

LETTING ITEM NO.: 08A
LETTING DATE: 7/31/2020

DI030
TOTAL SHEETS = 23

DIXON MUNICIPAL AIRPORT CHARLES R. WALGREEN FIELD DIXON, ILLINOIS

CONSTRUCTION PLANS FOR DIXON MUNICIPAL AIRPORT

REHABILITATE RUNWAY 8/26

811 Know what's below.
Call before you dig.
www.illinois1call.com

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS

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.

ILLINOIS PROJECT: C73-4801
SBG PROJECT: 3-17-SBGP-139/144/156/TBD

JUNE 5, 2020

© Copyright CMT, Inc. 190244-03-00

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

SUBMITTED BY D. Kyle Peabody
D. KYLE PEABODY P.E.

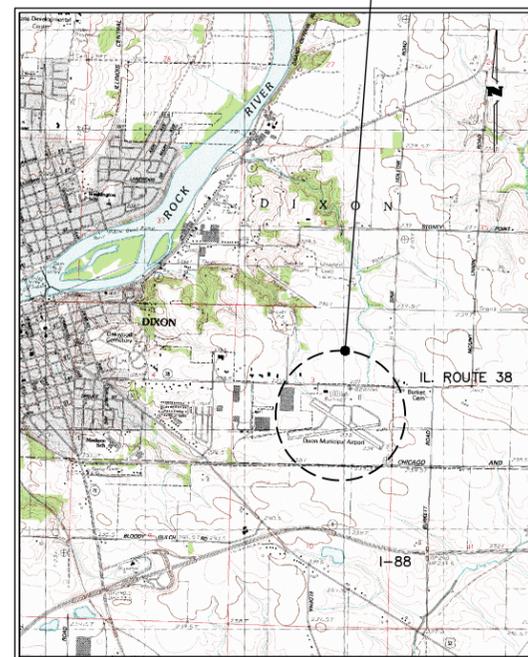
DATE JUNE 5, 2020

DIXON MUNICIPAL AIRPORT
CHARLES R. WALGREEN FIELD
DIXON, ILLINOIS

Matthew S. Heckman
MATTHEW S. HECKMAN
PUBLIC WORKS DIRECTOR/ASSISTANT CITY MANAGER

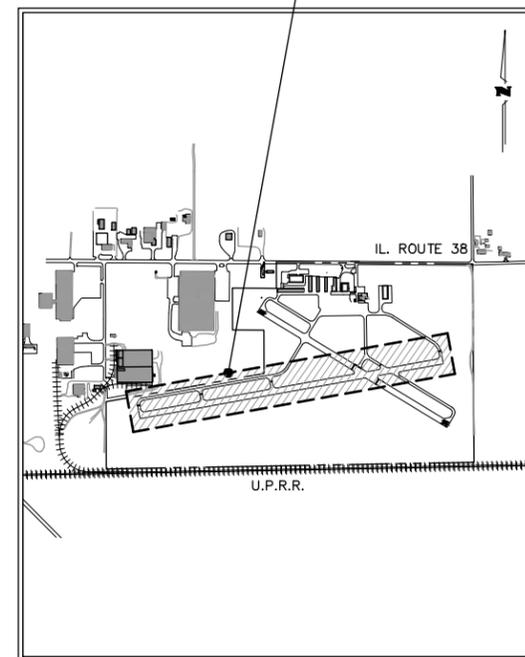
DATE 06/08/2020

DIXON MUNICIPAL AIRPORT



LOCATION MAP

PROJECT LOCATION



SITE PLAN



D. Kyle Peabody
6-5-20
EXPIRES 11-30-21

DESIGN INFORMATION	
APPROACH CATEGORY B DESIGN GROUP I	
DIXON MUNICIPAL AIRPORT	
TOWNSHIP: 21 NORTH RANGE: 9 EAST LEE COUNTY	DIXON TOWNSHIP (SECTION: 3) OPPOSITE LINCOLN HIGHWAY 38 (FRANKLIN GROVE ROAD)
UNICOM RADIO FREQUENCY - 123.05	

DATE: Friday, June 5, 2020 9:24:01 PM
 FILE: K:\Drawings\19024403 - Rehabilitation\Drawings\19024403 - SITE PLAN.dwg
 UPDATE BY: Adam Moulton
 LAYOUT: 1 19024403 - SITE PLAN - Layout1
 B:\projects\19024403 - Rehabilitation\Drawings\19024403 - SITE PLAN.dwg
 B:\projects\19024403 - Rehabilitation\Drawings\19024403 - SITE PLAN.dwg

LEGEND

- EXISTING BUILDING
- EXISTING PAVEMENT
- NEW 2" AND VARIES DEPTH BITUMINOUS MILL & OVERLAY
- AIRPORT PROPERTY LINE
- BENCHMARK LOCATION

NOTES

1. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
3. CONTRACTOR SHALL DISPOSE OF ALL PAVEMENT REMOVAL AND OTHER MISCELLANEOUS CONSTRUCTION DEBRIS OFF OF AIRPORT PROPERTY.
4. PAVEMENT REMOVAL AND REPLACEMENT AREAS SHALL BE LAID OUT BY THE RESIDENT ENGINEER IN THE FIELD DURING CONSTRUCTION.

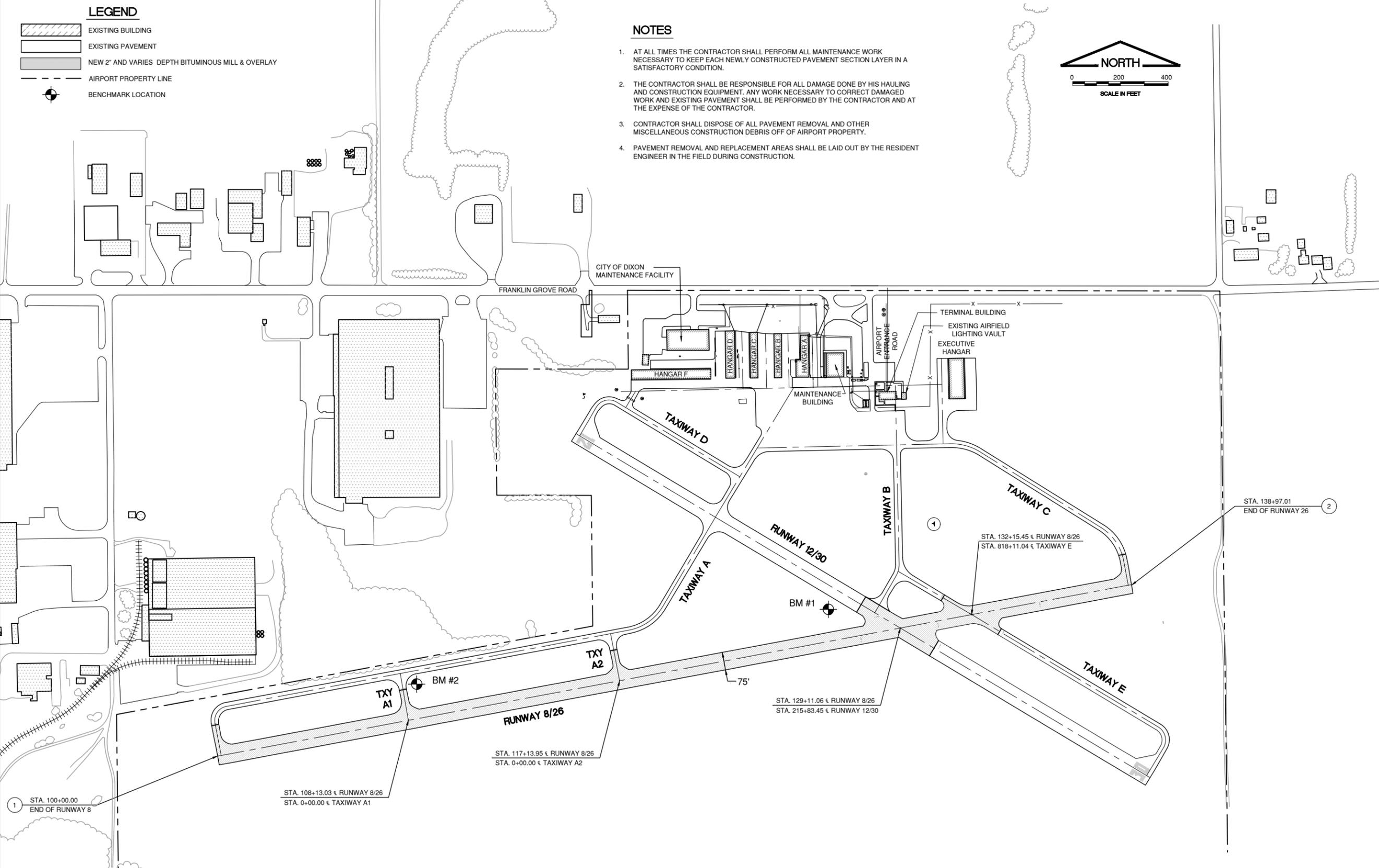


IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **---**
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # **---**

REVISIONS		
NUMBER	BY	DATE

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



DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
SITE PLAN AND
PROJECT CONTROL PLAN

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

HORIZONTAL CONTROL				
POINT	DESCRIPTION	NORTHING	EASTING	
1	STA. 100+00.19, O/S 0.18' LT - RUNWAY 8 PK NAIL	1882278.145	2490666.371	
2	STA. 138+97.01, O/S 0.21' RT - RUNWAY 26 PK NAIL	1882995.043	2494496.776	

VERTICAL CONTROL				
BENCHMARK	DESCRIPTION	NORTHING	EASTING	ELEVATION
BM #1	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST WEST OF RUNWAY 12/30 - RUNWAY 8/26 INTERSECTION	1882891.680	2493225.960	778.96
BM #2	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST EAST OF TAXIWAY A1	1882579.037	2491500.381	778.23

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL

SHEET 3 OF 23 SHEETS

6/5/2020 12:17:13 AM
K:\Dixon\190244-03 Rehab\8-26\Draw\Sheets\19024403 - SEQUENCE OF CONSTRUCTION 1.dwg

UPDATE BY: Adam Moulton
LAYOUT: Layout1

DATE: Monday, June 8, 2020 12:17:13 AM
FILE: K:\Dixon\190244-03 Rehab\8-26\Draw\Sheets\19024403 - SEQUENCE OF CONSTRUCTION 1.dwg

WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
1	NO RESTRICTIONS	RUNWAY 12/30 OPEN RUNWAY 8/26 CLOSED TAXIWAY A CLOSED SOUTH OF RUNWAY 12/30 TAXIWAY C CLOSED TAXIWAY E CLOSED ALL OTHER TAXIWAYS OPEN

PHASE 1 - SUGGESTED SEQUENCE OF CONSTRUCTION

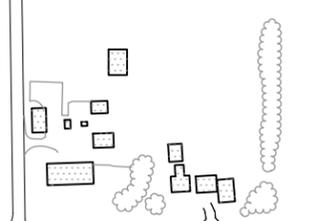
- COORDINATE CLOSURE OF RUNWAY 8/26 WITH THE RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES FOR TAXIWAY CLOSURES
- CONSTRUCT PROPOSED IMPROVEMENTS INCLUDING PAVEMENT REHABILITATION, SHOULDER ADJUSTMENT, LANDSCAPING, PAVEMENT MARKING ON RUNWAY, TAXIWAY PAVEMENT MARKING AND MISCELLANEOUS IMPROVEMENTS.

NOTES

- WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- RUNWAY 8/26 SHALL STAY CLOSED FOR THE DURATION OF PHASE 1.
- SEE CONSTRUCTION POINT TABLE ON SHEET 6.

LEGEND

- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING BUILDING
- EXISTING PAVEMENT
- EXISTING FENCE
- RIGHT OF WAY (R.O.W.)
- AIRPORT PROPERTY LINE
- TAXIWAY OBJECT FREE AREA (TOFA)
- RUNWAY OBSTACLE FREE ZONE (ROFZ)
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROAD
- TEMPORARY CLOSED TAXIWAY MARKER
- TEMPORARY CLOSED RUNWAY MARKER
- WORK AREA NUMBER
- TEMPORARY TYPE II BARRICADES WITH RED FLASHING LIGHT
- CROSSING GUARD STOP-A.O.A. SIGN (SEE NOTE 1) OR CONTRACTOR'S ESCORT WITH RADIO



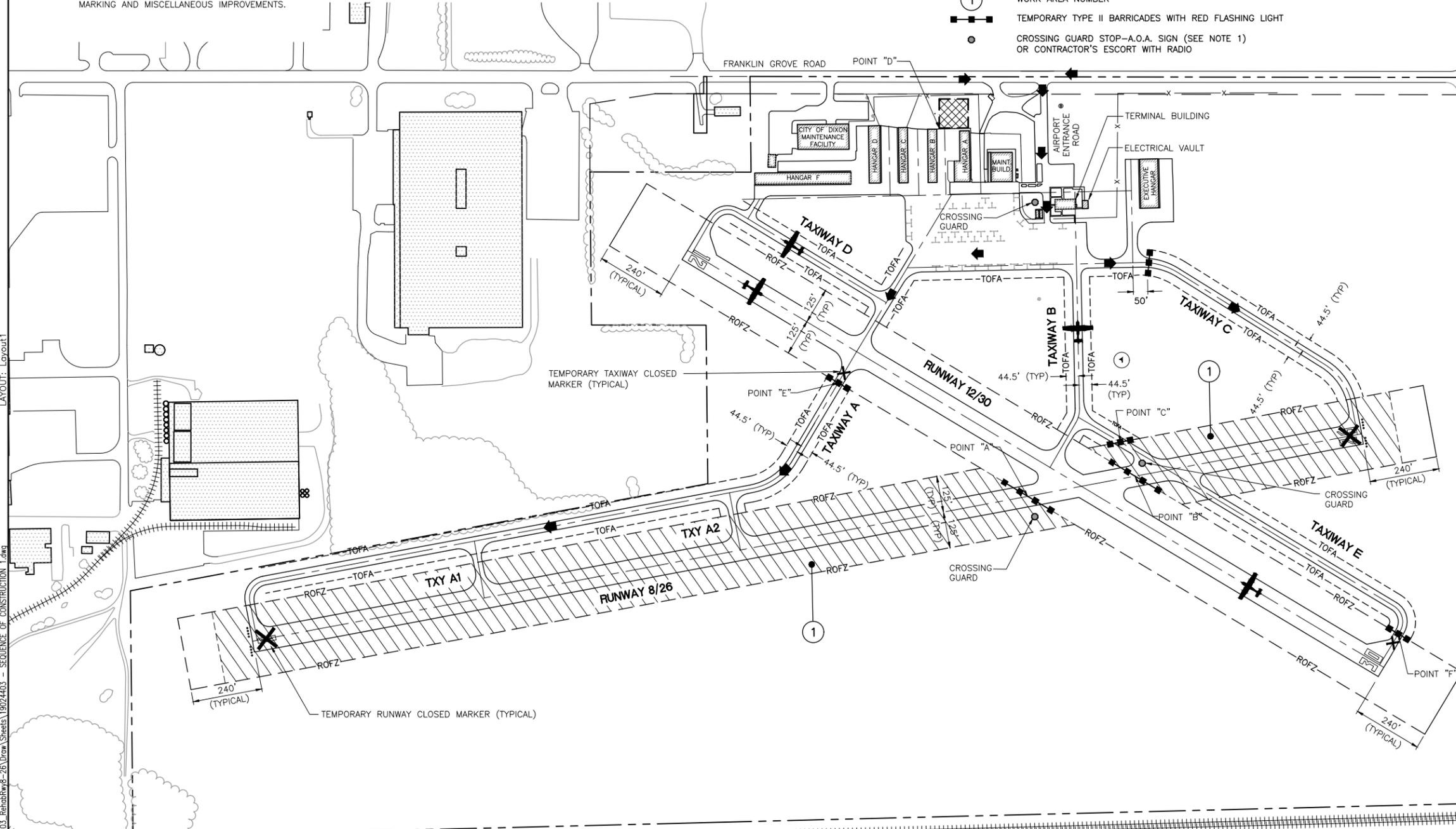
IL. CONTRACT: **D1030**
IL. LETTING ITEM: **08A**
IL. PROJECT: **C73-4801**
S.B.G. PROJECT:
3-17-SBGP-139/144/156/TBD

SURVEY BOOK #

REVISIONS

NUMBER	BY	DATE

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



**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
SEQUENCE OF CONSTRUCTION
SHEET 1**

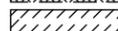
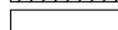
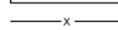
© Copyright CMT, Inc.
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY: ABM
DRAWN BY: JRO
CHECKED BY: ABM
APPROVED BY: DKP
DATE: 6/5/2020
JOB No: 190244-03

FINAL
SHEET 4 OF 23 SHEETS

DATE: Monday, June 8, 2020 12:21:15 AM
 FILE: K:\Drawings\19024403 - Rehabilitation\Draw Sheets\19024403 - SEQUENCE OF CONSTRUCTION.dwg
 UPDATE BY: Adam Moulton
 LAYOUT: 1 19024403 - SITE PLAN - Layout1
 Engr: adam.moulton - 00762061
 Designer: adam.moulton

LEGEND

-  CONTRACTOR'S STAGING AND STORAGE AREA
-  EXISTING BUILDING
-  EXISTING PAVEMENT
-  EXISTING FENCE
-  RIGHT OF WAY (R.O.W.)
-  AIRPORT PROPERTY LINE
-  TAXIWAY OBJECT FREE AREA (TOFA)
-  RUNWAY OBSTACLE FREE ZONE (ROFZ)
-  AIRCRAFT MOVEMENT AREA
-  CONTRACTOR'S ACCESS/HAUL ROAD
-  TEMPORARY CLOSED TAXIWAY MARKER
-  TEMPORARY CLOSED RUNWAY MARKER
-  TEMPORARY TYPE II BARRICADES WITH RED FLASHING LIGHT
-  CROSSING GUARD STOP-A.O.A. SIGN (SEE NOTE 1) OR CONTRACTOR'S ESCORT WITH RADIO

NOTES

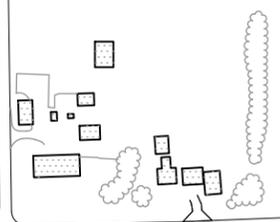
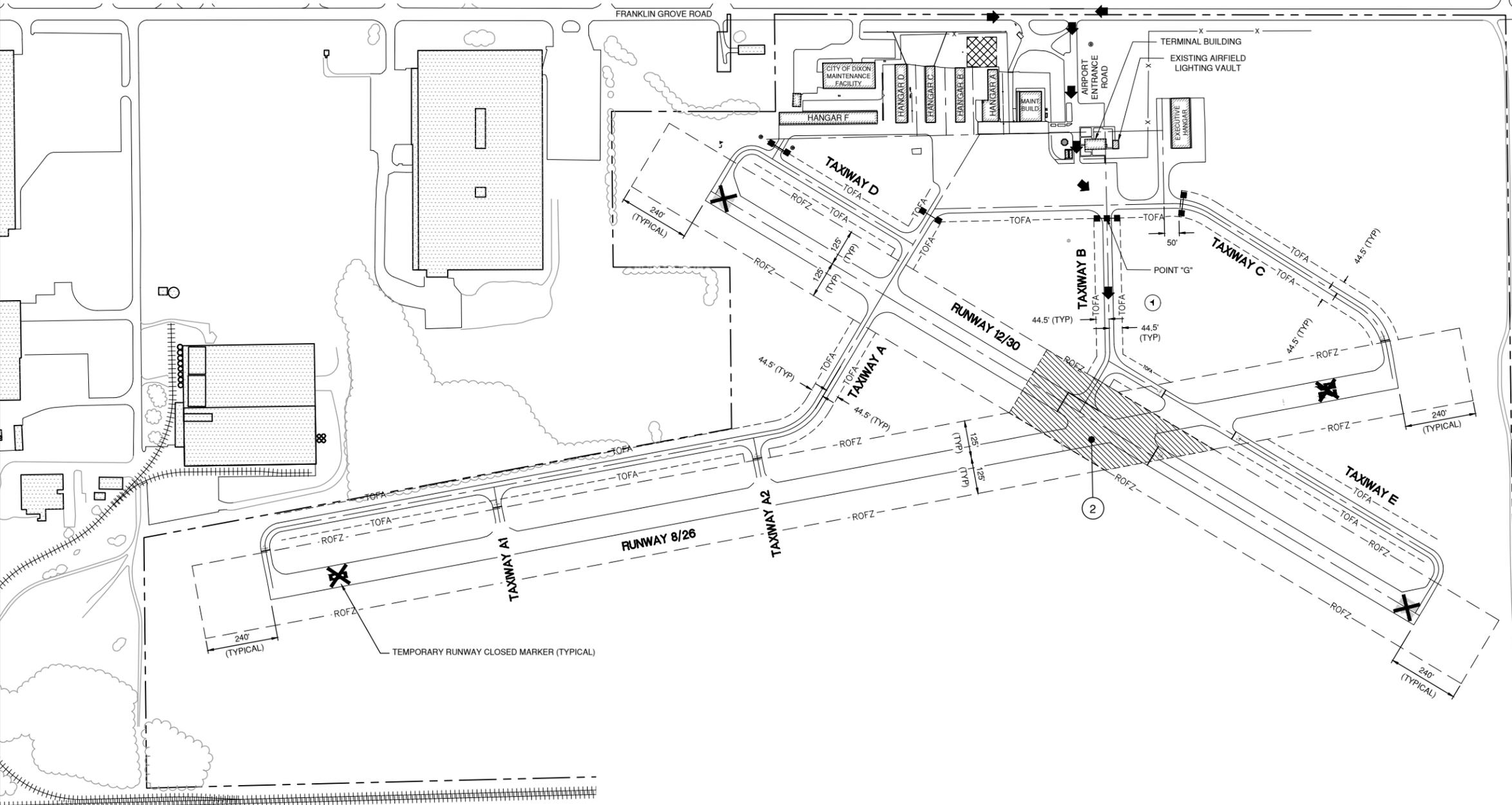
1. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
2. BOTH RUNWAYS ARE TO STAY CLOSED FOR THE DURATION OF PHASE 2.
3. SEE CONSTRUCTION POINT TABLE ON SHEET 6.

WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
2 	WORK WITHIN AREA WILL BE EXPEDITED, ONLY 5 CALENDAR DAYS ALLOWED TO COMPLETE WORK	RUNWAY 12/30 CLOSED RUNWAY 8/26 CLOSED ALL TAXIWAYS CLOSED



PHASE 2 - SUGGESTED SEQUENCE OF CONSTRUCTION

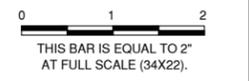
- COORDINATE CLOSURE OF RUNWAY 8/26 AND RUNWAY 12/30 WITH THE RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES FOR TAXIWAY CLOSURES
- CONSTRUCT PROPOSED IMPROVEMENTS INCLUDING PAVEMENT REHABILITATION, SHOULDER ADJUSTMENT, LANDSCAPING, PAVEMENT MARKING ON RUNWAY AND MISCELLANEOUS IMPROVEMENTS.



IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **3-17-SBGP-139/144/156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
SEQUENCE OF CONSTRUCTION
SHEET 2

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

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

FINAL

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- THE CONTRACTOR SHALL SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) CONFIRMING COMPLIANCE WITH THE CONSTRUCTION SAFETY PHASING PLAN (CSPP) PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED AS SPECIFIED IN FAA AX 150/5370-2 (LATEST EDITION).
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
-
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO AR150520 MOBILIZATION.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, TAXIWAY AND RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS. EQUIPMENT OR MATERIAL SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL ON SHEET 7.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
-
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN EXCAVATOR TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- DIXON MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT. THE RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 45' FROM ACTIVE TAXIWAYS AND 125' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY SAFETY AREAS, TAXIWAY OBJECT FREE AREA AND RUNWAY OBSTACLE FREE ZONE.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER AND/OR AIRPORT MAINTENANCE. ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS. .

ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEP TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY OBSTACLE FREE ZONE (ROFZ) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

RUNWAYS:

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED UNLESS OTHERWISE SHOWN ON THE PLANS. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE RSA IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED. THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON THIS SHEET FOR SAFETY AREA WIDTHS.

TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. REFERENCE TABLE ON THIS SHEET FOR OBJECT FREE AREA WIDTHS. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY / TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.

**DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: I**

RUNWAY 12/30 OBSTACLE FREE ZONE TOTAL WIDTH = 250'
RUNWAY 8/26 OBSTACLE FREE ZONE TOTAL WIDTH= 250'
TAXIWAY CENTERLINE TO OBJECT SEPARATION = 44.5'
TAXILANE CENTERLINE TO OBJECT SEPARATION = 39.5'

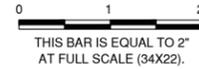
CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS.

IL CONTRACT: **D1030**
IL LETTING ITEM: **08A**
IL PROJECT: **C73-4801**
S.B.G. PROJECT: ----
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26**

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES**

CONSTRUCTION POINT TABLE

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	GROUND ELEVATION	TOP ELEVATION
A	RUNWAY 12/30	41°50'01.56"	89°26'40.70"	781.7	806.7
B	RUNWAY 12/30	41°50'02.21"	89°26'35.79"	782.1	807.1
C	RUNWAY 12/30	41°50'03.38"	89°26'36.44"	783.0	808.0
D	RUNWAY 12/30	41°50'14.13"	89°26'44.59"	778.0	803.0
E	RUNWAY 12/30	41°50'05.48"	89°26'49.30"	779.0	804.0
F	RUNWAY 12/30	41°49'56.76"	89°26'23.83"	784.0	809.0
G	RUNWAY 8/26	41°49'59.52"	89°27'05.43"	779.0	804.0

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.

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT 25'

NOTE - ALL PHASES ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

Empireblue_Tupac

UPDATE BY: Jim Chise
LAYOUT: Layout1

DATE: Friday, June 5, 2020 5:14:24 PM
FILE: K:\Drawings\19244-03_Renahway26\DrawSheets\19244-03_SEQUENCE NOTES.dwg

© Copyright CMT, Inc.

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

DESIGN BY: ABM

DRAWN BY: JRO

CHECKED BY: ABM

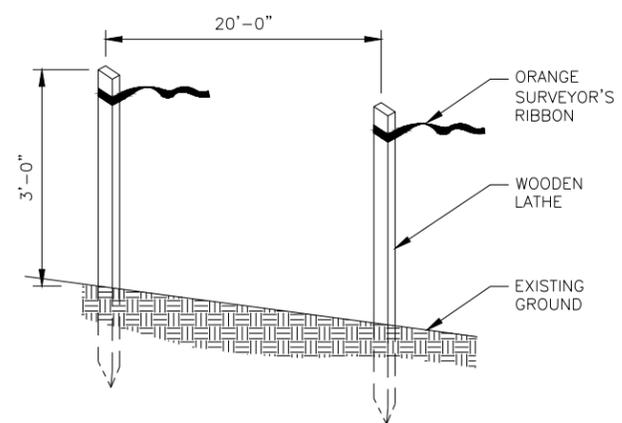
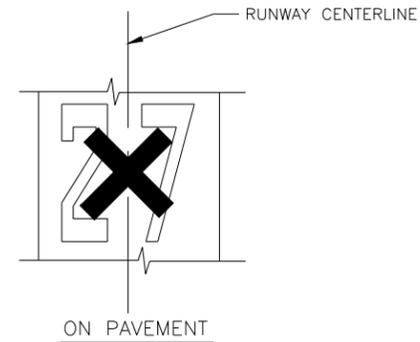
APPROVED BY: DKP

DATE: 6/5/2020

JOB No: 190244-03

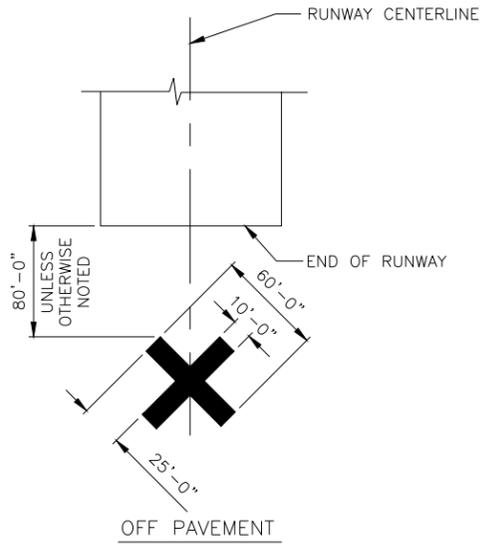
PRELIMINARY

SHEET 6 OF 23 SHEETS



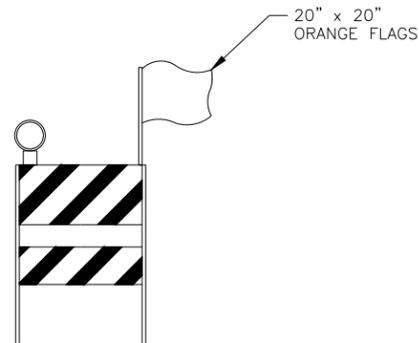
CONSTRUCTION SETBACK LINE DETAIL
N.T.S.

- NOTES
1. PLACE CONSTRUCTION SETBACK LINES AT LOCATIONS OF CONSTRUCTION OPERATIONS NEAR RUNWAY OBSTACLE FREE ZONES AND TAXIWAY OBJECT FREE AREAS WHEN RUNWAYS/TAXIWAYS ARE OPEN.



CLOSED RUNWAY MARKER DETAIL
N.T.S.

- NOTES
1. MARKERS SHALL BE SOLID YELLOW.
 2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
 3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
 4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN. HOWEVER, WHEN WORK IS NECESSARY FOR THAT AREA OR PAVEMENT IS OPEN TO TAXIING AIRCRAFT, THE MARKERS SHALL BE RELOCATED OFF THE PAVEMENT AS SHOWN ON THE DETAIL.
 5. COST OF FURNISHING, INSTALLING, MAINTAINING, RELOCATING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 6. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER, WHERE APPLICABLE, PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE CONSTRUCTION ACTIVITY PLANS.

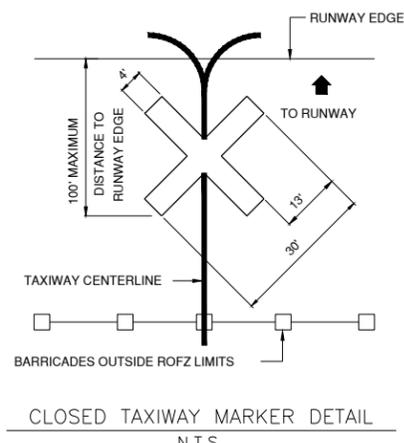


FLASHER BARRICADE DETAIL
N.T.S.

- NOTES
1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
 2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
 3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
 4. PLACE AT TEN (10') INTERVALS.
 5. ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.
 6. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE AIRPORT MANAGER.

CONTRACTOR ACCESS ROUTE NOTES

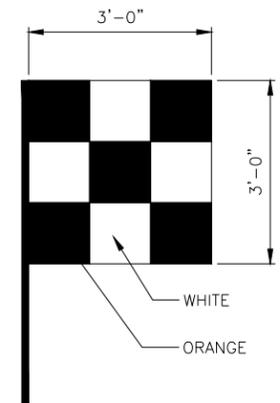
1. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE THESE AREAS SHALL BE MADE.



CLOSED TAXIWAY MARKER DETAIL
N.T.S.

CLOSED TAXIWAY MARKER DETAIL NOTES

1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED 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 AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR TAXIWAYS CLOSED THREE (3) CONSECUTIVE DAYS OR MORE.

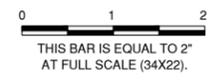


CONSTRUCTION EQUIPMENT AND TRUCK/VEHICLE SIGNAL FLAG
N.T.S.

IL CONTRACT: **D1030**
IL LETTING ITEM: **08A**
IL PROJECT: **C73-4801**
S.B.G. PROJECT: ----
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
 SEQUENCE OF CONSTRUCTION DETAILS

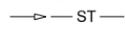
© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

PRELIMINARY
SHEET 7 OF 23 SHEETS

DATE: Friday, June 5, 2020 5:14:36 PM
 FILE: K:\Dixons\19024403 - Rehabilitation\Draw\Sheets\19024403 - SWPPP PLAN.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: 1 19024403 - SITE PLAN - Layout1
 B:\projects\19024403 - SBGP\19024403 - SBGP.dwg
 B:\projects\19024403 - SBGP\19024403 - SBGP.dwg

LEGEND

-  NEW SHOULDER ADJUSTMENT, SEEDING AND HEAVY-DUTY HYDRAULIC MULCH
-  CONTRACTOR'S STAGING AND STORAGE AREA
-  NEW BITUMINOUS PAVEMENT OVERLAY
-  AIRPORT PROPERTY LINE
-  INLET PROTECTION
-  EXISTING STORM SEWER

STORM WATER POLLUTION PREVENTION GENERAL NOTES

1. THE LIMITS OF SHOULDER ADJUSTMENT, SEEDING AND MULCHING SHALL NOT EXCEED 5' FROM THE EDGE OF PAVEMENT.
2. THE CONTRACTOR SHALL NOT PERMIT HAULING OUTSIDE OF THE SHOULDER ADJUSTMENT LIMITS WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE EXECUTIVE DIRECTOR.
3. RESTORATION OF CABLE AND DUCT TRENCHES SHALL BE CONSIDERED INCIDENTAL TO THE CABLE AND DUCT PAY ITEMS.
4. THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, ETC. COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR.
5. AT THE COMPLETION OF CONSTRUCTION, THE STAGING AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION. RUTTED AREAS SHALL BE FILLED AND THE AREA SEEDED AND MULCHED AS NEEDED. RESTORATION COSTS SHALL BE BORNE BY THE CONTRACTOR.

PROJECT SITE AREA AND STAGING AREA PROTECTION NOTES

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

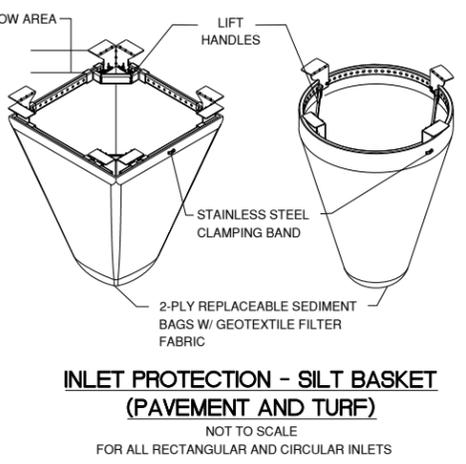
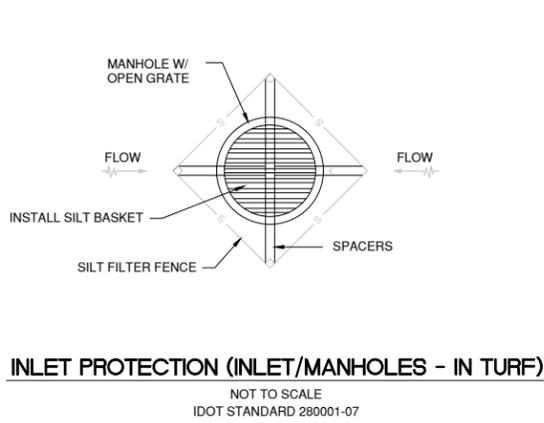
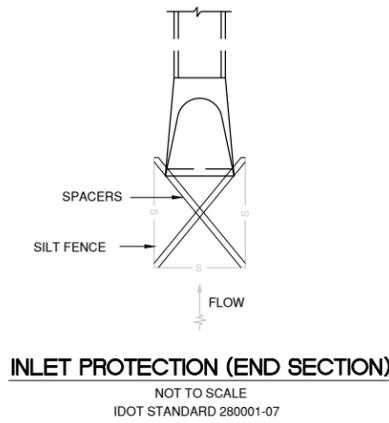
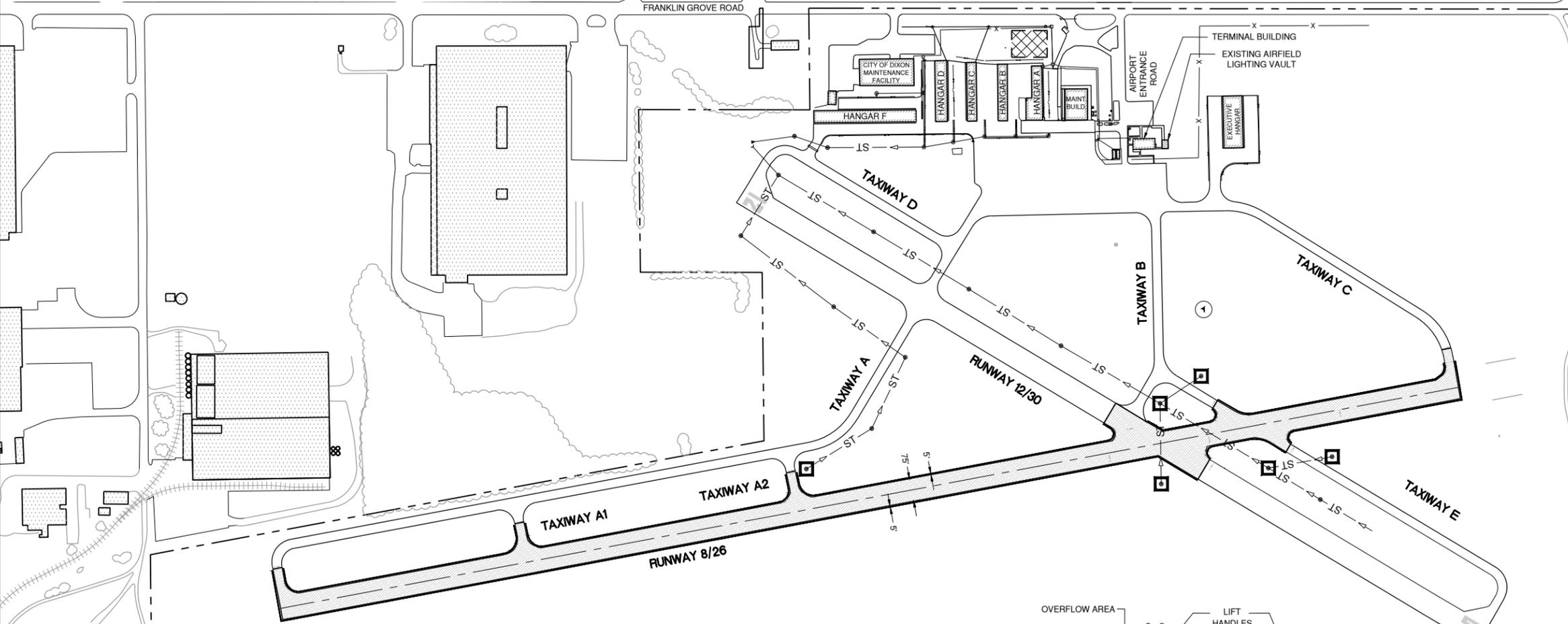


IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **---**
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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



DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
STORMWATER POLLUTION PREVENTION PLAN

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

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

PRELIMINARY
 SHEET 8 OF 23 SHEETS

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 DIXON 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. SUCH AS:
 - INLET PROTECTION,
 - VARIABLE DEPTH BITUMINOUS PAVEMENT MILLING AND PAVING.
 - TURF SHOULDER ADJUSTMENT, SEEDING AND MULCHING.
 - 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 8.8 ACRES OF WHICH 1.2 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO XXX 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.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND 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 INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

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 INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

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 INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

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

MAINTENANCE AFTER CONSTRUCTION:

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

DOCUMENTATION:

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

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

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

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

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE 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

NPDES PERMIT #	_____
DATE ISSUED	_____
DATE EXPIRED	_____

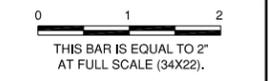
GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

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

CONTRACTOR CERTIFICATION STATEMENT	
THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.	
PROJECT INFORMATION:	
ROUTE: <u>DIXON MUNICIPAL AIRPORT</u>	MARKED: <u>REHABILITATE RUNWAY 8/26</u>
SECTION: <u>3</u>	PROJECT NUMBER: <u>C73-4801</u>
COUNTY: <u>LEE</u>	CONTRACT NUMBER: <u>3-17-SBGP-139/144/156/TBD</u>
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: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
CONSTRUCTION CEASED: EXPLANATION: _____	BEGINNING DATE: _____ 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.	

IL. CONTRACT: D1030
IL. LETTING ITEM: 08A
IL. PROJECT: C73-4801
S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD
SURVEY BOOK # ---
REVISIONS
NUMBER BY DATE



**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26**

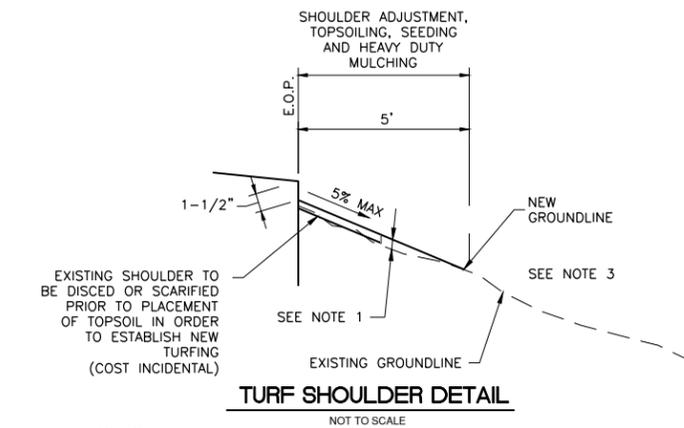
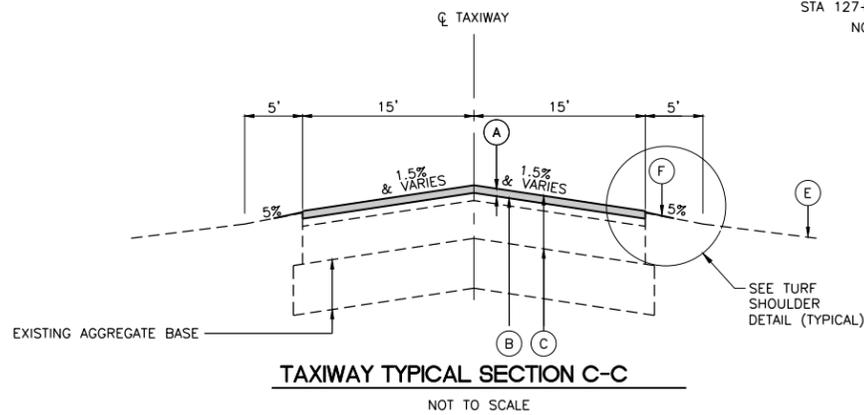
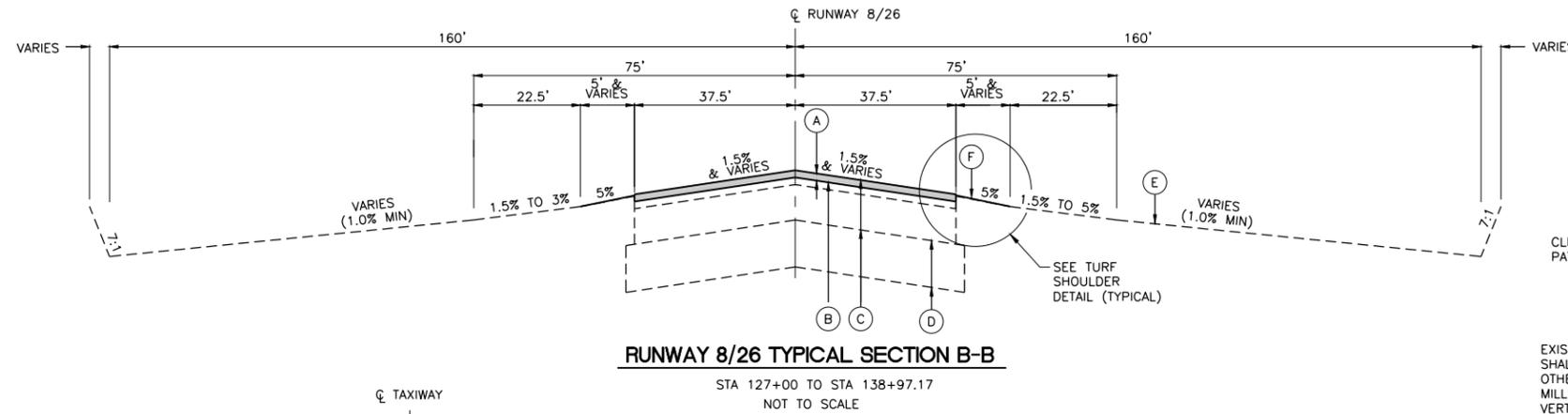
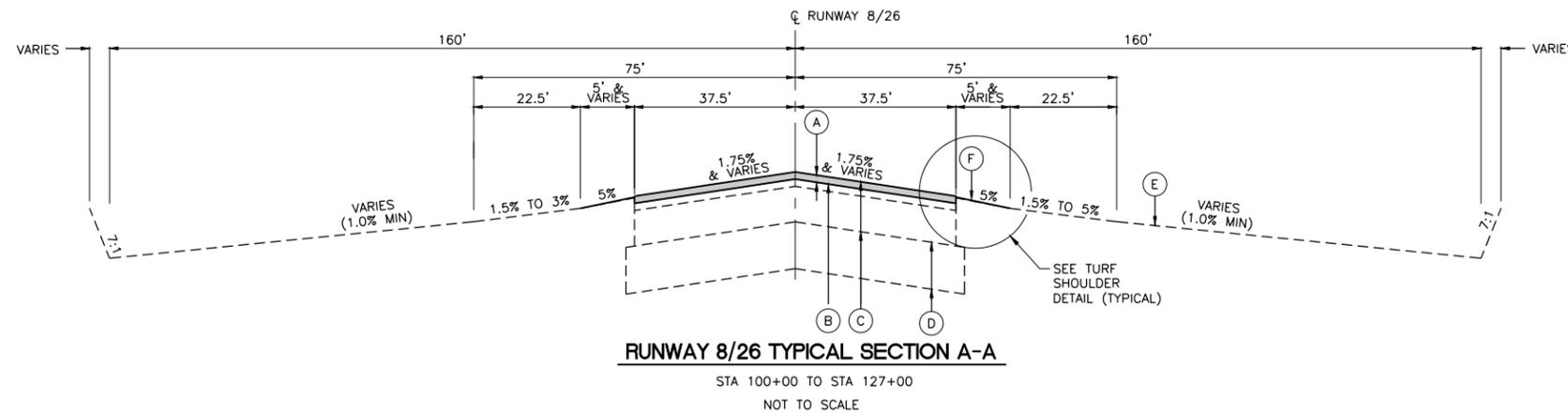
**STORMWATER POLLUTION PREVENTION PLAN
NOTES**

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03
FINAL	
SHEET 9 OF 23 SHEETS	

19024403.dwg
 19024403.dwg
 19024403.dwg

UPDATE BY: Jim Ohse
 LAYOUT: 2 19024403 - TYPICAL SECTIONS - Layout1

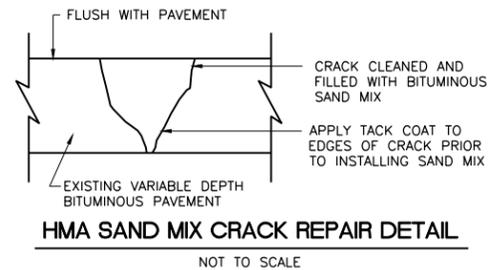
DATE: Friday, June 5, 2020 5:14:50 PM
 FILE: K:\Dixons\190244-03 Rehab\8-26\Drawn\Sheets\19024403 - TYPICAL SECTIONS.dwg



- NOTES:
- TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480)
 - LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED.
 - THE DEFAULT WIDTH OF SHOULDER ADJUSTMENT, TOPSOILING, SEEDING AND HEAVY DUTY MULCHING SHALL BE 5'. IF THE EXISTING ELEVATION CANNOT BE MET AFTER 5' AT A 5% MAX SLOPE, THESE ITEMS MAY EXTEND OUT AN ADDITIONAL 5' MAX AT A 5% MAX SLOPE.

LEGEND

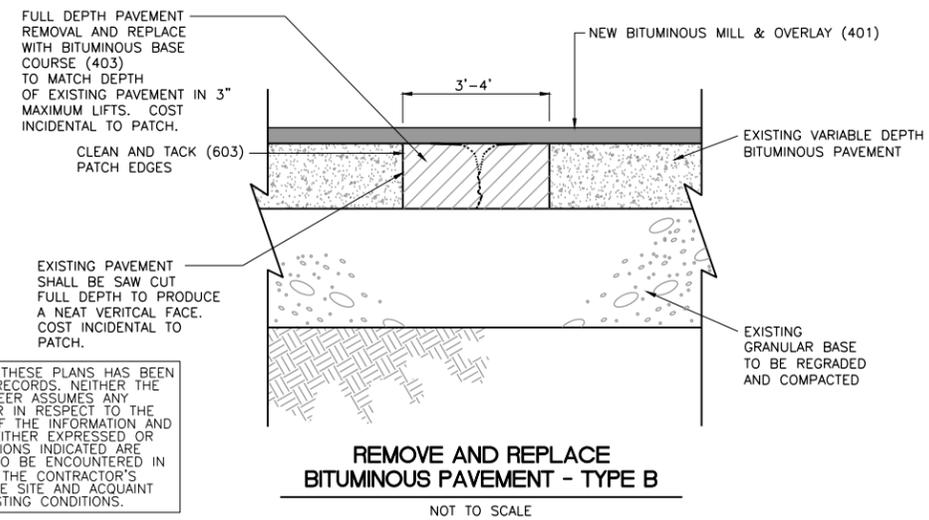
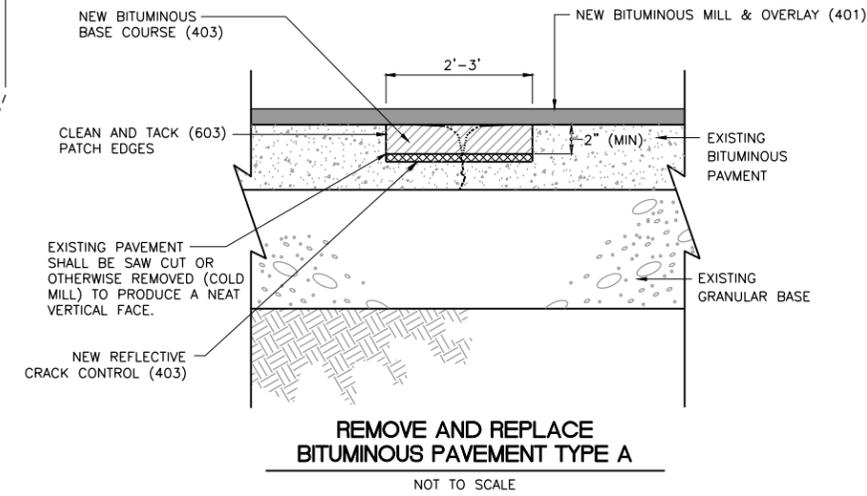
- (A) NEW VARIABLE DEPTH BITUMINOUS SURFACE MILLING NEW 2" AND VARIES BITUMINOUS SURFACE COURSE (401)
- (B) NEW BITUMINOUS TACK COAT (603)
- (C) EXISTING BITUMINOUS PAVEMENT (DEPTH VARIES)
- (D) EXISTING 5-6" CRUSHED AGGREGATE BASE COURSE
- (E) EXISTING GROUNDLINE
- (F) SHOULDER ADJUSTMENT, SEEDING AND HEAVY-DUTY HYDRAULIC MULCHING



CRACK REPAIR NOTES:

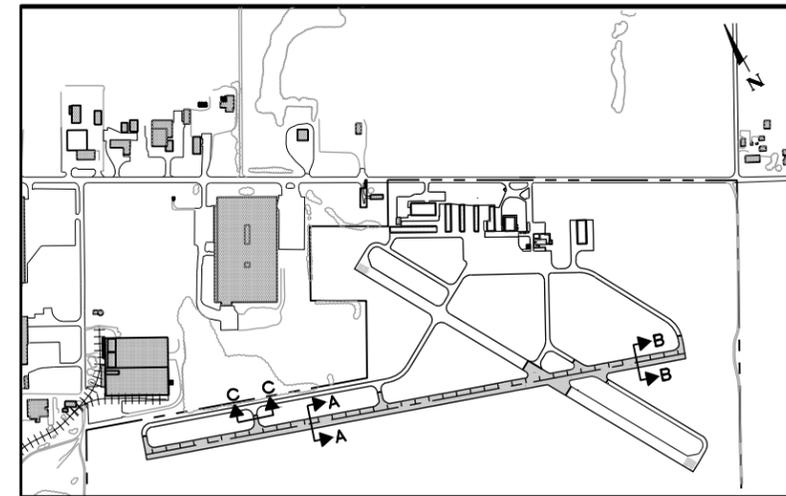
- CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
- SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE AS DESIGNATED BY THE RESIDENT ENGINEER.
- CONTRACTOR SHALL ROUTE, CRACK FLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED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

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.



PAVEMENT REMOVAL AND REPLACEMENT NOTES

- DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS, AIRPORT PERSONNEL, AND PAVEMENT CORES. 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.
- PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED AT VARIABLE INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
- THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT/ENGINEER AFTER INSPECTION OF THE MILLED SURFACE..

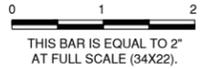


IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26**

**TYPICAL SECTIONS AND
 PAVEMENT REHABILITATION DETAILS**

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

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL

CORING AND BORING INFORMATION FROM GEOTECHNICAL INVESTIGATION COMPLETED JANUARY 2020

CORING C-1 1.5" BITUMINOUS SURFACE COURSE 1.7" BITUMINOUS BINDER COURSE 6.8" BITUMINOUS SURFACE COURSE 4" BITUMINOUS BINDER COURSE NO GRANULAR BASE COURSE ENCOUNTERED	CORING C-2 1.5" BITUMINOUS SURFACE COURSE 1.3" BITUMINOUS BINDER COURSE 5.7" BITUMINOUS SURFACE COURSE 6" SAND WITH GRAVEL	CORING C-3 2.0" BITUMINOUS SURFACE COURSE 1.5" BITUMINOUS BINDER COURSE 3.5" FINE SURFACE MIX 6.8" BITUMINOUS SURFACE COURSE 5" CRUSHED STONE	CORING C-4 1.3" BITUMINOUS SURFACE COURSE 2.0" BITUMINOUS BINDER COURSE 9.7" BITUMINOUS SURFACE COURSE NO GRANULAR BASE COURSE ENCOUNTERED
BORING B-1 10" SURFACE AND BINDER COURSE 26.4" LIGHT BROWN SILTY FINE TO MEDIUM SAND, TRACE CLAY AND CRUSHED STONE 36" LIGHT BROWN SAND, TRACE SILT 24" LIGHT GRAY AND RUSTY BROWN SILTY SAND WITH CLAYEY SAND SEAMS 24" MEDIUM STIFF TO STIFF DARK GRAYISH-BROWN SILTY CLAY	BORING B-2 14" SURFACE AND BINDER COURSE 2.4" LIGHT BROWN SILTY FINE TO MEDIUM SAND, TRACE CRUSHED STONE 13.2" DARK GRAYISH BROWN AND BROWN SANDY CLAY 18" DARK BROWN TO BLACK SANDY CLAYEY TOPSOIL 24" STIFF TO VERY STIFF BLuish-GREY AND RUSTY BROWN SILTY CLAY 6" SOFT TO MEDIUM STIFF GRAY AND GRAYISH-BROWN SANDY CLAY 18" VERY SOFT TO SOFT GRAY AND BROWN SANDY CLAY WITH CLAYEY SANDY SEAMS 24" LOOSE LIGHT GRAY AND RUSTY BROWN CLAYEY SILT		

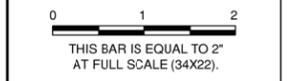


THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE 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.

IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ----
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

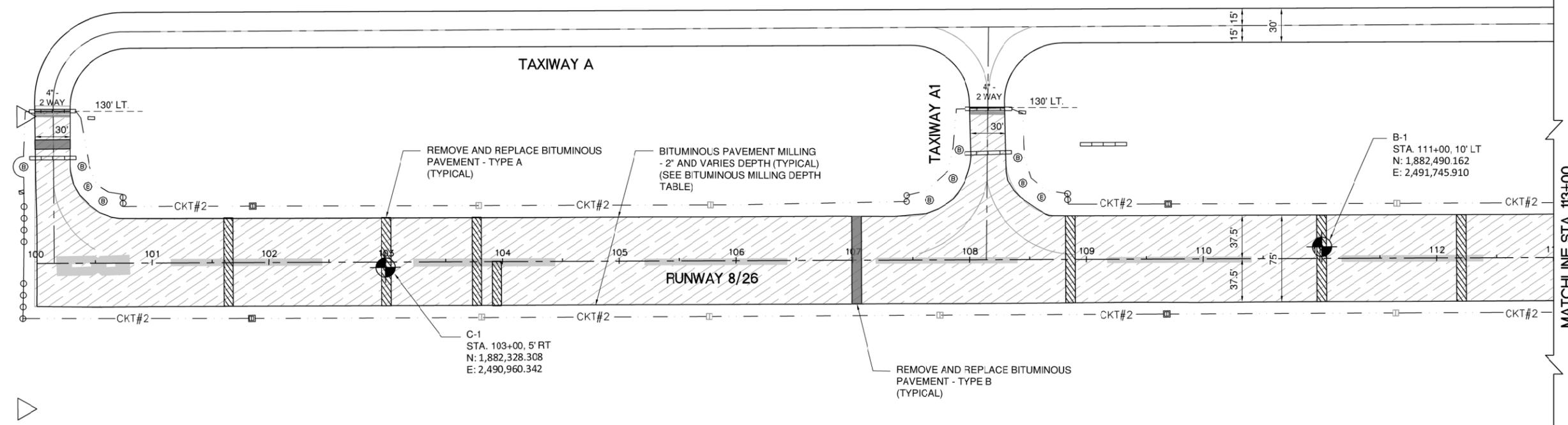
REVISIONS		
NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
 EXISTING CONDITIONS AND REMOVALS
 SHEET 1**

© Copyright CMT, Inc.

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	193244-03
FINAL	
SHEET 11 OF 23 SHEETS	



LEGEND

BITUMINOUS PAVEMENT MILLING - 2" AND VARIES DEPTH	ROFZ RUNWAY OBJECT FREE ZONE
REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A	RSA RUNWAY SAFETY AREA
REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B	EXISTING AIRFIELD GUIDANCE SIGN
AIRPORT PROPERTY LINE	EXISTING WIND CONE
EXISTING CONDUIT/DUCT BANK	EXISTING WIND CONE CIRCUIT
EXISTING RUNWAY 8/26 CIRCUIT 1/C #8 5KV	PRECISION APPROACH PATH INDICATOR (PAPI)
EXISTING RETROREFLECTIVE MARKER	EXISTING AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)
EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT	CORE/BORING LOCATION
EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY/TAXIWAY/THRESHOLD LIGHT	
EXISTING HANDHOLE	
EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)	

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 UNDER ITEM AR201663, SAND MIX CRACK REPAIR.
- THE DETERMINATION AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AFTER INSPECTION OF THE MILLED SURFACE.
- 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.

PAVEMENT HISTORY PER IDOT PAVEMENT HISTORY MAP DATED OCTOBER 20, 2011

SECTION R01: END OF RUNWAY 8 TO STA 108+00
 1-1/2" BITUMINOUS SURFACE COURSE
 1-1/2" - 2-1/2" BITUMINOUS LEVELING BINDER
 2" BITUMINOUS SURFACE COURSE
 6" BITUMINOUS BASE COURSE

SECTION R02: STA. 108+00 TO STA. 117+00
 1-1/2" BITUMINOUS SURFACE COURSE
 1-1/2" - 2-1/2" BITUMINOUS LEVELING BINDER
 2" BITUMINOUS SURFACE COURSE
 2" BITUMINOUS SURFACE COURSE
 0-3/4" BITUMINOUS SURFACE COURSE TREATMENT
 7" AGGREGATE BASE
 6" GRANULAR SUB-BASE

**SECTION R03: STA 117+00 TO STA. 125+00
 STA 135+00 TO END OF RUNWAY 26**
 1-1/2" BITUMINOUS SURFACE COURSE
 1-1/2" - 2-1/2" BITUMINOUS LEVELING BINDER
 2" BITUMINOUS SURFACE COURSE
 2" BITUMINOUS SURFACE COURSE
 0-3/4" BITUMINOUS SURFACE COURSE TREATMENT
 7" AGGREGATE BASE

SECTION R04: STA. 125+00 TO STA. 135+00
 1-1/2" BITUMINOUS SURFACE COURSE
 1-1/2" - 2-1/2" BITUMINOUS LEVELING BINDER
 2" BITUMINOUS SURFACE COURSE
 4" MAX LEVEL BIND
 2" BITUMINOUS SURFACE COURSE
 0-3/4" BITUMINOUS SURFACE COURSE TREATMENT
 7" AGGREGATE BASE

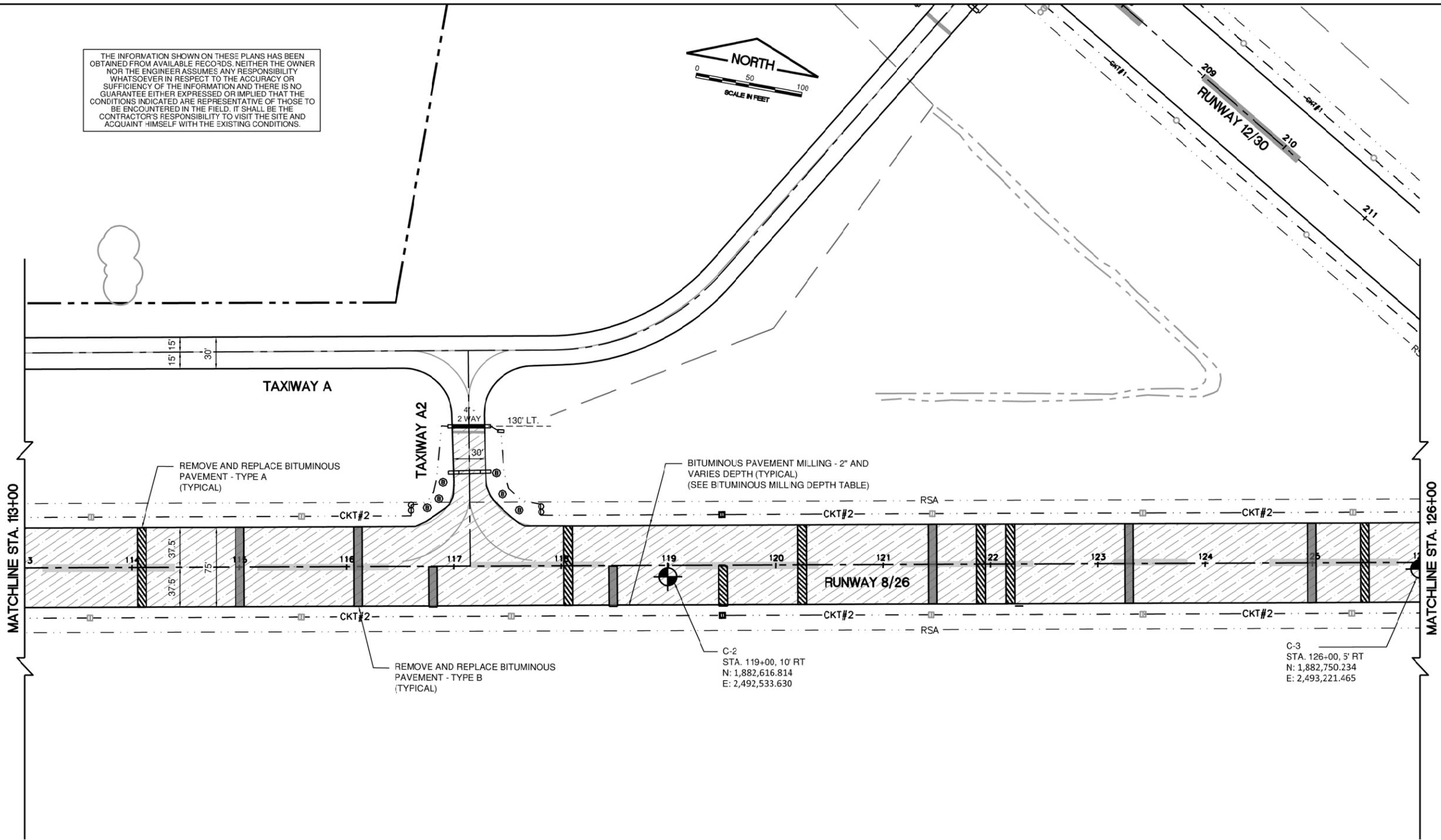
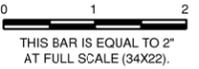
THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE 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.



IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ----
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
 EXISTING CONDITIONS AND REMOVALS
 SHEET 2**

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

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 193244-03

FINAL

SHEET 12 OF 23 SHEETS

**FOR NOTES
 SEE EXISTING CONDITIONS AND
 REMOVALS - SHEET 1**

LEGEND

- | | |
|--|--|
| BITUMINOUS PAVEMENT MILLING - 2" AND VARIES DEPTH | ROFZ RUNWAY OBJECT FREE ZONE |
| REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A | RSA RUNWAY SAFETY AREA |
| REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B | EXISTING AIRFIELD GUIDANCE SIGN |
| AIRPORT PROPERTY LINE | EXISTING WIND CONE |
| EXISTING CONDUIT/DUCT BANK | EXISTING WIND CONE CIRCUIT |
| EXISTING RUNWAY 3/26 CIRCUIT 1/C #8 5KV | PRECISION APPROACH PATH INDICATOR (PAPI) |
| EXISTING RETROREFLECTIVE MARKER | EXISTING AUTOMATED WEATHER OBSERVING SYSTEM (AWOS) |
| EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT | |
| EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY/TAXIWAY/THRESHOLD LIGHT | |
| EXISTING HANDHOLE | |
| EXISTING RUNWAY END IDENTIFIER LIGHT (REIL) | |

C-2
 STA. 119+00, 10' RT
 N: 1,882,616.814
 E: 2,492,533.630

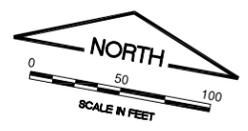
C-3
 STA. 126+00, 5' RT
 N: 1,882,750.234
 E: 2,493,221.465

Emproco Builders - 60762061
 Project
 Emproco Builders - 60762061

UPDATE BY: Adam Moulton
 LAYOUT: Layout

DATE: Friday, June 5, 2020 10:23:43 PM
 FILE: K:\Dwg\190244-03_Renovation\190244-03 - EXISTING CONDITIONS 3.dwg

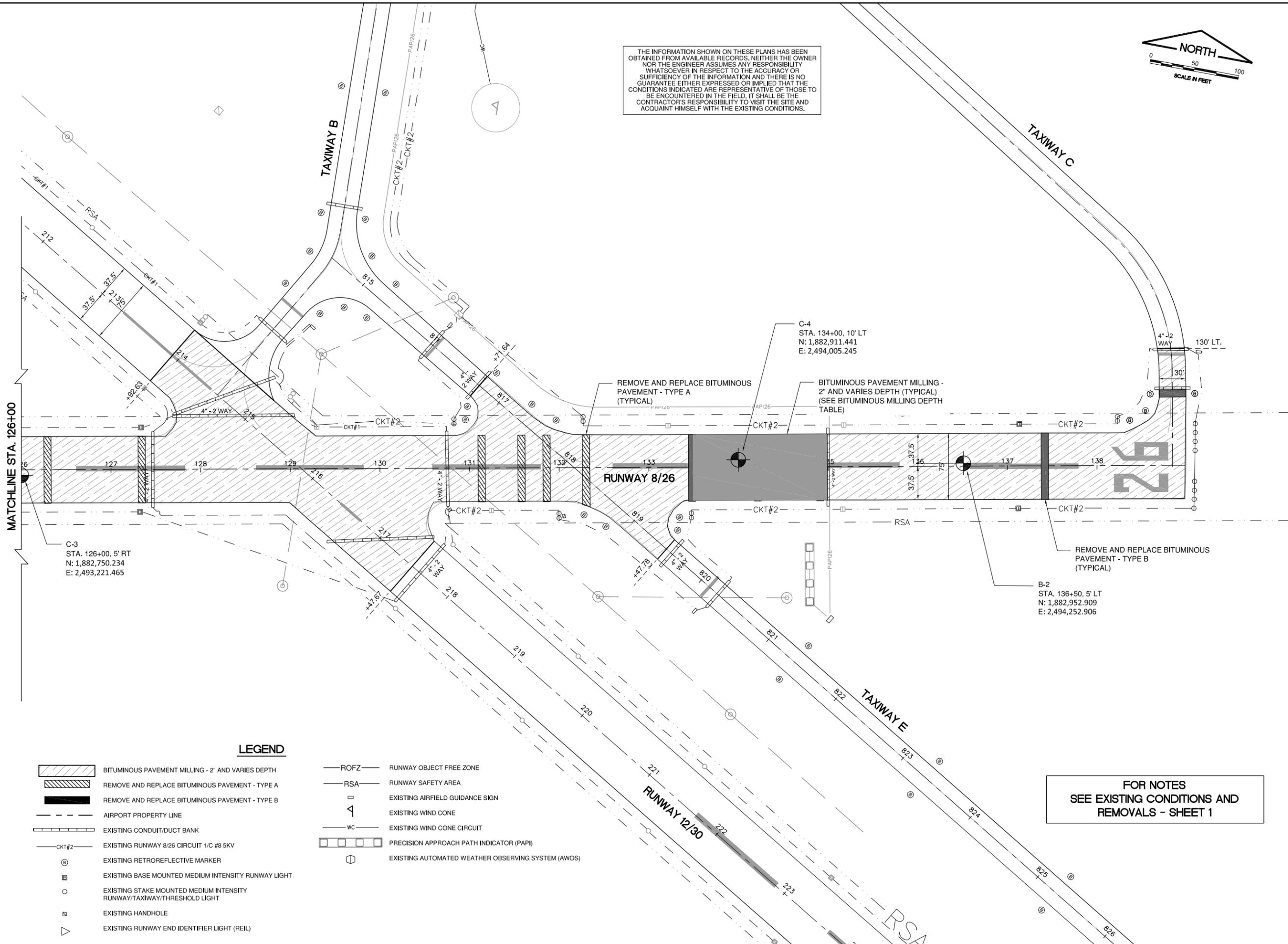
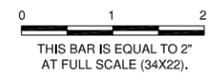
THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE 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.



IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **3-17-SBGP-139/144/156/TBD**

SURVEY BOOK #

REVISIONS		
NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
 EXISTING CONDITIONS AND REMOVALS
 SHEET 3**

LEGEND	
	BITUMINOUS PAVEMENT MILLING - 2" AND VARIES DEPTH
	REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
	REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
	AIRPORT PROPERTY LINE
	EXISTING CONDUIT/DUCT BANK
	EXISTING RUNWAY 8/26 CIRCUIT 1/C #8 5KV
	EXISTING RETROREFLECTIVE MARKER
	EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
	EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY/TAXIWAY/THRESHOLD LIGHT
	EXISTING HANDHOLE
	EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
	ROFZ - RUNWAY OBJECT FREE ZONE
	RSA - RUNWAY SAFETY AREA
	EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING WIND CONE
	EXISTING WIND CONE CIRCUIT
	PRECISION APPROACH PATH INDICATOR (PAPI)
	EXISTING AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

FOR NOTES
 SEE EXISTING CONDITIONS AND
 REMOVALS - SHEET 1

© Copyright CMT, Inc.

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

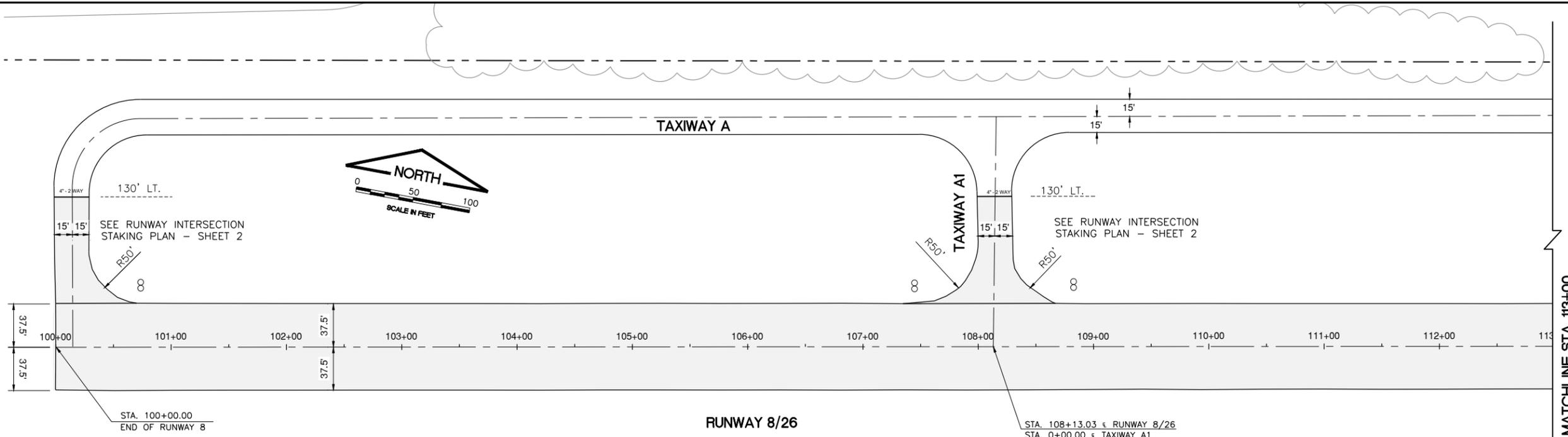
DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

FINAL

19024403 - existing topodwg
 19024403 - existing topodwg
 19024403 - existing topodwg

UPDATE BY: Jim Ohse
 LAYOUT: Layout1

DATE: Friday, June 5, 2020 5:15:19 PM
 FILE: K:\Dworkin\190244-03 Rehab\8-26\Draw\Sheets\19024403 - PLAN AND PROFILE 1.dwg



NOTES

- SEE "BITUMINOUS MILLING DEPTH TABLE" FOR ELEVATION DATA
- SEE "RUNWAY INTERSECTION STAKING PLAN" SHEETS FOR PROPOSED GRADES ON INTERSECTING RUNWAY AND TAXIWAY PAVEMENTS

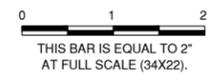
LEGEND

- [Grey Box] NEW 2" DEPTH BITUMINOUS OVERLAY
- [White Box] NEW VARIABLE DEPTH BITUMINOUS LEVELING COURSE

IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

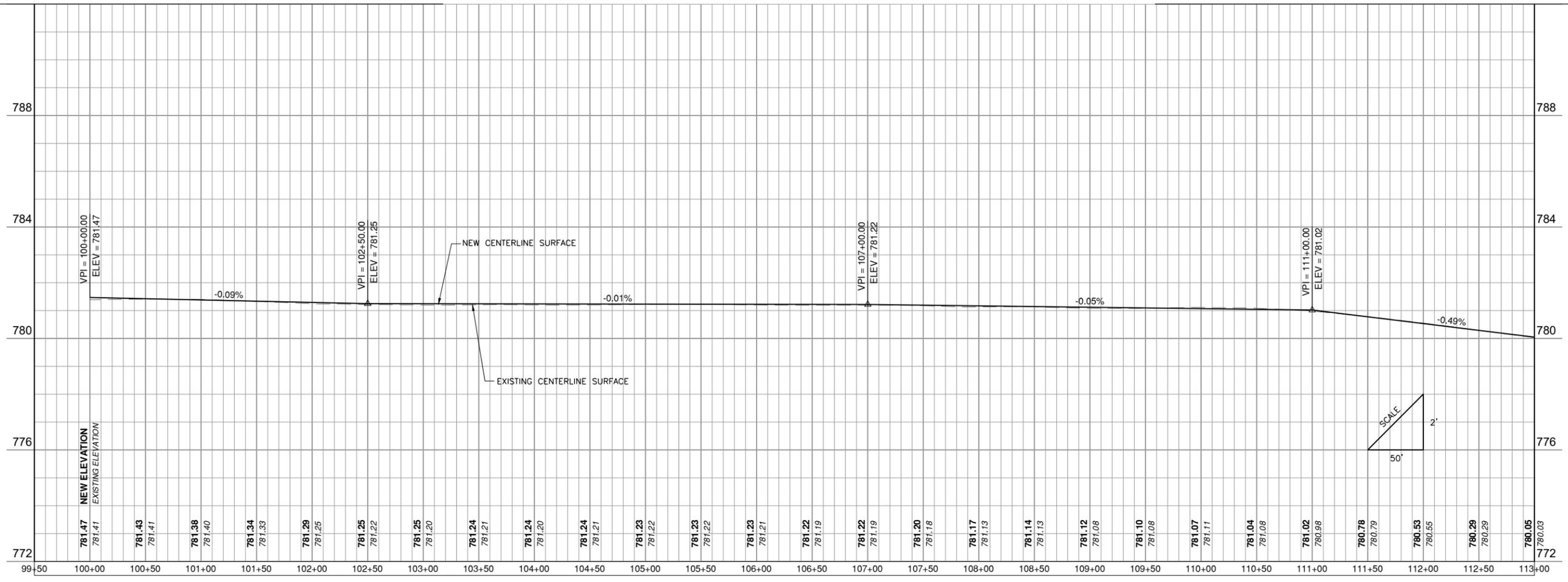
SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



MATCHLINE STA. 113+00

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
RUNWAY 8-26 PLAN AND PROFILE
SHEET 1



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

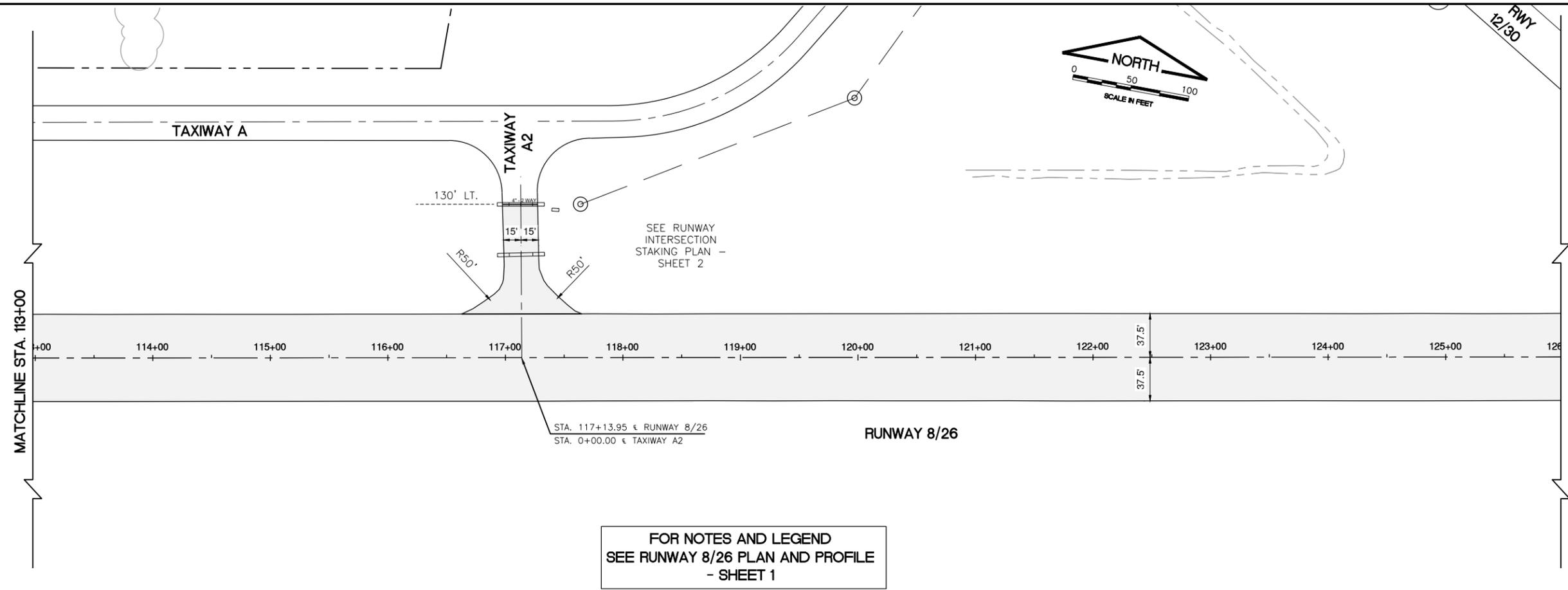
DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL

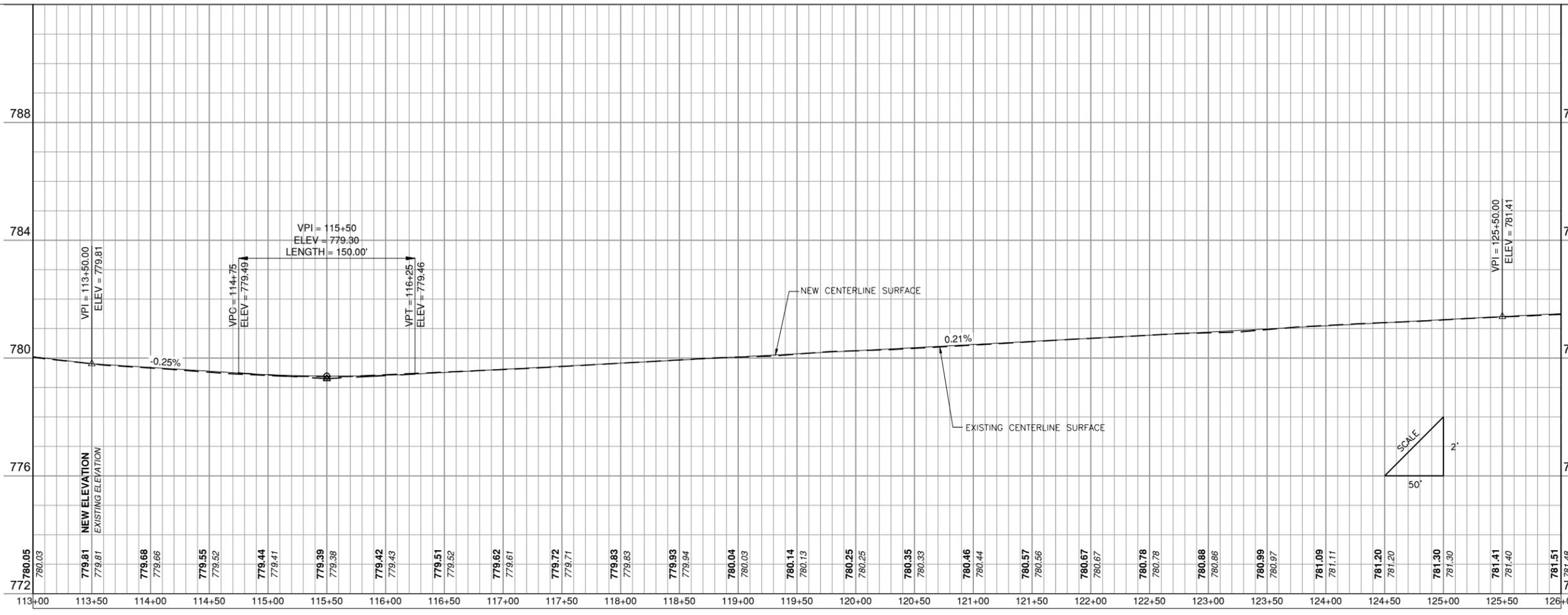
19024403 - existing topography
 6wmp=dmw
 19024403 - existing topography

UPDATE BY: Jim Ohse
 LAYOUT: Layout1

DATE: Friday, June 5, 2020 5:15:29 PM
 FILE: K:\Dworkin\190244-03 Rehab\8-26\Draw\Sheets\19024403 - PLAN AND PROFILE 2.dwg



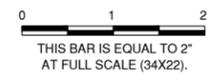
FOR NOTES AND LEGEND
 SEE RUNWAY 8/26 PLAN AND PROFILE
 - SHEET 1



IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
**RUNWAY 8-26 PLAN AND PROFILE
 SHEET 2**

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

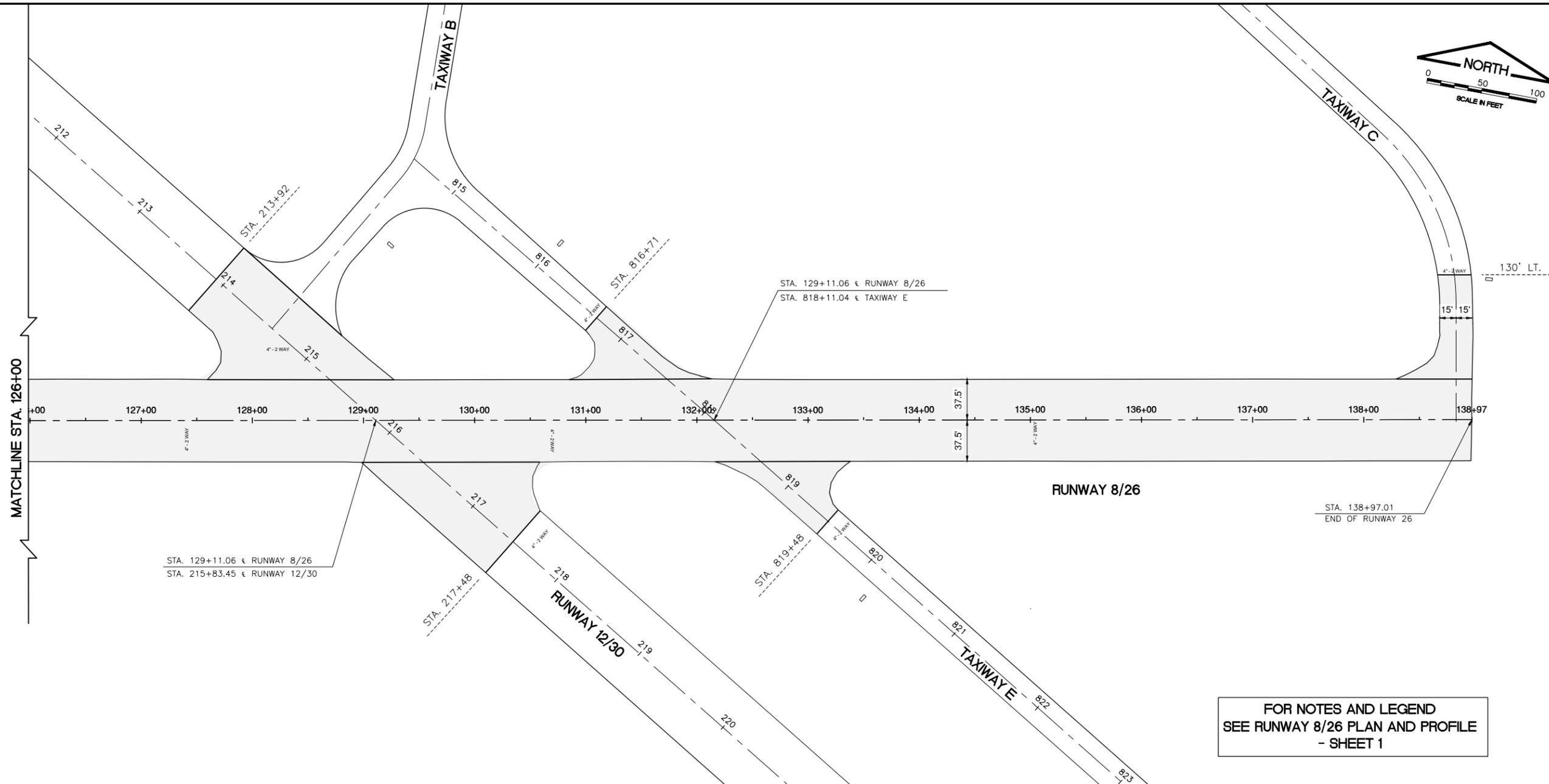
DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL

19024403.dwg
 19024403.dwg
 19024403.dwg

UPDATE BY: Jim Ohse
 LAYOUT: Layout1

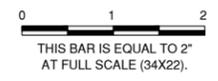
DATE: Friday, June 5, 2020 5:15:38 PM
 FILE: K:\Dworkin\190244-03 RehabRunway 8-26\Draw Sheets\19024403 - PLAN AND PROFILE 3.dwg



IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

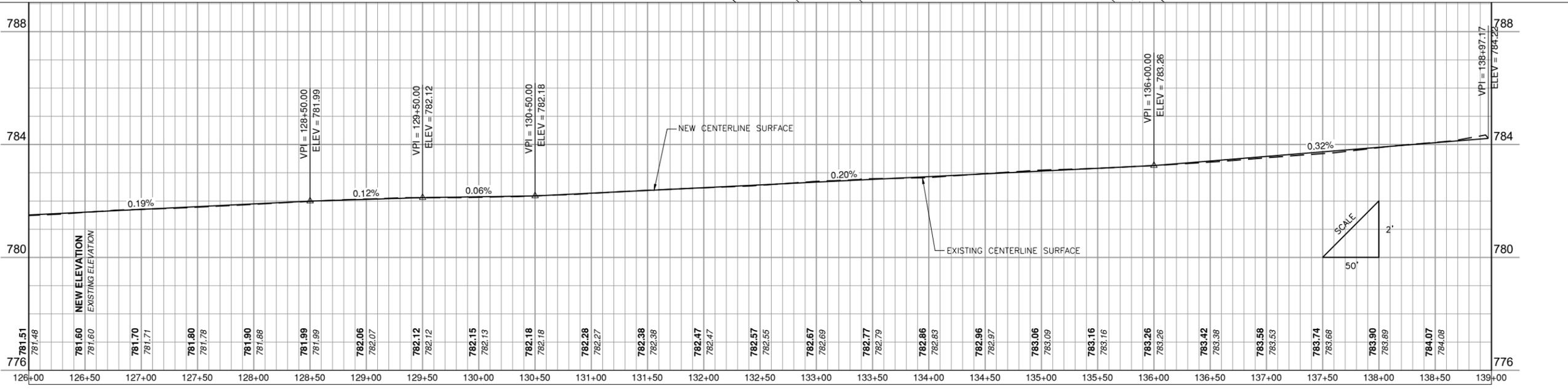
SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



FOR NOTES AND LEGEND
 SEE RUNWAY 8/26 PLAN AND PROFILE
 - SHEET 1

DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
**RUNWAY 8-26 PLAN AND PROFILE
 SHEET 3**



© Copyright CMT, Inc.

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

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL
 SHEET 16 OF 23 SHEETS

STATION	EOP	37.5' LEFT OF CENTERLINE			18.75' LEFT OF CENTERLINE			CENTERLINE			18.75' RIGHT OF CENTERLINE			37.5' RIGHT OF CENTERLINE			EOP
		PROP ELEV.	EXIST ELEV.	MILL DEPTH	PROP ELEV.	EXIST ELEV.	MILL DEPTH	PROP ELEV.	EXIST ELEV.	MILL DEPTH	PROP ELEV.	EXIST ELEV.	MILL DEPTH	PROP ELEV.	EXIST ELEV.	MILL DEPTH	
100+00.00	0.04	780.72	780.68	0.13	781.10	781.13	0.20	781.47	781.41	0.11	781.18	781.20	0.19	780.85	780.87	0.19	-0.02
100+50.00	-0.03	780.77	780.80	0.19	781.10	781.12	0.18	781.43	781.38	0.15	781.14	781.18	0.21	780.85	780.87	0.19	-0.02
101+00.00	0.00	780.72	780.72	0.16	781.05	781.08	0.19	781.38	781.38	0.19	781.09	781.13	0.21	780.80	780.76	0.13	0.04
101+50.00	-0.03	780.68	780.71	0.19	781.01	781.05	0.20	781.34	781.33	0.16	781.05	781.06	0.18	780.76	780.70	0.11	0.06
102+00.00	0.02	780.63	780.61	0.14	780.96	780.96	0.16	781.29	781.25	0.13	780.98	780.96	0.15	780.67	780.61	0.11	0.06
102+50.00	0.01	780.59	780.58	0.15	780.92	780.90	0.14	781.25	781.22	0.14	780.92	780.92	0.16	780.59	780.57	0.14	0.02
103+00.00	0.03	780.59	780.56	0.13	780.92	780.89	0.13	781.25	781.21	0.12	780.92	780.92	0.16	780.59	780.58	0.15	0.01
103+50.00	0.02	780.58	780.56	0.14	780.91	780.88	0.13	781.24	781.21	0.14	780.91	780.92	0.17	780.58	780.57	0.15	0.01
104+00.00	0.03	780.58	780.55	0.13	780.91	780.88	0.13	781.24	781.20	0.13	780.91	780.91	0.16	780.58	780.56	0.14	0.02
104+50.00	0.05	780.58	780.53	0.11	780.91	780.89	0.14	781.24	781.21	0.14	780.91	780.90	0.15	780.58	780.55	0.13	0.03
105+00.00	0.02	780.57	780.55	0.14	780.90	780.91	0.17	781.23	781.22	0.16	780.90	780.92	0.18	780.57	780.57	0.16	0.00
105+50.00	0.00	780.57	780.57	0.16	780.90	780.92	0.18	781.23	781.22	0.16	780.90	780.93	0.19	780.57	780.59	0.18	-0.02
106+00.00	0.01	780.57	780.56	0.15	780.90	780.90	0.16	781.23	781.21	0.15	780.90	780.90	0.16	780.57	780.57	0.16	0.00
106+50.00	0.02	780.56	780.54	0.14	780.89	780.89	0.16	781.22	781.19	0.14	780.89	780.88	0.15	780.56	780.54	0.14	0.02
107+00.00	0.05	780.56	780.51	0.11	780.89	780.88	0.15	781.22	781.19	0.14	780.89	780.86	0.13	780.56	780.51	0.11	0.05
107+50.00	0.08	780.54	780.46	0.08	780.87	780.84	0.13	781.20	781.18	0.15	780.87	780.84	0.13	780.54	780.48	0.10	0.06
108+00.00	0.03	780.51	780.48	0.13	780.84	780.81	0.13	781.17	781.13	0.13	780.84	780.79	0.11	780.48	780.44	0.09	0.07
108+50.00	0.02	780.48	780.46	0.14	780.81	780.82	0.17	781.14	781.13	0.16	780.81	780.81	0.16	780.48	780.47	0.15	0.01
109+00.00	0.05	780.46	780.41	0.11	780.79	780.76	0.13	781.12	781.08	0.13	780.79	780.74	0.11	780.46	780.37	0.07	0.09
109+50.00	0.01	780.43	780.42	0.15	780.76	780.77	0.17	781.09	781.08	0.16	780.76	780.75	0.15	780.43	780.40	0.13	0.03
110+00.00	0.02	780.41	780.39	0.14	780.74	780.77	0.19	781.07	781.11	0.21	780.74	780.76	0.18	780.41	780.40	0.15	0.03
110+50.00	0.00	780.38	780.29	0.09	780.74	780.74	0.19	781.04	781.08	0.21	780.71	780.76	0.21	780.38	780.40	0.19	-0.03
111+00.00	0.07	780.36	780.29	0.09	780.69	780.67	0.14	781.02	780.98	0.13	780.69	780.66	0.13	780.36	780.30	0.10	0.06
111+50.00	0.02	780.12	780.10	0.14	780.45	780.46	0.17	780.78	780.78	0.18	780.45	780.44	0.15	780.12	780.08	0.12	0.04
112+00.00	0.06	779.87	779.81	0.10	780.20	780.20	0.16	780.53	780.55	0.19	780.20	780.22	0.18	779.87	779.84	0.13	0.03
112+50.00	0.03	779.63	779.60	0.13	779.96	779.96	0.15	779.60	779.98	0.18	779.66	779.98	0.18	779.63	779.63	0.16	0.00
113+00.00	0.04	779.39	779.35	0.12	779.72	779.70	0.14	780.05	780.03	0.15	779.72	779.72	0.16	779.39	779.36	0.13	0.03
113+50.00	0.00	779.15	779.15	0.16	779.48	779.48	0.16	779.81	779.81	0.17	779.48	779.48	0.16	779.15	779.14	0.15	0.01
114+00.00	0.03	779.02	778.99	0.13	779.35	779.33	0.14	779.68	779.66	0.15	779.35	779.32	0.13	779.02	778.98	0.12	0.04
114+50.00	0.05	778.89	778.84	0.11	779.22	779.21	0.15	779.55	779.52	0.14	779.22	779.18	0.12	778.89	778.79	0.06	0.10
115+00.00	0.06	778.78	778.72	0.10	779.06	779.03	0.13	779.39	779.38	0.16	779.06	779.06	0.16	778.78	778.70	0.08	0.08
115+50.00	0.03	778.73	778.70	0.13	779.06	779.03	0.13	779.39	779.38	0.16	779.06	779.06	0.16	778.73	778.70	0.13	0.03
116+00.00	0.02	778.76	778.74	0.14	779.09	779.09	0.16	779.42	779.43	0.18	779.09	779.12	0.19	778.76	778.72	0.12	0.04
116+50.00	0.02	778.85	778.83	0.14	779.18	779.20	0.18	779.51	779.52	0.18	779.18	779.21	0.19	778.85	778.78	0.09	0.07
117+00.00	0.02	778.96	778.94	0.14	779.29	779.28	0.15	779.62	779.61	0.16	779.29	779.28	0.15	778.96	778.88	0.08	0.08
117+50.00	0.06	779.06	779.00	0.10	779.39	779.38	0.15	779.72	779.71	0.17	779.39	779.38	0.15	779.06	778.99	0.09	0.07
118+00.00	0.01	779.17	779.16	0.15	779.50	779.51	0.17	779.83	779.83	0.17	779.50	779.50	0.16	779.17	779.11	0.10	0.06
118+50.00	-0.01	779.27	779.28	0.17	779.60	779.63	0.19	779.93	779.94	0.18	779.60	779.60	0.16	779.27	779.21	0.10	0.06
119+00.00	0.01	779.38	779.37	0.15	779.71	779.72	0.17	780.04	780.03	0.16	779.71	779.70	0.15	779.38	779.31	0.09	0.07
119+50.00	0.00	779.48	779.48	0.16	779.81	779.81	0.16	780.14	780.14	0.16	779.81	779.82	0.17	779.48	779.46	0.14	0.02
120+00.00	0.02	779.59	779.57	0.14	779.92	779.93	0.17	780.25	780.25	0.17	779.92	779.91	0.15	779.59	779.55	0.12	0.04
120+50.00	0.06	779.69	779.65	0.10	780.02	780.00	0.14	780.35	780.33	0.15	780.02	779.98	0.12	779.69	779.62	0.09	0.07
121+00.00	0.07	779.81	779.74	0.09	780.14	780.14	0.12	780.47	780.47	0.14	780.14	780.10	0.12	779.81	779.74	0.09	0.07
121+50.00	0.05	779.91	779.86	0.11	780.24	780.24	0.12	780.57	780.56	0.16	780.24	780.21	0.13	779.91	779.85	0.10	0.06
122+00.00	0.05	780.01	779.96	0.11	780.34	780.33	0.15	780.67	780.67	0.17	780.34	780.33	0.15	780.01	779.97	0.12	0.04
122+50.00	0.04	780.12	780.08	0.12	780.45	780.44	0.15	780.78	780.78	0.17	780.45	780.46	0.17	780.12	780.10	0.14	0.02
123+00.00	0.02	780.22	780.20	0.14	780.55	780.52	0.13	780.88	780.86	0.15	780.55	780.55	0.16	780.22	780.19	0.13	0.03
123+50.00	0.02	780.33	780.31	0.14	780.66	780.63	0.13	780.99	780.97	0.15	780.66	780.64	0.14	780.33	780.27	0.10	0.06
124+00.00	0.02	780.43	780.41	0.14	780.76	780.75	0.15	781.09	781.11	0.19	780.76	780.77	0.17	780.43	780.43	0.16	0.00
124+50.00	0.03	780.54	780.51	0.13	780.87	780.86	0.15	781.20	781.20	0.17	780.87	780.88	0.17	780.54	780.54	0.16	0.00
125+00.00	0.01	780.64	780.63	0.15	780.97	780.97	0.15	781.30	781.30	0.17	780.97	780.99	0.18	780.64	780.63	0.15	0.01
125+50.00	-0.01	780.85	780.86	0.17	781.18	781.18	0.16	781.51	781.48	0.14	781.18	781.15	0.13	780.85	780.83	0.14	0.02
126+00.00	-0.04	780.98	781.02	0.21	781.29	781.31	0.19	781.60	781.60	0.17	781.29	781.28	0.15	780.99	780.99	0.17	0.00
126+50.00	0.00	781.12	781.16	0.21	781.41	781.43	0.19	781.70	781.71	0.18	781.42	781.38	0.13	781.12	781.12	0.16	0.01
127+00.00	-0.04	781.25	781.25	0.16	781.53	781.53	0.16	781.80	781.78	0.15	781.54	781.44	0.07	781.27	781.19	0.09	0.08
127+50.00	0.05	781.51	781.46	0.11	781.71	781.63	0.09	781.90	781.88	0.15	781.66	781.54	0.05	781.41	781.27	0.02	0.14
128+00.00	0.00	781.62	781.62	0.17	781.80	781.77	0.13	782.06	782.07	0.17	781.77	781.70	0.10	781.53	781.43	0.05	0.12
128+50.00	0.00	781.61	781.61	0.16	781.84	781.84	0.16	782.06	782.07	0.18	781.88	781.85	0.14	781.69	781.67	0.16	0.00
129+00.00	-0.01	781.56	781.57	0.18	781.84	781.84	0.17	782.12	782.12	0.17	781.98	781.84	0.10	781.84	781.84	0.16	0.00
129+50.00	0.02	781.59	781.57	0.15	781.87	781.83	0.13	782.15	782.13	0.15	781.95	781.92	0.14	781.75	781.75	0.16	0.00
130+00.00	0.01	781.62	781.61	0.16	781.90	781.88	0.15	782.18	782.18	0.17	781.95	781.95	0.15	781.71	781.71	0.17	0.00
130+50.00	-0.02	781.72	781.74	0.19	782.00	781.97	0.14	782.28	782.27	0.16	782.00	781.95	0.12				

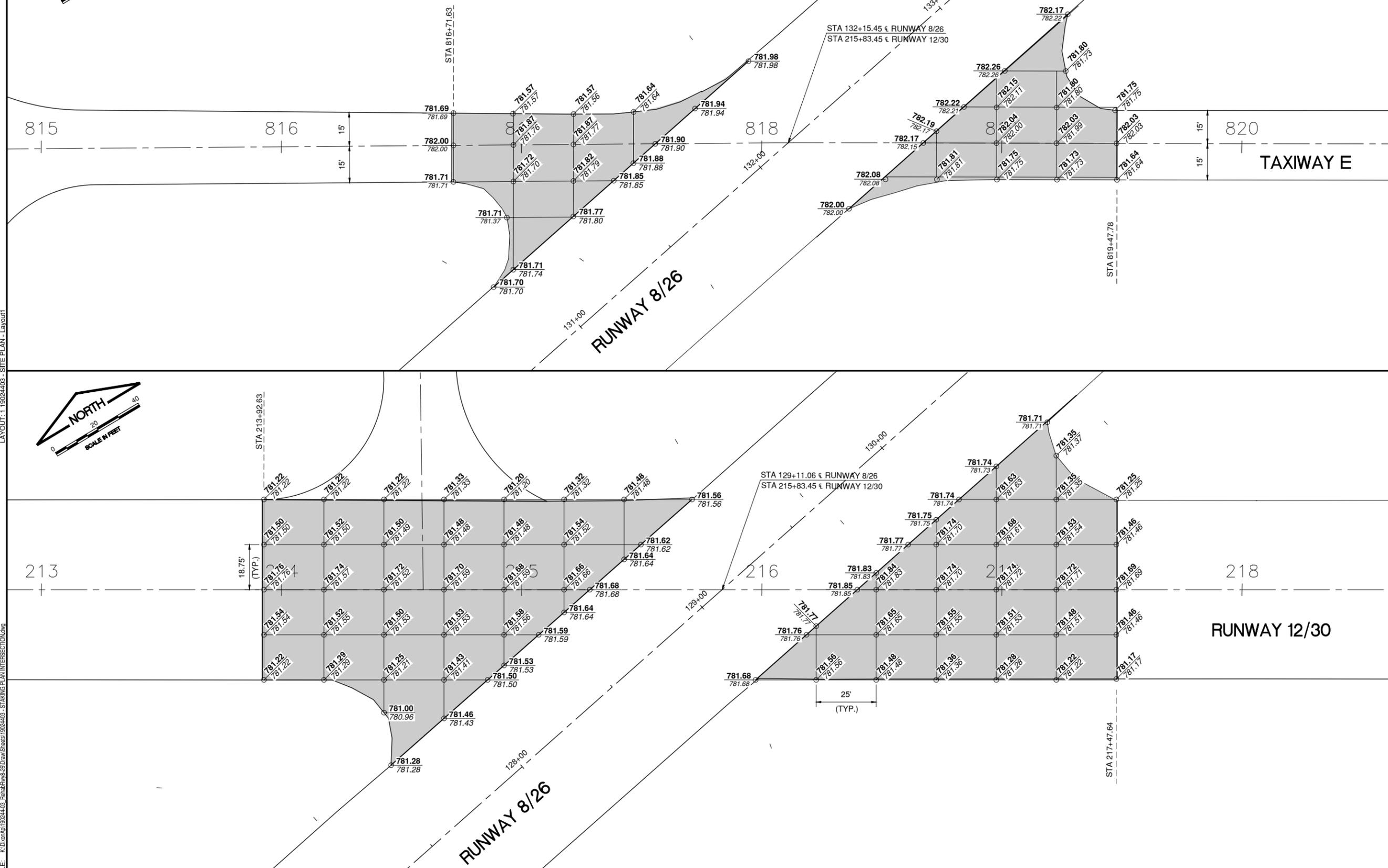
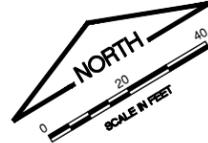
Encore Civil Services - 607-72661
D
Encore Civil Services - Dupont

UPDATE BY: Adam Moulton
LAYOUT: 1 19024403 - SITE PLAN - Layout1

DATE: Friday, June 5, 2020 5:24:26 PM
FILE: K:\Drawings\19024403 - Rehabilitation\2-Drawings\19024403 - STAKING PLAN INTERSECTION.dwg

LEGEND

-  NEW 2" DEPTH BITUMINOUS OVERLAY
-  NEW VARIABLE DEPTH BITUMINOUS LEVELING COURSE
-  NEW ELEVATION OVER EXISTING ELEVATION

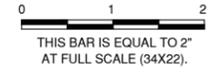


IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **---**
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS

NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26**

RUNWAY INTERSECTION STAKING PLAN - SHEET 1

© Copyright CMT, Inc.

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

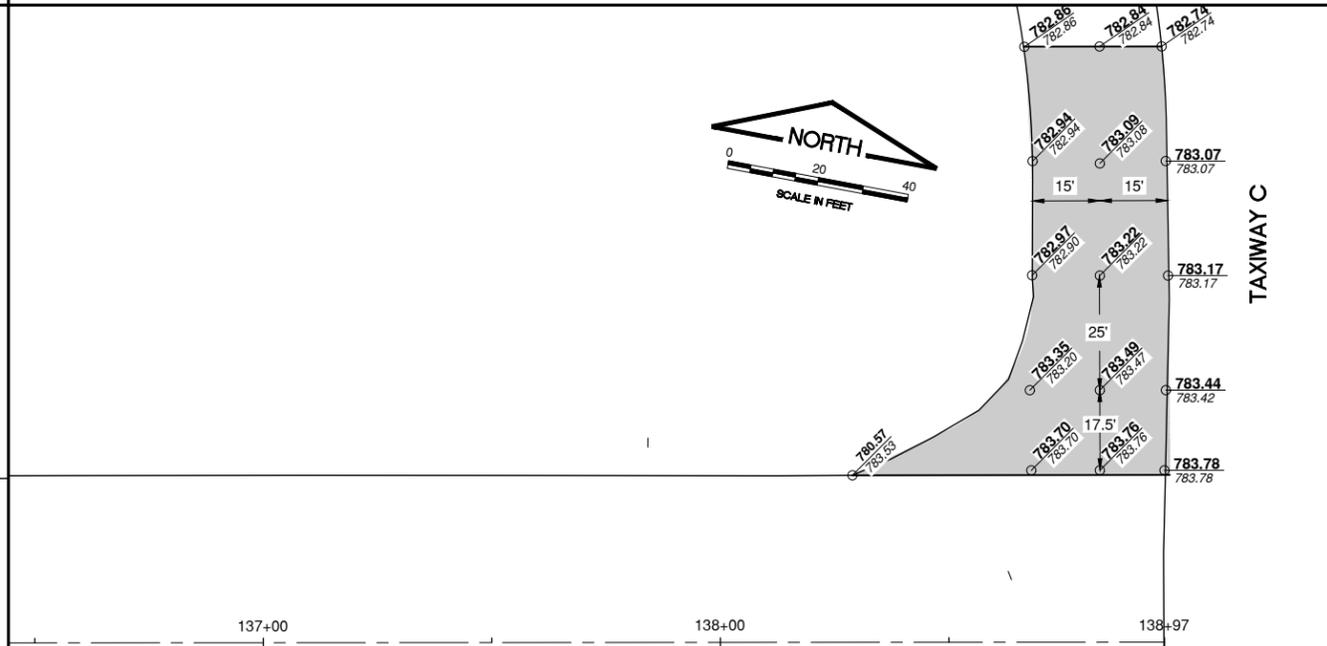
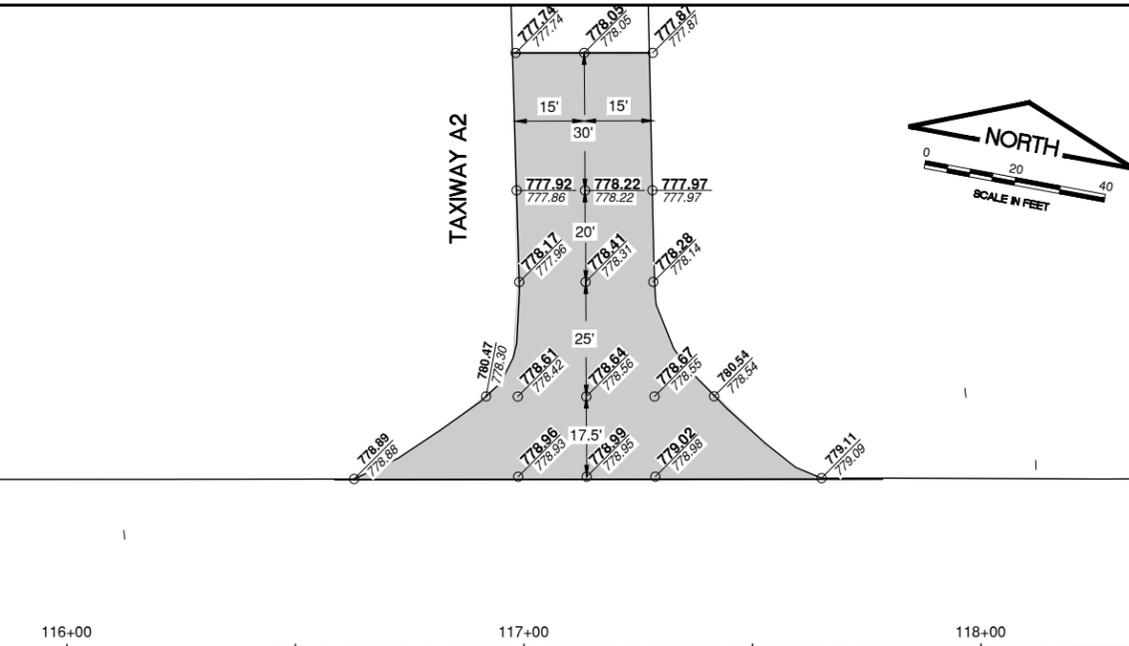
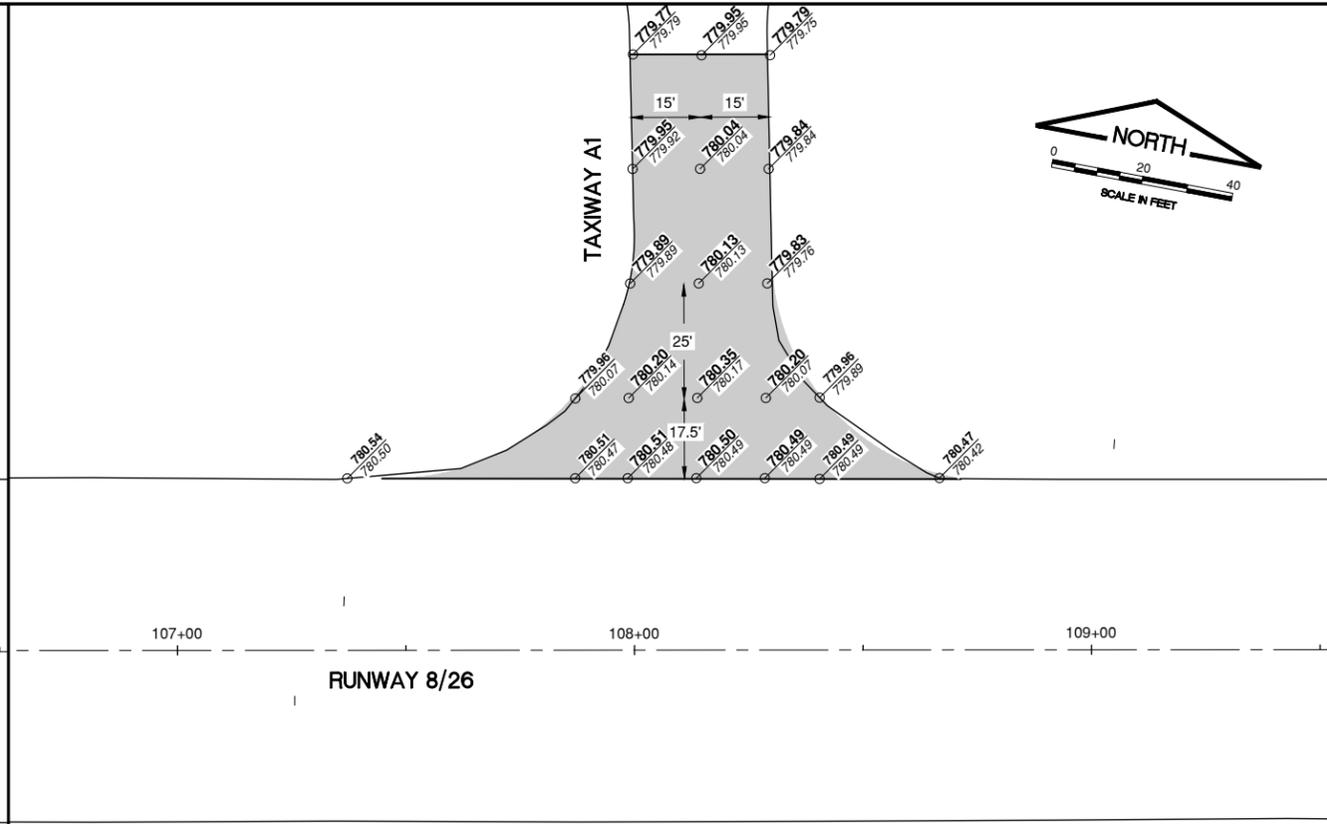
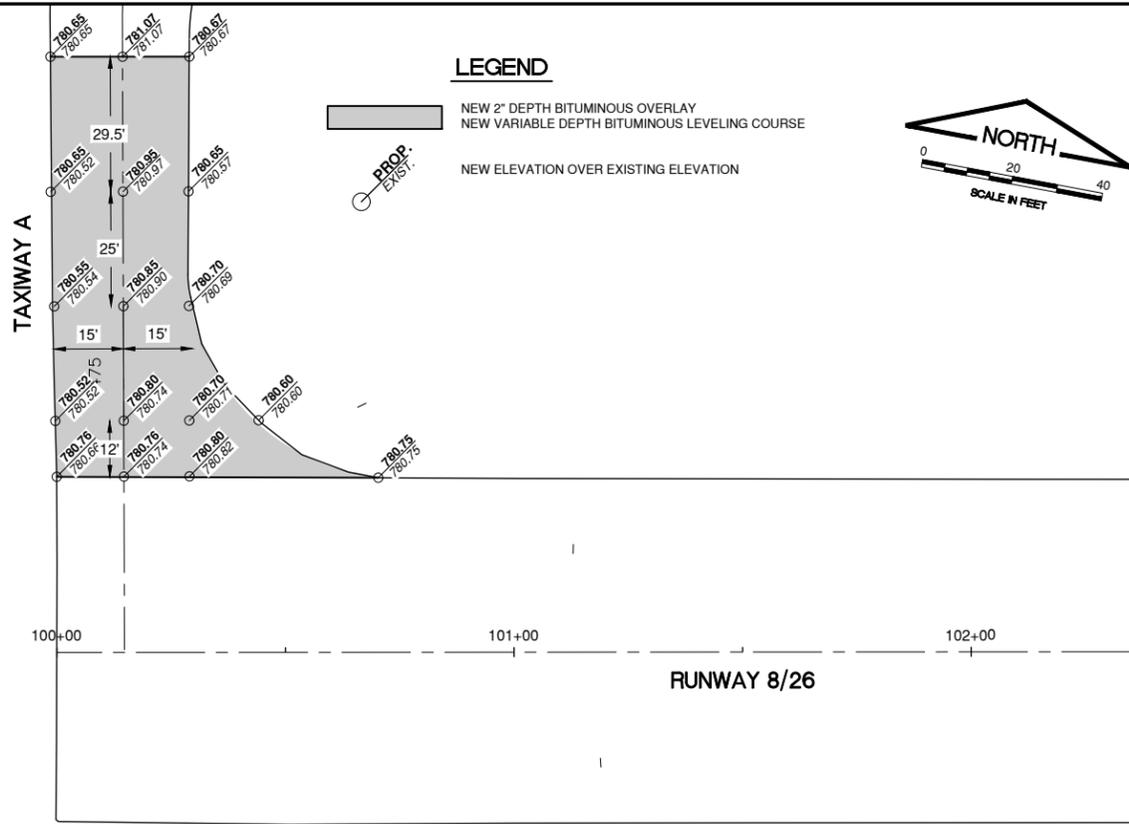
DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

FINAL

Bmp:rspland.pur.jun061je - CDP#2061
 Bmp:rspland.pur.jun061je - CDP#2061
 Bmp:rspland.pur.jun061je - CDP#2061

UPDATE BY: Adam Moulton
 LAYOUT: 1 19024403 - SITE PLAN - Layout1

DATE: Friday, June 5, 2020 9:18:50 PM
 FILE: K:\Dwg\19024403_RehabRunway26\DrawSheets\19024403 - STAKING PLAN INTERSECTION - 2.dwg



IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **3-17-SBGP-139/144/156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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

DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26

RUNWAY INTERSECTION STAKING PLAN - SHEET 2

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

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

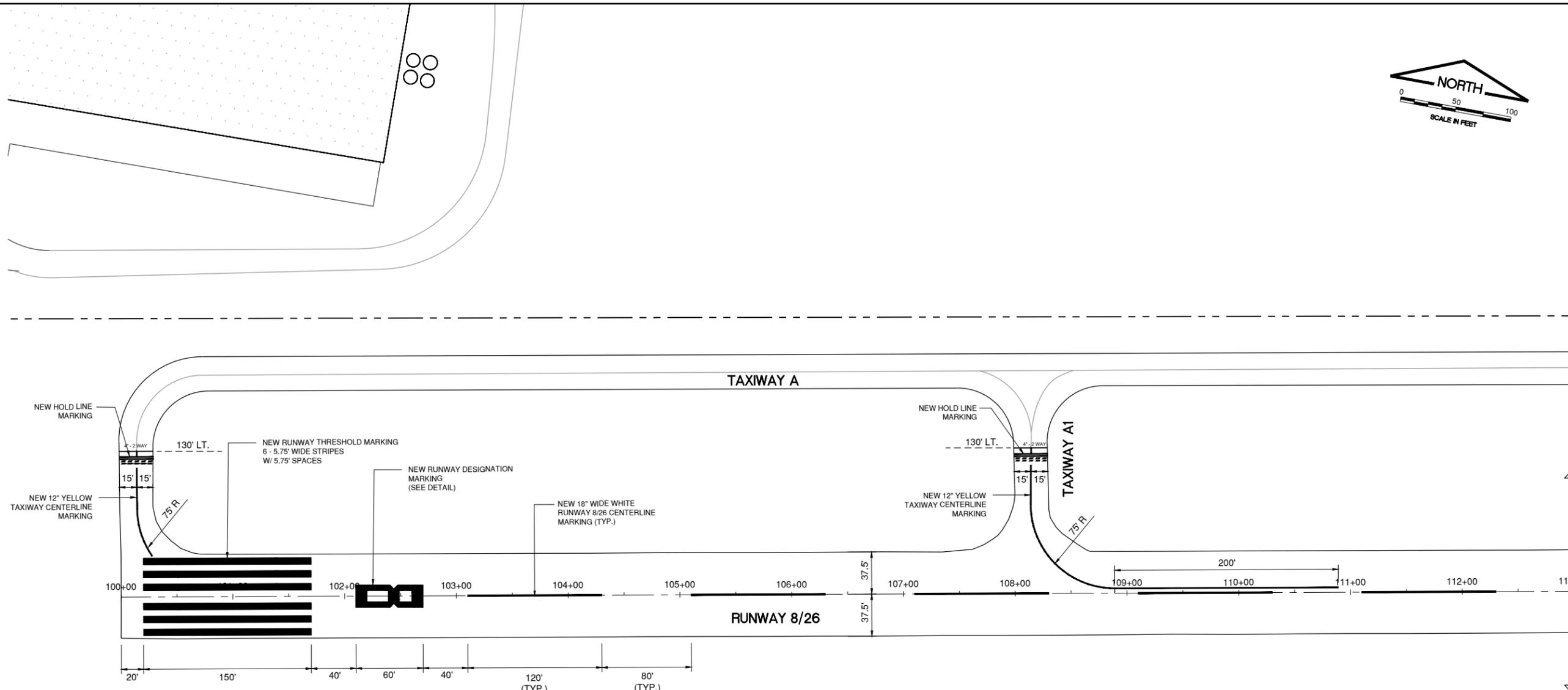
FINAL

SHEET 19 OF 23 SHEETS

B:\projects\Bussing - 2017\2061
 Bussing - 2017
 Bussing - 2017

UPDATE BY: Jim Ohse
 LAYOUT: Layout

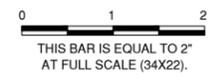
DATE: Friday, June 5, 2020 5:16:15 PM
 FILE: K:\Dwg\190244-03_Pavement\190244-03_PAVEMENT MARKING PLAN 1.dwg



IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
PAVEMENT MARKING PLAN
SHEET 1

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

DESIGN BY: ABM
 DRAWN BY: JRO
 CHECKED BY: ABM
 APPROVED BY: DKP
 DATE: 6/5/2020
 JOB No: 190244-03

FINAL

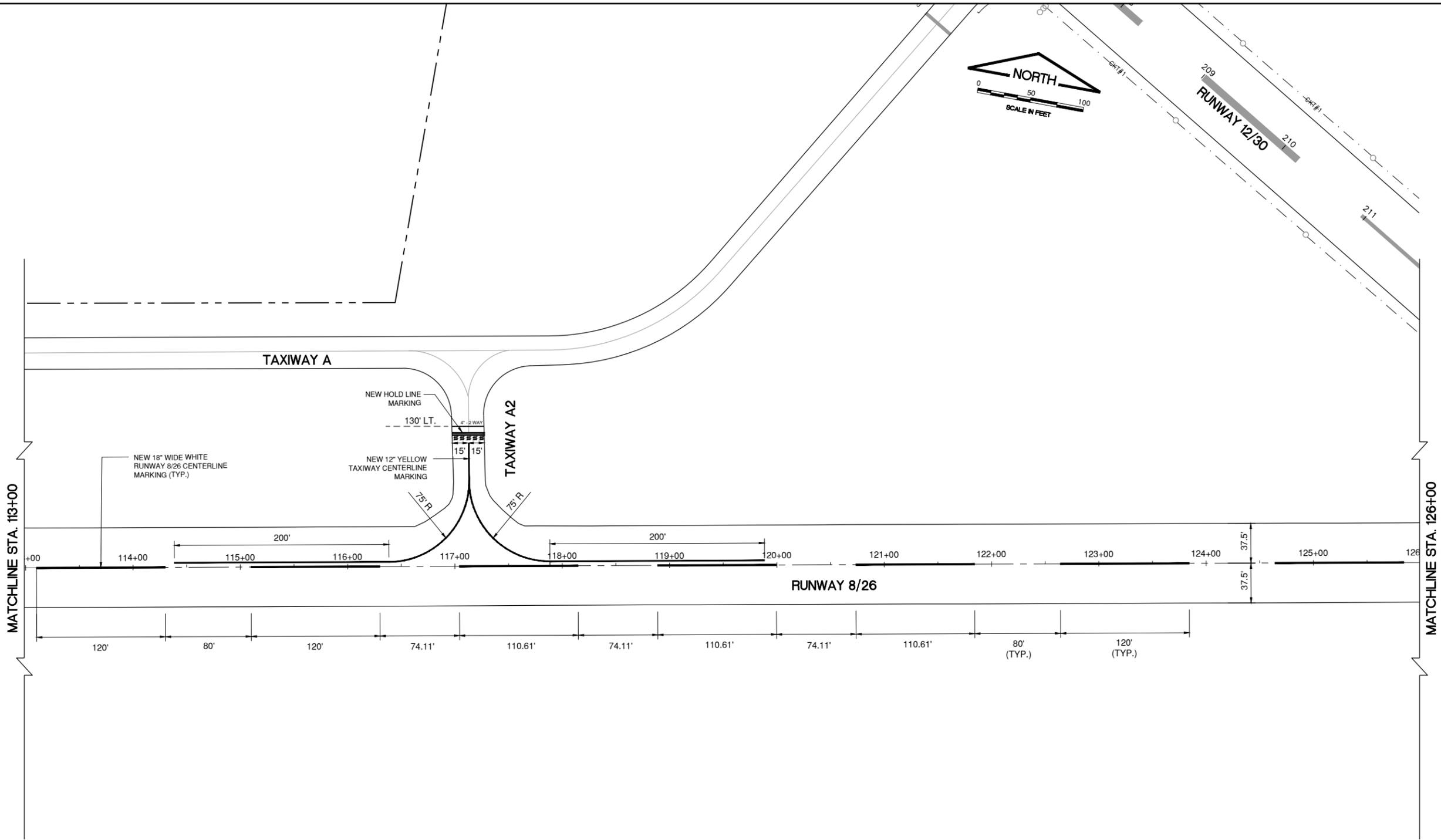
PAVEMENT MARKING NOTES

1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.

B:\projects\190244-03 - Rehabilitation\Drawings\190244-03 - Pavement Marking Plan 2.dwg
 6/5/2020 5:16:19 PM
 K. D. D. Inc.

UPDATE BY: Jim Chise
 LAYOUT: Layout

DATE: Friday, June 5, 2020 5:16:19 PM
 FILE: K:\D\190244-03 - Rehabilitation\Drawings\190244-03 - Pavement Marking Plan 2.dwg

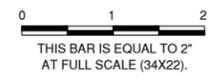


FOR NOTES
 SEE PAVEMENT MARKING PLAN -
 SHEET 1

IL CONTRACT: **D1030**
 IL LETTING ITEM: **08A**
 IL PROJECT: **C73-4801**
 S.B.G. PROJECT: **3-17-SBGP-139/144/156/TBD**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
 PAVEMENT MARKING PLAN
 SHEET 2

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

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

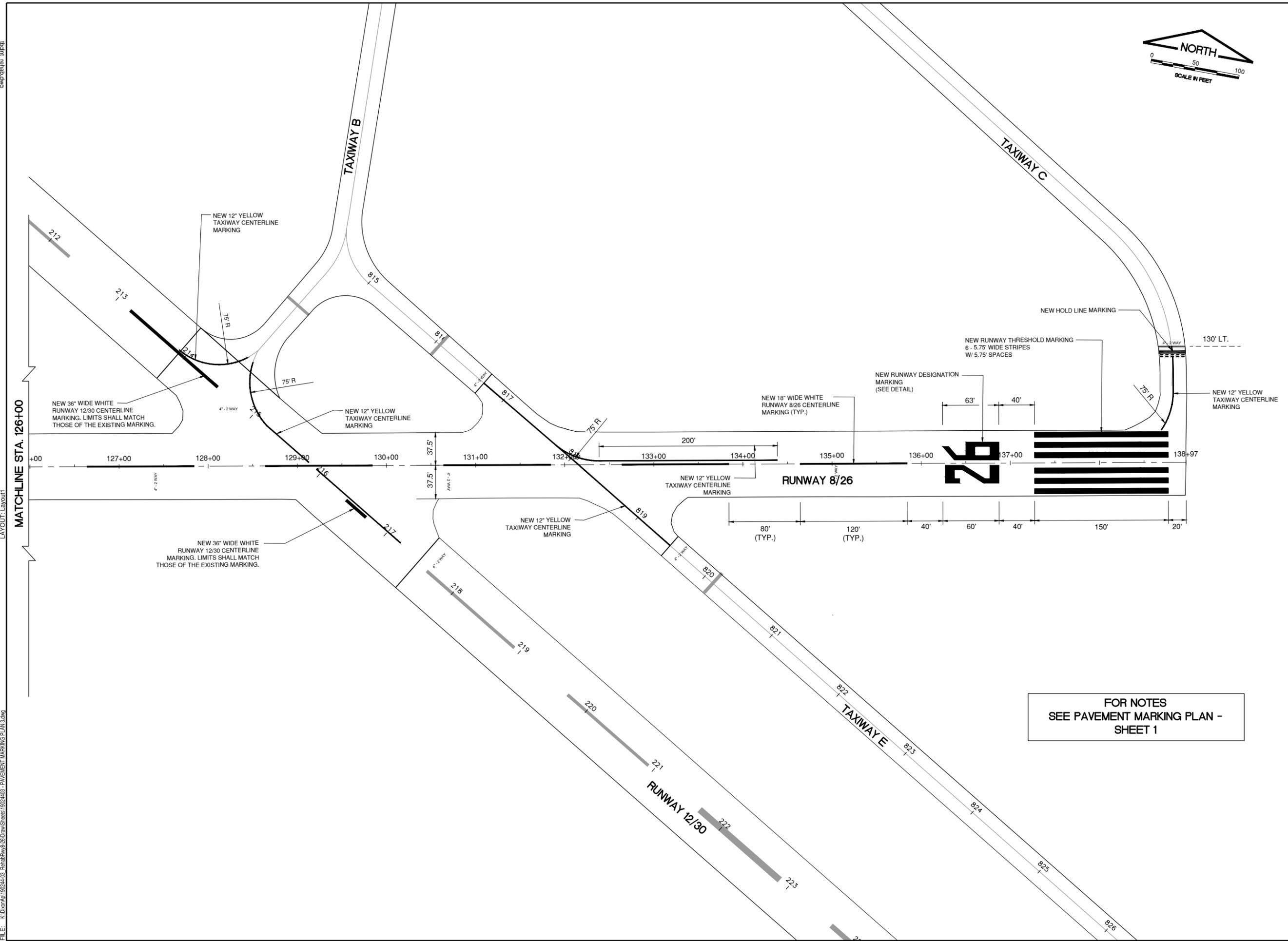
FINAL

SHEET 21 OF 23 SHEETS

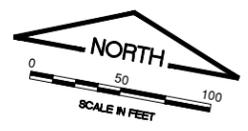
Empirical Bureau - 60762061
Project
Empirical - JUPA

UPDATE BY: Jim Chae
LAYOUT: Layout

DATE: Friday, June 5, 2020 5:16:24 PM
FILE: K:\Drawings\19024403 - Rehabilitation\25 Draw Sheets\19024403 - PAVEMENT MARKING PLAN 3.dwg



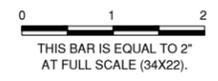
FOR NOTES
SEE PAVEMENT MARKING PLAN -
SHEET 1



IL CONTRACT: **D1030**
IL LETTING ITEM: **08A**
IL PROJECT: **C73-4801**
S.B.G. PROJECT: ---
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



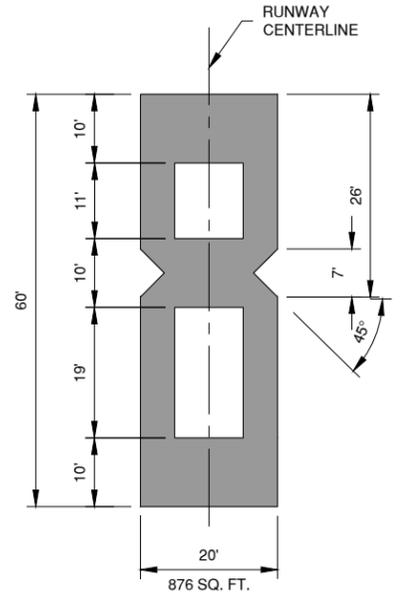
**DIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE RUNWAY 8/26
PAVEMENT MARKING PLAN
SHEET 3**

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

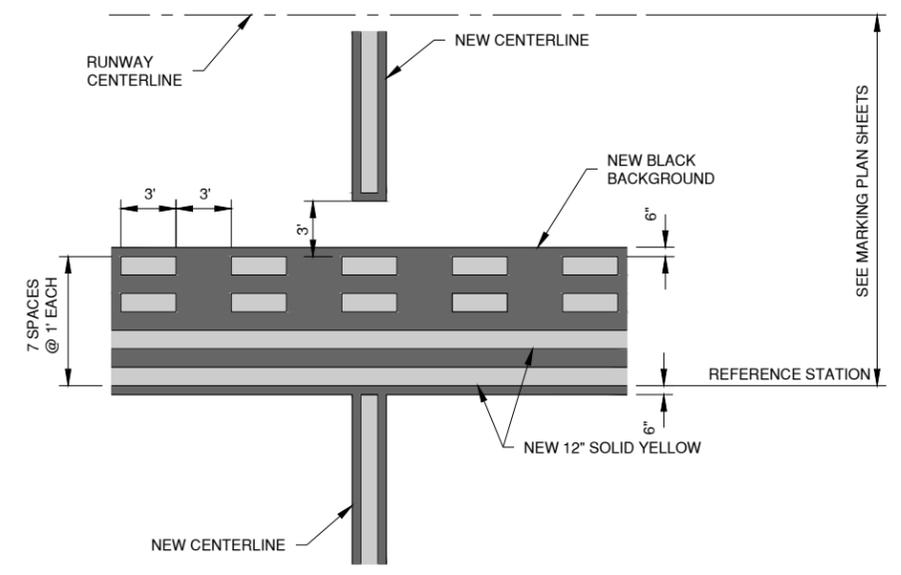
DESIGN BY: ABM
DRAWN BY: JRO
CHECKED BY: ABM
APPROVED BY: DKP
DATE: 6/5/2020
JOB No: 190244-03

FINAL

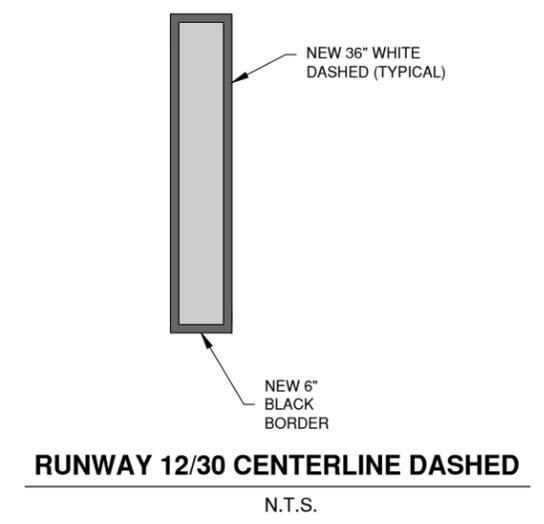
DATE: Friday, June 5, 2020 5:16:28 PM
 FILE: K:\Dixond\190244-03_Rehab\8-26\Draw\Sheets\19024403 - PAVEMENT MARKING DETAILS.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1
 6MP.qdw, 7/11/20



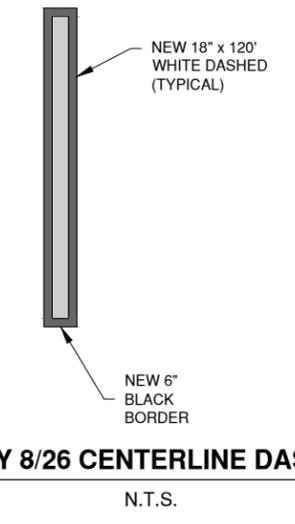
RUNWAY 8 LANDING DESIGNATOR
N.T.S.



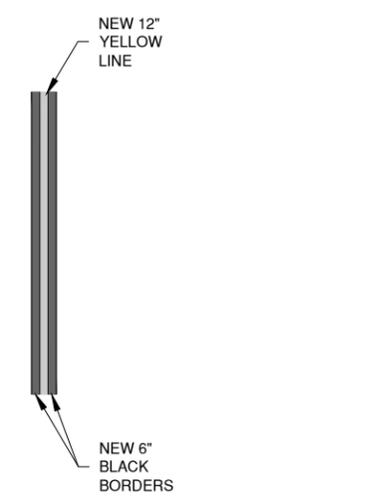
RUNWAY HOLDING POSITION MARKING
N.T.S.



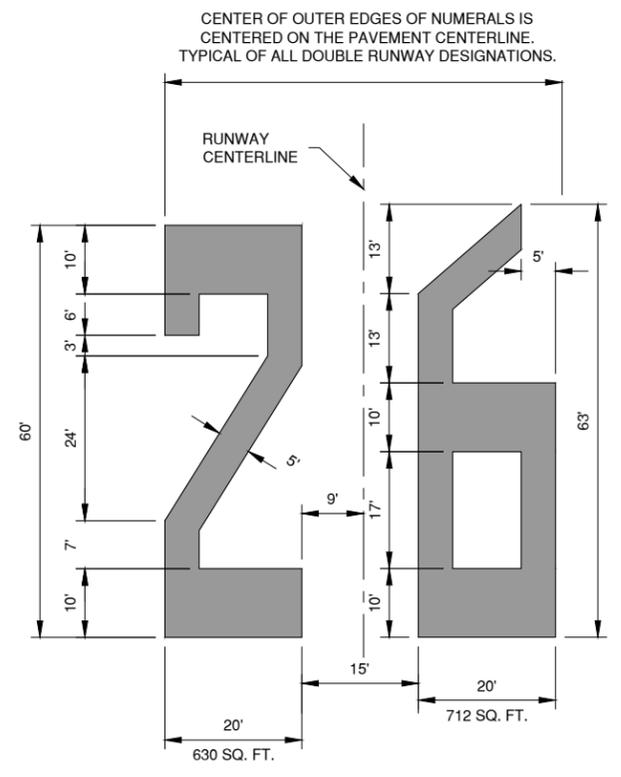
RUNWAY 12/30 CENTERLINE DASHED
N.T.S.



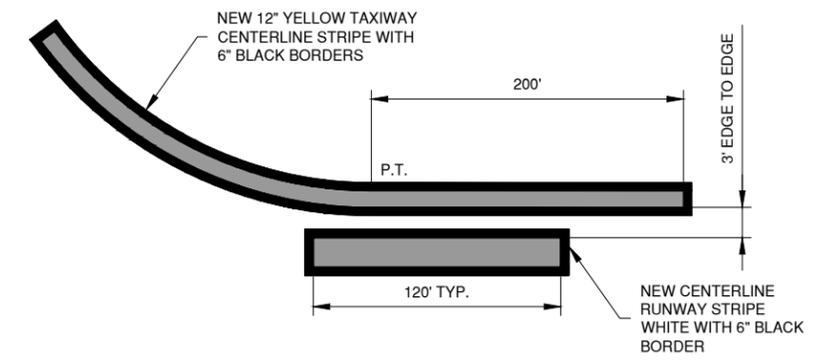
RUNWAY 8/26 CENTERLINE DASHED
N.T.S.



TAXIWAY CENTERLINE CONTINUOUS
N.T.S.



RUNWAY 26 LANDING DESIGNATOR
N.T.S.



NEW TAXIWAY EXIT MARKING DETAIL
N.T.S.

MARKING NOTE

1. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6\"/>
2. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.

IL. CONTRACT: **D1030**
 IL. LETTING ITEM: **08A**
 IL. PROJECT: **C73-4801**
 S.B.G. PROJECT: ----
3-17-SBGP-139/144/156/TBD

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2\"/>

DIXON MUNICIPAL AIRPORT
 DIXON, ILLINOIS
 REHABILITATE RUNWAY 8/26
PAVEMENT MARKING DETAILS

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

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	6/5/2020
JOB No:	190244-03

FINAL
 SHEET 23 OF 23 SHEETS