

ITEM NO. 1A

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BENCHMARKS:

BM #184	WORD MUE ON TOP OF FIRE HYDRANT @ SOUTH EAST CORNER OF AIRPORT OFFICE. ELEV. = 652.64
BM "AA"	TOP OF 1" CAPPED PIPE 4' IN GROUND. STA. 246+02, 260' LT. ELEV. = 647.72
BM "BB"	TOP OF 1" CAPPED PIPE 4' IN GROUND. STA. 237+85, 229' LT. ELEV. = 646.57
BM "C"	SPIKE NAIL SET IN 6" WOOD FENCE POST SOUTH OF RUNWAY. STA. 220+13, 339' RT. ELEV. = 644.27

UTILITY SERVICE	CONTACT	TELEPHONE #
WATER	CITY OF PERU WATER DEPARTMENT MIKE BILLARD	(815) 223-8615
ELECTRICAL POWER	CITY OF PERU ELECTRIC DEPARTMENT JOE PRAZEN	(815) 223-0044
NATURAL GAS	J.U.L.I.E.	(800) 892-0123
PIPELINE	J.U.L.I.E.	(800) 892-0123
TELEPHONE	J.U.L.I.E.	(800) 892-0123
CABLE	J.U.L.I.E.	(800) 892-0123
SANITARY SEWER	CITY OF PERU SEWER DEPARTMENT DON KOWALCZYK	(815) 223-2962

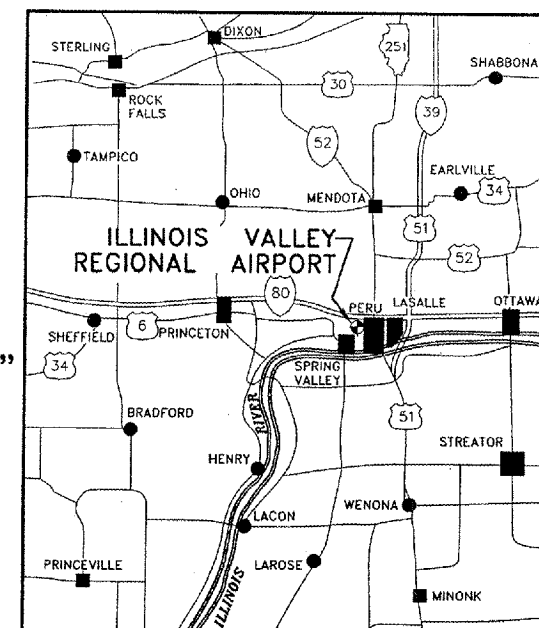
THE CITY OF PERU, ILLINOIS
ILLINOIS VALLEY REGIONAL AIRPORT
WALTER DUNCAN FIELD
CONSTRUCTION PLANS

FOR
2008 RUNWAY 7/25 ADDITION
ILLINOIS PROJECT NO. VYS-3594
A.I.P. PROJECT NO. 3-17-0060-B17
LATITUDE: N 41°21'01", LONGITUDE: W 89°09'11"
ELEVATION 653.28

DATE: JANUARY, 2008
RUNWAY 18/36 (EXISTING) CATEGORY B, GROUP II
RUNWAY 7/25 (PROPOSED) CATEGORY B, GROUP II

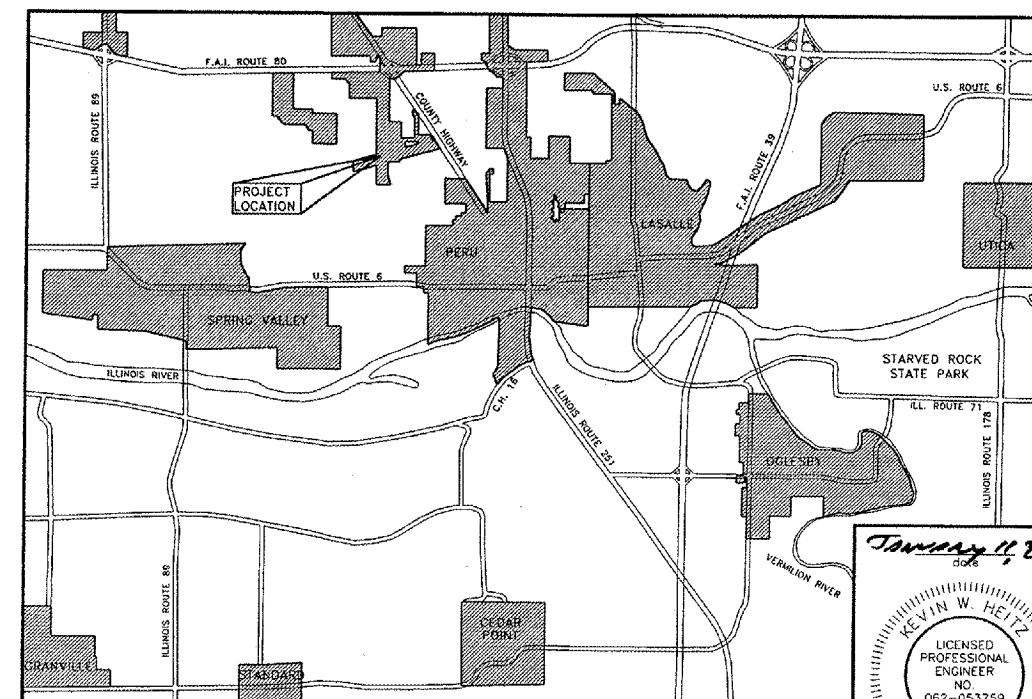
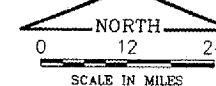
SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	QUANTITY
AR108158	1/C #8 SKY UG CABLE IN UD	FOOT	11,925
AR110504	4 WAY CONCRETE ENCASED DUCT	FOOT	300
AR125410	M.I.L., STAKE MOUNTED	EACH	55
AR125441	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	3
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTERS	EACH	3
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTERS	EACH	3
AR125505	M.I.L., STAKE MOUNTED	EACH	20
AR125510	M.I.L. BASE MOUNTED	EACH	16
AR125540	M.I. THRESHOLD LIGHTS - STAKE MOUNTED	EACH	8
AR125545	M.I. THRESHOLD LIGHTS - BASE MOUNTED	EACH	4
AR125610	REILS	PAIR	-2
AR125961	RELOCATE STAKE MOUNTED LIGHT	EACH	10
AR150560	TEMPORARY THRESHOLD	L. SUM	1
AR152410	UNCLASSIFIED EXCAVATION	CU. YD.	92,432
AR152440	BORROW EXCAVATION	CU. YD.	27,914
AR152540	SOIL STABILIZATION FABRIC	SD YD	47,195
AR156510	SILT FENCE	FOOT	4,230
AR156512	BALES	EACH	319
AR156540	RIPRAP, CL. A3	SD YD	570
AR161900	REMOVE CLASS C FENCE	FOOT	1,328
AR162508	CLASS C FENCE, 8'	FOOT	9,016
AR162624	CLASS E GATE, 24'	EACH	2
AR201614	BITUMINOUS BASE COURSE, 3" SUPERPAVE, METHOD II	TON	7,825
AR201630	BITUMINOUS TEST SECTION	EACH	1
AR209608	CRUSHED AGGREGATE BASE COURSE, 8"	SD YD	47,195
AR401650	BITUMINOUS PAVEMENT MILLING	SD YD	134
AR401614	BITUMINOUS SURFACE COURSE, 2" SUPERPAVE, METHOD II	TON	5,631
AR401630	BITUMINOUS TEST SECTION	EACH	1
AR401900	REMOVE BITUMINOUS PAVEMENT	SD YD	2,489
AR602510	BITUMINOUS PRIME COAT	GALLON	16,518
AR620520	PAVEMENT MARKING - WATERBORNE	S. F.	17,461
AR620590	TEMPORARY MARKING	S. F.	9,238
AR620900	PAVEMENT MARKING REMOVAL	S. F.	9,238
AR701512	12" RCP, CLASS IV	FOOT	1,032
AR701515	15" RCP, CLASS IV	FOOT	2,371
AR701518	18" RCP, CLASS IV	FOOT	680
AR701521	21" RCP, CLASS IV	FOOT	48
AR701524	24" RCP, CLASS IV	FOOT	509
AR801304	24" EQUIVALENT ROUND ELLIPTICAL RCP, CLASS IV	FOOT	134
AR801305	27" EQUIVALENT ROUND ELLIPTICAL RCP, CLASS IV	FOOT	331
AR701530	30" RCP, CLASS IV	FOOT	36
AR701536	36" RCP, CLASS IV	FOOT	74
AR705526	6" PERFORATED UNDERDRAIN W/ SOCK	FOOT	14,095
AR705610	CONCRETE HEADWALL FOR UNDERDRAIN	EACH	2
AR705640	UNDERDRAIN CLEANOUT	EACH	36
AR751412	INLET TY. B W/ FLAT TOP SLAB & TY. 8 GR.	EACH	6
AR751540	M.H., 4', TY. A W/ FLAT TOP SLAB & TY. 8 GR.	EACH	2
AR751550	M.H., 5', TY. A W/ FLAT TOP SLAB & NEENAH R4341-A GR.	EACH	2
AR752412	PRECAST REINFORCED CONCRETE FES, 12"	EACH	8
AR752415	PRECAST REINFORCED CONCRETE FES, 15"	EACH	8
AR752418	PRECAST REINFORCED CONCRETE FES, 18"	EACH	4
AR752421	PRECAST REINFORCED CONCRETE FES, 21"	EACH	2
AR752424	PRECAST REINFORCED CONCRETE FES, 24"	EACH	4
AR801306	EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S., 24"	EACH	2
AR801307	EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S., 27"	EACH	2
AR752430	PRECAST REINFORCED CONCRETE FES, 30"	EACH	2
AR752436	PRECAST REINFORCED CONCRETE FES, 36"	EACH	3
AR801301	DRIFICE RESTRICTOR PLATE	EACH	4
AR901510	SEEDING	ACRES	84.5
AR908510	MULCHING	ACRES	84.5

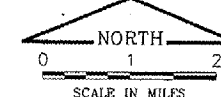


VICINITY MAP

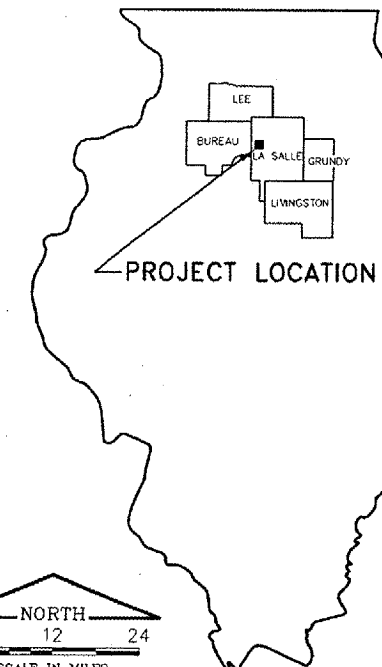
DESCRIPTION
ILLINOIS VALLEY REGIONAL AIRPORT
TOWNSHIP 33 N., SECTION 7, RANGE 1 E.
LA SALLE COUNTY, PERU TOWNSHIP



LOCATION MAP



TOTAL NUMBER OF SHEETS = 31
CONTRACT NO. = IL026



EARTHWORK QUANTITIES											
LOCATION	THEORETICAL		THEORETICAL TOPSOIL SOURCES		TOPSOIL REQUIRED		ADJUSTED EARTH			BORROW EXCAVATION	TOPSOIL USEABLE FOR TOPSOIL FILL AREAS
	CUT	FILL	IN CUT	IN FILL	IN CUT	IN FILL	UNCLASSIFIED EXCAVATION CUT	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT (FILL)		
	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)	(C.Y.)
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
WEST OF RUNWAY 18/36	44,148	30,751	21,523	6,653	6,615	5,130	50,763	38,072	37,404	-668	11,745
EAST OF RUNWAY 18/36	36,162	50,337	18,198	9,497	5,507	6,274	41,669	31,252	59,834	26,582	8,990
TOTAL	80,310	81,088	39,721	16,150	12,122	11,404	92,432	69,324	97,238	27,914	18,377
PAY ITEM	INFO ONLY		INFO ONLY		INFO ONLY		INFO ONLY		INFO ONLY		INFO ONLY

Illinois Department of Transportation
Division of Aeronautics

PLANS PREPARED BY:

CHAMLIN ASSOCIATES
PERU ILLINOIS MORRIS

SUBMITTED BY: *[Signature]* ENG'R
DATE: JANUARY 11, 2008

CITY OF PERU, ILLINOIS

APPROVED BY: *[Signature]* MAYOR
DATE: 1/29/08
APPROVED BY: *[Signature]* CITY CLERK
DATE: 1/29/08

LEGEND

--- BOUNDARY OF AIRPORT
 --- BUILDING RESTRICTION LINE
 --- RUNWAY SAFETY AREA
 --- CONSTRUCTION LIMITS
 --- SECTION LINE

CONSTRUCTION SEQUENCE & SAFETY

1. Phase IA:

- Construct temporary site access road off Dalzell road.
- Construct storm water and erosion controls in accordance with the erosion control plans on the west side of the existing runway 18/36 runway safety area (RSA).
- Strip topsoil on the west side of the existing runway 18/36 RSA.
- Construct embankment and shoulder earthwork on the west side of the existing runway 18/36 RSA.
- Construct storm drainage system on the west side of the existing runway 18/36 RSA.
- Construct sub-grade and aggregate base course on the west side of the existing runway 18/36 RSA.
- Construct underdrains on the west side of the existing runway 18/36 RSA.

2. Phase IB:

- Construct permanent site access road off Plank road (County Highway 16).
- Construct storm water and erosion controls in accordance with the erosion control plans on the east side of the existing taxiway A taxiway safety area (TSA).
- Strip topsoil on the east side of the existing taxiway A taxiway safety area (TSA).
- Construct embankment and shoulder earthwork on the east side of the existing taxiway A taxiway safety area (TSA).
- Construct storm drainage system on the east side of the existing taxiway A taxiway safety area (TSA).
- Construct sub-grade and aggregate base course on the east side of the existing taxiway A taxiway safety area (TSA).
- Construct underdrains on the east side of the existing taxiway A taxiway safety area (TSA).

3. Phase IIC:

- Construct bituminous concrete pavement base course (3") on the west side of the existing runway 18/36 runway safety area (RSA).
- Remove temporary site access road on the west side of the existing runway 18/36 RSA.
- Apply fertilizer, seeding, and mulching on the west side of the existing runway 18/36 RSA.

4. Phase IIB:

- Construct bituminous concrete pavement base course (3") on the east side of the existing taxiway A taxiway safety area (TSA).
- Apply fertilizer, seeding, and mulching on the east side of the existing taxiway A taxiway safety area (TSA).

5. Phase III: (Utilize existing runways and taxiways for access.)

- Issue NOTAM and temporarily close Runway 18/36.
- Install construction signage and barricades.
- Construct displaced threshold, temporary pavement markings, and temporary lighting.
- Remove/cover existing conflicting pavement markings on Runway 18/36.
- Stake limits of Aeronautical Operations Area (AOA) and limits of construction.
- Re-open Runway 18/36 with displaced threshold.

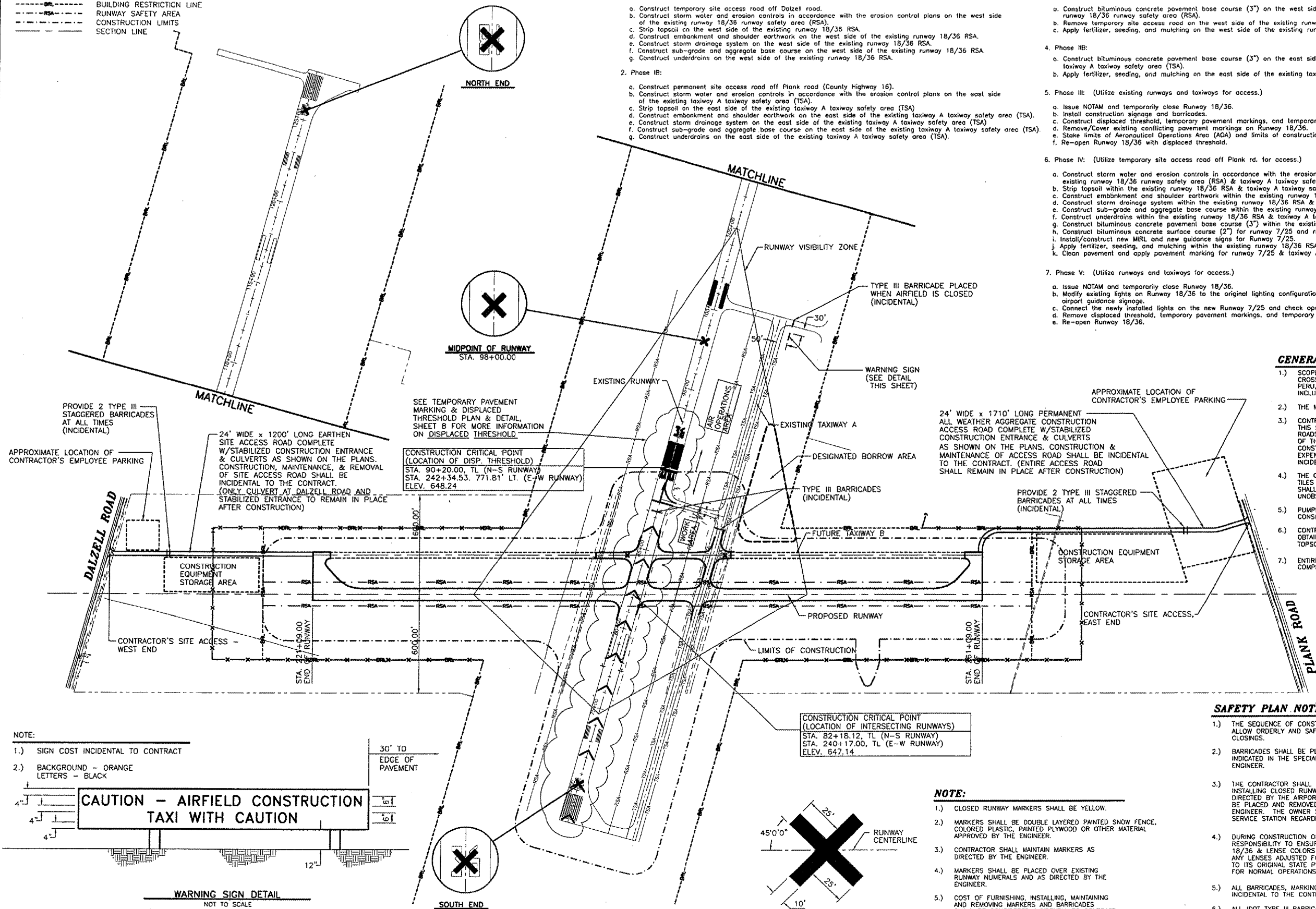
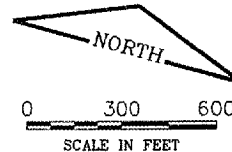
6. Phase IV: (Utilize temporary site access road off Plank rd. for access.)

- Construct storm water and erosion controls in accordance with the erosion control plans within the existing runway 18/36 runway safety area (RSA) & taxiway A taxiway safety area (TSA).
- Strip topsoil within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Construct embankment and shoulder earthwork within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Construct storm drainage system within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Construct sub-grade and aggregate base course within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Construct bituminous concrete pavement base course (3") within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Construct bituminous concrete surface course (2") for runway 7/25 and runway 18/36 intersection and taxiway A intersection.
- Install/construct new MRL and new guidance signs for Runway 7/25.
- Apply fertilizer, seeding, and mulching within the existing runway 18/36 RSA & taxiway A taxiway safety area (TSA).
- Clean pavement and apply pavement marking for runway 7/25 & taxiway A taxiway safety area (TSA).

7. Phase V: (Utilize runways and taxiways for access.)

- Issue NOTAM and temporarily close Runway 18/36.
- Modify existing lights on Runway 18/36 to the original lighting configuration. Install/modify existing airport guidance signage.
- Connect the newly installed lights on the new Runway 7/25 and check operation.
- Remove displaced threshold, temporary pavement markings, and temporary lighting.
- Re-open Runway 18/36.

CONTRACT NO. = IL026



GENERAL NOTES AND SCOPE OF WORK

- SCOPE OF WORK: THE PROJECT WILL CONSIST OF CONSTRUCTING A NEW CROSS WIND (7/25) RUNWAY AT THE ILLINOIS VALLEY REGIONAL AIRPORT IN PERU, ILLINOIS. A 4,000' x 75' CROSS WIND RUNWAY WILL BE CONSTRUCTED INCLUDING ALL NECESSARY EARTHWORK, GRADING, LIGHTING, STRIPING, AND FENCING.
- THE MAXIMUM ANTICIPATED CONSTRUCTION EQUIPMENT HEIGHT IS 30'0".
- CONTRACTOR SHALL USE THE DESIGNATED ACCESS ROADS AS SHOWN ON THIS SHEET. THE CONTRACTOR SHALL MAINTAIN THE PROPOSED ACCESS ROADS THROUGHOUT THE COURSE OF THE PROJECT. AT THE CONCLUSION OF THE PROJECT, ANY AREAS DAMAGED OUTSIDE THE AREAS SHOWN FOR CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR AT HIS OWN EXPENSE. RESTORATION OF THE ACCESS ROAD WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL INVESTIGATE EXISTING DRAINAGE PIPES AND FIELD TILES TO DETERMINE THEIR EXTENT. ALL FIELD TILES AND DRAIN PIPES SHALL BE EXTENDED, REROUTED, OR MAINTAINED TO PROVIDE CONTINUOUS UNOBSTRUCTED DRAINAGE.
- PUMPING GROUND WATER AND/OR STORM WATER FROM THE WORK AREA IS CONSIDERED INCIDENTAL TO THE PROJECT.
- CONTRACTOR MAY BE REQUIRED TO OVEREXCAVATE THE BORROW AREA TO OBTAIN ENOUGH BORROW FOR THE PROJECT AND BACKFILL WITH EXCESS TOPSOIL TO THE LINES AND GRADES SHOWN.
- ENTIRE EAST CONSTRUCTION ACCESS ROAD TO REMAIN IN PLACE UPON COMPLETION OF THE PROJECT.

DECLARED DISTANCES	
ORIGINAL RUNWAY 18/36	= 6000'
MINUS DISPLACED THRESHOLD	= -2200'
NET TEMPORARY RUNWAY 18/36	= 3800'
CRITICAL AIRCRAFT = BEECH SUPER KING AIR B200	

POINT OF CONTACT
 DON KOWALCZYK
 ILL. VALLEY REG. AIRPORT
 4150 PLANK ROAD
 PERU, IL 61354
 (815) 223-8441

SAFETY PLAN NOTES

- THE SEQUENCE OF CONSTRUCTION SHOWN ON THIS SHEET IS INTENDED TO ALLOW ORDERLY AND SAFE CONSTRUCTION, AND TO AVOID LENGTHY RUNWAY CLOSURES.
- BARRICADES SHALL BE PLACED AND MAINTAINED AS SHOWN HEREIN, AS INDICATED IN THE SPECIAL PROVISIONS AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND INSTALLING CLOSURE MARKERS AS SHOWN ON THIS SHEET AND AS DIRECTED BY THE AIRPORT MANAGER AND THE ENGINEER. MARKERS SHALL BE PLACED AND REMOVED WHEN SO DIRECTED BY THE OWNER THROUGH THE ENGINEER. THE OWNER SHALL BE RESPONSIBLE FOR NOTIFYING THE FLIGHT SERVICE STATION REGARDING RUNWAY CLOSURE AND/OR DISPLACED THRESHOLD.
- DURING CONSTRUCTION OF THE DISPLACED THRESHOLD, IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE THAT THE LIGHTING CONFIGURATION OF RUNWAY 18/36 & LENSES CONFORM TO FAA CIRCULAR AC 150/5340-30A. ANY LENSES ADJUSTED FOR THE DISPLACED OPERATIONS MUST BE RETURNED TO ITS ORIGINAL STATE PRIOR TO RE-OPENING THE EXISTING RUNWAY 18/36 FOR NORMAL OPERATIONS. (SEE AC 150/5340-30A; 2.1.2.a.(1)(b))
- ALL BARRICADES, MARKINGS, LATHE, FLAGGING, AND TRAFFIC CONTROL ITEMS ARE INCIDENTAL TO THE CONTRACT.
- ALL IDOT TYPE III BARRICADES SHALL HAVE FOUR STANDARD SIZE SAND BAGS PER LEG.

NOTE:

- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE DOUBLE LAYERED PAINTED SNOW FENCE, COLORED PLASTIC, PAINTED PLYWOOD OR OTHER MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN MARKERS AS DIRECTED BY THE ENGINEER.
- MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AND AS DIRECTED BY THE ENGINEER.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS AND BARRICADES SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

NOTE:

- SIGN COST INCIDENTAL TO CONTRACT
- BACKGROUND - ORANGE
LETTERS - BLACK

CAUTION - AIRFIELD CONSTRUCTION
 TAXI WITH CAUTION

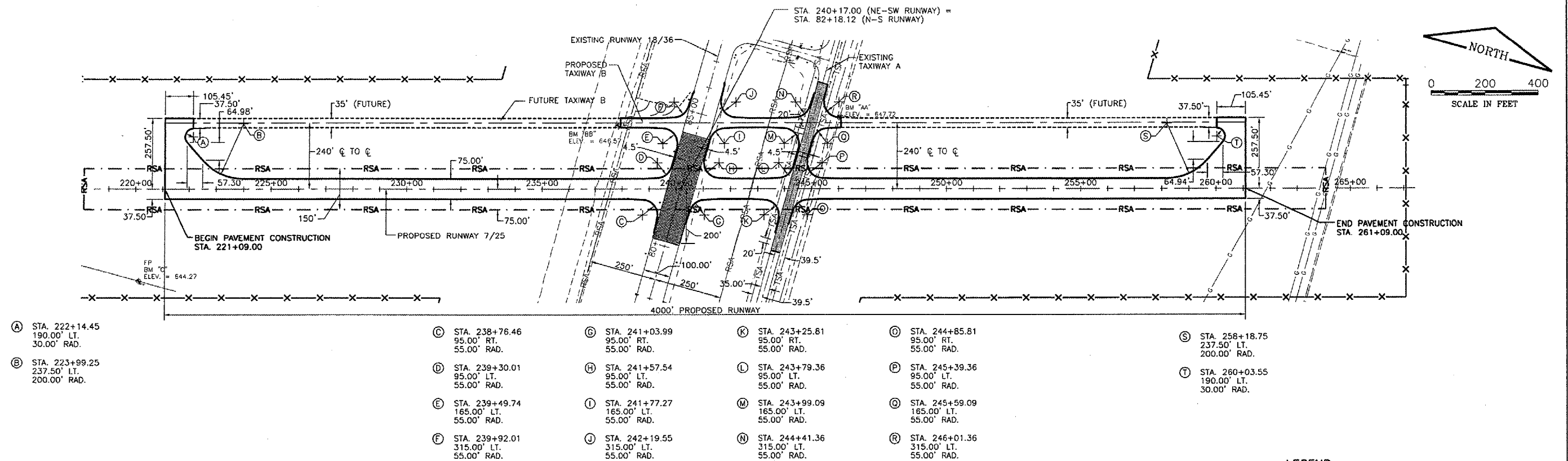
WARNING SIGN DETAIL
 NOT TO SCALE

DRAWN BY: NET	1/1000-79/CAD/DWG: 002-SAFETY	REVISIONS	PERU	MORRIS
CHECKED BY: KWH	DATE: 1/08	DATE	BY	ILLINOIS
CHAMLIN ASSOCIATES				

ILLINOIS VALLEY REGIONAL AIRPORT
 ILLINOIS PROJECT NO. VYS-3594
 A.I.P. PROJECT NO. 3-17-0060-B17

CONSTRUCTION SAFETY PLAN

SCALE: AS NOTED	SHEET 2
FILE NO.: 1000.79Y-1	OF 31

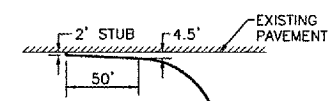


LEGEND

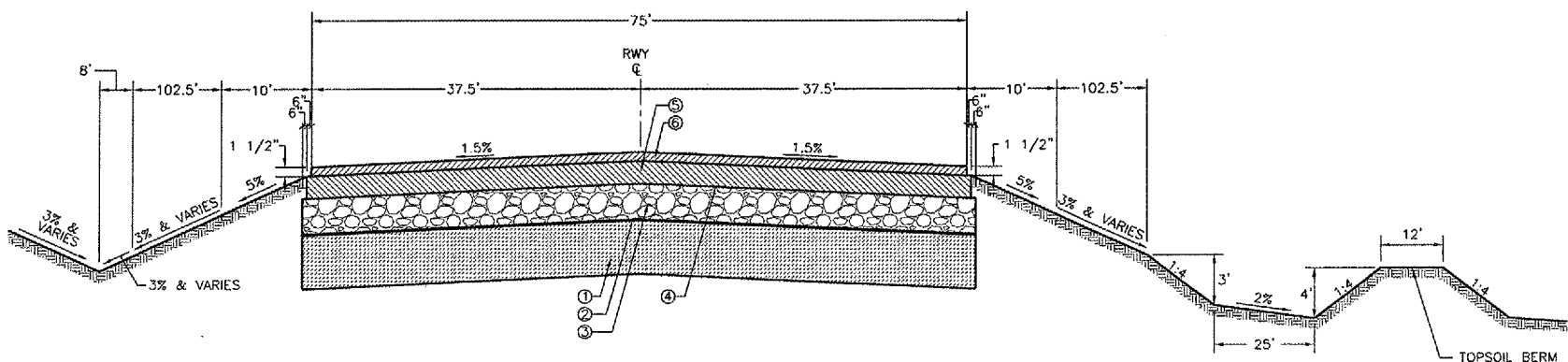
- X— FUTURE FENCE
- BRL--- BUILDING RESTRICTION LINE
- RSA--- RUNWAY SAFETY AREA
- RSA--- EXISTING RUNWAY SAFETY AREA
- TSA--- EXISTING TAXIWAY SAFETY AREA
- C--- TAXIWAY OR RUNWAY CENTERLINE

- ① PROPOSED MIN. 12" HORIZON "B"
- ② FABRIC FOR GROUND STABILIZATION
- ③ PROPOSED CRUSHED AGGREGATE BASE COURSE (P-209), 8" DEPTH
- ④ PROPOSED BITUMINOUS PRIME COAT (602) (0.35 GAL. PER SQ. YD. - 50/50)
- ⑤ PROPOSED BITUMINOUS BASE COURSE (P-201), 3" DEPTH
- ⑥ PROPOSED BITUMINOUS BASE COURSE (P-401), 2" DEPTH

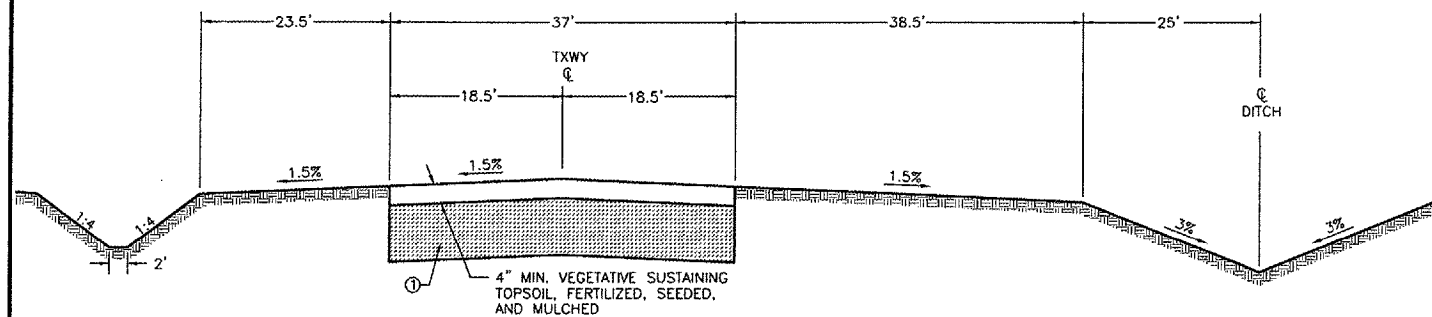
TAPER DETAIL (NEW CONSTRUCTION)
NOT TO SCALE



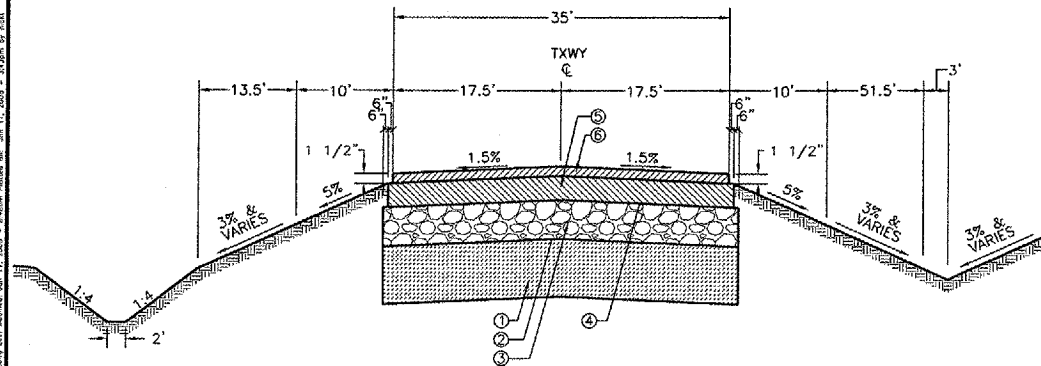
TAPER DETAIL (ADJACENT TO EXISTING PAVEMENT)
NOT TO SCALE



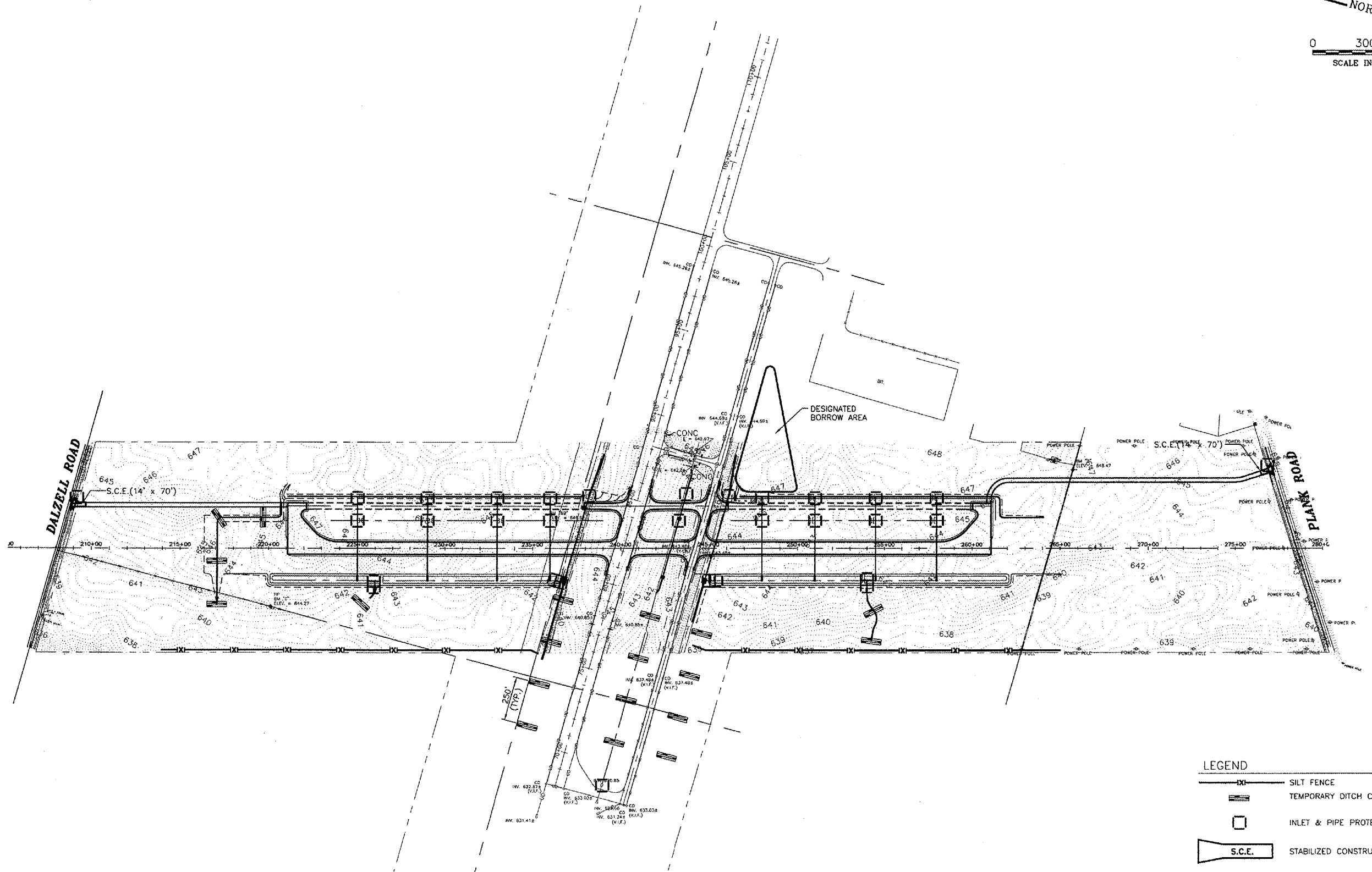
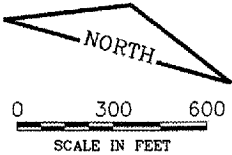
TYPICAL CROSS SECTION NEW RUNWAY 7/25
NOT TO SCALE



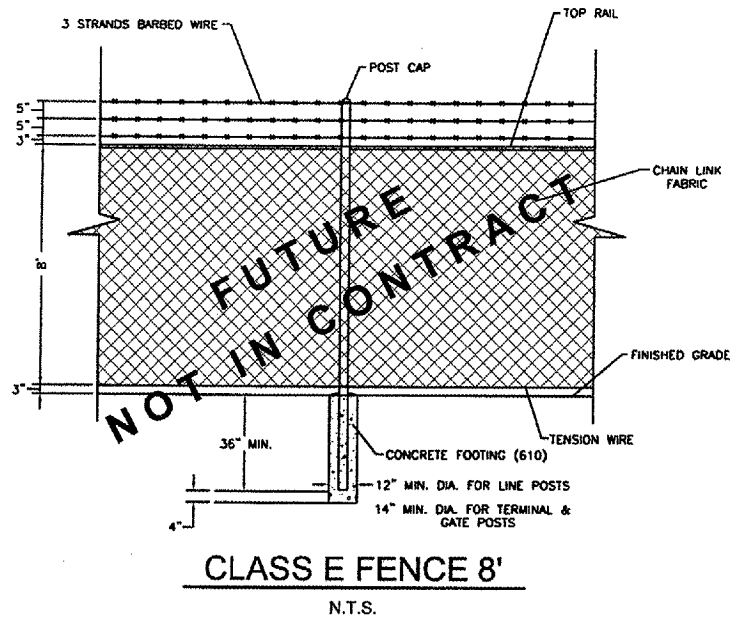
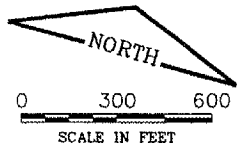
TYPICAL CROSS SECTION FUTURE TAXIWAY AREA
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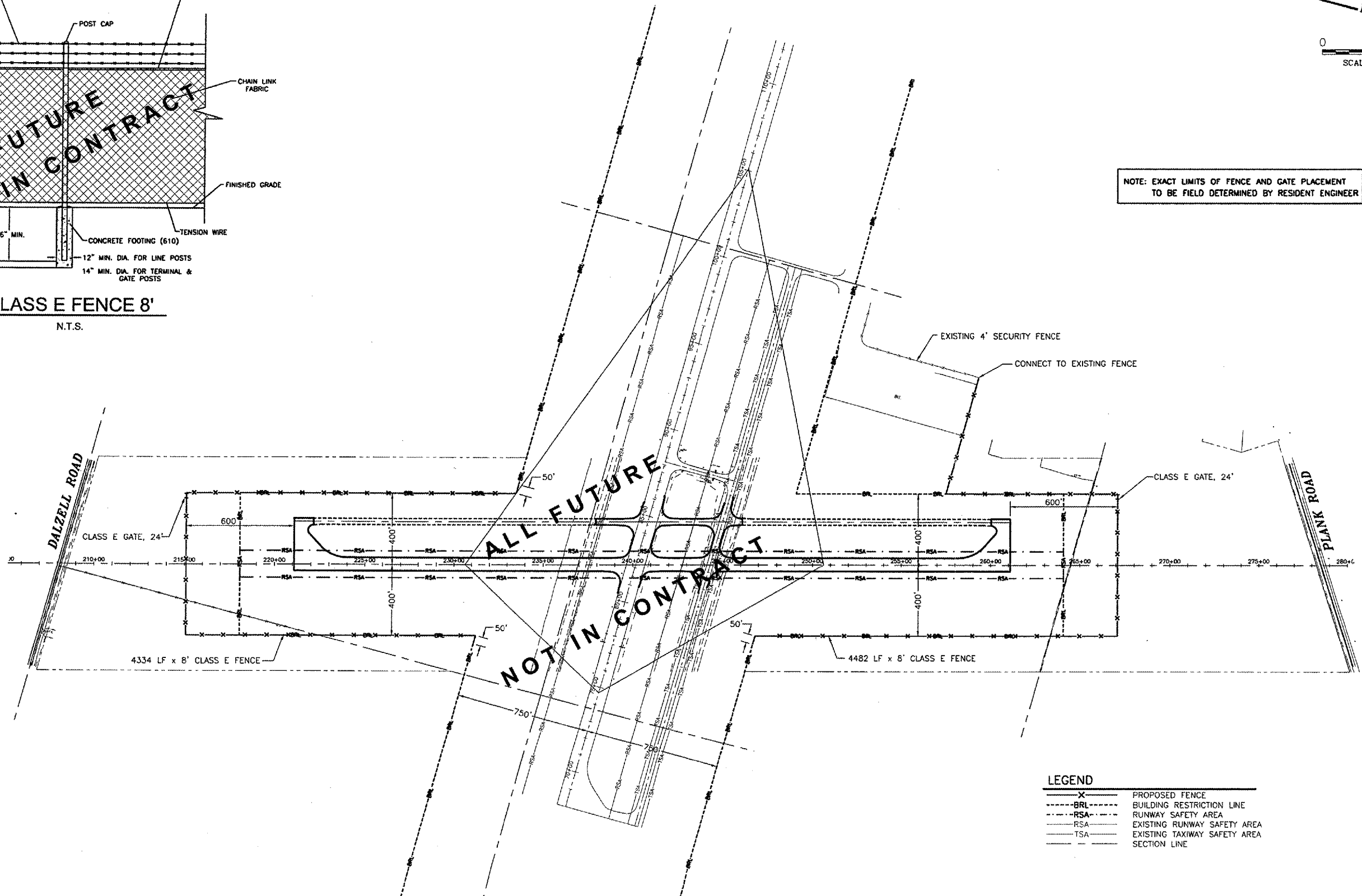
TYPICAL CROSS SECTION NEW TAXIWAY
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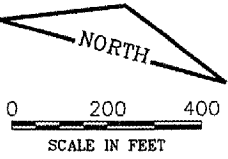
- LEGEND
- SILT FENCE
 - TEMPORARY DITCH CHECK
 - INLET & PIPE PROTECTION
 - S.C.E. STABILIZED CONSTRUCTION ENTRANCE



NOTE: EXACT LIMITS OF FENCE AND GATE PLACEMENT
TO BE FIELD DETERMINED BY RESIDENT ENGINEER

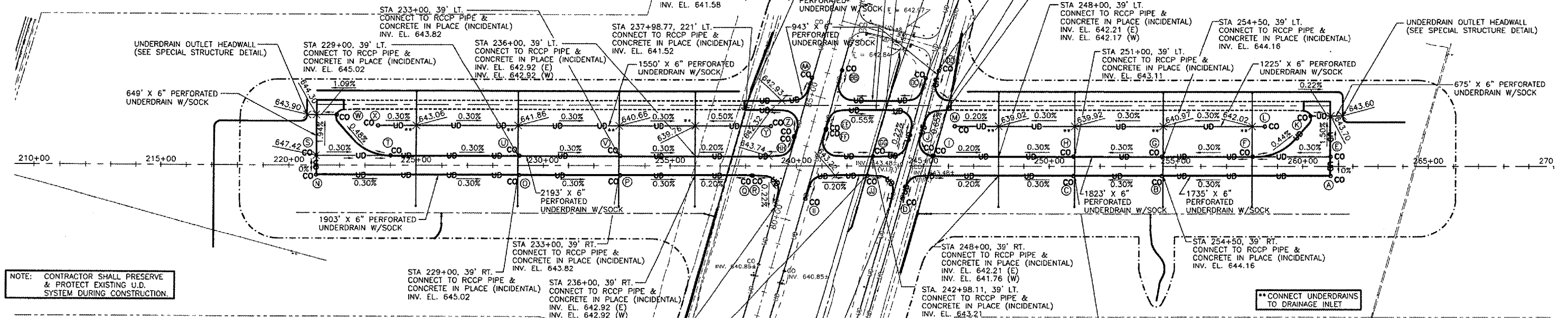
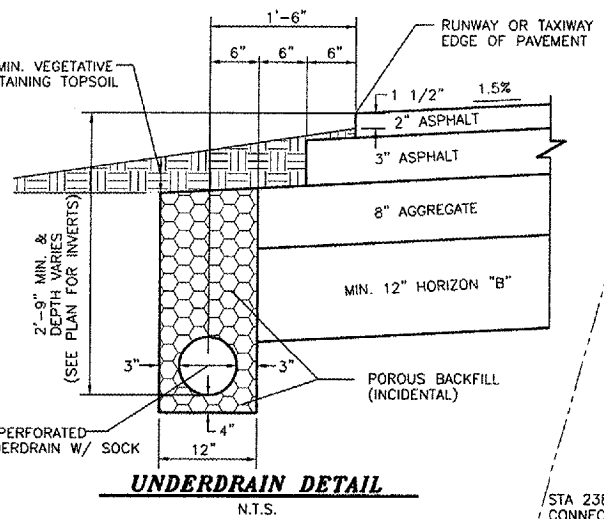


- LEGEND
- X PROPOSED FENCE
 - BRL BUILDING RESTRICTION LINE
 - RSA RUNWAY SAFETY AREA
 - RSA EXISTING RUNWAY SAFETY AREA
 - TSA EXISTING TAXIWAY SAFETY AREA
 - SECTION LINE

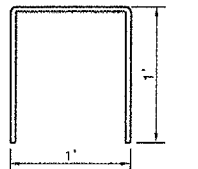
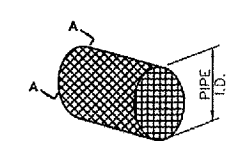
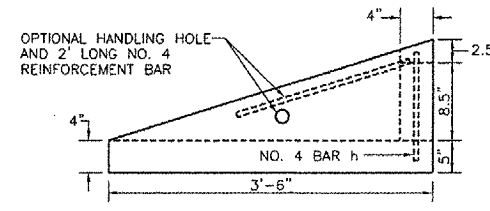
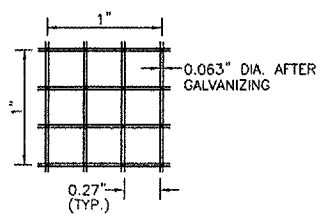
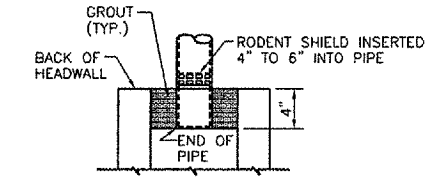
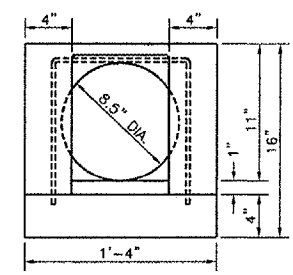
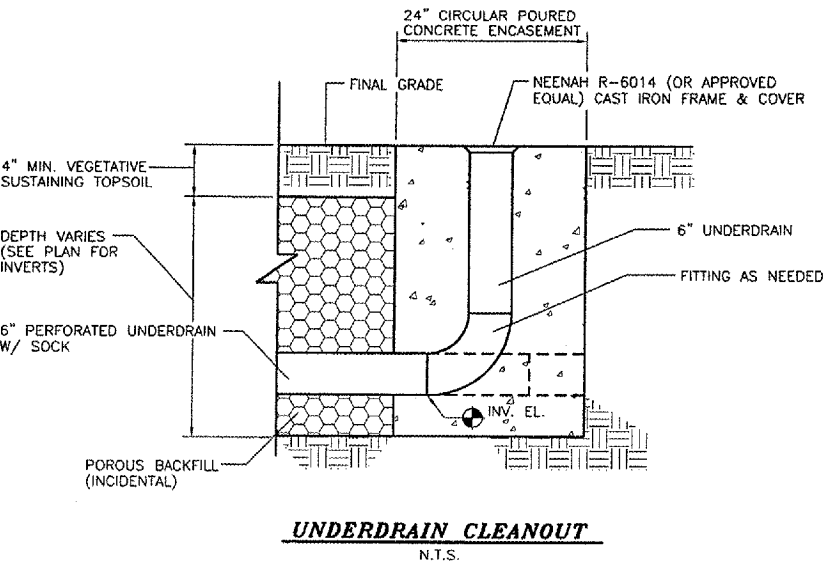


LEGEND
 CO = PROPOSED CLEAN OUT
 --- CONSTRUCTION LIMITS
 --- SECTION LINE
 UD = PROPOSED UNDERDRAIN

- | | | |
|--|--|--|
| (A) STA. 261+11, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 646.13 | (K) STA. 260+30.24, 200' LT. UNDERDRAIN CLEANOUT INV. EL. 643.88 | (U) STA. 229+05, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 645.01 |
| (B) STA. 254+45, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 644.15 | (L) STA. 258+50, 158' LT. UNDERDRAIN CLEANOUT INV. EL. 642.17 | (V) STA. 233+05, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 643.81 |
| (C) STA. 250+95, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 643.10 | (M) STA. 246+25, 158' LT. UNDERDRAIN CLEANOUT INV. EL. 639.55 | (W) STA. 221+87.76, 200' LT. UNDERDRAIN CLEANOUT INV. EL. 645.17 |
| (D) STA. 244+18.32, 128' RT. UNDERDRAIN CLEANOUT INV. EL. 642.53 | (N) STA. 221+07, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 647.42 | (X) STA. 223+50, 158' LT. UNDERDRAIN CLEANOUT INV. EL. 643.51 |
| (E) STA. 261+11, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 646.13 | (O) STA. 229+05, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 645.01 | (Y) STA. 239+00, 158' LT. UNDERDRAIN CLEANOUT INV. EL. 641.26 |
| (F) STA. 258+02.50, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 645.22 | (P) STA. 233+05, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 643.81 | (Z) STA. 239+92.05, 117.89' LT. UNDERDRAIN CLEANOUT INV. EL. 644.00 |
| (G) STA. 254+45, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 644.15 | (Q) STA. 238+25, 39' RT. UNDERDRAIN CLEANOUT INV. EL. 643.45 | (AA) STA. 240+59.50, 348' LT. UNDERDRAIN CLEANOUT INV. EL. 643.91 |
| (H) STA. 250+95, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 643.10 | (R) STA. 238+30, 39.18' RT. UNDERDRAIN CLEANOUT INV. EL. 643.45 | (BB) STA. 241+79.23, 378.39' LT. UNDERDRAIN CLEANOUT INV. EL. 644.14 |
| (I) STA. 245+42, 41.31' LT. UNDERDRAIN CLEANOUT INV. EL. 642.69 | (S) STA. 221+07, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 647.42 | (CC) STA. 245+08.85, 348' LT. UNDERDRAIN CLEANOUT INV. EL. 644.23± (V.I.F.) |
| (J) STA. 245+37, 41.55' LT. UNDERDRAIN CLEANOUT INV. EL. 642.69 | (T) STA. 224+00, 39' LT. UNDERDRAIN CLEANOUT INV. EL. 646.55 | (DD) STA. 245+61.04, 378.39' LT. UNDERDRAIN CLEANOUT INV. EL. 644.57± (V.I.F.) |



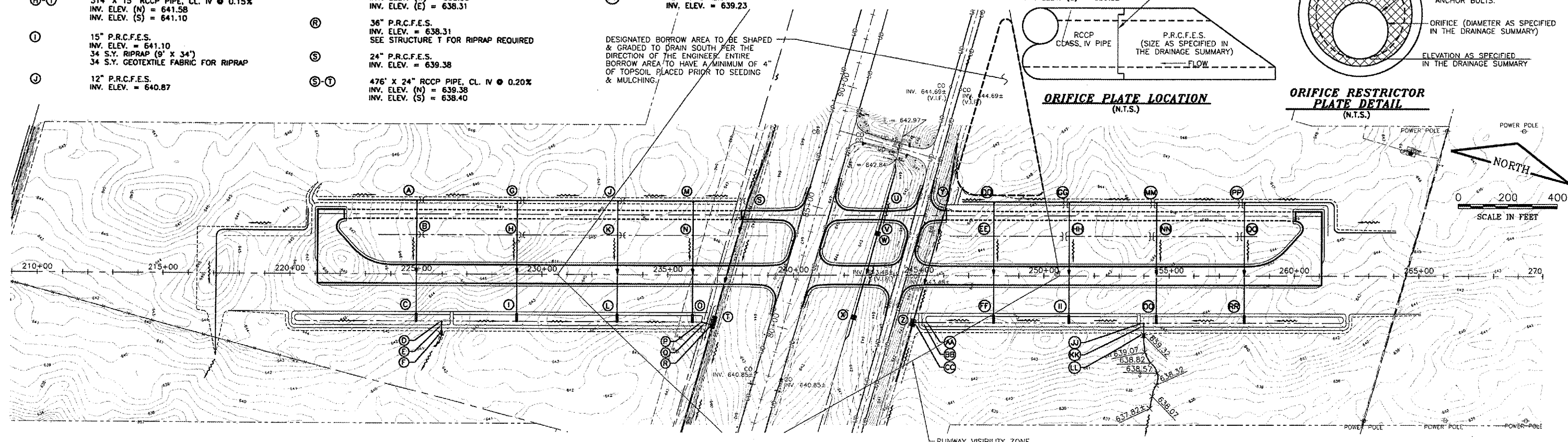
NOTE: CONTRACTOR SHALL PRESERVE & PROTECT EXISTING U.D. SYSTEM DURING CONSTRUCTION.



DRAINAGE SUMMARY

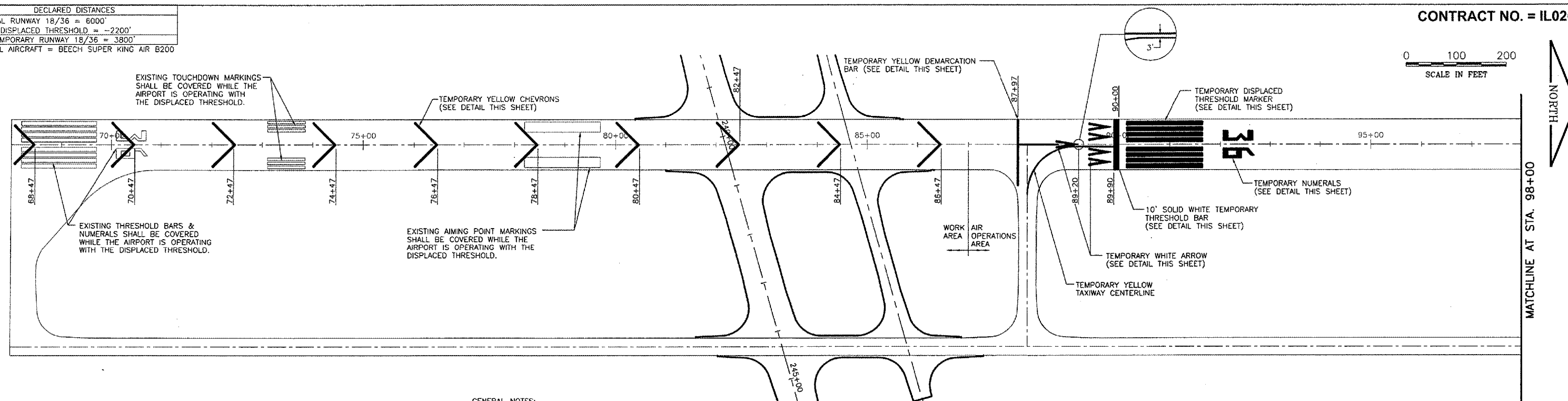
CONTRACT NO. = IL026

(A) 12" P.R.C.F.E.S. INV. ELEV. = 643.27 (A-B) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 643.27 INV. ELEV. (S) = 642.78 (B) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 645.06 INV. ELEV. (N) = 642.78 (12") INV. ELEV. (S) = 642.78 (15") INV. ELEV. (W) = 643.06 (6") INV. ELEV. (E) = 643.06 (6") (B-C) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 642.78 INV. ELEV. (S) = 642.30 (C) 15" P.R.C.F.E.S. INV. ELEV. = 642.30 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (D) 24" P.R.C.F.E.S. INV. ELEV. = 641.50 7" ORIFICE RESTRICTOR PLATE (D-E) 8' X 24" RCCP PIPE, CL. IV @ 0.50% INV. ELEV. (N) = 641.50 INV. ELEV. (S) = 641.43 (E) M.H. TY. A, 5' DIA. W/ FLAT TOP SLAB & NEENAH R4341-A GRATE (OR APPROVED EQUAL) RIM ELEV. = 645.00 INV. ELEV. (N) = 641.43 (24") INV. ELEV. (S) = 641.43 (24") (E-F) 25' X 24" RCCP PIPE, CL. IV @ 0.50% INV. ELEV. (N) = 641.43 INV. ELEV. (S) = 641.28 (F) 24" P.R.C.F.E.S. INV. ELEV. = 641.28 18 S.Y. RIPRAP (9' X 18") 18 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (G) 12" P.R.C.F.E.S. INV. ELEV. = 642.07 (G-H) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 642.07 INV. ELEV. (S) = 641.58 (H) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 643.86 INV. ELEV. (N) = 641.58 (12") INV. ELEV. (S) = 641.58 (15") INV. ELEV. (W) = 641.86 (6") INV. ELEV. (E) = 641.86 (6") (H-I) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 641.58 INV. ELEV. (S) = 641.10 (I) 15" P.R.C.F.E.S. INV. ELEV. = 641.10 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (J) 12" P.R.C.F.E.S. INV. ELEV. = 640.87	(J-K) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 640.87 INV. ELEV. (S) = 640.38 (K) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 642.66 INV. ELEV. (N) = 640.38 (12") INV. ELEV. (S) = 640.38 (15") INV. ELEV. (W) = 640.66 (6") INV. ELEV. (E) = 640.66 (6") (K-L) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 640.38 INV. ELEV. (S) = 639.90 (L) 15" P.R.C.F.E.S. INV. ELEV. = 639.90 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (M) 12" P.R.C.F.E.S. INV. ELEV. = 639.97 (M-N) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 639.97 INV. ELEV. (S) = 639.48 (N) M.H. TY. A, 4' DIA. W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 641.76 INV. ELEV. (N) = 639.48 (12") INV. ELEV. (S) = 639.46 (18") INV. ELEV. (W) = 639.76 (6") INV. ELEV. (E) = 639.76 (6") (N-O) 314' X 15" RCCP PIPE, CL. IV @ 0.14% INV. ELEV. (N) = 639.48 INV. ELEV. (S) = 639.00 (O) 18" P.R.C.F.E.S. INV. ELEV. = 639.00 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (P) 36" P.R.C.F.E.S. INV. ELEV. = 638.40 12" ORIFICE RESTRICTOR PLATE (P-Q) 14' X 36" RCCP PIPE, CL. IV @ 0.20% INV. ELEV. (W) = 638.40 INV. ELEV. (E) = 638.36 (Q) M.H. TY. A, 5' DIA. W/ FLAT TOP SLAB & NEENAH R4341-A GRATE (OR APPROVED EQUAL) RIM ELEV. = 642.50 INV. ELEV. (W) = 638.36 (36") INV. ELEV. (E) = 638.36 (36") (Q-R) 18' X 36" RCCP PIPE, CL. IV @ 0.20% INV. ELEV. (W) = 638.36 INV. ELEV. (E) = 638.31 (R) 36" P.R.C.F.E.S. INV. ELEV. = 638.31 SEE STRUCTURE T FOR RIPRAP REQUIRED (S) 24" P.R.C.F.E.S. INV. ELEV. = 639.38 (S-T) 476' X 24" RCCP PIPE, CL. IV @ 0.20% INV. ELEV. (N) = 639.38 INV. ELEV. (S) = 638.40	(T) 24" P.R.C.F.E.S. INV. ELEV. = 638.40 112 S.Y. RIPRAP (21' X 48") 112 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (U) 24" EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S. INV. ELEV. = 642.16 (U-V) 134' X 24" RCCP EQUIVALENT ROUND ELLIPTICAL PIPE, CL. IV @ 0.10 INV. ELEV. (N) = 642.16 INV. ELEV. (S) = 642.01 (V) 24" EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S. INV. ELEV. = 642.01 40 S.Y. RIPRAP (20' X 18") 40 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (W) 27" EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S. INV. ELEV. = 641.99 (W-X) 331' X 27" RCCP EQUIVALENT ROUND ELLIPTICAL PIPE, CL. IV @ 0.10 INV. ELEV. (N) = 641.99 INV. ELEV. (S) = 641.65 (X) 27" EQUIVALENT ROUND ELLIPTICAL P.R.C.F.E.S. INV. ELEV. = 641.65 40 S.Y. RIPRAP (20' X 18") 40 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (Y) 15" P.R.C.F.E.S. INV. ELEV. = 640.35 (Y-Z) 487' X 15" RCCP PIPE, CL. IV @ 0.70% (Z) 15" P.R.C.F.E.S. INV. ELEV. = 639.85 70 S.Y. RIPRAP (21' X 30") 70 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (AA) 36" P.R.C.F.E.S. INV. ELEV. = 636.95 10" ORIFICE RESTRICTOR PLATE (AA-BB) 14' X 36" RCCP PIPE, CL. IV @ 0.28% INV. ELEV. (E) = 636.95 INV. ELEV. (W) = 636.89 (BB) M.H. TY. A, 5' DIA. W/ FLAT TOP SLAB & NEENAH R4341-A GRATE (OR APPROVED EQUAL) RIM ELEV. = 641.50 INV. ELEV. (E) = 636.89 (36") INV. ELEV. (W) = 636.89 (36") (BB-CC) 28' X 36" RCCP PIPE, CL. IV @ 0.28% INV. ELEV. (E) = 636.89 INV. ELEV. (W) = 636.80 SEE STRUCTURE Z FOR RIPRAP REQUIRED (DD) 12" P.R.C.F.E.S. INV. ELEV. = 639.23	(DD-EE) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 639.23 INV. ELEV. (S) = 638.74 (EE) M.H. TY. A, 4' DIA. W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 641.02 INV. ELEV. (N) = 638.74 (12") INV. ELEV. (S) = 638.72 (18") INV. ELEV. (W) = 639.02 (6") INV. ELEV. (E) = 639.02 (6") (EE-FF) 314' X 18" RCCP PIPE, CL. IV @ 0.14% INV. ELEV. (N) = 638.72 INV. ELEV. (S) = 638.26 (FF) 18" P.R.C.F.E.S. INV. ELEV. = 638.26 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (GG) 12" P.R.C.F.E.S. INV. ELEV. = 640.13 (GG-HH) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 640.13 INV. ELEV. (S) = 639.64 (HH) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 641.92 INV. ELEV. (N) = 639.64 (12") INV. ELEV. (S) = 639.64 (15") INV. ELEV. (W) = 639.92 (6") INV. ELEV. (E) = 639.92 (6") (HH-II) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 640.13 INV. ELEV. (S) = 639.16 (II) 15" P.R.C.F.E.S. INV. ELEV. = 639.16 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (JJ) 30" P.R.C.F.E.S. INV. ELEV. = 639.56 12" ORIFICE RESTRICTOR PLATE (JJ-KK) 8' X 30" RCCP PIPE, CL. IV @ 0.50% INV. ELEV. (N) = 639.56 INV. ELEV. (S) = 639.49 (KK) M.H. TY. A, 5' DIA. W/ FLAT TOP SLAB & NEENAH R4341-A GRATE (OR APPROVED EQUAL) RIM ELEV. = 643.06 INV. ELEV. (N) = 639.49 (30") INV. ELEV. (S) = 639.49 (30") (KK-LL) 28' X 30" RCCP PIPE, CL. IV @ 0.50% INV. ELEV. (N) = 639.49 INV. ELEV. (S) = 639.32	(LL) 30" P.R.C.F.E.S. INV. ELEV. = 639.32 18 S.Y. RIPRAP (9' X 18") 18 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (MM) 12" P.R.C.F.E.S. INV. ELEV. = 641.18 (MM-NN) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 641.18 INV. ELEV. (S) = 640.69 (NN) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 642.97 INV. ELEV. (N) = 640.69 (12") INV. ELEV. (S) = 640.69 (15") INV. ELEV. (W) = 640.97 (6") INV. ELEV. (E) = 640.97 (6") (NN-OO) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 640.69 INV. ELEV. (S) = 640.21 (OO) 15" P.R.C.F.E.S. INV. ELEV. = 640.21 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP (PP) 12" P.R.C.F.E.S. INV. ELEV. = 642.23 (PP-OO) 129' X 12" RCCP PIPE, CL. IV @ 0.36% INV. ELEV. (N) = 642.23 INV. ELEV. (S) = 641.74 (OO) INLET TY. B W/ FLAT TOP SLAB & TY. 8 GRATE RIM ELEV. = 644.02 INV. ELEV. (N) = 641.74 (12") INV. ELEV. (S) = 641.74 (15") INV. ELEV. (W) = 642.02 (6") INV. ELEV. (E) = 642.02 (6") (OO-RR) 314' X 15" RCCP PIPE, CL. IV @ 0.15% INV. ELEV. (N) = 641.74 INV. ELEV. (S) = 641.26 (RR) 15" P.R.C.F.E.S. INV. ELEV. = 641.26 34 S.Y. RIPRAP (9' X 34") 34 S.Y. GEOTEXTILE FABRIC FOR RIPRAP
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DECLARED DISTANCES
 ORIGINAL RUNWAY 18/36 = 6000'
 MINUS DISPLACED THRESHOLD = -2200'
 NET TEMPORARY RUNWAY 18/36 = 3800'
 CRITICAL AIRCRAFT = BEECH SUPER KING AIR B200

CONTRACT NO. = IL026



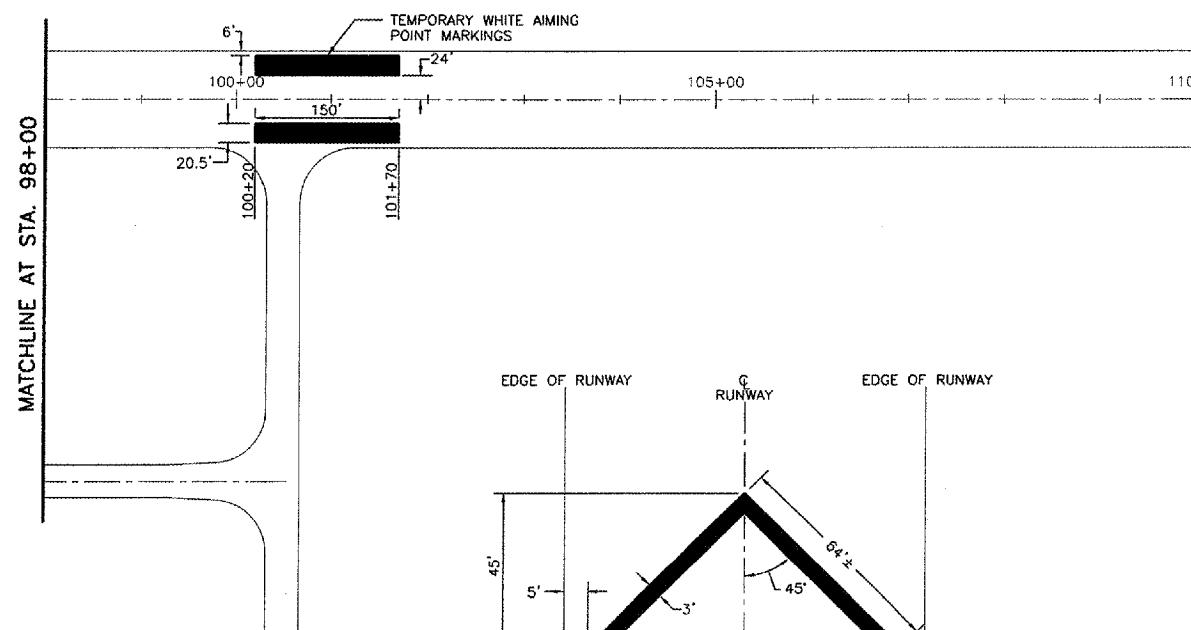
NOTE: TEMPORARY WHITE AIMING POINT MARKINGS AND TEMPORARY DISPLACED THRESHOLD SHALL BE WATERBORNE PAINT APPLIED @ THE RATES SHOWN IN TABLE 1, SEC. 620-3.5 OF THE SUPP. SPEC. & RECURR. SPL. PROV., DATED JULY 1, 2004 ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS. SINGLE COAT-620-3.8

GENERAL NOTES:

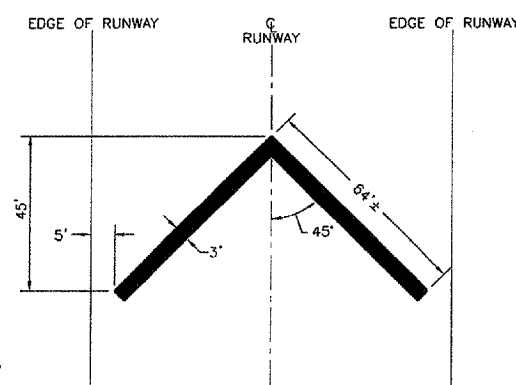
1. PROVIDE TEMPORARY REIL UNITS (2) AND TEMPORARY THRESHOLD LIGHTS (6) AT TEMPORARY DISPLACED THRESHOLD LOCATION.
2. COVER EXISTING TAXIWAY LIGHTS, RUNWAY LIGHTS, REILS, AND GUIDANCE SIGNS DURING THE TIME OF DISPLACED THRESHOLD.

NOTE: TEMPORARY DEMARCATION BAR TO BE CONSTRUCTED IN ACCORDANCE W/ MATERIALS OUTLINED IN AC150/5370-2E, CHAPTER 3, SECTION 2, PARAGRAPH 3-5A(1). COLOR AS NOTED.

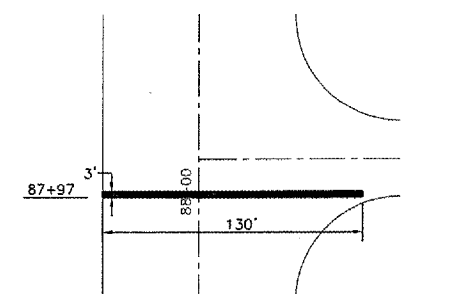
CONNECT TEMPORARY THRESHOLD LIGHTS AND TEMPORARY REILS INTO EXISTING ELECTRIC CIRCUIT



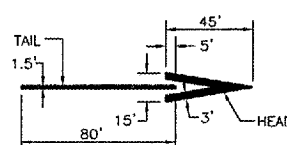
NOTE: TEMPORARY CHEVRONS TO BE CONSTRUCTED IN ACCORDANCE W/ MATERIALS OUTLINED IN AC 150/5370-2E, CHAPTER 3, SECTION 2, PARAGRAPH 3-5A(1).



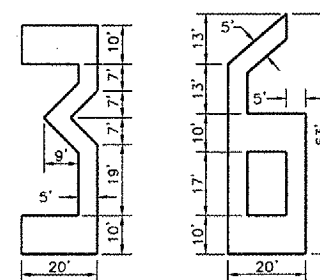
TEMPORARY CHEVRON DETAIL
 NOT TO SCALE



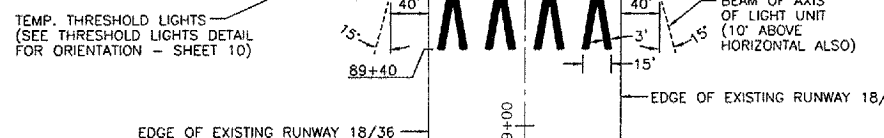
DEMARCATION BAR DETAIL
 NOT TO SCALE



TEMPORARY ARROW DETAIL
 NOT TO SCALE



TEMPORARY NUMERALS DETAIL
 NOT TO SCALE



TEMPORARY DISPLACED THRESHOLD DETAIL
 NOT TO SCALE

DRAWN BY: NET	1000-79(CAD) CAD/DWG: 008-TMARK	REVISIONS
CHECKED BY: KWH	DATE: 1/08	DATE BY

CHAMLIN ASSOCIATES
 PERU MORRIS
 ILLINOIS

ILLINOIS VALLEY REGIONAL AIRPORT
 ILLINOIS PROJECT NO. VYS-3594
 A.I.P. PROJECT NO. 3-17-0060-B17

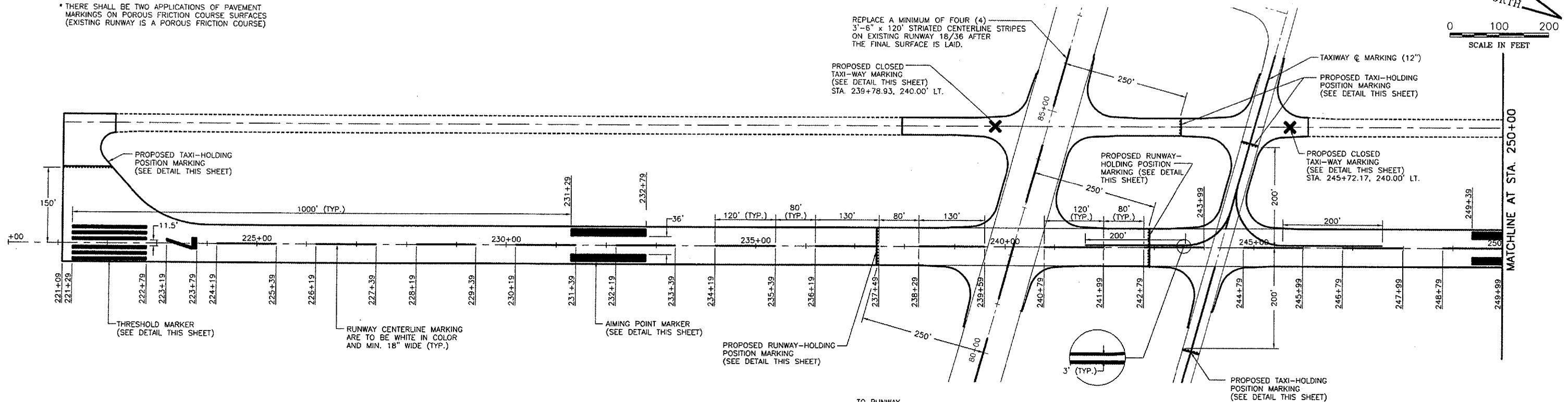
TEMPORARY PAVEMENT MARKING PLAN AND
 DISPLACED THRESHOLD PLAN & DETAILS

SCALE: AS NOTED
 FILE NO.: 1000.79Y-1
 SHEET 8
 OF 31

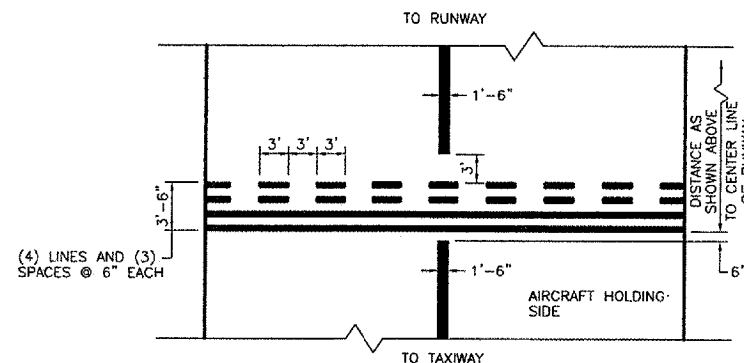
PAVEMENT MARKING TABLE (PER APPLICATION) *			
ITEM NO.	DESCRIPTION	YELLOW	WHITE
AR 620520	PAVEMENT MARKING - WATERBORNE	2,264 S.F.	15,197 S.F.
		TOTAL	
		17,461 S.F.	

CONTRACT NO. = IL026

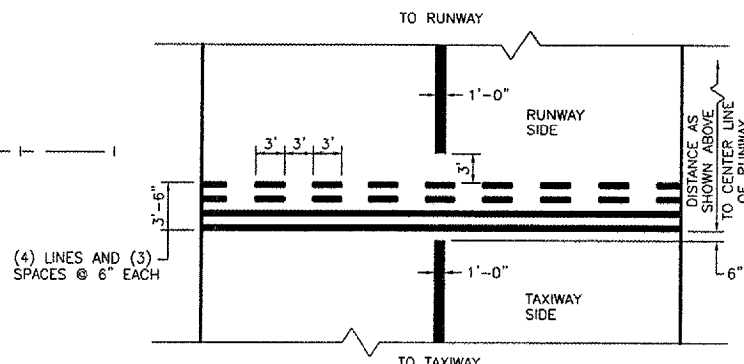
* THERE SHALL BE TWO APPLICATIONS OF PAVEMENT MARKINGS ON POROUS FRICTION COURSE SURFACES (EXISTING RUNWAY IS A POROUS FRICTION COURSE)



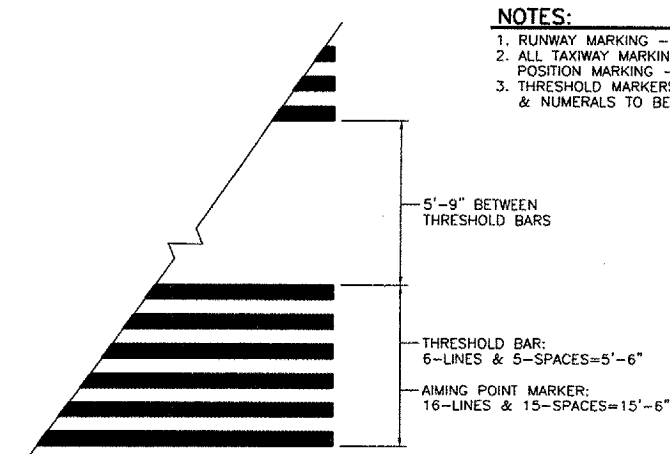
NOTE: PERMANENT MARKINGS SHALL BE WATERBORNE PAINT APPLIED @ THE RATES SHOWN IN TABLE 1, SEC. 620-3.5 OF THE SUPP. SPEC. & RECURR. SPL. PROV. DATED JULY 1, 2004 ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS.
1 COAT IN EACH DIRECTION - 2 COATS TOTAL



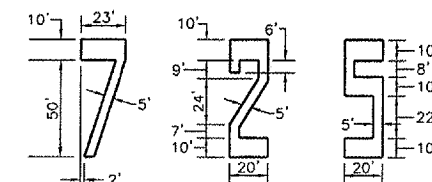
RUNWAY-HOLDING POSITION MARKER
NOT TO SCALE



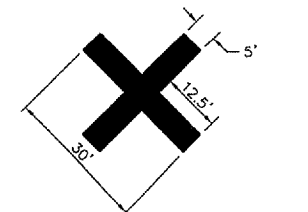
TAXI-HOLDING POSITION MARKING
NOT TO SCALE



STRIATED MARKING DETAIL
NOT TO SCALE



NUMERAL DETAILS
NOT TO SCALE



CLOSED TAXIWAY
NOT TO SCALE

NOTE: TO BE SOLID NOT STRIATED & YELLOW IN COLOR

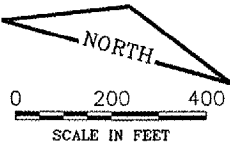
NOTE: ALL NUMERALS ARE STRIATED (WHITE)

DRAWN BY: NET	1000-79\CAD\009-PMARK	REVISIONS	ILLINOIS VALLEY REGIONAL AIRPORT	SCALE: AS NOTED	SHEET 9
CHECKED BY: KWH	DATE: 1/08	DATE BY	ILLINOIS PROJECT NO. VYS-3594	FILE NO.: 1000.79Y-1	OF 31
			A.I.P. PROJECT NO. 3-17-0060-B17		

CHAMLIN ASSOCIATES

PERU MORRIS
ILLINOIS

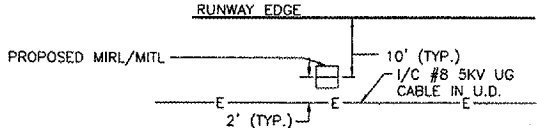
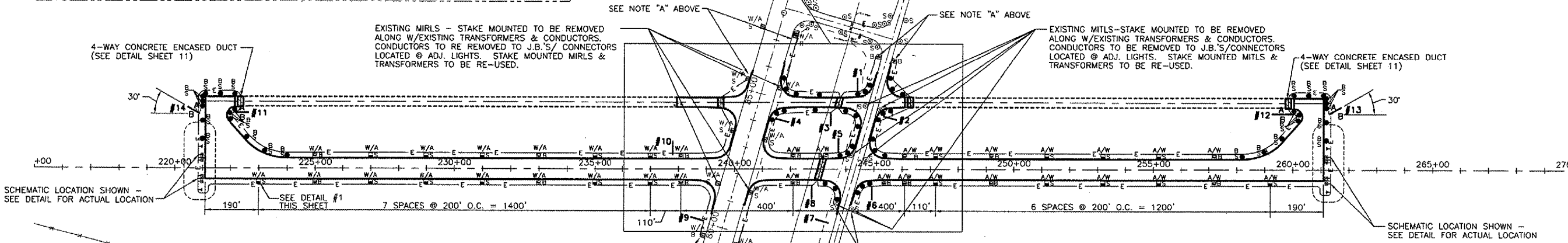
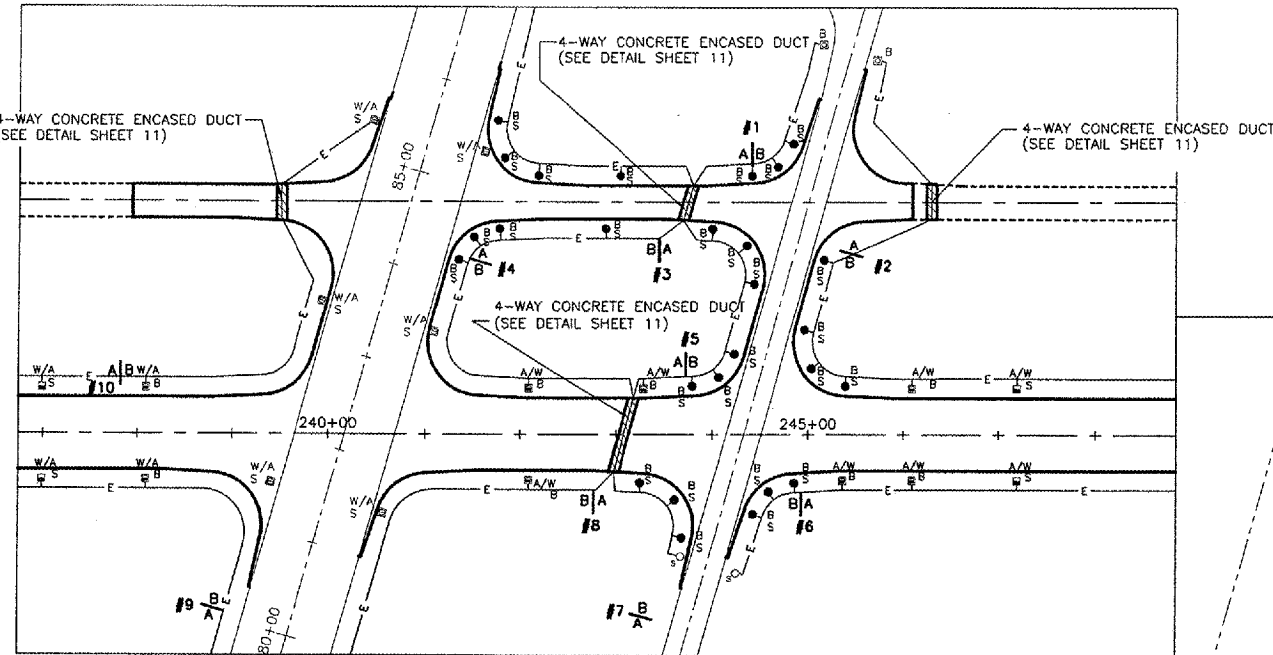
PERMANENT PAVEMENT MARKING PLAN AND DETAILS



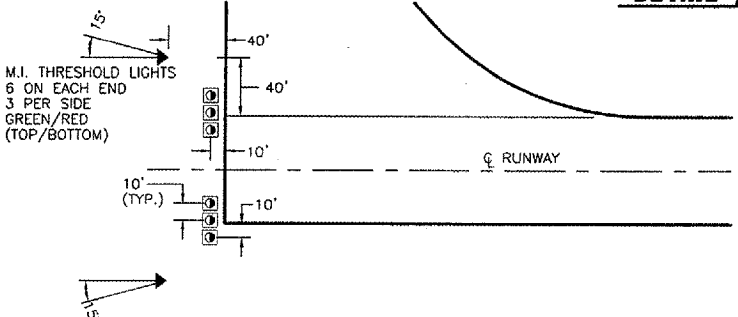
NOTE "A":
ALL CONNECTIONS TO EXISTING HOMERUN
CIRCUITS SHALL BE TYPE A AS NOTED IN
FAA CIRCULAR A150/5340-30A, FIG. 120
ALL CONNECTIONS TO EXISTING HOMERUN
@ JUNCTION W/ LOOP CIRCUITS SHALL BE
TYPE B AS NOTED IN AC150/5340-30A,
FIG. 121

LEGEND

- E— PROPOSED HIGH VOLTAGE CABLE
 - ▨ PROPOSED 4-WAY CONCRETE ENCASED DUCT
 - SO EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
 - SB EXISTING MEDIUM INTENSITY TAXIWAY LIGHT (BASE MOUNTED)
 - SB PROPOSED MEDIUM INTENSITY RUNWAY LIGHT (BASE MOUNTED)
 - SB PROPOSED MEDIUM INTENSITY TAXIWAY LIGHT (STAKE MOUNTED)
 - SB PROPOSED MEDIUM INTENSITY RUNWAY LIGHT (STAKE MOUNTED)
 - SB EXISTING MEDIUM INTENSITY RUNWAY LIGHT (STAKE MOUNTED)
 - SB EXISTING MEDIUM INTENSITY RUNWAY LIGHT (BASE MOUNTED)
 - T— PROPOSED TAXIWAY GUIDANCE SIGN
 - ▲ PROPOSED REILS
- W= WHITE
A= AMBER
B= BLUE
- PROPOSED THRESHOLD LIGHTS



DETAIL #1

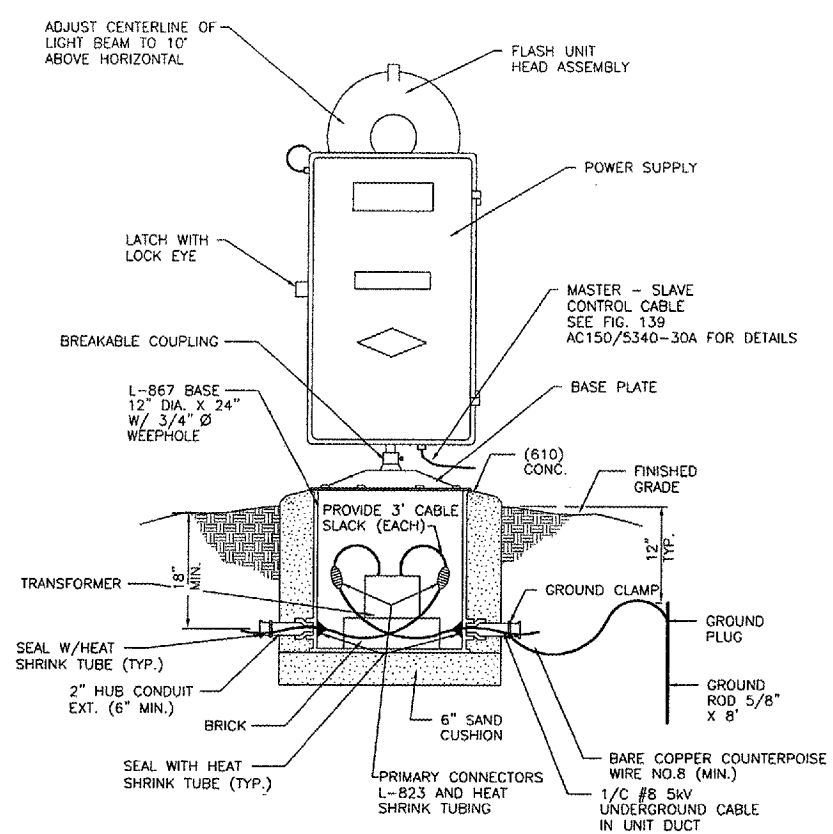


THRESHOLD LIGHTS DETAIL

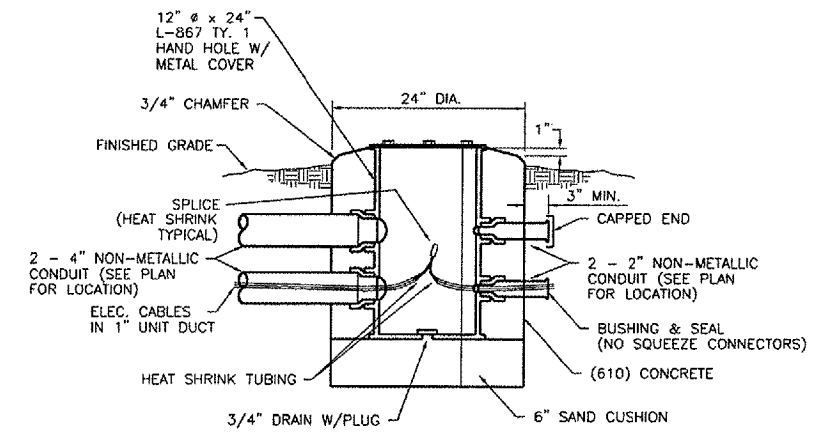
LEGEND PANELS FOR TAXIWAY GUIDANCE/ RUNWAY EXIT SIGNS

NEW SIGN #1 (1 MODULE) SIDE A SIDE B STA. 244+40.0, 277.5' LT.	NEW SIGN #6 (1 MODULE) SIDE A SIDE B STA. 244+93.0, 57.5' RT.	NEW SIGN #11 (2 MODULE) SIDE A SIDE B STA. 222+14.0, 200.0' LT.
NEW SIGN #2 (3 MODULE) SIDE A SIDE B STA. 245+33.0, 190.0' LT.	NEW SIGN #7 (3 MODULE) SIDE A SIDE B STA. 243+39.5, 192.0' RT.	NEW SIGN #12 (2 MODULE) SIDE A SIDE B STA. 260+04.0, 500.0' LT.
NEW SIGN #3 (3 MODULE) SIDE A SIDE B STA. 243+44.5, 202.5' LT.	NEW SIGN #8 (2 MODULE) SIDE A SIDE B STA. 242+77.0, 57.5' RT.	NEW SIGN #13 (2 MODULE) SIDE A SIDE B STA. 261+29.0, 200.0' LT.
NEW SIGN #4 (2 MODULE) SIDE A SIDE B STA. 241+45.5, 180.0' LT.	NEW SIGN #9 (2 MODULE) SIDE A SIDE B STA. 238+92.0, 184.0' RT.	NEW SIGN #14 (2 MODULE) SIDE A SIDE B STA. 220+89.0, 195.5' LT.
NEW SIGN #5 (1 MODULE) SIDE A SIDE B STA. 243+72.5, 57.5' LT.	NEW SIGN #10 (2 MODULE) SIDE A SIDE B STA. 237+57.0, 57.5' LT.	

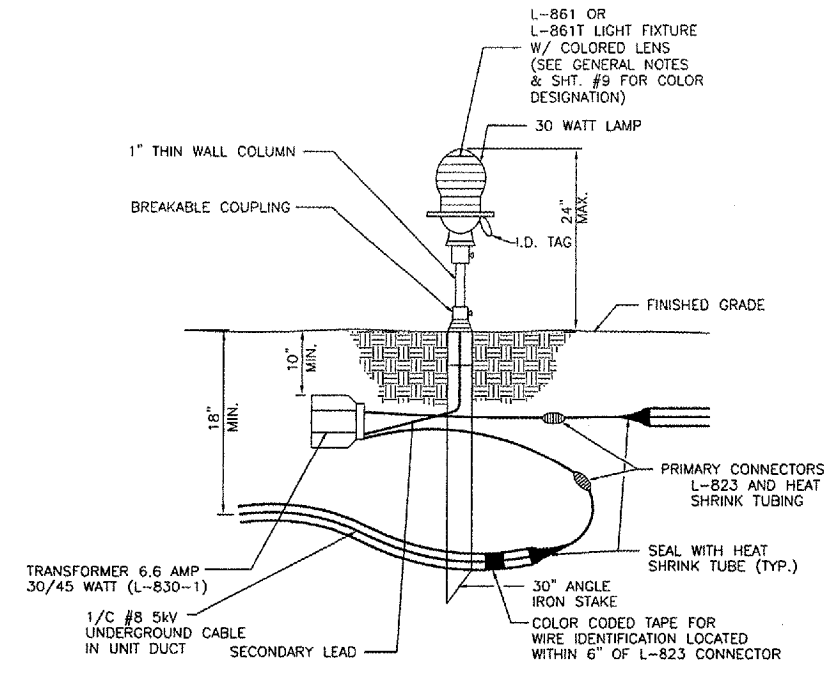
NOTES: 1. SEE RUNWAY EXIT SIGN & TAXIWAY GUIDANCE SIGN DETAIL ON SHEET 11.
2. OFFSETS TO NEAREST EDGE OF SIGN.
3. ALL SIGNS TO BE 20' OFF EDGE OF PAVEMENT TO NEAREST EDGE OF SIGN.



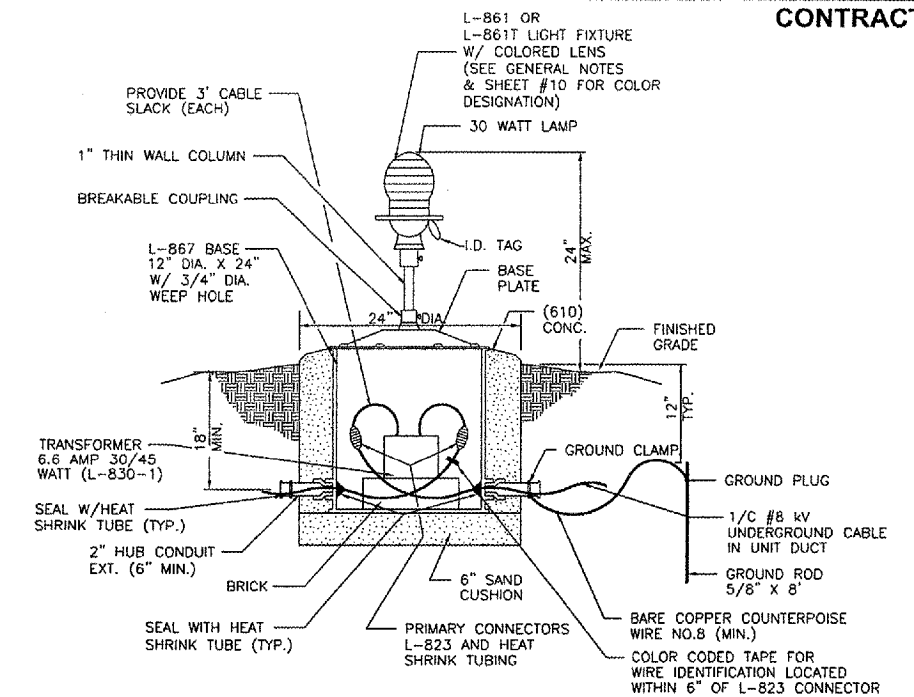
R.E.I.L.S. DETAIL
NOT TO SCALE



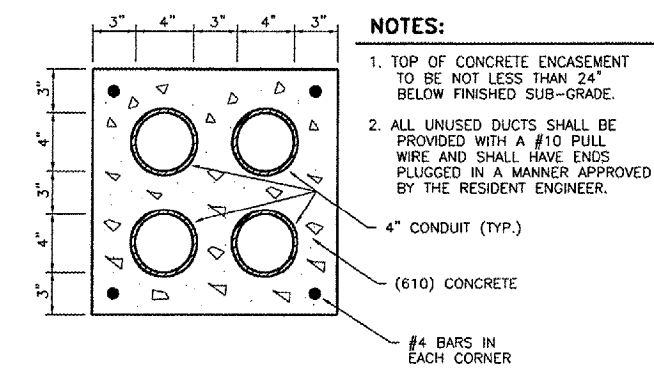
HAND HOLE DETAIL
NOT TO SCALE



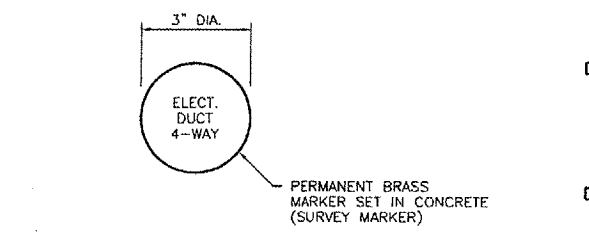
MEDIUM INTENSITY LIGHT STAKE MOUNTED
NOT TO SCALE



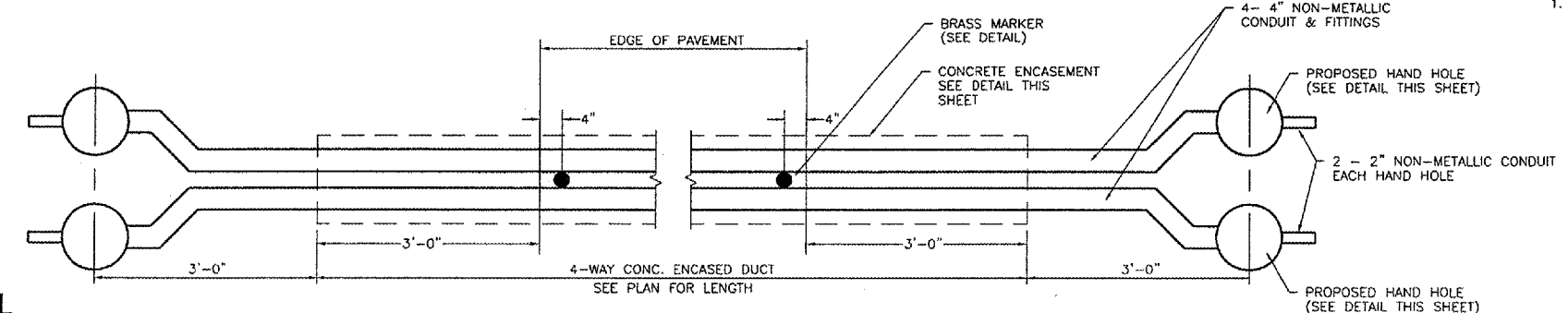
MEDIUM INTENSITY LIGHT BASE MOUNTED
NOT TO SCALE



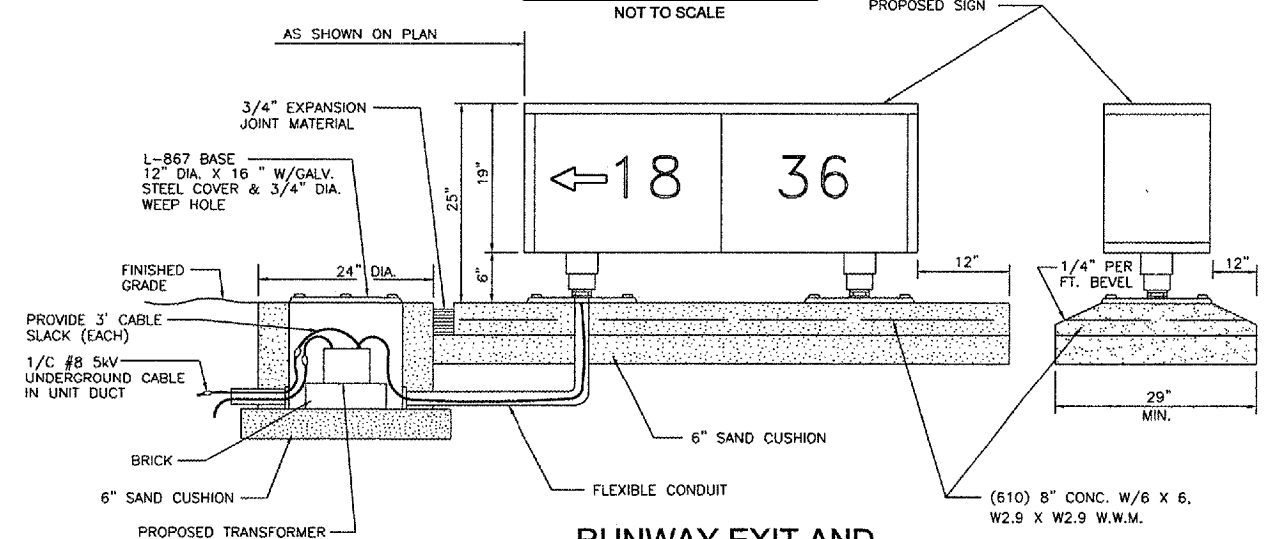
CONCRETE ENCASEMENT
NOT TO SCALE



BRASS PAVEMENT MARKER DETAIL
NOT TO SCALE



4-WAY CONCRETE ENCASED DUCT
NOT TO SCALE



RUNWAY EXIT AND TAXIWAY GUIDANCE SIGN DETAIL
NOT TO SCALE

NOTE: (TAXIWAY GUIDANCE & RUNWAY SIGNS)
1. FOR TAXIWAY GUIDANCE & RUNWAY EXIT SIGN DATA SEE ELECTRICAL PLAN & DETAILS SHEET NO. 10

- GENERAL NOTES:**
- BREAKING GROOVE OR BREAKABLE COUPLINGS SHALL NOT EXCEED 1-1/2" ABOVE FINISHED GRADE OR BASE COVER.
 - COPPER CLAD GR. RODS 5/8" DIA. X 8'-0" LG. SHALL BE DRIVEN 1'-0" BELOW FINISHED GRADE & COUNTERPOISE CABLE SECURELY ATTACHED TO SAME GROUND RODS SHALL BE SPACED MAX. OF 1000' APART AND LOCATED NEAR FIXTURE.
 - HIGH AND LOW VOLTAGE CABLE SHALL BE RUN IN SEPARATE UNDERGROUND DUCTS.
 - WHEN HIGH AND LOW VOLTAGE CABLES ARE IN A HANDHOLE OR MANHOLE, PROTECTION SHALL BE MADE AROUND THE HIGH VOLTAGE CABLE. THE METHOD OF PROTECTION SHALL BE BY SPLIT DUCT ANCHOR CLIPPED TO THE WALL.
 - L-861 SPECIFICATION DENOTES RUNWAY LIGHT FIXTURE. L-861T DENOTES TAXIWAY LIGHT FIXTURE.

CONTRACT NO. = IL026

- (6) LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS MUST BE INSTALLED IN SEPARATE WIREWAYS.
- (7) NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND PULL/JUNCTION BOXES.
- (8) THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND THE SIZE OF THE CONDUCTORS SHOWN, MUST BE AS FOLLOWS:
 - (A) IN STRAIGHT PULLS THE LENGTH OF THE BOX MUST NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END MUST BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - (B) IN ANGLE OR U-PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE MUST BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL OF THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR MUST NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.

- (F) WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING, AND TERMINALS MUST BE EXPOSED AND ACCESSIBLE WITHOUT ANY REMOVAL OF ANY PANELS, COVERS ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
- (G) ACCESS TO, OR REMOVAL OF, A CIRCUIT COMPONENT OR TERMINAL BLOCK SHALL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
- (H) EACH CIRCUIT COMPONENT MUST BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWING AND ITS FUNCTION.
- (I) A COMPLETE WIRING DIAGRAM (NOT A SCHEMATIC DIAGRAM) MUST BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM MUST REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
- (J) THE DIAGRAM MUST IDENTIFY EACH CIRCUIT COMPONENT AND NUMBERING AND COLOR OF EACH INTERNAL CONDUCTOR AND TERMINAL.
- (K) ALL WIRING MUST BE NEATLY TRAINED AND LACED.
- (L) MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.

FIELD LIGHTING

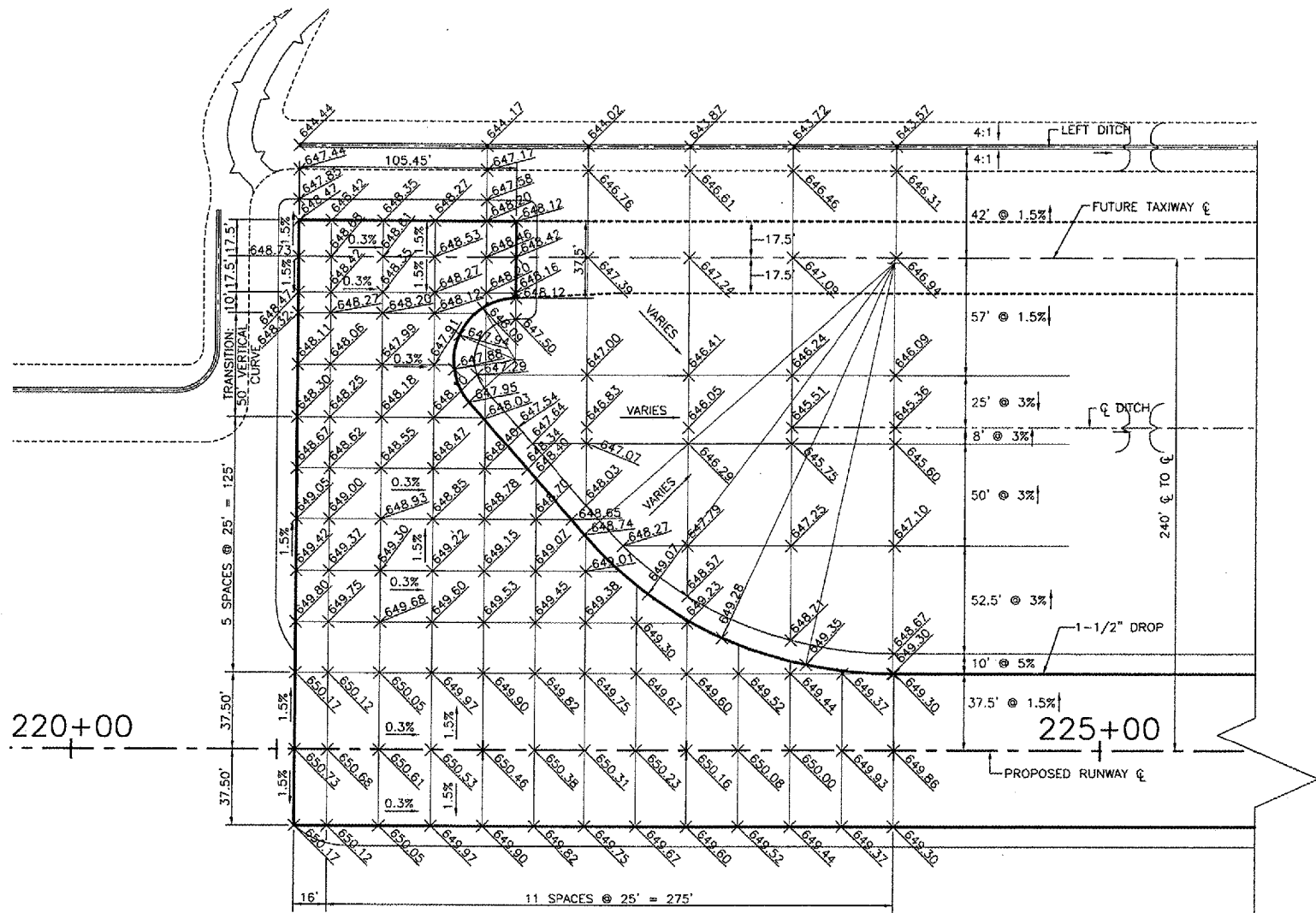
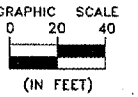
- (1) A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, MUST NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS. CAST, CONDUIT TYPE OUTLETS MUST NOT BE TREATED AS PULL/JUNCTION BOXES.
- (10) EQUIPMENT CABINETS MUST NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT MUST BE BROUGHT INTO THESE ENCLOSURES.
- (11) SPLICES AND JUNCTION POINTS WILL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- (12) CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) MUST BE THERMAL-MAGNETIC, MOLDED CASE, PERMANENT TRIP WITH 100-AMPERE, MINIMUM, FRAME.
- (13) DUAL LUGS MUST BE USED WHERE TWO WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
- (14) ALL WALL MOUNTED EQUIPMENT ENCLOSURES MUST BE MOUNTED ON WOODEN MOUNTING BOARDS.
- (15) WOODEN EQUIPMENT MOUNTING BOARDS MUST BE PLYWOOD, EXTERIOR TYPE, 3/4 INCH MINIMUM THICKNESS, BOTH SIDES PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF GRAY, OIL-BASED PAINT.
- (16) RIGID STEEL CONDUIT MUST BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
- (17) ALL RIGID CONDUIT MUST BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (10" MINIMUM) OF FLEXIBLE CONDUIT.
- (18) UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO, OR AT RIGHT ANGLES WITH, THE LINES OF THE STRUCTURE.
- (19) ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC., SHALL BE GALVANIZED.
- (20) USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNGROUNDED WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- (21) USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- (22) WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
- (23) UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING MUST BE NO. 12 AWG.
- (24) BOTH ENDS OF EACH CONTROL CONDUCTOR SHALL BE TERMINATED AT A TERMINAL BLOCK. THE TERMINAL BLOCK MUST BE OF PROPER RATING AND SIZE FOR THE FUNCTION INTENDED AND BE LOCATED IN EQUIPMENT ENCLOSURES OR SPECIAL TERMINAL CABINETS.
- (25) ALL CONTROL CONDUCTOR TERMINATORS MUST BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED, CLOSED-EYED TERMINATORS, OR TERMINATORS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
- (26) IN TERMINAL BLOCK CABINETS THE MINIMUM SPACING BETWEEN PARALLEL TERMINAL BLOCKS SHALL BE 6 INCHES. THE MINIMUM SPACING BETWEEN TERMINAL BLOCK SIDES/ENDS AND CABINET SIDES/BOTTOM/TOP SHALL BE 3 INCHES. THE MINIMUM SPACING WILL BE INCREASED AS REQUIRED BY THE NUMBER OF CONDUCTORS. ADDITIONAL SPACING MUST BE PROVIDED AT CONDUCTOR ENTRANCES.
- (27) BOTH ENDS OF ALL CONTROL CONDUCTORS MUST BE IDENTIFIED AS TO THE CIRCUIT, TERMINAL, BLOCK, AND TERMINAL NUMBER. ONLY STICK-ON LABELS SHALL BE USED.
- (28) A SEPARATE AND CONTINUOUS NEUTRAL CONDUCTOR SHALL BE INSTALLED AND CONNECTED FOR EACH BREAKER CIRCUIT IN THE POWER PANEL(S) FROM THE NEUTRAL BAR TO EACH POWER/CONTROL CIRCUIT.
- (29) THE FOLLOWING WILL APPLY TO RELAY/CONTACTOR PANEL/ENCLOSURES:

- (1) UNLESS OTHERWISE NOTED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS WHETHER DIRECT EARTH BURIAL (DEB) OR IN DUCT/CONDUIT MUST BE FAA APPROVED L-824 TYPE. INSULATION VOLTAGE AND SIZE AS SPECIFIED.
- (2) NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS WILL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REILS, ETC.
- (3) THERE MUST BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REILS, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE WATERTIGHT CONDUIT WITH FRANGIBLE COUPLING(S) AT GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- (4) THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF THE JOINT, AS SHOWN IN FIGURE 122 OF AC 150/5340-30.
- (5) THE CABLE ENTRANCE INTO THE FIELD ATTACHED L-823 CONNECTORS MUST BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE AS SHOWN IN FIGURE 122 OF AC 150/5340-30.
- (6) THE ID OF THE PRIMARY L-823 FIELD ATTACHED CONNECTORS MUST MATCH THE CABLE ID TO PROVIDE A WATERTIGHT CABLE ENTRANCE. THIS ENTRANCE SHALL BE ENCAPSULATED IN A HEAT SHRINKABLE TUBING WITH CONTINUOUS FACTORY APPLIED INTERNAL ADHESIVE, AS SHOWN IN FIGURE 122 OF AC 150/5340-30.
- (7) L-823 TYPE 11, TWO-CONDUCTOR SECONDARY CONNECTOR SHALL BE CLASS "A" (FACTORY MOLDED).
- (8) THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURES AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- (9) ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- (10) DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF 10 INCHES ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION 12 INCHES FROM THE LIGHT OPPOSITE FROM THE RUNWAY/TAXIWAY.
- (11) DEB PRIMARY CONNECTORS SHALL BE BURIED AT A DEPTH OF 10 INCHES NEAR THE ISOLATION TRANSFORMER. THEY MUST BE ORIENTATED PARALLEL WITH THE RUNWAY/TAXIWAY CENTERLINE. THERE SHALL BE NO BENDS IN THE PRIMARY CABLE 6 INCHES, MINIMUM, FROM THE ENTRANCE INTO THE FIELD-ATTACHED PRIMARY CONNECTION.
- (12) A SLACK OF 3 FEET, MINIMUM, SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER.
- (13) DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK FACING PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO THE RIGHT IS CODED BLUE, THIS APPLIES TO THE STAKE-MOUNTED LIGHTS AND BASE-MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- (14) L-867 BASES SHALL BE SIZE B, 24" DEEP CLASS 1 UNLESS OTHERWISE NOTED.
- (15) BASE-MOUNTED FRANGIBLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES WILL NOT BE ACCEPTABLE. IT MUST HAVE A 1/4" DIAMETER MINIMUM OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
- (16) THE ELEVATION OF THE FRANGIBLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE-MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE-MOUNTED COUPLINGS.
- (17) WHERE THE FRANGIBLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL MUST BE APPLIED COMPLETELY AROUND THE LIGHT STEM OR WIREWAY AT FRANGIBLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
- (18) TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
- (19) PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, FRANGIBLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, WILL NOT BE ACCEPTABLE. L-867 PLASTIC TRANSFORMER HOUSINGS ARE ACCEPTABLE. THE METAL THREADED FITTING SHALL BE SET IN THE FLANGE DURING THE CASTING PROCESS. BASE COVER BOLTS SHALL BE FABRICATED FROM 18-8 STAINLESS STEEL.
- (20) THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS IS $\pm$ ONE (1) INCH. IN CASE OF STAKE-MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE-MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER. THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.

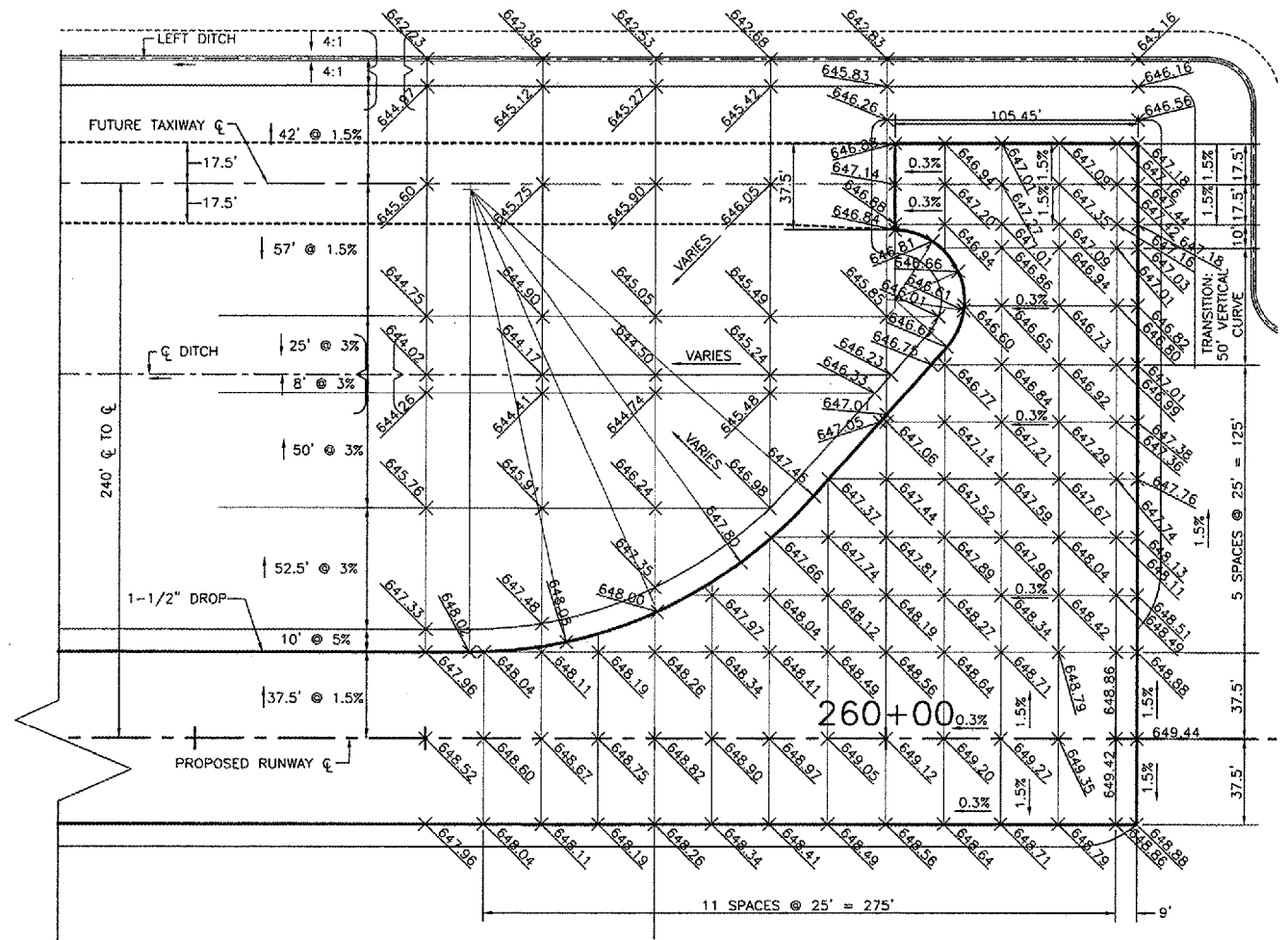
- (21) THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS IS $\pm$ ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.
 - (22) SOIL PERMITTING, THE L-867 BASES SHALL NOT BE PRE-CAST IN CONCRETE. CONCRETE AROUND THE BASES MUST BE USED AS A BACKFILL.
 - (23) ENTRANCES INTO L-867 BASES SHALL BE PLUGGED FROM THE INSIDE WITH DUCT SEAL.
 - (24) GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZED.
 - (25) EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
 - (26) CABLE/SPICE/DUCT MARKERS MUST BE PRE-CAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS MUST BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE WILL NOT BE ACCEPTABLE.
 - (27) ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLE.
 - (28) LOCATIONS OF ALL DEB UNDERGROUND CABLE SPLICE/CONNECTIONS, EXCEPT THOSE AT ISOLATION TRANSFORMERS, SHALL BE IDENTIFIED BY SPLICE MARKERS. SPLICE MARKERS SHALL BE PLACED IMMEDIATELY ABOVE THE SPLICE/CONNECTIONS.
 - (29) THE CABLE AND SPLICE MARKERS MUST IDENTIFY THE CIRCUITS WHICH THE CABLES BELONG TO, SUCH AS RWY 4-22, PAPI-4, PAPI-22, ETC.
 - (30) LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS MUST BE IDENTIFIED BY DUCT MARKERS.
 - (31) THE PREFERRED MOUNTING METHOD OF RUNWAY AND TAXIWAY SIGNS IS BY THE USE OF A SINGLE ROW OF LEGS. HOWEVER, TWO ROWS WILL BE ACCEPTABLE.
 - (32) THE PREFERRED METHOD TO BRING THE POWER CABLE INTO AN L-858 SIGN IS METHOD A, AS SHOWN IN FIGURE 126 OF AC 150/5340-30, HOWEVER, METHOD B WILL ALSO BE ACCEPTABLE.
 - (33) STENCIL HORIZONTAL AND VERTICAL AIMING ANGLES ON EACH REIL FLASH HEAD OR EQUIPMENT ENCLOSURE. THE NUMERALS MUST BE BLACK AND ONE INCH MINIMUM HEIGHT.
 - (34) ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES MUST BE TAGGED. USE EMBOSSED COPPER STRIPS ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS MUST BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE - ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.
 - (35) APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND FRANGIBLE COUPLING THREADS.
 - (36) THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
 - (37) DEB SPLICES IN HOME RUNS SHALL BE OF THE CAST TYPE A, UNLESS OTHERWISE SHOWN. SEE FIG. 120 OF AC 150/5340-30 FOR DETAILS.
 - (38) CONCRETE USED FOR SLABS, FOOTING, OR BACKFILL AROUND TRANSFORMER HOUSINGS, MARKERS, ETC., SHALL BE 3000 PSI, MIN., AIR-ENTRAINED.
- GROUNDING
- (1) GROUND ALL NON-CURRENT-CARRYING METAL PARTS OF ELECTRICAL EQUIPMENT BY USING NO. 6 AWG BARE COPPER WIRE TO BE RUN INSIDE CABINETS AND IN CONDUITS TOGETHER WITH OTHER WIRES. WHERE THIS IS NOT FEASIBLE, RUN THE EXPOSED GROUNDING WIRE PARALLEL, OR AT RIGHT ANGLES TO THE BUILDING LINE AND SECURE IT AT LEAST EVERY 24 INCHES AND WITHIN 6 INCHES FROM BEND OR JUNCTION. THE EXPOSED WIRE MAY BE NO. 6 AWG IF IT IS NOT SUBJECTED TO PHYSICAL ABUSE, OTHERWISE NO. 4 AWG SHALL BE USED.
 - (2) ALL GROUND CONNECTIONS TO GROUND RODS, BUSSES, PANELS, ETC., MUST BE MADE WITH PRESSURE TYPE SOLDERLESS LUGS AND GROUND CLAMPS. SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS.
 - (3) TOPS OF GROUND RODS SHALL BE A MIN. 12" INCHES BELOW GRADE.
 - (4) THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED MUST NOT EXCEED 10 OHMS.
 - (5) THE RESISTANCE TO GROUND OF THE COUNTERPOISE SYSTEM, OR AT ISOLATION LOCATIONS, SUCH AS AIRPORT BEACON MUST NOT EXCEED 25 OHMS.

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- (4) THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED MUST NOT EXCEED 10 OHMS.
- (5) THE RESISTANCE TO GROUND OF THE COUNTERPOISE SYSTEM, OR AT ISOLATION LOCATIONS, SUCH AS AIRPORT BEACON MUST NOT EXCEED 25 OHMS.

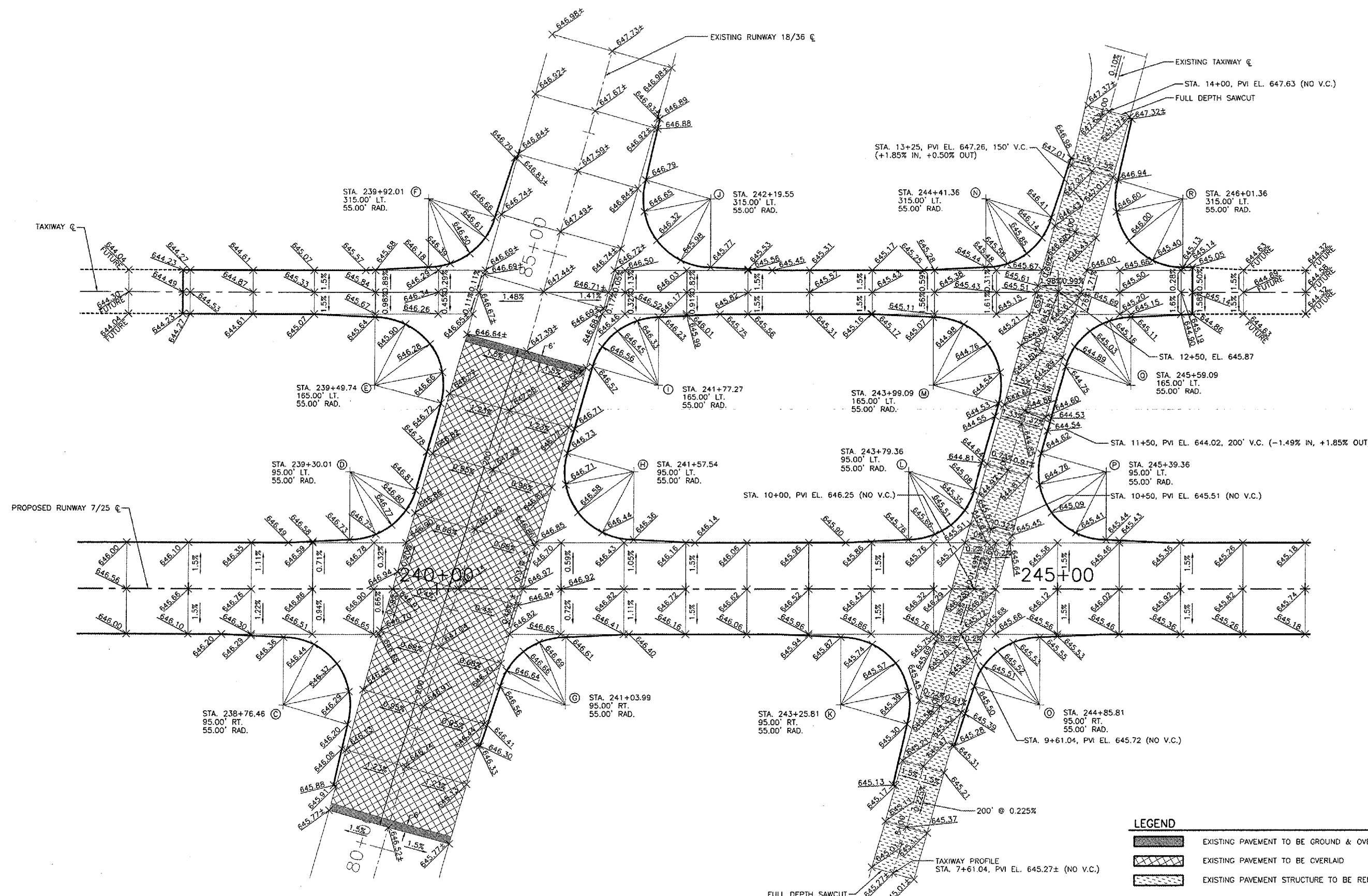
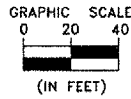
DRAWN BY: NET	\\1005-79\\CAD00\\ CAD/.DWG: 10-ELECTRC	REVISIONS DATE BY		 PERU MORRIS ILLINOIS	ILLINOIS VALLEY REGIONAL AIRPORT ILLINOIS PROJECT NO. VYS-3594 A.I.P. PROJECT NO. 3-17-0060-B17	ELECTRICAL NOTES	SCALE: AS NOTED	SHEET 12
CHECKED BY: KWH	DATE: 1/08						FILE NO.: 1000.79Y-1	OF 31



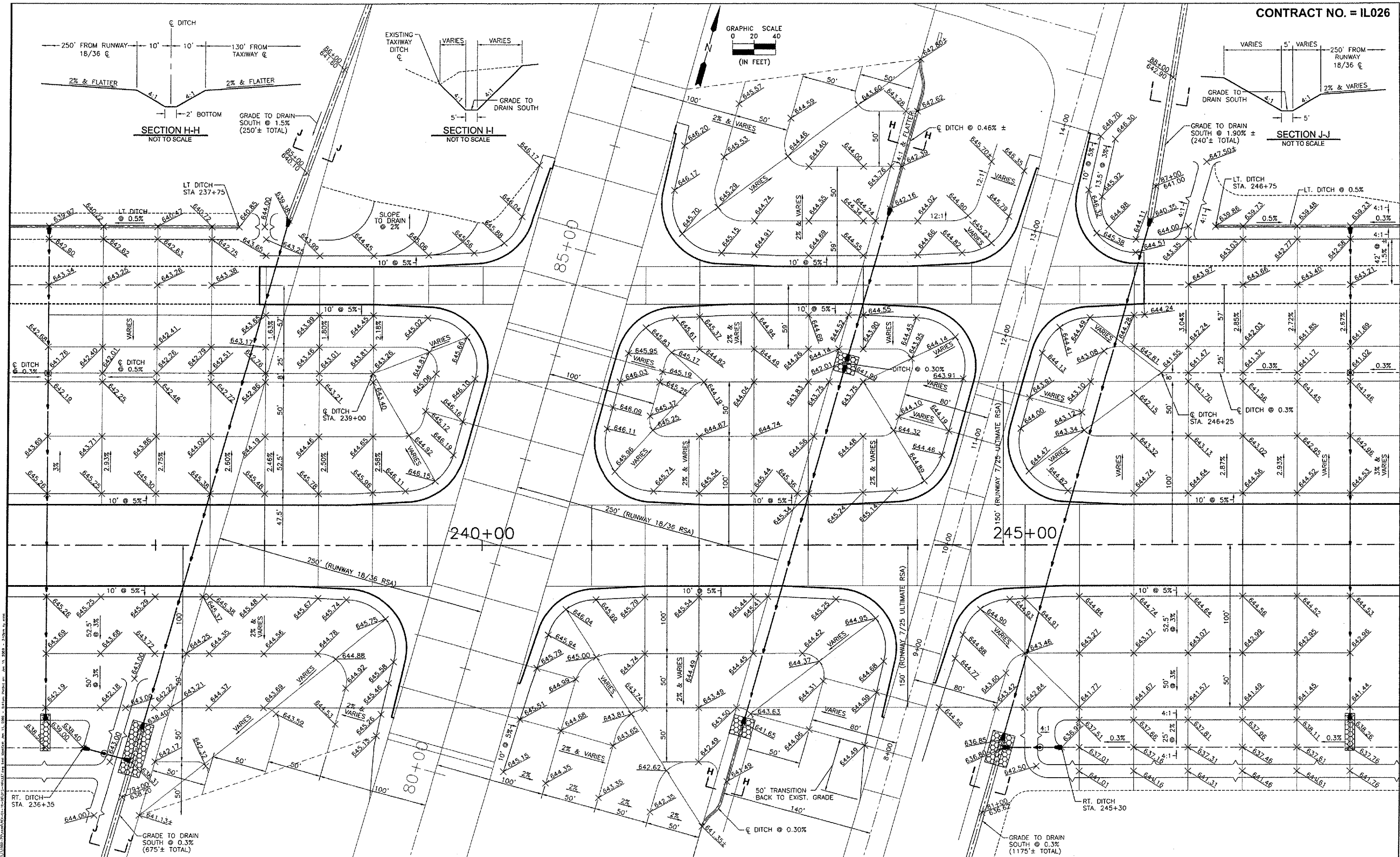
WEST END OF PROPOSED
RUNWAY 7/25



EAST END OF PROPOSED
RUNWAY 7/25



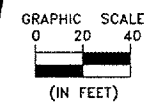
LEGEND	
	EXISTING PAVEMENT TO BE GROUND & OVERLAID
	EXISTING PAVEMENT TO BE OVERLAID
	EXISTING PAVEMENT STRUCTURE TO BE REMOVED & REPLACED



SECTION H-H
NOT TO SCALE

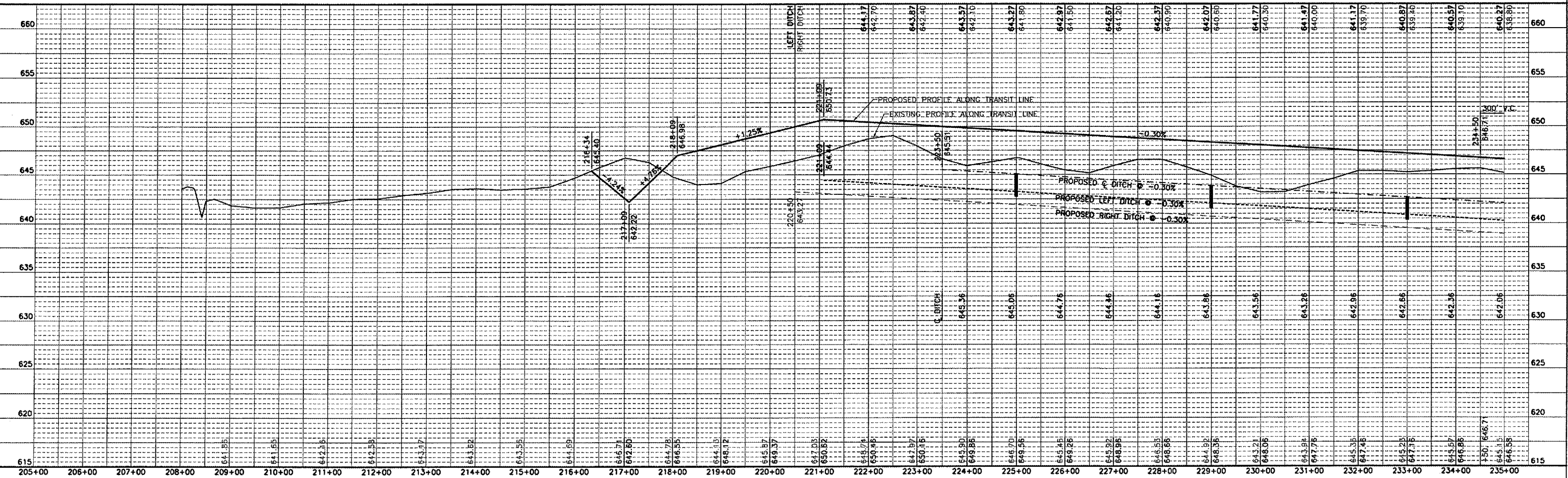
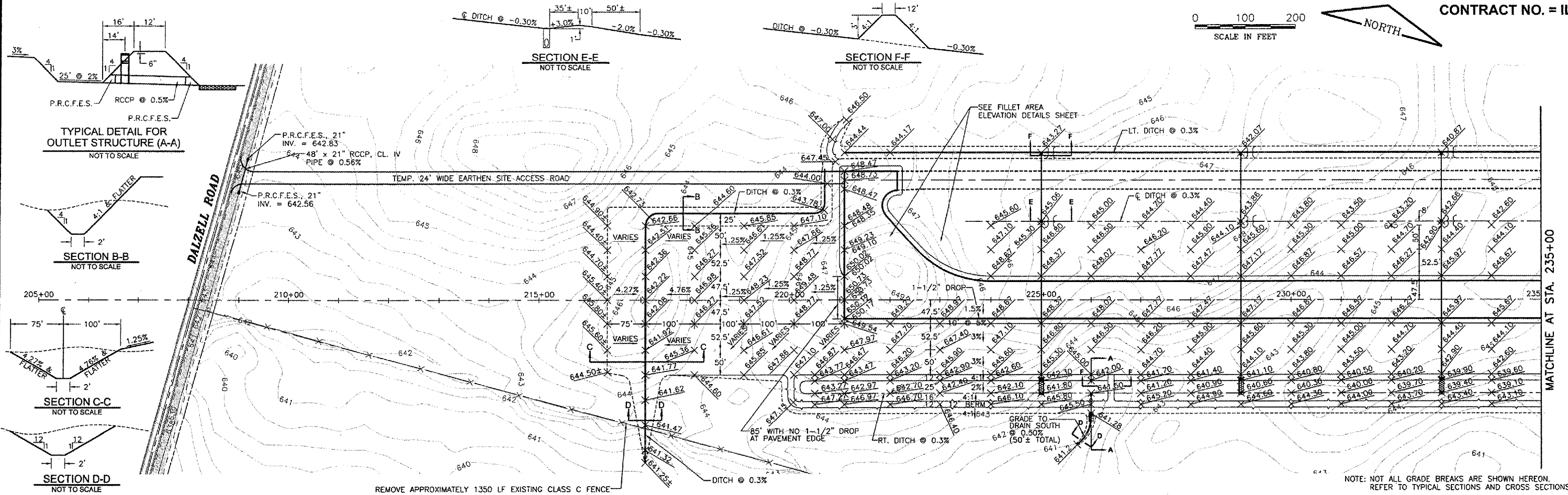
SECTION I-I
NOT TO SCALE

SECTION J-J
NOT TO SCALE



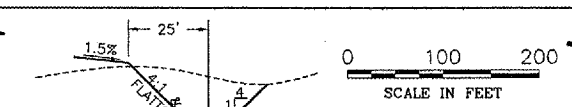
0 100 200
SCALE IN FEET

NORTH

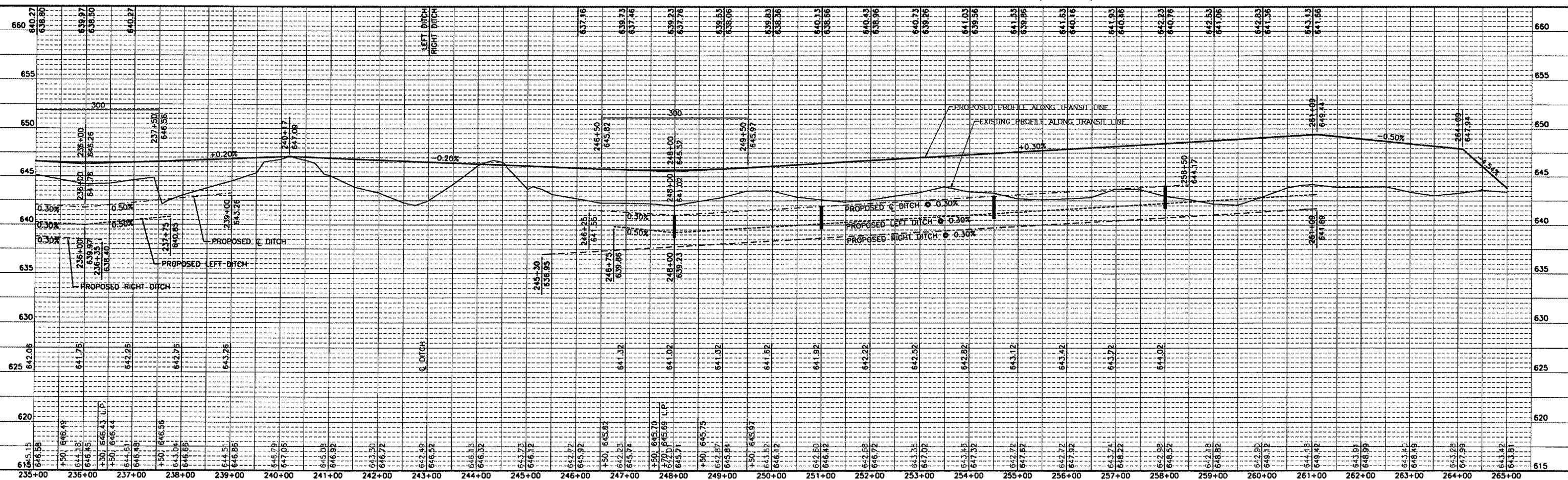
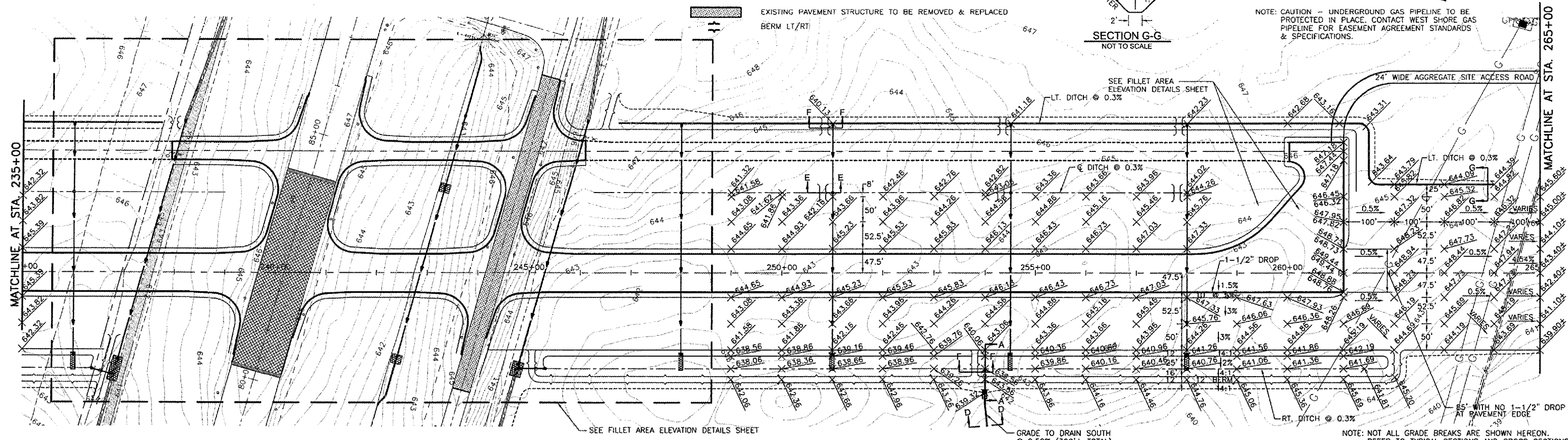


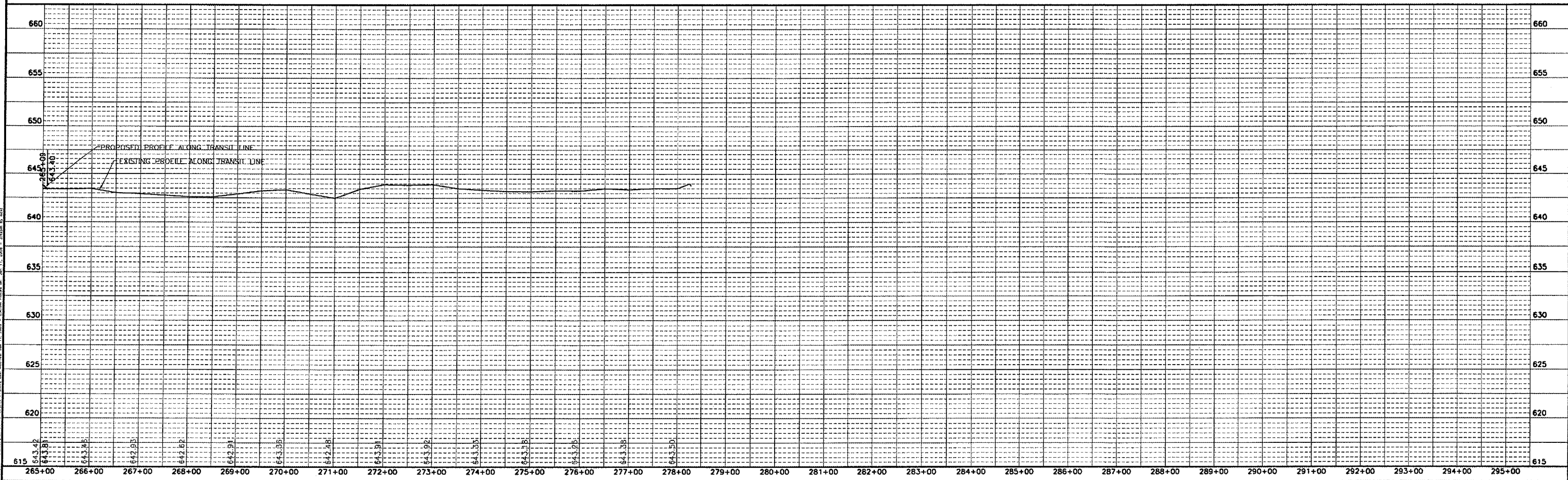
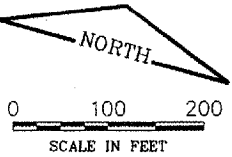
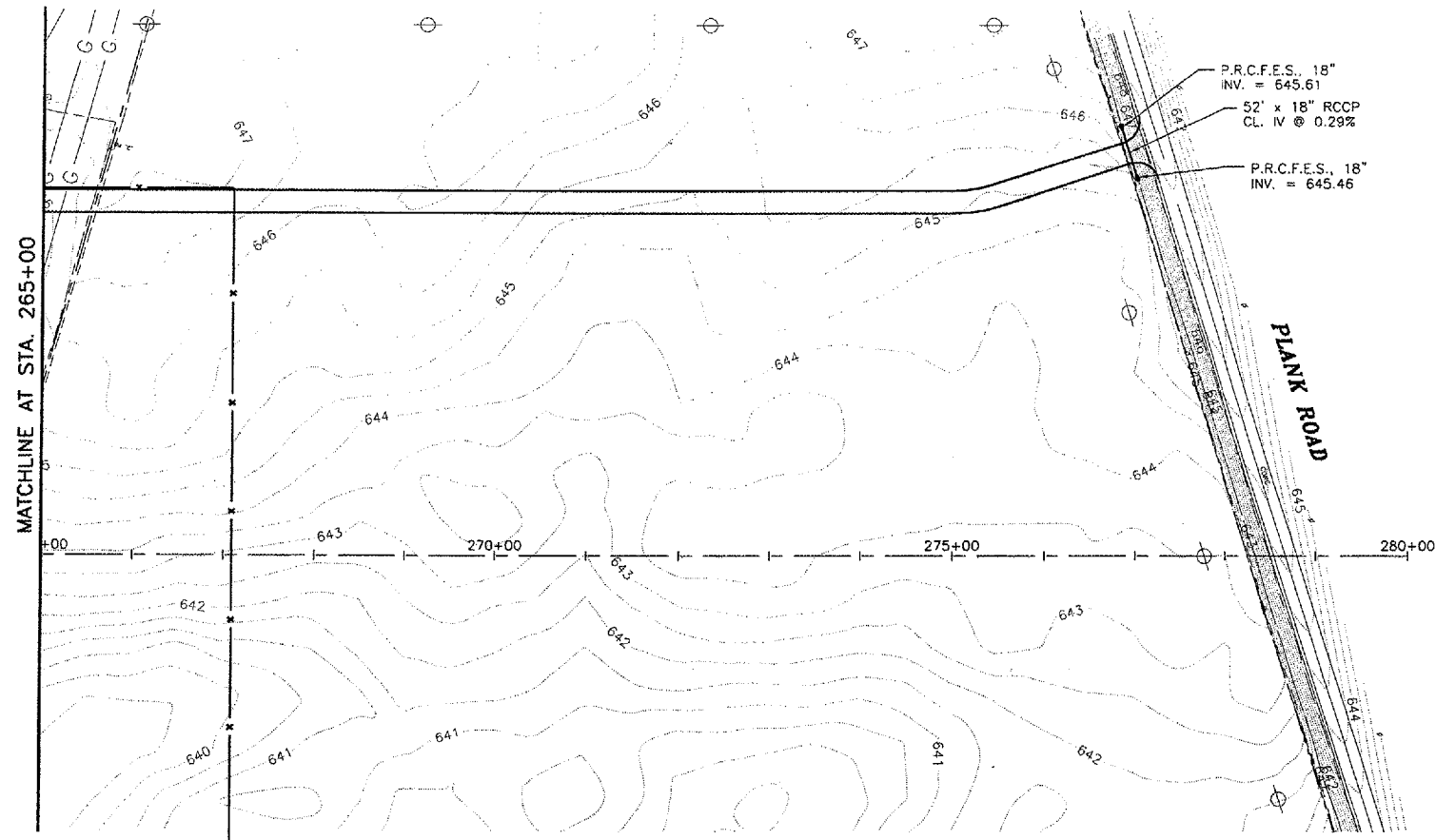
LEGEND

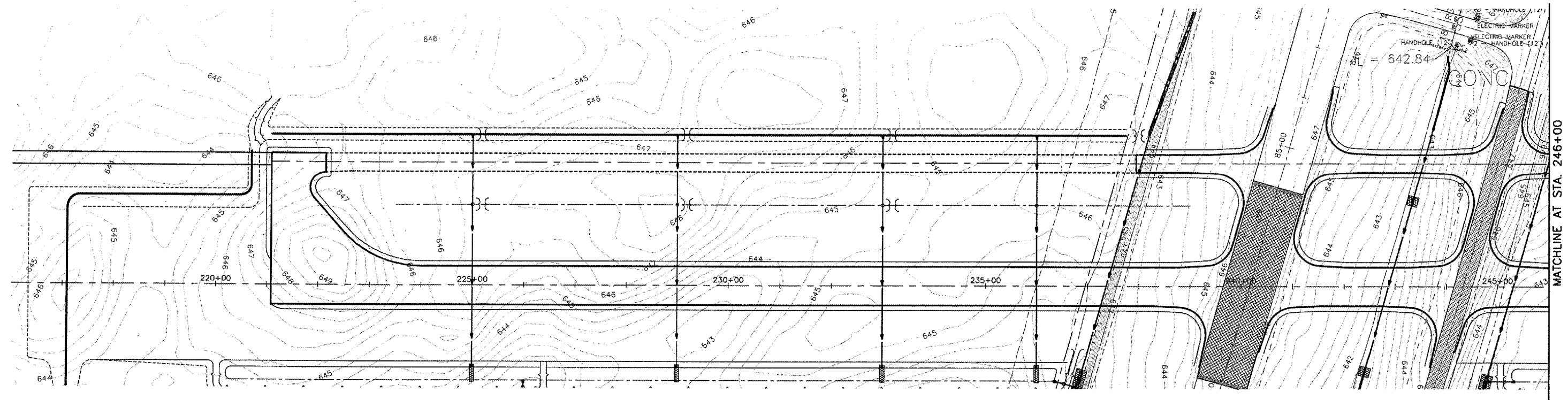
- EXISTING PAVEMENT TO BE GROUND & OVERLAID
- EXISTING PAVEMENT TO BE OVERLAID
- EXISTING PAVEMENT STRUCTURE TO BE REMOVED & REPLACED
- BERM LT/RT



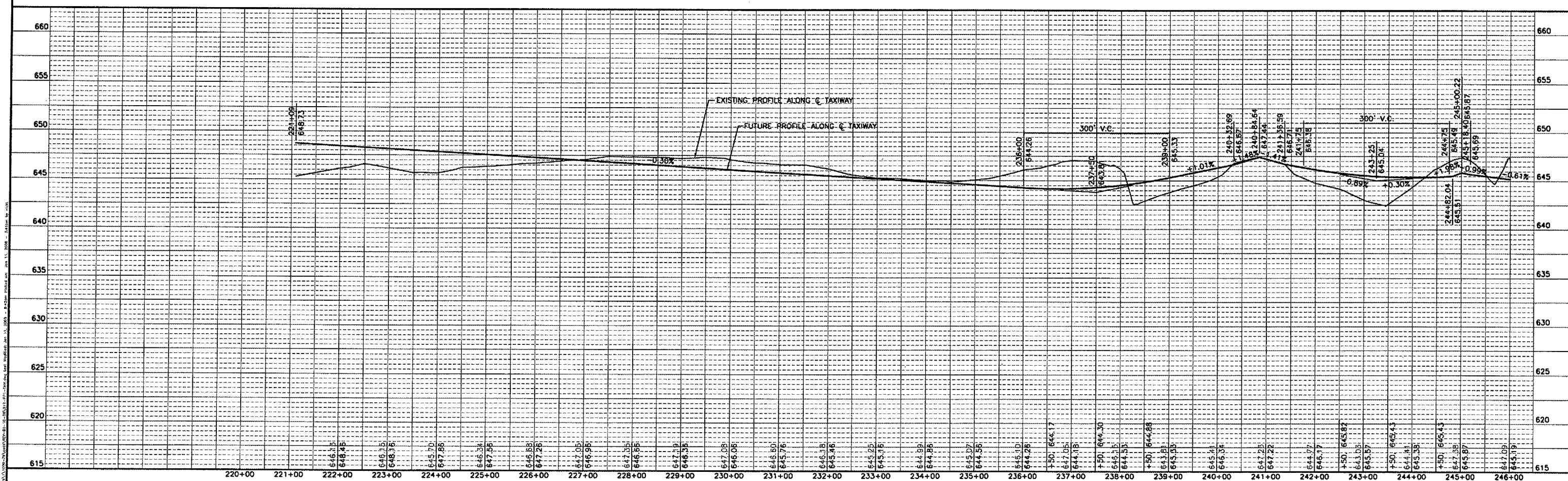
CONTRACT NO. = IL026







NOTE: NOT ALL GRADE BREAKS ARE SHOWN HEREON.
REFER TO TYPICAL SECTIONS AND CROSS SECTIONS.



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CHECKED BY: KWH	DATE: 1/08

REVISIONS	
DATE	BY

CHAMLIN &
ASSOCIATES

PERU MORRIS
ILLINOIS

ILLINOIS VALLEY REGIONAL AIRPORT
ILLINOIS PROJECT NO. VYS-3594
A.I.P. PROJECT NO. 3-17-0060-B17

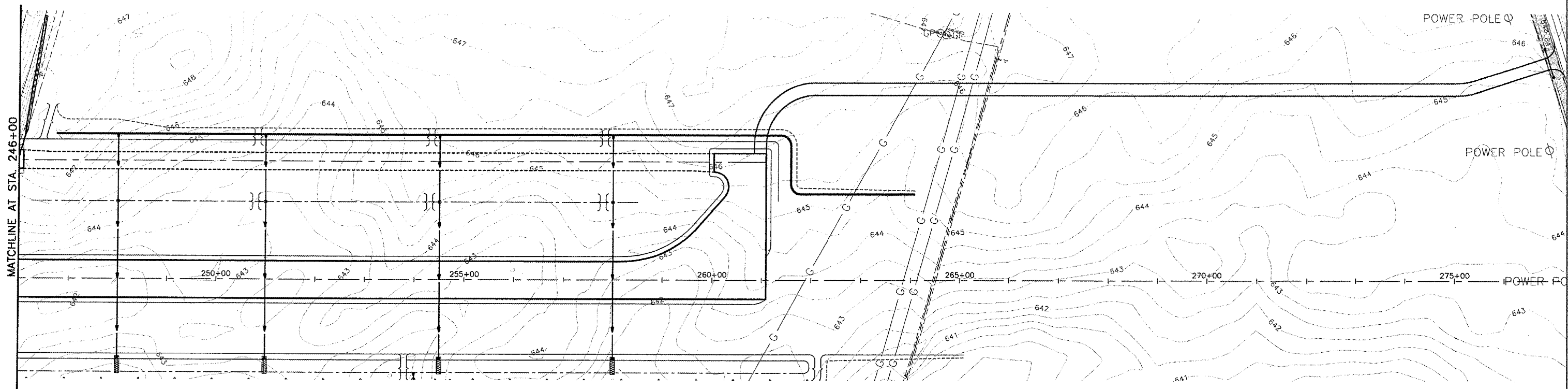
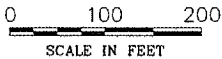
FUTURE TAXIWAY PLAN AND PROFILE (STA. 221+09 TO STA. 246+00)

SCALE: AS NOTED

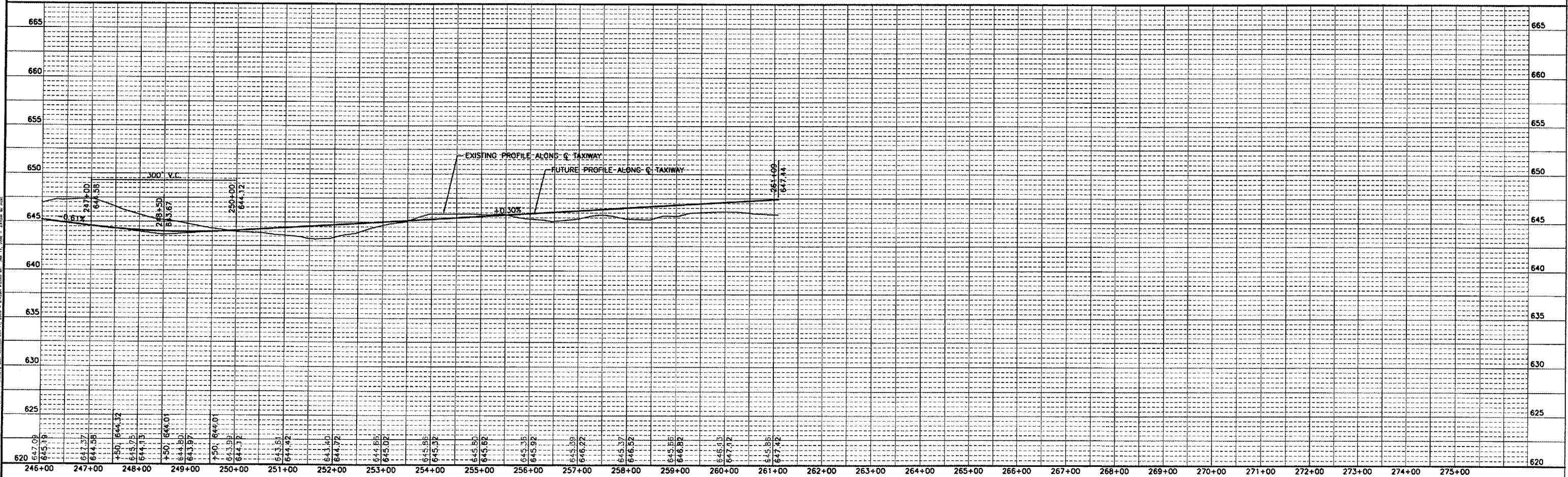
SHEET 19

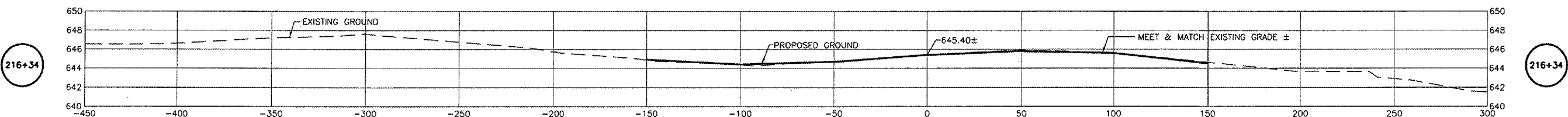
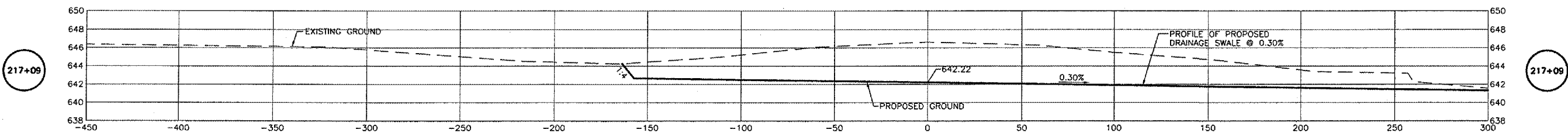
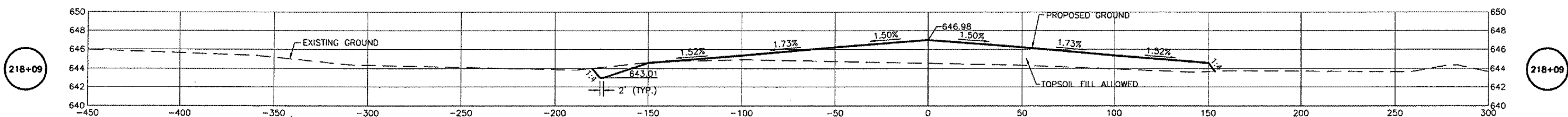
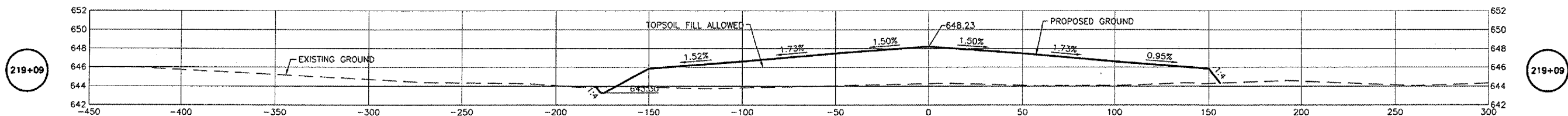
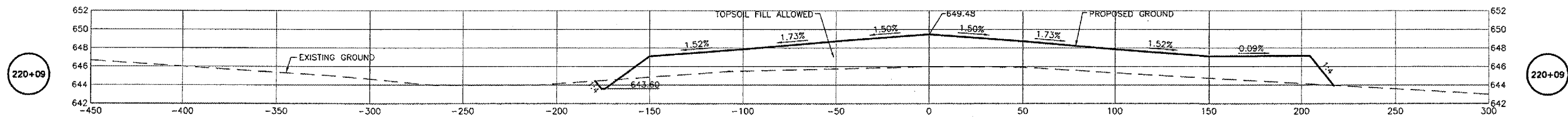
FILE NO.: 1000.79Y-1

OF 31

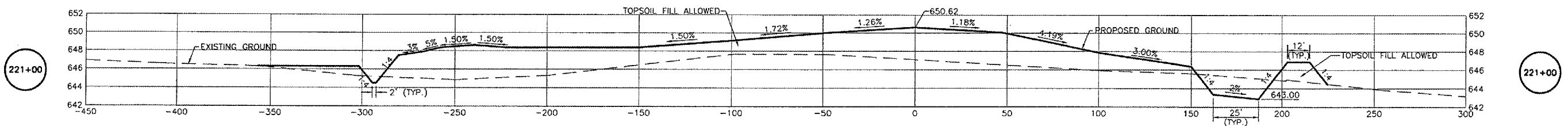


NOTE: NOT ALL GRADE BREAKS ARE SHOWN HEREON.
REFER TO TYPICAL SECTIONS AND CROSS SECTIONS.

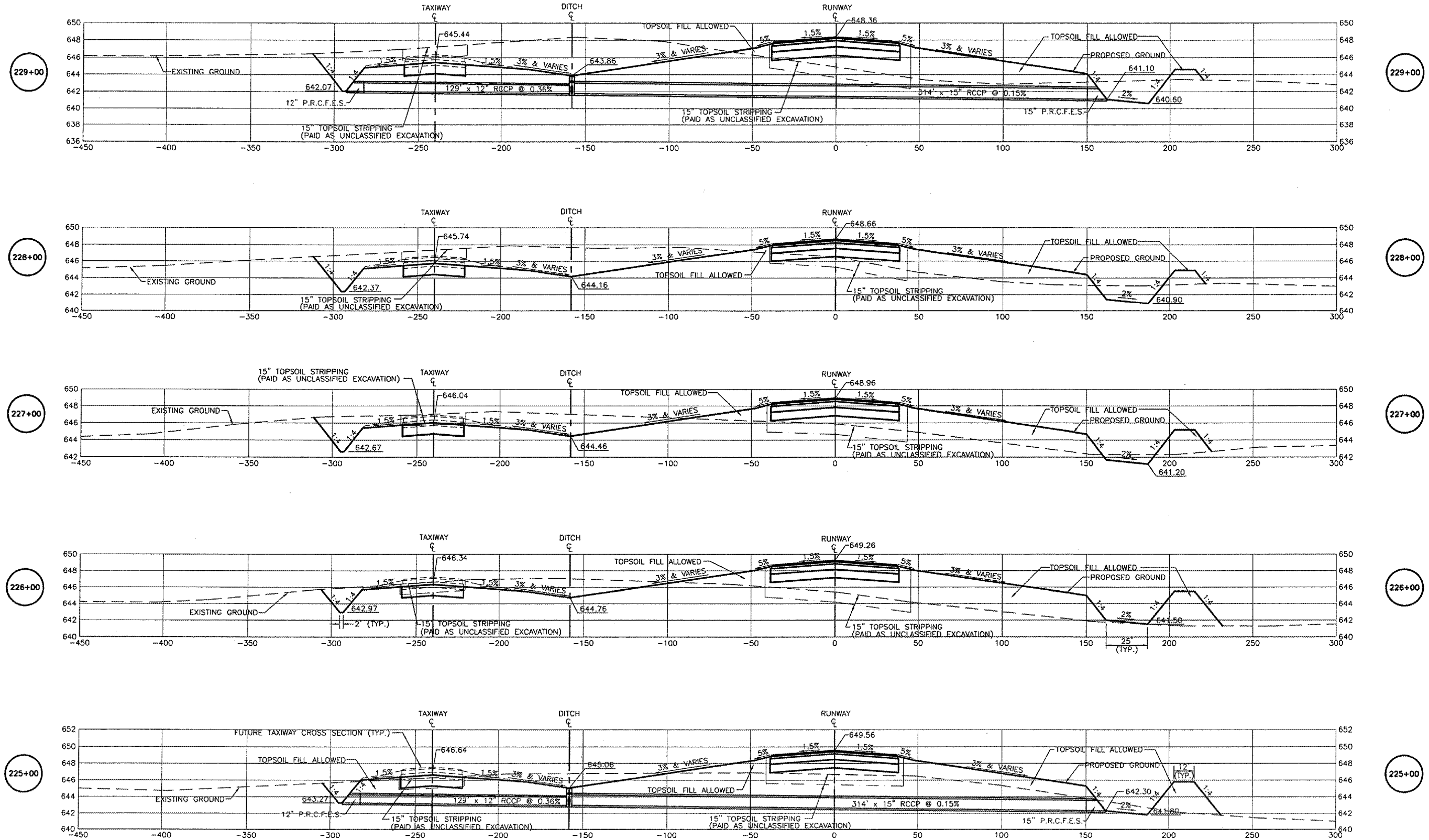




VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN

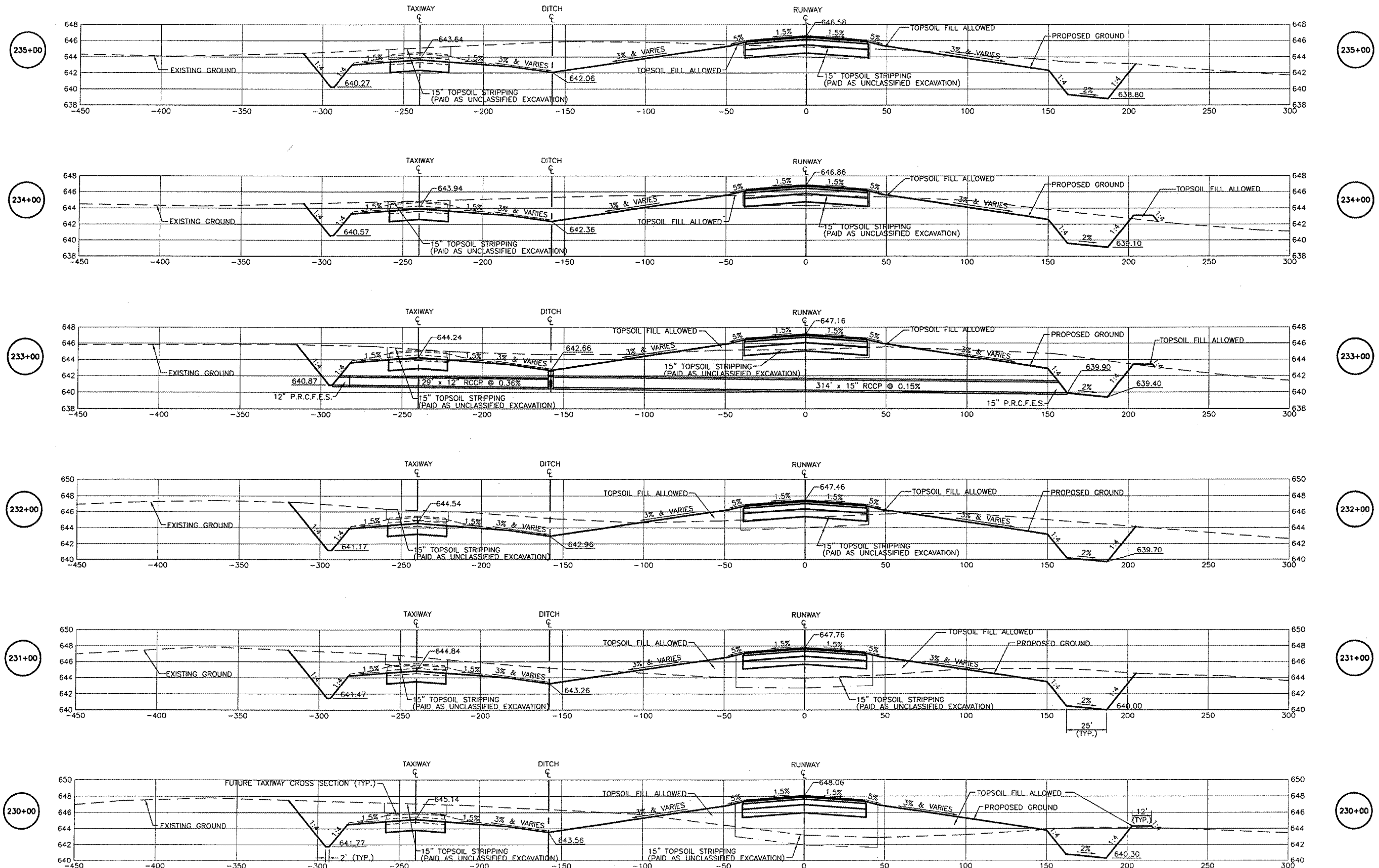


SCALE: AS NOTED	SHEET 22
FILE NO.: 1000.79Y-1	OF 31



VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN

DRAWN BY: NET	1000-79\CADD\CAD\DWG: 018-XSEC	REVISIONS		 CHAMLIN ASSOCIATES	PERU MORRIS ILLINOIS	ILLINOIS VALLEY REGIONAL AIRPORT ILLINOIS PROJECT NO. VYS-3594 A.I.P. PROJECT NO. 3-17-0060-B17	CROSS SECTIONS	SCALE: AS NOTED	SHEET 23
CHECKED BY: KWH	DATE: 1/08	DATE	BY					FILE NO.: 1000.79Y-1	OF 31



VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN

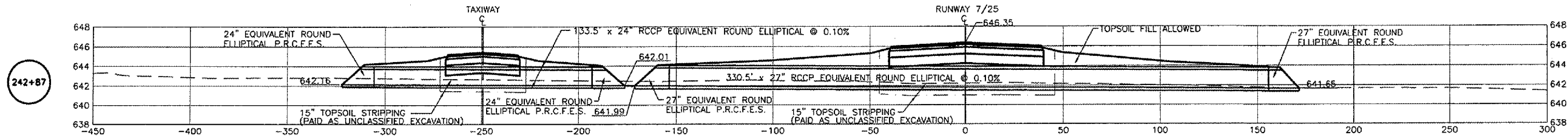
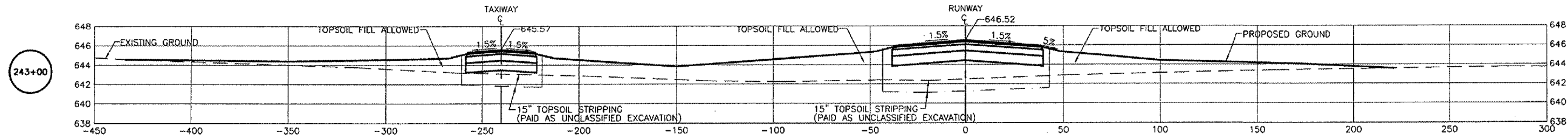
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CHECKED BY: KWH	DATE: 1/08	DATE BY	ILLINOIS	ILLINOIS PROJECT NO. VYS-3594	FILE NO.: 1000.79Y-1	OF 31
				A.I.P. PROJECT NO. 3-17-0060-B17		

CHAMLIN
ASSOCIATES

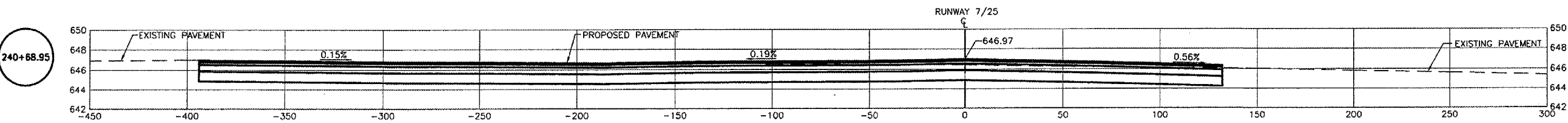
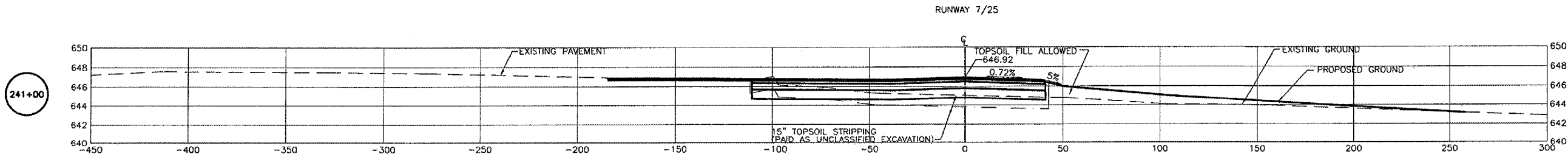
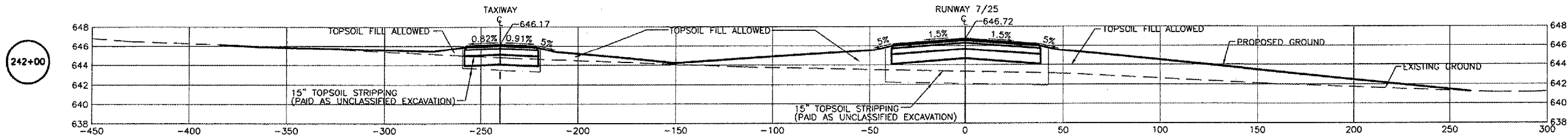
CROSS SECTIONS



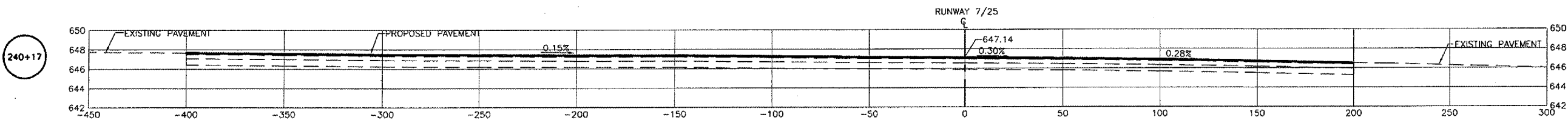
SKewed PARALLEL
TO CENTERLINE OF
EXIST. RUNWAY 18/36



SKewed PARALLEL TO CENTERLINE OF EXIST. RUNWAY 18/36



SKewed PARALLEL TO CENTERLINE OF EXIST. RUNWAY 18/36



SKewed PARALLEL TO CENTERLINE OF EXIST. RUNWAY 18/36

VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN

CHAMLIN ASSOCIATES, INC. 1000-79-1 CAD/DWG: 018-XSEC DATE: 1/08 PERU MORRIS ILLINOIS

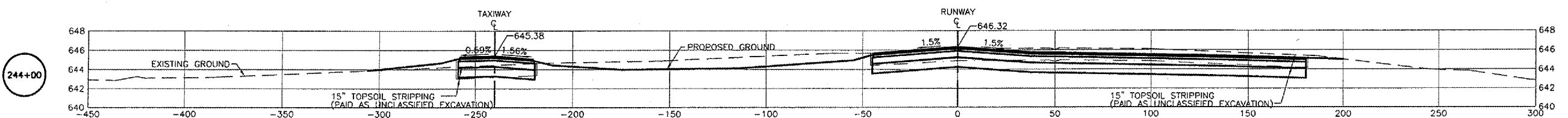
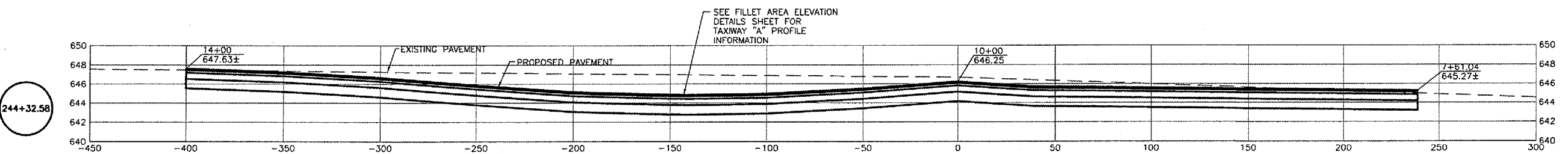
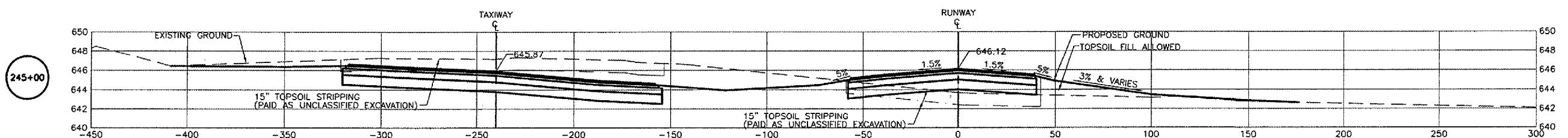
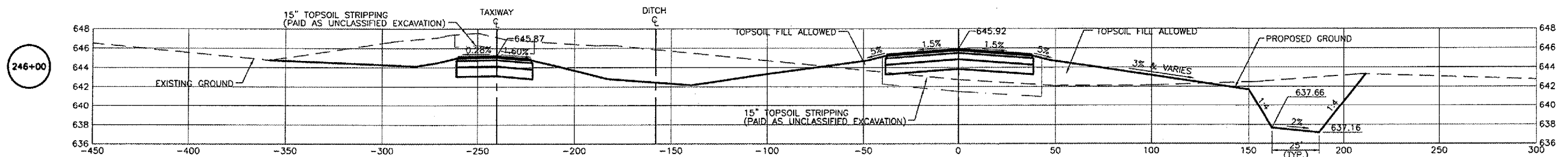
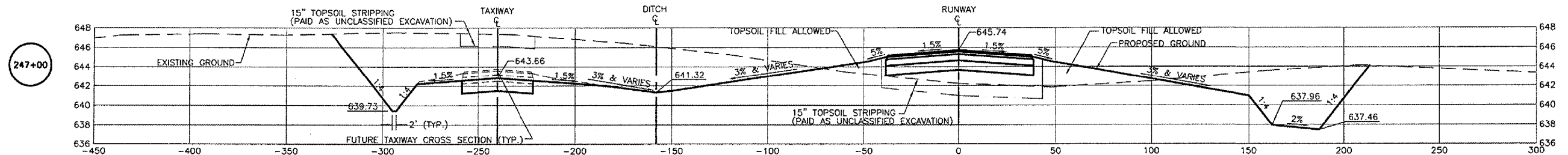
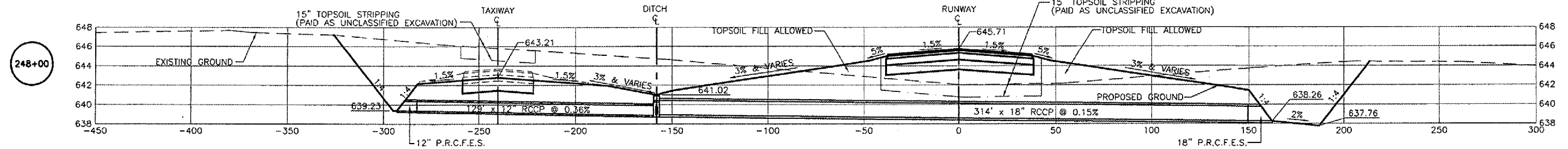
DRAWN BY: NET	1000-79-1 CAD/DWG: 018-XSEC	REVISIONS
CHECKED BY: KWH	DATE: 1/08	DATE BY

CHAMLIN ASSOCIATES PERU MORRIS ILLINOIS

ILLINOIS VALLEY REGIONAL AIRPORT
ILLINOIS PROJECT NO. VYS-3594
A.I.P. PROJECT NO. 3-17-0060-B17

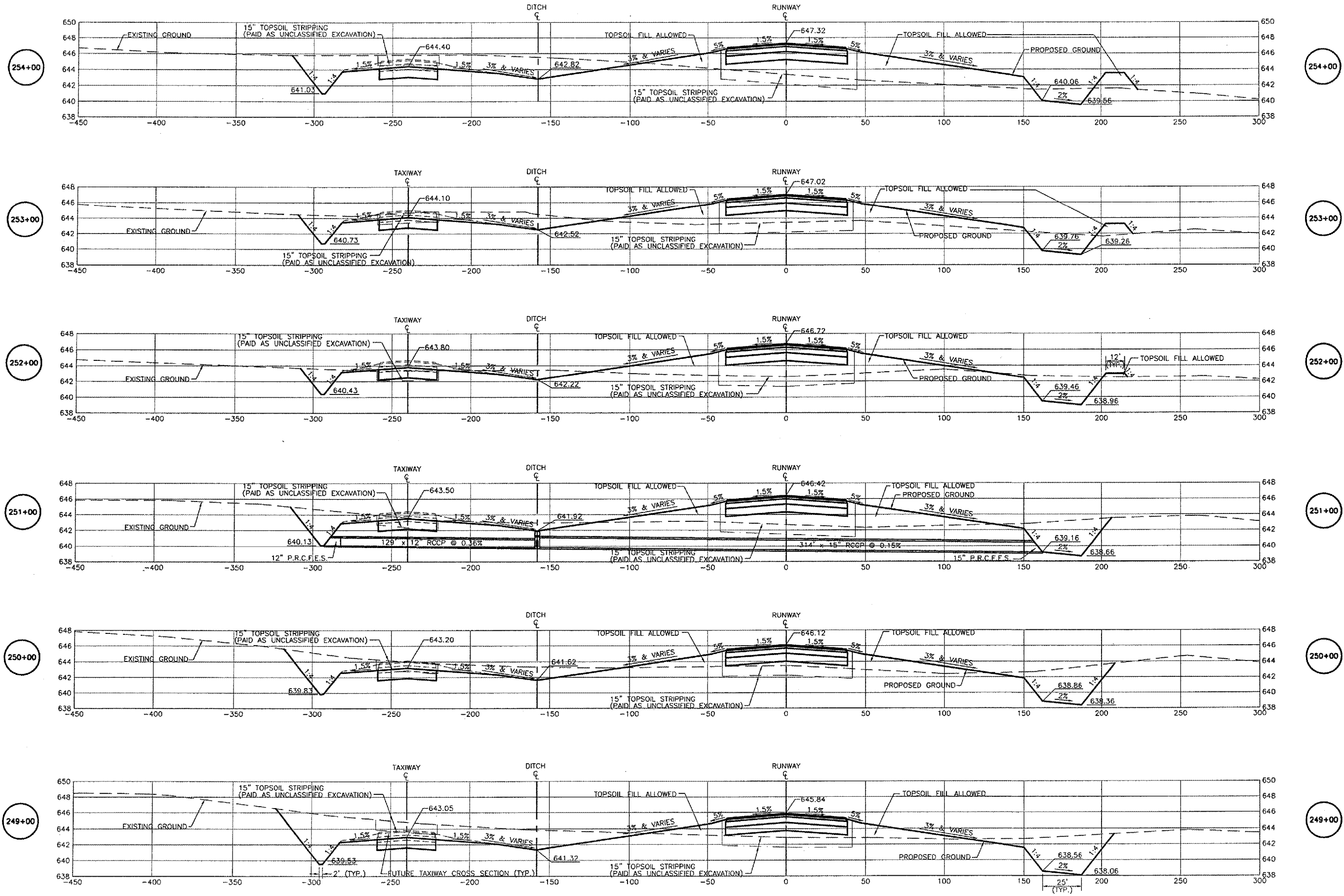
CROSS SECTIONS

SCALE: AS NOTED	SHEET 26
FILE NO.: 1000.79Y-1	OF 31

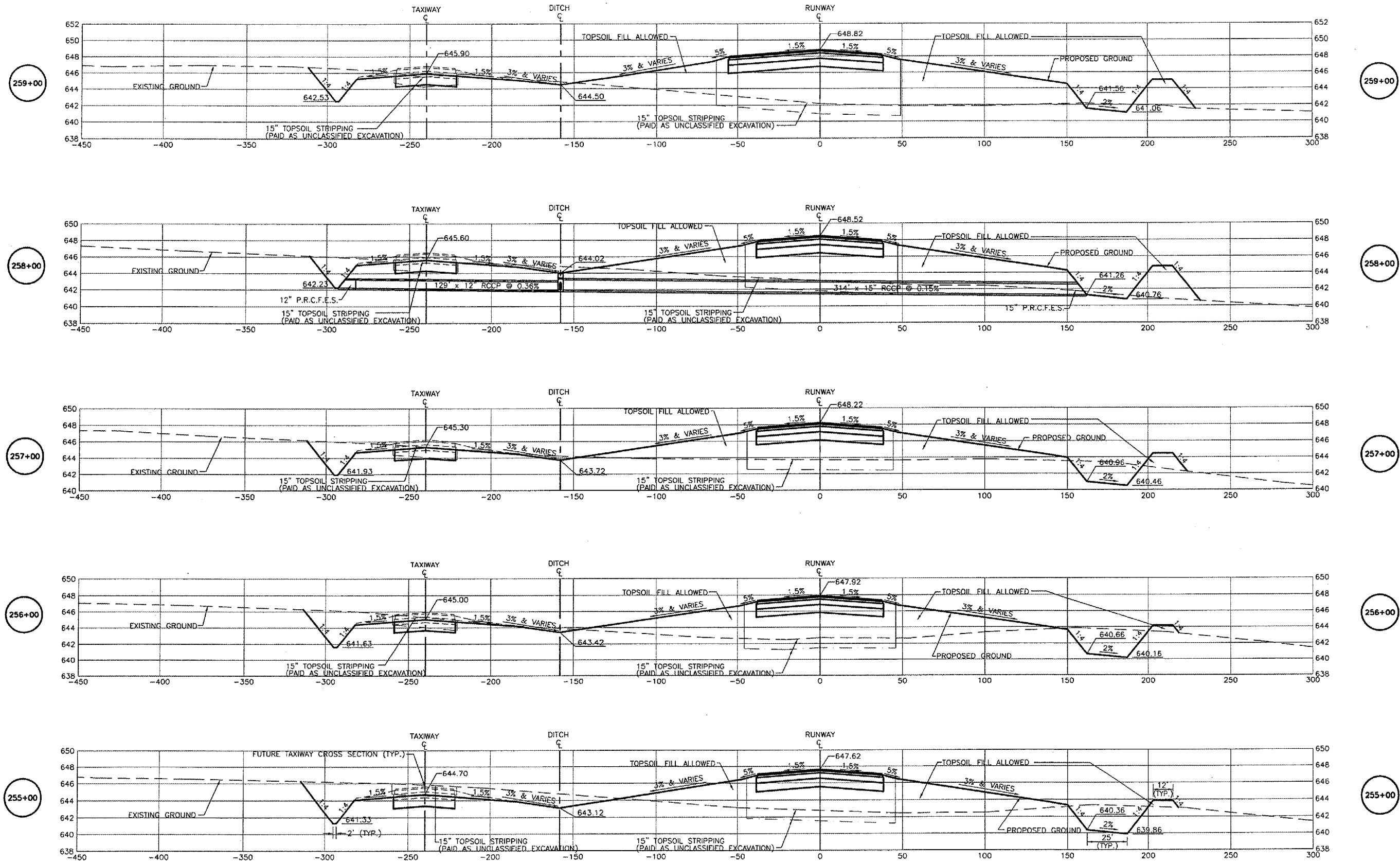


SKEWED ALONG CENTERLINE OF EXIST. TAXIWAY A

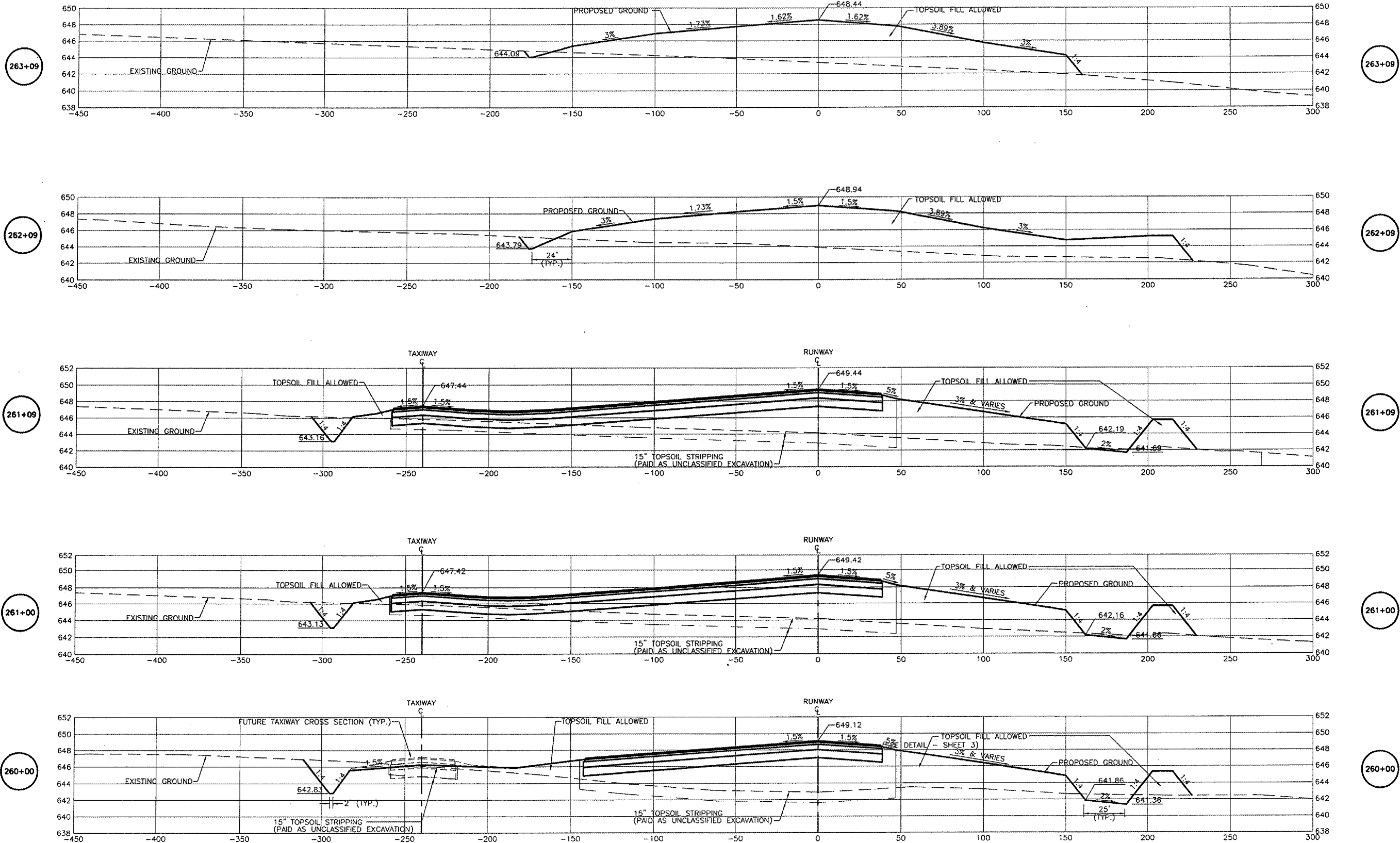
VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN



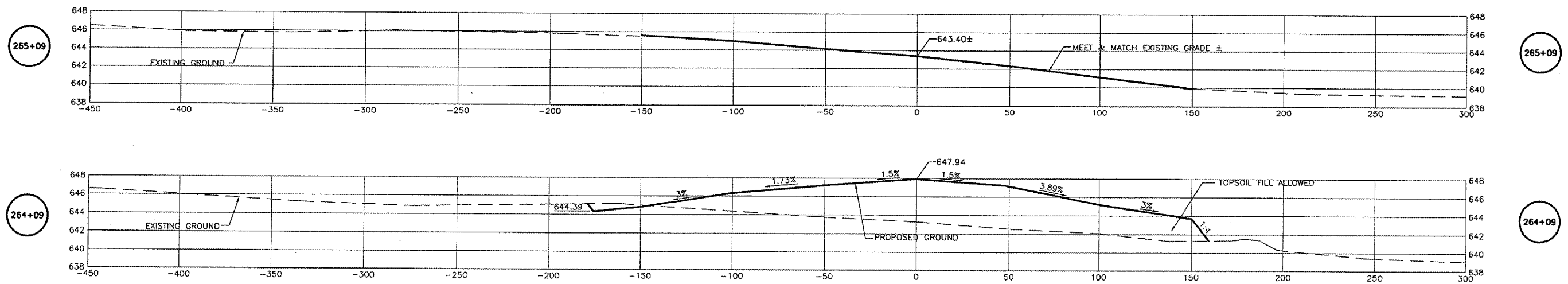
VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN



VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN



VERT. SCALE 1" = 12'
HORIZ. SCALE 1" = 60'
1:4 = RISE:RUN



VERT. SCALE 1" = 12'
 HORIZ. SCALE 1" = 60'
 1:4 = RISE:RUN

DRAWN BY: NET	1000-79\CAD\018-XSEC	REVISIONS		CHAMLIN ASSOCIATES	PERU MORRIS ILLINOIS	ILLINOIS VALLEY REGIONAL AIRPORT ILLINOIS PROJECT NO. VYS-3594 A.I.P. PROJECT NO. 3-17-0060-B17	CROSS SECTIONS	SCALE: AS NOTED	SHEET 31
CHECKED BY: KWH	DATE: 1/08	DATE	BY						
								FILE NO.: 1000.79Y-1	OF 31