

8A

BM#	LOCATION	ELEVATION
B60	NOAA BRASS DISK N.E. OF RUNWAY 12/30	639.09
B61	IRON PIN IN AREA 3	639.98
79	CHISELED "X"	639.87

**EXISTING LEGEND**

- WVV WATER VALVE VAULT
- WV WATER VALVE
- ⊕ FH FIRE HYDRANT
- ⊙ INLET
- ⊙ SS STORM SEWER MANHOLE
- SS— STORM SEWER
- ⊙ SIGN
- ⊙ POWER POLE
- ⊙ TELEPHONE MANHOLE
- ⊙ TELEPHONE BOX
- TREE
- E — ELECTRIC
- T — TELEPHONE
- OHE — OVERHEAD ELECTRIC
- G — GAS
- X — FENCE
- ⊕ LIGHT
- ⊕ TRAFFIC SIGNAL
- P — PROPERTY LINE
- ⊙ MAIL BOX
- ⊙ GV GAS VALVE
- ⊕ W WELL
- ⊕ HEADWALL
- ⊙ SAN SANITARY MANHOLE
- AIR OPERATIONS AREA (A.O.A.)  
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.  
ACTIVE TAXIWAYS 72' CENTERLINE TO A.O.A.
- ▨ CONCRETE PAVEMENT
- ▨ BITUMINOUS PAVEMENT

**PROPOSED LEGEND**

- W WATER VAULT
- ⊕ FIRE HYDRANT
- W — WATERMAIN
- ▨ SELECT GRANULAR BACKFILL
- ▨ CASING
- ▨ BITUMINOUS PAVEMENT  
REMOVAL & REPLACEMENT
- ⊕ AIRCRAFT MOVEMENT AREA
- ⊕ CONTRACTOR'S ACCESS/HAUL ROAD
- ▨ BARRICADE W/ FLASHING LIGHTS  
AND SIGNS ("DO NOT ENTER" AND  
"AIRCRAFT MOVEMENT AREA")

**PHASING NOTES (ALL PHASES)**

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (200 FEET FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM PAVEMENT DROPOFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE WILL BE REQUIRED TO MEET CRITERIA.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
4. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THIS CRITICAL CLOSURE. THE ACTING AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
5. CONTRACTOR MUST MAINTAIN ACCESS TO THE MAIN RAMP AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO CONTRACT TO ALLOW AIRCRAFT TO PASS. CONTRACTOR SHOULD COORDINATE CONSTRUCTION OPERATIONS AT THE MAIN RAMP TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
6. THIS SHEET IS INTENDED TO SHOW THE GENERAL OVERALL LAYOUT OF THE PROJECT AND TO SERVE AS A REFERENCE PAGE TO DETERMINE SHEET LOCATIONS. CONTRACTOR SHOULD REFER TO SHEETS AS INDICATED FOR SPECIFIC CONSTRUCTION DETAILS.

PA046

PATH: K:\0029002\draw\01-11-02\FILE: G-1.dwg  
 UPDATE BY: johse  
 SURVEY BOOK #  
 XREF DWG: S:\draw\bid\base.dwg  
 XREF DWG:  
 DATE: Mon 2/4/02 4:16pm

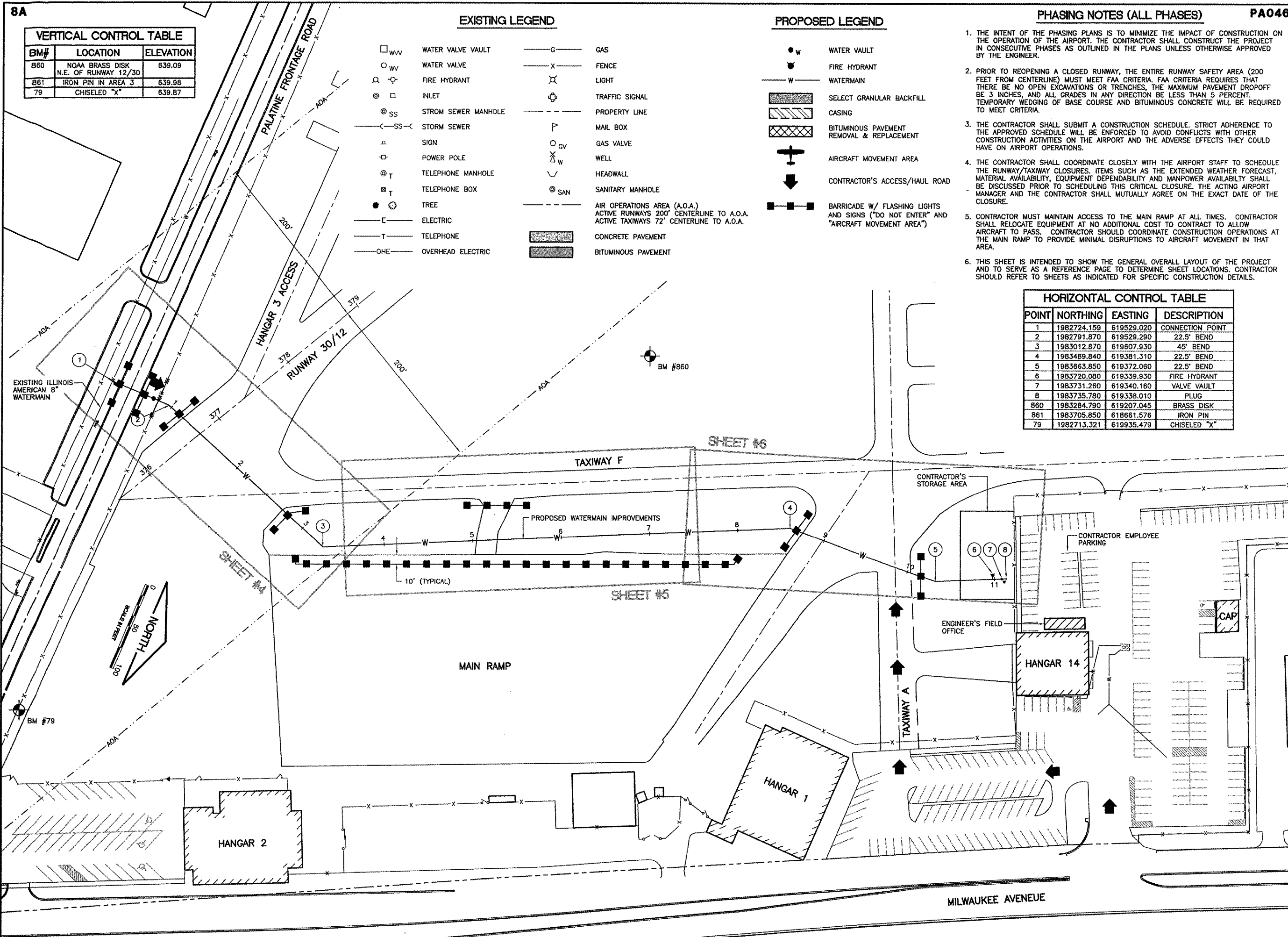
**REVISIONS**

NUMBER	BY	DATE
1	MAB	12/5/01

0 1 2  
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).

**HORIZONTAL CONTROL TABLE**

POINT	NORTHING	EASTING	DESCRIPTION
1	1982724.199	619529.020	CONNECTION POINT
2	1982791.870	619529.290	22.5' BEND
3	1983012.870	619607.930	45' BEND
4	1983489.840	619381.310	22.5' BEND
5	1983663.850	619372.060	22.5' BEND
6	1983720.080	619339.930	FIRE HYDRANT
7	1983731.260	619340.160	VALVE VAULT
8	1983735.780	619338.010	PLUG
B60	1983284.790	619207.045	BRASS DISK
B61	1983705.850	618661.576	IRON PIN
79	1982713.321	619935.479	CHISELED "X"



**PALWAUKEE MUNICIPAL AIRPORT  
 CONSTRUCT SOUTHEAST QUADRANT FIRE  
 PROTECTION SYSTEM  
 SITE PLAN/  
 SEQUENCE OF CONSTRUCTION**

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DESIGN BY:	MAB
DRAWN BY:	MAB/JRO
CHECKED BY:	DJK
APPROVED BY:	BDH
DATE:	05/25/05
JOB No:	00290-02