

# DIXON MUNICIPAL AIRPORT CHARLES R. WALGREEN FIELD DIXON, ILLINOIS

## CONSTRUCTION PLANS FOR DIXON MUNICIPAL AIRPORT

### REPLACE ROTATING BEACON

ILLINOIS PROJECT: C73-4049  
A.I.P. PROJECT: 3-17-0036-B14

JUNE 10, 2011

DESIGN INFORMATION  
DESIGN AIRCRAFT APPROACH CATEGORY B  
DESIGN AIRCRAFT GROUP I

**CMT**  
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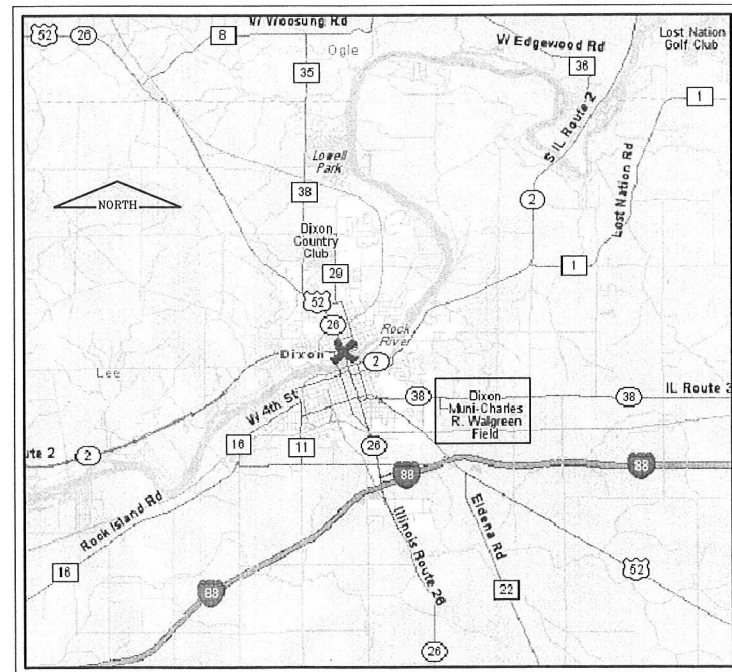
10244-02  
DANIEL L. PAPER, P.E.  
EXPIRES 11/30/11

SUBMITTED BY *[Signature]*  
DATE JUNE 10, 2011

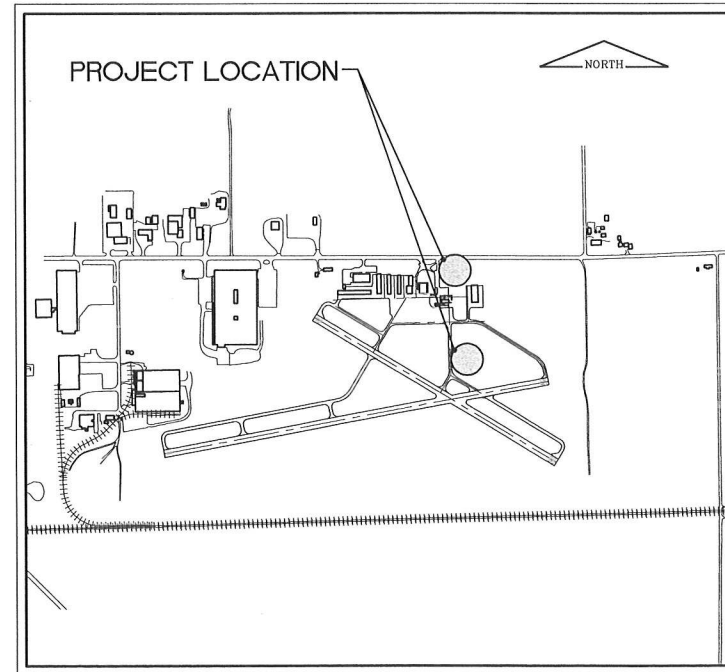
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DIXON MUNICIPAL AIRPORT

TOWNSHIP: T 21 N  
RANGE: R 9 E  
SECTION: 3  
COUNTY: LEE  
TOWNSHIP: DIXON



LOCATION MAP



SITE PLAN

**SUMMARY OF QUANTITIES**

ITEM	FAA SPEC	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
1	AR101510	AIRPORT ROTATING BEACON	EA	1	
2	AR101900	BEACON REMOVAL	EA	1	
3	AR150520	MOBILIZATION	LS	1	
4	AR156531	EROSION CONTROL BLANKET	SY	950	
5	AR107812	L-807 W C-12' INTERNALLY LIT	EA	1	
6	AR107901	REMOVE WIND TEE	LS	1	
7	AR108000	CABLE TRENCH	LF	100	
8	AR108966	RELOCATE CABLE - BEACON	LF	120	
9	AR110610	ELECTRICAL HANDHOLE	EA	1	
10	AR800001	RESTORE SEGMENTED CIRCLE	LS	1	
11	AR901510	SEEDING	ACRE	0.2	

- INDEX TO SHEETS**
- COVER SHEET
  - SITE PLAN / PROJECT CONTROL PLAN
  - SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION)
  - EXISTING CONDITIONS / PROPOSED ELECTRICAL IMPROVEMENTS
  - EROSION CONTROL PLAN
  - ELECTRICAL DETAILS - SHEET 1
  - ELECTRICAL DETAILS AND SOIL BORING - SHEET 2

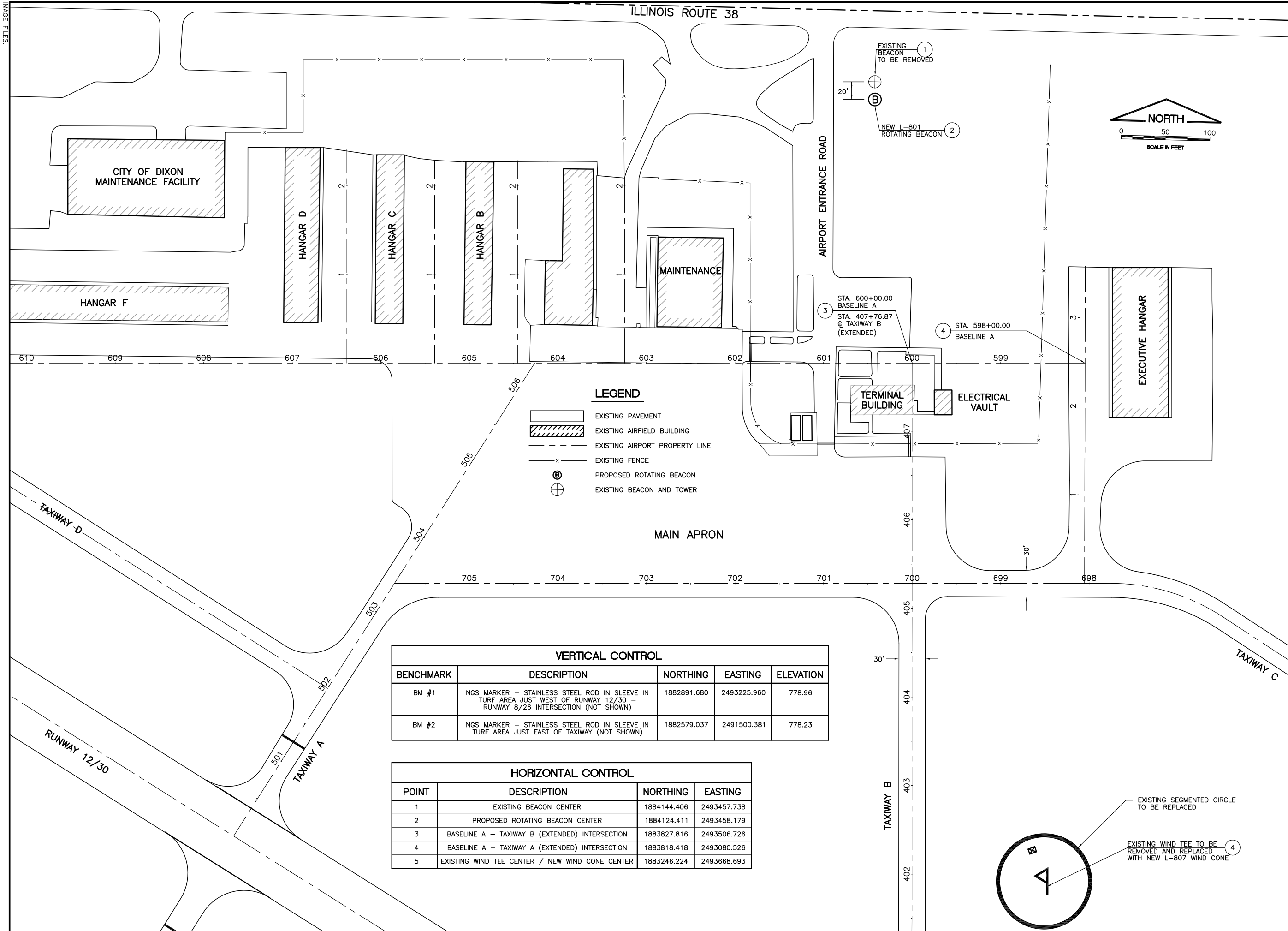
IMAGE FILES:

ILLINOIS ROUTE 38

K:\DixonAp\10244-02\_Beacon\Draw\Sheets  
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 UPDATE BY: Jim Ohse  
 SURVEY BOOK #  
 DATE: Thursday, June 16, 2011 1:45:33 PM  
 XREF DWG: Dixon-base.dwg  
 tbcint.dwg  
 tb.dwg

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NUMBER	BY	DATE

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



**LEGEND**

- EXISTING PAVEMENT
- EXISTING AIRFIELD BUILDING
- EXISTING AIRPORT PROPERTY LINE
- EXISTING FENCE
- PROPOSED ROTATING BEACON
- EXISTING BEACON AND TOWER

**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 (NOT SHOWN)	1882891.680	2493225.960	778.96
BM #2	NGS MARKER - STAINLESS STEEL ROD IN SLEEVE IN TURF AREA JUST EAST OF TAXIWAY (NOT SHOWN)	1882579.037	2491500.381	778.23

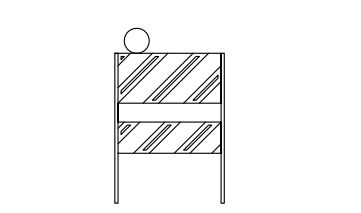
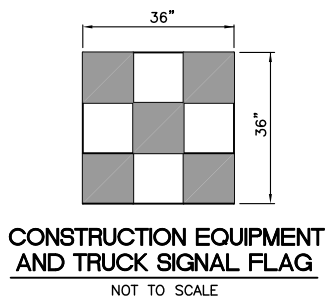
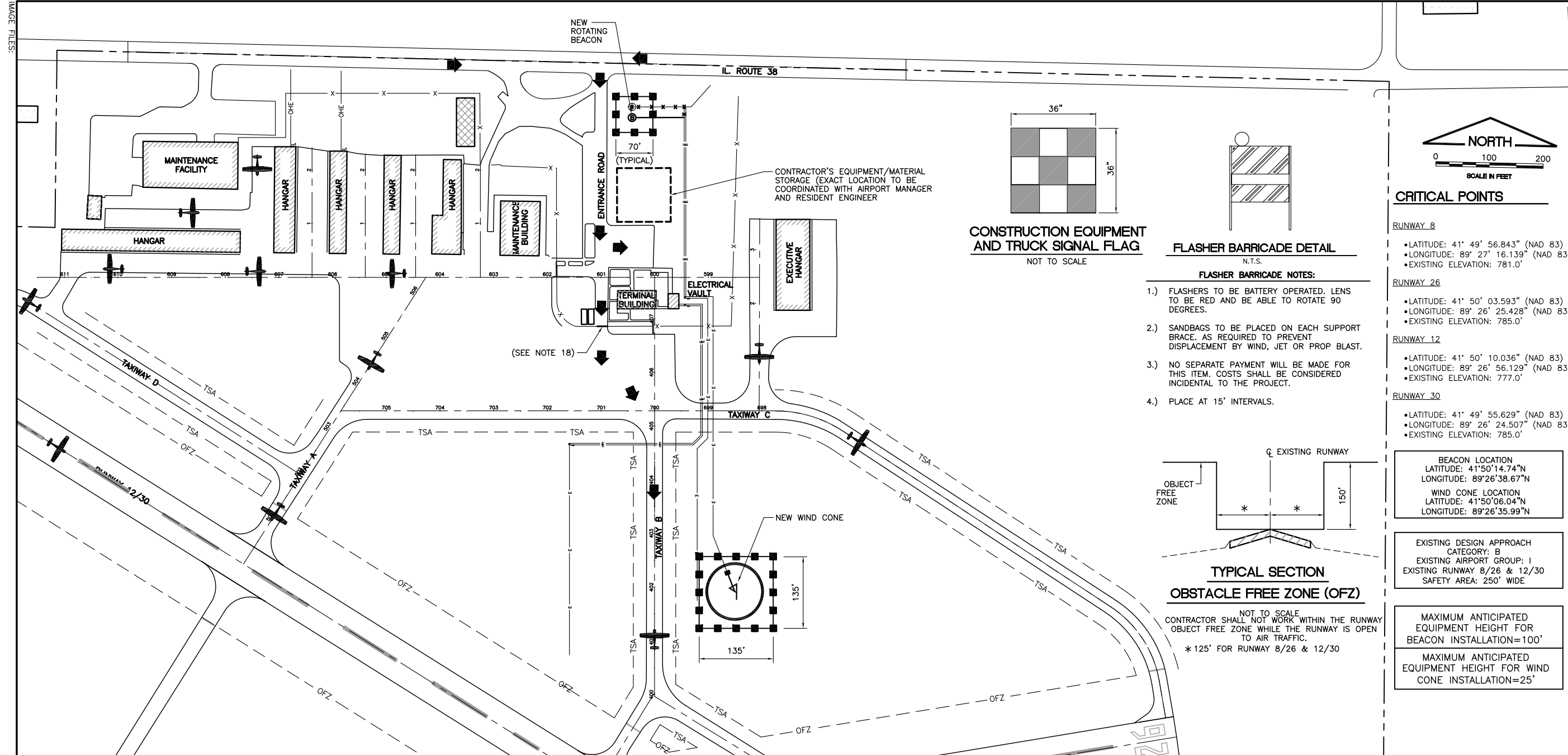
**HORIZONTAL CONTROL**

POINT	DESCRIPTION	NORTHING	EASTING
1	EXISTING BEACON CENTER	1884144.406	2493457.738
2	PROPOSED ROTATING BEACON CENTER	1884124.411	2493458.179
3	BASELINE A - TAXIWAY B (EXTENDED) INTERSECTION	1883827.816	2493506.726
4	BASELINE A - TAXIWAY A (EXTENDED) INTERSECTION	1883818.418	2493080.526
5	EXISTING WIND TEE CENTER / NEW WIND CONE CENTER	1883246.224	2493668.693

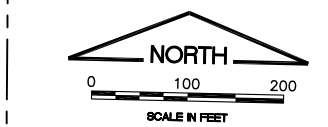
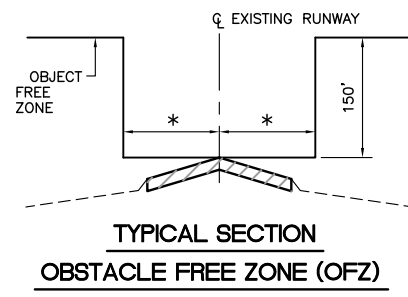
**DIXON MUNICIPAL AIRPORT  
 DIXON, ILLINOIS  
 REPLACE AIRPORT ROTATING BEACON AND WIND TEE  
 SITE PLAN / PROJECT CONTROL PLAN**

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DATE:	06/10/11
JOB No:	10244-02-00
IL PROJECT:	C73-4049
A.I.P. PROJECT:	3-17-0036-B14
SHEET	2 OF 7 SHEETS



- FLASHER BARRICADE NOTES:**
- 1.) FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
  - 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 15' INTERVALS.



**CRITICAL POINTS**

- RUNWAY 8**
- LATITUDE: 41° 49' 56.843" (NAD 83)
  - LONGITUDE: 89° 27' 16.139" (NAD 83)
  - EXISTING ELEVATION: 781.0'
- RUNWAY 26**
- LATITUDE: 41° 50' 03.593" (NAD 83)
  - LONGITUDE: 89° 26' 25.428" (NAD 83)
  - EXISTING ELEVATION: 785.0'
- RUNWAY 12**
- LATITUDE: 41° 50' 10.036" (NAD 83)
  - LONGITUDE: 89° 26' 56.129" (NAD 83)
  - EXISTING ELEVATION: 777.0'
- RUNWAY 30**
- LATITUDE: 41° 49' 55.629" (NAD 83)
  - LONGITUDE: 89° 26' 24.507" (NAD 83)
  - EXISTING ELEVATION: 785.0'

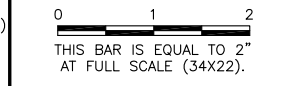
BEACON LOCATION  
 LATITUDE: 41°50'14.74"N  
 LONGITUDE: 89°26'38.67"N  
 WIND CONE LOCATION  
 LATITUDE: 41°50'06.04"N  
 LONGITUDE: 89°26'35.99"N

EXISTING DESIGN APPROACH  
 CATEGORY: B  
 EXISTING AIRPORT GROUP: I  
 EXISTING RUNWAY 8/26 & 12/30  
 SAFETY AREA: 250' WIDE

MAXIMUM ANTICIPATED  
 EQUIPMENT HEIGHT FOR  
 BEACON INSTALLATION=100'

MAXIMUM ANTICIPATED  
 EQUIPMENT HEIGHT FOR WIND  
 CONE INSTALLATION=25'

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**DIXON MUNICIPAL AIRPORT  
 DIXON, ILLINOIS**  
**REPLACE AIRPORT ROTATING BEACON AND WIND TEE**  
**SEQUENCE OF CONSTRUCTION  
 PER AC 150/5370-2E (LATEST EDITION)**

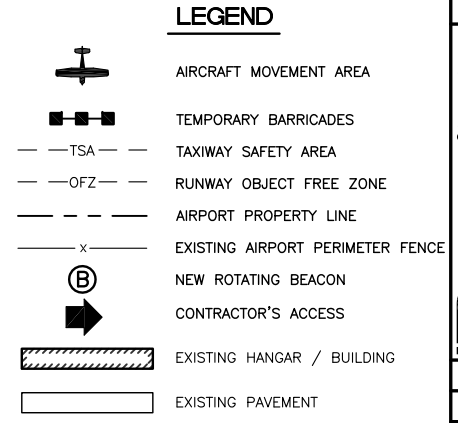
**SEQUENCE OF CONSTRUCTION PLAN NOTES**

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO THE START OF WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING & STORAGE AREA AT THE END OF EACH DAY UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
3. 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 FEDERAL AVIATION ADMINISTRATION.
4. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION. (LATEST EDITION).
5. 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.
6. 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.
7. 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.
8. 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.
9. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN 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 SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
11. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. TEMPORARY BARRICADES AT 10-FOOT CENTERS 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 FLASHING RED LIGHT.
12. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
13. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
14. NO PERSONAL VEHICLES WILL BE ALLOWED ON THE AIRFIELD.
15. THE DIXON MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. THE CONTRACTOR SHALL COORDINATE ALL WORK AND ALL CLOSURES WITH THE AIRPORT MANAGER TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.

16. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY PHASE TO COORDINATE WITH THE TENANTS.
17. CONTRACTOR SHALL HAVE A DEDICATED FLAGGER ONSITE WHEN WORKING ADJACENT TO OR HAULING ON ACTIVE TAXIWAYS AND YIELD TO ALL ONCOMING AIRCRAFT. COST SHALL BE INCIDENTAL TO THE CONTRACT.
18. THE CONTRACTOR SHALL POST A SECURITY GUARD AT THE GATE WHEN THE GATE IS LEFT OPEN FOR THE PURPOSES OF HAULING MATERIAL IN OR OUT OF THE JOBSITE. SHOULD THE CONTRACTOR CHOOSE TO CLOSE THE GATE AFTER EACH ARRIVAL OR DEPARTURE, NO GUARD SHALL BE REQUIRED. THE AIRPORT SHALL RESERVE THE RIGHT TO REQUIRE THE CONTRACTOR TO CHANGE GUARD PERSONNEL SHOULD THEY PERFORM UNSATISFACTORILY.
19. THE CONTRACTOR SHALL RESTORE HIS STAGING, STORAGE AND PARKING AREA TO THE PRE-CONSTRUCTION STATE AT THE COMPLETION OF THE PROJECT. RESTORATION COSTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
20. AT LEAST ONE AIRPORT ENTRANCE MUST BE OPEN AT ALL TIMES.

**SUGGESTED SEQUENCE OF CONSTRUCTION**

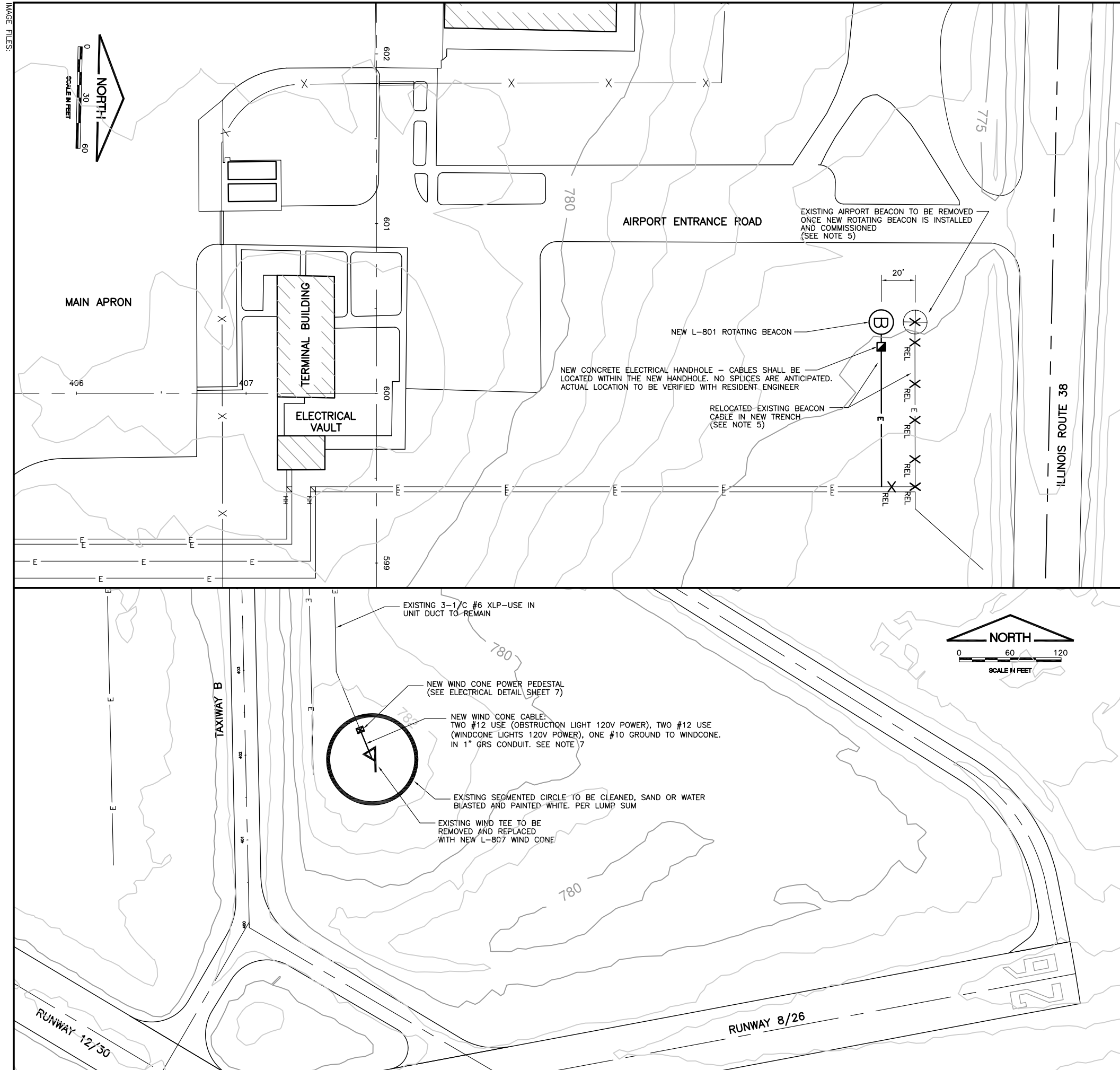
- COORDINATE RELOCATION OF ANY AIRCRAFT IN WORK AREA (BY OTHERS) WITH RESIDENT ENGINEER AND AIRPORT MANAGER.
- PLACE BARRICADES AS SHOWN.
- INSTALL NEW BEACON AND CABLE TRENCH PER PLANS AND DETAIL.
- DECOMMISSION & REMOVE EXISTING BEACON AND RELOCATE EXISTING ELECTRICAL CABLE INTO NEW TRENCH, COMMISSION NEW BEACON.
- REMOVE EXISTING WIND TEE AND INSTALL NEW WIND CONE IN PLACE ALONG WITH SEGMENTED CIRCLE.
- REMOVE BARRICADES AND MISCELLANEOUS DEBRIS FROM CONSTRUCTION AREA AND CLEAN PAVEMENTS.
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER SO THAT DISPLACED AIRCRAFT CAN BE RELOCATED TO THEIR ORIGINAL STORAGE AREAS (BY OTHERS).



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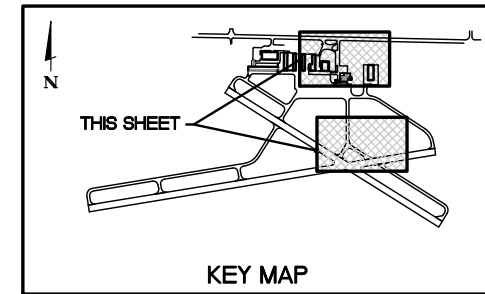
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JOB No:	10244-02-00
IL PROJECT:	C73-4049
A.I.P. PROJECT:	3-17-0036-B14
SHEET	3 OF 7 SHEETS



**NOTES**

1. THE ROUTING OF PROPOSED AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE FIELD VERIFIED WITH THE RESIDENT ENGINEER.
2. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY LIGHTING CIRCUIT IS OPERATIONAL AT THE END OF EACH WORKING DAY.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF ANY LANDSCAPING AS A RESULT OF CABLE INSTALLATION.
4. THE EXISTING BEACON CIRCUIT, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING REQUIRED SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
5. EXISTING ELECTRICAL CABLE AND BEACON DISCONNECT SHALL BE RELOCATED ONCE THE INSTALLATION OF THE NEW L-801 ROTATING BEACON AND THE BEACON FOUNDATION IS COMPLETE. THE CONTRACTOR SHALL COMPLETE THIS RELOCATION IN ONE WORKING DAY. THE EXISTING CABLE CONSISTS OF 3-1/C #6 XLP-USE, 600V CABLE IN UNIT DUCT. UPON RELOCATING THE CABLE AND DISCONNECT, THE CONTRACTOR SHALL COMPLETE THE REMOVAL OF THE EXISTING BEACON.
6. ANY NECESSARY OF THE SHIELDING LIGHTS FOR THE NEW BEACON SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. CONTRACTOR SHALL DISCONNECT EXISTING POWER FEED AND RECONNECT TO NEW WINDCONE DISCONNECT.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER 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.



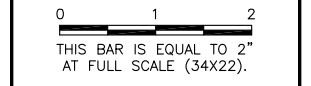
**LEGEND**

- EXISTING HANGAR/BUILDING
- EXISTING INLET/MANHOLE/END SECTION
- EXISTING STORM SEWER
- EXISTING ELEVATED RETROREFLECTIVE MARKER
- EXISTING TRENCH DRAIN
- EXISTING FENCE
- EXISTING UNDERDRAIN CLEANOUT
- EXISTING UNDERDRAIN
- EXISTING OVERHEAD ELECTRIC LINE
- EXISTING ELECTRIC CABLE
- EXISTING ELECTRIC METER
- EXISTING GAS METER
- EXISTING GAS LINE
- EXISTING ITEM TO BE REMOVED
- EXISTING CONCRETE FLUME
- EXISTING CONTOUR
- NEW ROTATING BEACON
- RELOCATED EXISTING BEACON CABLE IN NEW TRENCH (CABLE CONSISTS OF 3/C #6 XLP-USE, 600V UG CABLE IN UNIT DUCT)
- NEW L-807 WIND CONE
- NEW ELECTRICAL HANDHOLE
- RELOCATE EXISTING ELECTRICAL CABLE

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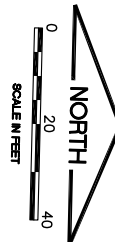
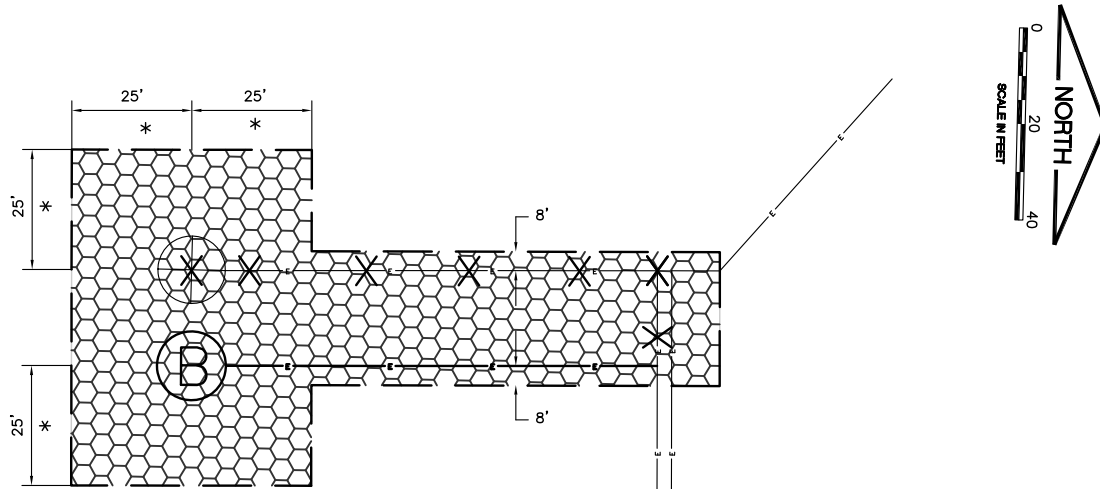
**DIXON MUNICIPAL AIRPORT  
 DIXON, ILLINOIS  
 REPLACE AIRPORT ROTATING BEACON AND WIND TEE  
 EXISTING CONDITIONS/  
 PROPOSED ELECTRICAL IMPROVEMENTS**

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SHEET	4 OF 7 SHEETS

ILLINOIS ROUTE 38

AIRPORT ENTRANCE ROAD

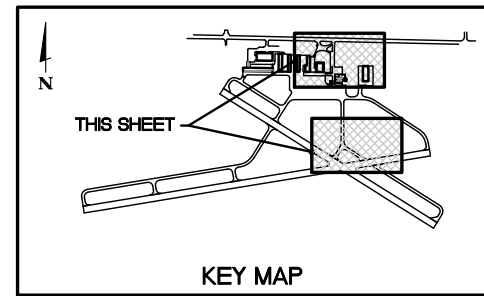


**LEGEND**

- (B) NEW ROTATING BEACON
- [Pattern] NEW EROSION CONTROL BLANKET (156) AND SEEDING (901)
- \* MAXIMUM PAY WIDTH FROM CENTER OF BEACON

**NOTES**

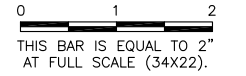
1. THE SITE DISTURBANCE IS LESS THAN 1 ACRE. THE PROJECT DOES NOT REQUIRE NPDES GENERAL PERMIT NO. 2. THE CONTRACTOR WILL STILL BE REQUIRED TO USE BEST CONSTRUCTION PRACTICES TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS FOR CONSTRUCTION SITE ACTIVITIES.
2. ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS OR COORDINATED IN THE FIELD, SHALL HAVE 4 INCHES OF TOPSOIL PLACED, BE SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND MULCHED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
3. FOR DETAILS SEE THIS SHEET.
4. FOR LANDSCAPING LIMITS SEE THIS SHEET.
5. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN 7 DAYS OF COMPLETION, AND IN AREAS WHERE WORK WILL BE TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE 14TH DAY AFTER WORK HAS CEASED. TEMPORARY STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. IF REQUIRED TEMPORARY EROSION CONTROL SEED SHALL CONSIST OF SPRING OATS FROM MARCH 1ST TO JUNE 30TH AND WINTER WHEAT OR CEREAL RYE FROM JULY 1ST THRU NOVEMBER 15TH. THE SEED SHALL BE APPLIED BY HAND BROADCASTING TO ACHIEVE A REASONABLE UNIFORM COVERAGE AT A RATE OF 100 LB/ACRE. NO DIRECT PAYMENT WILL BE MADE FOR TEMPORARY EROSION CONTROL SEEDING. IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT BOX FOR ALL CONCRETE READY MIX TRUCKS OR EACH READY MIX TRUCK SHALL BE EQUIPPED WITH A WASH OUT SYSTEM.



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 UPDATE BY: Jim Ohse  
 SURVEY BOOK #  
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**REVISIONS**

NUMBER	BY	DATE



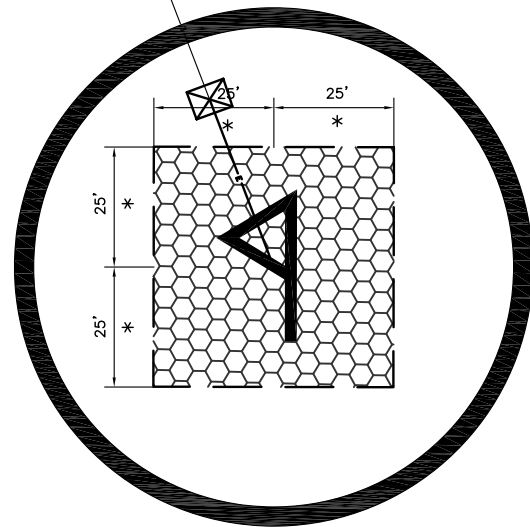
**DIXON MUNICIPAL AIRPORT  
 DIXON, ILLINOIS  
 REPLACE AIRPORT ROTATING BEACON AND WIND TEE  
 EROSION CONTROL PLAN**

403

TAXIWAY B

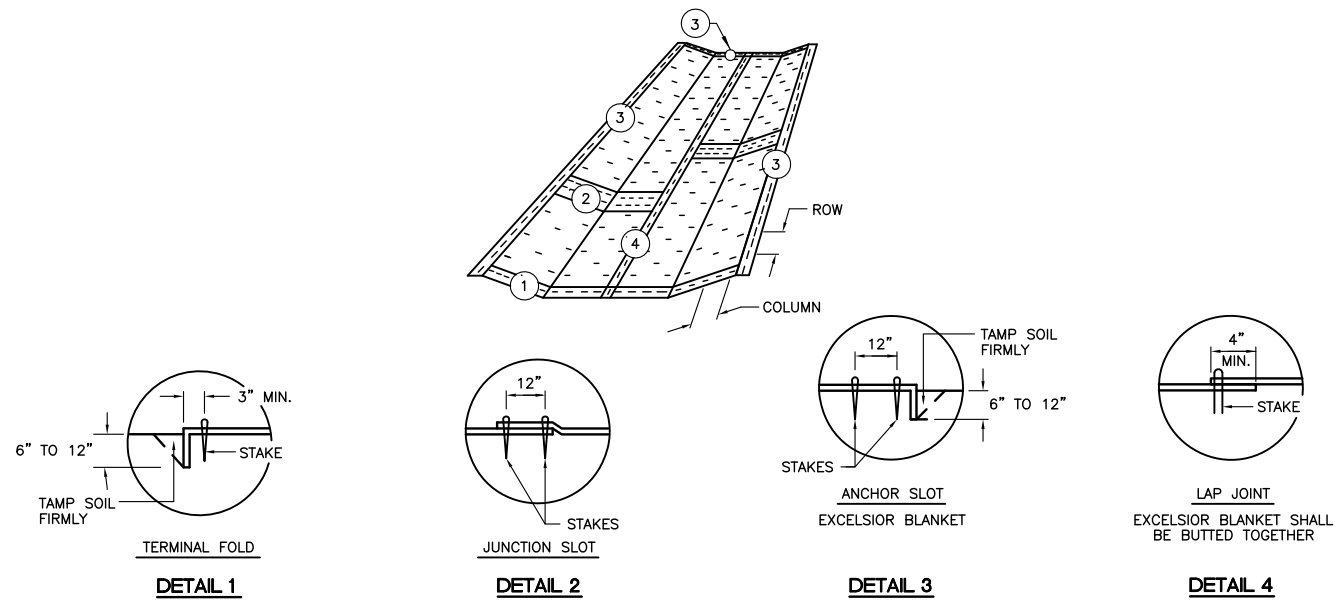
402

401



**LEGEND**

- (4) NEW WIND CONE
- [Pattern] NEW EROSION CONTROL BLANKET (156) AND SEEDING (901)
- \* MAXIMUM PAY WIDTH FROM CENTER OF WIND CONE



**EROSION CONTROL BLANKET DETAIL**

N.T.S.

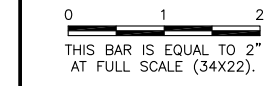
**EROSION CONTROL BLANKET NOTES**

1. STAKES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAKES ARE REQUIRED PER 4'X 225' ROLL OF MATERIAL AND 125 STAKES ARE REQUIRED PER 4'X 150' ROLL OF MATERIAL.
2. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
3. ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAKED AT APPROXIMATELY 12" INTERVALS.

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DRAWN BY:	AAO
CHECKED BY:	DLP
APPROVED BY:	
DATE:	06/10/11
JOB No:	10244-02-00
IL PROJECT:	C73-4049
A.I.P. PROJECT:	3-17-0036-B14
SHEET	5 OF 7 SHEETS

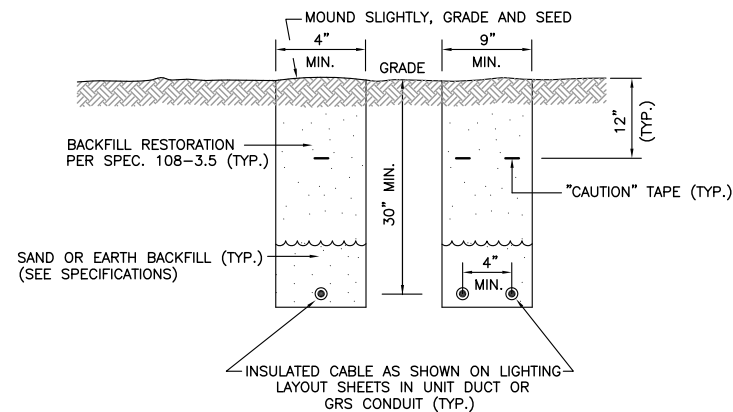
REVISIONS		
NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT  
 DIXON, ILLINOIS  
 REPLACE AIRPORT ROTATING BEACON AND WIND TEE  
 ELECTRICAL DETAILS  
 SHEET 1**

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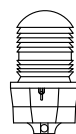
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DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	
DATE:	06/10/11
JOB No:	10244-02-00
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SHEET	6 OF 7 SHEETS



**TRENCH DETAIL**  
 NOT TO SCALE

**NOTES**

- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.



**OBSTRUCTION  
 LIGHT FIXTURE**

N.T.S.

**LUMINAIRE REQUIREMENTS**

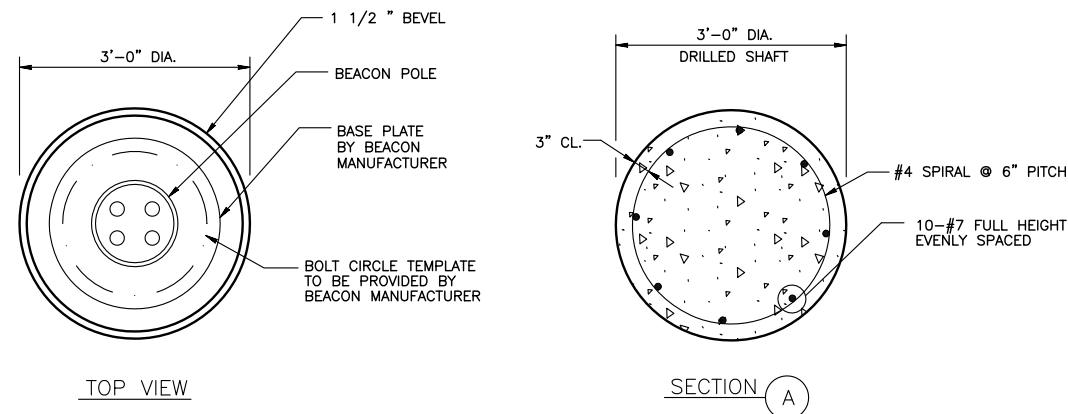
- LUMINAIRE SHALL MEET FEDERAL AVIATION ADMINISTRATION SPECIFICATIONS FOR OBSTRUCTION LIGHTING (L-810).
- CAST ALUMINUM HOUSING.
- ONE PIECE 360° RED, HEAT RESISTANT GLASS FRESNEL GLOBE. PROVIDE TOGGLE TYPE LATCHES AND CLAMPING TO SECURE GLOBES. PROVIDE SAFETY CHAINS ON GLOBES.
- OBSTRUCTION LIGHTS SHALL BE L.E.D. TYPE AS MANUFACTURED BY DIA LIGHT OR EQUAL.
- PROVIDE INTERNAL PROVISIONS FOR GROUNDING.
- INSTALL OBSTRUCTION LIGHT AS RECOMMENDED BY BEACON MANUFACTURER.

**BEACON POLE FOUNDATION NOTES**

- FOUNDATION FOR BEACON SHALL BE BORED/DRILLED. CONSTRUCTION OF DRILLED LIGHT POLE FOUNDATIONS MAY REQUIRE THE USE OF A TEMPORARY CASING, THAT SHALL BE REMOVED DURING THE CONCRETE POURING PROCESS. PROJECT SOILS REPORT AVAILABLE UPON REQUEST.
- CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I. AT 14 DAYS.
- ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60.
- BEACON FOUNDATION SHALL BE MONOLITHIC. NO CONSTRUCTION JOINTS WILL BE PERMITTED.
- IF REQUIRED THE CONTRACTOR SHALL PROVIDE AND MAINTAIN IN OPERATION PUMPING EQUIPMENT FOR THE COMPLETE DEWATERING OF FOUNDATION EXCAVATION. NO STRUCTURE SHALL BE PERMITTED TO BE CONSTRUCTED IN WHICH ANY AMOUNT OF WATER FLOWS OR IS POOLED. THE COST OF DEWATERING SHALL BE INCIDENTAL TO THE AIRPORT ROTATING BEACON, IN PLACE PAY ITEM.

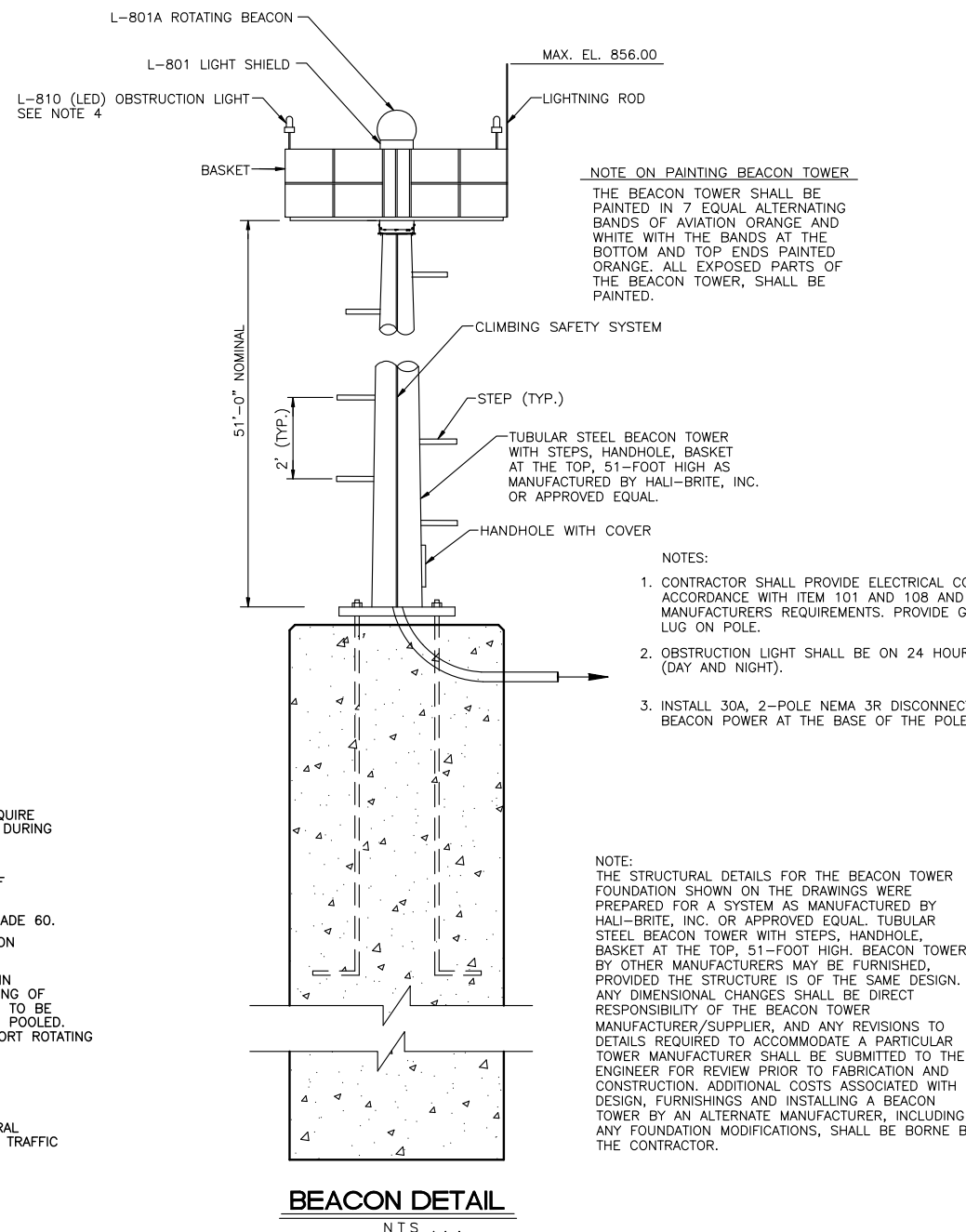
**BEACON POLE FOUNDATION DESIGN**

DESIGN LOAD: AASHTO-STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 2001.  
 DESIGN WIND SPEED = 100 MPH

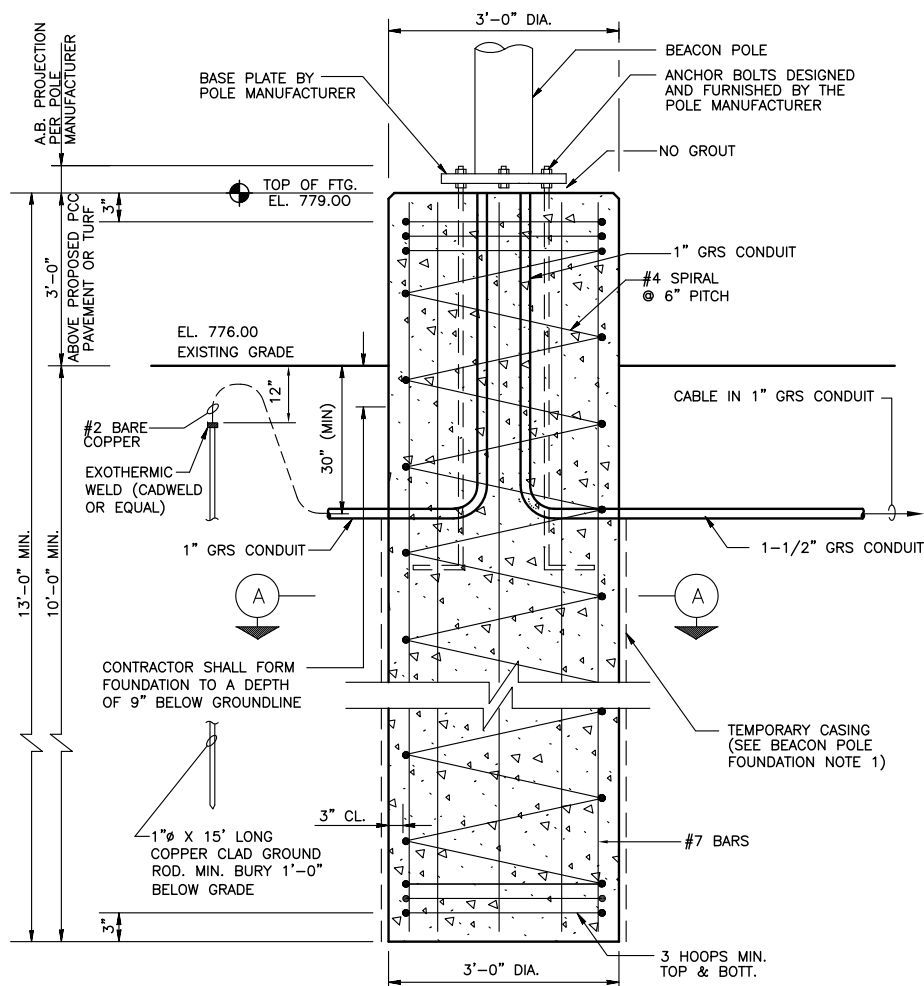


**TOP VIEW**

**SECTION A**



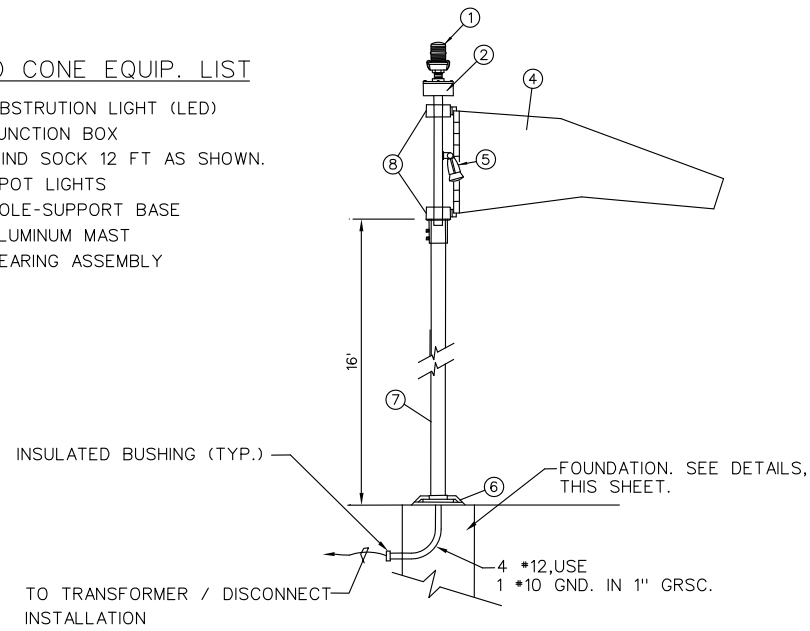
**BEACON DETAIL**  
 N.T.S.



**SECTION THRU FNDTN.**  
 N.T.S.

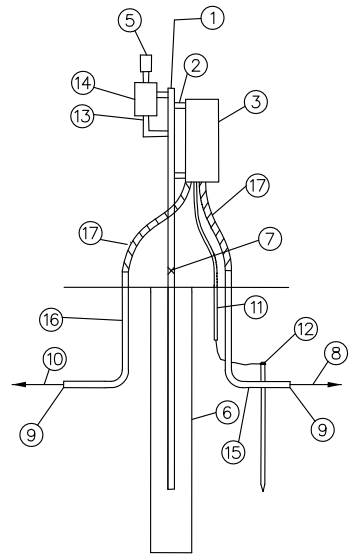
**WIND CONE EQUIP. LIST**

- ① OBSTRUCTION LIGHT (LED)
- ② JUNCTION BOX
- ④ WIND SOCK 12 FT AS SHOWN.
- ⑤ SPOT LIGHTS
- ⑥ POLE-SUPPORT BASE
- ⑦ ALUMINUM MAST
- ⑧ BEARING ASSEMBLY

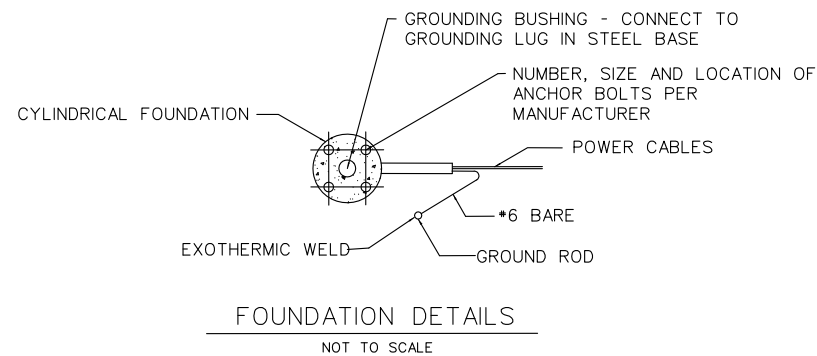
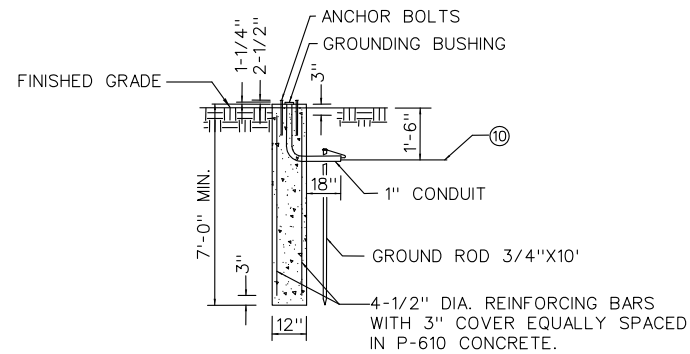


**WIND CONE DETAIL**  
N.T.S.

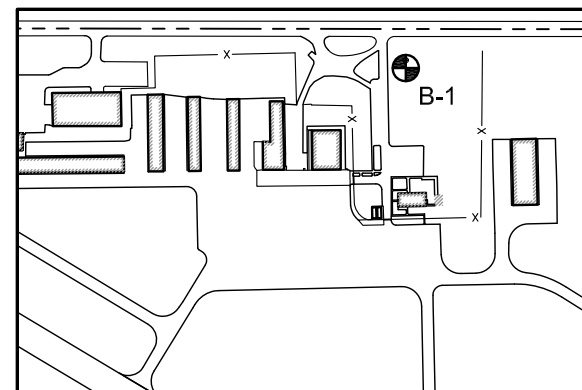
POLE AND HINGE ARRANGEMENT  
PER WIND CONE MANUFACTURER



**WINDCONE POWER DETAIL**  
NOT TO SCALE



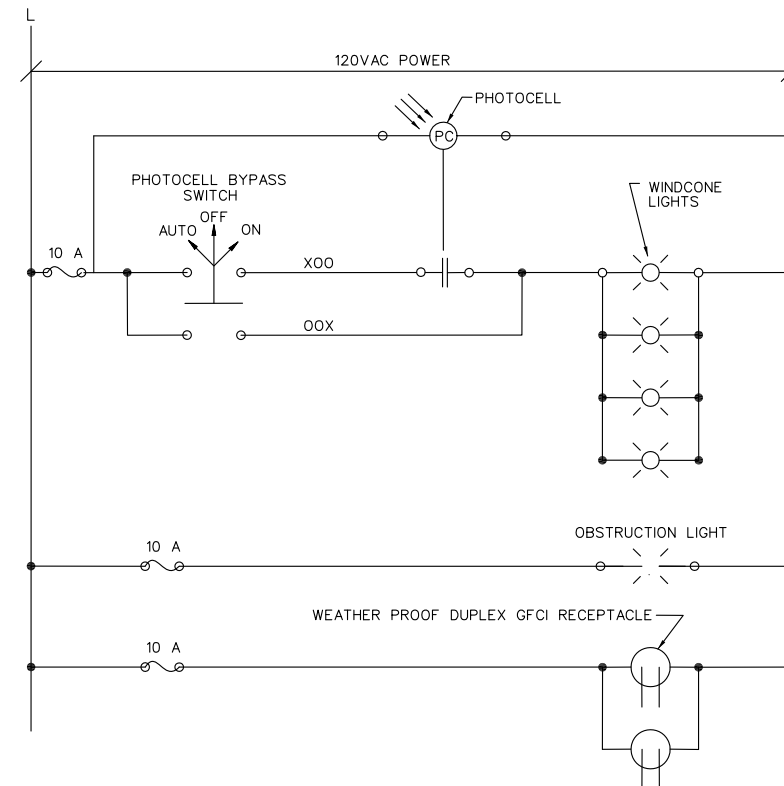
**FOUNDATION DETAILS**  
NOT TO SCALE



**SOIL BORING SITE MAP**  
N.T.S.

**WIND CONE POWER LEGEND**

- ① 2" GALVANIZED STEEL SUPPORT POST WITH END CAPS (TYP. OF 2).
- ② STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT (TYP. OF 5).
- ③ HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABEL READING: "CAUTION: 480 VOLTS"
- ⑤ WINDCONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT. (NOTE: PHOTOCELL OPERATION IS AS FOLLOWS: DURING THE DAYTIME THE WINDCONE LIGHTS ARE OFF AND THE OBSTRUCTION LIGHT IS ON. AFTER DARK THE WINDCONE LIGHTS AND OBSTRUCTION LIGHT ARE ON.)
- IMPORTANT NOTE:  
LOCATE DISCONNECT/ TRANSFORMER/ PHOTOCELL INSTALLATION SUCH THAT WINDCONE LIGHT WILL NOT ADVERSELY AFFECT THE PHOTOCELL OPERATION.
- ⑥ 12" DIAMETER X 4'-0" DEEP (MIN.) CONCRETE FOUNDATION. (TYP. OF TWO)
- ⑦ FRANGIBLE COUPLINGS (TYP. OF 2).
- ⑧ EXISTING TWO #6 USE. EXISTING ONE #6 GROUND IN 1" UNIT DUCT TO VAULT.
- ⑨ INSULATED BUSHING.
- ⑩ TWO #12 USE (OBSTRUCTION LIGHT 120V POWER), TWO #12 USE (WINDCONE LIGHTS 120V POWER), ONE #10 GROUND TO WINDCONE IN 1" GRS CONDUIT.
- ⑪ #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.
- ⑫ 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MIN. BURIAL: 1'-0". BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADCWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- ⑬ TWO #12 USE (SEE WINDCONE SCHEMATIC), ONE #10 GROUND IN 3/4" GRS CONDUIT.
- ⑭ NEMA 4 JUNCTION BOX SIZED AS REQUIRED TO HOUSE THREE 10A IN-LINE FUSES. PHOTOCELL BYPASS SELECTOR SWITCH AND WEATHERPROOF GFCI CONVENIENCE RECEPTACLE. (SEE WINDCONE SCHEMATIC.)
- ⑮ 1-1/2" GRS CONDUIT TO 1'-6" BELOW GRADE.
- ⑯ 1" GRS CONDUIT TO 1'-6" BELOW GRADE.
- ⑰ LIQUIDTITE FLEXIBLE CONDUIT.



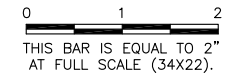
**WIND CONE SCHEMATIC**  
N.T.S.

PROJECT New Airport Beacon, Dixon Municipal Airport, IL Rt. 38, Dixon, IL									
CLIENT Crawford Murphy and Tilly, Rockford, Illinois									
BORING	DATE STARTED	DATE COMPLETED	JOB						
1	5-18-11	5-18-11	L-76787						
ELEVATIONS WATER LEVEL OBSERVATIONS									
GROUND SURFACE				▼ WHILE DRILLING		8.0'			
END OF BORING				▼ AT END OF BORING		Dry			
▼ 24 HOURS									
SAMPLE NO.	NO.	TYPE	N	WC	Qu	YDRY	DEPTH	ELEV.	SOIL DESCRIPTIONS
1	SS	3	28.7	1.32	1.25'		69	1.3	Dark brown clayey TOPSOIL, very moist (OL)
2	BS	4	24.7	1.32	1.75'		89	3.0	Tough brown silty CLAY, very moist (CL)
3	BS	7	23.7	2.52	2.25'		103	6.0	Tough light gray and rusty brown silty CLAY, very moist (CL)
4	BS	4	22.8	1.01	1.0'		104	8.0	Very tough gray to grayish-brown silty CLAY, trace sand, moist (CL)
5	BS	4	22.8	1.01	1.0'		104	8.0	Tough light gray and rusty brown silty CLAY, trace sand and gravel, very moist (CL)
6	BS	3	19.9	0.93	1.0'		110	11.0	Stiff orange-brown silty CLAY, little sand, trace fine to medium gravel, very moist (CL)
7	BS	7	14.0	1.01	1.0'		110	13.0	Tough gray silty CLAY, little sand and fine to medium gravel, very moist (CL)
8	BS	27	10.8	1.55	2.0'		117.7	19.5	Tough gray sandy CLAY, trace gravel, moist (CL)
									Firm grayish-brown silty SAND, trace clay, very moist (SM)
* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.									
End of Boring at 20.0'									

K:\Dixon\10244-02\_Beacon\Draw\Sheets  
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UPDATE BY: Jim Ohse  
SURVEY BOOK #  
DATE: Thursday, June 16, 2011 1:49:12 PM  
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Dixon-base.dwg

**REVISIONS**

NUMBER	BY	DATE



**DIXON MUNICIPAL AIRPORT  
DIXON, ILLINOIS**  
**REPLACE AIRPORT ROTATING BEACON AND WIND TEE**  
**ELECTRICAL DETAILS  
AND SOIL BORING  
SHEET 2**

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 IL PROJECT: C73-4049  
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 SHEET 7 OF 7 SHEETS