

# CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

## CONSTRUCTION PLANS FOR CHICAGO EXECUTIVE AIRPORT

### RECONFIGURE TAXIWAY E

**CONTACT THE METROPOLITAN  
 WATER RECLAMATION DISTRICT  
 OF GREATER CHICAGO 2 DAYS  
 BEFORE STARTING WORK**

P (708) 588-4055  
 E WMOJOBSTART@MWRD.ORG

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS IN TO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES.

TRUE COPY OF PLANS ON FILE WITH THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO WATERSHED MANAGEMENT ORDINANCE PERMIT NO. 2025-0060.

ALL STORM SEWER AND SANITARY SEWER WITHIN THE AIRFIELD PROPERTY IS OWNED BY CHICAGO EXECUTIVE AIRPORT. CHICAGO EXECUTIVE AIRPORT IS CO-OWNED BY BOTH THE VILLAGE OF WHEELING AND THE CITY OF PROSPECT HEIGHTS. THE SITE IS LOCATED WITHIN THE EXISTING NORTH DETENTION AND SOUTH DETENTION BASINS.



**811** Know what's below.  
 Call before you dig.

J.U.L.I.E.  
 JOINT UTILITY LOCATING  
 INFORMATION FOR EXCAVATORS  
 www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.



*Sheue Torng Lee*  
 LICENSE EXPIRATION DATE: 11/30/2025  
 DATE SIGNED: 04/18/2025

ILLINOIS PROJECT: PWK-5161  
 S.B.G. PROJECT: 3-17-SBGP-TBD

APRIL 18, 2025

**CHICAGO EXECUTIVE AIRPORT**

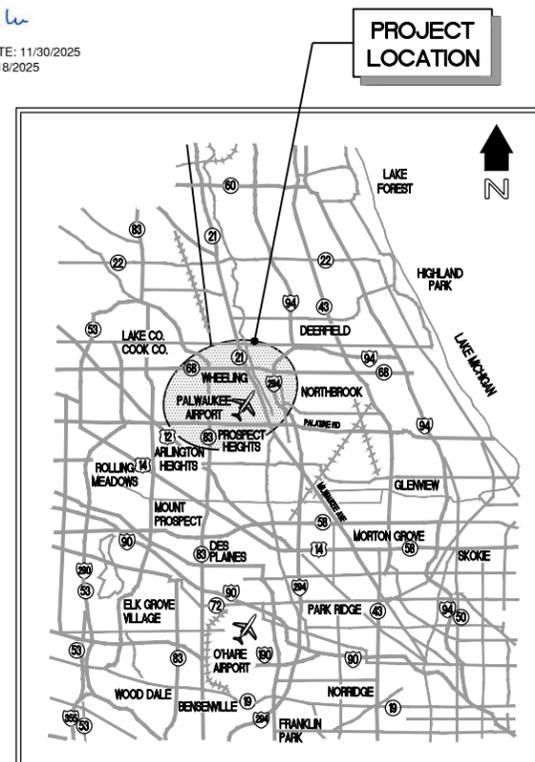
TOWNSHIP: 42 NORTH      WHEELING TOWNSHIP  
 RANGE: 11 EAST      (SECTION: 13)  
 COOK COUNTY

**CMT** 20092262.00  
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 License No. 062-069052

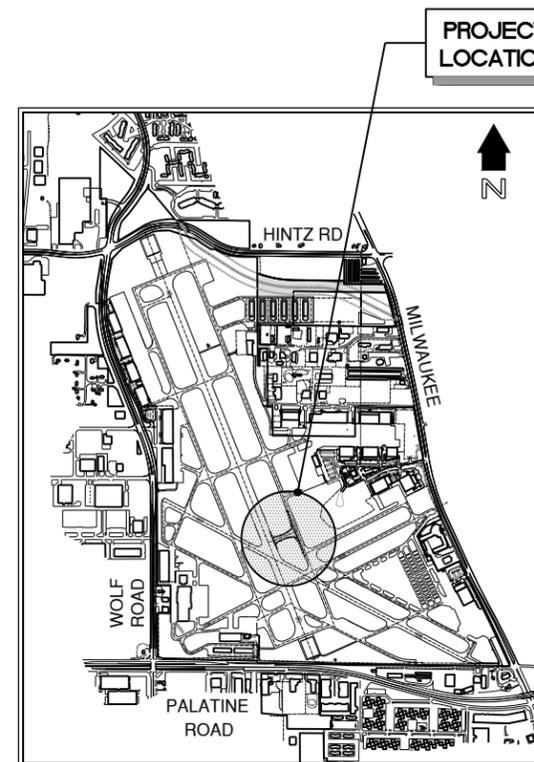
SUBMITTED BY *Sheue Torng Lee*  
 SHEUE TORNG LEE, PE  
 DATE 04/18/2025

**CHICAGO EXECUTIVE AIRPORT**

APPROVED *Jeffrey J. Miller* EXECUTIVE DIRECTOR  
 JEFFREY J. MILLER, A.A.E., ACE  
 DATE 04/18/2025



LOCATION MAP



SITE PLAN

**PROJECT INFORMATION**

CONTRACTOR:  
 RESIDENT ENGINEER:  
 ORIGINAL CONTRACT AMOUNT:  
 FINAL CONSTRUCTION COST:  
 IDOT LETTING DATE:  
 IDOT AWARD DATE:  
 NOTICE TO PROCEED:  
 START OF CONSTRUCTION:  
 SUBSTANTIAL COMPLETION:

**LOCAL AGENCY CONTACT INFORMATION**

VILLAGE OF WHEELING - 847.459.2600  
 CITY OF PROSPECT HEIGHTS - 847.398.6070

**ENGINEER'S PROJECT PERMIT LOG**

NPDES #  
 FAA AIRSPACE #  
 CCDD LPC-663 DATED  
 MWRDGC PERMIT # 2025 - 0060  
 VILLAGE APP FOR CONSTRUCTION PERMIT #  
 VILLAGE FLOODPLAIN PERMIT #  
 CONTRACTOR'S REGISTRATION WITH VILLAGE  
 VILLAGE SITE ALTERATION PERMIT #  
 CITY APPLICATION FOR PERMIT #  
 CITY FLOODPLAIN PERMIT #  
 CITY SITE GRADING PERMIT #  
 CONTRACTOR'S REGISTRATION WITH CITY

## SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	FEDERAL/STATE/LOCAL		STATE/LOCAL	
			ESTIMATED QUANTITY	RECORD QUANTITY	ESTIMATED QUANTITY	RECORD QUANTITY
AR108108	1/2" #8 SVK UG CABLE	FOOT	4210		0	
AR108960	REMOVE CABLE	FOOT	4270		0	
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	3350		0	
AR110504	4-WAY CONCRETE ENCASED DUCT	FOOT	85		0	
AR110610	ELECTRICAL HANDHOLE	EACH	2		0	
AR110900	REMOVE DUCT	FOOT	260		0	
AR110906	REMOVE ELECTRICAL HANDHOLE	EACH	4		0	
AR110907	REMOVE ELECTRICAL MANHOLE	EACH	1		0	
AR125415	MITL-BASE MOUNTED	EACH	9		0	
AR125416	MITL-BASE MOUNTED-LED	EACH	22		0	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2		0	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2		0	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	2		0	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1		0	
AR125525	HRL, INPAVEMENT	EACH	1		0	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	24		0	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	1		0	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	4		0	
AR125911	REMOVE RUNWAY GUARD LIGHT	EACH	2		0	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1		0	
AR150520	MOBILIZATION	L SUM	1		0	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	6130		0	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	3300		0	
AR155510	SILT FENCE	FOOT	1750		0	
AR155520	INLET PROTECTION	EACH	6		0	
AR208515	POROUS GRANULAR EMBANKMENT	CU YD	1110		0	
AR208606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	1750		0	
AR208614	CRUSHED AGG. BASE COURSE - 14"	SQ YD	1339		111	
AR401910	BITUMINOUS SURFACE COURSE	TON	170		0	
AR401920	REMOVE BITUMINOUS PAVEMENT	SQ YD	1500		0	
AR403610	BITUMINOUS BASE COURSE	TON	427		73	
AR501510	10" PCC PAVEMENT	SQ YD	1546		114	
AR501530	PCC TEST BATCH	EACH	1		0	
AR501900	REMOVE PCC PAVEMENT	SQ YD	2060		0	
AR602510	BITUMINOUS PRIME COAT	GALLON	450		0	
AR602510	BITUMINOUS TACK COAT	GALLON	210		0	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ FT	3220		0	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	3290		0	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	3250		0	
AR701512	12" RCP CLASS IV	FOOT	32		0	
AR701518	18" RCP CLASS IV	FOOT	404		0	
AR705504	4" PERFORATED UNDERDRAIN	FOOT	157		0	
AR705506	6" PERFORATED UNDERDRAIN	FOOT	1106		0	
AR705544	4" NON PERFORATED UNDERDRAIN	FOOT	40		0	
AR705935	UNDERDRAIN COLLECTION STRUCTURE	EACH	1		0	
AR705900	REMOVE UNDERDRAIN	FOOT	1980		0	
AR705906	REMOVE COLLECTION STRUCTURE	EACH	5		0	
AR751411	INLET-TYPE A	EACH	1		0	
AR751540	MANHOLE 4"	EACH	1		0	
AR751560	MANHOLE 6"	EACH	1		0	
AR751903	REMOVE MANHOLE	EACH	1		0	
AR751943	ADJUST MANHOLE	EACH	1		0	
AR800004	RESTRICTOR PLATE	EACH	1		0	
AR800009	PCC SPALL REPAIR	SQ FT	35		0	
AR80104	VOLUME CONTROL INSTALLATION	L SUM	1		0	
AR802038	EXPLORATORY EXCAVATION	EACH	6		0	
AR802016	L-804 RGL ELEVATED, BASE MOUNTED	EACH	2		0	
AR801510	SEEDING	ACRE	3.75		0	
AR808515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	3.75		0	

## MUNICIPALITIES GENERAL NOTES

- THE CHICAGO EXECUTIVE AIRPORT IS A JOINT OWNERSHIP BY BOTH THE VILLAGE OF WHEELING AND CITY OF PROSPECT HEIGHTS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH VILLAGE AND CITY CODES, ORDINANCES AND STANDARDS AS APPLICABLE.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE REGISTERED WITH THE VILLAGE AND CITY PRIOR TO THE NOTICE TO PROCEED. ALL REGISTRATION FEES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL WORK WITH THE AIRPORT AND ENGINEER TO SECURE THE REQUIRED VILLAGE AND CITY LOCAL CONSTRUCTION PERMITS PRIOR TO THE NOTICE TO PROCEED.
- THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE AND CITY AT THE WEEKLY PROGRESS MEETINGS AND SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) AND THE VILLAGE OF WHEELING (847.459.2600) A MINIMUM OF 48 HOURS PRIOR TO ANY REQUIRED VILLAGE/CITY INSPECTIONS.
- ALL STORM SEWERS AND SANITARY SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT UNLESS LABELED OTHERWISE.

## NOTES

- SPECIAL ATTENTION IS NECESSARY WHEN WORKING NEAR FAA POWER AND CONTROL CABLES. ANY FAA UTILITY THAT IS DAMAGED OR CUT DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY. **FAA REQUIRES THAT ANY DAMAGED CABLE BE REPLACED IN ITS ENTIRETY, FROM POWER/CONTROL SOURCE TO THE EQUIPMENT/SERVICE. SPLICES OF ANY KIND WILL NOT BE PERMITTED.** EXPOSURES OF ANY FAA CABLES MUST BE DONE BY HAND DIGGING OR HYDRO-EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATING, REPLACEMENT OR REPAIR OF FAA FACILITIES OR CABLES BUT, SHALL BE INCIDENTAL TO THE CONTRACT.
- WHEN FAA CABLES ARE REQUIRED TO BE LOCATED, OR THE CONTRACTOR IS PLANNING ON WORKING ON OR AROUND FAA CABLES, CONDUITS OR EQUIPMENT, A 10 WORKING DAY ADVANCED NOTICE SHALL BE GIVEN TO THE FAA BEFORE ANY SUCH MARKINGS ARE REQUIRED. ONCE FAA MARKS THE CABLES, THE CONTRACTOR WILL BE REQUIRED TO SURVEY THE FAA UTILITIES SO THEY CAN BE REPLACED DURING CONSTRUCTION WITHOUT REMARKING BY THE FAA. THIS SHALL BE INCIDENTAL TO THE CONTRACT. THE FAA PERSONNEL ARE ONLY AVAILABLE FROM 9 AM TO 3 PM, MONDAY THROUGH FRIDAY WITH ADVANCED NOTICE.
- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO THE CONTRACT.
- THE CONTRACTOR SHALL PERFORM WORK MEETING THE REQUIREMENTS AS SPECIFIED IN THE MWRD PERMIT SET.

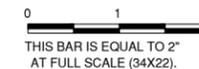
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IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

### REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E  
 INDEX TO SHEETS, SUMMARY OF QUANTITIES  
 AND GENERAL NOTES

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JOB No:	20092262.00

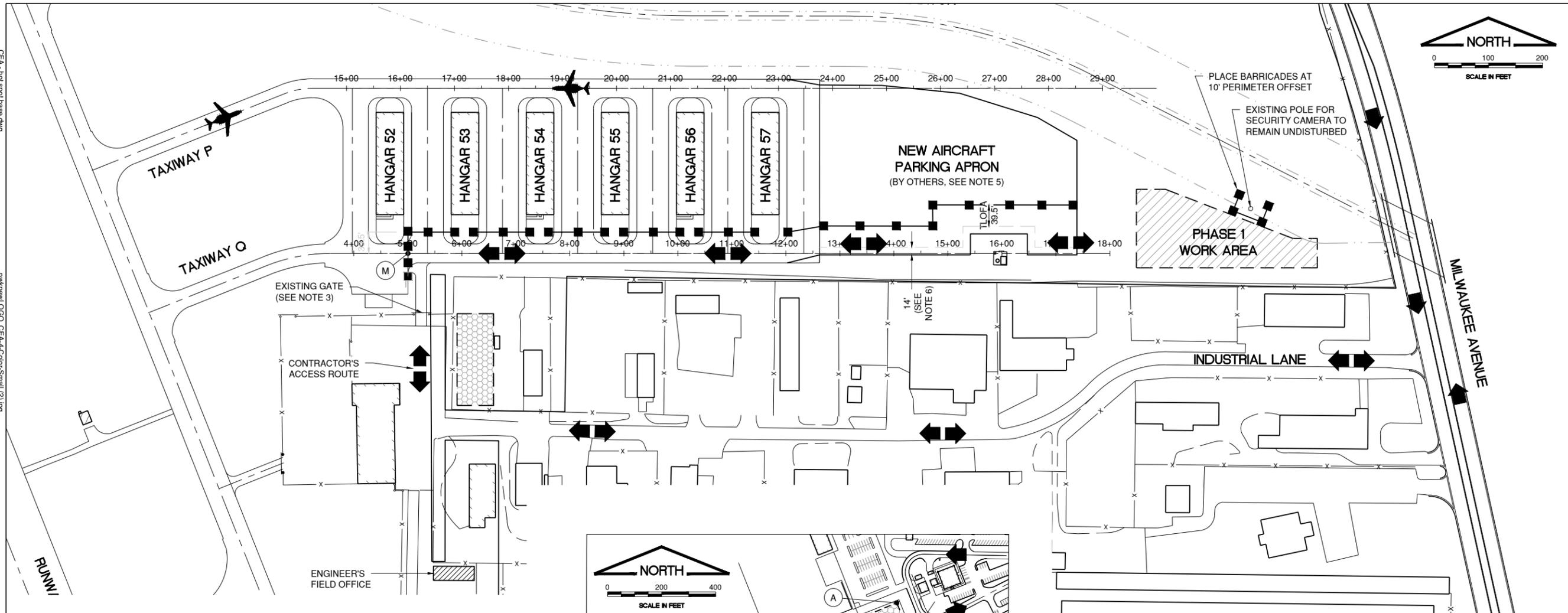
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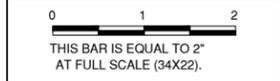
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IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
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REVISIONS		
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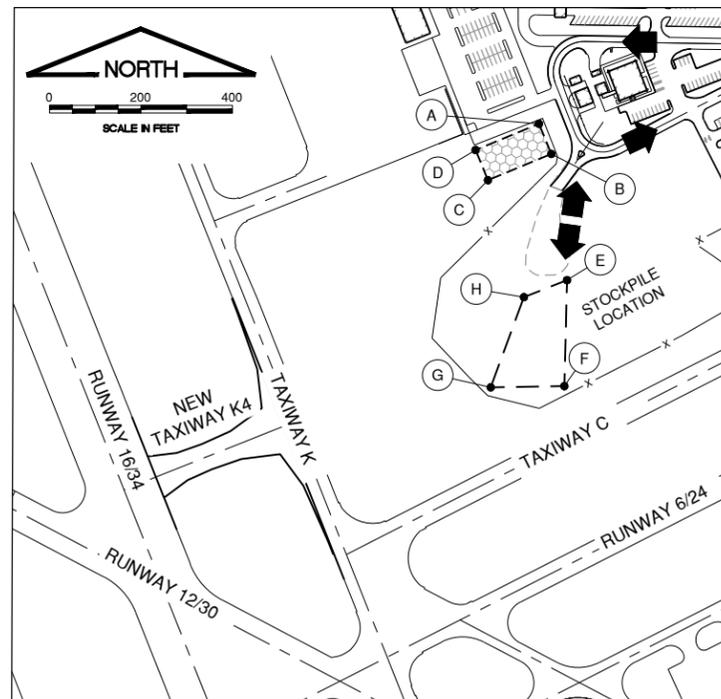
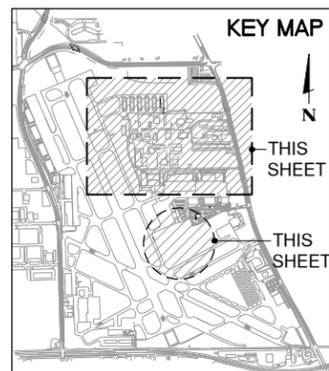


**SUGGESTED SEQUENCE OF CONSTRUCTION (ALL PHASES)**

- NOTIFY RESIDENT ENGINEER/AIRPORT EXECUTIVE DIRECTOR 10 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE NOTAMS
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS AND MAINTENANCE FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
- PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS
- MEGGER AIRFIELD CIRCUITS, INSTALL TEMPORARY TAXIWAY/RUNWAY CIRCUIT JUMPER.
- DE-ENERGIZE TAXIWAY CIRCUIT OR COVER LIGHT FIXTURE IN SUCH A WAY TO PREVENT LIGHT LEAKAGE WITHIN WORK AREA LIMITS
- INSTALL EROSION CONTROL ITEMS
- COMPLETE NEW IMPROVEMENTS
- RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA
- RESTORE STAGING AREAS

**LEGEND**

- PHASE 1 WORK AREA
- EXISTING HANGAR/BUILDING
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW PROFILE BARRICADES
- CRITICAL POINT FOR AIRSPACE
- AIRCRAFT MOVEMENT AREA



**ON-SITE STOCKPILE LOCATION**

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED
1	TAXIWAY Q WEST OF HANGAR 52; ALL OTHER TAXIWAYS OPEN; ALL RUNWAYS OPEN	TAXIWAY Q EAST OF HANGAR 52; PARTIAL CLOSURE OF NEW AIRCRAFT PARKING APRON AS SHOWN

**PHASE 1 - SEQUENCE OF CONSTRUCTION**

- COORDINATE CLOSURE OF TAXIWAY Q WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 1 LIMITS OUTSIDE OF TLOFA AND HAUL ROUTE, WHICH IS 53.5' FROM THE EDGE OF PAVEMENT ON THE SOUTH SIDE OF THE APRON.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING EARTHWORK, GRADING, DRAINAGE STRUCTURE INSTALLATION AND TOPSOILING, SEEDING AND MULCHING FOR PHASE 1 LIMITS.
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS, REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA, REMOVE BARRICADES AND OPEN PAVEMENT TO AIRCRAFT TRAFFIC.

**PHASE 1 NOTES**

1. CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD AND/OR VEHICULAR ESCORT FOR CONTRACTOR'S VEHICLES AND EQUIPMENT CROSSING AIRCRAFT MOVEMENT AREA AND CROSSING ACTIVE AIRCRAFT APRON AREAS. CONTRACTOR WILL BE REQUIRED TO HAVE A MOTORIZED SWEEPER TO REMOVE DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER.
2. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. WHEN ENTERING OR EXITING ANY GATE, WHETHER IN A VEHICLE OR IN PERSON, THE CONTRACTOR SHALL ENSURE THAT THE GATE IS FULLY CLOSED BEHIND THEM BEFORE PROCEEDING. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THE CONTRACTOR SHALL NOT ALLOW ANYONE TO TAILGATE THEM THROUGH THE AIRPORT GATES. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THIS PHASE CAN BE CONCURRENT WITH PHASE 2 OF THE PROJECT. NO FILL WITHIN FLOODPLAIN OF PHASE 2 OF THE PROJECT UNTIL PHASE 1 HAS BEEN COMPLETED.
5. THE PAVEMENT STRUCTURE OF NEW APRON (BY OTHERS) WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT LIMITED TO USE OF TRACKED EQUIPMENT OR SHORT HAUL TRUCKS, AT NO ADDITIONAL COST TO THE CONTRACT.
6. THE CONTRACTOR'S HAUL ROUTE SHALL BE ONE-WAY, 14-FOOT WIDE FROM THE EDGE OF PAVEMENT. THE CONTRACTOR SHALL NOT ENCROACH THE TAXILANE OBJECT FREE AREA, WHICH IS 39.5' FROM THE BARRICADE LINE.

CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

**CONSTRUCTION SAFETY AND PHASING PLAN - 1**

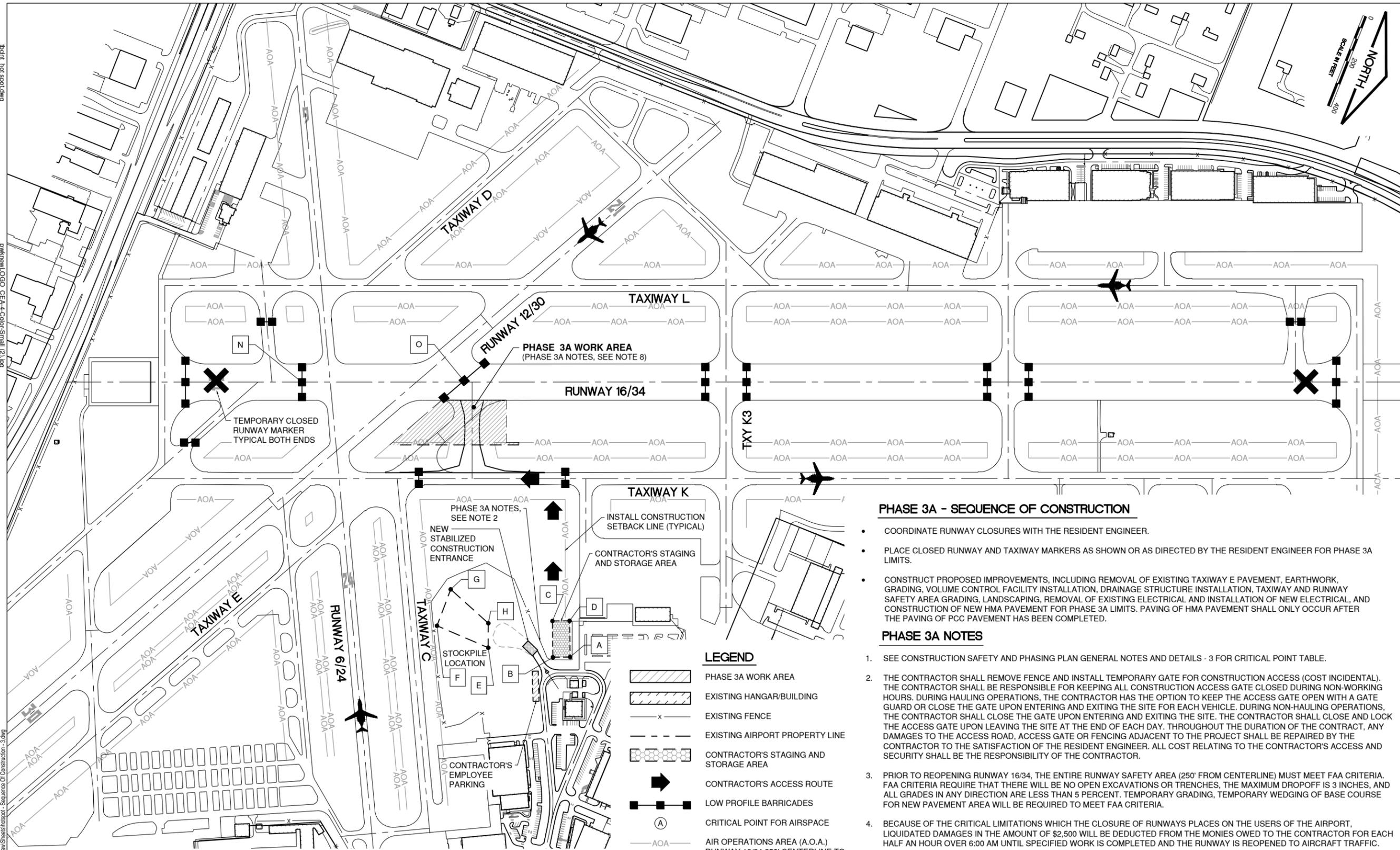
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JOB No:	20092262.00

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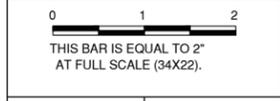


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IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT**  
**WHEELING/PROSPECT HEIGHTS, ILLINOIS**  
**RECONFIGURE TAXIWAY E**  
**CONSTRUCTION SAFETY AND PHASING PLAN - 3A**

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
3A	ALL TAXIWAYS RUNWAY 12/30 AND RUNWAY 6/24	RUNWAY 16/34 AIRPORT CLOSED TO FIXED-WING AIRCRAFT	THREE (3) WEEKEND AIRPORT CLOSURE FRIDAY 10PM - MONDAY 6AM

- LEGEND**
- PHASE 3A WORK AREA
  - EXISTING HANGAR/BUILDING
  - EXISTING FENCE
  - EXISTING AIRPORT PROPERTY LINE
  - CONTRACTOR'S STAGING AND STORAGE AREA
  - CONTRACTOR'S ACCESS ROUTE
  - LOW PROFILE BARRICADES
  - CRITICAL POINT FOR AIRSPACE
  - AIR OPERATIONS AREA (A.O.A.)  
RUNWAY 16/34 250' CENTERLINE TO A.O.A.  
RUNWAY 6/24 AND RUNWAY 12/30  
125' CENTERLINE TO A.O.A.  
ACTIVE TAXIWAYS 85.5' CENTERLINE TO A.O.A.
  - TEMPORARY CLOSED TAXIWAY MARKER
  - TEMPORARY CLOSED RUNWAY MARKER (PLACED AT BOTH ENDS OF CLOSED RUNWAYS)
  - AIRCRAFT MOVEMENT AREA

**PHASE 3A - SEQUENCE OF CONSTRUCTION**

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 3A LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING REMOVAL OF EXISTING TAXIWAY E PAVEMENT, EARTHWORK, GRADING, VOLUME CONTROL FACILITY INSTALLATION, DRAINAGE STRUCTURE INSTALLATION, TAXIWAY AND RUNWAY SAFETY AREA GRADING, LANDSCAPING, REMOVAL OF EXISTING ELECTRICAL AND INSTALLATION OF NEW ELECTRICAL, AND CONSTRUCTION OF NEW HMA PAVEMENT FOR PHASE 3A LIMITS. PAVING OF HMA PAVEMENT SHALL ONLY OCCUR AFTER THE PAVING OF PCC PAVEMENT HAS BEEN COMPLETED.

**PHASE 3A NOTES**

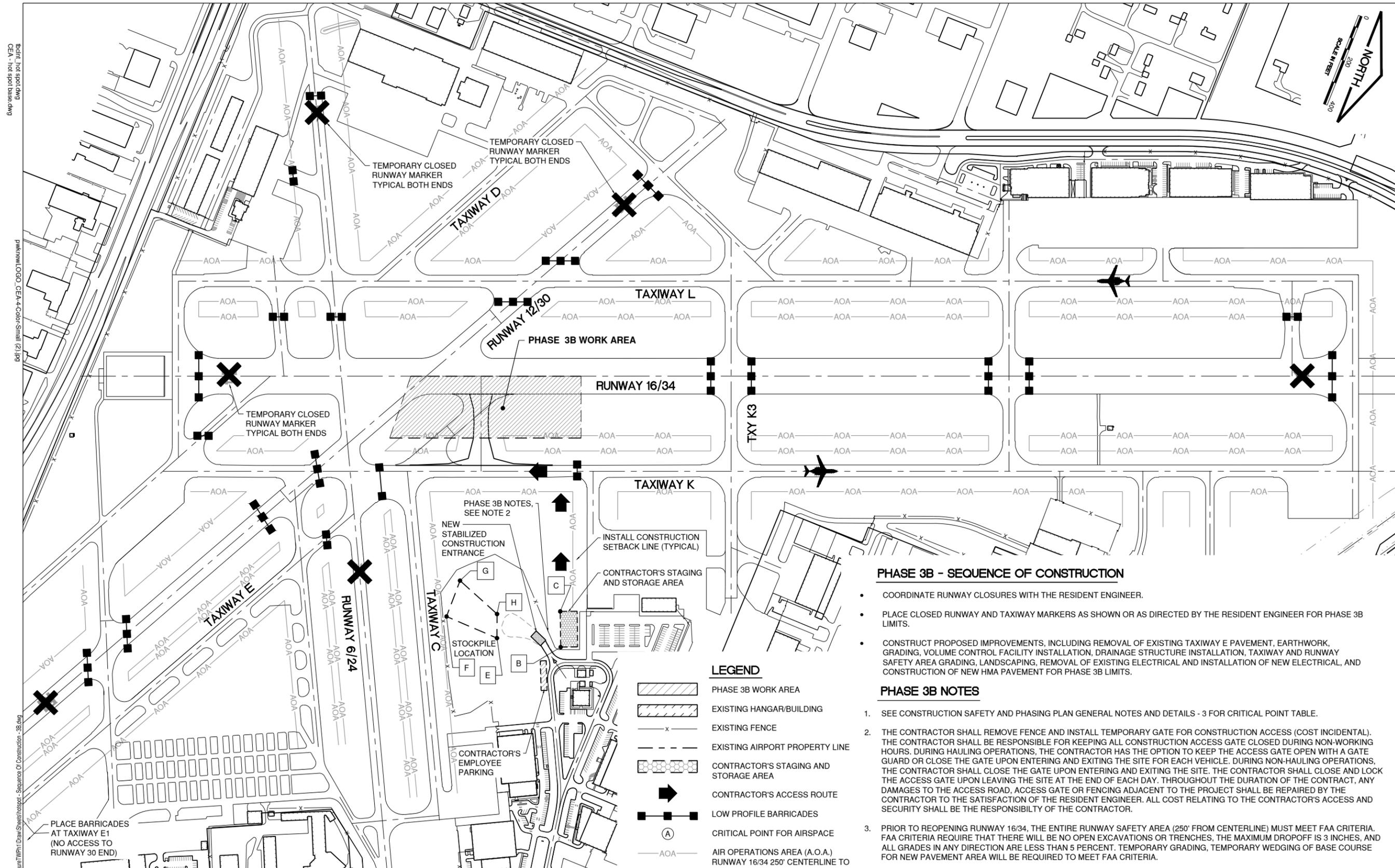
1. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
2. THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. PRIOR TO REOPENING RUNWAY 16/34, THE ENTIRE RUNWAY SAFETY AREA (250' FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRE THAT THERE WILL BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM DROPOFF IS 3 INCHES, AND ALL GRADES IN ANY DIRECTION ARE LESS THAN 5 PERCENT. TEMPORARY GRADING, TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT AREA WILL BE REQUIRED TO MEET FAA CRITERIA.
4. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER 6:00 AM UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING AT 6:01 AM ON ANY DAY THE RUNWAY IS NOT REOPENED.
5. THE CONTRACTOR SHALL MAKE SURE THE RUNWAY 16/34 CIRCUIT REMAIN IN OPERATION PRIOR TO REOPENING THE RUNWAY. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. THE CONTRACTOR SHALL NOTIFY THE AIRPORT BY THURSDAY 5PM, PRIOR TO THE SCHEDULED WEEKEND CLOSURE, IF THEY WILL NOT BE WORKING FROM FRIDAY 10PM TO MONDAY 6AM. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO SUNDAY 6AM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTES 3 AND 4.
7. CONTRACTOR SHALL INSTALL TEMPORARY JUMPERS BETWEEN EXISTING LIGHTS OR ELECTRICAL MANHOLES TO KEEP EXISTING RUNWAY 16/34 CIRCUITS OPERATIONAL DURING THIS PHASE. THE COST OF ALL TEMPORARY CABLING AND CONNECTIONS SHALL BE INCIDENTAL TO THE CONTRACT.
8. THE CONTRACTOR SHALL INSTALL TEMPORARY CLOSED TAXIWAY MARKER ON NEW TAXIWAY K4 AFTER THE PAVEMENT HAS BEEN CONSTRUCTED, PRIOR TO REOPENING RUNWAY 16/34.

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

SHEET 6 OF 41 SHEETS



IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E**

**CONSTRUCTION SAFETY AND PHASING PLAN - 3B**

**PHASE 3B - SEQUENCE OF CONSTRUCTION**

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 3B LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING REMOVAL OF EXISTING TAXIWAY E PAVEMENT, EARTHWORK, GRADING, VOLUME CONTROL FACILITY INSTALLATION, DRAINAGE STRUCTURE INSTALLATION, TAXIWAY AND RUNWAY SAFETY AREA GRADING, LANDSCAPING, REMOVAL OF EXISTING ELECTRICAL AND INSTALLATION OF NEW ELECTRICAL, AND CONSTRUCTION OF NEW HMA PAVEMENT FOR PHASE 3B LIMITS.

**PHASE 3B NOTES**

1. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
2. THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. PRIOR TO REOPENING RUNWAY 16/34, THE ENTIRE RUNWAY SAFETY AREA (250' FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRE THAT THERE WILL BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM DROPOFF IS 3 INCHES, AND ALL GRADES IN ANY DIRECTION ARE LESS THAN 5 PERCENT. TEMPORARY GRADING, TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT AREA WILL BE REQUIRED TO MEET FAA CRITERIA.
4. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER 6:00 AM UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING AT 6:01 AM ON ANY DAY THE RUNWAY IS NOT REOPENED.
5. THE CONTRACTOR SHALL MAKE SURE THE RUNWAY 16/34 CIRCUIT REMAIN IN OPERATION PRIOR TO REOPENING THE RUNWAY. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. THE CONTRACTOR SHALL NOTIFY THE AIRPORT BY THURSDAY 5PM, PRIOR TO THE SCHEDULED WEEKEND CLOSURE, IF THEY WILL NOT BE WORKING FROM FRIDAY 10PM TO MONDAY 6AM. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO SUNDAY 6AM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTES 3 AND 4.

**LEGEND**

- PHASE 3B WORK AREA
- EXISTING HANGAR/BUILDING
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW PROFILE BARRICADES
- CRITICAL POINT FOR AIRSPACE
- AIR OPERATIONS AREA (A.O.A.)  
 RUNWAY 16/34 250' CENTERLINE TO A.O.A.  
 RUNWAY 6/24 AND RUNWAY 12/30 125' CENTERLINE TO A.O.A.  
 ACTIVE TAXIWAYS 85.5' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER (PLACED AT BOTH ENDS OF CLOSED RUNWAYS)
- AIRCRAFT MOVEMENT AREA

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
3B	ALL TAXIWAYS	RUNWAY 16/34, 12/30, AND 6/24 AIRPORT CLOSED TO FIXED-WING AIRCRAFT	TWO (2) WEEKEND 8-HOUR WINDOW CLOSURE APPROVED BY THE AIRPORT CONCURRENT WITH PHASE 3A

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 Plot Date: 04/18/2025  
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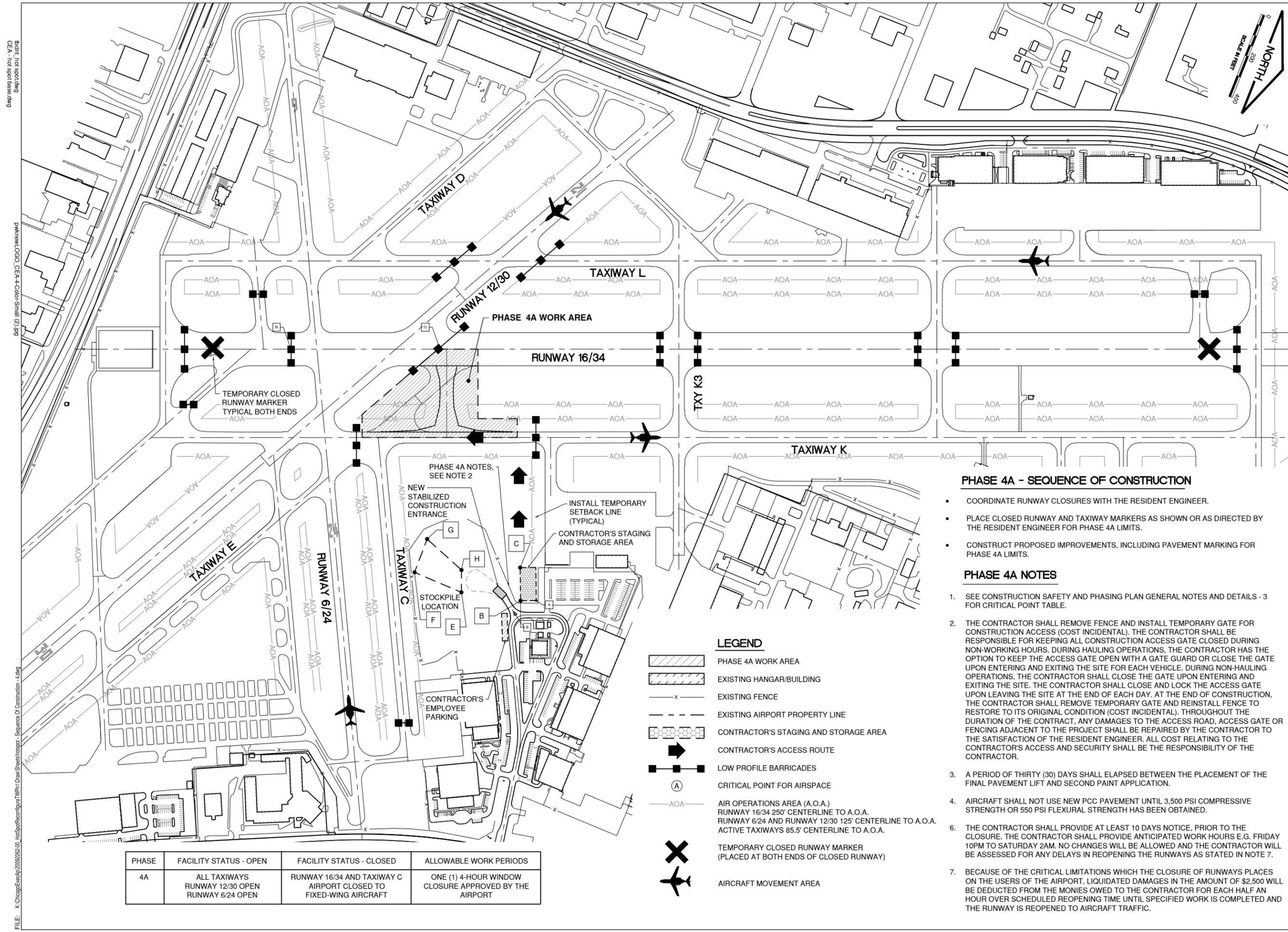
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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

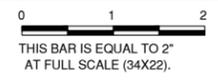
**FINAL**

SHEET 7 OF 41 SHEETS



IL CONTRACT: PA067  
 IL LETTING ITEM: 05A  
 IL PROJECT: PWK-5161  
 S.B.G. PROJECT: 3-17-SBGP-TBD

REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E  
**CONSTRUCTION SAFETY AND PHASING PLAN - 4A**

**PHASE 4A - SEQUENCE OF CONSTRUCTION**

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 4A LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVEMENT MARKING FOR PHASE 4A LIMITS.

**PHASE 4A NOTES**

- SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
- THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE TEMPORARY GATE AND REINSTALL FENCE TO RESTORE TO ITS ORIGINAL CONDITION (COST INCIDENTAL). THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.
- AIRCRAFT SHALL NOT USE NEW PCC PAVEMENT UNTIL 3,500 PSI COMPRESSIVE STRENGTH OR 550 PSI FLEXURAL STRENGTH HAS BEEN OBTAINED.
- THE CONTRACTOR SHALL PROVIDE AT LEAST 10 DAYS NOTICE, PRIOR TO THE CLOSURE. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO SATURDAY 2AM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTE 7.
- BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER SCHEDULED REOPENING TIME UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC.

**LEGEND**

- PHASE 4A WORK AREA
- EXISTING HANGAR/BUILDING
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW PROFILE BARRICADES
- CRITICAL POINT FOR AIRSPACE
- AIR OPERATIONS AREA (A.O.A.)  
 RUNWAY 16/34 250' CENTERLINE TO A.O.A.  
 RUNWAY 6/24 AND RUNWAY 12/30 125' CENTERLINE TO A.O.A.  
 ACTIVE TAXIWAYS 85.5' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER  
 (PLACED AT BOTH ENDS OF CLOSED RUNWAY)
- AIRCRAFT MOVEMENT AREA

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
4A	ALL TAXIWAYS RUNWAY 12/30 OPEN RUNWAY 6/24 OPEN	RUNWAY 16/34 AND TAXIWAY C AIRPORT CLOSED TO FIXED-WING AIRCRAFT	ONE (1) 4-HOUR WINDOW CLOSURE APPROVED BY THE AIRPORT

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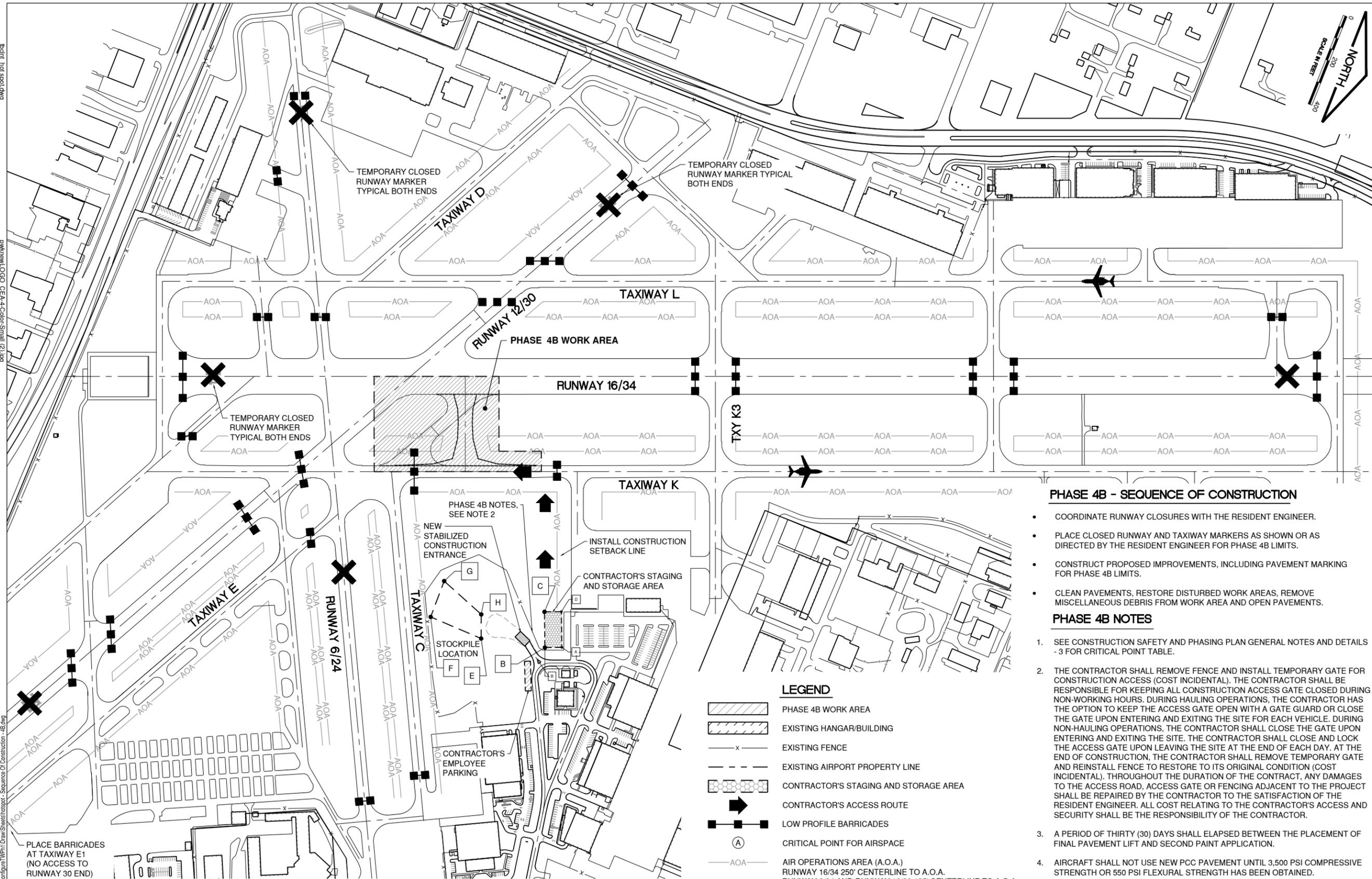
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DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

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 Date: 04/18/2025 10:53:22 AM  
 User: jstgset



IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

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

**CHICAGO EXECUTIVE AIRPORT**  
**WHEELING/PROSPECT HEIGHTS, ILLINOIS**  
**RECONFIGURE TAXIWAY E**  
**CONSTRUCTION SAFETY AND PHASING PLAN - 4B**

**PHASE 4B - SEQUENCE OF CONSTRUCTION**

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 4B LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVEMENT MARKING FOR PHASE 4B LIMITS.
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS, REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA AND OPEN PAVEMENTS.

**PHASE 4B NOTES**

1. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
2. THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE TEMPORARY GATE AND REINSTALL FENCE TO RESTORE TO ITS ORIGINAL CONDITION (COST INCIDENTAL). THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.
4. AIRCRAFT SHALL NOT USE NEW PCC PAVEMENT UNTIL 3,500 PSI COMPRESSIVE STRENGTH OR 550 PSI FLEXURAL STRENGTH HAS BEEN OBTAINED.
6. THE CONTRACTOR SHALL PROVIDE AT LEAST 10 DAYS NOTICE, PRIOR TO THE CLOSURE. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO FRIDAY 10:30PM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTE 7.
7. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER SCHEDULED REOPENING TIME UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC.

**LEGEND**

- PHASE 4B WORK AREA
- EXISTING HANGAR/BUILDING
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW PROFILE BARRICADES
- CRITICAL POINT FOR AIRSPACE
- AIR OPERATIONS AREA (A.O.A.)  
 RUNWAY 16/34 250' CENTERLINE TO A.O.A.  
 RUNWAY 6/24 AND RUNWAY 12/30 125' CENTERLINE TO A.O.A.  
 ACTIVE TAXIWAYS 85.5' CENTERLINE TO A.O.A.
- TEMPORARY CLOSED RUNWAY MARKER  
(PLACED AT BOTH ENDS OF CLOSED RUNWAY)
- AIRCRAFT MOVEMENT AREA

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
4B	ALL TAXIWAYS	RUNWAY 16/34, 12/30, AND 6/24 AIRPORT CLOSED TO FIXED-WING AIRCRAFT	ONE (1) 30-MINUTE WINDOW CLOSURE APPROVED BY THE AIRPORT, CONCURRENT WITH PHASE 4A

PLACE BARRICADES AT TAXIWAY E1 (NO ACCESS TO RUNWAY 30 END)

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

SHEET 9 OF 41 SHEETS

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### GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
- PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
- THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT DIRECTOR OF OPERATIONS. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR OF OPERATIONS.

### 1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 10 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

### 2. PHASING

- TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE 35 CALENDAR DAYS.
- PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS.
- TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL.
- SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES.
- PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 250 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 60.5 FEET FROM PAVEMENT EDGE FOR GROUP III AIRCRAFT MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

- NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY.

### 3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

### 4. NAVAIDS THAT COULD BE AFFECTED

- THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER AND FAA A **MINIMUM OF 30 DAYS** IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
- EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
- EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
- PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
- IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.
- THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE DONE SO AT NO EXTRA COST TO THE CONTRACT.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING CONSTRUCTION, CONTINUOUS ALL WEATHER ACCESS TO EXISTING NAVAIDS IN THE PROJECT AREA MUST BE MAINTAINED AT NO COST TO THE CONTRACT.

### 5. CONTRACTOR ACCESS

- THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE.
- CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
- THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

- THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.
- DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
- IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT OPERATION MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

### 6. WILDLIFE MANAGEMENT

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

### 7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENT OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DIRECTOR OF OPERATIONS. 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.

### 8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

### 9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
- THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
- FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

### 10. INSPECTION REQUIREMENTS

- THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
- THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

GROUND CONTROL FREQUENCY: 121.7 MHz  
AIR CONTROL FREQUENCY: 119.9 MHz

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

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 STANDARD SPECIFICATIONS 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. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE WORK SITE DUE TO ADJACENT CONSTRUCTION

- 2026 AIRFIELD PAVEMENT REPAIR AND REMARKING.

### ALLOWABLE CONSTRUCTION HOURS

- THE ALLOWABLE CONSTRUCTION HOURS FOR THE VILLAGE OF WHEELING AND THE CITY OF PROSPECT HEIGHTS ARE FROM 7 AM TO 6 PM, MONDAY THROUGH SATURDAY. THE AIRPORT WILL SEEK A WAIVER WITH THE VILLAGE AND CITY TO ALLOW CONSTRUCTION OUTSIDE OF THOSE HOURS FOR THE PHASES SHOWN TO BE COMPLETED OVER WEEKENDS ONLY. AT ALL OTHER TIMES, IT IS EXPECTED THE CONTRACTOR WILL ADHERE TO THE VILLAGE AND CITY NOISE ORDINANCE AND ALLOWABLE CONSTRUCTION HOUR POLICIES. SHOULD THE CONTRACTOR REQUIRE ADDITIONAL WORKING HOURS, HE SHALL REQUEST, THROUGH THE RESIDENT ENGINEER, THAT THE VILLAGE AND CITY BE CONTACTED TO REQUEST ADDITIONAL WAIVER OF THE NOISE ORDINANCE POLICY. ANY FINES LEVIED BY THE VILLAGE OR CITY TO THE AIRPORT FOR VIOLATIONS OF THE NOISE ORDINANCE AND ALLOWABLE CONSTRUCTION HOURS SHALL BE PAID BY THE CONTRACTOR.

IL CONTRACT: **PA067**  
IL LLETING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

### REVISIONS

NUMBER	BY	DATE

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

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN  
GENERAL NOTES AND DETAILS - 1

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DESIGN BY: STL  
DRAWN BY: JRO  
CHECKED BY: DKP  
APPROVED BY: DKP  
DATE: 04/18/2025  
JOB No: 20092262.00

**FINAL**

SHEET 10 OF 41 SHEETS

RIGHT FOR SPACING  
IN ORDER TO BE CONSTRUCTION - 2.dwg  
CEA - 101 spot drawing

pkwkwel0000\_CEA-4-Color-Small (2).jpg

FILE: K:\Chicago\Executiv\02022622-01\_HotSpotReconfiguration\TWP1\DrawSheets\HotSpot - Csp Notes And Details - 1.dwg

**11. UNDERGROUND UTILITIES**

- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.
- SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

**12. PENALTIES**

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.
- THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED UP TO \$1,000 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

**13. SPECIAL CONDITIONS**

- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION SAFETY AND PHASING PLAN.
- IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

**15. MARKING AND SIGNS FOR ACCESS ROUTES**

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

**16. HAZARD MARKING AND LIGHTING**

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.
- PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE LOW PROFILE BARRICADES. LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE OF NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL NON AIRFIELD LOCATIONS REQUIRING BARRICADES SHALL BE TYPE II OR TYPE III BARRICADES AND SHALL CONFORM TO IDOT STANDARD DETAIL 701901-04.

**17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION**

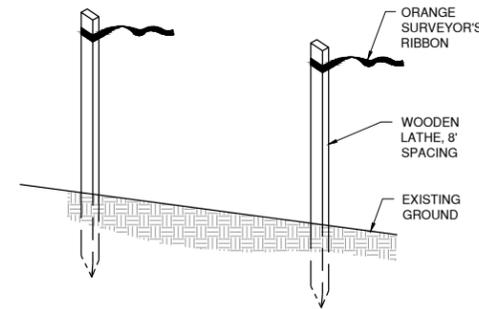
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
- LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

**18. PROTECTION**

- ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
- ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

**19. OTHER LIMITATIONS ON CONSTRUCTION**

- IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
- BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



**CONSTRUCTION SETBACK LINE DETAIL**  
NOT TO SCALE

**CONSTRUCTION SETBACK NOTES**

- CONTRACTOR SHALL MARK THE RUNWAY SAFETY AREA, TAXIWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE AND LIMITS OF CONSTRUCTION WORK PER THE CONSTRUCTION SETBACK DETAIL AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL COST ASSOCIATED WITH THE CONSTRUCTION SETBACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**AIRFIELD LIGHTS AND SIGNS NOTES**

- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
- CONTRACTOR SHALL TURN OFF RUNWAY/TAXIWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT EXECUTIVE DIRECTOR/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY/TAXIWAY. THE CONTRACTOR SHALL COORDINATE WITH AIRPORT EXECUTIVE DIRECTOR/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

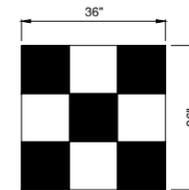
DESIGN AIRCRAFT APPROACH CATEGORY: D  
DESIGN AIRPORT GROUP: III

MAXIMUM ANTICIPATED WINGSPAN OF ADG III  
GULFSTREAM 550 - WINGSPAN = 94'

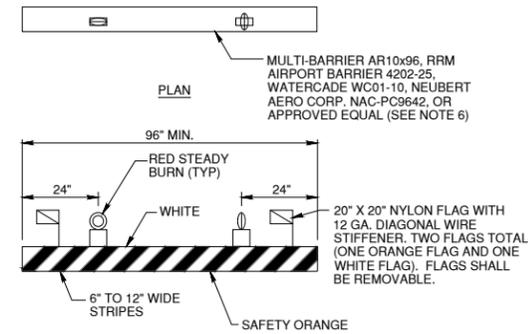
EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS			
RUNWAY	16/34	12/30	6/24
APPROACH CATEGORY	D	B	B
DESIGN GROUP	III	II	I
DESIGN AIRCRAFT	GULFSTREAM 550	KING AIR B200	CESSNA 421
APPROACH SPEED	150 KNOTS	107 KNOTS	96 KNOTS
WINGSPAN	94 FEET	58 FEET	44 FEET
TAIL HEIGHT	25.8 FEET	14.3 FEET	11.5 FEET
STRENGTH (MGTW)	91,000 LBS.	12,500 LBS.	7,450 LBS.
LENGTH	97 FEET	47 FEET	37 FEET
AOA @ RUNWAY SAFETY AREA WIDTH (RSA)	500	150	120
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800	500	250
TAXIWAY SAFETY AREA WIDTH (TSA)	118	79	49
AOA @ TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	171	124	89

AOA = AIRCRAFT OPERATIONS AREA

DATA FROM 2021 CEA APPROVED ALP



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
NOT TO SCALE



**LOW PROFILE LIGHTED BARRICADE**  
NOT TO SCALE

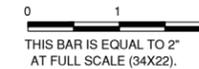
**BARRICADE NOTES:**

- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED END TO END AS INDICATED AT THE LOCATIONS SHOWN ON THE PLANS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER OR AIRPORT. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
- BARRICADES SHALL BE OF A COMMERCIAL DESIGN.

IL CONTRACT: **PA067**  
IL LLETING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

**CONSTRUCTION SAFETY AND PHASING PLAN  
GENERAL NOTES AND DETAILS - 2**

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**CHICAGO EXECUTIVE AIRPORT**

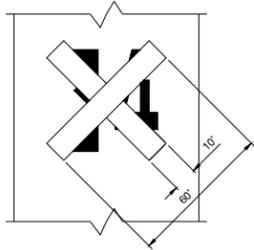
DESIGN BY: STL  
DRAWN BY: JRO  
CHECKED BY: DKP  
APPROVED BY: DKP  
DATE: 04/18/2025  
JOB No: 20092262.00

**FINAL**

ANTICIPATED CONSTRUCTION SCHEDULE					
PHASE	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 5
1					
2					
3A	WEEKEND ONLY	WEEKEND ONLY	SEE NOTE 4	WEEKEND ONLY	
3B	8 HOUR WINDOW WEEKEND ONLY			8 HOUR WINDOW WEEKEND ONLY	
4A					4 HOUR WINDOW
4B					30 MINUTE WINDOW

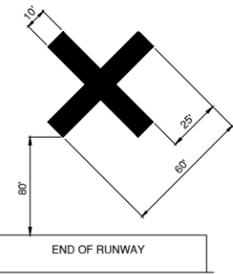
**NOTES**

- ASSUMPTION: 1 WORK PERIOD = 8 HOURS OF WORK 1 WEEKEND 10PM FRIDAY TO 6AM MONDAY = 56 HOURS. ANTICIPATE 40 HOURS OF WORK PER WEEKEND = 5 WORK PERIODS. REMAINING TIME IS BUFFER FOR OPENING, EMERGENCIES AND WEATHER.
- AS APPROVED BY THE AIRPORT AND IDOT AERONAUTICS, ADDITIONAL WEEKEND CLOSURES MAY BE REQUIRED TO COMPLETE THE PROJECT IF CLOSURES ARE CANCELED DUE TO ADVERSE WEATHER CONDITIONS. THE CONTRACTOR SHALL SUBMIT JUSTIFICATION TO IDOT AERONAUTICS FOR TIME EXTENSION.
- IT SHALL BE NOTED THAT AFTER PAVING IS COMPLETE, PAVEMENT MARKING REQUIRES A 30-DAY WAITING PERIOD BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND COAT OF PAINT APPLICATION. THE PROJECT WILL BE SUSPENDED FOR 30 DAYS IF NO OTHER WORK IS OCCURRING DURING THIS WAITING PERIOD.
- PHASE 3A INCLUDES ONE (1) FLOATING INCLEMENT WEATHER ALLOWANCE, PERMITTING A WEEKEND WITH NO WORK.



**TEMPORARY CLOSED RUNWAY MARKER DETAIL**

ON PAVEMENT - NO SCALE

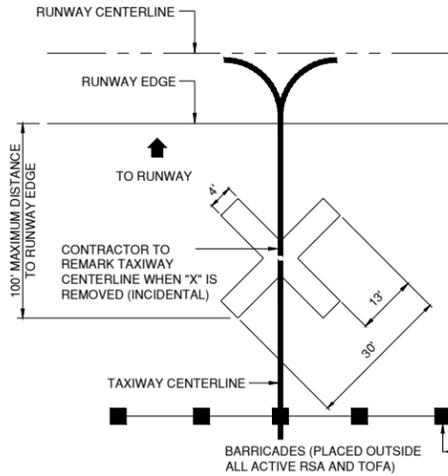


**OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL**

NOT TO SCALE

**CLOSED RUNWAY MARKER NOTES**

- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL.
- FOR RUNWAY CLOSURES INVOLVING A SINGLE RUNWAY, IT IS ANTICIPATED THAT THE AIRPORT SHALL MOBILIZE THE AIRPORT OWNED LIGHTED "X" S ON EACH END OF THE CLOSED RUNWAY. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X" S DURING EACH CLOSURE PERIOD. CONTRACTOR SUPPLIED MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, FUELING, REPLACING LAMPS, CHECKING AND SUPPLYING OIL, ETC. IF ANY DAMAGE IS INCURRED TO THE AIRPORT LIGHTED "X" S DURING CONSTRUCTION BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE LIGHTED "X" IN KIND AND AT NO COST TO THE CONTRACT OR AIRPORT.
- FOR RUNWAY CLOSURES INVOLVING MORE THAN ONE RUNWAY, OR IF THE AIRPORT OWNED LIGHTED "X" S ARE NOT AVAILABLE, THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2G (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.
- TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



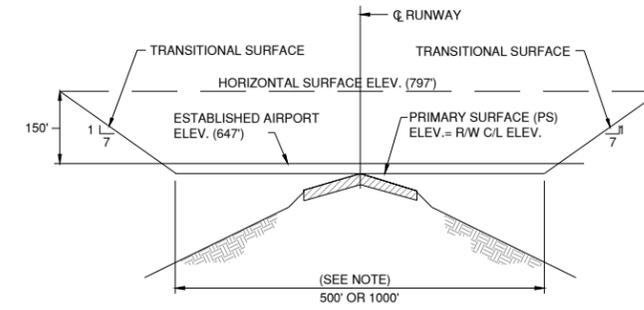
**CLOSED TAXIWAY MARKER DETAIL**

NOT TO SCALE

**CLOSED TAXIWAY MARKER DETAIL NOTES**

- CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13B (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
- IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
- AS THE CONSTRUCTION OF THE PORTION OF THE TAXIWAY WITHIN THE RUNWAY SAFETY AREA, PROGRESSES, SHOULD THE NEW TAXIWAY BE CLOSED FOR MORE THAN 72 HOURS, THE CONTRACTOR SHALL INSTALL A CLOSED TAXIWAY MARKER AS SHOWN IN THE DETAIL. THE CLOSED TAXIWAY MARKER SHALL NOT BE REMOVED UNLESS THE TAXIWAY WILL BE OPENED AND REMAIN OPEN WITHIN 72 HOURS OF MARKER REMOVAL.

CRITICAL POINT TABLE					
POINT	APPROXIMATE ELEVATION OF GROUND (1929 DATUM)	ANTICIPATED EQUIPMENT AND HEIGHT	APPROXIMATE ELEVATION OF EQUIPMENT (1929 DATUM)	LATITUDE (NAD 83)	LONGITUDE (NAD 83)
A	640.7	SEMI/DUMP TRUCK - 25'	665.7	N42° 06' 57.80"	W87° 53' 55.65"
B	639.6	SEMI/DUMP TRUCK - 25'	664.6	N42° 06' 57.15"	W87° 53' 55.30"
C	639.2	SEMI/DUMP TRUCK - 25'	664.2	N42° 06' 56.59"	W87° 53' 57.14"
D	642.2	SEMI/DUMP TRUCK - 25'	667.2	N42° 06' 57.25"	W87° 53' 57.50"
E	644.0	SEMI/DUMP TRUCK - 25'	669.0	N42° 06' 54.54"	W87° 53' 54.49"
F	642.4	SEMI/DUMP TRUCK - 25'	667.4	N42° 06' 52.25"	W87° 53' 54.58"
G	643.1	SEMI/DUMP TRUCK - 25'	668.1	N42° 06' 52.24"	W87° 53' 56.72"
H	644.0	SEMI/DUMP TRUCK - 25'	669.0	N42° 06' 54.18"	W87° 53' 55.74"
I	640.3	SEMI/DUMP TRUCK - 25'	665.3	N42° 06' 47.75"	W87° 54' 00.89"
J	638.3	SEMI/DUMP TRUCK - 25'	663.3	N42° 06' 49.41"	W87° 54' 03.83"
K	640.9	SEMI/DUMP TRUCK - 25'	665.9	N42° 06' 49.33"	W87° 54' 01.72"
L	642.2	SEMI/DUMP TRUCK - 25'	667.2	N42° 06' 54.95"	W87° 54' 04.68"
M	644.4	SEMI/DUMP TRUCK - 25'	669.4	N42° 07' 18.11"	W87° 54' 09.95"
N	644.2	SEMI/DUMP TRUCK - 25'	669.2	N42° 06' 43.46"	W87° 54' 04.33"
O	644.4	SEMI/DUMP TRUCK - 25'	669.4	N42° 06' 49.68"	W87° 54' 07.61"

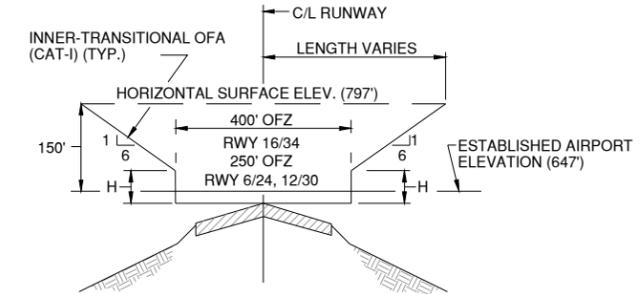


**TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES**

NO SCALE

**NOTE**

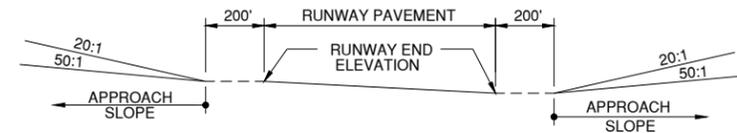
- IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY R/W 6/24 & 12/30 500' PS (250' LT & RT OF CENTERLINE) R/W 16/34 1000' PS (500' LT & RT OF CENTERLINE).



**TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)**

NO SCALE

RUNWAY	TYPE OF RUNWAY	H (FEET)
16	PRECISION (CAT I)	48
34 6-24 12-30	VISUAL	150



**TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES**

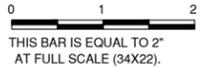
NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
16	643	50:1
34	644	20:1
12	645	20:1
30	640	20:1
6	647	20:1
24	638	20:1

IL. CONTRACT: **PA067**  
 IL. LETTING ITEM: **05A**  
 IL. PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN  
 GENERAL NOTES AND DETAILS - 3

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

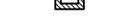
**FINAL**

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 CEA: 1st sheet.dwg  
 north area detail.dwg  
 GRADING PLAN.dwg

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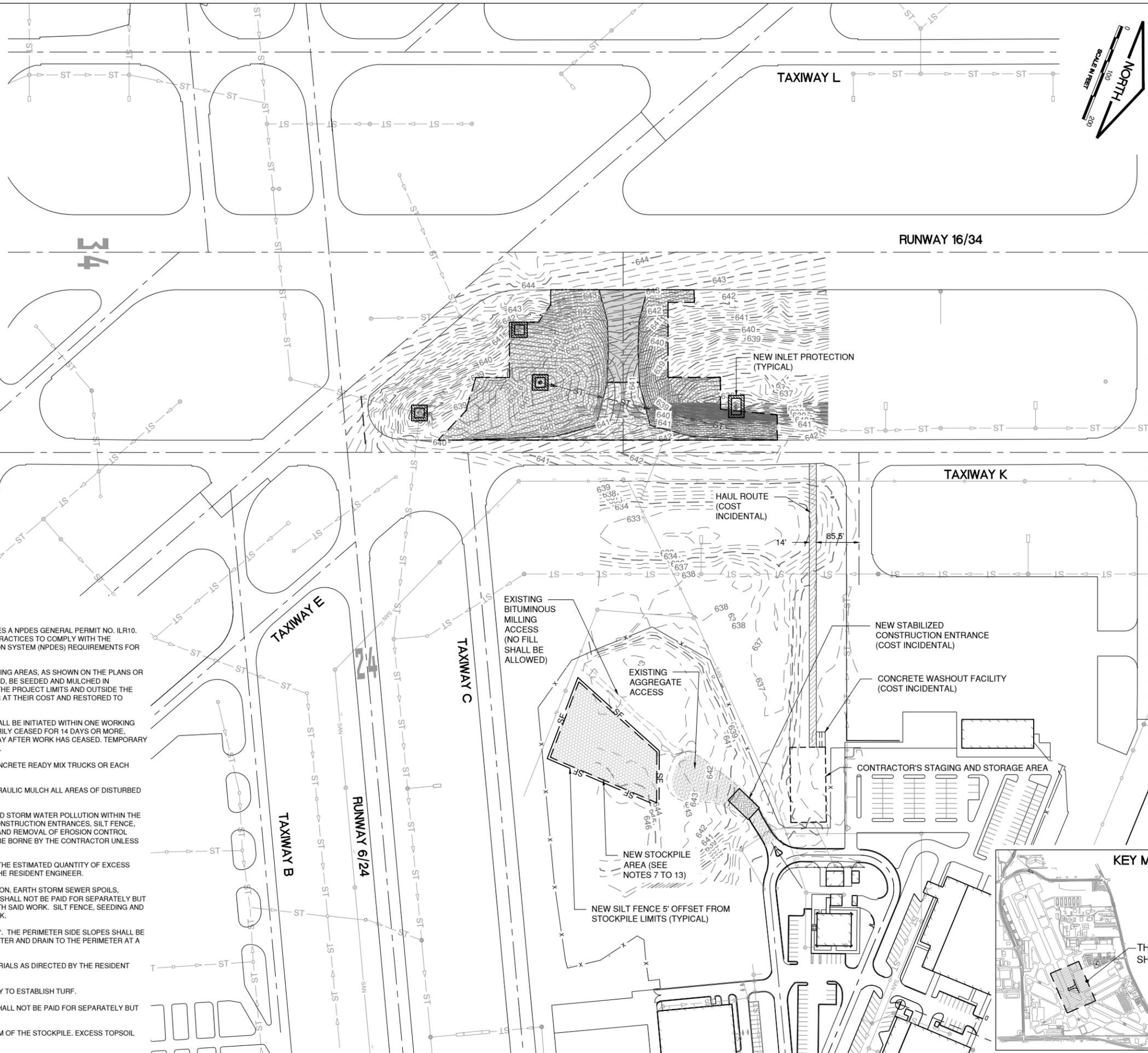
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**LEGEND**

-  NEW BITUMINOUS PAVEMENT
-  NEW PCC PAVEMENT
-  NEW MANHOLE
-  NEW STORM SEWER
-  EXISTING AIRFIELD FENCE
-  EXISTING CONTOUR
-  EXISTING STORM SEWER
-  EXISTING MANHOLE/INLET
-  EXISTING SANITARY SEWER
-  EXISTING UNDERDRAIN
-  NEW TOPSOILING, SEEDING, AND HEAVY-DUTY MULCHING
-  CONCRETE WASHOUT FACILITY
-  NEW INLET PROTECTION
-  NEW CONTOUR
-  NEW GRADING LIMITS

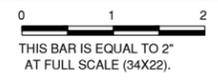
**NOTES**

1. THE SITE DISTURBANCE IS MORE THAN 1 ACRE. THE PROJECT REQUIRES A NPDES GENERAL PERMIT NO. ILR10. THE CONTRACTOR WILL BE REQUIRED TO USE BEST CONSTRUCTION PRACTICES TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS FOR CONSTRUCTION SITE ACTIVITIES.
2. ALL PROJECT AREAS, INCLUDING STOCKPILES, HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS OR COORDINATED IN THE FIELD, SHALL HAVE 4 INCHES OF TOPSOIL PLACED, BE SEEDDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED WITHIN THE PROJECT LIMITS AND OUTSIDE THE PROJECT LIMITS WILL BE SEEDDED AND MULCHED BY THE CONTRACTOR AT THEIR COST AND RESTORED TO ORIGINAL CONDITIONS.
3. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL BE INITIATED WITHIN ONE WORKING DAY OF COMPLETION, AND IN AREAS WHERE WORK WILL BE TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL INITIATED WITHIN ONE WORKING DAY AFTER WORK HAS CEASED. TEMPORARY STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT BOX FOR ALL CONCRETE READY MIX TRUCKS OR EACH READY MIX TRUCK SHALL BE EQUIPPED WITH A WASH OUT SYSTEM.
5. THE CONTRACTOR SHALL PERMANENTLY SEED AND HEAVY-DUTY HYDRAULIC MULCH ALL AREAS OF DISTURBED SOIL FOR ALL PROJECT IMPROVEMENT WORK.
6. THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, ETC. COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN ON THE PLANS.
7. THE GENERAL LAYOUT OF THE EARTH STOCKPILE TO ACCOMMODATE THE ESTIMATED QUANTITY OF EXCESS EARTH MATERIAL IS SHOWN. THE DIMENSIONS MAY BE MODIFIED BY THE RESIDENT ENGINEER.
8. THE HAULING, PLACEMENT, GRADING OF THE UNCLASSIFIED EXCAVATION, EARTH STORM SEWER SPOILS, TOPSOIL STRIPPING AND VOLUME CONTROL SITE EXCAVATION SPOILS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM ASSOCIATED WITH SAID WORK. SILT FENCE, SEEDING AND MULCHING ARE THE ONLY PAY ITEMS FOR THE EARTH STOCKPILE WORK.
9. THE FILL HEIGHT OF THE EARTH STOCKPILE SHALL BE A MAXIMUM OF 3'. THE PERIMETER SIDE SLOPES SHALL BE 6H:1V MAXIMUM. THE TOP OF THE BERM SHALL BE PEAKED IN THE CENTER AND DRAIN TO THE PERIMETER AT A 1.5% SLOPE.
10. EARTH MATERIALS SHALL BE SEPARATED BY TOPSOIL AND CLAY MATERIALS AS DIRECTED BY THE RESIDENT ENGINEER.
11. CONTRACTOR SHALL PLACE A 4" MINIMUM OF TOPSOIL AS NECESSARY TO ESTABLISH TURF.
12. CONTRACTOR'S HAUL ROAD RESTORATION TO ORIGINAL CONDITION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. EXCESS UNCLASSIFIED EXCAVATION SHALL BE PLACED AT THE BOTTOM OF THE STOCKPILE. EXCESS TOPSOIL SHALL BE PLACED AT THE TOP AND ARE NOT TO INTERMINGLE.



IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

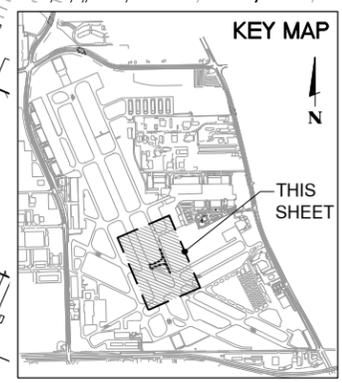


**CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E  
 STORM WATER POLLUTION PREVENTION PLAN**

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DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**



# 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 AT 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 TAXIWAY AT CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES EXCAVATION, DRAINAGE, VARIOUS PAVEMENT ITEMS, PAVEMENT MARKING, AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

### DESCRIPTION OF CONSTRUCTION ACTIVITY:

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

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL SUCH AS INLET PROTECTION.

REMOVAL OF EXISTING PAVEMENT AND ASSOCIATED AIRFIELD LIGHTING.

EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED DRAINAGE AND PAVEMENT IMPROVEMENTS.

VOLUME CONTROL FACILITY CONSTRUCTION.

UNDERDRAIN INSTALLATION.

PAVEMENT CONSTRUCTION.

INSTALLATION OF AIRFIELD LIGHTING.

INSTALLATION OF NEW PAVEMENT MARKING.

PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

### AREA OF CONSTRUCTION SITE AND RUNOFF COEFFICIENTS:

THE TOTAL AREA OF THE SITE ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 3.7 ACRES. COMPOSITE RUNOFF COEFFICIENT PRIOR TO CONSTRUCTION = 0.60. COMPOSITE RUNOFF COEFFICIENT AFTER CONSTRUCTION = 0.58. THE TOTAL AREA OF CONSTRUCTION SITE IS ESTIMATED TO BE 5.2 ACRES.

### EXISTING SOILS WITHIN PROJECT BOUNDARIES:

802 B - ORTHENTS, LOAMY, 1 - 6% SLOPES, K = 0.37  
125 A - SELMA LOAM, 0 - 2% SLOPES, K = 0.24

442 A - MUNDELEIN SILT LOAMY, 0 - 2% SLOPES, K = 0.28

294 B - SYMERTON SILT LOAMY, 2 - 5% SLOPES, K = 0.24

### MS4 PERMITTEES IN THE AREA OF THIS PROJECT:

CITY OF PROSPECT HEIGHTS

VILLAGE OF WHEELING  
WHEELING TOWNSHIP  
COOK COUNTY HIGHWAY DEPARTMENT

### 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 RECEIVING WATER IS WHEELING DRAINAGE DITCH, ALSO KNOWN AS BUFFALO CREEK. THE WHEELING DRAINAGE DITCH OUTLETS INTO THE DES PLAINES RIVER LOCATED EAST OF THE PROJECT. NO WETLANDS ARE PRESENT WITHIN THE PROJECT AREA.

### EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

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: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, WITHIN A DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN (14) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

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.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. 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.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES.

SITE INSPECTIONS MUST INCLUDE DISTURBED AREAS OF THE CONSTRUCTION SITE AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS MUST BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.

THE RESIDENT ENGINEER SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.50 INCHES OR GREATER. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS MUST RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, IF THERE IS A 0.50 INCHES OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS.

DISTURBED AREAS, AREAS USED FOR THE STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION AND ALL AREAS WHERE STORMWATER TYPICALLY FLOWS WITHIN THE SITE MUST BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. ALL LOCATIONS WHERE STABILIZATION MEASURES HAVE BEEN IMPLEMENTED MUST BE OBSERVED TO ENSURE THAT THEY ARE STILL STABILIZED. WHERE DISCHARGE LOCATION OR POINTS ARE ACCESSIBLE, THEY MUST BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE MUST BE NSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

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.

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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH A SPILL RESPONSE PLAN, WHICH SHALL INCLUDE CLEANUP PROCEDURES, CONTAINMENT EFFORTS, AND PROPER EVACUATION PROCEDURES IF APPLICABLE. THE CONTRACTOR SHALL ALSO PROVIDE PROVISIONS FOR REPORTING WHEN THEY RELEASE SPILL EQUAL TO OR EXCEEDING REPORTABLE QUANTITIES.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

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.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

### DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN. ALL INSPECTION REPORTS MUST BE RETAINED AT THE CONSTRUCTION SITE.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

THE RESIDENT ENGINEER AND/OR CONTRACTOR MUST NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE BY EMAIL AT: EPA.SWNONCOMP@ILLINOIS.GOV, TELEPHONE, OR FAX (SEE ATTACHMENT A OF THE GENERAL NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITIES) WITHIN 24 HOURS OF ANY ION FOR ANY VIOLATION OF THE SWPPP OBSERVED DURING ANY INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. THE RESIDENT ENGINEER AND/OR CONTRACTOR MUST COMPLETE AND SUBMIT WITHIN 5 DAYS AN ION REPORT. CORRECTIVE ACTIONS MUST BE UNDERTAKEN IMMEDIATELY TO ADDRESS THE IDENTIFIED NON-COMPLIANCE ISSUE(S).

AFTER THE INITIAL CONTACT HAS BEEN MADE WITH THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE, ALL REPORTS OF NONCOMPLIANCE MUST BE MAILED TO THE AGENCY AT THE NEW ADDRESS, NOT THE ONE IN THE PERMIT. THIS ADDRESS IS AS FOLLOWS: ILLINOIS EPA/2520 W. ILES AVE./P.O. BOX 19276/SPRINGFIELD, IL 62794-9276. PLEASE NOTE THAT IF THESE ARE DELIVERED VIA FEDEX OR UPS, THESE CARRIERS CANNOT DELIVER TO OUR P.O. BOX AND THIS NUMBER MUST BE EXCLUDED FROM THE MAILING ADDRESS.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY  
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15  
ATTN: PERMIT SECTION  
1021 NORTH GRAND AVENUE EAST  
P.O. BOX 19276  
SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT # _____
DATE ISSUED _____
DATE EXPIRED _____

### GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, VILLAGE OF WHEELING, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR. THE CONTRACTOR SHALL ALSO ENSURE AND DEMONSTRATE COMPLIANCE WITH COOK COUNTY, IDOT, VILLAGE OF WHEELING'S LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS, THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY AT A MINIMUM OF 50 FEET FROM RECEIVING WATERS, CONSTRUCTED OR NATURAL SITE DRAINAGE FEATURES, AND STORM DRAIN INLETS.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. INLET PROTECTION MEASURES MUST BE INSTALLED PRIOR TO STORM WATER RUNOFF FROM THE SITE ENTERING ANY STORM DRAIN INLET THAT CARRIES STORMWATER FLOW FROM THE SITE TO A WATER OF THE U.S., PROVIDED THERE IS THE AUTHORITY TO DO SO. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. CLEAN, OR REMOVE AND REPLACE, THE PROTECTION MEASURES AS SEDIMENT ACCUMULATES, THE FILTER BECOMES CLOGGED, AND/OR PERFORMANCE IS COMPROMISED. WHERE THERE IS EVIDENCE OF SEDIMENT ACCUMULATION ADJACENT TO THE INLET PROTECTION MEASURE, THE DEPOSITED SEDIMENT MUST BE REMOVED BY THE FOLLOWING BUSINESS DAY.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. STABILIZATION EFFORTS MUST BE INITIATED WITHIN 1 WORKING DAY OF THE CESSATION OF CONSTRUCTION ACTIVITIES IF THE PORTION WILL NOT BE DISTURBED FOR AT LEAST 14 CALENDAR DAYS. STABILIZATION EFFORTS MUST BE COMPLETED WITHIN 14 CALENDAR DAYS. EXCEPTIONS TO THESE REQUIREMENTS ARE PROVIDED IN THE PERMIT. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE, AND WHEN STABILIZATION MEASURES ARE INITIATED MUST BE INCLUDED IN THE SWPPP.
17. THE CONTRACTOR SHALL MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
18. THE CONTRACTOR SHALL MINIMIZE THE EXPOSURE OF FUEL, OIL, HYDRAULIC FLUIDS, OTHER PETROLEUM PRODUCTS, AND OTHER CHEMICALS BY STORING IN COVERED AREAS OR CONTAINMENT AREAS. ANY CHEMICAL CONTAINERS WITH A STORAGE OF 55 GALLONS OR MORE MUST BE STORED A MINIMUM OF 50 FEET FROM RECEIVING WATERS, CONSTRUCTED OR NATURAL SITE DRAINAGE FEATURES, AND STORM DRAIN INLETS. IF INFEASIBLE DUE TO SITE CONSTRAINTS, STORE CONTAINERS AS FAR AWAY AS THE SITE PERMITS AND DOCUMENT IN THE SWPPP THE SPECIFIC REASONS WHY THE 50-FOOT SETBACK IS INFEASIBLE AND HOW THE CONTAINERS WILL BE STORED.
19. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, WILL BE DISCHARGED TO WATERS OF THE UNITED STATES, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
20. CORRECTIVE ACTIONS MUST BE TAKEN TO ADDRESS ANY OF THE FOLLOWING CONDITIONS IDENTIFIED AT THE SITE: A STORMWATER CONTROL NEEDS REPAIR OR REPLACEMENT; A STORMWATER CONTROL NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT WAS NEVER INSTALLED OR WAS INSTALLED INCORRECTLY; DISCHARGES ARE CAUSING AN EXCEEDANCE OF APPLICABLE WATER QUALITY STANDARDS; OR A PROHIBITED DISCHARGE HAS OCCURRED. CORRECTIVE ACTIONS MUST BE COMPLETED AS SOON AS POSSIBLE AND DOCUMENTED WITHIN 7 DAYS IN AN INSPECTION REPORT OR REPORT OF NONCOMPLIANCE. IF IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN 7 CALENDAR DAYS, IT MUST BE DOCUMENTED IN THE RECORDS WHY IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN THE 7-DAY TIMEFRAME AND DOCUMENT THE SCHEDULE FOR INSTALLING THE STORMWATER CONTROL(S) AND MAKING IT OPERATIONAL AS SOON AS FEASIBLE AFTER THE 7-DAY TIMEFRAME. IF MAINTENANCE IS REQUIRED FOR THE SAME STORMWATER CONTROL AT THE SAME LOCATION THREE OR MORE TIMES, THE CONTROL MUST BE REPAIRED IN A MANNER THAT PREVENTS CONTINUED FAILURE TO THE EXTENT FEASIBLE, AND THE CONDITION AND HOW IT WAS REPAIRED MUST BE RECORDED. ALTERNATIVELY, IT MUST BE DOCUMENTED IN THE RECORDS WHY THE SPECIFIC REOCCURRENCE OF THIS SAME ISSUE SHOULD CONTINUE TO BE ADDRESSED AS A ROUTINE MAINTENANCE FIX.

**CONTRACTOR CERTIFICATION STATEMENT**  
THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:  
ROUTE: CHICAGO EXECUTIVE AIRPORT MARKED: RECONFIGURE TAXIWAY E  
SECTION: 13 PROJECT NUMBER: PWK-5161  
COUNTY: COOK CONTRACT NUMBER: 3-17-SBGP-TBD (PAXXX)

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_  
PRINTED NAME: \_\_\_\_\_ TITLE: \_\_\_\_\_  
NAME OF FIRM: \_\_\_\_\_  
STREET ADDRESS: \_\_\_\_\_  
CITY, STATE, ZIP: \_\_\_\_\_  
PHONE NUMBER: \_\_\_\_\_

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

IL CONTRACT: **PA067**

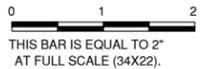
IL LLETING ITEM: **05A**

IL PROJECT: **PWK-5161**

S.B.G. PROJECT: **3-17-SBGP-TBD**

### REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

STORM WATER POLLUTION PREVENTION PLAN  
NOTES AND DETAILS - 1

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CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

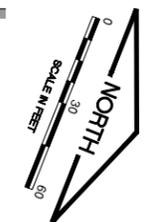
**FINAL**

SHEET 14 OF 41 SHEETS



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

IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

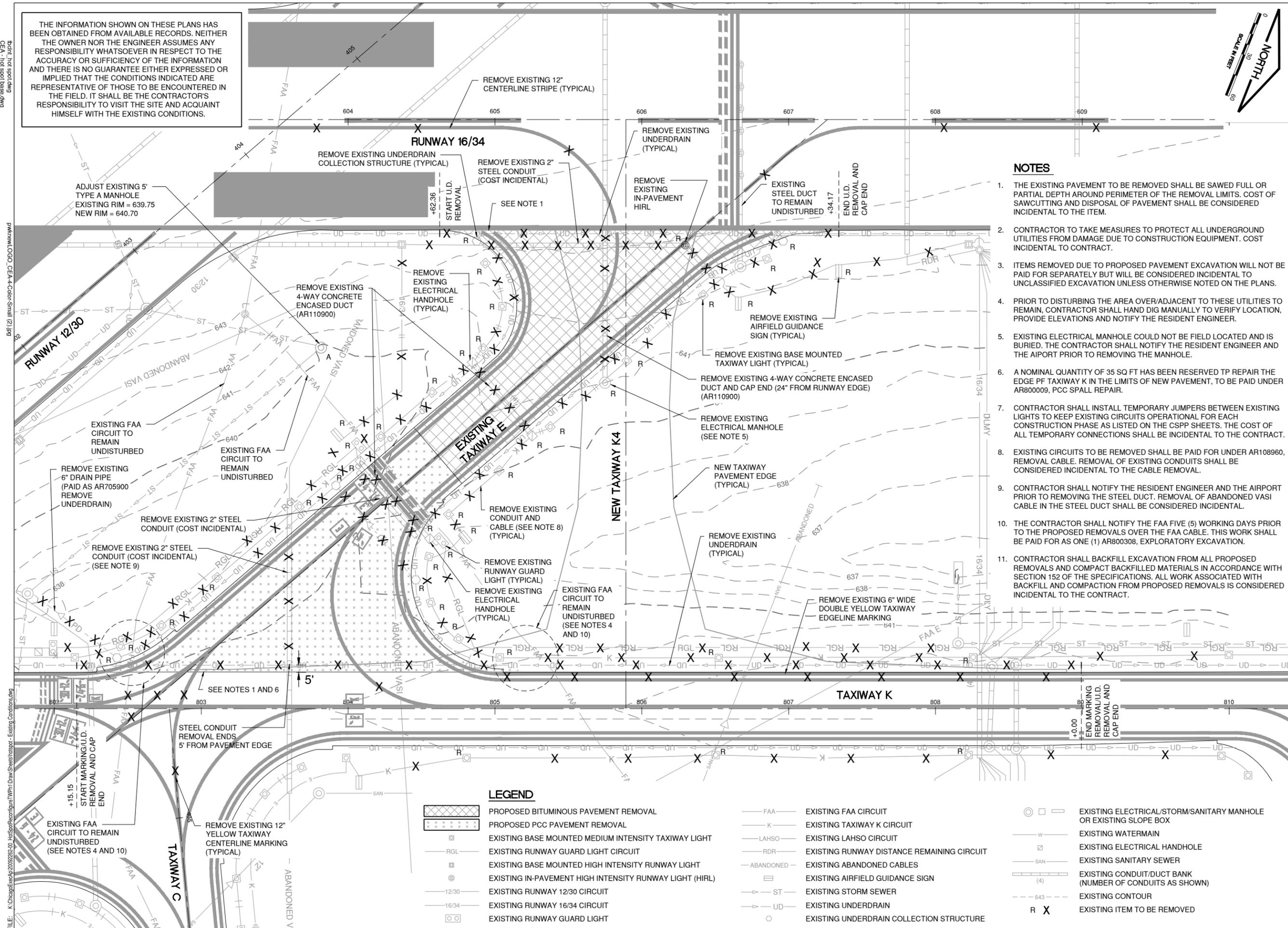


REVISIONS		
NUMBER	BY	DATE

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

**NOTES**

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL OR PARTIAL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT. COST INCIDENTAL TO CONTRACT.
3. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
4. PRIOR TO DISTURBING THE AREA OVER/ADJACENT TO THESE UTILITIES TO REMAIN, CONTRACTOR SHALL HAND DIG MANUALLY TO VERIFY LOCATION, PROVIDE ELEVATIONS AND NOTIFY THE RESIDENT ENGINEER.
5. EXISTING ELECTRICAL MANHOLE COULD NOT BE FIELD LOCATED AND IS BURIED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT PRIOR TO REMOVING THE MANHOLE.
6. A NOMINAL QUANTITY OF 35 SQ FT HAS BEEN RESERVED TO REPAIR THE EDGE OF TAXIWAY K IN THE LIMITS OF NEW PAVEMENT, TO BE PAID UNDER AR800009, PCC SPALL REPAIR.
7. CONTRACTOR SHALL INSTALL TEMPORARY JUMPERS BETWEEN EXISTING LIGHTS TO KEEP EXISTING CIRCUITS OPERATIONAL FOR EACH CONSTRUCTION PHASE AS LISTED ON THE CSPP SHEETS. THE COST OF ALL TEMPORARY CONNECTIONS SHALL BE INCIDENTAL TO THE CONTRACT.
8. EXISTING CIRCUITS TO BE REMOVED SHALL BE PAID FOR UNDER AR108960, REMOVAL CABLE. REMOVAL OF EXISTING CONDUITS SHALL BE CONSIDERED INCIDENTAL TO THE CABLE REMOVAL.
9. CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT PRIOR TO REMOVING THE STEEL DUCT. REMOVAL OF ABANDONED VASI CABLE IN THE STEEL DUCT SHALL BE CONSIDERED INCIDENTAL.
10. THE CONTRACTOR SHALL NOTIFY THE FAA FIVE (5) WORKING DAYS PRIOR TO THE PROPOSED REMOVALS OVER THE FAA CABLE. THIS WORK SHALL BE PAID FOR AS ONE (1) AR800308, EXPLORATORY EXCAVATION.
11. CONTRACTOR SHALL BACKFILL EXCAVATION FROM ALL PROPOSED REMOVALS AND COMPACT BACKFILLED MATERIALS IN ACCORDANCE WITH SECTION 152 OF THE SPECIFICATIONS. ALL WORK ASSOCIATED WITH BACKFILL AND COMPACTION FROM PROPOSED REMOVALS IS CONSIDERED INCIDENTAL TO THE CONTRACT.



LEGEND	
	PROPOSED BITUMINOUS PAVEMENT REMOVAL
	PROPOSED PCC PAVEMENT REMOVAL
	EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
	EXISTING RUNWAY GUARD LIGHT CIRCUIT
	EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
	EXISTING IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT (HIRL)
	EXISTING RUNWAY 12/30 CIRCUIT
	EXISTING RUNWAY 16/34 CIRCUIT
	EXISTING RUNWAY GUARD LIGHT
	EXISTING FAA CIRCUIT
	EXISTING TAXIWAY K CIRCUIT
	EXISTING LAHSO CIRCUIT
	EXISTING RUNWAY DISTANCE REMAINING CIRCUIT
	EXISTING ABANDONED CABLES
	EXISTING AIRFIELD GUIDANCE SIGN
	EXISTING STORM SEWER
	EXISTING UNDERDRAIN
	EXISTING UNDERDRAIN COLLECTION STRUCTURE
	EXISTING ELECTRICAL/STORM/SANITARY MANHOLE OR EXISTING SLOPE BOX
	EXISTING WATERMAIN
	EXISTING ELECTRICAL HANDHOLE
	EXISTING SANITARY SEWER
	EXISTING CONDUIT/DUCT BANK (NUMBER OF CONDUITS AS SHOWN)
	EXISTING CONTOUR
	EXISTING ITEM TO BE REMOVED

**EXISTING CONDITIONS/PROPOSED REMOVALS**

CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E



DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

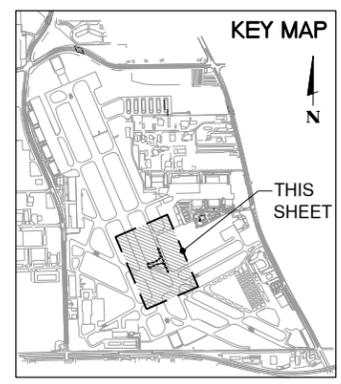




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**NOTES**

- INITIAL SAWCUT SHALL BE MADE AS SOON AS POSSIBLE. SAWING SHALL BE STOPPED IF SPALLING OF THE SAWCUT IS NOTED AND RESUMED AFTER ADDITIONAL CURE TIME.
- DRY CUTTING OF INITIAL CUT AND OF THE FINAL JOINT RESERVOIR SHALL NOT BE ALLOWED. ONLY WET SAWING METHODS SHALL BE EMPLOYED ON THIS PROJECT.
- CONTRACTOR SHALL SUBMIT PAVING PLAN TO THE RESIDENT ENGINEER PRIOR TO PAVING. THE PAVING PLAN SHALL SHOW PROPOSED PAVING LANES, ORDER OF PAVING AND STEEL SCHEDULE. NO PAVING SHALL COMMENCE UNTIL THE RESIDENT ENGINEER HAS APPROVED THE PAVING PLAN.
- CONTRACTOR SHALL MATCH EXISTING JOINTS, DRILL AND PLACE NEW DOWEL BARS ALONG EXISTING EDGE OF PAVEMENT. COST INCIDENTAL TO 501, COST INCLUDED IN NEW 10" PCC PAVEMENT (AR501510).
- JOINT BETWEEN NEW AND EXISTING PCC PAVEMENT SHALL BE SAWED AND SEALED.
- ONLY SILICONE JOINT SEALANTS SHALL BE USED ON THIS PROJECT. SILICONE JOINT SEALANT SHALL NOT BE SELF-LEVELING EXCEPT AT THE INTERFACE WITH THE NEW BITUMINOUS PAVEMENT.
- ALL CONCRETE JOINTS SHALL BE SAWCUT AT A MINIMUM LENGTH OF THREE (3) FEET AT 90 DEGREE ANGLES TO ALL EDGES OF PAVEMENT AND INTERSECTING JOINTS.
- THE BITUMINOUS/CONCRETE PAVEMENT INTERFACE SHALL BE SEALED AS DETAILED ON THE JOINT DETAILS SHEET. COST OF JOINTING AND SEALING SHALL BE INCIDENTAL TO THE NEW PAVEMENT ITEM.
- THE CONTRACTOR SHALL PAVE THE CONCRETE PAVEMENT AROUND THE ELECTRICAL MANHOLE.



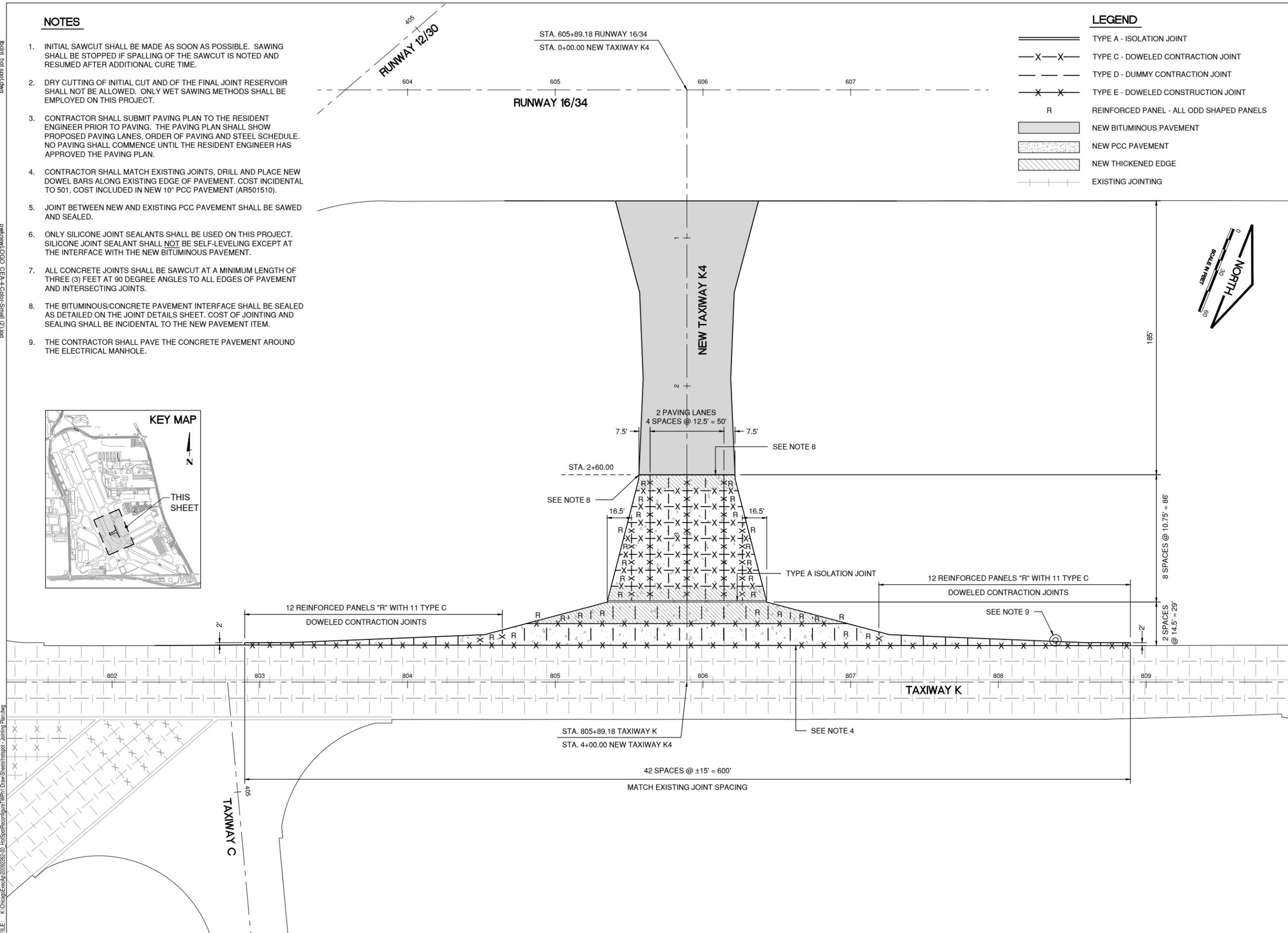
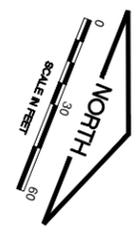
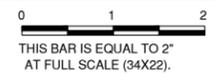
**LEGEND**

- TYPE A - ISOLATION JOINT
- TYPE C - DOWELED CONTRACTION JOINT
- TYPE D - DUMMY CONTRACTION JOINT
- TYPE E - DOWELED CONSTRUCTION JOINT
- REINFORCED PANEL - ALL ODD SHAPED PANELS
- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW THICKENED EDGE
- EXISTING JOINTING

IL. CONTRACT: **PA067**  
 IL. LETTING ITEM: **05A**  
 IL. PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

**PAVEMENT JOINTING PLAN**

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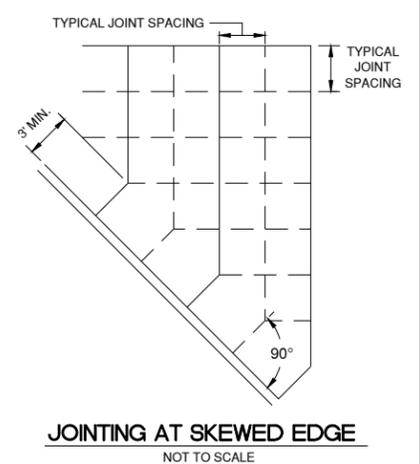
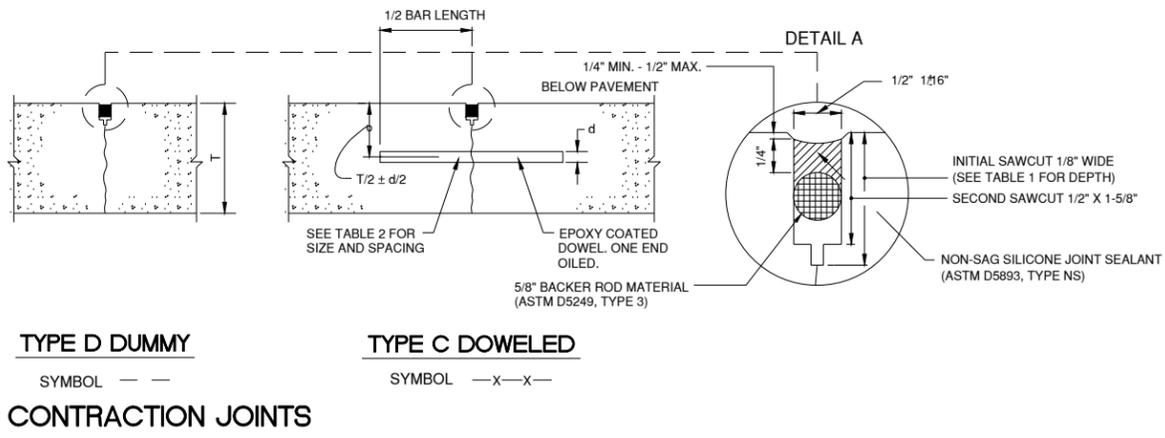
DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

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6/10/2015 10:00 AM

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**TABLE 1**

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES $T = (T/4) \pm 1/4"$
10	2.5"

**TABLE 2**

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

**DIMENSION TABLES**

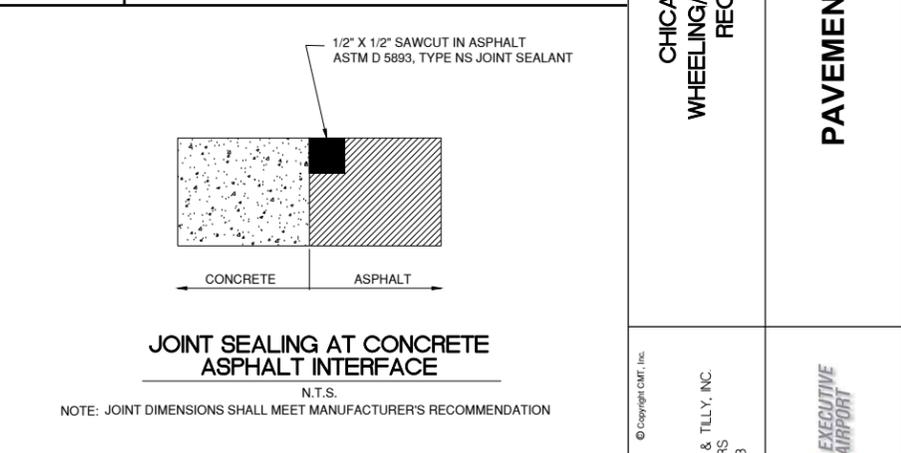
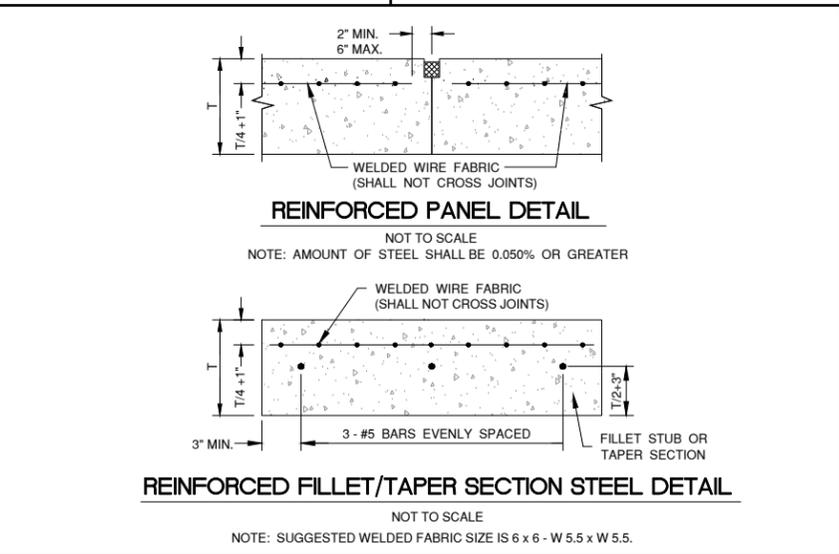
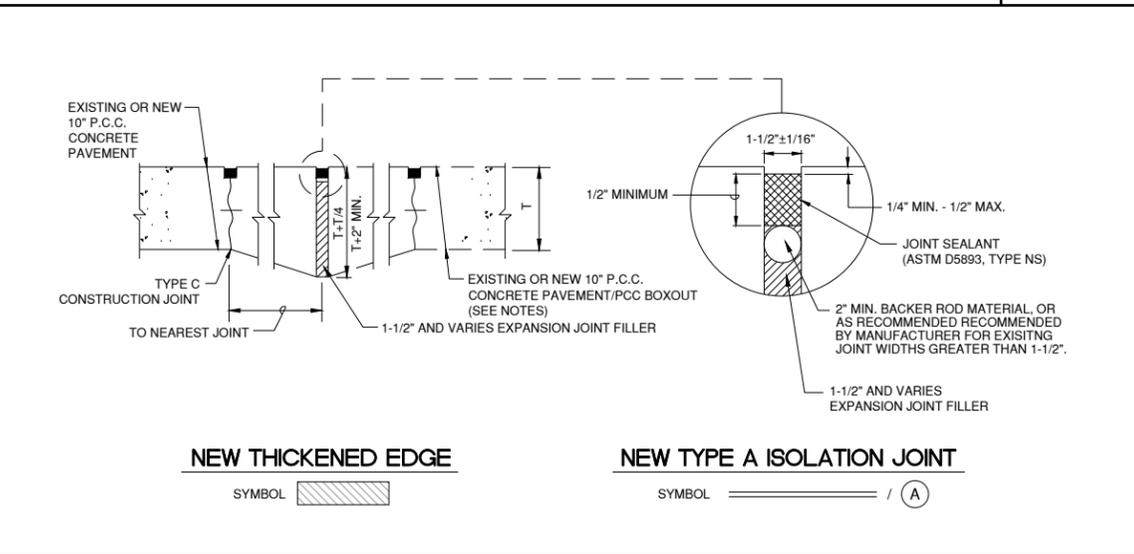
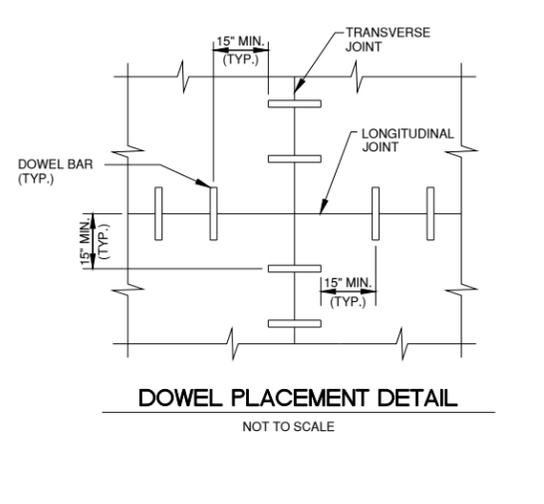
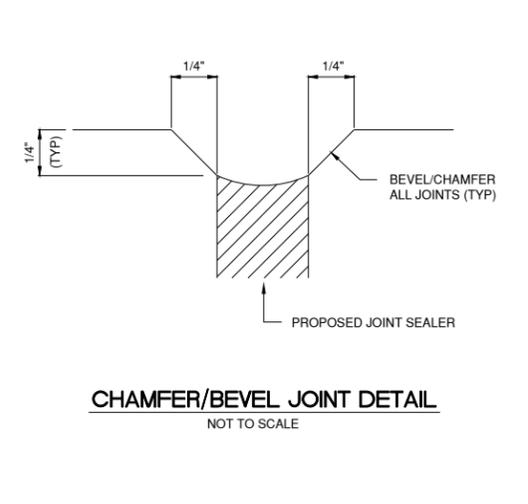
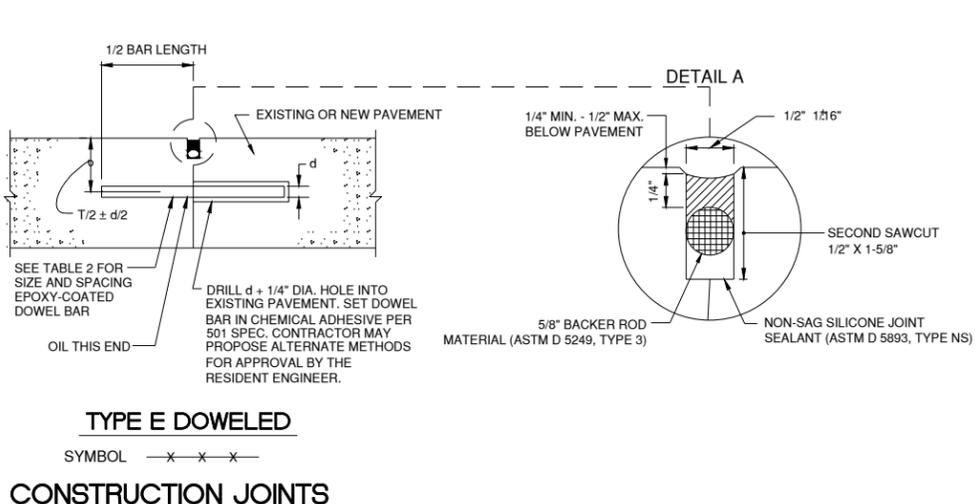
**JOINT NOTES**

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY, WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- 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.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.

**REVISIONS**

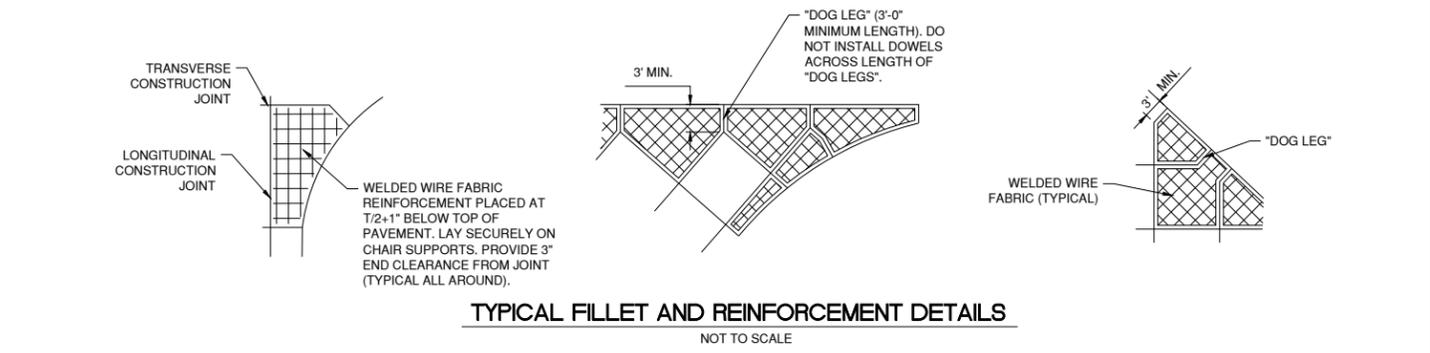
NUMBER	BY	DATE

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



**NOTES**

- THE CONTRACTOR SHALL VISIT THE PROJECT SITE AND ACQUAINT HIMSELF WITH THE REQUIRED WORK. CONTRACTOR SHALL BE FAMILIAR TO THE SITE AND REQUIRED WORK PRIOR TO BID. SITE VISITS SHALL BE COORDINATED WITH THE AIRPORT DIRECTOR OF OPERATIONS.
- PRIOR TO ORDERING NEW MATERIAL, CONTRACTOR SHALL FIELD MEASURE FOR JOINTING MATERIAL SIZES AND AMOUNT. MEASUREMENTS SHALL ALSO DETERMINE BACKER ROD SIZE AND QUANTITIES. ALSO PER NEW JOINTS DETAILS. DEPTH OF NEW JOINT SEALANT SHALL BE AS RECOMMENDED BY MANUFACTURER. NO EXTRA COMPENSATION WILL BE MADE FOR EXCESS MATERIALS NOT USED.



**ODD SHAPED PANEL REINFORCEMENT**  
SYMBOL R

NOTE: REINFORCEMENT SHALL NOT CROSS ANY JOINT

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**DRAWN BY:** JRO  
**CHECKED BY:** DKP  
**APPROVED BY:** DKP  
**DATE:** 04/18/2025  
**JOB No:** 20092262.00

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SHEET 20 OF 41 SHEETS

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

**CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E**

**PAVEMENT JOINTING DETAILS**

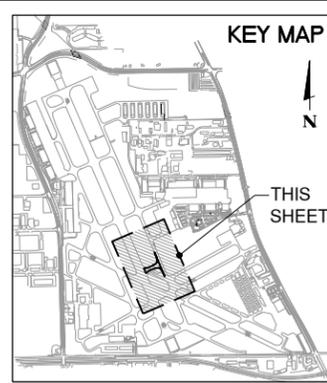
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**CHICAGO EXECUTIVE AIRPORT**

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DATE: 04/18/2025

PROJECT: CHICAGO EXECUTIVE AIRPORT  
SHEET: 21 OF 41 SHEETS



KEY MAP

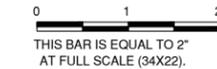
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IL CONTRACT: PA067  
IL LETTING ITEM: 05A  
IL PROJECT: PWK-5161  
S.B.G. PROJECT: 3-17-SBGP-TBD

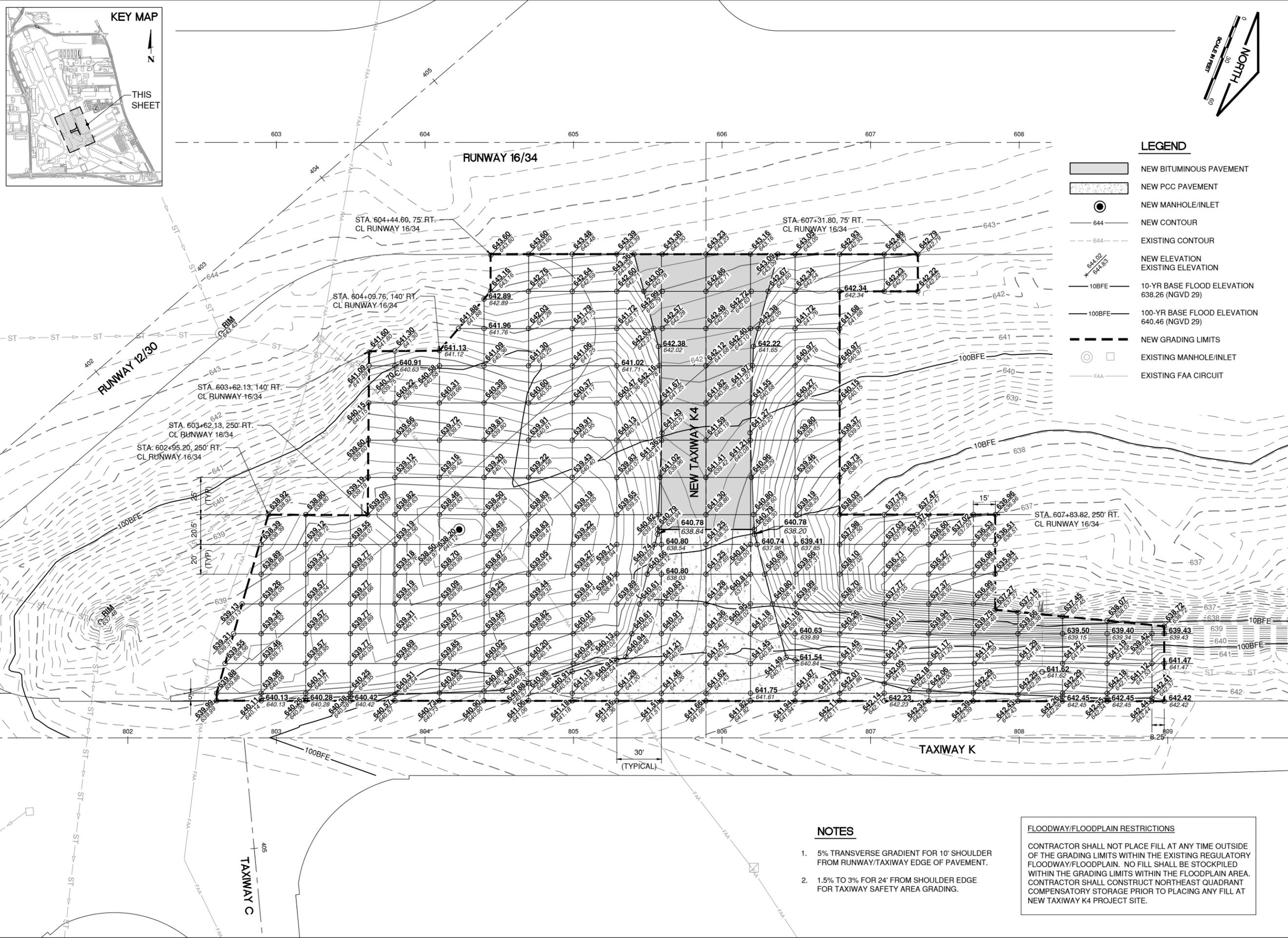
REVISIONS

NUMBER	BY	DATE



LEGEND

- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW MANHOLE/INLET
- 644 NEW CONTOUR
- 644 EXISTING CONTOUR
- 644/643 NEW ELEVATION EXISTING ELEVATION
- 10BFE 10-YR BASE FLOOD ELEVATION 638.26 (NGVD 29)
- 100BFE 100-YR BASE FLOOD ELEVATION 640.46 (NGVD 29)
- NEW GRADING LIMITS
- EXISTING MANHOLE/INLET
- FAA EXISTING FAA CIRCUIT



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

GRADING PLAN

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NOTES

- 5% TRANSVERSE GRADIENT FOR 10' SHOULDER FROM RUNWAY/TAXIWAY EDGE OF PAVEMENT.
- 1.5% TO 3% FOR 24' FROM SHOULDER EDGE FOR TAXIWAY SAFETY AREA GRADING.

FLOODWAY/FLOODPLAIN RESTRICTIONS

CONTRACTOR SHALL NOT PLACE FILL AT ANY TIME OUTSIDE OF THE GRADING LIMITS WITHIN THE EXISTING REGULATORY FLOODWAY/FLOODPLAIN. NO FILL SHALL BE STOCKPILED WITHIN THE GRADING LIMITS WITHIN THE FLOODPLAIN AREA. CONTRACTOR SHALL CONSTRUCT NORTHEAST QUADRANT COMPENSATORY STORAGE PRIOR TO PLACING ANY FILL AT NEW TAXIWAY K4 PROJECT SITE.

DESIGN BY: STL  
 DRAWN BY: JRO  
 CHECKED BY: STL  
 APPROVED BY: DKP  
 DATE: 04/18/2025  
 JOB No: 20092262.00

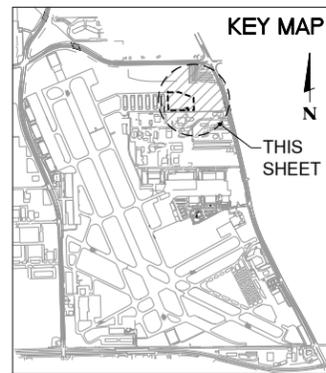
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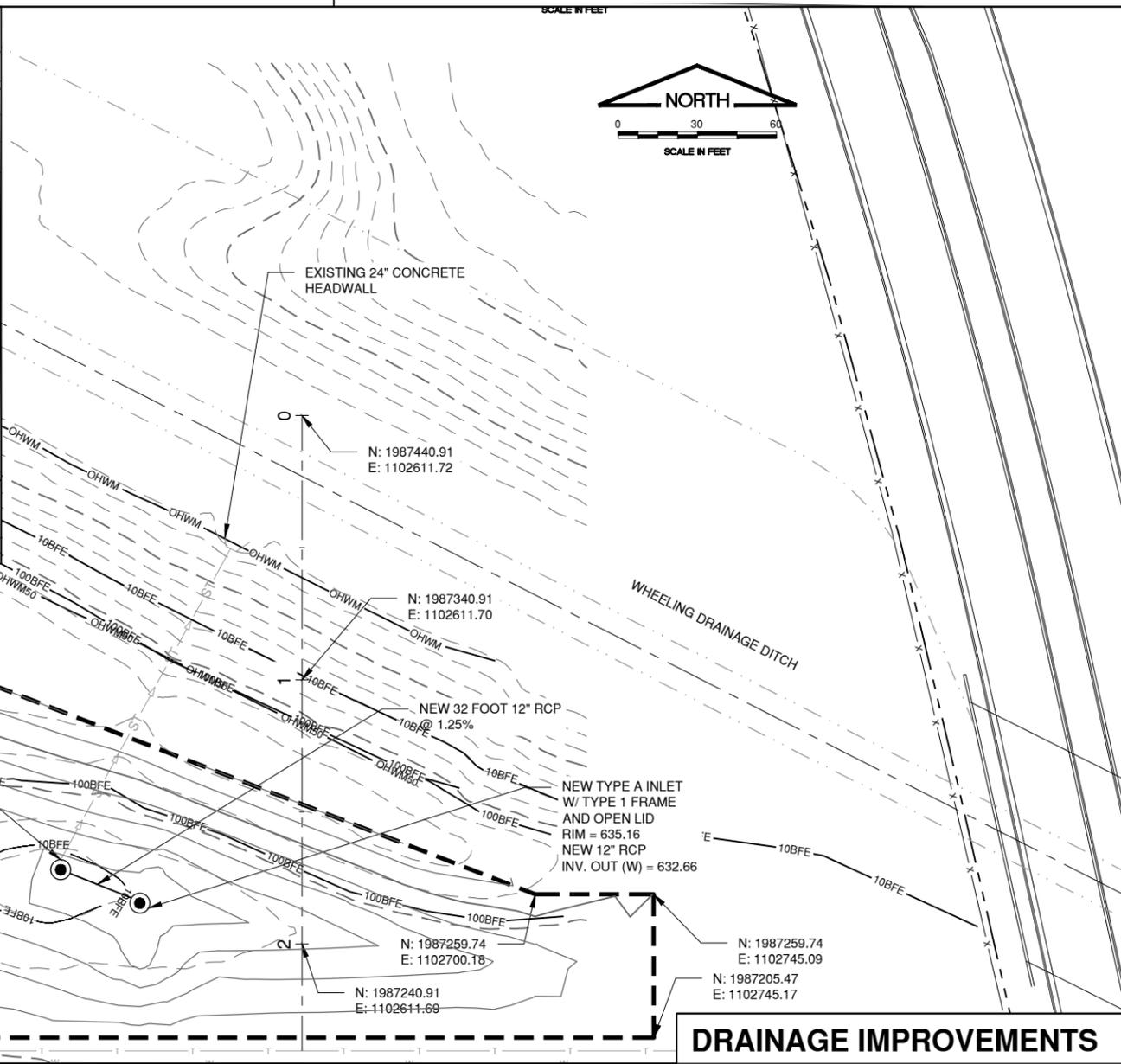
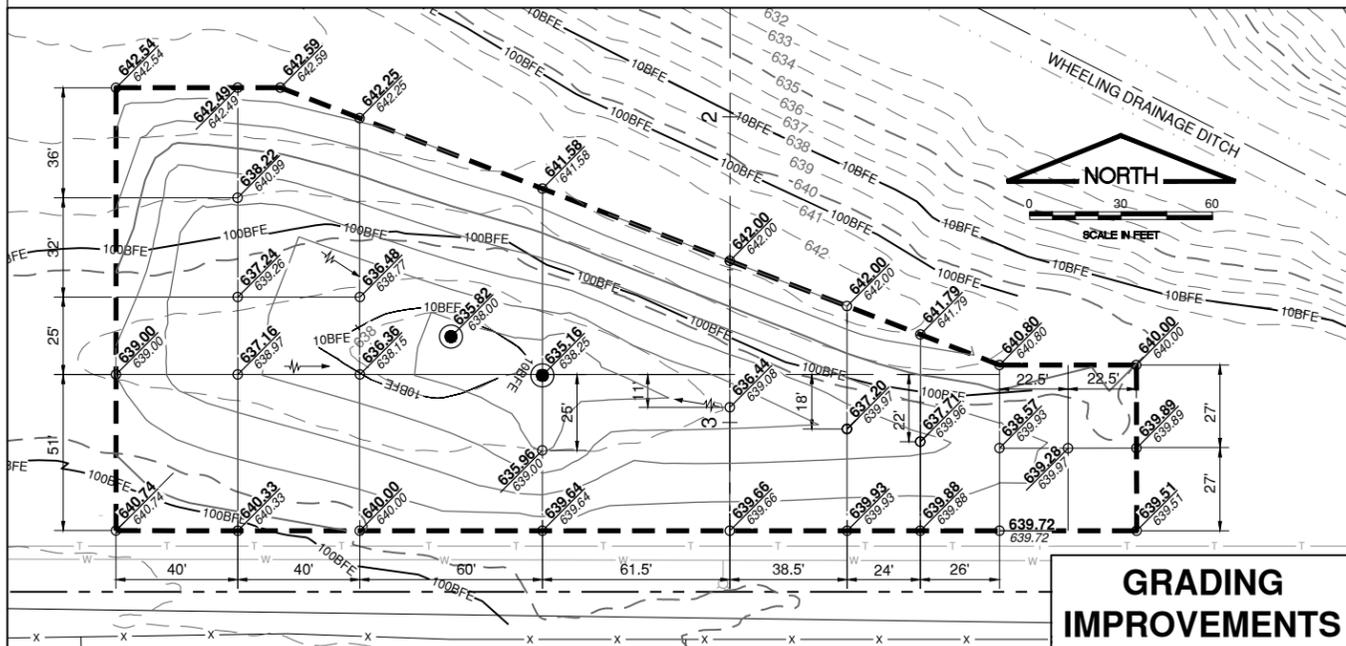
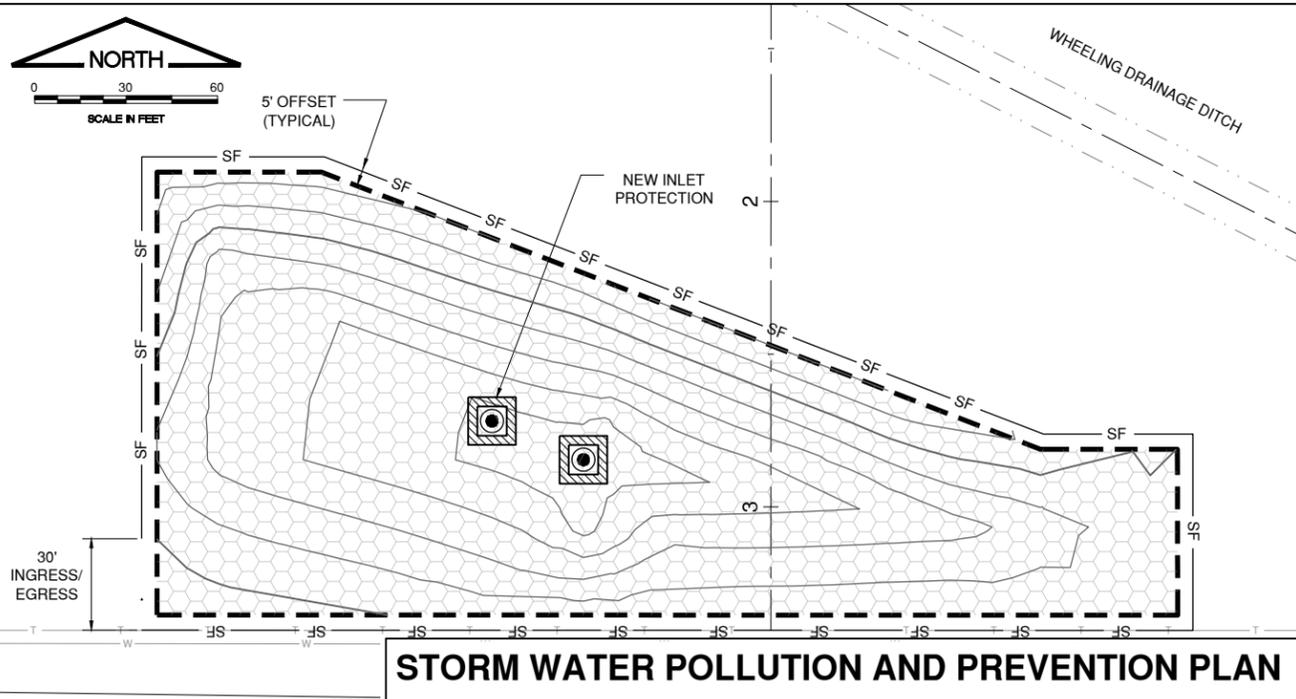
**LEGEND**

- NEW APRON PAVEMENT (BY OTHERS)
- NEW MANHOLE/INLET
- NEW STORM SEWER
- NEW UNDERDRAIN
- NEW CONTOUR
- NEW ELEVATION
- EXISTING ELEVATION
- 10-YR BASE FLOOD ELEVATION 638 (NGVD 88)
- 100-YR BASE FLOOD ELEVATION 640.2 (NGVD 88)
- NEW GRADING LIMITS FOR ADDITIONAL COMPENSATORY STORAGE
- EXISTING/PROPOSED MANHOLE/INLET (BY OTHERS)
- EXISTING SANITARY SEWER
- EXISTING BUILDING
- NEW PERIMETER SILT FENCE
- EXISTING WATERMAIN
- EXISTING UNDERDRAIN
- EXISTING ELECTRIC
- EXISTING TELECOMMUNICATION
- EXISTING DUCT BANK
- EXISTING FIRE HYDRANT
- EXISTING CONTOUR
- EXISTING AIRFIELD FENCE
- EXISTING GATE
- EXISTING AIRPORT PROPERTY LIMITS
- EXISTING STORM SEWER
- ORDINARY HIGH WATER MARK (OHWM)
- 50' OFFSET FROM OHWM
- NEW INLET PROTECTION
- NEW TOPSOILING, SEEDING, AND HEAVY-DUTY MULCHING



**NOTES**

- CONTOURS SHOWN ARE NGVD88 AND NORTHING AND EASTING SHOWN ARE NAV83.
- SEE VOLUME CONTROL AND DRAINAGE PLAN SHEET FOR DRAINAGE NOTES.
- SEE STATION 1+50 ON CROSS SECTIONS - 4 SHEET FOR TYPICAL SECTIONS.
- HAUL ROUTE CONSTRUCTION AND RESTORATION TO THE NORTHEAST QUADRANT COMPENSATORY STORAGE LOCATION ARE CONSIDERED INCIDENTAL TO THE CONTRACT.



**FLOODWAY/FLOODPLAIN RESTRICTIONS**  
 CONTRACTOR SHALL NOT PLACE FILL AT ANY TIME OUTSIDE OF THE GRADING LIMITS WITHIN THE EXISTING REGULATORY FLOODWAY/FLOODPLAIN. NO FILL SHALL BE STOCKPILED WITHIN THE GRADING LIMITS WITHIN THE FLOODPLAIN AREA.

NEW APRON PAVEMENT (BY OTHERS)

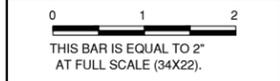
REMOVE EXISTING IDOT TYPE B INLET AND REPLACE W/ IDOT TYPE A 4' MANHOLE W/ TYPE 1 FRAME AND OPEN LID  
 NEW RIM = 635.83  
 EXISTING 24" RCP OUT (N) = 631.92 (ESTIMATED)  
 NEW 12" RCP IN (E) = 632.26

NEW TYPE A INLET W/ TYPE 1 FRAME AND OPEN LID  
 RIM = 635.16  
 NEW 12" RCP  
 INV. OUT (W) = 632.66

IL. CONTRACT: **PA067**  
 IL. LETTING ITEM: **05A**  
 IL. PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXWAY E

**GRADING, SWPPP AND DRAINAGE PLAN FOR NORTHEAST QUADRANT COMPENSATORY STORAGE**

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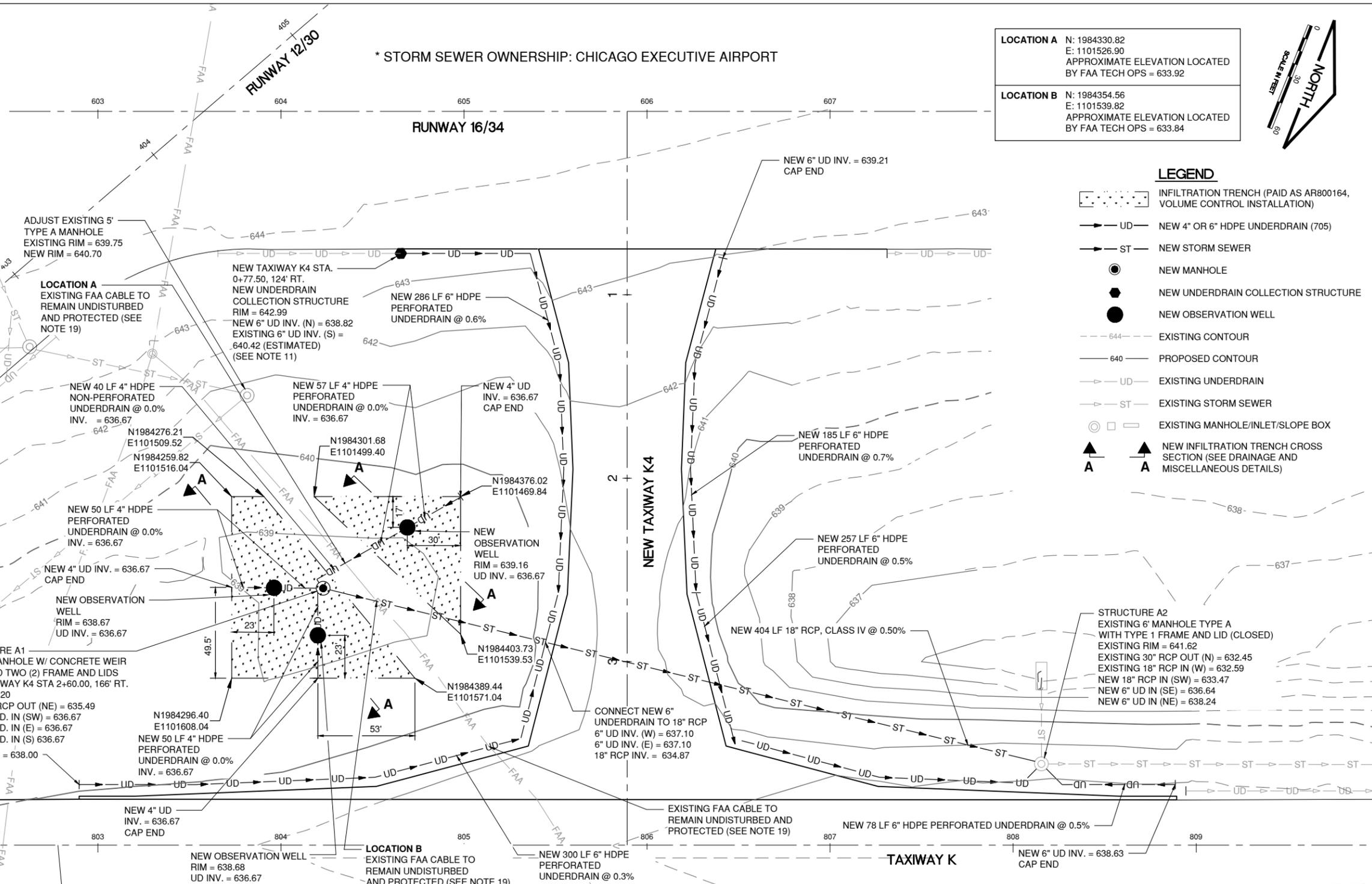
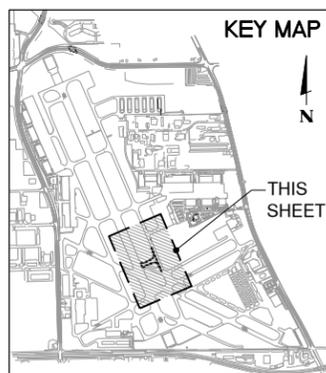
**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

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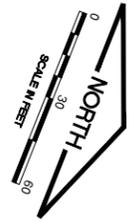
SHEET 22 OF 41 SHEETS

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**LOCATION A** N: 1984330.82  
E: 1101526.90  
APPROXIMATE ELEVATION LOCATED BY FAA TECH OPS = 633.92

**LOCATION B** N: 1984354.56  
E: 1101539.82  
APPROXIMATE ELEVATION LOCATED BY FAA TECH OPS = 633.84

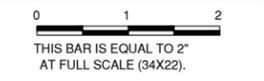


**LEGEND**

- INFILTRATION TRENCH (PAID AS AR800164, VOLUME CONTROL INSTALLATION)
- UD NEW 4" OR 6" HDPE UNDERDRAIN (705)
- ST NEW STORM SEWER
- NEW MANHOLE
- NEW UNDERDRAIN COLLECTION STRUCTURE
- NEW OBSERVATION WELL
- - - 644 - - - EXISTING CONTOUR
- 640 — PROPOSED CONTOUR
- UD — EXISTING UNDERDRAIN
- ST — EXISTING STORM SEWER
- EXISTING MANHOLE/INLET/SLOPE BOX
- NEW INFILTRATION TRENCH CROSS SECTION (SEE DRAINAGE AND MISCELLANEOUS DETAILS)

IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E  
VOLUME CONTROL AND DRAINAGE PLAN**

**DRAINAGE NOTES**

- DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER METHOD ACCEPTABLE TO THE ENGINEER.
- FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE DRAINAGE STRUCTURE COST.
- CEMENT BRICKS AND NON-SHRINK MORTAR SHALL BE USED IN ALL STORM STRUCTURES FOR PIPE CONNECTIONS.
- BEFORE ORDERING PIPE CULVERTS, STORM SEWER, INLETS OR MANHOLES, THE CONTRACTOR SHALL VERIFY THE DEPTH OF EXISTING DOWNSTREAM STRUCTURES OR PIPES FOR CONNECTION.
- DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES IMPEDING THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
- THE COST OF CONNECTING EXISTING STORM SEWERS, UNDERDRAINS AND REMOVAL OF EXISTING CONCRETE "BENCHES" TO THE PROPOSED DRAINAGE SYSTEM SHALL BE INCIDENTAL TO THE CONTRACT.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. DISCHARGED WATER MUST BE FILTERED TO THE SATISFACTION OF THE ENGINEER AND SHALL BE VISIBLY FREE OF SEDIMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
- DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED STORM SEWER AND STRUCTURES.
- BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES AFFECTED BY THE PROJECT SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF THE PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM.
- WHEN STORM SEWER IS CONSTRUCTED NEAR WATER MAIN, SEPARATION REQUIREMENTS SHALL BE MET IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION.
- IF DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, THEY SHALL FURNISH A NEW FRAME AND LID, SAME OR EQUAL, AT NO ADDITIONAL COST.
- NEW MANHOLE AND INLET LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM" ON THE LID. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN THE APPROPRIATE TYPE OF LID. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.
- THE CONTRACTOR SHALL CALL JULIE AT 811 OR 1-800-892-0123 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT UTILITY LOCATIONS AND FOR ALL NON-EMERGENCY WORK. THESE ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS. UTILITIES WHICH ARE NOT MEMBERS OF JULIE SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR. ALL OTHER UTILITIES SHALL BE LOCATED BY THE CONTRACTOR.
- ALL TESTING, FITTINGS, BEDDING AND GRANULAR CRADLE WHERE NECESSARY, SHALL BE INCLUDED IN THE INSTALLATION OF UNDERGROUND FACILITIES. TRENCH BACKFILL IS REQUIRED WHEREVER UNDERGROUND PIPING AND UTILITIES PASS BENEATH OR WITHIN 2 FEET OF THE PAVEMENT, SIDEWALK OR CURB.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
- THE CONTRACTOR SHALL NOTIFY FAA FIVE (5) WORKING DAYS PRIOR TO PERFORMING UNCLASSIFIED EXCAVATION FOR UNDERDRAIN AND STORM SEWER TRENCHES. THIS WORK SHALL BE PAID FOR AS EXPLORATORY EXCAVATION FOR EACH UTILITY CROSSING.

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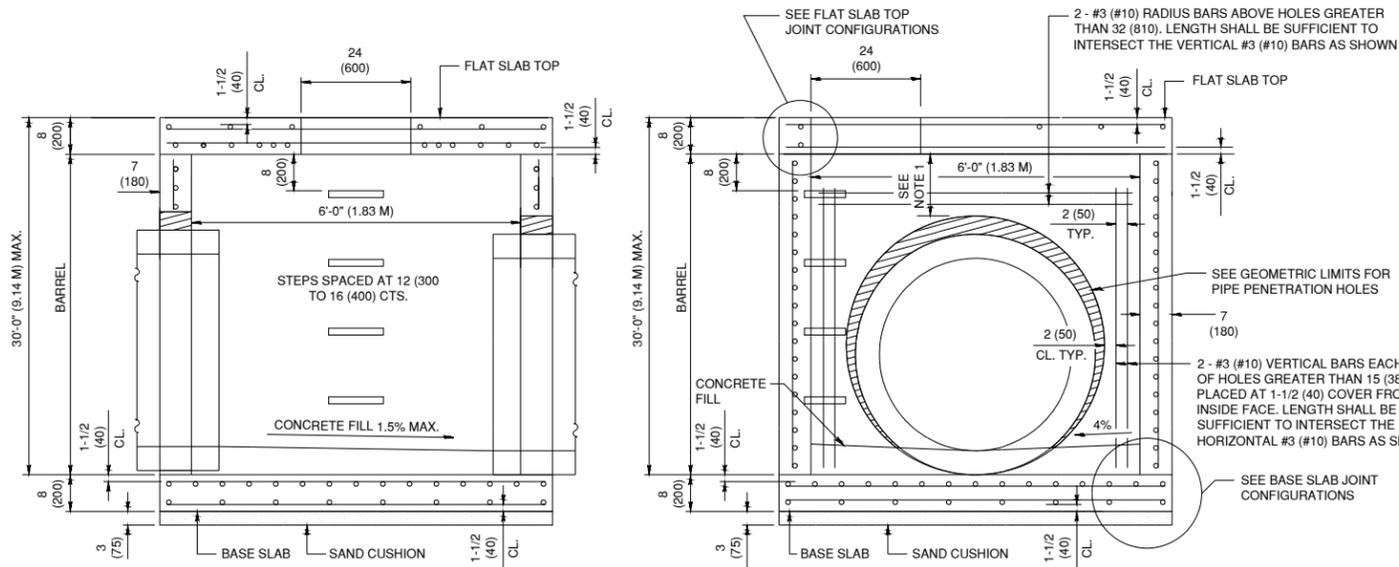
**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
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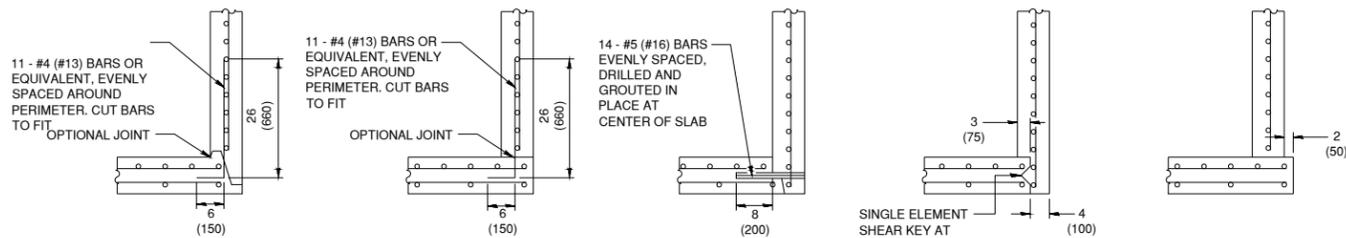
SHEET 23 OF 41 SHEETS



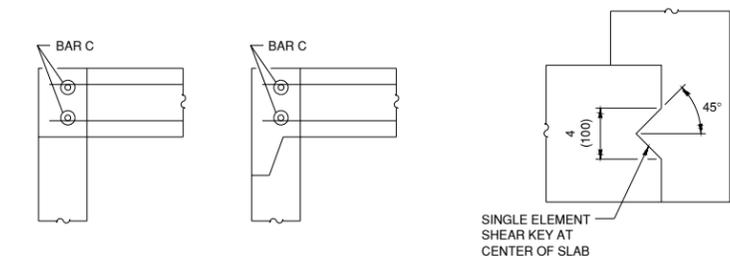


**SECTION PARALLEL TO PIPE**  
 (WITHOUT CONICAL TOP RISER)

**SECTION PERPENDICULAR TO PIPE**  
 (WITHOUT CONICAL TOP RISER)



**BASE SLAB JOINT CONFIGURATIONS**



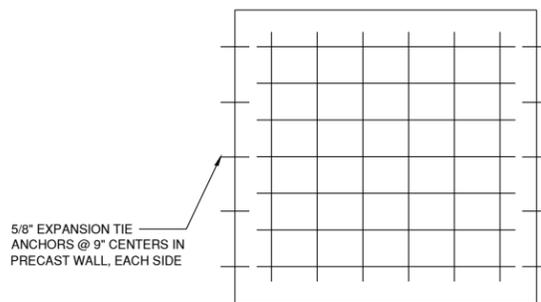
**FLAT SLAB TOP JOINT CONFIGURATIONS**  
 (SHOWN AT ACCESS HOLE)

**SHEAR KEY GEOMETRY**  
 (REINFORCEMENT NOT SHOWN FOR CLARITY)

**PRECAST MANHOLE 6' (1.83 M) DIAMETER**  
 NOT TO SCALE

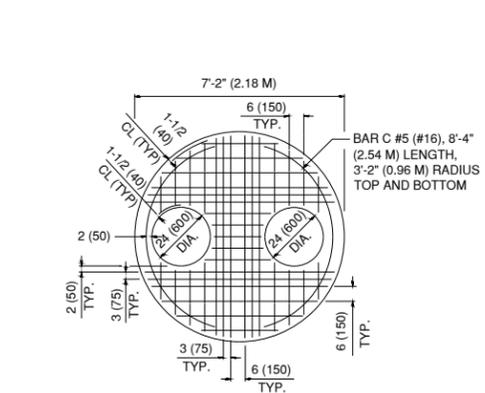
**GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES**

- A MINIMUM OF 9 (230) OF MONOLITHIC REINFORCED CONCRETE SHALL BE MAINTAINED ABOVE PIPE PENETRATION HOLES > 32 (810).
- A MINIMUM 12 (300) INSIDE ARC LENGTH OF REINFORCED CONCRETE SHALL BE MAINTAINED BETWEEN PIPE PENETRATION HOLES > 15 (380).
- A MAXIMUM OF 60 PERCENT OF THE INSIDE PERIMETER OF THE REINFORCED CONCRETE MANHOLE WALLS MAY BE REMOVED.
- HORIZONTAL JOINTS THAT INTERSECT PIPE PENETRATION HOLES > 15 (380) SHALL HAVE ONE JOINT SPLICE FOR EVERY LOCATION AROUND THE PERIMETER OF THE JOINT WHERE THE INSIDE ARC LENGTH BETWEEN PIPE PENETRATION HOLES IS < 24 (600). SEE JOINT SPLICE DETAIL.
- THE RECOMMENDED PIPE PENETRATION HOLE IS EQUAL TO THE O.D. OF THE PIPE PLUS 4 (100).
- ONLY PIPE PENETRATION HOLES < 15 (380) ARE ALLOWED IN RISER SECTIONS.



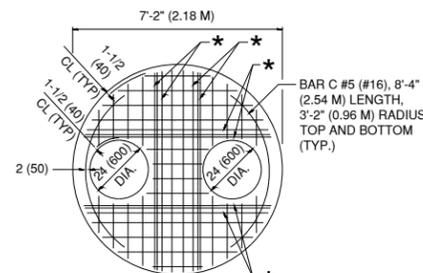
**WEIR WALL DETAIL**  
 NOT TO SCALE

VERTICAL REINFORCEMENT PER WALL REINFORCEMENT TABLE FOR 6 FT. BARREL WITH HORIZONTAL BARS (EQUAL TO CIRCUMFERENTIAL BARS)



**PLAN - FLAT SLAB TOP**

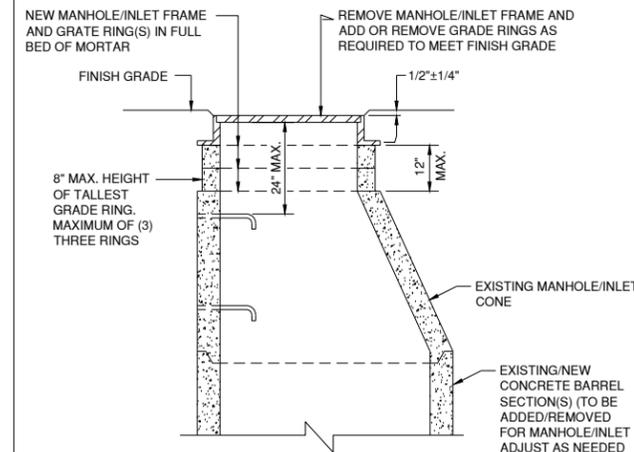
(SHOWING LAYOUT OF BOTTOM REINFORCEMENT BARS AND C BARS)



**PLAN - FLAT SLAB TOP**

(SHOWING LAYOUT OF WELDED WIRE REINFORCEMENT AND C BARS)

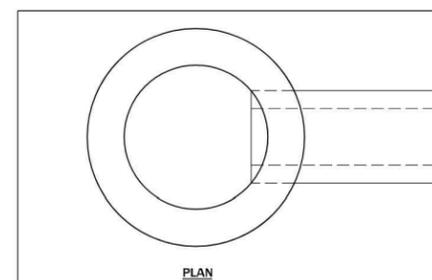
- \* #5 (#16) BARS FOR RISERS < 10' (3.05 M) TALL OR #6 (#19) BARS FOR RISERS > 10' (3.05 M) TALL BOTTOM. BUNDLE FIRST BAR WITH CLOSEST WWR BAR TO THE OPENING AND PLACE SECOND BAR ±3 (75) AWAY.



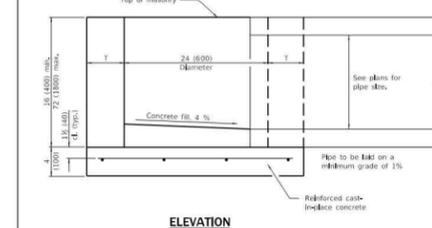
**ADJUST MANHOLE AND INLET**  
 NOT TO SCALE

**NOTES**

- REFER TO ASTM DESIGNATION C-478 FOR DESIGN AND STRENGTH REQUIREMENTS.
- WHEN AN ADJUSTMENT OF GREATER THAN 18" IN GRADE RINGS IS REQUIRED, THE MANHOLE SHALL BE RECONSTRUCTED WITH APPROVED PRE-CAST CONC. BARREL SECTIONS THE SAME SIZE AS MANHOLE DIA. AND PAID FOR AS ADJUST MANHOLE.
- ADJUSTING RINGS SHALL BE PRE-CAST REINFORCED CONCRETE. ALL ADJUSTING RINGS AND METAL FRAME SHALL BE MORTARED INTO PLACE WITHOUT THE USE OF SHIMS OF ANY TYPE.
- MORTAR SHALL HARDEN FOR 72 HOURS PRIOR TO PLACING GRAVEL OR ASPHALT DIRECTLY AROUND ADJUSTED STRUCTURE.
- THE MAXIMUM HEIGHT OF ANY SINGLE ADJUSTING RING(S) SHALL BE 8 INCHES INCLUDING EXISTING RINGS.
- THE MAXIMUM NUMBER OF RINGS IN ANY STRUCTURE IS THREE. THIS MAY REQUIRE THE CONTRACTOR TO REMOVE EXISTING RINGS AND REPLACE WITH DIFFERENT SIZE RINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING EXISTING MANHOLE CONFIGURATIONS AND SIZES FOR THE NECESSARY ADJUSTMENT.

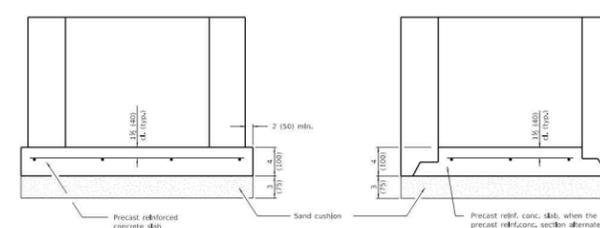


**PLAN**



**ELEVATION**

ALTERNATE MATERIALS FOR WALLS		T
BRICK MASONRY		8 (200)
CAST-IN-PLACE CONCRETE		6 (150)
CONCRETE MASONRY UNIT		5 (125)
PRECAST REINFORCED CONCRETE SECTION		3 (75)



**ALTERNATE METHODS**

**GENERAL NOTES**

Bottom slabs shall be reinforced with a minimum of 0.24 sq. ft. (210 sq. mm) in both directions with a maximum spacing of 10 (250).  
 Bottom slabs may be connected to the riser as determined by the fabricator however, only a single row of reinforcement around the perimeter may be utilized.  
 All dimensions are in inches (millimeters) unless otherwise shown.

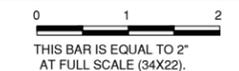
DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Distilled rls. in sheets.
	Added max. limit to height.
	Added general notes.

**INLET - TYPE A**

STANDARD 602301-04

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXWAY E

**DRAINAGE AND MISCELLANEOUS DETAILS - 2**

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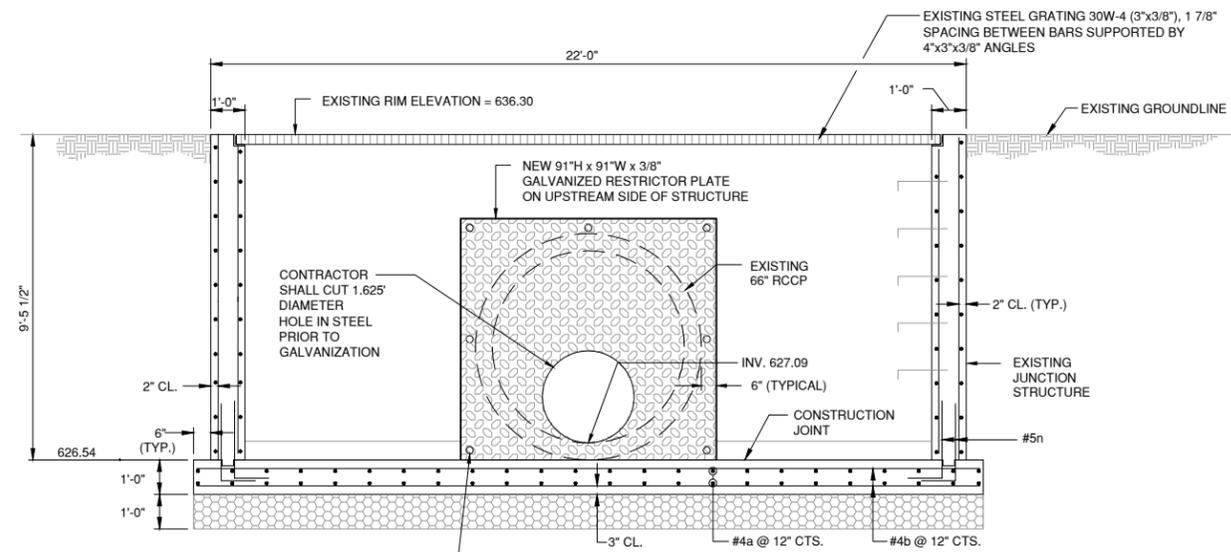
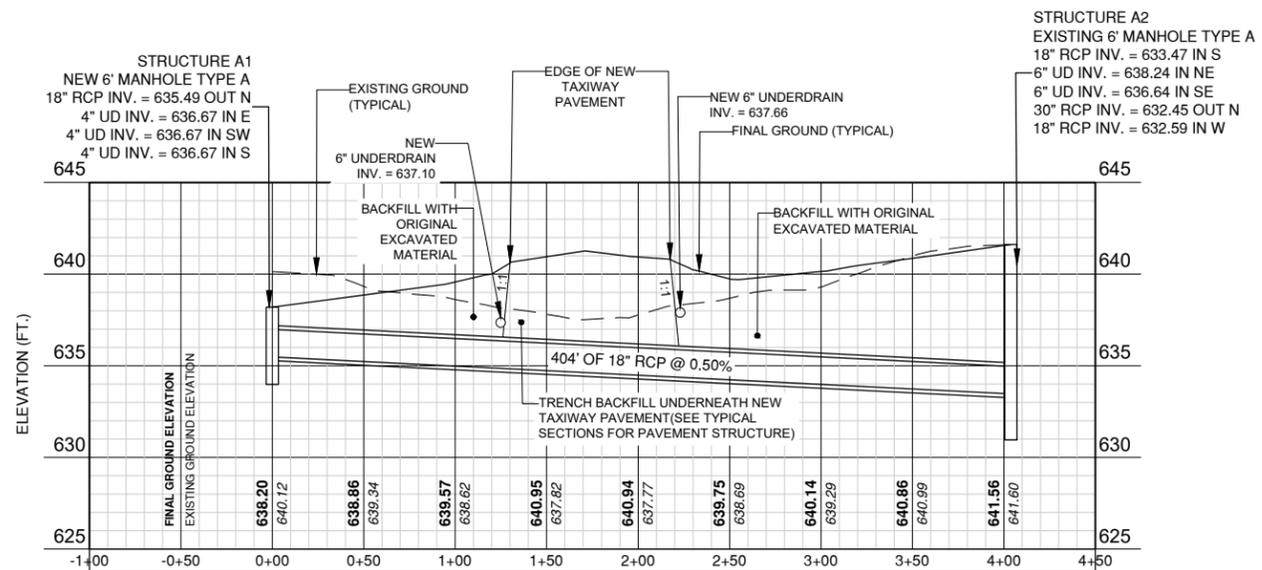
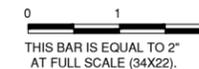


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DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

REVISIONS

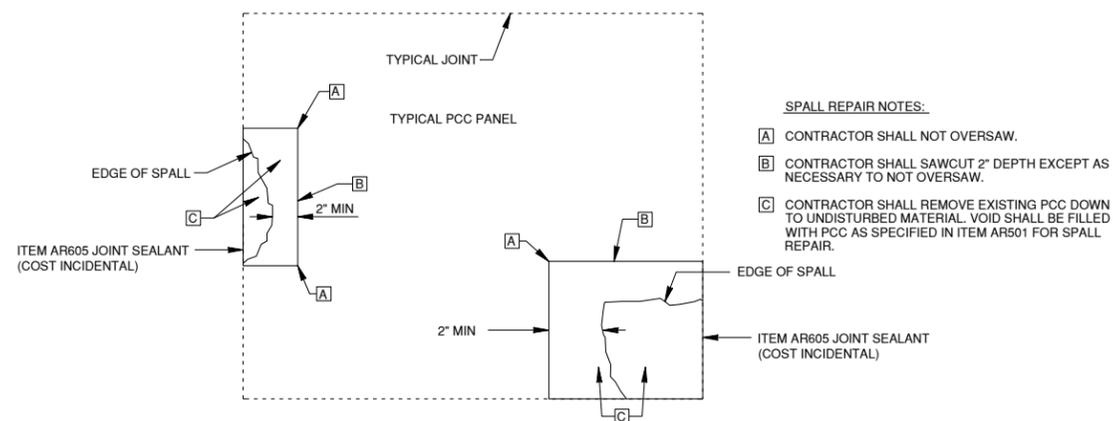
NUMBER	BY	DATE



NEW STAINLESS STEEL ANCHORS SHALL BE 1" DIAMETER OF SUFFICIENT LENGTH TO PROVIDE 6" MINIMUM EMBEDMENT INTO STRUCTURE WALL. ANCHORS SHALL BE CEMENTED INTO STRUCTURE WITH HIGH STRENGTH EPOXY. PLATE RESTRICTOR SHALL BE TACK WELDED TO ANCHORS. (TYPICAL)

INSTALL RESTRICTOR PLATE (AR800004)

NOT TO SCALE



PLAN VIEW SPALL REPAIR DETAIL (AR800009)

NOT TO SCALE

NOTE: SPALL REPAIR MATERIAL SHALL CONFORM TO THE REQUIREMENTS OF ASTM C881, TYPE III

CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

DRAINAGE AND MISCELLANEOUS DETAILS - 3

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DATE:	04/18/2025
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**SECTION PARALLEL TO PIPE**  
(Without vertical top fiber)

**SECTION PERPENDICULAR TO PIPE**  
(With vertical top fiber)

**FLAT SLAB TOP JOINT CONFIGURATIONS**  
(Without vertical top fiber)

**BASE SLAB JOINT CONFIGURATIONS**

**GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES**

**GENERAL NOTES**

**REVISIONS**

**PRECAST MANHOLE TYPE A  
4' (1.22 m) DIAMETER**  
STANDARD 602401-07

**PLAN - FLAT SLAB TOP**  
(Showing layout of reinforcement bars and c bars)

**JOINT SPLICE**

**CONNECTION ANGLE**

**TIE PLATE**

**FLAT SLAB TOP REINFORCEMENT**

Location	WWR (each direction)		Rebar		Bar Size
	A <sub>s</sub> (imp.)	Spacing (max.)	A <sub>s</sub> (imp.)	Spacing (max.)	
Bottom floor	0.62 sq. ft./ft. (1150)	6	See plan view for rebar orientation and spacing and tie scale for bar size	#5	(#16)

**WALL REINFORCEMENT**

Location	Orientation	WWR or Rebar	
		A <sub>s</sub> (imp.)	Spacing (max.)
Riser	Circumferential	0.12 sq. ft./ft. (234 sq. mm/m)	6 (150)
	Vertical	0.049 sq. ft./ft. (95 sq. mm/m)	8 (200)
Barrel	Circumferential	0.12 sq. ft./ft. (234 sq. mm/m)	6 (150)
	Vertical	0.16 sq. ft./ft. (329 sq. mm/m)	4 (100)

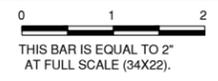
**BASE SLAB REINFORCEMENT**

Location	Total Height	WWR or Rebar (each direction)	
		A <sub>s</sub> (imp.)	Spacing (max.)
Top Mat	≤ 20 ft. (6.10 m)	0.24 sq. ft./ft. (508 sq. mm/m)	6 (150)
	> 20 ft. (6.10 m)	0.24 sq. ft./ft. (508 sq. mm/m)	(250)

**PRECAST MANHOLE TYPE A  
4' (1.22 m) DIAMETER**  
STANDARD 602401-07

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

**DRAINAGE AND MISCELLANEOUS DETAILS - 4**

**CAST FRAME**

**SECTION C-C**

**SECTION F-F**

**SECTION D-D**

**CAST OPEN LID**

**SECTION B-B**

**SECTION E-E**

**ADA COMPLIANT CAST OPEN LID**

**CAST CLOSED LID**  
Gray Iron Lid

**ALTERNATE MATERIALS FOR WALLS**

	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)

**REVISIONS**

**FRAME AND LIDS  
TYPE 1**  
STANDARD 604001-05

**PLAN**

**ELEVATION**

**ALTERNATE METHODS**

**GENERAL NOTES**

**REVISIONS**

**INLET - TYPE A**  
STANDARD 602301-04

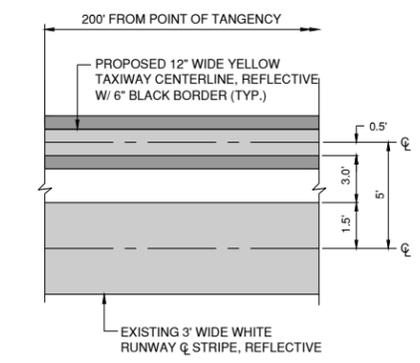
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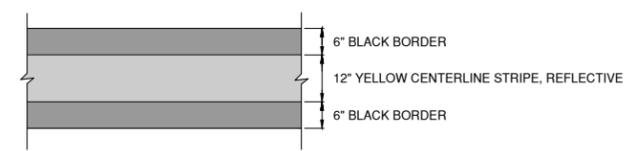
**CHICAGO EXECUTIVE AIRPORT**

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DRAWN BY: JRO  
CHECKED BY: DKP  
APPROVED BY: DKP  
DATE: 04/18/2025  
JOB No: 20092262.00

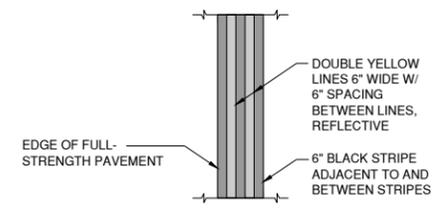




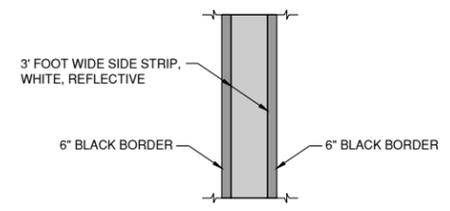
**TAXIWAY LEAD-IN TANGENT DETAIL**  
NOT TO SCALE



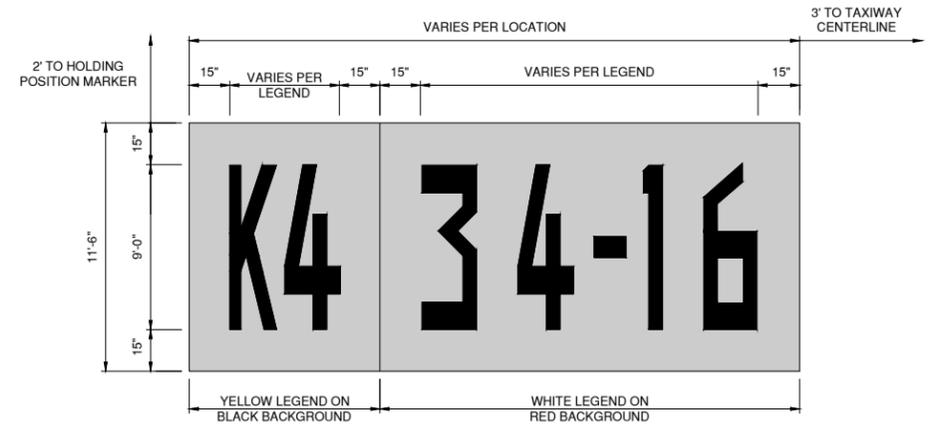
**TAXIWAY CENTERLINE DETAIL**  
NOT TO SCALE



**TAXIWAY  
EDGE MARKINGS  
CONTINUOUS**  
NOT TO SCALE

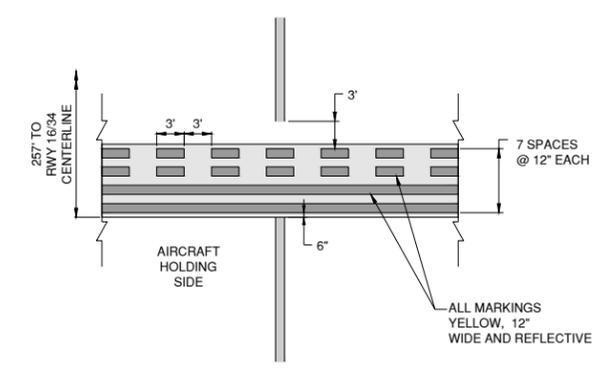


**RUNWAY  
EDGE MARKINGS  
CONTINUOUS**  
NOT TO SCALE



**SURFACE PAINTED HOLDING POSITION SIGN**  
NOT TO SCALE

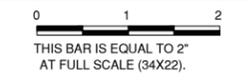
1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION.
2. ALL SURFACE PAINTED LOCATION SIGNS SHALL HAVE A BLACK BACKGROUND WITH A YELLOW INSCRIPTION.
3. ALL SURFACE PAINTED SIGNS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
4. LEGENDS SHALL BE AS SHOWN ON THE PAVEMENT MARKING PLAN SHEET.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FIGURES B-1 THROUGH B-5 IN FAA ADVISORY CIRCULAR 150/5340-1M (LATEST EDITION), APPENDIX B.



**RUNWAY HOLDING POSITION MARKING**  
NOT TO SCALE

IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

PAVEMENT MARKING DETAILS

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APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

FILE: K:\ChicagoExecApo\20092262-00\_HasSubReconfigure\TPR\1\Draw\Sheets\hospst - Lighting Plan.dwg  
 6/16/2010 10:50:00 AM  
 6/16/2010 10:50:00 AM  
 6/16/2010 10:50:00 AM

**LEGEND**

- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - QUARTZ
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - LED
- NEW TAXI GUIDANCE SIGN - LED
- NEW RUNWAY GUARD LIGHTS
- NEW ELECTRICAL HANDHOLE
- NEW IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT - QUARTZ
- NEW 2" SCHEDULE 80 PVC CONDUIT, DIRECT BURY
- NEW 4-WAY CONCRETE ENCASED DUCT
- NEW RGL CIRCUIT IN 2" PVC DUCT, DIRECT BURY
- NEW TAXIWAY K CIRCUIT IN 2" SCHEDULE 80 PVC DUCT, DIRECT BURY
- NEW RUNWAY 16/34 CIRCUIT
- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE/STAKE MOUNTED/IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
- EXISTING ELECTRIC/STORM/SANITARY MANHOLE/WATER VALVE VAULT
- EXISTING ELECTRIC HANDHOLE
- EXISTING AIRFIELD GUIDANCE SIGN

**ELECTRICAL PLAN KEYED NOTES**

- ① CONNECT NEW CONDUIT TO EXISTING TAXI GUIDANCE SIGN AND CONNECT NEW CABLE TO EXISTING CABLE
- ② CONNECT NEW CONDUIT TO EXISTING BASE MOUNTED LIGHT AND CONNECT NEW CABLE TO EXISTING CABLE
- ③ CONNECT NEW CONDUIT TO EXISTING RGL CAN AND CONNECT NEW CABLE TO EXISTING CABLE
- ④ CONNECT NEW CONDUIT TO EXISTING ELECTRICAL MANHOLE AND CONNECT NEW CABLE TO EXISTING CABLE
- A NEW 2" PVC DUCT, DIRECT BURY WITH 1-1/C #8 5KV UG CABLE (RUNWAY 16/34 CIRCUIT)
- B NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (TAXIWAY K4 CIRCUIT)
- C NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (TAXIWAY K4 CIRCUIT)
- D NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (RGL CIRCUIT)
- E NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (RUNWAY 16/34 CIRCUIT)

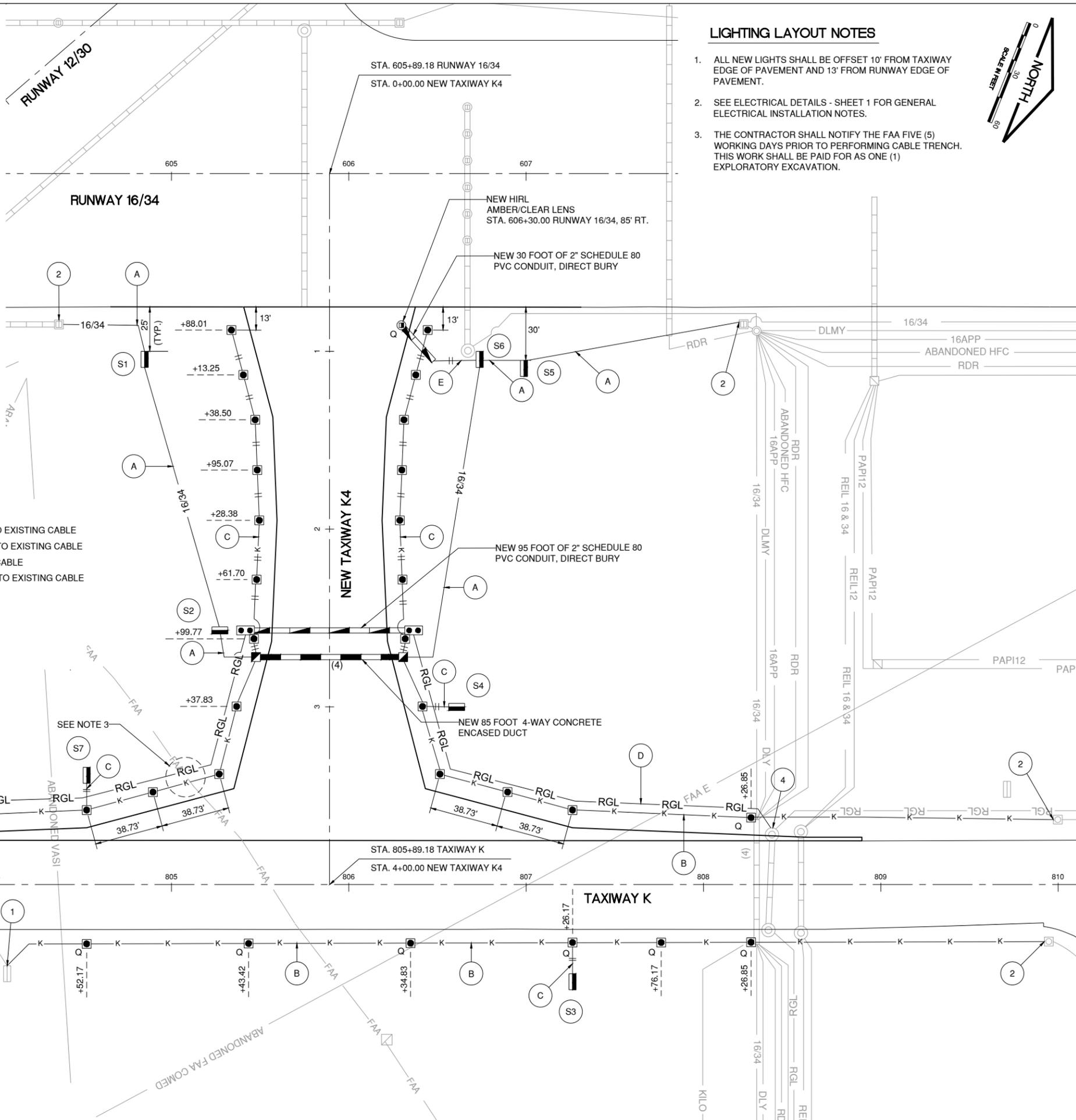
**LIGHTING LAYOUT NOTES**

1. ALL NEW LIGHTS SHALL BE OFFSET 10' FROM TAXIWAY EDGE OF PAVEMENT AND 13' FROM RUNWAY EDGE OF PAVEMENT.
2. SEE ELECTRICAL DETAILS - SHEET 1 FOR GENERAL ELECTRICAL INSTALLATION NOTES.
3. THE CONTRACTOR SHALL NOTIFY THE FAA FIVE (5) WORKING DAYS PRIOR TO PERFORMING CABLE TRENCH. THIS WORK SHALL BE PAID FOR AS ONE (1) EXPLORATORY EXCAVATION.



IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT**  
**WHEELING/PROSPECT HEIGHTS, ILLINOIS**  
**RECONFIGURE TAXIWAY E**  
**LIGHTING AND ELECTRICAL PLAN**

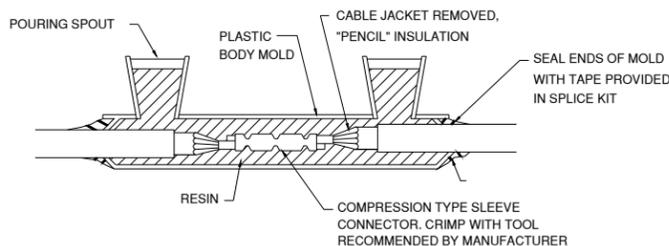
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CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00
<b>FINAL</b>	
SHEET 30 OF 41 SHEETS	

6/16/2015 10:00 AM

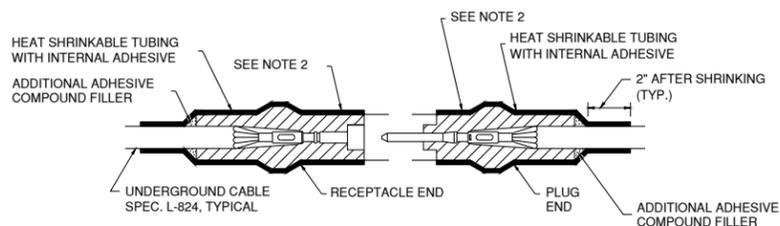
6/16/2015 10:00 AM

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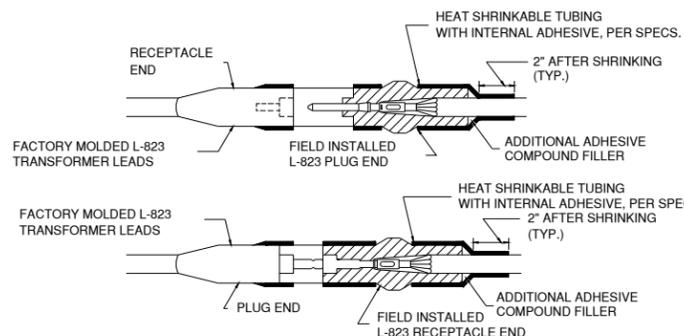
### TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



### TYPE B - CABLE SPLICE

NOT TO SCALE FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



### TYPE C AND D - CABLE SPLICE

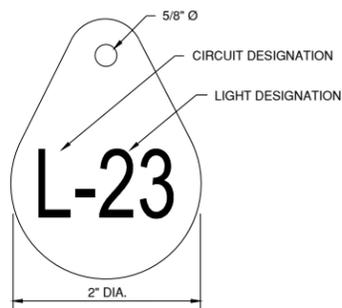
NOT TO SCALE FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS

### SPLICE NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 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.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
- THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.

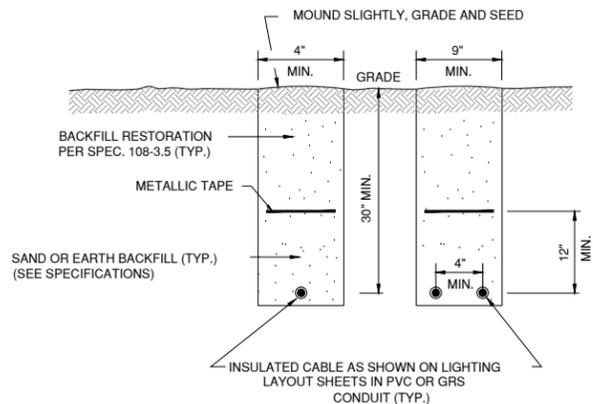
### NOTES

- INSTALL A NON-CORROSIVE 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.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



### LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

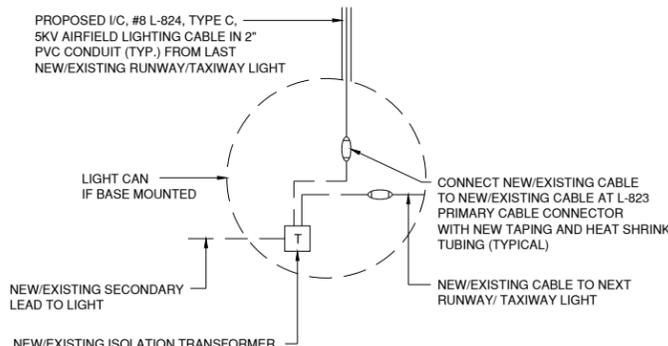


### TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

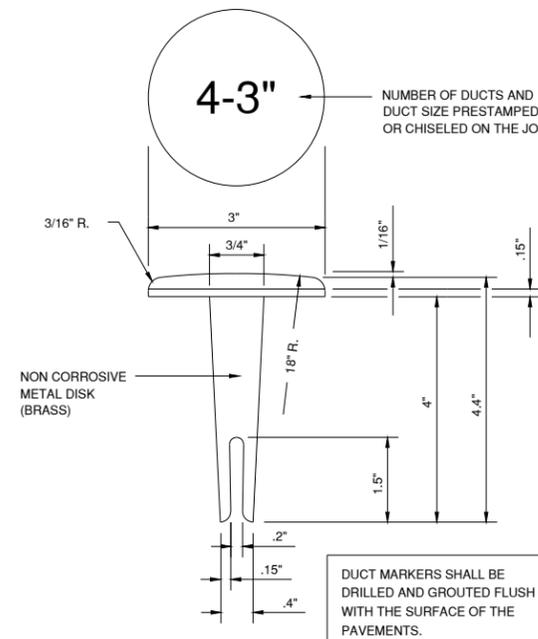
### NOTES

- 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.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.



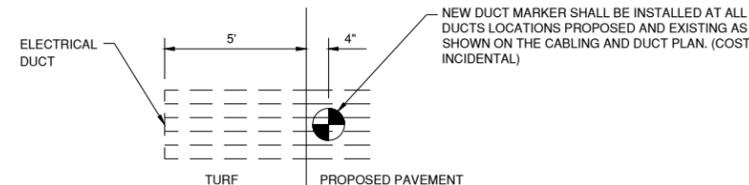
### RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



### DUCT MARKER DETAIL

NOT TO SCALE



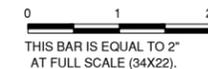
### GENERAL ELECTRICAL INSTALLATION NOTES

- CONCRETE BASES FOR BASE MOUNTED LIGHTS, SIGNS AND SPLICE CANS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (ITEM 610).
- TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- 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 1/2 INCH #8 5 KV, L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR AND 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. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.
- ALL SIGNS, LIGHTS AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT EXECUTIVE DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
- ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIAMETER COLUMN AND FRANGIBLE COUPLINGS, UNLESS OTHERWISE NOTED.
- INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.
- INSTALL 1/2 INCH #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED, AT NO ADDITIONAL COST.
- DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- CONDUIT CONNECTIONS TO EXISTING BASE MOUNTED LIGHTS, TAXI GUIDANCE SIGNS OR CONDUIT SHALL BE CONSIDERED INCIDENTAL TO THE NEW CONDUIT INSTALLATION.
- REMOVAL AND DISPOSAL OF EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED.
- CORING INTO EXISTING LIGHT AND SIGN CANS AND CONNECTING NEW CONDUIT TO THE EXISTING LIGHT AND SIGN CANS SHALL BE CONSIDERED INCIDENTAL TO THE CONDUIT INSTALLATION. AT THE CONTRACTOR'S OPTION, HE MAY REPLACE THE SIGN OR LIGHT BASE WITH A NEW UNIT WITH THE PROPER NUMBER OF CONDUIT OPENINGS IN LIEU OF CORING. AT NO ADDITIONAL COST TO THE CONTRACT.

IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

### REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

ELECTRICAL DETAILS - 1

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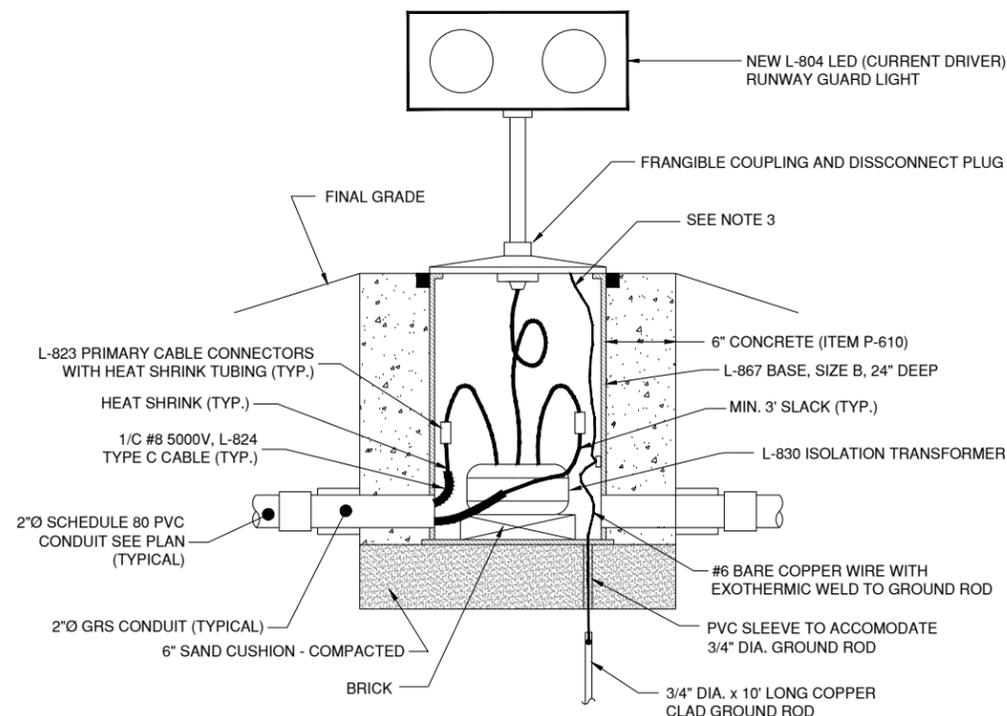


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DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262-00

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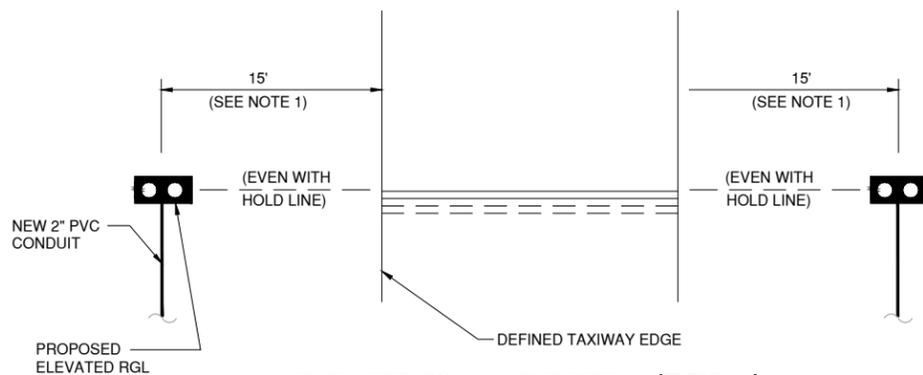


**INSTALLATION OF ELEVATED RGL (TYPICAL)**

NOT TO SCALE

**NOTES**

- ALL BOLTS SHALL BE TREATED WITH APPROVED ANTI-SEIZING COMPOUND.
- BARE COPPER GROUND WIRE AND GROUND ROD TO BE INCIDENTAL TO LIGHT PAY ITEM.
- ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 4' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.
- L-830 ISOLATION TRANSFORMERS SHALL BE SIZED PER ELEVATED LED RGL MANUFACTURER REQUIREMENTS. FURNISH, INSTALL AND PROGRAM REMOTE MONITORING DEVICES FOR UN-MONITORED ELEVATED RGL SYSTEM.



**ELEVATED RGL LAYOUT DETAIL (TYPICAL)**

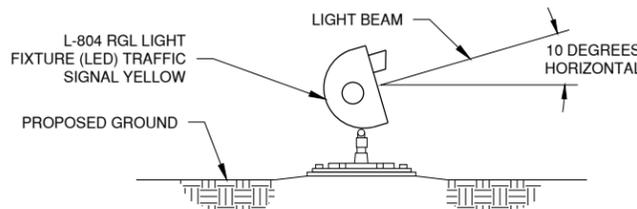
NOT TO SCALE

**NOTES**

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

**DUCT BANK DETAIL NOTES**

- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
- DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL P.C.C. CONCRETE.
- LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
- DUCT BANKS SHALL EXTEND A MINIMUM OF 5' BEYOND THE NEW EDGE OF PAVEMENT.
- INSTALL SPLIT DUCT AROUND ALL EXISTING CABLES TO REMAIN. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE DUCT BANK TRENCH BELOW PAVEMENT SHALL BE BACKFILLED WITH CA-6 AGGREGATE IN ACCORDANCE WITH ITEM 701-3.5 (COST INCIDENTAL TO THE DUCT PAY ITEM).



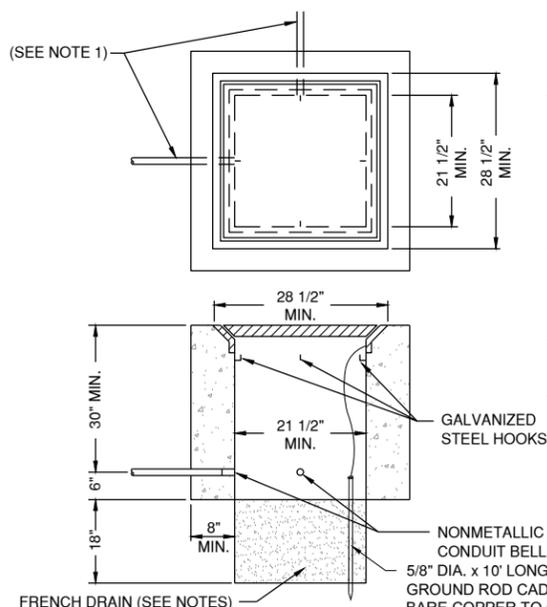
**L-804 RUNWAY GUARD LIGHT HORIZONTAL AIMING DETAIL**

NOT TO SCALE

RUNWAY GUARD LIGHT AIMING SCHEDULE			
TAXIWAY	L	Δ A R	Δ B
K4	7.1°	7.1°	10°

**NOTES:**

- CONTRACTOR SHALL AIM THE RGL UNITS 10 DEGREES UPWARD PER MANUFACTURER'S INSTRUCTIONS.
- ELEVATED RGL SHALL BE PLACED IN LINE WITH THE RUNWAY HOLD LINE, AND AT A 15' OFFSET FROM THE EDGE OF THE TAXIWAY TO THE CENTER OF THE RGL FIXTURE.
- Δ A IS THE ANGLE THE UNIT SHOULD BE AIMED TOWARDS THE TAXIWAY CENTERLINE AND IS SYMMETRICAL ABOUT THE TAXIWAY CENTERLINE. MINOR ADJUSTMENTS MAY BE MADE DEPENDING ON THE FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT ENGINEER.
- Δ B IS THE ANGLE THE UNIT SHOULD BE AIMED UPWARD FROM THE HORIZONTAL AND IS THE SAME FOR EACH UNIT IN EVERY PAIR OF RGL'S.

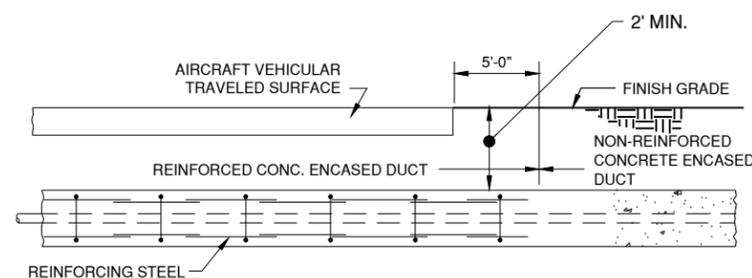


**CONCRETE ELECTRICAL HANDHOLE DETAIL - IDOT STANDARD NO. 814001**

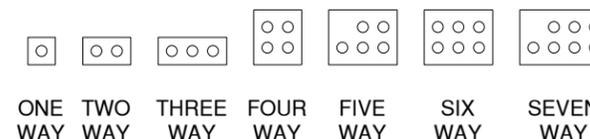
NOT TO SCALE

**NOTES**

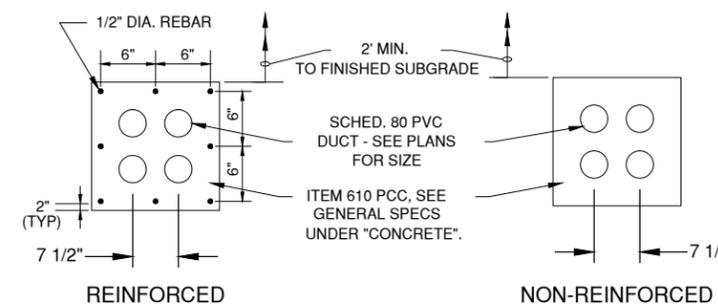
- CONDUIT ENTRANCES AND NUMBER OF CONDUITS SHALL BE AS SHOWN ON SITE PLAN VIEW.
- COVER SHALL BE STAMPED "ELECTRICAL".
- FRENCH DRAIN AGGREGATE SHALL BE CA-18 (COST INCIDENTAL TO HANDHOLE).
- COVER SHALL BE HINGED WITH A SAFETY BAR.
- THE HANDHOLE LID ASSEMBLY SHALL MEET H20 LOADING.



**REINFORCED DUCT INSTALLATION**



**TYPICAL DUCT BANK CONFIGURATIONS**

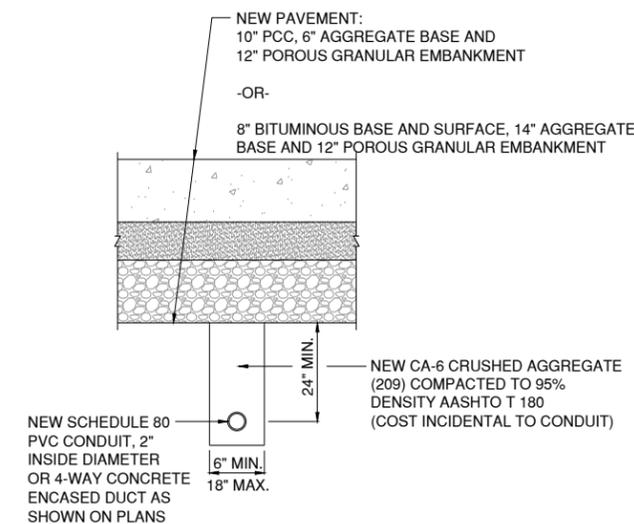


**CONCRETE ENCASED DUCT DETAILS (4-WAY SHOWN)**

NOT TO SCALE

**NOTES**

- REINFORCED STEEL TO BE MIN. #4 REBAR, MIN. 18" LAP.



**PVC CONDUIT/CONCRETE ENCASED DUCT UNDER PAVEMENT DETAIL**

NOT TO SCALE

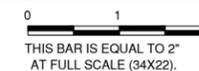
**NOTES**

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

IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

**ELECTRICAL DETAILS - 2**

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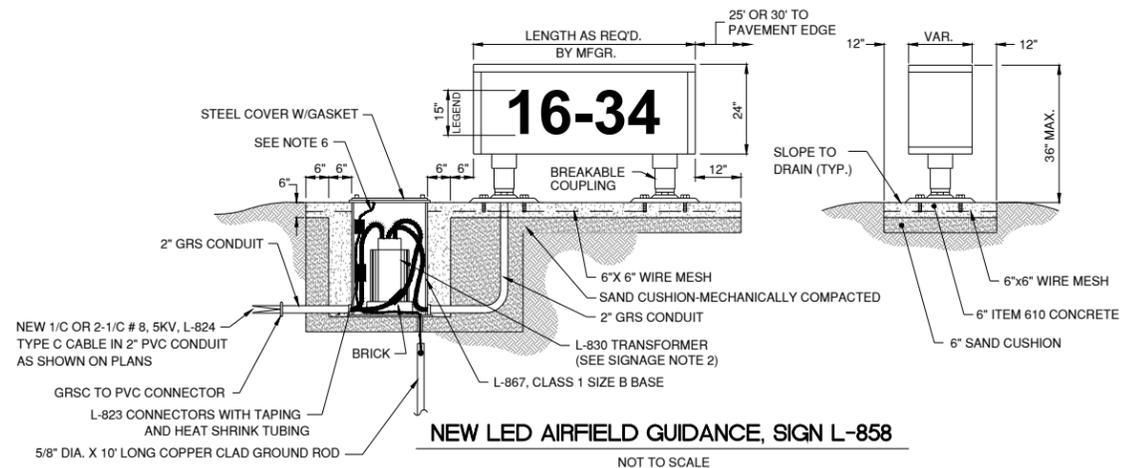
DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**

6/10/2025 10:00 AM

6/10/2025 10:00 AM

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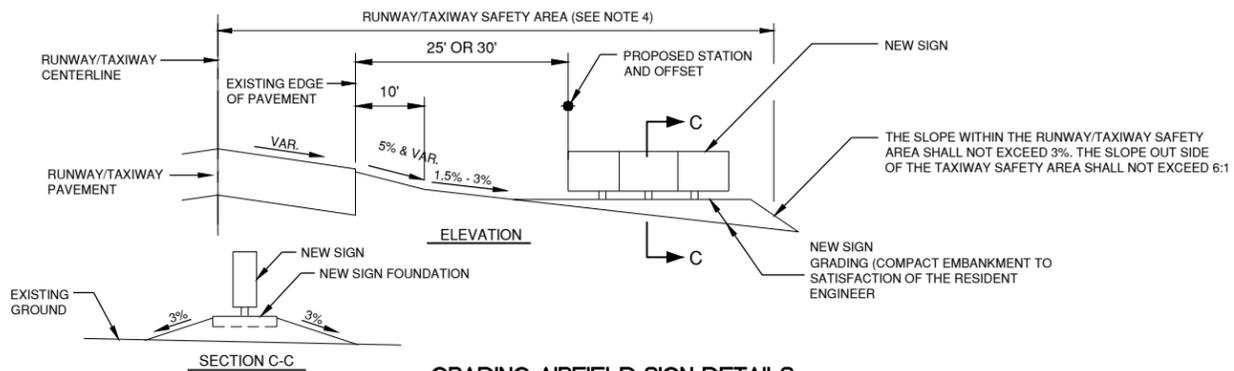
**SIGNAGE NOTES**

- ALL SIGNS ARE 2-SIDED LED SIGNS, SIZE 2, STYLE 2/3, CLASS 2. SIGNS SHALL BE CAPABLE OF BEING CONNECTED TO A 3-STEP OR 5-STEP REGULATOR.
- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
- LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
- THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.
- ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 4' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.

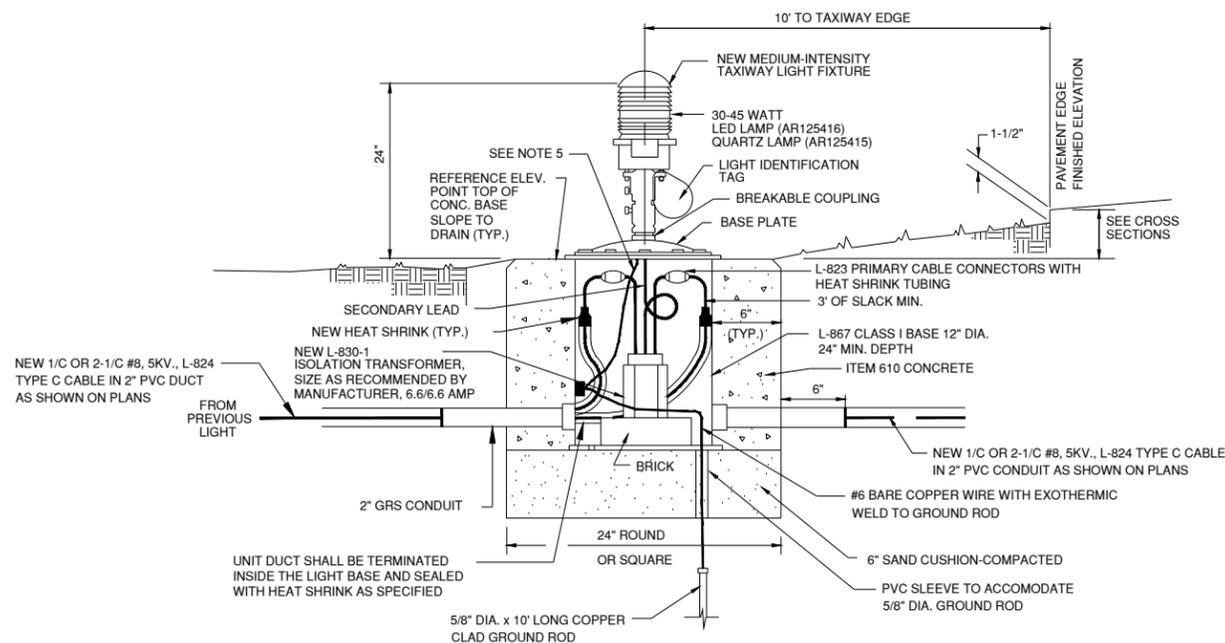
AIRFIELD SIGNAGE SCHEDULE					
NEW SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION	NOTES
S1	N S	BLANK K4	0 3	STA. 604+85, 100' RT. C RUNWAY 16/34	NEW, 3 CHARACTER
S2	W E	BLANK K4 34-16	0,2 2,1	STA. 2+57, 57.5' RT. C TAXIWAY K4	NEW, 7 CHARACTER
S3	N S	BLANK K4	3,2 0	STA. 807+26, 50' RT. C TAXIWAY K	NEW, 4 CHARACTER
S4	W E	BLANK K4	3,2 0	STA. 3+00, 67' LT. C TAXIWAY K4	NEW, 5 CHARACTER
S5	N S	BLANK K4	3 0	STA. 606+99, 105' RT. C RUNWAY 16/34	NEW, 3 CHARACTER
S6	N S	BLANK Z1-00	1 0	STA. 606+74, 100' RT. C RUNWAY 16/34	NEW, 5 CHARACTER
S7	N S	BLANK K4	0,2 2,3	STA. 804+52, 57' LT. C TAXIWAY K	NEW, 4 CHARACTER

**NEW SIGN TYPE LEGEND**

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



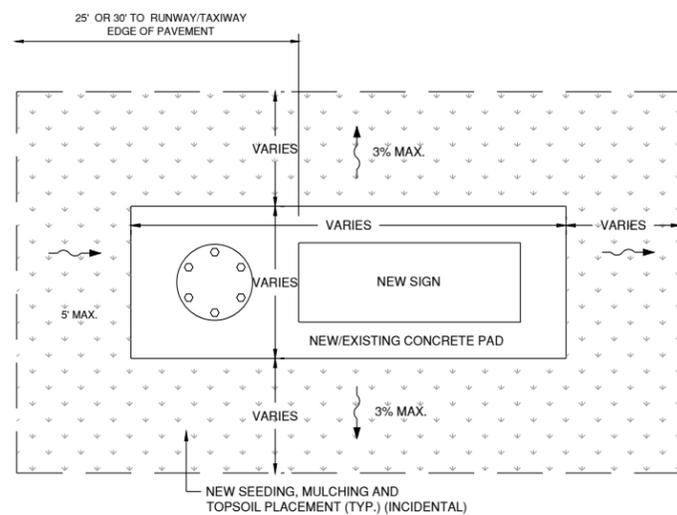
**GRADING AIRFIELD SIGN DETAILS**  
NOT TO SCALE



**NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT (AR125415 AND AR125416)**  
NOT TO SCALE

**LIGHTING NOTES**

- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR EACH LAMP TYPE.
- NON-LED FIXTURES SHALL UTILIZE QUARTZ LAMPS.
- SEE ELECTRICAL AND LIGHTING PLAN FOR LOCATIONS OF QUARTZ OR LED FIXTURES.
- ARCTIC KIT SHALL NOT BE REQUIRED FOR LED FIXTURES.
- ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 4' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.



**TYPICAL LANDSCAPING FOR NEW SIGN**  
NOT TO SCALE

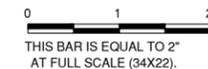
**NOTES:**

- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES/SLOPES IN THE FIELD.
- IT IS ESTIMATED THAT 2 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT THE SIGN BASE FOUNDATIONS. ALL MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE APPROVED BY THE RESIDENT ENGINEER. ALL OFFSITE MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE CATEGORIZED AS CLEAN CONSTRUCTION OR DEMOLITION DEBRIS IN ACCORDANCE WITH SECTION 905-1.2 OF THE SPECIAL PROVISIONS. COSTS TO CONSTRUCT THE EMBANKMENT SHALL BE INCIDENTAL TO THE SIGN PAY ITEM. ESTIMATED QUANTITY OF EMBANKMENT IS FOR INFORMATION ONLY AND NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ANY ADDITIONAL EMBANKMENT NEEDED.
- ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.
- DIMENSIONS:  
RUNWAY 16/34 = 25'  
RUNWAY 12/30 = 75'  
RUNWAY 6/24 = 60'  
ALL TAXIWAYS = 34' OFF PAVEMENT EDGES

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

**ELECTRICAL DETAILS - 3**

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CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

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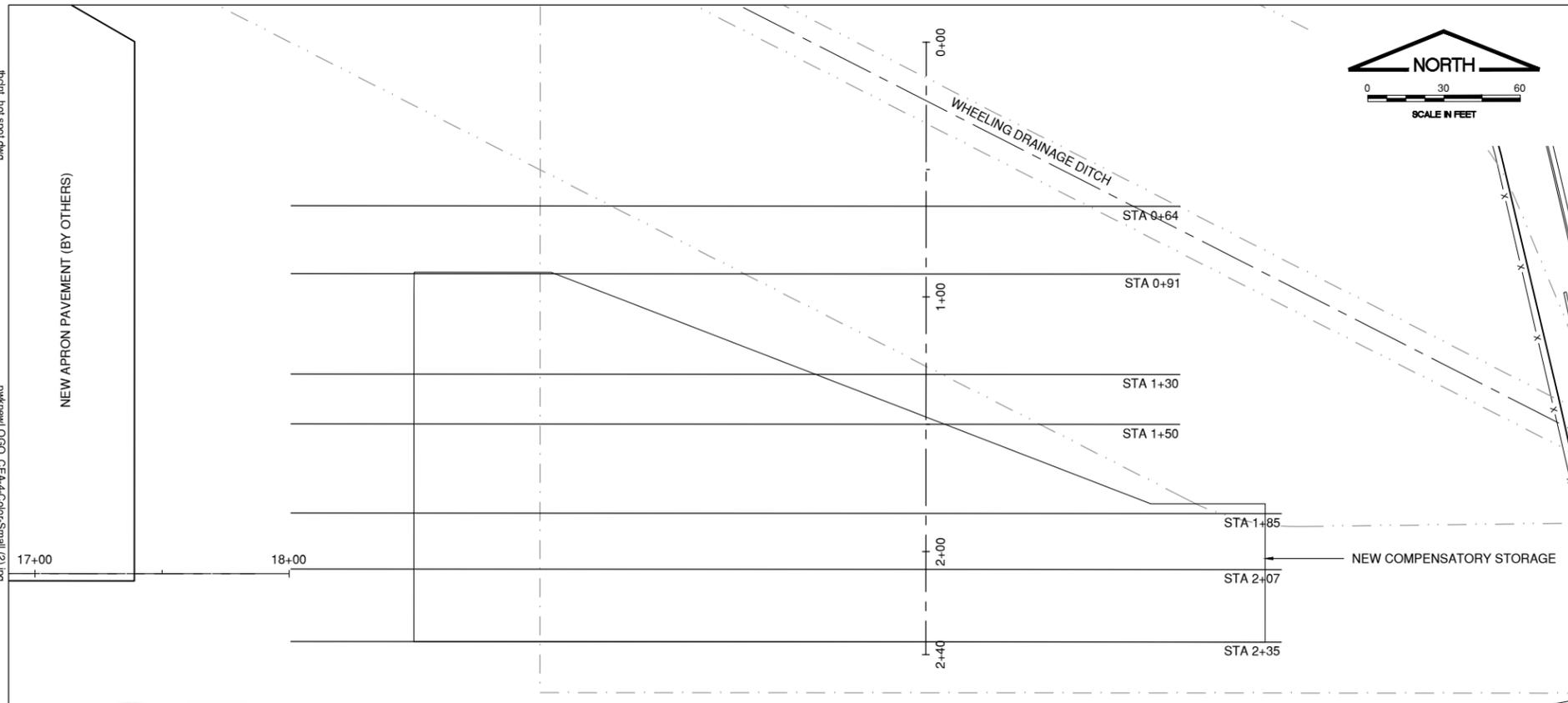


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Grading Plan.dwg

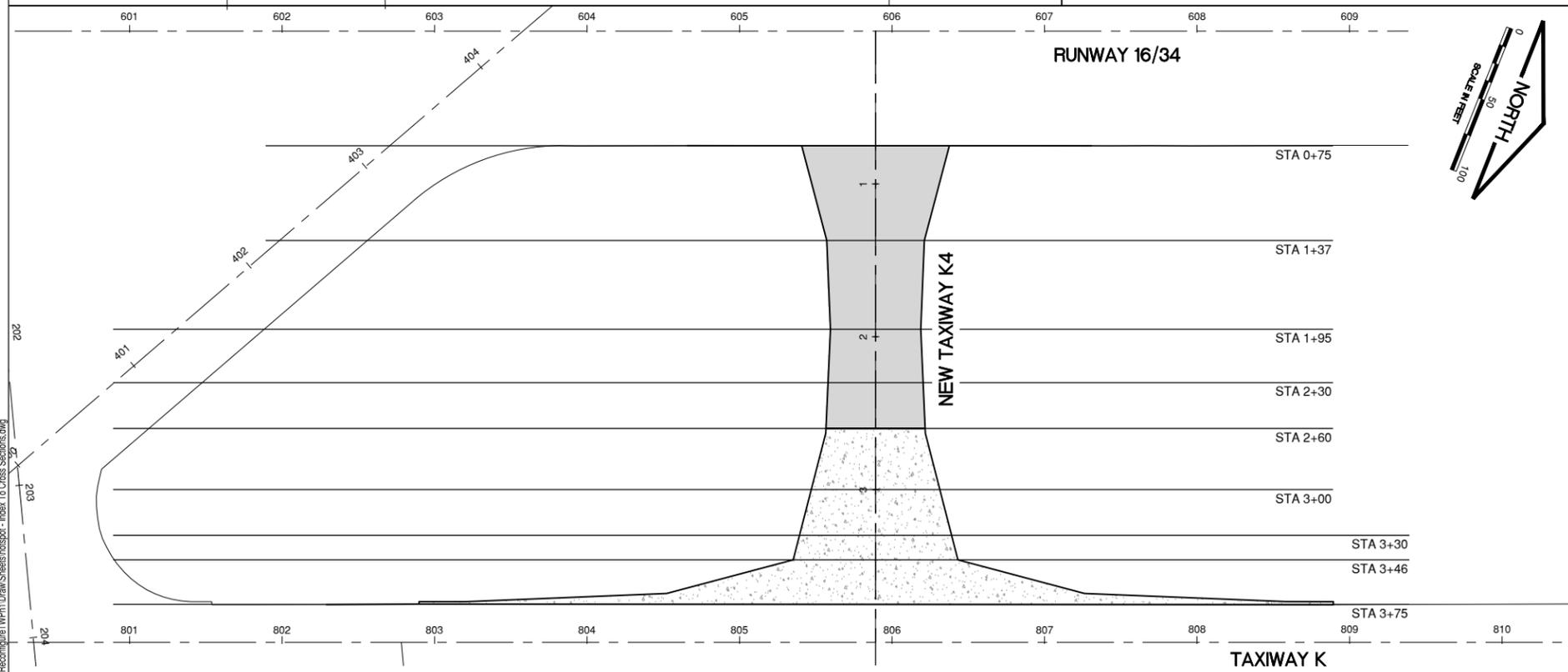
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**NE QUAD COMPENSATORY STORAGE**



**EARTHWORK SUMMARY TABLE**

SCOPE OF WORK	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
TAXIWAY K4	1,510	1,170	1,250	2,500	270
NE QUAD COMPENSATORY STORAGE	1,030	390	-	1,090	-

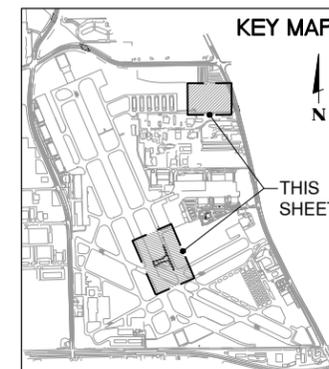
**TAXIWAY K4**

**GENERAL EARTHWORK NOTES:**

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AREAS.
- THE CONTRACTOR SHALL ENSURE THAT 4 INCHES OF TOPSOIL CAN BE SPREAD OVER THE LIMITS OF THE GRADED AREA. IN SOME CASES, CONTRACTOR MAY BE REQUIRED TO OVER-EXCAVATE TO PROVIDE THE REQUIRED 4-INCH TOPSOIL LAYER. THE EARTHWORK QUANTITIES SHOWN INCLUDE THE REQUIRED OVER-EXCAVATION AND ARE SHOWN IN THE CROSS SECTIONS.
- TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL.
- ANY EXCESS MATERIAL INCLUDING CLAY, UNSUITABLE MATERIAL, UNCLASSIFIED EXCAVATION AND TOPSOIL SHALL BE STOCKPILED ON AIRPORT PROPERTY AS DIRECTED BY THE RESIDENT ENGINEER EXCEPT EXCESS TOPSOIL FROM NE QUAD COMPENSATORY STORAGE. ALL EXCESS TOPSOIL FROM NE QUAD COMPENSATORY STORAGE SHALL BE HAULED OFFSITE.
- ALL CCDD AND ENVIRONMENTAL TESTING AND ANY TESTING AND HANDLING REQUIREMENT BY THE CONTRACTOR AND/OR CONTRACTOR'S DISPOSAL FACILITY(S) FOR ALL HAULED OFF MATERIALS, SHALL BE COMPLETED BY THE CONTRACTOR AND AT THE CONTRACTOR'S EXPENSE. ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 IS ATTACHED IN THE SPECIAL PROVISIONS.
- ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 SHOWS THAT AT TAXIWAY K4 LOCATION, THE SOILS THAT ARE 2' BELOW EXISTING GROUND DO NOT MEET CCDD COMPLIANCE. THIS MATERIAL SHALL NOT BE HAULED OFF SITE. THE CONTRACTOR SHALL USE EXCAVATED TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION WITHIN 2' BELOW EXISTING GROUND FOR TOPSOIL PLACEMENT AND SHOULDER FILL WITHIN PROJECT GRADING LIMITS. THE PLACEMENT AND COMPACTION OF TOPSOIL AND SHOULDER FILL ARE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION PAY ITEM.
- ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 SHOWS THAT AT NE QUAD COMPENSATORY LOCATION, THE TOPSOIL THAT IS 1' BELOW EXISTING GROUND MEETS CCDD COMPLIANCE. THIS MATERIAL SHALL BE HAULED OFF SITE. THE CONTRACTOR SHALL STOCKPILE EXCESS CLAY MATERIAL ON AIRPORT PROPERTY AS DIRECTED BY THE RESIDENT ENGINEER. THE HAULING, PLACEMENT AND COMPACTION OF EXCESS CLAY ARE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION PAY ITEM.
- EARTH STORM SEWER SPOILS AND INFILTRATION TRENCH EXCAVATION SPOILS CAN BE USED AS EMBANKMENT FILL AND SHOULDER FILL AND COMPACT TO GRADE. THE PLACEMENT AND COMPACTION OF EARTH STORM SEWER SPOILS AND INFILTRATION TRENCH EXCAVATION SPOILS SHALL BE CONSIDERED INCIDENTAL.

**LEGEND**

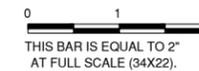
- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT



IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

**REVISIONS**

NUMBER	BY	DATE



**CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E**

**INDEX TO CROSS SECTIONS**

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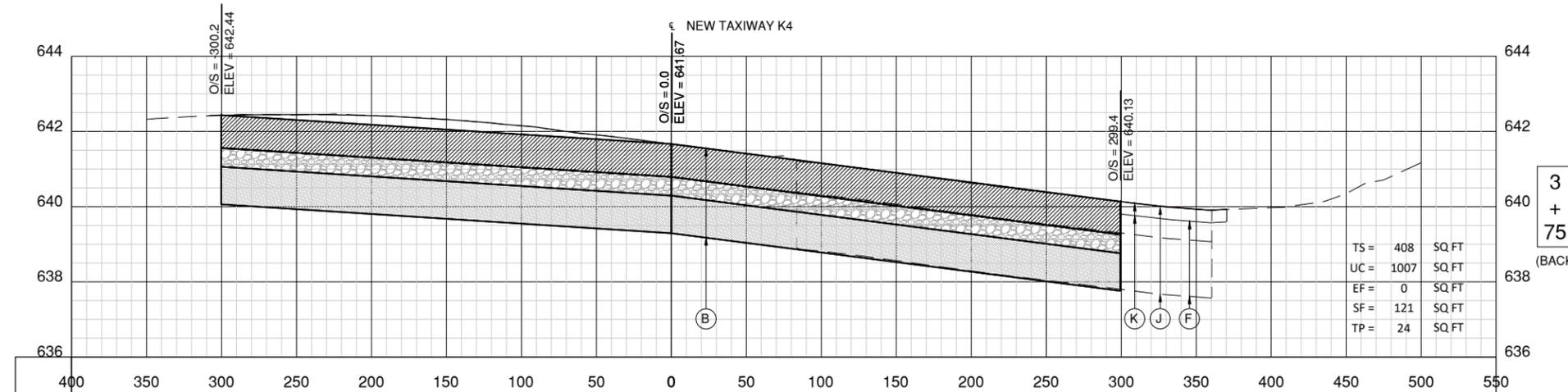


DESIGN BY: STL  
 DRAWN BY: JRO  
 CHECKED BY: STL  
 APPROVED BY: DKP  
 DATE: 04/18/2025  
 JOB No: 20092262.00

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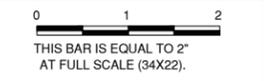




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IL CONTRACT: PA067  
IL LETTING ITEM: 05A  
IL PROJECT: PWK-5161  
S.B.G. PROJECT: 3-17-SBGP-TBD

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NUMBER	BY	DATE

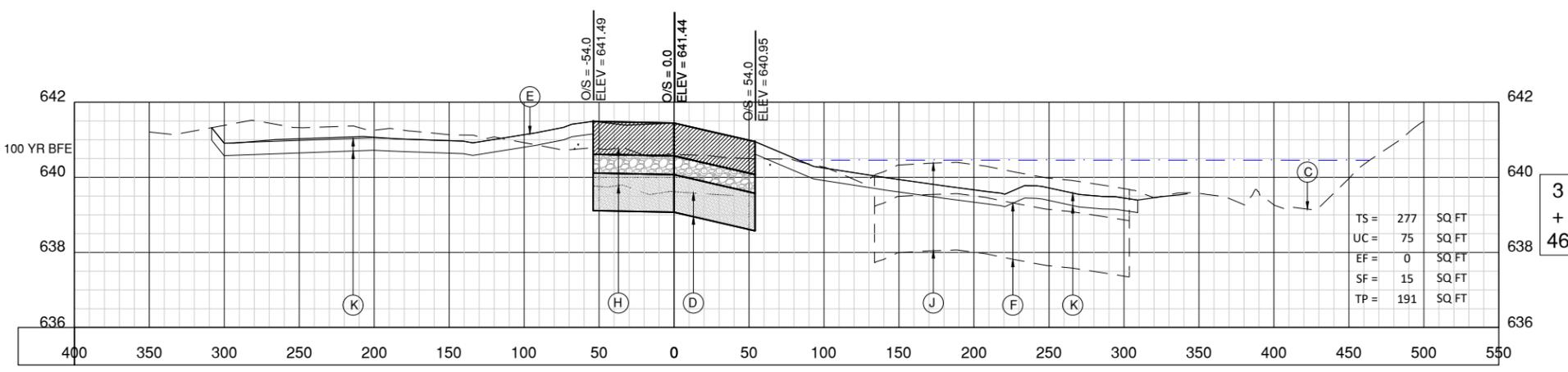


CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E  
**CROSS SECTIONS - 3**

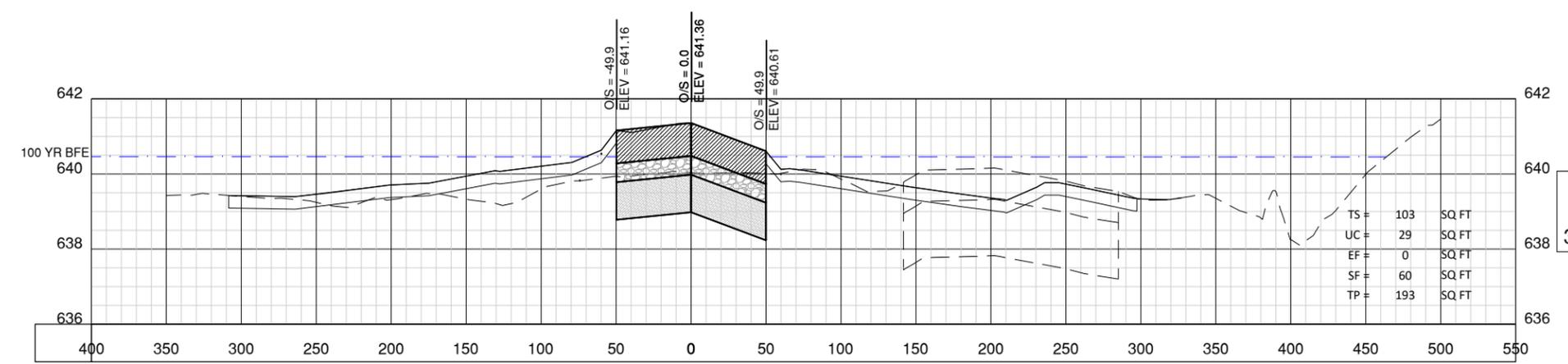
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**CHICAGO EXECUTIVE AIRPORT**

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CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

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SHEET 38 OF 41 SHEETS



3  
+  
46



3  
+  
30

SEE CROSS SECTIONS - 1 FOR NOTES AND LEGEND

**TAXIWAY E**



**Geo Services, Inc.** GEO Job No. 24091  
**SOIL BORING LOG** Page 1 of 1  
 Date 11/6/24  
 ROUTE Chicago Executive Airport DESCRIPTION Hot Spot- Reconfiguration of Taxiways LOGGED BY AQ

SECTION LOCATION SEC. TWP. RNG.  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E L T H S	B L O W S Q I T	M O M E N T U M	Surface Water Elev. n/a ft Stream Bed Elev. n/a ft
BORING NO. Station	B-1			Groundwater Elev.: First Encounter Dry ft Upon Completion n/a ft After - Hrs. n/a ft
Offset				
Ground Surface Elev. ft	(ft)	(in)	(pcf)	
12.0' TOPSOIL-black			20	
SILTY CLAY with Sand-brown & gray-very stiff to hard (CL-ML)	4	4.50	14	
becoming gray @ -3.5'	3	4.50	11	123
	5	4.50	16	111
	6	2.50	21	108
End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.	11			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

**Geo Services, Inc.** GEO Job No. 24091  
**SOIL BORING LOG** Page 1 of 1  
 Date 11/6/24  
 ROUTE Chicago Executive Airport DESCRIPTION Hot Spot- Reconfiguration of Taxiways LOGGED BY AQ

SECTION LOCATION SEC. TWP. RNG.  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E L T H S	B L O W S Q I T	M O M E N T U M	Surface Water Elev. n/a ft Stream Bed Elev. n/a ft
BORING NO. Station	B-2			Groundwater Elev.: First Encounter Dry ft Upon Completion n/a ft After - Hrs. n/a ft
Offset				
Ground Surface Elev. ft	(ft)	(in)	(pcf)	
12.0' CLAYEY TOPSOIL-black			18	
SANDY SILTY CLAY-brown & gray-hard (CL-ML)	8	4.50	9	
	4	3.50	15	115
SILTY CLAY with Sand-brown & gray-stiff to very stiff (CL-ML)	2	2.50	13	120
	2	2.50	15	
End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.	7			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

**Geo Services, Inc.** GEO Job No. 24091  
**SOIL BORING LOG** Page 1 of 1  
 Date 11/6/24  
 ROUTE Chicago Executive Airport DESCRIPTION Hot Spot- Reconfiguration of Taxiways LOGGED BY AQ

SECTION LOCATION SEC. TWP. RNG.  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E L T H S	B L O W S Q I T	M O M E N T U M	Surface Water Elev. n/a ft Stream Bed Elev. n/a ft
BORING NO. Station	B-3			Groundwater Elev.: First Encounter Dry ft Upon Completion n/a ft After - Hrs. n/a ft
Offset				
Ground Surface Elev. ft	(ft)	(in)	(pcf)	
4.0' ASPHALT			1	
8.0' CRUSHED ASPHALT, SAND & GRAVEL	24			
CRUSHED GRAVEL-gray-very dense	21			
CLAYEY SAND & GRAVEL-brown & gray-medium dense (GC)	11			
	7			
	9			
SILTY SANDY CLAY-gray-medium stiff to stiff (CL-ML)	4	2.00	14	123
	5	2.00	15	
End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.	10			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

**Geo Services, Inc.** GEO Job No. 24091  
**SOIL BORING LOG** Page 1 of 1  
 Date 11/6/24  
 ROUTE Chicago Executive Airport DESCRIPTION Hot Spot- Reconfiguration of Taxiways LOGGED BY AQ

SECTION LOCATION SEC. TWP. RNG.  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E L T H S	B L O W S Q I T	M O M E N T U M	Surface Water Elev. n/a ft Stream Bed Elev. n/a ft
BORING NO. Station	B-4			Groundwater Elev.: First Encounter Dry ft Upon Completion n/a ft After - Hrs. n/a ft
Offset				
Ground Surface Elev. ft	(ft)	(in)	(pcf)	
12.0' CLAYEY TOPSOIL-black			22	
SILTY SANDY CLAY-brown-stiff (CL-ML)	4	1.00	13	
	5			
SILTY CLAY with Sand-gray-very stiff (CL-ML)	4	4.00	12	20
	4	2.75	12	119
	4	3.50	20	110
LEAN CLAY with Sand-gray-very stiff (CL-ML)	4	3.50	20	110
End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.	9			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

**Geo Services, Inc.** GEO Job No. 24091  
**SOIL BORING LOG** Page 1 of 1  
 Date 11/6/24  
 ROUTE Chicago Executive Airport DESCRIPTION Hot Spot- Reconfiguration of Taxiways LOGGED BY AQ

SECTION LOCATION SEC. TWP. RNG.  
 COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. Station	D E L T H S	B L O W S Q I T	M O M E N T U M	Surface Water Elev. n/a ft Stream Bed Elev. n/a ft
BORING NO. Station	B-5			Groundwater Elev.: First Encounter Dry ft Upon Completion n/a ft After - Hrs. n/a ft
Offset				
Ground Surface Elev. ft	(ft)	(in)	(pcf)	
12.0' TOPSOIL-black			23	
SILTY SANDY CLAY-brown & gray-stiff (CL-ML)	12			
	13	2.00	8	
GRAVELLY LEAN CLAY-gray-very stiff (CL)	8			
	8	2.50	13	
SILTY CLAY with Sand-gray-hard (CL-ML)	3	4.50	21	108
	4			
SILTY SANDY CLAY-gray-hard (CL-ML)	8	4.50	15	
	9			
End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.	10			

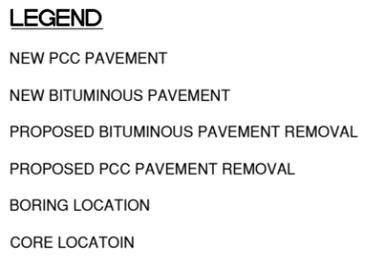
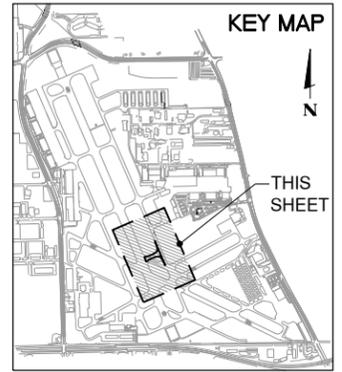
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
 The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

**Geo Services, Inc.** Page: 1 of 1  
**PAVEMENT CORE SUMMARY**

Project: Chicago Executive Airport-Hot Spot- Reconfiguration of Taxiways CSI Job No.: 24091  
 Location: Chicago, Illinois Date: 11-8-2024  
 County: Cook Cored By: RT  
 Client: CMT Checked By: VHI

CORE NO.	THICKNESS (in)	MATERIAL DESCRIPTION		
C-01	12.0	Nothing: XX	Easting: XX	Elevation: XX
		CONCRETE-well consolidated		

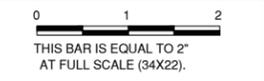
THE GEOTECHNICAL INFORMATION (OR ANY PORTIONS THEREOF) ARE PROVIDED ONLY AS AVAILABLE INFORMATION. THE CONTRACTOR MAY DRAW THEIR OWN CONCLUSIONS FROM THE DATA SHOWN. THE SOILS INFORMATION IS NOT REPRESENTATIVE OF ALL SOIL WHICH MIGHT BE ENCOUNTERED WITHIN THE LIMITS OF THE PROJECT. THE CONTRACTOR SHALL BY THEIR OWN MEANS, SATISFY THEMSELVES AS TO THE EXISTING SITE AND GEOTECHNICAL CONDITIONS FOR DETERMINING COST, MEANS, METHODS, TECHNIQUES AND SEQUENCES OF CONSTRUCTION.



IL CONTRACT: PA067  
 IL LETTING ITEM: 05A  
 IL PROJECT: PWK-5161  
 S.B.G. PROJECT: 3-17-SBGP-TBD

**REVISIONS**

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E  
**GEOTECHNICAL ENGINEERING INFORMATION**

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 CONSULTING ENGINEERS  
 License No. 184-000613  
**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**  
 SHEET 40 OF 41 SHEETS

