
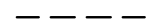


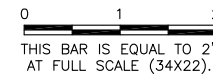
**LEGEND**

-  NEW APRON PAVEMENT
-  NEW GRADING LIMITS

PA049  
 K:\ChicagoExecAp\0829008 Txy E\Draw\Sheets\Apron-rev  
 FILE: apron-xsec-index.dwg  
 LAYOUT: Layout1  
 UPDATE BY: johse  
 SURVEY BOOK #  
 DATE: Wed 7/22/09 3:51pm  
 XREF DWG: tb.dwg  
 apron-revised-base.dwg  
 tbcint\_apron-revised.dwg

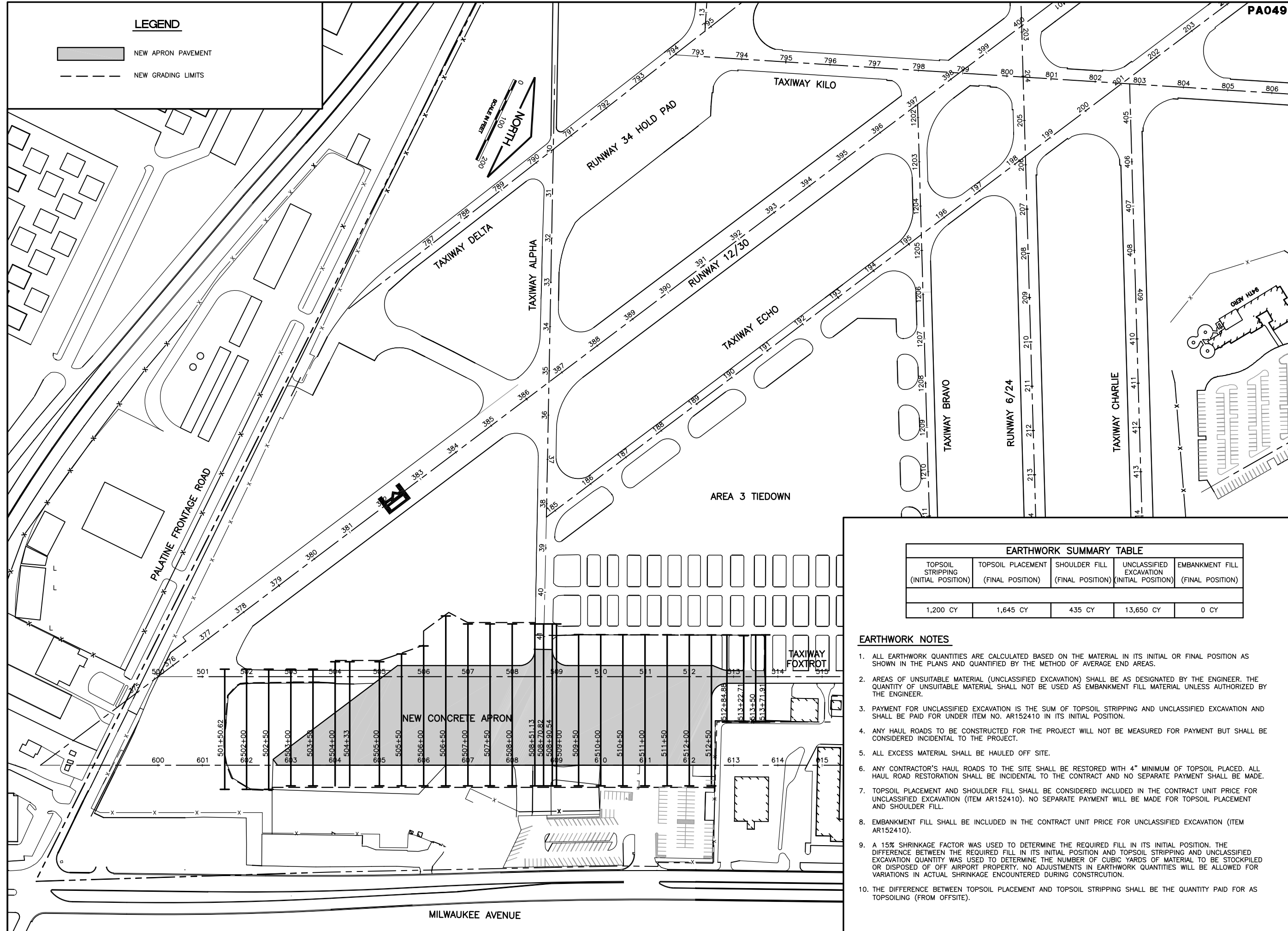
**REVISIONS**

NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 CONSTRUCT SOUTHEAST QUADRANT APRON**

**INDEX TO CROSS SECTIONS/  
 EARTHWORK QUANTITIES**



TOPSOIL STRIPPING (INITIAL POSITION)	TOPSOIL PLACEMENT (FINAL POSITION)	SHOULDER FILL (FINAL POSITION)	UNCLASSIFIED EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION)
1,200 CY	1,645 CY	435 CY	13,650 CY	0 CY

**EARTHWORK NOTES**

- 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.
- 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.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AND SHALL BE PAID FOR UNDER ITEM NO. AR152410 IN ITS INITIAL POSITION.
- ANY HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- ALL EXCESS MATERIAL SHALL BE HAULED OFF SITE.
- ANY 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 SEPARATE PAYMENT SHALL BE MADE.
- TOPSOIL PLACEMENT AND SHOULDER FILL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
- EMBANKMENT FILL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION (ITEM AR152410).
- A 15% SHRINKAGE FACTOR WAS USED TO DETERMINE THE REQUIRED FILL IN ITS INITIAL POSITION. THE DIFFERENCE BETWEEN THE REQUIRED FILL IN ITS INITIAL POSITION AND TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION QUANTITY WAS USED TO DETERMINE THE NUMBER OF CUBIC YARDS OF MATERIAL TO BE STOCKPILED OR DISPOSED OF OFF AIRPORT PROPERTY. NO ADJUSTMENTS IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCTION.
- THE DIFFERENCE BETWEEN TOPSOIL PLACEMENT AND TOPSOIL STRIPPING SHALL BE THE QUANTITY PAID FOR AS TOPSOILING (FROM OFFSITE).

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	MLK
DRAWN BY:	MJW
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET 25 OF 35 SHEETS	