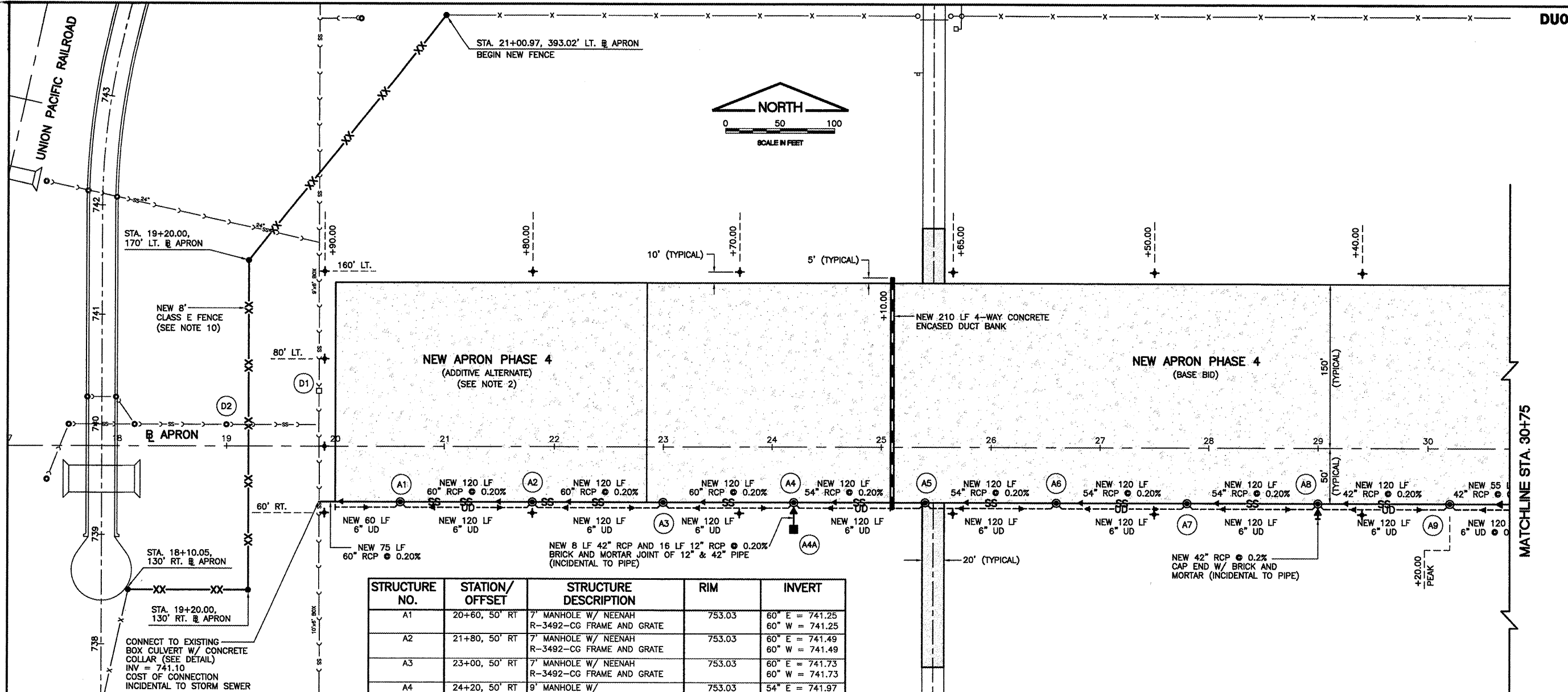
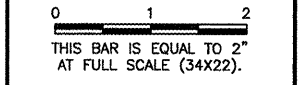




REVISIONS		
NUMBER	BY	DATE



LIGHTING NOTES

- CONNECT NEW CABLE TO EXISTING CABLE AT GUIDANCE SIGN, TAXIWAY LIGHT, RUNWAY LIGHT, MANHOLE OR SPLICE CAN. THE COST OF SPLICING SHALL BE INCIDENTAL TO AIRFIELD LIGHTING CABLE INSTALLATION.
- THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
- THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
- ANY EXISTING CABLE MARKERS THAT ARE DISTURBED ARE TO BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
- 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 ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE NEW DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
- ALL SPLICES SHALL BE INSTALLED INSIDE HANDHOLE OR LIGHT BASES. NO DIRECT BURIED SPLICE SHALL BE ALLOWED.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF ANY LANDSCAPING AS A RESULT OF CABLE INSTALLATION. COST SHALL BE INCIDENTAL TO CABLE INSTALLATION.
- ALL AIRFIELD LIGHTING CIRCUIT CABLE SHALL BE 1/C #8, 5KV, L-824 TYPE C IN 3/4" UNIT DUCT (DIRECT BURIED).

STRUCTURE NO.	STATION/OFFSET	STRUCTURE DESCRIPTION	RIM	INVERT
A1	20+60, 50' RT	7' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	60" E = 741.25 60" W = 741.25
A2	21+80, 50' RT	7' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	60" E = 741.49 60" W = 741.49
A3	23+00, 50' RT	7' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	60" E = 741.73 60" W = 741.73
A4	24+20, 50' RT	9' MANHOLE W/ R-3492-CG FRAME AND GRATE	753.03	54" E = 741.97 42" S = 741.97 60" W = 741.97
A5	25+40, 50' RT	6' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	54" E = 742.21 54" W = 742.21
A6	26+60, 50' RT	6' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	54" E = 752.45 54" W = 752.45
A7	27+80, 50' RT	6' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	54" E = 742.69 54" W = 742.69
A8	29+00, 50' RT	9' MANHOLE W/ R-3492-CG FRAME AND GRATE	753.03	42" E = 742.93 54" W = 742.93 42" S = 742.93
A9	30+20, 50' RT	5' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	42" E = 743.17 42" W = 743.17
A10	31+40, 50' RT	5' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	42" E = 743.41 42" W = 743.41
A11	32+60, 50' RT	5' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	753.03	30" E = 744.29 42" W = 743.65
A12	33+80, 50' RT	5' MANHOLE W/ NEENAH R-3492-CG FRAME AND GRATE	752.10	30" W = 743.89 12" N = 744.10 12" S = 744.10
B1	39+36, 408' RT	EXIST. TYPE 2 INLET	750.7	24" N = 742.50 EXIST 30" SE = 742.11
B2	38+86, 125' RT	NEW 5' MANHOLE W/ TYPE 1 FRAME AND OPEN GRATE	747.00	24" N = 742.97 24" S = 742.97
B3	38+50, 200' RT	NEW 5' MANHOLE W/ TYPE 1 FRAME AND OPEN GRATE	748.00	24" S = 743.50
A12A	33+80, 80' LT.	NEW TYPE A INLET W/ TYPE 1 FRAME AND OPEN GRATE	747.00	12" S = 744.75
A12B	33+80, 95' RT.	NEW 12" CONCRETE FLARED END SECTION	N/A	12" N = 745.20
D1	19+25, 50' LT.	EXISTING MANHOLE TO BE RECONSTRUCTED	EXISTING 755.80 NEW 753.70	EXISTING INVERTS TO REMAIN
D2	19+00, 20' LT.	EXISTING MANHOLE TO BE RECONSTRUCTED	EXISTING 756.73 NEW 743.45	EXISTING INVERTS TO REMAIN
A4A	24+20, 74' RT.	NEW TYPE A INLET TYPE 1 FRAME AND OPEN GRATE	749.00	12" N = 744.32

NOTES

- NEW UNDERDRAIN SHALL BE A MINIMUM OF 36" BELOW FINISHED PAVEMENT GRADE AND SHALL FOLLOW SLOPE OF ADJACENT PAVEMENT EXCEPT WHERE A SPECIFIC SLOPE IS GIVEN.
- IF ONLY THE BASE BID IS AWARDED, THE ENGINEER SHALL PROVIDE THE CONTRACTOR WITH A REVISED ELEVATED RETROREFLECTIVE MARKER AND UNDERDRAIN PLAN.
- ALL UNDERDRAIN ENDS SHALL BE CAPPED (INCIDENTAL TO 6" UNDERDRAIN).
- CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- INSTALL NEW 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.
- 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.
- 9' MANHOLE TO BE PAID FOR AS AR751570 MANHOLE - SPECIAL.
- CONTRACTOR SHALL GET APPROVAL FROM ENGINEER AND AIRPORT BEFORE NEW FENCE IS CONSTRUCTED.

LEGEND

- NEW P.C.C. PAVEMENT
- NEW BITUMINOUS PAVEMENT
- EXISTING STORM SEWER
- NEW STORM SEWER
- NEW 6" PERFORATED UNDERDRAIN W/ SOCK (SEE NOTE 2)
- EXISTING MANHOLE/INLET
- NEW MANHOLE/FLARED END SECTION/INLET
- NEW AIRFIELD GUIDANCE SIGN
- NEW ELEVATED RETROREFLECTIVE MARKER (SEE NOTE 2)
- NEW CONCRETE ENCASED DUCT BANK
- EXISTING DUCT BANK
- EXISTING BASE MOUNTED TAXI LIGHT
- NEW BASE MOUNTED TAXIWAY LIGHT
- NEW 1/C #8, 5KV L-824, TYPE C IN 3/4" UNIT DUCT
- EXISTING FENCE
- NEW 8" CLASS E FENCE

**DUPAGE AIRPORT
 WEST CHICAGO, ILLINOIS
 SOUTH FLIGHT CENTER APRON - PHASE 4
 LIGHTING/PAVEMENT MARKING/ FENCING/
 DRAINAGE PLAN - SHEET 1**

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