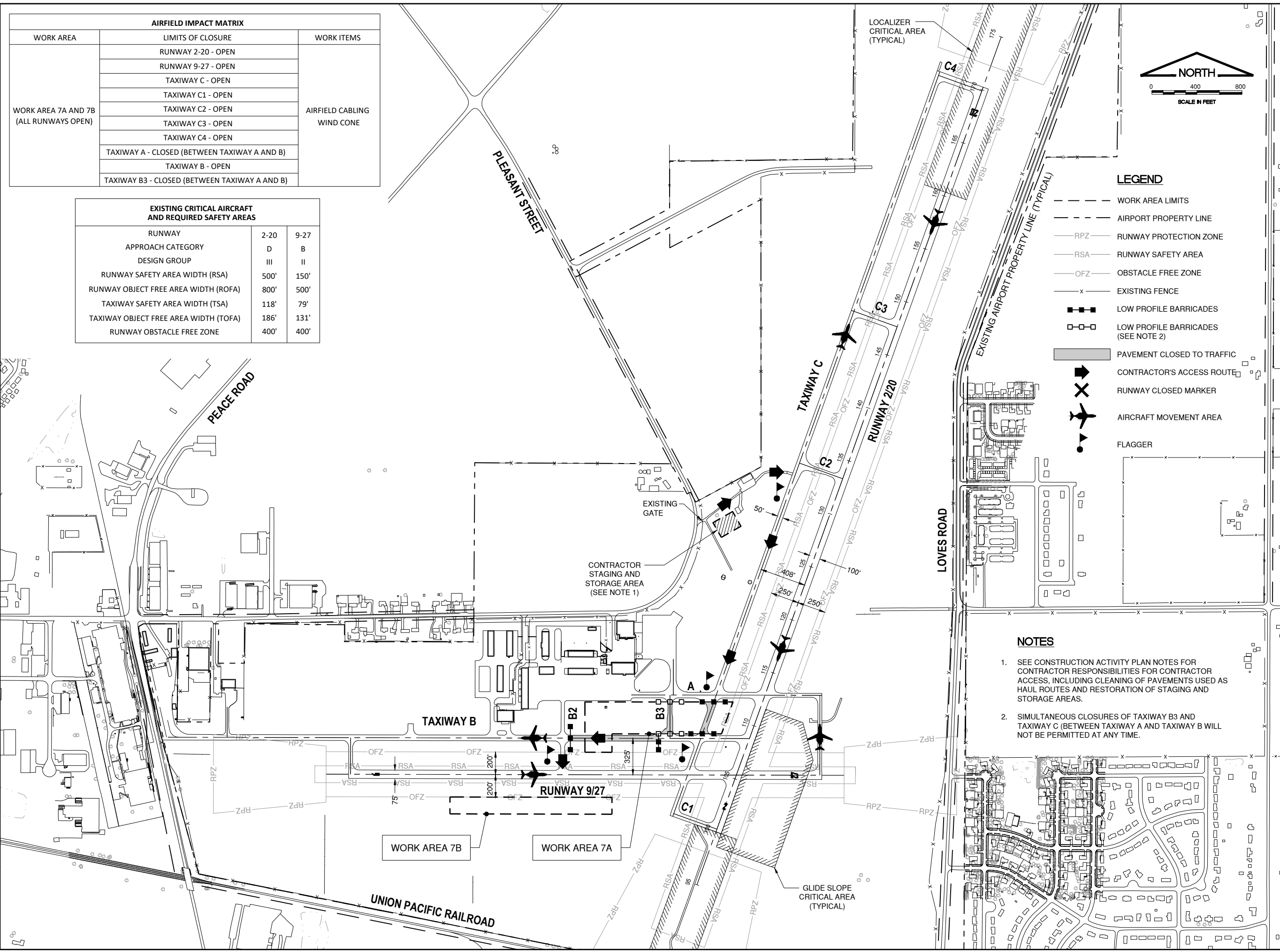


- LEGEND**
- - - - WORK AREA LIMITS
 - - - - AIRPORT PROPERTY LINE
 - RPZ RUNWAY PROTECTION ZONE
 - RSA RUNWAY SAFETY AREA
 - OFZ OBSTACLE FREE ZONE
 - x EXISTING FENCE
 - LOW PROFILE BARRICADES
 - PAVEMENT CLOSED TO TRAFFIC
 - CONTRACTOR'S ACCESS ROUTE
 - RUNWAY CLOSED MARKER
 - AIRCRAFT MOVEMENT AREA
 - FLAGGER

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN NOTES FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS.
 - REFER TO NAVAID FACILITY STATUS TABLE ON SHEET 6 FOR ASSOCIATED NAVAID CLOSURES.

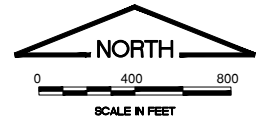
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SURVEY BOOK # ----																						
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<p>DEKALB TAYLOR MUNICIPAL AIRPORT DEKALB, ILLINOIS RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS ON RUNWAY ENDS 2, 20 AND 27</p>																						
<p>CONSTRUCTION ACTIVITY PLAN - WORK AREA 4 AND 5 (RUNWAY 9-27 CLOSED)</p>																						
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AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 7A AND 7B (ALL RUNWAYS OPEN)	RUNWAY 2-20 - OPEN	AIRFIELD CABLING WIND CONE
	RUNWAY 9-27 - OPEN	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
	TAXIWAY C4 - OPEN	
	TAXIWAY A - CLOSED (BETWEEN TAXIWAY A AND B)	
	TAXIWAY B - OPEN	
	TAXIWAY B3 - CLOSED (BETWEEN TAXIWAY A AND B)	

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS			
RUNWAY	APPROACH CATEGORY	2-20	9-27
	DESIGN GROUP	D	B
	RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
	RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
	TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
	TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'
	RUNWAY OBSTACLE FREE ZONE	400'	400'



- LEGEND**
- WORK AREA LIMITS
 - - - AIRPORT PROPERTY LINE
 - RPZ — RUNWAY PROTECTION ZONE
 - RSA — RUNWAY SAFETY AREA
 - OFZ — OBSTACLE FREE ZONE
 - x — EXISTING FENCE
 - ■ ■ LOW PROFILE BARRICADES
 - □ □ LOW PROFILE BARRICADES (SEE NOTE 2)
 - ■ ■ PAVEMENT CLOSED TO TRAFFIC
 - ➔ CONTRACTOR'S ACCESS ROUTE
 - ✕ ✕ ✕ RUNWAY CLOSED MARKER
 - ✈ AIRCRAFT MOVEMENT AREA
 - FLAGGER

- NOTES**
- SEE CONSTRUCTION ACTIVITY PLAN NOTES FOR CONTRACTOR RESPONSIBILITIES FOR CONTRACTOR ACCESS, INCLUDING CLEANING OF PAVEMENTS USED AS HAUL ROUTES AND RESTORATION OF STAGING AND STORAGE AREAS.
 - SIMULTANEOUS CLOSURES OF TAXIWAY B3 AND TAXIWAY C (BETWEEN TAXIWAY A AND TAXIWAY B) WILL NOT BE PERMITTED AT ANY TIME.

IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

REVISIONS		
NUMBER	BY	DATE

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

**CONSTRUCTION ACTIVITY PLAN -
 WORK AREA 7A AND 7B
 (ALL RUNWAYS OPEN)**

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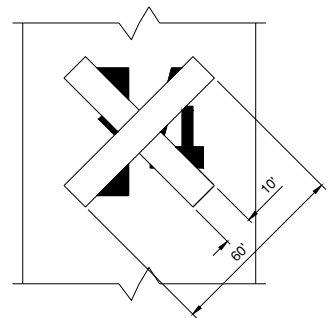
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CLOSED RUNWAY MARKER NOTES

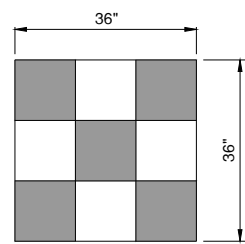
1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2 (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
2. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
3. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
4. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
6. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



TEMPORARY CLOSED RUNWAY MARKER DETAIL
 ON PAVEMENT - NO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

1. 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.
2. 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.

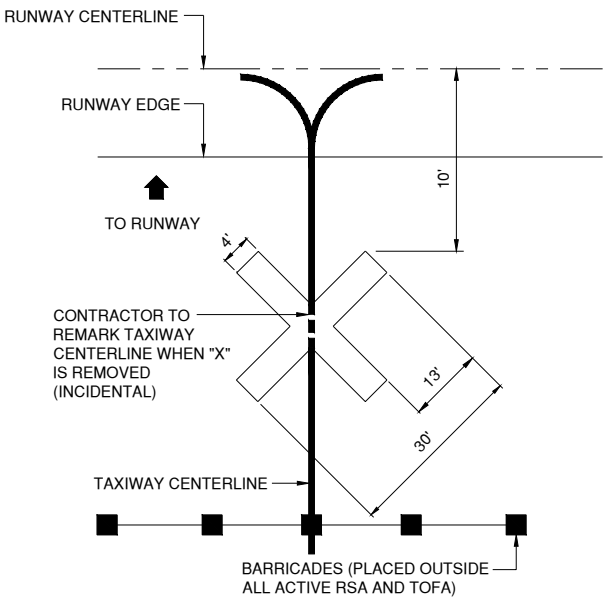
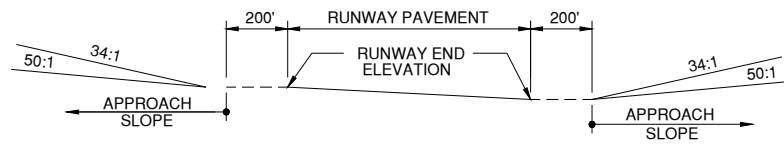


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
 NOT TO SCALE

TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

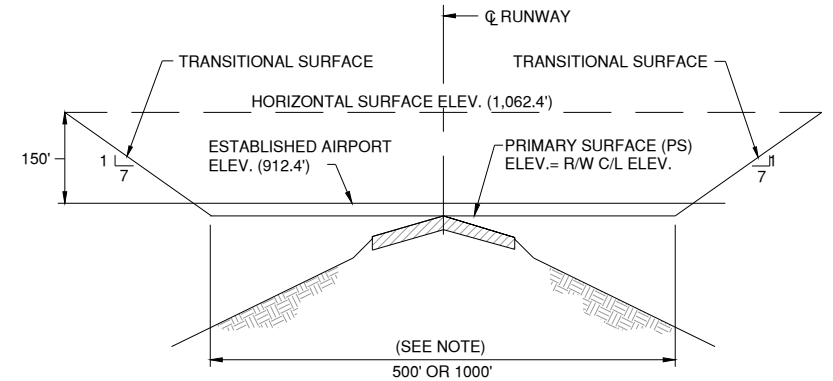
RUNWAY END	ELEVATION	APPROACH SLOPE
2	912.6	50:1
20	903.7	34:1
9	911.4	34:1
27	911.7	34:1



CLOSED TAXIWAY MARKER DETAIL
 NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

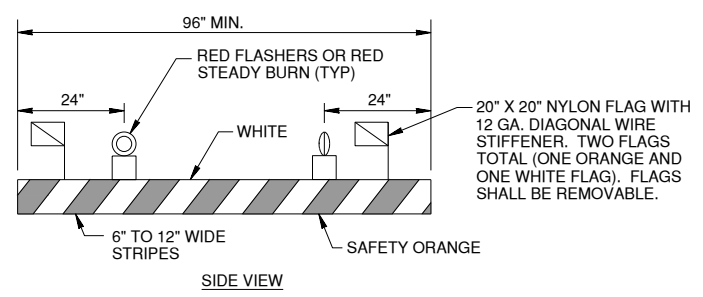
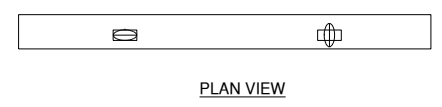
1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.



TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE:
 IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY
 RUNWAY 9-27 500' PS (250' LT & RT OF CENTERLINE)
 RUNWAY 2-20 1000' PS (500' LT & RT OF CENTERLINE)



AIRSIDE LOW PROFILE LIGHTED BARRICADE
 NOT TO SCALE

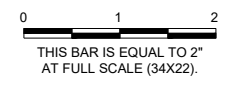
BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. 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°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. 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.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

IL. CONTRACT: **DK059**
 IL. LETTING ITEM: **05A**
 IL. PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS ON RUNWAY ENDS 2, 20 AND 27
CONSTRUCTION ACTIVITY PLAN DETAILS

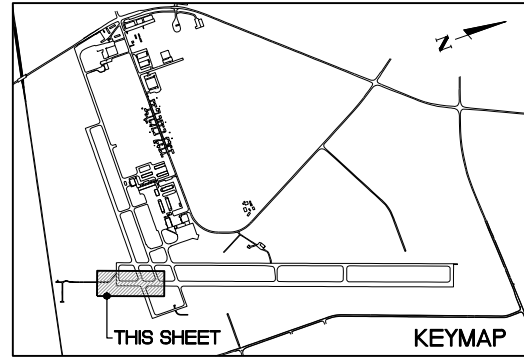
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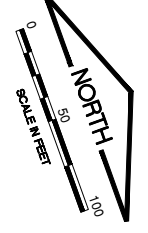
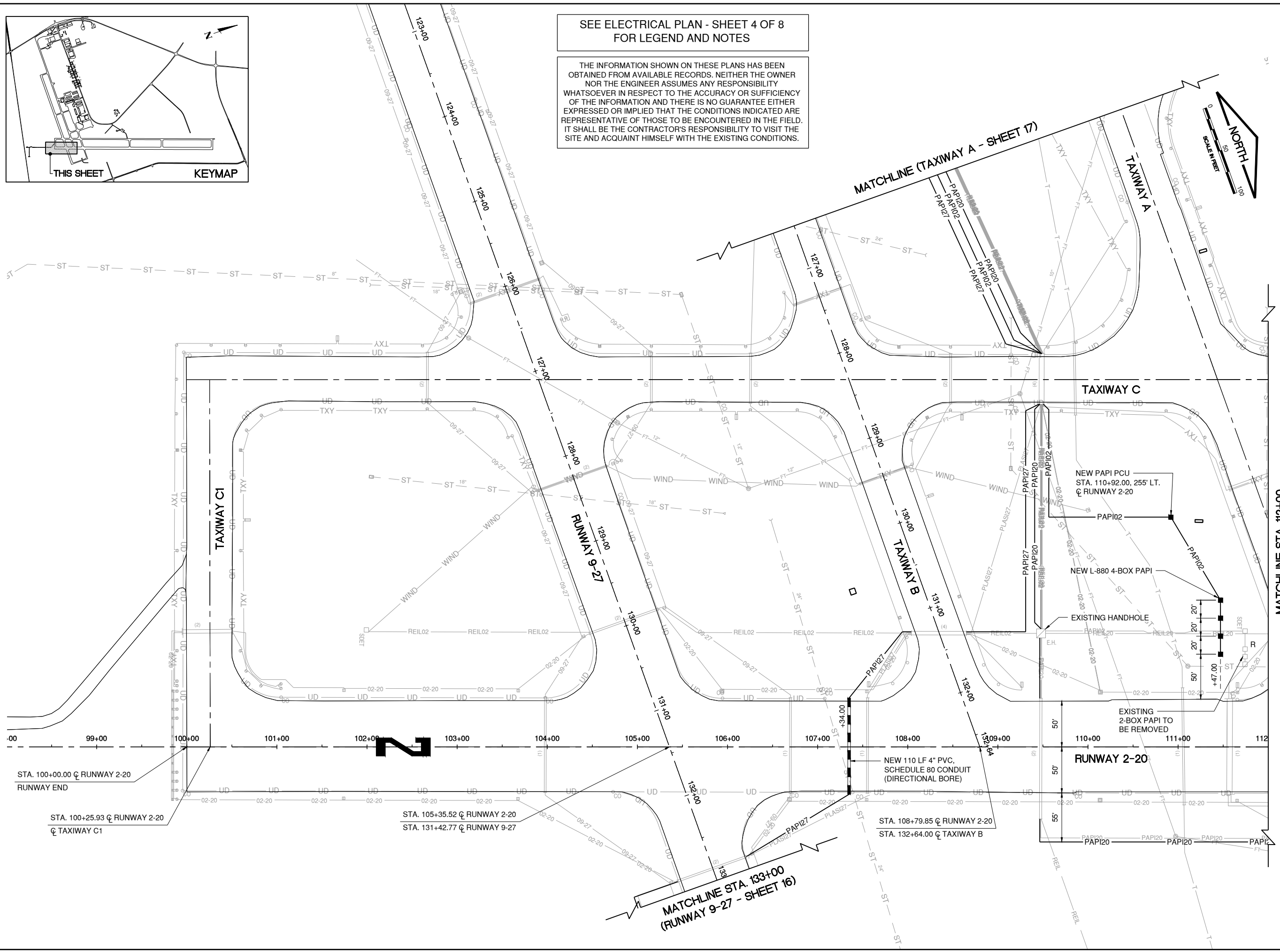
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SEE ELECTRICAL PLAN - SHEET 4 OF 8 FOR LEGEND AND NOTES

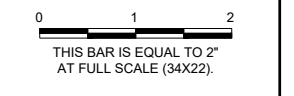
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IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27

ELECTRICAL PLAN
SHEET 1 OF 8

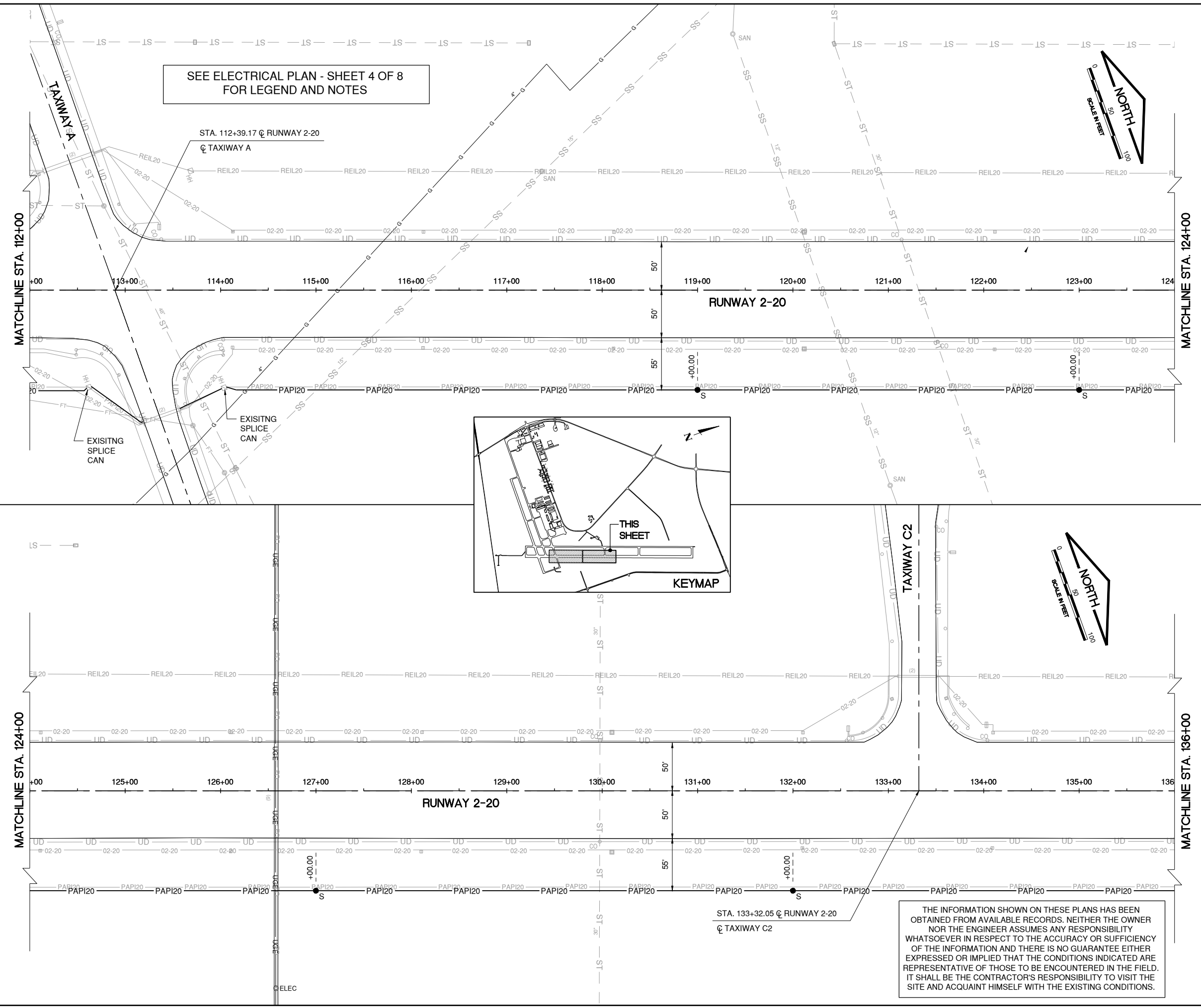
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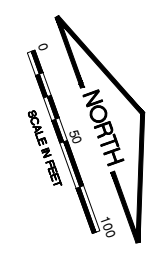
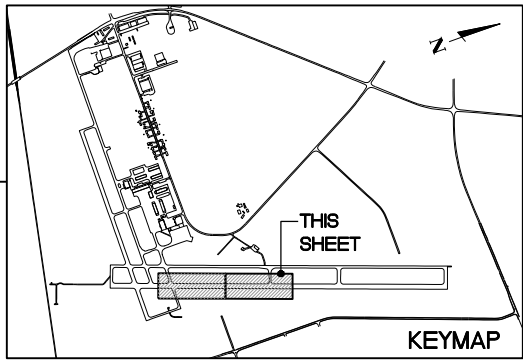
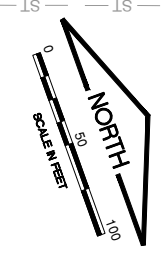
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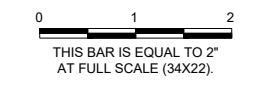


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IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

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NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

**ELECTRICAL PLAN
 SHEET 2 OF 8**

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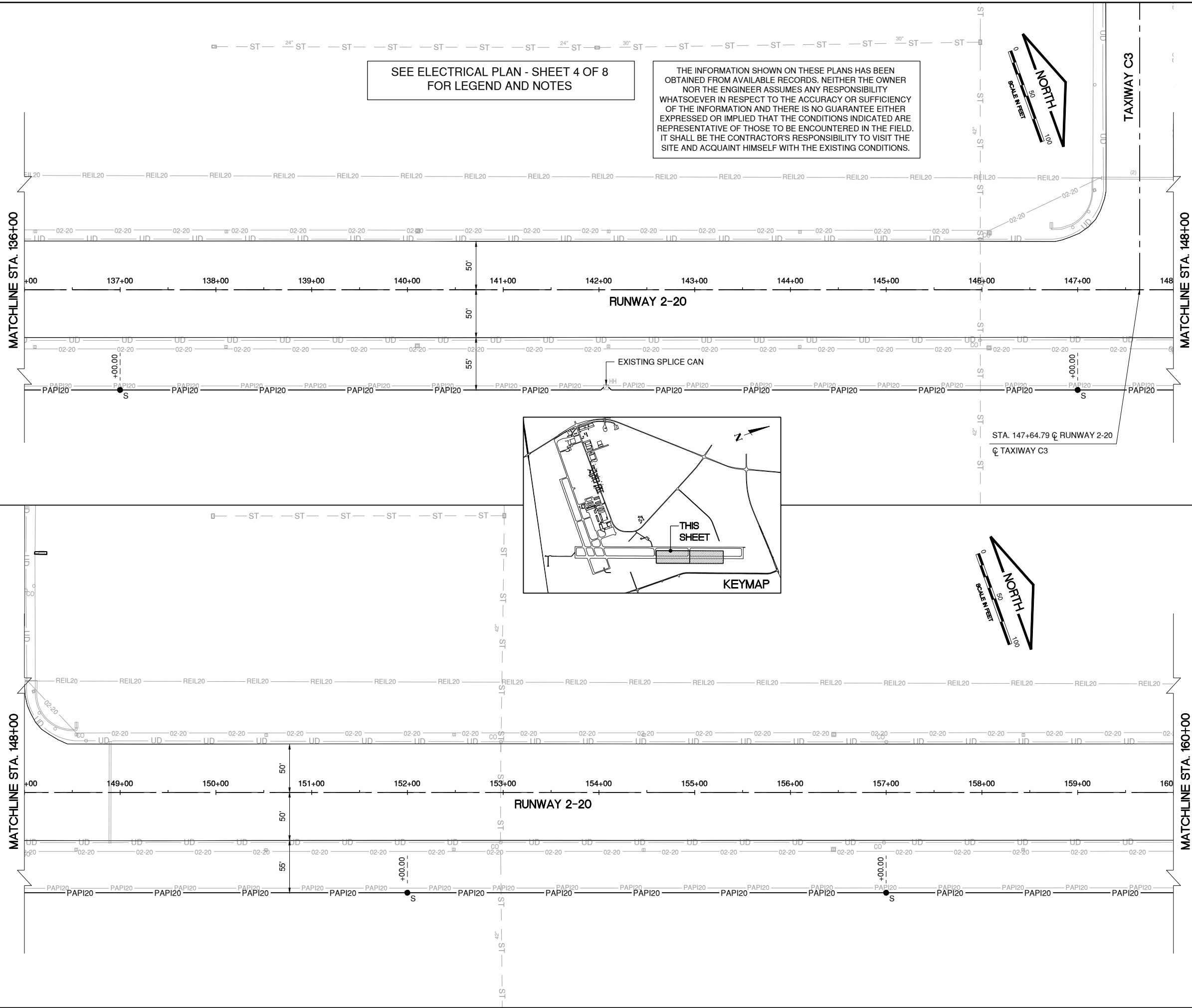
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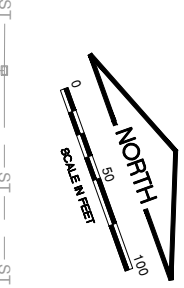
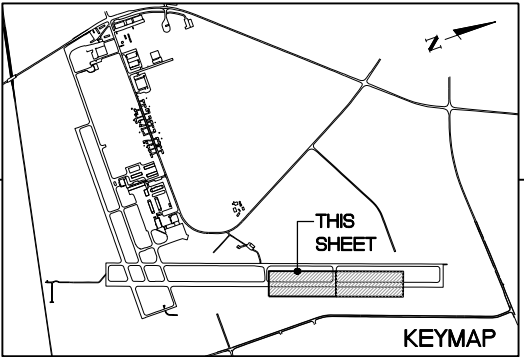
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 FOR LEGEND AND NOTES

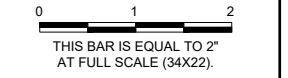
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IL CONTRACT: **DK059**
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 IL PROJECT: **DKB-4556**
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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

**ELECTRICAL PLAN
 SHEET 3 OF 8**

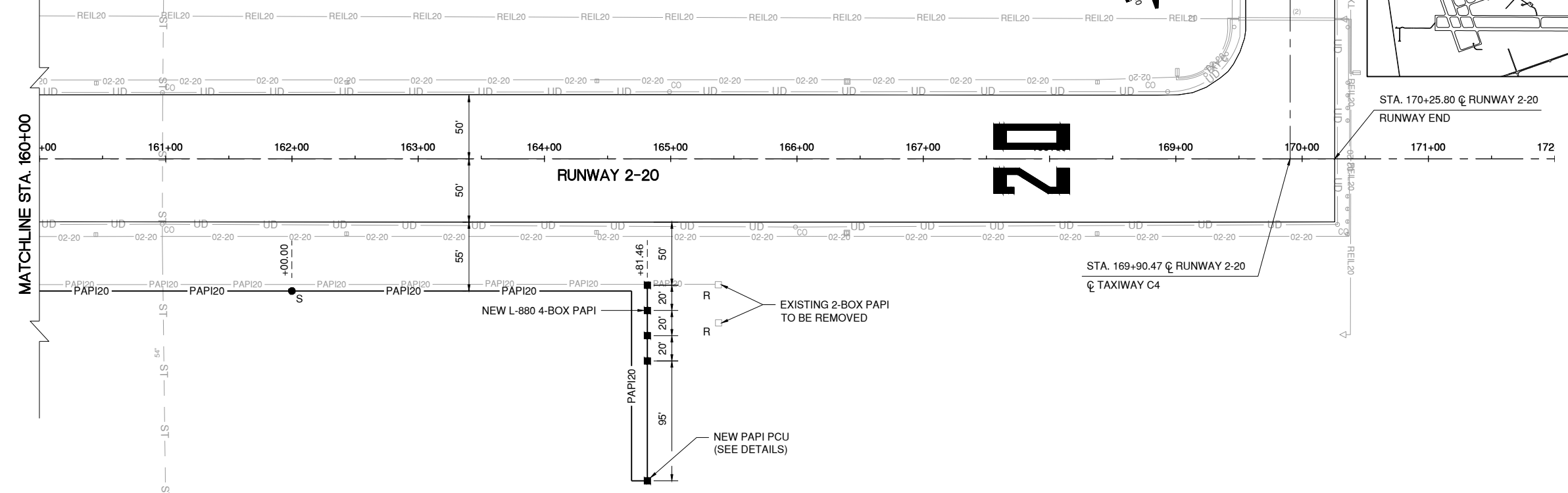
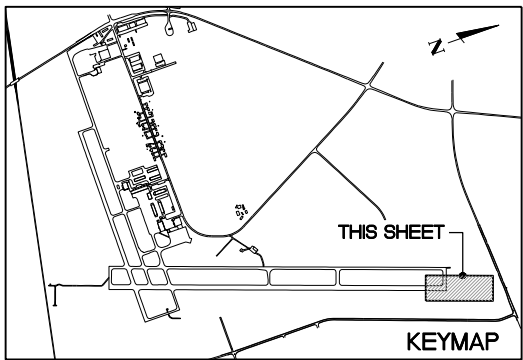
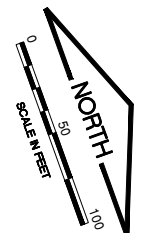
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DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1/10/2020
JOB No:	170248-03

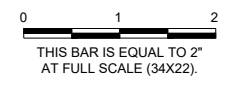
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IL. CONTRACT: **DK059**
 IL. LETTING ITEM: **05A**
 IL. PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

**ELECTRICAL PLAN
 SHEET 4 OF 8**

ELECTRICAL NOTES

- CONNECT NEW REIL 27 TO EXISTING RUNWAY 9/27 EDGE LIGHTING CIRCUIT AT EXISTING THRESHOLD LIGHTS. INSTALL POWER ADAPTER AND ISOLATION TRANSFORMER FOR REIL TO OPERATE ON 6.6 A.
- INSTALL NEW CIRCUITS FOR WIND 9, PAPI 02, PAPI 20 AND PAPI 27 IN EXISTING LOW VOLTAGE CONDUITS TO EXISTING AIRFIELD LIGHTING VAULT. SEE VAULT PLAN FOR CONTINUATION.

LEGEND

	EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT		EXISTING TAXIWAY CIRCUIT
	EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT		EXISTING RUNWAY 9-27 CIRCUIT
	EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT		EXISTING TAXIWAY 2-20 CIRCUIT
	EXISTING STAKE MOUNTED THRESHOLD LIGHT		EXISTING RUNWAY 2 PAPI
	EXISTING BASE MOUNTED THRESHOLD LIGHT		EXISTING RUNWAY 20 PAPI
	EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)		EXISTING RUNWAY 20 REIL
	EXISTING ELECTRICAL HANDHOLE		EXISTING RUNWAY 27 REIL
	EXISTING ELECTRICAL SPLICE CAN		EXISTING RUNWAY 27 PLASI
	EXISTING WIND CONE		EXISTING WINDCONE
	EXISTING AIRFIELD GUIDANCE SIGN		EXISTING ELECTRICAL MANHOLE
	NEW SPLICE CAN		EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-881 SYSTEM
	NEW ELECTRICAL HANDHOLE		EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
	NEW RUNWAY END IDENTIFIER LIGHT (REIL)		EXISTING ITEM TO BE REMOVED
	NEW PVC CONDUIT (SIZE INDICATED)		EXISTING SANITARY MANHOLE
	NEW RUNWAY 2 PAPI CIRCUIT (2-1/C #6 XLP-USE, 1 #10 GND. IN 1" UNIT DUCT)		EXISTING SANITARY SEWER
	NEW RUNWAY 20 PAPI CIRCUIT (2-1/C #4 XLP-USE, 1 #10 GND. IN 1-1/4" UNIT DUCT)		EXISTING DRAINAGE STRUCTURE
	NEW RUNWAY 27 PAPI CIRCUIT (2-1/C #6 XLP-USE, 1 #10 GND. IN 1" UNIT DUCT)		EXISTING STORM SEWER
	NEW RUNWAY 9 WIND CONE CIRCUIT (2-1/C #6 XLP-USE, 1 #10 GND. IN 1" UNIT DUCT)		EXISTING GAS
	NEW WIND CONE		EXISTING FIELD TILE

XREF DWG: CMTNCS-Training
 BASE-DWG-PAPIINDG
 BASE-LITE-DWG-PAPIINDG

IMAGE FILES: DTMA Logo-Black.jpg

UPDATE BY: Jim Ohse
 LAYOUT: Layout

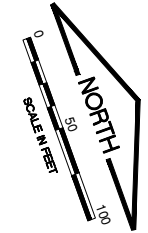
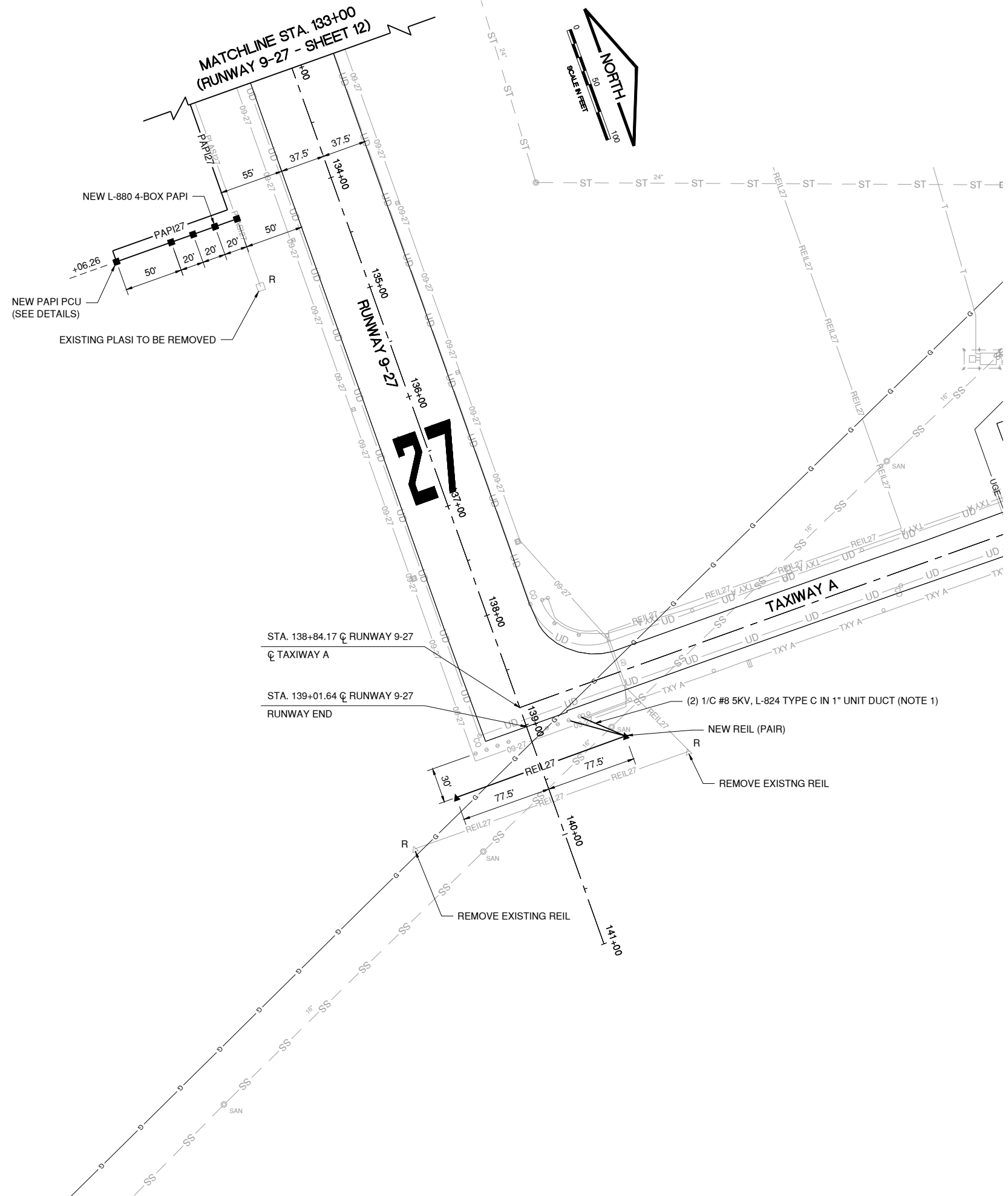
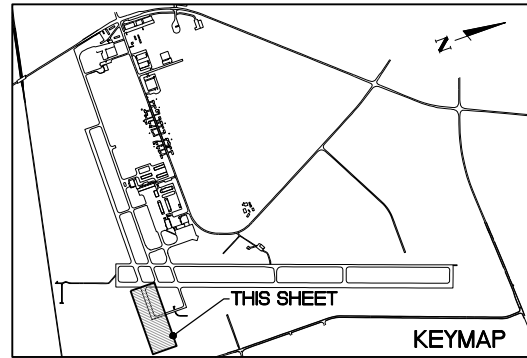
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SEE ELECTRICAL PLAN - SHEET 4 OF 8
FOR LEGEND AND NOTES

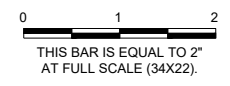
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**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27**

**ELECTRICAL PLAN
SHEET 5 OF 8**

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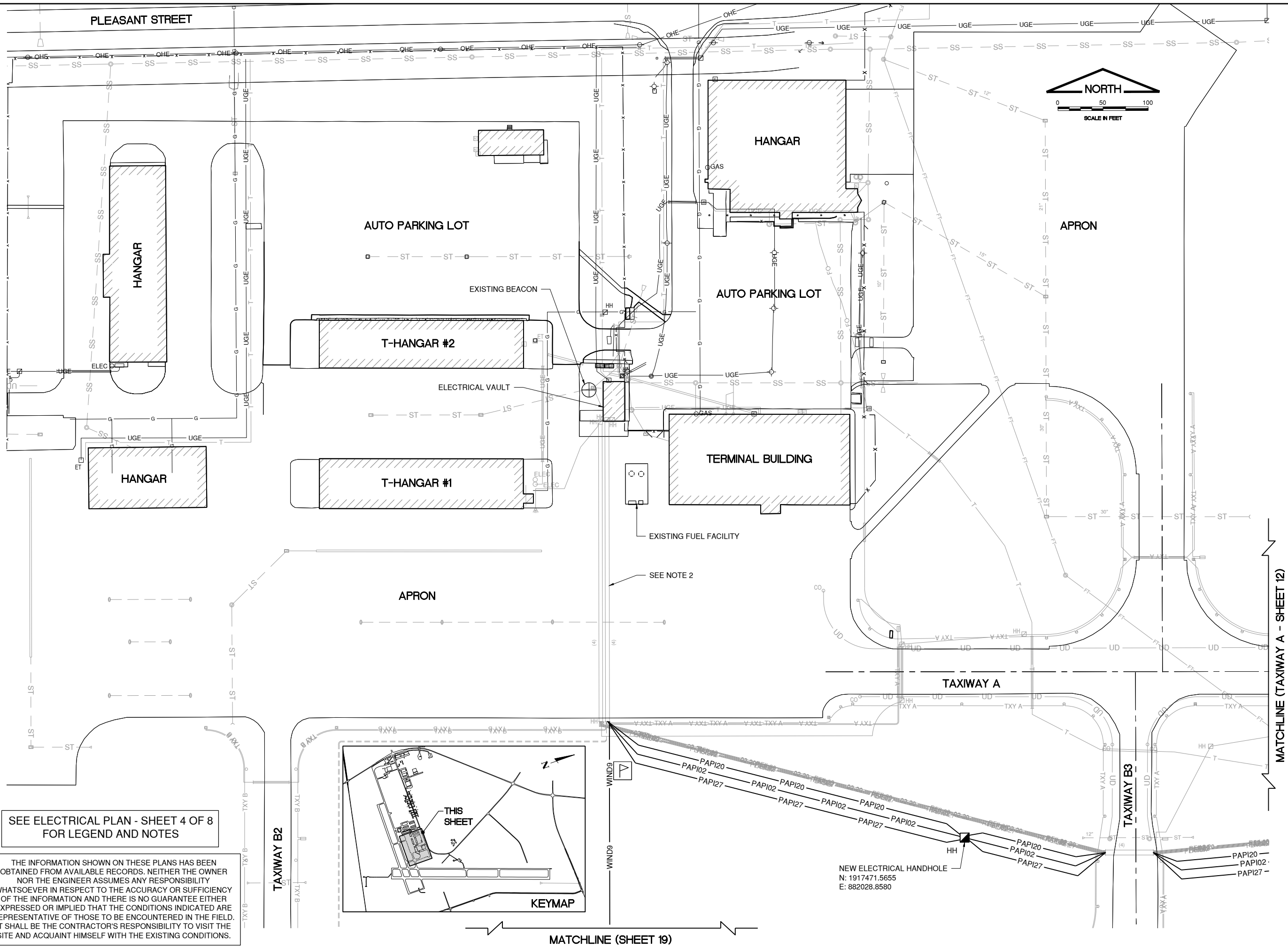
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 LAYOUT: Layout

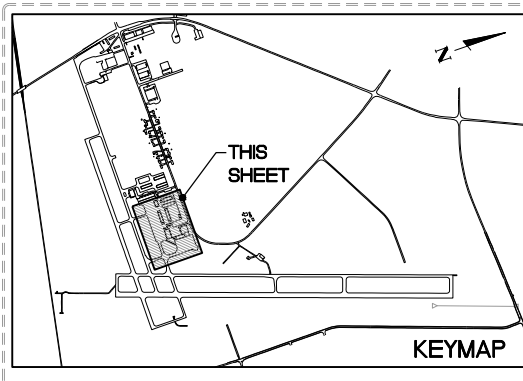
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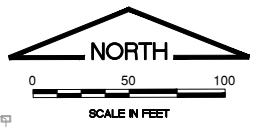
SEE ELECTRICAL PLAN - SHEET 4 OF 8 FOR LEGEND AND NOTES

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MATCHLINE (SHEET 19)

NEW ELECTRICAL HANDHOLE
 N: 1917471.5655
 E: 882028.8580



IL CONTRACT: **DK059**
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 S.B.G. PROJECT: **3-17-SBGP-180/139**

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

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
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**ELECTRICAL PLAN
 SHEET 6 OF 8**

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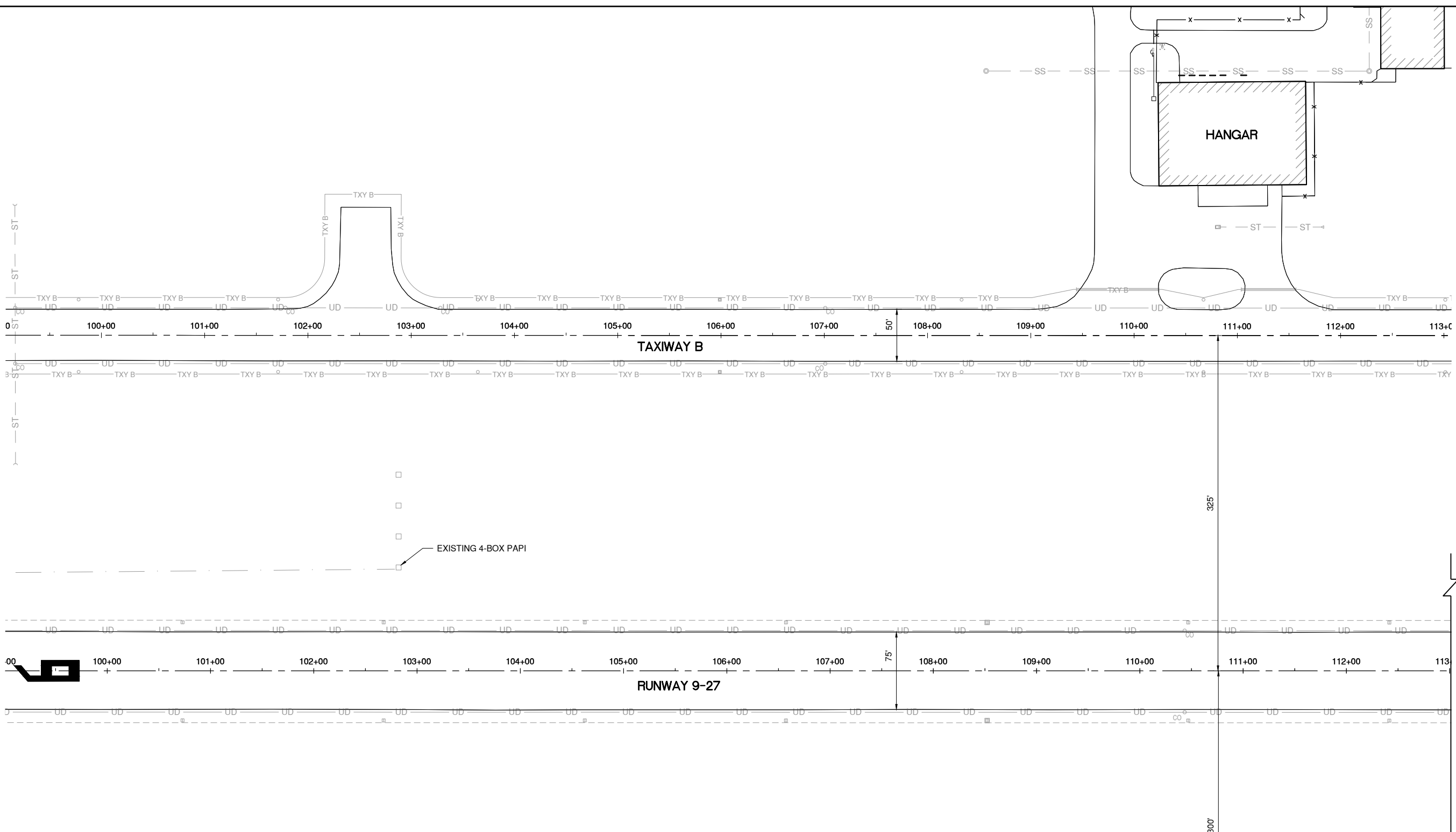
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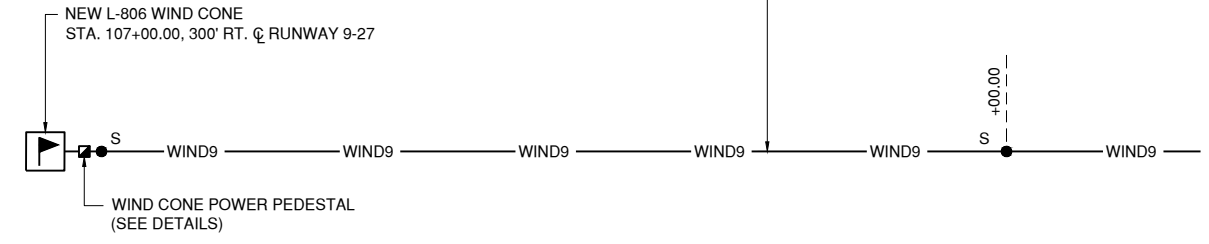
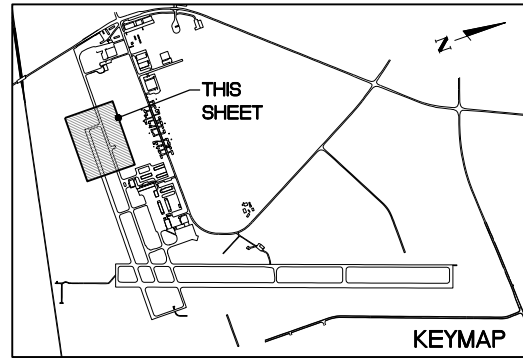
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 FOR LEGEND AND NOTES

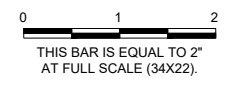
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NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS**

**RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
 ON RUNWAY ENDS 2, 20 AND 27**

**ELECTRICAL PLAN
 SHEET 7 OF 8**

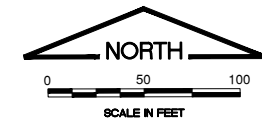
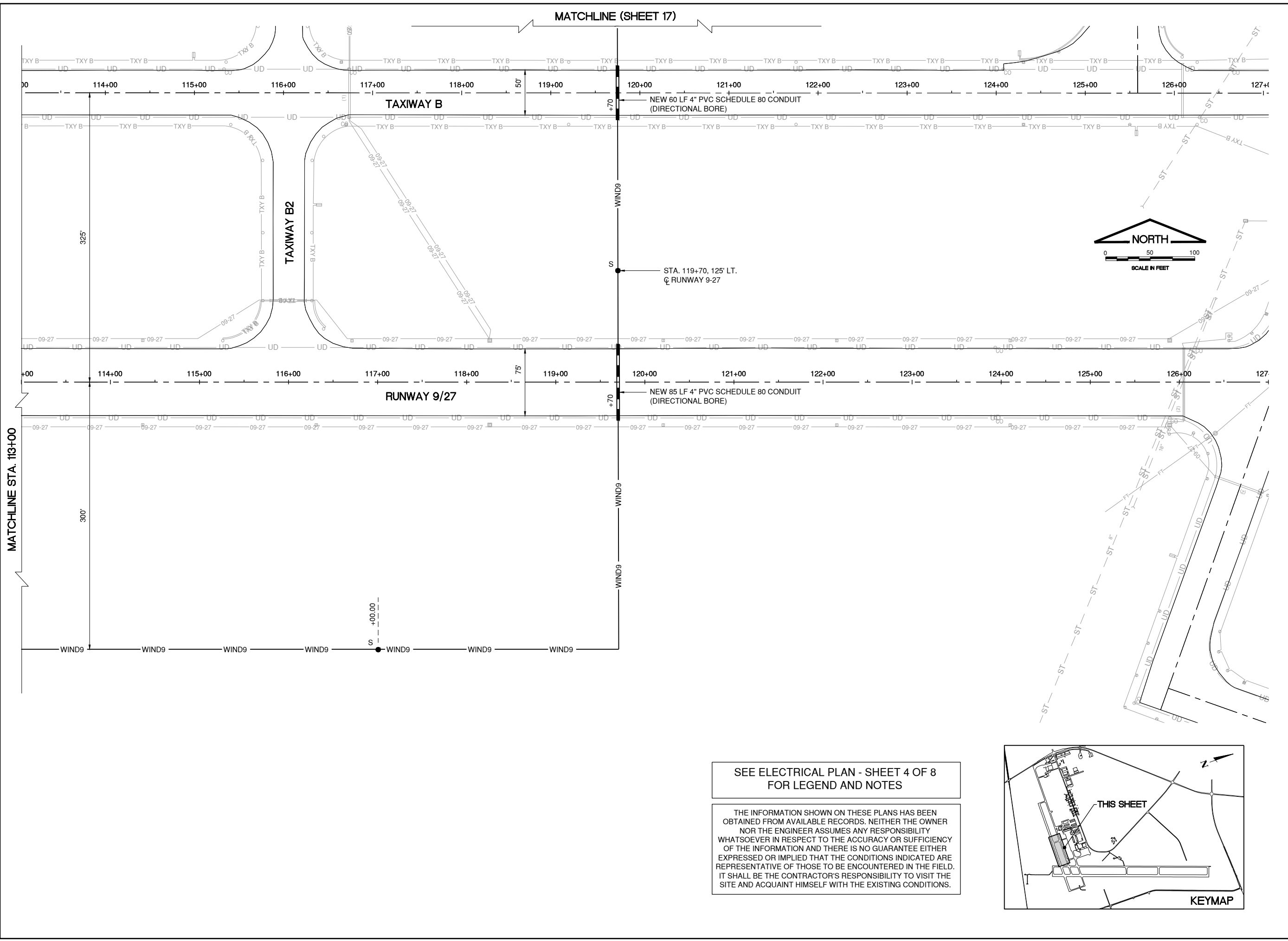
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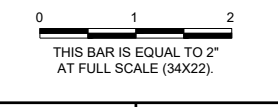
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DATE:	1/10/2020
JOB No:	170248-03

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 UPDATE BY: Jim Ohse
 LAYOUT: Layout1
 MATCHLINE STA. 113+00
 MATCHLINE (SHEET 17)
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IL CONTRACT: **DK059**
 IL LETTING ITEM: **05A**
 IL PROJECT: **DKB-4556**
 S.B.G. PROJECT: **3-17-SBGP-180/139**
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27

ELECTRICAL PLAN
SHEET 8 OF 8

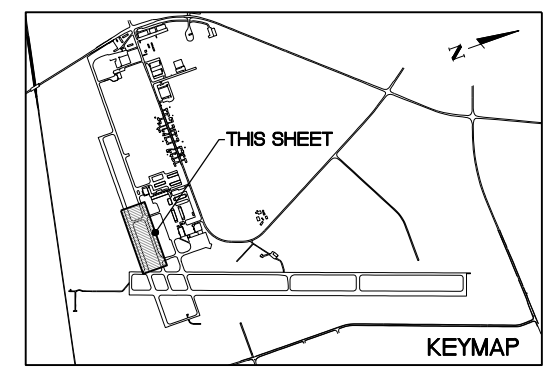
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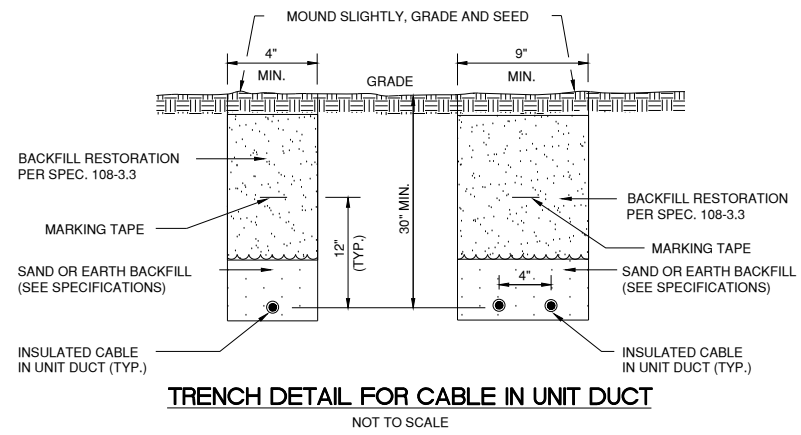
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SEE ELECTRICAL PLAN - SHEET 4 OF 8
FOR LEGEND AND NOTES

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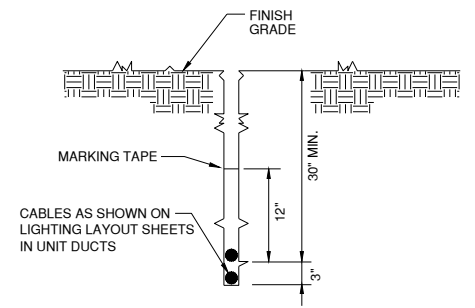


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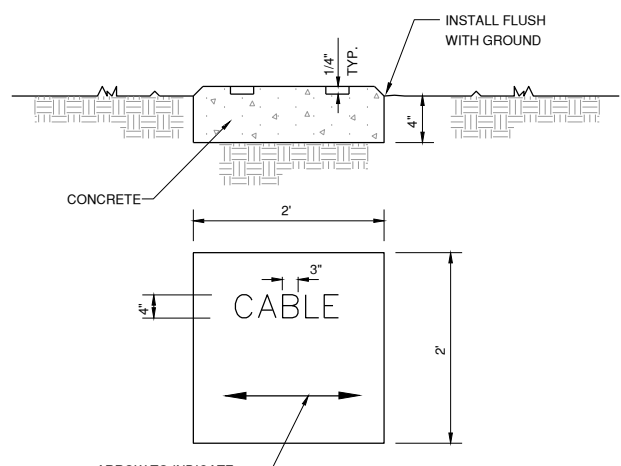
TRENCH DETAIL FOR CABLE IN UNIT DUCT
NOT TO SCALE

- NOTES
- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
 - DEPTH OF TRENCHES FOR AIRFIELD LIGHTING SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. DEPTH OF FAA CABLES SHALL BE 36" UNLESS OTHERWISE SHOWN.
 - 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 TO TRENCH RETURNING MATERIALS.
 - THE CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



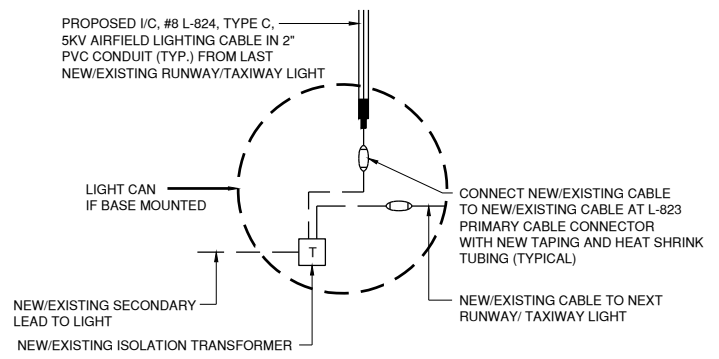
PLOWED CABLE IN UNIT DUCT
NOT TO SCALE

- NOTES
- ONLY CABLES OF THE SAME CIRCUIT WILL BE ALLOWED TO BE PLOWED IN TOGETHER.
 - THE CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.

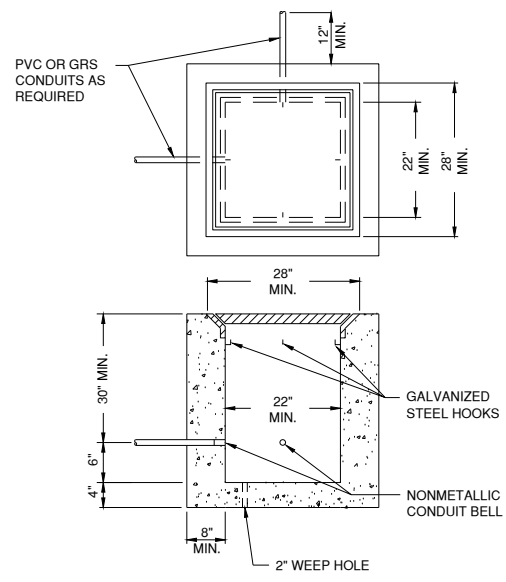


TURF CABLE MARKER DETAIL
NOT TO SCALE

- 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.
 - CONTRACTOR SHALL LOCATE EXISTING CABLE MARKERS IN THE FIELD BEFORE SHOULDER ADJUSTMENT BEGINS IN ORDER TO REPLACE CABLE MARKERS AT CORRECT LOCATIONS (COST INCIDENTAL TO CONTRACT).

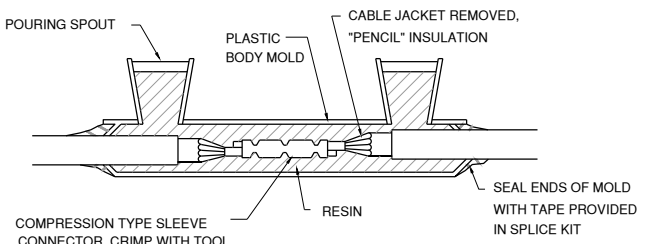


RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL
NOT TO SCALE



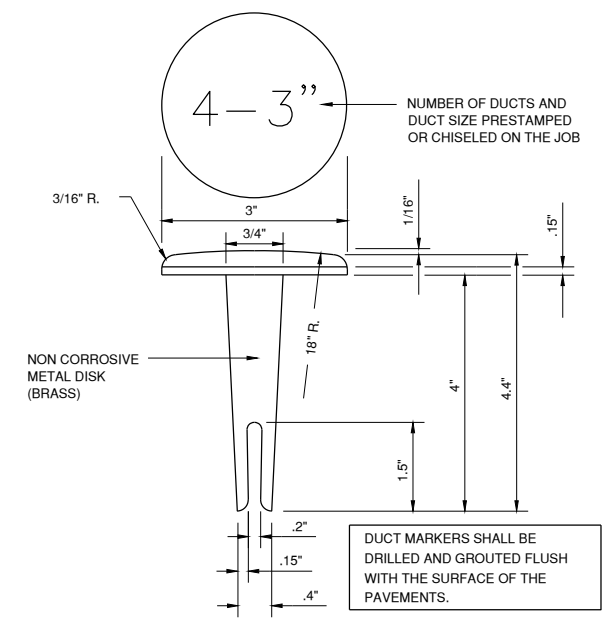
ELECTRICAL HANDHOLE DETAIL
NOT TO SCALE

- NOTES:
- CONDUIT ENTRANCES AND NUMBER OF CONDUITS SHALL BE AS SHOWN ON SITE PLAN VIEW.
 - FRAME AND LID SHALL BE SUITABLE FOR H-20 LOADING.
 - COVER SHALL BE STAMPED "ELECTRICAL".



DIRECT BURIED CABLE SPLICE
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 FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



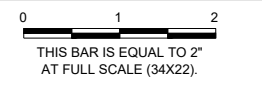
DUCT/CONDUIT MARKER DETAIL
NOT TO SCALE

- NOTES
- NEW DUCT MARKER SHALL BE INSTALLED AT ALL NEW DUCTS AND AT EXISTING DUCTS WITHIN NEW PAVEMENTS. (COST INCIDENTAL) CONTRACTOR SHALL LOCATE EXISTING DUCT LOCATIONS IN FIELD AND MARK IN FIELD BEFORE OVERLAY BEGINS IN ORDER TO REPLACE DUCT MARKERS AT CORRECT LOCATIONS. (COST INCIDENTAL TO CONTRACT)

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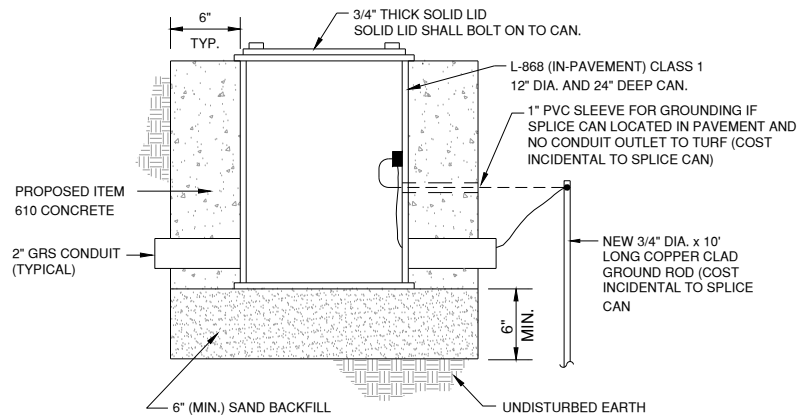


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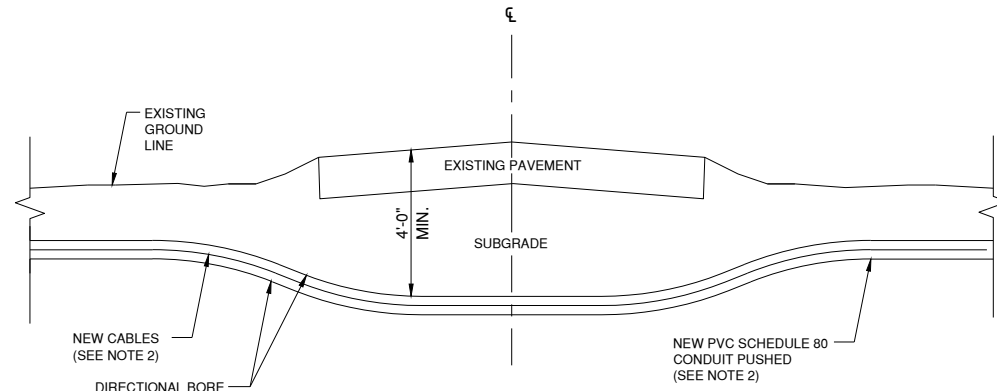
ELECTRICAL DETAILS - SHEET 1 OF 2

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SPLICE CAN DETAIL
NOT TO SCALE



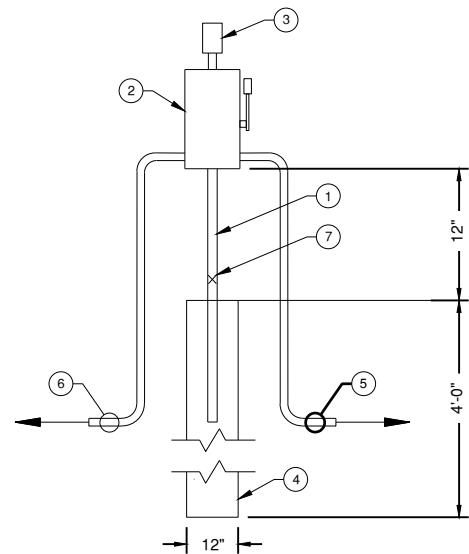
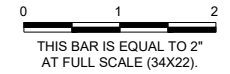
DIRECTIONAL BORE DETAIL
N.T.S.

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 OR NEW LIGHTS/CABLING.
2. REFER TO ELECTRICAL SITE PLAN FOR CABLE AND CONDUIT INFORMATION.

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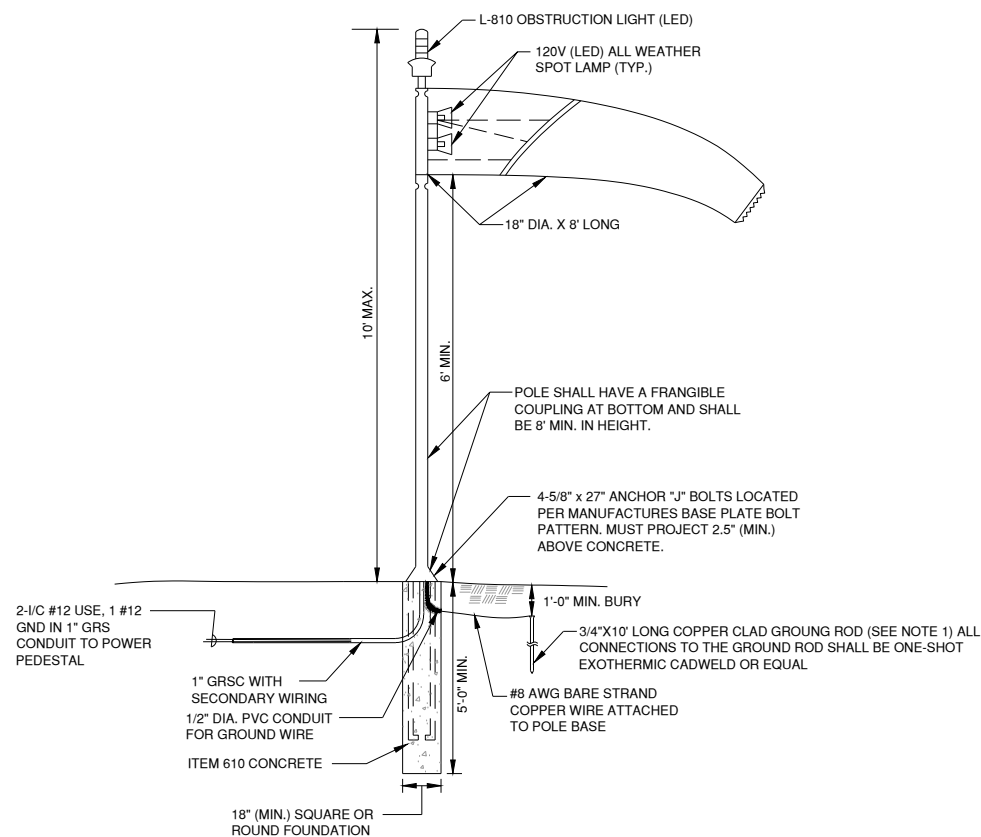
REVISIONS		
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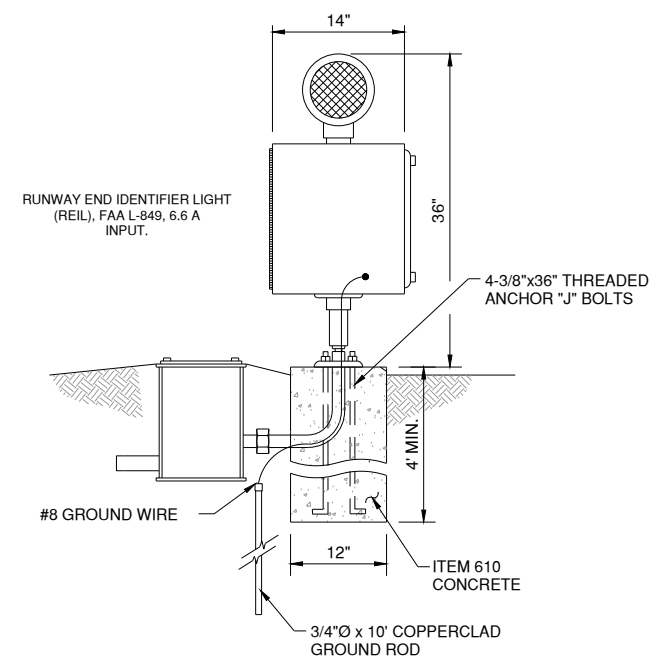
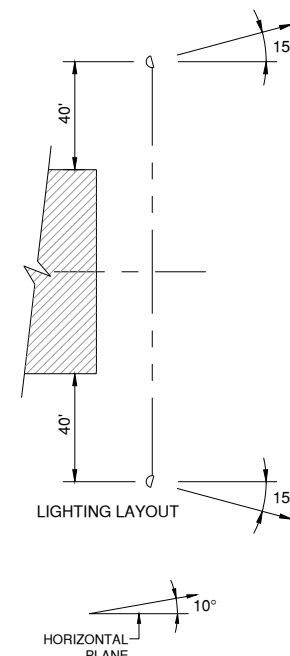
L-806 WIND CONE POWER DETAIL
NOT TO SCALE

KEYED NOTES

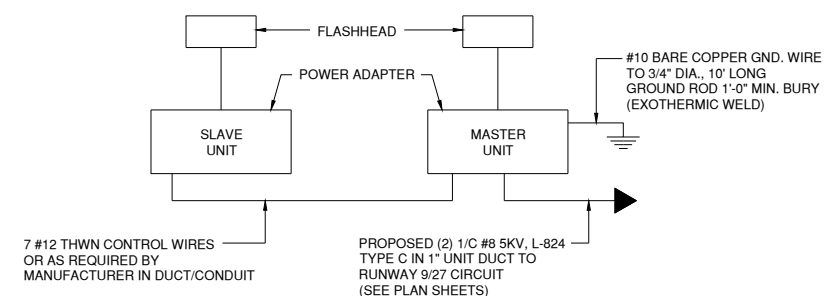
1. 2" EMT SUPPORT POST. PROVIDE CAP.
2. 30A, 240V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE, SQUARE D DU221RB, OR EQUIVALENT.
3. WIND CONE PHOTOCCELL, TORK MODEL #2101, OR EQUIVALENT.
4. 12" DIAMETER x 4'-0" DEEP (MINIMUM) CONCRETE FOUNDATION.
5. TWO #6 USE, ONE #10 GROUND IN 1" GRS CONDUIT TO SPLICE CAN SHOWN ON ELECTRICAL PLAN SHEET.
6. TWO #12 XLP-USE (WIND CONE LIGHTS POWER), ONE #12 GROUND IN 1" GRS CONDUIT TO WIND CONE.
7. FRANGIBLE COUPLING.



INTERNALLY LIGHTED WIND CONE L-806 (LED) AND BASE DETAIL
NOT TO SCALE



REIL DETAIL
NOT TO SCALE



REIL DETAIL
NOT TO SCALE

NOTES

1. THE PROPOSED REIL SYSTEM SHALL BE COMPLETED WITH FLASHHEADS, POWER ADAPTERS, FRANGIBLE FITTINGS AND ALL NECESSARY EQUIPMENT FOR A COMPLETE AND OPERATIONAL SYSTEM. REIL UNIT FAA APPROVED TYPE L-849.

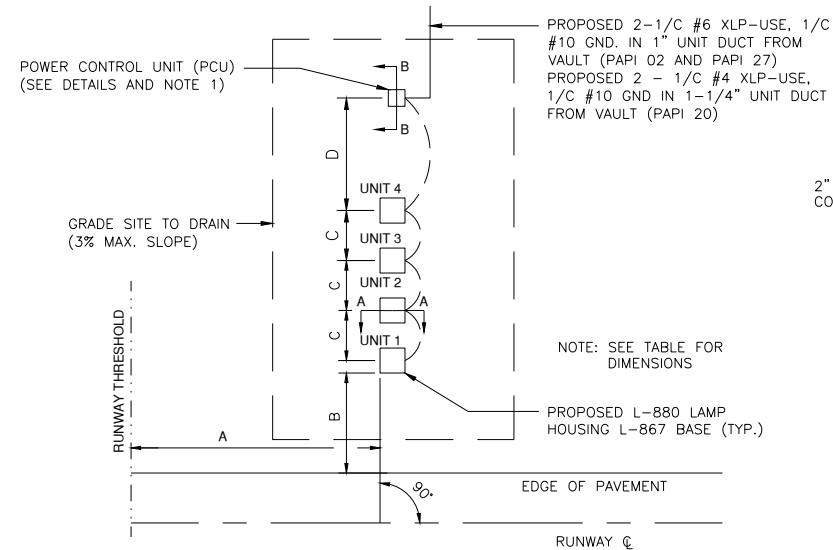
DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
RELOCATE AND REPLACE THE EXISTING NAVAIDS UNITS
ON RUNWAY ENDS 2, 20 AND 27
ELECTRICAL DETAILS - SHEET 2 OF 2

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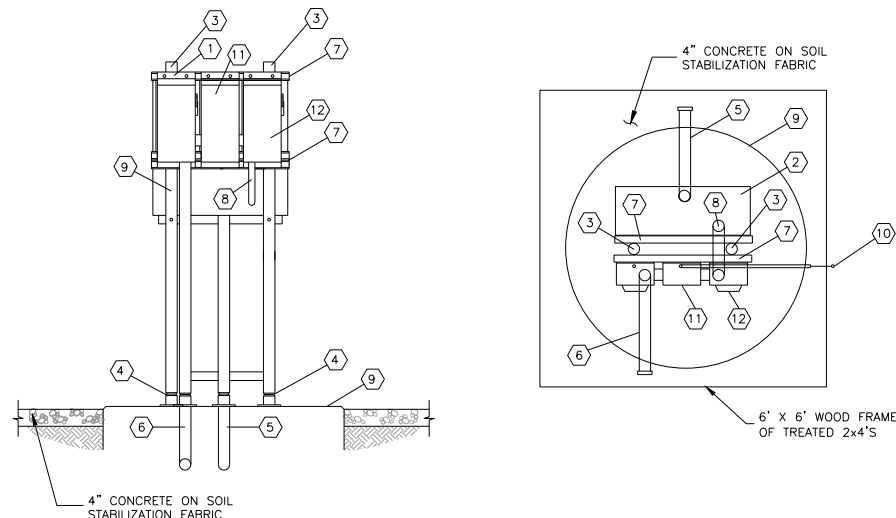
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APPROVED BY:	MND
DATE:	1/10/2020
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PAPI LIGHT UNIT LOCATION
N.T.S.

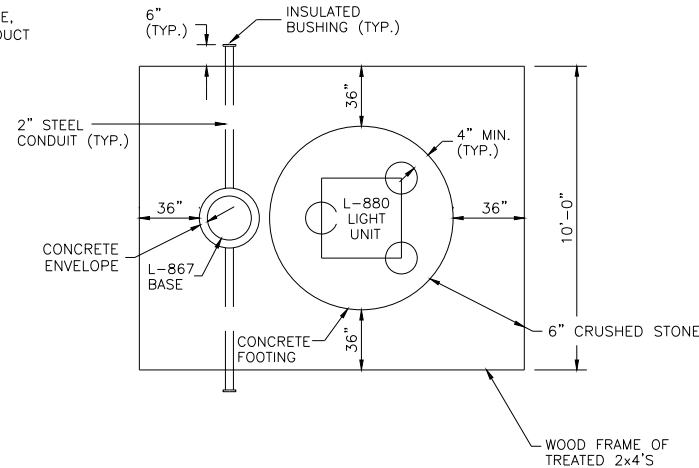
NOTE:

- THE LOCATION OF THE PCU SHALL BE AS SHOWN ON THE PLANS. HOWEVER IT CAN BE MOVED CLOSER TO THE OUTER LIGHT UNIT IF IT CAN BE DEMONSTRATED THAT THE PCU MANUFACTURER REQUIRES IT TO BE CLOSER DUE TO ELECTRICAL LIMITATIONS.

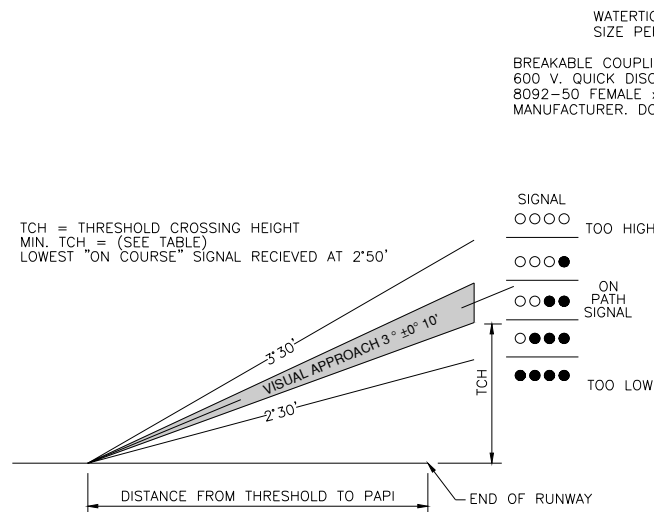


PAPI PCU PLAN AND ELEVATION

- | | |
|---|--|
| 1 HEAVY DUTY FUSIBLE DISCONNECT, 600VAC, 30A, NEMA 3R, SQUARE D H361AWK OR EQUAL, WITH TWO 15A FUSES. | 7 1-5/8" x 1-5/8" GALVANIZED STRUT. |
| 2 120/240V PAPI POWER AND CONTROL UNIT, WITH PHOTOCCELL. | 8 TWO #10 XLP-USE, ONE #10 XLP-USE NEUTRAL, ONE #10 XLP-USE GND IN 3/4" CONDUIT, TO PAPI POWER AND CONTROL UNIT. |
| 3 2" GALVANIZED GRS LEGS WITH TOPS CAPPED. | 9 CONCRETE FOOTING, 36" DIAMETER x 48" DEEP (MIN.), SEE PAPI INSTALLATION FOR REBAR AND WIRE MESH INFO. |
| 4 FRANGIBLE COUPLINGS AND FLOOR FLANGES, ANCHOR TO CONCRETE FOUNDATION (TYP.). | 10 3/4" DIA. BY 10 FT. LONG COPPER CLAD GROUND ROD WITH #6 SOLID BARE COPPER GROUND CABLE ATTACHED BY EXOTHERMIC WELDING, OTHER END OF CABLE TERMINATES ON GROUND LUG IN DISCONNECT (NOT SHOWN IN ELEVATION VIEW). |
| 5 2" GRS CONDUIT WITH PAPI LIGHT HOUSING POWER AND PAPI TILT CONTROL CABLES, PER PAPI MANUFACTURER. | 11 NEMA 3R TRANSFORMER:
PAPI 02: 27: 5 KVA 480-120/240V
PAPI 20: 5 KVA 600-120/240V |
| 6 CONDUIT AND WIRING TO VAULT AS FOLLOWS:
PAPI 02: TWO #6 TYPE USE, ONE #10 GND IN 1" UNIT DUCT (480V POWER)
PAPI 20: TWO #4 TYPE USE, ONE #10 GND IN 1-1/4" UNIT DUCT (600V POWER)
PAPI 27: TWO #6 TYPE USE, ONE #10 GND IN 1" UNIT DUCT (480V POWER) | 12 HEAVY DUTY NON-FUSED DISCONNECT, 240 VAC, 30A, NEMA 3R |



PLAN VIEW DETAIL
N.T.S.



RUNWAY TYPICAL PROFILE
N.T.S.

NOTE:

- BASE DESIGN AND LAYOUT ON ADVISORY CIRCULAR 150/5345-28H. CONTRACTOR SHALL MEET THE REQUIREMENTS IN ADVISORY CIRCULAR 150/5345-28H.
- SEE PAPI LIGHT UNIT LOCATION FOR UNIT LOCATIONS AND DIMENSIONS
- THE VISUAL GLIDE PATH ANGLE IS THE CENTER OF THE ON COURSE ZONE AND IS MEASURED FROM THE HORIZONTAL.
- PAPI'S WERE LOCATED TO AVOID CONFLICTS WITH FUTURE RUNWAYS AND TAXIWAYS.
- PAPI SYSTEM SHALL BE AS MANUFACTURED BY NEW BEDFORD PANAMEX CORP. OR AS APPROVED BY FAA.
- CONTRACTOR SHALL FIELD VERIFY EXISTING GROUND ELEVATIONS.

AIMING OF TYPE L-880 (4-BOX) PAPI RELATIVE TO PRESLECTED GLIDE PATH (3'00')	
LIGHT UNIT	AIMING ANGLE (IN MINUTES OF ARC)
	STANDARD INSTALLATION
UNIT NEAREST RUNWAY	30' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' ABOVE GLIDE PATH
NEXT ADJACENT UNIT	10' BELOW GLIDE PATH
NEXT ADJACENT UNIT	30' BELOW GLIDE PATH

DESCRIPTION	RUNWAY 2 END	RUNWAY 20 END	RUNWAY 27 END
DIMENSION A	1147.00'	544.34'	495.38'
DIMENSION B	50'	50'	50'
DIMENSION C	20'	20'	20'
DIMENSION D	(SEE PLAN)	95'	50'
HEIGHT GROUP USED FOR SITING	1	1	1
THRESHOLD STATION	100+00.00	170+25.80	139+01.64
THRESHOLD ELEVATION	912.70	903.74	911.70
THRESHOLD CROSSING HEIGHT	55'	27'	22'
STATION FOR MIDPOINT OF PROJECTORS	111+47.00	164+81.46	134+06.26
GLIDE PATH ANGLE	3°	3°	3°
ELEVATION CL OF APERTURE UNIT 1	906.01	903.89	908.00
ELEVATION CL OF APERTURE UNIT 2	906.01	903.89	908.00
ELEVATION CL OF APERTURE UNIT 3	906.01	903.89	908.00
ELEVATION CL OF APERTURE UNIT 4	906.01	903.89	908.00
AIMING ANGLE UNIT 1	3° 30'	3° 30'	3° 30'
AIMING ANGLE UNIT 2	3° 10'	3° 10'	3° 10'
AIMING ANGLE UNIT 3	2° 50'	2° 50'	2° 50'
AIMING ANGLE UNIT 4	2° 30'	2° 30'	2° 30'

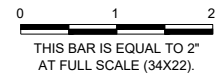
GENERAL NOTES:

- FOUNDATIONS:** FOUNDATIONS FOR MOUNTING LIGHT BOXES SHALL BE MADE OF ITEM 610 CONCRETE. ALL LIGHT BOXES SHALL BE FRANGIBLY MOUNTED TO THE FOUNDATION.
- AZIMUTHAL AIMING:** EACH LIGHT UNIT SHALL BE AIMED OUTWARD INTO THE APPROACH ZONE ON A LINE PARALLEL TO THE RUNWAY CENTERLINE WITHIN A TOLERANCE OF ±1/2 DEGREE.
- MOUNTING HEIGHT TOLERANCES:** THE BEAM CENTERS OF ALL LIGHT UNITS SHALL BE WITHIN ±1 INCH OF A HORIZONTAL PLANE AT THE ELEVATION GIVEN IN THE TABLE.
- TOLERANCE ALONG LINE PERPENDICULAR TO RUNWAY:** THE FRONT FACE OF EACH LIGHT UNIT IN A BAR SHALL BE LOCATED ON A LINE PERPENDICULAR TO THE RUNWAY CENTERLINE WITHIN ±6 INCHES.
- PROVIDE FRANGIBLE MOUNTS FOR ALL LEGS OF LIGHT UNITS AND POWER ADAPTERS.
- NUMBER AND CONFIGURATION OF LEGS PER MANUFACTURER. (3 LEGS MINIMUM)
- GROUND EACH LAMP HOUSING AND POWER ADAPTER PER MANUFACTURER
- THE POWER AND CONTROL UNIT SHALL BE STYLE A, CLASS II.
- THE DIFFERENCE IN LATERAL SPACING BETWEEN THE LIGHT UNITS SHALL NOT EXCEED ONE FOOT.
- EACH LIGHT UNIT SHALL HAVE TWO LAMPS AND SHALL PROVIDE A BEAM OF LIGHT SPLIT HORIZONTALLY TO PRODUCE WHITE LIGHT IN THE TOP SECTOR AND RED LIGHT IN THE BOTTOM SECTOR. THEY SHALL HAVE A MINIMUM OF THREE MOUNTING LEGS WHICH SHALL BE ADJUSTABLE TO PERMIT LEVELING WHERE ONE SIDE OF THE UNIT IS INSTALLED UP TO 1 INCH LOWER THAN THE OPPOSITE SIDE.
- APPLY "NEVER SEEZ" OR APPROVED EQUAL TO ALL THREADED BOLTS AND CONNECTIONS.
- THE COST OF THE PAPI SHALL INCLUDE ANY SITE WORK AROUND THE PAPI, INCLUDING BUT NOT LIMITED TO THE CRUSHED STONE, EARTHWORK AND LANDSCAPING.

IL CONTRACT: **DK059**
IL LETTING ITEM: **05A**
IL PROJECT: **DKB-4556**
S.B.G. PROJECT: **3-17-SBGP-180/139**

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PAPI DETAILS

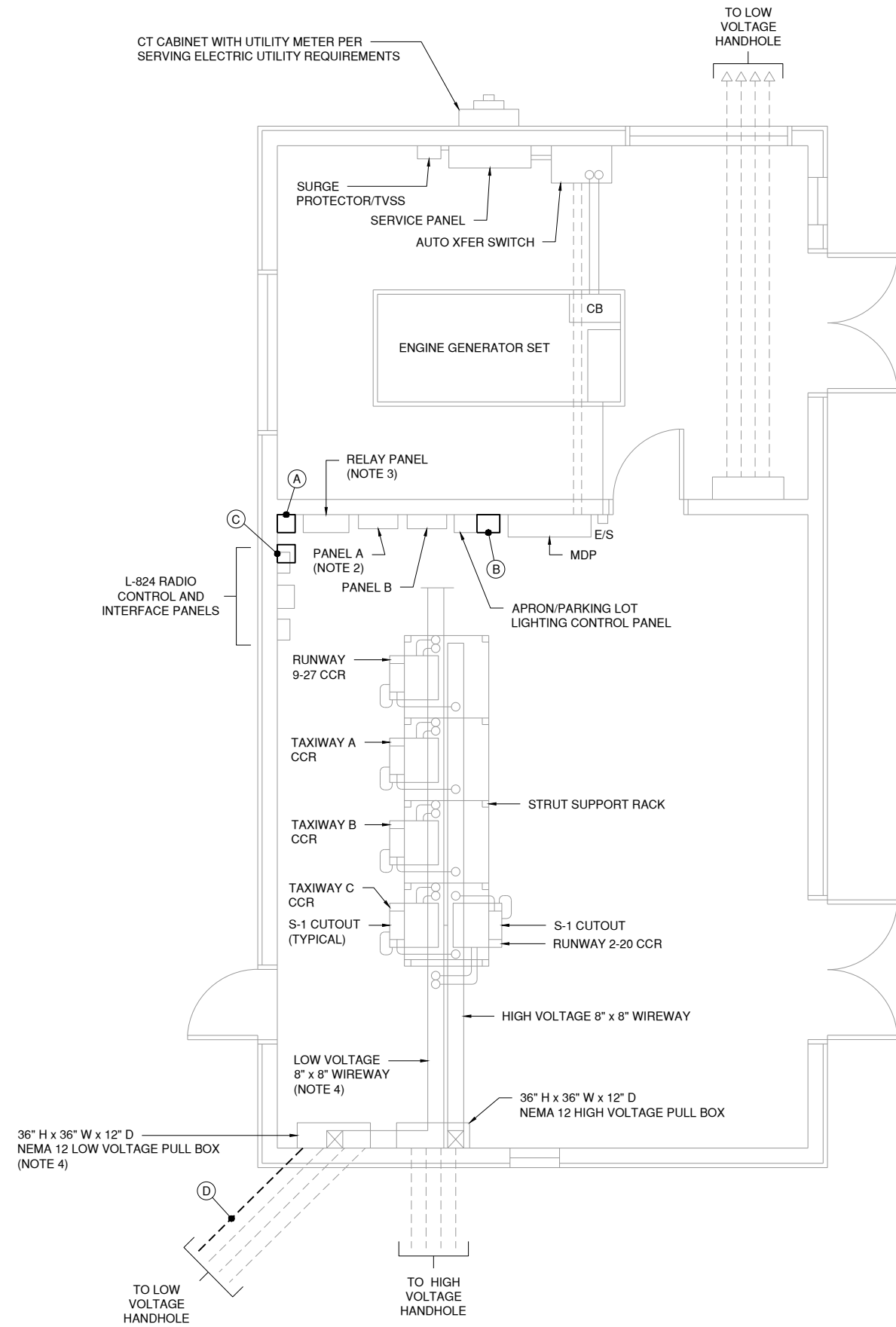
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ELECTRICAL POWER PLAN
NOT TO SCALE

NEW EQUIPMENT NOMENCLATURE

- (A) REMOVE EXISTING 3 KVA 240V-600V TRANSFORMER FOR RUNWAY 20 PAPI AND REPLACE WITH NEW 5 KVA 240V-600V TRANSFORMER. INSTALL 2 #10, 1 #10 GND. IN 3/4" CONDUIT FEED FROM PANEL "A".
- (B) REMOVE EXISTING 3 KVA 240V-480V TRANSFORMER FOR RUNWAY 02 PAPI AND REPLACE WITH NEW 5 KVA 240V-480V TRANSFORMER. INSTALL 2 #10, 1 #10 GND. IN 3/4" CONDUIT FEED FROM PANEL "A".
- (C) INSTALL NEW 5 KVA 240V-480V TRANSFORMER FOR RUNWAY 27 PAPI. INSTALL 2 #10, 1 #10 GND. IN 3/4" CONDUIT FEED FROM PANEL "A".
- (D) INSTALL NEW CIRCUITS FOR RUNWAY 02, 20 AND 27 PAPI'S AND RUNWAY 09 WIND CONE IN EXISTING CONDUIT TO LOW VOLTAGE MANHOLE.

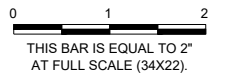
NOTES:

1. ALL EXISTING EQUIPMENT IS SHOWN FOR INFORMATION ONLY. ALL NEW WORK IS SHOWN IN BOLD.
2. INSTALL (3) 30A, 2-POLE CIRCUIT BREAKERS FOR RUNWAY 02, 20 AND 27 PAPI'S AND (1) 20A, 1-POLE CIRCUIT BREAKER FOR WIND CONE. MATCH EXISTING CIRCUIT BREAKERS.
3. CONNECT NEW PAPI AND WIND CONE CIRCUITS TO EXISTING SPARE TERMINALS IN RELAY PANEL. PAPI AND WIND CONE CIRCUITS SHALL BE WIRED FOR 24/7 CONTINUOUS OPERATIONS.
4. INSTALL NEW PAPI AND WIND CONE CIRCUITS INSIDE EXISTING PULL BOX AND LOW VOLTAGE WIREWAY. LABEL ALL NEW CIRCUITS.
5. ALL NEW WORK SHOWN INSIDE THE VAULT INCLUDING NEW CIRCUIT BREAKERS, TRANSFORMERS, CABLE AND CONDUIT SHALL BE INCLUDED IN THE LUMP SUM PAY ITEM "AR109210 VAULT MODIFICATIONS".

IL CONTRACT: **DK059**
IL LETTING ITEM: **05A**
IL PROJECT: **DKB-4556**
S.B.G. PROJECT: **3-17-SBGP-180/139**

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ELECTRICAL VAULT PLAN

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