

CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

CONSTRUCTION PLANS FOR

CHICAGO EXECUTIVE AIRPORT

PHASE 1 - RUNWAY 16/34 OFA/RSA IMPROVEMENTS INCLUDING EXTENDING TAXIWAY L AND NORTHEAST QUADRANT SITEWORK



811 Know what's below. Call before you dig. www.illinois1call.com

J.U.L.I.E. JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS

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.

Professional Engineer Seal: BRUCE WELLS, No. 043222, State of Illinois. Dates: 11/20/2006, 11/30/2008.

ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39
DATE: JUNE 29, 2006
REVISED: NOVEMBER 21, 2008

DOT STANDARDS	
602301-01	602411
602306-01	602601
602401	602701
602406-02	604001-02

CHICAGO EXECUTIVE AIRPORT

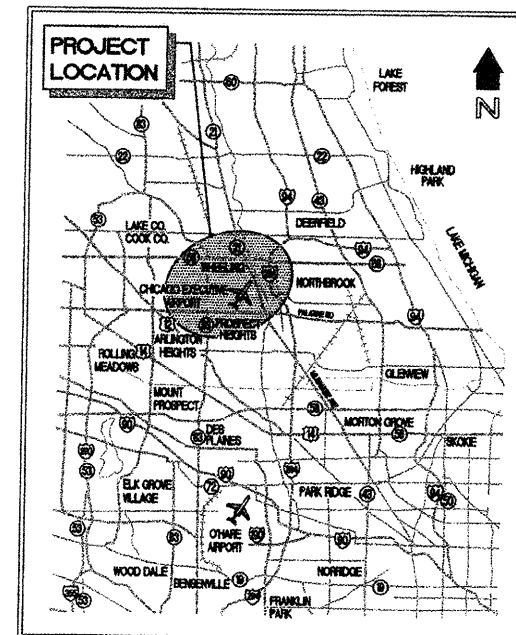
TOWNSHIP: 42 NORTH WHEELING TOWNSHIP
RANGE: 11 EAST (SECTION: 13)
COOK COUNTY

CMT 06290-07
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS

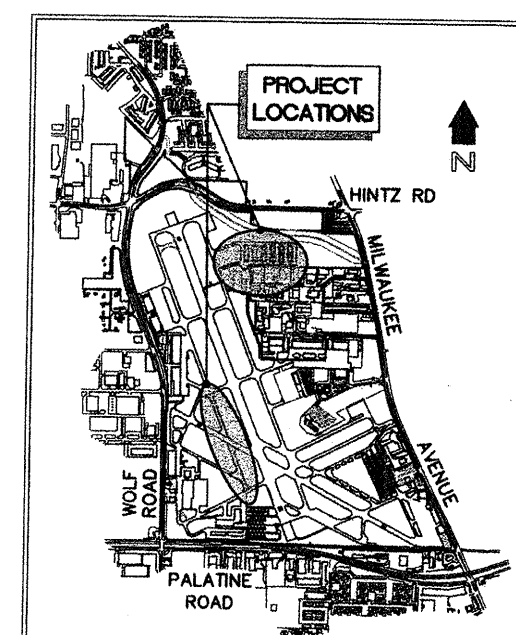
SUBMITTED BY: *Marc L. Katz* MARC L. KATZ
DATE: 11/20/08

CHICAGO EXECUTIVE AIRPORT

APPROVED: *Dennis G. Rouleau* AIRPORT MANAGER
DENNIS G. ROULEAU
DATE: 11/14/08



LOCATION MAP



SITE PLAN

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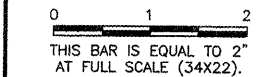
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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	TYX L EST. QUANTITY	NE QUAD EST. QUANTITY	TOTAL EST. QUANTITY	RECORD QUANTITY
AR108084	1/C #4 XLP-USE	L.F.	800	0	800	
AR108108	1/C #8 5KV UG CABLE	L.F.	7,395	655	8,050	
AR108758	1/C #8 GROUND	L.F.	400	0	400	
AR110202	2" PVC DUCT, DIRECT BURY	L.F.	5,490	600	6,090	
AR110212	2" STEEL DUCT, DIRECT BURY	L.F.	425	0	425	
AR110213	3" STEEL DUCT, DIRECT BURY	L.F.	0	180	180	
AR110214	4" STEEL DUCT, DIRECT BURY	L.F.	0	180	180	
AR110216	5" STEEL DUCT, DIRECT BURY	L.F.	0	180	180	
AR110502	2-WAY CONCRETE ENCASED DUCT	L.F.	420	0	420	
AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.	0	55	55	
AR110550	SPLIT DUCT	L.F.	40	0	40	
AR110610	ELECTRICAL HANDHOLE	EACH	12	2	14	
AR110900	REMOVE DUCT	L.F.	50	0	50	
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	0	19	19	
AR125415	MITL - BASE MOUNTED	EACH	60	0	60	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	5	0	5	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	1	2	3	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1	1	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	3	0	3	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	3	0	3	
AR125449	TAXI GUIDANCE SIGN, 9 CHARACTER	EACH	1	0	1	
AR125525	HIRL, INPAVEMENT	EACH	1	0	1	
AR125565	SPLICE CAN	EACH	5	0	5	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	23	0	23	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	5	0	5	
AR125915	RELOCATE RGL	PAIR	1	0	1	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	0	1	
AR152410	UNCLASSIFIED EXCAVATION	C.Y.	16,605	15,530	32,135	
AR152540	SOIL STABILIZATION FABRIC	S.Y.	13,000	14,300	27,300	
AR156510	SILT FENCE	L.F.	3,555	2,055	5,610	
AR156511	DITCH CHECK	EACH	5	0	5	
AR156520	INLET PROTECTION	EACH	17	29	46	
AR201610	BITUMINOUS BASE COURSE	TON	535	1,630	2,165	
AR208515	POROUS GRANULAR EMBANKMENT	C.Y.	4,520	450	4,970	
AR209606	CRUSHED AGG. BASE COURSE - 6"	S.Y.	10,445	0	10,445	
AR209607	CRUSHED AGG. BASE COURSE - 7"	S.Y.	0	14,300	14,300	
AR209618	CRUSHED AGG. BASE COURSE - 18"	S.Y.	2,340	0	2,340	
AR401610	BITUMINOUS SURFACE COURSE	TON	865	1,630	2,495	
AR401650	BITUMINOUS PAVEMENT MILLING	S.Y.	3,000	0	3,000	
AR401900	REMOVE BITUMINOUS PAVEMENT	S.Y.	3,095	25	3,120	
AR501510	10" PCC PAVEMENT	S.Y.	10,220	0	10,220	
AR501530	PCC TEST BATCH	EACH	1	0	1	
AR501900	REMOVE PCC PAVEMENT	S.Y.	253	0	253	
AR602510	BITUMINOUS PRIME COAT	GAL.	585	3,575	4,160	
AR603510	BITUMINOUS TACK COAT	GAL.	705	1,430	2,135	
AR620520	PAVEMENT MARKING - WATERBORNE	S.F.	10,640	5,915	16,555	
AR620525	PAVEMENT MARKING - BLACK BORDER	S.F.	10,245	7,045	17,290	
AR620900	PAVEMENT MARKING REMOVAL	S.F.	1,300	1,545	2,845	
AR701415	15" RCP, CLASS III	L.F.	0	995	995	
AR701418	18" RCP, CLASS III	L.F.	210	0	210	
AR701430	30" RCP, CLASS III	L.F.	0	360	360	
AR701436	36" RCP, CLASS III	L.F.	0	215	215	
AR701442	42" RCP, CLASS III	L.F.	325	0	325	
AR701512	12" RCP, CLASS IV	L.F.	0	585	585	
AR701900	REMOVE PIPE	L.F.	360	440	800	
AR705526	6" PERFORATED UNDERDRAIN W/SOCK	L.F.	3,615	3,095	6,710	
AR705635	UNDERDRAIN COLLECTION STRUCTURE	EACH	0	1	1	
AR705900	REMOVE UNDERDRAIN	L.F.	845	0	845	
AR705905	REMOVE COLLECTION STRUCTURE	EACH	1	0	1	
AR751411	INLET - TYPE A	EACH	0	6	6	
AR751412	INLET - TYPE B	EACH	0	2	2	
AR751540	MANHOLE 4'	EACH	1	1	2	
AR751550	MANHOLE 5'	EACH	1	0	1	
AR751560	MANHOLE 6'	EACH	0	6	6	
AR751567	MANHOLE 7'	EACH	1	2	3	
AR751903	REMOVE MANHOLE	EACH	2	2	4	
AR751943	ADJUST MANHOLE	EACH	5	1	6	
AR751983	RECONSTRUCT MANHOLE	EACH	2	0	2	
AR760512	12" DUCTILE IRON WATER MAIN	L.F.	250	1,145	1,395	
AR760724	24" STEEL CASING	L.F.	70	0	70	
AR760800	FIRE HYDRANT	EACH	0	3	3	
AR760850	VALVE VAULT	EACH	0	2	2	
AR760862	12" X 12" TAPPING VALVE & SLEEVE	EACH	0	2	2	
AR760907	REMOVE WATER VALVE	EACH	1	0	1	
AR760945	ADJUST FIRE HYDRANT	EACH	0	1	1	
AR760965	RELOCATE FIRE HYDRANT	EACH	1	1	2	
AR800001	TYPE 1 INLET	EACH	0	12	12	
AR800028	SLOPE BOX INLET 18"	EACH	2	0	2	
AR800053	SOIL GUARD	S.Y.	4,725	6,195	10,920	
AR800194	REMOVE ELEVATED RETROREFLECTIVE MARKER	EACH	0	7	7	
AR800816	L-804 RGL ELEVATED, BASE MOUNTED	EACH	4	0	4	
AR901510	SEEDING	ACRE	5.7	2.7	8.4	
AR908510	MULCHING	ACRE	4.7	1.4	6.1	
LOCAL ONLY SHARE						
AR770512	12" SANITARY SEWER	L.F.	0	727	727	
AR770704	SANITARY MANHOLE 4'	EACH	0	3	3	

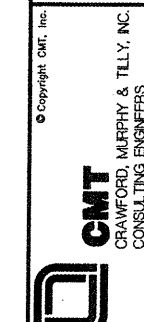
REVISIONS

NUMBER	BY	DATE



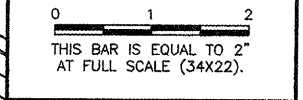
**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

SUMMARY OF QUANTITIES



DESIGN BY: MJS
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:
 DATE: 11/21/08
 JOB No: 06290-07
 ILLINOIS PROJECT: PWK-3613
 A.I.P. PROJECT: 3-17-0018-B39
 SHEET 2 OF 40 SHEETS

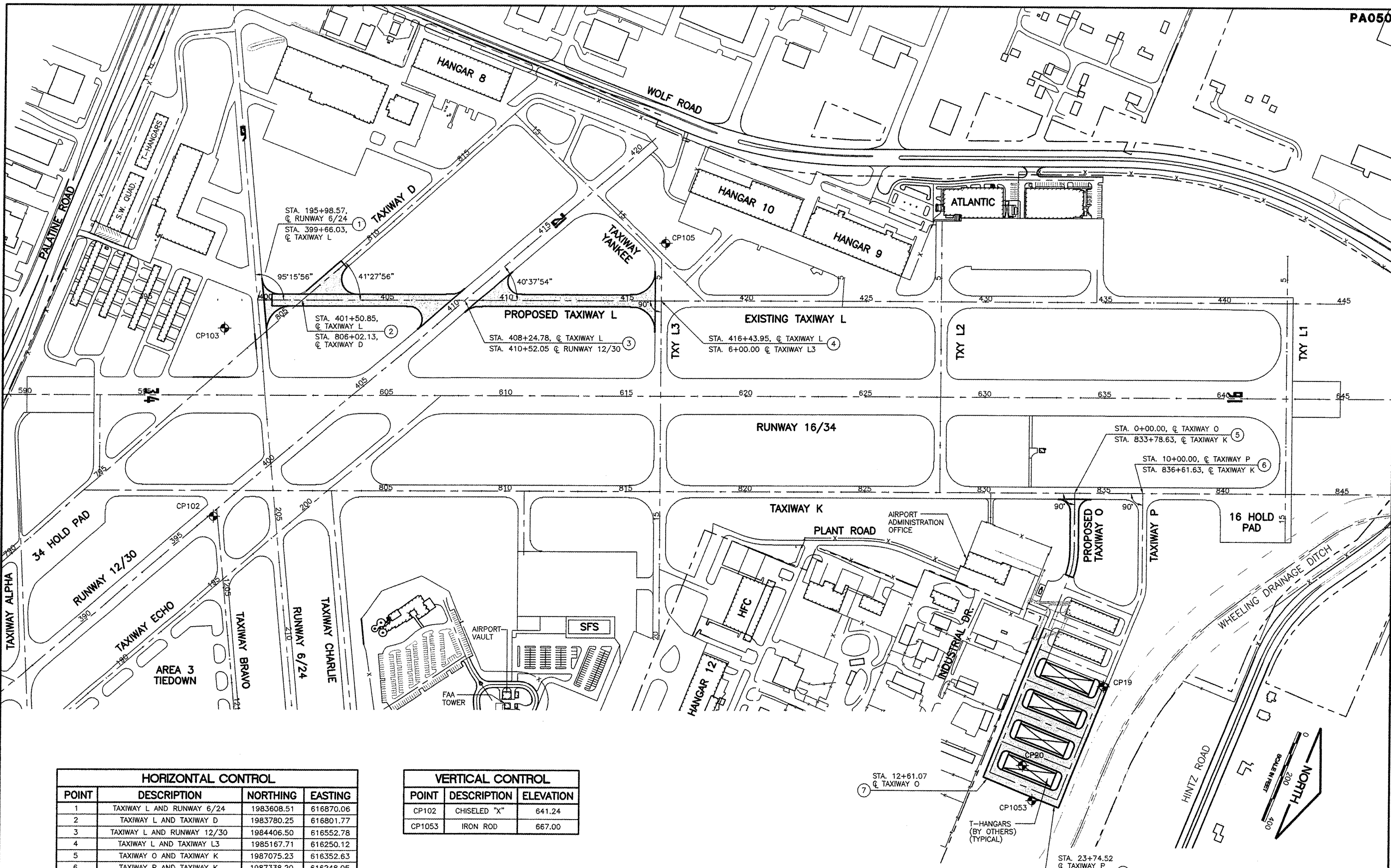
REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 SITE PLAN/PROJECT CONTROL PLAN**

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CHICAGO EXECUTIVE AIRPORT

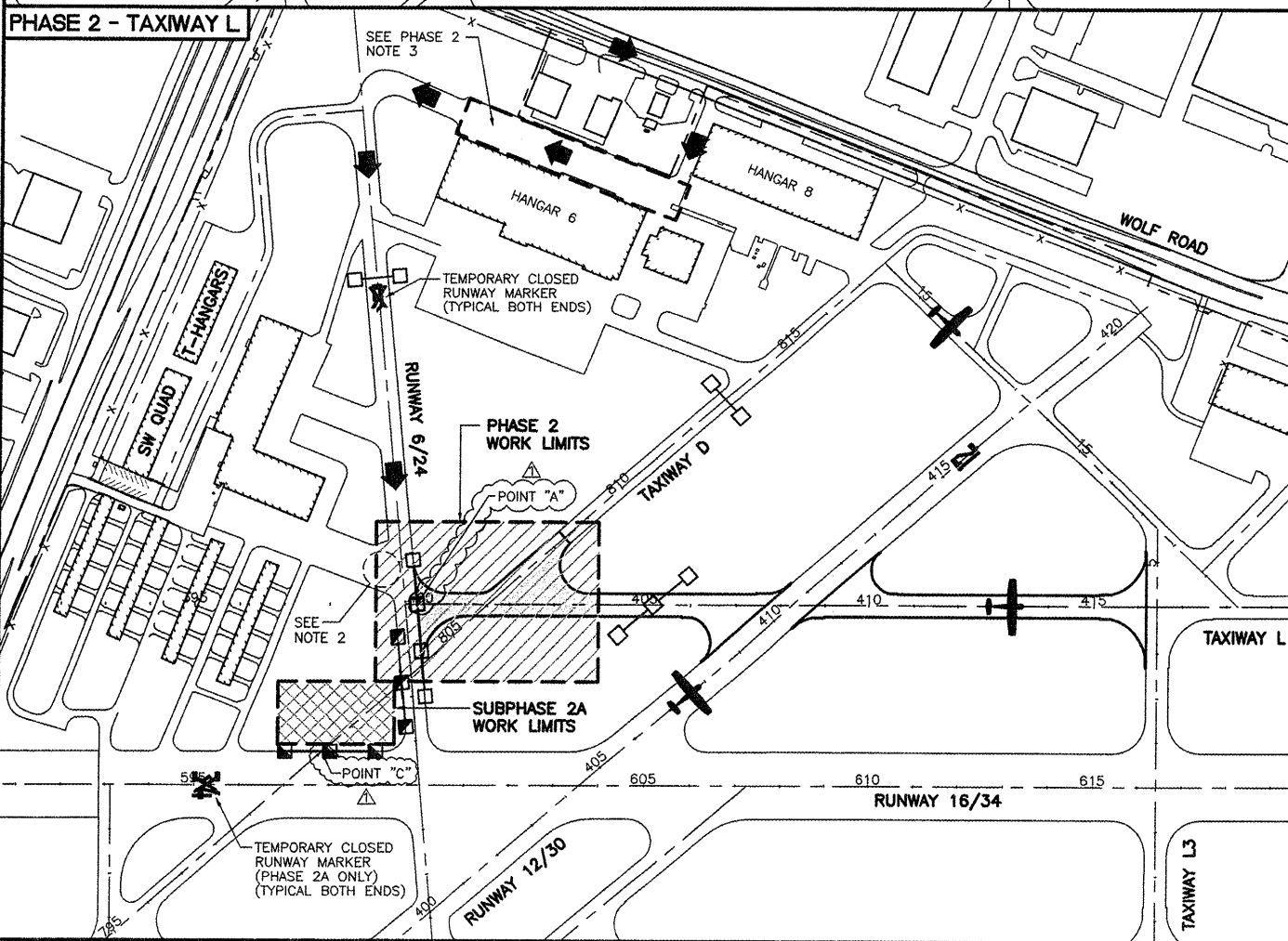
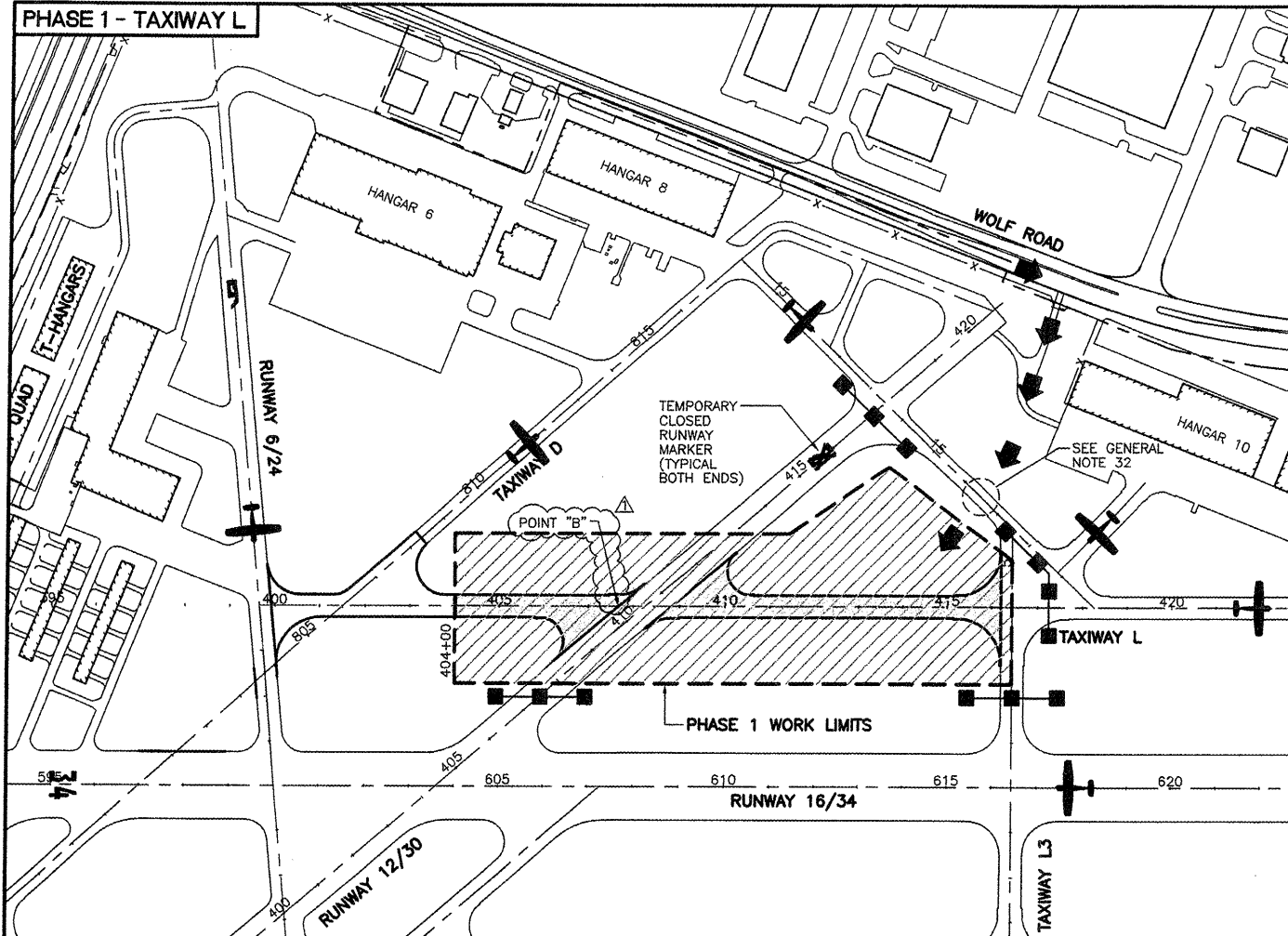
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SHEET 3 OF 40 SHEETS	



HORIZONTAL CONTROL			
POINT	DESCRIPTION	NORTHING	EASTING
1	TAXIWAY L AND RUNWAY 6/24	1983608.51	616870.06
2	TAXIWAY L AND TAXIWAY D	1983780.25	616801.77
3	TAXIWAY L AND RUNWAY 12/30	1984406.50	616552.78
4	TAXIWAY L AND TAXIWAY L3	1985167.71	616250.12
5	TAXIWAY O AND TAXIWAY K	1987075.23	616352.63
6	TAXIWAY P AND TAXIWAY K	1987338.20	616248.05
7	END OF PAVEMENT TAXIWAY O	1987184.99	617594.13
8	END OF PAVEMENT TAXIWAY P	1987489.99	617594.14
CP102	CHISELED "X" ON P.C.C. PAVEMENT	1983778.63	617777.48
CP103	IRON ROD	1983525.08	617030.45
CP105	IRON ROD	1985094.27	616019.35
CP19	IRON ROD	1987490.43	617055.67
CP20	IRON PIPE	1987301.69	617486.34
CP1053	IRON ROD	1987393.61	617607.22

VERTICAL CONTROL		
POINT	DESCRIPTION	ELEVATION
CP102	CHISELED "X"	641.24
CP1053	IRON ROD	667.00

LEGEND	
	NEW P.C.C. PAVEMENT
	NEW BITUMINOUS PAVEMENTS
	AIRPORT PROPERTY LINE
	EXISTING FENCE LINE



PHASING NOTES (ALL PHASES)

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (200 FEET FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM PAVEMENT DROPOFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE WILL BE REQUIRED TO MEET CRITERIA.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
4. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THIS CRITICAL CLOSURE. THE ACTING AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
5. CONTRACTOR MUST MAINTAIN ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO CONTRACT TO ALLOW AIRCRAFT TO PASS. CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.

LIQUIDATED DAMAGES (ALL PHASES)

1. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAY 16/34 PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2500 WILL BE DEDUCTED FROM THE MONIES OWED THE CONTRACTOR FOR EACH HALF HOUR OVER 6:00 AM UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING AT 6:01 AM ON ANY DAY THE RUNWAY IS NOT REOPENED.
2. A MAXIMUM OF THREE (3) CLOSURES ON RUNWAY 16/34 WILL BE ALLOWED. RUNWAY CLOSURES, NIGHTTIME (10 PM - 6 AM). SEE SEQUENCE OF CONSTRUCTION GENERAL NOTES FOR DETAILS ON RUNWAY CLOSURES. FOR EVERY ADDITIONAL RUNWAY 16/34 CLOSURE REQUIRED BY THE CONTRACTOR LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE ASSESSED.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- COORDINATE CLOSURE OF RUNWAY 12/30 WITH ENGINEER. PLACE CLOSED RUNWAY MARKERS.
- CONSTRUCT PROPOSED IMPROVEMENTS INCLUDING ELECTRICAL CABLING WITHIN RUNWAY 12/30 AIR OPERATIONS AREA.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN RUNWAY 12/30.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- COORDINATE CLOSURE OF RUNWAY 6/24 AND TAXIWAY D WITH ENGINEER. PLACE CLOSED RUNWAY MARKERS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVING, JOINT SEALING, PAVEMENT MARKING, ELECTRICAL AND SAFETY GRADING FOR PHASE 2 LIMITS. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.

PHASE 2A: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE TEMPORARY NIGHTTIME CLOSURE OF RUNWAY 16/34 WITH THE ENGINEER AND PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER FOR PHASE 2A LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS WITHIN PHASE 2A LIMITS, INCLUDING PAVEMENT REMOVAL, TURFING AND GRADING. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE AIRPORT MANAGER.
- CLEAN ALL PAVEMENTS AND REMOVE PHASE 2A BARRICADES.
- OPEN RUNWAY 16/34.

LEGEND

- PHASE WORK AREA
- SUBPHASE WORK AREA
- AIRCRAFT MOVEMENT AREA PHASE
- BARRICADE WITH FLASHING LIGHTS AND SIGNS PHASE 1 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE WITH FLASHING LIGHTS AND SIGNS PHASE 2 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE WITH FLASHING LIGHTS AND SIGNS SUBPHASE ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- AIR OPERATIONS AREA (A.O.A.)
- ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.
- ACTIVE TAXIWAYS 72' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER
- CONTRACTOR'S ACCESS/HAUL ROAD

PHASE 1: NOTES

1. AIRCRAFT SHALL NOT USE NEW P.C. CONCRETE PAVEMENTS UNTIL 3,500 PSI COMPRESSIVE STRENGTH HAS BEEN OBTAINED.
2. WEST LIMITS OF PHASE 1 PAVING SHALL BE AT STA. 404+00, OR AS DIRECTED BY THE ENGINEER.

PHASE 2: NOTES

1. AIRCRAFT SHALL NOT USE NEW P.C. CONCRETE PAVEMENTS UNTIL 3,500 PSI COMPRESSIVE STRENGTH HAS BEEN OBTAINED.
2. ACCESS FOR AIRCRAFT BETWEEN THE SOUTHWEST QUADRANT HANGAR/RAMP AREAS AND RUNWAY 16/34 SHALL BE MAINTAINED AT ALL TIMES ON CLOSED RUNWAY 6/24.
3. CONTRACTOR SHALL LIMIT HAUL ROUTE TO A 40' WIDE PATH ON EXISTING APRON. AT THE COMPLETION OF PHASE 2 CONTRACTOR SHALL BITUMINOUS MILL 2" AND PLACE 2" BITUMINOUS SURFACE ON APRON AREA WEST OF HANGAR 6. WORK SHALL BE PAID UNDER ITEMS AR401650 AND AR401610.

PA050

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LAYOUT: Layout1
UPDATE BY: mkatz
SURVEY BOOK #
DATE: Fri 11/14/08 8:33am
XREF DWG: tbcint.dwg
tb.dwg
taxiway-base.dwg

REVISIONS

NUMBER	BY	DATE
1	ARM	8/02/06

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E
(LATEST EDITION) - SHEET 1

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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY: JRO

CHECKED BY:

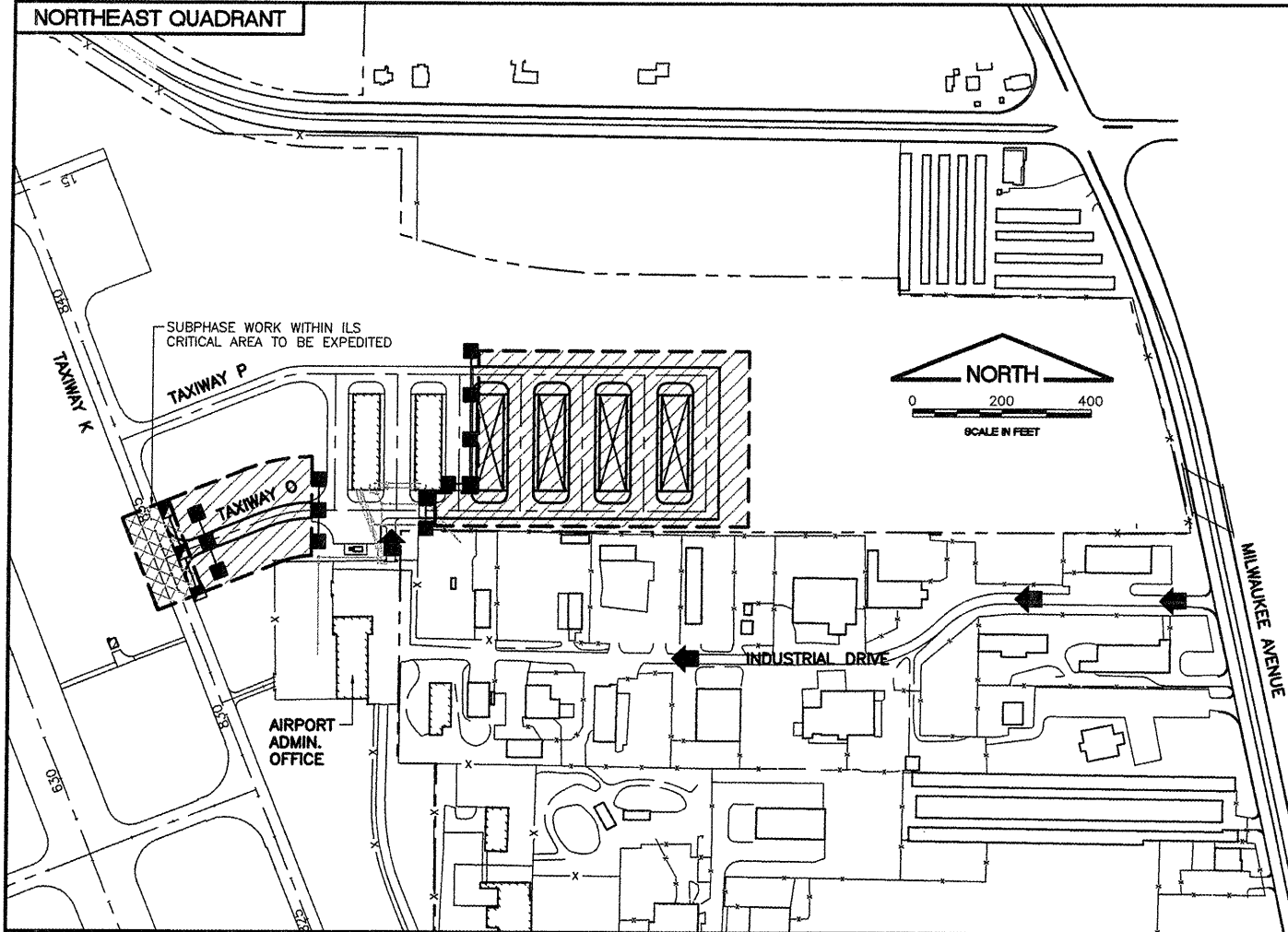
APPROVED BY:

DATE: 11/21/08

JOB No: 06290-07

ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39

SHEET 4 OF 40 SHEETS



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3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
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2. A MAXIMUM OF THREE (3) CLOSURES ON RUNWAY 16/34 WILL BE ALLOWED. RUNWAY CLOSURES, NIGHTTIME (10 PM - 6 AM). SEE SEQUENCE OF CONSTRUCTION GENERAL NOTES FOR DETAILS ON RUNWAY CLOSURES. FOR EVERY ADDITIONAL RUNWAY 16/34 CLOSURE REQUIRED BY THE CONTRACTOR LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE ASSESSED.

**NORTHEAST QUADRANT:
SUGGESTED SEQUENCE OF CONSTRUCTION**

- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT PROPOSED IMPROVEMENTS.
- COORDINATE SHUT DOWN OF RUNWAY 16 ILS WITH AIRPORT AND FAA.
- EXPEDITE WORK WITHIN ILS CRITICAL AREA.

LEGEND

- PHASE WORK AREA
- SUBPHASE WORK AREA
- AIRCRAFT MOVEMENT AREA PHASE
- BARRICADE WITH FLASHING LIGHTS AND SIGNS PHASE 1 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE WITH FLASHING LIGHTS AND SIGNS PHASE 2 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE WITH FLASHING LIGHTS AND SIGNS SUBPHASE ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.
ACTIVE TAXIWAYS 72' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER
- CONTRACTOR'S ACCESS/HAUL ROAD

NORTHEAST QUADRANT: NOTES

1. COORDINATE WORK WITHIN THE TAXIWAY K AIR OPERATIONS AREA WITH THE AIRPORT MANAGER AND ENGINEER.

WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/ RESTRICTIONS
PHASE 1 (TAXIWAY L) TAXIWAY IMPROVEMENTS OUTSIDE OF RUNWAY 16/34 AND TAXIWAY D AIR OPERATIONS AREAS TO STA. 404+00	NO RESTRICTIONS	RUNWAY 16/34 OPEN RUNWAY 6/24 OPEN RUNWAY 12/30 CLOSED TAXIWAY L3 (WEST OF RUNWAY 16/34) CLOSED
PHASE 2 (TAXIWAY L) TAXIWAY IMPROVEMENTS WITHIN TAXIWAY D AIR OPERATIONS AREA TO STA. 404+00	BEGIN AFTER PHASE 1 PAVING, GRADING AND ELECTRICAL IS COMPLETED AND RUNWAY 12/30 AND PARTIAL TAXIWAY L ARE OPEN FOR OPERATIONS	RUNWAY 16/34 OPEN RUNWAY 6/24 CLOSED * RUNWAY 12/30 OPEN TAXIWAY D (WEST OF RUNWAY 16/34) CLOSED
PHASE 2A (TAXIWAY L) TAXIWAY IMPROVEMENTS WITHIN RUNWAY 16/34 AIR OPERATIONS AREA	NIGHTTIME (10 PM - 6 AM)	RUNWAY 16/34 CLOSED RUNWAY 6/24 CLOSED * RUNWAY 12/30 OPEN TAXIWAY D (WEST OF RUNWAY 16/34) CLOSED
NORTHEAST QUADRANT ALL PROPOSED IMPROVEMENTS	NO RESTRICTIONS	TAXIWAY P OPEN AT ALL TIMES

* ACCESS TO/FROM SOUTHWEST HANGARS/APRON AREAS ON CLOSED RUNWAY 6/24 SHALL BE MAINTAINED.

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AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E
(LATEST EDITION) - SHEET 2

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: MJS

DRAWN BY: JRO

CHECKED BY:

APPROVED BY:

DATE: 11/21/08

JOB No: 06290-07

ILLINOIS PROJECT: PWK-3613

A.I.P. PROJECT: 3-17-0018-B39

SHEET 5 OF 40 SHEETS

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER 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.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL 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.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IN CONJUNCTION WITH IDOT TYPE II BARRICADES, THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE BARREL TYPE BARRICADES.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE 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 THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- CHICAGO EXECUTIVE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 72' FROM ACTIVE TAXIWAYS AND 200' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER 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 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 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 RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANE TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

NOTE - ALL PHASES 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. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

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

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.

- CONSTRUCT N.E. QUADRANT T-HANGARS

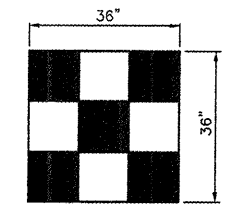
GROUND CONTROL FREQUENCY: 121.7
AIR CONTROL FREQUENCY: 119.9
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE AN ON-SITE CONCRETE BATCH PLANT, LOCATION TO BE COORDINATED WITH RESIDENT ENGINEER AND ACTING AIRPORT MANAGER TO ALLOW FOR APPROPRIATE AIRSPACE CLEARANCE. THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

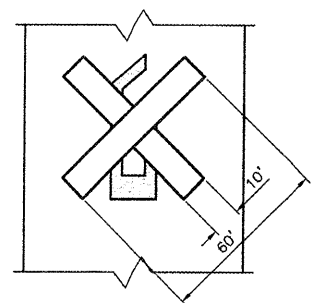
POINT "A" CLOSEST CONSTRUCTION POINT TO RUNWAY 6/24
ELEVATION: 642.5
LATITUDE: 42°06'43.02" (NAD83)
LONGITUDE: 87°54'09.82" (NAD83)

POINT "B" CLOSEST CONSTRUCTION POINT TO RUNWAY 12/30
ELEVATION: 643.1
LATITUDE: 42°06'50.15" (NAD83)
LONGITUDE: 87°54'13.57" (NAD83)

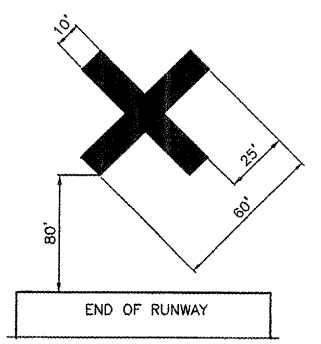
POINT "C" CLOSEST CONSTRUCTION POINT TO RUNWAY 16/34
ELEVATION: 643.6
LATITUDE: 42°06'42.28" (NAD83)
LONGITUDE: 87°54'04.80" (NAD83)



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE



CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE



OFF PAVEMENT CLOSED RUNWAY MARKER DETAIL
NO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS:
THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. THE CONTRACTOR WILL BE LIMITED TO 3 DAILY CLOSURES ON RUNWAY 16/34.

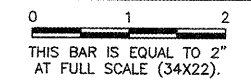
TAXIWAYS:
ANY WORK WITHIN 72' OF THE TAXIWAY CENTERLINE WILL REQUIRE A TAXIWAY CLOSURE. CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF THE TAXIWAY PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS AS DETERMINED BY THE AIRPORT MANAGER. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

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UPDATE BY: mkatz
SURVEY BOOK #
DATE: Fri 11/14/08 8:32am
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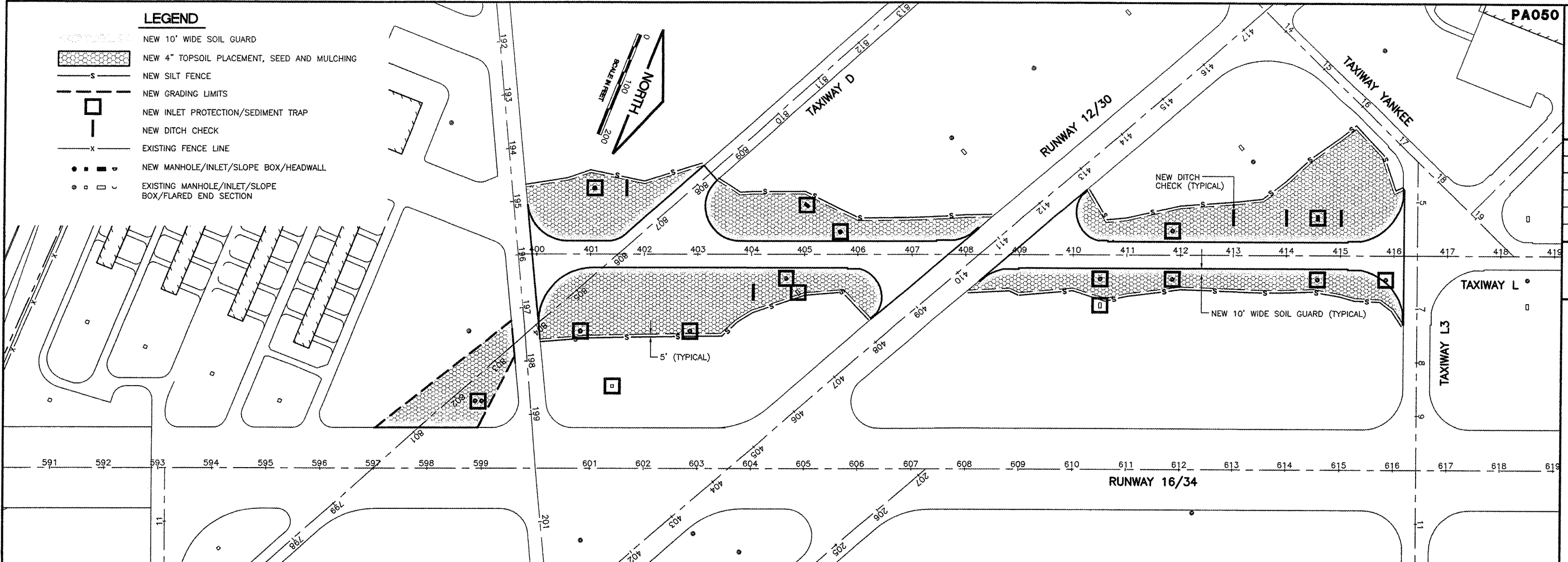
**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS**

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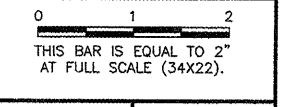
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	JRL
DRAWN BY:	JRL
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39
SHEET	6 OF 40 SHEETS



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NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**STORMWATER POLLUTION PREVENTION PLAN
 TAXIWAY L**

STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF CONSTRUCTING TAXIWAY L AND NORTHEAST QUADRANT SITING AT THE CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES EARTH EXCAVATION, EMBANKMENT, STORM SEWERS, MANHOLES, INLETS VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

- 1.EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED DRAINAGE AND PAVEMENT IMPROVEMENTS.
- 2.STORM SEWERS, MANHOLES, INLETS AND CULVERT INSTALLATION.
- 3.PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
- 4.PAVEMENT CONSTRUCTION.
- 5.FINAL GRADING, ELECTRICAL INSTALLATION AND OTHER MISCELLANEOUS ITEMS.
- 6.PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING, MULCHING AND EROSION CONTROL BLANKET.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 17 ACRES OF WHICH 13 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

- 1.INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
- 2.PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE WHEELING DRAINAGE DITCH AND DES PLAINES RIVER THROUGH A STORM SEWER SYSTEM.

CONTROLS--EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

1.THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

- 1.WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
- 2.EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- 3.AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

- A.PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
- B.CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C.BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- D.EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

- 4.CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- 5.THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.
- 6.SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.
- 7.THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

- 1.TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.
- 2.ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEDED.

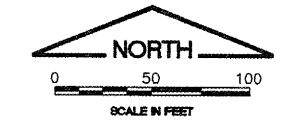
MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.



DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-839
SHEET	7 OF 40 SHEETS

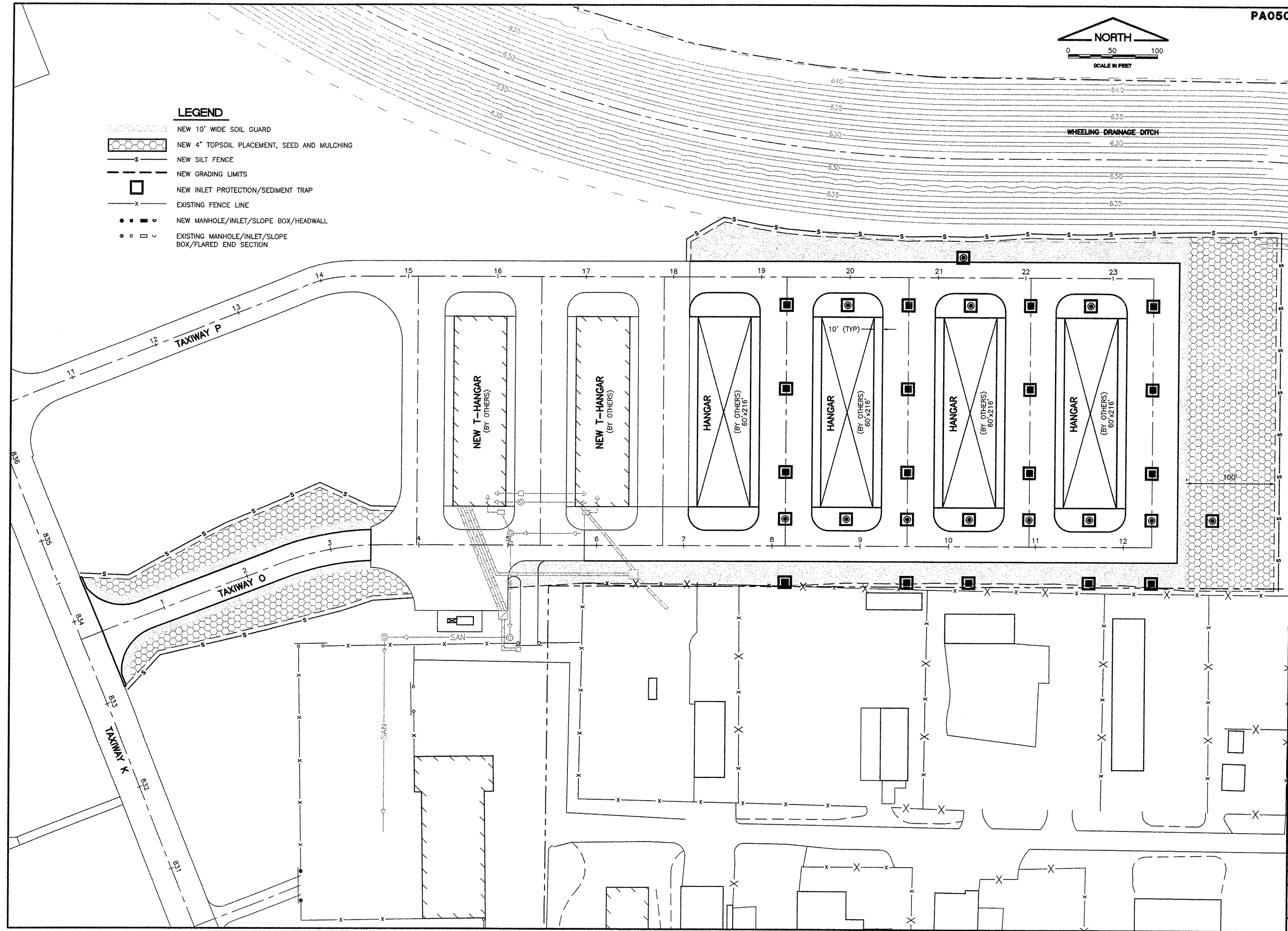
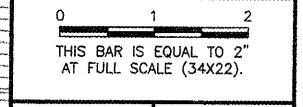
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UPDATE BY: mkatz
SURVEY BOOK #
DATE: Fri 11/14/08 9:46am
XREF DWG: tbalnt.dwg
tb.dwg
taxiway-base.dwg



LEGEND

- NEW 10' WIDE SOIL GUARD
NEW 4" TOPSOIL PLACEMENT, SEED AND MULCHING
NEW SILT FENCE
NEW GRADING LIMITS
NEW INLET PROTECTION/SEDIMENT TRAP
EXISTING FENCE LINE
NEW MANHOLE/INLET/SLOPE BOX/HEADWALL
EXISTING MANHOLE/INLET/SLOPE BOX/FLARED END SECTION

Table with 3 columns: NUMBER, BY, DATE. Title: REVISIONS

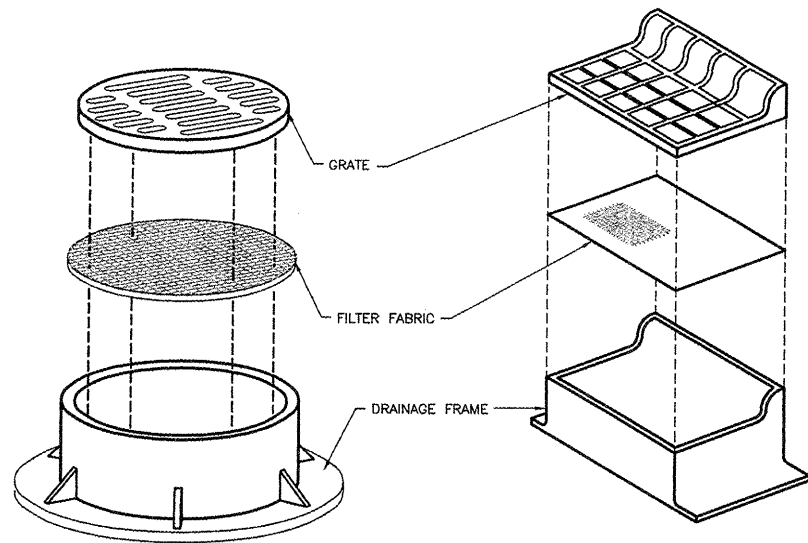


CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

STORMWATER POLLUTION PREVENTION PLAN
NORTHEAST QUADRANT



Table with project details: DESIGN BY: MJS, DRAWN BY: JRO, CHECKED BY, APPROVED BY, DATE: 11/21/08, JOB No: 06290-07, ILLINOIS PROJECT: PWK-3613, A.I.P. PROJECT: 3-17-0018-B39, SHEET 8 OF 40 SHEETS

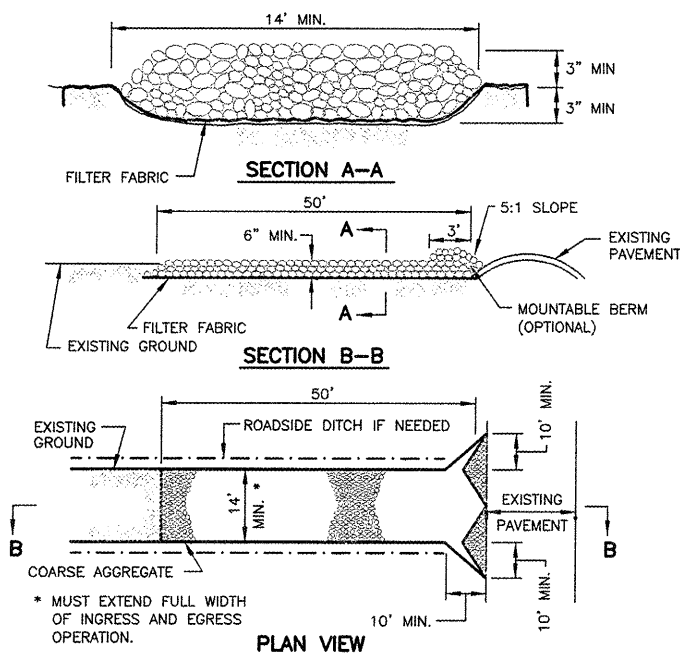


NOTES:

1. FILTER WRAP TO BE PLACED IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MIN. OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO INLET PROTECTION.

DRAINAGE STRUCTURE FILTER WRAP

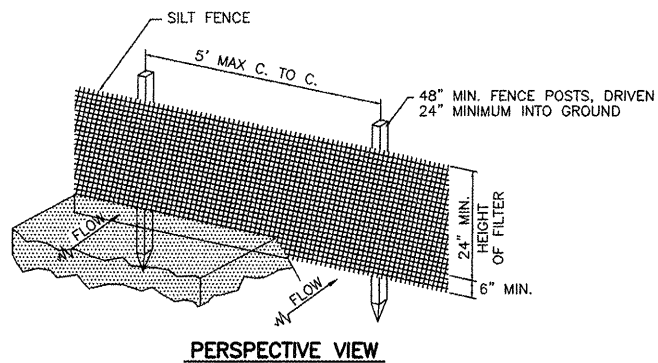
N.T.S.



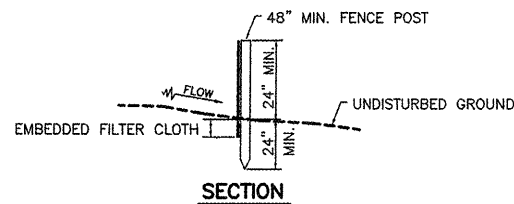
1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INCIDENTAL TO THE CONTRACT.

STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630



PERSPECTIVE VIEW



SECTION

EROSION CONTROL FABRIC FENCE DETAIL

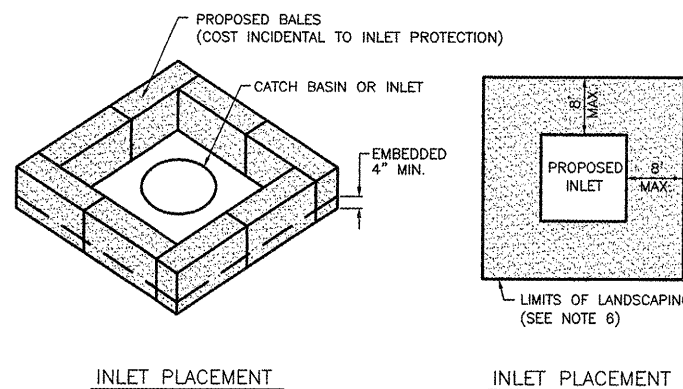
N.T.S.

CONSTRUCTION NOTES FOR SILT FENCE

1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
3. SILT FENCE SHALL BE INSTALLED PER LANDSCAPING/EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.

NOTES

1. BALES SHALL BE PLACED AT THE TOE OF SLOPE OR ON A CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. COST OF REMOVAL / REPLACEMENT TO BE INCLUDED IN UNIT PRICE FOR INLET PROTECTION/DITCH CHECK.
6. AFTER FINAL APPROVAL OF THE ENGINEER, STRAW BALES MAY BE REMOVED. CONTRACTOR SHALL PLACE SOD, EXCELSIOR BLANKET WITH SEED OR KNITTED STRAW MAT WITH SEED OVER THE DISTURBED AREAS. COST INCIDENTAL TO INLET PROTECTION.



INLET PLACEMENT

INLET PLACEMENT

BEDDING DETAIL

STORM INLET SEDIMENT TRAP DETAIL - TURF AREAS

N.T.S.



**ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
NOTICE OF INTENT (NOI)
GENERAL PERMIT TO DISCHARGE STORM SEWER
CONSTRUCTION SITE ACTIVITIES**

PA050

PATH: K:\0329005\draw\sheets\
FILE: swppnotes.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Fri 5/21/04 1:49pm

IMPORTANT: FORM MUST BE TYPED TO ENABLE AUTOMATED OPTICAL PROCESSING.
SUBMIT ORIGINAL - DO NOT SUBMIT PHOTOCOPY

OWNER INFORMATION

NAME: CHICAGO EXECUTIVE AIRPORT
Mailing Address: 1020 SOUTH PLANT ROAD
City: WHEELING ST. IL ZIP: 60090
Contact Person: DENNIS ROULEAU
Telephone Numbers: 847 537-2580

CONTRACTOR INFORMATION

NAME: LAST FIRST MI. (SEE INSTRUCTIONS) TELEPHONE AREA CODE NUMBER
Mailing Address: CITY ST. ZIP:

CONSTRUCTION SITE INFORMATION

SELECT ONE AND TYPE: EXISTING SITE NEW SITE CHANGE OF INFORMATION

FACILITY NAME: CHICAGO EXECUTIVE AIRPORT
Mailing Address: 1020 SOUTH PLANT ROAD
City: WHEELING ST. IL ZIP: 60090
County: COOK SECTION: 13
Start Construction Date: MM/DD/YY
End Construction Date: MM/DD/YY

OWNER TYPE: PRIVATE COUNTY STATE CITY SPECIAL DISTRICT FEDERAL

ODAP NPDES Permit Numbers (if Applicable): N/A
Telephone Numbers: 847 537-2580
Latitude (Deg. Min. Sec.): 42 NORTH
Longitude (Deg. Min. Sec.): 11 EAST
Total Size of Construction Site in Acres: 17.0 ACRES

TYPE OF CONSTRUCTION

RESIDENTIAL COMMERCIAL INDUSTRIAL RECONSTRUCTION TRANSPORTATION OTHER

RECEIVING WATER INFORMATION

DOES YOUR STORM WATER DISCHARGE DIRECTLY TO: (SELECT ONE AND TYPE "X")
 WATER OF THE STATE OR STORM SEWER

NAME OF CLOSEST RECEIVING WATER (IF KNOWN): DES PLAINES RIVER
Does the quantitative data currently exist which describes the concentration of pollutants in the storm water discharge? YES NO

I certify under penalty of law that this document and all attachments were prepared under my direction and supervision in accordance with a system designed to ensure that certified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment. In addition, I certify that the provisions of this permit, including the development and implementation of a Storm Water Pollution Prevention Plan and a Monitoring Program Plan, will be complied with.

OWNER SIGNATURE: _____ DATE: _____

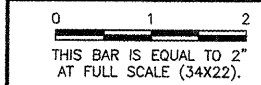
MAIL COMPLETED FORM TO: ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: PERMIT SECTION
2020 CHURCHILL ROAD
POST OFFICE BOX 19276
SPRINGFIELD, IL 62794-9276

FOR OFFICE USE ONLY
LOG _____
PERMIT _____
DATE: _____

This Agency is authorized to require this information under Illinois Revised Statute, 1991, Chapter 111 1/2, section 1039. Information is required under that Section. Failure to do so may prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

REVISIONS

NUMBER	BY	DATE



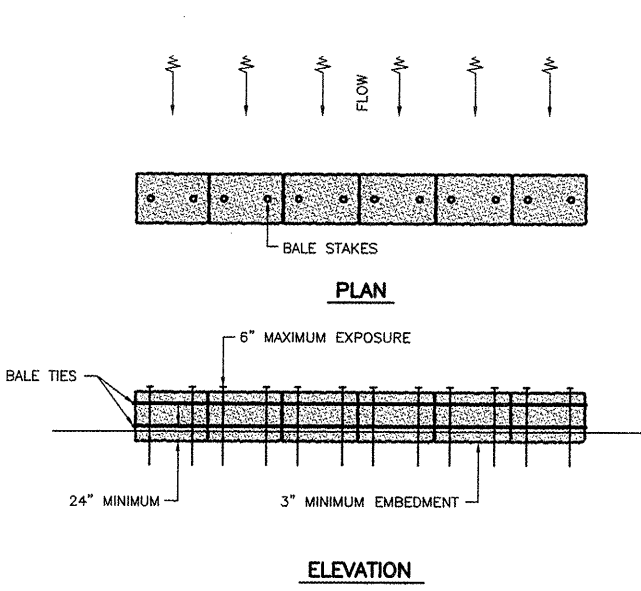
**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
STORM WATER POLLUTION PREVENTION
PLAN NOTES AND DETAILS**

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: JRL
DRAWN BY: JRO
CHECKED BY:
APPROVED BY:
DATE: 11/21/08
JOB No: 06290-07
ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-839
SHEET 9 OF 40 SHEETS



PLAN

ELEVATION

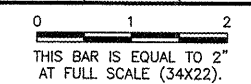
HAY OR STRAW BALES AS A PERIMETER EROSION BARRIER

NOT TO SCALE

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 UPDATE BY: mkatz
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REVISIONS

NUMBER	BY	DATE



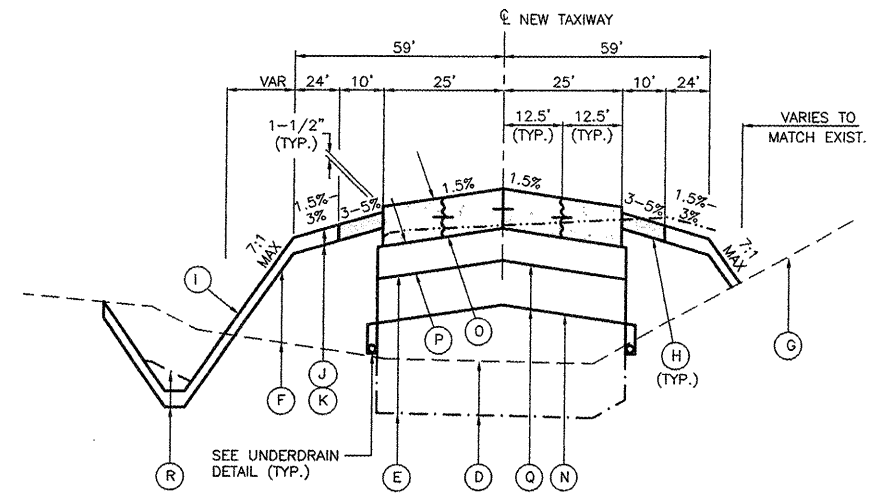
CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS

TYPICAL SECTIONS - TAXIWAY L

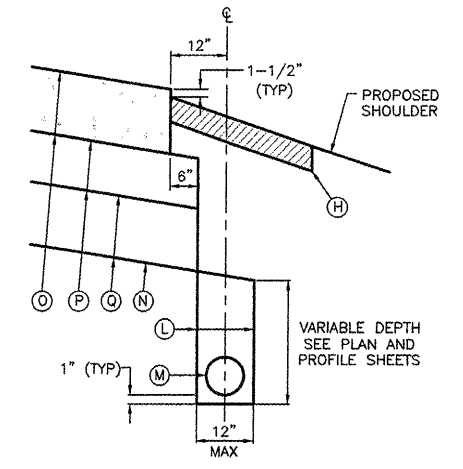
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DESIGN BY:	MLK
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CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT: PWK-3613 A.I.P. PROJECT: 3-17-0018-B39	
SHEET 10 OF 40 SHEETS	



NEW TAXIWAY L TYPICAL SECTION D-D
 NOT TO SCALE



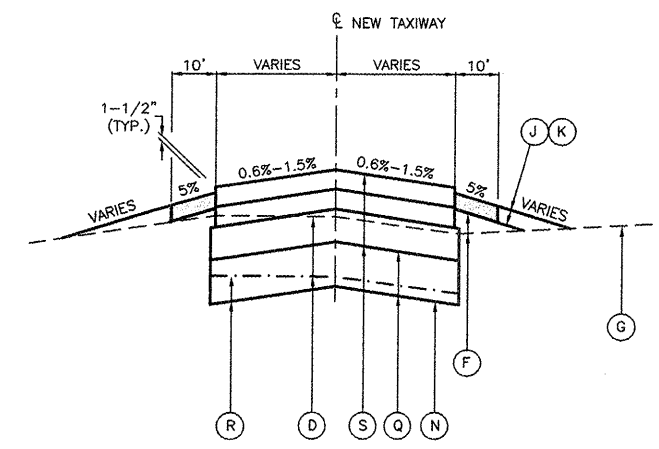
**UNDERDRAIN DETAIL
 EDGE OF P.C.C. PAVEMENT AREAS**
 NOT TO SCALE

LEGEND

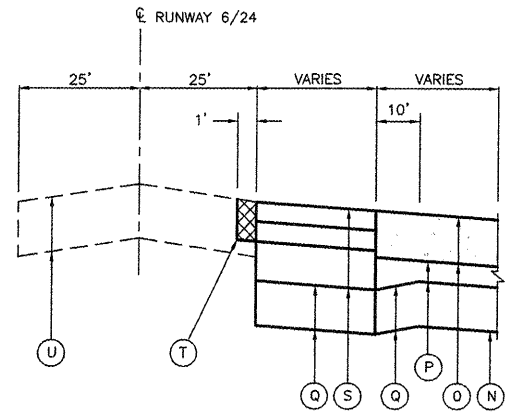
- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
 NEW 2" BITUMINOUS BASE COURSE (201)
 NEW 7" CRUSHED AGGREGATE BASE COURSE (209)
- (B) NEW TACK COAT (603)
- (C) NEW PRIME COAT (602)
- (D) PROPOSED 12" (AVG.) TOPSOIL STRIPPING (152)
- (E) PROPOSED EMBANKMENT FILL (152)
- (F) PROPOSED SHOULDER FILL (152)
- (G) EXISTING GROUND LINE
- (H) NEW 10' WIDE SOIL GUARD
- (I) PROPOSED GROUND LINE
- (J) PROPOSED TOPSOIL PLACEMENT (4" DEPTH) (905)
- (K) PROPOSED SEEDING AND MULCHING (901 AND 908)
- (L) PROPOSED POROUS BACKFILL (705)
- (M) NEW 6" CPPUP WITH SOCK (705)
- (N) NEW SOIL STABILIZATION FABRIC
- (O) NEW 10" P.C.C. PAVEMENT (501)
- (P) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (Q) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (R) PROPOSED UNCLASSIFIED EXCAVATION (152)
- (S) NEW 4" BITUMINOUS SURFACE COURSE (401)
 NEW 4" BITUMINOUS BASE COURSE (201)
 NEW 18" CRUSHED AGGREGATE BASE COURSE (209)
- (T) EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
 TO A DEPTH OF 8"
- (U) EXISTING BITUMINOUS PAVEMENT (DEPTH VARIES 8"-12")

NOTES

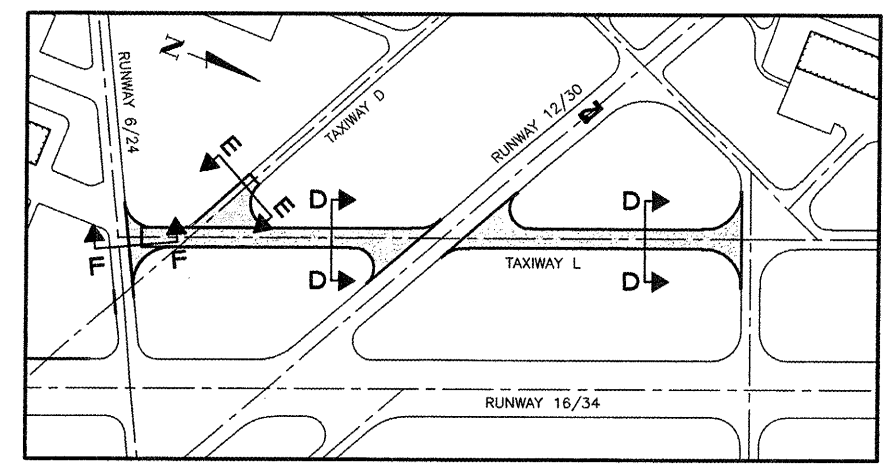
1. FOR NEW P.C.C. PAVEMENTS, THE CRUSHED AGGREGATE BASE COURSE SHALL BE CONSTRUCTED TO 0'-6" BEYOND THE EDGE OF PAVEMENT. THE POROUS GRANULAR EMBANKMENT SHALL BE CONSTRUCTED TO 1'-6" BEYOND THE EDGE OF PAVEMENT.



NEW TAXIWAY L TYPICAL SECTION E-E
 NOT TO SCALE



TYPICAL SECTION F-F
 NOT TO SCALE



KEY MAP

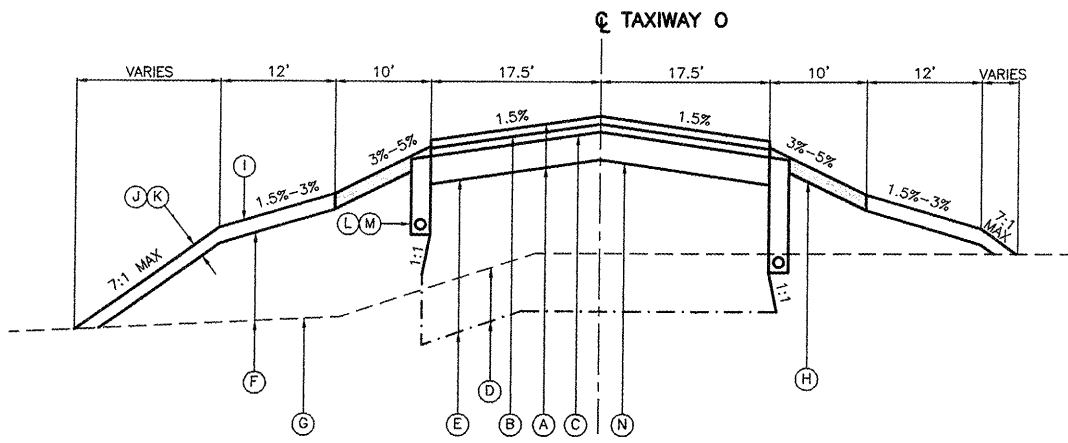
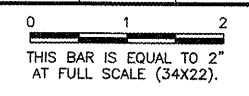
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LEGEND

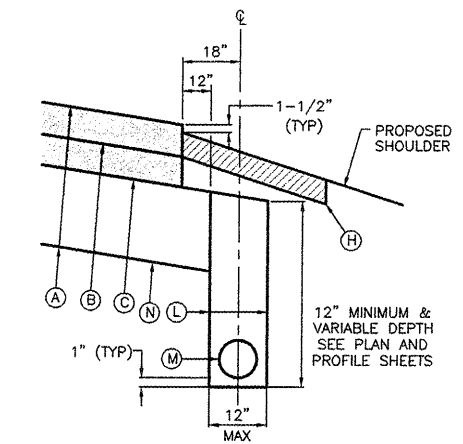
- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
- (B) NEW 2" BITUMINOUS BASE COURSE (201)
- (C) NEW 7" CRUSHED AGGREGATE BASE COURSE (209)
- (D) NEW TACK COAT (603)
- (E) NEW PRIME COAT (602)
- (F) PROPOSED 6" (AVG.) TOPSOIL STRIPPING (152)
- (G) PROPOSED EMBANKMENT FILL (152)
- (H) PROPOSED SHOULDER FILL (152)
- (I) EXISTING GROUND LINE
- (J) NEW 10' WIDE SOIL GUARD
- (K) PROPOSED GROUND LINE
- (L) PROPOSED TOPSOIL PLACEMENT (4" DEPTH) (905)
- (M) PROPOSED SEEDING AND MULCHING (901 AND 908)
- (N) PROPOSED POROUS BACKFILL (705)
- (O) NEW 6" CPPUP WITH SOCK (705)
- (P) NEW SOIL STABILIZATION FABRIC
- (Q) NEW 10" P.C.C. PAVEMENT (501)
- (R) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (S) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (T) PROPOSED UNCLASSIFIED EXCAVATION

REVISIONS

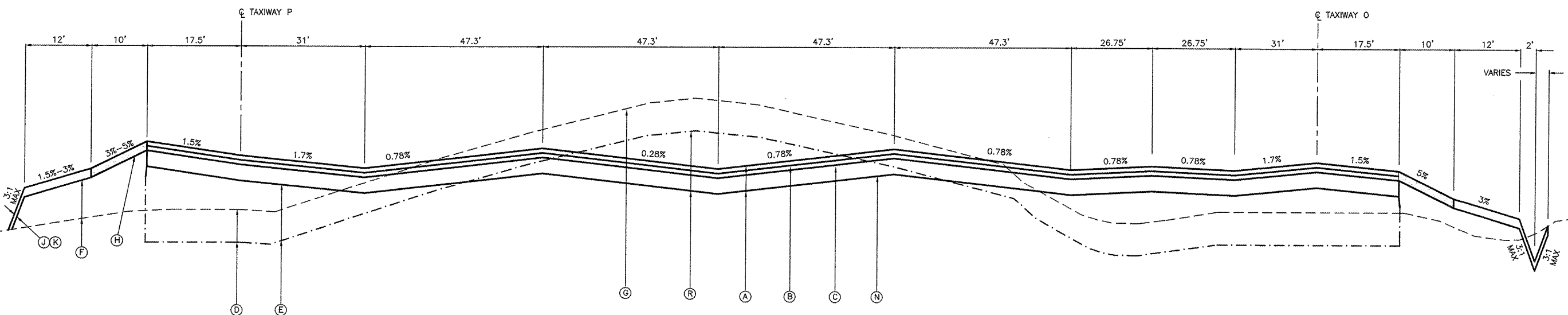
NUMBER	BY	DATE



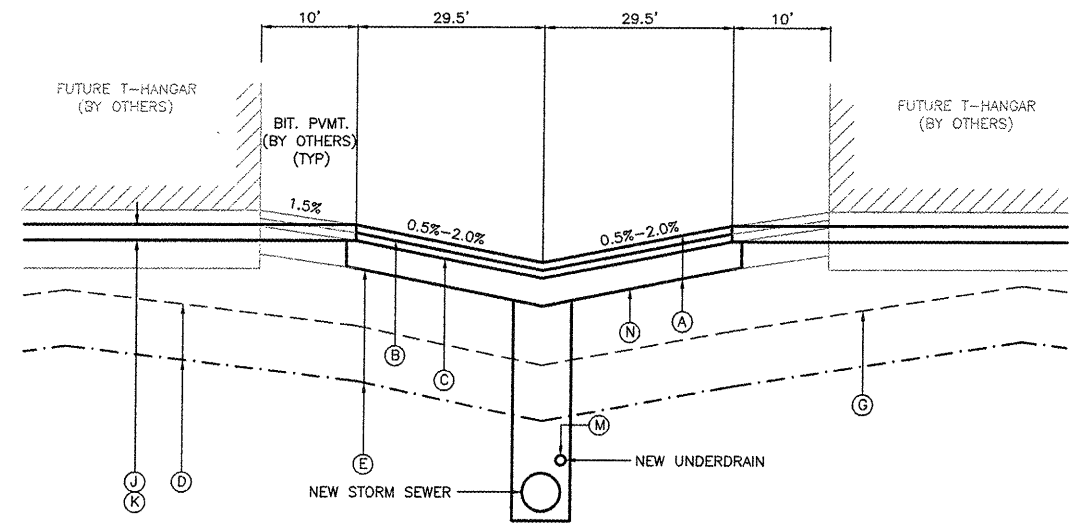
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NOT TO SCALE



UNDERDRAIN DETAIL
EDGE OF BITUMINOUS PAVEMENT AREAS
NOT TO SCALE



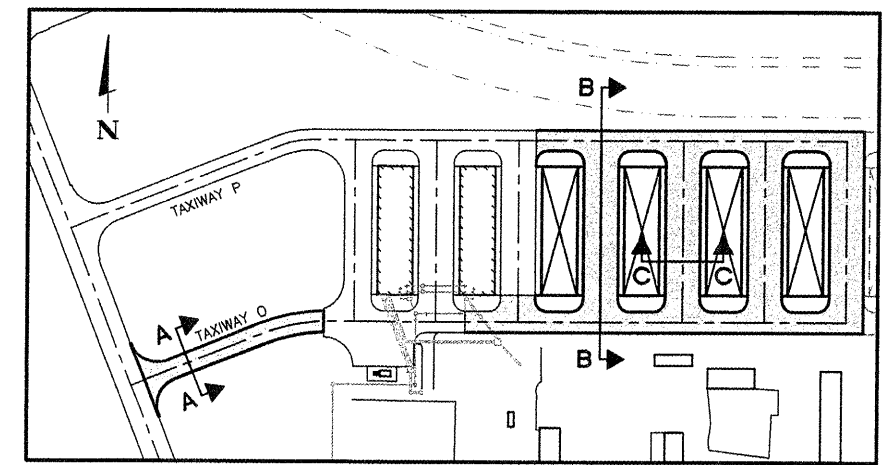
TAXIWAY TYPICAL SECTION B-B
NOT TO SCALE



TAXIWAY TYPICAL SECTION C-C
NOT TO SCALE

NOTES

- CONSTRUCT CRUSHED AGGREGATE BASE COURSE 1'-0" OUTSIDE EDGE OF PAVEMENT.



KEY MAP

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

TYPICAL SECTIONS
NORTHEAST QUADRANT

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JOB No:	06290-07

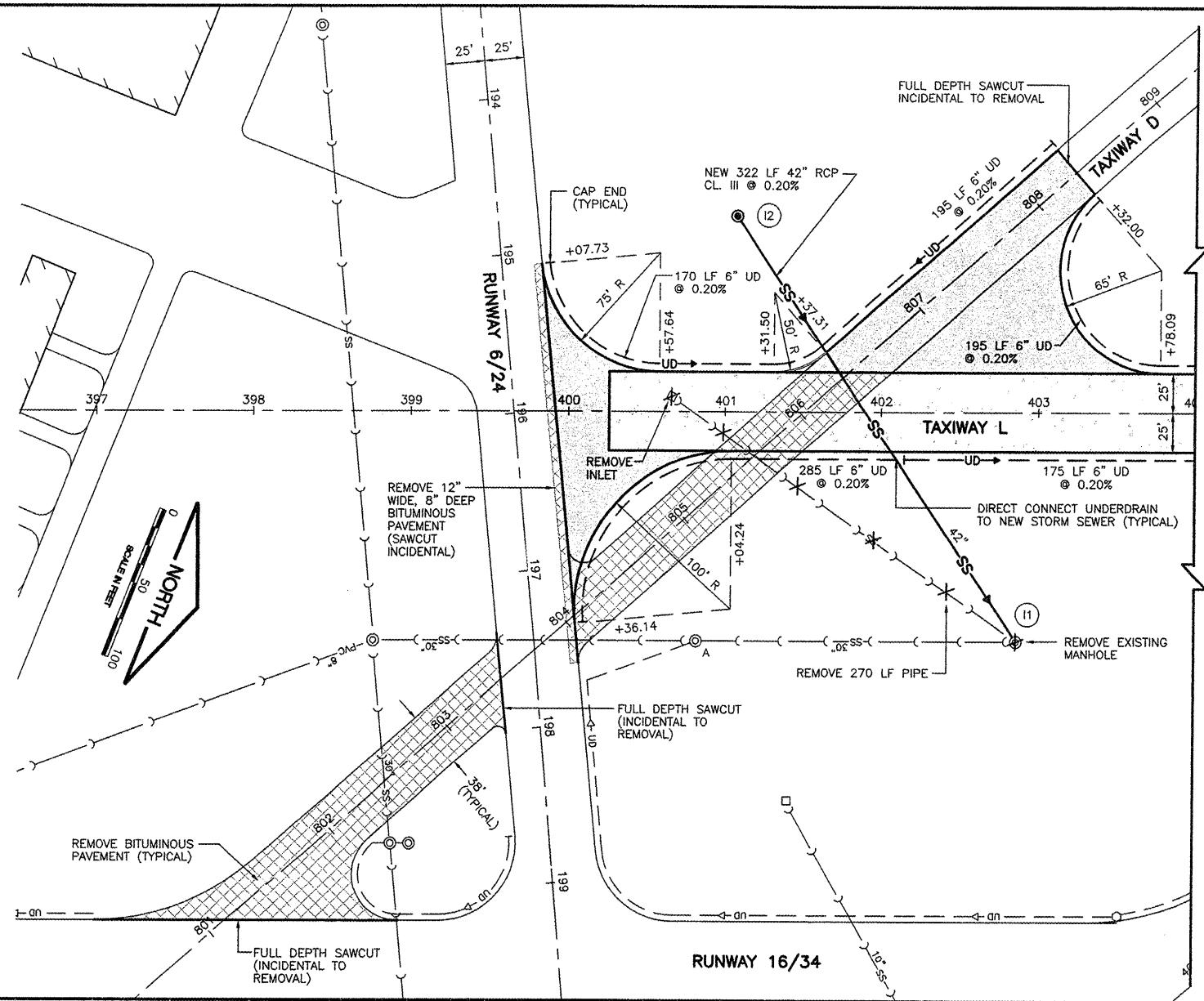
ILLINOIS PROJECT: PWK-3613
 A.I.P. PROJECT: 3-17-0018-B39

NOTES

1. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. INSTALL NEW ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
5. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
6. 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.
7. IN AREAS WHERE UNDERDRAIN AND/OR STORM SEWER PIPE BEING REMOVED IS BELOW LIMITS OF PROPOSED PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (208). COST OF BACKFILLING SHALL BE INCIDENTAL TO THE COST OF THE PIPE REMOVAL.

LEGEND

- NEW 10" PCC PAVEMENT
- PCC PAVEMENT REMOVAL
- NEW BITUMINOUS PAVEMENT
- BITUMINOUS PAVEMENT REMOVAL
- NEW MANHOLE
- NEW SLOPE BOX
- NEW STORM SEWER
- NEW UNDERDRAIN
- NEW UNDERDRAIN COLLECTION STRUCTURE
- EXISTING STORM SEWER
- EXISTING MANHOLE/INLET/SLOPE BOX
- EXISTING SANITARY SEWER
- EXISTING UNDERDRAIN
- EXISTING HEADWALL
- ITEM TO BE REMOVED
- ITEM TO BE RELOCATED
- ITEM TO BE ADJUSTED/RECONSTRUCTED



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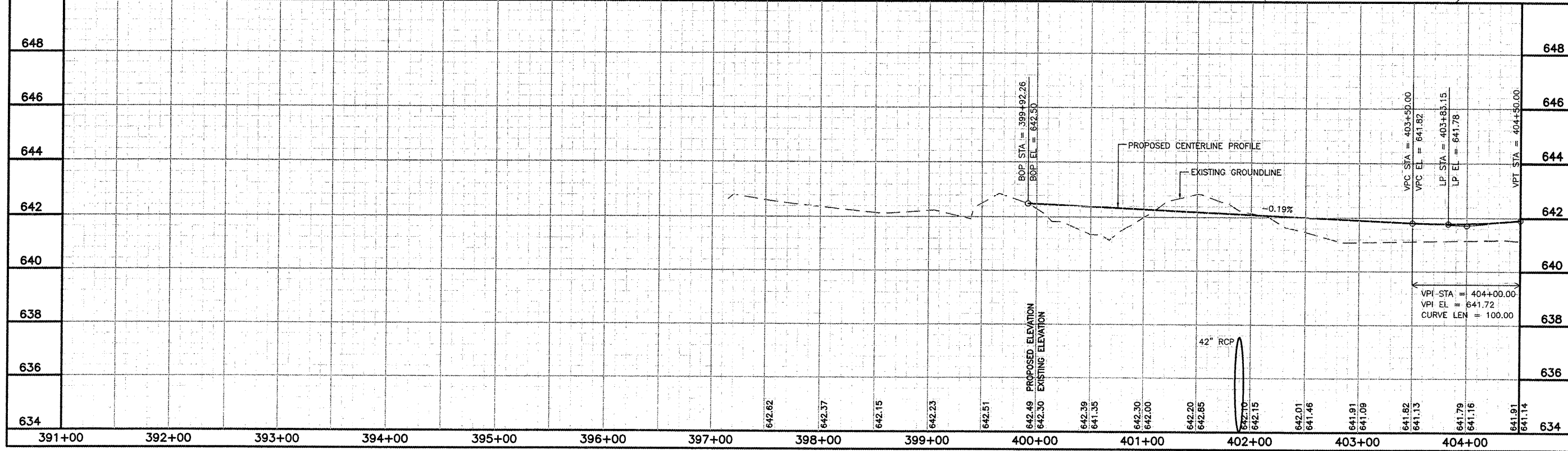
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0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**PLAN AND PROFILE
 TAXIWAY L
 STA. 393+00 TO STA. 404+00**



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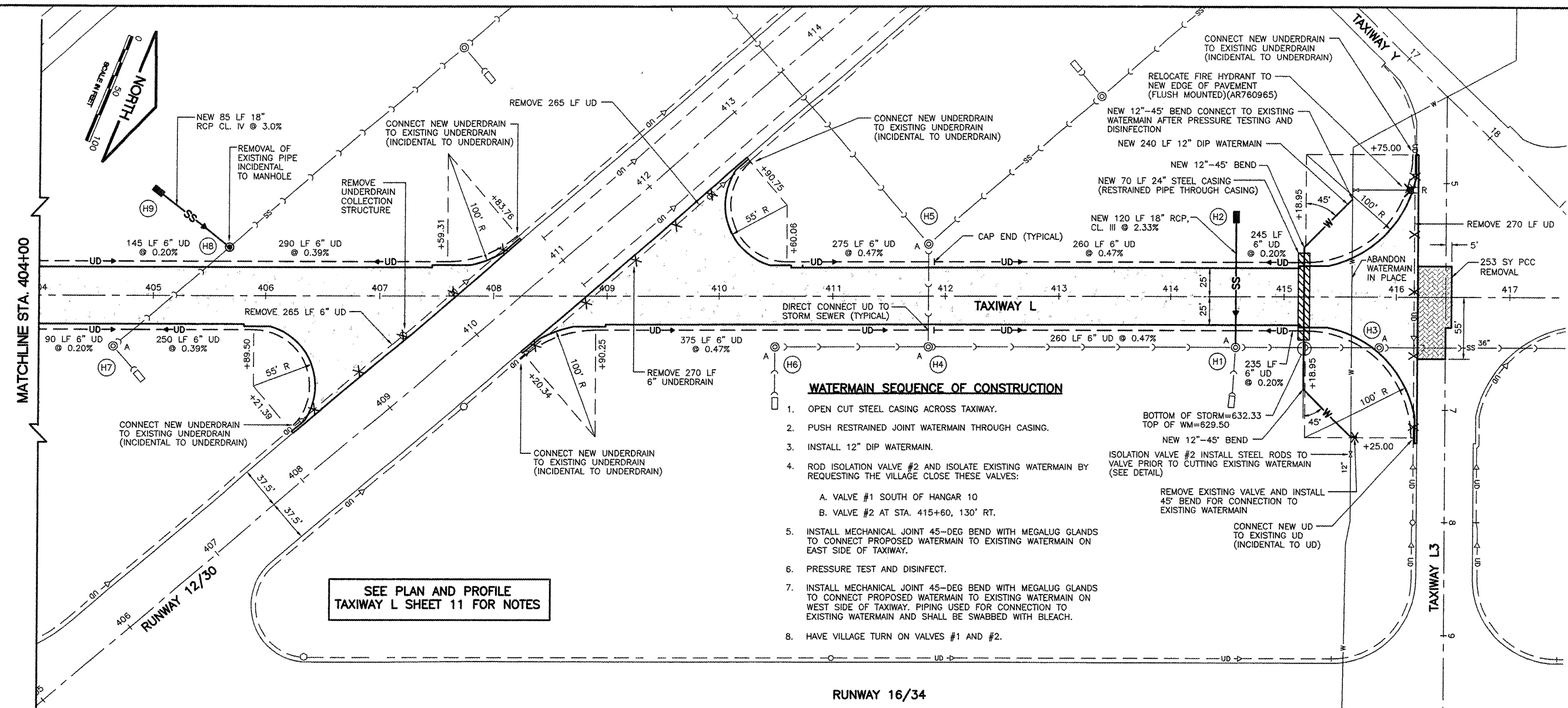
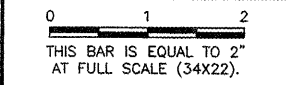
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SHEET	12 OF 40 SHEETS

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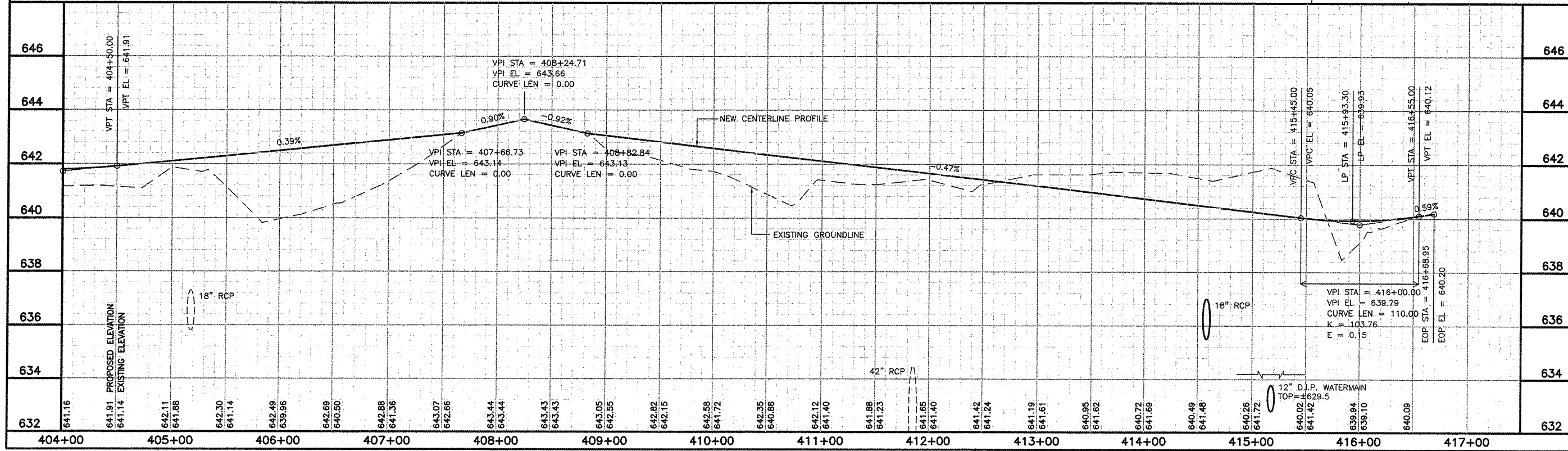


WATERMAIN SEQUENCE OF CONSTRUCTION

1. OPEN CUT STEEL CASING ACROSS TAXIWAY.
2. PUSH RESTRAINED JOINT WATERMAIN THROUGH CASING.
3. INSTALL 12" DIP WATERMAIN.
4. ROD ISOLATION VALVE #2 AND ISOLATE EXISTING WATERMAIN BY REQUESTING THE VILLAGE CLOSE THESE VALVES:
 - A. VALVE #1 SOUTH OF HANGAR 10
 - B. VALVE #2 AT STA. 415+60, 130' RT.
5. INSTALL MECHANICAL JOINT 45-DEG BEND WITH MEGALUG GLANDS TO CONNECT PROPOSED WATERMAIN TO EXISTING WATERMAIN ON EAST SIDE OF TAXIWAY.
6. PRESSURE TEST AND DISINFECT.
7. INSTALL MECHANICAL JOINT 45-DEG BEND WITH MEGALUG GLANDS TO CONNECT PROPOSED WATERMAIN TO EXISTING WATERMAIN ON WEST SIDE OF TAXIWAY. PIPING USED FOR CONNECTION TO EXISTING WATERMAIN AND SHALL BE SWABBED WITH BLEACH.
8. HAVE VILLAGE TURN ON VALVES #1 AND #2.

SEE PLAN AND PROFILE TAXIWAY L SHEET 11 FOR NOTES

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PLAN AND PROFILE
 TAXIWAY L
 STA. 404+00 TO STA. 417+00







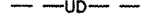

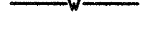


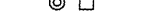
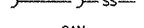

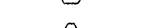
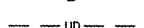


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CHICAGO EXECUTIVE AIRPORT

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DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39

LEGEND

-  NEW PAVEMENT
-  BITUMINOUS PAVEMENT REMOVAL
-  NEW MANHOLE/INLET
-  NEW STORM SEWER
-  NEW UNDERDRAIN
-  NEW SANITARY SEWER
-  NEW WATERMAIN
-  NEW VALVE AND VAULT
-  NEW FIRE HYDRANT
-  EXISTING MANHOLE/INLET
-  EXISTING STORM SEWER
-  EXISTING SANITARY SEWER
-  EXISTING END SECTION
-  EXISTING UNDERDRAIN CLEANOUT
-  EXISTING UNDERDRAIN
-  EXISTING WATERMAIN

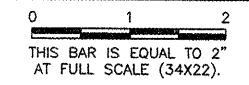


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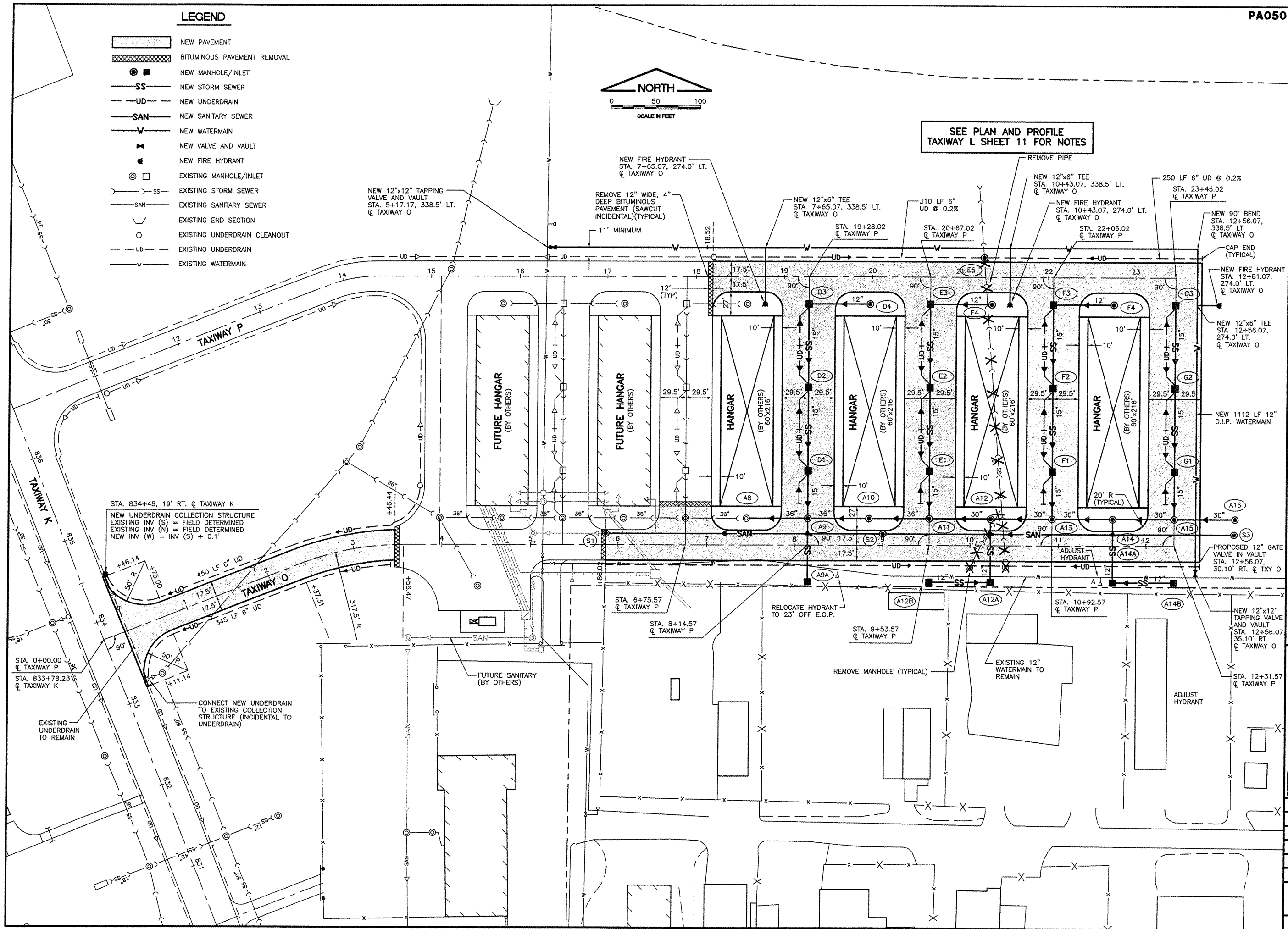
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SEE PLAN AND PROFILE TAXIWAY L SHEET 11 FOR NOTES



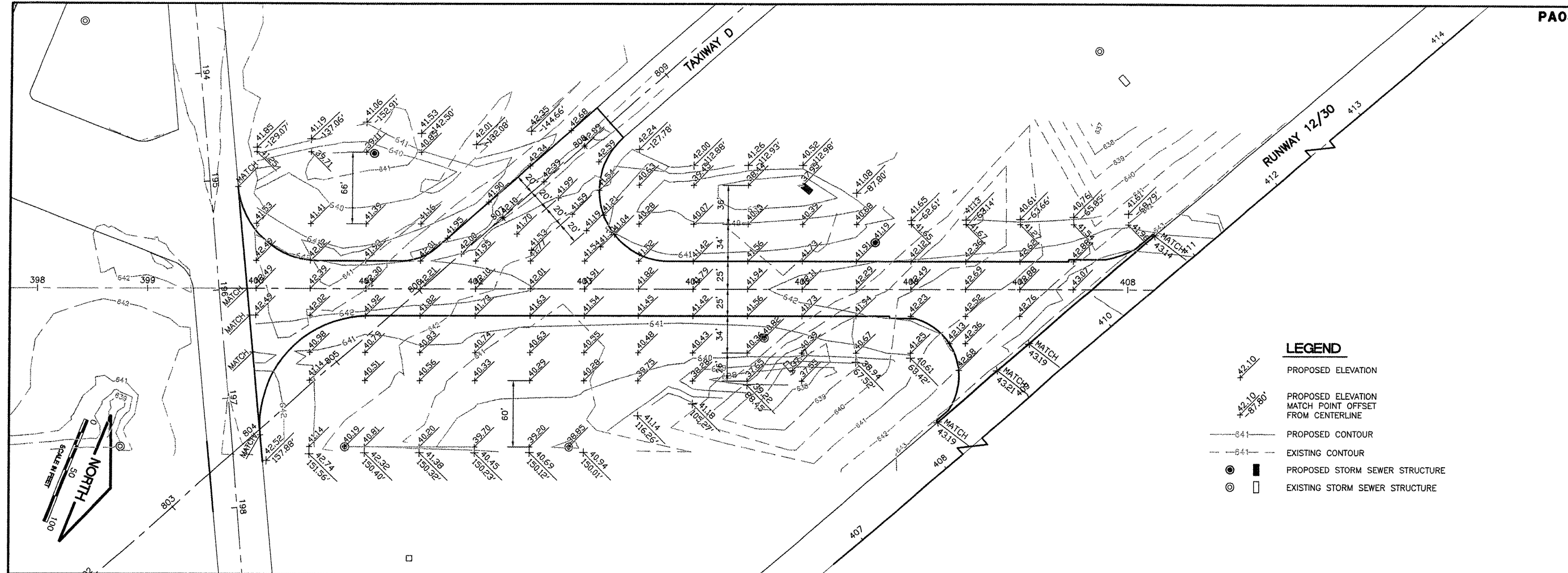
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

GEOMETRIC, SEWER AND WATERMAIN PLAN
NORTHEAST QUADRANT

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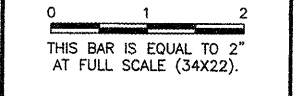
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A.I.P. PROJECT:	3-17-0018-B39
SHEET	14 OF 40 SHEETS



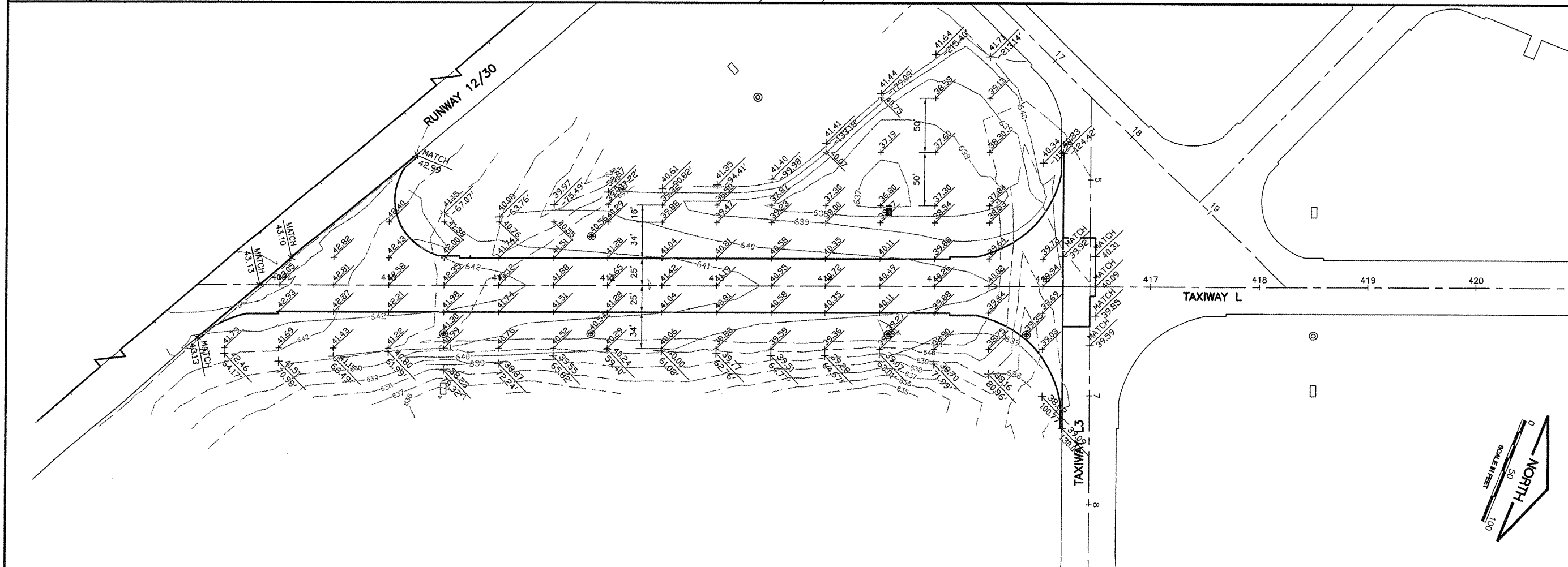
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- LEGEND**
- x 42.10 PROPOSED ELEVATION
 - x 42.10 / 87.80' PROPOSED ELEVATION MATCH POINT OFFSET FROM CENTERLINE
 - 641 - PROPOSED CONTOUR
 - 641 - EXISTING CONTOUR
 - PROPOSED STORM SEWER STRUCTURE
 - EXISTING STORM SEWER STRUCTURE



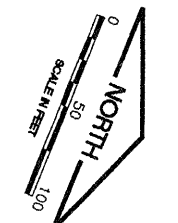
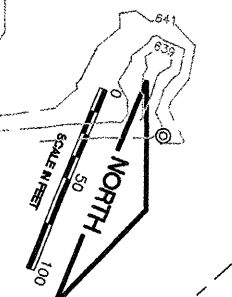
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 GRADING PLAN
 TAXIWAY L**

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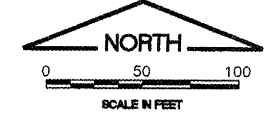
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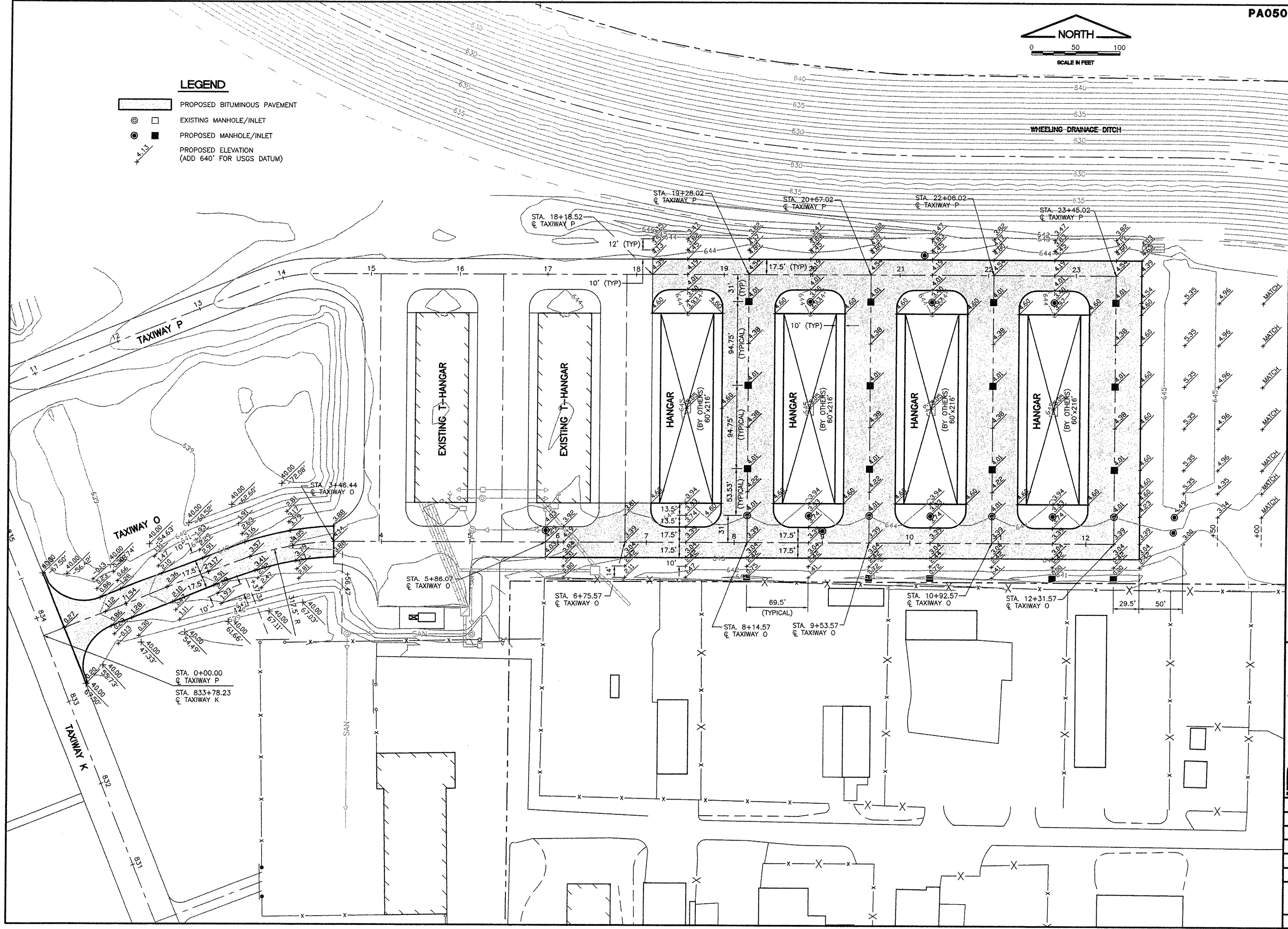
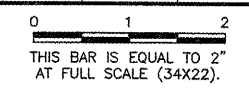


LEGEND

- PROPOSED BITUMINOUS PAVEMENT
- EXISTING MANHOLE/INLET
- EXISTING MANHOLE/INLET
- PROPOSED MANHOLE/INLET
- PROPOSED MANHOLE/INLET
- PROPOSED ELEVATION (ADD 640' FOR USGS DATUM)

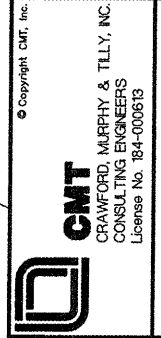
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**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**GRADING PLAN -
NORTHEAST QUADRANT**

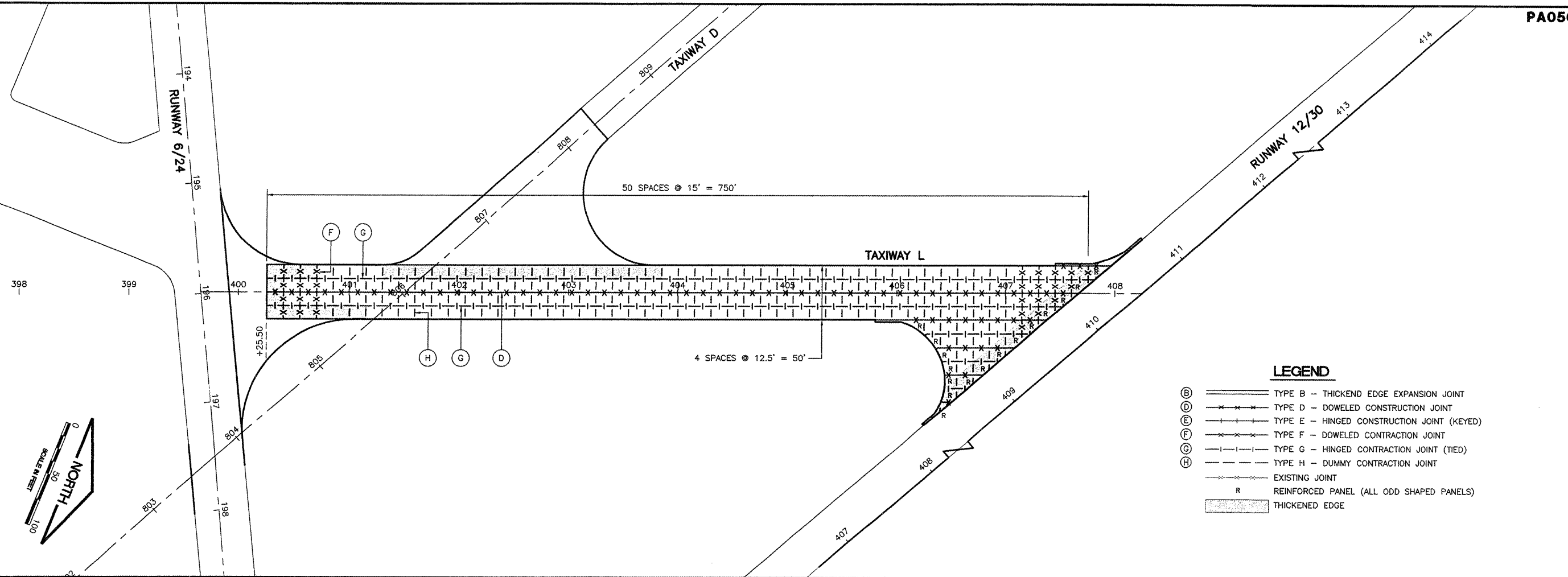
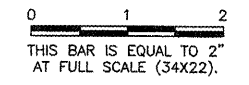


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SHEET	16 OF 40 SHEETS

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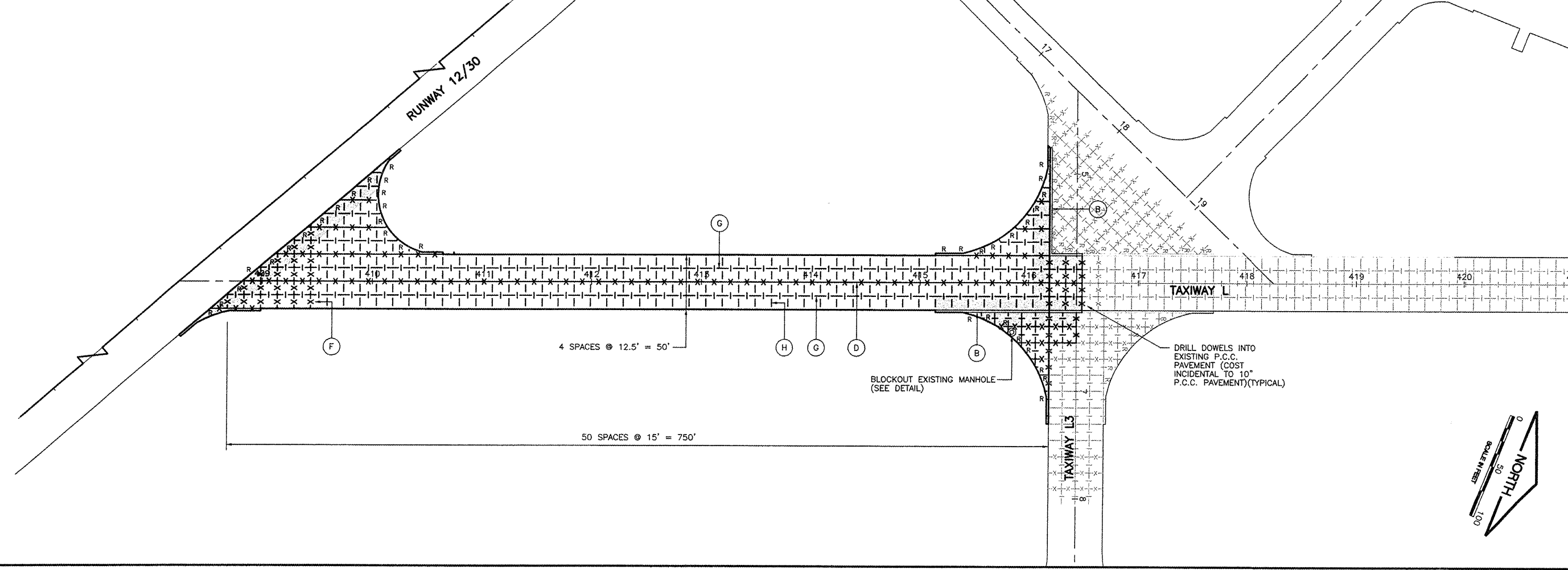
REVISIONS

NUMBER	BY	DATE



LEGEND

- (B) TYPE B - THICKEND EDGE EXPANSION JOINT
- (D) TYPE D - DOWELED CONSTRUCTION JOINT
- (E) TYPE E - HINGED CONSTRUCTION JOINT (KEYED)
- (F) TYPE F - DOWELED CONTRACTION JOINT
- (G) TYPE G - HINGED CONTRACTION JOINT (TIED)
- (H) TYPE H - DUMMY CONTRACTION JOINT
- EXISTING JOINT
- R REINFORCED PANEL (ALL ODD SHAPED PANELS)
- THICKENED EDGE

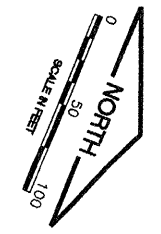
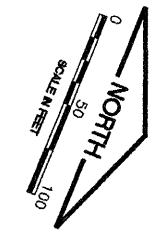


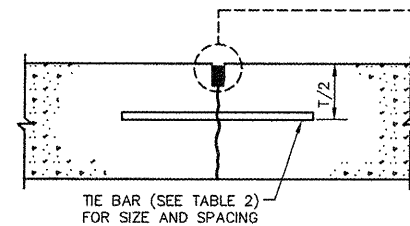
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 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 PAVEMENT JOINTING PLAN - TAXIWAY L

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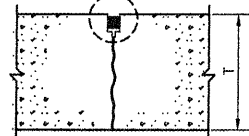
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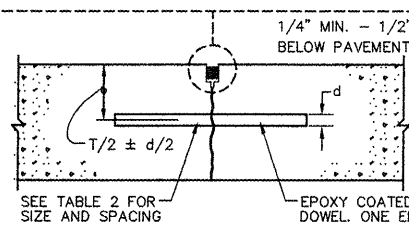
TYPE G HINGED (TIED)

SYMBOL ———



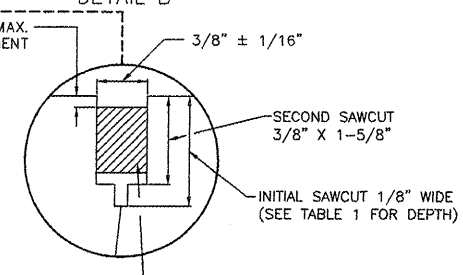
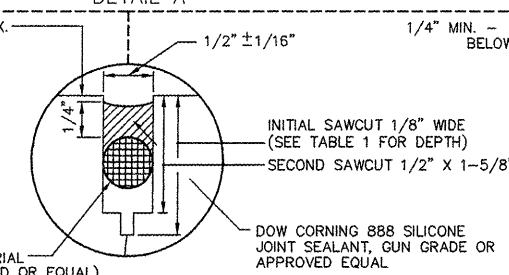
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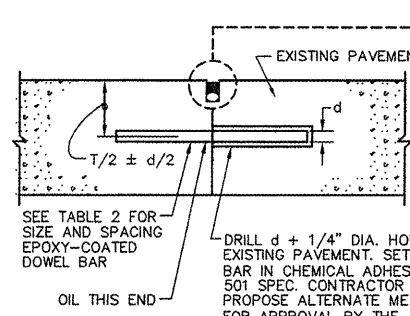
TYPE F DOWELED

SYMBOL —x—x—



NOTE: CONTRACTOR SHALL HAVE THE OPTION OF USING DETAIL A OR DETAIL B BUT NOT A COMBINATION OF BOTH

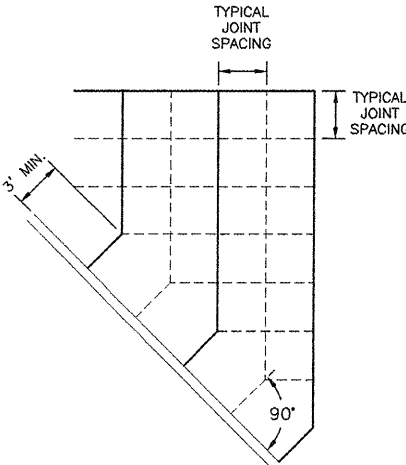
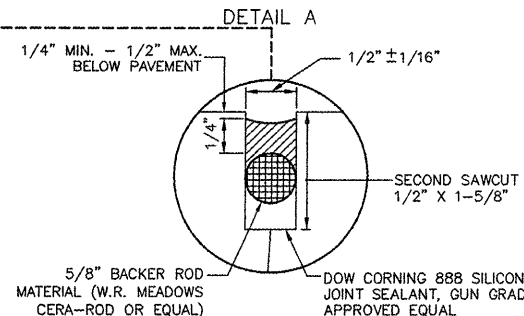
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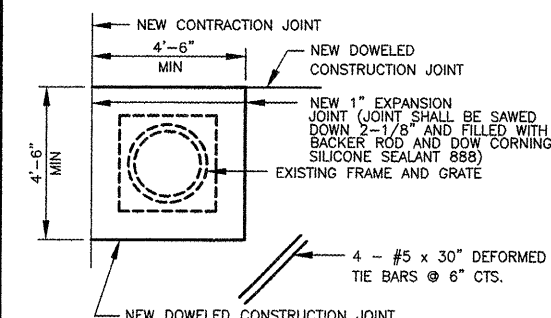
TYPE D DOWELED

SYMBOL —x—x—

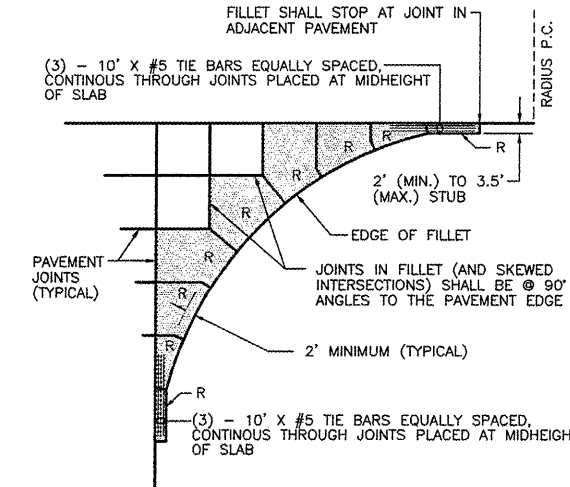
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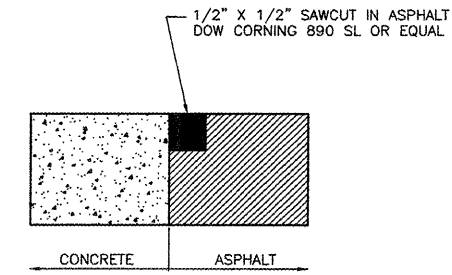
JOINTING AT SKEWED EDGE
NOT TO SCALE



PAVEMENT BLOCKOUT DETAIL FOR EXISTING MANHOLES/INLETS
NOT TO SCALE
ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR EXISTING MANHOLE/INLET CONSTRUCTION. DIMENSION OF BOXOUT MAY VARY TO FIT FIELD CONDITIONS.



FILLET DETAIL AND FILLET REINFORCING LAYOUT
N.T.S.



JOINT SEALING AT CONCRETE ASPHALT INTERFACE
N.T.S.

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

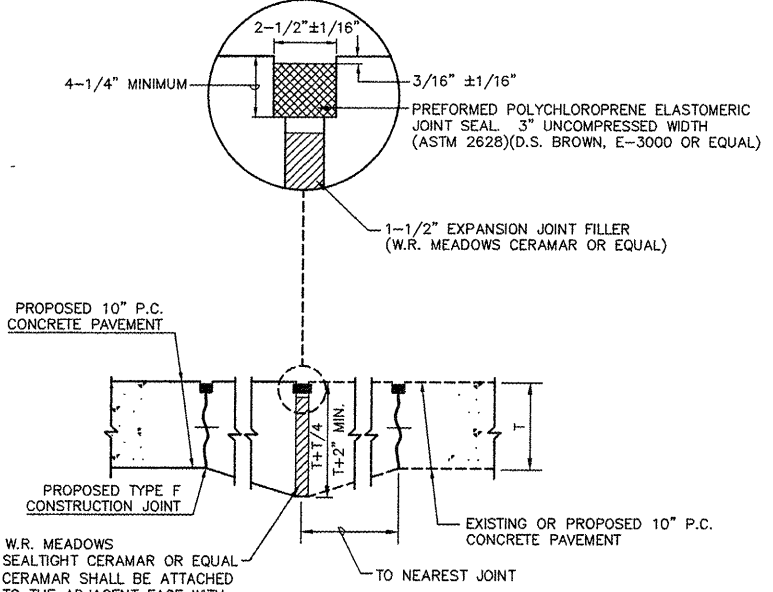
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES
10	2.5"

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
10	1"	19"	12"	#5	30"	30"

DIMENSION TABLES



TYPE B EXPANSION

SYMBOL ———

EXPANSION JOINTS

JOINT NOTES

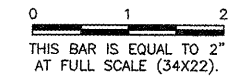
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- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY OR MECHANICALLY INSTALL PER ARTICLE 420.10 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES OR MECHANICAL METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- 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.
- WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONTRACTION JOINTS, ONE END OF THE TIE BAR SHALL BE BENT AND INSERTED INTO THE KEYWAY OF THE JOINT. THE BENT BARS SHALL BE STRAIGHTENED TO RIGHT ANGLES WITH LONGITUDINAL JOINT AND SHALL EXTEND INTO THE ADJACENT LANE PARALLEL TO THE PAVEMENT SURFACE.
- 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 RESTRAIGHTEND 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 PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.

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FILE: ty-jointdtl.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Tue 7/5/05 1:38pm

REVISIONS

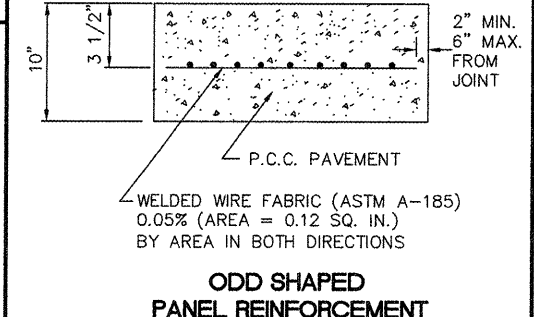
NUMBER	BY	DATE



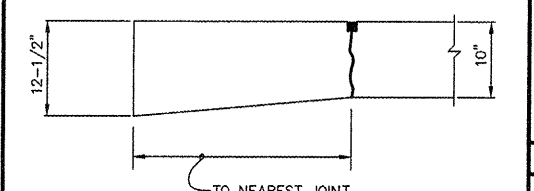
THIS BAR IS EQUAL TO 2' AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

PAVEMENT JOINTING DETAILS



ODD SHAPED PANEL REINFORCEMENT



THICKENED EDGE

SYMBOL ———

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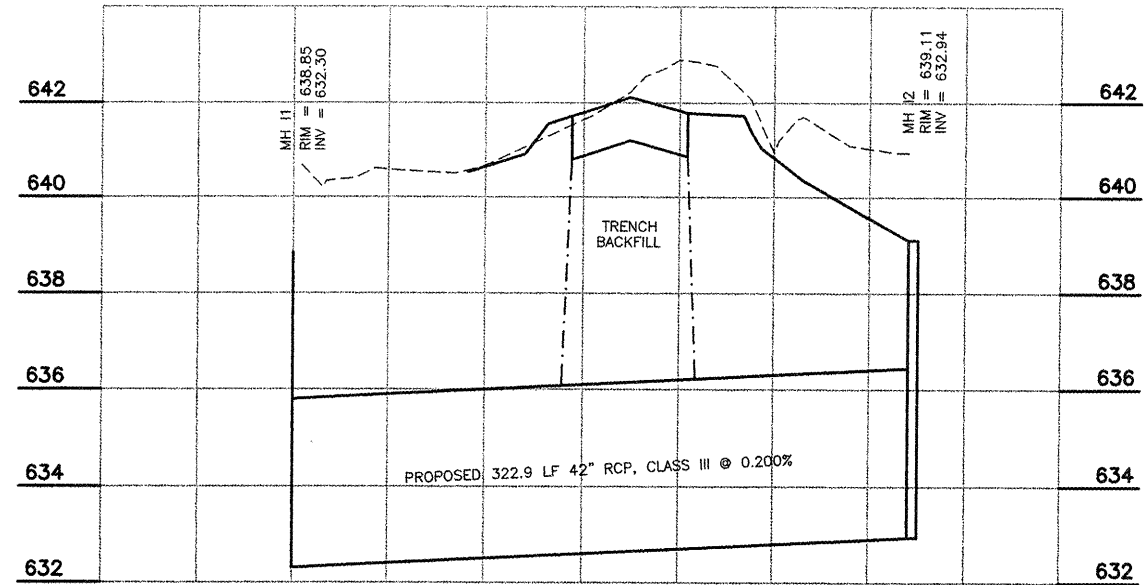


DESIGN BY: MJS
DRAWN BY: JRO
CHECKED BY:
APPROVED BY:
DATE: 11/21/08
JOB No: 06290-07
ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39
SHEET 18 OF 40 SHEETS

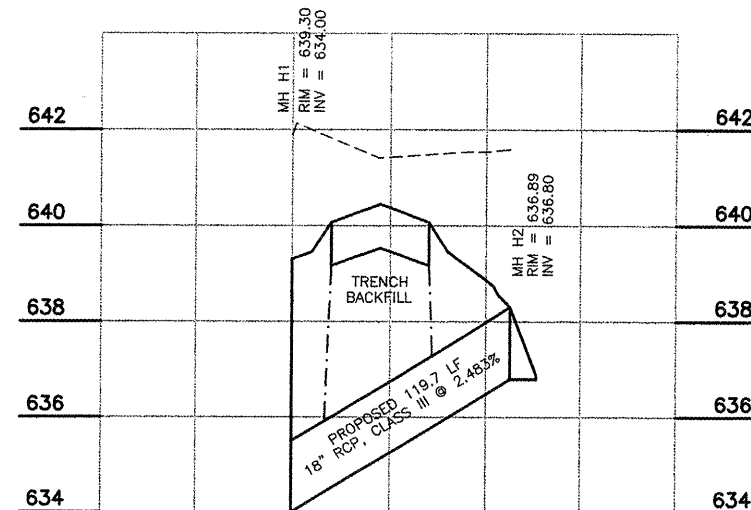
Ⓡ DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH DEFORMED WIRE FABRIC AS SHOWN ON THIS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED. (REINFORCEMENT NOT SHOWN)

STORM SEWER SCHEDULE

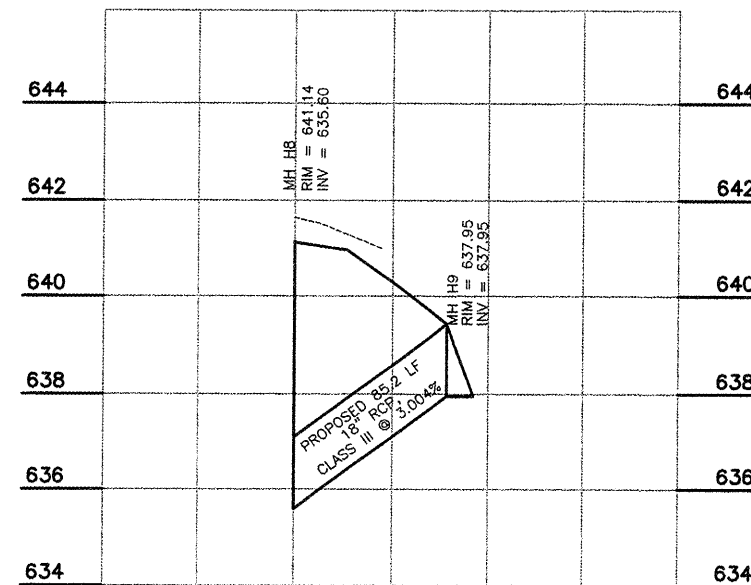
STRUCTURE NO.	STATION/OFFSET TYPE	STRUCTURE TYPE	RIM	INVERTS
A8	7+45.06, 31' LT TAXIWAY O	ADJUST EXIST. A-6 MH W/ TYPE 1 FRAME AND OPEN LID	EXIST 642.2 PROP 643.33	EXIST 36" (W) = 631.28 36" (E) = 631.28
A9	8+14.57, 31' LT TAXIWAY O	TYPE A-7 MH W/ TYPE 1 FRAME AND OPEN LID	644.01	36" (W) = 631.41 36" (E) = 631.41 15" (N) = 637.65 12" (S) = 637.00
A9A	8+14.57, 41.5' RT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	640.72	12" (N) = 637.68
A10	8+84.07, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	643.33	36" (W) = 631.54 36" (E) = 631.54
A11	9+53.57, 31' LT TAXIWAY O	TYPE A-7 MH W/ TYPE 1 FRAME AND OPEN LID	644.01	36" (W) = 631.66 30" (E) = 631.66 15" (N) = 637.65
A12	10+23.07, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	643.33	30" (W) = 631.79 30" (E) = 631.79 12" (S) = 636.50
A12A	10+23.07, 41.5' RT TAXIWAY O	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	640.72	12" (N) = 637.18 12" (W) = 637.18
A12B	9+53.57, 41.5' RT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	640.72	12" (E) = 637.85
A13	10+92.57, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	644.01	30" (W) = 631.91 30" (E) = 631.91 15" (N) = 637.65
A14	11+62.07, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	643.33	30" (W) = 632.04 30" (E) = 632.04 12" (S) = 636.50
A14A	11+62.07, 41.5' RT TAXIWAY O	TYPE B INLET W/ TYPE 1 FRAME AND OPEN LID	640.00	12" (N) = 637.18 12" (E) = 637.18
A14B	12+31.57, 41.5' RT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	640.00	12" (W) = 637.85
A15	12+31.57, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	644.01	30" (W) = 632.16 30" (E) = 632.16 15" (N) = 637.65
A16	13+01.57, 31' LT TAXIWAY O	TYPE A-6 MH W/ TYPE 1 FRAME AND OPEN LID	644.49	30" (W) = 632.29
D1	8+14.57, 84.5' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 638.14 15" (N) = 638.14
D2	8+14.57, 179.25' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.05 15" (N) = 639.05
D3	8+14.57, 274' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.97 12" (E) = 639.97
D4	8+84.07, 274' LT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	643.40	12" (W) = 640.65
E1	9+53.57, 84.5' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 638.14 15" (N) = 638.14
E2	9+53.57, 179.25' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.05 15" (N) = 639.05
E3	9+53.57, 274' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.97 12" (E) = 639.97
E4	10+23.07, 274' LT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	643.40	12" (W) = 640.65
E5	10+30.00, 325' LT TAXIWAY O	TYPE A4 MANHOLE W/ TYPE 1 FRAME AND CLOSED LID	644.23	12" (N) = 630± 12" (S) = 630±
F1	10+92.57, 84.5' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 638.14 15" (N) = 638.14
F2	10+92.57, 179.25' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.05 15" (N) = 639.05
F3	10+92.57, 274' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.97 12" (E) = 639.97
F4	11+62.07, 274' LT TAXIWAY O	TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID	643.40	12" (W) = 640.65
G1	12+31.57, 84.5' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 638.14 15" (N) = 638.14
G2	12+31.57, 179.25' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.05 15" (N) = 639.05
G3	12+31.57, 274' LT TAXIWAY O	TYPE 1 INLET	644.01	15" (S) = 639.97 12" (E) = 639.97
I1	402+86.15, 145' RT TAXIWAY L	REPLACE EXIST MH W/ TYPE A-7 MH W/ TYPE 1 FRAME AND OPEN LID	638.85	EXIST 30" (S) = 632.13 42" (W) = 632.30
I2	401+07.22, 124' LT TAXIWAY L	TYPE A-5 MH W/ TYPE 1 FRAME AND OPEN LID	639.11	42" (E) = 632.94
H1	414+57.82, 45' RT TAXIWAY L	RECONSTRUCT EXIST. A-5 MH	EXIST 642.13 PROP 639.30	EXIST 36" (N) = 632.66 EXIST 36" (S) = 632.78 EXIST 18" (E) = 632.89 18" (W) = 634.00
H2	414+57.82, 75' LT TAXIWAY L	18" SLOPE BOX INLET	N/A	18" (E) = 636.80
H3	415+84, 45' RT TAXIWAY L	RECONSTRUCT EXIST MH	EXIST 637.52 PROP 639.35	
H4	411+85, 45' RT TAXIWAY L	ADJUST EXIST MH	EXIST 640.98 PROP 640.51	
H5	411+85, 45' LT TAXIWAY L	ADJUST EXIST MH	EXIST 641.60 PROP 640.41	
H6	410+50, 45' RT TAXIWAY L	ADJUST EXIST MH	EXIST 640.87 PROP 641.20	
H7	404+67, 45' RT TAXIWAY L	ADJUST EXIST MH	EXIST 641.68 PROP 640.78	
H8	405+62, 42' LT TAXIWAY L	TYPE A-4 MH W/ TYPE 1 FRAME AND OPEN LID	641.14	EXIST. 18" (W) = 635.4 EXIST 18" (E) = 635.4 18" (S) = 635.60
H9	405+00.95, 95' LT TAXIWAY L	18" SLOPE BOX INLET	N/A	18" (N) = 637.95
H10	400+00, 120' RT TAXIWAY L	ADJUST EXIST MH	EXIST 641.61 PROP 640.19	



TRUNK I



LATERAL HI



LATERAL H9

PA050

PATH: K:\0329702\draw\sheets\
FILE: ty-ssprofile1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Sun 3/28/04 9:02am

REVISIONS

NUMBER	BY	DATE

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

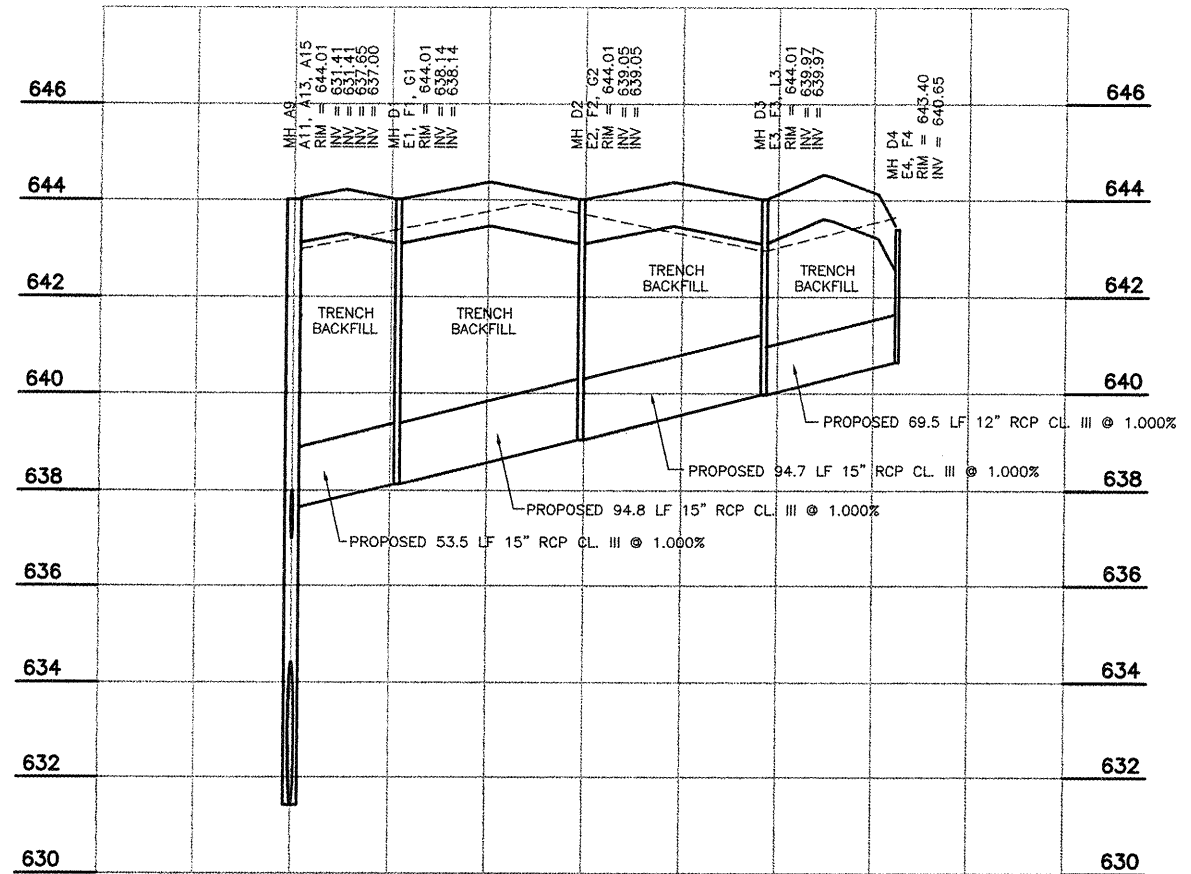
**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**STORM SEWER PROFILES
SHEET 1**

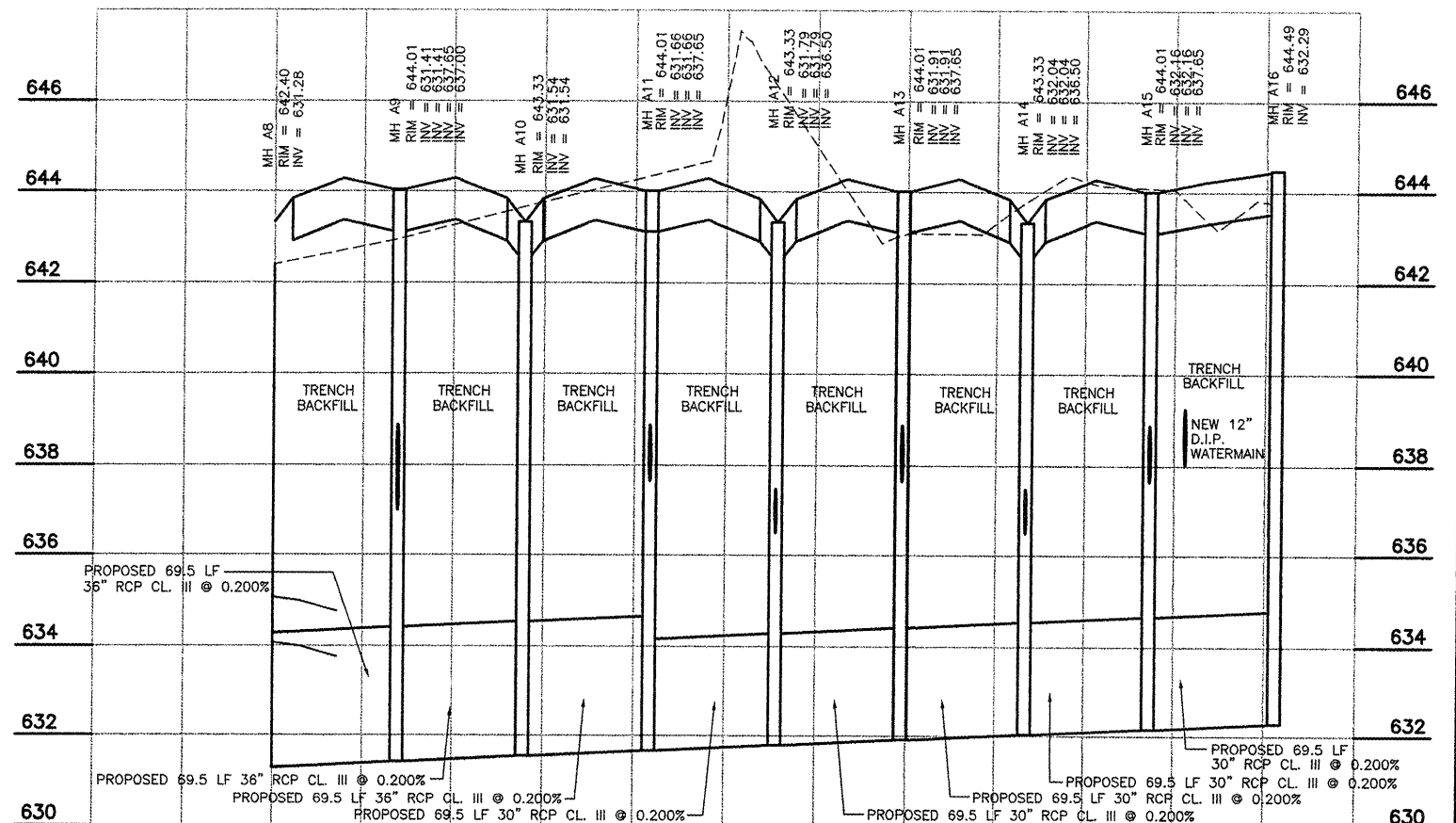
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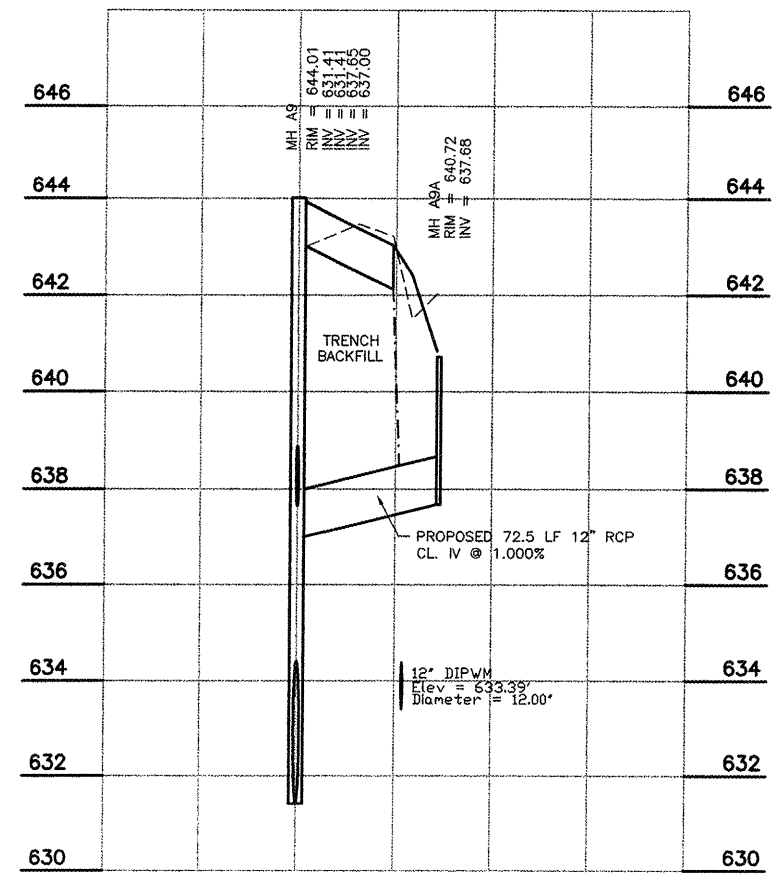
DESIGN BY: ARM
DRAWN BY: JRO
CHECKED BY:
APPROVED BY:
DATE: 11/21/08
JOB No: 06290-07
ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39
SHEET 19 OF 40 SHEETS



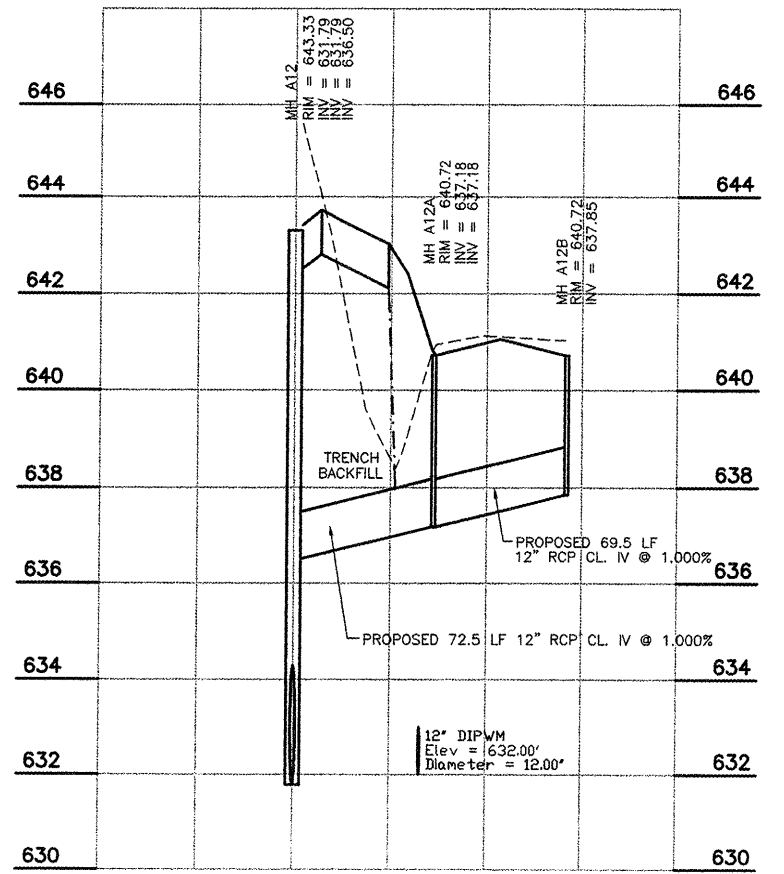
LATERAL D, E, F AND G



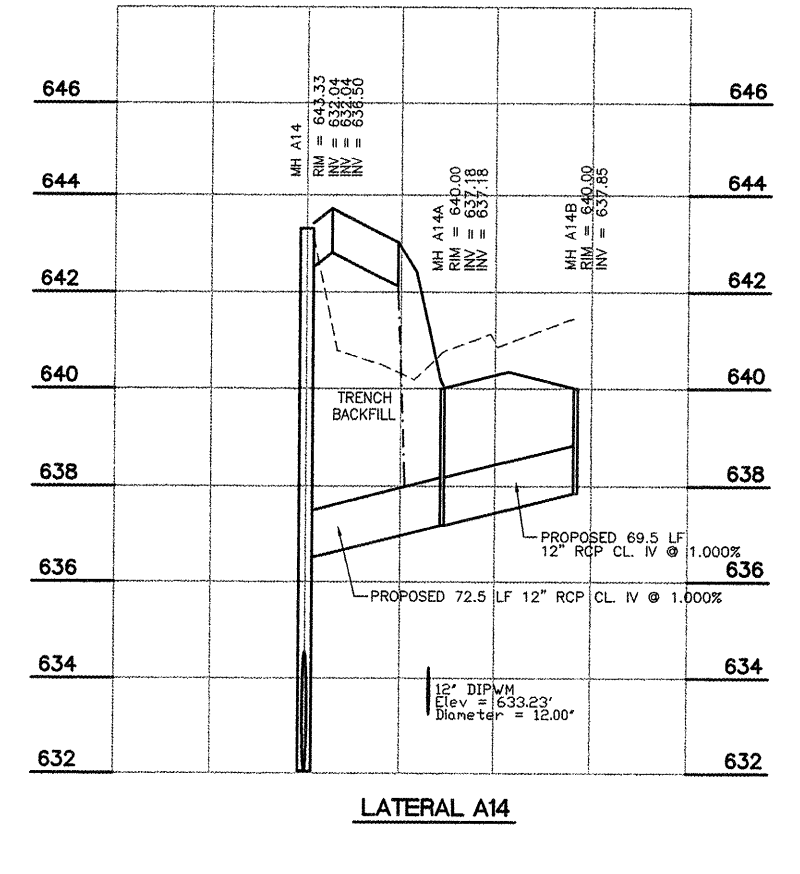
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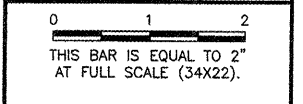


LATERAL A12



LATERAL A14

REVISIONS		
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CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 STORM SEWER PROFILES
 SHEET 2

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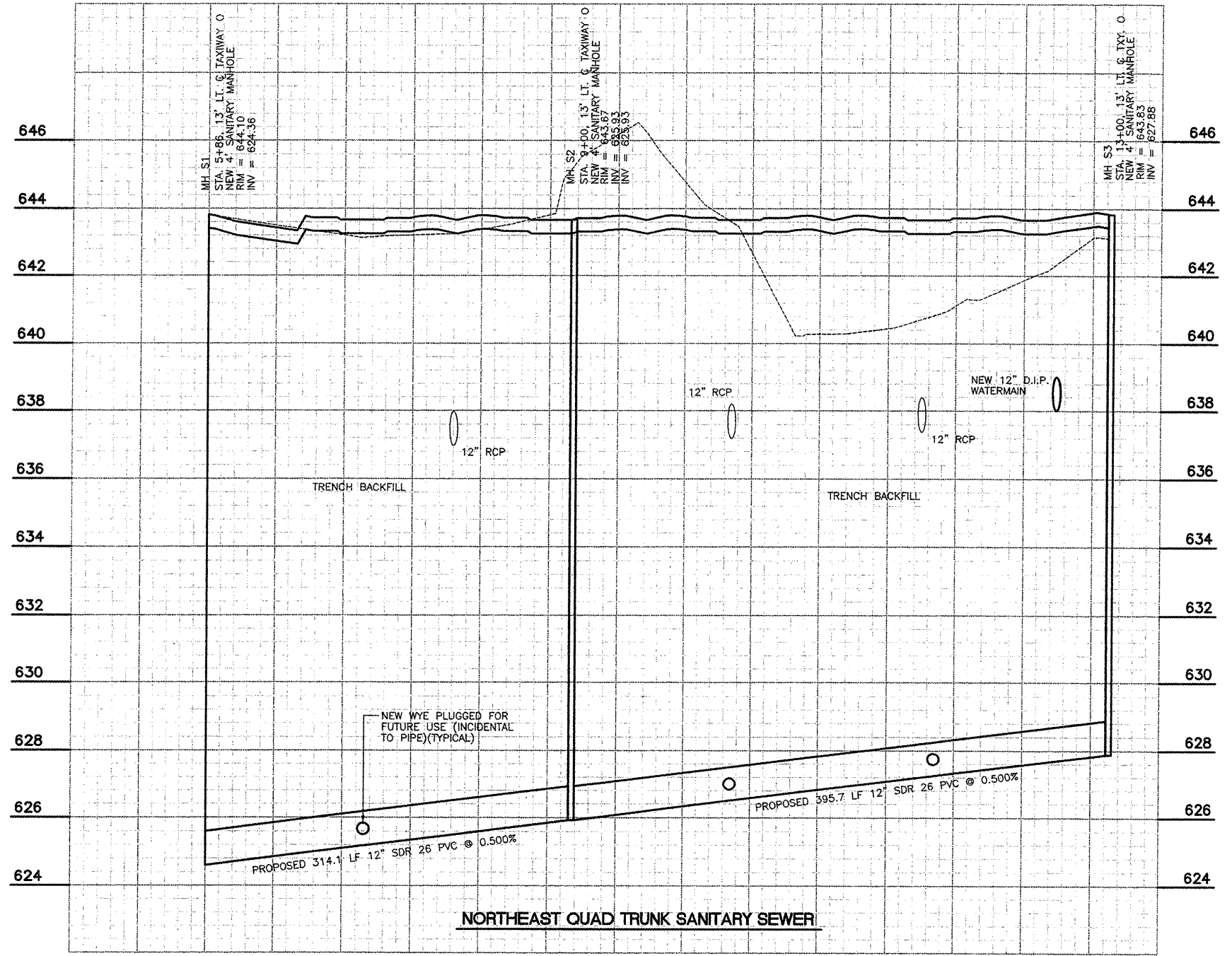
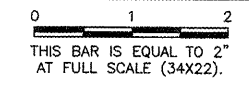
DESIGN BY: ARM
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:

DATE: 11/21/08
 JOB No: 06290-07

ILLINOIS PROJECT: PWK-3613
 A.I.P. PROJECT: 3-17-0018-B39

REVISIONS

NUMBER	BY	DATE



NORTHEAST QUAD TRUNK SANITARY SEWER

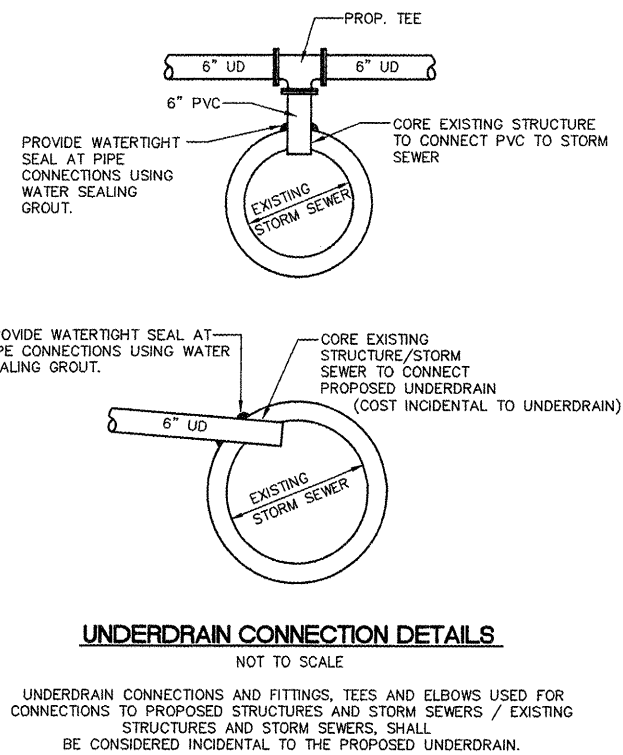
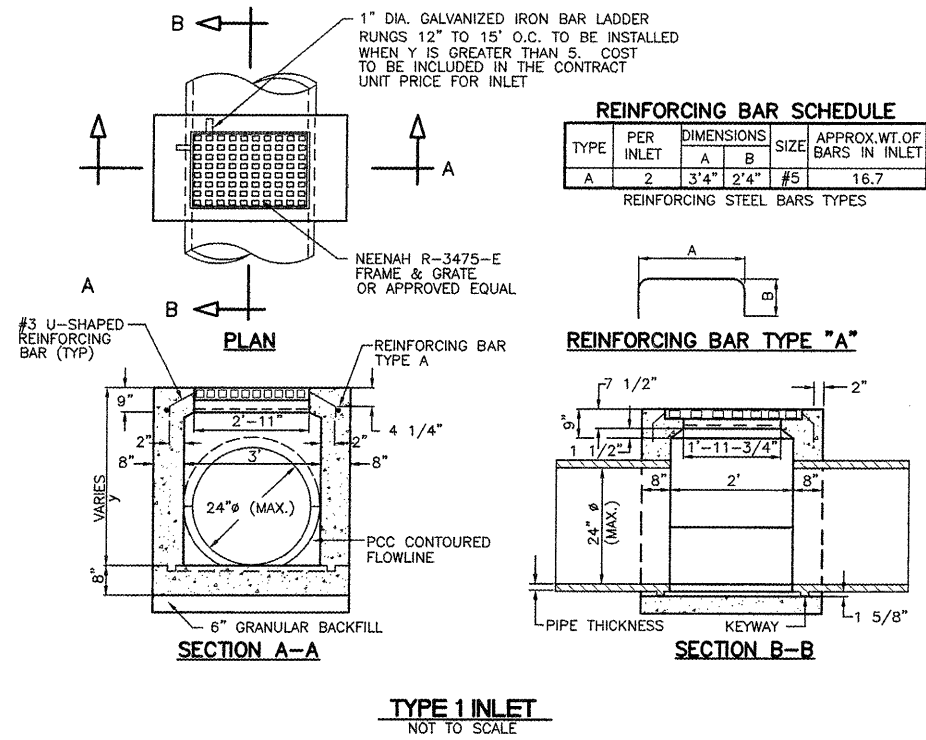
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS**

SANITARY SEWER PROFILE

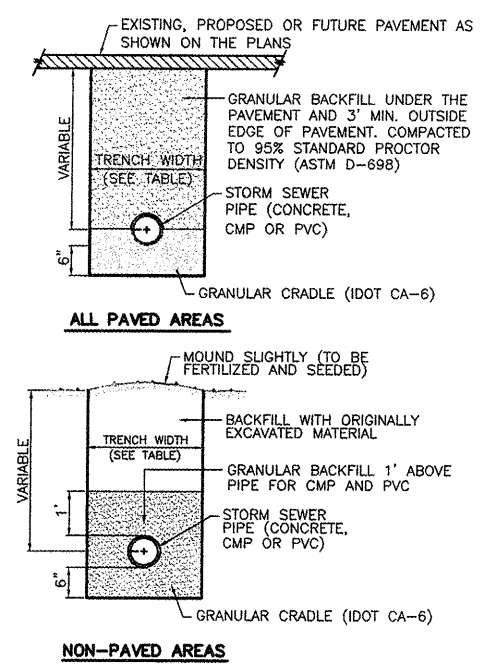
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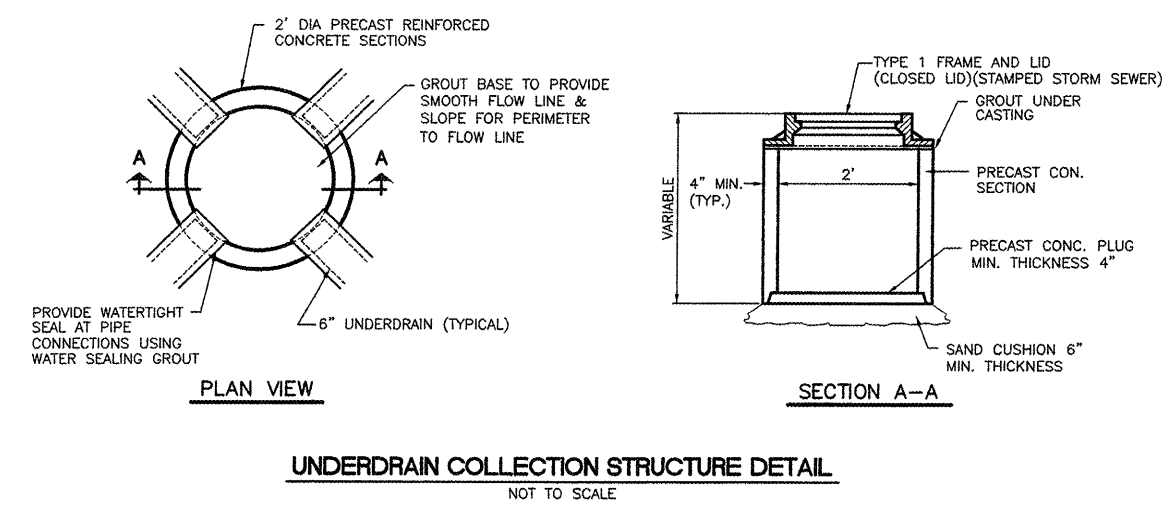
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DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39
SHEET 21 OF 40 SHEETS	



INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-7"
8	3'-9"
12	4'-2"
15	4'-6"
18	4'-9"
21	5'-0"
24	5'-4"
27	5'-7"
30	5'-11"
36	6'-6"
42	7'-1"
48	7'-8"
54	8'-3"
60	8'-10"
66	9'-5"
72	10'-0"
78	10'-7"
84	11'-2"
90	11'-9"
96	12'-4"
102	12'-11"
108	13'-6"



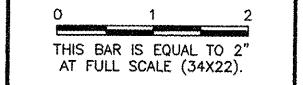
- NOTES**
- 1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS ON INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALL.
 - INLET TO BE CONSTRUCTED OF STRUCTURAL P.C. CONCRETE. THE CONTRACT UNIT PRICE FOR INLET SHALL INCLUDE THE GRATE AND FRAME AS SPECIFIED.



- STORM SEWER/UNDERDRAIN NOTES**
- CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
 - ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
 - UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
 - INSTALL PROPOSED 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.
 - PRIOR TO ORDERING AND INSTALLING ALL FIELD TILE REPLACEMENT PIPE, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND INVERTS OF EXISTING TILE CONNECTIONS. ADJUSTMENTS SHALL BE MADE AS NECESSARY AT NO ADDITIONAL COST TO THE CONTRACT.
 - CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

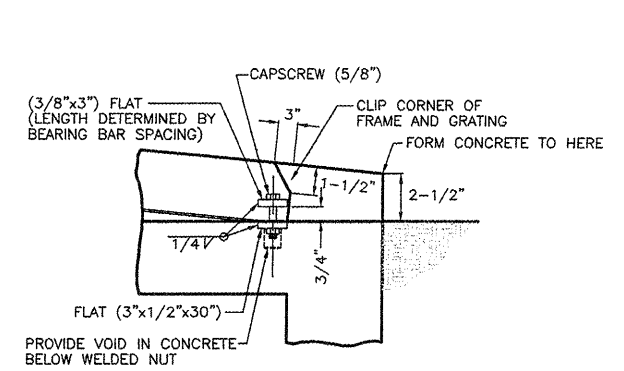
DRAINAGE DETAILS

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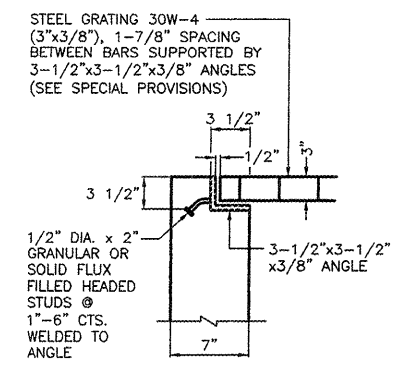
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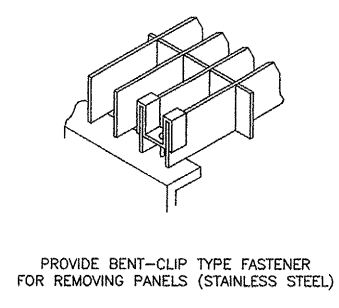
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ILLINOIS PROJECT: PWK-3613 A.I.P. PROJECT: 3-17-0018-B39	
SHEET 22 OF 40 SHEETS	



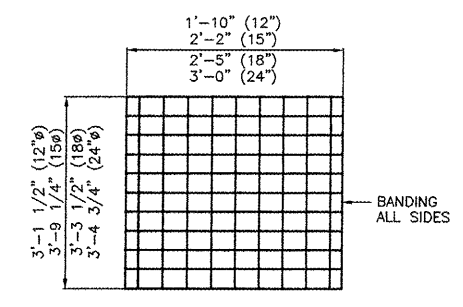
DETAIL A
NO SCALE



SECTION-B
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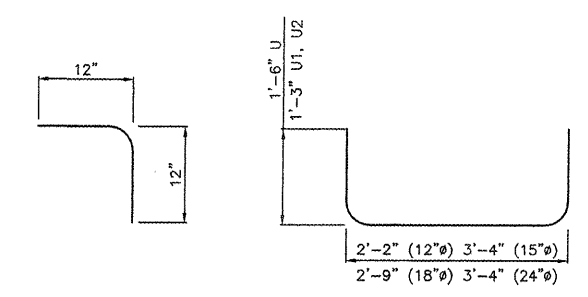


SADDLE CLIP
NO SCALE



GRATING DETAILS - PLAN VIEW
NO SCALE

ONE SECTION OF GRATING DETAILED.
 TOTAL OF 3 SECTIONS REQUIRED FOR 12" & 15".
 TOTAL OF 4 SECTIONS REQUIRED FOR 18"
 TOTAL OF 5 SECTIONS REQUIRED FOR 24".
 SEE SPECIAL PROVISIONS FOR FURTHER DETAILS.



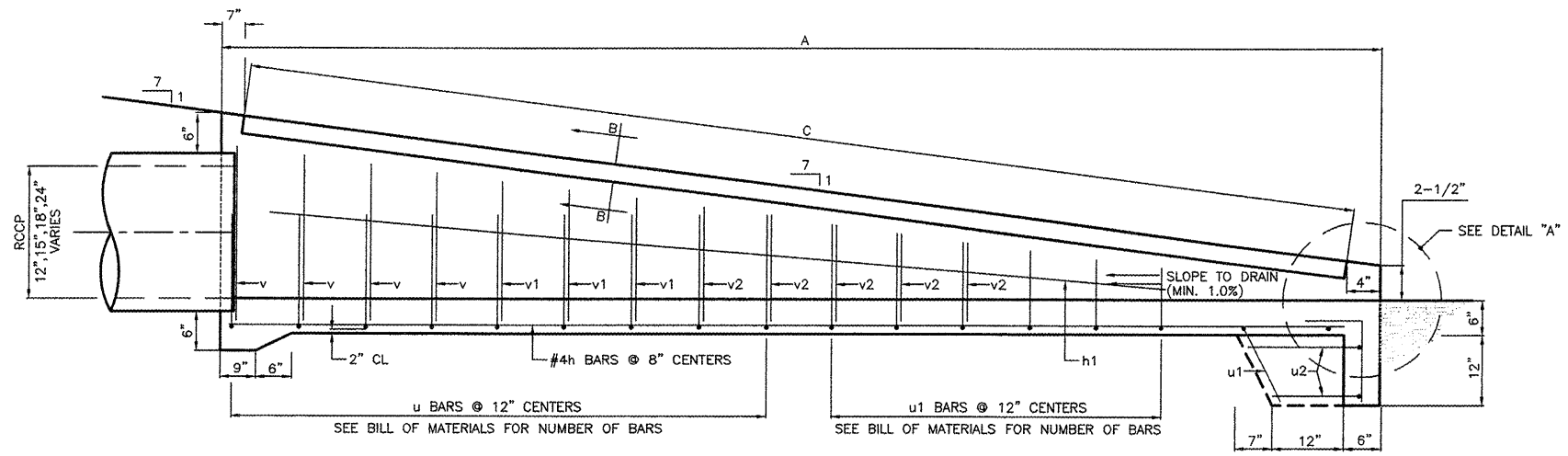
BAR L NO SCALE
BAR U, U1 AND U2 NO SCALE

BILL OF MATERIALS
INLET BOX

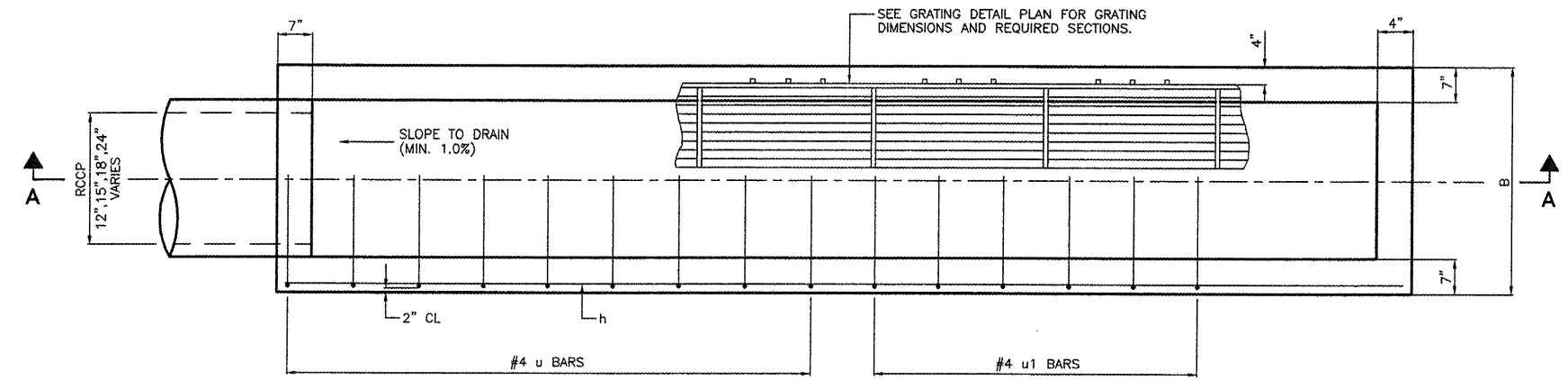
TYPE	BAR	QUANTITY	SIZE	LENGTH
12"	h	4	#4	9'-11"
15"	h	4	#4	11'-7"
18"	h	6	#4	13'-8"
24"	h	6	#4	17'-6"
12"	h1	2	#4	8'-0"
15"	h1	2	#4	10'-0"
18"	h1	2	#4	12'-0"
24"	h1	2	#4	15'-0"
12"	L	4	#4	2'-0"
15"	L	4	#4	2'-0"
18"	L	4	#4	2'-0"
24"	L	4	#4	2'-0"
12"	U	4	#4	5'-2"
15"	U	6	#4	5'-6"
18"	U	8	#4	5'-9"
24"	U	12	#4	6'-4"
12"	U1	4	#4	4'-8"
15"	U1	3	#4	5'-0"
18"	U1	4	#4	5'-3"
24"	U1	4	#4	5'-10"
12"	U2	2	#4	4'-8"
15"	U2	2	#4	5'-0"
18"	U2	2	#4	5'-3"
24"	U2	2	#4	5'-10"
12"	V	4	#4	1'-4"
15"	V	4	#4	1'-8"
18"	V	6	#4	1'-10"
24"	V	6	#4	2'-5"
12"	V1	-	#4	-
15"	V1	4	#4	1'-4"
18"	V1	6	#4	1'-5"
24"	V1	6	#4	2'-0"
12"	V2	-	#4	-
15"	V2	-	#4	-
18"	V2	-	#4	-
24"	V2	8	#4	1'-6"
CONCRETE STRUCTURES				
12"Ø		CU.YD.	2	
15"Ø		CU.YD.	2	
18"Ø		CU.YD.	3	
24"Ø		CU.YD.	3	
REINFORCEMENT BARS				
12"Ø		POUND	85	
15"Ø		POUND	100	
18"Ø		POUND	145	
24"Ø		POUND	200	
GRATING				
12"Ø		SQ.FT.	18	
15"Ø		SQ.FT.	25	
18"Ø		SQ.FT.	32	
24"Ø		SQ.FT.	51	

TABLE OF DIMENSIONS

DIMENSION	12"Ø	15"Ø	18"Ø	24"Ø
A	10'-3"	12'-1"	14'-0"	17'-10"
B	2'-6"	2'-10"	3'-1"	3'-8"
C	9'-5"	11'-4"	13'-3"	17'-1"



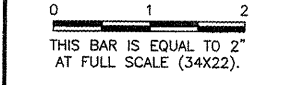
SECTION A-A
NO SCALE



PLAN
NO SCALE

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NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

SLOPE BOX INLET DETAILS

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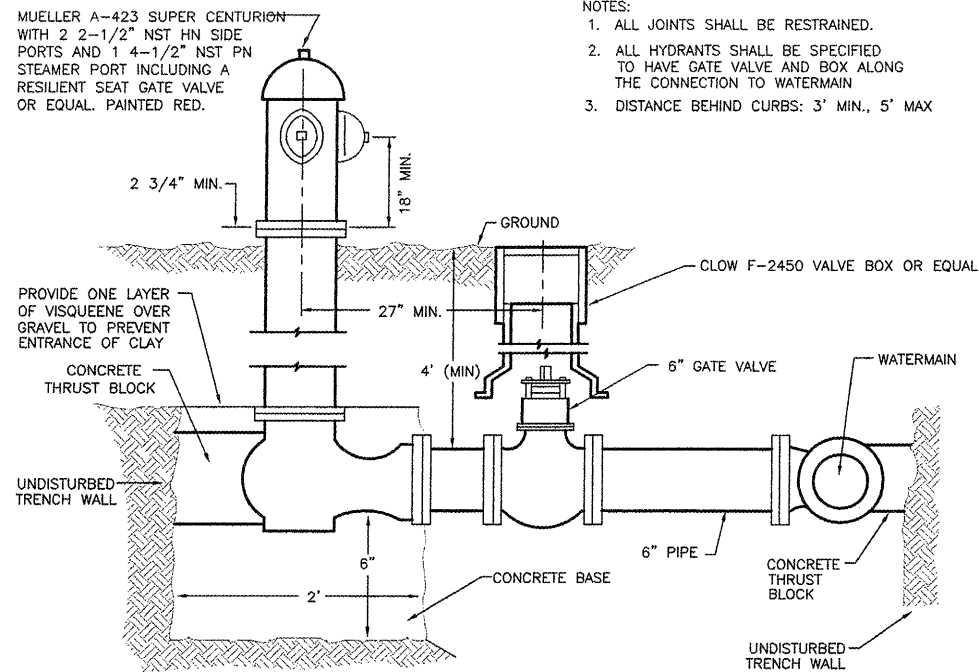
CMT
 CRAWFORD, MURPHY & TLLY, INC.
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 License No. 184-000613



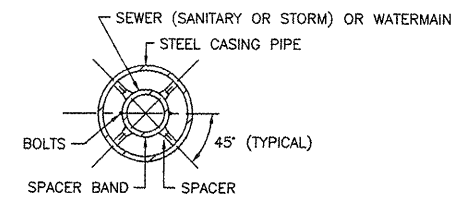
DESIGN BY:	ATI
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT: PWK-3613 A.I.P. PROJECT: 3-17-0018-B39	
SHEET	23 OF 40 SHEETS

MUELLER A-423 SUPER CENTURION WITH 2 2-1/2" NST HN SIDE PORTS AND 1 4-1/2" NST PN STEAMER PORT INCLUDING A RESILIENT SEAT GATE VALVE OR EQUAL. PAINTED RED.

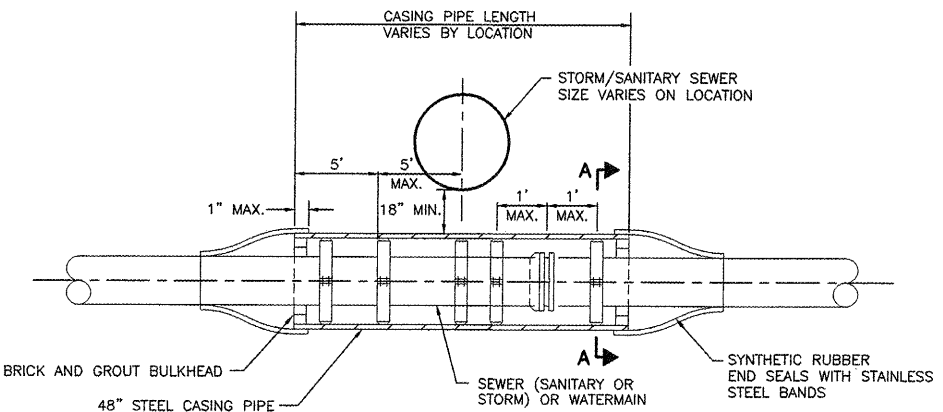
- NOTES:
1. ALL JOINTS SHALL BE RESTRAINED.
 2. ALL HYDRANTS SHALL BE SPECIFIED TO HAVE GATE VALVE AND BOX ALONG THE CONNECTION TO WATERMAIN
 3. DISTANCE BEHIND CURBS: 3' MIN., 5' MAX



FIRE HYDRANT DETAIL
N.T.S.



SECTION A-A

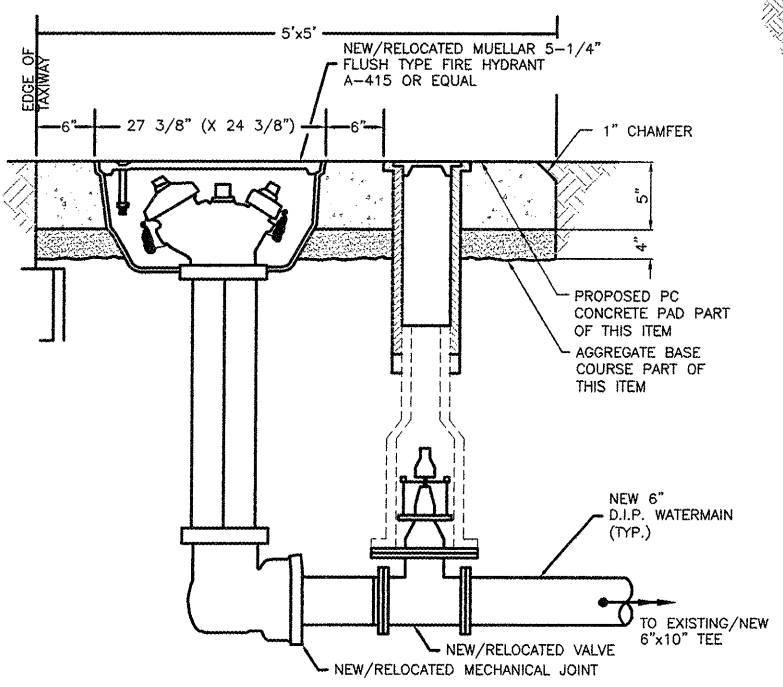


CASING PIPE DETAIL
N.T.S.

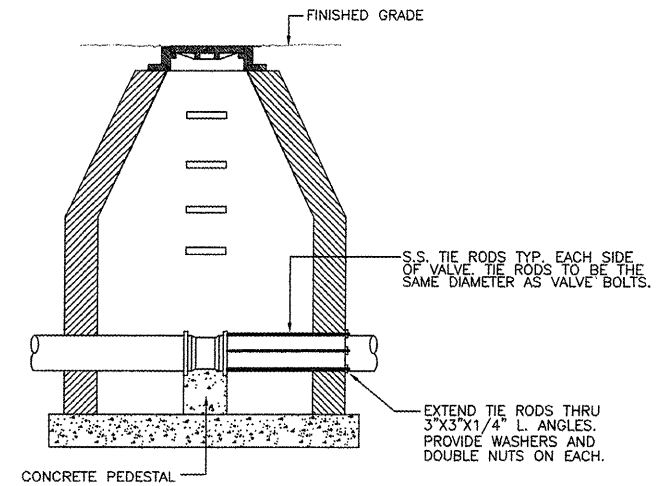
1. AT LEAST THREE CASING CHOCKS/PIPE LENGTH SHALL BE INSTALLED WITH THE CASING PIPE.
2. THE CASING SPACER SHALL BE CENTERED AND RESTRAINED TYPE.
3. THE SPACER BANDS SHALL BE STAINLESS STEEL.
4. ALL FASTENER HARDWARE (I.E. NUTS, BOLTS AND WASHERS) ASSOCIATED WITH THE CASING SPACERS SHALL BE STAINLESS STEEL.
5. THE SPACERS SHALL BE STAINLESS STEEL OR NONMETALLIC MATERIAL.

GENERAL NOTES:

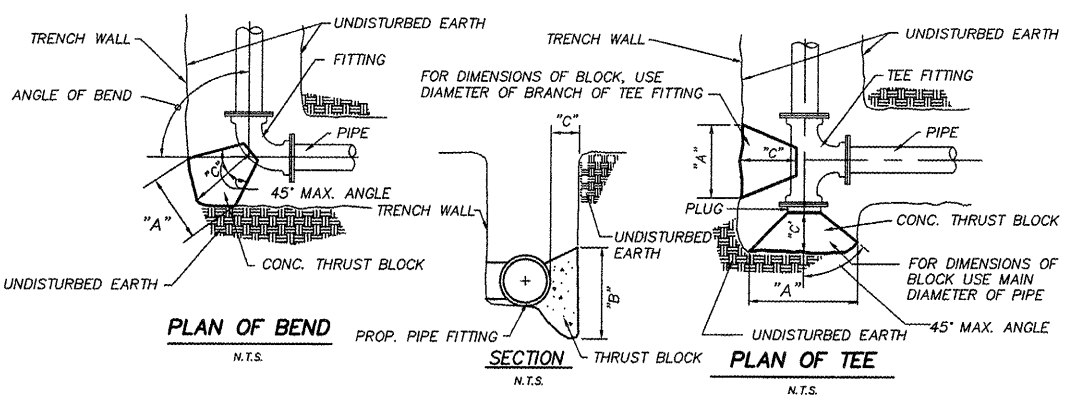
- 1) CONTRACTOR TO COMPLETE INSTALLATION OF CONCRETE PADS FOR FLUSH MOUNTED HYDRANTS AFTER COMPLETION OF TAXIWAY PAVEMENT CONSTRUCTION.
- 4) CONCRETE PAD SHALL BE SLOPED 1.5 % TO DRAIN AWAY FROM THE TAXIWAY.



NEW/RELOCATED FLUSH MOUNTED HYDRANT
NOT TO SCALE



EXISTING VALVE VAULT RESTRAINT DETAIL
N.T.S.

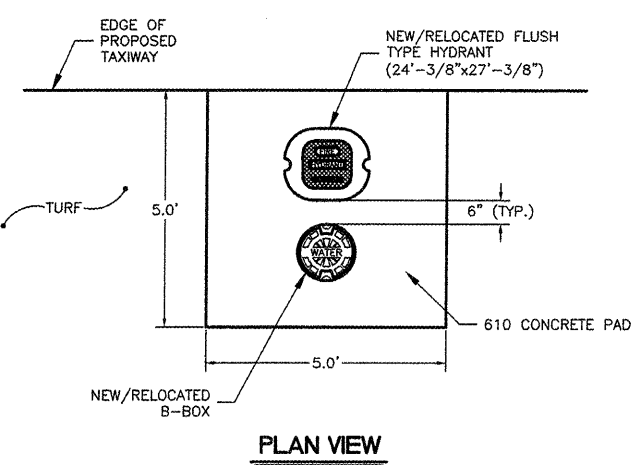


100 P.S.I. TABLE

SIZE	90° BEND			45° BEND			22-1/2° BEND			11-1/4° BEND			TEE OR PLUG		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
4" & 6"	2'-0"	1'-4"	9"	1'-6"	1'-0"	6"	1'-1"	0'-8"	6"	0'-9"	0'-6"	6"	2'-5"	1'-7"	1'-0"
8"	2'-8"	1'-10"	1'-0"	2'-0"	1'-4"	8"	1'-5"	1'-0"	8"	1'-0"	0'-8"	8"	3'-2"	2'-2"	1'-3"
10"	3'-4"	2'-3"	1'-3"	2'-6"	1'-8"	10"	1'-9"	1'-2"	8"	1'-3"	0'-10"	8"	4'-0"	2'-8"	1'-7"
12"	4'-0"	2'-8"	1'-6"	3'-0"	2'-0"	1'-0"	2'-2"	1'-5"	8"	1'-8"	1'-0"	8"	4'-10"	3'-2"	1'-11"
14"	4'-8"	3'-2"	1'-9"	3'-6"	2'-4"	1'-2"	2'-8"	1'-8"	8"	1'-9"	1'-2"	8"	5'-7"	3'-9"	2'-3"
16"	5'-4"	3'-7"	2'-0"	3'-11"	2'-8"	1'-4"	2'-10"	1'-11"	9"	2'-0"	1'-4"	8"	6'-4"	4'-3"	2'-6"
18"	6'-0"	4'-0"	2'-3"	4'-5"	3'-0"	1'-6"	3'-2"	2'-2"	10"	2'-3"	1'-6"	8"	7'-2"	4'-9"	2'-10"
20"	6'-8"	4'-5"	2'-6"	4'-11"	3'-4"	1'-8"	3'-6"	2'-4"	11"	2'-8"	1'-8"	8"	7'-11"	5'-4"	3'-2"
24"	8'-0"	5'-4"	3'-0"	5'-11"	3'-11"	2'-0"	4'-3"	2'-10"	1'-11"	3'-0"	2'-0"	8"	9'-6"	6'-4"	3'-9"

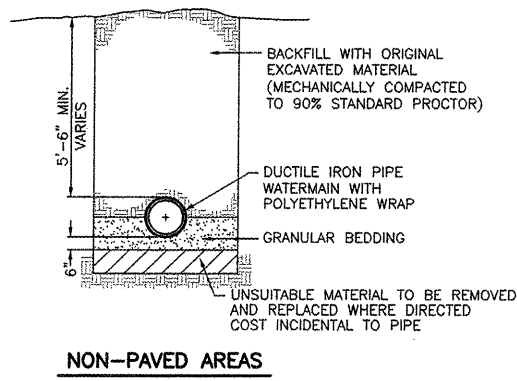
THRUST BLOCK DETAILS (FOR HORIZONTAL ALIGNMENT)

- NOTES:
1. ALL BENDS, TEES, PLUGS, FITTINGS OR OTHER SIGNIFICANT CHANGES IN ALIGNMENT SHALL BE BRACED WITH POURED CONCRETE THRUST BLOCKS. FITTINGS WITH RETAINING GLANDS WILL NOT BE ALLOWED.
 2. "C" DIMENSION SHALL BE AS REQUIRED TO REACH UNDISTURBED EARTH BUT NOT LESS THAN VALUE LISTED IN TABLE.
 3. DIMENSIONS "A" AND "B" ARE BASED ON INTERNAL PIPE PRESSURE OF 100 P.S.I. AND BEARING ON THE UNDISTURBED SOIL OF 1500 P.S.F.
 4. "B" = HEIGHT OF THRUST BLOCK
 5. ALL PLUGS SHALL BE SEPARATED FROM THE CONCRETE THRUST BLOCK BY A LAYER OF 5 MIL PLASTIC SHEET
 5. ALL POURED CONCRETE SHALL BE 3000 PSI @ 28 DAYS.



PLAN VIEW

NOTE: CONTRACTOR TO VERIFY EXISTING 12" WATERMAIN LOCATION TO ENSURE CONSTRUCTION OF HYDRANTS AND WATERMAINS

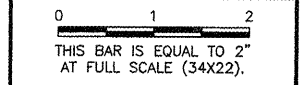


TRENCH DETAILS - WATERMAIN
N.T.S.

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UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Tue 6/10/03 11:08am

REVISIONS

NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS**

WATERMAIN DETAILS

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: MJS
DRAWN BY: JRO
CHECKED BY: MJS
APPROVED BY:
DATE: 11/21/08
JOB No: 06290-07
ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39
SHEET 25 OF 40 SHEETS

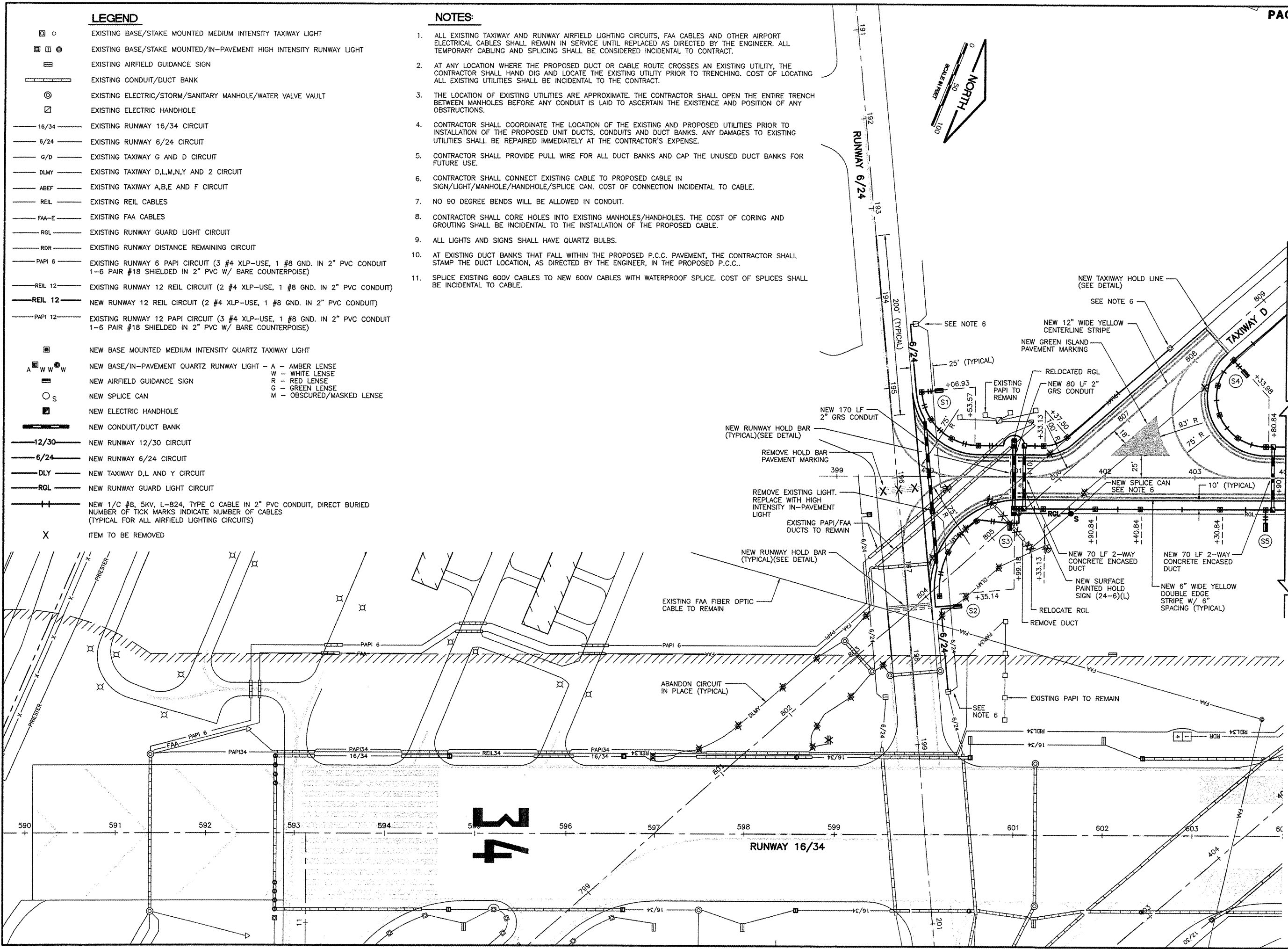
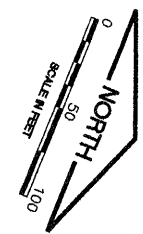
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LEGEND

- ◻ ○ EXISTING BASE/STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ◻ ◻ ◻ EXISTING BASE/STAKE MOUNTED/IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
- ◻ EXISTING AIRFIELD GUIDANCE SIGN
- ▬ EXISTING CONDUIT/DUCT BANK
- ⊙ EXISTING ELECTRIC/STORM/SANITARY MANHOLE/WATER VALVE VAULT
- ⊠ EXISTING ELECTRIC HANDHOLE
- 16/34 — EXISTING RUNWAY 16/34 CIRCUIT
- 6/24 — EXISTING RUNWAY 6/24 CIRCUIT
- G/D — EXISTING TAXIWAY G AND D CIRCUIT
- DLMY — EXISTING TAXIWAY D,L,M,N,Y AND 2 CIRCUIT
- ABEF — EXISTING TAXIWAY A,B,E AND F CIRCUIT
- REIL — EXISTING REIL CABLES
- FAA-E — EXISTING FAA CABLES
- RGL — EXISTING RUNWAY GUARD LIGHT CIRCUIT
- RDR — EXISTING RUNWAY DISTANCE REMAINING CIRCUIT
- PAPI 6 — EXISTING RUNWAY 6 PAPI CIRCUIT (3 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT 1-6 PAIR #18 SHIELDED IN 2" PVC W/ BARE COUNTERPOISE)
- REIL 12 — EXISTING RUNWAY 12 REIL CIRCUIT (2 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT)
- REIL 12 — NEW RUNWAY 12 REIL CIRCUIT (2 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT)
- PAPI 12 — EXISTING RUNWAY 12 PAPI CIRCUIT (3 #4 XLP-USE, 1 #8 GND. IN 2" PVC CONDUIT 1-6 PAIR #18 SHIELDED IN 2" PVC W/ BARE COUNTERPOISE)
- ◻ NEW BASE MOUNTED MEDIUM INTENSITY QUARTZ TAXIWAY LIGHT
- A W W W NEW BASE/IN-PAVEMENT QUARTZ RUNWAY LIGHT - A - AMBER LENSE
W - WHITE LENSE
R - RED LENSE
G - GREEN LENSE
M - OBSCURED/MASKED LENSE
- NEW AIRFIELD GUIDANCE SIGN
- NEW SPLICE CAN
- ⊠ NEW ELECTRIC HANDHOLE
- ▬ NEW CONDUIT/DUCT BANK
- 12/30 — NEW RUNWAY 12/30 CIRCUIT
- 6/24 — NEW RUNWAY 6/24 CIRCUIT
- DLY — NEW TAXIWAY D,L AND Y CIRCUIT
- RGL — NEW RUNWAY GUARD LIGHT CIRCUIT
- 1/2" #8, 5KV, L-B24, TYPE C CABLE IN 2" PVC CONDUIT, DIRECT BURIED NUMBER OF TICK MARKS INDICATE NUMBER OF CABLES (TYPICAL FOR ALL AIRFIELD LIGHTING CIRCUITS)
- X ITEM TO BE REMOVED

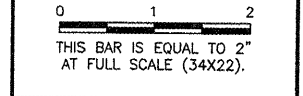
NOTES:

1. 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 CABLEING AND SPlicing SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
2. AT ANY LOCATION WHERE THE PROPOSED 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.
3. THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
4. CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
5. CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
6. CONTRACTOR SHALL CONNECT EXISTING CABLE TO PROPOSED CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE/SPLICE CAN. COST OF CONNECTION INCIDENTAL TO CABLE.
7. NO 90 DEGREE BENDS WILL BE ALLOWED IN CONDUIT.
8. CONTRACTOR SHALL CORE HOLES INTO EXISTING MANHOLES/HANDHOLES. THE COST OF CORING AND GROUTING SHALL BE INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CABLE.
9. ALL LIGHTS AND SIGNS SHALL HAVE QUARTZ BULBS.
10. AT EXISTING DUCT BANKS THAT FALL WITHIN THE PROPOSED P.C.C. PAVEMENT, THE CONTRACTOR SHALL STAMP THE DUCT LOCATION, AS DIRECTED BY THE ENGINEER, IN THE PROPOSED P.C.C..
11. SPLICE EXISTING 600V CABLES TO NEW 600V CABLES WITH WATERPROOF SPLICE. COST OF SPLICES SHALL BE INCIDENTAL TO CABLE.



REVISIONS

NUMBER	BY	DATE

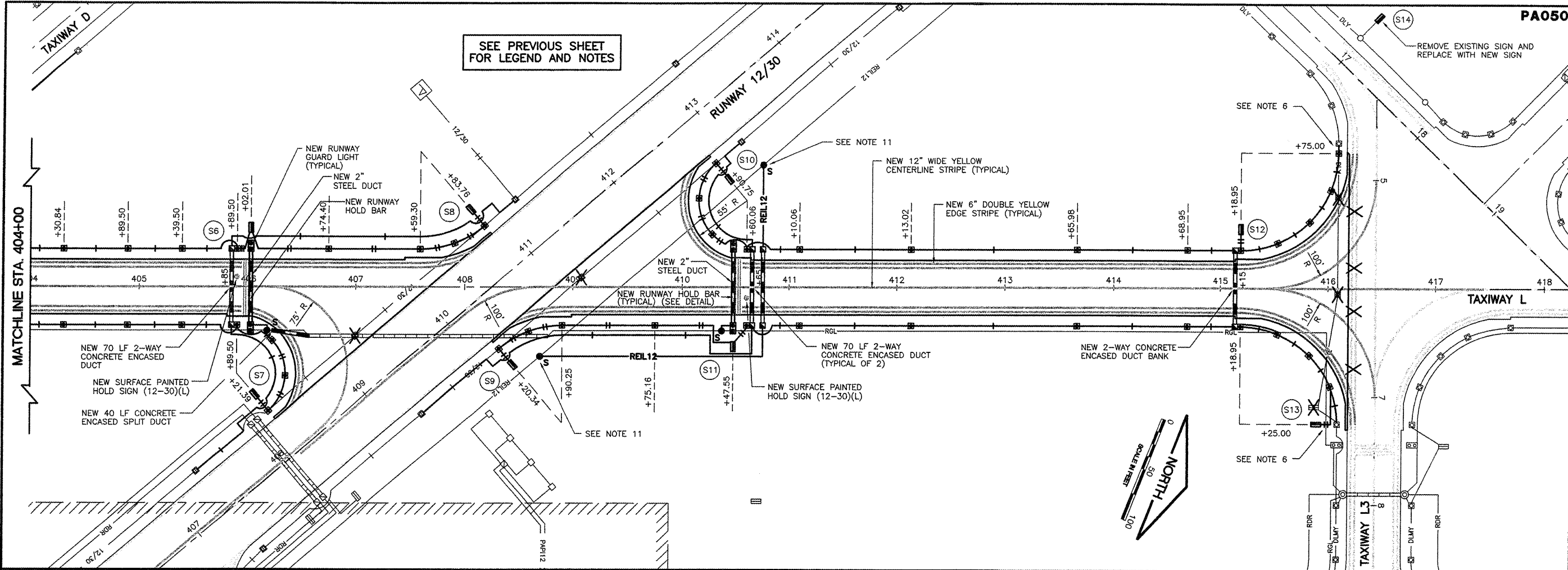


CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
LIGHTING AND PAVEMENT MARKING PLAN
TAXIWAY L
STA. 399+00 TO STA. 404+00

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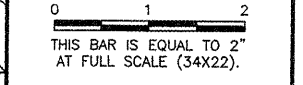
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DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39
SHEET	26 OF 40 SHEETS



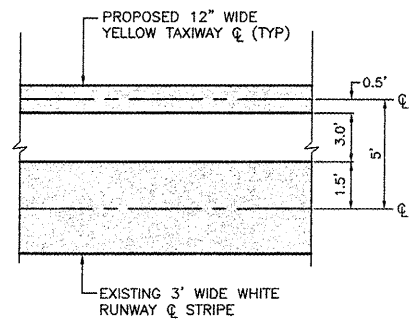
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REVISIONS		
NUMBER	BY	DATE

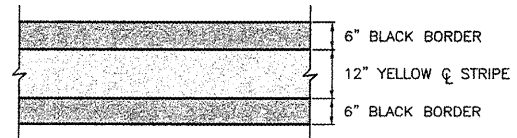


**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS**

**LIGHTING AND PAVEMENT MARKING PLAN
 TAXIWAY L
 STA. 404+00 TO STA. 418+00**



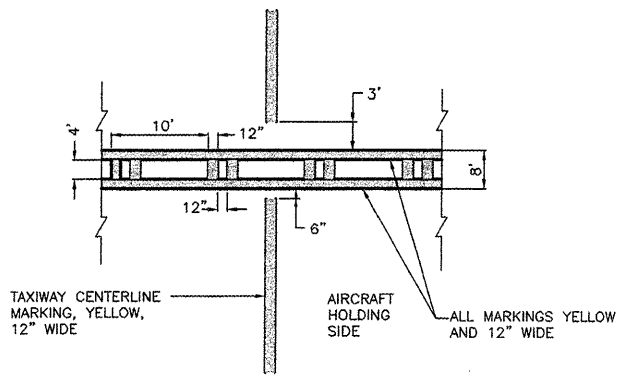
TAXIWAY TANGENT DETAIL
 NOT TO SCALE



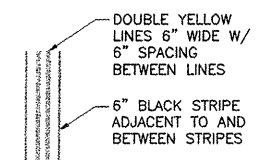
TAXIWAY CENTERLINE ON PCC DETAIL
 NOT TO SCALE

AIRFIELD SIGNAGE SCHEDULE				
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
S1	E W	BLANK L	0 3	STA. 195+06.93, 50' LT. CL RUNWAY 6/24
S2	E W	L 16-34	3 1	STA. 197+42.18, 50' LT. CL RUNWAY 6/24
S3	N S	L 24-6	1,2 2	STA. 400+99.18, 50' RT. CL TAXIWAY L
S4	NW SE	D L	3,2 2	STA. 808+33.98, 45' RT. CL TAXIWAY D
S5	N S	D L	3,2 2	STA. 403+80.84, 50' RT. CL TAXIWAY L
S6	N S	L 12-30	2 2,1	STA. 406+02.01, 50' LT. CL TAXIWAY L
S7	NW SE	BLANK L	0 3	STA. 408+21.39, 75' LT. CL RUNWAY 12/30
S8	NW SE	L BLANK	3 0	STA. 410+83.76, 75' LT. CL RUNWAY 12/30

AIRFIELD SIGNAGE SCHEDULE				
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
S9	NW SE	BLANK L	0 3	STA. 410+20.34, 75' RT. CL RUNWAY 12/30
S10	NW SE	L BLANK	3 0	STA. 412+90.75, 75' RT. CL RUNWAY 12/30
S11	N S	L 30-12	1,2 2	STA. 410+47.55, 50' RT. CL TAXIWAY L
S12	N S	L Y L L3	2 3,2,3	STA. 415+18.95, 50' LT. CL TAXIWAY L
S13	W E	L3 L	2 2,3	STA. 7+25.00, 50' RT. CL TAXIWAY L3
S14	N S	L3 Y L3 L	2 3,2,3,3	STA. 16+96.87, 42.5' LT. CL TAXIWAY Y
S15	N S	BLANK K O	0 2,3	STA. 833+38.22, 50' LT. CL TAXIWAY K
S16	E W	L O	1,2 2	STA. 0+88.00, 42.5' RT. CL TAXIWAY O
S17	N S	O K	3,2 2	STA. 834+46.14, 50' RT. CL TAXIWAY K



ILS HOLDING POSITION MARKING
 NO SCALE



TAXIWAY EDGE MARKINGS CONTINUOUS
 NO SCALE

PAVEMENT MARKING NOTES

- ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.

NEW 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/INFORMATION SIGN — BLACK LEGEND ON YELLOW BACKGROUND

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: MJS
 DRAWN BY: JRO
 CHECKED BY: AB
 APPROVED BY:
 DATE: 11/21/08
 JOB No: 06290-07
 ILLINOIS PROJECT: PWK-3613
 A.I.P. PROJECT: 3-17-0018-B39
 SHEET 27 OF 40 SHEETS

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SURVEY BOOK #
DATE: Mon 11/17/08 12:54pm
XREF DWG: tbcInt.dwg
tb.dwg
taxiway-base.dwg

SEE SHEET 25 FOR NOTES



LEGEND

- AIRPORT PROPERTY LINE
EXISTING FENCE LINE
EXISTING MITL
EXISTING TAXI GUIDANCE SIGN
EXISTING DUCT
NEW TAXI GUIDANCE SIGN
NEW 1/C #8 5KV CABLE IN 2" PVC DUCT
NEW ELECTRICAL HANDHOLE
NEW DUCT, SIZE AS SHOWN
NEW RETROREFLECTIVE MARKER
EXISTING PAVEMENT MARKING
NEW PAVEMENT MARKING
EXISTING GATE
ITEM TO BE REMOVED

REVISIONS

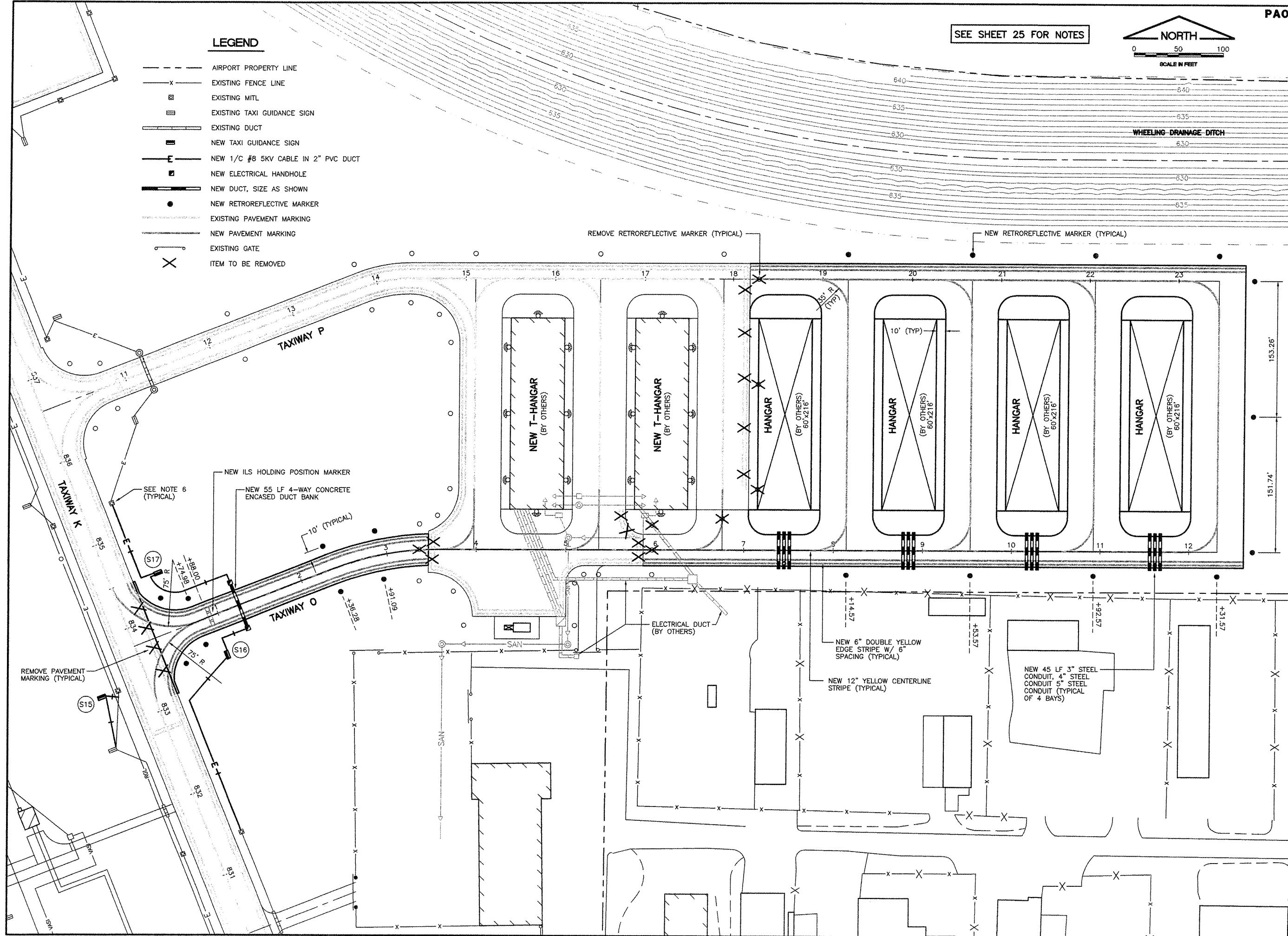
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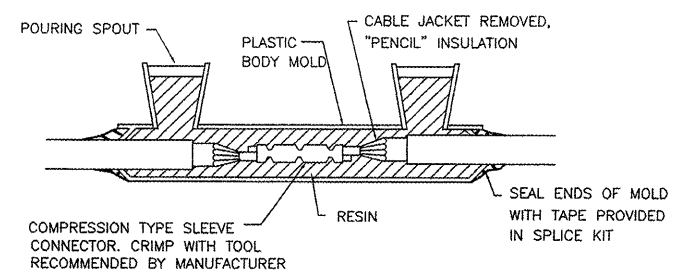
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
LIGHTING AND PAVEMENT MARKING PLAN
NORTHEAST QUADRANT

CMT logo and company information: CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 784-000613

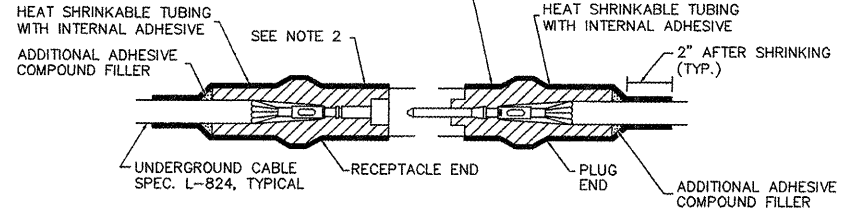
Table with project details: DESIGN BY: MJS, DRAWN BY: JRO, CHECKED BY, APPROVED BY, DATE: 11/21/08, JOB No: 06290-07, ILLINOIS PROJECT: PWK-3613, A.I.P. PROJECT: 3-17-0018-B39, SHEET 28 OF 40 SHEETS





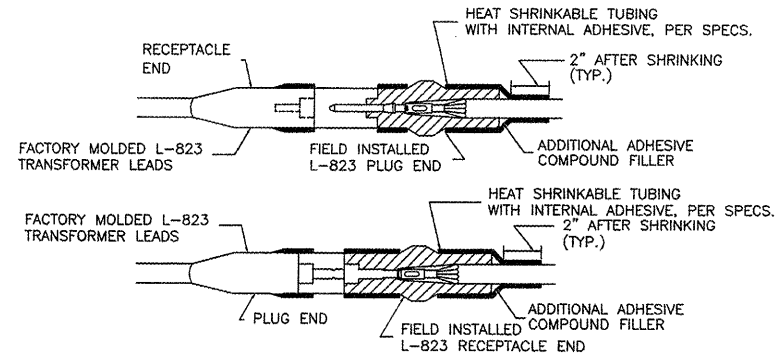
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY
 N.T.S.



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT
 N.T.S.



TYPE C AND D - CABLE SPLICE

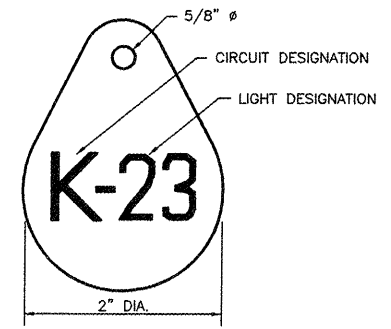
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
 N.T.S.

NOTES

1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
4. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

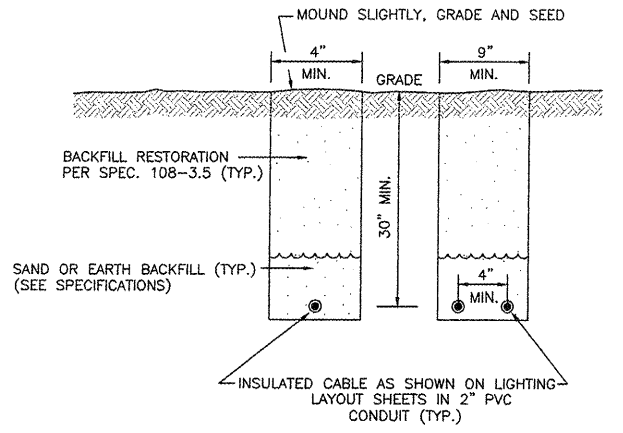
NOTES

1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

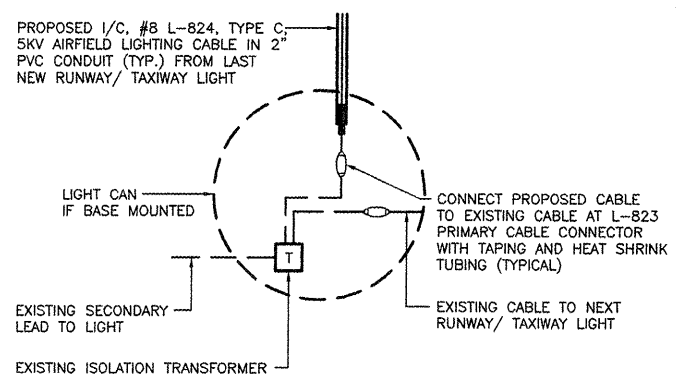


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

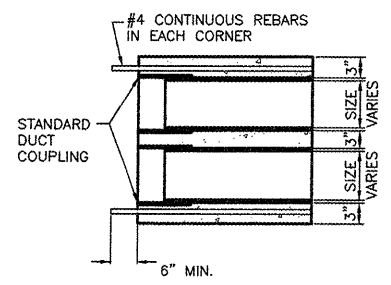
NOTES

1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.



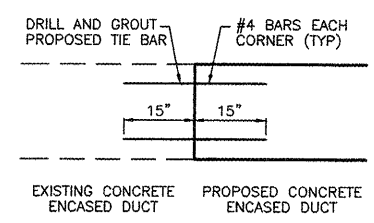
RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



CONCRETE ENCASED DUCT END DETAIL

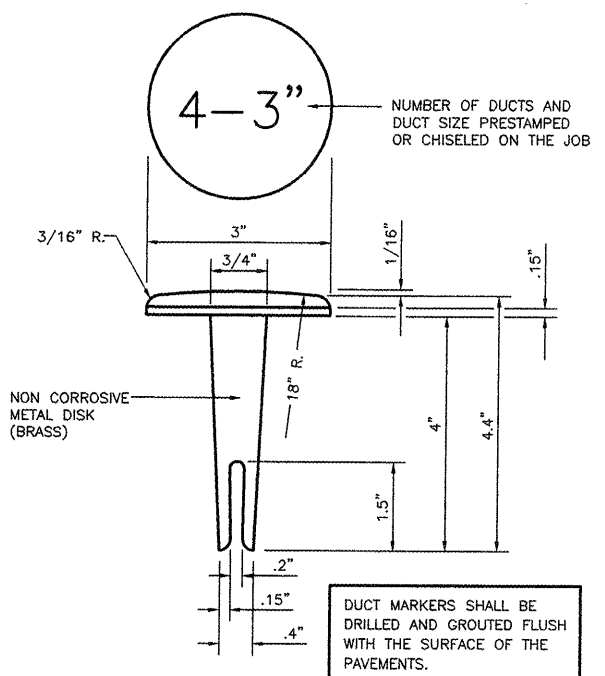
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EXTENSION OF EXISTING DUCT

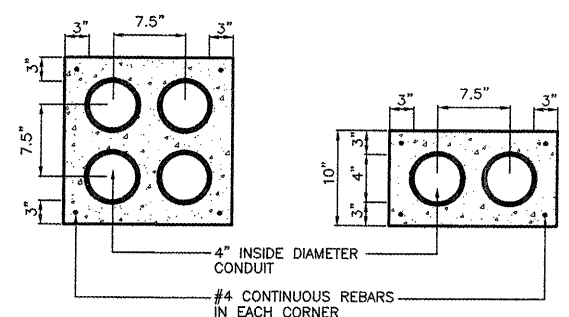
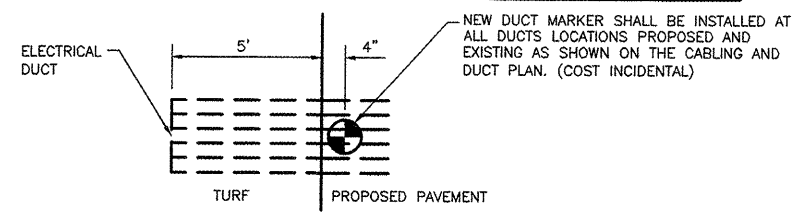
NO SCALE

NOTE: COST OF CONNECTION SHALL BE CONSIDERED INCIDENTAL TO PROPOSED DUCT.



DUCT MARKER DETAIL

NOT TO SCALE



4-WAY

CONCRETE ENCASED DUCT BANKS

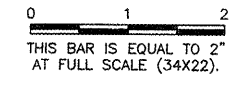
NOT TO SCALE

NOTES:

1. DIMENSIONS ARE MINIMUM.
2. CONCRETE SHALL CONFORM TO ITEM 610.
3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
4. TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.
5. 4" SPLIT DUCT SHALL BE CONCRETE ENCASED WITH 3" MINIMUM CONCRETE SURROUNDING 4" CONDUIT. COST INCIDENTAL TO SPLIT DUCT.

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CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS

ELECTRICAL DETAILS - SHEET 1

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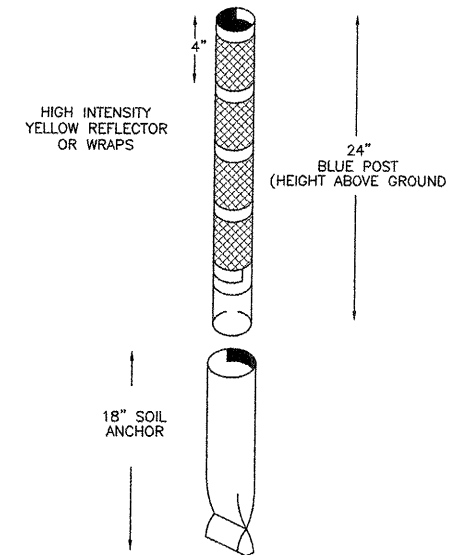
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DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39
SHEET	29 OF 40 SHEETS

GENERAL NOTES

1. TRANSFORMER HOLDER MAY BE ANY COMMERCIALY AVAILABLE BRICK.
2. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
3. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
4. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
5. ALL LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
6. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.

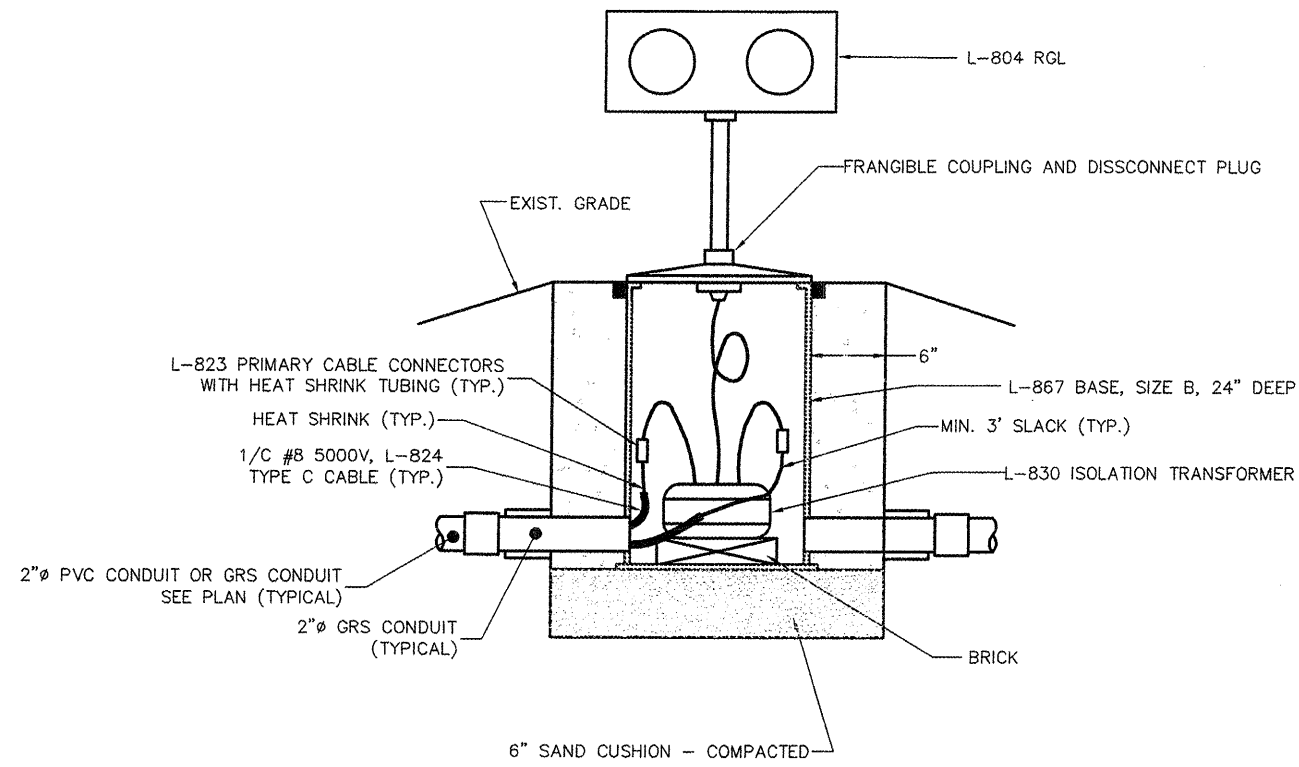


NOTE: RETROREFLECTIVE MARKER SHALL BE UNIPAR, INC. EVAFLX OR APPROVED EQUAL.

REVISIONS

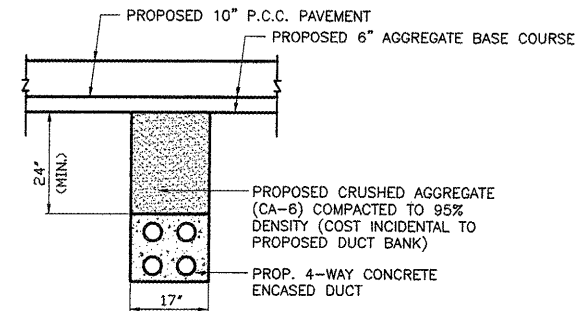
NUMBER	BY	DATE

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 THIS BAR IS EQUAL TO 2" AT FULL SCALE (34x22).



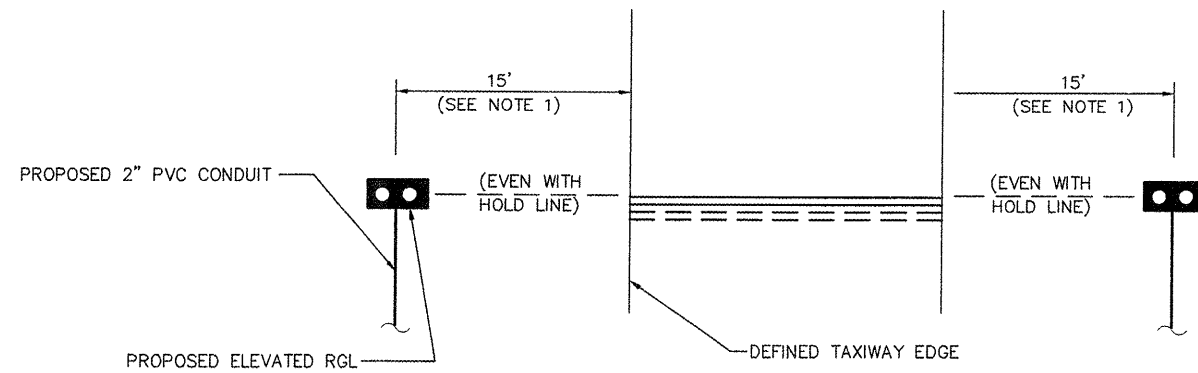
INSTALLATION OF ELEVATED RGL (TYPICAL)

NOT TO SCALE



CONC ENCASED (4-WAY) ELECTRICAL DUCT BACKFILL

NO SCALE

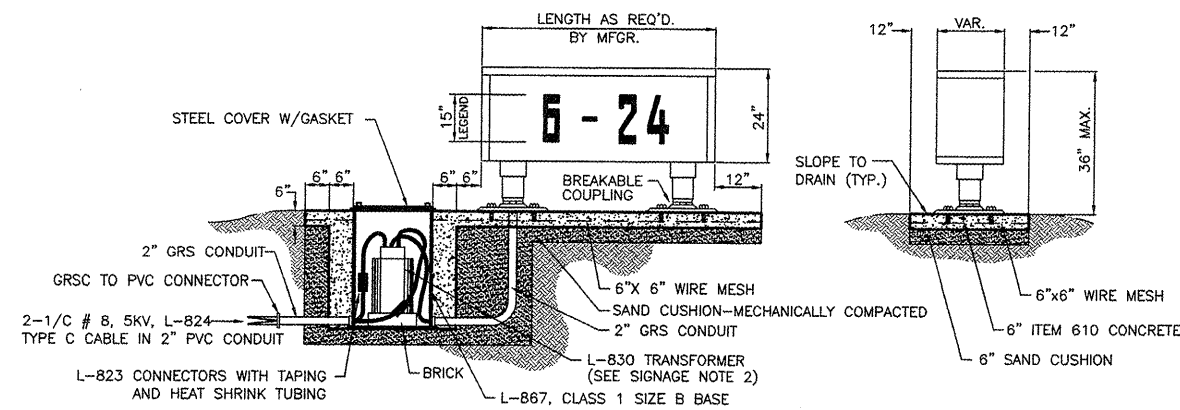


ELEVATED RGL LAYOUT DETAIL (TYPICAL)

NOT TO SCALE

NOTES

1. DISTANCE FROM TXY. EDGE MAY BE INCREASED UP TO A MAXIMUM OF 17' AND A MINIMUM OF 12'. KEEP BOTH BOXES AT SAME DISTANCE FROM TAXIWAY PAVEMENT.



PROPOSED AIRFIELD SIGN L-858

NOT TO SCALE

SIGNAGE NOTES

1. ALL SIGNS ARE 2-SIDED SIGNS, STYLE 2 AND CLASS 2 AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
5. CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS

ELECTRICAL DETAILS - SHEET 2

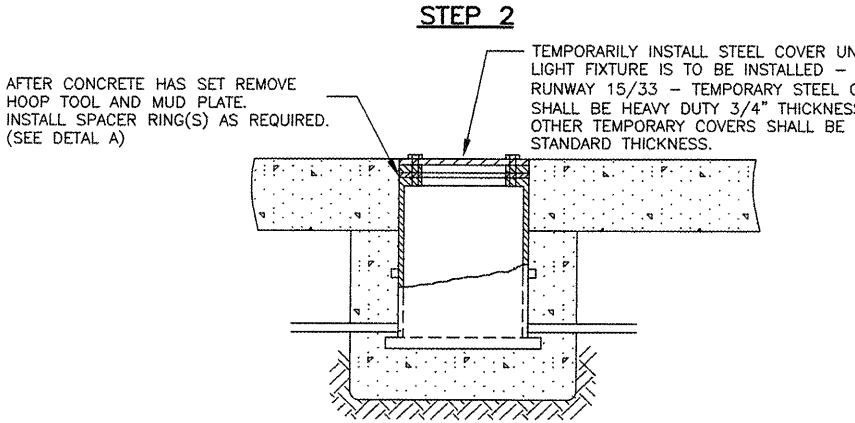
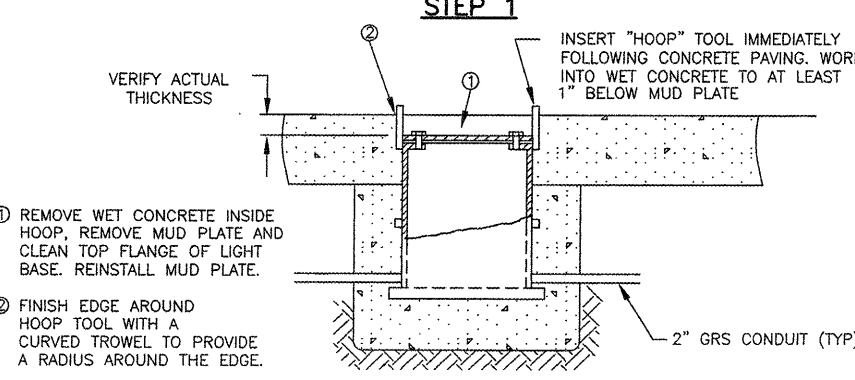
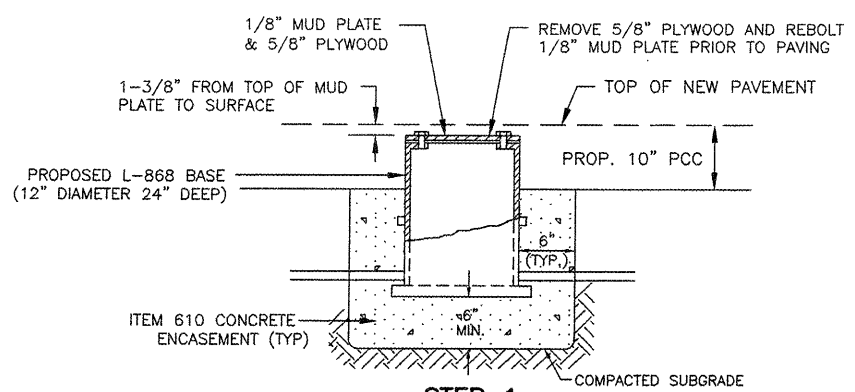
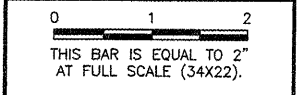
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SHEET	30 OF 40 SHEETS

REVISIONS

NUMBER	BY	DATE

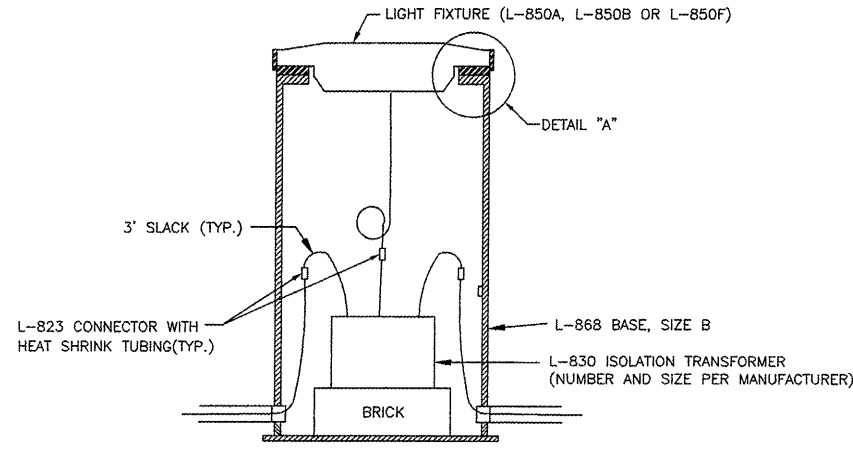
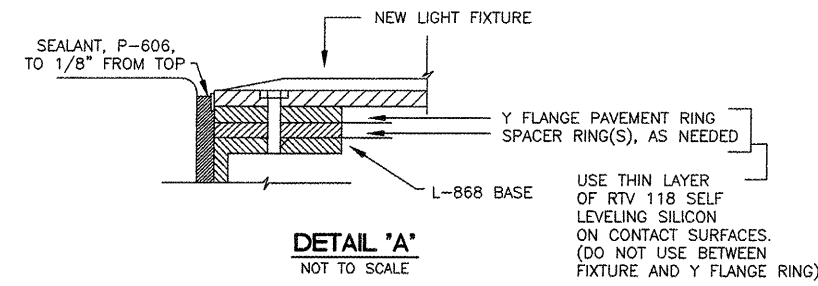


**IN-PAVEMENT RUNWAY EDGE LIGHT
 INSTALLATION IN PROPOSED PCC PAVEMENT**

NOT TO SCALE

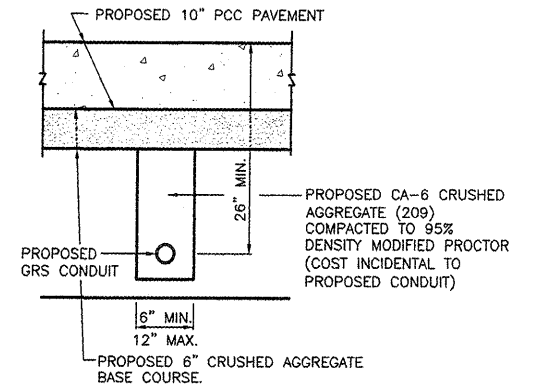
PCC PAVEMENT NOTES

- EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES AND 6" UNDER NEW CONDUIT. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
- USE MANUFACTURERS SETTING JIG (OR OTHER DEVICE APPROVED BY THE ENGINEER FOR PROPERLY ALIGNING NEW L-868 BASES. SECURE SETTING JIG TO PREVENT MOVEMENT DURING CONCRETE ENCASEMENT. ALL CONDUITS TO BE SUPPORTED DURING CONSTRUCTION AS REQUIRED.
- ALL LIGHT BASES SHALL BE PROPERLY POSITIONED AND ALIGNED AND CONDUIT CONNECTING THE BASES PROPERLY SECURED IN PLACE BEFORE POURING CONCRETE. ENSURE PROPER ALIGNMENT AFTER CONCRETE ENCASEMENT OF NEW BASE BEFORE CONCRETE SETS UP. TIGHT CONNECTIONS MUST BE ASSURED TO PREVENT CONCRETE FROM ENTERING BASE OR CONDUIT.
- AFTER INSTALLATION OF THE L-868 BASE AND WHILE PCC PAVING AT THE FIXTURE LOCATION IS WET, INSERT "HOOP" TOOL TO AT LEAST 1" BELOW MUD PLATE. REMOVE WET CONCRETE FROM INSIDE HOOP AND CLEAN TOP FLANGE SURFACE. FINISH THE CONCRETE AROUND THE HOOP TOOL WITH A CURVED RADIUS TROWEL. USE CAUTION TO AVOID AGGREGATE SEGREGATION DURING THIS PROCEDURE.
- AFTER CONCRETE HAS SET, REMOVE HOOP TOOL AND MUD PLATE. INSTALL FLANGE AND SPACER RINGS AS REQUIRED AND LIGHT ASSEMBLY. A TEMPORARY STEEL COVER MAY BE INSTALLED IF LIGHT FIXTURE IS TO BE INSTALLED LATER.
- AFTER FIXTURE INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT. ANNULAR SPACE SHALL BE NO MORE THAN 3/4" WIDE.
- INSTALL BASE AND RINGS SO THAT OUTER EDGE OF LIGHT FIXTURE WILL BE AT SAME ELEVATION AS THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED.



LIGHT FIXTURE INSTALLATION DETAIL

NOT TO SCALE

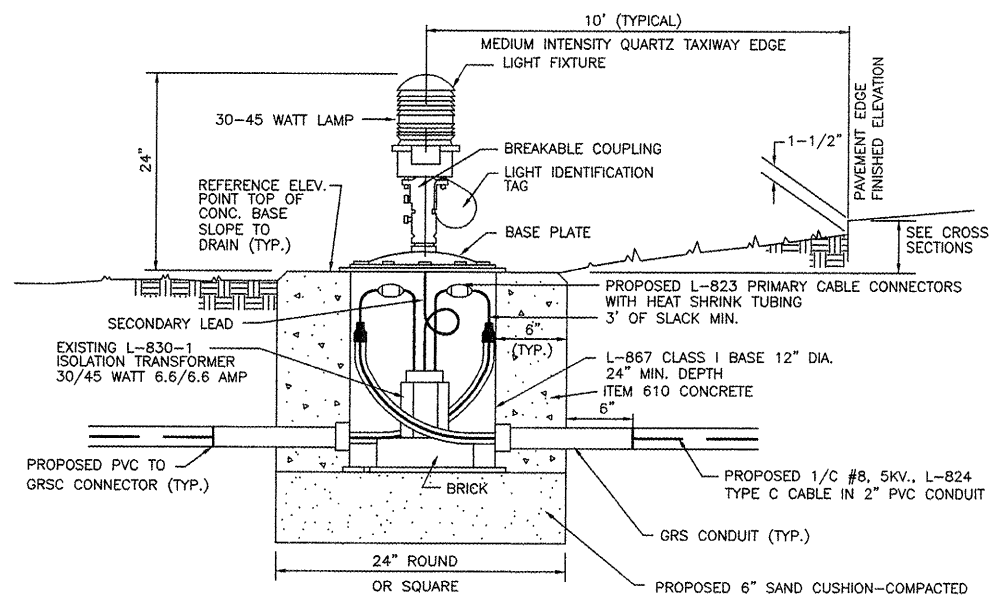


GRS CONDUIT UNDER P.C.C. PAVEMENT DETAIL

NOT TO SCALE

NOTES

- PROPOSED CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR PROPOSED UTILITIES INCLUDING STORM SEWER UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE, ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.



PROPOSED BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT

NOT TO SCALE

CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS

ELECTRICAL DETAILS - SHEET 3

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A.I.P. PROJECT:	3-17-0018-B39
SHEET	31 OF 40 SHEETS

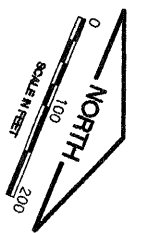
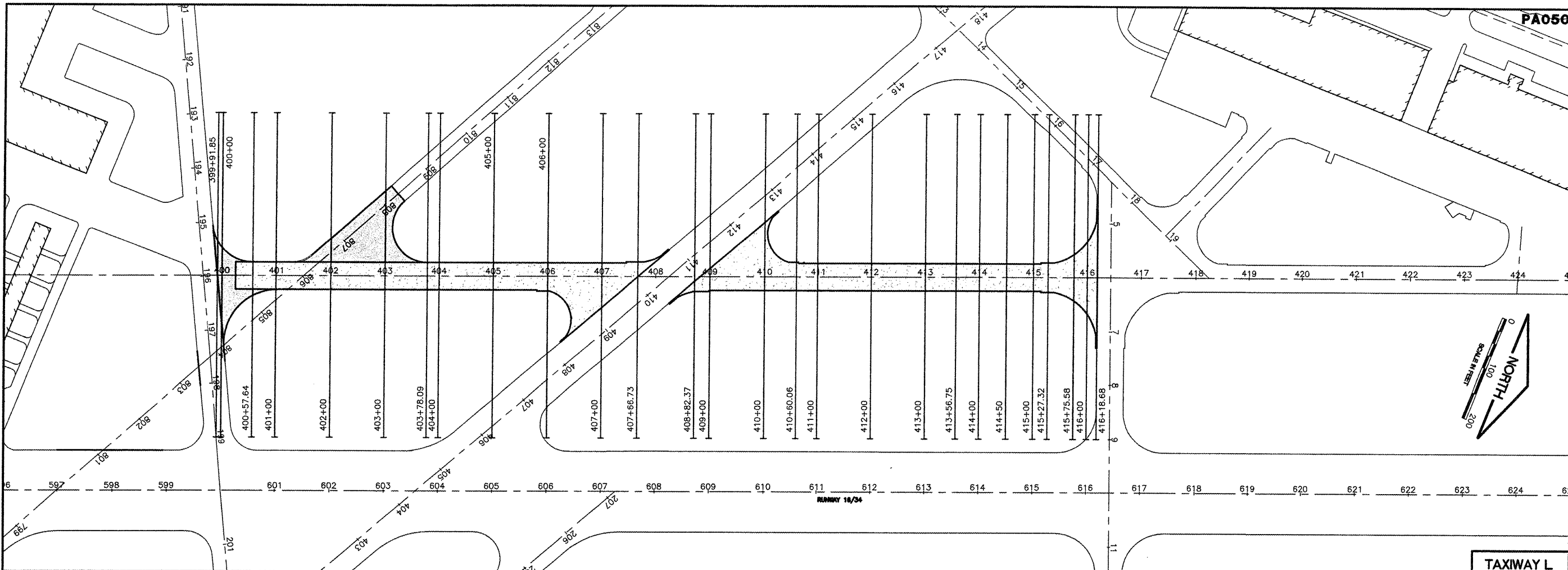
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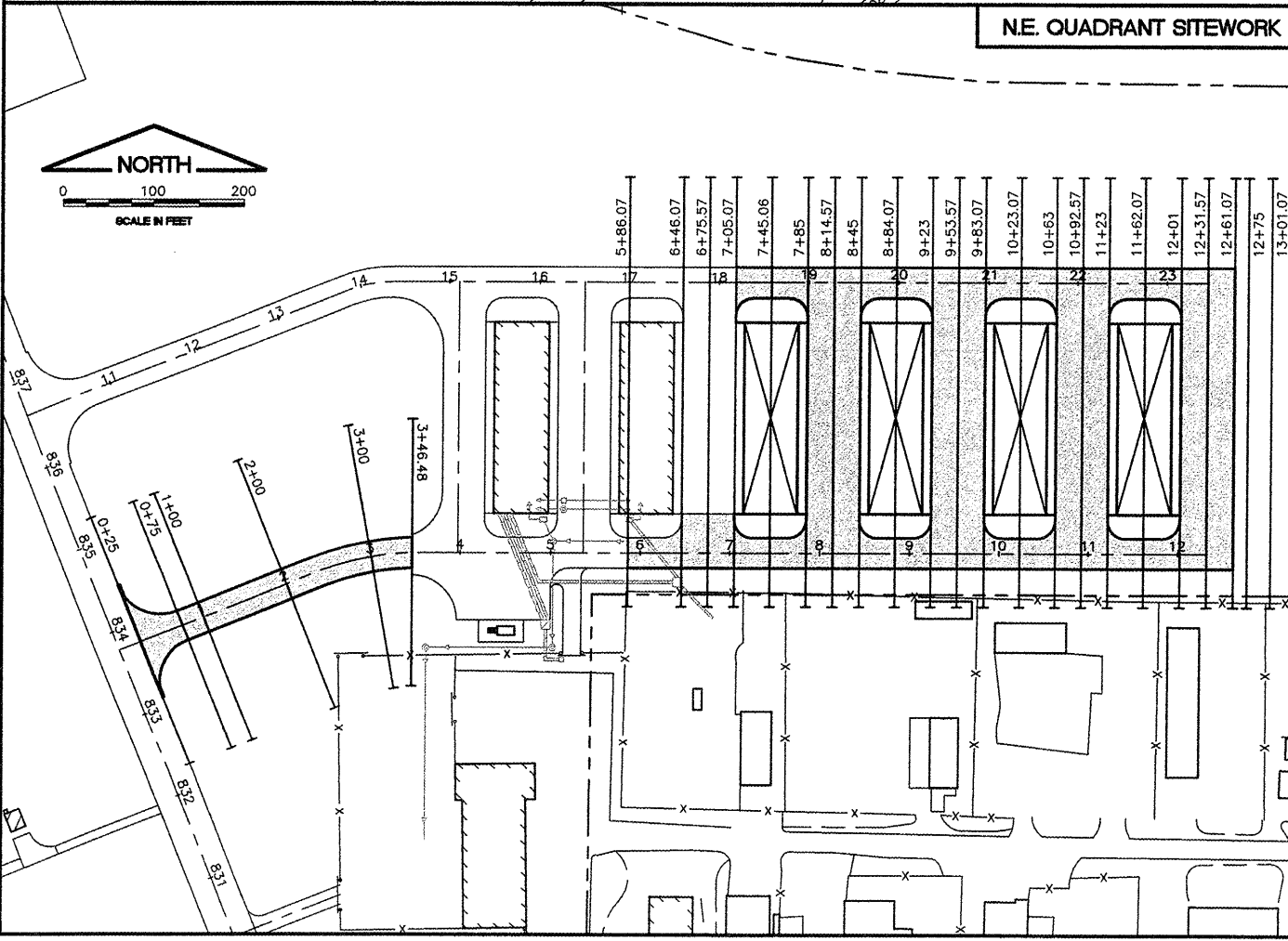
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 THIS BAR IS EQUAL TO 2"
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CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 INDEX TO CROSS SECTIONS/
 EARTHWORK SUMMARY



NE QUADRANT SITEWORK

GENERAL EARTHWORK NOTES:

1. 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.
2. 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.
3. ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. 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 SEPERATE PAYMENT SHALL BE MADE.

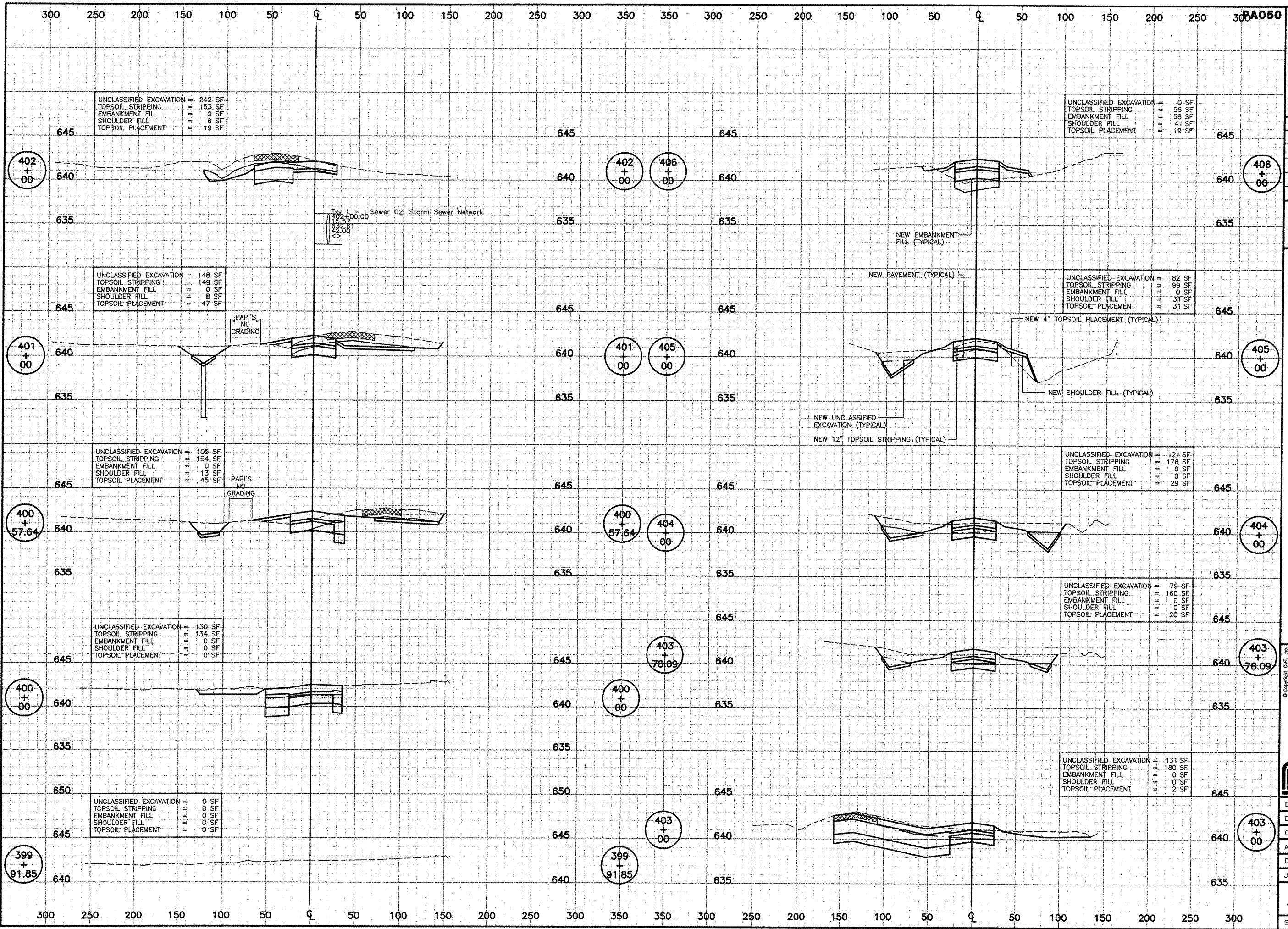
EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
NE QUADRANT T-HANGAR SITEWORK	3890	1855	2650	11640	3325
TAXIWAY L	7925	1480	565	8680	315
TOTALS	11815	3335	3215	20320	3645

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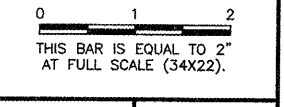
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 SHEET 32 OF 40 SHEETS



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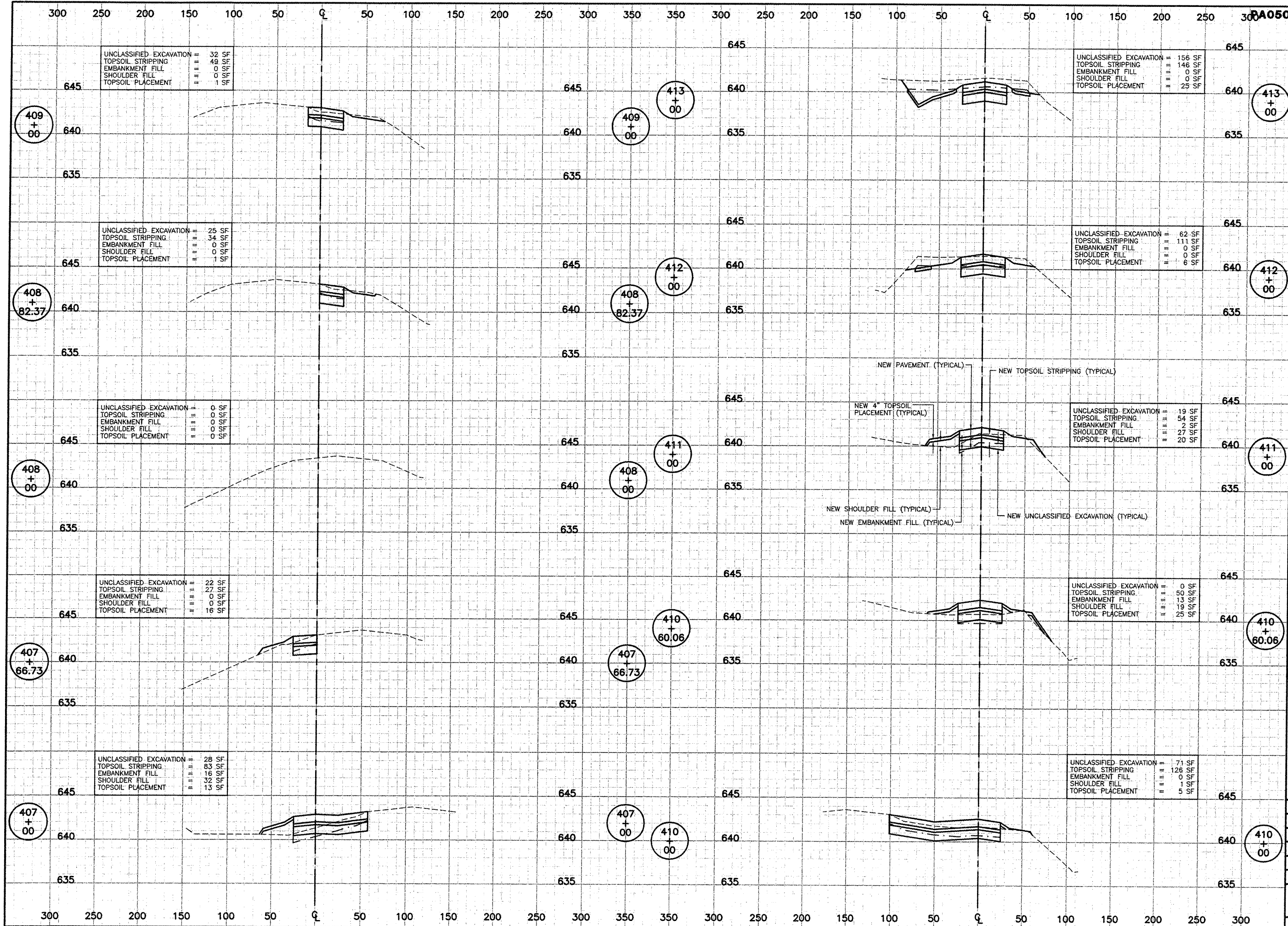
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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CROSS SECTIONS
TAXIWAY L
SHEET 1

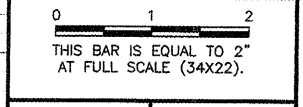
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 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CROSS SECTIONS
 TAXIWAY L
 SHEET 2

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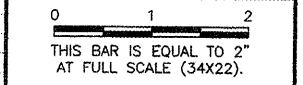
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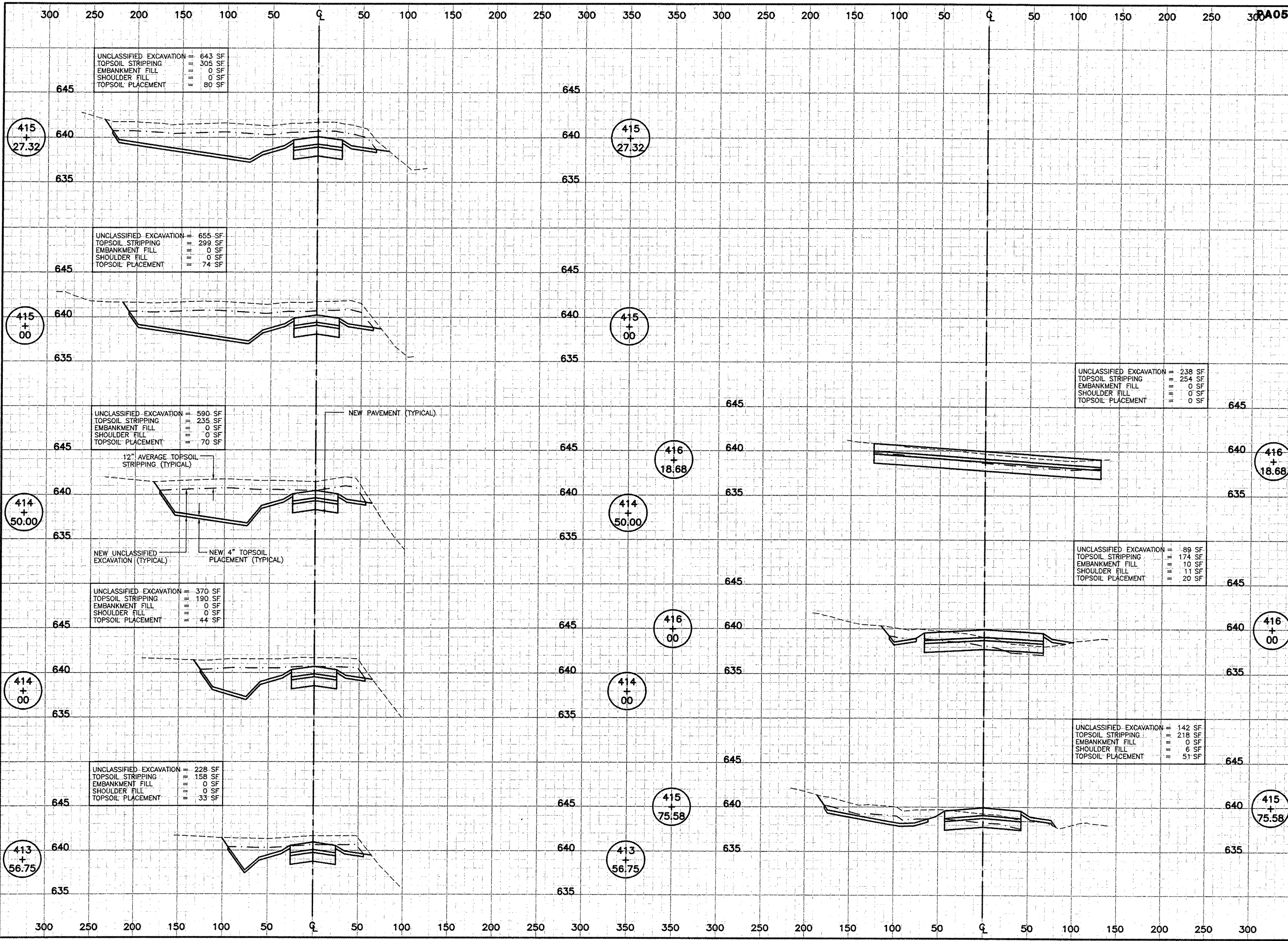
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WHEELING/PROSPECT HEIGHTS, ILLINOIS
CROSS SECTIONS
TAXIWAY L
SHEET 3**

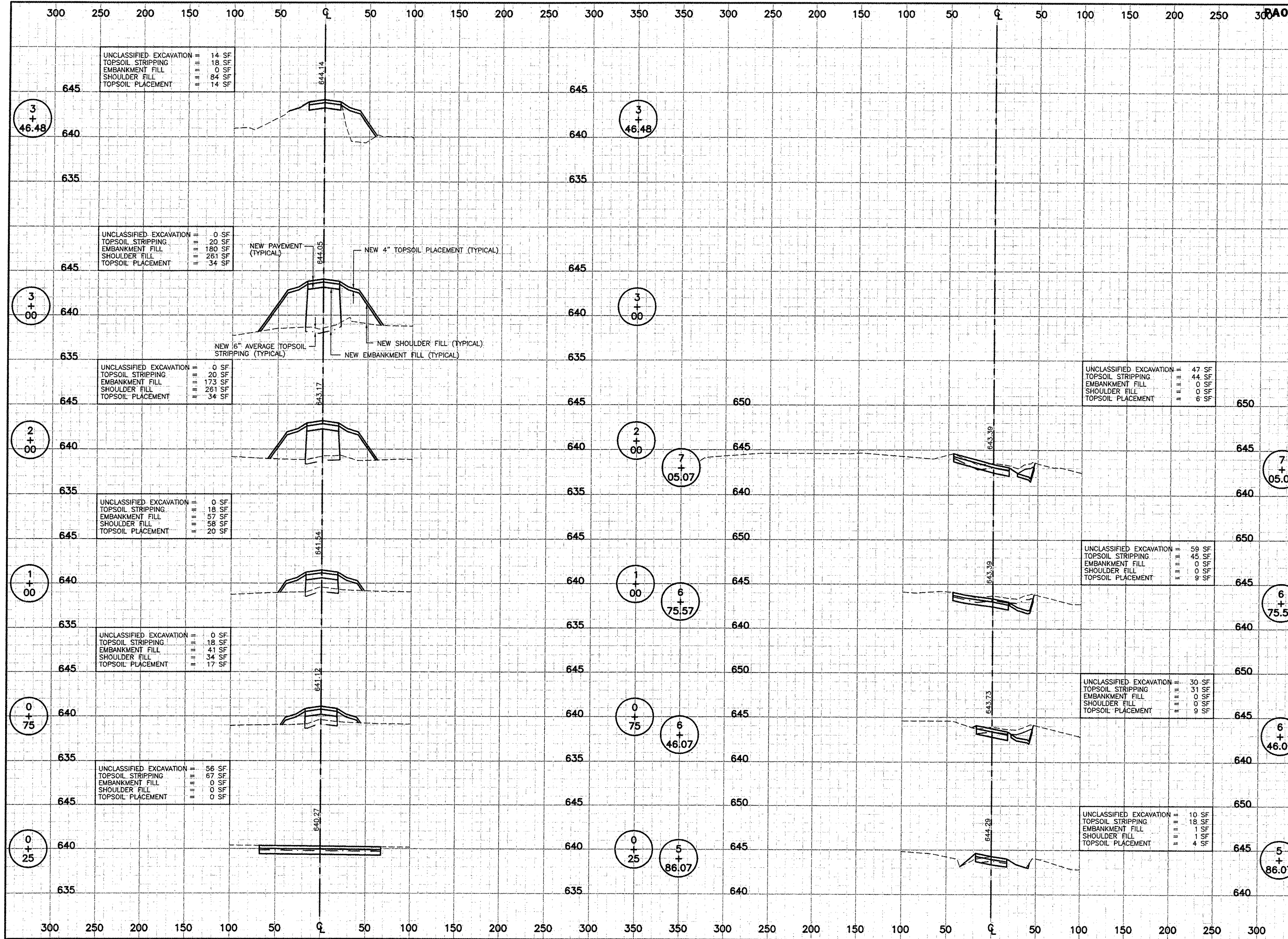
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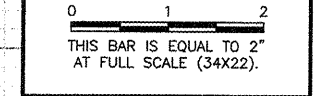
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A.I.P. PROJECT: 3-17-0018-839
SHEET 35 OF 40 SHEETS





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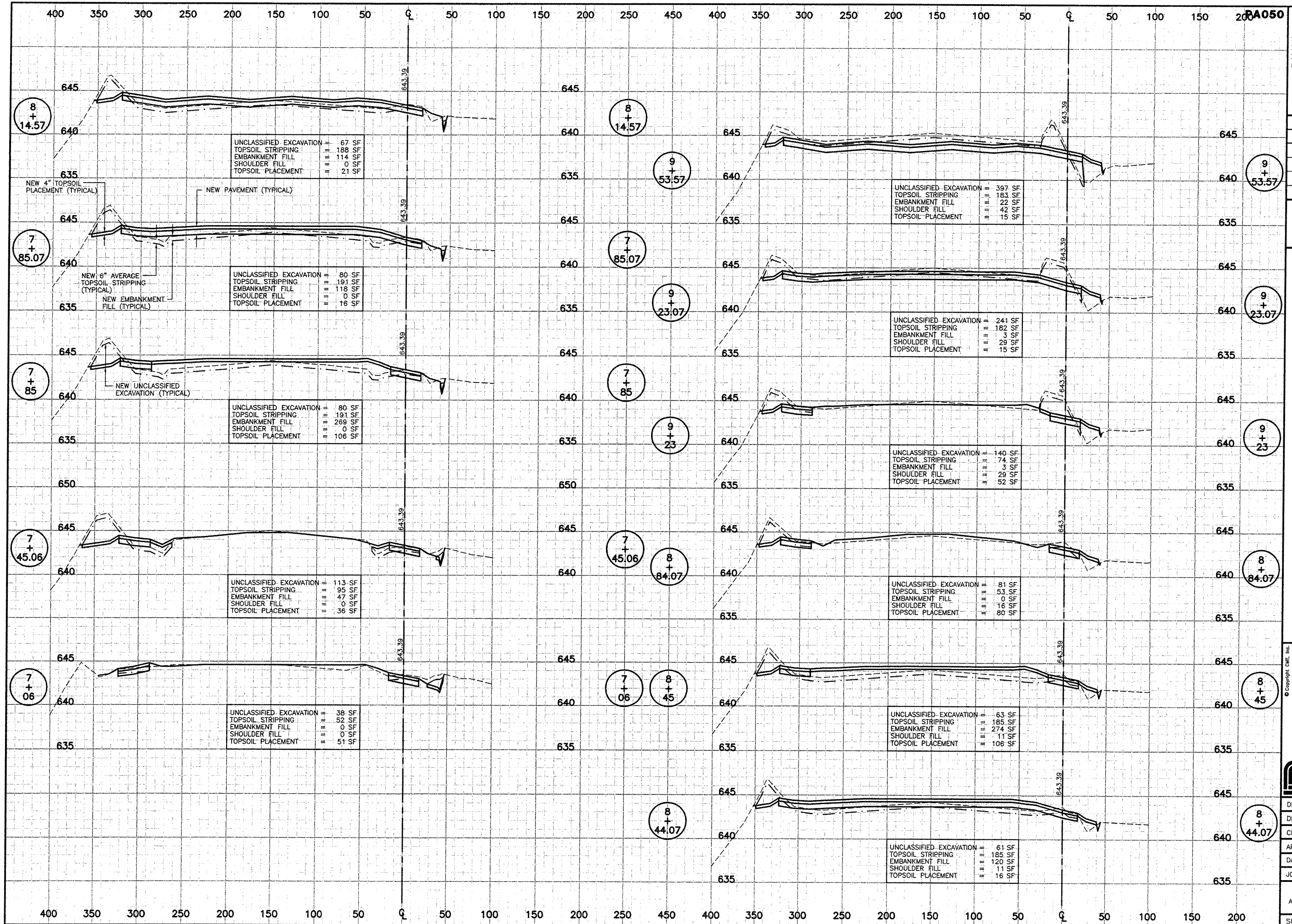
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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CROSS SECTIONS
NORTHEAST QUADRANT
SHEET 4

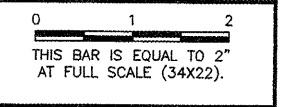
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NORTHEAST QUADRANT
SHEET 5

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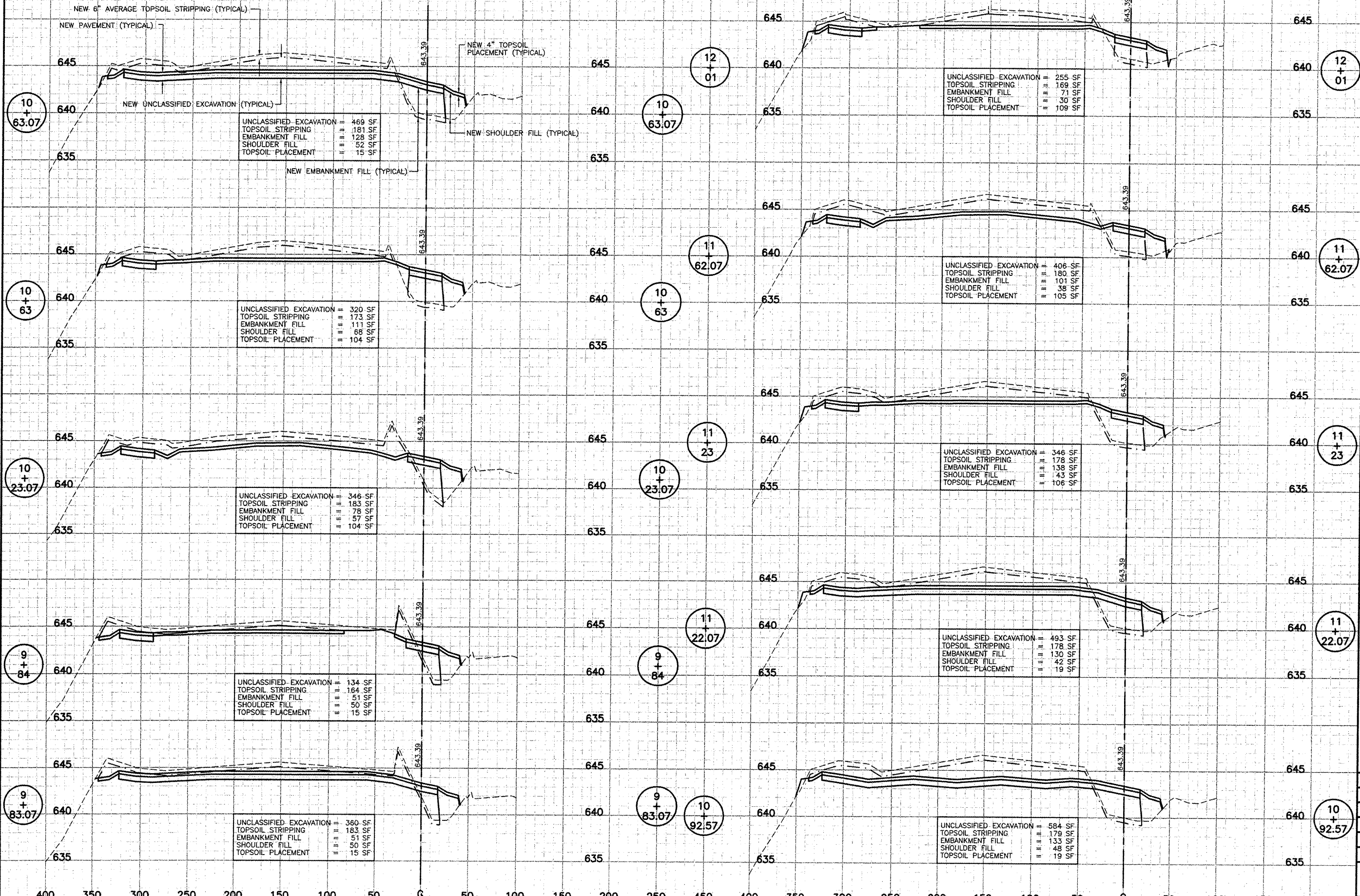
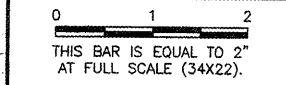
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JOB No:	06290-07
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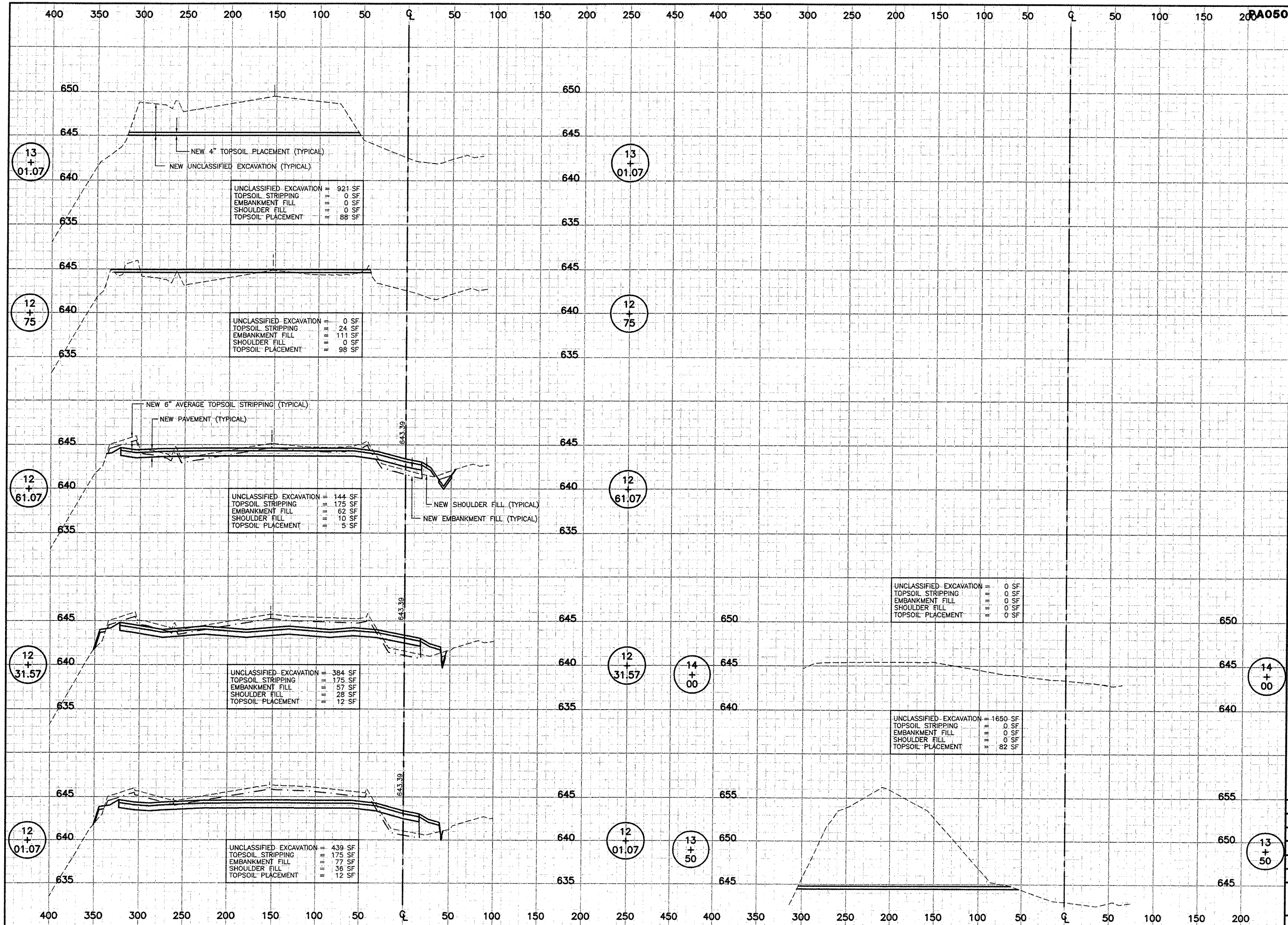
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NORTHEAST QUADRANT
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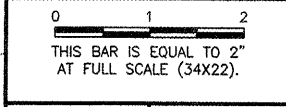


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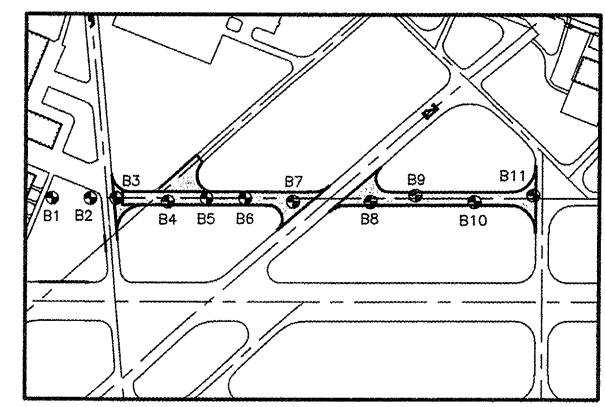
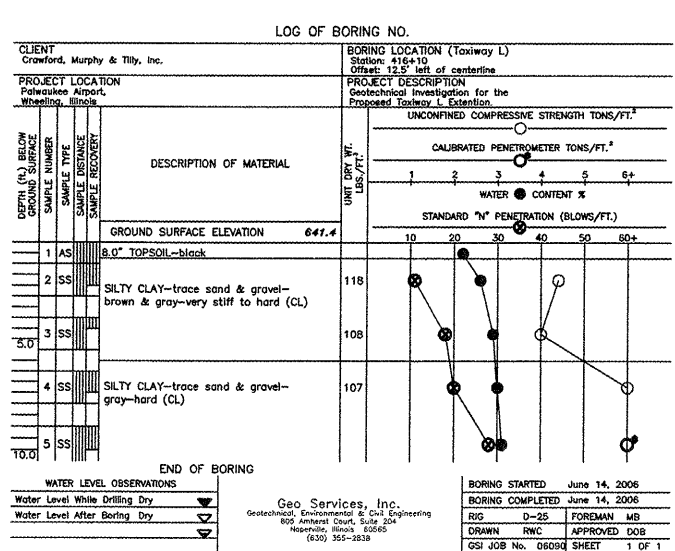
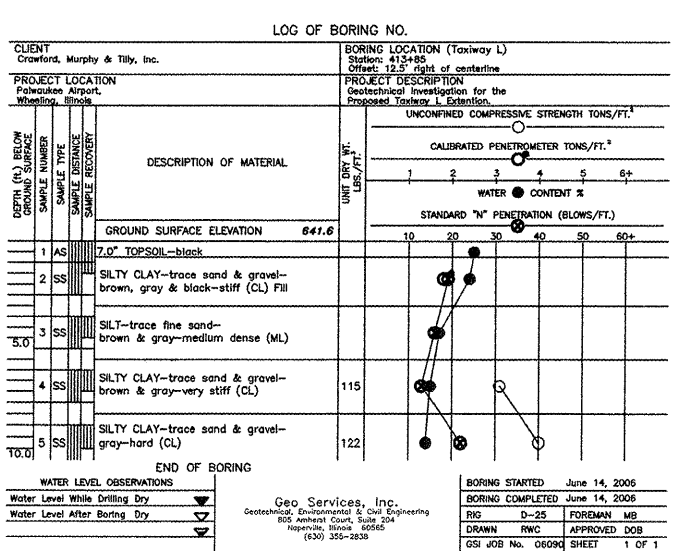
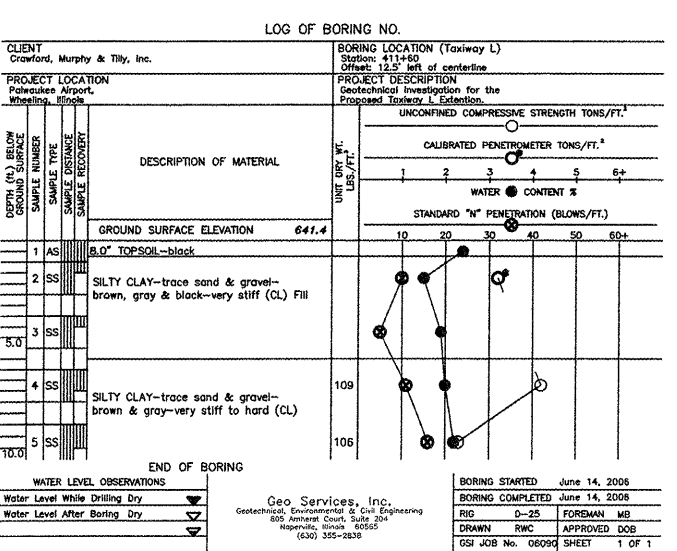
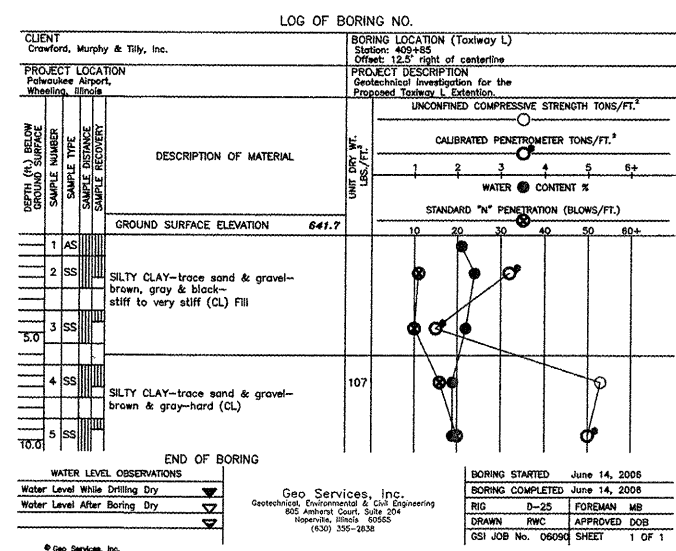
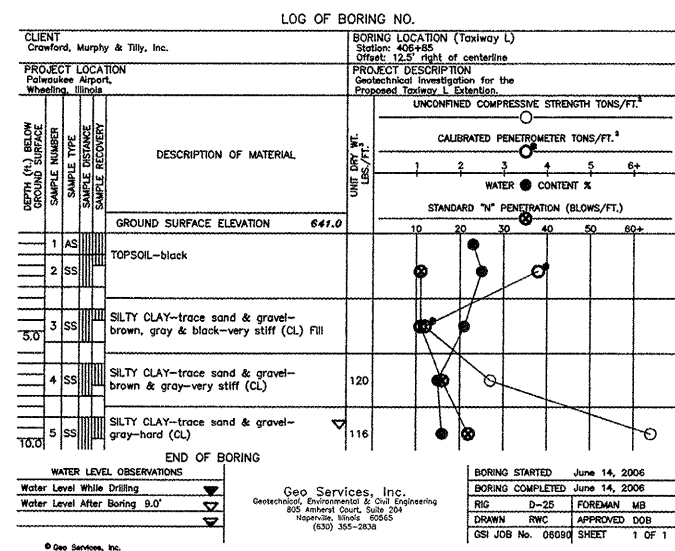
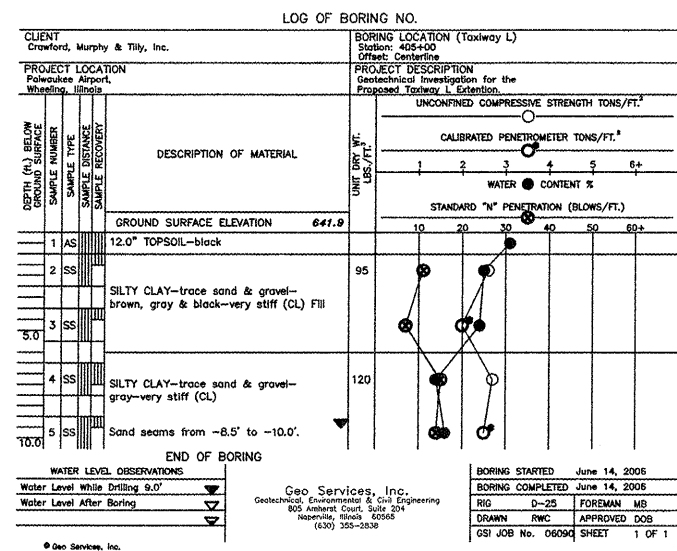
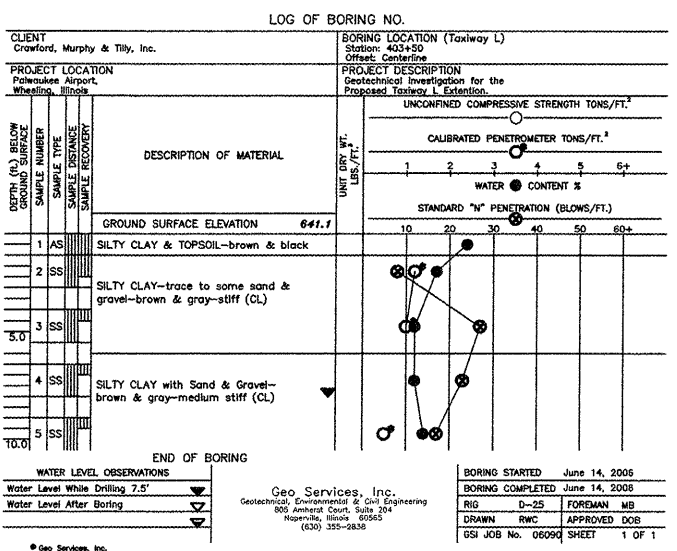
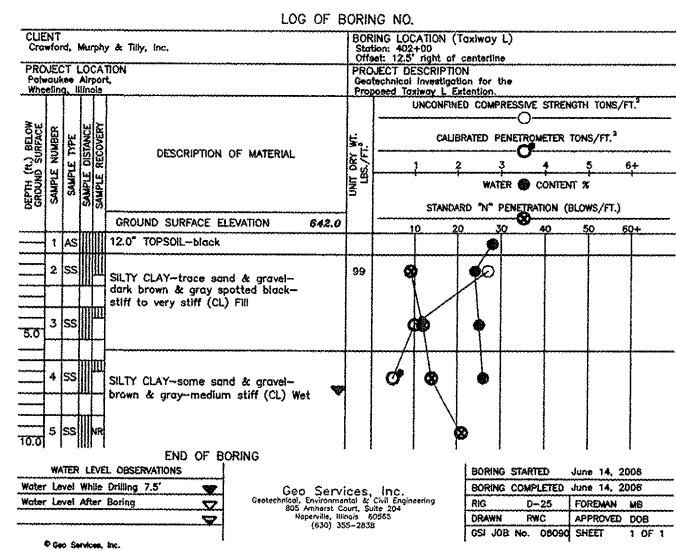
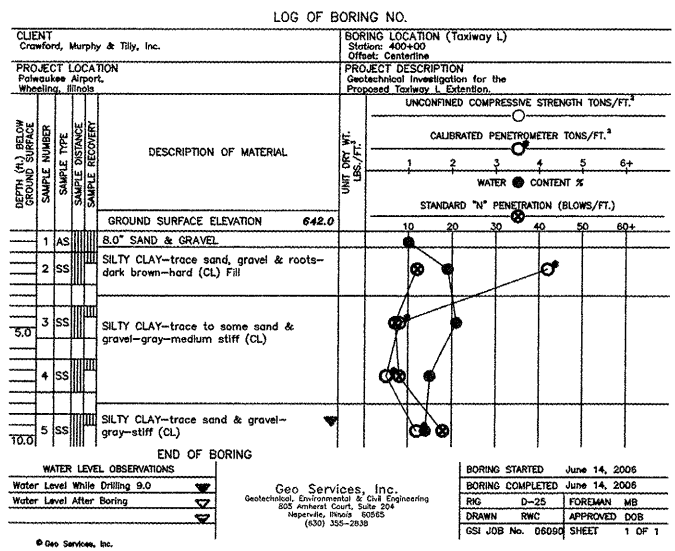
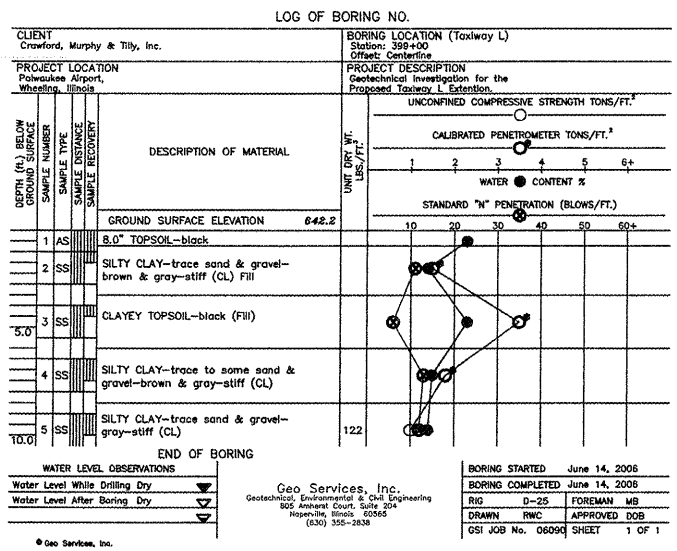
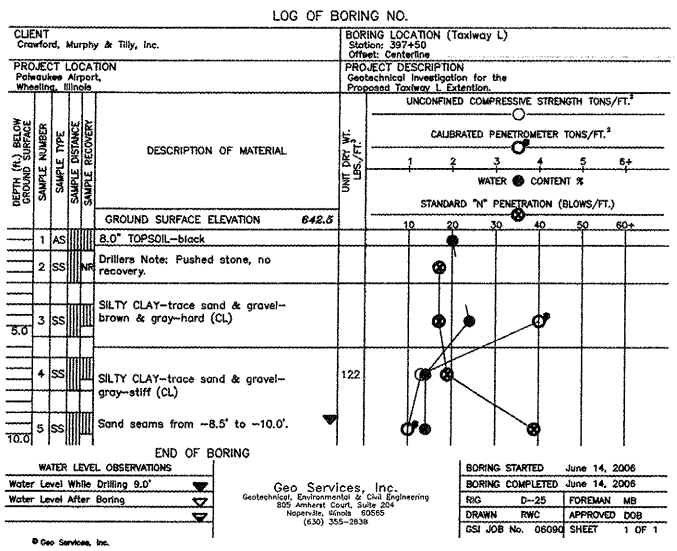
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CROSS SECTIONS
 NORTHEAST QUADRANT
 SHEET 7**

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	
DRAWN BY:	
CHECKED BY:	
APPROVED BY:	
DATE:	11/21/08
JOB No:	06290-07
ILLINOIS PROJECT:	PWK-3613
A.I.P. PROJECT:	3-17-0018-B39



KEY MAP

REVISIONS

NUMBER	BY	DATE

0 1 2

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

CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS

ENGINEERING INFORMATION

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY: ARM

DRAWN BY: JRO

CHECKED BY:

APPROVED BY:

DATE: 11/21/08

JOB No: 06290-07

ILLINOIS PROJECT: PWK-3613
A.I.P. PROJECT: 3-17-0018-B39

SHEET 40 OF 40 SHEETS