

LEGEND

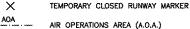
PROPOSED GRADING/WORK LIMITS



PROPOSED PHASE 1 IMPROVEMENTS

PROPOSED PHASE 2 IMPROVEMENTS

PROPOSED PHASE 3 IMPROVEMENTS



AIR OPERATIONS AREA (A.O.A.) ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A. ACTIVE TAXIWAYS 65' CENTERLINE TO A.O.A.

AIRCRAFT MOVEMENT AREAS

WORK AREA

PHASE 1A RELOCATED RUNWAY 9 LOCALIZER RUNWAY 33 MALSR OUTSIDE

RUNWAY 33 LOCALIZER OUTSIDE RUNWAY 15/33 AIR OPERATIONS AREA RUNWAY 33 GLIDESLOPE OUTSIDE TAXIWAY A AIR OPERATIONS AREA

RUNWAY 33 GLIDESLOPE INSIDE TAXIWAY A AIR OPERATIONS AREA

RUNWAY 33 MALSR THRESHOLD BAR AND RUNWAY 33 PAPI RELOCATION

RUNWAY 15/33 PAVEMENT MARKING RUNWAY 33 MALSR AND LOCALIZER

POLLUTION PREVENTION PLANS

NOTES

PHASE 28

WITHIN RUNWAY 15/33 AIR OPERATIONS AREA

PHASE 3
• EXISTING RUNWAY 9 LOCALIZER RELOCATION

SITE RESTORATION WITHIN RUNWAY 9/27 AIR OPERATIONS AREA LANDSCAPING AS SHOWN ON STORMWATER

BARRICADES WITH FLASHING RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA" (SEE GENERAL NOTE 11 ON PREVIOUS SHEET)

CONTRACTOR'S ACCESS/HAUL ROAD

PATH: K:\auroraap\0428504\draw AU062

DESIGN AIRCRAFT APPROACH CATEGORY: D

DESIGN AIRPORT GROUP: III

GROUND CONTROL FREQUENCY: 121,70
AIR CONTROL FREQUENCY: 120.60

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 65' (CRANE FOR GLIDESLOPE INSTALLATION)

CLOSEST CONSTRUCTION POINT TO

RUNWAY 9/27 (POINT A)

ELEV. = 702.30 LATITUDE: 41'46'13.61"

LONGITUDE: 88'27'32.40'

RUNWAY 15/33 (POINT B) ELEV. = 698.60 LATITUDE: 41'46'02.68"

LONGITUDE: 88'28'30,32'

OPERATIONAL STATUS/ RESTRICTIONS

PAVEMENTS OPEN

TAXIWAY A CLOSED BETWEEN TAXIWAYS B AND A5

7-DAY MAXIMUM CLOSURE (SEE NOTE 4)

RUNWAY 15/33 CLOSED 14-DAY MAXIMUM CLOSURE

RUNWAY 15/33 CLOSED DAILY BETWEEN 7:00 A.M. AND 5:00 P.M.

(SEE NOTE 2)

RUNWAY 9/27 OR RUNWAY 15/33 CLOSED DAILY

BETWEEN 7:00 A.M. AND 5:00 P.M.

(SEE NOTES 1 AND 2)

FILE: sequence.dwg SURVEY BOOK #

UPDATE BY: XREF DWG: DATE: .

REVISIONS NUMBER BY DATE

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

ASTRUCT 370-2E ITION) ILS, ALIZER AIRPORT IOIS IV 33 ILS; LOCALIZI No Sign RUNWA) CONSTRUCT R RELOCATE RUNV DENCI PER / Ø

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IN ORDER TO ACCESS THE SITE FOR PHASE 1B, THE CONTRACTOR SHALL BE IN RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER. SEE NOTE 32 ON SHEET 6. 5. THE ENGINEER WILL LAYOUT CONTRACTOR ACCESS ROUTE TO WORK AREAS BEFORE CONSTRUCTION BEGINS.

- IF ANY CROPS ARE DAMAGED BY THE CONTRACTOR, HE SHALL BE RESPONSIBLE FOR COMPENSATING THE AIRPORT FOR THE CROP
 - PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

BEFORE STARTING PHASE 3, THE CONTRACTOR IS REQUIRED TO COORDINATE WITH FAA PERSONNEL, THE AIRPORT AND ENGINEER TO ENSURE THAT THE COMPLETE RUNWAY 15/33 ILS IS OPERATIONAL AND COMMISSIONED. THE COMPLETE RUNWAY 15/33 ILS MUST BE OPERATIONAL AND COMMISSIONED BEFORE THE EXISTING RUNWAY 9 LOCALIZER IS TAKEN OUT OF SERVICE AND RELOCATED.

ALLOWABLE WORK

PERIODS

NO RESTRICTIONS

AFTER PHASE 1A RUNWAY 33

GLIDESLOPE CRUSHED AGGREGATE BASE OUTSIDE A.O.A. IS COMPLETE

AFTER PHASE 1 IS COMPLETE

AFTER PHASE 1 IS COMPLETE.

AFTER PHASE 2 IS COMPLETE AND RUNWAY 33 ILS IS OPERATIONAL

AND COMMISSIONED (SEE NOTE 3)

- MARK AIR OPERATIONS AREA (A.O.A.) AND ADJACENT AIRPORT PROPERTY LINE WITH LATHE AND RIBBON.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- FOR PHASE 2A, COORDINATE CLOSURE OF RUNWAY 15/33 WITH THE ENGINEER. PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.

RUNWAY 15/33 AND RUNWAY 9/27 MAY NOT BE CLOSED AT THE SAME TIME.

AIRPORT. REFER TO FAA ADVISORY CIRCULAR 150/5370-2E FOR MORE INFORMATION.

- FOR PHASE 2B, UPON COMPLETION OF PHASE 2A, COORDINATE DAY CLOSURES OF RUNWAY 15/33 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS (SEE NOTE 2).
- CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- OPEN RUNWAY 15/33 AT THE END OF EACH DAY.

PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE DAY CLOSURES OF RUNWAY 9/27 OR RUNWAY 15/33 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS (SEE NOTES 1 AND 2).
- CONSTRUCT PROPOSED IMPROVEMENTS AND SMOOTHLY GRADE WORK AREA.
- LANDSCAPE AS SHOWN ON STORMWATER POLLUTION PREVENTION PLANS.
- . OPEN RUNWAY 9/27 OR RUNWAY 15/33 AT THE END OF EACH DAY.

CWT CRAWFORD, MJRPHY & TILY, NC. CONSULTING ENGINEERS License No. 184-000618	
DESIGN BY:	
DRAWN BY:	

CAL JRO CAL CHECKED BY: APPROVED BY DATE: 05/12/06 04285-04

ILLINOIS PROJECT: ARR-3468 A.P. PROJECT: 3-17-0003-831 FINAL SUBMITTAL

SHEET 7 OF 67 SHEETS