DIXON MUNICIPAL AIRPORT CHARLES R. WALGREEN FIELD DIXON, ILLINOIS

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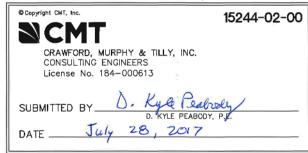
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CONSTRUCTION PLANS FOR DIXON MUNICIPAL AIRPORT

REHABILITATE LIGHTS ON BOTH RUNWAYS

ILLINOIS PROJECT: C73-4284 SBG PROJECT: 3-17-SBGP-87/95

JULY 28, 2017

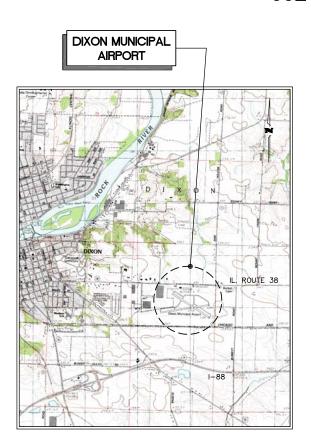




JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS

THE LOCATION SIZE AND TYPE OF MATERIAL OF EXISTING LINDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S 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 CONSTBLICTION THE CONTRACTOR SHALL MARGINATELY MOTEY THE UTILITY. 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.



LOCATION MAP

PROJECT LOCATION IL. ROUTE 38 U.P.R.R

SITE PLAN

DIXON TOWNSHIP (SECTION: 3) RANGE: 9 EAST

DIXON MUNICIPAL AIRPORT

OPPOSITE LINCOLN HIGHWAY 38 (FRANKLIN GROVE ROAD)

UNICOM RADIO FREQUENCY - 123.05

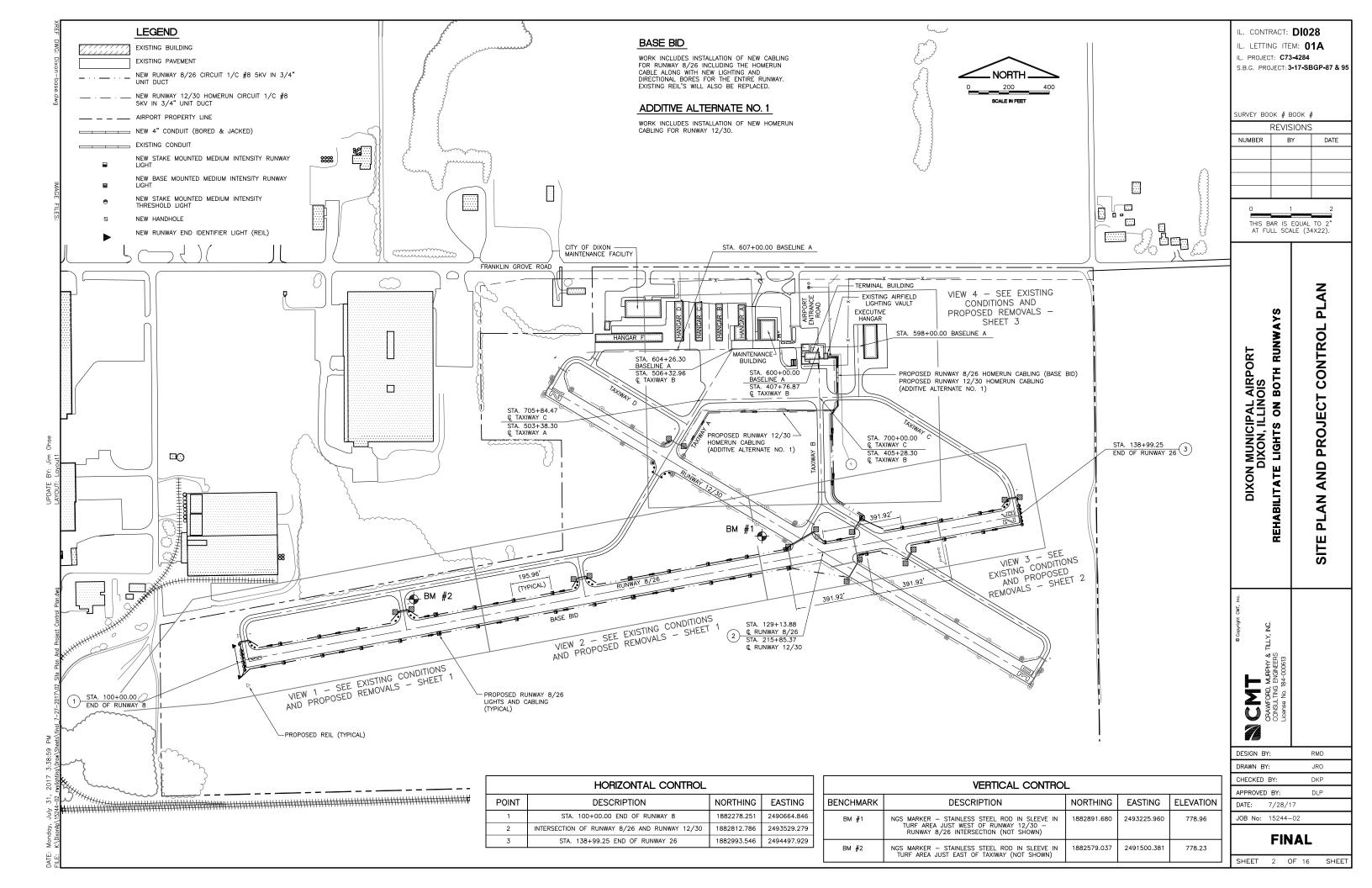
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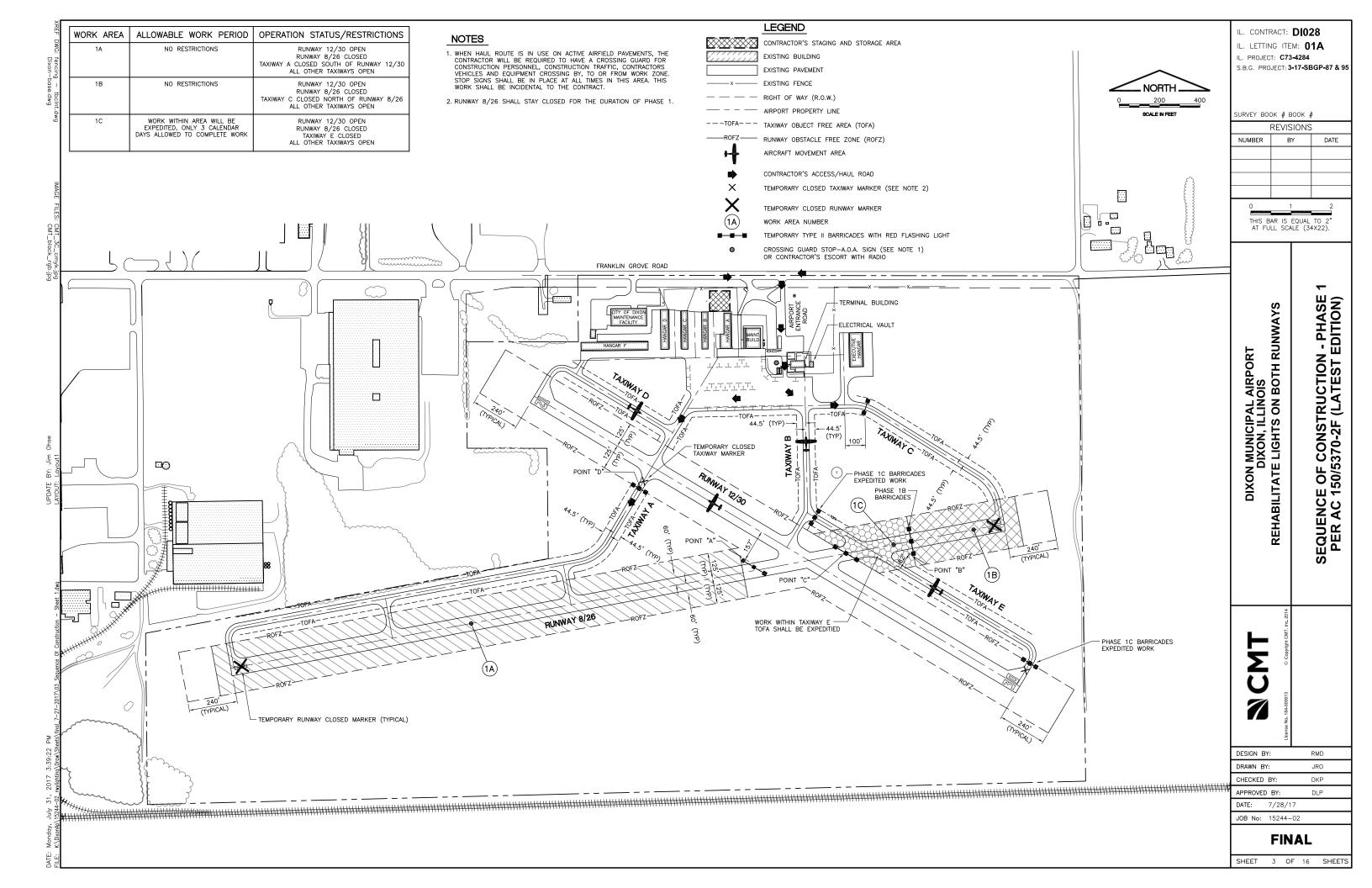
SUMMARY OF QUANTITIES BASE BID: RUNWAY 8/26

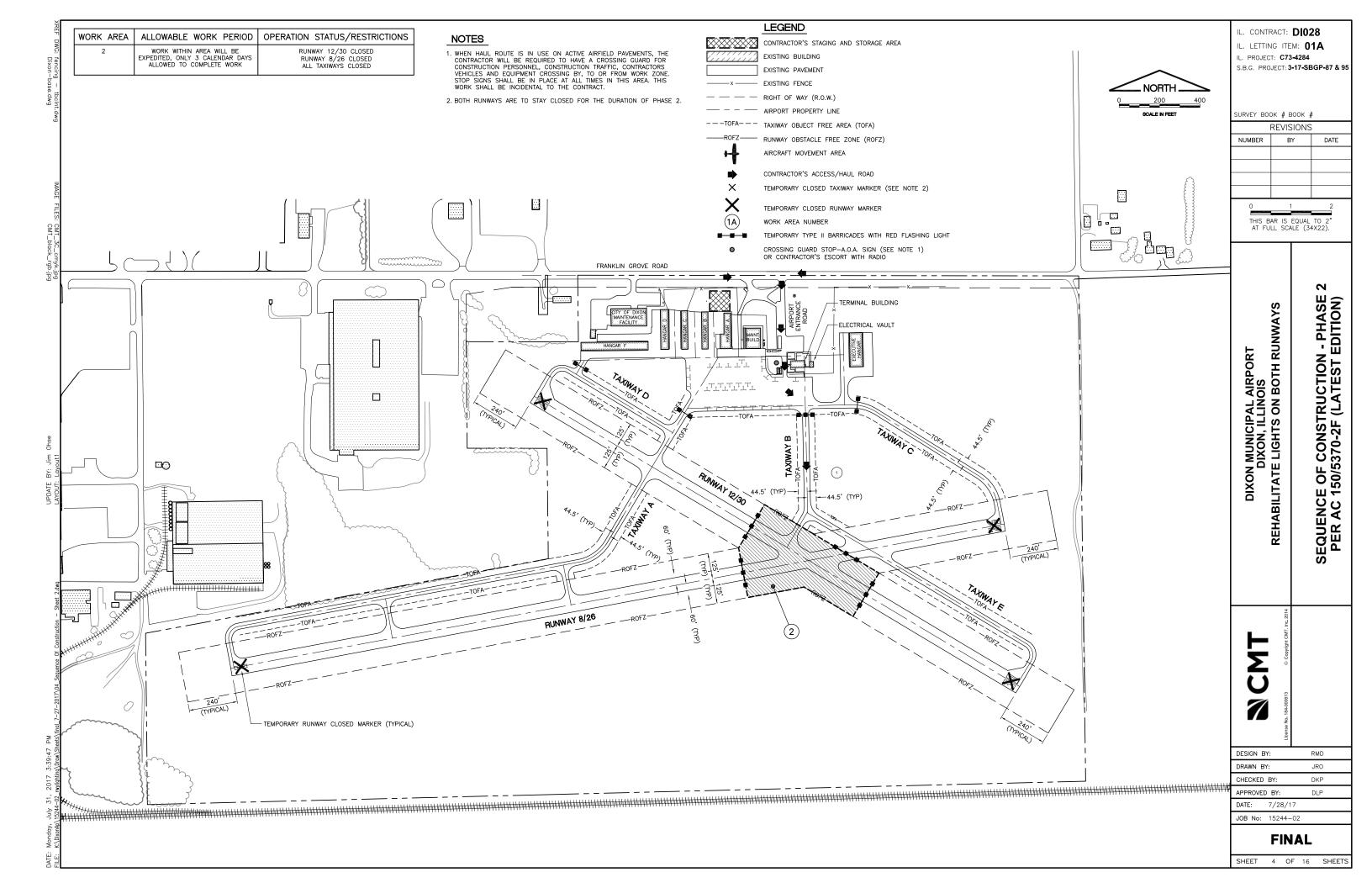
ESTIMATED RECORD DESCRIPTION UNIT QUANTITY QUANTITY BASE BID: RUNWAY 8/26 LIGHTING REHABILITATION 10,600 446 ELECTRICAL HANDHOLE **EACH** EACH ELEVATED RETROREFLECTIVE MARKER MITL - STAKE MOUNTED EACH AR125505 MIRL, STAKE MOUNTED EACH MIRL BASE MOUNTED EACH 10 EACH MITHRESHOLD LIGHT STAKE MTD REILS PAIR FACH 62 REMOVE BASE MOUNTED LIGHT **EACH** AR150510 ENGINEER'S FIELD OFFICE L.S. **ADDITIVE ALTERNATE NO. 1: RUNWAY 12/30** ITEM **ESTIMATED** RECORD DESCRIPTION NO QUANTITY QUANTITY ADDITIVE ALTERNATE NO. 1: RUNWAY 12/30 HOMERUN CABLE, DIRECTIONAL BORE & RETROREFLECTORS AS108158 1/C #8 5 KV UG CABLE IN UD 2600 4" DIRECTIONAL BORE 40 ELEVATED RETROREFLECTIVE MARKER FACH

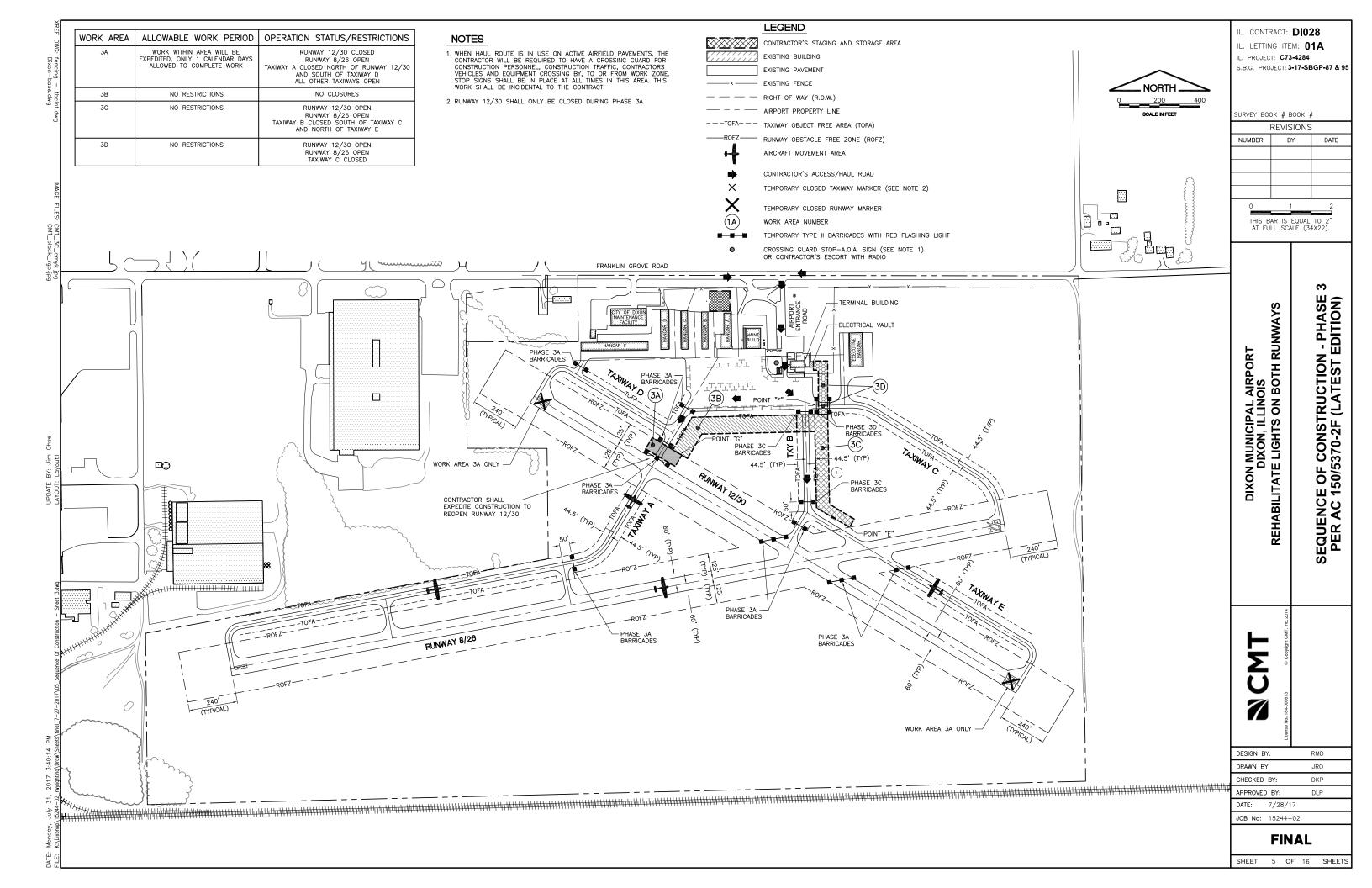
DESIGN INFORMATION

APPROACH CATEGORY B **DESIGN GROUP I**









GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTERPRED TO ALLOW FOR THE ORDERET 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
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2F (LATEST EDITION) OPERATIONAL
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN
- 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
- 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
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND ROUNDAYS 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
- 8. 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.
- 10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED
- . 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
- 12. 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.
- 13. 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
- 14. 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.
- 15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
- 16. 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.
- 17. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN EXCAVATOR TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET.
- RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSES RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- 19. 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
- 20. 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 APROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES 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 ENCINEER. 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.

- 21. 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
- 22. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLES ARE SHOWN ON THE PLANS AND MOST 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 PERRFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- 23. 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 ATTENDESS PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE
- 24. 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.
- 25. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT
- 26. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 45' FROM ACTIVE TAXIWAYS AND 125' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER
- 27. 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.
- 28. 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.
- 29. 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 WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND THE RESPONSIBILITY OF THE PROPERTY OF THE PROP 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.
- 30. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS 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 LITHIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAYMENTS 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, CONSISTENT AND ACCESTS. CONSULTANTS AND/OR AGENTS. .

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 SWEPT TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE

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 RECESSARY 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 RUNWAYS TO BE REPOPENDE UNLESS OTHERWISE SHOWN ON THE PLANS. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECCESSARY 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 RUNWAYS OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON THIS SHEFT FOR SAFETY AREA WINTYLY SHEET FOR SAFETY AREA WIDTHS.

TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIMAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIMAY / 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 TAXIMAY / 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

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO THE START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
- WORK ARFAS 1 THRU 3
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
 - PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.
 - MEGGER AIRFIELD CIRCUITS.
 - DE-ENERGIZE CIRCUITS FOR CLOSED RUNWAYS.
 - INSTALL TEMPORARY CABLING/DE-ENERGIZE TAXIWAY CIRCUIT OR COVER LIGHT FIXTURE IN SUCH A WAY TO PREVENT LIGHT LEAKAGE WITHIN WORK AREA LIMITS.
 - COMPLETE NEW LIGHTING AND CABLING IMPROVEMENTS
 - COMPLETE TOPSOILING AND SEEDING AROUND TO MEET RSA/TSA GRADING.
 - REMOVE TEMPORARY CABLING AND RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER PAVEMENT CLOSURES FOR NEXT WORK AREA.
 - CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.
 - RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR NEXT WORK
- RESTORE STAGING AREAS.

CONSTRUCTION POINT TABLE			
POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE
Α	RUNWAY 12/30	41*50'01.92"	89*26'42.68"
В	RUNWAY 12/30	41*50'02.02"	89*26'31.35"
С	RUNWAY 12/30	41*50'02.21"	89*26'35.79"
D	RUNWAY 12/30	41*50'05.55"	89*26'49.25"
E	RUNWAY 8/26	41*50'03.50"	89*26'35.56"
F	RUNWAY 12/30	41*50'09.47"	89*26'37.53"
G	RUNWAY 12/30	41*50'07.14"	89*26'46.61"

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT 25'

ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS. FAA CARLES 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.

IL. CONTRACT: DIOXX

IL. LETTING ITEM: 01A

IL. PROJECT: C73-4284

S.B.G. PROJECT: 3-17-SBGP-87 & 95

SURVEY BOOK # BOOK #

REVISIONS NUMBER BY DATE

> THIS BAR IS FOLIAL TO ' AT FULL SCALE (34X22)

> > RUNWAY CTION

PORT

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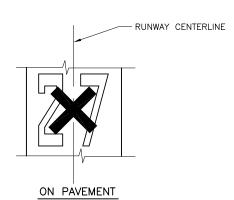
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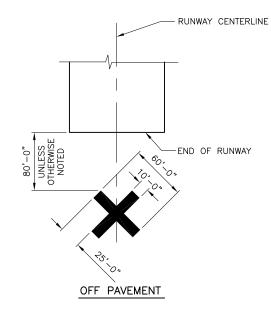


DESIGN BY: RMD DRAWN BY JRO CHECKED BY DKP APPROVED BY: JOB No: 15244-02

FINAL

SHEET 6 OF 16 SHEETS

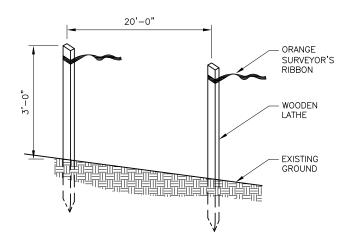




CLOSED RUNWAY MARKER DETAIL

NOTES

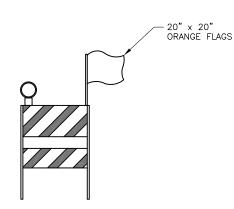
- 1. MARKERS SHALL BE SOLID YELLOW.
- 2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- 3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- 4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN. HOWEVER, WHEN 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.
- 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.



CONSTRUCTION SETBACK LINE DETAIL

NOTES

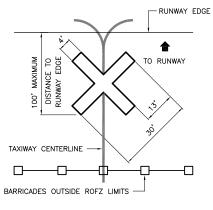
 PLACE CONSTRUCTION SETBACK LINES AT LOCATIONS OF CONSTRUCTION OPERATIONS NEAR RUNWAY OBSTACLE FREE ZONES AND TAXIWAY OBJECT FREE AREAS WHEN RUNWAYS/TAXIWAYS ARE OPEN.



FLASHER BARRICADE DETAIL

NOTES

- 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.

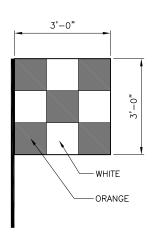


CLOSED TAXIWAY MARKER DETAIL

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.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- 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.



CONTRACTOR ACCESS ROUTE NOTES

CONTRACTOR FOR AN ACCESS ROUTE, STAGING, OR STORAGE

CONDITION TO THE SATISFACTION OF THE AIRPORT. NO ADDITIONAL COMPENSATION TO PROTECT, REPAIR, OR RESTORE

SHALL BE REPAIRED AND RESTORED TO THEIR ORIGINAL

1. ALL PAVEMENTS OR TURF AREAS UTILIZED BY THE

THESE AREAS SHALL BE MADE.

CONSTRUCTION EQUIPMENT AND TRUCK/VEHICLE SIGNAL FLAG

NTS

IL. PROJECT: C73-4284 S.B.G. PROJECT: 3-17-SBGP-87 & 95 SURVEY BOOK # BOOK # **REVISIONS** BY NUMBER THIS BAR IS EQUAL TO 2 AT FULL SCALE (34X22). RUNWAY OF CONSTRUCTION RAL DETAILS AIRPORT JOIS V BOTH RU DIXON MUNICIPAL A DIXON, ILLINO SILITATE LIGHTS ON E EQUENCE C EHABI

DESIGN BY:

DRAWN BY

CHECKED BY

APPROVED BY:

JOB No: 15244-02

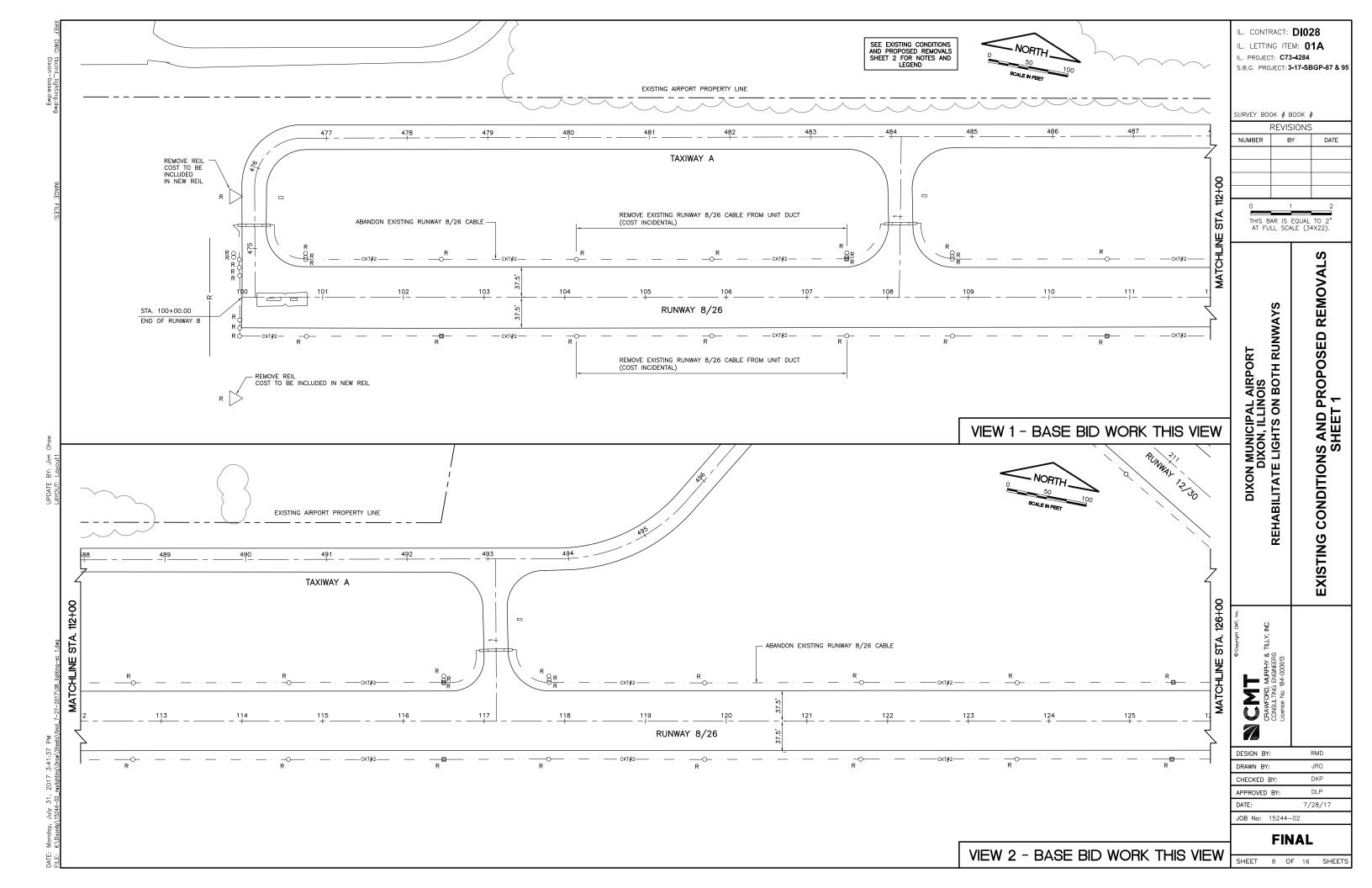
FINAL
SHEET 7 OF 16 SHEETS

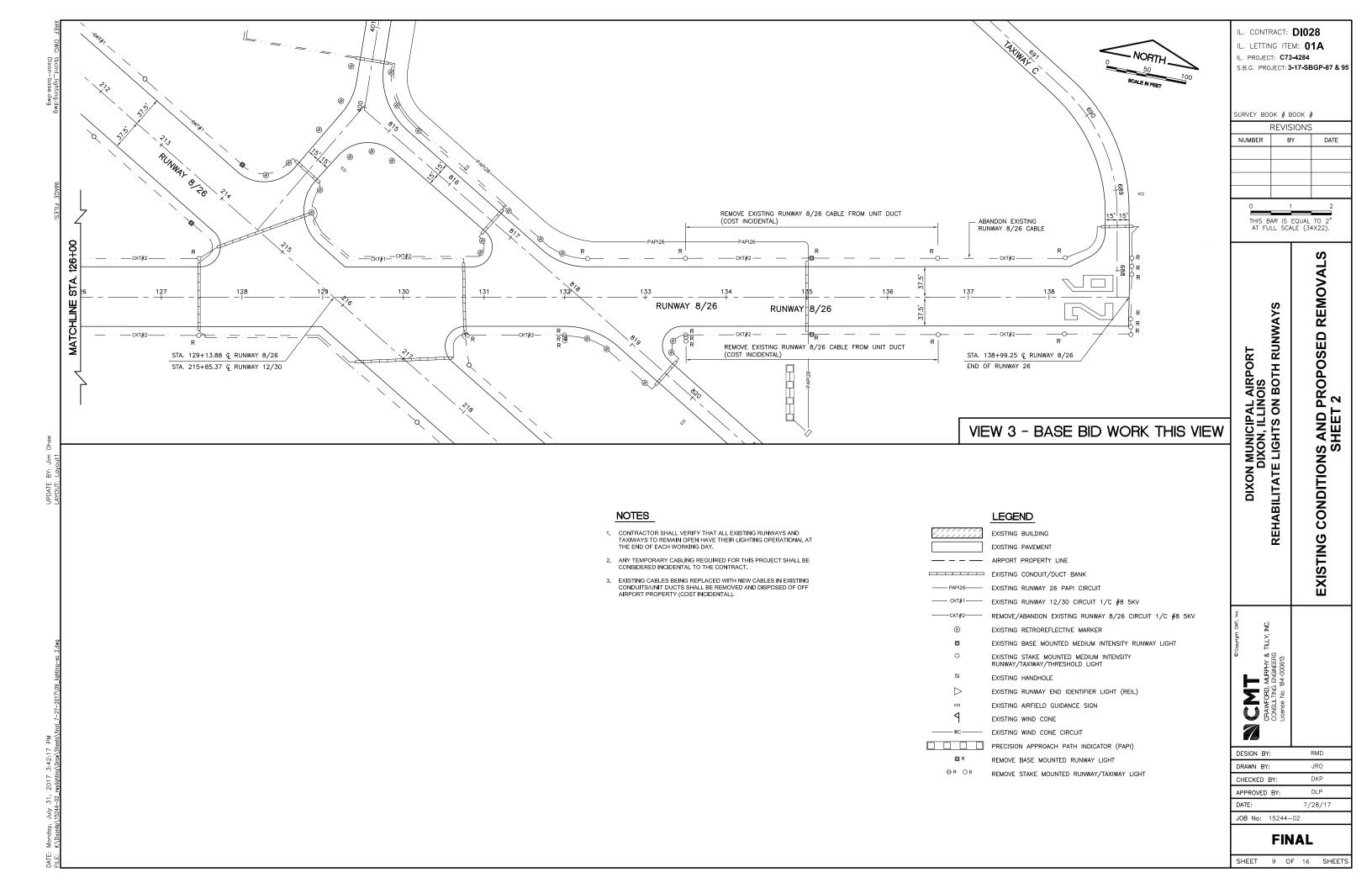
RMD

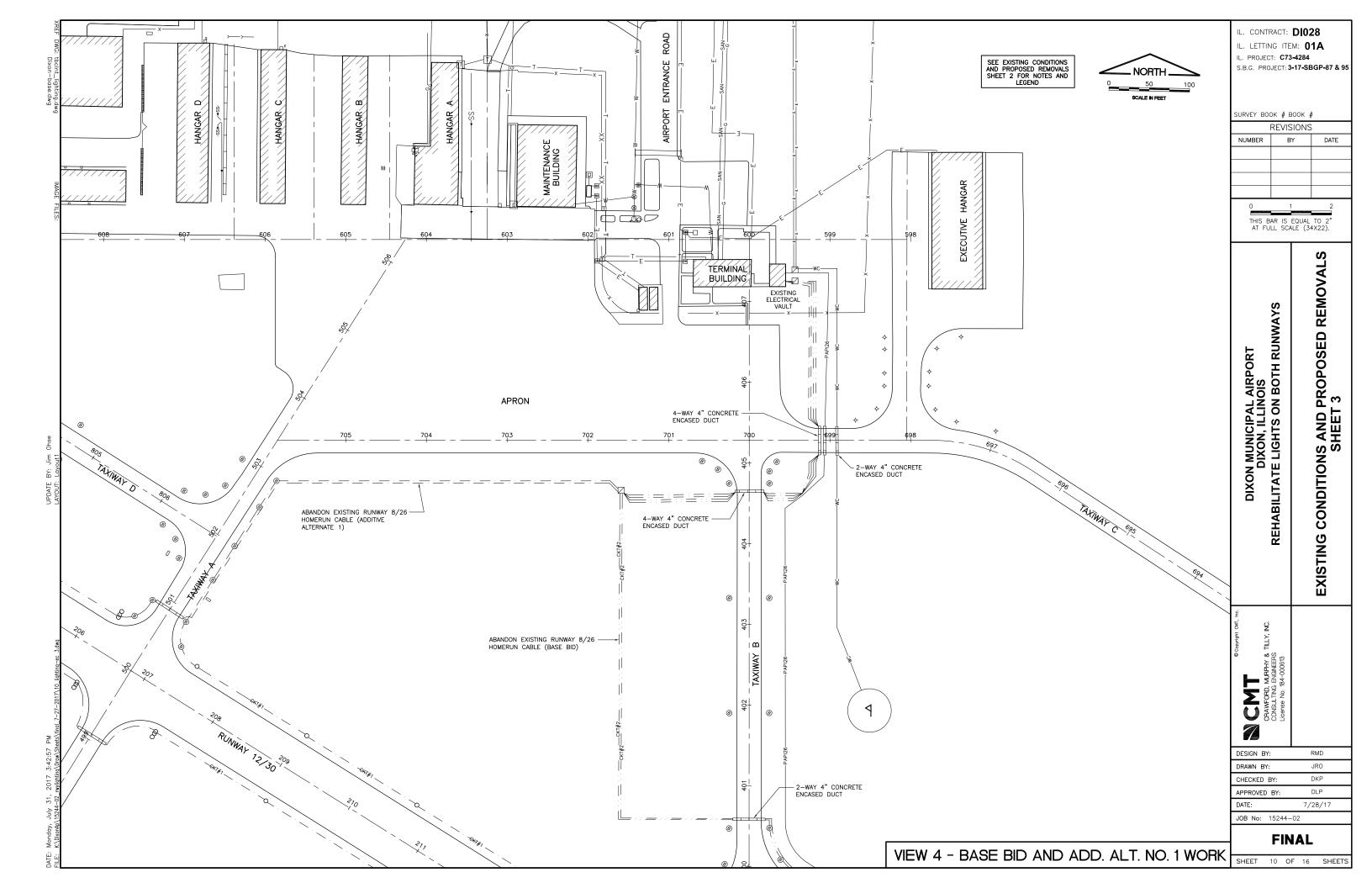
JRO

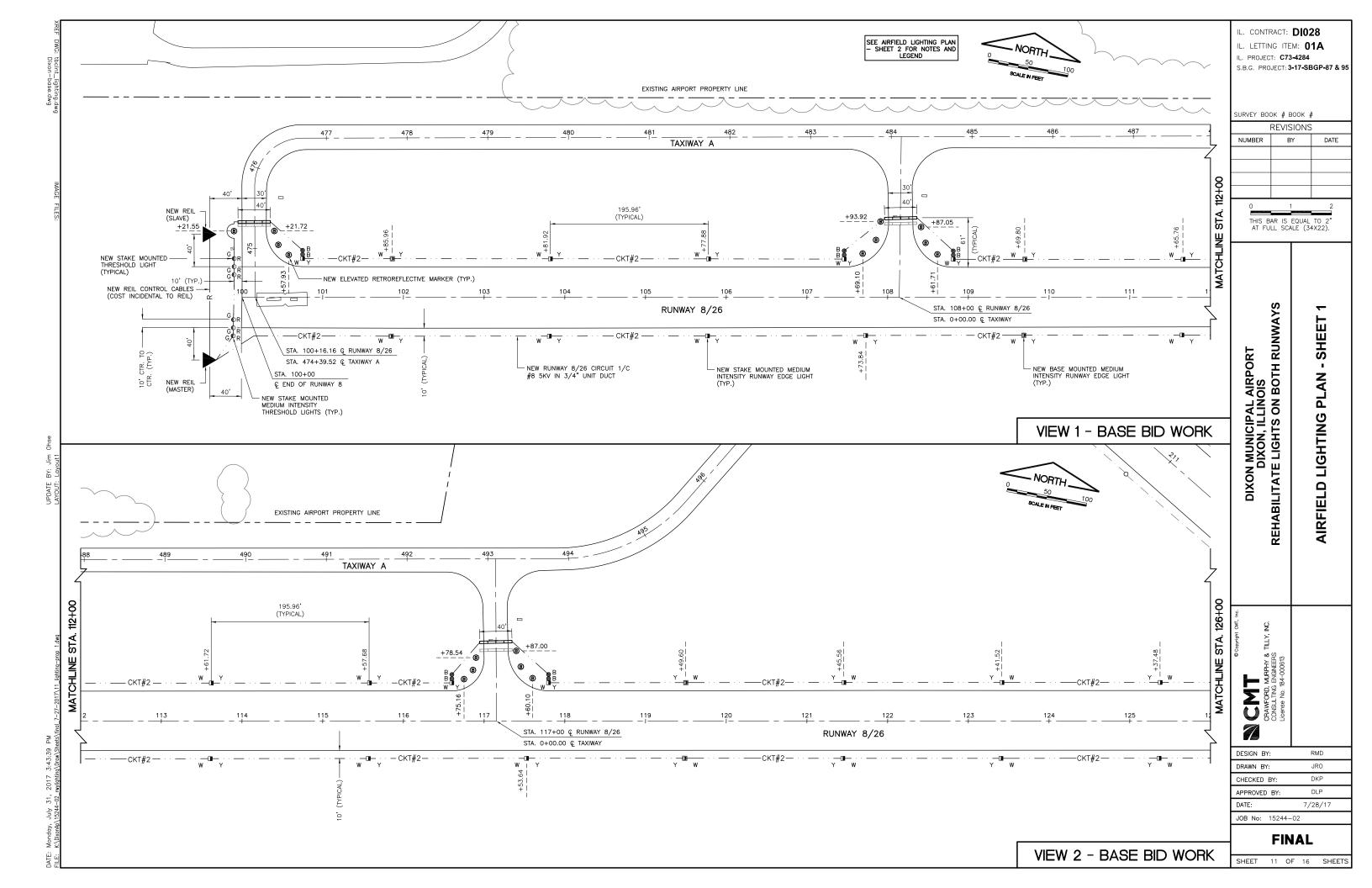
DKP

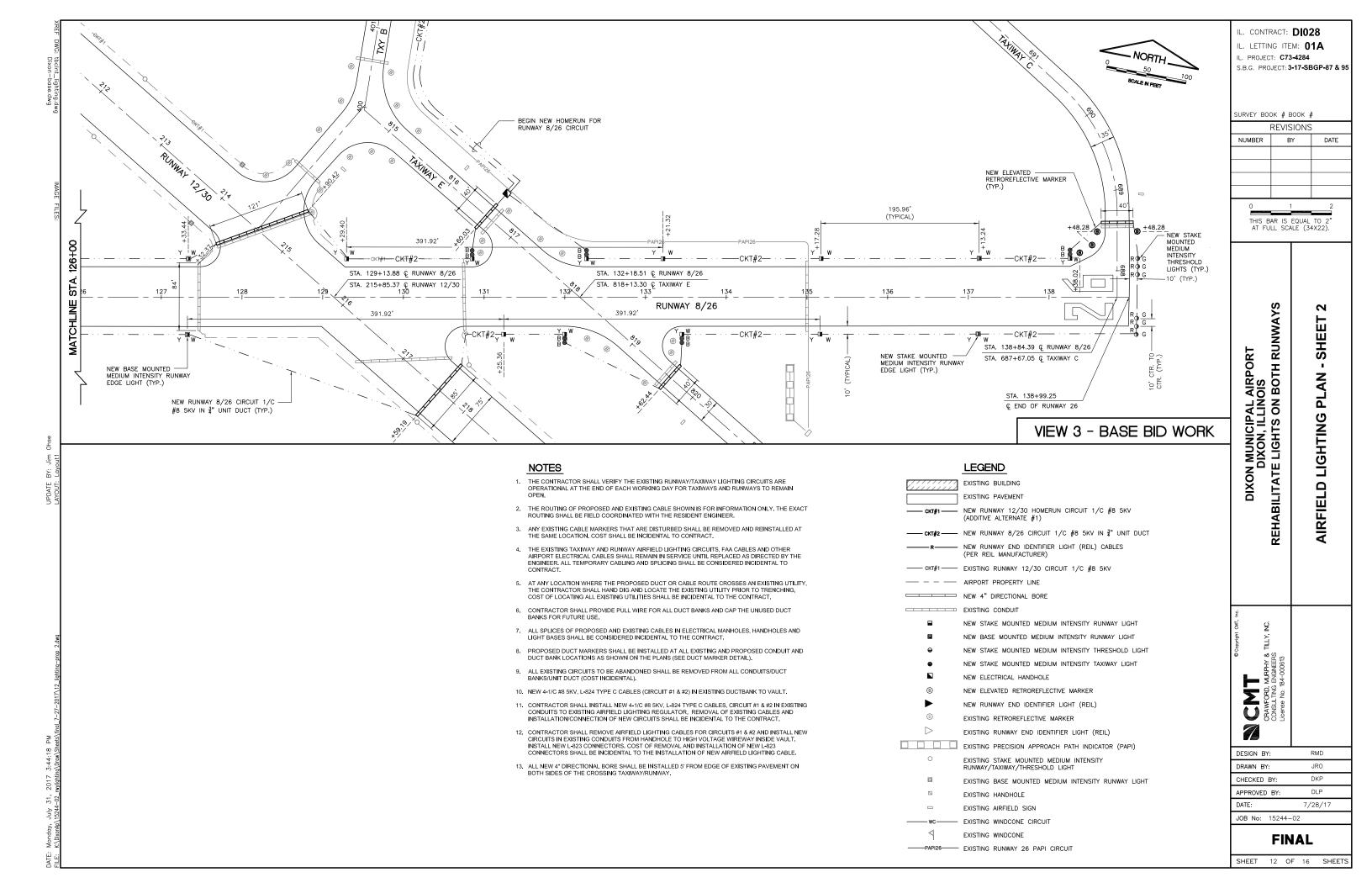
IL. CONTRACT: **D|028**IL. LETTING ITEM: **01A**

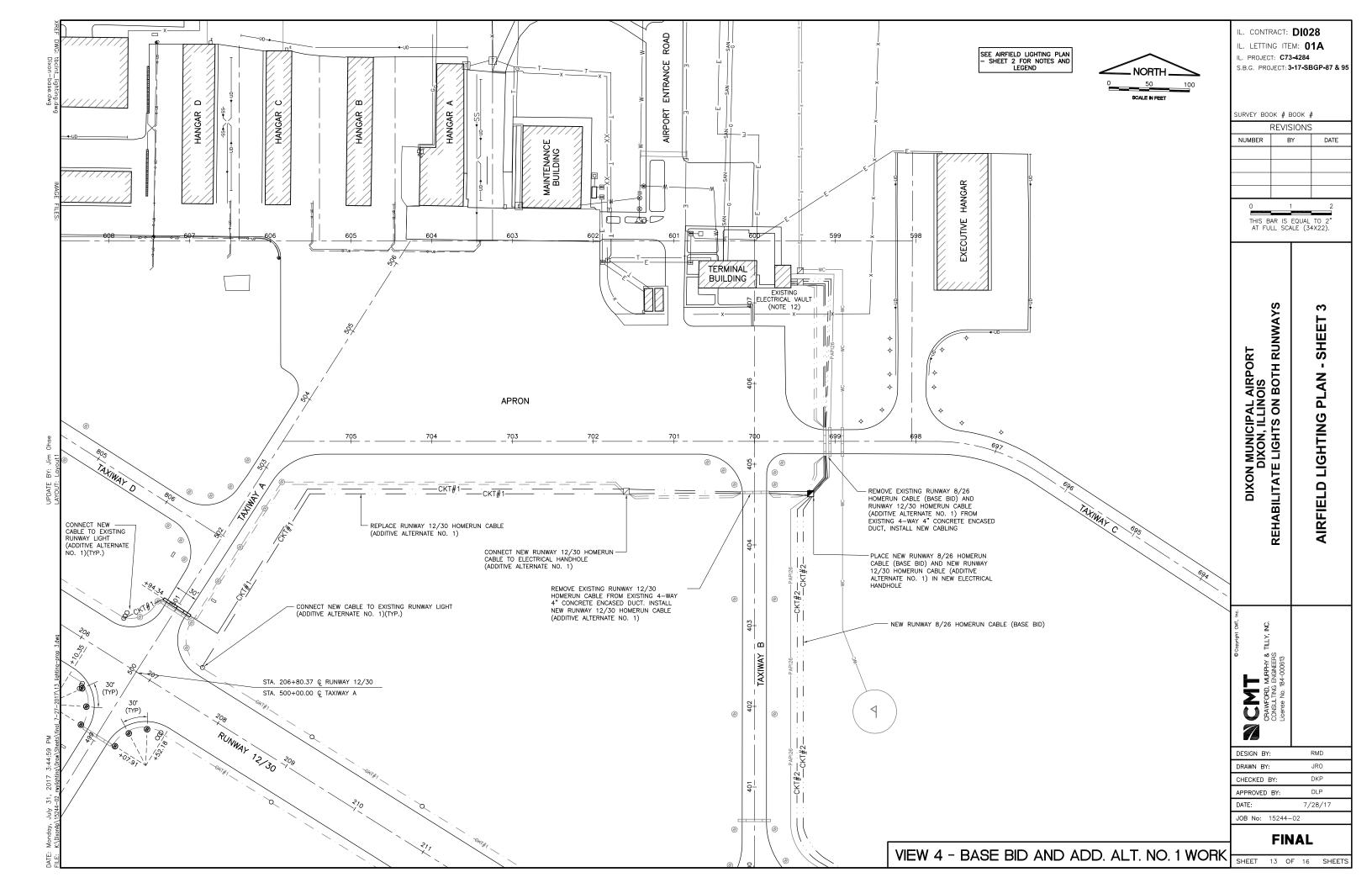


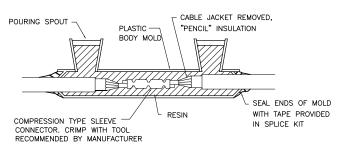






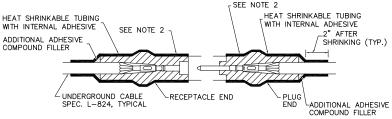






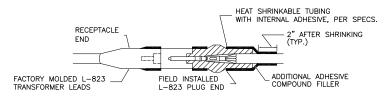
TYPE A - CABLE SPLICE

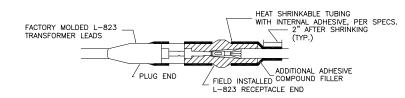
FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT NOT TO SCALE



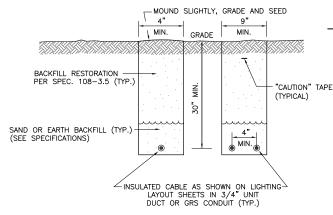


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT
RUNWAY/TAXIWAY LIGHTS AND SIGNS
NOT TO SCALE

CABLE SPLICE NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE—HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 4. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

NOTES

3/4"

.2"

.15"

OR OVERLAY

DUCT MARKER DETAIL

3/16" R.¬

NON CORROSIVE METAL DISK (BRASS)

- FLECTRICAL

DUCT/CONDUIT

- 1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 4" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED
- 2. 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.
- 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

NUMBER OF DUCTS/CONDUITS AND

DUCT SIZE PRESTAMPED OR CHISELED ON THE JOE

DUCT MARKERS SHALL BE

DRILLED AND GROUTED SO THEY

NEW DUCT MARKER SHALL BE INSTALLED AT

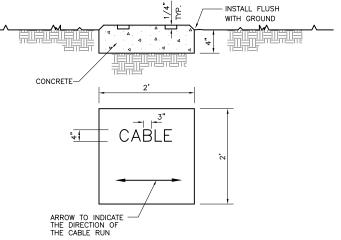
EXISTING AS SHOWN ON THE CABLING AND DUCT PLAN. (COST INCIDENTAL) CONTACTOR

FIELD. (COST INCIDENTAL TO CONTRACT)

SHALL LOCATE EXISTING DUCT LOCATIONS IN

SURFACE OF THE PAVEMENTS.

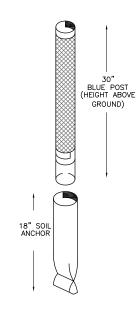
ALL DUCTS LOCATIONS PROPOSED AND



TURF CABLE MARKER DETAIL

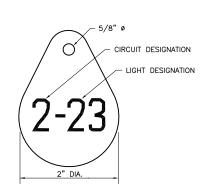
NOTES

- CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
- 2.) ITEM 610 CONCRETE SHALL BE USED.
- 3.) ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- 4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 5.) 0.049 CU. YD. CONCRETE PER MARKER.



ELEVATED RETROFLECTIVE MARKER (SOIL ANCHOR MOUNT) NOT TO SCALE

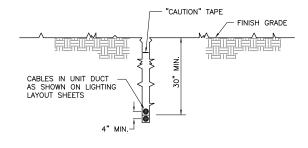
NOTE: RETROFLECTIVE MARKER SHALL BE L-853 CERTIFIED.



LIGHT IDENTIFICATION DETAIL

NOTES:

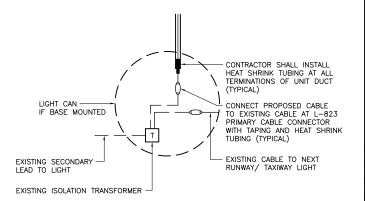
- 1. INSTALL A NONCORROSIVE DISC OF 2"
 MINIMUM DIAMETER WITH THE NUMBER
 PERMANENTLY STAMPED, CUT OUT, OR
 ENGRAVED UNDER THE HEAD OF THE BASE
 PLATE BOLT OR ATTACHED TO LIGHT
 FLANGE WITH A SET SCREW.
- 2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- 3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



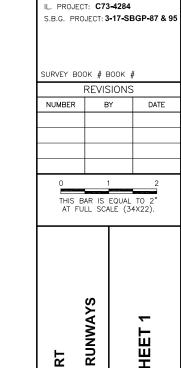
CABLE IN UNIT DUCT - PLOWED

NOT TO SCALE

NOTE: CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL



IL. CONTRACT: **DI028**IL. LETTING ITEM: **01A**

BIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE LIGHTS ON BOTH RUNW
ELECTRICAL DETAILS - SHEET



DESIGN BY: RMD

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DLP

DATE: 7/28/17

JOB No: 15244-02

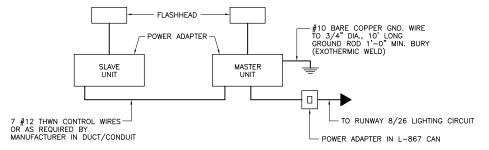
SHEET 14 OF 16 SHEETS

NOT TO SCALE

3/4" THICK SOLID LID SOLID LID SHALL BOLT ON TO CAN. TYP. - NEW SPLICE CAN L-867 BASE SIZE "D" 16" DIA. (SEE DETAIL THIS SHEET) -1" PVC SLEEVE FOR GROUNDING I SPLICE CAN LOCATED IN PAVEMENT AND NO CONDUIT OUTLET TO TURF (COST INCIDENTAL TO SPLICE CAN) PROPOSED ITEM 610 CONCRETE NEW 3/4" DIA. x 10' LONG COPPER CLAD GROUND ROD 2" GRS CONDUIT-(TYPICAL) (COST INCIDENTAL TO SPLICE CAN) SEE GENERAL NOTE 8 UNDISTURBED EARTH 6" (MIN.) SAND BACKFILL

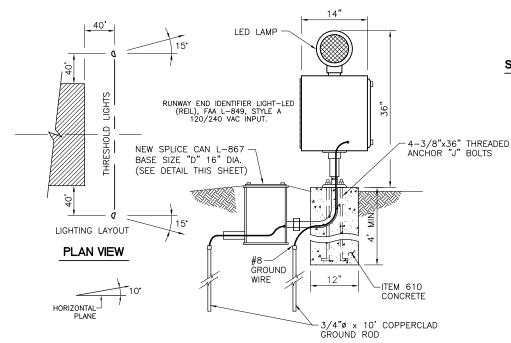
NEW SPLICE CAN DETAIL

NOT TO SCALE



REIL DETAIL

NOT TO SCALE

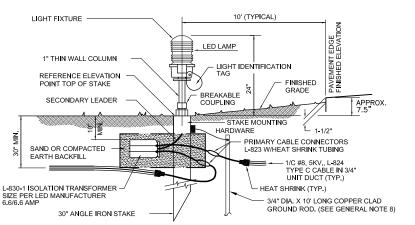


RUNWAY END IDENTIFIER LIGHT-LED (REIL) DETAIL

NOT TO SCALE

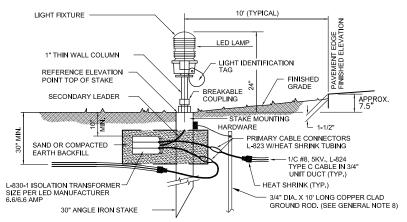
NOTES:

 THE PROPOSED REIL SYSTEM SHALL BE L-849I, STYLE A (CURRENT DRIVEN) COMPLETED WITH SPLICE CAN, FLASHEADS, POWER ADAPTERS, FRANGIBLE FITTINGS AND ALL NECESSARY EQUIPMENT FOR A COMPLETE AND OPERATIONAL SYSTEM. REIL UNIT FAA APPROVED TYPE L-849I.



STAKE MOUNTED MEDIUM INTENSITY TAXIWAY EDGE LIGHT (LED) DETAIL

NOT TO SCALE



STAKE MOUNTED MEDIUM INTENSITY RUNWAY EDGE/THRESHOLD LIGHT (LED) DETAIL

NOT TO SCALE

LIGHT FIXTURE LED LAMP _{-1-1/2}" E EN BREAKABLE COUPLING LIGHT IDENTIFICATION REFERENCE ELEV. -POINT TOP OF CONC. BASE SLOPE BASE PLATE DRAIN (TYP. PROPOSED L-823 PRIMARY CABLE CONNECTORS 0 3' OF SLACK MIN. IN EACH PRIMARY CABLE BEND RADIUS 10" MIN. FOR UNIT DUCT. SECONDARY LEAD L-867 CLASS I BASE 12" DIA. 24" MIN. DEPTH L-830-1 ISOLATION TRANSFORMER SIZE PER LED MANUFACTURER 6.6/6.6 AMP ITEM 610 CONCRETE 6" PROPOSED CONDUIT BUSHING (TYP.)-PROPOSED 1/C #8, 5KV., L-824 TYPE C CABLE IN UNIT DUCT - BRICK PROPOSED HEAT SHRINK (TYP.) 3/4" DIA. X 10' LONG COPPER CLAD GROUND ROD. (SEE GENERAL NOTE 8) UNIT DUCT SHALL BE TERMINATED — INSIDE THE LIGHT BASE AND SEALED 24" ROUND GRS CONDUIT (TYP.) PROPOSED 6" SAND CUSHION-COMPACTED WITH HEAT SHRINK AS SPECIFIED

BASE MOUNTED MEDIUM INTENSITY RUNWAY EDGE LIGHT (LED) DETAIL

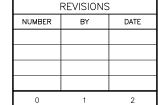
NOT TO SCALE

GERERAL NOTES:

- THE CONCRETE BASE FOR BASE MOUNTED LIGHTS SHALL BE TROWEL FINISHED WITH A 45' BEVELED EDGE. SLOPE TO DRAIN (610)
- 2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALLY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- 4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- 5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
- 6. ALL LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST.
- 7. TAXIWAY ELEVATED RETROREFLECTIVE MARKERS SHALL REFLECT BLUE, TAXIWAY LIGHTS SHALL BE BLUE, RUNWAY LIGHTS SHALL HAVE A CLEAR OR 180' AMBER/CLEAR LENS AND THRESHOLD LIGHTS SHALL HAVE GREEN/RED LENS AS DESIGNATED ON PLANS.
- 8. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN OR STAKE AND EXOTHERMICALLY WELDED TO GROUND ROD.

- IL. CONTRACT: DI028
 - IL. LETTING ITEM: 01A
- IL. PROJECT: **C73-4284**S.B.G. PROJECT: **3-17-SBGP-87 & 95**

SURVEY BOOK # BOOK #



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

BIXON MUNICIPAL AIRPORT
DIXON, ILLINOIS
REHABILITATE LIGHTS ON BOTH RUNWAYS
ELECTRICAL DETAILS - SHEET 2

DESIGN BY: RMD

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DLP

DATE: 7/28/17

FINAL

SHEET 15 OF 16 SHEETS

JOB No: 15244-02

