

CITY OF DEKALB DEKALB COUNTY, ILLINOIS

CONSTRUCTION PLANS FOR DEKALB TAYLOR MUNICIPAL AIRPORT

REHABILITATE TAXIWAY B - CONSTRUCTION

ILLINOIS PROJECT: DKB-5261
 S.B.G. PROJECT: 3-17-SBGP-TBD

FEBRUARY 27, 2026


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

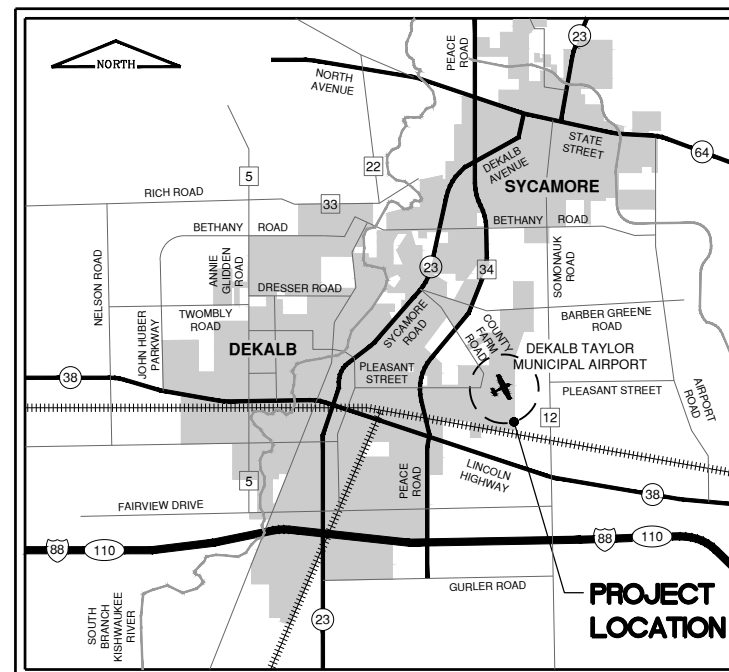
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND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

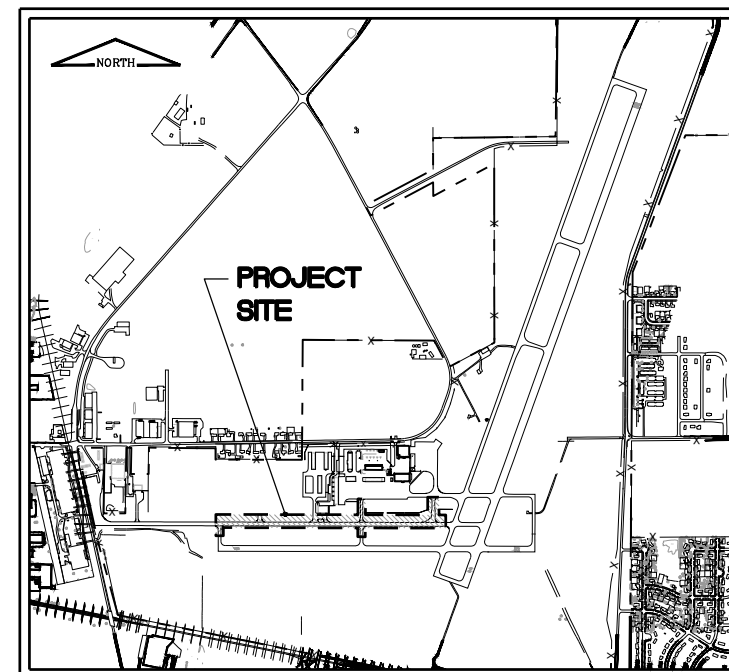


CITY OF DEKALB
 DEKALB TAYLOR MUNICIPAL AIRPORT
 3232 PLEASANT STREET
 DEKALB, ILLINOIS 60115
 Telephone: 815.748.8102

APPROVED BY 
 AIRPORT MANAGER
 DATE FEBRUARY 27, 2026



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)



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

25008144.00



SUBMITTED BY 
 DATE FEBRUARY 27, 2026

EXP.
 11/30/2027

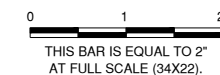
IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ YD	8,470	
AR152511	SUBGRADE REPAIR	SQ YD	160	
AR201663	SAND MIX CRACK REPAIR	FOOT	1,500	
AR208910	REMOVE AND REPLACE AGGREGATE BASE	SQ YD	160	
AR401610	BITUMINOUS SURFACE COURSE	TON	3,030	
AR401620	BITUMINOUS SURFACE COURSE, LEVELING	TON	30	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	22,450	
AR401655	BUTT JOINT CONSTRUCTION	SQ YD	280	
AR603510	BITUMINOUS TACK COAT	GALLON	2,700	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SQ YD	670	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SQ YD	770	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	6,450	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	6,400	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	270	
AR901510	SEEDING	ACRE	1.75	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	1.75	

INDEX TO SHEETS

1. COVER SHEET
2. SUMMARY OF QUANTITIES/INDEX TO SHEETS
3. SITE PLAN/PROJECT CONTROL PLAN
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6. CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1 AND 2
7. CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3
8. CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4
9. CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES - 1
10. CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES - 2
11. CONSTRUCTION SAFETY AND PHASING PLAN DETAILS
12. TYPICAL SECTIONS - 1
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16. PLAN AND PROFILE TAXIWAY B - 1
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21. MARKING AND LANDSCAPING PLAN - 1
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24. STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 1
25. MISCELLANEOUS DETAILS
26. BITUMINOUS MILLING AND OVERLAY TABLE - 1
27. GEOTECHNICAL LAYOUT
28. GEOTECHNICAL INFORMATION - 1
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REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

SUMMARY OF QUANTITIES/INDEX TO SHEETS

HMA MIXTURE REQUIREMENT TABLE					
ITEM	RUNWAY/TAXIWAY (60K + LBS.) NDES	PG BINDER	AGGREGATE QUALITY	MAX RAP	DENSITY ACCEPTANCE
401: HMA SURFACE	N50 @ 3.0%	SBS PG 70-28	A	0 (N/A)	PWL: CORING
401: HMA SURFACE (REM & REP PAVT)	N50 @ 3.0%	SBS PG 70-28	A	0 (N/A)	PATCHING: NUCLEAR GAUGE
401: HMA LEVELING	N50 @ 3.0%	SBS PG 70-28	A	0 (N/A)	MAINLINE: NUCLEAR GAUGE JOINTS: CORING

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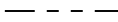
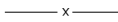


DESIGN BY:	BJF
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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 2500814400 - details - alignments 500.dwg

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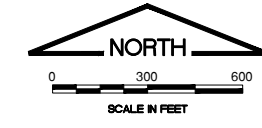
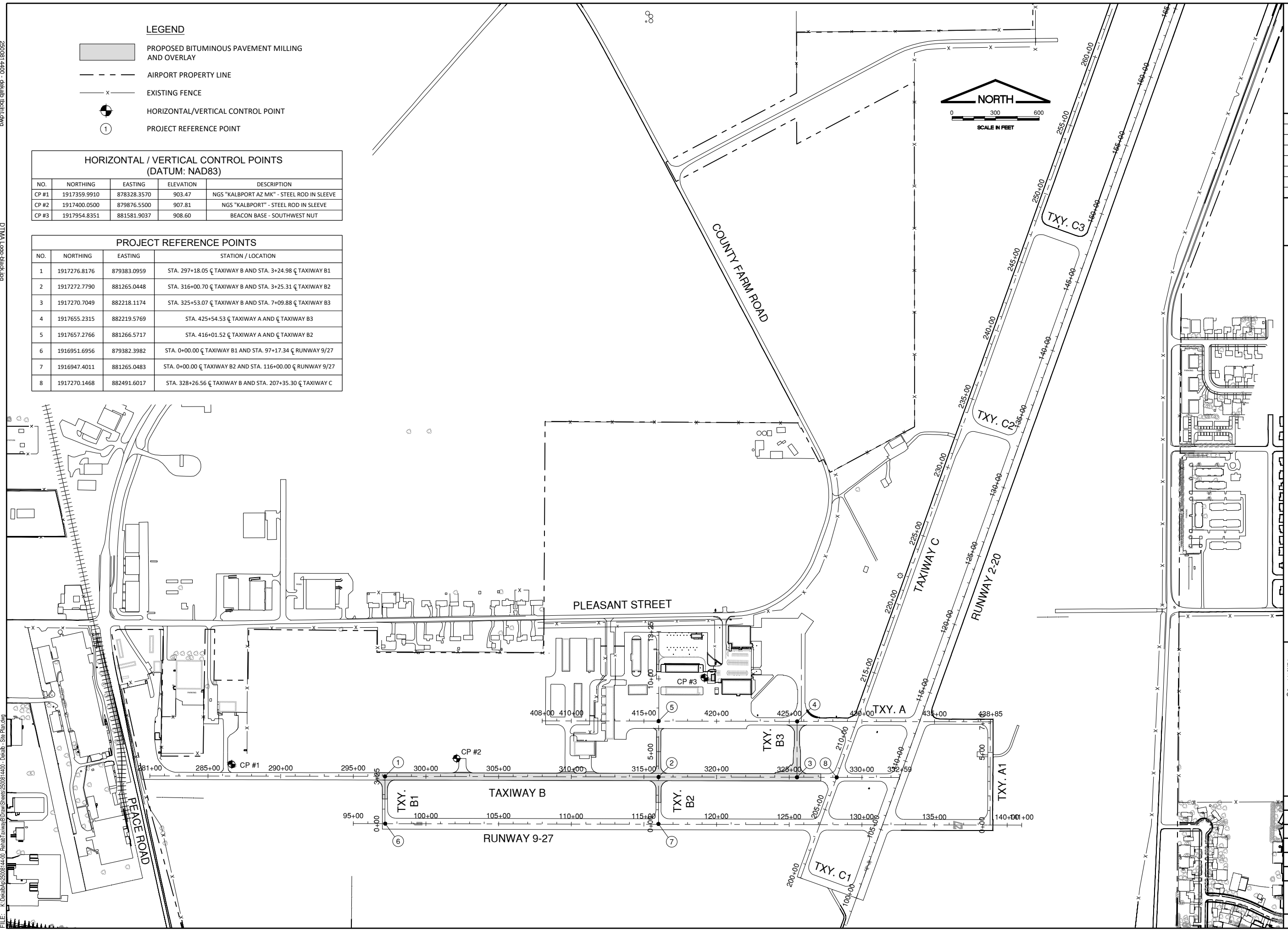
-  PROPOSED BITUMINOUS PAVEMENT MILLING AND OVERLAY
-  AIRPORT PROPERTY LINE
-  EXISTING FENCE
-  HORIZONTAL/VERTICAL CONTROL POINT
-  PROJECT REFERENCE POINT

**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	1917954.8351	881581.9037	908.60	BEACON BASE - SOUTHWEST NUT

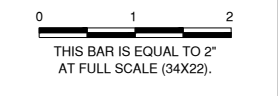
PROJECT REFERENCE POINTS

NO.	NORTHING	EASTING	STATION / LOCATION
1	1917276.8176	879383.0959	STA. 297+18.05 ζ TAXIWAY B AND STA. 3+24.98 ζ TAXIWAY B1
2	1917272.7790	881265.0448	STA. 316+00.70 ζ TAXIWAY B AND STA. 3+25.31 ζ TAXIWAY B2
3	1917270.7049	882218.1174	STA. 325+53.07 ζ TAXIWAY B AND STA. 7+09.88 ζ TAXIWAY B3
4	1917655.2315	882219.5769	STA. 425+54.53 ζ TAXIWAY A AND ζ TAXIWAY B3
5	1917657.2766	881266.5717	STA. 416+01.52 ζ TAXIWAY A AND ζ TAXIWAY B2
6	1916951.6956	879382.3982	STA. 0+00.00 ζ TAXIWAY B1 AND STA. 97+17.34 ζ RUNWAY 9/27
7	1916947.4011	881265.0483	STA. 0+00.00 ζ TAXIWAY B2 AND STA. 116+00.00 ζ RUNWAY 9/27
8	1917270.1468	882491.6017	STA. 328+26.56 ζ TAXIWAY B AND STA. 207+35.30 ζ TAXIWAY C





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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B
 SITE PLAN/PROJECT CONTROL PLAN**

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DESIGN BY:	BJF
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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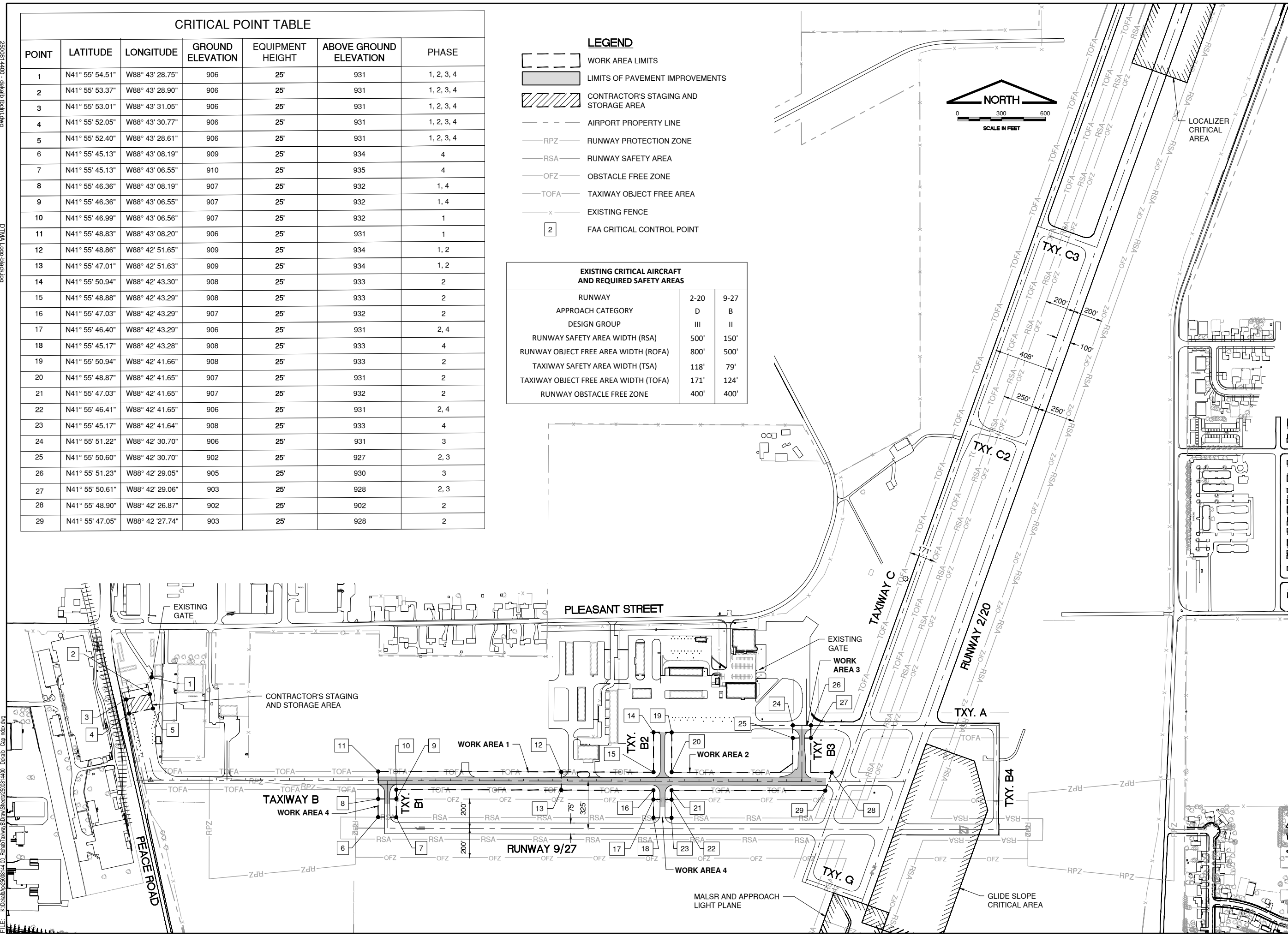
CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	EQUIPMENT HEIGHT	ABOVE GROUND ELEVATION	PHASE
1	N41° 55' 54.51"	W88° 43' 28.75"	906	25'	931	1, 2, 3, 4
2	N41° 55' 53.37"	W88° 43' 28.90"	906	25'	931	1, 2, 3, 4
3	N41° 55' 53.01"	W88° 43' 31.05"	906	25'	931	1, 2, 3, 4
4	N41° 55' 52.05"	W88° 43' 30.77"	906	25'	931	1, 2, 3, 4
5	N41° 55' 52.40"	W88° 43' 28.61"	906	25'	931	1, 2, 3, 4
6	N41° 55' 45.13"	W88° 43' 08.19"	909	25'	934	4
7	N41° 55' 45.13"	W88° 43' 06.55"	910	25'	935	4
8	N41° 55' 46.36"	W88° 43' 08.19"	907	25'	932	1, 4
9	N41° 55' 46.36"	W88° 43' 06.55"	907	25'	932	1, 4
10	N41° 55' 46.99"	W88° 43' 06.56"	907	25'	932	1
11	N41° 55' 48.83"	W88° 43' 08.20"	906	25'	931	1
12	N41° 55' 48.86"	W88° 42' 51.65"	909	25'	934	1, 2
13	N41° 55' 47.01"	W88° 42' 51.63"	909	25'	934	1, 2
14	N41° 55' 50.94"	W88° 42' 43.30"	908	25'	933	2
15	N41° 55' 48.88"	W88° 42' 43.29"	908	25'	933	2
16	N41° 55' 47.03"	W88° 42' 43.29"	907	25'	932	2
17	N41° 55' 46.40"	W88° 42' 43.29"	906	25'	931	2, 4
18	N41° 55' 45.17"	W88° 42' 43.28"	908	25'	933	4
19	N41° 55' 50.94"	W88° 42' 41.66"	908	25'	933	2
20	N41° 55' 48.87"	W88° 42' 41.65"	907	25'	931	2
21	N41° 55' 47.03"	W88° 42' 41.65"	907	25'	932	2
22	N41° 55' 46.41"	W88° 42' 41.65"	906	25'	931	2, 4
23	N41° 55' 45.17"	W88° 42' 41.64"	908	25'	933	4
24	N41° 55' 51.22"	W88° 42' 30.70"	906	25'	931	3
25	N41° 55' 50.60"	W88° 42' 30.70"	902	25'	927	2, 3
26	N41° 55' 51.23"	W88° 42' 29.05"	905	25'	930	3
27	N41° 55' 50.61"	W88° 42' 29.06"	903	25'	928	2, 3
28	N41° 55' 48.90"	W88° 42' 26.87"	902	25'	902	2
29	N41° 55' 47.05"	W88° 42' 27.74"	903	25'	928	2

LEGEND

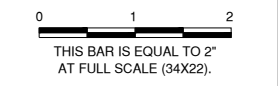
- WORK AREA LIMITS
- LIMITS OF PAVEMENT IMPROVEMENTS
- CONTRACTOR'S STAGING AND STORAGE AREA
- AIRPORT PROPERTY LINE
- RUNWAY PROTECTION ZONE
- RUNWAY SAFETY AREA
- OBSTACLE FREE ZONE
- TAXIWAY OBJECT FREE AREA
- EXISTING FENCE
- FAA CRITICAL CONTROL POINT

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	2-20	9-27
APPROACH CATEGORY	D	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	171'	124'
RUNWAY OBSTACLE FREE ZONE	400'	400'



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**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B
 CONSTRUCTION SAFETY AND
 PHASING PLAN INDEX**

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DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	BJF
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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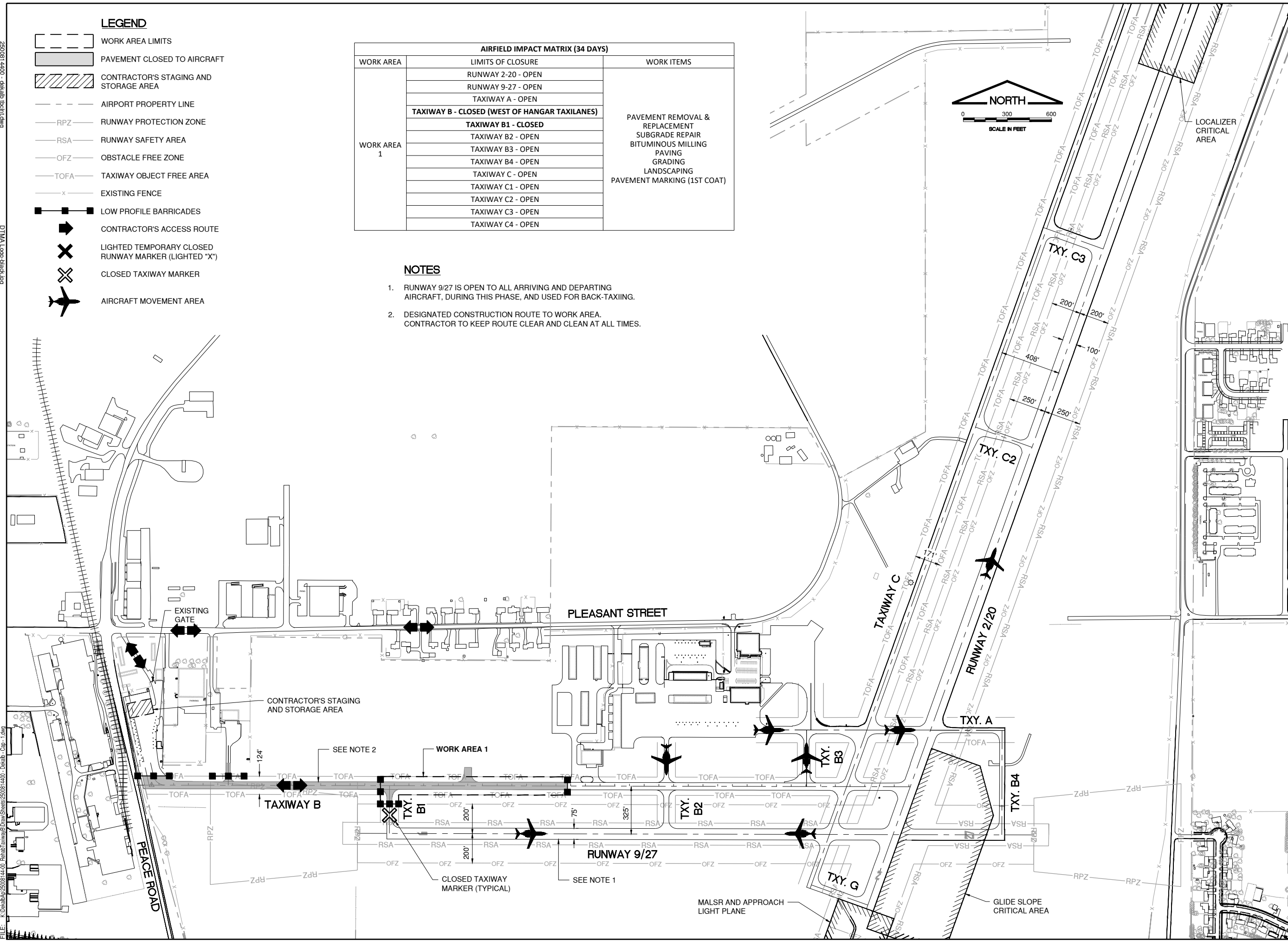
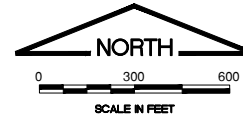
LEGEND

- WORK AREA LIMITS
- PAVEMENT CLOSED TO AIRCRAFT
- CONTRACTOR'S STAGING AND STORAGE AREA
- AIRPORT PROPERTY LINE
- RPZ - RUNWAY PROTECTION ZONE
- RSA - RUNWAY SAFETY AREA
- OFZ - OBSTACLE FREE ZONE
- TOFA - TAXIWAY OBJECT FREE AREA
- EXISTING FENCE
- LOW PROFILE BARRICADES
- CONTRACTOR'S ACCESS ROUTE
- LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
- CLOSED TAXIWAY MARKER
- AIRCRAFT MOVEMENT AREA

AIRFIELD IMPACT MATRIX (34 DAYS)		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 1	RUNWAY 2-20 - OPEN	PAVEMENT REMOVAL & REPLACEMENT SUBGRADE REPAIR BITUMINOUS MILLING PAVING GRADING LANDSCAPING PAVEMENT MARKING (1ST COAT)
	RUNWAY 9-27 - OPEN	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (WEST OF HANGAR TAXILANES)	
	TAXIWAY B1 - CLOSED	
	TAXIWAY B2 - OPEN	
	TAXIWAY B3 - OPEN	
	TAXIWAY B4 - OPEN	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
	TAXIWAY C4 - OPEN	

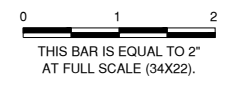
NOTES

- RUNWAY 9/27 IS OPEN TO ALL ARRIVING AND DEPARTING AIRCRAFT, DURING THIS PHASE, AND USED FOR BACK-TAXIING.
- DESIGNATED CONSTRUCTION ROUTE TO WORK AREA. CONTRACTOR TO KEEP ROUTE CLEAR AND CLEAN AT ALL TIMES.



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 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

**CONSTRUCTION SAFETY AND
 PHASING PLAN - PHASE 1 WORK AREA**

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DESIGN BY: B/JF
 DRAWN BY: J/RO
 CHECKED BY: D/JK
 APPROVED BY: D/JK
 DATE: 02/27/2026
 JOB No: 25008144.00

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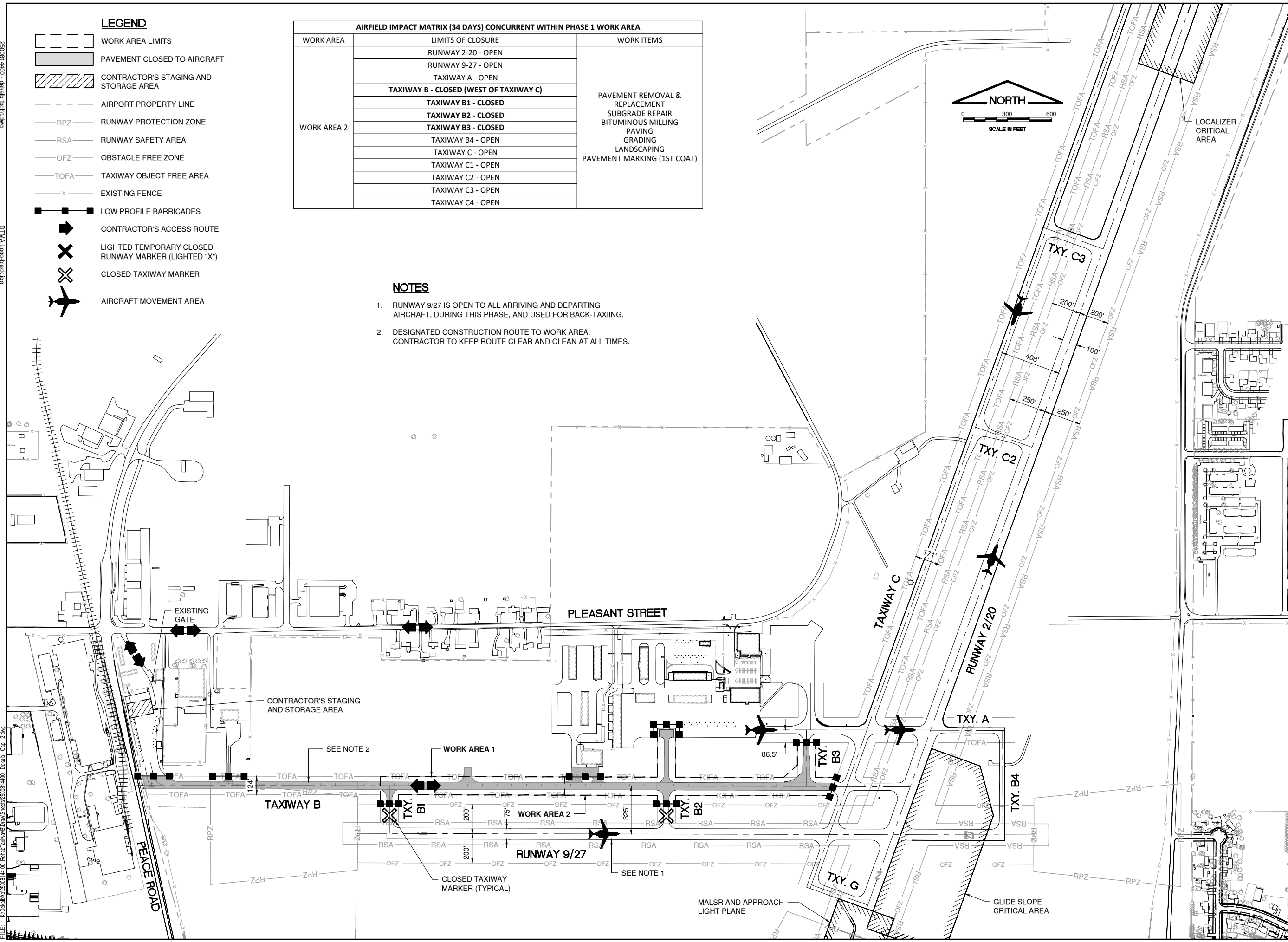
LEGEND

- WORK AREA LIMITS
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- LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
- CLOSED TAXIWAY MARKER
- AIRCRAFT MOVEMENT AREA

AIRFIELD IMPACT MATRIX (34 DAYS) CONCURRENT WITHIN PHASE 1 WORK AREA		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 2	RUNWAY 2-20 - OPEN	PAVEMENT REMOVAL & REPLACEMENT SUBGRADE REPAIR BITUMINOUS MILLING PAVING GRADING LANDSCAPING PAVEMENT MARKING (1ST COAT)
	RUNWAY 9-27 - OPEN	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (WEST OF TAXIWAY C)	
	TAXIWAY B1 - CLOSED	
	TAXIWAY B2 - CLOSED	
	TAXIWAY B3 - CLOSED	
	TAXIWAY B4 - OPEN	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
	TAXIWAY C4 - OPEN	

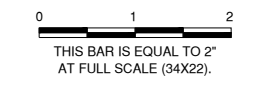
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 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

**CONSTRUCTION SAFETY AND
 PHASING PLAN - PHASE 1 AND 2 WORK AREAS**

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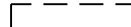
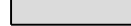












DESIGN BY: BJB
 DRAWN BY: JRO
 CHECKED BY: DJK
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 DATE: 02/27/2026
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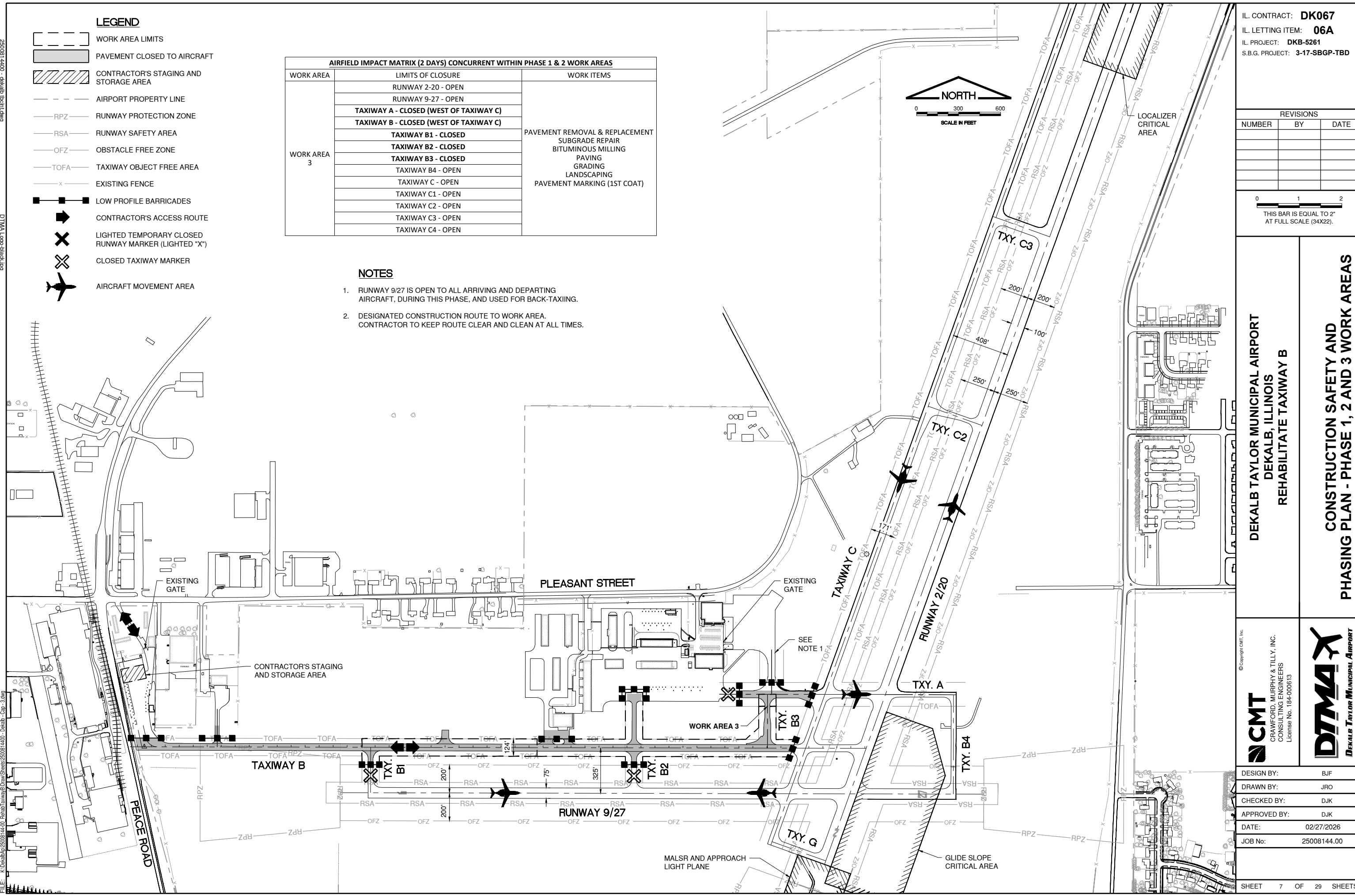
LEGEND

-  WORK AREA LIMITS
-  PAVEMENT CLOSED TO AIRCRAFT
-  CONTRACTOR'S STAGING AND STORAGE AREA
-  AIRPORT PROPERTY LINE
-  RPZ - RUNWAY PROTECTION ZONE
-  RSA - RUNWAY SAFETY AREA
-  OFZ - OBSTACLE FREE ZONE
-  TOFA - TAXIWAY OBJECT FREE AREA
-  EXISTING FENCE
-  LOW PROFILE BARRICADES
-  CONTRACTOR'S ACCESS ROUTE
-  LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
-  CLOSED TAXIWAY MARKER
-  AIRCRAFT MOVEMENT AREA

AIRFIELD IMPACT MATRIX (2 DAYS) CONCURRENT WITHIN PHASE 1 & 2 WORK AREAS		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 3	RUNWAY 2-20 - OPEN	PAVEMENT REMOVAL & REPLACEMENT SUBGRADE REPAIR BITUMINOUS MILLING PAVING GRADING LANDSCAPING PAVEMENT MARKING (1ST COAT)
	RUNWAY 9-27 - OPEN	
	TAXIWAY A - CLOSED (WEST OF TAXIWAY C)	
	TAXIWAY B - CLOSED (WEST OF TAXIWAY C)	
	TAXIWAY B1 - CLOSED	
	TAXIWAY B2 - CLOSED	
	TAXIWAY B3 - CLOSED	
	TAXIWAY B4 - OPEN	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
TAXIWAY C4 - OPEN		

NOTES

1. RUNWAY 9/27 IS OPEN TO ALL ARRIVING AND DEPARTING AIRCRAFT, DURING THIS PHASE, AND USED FOR BACK-TAXIING.
2. DESIGNATED CONSTRUCTION ROUTE TO WORK AREA. CONTRACTOR TO KEEP ROUTE CLEAR AND CLEAN AT ALL TIMES.



IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

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

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

**CONSTRUCTION SAFETY AND
 PHASING PLAN - PHASE 1, 2 AND 3 WORK AREAS**

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 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: B/JF
 DRAWN BY: J/RO
 CHECKED BY: D/JK
 APPROVED BY: D/JK
 DATE: 02/27/2026
 JOB No: 25008144.00

25008144.00 - 004-180623 - Detail: Construction
 004-180623 - 004-180623 - 004-180623

FILE: K:\Detail\25008144.00 - Rehab Taxiway B Draw\Sheet\25008144.00 - DeKalb - Capr - 4.dwg
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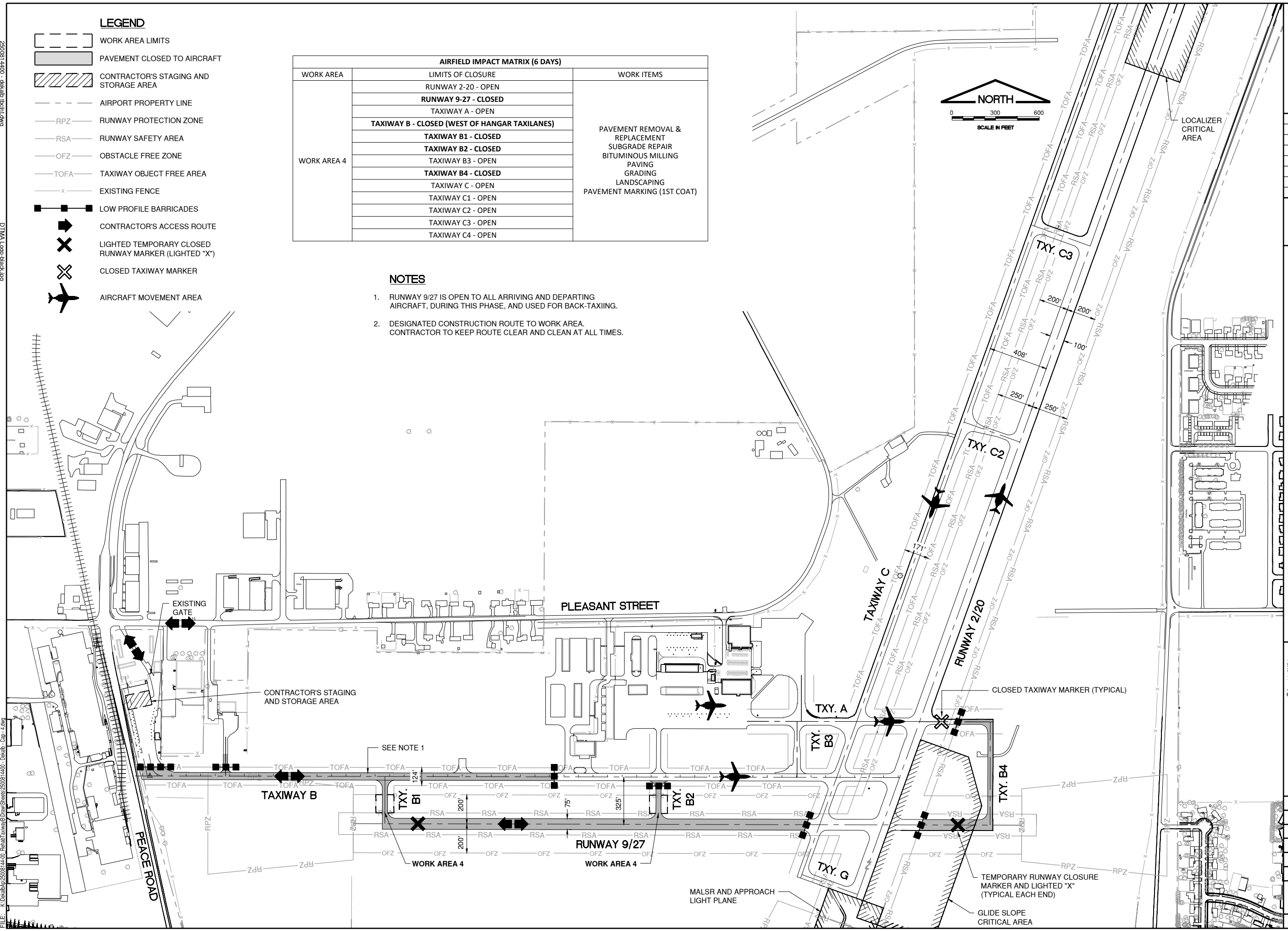
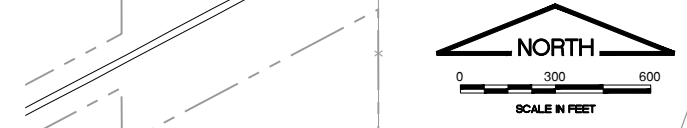
LEGEND

- WORK AREA LIMITS
- PAVEMENT CLOSED TO AIRCRAFT
- CONTRACTOR'S STAGING AND STORAGE AREA
- AIRPORT PROPERTY LINE
- RPZ - RUNWAY PROTECTION ZONE
- RSA - RUNWAY SAFETY AREA
- OFZ - OBSTACLE FREE ZONE
- TOFA - TAXIWAY OBJECT FREE AREA
- x- EXISTING FENCE
- LOW PROFILE BARRICADES
- CONTRACTOR'S ACCESS ROUTE
- LIGHTED TEMPORARY CLOSED RUNWAY MARKER (LIGHTED "X")
- CLOSED TAXIWAY MARKER
- AIRCRAFT MOVEMENT AREA

AIRFIELD IMPACT MATRIX (6 DAYS)		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 4	RUNWAY 2-20 - OPEN	PAVEMENT REMOVAL & REPLACEMENT SUBGRADE REPAIR BITUMINOUS MILLING PAVING GRADING LANDSCAPING PAVEMENT MARKING (1ST COAT)
	RUNWAY 9-27 - CLOSED	
	TAXIWAY A - OPEN	
	TAXIWAY B - CLOSED (WEST OF HANGAR TAXILANES)	
	TAXIWAY B1 - CLOSED	
	TAXIWAY B2 - CLOSED	
	TAXIWAY B3 - OPEN	
	TAXIWAY B4 - CLOSED	
	TAXIWAY C - OPEN	
	TAXIWAY C1 - OPEN	
	TAXIWAY C2 - OPEN	
	TAXIWAY C3 - OPEN	
TAXIWAY C4 - OPEN		

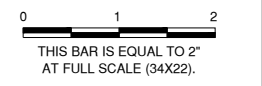
NOTES

1. RUNWAY 9/27 IS OPEN TO ALL ARRIVING AND DEPARTING AIRCRAFT, DURING THIS PHASE, AND USED FOR BACK-TAXIING.
2. DESIGNATED CONSTRUCTION ROUTE TO WORK AREA. CONTRACTOR TO KEEP ROUTE CLEAR AND CLEAN AT ALL TIMES.



IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4 WORK AREA

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DESIGN BY:	BJF
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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Bdf: jiang-dbt\1\WLD
Emp: jiang-dbt\jppp - 04/18/2023

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 46 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING 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 TAXIWAY B 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 1

WORK AREA 1 GENERALLY INCLUDES PATCHING, BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING (FIRST COAT) ON TAXIWAY B FROM THE WESTERN PROJECT LIMITS TO APPROXIMATELY THE TAXILANE TO PRIVATE HANGARS AND TAXIWAY B1 OUTSIDE OF RUNWAY 9-27 OFZ.

WORK AREA 2

WORK AREA 2 GENERALLY INCLUDES PATCHING, BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING (FIRST COAT) ON TAXIWAY B FROM THE LIMITS OF WORK AREA 1 TO THE EASTERN PROJECT LIMITS, TAXIWAY B2 OUTSIDE OF RUNWAY 9-27 OFZ, AND TAXIWAY B3 UP TO THE TAXIWAY A TOFA.

WORK AREA 3

WORK AREA 3 GENERALLY INCLUDES PATCHING, BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING (FIRST COAT) ON TAXIWAY B3 WITHIN THE TAXIWAY A TOFA.

WORK AREA 4

WORK AREA 4 GENERALLY INCLUDES PATCHING, BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING (FIRST COAT) ON TAXIWAYS B1 AND B2 WITHIN RUNWAY 9-27 OFZ.

WORK AREA 5

WORK AREA 5 GENERALLY INCLUDES, BUT IS NOT LIMITED TO, PREPARATION AND PLACEMENT OF FINAL COAT OF PAVEMENT MARKINGS FOR ALL PAVEMENTS WITHIN EACH PREVIOUSLY DEFINED WORK AREA 1 THROUGH 4.

RESTRICTIONS

GENERAL (ALL WORK AREAS)

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

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

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL 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.

THE CONTRACTOR MUST PROVIDE THE AIRPORT A FOURTEEN (14) DAY NOTICE PRIOR TO REQUESTING A RUNWAY OR TAXIWAY CLOSURE FOR APPROVAL.

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.

BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK

THE BITUMINOUS TEST STRIP AND PRE-CONSTRUCTION FIELD WORK MUST BE COMPLETED AND ACCEPTED PRIOR TO CLOSING AIRFIELD PAVEMENTS FOR PRODUCTION WORK IN ALL WORK AREAS.

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

WORK AREA 1

AN EXTENDED CLOSURE OF TAXIWAYS B AND B1 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAYS B AND B1 - OUTSIDE OF THE RUNWAY 9-27 OFZ, EXCLUDING THE SECOND COAT OF PAVEMENT MARKING. ALL LOCATIONS WITHIN THE TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE TAXIWAYS AT END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1 WILL BE LIMITED TO A CONTINUOUS 34 CALENDAR-DAY DURATION.

RUNWAYS 2-20 AND 9-27 WILL CONTINUOUSLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED DURING THE WORK IN AREA 1.

WORK AREA 2

AN EXTENDED CLOSURE OF TAXIWAYS B, B2, AND B3 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF THESE TAXIWAYS EXCLUDING THE SECOND COAT OF PAVEMENT MARKING. ALL LOCATIONS WITHIN THE TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE TAXIWAYS TO AIR TRAFFIC OPERATIONS AT END OF THE CLOSURE PERIOD.

RUNWAYS 2-20 AND 9-27 WILL CONTINUOUSLY BE OPEN FOR AIRCRAFT OPERATIONS EXCEPT AS NOTED DURING THE WORK IN AREAS 2.

WORK WITHIN WORK AREA 2 WILL BE LIMITED TO A CONTINUOUS 34 CALENDAR-DAY DURATION AND MUST OCCUR DURING THE CLOSURE PERIOD FOR WORK AREA 1.

WORK AREA 3

AN EXTENDED CLOSURE OF TAXIWAYS A (WEST OF TAXIWAY C), B, B2, AND B3 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF THESE TAXIWAYS, EXCLUDING THE SECOND COAT OF PAVEMENT MARKING. ALL LOCATIONS WITHIN THE TOFA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE TAXIWAYS TO AIR TRAFFIC OPERATIONS AT END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 3 WILL BE LIMITED TO A CONTINUOUS 2 CALENDAR-DAY DURATION AND MUST OCCUR DURING THE CLOSURE PERIOD FOR WORK AREA 1 AND 2.

RUNWAY 2-20 AND RUNWAY 9-27 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS DURING THE WORK IN AREA 3.

WORK AREA 4

AN EXTENDED CLOSURE OF RUNWAY 9-27 AND TAXIWAYS A (EAST OF RUNWAY 2-20, B (WEST OF THE HANGAR TAXILANES), B1, B2, AND B4 IS REQUIRED TO COMPLETE WORK WITHIN THE RUNWAY 9-27 OFZ AND TOFA THE TAXIWAYS , EXCLUDING THE SECOND COAT OF PAVEMENT MARKING. ALL LOCATIONS WITHIN THE OFZ AND TOFAS WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE TAXIWAYS AND RUNWAY 9-27 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 4 WILL BE LIMITED TO A 6 CALENDAR-DAY DURATION, AND CANNOT BE COMPLETED CONCURRENTLY WITH ANY OTHER WORK AREA.

RUNWAY 2-20 WILL CONTINUALLY BE OPEN FOR AIRCRAFT OPERATIONS DURING THE WORK IN AREA 4.

WORK AREA 5

VARIOUS CLOSURES OF PAVEMENTS WITHIN WORK AREA 5 WILL MIMIC THE SAME CLOSURE AREAS AND BARRICADE REQUIREMENTS AS DEFINED IN WORK AREAS 1, 2, 3, AND 4, SUCCESSIVELY, AND ARE REQUIRED TO COMPLETE THE WORK WITHIN THE TOFA OF ASSOCIATED TAXIWAYS AND THE OFZ OF RUNWAY 9-27. THE CLOSURE DURATION WITHIN EACH SUB-WORK AREA WILL NOT EXCEED ONE (1) CALENDAR DAY EACH, STARTING AT 7:00 AM AND ENDING BY 5:00 PM, BEFORE RE-OPENING THE ASSOCIATED PAVEMENT TO AIRCRAFT OPERATIONS.

ALL WORK WITHIN EACH SUB-WORK AREA MUST BE COMPLETED AND ACCEPTED PRIOR TO CLOSING ANY PAVEMENTS FOR WORK IN THE FOLLOWING WORK AREA. CONTRACTOR SHALL COORDINATE CLOSURES WITH THE AIRPORT AND RPR, INCLUDING THE POTENTIAL OF COMBINING VARIOUS WORK AREAS TO EFFICIENTLY COMPLETE THE WORK.

THE CONTRACTOR MUST ALLOW ALL NEW BITUMINOUS PAVEMENTS TO CURE A MINIMUM OF 30 DAYS PRIOR TO PREPARATION AND APPLICATION OF SECOND COAT OF PAVEMENT MARKINGS. THE PAVEMENT CURE TIME SHALL OCCUR OUTSIDE OF THE CONTRACT TIME.

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

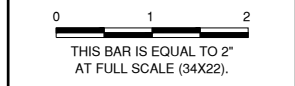
1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A 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: **DK067**
IL LETTING ITEM: **06A**
IL PROJECT: **DKB-5261**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B**

**CONSTRUCTION SAFETY AND PHASING PLAN
GENERAL NOTES - 1**

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DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	BJF
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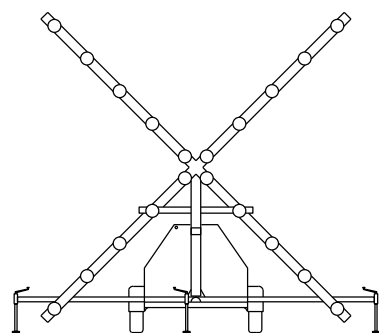
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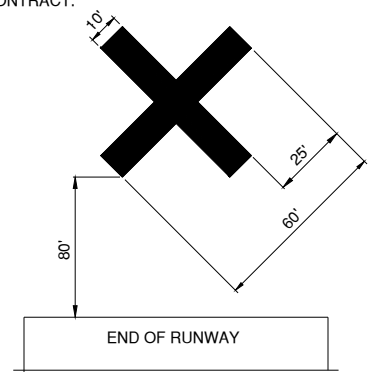
CLOSED RUNWAY MARKER NOTES

- 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

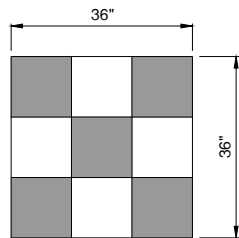


OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

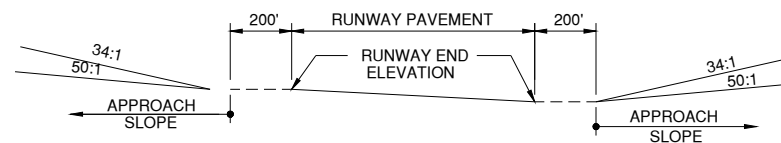
AIRFIELD LIGHTS AND SIGNS NOTES

- 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

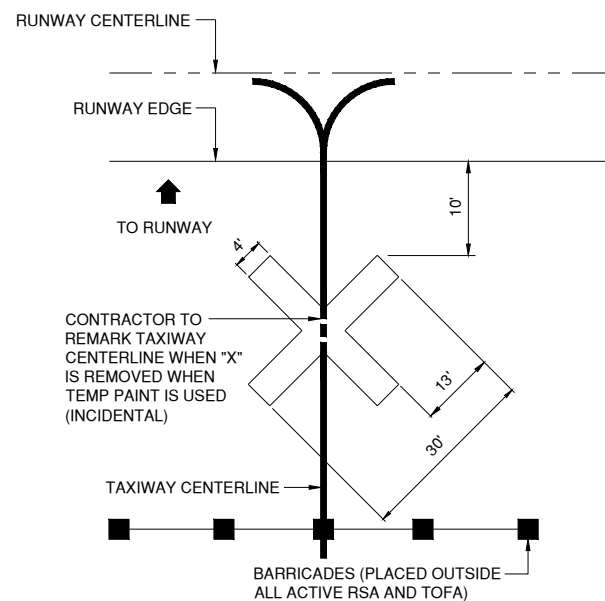
NOT TO SCALE



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

NO SCALE

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

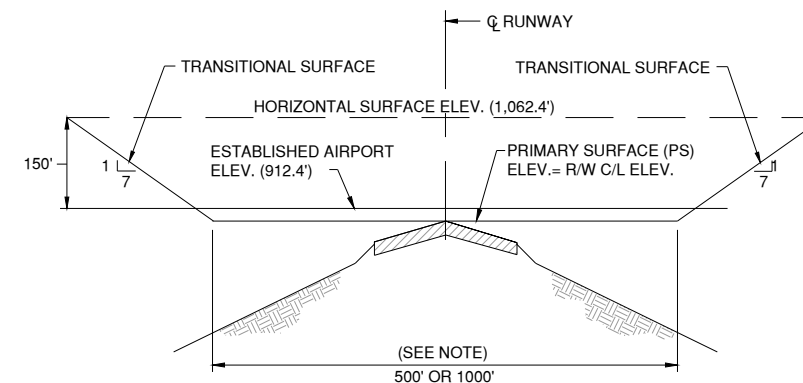


CLOSED TAXIWAY MARKER DETAIL

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

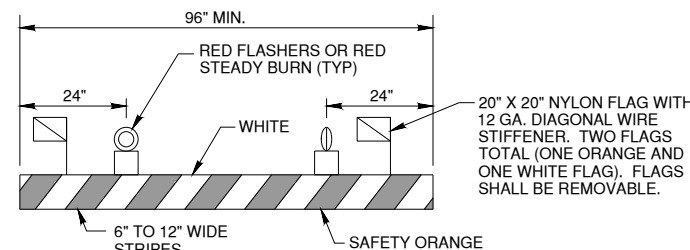
NO SCALE

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

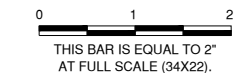
NOT TO SCALE

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.

IL. CONTRACT: **DK067**
 IL. LETTING ITEM: **06A**
 IL. PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



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

DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B

CONSTRUCTION SAFETY AND PHASING PLAN
 DETAILS

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DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

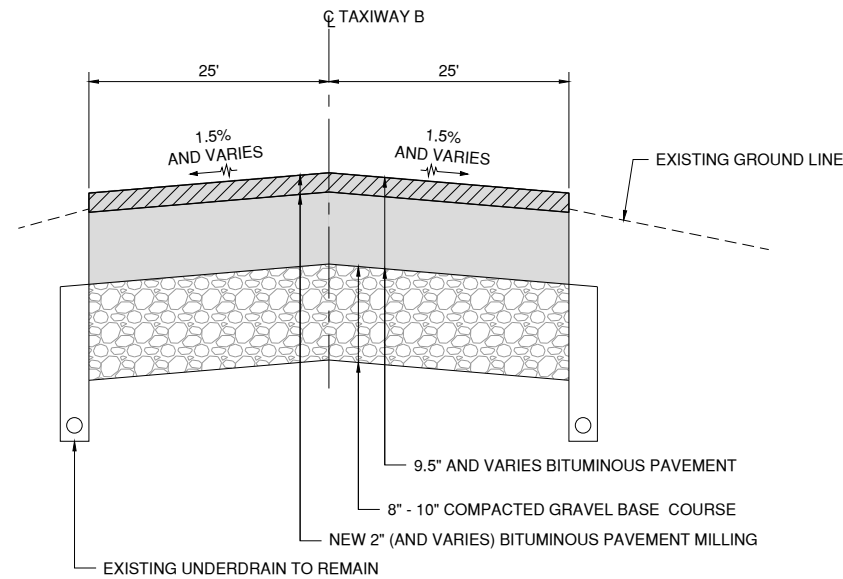
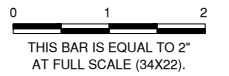
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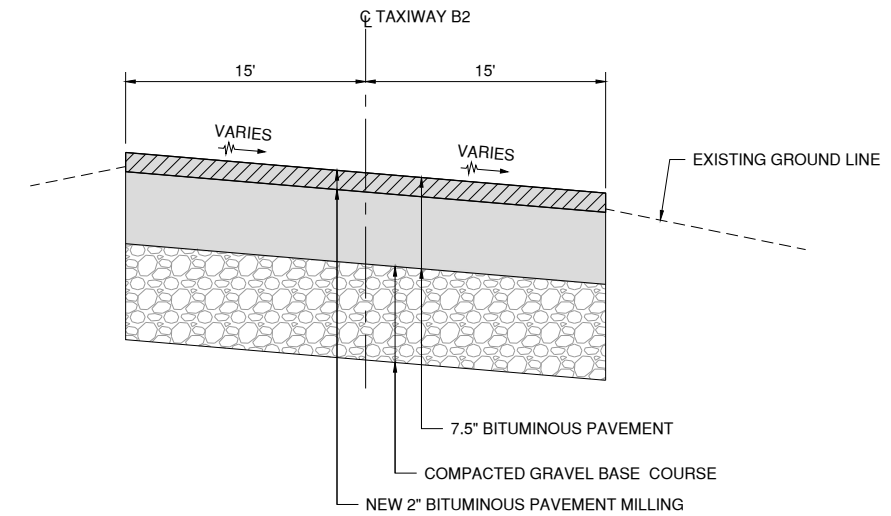
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 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

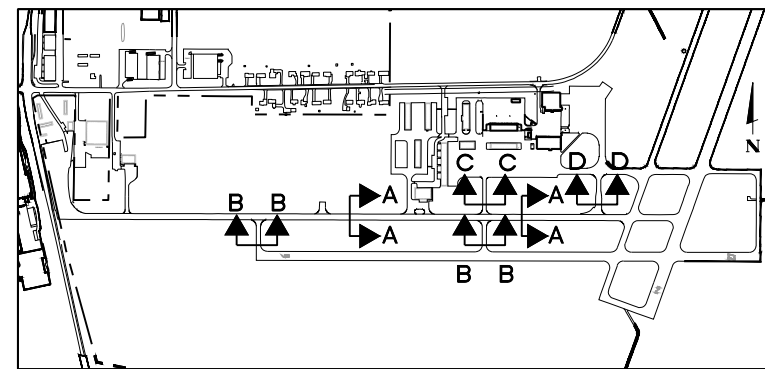
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NUMBER	BY	DATE



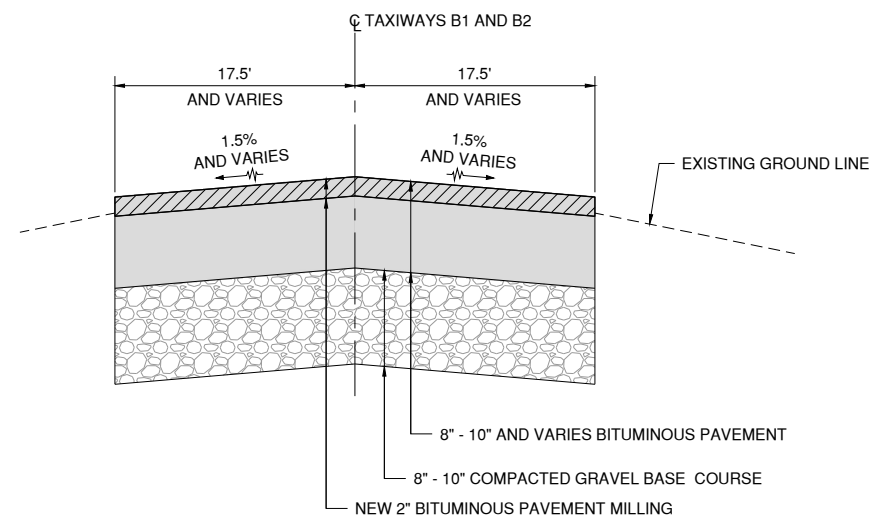
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 NOT TO SCALE
 TAXIWAY B FROM STA. 280+41.72 TO STA. 327+17.62



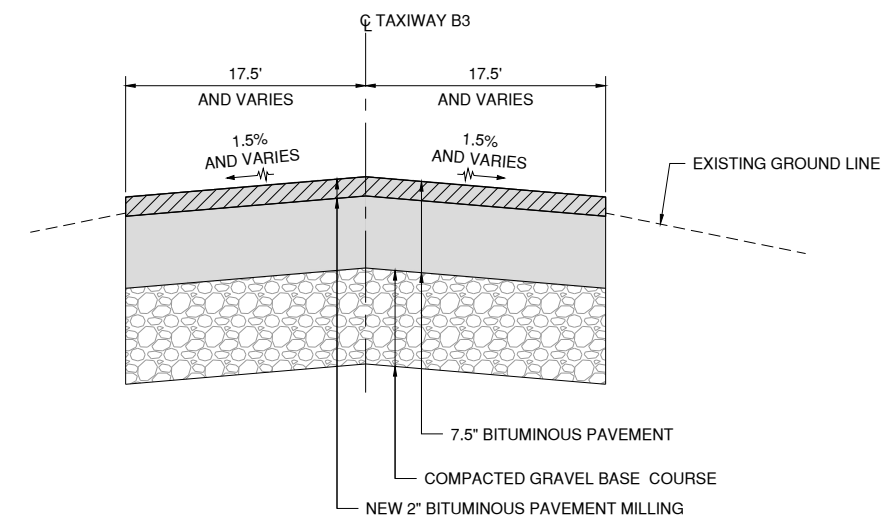
EXISTING TYPICAL SECTION C-C
 NOT TO SCALE
 TAXIWAY B2 FROM STA. 3+50 TO STA. 6+60



KEY MAP



EXISTING TYPICAL SECTION B-B
 NOT TO SCALE
 TAXIWAY B1 FROM STA. 0+37.50 TO STA. 3+25
 TAXIWAY B2 FROM STA. 0+37.50 TO STA. 3+25



EXISTING TYPICAL SECTION D-D
 NOT TO SCALE
 TAXIWAY B3 FROM STA. 3+50 TO STA. 6+84

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

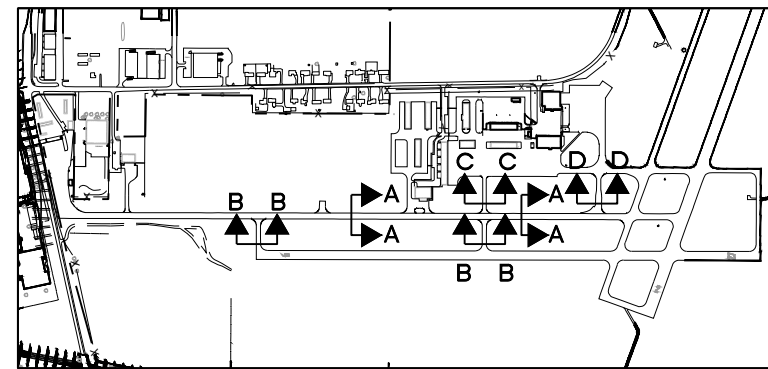
TYPICAL SECTIONS - 1

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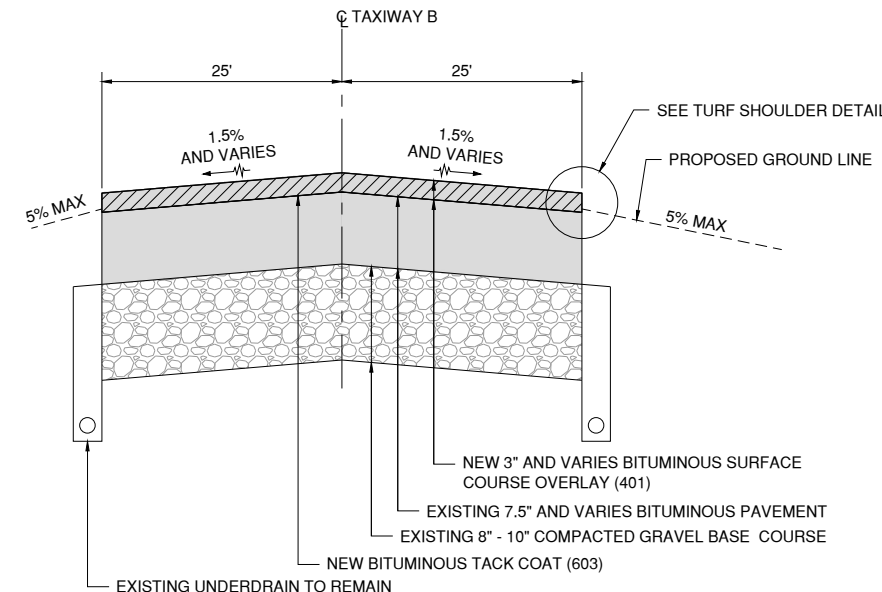
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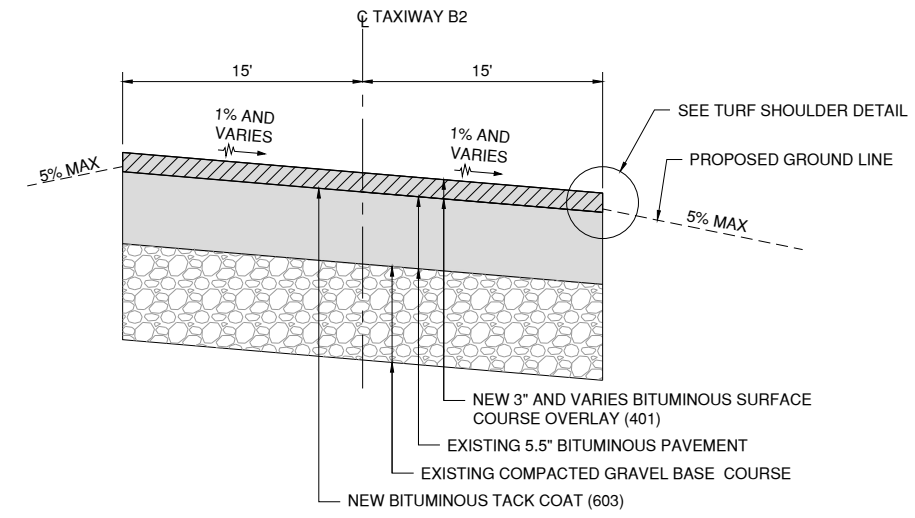
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CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00



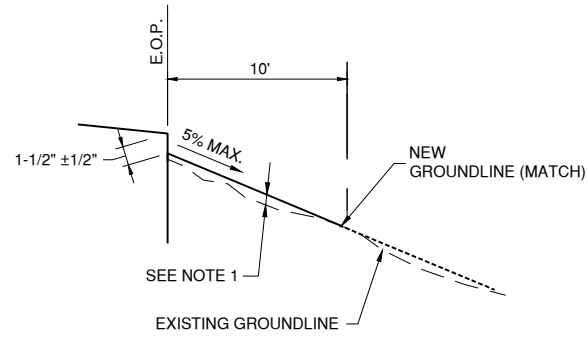
KEY MAP



PROPOSED TYPICAL SECTION A-A
NOT TO SCALE
TAXIWAY B FROM STA. 280+41.72 TO STA. 327+17.62



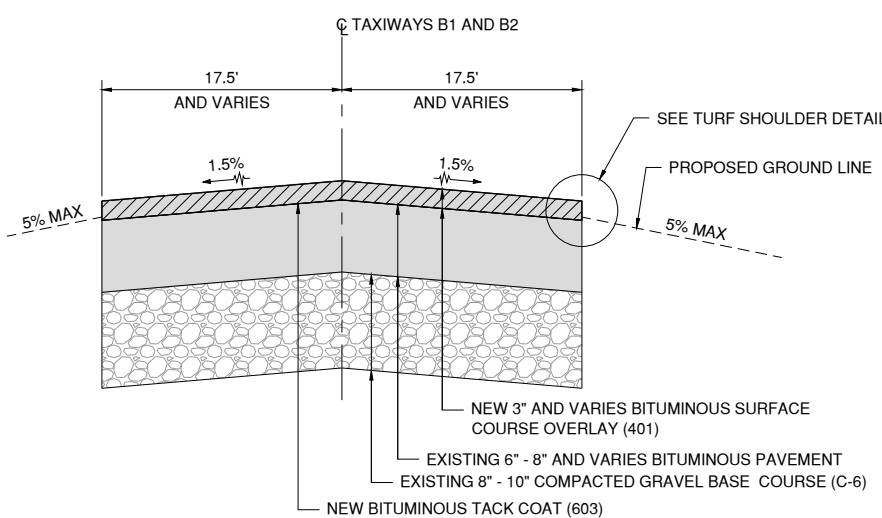
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TAXIWAY B2 FROM STA. 3+50 TO STA. 6+60



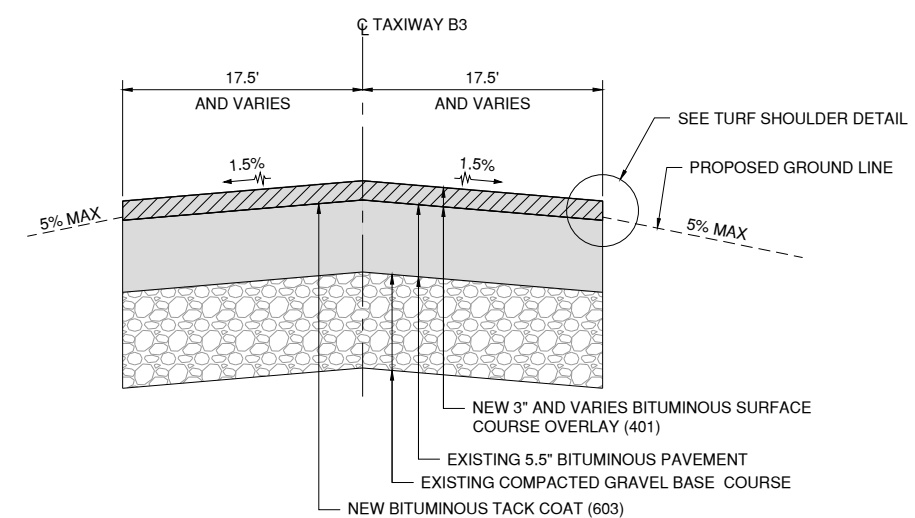
TURF SHOULDER DETAIL
NOT TO SCALE

NOTES

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



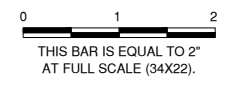
PROPOSED TYPICAL SECTION B-B
NOT TO SCALE
TAXIWAY B1 FROM STA. 0+37.50 TO STA. 3+25
TAXIWAY B2 FROM STA. 0+37.50 TO STA. 3+25



PROPOSED TYPICAL SECTION D-D
NOT TO SCALE
TAXIWAY B3 FROM STA. 3+50 TO STA. 6+84

IL CONTRACT: **DK067**
IL LETTING ITEM: **06A**
IL PROJECT: **DKB-5261**
S.B.G. PROJECT: **3-17-SBGP-TBD**

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**DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B
TYPICAL SECTIONS - 2**

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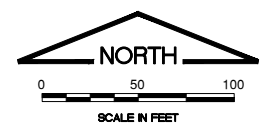
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DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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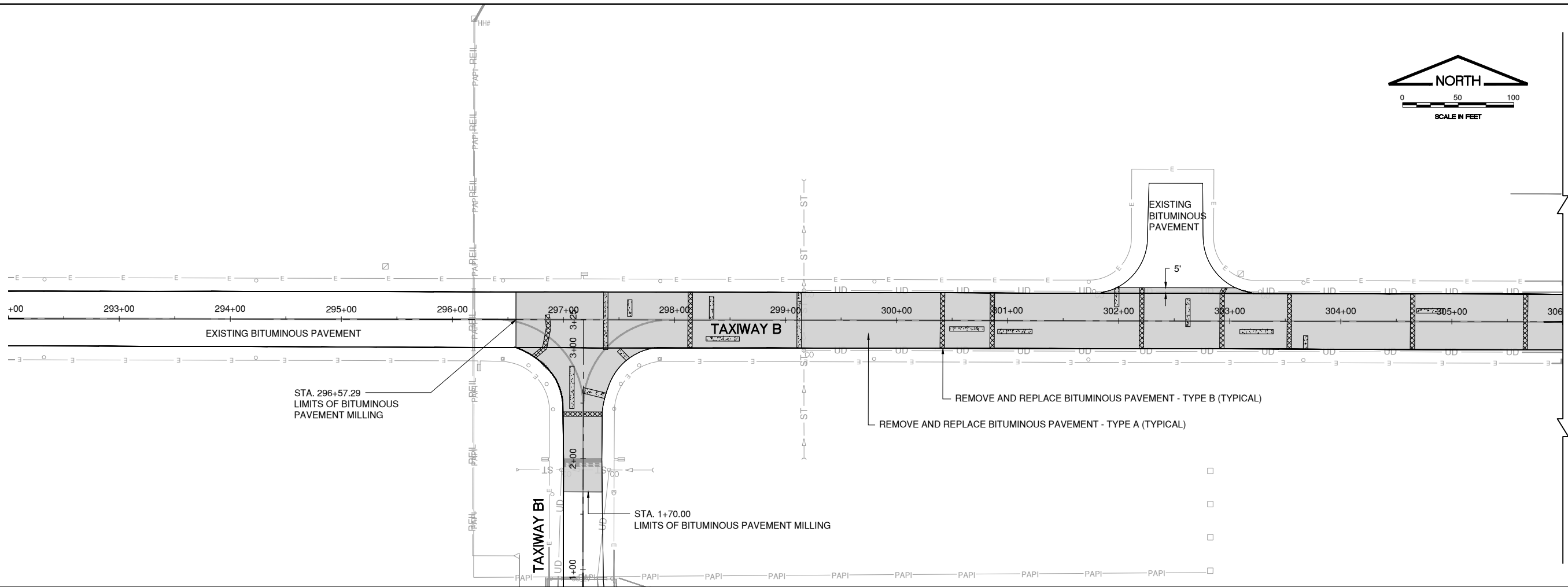
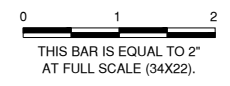
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IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**



REVISIONS		
NUMBER	BY	DATE



MATCHLINE STA. 306+00

NOTES

- 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.
- THE EXISTING PAVEMENT SURFACES ARE TO BE MILLED ONLY AFTER COMPLETION OF OPERATIONS FOR REMOVE AND AND REPLACE BITUMINOUS PAVEMENT TYPE A AND B.
- THE LOCATIONS AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B ARE APPROXIMATE AND SHALL BE VERIFIED BY THE RESIDENT ENGINEER PRIOR TO SAWCUTTING.
- THE 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)
- 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.
- SEE SHEET 26 - PAVING TABLE FOR ALL MILLING DEPTHS.
- SEE PLAN AND PROFILE SHEETS 16 THROUGH 18 FOR MILLING DEPTH TRANSITION.

EXISTING CONDITIONS AND REMOVALS LEGEND

	NEW 2" AND VARIES BITUMINOUS PAVEMENT MILLING (AR401650) (SEE NOTE 1, 3 AND 5)		EXISTING WATER VALVE
	REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A (SEE NOTE 3 AND NOTE 5)		EXISTING UNDERDRAIN CLEANOUT STRUCTURE
	REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B (SEE NOTE 3 AND NOTE 5)		EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
	EXISTING CONDUIT/DUCT BANK		EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
	EXISTING RUNWAY/TAXIWAY CIRCUIT		EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
	EXISTING STORM SEWER		EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
	EXISTING UNDERDRAIN		EXISTING ELECTRICAL HANDHOLE
	EXISTING WATERMAIN		EXISTING ELECTRICAL SPLICE CAN
	EXISTING SANITARY SEWER		EXISTING WIND CONE
	EXISTING STORM INLET		EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING SLOPE BOX		EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM
	EXISTING FLARED END SECTION		EXISTING FENCE
	EXISTING HEADWALL		AIRPORT PROPERTY LINE
	EXISTING PAVEMENT MARKING		
	EXISTING PAVEMENT MARKING TO BE REMOVED		

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B
EXISTING CONDITIONS/PROPOSED REMOVALS - 1

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DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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NOTES

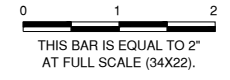
1. PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE BROOMED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES SHALL BE REMOVED. ALL CRACKS FOUND TO BE WIDER THAN 1" SHALL BE REPAIRED WITH SAND MIX CRACK REPAIR.
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6. SEE SHEET 26 - PAVING TABLE FOR ALL MILLING DEPTHS.
7. SEE PLAN AND PROFILE SHEETS 16 THROUGH 18 FOR MILLING DEPTH TRANSITION.

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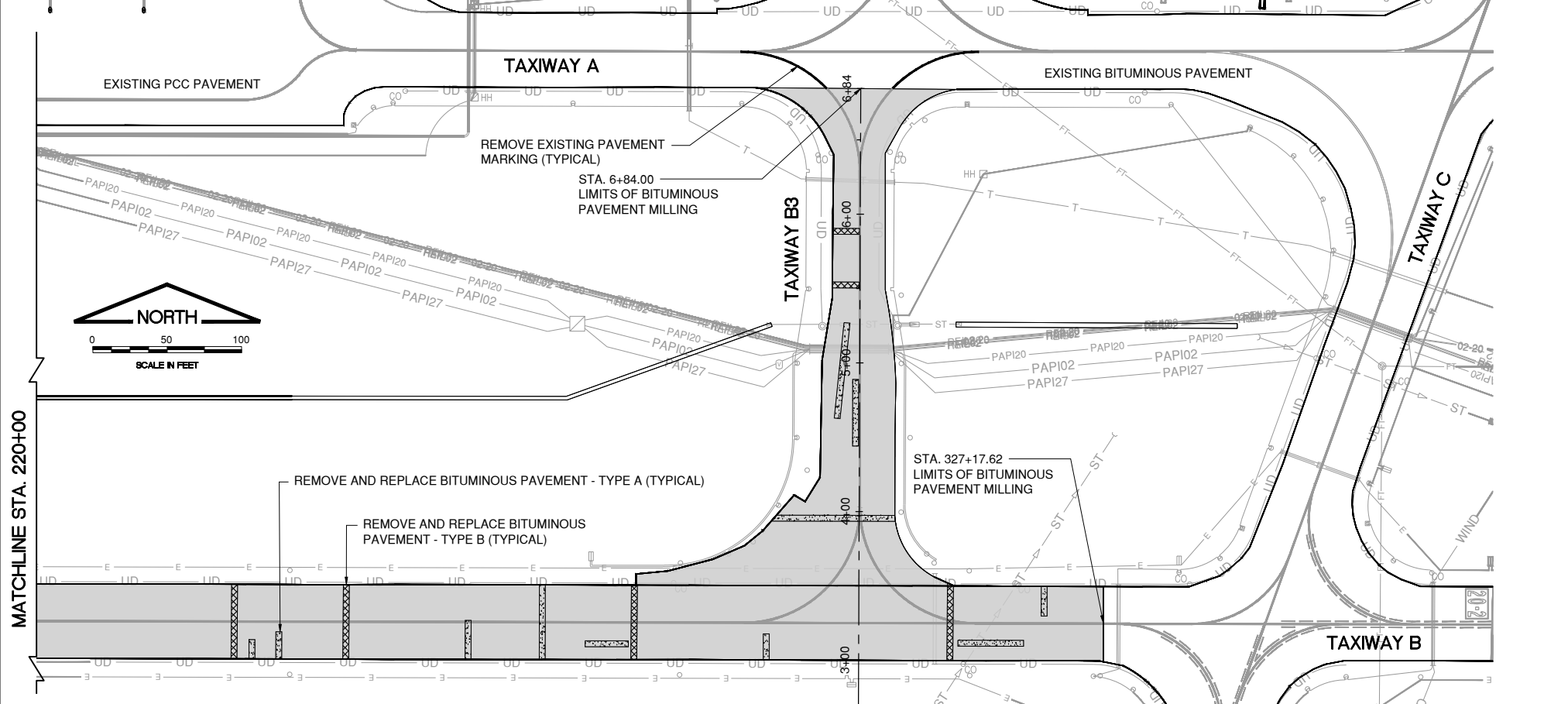
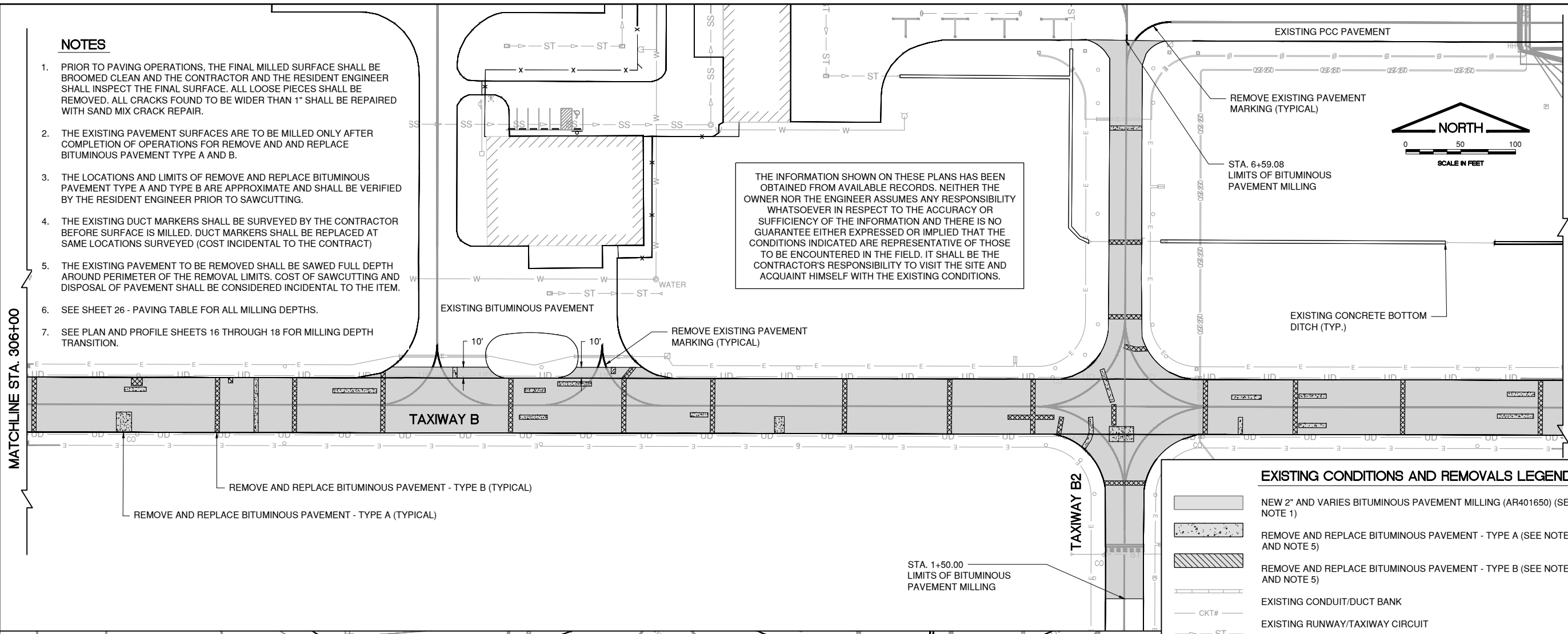
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 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



MATCHLINE STA. 306+00

MATCHLINE STA. 320+00



EXISTING CONDITIONS AND REMOVALS LEGEND

- NEW 2" AND VARIES BITUMINOUS PAVEMENT MILLING (AR401650) (SEE NOTE 1)
- REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A (SEE NOTE 3 AND NOTE 5)
- REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B (SEE NOTE 3 AND NOTE 5)
- 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 ELECTRICAL HANDHOLE
- EXISTING ELECTRICAL SPLICE CAN
- EXISTING WIND CONE
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM
- EXISTING PAVEMENT MARKING
- EXISTING PAVEMENT MARKING TO BE REMOVED
- EXISTING FENCE
- AIRPORT PROPERTY LINE

DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B

EXISTING CONDITIONS/PROPOSED REMOVALS - 2

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 DEKALB TAYLOR MUNICIPAL AIRPORT

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CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00
SHEET 15 OF 29 SHEETS	

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 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

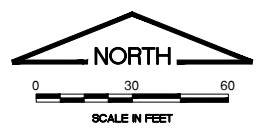
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NUMBER	BY	DATE

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

**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B
 TAXIWAY B-1 AND B-2
 INTERSECTION GRADE DETAILS**

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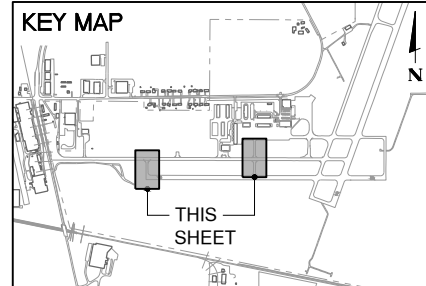
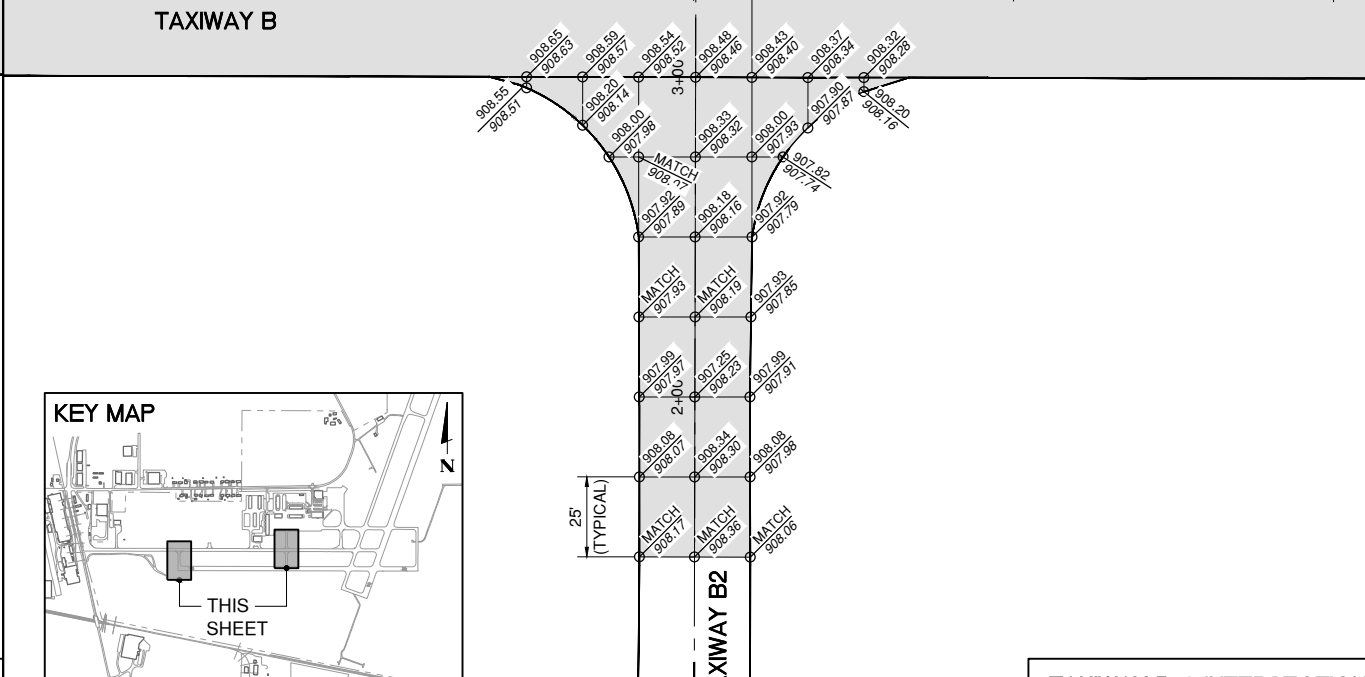
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 DRAWN BY: J.R.O.
 CHECKED BY: D.J.K.
 APPROVED BY: D.J.K.
 DATE: 02/27/2026
 JOB No: 25008144.00



LEGEND

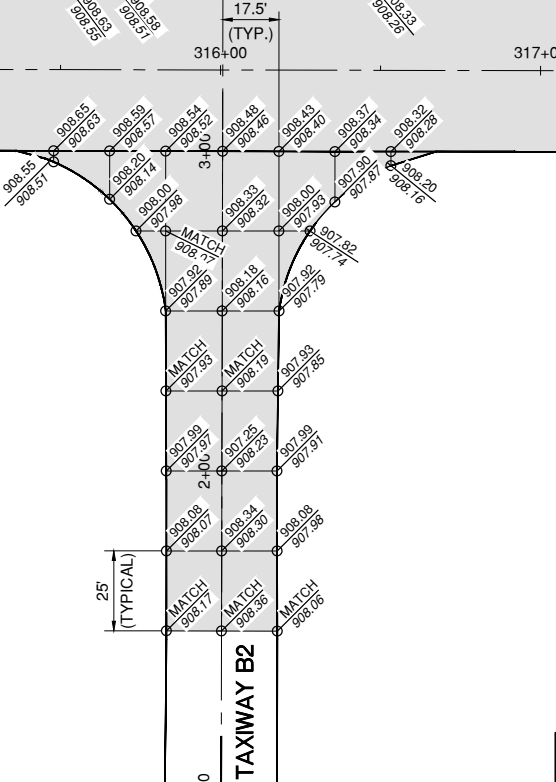
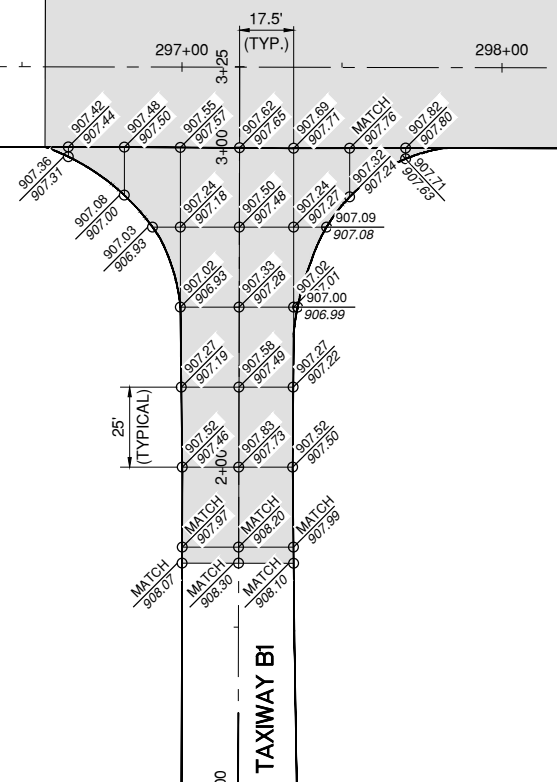
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- [Line with 'X'] NEW ELEVATION
- [Line] EXISTING ELEVATION

296+00 297+00 298+00 299+00 314+00 315+00 316+00 317+00 318+00



TAXIWAY B-1 INTERSECTION

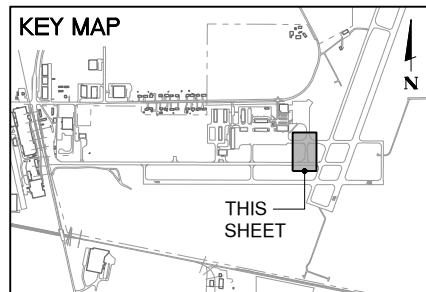
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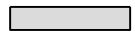


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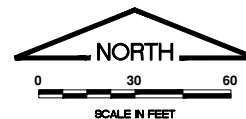
DTMA Logo-back.jpg

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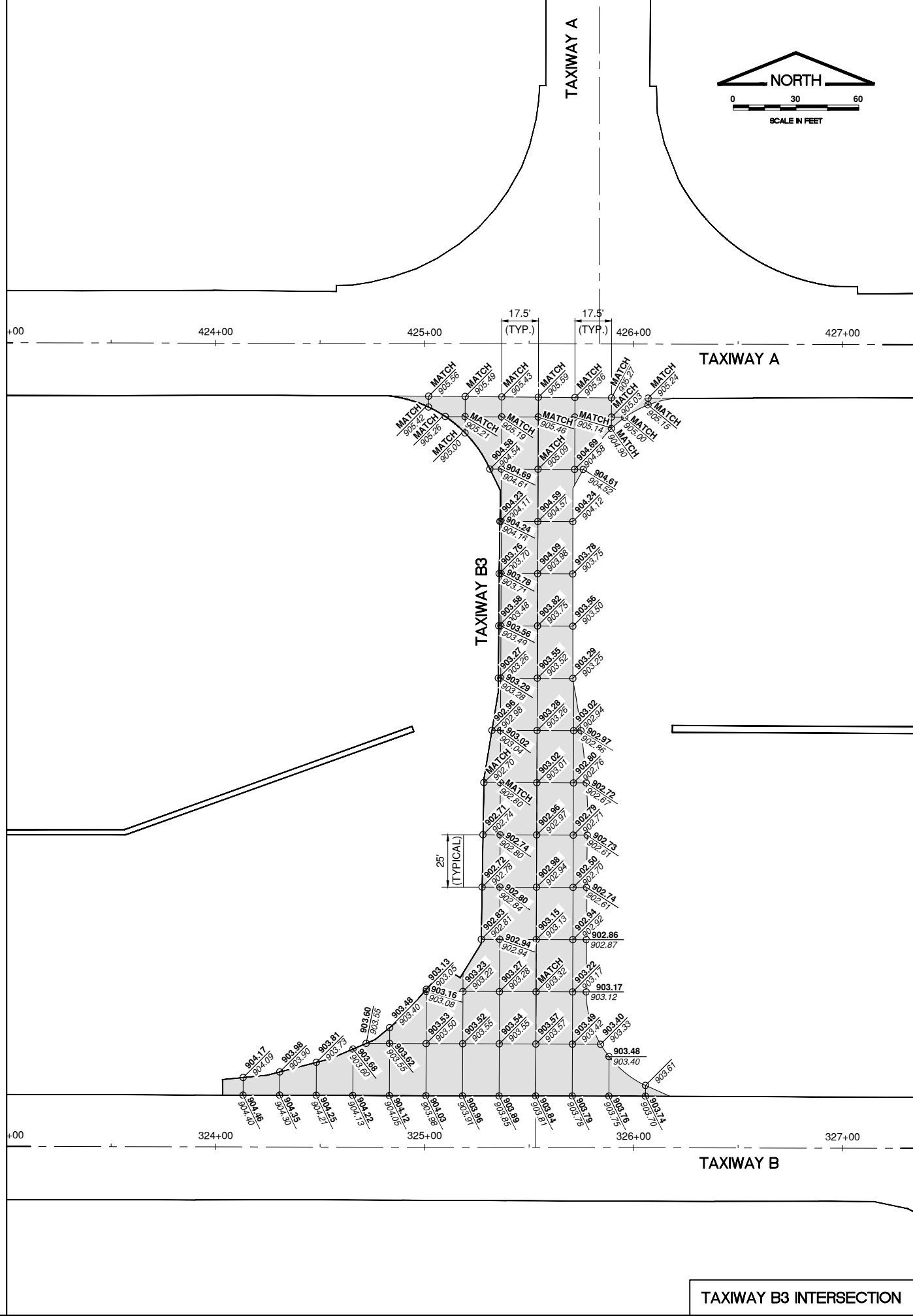
 NEW LIMITS OF 2" BITUMINOUS MILLING AND 3" AND VARIES BITUMINOUS SURFACE COURSE OVERLAY
 NEW ELEVATION
 EXISTING ELEVATION



IL CONTRACT: DK067
 IL LETTING ITEM: 06A
 IL PROJECT: DKB-5261
 S.B.G. PROJECT: 3-17-SBGP-TBD

REVISIONS		
NUMBER	BY	DATE

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



DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B
 TAXIWAY B-3
 INTERSECTION GRADE DETAILS

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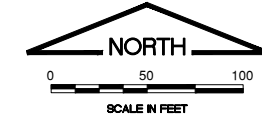
DESIGN BY: BJJ
 DRAWN BY: JRO
 CHECKED BY: DJK
 APPROVED BY: DJK
 DATE: 02/27/2026
 JOB No: 25008144.00

TAXIWAY B3 INTERSECTION

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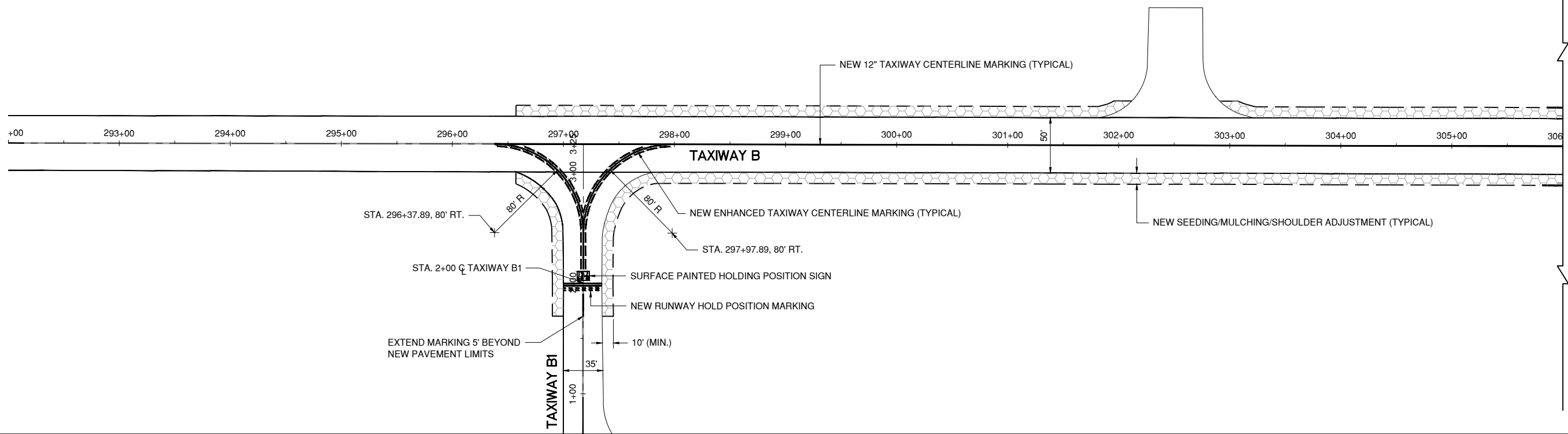
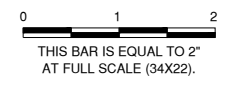
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IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



MATCHLINE STA. 306+00

LEGEND

- EXISTING PAVEMENT MARKING
- NEW PAVEMENT MARKING
- NEW SEEDING/MULCHING/SHOULDER ADJUSTMENT

PAVEMENT MARKING NOTES

1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER. REFLECTIVE BEADS SHALL BE INCIDENTAL TO PAVEMENT MARKING.
3. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
4. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1 (LATEST EDITION).
5. WHERE EXISTING MARKINGS ARE TO BE REPAINTED OVER, THE CONTRACTOR SHALL SCRAPE THE EXISTING MARKINGS TO REMOVE LOOSE PAINT PRIOR TO MARKING APPLICATION.
6. SECOND COAT OF PAVEMENT MARKING TO BE PLACED AFTER BITUMINOUS PAVEMENT HAS CURED FOR 30 DAYS.

DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B

MARKING AND LANDSCAPING PLAN - 1

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 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	CMJ
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

2500814400 - details - hatching.dwg
 2500814400 - details - hatching.dwg
 2500814400 - details - hatching.dwg

DTMVA: cbr-back.jpg

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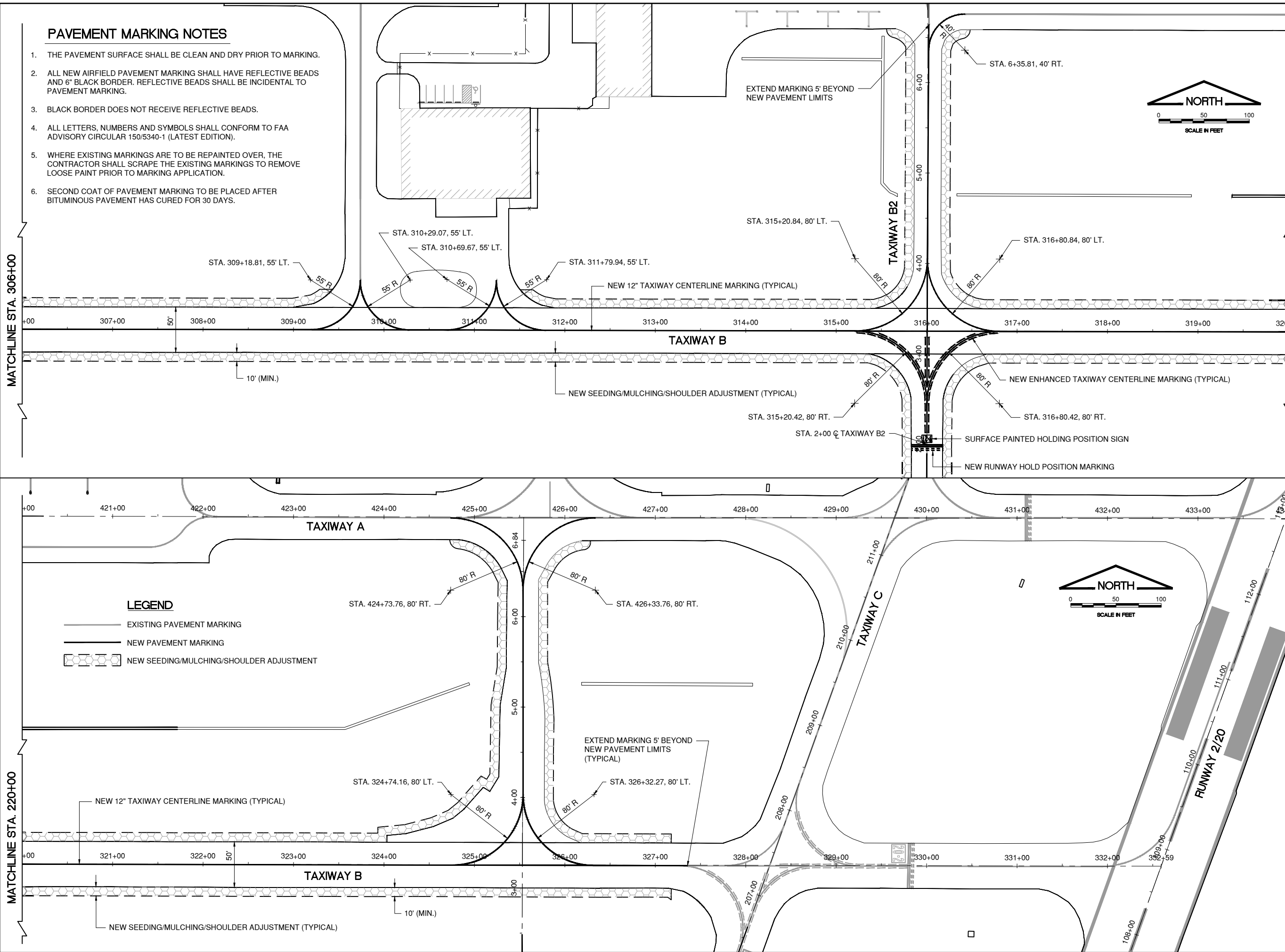
PAVEMENT MARKING NOTES

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MATCHLINE STA. 306+00

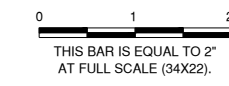
MATCHLINE STA. 220+00

MATCHLINE STA. 320+00



IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

MARKING AND LANDSCAPING PLAN - 2

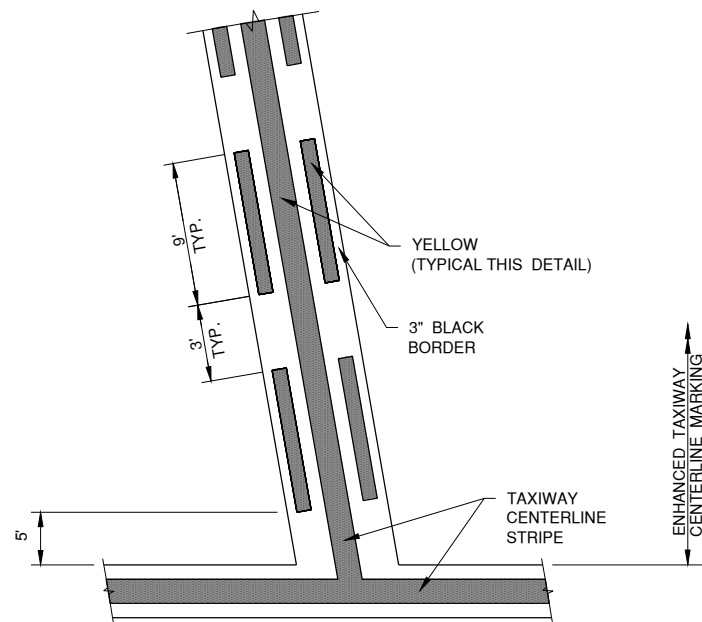
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DESIGN BY:	CMJ
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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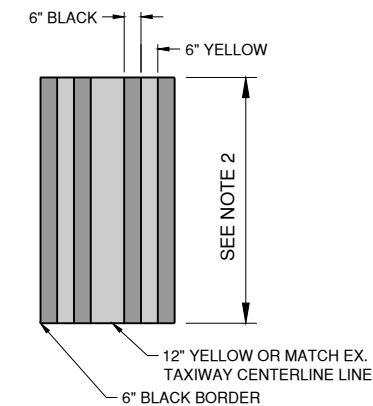
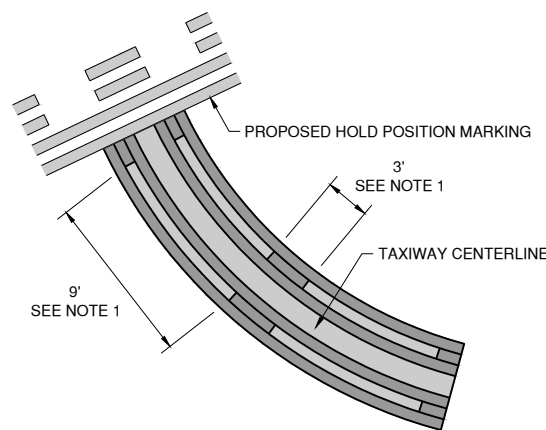
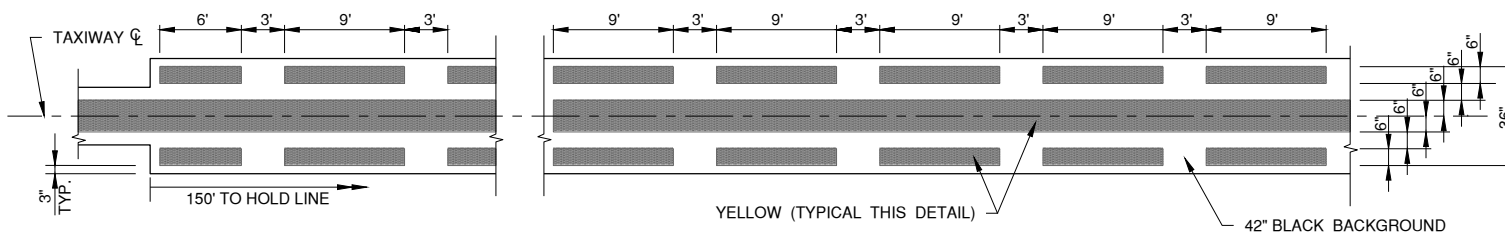
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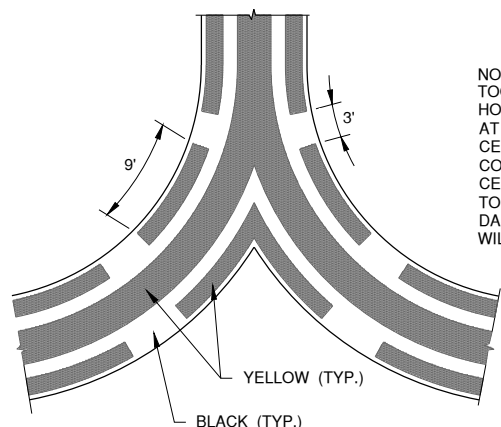
ENHANCED TAXIWAY MARKING TERMINATION AT CROSSING TAXIWAY DETAIL

NOT TO SCALE



ENHANCED TAXIWAY MARKING DETAILS

NOT TO SCALE



ENHANCED TAXIWAY MARKING CONVERGENCE DETAIL

NOT TO SCALE

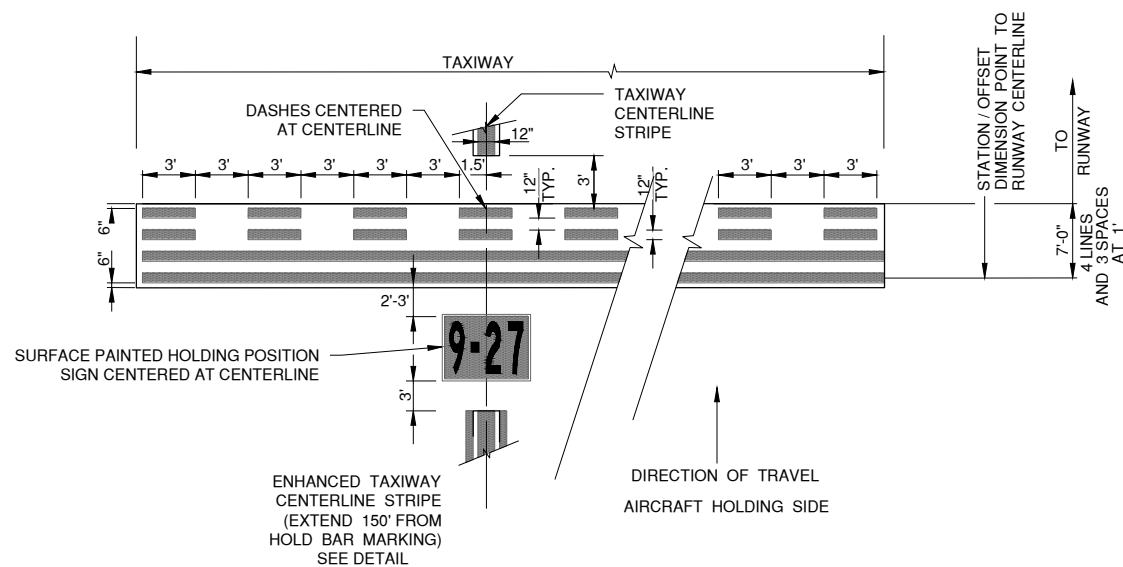
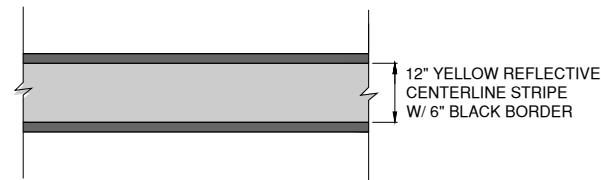
NOTES: WHERE TWO TAXIWAY CENTERLINES COME TOGETHER (CONVERGE) AT OR BEFORE THE RUNWAY HOLDING POSITION MARKING, BOTH DASHES LOCATED AT THE CONVERGENCE ON THE OUTSIDE OF THE TWO CENTERLINES WILL BE FULL DASHES. DASHES AT THE CONVERGENCE LOCATED BETWEEN THE TWO CENTERLINES MUST END AT THE SAME POINT RELATIVE TO THE RESPECTIVE CENTERLINE AS THE OUTSIDE DASH. IT IS PERMISSIBLE TO OMIT ANY DASH THAT WILL BE LESS THAN FIVE FEET IN LENGTH.

NOTES

1. THE DASHED LINES DIMENSIONS ARE TAKEN ALONG THE CENTER OF THE TAXIWAY CENTERLINE.
2. THE LENGTH OF THE ENHANCED TAXIWAY MARKING SHALL BE NO GREATER THAN 150'. IF THE ENHANCED MARKING INTERSECTS ANOTHER MARKING BEFORE 150', THE ENHANCED TAXIWAY MARKING SHALL TERMINATE 5' FROM THE INTERSECTING MARKING. IF ENHANCED CENTERLINE MERGES WITH AN INTERSECTING CURVE, THE CENTERLINE SHALL MERGE TANGENT TO THE CURVE WITH THE LAST SET OF FULL DASHES.

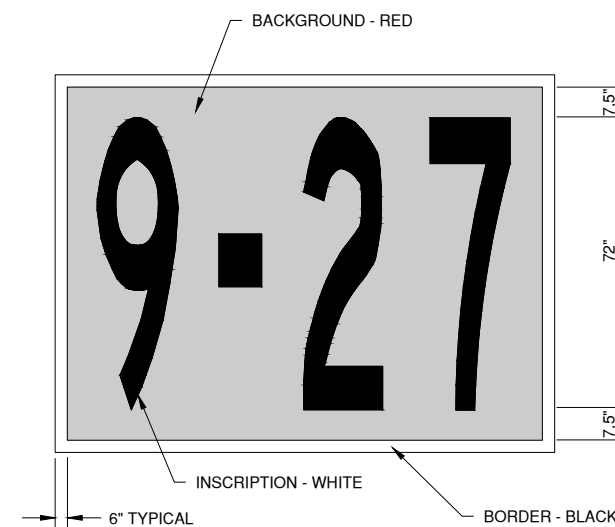
TAXIWAY CENTERLINE DETAIL

NOT TO SCALE



RUNWAY HOLDING POSITION MARKING (TAXIWAYS B1 AND B2)

NOT TO SCALE

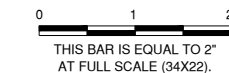


SURFACE PAINTED HOLDING POSITION MARKING - RUNWAY 9-27

NOT TO SCALE

IL. CONTRACT: **DK067**
 IL. LETTING ITEM: **06A**
 IL. PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

PAVEMENT MARKING DETAILS

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DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	02/27/2026
JOB No:	25008144.00

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, 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.

BITUMINOUS PAVEMENT MILLING AND PAVING.

TURF SHOULDER ADJUSTMENT, SEEDING, MULCHING AND SEEDING.

INSTALLATION OF NEW PAVEMENT MARKING.

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

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 7 ACRES OF WHICH 1.75 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:

- 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.
- 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:

- A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
- 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:

- ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
- 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.
- CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
- TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 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.
- THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
- 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.
- ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, DEKALB COUNTY, DEKALB TAYLOR MUNICIPAL AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
- 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.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
- THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN 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.
- WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
- 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.
- 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.
- THE CONDITION OF THE CONSTRUCTION SITE FOR 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 BEYOND 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.
- 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 TAXIWAY B

SECTION: 17, 18 AND 19 PROJECT NUMBER: DKB-5225

COUNTY: DEKALB CONTRACT NUMBER: 3-17-SBGP-TBD (DK000)

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.

SEED TABLE			
CLASS - TYPE	SEED MIXTURE	RATE (LB/ACRE)	APPLICATION WINDOW
IDOT AERONAUTICS (PERMANENT SEEDING)	TALL FESCUE	60	APRIL 1 THRU JUNE 1
	ANNUAL RYEGRASS	20	SEPTEMBER 1 THRU NOVEMBER 1
	RED FESCUE	30	
	HARD FESCUE	30	
TEMPORARY EROSION CONTROL SEEDING I	OATS	100 LB/ACRE	MARCH 1 THRU JULY 31 *
TEMPORARY EROSION CONTROL SEEDING II	WINTER WHEAT	100 LB/ACRE	AUGUST 1 THRU NOVEMBER 15 *

* NOTE: WHEN TEMPORARY SEEDING CAN NOT BE COMPLETED DUE TO APPLICATION WINDOW RESTRICTIONS CONTRACTOR SHALL APPLY A LIGHT-DUTY HYDRAULIC MULCH (1000 LB/ACRE MINIMUM) IN ITS PLACE. CONTRACTOR SHALL REAPPLY HYDRAULIC MULCH, AS NECESSARY, TO MINIMIZE EROSION.

MULCH TYPE	
HEAVY-DUTY HYDRAULIC	APPLIED PER MANUFACTURER'S RECOMMENDATION (3000 LB/ACRE MINIMUM)

FERTILIZER MIX	
NUTRIENT	PLAT (LB/ACRE)
NITROGEN	90
PHOSPHORUS (P205)	90
POTASSIUM (K20)	90

NPDES PERMIT #	_____
DATE ISSUED	_____
DATE EXPIRED	_____

IL. CONTRACT: **DK067**

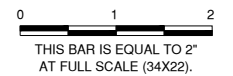
IL. LETTING ITEM: **06A**

IL. PROJECT: **DKB-5261**

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

REVISIONS

NUMBER	BY	DATE



DEKALB TAYLOR MUNICIPAL AIRPORT
DEKALB, ILLINOIS
REHABILITATE TAXIWAY B

STORM WATER POLLUTION PREVENTION PLAN
NOTES AND DETAILS - 1

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DTMA
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: **CMJ**

DRAWN BY: **JRO**

CHECKED BY: **DJK**

APPROVED BY: **DJK**

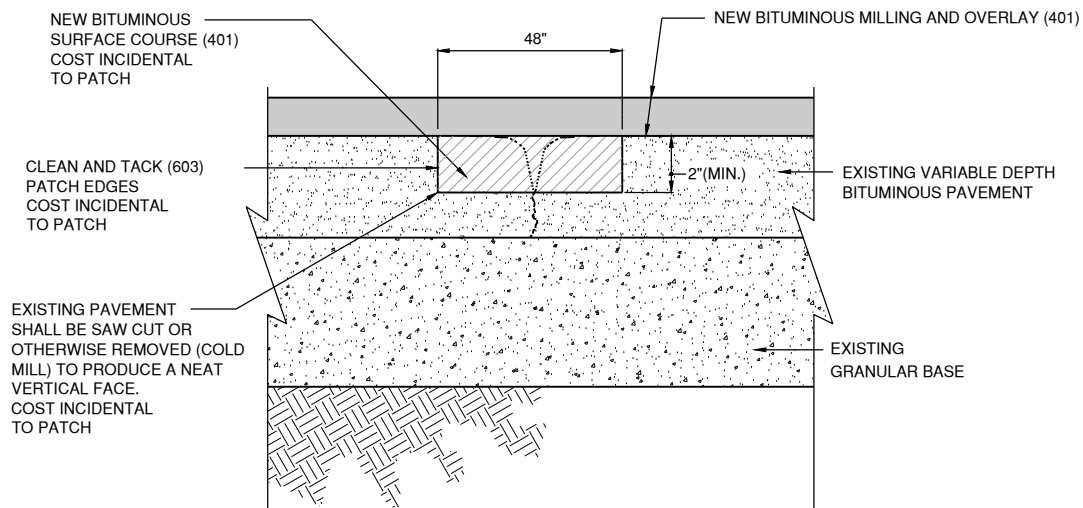
DATE: **02/27/2026**

JOB No: **25008144.00**

6/21/2024 10:00 AM

6/21/2024 10:00 AM

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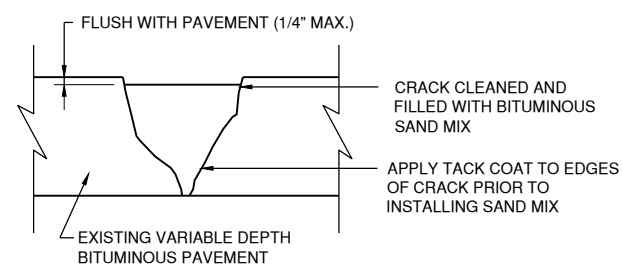


REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A

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.



HMA SAND MIX CRACK REPAIR DETAIL

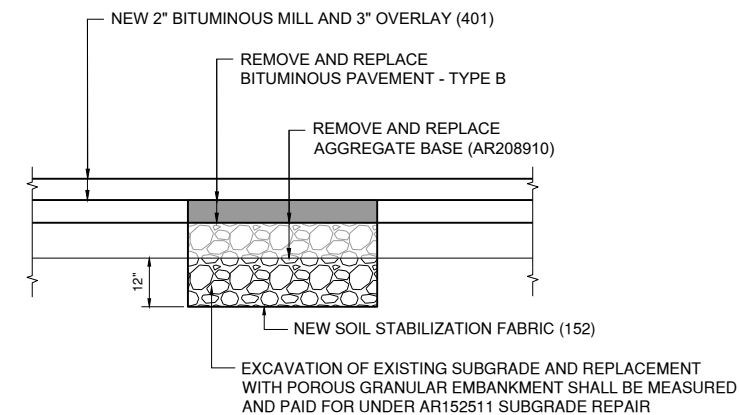
NOT TO SCALE

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.

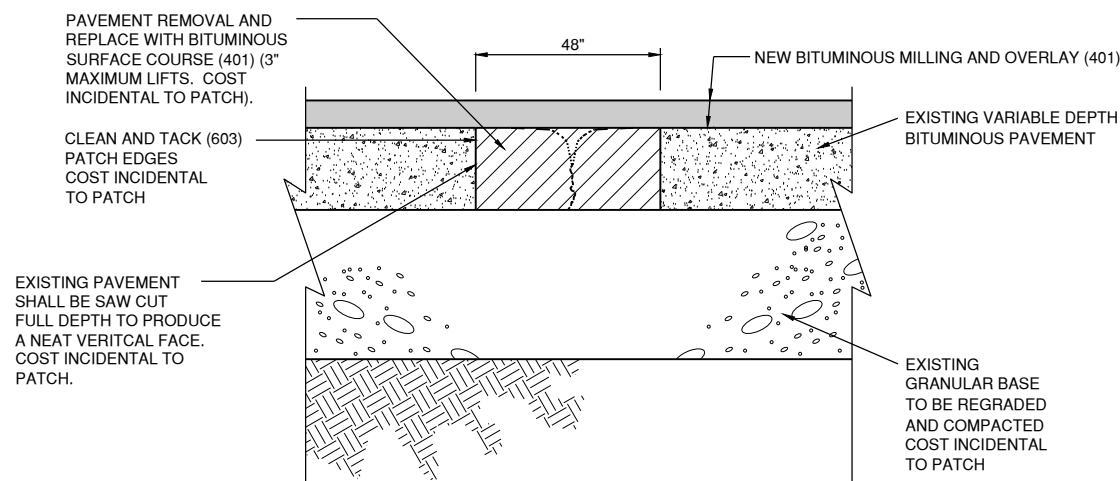


SUBGRADE REPAIR DETAIL

NOT TO SCALE

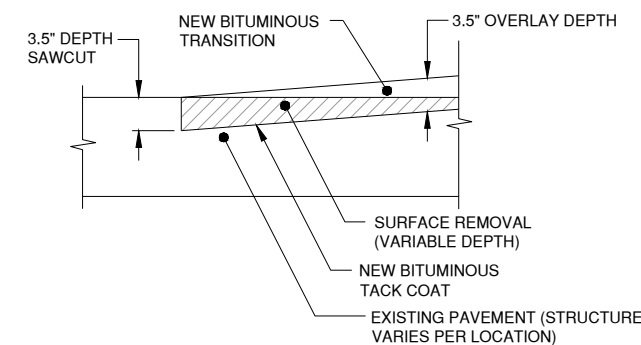
NOTES

1. LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
2. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR152511 SUBGRADE REPAIR AND SHALL INCLUDE EXCAVATION TO THE DEPTH SHOWN ABOVE OR AS DIRECTED BY THE RESIDENT ENGINEER, INSTALLATION OF SOIL STABILIZATION FABRIC AND PLACEMENT/COMPACTION OF POROUS GRANULAR EMBANKMENT.



REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B

NOT TO SCALE

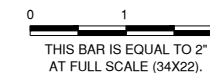


BUTT JOINT DETAIL

NOT TO SCALE

IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

MISCELLANEOUS DETAILS

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DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: CMJ
 DRAWN BY: JRO
 CHECKED BY: DJK
 APPROVED BY: DJK
 DATE: 02/27/2026
 JOB No: 25008144.00

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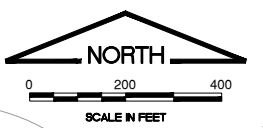
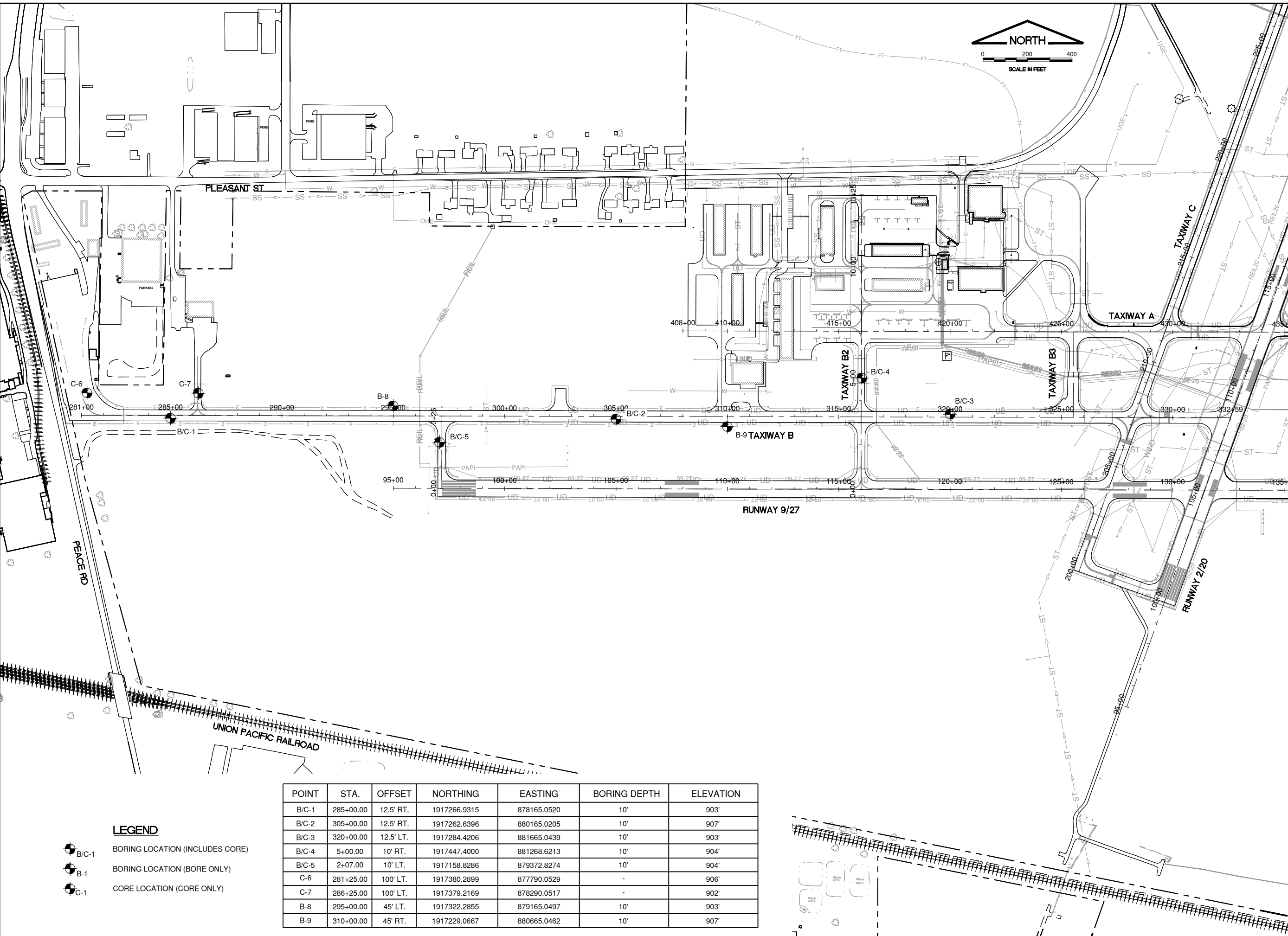
DEKALB -TAYLOR MUNICIPAL AIRPORT
TAXIWAY B BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES

STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	25' LEFT				12.5' LEFT				CENTERLINE				12.5' RIGHT				25' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)	STATION
		NEW ELEV.	EXIST. ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST. ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST. ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST. ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST. ELEV.	MILL DEPTH	OVERLAY DEPTH		
296+57.29		907.45	907.45	0.25	0.25	907.58	907.58	0.21	0.21	907.69	907.69	0.17	0.17	907.55	907.55	0.21	0.21	907.41	907.41	0.25	0.25		296+57.29
297+00.00	1.50%	907.48	907.57	0.25	0.15	907.66	907.72	0.21	0.15	907.85	907.85	0.17	0.17	907.66	907.72	0.21	0.15	907.48	907.58	0.25	0.14	1.50%	297+00.00
297+50.00	1.50%	907.68	907.74	0.25	0.18	907.86	907.89	0.21	0.18	908.05	908.05	0.17	0.17	907.86	907.91	0.21	0.16	907.68	907.75	0.25	0.17	1.50%	297+50.00
298+00.00	1.50%	907.87	907.93	0.25	0.19	908.05	908.08	0.21	0.18	908.24	908.23	0.17	0.18	908.05	908.07	0.21	0.19	907.87	907.91	0.25	0.21	1.50%	298+00.00
298+50.00	1.50%	908.06	908.11	0.25	0.19	908.24	908.27	0.21	0.18	908.43	908.42	0.17	0.18	908.24	908.27	0.21	0.18	908.06	908.13	0.25	0.17	1.50%	298+50.00
299+00.00	1.50%	908.26	908.28	0.25	0.23	908.44	908.44	0.21	0.21	908.63	908.60	0.17	0.20	908.44	908.46	0.21	0.19	908.26	908.31	0.25	0.20	1.50%	299+00.00
299+50.00	1.50%	908.45	908.45	0.25	0.25	908.63	908.62	0.21	0.22	908.82	908.78	0.17	0.21	908.63	908.63	0.21	0.21	908.45	908.48	0.25	0.22	1.50%	299+50.00
300+00.00	1.50%	908.64	908.63	0.25	0.25	908.82	908.79	0.21	0.24	909.01	908.95	0.17	0.23	908.82	908.81	0.21	0.22	908.64	908.68	0.25	0.21	1.50%	300+00.00
300+50.00	1.50%	908.83	908.85	0.25	0.23	909.01	908.98	0.21	0.24	909.20	909.14	0.17	0.23	909.01	909.01	0.21	0.21	908.83	908.89	0.25	0.19	1.50%	300+50.00
301+00.00	1.50%	909.03	909.09	0.25	0.18	909.21	909.21	0.21	0.21	909.40	909.34	0.17	0.23	909.21	909.21	0.21	0.21	909.03	909.09	0.25	0.18	1.50%	301+00.00
301+50.00	1.50%	909.22	909.27	0.25	0.20	909.40	909.40	0.21	0.21	909.59	909.53	0.17	0.23	909.40	909.41	0.21	0.20	909.22	909.29	0.25	0.18	1.50%	301+50.00
302+00.00	1.50%	909.41	909.45	0.25	0.20	909.59	909.58	0.21	0.22	909.78	909.71	0.17	0.24	909.59	909.60	0.21	0.20	909.41	909.49	0.25	0.16	1.50%	302+00.00
302+50.00	1.50%	909.61	909.61	0.25	0.25	909.79	909.75	0.21	0.25	909.98	909.89	0.17	0.26	909.79	909.79	0.21	0.21	909.61	909.69	0.25	0.16	1.50%	302+50.00
303+00.00	1.50%	909.80	909.77	0.25	0.27	909.98	909.91	0.21	0.28	910.17	910.05	0.17	0.29	909.98	909.96	0.21	0.23	909.80	909.86	0.25	0.18	1.50%	303+00.00
303+50.00	1.50%	909.88	909.88	0.25	0.25	910.06	910.03	0.21	0.24	910.25	910.17	0.17	0.25	910.06	910.06	0.21	0.21	909.88	909.93	0.25	0.20	1.50%	303+50.00
304+00.00	1.50%	909.97	910.03	0.25	0.19	910.15	910.17	0.21	0.19	910.34	910.31	0.17	0.20	910.15	910.14	0.21	0.22	909.97	909.97	0.25	0.25	1.50%	304+00.00
304+50.00	1.50%	910.05	910.08	0.25	0.21	910.23	910.25	0.21	0.19	910.42	910.41	0.17	0.18	910.23	910.25	0.21	0.19	910.05	910.09	0.25	0.20	1.50%	304+50.00
305+00.00	1.50%	910.13	910.10	0.25	0.27	910.31	910.35	0.21	0.17	910.50	910.49	0.17	0.18	910.31	910.33	0.21	0.19	910.13	910.17	0.25	0.21	1.50%	305+00.00
305+50.00	1.50%	910.22	910.22	0.25	0.25	910.40	910.44	0.21	0.17	910.59	910.58	0.17	0.18	910.40	910.42	0.21	0.19	910.22	910.26	0.25	0.21	1.50%	305+50.00
306+00.00	1.50%	910.30	910.36	0.25	0.18	910.48	910.50	0.21	0.19	910.67	910.64	0.17	0.20	910.48	910.49	0.21	0.20	910.30	910.32	0.25	0.22	1.50%	306+00.00
306+50.00	1.50%	910.36	910.45	0.25	0.15	910.54	910.56	0.21	0.19	910.73	910.67	0.17	0.23	910.54	910.52	0.21	0.23	910.36	910.32	0.25	0.28	1.50%	306+50.00
307+00.00	1.50%	910.40	910.41	0.17	0.15	910.58	910.54	0.17	0.21	910.77	910.67	0.17	0.27	910.58	910.52	0.17	0.23	910.40	910.35	0.17	0.21	1.50%	307+00.00
307+50.00	1.50%	910.41	910.44	0.17	0.13	910.59	910.57	0.17	0.19	910.78	910.69	0.17	0.26	910.59	910.55	0.17	0.21	910.41	910.33	0.17	0.24	1.50%	307+50.00
308+00.00	1.50%	910.39	910.40	0.17	0.15	910.57	910.54	0.17	0.20	910.76	910.68	0.17	0.25	910.57	910.52	0.17	0.22	910.39	910.35	0.17	0.20	1.50%	308+00.00
308+50.00	1.50%	910.35	910.36	0.17	0.15	910.53	910.49	0.17	0.21	910.72	910.63	0.17	0.26	910.53	910.50	0.17	0.20	910.35	910.35	0.17	0.16	1.50%	308+50.00
309+00.00	1.50%	910.27	910.30	0.17	0.17	910.45	910.45	0.17	0.17	910.64	910.59	0.17	0.22	910.45	910.44	0.17	0.18	910.27	910.27	0.17	0.16	1.50%	309+00.00
309+50.00	1.50%	910.18	910.19	0.17	0.15	910.36	910.36	0.17	0.17	910.55	910.53	0.17	0.19	910.36	910.36	0.17	0.17	910.18	910.17	0.17	0.17	1.50%	309+50.00
310+00.00	1.50%	910.09	910.09	0.17	0.16	910.27	910.26	0.17	0.18	910.46	910.44	0.17	0.19	910.27	910.28	0.17	0.16	910.09	910.11	0.17	0.14	1.50%	310+00.00
310+50.00	1.50%	910.00	910.04	0.17	0.12	910.18	910.21	0.17	0.14	910.37	910.37	0.17	0.17	910.18	910.21	0.17	0.14	910.00	910.05	0.17	0.11	1.50%	310+50.00
311+00.00	1.50%	909.91	909.88	0.17	0.19	910.09	910.05	0.17	0.21	910.28	910.23	0.17	0.22	910.09	910.09	0.17	0.17	909.91	909.92	0.17	0.15	1.50%	311+00.00
311+50.00	1.50%	909.81	909.78	0.17	0.19	909.99	909.93	0.17	0.23	910.18	910.09	0.17	0.26	909.99	909.94	0.17	0.22	909.81	909.77	0.17	0.20	1.50%	311+50.00
312+00.00	1.50%	909.65	909.65	0.17	0.16	909.83	909.80	0.17	0.20	910.02	909.95	0.17	0.24	909.83	909.82	0.17	0.18	909.65	909.67	0.17	0.14	1.50%	312+00.00
312+50.00	1.50%	909.49	909.46	0.17	0.17	909.67	909.63	0.17	0.21	909.86	909.81	0.17	0.22	909.67	909.67	0.17	0.17	909.49	909.52	0.17	0.13	1.50%	312+50.00
313+00.00	1.50%	909.33	909.33	0.17	0.16	909.51	909.49	0.17	0.19	909.70	909.66	0.17	0.21	909.51	909.51	0.17	0.17	909.33	909.36	0.17	0.13	1.50%	313+00.00
313+50.00	1.50%	909.17	909.19	0.17	0.14	909.35	909.34	0.17	0.18	909.54	909.50	0.17	0.21	909.35	909.36	0.17	0.16	909.17	909.21	0.17	0.12	1.50%	313+50.00
314+00.00	1.50%	909.01	909.02	0.17	0.15	909.19	909.18	0.17	0.18	909.38	909.34	0.17	0.21	909.19	909.20	0.17	0.16	909.01	909.04	0.17	0.13	1.50%	314+00.00
314+50.00	1.50%	908.85	908.87	0.17	0.14	909.03	909.03	0.17	0.17	909.22	909.18	0.17	0.21	909.03	909.05	0.17	0.15	908.85	908.90	0.17	0.11	1.50%	314+50.00
315+00.00	1.25%	908.75	908.71	0.17	0.20	908.90	908.88	0.17	0.19	909.06	909.05	0.17	0.18	908.90	908.90	0.17	0.17	908.75	908.75	0.17	0.16	1.25%	315+00.00
315+50.00	1.00%	908.65	908.56	0.17	0.26	908.78	908.72	0.17	0.22	908.90	908.88	0.17	0.19	908.78	908.76	0.17	0.18	908.65	908.62	0.17	0.20	1.00%	315+50.00
316+00.00	1.00%	908.49	908.41	0.17	0.25	908.62	908.57	0.17	0.21	908.74	908.73	0.17	0.18	908.62	908.60	0.17	0.18	908.49	908.46	0.17	0.20	1.00%	316+00.00
316+50.00	1.00%	908.33	908.26	0.17	0.24	908.46	908.42	0.17	0.20	908.58	908.57	0.17	0.18	908.46	908.44	0.17	0.18	908.33	908.29	0.17	0.21	1.00%	316+50.00
317+00.00	1.25%	908.11	908.08	0.17	0.19	908.26	908.25	0.17	0.18	908.42	908.42	0.17	0.17	908.26	908.27	0.17	0.16	908.11	908.10	0.17	0.17	1.25%	317+00.00
317+50.00	1.50%	907.81	907.88	0.25	0.17	907.99	908.04	0.21	0.16	908.18	908.20	0.17	0.15	907.99	908.06	0.21	0.14	907.81	907.89	0.25	0.16	1.50%	317+50.00
318+00.00	1.50%	907.57	907.61	0.25	0.21	907.75	907.77	0.21	0.19	907.94	907.93	0.17	0.18	907.75	907.78	0.21	0.18	907.57	907.62	0.25	0.20	1.50%	318+00.00
318+50.00	1.50%	907.33	907.35	0.17	0.14	907.51	907.51	0.17	0.17	907.70	907.68	0.17	0.19	907.51	907.52	0.17	0.16	907.33	907.35	0.17	0.14	1.50%	318+50.00
319+00.00	1.50%	907.09	907.11	0.17	0.14	907.27	907.27	0.17	0.17	907.46	907.44	0.17	0.19	907.27	907.28	0.17	0.16	907.09	907.11	0.17	0.14	1.50%	319+00.00
319+50.00	1.50%	906.85	906.86	0.17	0.15	907.03	907.01	0.17	0.19	907.22	907.17	0.17	0.22	907.03</									

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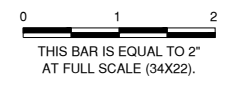
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IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B
 GEOTECHNICAL LAYOUT**

LEGEND

- B/C-1 BORING LOCATION (INCLUDES CORE)
- B-1 BORING LOCATION (BORE ONLY)
- C-1 CORE LOCATION (CORE ONLY)

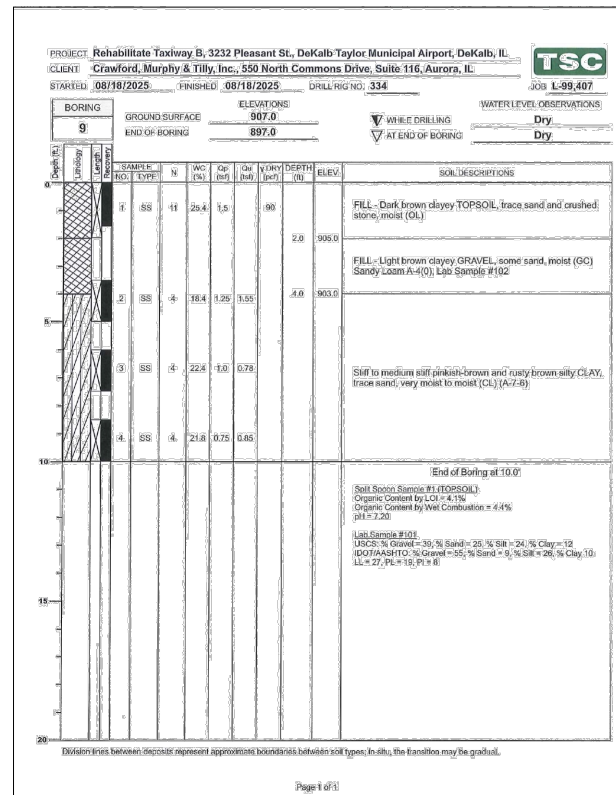
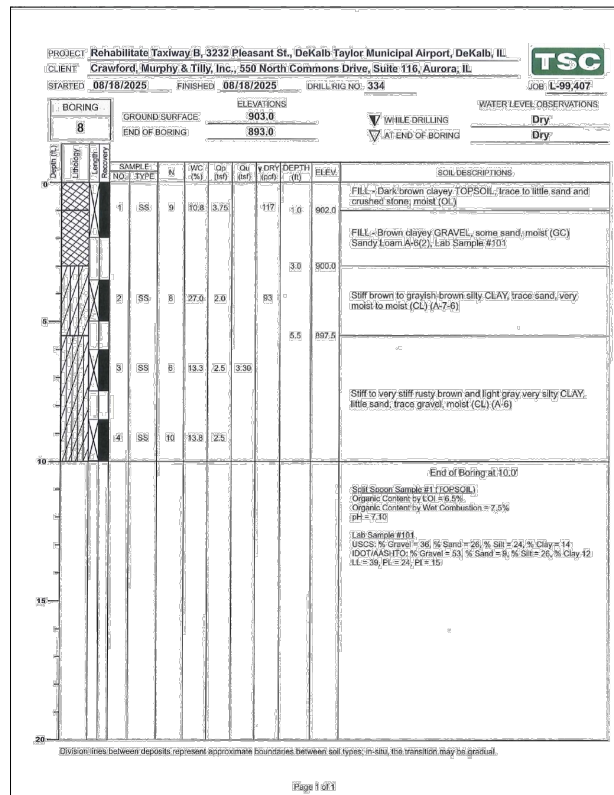
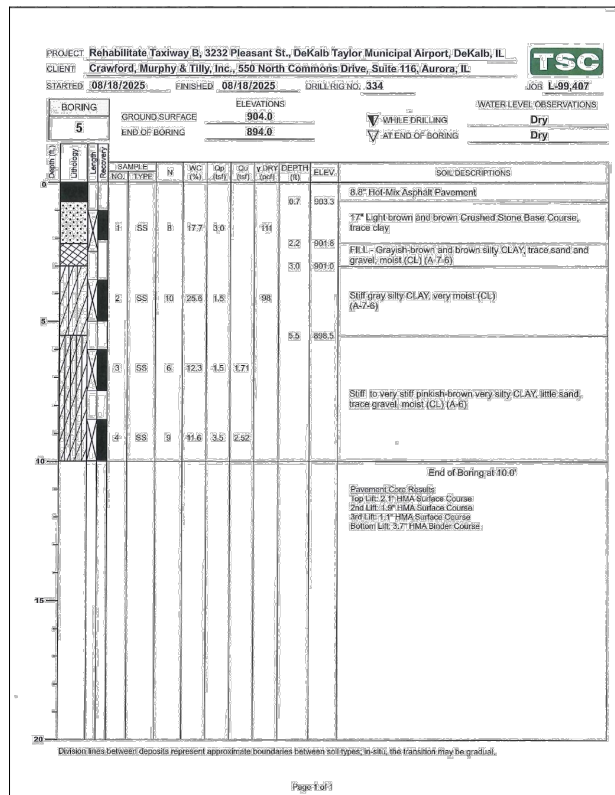
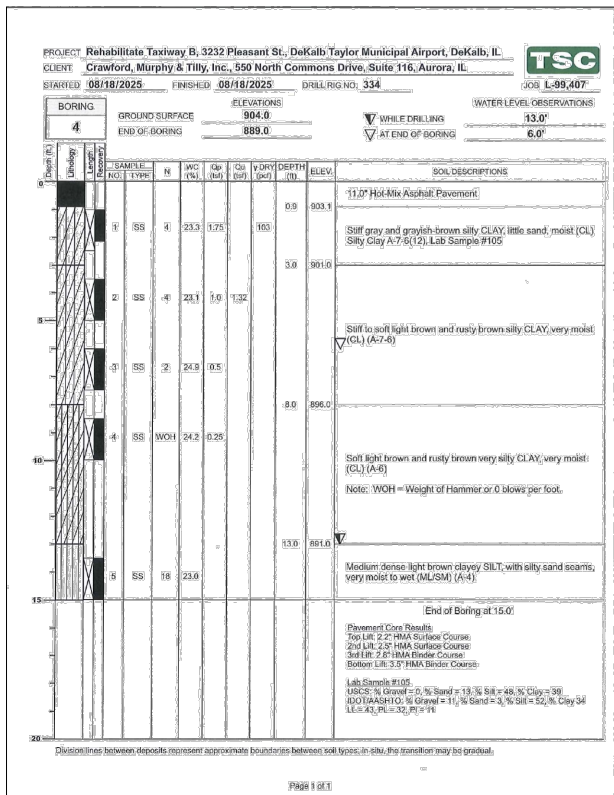
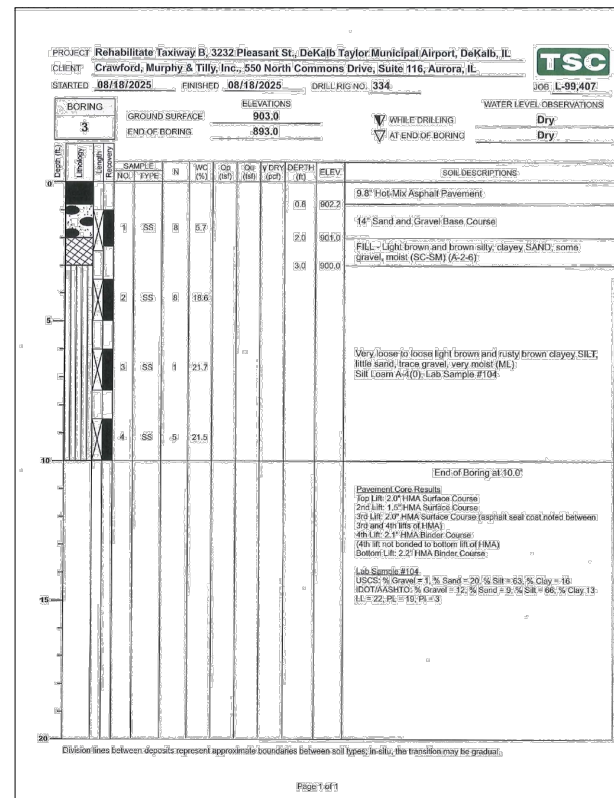
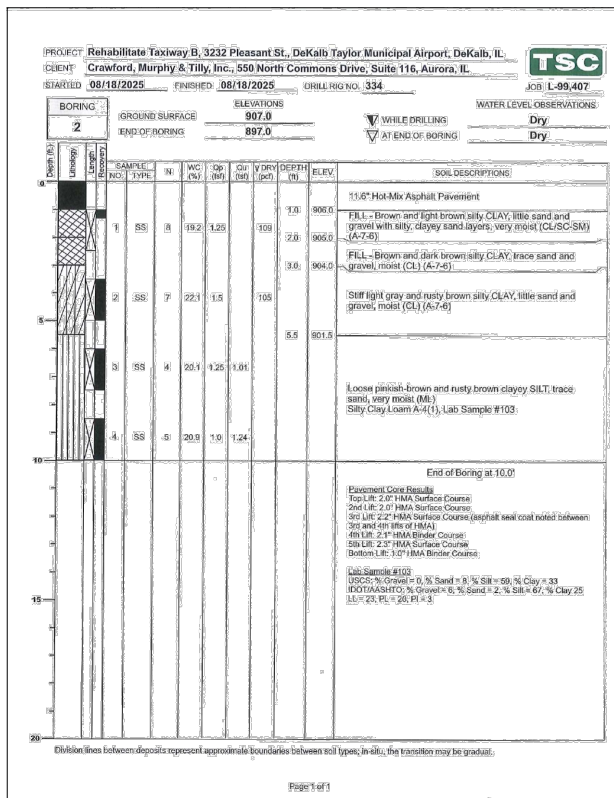
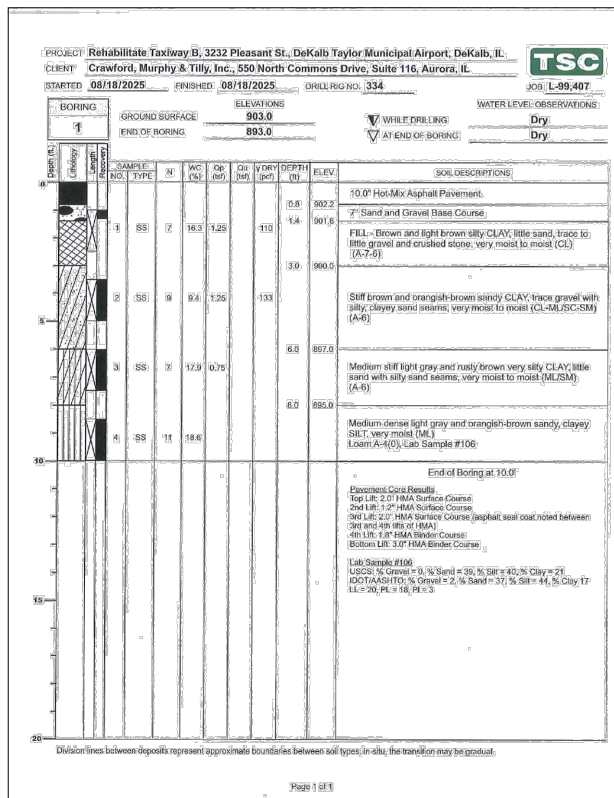
POINT	STA.	OFFSET	NORTHING	EASTING	BORING DEPTH	ELEVATION
B/C-1	285+00.00	12.5' RT.	1917266.9315	878165.0520	10'	903'
B/C-2	305+00.00	12.5' RT.	1917262.6396	880165.0205	10'	907'
B/C-3	320+00.00	12.5' LT.	1917284.4206	881665.0439	10'	903'
B/C-4	5+00.00	10' RT.	1917447.4000	881268.6213	10'	904'
B/C-5	2+07.00	10' LT.	1917158.8286	879372.8274	10'	904'
C-6	281+25.00	100' LT.	1917380.2899	877790.0529	-	906'
C-7	286+25.00	100' LT.	1917379.2169	878290.0517	-	902'
B-8	295+00.00	45' LT.	1917322.2855	879165.0497	10'	903'
B-9	310+00.00	45' RT.	1917229.0667	880665.0462	10'	907'

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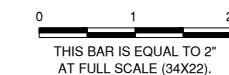
DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: B/JF
 DRAWN BY: J/RO
 CHECKED BY: D/JK
 APPROVED BY: D/JK
 DATE: 02/27/2026
 JOB No: 25008144.00



IL CONTRACT: **DK067**
 IL LETTING ITEM: **06A**
 IL PROJECT: **DKB-5261**
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT
 DEKALB, ILLINOIS
 REHABILITATE TAXIWAY B**

GEOTECHNICAL INFORMATION - 1

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DTMA
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: **BJF**
 DRAWN BY: **JRO**
 CHECKED BY: **DJK**
 APPROVED BY: **DJK**
 DATE: **02/27/2026**
 JOB No: **25008144.00**

