

CITY OF DEKALB DEKALB COUNTY, ILLINOIS

CONSTRUCTION PLANS FOR DEKALB TAYLOR MUNICIPAL AIRPORT

REHABILITATE RUNWAY 9/27

ILLINOIS PROJECT: DKB-5063
 S.B.G. PROJECT: 3-17-SBGP-XXX

APRIL 21, 2023

811 Know what's below.
 Call before you dig.
 J.U.L.I.E.
 JOINT UTILITY LOCATING
 INFORMATION FOR EXCAVATORS
 www.illinois1call.com

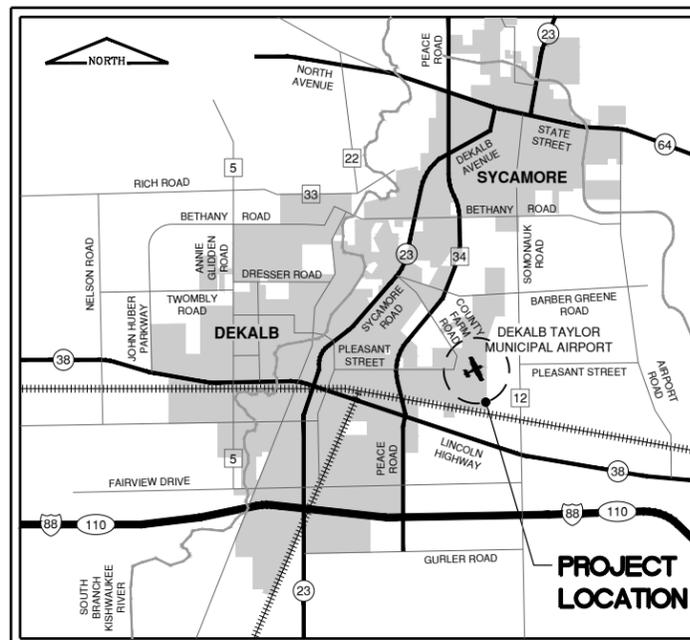
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE. SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND 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.

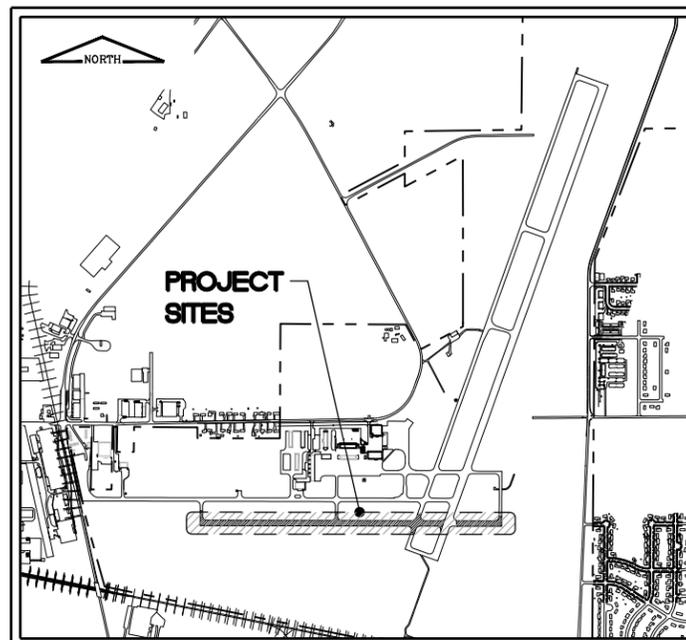


CITY OF DEKALB
 DEKALB TAYLOR MUNICIPAL AIRPORT
 3232 PLEASANT STREET
 DEKALB, ILLINOIS 60115
 Telephone: 815.748.8102

APPROVED BY *Renee Riani*
 RENEÉ RIANI/AIRPORT MANAGER
 DATE APRIL 21, 2023



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 - RUNWAY 9-27
 DESIGN AIRCRAFT APPROACH CATEGORY B
 DESIGN AIRCRAFT GROUP II (CESSNA CITATION III)



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22004632



SUBMITTED BY *[Signature]*
 DATE APRIL 21, 2023

DATE: Monday, May 8, 2023 9:35:02 AM
 FILE: K:\DeKalb\2200463200 - Rehab\Drawings\27 DrawSheets\2200463200 - Index To Sheets & Quantities.dwg
 UPDATE BY: Robert Heinz
 LAYOUT: Layout1
 IMAGE FILES: D:\TMA Logo - black.jpg
 REF: DWG: 2200463200 - detail\sheet1.dwg

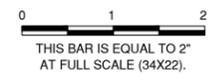
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2	INDEX TO SHEETS & SUMMARY OF QUANTITIES
3	SITE PLAN & PROJECT CONTROL
4	CONSTRUCTION SAFETY PHASING PLAN (CSPP) INDEX
5	CONSTRUCTION SAFETY PHASING PLAN (CSPP) - WORK AREA 1A & 2A
6	CONSTRUCTION SAFETY PHASING PLAN (CSPP) - WORK AREA 1B & 2B
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28	GROOVING PLAN AND DETAILS

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	32.00	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	7.00	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1.00	
AR150520	MOBILIZATION	L SUM	1.00	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	150.00	
AR152480	SHOULDER ADJUSTMENT	SQ YD	11,700.00	
AR156510	SILT FENCE	FOOT	500.00	
AR156520	INLET PROTECTION	EACH	12.00	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	FOOT	6,000.00	
AR201663	SAND MIX CRACK REPAIR	FOOT	800.00	
AR401610	BITUMINOUS SURFACE COURSE	TON	7,600.00	
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	2,000.00	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1.00	
AR401640	BITUMINOUS PAVEMENT GROOVING	SQ YD	24,500.00	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	36,800.00	
AR401915	REM & REP BITUMINOUS PAVEMENT - TYPE A	SQ YD	340.00	
AR401916	REM & REP BITUMINOUS PAVEMENT - TYPE B	SQ YD	950.00	
AR603510	BITUMINOUS TACK COAT	GALLON	8,500.00	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	26,400.00	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	6,600.00	
AR705944	ADJUST UNDERDRAIN CLEANOUT	EACH	12.00	
AR751943	ADJUST MANHOLE	EACH	2.00	
AR901510	SEEDING	ACRE	2.50	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	2.50	

IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

INDEX TO SHEETS & SUMMARY OF QUANTITIES

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DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	CMT-RFD
DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

FINAL

DATE: Monday, May 8, 2023 9:35:12 AM
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 2200463200 - detail base.dwg
 KM Surface Computer A/CAD/ACAD

LEGEND

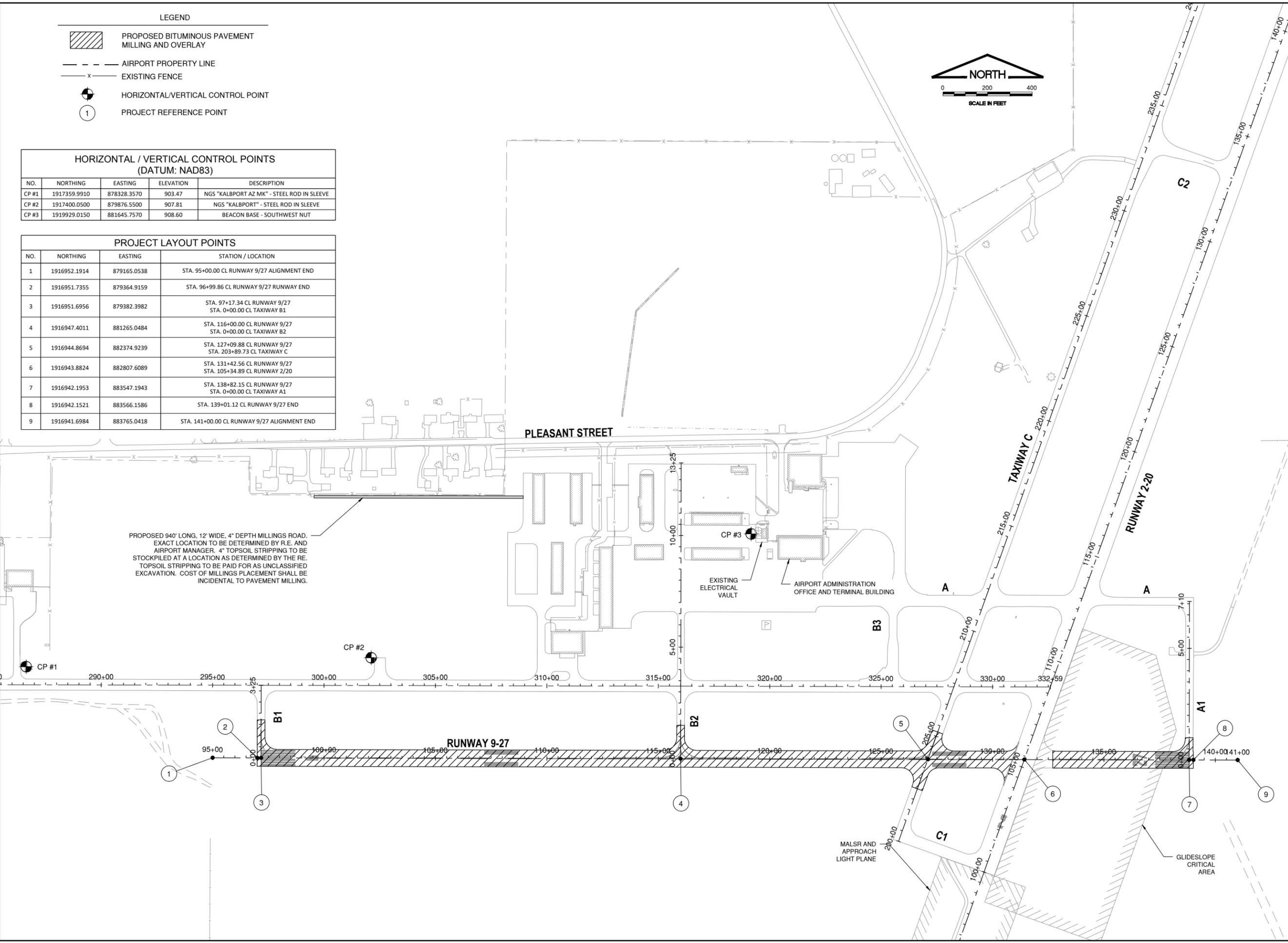
- PROPOSED BITUMINOUS PAVEMENT MILLING AND OVERLAY
- AIRPORT PROPERTY LINE
- EXISTING FENCE
- HORIZONTAL/VERTICAL CONTROL POINT
- PROJECT REFERENCE POINT

HORIZONTAL / VERTICAL CONTROL POINTS (DATUM: NAD83)

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
CP #1	1917359.9910	878328.3570	903.47	NGS "KALBPORT AZ MK" - STEEL ROD IN SLEEVE
CP #2	1917400.0500	879876.5500	907.81	NGS "KALBPORT" - STEEL ROD IN SLEEVE
CP #3	1919929.0150	881645.7570	908.60	BEACON BASE - SOUTHWEST NUT

PROJECT LAYOUT POINTS

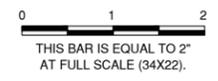
NO.	NORTHING	EASTING	STATION / LOCATION
1	1916952.1914	879165.0538	STA. 95+00.00 CL RUNWAY 9/27 ALIGNMENT END
2	1916951.7355	879364.9159	STA. 96+99.86 CL RUNWAY 9/27 RUNWAY END
3	1916951.6956	879382.3982	STA. 97+17.34 CL RUNWAY 9/27 STA. 0+00.00 CL TAXIWAY B1
4	1916947.4011	881265.0484	STA. 116+00.00 CL RUNWAY 9/27 STA. 0+00.00 CL TAXIWAY B2
5	1916944.8694	882374.9239	STA. 127+09.88 CL RUNWAY 9/27 STA. 203+89.73 CL TAXIWAY C
6	1916943.8824	882807.6089	STA. 131+42.56 CL RUNWAY 9/27 STA. 105+34.89 CL RUNWAY 2/20
7	1916942.1953	883547.1943	STA. 138+82.15 CL RUNWAY 9/27 STA. 0+00.00 CL TAXIWAY A1
8	1916942.1521	883566.1586	STA. 139+01.12 CL RUNWAY 9/27 END
9	1916941.6984	883765.0418	STA. 141+00.00 CL RUNWAY 9/27 ALIGNMENT END



IL. CONTRACT: **DK064**
 IL. LETTING ITEM: **06A**
 IL. PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

SITE PLAN & PROJECT CONTROL

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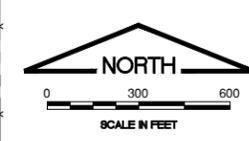
DESIGN BY: CMT-RFD
 DRAWN BY: CMT-RFD
 CHECKED BY: CMT-RFD
 APPROVED BY: DJK
 DATE: 04/21/2023
 JOB No: 22004632.00

FINAL

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 2200463200 - detail - Rehabilitation
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 UPDATE BY: Robert Heinz
 LAYOUT: Layout1
 IMAGE FILES: DTMA Logo-Black.jpg

AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1B (RUNWAYS 9-27 AND 2-20 CLOSED)	RUNWAY 9-27 - CLOSED	BITUMINOUS MILLING BITUMINOUS PAVING PAVEMENT MARKING EDGE LIGHT ADJUSTMENT LANDSCAPING
	RUNWAY 2-20 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY A1 - CLOSED	
	TAXIWAY B1 - CLOSED	
	TAXIWAY B2 - CLOSED (SOUTH OF TAXIWAY B)	
WORK AREA 2B (RUNWAYS 9-27 AND 2-20 CLOSED)	TAXIWAY C - CLOSED	BITUMINOUS GROOVING PAVEMENT MARKING
	RUNWAY 9-27 - CLOSED	
	RUNWAY 2-20 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY A1 - CLOSED	
	TAXIWAY B1 - CLOSED	
TAXIWAY B2 - CLOSED (SOUTH OF TAXIWAY B)		
TAXIWAY C - CLOSED		

- LEGEND**
- WORK AREA LIMITS
 - - - AIRPORT PROPERTY LINE
 - RSA — RUNWAY SAFETY AREA
 - x - EXISTING FENCE
 - ▬▬▬ LOW PROFILE BARRICADES
 - ▬▬▬ PAVEMENT CLOSED TO TRAFFIC
 - ➔ CONTRACTOR'S ACCESS ROUTE
 - ⚡ FLAGGER / GATE GUARD (FOR ACTIVE CROSSINGS)
 - ⊗ LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
 - ⊗ CLOSED TAXIWAY MARKER
 - ✈ AIRCRAFT MOVEMENT AREA



IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27
CONSTRUCTION SAFETY PHASING PLAN (CSPP)
WORK AREA 1B & 2B

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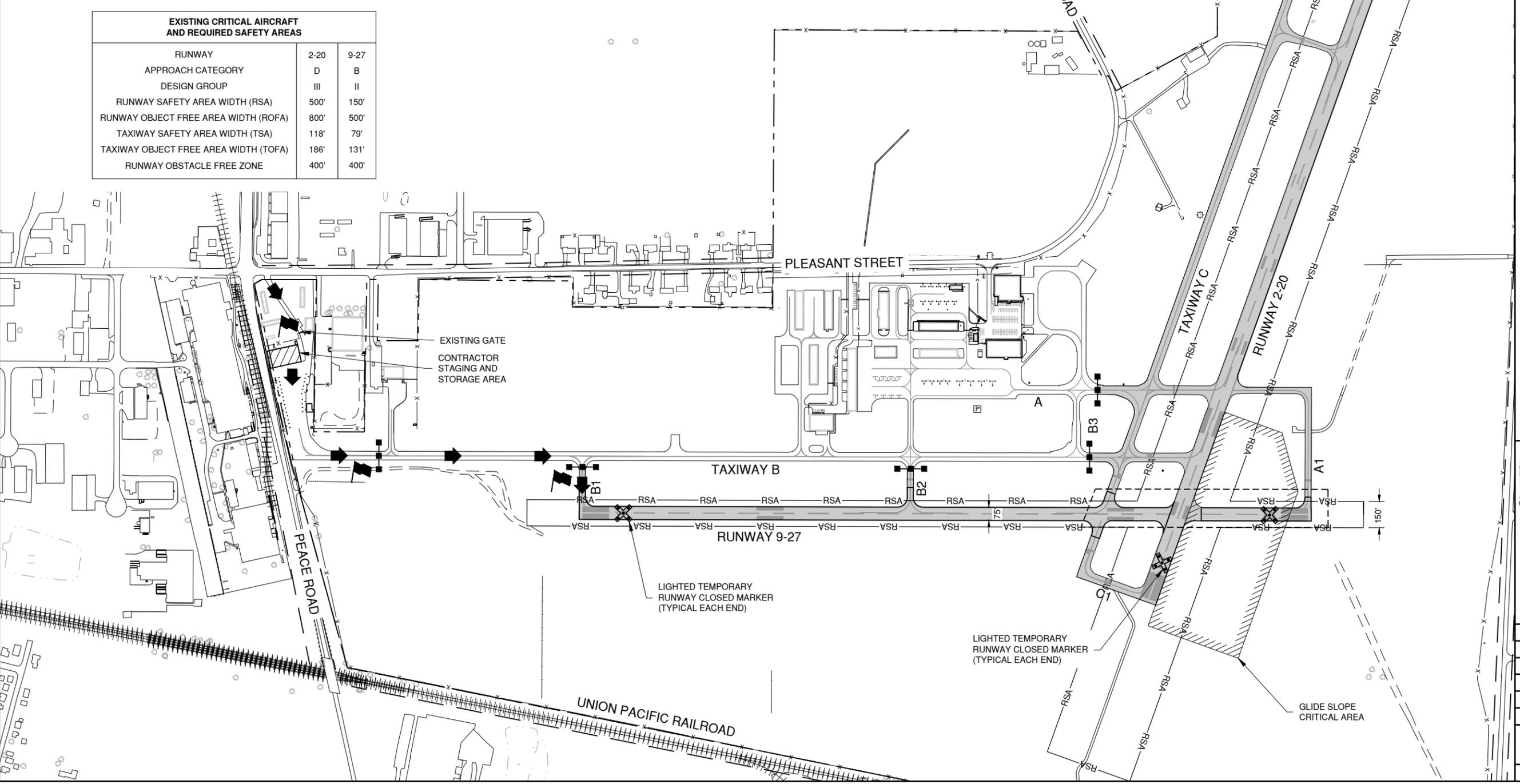
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 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	CMT-RFD
DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

FINAL

SHEET 6 OF 28 SHEETS



DATE: Monday, May 8, 2023 9:35:52 AM
FILE: K:\Detailing\22046320 - Rehabilitation\27 Draw Sheets\22046320 - Construction Activity Plan Notes - 1.dwg
UPDATE BY: Robert Heinz
LAYOUT: Layout1
IMAGE FILES: D:\TMA\TMA Corp Backlog
EMAIL: rheinz@tma.com
XREF: DWG: 22046320 - Detailing\27 Draw Sheets

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 58 CALENDAR DAYS.
- 2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY PHASIN PLAN (CSPP) SHEETS.

WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PERIOD.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

AN AREA LOCATED ON RUNWAY 9-27 WILL BE DEDICATED FOR USE FOR A BITUMINOUS TEST STRIP. THIS WORK WILL INCLUDE, BUT NOT LIMITED TO, BITUMINOUS MILLING AND REPLACEMENT, AND PRE-CONSTRUCTION FIELD WORK.

WORK AREA 1A (RUNWAY 9-27 CLOSED)

WORK AREA 1A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 9-27, BETWEEN THE WEST TOFA LIMITS OF TAXIWAY C AND THE RUNWAY 9 END.

WORK AREA 1B (ALL RUNWAYS CLOSED)

WORK AREA 1B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS, EDGE LIGHT ADJUSTMENTS, AND PAVEMENT MARKING (FIRST COAT) WITHIN THE RSA OF RUNWAY 9-27 AND RSA OF RUNWAY 2-20, BETWEEN THE WEST TOFA LIMITS OF TAXIWAY C AND THE RUNWAY 27 END.

WORK AREA 2A (RUNWAY 2-27 CLOSED)

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 9-27, BETWEEN THE WEST TOFA LIMITS OF TAXIWAY C AND THE RUNWAY 9 END.

WORK AREA 2B (ALL RUNWAYS CLOSED)

WORK AREA 2B GENERALLY INCLUDES BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING WITHIN THE RSA OF RUNWAY 9-27 AND RSA OF RUNWAY 2-20, BETWEEN THE WEST TOFA LIMITS OF TAXIWAY C AND THE RUNWAY 27 END.

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 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 ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK OR UNLESS SPECIFICALLY NOTED FOR THE RESTRICTIONS IN EACH WORK AREA. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA, OFZ OR RSA, AND TO A DISTANCE OUTSIDE THESE AREAS AS NOT TO RE-ENCROACH THE TOFA, OFZ OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

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.

RUNWAY 9-27 MUST BE OPEN DURING THE WEEK-LONG AIRVENTURE 2024 OSHKOSH FLY-IN SCHEDULED FOR THE LAST WEEK IN JULY. THIS EVENT MUST BE ACCOUNTED FOR IN THE FINAL CONSTRUCTION SCHEDULE.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

THE BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK MUST BE COMPLETED AND ACCEPTED PRIOR TO FULL PRODUCTION PAVING WORK IN ALL WORK AREAS.

THE BITUMINOUS TEST STRIP CAN BE SCHEDULED TO RUN SIMULTANEOUSLY WITH WORK AREA 1A. THE SCHEDULE SHALL ALLOW TIME FOR THE QUALITY CONTROL & QUALITY ACCEPTANCE TESTING TO COMPLETED AND SUBMITTED AND REVIEWED BY IDOT DIVISION OF AERONAUTICS TO RECEIVE APPROVAL FOR PRODUCTION PAVING.

WORK AREA 1A (RUNWAY 9-27 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF THE RUNWAY, EXCLUDING GROOVING AND SECOND COAT OF PAVEMENT MARKING. SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 52 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 9-27 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

RUNWAY 2-20 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 1B.

WORK AREA 1B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 9-27, OFZ OF RUNWAY 2-20, AND TOFA OF TAXIWAY C. SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO A CONTINUOUS 5 CALENDAR-DAY PERIOD. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 2-20 AND RUNWAY 9-27 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 1A.

WORK AREA 2A (RUNWAY 9-27 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF THE RUNWAY.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR BITUMINOUS GROOVING AND SECOND COAT OF PAVEMENT MARKING IN THIS AREA WILL BE LIMITED TO SIX (6) CALENDAR DAYS STARTING AT 7:00 AM ON MONDAY UNTIL 5:00 PM THE FOLLOWING SATURDAY, BEFORE RE-OPENING RUNWAY 9-27 TO AIRCRAFT OPERATIONS.

RUNWAY 2-20 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED FOR WORK AREA 2B.

WORK AREA 2B (ALL RUNWAYS CLOSED)

AN EXTENDED SIMULTANEOUS CLOSURE OF BOTH RUNWAY 2-20 AND RUNWAY 9-27 IS REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 9-27, RSA OF RUNWAY 2-20, AND TOFA OF TAXIWAY C.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO GROOVING OPERATIONS AND SECOND COAT OF PAVEMENT MARKING. ALL PAVEMENT GRADE CORRECTIONS AND SMOOTHNESS REMEDIES MUST BE COMPLETED AND ACCEPTED BY THE ENGINEER PRIOR TO GROOVING.

SCHEDULED RUNWAY AND TAXIWAY CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 2-20 TO AIRCRAFT OPERATIONS.

WORK WITHIN WORK AREA 2B MUST OCCUR WITHIN THE CLOSURE PERIOD FOR WORK AREA 2A.

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 TO 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.

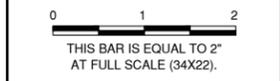
5. CONTRACTOR ACCESS

- 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: **DK064**
IL LETTING ITEM: **06A**
IL PROJECT: **DKB-5063**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27**

**CONSTRUCTION SAFETY PHASING PLAN (CSPP)
NOTES - 1**

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SHEET 7 OF 28 SHEETS

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. AIRSPACE STUDY MAY TAKE UP TO 90 DAYS TO COMPLETE BY FAA.
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 B & C 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.
2. LIQUIDATED DAMAGES WILL BE ACCESSED IN THE AMOUNT OF \$1000 PER DAY FOR ADDITIONAL DAYS NEEDED COMPLETE STAGES 1B AND 2B AS OUTLINED IN SECTION 2 OF THESE CSPP NOTES DUE TO THE CRITICAL LIMITATIONS THE CLOSURES PLACE ON THE USERS OF THE AIRPORT.

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 150/5210-5D 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.

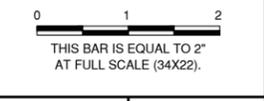
19. OTHER LIMITATIONS ON CONSTRUCTION

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.

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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
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**CONSTRUCTION SAFETY PHASING PLAN (CSPP)
 NOTES - 2**



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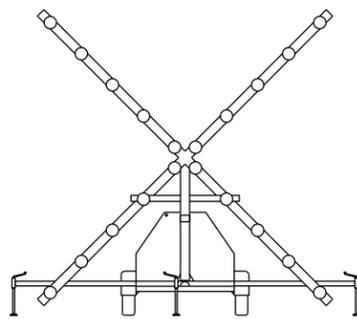
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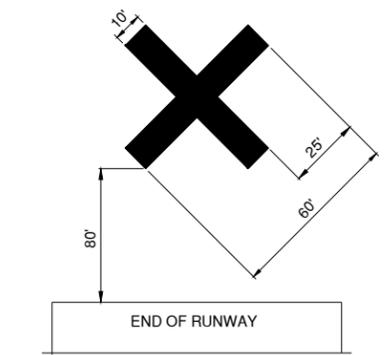
SHEET 8 OF 28 SHEETS

CLOSED RUNWAY MARKER NOTES

- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT.
- FOR RUNWAY CLOSURES THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES OR LIGHTED "X'S" 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.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL LIGHTED "X'S" AT EACH END OF RUNWAY CLOSURES ON PAVEMENT AT THE RUNWAY NUMERALS WHEN CONSTRUCTION ACTIVITIES ALLOW OR 80' FROM THE ENDS OF RUNWAY WHEN CONSTRUCTION ACTIVITIES WILL NOT ALLOW. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X'S" DURING EACH CLOSURE PERIOD.
- THE CONTRACTOR WILL BE REQUIRED TO PROVIDE REPLACEMENT BULBS, FUEL, LUBRICANTS, AND DAILY/PERIODIC MAINTENANCE INSPECTIONS AS REQUIRED BY THE AIRPORT.
- THE COST OF SET-UP, FUELING, BULBS, INSPECTION, AND REMOVAL OF THE MARKERS SHALL BE INCIDENTAL TO THE CONTRACT.
- TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND LIGHTED "X'S" SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



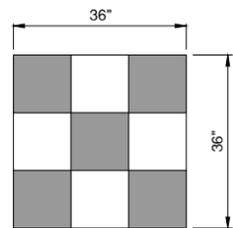
LIGHTED TEMPORARY RUNWAY CLOSURE MARKER
NOT TO SCALE



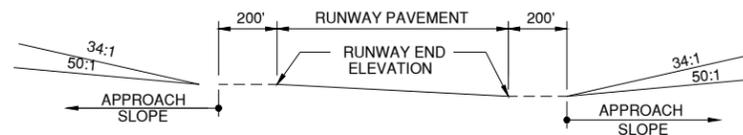
OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL
NOT TO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

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



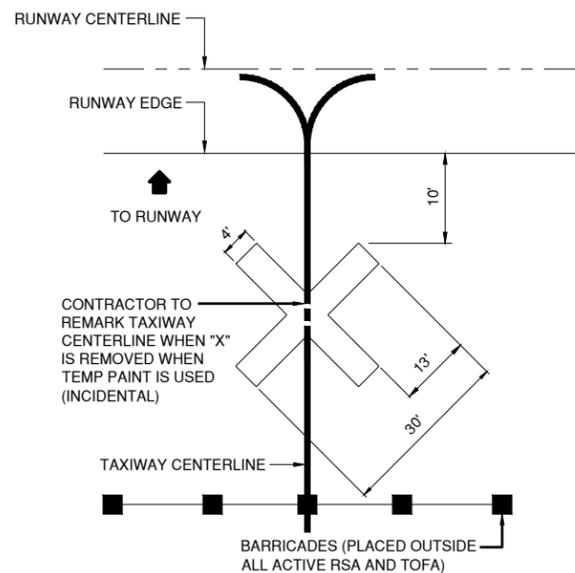
CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE



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

NO SCALE

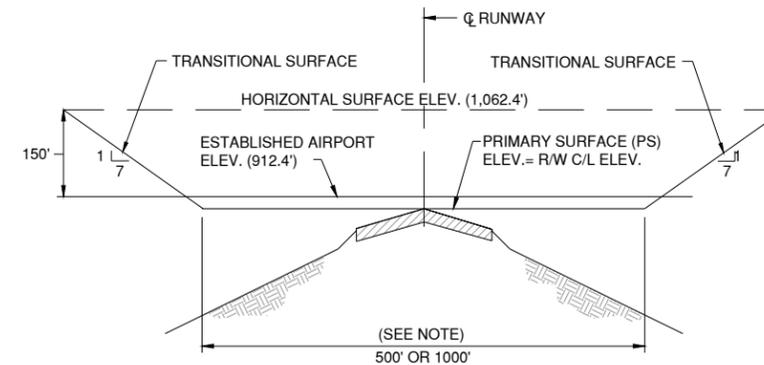
RUNWAY END	ELEVATION	APPROACH SLOPE
2	912.6	50:1
20	903.7	34:1
9	911.4	34:1
27	911.7	34:1



CLOSED TAXIWAY MARKER DETAIL
NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

- 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.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
- MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.



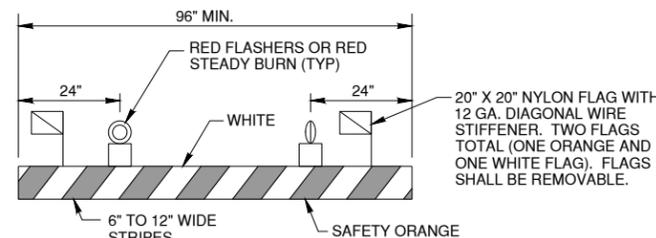
TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE:
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (RW) 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)



PLAN VIEW



SIDE VIEW

AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

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

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IL PROJECT: **DKB-5063**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

CONSTRUCTION SAFETY PHASING PLAN (CSPP)
DETAILS

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DATE: Monday, May 8, 2023 9:36:13 AM
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UPDATE BY: Robert Heinz
LAYOUT: Layout1
MANAGE FILE: D:\TMA\Corporation\Bldg\2200463200 - Rehabilitation.dwg
XREF DWG: 2200463200 - Rehabilitation.dwg

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE AT THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION:

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF REHABILITATION OF AN EXISTING BITUMINOUS PAVEMENT AT THE DEKALB TAYLOR MUNICIPAL AIRPORT. THE PROJECT INCLUDES TURF SHOULDER ADJUSTMENT, VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL.

REMOVAL, ADJUSTMENTS AND INSTALLATION OF ELECTRICAL AND MISCELLANEOUS ITEMS.

TURF SHOULDER ADJUSTMENT, SEEDING, MULCHING AND SEEDING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES THAT WILL NOT DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE.

BITUMINOUS PAVEMENT MILLING AND PAVING.

BITUMINOUS PAVEMENT GROOVING.

INSTALLATION OF NEW PAVEMENT MARKING.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 10.0 ACRES OF WHICH 2.5 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE KISHWAUKEE RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCIDENTAL TO THE CONTRACT.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
ATTN: PERMIT SECTION
1021 NORTH GRAND AVENUE EAST
P.O. BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, CITY OF DEKALB, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT REMAINING WETLANDS FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR ANY WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEFORE THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: DEKALB TAYLOR MUNICIPAL AIRPORT MARKED: REHABILITATE RUNWAY 9-27

SECTION: 17, 18 AND 19 PROJECT NUMBER: DKB-5063

COUNTY: DEKALB CONTRACT NUMBER: 3-17-SBGP-TBD (DK0XX)

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: _____ BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

MAJOR GRADING ACTIVITIES: _____ BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: _____ BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: _____ BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

CONSTRUCTION CEASED: _____ BEGINNING DATE: _____
EXPLANATION: _____ COMPLETION DATE: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

NPDES PERMIT #	_____
DATE ISSUED	_____
DATE EXPIRED	_____

IL CONTRACT: **DK064**

IL LETTING ITEM: **06A**

IL PROJECT: **DKB-5063**

S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE



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

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

STORMWATER POLLUTION PREVENTION PLAN
NOTES - 1

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DESIGN BY: CMT-RFD

DRAWN BY: CMT-RFD

CHECKED BY: CMT-RFD

APPROVED BY: DJK

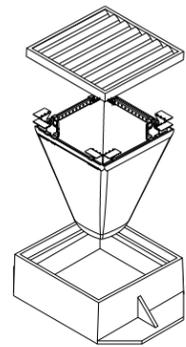
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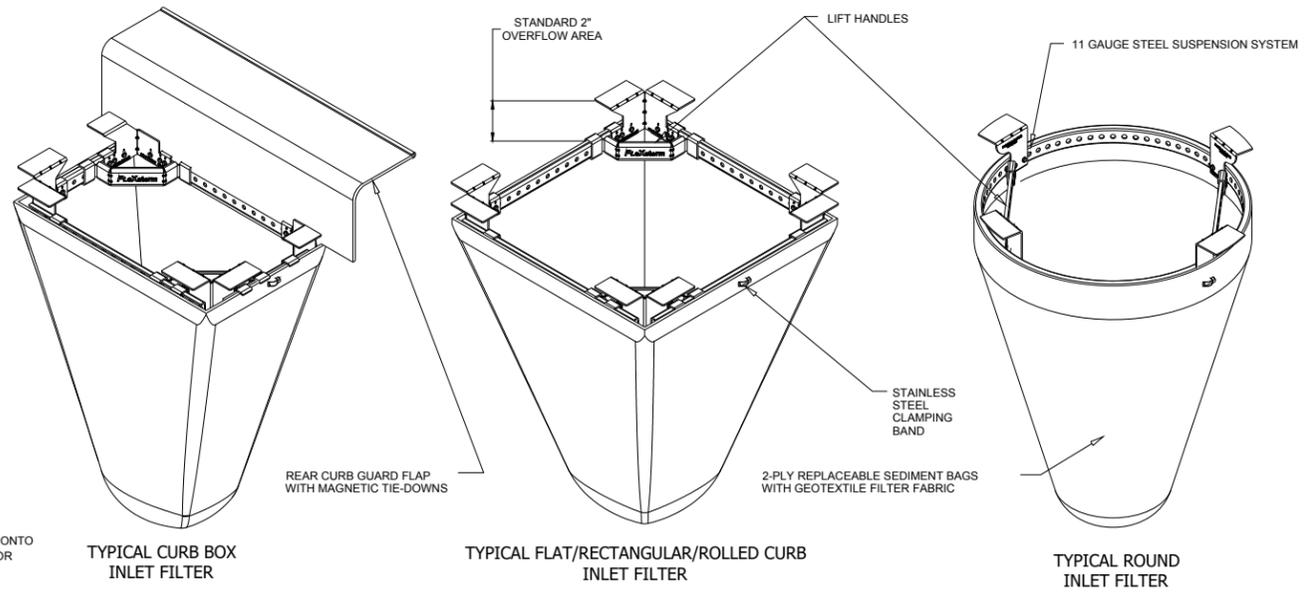
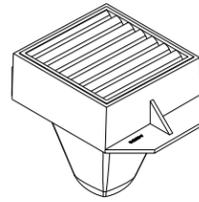
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DATE: Monday, May 8, 2023 9:36:22 AM
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 LAYOUT: Layout1
 IMAGE FILE: IUM-620A.H
 REF DWG: 220463200 - Detail\Inlet.dwg
 REF: 220463200 - Detail\Inlet.dwg

Inlet Filter Specifications			
Material Property	Test Method	Value (min ave)	
> Inner Filter Bag Specs (2 ft³ min vol)			
		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec	2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Gauge; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi	

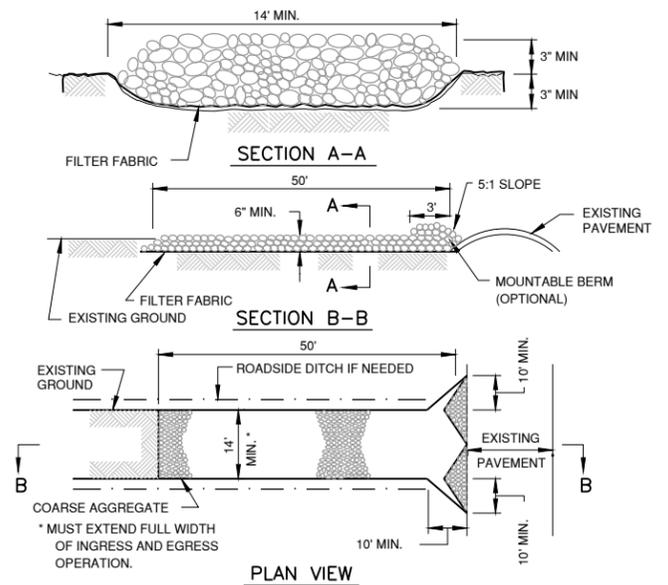


- INSTALLATION:**
1. REMOVE GRATE
 2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
 3. REPLACE GRATE



INLET PROTECTION / SEDIMENT TRAP

- NOT TO SCALE
1. STORM SEWER INLET PROTECTION SHALL BE INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL



1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE(S) SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE
FROM NRCS STANDARD DRAWING NO. IL-630 (MODIFIED)

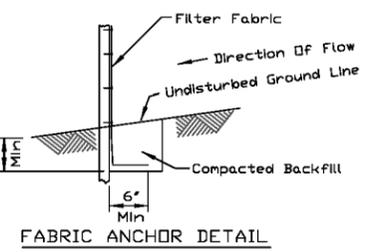
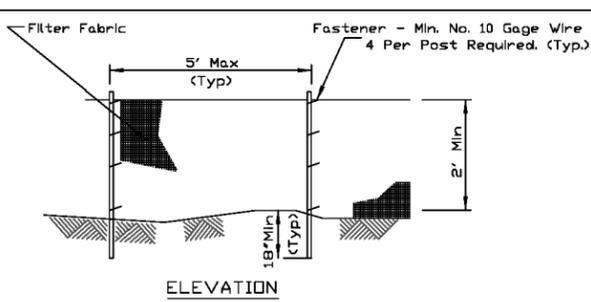
INLET PROTECTION (END SECTION)

NOT TO SCALE
IDOT STANDARD 280001-07

NOTES

1. EROSION CONTROL ITEMS TO BE PLACED AT THE DISCRETION OF THE RESIDENT ENGINEER. SILT FENCE AND INLET PROTECTION QUANTITIES ARE NOMINAL AND MAY NOT BE FULLY UTILIZED.

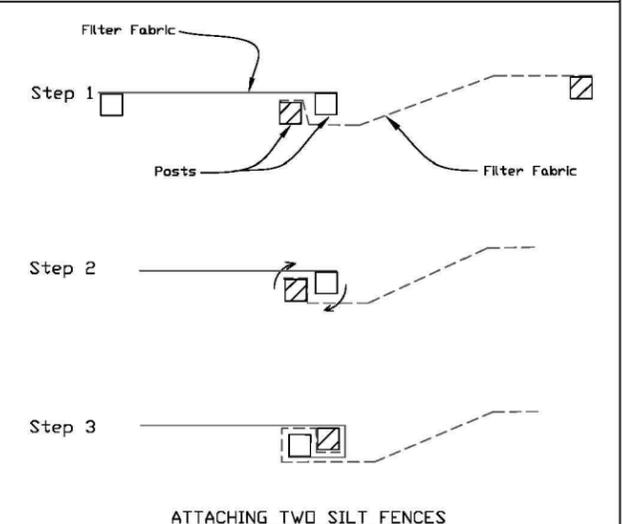
SILT FENCE PLAN



- NOTES:**
1. Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 40 for woven, and Item 156 specifications
 3. Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE	Project	Date	DESIGNED	DATE
	Checked	Date	DESIGNED	DATE
	Approved	Date	DESIGNED	DATE

SILT FENCE - SPLICING TWO FENCES



1. Place the end post of the second fence inside the end post of the first fence.
2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
3. Cut the fabric near the bottom of the stakes to accommodate the 6\"/>

REFERENCE	Project	Date	DESIGNED	DATE
	Checked	Date	DESIGNED	DATE
	Approved	Date	DESIGNED	DATE

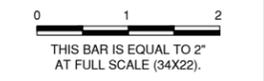
PROJECT SITE AREA AND STAGING AREA PROTECTION NOTES:

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE STORM WATER POLLUTION PREVENTION DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREA. THESE DEVICES, INCLUDING INLET PROTECTIONS, SILT FENCE, BALES, DITCH CHECKS, STABILIZED CONSTRUCTION ENTRANCES, ETC., SHALL NOT BE PAID FOR, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. AT THE COMPLETION OF WORK, THE STAGING AREA SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS, AT NO ADDITIONAL COST TO THE CONTRACT. THIS WORK SHALL INCLUDE REMOVING ANY AND ALL STORM WATER POLLUTION PREVENTION DEVICES, RESTORING RUTTED AREAS, SEEDING AND MULCHING.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE PROJECT SITE AREA AND STAGING AREA(S) IN A MANNER TO PREVENT POLLUTION AND SILTATION OF THE EXISTING STORM SEWER SYSTEM.

IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27
STORMWATER POLLUTION PREVENTION PLAN
NOTES - 2

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	CMT-RFD
DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

FINAL

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 2200463200 - details utility.dwg
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IMAGE FILES: DTMA Logo-Back.jpg

UPDATE BY: Robert Heinz
 LAYOUT: Layout

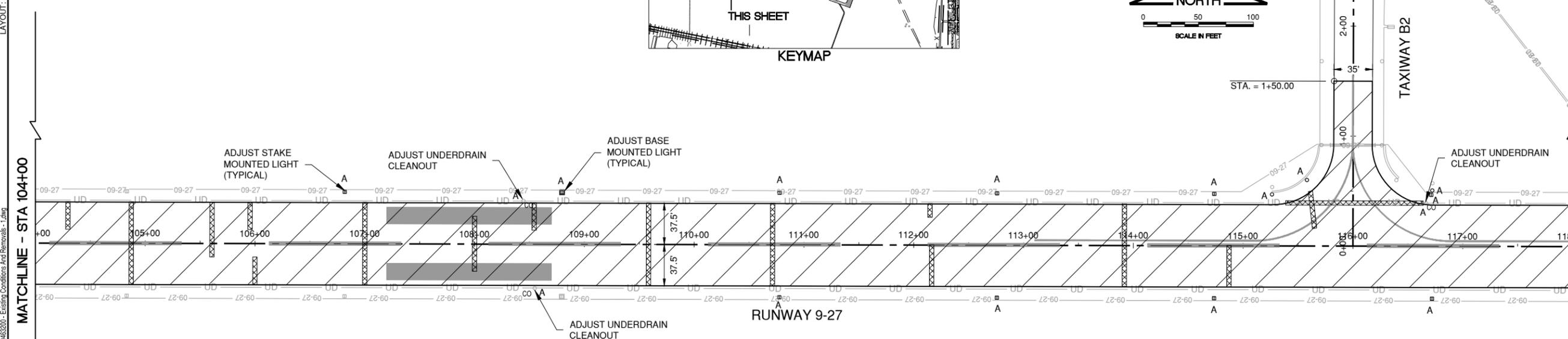
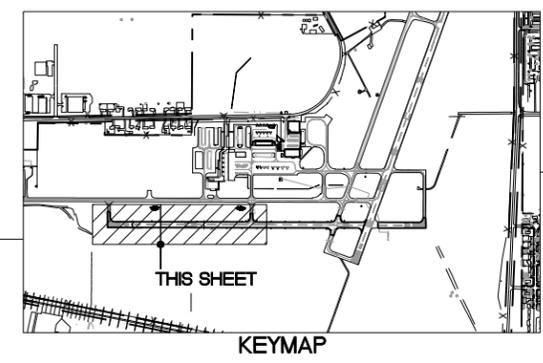
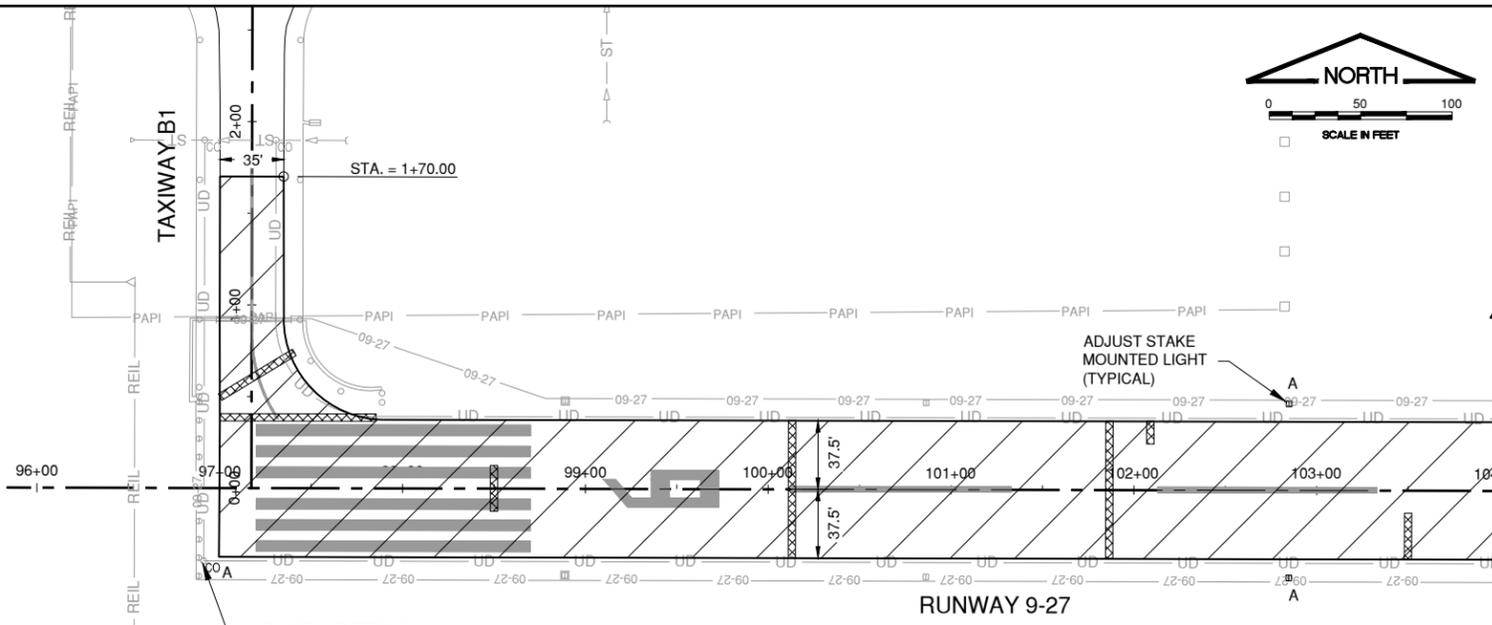
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EXISTING CONDITIONS AND REMOVALS LEGEND

-  1"-3.5" VARIABLE DEPTH BITUMINOUS PAVEMENT MILLING (AR401650) (SEE NOTE 1)
-  REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A / TYPE B (SEE NOTE 3)
-  EXISTING CONDUIT/DUCT BANK
-  EXISTING RUNWAY/TAXIWAY CIRCUIT
-  EXISTING STORM SEWER
-  EXISTING UNDERDRAIN
-  EXISTING WATERMAIN
-  EXISTING SANITARY SEWER
-  EXISTING STORM INLET
-  EXISTING SLOPE BOX
-  EXISTING FLARED END SECTION
-  EXISTING HEADWALL
-  EXISTING WATER VALVE
-  EXISTING UNDERDRAIN CLEANOUT STRUCTURE
-  EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
-  EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
-  EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
-  EXISTING STAKE MOUNTED THRESHOLD LIGHT
-  EXISTING BASE MOUNTED THRESHOLD LIGHT
-  EXISTING ELECTRICAL HANDHOLE
-  EXISTING ELECTRICAL SPLICE CAN
-  EXISTING WIND CONE
-  EXISTING AIRFIELD GUIDANCE SIGN
-  EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM
-  EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
-  EXISTING ITEM TO BE ADJUSTED

NOTES

1. PAVEMENT TO BE PROFILE MILLED TO A DEPTH 3.5" BELOW PROPOSED SURFACE. A MINIMUM OF 1" MILLING WILL BE REQUIRED AT AREAS REQUIRING BITUMINOUS LEVELING COURSE. SEE BITUMINOUS PAVING AND MILLING TABLE SHEETS AND TAXIWAY PLAN AND PROFILE SHEETS FOR GRADES AND MILLING DEPTHS.
2. PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE BROOMED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES SHALL BE REMOVED. ALL CRACKS FOUND TO BE WIDER THAN 1" SHALL BE REPAIRED WITH SAND MIX CRACK REPAIR OR TYPE A AND TYPE B BITUMINOUS PAVEMENT REMOVAL.
3. THE DETERMINATION AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.
4. EXISTING DUCT MARKERS SHALL BE SURVEYED BY THE CONTRACTOR BEFORE SURFACE IS MILLED. DUCT MARKERS SHALL BE REPLACED AT SAME LOCATIONS SURVEYED (COST INCIDENTAL TO THE CONTRACT).
5. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
6. DRAINAGE COLLECTION STRUCTURES TO BE ADJUSTED SHALL BE DETERMINED IN THE FIELD AND THE NEW RIM ELEVATION SHALL MATCH THE NEW GRADING ELEVATIONS.
7. BITUMINOUS PAVEMENT MILLINGS SHALL BE RELOCATED TO AN ACCESS ROAD TO BE DETERMINED BY THE AIRPORT MANAGER. THE REMAINING BITUMINOUS MILLINGS SHALL BE HAULED OFF SITE. THE COST OF RELOCATING THE PAVEMENT MILLINGS SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM AR401650 - BITUMINOUS PAVEMENT MILLING.
8. EROSION CONTROL ITEMS TO BE PLACED AT THE DISCRETION OF THE RESIDENT ENGINEER. SILT FENCE AND INLET PROTECTION QUANTITIES ARE NOMINAL AND MAY NOT BE FULLY UTILIZED.



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IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE RUNWAY 9/27**

EXISTING CONDITIONS AND REMOVALS - 1

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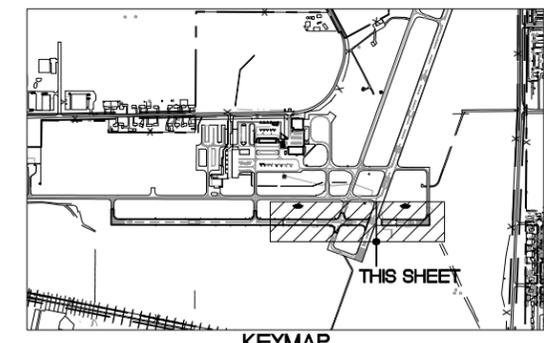
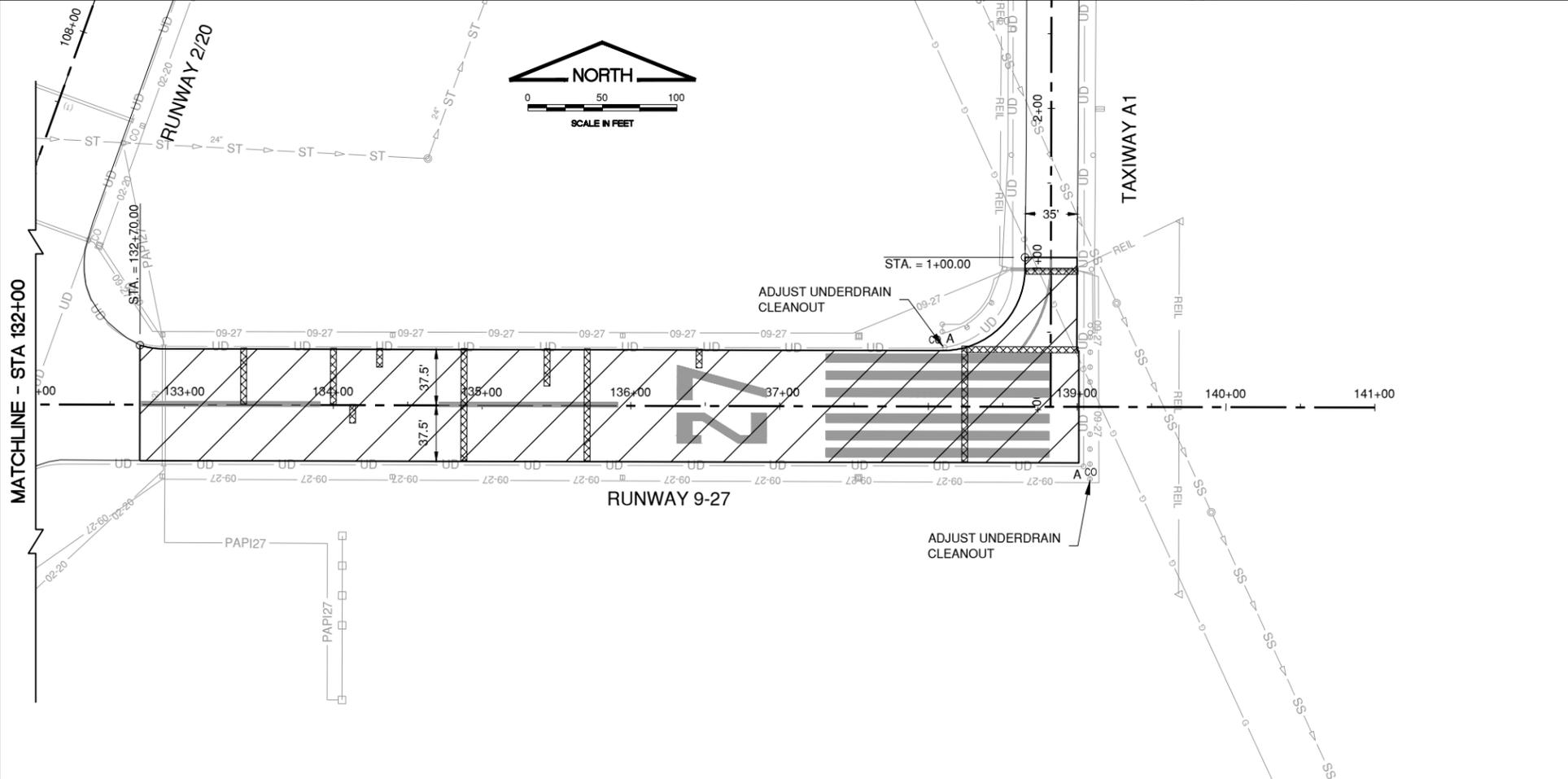
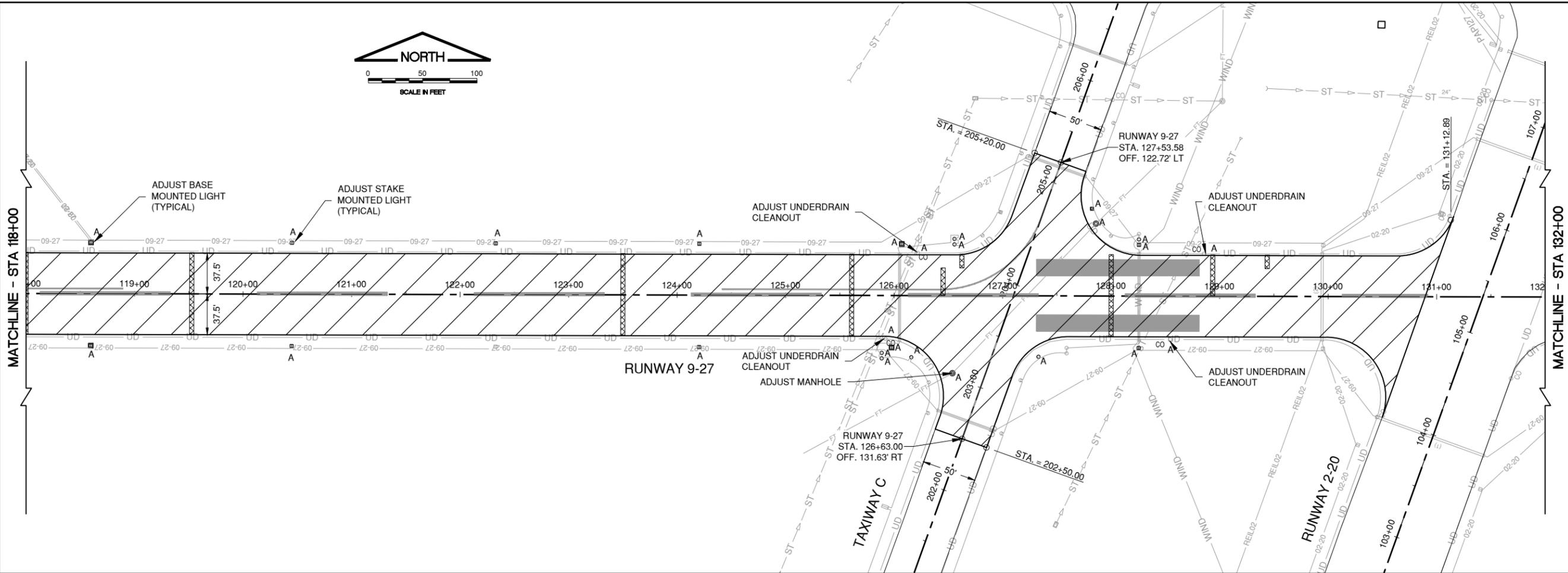
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CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

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 LAYOUT: Layout

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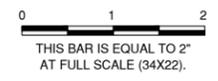
SEE EXISTING CONDITIONS AND PROPOSED REMOVALS - SHEET 1 FOR EXISTING CONDITIONS LEGEND AND NOTES

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IL CONTRACT: **DK064**
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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE RUNWAY 9/27**

EXISTING CONDITIONS AND REMOVALS - 2

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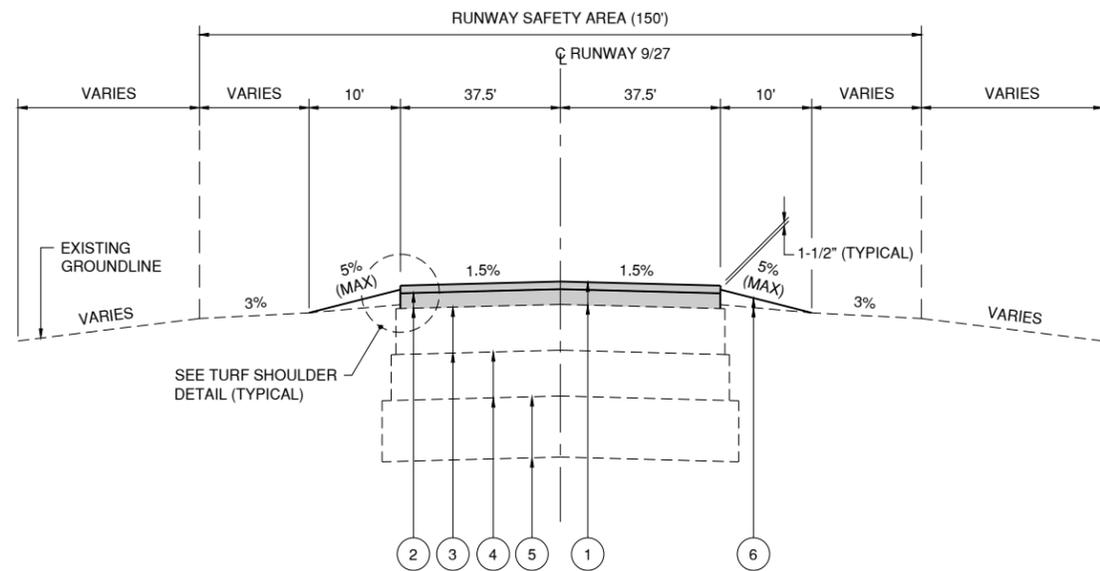
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APPROVED BY:	DJK
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JOB No:	22004632.00

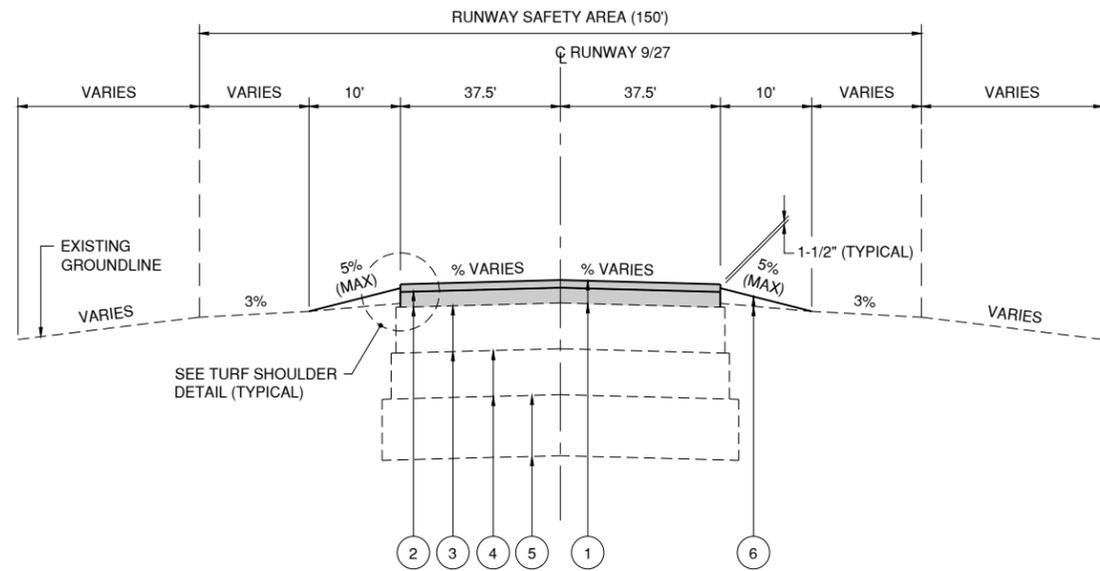
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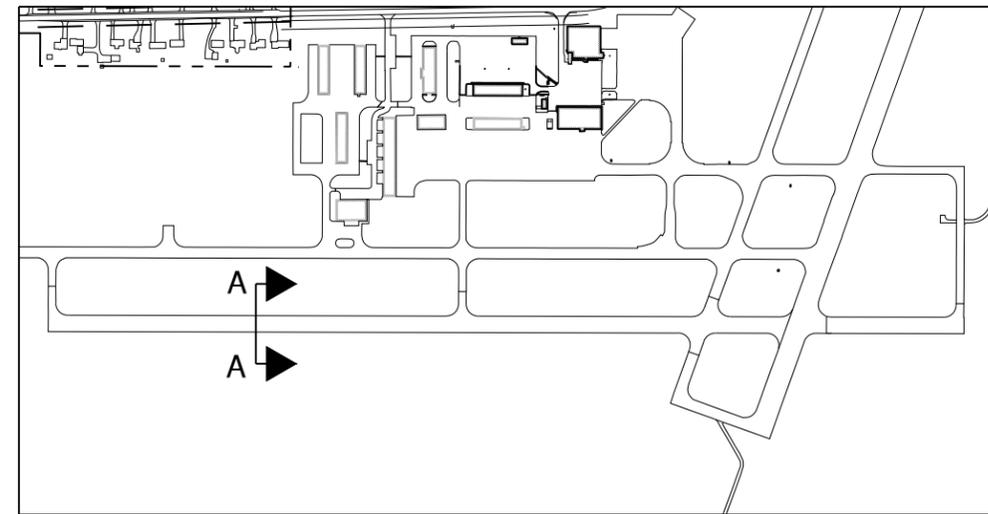


PROPOSED RUNWAY 9-27
TYPICAL SECTION A-A
STA 96+99.86-113+27.33,
STA 118+72.35-123+90.67,
STA 134+00.00-139+01.12
 NOT TO SCALE

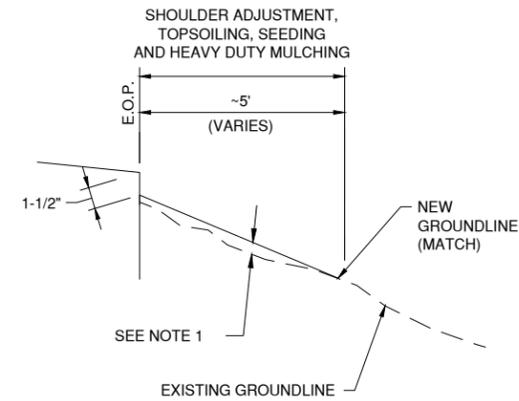
- LEGEND**
- ① NEW 3.5" BITUMINOUS SURFACE COURSE OVERLAY (401)
NEW 0-4" BITUMINOUS SURFACE COURSE, LEVELING (401)
 - ② NEW 1"-3.5" PAVEMENT MILLING
 - ③ EXISTING 5.5"-7" BITUMINOUS BASE COURSE (403)
 - ④ EXISTING 6" CRUSHED AGGREGATE BASE COURSE (209)
 - ⑤ EXISTING 8" CRUSHED AGGREGATE (208)
 - ⑥ SHOULDER ADJUSTMENT, TOPSOILING, SEEDING AND HEAVY DUTY MULCHING



PROPOSED RUNWAY 9-27
TYPICAL SECTION A-A
STA 113+27.33-118+72.35,
STA 123+90.67-130+88.47,
STA 132+70.00-134+00.00
 NOT TO SCALE



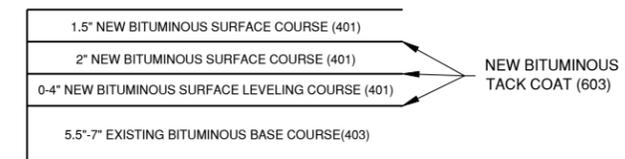
KEY MAP
 NOT TO SCALE



TURF SHOULDER DETAIL
 NOT TO SCALE

NOTES:

1. TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480)
2. LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED.
3. EXISTING SHOULDER TO BE DISCED OR SCARIFIED PRIOR TO PLACEMENT OF TOPSOIL IN ORDER TO ESTABLISH NEW TURFING (COST INCIDENTAL).

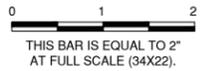


NEW BITUMINOUS PAVEMENT DETAIL (TYPICAL)
 N.T.S.

IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
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TYPICAL SECTIONS - 1

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 CHECKED BY: CMT-RFD
 APPROVED BY: DJK
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 JOB No: 22004632.00

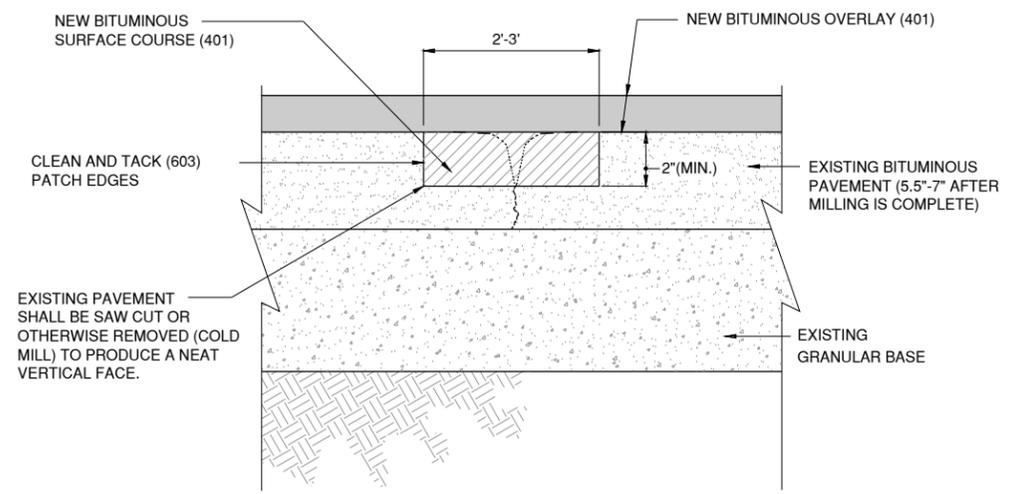
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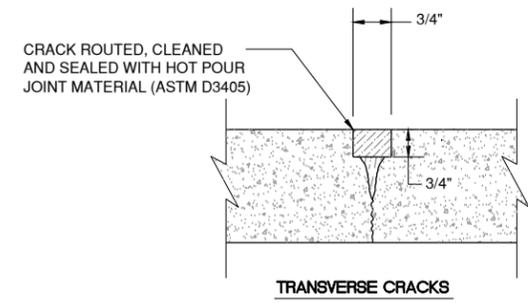
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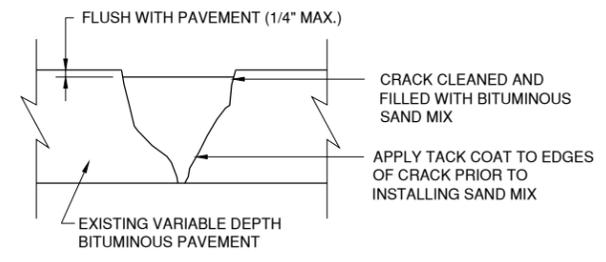
**REMOVE AND REPLACE
BITUMINOUS PAVEMENT TYPE A**
NOT TO SCALE



**REPAIR METHOD
CRACK ROUTING AND SEALING**
NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORD DRAWINGS. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT AND RESIDENT ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.



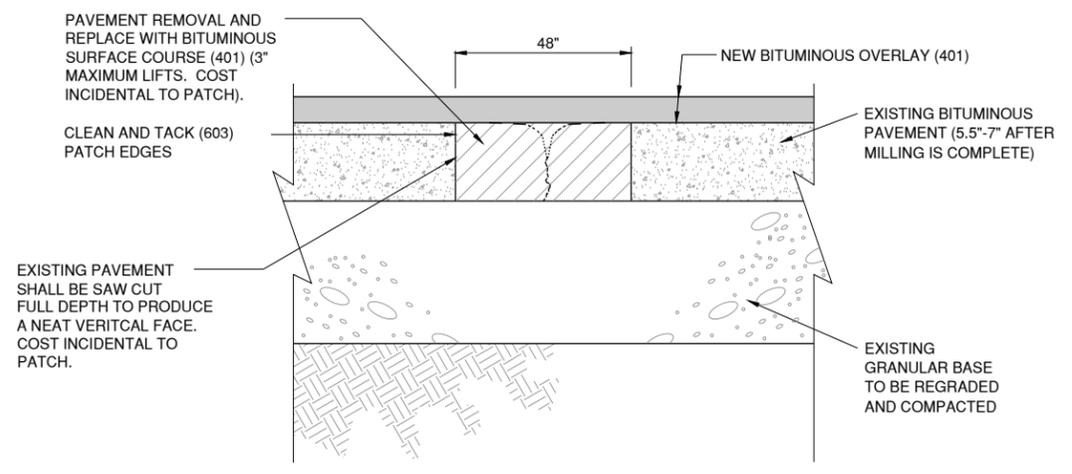
HMA SAND MIX CRACK REPAIR DETAIL
NOT TO SCALE

CRACK REPAIR NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING.

GENERAL NOTES

1. AFTER MILLING IS COMPLETE, THE AREA SHALL BE THOROUGHLY CLEANED. ALL CRACK REPAIRS SHALL BE COMPLETED AFTER THE MILLING OPERATIONS ARE COMPLETED.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

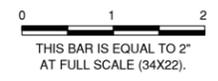


**REMOVE AND REPLACE
BITUMINOUS PAVEMENT - TYPE B**
NOT TO SCALE

IL. CONTRACT: **DK064**
IL. LETTING ITEM: **06A**
IL. PROJECT: **DKB-5063**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27**

TYPICAL SECTIONS - 2

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CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

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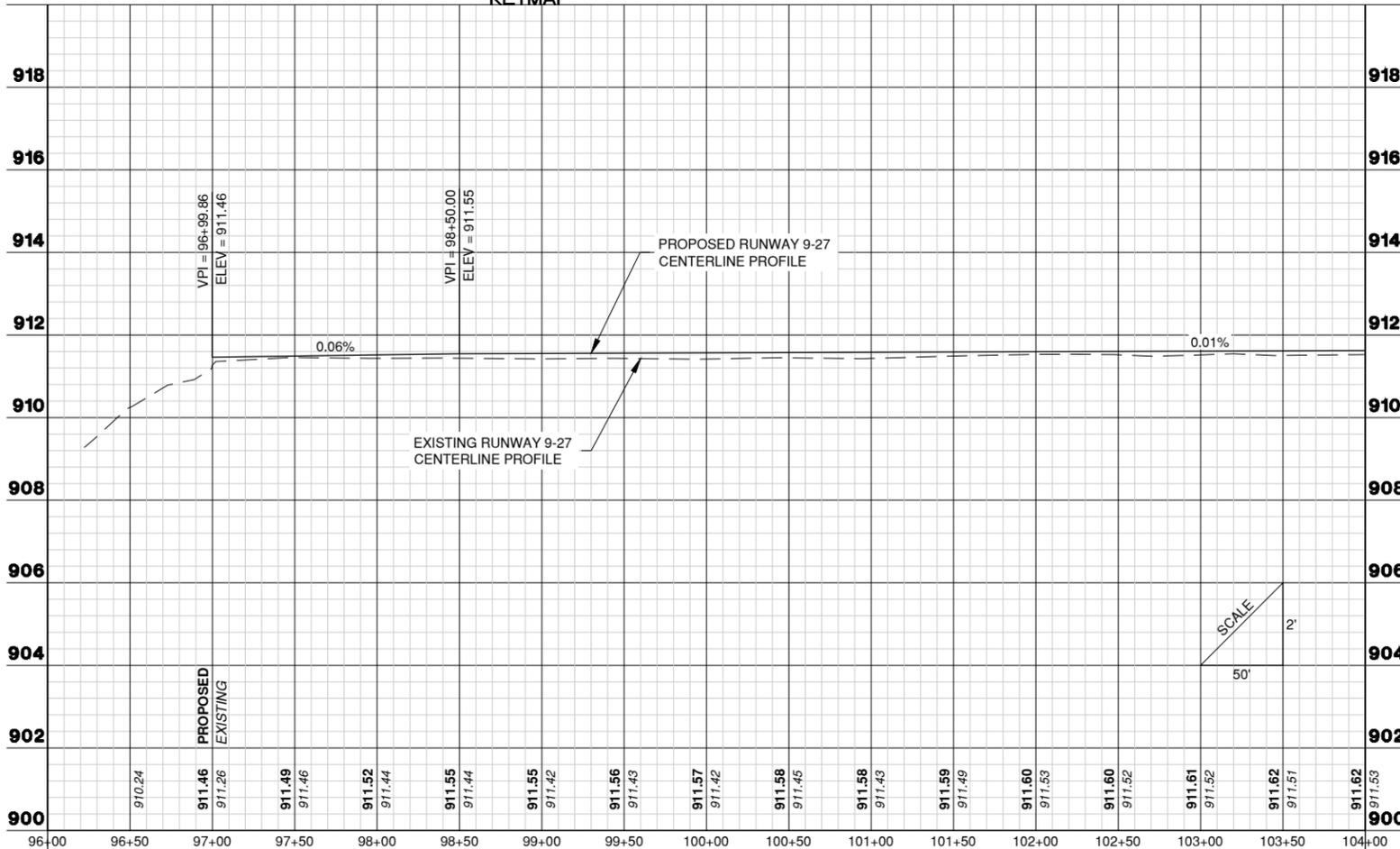
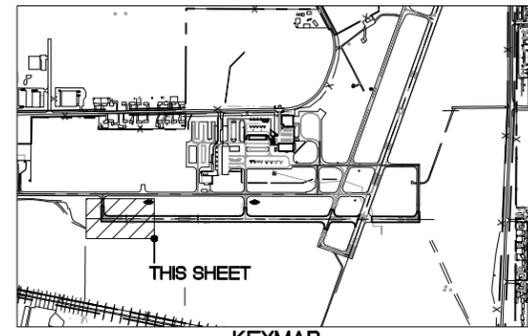
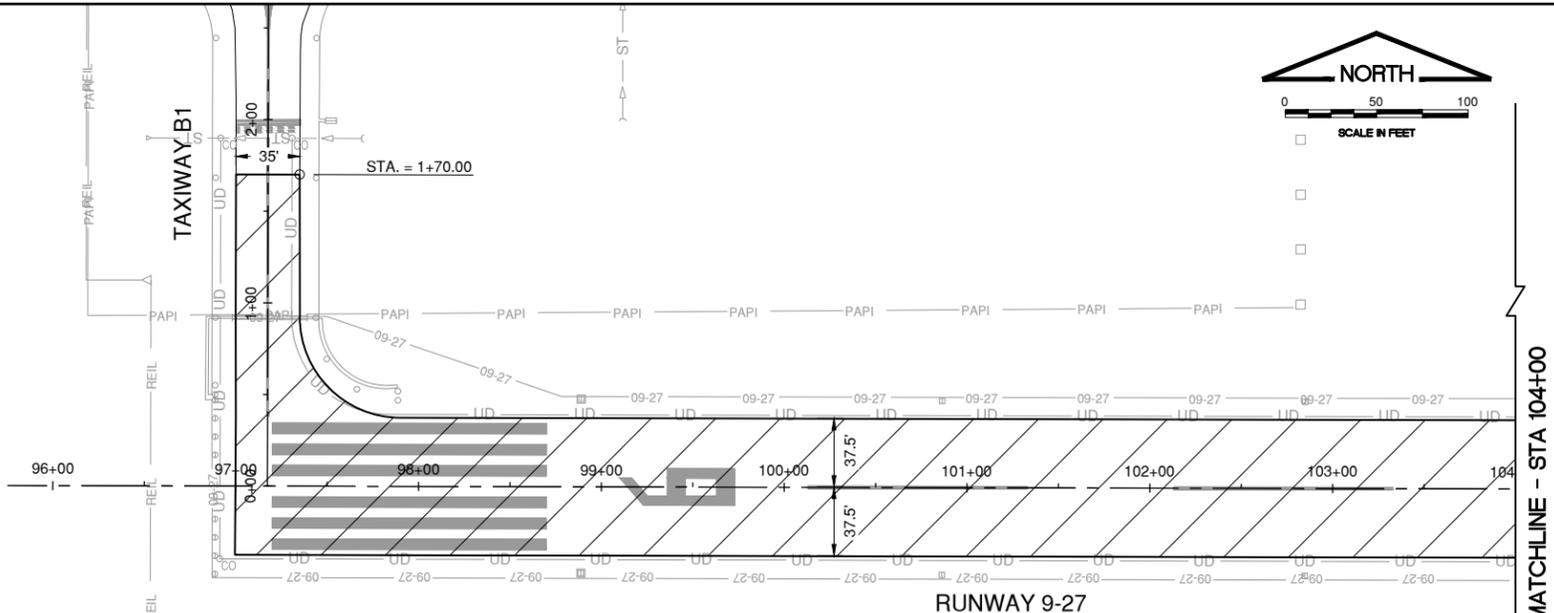
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UPDATE BY: Robert Heinz
 LAYOUT: Layout

DATE: Monday, May 8, 2023 9:38:00 AM
 FILE: K:\Detailing\2200463200 - Rehab\DrawSheets\2200463200 - Plan And Profile - 1.dwg

LEGEND

- | | | | |
|--|---|--|----------------------------------|
| | PROPOSED LIMITS OF 2.5" AVERAGE BITUMINOUS MILLING AND 3.5" OVERLAY | | EXISTING TAXIWAY CIRCUIT |
| | EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT | | EXISTING RUNWAY 9-27 CIRCUIT |
| | EXISTING STAKE MOUNTED THRESHOLD LIGHT | | EXISTING TAXIWAY 2-20 CIRCUIT |
| | EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT | | EXISTING RUNWAY 2 PAPI CIRCUIT |
| | EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT | | EXISTING RUNWAY 20 PAPI CIRCUIT |
| | EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS) | | EXISTING RUNWAY 20 REIL CIRCUIT |
| | EXISTING ELECTRICAL HANDHOLE | | EXISTING RUNWAY 27 REIL CIRCUIT |
| | EXISTING ELECTRICAL SPLICE CAN | | EXISTING RUNWAY 27 PLASI CIRCUIT |
| | EXISTING WIND CONE | | EXISTING WINDCONE CIRCUIT |
| | EXISTING AIRFIELD GUIDANCE SIGN | | EXISTING SANITARY MANHOLE |
| | EXISTING SPLICE CAN | | EXISTING SANITARY SEWER |
| | EXISTING ELECTRICAL MANHOLE | | EXISTING DRAINAGE STRUCTURE |
| | EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-881 SYSTEM | | EXISTING STORM SEWER |
| | EXISTING RUNWAY END IDENTIFIER LIGHT (REIL) | | EXISTING GAS |
| | EXISTING ITEM TO BE ADJUSTED | | |



IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

PLAN AND PROFILE RUNWAY 9-27 - 1

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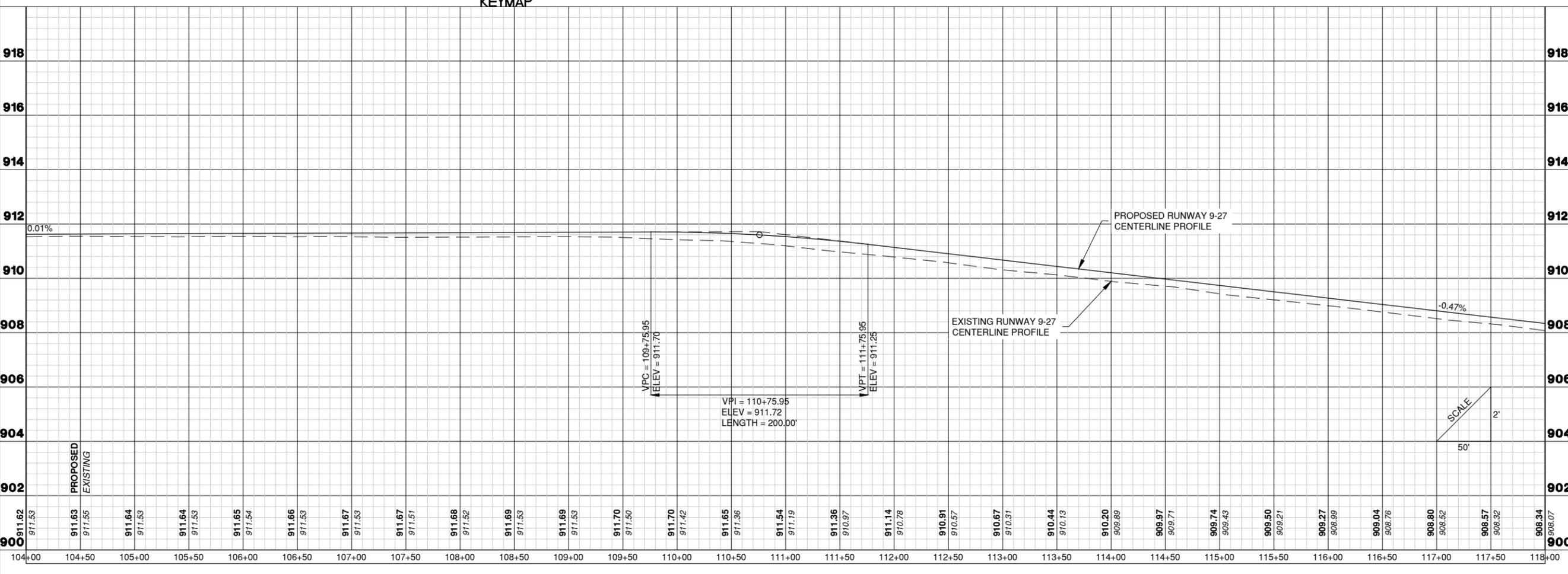
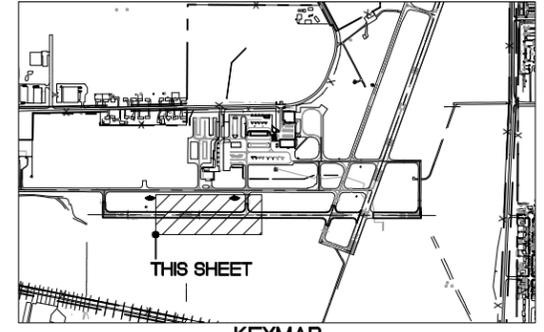
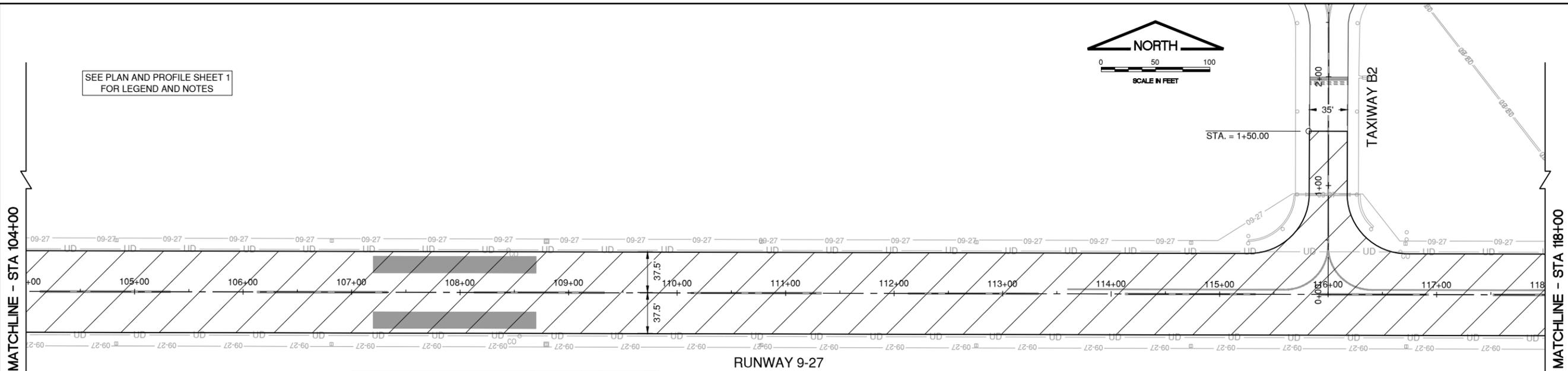
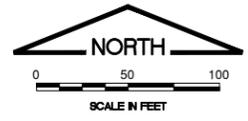
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SEE PLAN AND PROFILE SHEET 1 FOR LEGEND AND NOTES



IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

PLAN AND PROFILE RUNWAY 9-27 - 2

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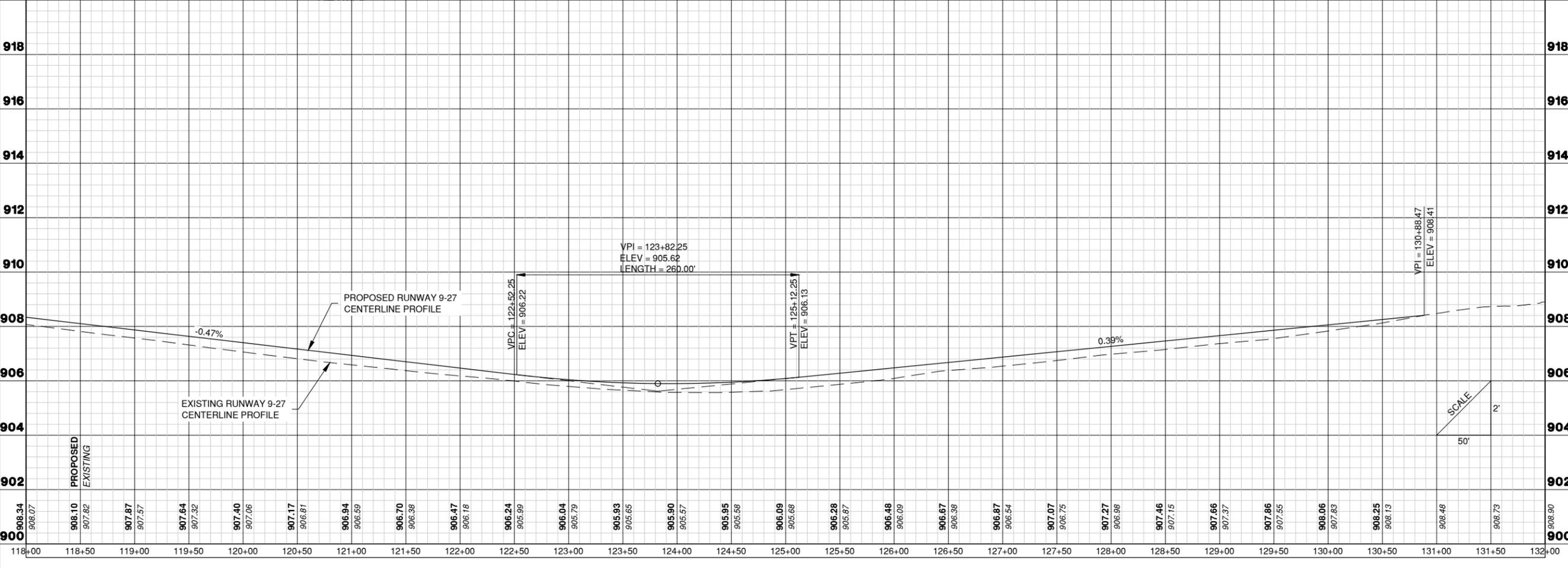
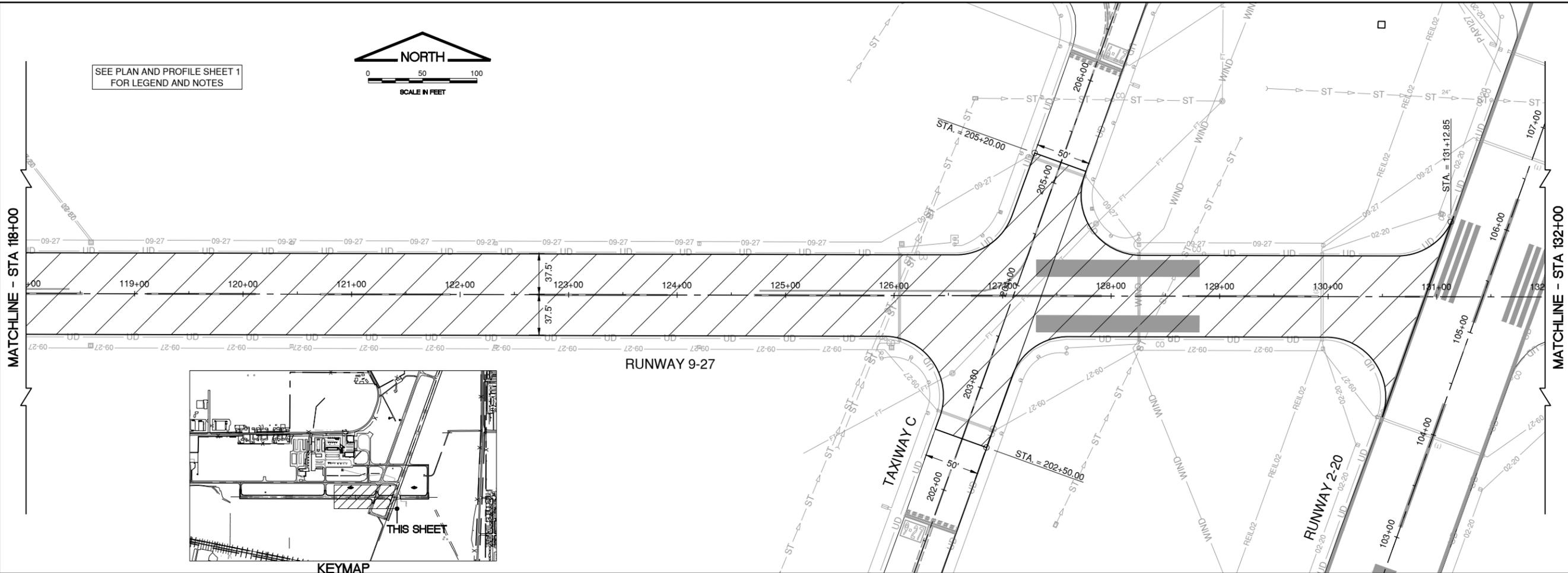
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SHEET 17 OF 28 SHEETS

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 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
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PLAN AND PROFILE RUNWAY 9-27 - 3

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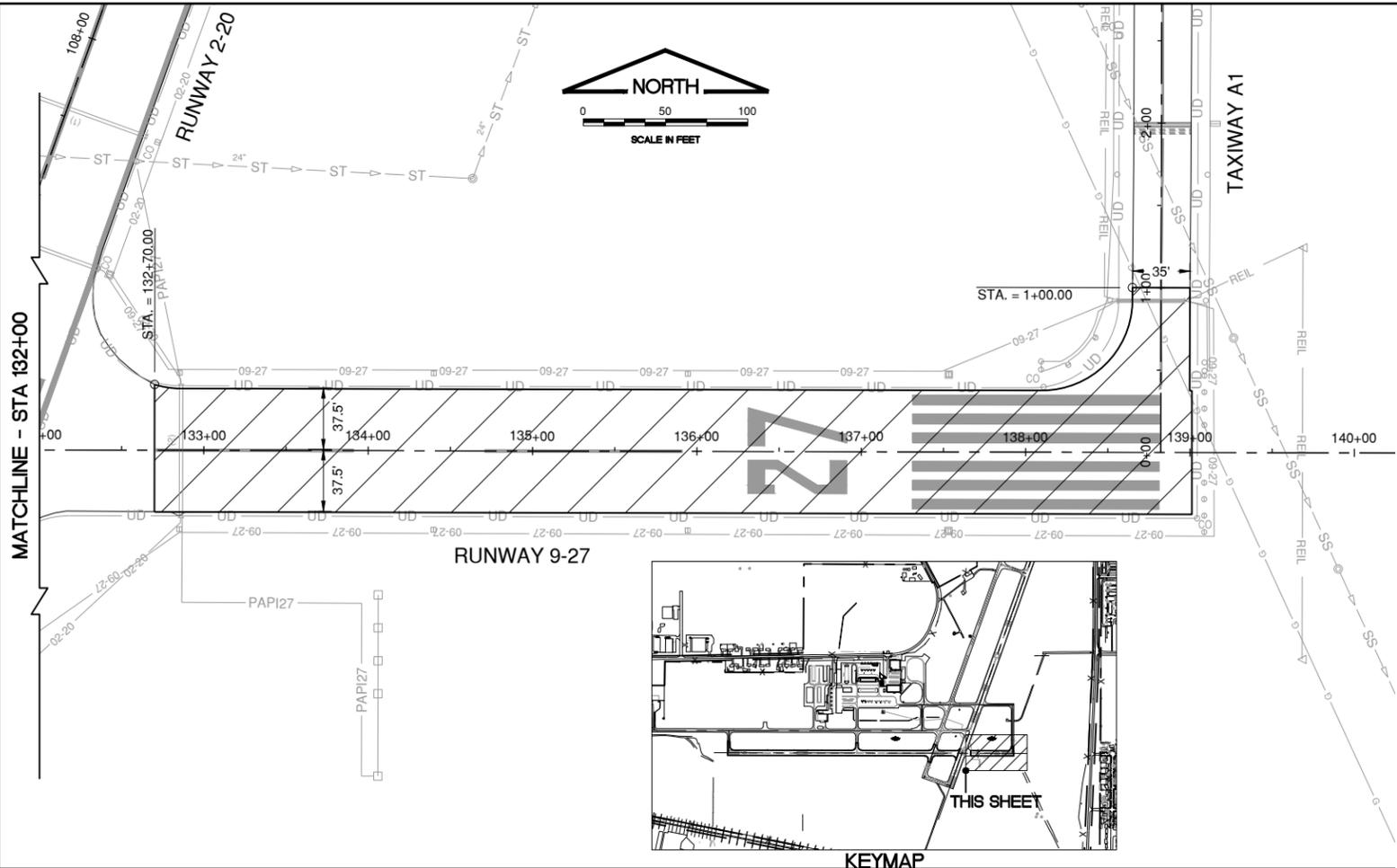
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SHEET 18 OF 28 SHEETS

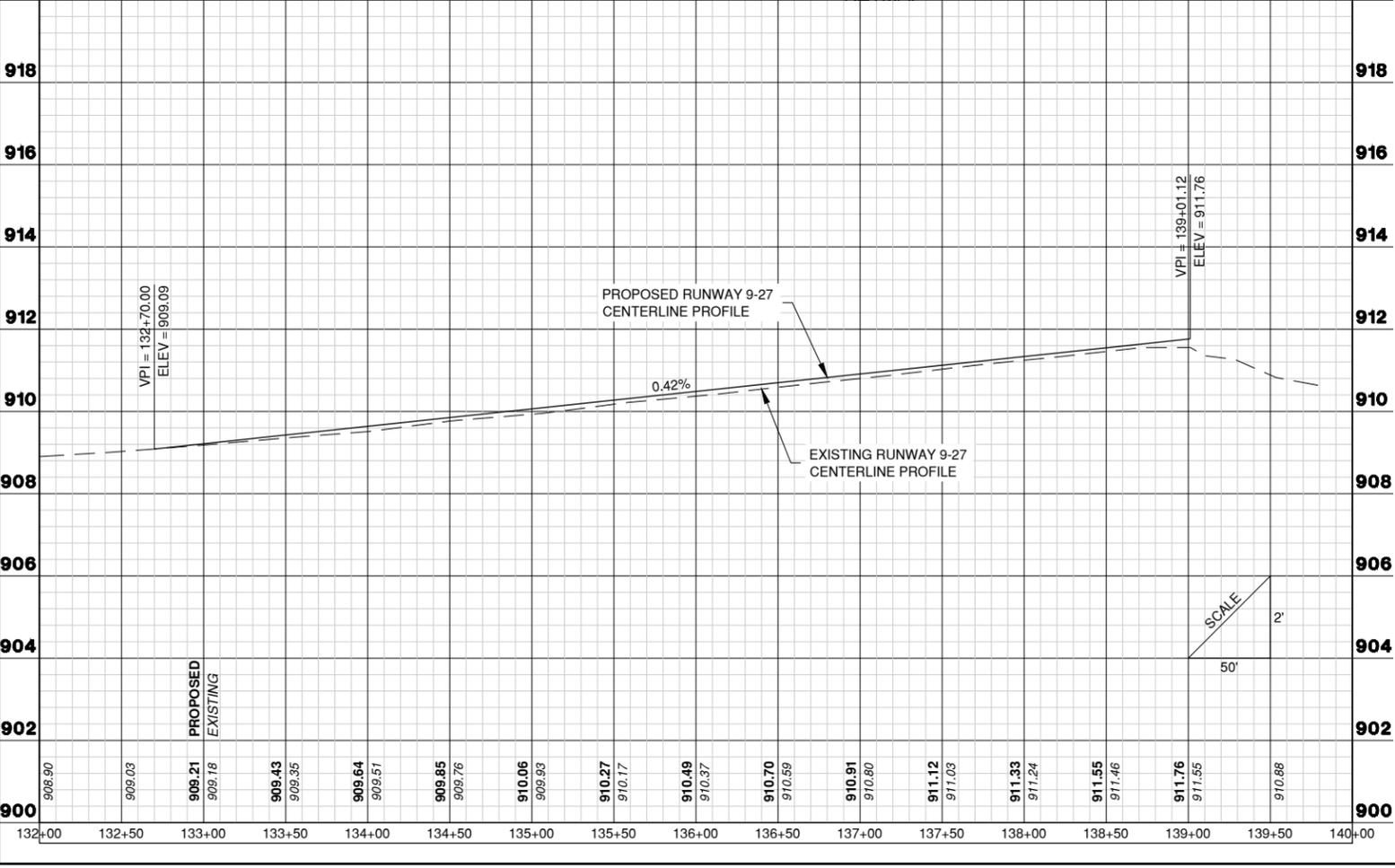
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UPDATE BY: Robert Heinz
 LAYOUT: Layout1

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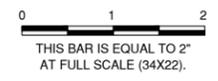
SEE PLAN AND PROFILE SHEET 1
 FOR LEGEND AND NOTES



IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE RUNWAY 9/27**

PLAN AND PROFILE RUNWAY 9-27 - 4

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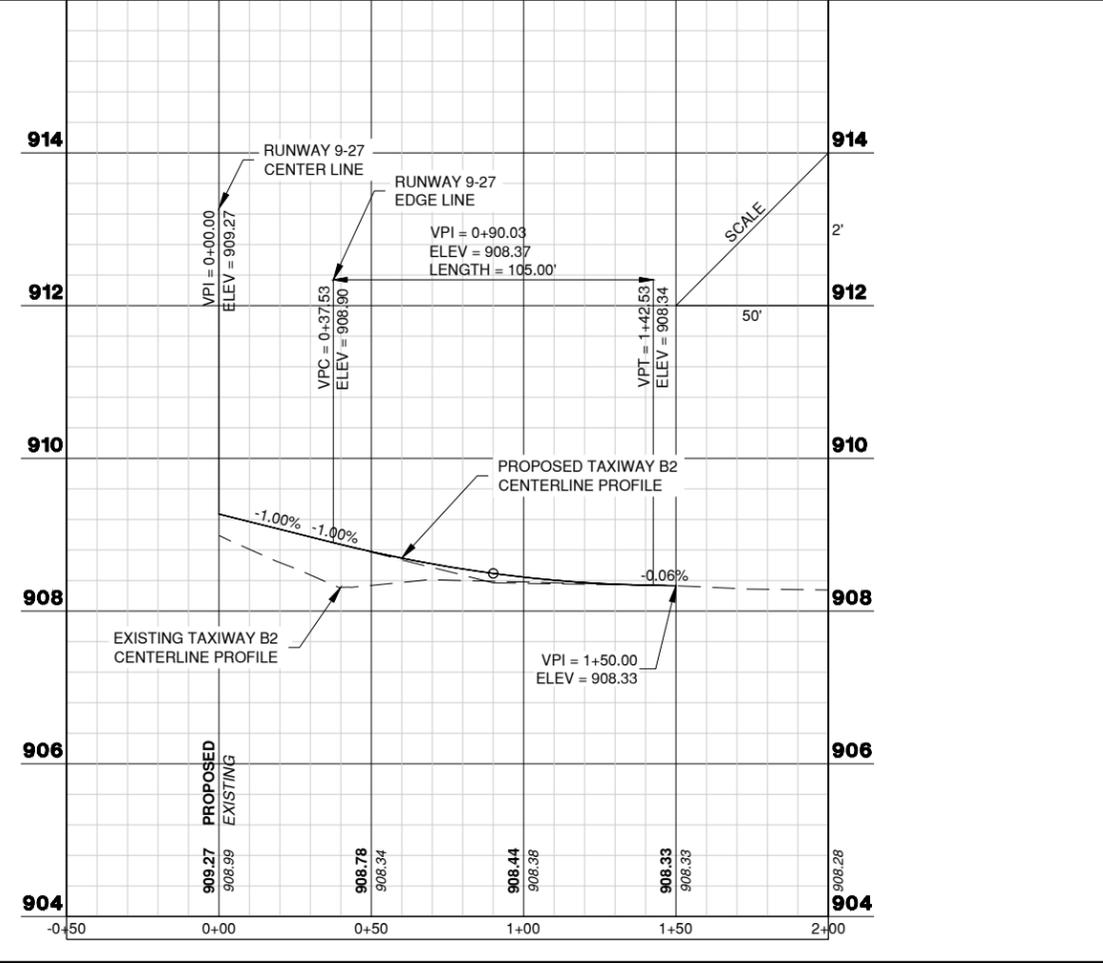
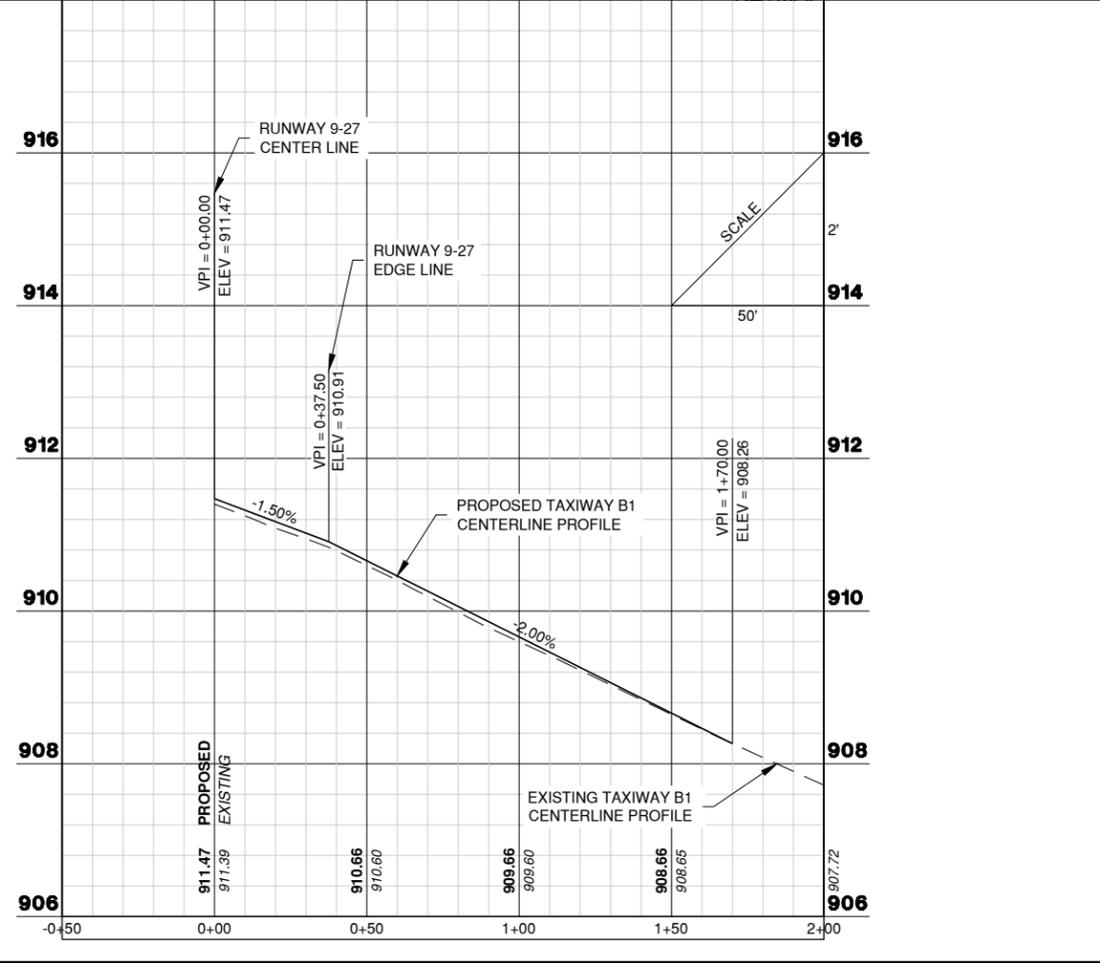
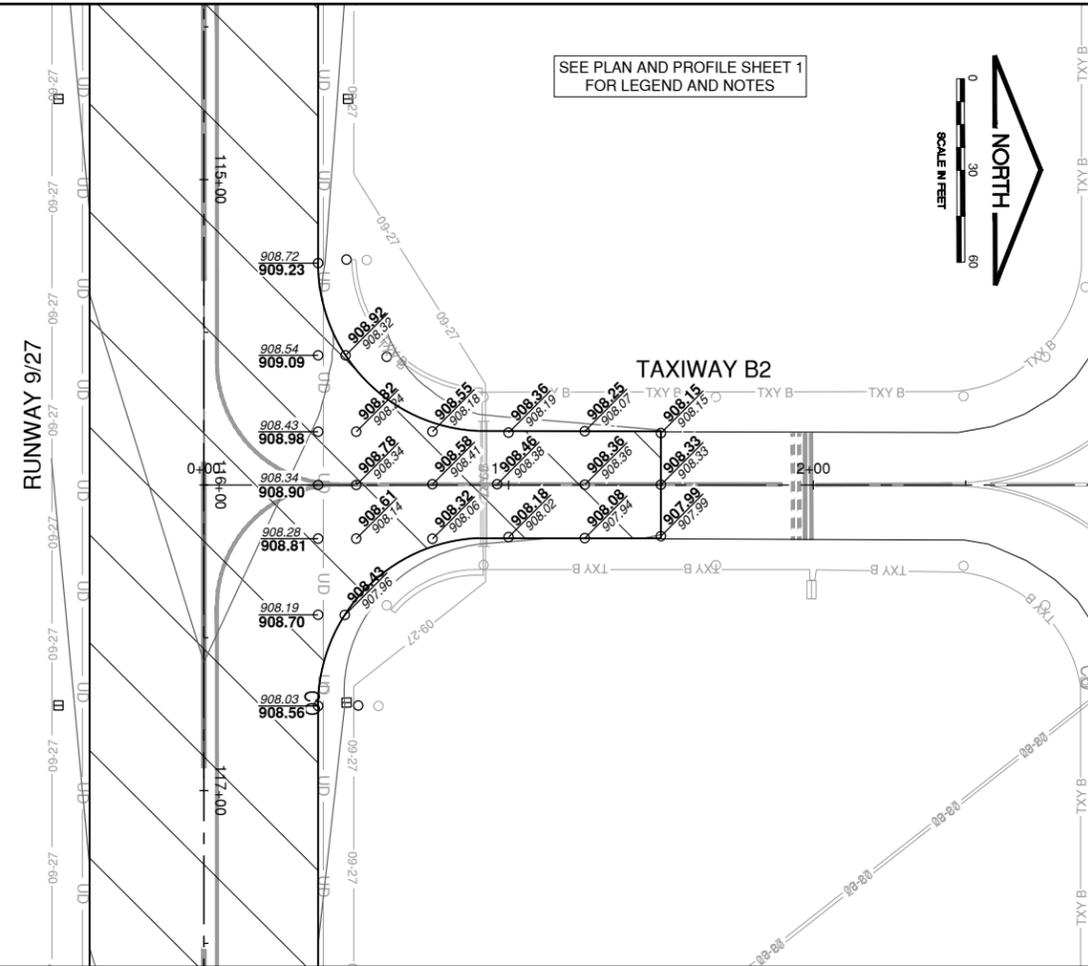
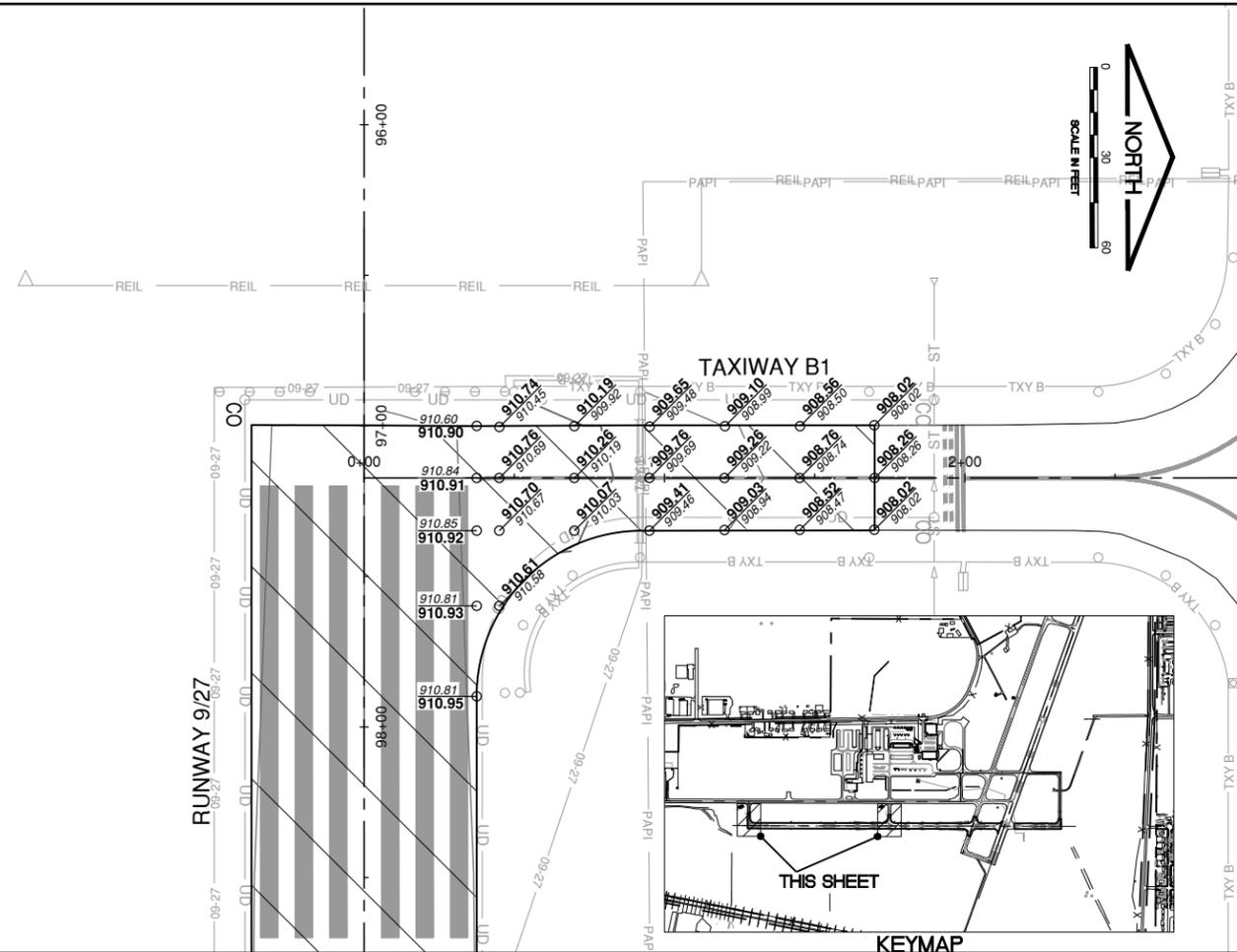
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 DRAWN BY: CMT-RFD
 CHECKED BY: CMT-RFD
 APPROVED BY: DJK
 DATE: 04/21/2023
 JOB No: 22004632.00

FINAL

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UPDATE BY: Robert Heinz
 LAYOUT: Layout1

DATE: Monday, May 8, 2023 9:40:42 AM
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I.L. CONTRACT: **DK064**
 I.L. LETTING ITEM: **06A**
 I.L. PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

PLAN AND PROFILE TAXIWAY B1 & B2

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 DRAWN BY: CMT-RFD
 CHECKED BY: CMT-RFD
 APPROVED BY: DJK
 DATE: 04/21/2023
 JOB No: 22004632.00

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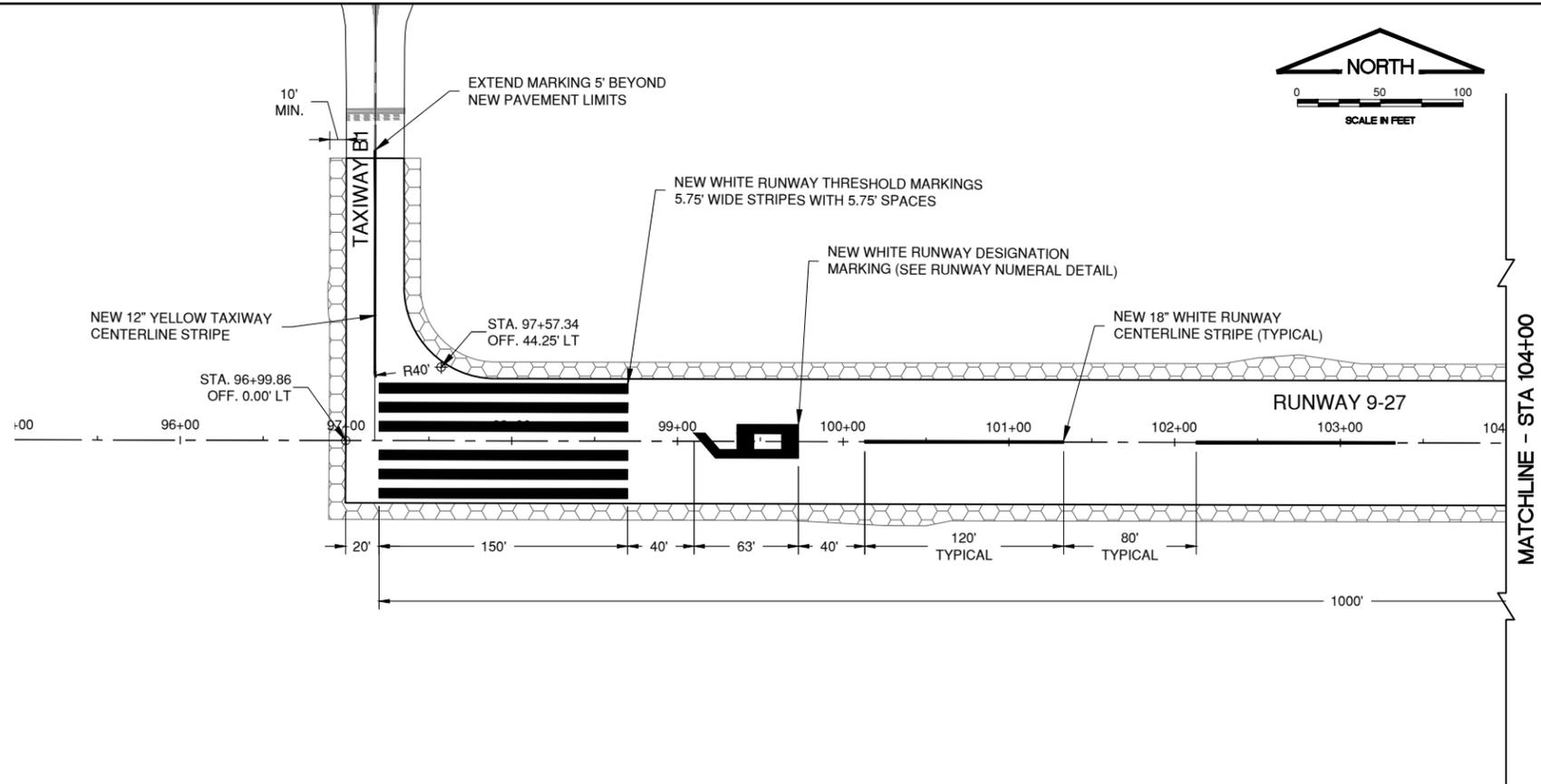
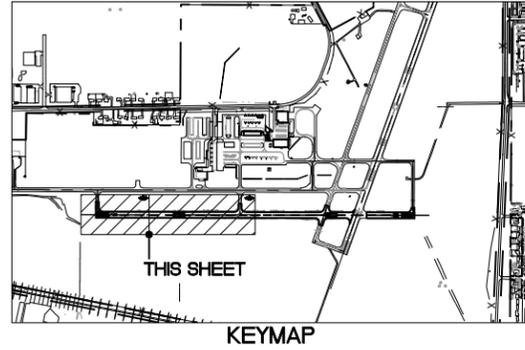
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UPDATE BY: Robert Heinz
 LAYOUT: Layout

DATE: Monday, May 8, 2023 9:42:13 AM
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LEGEND

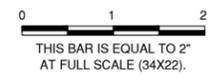
-  PROPOSED LIMITS OF SHOULDER ADJUSTMENT, SEEDING AND MULCHING
-  NEW PAVEMENT MARKING
-  EXISTING MARKING TO REMAIN



IL. CONTRACT: **DK064**
 IL. LETTING ITEM: **06A**
 IL. PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

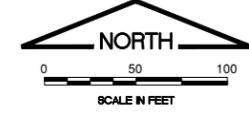
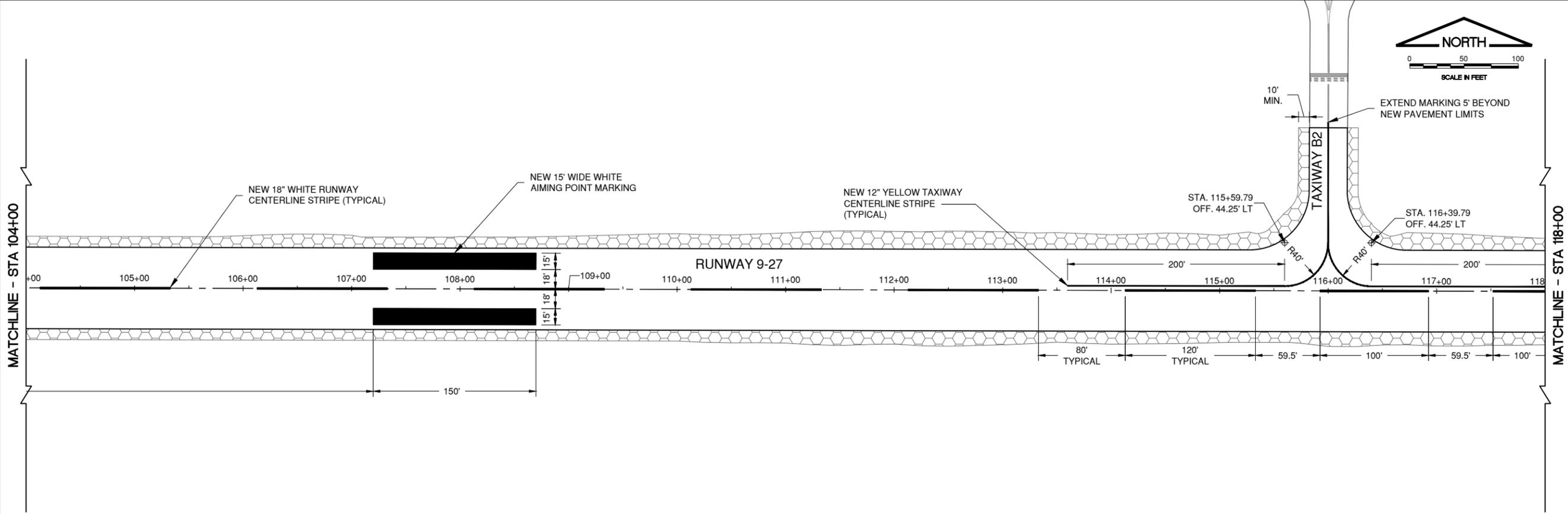
SURVEY BOOK # ----

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DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

MARKING AND LANDSCAPING PLAN - 1



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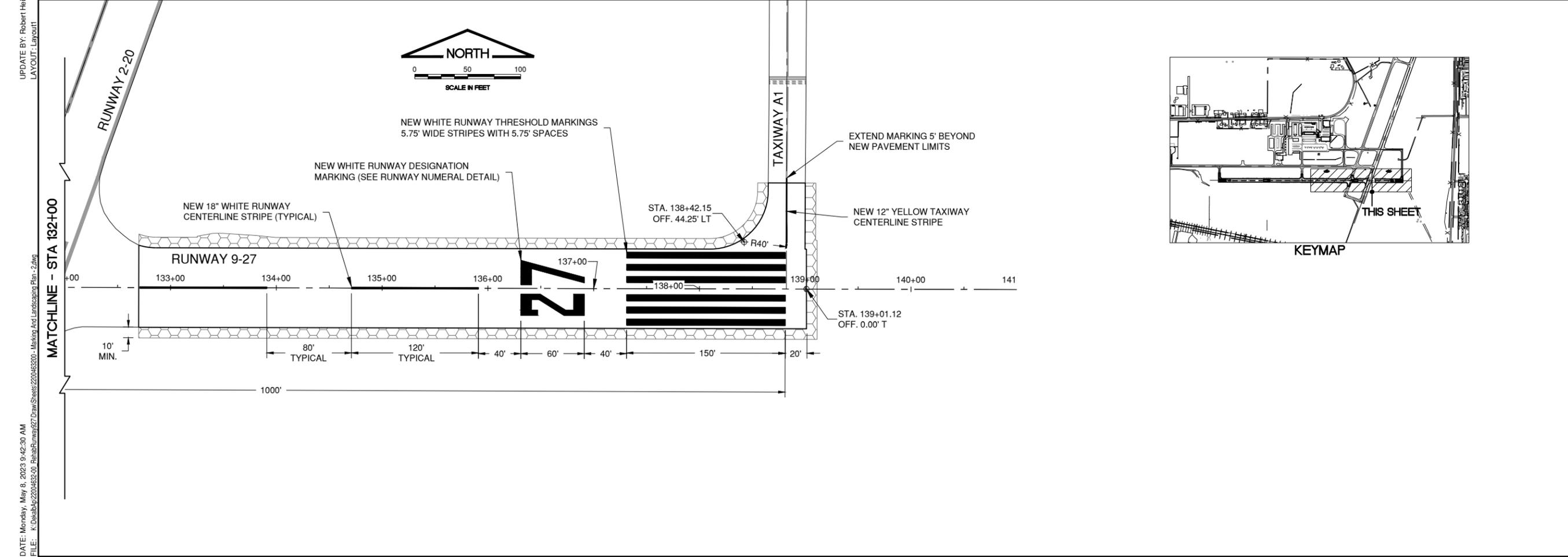
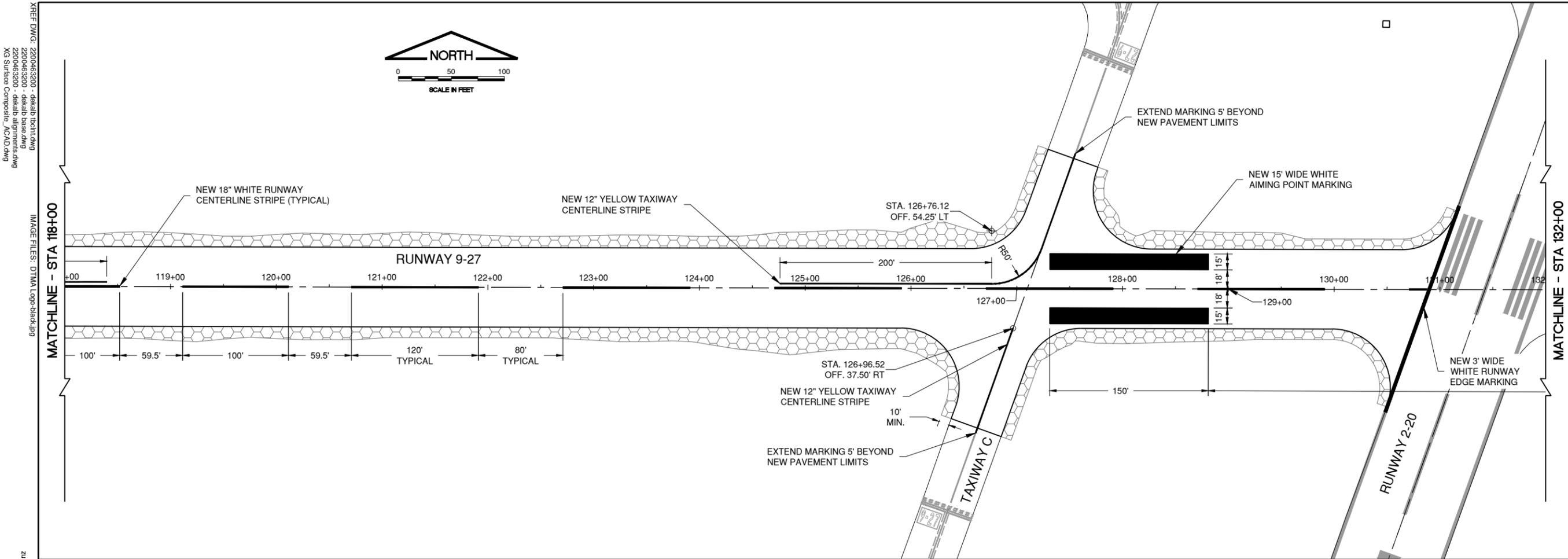
DESIGN BY:	CMT-RFD
DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

FINAL

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UPDATE BY: Robert Heinz
 LAYOUT: Layout

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 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5063**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

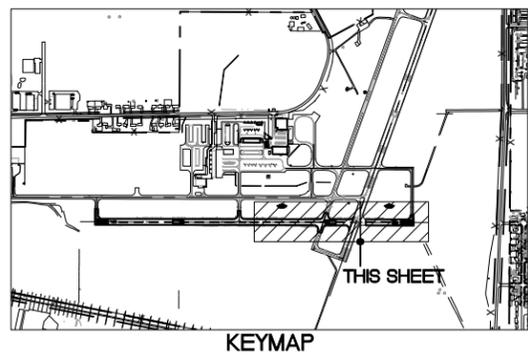
SURVEY BOOK # ----

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NUMBER	BY	DATE

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

DEKALB TAYLOR MUNICIPAL AIRPORT
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REHABILITATE RUNWAY 9/27

MARKING AND LANDSCAPING PLAN - 2



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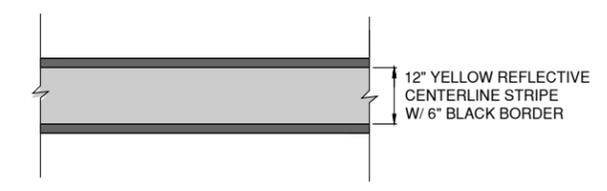
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DRAWN BY:	CMT-RFD
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DATE:	04/21/2023
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FINAL

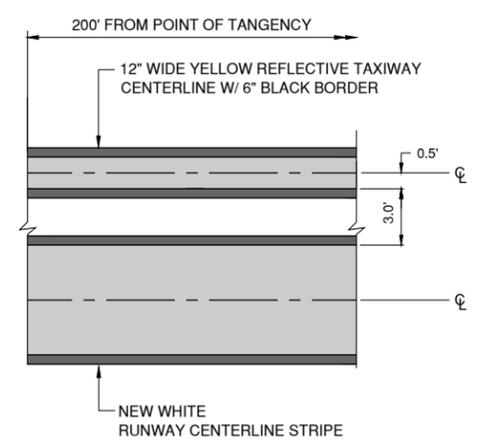
SHEET 25 OF 28 SHEETS

PAVEMENT MARKING NOTES

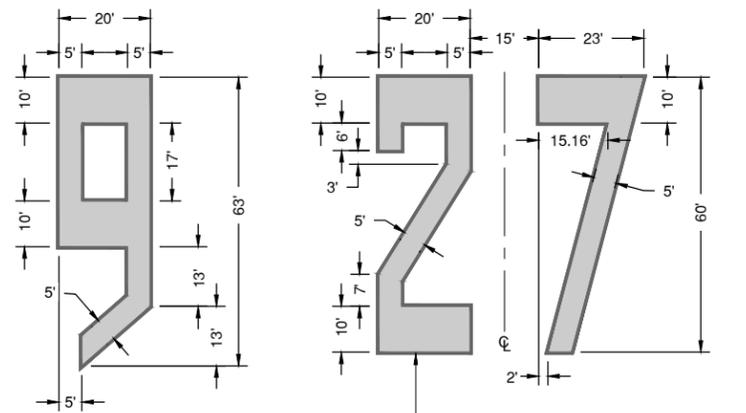
1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER. REFLECTIVE BEADS SHALL BE INCIDENTAL TO PAVEMENT MARKING.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST EDITION).
6. WHERE EXISTING MARKINGS ARE TO BE REPAINTED OVER, THE CONTRACTOR SHALL SCRAPE THE EXISTING MARKINGS TO REMOVE LOOSE PAINT PRIOR TO MARKING APPLICATION.
7. FOR RUNWAY EDGE MARKINGS, THE BLACK BORDER SHALL BE PLACED ON EACH SIDE OF THE STRIPE WHERE THERE IS ADJACENT PAVEMENT TO THE RUNWAY. IN AREAS WHERE THERE IS A TURF SHOULDER ADJACENT TO THE RUNWAY, BLACK BORDER SHALL ONLY BE PLACED ON ONE SIDE (CLOSEST TO RUNWAY CENTERLINE).
8. INITIAL COAT OF THE MARKING SHALL INCLUDE REFLECTIVE MEDIA BUT NO BLACK BORDER. FINAL PERMANENT MARKING TO BE PLACED AFTER GROOVING IS COMPLETED SHALL CONTAIN MARKING WITH REFLECTIVE MEDIA AND A BLACK BORDER.



TAXIWAY CENTERLINE DETAIL
NOT TO SCALE



TAXIWAY LEAD-IN TANGENT DETAIL
NOT TO SCALE

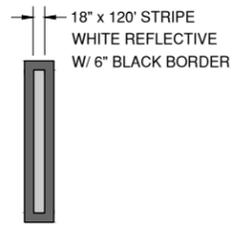


712 SQ. FT. WHITE
113 SQ. FT. BLACK

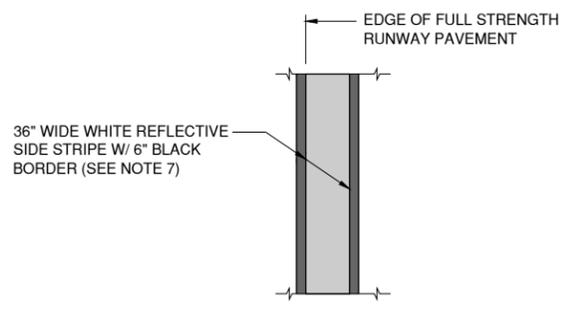
652 SQ. FT. WHITE
106 SQ. FT. BLACK

476 SQ. FT. WHITE
84 SQ. FT. BLACK

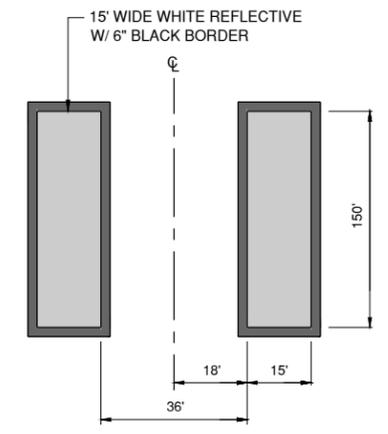
NUMERAL DETAILS
NOT TO SCALE



RUNWAY CENTERLINE - DASHED
NOT TO SCALE



RUNWAY EDGE MARKING CONTINUOUS
NOT TO SCALE

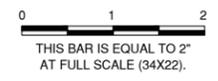


AIMING POINT MARKERS
NOT TO SCALE

IL CONTRACT: **DK064**
IL LETTING ITEM: **06A**
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**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27**

MARKING DETAILS

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DESIGN BY:	CMT-RFD
DRAWN BY:	CMT-RFD
CHECKED BY:	CMT-RFD
APPROVED BY:	DJK
DATE:	04/21/2023
JOB No:	22004632.00

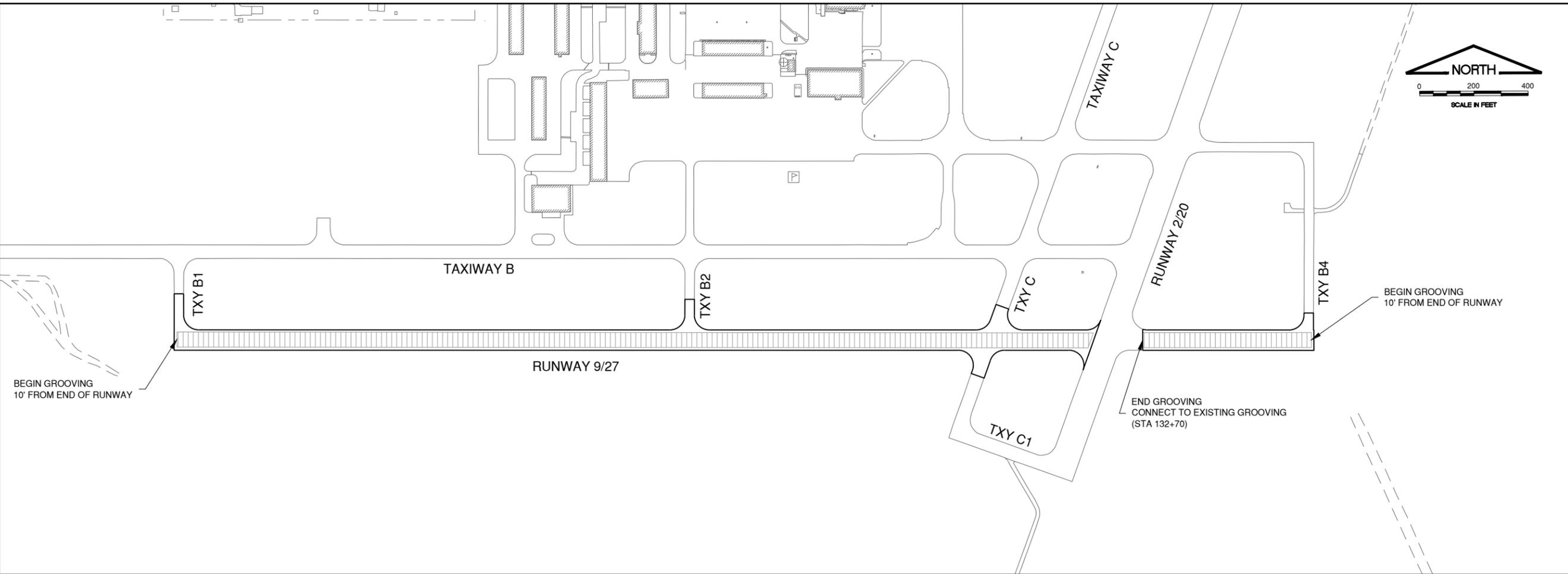
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UPDATE BY: Robert Heinz
 LAYOUT: Layout

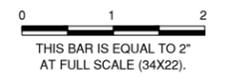
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IL CONTRACT: **DK064**
 IL LETTING ITEM: **06A**
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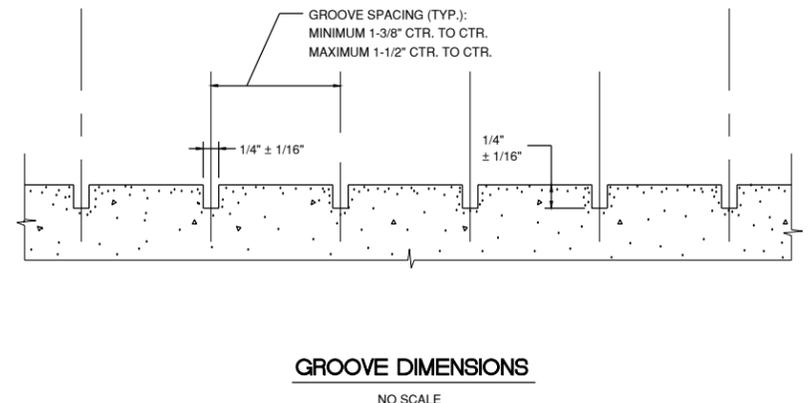
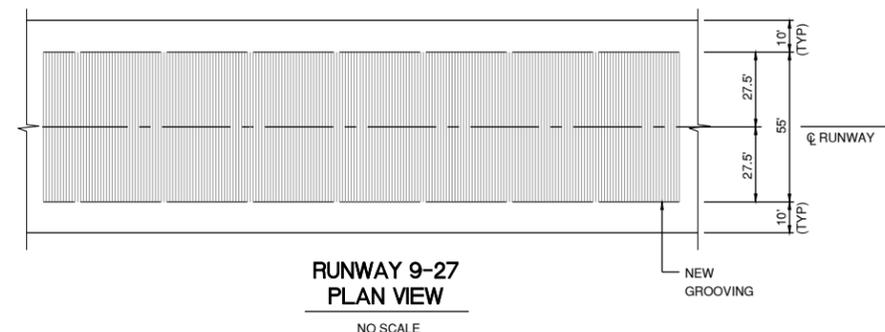
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DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE RUNWAY 9/27

GROOVING PLAN AND DETAILS



GROOVING NOTES

- AFTER COMPLETION OF HMA PAVING, RUNWAY 9-27 SHALL BE ALLOWED TO CURE A MINIMUM OF 28 DAYS PRIOR TO THE COMMENCEMENT OF GROOVING OPERATIONS.
- GROOVING SHALL EXTEND OUTWARD 27.5' FROM CENTERLINE OF RUNWAY 9-27.
- GROOVING SHALL BE CONTINUOUS ACROSS LONGITUDINAL JOINTS.
- SUCCESSIVE PASSES OF GROOVING MACHINE SHALL NOT OVERLAP.
- EXTREME CARE SHALL BE TAKEN WHEN GROOVING NEAR IN-PAVEMENT LIGHT FIXTURES. GROOVES SHALL BE SAWED NO CLOSER THAN 6" AND NO MORE THAN 18" TO SUCH FACILITIES.
- CLEANUP OF WASTE MATERIAL SHALL BE CONTINUOUS AND TIMELY DURING THE GROOVING OPERATION. WASTE MATERIAL SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO SECURE AN APPROPRIATE WATER SOURCE FOR THE GROOVING OPERATION.
- GROOVING ON RUNWAY 9-27 SHALL STOP 10' FROM EXTENDED EDGE OF RUNWAY 2-20 AND SHALL BE CUT IN A STEP PATTERN. WIDTH OF STEPS SHALL NOT EXCEED 40 INCHES IN WIDTH.

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