

VILLAGE OF SCHAUMBURG SCHAUMBURG, ILLINOIS

CONSTRUCTION PLANS FOR SCHAUMBURG REGIONAL AIRPORT

CONSTRUCT PCC T-HANGAR HEADERS AND PCC
DRAINAGE SWALES BETWEEN THREE T-HANGARS

ILLINOIS PROJECT: 06C-4582
AIP PROJECT: 3-17-SBGP-133/139

APRIL 20, 2018

INDEX TO SHEETS

1. COVER SHEET
2. SITE PLAN AND PROJECT CONTROL PLAN
3. CONSTRUCTION SAFETY AND PHASING PLAN
4. CONSTRUCTION ACTIVITY PLAN AND NOTES
5. TYPICAL SECTIONS
6. EXISTING CONDITIONS/PROPOSED REMOVALS
7. PROPOSED IMPROVEMENTS

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150520	MOBILIZATION	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	30	
AR208515	POROUS GRANULAR EMBANKMENT	CY	60	
AR209507	CRUSHED AGGREGATE BASE COURSE 7"	SY	175	
AR401610	BITUMINOUS SURFACE COURSE	TON	945	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	7,900	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	1,030	
AR501605	5" PCC SIDEWALK	SF	7,680	
AR602510	BITUMINOUS PRIME COAT	GAL	50	
AR603510	BITUMINOUS TACK COAT	GAL	1,600	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	1,110	
ADDITIVE ALTERNATE NO. 1 - CONSTRUCT CONCRETE DRAINAGE SWALE				
AS401900	REMOVE BITUMINOUS PAVEMENT	SY	300	
AS754710	CONCRETE FLUME	LF	860	



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.

DESIGN AIRCRAFT APPROACH CATEGORY: B

DESIGN AIRCRAFT GROUP: I

SCHAUMBURG REGIONAL AIRPORT

TOWNSHIP: 40 NORTH	TOWNSHIP: 41 NORTH
RANGE: 10 EAST	RANGE: 10 EAST
DUPAGE COUNTY	COOK COUNTY
BLOOMINGDALE TOWNSHIP (SECTION: 4)	SCHAUMBURG TOWNSHIP (SECTION: 33)

UNICOM RADIO FREQUENCY: 123.00 MHZ

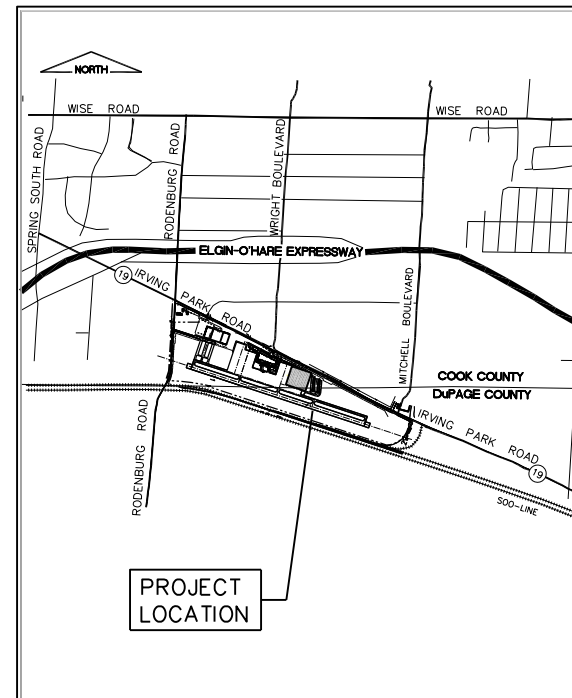
CMT 17256-03
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613



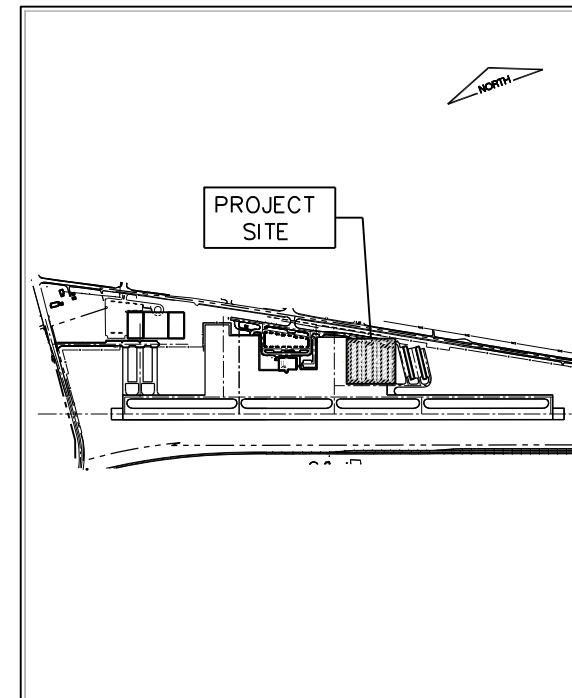
SUBMITTED BY *Douglas J. Klonowski PE*
DOUGLAS J. KLONOWSKI, PE
DATE APRIL 20, 2018

VILLAGE OF SCHAUMBURG
SCHAUMBURG REGIONAL AIRPORT

APPROVED BY *Karyn Robles*
KARYN ROBLES, DIRECTOR OF TRANSPORTATION
DATE APRIL 20, 2018

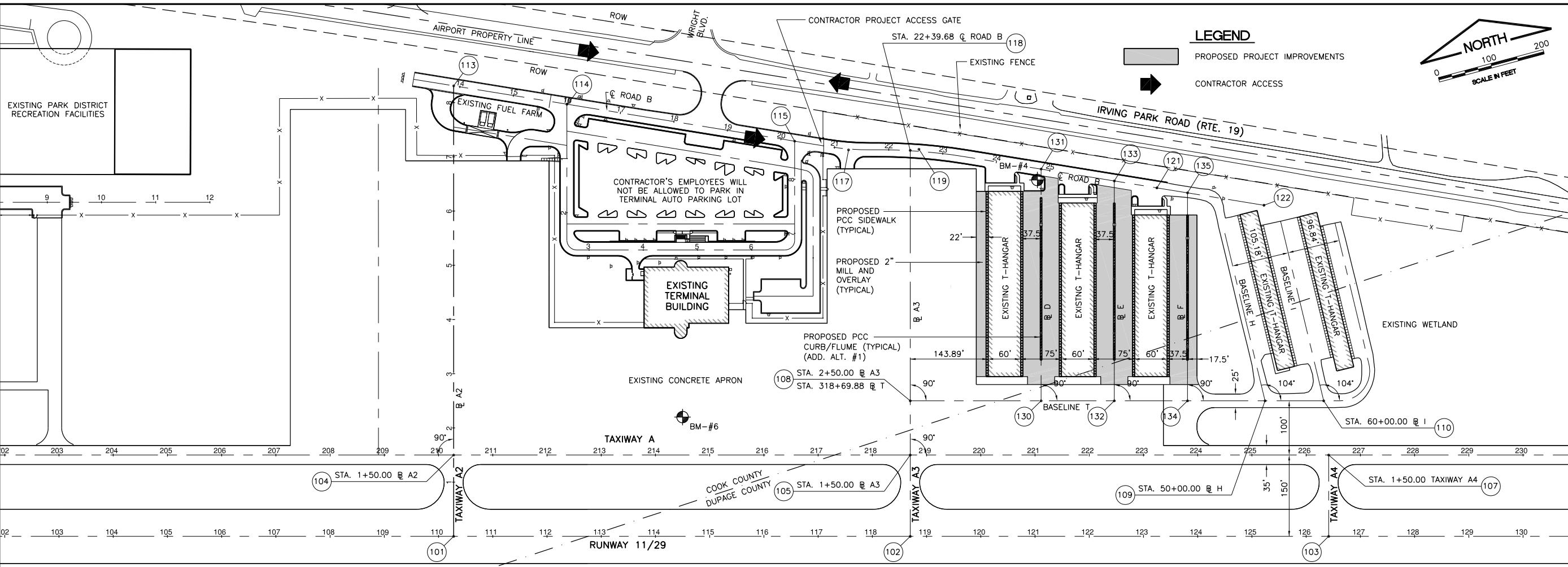


LOCATION MAP



SITE PLAN

DATE: Wednesday, April 18, 2018 1:16:23 PM
 FILE: K:\Schaumburg\17256-03_PCC\Hatch\Sheet\Draw\Sheets\02_Site Plan.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1
 REF DWG: 17256-03_PCC\Hatch\Sheet\Draw\Sheets\02_Site Plan.dwg
 IMAGE FILES: Schaumburg Village seal.tif



IL. CONTRACT: **SH028**
 IL. LETTING ITEM: **06A**
 IL. PROJECT: **06C-4582**
 S.B.G. PROJECT: **3-17-SBGP-133/139**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**SCHAUMBURG AIRPORT
 SCHAUMBURG, ILLINOIS
 CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE
 SITE PLAN AND PROJECT CONTROL PLAN**

HORIZONTAL CONTROL (NAD 83)					
POINT NUMBER	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET
101	RUNWAY 11/29 AND TAXIWAY A2	1,939,016.834	1,046,503.336	110+27.88 C RUNWAY 11/29	0.00'
102	RUNWAY 11/29 AND TAXIWAY A3	1,938,799.016	1,047,316.674	118+69.88 C RUNWAY 11/29	0.00'
103	RUNWAY 11/29 AND TAXIWAY A4	1,938,599.394	1,048,062.067	126+41.54 C RUNWAY 11/29	0.00'
104	TAXIWAY A AND TAXIWAY A2	1,939,161.728	1,046,542.139	210+27.88 C TAXIWAY A	0.00'
105	TAXIWAY A AND TAXIWAY A3	1,938,943.909	1,047,355.478	218+69.88 C TAXIWAY A	0.00'
107	TAXIWAY A AND TAXIWAY A4	1,938,744.288	1,048,100.871	226+41.54 C TAXIWAY A	0.00'
108	T AND A3	1,939,040.506	1,047,381.347	318+69.88 T	0.00'
109	T AND H	1,938,871.236	1,048,013.405	325+24.22 T	0.00'
110	T AND I	1,938,843.252	1,048,117.898	326+32.39 T	0.00'
113	PERIMETER ROAD B AND EXTENDED BASELINE A2	1,939,819.458	1,046,718.284	13+88.38 C ROAD B	0.00'
114	PERIMETER ROAD B AND ROAD C (WEST)	1,939,732.670	1,046,911.290	16+00.00 C ROAD B	0.00'
115	PERIMETER ROAD B AND ROAD C (EAST)	1,939,558.169	1,047,299.358	20+25.50 C ROAD B	0.00'
117	P.I. CURVE #1, PERIMETER ROAD B	1,939,519.987	1,047,384.272	21+18.60 C ROAD B	0.00'
118	C PERIMETER ROAD AND BASELINE A3	1,939,486.617	1,047,500.819	7+11.83 A3	0.00'
119	P.I. CURVE #2, PERIMETER ROAD B	1,939,484.464	1,047,516.914	22+55.74 C ROAD B	0.00'
121	PERIMETER ROAD B	1,939,302.127	1,047,922.410	27+00.00 C ROAD B	0.00'
122	EXTENDED CENTERLINE ROAD B	1,939,220.105	1,048,104.818	29+00.00 C ROAD B	0.00'
130	T AND D	1,938,978.061	1,047,614.517	321+11.27 T & 12+50.00 D	0.00'
131	C PERIMETER ROAD B AND D	1,939,390.864	1,047,725.069	24+83.86 C ROAD B & 16+33.52 D	0.00'
132	T AND E	1,938,943.138	1,047,744.922	322+46.27 T & 22+50.00 E	0.00'
133	C PERIMETER ROAD B AND E	1,939,334.775	1,047,849.805	26+20.62 C ROAD B & 26+55.43 E	0.00'
134	T AND F	1,938,908.215	1,047,875.326	323+81.27 T & 33+50.00 F	0.00'
135	C PERIMETER ROAD B AND F	1,939,278.686	1,047,974.541	27+57.39 C ROAD B & 36+77.35 F	0.00'

VERTICAL CONTROL		
BENCHMARK	DESCRIPTION	ELEVATION
BM - #1	GPS SURVEY MONUMENT MARKED "1034". 2" ALUMINUM CAP GROUTED IN CONCRETE PAD ON SOUTHWEST CORNER OF RODENBURG ROAD AND SOO LINE RAILROAD INTERSECTION. BENCHMARK "1034" IS A MONUMENT WHICH IS PART OF THE VILLAGE OF SCHAUMBURG "GEONEX" BENCHMARK SYSTEM. (NOT SHOWN ON THIS SHEET)	796.19
BM - #2	NGS FAA 06C POINT "A" IRON ROD STA. 211+36, 298' RT C TXY. A (NOT SHOWN ON THIS SHEET)	793.81
BM - #4	CHISELED "C" NORTH SIDE OF CONCRETE BASE FOR BEACON LIGHT STA. 24+80.09, 20.84' RT C ROAD B	804.41
BM - #6	NORTH RIM INLET AT EXISTING TERMINAL APRON STA. 214+50, 70' LT C TXY. A	800.17

- NOTES**
- THE NEW PAVEMENT STRUCTURE AND ALL EXISTING PAVEMENTS WERE DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS.
 - AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.

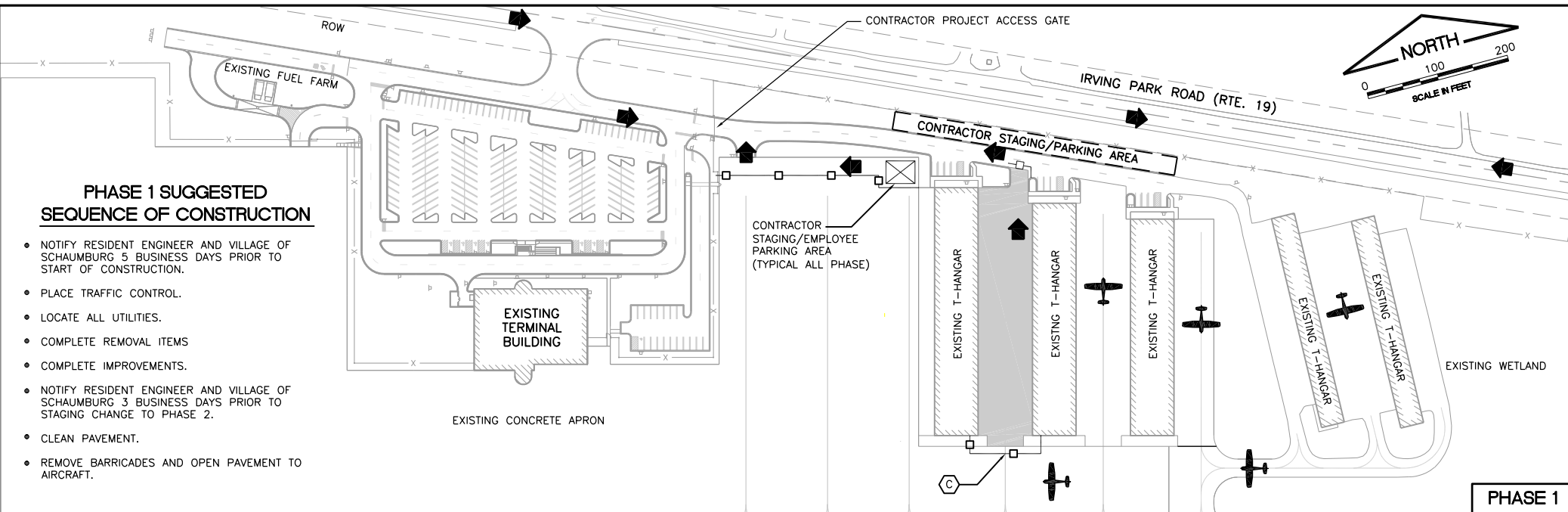
© Copyright CMT, Inc.

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

DESIGN BY: ARM
 DRAWN BY: JRO
 CHECKED BY: DJK
 APPROVED BY: DJK
 DATE: APRIL 20, 2018
 JOB No: 17256-03

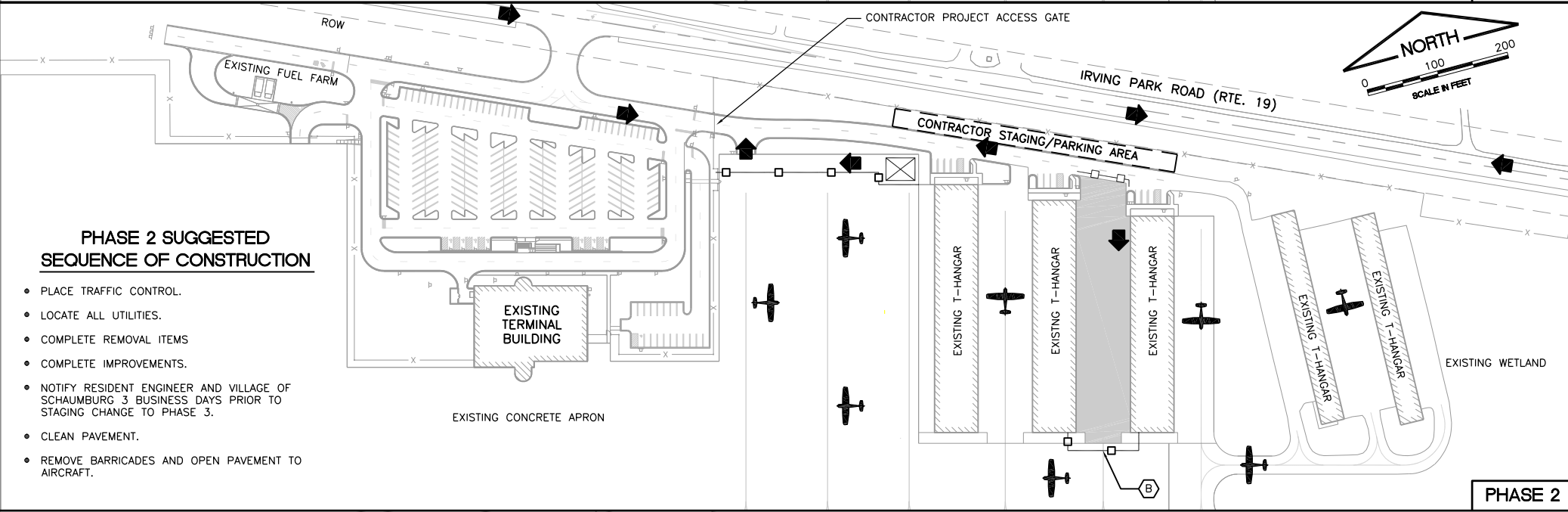
SHEET 2 OF 7 SHEETS

DATE: Wednesday, April 18, 2018 3:16:56 PM
 FILE: K:\Schaumburg\17256-03_PCC\Hr\m\Sheet\Draw\Sheets\04_Sequence.dwg
 UPDATE BY: Neil Finke
 LAYOUT: Layout1
 IMAGE FILES: Schaumburg Village seal.tif
 REF DWG: hcnrctawg
 hgn print base.dwg



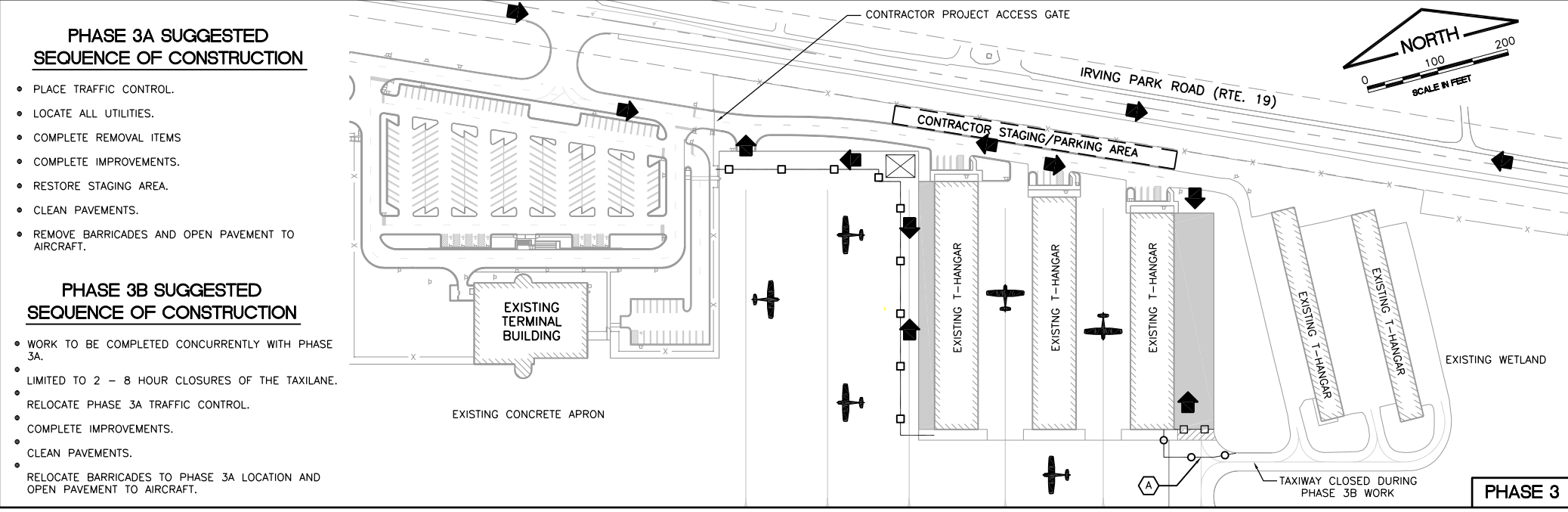
PHASE 1 SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER AND VILLAGE OF SCHAUMBURG 5 BUSINESS DAYS PRIOR TO START OF CONSTRUCTION.
- PLACE TRAFFIC CONTROL.
- LOCATE ALL UTILITIES.
- COMPLETE REMOVAL ITEMS
- COMPLETE IMPROVEMENTS.
- NOTIFY RESIDENT ENGINEER AND VILLAGE OF SCHAUMBURG 3 BUSINESS DAYS PRIOR TO STAGING CHANGE TO PHASE 2.
- CLEAN PAVEMENT.
- REMOVE BARRICADES AND OPEN PAVEMENT TO AIRCRAFT.



PHASE 2 SUGGESTED SEQUENCE OF CONSTRUCTION

- PLACE TRAFFIC CONTROL.
- LOCATE ALL UTILITIES.
- COMPLETE REMOVAL ITEMS
- COMPLETE IMPROVEMENTS.
- NOTIFY RESIDENT ENGINEER AND VILLAGE OF SCHAUMBURG 3 BUSINESS DAYS PRIOR TO STAGING CHANGE TO PHASE 3.
- CLEAN PAVEMENT.
- REMOVE BARRICADES AND OPEN PAVEMENT TO AIRCRAFT.



PHASE 3A SUGGESTED SEQUENCE OF CONSTRUCTION

- PLACE TRAFFIC CONTROL.
- LOCATE ALL UTILITIES.
- COMPLETE REMOVAL ITEMS
- COMPLETE IMPROVEMENTS.
- RESTORE STAGING AREA.
- CLEAN PAVEMENTS.
- REMOVE BARRICADES AND OPEN PAVEMENT TO AIRCRAFT.

PHASE 3B SUGGESTED SEQUENCE OF CONSTRUCTION

- WORK TO BE COMPLETED CONCURRENTLY WITH PHASE 3A.
- LIMITED TO 2 - 8 HOUR CLOSURES OF THE TAXILANE.
- RELOCATE PHASE 3A TRAFFIC CONTROL.
- COMPLETE IMPROVEMENTS.
- CLEAN PAVEMENTS.
- RELOCATE BARRICADES TO PHASE 3A LOCATION AND OPEN PAVEMENT TO AIRCRAFT.

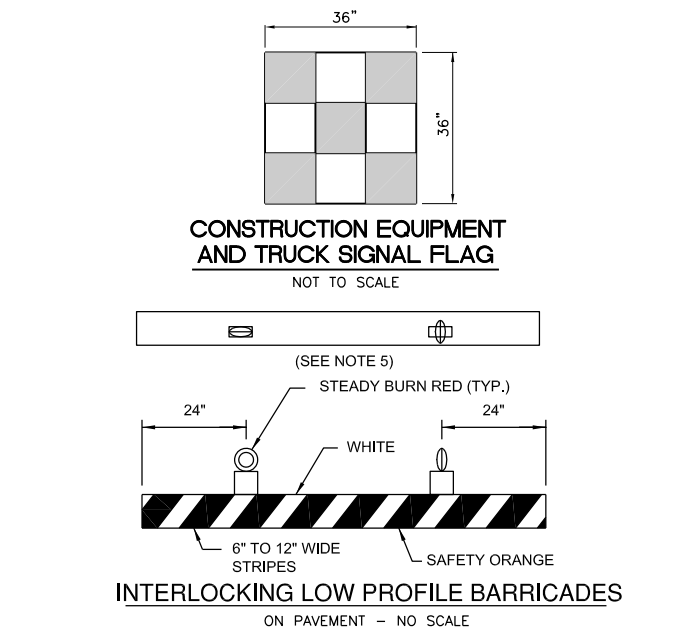
LEGEND

- PROPOSED PHASES 1, 2, 3A PROJECT IMPROVEMENTS
- PROPOSED PHASE 3B PROJECT IMPROVEMENTS
- BARRICADE PLACEMENT
- BARRICADE PLACEMENT (PHASE 3B ONLY)
- CONTRACTOR'S HAUL ROUTE
- AIRCRAFT MOVEMENT AREA
- CRITICAL POINT ON CONSTRUCTION SITE TO RUNWAY 11/29

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25 FEET

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRCRAFT GROUP: I

CRITICAL POINTS		
POINT "A"	POINT "B"	POINT "C"
LATITUDE: 41°59'22.83"	LATITUDE: 41°59'23.31"	LATITUDE: 41°59'23.66"
LONGITUDE: 88°05'57.43"	LONGITUDE: 88°05'59.11"	LONGITUDE: 88°06'00.84"
ELEVATION: 800.4	ELEVATION: 800.8	ELEVATION: 800.9



- LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.
- THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.
- LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- ALTERNATE LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.
- ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

IL. CONTRACT: **SH028**
IL. LETTING ITEM: **06A**
IL. PROJECT: **06C-4582**
S.B.G. PROJECT: **3-17-SBGP-133/139**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**SCHAUMBURG AIRPORT
SCHAUMBURG, ILLINOIS
CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE**

CONSTRUCTION SAFETY AND PHASING PLAN

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

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	APRIL 20, 2018
JOB No:	17256-03

SHEET 3 OF 7 SHEETS

DATE: Wednesday, April 18, 2018 1:16:32 PM
FILE: K:\Schau\dwg\17256-03_PCC\T-Hangar\Draw\Sheets\04_SignNotes.dwg
UPDATE BY: Jim Ohse
LAYOUT: Layout1
W:\cases\60104\Drawings\03\TITLE.DWG
6MP210103

GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING SAFETY REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE PRECONSTRUCTION MEETING THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL SUBMIT THE SPCD FOR APPROVAL.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL SIGN THE SWPPP CERTIFICATION STATEMENT.
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE RESIDENT ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT.
- 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 AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COST SHALL NOT BE PAID FOR SEPARATELY, BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ONSITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT. PAYMENT FOR DUST CONTROL SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT UNLESS A SPECIFIC PAY ITEM IS PROVIDED.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRECONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRECONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- ON OR BEFORE THE PRECONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT OR HIS/HER DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD CIRCUITS IMPACTED BY CONSTRUCTION ACTIVITY.

2. PHASING

- TOTAL BASE BID CONTRACT TIME SHALL BE 29 CALENDAR DAYS. TOTAL BASE BID AND ADDITIVE ALTERNATES CONTRACT TIME SHALL BE 32 CALENDAR DAYS.
- PHASING SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET.
- WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
- AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.
- SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. PROTECTION OF NAVIGATION AIDS (NAVAIDS)

- THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES.

5. CONTRACTOR ACCESS

- CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.
- THE CONTRACTOR IS TO ACCESS THE SITE USING THE EXISTING GATE SHOWN. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLES ACCESS IF APPLICABLE AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.
- SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORTS PROCEDURES BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.
- DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, CONCRETE, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE.
- THE CONTRACTOR'S STORAGE AND STAGING AREA WILL BE AS SHOWN IN THE SITE PLAN AND CONSTRUCTION PHASING PLAN.
- THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
- THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFER SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE ATCT. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS, STORAGE AREAS AND/OR STAGING AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY AIRPORT OPERATIONS OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

- THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 72 HOURS NOTICE TO AIRPORT OPERATIONS PRIOR TO CLOSING ANY PAVEMENTS SO THAT PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.
- CONTACTS FOR THIS PROJECT WILL BE DETERMINED AT THE PRECONSTRUCTION MEETING PRIOR TO THE PROJECT START.

10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2 MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL ATTEND AN INSPECTION OF EACH PHASE WORK AREA PRIOR TO OPENING THE AREA TO AIRPORT OPERATIONS.

11. UNDERGROUND UTILITIES

- IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. SEE SECTION 70-17 OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY 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 OF 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/OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
- BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
- SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

12. PENALTIES

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR.

14. RUNWAY AND TAXIWAY VISUAL AIDS

- RUNWAY OR TAXIWAY CLOSURES ARE AS DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN FOR THIS PROJECT. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOW THE REQUIREMENTS OF FAA AC 150/5370-2.

15. MARKING AND SIGNS FOR ACCESS ROUTES

- MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.

16. HAZARD MARKING AND LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2 AND 150/5210-5 AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE RESIDENT ENGINEER. THE CONTRACTOR SHALL PLACE ALL BARRICADES AND CONSTRUCTION SETBACK LINES ITEMS AS SHOWN PRIOR TO INITIATING WORK IN EACH PHASE. ALL COSTS TO FURNISH, INSTALL, REPOSITION, AND MAINTAIN THESE ITEMS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.
- ACCESS TO ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON TYPE II BARRICADES (2 EACH, RIGHT AND LEFT). IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "UNAUTHORIZED ACCESS NOT ALLOWED".

17. PROTECTION

- CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS.

18. OTHER LIMITATIONS ON CONSTRUCTION

- IF DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS.
- 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.
- 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 MOVEABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
- THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND TUNED INTO THE GROUND CONTROL FREQUENCY.
- BROKEN CONCRETE, BROKEN ASPHALT, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

IL CONTRACT: SH028
IL LETTING ITEM: 06A
IL PROJECT: 06C-4582
S.B.G. PROJECT: 3-17-SBGP-133/139

SURVEY BOOK # BOOK #

REVISIONS

NUMBER	BY	DATE

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

SCHAUMBURG AIRPORT
SCHAUMBURG, ILLINOIS
CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE

CONSTRUCTION ACTIVITY PLAN AND NOTES

© Copyright CMT, Inc.

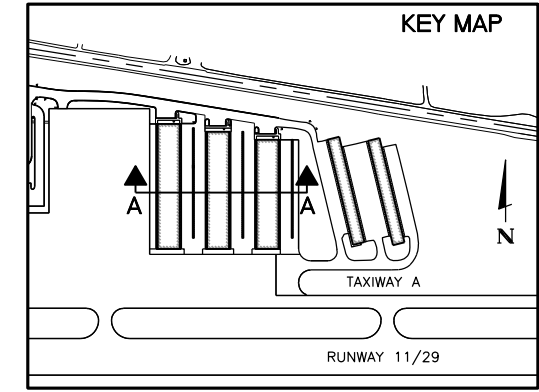
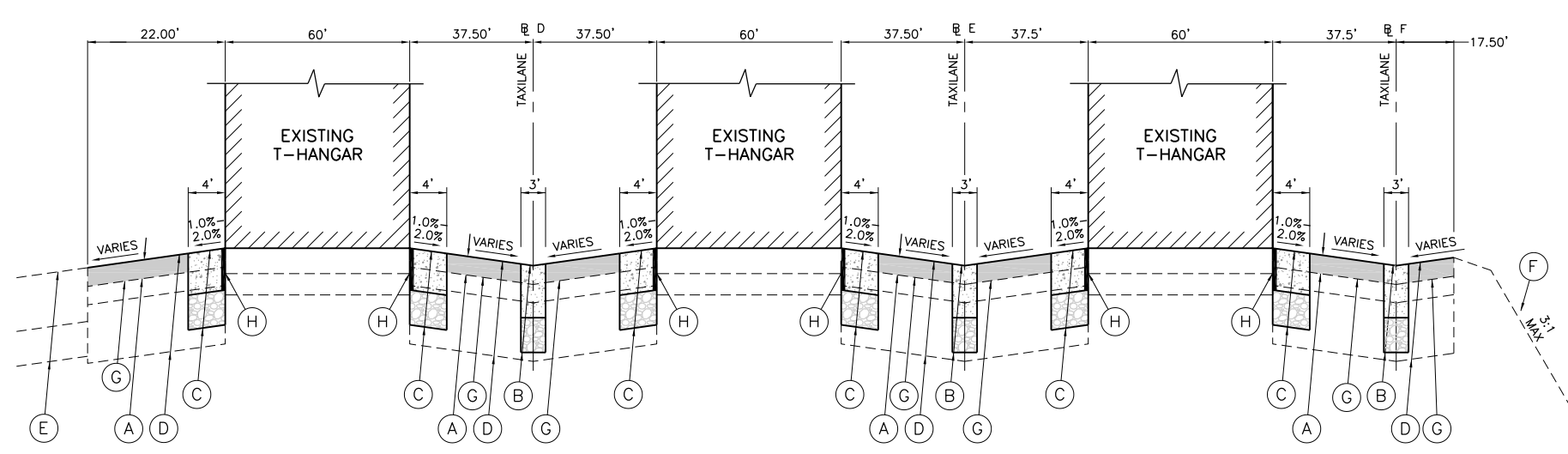
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613



DESIGN BY: ARM
DRAWN BY: JRO
CHECKED BY: DJK
APPROVED BY: DJK
DATE: APRIL 20, 2018
JOB No: 17256-03

SHEET 4 OF 7 SHEETS

DATE: Wednesday, April 18, 2018 1:16:43 PM
 FILE: K:\Schaumburg\17256-03_PCC\T-Hangar\Sheet\Draw\Sheets\05_TypeSec.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1
 XREF DWG: 17256.dwg
 IMAGE FILES: Schaumburg Village seal.tif
 REF: DWG: 17256.dwg
 REF: DWG: 17256.dwg



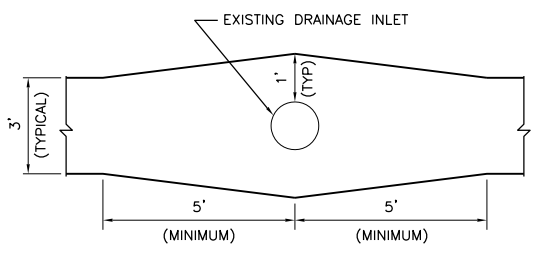
I.L. CONTRACT: SH028
 I.L. LETTING ITEM: 06A
 I.L. PROJECT: 06C-4582
 S.B.G. PROJECT: 3-17-SBGP-133/139

SURVEY BOOK # BOOK #

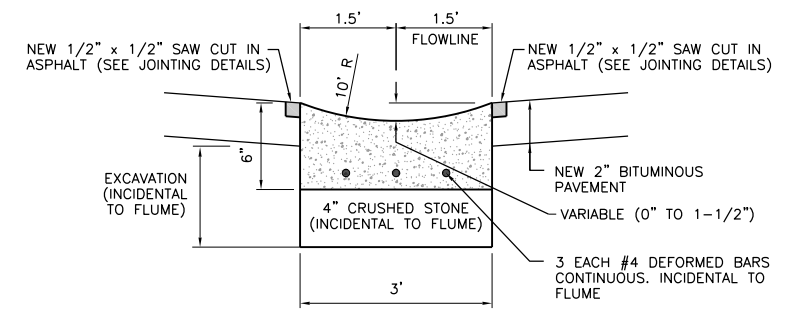
REVISIONS		
NUMBER	BY	DATE

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

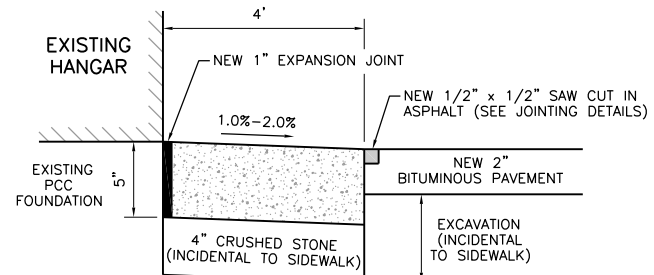
T-HANGAR SITE TYPICAL SECTION A-A
NO SCALE



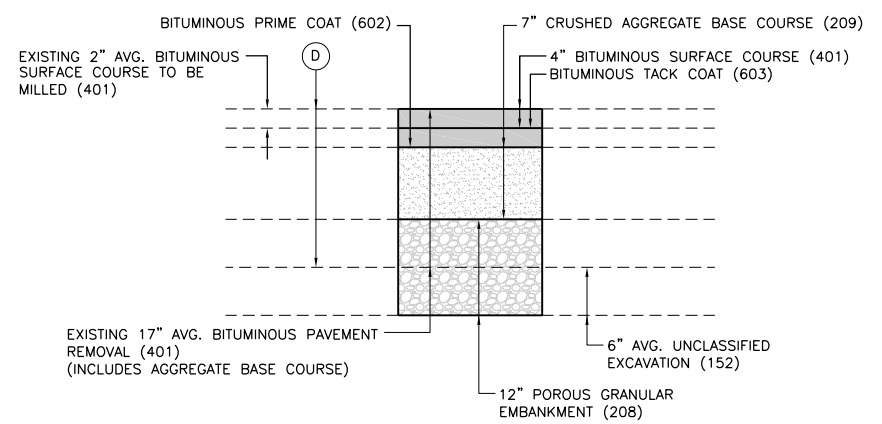
PCC CURB/FLUME INLET TRANSITION DETAIL
(ADDITIVE ALTERNATE NO. 1)
NO SCALE



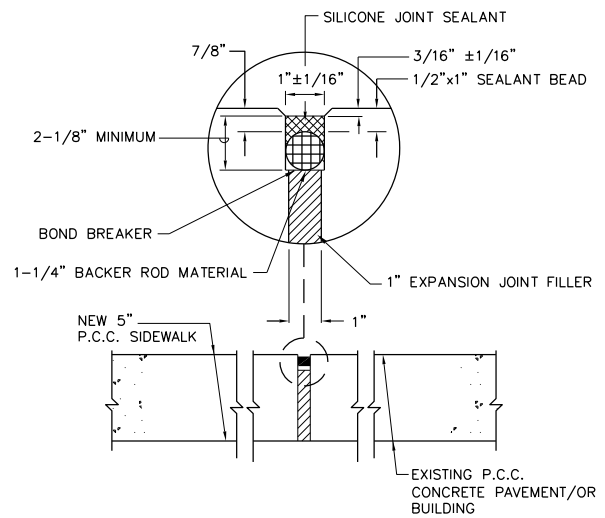
PCC CURB/FLUME DETAIL
(ADDITIVE ALTERNATE NO. 1)
NO SCALE



CONCRETE SIDEWALK DETAIL
NO SCALE



PAVEMENT BASE REPAIR DETAIL
NO SCALE



EXPANSION JOINT DETAIL
NO SCALE

DIMENSION TABLE

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES $T = (T/4) \pm 1/4"$
5	1.25"
6	1.50"
7	1.75"
8	2.00"
9	2.25"
10	2.50"
11	2.75"
12	3.00"

LEGEND

- (A) EXISTING 2" BITUMINOUS SURFACE COURSE TO BE MILLED AND REPLACED (401)(BASE BID)
- (B) NEW PCC CURB/FLUME (754) AND 4" CRUSHED AGGREGATE BASE COURSE (209) (ADDITIVE ALTERNATE NO. 1)
- (C) NEW 5" PCC SIDEWALK (501) AND 4" CRUSHED AGGREGATE BASE COURSE (209)
- (D) EXISTING T-HANGAR PAVEMENT STRUCTURE 2" AVERAGE BITUMINOUS SURFACE COURSE 2" AVERAGE BITUMINOUS BASE COURSE 13" AVERAGE AGGREGATE BASE COURSE
- (E) EXISTING APRON PAVEMENT STRUCTURE 6" PCC PAVEMENT 4" AGGREGATE BASE COURSE
- (F) EXISTING GROUNDLINE (TYPICAL)
- (G) NEW BITUMINOUS TACK COAT (603)
- (H) NEW 1" EXPANSION JOINT
- (I) NEW BITUMINOUS PRIME COAT (602)

JOINTING NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM 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 RE-STRAIGHTENED 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 SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- CONTRACTOR SHALL PROVIDE CONTRACTION JOINTS EVERY FIVE (5) FEET FOR CONCRETE SIDEWALK AND CONCRETE GUTTER/FLUME. JOINTS SHALL BE SAW CUT AS DESCRIBED IN THE CONTRACT DOCUMENTS AND SHALL NOT BE CONSTRUCTED USING THE TOOLING METHOD. THE COST OF THE JOINTING AND SEALING SHALL BE CONSIDERED INCIDENTAL TO THE SIDEWALK AND GUTTER.

SCHAUMBURG AIRPORT
SCHAUMBURG, ILLINOIS
CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE
TYPICAL SECTIONS

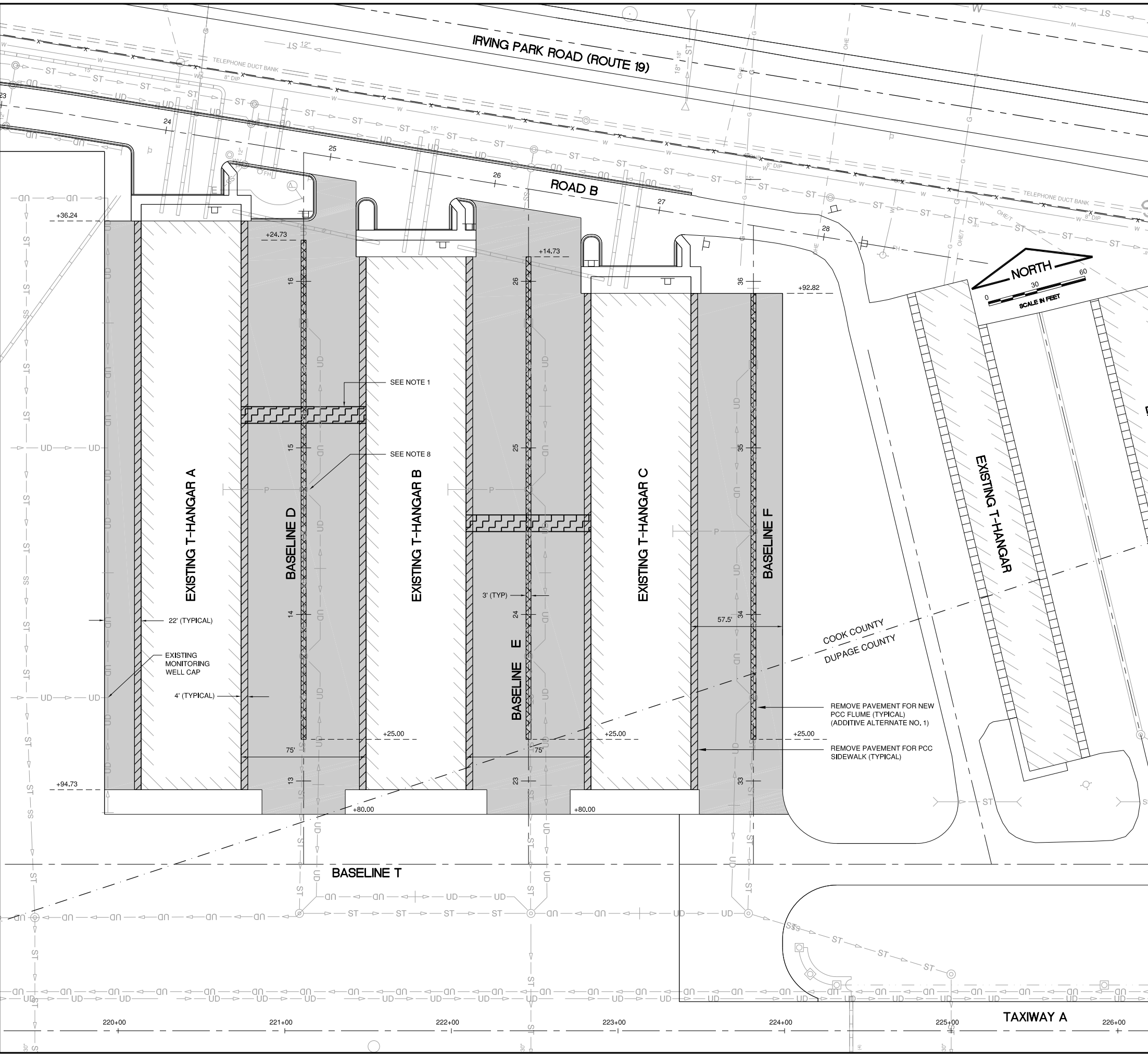
© Copyright CMT, Inc.

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

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	APRIL 20, 2018
JOB No:	17256-03

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

DATE: Wednesday, April 18, 2018, 1:16:47 PM
 FILE: K:\Schaumburg\17256-03_PCC\T-Hangar\Draw\Sheets\06_Econ.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1

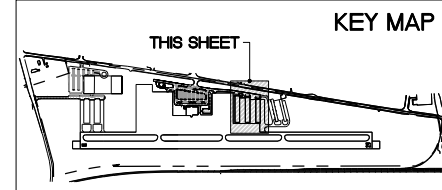


LEGEND

- EXISTING 2" BITUMINOUS SURFACE COURSE TO BE MILLED
- EXISTING PAVEMENT TO BE REMOVED INCLUDING AGGREGATE BASE COURSE
- EXISTING PAVEMENT TO BE REMOVED INCLUDING AGGREGATE BASE COURSE (ADDITIVE ALTERNATE NO. 1)
- EXISTING PAVEMENT BASE TO BE REPAIRED (SEE NOTE 1)
- EXISTING T-HANGAR BUILDING
- EXISTING PAVEMENT TO REMAIN
- EXISTING STORM SEWER
- EXISTING STORM SEWER MANHOLE
- EXISTING UNDERDRAIN
- EXISTING PVC PIPE
- EXISTING OVERHEAD ELECTRIC AND TELEPHONE
- EXISTING TELEPHONE MANHOLE
- EXISTING UTILITY POLE
- EXISTING POST MOUNTED SIGN
- EXISTING CONDUIT
- EXISTING WATERMAIN
- EXISTING FIRE HYDRANT
- EXISTING GAS
- EXISTING FENCE
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING PROPERTY LINE
- EXISTING COUNTY LINE

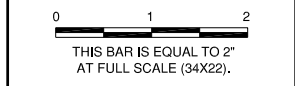
- ### NOTES
1. EXACT LOCATION OF BASE REPAIR AND USE OF POROUS GRANULAR EMBANKMENT SHALL BE COORDINATED IN THE FIELD WITH THE ENGINEER.
 2. CONTRACTOR SHALL SAW CUT FULL DEPTH THE EXISTING PAVEMENT TO BE REMOVED AROUND THE PERIMETER OF THE REMOVAL LIMITS. THE COST OF SAW CUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
 3. ANY PAVEMENT ADJACENT TO THE REMOVAL LIMITS DAMAGED DUE TO CONTRACTOR'S NEGLIGENCE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. THESE AREAS SHALL BE SAWED TO A UNIFORM WIDTH.
 4. GRADING AND RECOMPACTING OF EXISTING SUBGRADE/AGGREGATE BASE COURSE SHALL BE INCIDENTAL TO BITUMINOUS PAVEMENT REMOVAL.
 5. CONTRACTOR SHALL REPLACE PAVEMENT MARKING TO MATCH EXISTING MARKING. PAVEMENT MARKING SHALL BE PAID FOR ON A SQUARE FOOT BASIS PER THE CONTRACT DOCUMENTS.
 6. THE CONTRACTOR SHALL SAW CUT ALONG THE FACE OF THE HANGARS AND AROUND THE EXISTING DOOR GUIDES.
 7. WHEN UTILITY STRUCTURES ARE LOCATED WITHIN THE LIMITS OF THE PAVEMENT REMOVAL/MILLING THE CONTRACTOR SHALL TAKE THE NECESSARY ACTIONS TO PROTECT THE STRUCTURE (COST INCIDENTAL TO CONTRACT). IF THE STRUCTURE IS DAMAGED OR DISLODGED, THE CONTRACTOR SHALL REPAIR THE STRUCTURE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
 8. CONTRACTOR SHALL INSTALL FILTER FABRIC IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AND TURF AREAS WITHIN THE PROJECT LIMITS OR AS DIRECTED BY THE ENGINEER. CONTRACTOR SHALL CLEAN/REPAIR/REPLACE FABRIC AS NEEDED FOR THE DURATION OF THE PROJECT. THIS ITEM SHALL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCIDENTAL TO THE CONTRACT.

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.



IL CONTRACT: SH028
 IL LETTING ITEM: 06A
 IL PROJECT: 06C-4582
 S.B.G. PROJECT: 3-17-SBGP-133/139

REVISIONS		
NUMBER	BY	DATE



**SCHAUMBURG AIRPORT
 SCHAUMBURG, ILLINOIS
 CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE**

**EXISTING CONDITIONS
 PROPOSED REMOVALS**

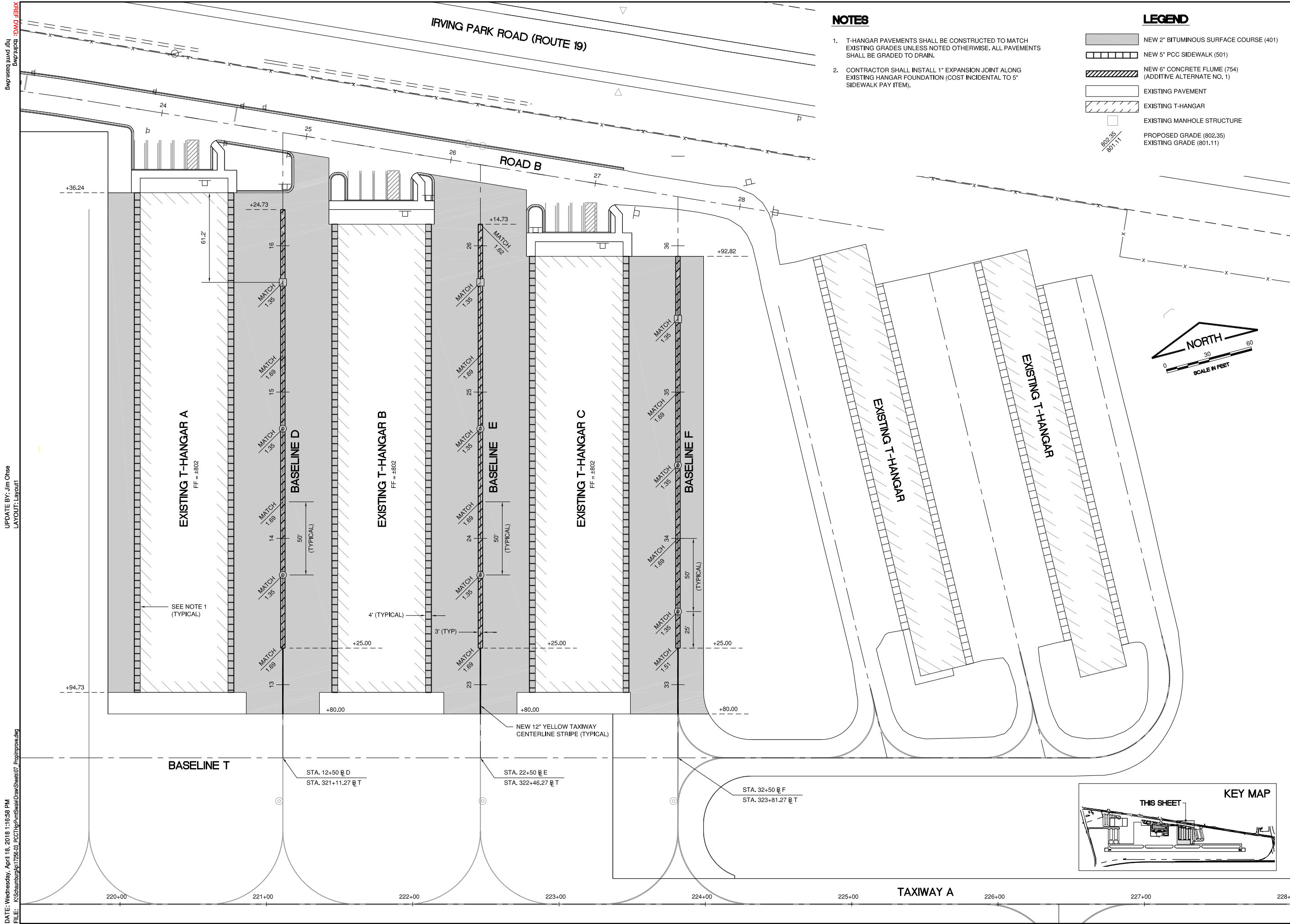
CMT
 CRAWFORD, MURPHY & TILLY, INC.
 CONSULTING ENGINEERS
 License No. 184-000613

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	APRIL 20, 2018
JOB No:	17256-03

DATE: Wednesday, April 18, 2018, 1:16:58 PM
FILE: K:\Schaumburg\17256-03_PCC\T-Hangar\DrawSheets\07_PropImprovements.dwg

UPDATE BY: Jim Chese
LAYOUT: Layout1

DATE: Wednesday, April 18, 2018, 1:16:58 PM
FILE: K:\Schaumburg\17256-03_PCC\T-Hangar\DrawSheets\07_PropImprovements.dwg



NOTES

- T-HANGAR PAVEMENTS SHALL BE CONSTRUCTED TO MATCH EXISTING GRADES UNLESS NOTED OTHERWISE. ALL PAVEMENTS SHALL BE GRADED TO DRAIN.
- CONTRACTOR SHALL INSTALL 1" EXPANSION JOINT ALONG EXISTING HANGAR FOUNDATION (COST INCIDENTAL TO 5" SIDEWALK PAY ITEM).

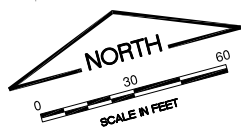
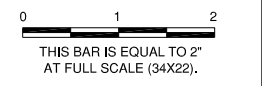
LEGEND

- NEW 2" BITUMINOUS SURFACE COURSE (401)
- NEW 5" PCC SIDEWALK (501)
- NEW 6" CONCRETE FLUME (754) (ADDITIVE ALTERNATE NO. 1)
- EXISTING PAVEMENT
- EXISTING T-HANGAR
- EXISTING MANHOLE STRUCTURE
- PROPOSED GRADE (802.35)
- EXISTING GRADE (801.11)

IL CONTRACT: SH028
IL LETTING ITEM: 06A
IL PROJECT: 06C-4582
S.B.G. PROJECT: 3-17-SBGP-133/139

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE



**SCHAUMBURG AIRPORT
SCHAUMBURG, ILLINOIS
CONSTRUCT T-HANGAR HEADERS AND PCC DRAINAGE SWALE
PROPOSED IMPROVEMENTS**

© Copyright CMT, Inc.

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

DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	DJK
APPROVED BY:	DJK
DATE:	APRIL 20, 2018
JOB No:	17256-03

