

CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

CONSTRUCTION PLANS FOR CHICAGO EXECUTIVE AIRPORT REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)

ILLINOIS PROJECT: PWK-4634

NOVEMBER 16, 2018

PROJECT INFORMATION

CONTRACTOR:
 RESIDENT ENGINEER:
 ORIGINAL CONTRACT AMOUNT:
 FINAL CONSTRUCTION COST:
 IDOT LETTING DATE:
 IDOT AWARD DATE:
 NOTICE TO PROCEED:
 START OF CONSTRUCTION:
 SUBSTANTIAL COMPLETION:

LOCAL AGENCY CONTACT INFORMATION

VILLAGE OF WHEELING - 847.459.2600
 CITY OF PROSPECT HEIGHTS - 847.398.6070

ENGINEER'S PROJECT PERMIT LOG

NPDES #
 FAA AIRSPACE #
 CCDD LPC-663 DATED
 MWRDGC PERMIT # 03-246 & RL 09-063
 VILLAGE APP FOR CONSTRUCTION PERMIT #
 VILLAGE FLOODPLAIN PERMIT #
 CONTRACTOR'S REGISTRATION WITH VILLAGE
 VILLAGE SITE ALTERATION PERMIT #
 CITY APPLICATION FOR PERMIT # N/A
 CITY FLOODPLAIN PERMIT # N/A
 CITY SITE GRADING PERMIT # N/A
 CONTRACTOR'S REGISTRATION WITH CITY N/A

CHICAGO EXECUTIVE AIRPORT

TOWNSHIP: 42 NORTH WHEELING TOWNSHIP
 RANGE: 11 EAST (SECTION: 13)
 COOK COUNTY

CMT 17290-03
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 062-048437

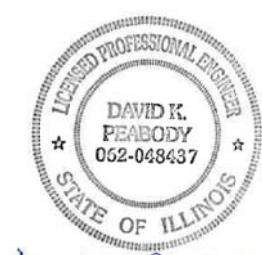
SUBMITTED BY D. Kyle Peabody
 DAVID KYLE PEABODY, P.E.

DATE 1-11-18

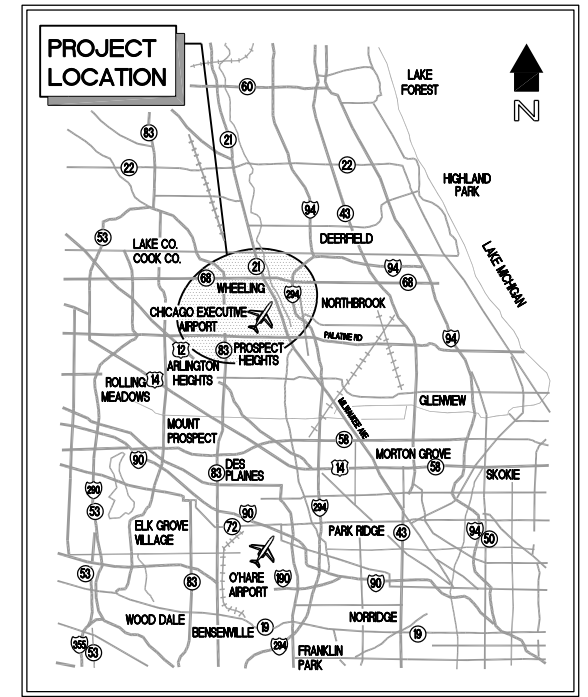
CHICAGO EXECUTIVE AIRPORT

APPROVED [Signature] EXECUTIVE DIRECTOR
 JAMIE ABBOTT, C.M.

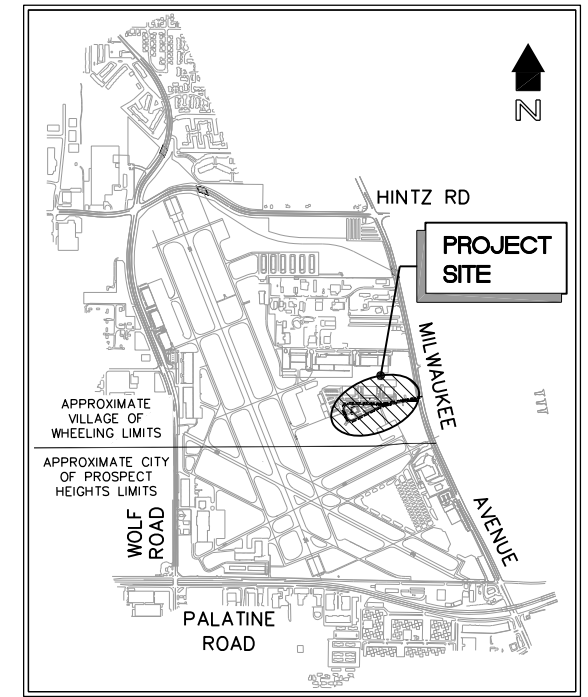
DATE 1-11-18



D. Kyle Peabody
 1-11-18
 EXP. 11-30-19



LOCATION MAP



SITE PLAN

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

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

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

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.

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF CONSTRUCTING A MILL AND OVERLAY ON THE EAST ACCESS ROAD (TOWER/FBO ROAD) AT CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES PAVEMENT REHABILITATION, REMOVAL AND REPLACEMENT OF COMBINATION CONCRETE CURB AND GUTTER, PAVEMENT MARKING, AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS EXCAVATION AND GRADING:

1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS INLET PROTECTION.
2. INSTALL CONCRETE WASHOUT AT CONTRACTOR STAGING AREA.
3. PAVEMENT CONSTRUCTION
4. REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.
5. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND BLANKET.

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 SEWER SYSTEMS THAT OUTLET INTO THE DES PLAINES RIVER.

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.

SOIL EROSION AND SEDIMENT CONTROL NOTES:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

| INDEX TO SHEETS | |
|-----------------|---|
| SHEET NUMBER | DESCRIPTION |
| 1 | COVER SHEET |
| 2 | INDEX OF SHEETS, SUMMARY OF QUANTITIES, AND GENERAL NOTES |
| 3 | SITE PLAN AND PROJECT CONTROL PLAN |
| 4 | SEQUENCE OF CONSTRUCTION |
| 5 | SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS |
| 6 | TYPICAL SECTIONS |
| 7 | EXISTING CONDITIONS AND PROPOSED REMOVALS |
| 8 | STAKING PLAN |
| 9 | PROPOSED IMPROVEMENTS PLAN |
| 10 | EROSION CONTROL, LANDSCAPING AND PAVEMENT MARKING PLANS |

| SUMMARY OF QUANTITIES | | | | |
|-----------------------|---------------------------------|------|--------------------|-----------------|
| ITEM NO. | DESCRIPTION | UNIT | ESTIMATED QUANTITY | RECORD QUANTITY |
| AR150510 | ENGINEER'S FIELD OFFICE | LS | 1 | |
| AR152410 | UNCLASSIFIED EXCAVATION | CY | 65 | |
| AR152480 | SHOULDER ADJUSTMENT | SY | 70 | |
| AR156520 | INLET PROTECTION | EACH | 9 | |
| AR201661 | CLEAN & SEAL BITUMINOUS CRACKS | LF | 240 | |
| AR201663 | SAND MIX CRACK REPAIR | LF | 120 | |
| AR208515 | POROUS GRANULAR EMBANKMENT | CY | 70 | |
| AR208910 | REMOVE & REPLACE AGGREGATE BASE | SY | 315 | |
| AR401610 | BITUMINOUS SURFACE COURSE | TON | 640 | |
| AR401650 | BITUMINOUS PAVEMENT MILLING | SY | 5350 | |
| AR401916 | REM & REP BIT PAVEMENT - TYPE B | SY | 420 | |
| AR603510 | BITUMINOUS TACK COAT | GAL | 1093 | |
| AR620520 | PAVEMENT MARKING-WATERBORNE | SF | 1430 | |
| AR754924 | REPLACE COMB CURB & GUTTER | LF | 179 | |

MUNICIPALITIES GENERAL NOTES

1. THE CHICAGO EXECUTIVE AIRPORT IS A JOINT OWNERSHIP BY BOTH THE VILLAGE OF WHEELING AND CITY OF PROSPECT HEIGHTS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH VILLAGE AND CITY CODES, ORDINANCES AND STANDARDS AS APPLICABLE.
2. ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE REGISTERED WITH THE VILLAGE AND CITY PRIOR TO THE NOTICE TO PROCEED. ALL REGISTRATION FEES SHALL BE INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL WORK WITH THE AIRPORT AND ENGINEER TO SECURE THE REQUIRED VILLAGE AND CITY LOCAL CONSTRUCTION PERMITS PRIOR TO THE NOTICE TO PROCEED.
4. THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE AND CITY AT THE WEEKLY PROGRESS MEETINGS AND SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) AND THE VILLAGE OF WHEELING (847.459.2800) A MINIMUM OF 48 HOURS PRIOR TO ANY REQUIRED VILLAGE/CITY INSPECTIONS.
5. ALL STORM SEWERS AND SANITARY SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT UNLESS LABELED OTHERWISE.

IDOT STANDARD DRAWINGS

606001-07 CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
 701901-07 TRAFFIC CONTROL DEVICES
 780001-05 TYPICAL PAVEMENT MARKINGS

IDOT DISTRICT 1 STANDARD DRAWINGS

TC10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
 TC13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS

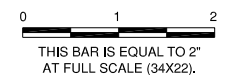
STAGING AND PROTECTION NOTES

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. CONTRACTOR TO PROVIDE CONCRETE WASHOUT OF HIS OWN DESIGN, COSTS INCIDENTAL TO THE CONTRACT.
5. 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.

IL CONTRACT: **PA062**
 IL LETTING ITEM: **17A**
 IL PROJECT: **PWK-4634**
 S.B.G. PROJECT: **N/A**

SURVEY BOOK #

| REVISIONS | | |
|-----------|----|------|
| NUMBER | BY | DATE |
| | | |
| | | |
| | | |
| | | |



CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)

**INDEX OF SHEETS, SUMMARY OF QUANTITIES,
AND GENERAL NOTES**

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CHICAGO EXECUTIVE AIRPORT

| | |
|--------------|-------------|
| DESIGN BY: | KWS |
| DRAWN BY: | JRO |
| CHECKED BY: | KWS |
| APPROVED BY: | DKP |
| DATE: | 11/16/2018 |
| JOB No: | 17290-03-00 |

FINAL

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING VEHICLE 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.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370 (LATEST EDITION) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS. NO EXCEPTIONS FOR SLOW MOVING EQUIPMENT SHALL BE ALLOWED
- THE AIRPORT MANAGER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING PHASING AND SEQUENCE AS IT RELATES TO PEDESTRIAN AND VEHICULAR SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE TENANT PARKING LOTS AND DRIVEWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER AND AIRPORT.
- 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 ORDINANCES.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, CONSTRUCTION FENCE, SIGNING, , ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES SHALL HAVE FLASHING RED LIGHT(S) AND CONFORM TO IDOT STANDARD 701901-02, TYPE II. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- 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.
- CHICAGO EXECUTIVE 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 OPERATIONS.
- 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 APPROPRIATE 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 ENGINEER. 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.
- 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 AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST 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 OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO PREVIOUS EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- 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 ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 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.
- 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. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

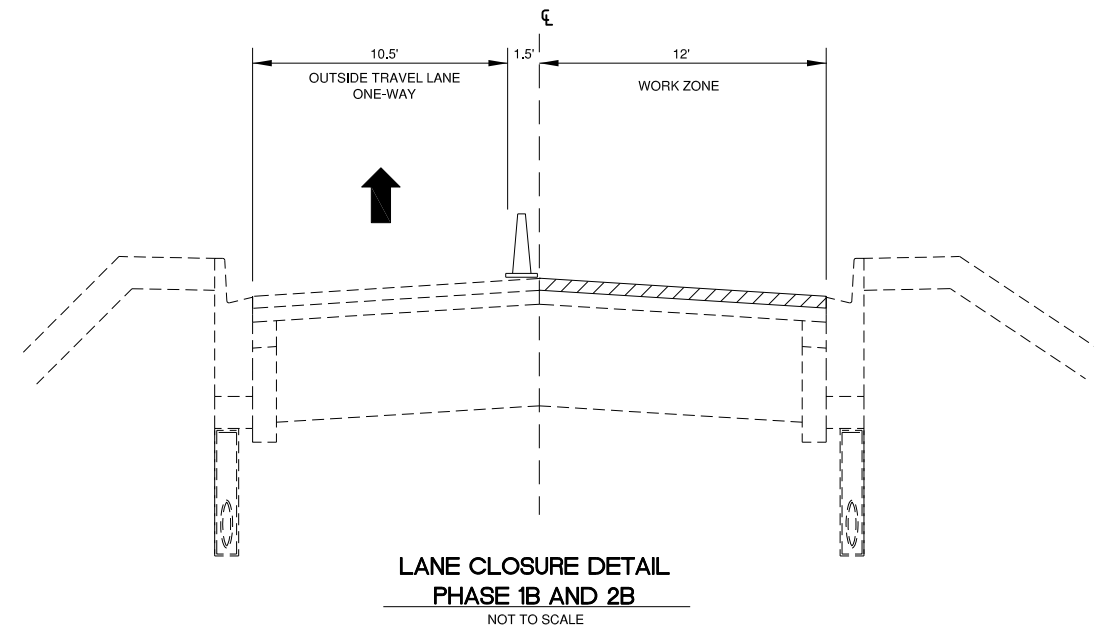
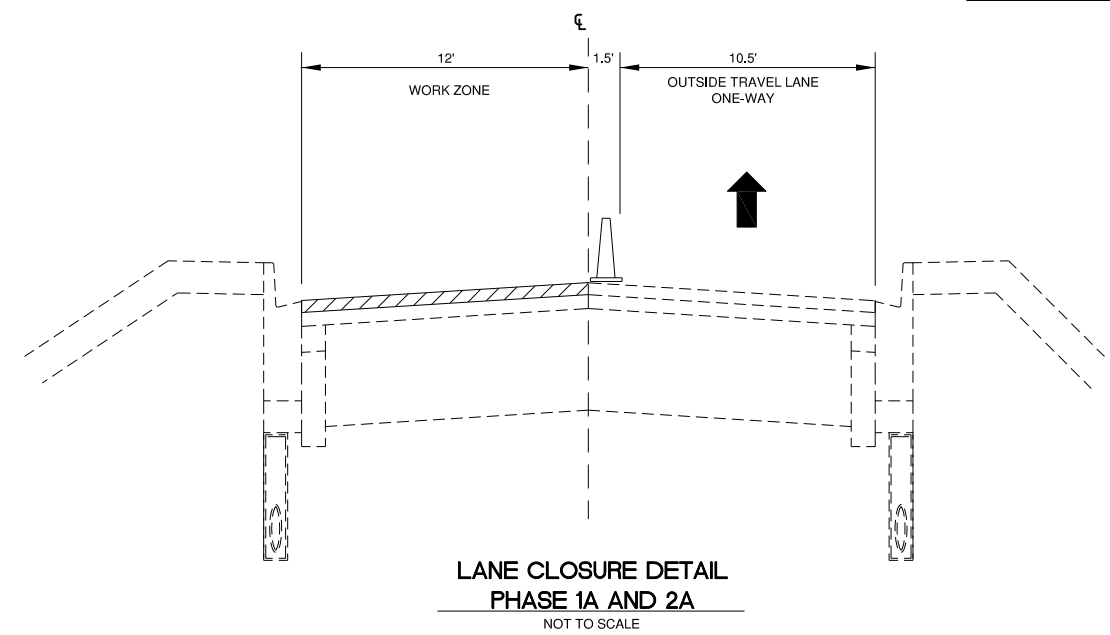
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER 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 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.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS OR A WORKING BEACON LIGHT ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
- PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT. THE SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) DETAILS HOW THE CONTRACTOR WILL COMPLY WITH THE CSPP. ALSO, IT WILL NOT BE POSSIBLE TO DETERMINE ALL SAFETY PLAN DETAILS (FOR EXAMPLE SPECIFIC HAZARD EQUIPMENT AND LIGHTING, CONTRACTOR'S POINTS OF CONTACT, CONSTRUCTION EQUIPMENT HEIGHTS) DURING THE DEVELOPMENT OF THE CSPP. THE SUCCESSFUL CONTRACTOR MUST DEFINE SUCH DETAILS BY PREPARING AND SPCD THAT THE AIRPORT OPERATOR REVIEWS FOR APPROVAL PRIOR TO ISSUANCE OF A NOTICE-TO-PROCEED. THE SPCD IS A SUBSET OF THE CSPP. SIMILAR TO HOW A SHOP DRAWING REVIEW IS A SUBSET TO THE TECHNICAL SPECIFICATIONS.

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS. THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE SITE DUE TO ADJACENT CONSTRUCTION

- HAWTHORNE AVIATION NORTH TOWER ROAD HANGAR

TABLE 1 - CRITICAL POINTS

| WORK AREA | POINT | APPROXIMATE ELEVATION OF GROUND (1929 DATUM) | ANTICIPATED EQUIPMENT AND HEIGHT | APPROXIMATE ELEVATION OF EQUIPMENT (1929 DATUM) | LATITUDE (NAD 83) | LONGITUDE (NAD 83) |
|-----------|-------|--|----------------------------------|---|-------------------|--------------------|
| 1 | CP1 | 640 | SEMI-DUMP TRUCK - 25' | 665 | 42° 06' 57.22" | 87° 53' 54.43" |
| STAGING | CP2 | 644 | SEMI-DUMP TRUCK - 25' | 669 | 42° 07' 01.42" | 87° 53' 44.04" |



IL CONTRACT: **PA062**
 IL LETTING ITEM: **17A**
 IL PROJECT: **PWK-4634**
 S.B.G. PROJECT: **N/A**

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

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)

SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS

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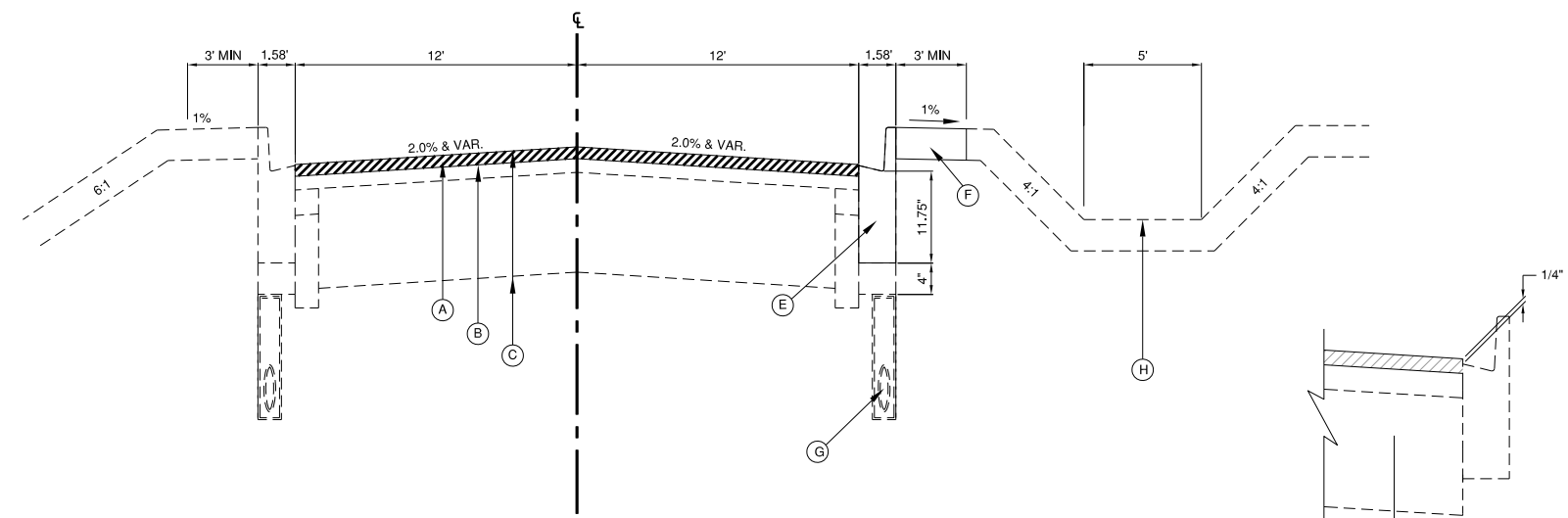
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 APPROVED BY: DKP
 DATE: 11/16/2018
 JOB No: 17290-03-00

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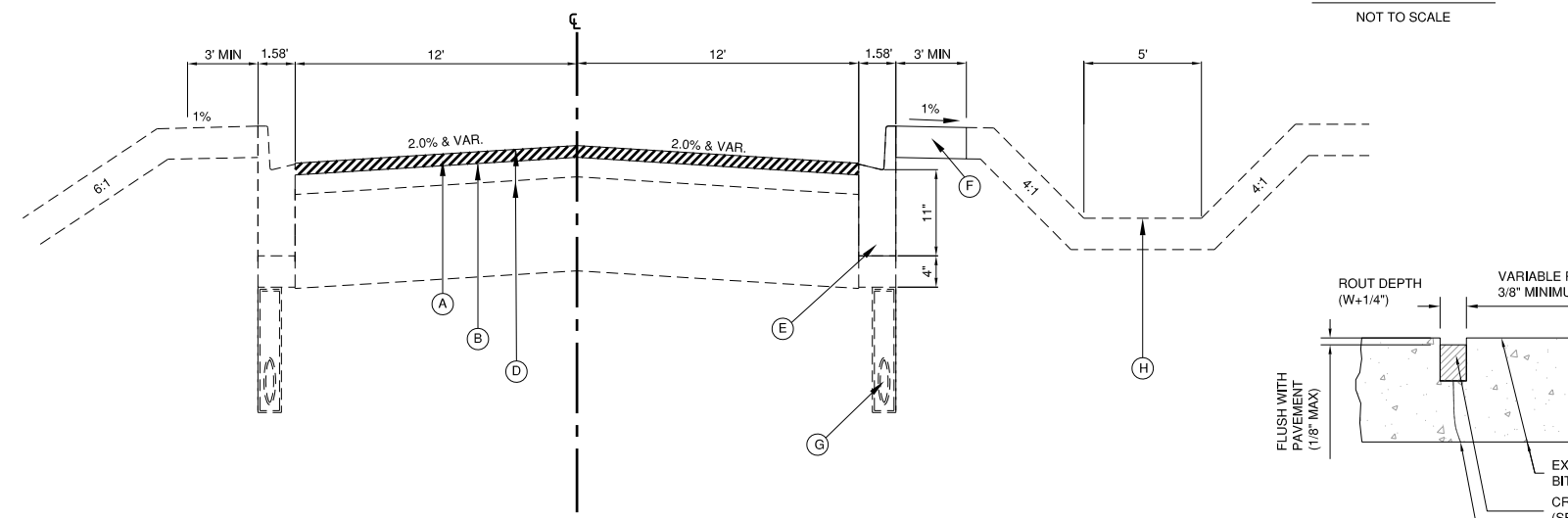
SHEET 5 OF 10 SHEETS

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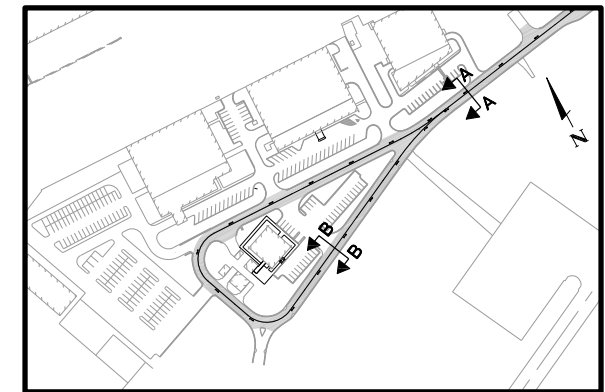
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TOWER ROAD SECTION A-A
 NOT TO SCALE
 STA. 217+10 TO STA. 229+36



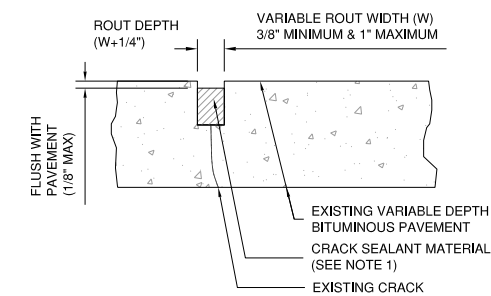
TOWER ROAD SECTION B-B
 NOT TO SCALE
 STA. 210+50 TO STA. 217+10



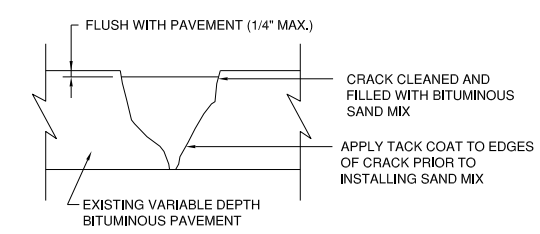
KEY MAP

- LEGEND**
- (A) NEW PAVEMENT CONSTRUCTION
2.0" BITUMINOUS PAVEMENT MILLING
2.0" BITUMINOUS SURFACE COURSE
 - (B) BITUMINOUS TACK COAT
 - (C) EXISTING PAVEMENT
2.75" BITUMINOUS SURFACE COURSE
2" BITUMINOUS BASE COURSE
12" AGGREGATE BASE COURSE
 - (D) EXISTING PAVEMENT
1.5" BITUMINOUS SURFACE COURSE
2.5" BITUMINOUS BASE COURSE
12" AGGREGATE BASE COURSE
 - (E) TYPE B-6.12 COMBINATION CURB AND GUTTER (SPECIFIED ON PLANS)
 - (F) SHOULDER ADJUSTMENT AND LANDSCAPING
 - (G) EXISTING 6" PIPE UNDERDRAIN
 - (H) EXISTING GROUND LINE

EDGE DETAIL
 NOT TO SCALE



CLEAN AND SEAL BITUMINOUS CRACKS
 NOT TO SCALE



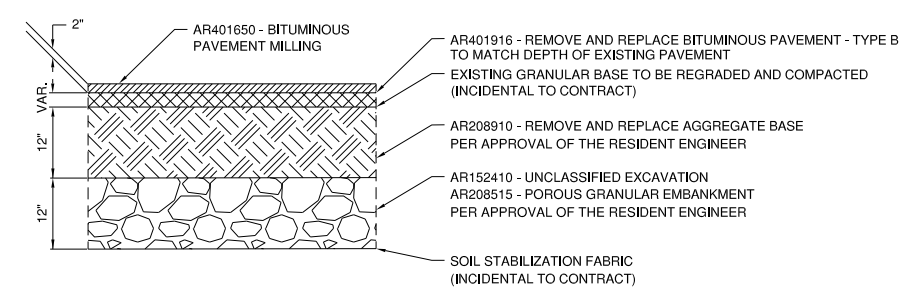
HMA SAND MIX CRACK REPAIR DETAIL
 NOT TO SCALE

CRACK SEALING NOTES:

- THE CRACK ROUTING DIMENSIONS WILL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL.
- CRACKS TO BE ROUTED, CLEANED AND SEALED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.

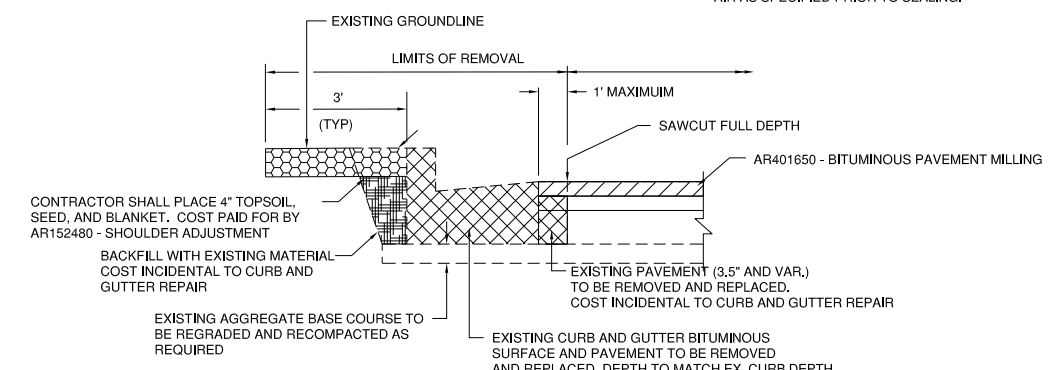
CRACK REPAIR NOTES:

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



REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B DETAIL
 NOT TO SCALE

- DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS AND PAVEMENT CORES. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
- PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRAVERSE CRACKS ARE SPACED AT VARIABLE INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
- AS FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION, FURNISHING AND PLACING OF POROUS GRANULAR EMBANKMENT AND/OR REMOVAL AND REPLACEMENT OF AGGREGATE BASE COURSE SHALL BE DONE AT SECTIONS WHERE THE REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B IS UTILIZED. THIS SHALL BE DONE TO REPAIR SOFT SUBGRADE AS DETERMINED BY THE RESIDENT ENGINEER BASED ON RESULTS OF THE GEOTECHNICAL TESTING OR PROOF ROLL. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES.

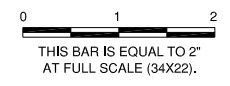


COMBINATION CURB AND GUTTER REPAIR
 N.T.S.
 REMOVAL AND REPLACEMENT OF COMBINATION CONCRETE CURB AND GUTTER SHALL BE PAID FOR UNDER ITEM AR754924 - REPLACE COMBINATION CURB AND GUTTER REFER TO IDOT STANDARD DETAIL 606001-07 - CONCRETE CURB TYPE B AND COMINATION CONCRETE CURB AND GUTTER

IL CONTRACT: **PA062**
 IL LETTING ITEM: **17A**
 IL PROJECT: **PWK-4634**
 S.B.G. PROJECT: **N/A**

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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)
TYPICAL SECTIONS

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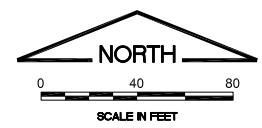
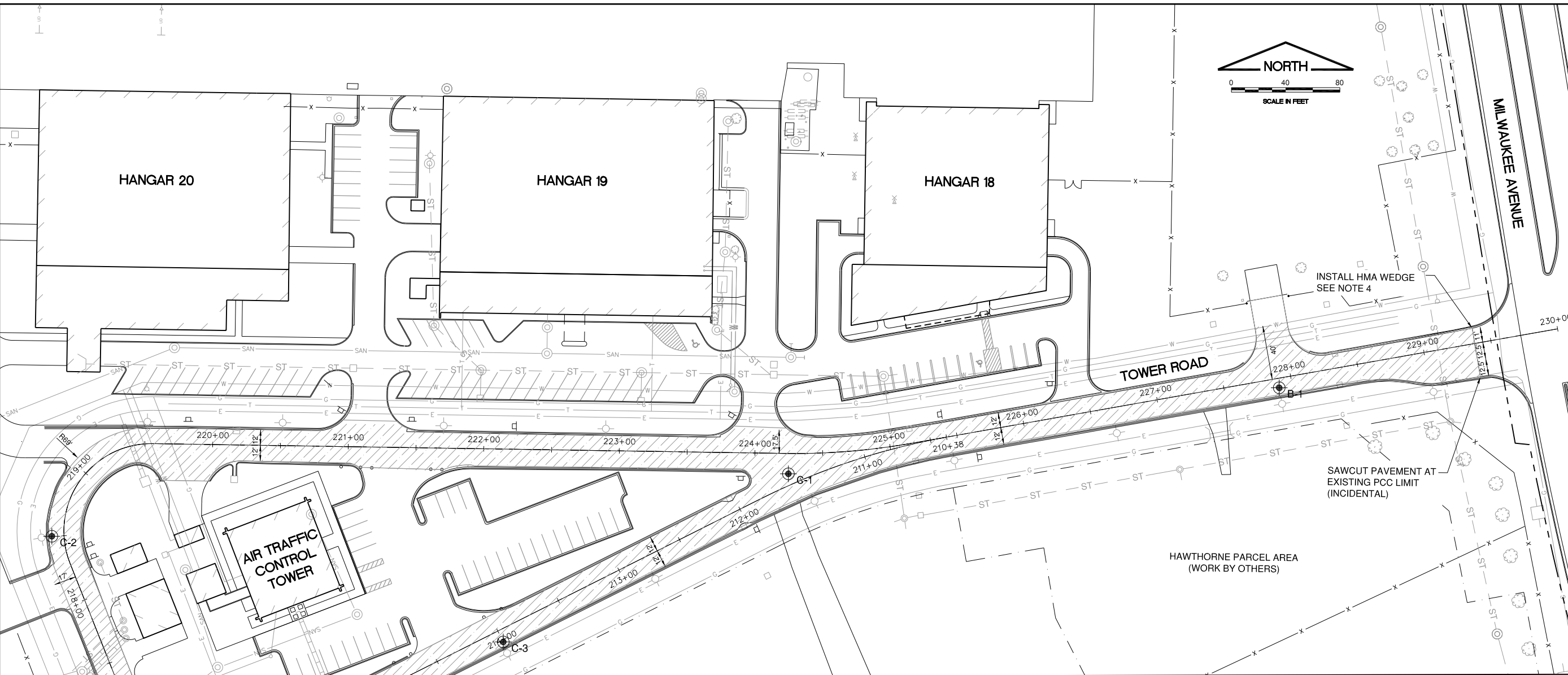
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| DATE: | 11/16/2018 |
| JOB No: | 17290-03-00 |

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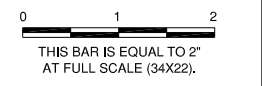
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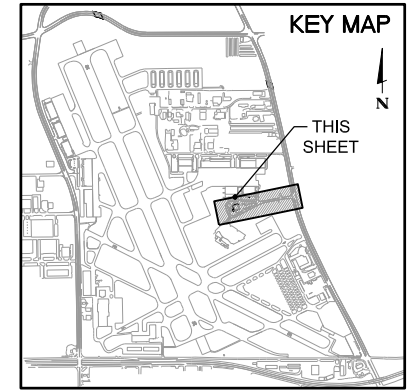
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 S.B.G. PROJECT: **N/A**

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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)
EXISTING CONDITIONS AND PROPOSED REMOVALS



LEGEND

| | |
|--|--|
| | EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT |
| | EXISTING ELECTRICAL HANDHOLE |
| | EXISTING STORM INLET |
| | EXISTING SLOPE BOX |
| | EXISTING FLARED END SECTION |
| | EXISTING HEADWALL |
| | EXISTING CLEANOUT STRUCTURE |
| | EXISTING FLUSH MOUNTED FIRE HYDRANT |
| | EXISTING WATER VALVE |
| | EXISTING UTILITY PEDESTAL |
| | EXISTING COMBINATION CURB AND GUTTER (B-6.12) |
| | EXISTING CONDUIT/DUCT BANK |
| | EXISTING RUNWAY 16/34 CIRCUIT |
| | EXISTING RUNWAY 12/30 CIRCUIT |
| | EXISTING REIL CABLES |
| | EXISTING FAA CABLES |
| | EXISTING STORM SEWER |
| | EXISTING UNDERDRAIN |
| | EXISTING WATERMAIN |
| | EXISTING SANITARY SEWER |
| | NEW 2" BITUMINOUS PAVEMENT MILLING (AR401650) |
| | STRUCTURAL BORING LOCATION |
| | PAVEMENT CORING LOCATION |

- NOTES**
- THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.
 - THE EXISTING BITUMINOUS PAVEMENT SHALL BE SAWCUT AT THE MILLING LIMITS TO PROVIDE A CLEAN VERTICAL FACE. COST FOR SAWCUT SHALL BE INCLUDED IN THE CONTRACT.
 - PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE SWEEPED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES SHALL BE REMOVED. ALL CRACKS TO BE WIDER THAN 1" SHALL BE REPAIRED UNDER ITEM AR201663, SAND MIX CRACK REPAIR. OTHER CRACKS AS NOTED DURING THE INSPECTION SHALL BE SEALED UNDER ITEM AR201661, CLEAN AND SEAL BITUMINOUS CRACKS.
 - INSTALL HMA WEDGE AS DIRECTED BY THE RESIDENT ENGINEER TO MINIMIZE PAVEMENT ELEVATION DIFFERENCE FROM THE MILLED AND EXISTING PAVEMENT SURFACE. COST OF HMA WEDGE SHALL BE INCIDENTAL TO THE CONTRACT.

PAVEMENT THICKNESS INFORMATION FROM CORES COMPLETED SEPTEMBER 2017

| BORING | DEPTH | MATERIALS | CORE | DEPTH | MATERIALS |
|------------|--------|--|----------|--------|--|
| BORING B-1 | 8.0" | BITUMINOUS MATERIALS (401 & 201) YEAR 2001 | CORE C-1 | 2.5" | BITUMINOUS SURFACE COURSE (401) YEAR 2001 |
| | 8.0" | AGGREGATE BASE COURSE (CRUSHED GRAVEL) YEAR 1997 | | 2.25" | BITUMINOUS BASE COURSE (201) YEAR 1997 |
| | 13.0" | LEAN CLAY | | 12.25" | AGGREGATE BASE COURSE (CRUSHED GRAVEL) YEAR 1997 |
| | 36.0" | MEDIUM DENSE POORLY GRADED SAND AND GRAVEL | | - | LEAN CLAY |
| | 30.0" | LOOSE CLAYEY SAND AND GRAVEL MATERIALS | | | |
| | - | LEAN CLAY WITH SAND | | | |
| CORE C-2 | 4.0" | BITUMINOUS SURFACE COURSE (401) YEAR 2001 | CORE C-3 | 2.0" | BITUMINOUS SURFACE COURSE (401) YEAR 2001 |
| | 2.75" | BITUMINOUS BASE COURSE (201) YEAR 1997 | | 2.75" | BITUMINOUS BASE COURSE (201) YEAR 2001 |
| | 11.25" | AGGREGATE BASE COURSE (CRUSHED GRAVEL) YEAR 1997 | | - | AGGREGATE BASE COURSE (CRUSHED GRAVEL) YEAR 2001 |
| | - | LEAN CLAY | | - | LEAN CLAY |

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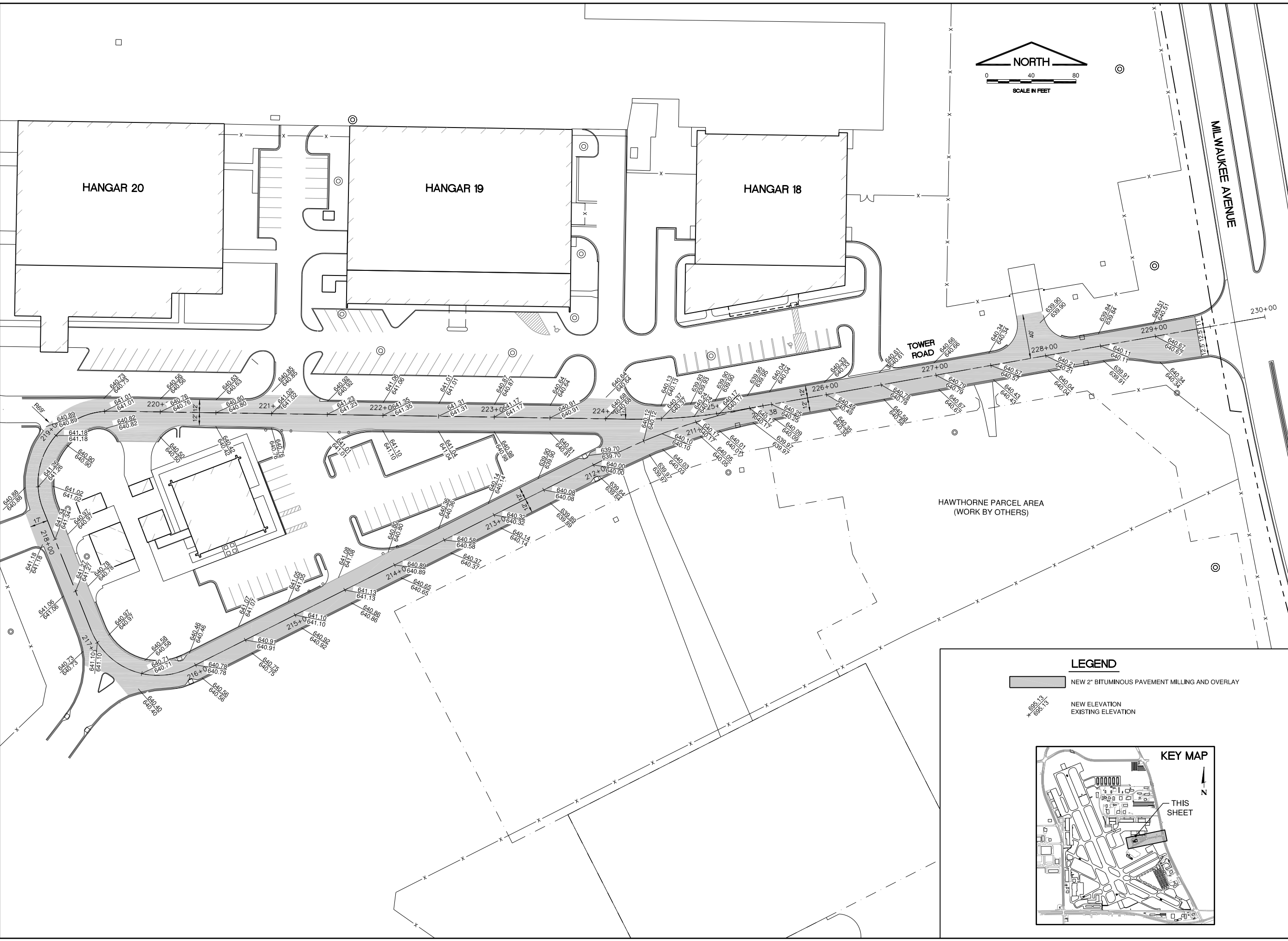
CHICAGO EXECUTIVE AIRPORT

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| CHECKED BY: | KWS |
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SHEET 7 OF 10 SHEETS

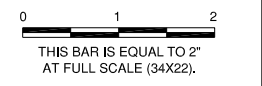
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 Alignment



IL CONTRACT: **PA062**
 IL LETTING ITEM: **17A**
 IL PROJECT: **PWK-4634**
 S.B.G. PROJECT: **N/A**

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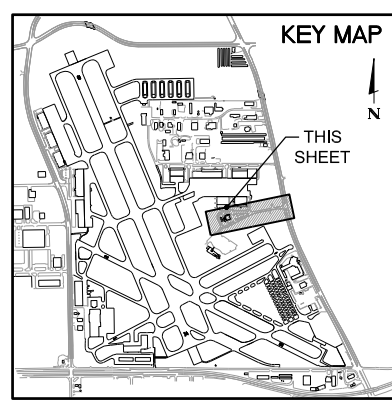
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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)
STAKING PLAN

LEGEND

| | |
|--|--|
| | NEW 2" BITUMINOUS PAVEMENT MILLING AND OVERLAY |
| | NEW ELEVATION |
| | EXISTING ELEVATION |



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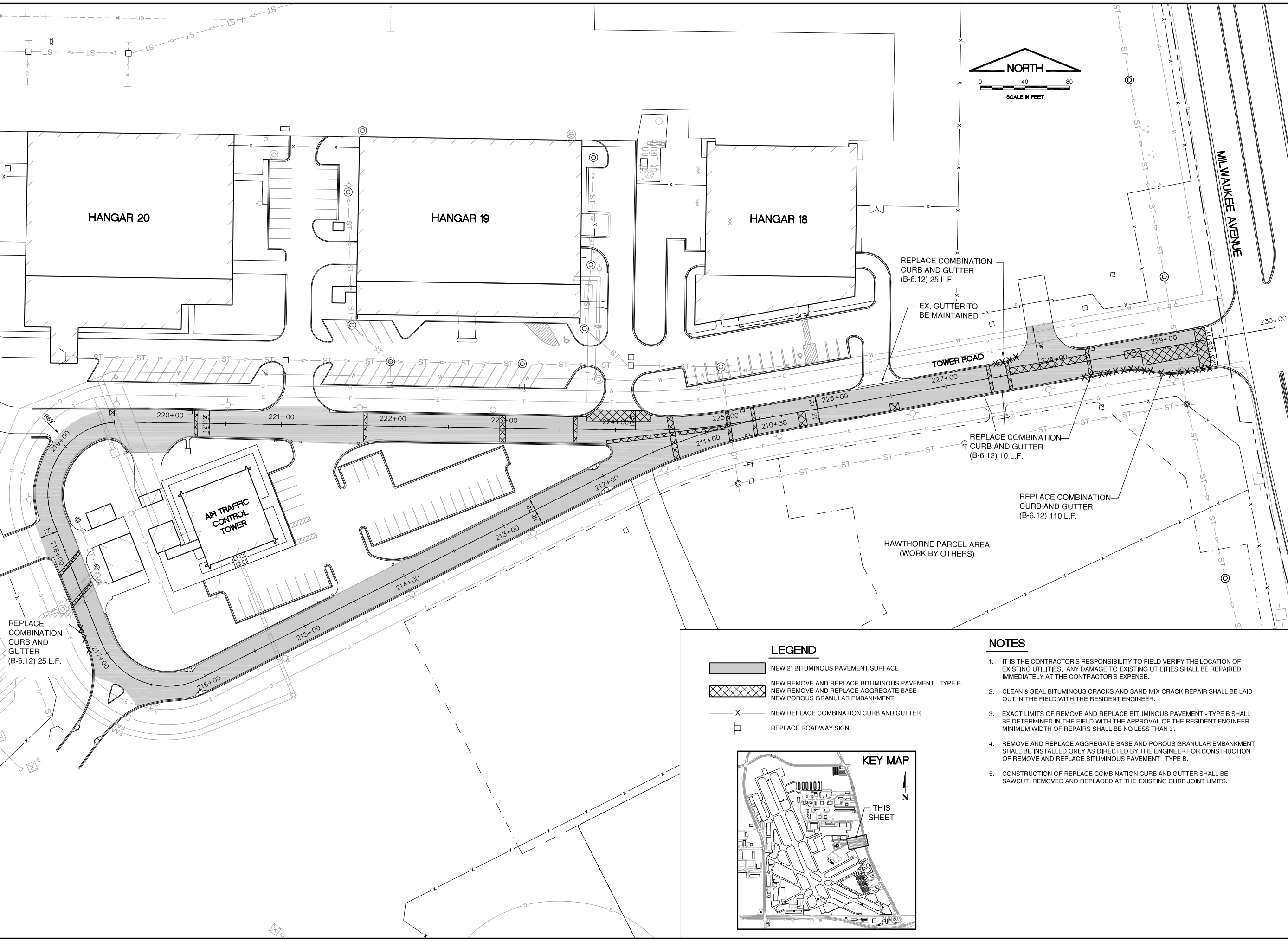
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IL CONTRACT: PA062
 IL LETTING ITEM: 17A
 IL PROJECT: PWK-4634
 S.B.G. PROJECT: N/A

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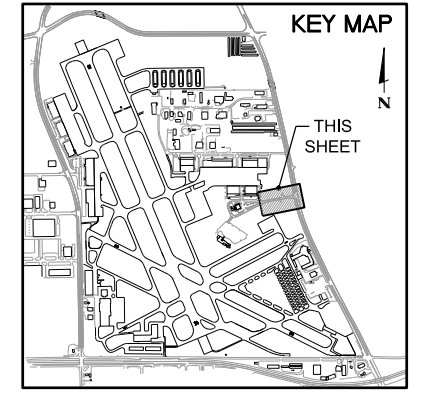
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 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)
PROPOSED IMPROVEMENTS PLAN

LEGEND

| | |
|--|--|
| | NEW 2" BITUMINOUS PAVEMENT SURFACE |
| | NEW REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B NEW REMOVE AND REPLACE AGGREGATE BASE NEW POROUS GRANULAR EMBANKMENT |
| | NEW REPLACE COMBINATION CURB AND GUTTER |
| | REPLACE ROADWAY SIGN |



- NOTES**
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
 - CLEAN & SEAL BITUMINOUS CRACKS AND SAND MIX CRACK REPAIR SHALL BE LAID OUT IN THE FIELD WITH THE RESIDENT ENGINEER.
 - EXACT LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B SHALL BE DETERMINED IN THE FIELD WITH THE APPROVAL OF THE RESIDENT ENGINEER. MINIMUM WIDTH OF REPAIRS SHALL BE NO LESS THAN 3'.
 - REMOVE AND REPLACE AGGREGATE BASE AND POROUS GRANULAR EMBANKMENT SHALL BE INSTALLED ONLY AS DIRECTED BY THE ENGINEER FOR CONSTRUCTION OF REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B.
 - CONSTRUCTION OF REPLACE COMBINATION CURB AND GUTTER SHALL BE SAWCUT, REMOVED AND REPLACED AT THE EXISTING CURB JOINT LIMITS.

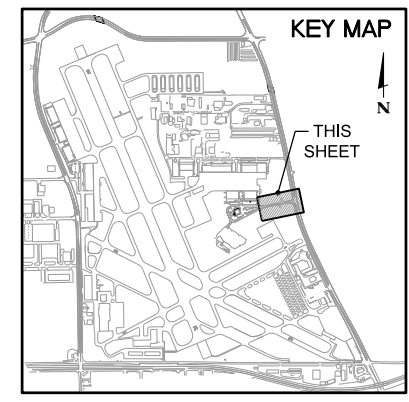
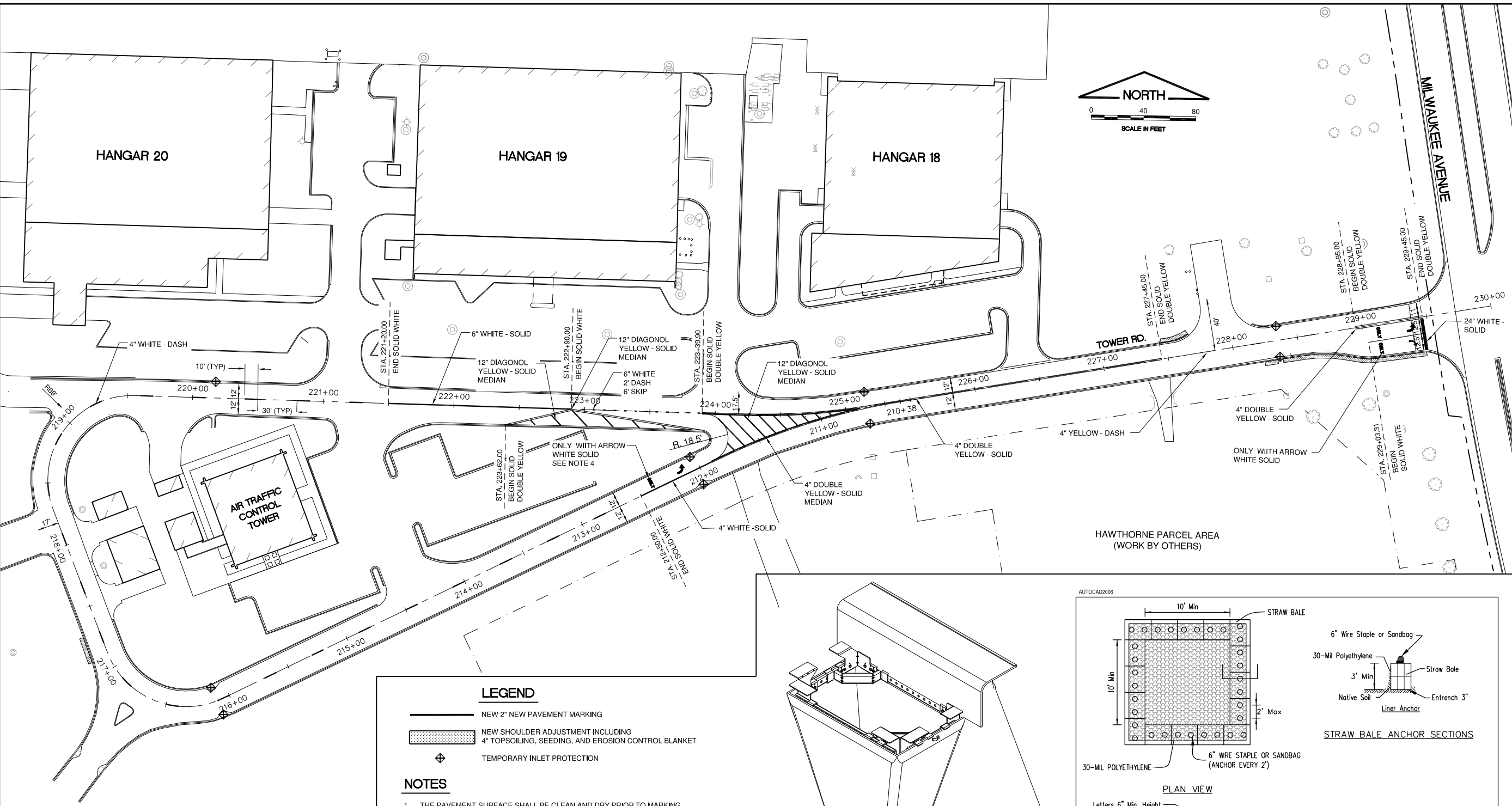
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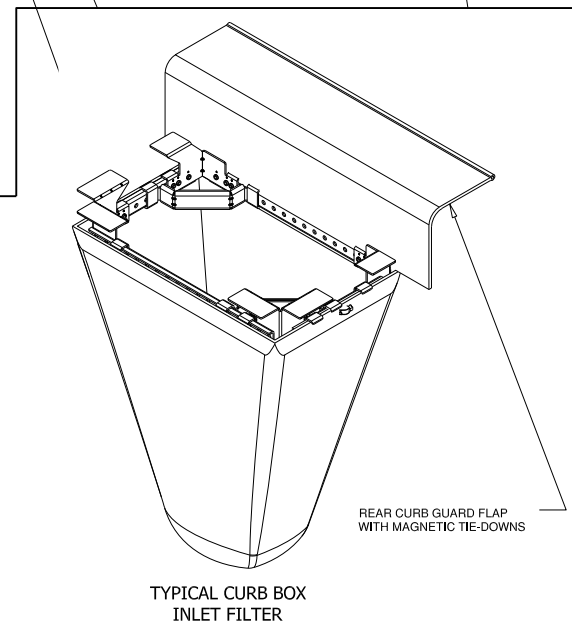
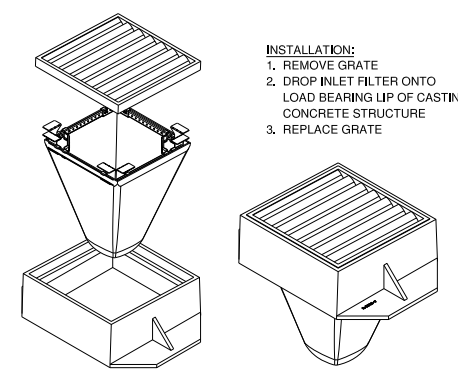
CHICAGO EXECUTIVE AIRPORT

| | |
|--------------|-------------|
| DESIGN BY: | KWS |
| DRAWN BY: | JRO |
| CHECKED BY: | KWS |
| APPROVED BY: | DKP |
| DATE: | 11/16/2018 |
| JOB No: | 17290-03-00 |

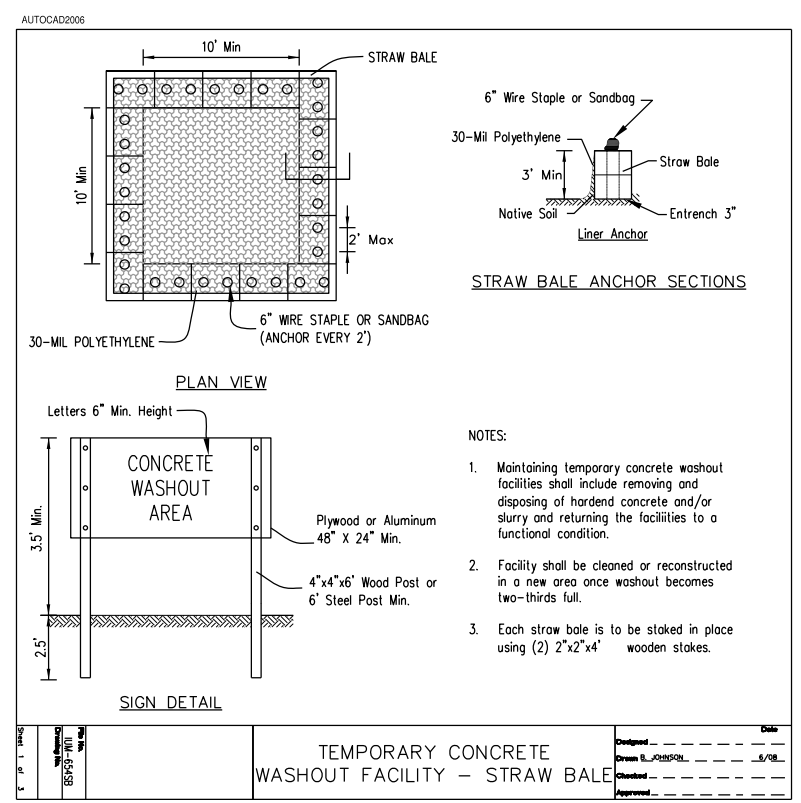
DATE: Friday, November 9, 2018 11:17:11 AM
 FILE: K:\Chicago\ES&S\17250-03_TowerRoad\chicago\Draw\Sheet11 - Staging And Pavement Marking Plan.dwg
 UPDATE BY: Kris Salvatera
 LAYOUT: Layout1
 IMAGE FILES: pavement\LOGO_GEA+Code+Small (2).jpg
 REF: DWG: Tower Road Reading
 Tower Road Access
 Alignment



- LEGEND**
- NEW 2" NEW PAVEMENT MARKING
 - NEW SHOULDER ADJUSTMENT INCLUDING 4" TOPSOILING, SEEDING, AND EROSION CONTROL BLANKET
 - TEMPORARY INLET PROTECTION
- NOTES**
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
 - EXISTING MARKINGS DAMAGED BY CONTRACTOR OPERATIONS SHALL BE REPAIRED AT NO COST TO THE CONTRACT.
 - FOR EROSION CONTROL NOTES, SEE SHEET 2 - INDEX OF SHEETS
 - FOR PAVEMENT MARKING DETAILS AND DIMENSIONS, SEE: IDOT STANDARD DRAWING 780001-05 - TYPICAL PAVEMENT MARKINGS, AND IDOT DISTRICT 1 STANDARD DRAWING TC-13 - DISTRICT ONE TYPICAL PAVEMENT MARKINGS



- INLET PROTECTION / SEDIMENT TRAP**
- NOT TO SCALE
- STORM SEWER INLET PROTECTION SHALL BE IN ACCORDANCE WITH ARTICLE 1081.15 (h) OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
 - ONLY THOSE INLET PROTECTIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN SHALL BE PAID UNDER AR156520. INLET PROTECTION, INLET PROTECTIONS REQUIRED DUE TO CONTRACTOR REQUIREMENTS AT THE STAGING AREA SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



- TEMPORARY CONCRETE WASHOUT FACILITY**
- NOT TO SCALE
- COST INCIDENTAL TO THE CONTRACT.
 - SHALL BE PLACED WITHIN THE CONTRACTOR'S STAGING AREA.

IL CONTRACT: **PA062**
 IL LETTING ITEM: **17A**
 IL PROJECT: **PWK-4634**
 S.B.G. PROJECT: **N/A**

SURVEY BOOK #

| REVISIONS | | |
|-----------|----|------|
| NUMBER | BY | DATE |
| | | |
| | | |

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
REHABILITATE EAST ACCESS ROAD (TOWER/FBO ROAD)
EROSION CONTROL, LANDSCAPING AND PAVEMENT MARKING PLANS

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