

CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

CONSTRUCTION PLANS FOR

CHICAGO EXECUTIVE AIRPORT

PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS INCLUDING EXTENDING TAXIWAY L AND ADDITIVE ALTERNATE 1: CONSTRUCT BYPASS TAXIWAY L1

LOCAL AGENCY CONTACT INFORMATION

VILLAGE OF WHEELING - 847.459.2600
CITY OF PROSPECT HEIGHTS - 847.398.6700

PROJECT PERMIT LOG

NPDES #
IDOT #
VILLAGE PERMIT #
CITY PERMIT #

ILLINOIS PROJECT: PWK-3991
A.I.P. PROJECT: 3-17-0018-B44



APRIL 16, 2010

CHICAGO EXECUTIVE AIRPORT

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

CMT 09290-07
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS

SUBMITTED BY: *[Signature]*
DATE: 4/16/10

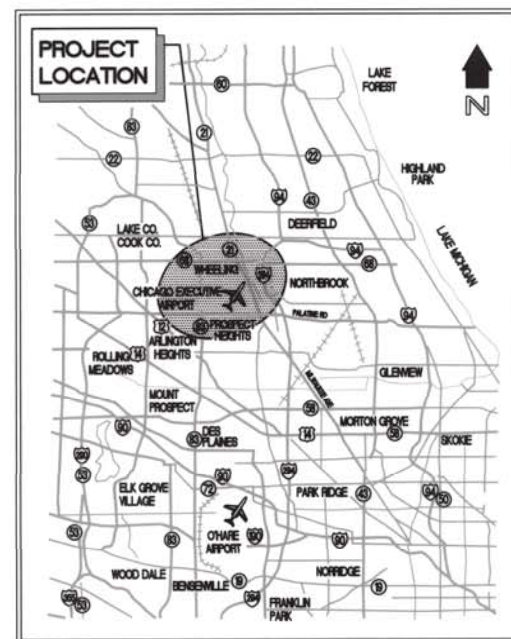
MARC L. KATZ

[Professional Engineer Seal: Marc L. Katz, No. 082490359, State of Illinois]

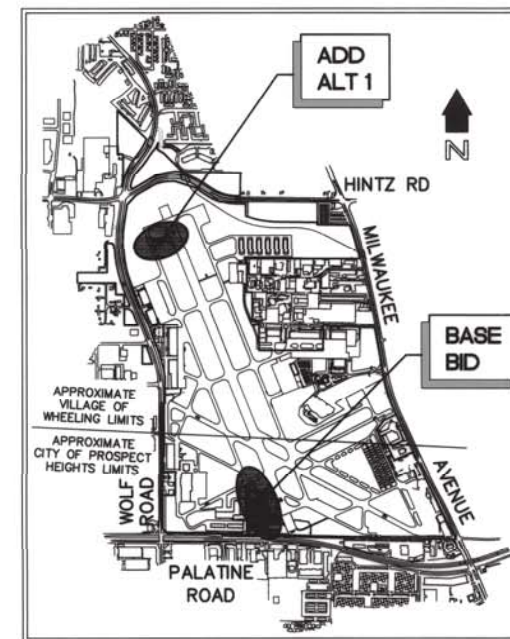
CHICAGO EXECUTIVE AIRPORT

APPROVED: *[Signature]* AIRPORT MANAGER
DENNIS G. ROULEAU

DATE: _____



LOCATION MAP



SITE PLAN

IDOT STANDARDS

602301-02	602411-01
602306-02	602601-02
602401-02	602701-02
602406-03	604001-03

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.

FILE: Index.dwg
 LAYOUT: Layout1
 UPDATE BY: Marc Katz
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 11:53:32 AM
 XREF DWG: tbcint-con2.dwg

REVISIONS	NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**INDEX TO SHEETS
 AND SUMMARY OF QUANTITIES**

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	MLK / SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No.:	09290-07
ILLINOIS PROJECT: FWK-3991	
A.I.P. PROJECT: 3-17-0018-B44	
SHEET 2 OF 66 SHEETS	

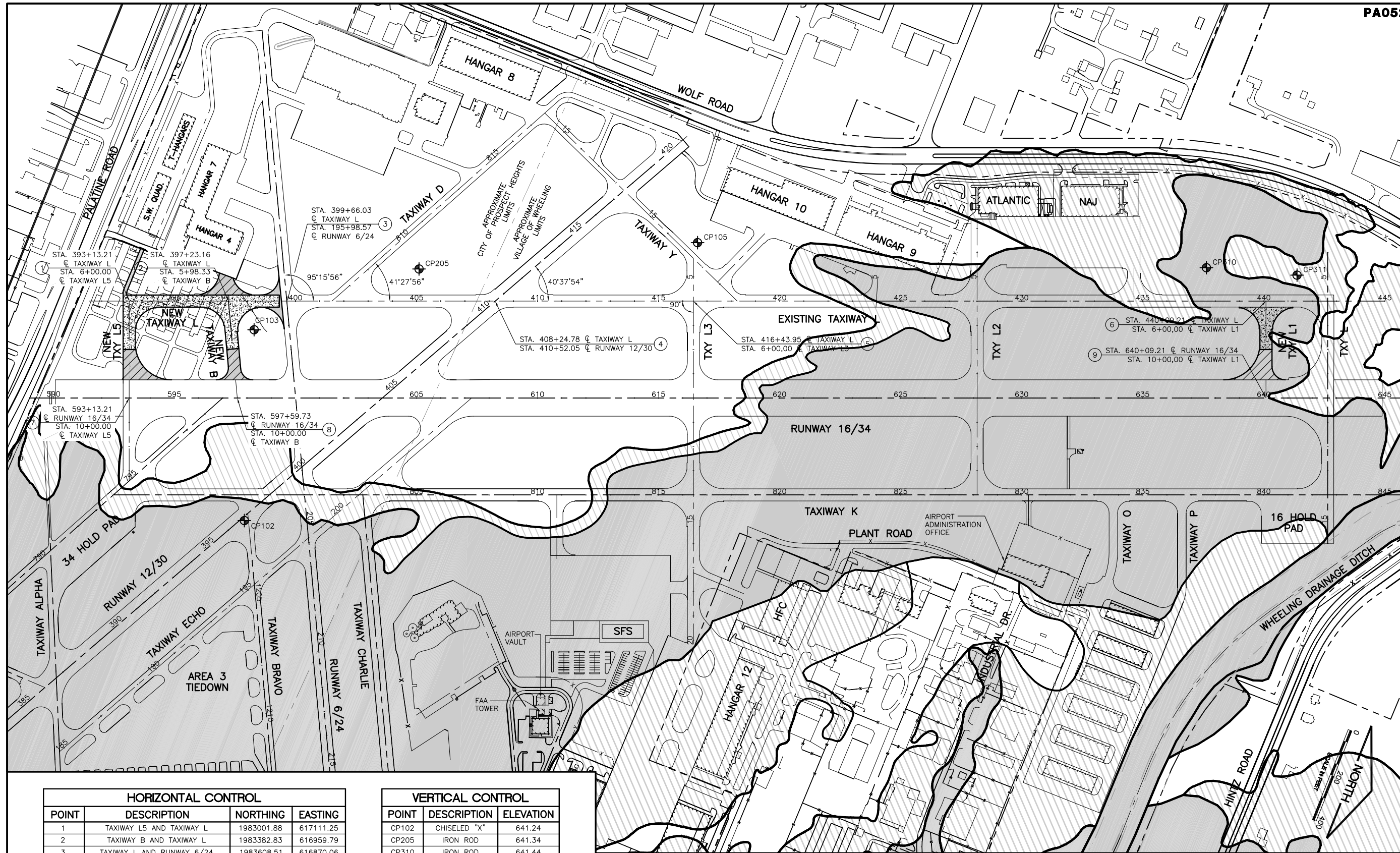
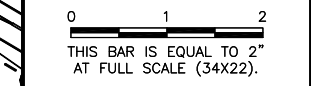
SUMMARY OF QUANTITIES - BASE BID

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
ARI0984	1"CG #4 XLP-USE	LF	4,800
ARI0984	1"CG #4 9KV UG CABLE	LF	14,840
ARI0986	1"CG #8 GROUND	LF	840
ARI0986	6 PAIR CONTROL CABLE	LF	1,900
ARI0986	50 PAIR CONTROL CABLE	LF	1,450
ARI0986	30 KVM REGULATOR, STYLE 1	EACH	1
ARI10202	2" PVC DUCT, DIRECT BURY	LF	11,840
ARI10202	4" PVC DUCT, DIRECT BURY	LF	320
ARI10212	2" STEEL DUCT, DIRECT BURY	LF	1,396
ARI10312	2" STEEL DUCT, JACKED	LF	255
ARI10902	4WAY CONCRETE ENCASED DUCT	LF	175
ARI10904	4WAY CONCRETE ENCASED DUCT	LF	350
ARI10950	SPURT DUCT	LF	235
ARI109610	ELECTRICAL HANDHOLE	EACH	11
ARI10966	REMOVE DUCT	LF	340
ARI10966	REMOVE ELECTRICAL HANDHOLE	EACH	1
ARI10967	REMOVE ELECTRICAL HANDHOLE	EACH	2
ARI25915	MNL - BASE MOUNTED	EACH	54
ARI25942	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	6
ARI25944	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2
ARI25944	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1,396
ARI25946	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1
ARI25947	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1
ARI25915	HRL, BASE MOUNTED	EACH	1
ARI25925	HRL, IMPAVEMENT	EACH	1
ARI25966	SPLICE CAN	EACH	2
ARI25961	REMOVE STAKE MOUNTED LIGHT	EACH	1
ARI25964	REMOVE TAXI GUIDANCE SIGN	EACH	2
ARI25966	REMOVE SPLICE CAN	EACH	3
ARI25941	ADJUST STAKE MOUNTED LIGHT	EACH	1
ARI25942	ADJUST BASE MOUNTED LIGHT	EACH	4
ARI25947	ADJUST RELS	PAR	1
ARI50510	ENGINEER'S FIELD OFFICE	LS	1
ARI50520	MOBILIZATION	LS	1
ARI52410	UNCLASSIFIED EXCAVATION	CY	26,366
ARI52410	SOIL STABILIZATION FABRIC	SY	11,020
ARI56510	SILT FENCE	LF	800
ARI56511	DITCH CHECK	EACH	2
ARI56520	NILET PROTECTION	EACH	14
ARI62906	CLASS E FENCE, 6'	LF	300
ARI62720	ELECTRIC GATE, -20'	EACH	1
ARI62906	REMOVE CLASS E FENCE	LF	230
ARI62906	REMOVE GATE	EACH	1
ARI62906	REMOVE ELECTRIC GATE	EACH	1
ARI209615	POROUS GRANULAR EMBANKMENT	CY	3,336
ARI209618	CRUSHED AGG, BASE COURSE, -6"	SY	6,726
ARI209618	CRUSHED AGG, BASE COURSE, -18"	SY	3,051
ARI401610	BITUMINOUS SURFACE COURSE	TON	1,300
ARI401650	BITUMINOUS PAVEMENT MILLING	SY	2,515
ARI401900	REMOVE BITUMINOUS PAVEMENT	SY	9,524
ARI403810	REMOVE & REPLACE BIT. PAVEMENT	SY	133
ARI403810	BITUMINOUS BASE COURSE	TON	865
ARI601510	10" PCC PAVEMENT	SY	6,250
ARI601530	PCC TEST BATCH	EACH	1
ARI601900	REMOVE PCC PAVEMENT	SY	412
ARI602510	BITUMINOUS PRIME COAT	GAL	1,560
ARI603810	BITUMINOUS TACK COAT	GAL	1,635
ARI620520	PAVEMENT MARKING - WATERBORNE	SF	8,643
ARI620525	PAVEMENT MARKING-BLACK BORDER	SF	7,855
ARI620530	PAVEMENT MARKING REMOVAL	SF	3,011
ARI701512	12" RCP, CLASS IV	LF	421
ARI701518	18" RCP, CLASS IV	LF	477
ARI701524	24" RCP, CLASS IV	LF	200
ARI701530	30" RCP, CLASS IV	LF	275
ARI701900	REMOVE PIPE	LF	1,725
ARI70526	6" PERFORATED UNDERDRAIN W/ SOCK	LF	2,795
ARI70526	REMOVE UNDERDRAIN	LF	465
ARI751540	MANHOLE, 4'	EACH	1
ARI751550	MANHOLE, 5'	EACH	2
ARI751560	MANHOLE, 6'	EACH	1
ARI751900	REMOVE NILET	EACH	14
ARI751943	ADJUST MANHOLE	EACH	5
ARI752900	RECONSTRUCT MANHOLE	EACH	2
ARI752906	REMOVE END SECTION	EACH	2
ARI800028	SLOPE BOX NILET 12"	EACH	1
ARI800040	SLOPE BOX NILET 18"	EACH	3
ARI800063	BUILDING DEMOLITION	LS	1
ARI800094	SOIL GUARD	SY	4,450
ARI800194	REMOVE ELEVATED RETROREFLECTIVE MARKER	EACH	55
ARI800816	1.804 RGL ELEVATED BASE MOUNTED	EACH	6
ARI901510	SEEDING	ACRE	8
ARI908510	MULCHING	ACRE	8

SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
ASI108108	1"CG #8 SRV UG CABLE	LF	2,895
ASI10202	2" PVC DUCT, DIRECT BURY	LF	1,990
ASI10212	2" STEEL DUCT, DIRECT BURY	LF	295
ASI10504	4WAY CONCRETE ENCASED DUCT	LF	70
ASI10610	ELECTRICAL HANDHOLE	EACH	2
ASI25415	MNL - BASE MOUNTED	EACH	22
ASI25443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2
ASI25444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2
ASI25445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1
ASI25447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1
ASI25925	HRL, IMPAVEMENT	EACH	1
ASI25965	SPLICE CAN	EACH	2
ASI25902	REMOVE BASE MOUNTED LIGHT	EACH	7
ASI25904	REMOVE TAXI GUIDANCE SIGN	EACH	1
ASI25964	RELOCATE TAXI GUIDANCE SIGN	EACH	1
ASI52410	UNCLASSIFIED EXCAVATION	CY	2,210
ASI52540	SOIL STABILIZATION FABRIC	SY	2,950
ASI56510	SILT FENCE	LF	1,400
ASI56520	NILET PROTECTION	EACH	9
ASI208515	POROUS GRANULAR EMBANKMENT	CY	440
ASI209606	CRUSHED AGG, BASE COURSE, -6"	SY	1,565
ASI209618	CRUSHED AGG, BASE COURSE, -18"	SY	1,385
AS401610	BITUMINOUS SURFACE COURSE	TON	305
AS401910	REMOVE & REPLACE BIT. PAVEMENT	SY	305
AS403610	BITUMINOUS BASE COURSE	TON	305
AS401510	10" PCC PAVEMENT	SY	1,465
AS402510	BITUMINOUS PRIME COAT	GAL	485
AS403610	BITUMINOUS TACK COAT	GAL	295
AS202520	PAVEMENT MARKING - WATERBORNE	SF	3,300
AS202525	PAVEMENT MARKING-BLACK BORDER	SF	2,780
AS202900	PAVEMENT MARKING REMOVAL	SF	1,450
AS701518	18" RCP, CLASS IV	LF	25
AS701900	REMOVE PIPE	LF	25
AS70526	6" PERFORATED UNDERDRAIN W/ SOCK	LF	780
AS705900	REMOVE UNDERDRAIN	LF	460
AS800053	SOIL GUARD	SY	1,100
AS800816	1.804 RGL ELEVATED, BASE MOUNTED	EACH	2
AS901510	SEEDING	ACRE	2
AS908510	MULCHING	ACRE	2

REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
SITE PLAN / PROJECT CONTROL PLAN

HORIZONTAL CONTROL			
POINT	DESCRIPTION	NORTHING	EASTING
1	TAXIWAY L5 AND TAXIWAY L	1983001.88	617111.25
2	TAXIWAY B AND TAXIWAY L	1983382.83	616959.79
3	TAXIWAY L AND RUNWAY 6/24	1983608.51	616870.06
4	TAXIWAY L AND RUNWAY 12/30	1984406.50	616552.78
5	TAXIWAY L AND TAXIWAY L3	1985167.71	616250.12
6	TAXIWAY L1 AND TAXIWAY L	1987365.62	615376.24
7	TAXIWAY L5 AND RUNWAY 16/34	1983149.67	617482.95
8	TAXIWAY B AND RUNWAY 16/34	1983564.59	617317.98
9	TAXIWAY L1 AND RUNWAY 16/34	1987513.40	615747.94
CP102	CHISELED "X" ON P.C.C. PAVEMENT	1983778.63	617777.48
CP103	IRON ROD	1983525.08	617030.45
CP105	IRON ROD	1985094.27	616019.35
CP205	IRON ROD	1984065.45	616545.46
CP310	IRON ROD	1987085.77	615338.85
CP311	IRON ROD	1987444.99	615229.15

VERTICAL CONTROL		
POINT	DESCRIPTION	ELEVATION
CP102	CHISELED "X"	641.24
CP205	IRON ROD	641.34
CP310	IRON ROD	641.44
CP311	IRON ROD	641.12

VERTICAL CONTROL COORDINATES EXPRESSED IN NAD29.

NOTES

- SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- FIRM PANEL #17031C-0207J DATED 08/19/08.

LEGEND

	NEW P.C.C. TAXIWAY PAVEMENT
	NEW BITUMINOUS TAXIWAY PAVEMENT
	NEW BITUMINOUS ACCESS ROAD
	AIRPORT PROPERTY LINE
	EXISTING FENCE LINE
	ZONE OF 0.2% ANNUAL CHANCE FLOOD HAZARD
	FLOOD ZONE AE

© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

SHEET 3 OF 66 SHEETS



REVISIONS

NUMBER	BY	DATE

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

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA

OVERALL STORM SEWER ROUTING

© copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

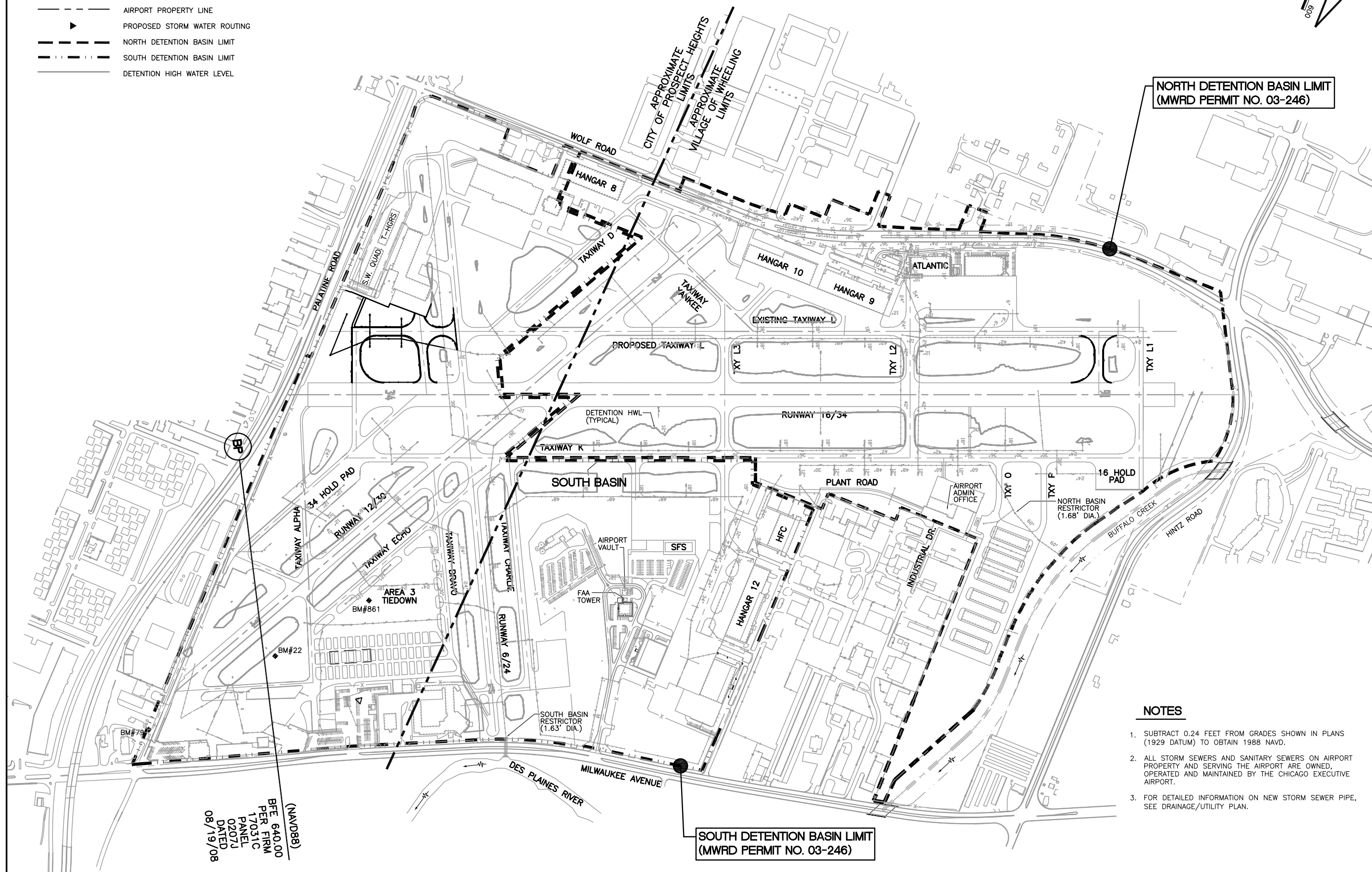


DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

LEGEND

- SS NEW STORM SEWER
- NEW STORM/SANITARY MANHOLE
- ⊕ EXISTING BENCHMARK
- ▭ EXISTING BUILDING
- x- EXISTING AIRFIELD FENCE
- - - AIRPORT PROPERTY LINE
- ▶ PROPOSED STORM WATER ROUTING
- NORTH DETENTION BASIN LIMIT
- - - SOUTH DETENTION BASIN LIMIT
- DETENTION HIGH WATER LEVEL



NORTH DETENTION BASIN LIMIT
 (MWRD PERMIT NO. 03-246)

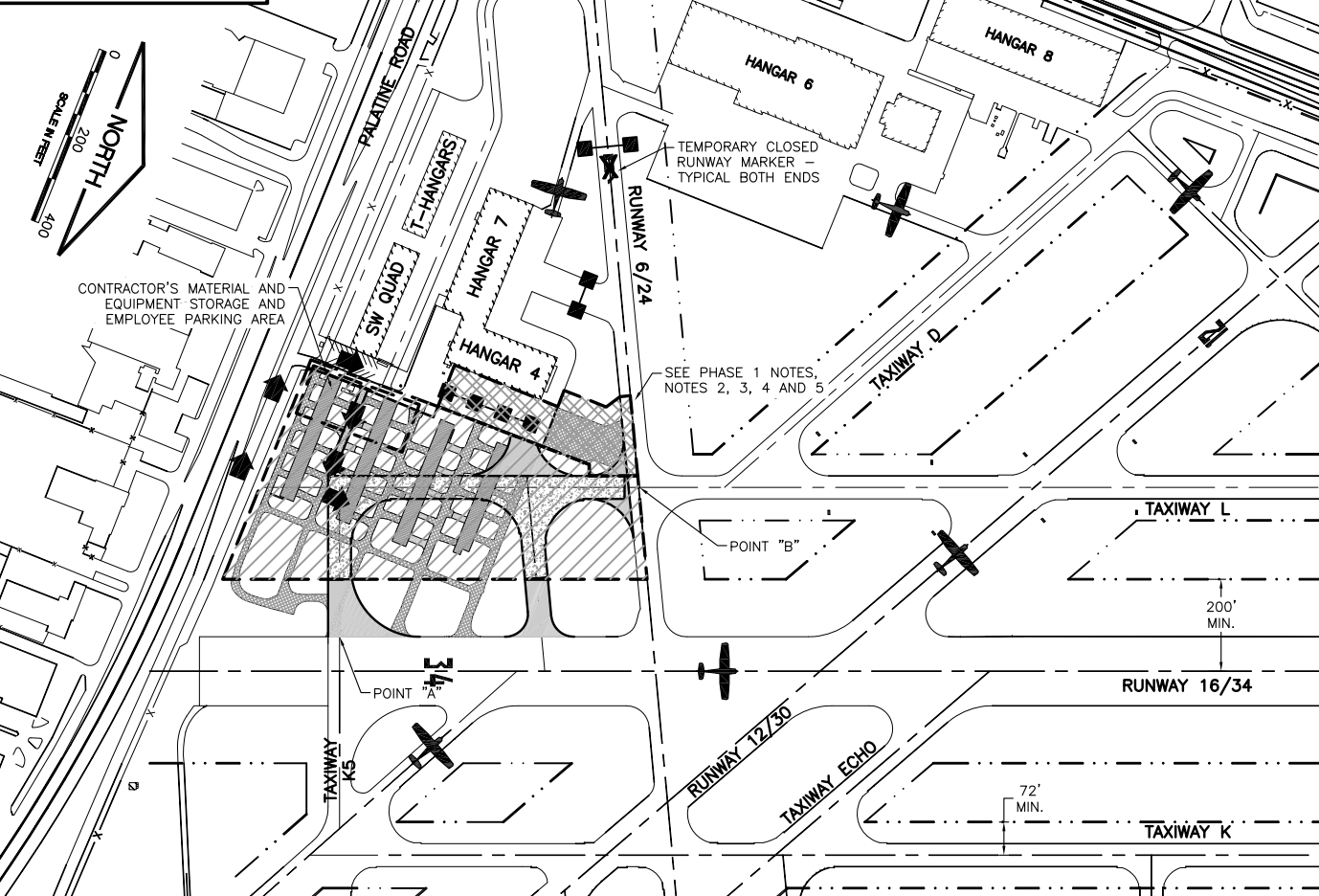
SOUTH DETENTION BASIN LIMIT
 (MWRD PERMIT NO. 03-246)

NOTES

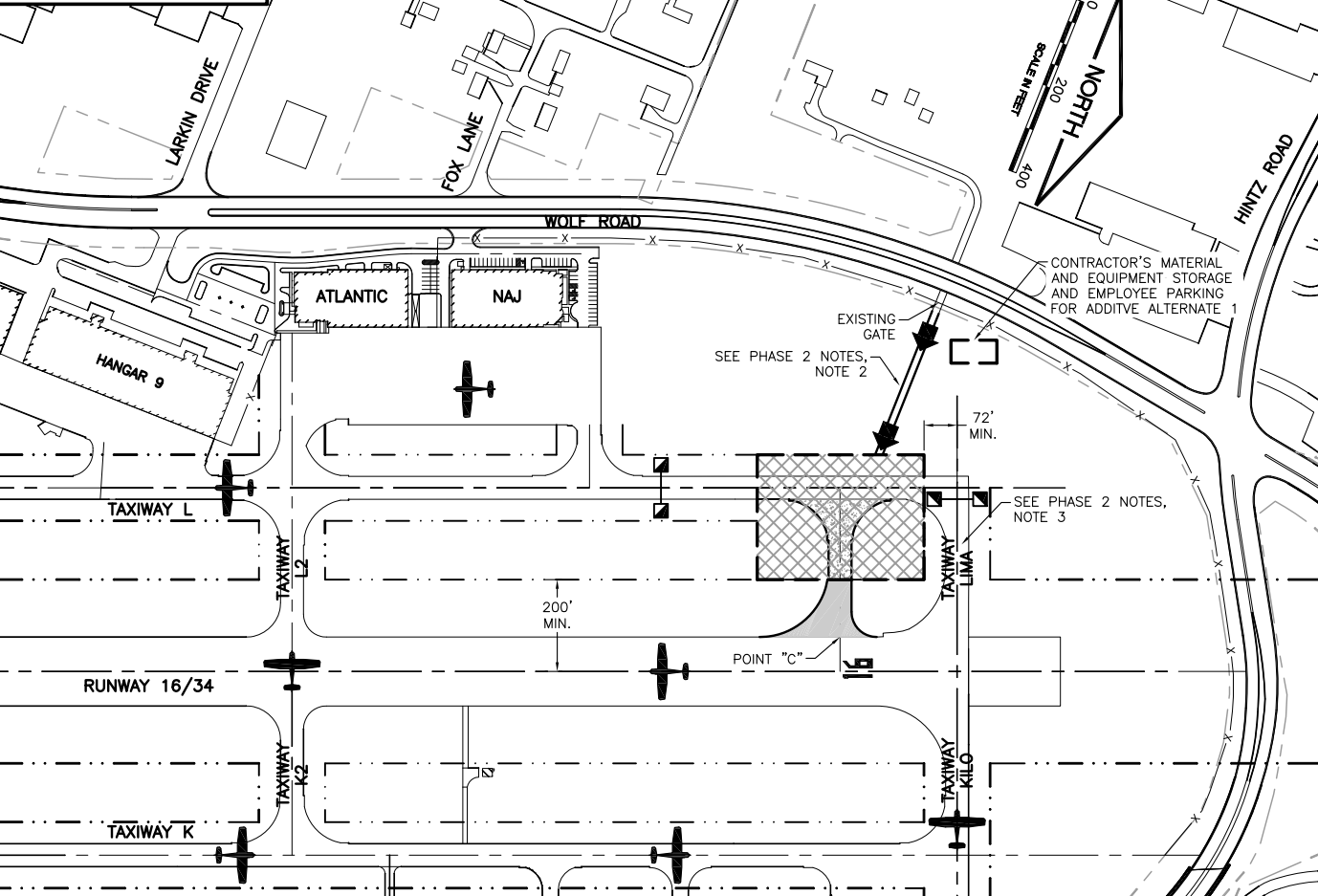
- SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- ALL STORM SEWERS AND SANITARY SEWERS ON AIRPORT PROPERTY AND SERVING THE AIRPORT ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT.
- FOR DETAILED INFORMATION ON NEW STORM SEWER PIPE, SEE DRAINAGE/UTILITY PLAN.

(NAVD88)
 BFE 640.00
 PER FRM
 17031C
 PANEL
 0207J
 DATED
 08/19/08

**PHASE 1 - TAXIWAY L
BASE BID**



**PHASE 2 - TAXIWAY L1
ADDITIVE ALTERNATE 1**



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. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (200 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.
3. 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.
4. 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 ACTING AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
5. 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.

LIQUIDATED DAMAGES (ALL PHASES)

1. 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.
2. 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 1A: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- COORDINATE CLOSURE OF RUNWAY 6/24 WITH RESIDENT ENGINEER. PLACE CLOSED RUNWAY MARKERS AND BARRICADES.
- REMOVE EXISTING PAVEMENTS AND BUILDINGS WITHIN LIMIT SHOWN.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVING, JOINT SEALING, PAVEMENT MARKING, ELECTRICAL AND SAFETY GRADING FOR PHASE 1A LIMITS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN RUNWAY 6/24.

PHASE 1B: SUGGESTED SEQUENCE OF CONSTRUCTION

- PHASE 1B SHALL NOT COMMENCE UNTIL THE COMPLETION OF TAXIWAY B WITHIN THE PHASE 1A AND PHASE 3 LIMITS.
- COORDINATE CLOSURE OF RUNWAY 6/24 WITH RESIDENT ENGINEER; MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON. PLACE CLOSED RUNWAY MARKER AND BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
- REMOVE ENTRANCE AND TEMPORARY PAVEMENT TO HANGAR 4, CONSTRUCT NORTH FILLET OF TAXIWAY L WITH RUNWAY 6/24, INCLUDING PAVING, PAVEMENT MARKING, ELECTRICAL AND SAFETY AREA GRADING.
- MILL AND OVERLAY HANGAR 4 APRON. WORK TO BE COMPLETED OVERNIGHT ONLY.
- CLEAN PAVEMENTS AND REMOVE BARRICADES. OPEN RUNWAY 6/24.

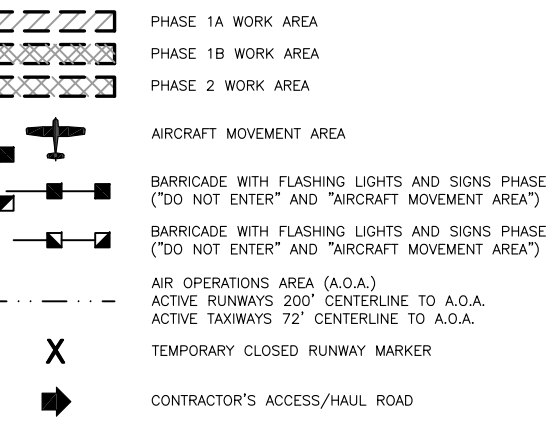
PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- 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 2 LIMITS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.

DETAIL 'A' NOTES

1. EXPAND ENTRANCE TAXIWAY AND EXTEND EXISTING CULVERT AS REQUIRED PRIOR TO BEGINNING WORK IN PHASE 1A. PAYMENT FOR TEMPORARY BITUMINOUS PAVEMENT SHALL BE MADE AT THE UNIT PRICES FOR LIKE ITEMS. THE CULVERT EXTENSION SHALL BE INCIDENTAL TO THE CONTRACT.
2. THE TEMPORARY PAVEMENT STRUCTURE SHALL CONSIST OF 2-INCH BITUMINOUS SURFACE COURSE (AR401), 2-INCH BITUMINOUS BASE COURSE (AR403) AND 7-INCH CRUSHED AGGREGATE BASE COURSE (AR209607). FILL REQUIRED UNDER PAVEMENT SHALL BE PGE (AR208515). GRADE SHOULDER FILL TO MEET EXISTING GRADE AT 5% MAXIMUM SLOPE. THE PAVEMENT SLOPE SHALL NOT EXCEED 1.5% IN THE DIRECTION OF DRAINAGE.

LEGEND

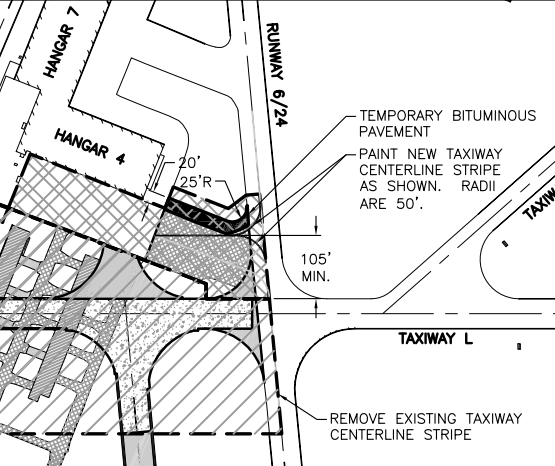


PHASE 1 NOTES

1. AIRCRAFT SHALL NOT USE NEW P.C. CONCRETE PAVEMENTS UNTIL 3,500 PSI COMPRESSIVE STRENGTH HAS BEEN OBTAINED.
2. THE REMOVAL OF THE EXISTING ENTRANCE TO HANGAR 4 SHALL NOT OCCUR UNTIL THE COMPLETION OF THE NEW TAXIWAY B FROM RUNWAY 16/34 TO THE HANGAR 4 APRON AND THE PCC PAVEMENT HAS REACHED SUFFICIENT STRENGTH FOR TRAFFICKING.
3. THE CONTRACTOR SHALL ENSURE THAT ADEQUATE ACCESS TO HANGAR 4 IS AVAILABLE AT ALL TIMES.
4. PRIOR TO BEGINNING CONSTRUCTION OF PHASE 1A, REMOVE THE EXISTING TAXIWAY CENTERLINE STRIPE INCLUDING TANGENT SECTIONS ON RUNWAY 6/24 AND PAINT A NEW 12" WIDE, REFLECTIVE YELLOW TAXIWAY CENTERLINE STRIPE IN ACCORDANCE WITH DETAIL "A", THIS SHEET.
5. THE MILL AND OVERLAY OF THE HANGAR 4 APRON SHALL OCCUR AT NIGHT ONLY. THE CONTRACTOR SHALL BE REQUIRED TO REPLACE ALL AREAS MILLED BEFORE REOPENING THE PAVEMENT IN THE MORNING TO AIRCRAFT TRAFFIC. WORK SHALL BE COORDINATED A MINIMUM OF 5 WORKING DAYS IN ADVANCE WITH HANGAR TENANTS.
6. AT THE CONTRACTOR'S OPTION, PHASES 1 AND 3 MAY BE CONCURRENT. PHASES 1 AND 2 SHALL NOT BE CONCURRENT WITHOUT THE APPROVAL OF THE AIRPORT MANAGER.

PHASE 2 NOTES

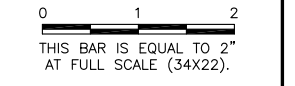
1. AIRCRAFT SHALL NOT USE NEW P.C. CONCRETE PAVEMENTS UNTIL 3,500 PSI COMPRESSIVE STRENGTH HAS BEEN OBTAINED.
2. THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE OF HIS OWN DESIGN TO ACCESS THE SITE FROM WOLF ROAD. CONSTRUCTION OF THE HAUL ROUTE INCLUDING CULVERTS FOR DITCH CROSSINGS SHALL BE CONSIDERED INCIDENTAL 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 LIMA. THE CONTRACTOR SHALL ENSURE THAT HIS PERSONNEL ARE CLEAR OF TAXIWAY LIMA AT ALL TIMES.
4. AT THE CONTRACTOR'S OPTION, PHASES 2 AND 3 MAY BE CONCURRENT. PHASES 1 AND 2 SHALL NOT BE CONSTRUCTED CONCURRENTLY WITHOUT THE APPROVAL OF THE AIRPORT MANAGER.



DETAIL 'A' - NOT TO SCALE

PA052
 K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets\FILE: phasing-1&2.dwg
 LAYOUT: Layout1
 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Thu 4/15/10 1:20pm
 XREF DWG: taxiway-base-con2.dwg
 base-con2-pavement.dwg
 tbcint-con2.dwg
 topo-tyx-L.DWG

REVISIONS		
NUMBER	BY	DATE
1	ARM	8/02/06



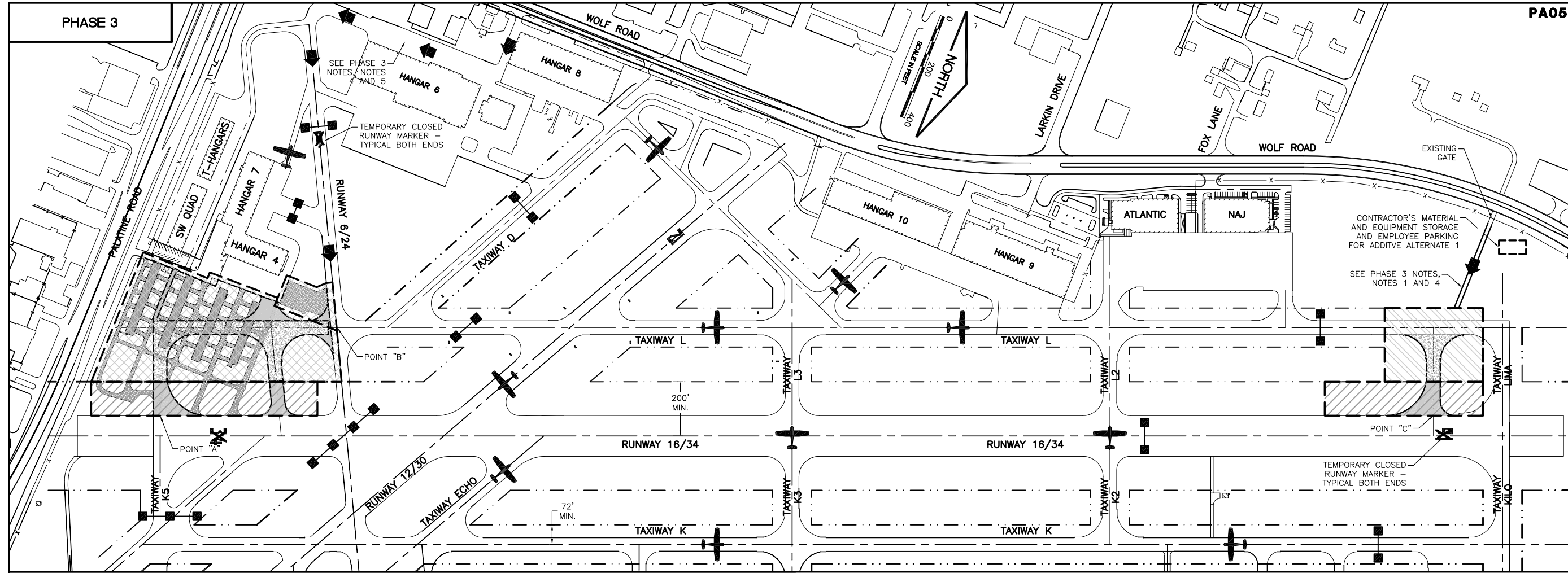
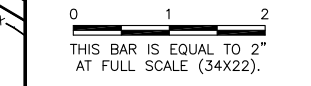
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E
 (LATEST EDITION) - PHASES 1 AND 2**

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000913
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	5 OF 66 SHEETS

K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets\FILE: phasing-3.dwg
 LAYOUT: Layout1
 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Thu 4/15/10 1:20pm
 XREF DWG: taxiway-base-con2.dwg
 base-con2-pavement.dwg
 tbcint-con2.dwg
 topo-tyx-L.DWG

REVISIONS		
NUMBER	BY	DATE
1	ARM	8/02/06



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. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (200 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.
3. 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.
4. 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 ACTING AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
5. 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.

LIQUIDATED DAMAGES (ALL PHASES)

1. 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.
2. 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.

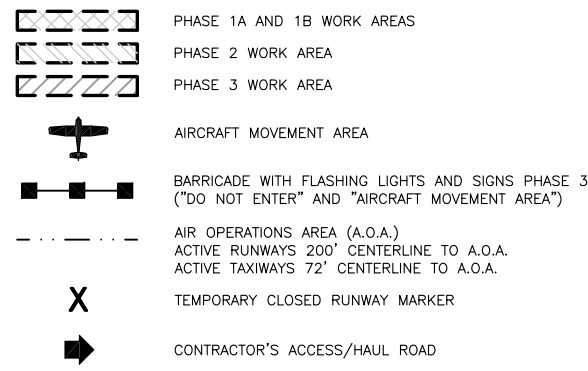
PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE TEMPORARY NIGHTTIME CLOSURE OF RUNWAY 16/34 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 3 LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS WITHIN PHASE 3 LIMITS, INCLUDING BITUMINOUS PAVEMENT CONSTRUCTION, GRADING, PAVEMENT MARKING, ELECTRICAL AND TURFING
- CLEAN ALL PAVEMENTS AND REMOVE PHASE 3 BARRICADES
- OPEN RUNWAY 16/34.

PHASE 3 NOTES

1. 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.
2. AT THE CONTRACTOR'S OPTION, PHASE 3 MAY BE CONCURRENT WITH PHASES 1 OR 2.
3. 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.
4. 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.
5. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.

LEGEND



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E
(LATEST EDITION) - PHASE 3

© Copyright, CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991	
A.I.P. PROJECT: 3-17-0018-B44	
SHEET	6 OF 66 SHEETS

GENERAL NOTES

- 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.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- 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, AIRPORT MANAGER AND VILLAGE OF WHEELING DIRECTOR OF PUBLIC WORKS. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IN CONJUNCTION WITH IDOT TYPE II BARRICADES, THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE BARREL TYPE BARRICADES.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- 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.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- 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.
- 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.
- CHICAGO EXECUTIVE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.

NOTE -- ALL PHASES:

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

- 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, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS -- THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 72' FROM ACTIVE TAXIWAYS AND 200' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- 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.
- 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.
- 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.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S 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.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

- 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.
- 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 SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

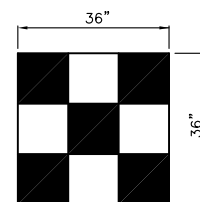
MUNICIPALITIES GENERAL NOTES

- ALL ELEVATIONS SHOWN ON PLANS ARE IN 1929 DATUM. SUBTRACT 0.24 FEET FROM ELEVATIONS SHOWN TO OBTAIN 1988 NAVD.
- ALL CONTRACTORS AND SUBCONTRACTORS TO BE REGISTERED WITH BOTH THE VILLAGE OF WHEELING AND THE CITY OF PROSPECT HEIGHTS.
- ALL STORM SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT.
- THE CONTRACTOR SHALL SECURE A GRADING PERMIT FROM THE CITY OF PROSPECT HEIGHTS PRIOR TO ANY GRADING ACTIVITIES COMMENCING.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) A MINIMUM OF 48 HOURS PRIOR TO ANY STORM SEWER INSTALLATION.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF WHEELING (847.459.2600) TO WITNESS A PROOF ROLL OF BASE MATERIAL PRIOR TO PAVING OPERATIONS.
- THE CONTRACTOR SHALL CONTACT STEVE SKIBER AT THE CITY OF PROSPECT HEIGHTS (847.398.6700) TO OBTAIN BUILDING DEMOLITION PERMITS. THE CITY SHALL BE NOTIFIED UPON COMPLETION OF DEMOLITION OPERATIONS FOR INSPECTION.

**DESIGN AIRCRAFT APPROACH CATEGORY: D
DESIGN AIRPORT GROUP: III**

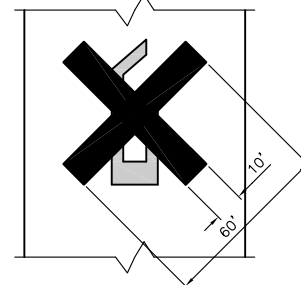
CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT.

- CONSTRUCT PARTIAL PARALLEL TAXIWAY ECHO AND PARTIAL OVERLAY OF TAXIWAY ECHO
- CONSTRUCT SOUTHEAST QUADRANT APRON
- TAXIWAY LIMA EXTENSION, PHASE 1
- CONSTRUCT TAXIWAY CHARLIE APRON EXTENSION
- CONSTRUCT NORTHEAST QUAD T-HANGARS
- SOVEREIGN DEVELOPMENT IN SOUTHEAST QUAD
- BRIGADOON DEVELOPMENT IN EAST QUAD



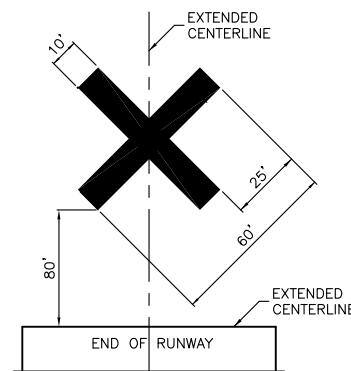
CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE



**OFF PAVEMENT
CLOSED RUNWAY MARKER DETAIL**

NOT TO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS:

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN 200' OF THE RUNWAY CENTERLINE. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED UNLESS OTHERWISE STATED IN THE SEQUENCE OF CONSTRUCTION. 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 A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. THE CONTRACTOR WILL BE LIMITED TO 3 DAILY CLOSURES ON RUNWAY 16/34 NOT OTHERWISE NOTED IN THE SEQUENCE OF CONSTRUCTION.

TAXIWAYS:

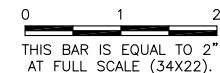
ANY WORK WITHIN 72' OF THE TAXIWAY CENTERLINE WILL REQUIRE A TAXIWAY CLOSURE. CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF THE TAXIWAY PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS AS DETERMINED BY THE AIRPORT MANAGER. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

PA052

K:\ChicagoExec\p\0929007 Try L Ph 2\Draw\Sheets\ FILE: phasing-notes.dwg
LAYOUT: Layout1
UPDATE BY: johse
SURVEY BOOK #
DATE: Thu 4/15/10 1:21pm
XREF DWG: tbcint-con2.dwg

REVISIONS

NUMBER	BY	DATE



POINT "A" CLOSEST CONSTRUCTION POINT TO RUNWAY 34
ELEVATION: 644.48
LATITUDE: 42° 06' 37.95" (NAD83)
LONGITUDE: 87° 54' 02.52" (NAD83)

POINT "B" CLOSEST CONSTRUCTION POINT TO RUNWAY 6/24
ELEVATION: 642.51
LATITUDE: 42° 06' 42.78" (NAD83)
LONGITUDE: 87° 54' 09.70" (NAD83)

POINT "C" CLOSEST CONSTRUCTION POINT TO RUNWAY 16
ELEVATION: 641.21
LATITUDE: 42° 07' 21.14" (NAD83)
LONGITUDE: 87° 54' 25.25" (NAD83)

**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA**

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS**

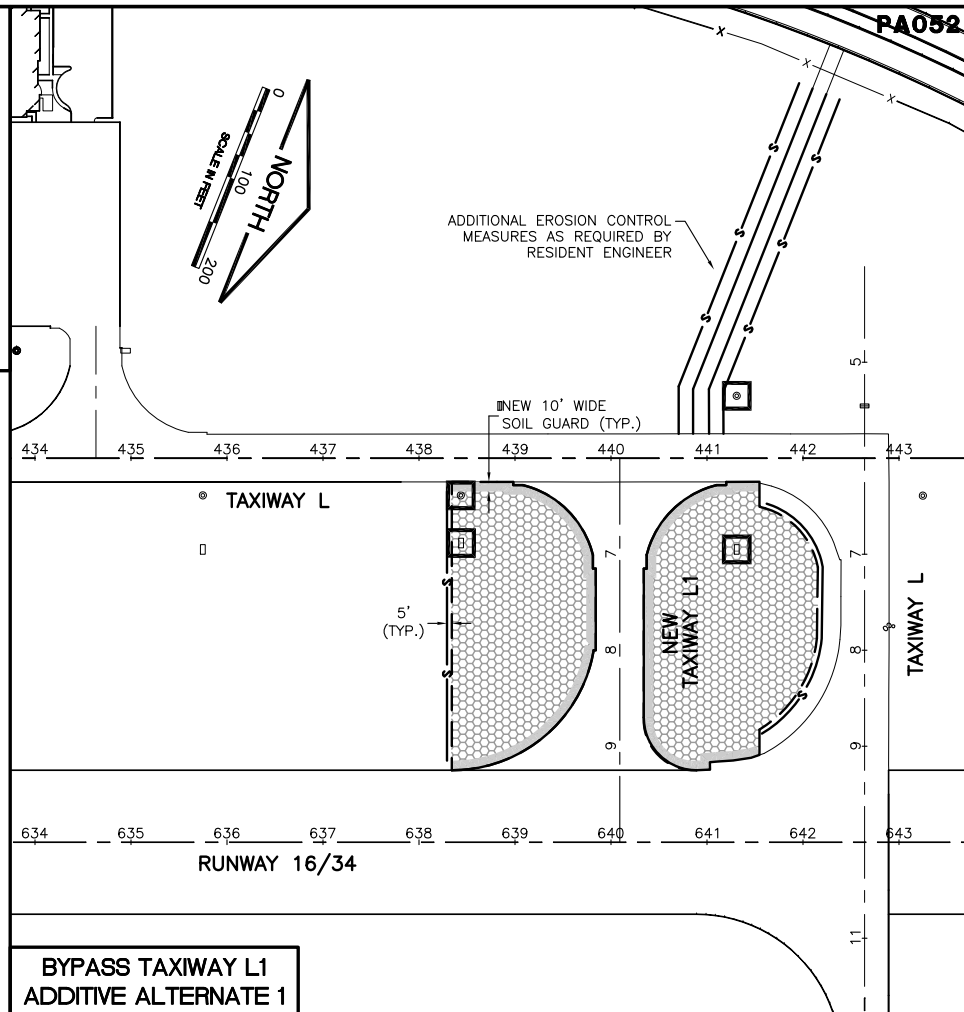
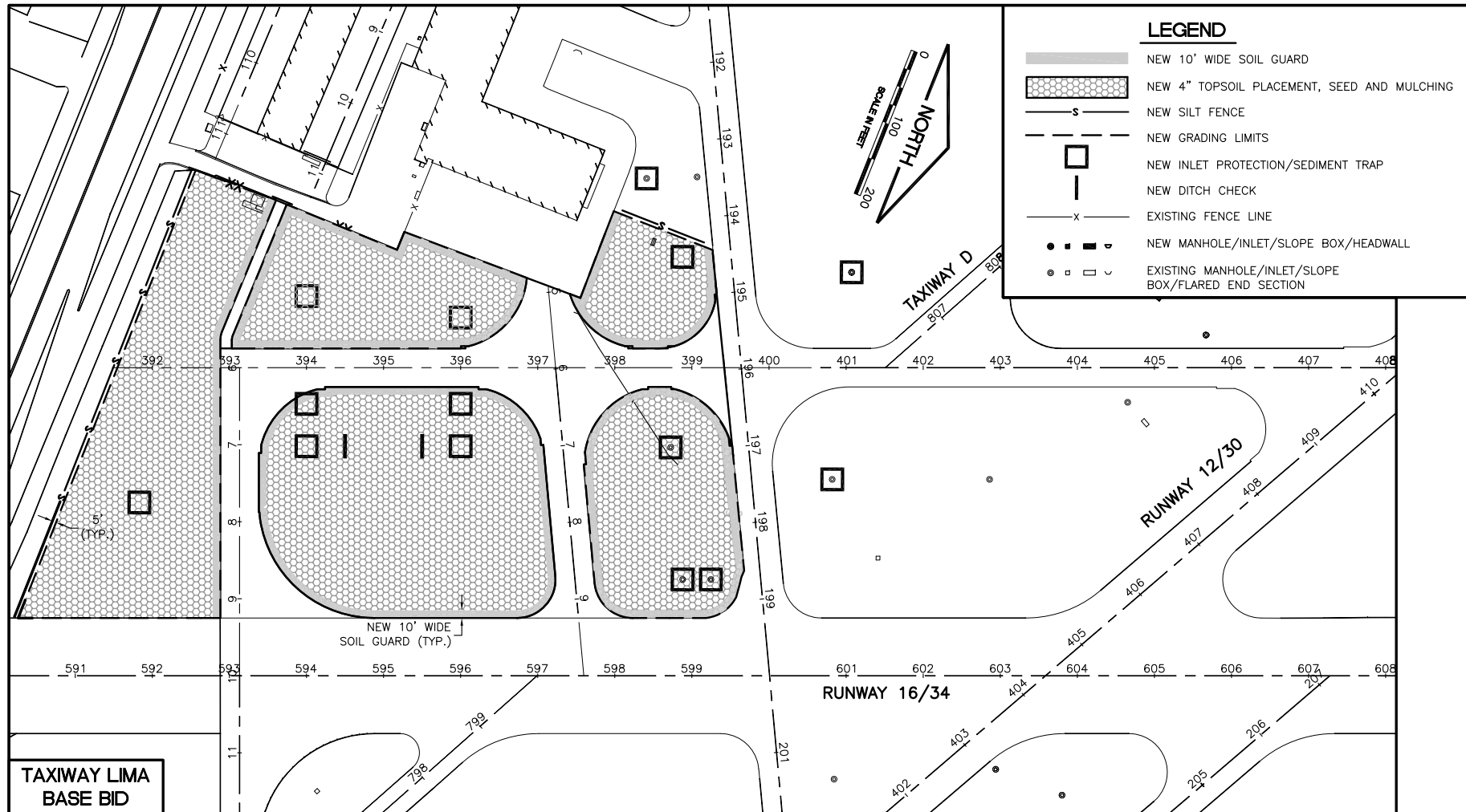
© Copyright CMT, Inc.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

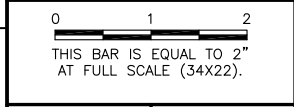
DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
A.I.P. PROJECT: 3-17-0018-B44



PA052
 K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets\FILE: erosion control.dwg
 LAYOUT: Layout1
 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Thu 4/15/10 1:22pm
 XREF DWG: tbcint-con2.dwg
 taxiway-base-con2.dwg
 base-con2-pavement.dwg
 base-con2-drainage.dwg
 topo-ty-L.DWG

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

STORMWATER POLLUTION PREVENTION PLAN

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 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 TAXIWAY L AND NORTHEAST QUADRANT SITWORK AT THE CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES EARTH EXCAVATION, EMBANKMENT, STORM SEWERS, MANHOLES, INLETS VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

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

- EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED DRAINAGE AND PAVEMENT IMPROVEMENTS.
- STORM SEWERS, MANHOLES, INLETS AND CULVERT INSTALLATION.
- PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
- PAVEMENT CONSTRUCTION.
- FINAL GRADING, ELECTRICAL INSTALLATION AND OTHER MISCELLANEOUS ITEMS.
- PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING, MULCHING AND EROSION CONTROL BLANKET.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 17 ACRES OF WHICH 13 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

- 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.
- 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 WHEELING DRAINAGE DITCH AND DES PLAINES RIVER THROUGH A STORM SEWER SYSTEM.

CONTROLS-EROSION CONTROLS 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 SEEDING AND MULCHING 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.
- AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET PROTECTION AND PERIMETER SILT FENCE 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 CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

- PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.
- CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY 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.
- 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.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

- TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.
- ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEDED.

MAINTENANCE AFTER CONSTRUCTION

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

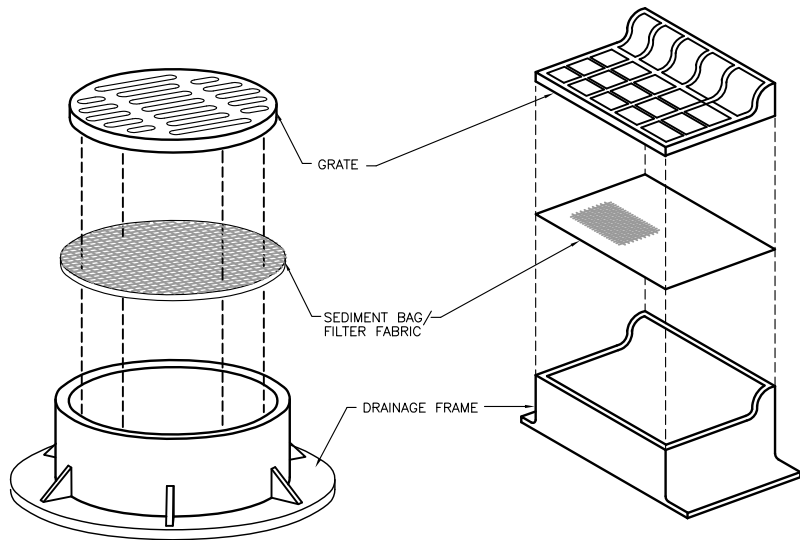
NPDES PERMIT # _____
 DATE ISSUED: _____
 DATE EXPIRES: _____

© copyright CMT, INC.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 8 OF 66 SHEETS	

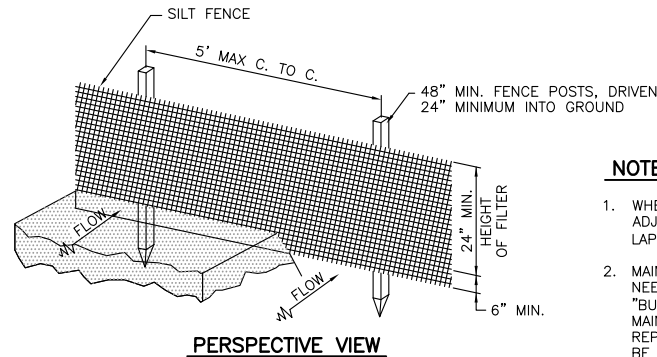


NOTES:

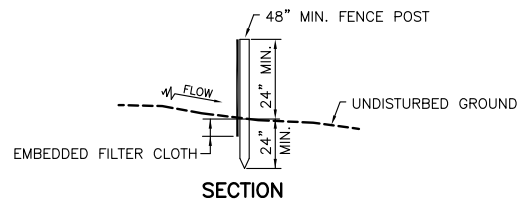
- 2-PLY REPLACEMENT SEDIMENT BAGS AND FILTER WRAP TO BE PLACED IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
- FABRIC SHALL BE IN CONFORMANCE WITH VILLAGE OF WHEELING REQUIREMENTS.
- FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
- CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
- FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MIN. OF 80% OF COVERAGE.
- COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO INLET PROTECTION.

DRAINAGE STRUCTURE FILTER WRAP

N.T.S.



PERSPECTIVE VIEW



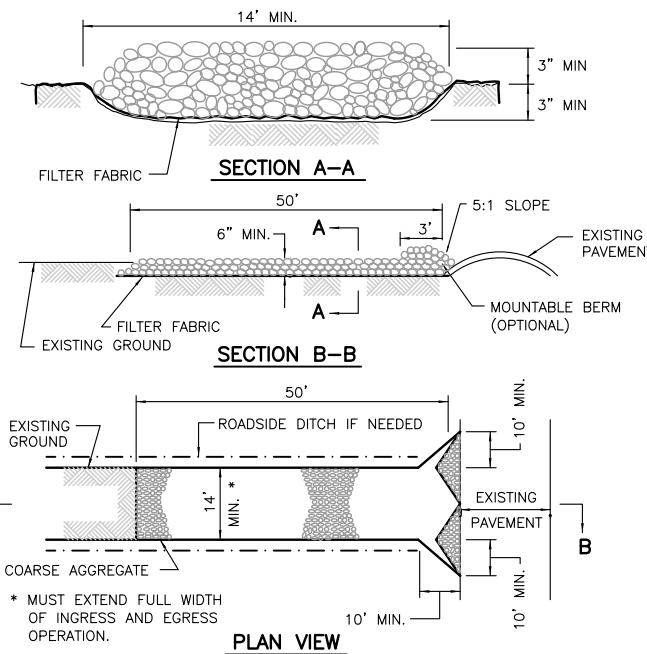
SECTION

NOTES:

- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MIN. AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
- SILT FENCE SHALL BE INSTALLED PER LANDSCAPING/EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FABRIC FENCE DETAIL

N.T.S.



NOTES:

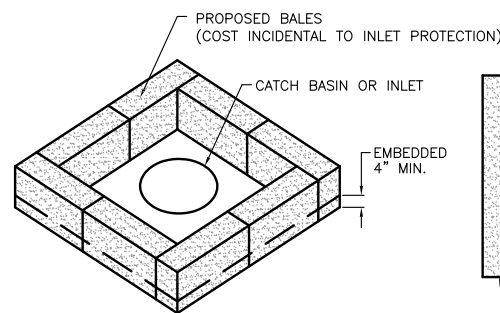
- FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, 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 SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630 - N.T.S.

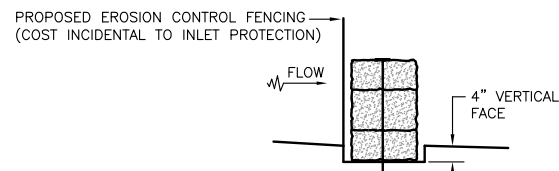
NOTES:

- BALES SHALL BE PLACED AT THE TOE OF SLOPE OR ON A CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
- BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
- INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. COST OF REMOVAL / REPLACEMENT TO BE INCLUDED IN UNIT PRICE FOR INLET PROTECTION/DITCH CHECK.
- AFTER FINAL APPROVAL OF THE ENGINEER, STRAW BALES MAY BE REMOVED. CONTRACTOR SHALL PLACE SOD, EXCELSIOR BLANKET WITH SEED OR KNITTED STRAW MAT WITH SEED OVER THE DISTURBED AREAS. COST INCIDENTAL TO INLET PROTECTION.

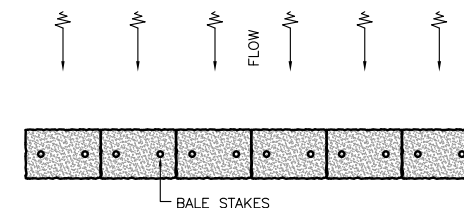


INLET PLACEMENT ISOMETRIC

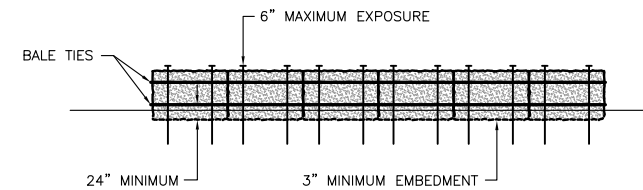
INLET PLACEMENT PLAN



BEDDING DETAIL



PLAN



ELEVATION

HAY OR STRAW BALES AS A PERIMETER EROSION BARRIER

N.T.S.

STORM INLET SEDIMENT TRAP DETAIL - TURF AREAS

N.T.S.



**ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
 NOTICE OF INTENT (NOI)
 GENERAL PERMIT TO DISCHARGE STORM SEWER
 CONSTRUCTION SITE ACTIVITIES**

IMPORTANT: FORM MUST BE TYPED TO ENABLE AUTOMATED OPTICAL PROCESSING.
 SUBMIT ORIGINAL - DO NOT SUBMIT PHOTOCOPY

OWNER INFORMATION

NAME: LAST FIRST MI. (SEE INSTRUCTIONS)	OWNER TYPE:(SELECT ONE AND TYPE "X")
CHICAGO EXECUTIVE AIRPORT	<input type="checkbox"/> PRIVATE <input type="checkbox"/> COUNTY <input type="checkbox"/> STATE
MAILING ADDRESS: 1020 SOUTH PLANT ROAD	<input checked="" type="checkbox"/> CITY <input type="checkbox"/> SPECIAL DISTRICT
CITY: WHEELING ST. IL ZIP: 60090	<input type="checkbox"/> FEDERAL
CONTACT PERSON: DENNIS ROULEAU	TELEPHONE: AREA CODE NUMBER
	NUMBERS: 847 537-2580

CONTRACTOR INFORMATION

NAME: LAST FIRST MI. (SEE INSTRUCTIONS)	TELEPHONE: AREA CODE NUMBER
	NUMBERS:
MAILING ADDRESS:	CITY ST. ZIP:

CONSTRUCTION SITE INFORMATION

SELECT ONE AND TYPE "X"	<input checked="" type="checkbox"/> EXISTING SITE	<input type="checkbox"/> NEW SITE	<input type="checkbox"/> CHANGE OF INFORMATION
FACILITY NAME: CHICAGO EXECUTIVE AIRPORT	Other NPDES Permit Numbers (if Applicable):	N/A	
MAILING ADDRESS: 1020 SOUTH PLANT ROAD	TELEPHONE: AREA CODE NUMBER	847 537-2580	
CITY: WHEELING ST. IL ZIP: 60090	LATITUDE: DEG. MIN. SEC. (NEAREST 15 SECONDS)	LONGITUDE: DEG. MIN. SEC. (NEAREST 15 SECONDS)	
COUNTY: COOK SECTION: 13	TOWNSHIP: 42 NORTH RANGE: 11 EAST	TOTAL SIZE OF CONSTRUCTION SITE IN ACRES: 17.0 ACRES	
START CONSTRUCTION DATE: MM/DD/YY	END CONSTRUCTION DATE: MM/DD/YY		

TYPE OF CONSTRUCTION

RESIDENTIAL COMMERCIAL INDUSTRIAL RECONSTRUCTION TRANSPORTATION OTHER

RECEIVING WATER INFORMATION

DOES YOUR STORM WATER DISCHARGE DIRECTLY TO:(SELECT ONE AND TYPE "X")

WATER OF THE STATE OR STORM SEWER

OWNER OF STORM SEWER SYSTEM: WHEELING/PROSPECT HTS.

NAME OF CLOSEST RECEIVING WATER (IF KNOWN): DES PLAINES RIVER

DOES THE QUANTITATIVE DATA CURRENTLY EXIST WHICH DESCRIBES THE CONCENTRATION OF POLLUTANTS IN THE STORM WATER DISCHARGES? YES NO

"I, certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment." In addition, I certify that the provisions of the permit, including the development and implementation of a Storm Water Pollution Prevention Plan and a Monitoring Program Plan, will be complied with.

OWNER SIGNATURE: _____ DATE: _____

MAIL COMPLETED FORM TO: (DO NOT SUBMIT ADDITIONAL DOCUMENTATION UNLESS REQUESTED)	ILLINOIS ENVIRONMENTAL PROTECTION AGENCY DIVISION OF WATER POLLUTION CONTROL ATTN: PERMIT SECTION 2200 CHURCHILL ROAD POST OFFICE BOX 19276 SPRINGFIELD, IL 62794-9276	LOG PERMIT DATE:
--	---	------------------------

This Agency is authorized to require this information under Illinois Revised Statute, 1991, Chapter 111 1/2, section 1039. Information is required under that Section. Failure to do so may prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**STORM WATER POLLUTION PREVENTION PLAN
 NOTES AND DETAILS**

© Copyright GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

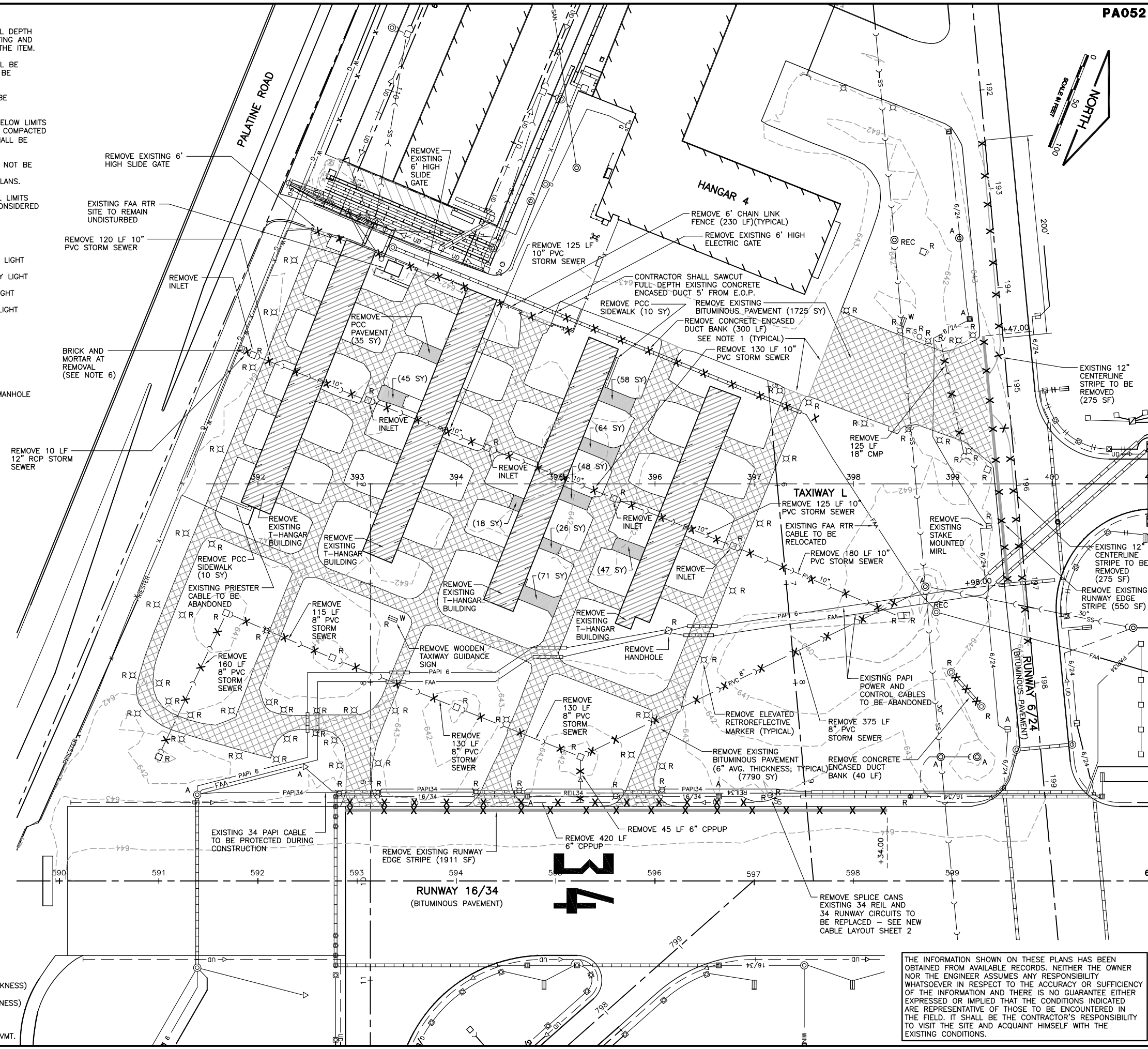
DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	9 OF 66 SHEETS

NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWS FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. THE TAXIWAY LIGHTS AND TRANSFORMERS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
3. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. IN AREAS WHERE REMOVED UNDERDRAIN OR STORM SEWER IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (209). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN REMOVAL.
5. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
6. CONTRACTOR SHALL BRICK AND MORTAR PIPE ENDS AT REMOVAL LIMITS WHERE NOTED. BRICK AND MORTAR OF PIPE ENDS SHALL BE CONSIDERED INCIDENTAL TO THE PIPE REMOVAL.

LEGEND

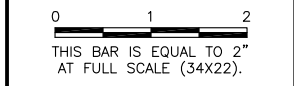
- ⊠ EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ⊠ EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- ⊠ EXISTING STAKE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- ⊠ EXISTING ELEVATED RETROREFLECTIVE MARKER
- △ EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- ⊠ EXISTING AIRFIELD GUIDANCE SIGN
- ⊠ 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 FLARED END STRUCTURE
- ⊠ EXISTING WATER VALVE
- ⊠ EXISTING UTILITY PEDESTAL
- ⊠ EXISTING CONDUIT/DUCT BANK
- 16/34— EXISTING RUNWAY 16/34 CIRCUIT
- 6/24— EXISTING RUNWAY 6/24 CIRCUIT
- G/D— EXISTING TAXIWAY G AND D CIRCUIT
- ABEF— EXISTING TAXIWAY A, B, E AND F CIRCUIT
- S EXISTING ELECTRICAL SPLICE CAN
- 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
- UD— EXISTING STORM SEWER
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- W— EXISTING WATERMAIN
- SAN— EXISTING SANITARY SEWER
- W— EXISTING WATER MAIN PIPE IN CASING PIPE
- ⊠ EXISTING BUILDING
- X— EXISTING AIRFIELD FENCE
- EXISTING VEHICLE GATE
- — EXISTING AIRPORT PROPERTY LINE
- R EXISTING ITEM TO BE REMOVED
- A EXISTING ITEM TO BE ADJUSTED
- REL EXISTING ITEM TO BE RELOCATED
- REC EXISTING STRUCTURE TO BE RECONSTRUCTED
- MOD EXISTING TAXI GUIDANCE SIGN PANEL MODIFICATION
- X NEW SEWER/DUCT/UNDERDRAIN REMOVAL
- ⊠ NEW BITUMINOUS PAVEMENT REMOVAL (6" AVG. THICKNESS)
- ⊠ NEW CONCRETE PAVEMENT REMOVAL (6" AVG. THICKNESS)
- ⊠ NEW BITUMINOUS PAVEMENT MILLING
- ⊠ NEW REMOVAL AND REPLACEMENT OF BITUMINOUS PVMT.



PA052

K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Econ.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:44:42 AM
 XREF DWG: taxiway-base-con2.dwg
 tbcint-con2.dwg
 topo-ty-L.DWG

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LMA
 EXISTING CONDITIONS AND REMOVALS
 TAXIWAY L**

© Copyright GMT, Inc.

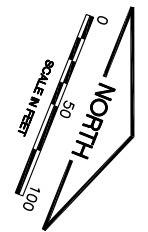
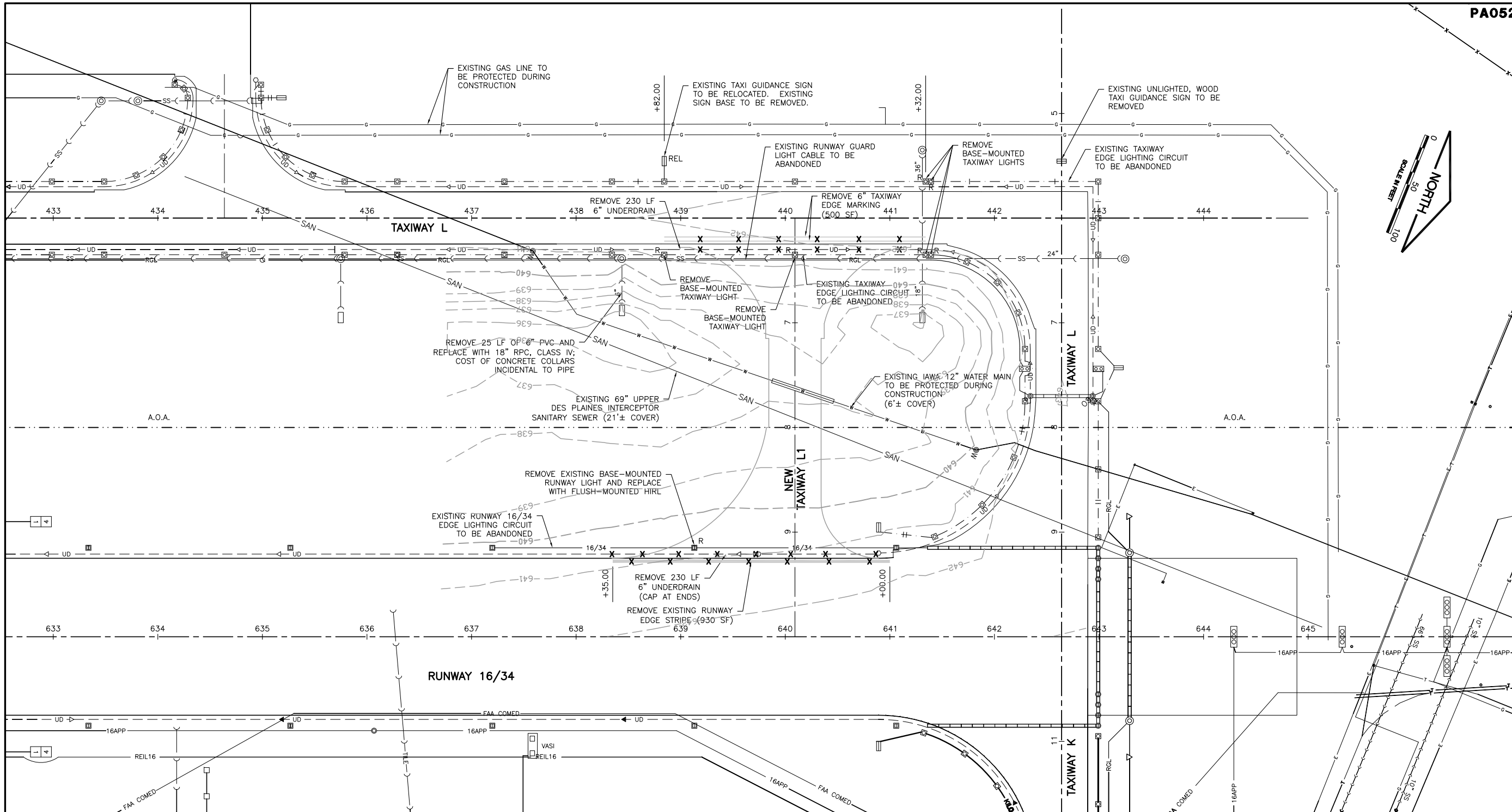
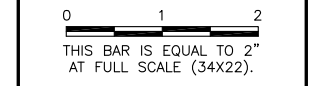
GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK / SMS
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 10 OF 66 SHEETS	

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY L1**

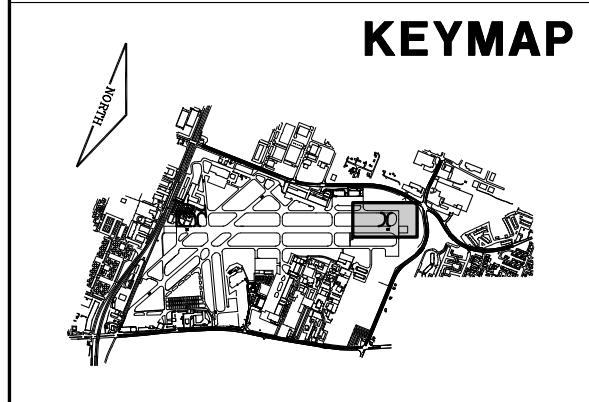
**EXISTING CONDITIONS AND REMOVALS
TAXIWAY L1**

© Copyright CMT, Inc.
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613



SEE EXISTING CONDITIONS AND PROPOSED REMOVALS - TAXIWAY L SHEET FOR LEGEND AND NOTES

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.



DESIGN BY:	SMS
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	11 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**EXISTING BUILDINGS PHOTOS
 SHEET 1**



NOTES:
 1. THESE IMAGES REPRESENT EXISTING GENERAL CONDITIONS AT THE SITE AT THE TIME THE IMAGES WERE TAKEN. THE CONTRACTOR IS ENCOURAGED TO VISIT THE SITE AND INSPECT THE BUILDING STRUCTURES AND ANY OTHER FEATURE HE MAY DEEM NECESSARY IN ORDER TO SUBMIT A RESPONSIBLE BID FOR THEIR REMOVAL.

© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

SHEET 12 OF 66 SHEETS



REVISIONS

NUMBER	BY	DATE

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

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA

EXISTING BUILDINGS PHOTOS
 SHEET 2

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO
 EXECUTIVE
 AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

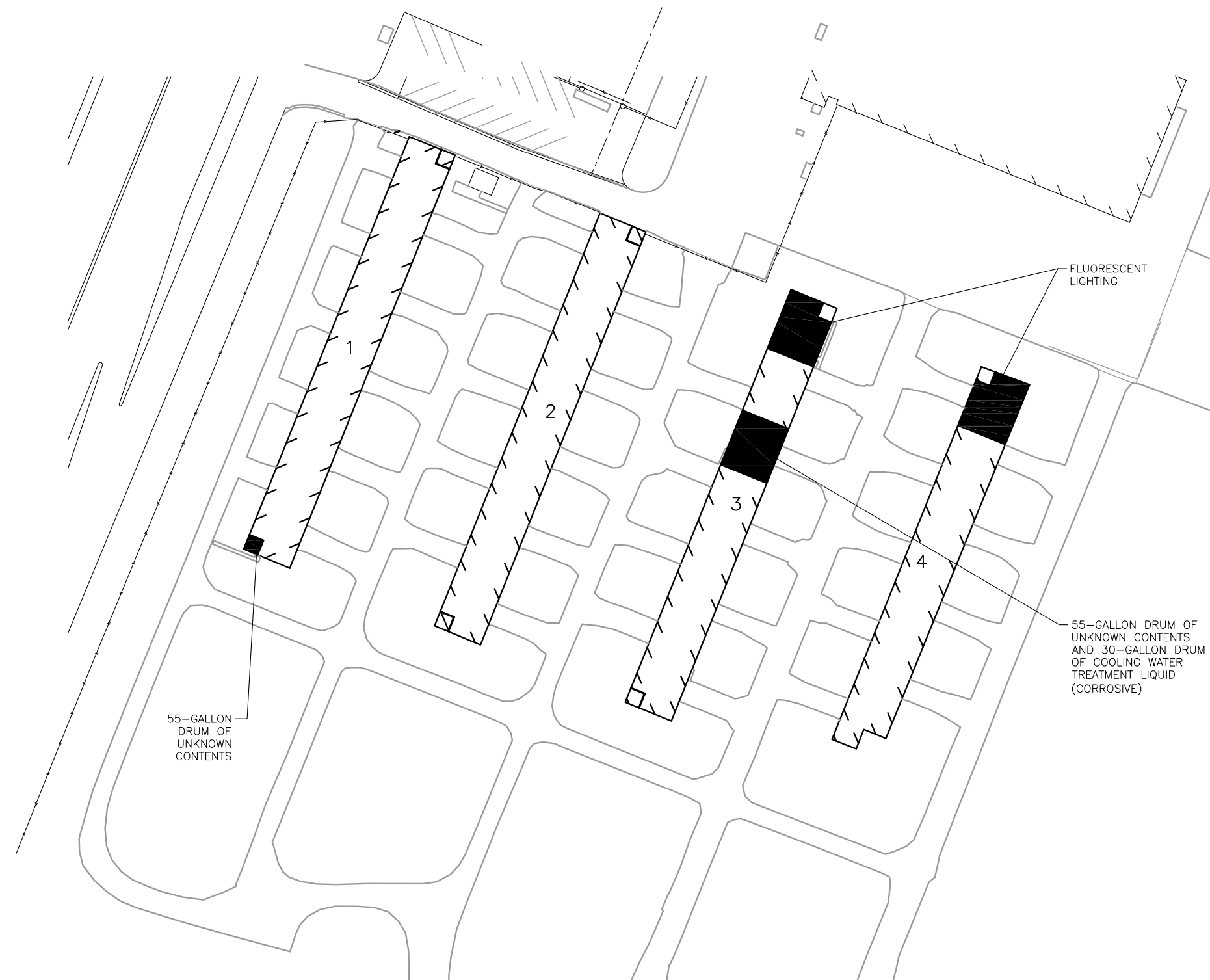


NOTES:

1. THESE IMAGES REPRESENT EXISTING GENERAL CONDITIONS AT THE SITE AT THE TIME THE IMAGES WERE TAKEN. THE CONTRACTOR IS ENCOURAGED TO VISIT THE SITE AND INSPECT THE BUILDING STRUCTURES AND ANY OTHER FEATURE HE MAY DEEM NECESSARY IN ORDER TO SUBMIT A RESPONSIBLE BID FOR THEIR REMOVAL.

REVISIONS		
NUMBER	BY	DATE

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



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

HAZ-1

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

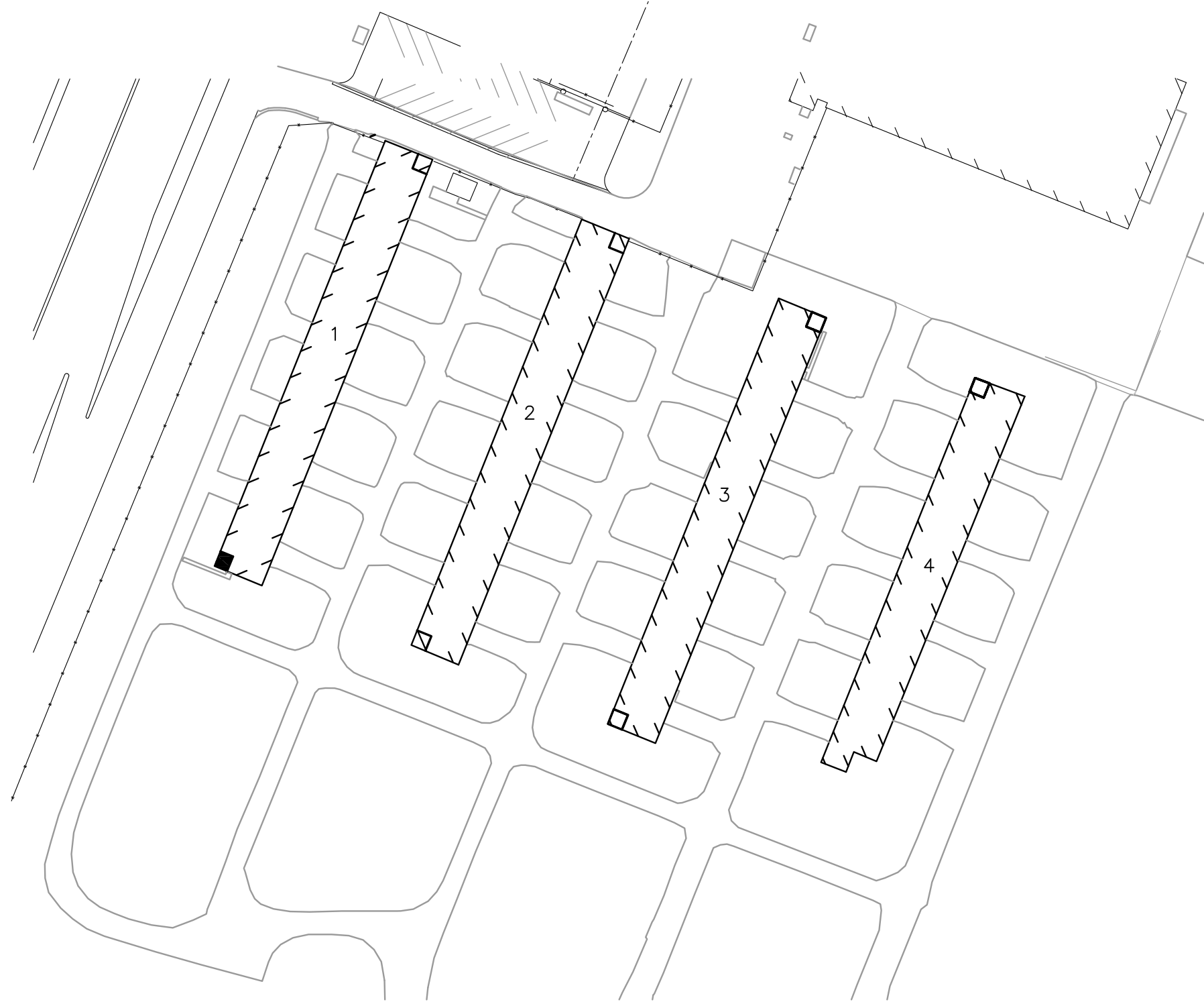
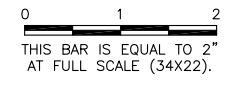
DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

NOTE:
 1. CONTRACTOR MUST REMOVE SUSPECT HAZARDOUS MATERIALS IN ACCORDANCE WITH ITEM 028400 - HAZARDOUS MATERIALS ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= SUSPECT HAZARDOUS MATERIALS BE REMOVED

REVISIONS		
NUMBER	BY	DATE



NOTE:
 1. CONTRACTOR MUST REMOVE ACM IN ACCORDANCE WITH ITEM 028200 - ASBESTOS ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE GREEN 9"x9" FLOOR TILE TO BE REMOVED

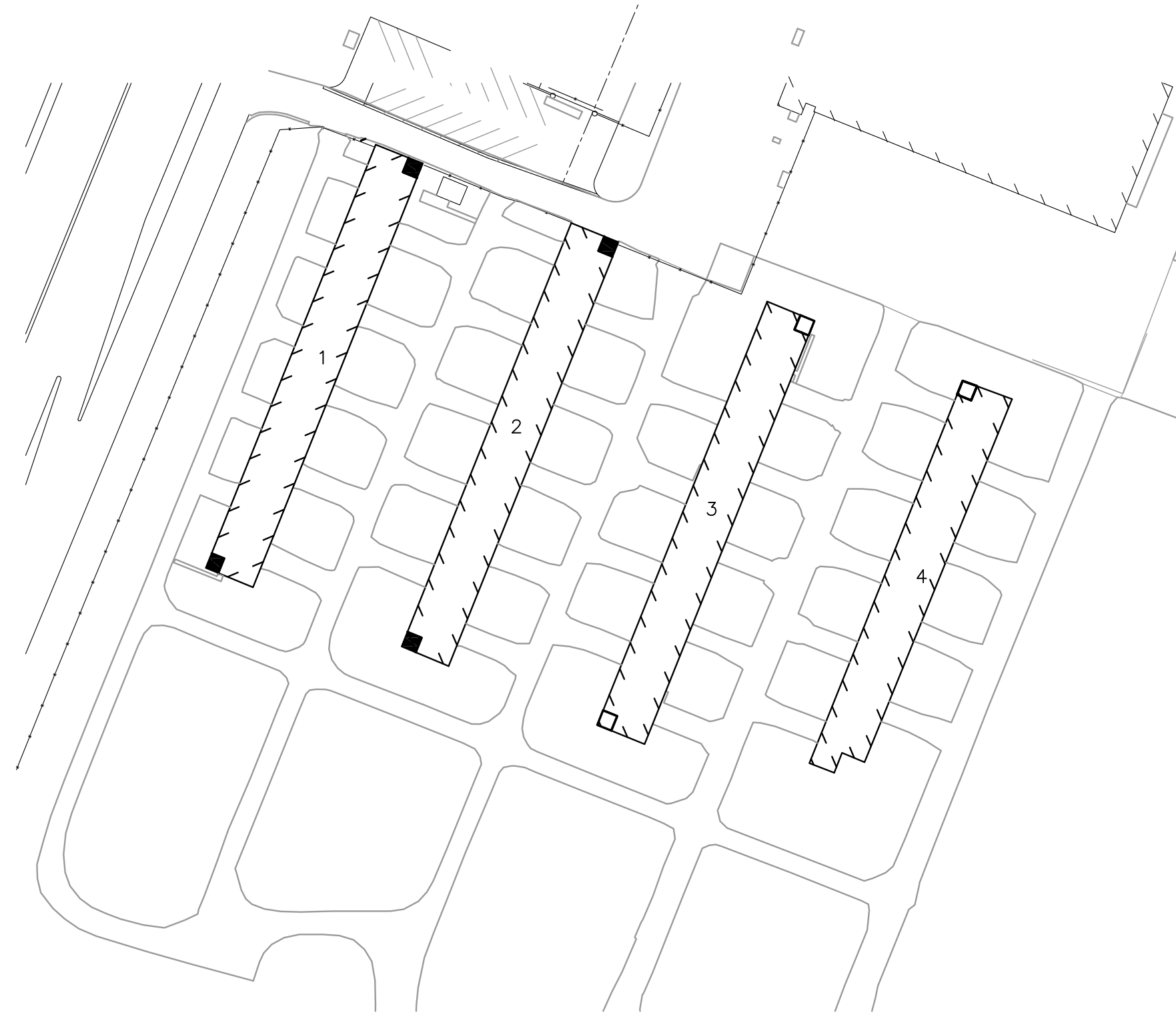
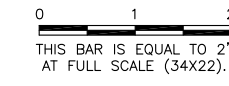
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-1

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	15 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE



NOTE:
 1. CONTRACTOR MUST REMOVE ACM IN ACCORDANCE WITH ITEM 028200 - ASBESTOS ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE GREY GLAZING INTERIOR WINDOW TO BE REMOVED

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

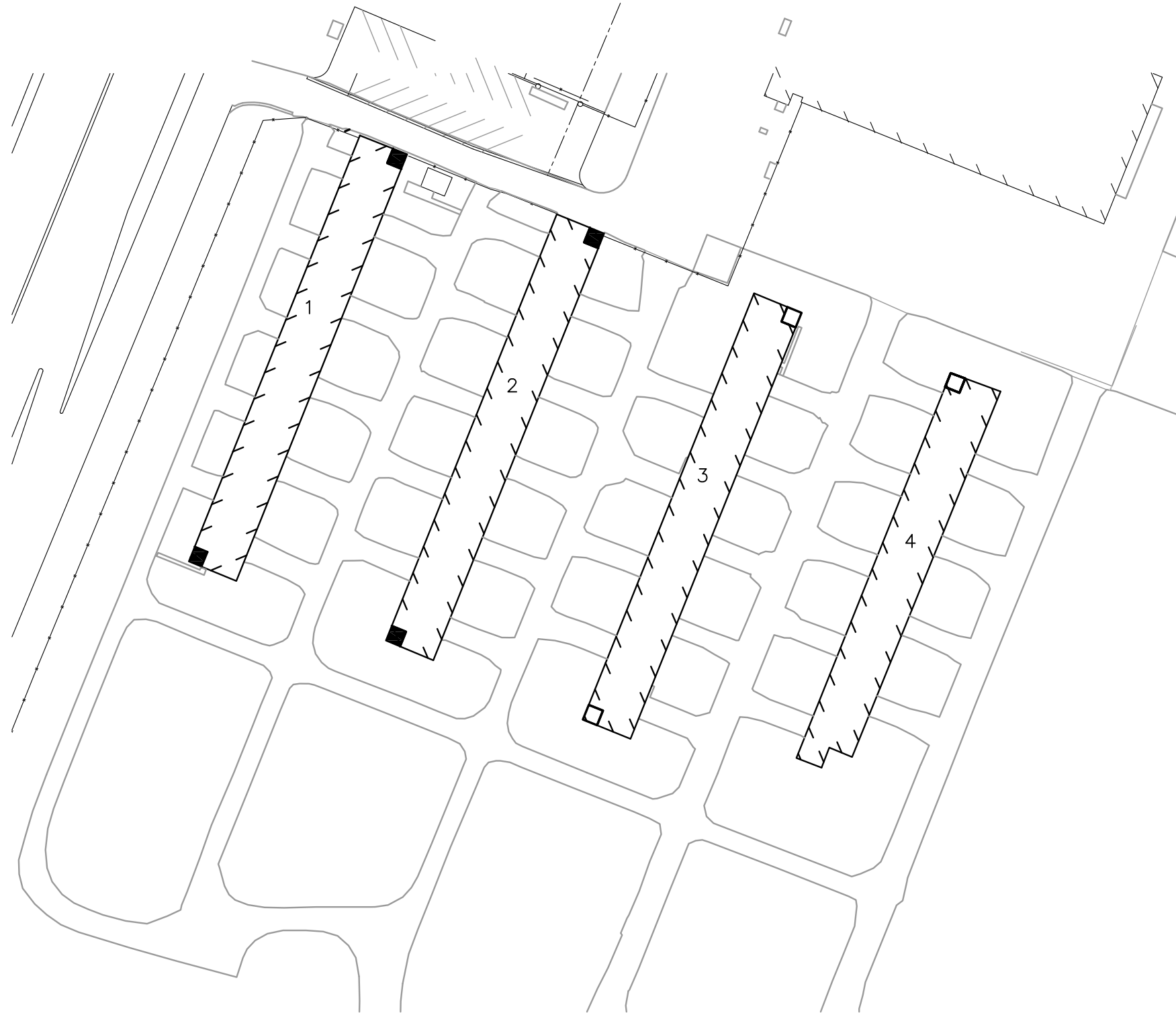
ACM-2

© Copyright GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	16 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE



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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-3



NOTE:
 1. CONTRACTOR MUST REMOVE
 ACM IN ACCORDANCE WITH
 ITEM 028200 - ASBESTOS
 ABATEMENT.

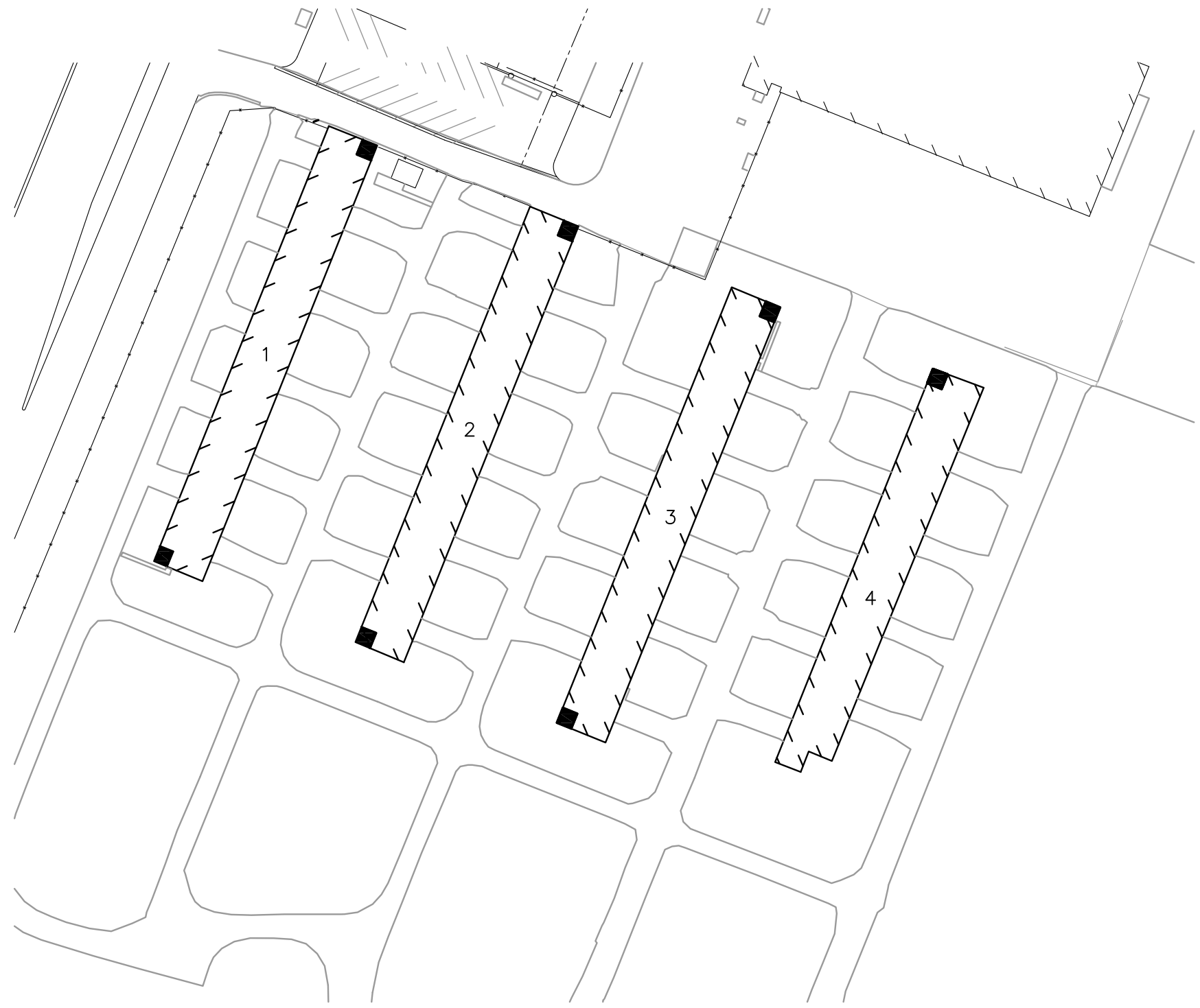
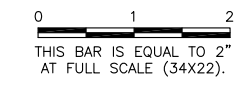
LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE GREY GLAZING INTERIOR DOOR TO BE REMOVED

© Copyright GMT, Inc.
 **GMT**
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

 **CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	17 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE



NOTE:
 1. CONTRACTOR MUST REMOVE ACM IN ACCORDANCE WITH ITEM 028200 - ASBESTOS ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE TAN GLAZING EXTERIOR WINDOW TO BE REMOVED

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

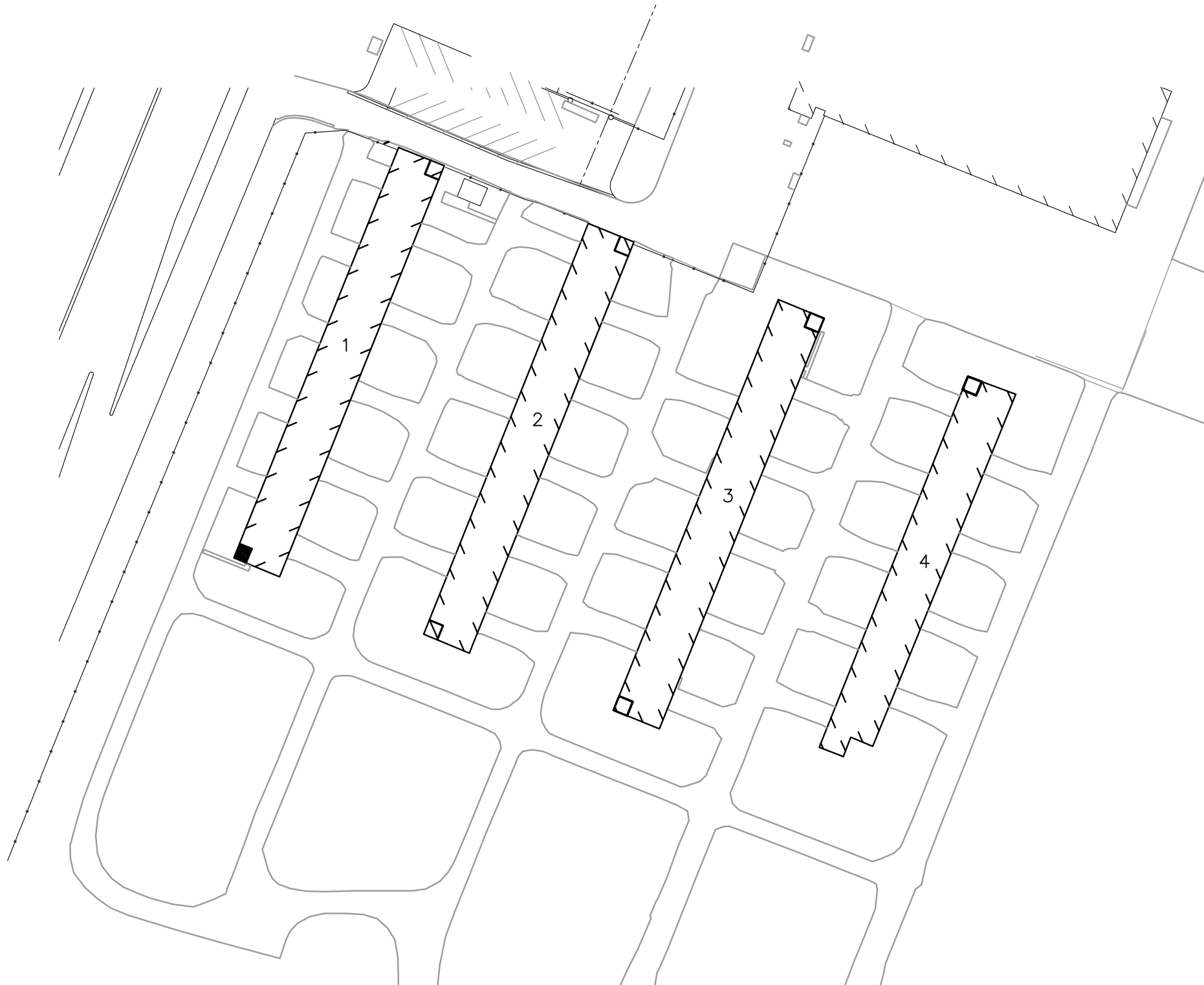
ACM-4

© Copyright CMT, Inc.

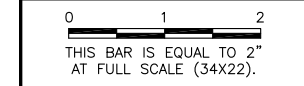
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 18 OF 66 SHEETS	



REVISIONS		
NUMBER	BY	DATE





**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-5

NOTE:
 1. CONTRACTOR MUST REMOVE
 ACM IN ACCORDANCE WITH
 ITEM 028200 - ASBESTOS
 ABATEMENT.



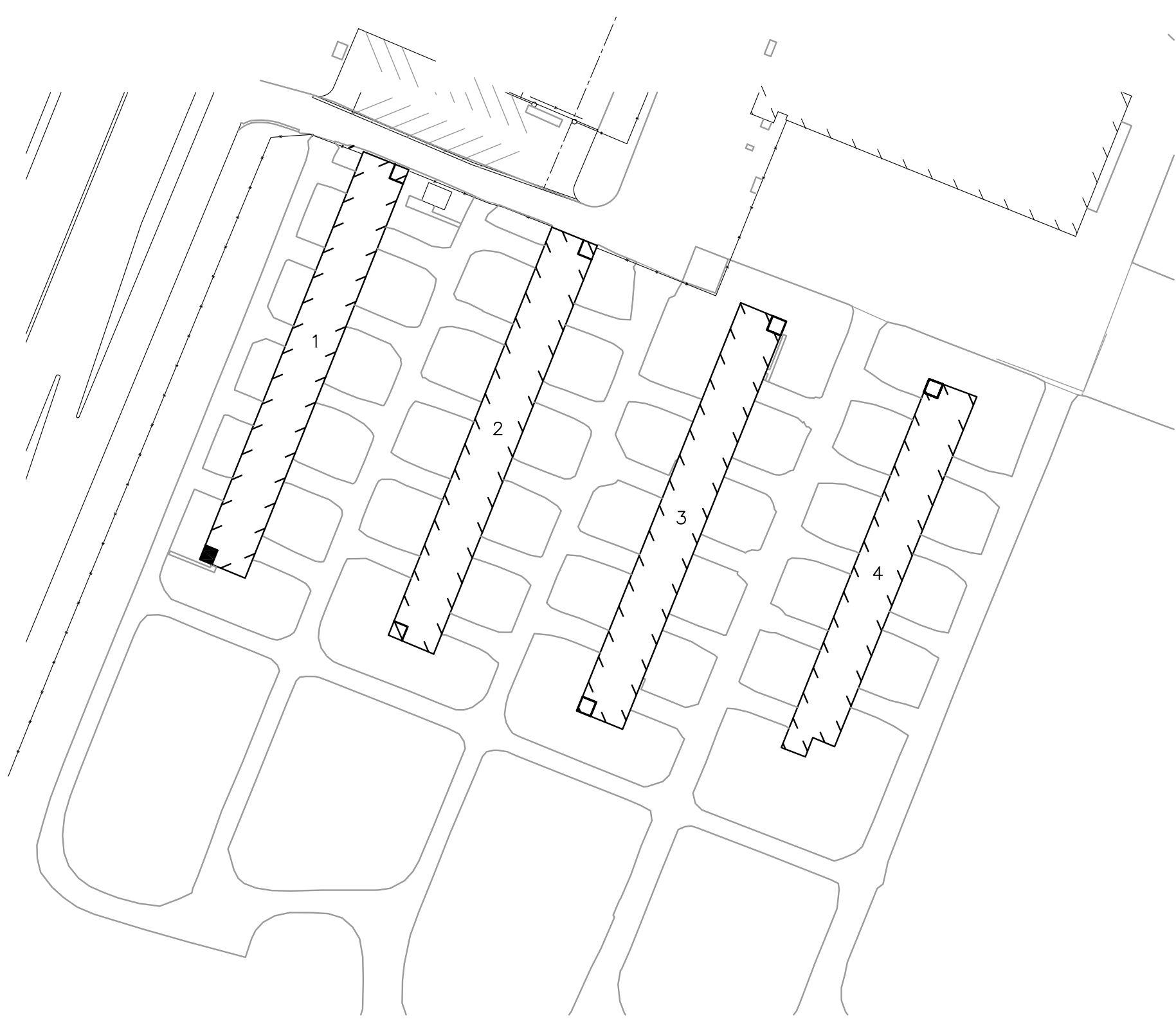
LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE WHITE FIBROUS PIPE WRAP TO BE REMOVED

© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 19 OF 66 SHEETS	



REVISIONS		
NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-6

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



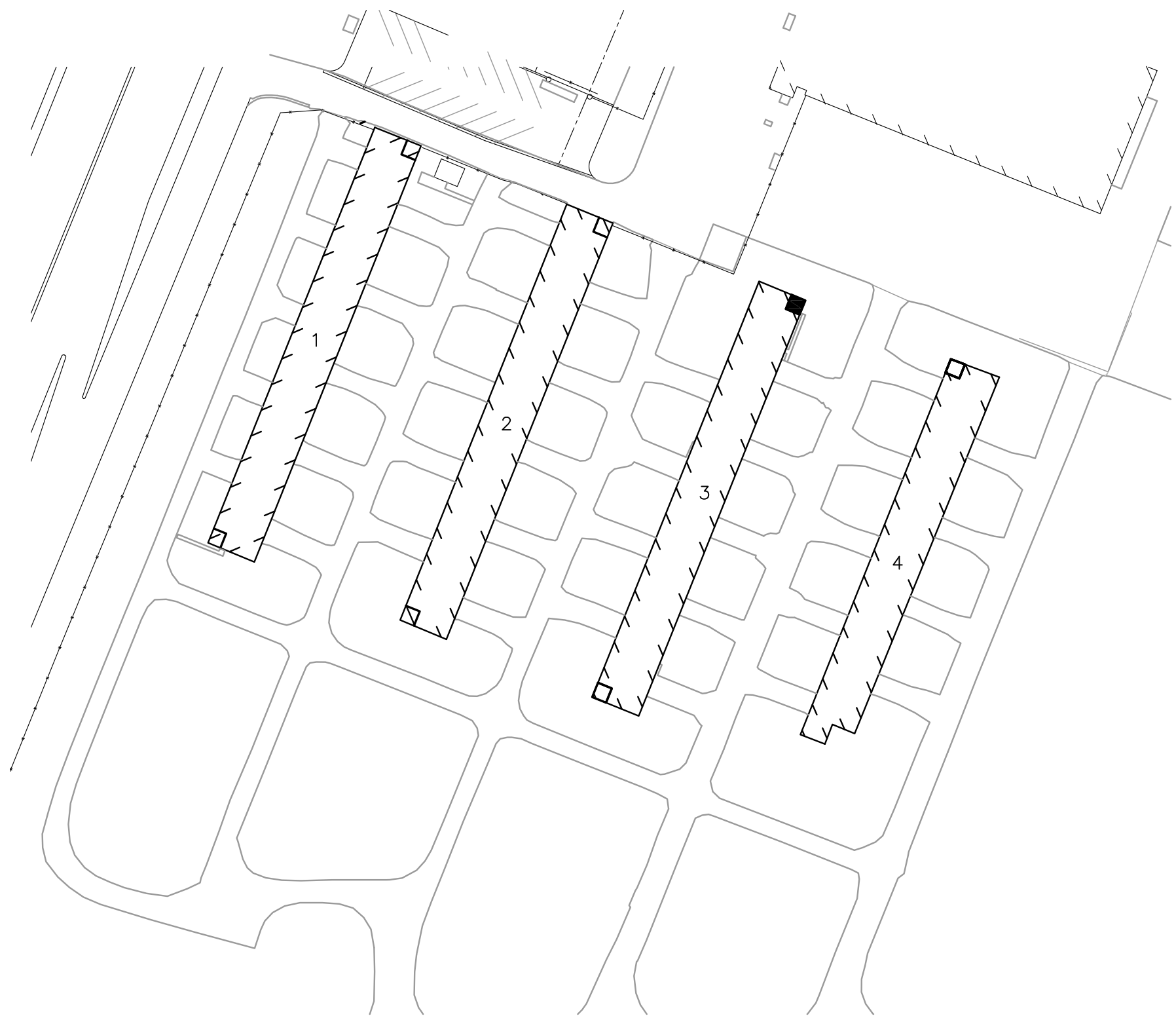
NOTE:
 1. CONTRACTOR MUST REMOVE
 ACM IN ACCORDANCE WITH
 ITEM 028200 - ASBESTOS
 ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE BLACK PENETRATION SEALANT TO BE REMOVED

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	20 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE

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



NOTE:
 1. CONTRACTOR MUST REMOVE
 ACM IN ACCORDANCE WITH
 ITEM 028200 - ASBESTOS
 ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE OFF-WHITE JOINT COMPOUND TO BE REMOVED

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

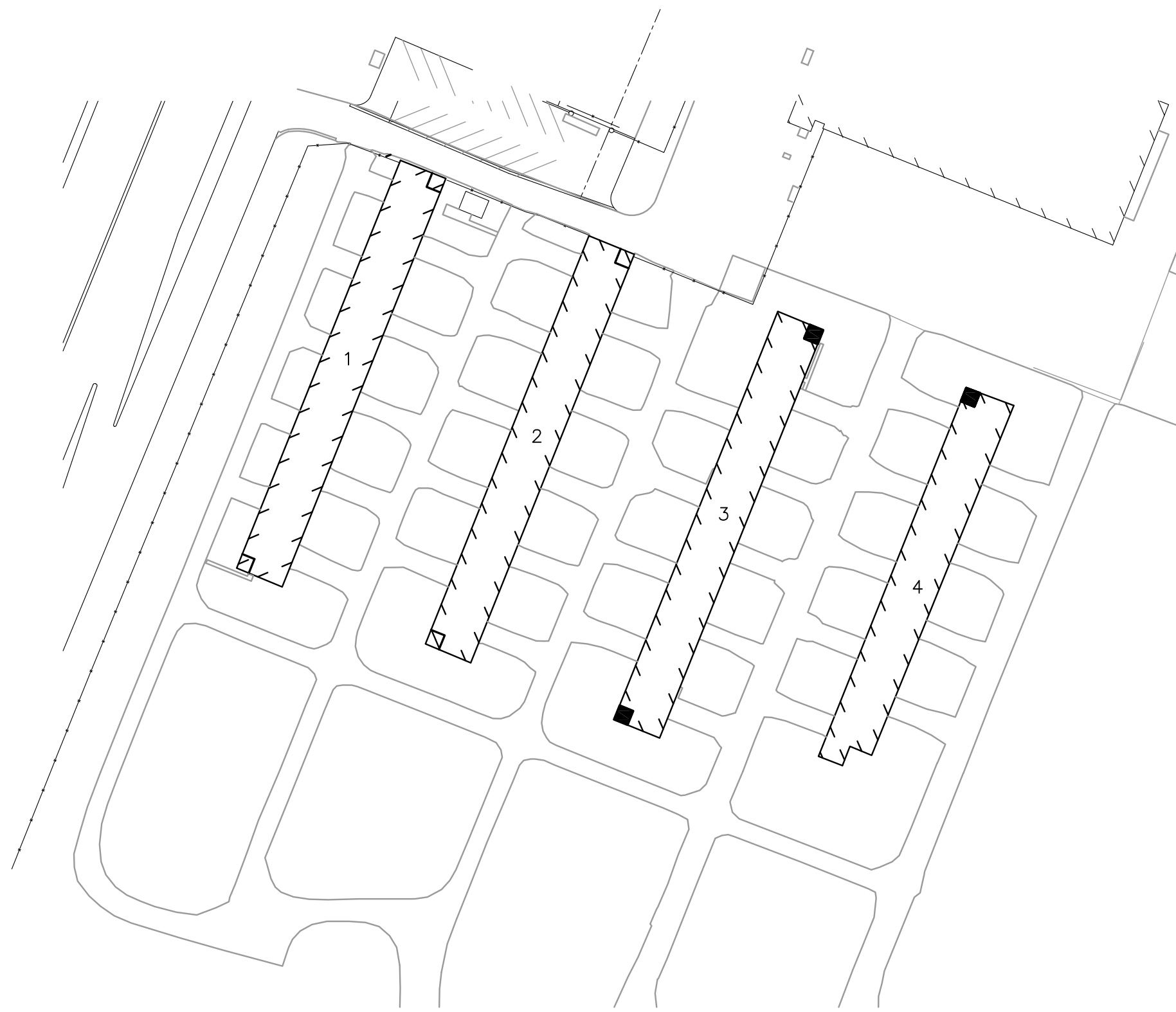
ACM-7

© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	21 OF 66 SHEETS



REVISIONS

NUMBER	BY	DATE

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA

ACM-8

© Copyright GMT, Inc.
GMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613



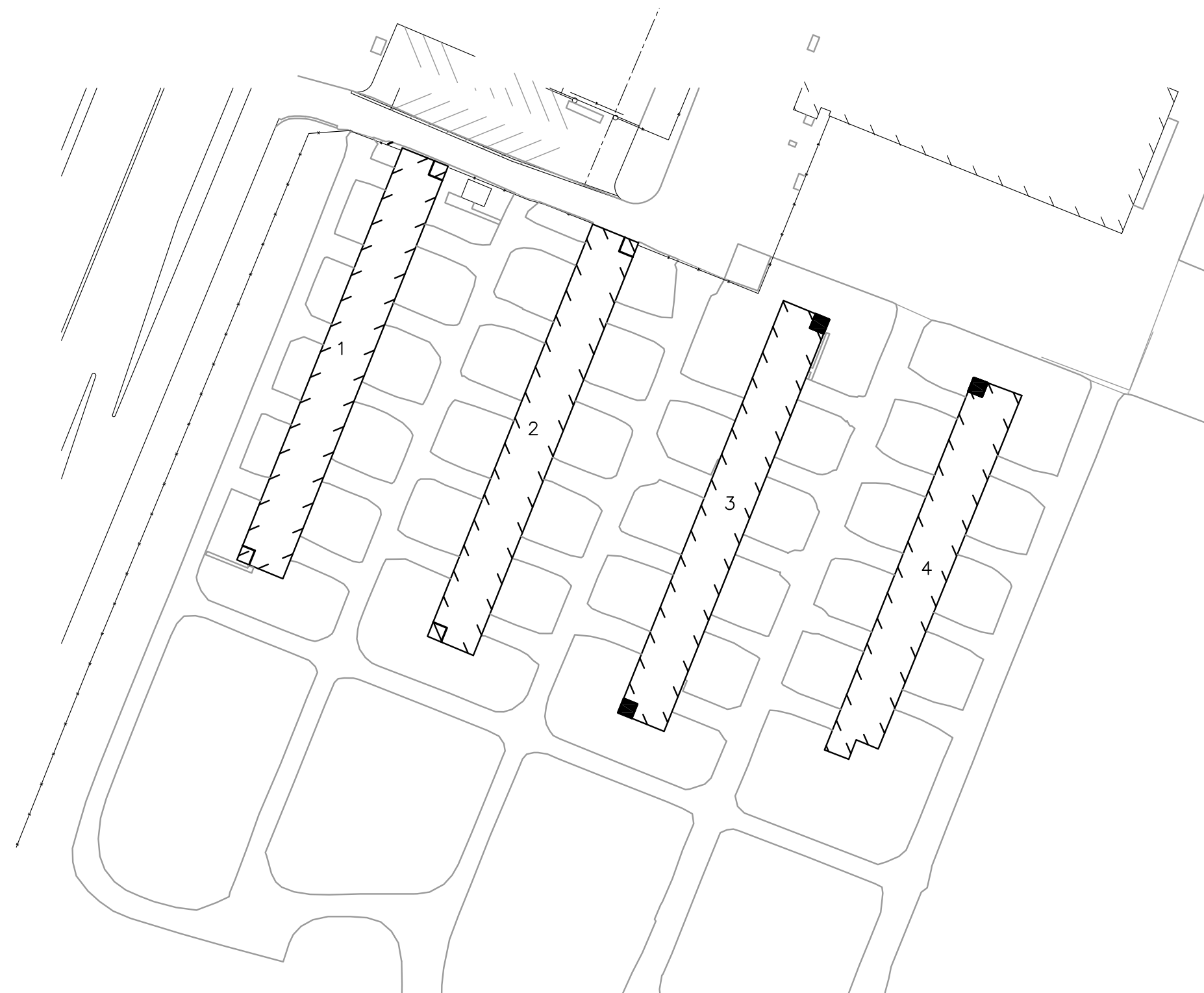
NOTE:
1. CONTRACTOR MUST REMOVE
ACM IN ACCORDANCE WITH
ITEM 028200 - ASBESTOS
ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE OFF-WHITE GLAZING INTERIOR WINDOW TO BE REMOVED

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 22 OF 66 SHEETS	

REVISIONS		
NUMBER	BY	DATE

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



NOTE:
 1. CONTRACTOR MUST REMOVE ACM IN ACCORDANCE WITH ITEM 028200 - ASBESTOS ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE TAN GLAZING INTERIOR DOOR TO BE REMOVED

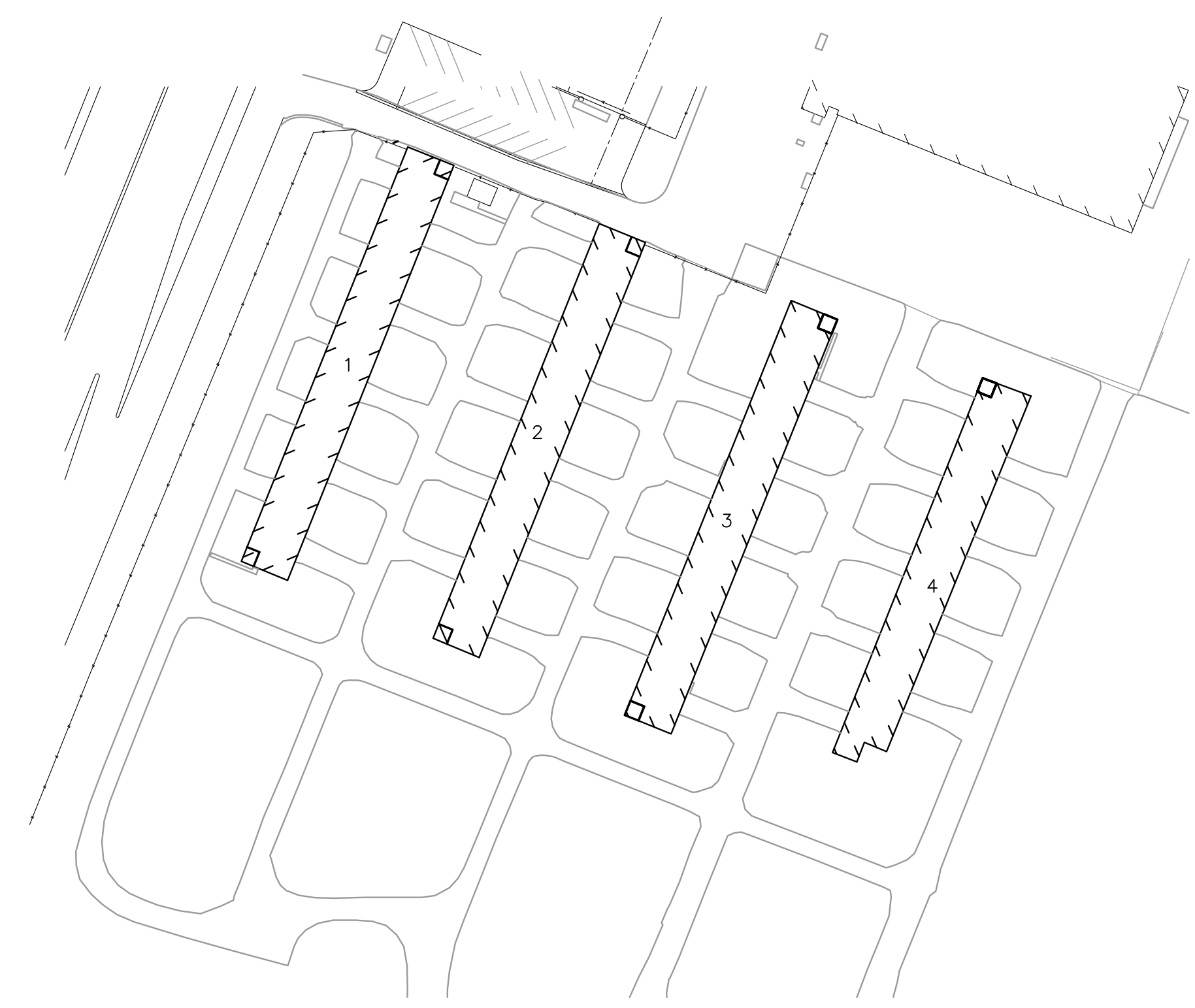
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-9

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

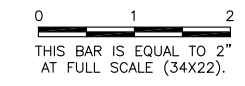


DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	23 OF 66 SHEETS



REVISIONS

NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ACM-10



NOTE:
 1. CONTRACTOR MUST REMOVE
 ACM IN ACCORDANCE WITH
 ITEM 028200 - ASBESTOS
 ABATEMENT.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= ACM POSITIVE 12" X 12" TAN FLOOR TILE TO BE REMOVED

© Copyright GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44

REVISIONS		
NUMBER	BY	DATE

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

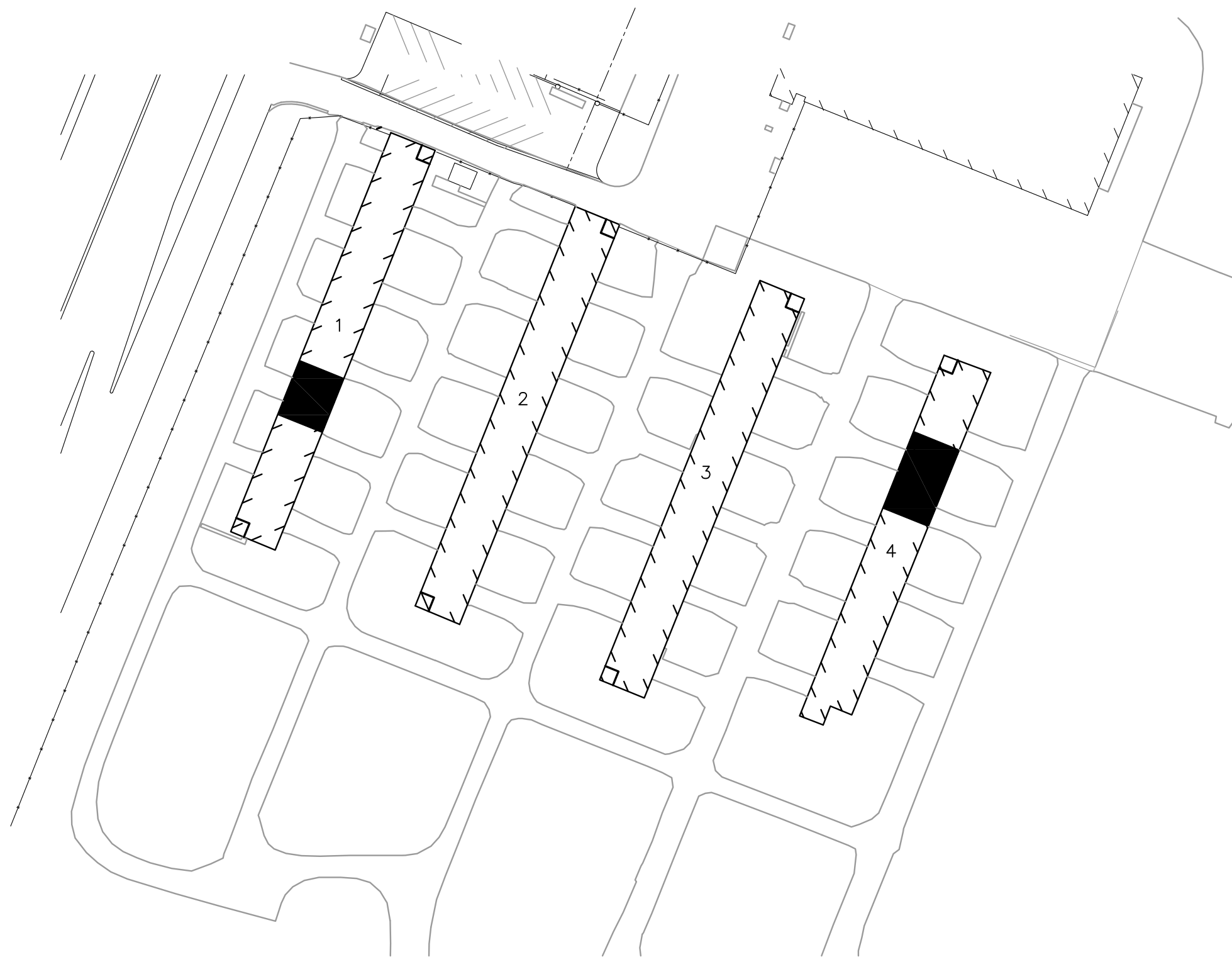
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

LBP-1

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



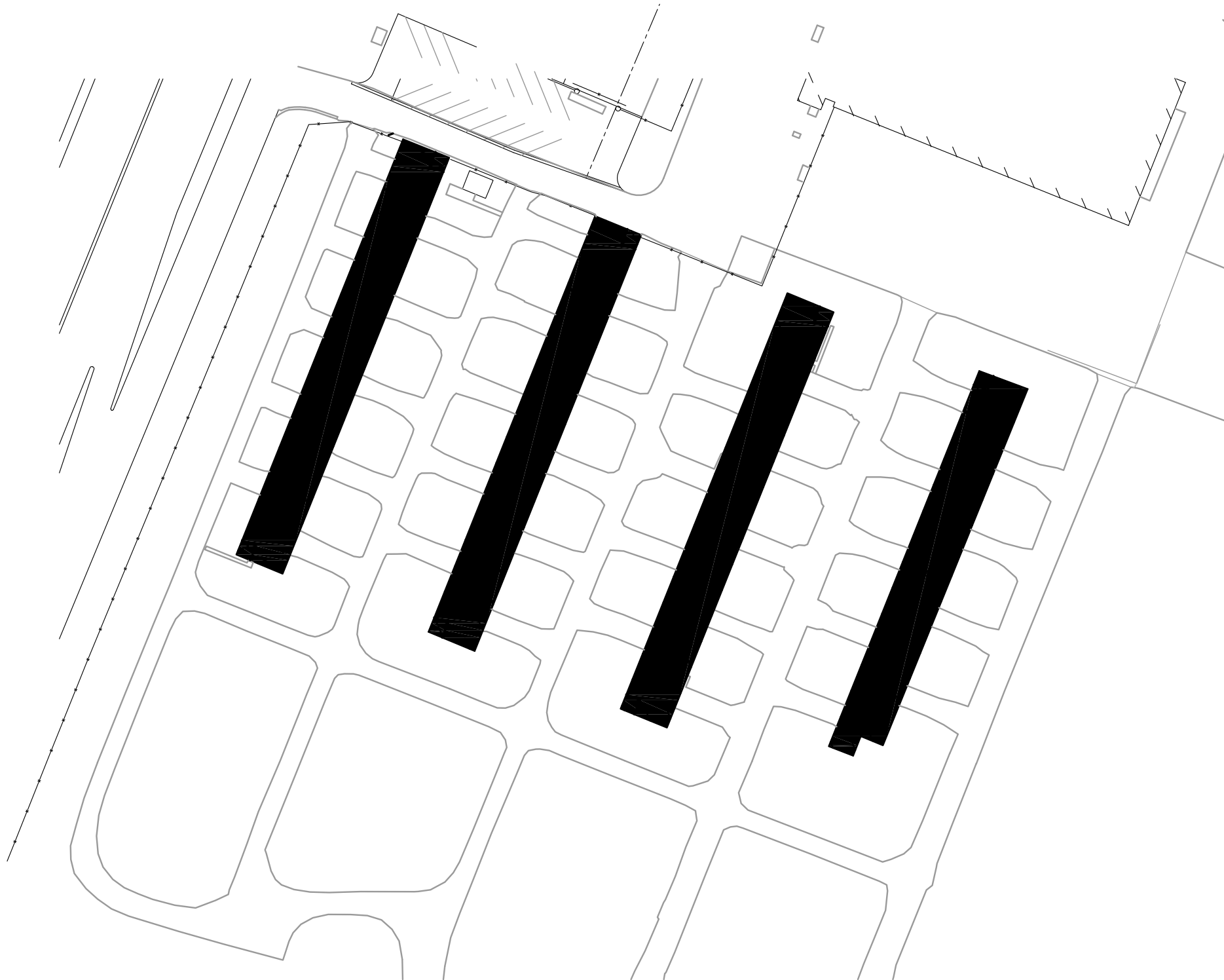
DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	25 OF 66 SHEETS



NOTE:



1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE YELLOW PAINT WAS IDENTIFIED ON THE CROSS BAR HANGAR DOOR UNIT #34 AND THE TIRE RACK UNIT #2.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE YELLOW PAINT TO BE REMOVED

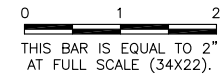


NOTE:

1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE BROWN PAINT WAS IDENTIFIED ON METAL FRAME SUPPORT CROSS BEAMS, METAL FRAME SUPPORT BEAMS, METAL CROSS BARS, I-BEAMS, AND EXTERIOR EAST OFFICE DOOR CASING OF HANGAR 2.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.


LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE BROWN PAINT TO BE REMOVED

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

LBP-2

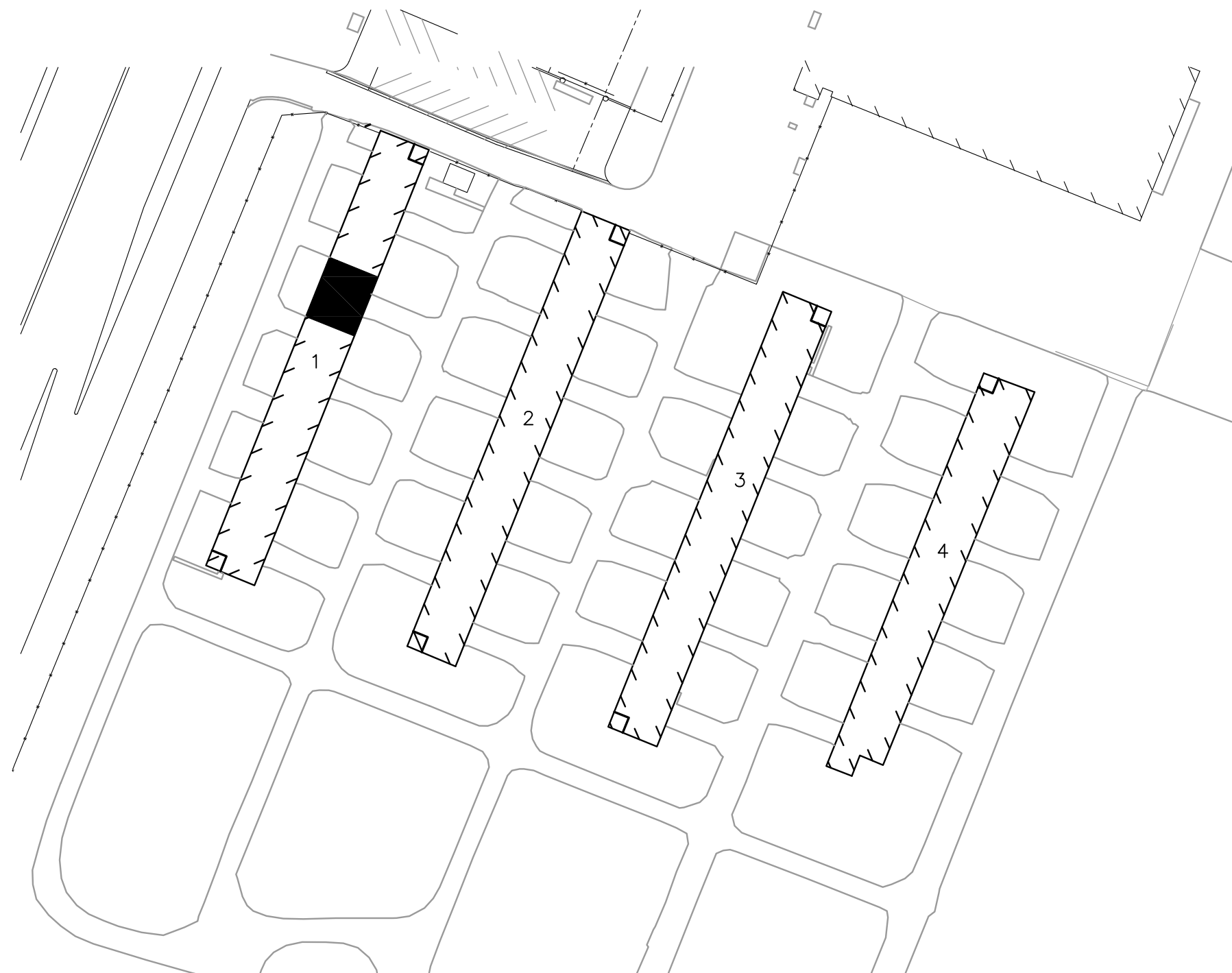
© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	26 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE

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



NOTE:

1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE GREY PAINT WAS IDENTIFIED ON THE HANGAR DOOR CROSS BARS IN UNIT #9.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE GREY PAINT TO BE REMOVED

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

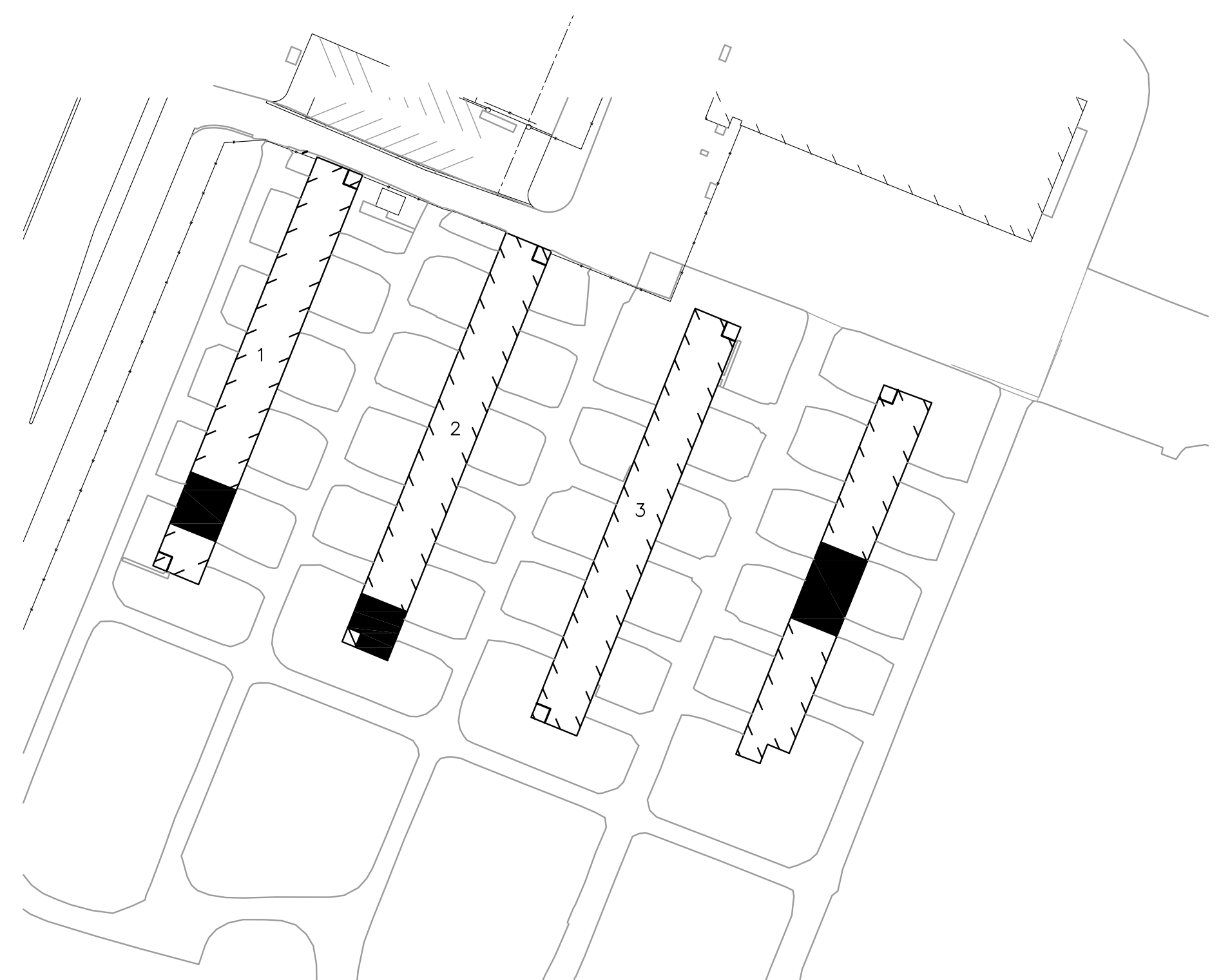
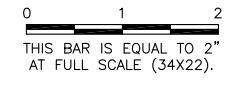
LBP-3

© Copyright CMT, Inc.
 **CMT**
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613


DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 27 OF 66 SHEETS	

REVISIONS

NUMBER	BY	DATE



NOTE:

1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE WHITE PAINT WAS IDENTIFIED ON METAL FRAME SUPPORT CROSS BEAM UNIT #33, HANGAR DOOR OF UNIT #16, AND CEILING IN UNIT #1.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND

	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE WHITE PAINT TO BE REMOVED

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA

LBP-4

© Copyright CMT, Inc.

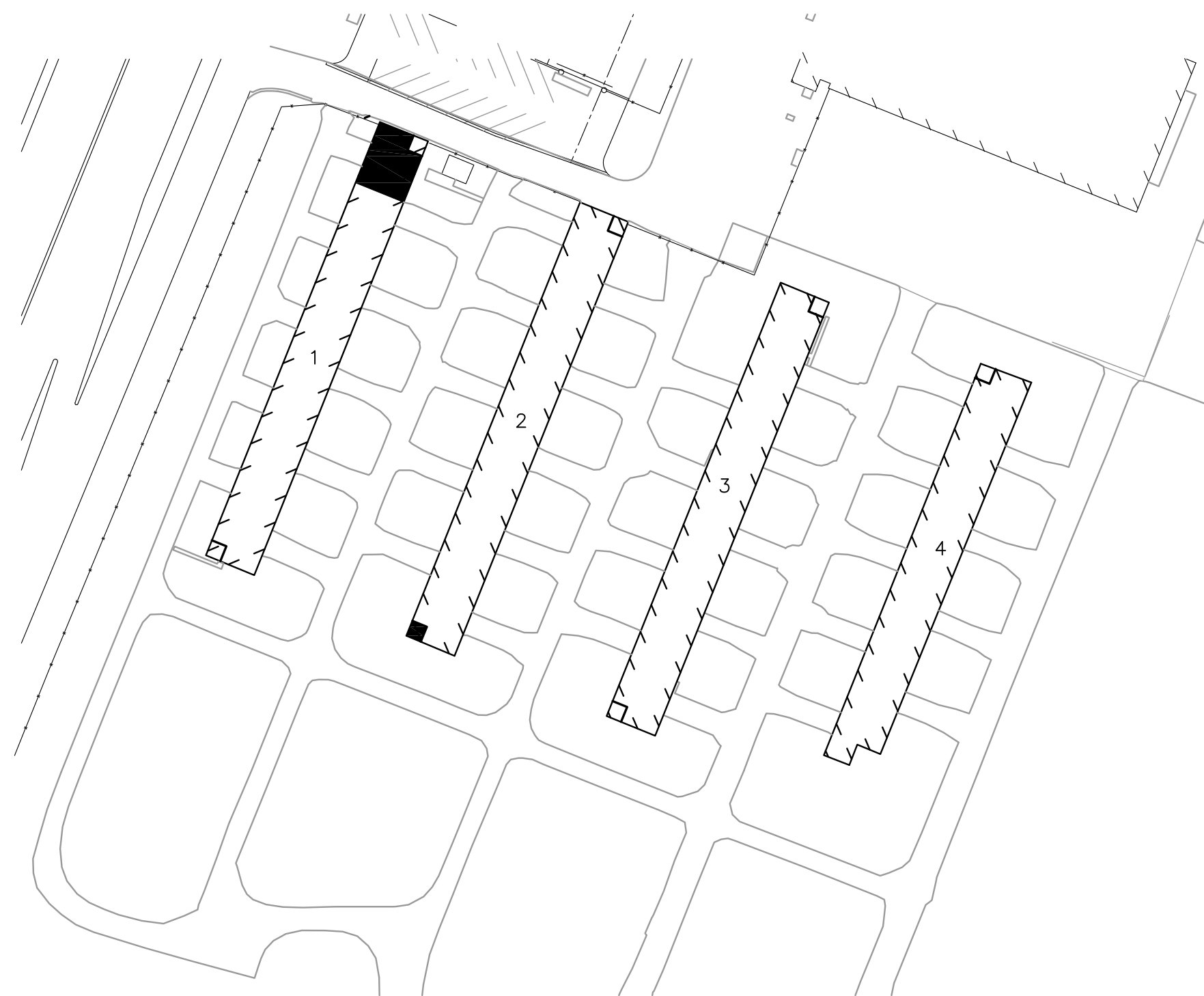
 CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	28 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE

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




NOTE:

1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE ORANGE PAINT WAS IDENTIFIED ON I-BEAM IN UNIT #5, DOOR HINGE IN UNIT #5, NORTH DOOR CASING IN UNIT #5 AND THE EXTERIOR EAST OFFICE DOOR HANGAR 2.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE ORANGE PAINT TO BE REMOVED

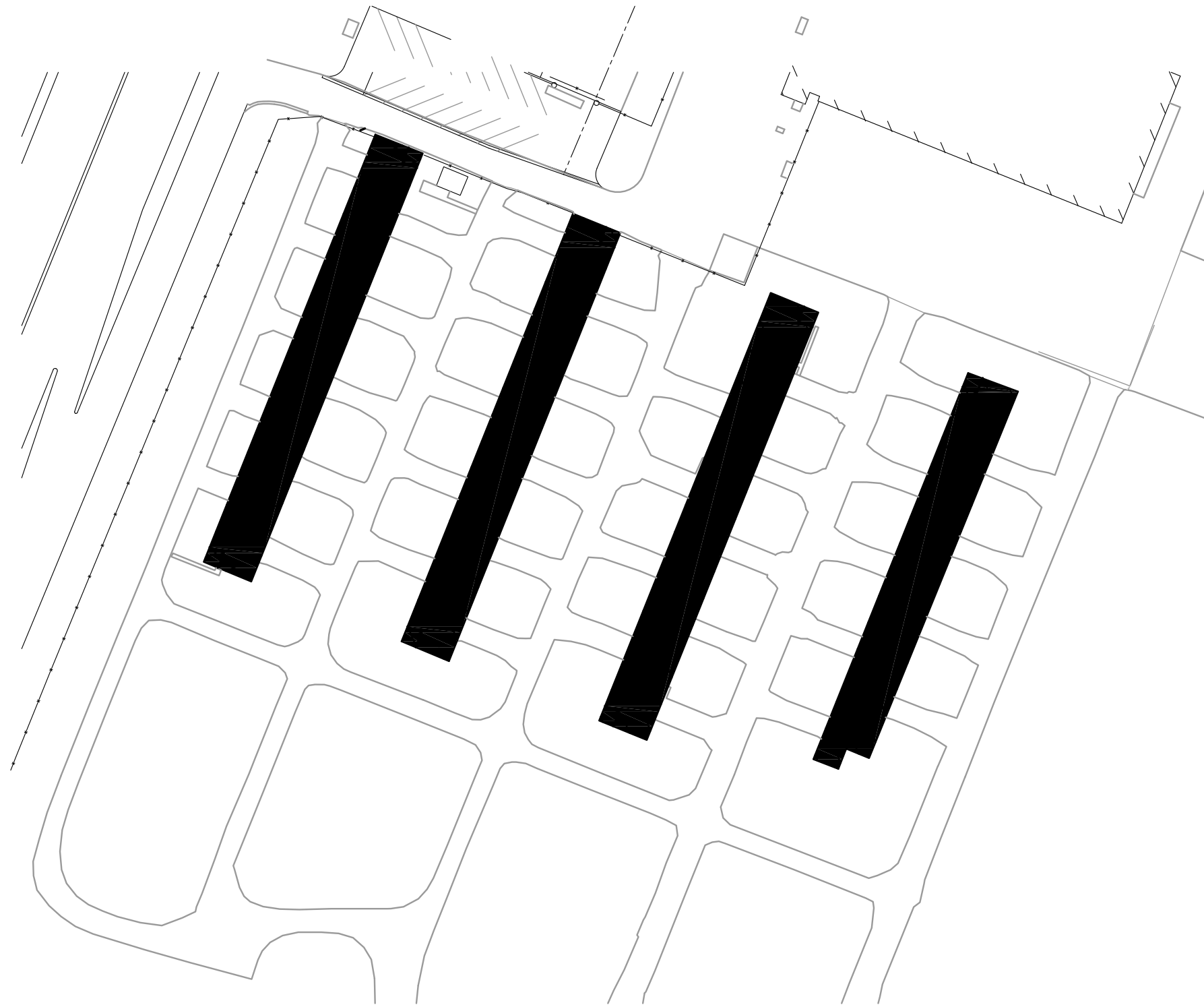
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

LBP-5

© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613





DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 29 OF 66 SHEETS	

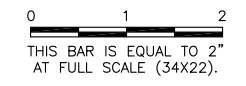


NOTE:

1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE BEIGE PAINT WAS IDENTIFIED ON ALL EXTERIOR HANGAR SURFACES.
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE BEIGE PAINT TO BE REMOVED


REVISIONS		
NUMBER	BY	DATE




**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

LBP-6

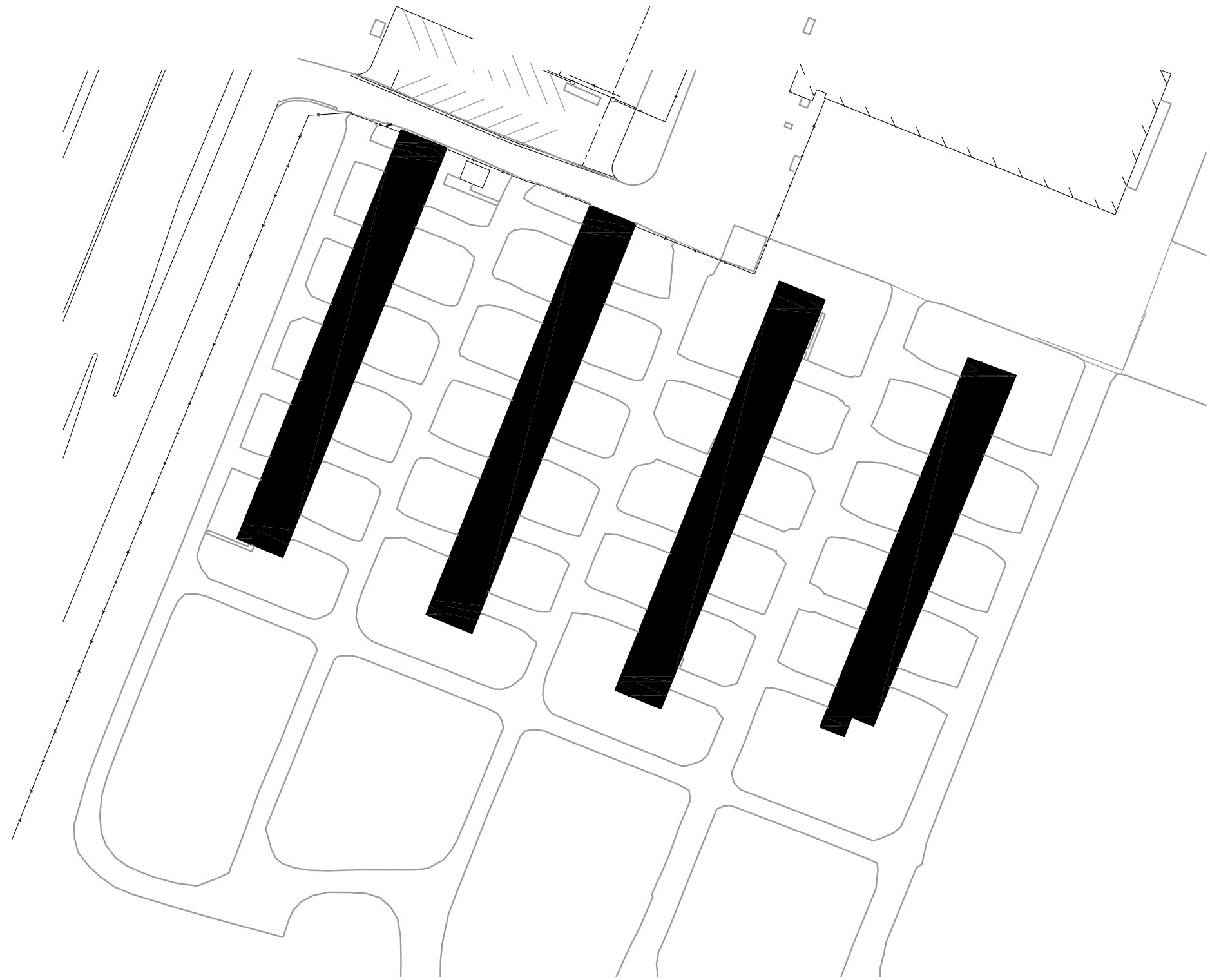
© Copyright GMT, Inc.



GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	30 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

LBP-7

NOTE:

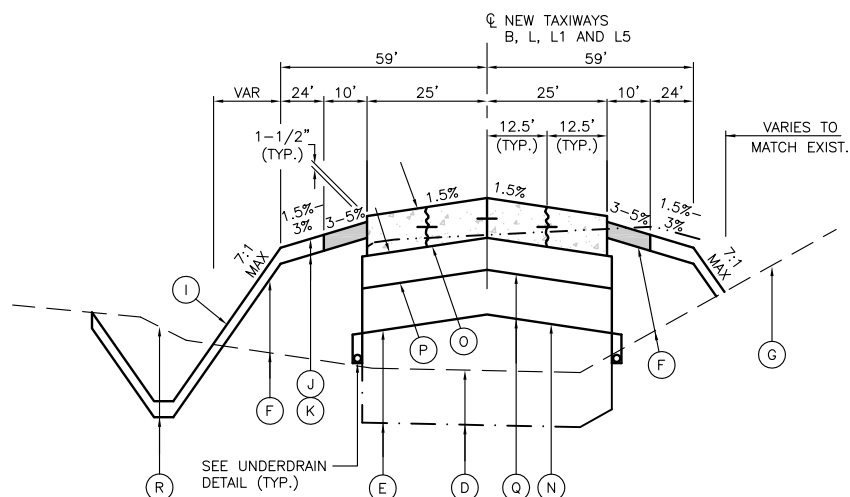
1. CONTRACTOR MUST REMOVE LBP IN ACCORDANCE WITH ITEM 028300 - LEAD ABATEMENT.
2. LBP POSITIVE RED PAINT WAS IDENTIFIED ON ALL EXTERIOR SURFACES (BENEATH THE BEIGE PAINT)
3. LBP TO REMAIN ON BUILDING COMPONENTS DURING BUILDING DEMOLITION AND BE DISPOSED OF AS GENERAL CONSTRUCTION DEBRIS IN ACCORDANCE WITH CURRENT FEDERAL, STATE AND LOCAL REGULATIONS.
4. IF SELECTIVE WORK WILL DISTURB LBP ON COMPONENT, CONTRACTOR MUST ABATE/REMOVE LBP NO LESS THAN ONE FOOT IN ALL DIRECTIONS FROM LOCATION OF PLANNED DISTURBANCE.

LEGEND	
	= T-HANGAR BUILDINGS TO BE DEMOLISHED
	= LBP POSITIVE RED PAINT TO BE REMOVED

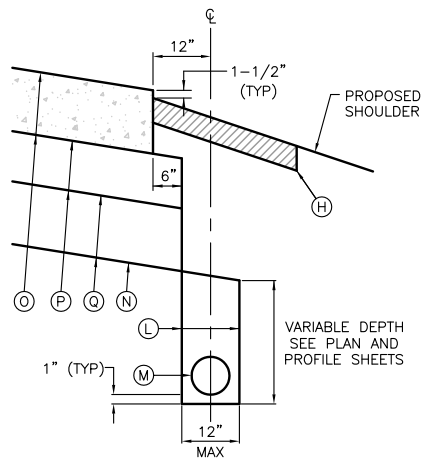
© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000618

DESIGN BY:	SD
DRAWN BY:	SPB
CHECKED BY:	SD
APPROVED BY:	GF
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	31 OF 66 SHEETS



NEW PCC TAXIWAY TYPICAL SECTION A-A
 NOT TO SCALE



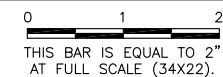
UNDERDRAIN DETAIL
EDGE OF P.C.C. PAVEMENT AREAS
 NOT TO SCALE

LEGEND

- (A) NEW 4" BITUMINOUS SURFACE COURSE (401)
 NEW 4" BITUMINOUS BASE COURSE (403)
 NEW 18" CRUSHED AGGREGATE BASE COURSE (209)
- (B) NEW TACK COAT (603)
- (C) NEW PRIME COAT (602)
- (D) NEW 6" (AVG.) TOPSOIL STRIPPING (152)
- (E) NEW EMBANKMENT FILL (152)
- (F) NEW SHOULDER FILL (152)
- (G) EXISTING GROUND LINE
- (H) NEW 10' WIDE SOIL GUARD
- (I) NEW GROUND LINE
- (J) NEW TOPSOIL PLACEMENT (4" DEPTH) (905)
- (K) NEW SEEDING AND MULCHING (901 AND 908)
- (L) NEW POROUS BACKFILL (705)
- (M) NEW 6" CPPUP WITH SOCK (705)
- (N) NEW SOIL STABILIZATION FABRIC (156)
- (O) NEW 10" P.C.C. PAVEMENT (501)
- (P) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (Q) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (R) NEW UNCLASSIFIED EXCAVATION (152)
- (S) NEW 2" BITUMINOUS SURFACE COURSE (401)
 NEW 2" BITUMINOUS BASE COURSE (403)
 NEW 7" CRUSHED AGGREGATE BASE COURSE (209)

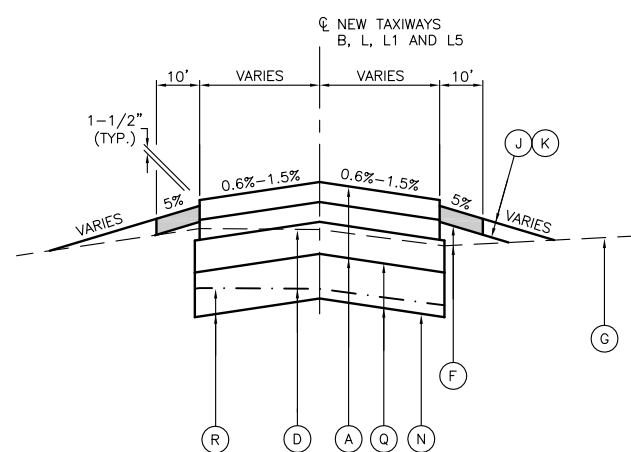
REVISIONS

NUMBER	BY	DATE

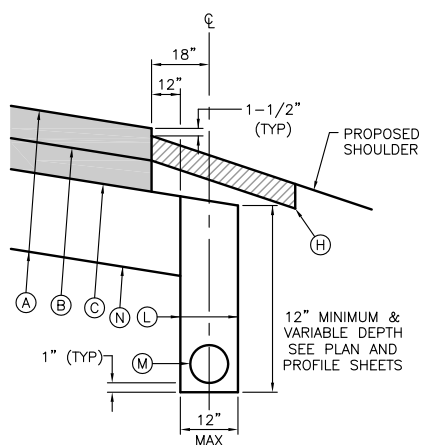


CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA

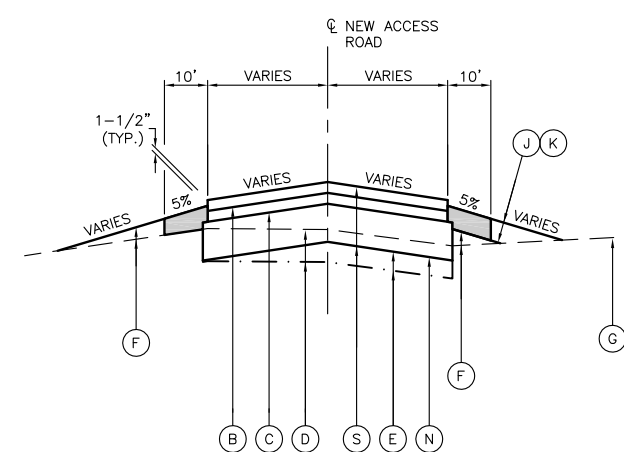
TYPICAL SECTIONS



NEW BITUMINOUS TAXIWAY TYPICAL SECTION B-B
 NOT TO SCALE



UNDERDRAIN DETAIL
EDGE OF BITUMINOUS PAVEMENT AREAS
 NOT TO SCALE



NEW BITUMINOUS ACCESS ROAD TYPICAL SECTION C-C
 NOT TO SCALE

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	MLK / SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44

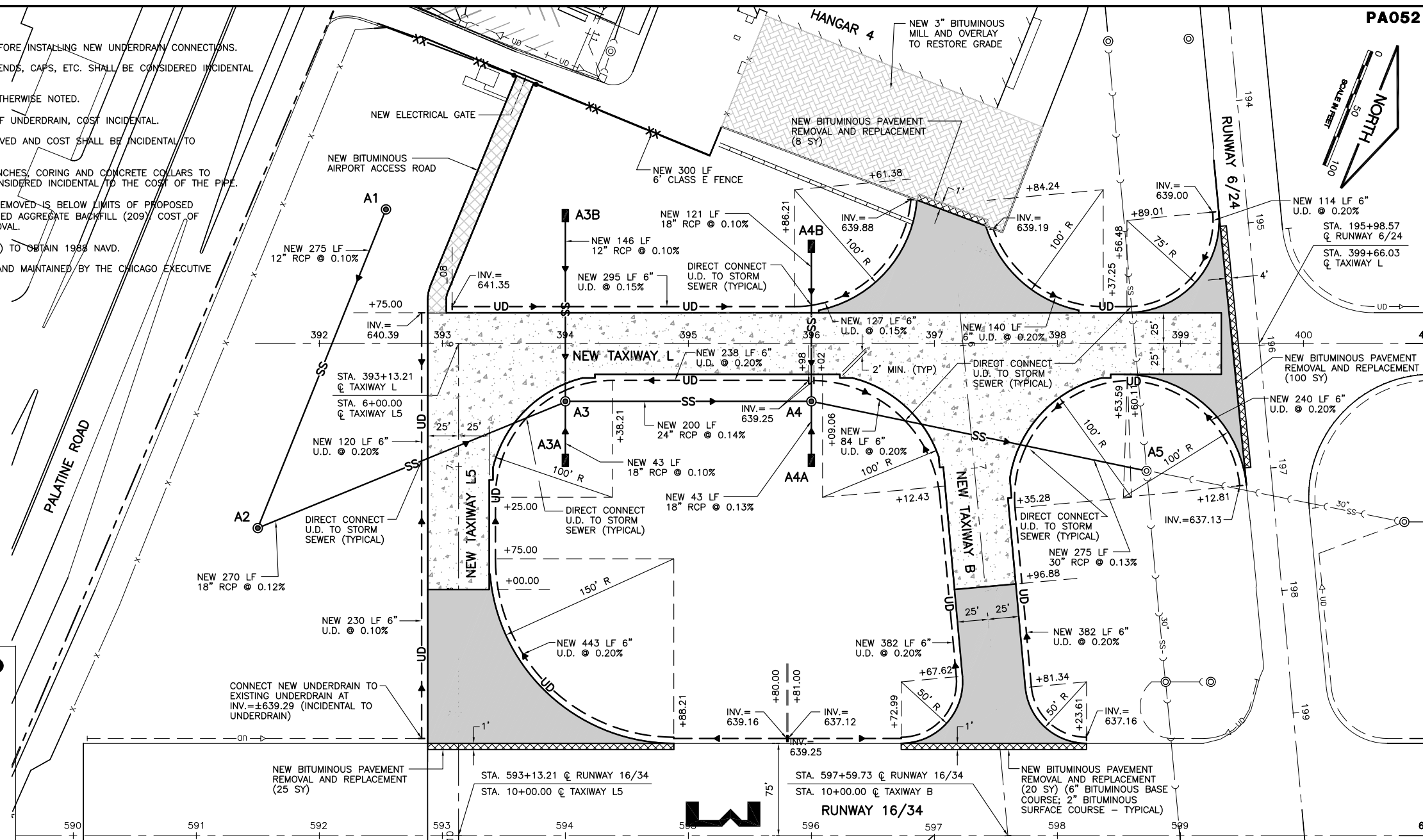
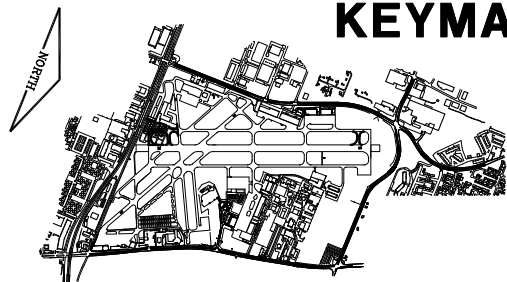
NOTES

1. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, CAPS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. INSTALLATION OF NEW 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. REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES, CORING AND CONCRETE COLLARS TO FACILITATE CONNECTIONS OF NEW STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
7. IN AREAS WHERE UNDERDRAIN AND/OR STORM SEWER PIPE BEING REMOVED IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (209) COST OF BACKFILLING SHALL BE INCIDENTAL TO THE COST OF THE PIPE REMOVAL.
8. SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
9. ALL STORM SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT.

LEGEND

- NEW 10" PCC PAVEMENT
- NEW BITUMINOUS PAVEMENT
- NEW AIRPORT ACCESS ROAD BITUMINOUS PAVEMENT
- NEW MANHOLE
- NEW SLOPE BOX
- NEW STORM SEWER
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- NEW UNDERDRAIN
- EXISTING MANHOLE/INLET/SLOPE BOX
- EXISTING AIRFIELD FENCE
- NEW 6" CLASS E AIRFIELD FENCE
- NEW ELECTRIC GATE
- REMOVE AND REPLACE BITUMINOUS PAVEMENT
- EXISTING BITUMINOUS PAVEMENT TO BE MILLED AND OVERLAIED (3")

KEYMAP



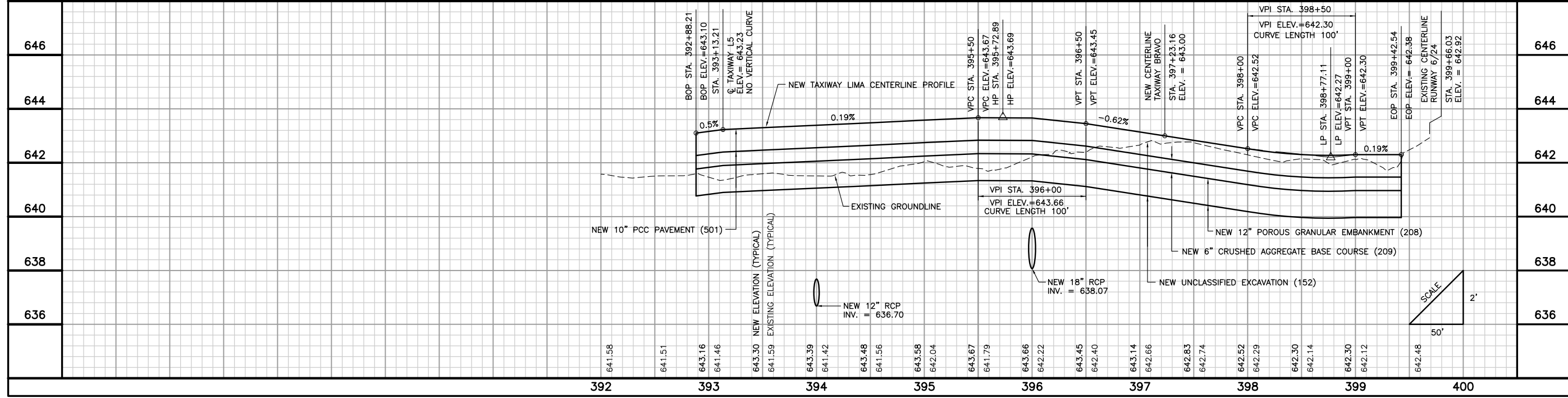
PA052
 K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: PP-Taxiway Lima.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:30:19 AM
 XREF DWG: taxiway-base-con2.dwg
 base-con2-drainage.dwg
 taxiway-base-con2-drainage.dwg
 base-con2-pavement.dwg
 topo-tyx-L.DWG

REVISIONS

NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 PLAN AND PROFILE
 TAXIWAY LIMA**



© Copyright G.M.T., Inc.

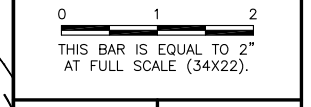
G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	

SHEET 33 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE



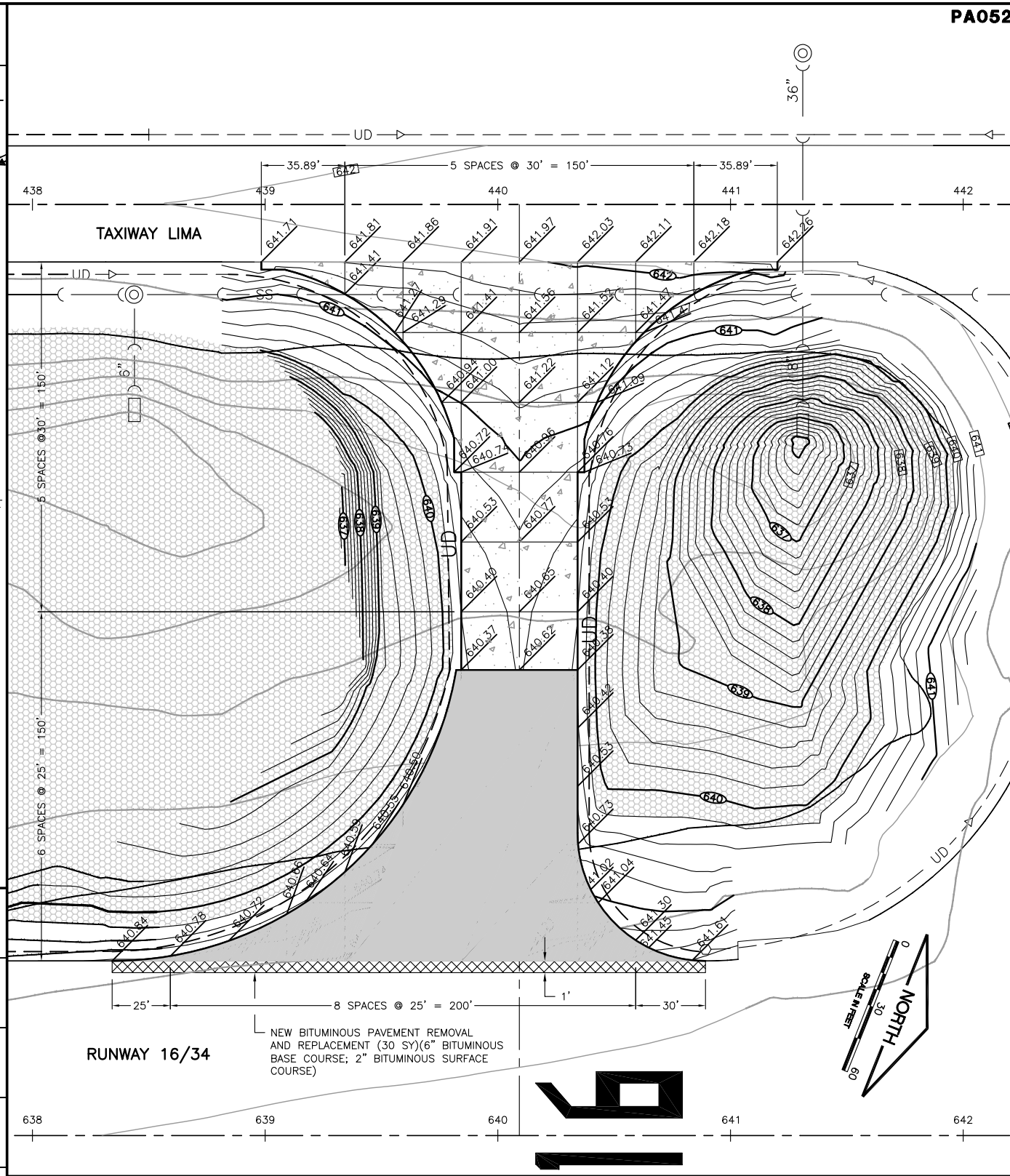
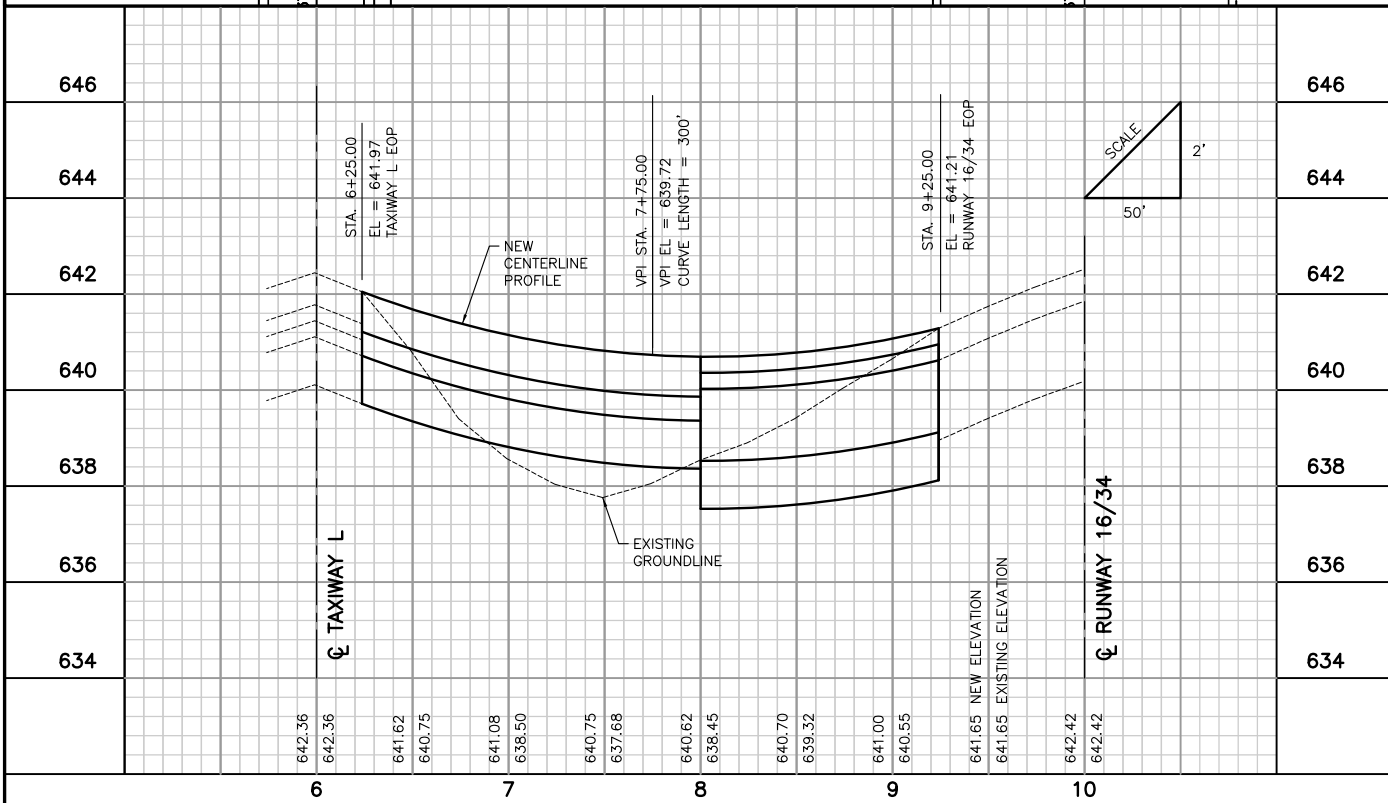
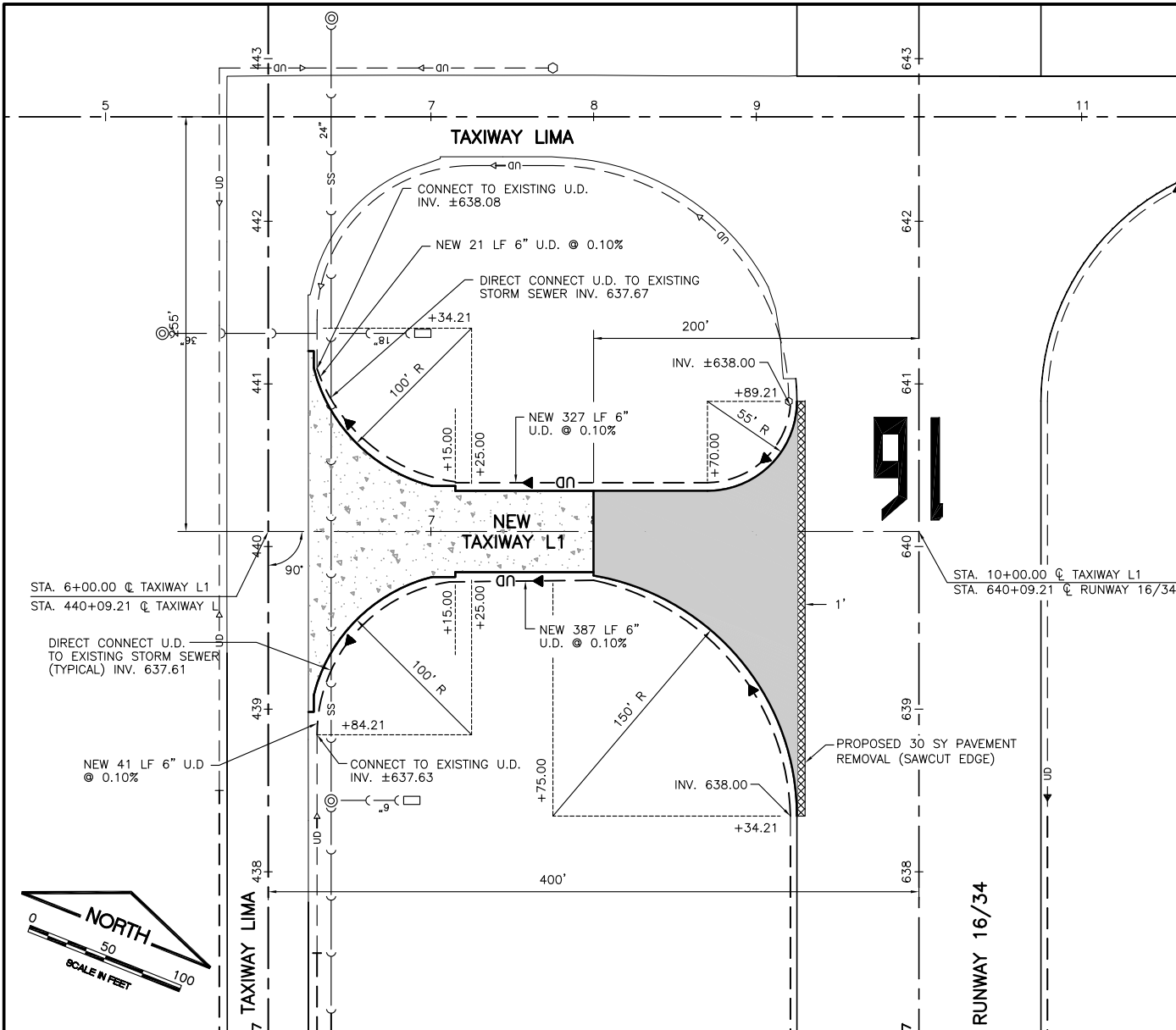
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY L1A**

**PLAN AND PROFILE
 TAXIWAY L1**

© Copyright CMT, Inc.
CMT
 CRAWFORD MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000618

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	35 OF 66 SHEETS



LEGEND

- NEW 10" P.C.C. PAVEMENT
- NEW BITUMINOUS PAVEMENT
- NEW BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT
- EXISTING CONTOUR
- NEW CONTOUR
- NEW SPOT ELEVATION
- AREA BELOW BASE FLOOD ELEVATION (BFE)=640.24 (1929 DATUM) 640.00 (1988 DATUM)

NOTES

1. SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.

KEYMAP

LEGEND

- TYPE B - THICKENED EDGE EXPANSION JOINT
- X — X — X — TYPE D - DOWELED CONSTRUCTION JOINT
- X — X — X — TYPE F - DOWELED CONTRACTION JOINT
- | — | — | — TYPE G - HINGED CONTRACTION JOINT
- - - - - TYPE H - DUMMY CONTRACTION JOINT
- R** REINFORCE PANEL - ALL ODD SHAPED PANELS

NOTES

1. TYPE D JOINTS MAY BE USED IN LIEU OF TYPE G JOINTS SHOULD THE CONTRACTOR CHOOSE TO PAVE USING 12.5' WIDE LANES RATHER THAN THE ASSUMED 25' WIDE LANES.
2. CONTRACTOR SHALL SUBMIT HIS PAVING PLAN TO THE RESIDENT ENGINEER PRIOR TO PAVING. THE PAVING PLAN SHALL SHOW HIS PROPOSED PAVING LANES, ORDER OF PAVING AND STEEL SCHEDULE. NO PAVING SHALL COMMENCE UNTIL THE RESIDENT ENGINEER HAS APPROVED THE PAVING PLAN.
3. SEE ELECTRICAL DETAILS, SHEET 3 FOR REQUIREMENTS AT IN-PAVEMENT LIGHTING FIXTURES.
4. ALL CONCRETE JOINTS SHALL BE SAWCUT AT A LENGTH OF TWO (2) FEET AT 90 DEGREE ANGLES TO ALL EDGES OF PAVEMENT AND INTERSECTING JOINTS.

BASE BID

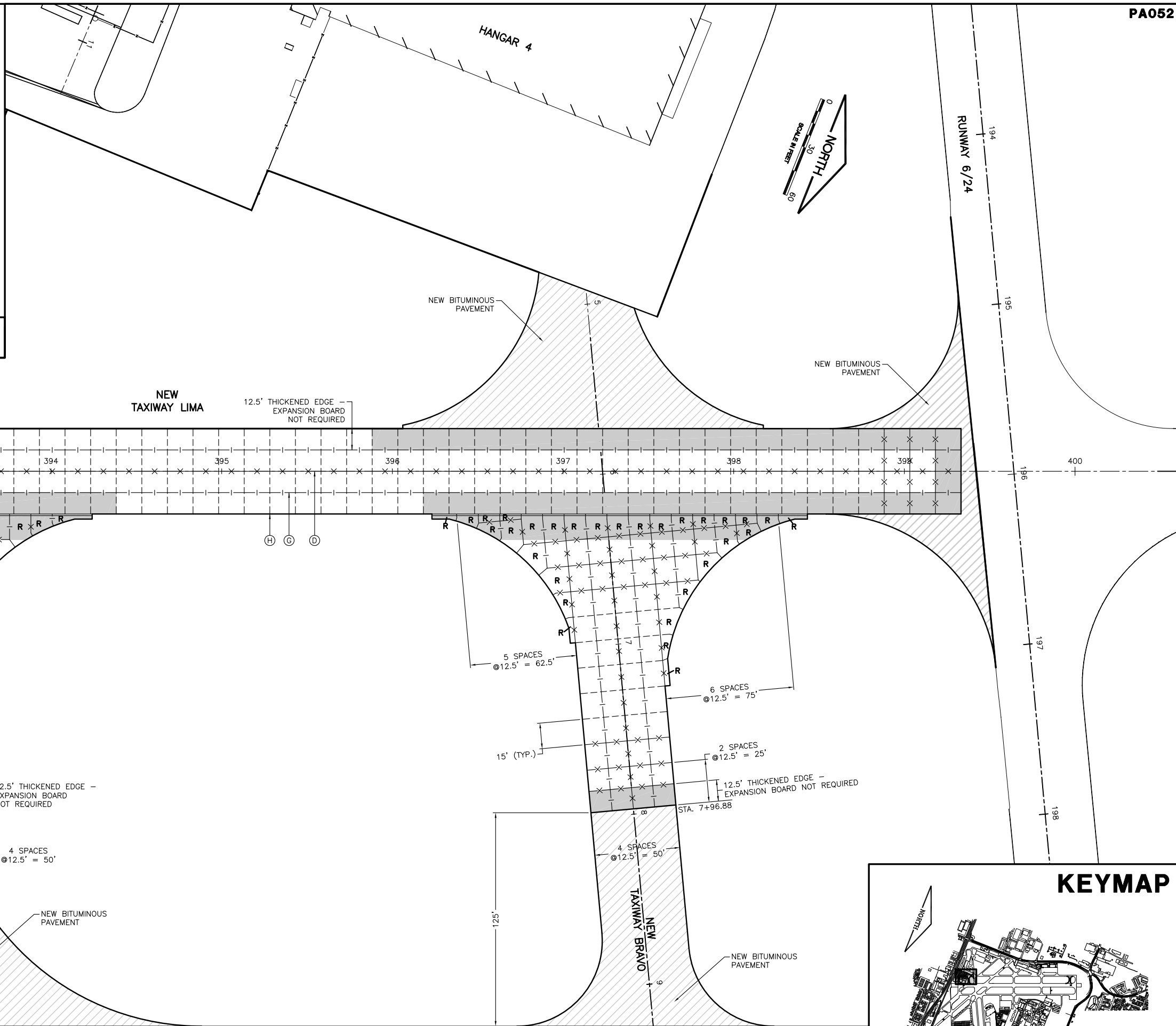
PA052

K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Jointing-tyx-L.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:38:19 AM
 XREF DWG: taxiway-base-con2.dwg
 base-con2-pavement.dwg
 base-con2-jointing.dwg
 tbcint-con2.dwg
 KEYMAP.dwg
 topo-tyx-L.DWG

REVISIONS

NUMBER	BY	DATE

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

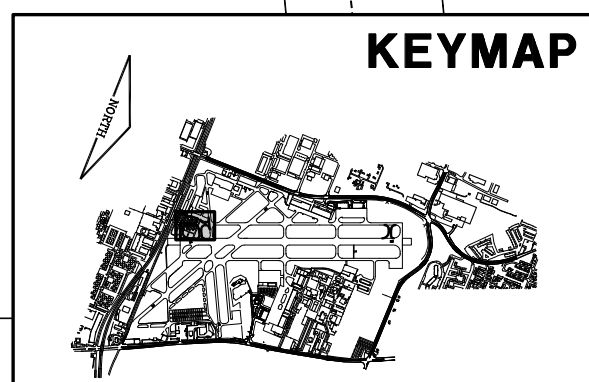


**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 PAVEMENT JOINTING PLAN - TAXIWAY L**

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44
 SHEET 36 OF 66 SHEETS



LEGEND

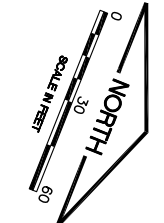
- TYPE B - THICKENED EDGE EXPANSION JOINT
- X—X—X— TYPE D - DOWELED CONSTRUCTION JOINT
- X—X—X— TYPE F - DOWELED CONTRACTION JOINT
- |—|—|— TYPE G - HINGED CONTRACTION JOINT
- - - - - TYPE H - DUMMY CONTRACTION JOINT
- R REINFORCE PANEL - ALL ODD SHAPED PANELS

NOTES

1. TYPE D JOINTS MAY BE USED IN LIEU OF TYPE G JOINTS SHOULD THE CONTRACTOR CHOOSE TO PAVE USING 12.5' WIDE LANES RATHER THAN THE ASSUMED 25' WIDE LANES.
2. CONTRACTOR SHALL SUBMIT HIS PAVING PLAN TO THE RESIDENT ENGINEER PRIOR TO PAVING. THE PAVING PLAN SHALL SHOW HIS PROPOSED PAVING LANES, ORDER OF PAVING AND STEEL SCHEDULE. NO PAVING SHALL COMMENCE UNTIL THE RESIDENT ENGINEER HAS APPROVED THE PAVING PLAN.
3. SEE ELECTRICAL DETAILS, SHEET 3 FOR REQUIREMENTS AT IN-PAVEMENT LIGHTING FIXTURES.
4. ALL CONCRETE JOINTS SHALL BE SAWCUT AT A LENGTH OF TWO (2) FEET AT 90 DEGREE ANGLES TO ALL EDGES OF PAVEMENT AND INTERSECTING JOINTS.

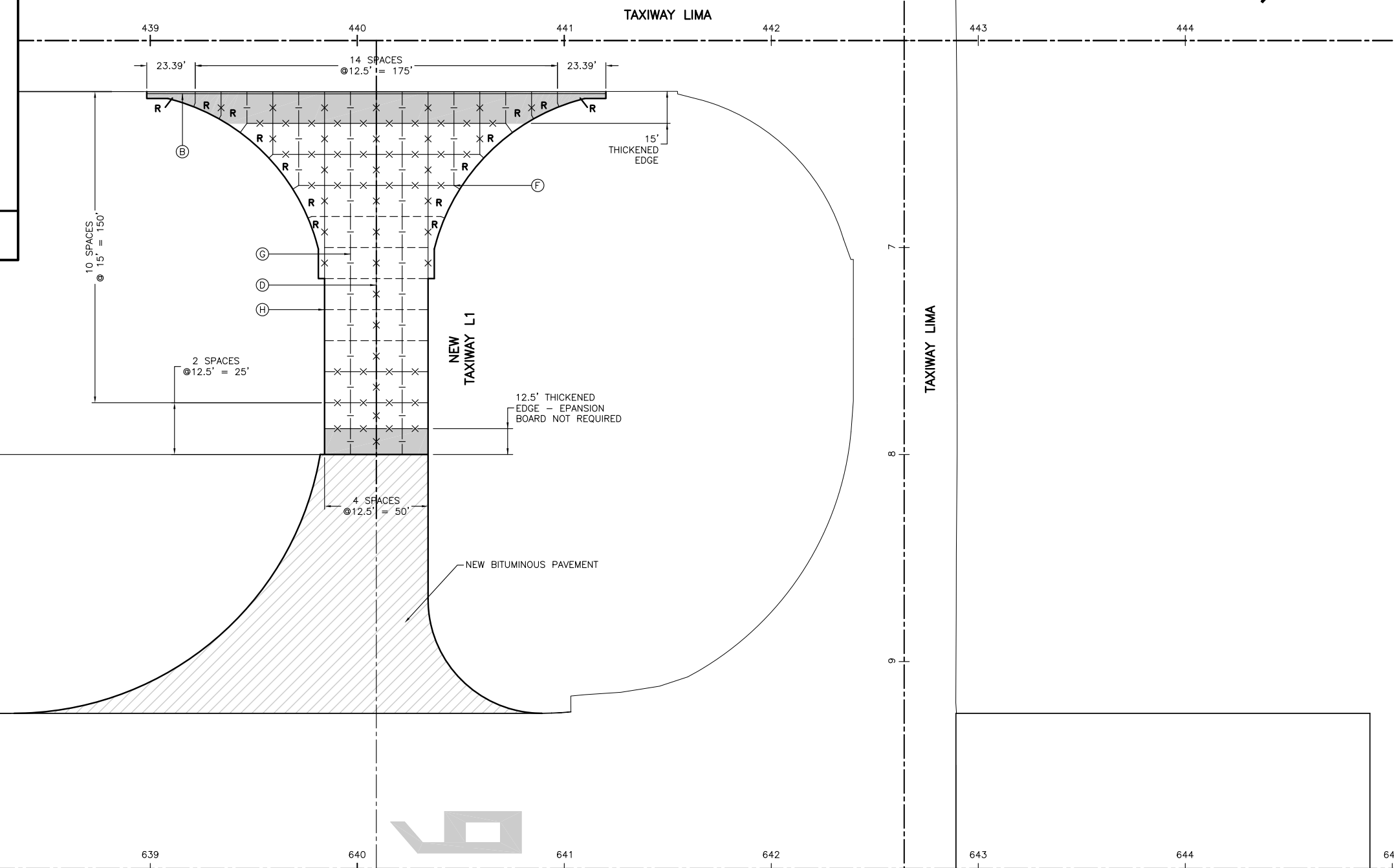
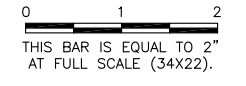
ADDITIVE ALTERNATE 1

PA052
 K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Jointing-ty-L1.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:39:11 AM
 XREF DWG: taxiway-base-con2.dwg
 base-con2-pavement.dwg
 base-con2-jointing.dwg
 tbcint-con2.dwg
 KEYMAP.dwg
 topo-ty-L.DWG



REVISIONS

NUMBER	BY	DATE



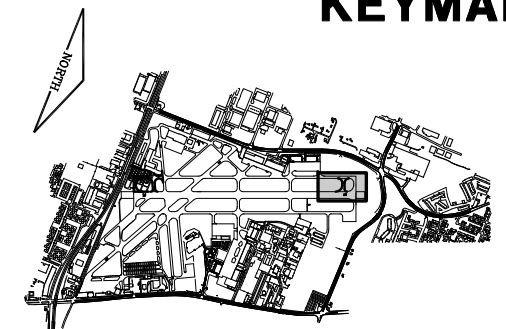
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

PAVEMENT JOINTING PLAN - TAXIWAY L1

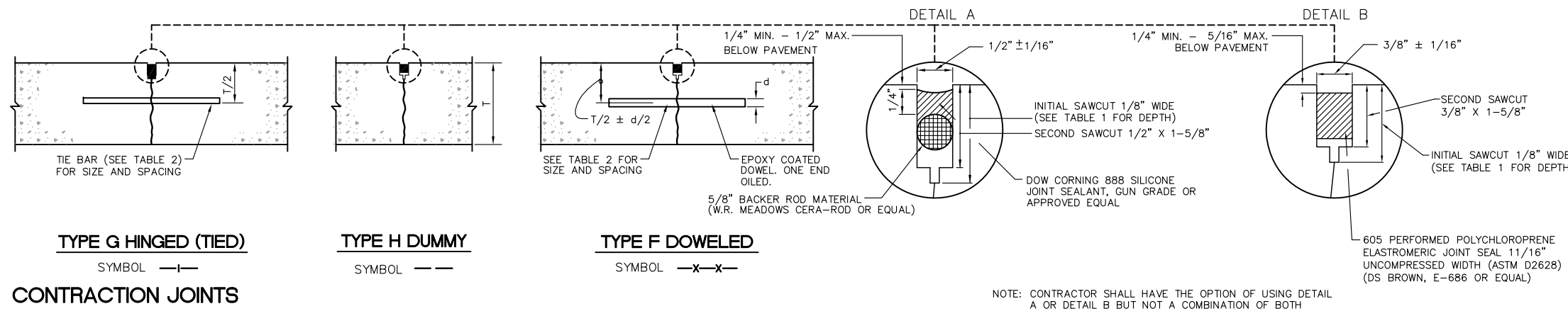
© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



KEYMAP



DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 37 OF 66 SHEETS	



- 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 SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE 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 OR MECHANICALLY INSTALL PER ARTICLE 420.10 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES OR MECHANICAL METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- 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.
- WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONSTRUCTION JOINTS, ONE END OF THE TIE BAR SHALL BE BENT AND INSERTED INTO THE KEYWAY OF THE JOINT. THE BENT BARS SHALL BE STRAIGHTENED TO RIGHT ANGLES WITH LONGITUDINAL JOINT AND SHALL EXTEND INTO THE ADJACENT LANE PARALLEL TO THE PAVEMENT SURFACE.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTENED DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING 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 INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- 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.
- 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.

REVISIONS

NUMBER	BY	DATE

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

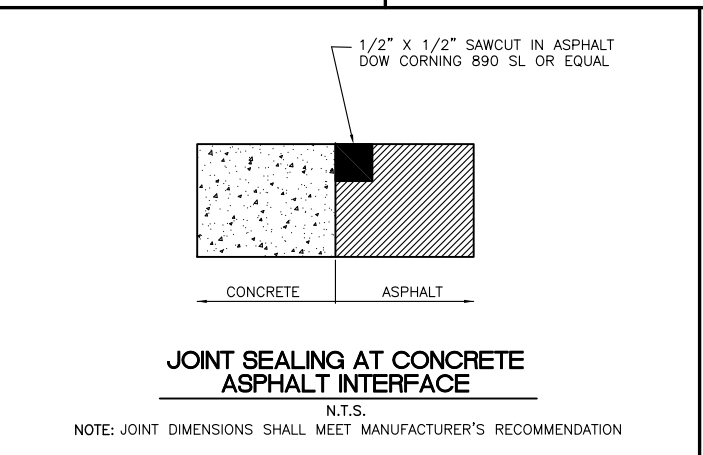
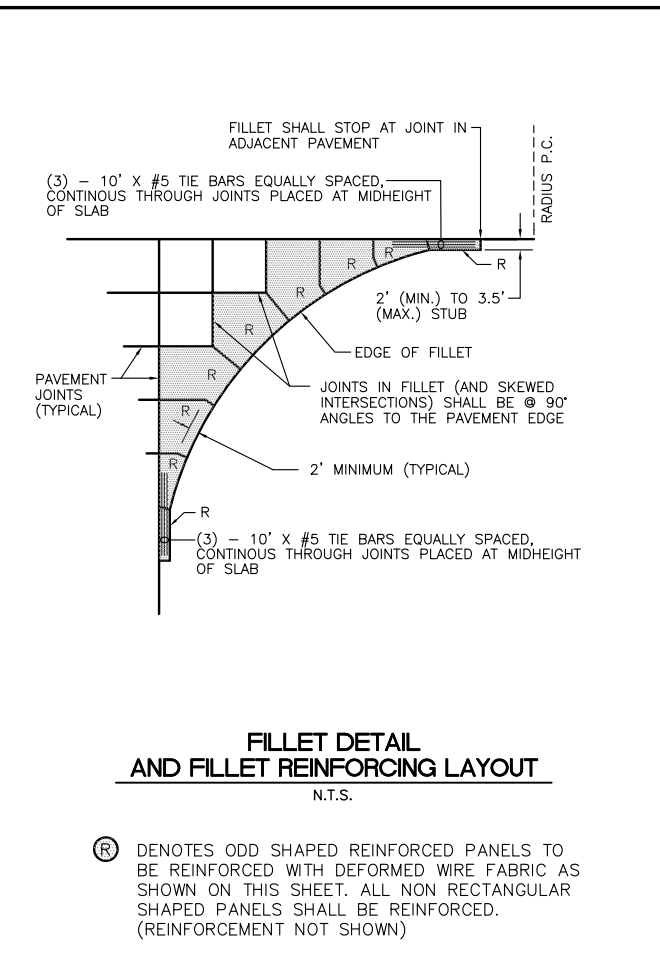
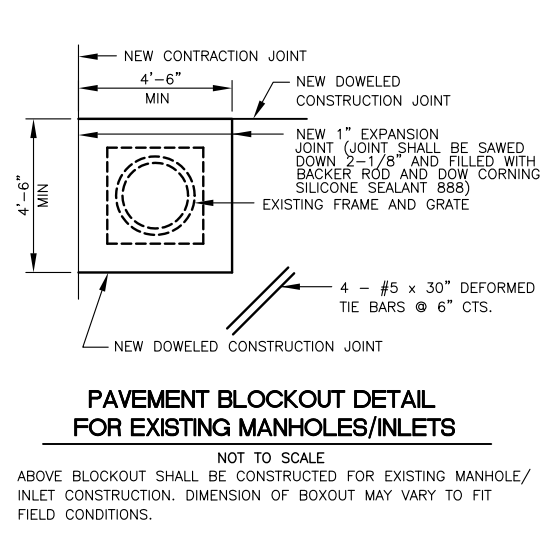
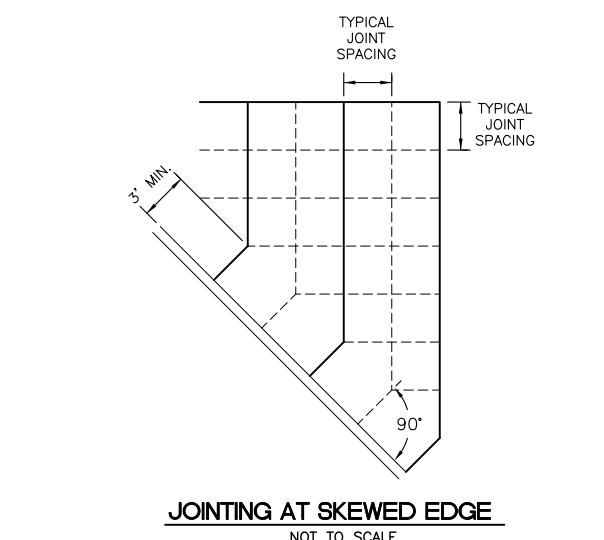
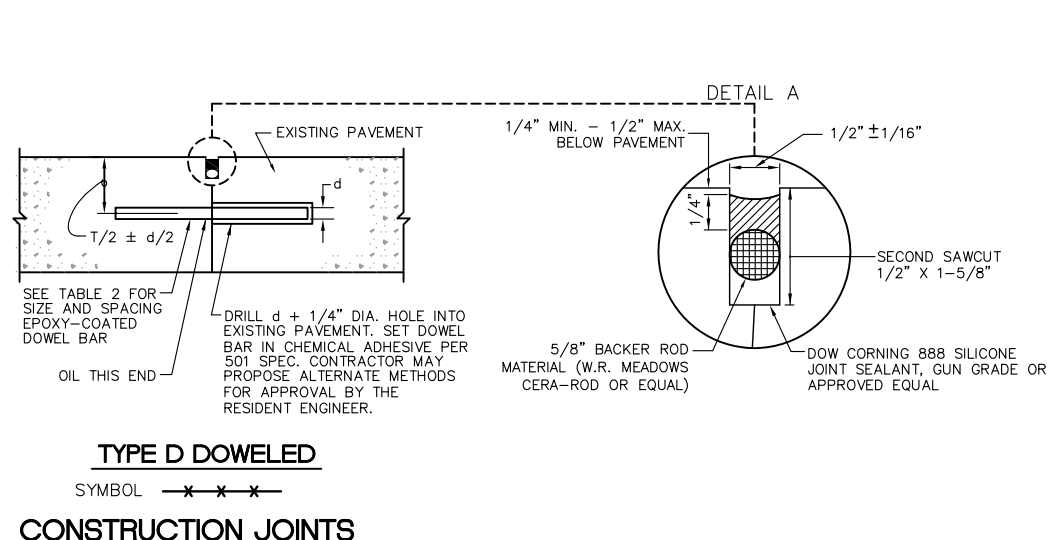


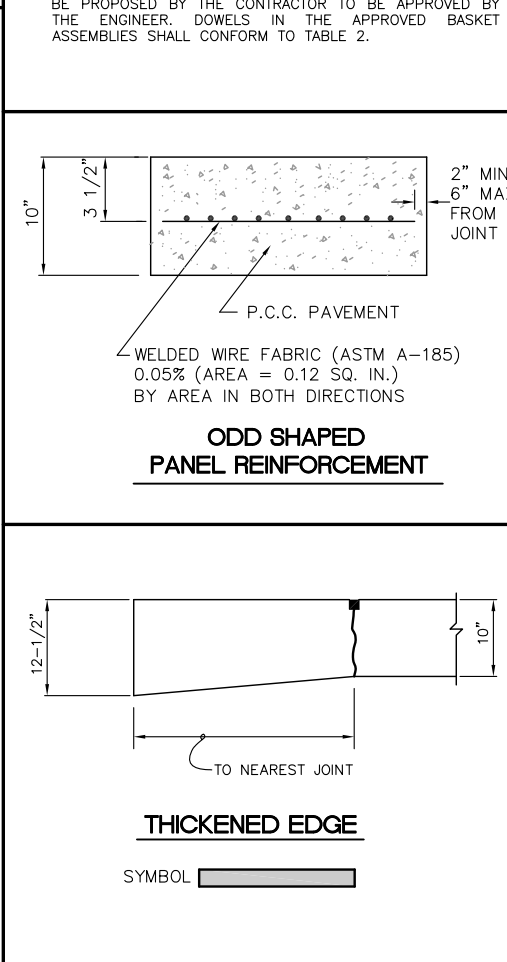
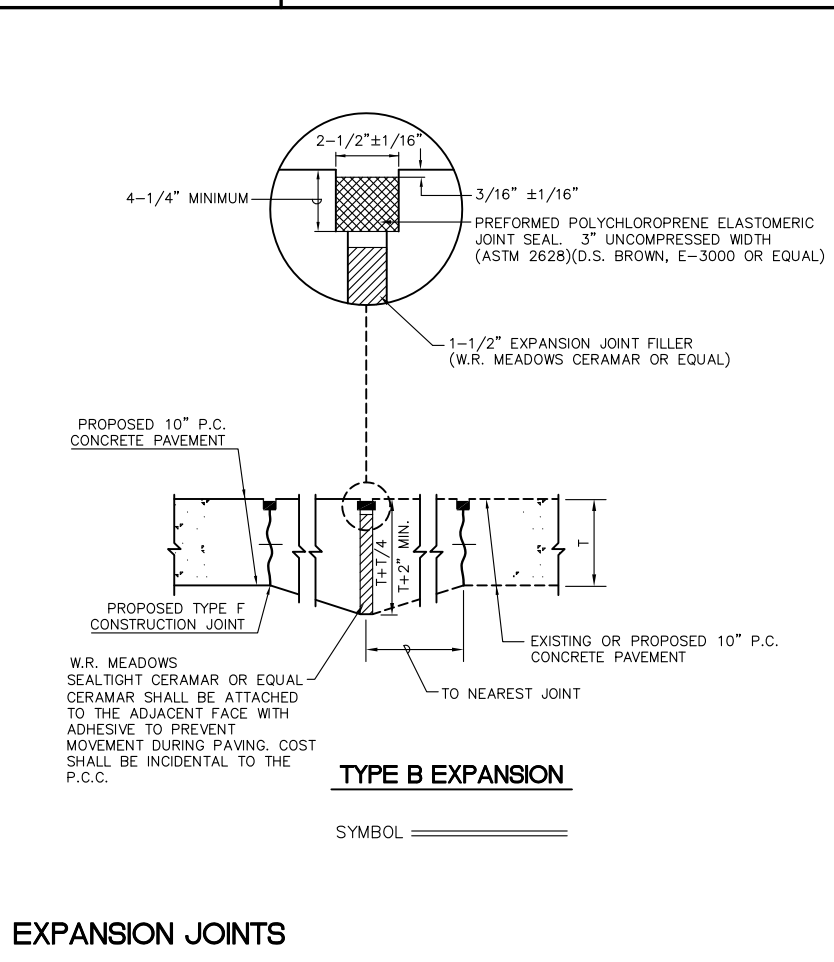
TABLE 1

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



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
PAVEMENT JOINTING DETAILS

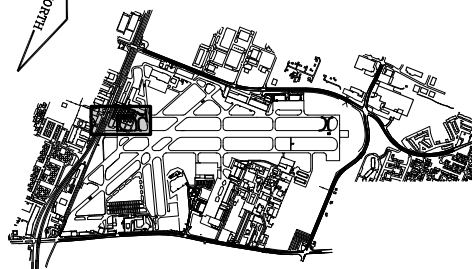
© copyright G.M.T., Inc.

G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 38 OF 66 SHEETS	

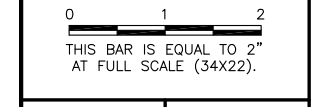
KEYMAP



PA052

K:\ChicagoExec\0929007 Try L Ph 2\Draw\Sheets
 FILE: Grade-Taxiway Lima.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:40:14 AM
 XREF DWG: taxiway-base-con2.dwg
 tbcint-con2.dwg
 KEYMAP.dwg
 base-con2-pavement.dwg
 taxiway-base-con2-drainage
 base-con2-grading.dwg
 base-con2-grading-grid.dwg
 base-con2-grading-contour.dwg
 REVISIONS.DWG

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS AND EXTEND TAXIWAY LIMA

GRADING PLAN TAXIWAY LIMA

© Copyright, CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 39 OF 66 SHEETS	

NOTES

- SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- CONTRACTOR SHALL SECURE CITY OF PROSPECT HEIGHTS GRADING PERMIT PRIOR TO COMMENCEMENT OF WORK.

LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- EXISTING MANHOLE/SLOPE BOX
- NEW MANHOLE/SLOPE BOX
- STORM SEWER STRUCTURE TO BE ADJUSTED
- NEW CONTOUR
- AREA BELOW BASE FLOOD ELEVATION (BFE)=640.24 (1929 DATUM) 640.00 (1988 DATUM)

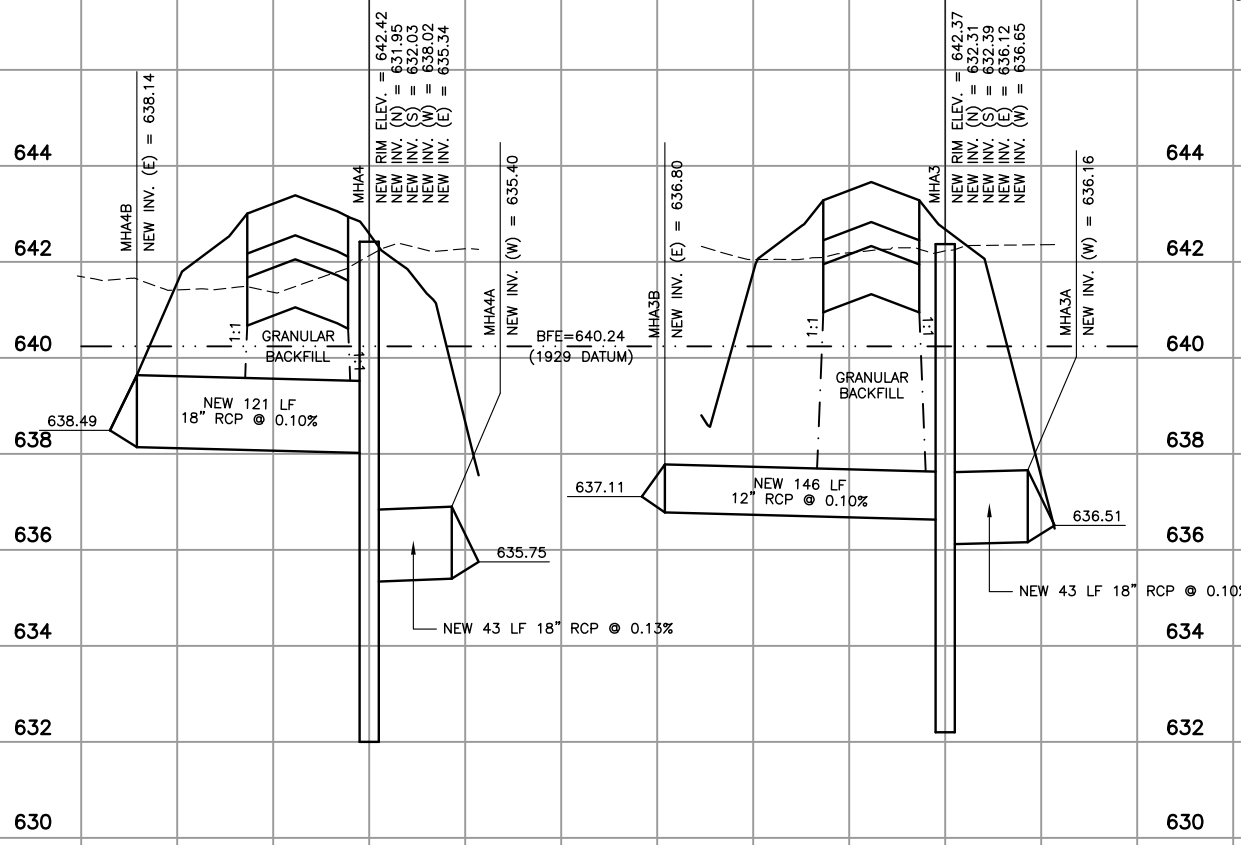
PROPOSED DRAINAGE/UTILITY SCHEDULE

STRUCTURE NUMBER	LOCATION	DESCRIPTION	* RIM ELEVATION	INVERT (NORTH)	INVERT (SOUTH)	INVERT (EAST)	INVERT (WEST)
A1	STA. 392+54.21, 109' LT. Q TAXIWAY LIMA	NEW 4' MANHOLE W/ TYPE 1 FRAME AND OPEN LID	638.34	-	-	633.07	-
A2	STA. 7+50, 163.21' RT. Q TAXIWAY L5	NEW 5' MANHOLE W/ TYPE 1 FRAME AND OPEN LID	637.84	632.71	-	-	632.79
A3	STA. 394+00, 47.00' RT. Q TAXIWAY LIMA	NEW 5' MANHOLE W/ TYPE 1 FRAME AND CLOSED LID	642.37	632.31	632.39	636.12	636.65
A4	STA. 396+00, 47.00' RT. Q TAXIWAY LIMA	NEW 6' MANHOLE W/ TYPE 1 FRAME AND CLOSED LID	642.42	631.95	632.03	635.34	638.02
A5 (EXISTING)	STA. 398+72.45, 103.54' RT. Q TAXIWAY LIMA	EXISTING 6' MANHOLE W/ TYPE 1 FRAME AND OPEN LID	638.51 (EXISTING) 638.22 (NEW)	631.51 (EXISTING)	631.59	631.51 (EXISTING)	631.51 (EXISTING)
A3A	STA. 394+00, 100' RT. Q TAXIWAY LIMA	NEW 18" SLOPE BOX INLET	636.51	-	-	-	636.16
A3B	STA. 394+00, 109' LT. Q TAXIWAY LIMA	NEW 12" SLOPE BOX INLET	637.11	-	-	636.80	-
A4A	STA. 396+00, 100' RT. Q TAXIWAY LIMA	NEW 18" SLOPE BOX INLET	635.75	-	-	-	635.40
A4B	STA. 396+00, 84' LT. Q TAXIWAY LIMA	NEW 18" SLOPE BOX INLET	638.49	-	-	638.14	-

* NOTE: STATION AND OFFSET FOR MANHOLES ARE TO CENTER OF STRUCTURE.
 STATION AND OFFSET FOR SLOPE BOXES ARE TO TOE/FRONT OF STRUCTURE.
 ALL ELEVATIONS IN 1929 DATUM.

NOTES

- SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.
- GRATINGS FOR SLOPE BOX INLETS SHALL BE HEAVY DUTY WELDED STEEL 30-W-4 BY OHIO GRATINGS INC. OR APPROVED EQUAL.
- TYPE 1 FRAME AND LIDS FOR MANHOLES SHALL BE NEENAH R-1713 OR APPROVED EQUAL.
- ALL WORK TO BE PERFORMED IN ACCORDANCE WITH CITY CODES, ORDINANCES AND PRACTICES.
- ALL CONTRACTORS AND SUBCONTRACTORS TO BE REGISTERED WITH THE CITY OF PROSPECT HEIGHTS AND THE VILLAGE OF WHEELING.
- ALL STORM SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT.
- THE CONTRACTOR SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) A MINIMUM OF 48 HOURS PRIOR TO ANY STORM SEWER INSTALLATION.

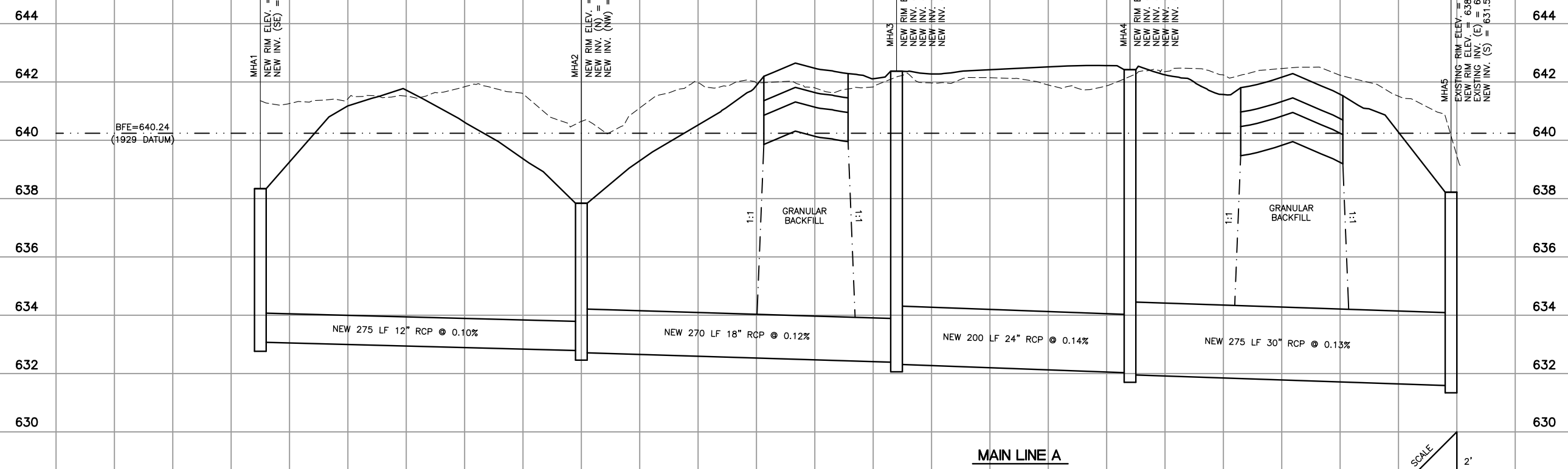
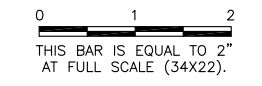


LINE A4A - A4 - A4B

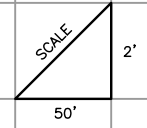
LINE A3A - A3 - A3B

REVISIONS

NUMBER	BY	DATE



MAIN LINE A



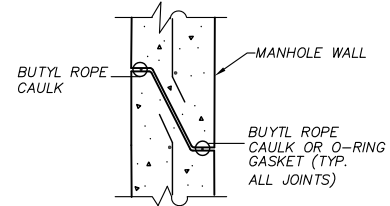
CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 STORM SEWER PROFILES

© Copyright GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	40 OF 66 SHEETS

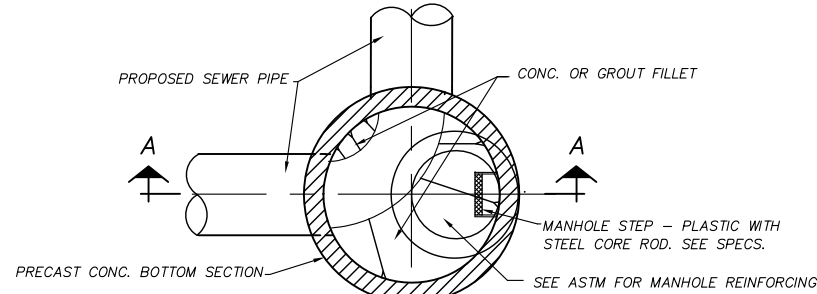


TYP. MANHOLE WALL JOINT
N.T.S.

NOTE:
 CONC. SUPPORT FOR AN UNDERCUT SEWER TO BE USED ONLY WHERE REQ'D. BY THE ENG. AND SHALL BE PAID FOR PER CU. YD. UNDER "CONC. CRADLE OR ENGAGEMENT" BID ITEM. IF CONC. SUPPORT IS NOT REQ'D. SELECTED GRANULAR BACKFILL SHALL EXTEND TO TOP OF EXIST. SEWER.

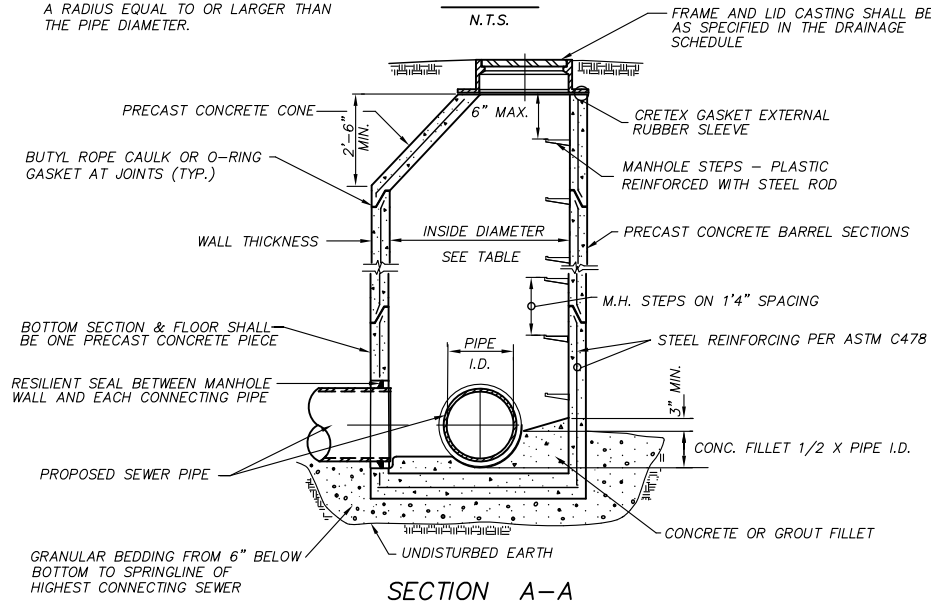
NOTE :
 ADDITIONAL REQUIREMENTS FOR CONCRETE MANHOLE CASTINGS, AND RESILIENT SEAL AROUND PIPE ARE IN THE SPECIFICATIONS. FOR CONNECTING EXISTING SEWERS TO PROPOSED MANHOLES, SEE SPECIFICATIONS.

MANHOLE TYPE	INSIDE DIA.	MIN. WALL THICKNESS
A-4	4'-0"	5"
A-5	5'-0"	6"
A-6	6'-0"	7"

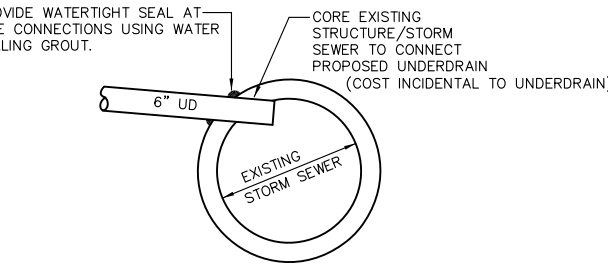
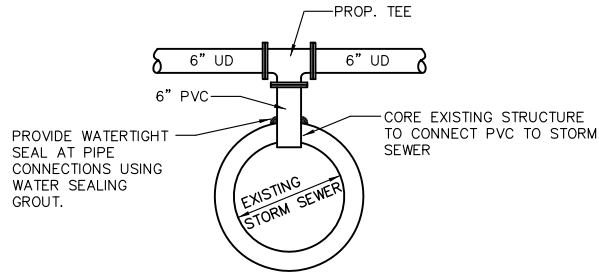


NOTE:
 INVERT FLOWLINE AT BENDS SHALL HAVE A RADIUS EQUAL TO OR LARGER THAN THE PIPE DIAMETER.

PLAN
N.T.S.



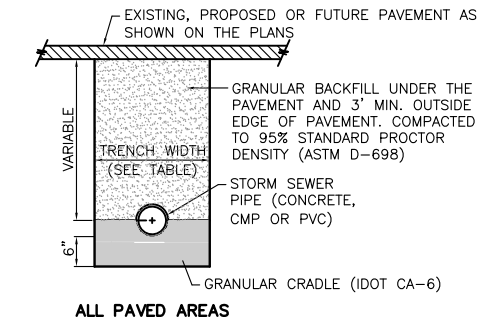
SECTION A-A
MANHOLE - TYPE "A"
N.T.S.



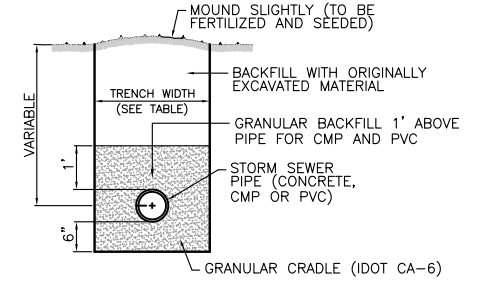
UNDERDRAIN CONNECTION DETAILS
NOT TO SCALE

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.

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

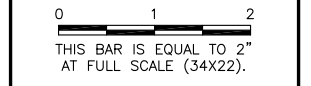
TRENCH DETAILS
NOT TO SCALE

STORM SEWER/UNDERDRAIN NOTES

- CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
- INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
- UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
- 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.
- 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.

REVISIONS

NUMBER	BY	DATE



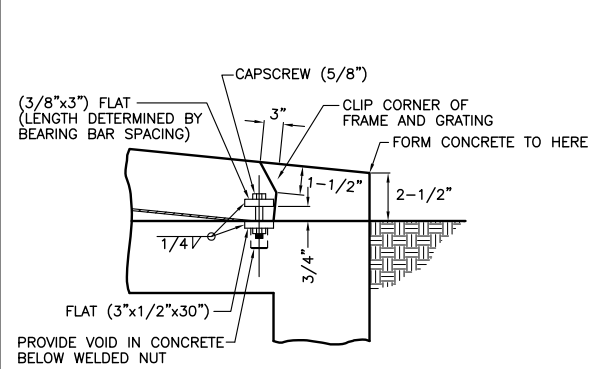
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
DRAINAGE DETAILS

© Copyright CMT, Inc.

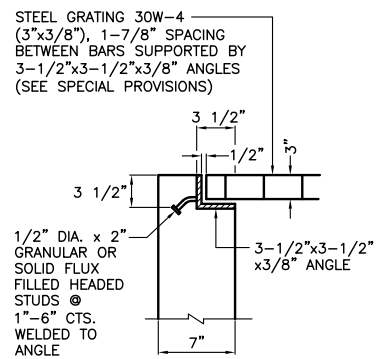
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

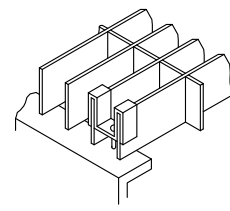
DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	41 OF 66 SHEETS



DETAIL A
NO SCALE

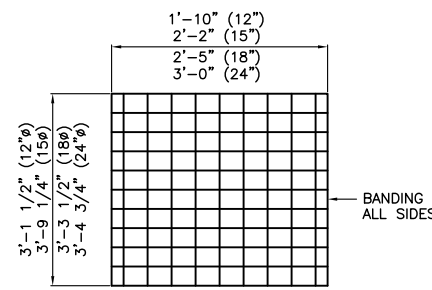


SECTION-B
NO SCALE



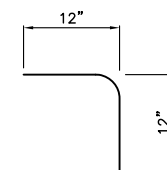
PROVIDE BENT-CLIP TYPE FASTENER FOR REMOVING PANELS (STAINLESS STEEL)

SADDLE CLIP
NO SCALE

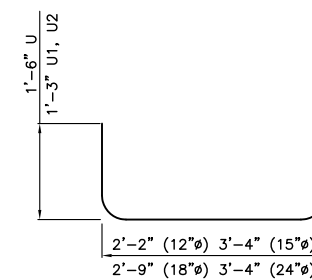


GRATING DETAILS - PLAN VIEW

NO SCALE
 ONE SECTION OF GRATING DETAILED.
 TOTAL OF 3 SECTIONS REQUIRED FOR 12" & 15".
 TOTAL OF 4 SECTIONS REQUIRED FOR 18"
 TOTAL OF 5 SECTIONS REQUIRED FOR 24".
 SEE SPECIAL PROVISIONS FOR FURTHER DETAILS.



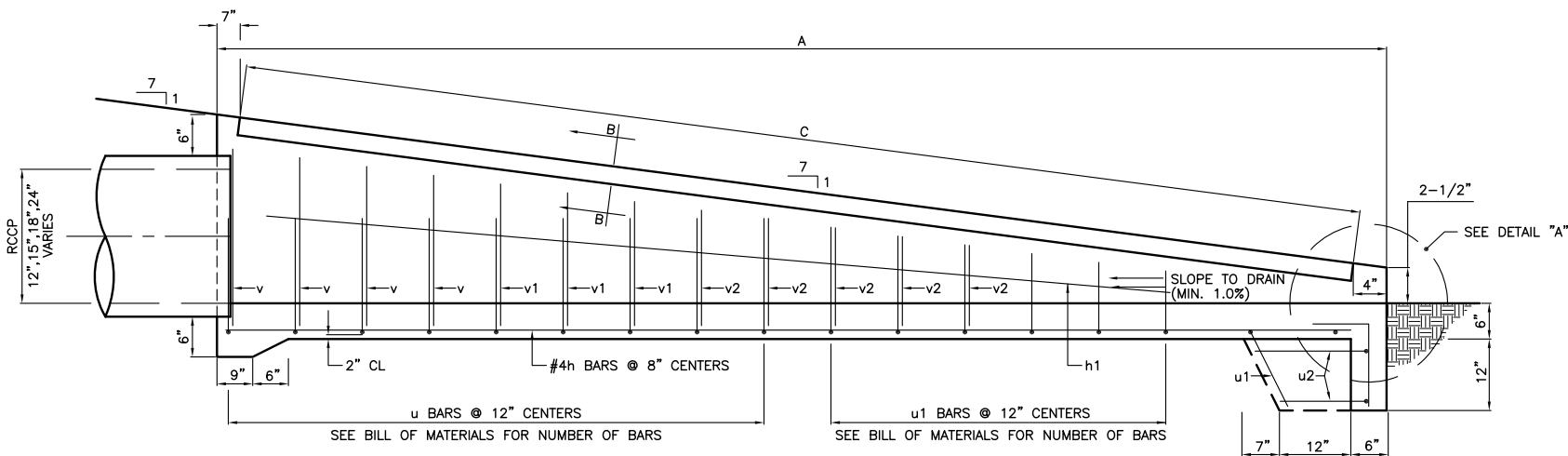
BAR L
NO SCALE



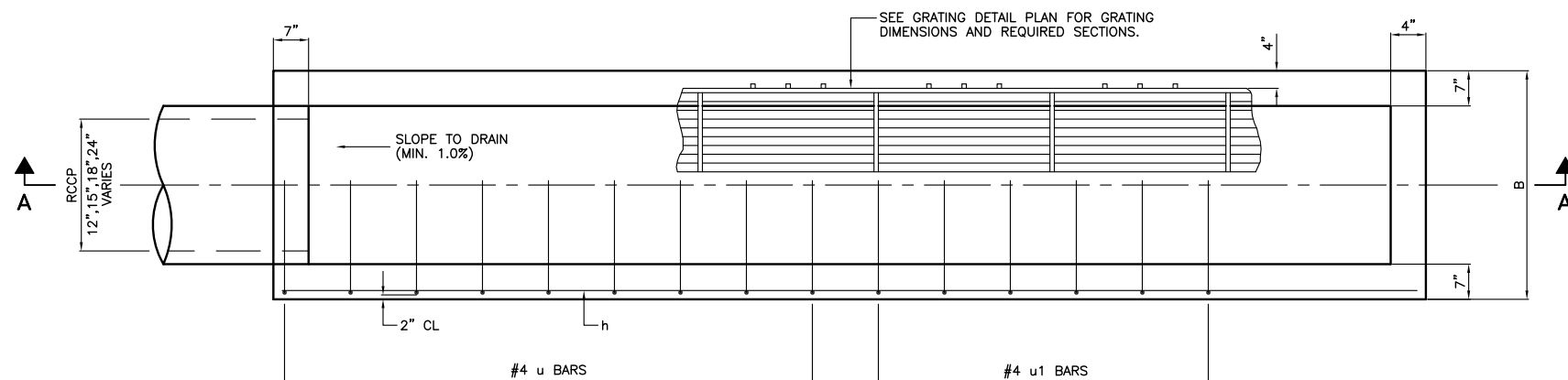
BAR U, U1 AND U2
NO SCALE

BILL OF MATERIALS
INLET BOX

TYPE	BAR	QUANTITY	SIZE	LENGTH
12"	h	4	#4	9'-11"
15"	h	4	#4	11'-7"
18"	h	6	#4	13'-8"
24"	h	6	#4	17'-6"
12"	h1	2	#4	8'-0"
15"	h1	2	#4	10'-0"
18"	h1	2	#4	12'-0"
24"	h1	2	#4	15'-0"
12"	L	4	#4	2'-0"
15"	L	4	#4	2'-0"
18"	L	4	#4	2'-0"
24"	L	4	#4	2'-0"
12"	U	4	#4	5'-2"
15"	U	6	#4	5'-6"
18"	U	8	#4	5'-9"
24"	U	12	#4	6'-4"
12"	U1	4	#4	4'-8"
15"	U1	3	#4	5'-0"
18"	U1	4	#4	5'-3"
24"	U1	4	#4	5'-10"
12"	U2	2	#4	4'-8"
15"	U2	2	#4	5'-0"
18"	U2	2	#4	5'-3"
24"	U2	2	#4	5'-10"
12"	V	4	#4	1'-4"
15"	V	4	#4	1'-8"
18"	V	6	#4	1'-10"
24"	V	6	#4	2'-5"
12"	V1	-	#4	-
15"	V1	4	#4	1'-4"
18"	V1	6	#4	1'-5"
24"	V1	6	#4	2'-0"
12"	V2	-	#4	-
15"	V2	-	#4	-
18"	V2	-	#4	-
24"	V2	8	#4	1'-6"
CONCRETE STRUCTURES				
12"		CU.YD.	2	
15"		CU.YD.	2	
18"		CU.YD.	3	
24"		CU.YD.	3	
REINFORCEMENT BARS				
12"		POUND	85	
15"		POUND	100	
18"		POUND	145	
24"		POUND	200	
GRATING				
12"		SQ.FT.	18	
15"		SQ.FT.	25	
18"		SQ.FT.	32	
24"		SQ.FT.	51	



SECTION A-A
NO SCALE



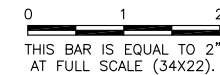
PLAN
NO SCALE

TABLE OF DIMENSIONS

DIMENSION	12"Ø	15"Ø	18"Ø	24"Ø
A	10'-3"	12'-1"	14'-0"	17'-10"
B	2'-6"	2'-10"	3'-1"	3'-8"
C	9'-5"	11'-4"	13'-3"	17'-1"

REVISIONS

NUMBER	BY	DATE





CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
SLOPE BOX INLET DETAILS

© Copyright, CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991	
A.I.P. PROJECT: 3-17-0018-B44	
SHEET 42 OF 66 SHEETS	

LEGEND

-  PROPOSED PAVEMENT MARKING
-  EXISTING PAVEMENT MARKING

PAVEMENT MARKING NOTES

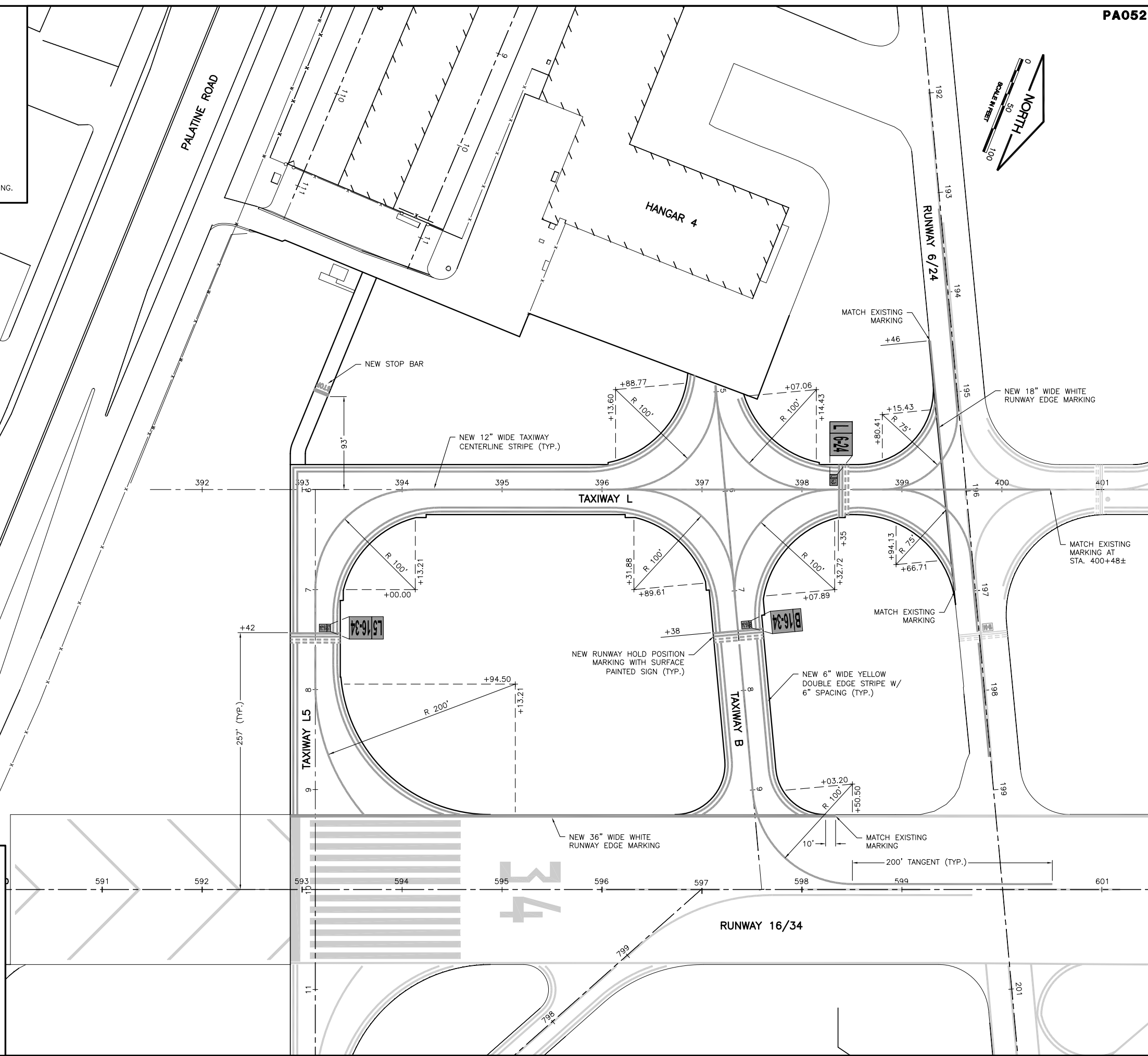
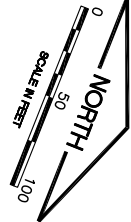
1. ALL TAXIWAY MARKINGS ARE REFLECTIVE YELLOW WITH A 6" BLACK BORDER.
2. ALL RUNWAY MARKINGS ARE REFLECTIVE WHITE WITH A 6" BLACK BORDER.
3. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.

PA052
 K:\ChicagoExecAp\092907 Txy L Ph 2\Draw\Sheets
 FILE: Marking.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:35:35 AM
 XREF DWG: tbcint-con2.dwg
 light-mark-Txy L.dwg
 taxiway-base-con2.dwg
 KEYMAP.dwg
 base-con2-pavement.dwg
 topo-tyx-L.DWG

REVISIONS

NUMBER	BY	DATE

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



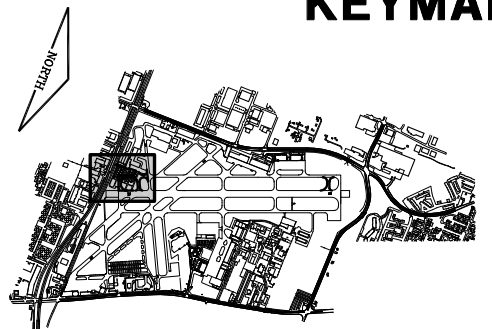
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 PAVEMENT MARKING PLAN
 TAXIWAY LIMA**

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 84-000613



DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	43 OF 66 SHEETS

KEYMAP



LEGEND

- PROPOSED PAVEMENT MARKING
- EXISTING PAVEMENT MARKING

PAVEMENT MARKING NOTES

- ALL TAXIWAY MARKINGS ARE REFLECTIVE YELLOW WITH A 6" BLACK BORDER.
- ALL RUNWAY MARKINGS ARE REFLECTIVE WHITE WITH A 6" BLACK BORDER.
- MARKING REMOVAL SHALL BE COMPLETED PRIOR TO PLACING NEW MARKINGS.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.

REVISIONS

NUMBER	BY	DATE

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

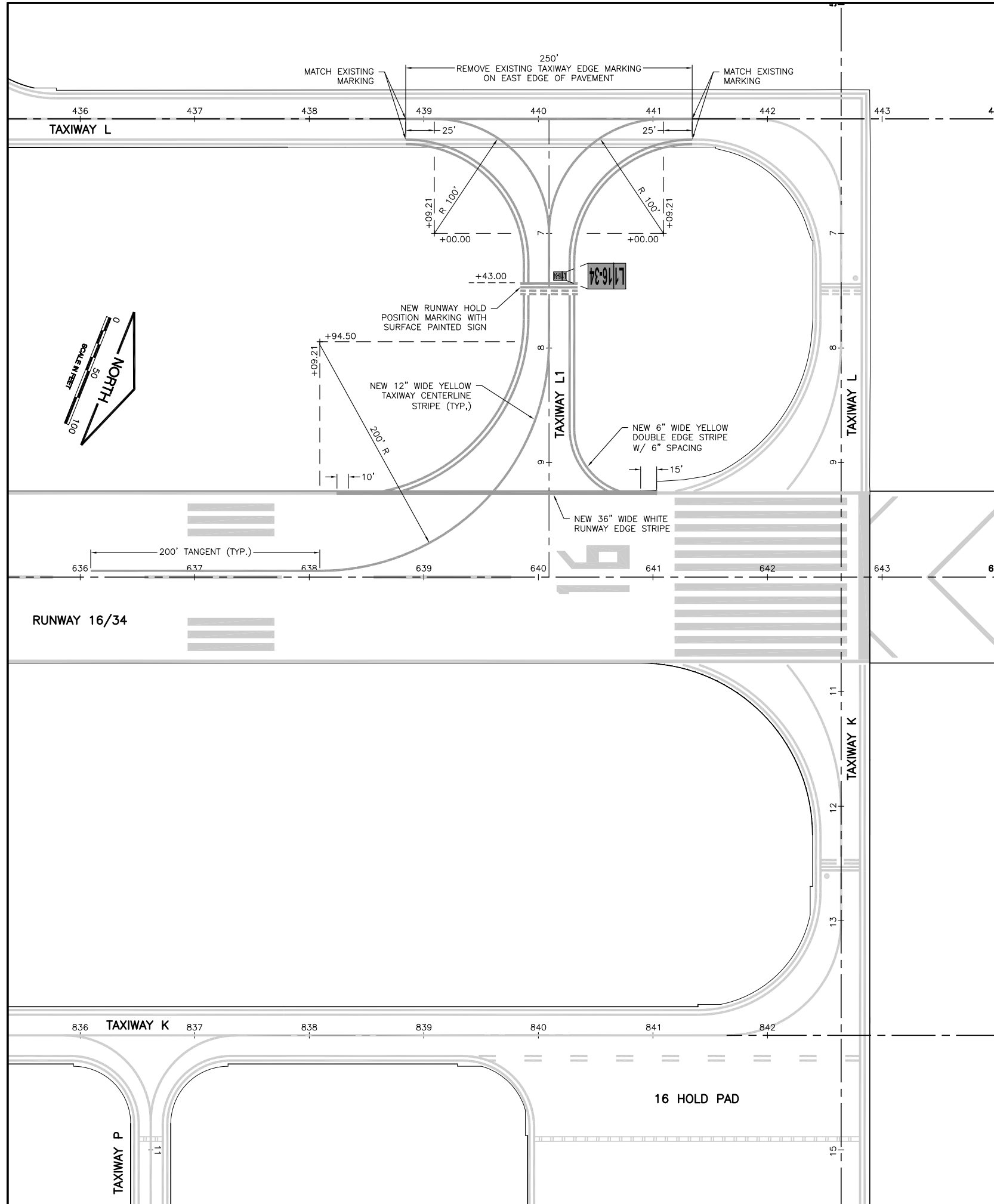
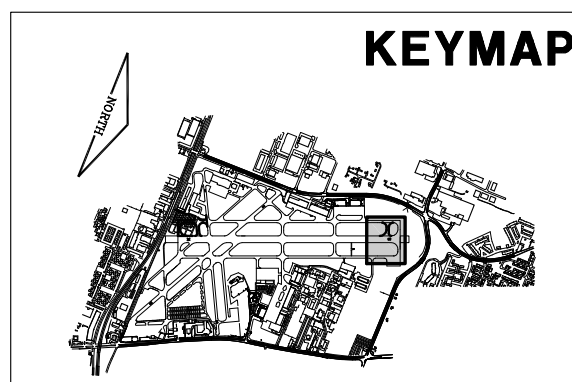
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY L1A

PAVEMENT MARKING PLAN
TAXIWAY L1

© Copyright, CMT, Inc.
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613



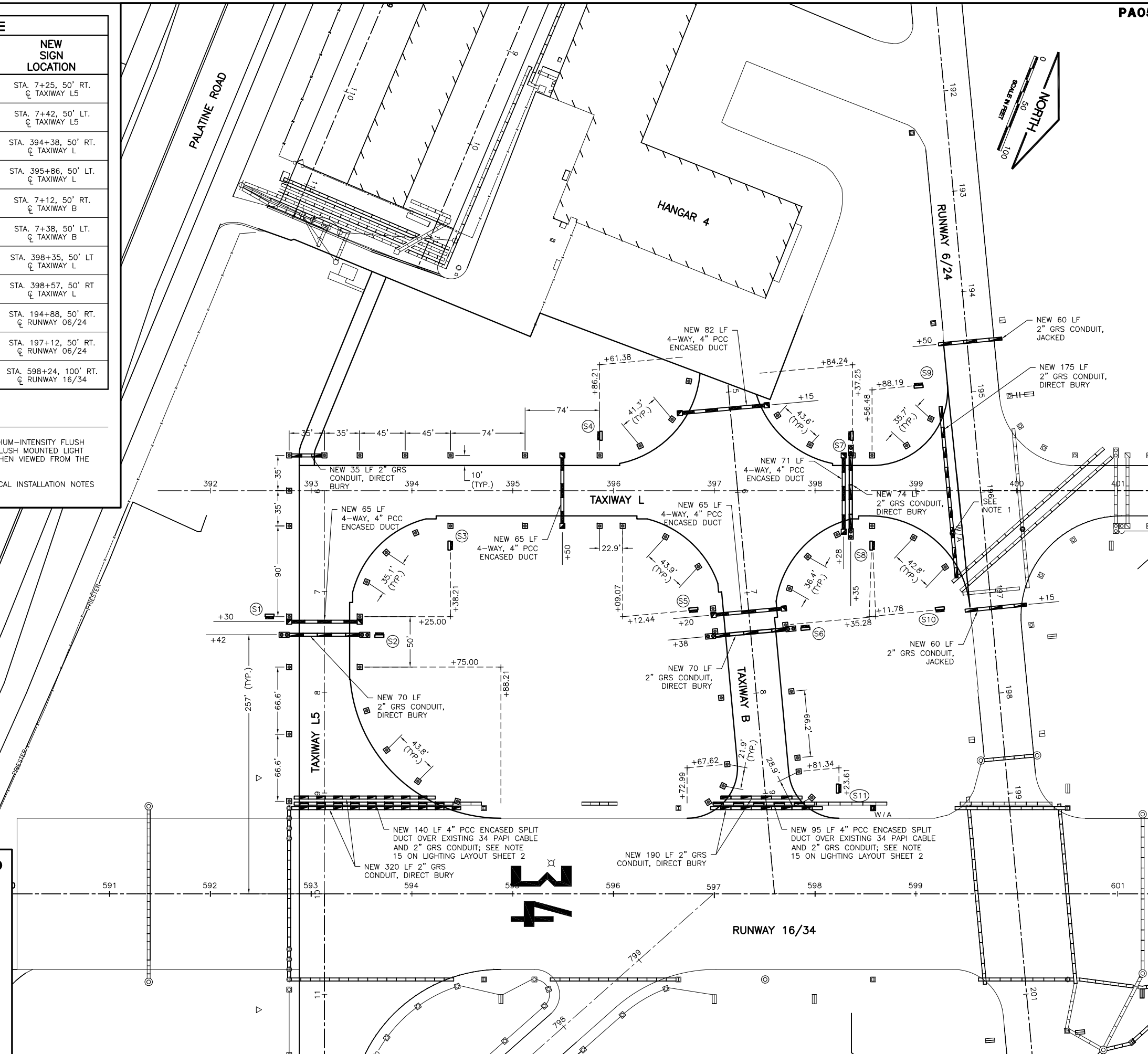
DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 44 OF 66 SHEETS	



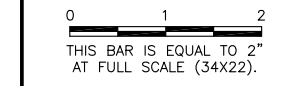
AIRFIELD SIGNAGE SCHEDULE				
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
S1	W E		0 2,3	STA. 7+25, 50' RT. CL TAXIWAY L5
S2	W E		2,1 0	STA. 7+42, 50' LT. CL TAXIWAY L5
S3	N S		3 0	STA. 394+38, 50' RT. CL TAXIWAY L
S4	N S		0 3	STA. 395+86, 50' LT. CL TAXIWAY L
S5	W E		0 2,3	STA. 7+12, 50' RT. CL TAXIWAY B
S6	W E		2,1 0	STA. 7+38, 50' LT. CL TAXIWAY B
S7	N S		0 2,1	STA. 398+35, 50' LT CL TAXIWAY L
S8	N S		3 0	STA. 398+57, 50' RT CL TAXIWAY L
S9	W E		3 0	STA. 194+88, 50' RT. CL RUNWAY 06/24
S10	W E		0 3	STA. 197+12, 50' RT. CL RUNWAY 06/24
S11	N S		3 0	STA. 598+24, 100' RT. CL RUNWAY 16/34

NOTES:

- REMOVE EXISTING BASE MOUNTED LIGHT AND INSTALL NEW MEDIUM-INTENSITY FLUSH MOUNTED RUNWAY LIGHT AT THE SAME LOCATION. THE NEW FLUSH MOUNTED LIGHT SHALL BE AMBER WHEN VIEWED FROM THE EAST AND WHITE WHEN VIEWED FROM THE WEST.
- SEE ELECTRICAL LAYOUT PLAN SHEET 2 FOR GENERAL ELECTRICAL INSTALLATION NOTES AND LEGEND.

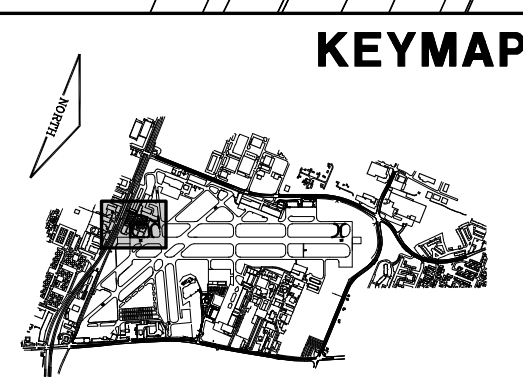


REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

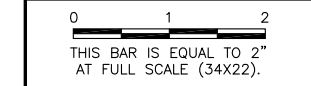
**LIGHTING LAYOUT PLAN
 TAXIWAY LIMA**



© Copyright G.M.T., Inc.
G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 45 OF 66 SHEETS	

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

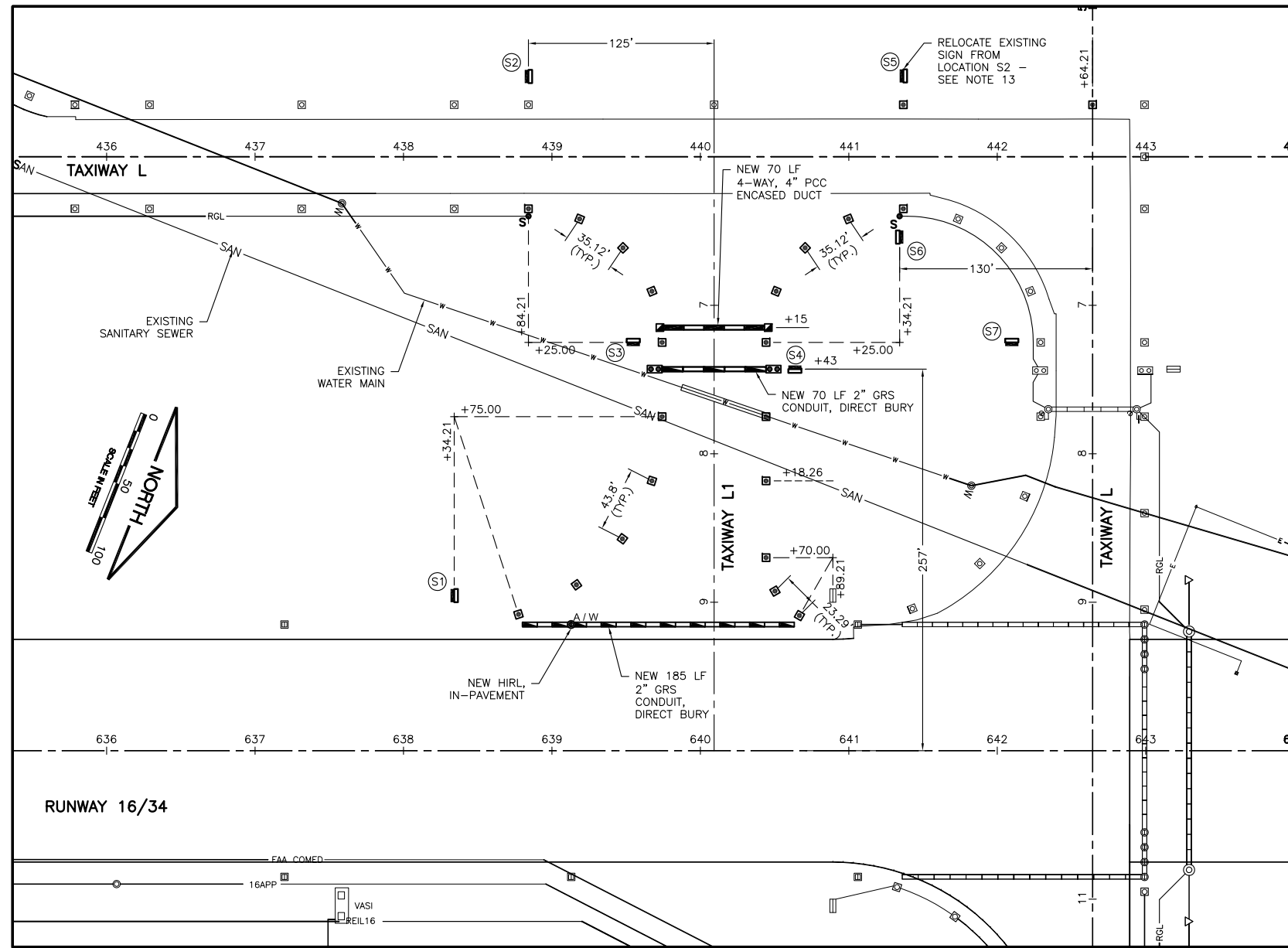
**LIGHTING LAYOUT PLAN
 TAXIWAY L1**

© copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 46 OF 66 SHEETS	



LEGEND

	EXISTING BASE/STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
	EXISTING BASE/STAKE MOUNTED/IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
	EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING CONDUIT/DUCT BANK
	EXISTING ELECTRIC/STORM/SANITARY MANHOLE/WATER VALVE VAULT
	EXISTING ELECTRIC HANDHOLE
	EXISTING RUNWAY 16/34 CIRCUIT
	EXISTING RUNWAY 6/24 CIRCUIT
	EXISTING TAXIWAY G AND D CIRCUIT
	EXISTING TAXIWAY D,L,M,N,Y AND 2 CIRCUIT
	EXISTING TAXIWAY A,B,E AND F CIRCUIT
	EXISTING REIL CABLES
	EXISTING FAA CABLES
	EXISTING RUNWAY GUARD LIGHT CIRCUIT
	EXISTING RUNWAY DISTANCE REMAINING CIRCUIT
	EXISTING RUNWAY 6 PAPI CIRCUIT (3 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT 1-6 PAIR #18 SHIELDED IN 2" PVC W/ BARE COUNTERPOISE)
	EXISTING RUNWAY 12 REIL CIRCUIT (2 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT)
	EXISTING RUNWAY 12 PAPI CIRCUIT (3 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT 1-6 PAIR #18 SHIELDED IN 2" PVC W/ BARE COUNTERPOISE)
	NEW BASE MOUNTED MEDIUM INTENSITY QUARTZ TAXIWAY LIGHT
	NEW BASE/IN-PAVEMENT QUARTZ RUNWAY LIGHT - A - AMBER LENSE W - WHITE LENSE
	NEW AIRFIELD GUIDANCE SIGN
	NEW SPLICE CAN
	NEW ELECTRIC HANDHOLE
	NEW MULTI-WAY PCC ENCASED DUCT BANK
	NEW 2" GRS CONDUIT
	NEW 2" PCC ENCASED SPLIT DUCT
	NEW RUNWAY GUARD LIGHT CIRCUIT
	NEW TAXIWAY LIMA CIRCUIT
	NEW TAXIWAY A, B, D, E, F AND Y (ABDEFY) CIRCUIT
	NEW RUNWAY 16/34 CIRCUIT
	NEW RUNWAY 6/24 CIRCUIT
	NEW 1/2" #8, 5KV, L-824, TYPE C CABLE IN 2" PVC CONDUIT, DIRECT BURIED NUMBER OF TICK MARKS INDICATE NUMBER OF CABLES (TYPICAL FOR ALL AIRFIELD LIGHTING CIRCUITS)

ELECTRICAL / LIGHTING NOTES

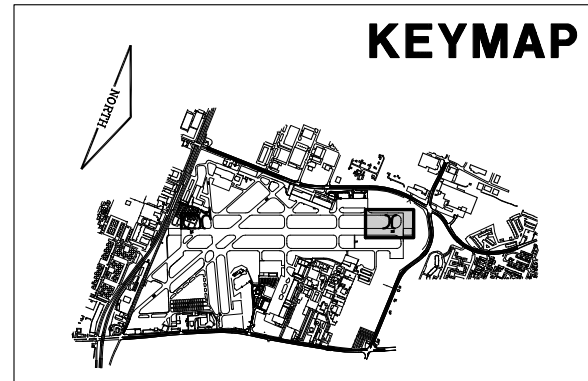
- SEE EXISTING CONDITIONS FOR LIGHTING REMOVALS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- AT ANY LOCATION WHERE THE NEW DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND EXCAVATE AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
- CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
- CONTRACTOR SHALL CONNECT EXISTING CABLE TO NEW CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE/SPLICE CAN. COST OF CONNECTION SHALL BE INCIDENTAL TO THE CABLE.
- NO 90 DEGREE BENDS WILL BE ALLOWED IN CONDUIT.
- CONTRACTOR SHALL CORE HOLES INTO EXISTING MANHOLES/HANDHOLES AS REQUIRED. THE COST OF CORING AND GROUTING SHALL BE INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CABLE OR DUCT.
- ALL LIGHTS SHALL HAVE QUARTZ BULBS. ALL SIGNS SHALL BE LED.
- AT EXISTING DUCT BANKS THAT FALL WITHIN THE NEW PAVEMENT, THE CONTRACTOR SHALL STAMP OR OTHERWISE MARK THE DUCT LOCATION WITHIN THE PAVEMENT, AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL SPLICES SHALL BE WATERPROOF. COST OF SPLICES SHALL BE INCIDENTAL TO THE COST OF THE CABLE.
- RELOCATED SIGN SHALL BE INSTALLED ON A NEW BASE WITH NEW BASE CAN, NEW MOUNTING HARDWARE AND NEW TRANSFORMER. THE EXISTING SIGN IS FOUR MODULES.
- SEE NEW CABLE LAYOUT SHEETS 1 THROUGH 4 FOR ELECTRICAL CIRCUIT INSTALLATION INFORMATION.
- REMOVAL OF AIRFIELD LIGHTING CIRCUIT CABLE WHERE CALLED OUT IN PLANS SHALL BE CONSIDERED INCIDENTAL TO INSTALLATION OF NEW CABLE.

AIRFIELD SIGNAGE SCHEDULE

NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
S1	N S		0 3	STA. 638+34, 100' LT. CL RUNWAY 16/34
S2	N S		0 2,3	STA. 438+84, 50' LT. CL TAXIWAY L
S3	W E		0 2,3	STA. 7+25, 50' RT. CL TAXIWAY L1
S4	W E		2,1 0	STA. 7+43, 50' LT. CL TAXIWAY L1
S5 RELOCATED SIGN	N S		0 3	STA. 441+37, 50' LT. CL TAXIWAY L
S6	N S		3,2 0	STA. 441+34, 50' RT. CL TAXIWAY L
S7	W E		0 3,2	STA. 7+25, 50' RT. CL TAXIWAY L

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



PAVEMENT MARKING NOTES

- ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.

NOTES:

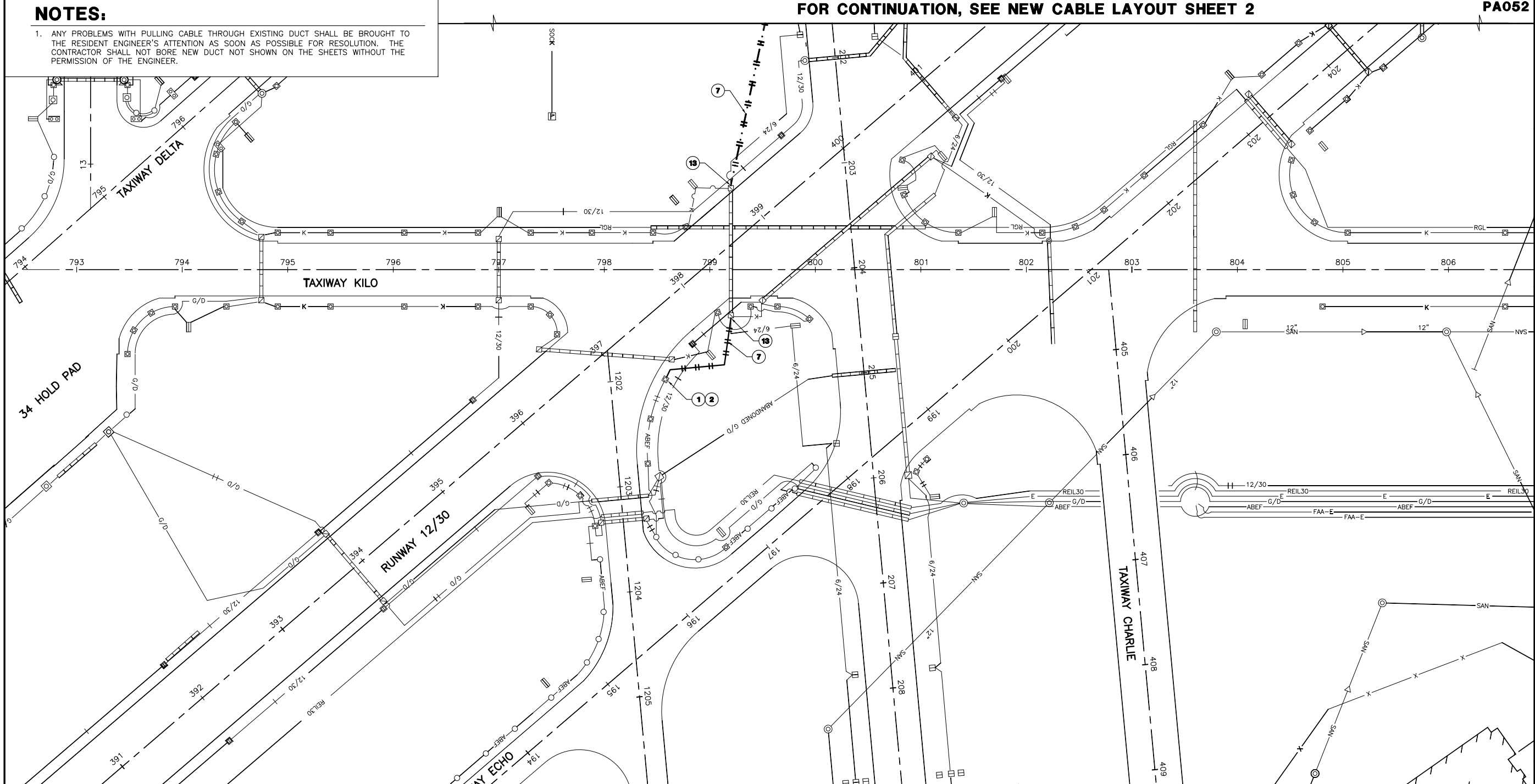
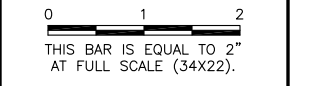
1. ANY PROBLEMS WITH PULLING CABLE THROUGH EXISTING DUCT SHALL BE BROUGHT TO THE RESIDENT ENGINEER'S ATTENTION AS SOON AS POSSIBLE FOR RESOLUTION. THE CONTRACTOR SHALL NOT BORE NEW DUCT NOT SHOWN ON THE SHEETS WITHOUT THE PERMISSION OF THE ENGINEER.

FOR CONTINUATION, SEE NEW CABLE LAYOUT SHEET 2

PA052

K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Cable-layout-1.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:58:28 AM
 XREF DWG: tbcnt-con2.dwg
 light-mark-Txy L.dwg
 taxiway-base-con2.dwg
 KEYMAP.dwg
 base-con2-pavement.dwg
 topo-tyx-L.DWG

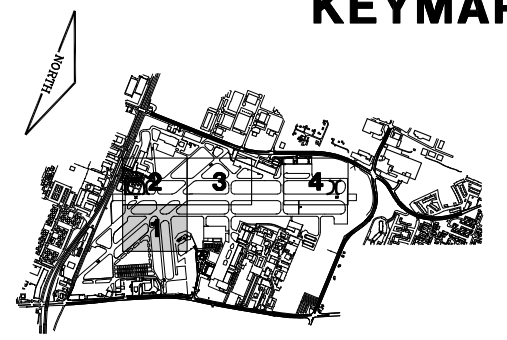
REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
NEW CABLE LAYOUT
SHEET 1

SEE LIGHTING LAYOUT SHEET 2 FOR ELECTRICAL NOTES AND LEGEND

KEYMAP



KEYED NOTES:

- 1 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY ABDEFY
- 2 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING CIRCUIT TAXIWAY ABDEFY
- 3 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY LIMA
- 4 EXISTING 2-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO REMAIN
REMOVE 1/C #8 5 KV UG CABLE LOOP
- 5 NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY LIMA CIRCUIT
- 6 NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
- 7 NEW 2/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
- 8 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 16/34
- 9 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 6/24
- 10 CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING FIXTURE
- 11 CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING RUNWAY 34 REIL CIRCUIT IN SPLICE CAN
- 12 EXISTING 1-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO BE REMOVED
- 13 CORE HOLE INTO EXISTING BASE/HANDHOLE TO CONNECT NEW 2" PVC CONDUIT. COST SHALL BE INCIDENTAL.

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 47 OF 66 SHEETS	

KEYED NOTES:

- 1 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY ABDEFY
- 2 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING CIRCUIT TAXIWAY ABDEFY
- 3 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY LIMA
- 4 EXISTING 2-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO REMAIN
REMOVE 1/C #8 5 KV UG CABLE LOOP
- 5 NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY LIMA CIRCUIT
- 6 NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
- 7 NEW 2/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
- 8 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 16/34
- 9 CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 6/24
- 10 CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING FIXTURE
- 11 CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING RUNWAY 34 REIL CIRCUIT IN SPLICE CAN
- 12 EXISTING 1-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO BE REMOVED
- 13 CORE HOLE INTO EXISTING BASE/HANDHOLE TO CONNECT NEW 2" PVC CONDUIT. COST SHALL BE INCIDENTAL.

NOTES:

1. ANY PROBLEMS WITH PULLING CABLE THROUGH EXISTING DUCT SHALL BE BROUGHT TO THE RESIDENT ENGINEER'S ATTENTION AS SOON AS POSSIBLE FOR RESOLUTION. THE CONTRACTOR SHALL NOT BORE NEW DUCT NOT SHOWN ON THE SHEETS WITHOUT THE PERMISSION OF THE ENGINEER.

K:\ChicagoExecAp\0929007 Try L Ph 2\Draw\Sheets
 FILE: Cable-layout-2.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:57:42 AM
 XREF DWG: tbcint-con2.dwg
 light-mark-Txy L.dwg
 KEYMAP.dwg
 base-con2-pavement.dwg
 base-con2-airfield.dwg

REVISIONS

NUMBER	BY	DATE

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

FOR CONTINUATION, SEE NEW CABLE LAYOUT SHEET 3

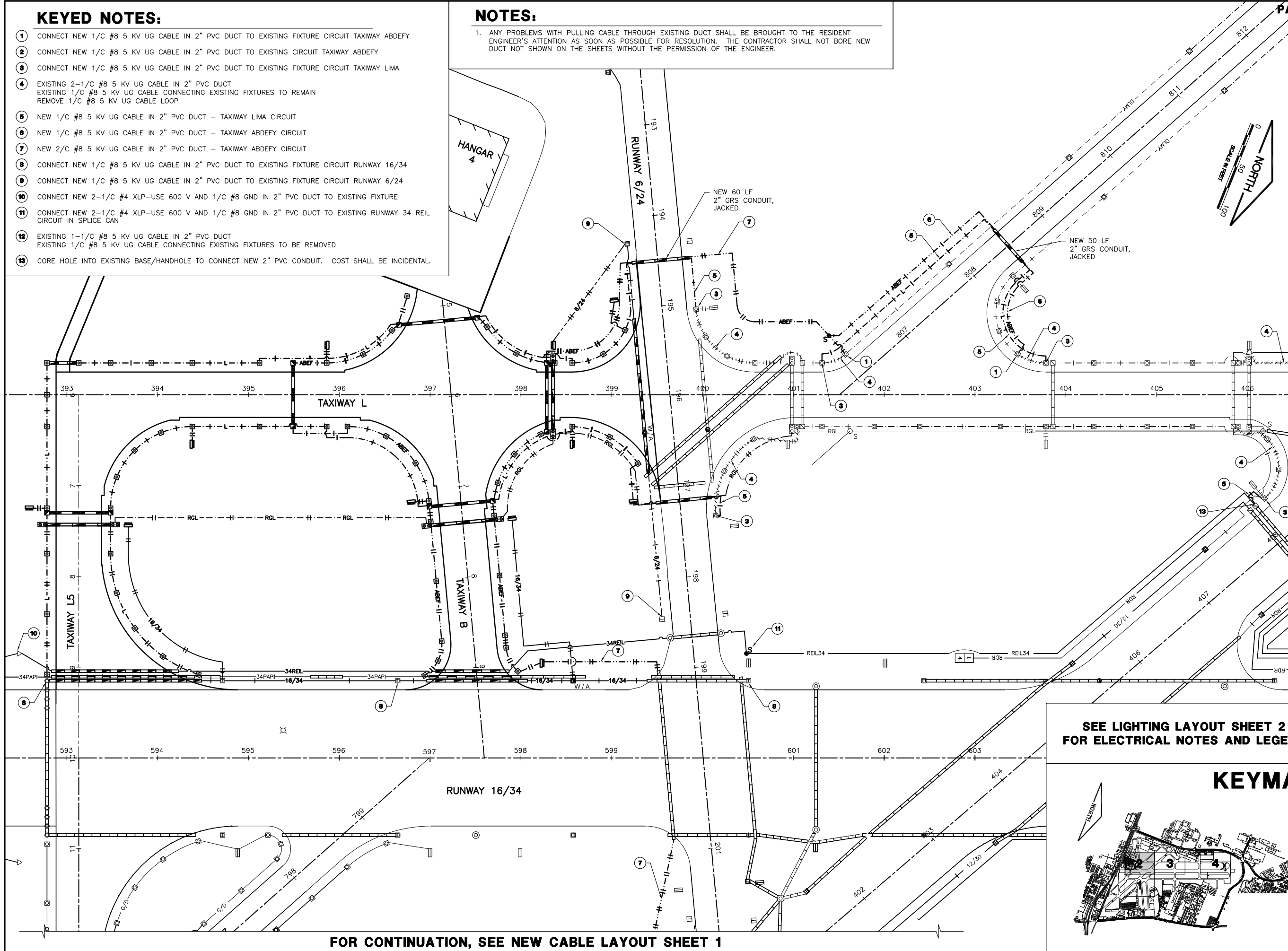
CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA

NEW CABLE LAYOUT
 SHEET 2

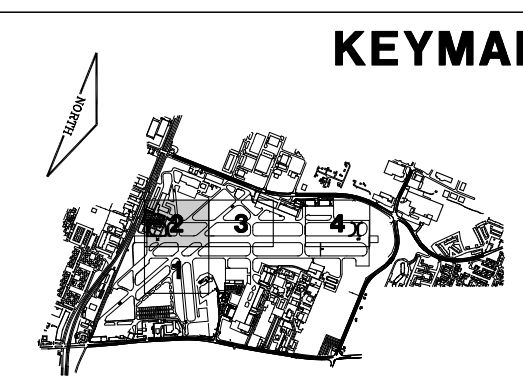
© Copyright GMT, Inc.
GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	48 OF 66 SHEETS



SEE LIGHTING LAYOUT SHEET 2
 FOR ELECTRICAL NOTES AND LEGEND



FOR CONTINUATION, SEE NEW CABLE LAYOUT SHEET 1

NOTES:

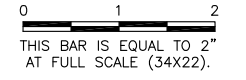
1. ANY PROBLEMS WITH PULLING CABLE THROUGH EXISTING DUCT SHALL BE BROUGHT TO THE RESIDENT ENGINEER'S ATTENTION AS SOON AS POSSIBLE FOR RESOLUTION. THE CONTRACTOR SHALL NOT BORE NEW DUCT NOT SHOWN ON THE SHEETS WITHOUT THE PERMISSION OF THE ENGINEER.

PA052

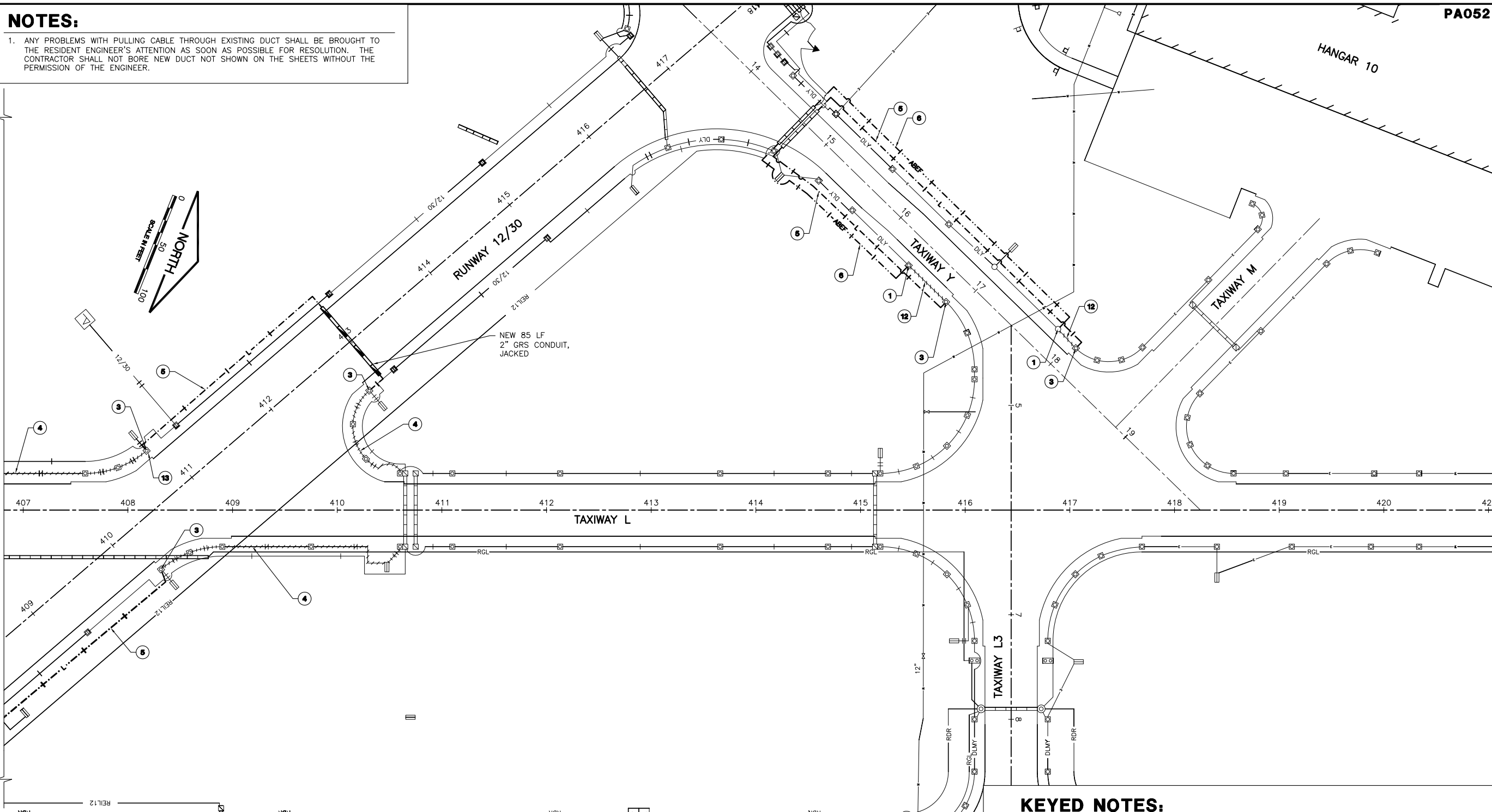
K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Cable-layout-3.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:56:52 AM
 XREF DWG: tbcint-con2.dwg
 light-mark-Txy L.dwg
 taxiway-base-con2.dwg
 KEYMAP.dwg
 base-con2-pavement.dwg
 topo-tyx-L.DWG

REVISIONS

NUMBER	BY	DATE



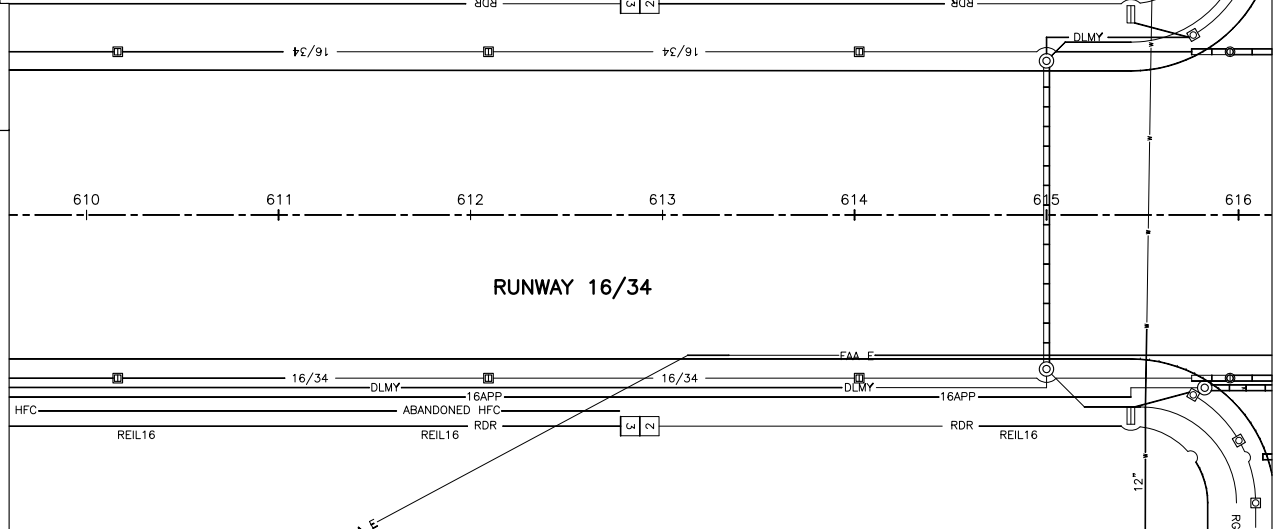
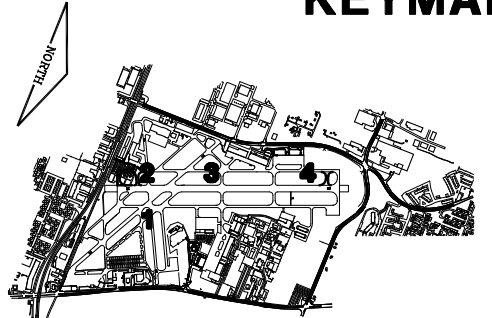
FOR CONTINUATION, SEE NEW CABLE LAYOUT SHEET 2



NEW 85 LF
 2" GRS CONDUIT,
 JACKED

SEE LIGHTING LAYOUT SHEET 2
 FOR ELECTRICAL NOTES AND LEGEND

KEYMAP



KEYED NOTES:

1. CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY ABDEFY
2. CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING CIRCUIT TAXIWAY ABDEFY
3. CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT TAXIWAY LIMA
4. EXISTING 2-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
 EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO REMAIN
 REMOVE 1/C #8 5 KV UG CABLE LOOP
5. NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY LIMA CIRCUIT
6. NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
7. NEW 2/C #8 5 KV UG CABLE IN 2" PVC DUCT - TAXIWAY ABDEFY CIRCUIT
8. CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 16/34
9. CONNECT NEW 1/C #8 5 KV UG CABLE IN 2" PVC DUCT TO EXISTING FIXTURE CIRCUIT RUNWAY 6/24
10. CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING FIXTURE
11. CONNECT NEW 2-1/C #4 XLP-USE 600 V AND 1/C #8 GND IN 2" PVC DUCT TO EXISTING RUNWAY 34 REIL CIRCUIT IN SPLICE CAN
12. EXISTING 1-1/C #8 5 KV UG CABLE IN 2" PVC DUCT
 EXISTING 1/C #8 5 KV UG CABLE CONNECTING EXISTING FIXTURES TO BE REMOVED
13. CORE HOLE INTO EXISTING BASE/HANDHOLE TO CONNECT NEW 2" PVC CONDUIT. COST SHALL BE INCIDENTAL.

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
NEW CABLE LAYOUT
SHEET 3

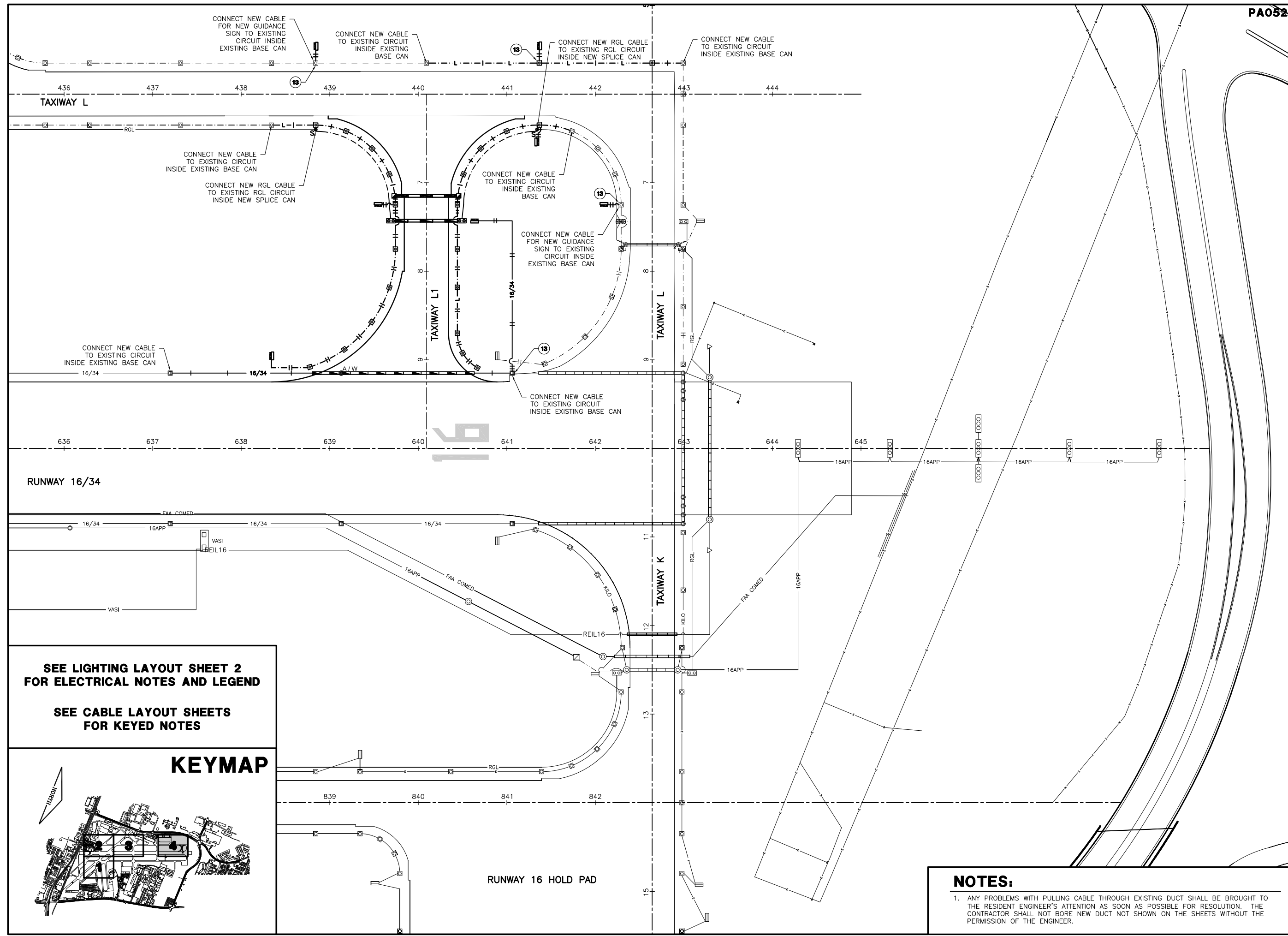
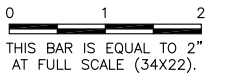
© Copyright GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991	
A.I.P. PROJECT: 3-17-0018-B44	
SHEET	49 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE

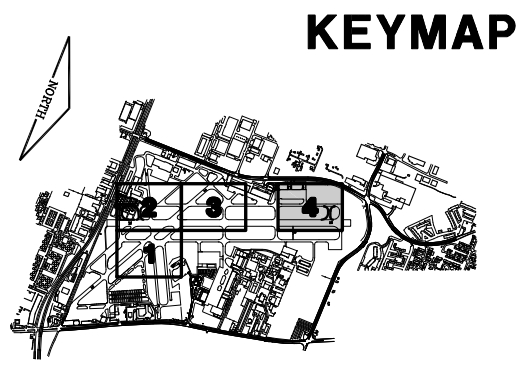


**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA**

**NEW CABLE LAYOUT
SHEET 4**

**SEE LIGHTING LAYOUT SHEET 2
FOR ELECTRICAL NOTES AND LEGEND**

**SEE CABLE LAYOUT SHEETS
FOR KEYED NOTES**



© copyright GMT, Inc.

GMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

NOTES:

1. ANY PROBLEMS WITH PULLING CABLE THROUGH EXISTING DUCT SHALL BE BROUGHT TO THE RESIDENT ENGINEER'S ATTENTION AS SOON AS POSSIBLE FOR RESOLUTION. THE CONTRACTOR SHALL NOT BORE NEW DUCT NOT SHOWN ON THE SHEETS WITHOUT THE PERMISSION OF THE ENGINEER.

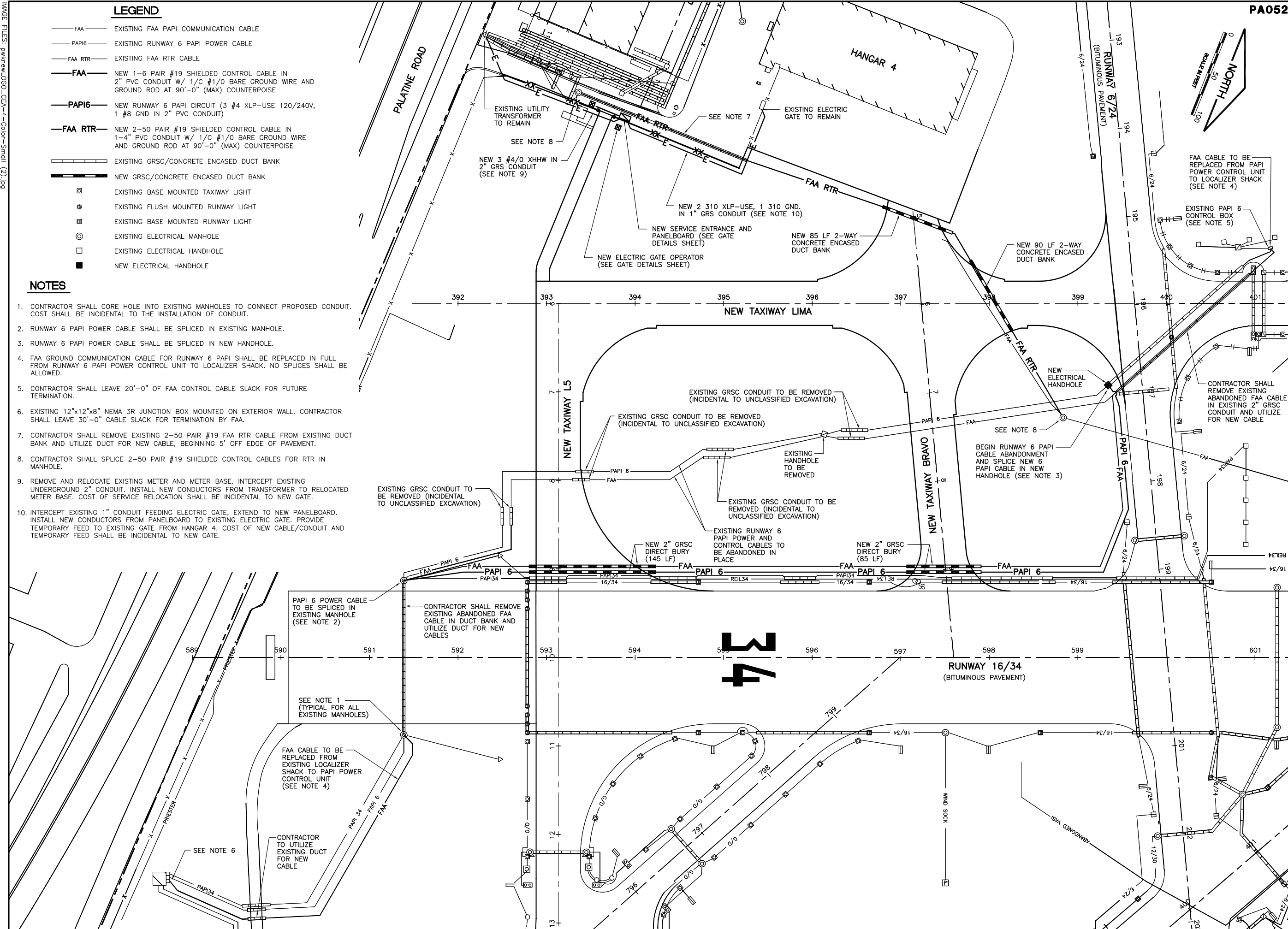
IMAGE FILES: pwrnsw1000_CEA-4-Color-Small (2).jpg

LEGEND

- FAA — EXISTING FAA PAPI COMMUNICATION CABLE
- PAPI6 — EXISTING RUNWAY 6 PAPI POWER CABLE
- FAA RTR — EXISTING FAA RTR CABLE
- FAA — NEW 1-6 PAIR #19 SHIELDED CONTROL CABLE IN 2" PVC CONDUIT W/ 1/C #1/0 BARE GROUND WIRE AND GROUND ROD AT 90'-0" (MAX) COUNTERPOISE
- PAPI6 — NEW RUNWAY 6 PAPI CIRCUIT (3 #4 XLP-USE 120/240V, 1 #8 GND IN 2" PVC CONDUIT)
- FAA RTR — NEW 2-50 PAIR #19 SHIELDED CONTROL CABLE IN 1-4" PVC CONDUIT W/ 1/C #1/0 BARE GROUND WIRE AND GROUND ROD AT 90'-0" (MAX) COUNTERPOISE
- — EXISTING GRSC/CONCRETE ENCASED DUCT BANK
- — NEW GRSC/CONCRETE ENCASED DUCT BANK
- ⊠ EXISTING BASE MOUNTED TAXIWAY LIGHT
- ⊙ EXISTING FLUSH MOUNTED RUNWAY LIGHT
- ⊠ EXISTING BASE MOUNTED RUNWAY LIGHT
- ⊙ EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL HANDHOLE
- NEW ELECTRICAL HANDHOLE

NOTES

1. CONTRACTOR SHALL CORE HOLE INTO EXISTING MANHOLES TO CONNECT PROPOSED CONDUIT. COST SHALL BE INCIDENTAL TO THE INSTALLATION OF CONDUIT.
2. RUNWAY 6 PAPI POWER CABLE SHALL BE SPliced IN EXISTING MANHOLE.
3. RUNWAY 6 PAPI POWER CABLE SHALL BE SPliced IN NEW HANDHOLE.
4. FAA GROUND COMMUNICATION CABLE FOR RUNWAY 6 PAPI SHALL BE REPLACED IN FULL FROM RUNWAY 6 PAPI POWER CONTROL UNIT TO LOCALIZER SHACK. NO SPICES SHALL BE ALLOWED.
5. CONTRACTOR SHALL LEAVE 20'-0" OF FAA CONTROL CABLE SLACK FOR FUTURE TERMINATION.
6. EXISTING 12"x12"x8" NEMA 3R JUNCTION BOX MOUNTED ON EXTERIOR WALL. CONTRACTOR SHALL LEAVE 30'-0" CABLE SLACK FOR TERMINATION BY FAA.
7. CONTRACTOR SHALL REMOVE EXISTING 2-50 PAIR #19 FAA RTR CABLE FROM EXISTING DUCT BANK AND UTILIZE DUCT FOR NEW CABLE, BEGINNING 5' OFF EDGE OF PAVEMENT.
8. CONTRACTOR SHALL SPlice 2-50 PAIR #19 SHIELDED CONTROL CABLES FOR RTR IN MANHOLE.
9. REMOVE AND RELOCATE EXISTING METER AND METER BASE. INTERCEPT EXISTING UNDERGROUND 2" CONDUIT, INSTALL NEW CONDUCTORS FROM TRANSFORMER TO RELOCATED METER BASE. COST OF SERVICE RELOCATION SHALL BE INCIDENTAL TO NEW GATE.
10. INTERCEPT EXISTING 1" CONDUIT FEEDING ELECTRIC GATE, EXTEND TO NEW PANELBOARD. INSTALL NEW CONDUCTORS FROM PANELBOARD TO EXISTING ELECTRIC GATE. PROVIDE TEMPORARY FEED TO EXISTING GATE FROM HANGAR 4. COST OF NEW CABLE/CONDUIT AND TEMPORARY FEED SHALL BE INCIDENTAL TO NEW GATE.



PA052

K:\ChicagoExecAp\0929007 Txy L Ph 2\Draw\Sheets
 FILE: Rtr And Papi Relocation.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:26:49 AM
 XREF DWG: taxiway-base-con2.dwg
 base-con2-pavement.dwg
 taxiway-base-con2-electric
 topo-ty-L.DWG

REVISIONS

NUMBER	BY	DATE

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

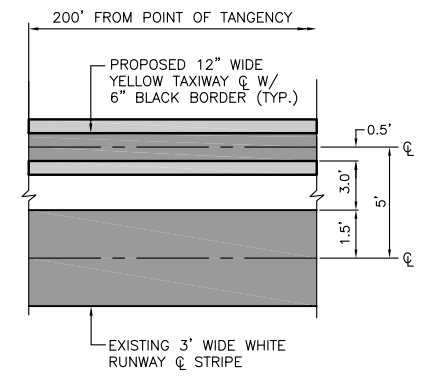
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**RTR AND RUNWAY 6 PAPI CABLE
 RELOCATION AND PROTECTION**

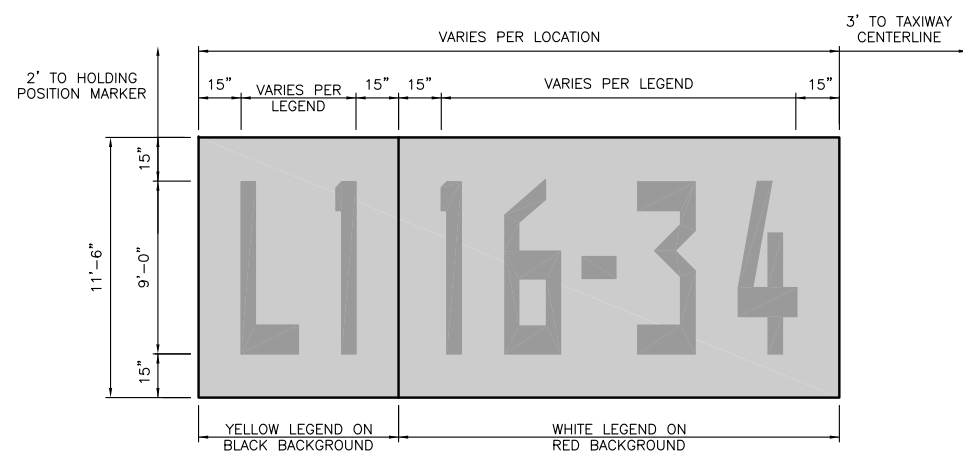
© Copyright GMT, Inc.
GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613



DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	51 OF 66 SHEETS

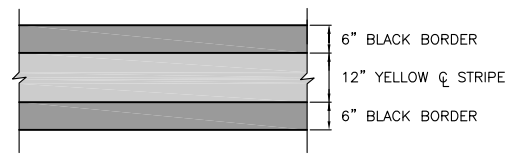


TAXIWAY LEAD-IN TANGENT DETAIL
 NOT TO SCALE

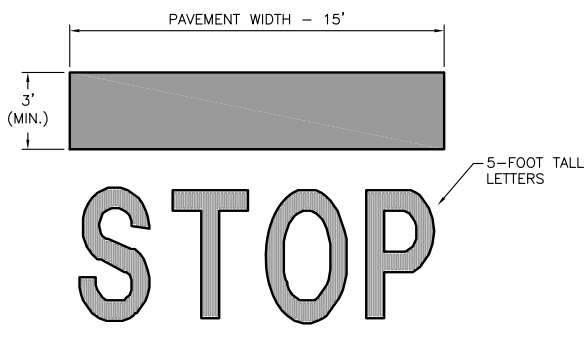


SURFACE PAINTED HOLDING POSITION SIGN
 NOT TO SCALE

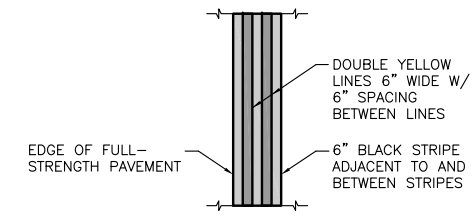
1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION.
2. ALL SURFACE PAINTED LOCATION SIGNS SHALL HAVE A BLACK BACKGROUND WITH A YELLOW INSCRIPTION.
3. ALL SURFACE PAINTED SIGNS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
4. LEGENDS SHALL BE AS SHOWN ON THE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



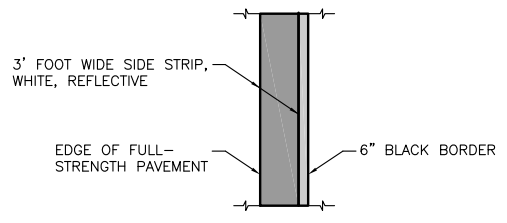
TAXIWAY CENTERLINE ON PCC DETAIL
 NOT TO SCALE



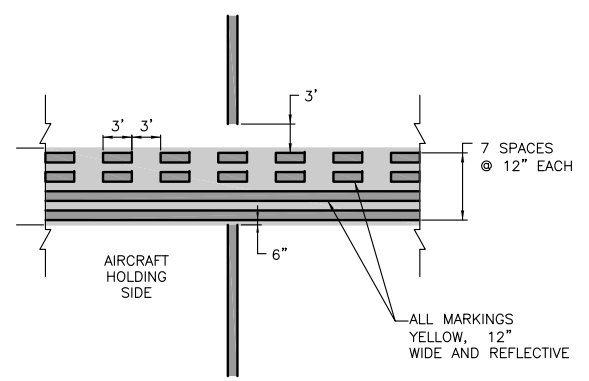
STOP BAR DETAIL
 NOT TO SCALE



**TAXIWAY
 EDGE MARKINGS
 CONTINUOUS**
 NOT TO SCALE

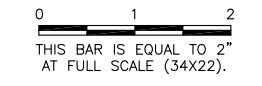


**RUNWAY
 EDGE MARKINGS
 CONTINUOUS**
 NOT TO SCALE



RUNWAY HOLDING POSITION MARKING
 NOT TO SCALE

REVISIONS		
NUMBER	BY	DATE



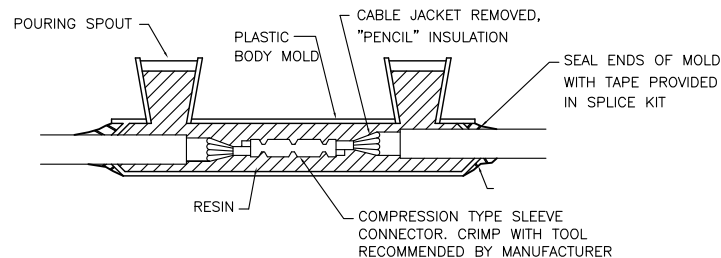
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

PAVEMENT MARKING DETAILS

© Copyright, CMT, Inc.

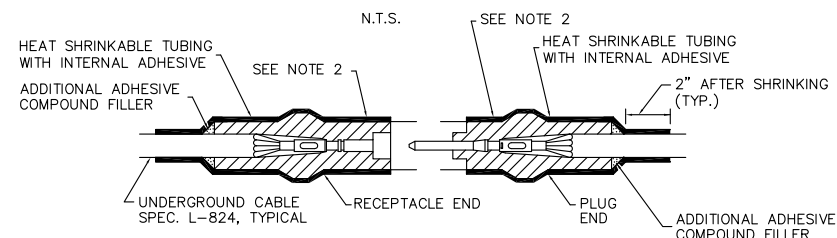
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	52 OF 66 SHEETS



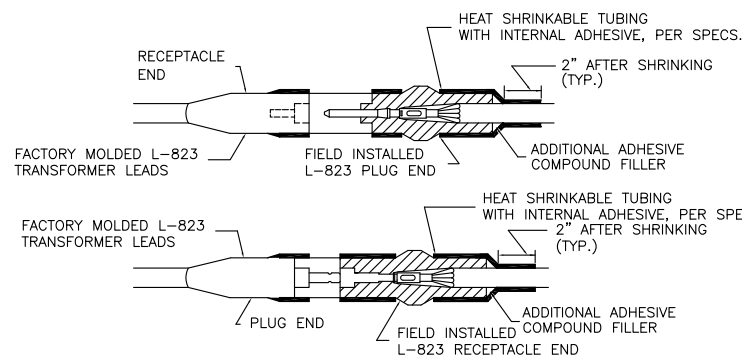
TYPE A - CABLE SPLICE

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.

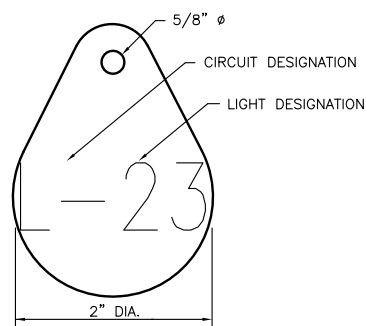


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS

NOTES

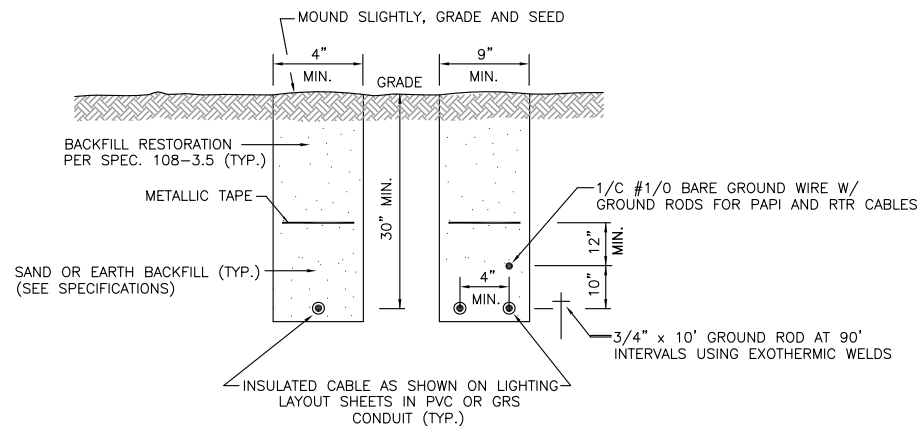
- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE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



LIGHT IDENTIFICATION DETAIL
NOT TO SCALE

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.

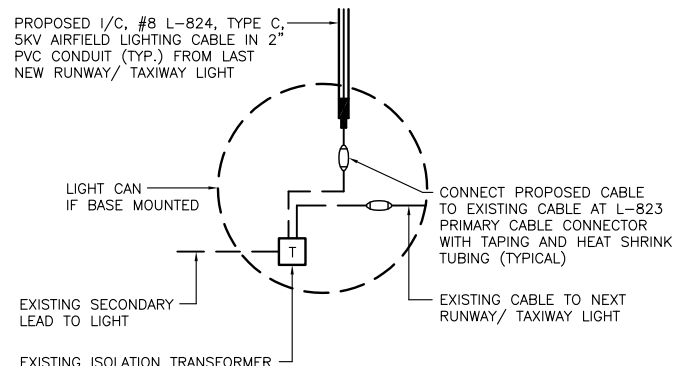


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

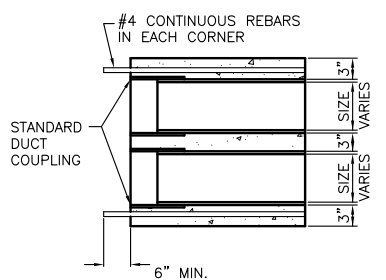
NOTES

- 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.
- FAA RTR CABLES SHALL BE INSTALLED IN 4" PVC AS SHOWN ON PLAN. BOTH CABLES SHALL BE INSTALLED IN THE SAME DUCT.
- THE COST OF COUNTERPOISE CABLE AND GROUND RODS SHALL BE INCIDENTAL TO PAY ITEMS FOR PAPI AND FAA RTR CABLES.



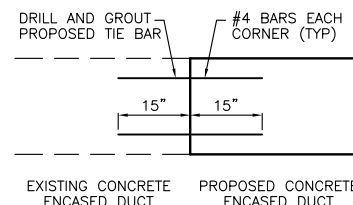
RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



CONCRETE ENCASED DUCT END DETAIL

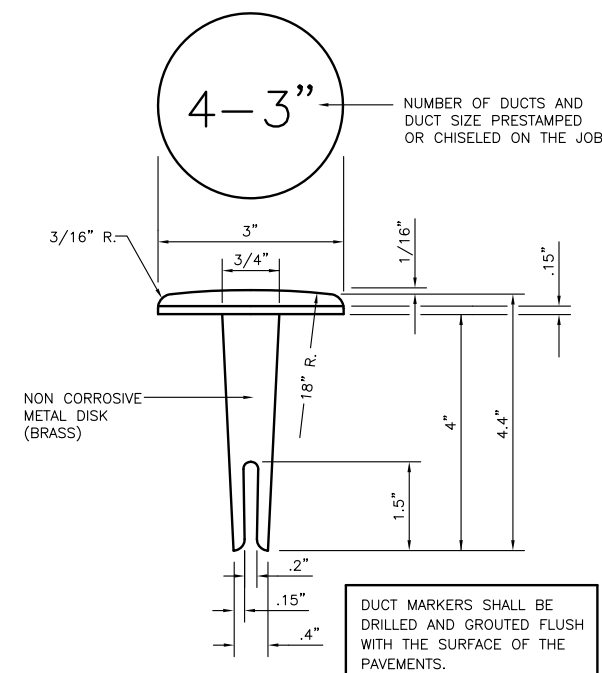
NO SCALE



EXTENSION OF EXISTING DUCT

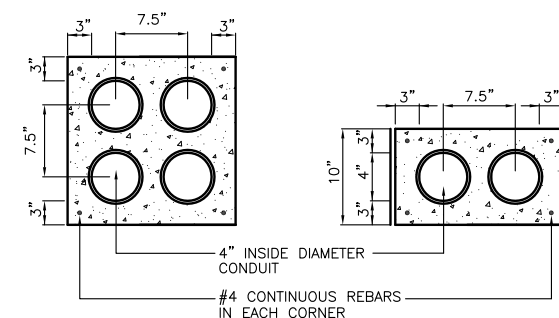
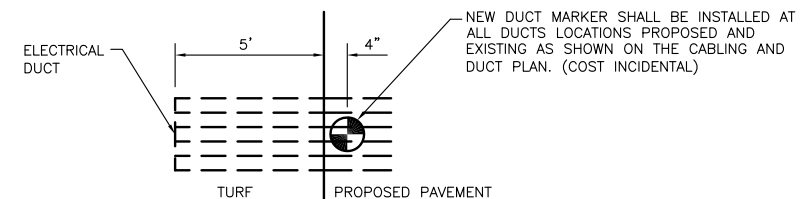
NO SCALE

NOTE: COST OF CONNECTION SHALL BE CONSIDERED INCIDENTAL TO PROPOSED DUCT.



DUCT MARKER DETAIL

NOT TO SCALE



4-WAY

2-WAY

CONCRETE ENCASED DUCT BANKS

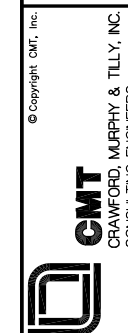
NOT TO SCALE

NOTES

- DIMENSIONS ARE MINIMUM.
- CONCRETE SHALL CONFORM TO ITEM 610.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
- TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.
- 4" SPLIT DUCT SHALL BE CONCRETE ENCASED WITH 3" MINIMUM CONCRETE SURROUNDING 4" CONDUIT. COST INCIDENTAL TO SPLIT DUCT.

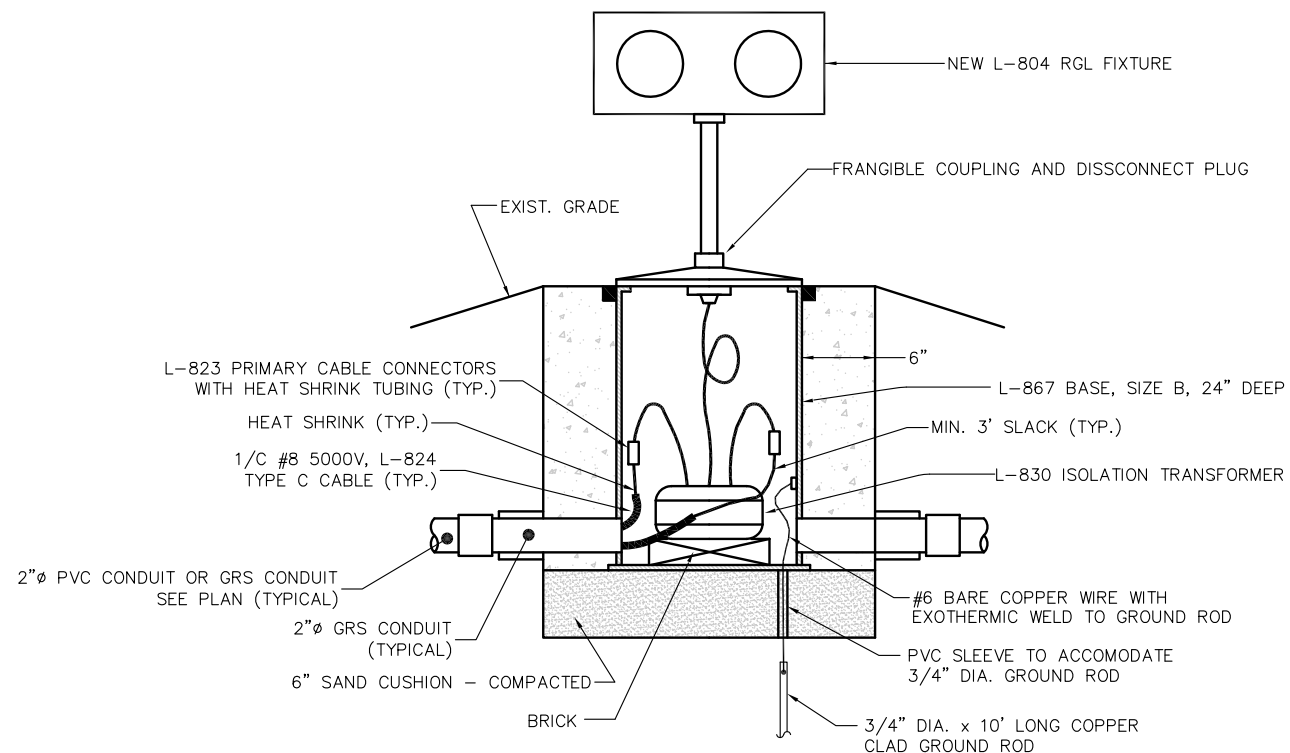
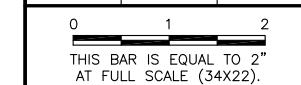
CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA

ELECTRICAL DETAILS - SHEET 1



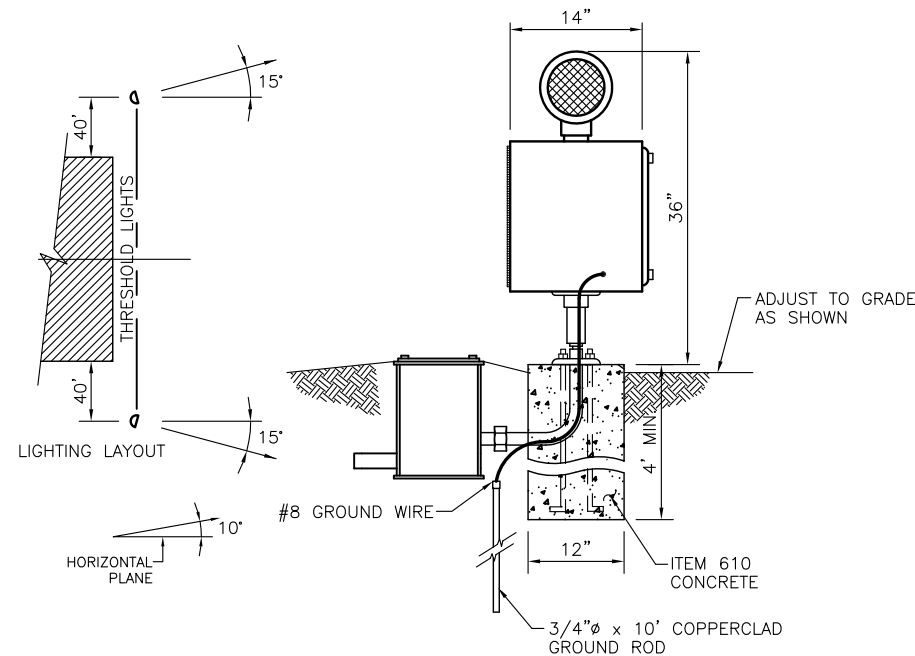
DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	SMB
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	53 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE



INSTALLATION OF ELEVATED RGL (TYPICAL)

NOT TO SCALE

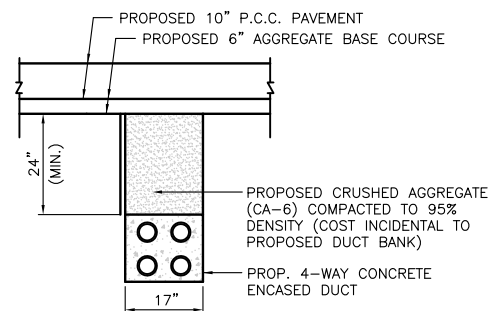


ADJUST REIL DETAIL

NOT TO SCALE

GENERAL NOTES

1. TRANSFORMER HOLDER MAY BE ANY COMMERCIALY AVAILABLE BRICK.
2. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
3. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
4. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
5. ALL LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
6. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.

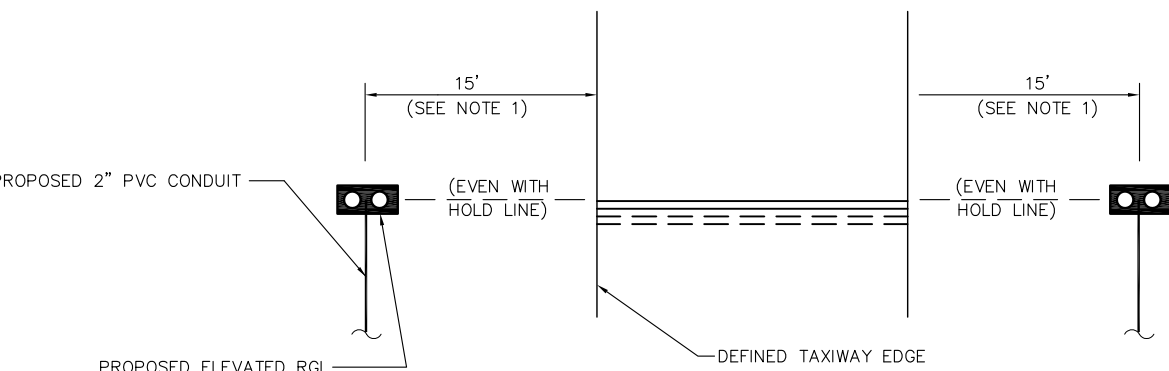


CONC ENCASED (4-WAY) ELECTRICAL DUCT BACKFILL

NOT TO SCALE

NOTES

1. CONTRACTOR TO DISCONNECT EXISTING POWER AND CONTROL WIRES, ADJUST REIL VERTICALLY AND RE-CONNECT POWER AND CONTROL WIRES.

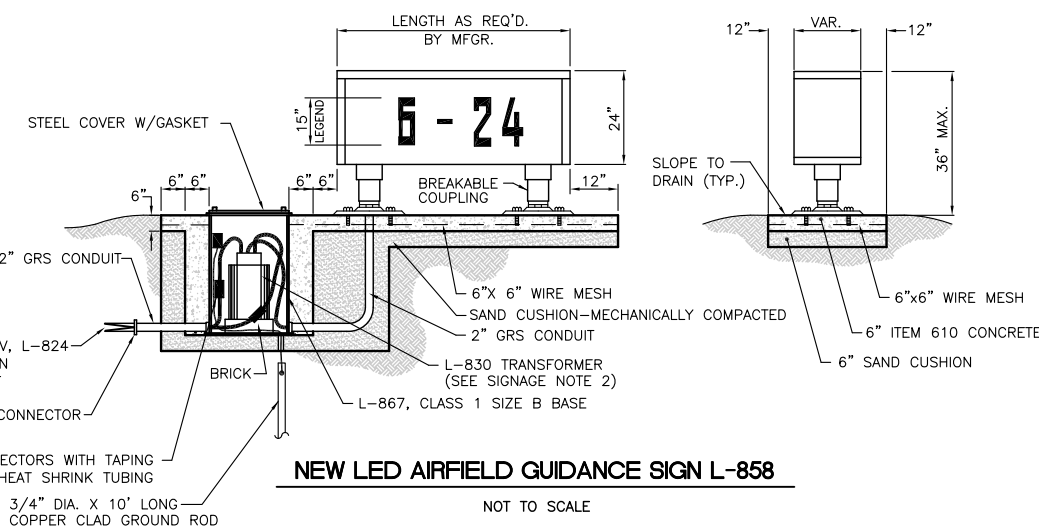


ELEVATED RGL LAYOUT DETAIL (TYPICAL)

NOT TO SCALE

NOTES

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



NEW LED AIRFIELD GUIDANCE SIGN L-858

NOT TO SCALE

SIGNAGE NOTES

1. ALL SIGNS ARE 2-SIDED LED SIGNS. STYLE 2 AND CLASS 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.

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

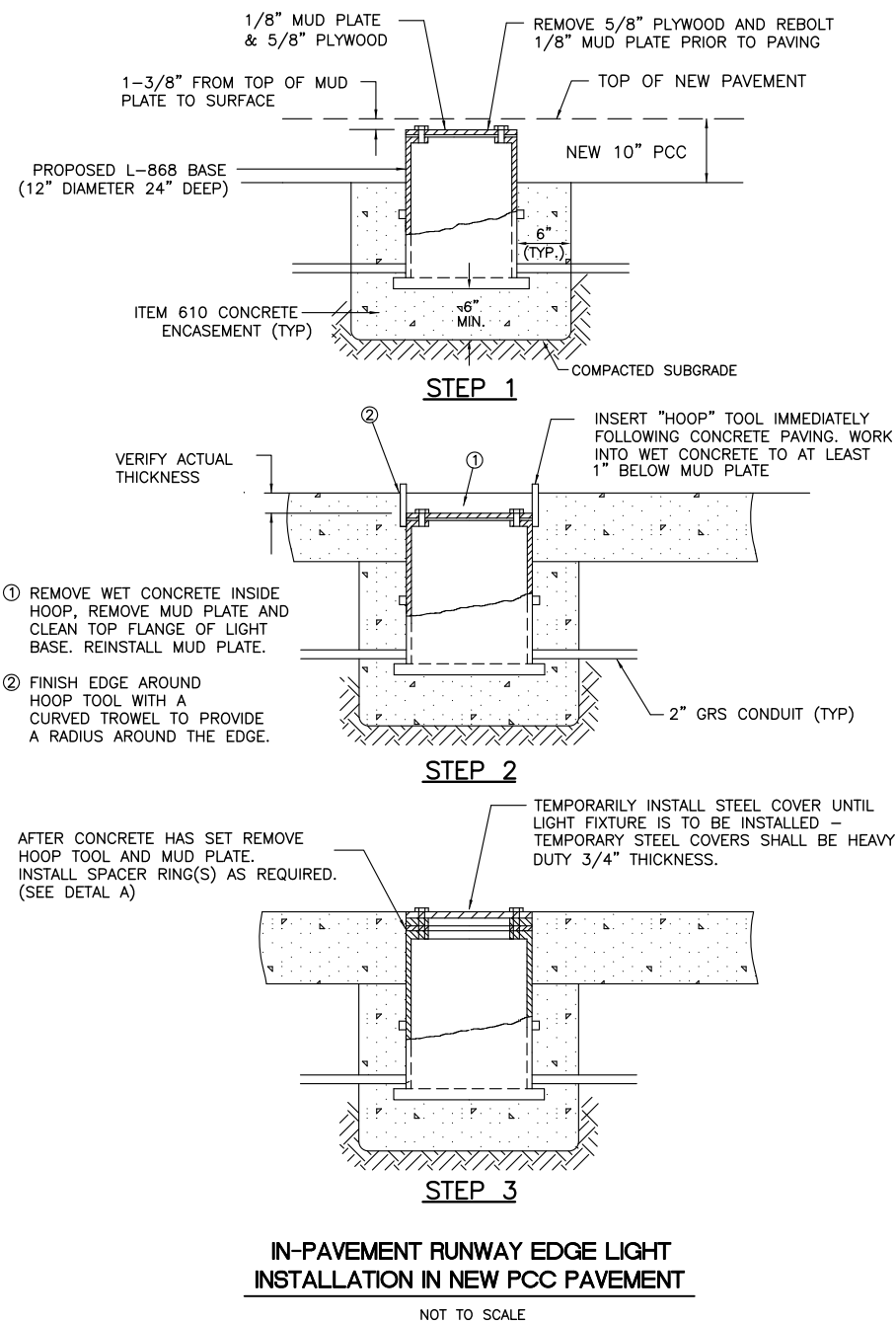
ELECTRICAL DETAILS - SHEET 2

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	54 OF 66 SHEETS

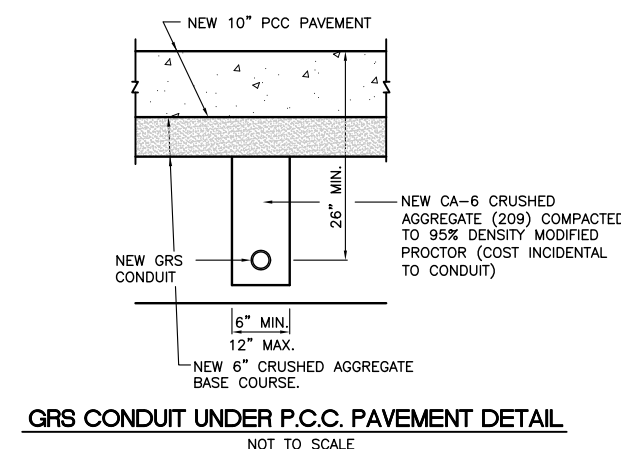
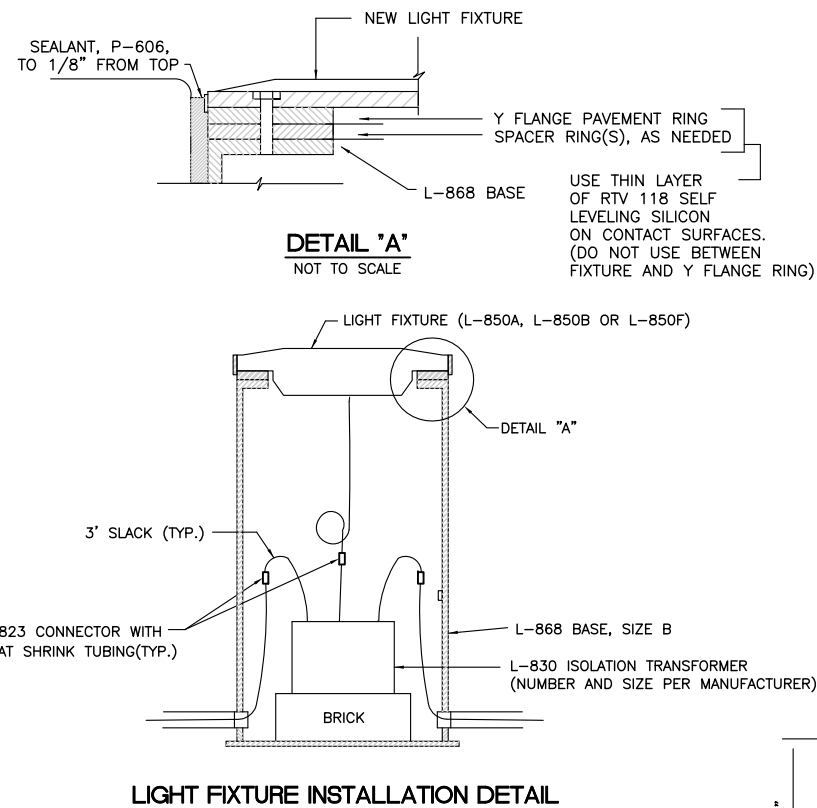
REVISIONS		
NUMBER	BY	DATE

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



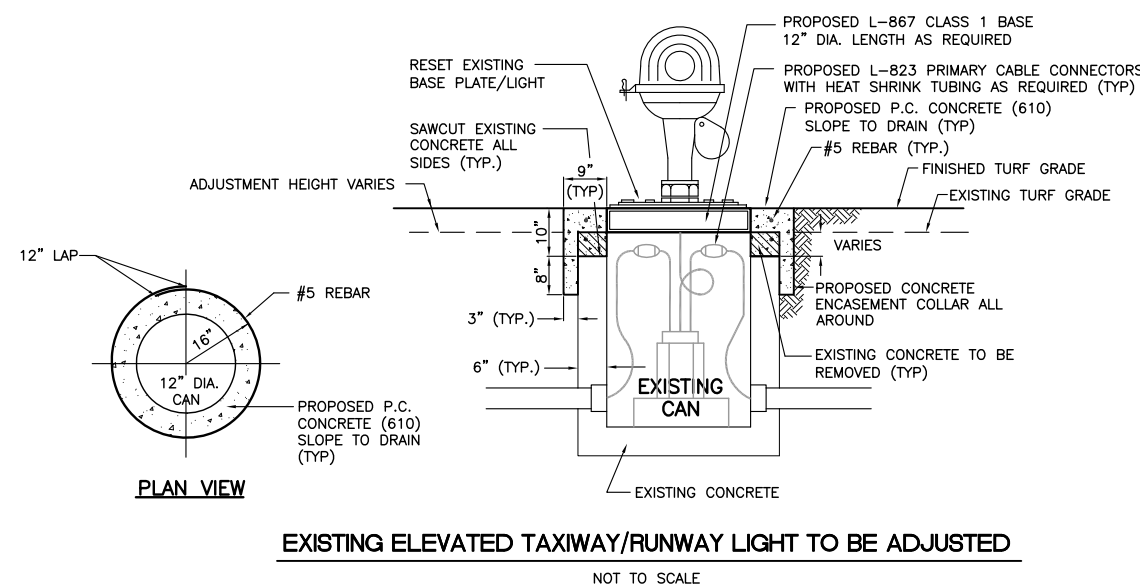
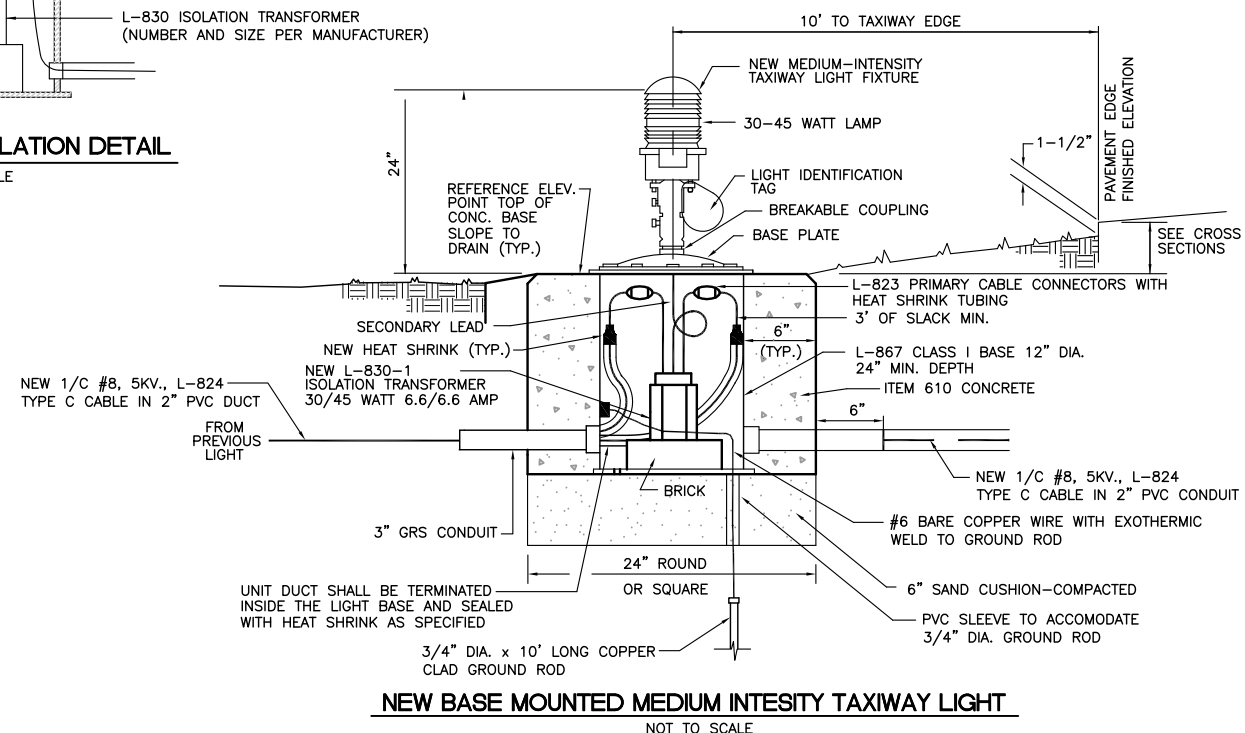
PCC PAVEMENT NOTES

- EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES AND 6" UNDER NEW CONDUIT. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
- USE MANUFACTURERS SETTING JIG (OR OTHER DEVICE APPROVED BY THE ENGINEER FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. ALL CONDUITS TO BE SUPPORTED DURING CONSTRUCTION AS REQUIRED.
- ALL LIGHT BASES SHALL BE PROPERLY POSITIONED AND ALIGNED AND CONDUIT CONNECTING THE BASES PROPERLY SECURED IN PLACE BEFORE POURING CONCRETE. ENSURE PROPER ALIGNMENT AFTER CONCRETE ENCASEMENT OF NEW BASE BEFORE CONCRETE SETS UP. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT.
- AFTER INSTALLATION OF THE L-868 BASE AND WHILE PCC PAVING AT THE FIXTURE LOCATION IS WET, INSERT "HOOP" TOOL TO AT LEAST 1" BELOW MUD PLATE. REMOVE WET CONCRETE FROM INSIDE HOOP AND CLEAN TOP FLANGE SURFACE. FINISH THE CONCRETE AROUND THE HOOP TOOL WITH A CURVED RADIUS TROWEL. USE CAUTION TO AVOID AGGREGATE SEGREGATION DURING THIS PROCEDURE.
- AFTER CONCRETE HAS SET, REMOVE HOOP TOOL AND MUD PLATE. INSTALL FLANGE AND SPACER RINGS AS REQUIRED AND LIGHT ASSEMBLY. A TEMPORARY STEEL COVER MAY BE INSTALLED IF LIGHT FIXTURE IS TO BE INSTALLED LATER.
- AFTER FIXTURE INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE NO MORE THAN 3/4" WIDE.
- INSTALL BASE AND RINGS SO THAT OUTER EDGE OF LIGHT FIXTURE WILL BE AT SAME ELEVATION AS THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED.



NOTES

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



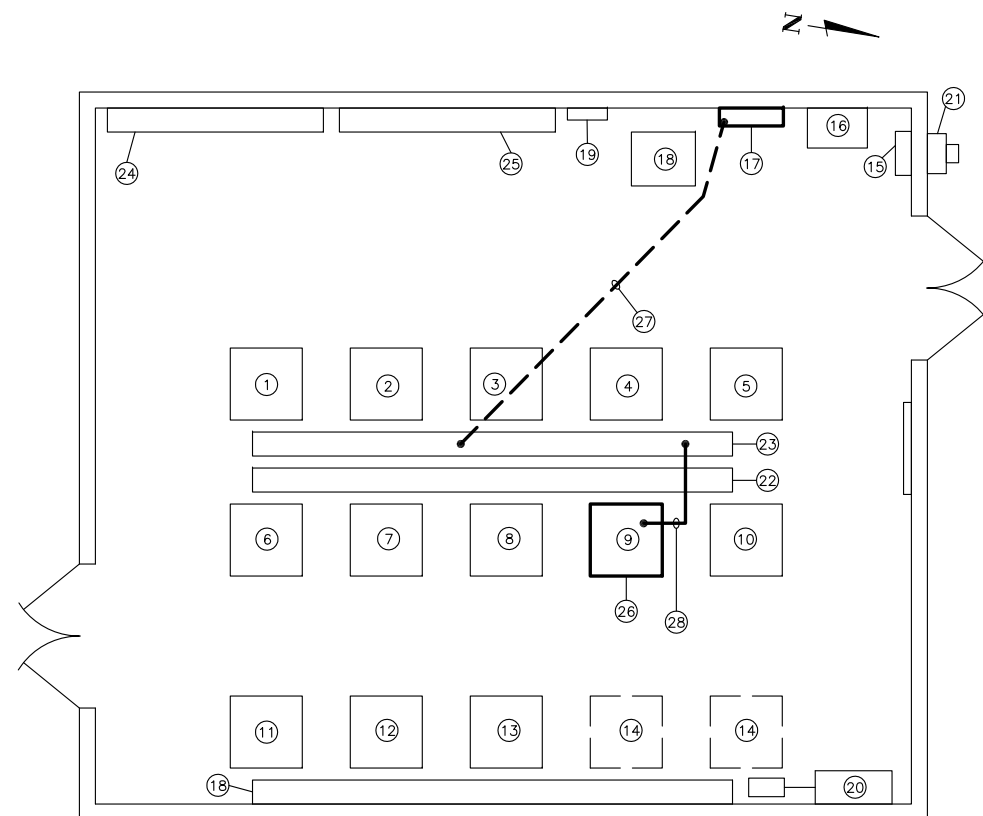
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

ELECTRICAL DETAILS - SHEET 3

© copyright G.M.T., Inc.
G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	CMT
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44



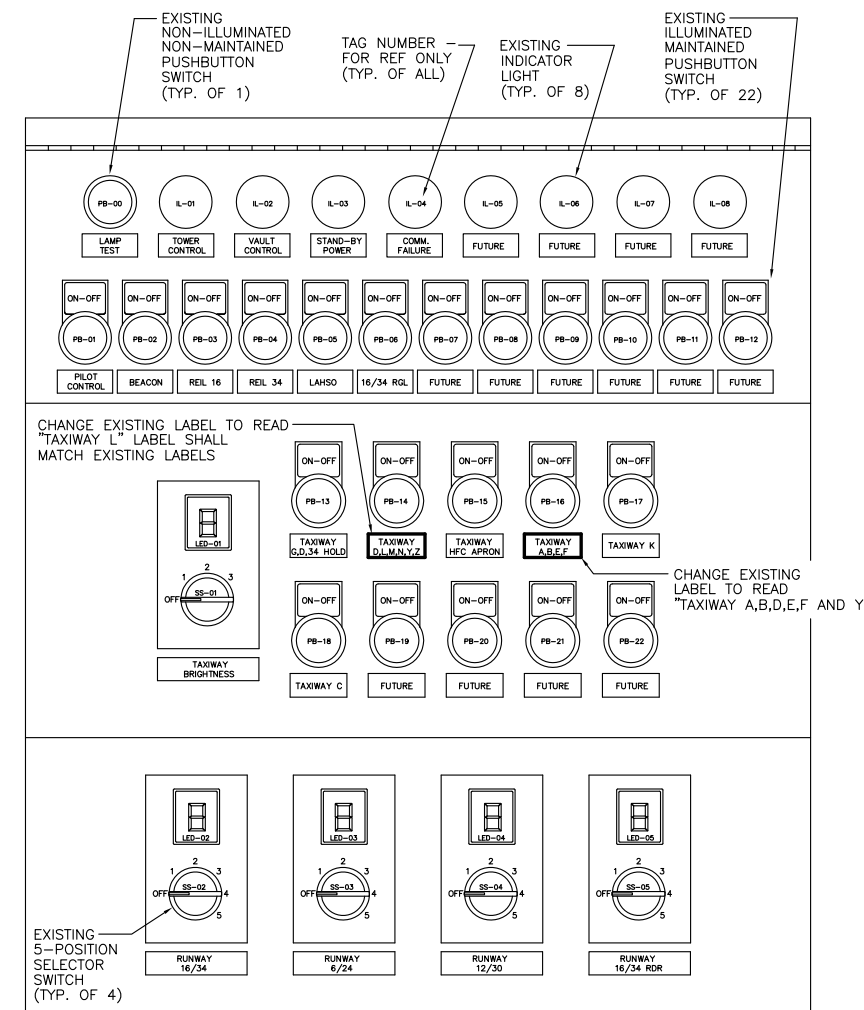
PROP. AIRFIELD ELECT. VAULT PLAN VIEW
 1/4" = 1'-0"

NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
2. CONTRACTOR SHALL REMOVE EXISTING 10KW REGULATOR AND INSTALL NEW 30KW REGULATOR. INSTALL NEW 100A, 2-POLE DISCONNECT AND POWER FEED AND RE-INSTALL EXISTING CONTROLS AND TAXIWAY CIRCUIT.
3. REMOVE EXISTING 30A CIRCUIT BREAKER IN HV DISTRIBUTION PANEL AND REPLACE WITH NEW 100A, 2-POLE CIRCUIT BREAKER. MATCH EXISTING CIRCUIT BREAKER AND UPDATE CIRCUIT DIRECTORY.

PROPOSED VAULT NOMENCLATURE

- | | |
|--|--|
| <ol style="list-style-type: none"> 1 EXISTING 30KW (5-STEP) REGULATOR FOR RUNWAY 16/34. 2 EXISTING 20KW (5-STEP) REGULATOR FOR RUNWAY 6/24. 3 EXISTING 20KW (5-STEP) REGULATOR FOR RUNWAY 12/30. 4 EXISTING 10KW (3-STEP) REGULATOR FOR TAXIWAY G,D AND 34 HOLD APRON. 5 EXISTING 10KW (3-STEP) REGULATOR FOR RUNWAY 16/34 RDR. 6 EXISTING 15KW (3-STEP) REGULATOR FOR RUNWAY 16/34 RGL. 7 EXISTING 10 KW (3-STEP) REGULATOR FOR RUNWAY 16 APPROACH LIGHTING. 8 EXISTING 10 KW (3-STEP) REGULATOR FOR HFC APRON LIGHTING. 9 EXISTING 10KW (3-STEP) REGULATOR FOR TAXIWAY A,B,E AND F. 10 EXISTING 20KW (3-STEP) REGULATOR FOR TAXIWAY K. 11 EXISTING 30 KW (5-STEP) REGULATOR FOR SPARE (STAND-BY) USE. 12 EXISTING 30KW (3-STEP) REGULATOR FOR TAXIWAY D,L,M,N AND Y. 13 EXISTING 10KW (3-STEP) REGULATOR FOR TAXIWAY C. 14 FUTURE AIRFIELD LIGHTING REGULATOR. 15 EXISTING MAIN UTILITY SERVICE CIRCUIT BREAKER DISCONNECT. 800A, 480V, 3-POLE. 16 EXISTING AUTOMATIC TRANSFER SWITCH. 800A, 480V, 3-POLE. | <ol style="list-style-type: none"> 17 EXISTING HIGH VOLTAGE POWER DISTRIBUTION PANEL. 480V, 3-PHASE WITH 800AMP MAIN CIRCUIT BREAKER. INSTALL 1-100A, 2-POLE CIRCUIT BREAKER IN EXISTING PANELBOARD (SEE NOTE 3). 18 EXISTING 150KVA, 480V-280Y/120V, 3Ø, 4-WIRE TRANSFORMER. 19 EXISTING LOW VOLTAGE LIGHTING PANEL. 208Y/120V, 3-PHASE WITH 400AMP MAIN CIRCUIT BREAKER. 20 EXISTING PLC CONTROL CABINET TO BE MODIFIED. SEE VAULT CONTROL DETAILS SHEET. 21 EXISTING 800AMP CT CABINET. 22 EXISTING 12"x12"x12' LONG HIGH VOLTAGE WIREWAY. 23 EXISTING 12"x12"x12' LONG LOW VOLTAGE WIREWAY. 24 EXISTING 12"x12"x9' LONG HIGH VOLTAGE WIREWAY. HOMERUN CABLES FOR PROPOSED TAXIWAY C CIRCUIT SHALL BE TIED INTO SECONDARY CABLES FROM REGULATOR IN WIREWAY USING L-823 CONNECTORS. CONNECTORS SHALL BE TAPED AND LABELED. 25 EXISTING 12"x12"x9' LONG LOW VOLTAGE WIREWAY. 26 NEW 30KW (3-STEP) REGULATOR FOR TAXIWAY A,B,D,E,F AND Y (SEE NOTE 2). 27 NEW 2 #2 THWN, 1 #4 GND. IN EXISTING 4" GRS CONDUIT FOR TAXIWAY A,B,D,E,F AND Y REGULATOR. 28 NEW 2 #2 THWN, 1 #4 GND. (POWER) AND EXISTING 4 #12 THWN (CONTROLS) IN NEW 2" FLEX CONDUIT (PROVIDE 3'MIN. SLACK). |
|--|--|

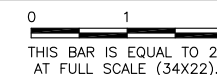


PROPOSED L-821 CONTROL PANEL MODIFICATIONS
 NOT TO SCALE

NOTES:

1. CONTRACTOR SHALL COORDINATE ALL WORK IN THE EXISTING CONTROL TOWER WITH THE AIRWAYS FACILITIES AND THE RESIDENT ENGINEER. CONTRACTOR SHALL GIVE A MINIMUM OF 2 DAYS NOTICE PRIOR TO BEGINNING WORK IN THE TOWER.
2. PROPOSED WORK OF ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
3. NEW LABELS SHALL MATCH THE EXISTING LABELS.

REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA
AIRFIELD ELECTRICAL VAULT MODIFICATIONS

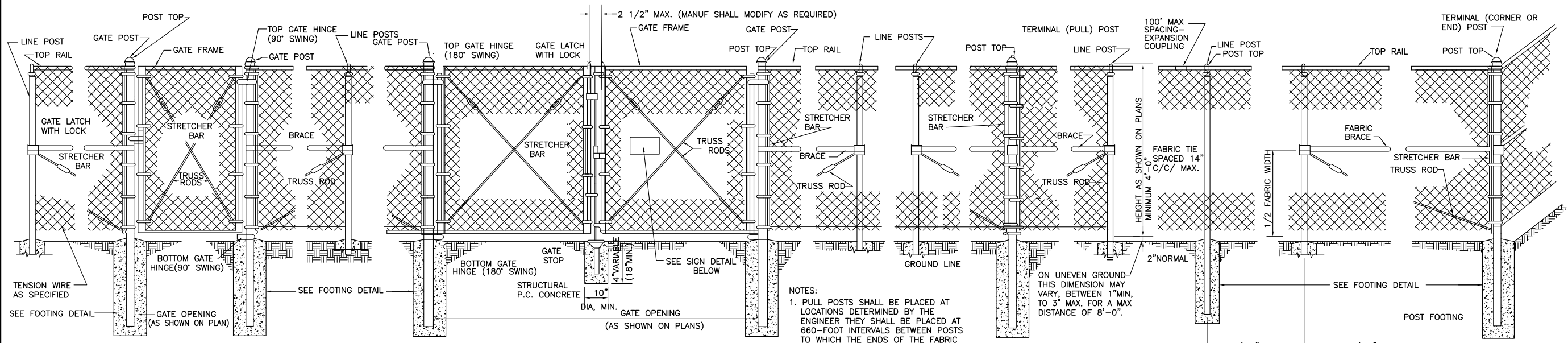
© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

ILLINOIS PROJECT: PWK-3991
 A.I.P. PROJECT: 3-17-0018-B44



PEDESTRIAN GATE ARRANGEMENT

VEHICLE GATE ARRANGEMENT

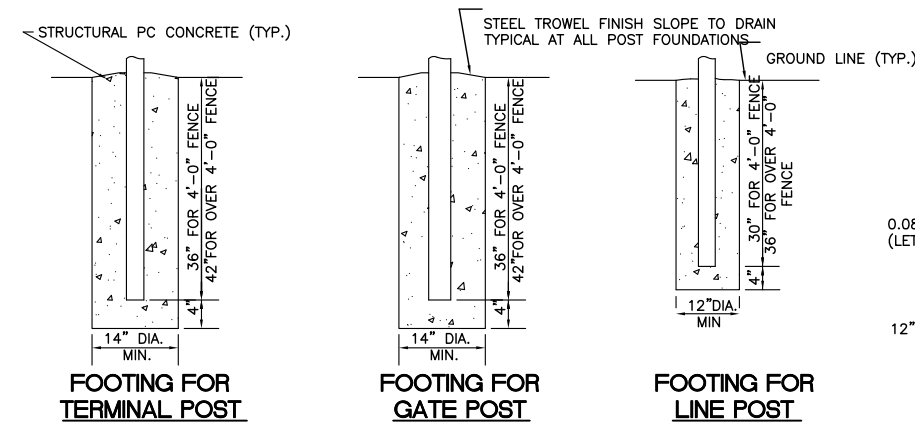
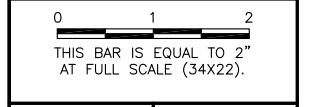
PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

CORNER OF END POST ARRANGEMENT

- NOTES:
- PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER THEY SHALL BE PLACED AT 660-FOOT INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' AND GREATER THAN 660'
 - WHERE FENCE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.

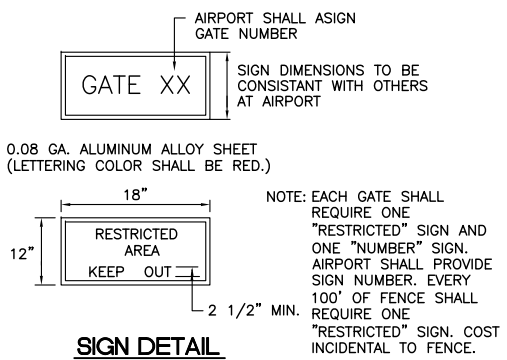
REVISIONS		
NUMBER	BY	DATE



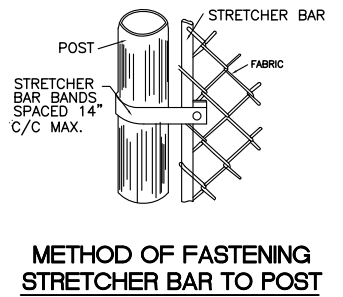
FOOTING FOR TERMINAL POST

FOOTING FOR GATE POST

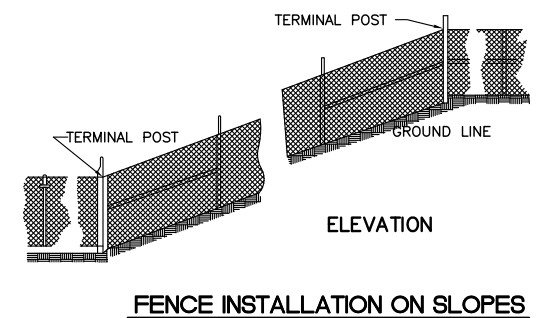
FOOTING FOR LINE POST



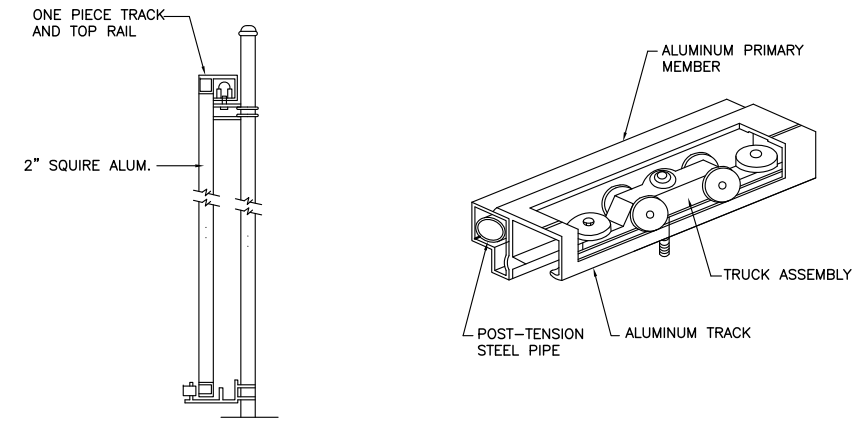
SIGN DETAIL



METHOD OF FASTENING STRETCHER BAR TO POST



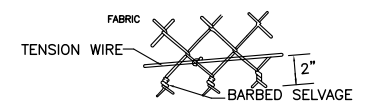
FENCE INSTALLATION ON SLOPES



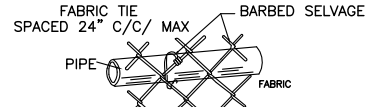
ROLLER ASSEMBLY FOR SLIDING DRIVEWAY GATE

NOTE: GATE AND ROLLERS SHALL BE MOUNTED INBOARD
 CONTRACTOR SHALL SUBMIT SHOP DRAWINGS ENCLOSED
 TRUCK ROLLER ASSEMBLY FOR SLIDING DRIVEWAY GATES.
 (PAGE-FORTRESS GATE OR EQUAL)

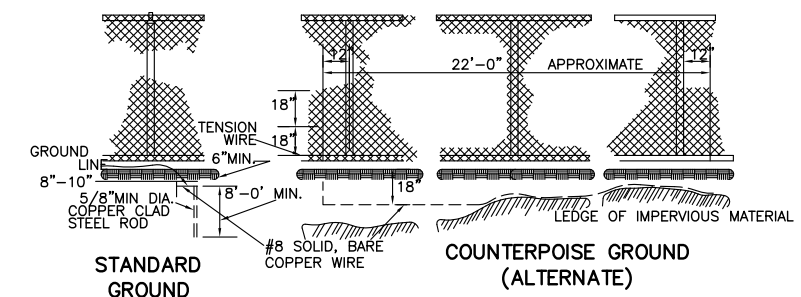
NOTE:
 SEE ELECTRICAL GATE DETAILS SHEET
 FOR DETAILS ON GATE DRIVER.



METHOD OF TYING FABRIC TO TENSION WIRE



METHOD OF TYING FABRIC TO PIPE



PROTECTIVE ELECTRICAL GROUND

- NOTES:
- CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 - FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
 - THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
 - THE GROUND WIRE SHALL BE CONNECTED TO FABRIC, TENSION WIRE, AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS.

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/FSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

FENCE DETAILS

© copyright G.M.T., Inc.
G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

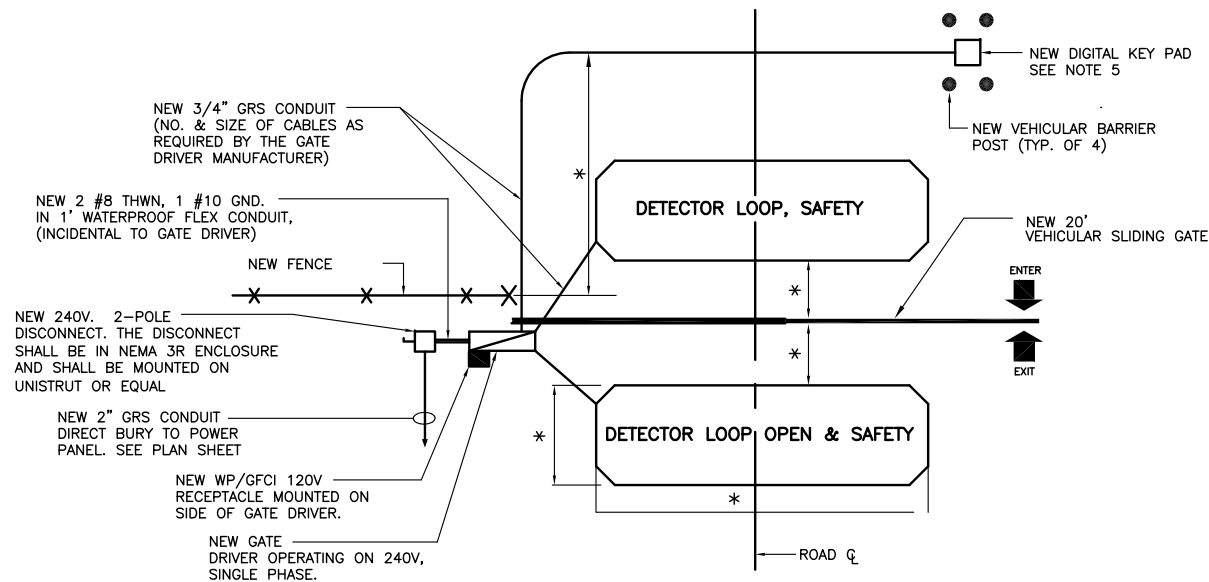
DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07

NOTES:

1. THE LOCATION OF THE NEW KEY PAD, OPERATED GATE DRIVER, DISCONNECT, KEY PAD, AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 24" BELOW FINISHED GRADE.
3. NO DIRECT BURIED CABLE WILL BE ALLOWED IN THE INSTALLATION OF THE NEW KEY PAD OPERATED GATE DRIVER.
4. NEW KEY PAD SHALL BE MODEL # 55-LCK1000 BY LINK CONTROLS OR EQUAL.
5. INSTALL ADDITIONAL KEYPAD AT THE GATE OPERATOR FOR PEDESTRIAN EXIT.

GATE TYPE		GATE
A	DISTANCE BETWEEN GATE POSTS (INSIDE FACE TO INSIDE FACE)	20'-0"
B	DISTANCE BETWEEN HANGER POSTS (CENTER TO CENTER)	13'-6"*
C	OVERALL GATE LENGTH	35'-6"*
D	OVERALL GATE HEIGHT	6'-0"
E	HEIGHT OF FABRIC IN GATE	5'-0"
F	DOUBLE POST SET WIDTH (INSIDE FACE TO INSIDE FACE)	13'-1/2"
G	HEIGHT OF 4" POSTS ABOVE GRADE	6'-6"

* OR AS RECOMMENDED BY MFG.



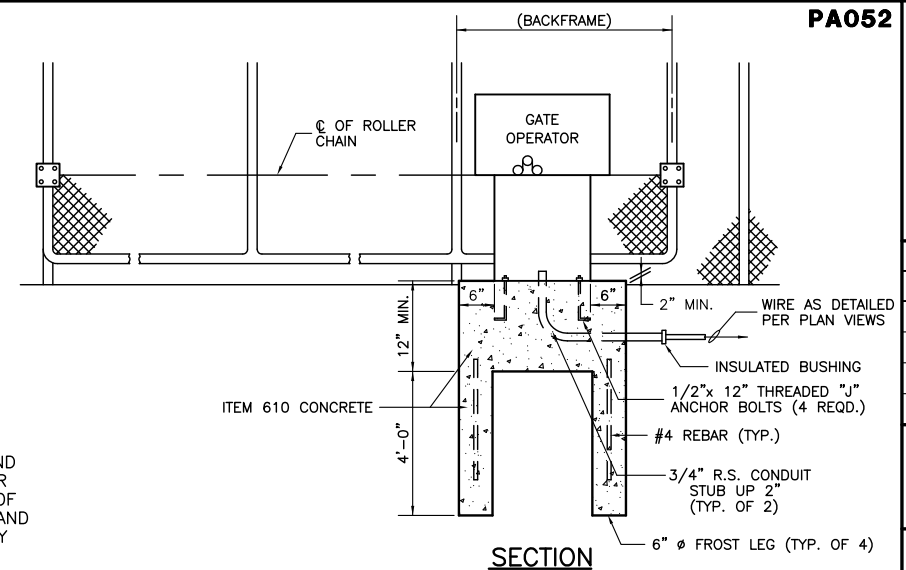
NEW KEY PAD OPERATED GATE AND DETECTOR LOOP LAYOUT

NOT TO SCALE

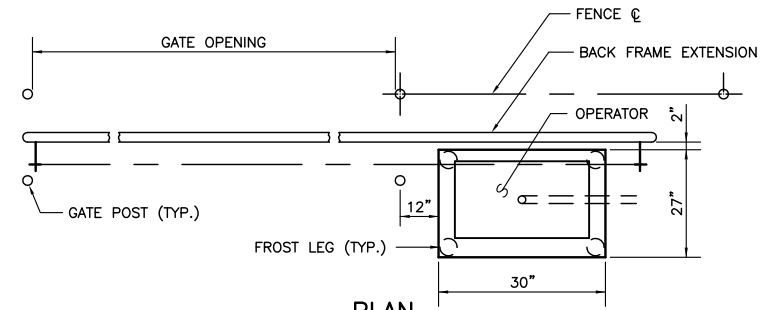
* PER MANUFACTURERS RECOMMENDATION CONTRACTOR SHALL COORDINATE THIS WORK WITH ENGINEER.

NOTES:

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO THE GATE, GATE OPERATOR AND FOUNDATION, AND POWER CABLES CONDUIT, CARD, READER, TRENCHING, CIRCUIT BREAKERS, VEHICULAR BARRIERS AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
3. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
4. THE FABRIC TYPE AND FINISH OF THE GATE SHALL MATCH WITH THE PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
5. ALL PROPOSED SLIDING VEHICULAR GATES SHALL HAVE ENCLOSED TRUCK ASSEMBLIES, PAGE FORTRESS OR EQUAL.



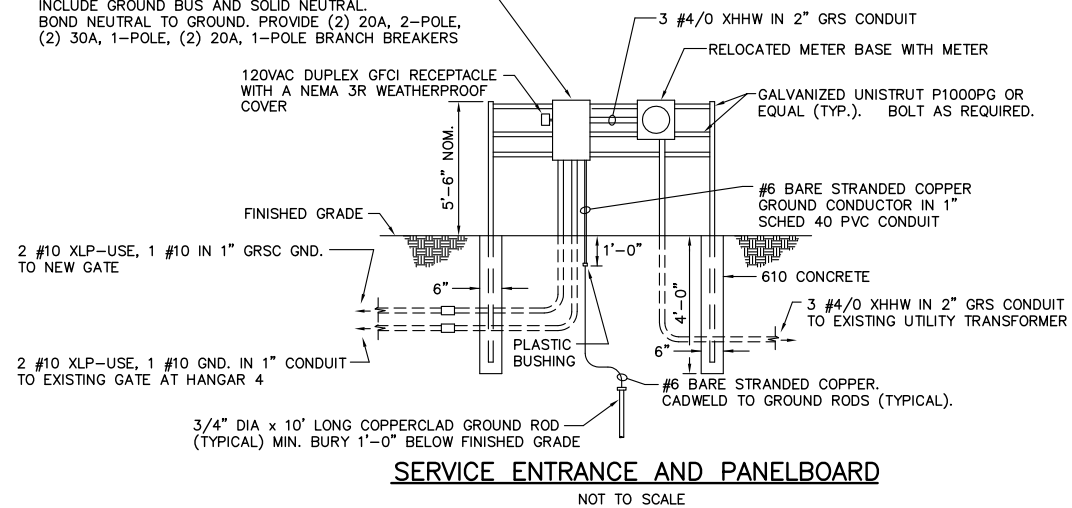
SECTION



PLAN GATE OPERATOR DETAIL

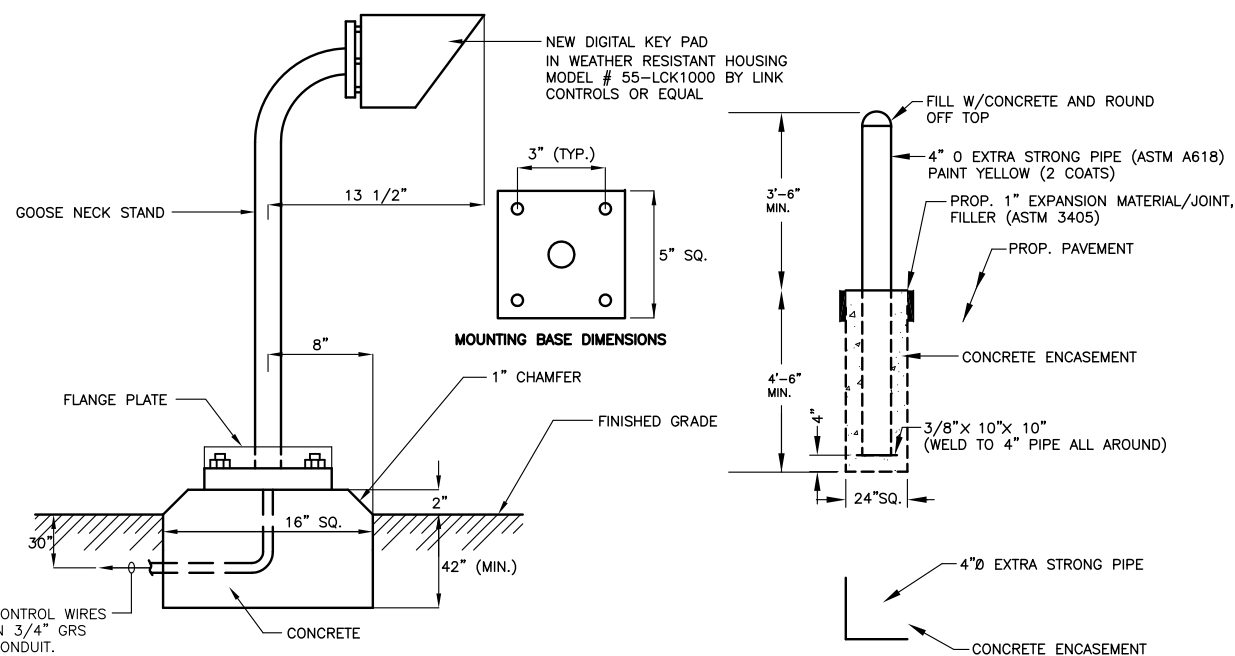
NOT TO SCALE

200A, 120/240V, 20 CIRCUIT PANELBOARD WITH 200A, 2-POLE MAIN CIRCUIT BREAKER STAINLESS STEEL ENCLOSURE U.L. LISTED SUITABLE FOR SERVICE ENTRANCE AND PAD LOCKABLE, INCLUDE GROUND BUS AND SOLID NEUTRAL, BOND NEUTRAL TO GROUND. PROVIDE (2) 20A, 2-POLE, (2) 30A, 1-POLE, (2) 20A, 1-POLE BRANCH BREAKERS



SERVICE ENTRANCE AND PANELBOARD

NOT TO SCALE



DIGITAL KEY PAD MOUNTING DETAIL

NOT TO SCALE

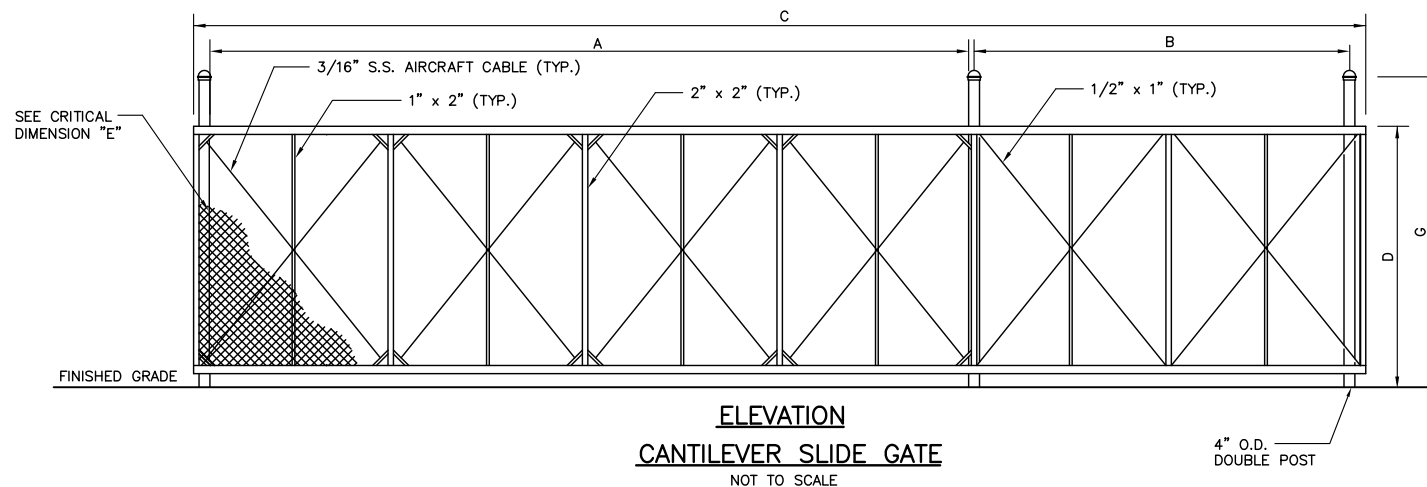
VEHICULAR BARRIER DETAIL

NOT TO SCALE

NOTES:

1. THE VEHICULAR BARRIERS WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO ELECTRIC GATE.
2. LOCATION OF UNDERGROUND ELECTRICAL ITEMS SHALL BE COORDINATED WITH VEHICULAR BARRIERS TO AVOID ANY CONFLICTS.

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

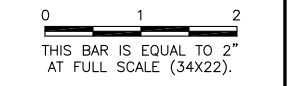


ELEVATION CANTILEVER SLIDE GATE

NOT TO SCALE

REVISIONS

NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

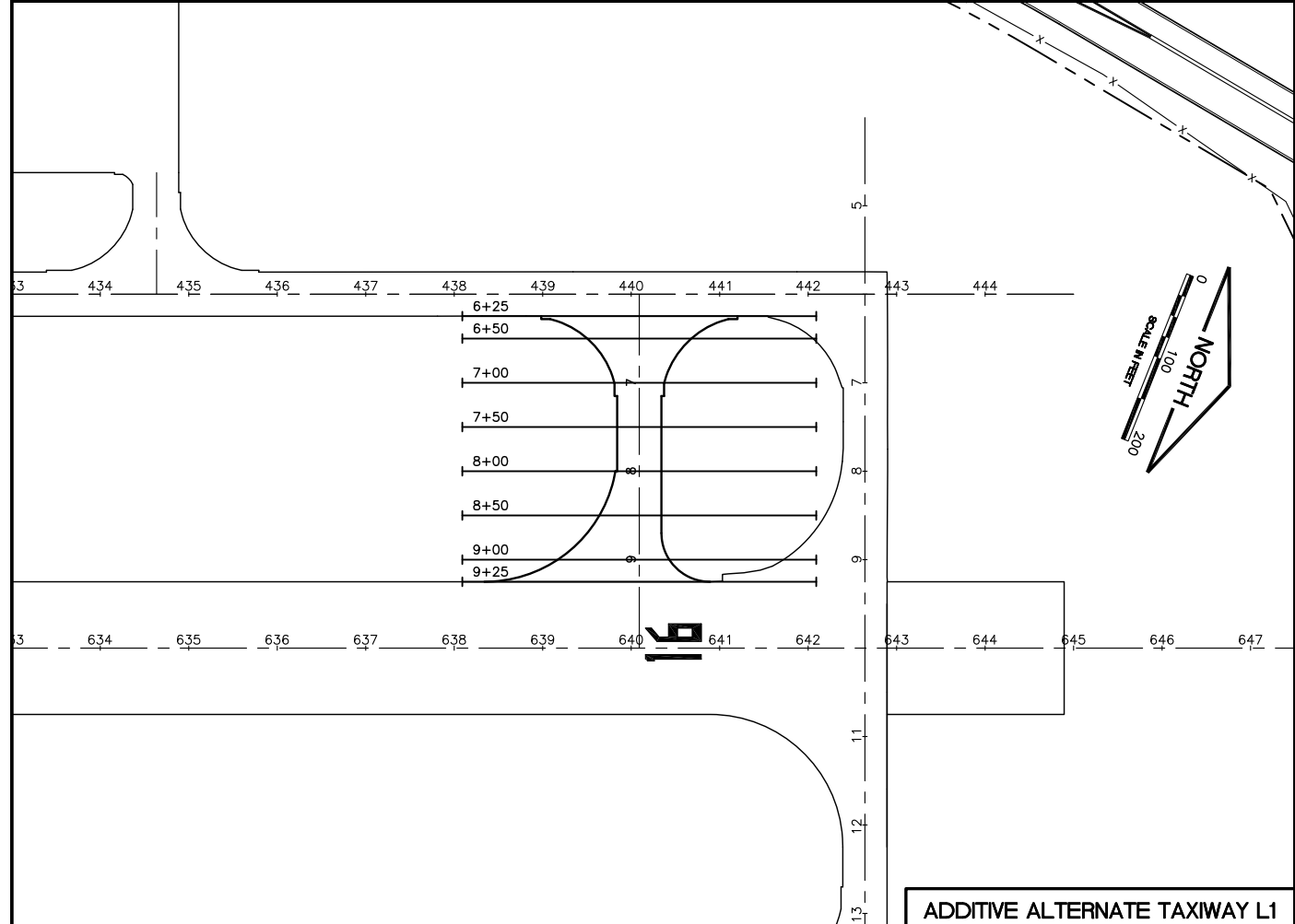
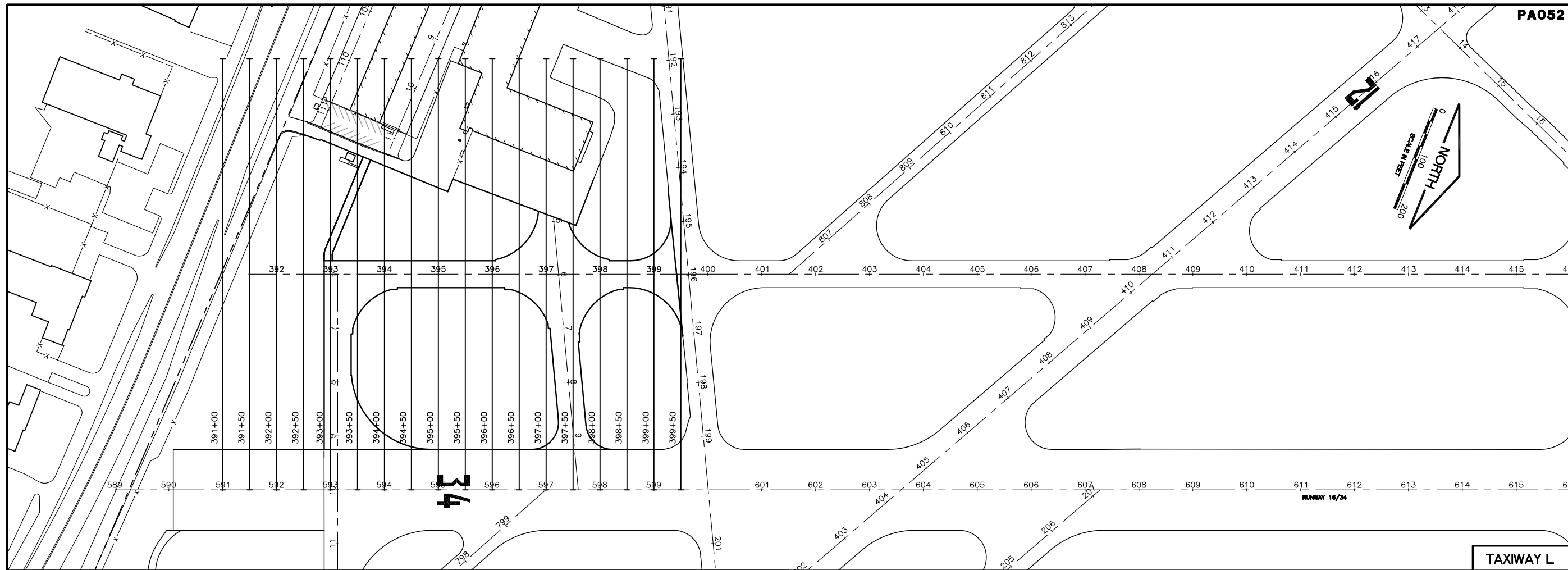
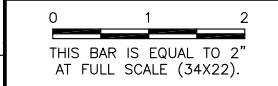
ELECTRIC GATE DETAILS

© Copyright G.M.T., Inc.
G.M.T.
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-00615

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT:	PWK-3991
A.I.P. PROJECT:	3-17-0018-B44
SHEET	58 OF 66 SHEETS

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**INDEX TO CROSS SECTIONS/
 EARTHWORK SUMMARY**

GENERAL EARTHWORK NOTES:

1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
2. AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
3. ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. CONTRACTOR'S HAUL ROADS TO THE SITE SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPERATE PAYMENT SHALL BE MADE.

EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
TAXIWAY L	6,918	3,529	655	19,448	11
ADDITIVE ALTERNATE TAXIWAY L1	865	463	756	1,343	181
TOTALS	7,783	3,992	1,411	20,791	192

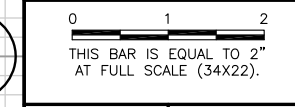
© Copyright CMT, Inc.

CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	JRO
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 59 OF 66 SHEETS	

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA**

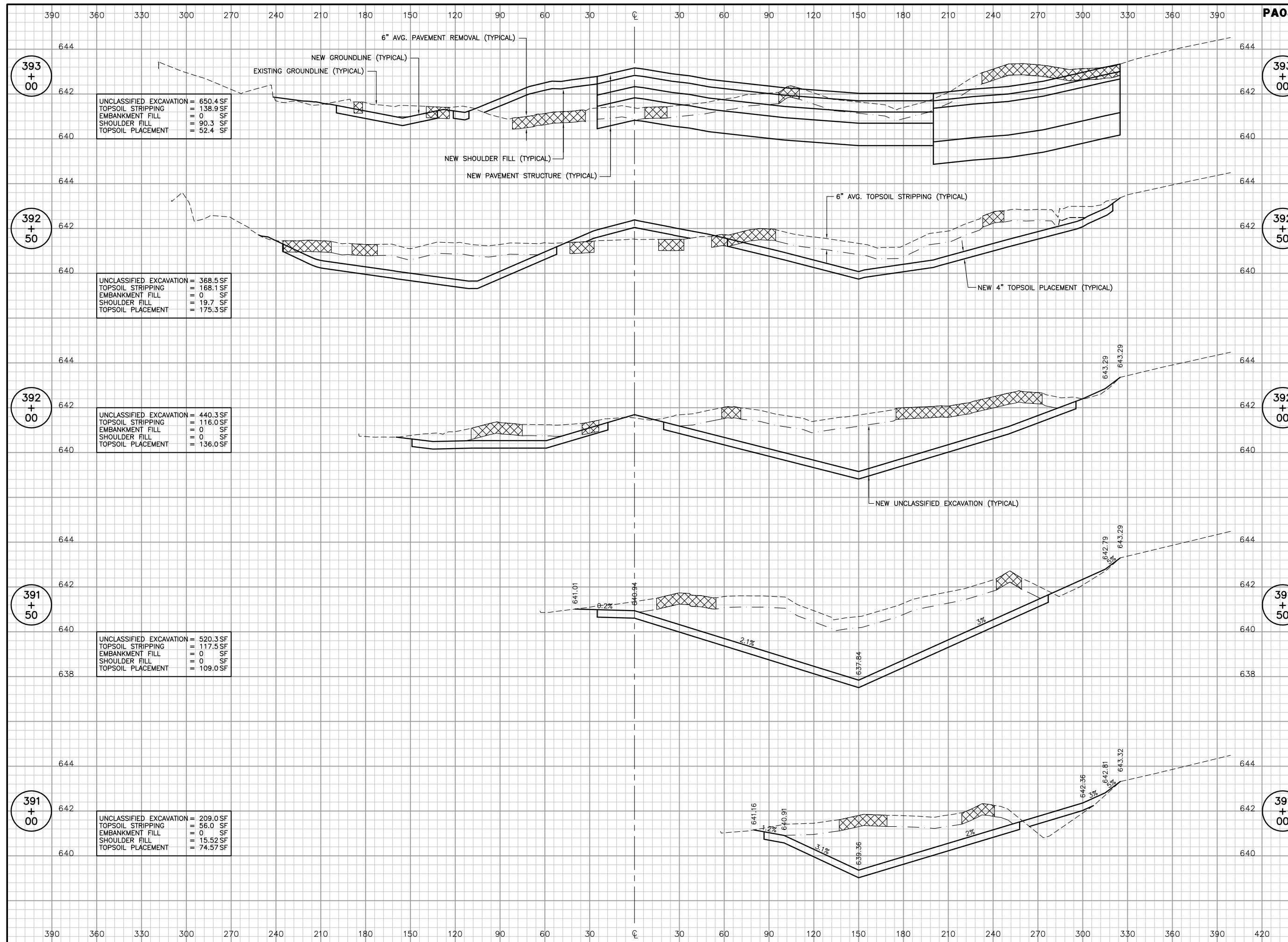
**CROSS SECTIONS - TAXIWAY L
SHEET 1**

© Copyright CMT, Inc.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07



UNCLASSIFIED EXCAVATION	= 650.4 SF
TOPSOIL STRIPPING	= 138.9 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 90.3 SF
TOPSOIL PLACEMENT	= 52.4 SF

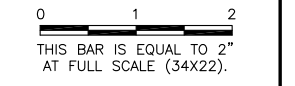
UNCLASSIFIED EXCAVATION	= 368.5 SF
TOPSOIL STRIPPING	= 168.1 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 19.7 SF
TOPSOIL PLACEMENT	= 175.3 SF

UNCLASSIFIED EXCAVATION	= 440.3 SF
TOPSOIL STRIPPING	= 116.0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 136.0 SF

UNCLASSIFIED EXCAVATION	= 520.3 SF
TOPSOIL STRIPPING	= 117.5 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 109.0 SF

UNCLASSIFIED EXCAVATION	= 209.0 SF
TOPSOIL STRIPPING	= 56.0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 15.52 SF
TOPSOIL PLACEMENT	= 74.57 SF

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA**

**CROSS SECTIONS - TAXIWAY L
SHEET 2**

© Copyright CMT, Inc.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	61 OF 66 SHEETS

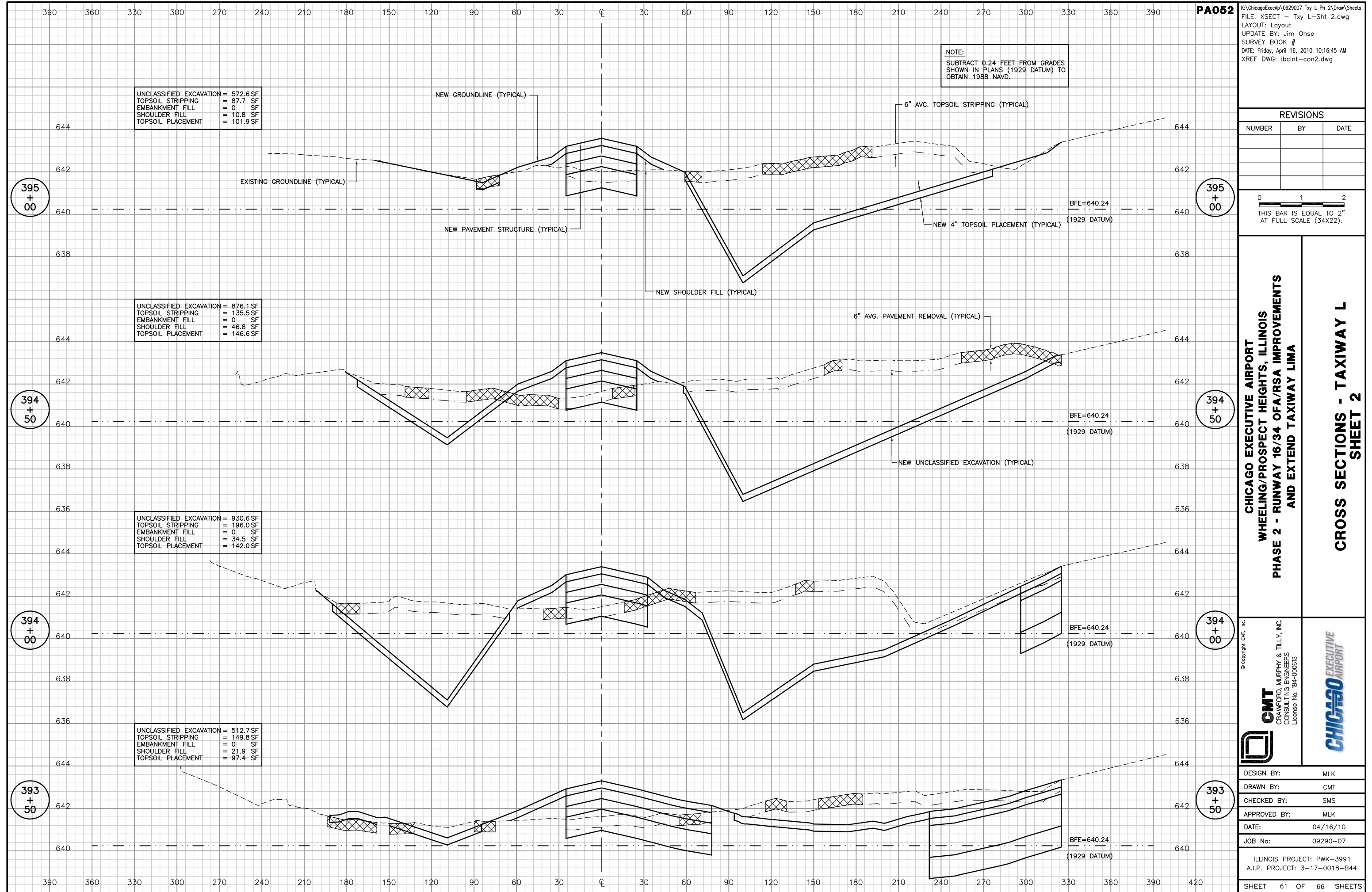
NOTE:
SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.

UNCLASSIFIED EXCAVATION = 572.6 SF
TOPSOIL STRIPPING = 87.7 SF
EMBANKMENT FILL = 0 SF
SHOULDER FILL = 10.8 SF
TOPSOIL PLACEMENT = 101.9 SF

UNCLASSIFIED EXCAVATION = 876.1 SF
TOPSOIL STRIPPING = 135.5 SF
EMBANKMENT FILL = 0 SF
SHOULDER FILL = 46.8 SF
TOPSOIL PLACEMENT = 146.6 SF

UNCLASSIFIED EXCAVATION = 930.6 SF
TOPSOIL STRIPPING = 196.0 SF
EMBANKMENT FILL = 0 SF
SHOULDER FILL = 34.5 SF
TOPSOIL PLACEMENT = 142.0 SF

UNCLASSIFIED EXCAVATION = 512.7 SF
TOPSOIL STRIPPING = 149.8 SF
EMBANKMENT FILL = 0 SF
SHOULDER FILL = 21.9 SF
TOPSOIL PLACEMENT = 97.4 SF



395 + 00

395 + 00

394 + 50

394 + 50

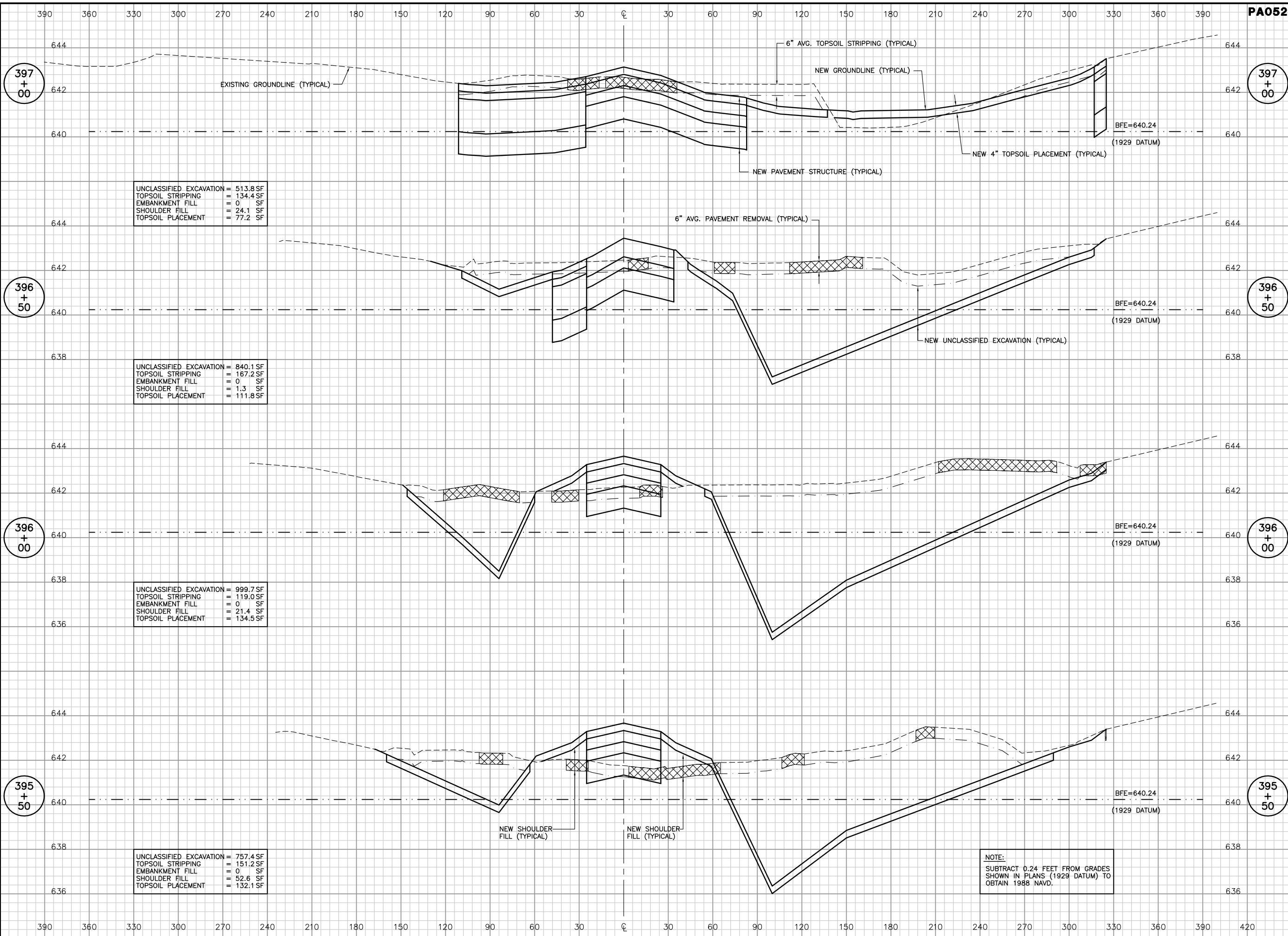
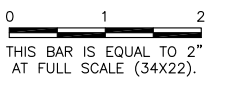
394 + 00

394 + 00

393 + 50

393 + 50

REVISIONS		
NUMBER	BY	DATE



UNCLASSIFIED EXCAVATION = 513.8 SF
 TOPSOIL STRIPPING = 134.4 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 24.1 SF
 TOPSOIL PLACEMENT = 77.2 SF

UNCLASSIFIED EXCAVATION = 840.1 SF
 TOPSOIL STRIPPING = 167.2 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 1.3 SF
 TOPSOIL PLACEMENT = 111.8 SF

UNCLASSIFIED EXCAVATION = 999.7 SF
 TOPSOIL STRIPPING = 119.0 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 21.4 SF
 TOPSOIL PLACEMENT = 134.5 SF

UNCLASSIFIED EXCAVATION = 757.4 SF
 TOPSOIL STRIPPING = 151.2 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 52.6 SF
 TOPSOIL PLACEMENT = 132.1 SF

NOTE:
 SUBTRACT 0.24 FEET FROM GRADES
 SHOWN IN PLANS (1929 DATUM) TO
 OBTAIN 1988 NAVD.

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/FSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

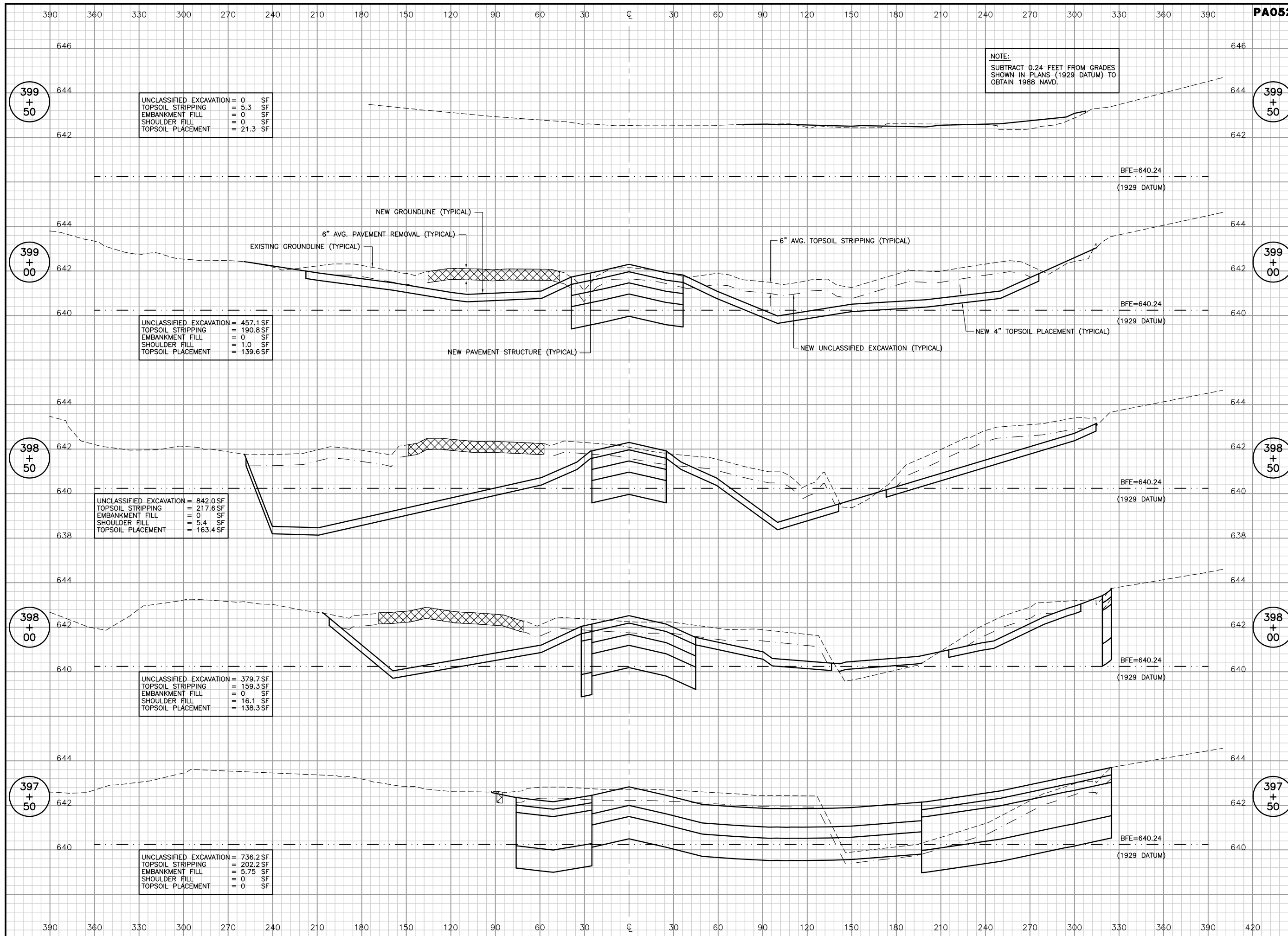
**CROSS SECTIONS - TAXIWAY L
 SHEET 3**

© Copyright CMT, Inc.

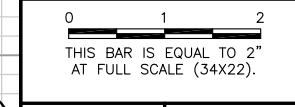
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET	62 OF 66 SHEETS



REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY LIMA**

**CROSS SECTIONS - TAXIWAY L
SHEET 4**

© Copyright CMT, Inc.

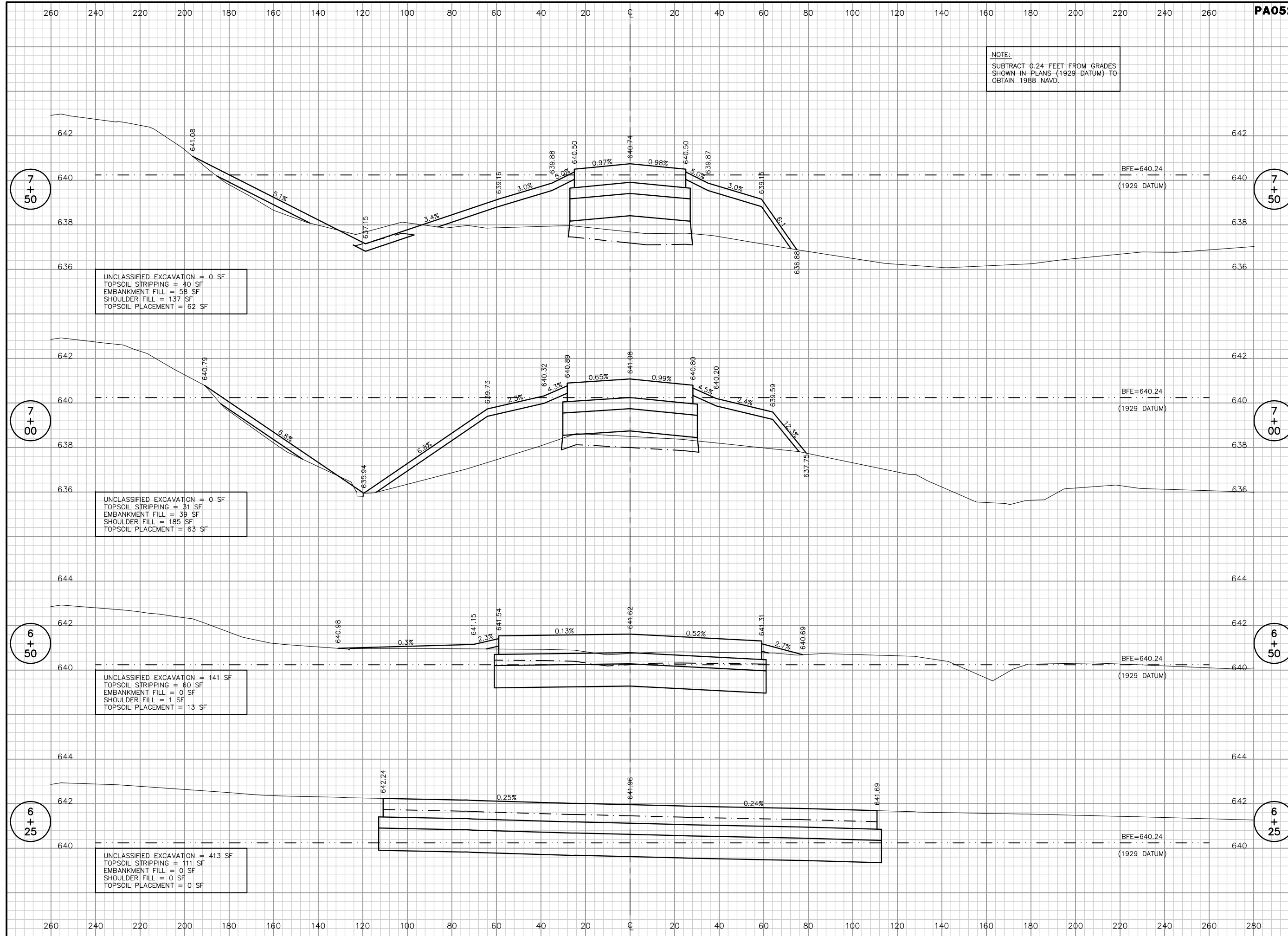
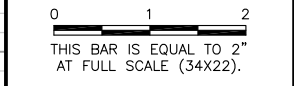
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 63 OF 66 SHEETS	

NOTE:
 SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.

REVISIONS		
NUMBER	BY	DATE



UNCLASSIFIED EXCAVATION = 0 SF
 TOPSOIL STRIPPING = 40 SF
 EMBANKMENT FILL = 58 SF
 SHOULDER FILL = 137 SF
 TOPSOIL PLACEMENT = 62 SF

UNCLASSIFIED EXCAVATION = 0 SF
 TOPSOIL STRIPPING = 31 SF
 EMBANKMENT FILL = 39 SF
 SHOULDER FILL = 185 SF
 TOPSOIL PLACEMENT = 63 SF

UNCLASSIFIED EXCAVATION = 141 SF
 TOPSOIL STRIPPING = 60 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 1 SF
 TOPSOIL PLACEMENT = 13 SF

UNCLASSIFIED EXCAVATION = 413 SF
 TOPSOIL STRIPPING = 111 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 0 SF
 TOPSOIL PLACEMENT = 0 SF

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA**

**CROSS SECTIONS - TAXIWAY LI
 SHEET 1**

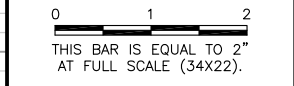
© Copyright, GMT, Inc.

GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

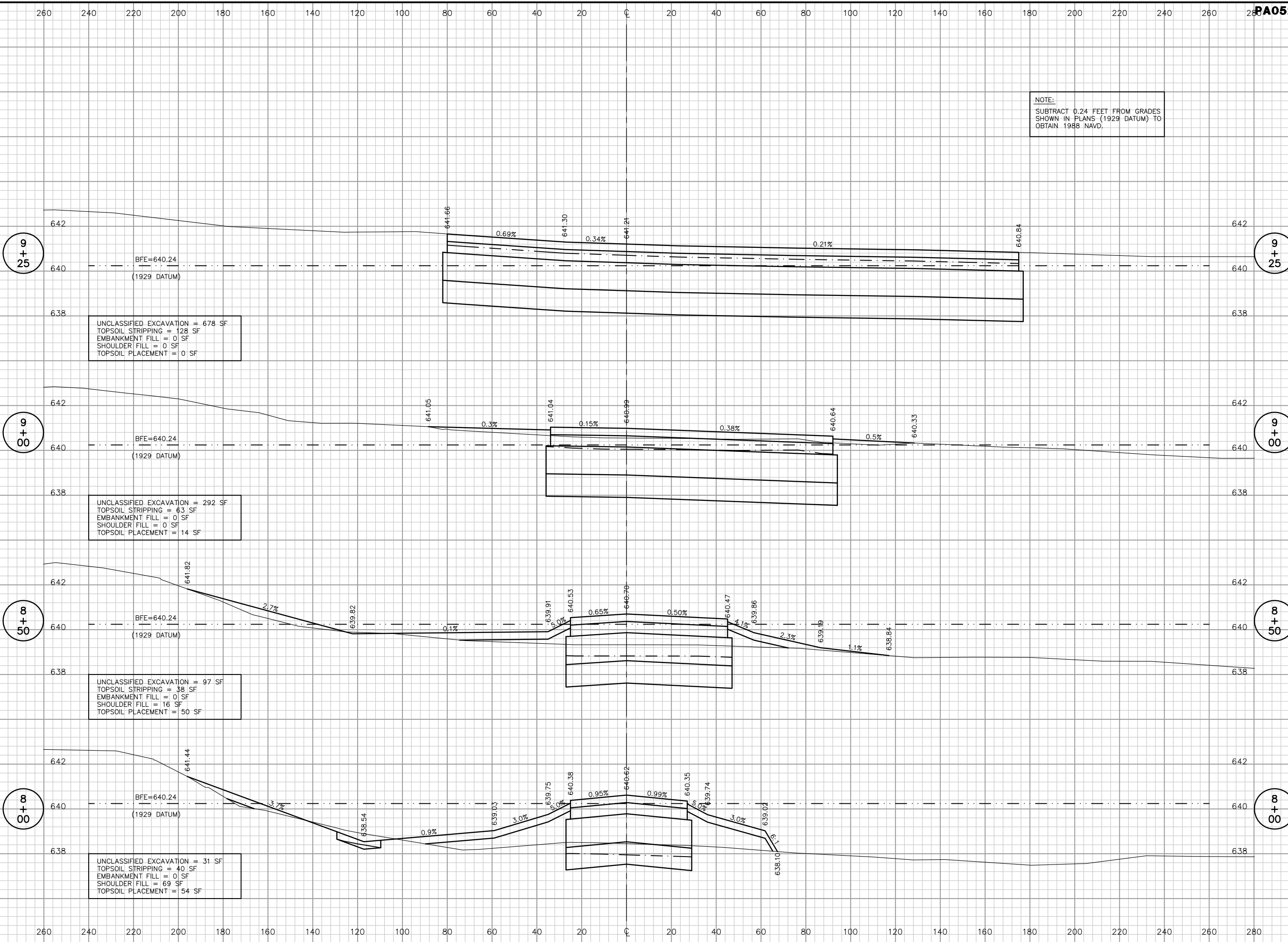
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991	
A.I.P. PROJECT: 3-17-0018-B44	
SHEET 64 OF 66 SHEETS	

REVISIONS		
NUMBER	BY	DATE



NOTE:
 SUBTRACT 0.24 FEET FROM GRADES SHOWN IN PLANS (1929 DATUM) TO OBTAIN 1988 NAVD.



UNCLASSIFIED EXCAVATION = 678 SF
 TOPSOIL STRIPPING = 128 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 0 SF
 TOPSOIL PLACEMENT = 0 SF

UNCLASSIFIED EXCAVATION = 292 SF
 TOPSOIL STRIPPING = 63 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 0 SF
 TOPSOIL PLACEMENT = 14 SF

UNCLASSIFIED EXCAVATION = 97 SF
 TOPSOIL STRIPPING = 38 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 16 SF
 TOPSOIL PLACEMENT = 50 SF

UNCLASSIFIED EXCAVATION = 31 SF
 TOPSOIL STRIPPING = 40 SF
 EMBANKMENT FILL = 0 SF
 SHOULDER FILL = 69 SF
 TOPSOIL PLACEMENT = 54 SF

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
AND EXTEND TAXIWAY L1A

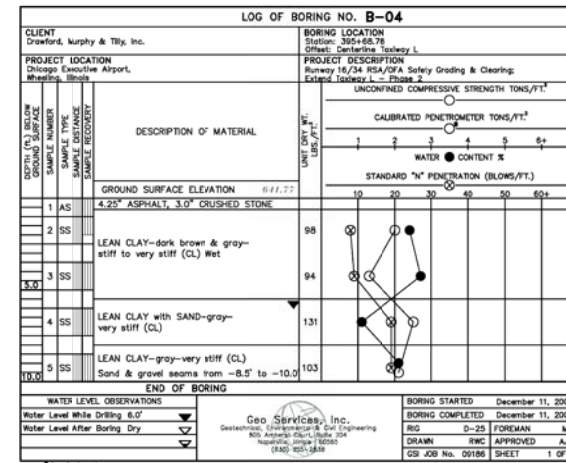
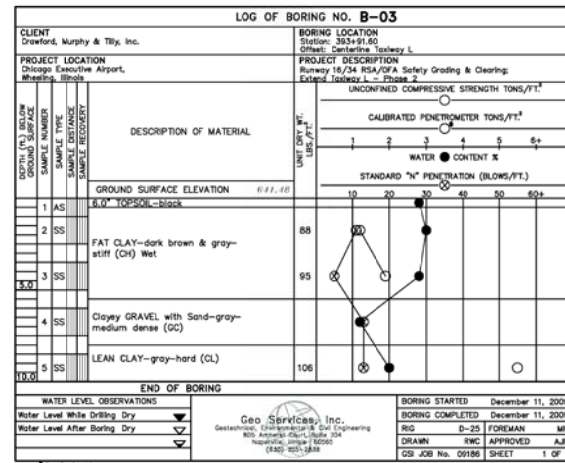
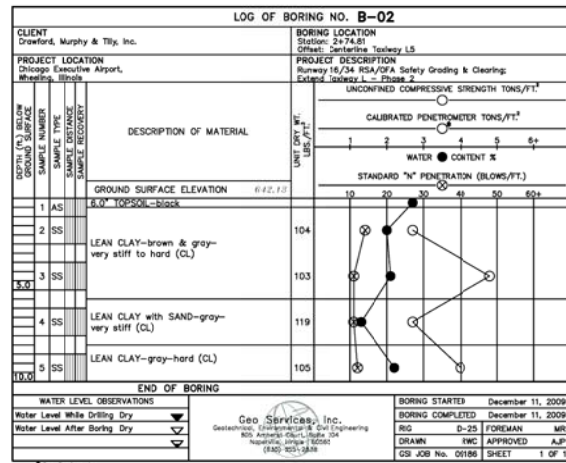
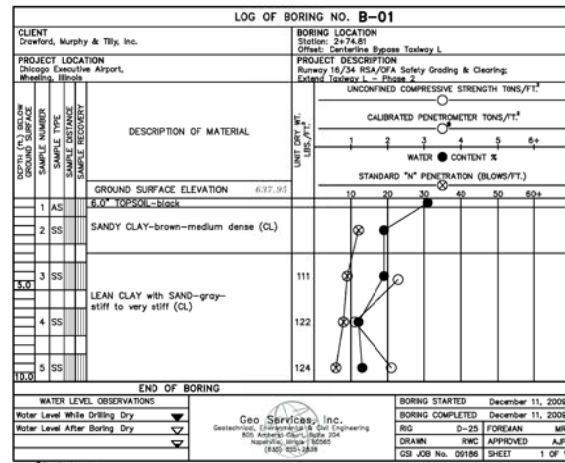
CROSS SECTIONS - TAXIWAY L1
SHEET 2

© Copyright GMT, Inc.

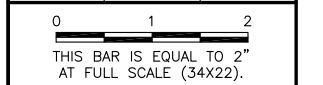
GMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	SMS
DRAWN BY:	SMS
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07
ILLINOIS PROJECT: PWK-3991 A.I.P. PROJECT: 3-17-0018-B44	
SHEET 65 OF 66 SHEETS	

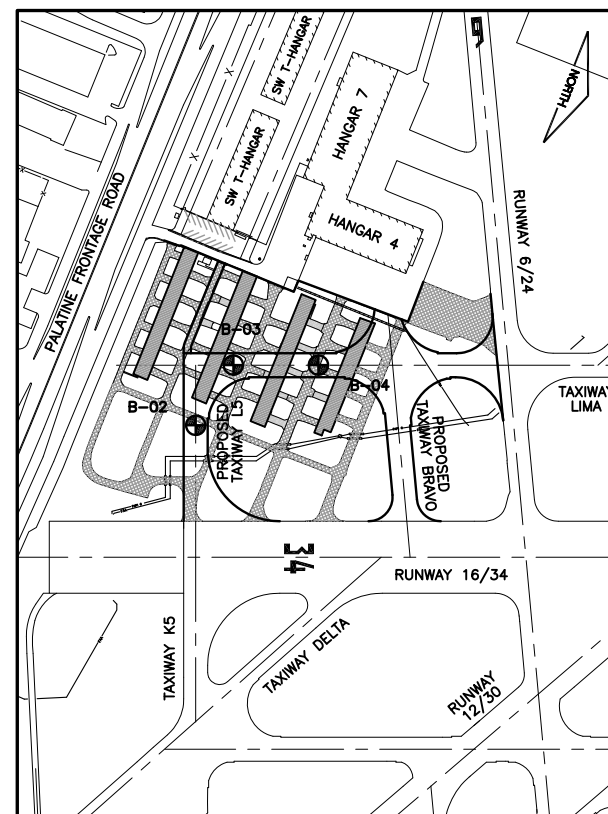
FILE: Eng Info.dwg
 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Friday, April 16, 2010 10:43:06 AM
 XREF DWG: tbcint-con2.dwg
 taxiway-base-con2.dwg
 base-con2-pavement.dwg
 topo-tyx-L.DWG



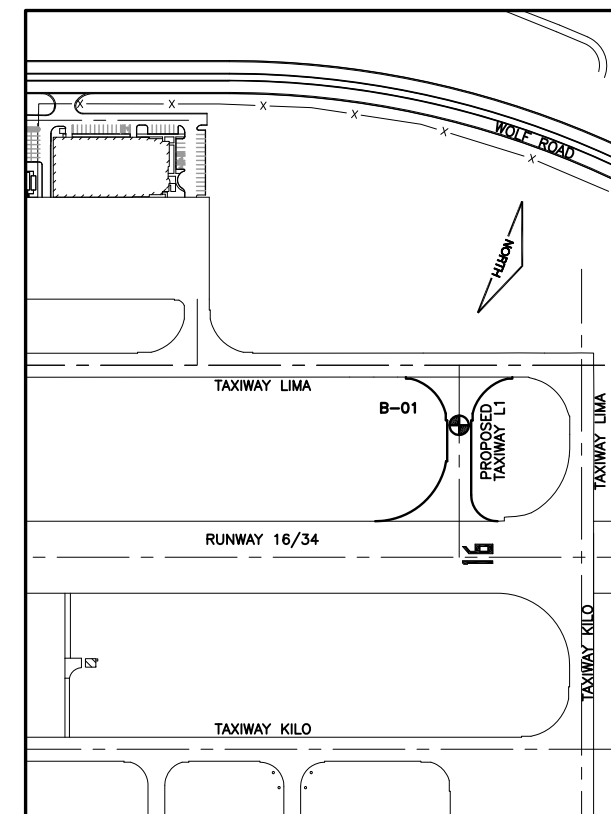
REVISIONS		
NUMBER	BY	DATE



PAVEMENT CORE SUMMARY		Page: 1 of 1
Project: Runway 16/34 RSA/OFA Safety Grading & Clearing, Extend Taxiway L - Phase 2 Location: Chicago Executive Airport, Wheeling, Illinois County: Cook Client: Crawford, Murphy & Tilly, Inc.		
Geo Services, Inc. Station: 355+68.78 Offset: Centerline Taxiway L Boring No.: B-04 Core No.: B-04 Core Location: Station: 355+68.78 Offset: Centerline Taxiway L		
CORE NO.	THICKNESS (in.)	MATERIAL DESCRIPTION
B-04	1.5 2.75 3.0	ASPHALT-medium coarse aggregate, fractured. ASPHALT-fine to medium coarse aggregate, porous & fractured. CRUSHED STONE



KEY MAP - BASE BID



KEY MAP - ADDITIVE ALTERNATE 1

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PHASE 2 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS
 AND EXTEND TAXIWAY LIMA
 ENGINEERING INFORMATION**

© Copyright CMT, Inc.
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 84-000613

DESIGN BY:	MLK
DRAWN BY:	CMT
CHECKED BY:	SMS
APPROVED BY:	MLK
DATE:	04/16/10
JOB No:	09290-07