

CITY OF AURORA
 AURORA, ILLINOIS

CONSTRUCTION PLANS
 FOR
 AURORA MUNICIPAL AIRPORT

REPLACE AIRFIELD SIGNAGE, WIND CONES, RUNWAY 15
 AND 27 REILS, AND AIRPORT ROTATING BEACON;
 CONSTRUCT RUNWAY GUARD LIGHTS AT RUNWAY 15/33

ILLINOIS PROJECT: ARR-5201
 S.B.G. PROJECT: 3-17-SBGP-197/249/TBD

JULY 24, 2026


D. Kyle Peabody
 DATE SIGNED: 07/24/26
 EXPIRATION DATE: 11/30/27

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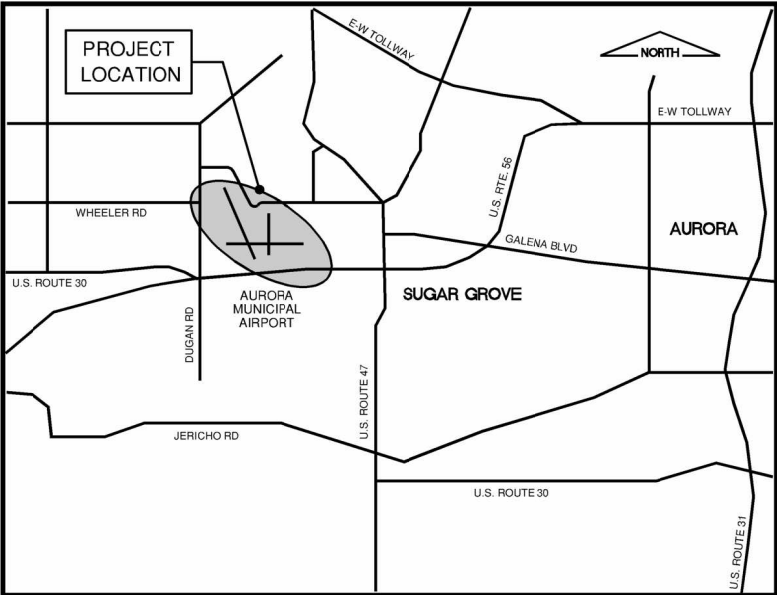
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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.

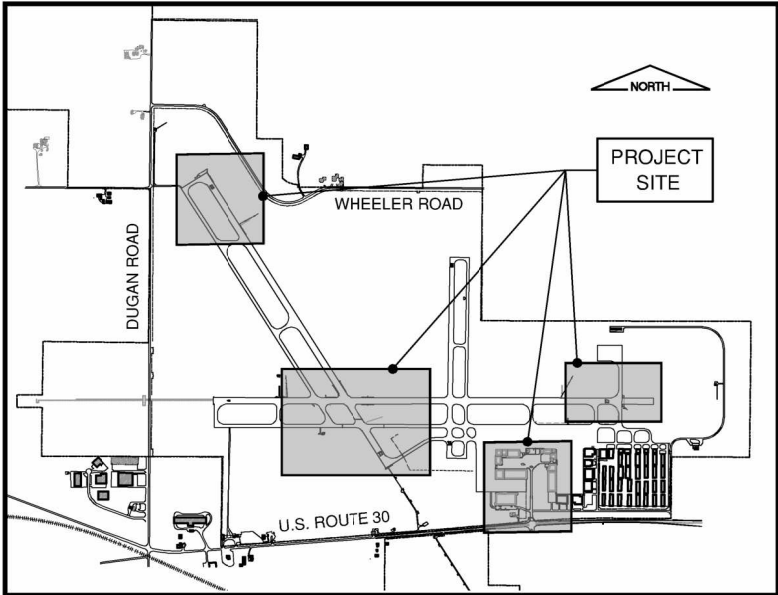
CALL J.U.L.I.E BEFORE EXCAVATING
AT 811

AURORA MUNICIPAL AIRPORT

SECTION: 17 AND 18 COUNTY: KANE
 RANGE: 7 EAST U.S. ROUTE 30
 TOWNSHIP: 38 NORTH SUGAR GROVE TOWNSHIP



LOCATION MAP



SITE PLAN




CITY OF AURORA, ILLINOIS

APPROVED BY *[Signature]* MAYOR
 JOHN LAESCH

DATE September 11, 2025 20 25

APPROVED BY *[Signature]* AIRPORT MANAGER
 STEPHEN K. ANDRAS, P.E.

DATE SEPTEMBER 12 20 25



240065.14.00

CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS

SUBMITTED BY *[Signature]*
 D. KYLE PEABODY, P.E.

DATE SEPTEMBER 12 20 25

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026



MARK	DATE	DESCRIPTION
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IL PROJECT NO:	
CMT PROJECT NO:	25007812.00
CAD DWG FILE:	
DESIGNED BY:	CMJ
DRAWN BY:	JRO
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SITE PLAN AND PROJECT CONTROL PLAN/ SUMMARY OF QUANTITIES



 PROPOSED PROJECT LIMITS
 EXISTING BUILDING
 EXISTING FENCE
 AIRPORT PROPERTY LINE
 BENCHMARK



SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	FEDERAL / STATE / LOCAL QUANTITY	LOCAL ONLY QUANTITY	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR101510	AIRPORT ROTATING BEACON	1	0	EACH	1	
AR101900	BEACON REMOVAL	1	0	EACH	1	
AR107508	L-806 W C 8" INTERNALLY LIT	2	0	EACH	2	
AR107812	L-807 W C-12" INTERNALLY LIT	1	0	EACH	1	
AR107900	REMOVE WIND CONE	3	0	EACH	3	
AR107960	RELOCATE WIND CONE	1	0	EACH	1	
AR108158	1/C #8 5KV UG CABLE IN UD	1,710	440	FOOT	2,150	
AR109210	VAULT MODIFICATIONS	1	0	L SUM	1	
AR110012	2" DIRECTIONAL BORE	375	0	FOOT	375	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	2	0	EACH	2	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	2	0	EACH	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	3	0	EACH	3	
AR125565	SPLICE CAN	3	0	EACH	3	
AR125610	REILS	0	1	PAIR	1	
AR125740	RUNWAY GUARD LIGHT	4	0	EACH	4	
AR125904	REMOVE TAXI GUIDANCE SIGN	5	0	EACH	5	
AR125907	REMOVE REILS	0	2	PAIR	2	
AR150510	ENGINEER'S FIELD OFFICE	1	0	L SUM	1	
AR150520	MOBILIZATION	1	0	L SUM	1	
AR800138	2-1/C #6 XLP USE, 1#10 GND	1,400		FOOT	1,400	
AR800139	2-1/C #8 XLP USE, 1#10 GND	1,400	0	FOOT	1,400	
AR800140	2-1/C #8 XLP USE, 1#10 GND IN UD	1,870	0	FOOT	1,870	
AR800181	REILS, TYPE A	0	1	PAIR	1	
AR800250	2-1/C #8 5KV UG CABLE IN UD	1,260	0	FOOT	1,260	
AR800261	2 1/C #6 XLP USE, 1/C #10 GND IN-1" UD	3,440	70	FOOT	3,510	
AR800350	2- #10 USE, 1- #10 GND IN CONDUIT	120	100	FOOT	220	

VERTICAL CONTROL

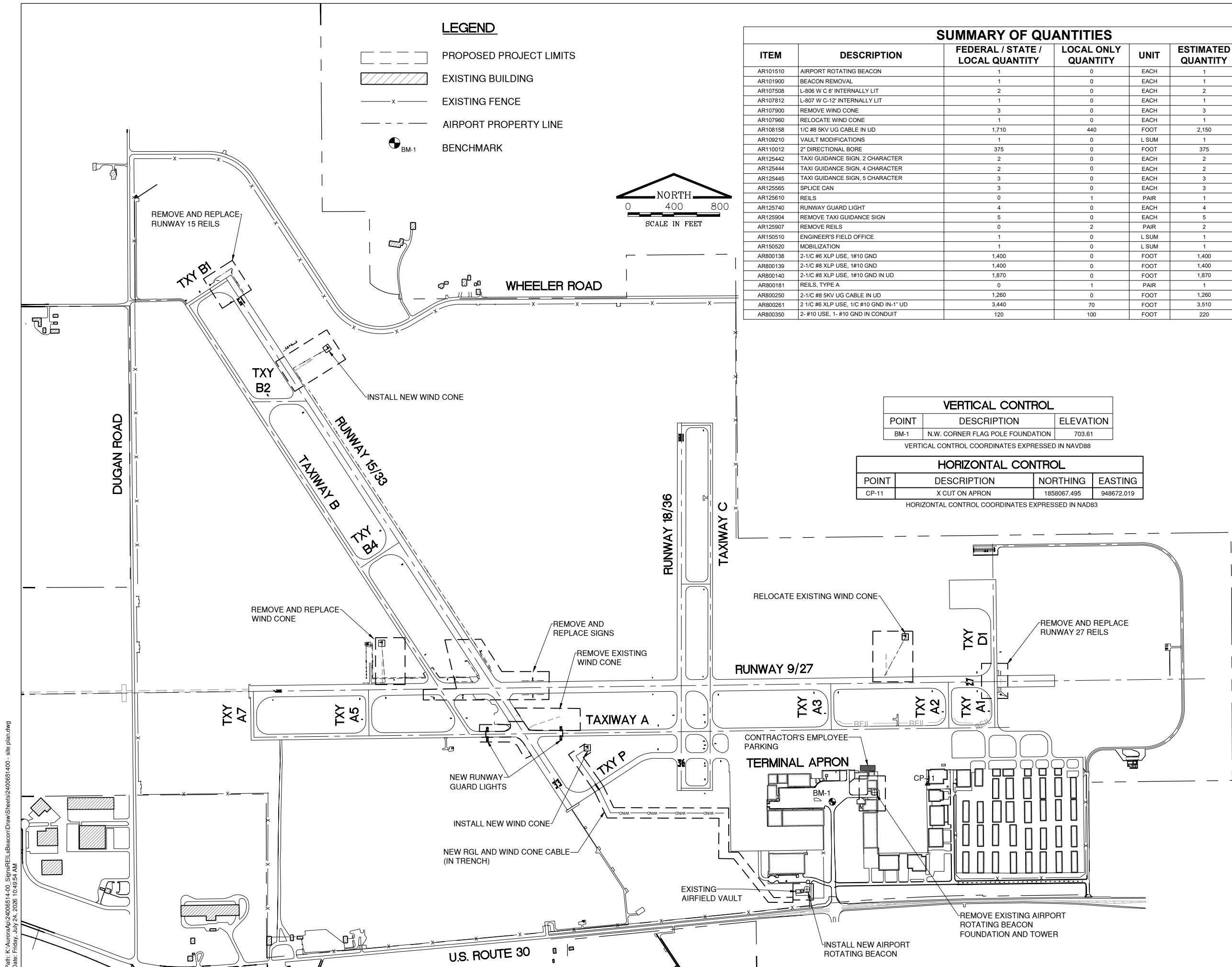
POINT	DESCRIPTION	ELEVATION
BM-1	N.W. CORNER FLAG POLE FOUNDATION	703.61

VERTICAL CONTROL COORDINATES EXPRESSED IN NAVD88

HORIZONTAL CONTROL

POINT	DESCRIPTION	NORTHING	EASTING
CP-11	X CUT ON APRON	1858067.495	948672.019

HORIZONTAL CONTROL COORDINATES EXPRESSED IN NAD83



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CONSULTANTS

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
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IDENTIFIER LIGHTS,
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SHEET TITLE

SEQUENCE OF
CONSTRUCTION - 1

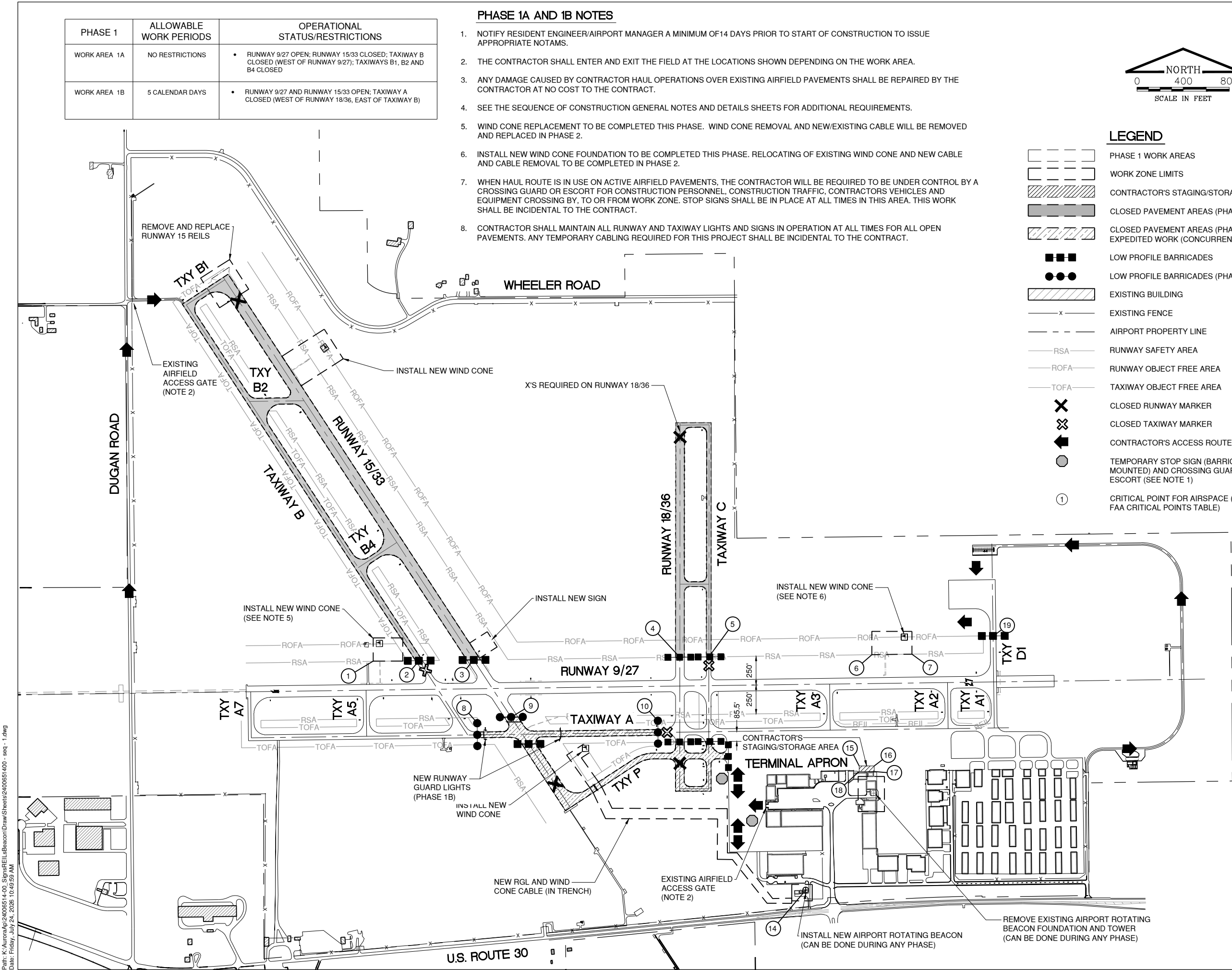
PHASE 1A AND 1B NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF 14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
2. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA.
3. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
4. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
5. WIND CONE REPLACEMENT TO BE COMPLETED THIS PHASE. WIND CONE REMOVAL AND NEW/EXISTING CABLE WILL BE REMOVED AND REPLACED IN PHASE 2.
6. INSTALL NEW WIND CONE FOUNDATION TO BE COMPLETED THIS PHASE. RELOCATING OF EXISTING WIND CONE AND NEW CABLE AND CABLE REMOVAL TO BE COMPLETED IN PHASE 2.
7. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO BE UNDER CONTROL BY A CROSSING GUARD OR ESCORT FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL MAINTAIN ALL RUNWAY AND TAXIWAY LIGHTS AND SIGNS IN OPERATION AT ALL TIMES FOR ALL OPEN PAVEMENTS. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE INCIDENTAL TO THE CONTRACT.



LEGEND

- PHASE 1 WORK AREAS
- WORK ZONE LIMITS
- CONTRACTOR'S STAGING/STORAGE AREA
- CLOSED PAVEMENT AREAS (PHASE 1)
- CLOSED PAVEMENT AREAS (PHASE 1B ONLY) EXPEDITED WORK (CONCURRENT TO PHASE 1A)
- LOW PROFILE BARRICADES
- LOW PROFILE BARRICADES (PHASE 1B ONLY)
- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- TOFA TAXIWAY OBJECT FREE AREA
- CLOSED RUNWAY MARKER
- CLOSED TAXIWAY MARKER
- CONTRACTOR'S ACCESS ROUTE
- TEMPORARY STOP SIGN (BARRICADE MOUNTED) AND CROSSING GUARD AND/OR ESCORT (SEE NOTE 1)
- CRITICAL POINT FOR AIRSPACE (SEE SHEET 7 FOR FAA CRITICAL POINTS TABLE)



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FINAL

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II. PROJECT NO.

CMT PROJECT NO:	25007812.00
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CAD DWG FILE:

DESIGNED BY: CMJ

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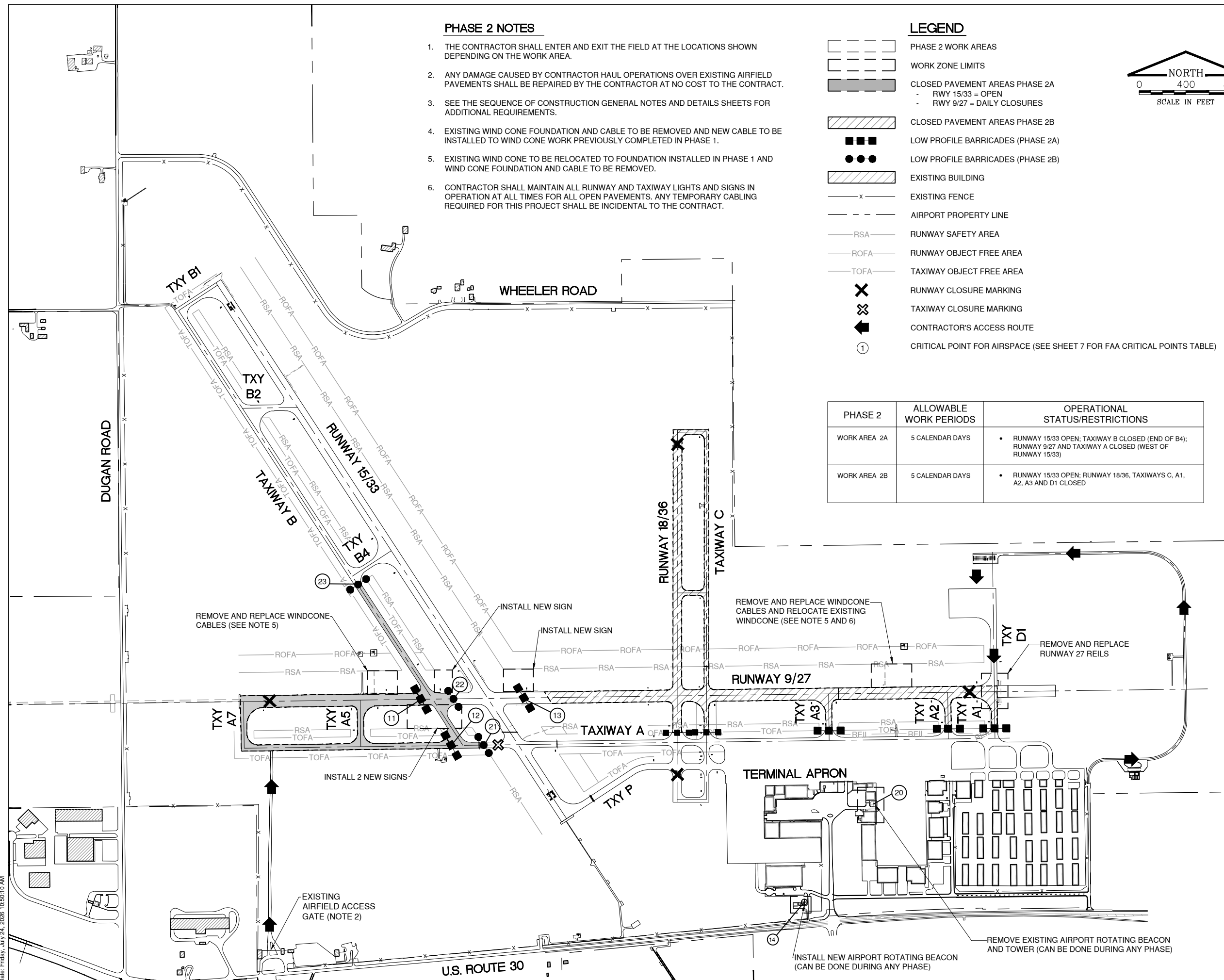
SEQUENCE OF CONSTRUCTION - 2

SHEET 4 OF 26

1. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA.
2. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
3. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
4. EXISTING WIND CONE FOUNDATION AND CABLE TO BE REMOVED AND NEW CABLE TO BE INSTALLED TO WIND CONE WORK PREVIOUSLY COMPLETED IN PHASE 1.
5. EXISTING WIND CONE TO BE RELOCATED TO FOUNDATION INSTALLED IN PHASE 1 AND WIND CONE FOUNDATION AND CABLE TO BE REMOVED.
6. CONTRACTOR SHALL MAINTAIN ALL RUNWAY AND TAXIWAY LIGHTS AND SIGNS IN OPERATION AT ALL TIMES FOR ALL OPEN PAVEMENTS. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE INCIDENTAL TO THE CONTRACT.

	PHASE 2 WORK AREAS
	WORK ZONE LIMITS
	CLOSED PAVEMENT AREAS PHASE 2A
	- RWY 15/33 = OPEN - RWY 9/27 = DAILY CLOSURES
	CLOSED PAVEMENT AREAS PHASE 2B
	LOW PROFILE BARRICADES (PHASE 2A)
	LOW PROFILE BARRICADES (PHASE 2B)
	EXISTING BUILDING
	EXISTING FENCE
	AIRPORT PROPERTY LINE
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	RUNWAY CLOSURE MARKING
	TAXIWAY CLOSURE MARKING
	CONTRACTOR'S ACCESS ROUTE
	CRITICAL POINT FOR AIRSPACE (SEE SHEET 7 FOR FAA CRITICAL POINTS TABLE)

PHASE 2	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS
WORK AREA 2A	5 CALENDAR DAYS	RUNWAY 15/33 OPEN; TAXIWAY B CLOSED (END OF B4); RUNWAY 9/27 AND TAXIWAY A CLOSED (WEST OF RUNWAY 15/33)
WORK AREA 2B	5 CALENDAR DAYS	RUNWAY 15/33 OPEN; RUNWAY 18/36, TAXIWAYS C, A1, A2, A3 AND D1 CLOSED



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FINAL

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DRAWN BY:	JRO
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SEQUENCE OF CONSTRUCTION - 3

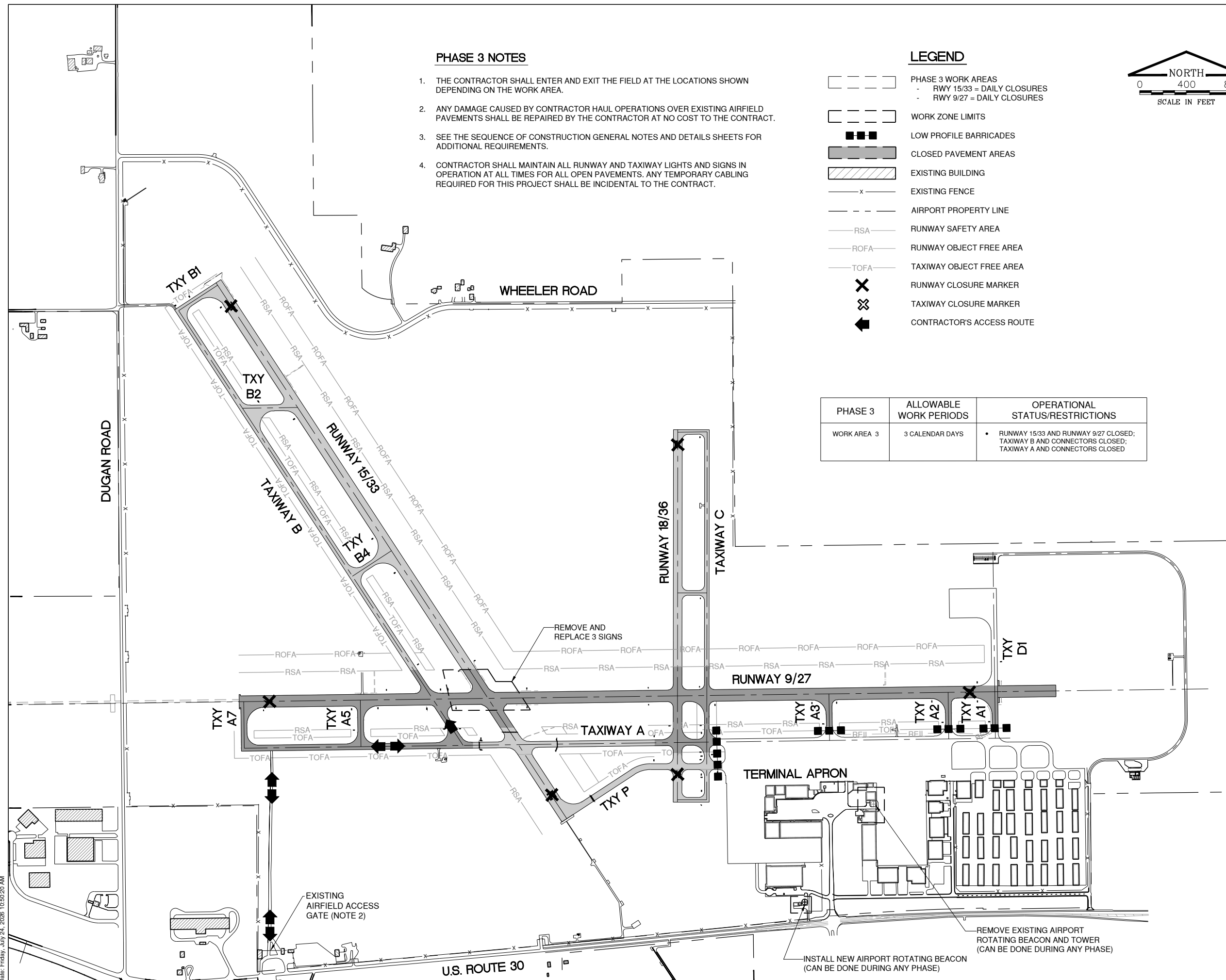
SHEET 5 OF 26

1. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA.
2. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
3. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
4. CONTRACTOR SHALL MAINTAIN ALL RUNWAY AND TAXIWAY LIGHTS AND SIGNS IN OPERATION AT ALL TIMES FOR ALL OPEN PAVEMENTS. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE INCIDENTAL TO THE CONTRACT.

	PHASE 3 WORK AREAS - RWY 15/33 = DAILY CLOSURES - RWY 9/27 = DAILY CLOSURES
	WORK ZONE LIMITS
	LOW PROFILE BARRICADES
	CLOSED PAVEMENT AREAS
	EXISTING BUILDING
	EXISTING FENCE
	AIRPORT PROPERTY LINE
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY OBJECT FREE AREA
	RUNWAY CLOSURE MARKER
	TAXIWAY CLOSURE MARKER
	CONTRACTOR'S ACCESS ROUTE



PHASE 3	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS
WORK AREA 3	3 CALENDAR DAYS	RUNWAY 15/33 AND RUNWAY 9/27 CLOSED; TAXIWAY B AND CONNECTORS CLOSED; TAXIWAY A AND CONNECTORS CLOSED



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GENERAL 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2 (LATEST EDITION), AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. 2. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2 (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 SAFETY REQUIREMENTS. 4. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS. 5. A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL SUBMIT THE SPCD FOR APPROVAL. 6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE AIRPORT. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT. 7. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 8. ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION LIMITS AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED , CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COST SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 9. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ONSITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT. PAYMENT FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 10. PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, FLAGGER, AIR OPERATIONS AREA (A.O.A) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 11. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED. 1. COORDINATION 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT. 2. ON OR BEFORE THE PRECONSTRUCTION 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. THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT OR HIS/HER DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD CIRCUITS IMPACTED BY CONSTRUCTION ACTIVITY. 2. PHASING 1. TOTAL CONTRACT TIME SHALL BE 35 CALENDAR DAYS. 2. PHASING SHALL BE AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEET.	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 CONSTRUCTION SAFETY AND PHASING PLAN SHEET. 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. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES. 4. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER. 4. PROTECTION OF NAVIGATION AIDS (NAVAIDS) 1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES. 5. CONTRACTOR ACCESS 1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION SAFETY AND PHASING PLAN SHEETS. 2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE EXISTING GATE SHOWN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLES ACCESS IF APPLICABLE AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE. 3. SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORTS PROCEDURES BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION. 4. THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET. 5. 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. 6. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT MONITORING AIRPORT TRAFFIC ON THE RADIO. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN AND AIRPORT RADIO. 7. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS, STORAGE AREAS AND/OR STAGING 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. 8. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR. 6. WILDLIFE MANAGEMENT 1. THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS 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 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT. 3. 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. 4. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911. 5. CONTACTS FOR THIS PROJECT WILL BE DETERMINED AT THE PRECONSTRUCTION MEETING PRIOR TO THE PROJECT START. 10. INSPECTION REQUIREMENTS 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX C OF FAA AC 150/5370-2 (LATEST EDITION) MAY BE USED TO AID IN THE INSPECTIONS. 2. THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS. SEE PART 1 SECTION 50-13 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. 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. SEE PART 1 SECTION 70-16 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. 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. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF 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/OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. 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 70-16 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION. 3. SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATE. 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 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. 14. RUNWAY AND TAXIWAY VISUAL AIDS 1. RUNWAY OR TAXIWAY CLOSURES (IF REQUIRED) ARE AS DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET FOR THIS PROJECT. 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 FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2 (LATEST EDITION).	15. MARKING AND SIGNS FOR ACCESS ROUTES 1. MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER.
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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 150/5370-2 AND 150/5210-5 (LATEST EDITIONS) AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY.

3.

BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASNG PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND CONSTRUCTION SETBACK LINES ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, REPOSITION, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

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.

5.

ACCESS TO ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON IDOT TYPE II BARRICADES (2 EACH, RIGHT AND LEFT). IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "UNAUTHORIZED ACCESS NOT ALLOWED".

17. PROTECTION

1.

CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS, RUNWAY OBSTACLE FREE ZONE (ROFZ) AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS.

2.

THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A SWEEPER.

3.

THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

4.

WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

5.

THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND TUNED INTO THE GROUND CONTROL FREQUENCY.

6.

BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

AIRFIELD LIGHTS AND SIGNS NOTES

1.

CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS INCLUDING LIGHTS/SIGNS ON OTHER SIDE OF BARRICADE LINES WITHIN THE AIRCRAFT MOVEMENT AREA 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/TAXIWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY/TAXIWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY/TAXIWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY/TAXIWAY CIRCUIT.

 AU075 CONSULTANTS FINAL REPLACE AIRFIELD SIGNAGE, WIND CONES, RUNWAY 15 AND 27 RUNWAY END IDENTIFIER LIGHTS, AND AIRPORT ROTATING BEACON JULY 24, 2026 AURORA MUNICIPAL AIRPORT | | | | |--------------------------------|------|-------------| | | | | | | | | | | | | | | | | | | | | | MARK | DATE | DESCRIPTION | | | | | | IL PROJECT NO: | | | | CMT PROJECT NO: | | 25007812.00 | | CAD DWG FILE: | | | | DESIGNED BY: | | CMJ | | DRAWN BY: | | JRO | | CHECKED BY: | | DKP | | APPROVED BY: | | DKP | | COPYRIGHT: | | | | SHEET TITLE | | | | SEQUENCE OF CONSTRUCTION NOTES | | | | SHEET | 6 | OF 26 | |

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON



SEQUENCE OF CONSTRUCTION DETAILS

SHEET 7 OF 26



NOTES

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PLAN VIEW



NOT TO SCALE

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, RUNWAY OBSTACLE FREE ZONES AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



NOT TO SCALE

1. CLOSED RUNWAY MARKERS SHALL BE 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.
5. COST OF FURNISHING, INSTALLING, MAINTAINING 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 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 SUGGESTED SEQUENCE OF CONSTRUCTION.



NOT TO SCALE

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 150/5300-13B (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
2. IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
4. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. PLACE MARKERS OVER TAXIWAY CENTERLINE.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.

MAXIMUM ANTICIPATED HEIGHT OF GENERAL CONSTRUCTION EQUIPMENT 25'
MAXIMUM ANTICIPATED HEIGHT OF GENERAL CONSTRUCTION EQUIPMENT FOR BEACON INSTALLATION 80'

NOTE - ALL PHASES

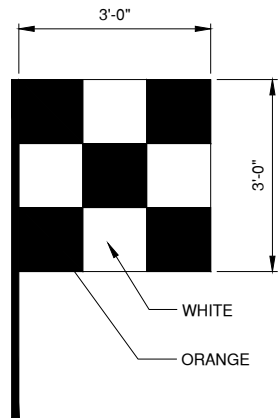
ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

AOA = AIRCRAFT OPERATIONS AREA

DATA FROM 2008 ARR ALP

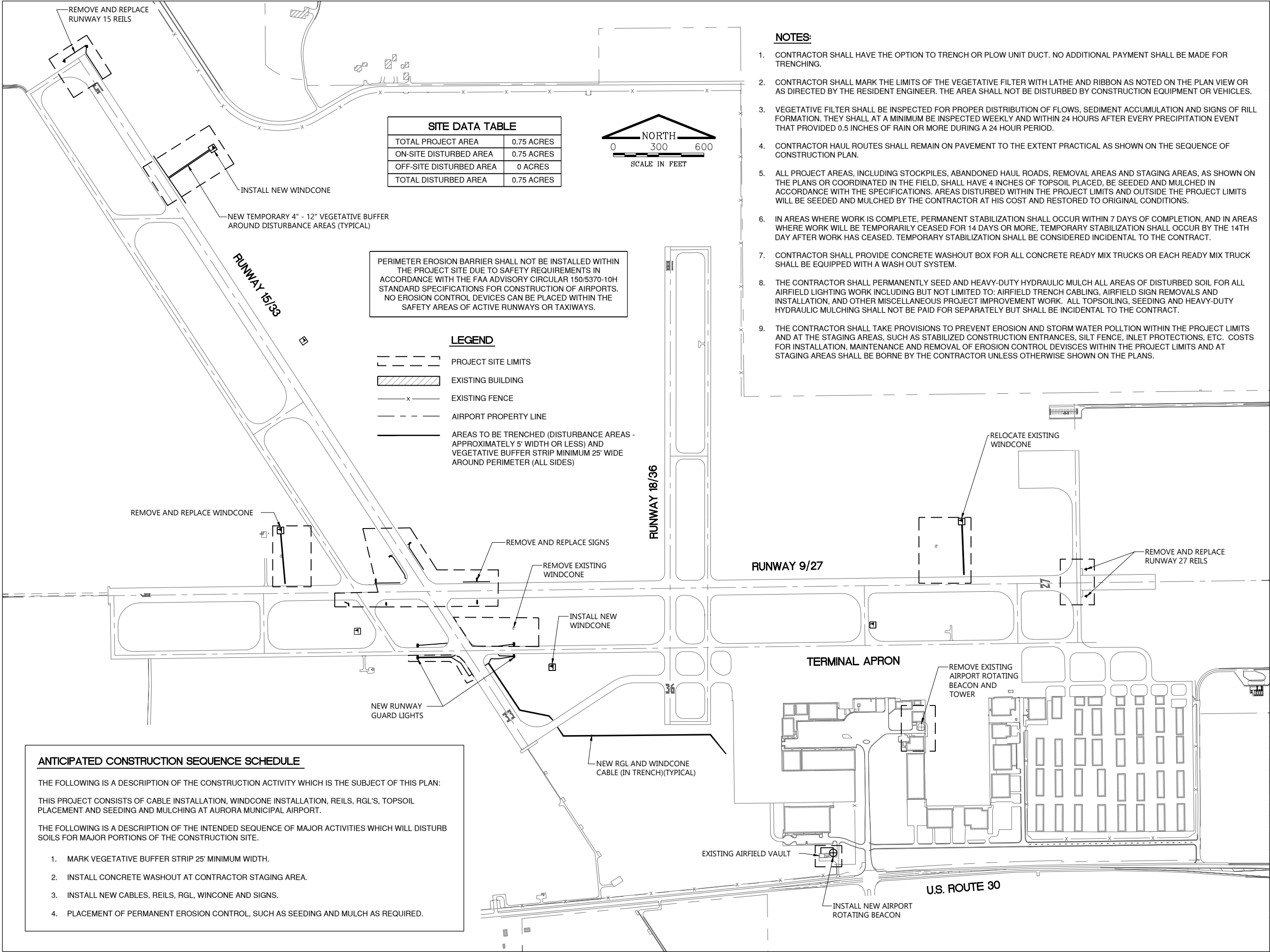


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ANTICIPATED CONSTRUCTION SEQUENCE SCHEDULE

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF CABLE INSTALLATION, WINDCONE INSTALLATION, REILS, RGL'S, TOPSOIL PLACEMENT AND SEEDING AND MULCHING AT AURORA MUNICIPAL AIRPORT.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE.

- MARK VEGETATIVE BUFFER STRIP 25' MINIMUM WIDTH.
- INSTALL CONCRETE WASHOUT AT CONTRACTOR STAGING AREA.
- INSTALL NEW CABLES, REILS, RGL, WINCONE AND SIGNS.
- PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCH AS REQUIRED.



CONSULTANTS

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026



MARK DATE DESCRIPTION

IL PROJECT NO:
CMT PROJECT NO: 25007812.00
CAD DWG FILE:
DESIGNED BY: CMJ
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
COPYRIGHT:

SHEET TITLE

STORM WATER
POLLUTION
PREVENTION PLAN

STORM WATER POLLUTION PREVENTION NOTES

THE FOLLOWING IS TO ESTABLISHED BEST MANAGEMENT PRACTICES TO BE INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE THAT WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES IS LESS THAN ONE (1) ACRE.

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

THE CONSTRUCTION SITE DRAINS INTO STORM SEWERS THAT OUTLET INTO THE WELCH CREEK.

SEDIMENTATION AND EROSION CONTROL NOTES

THE RESIDENT ENGINEER WILL PERFORM PERIODIC INSPECTION OF THE SITE TO IDENTIFY POTENTIAL SEDIMENT AND EROSION ISSUES.

ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL, UNLESS OTHERWISE STATED.

THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED WITHIN SEVEN (7) DAYS OF DISTURBANCE.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
 - B. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.
4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
5. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF OFF SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE COST OF THE PROJECT.
6. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE CONTRACT.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

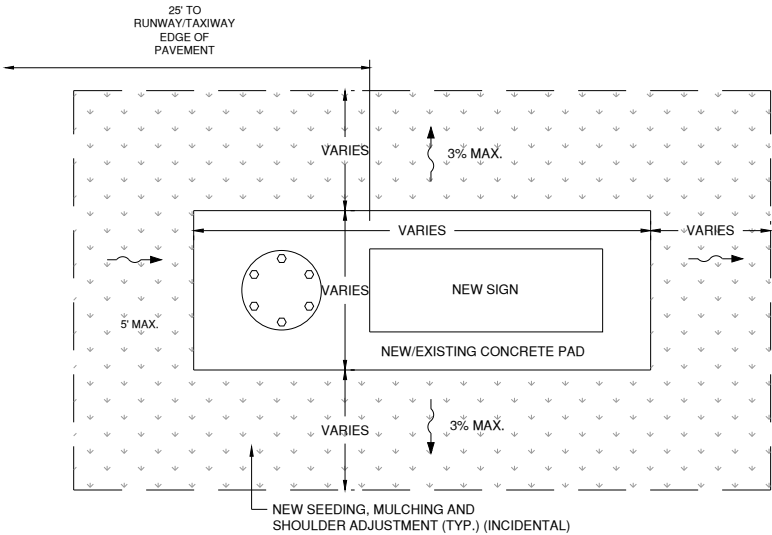
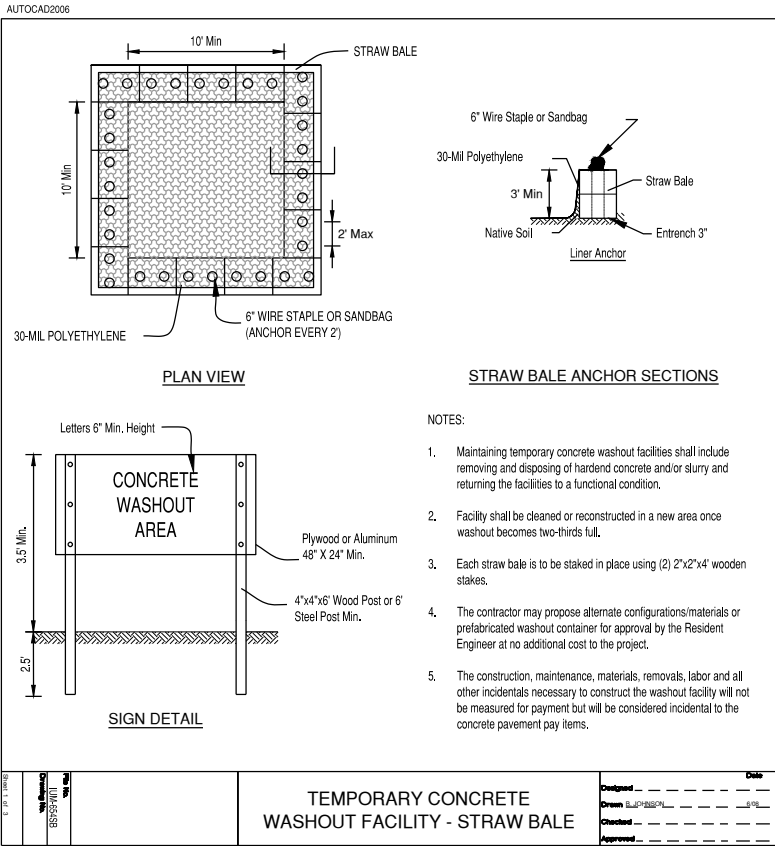
ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

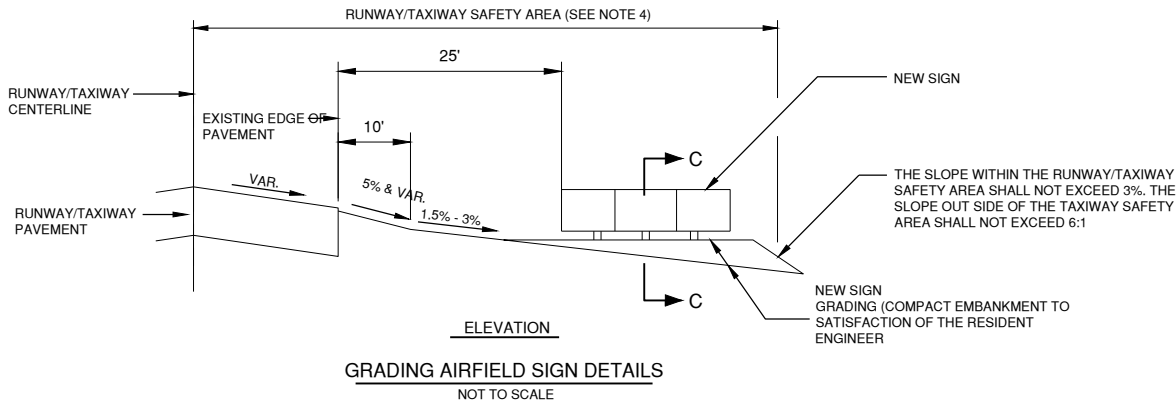
GRADING AIRFIELD SIGN NOTES:

1. SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES/SLOPES IN THE FIELD
2. IT IS ESTIMATED THAT 2 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT THE SIGN BASE FOUNDATIONS. ALL MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE APPROVED BY THE RESIDENT ENGINEER. ALL OFFSITE MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE CATEGORIZED AS CLEAN CONSTRUCTION OR DEMOLITION DEBRIS IN ACCORDANCE WITH SECTION 905-1.2 OF THE SPECIAL PROVISIONS. COSTS TO CONSTRUCT THE EMBANKMENT SHALL BE INCIDENTAL TO THE SIGN PAY ITEM. ESTIMATED QUANTITY OF EMBANKMENT IS FOR INFORMATION ONLY AND NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ANY ADDITIONAL EMBANKMENT NEEDED.
3. ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.
4. DIMENSIONS:
 - RUNWAY 16/34 = 25'
 - RUNWAY 12/30 = 75'
 - RUNWAY 6/24 = 60'
 - ALL TAXIWAYS = 59'



TYPICAL LANDSCAPING FOR NEW SIGN

NOT TO SCALE



KANE DUPAGE SWCD SOIL EROSION AND SEDIMENT CONTROL NOTES

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS IN THE LATEST VERSION OF THE ILLINOIS URBAN MANUAL.

THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) MUST BE NOTIFIED ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES, AND ONE WEEK PRIOR TO THE FINAL INSPECTION.

A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW BY THE KDSWCD.

THE CONTRACTOR IS RESPONSIBLE FOR INSTALLTION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE KDSWCD.

DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS, DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.

IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT REQUIREMENTS SET FORTH BY THE ILLINOIS EPA.

THE MEANS, METHODS, AND LOCATIONS FOR ANY DEWATERING WORK SHOULD BE COORDINATED WITH KDSWCD. ANY DEWATERING OPERATIONS SHALL FOLLOW ILLINOIS URBAN MANUAL PRACTICE STANDARD 813-DEWATERING.

BACKUP BEST MANAGEMENT PRACTICES SHALL BE KEPT ON-SITE IN ORDER TO IMPLEMENT CORRECTIVE ACTIONS FOLLOWING INSTANCES OF NONCOMPLIANCE.

TEMPORARY VEGETATIVE FILTER STRIP NOTES

1. CONTRACTOR SHALL MARK THE LIMITS OF THE VEGETATIVE FILTER WITH LATHE AND RIBBON AS NOTED ON THE PLAN VIEW OR AS DIRECTED BY THE RESIDENT ENGINEER. THE AREA SHALL NOT BE DISTURBED BY CONSTRUCTION EQUIPMENT OR VEHICLES.
2. BUFFER STRIP SHALL COMMENCE 5' FROM THE GRADING LIMITS AND SHALL BE A MINIMUM OF 25' WIDE.
3. VEGETATIVE FILTER SHALL BE INSPECTED FOR PROPER DISTRIBUTION OF FLOWS, SEDIMENT ACCUMULATION AND SIGNS OF RILL FORMATION. THEY SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PROVIDED 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD.
4. IF THE BUFFER BECOMES SILT COVERED, CONTAINS RILLS OR IS OTHERWISE RENDERED INEFFECTIVE, OTHER PERIMETER SEDIMENT CONTROL MEASURES SHALL BE INSTALLED, ERODED AREAS SHALL BE REPAIRED AND STABILIZED, REPAIR SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.
5. THE BUFFER VEGETATION SHALL BE MAINTAINED BETWEEN A HEIGHT OF 4-12 INCHES.
6. MARKING AND MAINTENANCE OF THE BUFFER AREA WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

STAGING AND PROTECTION NOTES

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

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REPLACE AIRFIELD SIGNAGE, WIND CONES, RUNWAY 15 AND 27 RUNWAY END IDENTIFIER LIGHTS, AND AIRPORT ROTATING BEACON

JULY 24, 2026



AURORA MUNICIPAL AIRPORT

MARK	DATE	DESCRIPTION

IL PROJECT NO:	
CMT PROJECT NO:	25007812.00
CAD DWG FILE:	
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DRAWN BY:	JRO
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SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN - NOTES AND DETAILS

SHEET 9 OF 26

FINAL

JULY 24, 2026



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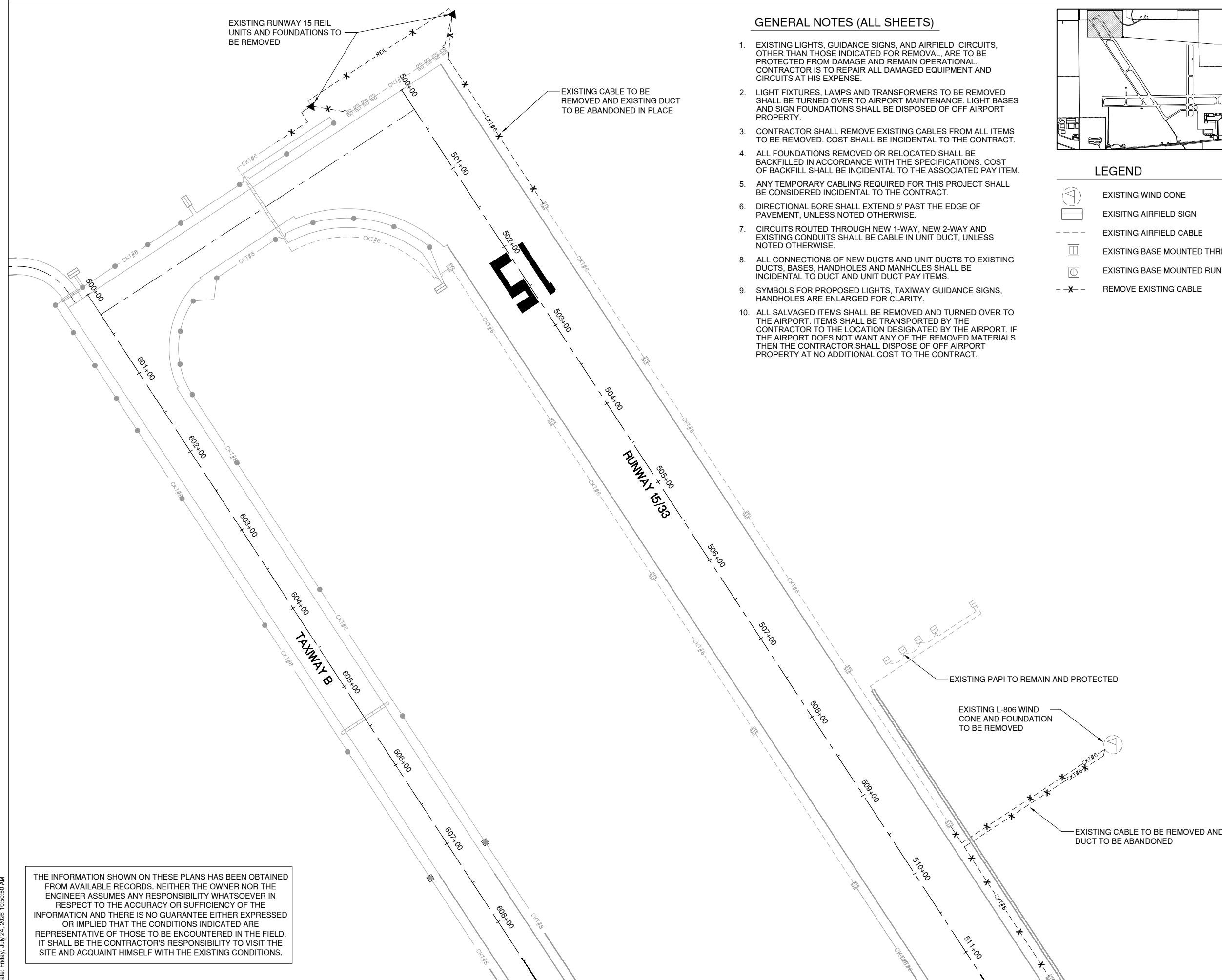
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SHEET 10 OF 26



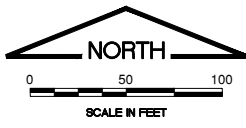
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|---|---------------------------------------|
|  | EXISTING WIND CONE |
|  | EXISTING AIRFIELD SIGN |
|  | EXISTING AIRFIELD CABLE |
|  | EXISTING BASE MOUNTED THRESHOLD LIGHT |
|  | EXISTING BASE MOUNTED RUNWAY LIGHT |
|  | REMOVE EXISTING CABLE |

1. EXISTING LIGHTS, GUIDANCE SIGNS, AND AIRFIELD CIRCUITS, OTHER THAN THOSE INDICATED FOR REMOVAL, ARE TO BE PROTECTED FROM DAMAGE AND REMAIN OPERATIONAL. CONTRACTOR IS TO REPAIR ALL DAMAGED EQUIPMENT AND CIRCUITS AT HIS EXPENSE.
2. LIGHT FIXTURES, LAMPS AND TRANSFORMERS TO BE REMOVED SHALL BE TURNED OVER TO AIRPORT MAINTENANCE. LIGHT BASES AND SIGN FOUNDATIONS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
3. CONTRACTOR SHALL REMOVE EXISTING CABLES FROM ALL ITEMS TO BE REMOVED. COST SHALL BE INCIDENTAL TO THE CONTRACT.
4. ALL FOUNDATIONS REMOVED OR RELOCATED SHALL BE BACKFILLED IN ACCORDANCE WITH THE SPECIFICATIONS. COST OF BACKFILL SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.
5. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. DIRECTIONAL BORE SHALL EXTEND 5' PAST THE EDGE OF PAVEMENT, UNLESS NOTED OTHERWISE.
7. CIRCUITS ROUTED THROUGH NEW 1-WAY, NEW 2-WAY AND EXISTING CONDUITS SHALL BE CABLE IN UNIT DUCT, UNLESS NOTED OTHERWISE.
8. ALL CONNECTIONS OF NEW DUCTS AND UNIT DUCTS TO EXISTING DUCTS, BASES, HANDHOLES AND MANHOLES SHALL BE INCIDENTAL TO DUCT AND UNIT DUCT PAY ITEMS.
9. SYMBOLS FOR PROPOSED LIGHTS, TAXIWAY GUIDANCE SIGNS, HANDHOLES ARE ENLARGED FOR CLARITY.
10. ALL SALVAGED ITEMS SHALL BE REMOVED AND TURNED OVER TO THE AIRPORT. ITEMS SHALL BE TRANSPORTED BY THE CONTRACTOR TO THE LOCATION DESIGNATED BY THE AIRPORT. IF THE AIRPORT DOES NOT WANT ANY OF THE REMOVED MATERIALS THEN THE CONTRACTOR SHALL DISPOSE OF OFF AIRPORT PROPERTY AT NO ADDITIONAL COST TO THE CONTRACT.

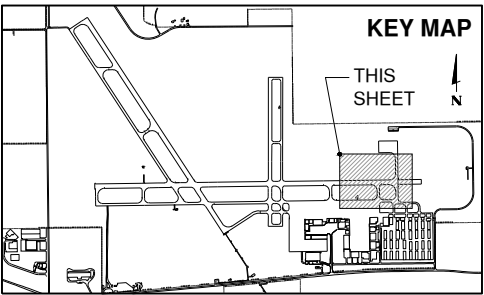


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- LEGEND
- EXISTING WIND CONE
 - EXISTING AIRFIELD SIGN
 - EXISTING AIRFIELD CABLE
 - EXISTING BASE MOUNTED THRESHOLD LIGHT
 - EXISTING BASE MOUNTED RUNWAY LIGHT
 - REMOVE EXISTING CABLE



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REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026

AURORA
ILLINOIS
CITY OF LIGHTS

AURORA
MUNICIPAL AIRPORT
AURORA MUNICIPAL AIRPORT

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**EXISTING CONDITIONS/
PROPOSED
REMOVALS - 2**

SHEET 11 OF 26

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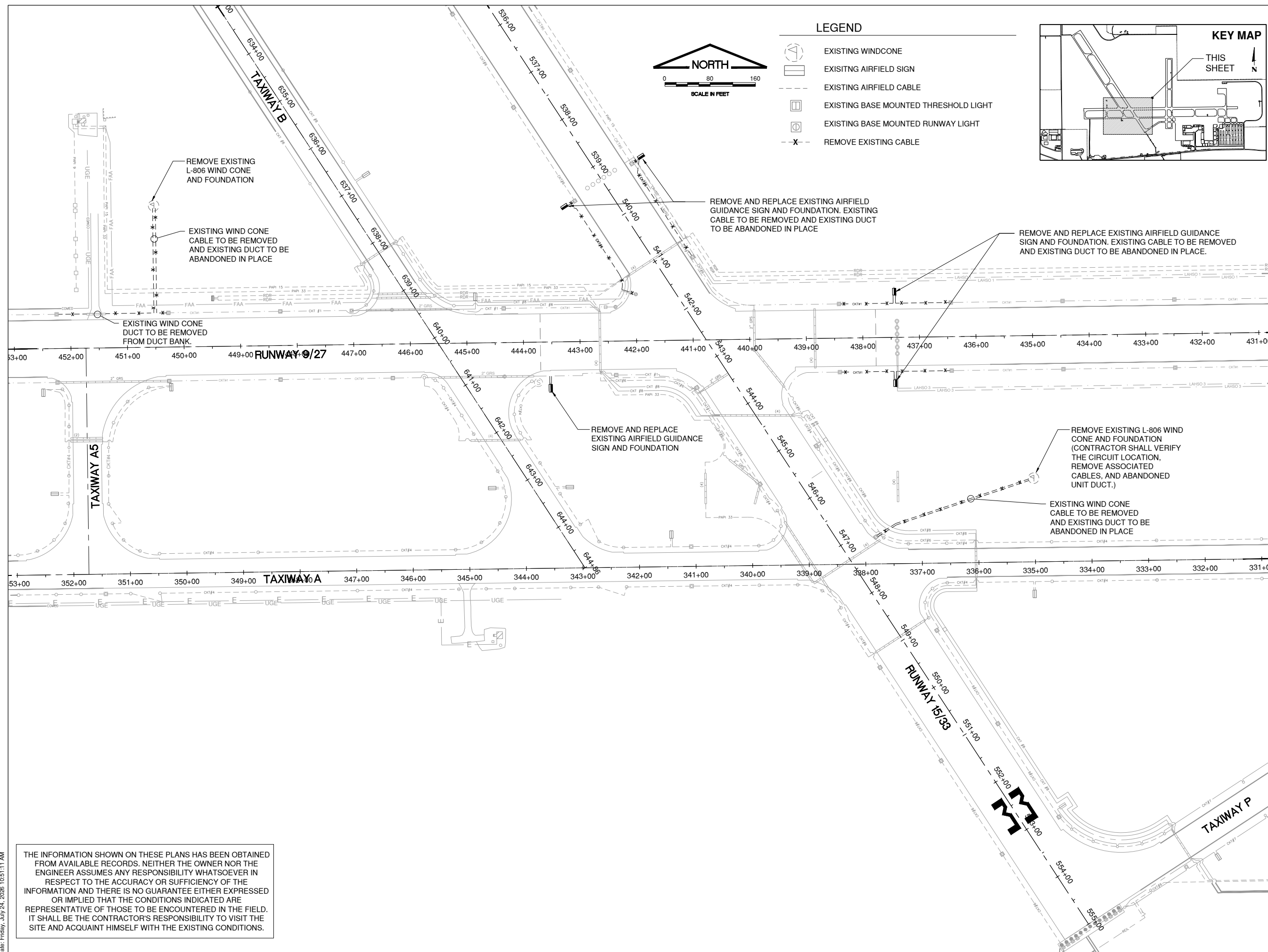
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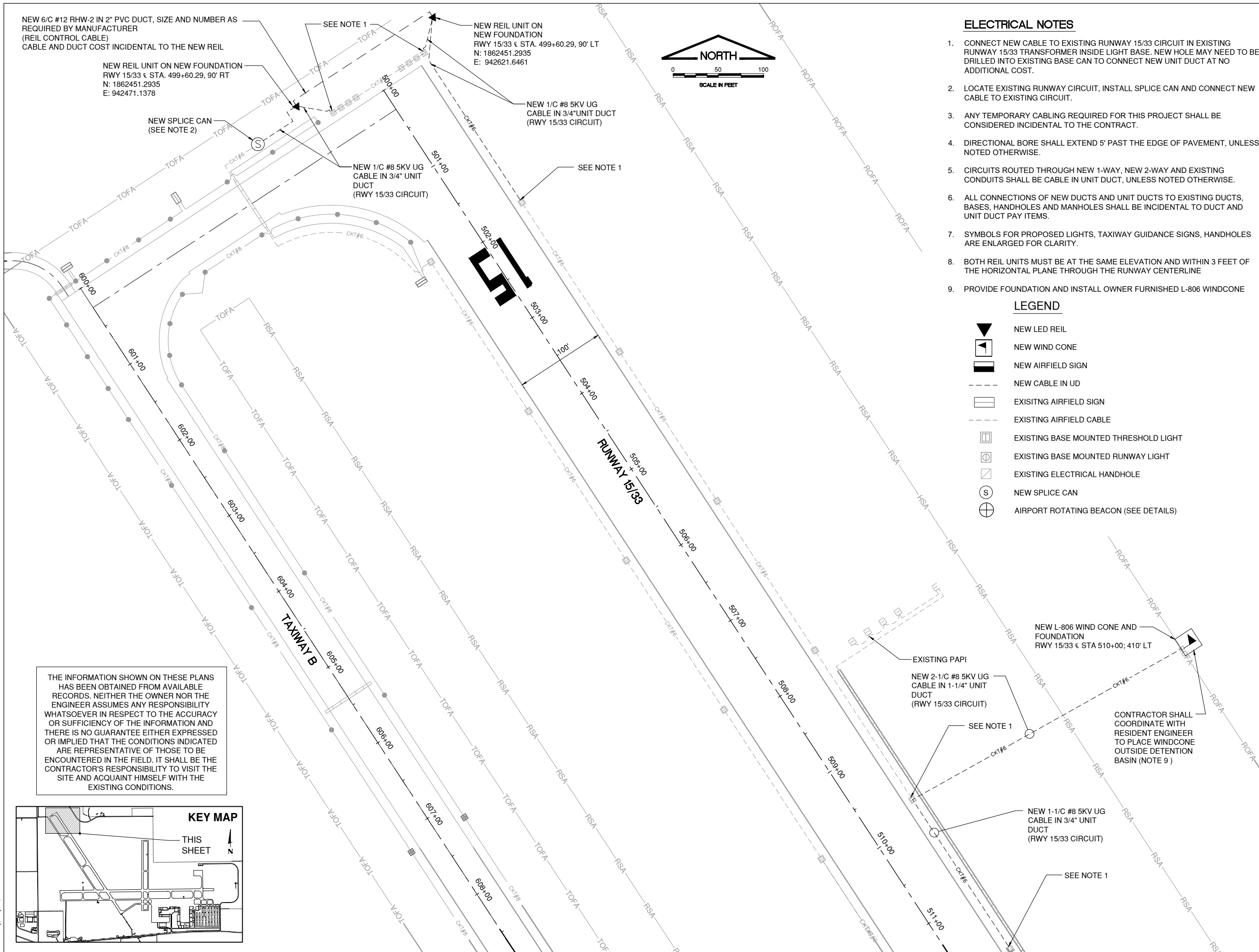
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AND AIRPORT
ROTATING BEACON

JULY 24, 2026



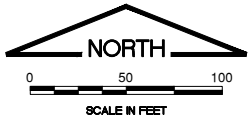
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PROPOSED IMPROVEMENTS - 1



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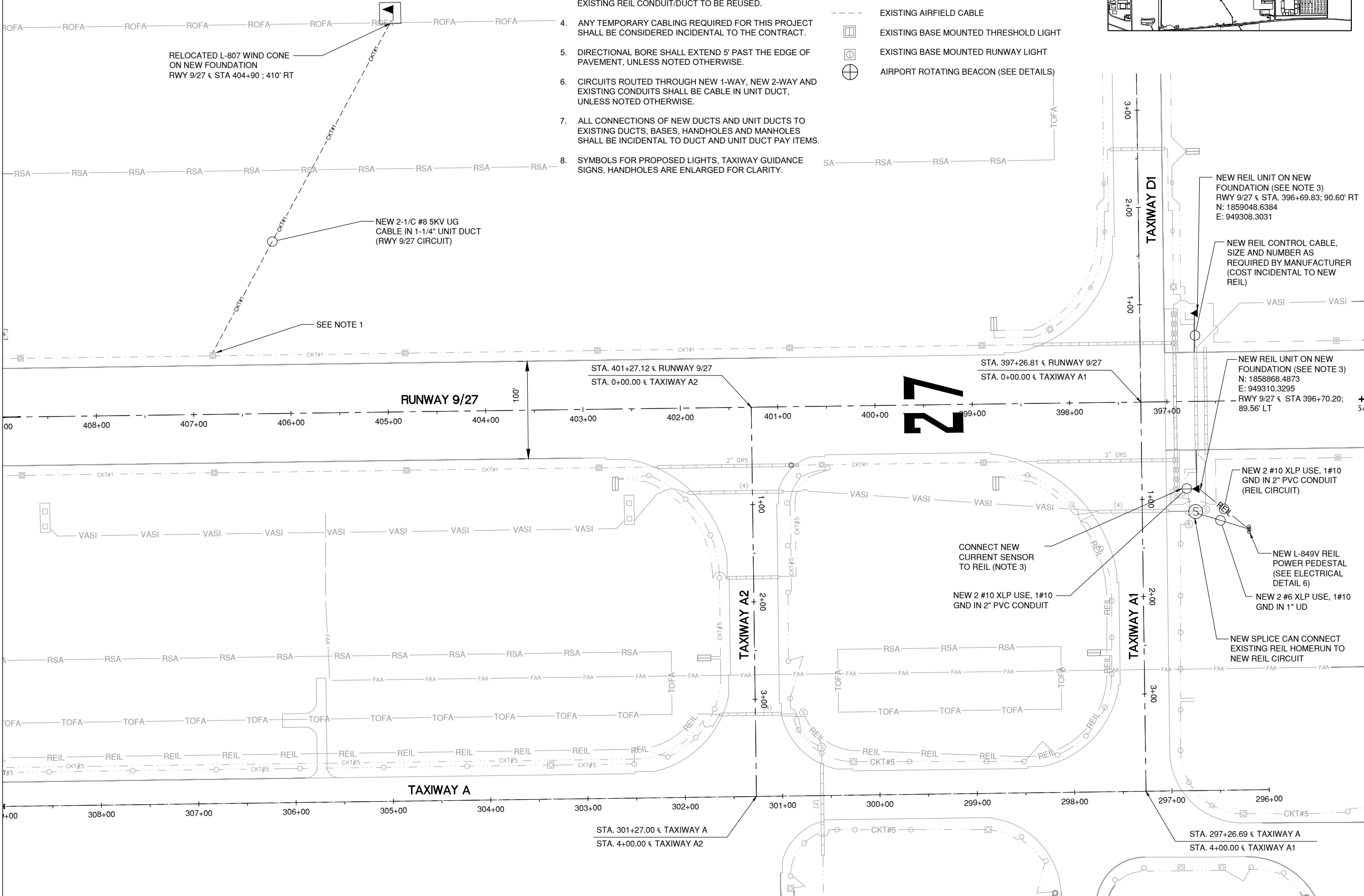
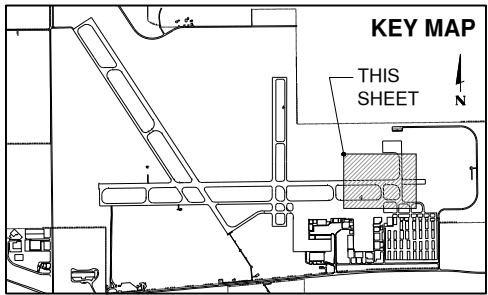


ELECTRICAL NOTES

1. CONNECT NEW CABLE TO EXISTING RUNWAY 9/27 CIRCUIT IN EXISTING RUNWAY 9/27 LIGHT BASE. NEW HOLE MAY NEED TO BE DRILLED INTO EXISTING BASE CAN TO CONNECT NEW UNIT DUCT AT NO ADDITIONAL COST.
2. LOCATE EXISTING RUNWAY CIRCUIT, INSTALL SPLICE CAN AND CONNECT NEW CABLE TO EXISTING CIRCUIT.
3. CONNECT NEW REILS TO EXISTING RUNWAY CIRCUIT. EXISTING REIL CONDUIT/DUCT TO BE REUSED.
4. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. DIRECTIONAL BORE SHALL EXTEND 5' PAST THE EDGE OF PAVEMENT, UNLESS NOTED OTHERWISE.
6. CIRCUITS ROUTED THROUGH NEW 1-WAY, NEW 2-WAY AND EXISTING CONDUITS SHALL BE CABLE IN UNIT DUCT, UNLESS NOTED OTHERWISE.
7. ALL CONNECTIONS OF NEW DUCTS AND UNIT DUCTS TO EXISTING DUCTS, BASES, HANDHOLES AND MANHOLES SHALL BE INCIDENTAL TO DUCT AND UNIT DUCT PAY ITEMS.
8. SYMBOLS FOR PROPOSED LIGHTS, TAXIWAY GUIDANCE SIGNS, HANDHOLES ARE ENLARGED FOR CLARITY.

LEGEND

- NEW LED REIL
- NEW WIND CONE
- NEW AIRFIELD SIGN
- NEW CABLE IN UD
- EXISTING AIRFIELD SIGN
- EXISTING AIRFIELD CABLE
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- AIRPORT ROTATING BEACON (SEE DETAILS)



REPLACE AIRFIELD SIGNAGE, WIND CONES, RUNWAY 15 AND 27 RUNWAY END IDENTIFIER LIGHTS, AND AIRPORT ROTATING BEACON

JULY 24, 2026



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PROPOSED IMPROVEMENTS - 2

REPLACE AIRFIELD
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IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026

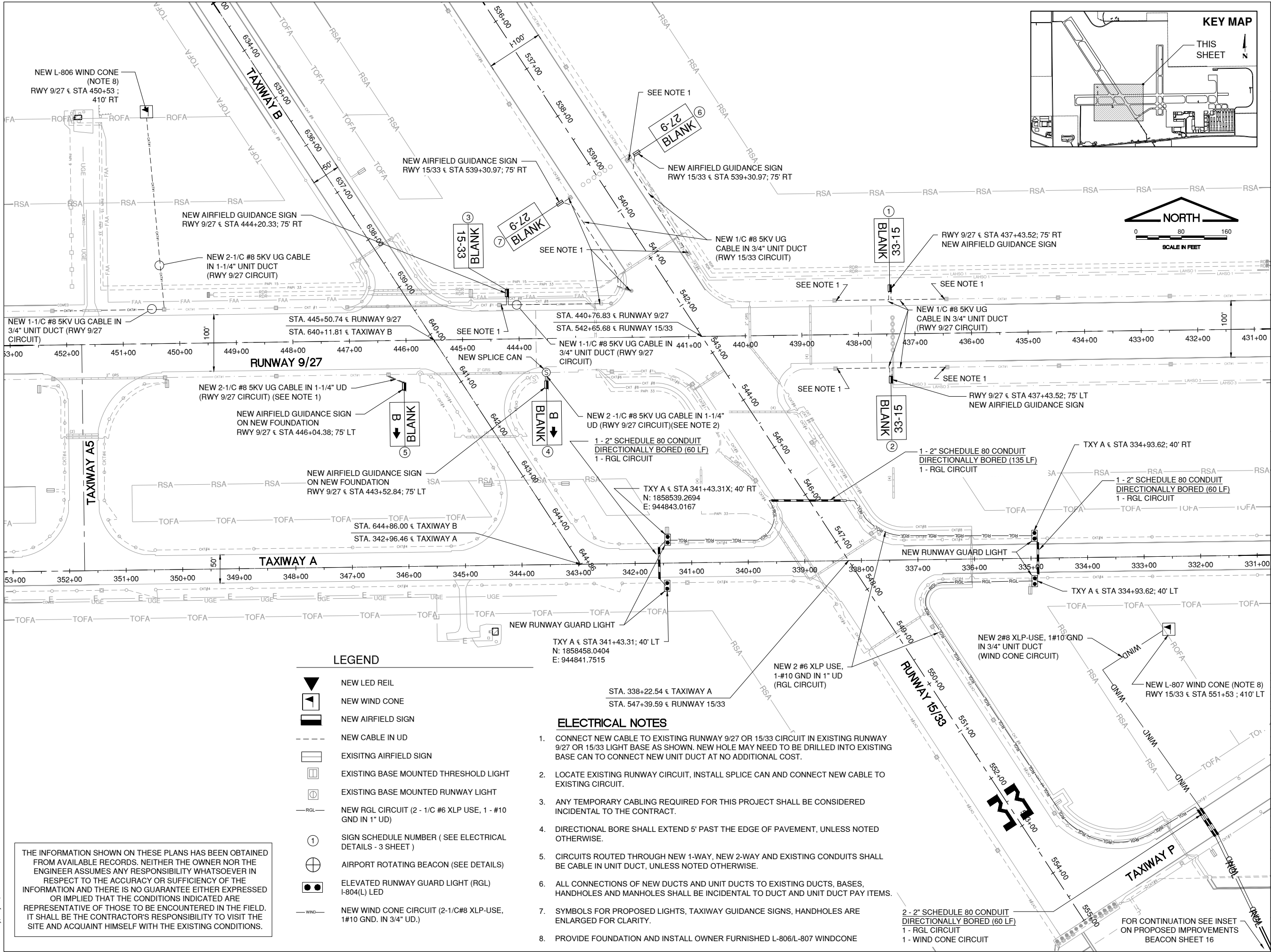
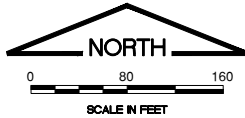
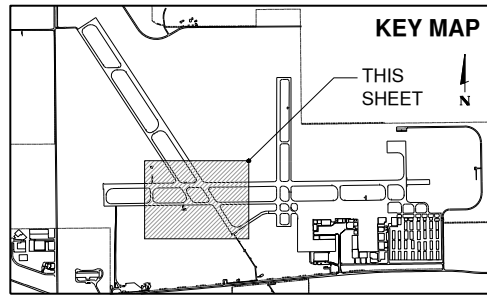


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PROPOSED
IMPROVEMENTS - 3



LEGEND

- NEW LED REIL
- NEW WIND CONE
- NEW AIRFIELD SIGN
- NEW CABLE IN UD
- EXISTING AIRFIELD SIGN
- EXISTING BASE MOUNTED THRESHOLD LIGHT
- EXISTING BASE MOUNTED RUNWAY LIGHT
- NEW RGL CIRCUIT (2 - 1/C #6 XLP USE, 1 - #10 GND IN 1" UD)
- SIGN SCHEDULE NUMBER (SEE ELECTRICAL DETAILS - 3 SHEET)
- AIRPORT ROTATING BEACON (SEE DETAILS)
- ELEVATED RUNWAY GUARD LIGHT (RGL) I-804(L) LED
- NEW WIND CONE CIRCUIT (2-1/C#8 XLP-USE, 1#10 GND. IN 3/4" UD.)

ELECTRICAL NOTES

- CONNECT NEW CABLE TO EXISTING RUNWAY 9/27 OR 15/33 CIRCUIT IN EXISTING RUNWAY 9/27 OR 15/33 LIGHT BASE AS SHOWN. NEW HOLE MAY NEED TO BE DRILLED INTO EXISTING BASE CAN TO CONNECT NEW UNIT DUCT AT NO ADDITIONAL COST.
- LOCATE EXISTING RUNWAY CIRCUIT, INSTALL SPLICE CAN AND CONNECT NEW CABLE TO EXISTING CIRCUIT.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DIRECTIONAL BORE SHALL EXTEND 5' PAST THE EDGE OF PAVEMENT, UNLESS NOTED OTHERWISE.
- CIRCUITS ROUTED THROUGH NEW 1-WAY, NEW 2-WAY AND EXISTING CONDUITS SHALL BE CABLE IN UNIT DUCT, UNLESS NOTED OTHERWISE.
- ALL CONNECTIONS OF NEW DUCTS AND UNIT DUCTS TO EXISTING DUCTS, BASES, HANDHOLES AND MANHOLES SHALL BE INCIDENTAL TO DUCT AND UNIT DUCT PAY ITEMS.
- SYMBOLS FOR PROPOSED LIGHTS, TAXIWAY GUIDANCE SIGNS, HANDHOLES ARE ENLARGED FOR CLARITY.
- PROVIDE FOUNDATION AND INSTALL OWNER FURNISHED L-806/L-807 WINDCONE

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IDENTIFIER LIGHTS,
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JULY 24, 2026

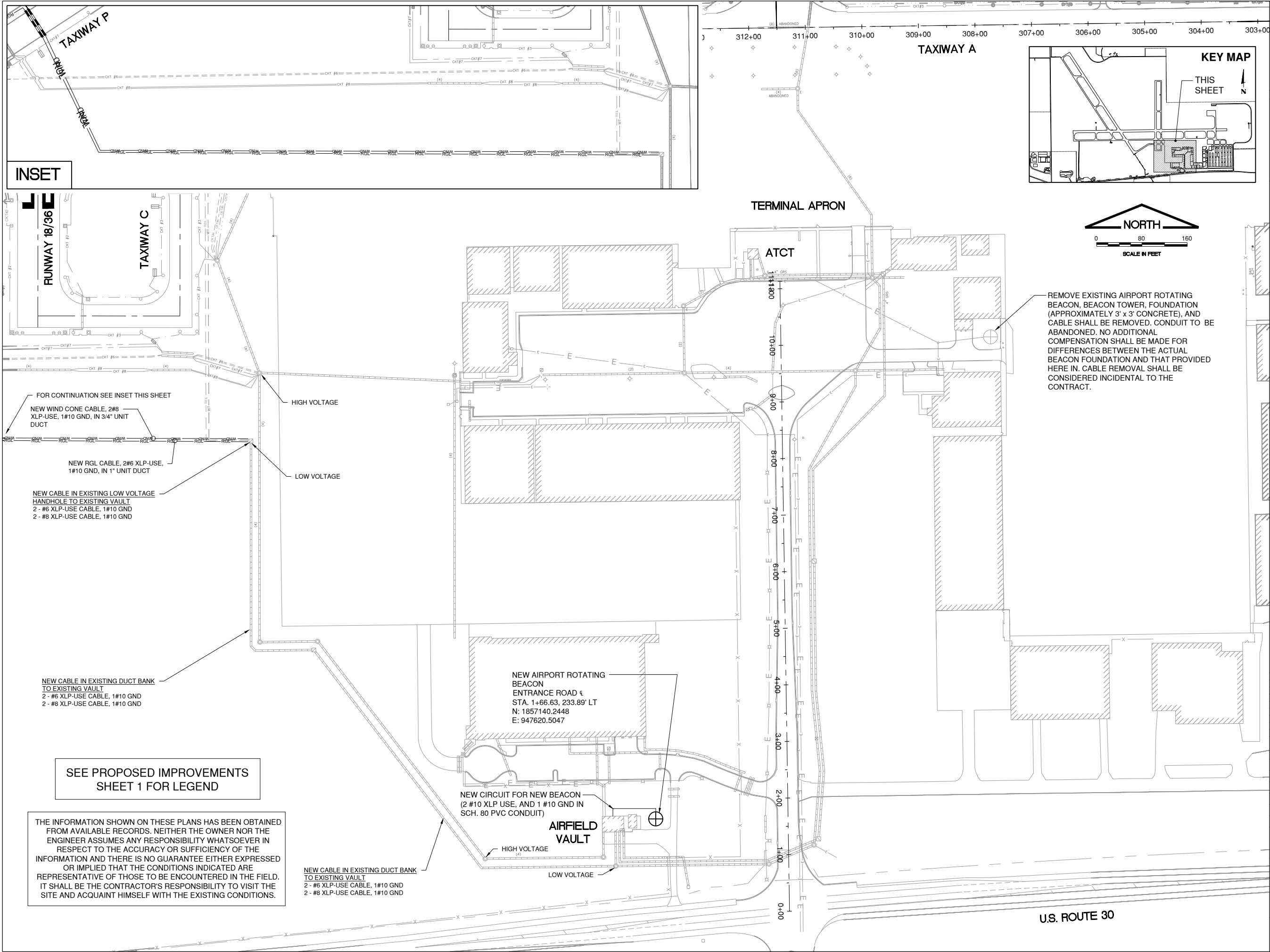


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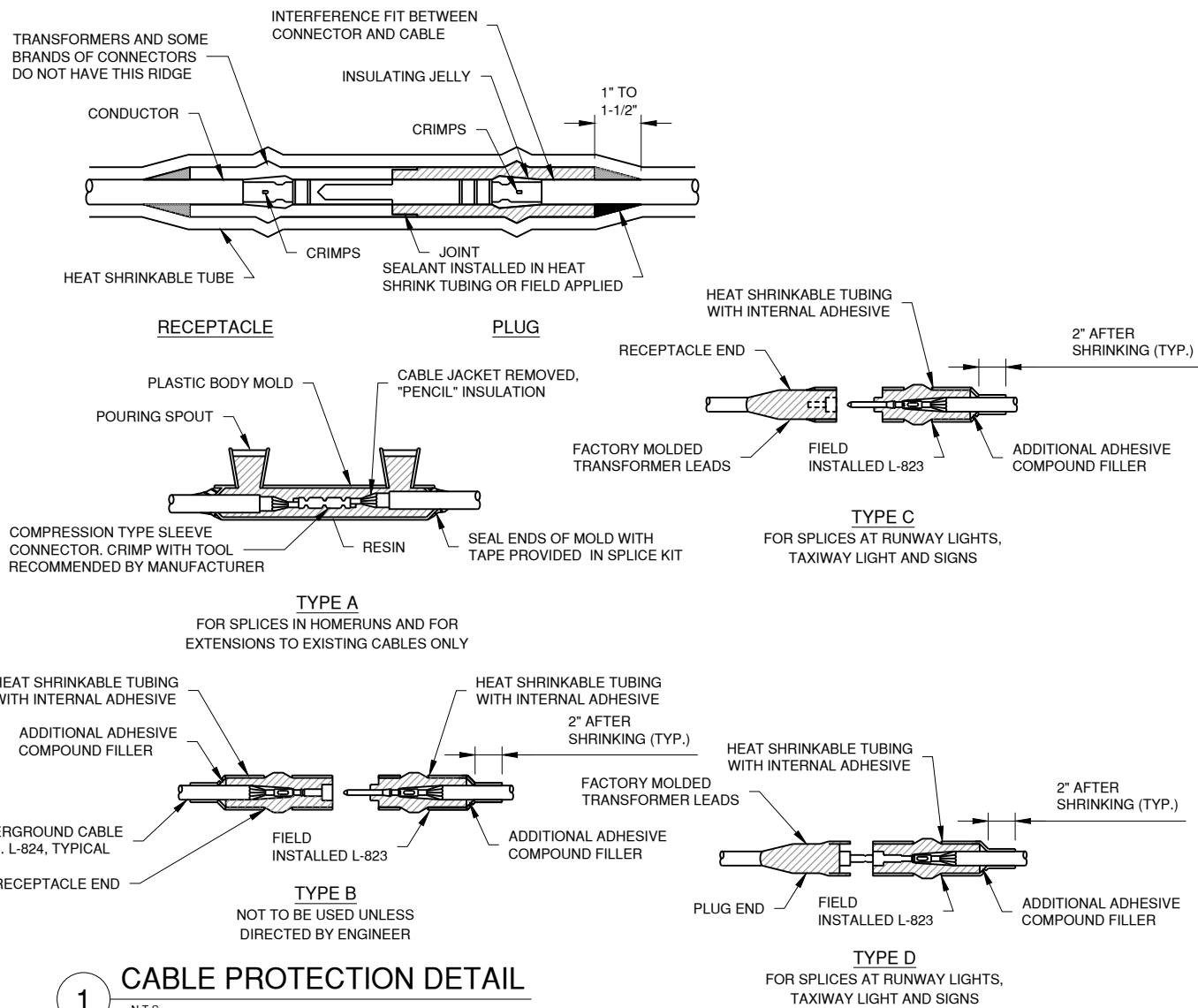
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**PROPOSED
IMPROVEMENTS -
BEACON**

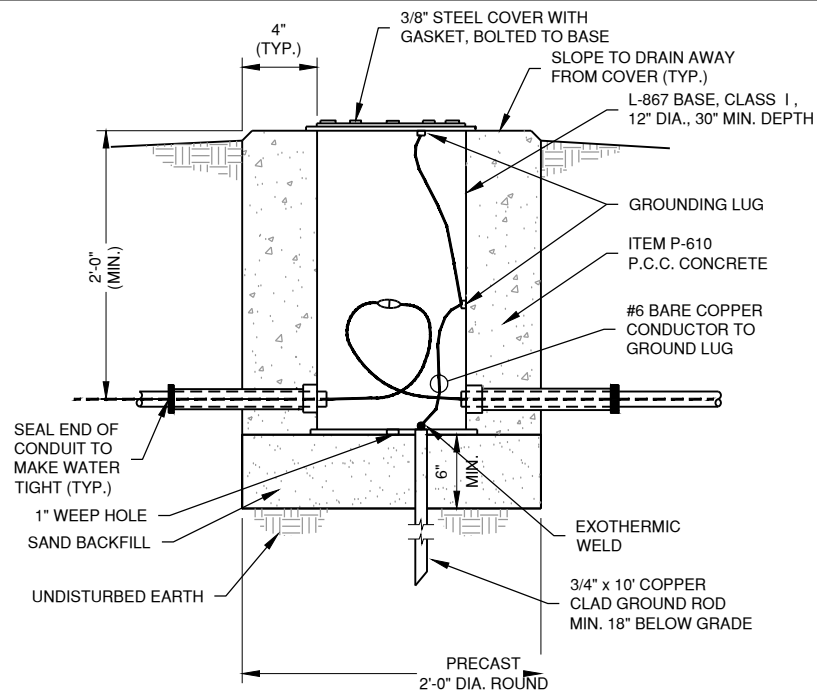


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1 CABLE PROTECTION DETAIL

N.T.S.

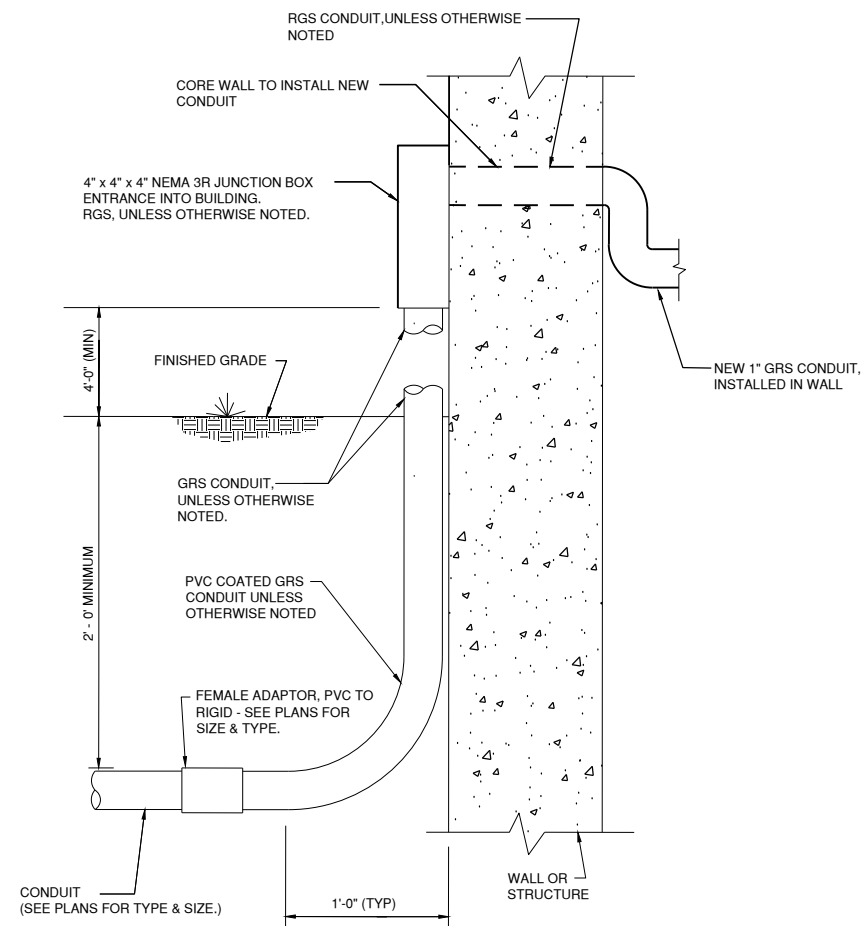


2 SPLICE CAN

N.T.S.

SPLICE NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
3. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
4. IN LIEU OF L-823 CONNECTOR WITH HEAT SHRINK, CONTRACTOR MAY INSTALL FAA APPROVED "COMPLETE KIT"



3 UNDERGROUND CONDUIT TRANSITION VAULT BUILDING ENTRANCE DETAIL

N.T.S.

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JULY 24, 2026

AURORA
ILLINOIS
CITY OF LIGHTS

AURORA
MUNICIPAL AIRPORT
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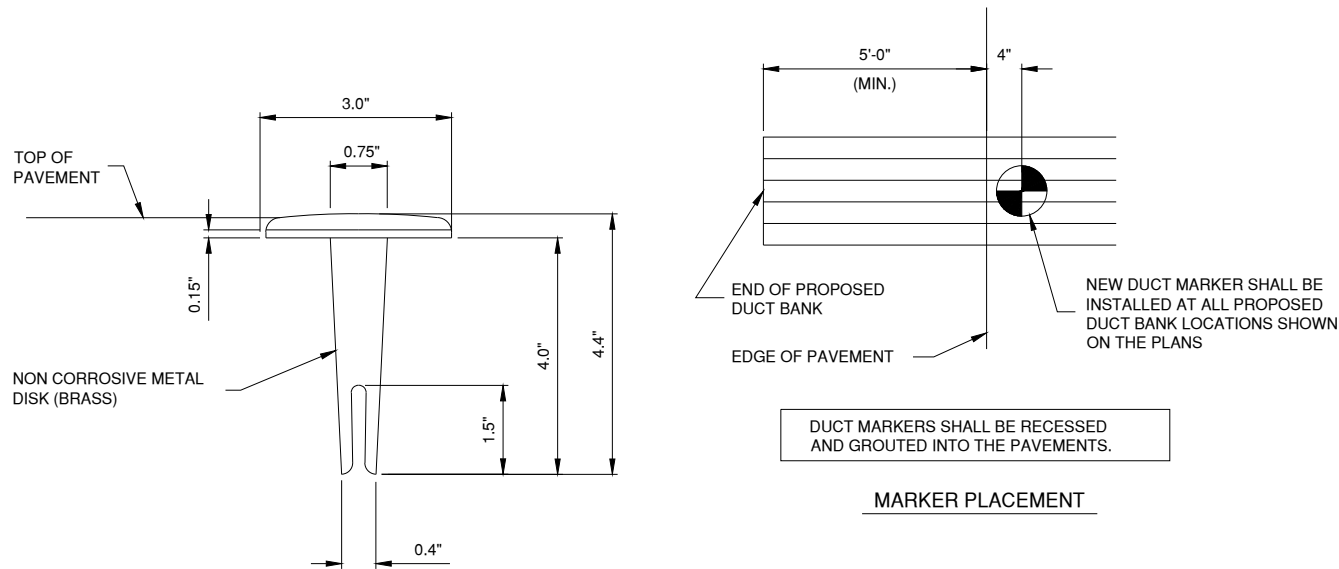
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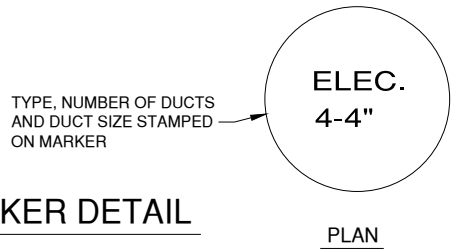
ELECTRICAL
DETAILS - 1

SHEET 17 OF 26

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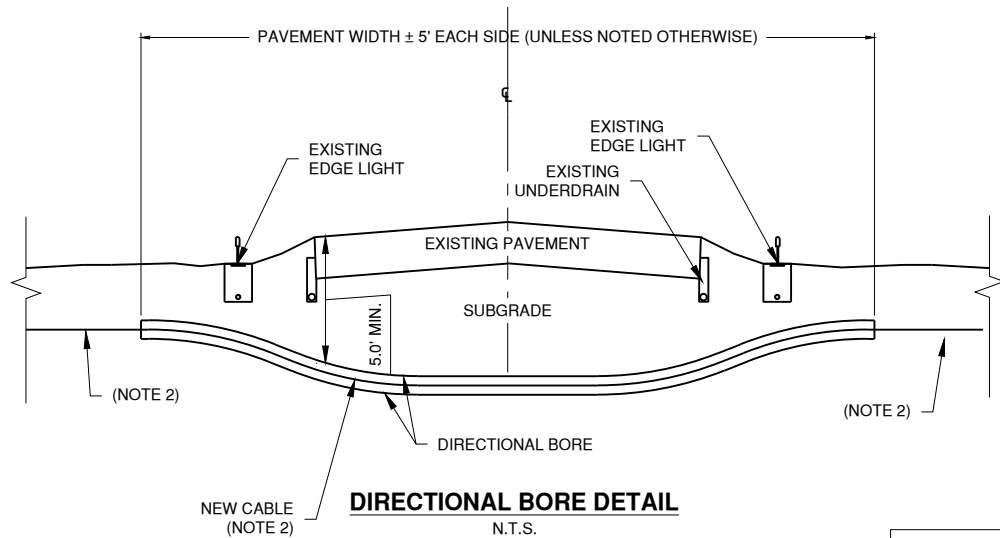


33 IN PAVEMENT DUCT MARKER DETAIL
N.T.S.



ELEC.
4-4"

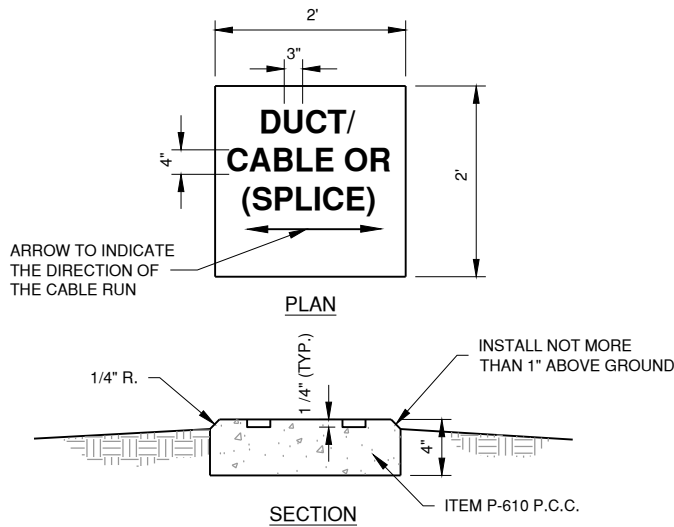
PLAN



NOTES

1. THE DEPTH OF THE DIRECTIONAL BORE SHALL BE NO LESS THAN 5.0' FROM THE PAVEMENT SURFACE AND SHALL NOT DISTURB EXISTING UNDERDRAINS OR NEW LIGHTS/CABLING. CONTRACTOR SHALL VERIFY LOCATIONS OF UNDERDRAINS AND PROTECT THEM DURING CONSTRUCTION.
2. REFER TO ELECTRICAL SITE PLAN FOR CABLE AND CONDUIT INFORMATION.

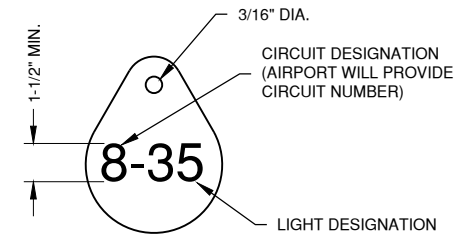
4 DIRECTIONAL BORE
N.T.S.



5 TURF CABLE / DUCT / SPLICE MARKER
N.T.S.

MARKER NOTES

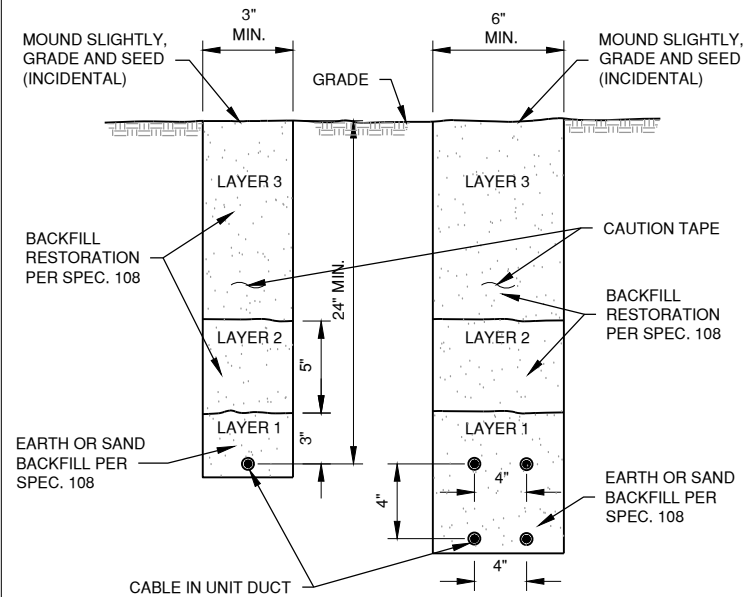
1. DUCT MARKERS SHALL BE INSTALLED AT BOTH EDGES OF PAVEMENT WHERE PROPOSED ELECTRICAL DUCTS CROSS BOTH NEW AND EXISTING PAVEMENTS.
2. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE HOMERUN.
3. ITEM 610 CONCRETE SHALL BE USED.
4. ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
5. THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED ITEMS.
6. 0.049 CU. YD. CONCRETE PER MARKER.
7. A MARKER CONFORMING TO THIS DETAIL MARKED "SPLICE" SHALL BE INSTALLED AT ALL SPLICE LOCATIONS NOT IN LIGHT CANS OR MANHOLES.
8. ADDITIONAL REQUIREMENTS FOR CONTRACTOR FURNISHED CONCRETE DUCT MARKERS ARE PRESENTED IN SECTION L-110 OF THE PROJECT SPECIFICATION.
9. INSTALLED MARKER TO HAVE A COAT OF ORANGE PAINT.
10. DIGITS SHALL BE IMPRESSED INTO THE CONCRETE.



6 LIGHT IDENTIFICATION TAG
N.T.S.

NOTES:

1. INSTALL A NON-CORROSIVE 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 SET SCREW.
2. LEGENDS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. CONTRACTOR TO COORDINATE LEGEND WITH AIRPORT.
3. AIRFIELD SIGNS SHALL BE TAGGED & NUMBERED.



NOTES:

1. CABLES SHALL NOT BE PLACED LESS THAN 24" DEEP IN ANY ONE TRENCH UNLESS PERMITTED BY ENGINEER.
2. WHERE PERMITTED, CONTRACTOR MAY INSTALL CABLE IN UNIT DUCT BY PLOWING METHOD.

7 CABLE TRENCH
N.T.S.

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JULY 24, 2026

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ELECTRICAL
DETAILS - 2

SHEET 18 OF 26

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Date: Friday, July 24, 2026 10:52:15 AM

AIRFIELD GUIDANCE SIGN NOTES

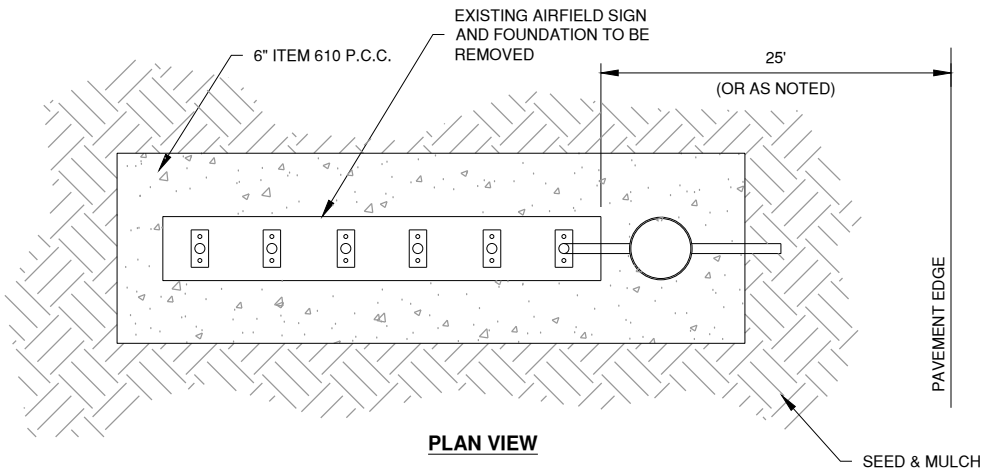
- TRANSFORMER WATTAGE SHALL BE AS REQUIRED BY LED SIGN MANUFACTURER.
- SIGN LEGEND SHALL BE AS SHOWN IN THE PLANS. SIGN SCHEDULE IS SUBJECT TO FAA APPROVAL OF THE SIGNAGE PLAN. CHANGES TO NEW LEGENDS MAY OCCUR DURING CONSTRUCTION.
- SIGN ANCHOR TETHERS AND GROUND WIRES ARE REQUIRED. SEE SPECIFICATIONS.
- LIGHT I.D. TAG FOR SIGN SHALL INCLUDE SIGN DESIGNATOR SHOWN IN THE PLAN TABLES.
- DIRECTION OF PRIMARY CABLES MUST BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING SIGN IN BACK FACING THE RELATED RUNWAY OR TAXIWAY PAVEMENT, THE CABLE FOR THE CIRCUIT TO THE LEFT IS CODED RED AND CABLE FOR THE CIRCUIT TO THE RIGHT IS CODED BLUE.
- INSTALL NEW ISOLATION TRANSFORMERS FOR ALL SIGNS. ISOLATION TRANSFORMERS SHALL BE SIZED BY SIGN MANUFACTURER (INCIDENTAL TO SIGN PAY ITEM).

SIGNAGE SCHEDULE

SIGN NO.	SIDE	SIGN LEGEND	NUMBER OF CHARACTERS	PAY ITEM NUMBER	NOTES
1	W	BLANK	0	ITEM AR125445	SIZE 2, 5-STEP
	E	33-15	5		
2	W	BLANK	0	ITEM AR125445	SIZE 2, 5-STEP
	E	33-15	5		
3	W	15-33	5	ITEM AR125445	SIZE 2, 5-STEP
	E	BLANK	0		
4	W	BLANK	0	ITEM AR125442	SIZE 2, 5-STEP
	E	B	2		
5	W	B	2	ITEM AR125442	SIZE 2, 5-STEP
	E	BLANK	0		
6	N	27-9	4	ITEM AR125444	SIZE 2, 5-STEP
	S	BLANK	0		
7	N	27-9	4	ITEM AR125444	SIZE 2, 5-STEP
	S	BLANK	0		

8 L-858 AIRFIELD GUIDANCE SIGN (LED)

N.T.S.

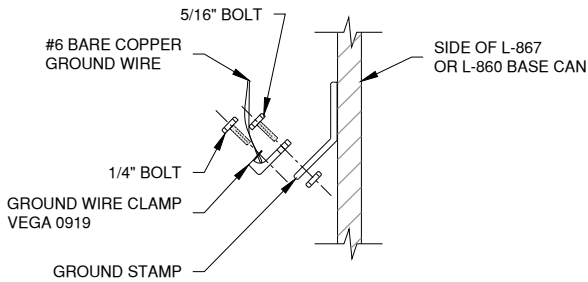


SIGN NOTES

- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES IN THE FIELD
- ESTIMATED 1 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT SIGN BASE FOUNDATION. COSTS TO CONSTRUCT SHALL BE INCIDENTAL TO SIGN PAY ITEM.
- ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.

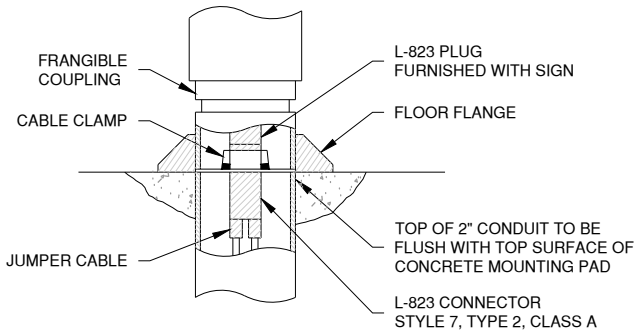
10 FACTORY GROUND LUG

N.T.S.



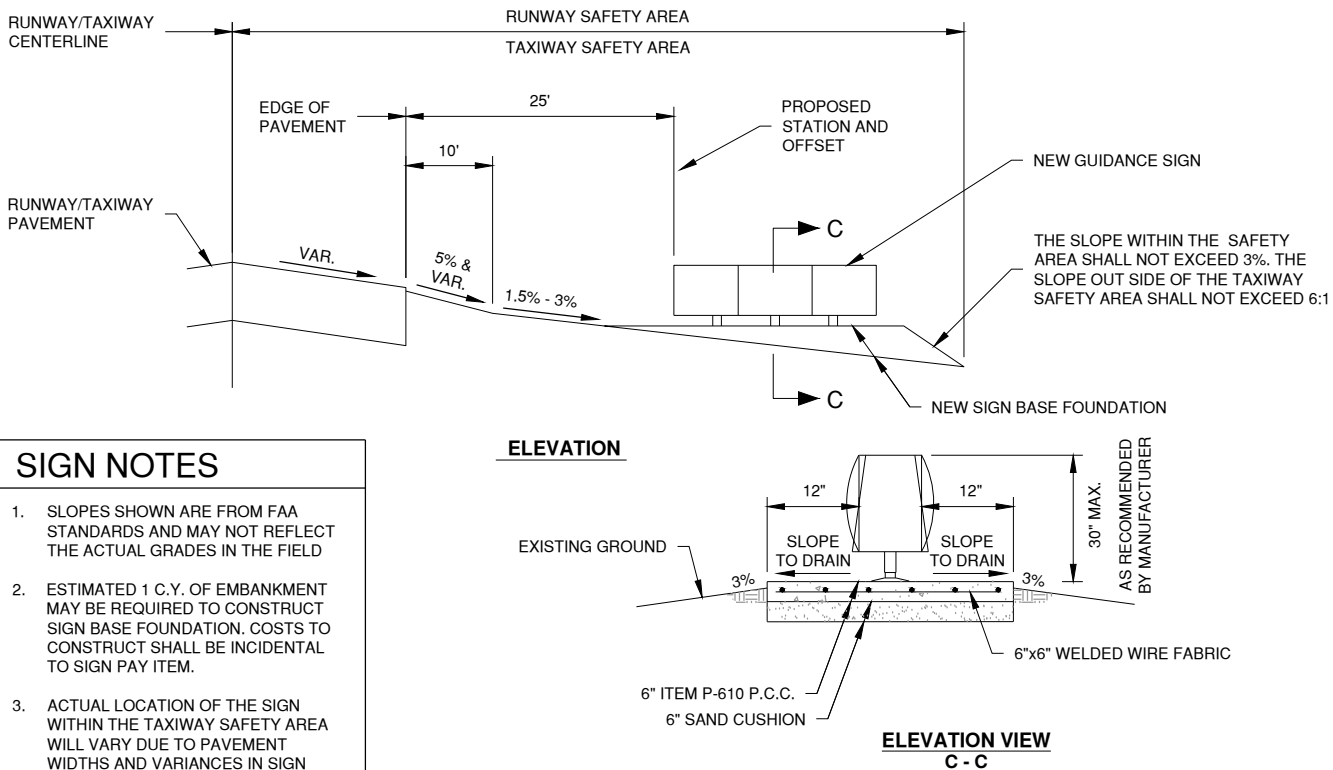
11 ELECTRICAL CONNECTION (FIGURE 1)

N.T.S.



9 AIRFIELD SIGN INSTALLATION

N.T.S.



AU075

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FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026

AURORA
ILLINOIS
CITY OF LIGHTS

AURORA
MUNICIPAL AIRPORT
AURORA MUNICIPAL AIRPORT

MARK DATE DESCRIPTION

IL PROJECT NO:

CMT PROJECT NO: 25007812.00

CAD DWG FILE:

DESIGNED BY: CMJ

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

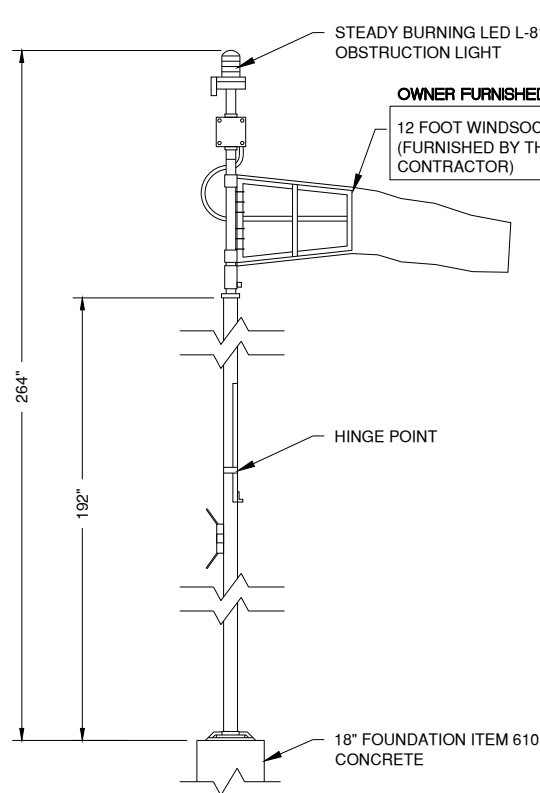
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SHEET TITLE

ELECTRICAL
DETAILS - 3

SHEET 19 OF 26

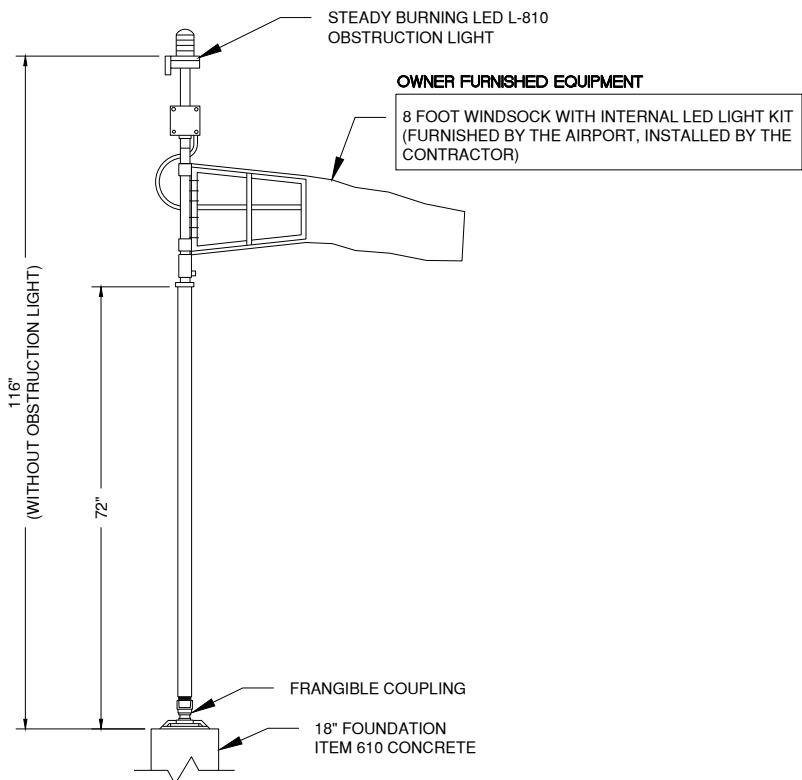
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L-807 LED PRIMARY WIND CONE INTERNALLY LIGHTED

12

N.T.S.



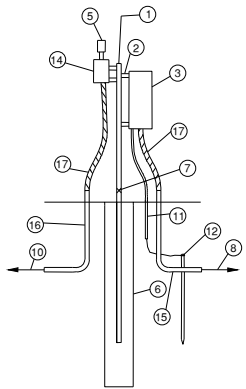
L-806 LED SUPPLEMENTAL WIND CONE INTERNALLY LIGHTED

13

N.T.S.

L-807 WIND CONE POWER LEGEND

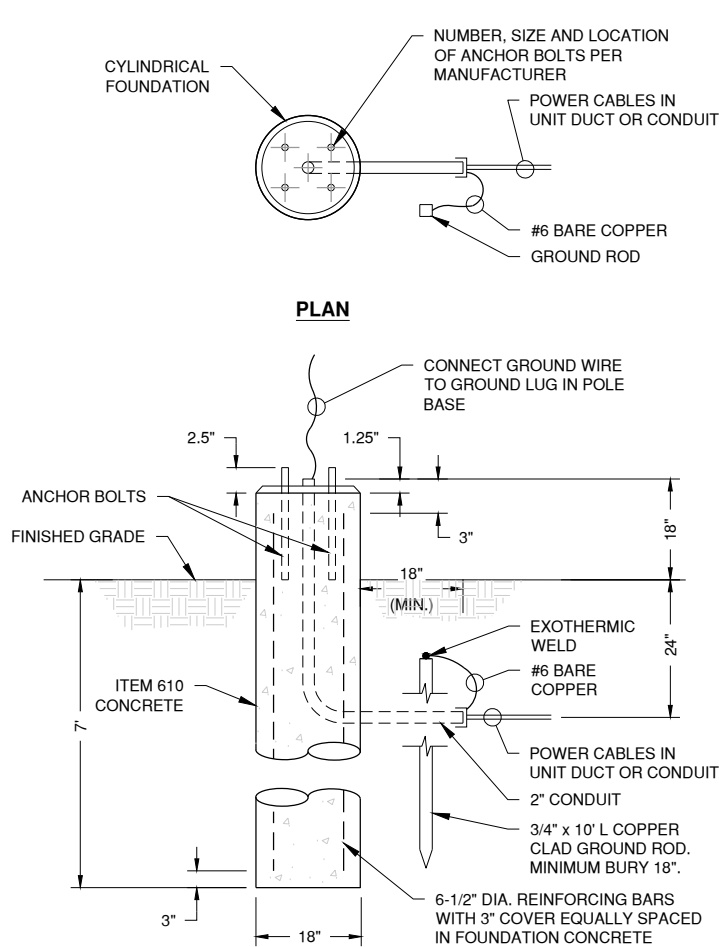
- 2" GALVANIZED STEEL SUPPORT POST WITH END CAPS (TYP. OF 2).
- STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT (TYP. OF 5).
- HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABEL READING: "CAUTION: 120 VOLTS."
- NOT USED.
- WIND CONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT. (NOTE: PHOTOCELL OPERATION IS AS FOLLOWS: DURING THE DAYTIME THE WIND CONE LIGHTS ARE OFF AND THE OBSTRUCTION LIGHT IS ON. AFTER DARK THE WIND CONE LIGHTS AND OBSTRUCTION LIGHT ARE ON).
IMPORTANT NOTE:
LOCATE DISCONNECT/ TRANSFORMER/ PHOTOCELL INSTALLATION SUCH THAT WIND CONE LIGHT WILL NOT ADVERSELY AFFECT THE PHOTOCELL OPERATION.
- 12" DIAMETER X 4'-0" DEEP (MIN.) ITEM 610 CONCRETE FOUNDATION. (TYP. OF TWO).
- FRANGIBLE COUPLINGS (TYP. OF 2). INSTALL FRANGIBLE COUPLING NOT MORE THAN 3" ABOVE GRADE.
- TWO #8 XLP-USE (120V). ONE #10 GROUND IN UNITDUCT TO VAULT.
- NOT USED.
- TWO #12 USE (OBSTRUCTION LIGHT 120V POWER), TWO #12 USE (WIND CONE LIGHTS 120V POWER), ONE #10 GROUND IN 2" CONDUIT TO WIND CONE.
- #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.
- 3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MIN. BURIAL: 1'-0". BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD, OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- NOT USED.
- NEMA 4 JUNCTION BOX SIZED AS REQUIRED TO HOUSE THREE 10A IN-LINE FUSES. PHOTOCELL BYPASS SELECTOR SWITCH AND WEATHERPROOF GFCI CONVENIENCE RECEPTACLE. (SEE WIND CONE SCHEMATIC.)
- 1/2" GRS CONDUIT TO 1'-6" BELOW GRADE.
- 1" GRS CONDUIT TO 1'-6" BELOW GRADE
- LIQUIDTITE FLEXIBLE CONDUIT.



VOLTAGE POWERED WIND CONE

14

N.T.S.

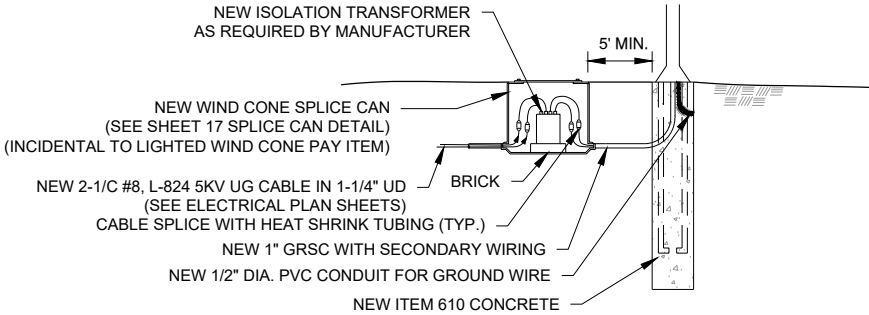


WIND CONE FOUNDATION

15

N.T.S.

NOTE: THIS FOUNDATION DETAIL SHALL ALSO BE USED FOR L-807 WIND CONE RELOCATION.



CURRENT POWERED WIND CONE

16

N.T.S.

AU075

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REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026

AURORA
ILLINOIS
CITY OF LIGHTS

AURORA
MUNICIPAL AIRPORT
AURORA MUNICIPAL AIRPORT

MARK DATE DESCRIPTION

IL PROJECT NO:

CMT PROJECT NO:

25007812.00

CAD DWG FILE:

DESIGNED BY:

CMJ

DRAWN BY:

JRO

CHECKED BY:

DKP

APPROVED BY:

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SHEET TITLE

**ELECTRICAL
DETAILS - 4**

SHEET

20

OF

26

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026



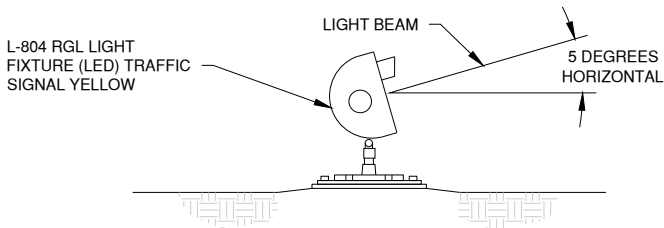
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ELECTRICAL
DETAILS - 5



18 L-804 RGL HORIZONTAL AIMING DETAIL

N.T.S.

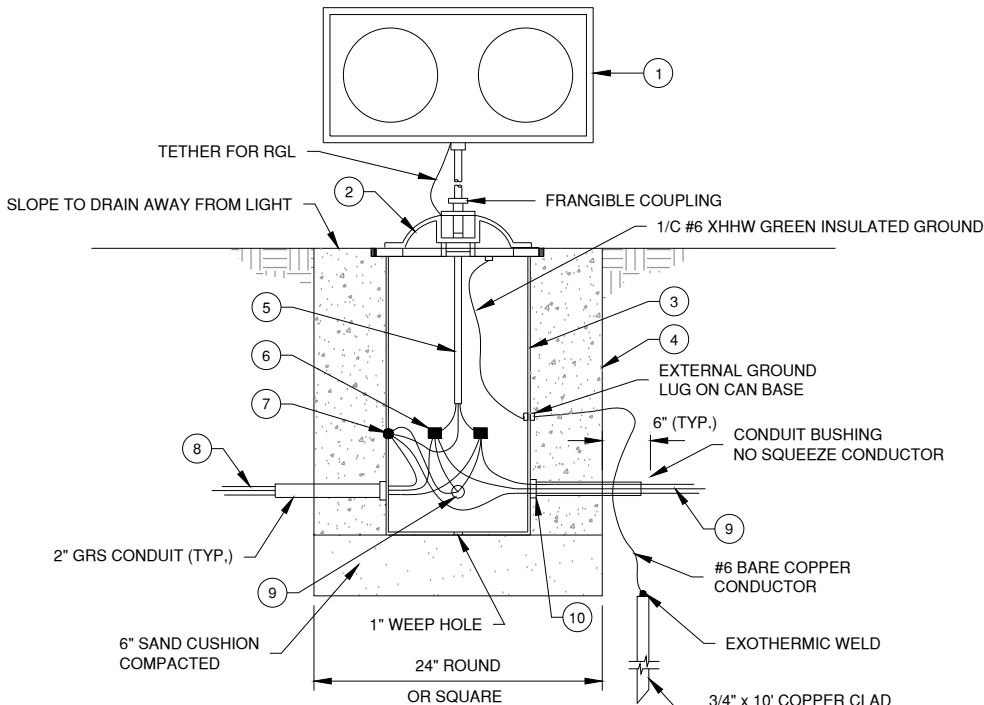
NOTE:
CONTRACTOR SHALL AIM THE RGL UNITS 5 DEGREES
UPWARD PER MANUFACTURER'S INSTRUCTIONS.

L-804 RUNWAY GUARD LIGHT INSTALLATION DETAILS
BASE MOUNTED, 240V CIRCUIT

RUNWAY GUARD LIGHT AIMING SCHEDULE				
PAIR NUMBER	L	∠A	R	∠B
1	12.87°		12.87°	5°
2	12.87°		12.87°	5°

RGL INSTALLATION NOTES

- ∠A IS ANGLE UNIT SHOULD BE AIMED TOWARD TAXIWAY CENTERLINE AND IS SYMMETRICAL ABOUT THE TAXIWAY CENTERLINE.
- ∠B IS ANGLE UNIT SHOULD BE AIMED UPWARD FROM THE HORIZONTAL AND IS THE SAME FOR EACH UNIT IN EVERY PAIR OF RUNWAY GUARD LIGHTS.
- LEFT (L) AND RIGHT (R) ARE DESIGNATED BY LOOKING TOWARD THE RUNWAY FROM THE HOLD SIDE OF THE HOLD LINE.
- PAIR NUMBER IS DESIGNATED ON PROPOSED LIGHTING LAYOUT AND RGL AND SIGN LOCATIONS SHEETS.

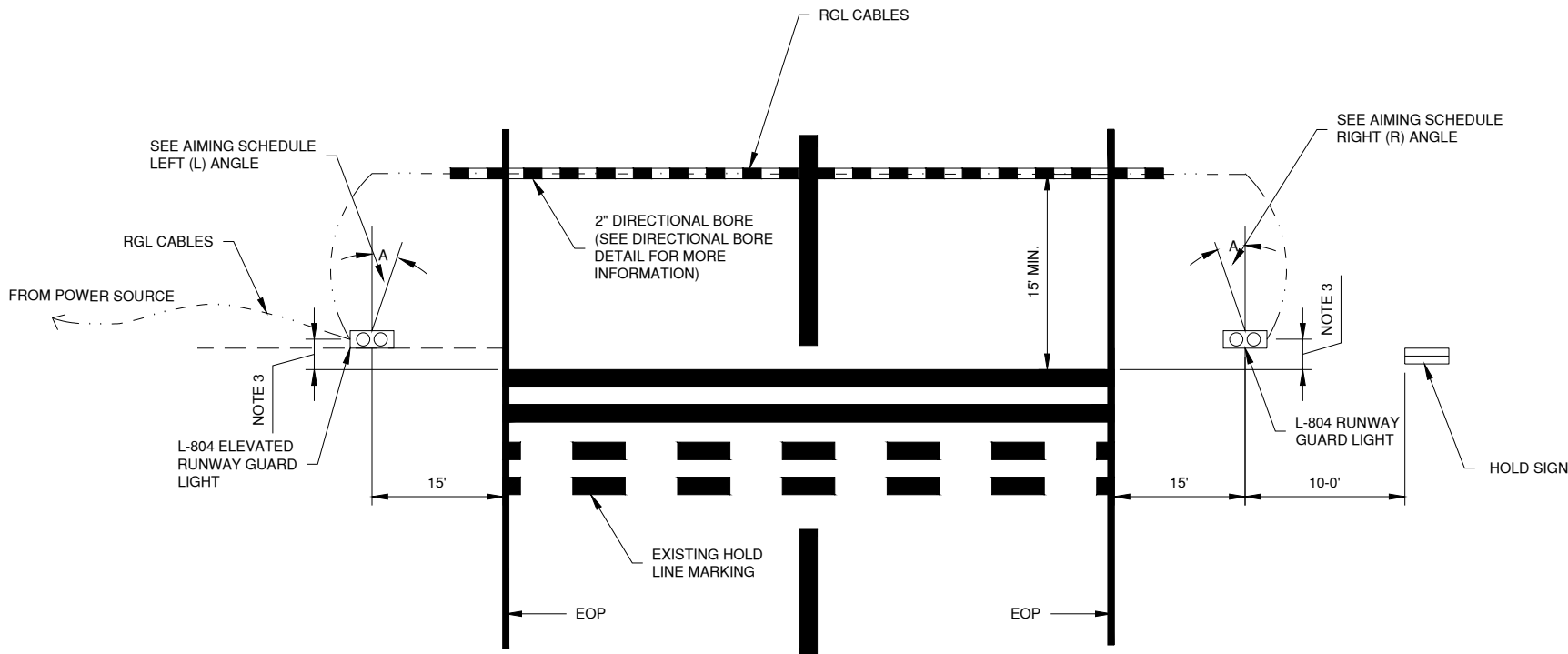


17 RUNWAY GUARD LIGHT DETAIL

N.T.S.

NEW RGL NOTES

- L-804(L) LED RUNWAY GUARD LIGHT (RGL), MODE 2 (240V) WITH PHOTOCELL, NOT MONITORED, LED, TRAFFIC SIGNAL YELLOW.
- SPECIAL BASE PLATE, SUPPLIED WITH RUNWAY GUARD LIGHT.
- L-867B LIGHT BASE.
- CONCRETE.
- CONNECTOR AND PIGTAIL, SUPPLIED WITH RUNWAY GUARD LIGHT.
- WATERPROOF TAPED SPLIT BOLT SPLICE (TYP. OF TWO).
- LIGHT BASE GROUND TERMINAL. CONNECT ALL GROUND WIRES TO HERE.
- TWO #6 USE (240V), ONE #10 GROUND IN 1" UNIT DUCT.
- TWO #6 USE (240V), ONE #10 GROUND TO RUNWAY GUARD LIGHT ON OPPOSITE SIDE OF TAXIWAY. INCIDENTAL TO INSTALLATION OF RUNWAY GUARD LIGHTS.
- PLUG ENTRANCES FROM INSIDE WITH DUCT SEAL.



19 RUNWAY GUARD LIGHT LAYOUT PLAN

N.T.S.

- PROVIDE NEW CONCRETE BASE, CABLES, AND MOUNTING FOR RGL'S. LOCATIONS AND ORIENTATION SHALL BE AS SHOWN ON THIS SHEET.

RGL LAYOUT NOTES

- LOCATION OF DUCT BANK MAY VARY TO AVOID EXISTING UTILITIES.
- ANGLE 'A' - SEE AIMING SCHEDULE.
- DISTANCE FROM HOLD LINE:
 - RGL PAIR 1 INSTALLATION SHALL BE OUT OF THE RSA BUT WITH IN 10' OF THE RUNWAY HOLD LINE
 - RGL PAIR 2 INSTALLATION SHALL BE IN LINE WITH THE HOLD SIGN BUT OUT OF THE RSA.

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026



MARK	DATE	DESCRIPTION
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CAD DWG FILE

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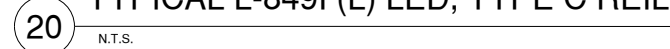
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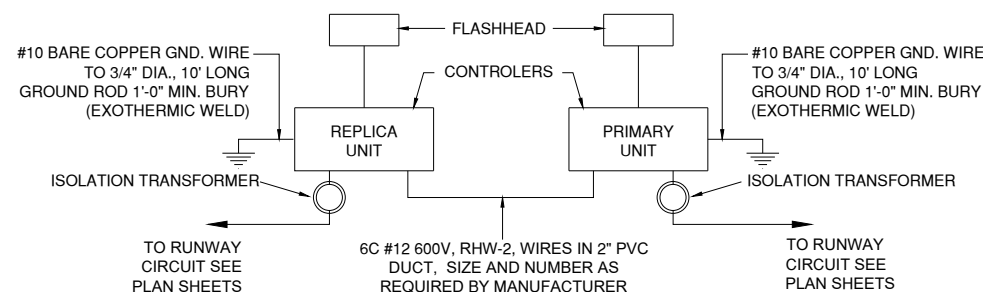
SHEET TITLE

ELECTRICAL DETAILS - 6

SHEET 22 OF 26



1. THE BEAM CENTERLINE OF EACH FLASH HEAD UNIT SHALL BE AIMED 15 DEGREES OUTWARD FROM A LINE PARALLEL TO THE RUNWAY CENTERLINE AND INCLINED AT AN ANGLE OF 10 DEGREES ABOVE THE HORIZONTAL.
2. SYSTEM ALIGNMENT SHALL BE VERIFIED BY THE CONTRACTOR IN THE PRESENCE OF THE ENGINEER.
3. ISOLATION TRANSFORMER SHALL BE SIZED PER LED REIL MANUFACTURER REQUIREMENTS.
4. NO SEPARATE MEASUREMENT OR PAYMENT WILL BE MADE FOR REIL CONTROL CABLE. COST OF PROVIDING AND INSTALLING THIS CABLE SHALL BE CONSIDERED INCIDENTAL TO THE REIL PAY ITEM.



RUNWAY END IDENTIFIER LIGHTING WIRING & CONTROLS

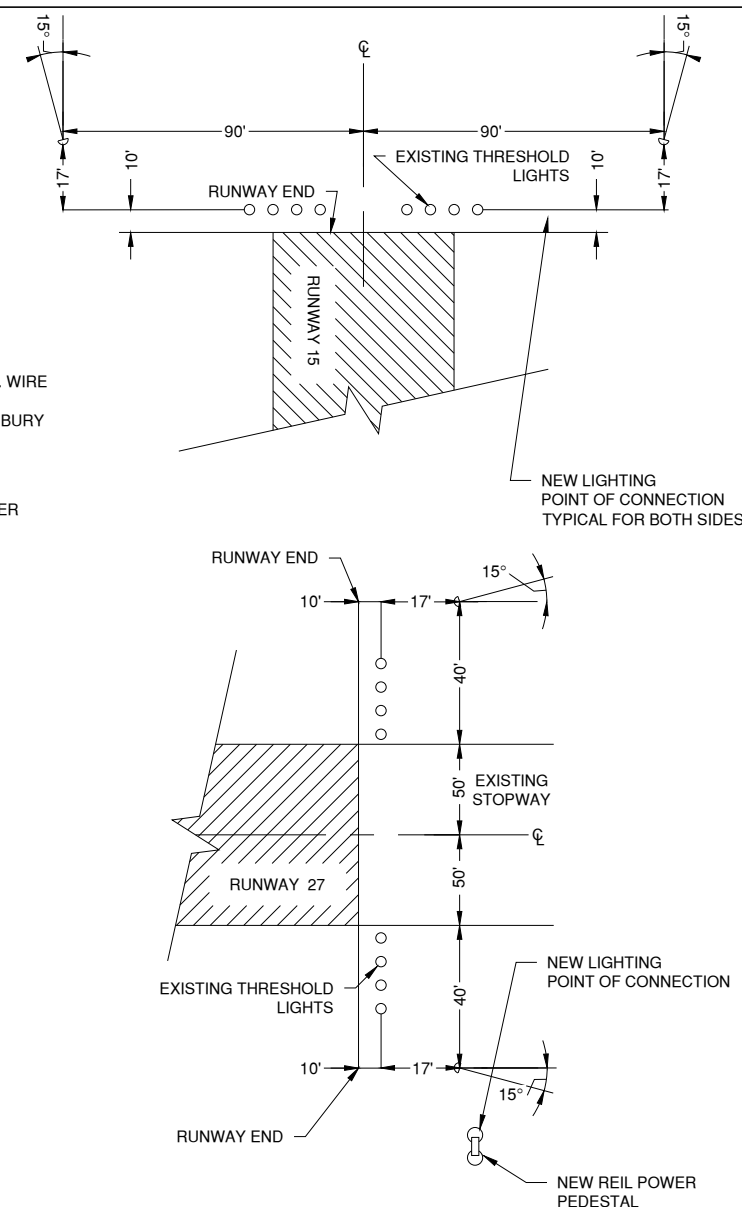
1. THE REILS SHALL BE REPLACED WITH L-849I TYPE C LED REILS AS NOTED IN THE PROJECT MANUAL AND PLANS. FOUNDATIONS, CONDUIT, NEW CABLE SHALL BE PROVIDED BETWEEN THE RUNWAY EDGE LIGHT CIRCUIT, AND THE PRIMARY TO REPLICA REILS SERVING BOTH RUNWAYS. CONTROL CABLING SHALL BE INCIDENTAL TO THE SYSTEM REPLACEMENT. THE CONTRACTOR SHALL VERIFY SYSTEM ALIGNMENT IN THE PRESENCE OF THE ENGINEER.
2. ALL SALVAGED REIL COMPONENTS SHALL BE BOXED AND RETURNED TO THE AIRPORT. IF THE AIRPORT DOES NOT WANT THE REIL COMPONENTS THE CONTRACTOR SHALL DISPOSE OF OFFSITE AT NO ADDITIONAL COST.

NOTES

1. BOTH UN
ELEVATI
THROUGH

- ① 2" GALVANIZED STEEL SUPPORT POST (TYP. OF 2)
- ② STRUT-TYPE SUPPORT, UNISTRUT 2000, OR EQUIVALENT.
- ③ FRANGIBLE COUPLINGS (TYP. OF 2)
- ④ FLOOR FLANGE (TYP. OF 2).
- ⑤ HEAVY-DUTY 30A, 600V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE. PROVIDE GROUND LUGS. PROVIDE LABEL READING: "CAUTION: 480 VOLTS."
- ⑥ 480V POWER FROM VAULT:
EXISTING CABLE IN NEW SPLICE CAN AS SHOWN IN PLAN SHEETS
NEW REIL 27 CABLE: 2 #6 XLP-USE, 1 #10 GND IN UNIT DUCT FROM NEW SPLICE CAN
- ⑦ 1-1/2" OR 2" LIQUID TIGHT FLEXIBLE CONDUIT SHALL BE INSTALLED NO GREATER THAT 3" ABOVE GROUNDLINE.
- ⑧ #8 GROUND WIRE IN 1/2" PVC CONDUIT TO GROUND ROD.

3/4" DIAMETER X 10' LONG COPPERCLAD GROUND ROD. MIN BURIAL: 1'-0." BOND GROUND WIRES TO GROUND ROD USING EXOTHERMIC WELD, CADWELD., OR EQUIVALENT. CLAMPED CONNECTIONS SHALL NOT BE ACCEPTABLE.
- ⑩ TWO #10 XLP-USE (REIL LIGHTS 240V POWER), ONE #10 GROUND IN 2" LIQUID TIGHT FLEXIBLE CONDUIT.
- ⑪ TWO #10 XLP-USE (REIL LIGHTS 240V POWER), ONE #10 GROUND IN 2" GRS CONDUIT TO REIL MASTER UNIT.
- ⑫ ITEM 610 CONCRETE FOUNDATION, 12" DIA., MIN. 4'-0" DEEP (TYP. OF 2)
- ⑬ NEW 480V-240V 0.5KVA, SINGLE PHASE TRANSFORMER NEMA 3R.



23 PROPOSED REIL DETAILS
N.T.S.

1. BOTH UNITS SHALL BE AT THE SAME ELEVATION AND THE ELEVATION SHALL BE WITHIN 3 FT OF THE HORIZONTAL PLANE THROUGH THE RUNWAY CENTERLINE.

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
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RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

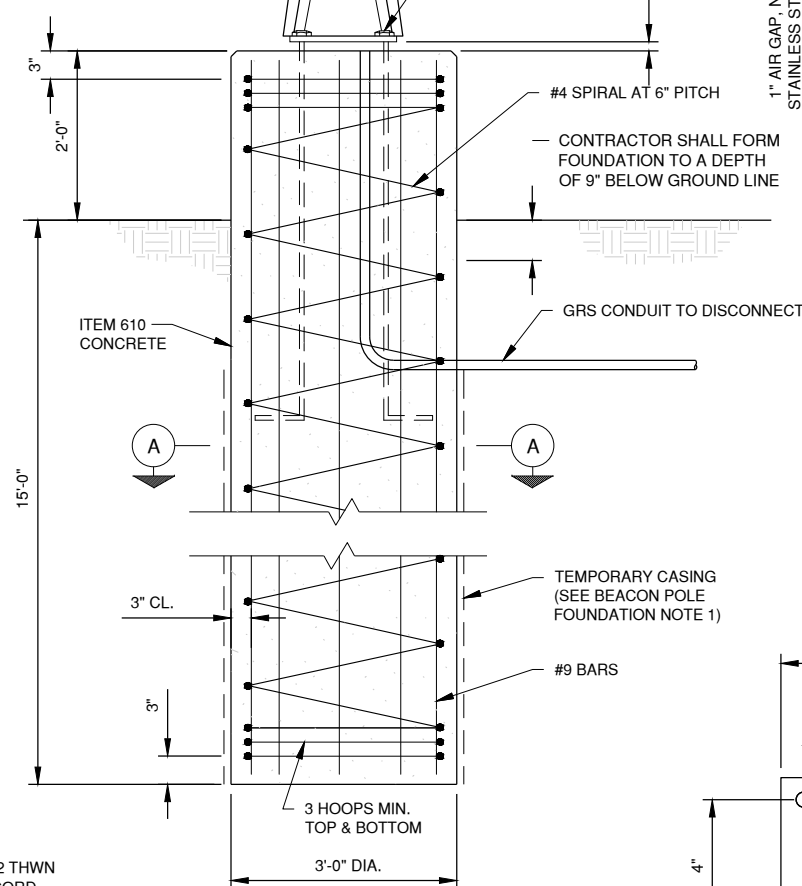
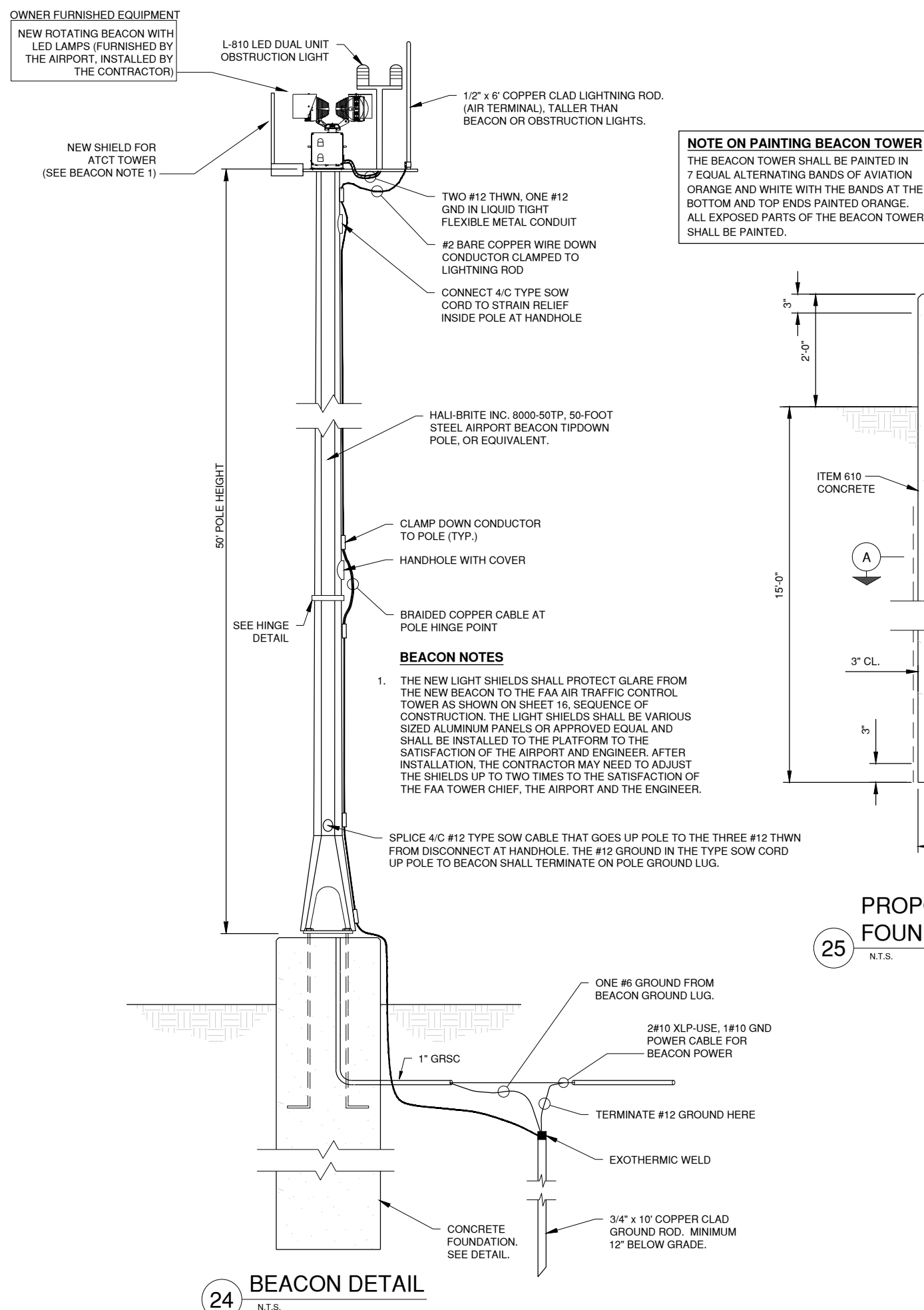
JULY 24, 2026



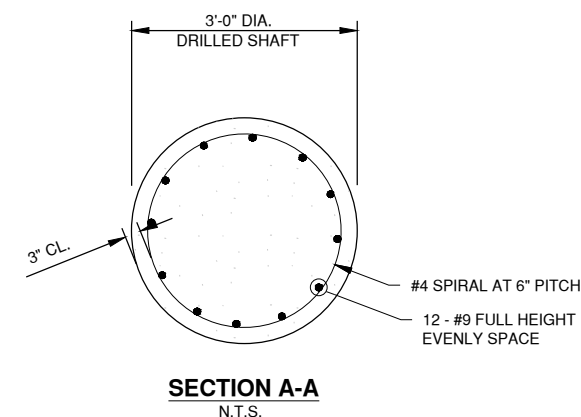
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ELECTRICAL DETAILS - 7



PROPOSED BEACON FOUNDATION DETAILS



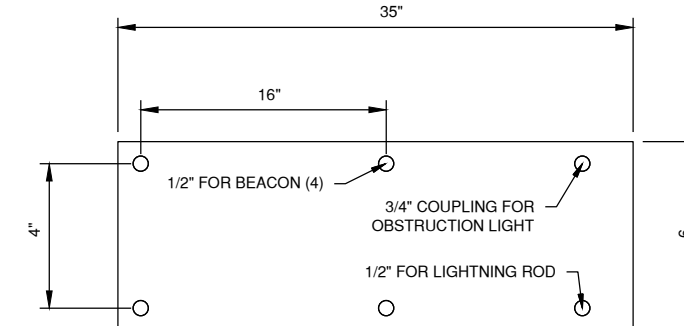
BEACON POLE FOUNDATION NOTES

1. 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.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4,000 P.S.I. AT 14 DAYS.
3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60.
4. BEACON FOUNDATION SHALL BE MONOLITHIC. NO CONSTRUCTION JOINTS WILL BE PERMITTED.
5. 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.

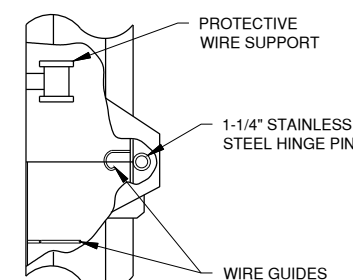
BEACON POLE FOUNDATION DESIGN

DESIGN LOAD: AASHTO-STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 2001.

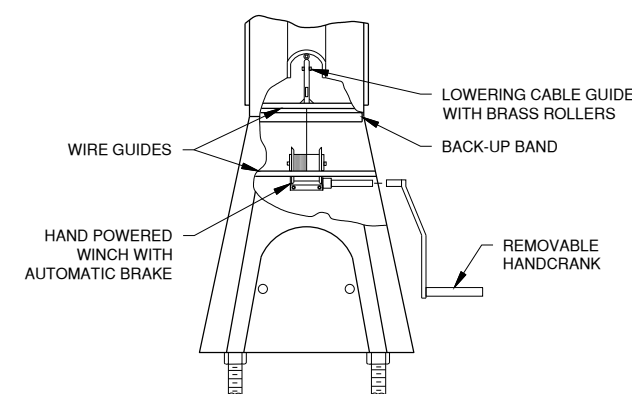
DESIGN WIND SPEED: 100 M.P.H.



BEACON PLATFORM DETAIL



HINGE DETAIL



BASE DETAIL

FINAL

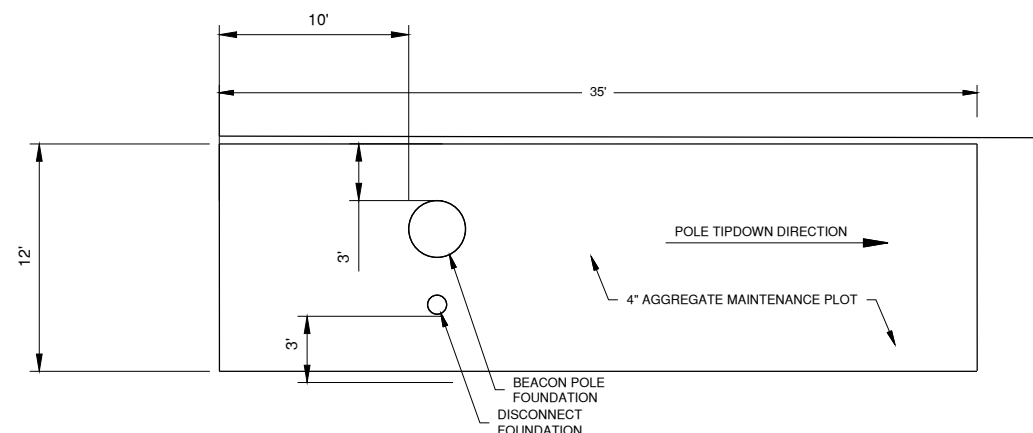
REPLACE AIRFIELD
SIGNAGE, WIND CONES,
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JULY 24, 2026



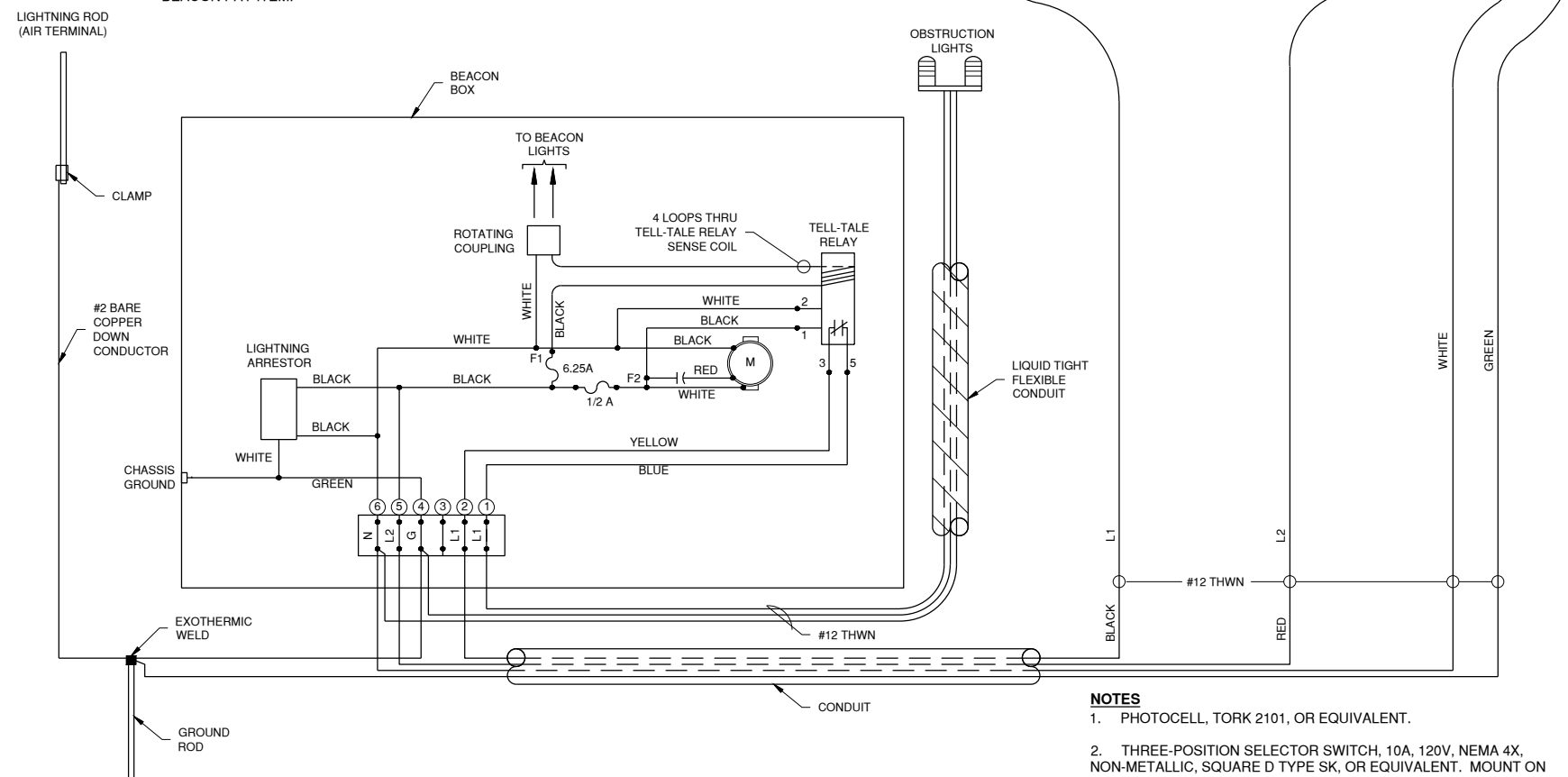
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ELECTRICAL DETAILS - 8



29 BEACON PLOT PLAN

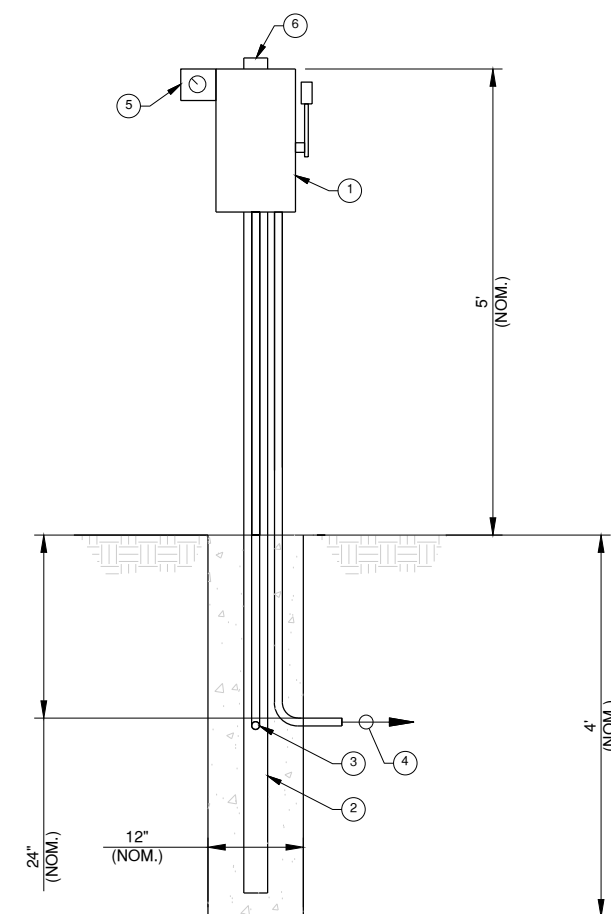
1. THE MAINTENANCE PLOT SHALL BE SURFACED WITH 4" OF WELL-GRADED CRUSHED ROCK (IDOT CA-6) AGGREGATE. CONTRACTOR SHALL REMOVE 4" TOPSOIL AND USE AS TOPSOILING FOR PROJECT RESTORATION. GEOTEXTILE MEMBRANE SHALL BE INSTALLED OVER THE SUBGRADE. MEMBRANE SHALL BE NON-WOVEN POLYPROPYLENE FIBERS TO A MINIMUM DENSITY OF 8oz PER SY. TOP OF ROCK SHALL BE 1" BELOW TOP OF BEACON POLE CONCRETE FOUNDATION. THIS WORK SHALL BE INCIDENTAL TO THE BEACON PAY ITEM.



BEACON

30 BEACON SCHEMATIC

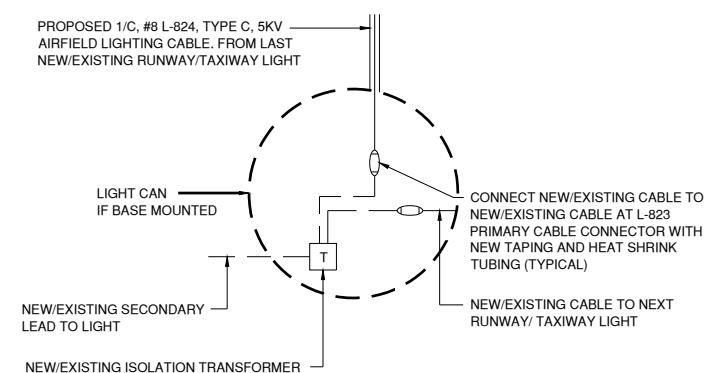
DISCONNECT



31 BEACON DISCONNECT DETAIL
N.T.S.

NOTES

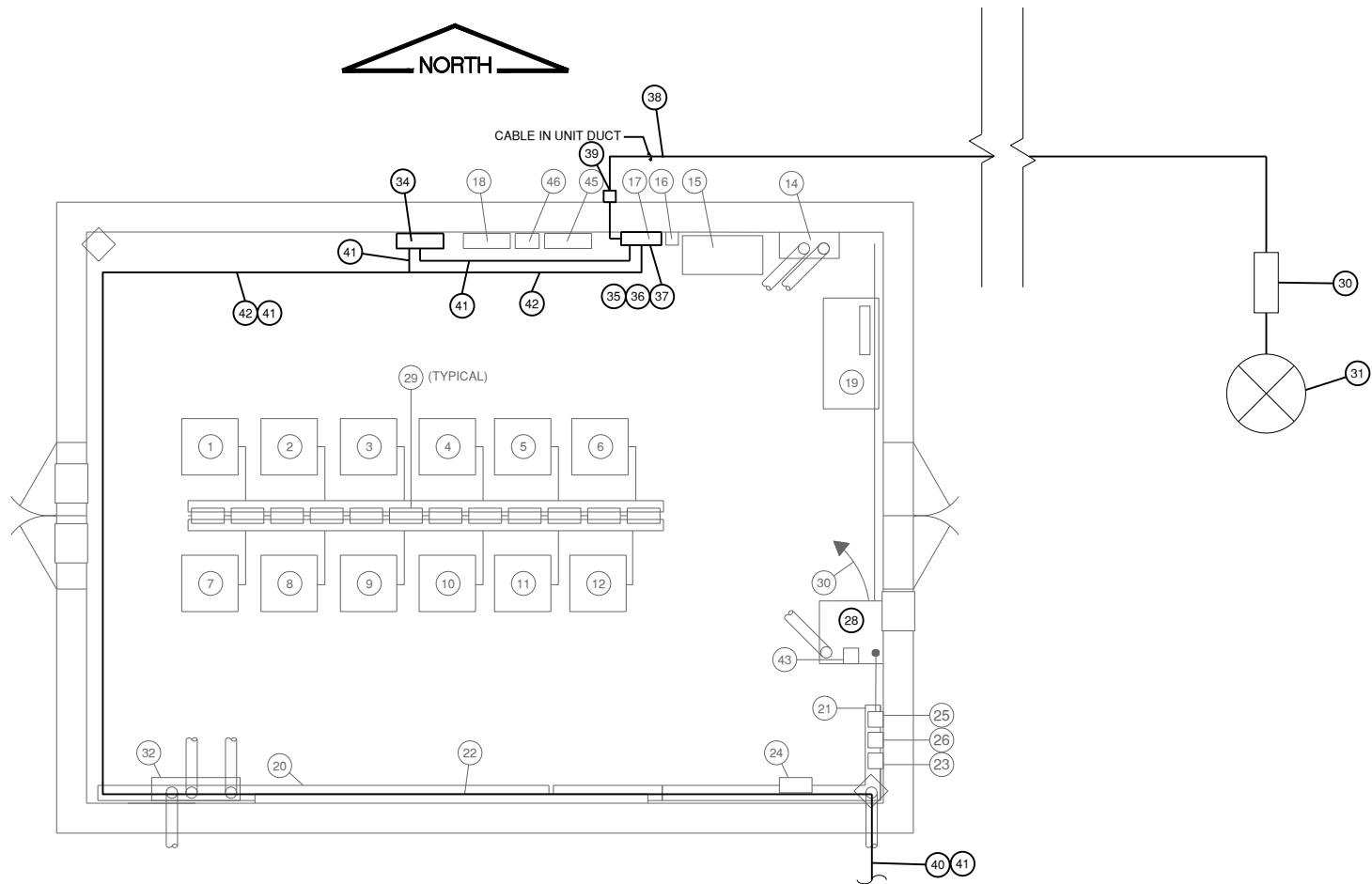
1. 30A, 120V FUSIBLE DISCONNECT, 3-WIRE (2 BLADES AND FUSEHOLDERS, 1 NEUTRAL) IN NEMA 3R ENCLOSURE, SQUARED D 221NRB, OR EQUIVALENT. PROVIDE ONE 15A CLASS R FUSE.
2. 3" CONCRETE-FILLED STEEL SUPPORT POST INSTALLED IN ITEM 610 CONCRETE FOOTING.
3. TWO #10 TYPE USE (120V POWER), ONE #10 GROUND IN 1" PVC SCH. 80 CONDUIT TO VAULT.
4. TWO #10 XLP-USE, ONE #10 GROUND IN 1" GRS CONDUIT TO NEW BEACON
5. BEACON CONTROL SELECTOR SWITCH (ON-OFF-PHOTO CELL) IN NEMA 4X ENCLOSURE. SEE WIRING DIAGRAM FOR ADDITIONAL INFORMATION.
6. PHOTOCCELL, TORK 2101 OR EQUIVALENT.



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

32 — CIP
N.T.S.

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EXISTING ELECTRICAL VAULT PLAN
NOT TO SCALE

NOTES

- EXISTING EQUIPMENT TO REMAIN IS SHOWN FOR INFORMATION ONLY. NEW WORK IS SHOWN IN BOLD.
- INSTALL LAMACOID NAMEPLATES ON ALL EQUIPMENT.
- CONTRACTOR SHALL DRILL THROUGH EXISTING VAULT BUILDING FOR NEW CIRCUIT AND SEAL CONDUIT AROUND NEW ENTRANCE AT NO ADDITIONAL COST.
- CONNECT THE NEW BEACON CIRCUIT AND NEW WINDCONE CIRCUIT TO EXISTING ALCMS CONTROLS.

AURORA MUNICIPAL AIRPORT VAULT NOMENCLATURE

- EXISTING 30KW 3-STEP REGULATOR FOR TAXIWAY "A" EAST.
- EXISTING 30KW 3-STEP REGULATOR FOR TAXIWAY "A" WEST.
- EXISTING 30KW 3-STEP REGULATOR FOR TAXIWAY "B".
- EXISTING 20KW 3-STEP REGULATOR FOR TAXIWAY "C".
- EXISTING 15KW 3-STEP REGULATOR FOR TAXIWAY "P".
- EXISTING 30KW 3-STEP REGULATOR FOR TAXIWAY SPARE.
- EXISTING 30KW 5-STEP REGULATOR FOR RUNWAY SPARE.
- EXISTING 30KW 5-STEP REGULATOR FOR RUNWAY 15-33.
- EXISTING 30KW 5-STEP REGULATOR FOR RUNWAY SPARE.
- EXISTING 30KW 5-STEP REGULATOR FOR RUNWAY 9-27.
- EXISTING 7.5KW 3-STEP REGULATOR FOR RUNWAY DISTANCE REMAINING 9-27.
- EXISTING 7.5KW 3-STEP REGULATOR FOR RUNWAY DISTANCE REMAINING 9-27 SPARE.
- NOT USED.
- EXISTING HIGH VOLTAGE LIGHTING PANEL. 600A, 480/277V, 3 PHASE, 4-WIRE (NOTE 10).
- EXISTING 150KVA 480-120/208Y, 3 PHASE LIGHTING TRANSFORMER.
- EXISTING NORTH AIRFIELD BOOSTER TRANSFORMER / WIND-TEE BOOSTER TRANSFORMER.
- EXISTING LOW VOLTAGE LIGHTING PANEL. 225A, 120/208Y, 3 PHASE, 4 WIRE (NOTE 10).
- EXISTING APRON LIGHTING PANEL, 225A, 480/277V, 3-PHASE, 4-WIRE (NOTE 10).
- EXISTING DESK.
- EXISTING 8" BY 8" HIGH VOLTAGE WIREWAY.
- EXISTING 8" BY 8" LOW VOLTAGE WIREWAY.
- EXISTING PLUG CUTOUT, GROUNDING SWITCH AND INDICATOR LIGHT FOR REGULATORS.
- EXISTING INTERFACE CONTROL PANEL FOR LOW VOLTAGE AIRFIELD CIRCUITS, BEACON, WINDTEE AND REILS.
- EXISTING CONTACTORS FOR RUNWAY 27 REILS.
- EXISTING L-854 RADIO CONTROLLER. INSTALL NEW ANTENNA AND CABLE
- EXISTING FIBER OPTIC PATCH PANEL.
- NOT USED.
- EXISTING L-890 AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM (ALCMS)EQUIPMENT RACK WITH TOUCHSCREEN MONITOR AND PRINTER
- EXISTING INTERFACE CONTROL PANEL AND INSULATION RESISTANCE MEASURING SYSTEM MOUNTED ON UNISTRUT FRAME. (NOTE 9)
- NEW BEACON PEDESTAL WITH DISCONNECT AND PHOTOCCELL.**
- NEW ROTATING BEACON WITH LED LAMPS. SEE DETAILS**
- EXISTING L-823 SPLICE ENCLOSURE. SEE DETAILS.
- EXISTING C.T. CABINET AND UTILITY METER.
- NEW LIGHTING CONTACTOR FOR RGL CIRCUIT WITH HOA SELECTOR SWITCH.**
- NEW 20A/2P CIRCUIT BREAKER FOR RGL CIRCUIT.**
- NEW 20A/1P CIRCUIT BREAKER FOR NEW BEACON**
- NEW 20A/1P CIRCUIT BREAKER FOR NEW L-807 WIND CONE**
- NEW 2#10 XLP-USE, 1#10 GND IN 1" CONDUIT FOR BEACON.**
- NEW NEMA 3R JUNCTION BOX 4" X 4"X 4" FOR BEACON CIRCUIT.**
- NEW CIRCUITS FROM VAULT TO LOW VOLTAGE DUCT BANK**
-NEW RGL CIRCUIT, 2#6 XLP-USE, 1#10 GND
-NEW WIND CONE CIRCUIT, 2#8 XLP-USE, 1#10 GND
- NEW RGL CIRCUIT, 2#6 XLP-USE, 1#10 GND.**
- NEW WIND CONE CIRCUIT, 2#8 XLP-USE, 1#10 GND.**
- EXISTING FIBER OPTIC CABLE PATCH PANEL (NOTE 8)
- NOT USED.
- EXISTING 200A, 480V, 3-POLE CIRCUIT BREAKER DISCONNECT FOR APRON LIGHTING.
- EXISTING 200A, 3-POLE LIGHTING CONTACTOR WITH H-O-A SELECTOR SWITCH AND PHOTOCCELL FOR APRON LIGHTING.

AU075



CONSULTANTS

FINAL

REPLACE AIRFIELD
SIGNAGE, WIND CONES,
RUNWAY 15 AND 27
RUNWAY END
IDENTIFIER LIGHTS,
AND AIRPORT
ROTATING BEACON

JULY 24, 2026



MARK	DATE	DESCRIPTION

IL PROJECT NO:	
CMT PROJECT NO:	25007812.00
CAD DWG FILE:	
DESIGNED BY:	CMJ
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

ELECTRICAL VAULT
DETAILS

Path: K:\Aurora\24006514-00_Signs\REILs\Beacon\Draw\Sheets\2400651400 - electrical vault details.dwg
Date: Friday, July 24, 2026 10:52:51 AM

PANELBOARD SCHEDULE																		
PANEL DESIGNATION: MDP-1 LOCATION: ELECTRICAL ROOM 125.B MFR & TYPE: SQUARE D NQ, OR EQUIV.					BOND NEUTRAL AND GROUND BAR: NO NEUTRAL BUS RATING: 100% SERVICE ENTRANCE RATED: NO					POLE: 48 SHORT CIRCUIT RATING: 65KAIC SERIES OR FULLY RATED: SERIES TVSS & DISCONNECT REQUIRED: NO								
VOLTS: 277/480V PHASE: 3 WIRE: 4					MOUNTING: SURFACE ENCL RATING: NEMA 1					BUS RATING (AMPS): 600 BUS: COPPER MAIN CIRCUIT BREAKER: AMP/POLE 600/3								
CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS (USAGE)			POLE NO.	PHASE AMPS (USAGE)			USAGE FACTOR	LOAD AMPS	BREAKER SIZE		CKT NO.		
					A	B	C		A	B	C							
1	150 KVA TRANSFORMER	225A/3P			0			1	2	0				30A/3P	HEATER EAST SIDE	2		
3					0			3	4		0					4		
5						0			5	6			0					6
7	HEATER WEST SIDE	30A/3P			0			7	8	0				100A/2P	RUNWAY 9-27	8		
9						0			9	10			0					10
11								0								0		
13	TAXIWAY A WEST	100A/2P			0			13	14	0				60A/3P	TAXIWAY C	14		
15						0			15	16			0					16
17	SPARE TAXIWAY	100A/2P				0		17	18			0		50A/3P	LIFT STATION 1	18		
19					0			19	20	0							20	
21						0			21	22			0					22
23	RDR 9-27	30A/2P					0	23	24			0		100A/2P	TAXIWAY B	24		
25					0			25	26	0							26	
27						0			27	28			0					28
29	APRON LIGHTING DISCONNECT	200A/3P					0	29	30			0		15A/2P	9/27 REILS	30		
31					0			31	32	0							32	
33						0			33	34			0					34
35	SPARE 9/27 RDR	30A/2P					0	35	36			0		100A/3P	SPARE RUNWAY	36		
37					0			37	38	0							38	
39	TAXIWAY A EAST	100A/2P				0		39	40			0		100A/3P	SPARE RUNWAY	40		
41							0	41	42			0					42	
43					0				43	44	0							44
45	BP CORPORATE HANGER	100A/3P				0		45	46			0		50A/3P	LIFT STATION 2	46		
47							0	47	48				0				48	
SECTION TOTAL:					0	0	0		0	0	0		TOTAL USAGE LOAD:				0 VA	
					PHASE TOTAL AMPS:				A	B	C							
									0	0	0							
					PHASE TOTAL VA:				A	B	C							
									0	0	0							
NOTES:																		

NOTES

1. NEW CIRCUIT BREAKER AND NEW CIRCUIT
2. EXISTING PANELBOARD SCHEDULES AND CIRCUIT INFORMATION IS SHOWN FOR INFORMATION ONLY.
3. CONTRACTOR SHALL LOCK-OUT, TAG-OUT CIRCUITS WHEN PERFORMING ANY WORK.

AU075



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PANELBOARD
SCHEDULE

SHEET

26

OF

26