

CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

CONSTRUCTION PLANS FOR CHICAGO EXECUTIVE AIRPORT CONSTRUCT BYPASS TAXIWAY L1

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

ILLINOIS PROJECT: PWK-4457
 S.B.G. PROJECT: 3-17-SBGP-XX

APRIL 15, 2016



CHICAGO EXECUTIVE AIRPORT

TOWNSHIP: 42 NORTH
 RANGE: 11 EAST
 COOK COUNTY

WHEELING TOWNSHIP
 (SECTION: 13)



15290-04

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 CONSULTING ENGINEERS

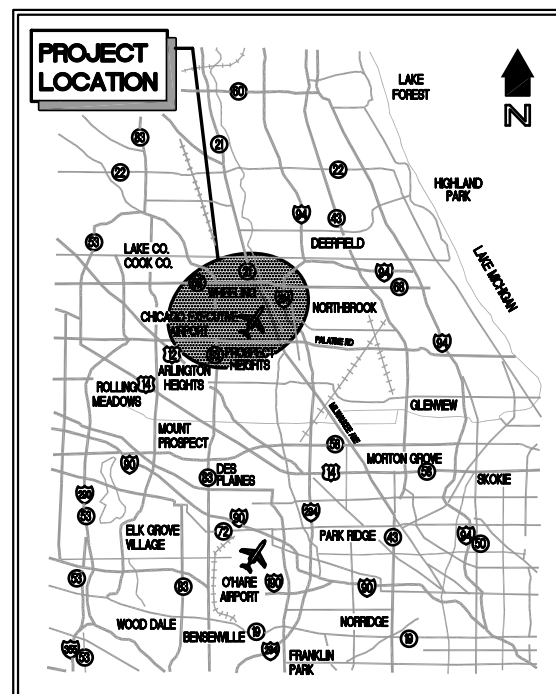
SUBMITTED BY *Sean M. Smith*
 SEAN M. SMITH, P.E.

DATE 13 APRIL 2016

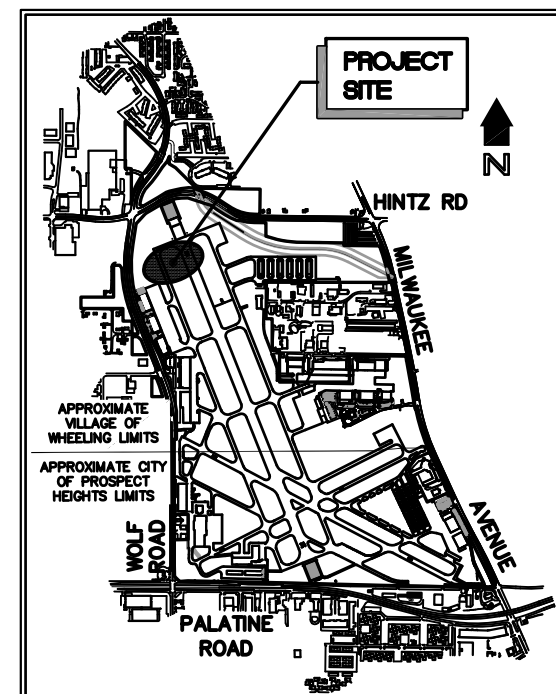
CHICAGO EXECUTIVE AIRPORT

APPROVED *Jamie Abbott* EXECUTIVE DIRECTOR
 JAMIE ABBOTT, C.M.

DATE 13 April 2016



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.

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 XREF DWG: 1\1\Draw\Plans.dwg

INDEX TO SHEETS	
SHEET NUMBER	DESCRIPTION
1	COVER SHEET
2	INDEX TO SHEETS AND SUMMARY OF QUANTITIES
3	SITE PLAN AND PROJECT CONTROL PLAN
4	SEQUENCE OF CONSTRUCTION PHASE 1
5	SEQUENCE OF CONSTRUCTION PHASE 2
6	SEQUENCE OF CONSTRUCTION GENERAL NOTES
7	SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS
8	STORM WATER POLLUTION PREVENTION PLAN
9	STORM WATER POLLUTION PREVENTION PLAN NOTES
10	STORM WATER POLLUTION PREVENTION PLAN DETAILS
11	EXISTING CONDITIONS AND REMOVALS
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15	PAVEMENT JOINTING DETAILS
16	GRADING AND DRAINAGE PLAN
17	DRAINAGE DETAILS
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26	CROSS SECTIONS - SHEET 2
27	CROSS SECTIONS - SHEET 3

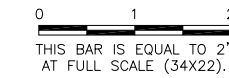
SUMMARY OF QUANTITIES				
CONSTRUCT BYPASS TAXIWAY L1				
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR108108	1/C #8 5KV UG CABLE	LF	3,170	
AR110202	2" PVC DUCT, DIRECT BURY	LF	2,170	
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	85	
AR110610	ELECTRICAL HANDHOLE	EACH	2	
AR125415	MITL-BASE MOUNTED	EACH	11	
AR125416	MITL-BASE MOUNTED-LED	EACH	24	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1	
AR125565	SPLICE CAN	EACH	2	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	12	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	1	
AR125964	RELOCATE TAXI GUIDANCE SIGN	EACH	1	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	2,873	
AR152540	SOIL STABILIZATION FABRIC	SY	3,202	
AR156510	SILT FENCE	LF	800	
AR156520	INLET PROTECTION	EACH	5	
AR208515	POROUS GRANULAR EMBANKMENT	CY	1,175	
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	1,606	
AR209618	CRUSHED AGG. BASE COURSE - 18"	SY	1,505	
AR401610	BITUMINOUS SURFACE COURSE	TON	350	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	35	
AR403610	BITUMINOUS BASE COURSE	TON	350	
AR501510	10" PCC PAVEMENT	SY	1,548	
AR501530	PCC TEST BATCH	EACH	1	
AR501900	REMOVE PCC PAVEMENT	SY	10	
AR602510	BITUMINOUS PRIME COAT	GAL	760	
AR603510	BITUMINOUS TACK COAT	GAL	660	
AR620520	PAVEMENT MARKING-WATERBORNE	SF	3,150	
AR620525	PAVEMENT MARKING-BLACK BORDER	SF	3,110	
AR620900	PAVEMENT MARKING REMOVAL	SF	2,685	
AR701518	18" RCP, CLASS IV	LF	25	
AR701900	REMOVE PIPE	LF	25	
AR705506	6" PERFORATED UNDERDRAIN	LF	845	
AR705900	REMOVE UNDERDRAIN	LF	570	
AR751943	ADJUST MANHOLE	EACH	2	
AR754984	RECONSTRUCT COMB CURB&GUTTER	LF	30	
AR760947	ADJUST WATER VALVE	EACH	1	
AR800009	PCC SPALL REPAIR	SF	35	
AR800816	L-804 RGL ELEVATED, BASE MOUNTED	EACH	2	
AR901510	SEEDING	ACRE	2	
AR908510	MULCHING	ACRE	2	

IL CONTRACT: **PA060**
 IL LETTING ITEM: **9A**
 IL PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

SURVEY BOOK # _____

REVISIONS

NUMBER	BY	DATE



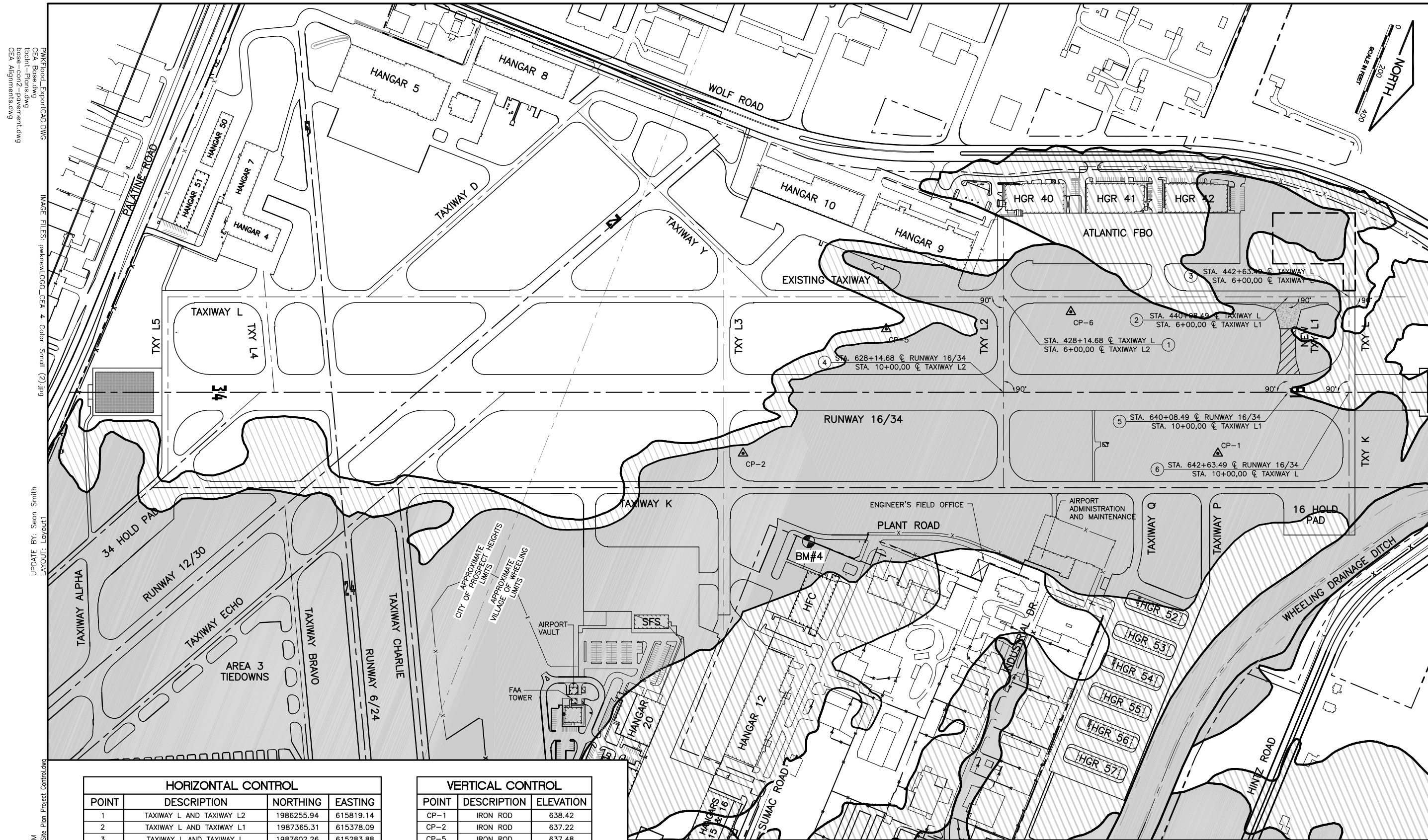
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1**

**INDEX TO SHEETS AND
 SUMMARY OF QUANTITIES**


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 CHECKED BY: SMS
 APPROVED BY: DKP
 DATE: 04/15/2016
 JOB No: 15290-04



IL CONTRACT: PA060
 IL LETTING ITEM: 9A
 IL PROJECT: PWK-4457
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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
 CONSTRUCT BYPASS TAXIWAY L1
 SITE PLAN AND PROJECT CONTROL PLAN**

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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	DKP
DATE:	04/15/2016
JOB No:	15290-04
SHEET 3 OF 27 SHEETS	

HORIZONTAL CONTROL			
POINT	DESCRIPTION	NORTHING	EASTING
1	TAXIWAY L AND TAXIWAY L2	1986255.94	615819.14
2	TAXIWAY L AND TAXIWAY L1	1987365.31	615378.09
3	TAXIWAY L AND TAXIWAY L	1987602.26	615283.88
4	RUNWAY 16/34 AND TAXIWAY L2	1986403.73	616190.83
5	RUNWAY 16/34 AND TAXIWAY L1	1987513.08	615749.79
6	RUNWAY 16/34 AND TAXIWAY L	1987750.05	615655.58
CP-1	IRON ROD	1987333.73	616096.90
CP-2	IRON ROD	1985484.46	616831.75
CP-5	IRON ROD	1985849.36	616125.75
CP-6	IRON ROD	1986541.69	615772.72

HORIZONTAL CONTROL COORDINATES EXPRESSED IN NAD27.

VERTICAL CONTROL		
POINT	DESCRIPTION	ELEVATION
CP-1	IRON ROD	638.42
CP-2	IRON ROD	637.22
CP-5	IRON ROD	637.48
CP-6	IRON ROD	639.36
BM-4	CHISELED SQUARE	641.59

VERTICAL CONTROL ELEVATIONS EXPRESSED IN NAVD29.

NOTES

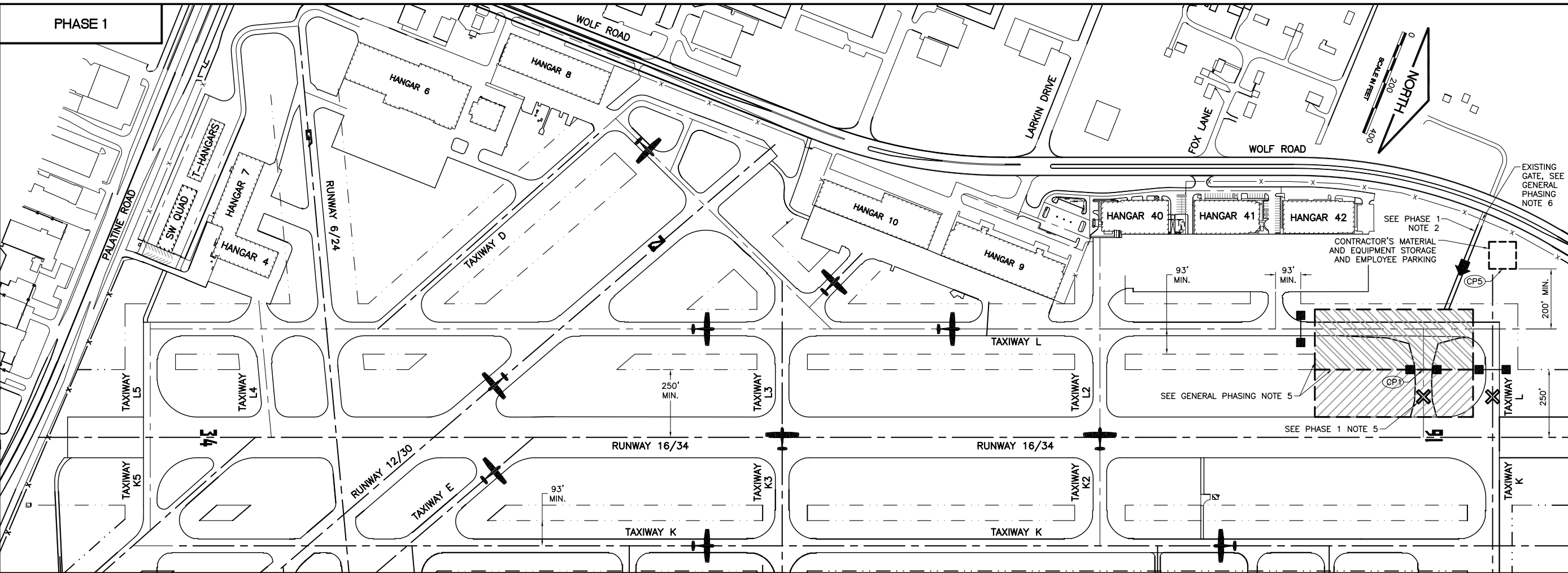
- SUBTRACT 0.24 FEET FROM ELEVATIONS SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- FIRM PANEL #17031C-0207J DATED 08/19/08.
- BM-4 IS A CHISELED SQUARE ON THE WEST SIDE OF A LIGHT POLE BASE AT THE SW CORNER OF THE PARKING LOT.
- POWER FROM AN EXISTING COMED ELECTRICAL DROP IS AVAILABLE AT THE SITE OF THE ENGINEER'S FIELD OFFICE. CONTRACTOR TO REQUEST NEW METER AND INSTALL SERVICE CONNECTION. PHONE SERVICE IS NOT AVAILABLE AT THIS LOCATION. SEE SPECIAL PROVISIONS FOR ADDITIONAL UTILITY REQUIREMENTS.

LEGEND

	NEW P.C.C. TAXIWAY PAVEMENT
	NEW BITUMINOUS TAXIWAY PAVEMENT
	CONTRACTOR STAGING AND STORAGE AREA
	AIRPORT PROPERTY LINE
	EXISTING FENCE LINE
	ZONE OF 0.2% ANNUAL CHANCE FLOOD HAZARD
	FLOOD ZONE AE

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IL CONTRACT: **PA060**
 IL LETTING ITEM: **9A**
 IL PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

SURVEY BOOK #

REVISIONS		
NUMBER	BY	DATE

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

PHASING NOTES (ALL PHASES)

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
3. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
4. CONTRACTOR MUST MAINTAIN ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT TO ALLOW AIRCRAFT TO PASS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
5. THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY SAFETY AREA(S) WHILE THE RUNWAY IS OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL REQUIRED AT THE STAGING AREA ENTRANCE OFF WOLF ROAD. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF WHEELING TO DETERMINE THE VILLAGE'S REQUIREMENTS AND IMPLEMENT THOSE REQUIREMENTS THROUGHOUT THE DURATION OF THE CONTRACT.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE PARTIAL CLOSURE OF TAXIWAY L WITH RESIDENT ENGINEER.
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVING, JOINT SEALING, PAVEMENT MARKING, ELECTRICAL AND SAFETY GRADING FOR PHASE 1 LIMITS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.

PHASE 1 NOTES

1. AIRCRAFT SHALL NOT USE NEW P.C. CONCRETE PAVEMENTS UNTIL 3,500 PSI COMPRESSIVE STRENGTH HAS BEEN OBTAINED.
2. THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE OF HIS OWN DESIGN TO ACCESS THE SITE FROM WOLF ROAD. CONSTRUCTION OF THE HAUL ROUTE INCLUDING CULVERTS FOR DITCH CROSSINGS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE LOCATION OF THE HAUL ROUTE SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO CONSTRUCTING THE HAUL ROUTE.
3. AT TIMES, AIRCRAFT MAY BE REQUIRED TO EXECUTE A TURNAROUND ON TAXIWAY L. THE CONTRACTOR SHALL ENSURE THAT HIS PERSONNEL ARE CLEAR OF TAXIWAY L AT ALL TIMES.
4. AT THE CONTRACTOR'S OPTION, PHASES 1 AND 2 MAY BE CONCURRENT, EXCEPT THAT WORK WITHIN THE PHASE 2 AREA LIMITS SHALL ONLY BE ALLOWED AT NIGHT OR ON WEEKENDS AS APPROVED BY THE AIRPORT MANAGER.
5. AS CONSTRUCTION PROGRESSES IN THE PHASE 2 WORK AREA, THE CONTRACTOR SHALL INSTALL A TAXIWAY CLOSURE MARKER IN ACCORDANCE WITH THE DETAIL SHOWN ON THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEET TO PREVENT AIRCRAFT FROM TURNING ONTO THE PARTIALLY CONSTRUCTED TAXIWAY. AS SUBSEQUENT PAVEMENT LAYERS ARE CONSTRUCTED, THE TAXIWAY CLOSURE MARKER SHALL BE TRANSFERRED TO THE TOPMOST LAYER. THE TAXIWAY CLOSURE MARKER IS NOT REQUIRED TO BE IN PLACE DURING WORK WITHIN THE PHASE 2 WORK AREA, BUT SHALL BE IN PLACE PRIOR TO REOPENING RUNWAY 16/34.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- AIRCRAFT MOVEMENT AREA
- IDOT TYPE II BARRICADES WITH FLASHING RED LIGHTS AND SIGNS FOR PHASE 1 WORK AREA ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 250' CENTERLINE TO A.O.A.
ACTIVE TAXIWAYS 93' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER (NONE THIS PHASE)
- TEMPORARY CLOSED TAXIWAY MARKER
- CONTRACTOR'S ACCESS/HAUL ROAD

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
SEQUENCE OF CONSTRUCTION
PHASE 1

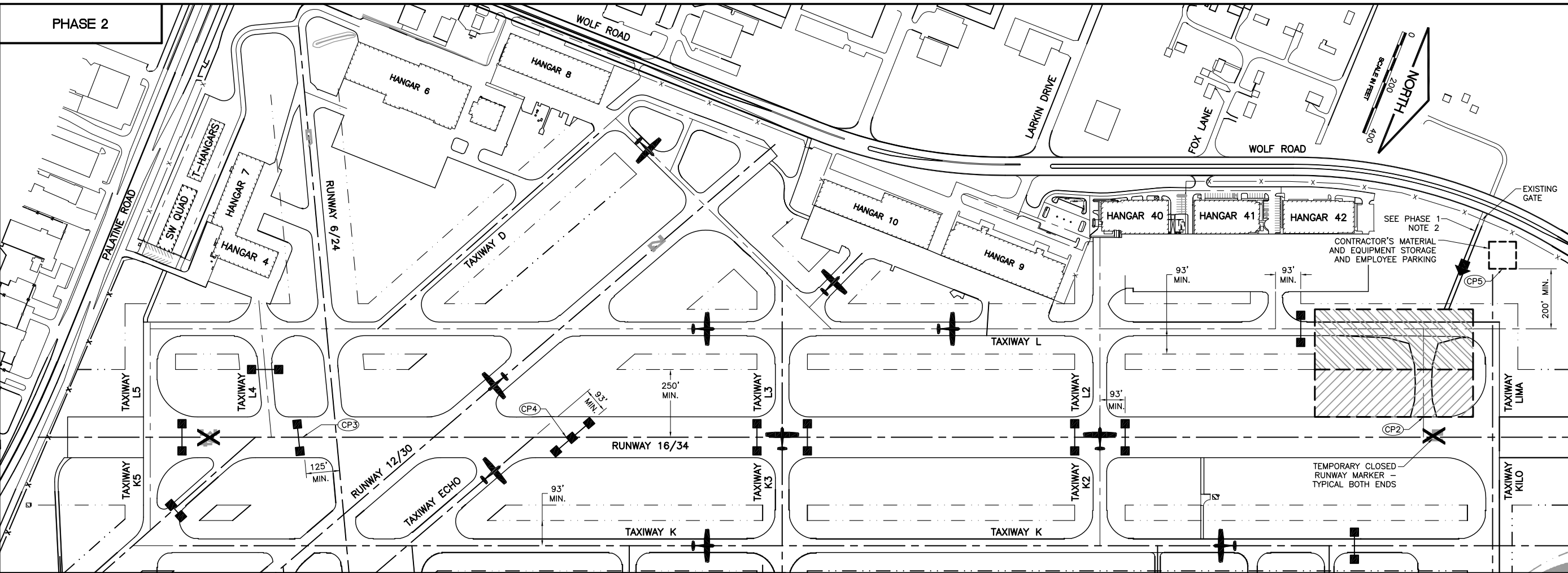
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CHICAGO EXECUTIVE AIRPORT

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SURVEY BOOK #

REVISIONS		
NUMBER	BY	DATE

0 1 2
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GENERAL NOTES - RUNWAY 16/34

- PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (250 FEET FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM PAVEMENT DROPOFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE WILL BE REQUIRED TO MEET CRITERIA.
- BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAY 16/34 PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2500 WILL BE DEDUCTED FROM THE MONIES OWED THE CONTRACTOR FOR EACH HALF HOUR OVER 6:00 AM UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING AT 6:01 AM ON ANY DAY THE RUNWAY IS NOT REOPENED.
- A MAXIMUM OF FIVE (5) CLOSURES ON RUNWAY 16/34 WILL BE ALLOWED. RUNWAY CLOSURES, NIGHTTIME (10 PM - 6 AM). SEE SEQUENCE OF CONSTRUCTION GENERAL NOTES FOR DETAILS ON RUNWAY CLOSURES. FOR EVERY ADDITIONAL RUNWAY 16/34 CLOSURE REQUIRED BY THE CONTRACTOR LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE ASSESSED.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE TEMPORARY NIGHTTIME CLOSURE OF RUNWAY 16/34 WITH THE RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 2 LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS WITHIN PHASE 2 LIMITS, INCLUDING BITUMINOUS PAVEMENT CONSTRUCTION, GRADING, PAVEMENT MARKING, ELECTRICAL AND TURFING.
- CLEAN ALL PAVEMENTS, REMOVE PHASE 2 BARRICADES AND REOPEN RUNWAY 16/34 PRIOR TO 6 AM.

PHASE 2 NOTES

- WORK WITHIN THE LIMITS OF PHASE 2 SHALL BE ALLOWED ONLY DURING OVERNIGHT HOURS BEGINNING AT 10 PM AND ENDING AT 6 AM THE FOLLOWING MORNING. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE ALLOWED TO UTILIZE WEEKEND CLOSURES BEGINNING AT 10 PM FRIDAY AND ENDING AT 6 AM MONDAY MORNING.
- THE CONTRACTOR SHALL BE ALLOWED NO MORE THAN FIVE (5) NIGHTLY CLOSURES TO COMPLETE ALL OF THE PHASE 2 WORK. SHOULD THE AIRPORT MANAGER AGREE TO WEEKEND CLOSURES, THE CONTRACTOR SHALL NOT BE ALLOWED MORE THAN TWO (2) WEEKEND CLOSURES FOR THE PHASE 2 ITEMS OF WORK.
- AT THE CONTRACTOR'S OPTION, PHASES 1 AND 2 MAY BE CONCURRENT, EXCEPT THAT WORK WITHIN THE PHASE 2 AREA LIMITS SHALL ONLY BE ALLOWED AT NIGHT OR ON WEEKENDS AS APPROVED BY THE AIRPORT MANAGER.
- AT THE COMPLETION OF WORK EACH MORNING, THE BARRICADES NOT REQUIRED BY OTHER PHASES UNDER CONSTRUCTION AT THE SAME TIME SHALL BE REMOVED AND THE PAVEMENTS SWEEPED AND REOPENED. BARRICADES REQUIRED IN THE NEAR FUTURE MAY BE PLACED OFF TO THE SIDE PROVIDED THEY ARE STACKED NEATLY OUTSIDE OF THE AOA AT A LOCATION APPROVED BY THE RESIDENT ENGINEER. THE HEIGHT OF THE STACK OF BARRICADES SHALL NOT EXCEED TWO FEET.
- THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA. AT NO TIME SHALL HE USE RUNWAY 16/34 AS A HAUL ROUTE.
- ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
- SEE SEQUENCE OF CONSTRUCTION PHASE 1 AND THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.

LEGEND

- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- AIRCRAFT MOVEMENT AREA
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- CONTRACTOR'S ACCESS/HAUL ROAD

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
SEQUENCE OF CONSTRUCTION
PHASE 2

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	RD
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DATE:	04/15/2016
JOB No:	15290-04

SHEET 5 OF 27 SHEETS

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IMAGE FILES: pwknewLOGO_GEA-4-Color-Small (2).pdf
XREF DWG: Taxi-Plans.dwg

GENERAL NOTES

1. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2F (LATEST EDITION) "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION".
3. 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
4. THE AIRPORT MANAGER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING PHASING AND SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
5. 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.
6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER AND AIRPORT.
7. 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.
8. THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
9. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
10. MATERIALS REMOVED FROM THE PROJECT WILL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
11. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, CONSTRUCTION FENCE, SIGNING, RUNWAY AND TAXIWAY CLOSED MARKERS, SAFETY AND OBJECT FREE AREAS, LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. LOW PROFILE BARRICADES END TO END AND IDOT TYPE II BARRICADES AT 10-FOOT CENTERS WITH TWO ORANGE FLAGS (20" x 20") BETWEEN EACH SET OF BARRICADES OR 4' HIGH ORANGE CONSTRUCTION FENCE SECURELY ATTACHED TO EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE FLASHING RED LIGHT(S) AND CONFORM TO IDOT STANDARD 701901-02. TYPE II AND LOW PROFILE BARRICADES SHALL CONFORM TO THE DETAILS IN THE PLANS AND SEQUENCE OF CONSTRUCTION. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE WORK AREA BY CONTRACTOR'S WORKERS. EQUIPMENT OR MATERIAL SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE SAFETY AREAS AND OBJECT FREE AREAS.
12. 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.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
14. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS OR A WORKING BEACON LIGHT ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
16. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
17. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
18. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
19. 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.
20. APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE 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.
21. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.

22. 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.
23. COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL 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.
24. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
25. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
26. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA AND RUNWAY SAFETY AREA OF ACTIVE TAXIWAYS AND RUNWAYS.
27. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
28. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
29. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY 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.
30. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

CONTRACTOR CROSSING RUNWAY SAFETY AREAS (RSA) AND TAXIWAY OBJECT FREE AREAS (TOFA)

31. ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE CONTROL TOWER SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURRENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
32. ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY SAFETY AREAS (RSA) AND TAXIWAY OBJECT FREE AREAS (TOFA)

RUNWAYS:

33. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. ANY WORK WITHIN THE RUNWAY SAFETY AREA WILL REQUIRE A RUNWAY CLOSURE. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING PERIOD THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED PER FAA REQUIREMENTS. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECESSARY, STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE RSA AT NO ADDITIONAL COST TO THE CONTRACT. NO MATERIAL SHALL BE STOCKPILED WITHIN THE RSA. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN, EQUIPMENT AND BARRICADES.

TAXIWAYS:

34. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE FOR WORK WITHIN THE TAXIWAY OBJECT FREE AREA. ANY WORK WITHIN THE TAXIWAY OBJECT FREE AREA WILL REQUIRE A TAXIWAY CLOSURE. WORK WITHIN THE TAXIWAY OBJECT FREE AREA SHALL BE EXPEDITED AND AT THE END OF EACH WORKING PERIOD THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE TAXIWAY TO BE REOPENED PER FAA REQUIREMENTS. IF NECESSARY, STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE TOFA AT NO ADDITIONAL COST TO THE CONTRACT. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED OR STORED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT.

DESIGN AIRCRAFT APPROACH CATEGORY: D
DESIGN AIRPORT GROUP: III

CONSTRUCT BYPASS TAXIWAY L1
MAXIMUM ANTICIPATED WINGSPAN OF ADG III
GULFSTREAM G500 - WINGSPAN = 93.5'

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS/SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING SUBJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE TAXIWAY SITE DUE TO ADJACENT BUILDING CONSTRUCTION

- REHABILITATION OF RUNWAY 16/34, INCLUDING AIRFIELD LIGHTING
- EAST QUADRANT HANGAR AND APRON DEVELOPMENT

GROUND CONTROL FREQUENCY: 121.7 MHz
AIR CONTROL FREQUENCY: 119.9 MHz

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

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° 07' 20.51"	87° 54' 27.42"
2	CP2	641	SEMI-DUMP TRUCK - 25'	666	42° 07' 21.14"	87° 54' 25.25"
2	CP3	643	PICK UP TRUCK - 10'	653	42° 06' 43.39"	87° 54' 04.32"
2	CP4	643	PICK UP TRUCK - 10'	653	42° 06' 52.33"	87° 54' 09.02"
STAGING	CP5	643	SEMI-DUMP TRUCK - 25'	668	42° 07' 21.85"	87° 54' 25.68"

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

	16/34	12/30	6/24
RUNWAY			
APPROACH CATEGORY	D	B	B
DESIGN GROUP	III	II	I
DESIGN AIRCRAFT	GULFSTREAM 550	KING AIR B200	CESSNA 421
APPROACH SPEED	141 KNOTS	103 KNOTS	96 KNOTS
WINGSPAN	94 FEET	55 FEET	42 FEET
TAIL HEIGHT	25.8 FEET	15.0 FEET	11.6 FEET
STRENGTH (MGTW)	90,500 LBS.	12,500 LBS.	7,450 LBS.
LENGTH	97 FEET	44 FEET	37 FEET
(1)(3) RUNWAY SAFETY AREA WIDTH (RSA)	500 (250' FROM C)	150 (75' FROM C)	120 (60' FROM C)
(1) RWY OBJECT FREE AREA WIDTH (ROFA)	800	500	400
TAXIWAY SAFETY AREA WIDTH (TSA)	118	79	49
(1)(3) TXY OBJECT FREE AREA WIDTH (TOFA)	186 (93' FROM C)	131(65.5' FROM C)	89 (44.5' FRM C)

1. TOFA, ROFA, RSA, CRITICAL AREAS, PART 77 AND DEPARTURE/APPROACH SURFACES ARE SHOWN FOR RUNWAY 16/34 WHICH SHALL BE CLOSED DURING A PORTION OF THE CONSTRUCTION.
2. RUNWAY 16/34 END COORDINATES ARE NOT CHANGING IN THIS PROJECT.
3. NO CONSTRUCTION WITHIN THESE LIMITS WILL BE ALLOWED WITHOUT THE RUNWAY AND/OR TAXIWAY CLOSED.
4. AT THE END OF THE WORK DAY NO CONSTRUCTION EQUIPMENT SHALL BE PARKED/STORED WITHIN THE OBJECT FREE AREA(S) OF OPEN OR CLOSED RUNWAYS AND/OR TAXIWAYS. PARKED/STORED EQUIPMENT HEIGHT SHALL NOT PENETRATE PART 77 SURFACE(S).

NOTES - ALL PHASES

1. 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.
2. ALL TEMPORARY FENCING REQUIRED FOR CONTRACTOR ACCESS AND SECURITY SHALL BE 6' CHAIN LINK FENCING AS APPROVED BY THE AIRPORT AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, UNLESS SPECIFICALLY CALLED OUT IN THE PLANS.
3. WHEN FAA CABLES ARE REQUIRED TO BE LOCATED, A 10 WORKING DAY ADVANCED NOTICE SHALL BE GIVEN TO THE FAA BEFORE ANY SUCH MARKINGS ARE REQUIRED. ONCE FAA MARKS THE CABLES, THE CONTRACTOR WILL BE REQUIRED TO SURVEY THE FAA UTILITIES SO THEY CAN BE REPLACED DURING CONSTRUCTION WITHOUT REMARKING BY THE FAA. THIS SHALL BE INCIDENTAL AND AT THE CONTRACTOR'S EXPENSE. THE FAA PERSONNEL ARE ONLY AVAILABLE FROM 9 AM TO 3 PM, MONDAY THROUGH FRIDAY WITH ADVANCED NOTICE.
4. SPECIAL ATTENTION IS NECESSARY WHEN WORKING NEAR FAA POWER AND CONTROL CABLES. ANY FAA UTILITY THAT IS DAMAGED OR CUT DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY. FAA REQUIRES THAT ANY DAMAGED CABLE BE REPLACED IN ITS ENTIRETY, FROM POWER/CONTROL SOURCE TO THE EQUIPMENT/SERVICE. SPLICES OF ANY KIND WILL NOT BE PERMITTED. EXPOSURES OF ANY FAA CABLES MUST BE DONE BY HAND DIGGING OR HYDRO-EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATING, REPLACEMENT OR REPAIR OF FAA FACILITIES OR CABLES BUT, SHALL BE INCIDENTAL AND AT THE CONTRACTOR'S EXPENSE.
5. ACCESS TO THE STAGING AREAS WHEN RUNWAY 16/34 IS OPEN SHALL REQUIRE AIRPORT ESCORT. COORDINATE ACCESS THROUGH THE RESIDENT ENGINEER AND THE AIRPORT OPERATIONS COORDINATOR.

IL. CONTRACT: PA060
IL. LETTING ITEM: 9A
IL. PROJECT: PWK-4457
S.B.G. PROJECT: 3-17-SBGP-XX

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
CONSTRUCT BYPASS TAXIWAY L1

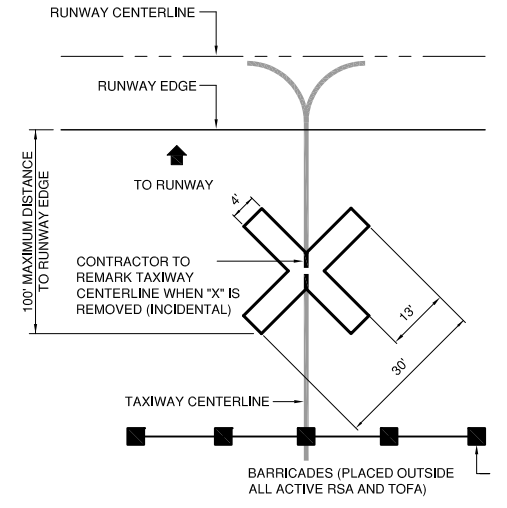
SEQUENCE OF CONSTRUCTION
GENERAL NOTES

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CHICAGO EXECUTIVE AIRPORT

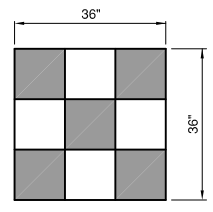
DESIGN BY: RD
DRAWN BY: JRO
CHECKED BY: SMS
APPROVED BY: DKP
DATE: 04/15/2016
JOB No: 15290-04



CLOSED TAXIWAY MARKER DETAIL
NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

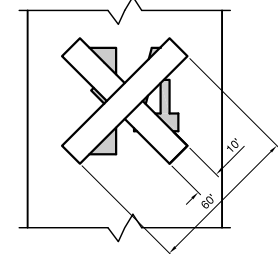
1. CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13A (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
7. AS THE CONSTRUCTION OF THE PORTION OF THE TAXIWAY WITHIN THE RUNWAY SAFETY AREA, PROGRESSES, SHOULD THE NEW TAXIWAY BE CLOSED FOR MORE THAN 72 HOURS, THE CONTRACTOR SHALL INSTALL A CLOSED TAXIWAY MARKER AS SHOWN IN THE DETAIL. THE CLOSED TAXIWAY MARKER SHALL NOT BE REMOVED UNLESS THE TAXIWAY WILL BE OPENED AND REMAIN OPEN WITHIN 72 HOURS OF MARKER REMOVAL.



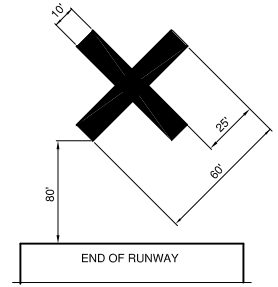
CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE

CLOSED RUNWAY MARKER NOTES

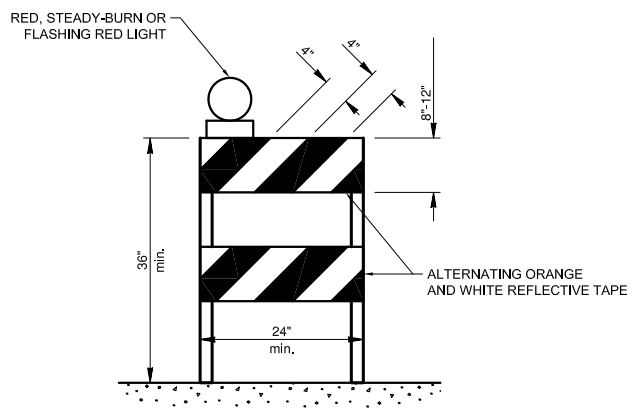
1. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL.
2. FOR RUNWAY CLOSURES INVOLVING A SINGLE RUNWAY, IT IS ANTICIPATED THAT THE AIRPORT SHALL MOBILIZE THE AIRPORT OWNED LIGHTED "X'S ON EACH END OF THE CLOSED RUNWAY. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X'S DURING EACH CLOSURE PERIOD. THE CONTRACTOR SUPPLIED MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, FUELING, REPLACING LAMPS, CHECKING AND SUPPLYING OIL, ETC. IF ANY DAMAGE IS INCURRED TO THE AIRPORT LIGHTED "X'S DURING CONSTRUCTION BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE LIGHTED "X" IN KIND AND AT NO COST TO THE CONTRACTOR OR AIRPORT.
3. FOR RUNWAY CLOSURES INVOLVING MORE THAN ONE RUNWAY, OR IF THE AIRPORT OWNED LIGHTED "X'S ARE NOT AVAILABLE, THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2F (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
4. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
5. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
6. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
7. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
8. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



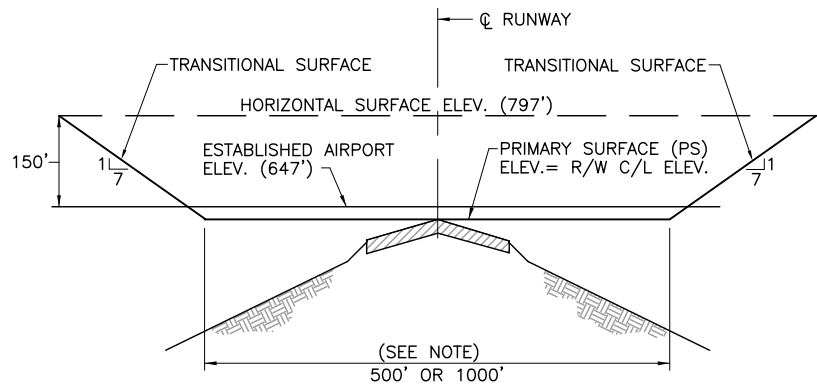
TEMPORARY CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE



OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL
NO SCALE

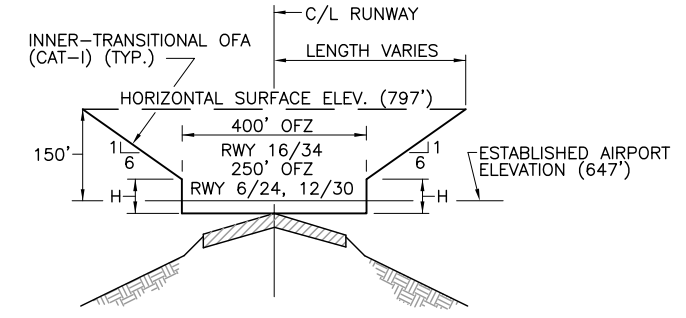


IDOT TYPE II BARRICADE
NOT TO SCALE



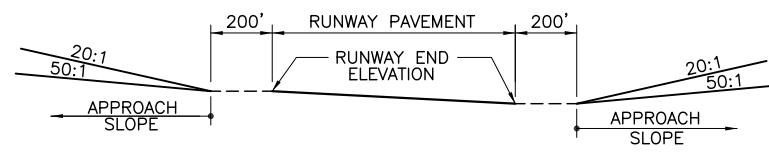
TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES
NO SCALE

NOTE:
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY
R/W 6/24 & 12/20 500' PS (250' LT & RT OF C/L)
R/W 16/34 1000' PS (500' LT & RT OF C/L)



TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)
NO SCALE

RUNWAY	TYPE OF RUNWAY	H (FEET)
16	PRECISION (CAT I)	48
34 6-24 12-30	VISUAL	150



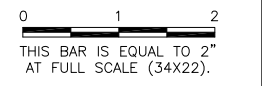
TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES
NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
16	643	50:1
34	644	20:1
12	645	20:1
30	640	20:1
6	647	20:1
24	638	20:1

IL. CONTRACT: **PA060**
IL. LETTING ITEM: **9A**
IL. PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1**

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS**

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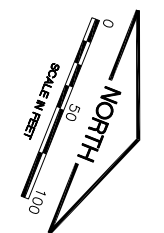
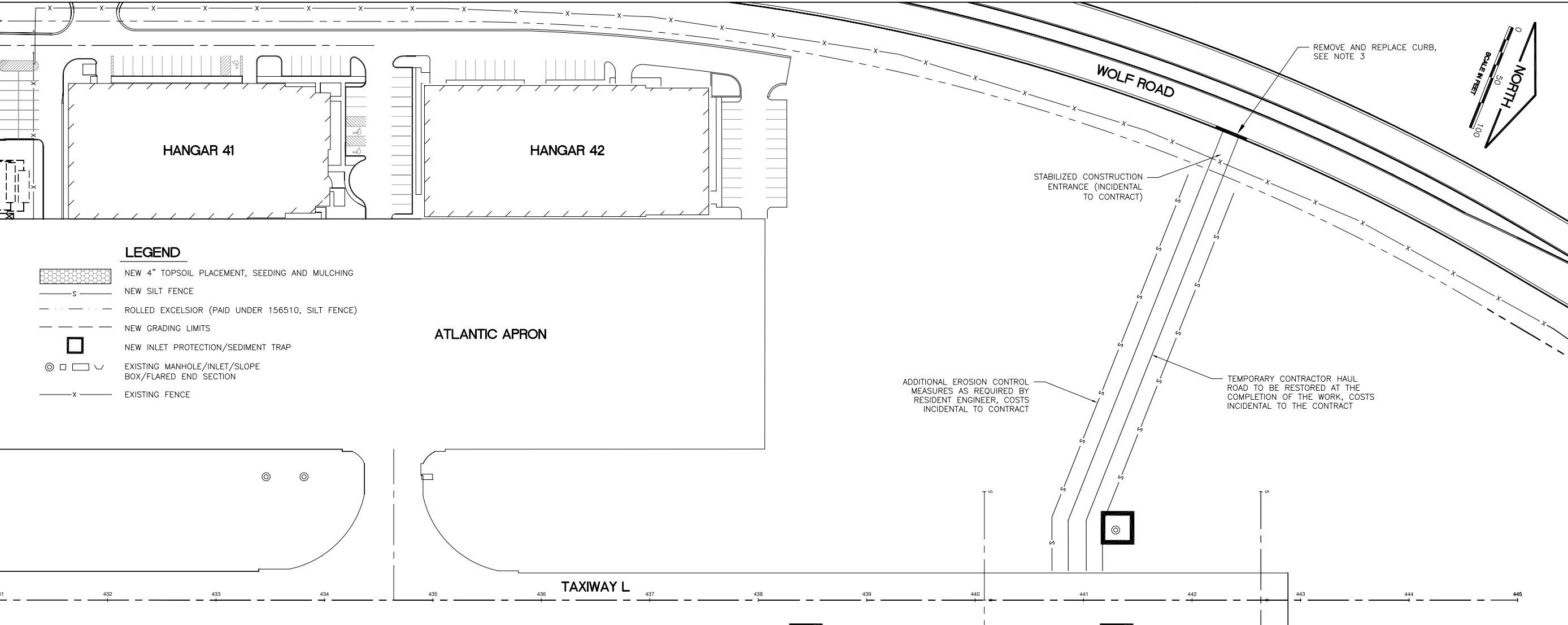
DESIGN BY:	RD
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	DKP
DATE:	04/15/2016
JOB No:	15290-04

KREF DWG: CEA Base.dwg
 base.dwg
 base.dwg
 base.dwg
 CEA Alignments-30 Scale.dwg

IMAGE FILES: pwknewLOGO_CEA-4-Color-Small (2).jpg

UPDATE BY: Sean Smith
 LAYOUT: LAYOUT1

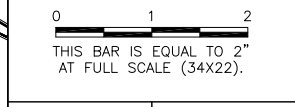
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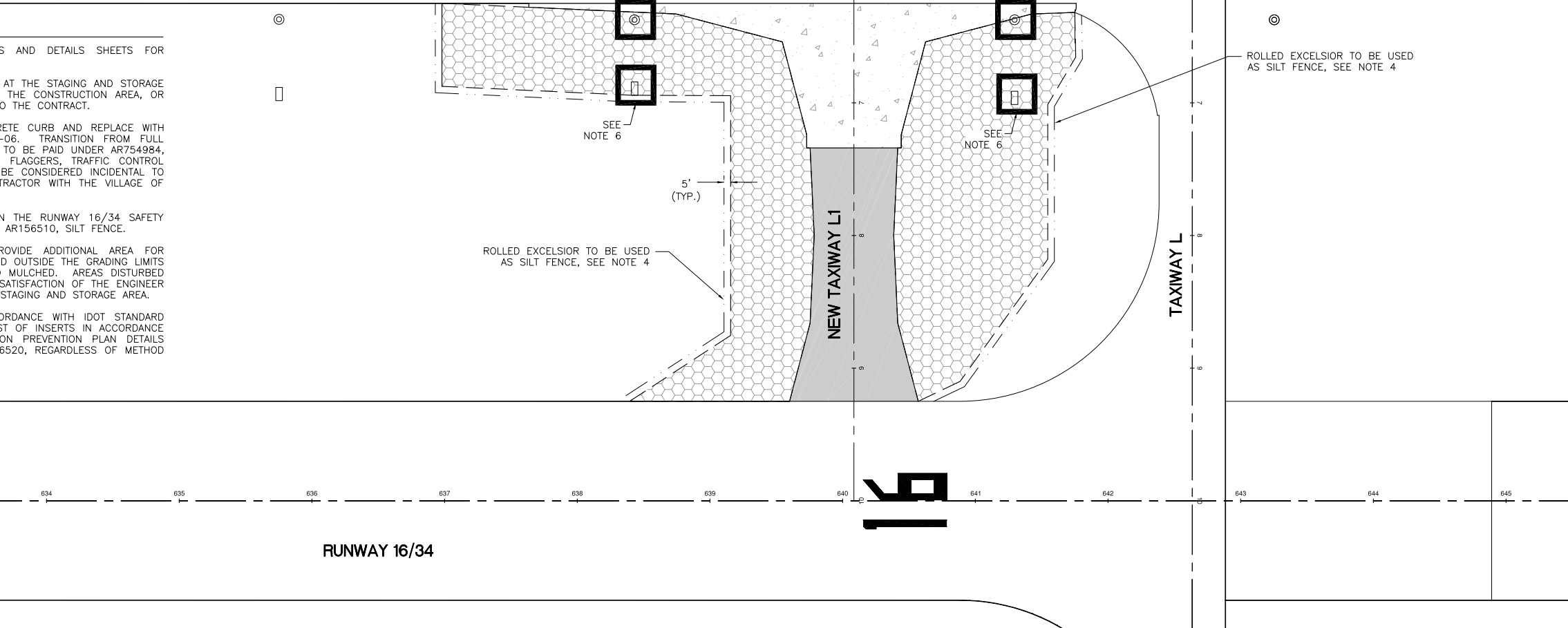
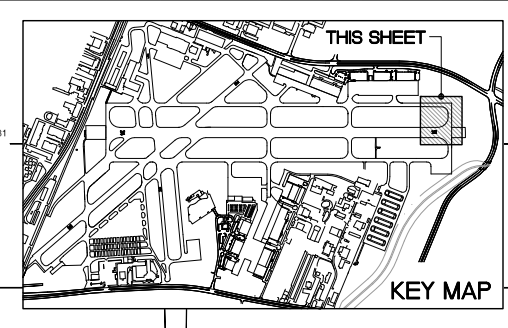
IL CONTRACT: **PA060**
 IL LETTING ITEM: **9A**
 IL PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



- NOTES**
- SEE STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
 - THE CONTRACTOR SHALL PLACE EROSION CONTROL DEVICES AT THE STAGING AND STORAGE AREA AS REQUIRED TO PREVENT SEDIMENTS FROM LEAVING THE CONSTRUCTION AREA, OR AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COSTS TO THE CONTRACT.
 - THE CONTRACTOR SHALL REMOVE 30 LF OF B6.24 CONCRETE CURB AND REPLACE WITH NEW DEPRESSED CURB MEETING IDOT STANDARD 606001-06. TRANSITION FROM FULL HEIGHT CURB TO DEPRESSED CURB OVER 3 LF EACH SIDE, TO BE PAID UNDER AR754984, RECONSTRUCT COMB CURB & GUTTER. LANE CLOSURES, FLAGGERS, TRAFFIC CONTROL DEVICES, ETC., REQUIRED TO COMPLETE THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND SHALL BE COORDINATED BY THE CONTRACTOR WITH THE VILLAGE OF WHEELING.
 - ROLLED EXCELSIOR SHALL BE USED AS SILT FENCE WITHIN THE RUNWAY 16/34 SAFETY AREA AND THE TAXIWAY L OBJECT FREE AREAS, PAID UNDER AR156510, SILT FENCE.
 - SEEDING LIMITS SHOWN EXCEED GRADING LIMITS TO PROVIDE ADDITIONAL AREA FOR STOCKPILE OPERATIONS DURING THE WORK. AREA DISTURBED OUTSIDE THE GRADING LIMITS SHALL BE GRADED SMOOTH TO DRAIN AND BE SEEDED AND MULCHED. AREAS DISTURBED OUTSIDE THE SEEDING LIMITS SHALL BE RESTORED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT, INCLUDING THE STAGING AND STORAGE AREA.
 - INLET PROTECTION FOR SLOPE BOXES SHALL BE IN ACCORDANCE WITH IDOT STANDARD 280001-07. ALL OTHER INLET PROTECTIONS SHALL CONSIST OF INSERTS IN ACCORDANCE WITH THE DETAIL SHOWN IN THE STORM WATER POLLUTION PREVENTION PLAN DETAILS SHEET. ALL INLET PROTECTIONS TO BE PAID UNDER AR156520, REGARDLESS OF METHOD OF PROTECTION.



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1**

**STORM WATER POLLUTION
 PREVENTION PLAN**

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	DKP
DATE:	04/15/2016
JOB No:	15290-04
SHEET 8 OF 27 SHEETS	

DATE: Tuesday, April 19, 2016 9:30:32 AM
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 UPDATE BY: Sean Smith
 LAYOUT: SWPPP NOTES 1
 IMAGE FILES: pwktrial\OGC_CEA-4-Color-Small
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STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND 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 AT 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 NEW BYPASS TAXIWAY AT CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES EXCAVATION, DRAINAGE, VARIOUS PAVEMENT ITEMS, ELECTRICAL IMPROVEMENTS, PAVEMENT MARKING, AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

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 GRUBBING, EXCAVATION AND GRADING:

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS INLET PROTECTION.

EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED DRAINAGE AND PAVEMENT IMPROVEMENTS.

REMOVAL AND INSTALLATION OF ELECTRICAL AND MISCELLANEOUS ITEMS.

UNDERDRAIN INSTALLATION.

PAVEMENT CONSTRUCTION.

INSTALLATION OF NEW PAVEMENT MARKING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2 ACRES OF WHICH 2 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

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

THE CONSTRUCTION SITE DRAINS INTO THE DES PLAINES RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

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: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

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.

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.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN (14) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

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.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. 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.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

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 INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

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.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
 DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
 ATTN: PERMIT SECTION
 1021 NORTH GRAND AVENUE EAST
 P.O. BOX 19276
 SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT # _____
DATE ISSUED _____
DATE EXPIRED _____

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

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.

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: CHICAGO EXECUTIVE AIRPORT MARKED: CONSTRUCT BYPASS TAXIWAY L1
 SECTION: 13 PROJECT NUMBER: PWK-4457
 COUNTY: COOK CONTRACT NUMBER: 3-17-SBGP-XX (PA060)

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____
 PRINTED NAME: _____ TITLE: _____
 NAME OF FIRM: _____
 STREET ADDRESS: _____
 CITY, STATE, ZIP: _____
 PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

IL CONTRACT: **PA060**

IL LETTING ITEM: **9A**

IL PROJECT: **PWK-4457**

S.B.G. PROJECT: **3-17-SBGP-XX**

SURVEY BOOK # _____

REVISIONS

NUMBER	BY	DATE

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 AT FULL SCALE (34X22).

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1**

**STORM WATER POLLUTION PREVENTION PLAN
 NOTES**

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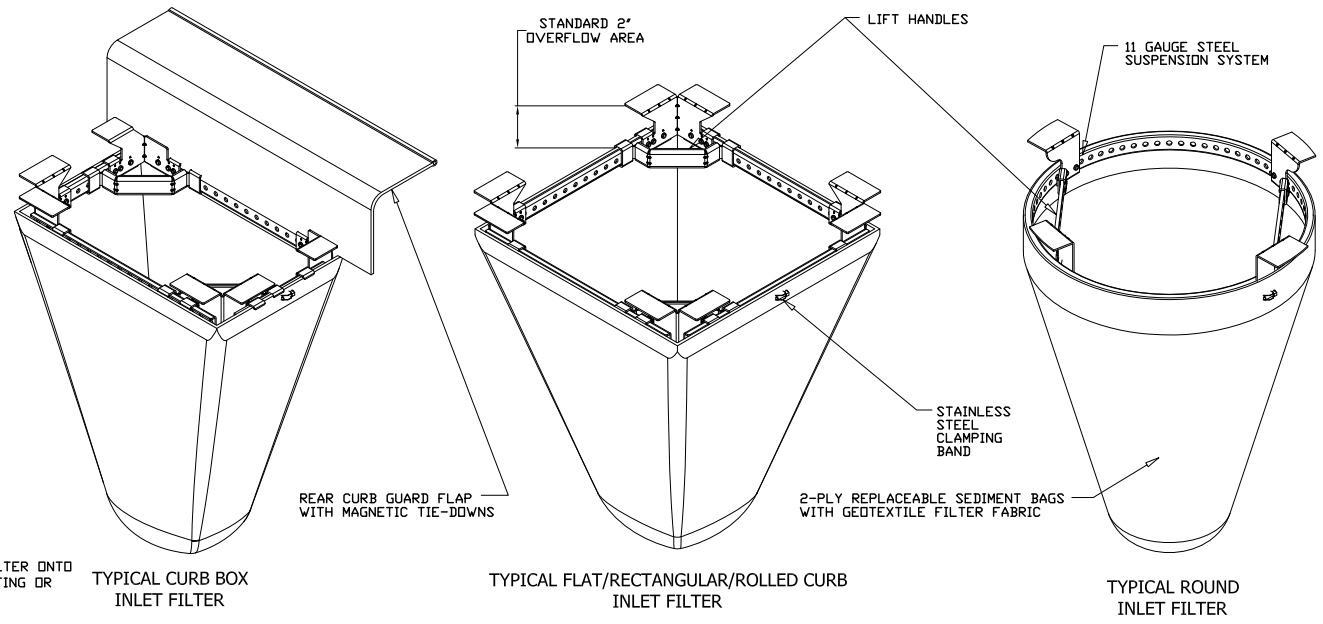
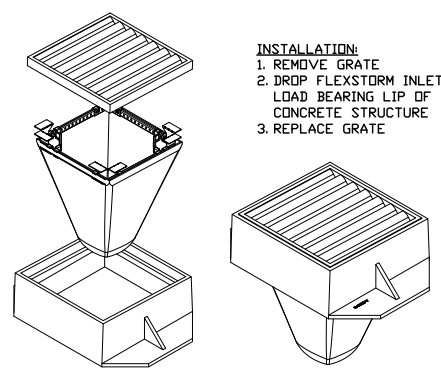
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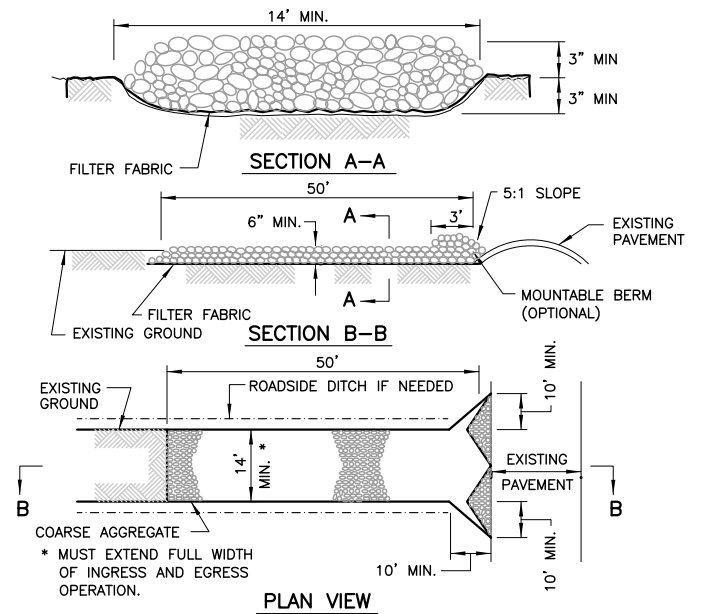
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IPP Flexstorm Inlet Filter Specifications			
Material Property	Test Method	Value (min ave)	
> Inner Filter Bag Specs (2 ft³ min vol)			
		Non-Woven	Woven Mono
Grab Tensile	ASTM D 4632	100 lbs	200 lbs
Puncture Strength	ASTM D 4833	65 lbs	90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs	75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs	90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm)	40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec	2.1 /sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft	145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications			
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%	
Thickness	ASTM D 1777	.040 +/- .005	
> Frame Construction			
A36 Structural Steel; 11 Gauge; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi	



INLET PROTECTION / SEDIMENT TRAP

- NOT TO SCALE
- STORM SEWER INLET PROTECTION SHALL BE FLEXSTORM INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL
 - 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.



- FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
- ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
- MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
- ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
- STABILIZED CONSTRUCTION ENTRANCE(S) SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE
 FROM NRCS STANDARD DRAWING NO. IL-630 (MODIFIED)

IL CONTRACT: **PA060**
 IL LETTING ITEM: **9A**
 IL PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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NUMBER	BY	DATE

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
STORM WATER POLLUTION PREVENTION PLAN DETAILS

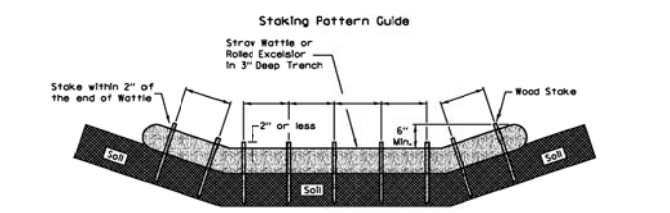
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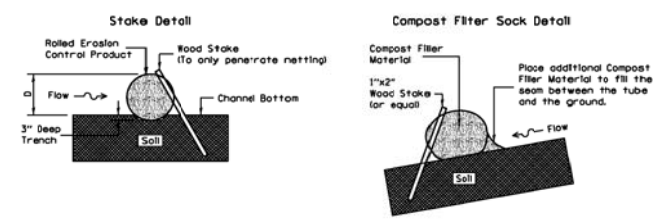
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JOB No:	15290-04

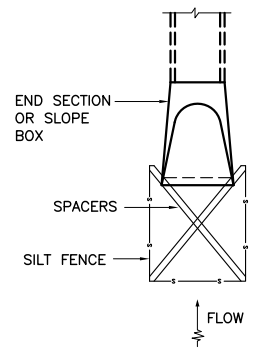
ROLLED EROSION CONTROL PRODUCTS



- Notes:**
- Overlap minimum is the diameter of the roll.
 - 4' spacing for wattles.
 - 2' spacing for rolled excelsior.
 - 0' space according to manufacturer's specifications.



- Notes:**
- Drawings are not to scale.
 - Ends of wattles or rolled excelsior shall be turned at least 6" upslope.
 - Recommended stakes are 1 1/8" wide x 1 1/8" thick x 30" long.
 - Stakes shall not extend above the straw wattle more than 2".
 - Spacings: The toe of the upstream ditch check shall create a horizontal line with the top of the downstream ditch check.
 - When compost filter sock ditch check is used, place a compost berm upstream of the filter sock (see IUM 805). A trench is not required.



INLET PROTECTION (END SECTION OR SLOPE BOX)

NOT TO SCALE
 IDOT STANDARD 280001-07

Project	Date
Designed	Date
Checked	Date
Approved	Date

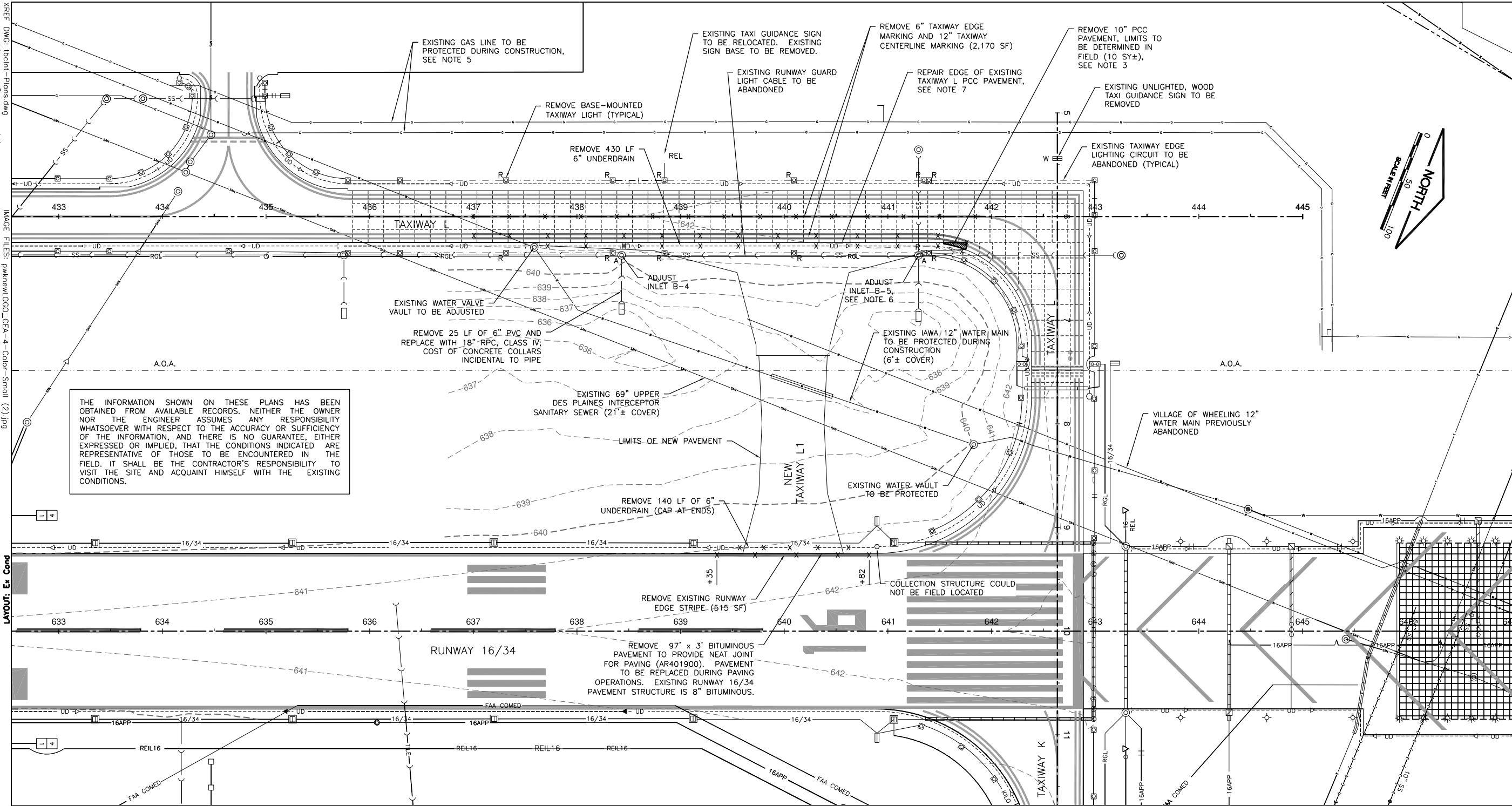
STANDARD DWG. NO.
IUM-514
 SHEET 1 OF 1
 DATE 8-19-11

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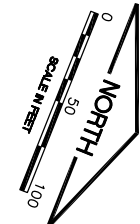
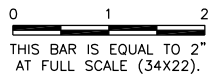
THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION, AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED 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.

IL CONTRACT: PA060
 IL LETTING ITEM: 9A
 IL PROJECT: PWK-4457
 S.B.G. PROJECT: 3-17-SBGP-XX

SURVEY BOOK #

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1

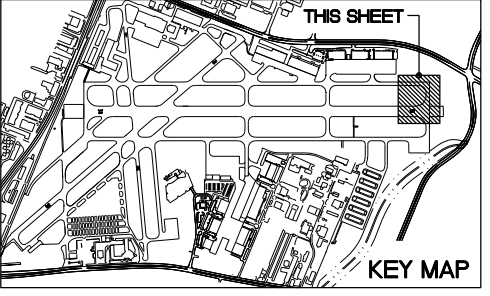
EXISTING CONDITIONS AND REMOVALS

LEGEND

- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- △ EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING AIRFIELD GUIDANCE SIGN
- W □ EXISTING WOODEN AIRFIELD GUIDANCE SIGN
- EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
- ⊠ EXISTING ELECTRICAL HANDHOLE
- EXISTING STORM INLET
- EXISTING SLOPE BOX
- — — EXISTING CONDUIT/DUCT BANK
- 16/34 — EXISTING RUNWAY 16/34 CIRCUIT
- 643 --- EXISTING CONTOUR
- FAA — EXISTING FAA CABLES
- — □ — EXISTING 4-BOX PAPI SYSTEM
- RGL — EXISTING RUNWAY GUARD LIGHT CIRCUIT
- E — EXISTING ELECTRICAL UTILITY
- ABANDONED — EXISTING ABANDONED CABLES
- S — EXISTING STORM SEWER
- UD — EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- V — EXISTING WATERMAIN
- SAN — EXISTING SANITARY SEWER
- W — EXISTING WATER MAIN PIPE IN CASING PIPE
- — — EXISTING AIRPORT PROPERTY LINE
- R EXISTING ITEM TO BE REMOVED
- A EXISTING ITEM TO BE ADJUSTED
- REL EXISTING ITEM TO BE RELOCATED
- X NEW SEWER/DUCT/UNDERDRAIN REMOVAL

NOTES

- SEE GRADING AND DRAINAGE PLAN FOR LIMITS OF UNDERDRAIN REMOVAL.
- SEE PAVEMENT MARKING PLAN FOR LIMITS OF PAVEMENT MARKING REMOVAL.
- LIMITS OF PCC REMOVAL TO BE DETERMINED IN THE FIELD. THE CONTRACTOR SHALL LAYOUT THE LIMITS OF NEW PAVEMENT, AND THE EXISTING PCC FILLET SHALL BE REMOVED TO THE NEAREST JOINT TO ACCOMMODATE THE NEW PAVEMENT.
- SEE GRADING AND DRAINAGE PLAN FOR INLET ADJUSTMENT DETAILS.
- CONTRACTOR SHALL TAKE PRECAUTIONS TO PREVENT DAMAGE TO EXISTING GAS MAINS, BURIED ELECTRICAL CABLE, UNDERDRAIN, ETC., DURING HAUL OPERATIONS. COSTS TO PROTECT EXISTING UTILITIES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- INLET STRUCTURE B-5 COULD NOT BE FIELD LOCATED AND IS PROBABLY BURIED. CONTRACTOR TO LOCATE AND ADJUST.
- A NOMINAL QUANTITY OF 35 SF HAS BEEN RESERVED TO REPAIR THE EDGE OF TAXIWAY L IN THE LIMITS OF NEW PAVEMENT, TO BE PAID UNDER AR800009, SPALL REPAIR.



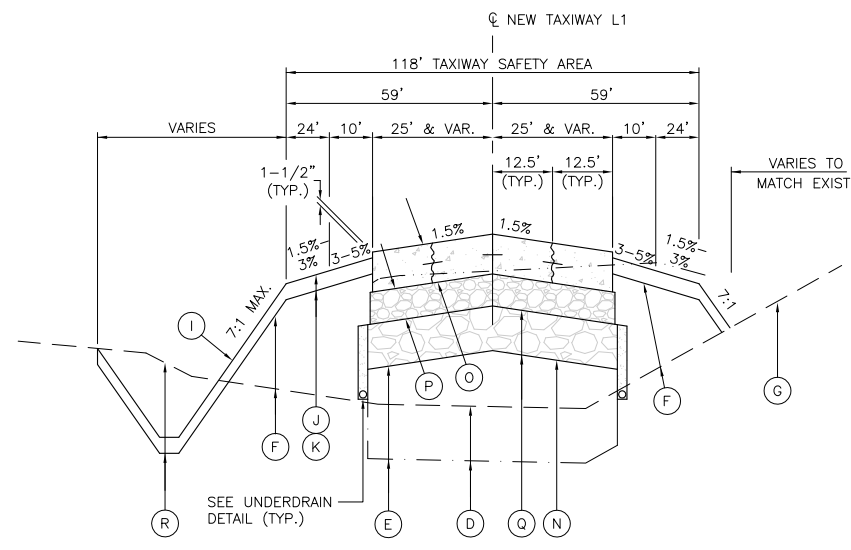
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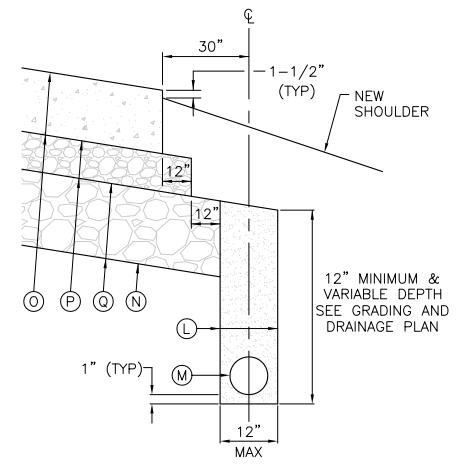


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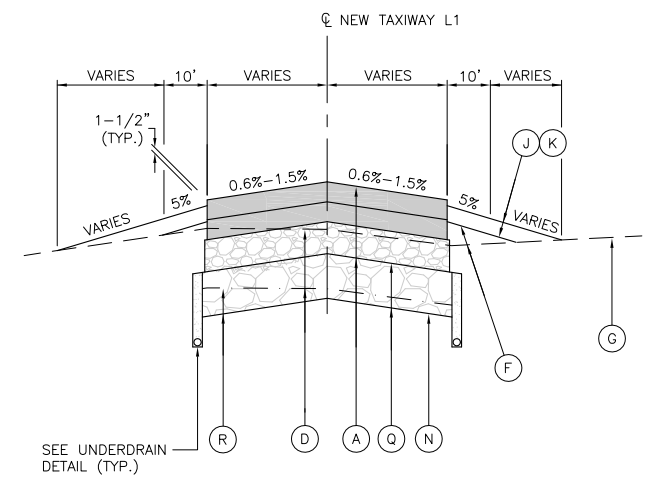
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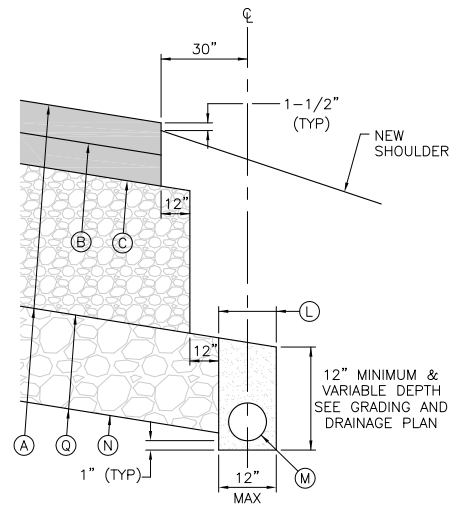
NEW PCC TAXIWAY TYPICAL SECTION A-A
 TAXIWAY L1 STA. 6+25 TO STA. 7+34
 NOT TO SCALE



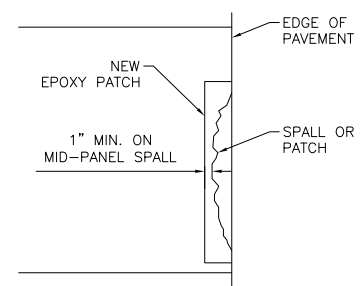
UNDERDRAIN DETAIL
 EDGE OF P.C.C. PAVEMENT AREAS
 NOT TO SCALE



NEW BITUMINOUS TAXIWAY TYPICAL SECTION B-B
 TAXIWAY L1 STA. 7+34 TO STA. 9+25
 NOT TO SCALE



UNDERDRAIN DETAIL
 EDGE OF BITUMINOUS PAVEMENT AREAS
 NOT TO SCALE



SPALL REPAIR DETAIL
 N.T.S.

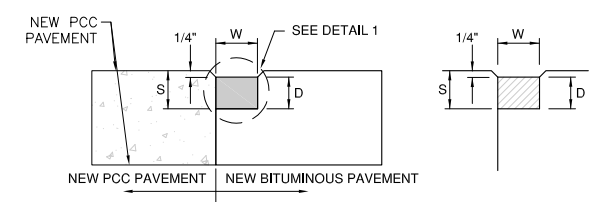
- SPALL REPAIR NOTES**
- SAWCUT SHALL BE AT LEAST 1" FROM EDGE OF SPALL.
 - DEPTH OF CUT SHALL BE AT LEAST 2".
 - CONTRACTOR SHALL NOT OVERSAW.
 - EXACT LOCATION OF SPALLS/PATCHES WILL BE DETERMINED IN THE FIELD BY RESIDENT ENGINEER.

GENERAL NOTES

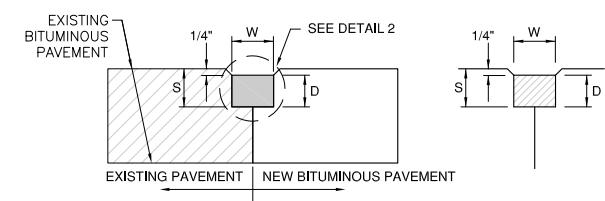
- TOPSOIL SHALL BE STRIPPED BELOW NEW PAVEMENT LIMITS PRIOR TO PLACING EMBANKMENT FILL. AVERAGE TOPSOIL DEPTH AT THE PROJECT SITE IS 6-INCHES.
- A LAYER OF TOPSOIL, MINIMUM 4-INCHES IN THICKNESS, SHALL BE SPREAD OVER THE DISTURBED LIMITS TO PROMOTE THE ESTABLISHMENT OF TURF.
- AT CUT LOCATIONS OUTSIDE OF NEW PAVEMENT LIMITS, THE CONTRACTOR SHALL OVER-EXCAVATE AS REQUIRED TO ENSURE A 4-INCH MINIMUM THICKNESS LAYER OF TOPSOIL IS ABLE TO BE PLACED.
- THE JOINT BETWEEN NEW PCC AND NEW BITUMINOUS PAVEMENTS SHALL BE SAWED AND SEALED, COST INCLUDED IN NEW PCC PAVEMENT.
- THE JOINT BETWEEN NEW AND EXISTING BITUMINOUS PAVEMENT SHALL BE SAWED AND SEALED, COST INCLUDED IN BITUMINOUS SURFACE COURSE.
- THE JOINT BETWEEN NEW PCC AND EXISTING PCC PAVEMENTS SHALL BE SAWED AND SEALED, COST INCLUDED IN NEW PCC PAVEMENT.
- SEE TAXIWAY L1 PLAN AND PROFILE SHEET FOR TYPICAL SECTION LOCATIONS.

LEGEND

- (A) NEW 4" BITUMINOUS SURFACE COURSE (401)
- (B) NEW 4" BITUMINOUS BASE COURSE (403)
- (C) NEW 18" CRUSHED AGGREGATE BASE COURSE (209)
- (D) NEW TACK COAT (BETWEEN ALL LIFTS) (603)
- (E) NEW PRIME COAT (602)
- (F) NEW 6" (AVG.) TOPSOIL STRIPPING (152)
- (G) NEW EMBANKMENT FILL (152)
- (H) NEW SHOULDER FILL (152)
- (I) EXISTING GROUND LINE
- (J) NOT USED
- (K) NEW GROUND LINE
- (L) NEW TOPSOIL PLACEMENT (4" DEPTH) (905)
- (M) NEW SEEDING AND MULCHING (901 AND 908)
- (N) NEW POROUS BACKFILL AND UNDERDRAIN TRENCH ENVELOPE (705)
- (O) NEW 6" PERFORATED PVC UNDERDRAIN PIPE (705)
- (P) NEW SOIL STABILIZATION FABRIC (156)
- (Q) NEW 10" P.C.C. PAVEMENT (501)
- (R) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (S) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (T) NEW UNCLASSIFIED EXCAVATION (152)



CONCRETE / BITUMINOUS INTERFACE JOINT SEALING
 DETAIL 1
 NOT TO SCALE



BITUMINOUS / BITUMINOUS INTERFACE JOINT SEALING
 DETAIL 2
 NOT TO SCALE

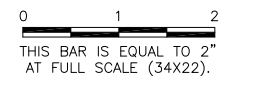
	DETAIL 1 AND 2	
	HOT/COLD POUR	SILICONE
W=WIDTH OF SEALANT RESERVOIR (IN.)	1/2	3/8
D=DEPTH OF SEALANT RESERVOIR (IN.)	1/2	1/4
B=BACKER ROD DIAMETER (IN.)	1/4	N/A
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	3/4	1/2

NOTE: JOINT SEALING SHALL BE PER SECTION 605 OF SPECIAL PROVISIONS.

IL. CONTRACT: **PA060**
 IL. LETTING ITEM: **9A**
 IL. PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1

TYPICAL SECTIONS

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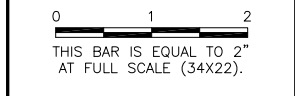
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 CEA Alignments-30 Scale.dwg

IL. CONTRACT: **PA060**
 IL. LETTING ITEM: **9A**
 IL. PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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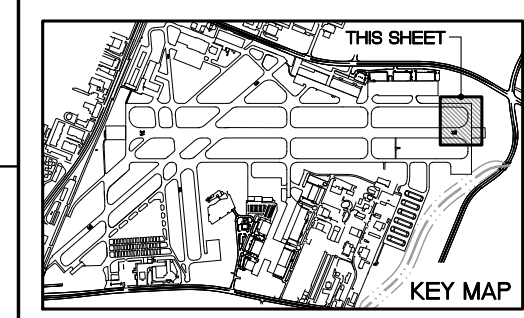
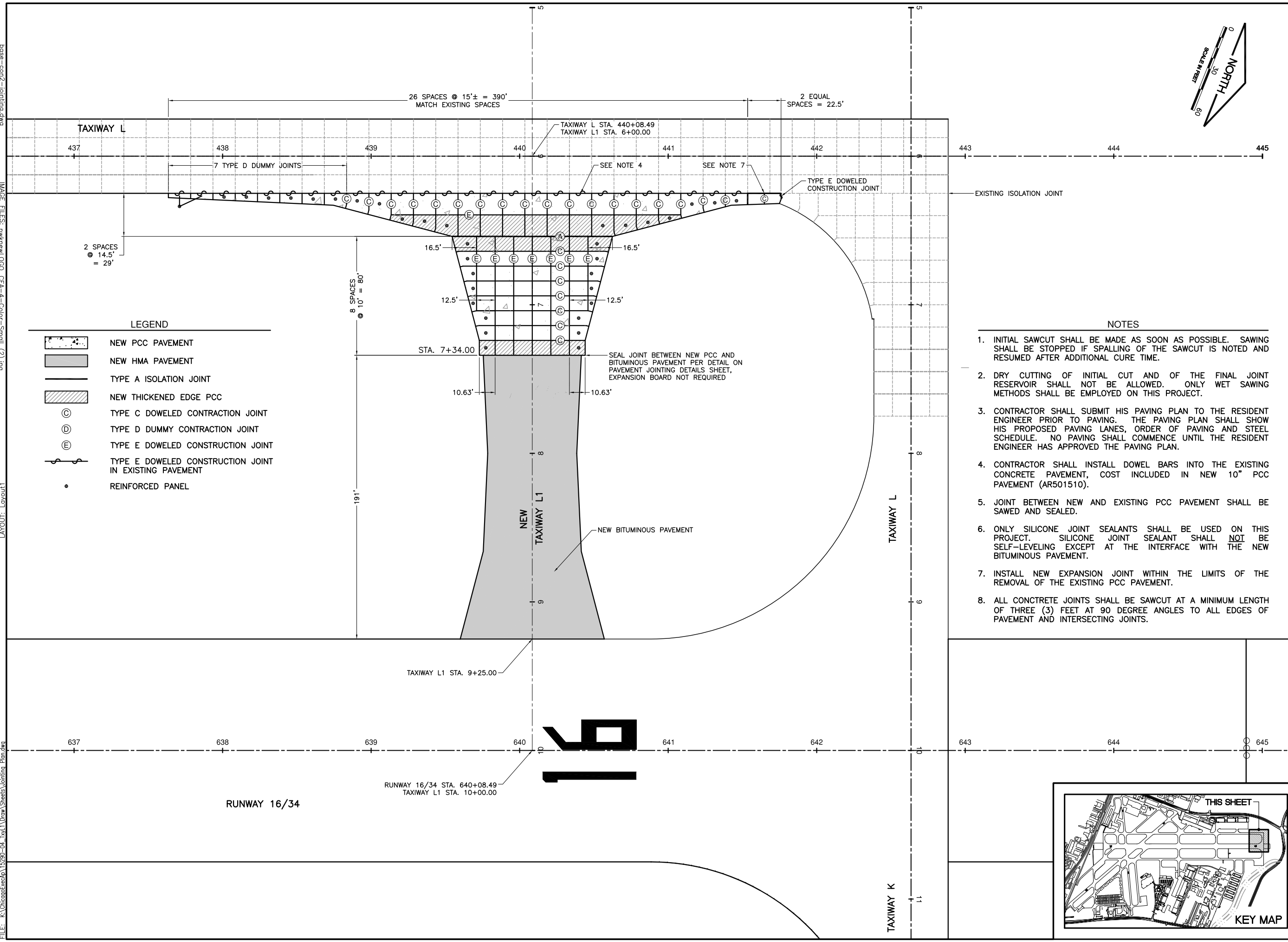


CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
PAVEMENT JOINTING PLAN


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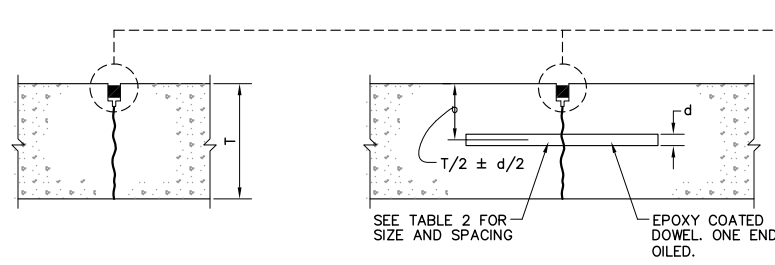


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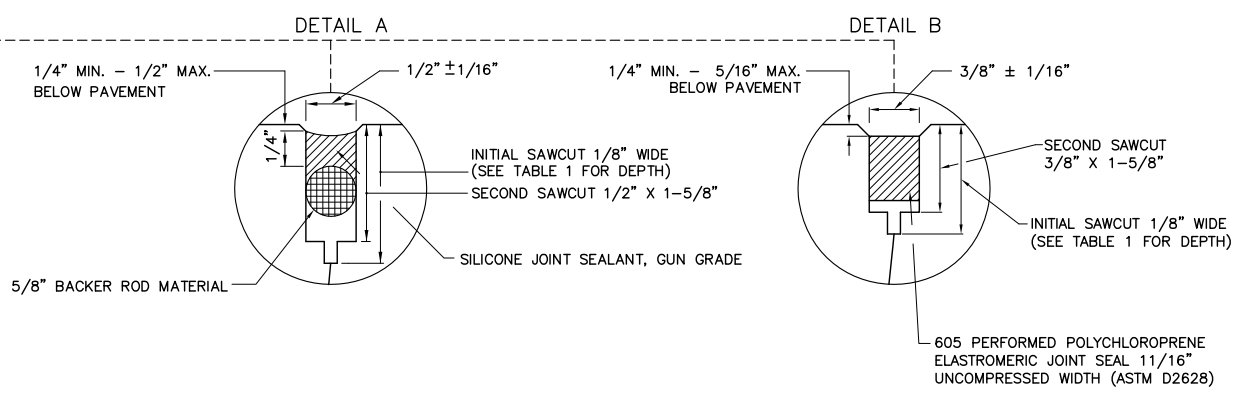
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SYMBOL

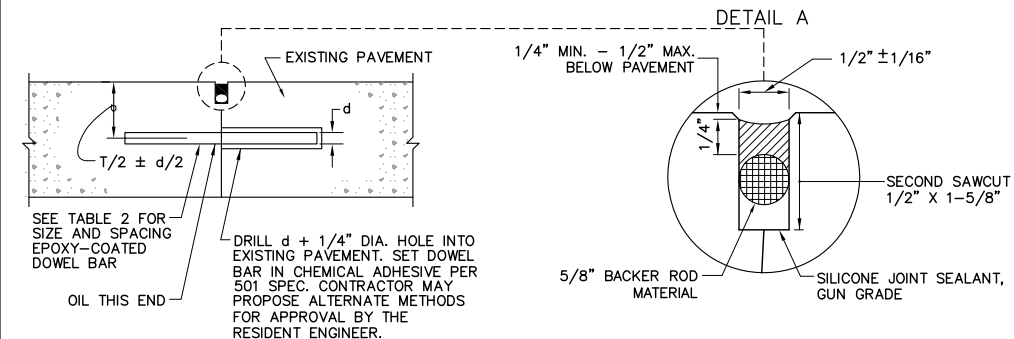
TYPE C DOWELED

SYMBOL

CONTRACTION JOINTS



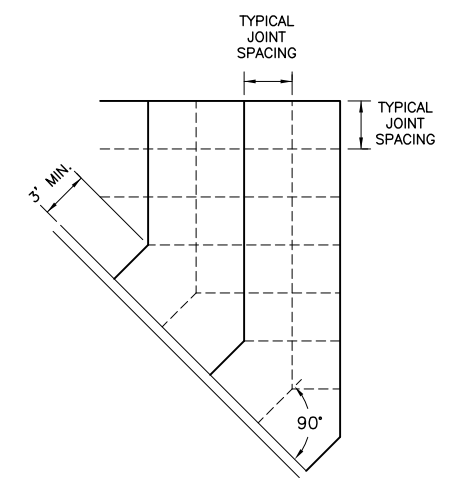
NOTE: CONTRACTOR SHALL HAVE THE OPTION OF USING DETAIL A OR DETAIL B BUT NOT A COMBINATION OF BOTH



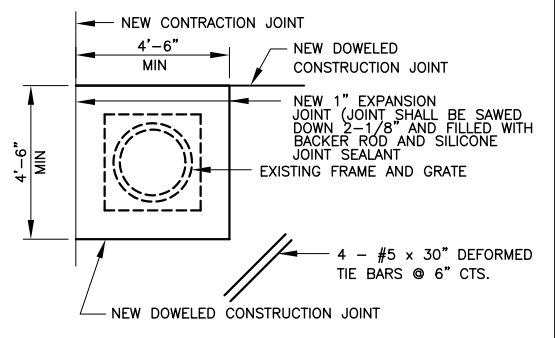
TYPE E DOWELED

SYMBOL

CONSTRUCTION JOINTS

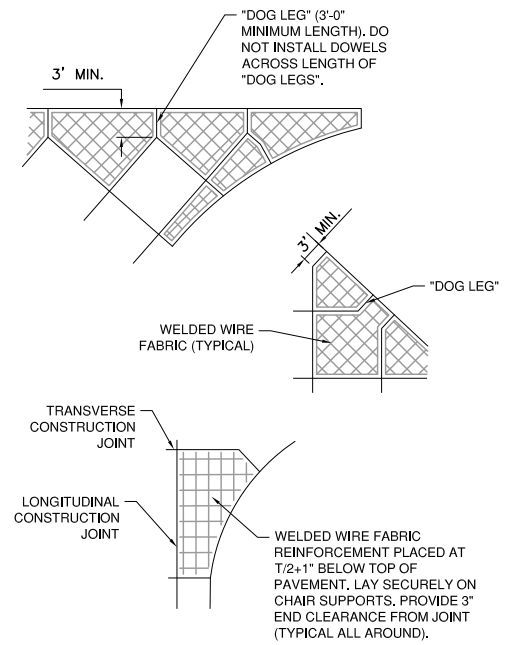


JOINTING AT SKEWED EDGE
NOT TO SCALE



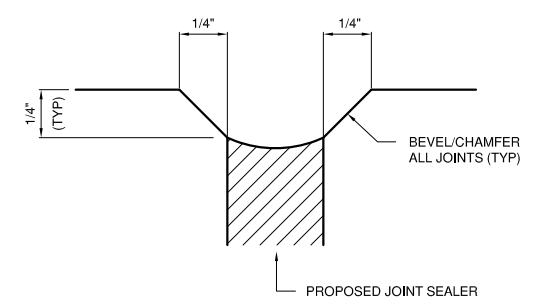
PAVEMENT BLOCKOUT DETAIL FOR EXISTING MANHOLES/INLETS

NOT TO SCALE
ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR EXISTING MANHOLE/INLET CONSTRUCTION. DIMENSION OF BOXOUT MAY VARY TO FIT FIELD CONDITIONS.



TYPICAL FILLET AND REINFORCEMENT DETAILS

NOT TO SCALE



CHAMFER/BEVEL JOINT DETAIL

NOT TO SCALE

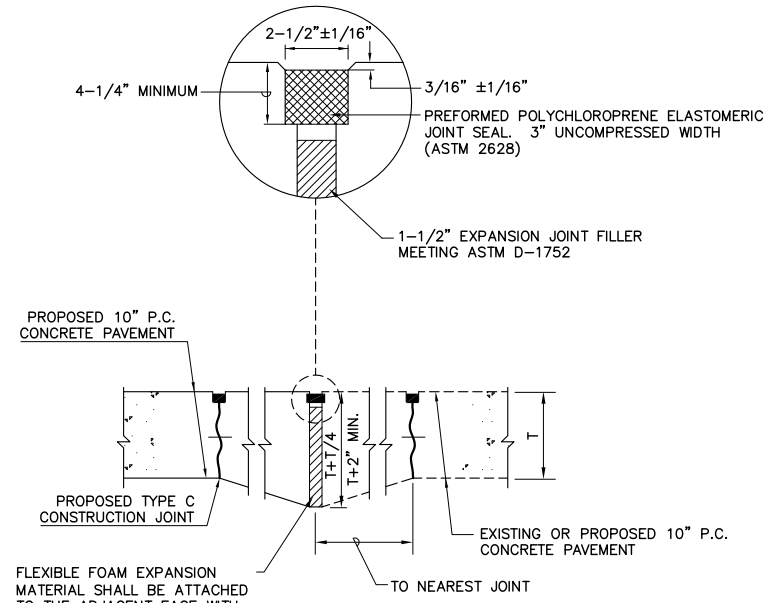
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/4) ±1/4"
10	2.5"

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
10	1"	19"	12"	#5	30"	30"

DIMENSION TABLES



TYPE A ISOLATION

SYMBOL

EXPANSION JOINTS

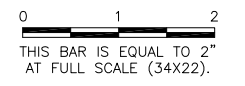
JOINT NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. ALTERNATE METHODS OF PLACEMENT OF DOWEL BARS MAY BE PROPOSED BY THE CONTRACTOR, TO BE APPROVED BY THE ENGINEER. TRANSVERSE DOWEL BAR IMPLANTING WILL NOT BE ALLOWED.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A706, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RE-STRAIGHTEND DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A706 CAN BE USED FOR CONSTRUCTION REQUIRING BENT BARS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCLUDED IN THE ASSOCIATED PCC PAVEMENT PAY ITEM.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- EPOXY-COATED DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.

IL. CONTRACT: **PA060**
IL. LETTING ITEM: **9A**
IL. PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

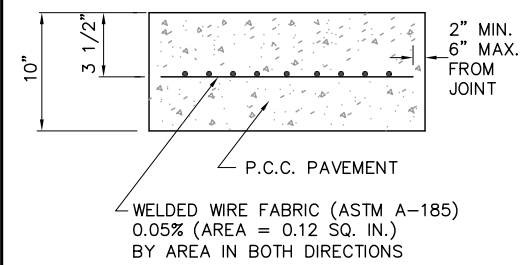
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REVISIONS		
NUMBER	BY	DATE

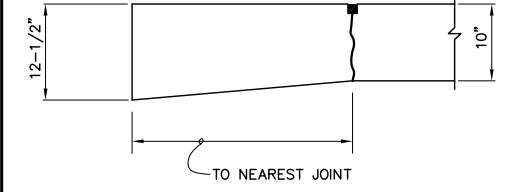


**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1**

PAVEMENT JOINTING DETAILS



ODD SHAPED PANEL REINFORCEMENT



THICKENED EDGE

SYMBOL

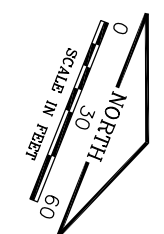
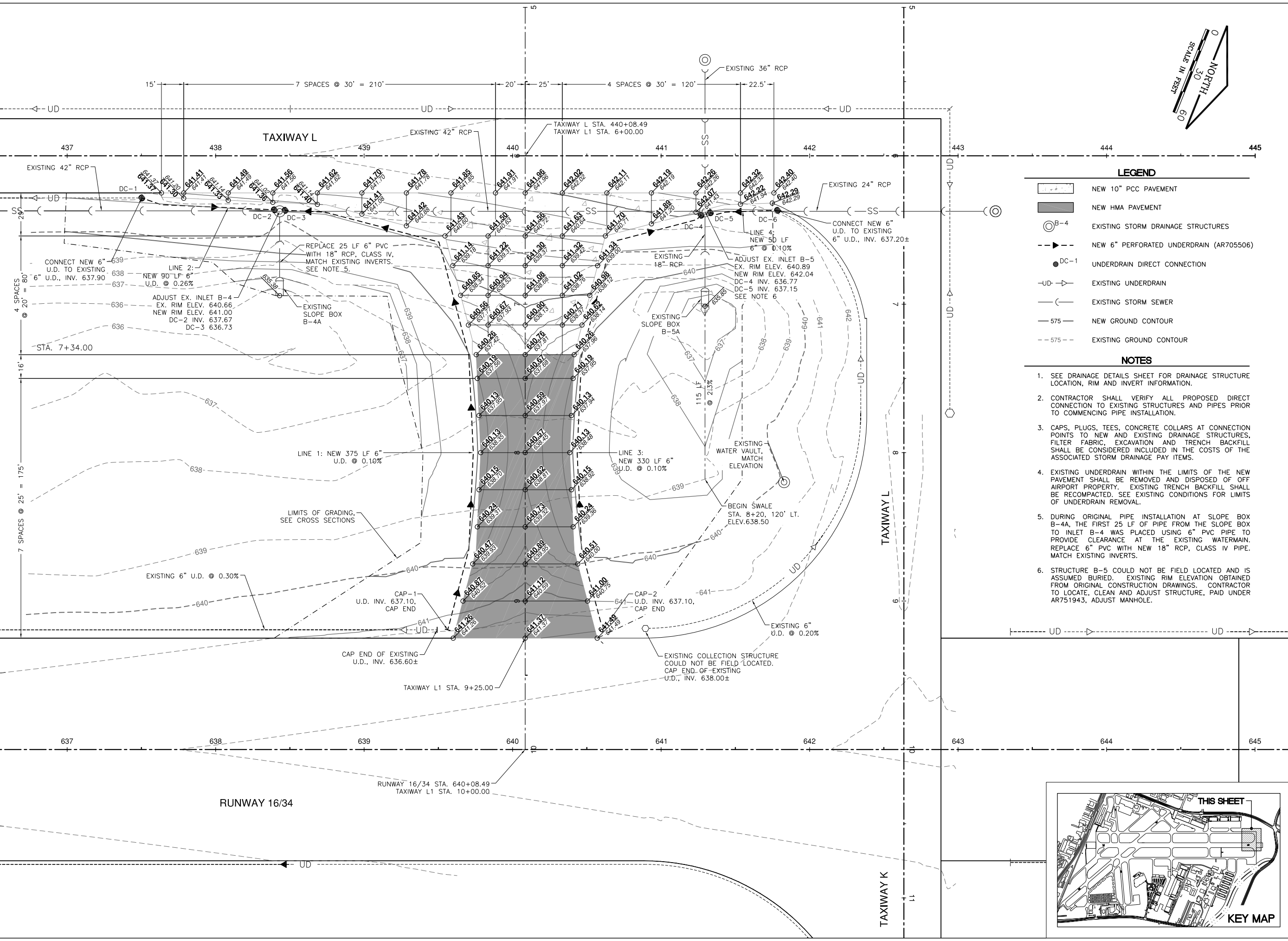
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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY: JRO
CHECKED BY: SMS
APPROVED BY: DKP
DATE: 04/15/2016
JOB No: 15290-04

DATE: Wednesday, April 13, 2016 6:04:19 PM
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 UPDATE BY: Sean Smith
 LAYOUT: Drain Plan
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 base-con2-prop-contours.dwg
 base-con1-prop-swg
 base-con2-prop-swg

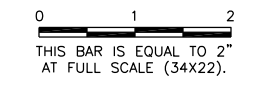


- LEGEND**
- [Symbol] NEW 10" PCC PAVEMENT
 - [Symbol] NEW HMA PAVEMENT
 - [Symbol] EXISTING STORM DRAINAGE STRUCTURES
 - [Symbol] NEW 6" PERFORATED UNDERDRAIN (AR705506)
 - [Symbol] UNDERDRAIN DIRECT CONNECTION
 - [Symbol] EXISTING UNDERDRAIN
 - [Symbol] EXISTING STORM SEWER
 - [Symbol] NEW GROUND CONTOUR
 - [Symbol] EXISTING GROUND CONTOUR
- NOTES**
1. SEE DRAINAGE DETAILS SHEET FOR DRAINAGE STRUCTURE LOCATION, RIM AND INVERT INFORMATION.
 2. CONTRACTOR SHALL VERIFY ALL PROPOSED DIRECT CONNECTION TO EXISTING STRUCTURES AND PIPES PRIOR TO COMMENCING PIPE INSTALLATION.
 3. CAPS, PLUGS, TEES, CONCRETE COLLARS AT CONNECTION POINTS TO NEW AND EXISTING DRAINAGE STRUCTURES, FILTER FABRIC, EXCAVATION AND TRENCH BACKFILL SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE ASSOCIATED STORM DRAINAGE PAY ITEMS.
 4. EXISTING UNDERDRAIN WITHIN THE LIMITS OF THE NEW PAVEMENT SHALL BE REMOVED AND DISPOSED OF OFF AIRPORT PROPERTY. EXISTING TRENCH BACKFILL SHALL BE RECOMPACTED. SEE EXISTING CONDITIONS FOR LIMITS OF UNDERDRAIN REMOVAL.
 5. DURING ORIGINAL PIPE INSTALLATION AT SLOPE BOX B-4A, THE FIRST 25 LF OF PIPE FROM THE SLOPE BOX TO INLET B-4 WAS PLACED USING 6" PVC PIPE TO PROVIDE CLEARANCE AT THE EXISTING WATERMAIN. REPLACE 6" PVC WITH NEW 18" RCP, CLASS IV PIPE. MATCH EXISTING INVERTS.
 6. STRUCTURE B-5 COULD NOT BE FIELD LOCATED AND IS ASSUMED BURIED. EXISTING RIM ELEVATION OBTAINED FROM ORIGINAL CONSTRUCTION DRAWINGS. CONTRACTOR TO LOCATE, CLEAN AND ADJUST STRUCTURE, PAID UNDER AR751943, ADJUST MANHOLE.

IL. CONTRACT: PA060
 IL. LETTING ITEM: 9A
 IL. PROJECT: PWK-4457
 S.B.G. PROJECT: 3-17-SBGP-XX

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NUMBER	BY	DATE



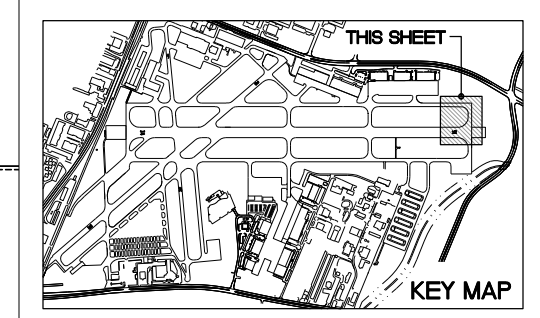
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1
 GRADING AND DRAINAGE PLAN**

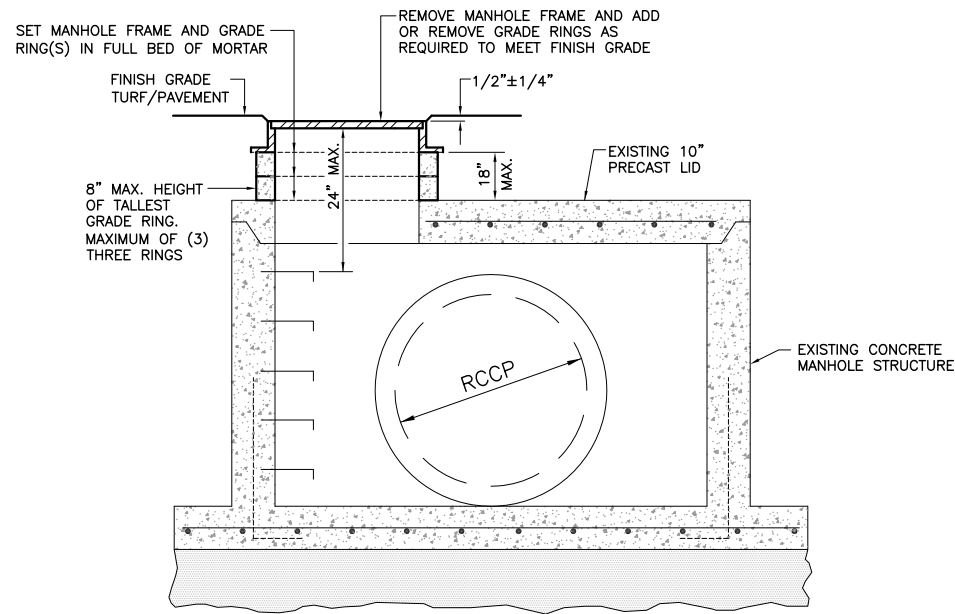
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DATE:	04/15/2016
JOB No:	15290-04





ADJUST MANHOLE (AR751943)

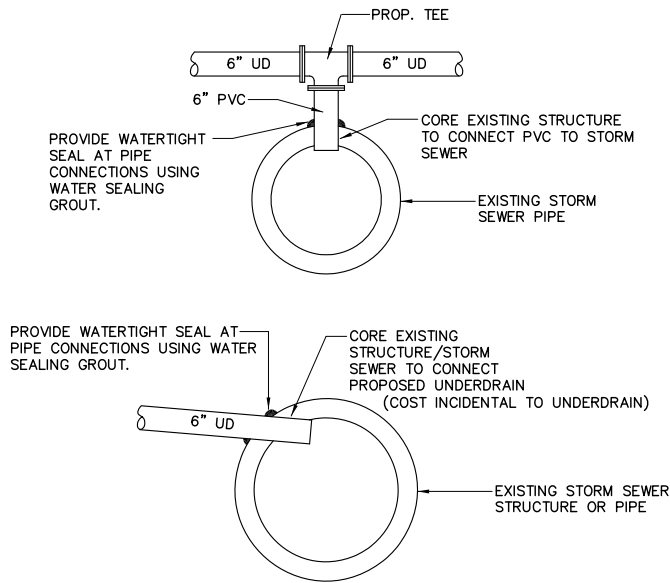
NOT TO SCALE

STRUCTURE ADJUSTMENT NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING EXISTING MANHOLE CONFIGURATIONS AND SIZES FOR THE NECESSARY ADJUSTMENT.
2. THE MAXIMUM AMOUNT OF ADJUSTING RINGS ALLOWED SHALL BE THREE. STRUCTURES WITH THREE ADJUSTING RINGS ALREADY IN PLACE SHALL HAVE THE EXISTING RINGS REMOVED AND LARGER RINGS INSTALLED TO COMPLETE THE ADJUSTMENT. COSTS OF REMOVING AND DISPOSING OF EXISTING RINGS SHALL BE INCLUDED IN THE UNIT PRICE FOR THE ADJUSTMENT.
3. THE MAXIMUM HEIGHT OF ANY SINGLE ADJUSTING RING(S) SHALL BE 8 INCHES, INCLUDING EXISTING RINGS.
4. ADJUSTING RINGS SHALL BE PRE-CAST REINFORCED CONCRETE. ALL ADJUSTING RINGS AND METAL FRAME SHALL BE MORTARED INTO PLACE WITHOUT THE USE OF SHIMS OF ANY TYPE.
5. CONTRACTOR SHALL TAKE CARE TO PREVENT DIRT AND DEBRIS FROM ENTERING THE STRUCTURE. CONTRACTOR SHALL REMOVE ANY DIRT AND DEBRIS FOUND IN THE STRUCTURE PRIOR TO OR AFTER THE ADJUSTMENT, COSTS INCLUDED IN THE UNIT PRICE FOR THE ADJUSTMENT.
6. TOPSOIL PLACED AROUND STRUCTURES IN TURF SHALL BE THOROUGHLY COMPACTED TO PREVENT SETTLING.
7. EXISTING CASTINGS DAMAGED BY THE CONTRACTOR DURING REMOVAL OPERATIONS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE CONTRACT. THE CONTRACTOR SHALL PROPOSE A REPLACEMENT CASTING, TO BE APPROVED BY THE ENGINEER. REPLACEMENT CASTINGS SHALL BE AIRPORT RATED ONLY.

STORM SEWER/UNDERDRAIN NOTES

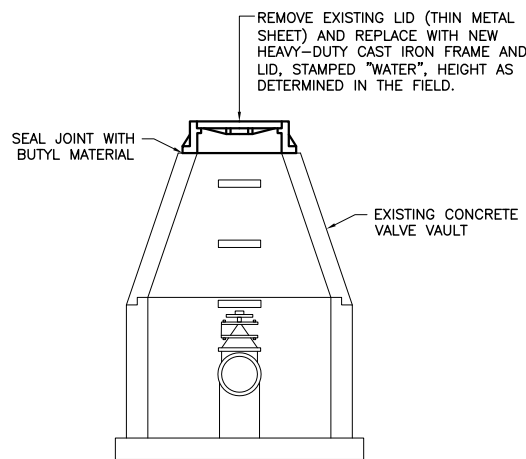
1. CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
5. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
6. PRIOR TO ORDERING AND INSTALLING ALL FIELD TILE REPLACEMENT PIPE, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND INVERTS OF EXISTING FIELD TILE CONNECTIONS. ADJUSTMENTS SHALL BE MADE AS NECESSARY AT NO ADDITIONAL COST TO THE CONTRACT.
7. CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.



UNDERDRAIN CONNECTION DETAILS

NOT TO SCALE

UNDERDRAIN CONNECTIONS AND FITTINGS, TEES AND ELBOWS USED FOR CONNECTIONS TO PROPOSED STRUCTURES AND STORM SEWERS / EXISTING STRUCTURES AND STORM SEWERS, SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED UNDERDRAIN.



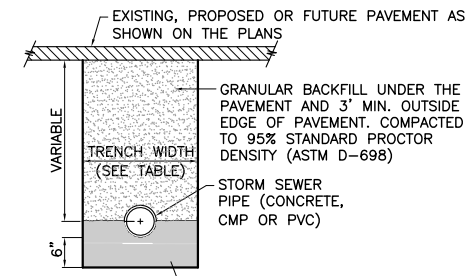
ADJUST WATER VALVE (AR760947)

NOT TO SCALE

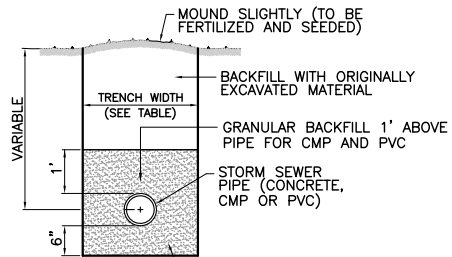
WATER VALVE ADJUSTMENT NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING EXISTING VALVE VAULT CONFIGURATIONS AND SIZES FOR THE NECESSARY ADJUSTMENT.
2. REMOVE THE EXISTING THIN METAL SHEET COVERING THE VALVE VAULT AND RETURN TO AIRPORT MAINTENANCE, COSTS INCLUDED IN THE ADJUSTMENT.
3. ADJUSTING RINGS SHALL NOT BE REQUIRED. THE AREA AROUND THE VALVE VAULT WILL BE BROUGHT TO GRADE WITH EARTH MATERIALS.
4. CONTRACTOR SHALL TAKE CARE TO PREVENT DIRT AND DEBRIS FROM ENTERING THE STRUCTURE. CONTRACTOR SHALL REMOVE ANY DIRT AND DEBRIS FOUND IN THE STRUCTURE PRIOR TO OR AFTER THE ADJUSTMENT, COSTS INCLUDED IN THE UNIT PRICE FOR THE ADJUSTMENT.
5. TOPSOIL PLACED AROUND STRUCTURES IN TURF SHALL BE THOROUGHLY COMPACTED TO PREVENT SETTLING.

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH	MAXIMUM PAVEMENT REMOVAL WIDTH
6	3'-7"	5'-7"
8	3'-9"	5'-9"
12	4'-2"	6'-2"
15	4'-6"	6'-6"
18	4'-9"	6'-9"
21	5'-0"	7'-0"
24	5'-4"	7'-4"
27	5'-7"	7'-7"
30	5'-11"	7'-11"
36	6'-6"	8'-6"
42	7'-1"	9'-1"
48	7'-8"	9'-8"
54	8'-3"	10'-3"
60	8'-10"	10'-10"
66	9'-5"	11'-5"
72	10'-0"	12'-0"
78	10'-7"	12'-7"
84	11'-2"	13'-2"
90	11'-9"	13'-9"
96	12'-4"	14'-4"
102	12'-11"	14'-11"
108	13'-6"	15'-6"



ALL PAVED AREAS



NON-PAVED AREAS

TRENCH DETAILS

NOT TO SCALE

UNDERDRAIN PIPE SCHEDULE

UD LINE	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT	DOWNSTREAM INVERT	PIPE LENGTH	PIPE SLOPE
1	CAP-1	DC-3	637.10	636.73	375	0.10%
2	DC-1	DC-2	637.90	637.67	90	0.26%
3	CAP-2	DC-4	637.10	636.77	330	0.10%
4	DC-6	DC-5	637.20	637.15	50	0.10%

UNDERDRAIN STRUCTURE SCHEDULE

STRUCTURE NUMBER	STATION/OFFSET	GROUND ELEV.	INVERT ELEV.	NOTES
CAP-1	9+20, 50' RT.	641.16	637.10	HIGH POINT, CAP END
CAP-2	9+20, 50' LT.	641.41	637.10	HIGH POINT, CAP END
DC-1	6+28, 258' RT.	641.20	637.90	HIGH POINT, CONNECT TO EXISTING PIPE
DC-2	6+37, 162' RT.	641.06	637.67	CONNECT TO STRUCTURE B-4
DC-3	6+37, 162' RT.	641.06	636.73	CONNECT TO STRUCTURE B-4
DC-4	6+40, 118' LT.	641.90	636.77	CONNECT TO STRUCTURE B-5
DC-5	6+40, 118' LT.	641.90	637.15	CONNECT TO STRUCTURE B-5
DC-6	6+37, 170' LT.	642.12	637.20	CONNECT TO EXISTING PIPE

STORM SEWER STRUCTURE SCHEDULE

STRUCTURE NUMBER	LOCATION	RIM	INVERT	NOTES
B-4A	TXY L STA. 438+50, 100' RT	N/A	EX 6" PVC INV. W (OUT) 634.63	REPLACE 6" PVC WITH NEW 18" RCP, CL IV
B-4	TXY L STA. 438+50, 39' RT	640.66	EX 42" RCP INV. S (OUT) 634.58 EX 42" RCP INV. N (IN) 634.58 EX 18" RCP INV. E (IN) 634.58 6" PVC INV. S (IN) 637.67 6" PVC INV. N (IN) 636.73	ADJUST EXISTING MANHOLE, NEW RIM ELEV. 641.00 DC-2 DC-3
B-5A	TXY L STA. 441+36, 100' RT	N/A	EX 18" RCP INV. W (OUT) 635.37	EXISTING 18" SLOPE BOX
B-5	TXY L STA. 441+36, 39' RT	640.89	EX 18" RCP INV. E (IN) 635.28 EX 42" RCP INV. S (OUT) 634.81 EX 36" RCP INV. W (IN) 634.71 EX 24" RCP INV. N (IN) 634.80 6" PVC INV. S (IN) 636.77 6" PVC INV. N (IN) 637.15	ADJUST EXISTING MANHOLE, NEW RIM ELEV. 642.04 STRUCTURE COULD NOT BE FIELD LOCATED. EXISTING RIM ELEVATION FROM RECORD DRAWINGS. DC-4 DC-5

IL. CONTRACT: **PA060**
IL. LETTING ITEM: **9A**
IL. PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

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
CONSTRUCT BYPASS TAXIWAY L1**

DRAINAGE DETAILS

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CHICAGO EXECUTIVE AIRPORT

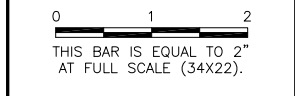
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IL CONTRACT: **PA060**
 IL LETTING ITEM: **9A**
 IL PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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NUMBER	BY	DATE

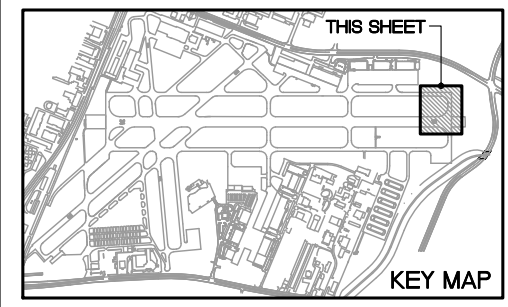
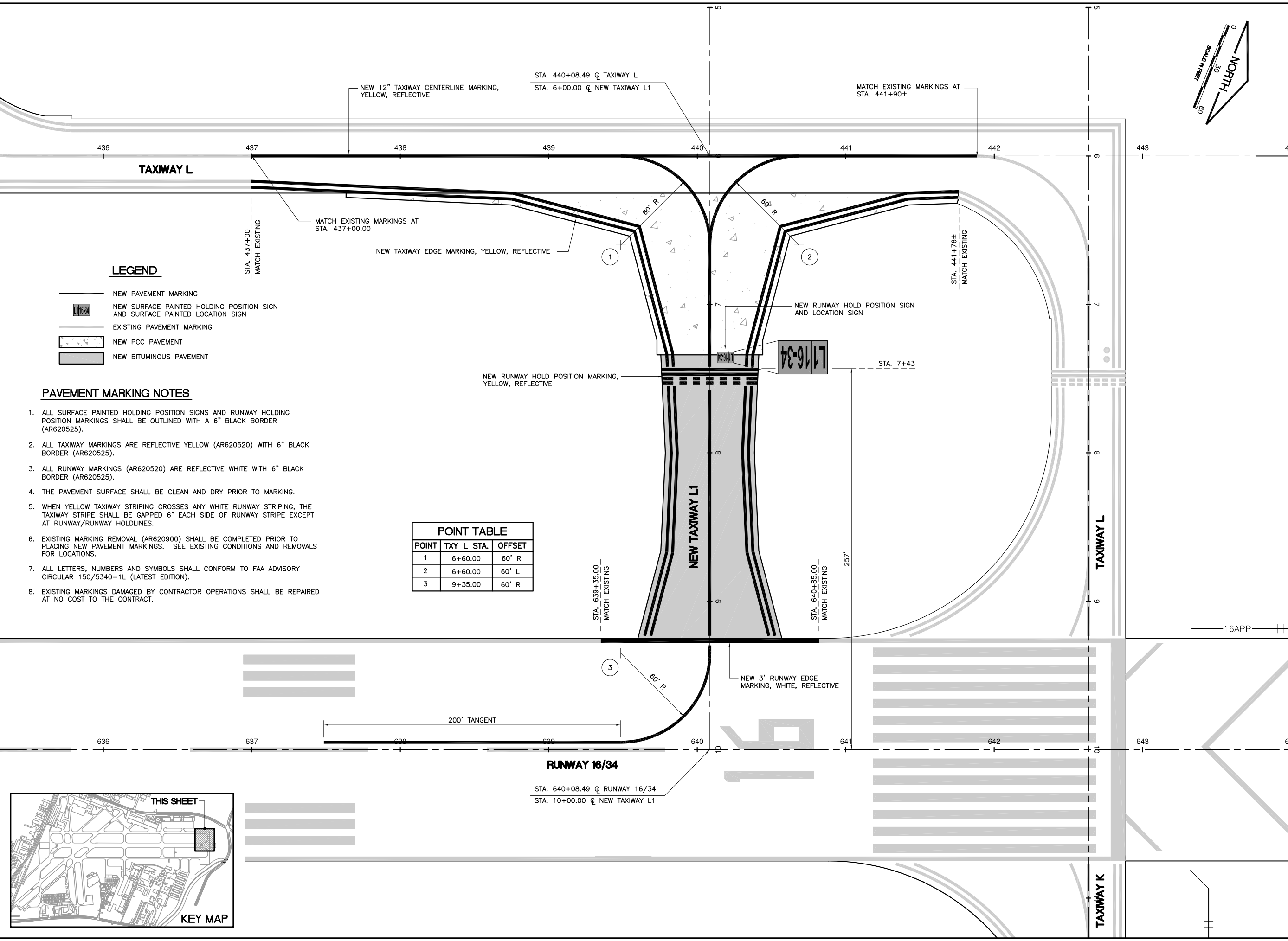


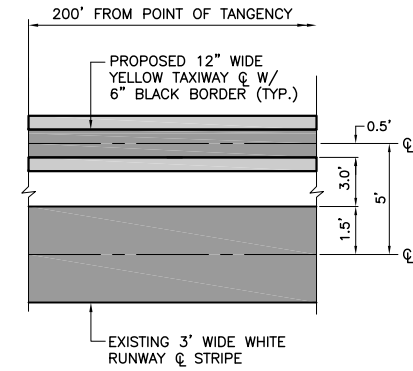
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
PAVEMENT MARKING PLAN


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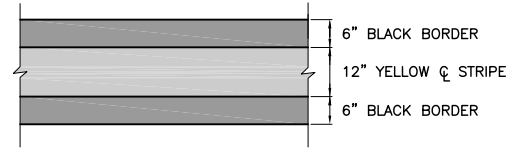


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JOB No:	15290-04
SHEET 18 OF 27 SHEETS	

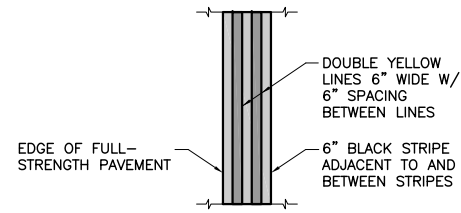




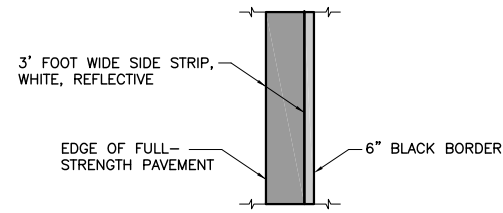
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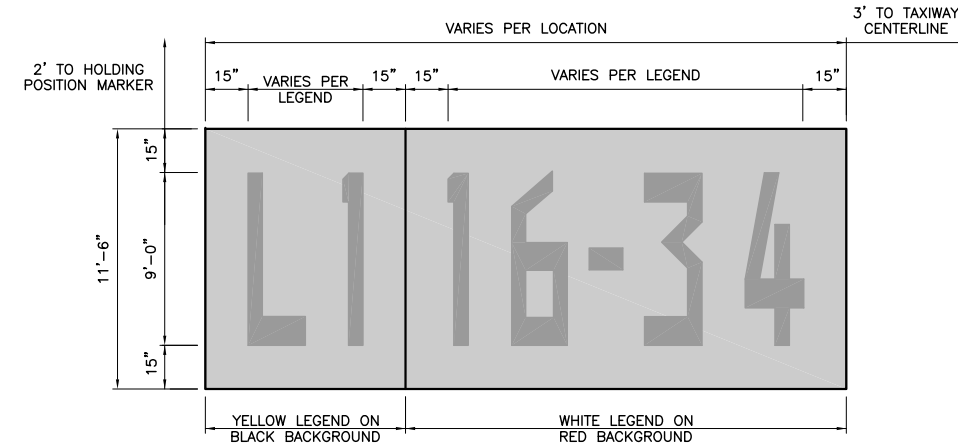
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**TAXIWAY
EDGE MARKINGS
CONTINUOUS**
NOT TO SCALE

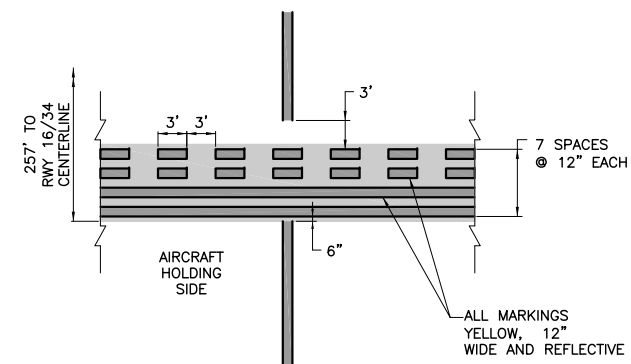


**RUNWAY
EDGE MARKINGS
CONTINUOUS**
NOT TO SCALE



SURFACE PAINTED HOLDING POSITION SIGN
NOT TO SCALE

1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION.
2. ALL SURFACE PAINTED LOCATION SIGNS SHALL HAVE A BLACK BACKGROUND WITH A YELLOW INSCRIPTION.
3. ALL SURFACE PAINTED SIGNS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
4. LEGENDS SHALL BE AS SHOWN ON THE PAVEMENT MARKING PLAN SHEET.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FIGURES A-1 THROUGH A-5 IN FAA ADVISORY CIRCULAR 150/5340-1L (LATEST EDITION), APPENDIX 1.



RUNWAY HOLDING POSITION MARKING
NOT TO SCALE

IL CONTRACT: **PA060**
IL LETTING ITEM: **9A**
IL PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

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
CONSTRUCT BYPASS TAXIWAY L1**

PAVEMENT MARKING DETAILS

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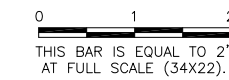


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DATE: 04/15/2016
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REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1

LIGHTING AND ELECTRICAL PLAN

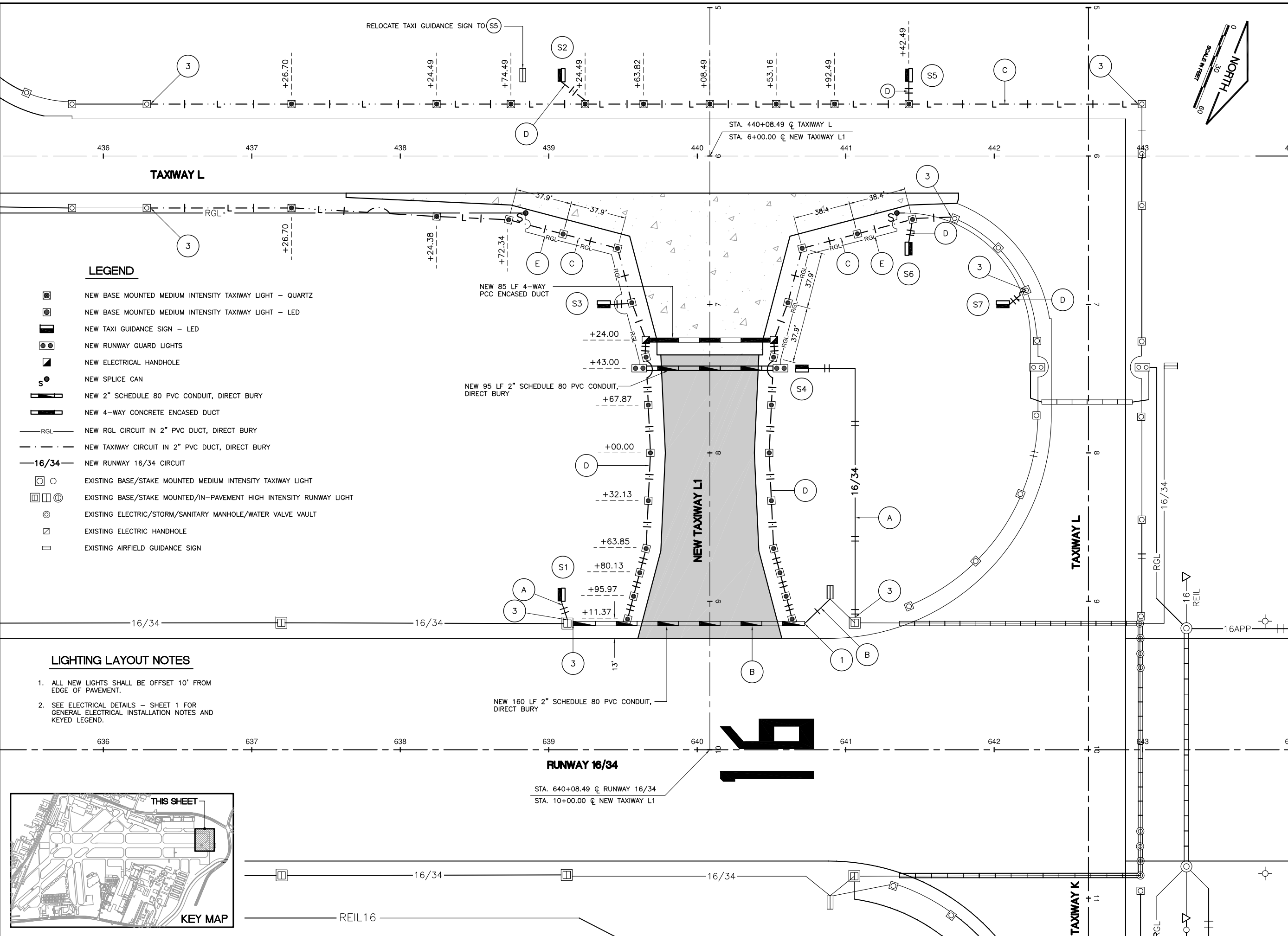
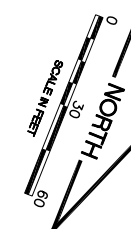
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JOB No:	15290-04

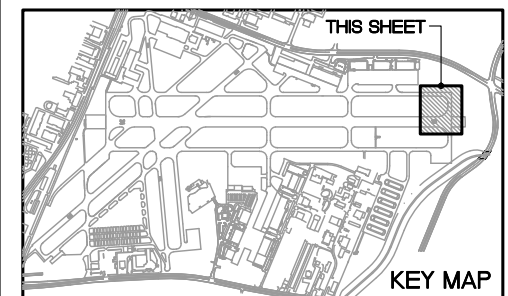


LEGEND

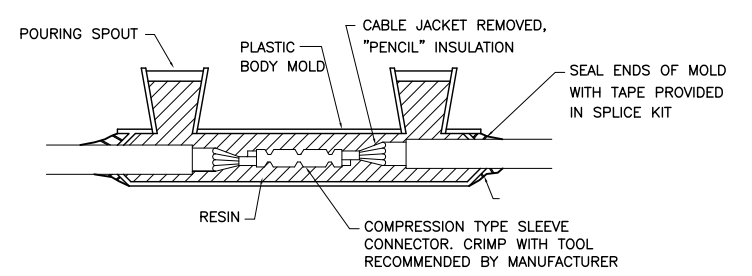
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - QUARTZ
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - LED
- NEW TAXI GUIDANCE SIGN - LED
- NEW RUNWAY GUARD LIGHTS
- NEW ELECTRICAL HANDHOLE
- NEW SPLICE CAN
- NEW 2" SCHEDULE 80 PVC CONDUIT, DIRECT BURY
- NEW 4-WAY CONCRETE ENCASED DUCT
- NEW RGL CIRCUIT IN 2" PVC DUCT, DIRECT BURY
- NEW TAXIWAY CIRCUIT IN 2" PVC DUCT, DIRECT BURY
- NEW RUNWAY 16/34 CIRCUIT
- EXISTING BASE/STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE/STAKE MOUNTED/IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
- EXISTING ELECTRIC/STORM/SANITARY MANHOLE/WATER VALVE VAULT
- EXISTING ELECTRIC HANDHOLE
- EXISTING AIRFIELD GUIDANCE SIGN

LIGHTING LAYOUT NOTES

1. ALL NEW LIGHTS SHALL BE OFFSET 10' FROM EDGE OF PAVEMENT.
2. SEE ELECTRICAL DETAILS - SHEET 1 FOR GENERAL ELECTRICAL INSTALLATION NOTES AND KEYED LEGEND.

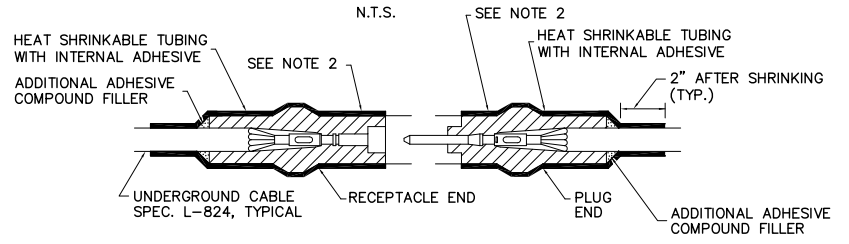


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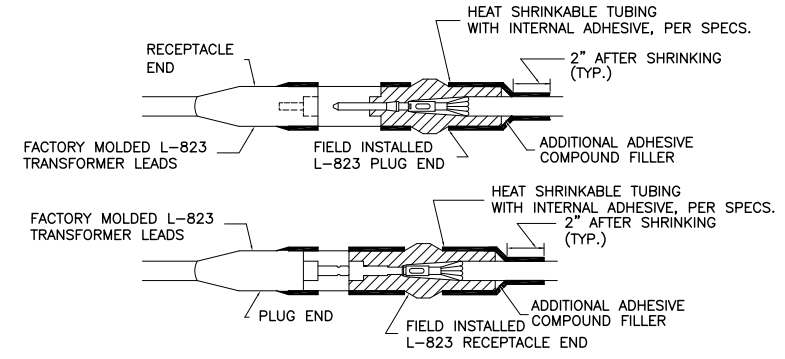
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT
N.T.S.



TYPE C AND D - CABLE SPLICE

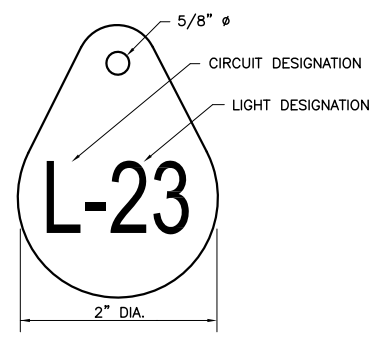
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS

SPLICE NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
- THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.

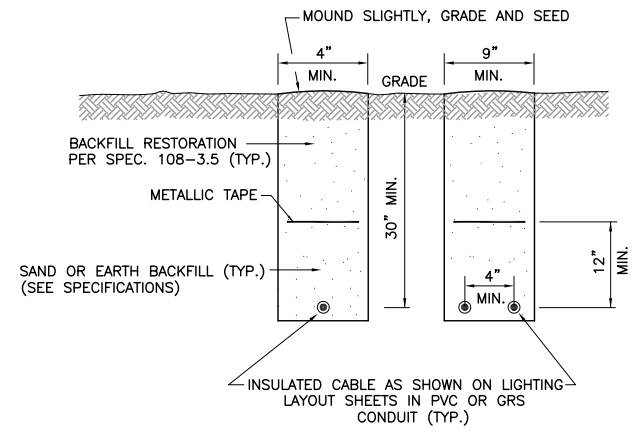
NOTES

- 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 A SET SCREW.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

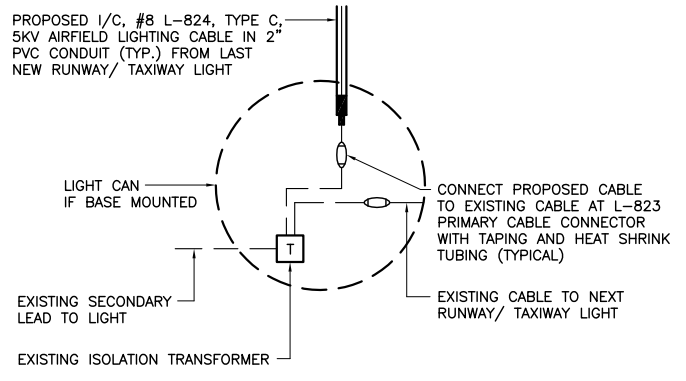


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

NOTES

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

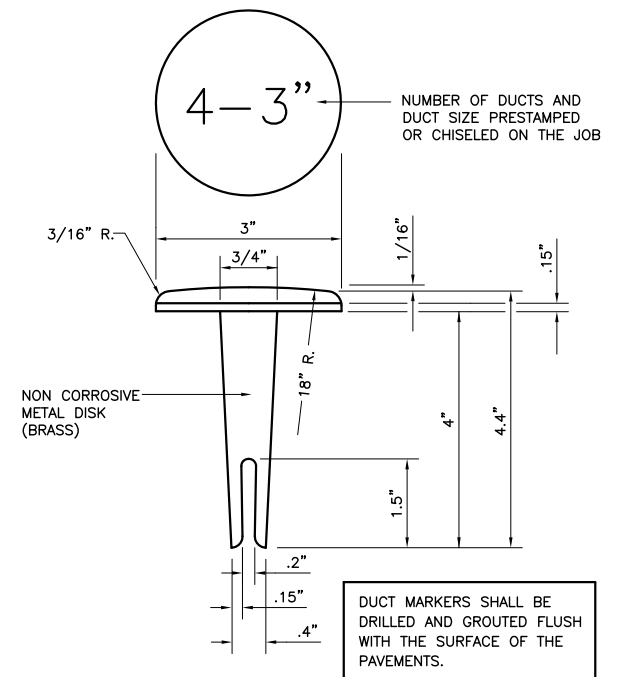


RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE

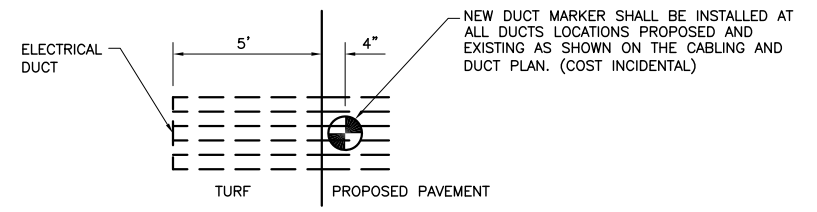
ELECTRICAL PLAN KEYED NOTES

- CONNECT NEW CONDUIT TO EXISTING CONDUIT
- CONNECT NEW CONDUIT TO EXISTING TAXI GUIDANCE SIGN
- CONNECT NEW CONDUIT TO EXISTING BASE MOUNTED LIGHT
- NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (RUNWAY 16/34 CIRCUIT)
- NEW 1/C #8 5KV UG CABLE IN NEW AND EXISTING 2" CONDUIT (RUNWAY 16/34 CIRCUIT)
- NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (TAXIWAY L CIRCUIT)
- NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (TAXIWAY L CIRCUIT)
- NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (RGL CIRCUIT)



DUCT MARKER DETAIL

NOT TO SCALE



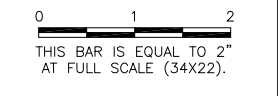
GENERAL ELECTRICAL INSTALLATION NOTES

- CONCRETE BASES FOR BASE MOUNTED LIGHTS, SIGNS AND SPLICE CANS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (ITEM 610).
- TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C #8 5KV, L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR AND BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.
- ALL SIGNS, LIGHTS AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
- ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIAMETER COLUMN AND FRANGIBLE COUPLINGS, UNLESS OTHERWISE NOTED.
- INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.
- INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED.
- DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- CONDUIT CONNECTIONS TO EXISTING BASE MOUNTED LIGHTS, TAXI GUIDANCE SIGNS OR CONDUIT SHALL BE CONSIDERED INCIDENTAL TO THE NEW CONDUIT INSTALLATION.
- REMOVAL AND DISPOSAL OF EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED.
- CORING INTO EXISTING LIGHT AND SIGN CANS AND CONNECTING NEW CONDUIT TO THE EXISTING LIGHT AND SIGN CANS SHALL BE CONSIDERED INCIDENTAL TO THE CONDUIT INSTALLATION. AT THE CONTRACTOR'S OPTION, HE MAY REPLACE THE SIGN OR LIGHT BASE WITH A NEW UNIT WITH THE PROPER NUMBER OF CONDUIT OPENINGS IN LIEU OF CORING, AT NO ADDITIONAL COST TO THE CONTRACT.

IL CONTRACT: PA060
IL LETTING ITEM: 9A
IL PROJECT: PWK-4457
S.B.G. PROJECT: 3-17-SBGP-XX

SURVEY BOOK #

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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1

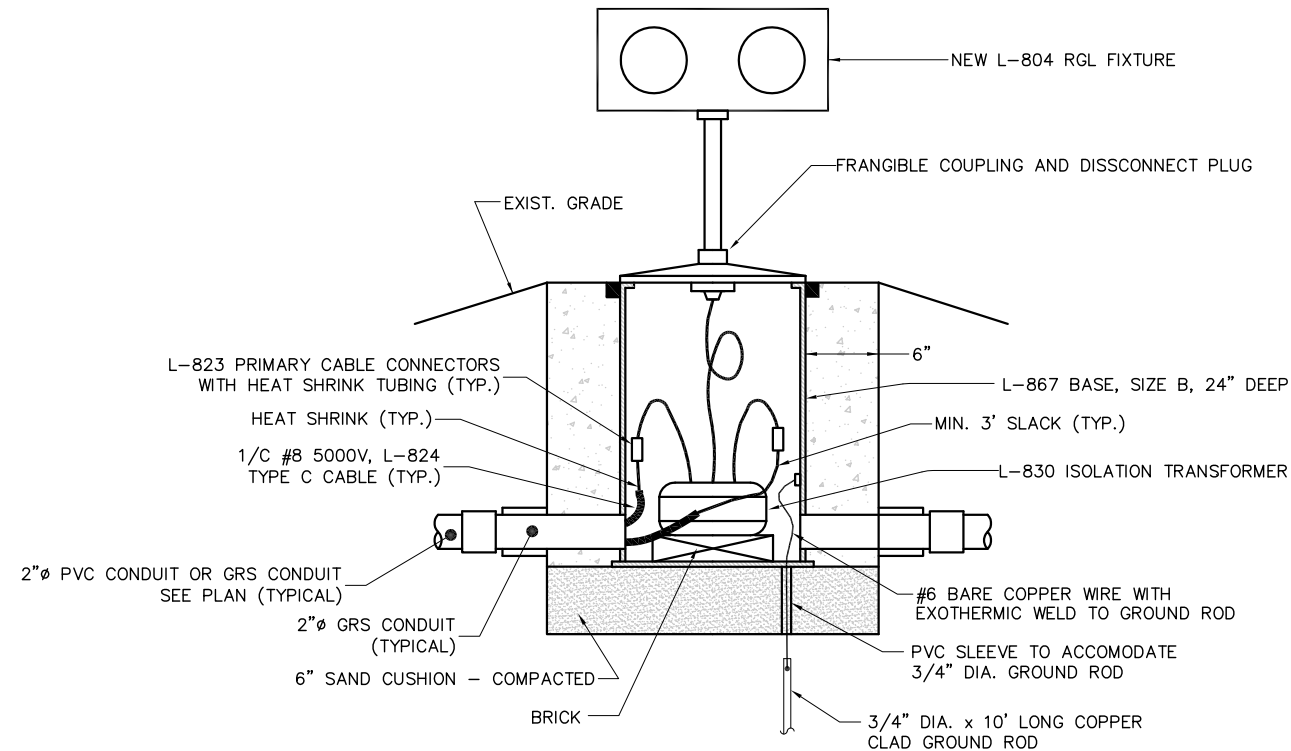
ELECTRICAL DETAILS - SHEET 1

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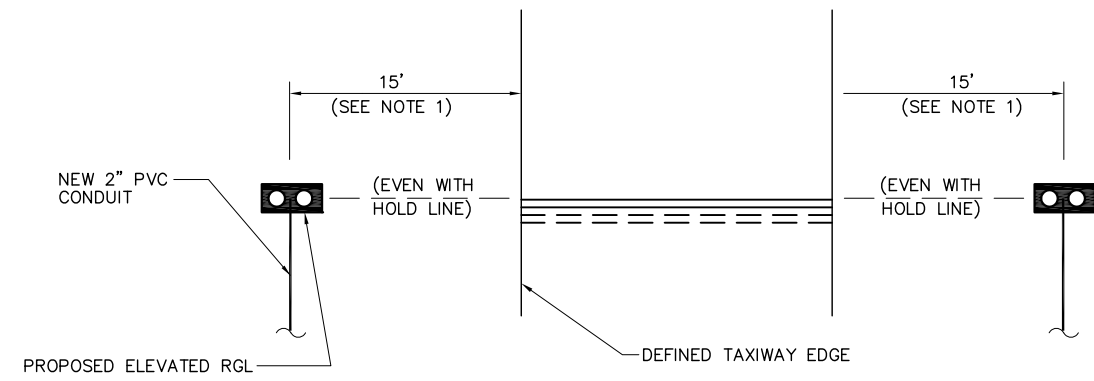
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DATE:	04/15/2016
JOB No:	15290-04



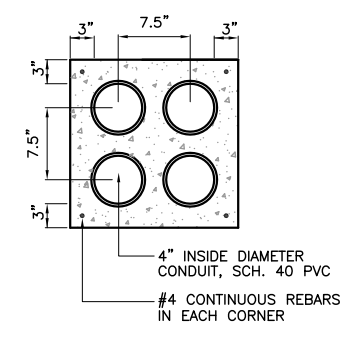
INSTALLATION OF ELEVATED RGL (TYPICAL)
NOT TO SCALE



ELEVATED RGL LAYOUT DETAIL (TYPICAL)
NOT TO SCALE

NOTES

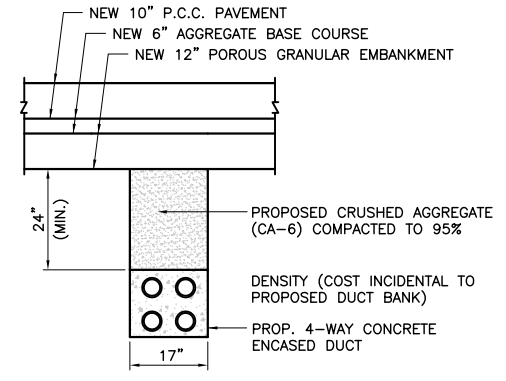
1. DISTANCE FROM TAXIWAY EDGE MAY BE INCREASED UP TO A MAXIMUM OF 17' AND A MINIMUM OF 12'. KEEP BOTH FIXTURES AT SAME DISTANCE FROM TAXIWAY PAVEMENT.



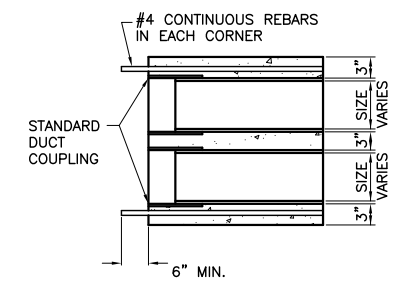
4-WAY
CONCRETE ENCASED DUCT BANK
NOT TO SCALE

NOTES

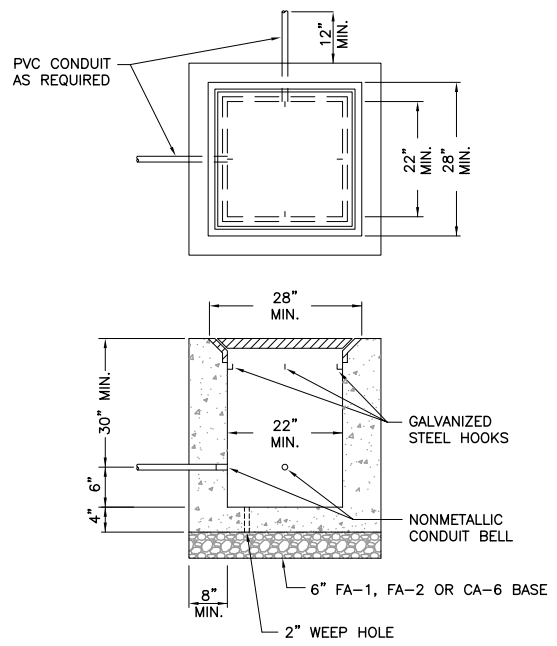
1. DIMENSIONS ARE MINIMUM.
2. CONCRETE SHALL CONFORM TO ITEM 610.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.



CONC ENCASED (4-WAY) ELECTRICAL DUCT BACKFILL
NOT TO SCALE



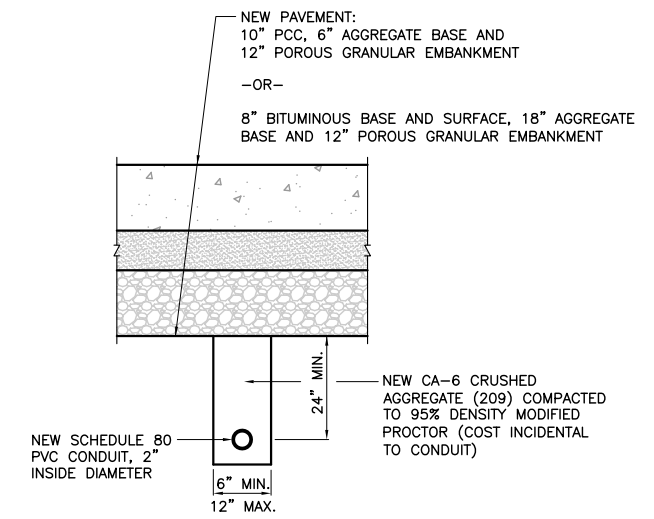
CONCRETE ENCASED DUCT END DETAIL
NOT TO SCALE



TYPE 2 ELECTRICAL/COMMUNICATION HANDHOLE
NOT TO SCALE - AR110610

NOTES:

1. CONDUIT ENTRANCES AND NUMBER OF CONDUITS SHALL BE AS SHOWN ON SITE PLAN VIEW.
2. FRAME AND LID SHALL BE NEENAH R-6662-KH, EAST JORDAN IRON WORKS 8085 OR EQUAL.
3. COVER SHALL BE STAMPED "ELECTRICAL".



PVC CONDUIT UNDER PAVEMENT DETAIL
NOT TO SCALE

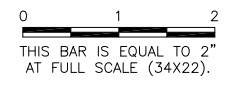
NOTES

1. NEW CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE OR ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.

IL. CONTRACT: **PA060**
IL. LETTING ITEM: **9A**
IL. PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

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**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1**

ELECTRICAL DETAILS - SHEET 2

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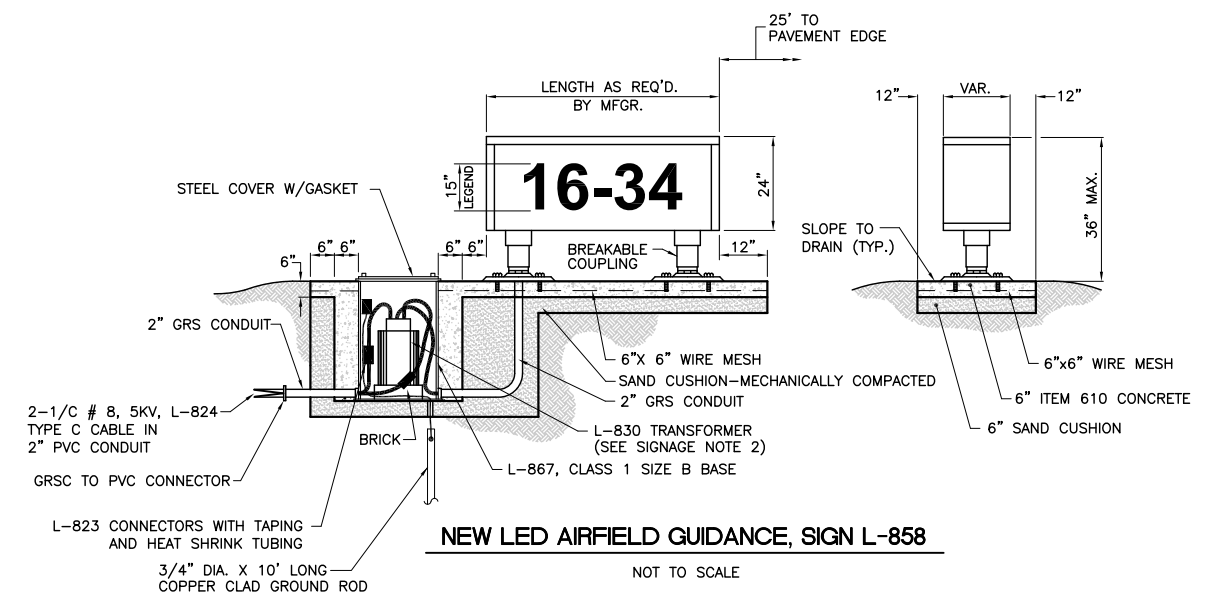
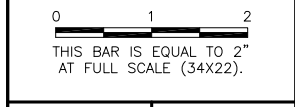


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APPROVED BY:	DKP
DATE:	04/15/2016
JOB No:	15290-04

IL CONTRACT: **PA060**
IL LETTING ITEM: **9A**
IL PROJECT: **PWK-4457**
S.B.G. PROJECT: **3-17-SBGP-XX**

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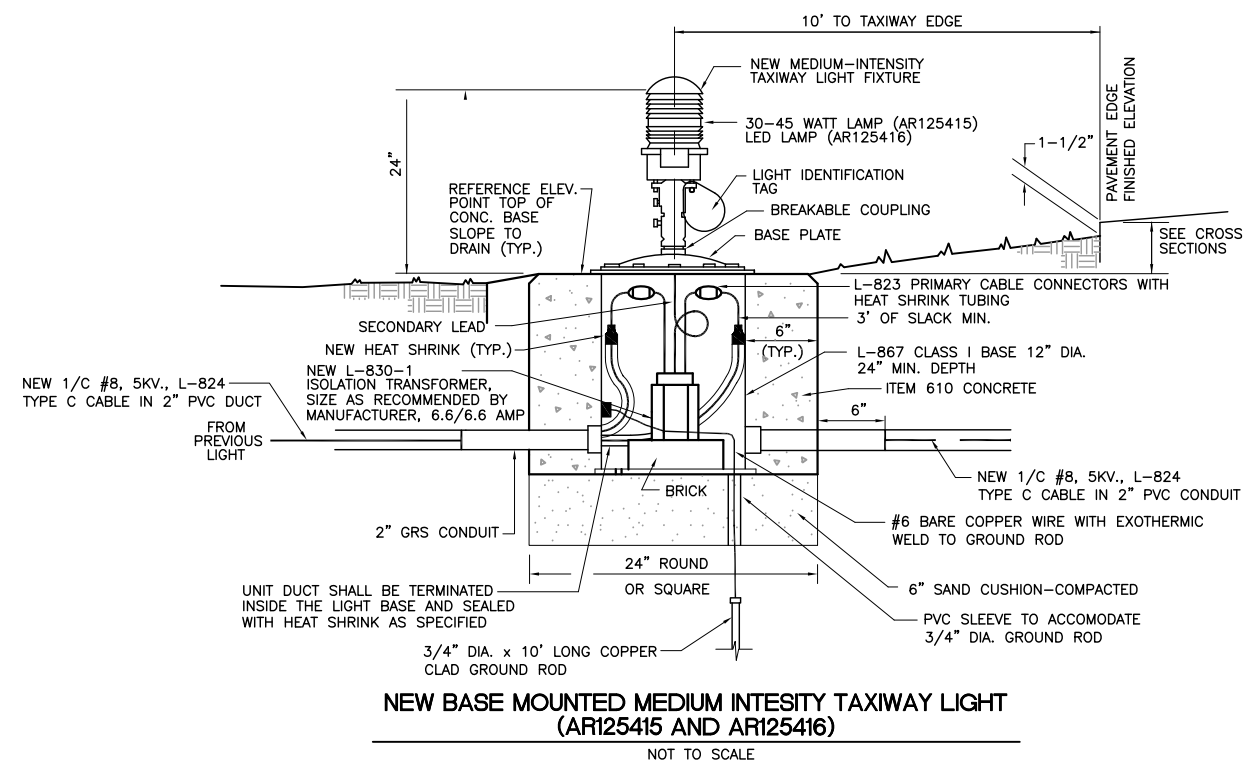
REVISIONS		
NUMBER	BY	DATE



NEW LED AIRFIELD GUIDANCE, SIGN L-858

SIGNAGE NOTES

1. ALL SIGNS ARE 2-SIDED LED SIGNS, SIZE 2, STYLE 2, CLASS 2 AND MODE 2 AS MANUFACTURED BY ADB OR APPROVED EQUAL.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
5. CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.



NEW BASE MOUNTED MEDIUM INTESITY TAXIWAY LIGHT (AR125415 AND AR125416)

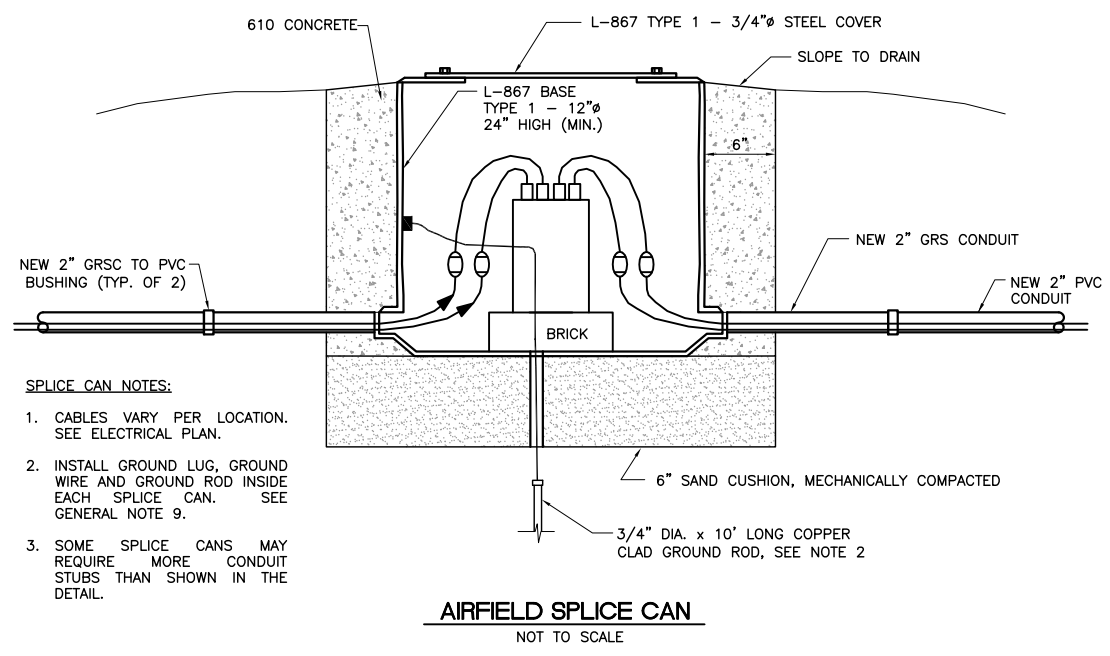
LIGHTING NOTES

1. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR EACH LAMP TYPE.
2. NON-LED FIXTURES SHALL UTILIZE QUARTZ LAMPS.
3. SEE ELECTRICAL AND LIGHTING PLAN FOR LOCATIONS OF QUARTZ OR LED FIXTURES.
4. ARCTIC KIT SHALL NOT BE REQUIRED FOR LED FIXTURES.

AIRFIELD SIGNAGE SCHEDULE					
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION	NOTES
S1	N S	BLANK L1	0 3	STA. 639+08, 100' LT. CL RUNWAY 16/34	NEW, 3 CHARACTER
S2	N S	BLANK L1	0 2,3	STA. 439+08, 50' LT. CL TAXIWAY L	NEW, 4 CHARACTER
S3	W E	BLANK L1	0 2,3	STA. 7+00, 66.9' RT. CL TAXIWAY L1	NEW, 5 CHARACTER
S4	W E	BLANK L1	2,1 0	STA. 7+43, 57.5' LT. CL TAXIWAY L1	NEW, 7 CHARACTER
S5	N S	BLANK MESSAGE	0 3	STA. 441+42, 50' LT. CL TAXIWAY L	RELOCATE TAXI GUIDANCE SIGN ON NEW FOUNDATION
S6	N S	BLANK L1	3,2 0	STA. 441+42, 58' RT. CL TAXIWAY L	NEW, 4 CHARACTER
S7	W E	BLANK L1	0 3,2	STA. 7+00, 53.2' RT. CL TAXIWAY L	NEW, 3 CHARACTER

NEW SIGN TYPE LEGEND

- 0 — BLANK PANEL — BLACK
- 1 — RUNWAY/TAXIWAY HOLDLINE — WHITE LEGEND ON RED BACKGROUND
- 2 — LOCATION SIGN — YELLOW LEGEND ON BLACK BACKGROUND
- 3 — DIRECTION/INFORMATION SIGN — BLACK LEGEND ON YELLOW BACKGROUND



AIRFIELD SPLICE CAN

- SPLICE CAN NOTES:**
1. CABLES VARY PER LOCATION. SEE ELECTRICAL PLAN.
 2. INSTALL GROUND LUG, GROUND WIRE AND GROUND ROD INSIDE EACH SPLICE CAN. SEE GENERAL NOTE 9.
 3. SOME SPLICE CANS MAY REQUIRE MORE CONDUIT STUBS THAN SHOWN IN THE DETAIL.

**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1**

ELECTRICAL DETAILS - SHEET 3

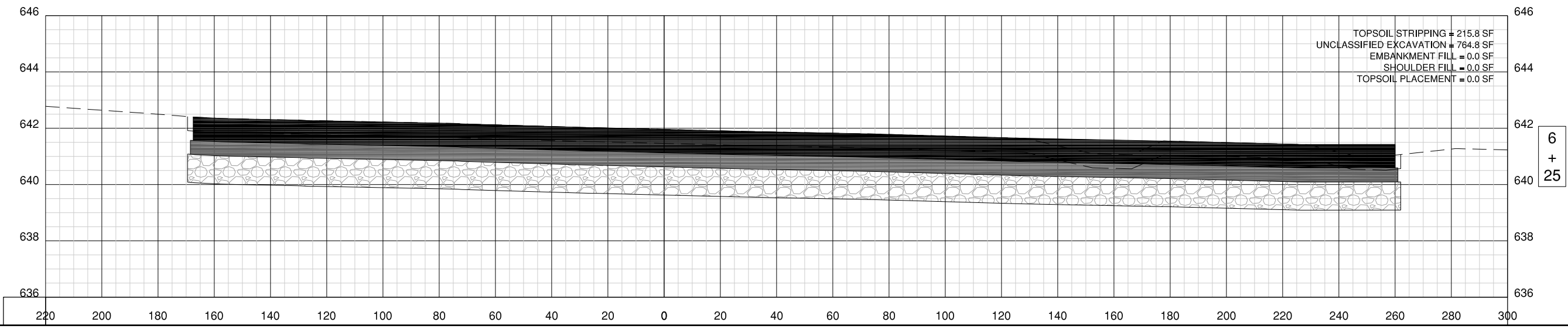
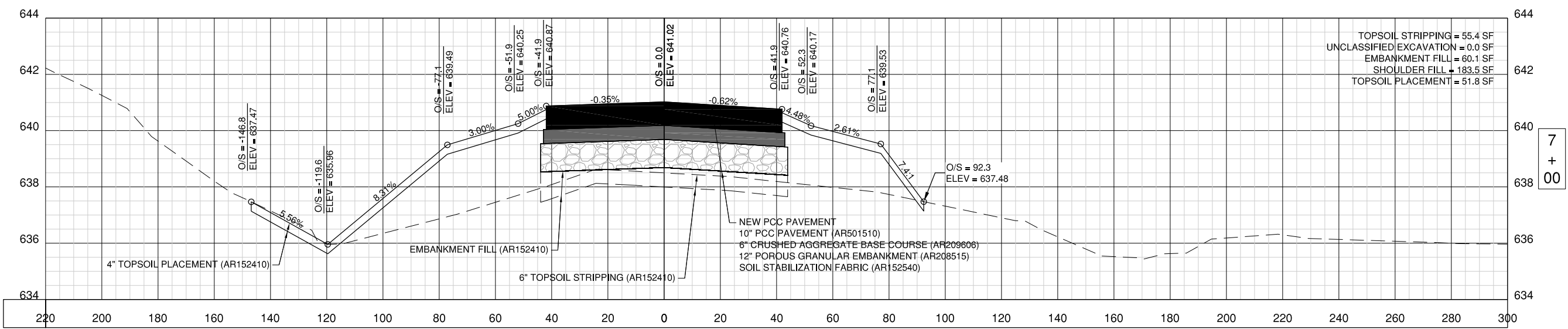
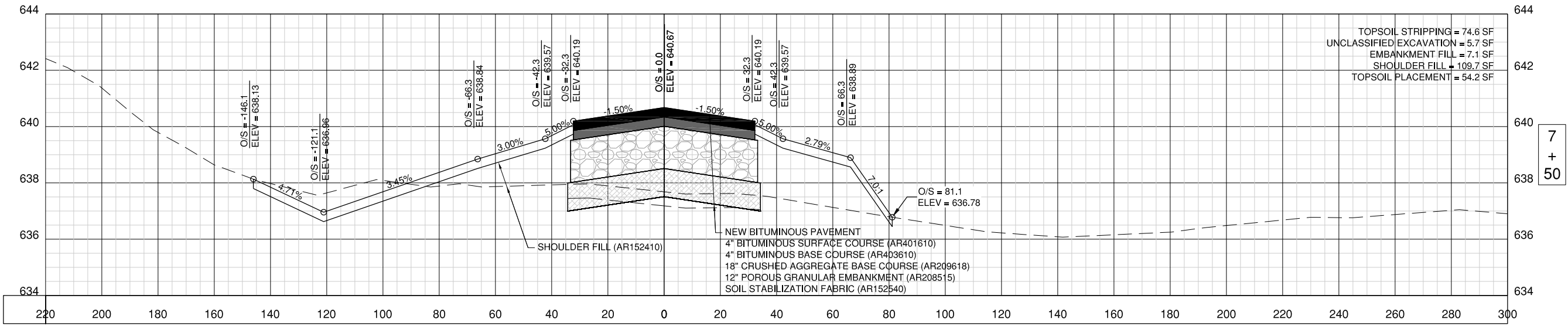
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IL. CONTRACT: **PA060**
 IL. LETTING ITEM: **9A**
 IL. PROJECT: **PWK-4457**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT BYPASS TAXIWAY L1
CROSS SECTIONS - SHEET 1

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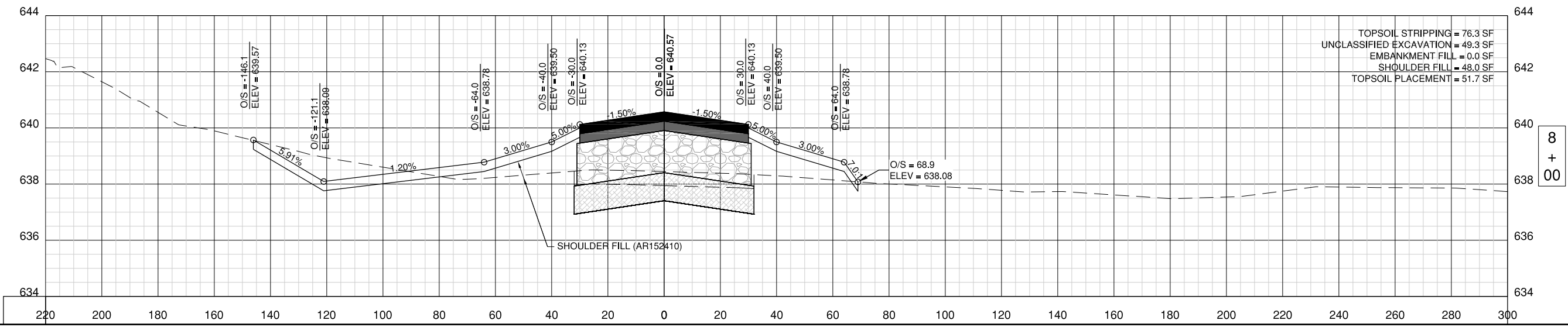
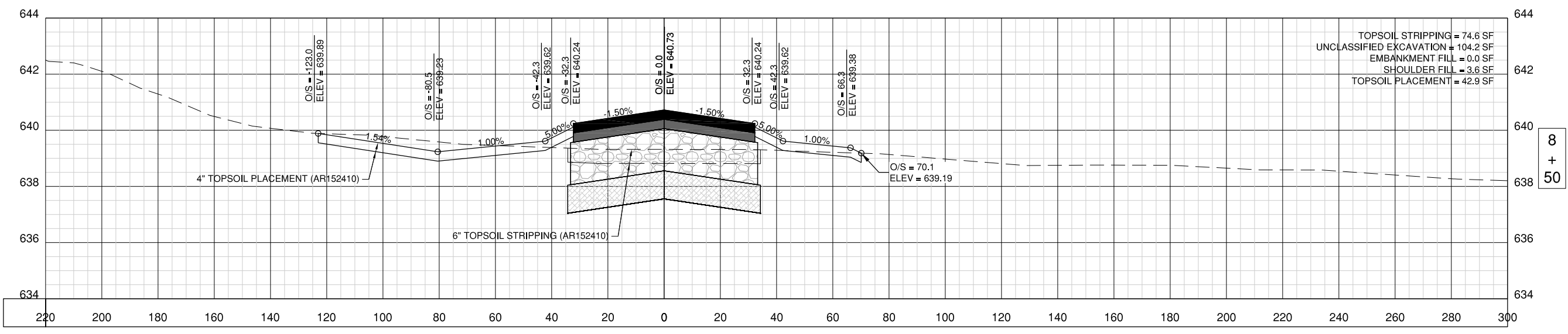
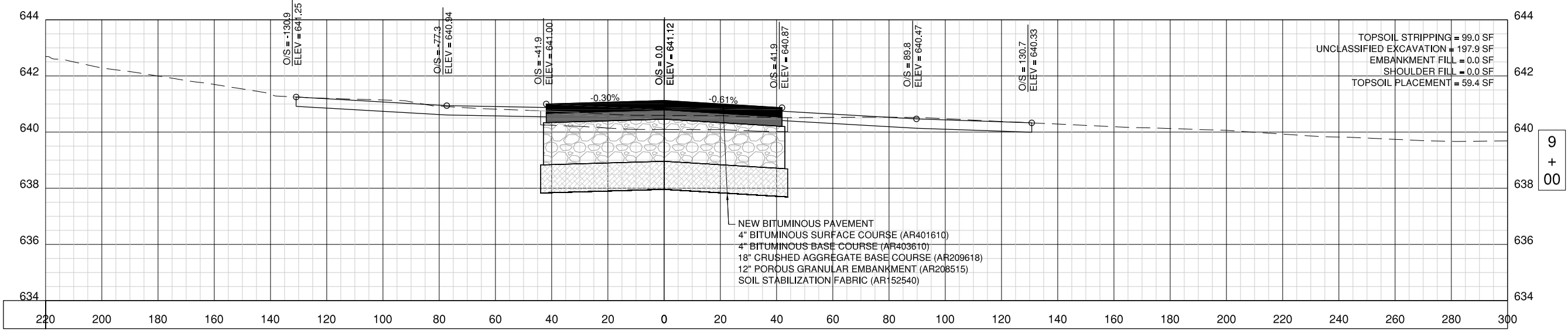
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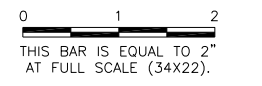
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 IL PROJECT: PWK-4457
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CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1
 CROSS SECTIONS - SHEET 2

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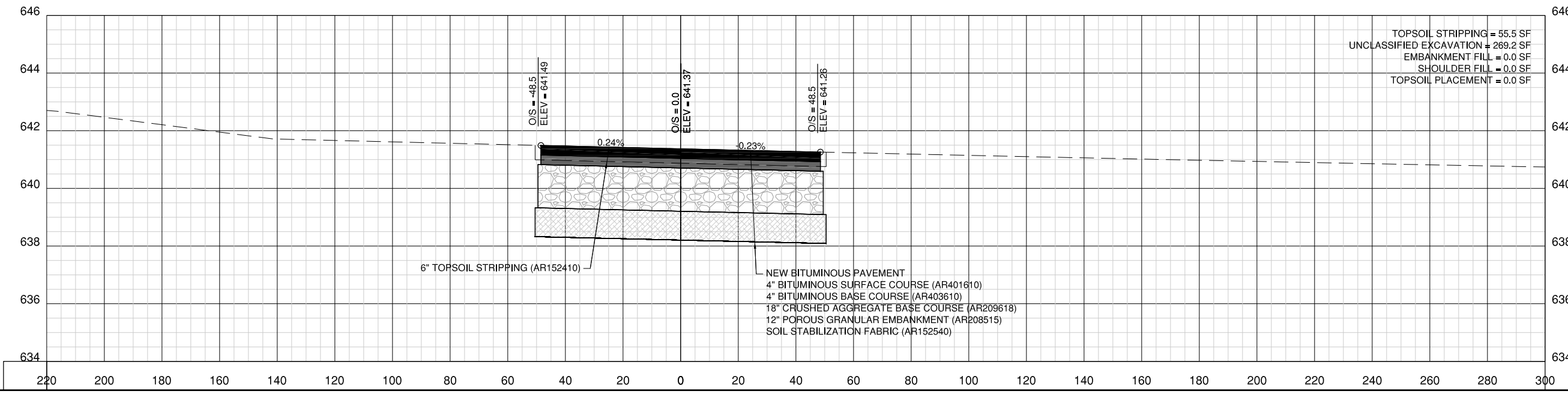
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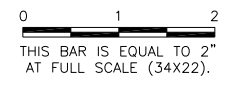
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CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT BYPASS TAXIWAY L1

CROSS SECTIONS - SHEET 3

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SHEET 27 OF 27 SHEETS	