

CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

CONSTRUCTION PLANS

FOR

CHICAGO EXECUTIVE AIRPORT CONSTRUCT SOUTHEAST QUADRANT APRON



811 Know what's below.
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J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
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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.

ILLINOIS PROJECT: PWK-3581
A.I.P. PROJECT: 3-17-0018-B37

DATE: JULY 24, 2009

IDOT STANDARDS

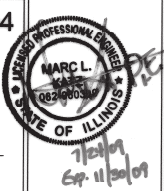
602401-02	602701-02
602601-02	604001-03
	664001-02

CHICAGO EXECUTIVE AIRPORT

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

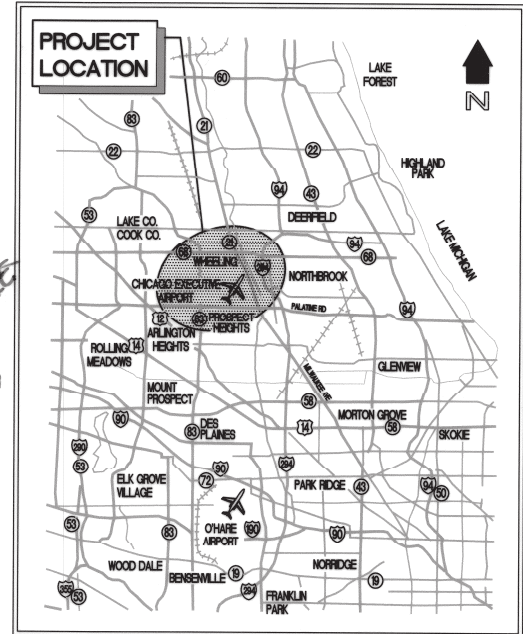
CMT 09290-04
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS

SUBMITTED BY: *Marc L. Katz* P.E.
MARC L. KATZ
DATE: 7/24/09

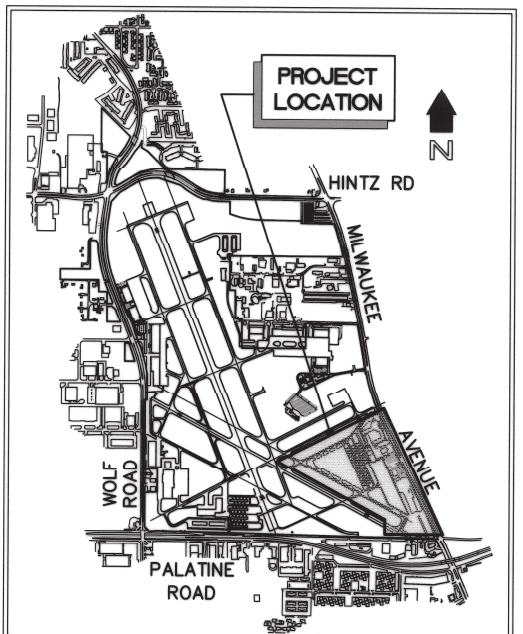


CHICAGO EXECUTIVE AIRPORT

APPROVED: *Dennis G. Rouleau*
DENNIS G. ROULEAU AIRPORT MANAGER
DATE: 7/24/09



LOCATION MAP



SITE PLAN

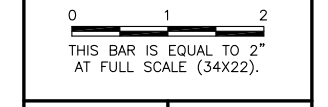
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SUMMARY OF QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	ONLY QUANTITY	F/S/L QUANTITY	TOTAL QUANTITY	RECORD QUANTITY
AR108108	1/C #8 5KV UG CABLE	LF	-	65	65	
AR110202	2" PVC DUCT, DIRECT BURY	LF	-	20	20	
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	-	19	19	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	-	14	14	
AR125942	ADJUST BASE MOUNTED LIGHT	EACH	-	4	4	
AR150510	ENGINEER'S FIELD OFFICE	LS	-	1	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	6,300	8,550	14,850	
AR152540	SOIL STABILIZATION FABRIC	SY	11,625	10,175	21,800	
AR156510	SILT FENCE	LF	-	700	700	
AR156520	INLET PROTECTION	EACH	-	27	27	
AR162506	CLASS E FENCE 6'	LF	-	300	300	
AR162900	REMOVE CLASS E FENCE	LF	149	326	475	
AR162905	REMOVE GATE	EACH	-	2	2	
AR162908	REMOVE ELECTRIC GATE	EACH	-	1	1	
AR163520	CONSTRUCTION FENCE	LF	-	275	275	
AR201610	BITUMINOUS BASE COURSE	TON	-	230	230	
AR208515	POROUS GRANULAR EMBANKMENT	CY	3,950	3,450	7,400	
AR209606	CRUSHED AGG. BASE COURSE - 6"	SY	11,600	10,100	21,700	
AR401610	BITUMINOUS SURFACE COURSE	TON	-	110	110	
AR401655	BUTT JOINT CONSTRUCTION	SY	-	550	550	
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	5,675	5,907	11,582	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	-	215	215	
AR501510	10" PCC PAVEMENT	SY	11,500	9,965	21,465	
AR501530	PCC TEST BATCH	EACH	-	1	1	
AR501900	REMOVE PCC PAVEMENT	SY	2,990	5,125	8,115	
AR602510	BITUMINOUS PRIME COAT	GAL	-	50	50	
AR603510	BITUMINOUS TACK COAT	GAL	-	360	360	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	-	845	845	
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	-	1,140	1,140	
AR701008	8" PVC STORM SEWER	LF	-	210	210	
AR701512	12" RCP, CLASS IV	LF	-	350	350	
AR701515	15" RCP, CLASS IV	LF	-	1,402	1,402	
AR701518	18" RCP, CLASS IV	LF	-	327	327	
AR701900	REMOVE PIPE	LF	510	885	1,395	
AR751001	TRENCH DRAIN	LF	-	150	150	
AR751540	MANHOLE 4'	EACH	-	18	18	
AR751900	REMOVE INLET	EACH	2	1	3	
AR751903	REMOVE MANHOLE	EACH	1	6	7	
AR751940	ADJUST INLET	EACH	1	-	1	
AR754904	REMOVE COMB CURB & GUTTER	LF	-	210	210	
AR760508	8" DUCTILE IRON WATER MAIN	LF	485	50	535	
AR760724	24" STEEL CASING	LF	80	22	102	
AR760947	ADJUST WATER VALVE	EACH	1	-	1	
AR760965	RELOCATE FIRE HYDRANT	EACH	1	-	1	
AR770510	10" SANITARY SEWER	LF	284	-	284	
AR770704	SANITARY MANHOLE 4'	EACH	2	-	2	
AR800040	BUILDING DEMOLITION - SITE A	LS	1	-	1	
AR800053	SOIL GUARD	SY	-	3,600	3,600	
AR800153	CONCRETE WASHOUT	LS	-	1	1	
AR800154	REMOVE WOODEN TAXI GUIDANCE SIGN	EACH	-	3	3	
AR800181	REMOVE LIGHT POLE AND FIXTURE	EACH	2	2	4	
AR800194	REMOVE ELEVATED RETROREFLECTIVE MARKER	EACH	5	14	19	
AR901510	SEEDING	ACRE	-	3.9	3.9	
AR905520	TOPSOILING (FROM OFF SITE)	CY	-	445.0	445.0	
AR908510	MULCHING	ACRE	-	3.2	3.2	

REVISIONS		
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 CONSTRUCT SOUTHEAST QUADRANT APRON**

SUMMARY OF QUANTITIES

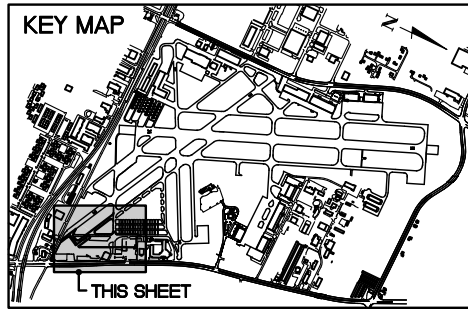
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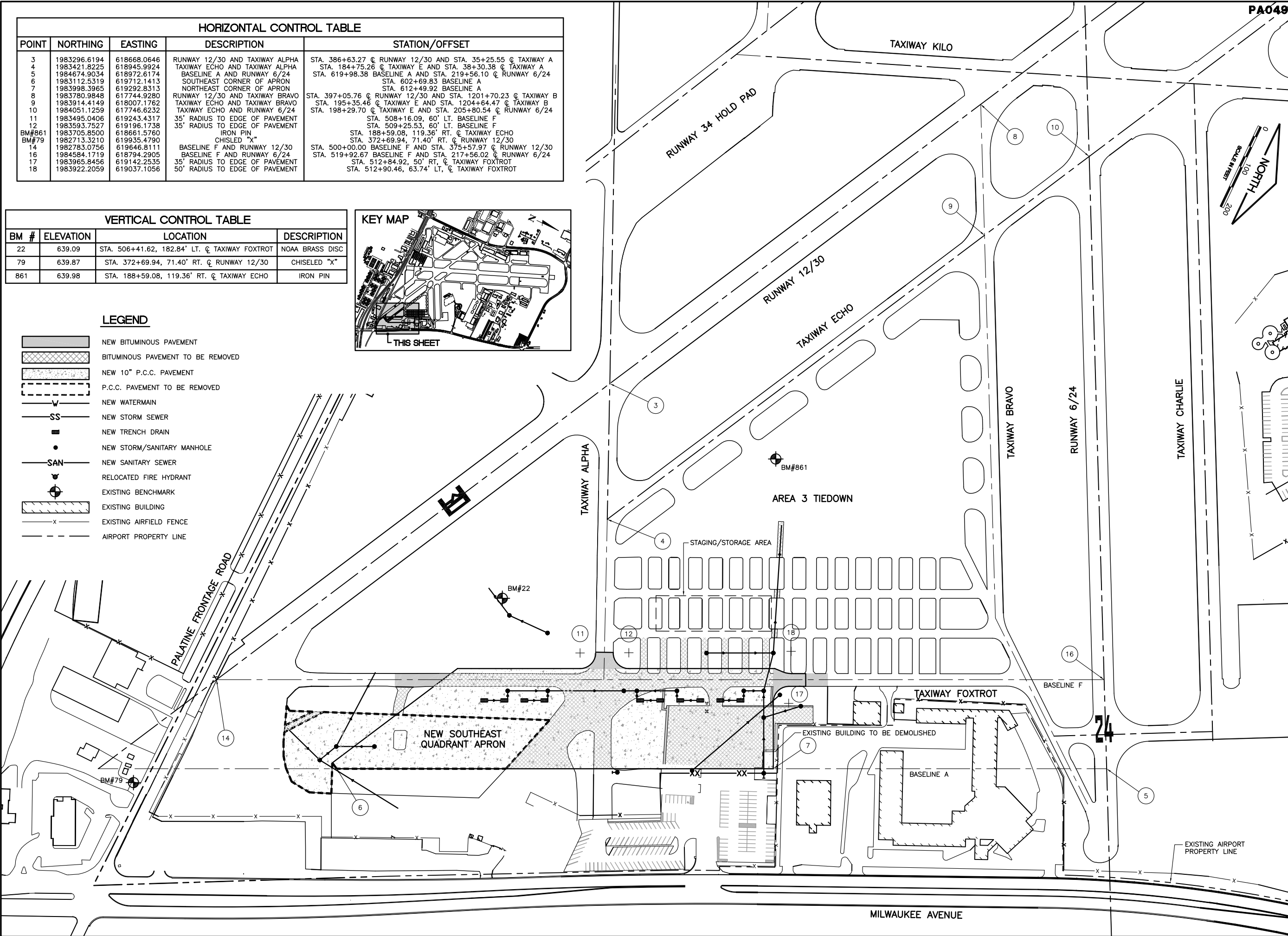
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SHEET 2 OF 35 SHEETS	

HORIZONTAL CONTROL TABLE				
POINT	NORTHING	EASTING	DESCRIPTION	STATION/OFFSET
3	1983296.6194	618668.0646	RUNWAY 12/30 AND TAXIWAY ALPHA	STA. 386+63.27 @ RUNWAY 12/30 AND STA. 35+25.55 @ TAXIWAY A
4	1983421.8225	618945.9924	TAXIWAY ECHO AND TAXIWAY ALPHA	STA. 184+75.26 @ TAXIWAY E AND STA. 38+30.38 @ TAXIWAY A
5	1984674.9034	618972.6174	BASELINE A AND RUNWAY 6/24	STA. 619+98.38 @ BASELINE A AND STA. 219+56.10 @ RUNWAY 6/24
6	1983112.5319	619712.1413	SOUTHEAST CORNER OF APRON	STA. 602+69.83 @ BASELINE A
7	1983998.3965	619292.8313	NORTHEAST CORNER OF APRON	STA. 612+49.92 @ BASELINE A
8	1983780.9848	617744.9280	RUNWAY 12/30 AND TAXIWAY BRAVO	STA. 397+05.76 @ RUNWAY 12/30 AND STA. 1201+70.23 @ TAXIWAY B
9	1983914.4149	618007.1762	TAXIWAY ECHO AND TAXIWAY BRAVO	STA. 195+35.46 @ TAXIWAY E AND STA. 1204+64.47 @ TAXIWAY B
10	1984051.1259	617746.6232	TAXIWAY ECHO AND RUNWAY 6/24	STA. 198+29.70 @ TAXIWAY E AND STA. 205+80.54 @ RUNWAY 6/24
11	1983495.0406	619243.4317	35' RADIUS TO EDGE OF PAVEMENT	STA. 508+16.09, 60' LT. BASELINE F
12	1983593.7527	619196.1738	35' RADIUS TO EDGE OF PAVEMENT	STA. 509+25.53, 60' LT. BASELINE F
BM#861	1983705.8500	618661.5760	IRON PIN	STA. 188+59.08, 119.36' RT. @ TAXIWAY ECHO
BM#79	1982713.3210	619935.4790	CHISELED "X"	STA. 372+69.94, 71.40' RT. @ RUNWAY 12/30
14	1982783.0756	619646.8111	BASELINE F AND RUNWAY 12/30	STA. 500+00.00 @ BASELINE F AND STA. 375+57.97 @ RUNWAY 12/30
16	1984584.1719	618794.2905	BASELINE F AND RUNWAY 6/24	STA. 519+92.67 @ BASELINE F AND STA. 217+56.02 @ RUNWAY 6/24
17	1983965.8456	619142.2535	35' RADIUS TO EDGE OF PAVEMENT	STA. 512+84.92, 50' RT. @ TAXIWAY FOXTROT
18	1983922.2059	619037.1056	50' RADIUS TO EDGE OF PAVEMENT	STA. 512+90.46, 63.74' LT. @ TAXIWAY FOXTROT

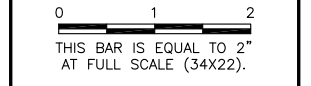
VERTICAL CONTROL TABLE			
BM #	ELEVATION	LOCATION	DESCRIPTION
22	639.09	STA. 506+41.62, 182.84' LT. @ TAXIWAY FOXTROT	NOAA BRASS DISC
79	639.87	STA. 372+69.94, 71.40' RT. @ RUNWAY 12/30	CHISELED "X"
861	639.98	STA. 188+59.08, 119.36' RT. @ TAXIWAY ECHO	IRON PIN



- LEGEND**
- NEW BITUMINOUS PAVEMENT
 - BITUMINOUS PAVEMENT TO BE REMOVED
 - NEW 10" P.C.C. PAVEMENT
 - P.C.C. PAVEMENT TO BE REMOVED
 - NEW WATERMAIN
 - NEW STORM SEWER
 - NEW TRENCH DRAIN
 - NEW STORM/SANITARY MANHOLE
 - NEW SANITARY SEWER
 - RELOCATED FIRE HYDRANT
 - EXISTING BENCHMARK
 - EXISTING BUILDING
 - EXISTING AIRFIELD FENCE
 - AIRPORT PROPERTY LINE



REVISIONS		
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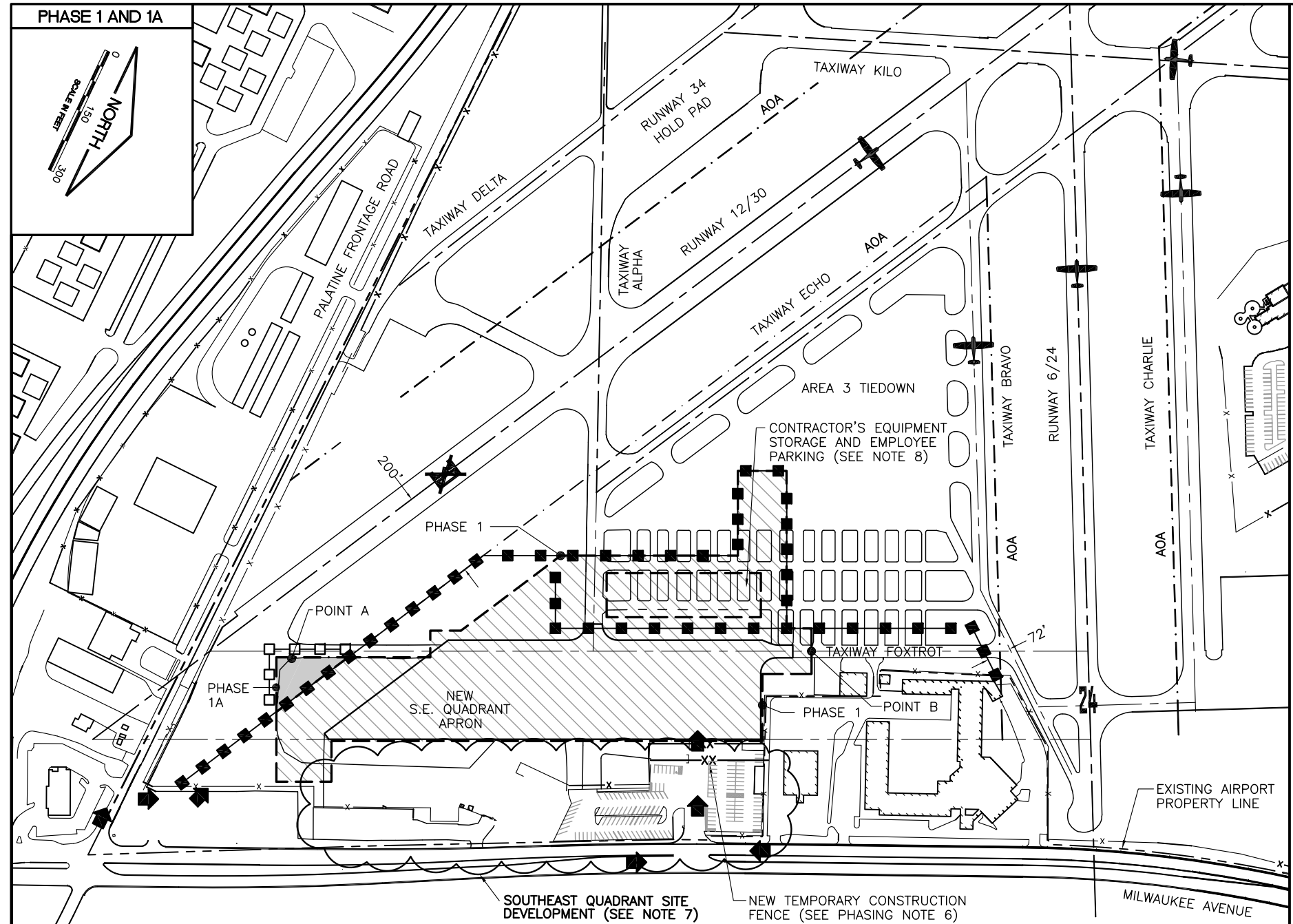
SITE PLAN/PROJECT CONTROL PLAN

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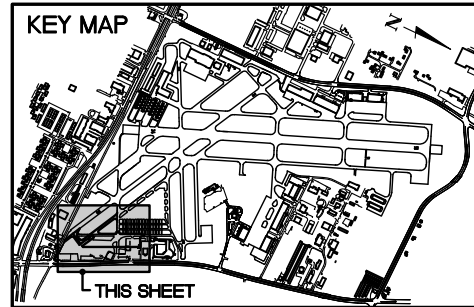
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SHEET	3 OF 35 SHEETS



LEGEND

- PHASE 1 WORK AREA
- PHASE 1A WORK AREA
- AIRCRAFT MOVEMENT AREA
- BARRICADE WITH FLASHING LIGHTS AND SIGNS PHASE 1 AND 1A ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE WITH FLASHING LIGHTS AND SIGNS - PHASE 1A ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.
ACTIVE TAXIWAYS 72' CENTERLINE TO A.O.A.
- CONTRACTOR'S ACCESS/HAUL ROUTE
- NEW TEMPORARY CONSTRUCTION FENCE
- RUNWAY CLOSURE MARKER (TYPICAL BOTH ENDS)



PHASING NOTES (ALL PHASES)

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE RUNWAY SAFETY AREA (200 FEET FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM PAVEMENT DROPOFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE WILL BE REQUIRED TO MEET CRITERIA.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
4. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THIS CRITICAL CLOSURE. THE ACTING AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
5. CONTRACTOR MUST MAINTAIN AIRCRAFT ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO CONTRACT TO ALLOW AIRCRAFT TO PASS. CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
6. THE CONTRACTOR SHALL SECURE THE AIRFIELD AT THE END OF EACH WORKING DAY BY PLACING TEMPORARY CONSTRUCTION FENCE AS SHOWN. TEMPORARY CONSTRUCTION FENCE SHALL ONLY BE PAID FOR ONCE REGARDLESS OF HOW MANY TIMES IT IS TAKEN DOWN OR PUT UP TO ALLOW FOR CONSTRUCTION OPERATIONS. WITH PRIOR APPROVAL OF THE ENGINEER AND AIRPORT, THE CONTRACTOR MAY PLACE THE CONSTRUCTION FENCE AT AN ALTERNATE LOCATION TO SECURE THE AIRFIELD.
7. IT IS VERY LIKELY THAT THE CONSTRUCTION OF THE SOUTHEAST QUADRANT DEVELOPMENT WILL BE TAKING PLACE CONCURRENTLY WITH THE CONSTRUCTION OF THIS PROJECT. THIS WORK CONSISTS OF THE CONSTRUCTION OF MULTIPLE BUILDINGS, APRON P.C.C. PAVEMENT, PARKING LOTS, DRAINAGE, SANITARY SEWER, WATERMAIN INSTALLATION AND SITE DEVELOPMENT. CONTRACTOR SHALL COORDINATE SITE ACCESS, HAUL ROUTES AND MATERIAL STORAGE AREA WITH SOUTHEAST QUADRANT DEVELOPMENT CONTRACTOR. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE TAXIWAY SITE DUE TO ADJACENT BUILDING AND SITE CONSTRUCTION.
8. CONTRACTOR SHALL RESTORE ALL HAUL ROUTES AND MATERIAL AND EQUIPMENT STORAGE AREAS TO PRE-CONSTRUCTION CONDITIONS TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER.

REVISIONS

NUMBER	BY	DATE

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

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

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



DESIGN BY:	MLK
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SHEET	4 OF 35 SHEETS

WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/ RESTRICTIONS
PHASE 1	NO RESTRICTIONS	SOUTHEAST APRON CLOSED TAXIWAY FOXTROT CLOSED TAXIWAY ALPHA BETWEEN TAXIWAY ECHO AND APRON, CLOSED
PHASE 1A	NO RESTRICTIONS	SOUTHEAST APRON CLOSED TAXIWAY FOXTROT CLOSED TAXIWAY ALPHA BETWEEN TAXIWAY ECHO AND APRON, CLOSED RUNWAY 12/30 CLOSED

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IN CONJUNCTION WITH IDOT TYPE II BARRICADES, THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE BARREL TYPE BARRICADES.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- CHICAGO EXECUTIVE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO PREVIOUS EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 72' FROM ACTIVE TAXIWAYS AND 200' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE CONTROL TOWER SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURRENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

NOTE - ALL PHASES
 ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

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

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE APRON SITE DUE TO ADJACENT BUILDING DEVELOPMENT.

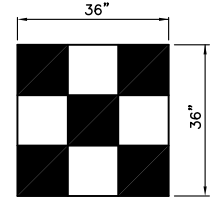
- EXTEND TAXIWAY L AND NE QUAD SITEWORK
- SOVEREIGN DEVELOPMENT IN SE QUADRANT
- BRIGADOON DEVELOPMENT IN EAST QUADRANT
- CONSTRUCTION OF T-HANGAR BUILDINGS IN NE QUADRANT
- CONSTRUCT PARTIAL PARALLEL TAXIWAY ECHO AND PARTIAL OVERLAY OF TAXIWAY ECHO

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

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

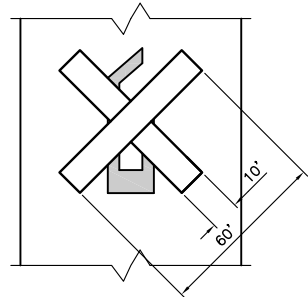
POINT "A" CLOSEST CONSTRUCTION
 POINT TO RUNWAY 12/30
 ELEVATION: 639.04
 LATITUDE: 42°06'36.12" (NAD27)
 LONGITUDE: 87°53'33.51" (NAD27)

POINT "B" CLOSEST CONSTRUCTION
 POINT TO RUNWAY 6/24
 ELEVATION: 641.24
 LATITUDE: 42°06'52.23" (NAD27)
 LONGITUDE: 87°53'43.86" (NAD27)



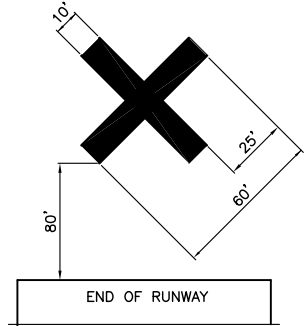
CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



CLOSED RUNWAY MARKER DETAIL

ON PAVEMENT - NO SCALE



OFF PAVEMENT CLOSED RUNWAY MARKER DETAIL

NO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

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

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

RUNWAYS:

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

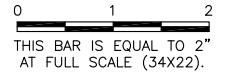
TAXIWAYS:

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

PA049

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 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Tue 6/30/09 2:48pm
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REVISIONS		
NUMBER	BY	DATE



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

**SEQUENCE OF CONSTRUCTION
 GENERAL NOTES AND DETAILS**

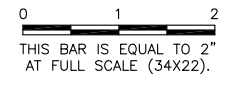
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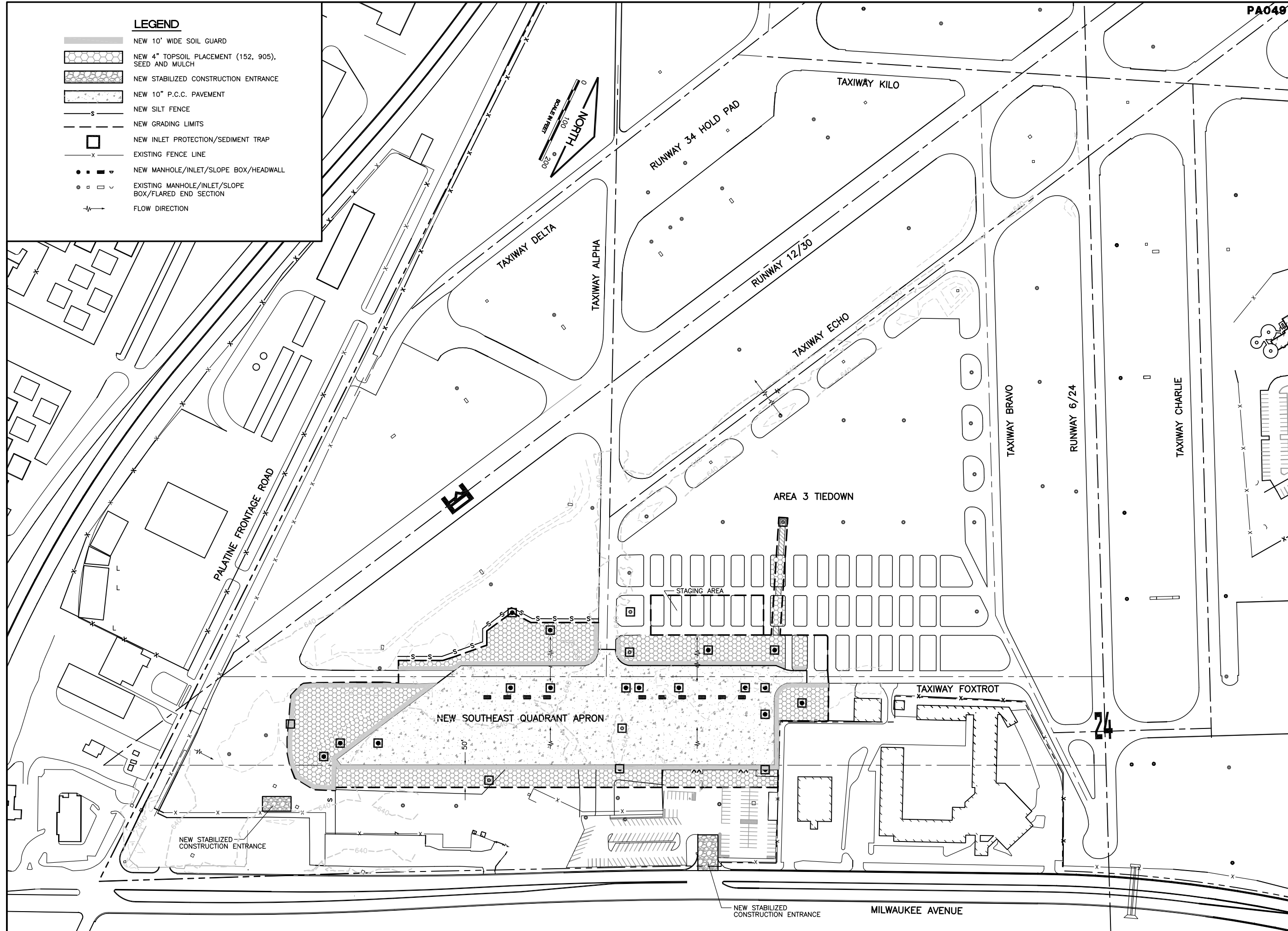
CHICAGO EXECUTIVE AIRPORT

DESIGN BY:	MLK
DRAWN BY:	MLK
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	5 OF 35 SHEETS

REVISIONS		
NUMBER	BY	DATE



- LEGEND**
- NEW 10' WIDE SOIL GUARD
 - NEW 4" TOPSOIL PLACEMENT (152, 905), SEED AND MULCH
 - NEW STABILIZED CONSTRUCTION ENTRANCE
 - NEW 10" P.C.C. PAVEMENT
 - NEW SILT FENCE
 - NEW GRADING LIMITS
 - NEW INLET PROTECTION/SEDIMENT TRAP
 - EXISTING FENCE LINE
 - NEW MANHOLE/INLET/SLOPE BOX/HEADWALL
 - EXISTING MANHOLE/INLET/SLOPE BOX/FLARED END SECTION
 - FLOW DIRECTION



**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 STORM WATER POLLUTION
 PREVENTION PLAN (SWPPP)/
 LANDSCAPING PLAN**

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DESIGN BY:	MJW
DRAWN BY:	MJW
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04

ILLINOIS PROJECT: PWK-3581
 A.I.P. PROJECT: 3-17-0018-B37

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF RECONSTRUCTING THE SOUTHEAST QUADRANT APRON AT THE CHICAGO EXECUTIVE AIRPORT. THE PROJECT INCLUDES EARTH EXCAVATION, EMBANKMENT, STORM SEWERS, WATER MAIN, SANITARY SEWER, MANHOLES, INLETS VARIOUS PAVEMENT ITEMS 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:

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

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 8.7 ACRES OF WHICH 8.7 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO THE DES PLAINES RIVER THROUGH A STORM SEWER SYSTEM.

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, EROSION CONTROL BLANKET, SOD, EROSION CONTROL BLOCK, 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 PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

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, TEMPORARY DITCH CHECKS, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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 CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN 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.
- B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED OR SODDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

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 DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

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.

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, COMPLETION OF 100% OF COMMERCIAL AREA, AND COMPLETION OF 100% OF RESIDENTIAL HOME SITES.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL 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.

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.

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

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, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
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.
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. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE 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. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

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 ON SEPTEMBER 29, 2008.

PROJECT INFORMATION:

ROUTE: CHICAGO EXECUTIVE AIRPORT MARKED: CONSTRUCT SOUTHEAST QUADRANT APRON
SECTION: 13 PROJECT NUMBER: PWK-3581
COUNTY: COOK CONTRACT NUMBER: 3-17-0018-B37 (PA049)

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.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
CONSTRUCTION CEASED: EXPLANATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

PA049

PATH: K:\0329702\draw\sheets\
FILE: drndt1.dwg
UPDATE BY: johse
SURVEY BOOK #
XREF DWG:
XREF DWG:
DATE: Sun 3/28/04 9:02am

REVISIONS

NUMBER	BY	DATE

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

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

**STORM WATER POLLUTION
PREVENTION PLAN (SWPPP)
NOTES**

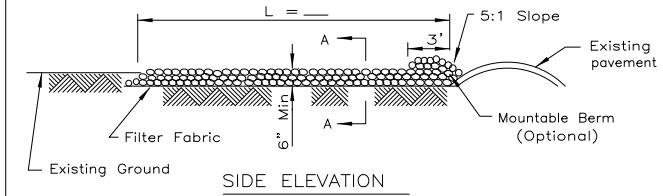
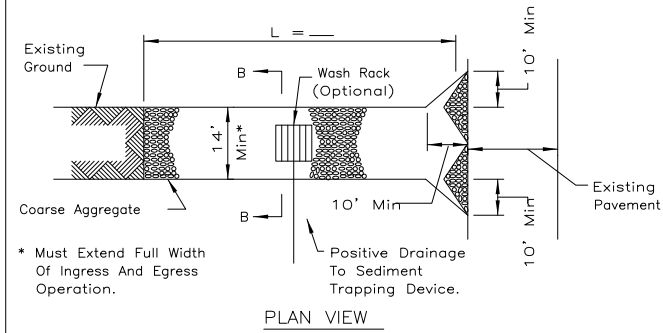
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CHECKED BY:
APPROVED BY:
DATE: 07/24/09
JOB No: 09290-04

ILLINOIS PROJECT: PWK-3581
A.I.P. PROJECT: 3-17-0018-B37

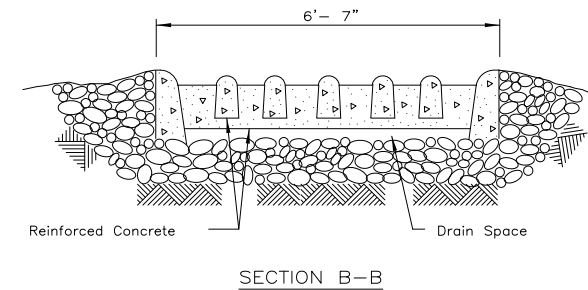
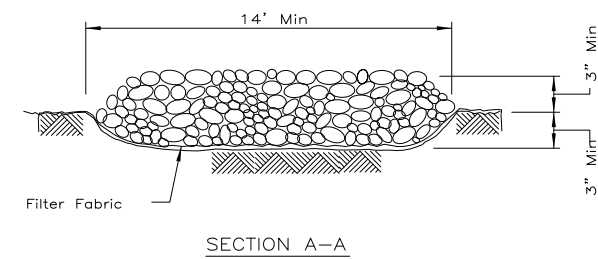
STABILIZED CONSTRUCTION ENTRANCE PLAN



- NOTES:
- 1 Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table 1 or 2, Class I or II and shall be placed over the cleared area prior to the placing of rock.
 - 2 Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
 - 3 Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
 - 4 If wash racks are used they shall be installed according to the manufacturer's specifications.

REFERENCE Project _____		STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 1 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE Project _____		STANDARD DWG. NO. IL-630
Designed _____ Date _____		SHEET 2 OF 2
Checked _____ Date _____		DATE 8-18-94
Approved _____ Date _____		

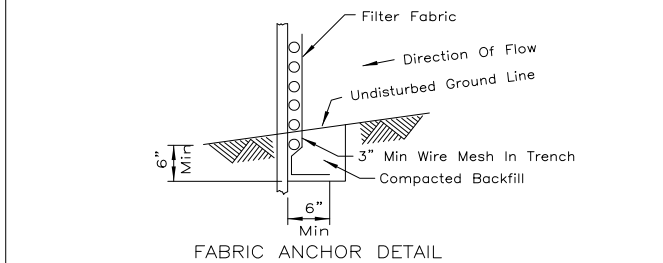
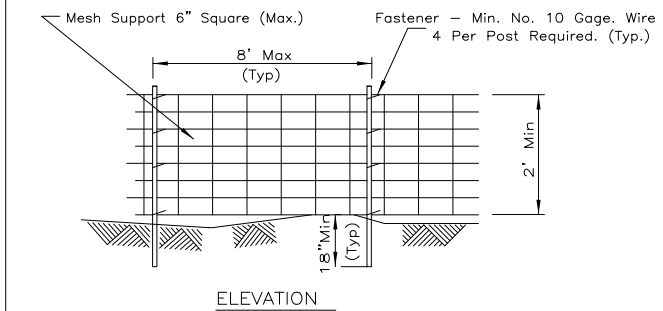
PA049

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

REVISIONS		
NUMBER	BY	DATE

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

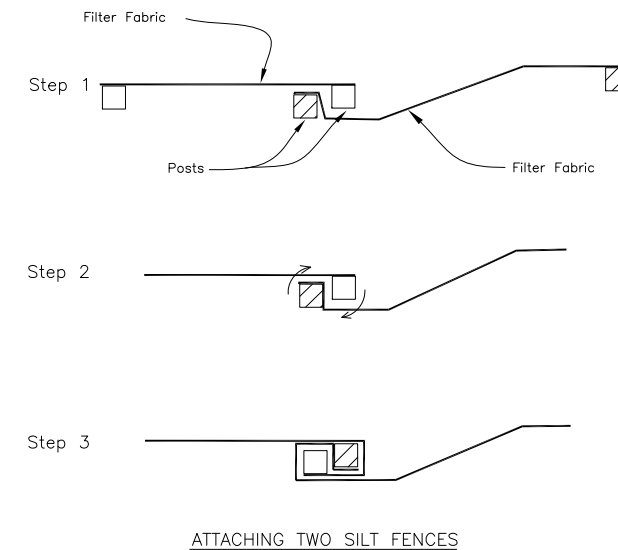
SILT FENCE WITH WIRE SUPPORT PLAN



- NOTES:
- 1 Wires of mesh support shall be min. gage no. 12.
 - 2 Temporary sediment fence shall be installed prior to any grading work in the area to be protected. They shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
 - 3 Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
 - 4 Fence posts shall be either standard steel post or wood post with a minimum cross-sectional area of 3.0 sq. in.

REFERENCE Project _____		STANDARD DWG. NO. IL-620W
Designed _____ Date _____		SHEET 1 OF 2
Checked _____ Date _____		DATE 3-3-95
Approved _____ Date _____		

SILT FENCE



- NOTES:
1. Place the end post of the second fence inside the end post of the first fence.
 2. Rotate both posts at least 180 degrees in a clockwise direction to create a tight seal with the fabric material.
 3. Drive both posts a minimum of 18 inches into the ground and bury the flap.

REFERENCE Project _____		STANDARD DWG. NO. IL-620(W)
Designed _____ Date _____		SHEET 2 OF 2
Checked _____ Date _____		DATE 1-29-99
Approved _____ Date _____		

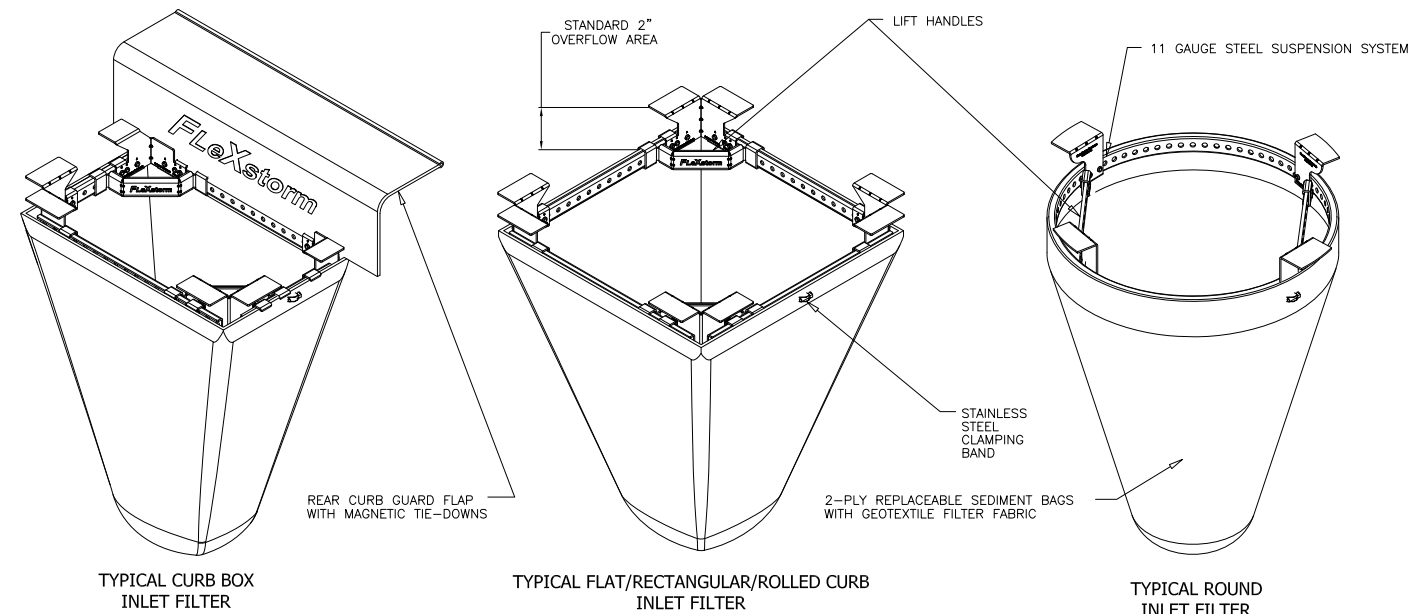
CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT SOUTHEAST QUADRANT APRON

STORM WATER POLLUTION
PREVENTION PLAN (SWPPP)
DETAILS

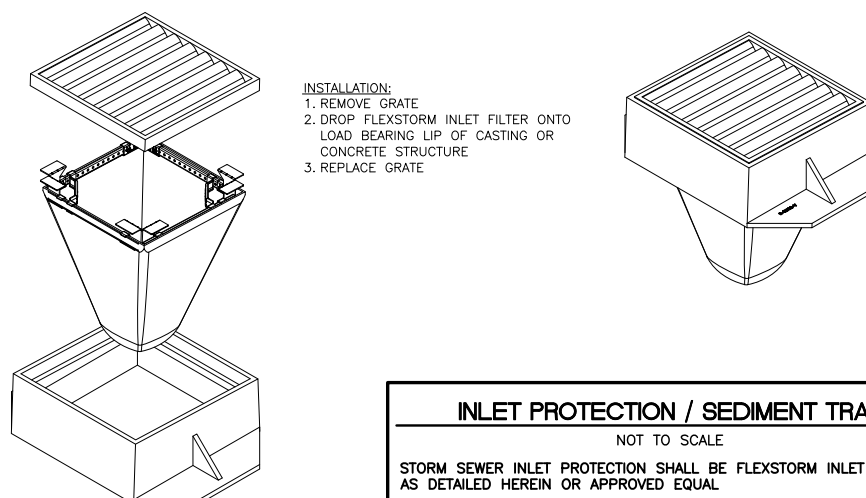
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APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04

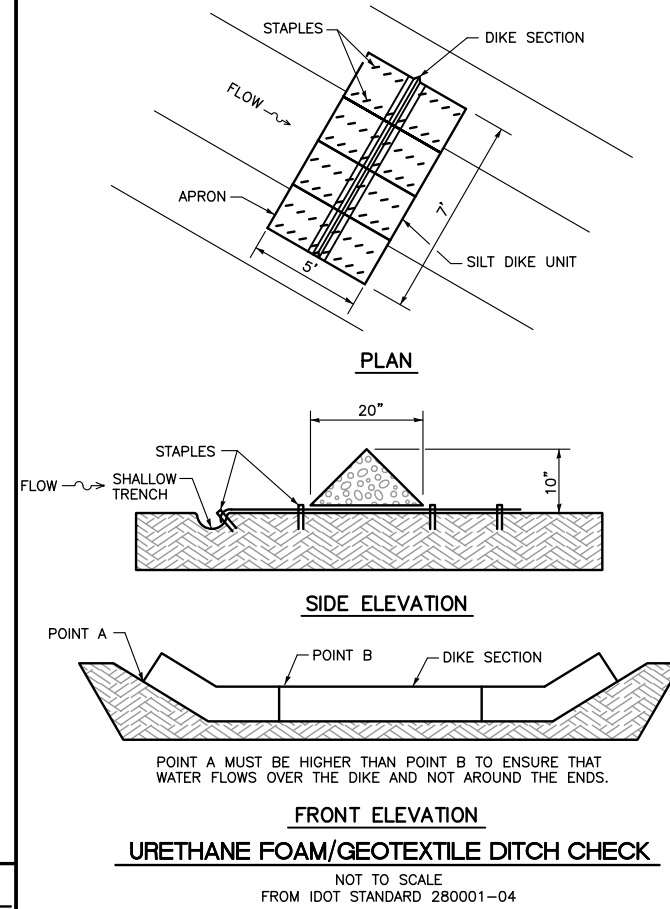
ILLINOIS PROJECT: PWK-3581
A.I.P. PROJECT: 3-17-0018-B37



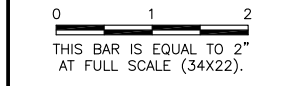
IPP Flexstorm Inlet Filter Specifications		
Material Property	Test Method	Value (min ave)
> Inner Filter Bag Specs (2 ft³ min vol)		
		Non-Woven Woven Mono
Grab Tensile	ASTM D 4632	100 lbs 200 lbs
Puncture Strength	ASTM D 4833	65 lbs 90 lbs
Trapezoidal Tear	ASTM D 4533	45 lbs 75 lbs
UV Resistance	ASTM D 4355	70% at 500 hrs 90%
App Open Size (AOS)	ASTM D 4751	70 sieve (.212 mm) 40 sieve (.425 mm)
Permittivity	ASTM D 4491	2.0 /sec 2.1/sec
Water Flow Rate	ASTM D 4491	145 gpm/sqft 145 gpm/sqft
> Polyester Outer Reinforcement Bag Specifications		
Weight	ASTM D 3776	4.55 oz/sqyd +/- 15%
Thickness	ASTM D 1777	.040 +/- .005
> Frame Construction		
A36 Structural Steel; 11 Gauge; Zinc Plated	ASTM A 576	Tensile Strength > 58,000 psi; Yield Strength > 36,000 psi



INLET PROTECTION / SEDIMENT TRAP
 NOT TO SCALE
 STORM SEWER INLET PROTECTION SHALL BE FLEXSTORM INLET FILTERS AS DETAILED HEREIN OR APPROVED EQUAL

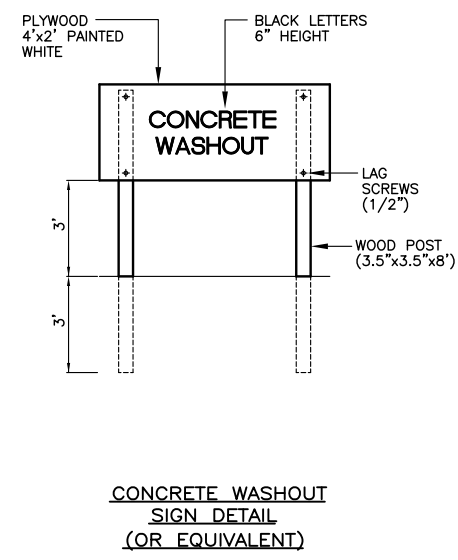


REVISIONS		
NUMBER	BY	DATE

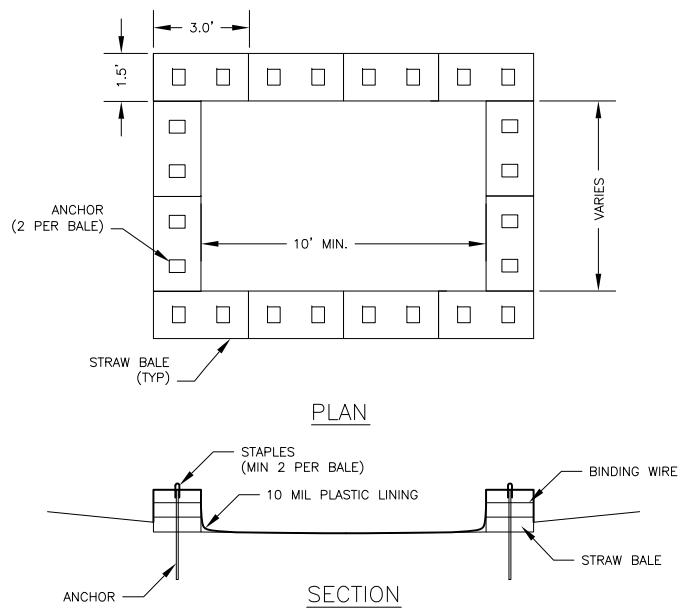


**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON**

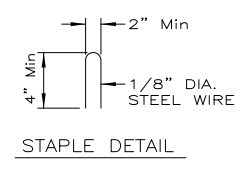
**STORM WATER POLLUTION
 PREVENTION PLAN (SWPPP)
 DETAILS**



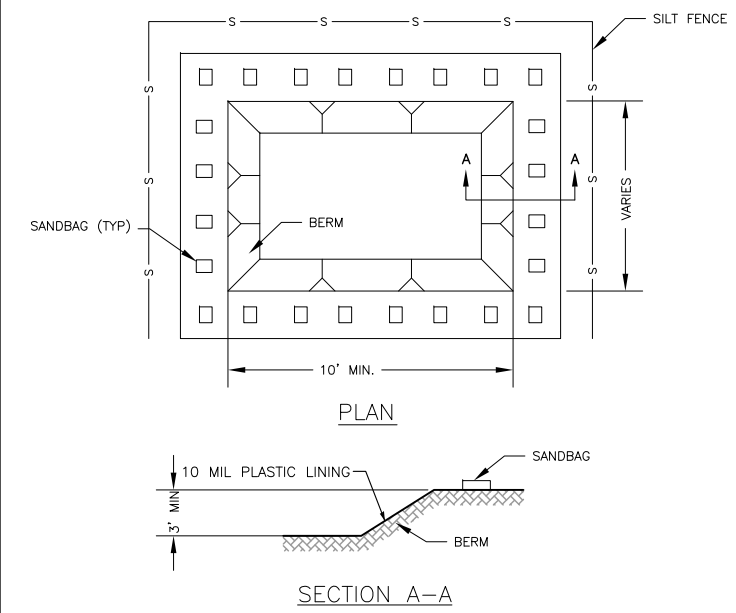
**CONCRETE WASHOUT
 SIGN DETAIL
 (OR EQUIVALENT)**



ABOVE GROUND TEMPORARY WASHOUT



- NOTES:**
- CONTRACTOR SHALL DETERMINE LOCATION AND SIZE OF WASHOUT.
 - WASHOUT SIZE AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
 - A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 20 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY. AT A MINIMUM, THE SIGN SHALL READ "CONCRETE WASHOUT" IN 6" TALL LETTERS.
 - INSPECTION SHALL OCCUR ONCE PER WEEK AND DAILY DURING CONCRETE OPERATIONS. REPAIR/REPLACEMENT OF THE FACILITY SHALL BE MADE SUCH THAT CONCRETE WASTE IS CONTAINED.
 - MEDIA SHALL BE REMOVED AND DISPOSED OF AT A LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED 50% CAPACITY.
 - UPON COMPLETION OF CONCRETE OPERATIONS, THE CONCRETE WASHOUT AND ALL MATERIALS CONTAINED WITHIN SHALL BE DISPOSED OF AT A LEGAL OFF-SITE LOCATION.



BELOW GROUND TEMPORARY WASHOUT

- NOTES:**
- CONTRACTOR SHALL DETERMINE LOCATION AND SIZE OF WASHOUT.
 - WASHOUT SIZE AND LOCATION SHALL BE APPROVED BY THE ENGINEER.
 - SANDBAGS SHALL BE INSTALLED TO ANCHOR THE LINING. THE NUMBER OF SANDBAGS SHALL BE DETERMINED BY THE CONTRACTOR. THE CONTRACTOR SHALL ADD SANDBAGS SO AS TO MAINTAIN ANCHORING OF THE LINING.
 - A CONCRETE WASHOUT SIGN SHALL BE INSTALLED WITHIN 20 FEET OF THE TEMPORARY CONCRETE WASHOUT FACILITY. AT A MINIMUM, THE SIGN SHALL READ "CONCRETE WASHOUT" IN 6" TALL LETTERS.
 - THE TEMPORARY WASHOUT FACILITY SHALL BE SURROUNDED BY SILT FENCE ON ALL SIDES.
 - INSPECTION SHALL OCCUR ONCE PER WEEK AND DAILY DURING CONCRETE OPERATIONS. REPAIR/REPLACEMENT OF THE FACILITY SHALL BE MADE SUCH THAT CONCRETE WASTE IS CONTAINED.
 - MEDIA SHALL BE REMOVED AND DISPOSED OF AT A LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED 50% CAPACITY.
 - UPON COMPLETION OF CONCRETE OPERATIONS, THE CONCRETE WASHOUT AND ALL MATERIALS CONTAINED WITHIN SHALL BE DISPOSED OF AT A LEGAL OFF-SITE LOCATION.

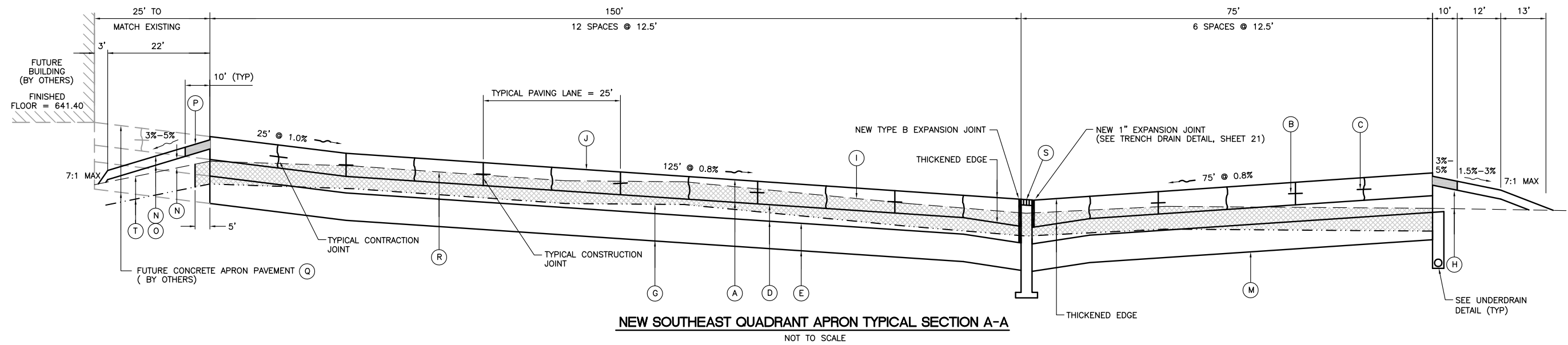
CONCRETE WASHOUT
 NOT TO SCALE

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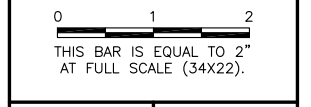
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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY:	MJW
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	9 OF 35 SHEETS



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NUMBER	BY	DATE



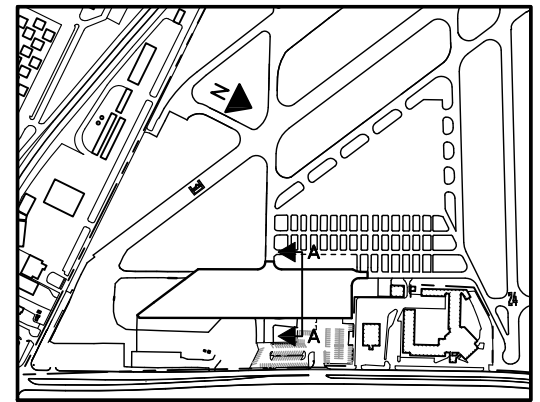
NEW SOUTHEAST QUADRANT APRON TYPICAL SECTION A-A
 NOT TO SCALE

LEGEND

- (A) NEW 10" P.C. CONCRETE PAVEMENT (501)
- (B) NEW DOWEL BAR (501)
- (C) NEW TIE BAR (501)
- (D) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (E) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (F) NEW 7" AVERAGE TOPSOIL STRIPPING (152) - NOT SHOWN
- (G) NEW UNCLASSIFIED EXCAVATION (152)
- (H) NEW SHOULDER FILL (152)
- (I) EXISTING GROUND LINE
- (J) NEW GROUNDLINE
- (K) NEW POROUS BACKFILL (705)
- (L) NEW 6" CPPUP WITH SOCK (705)
- (M) NEW SOIL STABILIZATION FABRIC (152)
- (N) NEW TOPSOIL PLACEMENT (4" MINIMUM)(905)
- (O) NEW SEEDING AND MULCHING (901 AND 908)
- (P) NEW 10' WIDE SOIL GUARD (800)
- (Q) FUTURE APRON PAVEMENT (BY OTHERS)
- (R) NEW BITUMINOUS/P.C.C. PAVEMENT REMOVAL
- (S) NEW TRENCH DRAIN STRUCTURE
- (T) EXISTING PAVEMENT TO REMAIN

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

TYPICAL SECTIONS



KEY MAP

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CHICAGO EXECUTIVE AIRPORT

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APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	10 OF 36 SHEETS

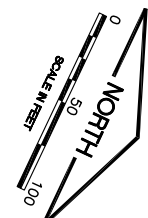
NOTES

- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWS FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- THE TAXIWAY LIGHTS AND TRANSFORMER TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT. LIGHT CONCRETE BASES SHALL BE DISPOSED OF OFF SITE.
- ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IN AREAS WHERE REMOVED UNDERDRAIN OR STORM SEWER IS BELOW LIMITS OF PROPOSED OR FUTURE PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (701). COST OF BACKFILLING SHALL BE INCIDENTAL TO UNDERDRAIN OR STORM SEWER REMOVAL.
- 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.
- CONTRACTOR SHALL BRICK AND MORTAR PIPE ENDS OR MANHOLE AT REMOVAL LIMITS WHERE NOTED. BRICK AND MORTAR OF PIPE ENDS SHALL BE CONSIDERED INCIDENTAL TO THE PIPE REMOVAL.
- UPON THE REMOVAL OF THE AUTOMATIC VEHICLE SLIDE GATE, THE CONTRACTOR SHALL SAFELY TERMINATE THE ELECTRICAL CONNECTION AND REMOVE THE SERVICE CABLE TO THE GATE. COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR REMOVE ELECTRIC GATE.
- THE CONTRACTOR SHALL REMOVE THE CONCRETE FOUNDATIONS, CONCRETE BOLLARDS, GATE OPERATOR, GATE KEYPAD AND ALL RELATED ACCESSORIES TO THE ELECTRIC GATE. COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE FOR REMOVE ELECTRIC GATE.
- CONTRACTOR SHALL COORDINATE PHASING OF WORK WITH WORK DONE BY OTHERS AS NECESSARY. (COST OF COORDINATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT).

LEGEND

- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING ELEVATED RETROREFLECTIVE MARKER
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING WOODEN AIRFIELD GUIDANCE SIGN
- EXISTING WINDCONE
- EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
- EXISTING ELECTRICAL HANDHOLE
- EXISTING STORM INLET
- EXISTING SLOPE BOX
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING UTILITY PEDESTAL
- EXISTING CONDUIT/DUCT BANK
- EXISTING RUNWAY 16/34 CIRCUIT
- EXISTING RUNWAY 12/30 CIRCUIT
- EXISTING RUNWAY 6/24 CIRCUIT
- EXISTING TAXIWAY G AND D CIRCUIT
- EXISTING TAXIWAY A, B, E AND F CIRCUIT
- EXISTING TAXIWAY KILO CIRCUIT
- EXISTING CONCRETE BOLLARD
- EXISTING GAS MAIN
- EXISTING RUNWAY 30 REIL CABLES
- EXISTING FAA CABLES
- EXISTING 4-BOX PAPI SYSTEM
- EXISTING RUNWAY GUARD LIGHT CIRCUIT
- EXISTING ELECTRICAL UTILITY
- EXISTING ABANDONED CABLES
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- EXISTING WATERMAIN
- EXISTING SANITARY SEWER
- EXISTING WATER MAIN PIPE IN CASING PIPE
- EXISTING LIGHT POLE
- EXISTING BUILDING
- EXISTING AIRFIELD FENCE
- EXISTING GATE
- EXISTING AIRPORT PROPERTY LINE
- EXISTING ITEM TO BE REMOVED
- EXISTING ITEM TO BE RELOCATED
- EXISTING ITEM TO BE ADJUSTED
- PROPOSED SEWER/DUCT/UNDERDRAIN REMOVAL
- PROPOSED BUTT JOINT CONSTRUCTION
- PROPOSED BITUMINOUS PAVEMENT REMOVAL
- PROPOSED CONCRETE PAVEMENT REMOVAL
- PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL
- PROPOSED BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT

PA049

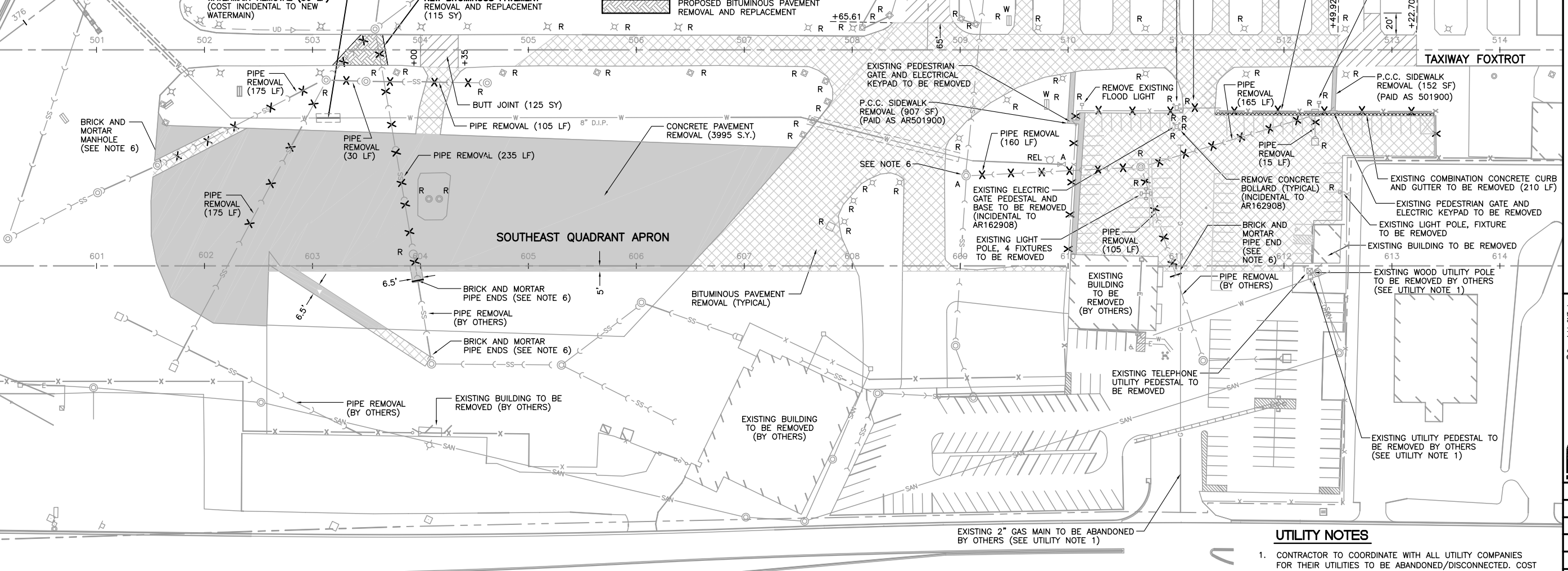


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FILE: apron-econd-3.dwg
 LAYOUT: Layout1
 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Wed 7/22/09 1:35pm
 XREF DWG: apron-revised-base.dwg
 tbcint_apron-revised.dwg
 tb.dwg

REVISIONS		
NUMBER	BY	DATE

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



CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT SOUTHEAST QUADRANT APRON
EXISTING CONDITIONS/PROPOSED REMOVALS

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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT:	PWK-3581
A.I.P. PROJECT:	3-17-0018-B37
SHEET	11 OF 35 SHEETS

UTILITY NOTES





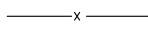

- CONTRACTOR TO COORDINATE WITH ALL UTILITY COMPANIES FOR THEIR UTILITIES TO BE ABANDONED/DISCONNECTED. COST OF COORDINATION SHALL BE INCIDENTAL TO CONTRACT.

UTILITY CONTACTS

AT & T: 1-888-901-2779
 COMED: J.V. ROLDAN, 1-847-816-5539
 NICOR: CHRIS WINTERS, 1-815-261-9418

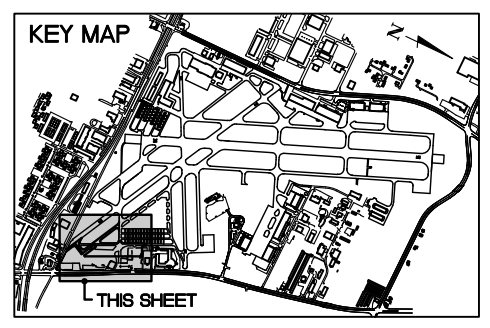
MILWAUKEE AVENUE

LEGEND

-  EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
-  NEW P.C.C. PAVEMENT
-  NEW BITUMINOUS PAVEMENT
-  EXISTING P.C.C. PAVEMENT TO BE REMOVED
-  EXISTING BUILDING
-  EXISTING AIRFIELD FENCE

POINT "A" CLOSEST CONSTRUCTION
 POINT TO RUNWAY 12/30
 ELEVATION: 639.04
 LATITUDE: 42°06'36.12" (NAD27)
 LONGITUDE: 87°53'33.51" (NAD27)
 STA. 501+85.44, 16.9' RT, ϕ TAXIWAY
 FOXTROT

POINT "B" CLOSEST CONSTRUCTION
 POINT TO RUNWAY 6/24
 ELEVATION: 641.24
 LATITUDE: 42°06'52.23" (NAD27)
 LONGITUDE: 87°53'43.86" (NAD27)
 STA. 513+22.71, ϕ TAXIWAY
 FOXTROT



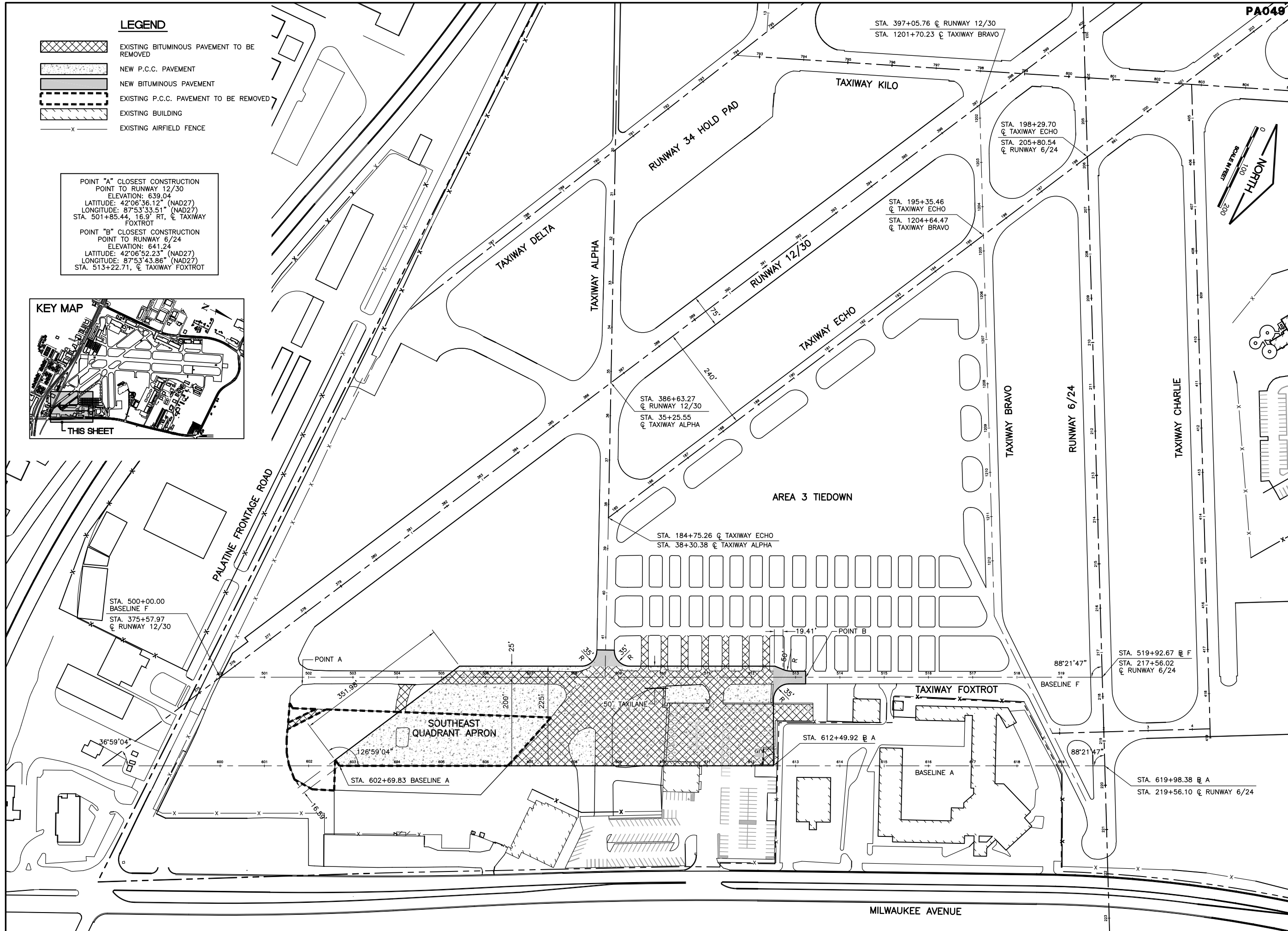
REVISIONS

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

GEOMETRIC PLAN



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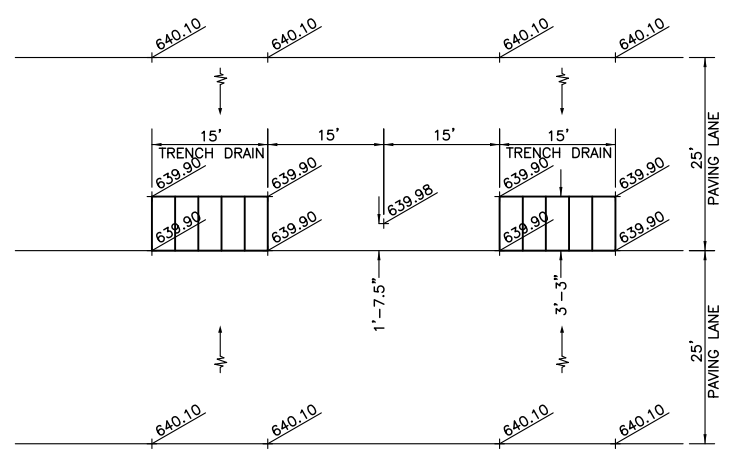
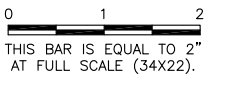
ILLINOIS PROJECT: PWK-3581
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LEGEND

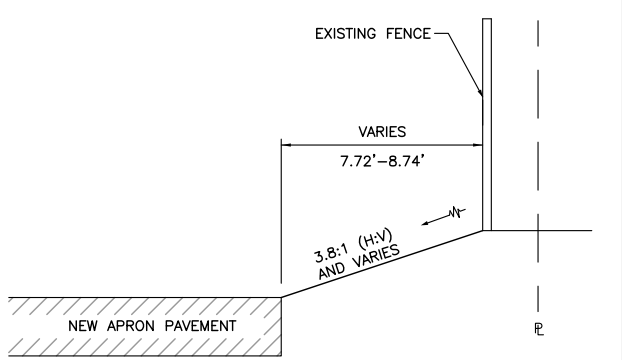
- NEW ELEVATION
- EXISTING ELEVATION
- 640 NEW CONTOUR
- 640 EXISTING CONTOUR
- NEW STORM SEWER STRUCTURE
- EXISTING STORM SEWER STRUCTURE
- A STORM SEWER STRUCTURE TO BE ADJUSTED

REVISIONS

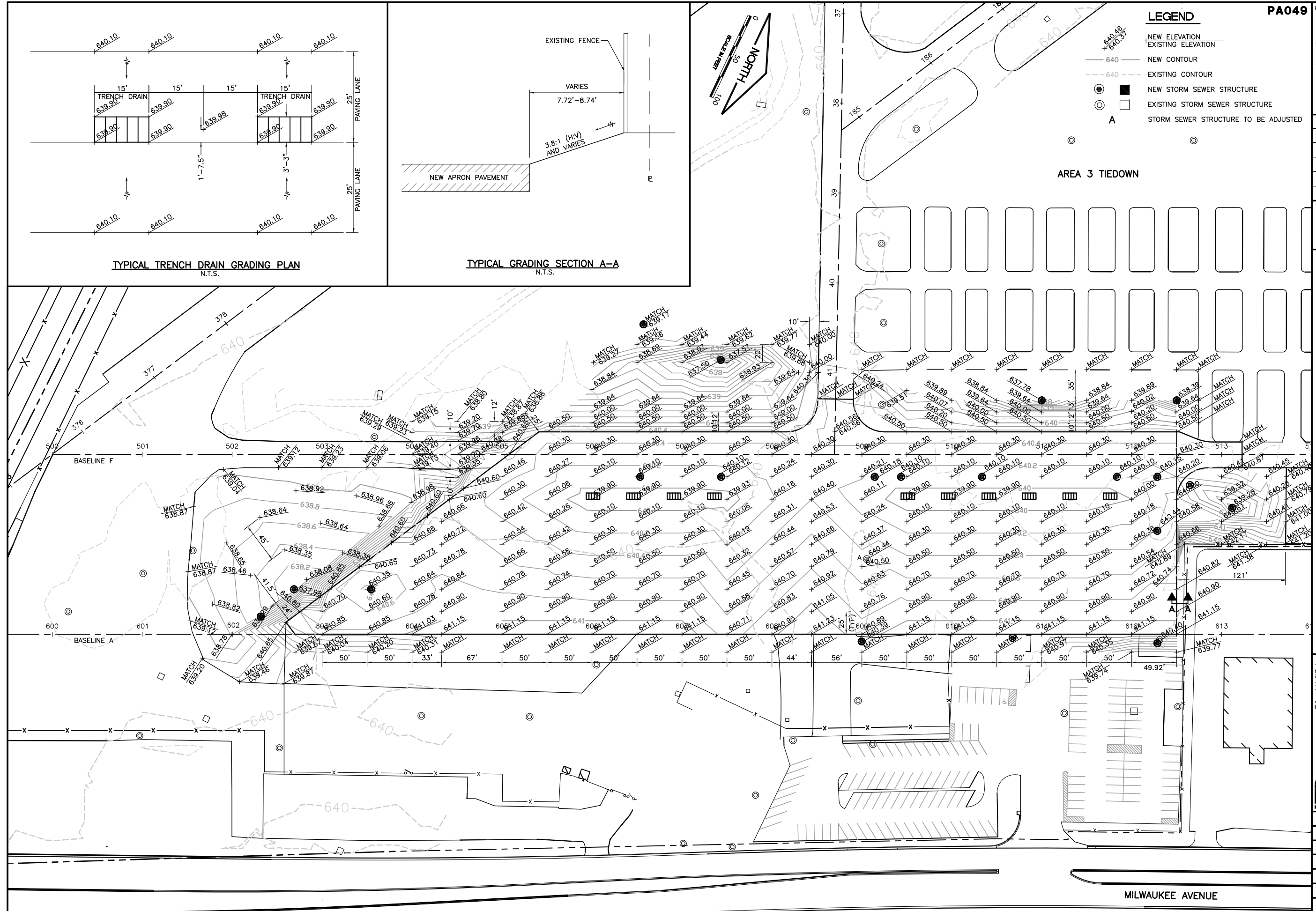
NUMBER	BY	DATE



TYPICAL TRENCH DRAIN GRADING PLAN
N.T.S.



TYPICAL GRADING SECTION A-A
N.T.S.



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

GRADING PLAN

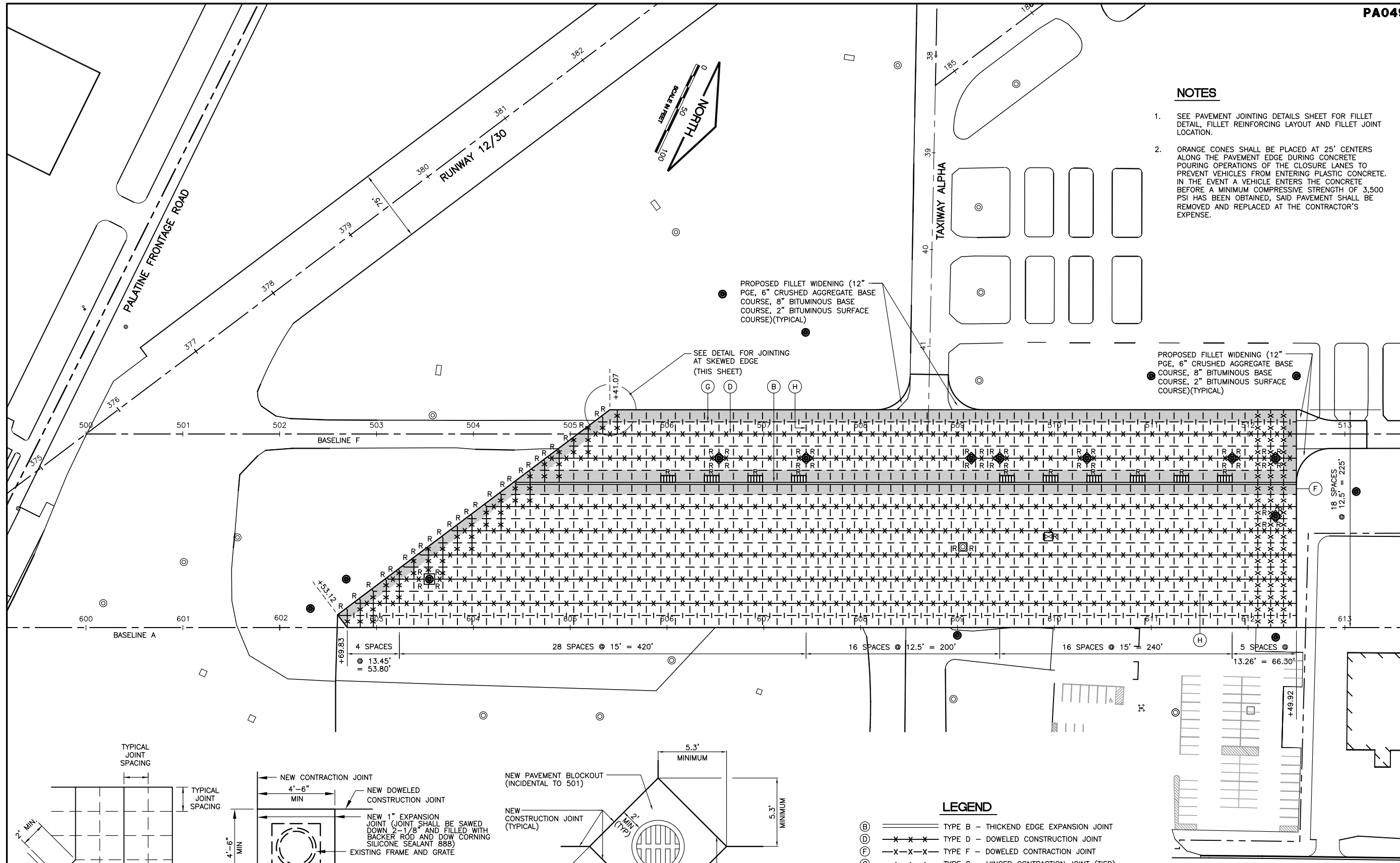
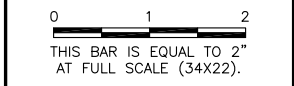


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SHEET	13 OF 35 SHEETS

NOTES

- SEE PAVEMENT JOINTING DETAILS SHEET FOR FILLET DETAIL, FILLET REINFORCING LAYOUT AND FILLET JOINT LOCATION.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

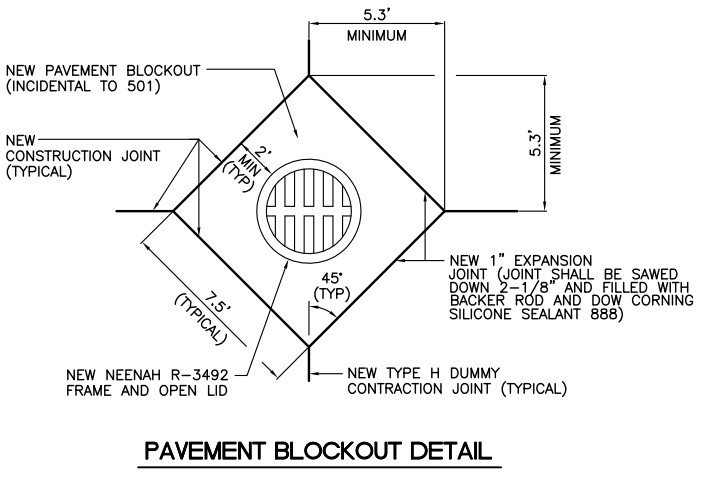
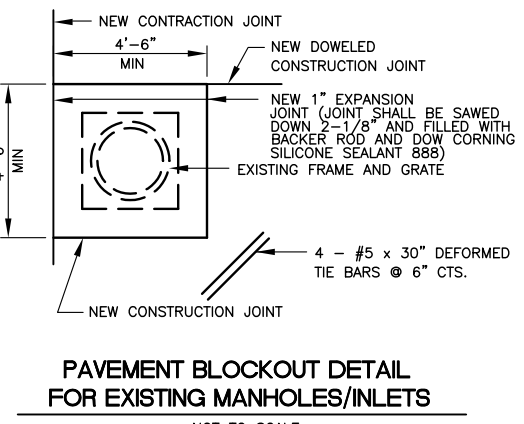
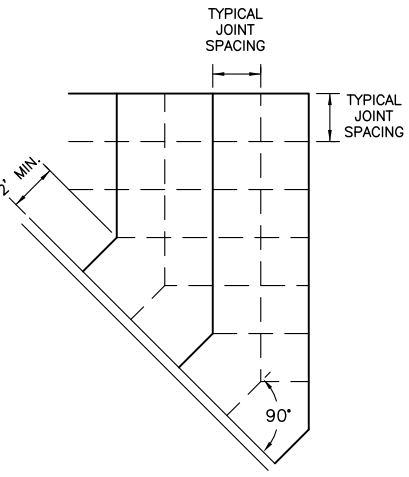
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NUMBER	BY	DATE



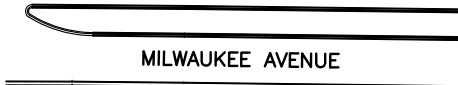
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 PAVEMENT JOINTING PLAN**

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SHEET 14 OF 35 SHEETS	



- LEGEND**
- (B) TYPE B - THICKEND EDGE EXPANSION JOINT
 - (D) TYPE D - DOWELED CONSTRUCTION JOINT
 - (F) TYPE F - DOWELED CONTRACTION JOINT
 - (G) TYPE G - HINGED CONTRACTION JOINT (TIED)
 - (H) TYPE H - DUMMY CONTRACTION JOINT
 - R REINFORCED PANEL (ALL ODD SHAPED PANELS)
 - THICKENED EDGE
 - ◊ PAVEMENT BLOCKOUT FOR NEW DRAINAGE STRUCTURE
 - ⊙ PAVEMENT BLOCKOUT FOR EXISTING DRAINAGE STRUCTURE



JOINT NOTES

PA049

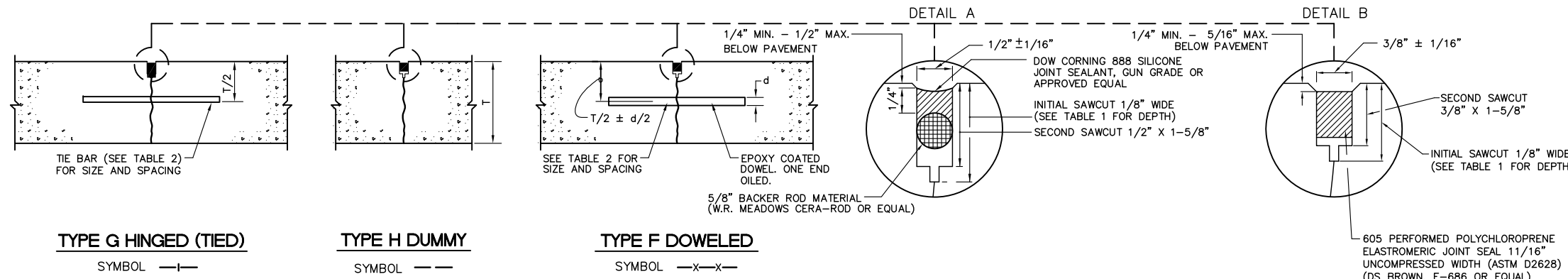
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LAYOUT: Layout1
UPDATE BY: johse
SURVEY BOOK #
DATE: Wed 7/22/09 10:25am
XREF DWG: tb.dwg
tbcint.dwg
tbcint_apron-revised.dwg

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY OR MECHANICALLY INSTALL PER ARTICLE 420.05 JOINTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES OR MECHANICAL METHOD SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- 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.

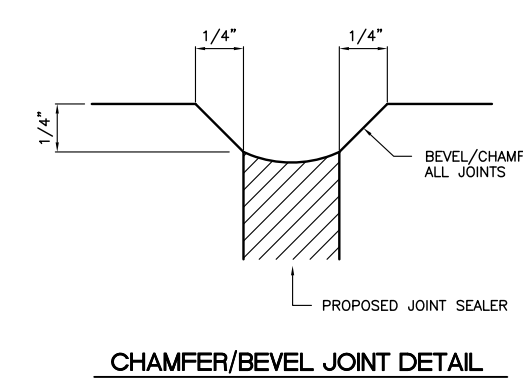
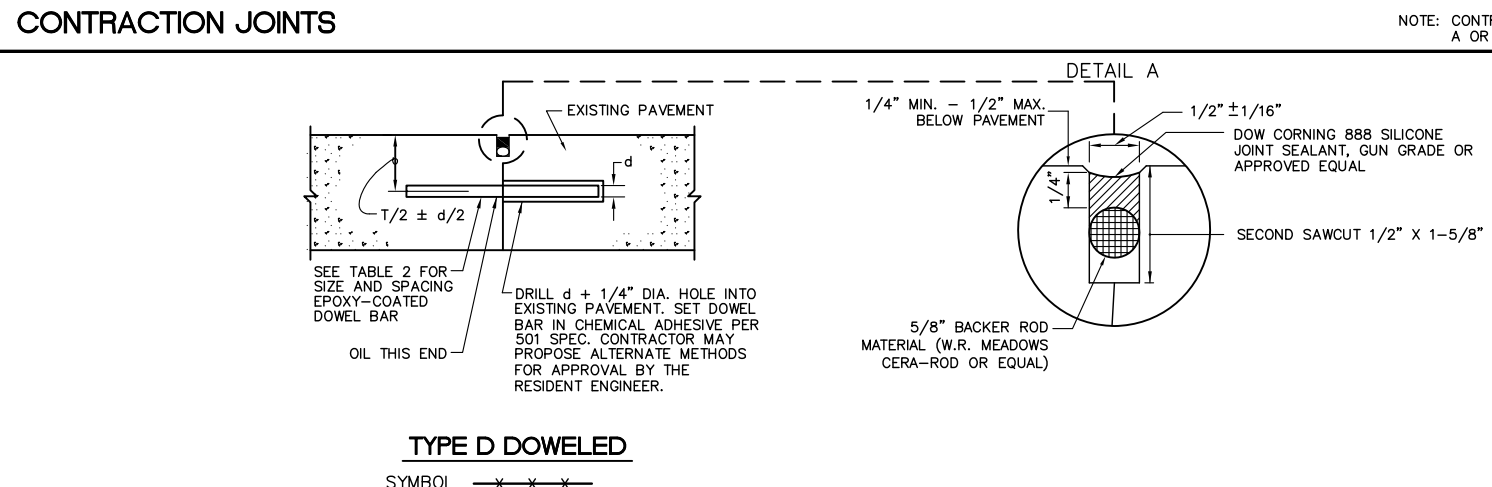
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NUMBER	BY	DATE

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



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

PAVEMENT JOINTING DETAILS

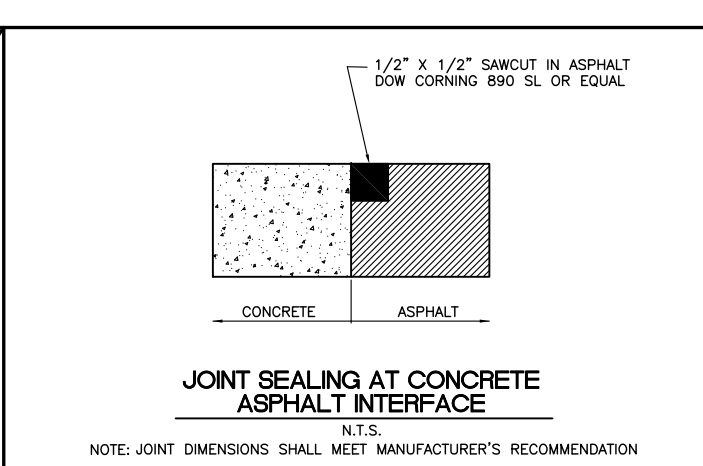
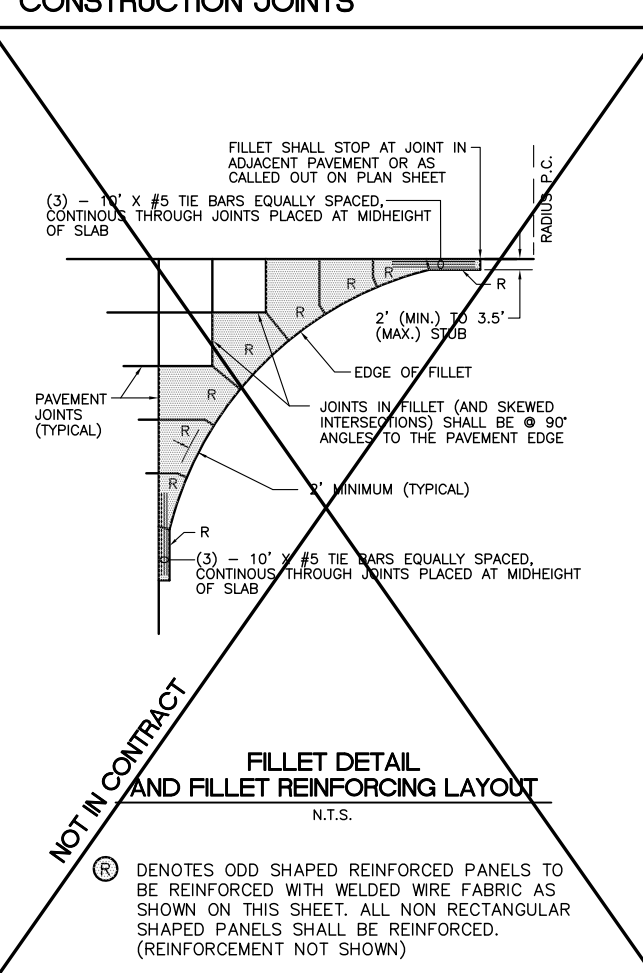
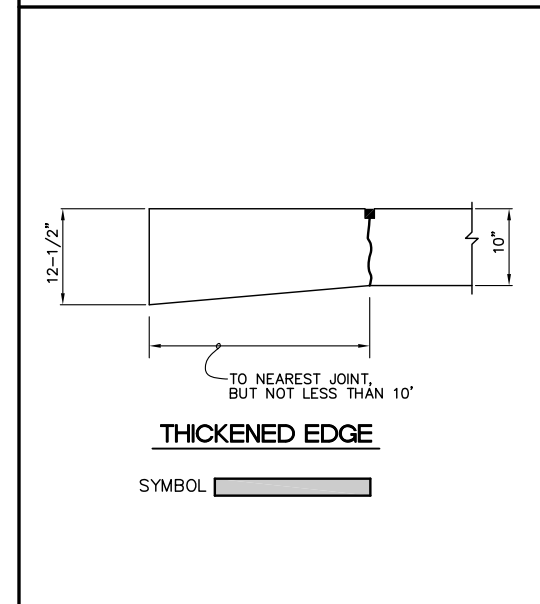
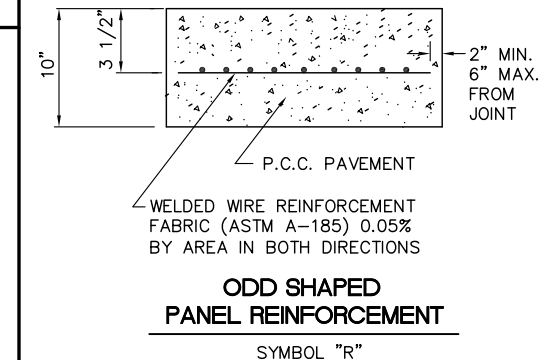
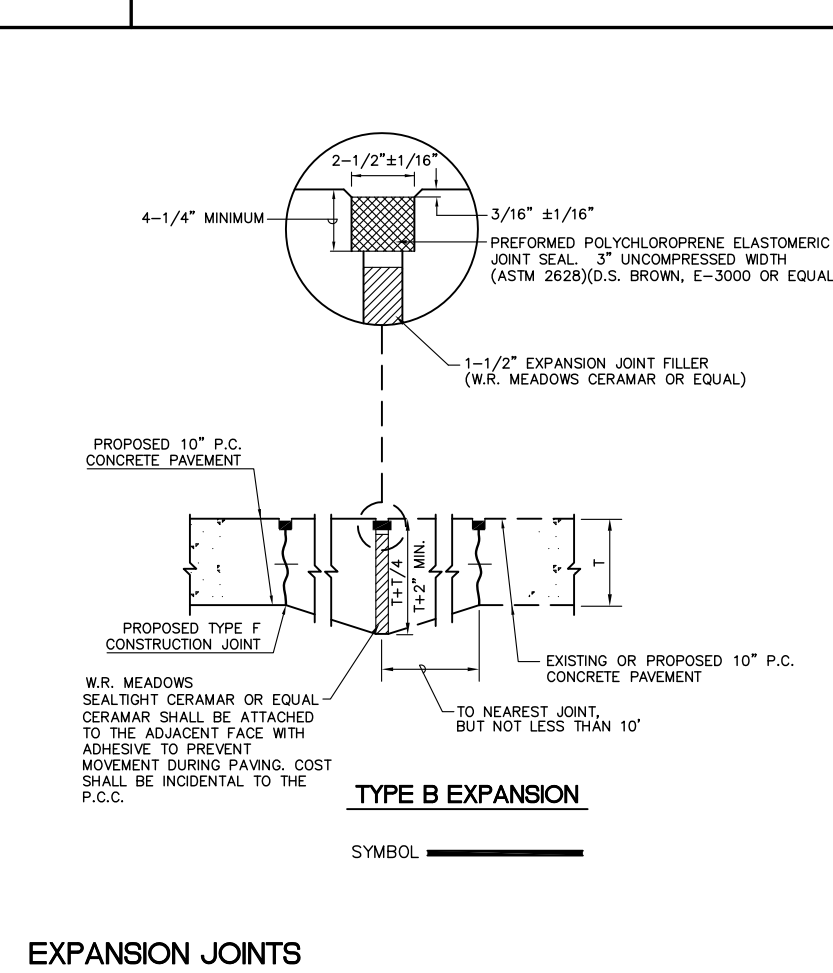


TABLE 1

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

TABLE 2

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



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APPROVED BY:
DATE: 07/24/09
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ILLINOIS PROJECT: PWK-3581
A.I.P. PROJECT: 3-17-0018-B37
SHEET 15 OF 35 SHEETS

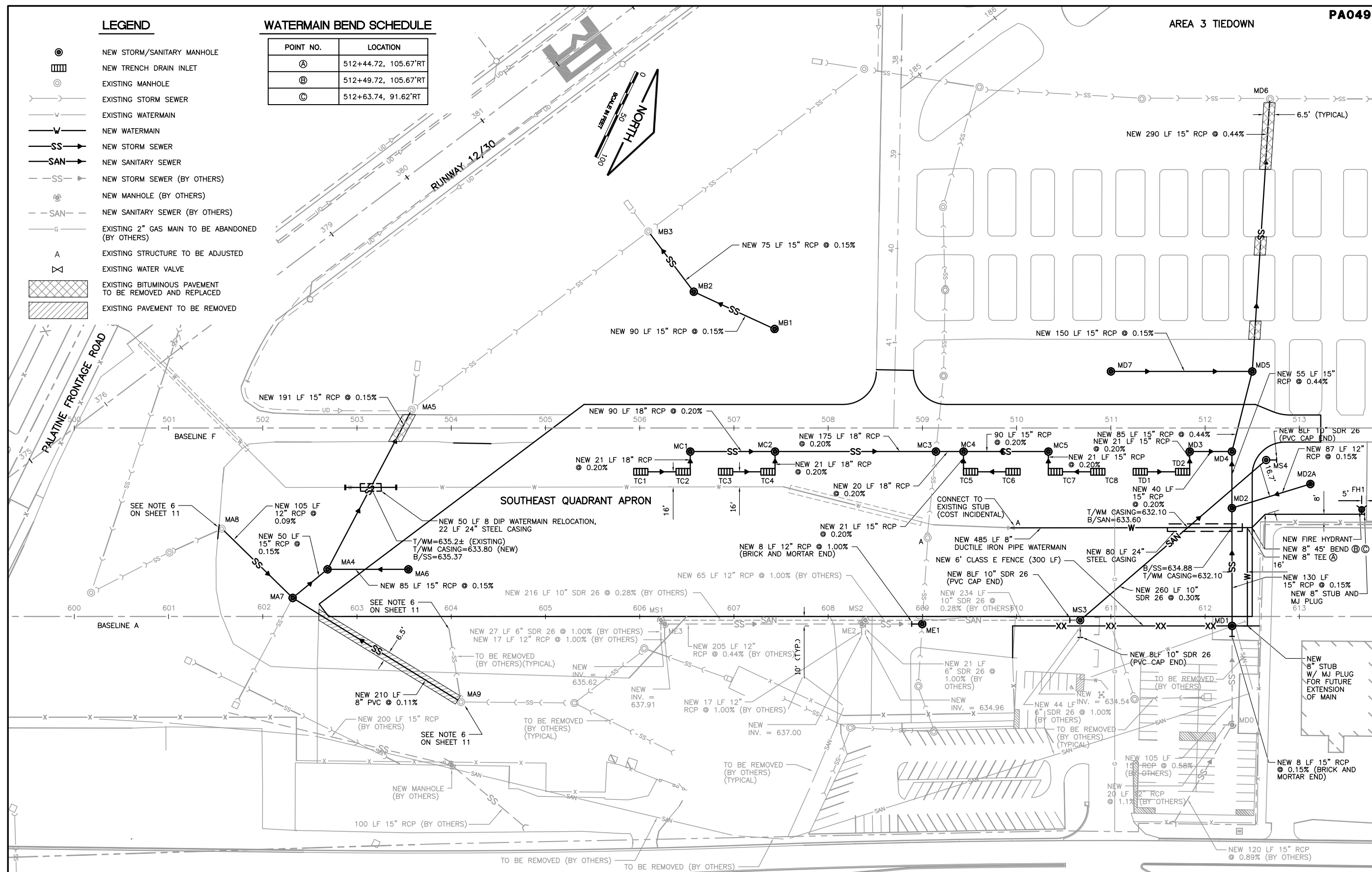
LEGEND

- ⊙ NEW STORM/SANITARY MANHOLE
- ▤ NEW TRENCH DRAIN INLET
- ⊙ EXISTING MANHOLE
- EXISTING STORM SEWER
- EXISTING WATERMAIN
- SS → NEW STORM SEWER
- SAN → NEW SANITARY SEWER
- SS → NEW STORM SEWER (BY OTHERS)
- ⊙ NEW MANHOLE (BY OTHERS)
- SAN → NEW SANITARY SEWER (BY OTHERS)
- G — EXISTING 2" GAS MAIN TO BE ABANDONED (BY OTHERS)
- A EXISTING STRUCTURE TO BE ADJUSTED
- X EXISTING WATER VALVE
- ▨ EXISTING BITUMINOUS PAVEMENT TO BE REMOVED AND REPLACED
- ▨ EXISTING PAVEMENT TO BE REMOVED

WATERMAIN BEND SCHEDULE

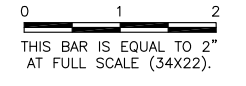
POINT NO.	LOCATION
A	512+44.72, 105.67'RT
B	512+49.72, 105.67'RT
C	512+63.74, 91.62'RT

AREA 3 TIEDOWN



REVISIONS

NUMBER	BY	DATE



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

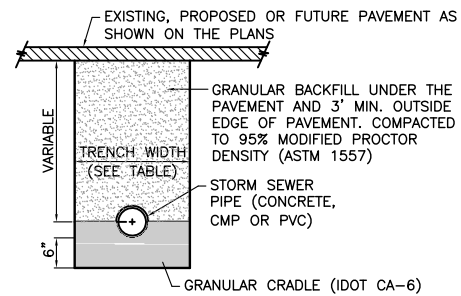
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SHEET 16 OF 35 SHEETS	

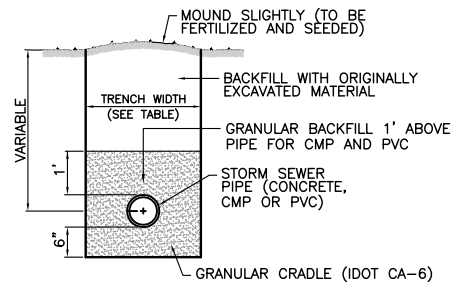
NOTES

- SEE EXISTING CONDITIONS/PROPOSED REMOVALS (SHEET 11) FOR EXISTING PAVEMENT TO BE REMOVED (NOT SHOWN FOR CLARITY).

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH	MAXIMUM PAVEMENT REMOVAL WIDTH
6	3'-7"	5'-7"
8	3'-9"	5'-9"
12	4'-2"	6'-2"
15	4'-6"	6'-6"
18	4'-9"	6'-9"
21	5'-0"	7'-0"
24	5'-4"	7'-4"
27	5'-7"	7'-7"
30	5'-11"	7'-11"
36	6'-6"	8'-6"
42	7'-1"	9'-1"
48	7'-8"	9'-8"
54	8'-3"	10'-3"
60	8'-10"	10'-10"
66	9'-5"	11'-5"
72	10'-0"	12'-0"
78	10'-7"	12'-7"
84	11'-2"	13'-2"
90	11'-9"	13'-9"
96	12'-4"	14'-4"
102	12'-11"	14'-11"
108	13'-6"	15'-6"



ALL PAVED AREAS



NON-PAVED AREAS

TRENCH DETAILS

NOT TO SCALE

STORM SEWER/UNDERDRAIN NOTES

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

PROPOSED DRAINAGE/UTILITY SCHEDULE

STRUCTURE NUMBER	LOCATION FROM B F	DESCRIPTION	RIM ELEVATION	INVERT (NORTH)	INVERT (SOUTH)	INVERT (EAST)	INVERT (WEST)
MA4	502+68.8, 150.0'RT	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	637.98	635.71		635.71	635.71
MA5	503+58.0, 19.3'LT	EXISTING MANHOLE	639.21		635.46 (SW) EXISTING	635.42	635.42 EXISTING
MA6	503+54.5, 150.0'RT	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	640.35		635.83		635.42
MA7	502+30.93, 181.8' RT.	MANHOLE 4', W/TYPE 1 FRAME AND CLOSED LID	638.46	635.79	635.79		635.79
MA8	501+56.42, 106.8' RT.	EXISTING MANHOLE	638.58	635.88		635.90	
MA9	504+10.31, 290.8' RT.	EXISTING MANHOLE	639.27	636.03	636.03 (SW)		
MB1	507+43.1, 105.0'LT	MANHOLE 4', W/TYPE 8 GRATE	637.50		635.21		
MB2	506+57.3, 144.5'LT	MANHOLE 4', W/TYPE 1 FRAME AND OPEN LID	639.17	635.07	635.07		
MB3	506+09.2, 208.5'LT	EXISTING MANHOLE	639.56	634.96	634.96 EXISTING	634.96 EXISTING	634.93 EXISTING
MC1	506+53.6, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.10	636.19		636.19	
MC2	507+43.6, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.10	636.01	636.01	636.01	
MC3	509+14.3, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.18	635.66 EXISTING	635.66 EXISTING	635.66	635.66
MC4	509+43.6, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.10	635.70	635.70	635.70	
MC5	510+33.6, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.10		635.88	635.91	
MD1	512+28.5, 210.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.40			635.24	635.24
MD2	512+28.4, 85.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.44	635.04		635.04	635.04
MD2A	513+11.7, 59.4'RT	MANHOLE 4' WITH TYPE 1 FRAME AND GRATE	639.28		635.17		
MD3	511+83.6, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.10	634.88		635.00	
MD4	512+28.4, 25.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.15		634.80	634.80	634.80
MD5	512+50.0, 60.0'LT	MANHOLE 4' WITH TYPE 1 FRAME AND GRATE	638.39		634.78	634.43	634.43
MD6	512+69.0, 349.5'LT	EXISTING MANHOLE	639.21 EXISTING	633.13 EXISTING	633.15 EXISTING	633.13	
MD7	511+00.0, 60.0'LT	MANHOLE 4' WITH TYPE 1 FRAME AND GRATE	637.78	635.00			
ME1	508+99.8, 208.0'RT	MANHOLE 4' WITH NEENAH R-3492 FRAME AND CLOSED LID OR APPROVED EQUAL	640.39		636.19	EXISTING	636.19 EXISTING
MS3	510+67.4, 204.0'RT	SANITARY MANHOLE 4' WITH NEENAH R1916F OR APPROVED EQUAL	641.22	634.10 (NW)	634.10 (BY OTHERS)		
MS4	512+64.7, 34.0'RT	SANITARY MANHOLE 4' WITH NEENAH R1916F OR APPROVED EQUAL	640.50		633.32 (SE)		
FH1	513+66.1, 86.5'RT	FIRE HYDRANT					

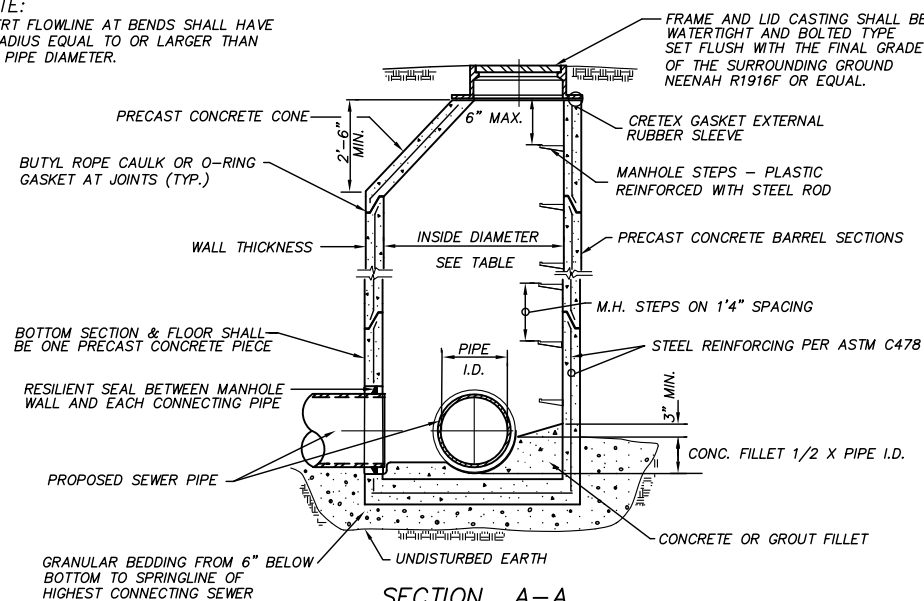
NOTE: THE STATION AND OFFSET IS MEASURED TO THE CENTER OF THE STRUCTURE

PROPOSED TRENCH DRAIN SCHEDULE

STRUCTURE NUMBER	LOCATION	ELEVATION A	ELEVATION B	ELEVATION C	ELEVATION D	ELEVATION E	ELEVATION F	ELEVATION G	ELEVATION H
TC1 TO TC2	506+53.61, 46.5'RT	639.90	639.90	639.90	639.90	637.12	636.82	636.52	636.22
TC3 TO TC4	507+43.61, 46.5'RT	639.90	639.90	639.90	639.90	636.94	636.64	636.34	636.04
TC6 TO TC5	510+03.61, 46.5'RT	639.90	639.90	639.90	639.90	636.63	636.33	636.03	635.73
TC8 TO TC7	510+93.61, 46.5'RT	639.90	639.90	639.90	639.90	636.84	636.54	636.24	635.94
TD1 TO TD2	511+83.61, 46.5'RT	639.90	639.90	639.90	639.90	635.93	635.63	635.33	635.03

NOTE: STATION AND OFFSET IS MEASURED TO THE NORTH EDGE OF THE TRENCH DRAIN ON THE TRENCH DRAIN CENTERLINE

NOTE: INVERT FLOWLINE AT BENDS SHALL HAVE A RADIUS EQUAL TO OR LARGER THAN THE PIPE DIAMETER.

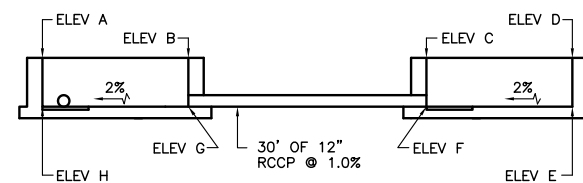


SECTION A-A SANITARY MANHOLE - TYPE "A"

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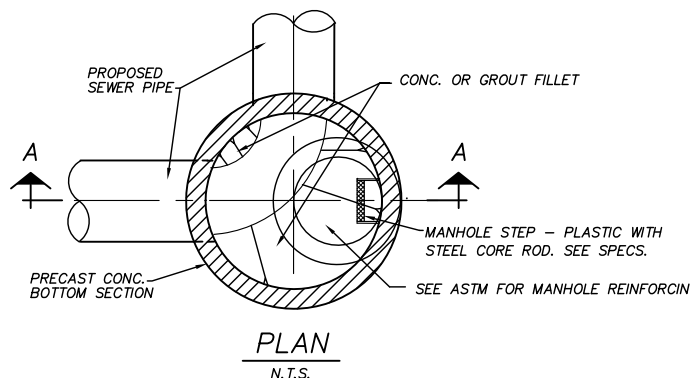
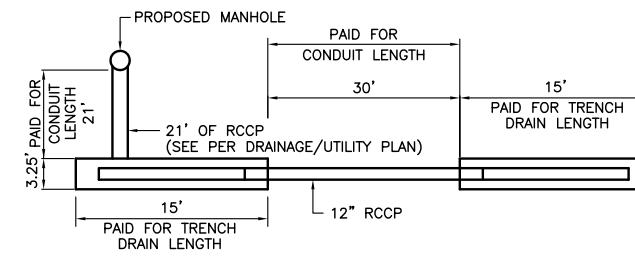
TYPICAL TRENCH DRAIN PROFILE

NOT TO SCALE



TYPICAL TRENCH DRAIN PLAN VIEW

NOT TO SCALE

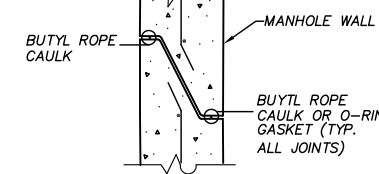


SANITARY MANHOLE

NOT TO SCALE

NOTE: ADDITIONAL REQUIREMENTS FOR CONCRETE MANHOLE CASTINGS, AND RESILIENT SEAL AROUND PIPE ARE IN THE SPECIFICATIONS. FOR CONNECTING EXISTING SEWERS TO PROPOSED MANHOLES, SEE SPECIFICATIONS.

MANHOLE TYPE	INSIDE DIA.	MIN. WALL THICKNESS
A-4	4'-0"	5"
A-5	5'-0"	6"
A-6	6'-0"	7"



TYP. SANITARY MANHOLE WALL JOINT

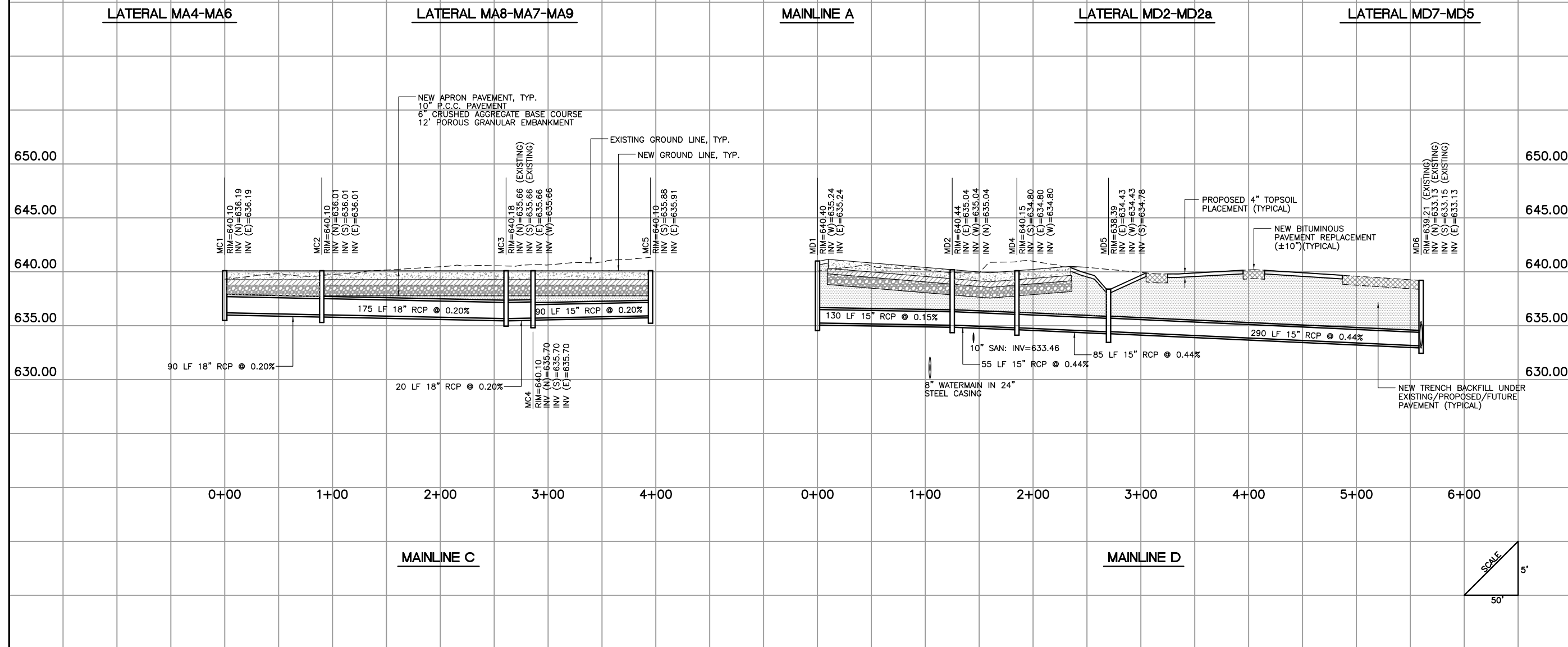
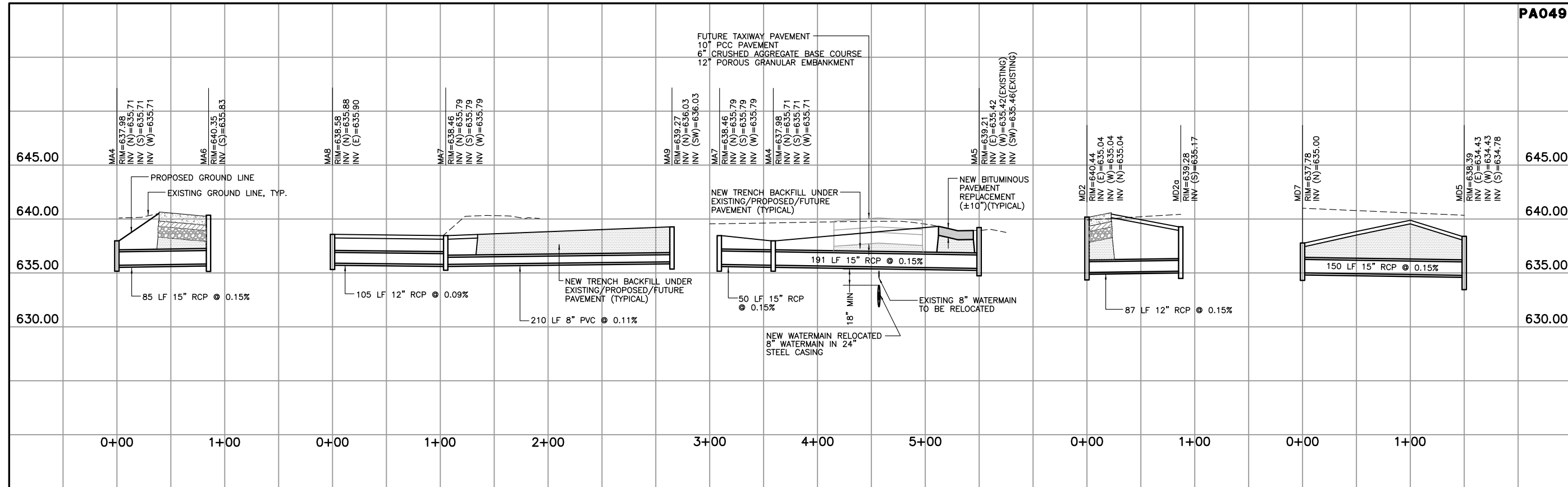
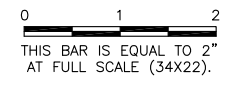
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CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT SOUTHEAST QUADRANT APRON
DRAINAGE/UTILITY SCHEDULE
AND DETAILS

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A.I.P. PROJECT:	3-17-0018-B37
SHEET	17 OF 35 SHEETS

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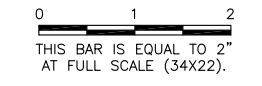


**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 STORM SEWER PROFILES**

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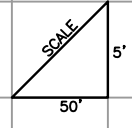
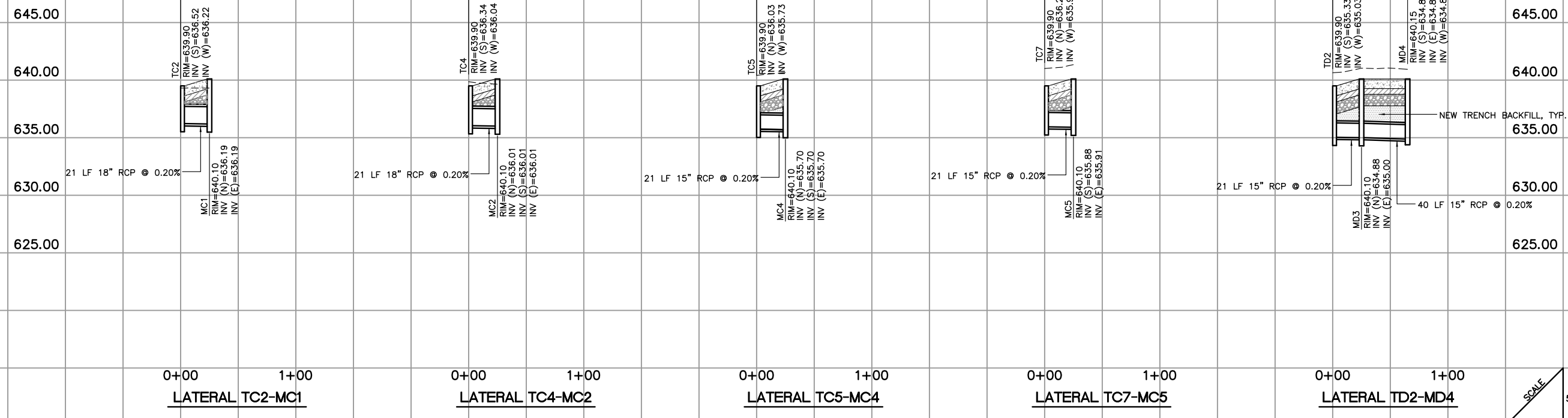
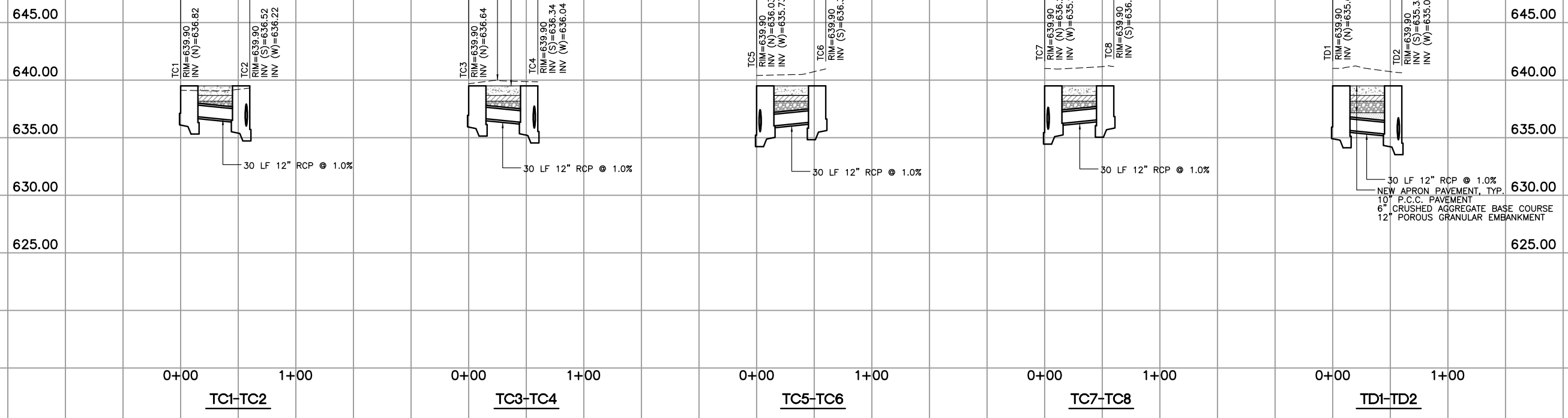
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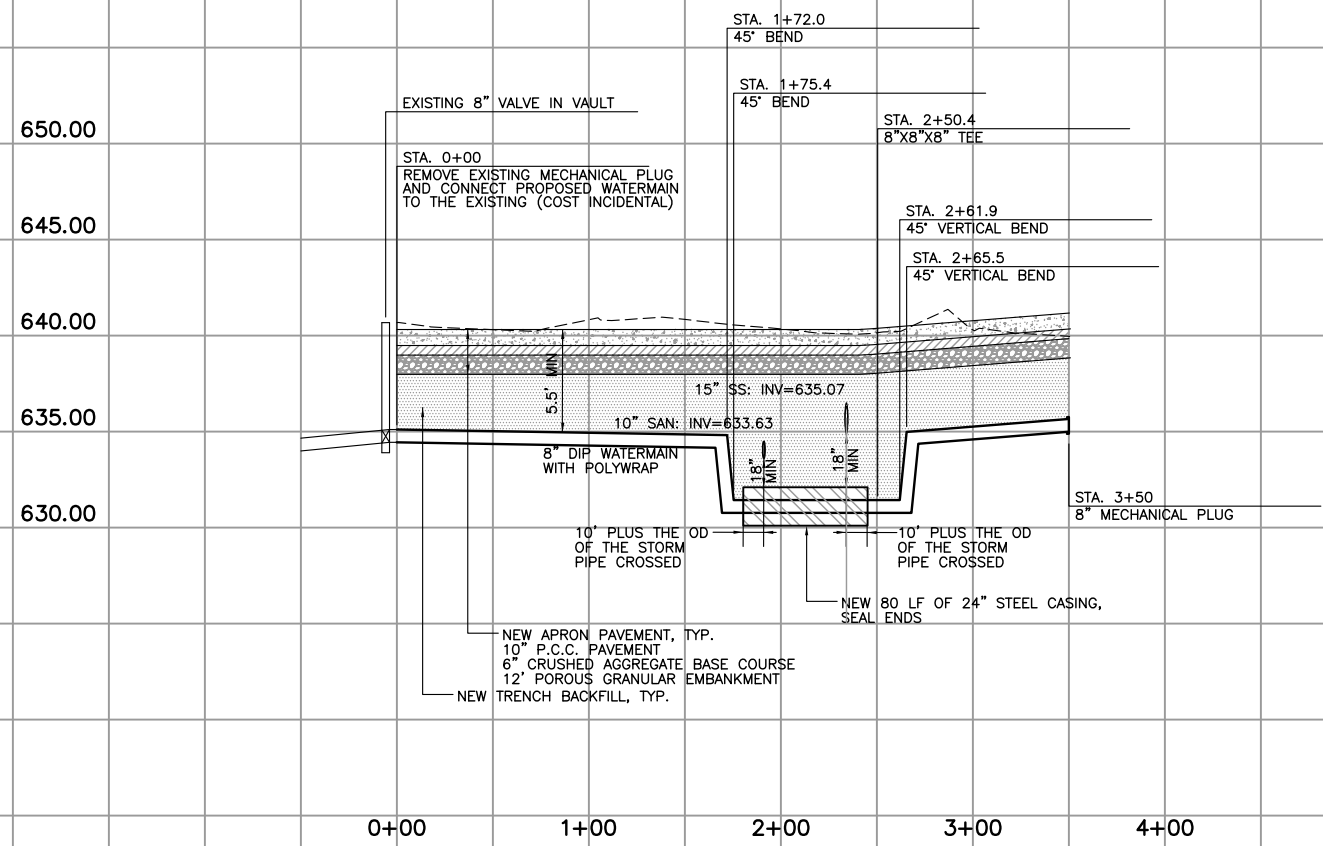


**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 STORM SEWER PROFILES**

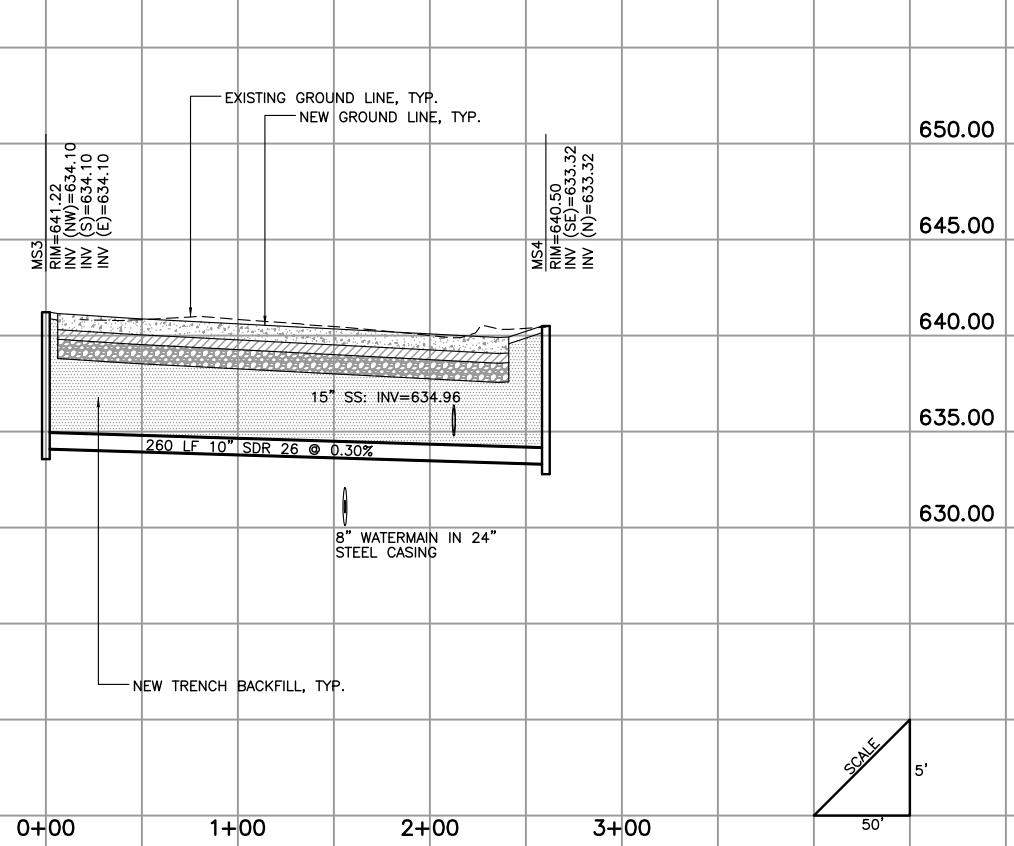
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SHEET 19 OF 35 SHEETS	





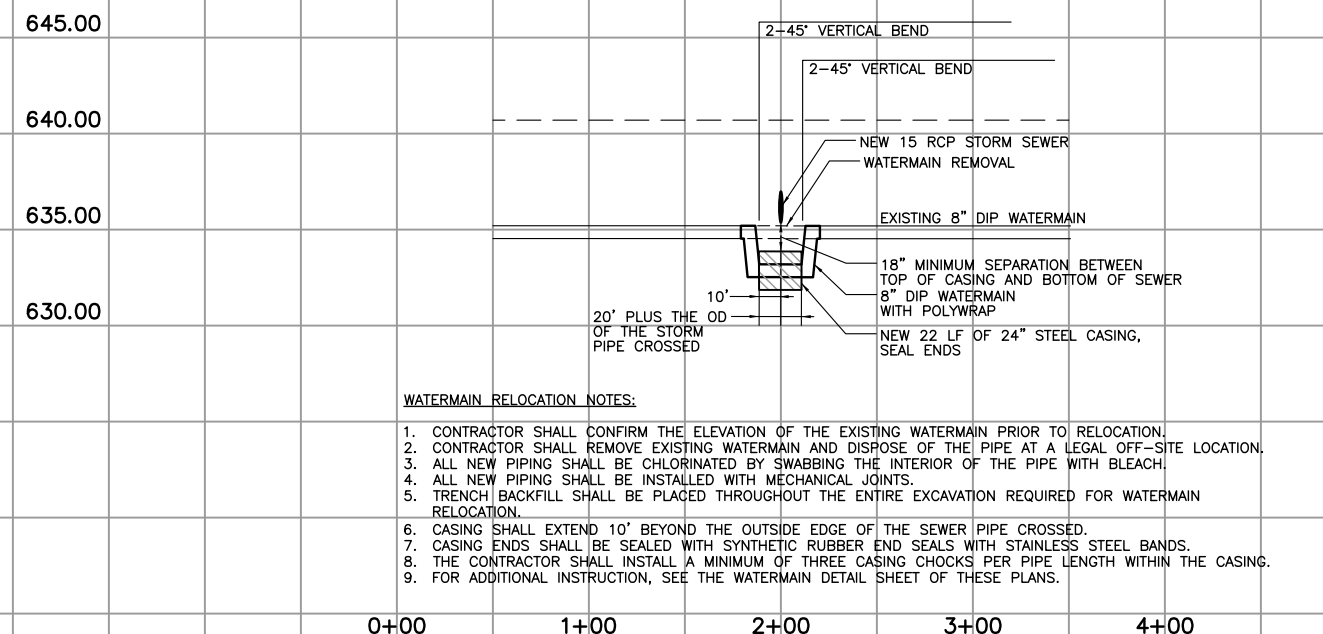
WATERMAIN PROFILE



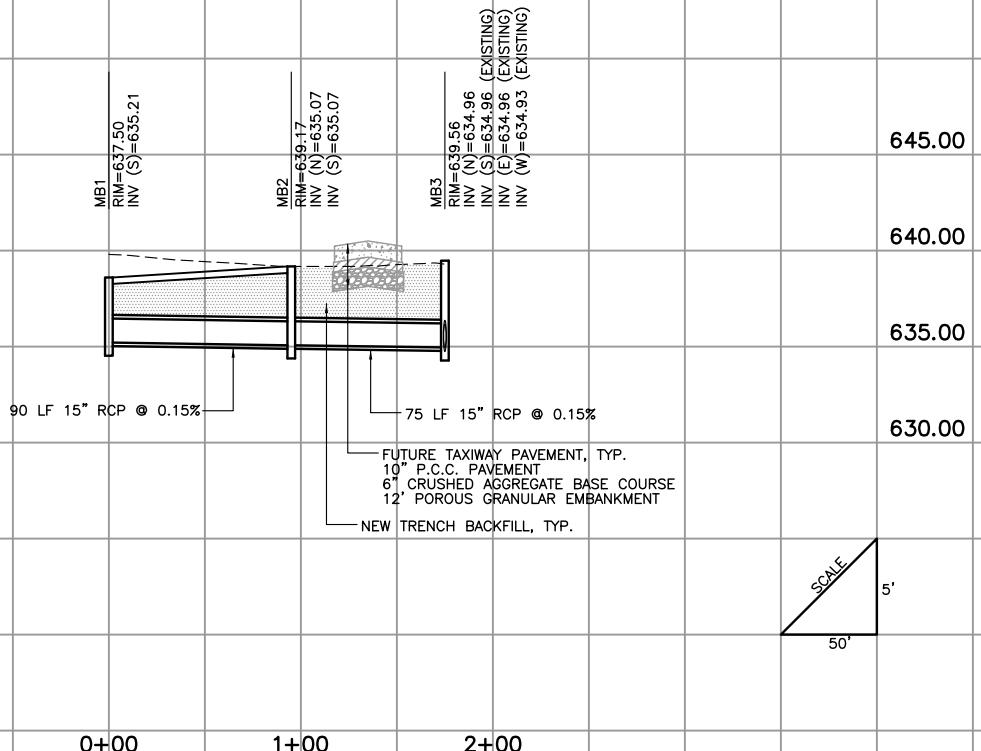
SANITARY SEWER PROFILE

WATERMAIN RELOCATION NOTES:

1. ALL NEW VERTICAL BENDS AND PIPEING WITHIN THE CASING SHALL BE INSTALLED WITH MECHANICAL JOINTS.
2. CASING SHALL EXTEND 10' BEYOND THE OUTSIDE EDGE OF THE SEWER PIPE CROSSED.
3. CASING ENDS SHALL BE SEALED WITH SYNTHETIC RUBBER END SEALS WITH STAINLESS STEEL BANDS.
4. THE CONTRACTOR SHALL INSTALL A MINIMUM OF THREE CASING CHOCKS PER PIPE LENGTH WITHIN THE CASING.
5. FOR ADDITIONAL INSTRUCTION, SEE THE WATERMAIN DETAIL SHEET OF THESE PLANS.



WATERMAIN RELOCATION



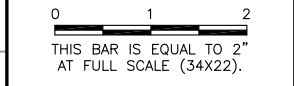
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WATERMAIN RELOCATION NOTES:

1. CONTRACTOR SHALL CONFIRM THE ELEVATION OF THE EXISTING WATERMAIN PRIOR TO RELOCATION.
2. CONTRACTOR SHALL REMOVE EXISTING WATERMAIN AND DISPOSE OF THE PIPE AT A LEGAL OFF-SITE LOCATION.
3. ALL NEW PIPING SHALL BE CHLORINATED BY SWABBING THE INTERIOR OF THE PIPE WITH BLEACH.
4. ALL NEW PIPING SHALL BE INSTALLED WITH MECHANICAL JOINTS.
5. TRENCH BACKFILL SHALL BE PLACED THROUGHOUT THE ENTIRE EXCAVATION REQUIRED FOR WATERMAIN RELOCATION.
6. CASING SHALL EXTEND 10' BEYOND THE OUTSIDE EDGE OF THE SEWER PIPE CROSSED.
7. CASING ENDS SHALL BE SEALED WITH SYNTHETIC RUBBER END SEALS WITH STAINLESS STEEL BANDS.
8. THE CONTRACTOR SHALL INSTALL A MINIMUM OF THREE CASING CHOCKS PER PIPE LENGTH WITHIN THE CASING.
9. FOR ADDITIONAL INSTRUCTION, SEE THE WATERMAIN DETAIL SHEET OF THESE PLANS.

REVISIONS

NUMBER	BY	DATE



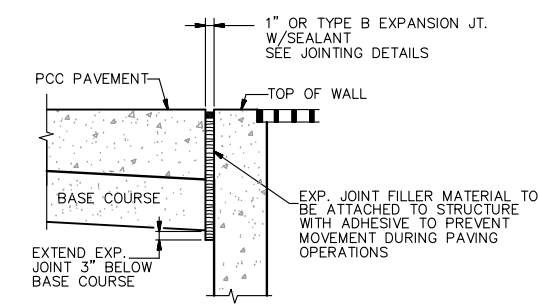
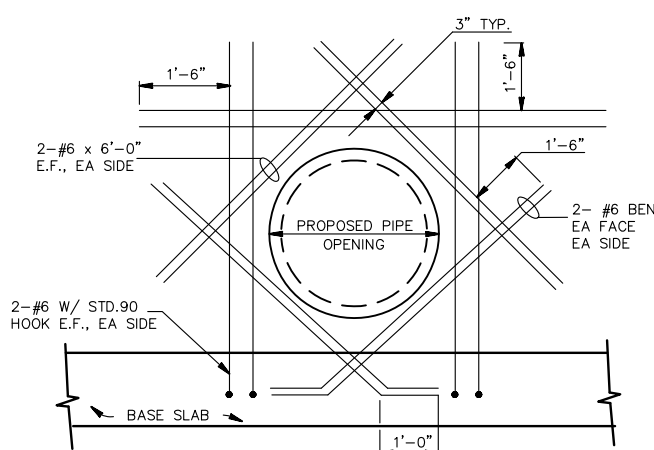
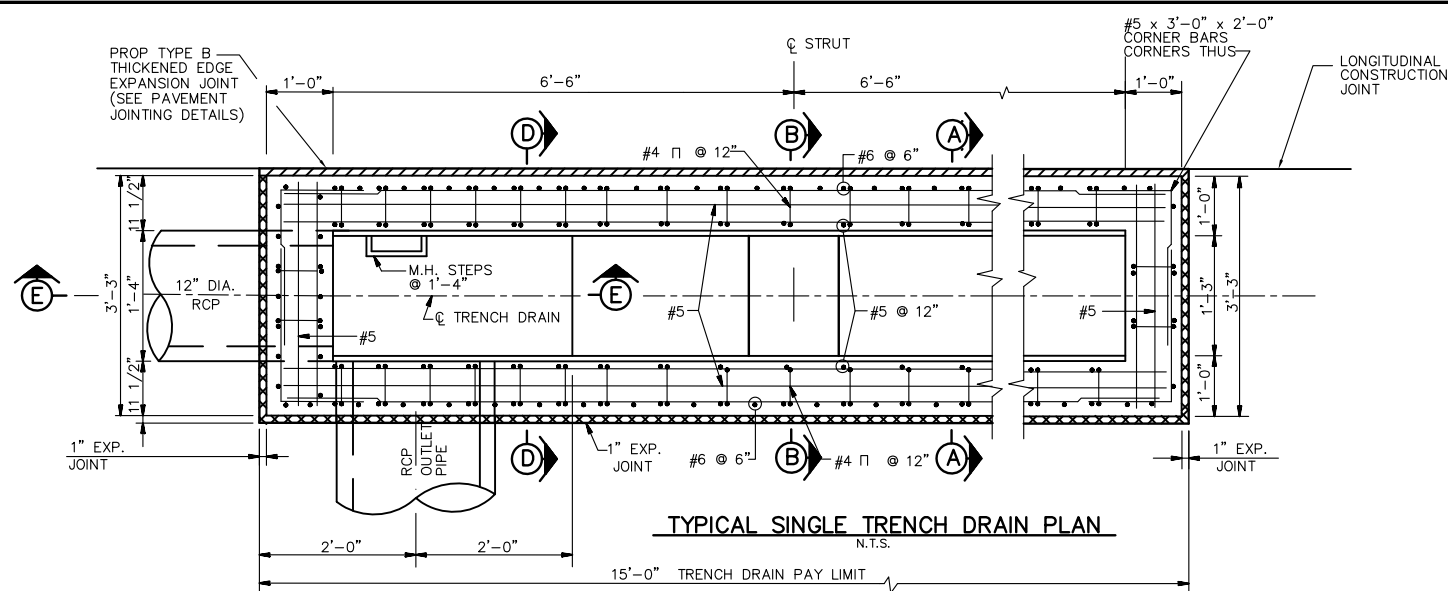
**CHICAGO EXECUTIVE AIRPORT
WHEELING/PROSPECT HEIGHTS, ILLINOIS
CONSTRUCT SOUTHEAST QUADRANT APRON
WATERMAIN AND
SANITARY SEWER PROFILES**

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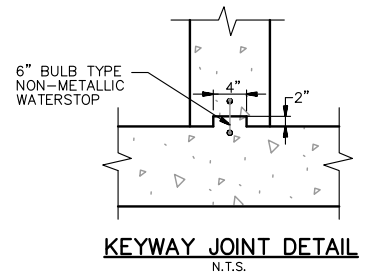
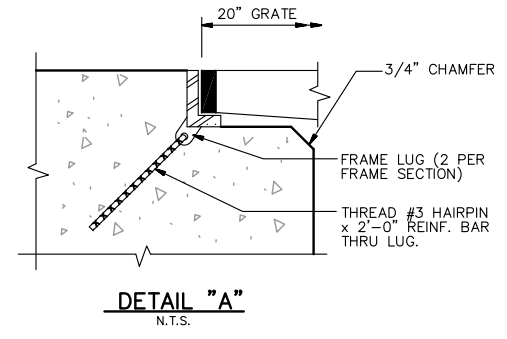
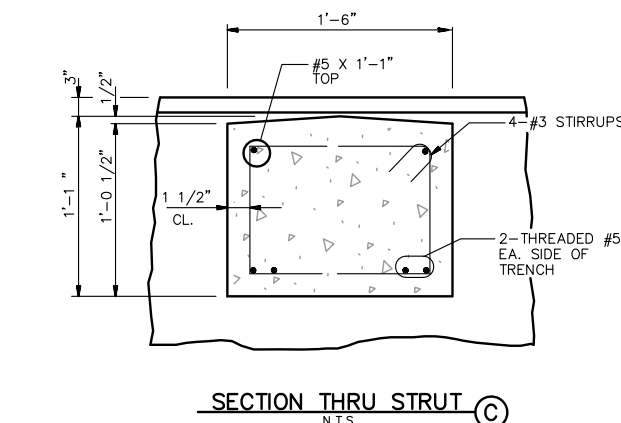
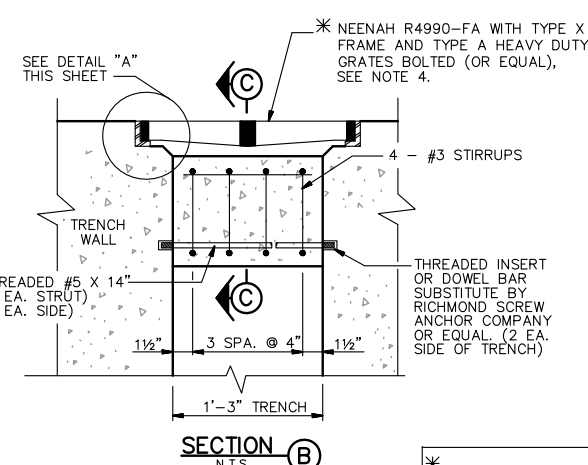
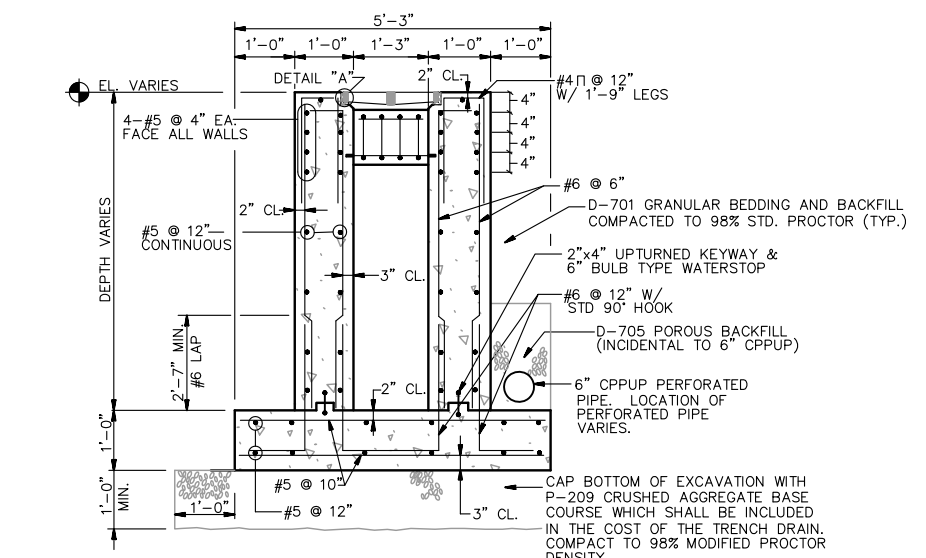
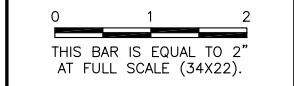
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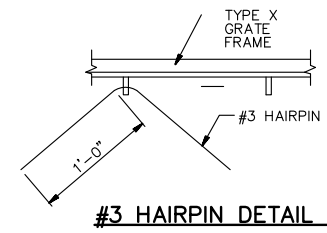
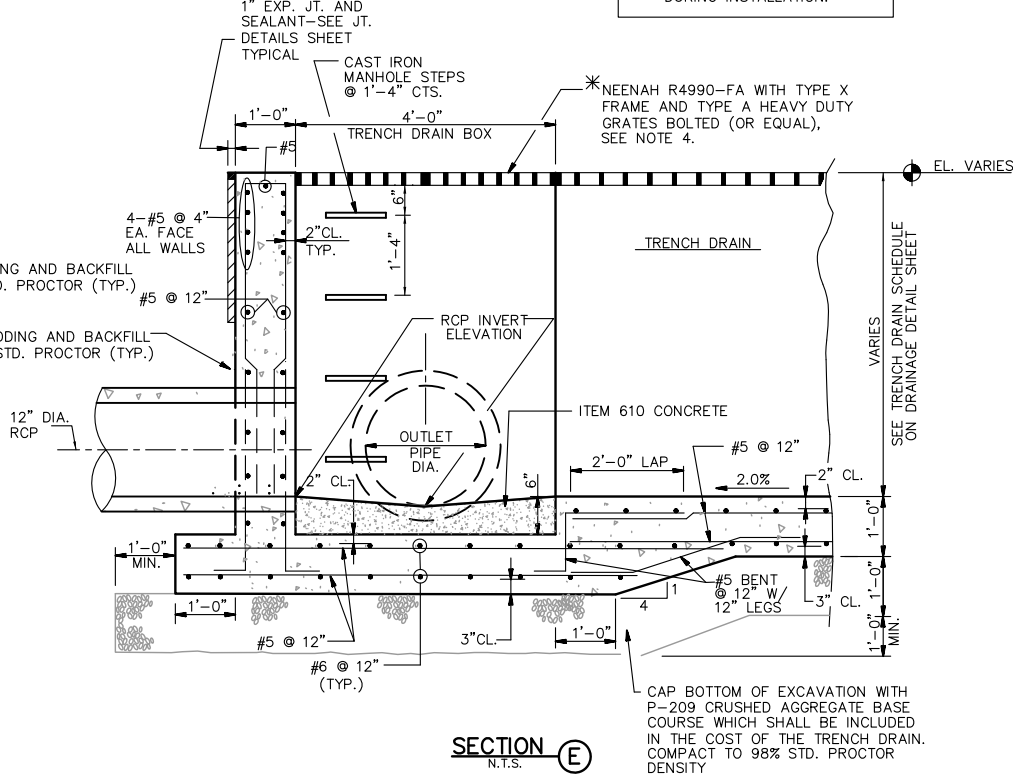
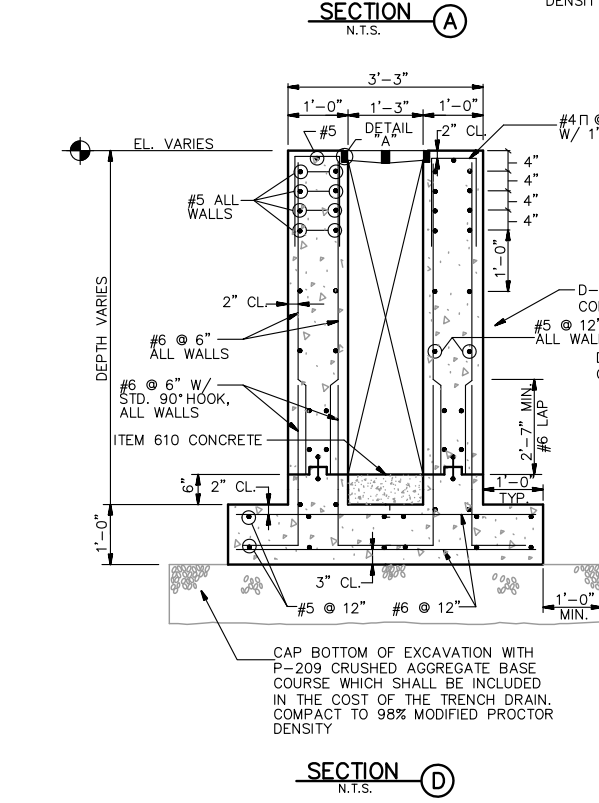
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A.I.P. PROJECT:	3-17-0018-B37
SHEET	20 OF 35 SHEETS



REVISIONS		
NUMBER	BY	DATE



* NOTE:
AT NO TIME SHALL BOLTED UNITS BE DISASSEMBLED DURING INSTALLATION.



- NOTES:**
- COST OF EXCAVATION AND BACKFILL BELOW PAVEMENT SUBGRADE SHALL BE INCLUDED IN UNIT PRICE FOR TRENCH DRAINS.
 - TRENCH DRAINS SHALL BE CONSTRUCTED WITH CAST-IN-PLACE CONCRETE TO THE LINES DIMENSIONS AND DETAILS SHOWN HEREIN.
 - SEE DRAINAGE SCHEDULE SHEET FOR TRENCH DRAIN SCHEDULE.
 - SUBMIT MANUFACTURE'S MATERIAL CERTIFICATION AND PROOF LOAD TEST DATA FOR GRATES & FRAMES.
 - FRAME & GRATES WILL UTILIZE STANDARD 2'-0" LENGTH SECTIONS.
 - FORMING SYSTEMS MAY BE UTILIZED IF APPROPRIATE SHOP DRAWINGS ARE APPROVED BY THE ENGINEER.
 - THE CONTRACTOR SHALL PROVIDE THE AIRPORT WITH FIVE (5) SPARE GRATES. (COST INCIDENTAL TO TRENCH DRAINS)

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

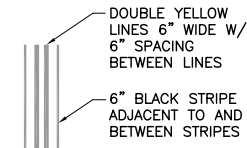
TRENCH DRAIN STRUCTURAL DETAILS

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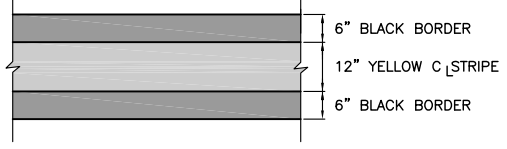
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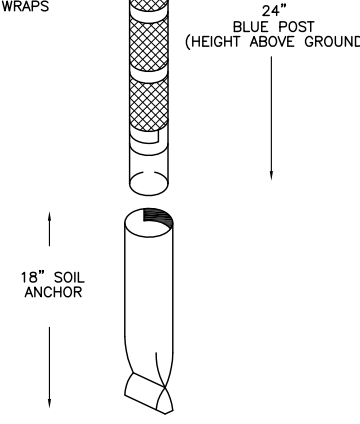
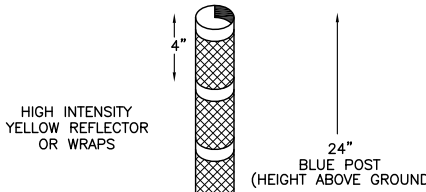
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SHEET	21 OF 35 SHEETS



EDGE MARKINGS
CONTINUOUS
 NO SCALE



CENTERLINE MARKING DETAIL
 NOT TO SCALE



TAXIWAY RETROREFLECTIVE MARKER DETAIL
 NOT TO SCALE

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

NOTES:

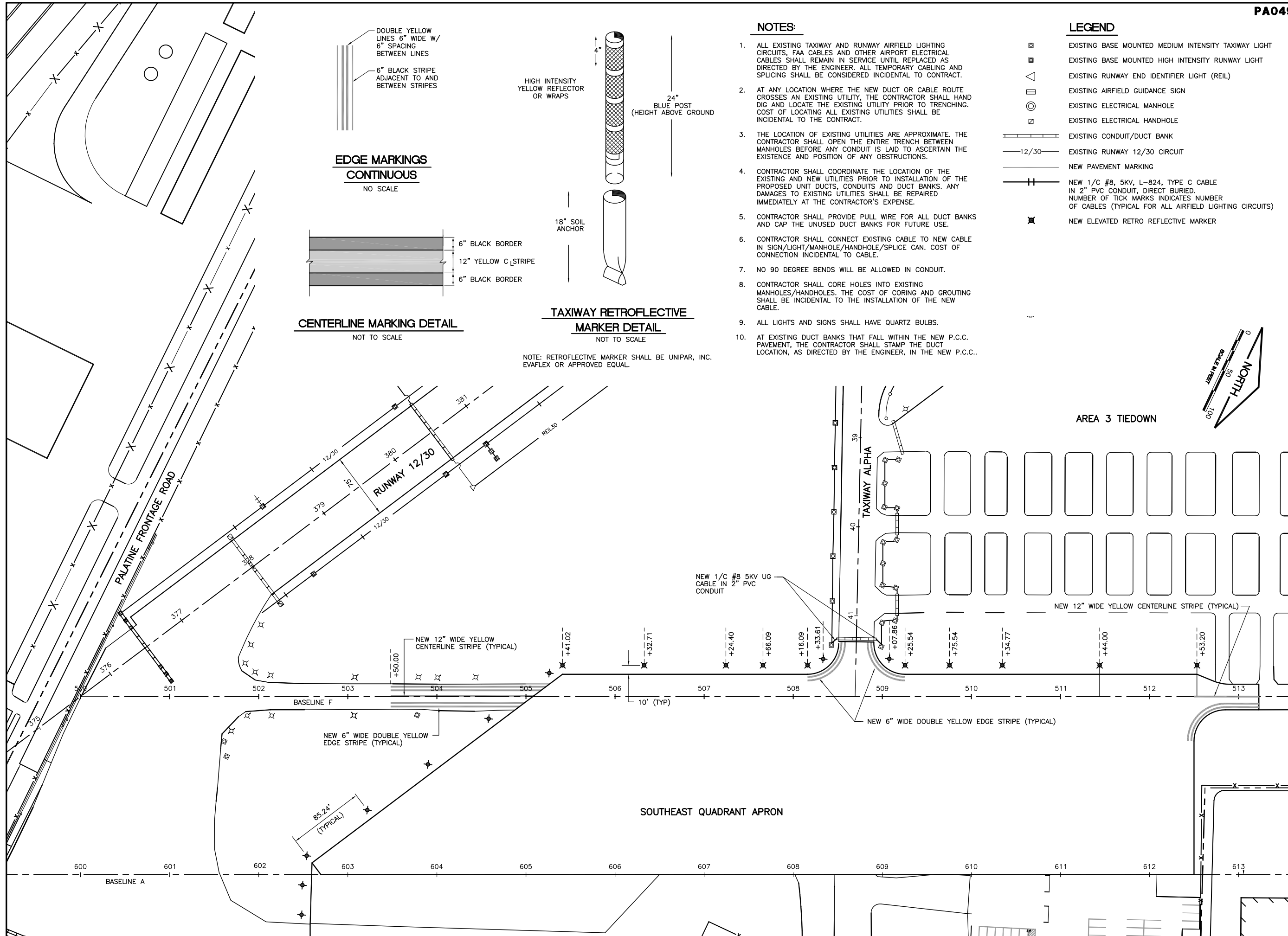
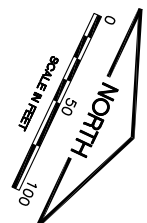
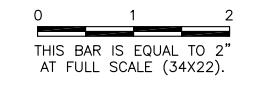
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE NEW DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
- CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND NEW UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.
- CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
- CONTRACTOR SHALL CONNECT EXISTING CABLE TO NEW CABLE IN SIGN/LIGHT/MANHOLE/HANDHOLE/SPLICE CAN. COST OF CONNECTION INCIDENTAL TO CABLE.
- NO 90 DEGREE BENDS WILL BE ALLOWED IN CONDUIT.
- CONTRACTOR SHALL CORE HOLES INTO EXISTING MANHOLES/HANDHOLES. THE COST OF CORING AND GROUTING SHALL BE INCIDENTAL TO THE INSTALLATION OF THE NEW CABLE.
- ALL LIGHTS AND SIGNS SHALL HAVE QUARTZ BULBS.
- AT EXISTING DUCT BANKS THAT FALL WITHIN THE NEW P.C.C. PAVEMENT, THE CONTRACTOR SHALL STAMP THE DUCT LOCATION, AS DIRECTED BY THE ENGINEER, IN THE NEW P.C.C.

LEGEND

- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE MOUNTED HIGH INTENSITY RUNWAY LIGHT
- EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- EXISTING AIRFIELD GUIDANCE SIGN
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL HANDHOLE
- EXISTING CONDUIT/DUCT BANK
- EXISTING RUNWAY 12/30 CIRCUIT
- NEW PAVEMENT MARKING
- NEW 1/C #8, 5KV, L-B24, TYPE C CABLE IN 2" PVC CONDUIT, DIRECT BURIED. NUMBER OF TICK MARKS INDICATES NUMBER OF CABLES (TYPICAL FOR ALL AIRFIELD LIGHTING CIRCUITS)
- NEW ELEVATED RETRO REFLECTIVE MARKER

REVISIONS

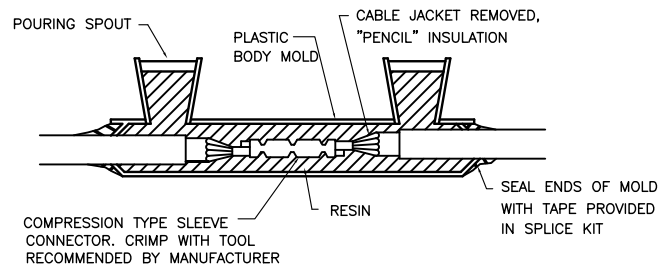
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**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 LIGHTING AND PAVEMENT MARKING PLAN**

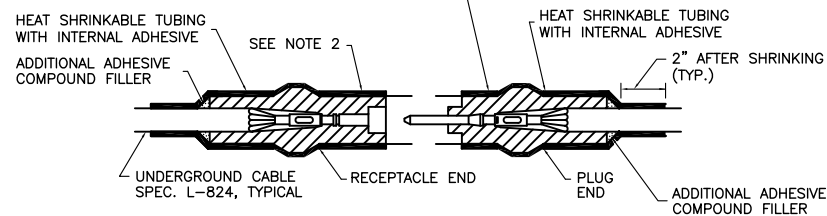
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APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT:	PWK-3581
A.I.P. PROJECT:	3-17-0018-B37
SHEET	23 OF 35 SHEETS



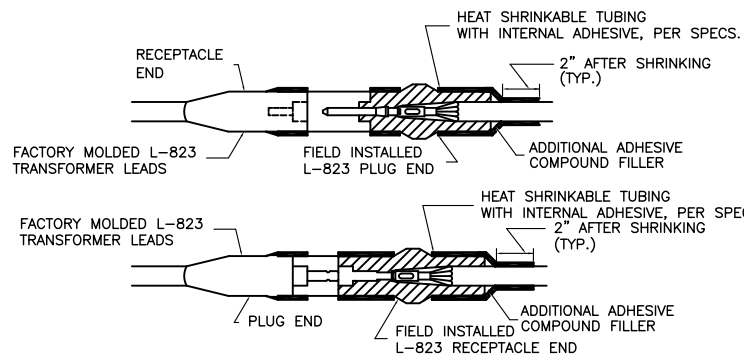
TYPE A - CABLE SPLICE

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



TYPE B - CABLE SPLICE

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

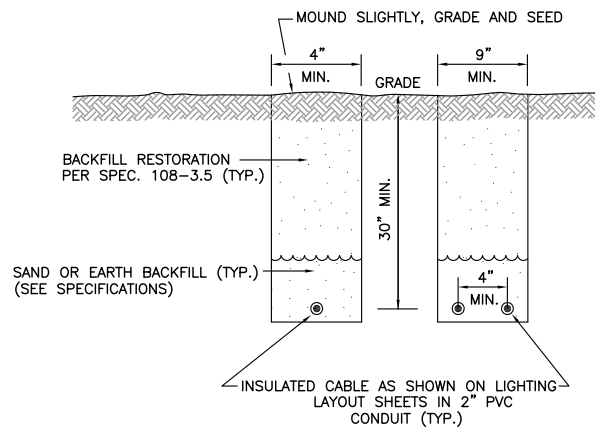


TYPE C AND D - CABLE SPLICE

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

NOTES

- 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 TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

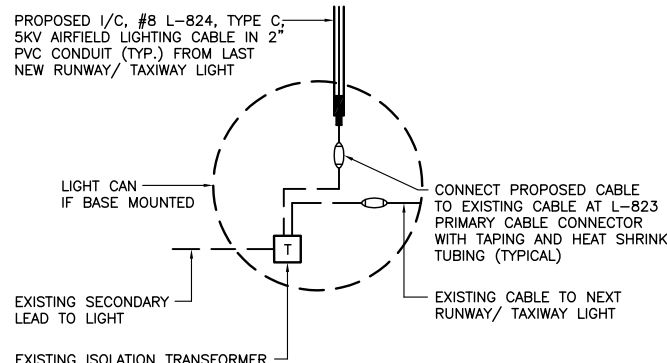


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

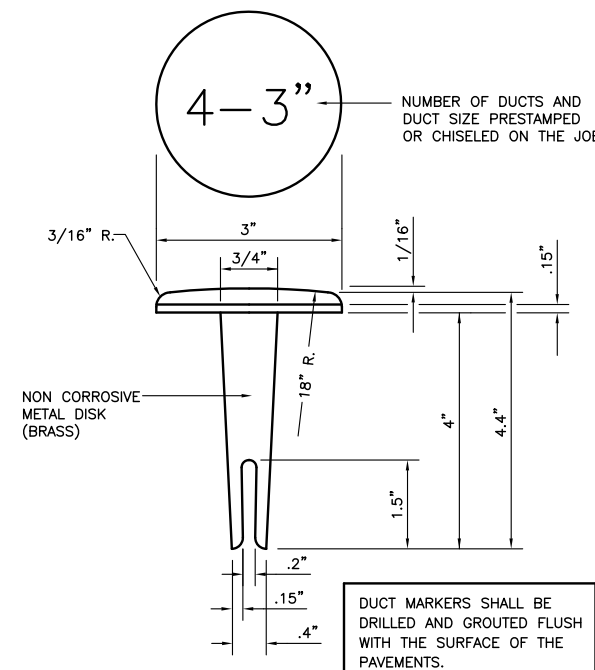
NOTES

- 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.



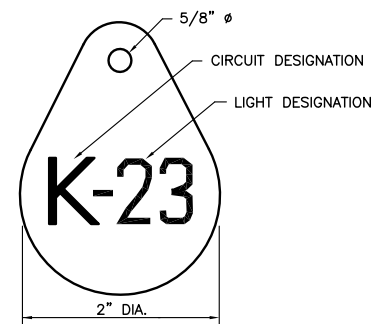
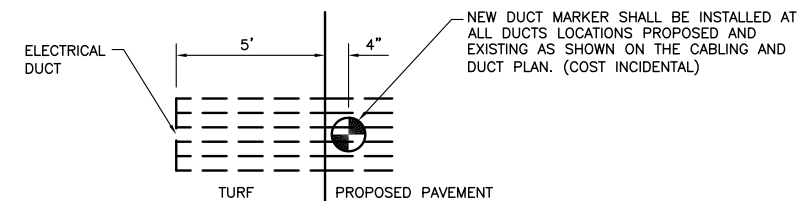
RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



DUCT MARKER DETAIL

NOT TO SCALE



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

NOTES

- INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
- 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.

REVISIONS

NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2' AT FULL SCALE (34x22).

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



ELECTRICAL DETAILS



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JOB No:	09290-04

ILLINOIS PROJECT: PWK-3581
 A.I.P. PROJECT: 3-17-0018-B37

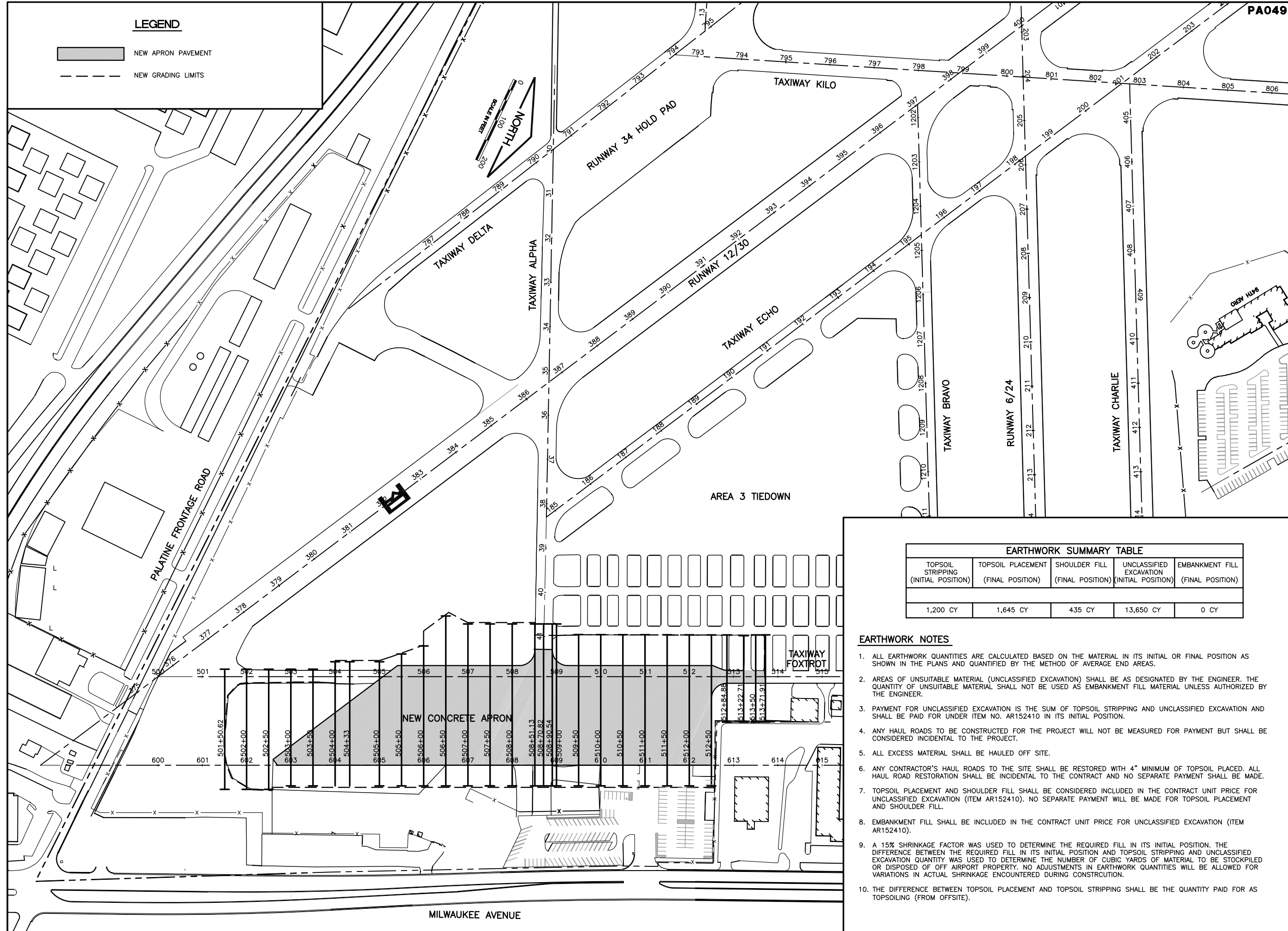
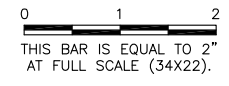
LEGEND

-  NEW APRON PAVEMENT
-  NEW GRADING LIMITS

PA049
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REVISIONS

NUMBER	BY	DATE




EARTHWORK SUMMARY TABLE

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

EARTHWORK NOTES

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AND SHALL BE PAID FOR UNDER ITEM NO. AR152410 IN ITS INITIAL POSITION.
- ANY HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- ALL EXCESS MATERIAL SHALL BE HAULED OFF SITE.
- ANY CONTRACTOR'S HAUL ROADS TO THE SITE SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- TOPSOIL PLACEMENT AND SHOULDER FILL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION (ITEM AR152410). NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT AND SHOULDER FILL.
- EMBANKMENT FILL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION (ITEM AR152410).
- A 15% SHRINKAGE FACTOR WAS USED TO DETERMINE THE REQUIRED FILL IN ITS INITIAL POSITION. THE DIFFERENCE BETWEEN THE REQUIRED FILL IN ITS INITIAL POSITION AND TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION QUANTITY WAS USED TO DETERMINE THE NUMBER OF CUBIC YARDS OF MATERIAL TO BE STOCKPILED OR DISPOSED OF OFF AIRPORT PROPERTY. NO ADJUSTMENTS IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCTION.
- THE DIFFERENCE BETWEEN TOPSOIL PLACEMENT AND TOPSOIL STRIPPING SHALL BE THE QUANTITY PAID FOR AS TOPSOILING (FROM OFFSITE).

**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON
 INDEX TO CROSS SECTIONS/
 EARTHWORK QUANTITIES**

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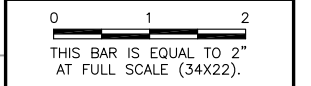

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DRAWN BY:	MJW
CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04
ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET 25 OF 35 SHEETS	

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NUMBER	BY	DATE



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MATCH -14.87'RT
 638.78 -56.0'RT
 638.36 -111.0'RT
 638.17 -161.0'RT
 MATCH -255.15'RT

10" PCC REMOVAL

UNCLASSIFIED EXCAVATION	109.05 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 8.56 SF
TOPSOIL PLACEMENT	= 80.11 SF

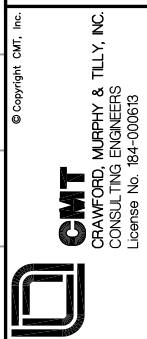
MATCH -15.63'RT
 638.65 -96.0'RT
 638.63 -150.0'RT
 638.78 -200.0'RT
 MATCH -247.94'RT

UNCLASSIFIED EXCAVATION	36.64 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 14.22 SF
TOPSOIL PLACEMENT	= 77.39 SF

UNCLASSIFIED EXCAVATION	0 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 0 SF

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

CROSS SECTIONS



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APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04

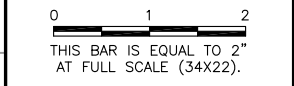
ILLINOIS PROJECT: PWK-3581
 A.I.P. PROJECT: 3-17-0018-B37

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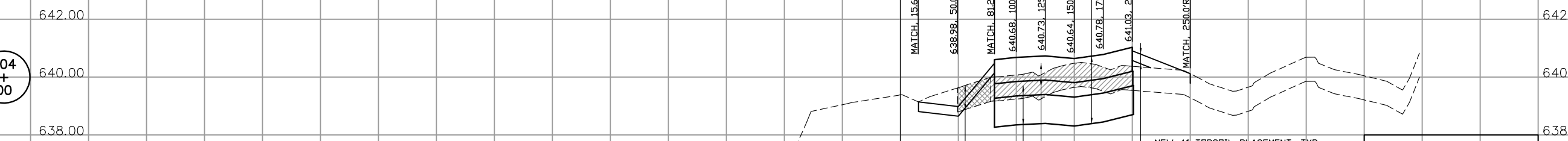
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REVISIONS		
NUMBER	BY	DATE



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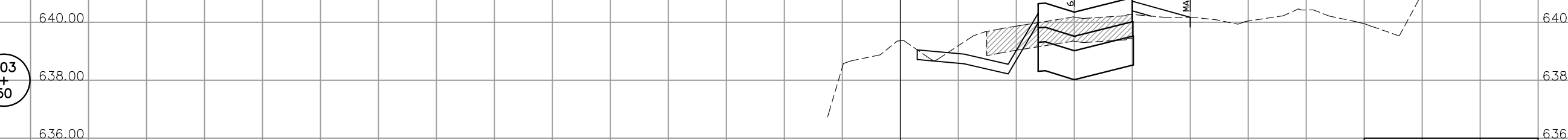
504
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UNCLASSIFIED EX.	147.04 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 14.23 SF
TOPSOIL PLACEMENT	= 31.54 SF

503
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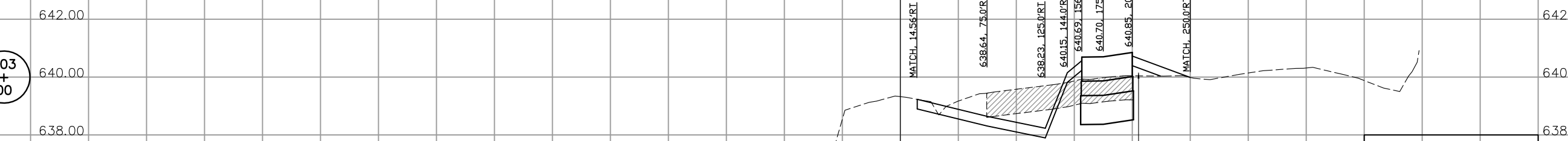
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UNCLASSIFIED EX.	134.22 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 6.45 SF
TOPSOIL PLACEMENT	= 43.85 SF

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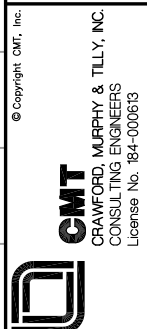


UNCLASSIFIED EX.	98.51 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 20.24 SF
TOPSOIL PLACEMENT	= 53.96 SF

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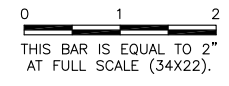
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON**

CROSS SECTIONS



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ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	27 OF 35 SHEETS

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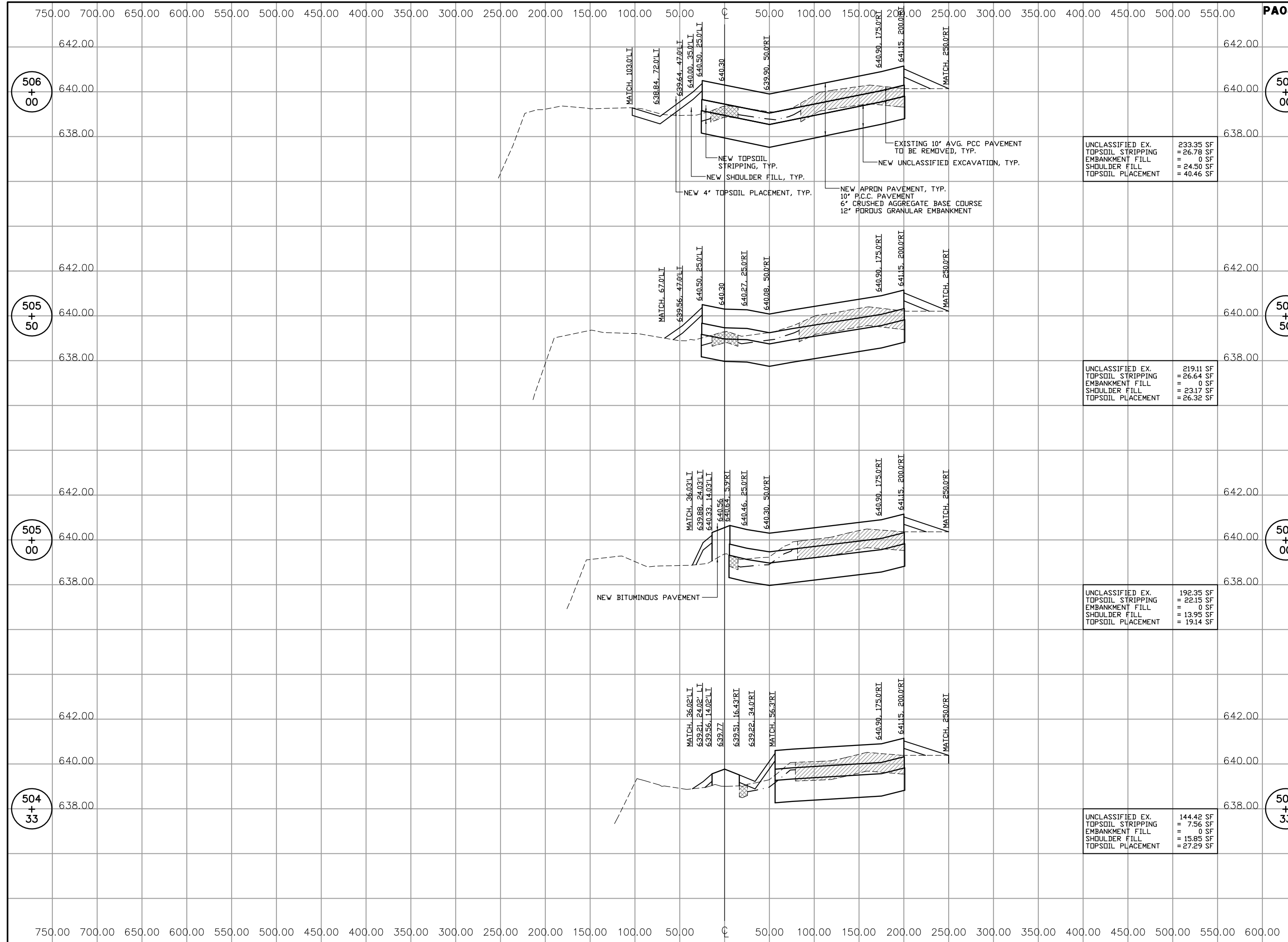
**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON**

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UNCLASSIFIED EX. TOPSOIL STRIPPING	= 233.35 SF
EMBANKMENT FILL	= 26.78 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 24.50 SF
	= 40.46 SF

UNCLASSIFIED EX. TOPSOIL STRIPPING	= 219.11 SF
EMBANKMENT FILL	= 26.64 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 23.17 SF
	= 26.32 SF

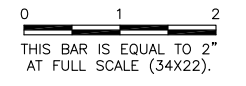
UNCLASSIFIED EX. TOPSOIL STRIPPING	= 192.35 SF
EMBANKMENT FILL	= 22.15 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 13.95 SF
	= 19.14 SF

UNCLASSIFIED EX. TOPSOIL STRIPPING	= 144.42 SF
EMBANKMENT FILL	= 7.56 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 15.85 SF
	= 27.29 SF

EXISTING 10' AVG. PCC PAVEMENT TO BE REMOVED, TYP.
 NEW UNCLASSIFIED EXCAVATION, TYP.
 NEW TOPSOIL STRIPPING, TYP.
 NEW SHOULDER FILL, TYP.
 NEW 4' TOPSOIL PLACEMENT, TYP.
 NEW APRON PAVEMENT, TYP.
 10' P.C.C. PAVEMENT
 6" CRUSHED AGGREGATE BASE COURSE
 12" POROUS GRANULAR EMBANKMENT

NEW BITUMINOUS PAVEMENT

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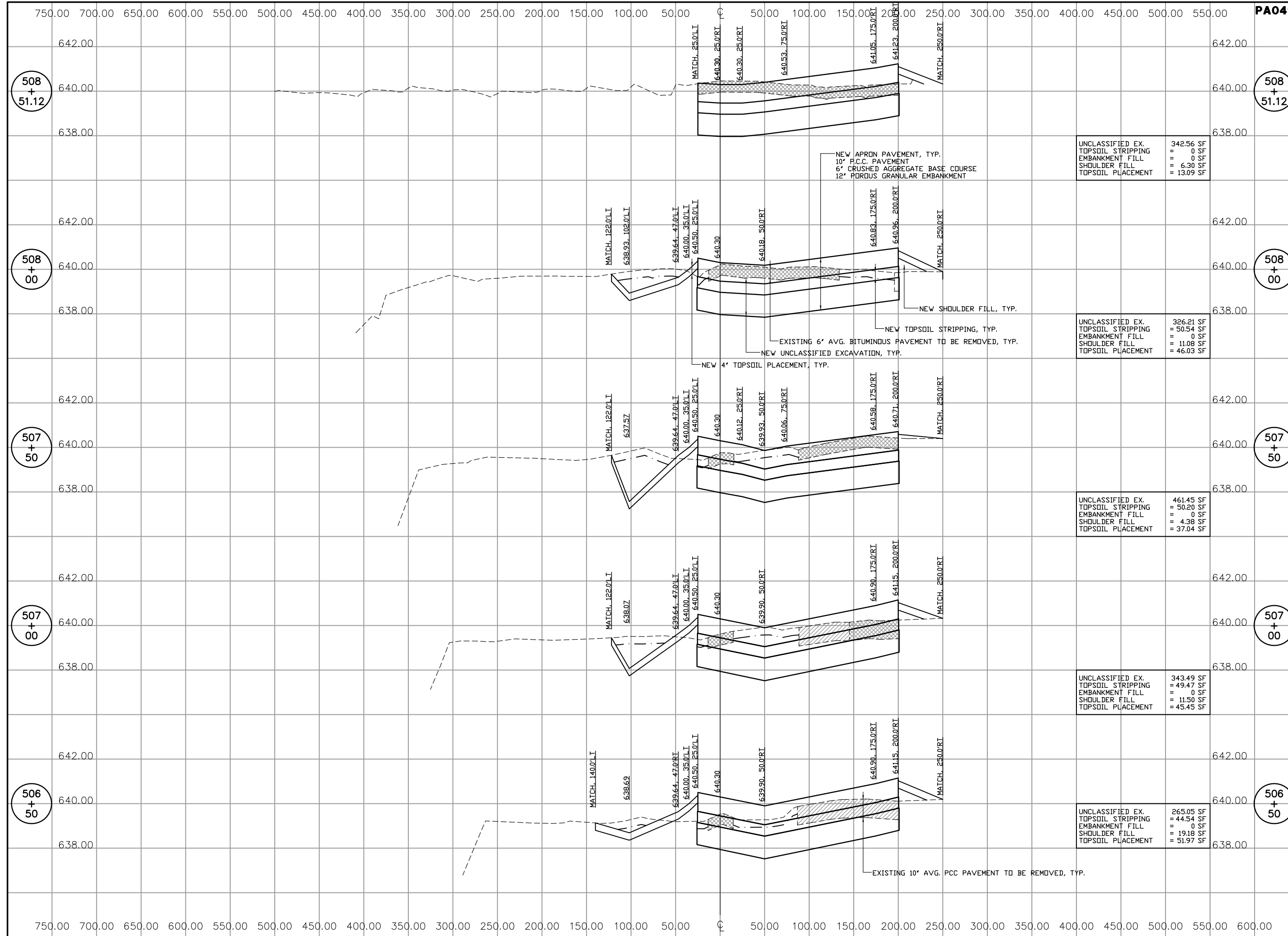
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SHEET 29 OF 35 SHEETS	



UNCLASSIFIED EX.	342.56 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 6.30 SF
TOPSOIL PLACEMENT	= 13.09 SF

UNCLASSIFIED EX.	326.21 SF
TOPSOIL STRIPPING	= 50.54 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 11.08 SF
TOPSOIL PLACEMENT	= 46.03 SF

UNCLASSIFIED EX.	461.45 SF
TOPSOIL STRIPPING	= 50.20 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 4.38 SF
TOPSOIL PLACEMENT	= 37.04 SF

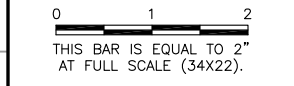
UNCLASSIFIED EX.	343.49 SF
TOPSOIL STRIPPING	= 49.47 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 11.50 SF
TOPSOIL PLACEMENT	= 45.45 SF

UNCLASSIFIED EX.	265.05 SF
TOPSOIL STRIPPING	= 44.54 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 19.18 SF
TOPSOIL PLACEMENT	= 51.97 SF

750.00 700.00 650.00 600.00 550.00 500.00 450.00 400.00 350.00 300.00 250.00 200.00 150.00 100.00 50.00 0 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00 450.00 500.00 550.00

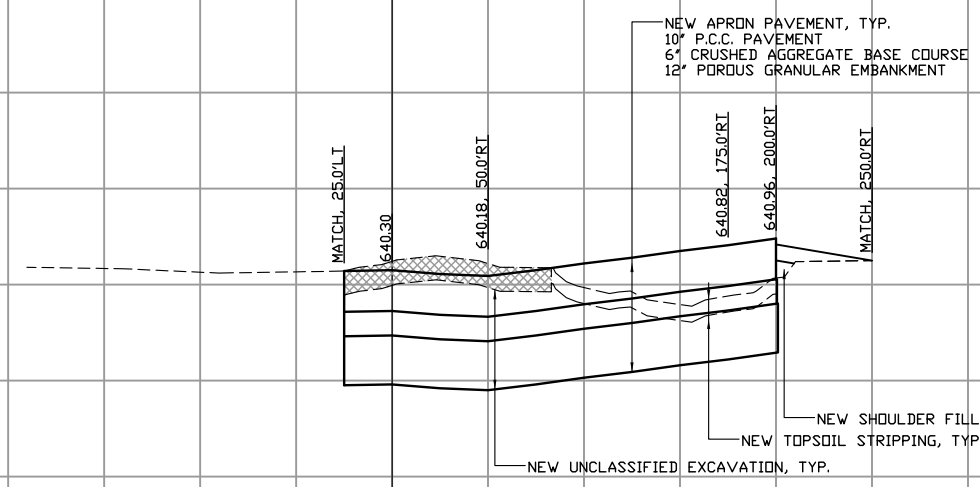
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NUMBER	BY	DATE



508 + 90.54

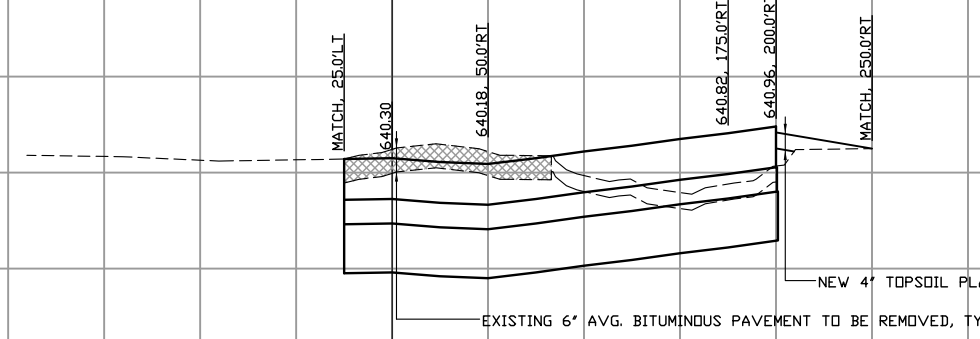
508 + 90.54



UNCLASSIFIED EX.	367.23 SF
TOPSOIL STRIPPING	= 39.10 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 2.27 SF
TOPSOIL PLACEMENT	= 9.10 SF

508 + 90.53

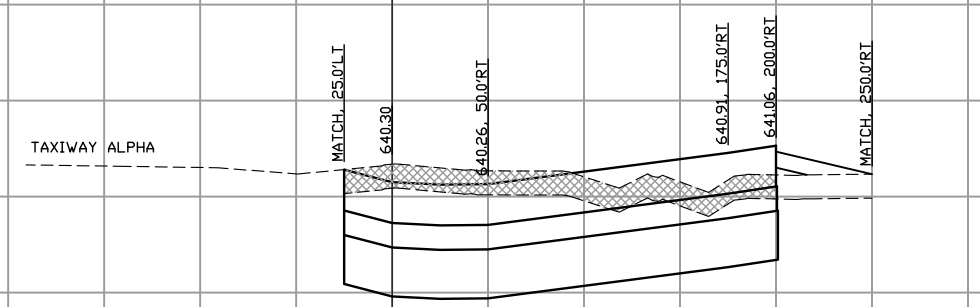
508 + 90.53



UNCLASSIFIED EX.	367.23 SF
TOPSOIL STRIPPING	= 39.15 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 2.27 SF
TOPSOIL PLACEMENT	= 9.10 SF

508 + 70.82

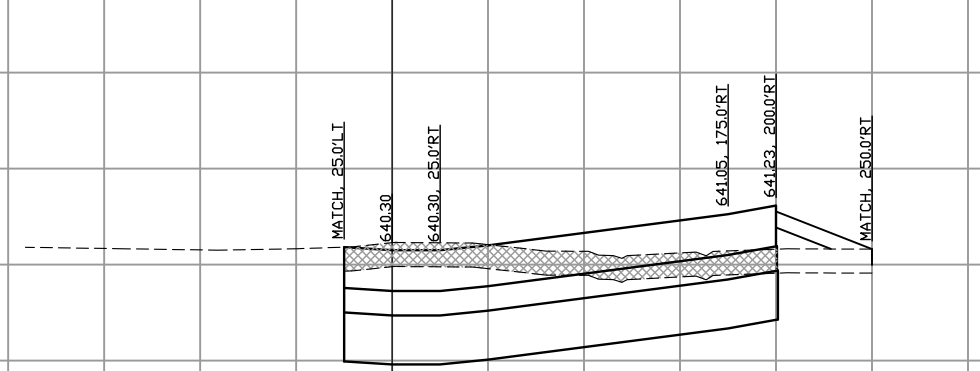
508 + 70.82



UNCLASSIFIED EX.	406.93 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 1.28 SF
TOPSOIL PLACEMENT	= 10.99 SF

508 + 51.13

508 + 51.13



UNCLASSIFIED EX.	353.10 SF
TOPSOIL STRIPPING	= 0 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 6.31 SF
TOPSOIL PLACEMENT	= 13.09 SF

750.00 700.00 650.00 600.00 550.00 500.00 450.00 400.00 350.00 300.00 250.00 200.00 150.00 100.00 50.00 0 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00 450.00 500.00 550.00 600.00

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

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APPROVED BY:	
DATE:	07/24/09
JOB No:	09290-04

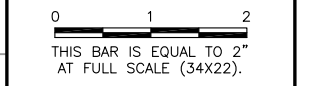
ILLINOIS PROJECT: PWK-3581
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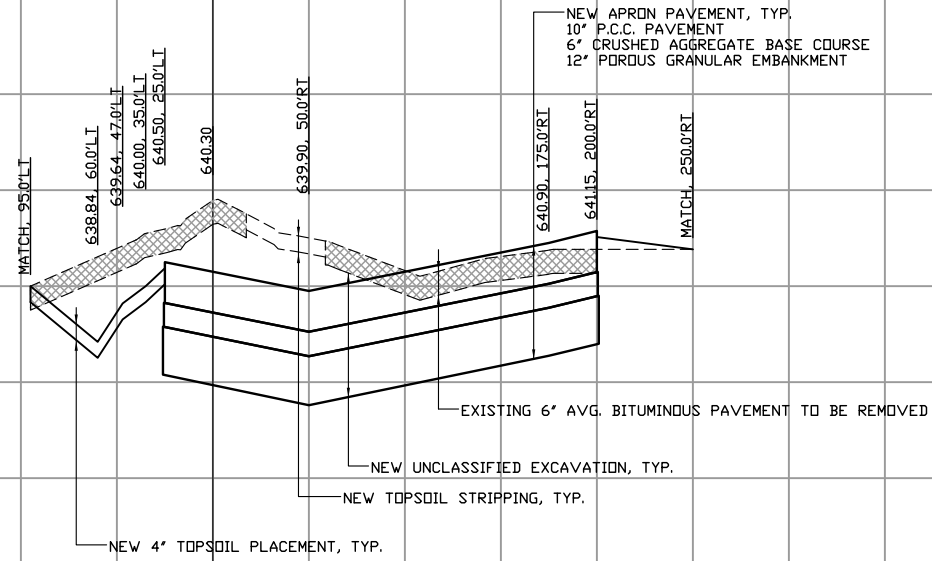
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REVISIONS		
NUMBER	BY	DATE



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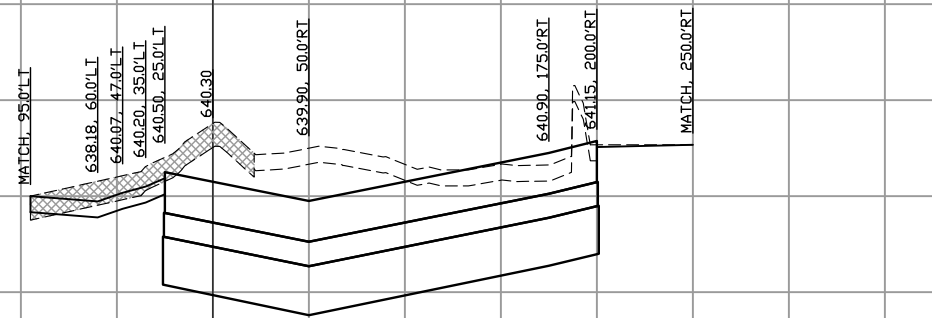
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UNCLASSIFIED EX.	596.13 SF
TOPSOIL STRIPPING	= 13.73 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 29.80 SF

510
+
00

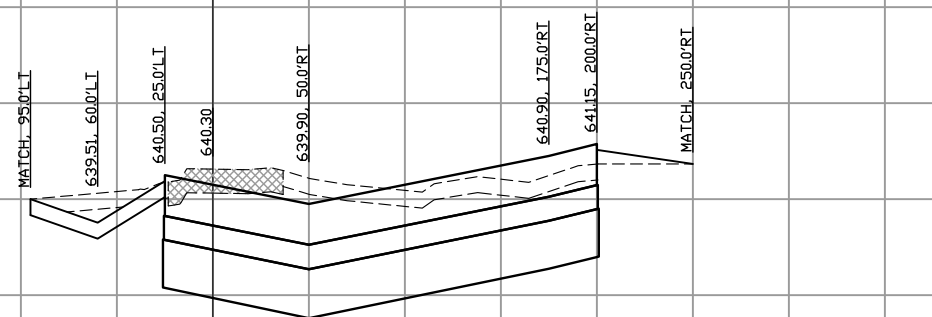
510
+
00



UNCLASSIFIED EX.	575.06 SF
TOPSOIL STRIPPING	= 60.62 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 23.33 SF

509
+
50

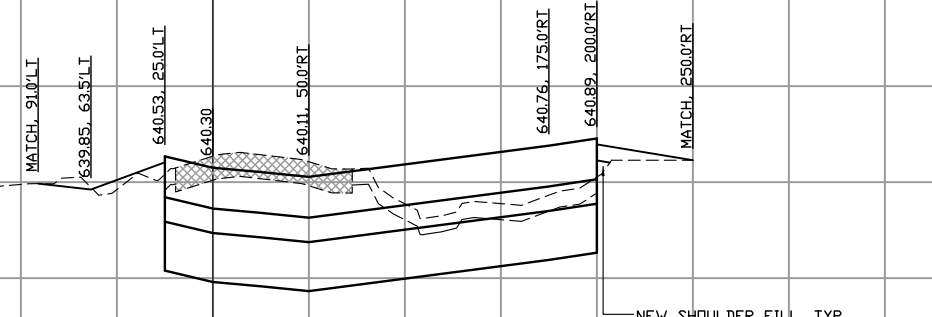
509
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50



UNCLASSIFIED EX.	487.06 SF
TOPSOIL STRIPPING	= 61.16 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 30.67 SF

509
+
00

509
+
00



UNCLASSIFIED EX.	350.85 SF
TOPSOIL STRIPPING	= 47.61 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 1.33 SF
TOPSOIL PLACEMENT	= 14.77 SF

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

CROSS SECTIONS

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DATE:	07/24/09
JOB No:	09290-04

ILLINOIS PROJECT: PWK-3581
 A.I.P. PROJECT: 3-17-0018-B37

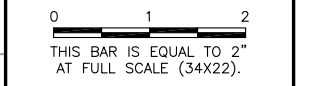
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750.00 700.00 650.00 600.00 550.00 500.00 450.00 400.00 350.00 300.00 250.00 200.00 150.00 100.00 50.00 0 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00 450.00 500.00 550.00

PA049

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REVISIONS		
NUMBER	BY	DATE



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640.00 640.00

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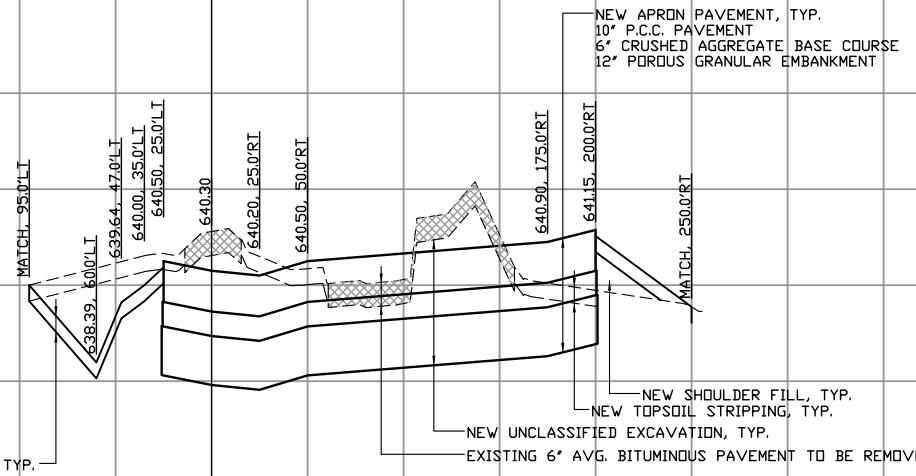
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UNCLASSIFIED EX. TOPSOIL STRIPPING	= 511.37 SF
EMBANKMENT FILL	= 0 SF
SHOULDER FILL	= 13.36 SF
TOPSOIL PLACEMENT	= 37.06 SF

UNCLASSIFIED EX. TOPSOIL STRIPPING	= 493.03 SF
EMBANKMENT FILL	= 38.06 SF
SHOULDER FILL	= 11.27 SF
TOPSOIL PLACEMENT	= 38.37 SF

UNCLASSIFIED EX. TOPSOIL STRIPPING	= 639.64 SF
EMBANKMENT FILL	= 38.97 SF
SHOULDER FILL	= 1.81 SF
TOPSOIL PLACEMENT	= 34.29 SF

UNCLASSIFIED EX. TOPSOIL STRIPPING	= 677.12 SF
EMBANKMENT FILL	= 12.05 SF
SHOULDER FILL	= 0 SF
TOPSOIL PLACEMENT	= 24.96 SF

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

CROSS SECTIONS



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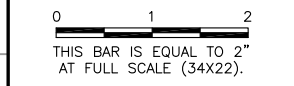
DESIGN BY:	MLK
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CHECKED BY:	
APPROVED BY:	
DATE:	07/24/09
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PA049
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**CHICAGO EXECUTIVE AIRPORT
 WHEELING/PROSPECT HEIGHTS, ILLINOIS
 CONSTRUCT SOUTHEAST QUADRANT APRON**

CROSS SECTIONS

513
+
22.71

513
+
22.71

UNCLASSIFIED EX.	=	60.18 SF
TOPSOIL STRIPPING	=	0 SF
EMBANKMENT FILL	=	0 SF
SHOULDER FILL	=	0 SF
TOPSOIL PLACEMENT	=	28.33 SF

512
+
84.88

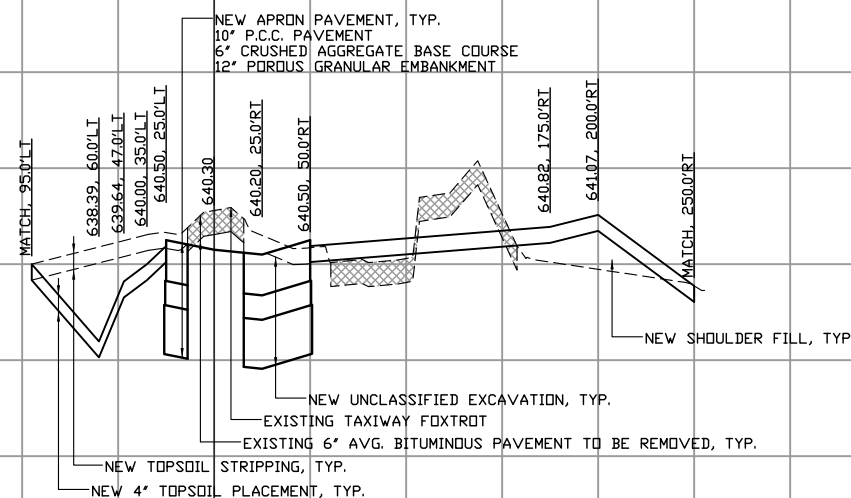
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+
84.88

UNCLASSIFIED EX.	=	62.41 SF
TOPSOIL STRIPPING	=	0 SF
EMBANKMENT FILL	=	0 SF
SHOULDER FILL	=	0 SF
TOPSOIL PLACEMENT	=	28.26 SF

512
+
50.01

512
+
50.01

UNCLASSIFIED EX.	=	207.77 SF
TOPSOIL STRIPPING	=	37.72 SF
EMBANKMENT FILL	=	0 SF
SHOULDER FILL	=	58.26 SF
TOPSOIL PLACEMENT	=	84.36 SF



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ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	33 OF 35 SHEETS

750.00 700.00 650.00 600.00 550.00 500.00 450.00 400.00 350.00 300.00 250.00 200.00 150.00 100.00 50.00 0 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00 450.00 500.00 550.00 600.00

750.00 700.00 650.00 600.00 550.00 500.00 450.00 400.00 350.00 300.00 250.00 200.00 150.00 100.00 50.00 0 50.00 100.00 150.00 200.00 250.00 300.00 350.00 400.00 450.00 500.00 550.00

PA049

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

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

CROSS SECTIONS

513
+
71.91

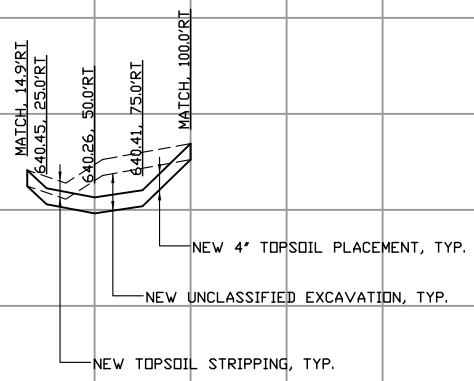
513
+
71.91

UNCLASSIFIED EX.	=	0 SF
TOPSOIL STRIPPING	=	0 SF
EMBANKMENT FILL	=	0 SF
SHOULDER FILL	=	0 SF
TOPSOIL PLACEMENT	=	0 SF

513
+
50

513
+
50

UNCLASSIFIED EX.	=	44.38 SF
TOPSOIL STRIPPING	=	22.92 SF
EMBANKMENT FILL	=	0 SF
SHOULDER FILL	=	0 SF
TOPSOIL PLACEMENT	=	28.37 SF

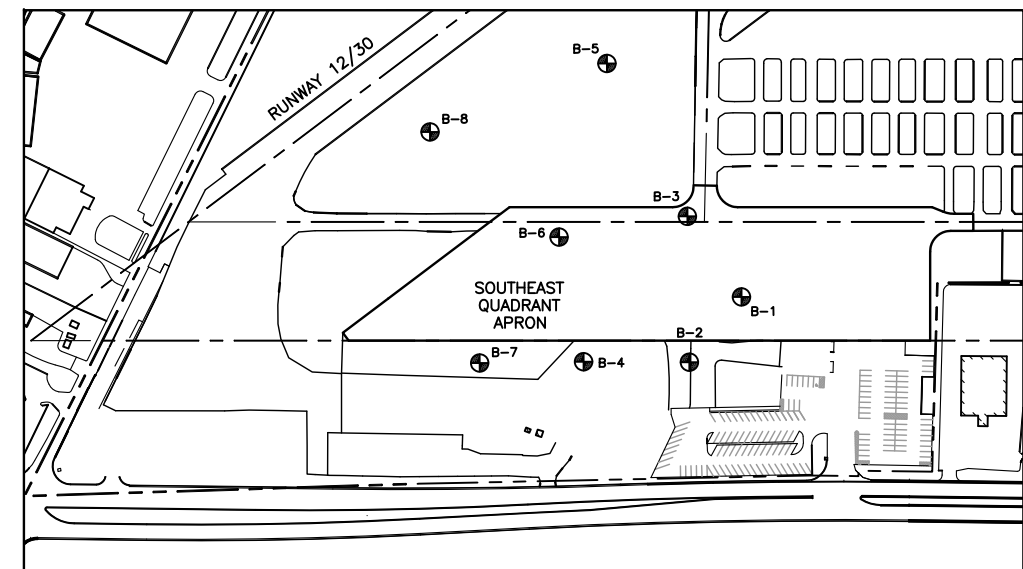
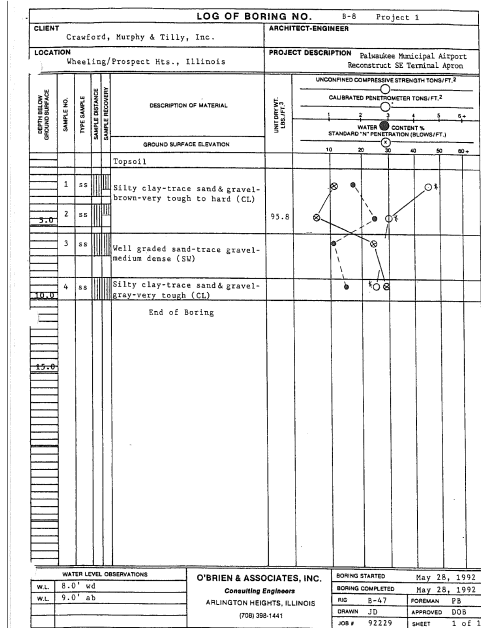
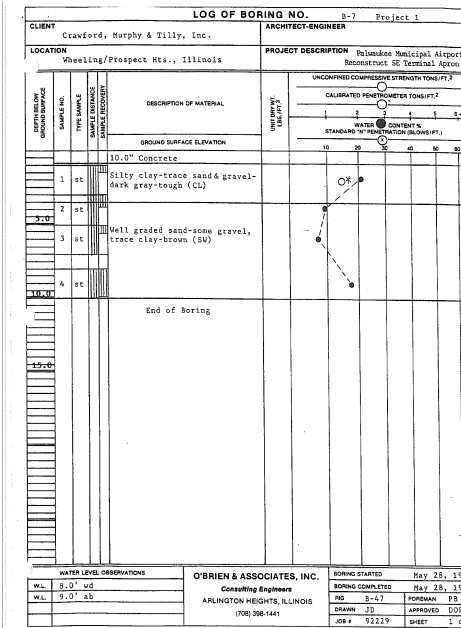
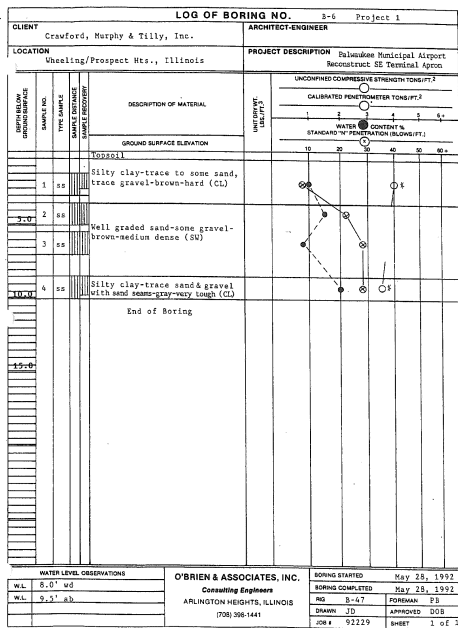
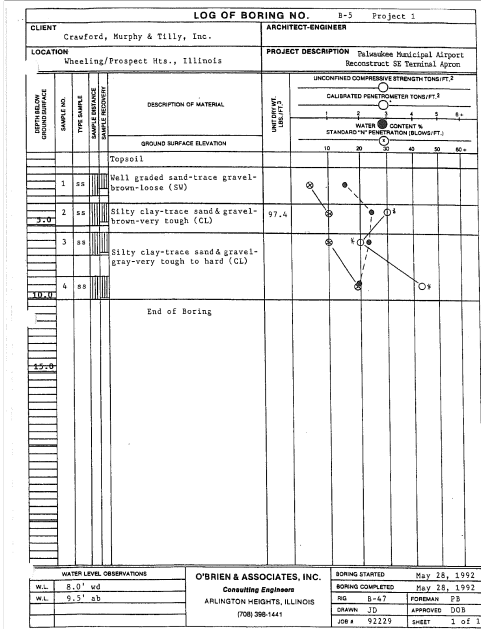
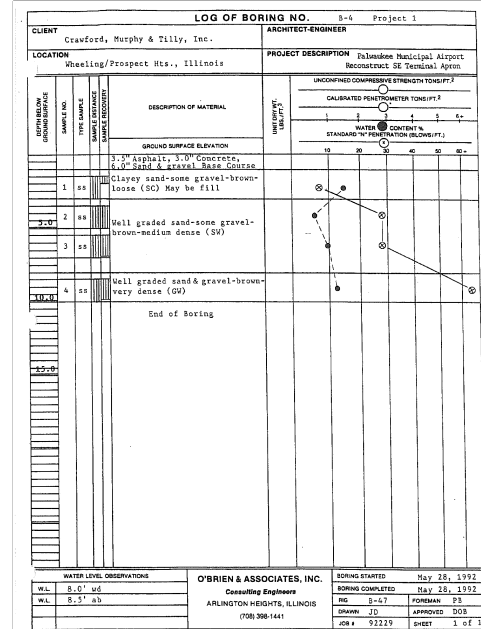
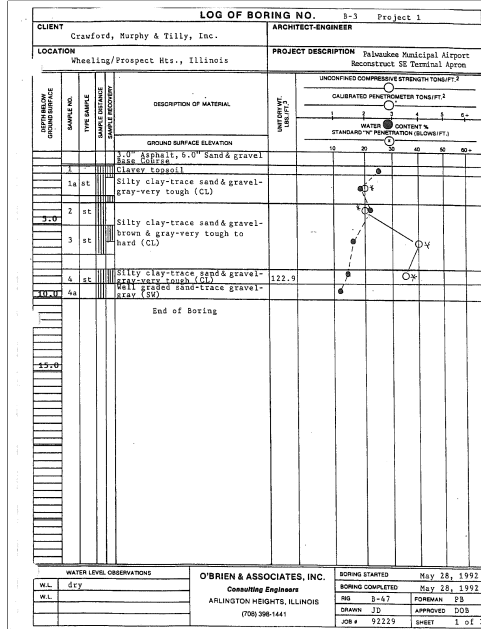
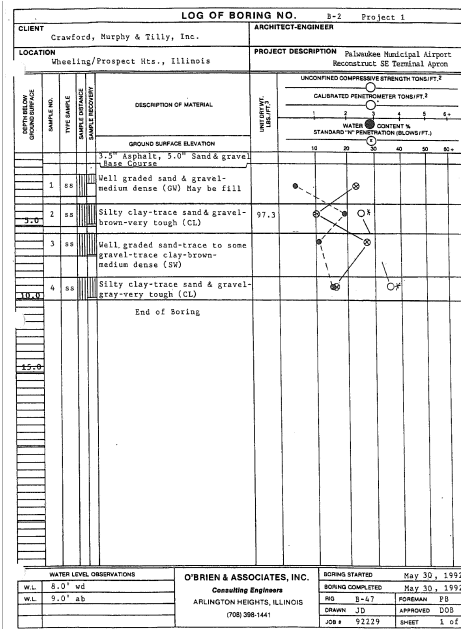
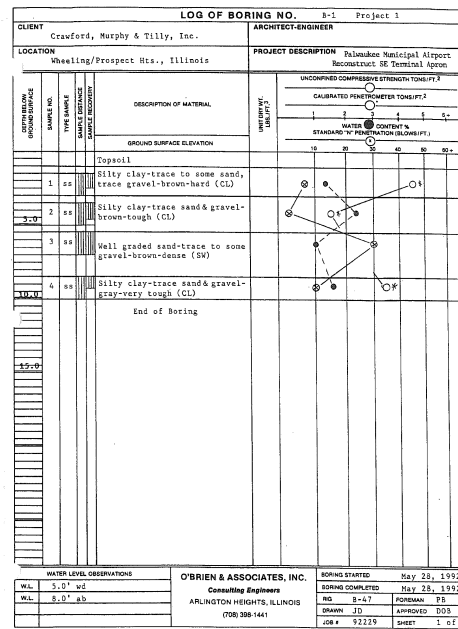


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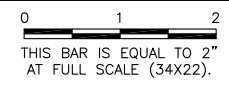
ILLINOIS PROJECT: PWK-3581
 A.I.P. PROJECT: 3-17-0018-B37

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KEY MAP

REVISIONS		
NUMBER	BY	DATE



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

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ILLINOIS PROJECT: PWK-3581 A.I.P. PROJECT: 3-17-0018-B37	
SHEET	35 OF 35 SHEETS