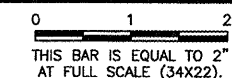


REVISIONS

NUMBER	BY	DATE



AIRFIELD SIGNAGE SCHEDULE				
PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
S1	N S	Blank	3,2 0	328+96.65, 75' LT. CENTERLINE TAXIWAY W
S2	E W	Blank	0 2,3	39+11.53, 67' LT. BASELINE APRON
S3	N S	Blank	0 3,2	327+23.41, 75' LT. CENTERLINE TAXIWAY W

PROPOSED 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 SIGN — BLACK LEGEND ON YELLOW BACKGROUND

NOTES

1. 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.
2. IF ONLY THE BASE BID IS AWARDED, THE ENGINEER SHALL PROVIDE THE CONTRACTOR WITH A REVISED ELEVATED RETROREFLECTIVE MARKER AND UNDERDRAIN PLAN.
3. ALL UNDERDRAIN ENDS SHALL BE CAPPED (INCIDENTAL TO 6" UNDERDRAIN).
4. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
5. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
6. INSTALL NEW ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
7. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
8. 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.

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 1/2" #8, 5KV L-824, TYPE C IN 3/4" UNIT DUCT
- EXISTING FENCE
- NEW 8" CLASS E FENCE

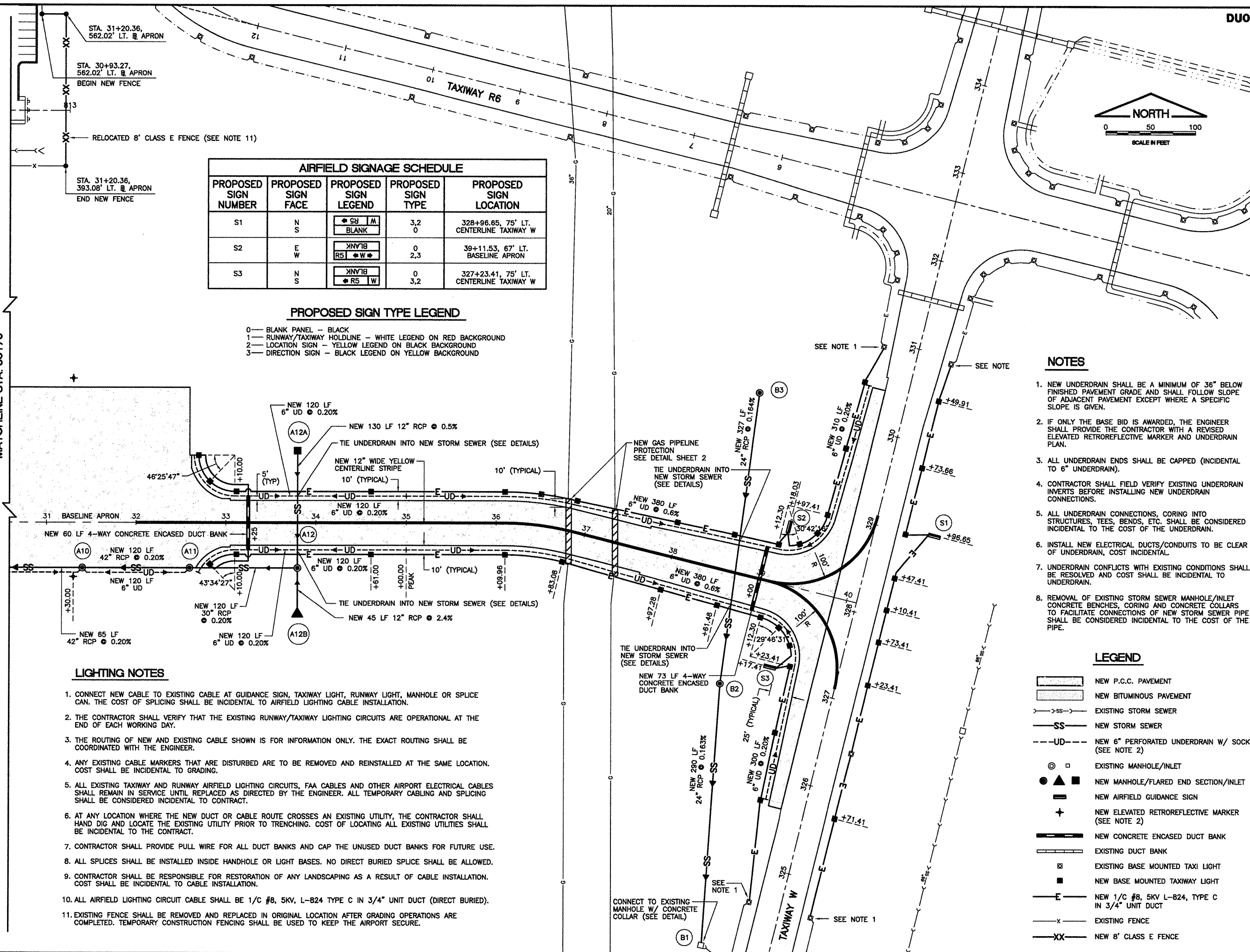
**DUPAGE AIRPORT  
WEST CHICAGO, ILLINOIS  
SOUTH FLIGHT CENTER APRON - PHASE 4  
LIGHTING/PAVEMENT MARKING/FENCING/  
DRAINAGE PLAN - SHEET 2**

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DESIGN BY:	MJS/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 15 OF 31 SHEETS	

MATCHLINE STA. 30+75



LIGHTING NOTES

1. 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.
2. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
3. THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE COORDINATED WITH THE ENGINEER.
4. ANY EXISTING CABLE MARKERS THAT ARE DISTURBED ARE TO BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
5. 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.
6. 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.
7. CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
8. ALL SPLICES SHALL BE INSTALLED INSIDE HANDHOLE OR LIGHT BASES. NO DIRECT BURIED SPLICE SHALL BE ALLOWED.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF ANY LANDSCAPING AS A RESULT OF CABLE INSTALLATION. COST SHALL BE INCIDENTAL TO CABLE INSTALLATION.
10. ALL AIRFIELD LIGHTING CIRCUIT CABLE SHALL BE 1/C #8, 5KV, L-824 TYPE C IN 3/4" UNIT DUCT (DIRECT BURIED).
11. EXISTING FENCE SHALL BE REMOVED AND REPLACED IN ORIGINAL LOCATION AFTER GRADING OPERATIONS ARE COMPLETED. TEMPORARY CONSTRUCTION FENCING SHALL BE USED TO KEEP THE AIRPORT SECURE.