

**GENERAL NOTES**

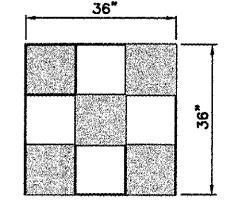
- ALL CONSTRUCTION SEQUENCING AND OPERATIONS SHALL CONFORM TO THE APPLICABLE PROVISIONS OF AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (LATEST EDITION). PAYMENT FOR MAINTENANCE OF TRAFFIC AND TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY PAVEMENT MARKINGS, TEMPORARY PAVEMENT MARKING REMOVALS, THE MOVING AND MAINTENANCE OF BARRICADES, TEMPORARY SIGNING, TEMPORARY SIGNING REMOVAL, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR MUST STAGE CONSTRUCTION AROUND AIRPORT OPERATIONS. STAGING SHOWN IS SUGGESTED AND IS INTENDED TO PROVIDE THE CONTRACTOR WITH MAJOR WORK AREAS WHILE MINIMIZING DISRUPTIONS TO AIRPORT OPERATIONS. THE CONTRACTOR MAY USE ALTERNATE STAGING PLANS; HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER TWO (2) WORKING DAYS IN ADVANCE OF ANY STAGING CHANGES, WHICH WILL REQUIRE CHANGES IN AIRCRAFT MOVEMENT. THE RESIDENT ENGINEER SHALL THEN NOTIFY THE AIRPORT, WHO WILL ISSUE APPROPRIATE NOTAMS.
- BARRICADES AT 15-FOOT CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN OR AS DIRECTED BY THE AIRPORT DIRECTOR IN CONSULTATION WITH THE RESIDENT ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER, HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. ROPE WITH HIGH VISIBILITY ORANGE FLAGGING SHALL BE INSTALLED BETWEEN ALL BARRICADES.
- THE AIRPORT DIRECTOR 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.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENTS, EXCEPT AS SHOWN OR WITH THE PRIOR APPROVAL OF THE AIRPORT DIRECTOR.
- EXISTING AREAS BEYOND PROJECT LIMITS INCLUDING THE HAUL ROAD(S) AND STAGING AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE RESIDENT ENGINEER.
- EACH DAY AT THE COMPLETION OF WORK, OR MORE FREQUENTLY AS DETERMINED BY THE AIRPORT DIRECTOR THE CONTRACTOR SHALL BE REQUIRED TO USE A PICKUP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS AND AT EXISTING AIRPORT ROADS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. THE COST OF SWEEPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WITHIN THE LIMITS OF EACH PHASE AS DESIGNATED BY THE AIRPORT DIRECTOR WHEN CONSTRUCTION IS NOT IN PROGRESS. CONTRACTOR SHALL PLACE EQUIPMENT/MATERIAL STORAGE AND EMPLOYEE PARKING AREA WITHIN THE CONSTRUCTION SITE BOUNDARIES. AT NO TIME WILL THIS AREA BE ON EXISTING PAVEMENTS OR NEWLY CONSTRUCTED PAVEMENT.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF 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.
- MATERIALS REMOVED FROM THE PROJECT SHALL BE DISPOSED OF AT AN APPROVED SITE OFF OF THE AIRPORT PROPERTY.
- THE CONTRACTOR WILL BE REQUIRED TO PLACE A LINE OF LATHE AND RIBBON ALONG THE AIR OPERATIONS AREA (A.O.A.) LIMIT, RIGHT OF WAY LIMIT AND ALONG DESIGNATED LIMITS OF CONSTRUCTION AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER
- THE CONTRACTOR SHALL CONTACT THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR A MINIMUM OF FIVE (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A STONE DELIVERY DUMP TRUCK, WHICH HAS A MAXIMUM HEIGHT OF TWENTY-FIVE (25) FEET IN A DUMP POSITION.
- ALL EXISTING ROADS USED AS A HAUL ROAD BY THE CONTRACTOR SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING HAUL ROADS SHALL BE INCIDENTAL TO THE CONTRACT.
- WEEKLY JOBSITE MEETINGS SHALL BE HELD TO COORDINATE THE WORK, PARTICULARLY PERTAINING TO ANY ACTIVITIES WHICH MAY IMPACT OR INTERFERE WITH OTHER CONTRACTORS AND AIRPORT OPERATIONS/TENANTS.
- OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH TYPE II BARRICADES HAVING FLASHING RED LIGHT UNITS DURING THE HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO 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 WORKSITE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED, SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS.
- THE CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS BY OTHER CONTRACTORS. (SEE SPECIAL PROVISIONS SECTION 30-05).
- THE CONTRACTOR SHALL COORDINATE WORK ON ALL CONCURRENT PROJECTS WHICH MAY ARISE. NO CLAIMS FOR ADDITIONAL COMPENSATION FOR ADDITIONAL COORDINATION OR CHANGES IN MAINTENANCE OF TRAFFIC OR WORK CONFLICTS WILL BE CONSIDERED. (SEE SPECIAL PROVISIONS SECTION 30-05).
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR AND THE ENGINEER IMMEDIATELY.
- THE CONTRACTOR SHALL PLACE TEMPORARY CONSTRUCTION FENCING APPROVED BY THE AIRPORT AND ENGINEER ACROSS ALL UNSECURE FENCE SECTION UNTIL WORK IS COMPLETED. (COST INCIDENTAL TO CONTRACT).
- THE GATE SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE DIRECTOR OF OPERATIONS. SHOULD THE CONTRACTOR'S OPERATIONS REQUIRE THE GATE TO REMAIN OPEN TO PROVIDE ACCESS TO HAULING OPERATIONS, A COMPETENT GATE GUARD SHALL BE REQUIRED TO CONTROL ACCESS TO THE AIRFIELD. AN UNSECURED GATE SHALL BE DEFINED AS ANY GATE THAT IS NOT WITHIN THE SIGHT AND PHYSICAL CONTROL OF THE CONTRACTOR'S GUARD. IN THE EVENT THAT THE GATE MAY NOT BE SECURED, THE CONTRACTOR WILL BE CHARGED FOR AIRPORT PERSONNEL TO REMAIN AT THE GATE UNTIL SECURED.
- 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 AUTHORITY. THE AIRPORT AUTHORITY 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 DIRECTOR AT NO ADDITIONAL COST TO THE OWNER.
- CONSTRUCTION WITHIN THE TAXIWAY AIR OPERATIONS AREA (A.O.A.) WILL REQUIRE THE TAXIWAY TO BE CLOSED. WORK WITHIN THE TAXIWAY W A.O.A. SHALL BE LIMITED TO 15 DAILY CLOSURES. NO OVERNIGHT TAXIWAY CLOSURES SHALL BE PERMITTED. ANY DROP-OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED, NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.
- AT TIMES WHEN THE TAXIWAYS ARE REQUIRED TO BE CLOSED THE CONTRACTOR SHALL PLACE TEMPORARY BARRICADES AS SHOWN. AT THE END OF EACH WORKING DAY THE TAXIWAY SHALL BE REOPENED. THE COST OF REMOVING AND REPLACING BARRICADES IS INCIDENTAL.

**CONTRACTOR CROSSING TAXIWAY AND WORK WITHIN AIR OPERATIONS AREA (A.O.A.)**

27. 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 AUTHORITY. THE AIRPORT AUTHORITY 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.

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

CLOSEST POINT ON CONSTRUCTION SITE TO RUNWAY 2L/20R  
POINT "A"  
LATITUDE: 41°54'04.03" N. (NAD 83)  
LONGITUDE: 88°15'09.19" W.  
ELEVATION: 753



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
NOT TO SCALE

**NOTE**  
ALL EXISTING TAXIWAY LIGHTING CIRCUITS, BEACON CIRCUIT, FAA CABLES, VAULT EQUIPMENT AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL NECESSARY TEMPORARY CABLING, JUMPERS AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

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:

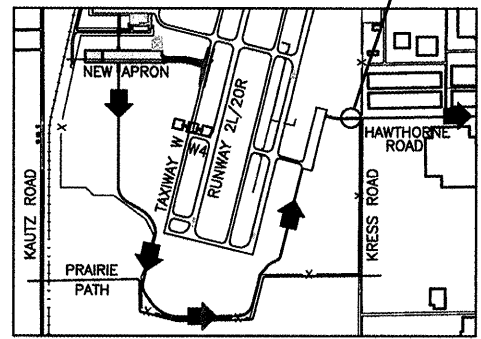
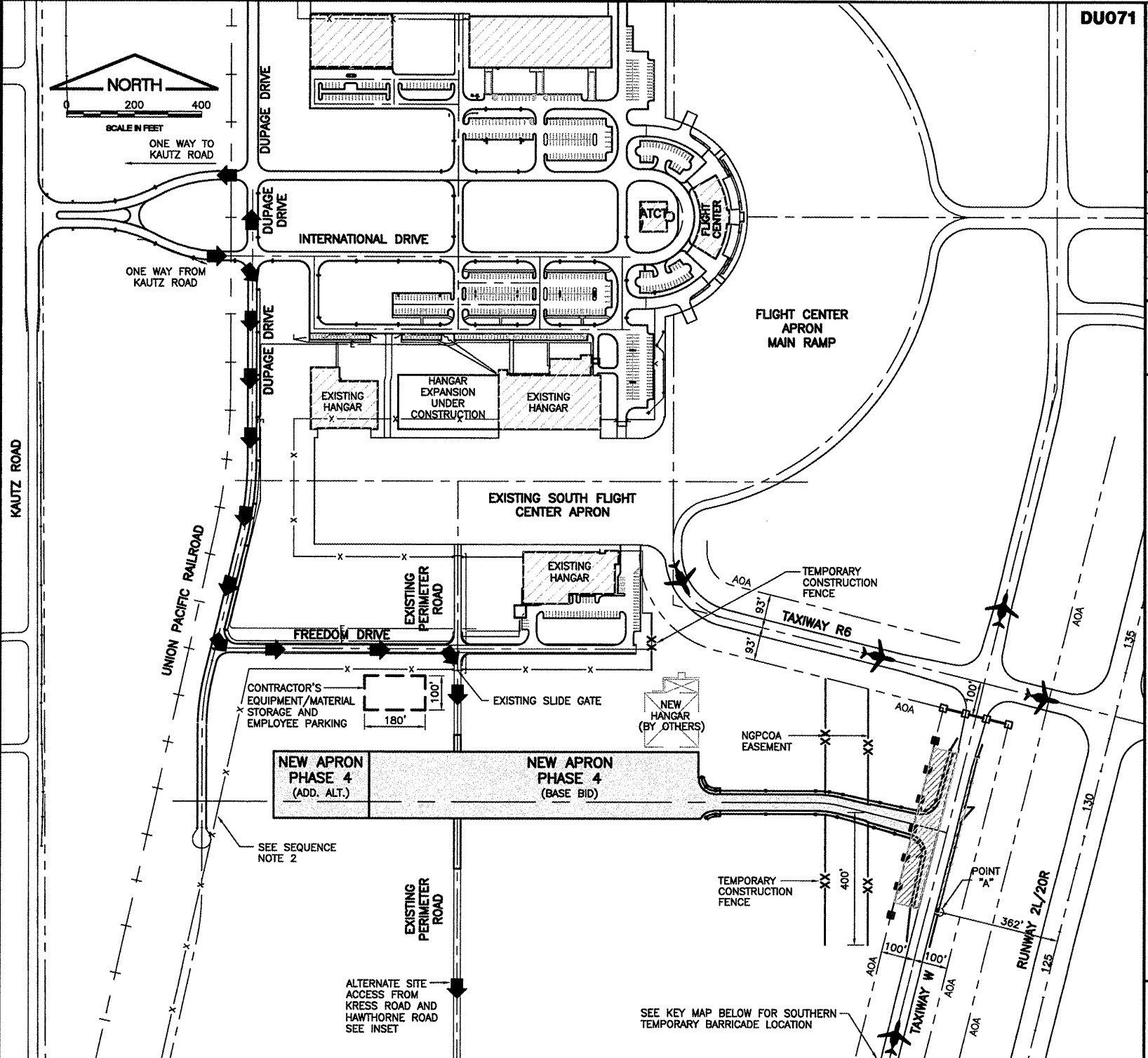
- HANGAR CONSTRUCTION
- AIRFIELD SIGNAGE UPDATES

**SEQUENCE NOTES**

- WORK WITHIN THE TAXIWAY A.O.A. SHALL BE LIMITED TO 15 DAILY CLOSURES.
- THE CONTRACTOR SHALL NOT REMOVE THE EXISTING FENCE UNTIL THE NEW FENCE IS CONSTRUCTED. IN LIEU OF THE NEW FENCE, AT THE CONTRACTOR'S COST, TEMPORARY 6" CHAIN LINK FENCE WITH POSTS DRIVEN EVERY 10' (MAX.) MAY BE INSTALLED TO SECURE THE AIRFIELD.

**LEGEND**

- CONTRACTORS ACCESS TO SITE
- TYPE II BARRICADES W/ FLASHING RED LIGHTS
- TEMPORARY BARRICADES TYPE II W/ FLASHING RED LIGHTS (WHEN REQUIRED)
- NEW APRON
- EXPEDITED WORK AREA (SEE NOTES)
- AIRCRAFT MOVEMENT AREA
- TAXIWAY AIR OPERATIONS AREA (AOA)
- WORK BY OTHERS



**ALTERNATE ACCESS SITE**

**DU071**  
K:\Dwg\gdp\0425704-Apron\_Ph4\Draw\Sheets\FILE: D4\_apron-seq.dwg  
LAYOUT: Layout1  
UPDATE BY: jilnke  
SURVEY BOOK #  
DATE: Mon 2/23/09 7:53pm  
XREF DWG: tbcint.dwg  
apronbase.dwg  
tb.dwg

**REVISIONS**

NUMBER	BY	DATE

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

**DUPAGE AIRPORT  
WEST CHICAGO, ILLINOIS**

**SOUTH FLIGHT CENTER APRON - PHASE 4**

**GENERAL NOTES/  
SEQUENCE OF CONSTRUCTION  
PER AC 150/5370-2E**

**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
License No. 84-000613



DESIGN BY: JWD/JRL  
DRAWN BY: JRO  
CHECKED BY: MJS / DKP  
APPROVED BY: MJS  
DATE: 01/30/09  
JOB No: 04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18  
ILLINOIS PROJECT: DPA-3391  
SHEET 4 OF 31 SHEETS