5A

DU071
TOTAL SHEET = 36

3-10-06 Letting, Item 005A

DUPAGE AIRPORT AUTHORITY
WEST CHICAGO, ILLINOIS

CONSTRUCTION PLANS
FOR
DUPAGE AIRPORT

CONSTRUCT SOUTH FLIGHT CENTER APRON
PHASE 4

MICHAEL J. SMEJKAL 062-065527 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS 1/13/06
Exp: 11/30/2007

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

JANUARY 13, 2006

DUPAGE AIRPORT
TOWNSHIP: 40 NORTH RANGE: 9 EAST DUPAGE COUNTY WAYNE TOWNSHIP (SECTIONS: 31)
SOUTH FLIGHT CENTER APRON DESIGN AIRCRAFT APPROACH CATEGORY D DESIGN AIRCRAFT GROUP III

CALL J.U.L.I.E
BEFORE EXCAVATING
1-800-892-0123

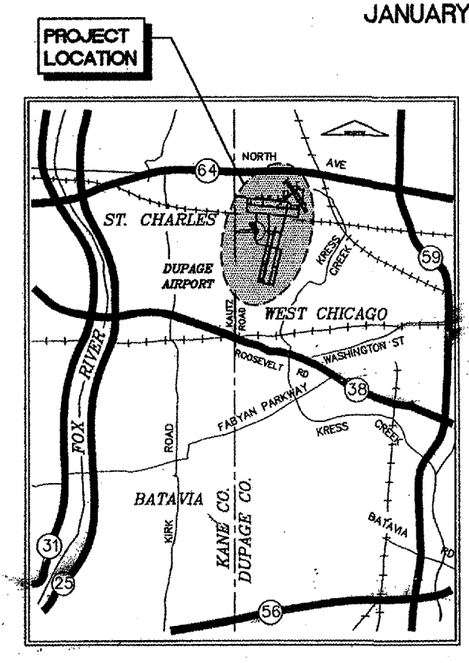
04257-04

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
600 N. COMMONS DRIVE
SUITE 107
AURORA, IL. 60504
PHONE (630) 820-1022
FAX (630) 820-0350

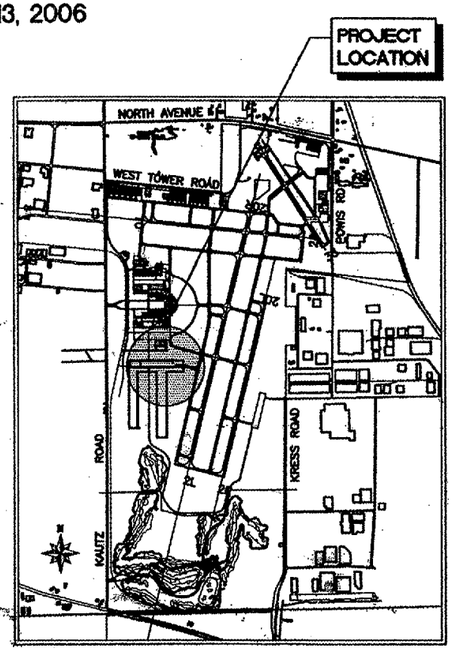
SUBMITTED BY Michael J. Smejkal
MICHAEL J. SMEJKAL, P.E.
DATE 1/13/06

DuPage Airport
2700 INTERNATIONAL DRIVE
SUITE 200
WEST CHICAGO, IL 60185

APPROVED BY David Bird
DAVID BIRD - EXECUTIVE DIRECTOR
DATE 1/13/06



LOCATION MAP



SITE PLAN

INDEX TO SHEETS

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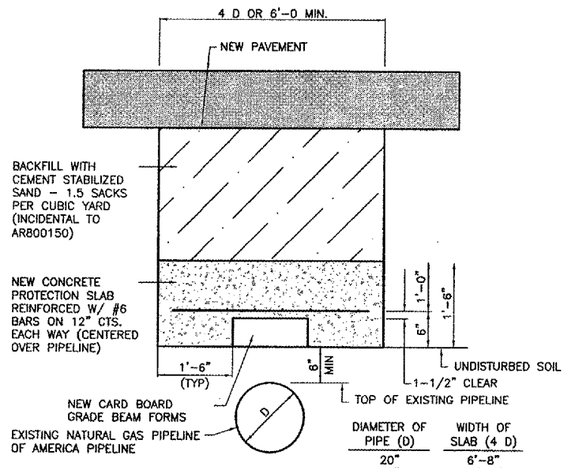
ITEM NUMBER	DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	RECORD QUANTITY
BASE BID				
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	2,900	
AR109210	VAULT MODIFICATIONS	LS	1	
AR109362	30 KW REGULATOR, STYLE 2	EACH	1	
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	343	
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	12	
AR125415	MITL - BASE MOUNTED	EACH	36	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	5	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	81,972	
AR155712	LIME-MODIFIED SUBGRADE - 12"	SY	29,950	
AR156510	SILT FENCE	LF	5,325	
AR156512	BALES	EACH	258	
AR162508	CLASS E FENCE 8'	LF	710	
AR162900	REMOVE CLASS E FENCE	LF	745	
AR162960	RELOCATE CLASS E FENCE	LF	200	
AR163000	TEMPORARY CONSTRUCTION FENCE	LF	1,650	
AR201610	BITUMINOUS BASE COURSE	TON	6,750	
AR201630	BITUMINOUS BASE TEST SECTION	EACH	1	
AR208515	POROUS GRANULAR EMBANKMENT	CY	1,230	
AR209604	CRUSHED AGG. BASE COURSE - 4"	SY	28,250	
AR209612	CRUSHED AGG. BASE COURSE - 12"	SY	540	
AR401610	BITUMINOUS SURFACE COURSE	TON	50	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	930	
AR501512	12" PCC PAVEMENT	SY	27,075	
AR501530	PCC TEST BATCH	EACH	1	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	1,090	
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	1,070	
AR701512	12" RCP, CLASS IV	LF	176	
AR701524	24" RCP, CLASS IV	LF	620	
AR701530	30" RCP, CLASS IV	LF	120	
AR701542	42" RCP, CLASS IV	LF	376	
AR701554	54" RCP, CLASS IV	LF	480	
AR701560	60" RCP, CLASS IV	LF	445	
AR701900	REMOVE PIPE	LF	45	
AR705526	6" PERFORATED UNDERDRAIN W/ SOCK	LF	2,950	
AR751411	INLET - TYPE A	EACH	2	
AR751550	MANHOLE 5'	EACH	6	
AR751560	MANHOLE 6'	EACH	3	
AR751567	MANHOLE 7'	EACH	3	
AR751570	MANHOLE-SPECIAL	EACH	2	
AR751983	RECONSTRUCT MANHOLE	EACH	1	
AR752412	PRECAST REINFORCED CONC. FES 12"	EACH	1	
AR752512	GRATING FOR CONC. FES 12"	EACH	1	
AR800053	SOIL GUARD	SY	6,000	
AR800150	GAS PIPELINE PROTECTION	SY	160	
AR901510	SEEDING	ACRE	19.4	
AR908510	MULCHING	ACRE	18.0	
ADD. ALT. NO.1				
AS125100	ELEVATED RETROREFLECTIVE MARKER	EACH	4	
AS155712	LIME-MODIFIED SUBGRADE - 12"	SY	6,830	
AS201610	BITUMINOUS BASE COURSE	TON	1,560	
AS209604	CRUSHED AGG. BASE COURSE - 4"	SY	6,570	
AS501512	12" PCC PAVEMENT	SY	6,340	
AS705526	6" PERFORATED UNDERDRAIN W/ SOCK	LF	315	

NOT TO SCALE



GAS PIPELINE PROTECTION DETAIL

NO SCALE

NOTES

1. CONTRACTOR WILL COMPLETE GAS PIPELINE PROTECTION ITEM AT THE START OF THE PROJECT.

GENERAL NOTES FOR WORK WITHIN NATURAL GAS PIPELINE OF AMERICA (NGPL)

1. ANY EXCAVATION OR EARTHMOVING ACTIVITY WITHIN 25 FEET OF NGPL'S PIPELINES SHALL BE MONITORED BY AN NGPL REPRESENTATIVE. A MINIMUM OF FOUR (4) FEET OF COVER SHALL REMAIN ABOVE PIPELINES.
2. NOTIFICATION SHALL BE GIVEN TO NGPL'S DISTRICT MANAGER, MR. DEE BENNETT (815-725-1405) AT LEAST 72 HOURS BEFORE CONSTRUCTION ACTIVITIES BEGIN NEAR NGPL'S FACILITIES. A SCHEDULE OF ACTIVITIES FOR THE DURATION OF THE WORK SHALL BE MADE AVAILABLE TO NGPL'S DISTRICT MANAGER AT THAT TIME TO FACILITATE THE SCHEDULING OF NGPL'S WORK SITE REPRESENTATIVE. ANY CONTRACTOR SCHEDULE CHANGES SHALL BE PROVIDED TO MR. BENNETT IMMEDIATELY.
3. THE DEPTH OF COVER OVER THE PIPELINES SHALL NOT BE REDUCED NOR WILL DRAINAGE BE ALTERED UNLESS PRIOR APPROVAL IS OBTAINED.
4. GAS, WATER, ELECTRIC AND SEWER LINES MAY CROSS PERPENDICULAR TO NGPL'S PIPELINES BUT NOT RUN PARALLEL WITHIN THE RIGHT OF WAY, PROVIDED THAT A MINIMUM OF TWO FEET OF CLEARANCE IS MAINTAINED BETWEEN THESE LINES AND PIPELINES OWNED BY NGPL. A CONSTANT LINE ELEVATION MUST BE MAINTAINED ACROSS NGPL'S ENTIRE RIGHT OF WAY WIDTH.
5. (AC) ELECTRICAL LINES SHALL BE INSTALLED IN CONDUIT AND PROPERLY INSULATED.
6. NO SHRUBS OR TREES SHALL BE PERMITTED ON EASEMENT.
7. NO PERMANENT STRUCTURES (I.E., BUILDINGS, FENCES, ETC.) OTHER THAN FACILITIES SHOWN IN THE DRAWINGS SHALL BE BUILT OVER OR UPON NGPL'S EASEMENT.
8. HEAVY EQUIPMENT SHALL ONLY BE ALLOWED TO CROSS NGPL'S PIPELINES AT LOCATIONS DESIGNATED BY NGPL.
9. CONTRACTOR SHALL COMPLY WITH ALL CODES, REGULATIONS AND REQUIREMENTS PER THE NGPL FOR PROPOSED CONSTRUCTION WITHIN EASEMENT.

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LAYOUT: Layout1
UPDATE BY: jlinke
SURVEY BOOK #
DATE: Wed 1/18/06 2:35pm
XREF DWG: tbcint.dwg
tb.dwg

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

SUMMARY OF QUANTITIES/ GAS PIPELINE PROTECTION DETAIL

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

DuPage Airport

DESIGN BY:	CAL/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

DU071

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LAYOUT: Layout1
UPDATE BY: jlinke
SURVEY BOOK #
DATE: Wed 1/18/06 3:16pm
XREF DWG: apronbase.dwg
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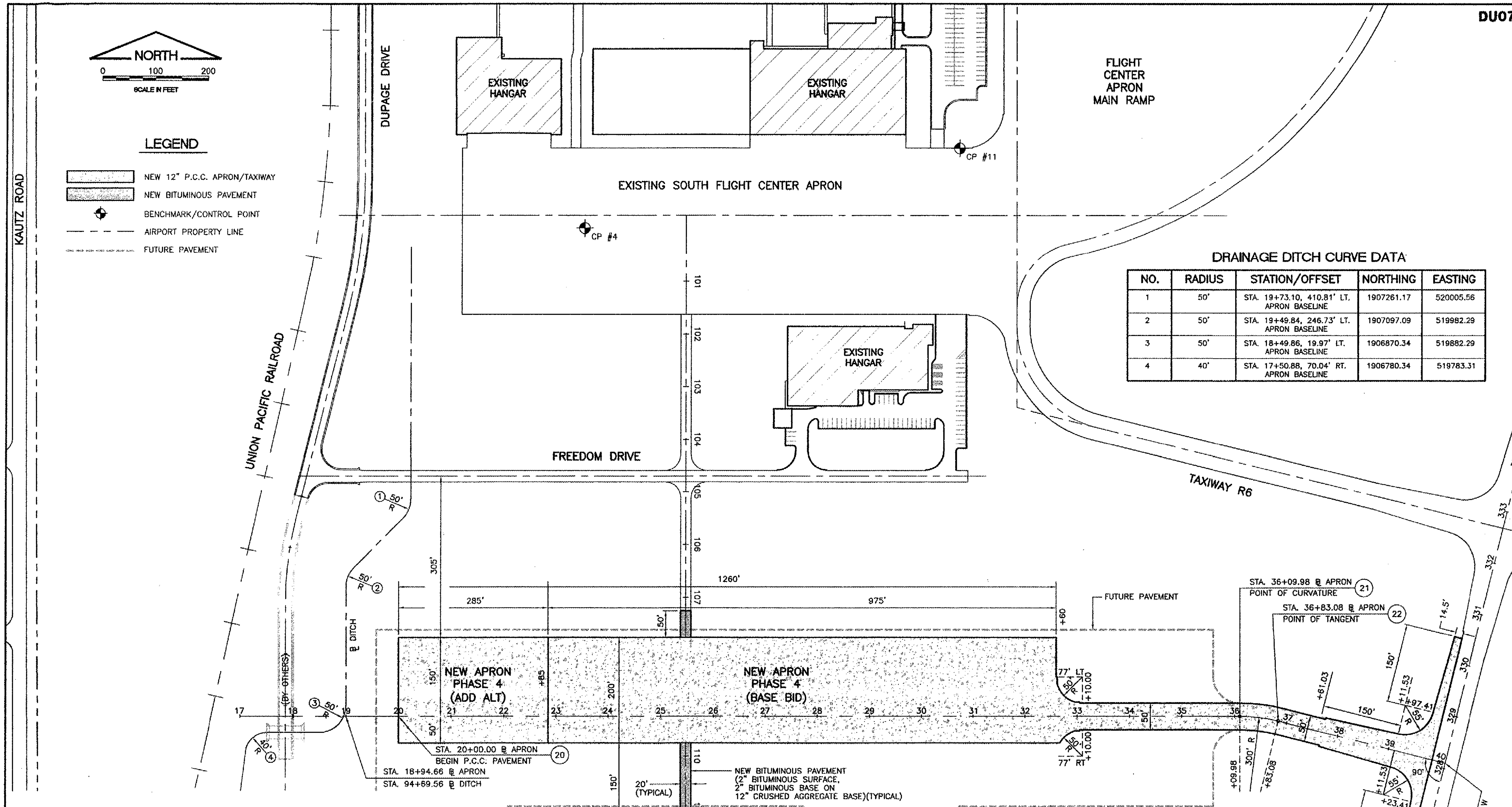


DRAINAGE DITCH CURVE DATA

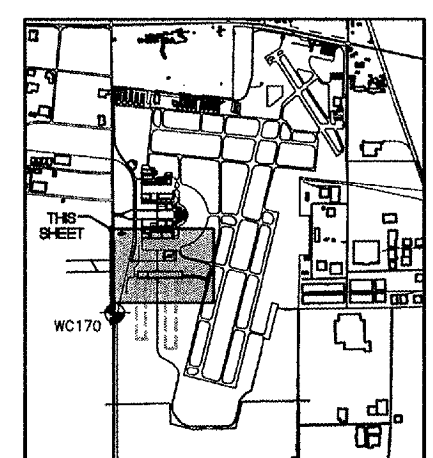
NO.	RADIUS	STATION/OFFSET	NORTHING	EASTING
1	50'	STA. 19+73.10, 410.81' LT. APRON BASELINE	1907261.17	520005.56
2	50'	STA. 19+49.84, 246.73' LT. APRON BASELINE	1907097.09	519982.29
3	50'	STA. 18+49.86, 19.97' LT. APRON BASELINE	1906870.34	519882.29
4	40'	STA. 17+50.88, 70.04' RT. APRON BASELINE	1906780.34	519783.31

HORIZONTAL CONTROL

NO.	STATION/OFFSET	NORTHING	EASTING	DESCRIPTION
20	STA. 20+00.00 BASELINE APRON	1906850.36	520032.44	EDGE OF APRON
21	STA. 36+09.98 BASELINE APRON	1906850.25	521642.40	POINT OF CURVATURE
22	STA. 36+83.08 BASELINE APRON	1906841.39	521714.79	POINT OF TANGENT
23	STA. 40+11.03 BASELINE APRON	1906762.27	522032.98	INTERSECTION OF APRON CENTERLINE AND TAXIWAY W
CP #4	STA. 23+54.40, 925.86' LT.	1907776.20	520386.90	IRON PIN
CP #11	STA. 30+74.58, 1074.40' LT.	1907924.689	521107.087	SURVEY MARKER
CP #12	STA. 36+68.34, 33.32' LT.	1906877.28	521706.85	SURVEY MARKER
WC170		1905811.74	519326.03	MAGNETIC MARKER IN SOUTHBOUND LANE OF KAUTZ RD. NEAR OLD HAWTHORNE RD.

VERTICAL CONTROL

NO.	STATION/OFFSET	ELEVATION	DESCRIPTION
CP #11	STA. 30+74.58, 1074.40' LT.	756.02	SURVEY MARKER
WC170		763.99	MAGNETIC MARKER IN SOUTHBOUND LANE OF KAUTZ RD. NEAR OLD HAWTHORNE RD.



KEY MAP

HORIZONTAL CURVE DATA

P.I. STA = 36+46.71
Da = 19°05'55"
Dc = 19°11'17"
T = 36.73
R = 300
L = 73.10
C = 72.92
E = 2.24
M = 2.22
I = 13°34'26"

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

SITE PLAN
HORIZONTAL AND VERTICAL CONTROL

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

DuPage Airport

DESIGN BY:	JWD/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

GENERAL NOTES

1. ALL CONSTRUCTION SEQUENCING AND OPERATIONS SHALL CONFORM TO THE APPLICABLE PROVISIONS OF AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (LATEST EDITION). PAYMENT FOR MAINTENANCE OF TRAFFIC AND TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY PAVEMENT MARKING, TEMPORARY PAVEMENT MARKING REMOVALS, THE MOVING AND MAINTENANCE OF BARRICADES, TEMPORARY SIGNING, TEMPORARY SIGNING REMOVAL, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

2. THE CONTRACTOR MUST STAGE CONSTRUCTION AROUND AIRPORT OPERATIONS. STAGING SHOWN IS SUGGESTED AND IS INTENDED TO PROVIDE THE CONTRACTOR WITH MAJOR WORK AREAS WHILE MINIMIZING DISRUPTIONS TO AIRPORT OPERATIONS. THE CONTRACTOR MAY USE ALTERNATE STAGING PLANS; HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS.

3. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER TWO (2) WORKING DAYS IN ADVANCE OF ANY STAGING CHANGES, WHICH WILL REQUIRE CHANGES IN AIRCRAFT MOVEMENT. THE RESIDENT ENGINEER SHALL THEN NOTIFY THE AIRPORT, WHO WILL ISSUE APPROPRIATE NOTAMS.

4. BARRICADES AT 15-FOOT CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN OR AS DIRECTED BY THE AIRPORT DIRECTOR IN CONSULTATION WITH THE RESIDENT ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER, HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. ROPE WITH HIGH VISIBILITY ORANGE FLAGGING SHALL BE INSTALLED BETWEEN ALL BARRICADES.

5. THE AIRPORT DIRECTOR 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.

6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENTS, EXCEPT AS SHOWN OR WITH THE PRIOR APPROVAL OF THE AIRPORT DIRECTOR.

7. EXISTING AREAS BEYOND PROJECT LIMITS INCLUDING THE HAUL ROAD(S) AND STAGING AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE RESIDENT ENGINEER.

8. EACH DAY AT THE COMPLETION OF WORK, OR MORE FREQUENTLY AS DETERMINED BY THE AIRPORT DIRECTOR THE CONTRACTOR SHALL BE REQUIRED TO USE A PICKUP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS AND AT EXISTING AIRPORT ROADS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. THE COST OF SWEEPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

9. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WITHIN THE LIMITS OF EACH PHASE AS DESIGNATED BY THE AIRPORT DIRECTOR WHEN CONSTRUCTION IS NOT IN PROGRESS. CONTRACTOR SHALL PLACE EQUIPMENT/MATERIAL STORAGE AND EMPLOYEE PARKING AREA WITHIN THE CONSTRUCTION SITE BOUNDARIES. AT NO TIME WILL THIS AREA BE ON EXISTING PAVEMENTS OR NEWLY CONSTRUCTED PAVEMENT.

10. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF 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.

11. MATERIALS REMOVED FROM THE PROJECT SHALL BE DISPOSED OF AT AN APPROVED SITE OFF OF THE AIRPORT PROPERTY.

12. THE CONTRACTOR WILL BE REQUIRED TO PLACE A LINE OF LATHE AND RIBBON ALONG THE AIR OPERATIONS AREA (A.O.A.) LIMIT, RIGHT OF WAY LIMIT AND ALONG DESIGNATED LIMITS OF CONSTRUCTION AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER

13. THE CONTRACTOR SHALL CONTACT THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR A MINIMUM OF FIVE (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.

14. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

15. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A STONE DELIVERY DUMP TRUCK, WHICH HAS A MAXIMUM HEIGHT OF TWENTY-FIVE (25) FEET IN A DUMP POSITION.

DESIGN AIRCRAFT APPROACH CATEGORY: D
DESIGN AIRCRAFT GROUP: III
CLOSEST POINT ON CONSTRUCTION SITE TO RUNWAY 2L/20R
POINT "A"
LATITUDE: 41°54'04.03" N. (NAD 83)
LONGITUDE: 88°15'09.19" W.
ELEVATION: 753

16. ALL EXISTING ROADS USED AS A HAUL ROAD BY THE CONTRACTOR SHALL BE RESTORED TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING HAUL ROADS SHALL BE INCIDENTAL TO THE CONTRACT.

17. WEEKLY JOBSITE MEETINGS SHALL BE HELD TO COORDINATE THE WORK, PARTICULARY PERTAINING TO ANY ACTIVITIES WHICH MAY IMPACT OR INTERFERE WITH OTHER CONTRACTORS AND AIRPORT OPERATIONS/TENANTS.

18. OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE PROMINENTLY MARKED WITH ORANGE FLAGS AND LIGHTED WITH TYPE II BARRICADES HAVING FLASHING RED LIGHT UNITS DURING THE HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS.

19. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO 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 WORKSITE.

20. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS.

21. THE CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS BY OTHER CONTRACTORS. (SEE SPECIAL PROVISIONS SECTION 30-05).

22. THE CONTRACTOR SHALL COORDINATE WORK ON ALL CONCURRENT PROJECTS WHICH MAY ARISE. NO CLAIMS FOR ADDITIONAL COMPENSATION FOR ADDITIONAL COORDINATION OR CHANGES IN MAINTENANCE OF TRAFFIC OR WORK CONFLICTS WILL BE CONSIDERED. (SEE SPECIAL PROVISIONS SECTION 30-05).

23. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

24. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR AND THE ENGINEER IMMEDIATELY.

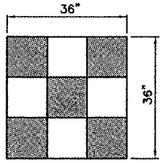
CONTRACTOR CROSSING TAXIWAY AND WORK WITHIN AIR OPERATIONS AREA (A.O.A.)

25. ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE CONTROL TOWER SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT AUTHORITY. THE AIRPORT AUTHORITY RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES ($500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.

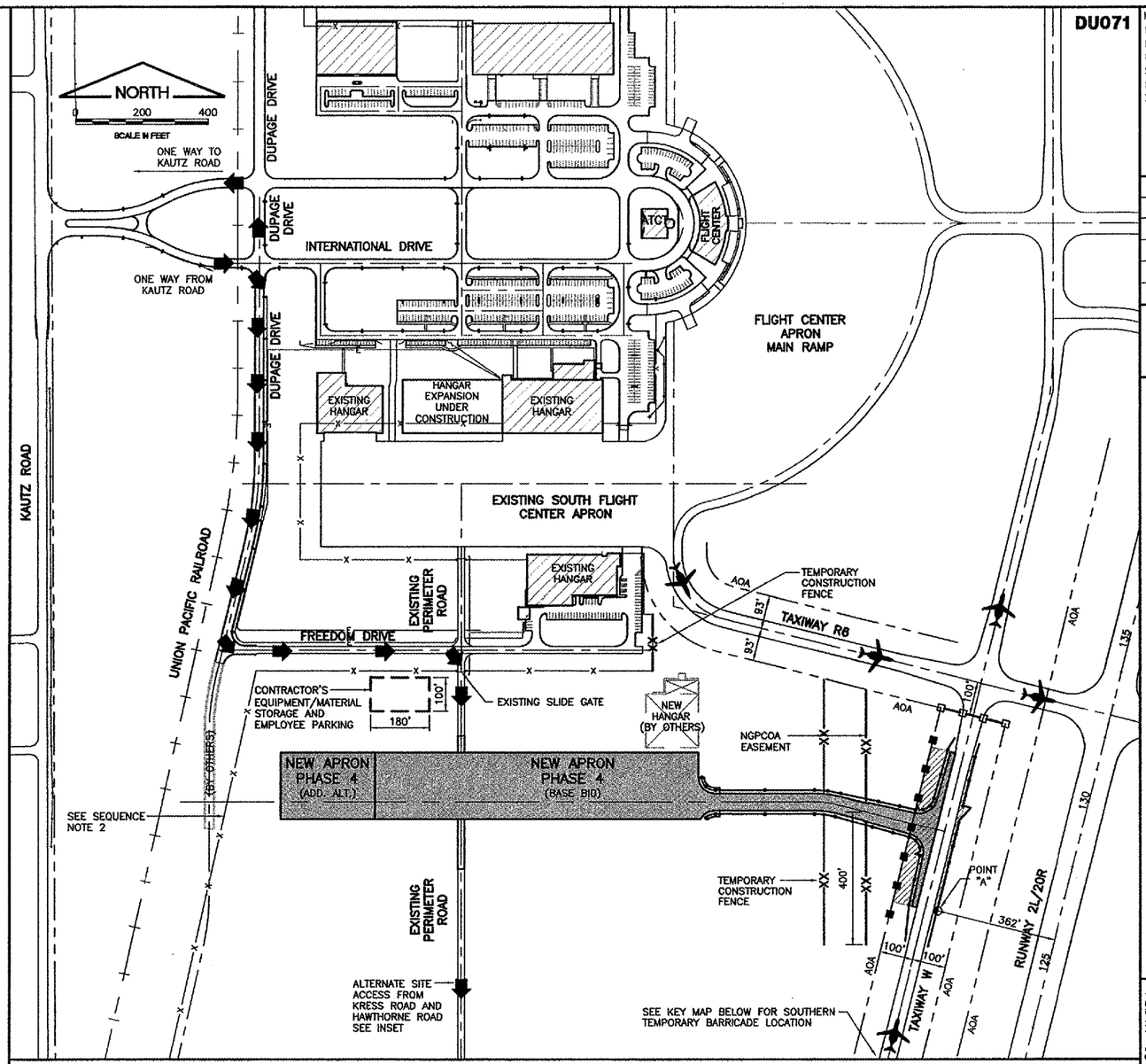
26. ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR AT NO ADDITIONAL COST TO THE OWNER.

27. CONSTRUCTION WITHIN THE TAXIWAY AIR OPERATIONS AREA (A.O.A.) WILL REQUIRE THE TAXIWAY TO BE CLOSED. WORK WITHIN THE TAXIWAY W A.O.A. SHALL BE LIMITED TO 15 DAILY CLOSURES. NO OVERNIGHT TAXIWAY CLOSURES SHALL BE PERMITTED. ANY DROPOFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A.. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

28. AT TIMES WHEN THE TAXIWAYS ARE REQUIRED TO BE CLOSED THE CONTRACTOR SHALL PLACE TEMPORARY BARRICADES AS SHOWN. AT THE END OF EACH WORKING DAY THE TAXIWAY SHALL BE REOPENED. THE COST OF REMOVING AND REPLACING BARRICADES IS INCIDENTAL.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE



NOTE

ALL EXISTING TAXIWAY LIGHTING CIRCUITS, BEACON CIRCUIT, FAA CABLES, VAULT EQUIPMENT AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL NECESSARY TEMPORARY CABLING, JUMPERS AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

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:

- TAXIWAY E WIDENING, REHABILITATION AND OVERLAY.
- HANGAR CONSTRUCTION
- REHABILITATION OF TAXIWAY A & C
- SFC ROADWAY IMPROVEMENTS-PHASE 1

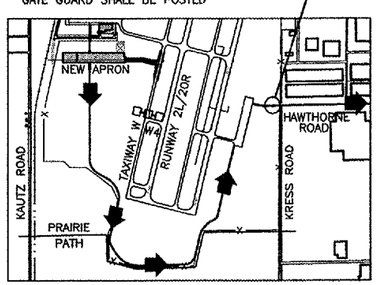
SEQUENCE NOTES

1. WORK WITHIN THE TAXIWAY A.O.A. SHALL BE LIMITED TO 15 DAILY CLOSURES.
2. THE CONTRACTOR SHALL NOT REMOVE THE EXISTING FENCE UNTIL THE NEW FENCE IS CONSTRUCTED. IN LIEU OF THE NEW FENCE, AT THE CONTRACTOR'S COST, TEMPORARY 6' CHAIN LINK FENCE WITH POSTS DRIVEN EVERY 10' (MAX.) MAY BE INSTALLED TO SECURE THE AIRFIELD.

LEGEND

- CONTRACTORS ACCESS TO SITE
- TYPE II BARRICADES W/ FLASHING RED LIGHTS
- TEMPORARY BARRICADES TYPE II W/ FLASHING RED LIGHTS (WHEN REQUIRED)
- NEW APRON
- EXPEDITED WORK AREA (SEE NOTES)
- AIRCRAFT MOVEMENT AREA
- A.O.A. TAXIWAY AIR OPERATIONS AREA (AOA)
- WORK BY OTHERS

IF CONTRACTOR CHOOSES TO USE ALTERNATE ACCESS ROUTE, THE GATE AT HAWTHORNE LANE SHALL REMAIN CLOSED AT ALL TIMES OR A GATE GUARD SHALL BE POSTED



ALTERNATE ACCESS SITE

DU071

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REVISIONS

NUMBER	BY	DATE

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

GENERAL NOTES/ SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E

CMT
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CONSULTING ENGINEERS
License No. 184-000619

DuPage Airport

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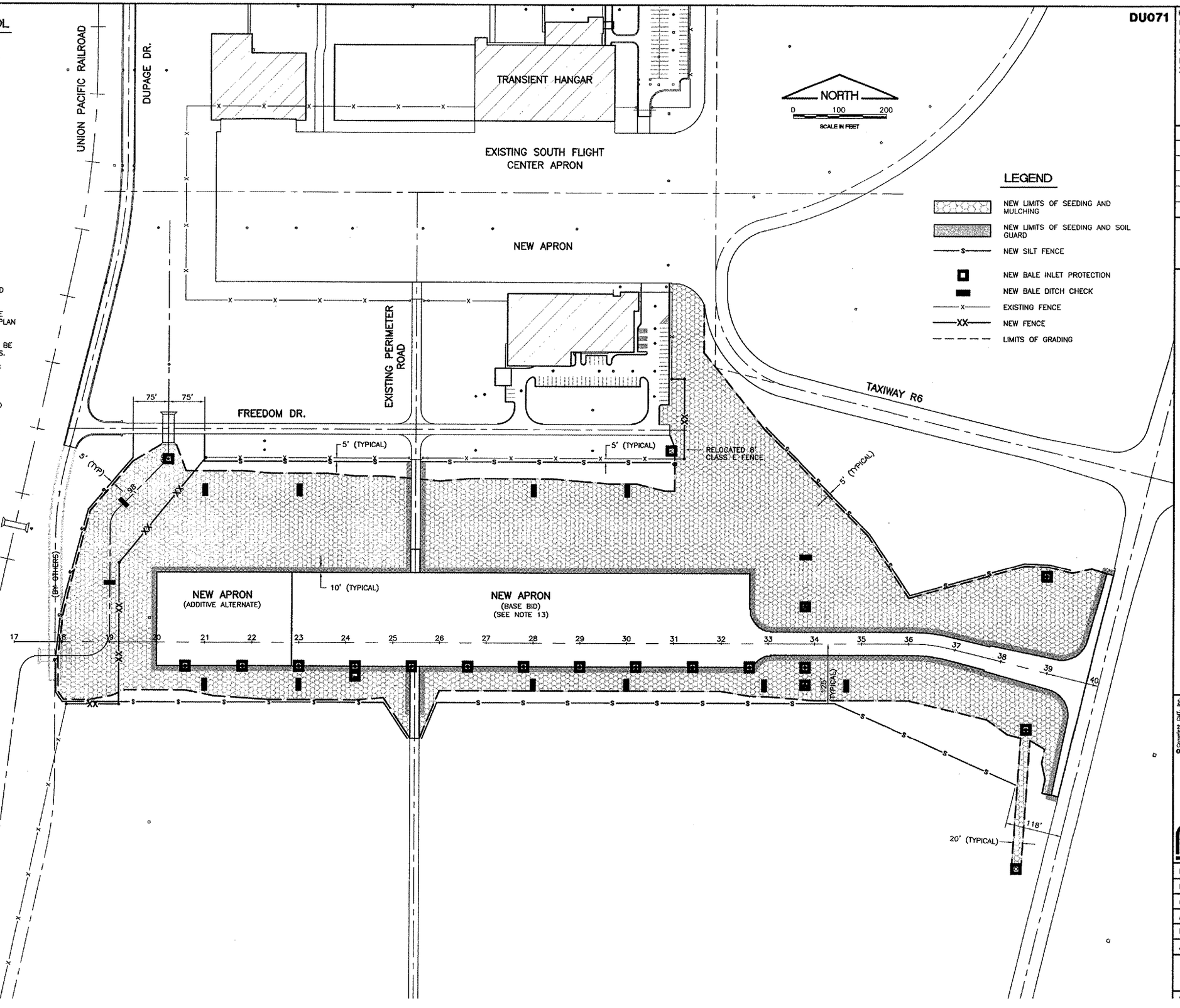
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 4 OF 36 SHEETS

NOTES FOR EROSION CONTROL

1. BALES SHALL BE PLACED AROUND ALL STORM SEWER INLETS AS DETAILED ON THE PLANS TO MINIMIZE SOIL INTRUSION INTO THE STORM SEWER SYSTEM. (SEE DETAIL)
2. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) STORM WATER PERMIT FOR CONSTRUCTION SITE ACTIVITIES.
3. ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS, SHALL HAVE 4 INCHES OF TOPSOIL PLACED AND BE SEEDED AND SOIL GUARDED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND SOIL GUARDED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
4. FOR DETAILS, SEE STORMWATER POLLUTION PREVENTION NOTES AND DETAILS SHEET.
5. FOR EXACT LOCATIONS OF INLETS, SEE EXISTING CONDITIONS/PROPOSED REMOVALS SHEET AND GRADING AND DRAINAGE PLAN.
6. SEDIMENT AND EROSION CONTROL MEASURES SHALL BE INSPECTED ON A WEEKLY BASIS AND AFTER EACH 1/2" RAIN EVENT.
7. THE CONTRACTOR SHALL HAVE A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN ON THE SITE AT ALL TIMES.
8. DURING DEWATERING OPERATION, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS.
9. FOR ADDITIONAL INFORMATION ON LANDSCAPING LIMITS SEE GRADING PLAN.
10. ANY FIELD/DRAIN TILES THAT ARE DAMAGED IN ANY WAY SHALL BE IMMEDIATELY REPAIRED ACCORDING TO THE PLANS/SPECIFICATIONS AND SHALL BE PROTECTED FROM SEDIMENT-LADEN WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AROUND STOCKPILES, STORAGE AREAS AND ANY OTHER AREAS PER THE CITY OF WEST CHICAGO OR ENGINEER.
12. DURING DEWATERING OPERATION, WATER SHALL BE PUMPED INTO SEDIMENT BASINS OR SILT TRAPS.
13. IF ONLY THE BASE BID IS AWARDED, THE ADDITIVE ALTERNATE APRON AREA WILL BE SEEDED AND MULCHED.



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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4
STORM WATER POLLUTION PREVENTION PLAN

CMT
CHAMPFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000618

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JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 5 OF 36 SHEETS

IMAGE FILES:

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 A NEW APRON AT THE DUPAGE AIRPORT. THE PROJECT INCLUDES EXCAVATION, EMBANKMENT, DRAINAGE, VARIOUS PAVEMENT ITEMS, FENCING, ELECTRICAL IMPROVEMENTS 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 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. UNDERDRAIN INSTALLATION AND MANHOLE ADJUSTMENTS.
3. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS PERIMETER SILT FENCE AND INLET PROTECTION.
4. PAVEMENT CONSTRUCTION.
5. FENCING AND ELECTRICAL IMPROVEMENTS.
6. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
7. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 29 ACRES OF WHICH 29 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 KRESS CREEK 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 POSSIBLE 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, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLANS OR AS 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 THREE DAYS. STOCKPILES SHALL NOT BE LOCATED IN SPECIAL MANAGEMENT AREAS.
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.
   E. ANY WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION SHALL BE FILTERED.
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 INCH 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:

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.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

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.

CONTRACTORS

1. THE STORM WATER POLLUTION PREVENTION PLAN MUST CLEARLY IDENTIFY FOR EACH MEASURE IDENTIFIED IN THE PLAN, THE CONTRACTOR(S) OR SUBCONTRACTOR(S) THAT WILL IMPLEMENT THE MEASURE. ALL CONTRACTORS AND SUBCONTRACTORS IDENTIFIED IN THE PLAN MUST SIGN A COPY OF THE CERTIFICATION STATEMENT IN PARAGRAPH 2 BELOW IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THIS PERMIT. ALL CERTIFICATIONS MUST BE INCLUDED IN THE STORM WATER POLLUTION PREVENTION PLAN EXCEPT FOR OWNERS THAT ARE ACTING AS CONTRACTOR.
2. CERTIFICATION STATEMENT. ALL CONTRACTORS AND SUBCONTRACTORS IDENTIFIED IN A STORM WATER POLLUTION PREVENTION PLAN IN ACCORDANCE WITH PARAGRAPH 1 ABOVE SHALL SIGN A COPY OF THE FOLLOWING CERTIFICATION STATEMENT BEFORE CONDUCTING ANY PROFESSIONAL SERVICE AT THE SITE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN:

   "I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (1LR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

   THE CERTIFICATION MUST INCLUDE THE NAME AND TITLE OF THE PERSON PROVIDING THE SIGNATURE IN ACCORDANCE WITH PART VI.G OF THIS PERMIT: THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE CONTRACTING FIRM; THE ADDRESS (OR OTHER IDENTIFYING DESCRIPTION) OF THE SITE: AND THE DATE THE CERTIFICATION IS MADE.

CONTRACTOR CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (1LR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

GENERAL CONTRACTOR

SIGNATURE _____ TITLE _____ DATE _____

COMPANY _____

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

NOTICE OF INTENT (NOI)

GENERAL PERMIT TO DISCHARGE STORM SEWER CONSTRUCTION SITE ACTIVITIES

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

OWNER INFORMATION

	LAST	FIRST	M. (SEE INSTRUCTIONS)	OWNER TYPE (SELECT ONE AND TYPE "X")
NAME:	DUPAGE AIRPORT AUTHORITY			☐ PRIVATE ☐ COUNTY ☐ STATE
MAILING ADDRESS:	2700 INTERNATIONAL DRIVE, SUITE 200			☐ CITY ☒ SPECIAL DISTRICT
CITY:	WEST CHICAGO	ST.: IL	ZIP: 60185	☐ FEDERAL
CONTACT PERSON:	BYRON MILLER			TELEPHONE NUMBERS: AREA CODE 630 NUMBER 208-6172

CONTRACTOR INFORMATION

	LAST	FIRST	M. (SEE INSTRUCTIONS)	TELEPHONE NUMBERS:	AREA CODE	NUMBER
NAME:						
MAILING ADDRESS:		CITY		ST.	ZIP:	

CONSTRUCTION SITE INFORMATION

SELECT OWNER AND TYPE "X": ☒ EXISTING SITE ☐ NEW SITE ☐ CHANGE OF INFORMATION

FACILITY NAME:	DUPAGE AIRPORT	Other NPDES Permit Numbers (If Applicable)	N/A
MAILING ADDRESS:	2700 INTERNATIONAL DRIVE, SUITE 200	TELEPHONE NUMBERS: AREA CODE 630 NUMBER	208-6172
CITY:	WEST CHICAGO ST.: IL ZIP: 60185	LATITUDE (NEAREST 10 SECONDS): DEG. MIN. SEC.	LATITUDE (NEAREST 10 SECONDS): DEG. MIN. SEC.
COUNTY:	DUPAGE	SECTION: 29, 31 & 32	TOWNSHIP: 40 NORTH RANGE: 9 EAST
START CONSTRUCTION DATE:	MM/DD/YY	END CONSTRUCTION DATE: MM/DD/YY	TOTAL SIZE OF CONSTRUCTION SITE IN 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 — OWNER OF STORM SEWER SYSTEM: DUPAGE AIRPORT AUTHORITY

NAME OF CLOSEST RECEIVING WATER (IF KNOWN): KRESS CREEK

DOES THE QUANTITATIVE DATA CURRENTLY EXIST WHICH DESCRIBES THE CONCENTRATION OF POLLUTANTS IN THE STORM WATER DISCHARGES? ☐ 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 assure that qualified 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 the 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: (DO NOT SUBMIT ADDITIONAL DOCUMENTATION UNLESS REQUESTED)

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: PERMIT SECTION
2200 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.

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tb.dwg

REVISIONS

NUMBER	BY	DATE

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

STORM WATER POLLUTION PREVENTION PLAN NOTES

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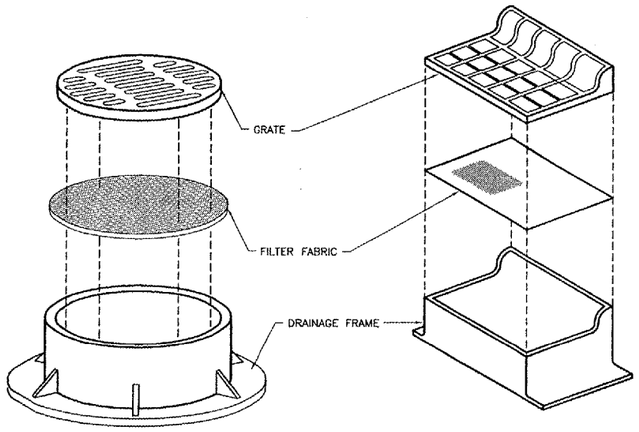
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	CAL/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 6 OF 36 SHEETS

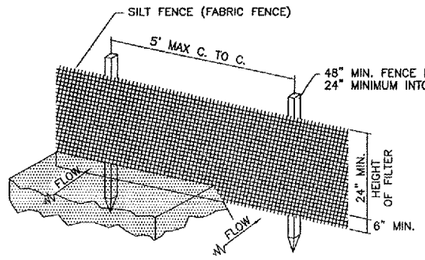


NOTES:

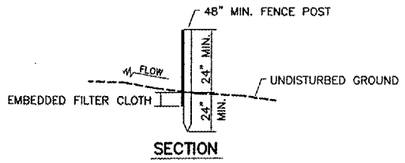
1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOXES, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2-INCH (MINIMUM).
4. CONTRACTOR SHALL CLEAR DEBRIS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

DRAINAGE STRUCTURE FILTER WRAP

N.T.S.



PERSPECTIVE VIEW



SECTION

CONSTRUCTION NOTES FOR SILT (FABRIC) FENCE

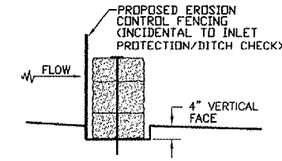
1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVER-LAPPED BY 6-INCH MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL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

EROSION CONTROL FABRIC FENCE DETAIL

N.T.S.

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 BALES.
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.



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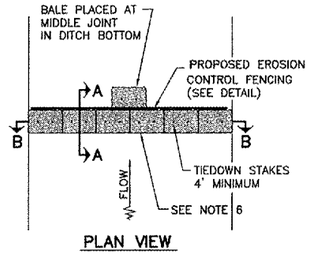

PLAN VIEW

HAY OR STRAW DITCH CHECK

N.T.S.

DU071

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LAYOUT: Layout1
UPDATE BY: msmejkal
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DATE: Wed 1/18/06 3:27pm
XREF DWG: tbclnt.dwg
tb.dwg

REVISIONS		
NUMBER	BY	DATE

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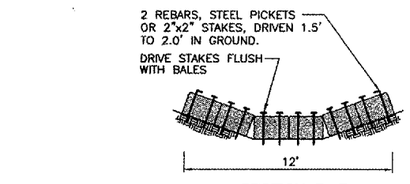
DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

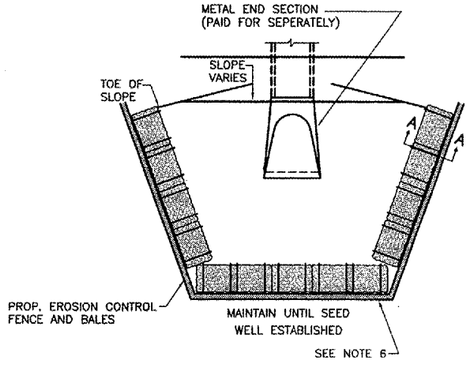
STORM WATER POLLUTION PREVENTION PLAN DETAILS

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 BALES.
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.



SECTION B-B

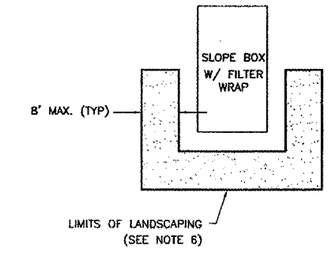


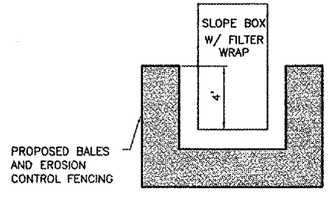
INLET PROTECTION (END SECTION)

N.T.S.

NOTES

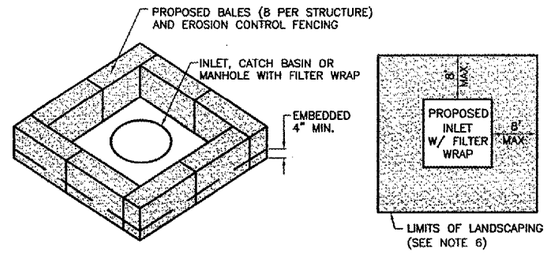
1. BALES SHALL BE PLACED AT THE TOE OF SLOPE OR ON A CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS 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 BALES.
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 PROTECTION (SLOPE BOX)

N.T.S.

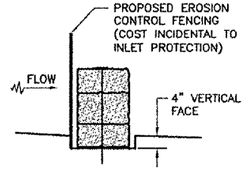


INLET PLACEMENT

INLET PLACEMENT

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 BALES.
6. AFTER FINAL APPROVAL OF THE ENGINEER, STRAW BALES MAY BE REMOVED. CONTRACTOR SHALL PLACE SEED AND MULCH OVER THE DISTURBED AREAS. COST INCIDENTAL TO BALES.



BEDDING DETAIL

INLET PROTECTION (INLET/MANHOLES)

N.T.S.

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

DuPage Airport

DESIGN BY:	JWD / JRL
DRAWN BY:	JWD
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

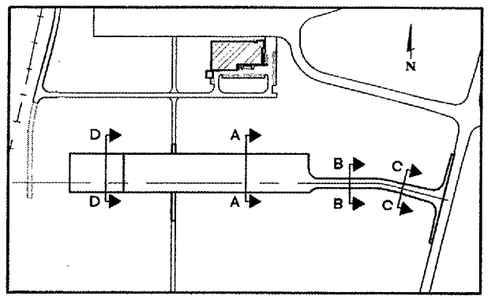
A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 7 OF 36 SHEETS

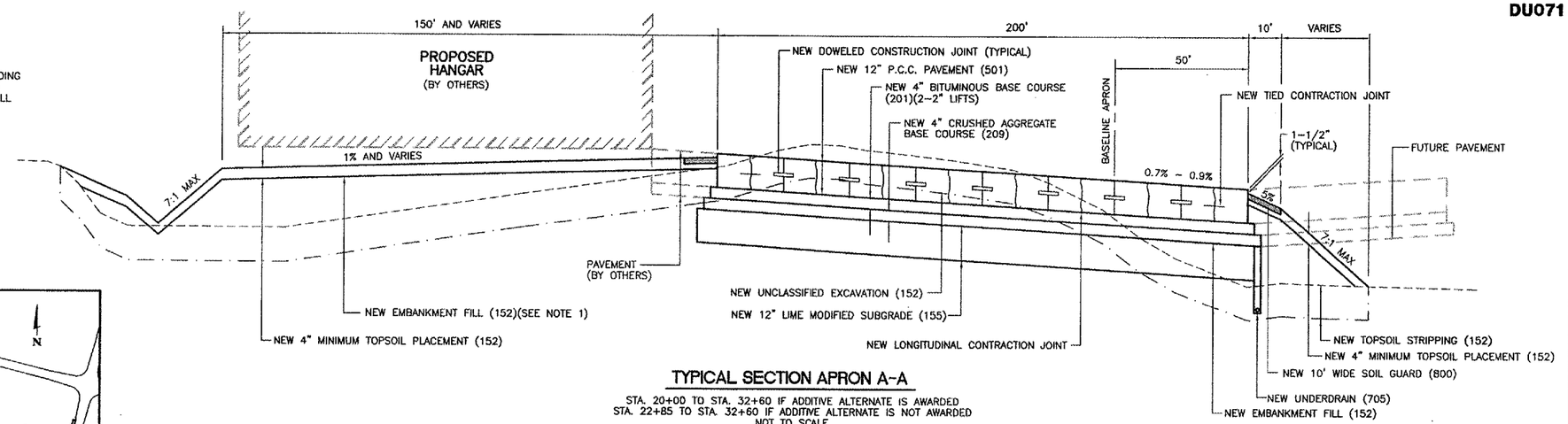
DU071

NOTES

1. AT ALL EMBANKMENT FILL LOCATIONS, INCLUDING BUT NOT LIMITED TO UNDER PROPOSED AND FUTURE PAVEMENTS AND HANGARS, FILL SHALL BE COMPACTED TO 95% MODIFIED PROCTOR.

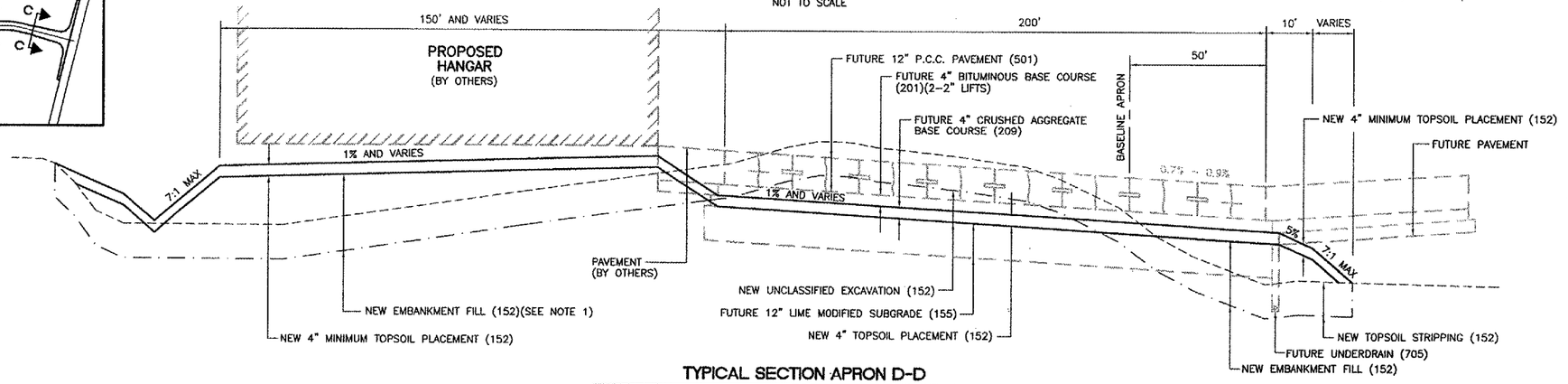


KEY MAP



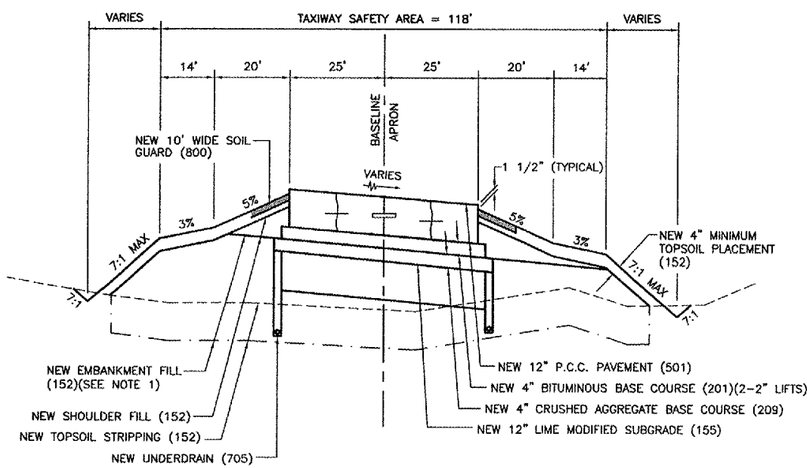
TYPICAL SECTION APRON A-A

STA. 20+00 TO STA. 32+60 IF ADDITIVE ALTERNATE IS AWARDED
STA. 22+85 TO STA. 32+60 IF ADDITIVE ALTERNATE IS NOT AWARDED
NOT TO SCALE



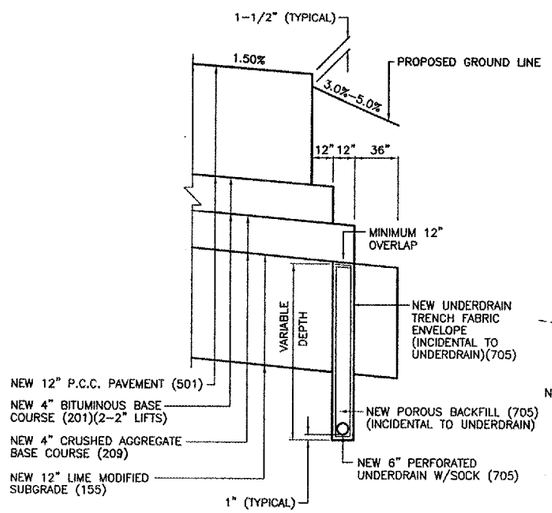
TYPICAL SECTION APRON D-D

STA. 20+00 TO STA. 22+85 IF ADDITIVE ALTERNATE IS NOT AWARDED
IF ADDITIVE ALTERNATE IS AWARDED SEE SECTION A-A
NOT TO SCALE



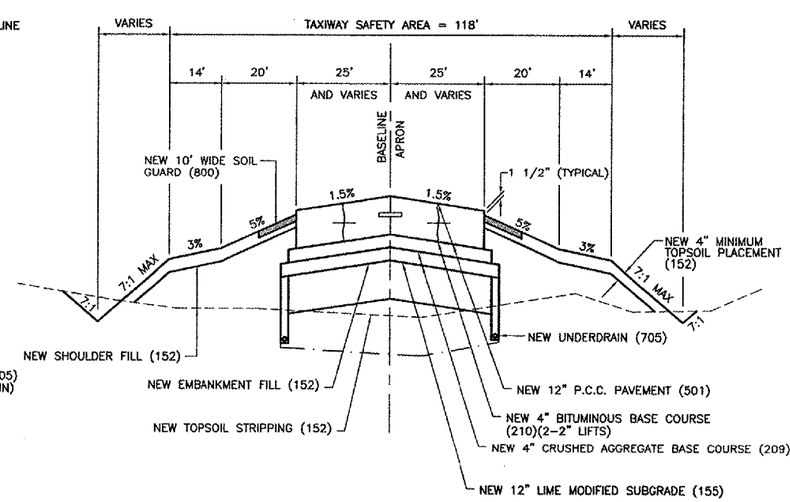
TYPICAL SECTION TAXIWAY B-B

STA. 32+60 TO STA. 35+60
NOT TO SCALE



UNDERDRAIN AND TYPICAL EDGE DETAIL

NOT TO SCALE



TYPICAL SECTION TAXIWAY C-C

STA. 35+61 TO STA. 39+85
NOT TO SCALE

K:\DupageAp\0425704--Apron_Ph4\Draw\Sheets\
FILE: apron-typsec.dwg
LAYOUT: Layout1
UPDATE BY: msmejkal
SURVEY BOOK #
DATE: Wed 1/18/06 11:48am
XREF DWG: tbclnt.dwg
apronbase.dwg
tb.dwg
p-topo.dwg

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

TYPICAL SECTIONS

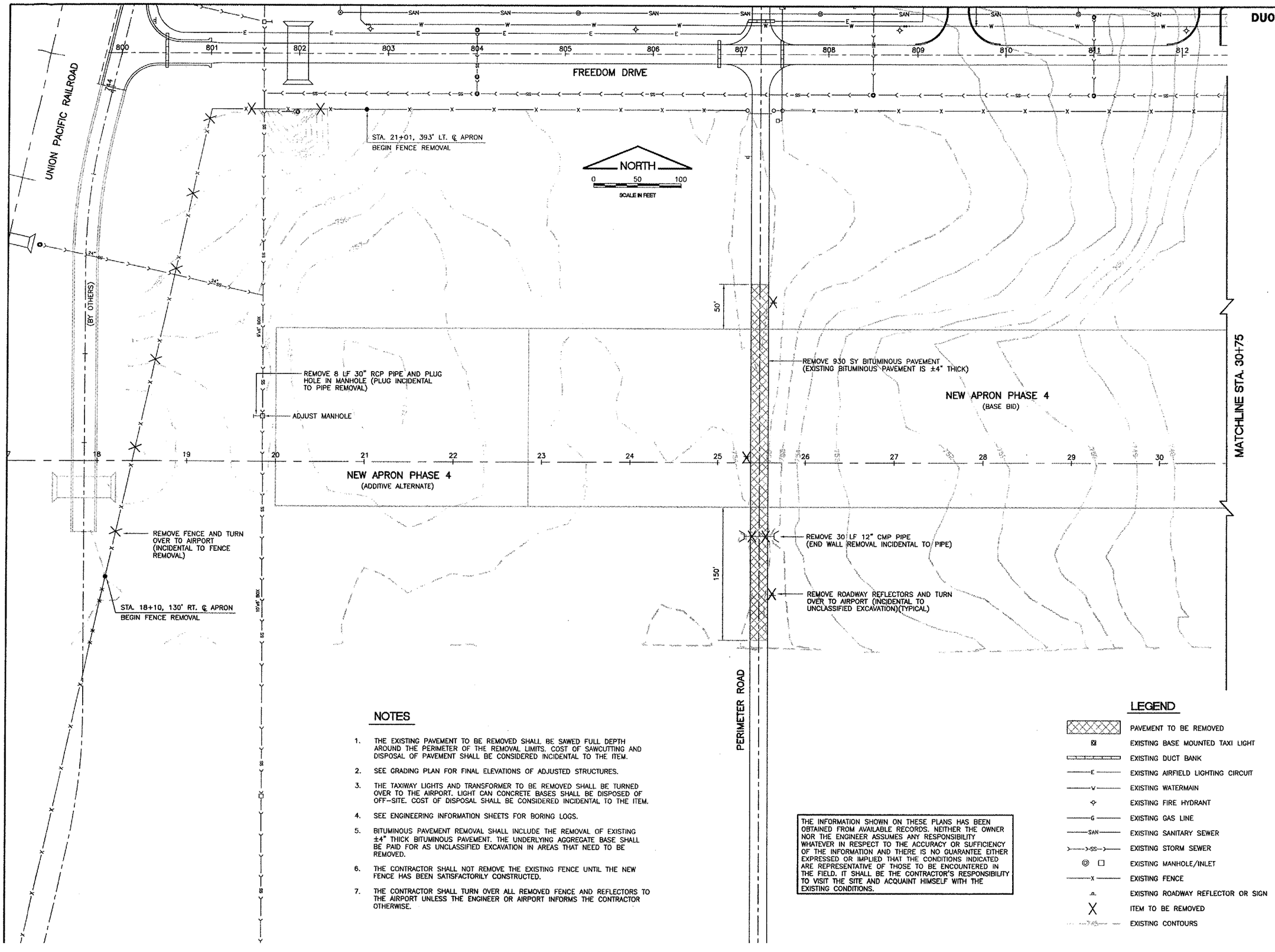
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 8 OF 36 SHEETS



NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND THE PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. SEE GRADING PLAN FOR FINAL ELEVATIONS OF ADJUSTED STRUCTURES.
3. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF-SITE. COST OF DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
4. SEE ENGINEERING INFORMATION SHEETS FOR BORING LOGS.
5. BITUMINOUS PAVEMENT REMOVAL SHALL INCLUDE THE REMOVAL OF EXISTING ±4" THICK BITUMINOUS PAVEMENT. THE UNDERLYING AGGREGATE BASE SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION IN AREAS THAT NEED TO BE REMOVED.
6. THE CONTRACTOR SHALL NOT REMOVE THE EXISTING FENCE UNTIL THE NEW FENCE HAS BEEN SATISFACTORILY CONSTRUCTED.
7. THE CONTRACTOR SHALL TURN OVER ALL REMOVED FENCE AND REFLECTORS TO THE AIRPORT UNLESS THE ENGINEER OR AIRPORT INFORMS THE CONTRACTOR OTHERWISE.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

LEGEND

- PAVEMENT TO BE REMOVED
- EXISTING BASE MOUNTED TAXI LIGHT
- EXISTING DUCT BANK
- E — EXISTING AIRFIELD LIGHTING CIRCUIT
- W — EXISTING WATERMAIN
- EXISTING FIRE HYDRANT
- G — EXISTING GAS LINE
- SAN — EXISTING SANITARY SEWER
- SS — EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- X — EXISTING FENCE
- EXISTING ROADWAY REFLECTOR OR SIGN
- X — ITEM TO BE REMOVED
- EXISTING CONTOURS

DU071

PATH: K:\DupageAp\0425704-Apron_F
FILE: apron-econd1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Mon 12/6/04 3:49pm

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

EXISTING CONDITIONS/PROPOSED REMOVALS SHEET 1

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

DuPage Airport

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 9 OF 36 SHEETS

DU071

REMOVE AND REPLACE FENCE (162) (PAID FOR AS FENCE RELOCATION)

NATIONAL GAS PIPELINE COMPANY OF AMERICA EASEMENT

EXISTING PIPELINE TO REMAIN

REMOVE BASE MOUNTED LIGHT (TYPICAL)

ABANDON UNIT DUCT IN PLACE. REMOVE CABLE FROM UNIT DUCT (INCIDENTAL TO LIGHT REMOVAL).

TAXIWAY R6

TAXIWAY W

RUNWAY 2L/20R

HIGH PRESSURE GAS PIPELINE

HIGH PRESSURE GAS PIPELINE

MATCHLINE STA. 30+75

NORTH

0 50 100

SCALE IN FEET

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND THE PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. SEE GRADING PLAN FOR FINAL ELEVATIONS OF ADJUSTED STRUCTURES.
3. THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CAN CONCRETE BASES SHALL BE DISPOSED OF OFF-SITE. COST OF DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
4. SEE ENGINEERING INFORMATION SHEETS FOR BORING LOGS.
5. BITUMINOUS PAVEMENT REMOVAL SHALL INCLUDE THE REMOVAL OF EXISTING ±4" THICK BITUMINOUS PAVEMENT. THE UNDERLYING AGGREGATE BASE SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION IN AREAS THAT NEED TO BE REMOVED.
6. THE CONTRACTOR SHALL NOT REMOVE THE EXISTING FENCE UNTIL THE NEW FENCE HAS BEEN SATISFACTORILY CONSTRUCTED.
7. THE CONTRACTOR SHALL TURN OVER ALL REMOVED FENCE AND REFLECTORS TO THE AIRPORT UNLESS THE ENGINEER OR AIRPORT INFORMS THE CONTRACTOR OTHERWISE.

LEGEND

- PAVEMENT TO BE REMOVED
- EXISTING BASE MOUNTED TAXI LIGHT
- EXISTING DUCT BANK
- E — EXISTING AIRFIELD LIGHTING CIRCUIT
- W — EXISTING WATERMAIN
- EXISTING FIRE HYDRANT
- G — EXISTING GAS LINE
- SAN — EXISTING SANITARY SEWER
- SS — EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- X — EXISTING FENCE
- EXISTING ROADWAY REFLECTOR OR SIGN
- X — ITEM TO BE REMOVED
- 745 — EXISTING CONTOURS

PATH: K:\DupageAp\0425704-Apron_
FILE: apron-econd2.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Fri 12/10/04 9:51am

REVISIONS

NUMBER	BY	DATE

0 1 2

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

EXISTING CONDITIONS/PROPOSED REMOVALS SHEET 2

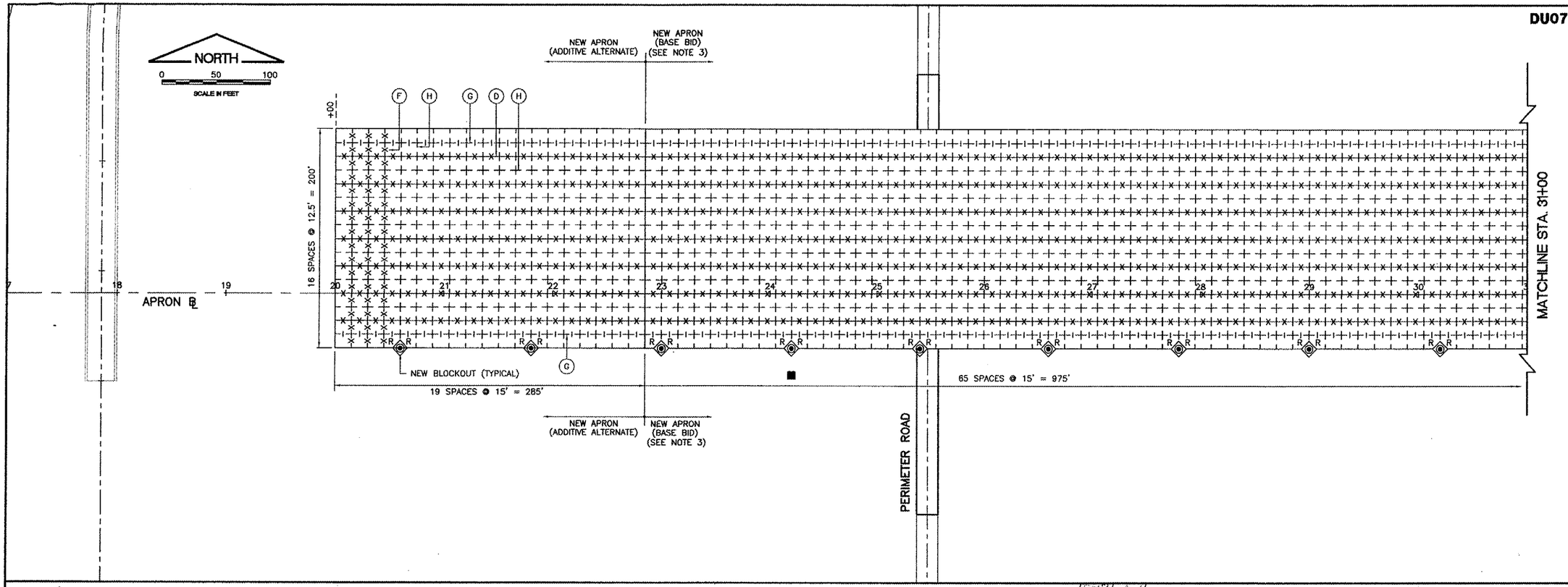
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

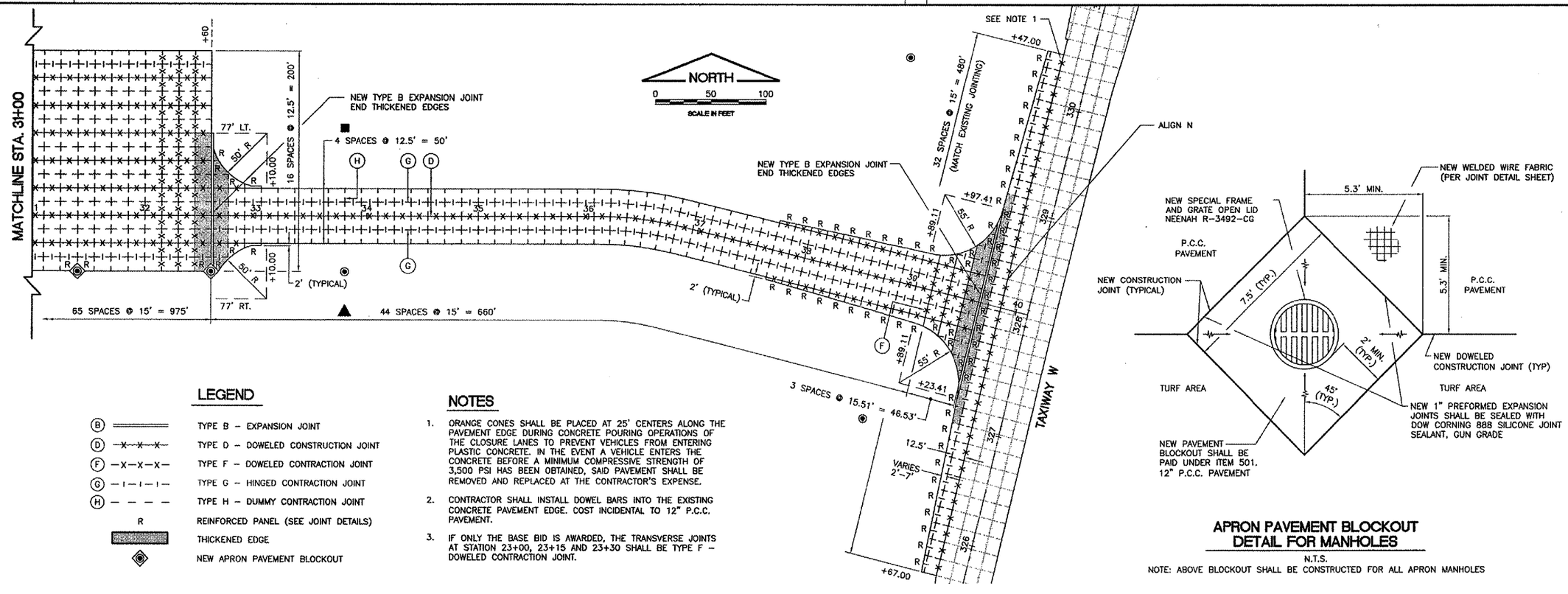
DuPage Airport Authority

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 10 OF 36 SHEETS





LEGEND

(B) ═══	TYPE B – EXPANSION JOINT
(D) —x—x—x—	TYPE D – DOWELED CONSTRUCTION JOINT
(F) —X—X—X—	TYPE F – DOWELED CONTRACTION JOINT
(G) — ı — ı — ı —	TYPE G – HINGED CONTRACTION JOINT
(H) — — — —	TYPE H – DUMMY CONTRACTION JOINT
R	REINFORCED PANEL (SEE JOINT DETAILS)
▭	THICKENED EDGE
◈	NEW APRON PAVEMENT BLOCKOUT

NOTES

1. ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES 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.
2. CONTRACTOR SHALL INSTALL DOWEL BARS INTO THE EXISTING CONCRETE PAVEMENT EDGE. COST INCIDENTAL TO 12" P.C.C. PAVEMENT.
3. IF ONLY THE BASE BID IS AWARDED, THE TRANSVERSE JOINTS AT STATION 23+00, 23+15 AND 23+30 SHALL BE TYPE F – DOWELED CONTRACTION JOINT.

APRON PAVEMENT BLOCKOUT DETAIL FOR MANHOLES

N.T.S.

NOTE: ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR ALL APRON MANHOLES

PATH: K:\0425704--Apron_Ph4\Sheets
FILE: apron-joint1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Tue 11/23/04 2:34pm

REVISIONS		
NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

PAVEMENT JOINTING PLAN

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

DuPage Airport Authority

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

DU071

UNION PACIFIC RAILROAD

FREEDOM DRIVE

NEW APRON PHASE 4
(ADDITIVE ALTERNATE)(SEE NOTE 2)

NEW APRON PHASE 4
(BASE BID)(SEE NOTE 2)

60' (TYPICAL)

50' (TYPICAL)

150'

MATCHLINE STA. 31+00

PERIMETER ROAD

10'x8' BOX

NORTH
0 50 100
SCALE IN FEET

NOTES

1. A QUANTITY OF TOPSOIL TO BE DETERMINED IN THE FIELD MAY BE SPREAD EAST OF FREEDOM DRIVE AND GRADED TO DRAIN BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION) ANY EXCESS TOPSOIL SHALL BE HAULED OFFSITE BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION)
2. IF ONLY THE BASE BID IS AWARDED, THE ENGINEER MAY PROVIDE THE CONTRACTOR WITH A REVISED GRADING PLAN.

LEGEND

- 753.13 — NEW ELEVATION
- 752 — NEW CONTOUR
- 753 — EXISTING CONTOUR
- ◉ — NEW MANHOLE
- — — — NEW GRADING LIMITS

PATH: K:\\0425704-Apron_Ph4\Sheets\
FILE: apron-grade1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Wed 12/6/04 1:08pm

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

GRADING PLAN - SHEET 1

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

DuPage Airport Authority

DESIGN BY:	MJS / JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

DU071

PATH: K:\\0425704--Apron_Ph4\Shee
FILE: apron-grade2.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Wed 12/8/04 1:22pm

NOTES

1. A QUANTITY OF TOPSOIL TO BE DETERMINED IN THE FIELD MAY BE SPREAD EAST OF FREEDOM DRIVE AND GRADED TO DRAIN BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION) ANY EXCESS TOPSOIL SHALL BE HAULED OFFSITE BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION)
2. IF ONLY THE BASE BID IS AWARDED, THE ENGINEER MAY PROVIDE THE CONTRACTOR WITH A REVISED GRADING PLAN.

LEGEND

- 753.13 — NEW ELEVATION
- 752 — NEW CONTOUR
- 754 — EXISTING CONTOUR
- ◉ — NEW MANHOLE
- — — — — NEW GRADING LIMITS

NORTH
0 50 100
SCALE IN FEET

SEE NOTE 1

MATCHLINE STA. 31+00

TAXIWAY R6

NEW APRON PHASE 4
(BASE BID)(SEE NOTE 2)

50' (TYPICAL)

25' (TYP)

10'

40'

VARIES

VERTICAL CURVE DATA

VPC STA. = 37+60
VPC ELEVATION = 752.12
VPI STA. = 38+50
VPI ELEVATION = 751.86
VPT STA. = 39+40
VPT ELEVATION = 752.32
LOW POINT STA. = 38+37.44
LOW POINT ELEV. = 751.85
LENGTH = 180'
K = 113.13
E = 0.358

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

GRADING PLAN - SHEET 2

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

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DESIGN BY:	MJS / JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

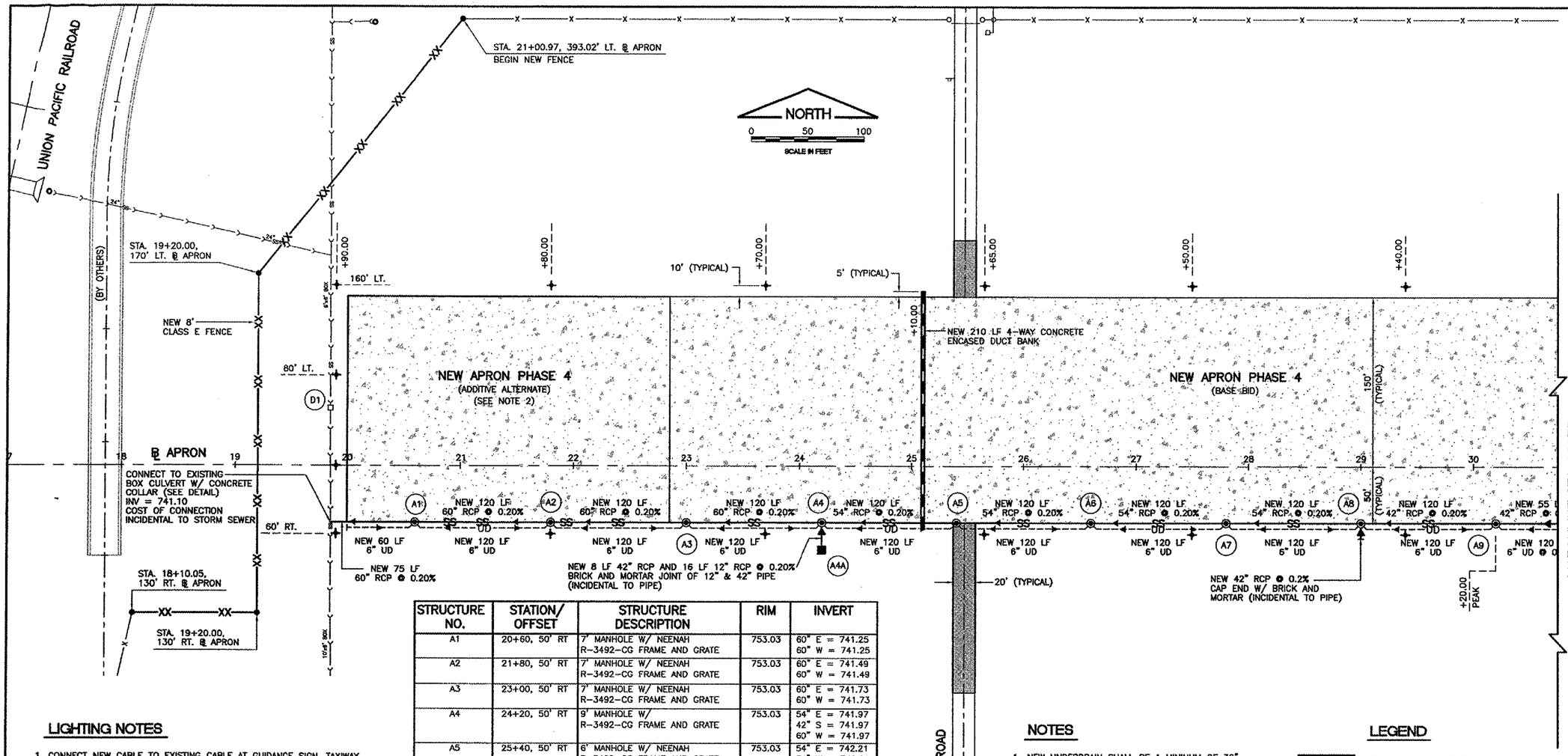
SHEET 13 OF 36 SHEETS

DU071

PATH: K:\DupageAp\0425704-Apron_F
FILE: apron-light1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Tue 11/23/04 2:31pm

REVISIONS		
NUMBER	BY	DATE

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



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

LIGHTING NOTES

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

NOTES

1. NEW UNDERDRAIN SHALL BE A MINIMUM OF 36" BELOW FINISHED PAVEMENT GRADE AND SHALL FOLLOW SLOPE OF ADJACENT PAVEMENT EXCEPT WHERE A SPECIFIC SLOPE IS GIVEN.
2. IF ONLY THE BASE BID IS AWARDED, THE ENGINEER SHALL PROVIDE THE CONTRACTOR WITH A REVISED ELEVATED RETROREFLECTIVE MARKER AND UNDERDRAIN PLAN.
3. ALL UNDERDRAIN ENDS SHALL BE CAPPED (INCIDENTAL TO 6" UNDERDRAIN).
4. CONTRACTOR SHALL FIELD VERIFY EXISTING UNDERDRAIN INVERTS BEFORE INSTALLING NEW UNDERDRAIN CONNECTIONS.
5. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
6. INSTALL NEW ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
7. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
8. REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES, CORING AND CONCRETE COLLARS TO FACILITATE CONNECTIONS OF NEW STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.
9. 9' MANHOLE TO BE PAID FOR AS AR751570 MANHOLE - SPECIAL

LEGEND

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

LIGHTING/PAVEMENT MARKING/ FENCING/ DRAINAGE PLAN - SHEET 1

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

DuPage Airport

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 14 OF 36 SHEETS

DU071

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FILE: apron-light2.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Tue 11/23/04 2:33pm

STA. 31+20.36,
562.02' LT. ℄ APRON

STA. 30+93.27,
562.02' LT. ℄ APRON
BEGIN NEW FENCE

RELOCATED 8' CLASS E FENCE (SEE NOTE 11)

STA. 31+20.36,
393.08' LT. ℄ APRON
END NEW FENCE

TAXIWAY R6

NORTH
0 50 100
SCALE IN FEET

AIRFIELD SIGNAGE SCHEDULE

PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
S1	N S	R5 W BLANK	3,2 0	328+97.41, 75' LT. CENTERLINE TAXIWAY W
S2	E W	R5 R5 W	2 2,3	39+11.53, 67' LT. BASELINE APRON
S3	N S	BLANK R5 W	0 3,2	327+23.41, 75' LT. CENTERLINE TAXIWAY W

PROPOSED SIGN TYPE LEGEND

0— BLANK PANEL – BLACK
1— RUNWAY/TAXIWAY HOLDLINE – WHITE LEGEND ON RED BACKGROUND
2— LOCATION SIGN – YELLOW LEGEND ON BLACK BACKGROUND
3— DIRECTION SIGN – BLACK LEGEND ON YELLOW BACKGROUND

MATCHLINE STA. 30+75

NEW 120 LF
6" UD @ 0.20%

NEW 130 LF 12" RCP @ 0.5%

TIE UNDERDRAIN INTO NEW STORM SEWER (SEE DETAILS)

NEW 12" WIDE YELLOW CENTERLINE STRIPE

NEW 60 LF 4-WAY CONCRETE ENCASED DUCT BANK

NEW 120 LF
42" RCP @ 0.20%

NEW 120 LF
6" UD

NEW 120 LF
30" RCP
@ 0.20%

NEW 120 LF
6" UD @ 0.20%

NEW 65 LF
42" RCP @ 0.20%

NEW 30 LF 12" RCP @ 3.6%

NEW GAS PIPELINE PROTECTION
SEE DETAIL SHEET 2

TIE UNDERDRAIN INTO NEW STORM SEWER (SEE DETAILS)

NEW 380 LF
6" UD @ 0.6%

NEW 327 LF
24" RCP @ 0.164%

NEW 310 LF
6" UD @ 0.20%

NEW 73 LF 4-WAY CONCRETE ENCASED DUCT BANK

NEW 280 LF
24" RCP @ 0.163%

NEW 300 LF
6" UD @ 0.20%

CONNECT TO EXISTING MANHOLE W/ CONCRETE COLLAR (SEE DETAIL)

SEE NOTE 1

SEE NOTE

TAXIWAY W

LIGHTING NOTES

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10. ALL AIRFIELD LIGHTING CIRCUIT CABLE SHALL BE 1/C #8, 5KV, L-824 TYPE C IN 1" UNIT DUCT (DIRECT BURIED).
11. EXISTING FENCE SHALL BE REMOVED AND REPLACED IN ORIGINAL LOCATION AFTER GRADING OPERATIONS ARE COMPLETED. TEMPORARY CONSTRUCTION FENCING SHALL BE USED TO KEEP THE AIRPORT SECURE.

NOTES

1. NEW UNDERDRAIN SHALL BE A MINIMUM OF 36" BELOW FINISHED PAVEMENT GRADE AND SHALL FOLLOW SLOPE OF ADJACENT PAVEMENT EXCEPT WHERE A SPECIFIC SLOPE IS GIVEN.
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LEGEND

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

REVISIONS

NUMBER	BY	DATE

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

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

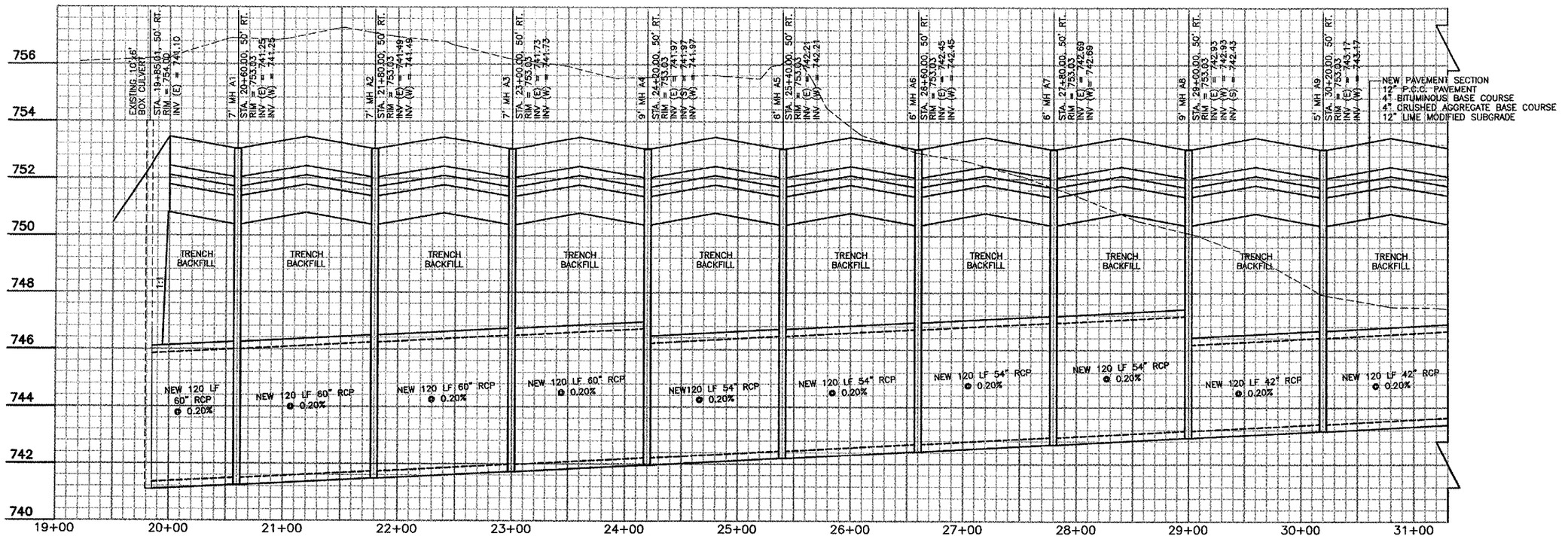
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	MJS/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 15 OF 36 SHEETS



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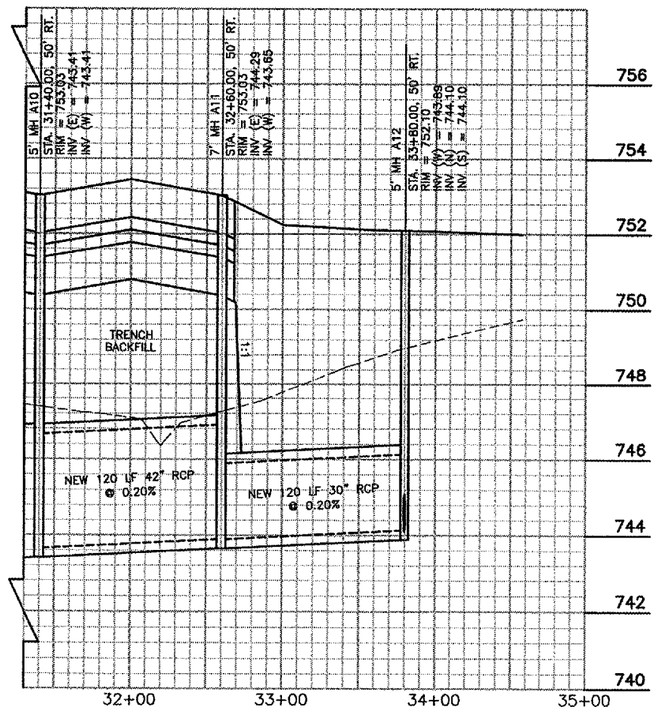

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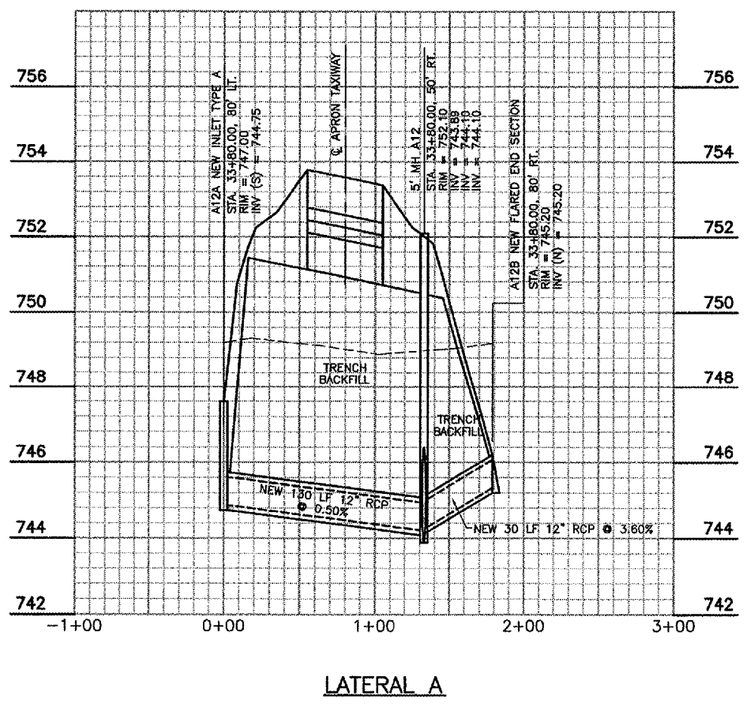

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SURVEY BOOK #
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XREF DWG: tbclnt.dwg
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REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

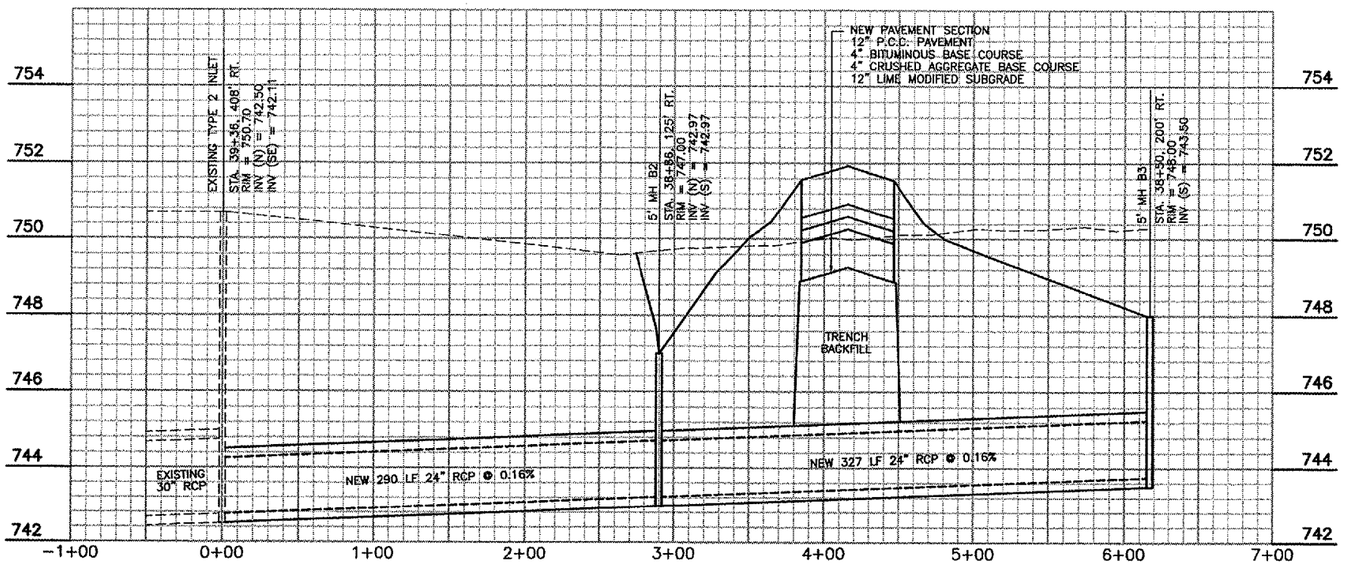
STORM SEWER PROFILES SHEET 1

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-003513

DuPage Airport

DESIGN BY:	MJS/JRL
DRAWN BY:	MJS
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391



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REVISIONS

NUMBER	BY	DATE

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

STORM SEWER PROFILES SHEET 2

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

DuPage Airport

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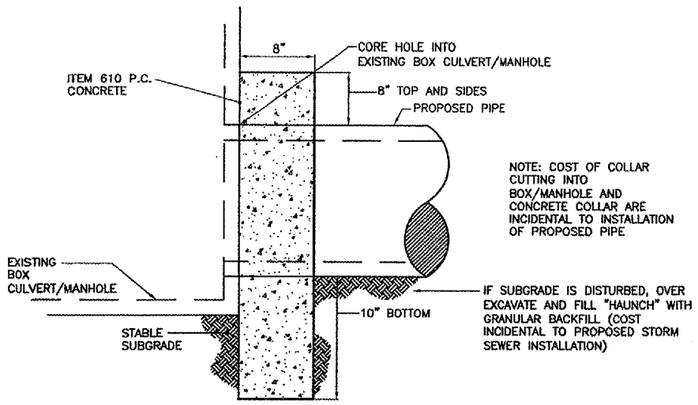
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

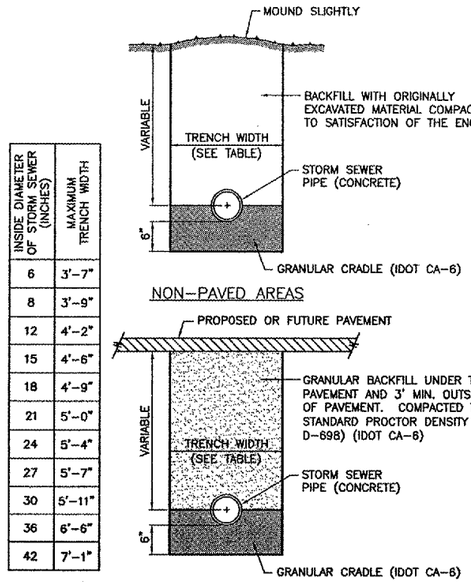


CONCRETE COLLAR - STORM SEWER

NOT TO SCALE

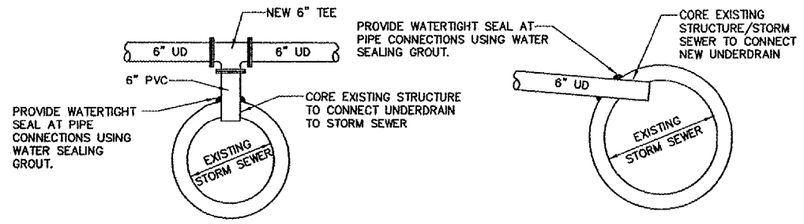
NOTE: IF EXISTING STRUCTURE THAT IS BEING CORED INTO HAS A BENCH THE CONTRACTOR MUST CUT NEW FLOWLINE. (COST INCIDENTAL TO PROPOSED STORM SEWER INSTALLATION).

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"



TRENCH DETAILS - STORM SEWER AND WATERMAIN

N.T.S.



UNDERDRAIN CONNECTION DETAILS

N.T.S.

NOTE: UNDERDRAIN CONNECTIONS AND FITTINGS, TEES AND ELBOWS USED FOR CONNECTIONS TO NEW STRUCTURES / EXISTING STORM SEWERS SHALL BE CONSIDERED INCIDENTAL TO THE NEW UNDERDRAIN.

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UPDATE BY: jlinke
SURVEY BOOK #
DATE: Wed 1/18/06 1:01pm
XREF DWG: tbclnt.dwg
tb.dwg

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

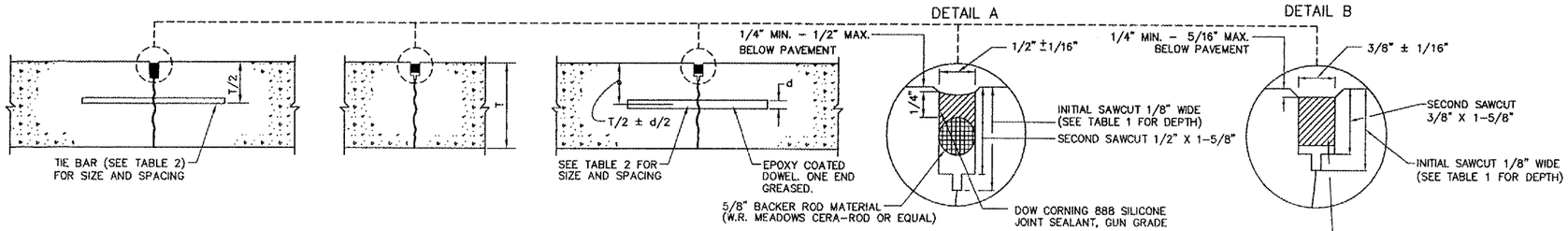
STORM SEWER DETAILS

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000513

DuPage Airport

DESIGN BY:	CAL/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-818
ILLINOIS PROJECT: DPA-3391



TYPE G HINGED (TIED)

SYMBOL —|—

TYPE H DUMMY

SYMBOL — — —

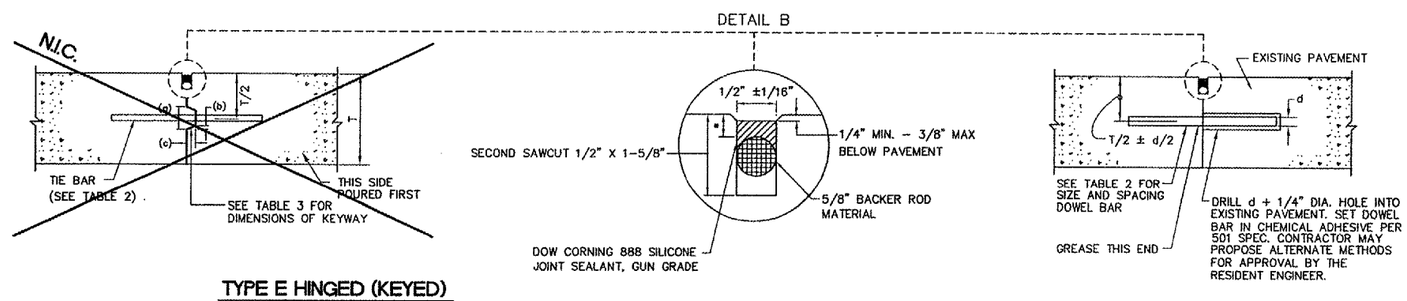
TYPE F DOWELED

SYMBOL —x—

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

CONTRACTION JOINTS

NOTE: CONTRACTOR SHALL USE DETAIL B.



TYPE E HINGED (KEYED)

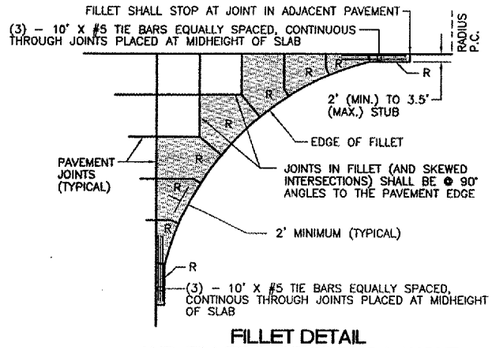
SYMBOL —|—

* DEPTH AS RECOMMENDED BY SEALANT MANUFACTURER

TYPE D DOWELED

SYMBOL —x—x—x—

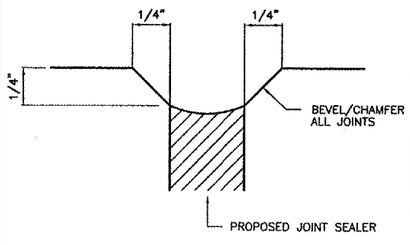
CONSTRUCTION JOINTS



FILLET DETAIL AND FILLET REINFORCING LAYOUT

N.T.S.

R 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)



CHAMFER/BEVEL JOINT DETAIL

N.T.S.

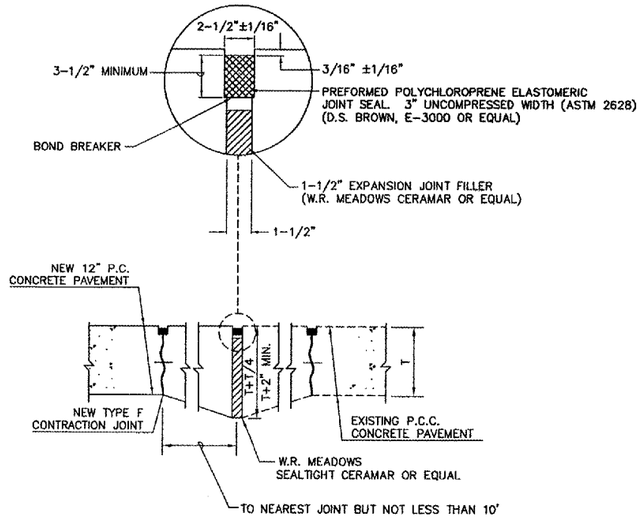
TABLE 1

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

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18"	12"	#5	30"	30"
8	1"	19"	12"	#5	30"	30"
9	1"	19"	12"	#5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	#5	30"	30"
12	1"	19"	12"	#5	30"	30"

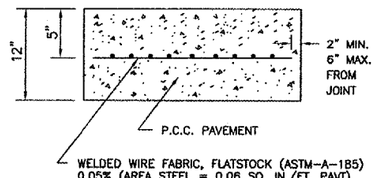
DIMENSION TABLES



TYPE B THICKENED EDGE

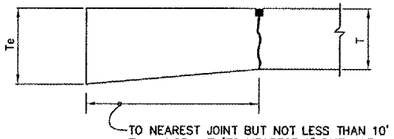
SYMBOL

EXPANSION JOINTS



ODD SHAPED PANEL REINFORCEMENT

SYMBOL "R"



THICKENED EDGE

SYMBOL

JOINT NOTES

DU071

1 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.

2 THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED 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.

3 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.

4 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.

5 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 RESTRAIGHTENED DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.

6 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.

7 JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.

8 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.

9 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.

10 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.

11 CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS AT NO ADDITIONAL COST.

12 ~~WHEN TIE BARS ARE USED FOR SLIP-FORM LONGITUDINAL CONSTRUCTION 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.~~ N.I.C.

13 METAL FORMS USED FOR KEYED JOINTS SHALL BE REMOVED UNLESS OTHERWISE APPROVED BY THE ENGINEER.

K:\DupageAp\0425704-Apron_Ph4\Draw\Sheets\
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UPDATE BY: jlinke
SURVEY BOOK #
DATE: Wed 1/18/06 1:03pm
XREF DWG: tbclnt.dwg
tb.dwg

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

PAVEMENT JOINTING DETAILS

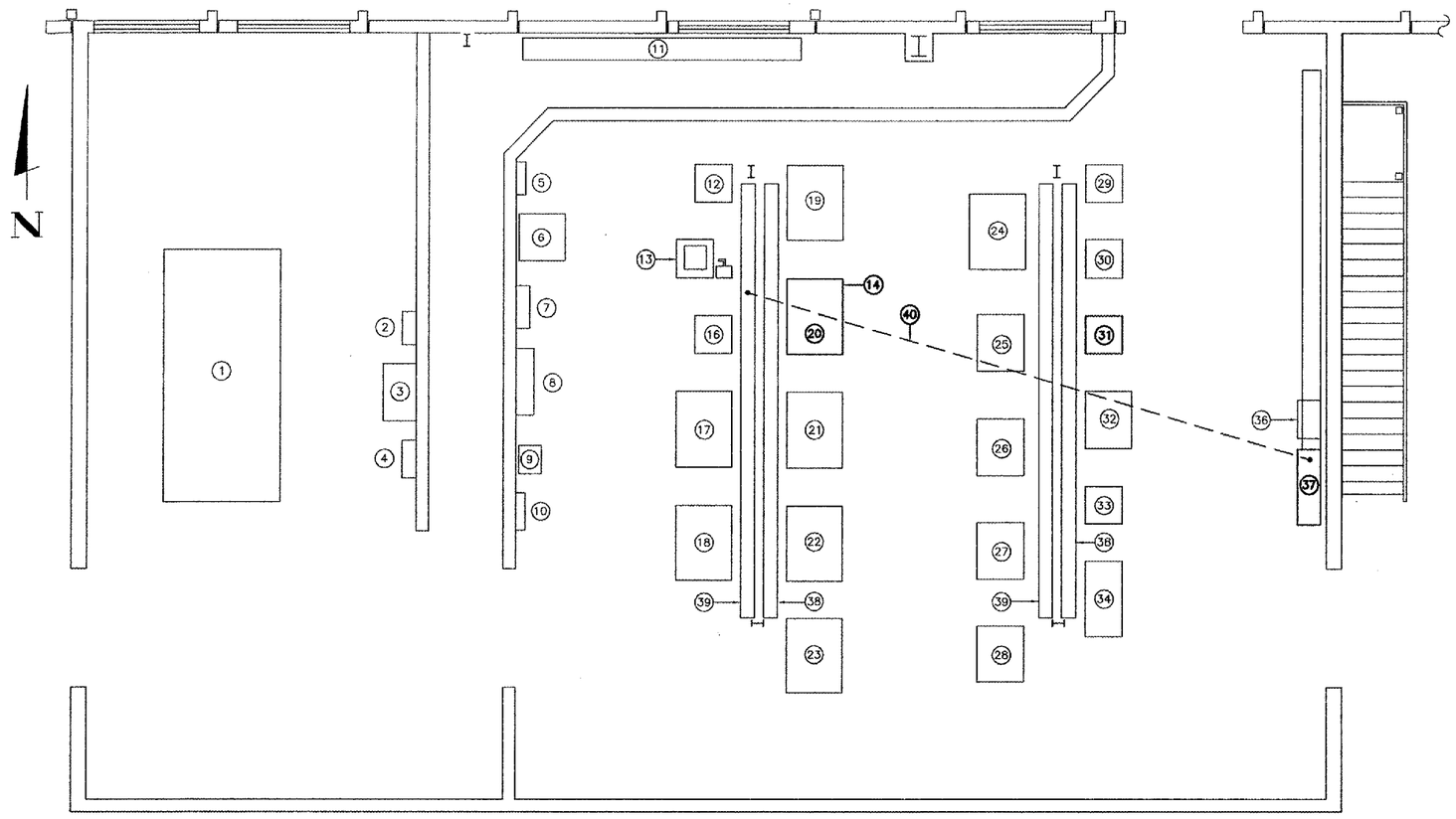
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	CAL/JRL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 19 OF 36 SHEETS



PROPOSED AIRFIELD VAULT MODIFICATIONS

1/4"=1'-0"

AIRFIELD VAULT NOMENCLATURE

1. EXISTING 430 KW (537.5 KVA) STAND-BY GENERATOR SET.
2. EXISTING 800A, 480V, 3ø UTILITY MAIN DISCONNECT.
3. EXISTING 800A, 480V, 3ø AUTOMATIC TRANSFER SWITCH.
4. EXISTING 800A, 480V, 3ø GENERATOR SET MAIN DISCONNECT.
5. EXISTING 208Y/120 VAC, 3ø, 4W, LIGHTING PANEL.
6. EXISTING 75 KVA, 480-208Y/120 VAC TRANSFORMER.
7. EXISTING 480V, 3ø POWER DISTRIBUTION PANEL PDP-2.
8. EXISTING 480V, 3ø POWER DISTRIBUTION PANEL PDP-1.
9. EXISTING 480V, 3ø, 480V DELTA TO 480Y/277 VAC TRANSFORMER.
10. EXISTING 480Y/277V POWER DISTRIBUTION PANEL.
11. EXISTING HIGH VOLTAGE "HOMERUN" WIREWAY. (SEE NOTE 2)
12. EXISTING 480 VAC, 10 KW, RW 15-33 REGULATOR.
13. EXISTING 480 VAC, 10 KW RUNWAY 10/28 REGULATOR.
14. **PROPOSED 30KW, 480V, 5-STEP, 6.6 AMP, L-828 SPARE AIRFIELD LIGHTING REGULATOR #1. REGULATOR SHALL BE SIEMENS TO MATCH EXISTING REGULATORS IN VAULT. CONTRACTOR SHALL TERMINATE EXISTING GROUND, PRIMARY, SECONDARY AND CONTROL WIRING TO PROPOSED REGULATOR.**
15. NOT USED
16. EXISTING 480 VAC, 10 KW, RUNWAY 1R/19L REGULATOR.
17. EXISTING 480 VAC, 20 KW, RUNWAY 1L/19R REGULATOR.
18. EXISTING 480 VAC, 30 KW, RUNWAY 1L/19R CENTERLINE REGULATOR.
19. EXISTING 480 VAC, 30 KW, RUNWAY 1L/19R TOUCHDOWN ZONE REGULATOR.
20. **EXISTING 480 VAC, 30 KW, SPARE REGULATOR TO BE DISCONNECTED AND RELOCATED TO (31).**
21. EXISTING 480 VAC, 30 KW, SPARE REGULATOR #2.
22. EXISTING 480 VAC, 30 KW, TAXIWAY X REGULATOR.
23. EXISTING 480 VAC, 30 KW, TAXIWAY W REGULATOR.
24. EXISTING 480 VAC, 20 KW, TAXIWAY R REGULATOR.
25. EXISTING 480 VAC, 15 KW, TAXIWAY G REGULATOR.
26. EXISTING 480 VAC, 15 KW, TAXIWAY E REGULATOR.
27. EXISTING 480 VAC, 10 KW, TAXIWAY B-SOUTH REGULATOR.
28. EXISTING 480 VAC, 10 KW, TAXIWAY B-NORTH REGULATOR.
29. EXISTING 480 VAC, 10 KW, TAXIWAY C REGULATOR.
30. EXISTING 480 VAC, 15 KW, TAXIWAY C, D, E-EAST REGULATOR.
31. **RELOCATED 30 KW REGULATOR.**
32. EXISTING SPARE REGULATOR.
33. EXISTING SPARE REGULATOR.
34. **EXISTING WORK BENCH.**
35. NOT USED
36. EXISTING L-854 RADIO CONTROLLER.
37. **EXISTING PLC CONTROL CABINET. TERMINATE PROPOSED 5-STEP REGULATOR CONTROL WIRES. SEE VAULT CONTROL DETAIL SHEETS.**
38. EXISTING 8" x 8" HIGH VOLTAGE (5 KV) WIREWAY.
39. EXISTING 8" x 8" LOW VOLTAGE (600V) WIREWAY.
40. **PROPOSED 5#12 THWN. IN EXISTING CONDUIT FOR CONTROL OF PROPOSED 5-STEP REGULATOR.**

NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
2. INSTALL L-823 CONNECTORS TO TERMINATE PROPOSED 30KW REGULATOR CABLES TO INSIDE THE HIGH VOLTAGE WIREWAY FOR FUTURE USE.

PATH: K:\0425704-Apron_Ph4\Sheets
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UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Fri 12/3/04 4:26pm

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

AIRFIELD VAULT PLAN

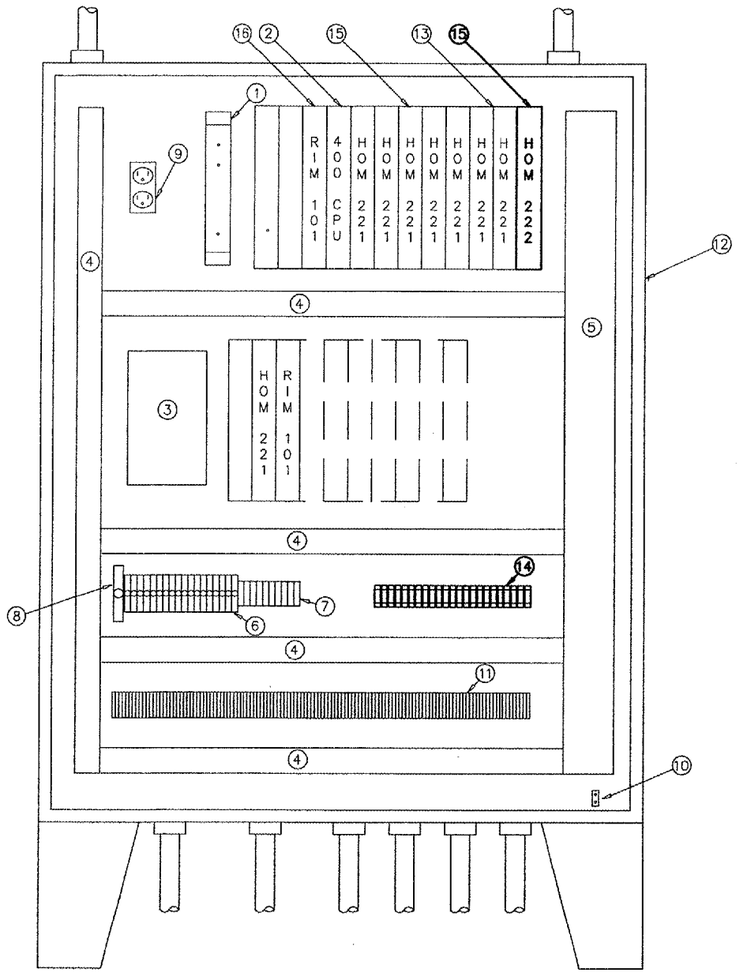
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	AB
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

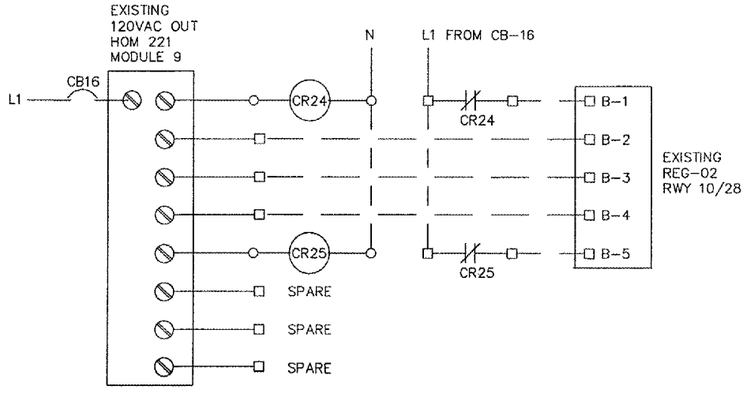
SHEET 20 OF 36 SHEETS



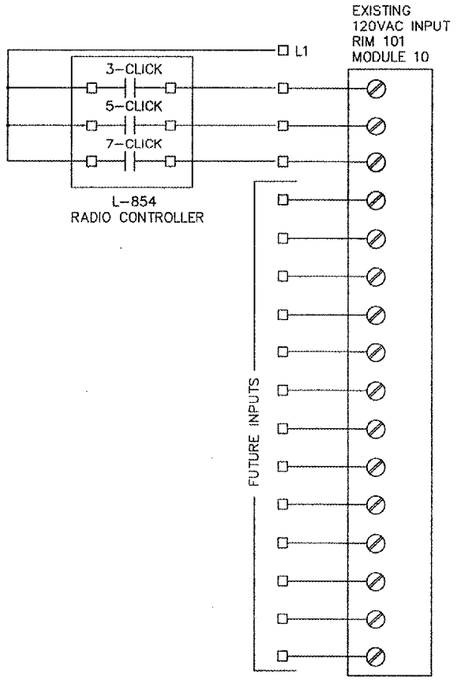
PROPOSED VAULT PLC ENCLOSURE MODIFICATIONS
1"=6"

LEGEND

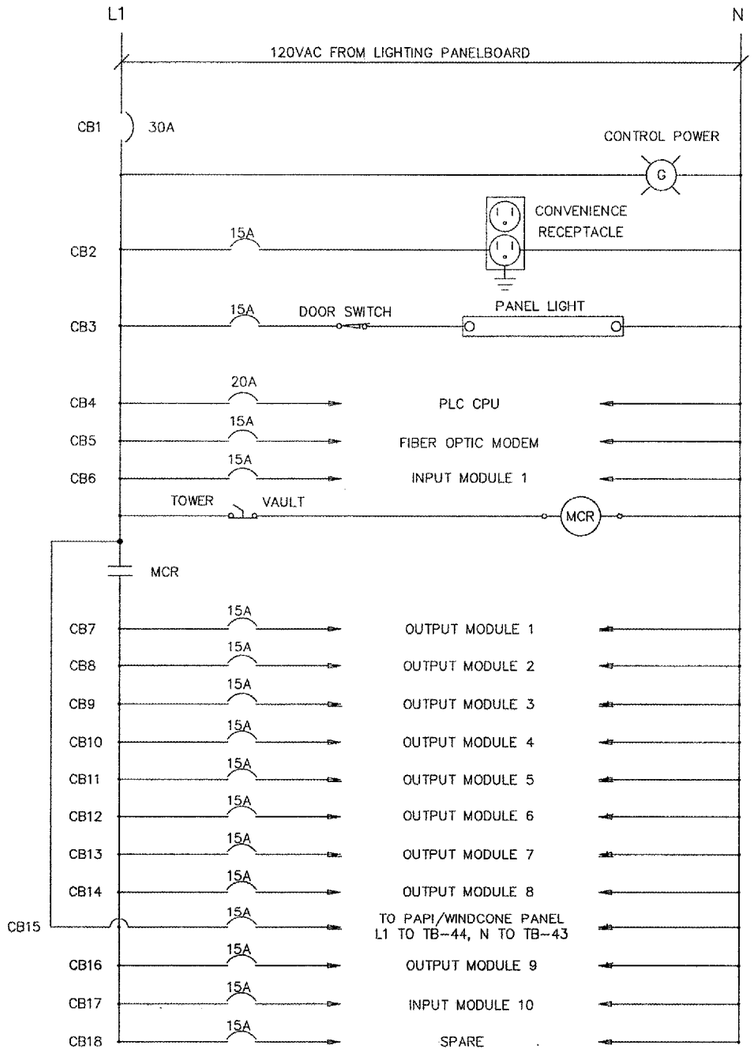
1. EXISTING FIBER OPTIC MODEM.
2. EXISTING PROGRAMMABLE LOGIC CONTROLLER (PLC).
3. EXISTING PLC POWER SUPPLY.
4. EXISTING 4"Hx2"W PLASTIC WIRE DUCT.
5. EXISTING 4"x4" PLASTIC WIRE DUCT.
6. EXISTING RAIL MOUNTED CIRCUIT BREAKERS.
7. EXISTING NEUTRAL TERMINALS.
8. EXISTING 30A MAIN CIRCUIT BREAKER.
9. EXISTING CONVENIENCE RECEPTACLE.
10. EXISTING GROUND LUG.
11. EXISTING TERMINALS.
12. EXISTING 60"Hx48"Wx12"D NEMA 12 ENCLOSURE
13. (9) EXISTING SQUARE D HOM 221, 120VAC OUTPUT MODULES.
14. **(25) EXISTING SINGLE POLE RELAYS AND RELAY TYPE TERMINAL BLOCKS WITH 120VAC COILS & 5A RATED CONTACTS. CONTRACTOR SHALL ADD TWO (2) ADDITIONAL RELAYS FOR CONTROL OF PROPOSED 5-STEP REGULATOR VIA EXISTING OUTPUT MODULE 8.**
15. **(1) EXISTING SQUARE D HOM 222, 120VAC OUTPUT MODULES TO BE MODIFIED.**
16. (1) EXISTING SQUARE D RIM 101, 120VAC INPUT MODULES.



EXISTING OUTPUT MODULE 9 WIRING SCHEMATIC



EXISTING INPUT MODULE 10 WIRING SCHEMATIC



EXISTING PLC ENCLOSURE POWER SCHEMATIC MODIFICATIONS

NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
2. MODIFY EXISTING PLC LOGIC TO ADD 5-STEP REGULATOR.

PATH: K:\DUPAGEAP\0425704-APRON
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UPDATE BY: .
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: .

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

VAULT CONTROL DETAILS SHEET 1

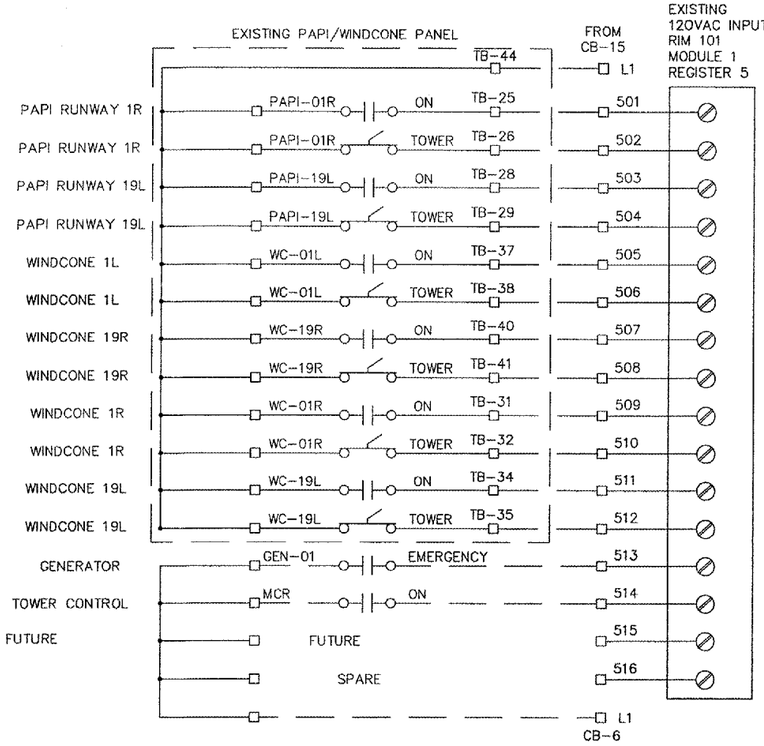
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

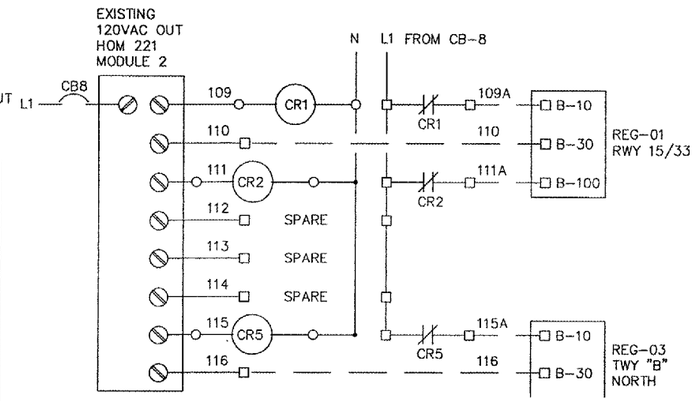
DuPage Airport

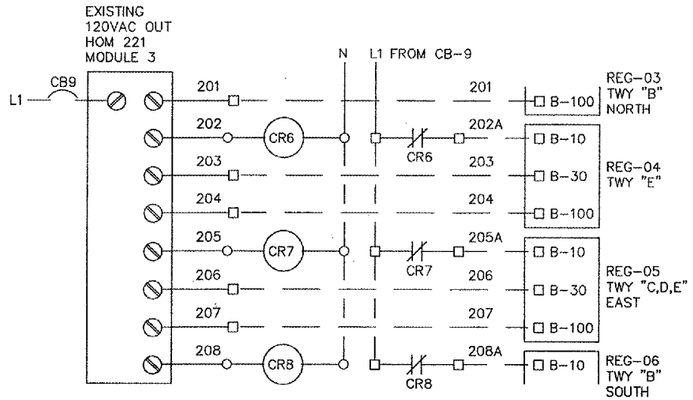
DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	AB
DATE:	01/13/06
JOB No:	04257-04-00-00

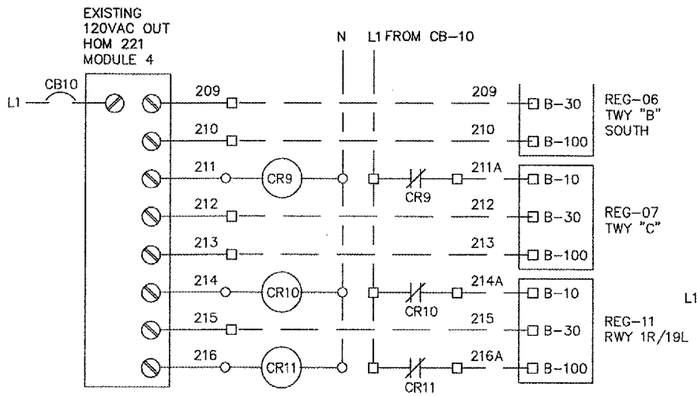
A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

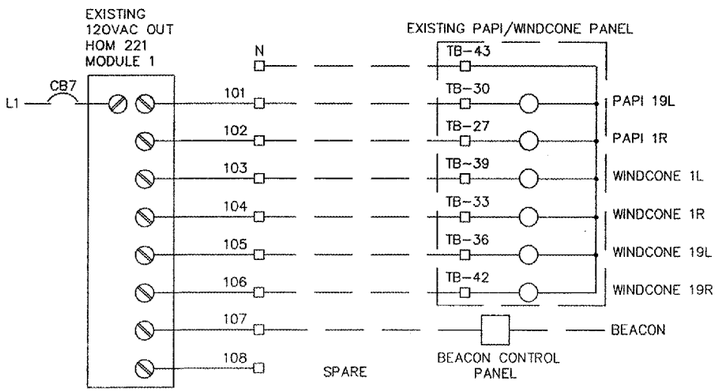
DU071











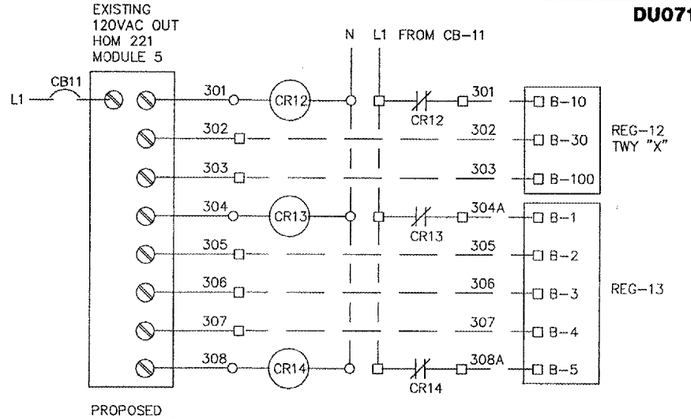
NOTE: NEUTRAL FROM PLC PANEL TO ALL REGULATOR NEUTRAL TERMINALS NOT SHOWN FOR CLARITY.

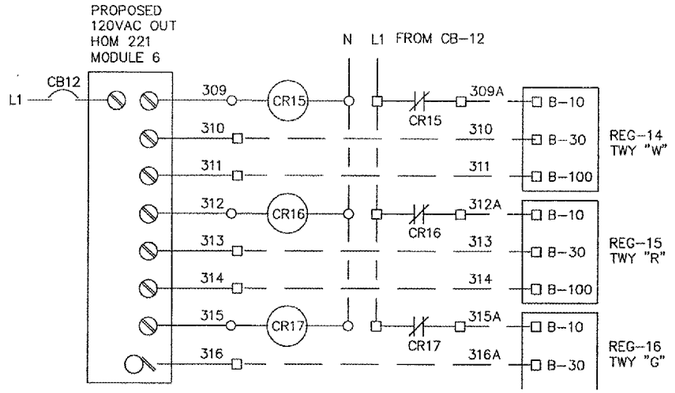
TYPICAL FIELD WIRING COLORS

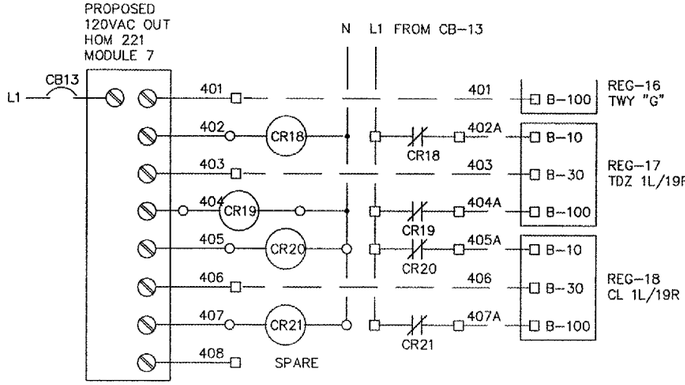
RED = B10
BLACK = B30
BLUE = B100

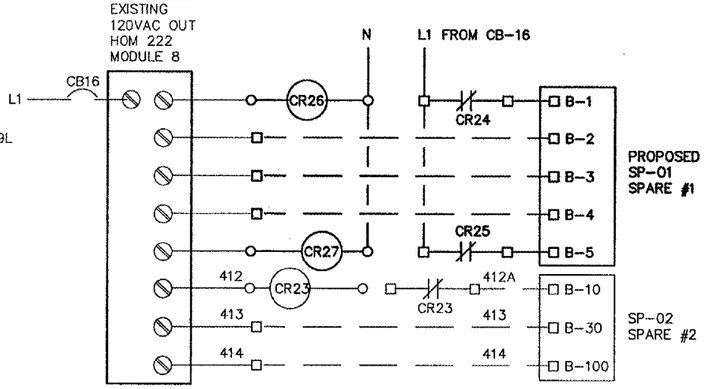
NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
2. CONFIGURE EXISTING MODULE OUTPUT 8 TO CONNECT NEW 5-STEP SPARE REGULATOR. MODIFY EXISTING PLC LOGIC FOR NEW CONFIGURATION.









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SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: .

REVISIONS

NUMBER	BY	DATE

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

VAULT CONTROL DETAILS SHEET 2

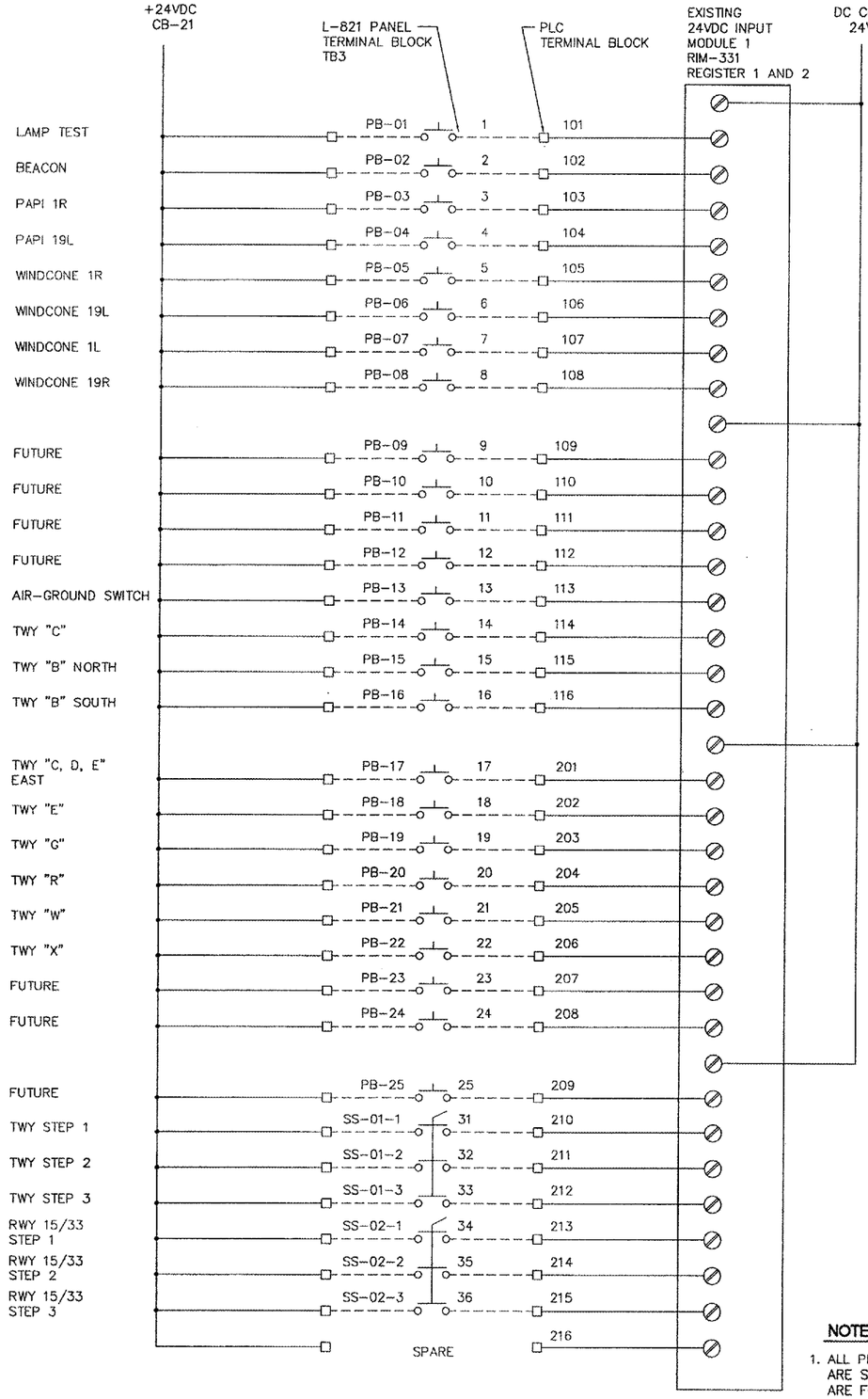
DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

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

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	AB
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

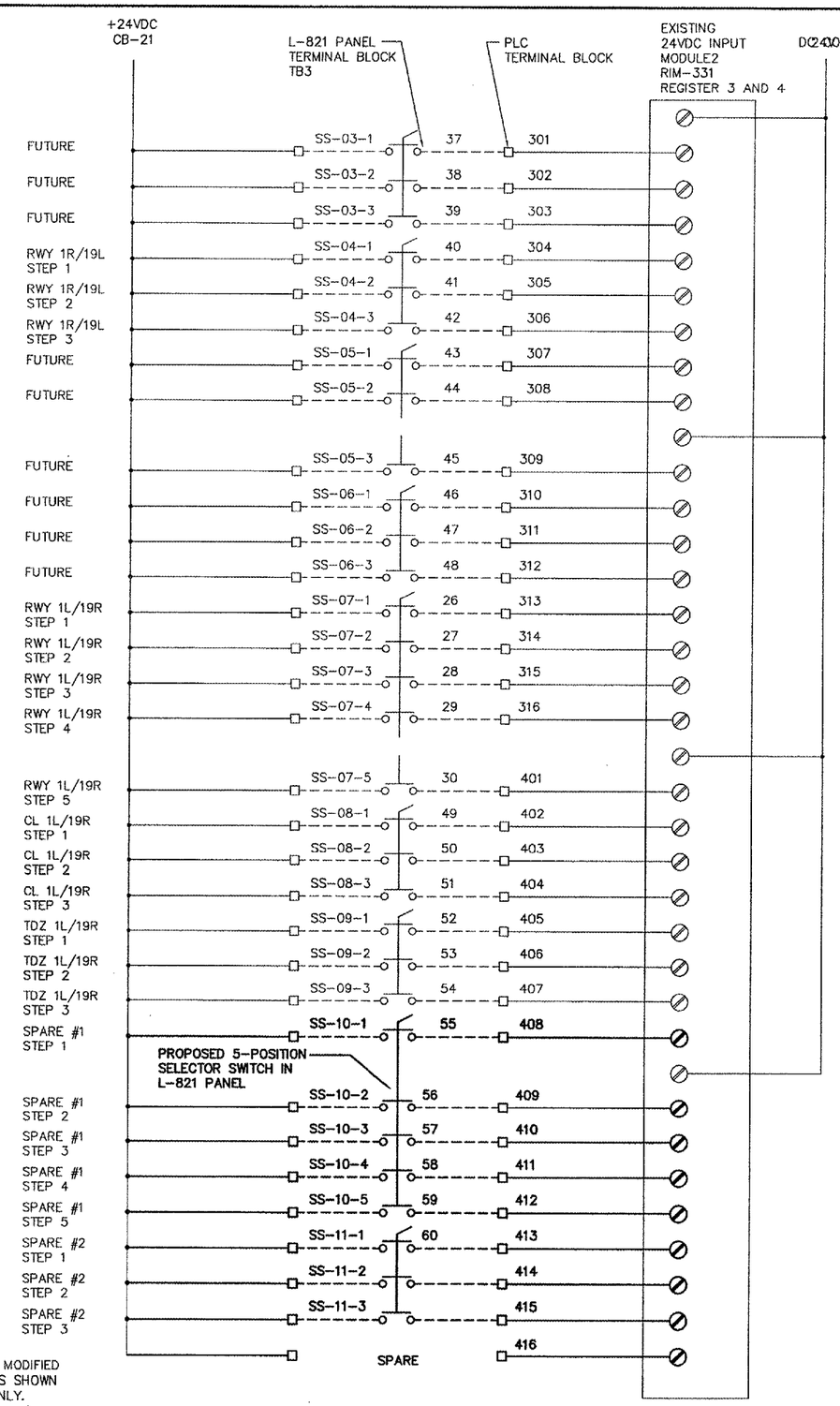


EXISTING MODULE 1 MODIFICATIONS

N.T.S.

NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
2. CONFIGURE INPUT MODULE TO ADD 5-STEP SELECTOR SWITCH FOR SPARE #1 REGULATOR. MODIFY PLC LOGIC TO ADD 5-STEP REGULATOR.



PROPOSED MODULE 2 MODIFICATIONS

N.T.S.

DU071

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XREF DWG: tbclnt.dwg
tb.dwg

REVISIONS

NUMBER	BY	DATE

0 1 2

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

TOWER CONTROL DETAILS SHEET 1

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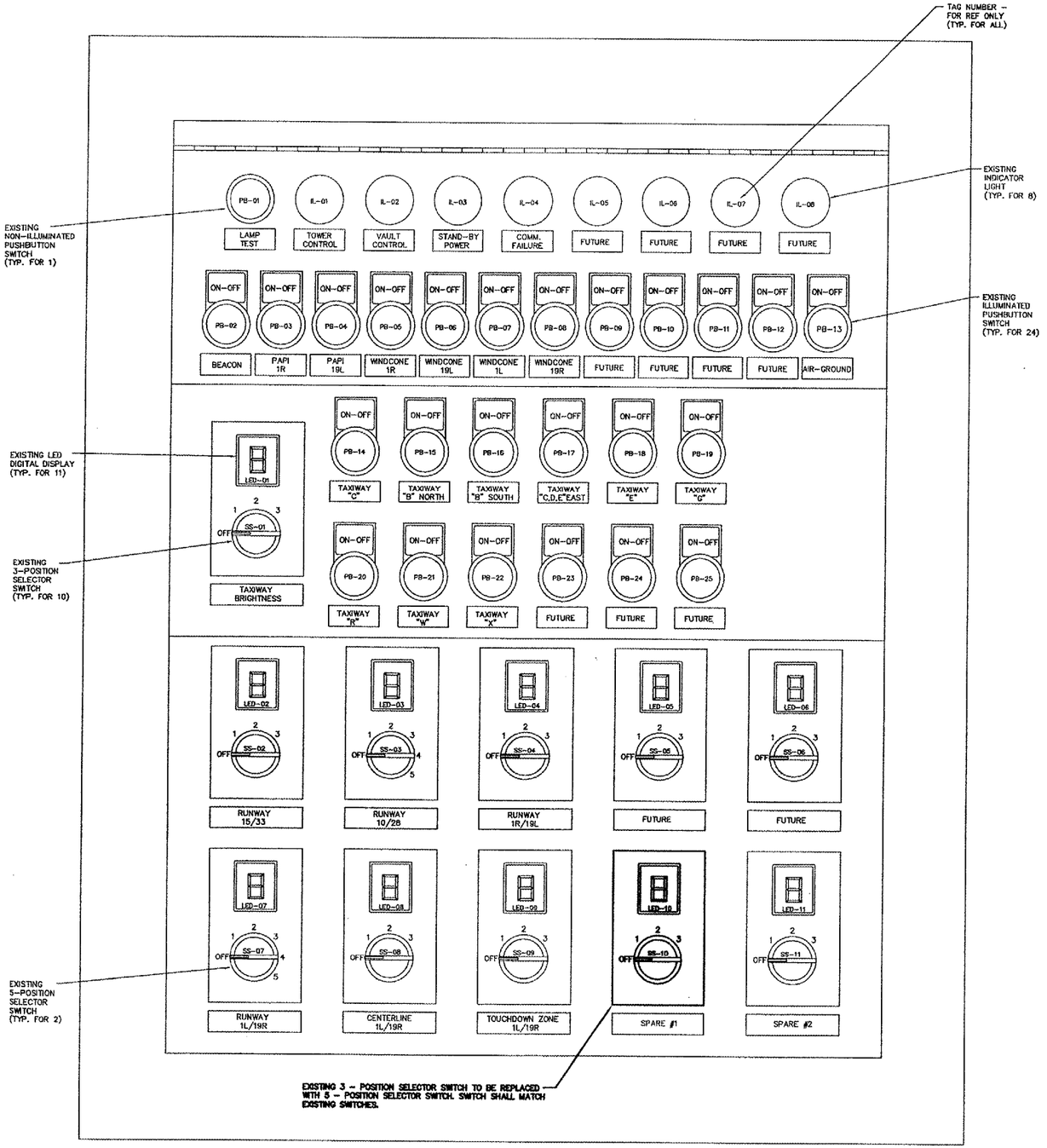
License No. 184-00613

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	AB
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-818
ILLINOIS PROJECT: DPA-3391

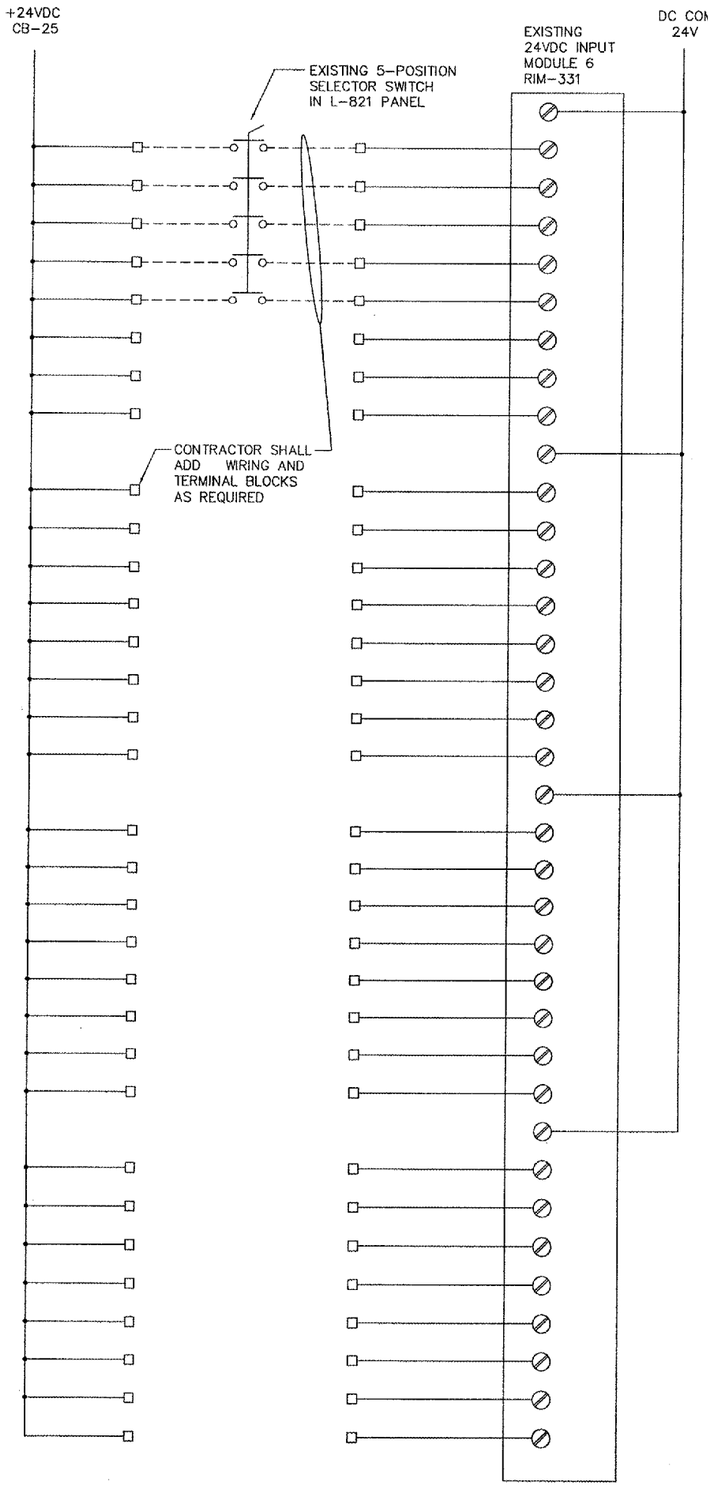
SHEET 23 OF 36 SHEETS



PROPOSED L–821 PANEL MODIFICATIONS
N.T.S.

NOTES:

1. ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.



EXISTING MODULE 6 SCHEMATIC

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DATE: Wed 1/18/06 1:05pm
XREF DWG: tbclnt.dwg
tb.dwg

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON – PHASE 4

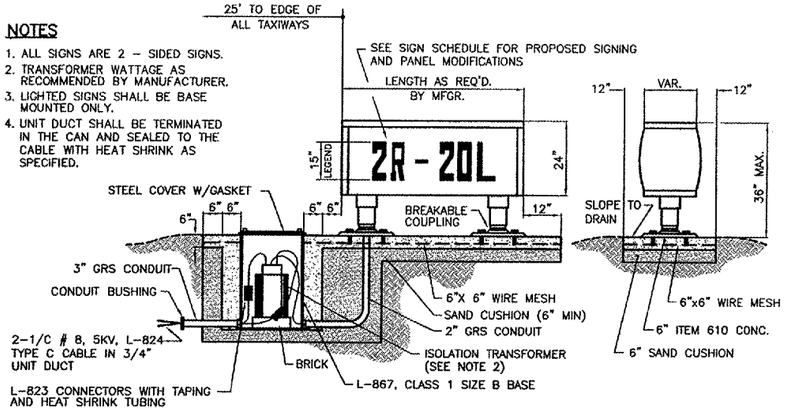
TOWER CONTROL DETAILS SHEET 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184–000618

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	AB
DATE:	01/13/06
JOB No:	04257–04–00–00

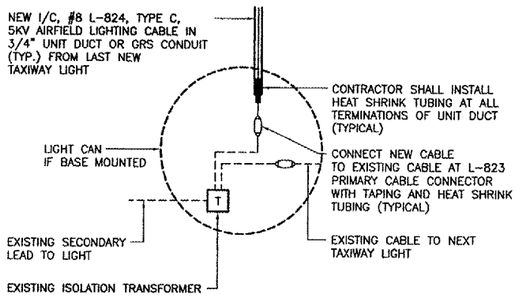
A.I.P. PROJECT: 3–17–0017–B18
ILLINOIS PROJECT: DPA–3391



HOLD LINE/TAXIWAY GUIDANCE SIGN L-858, SIZE 2, STYLE 2, CLASS 2

NO SCALE

CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE, 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. SIGN MANUFACTURER SHALL MATCH EXISTING AIRFIELD SIGNS.

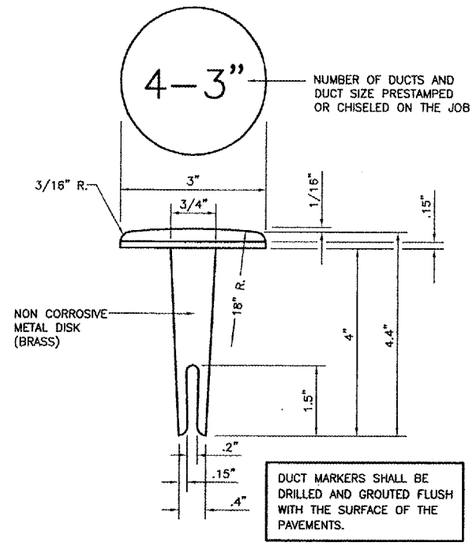


RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE

GERERAL NOTES:

1. THE CONCRETE BASE FOR BASE MTD. LIGHTS AND SIGNS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALLY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. 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.
5. 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.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
7. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
8. ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIA. COLUMN AND FRANGIBLE COUPLINGS, UNLESS NOTED OTHERWISE.



DUCT MARKER DETAIL

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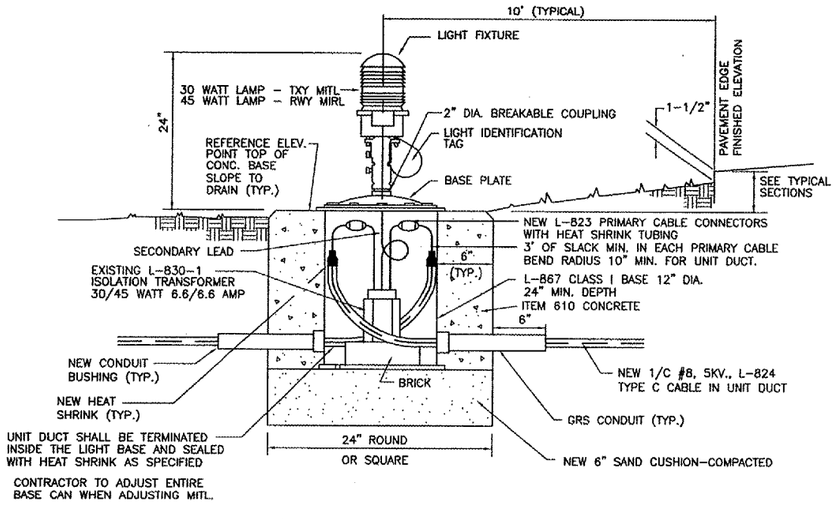
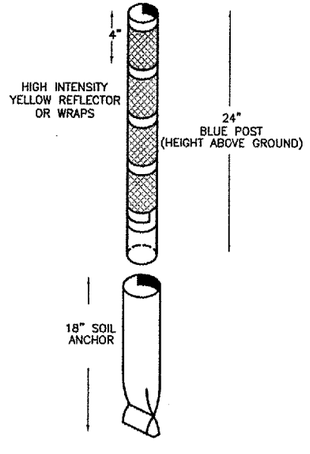


NEW/ ADJUSTMENT/ RELOCATED BASE MOUNTED MEDIUM INTENSITY LIGHT

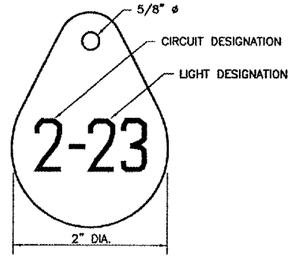
NOT TO SCALE



TAXIWAY RETROFLECTIVE MARKER DETAIL

NOT TO SCALE

NOTE: RETROFLECTIVE MARKER SHALL BE UNIPAR, INC. EVAFLEX OR APPROVED EQUAL.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

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 NEW TAXIWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (NEW OR RELOCATED LIGHTS) SHALL BE RETAGGED.
3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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UPDATE BY: jlinke
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REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

ELECTRICAL DETAILS SHEET 1

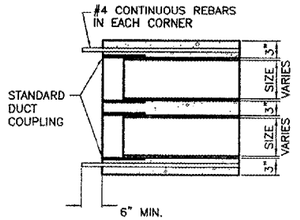
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

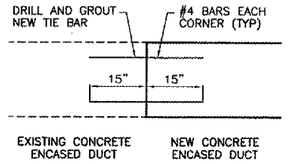
A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 25 OF 36 SHEETS



CONCRETE ENCASED DUCT END DETAIL

NO SCALE



EXTENSION OF EXISTING DUCT

NO SCALE

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

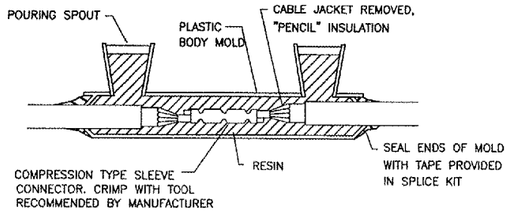
4-WAY

CONCRETE ENCASED DUCT BANKS

NOT TO SCALE

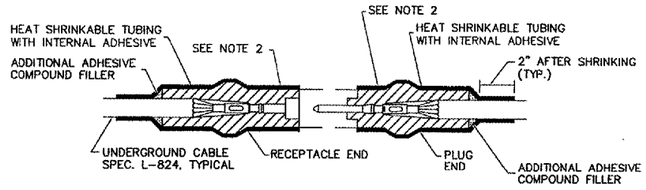
NOTES:

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.



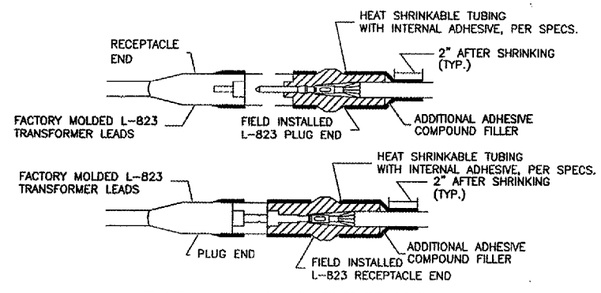
TYPE A - CABLE SPLICE

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
NOT TO SCALE

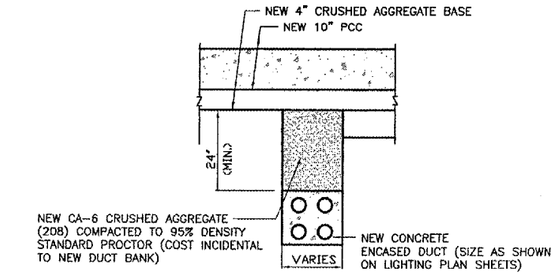


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
NOT TO SCALE

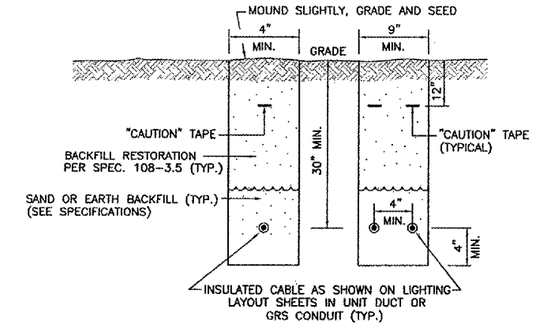
CABLE SPLICE NOTES

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.



CONCRETE ENCASED DUCT BACKFILL

NOT TO SCALE



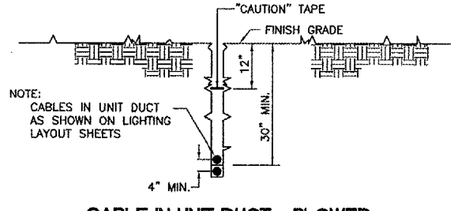
TRENCH DETAIL

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.

NOTE: AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.



CABLE IN UNIT DUCT - PLOWED

NOT TO SCALE

CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.

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UPDATE BY: jlinke
SURVEY BOOK #
DATE: Fri 1/13/06 2:24pm
XREF DWG: tbclnt.dwg
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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

ELECTRICAL DETAILS SHEET 2

CMT
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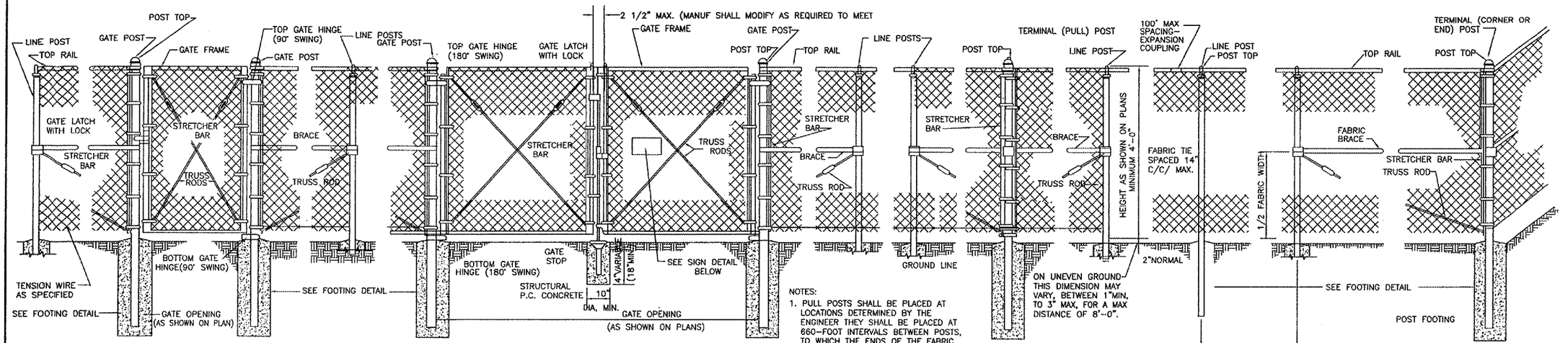
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 26 OF 36 SHEETS



PEDESTRIAN GATE ARRANGEMENT

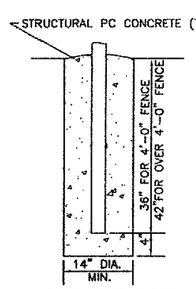
VEHICLE GATE ARRANGEMENT

NOTES:
1. PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER THEY SHALL BE PLACED AT 660-FOOT INTERVALS BETWEEN POSTS, TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' AND GREATER THAN 660'
2. WHERE FENCE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.

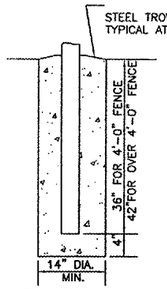
PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

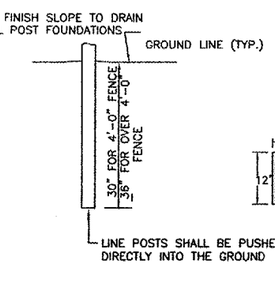
CORNER OF END POST ARRANGEMENT



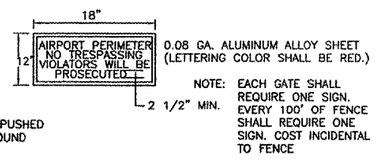
FOOTING FOR TERMINAL POST



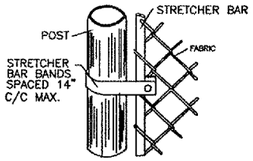
FOOTING FOR GATE POST



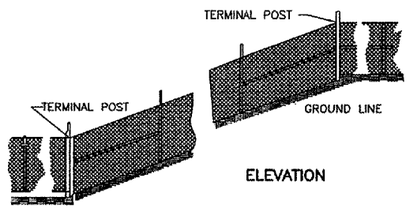
FOOTING FOR LINE POST



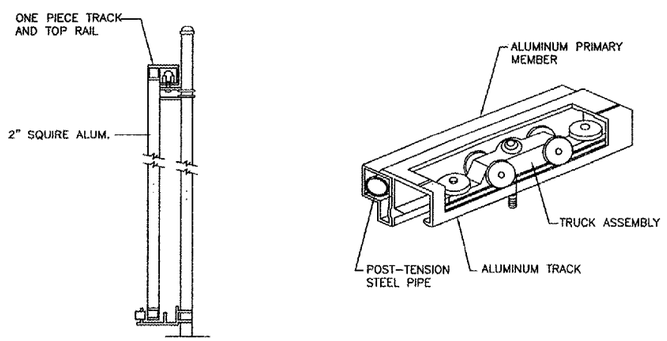
SIGN DETAIL



METHOD OF FASTENING STRETCHER BAR TO POST

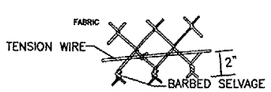


FENCE INSTALLATION ON SLOPES

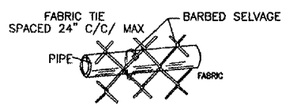


ROLLER ASSEMBLY FOR SLIDING GATE

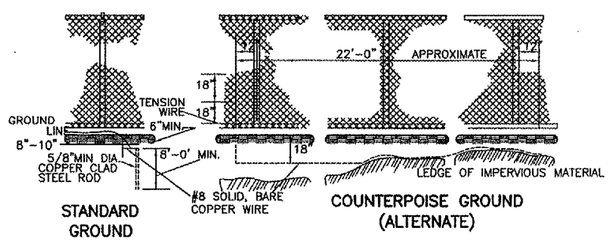
NOTE: GATE AND ROLLERS SHALL BE MOUNTED INBOARD
CONTRACTOR SHALL SUBMIT SHOP DRAWINGS ENCLOSED TRUCK ROLLER ASSEMBLY FOR SLIDING DRIVEWAY GATES. (PAGE-FORTRESS GATE OR EQUAL)



METHOD OF TYING FABRIC TO TENSION WIRE



METHOD OF TYING FABRIC TO PIPE



PROTECTIVE ELECTRICAL GROUND

NOTES:
1. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
2. FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
3. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
4. THE GROUND WIRE SHALL BE CONNECTED TO FABRIC, TENSION WIRE, AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS.

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REVISIONS

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

FENCING DETAILS

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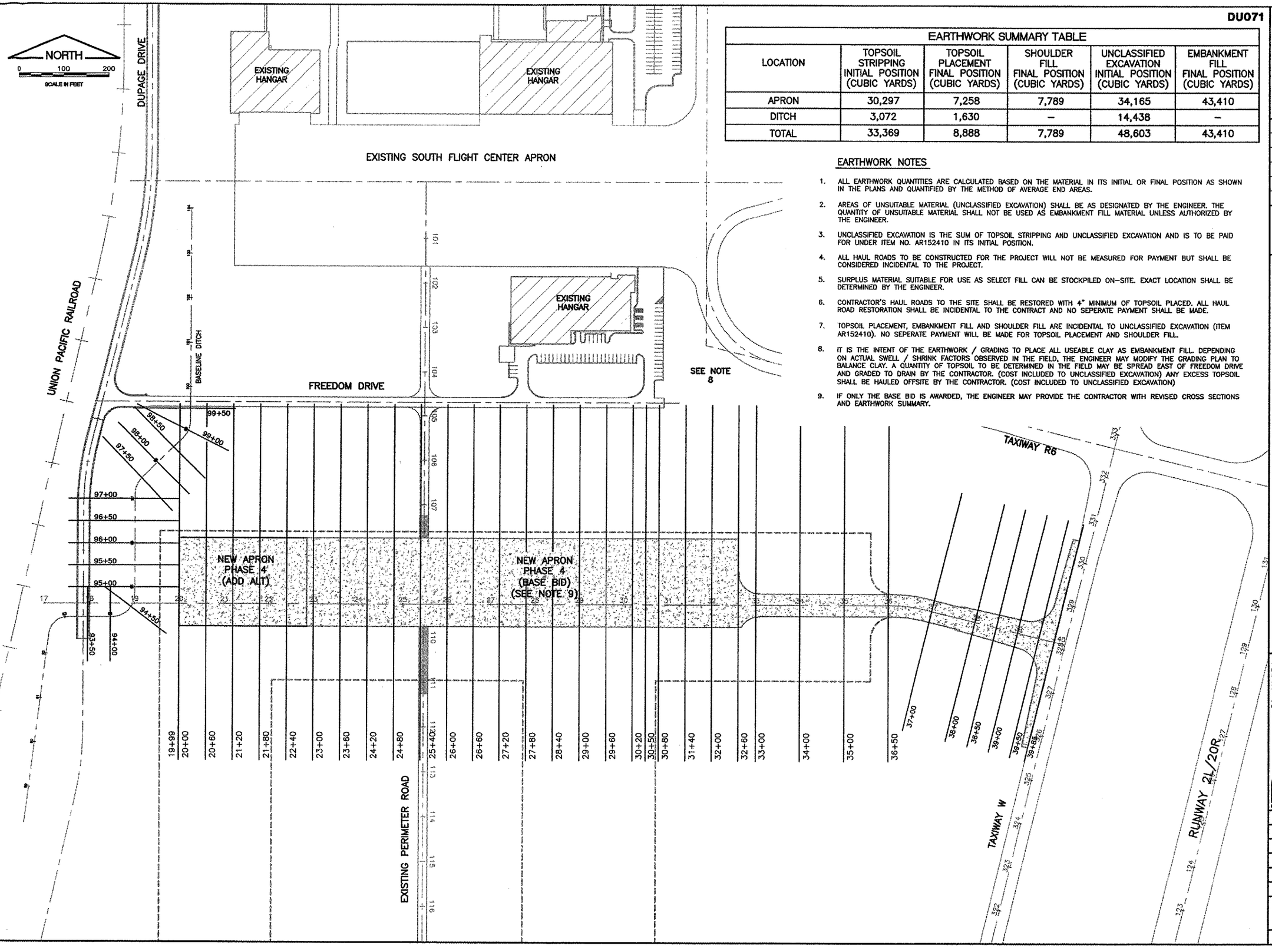
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DuPage Airport

DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391



EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING INITIAL POSITION (CUBIC YARDS)	TOPSOIL PLACEMENT FINAL POSITION (CUBIC YARDS)	SHOULDER FILL FINAL POSITION (CUBIC YARDS)	UNCLASSIFIED EXCAVATION INITIAL POSITION (CUBIC YARDS)	EMBANKMENT FILL FINAL POSITION (CUBIC YARDS)
APRON	30,297	7,258	7,789	34,165	43,410
DITCH	3,072	1,630	–	14,438	–
TOTAL	33,369	8,888	7,789	48,603	43,410

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. UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AND IS TO BE PAID FOR UNDER ITEM NO. AR152410 IN ITS INITIAL POSITION.
4. ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
5. SURPLUS MATERIAL SUITABLE FOR USE AS SELECT FILL CAN BE STOCKPILED ON-SITE. EXACT LOCATION SHALL BE DETERMINED BY THE ENGINEER.
6. 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.
7. TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL ARE INCIDENTAL TO UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPERATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
8. IT IS THE INTENT OF THE EARTHWORK / GRADING TO PLACE ALL USEABLE CLAY AS EMBANKMENT FILL. DEPENDING ON ACTUAL SWELL / SHRINK FACTORS OBSERVED IN THE FIELD, THE ENGINEER MAY MODIFY THE GRADING PLAN TO BALANCE CLAY. A QUANTITY OF TOPSOIL TO BE DETERMINED IN THE FIELD MAY BE SPREAD EAST OF FREEDOM DRIVE AND GRADED TO DRAIN BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION) ANY EXCESS TOPSOIL SHALL BE HAULED OFFSITE BY THE CONTRACTOR. (COST INCLUDED TO UNCLASSIFIED EXCAVATION)
9. IF ONLY THE BASE BID IS AWARDED, THE ENGINEER MAY PROVIDE THE CONTRACTOR WITH REVISED CROSS SECTIONS AND EARTHWORK SUMMARY.

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

INDEX TO CROSS SECTIONS

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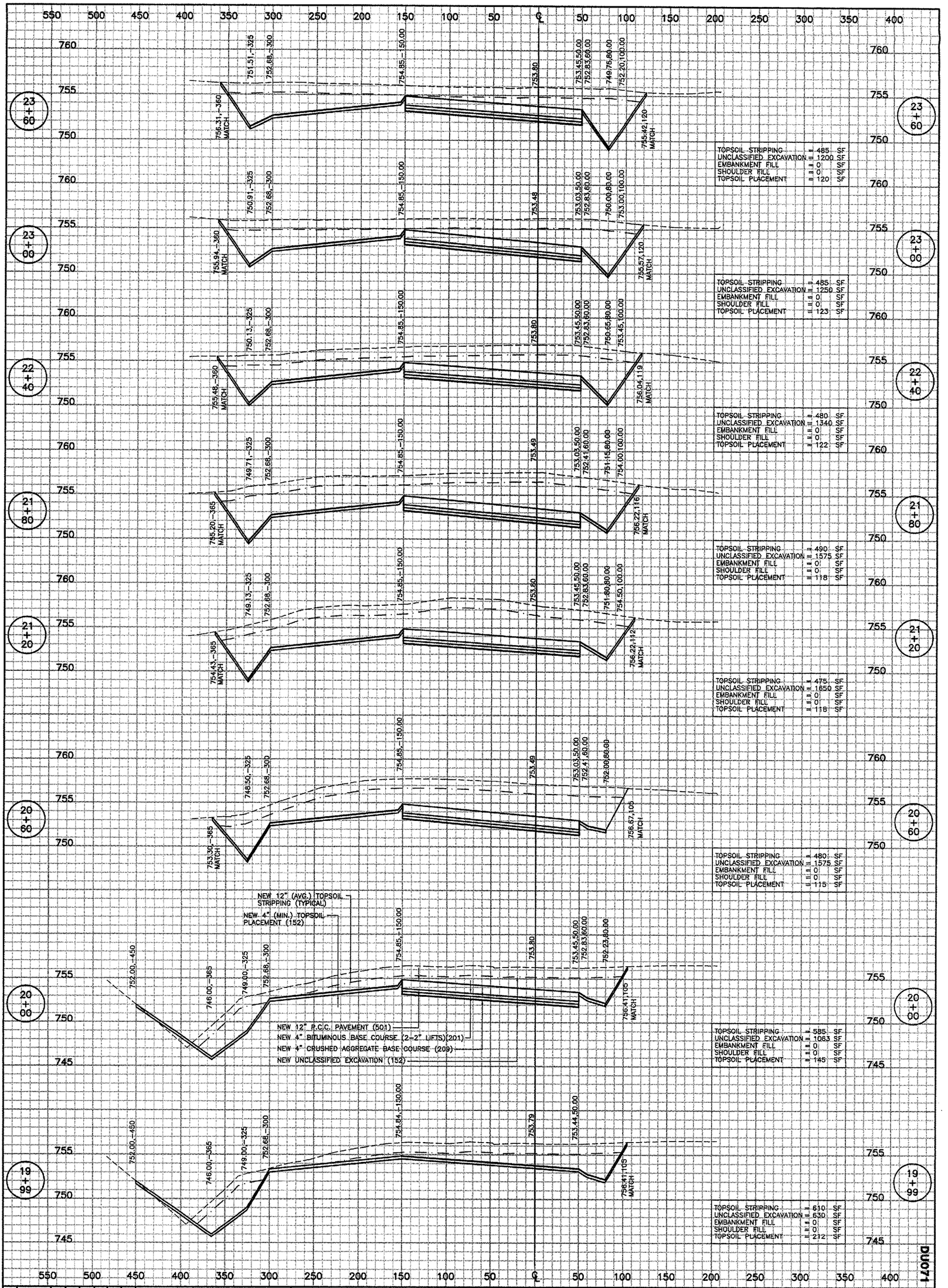
DRAWN BY:	JRO
CHECKED BY:	MJS / DKP
APPROVED BY:	MJS
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391



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DuPage Airport

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

CROSS SECTIONS - APRON SHEET 1

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APPROVED BY:
DATE: 01/13/06
JOB No: 04257-04-00-00
A.I.P. PROJECT: 3-17-0017-818
ILLINOIS PROJECT: DPA-3391

DU071

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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4
CROSS SECTIONS - APRON
SHEET 2

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CONSULTING ENGINEERS
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APPROVED BY:	
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JOB No:	04257-04-00-00

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ILLINOIS PROJECT: DPA-3391

SHEET 30 OF 36 SHEETS

DU071

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UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Wed 12/8/04 12:43pm

REVISIONS		
NUMBER	BY	DATE

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

30+80

TOPSOIL STRIPPING = 435 SF
UNCLASSIFIED EXCAVATION = 0 SF
EMBANKMENT FILL = 2510 SF
SHOULDER FILL = 200 SF
TOPSOIL PLACEMENT = 97 SF

753.80
753.45 50.00
752.83 60.00
747.62 100 MATCH
754.85 -150.00
749.83 -300.00
747.22 -330 MATCH

30+20

TOPSOIL STRIPPING = 435 SF
UNCLASSIFIED EXCAVATION = 0 SF
EMBANKMENT FILL = 2258 SF
SHOULDER FILL = 200 SF
TOPSOIL PLACEMENT = 87 SF

753.49
753.03 50.00
752.41 60.00
747.92 100 MATCH
754.85 -150.00
749.83 -300.00
748.71 -325.00
749.10 -330 MATCH

29+60

TOPSOIL STRIPPING = 450 SF
UNCLASSIFIED EXCAVATION = 1685 SF
EMBANKMENT FILL = 150 SF
SHOULDER FILL = 97 SF
TOPSOIL PLACEMENT

753.80
753.45 50.00
752.83 60.00
748.69 100
754.85 -150.00
752.68 -300.00
749.31 -325.00
751.12 -340

29+00

TOPSOIL STRIPPING = 465 SF
UNCLASSIFIED EXCAVATION = 65 SF
EMBANKMENT FILL = 1125 SF
SHOULDER FILL = 100 SF
TOPSOIL PLACEMENT = 97 SF

NEW SHOULDER FILL
753.48
753.03 50.00
752.41 60.00
747.75 100 MATCH
754.85 -150.00
752.68 -300.00
750.00 -325.00
752.69 -345
NEW 12" (AVG.) TOPSOIL STRIPPING (TYPICAL)
NEW 4" (MIN.) TOPSOIL PLACEMENT (152)
NEW EMBANKMENT FILL (152)
NEW UNCLASSIFIED EXCAVATION (152)
NEW 12" P.C.C. PAVEMENT (501)
NEW 4" BITUMINOUS BASE COURSE (2=2" LIFTS)(201)
NEW 4" CRUSHED AGGREGATE BASE COURSE (209)
NEW EMBANKMENT FILL (152)

28+40

TOPSOIL STRIPPING = 465 SF
UNCLASSIFIED EXCAVATION = 115 SF
EMBANKMENT FILL = 925 SF
SHOULDER FILL = 75 SF
TOPSOIL PLACEMENT = 98 SF

753.80
753.45 50.00
752.83 60.00
750.18 80
750.72 100 MATCH
754.85 -150.00
752.68 -300.00
750.50 -325.00
753.81 -350

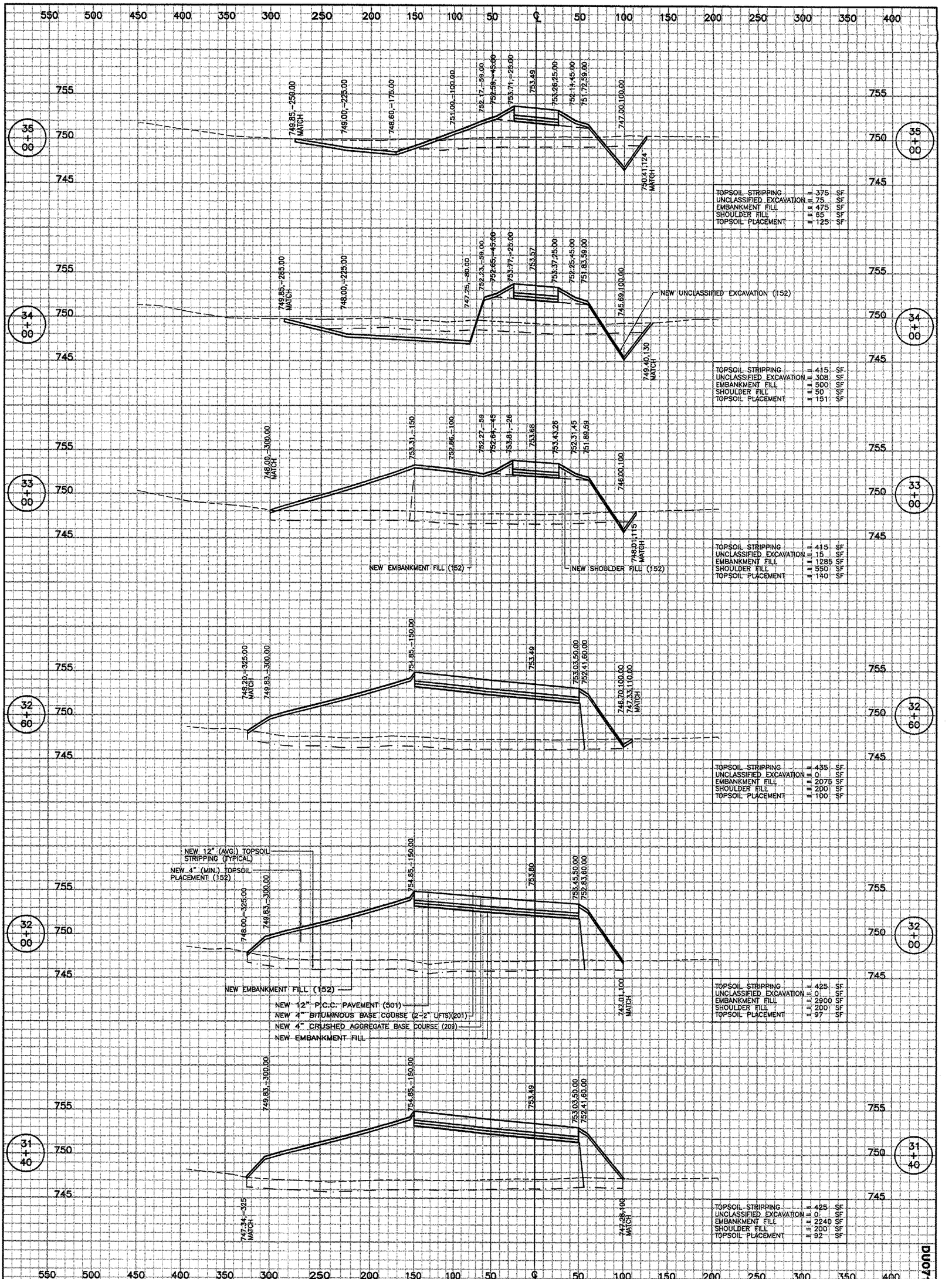
DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4
CROSS SECTIONS - APRON
SHEET 3

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

DuPage Airport

DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-818
ILLINOIS PROJECT: DPA-3391



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DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

CROSS SECTIONS - APRON SHEET 4

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

REVISIONS			
NUMBER	BY	DATE	

PATH: K:\04257\04-Apron_Ph4\EGPT\
FILE: rc004001.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Wed 12/8/04 12:41pm

DESIGN BY: JRL
DRAWN BY:
CHECKED BY: JRO
APPROVED BY:
DATE: 01/13/06
JOB No: 04257-04-00-00
A.I.P. PROJECT: 3-17-0017-818
ILLINOIS PROJECT: DPA-3391
SHEET 32 OF 36 SHEETS

DU071

PATH: K:\0425704-Apron_Ph4\EGPT\
FILE: rc005001.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Wed 12/8/04 12:40pm

REVISIONS

NUMBER	BY	DATE

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

CROSS SECTIONS - APRON
SHEET 5

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

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DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 33 OF 36 SHEETS

DU071

PATH: .
FILE: RC001002.DWG
UPDATE BY: .
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: .

REVISIONS

NUMBER	BY	DATE

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

CROSS SECTIONS - DITCH

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

SOUTH FLIGHT CENTER APRON - PHASE 4

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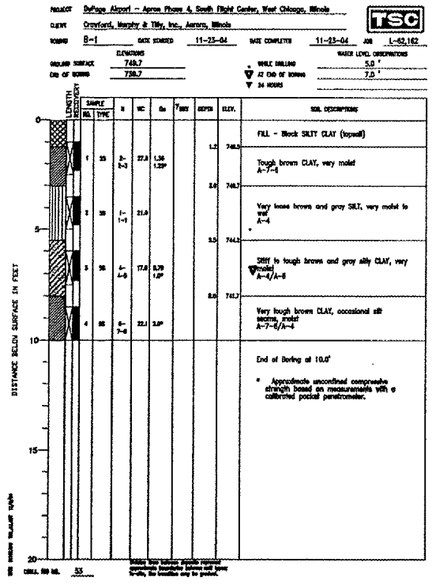
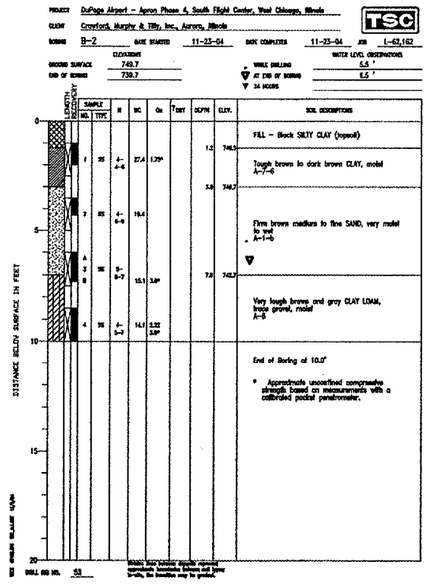
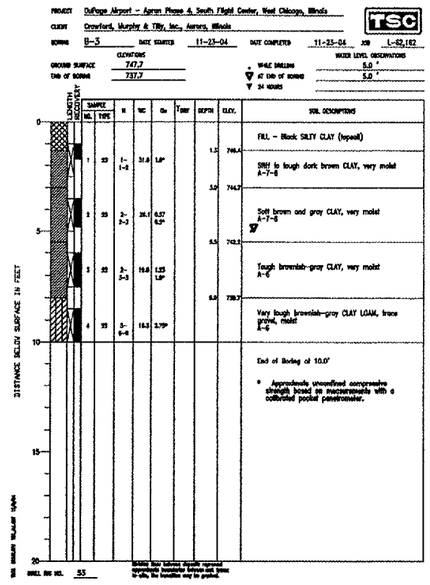
DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	01/13/06
JOB No:	04257-04-00-00

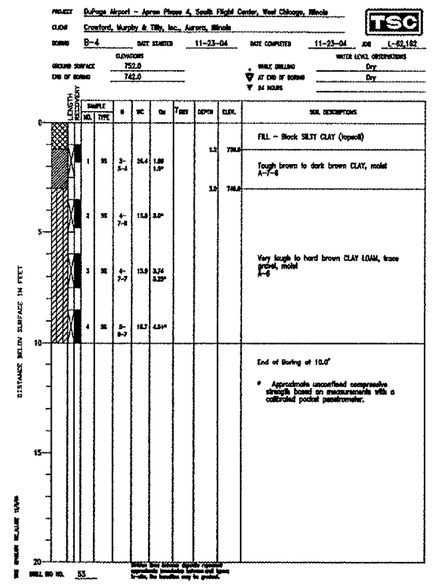
A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

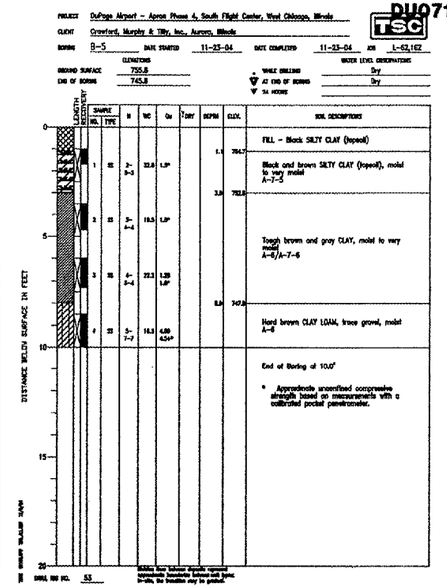
SHEET 34 OF 36 SHEETS



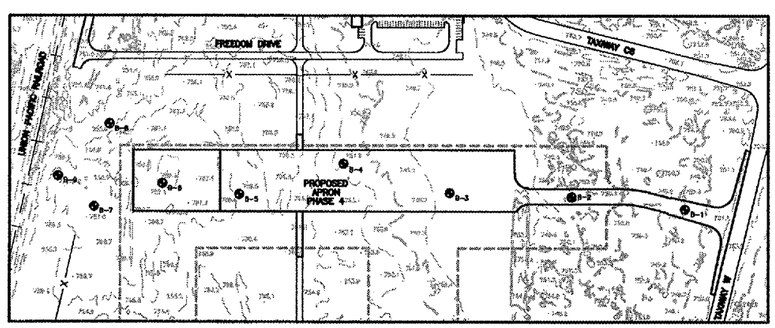








BORING NO.	NORTHING	EASTING
B-1	1906807.45	521850.36
B-2	1906848.98	521479.86
B-3	1906861.15	521078.67
B-4	1906954.90	520722.44
B-5	1906857.35	520381.25
B-6	1906892.40	520128.67
B-7	1906817.40	519903.67
B-8	1907084.40	519953.82
B-9	1906917.06	519787.27



PATH: K:\DupageAp\0425704-Apron_
FILE: apron-logs.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Fri 12/10/04 10:34am

REVISIONS		
NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4
ENGINEERING INFO SHEET 1

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

DuPage Airport

DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	MJS
APPROVED BY:	
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 35 OF 36 SHEETS

PROJECT DuPage Airport – Apron Phase 4, South Flight Center, West Chicago, Illinois
CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
BORING B-6 DATE STARTED 11-23-04 DATE COMPLETED 11-23-04 JOB L-42,162
ELEVATIONS
GROUND SURFACE 757.8
END OF BORING 747.8
WATER LEVEL OBSERVATIONS
WHILE DRILLING Dry
AT END OF BORING Dry
24 HOURS

DEPTH	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	TORV	DEPTH	ELEV.	SOIL DESCRIPTIONS
								1.2	756.7	FILL – Black SILTY CLAY (topsoil)
		1	SS	7-6-7	18.3	4.0*		3.0	754.8	Hard dark brown CLAY, moist A-6
		2	SS	5-6-6	15.7	4.5S 4.0*				
		3	SS	6-5-7	17.6	3.5*				Very tough brown to brown and gray CLAY LOAM, trace gravel, moist A-6
		4	SS	5-7-8	17.5	3.0T 4.0*				
										End of Boring at 10.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 53

Water lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT DuPage Airport – Apron Phase 4, South Flight Center, West Chicago, Illinois
CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
BORING B-7 DATE STARTED 11-23-04 DATE COMPLETED 11-23-04 JOB L-42,162
ELEVATIONS
GROUND SURFACE 757.1
END OF BORING 747.1
WATER LEVEL OBSERVATIONS
WHILE DRILLING Dry
AT END OF BORING Dry
24 HOURS

DEPTH	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	TORV	DEPTH	ELEV.	SOIL DESCRIPTIONS
								1.1	756.0	FILL – Black SILTY CLAY (topsoil)
		1	SS	3-3-3	20.6	2.25*		3.0	754.1	Very tough brown CLAY, moist A-7-6
		2	SS	4-6-6	14.8	4.5+*				
		3	SS	3-7-8	19.8	4.25 4.0+*				Hard brown CLAY LOAM, trace gravel, moist A-4/A-6
		4	SS	5-8-12	16.4	5.0S 4.0+*				
										End of Boring at 10.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 53

Water lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT DuPage Airport – Apron Phase 4, South Flight Center, West Chicago, Illinois
CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
BORING B-8 DATE STARTED 11-23-04 DATE COMPLETED 11-23-04 JOB L-42,162
ELEVATIONS
GROUND SURFACE 753.2
END OF BORING 743.2
WATER LEVEL OBSERVATIONS
WHILE DRILLING Dry
AT END OF BORING Dry
24 HOURS

DEPTH	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	TORV	DEPTH	ELEV.	SOIL DESCRIPTIONS
								1.1	752.0	FILL – Black SILTY CLAY (topsoil)
		1	SS	4-6-6	24.8	2.0*		3.0	750.2	Tough to very tough brown to dark brown CLAY, moist A-6
		2	SS	4-6-8	14.8	4.5+*				
		3	SS	7-8-7	15.2	4.75 4.5+*				Hard brown CLAY LOAM, trace gravel, moist A-4/A-6
		4	SS	5-7-9	16.4	4.0S 4.0*				
										End of Boring at 10.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 53

Water lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

PROJECT DuPage Airport – Apron Phase 4, South Flight Center, West Chicago, Illinois
CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
BORING B-9 DATE STARTED 11-23-04 DATE COMPLETED 11-23-04 JOB L-42,162
ELEVATIONS
GROUND SURFACE 756.1
END OF BORING 746.1
WATER LEVEL OBSERVATIONS
WHILE DRILLING Dry
AT END OF BORING Dry
24 HOURS

DEPTH	LENGTH RECOVERY	SAMPLE NO.	SAMPLE TYPE	N	WC	Qu	TORV	DEPTH	ELEV.	SOIL DESCRIPTIONS
								1.0	755.1	FILL – Black SILTY CLAY (topsoil)
		1	SS	3-3-4	15.8	1.25 1.0*		3.0	753.1	Tough brown CLAY LOAM, trace gravel, very moist A-6
		2	SS	3-4-6	13.7	4.5+*				
		3	SS	5-6-8	15.2	4.0S 4.5+*				Hard brown CLAY LOAM, trace gravel, moist A-6
		4	SS	8-8-7	15.5	4.5+*				
										End of Boring at 10.0'

* Approximate unconfined compressive strength based on measurements with a calibrated pocket penetrometer.

DRILL RIG NO. 53

Water lines between deposits represent approximate boundaries between soil types; in-situ, the transition may be gradual.

DU071

PATH: K:\DupageAp\0425704-Apron_P
FILE: apron-logs.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Fri 12/10/04 10:34am

REVISIONS

NUMBER	BY	DATE

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

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS
SOUTH FLIGHT CENTER APRON - PHASE 4

ENGINEERING INFO
SHEET 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000513

DuPage Airport

DESIGN BY:	MJS
DRAWN BY:	JRO
CHECKED BY:	MJS
APPROVED BY:	
DATE:	01/13/06
JOB No:	04257-04-00-00

A.I.P. PROJECT: 3-17-0017-B18
ILLINOIS PROJECT: DPA-3391

SHEET 36 OF 36 SHEETS