

# CITY OF DEKALB DEKALB COUNTY, ILLINOIS

## FINAL CONSTRUCTION PLANS FOR DEKALB TAYLOR MUNICIPAL AIRPORT

### CRACK REPAIR AND RE-MARK RUNWAY 2-20

ILLINOIS PROJECT: DKB-4665  
 S.B.G. PROJECT: 3-17-SBGP-144

JANUARY 10, 2020

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

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

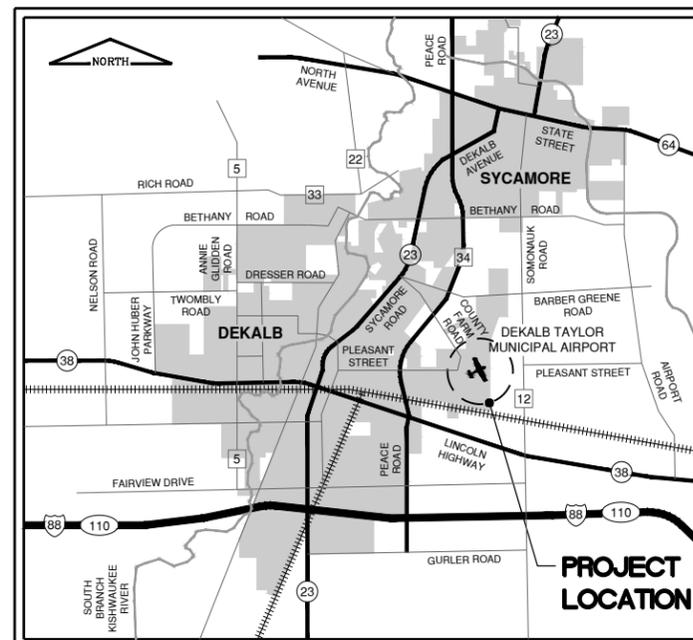


CITY OF DEKALB  
 DEKALB TAYLOR MUNICIPAL AIRPORT  
 3232 PLEASANT STREET  
 DEKALB, ILLINOIS 60115  
 Telephone: 815.748.8102

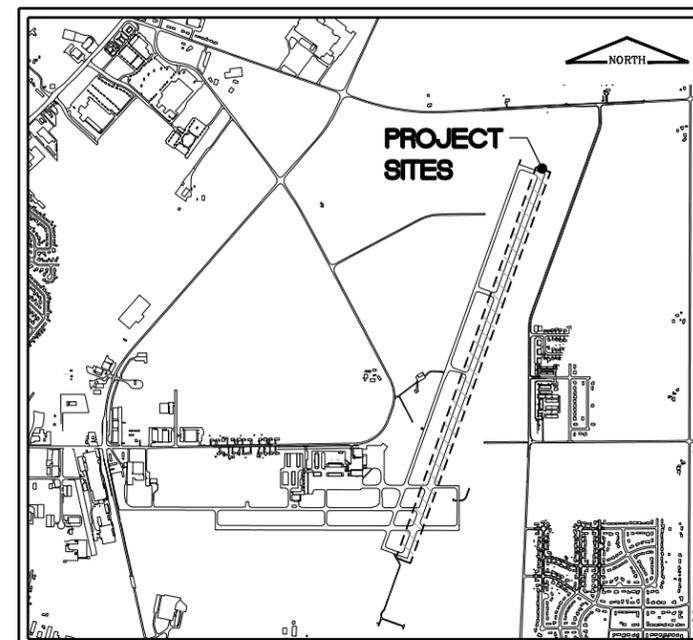
APPROVED BY

*Thomas R. Cleveland*  
 TOM CLEVELAND/AIRPORT MANAGER

DATE JANUARY 10, 2020



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E. BEFORE  
 EXCAVATING AT 811  
 DEKALB TAYLOR MUNICIPAL AIRPORT

TOWNSHIP: 40 NORTH  
 RANGE: 5 EAST  
 SECTION: 17, 18 AND 19  
 COUNTY: DEKALB  
 TOWNSHIP: CORTLAND

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY D  
 DESIGN AIRCRAFT GROUP III (GULFSTREAM V)



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180248-02



SUBMITTED BY

*Matthew N. Demos, P.E.*

DATE JANUARY 10, 2020

EXPIRES: 11-30-21

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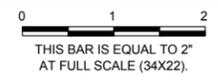
### SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	45,200	
AR201663	SAND MIX CRACK REPAIR	LF	4,800	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	1,000	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	100	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	95,200	

IL. CONTRACT: **DK060**  
 IL. LETTING ITEM: **06A**  
 IL. PROJECT: **DKB-4665**  
 S.B.G. PROJECT: **3-17-SBGP-144**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT  
 DEKALB, ILLINOIS  
 CRACK REPAIR AND RE-MARK RUNWAY 2-20**

**INDEX TO SHEETS/  
 SUMMARY OF QUANTITIES**

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**DTMA**  
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY: MND  
 DRAWN BY: JRO  
 CHECKED BY: MND  
 APPROVED BY: MND  
 DATE: 1-10-2020  
 JOB No: 180248-02

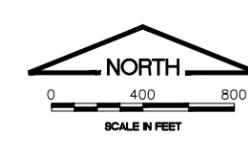
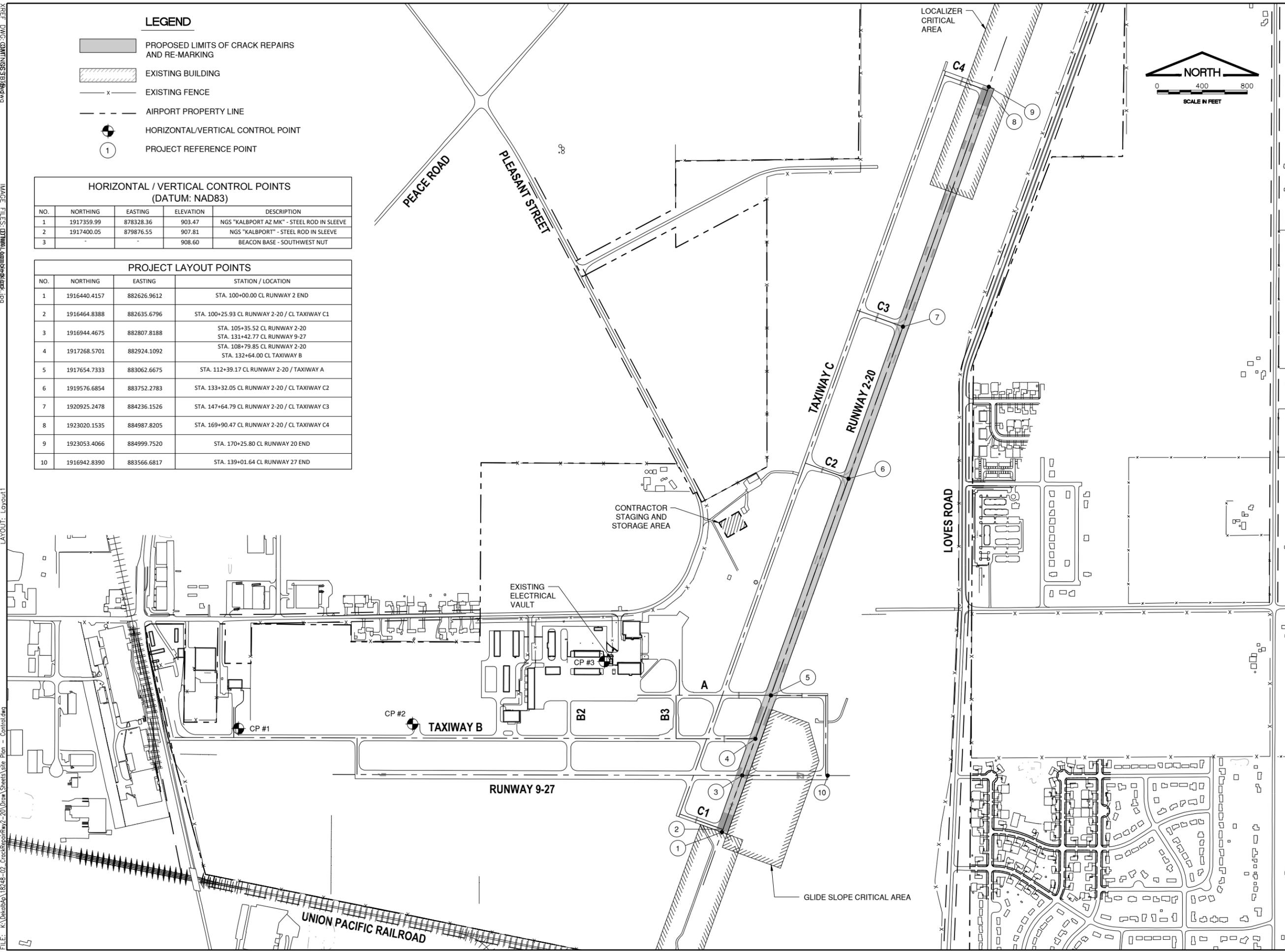
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 UPDATE BY: Jim Ohse  
 LAYOUT: Layout1  
 IMAGE FILES: D:\TMA\dekalb\dekalb.dwg  
 REF: DWG: CONTINUES FROM 18248-02-01

**LEGEND**

- PROPOSED LIMITS OF CRACK REPAIRS AND RE-MARKING
- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- HORIZONTAL/VERTICAL CONTROL POINT
- PROJECT REFERENCE POINT

HORIZONTAL / VERTICAL CONTROL POINTS (DATUM: NAD83)				
NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	1917359.99	878328.36	903.47	NGS "KALBPORT AZ MK" - STEEL ROD IN SLEEVE
2	1917400.05	879876.55	907.81	NGS "KALBPORT" - STEEL ROD IN SLEEVE
3	-	-	908.60	BEACON BASE - SOUTHWEST NUT

PROJECT LAYOUT POINTS			
NO.	NORTHING	EASTING	STATION / LOCATION
1	1916440.4157	882626.9612	STA. 100+00.00 CL RUNWAY 2 END
2	1916464.8388	882635.6796	STA. 100+25.93 CL RUNWAY 2-20 / CL TAXIWAY C1
3	1916944.4675	882807.8188	STA. 105+35.52 CL RUNWAY 2-20 STA. 131+42.77 CL RUNWAY 9-27
4	1917268.5701	882924.1092	STA. 108+79.85 CL RUNWAY 2-20 STA. 132+64.00 CL TAXIWAY B
5	1917654.7333	883062.6675	STA. 112+39.17 CL RUNWAY 2-20 / TAXIWAY A
6	1919576.6854	883752.2783	STA. 133+32.05 CL RUNWAY 2-20 / CL TAXIWAY C2
7	1920925.2478	884236.1526	STA. 147+64.79 CL RUNWAY 2-20 / CL TAXIWAY C3
8	1923020.1535	884987.8205	STA. 169+90.47 CL RUNWAY 2-20 / CL TAXIWAY C4
9	1923053.4066	884999.7520	STA. 170+25.80 CL RUNWAY 20 END
10	1916942.8390	883566.6817	STA. 139+01.64 CL RUNWAY 27 END



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**DEKALB TAYLOR MUNICIPAL AIRPORT**  
**DEKALB, ILLINOIS**  
**CRACK REPAIR AND RE-MARK RUNWAY 2-20**  
**SITE PLAN/PROJECT CONTROL PLAN**

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**DITMA**  
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1-10-2020
JOB No:	180248-02

DATE: Monday, February 3, 2020 2:12:09 PM  
FILE: K:\06a\061126-02\_CrackRepair\W2-0\Draw\Sheet\Construction Activity Notes.dwg  
UPDATE BY: Jim Ohse  
LAYOUT: Layout1  
IMAGE FILES: DTMA Logo.dwg  
REF: DWG: CMT NCS Template

**GENERAL**

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**1. COORDINATION**

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

**2. PHASING**

1. TOTAL CONTRACT TIME SHALL BE 42 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

**3. WORK AREAS AND DESCRIPTIONS**

**MOBILIZATION**

COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PERIOD.

**WORK AREA 1 (RUNWAY 2-20 CLOSED)**

WORK AREA 1 GENERALLY INCLUDES AIRFIELD CRACK REPAIRS AND PAVEMENT RE-MARKING WITHIN THE RSA OF RUNWAY 2-20.

**WORK AREA 2 (EXPEDITED - ALL RUNWAYS CLOSED)**

WORK AREA 2 (EXPEDITED) GENERALLY INCLUDES AIRFIELD CRACK REPAIRS AND PAVEMENT RE-MARKING WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27.

**WORK AREA 3 (RUNWAY 2-20 CLOSED)**

WORK AREA 3 GENERALLY INCLUDES AIRFIELD CRACK REPAIRS AND PAVEMENT RE-MARKING WITHIN THE RSA OF RUNWAY 2-20.

**WORK AREA 4 (ALL RUNWAYS CLOSED)**

WORK AREA 4 GENERALLY INCLUDES AIRFIELD CRACK REPAIRS AND PAVEMENT RE-MARKING WITHIN THE RSA OF RUNWAY 2-20 AND TOFA OF TAXIWAY A.

**WORK AREA 5 (RUNWAY 2-20 CLOSED)**

WORK AREA 5 GENERALLY INCLUDES AIRFIELD CRACK REPAIRS AND PAVEMENT RE-MARKING WITHIN THE RSA OF RUNWAY 2-20.

**4. RESTRICTIONS**

**GENERAL (ALL WORK AREAS)**

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

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

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL BE RESTRICTED TO WEEKDAYS ONLY BETWEEN THE HOURS OF 7:00 AM AND 5:00 PM. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA, OFZ OR RSA, AND TO A DISTANCE OUTSIDE THE TOFA, OFZ OR RSA AS NOT TO ENCR OACH THE TOFA, OFZ OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

FOR ANY WORK ON THE AIRFIELD THAT DOES NOT REQUIRE A RUNWAY CLOSURE, WORK CAN BE CONDUCTED 24 HOURS A DAY, 7 DAYS A WEEK.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFICALLY NOTED.

BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE SIMULTANEOUS CLOSURE OF RUNWAY 2-20 AND RUNWAY 9-27 PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES MAY BE DEDUCTED FROM THE MONIES OWED THE CONTRACTOR FOR EACH HOUR OVER THE CLOSURE PERIODS FOR WORK AREA 2 AND WORK AREA 4 UNTIL THE SPECIFIED WORK IS COMPLETED, AND THE RUNWAYS ARE RE-OPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING IMMEDIATELY AFTER EACH OF THE CLOSURE PERIODS WHEN EITHER RUNWAY IS NOT RE-OPENED. SEE CONSTRUCTION SAFETY AND PHASING PLAN NOTES AND DETAILS FOR MORE INFORMATION ON RUNWAY AND TAXIWAY CLOSURES.

**WORK AREA 1 (RUNWAY 2-20 CLOSED)**

SINGLE DAYTIME CLOSURES OF RUNWAY 2-20 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20. AN EXTENDED CLOSURE OF RUNWAY 2-20 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 3 AND WORK AREA 5.

**WORK AREA 2 (EXPEDITED - ALL RUNWAYS CLOSED)**

SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20 AND OFZ OF RUNWAY 9-27. EXTENDED CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN EXPEDITED WORK AREA 2 CAN BE COMPLETED CONCURRENTLY WITH EXPEDITED WORK AREA 4.

**WORK AREA 3 (RUNWAY 2-20 CLOSED)**

SINGLE DAYTIME CLOSURES OF RUNWAY 2-20 AND TAXIWAY B (EAST OF TAXIWAY C) ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20. AN EXTENDED CLOSURE OF RUNWAY 2-20 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 3 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 1 AND WORK AREA 5.

**WORK AREA 4 (EXPEDITED - ALL RUNWAYS CLOSED)**

SINGLE DAYTIME SIMULTANEOUS CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20 AND THE TOFA OF TAXIWAY A (EAST OF TAXIWAY C). EXTENDED CLOSURES OF RUNWAY 2-20 AND RUNWAY 9-27 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN EXPEDITED WORK AREA 4 CAN BE COMPLETED CONCURRENTLY WITH EXPEDITED WORK AREA 2.

**WORK AREA 5 (RUNWAY 2-20 CLOSED)**

SINGLE DAYTIME CLOSURES OF RUNWAY 2-20 ARE REQUIRED TO COMPLETE WORK WITHIN THE RSA OF RUNWAY 2-20. AN EXTENDED CLOSURE OF RUNWAY 2-20 WILL NOT BE PERMITTED AT ANY TIME. SCHEDULED DAYTIME CLOSURE PERIODS SHALL BE LIMITED TO A 10-HOUR WINDOW (7:00 AM - 5:00 PM) ON WEEKDAYS ONLY. ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING THE PAVEMENT TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 5 CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 1 AND WORK AREA 5.

**3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY**

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

**4. NAVAIDS THAT COULD BE AFFECTED**

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

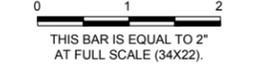
**5. CONTRACTOR ACCESS**

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

IL CONTRACT: **DK060**  
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**DEKALB TAYLOR MUNICIPAL AIRPORT  
DEKALB, ILLINOIS  
CRACK REPAIR AND RE-MARK RUNWAY 2-20**

**CONSTRUCTION ACTIVITY PLAN NOTES  
SHEET 1 OF 2**

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**DTMA**  
DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1-10-2020
JOB No:	180248-02

DATE: Monday, February 3, 2020 2:12:06 PM  
 FILE: K:\061819\18246-02\_CrackRepair\Draw\Sheet\Construction Activity Notes 2.dwg  
 UPDATE BY: Jim Chise  
 LAYOUT: Layout1  
 REFERENCE: CMT NCS Tables  
 IMAGE FILES: DTMA Logo.dwg

**6. WILDLIFE MANAGEMENT**

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

**7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT**

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

**8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT**

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

**9. NOTIFICATION OF CONSTRUCTION ACTIVITIES**

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

**10. INSPECTION REQUIREMENTS**

1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

**11. UNDERGROUND UTILITIES**

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

**12. PENALTIES**

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

**13. SPECIAL CONDITIONS**

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

**15. MARKING AND SIGNS FOR ACCESS ROUTES**

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

**16. HAZARD MARKING AND LIGHTING**

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

**17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION**

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

**18. PROTECTION**

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

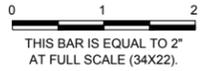
**19. OTHER LIMITATIONS ON CONSTRUCTION**

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

IL CONTRACT: **DK060**  
 IL LETTING ITEM: **06A**  
 IL PROJECT: **DKB-4665**  
 S.B.G. PROJECT: **3-17-SBGP-144**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE



**DEKALB TAYLOR MUNICIPAL AIRPORT  
 DEKALB, ILLINOIS  
 CRACK REPAIR AND RE-MARK RUNWAY 2-20**

**CONSTRUCTION ACTIVITY PLAN  
 SHEET 2 OF 2**


**CMT**  
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**DTMA**  
 DEKALB TAYLOR MUNICIPAL AIRPORT

DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1-10-2020
JOB No:	180248-02

DATE: Monday, February 3, 2020 2:12:11 PM  
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 UPDATE BY: Jim Chise  
 LAYOUT: Layout  
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 CMT: CMT, Inc.  
 REF: C:\Users\CMT\Documents\

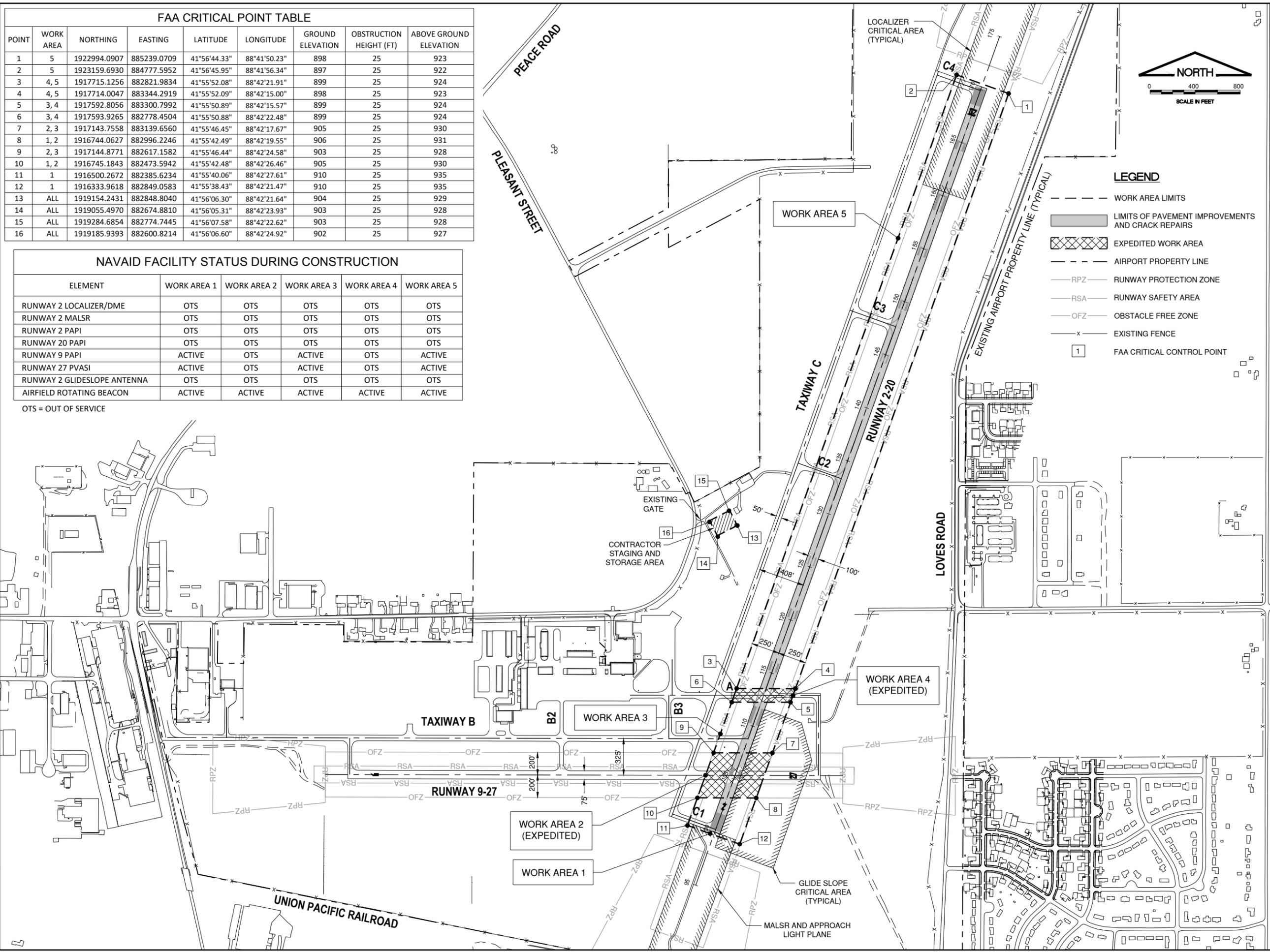
**FAA CRITICAL POINT TABLE**

POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	5	1922994.0907	885239.0709	41°56'44.33"	88°41'50.23"	898	25	923
2	5	1923159.6930	884777.5952	41°56'45.95"	88°41'56.34"	897	25	922
3	4, 5	1917715.1256	882821.9834	41°55'52.08"	88°42'21.91"	899	25	924
4	4, 5	1917714.0047	883344.2919	41°55'52.09"	88°42'15.00"	898	25	923
5	3, 4	1917592.8056	883300.7992	41°55'50.89"	88°42'15.57"	899	25	924
6	3, 4	1917593.9265	882778.4504	41°55'50.88"	88°42'22.48"	899	25	924
7	2, 3	1917143.7558	883139.6560	41°55'46.45"	88°42'17.67"	905	25	930
8	1, 2	1916744.0627	882996.2246	41°55'42.49"	88°42'19.55"	906	25	931
9	2, 3	1917144.8771	882617.1582	41°55'46.44"	88°42'24.58"	903	25	928
10	1, 2	1916745.1843	882473.5942	41°55'42.48"	88°42'26.46"	905	25	930
11	1	1916500.2672	882385.6234	41°55'40.06"	88°42'27.61"	910	25	935
12	1	1916333.9618	882849.0583	41°55'38.43"	88°42'21.47"	910	25	935
13	ALL	1919154.2431	882848.8040	41°56'06.30"	88°42'21.64"	904	25	929
14	ALL	1919055.4970	882674.8810	41°56'05.31"	88°42'23.93"	903	25	928
15	ALL	1919284.6854	882774.7445	41°56'07.58"	88°42'22.62"	903	25	928
16	ALL	1919185.9393	882600.8214	41°56'06.60"	88°42'24.92"	902	25	927

**NAVAID FACILITY STATUS DURING CONSTRUCTION**

ELEMENT	WORK AREA 1	WORK AREA 2	WORK AREA 3	WORK AREA 4	WORK AREA 5
RUNWAY 2 LOCALIZER/DME	OTS	OTS	OTS	OTS	OTS
RUNWAY 2 MALSR	OTS	OTS	OTS	OTS	OTS
RUNWAY 2 PAPI	OTS	OTS	OTS	OTS	OTS
RUNWAY 20 PAPI	OTS	OTS	OTS	OTS	OTS
RUNWAY 9 PAPI	ACTIVE	OTS	ACTIVE	OTS	ACTIVE
RUNWAY 27 PVASI	ACTIVE	OTS	ACTIVE	OTS	ACTIVE
RUNWAY 2 GLIDESLOPE ANTENNA	OTS	OTS	OTS	OTS	OTS
AIRFIELD ROTATING BEACON	ACTIVE	ACTIVE	ACTIVE	ACTIVE	ACTIVE

OTS = OUT OF SERVICE



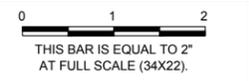
**LEGEND**

- WORK AREA LIMITS
- ▨ LIMITS OF PAVEMENT IMPROVEMENTS AND CRACK REPAIRS
- ▩ EXPEDITED WORK AREA
- - - AIRPORT PROPERTY LINE
- RPZ — RUNWAY PROTECTION ZONE
- RSA — RUNWAY SAFETY AREA
- OFZ — OBSTACLE FREE ZONE
- x EXISTING FENCE
- 1 FAA CRITICAL CONTROL POINT

IL CONTRACT: **DK060**  
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 S.B.G. PROJECT: **3-17-SBGP-144**

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**DEKALB TAYLOR MUNICIPAL AIRPORT  
 DEKALB, ILLINOIS  
 CRACK REPAIR AND RE-MARK RUNWAY 2-20  
 CONSTRUCTION ACTIVITY PLAN INDEX**

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 DEKALB TAYLOR MUNICIPAL AIRPORT

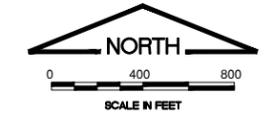
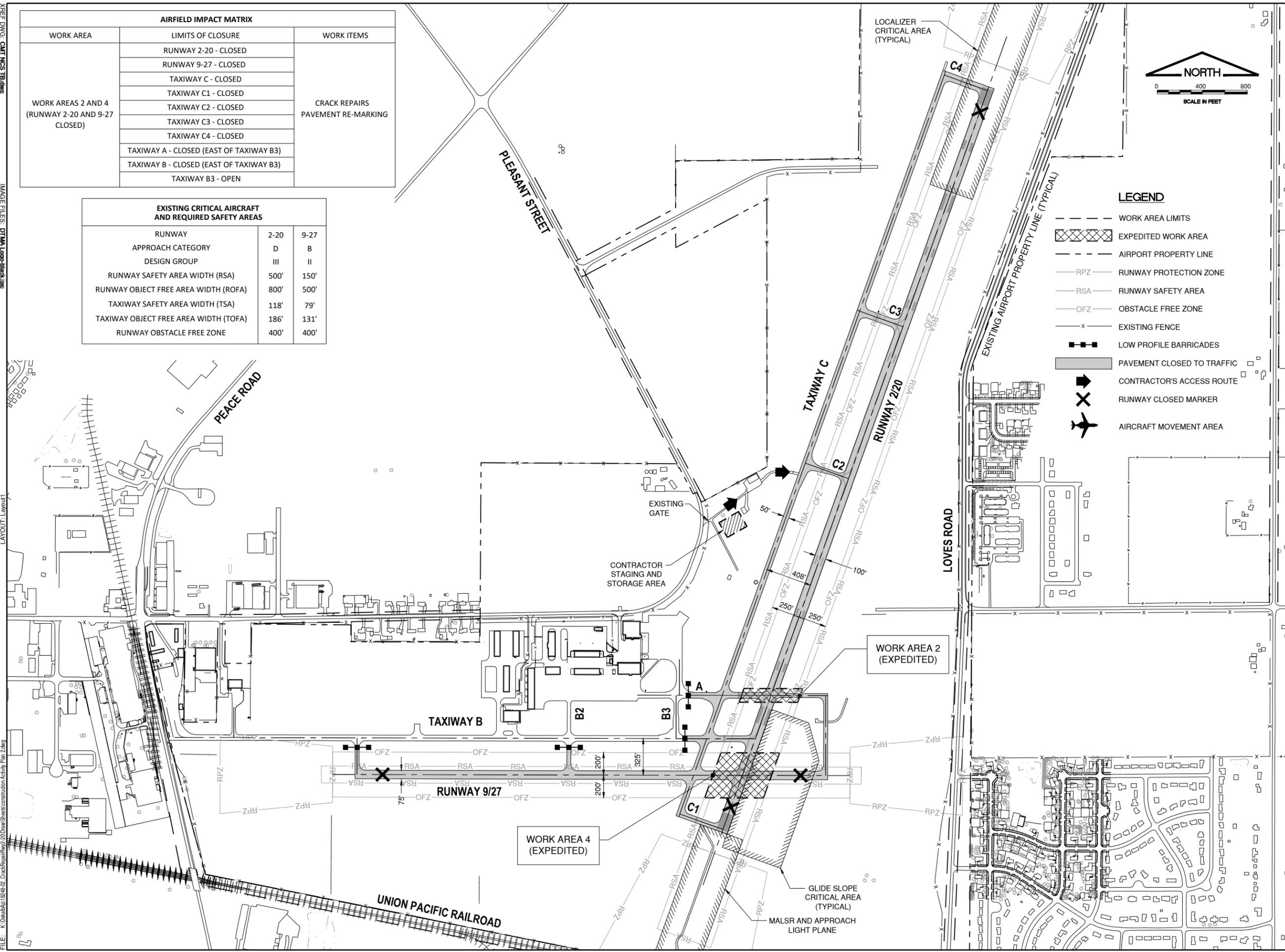
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DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1-10-2020
JOB No:	180248-02



DATE: Monday, February 3, 2020 2:12:29 PM  
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 UPDATE BY: Jim Ohne  
 LAYOUT: Layout1  
 IMAGE FILES: DTMA Logo.dwg  
 XREF DWG: CMT NCS Template Base.dwg

AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREAS 2 AND 4 (RUNWAY 2-20 AND 9-27 CLOSED)	RUNWAY 2-20 - CLOSED	CRACK REPAIRS PAVEMENT RE-MARKING
	RUNWAY 9-27 - CLOSED	
	TAXIWAY C - CLOSED	
	TAXIWAY C1 - CLOSED	
	TAXIWAY C2 - CLOSED	
	TAXIWAY C3 - CLOSED	
	TAXIWAY C4 - CLOSED	
	TAXIWAY A - CLOSED (EAST OF TAXIWAY B3)	
	TAXIWAY B - CLOSED (EAST OF TAXIWAY B3)	
TAXIWAY B3 - OPEN		

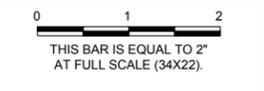
EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS			
RUNWAY	2-20	9-27	
APPROACH CATEGORY	D	B	
DESIGN GROUP	III	II	
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'	
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'	
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	79'	
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	131'	
RUNWAY OBSTACLE FREE ZONE	400'	400'	



- LEGEND**
- WORK AREA LIMITS
  - EXPEDITED WORK AREA
  - AIRPORT PROPERTY LINE
  - RUNWAY PROTECTION ZONE
  - RUNWAY SAFETY AREA
  - OBSTACLE FREE ZONE
  - EXISTING FENCE
  - LOW PROFILE BARRICADES
  - PAVEMENT CLOSED TO TRAFFIC
  - CONTRACTOR'S ACCESS ROUTE
  - RUNWAY CLOSED MARKER
  - AIRCRAFT MOVEMENT AREA

IL. CONTRACT: **DK060**  
 IL. LETTING ITEM: **06A**  
 IL. PROJECT: **DKB-4665**  
 S.B.G. PROJECT: **3-17-SBGP-144**

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**DEKALB TAYLOR MUNICIPAL AIRPORT**  
**DEKALB, ILLINOIS**  
**CRACK REPAIR AND RE-MARK RUNWAY 2-20**  
**CONSTRUCTION ACTIVITY PLAN -**  
**WORK AREAS 2 AND 4**  
**(RUNWAY 2-20 AND 9-27 CLOSED)**

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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	MND
DATE:	1-10-2020
JOB No:	180248-02

REFERENCE: CMT NCS 18.dwg

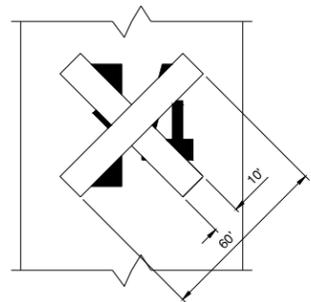
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UPDATE BY: Jim Chise  
LAYOUT: Layout1

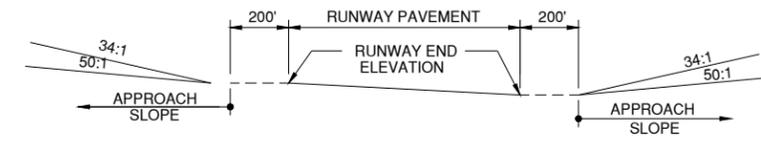
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### CLOSED RUNWAY MARKER NOTES

1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2 (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
2. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
3. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
4. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
5. MARKERS SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
6. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



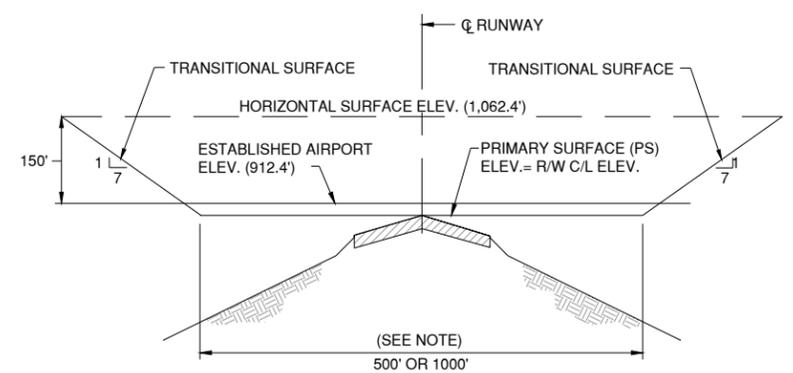
**TEMPORARY CLOSED RUNWAY MARKER DETAIL**  
ON PAVEMENT - NO SCALE



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

NO SCALE

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



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

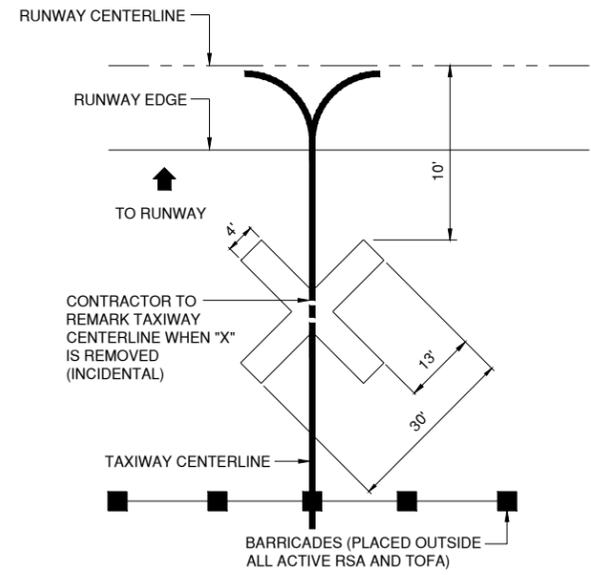
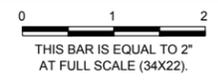
NO SCALE

**NOTE:**  
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY  
RUNWAY 9-27 500' PS (250' LT & RT OF CENTERLINE)  
RUNWAY 2-20 1000' PS (500' LT & RT OF CENTERLINE)

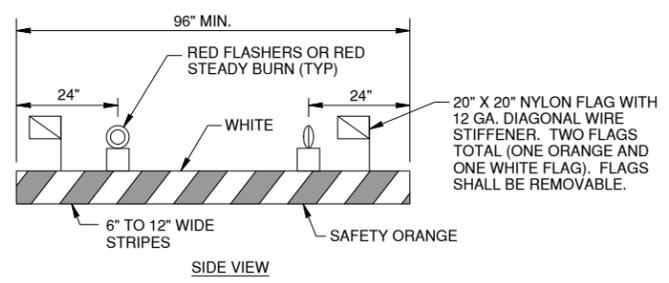
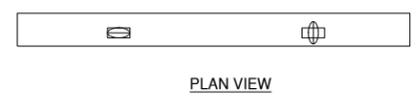
IL CONTRACT: **DK060**  
IL LETTING ITEM: **06A**  
IL PROJECT: **DKB-4665**  
S.B.G. PROJECT: **3-17-SBGP-144**

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**CLOSED TAXIWAY MARKER DETAIL**  
NOT TO SCALE



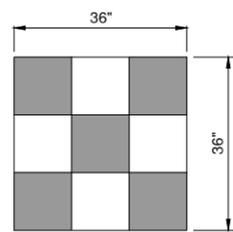
**AIRSIDE LOW PROFILE LIGHTED BARRICADE**  
NOT TO SCALE

### BARRICADE NOTES

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

### CLOSED TAXIWAY MARKER DETAIL NOTES

1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
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 CLOSURES EXCEEDING 72 HOURS.



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
NOT TO SCALE

### AIRFIELD LIGHTS AND SIGNS NOTES

1. 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.
2. 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.

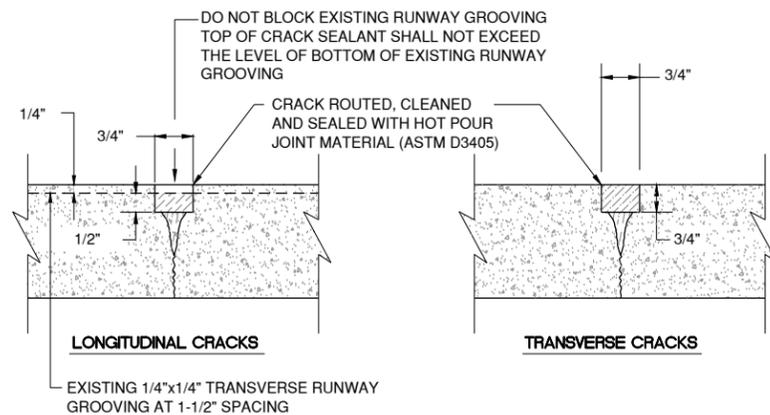
**DEKALB TAYLOR MUNICIPAL AIRPORT**  
**DEKALB, ILLINOIS**  
**CRACK REPAIR AND RE-MARK RUNWAY 2-20**  
**CONSTRUCTION ACTIVITY PLAN DETAILS**

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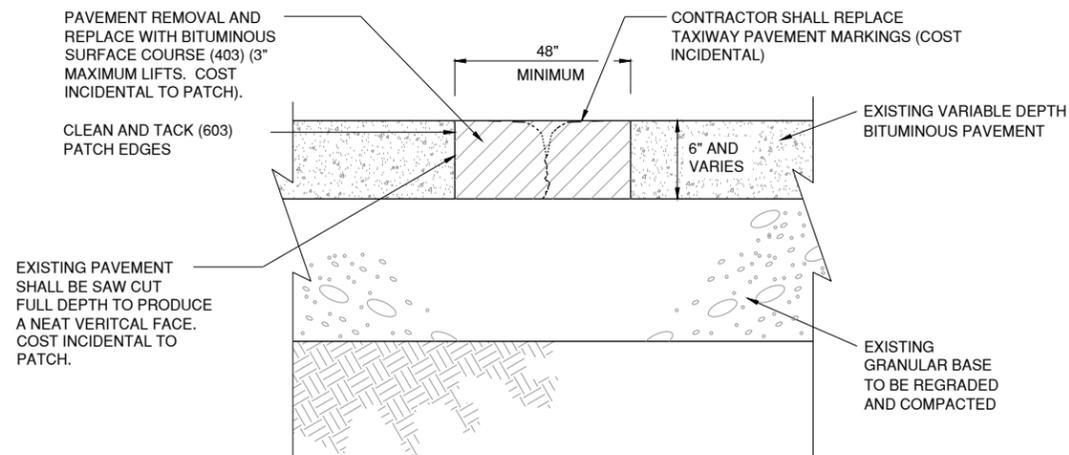
**DTMA**  
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DRAWN BY:	JRO
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APPROVED BY:	MND
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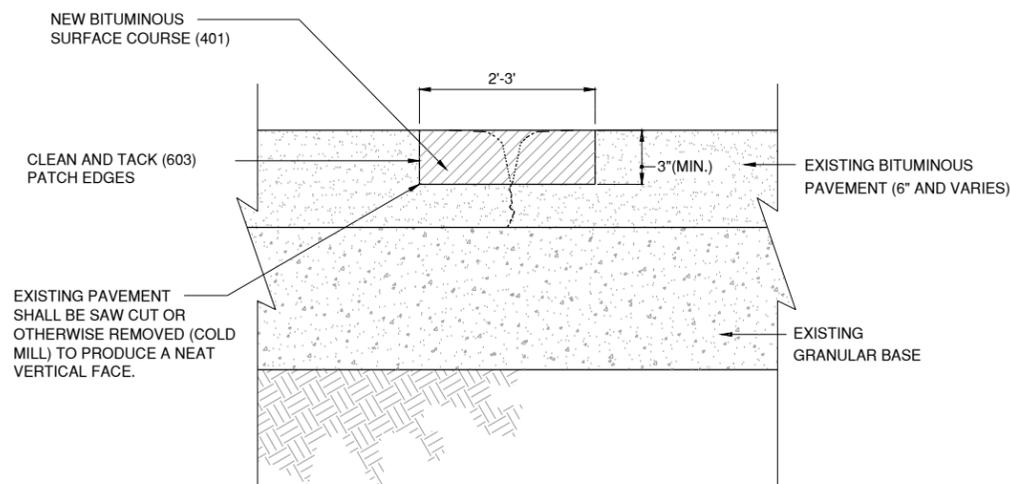
**REPAIR METHOD  
CRACK ROUTING AND SEALING**

NOT TO SCALE



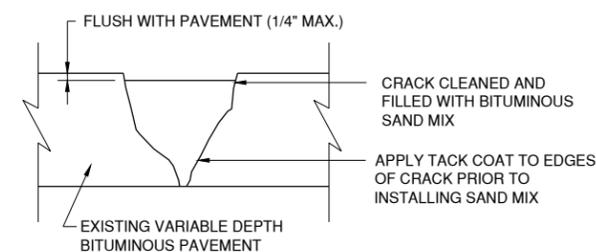
**REMOVE AND REPLACE  
BITUMINOUS PAVEMENT - TYPE B**

NOT TO SCALE



**REMOVE AND REPLACE  
BITUMINOUS PAVEMENT TYPE A**

NOT TO SCALE



**HMA SAND MIX CRACK REPAIR DETAIL**

NOT TO SCALE

**CRACK REPAIR NOTES:**

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

**GENERAL NOTES**

1. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

**PAVEMENT REMOVAL AND REPLACEMENT NOTES**

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

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IL. PROJECT: **DKB-4665**  
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**DEKALB TAYLOR MUNICIPAL AIRPORT  
DEKALB, ILLINOIS  
CRACK REPAIR AND RE-MARK RUNWAY 2-20**

**TYPICAL SECTIONS**

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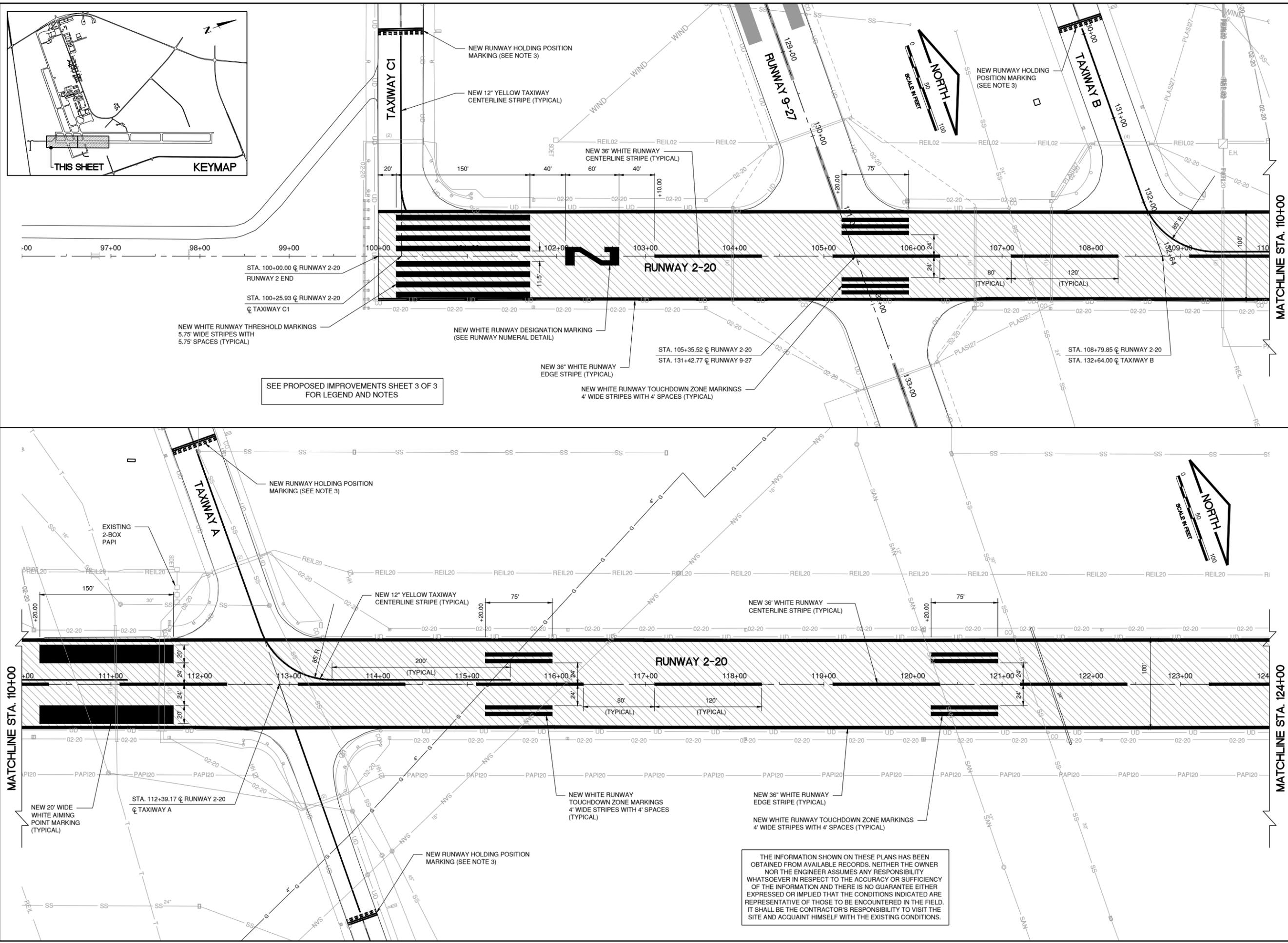


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DATE: Monday, February 3, 2020 2:12:40 PM  
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 UPDATE BY: Jim Ohse  
 LAYOUT: Layout  
 IMAGE FILES: DTMA Logo.dwg  
 REFERENCE: Base-dwg  
 CMT.MXD  
 BASE LAYOUT: DRAWINGS



SEE PROPOSED IMPROVEMENTS SHEET 3 OF 3 FOR LEGEND AND NOTES

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 I.L. PROJECT: **DKB-4665**  
 S.B.G. PROJECT: **3-17-SBGP-144**

SURVEY BOOK # ----

REVISIONS		
NUMBER	BY	DATE

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

**DEKALB TAYLOR MUNICIPAL AIRPORT**  
**DEKALB, ILLINOIS**  
**CRACK REPAIR AND RE-MARK RUNWAY 2-20**  
**PROPOSED IMPROVEMENTS -**  
**SHEET 1 OF 3**

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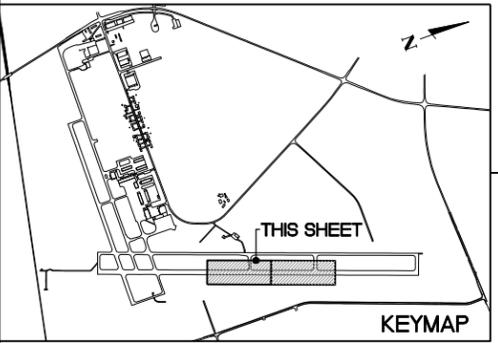
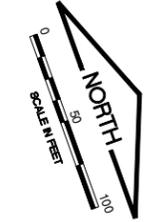
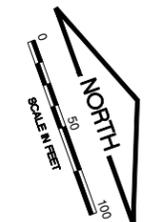
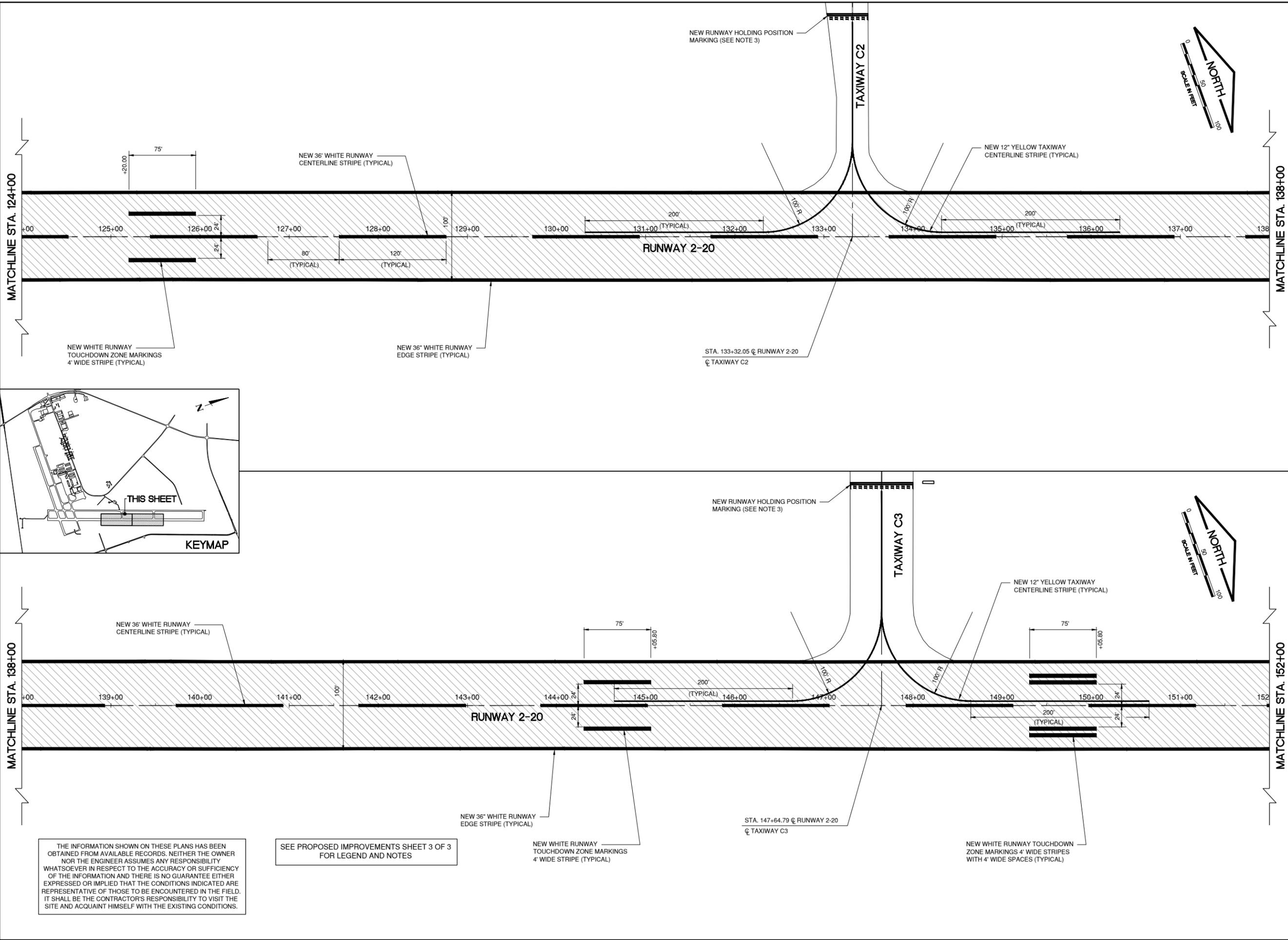
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UPDATE BY: Jim Ohne  
 LAYOUT: Layout

REF: DWG: Base-Planning  
 CMT: NCS: Telling  
 BASE: LUL: Drawings

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SEE PROPOSED IMPROVEMENTS SHEET 3 OF 3 FOR LEGEND AND NOTES

NEW WHITE RUNWAY TOUCHDOWN ZONE MARKINGS 4' WIDE STRIPE (TYPICAL)

NEW WHITE RUNWAY TOUCHDOWN ZONE MARKINGS 4' WIDE STRIPES WITH 4' WIDE SPACES (TYPICAL)

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 IL. PROJECT: **DKB-4665**  
 S.B.G. PROJECT: **3-17-SBGP-144**

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0 1 2  
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**DEKALB TAYLOR MUNICIPAL AIRPORT  
 DEKALB, ILLINOIS  
 CRACK REPAIR AND RE-MARK RUNWAY 2-20**

**PROPOSED IMPROVEMENTS -  
 SHEET 2 OF 3**

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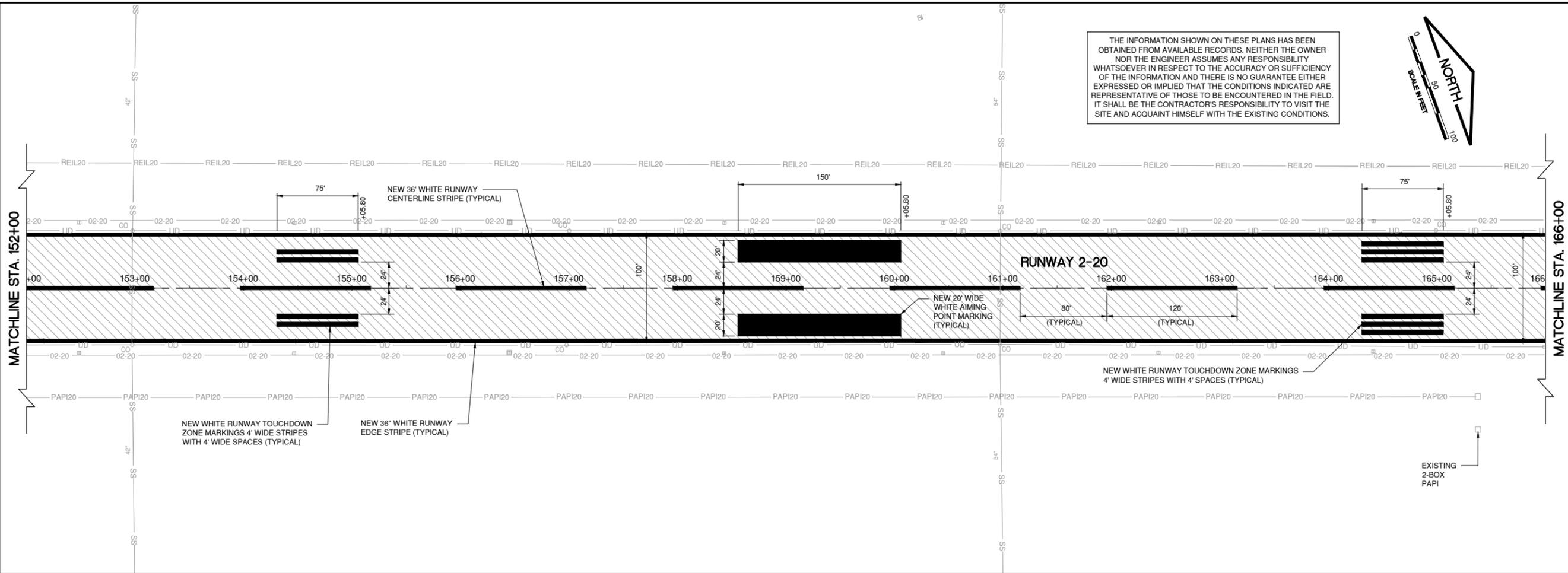
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JOB No:	180248-02

SHEET 12 OF 14 SHEETS

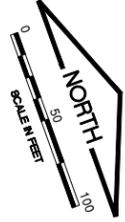
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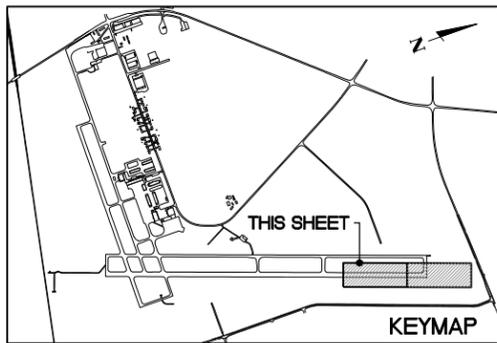
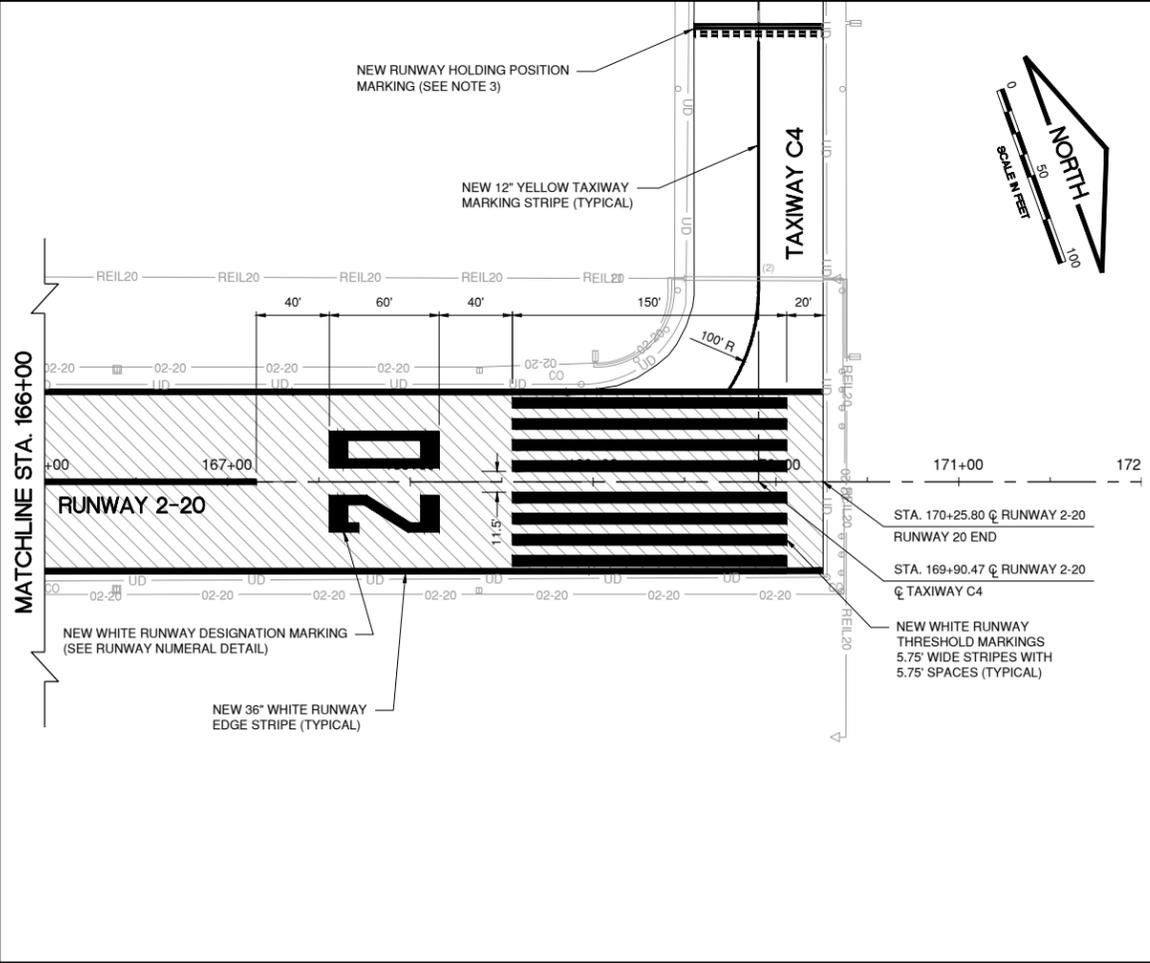
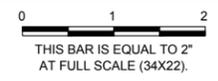
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**LEGEND**

- PROPOSED LIMITS OF CRACK REPAIRS AND RE-MARKING
- EXISTING DRAINAGE STRUCTURE
- EXISTING END SECTION
- EXISTING AIRFIELD CABLE
- EXISTING CONDUIT/DUCT BANK (NUMBER OF WAYS INDICATED)
- ST EXISTING STORM SEWER
- UD EXISTING UNDERDRAIN
- EXISTING WATERMAIN
- EXISTING ELECTRICAL HANDHOLE
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING STAKE MOUNTED TAXIWAY EDGE LIGHT
- EXISTING BASE MOUNTED TAXIWAY EDGE LIGHT
- EXISTING STAKE MOUNTED RUNWAY EDGE LIGHT
- EXISTING BASE MOUNTED RUNWAY EDGE LIGHT
- EXISTING UNDERDRAIN INSPECTION HOLE
- EXISTING VASI
- EXISTING WIND CONE

**NOTES**

- CONTRACTOR SHALL INSTALL RUNWAY CENTERLINE STRIPES PER THE STANDARD DIMENSIONS SHOWN ON THE PAVEMENT MARKING DETAILS SHEET, AND SHALL MATCH EXISTING CENTERLINE STRIPE SPACING IN THE FIELD DUE TO AS-BUILT CONDITIONS.
- LIMITS OF CRACK REPAIRS (CLEAN AND SEAL AND SAND MIX REPAIRS) AND PAVEMENT REMOVAL AND REPLACEMENT SHALL BE AS DESIGNATED IN THE FIELD BY THE RESIDENT ENGINEER AND ACCORDING TO THE PLAN DETAILS.
- CONTRACTOR SHALL PROPERLY CLEAN PAVEMENT SURFACE OF EXISTING HOLDING POSITION MARKING LOCATIONS AND TAXIWAY CENTERLINES AND REMOVE LOOSE PARTICLES TO THE SATISFACTION OF THE AIRPORT AND RE-MARK IN ITS EXISTING LOCATION.

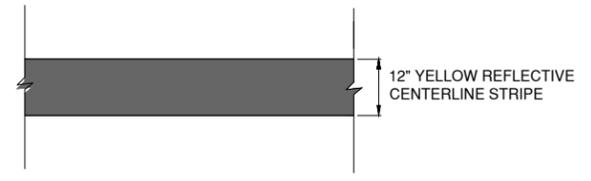
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 CRACK REPAIR AND RE-MARK RUNWAY 2-20  
 PROPOSED IMPROVEMENTS -  
 SHEET 3 OF 3**

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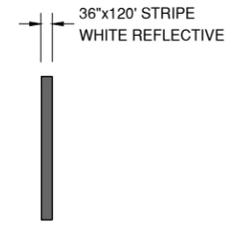
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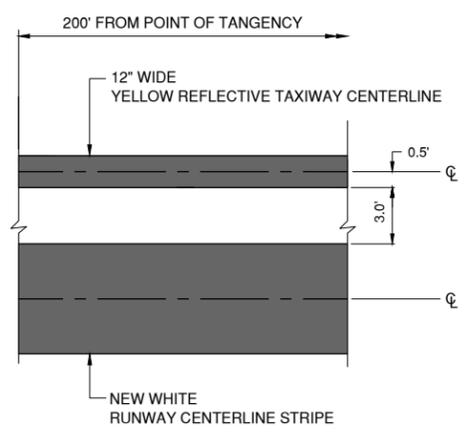
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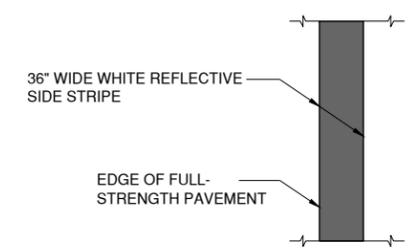
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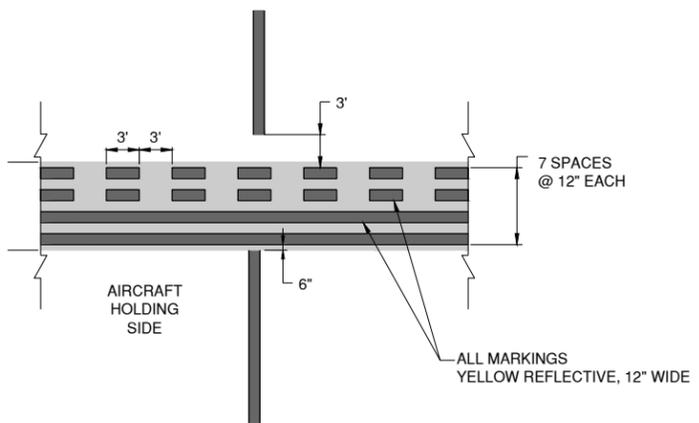
**RUNWAY CENTERLINE - DASHED**  
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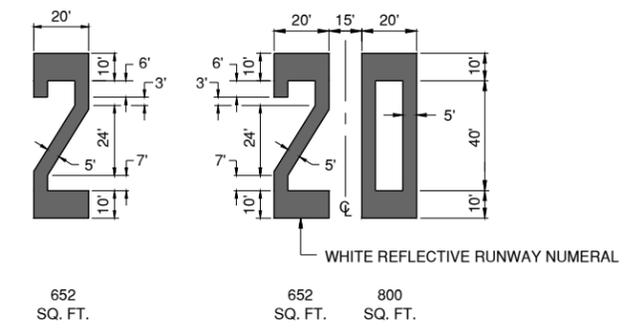
**TAXIWAY LEAD-IN TANGENT DETAIL**  
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**RUNWAY EDGE MARKING CONTINUOUS**  
NOT TO SCALE



**RUNWAY HOLDING POSITION MARKING**  
NOT TO SCALE

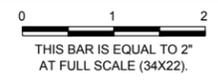


**NUMERAL DETAILS**  
NOT TO SCALE

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**DEKALB TAYLOR MUNICIPAL AIRPORT  
DEKALB, ILLINOIS  
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**PAVEMENT MARKING DETAILS**

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