

# DUPAGE AIRPORT AUTHORITY WEST CHICAGO, ILLINOIS

## CONSTRUCTION PLANS FOR DUPAGE AIRPORT

### AIRFIELD SIGNAGE UPDATES

A.I.P. PROJECT: 3-17-0017-B23  
ILLINOIS PROJECT: DPA-3836

FEBRUARY 27, 2009

INDEX TO SHEETS	
Sheet Number	Sheet Title
1	COVER SHEET - INDEX TO SHEETS - SUMMARY OF QUANTITIES
2	AIRFIELD SITE PLAN
3	INDEX TO AIRFIELD SIGNING
4	SEQUENCE OF CONSTRUCTION PLAN
5	SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS
6	PROPOSED IMPROVEMENTS - SHEET 1
7	PROPOSED IMPROVEMENTS - SHEET 2
8	PROPOSED IMPROVEMENTS - SHEET 3
9	PROPOSED IMPROVEMENTS - SHEET 4
10	PROPOSED IMPROVEMENTS - SHEET 5
11	PROPOSED IMPROVEMENTS - SHEET 6
12	AIRFIELD SIGNAGE SCHEDULE - SHEET 1
13	AIRFIELD SIGNAGE SCHEDULE - SHEET 2
14	AIRFIELD SIGNAGE SCHEDULE - SHEET 3
15	AIRFIELD SIGNAGE SCHEDULE - SHEET 4
16	AIRFIELD VAULT PLAN (PHASE 2 ONLY!)
17	ELECTRICAL DETAILS - SHEET 1
18	ELECTRICAL DETAILS - SHEET 2 - MISCELLANEOUS DETAILS

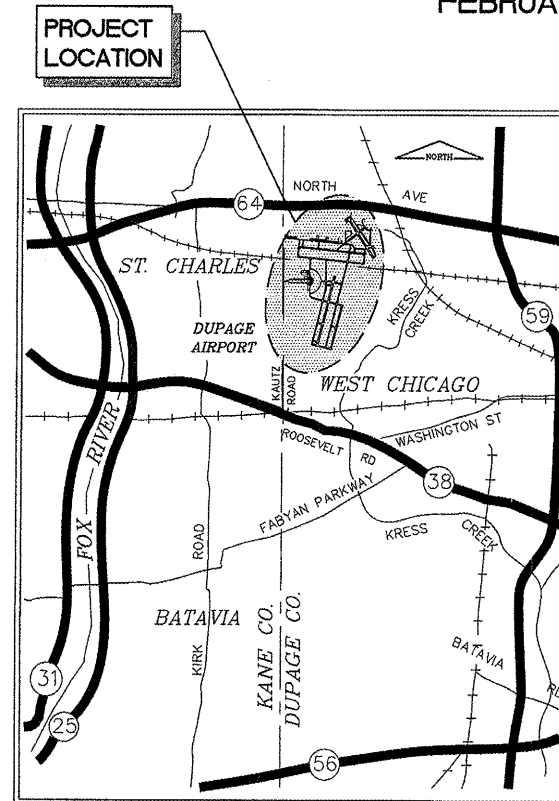
ITEM NUMBER	DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	RECORD QUANTITY
AR108158	1/C #8 5 KV UG CABLE IN UD	LF	28,285	
AR109210	VAULT MODIFICATIONS	LS	1	
AR109321	10 KW REGULATOR, STYLE 1	EACH	1	
AR125441	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	14	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	7	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	17	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	18	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	3	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	9	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	4	
AR125448	TAXI GUIDANCE SIGN, 8 CHARACTER	EACH	3	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	49	
AR800134	TAXI GUIDANCE SIGN ON EXISTING PAD, 1 CHARACTER	EACH	1	
AR800135	TAXI GUIDANCE SIGN ON EXISTING PAD, 2 CHARACTER	EACH	4	
AR800136	TAXI GUIDANCE SIGN ON EXISTING PAD, 3 CHARACTER	EACH	9	
AR800137	TAXI GUIDANCE SIGN ON EXISTING PAD, 4 CHARACTER	EACH	7	
AR800138	TAXI GUIDANCE SIGN ON EXISTING PAD, 5 CHARACTER	EACH	2	
AR800139	TAXI GUIDANCE SIGN ON EXISTING PAD, 6 CHARACTER	EACH	8	
AR800141	TAXI GUIDANCE SIGN ON EXISTING PAD, 7 CHARACTER	EACH	2	
AR800149	REMOVE TAXI GUIDANCE SIGN - SIGN ONLY	EACH	33	
AR901510	SEEDING	ACRE	8.5	
AR905530	TOPSOILING	SY	10,030	
AR908510	MULCHING	ACRE	8.5	

**DUPAGE AIRPORT**

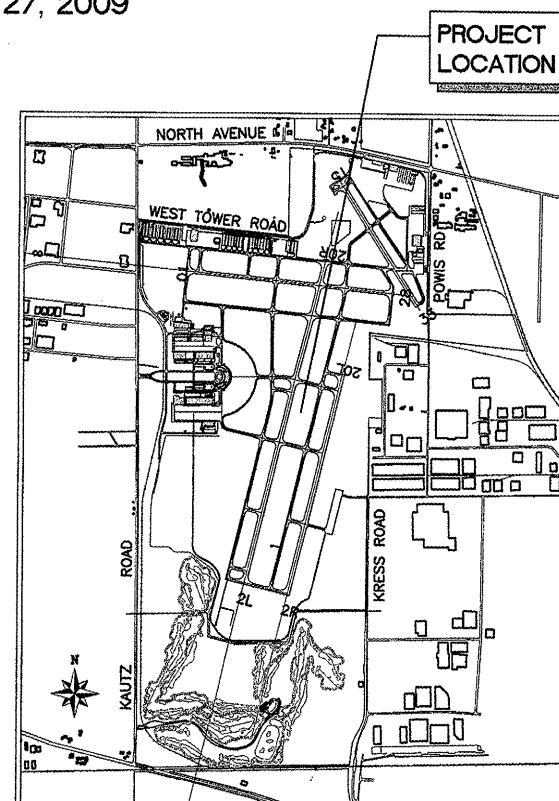
TOWNSHIP: 40 NORTH      WAYNE TOWNSHIP  
RANGE: 9 EAST      (SECTIONS: 29,30,31,32)  
DUPAGE COUNTY

**AIRFIELD SIGNAGE UPDATES**  
DESIGN AIRCRAFT APPROACH CATEGORY D  
DESIGN AIRCRAFT GROUP III

**CALL JULIE  
BEFORE EXCAVATING  
1-800-892-0123**



LOCATION MAP



SITE PLAN

**CMT** 08257-02-00  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
600 N. COMMONS DRIVE  
SUITE 107  
AURORA, IL 60504  
PHONE (630) 820-1022  
FAX (630) 820-0350

SUBMITTED BY: *Jeremy R. Linke*  
JEREMY R. LINKE, P.E.

DATE: *2-26-2009*

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

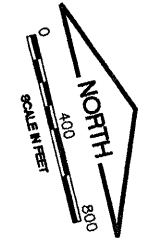
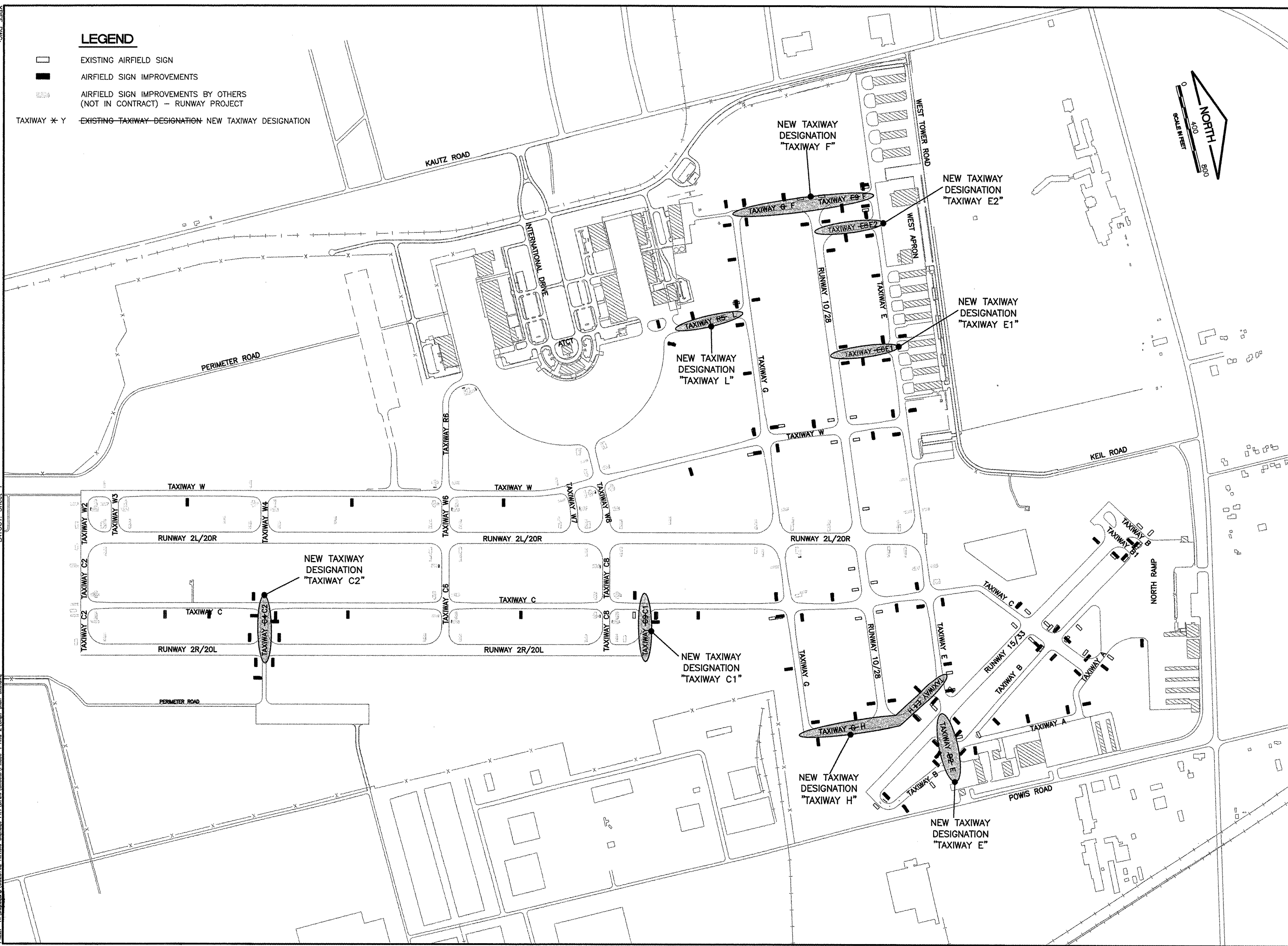
APPROVED BY: *David Bird*  
DAVID BIRD - EXECUTIVE DIRECTOR

DATE: *Feb. 25, 2009*

DATE: Thursday, February 26, 2009 2:03:56 PM  
 FILE: K:\DuPage\0825702 Airfield Signs\Phase 1 And 2\Sign-plan-site.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 1  
 REF: DWG:

**LEGEND**

-  EXISTING AIRFIELD SIGN
-  AIRFIELD SIGN IMPROVEMENTS
-  AIRFIELD SIGN IMPROVEMENTS BY OTHERS (NOT IN CONTRACT) - RUNWAY PROJECT
-  TAXIWAY \* Y EXISTING TAXIWAY DESIGNATION
-  NEW TAXIWAY DESIGNATION



IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**DUPAGE AIRPORT**  
**WEST CHICAGO, ILLINOIS**  
**AIRFIELD SIGNAGE UPDATES**

**AIRFIELD SITE PLAN**

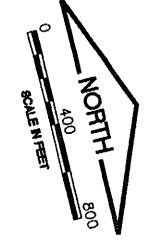
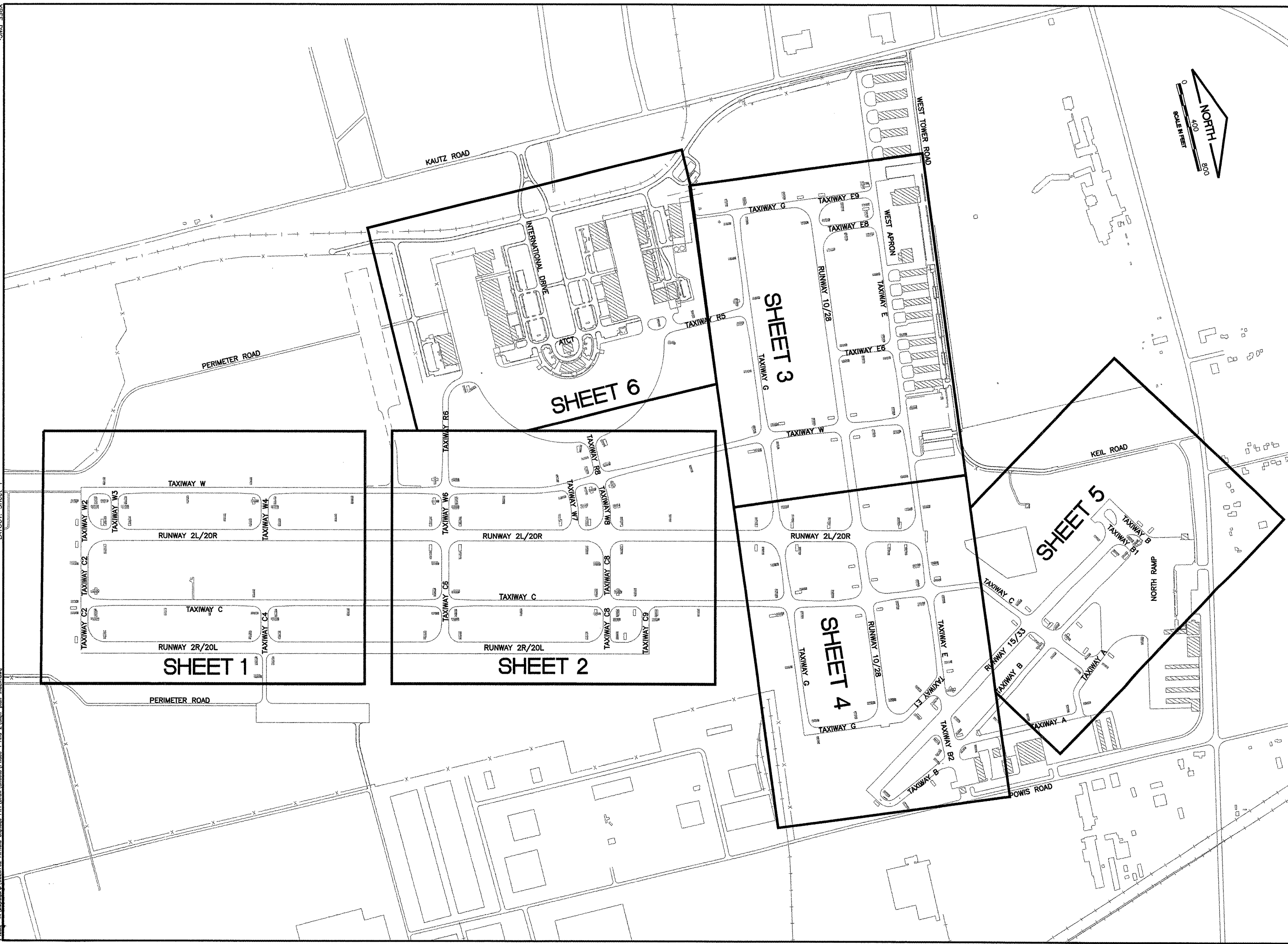
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DESIGN BY: JRL / AAO  
 DRAWN BY: JRL / JRO  
 CHECKED BY: JRL  
 APPROVED BY: DLP  
 DATE: 2/27/2009  
 JOB No: 08257-02-00

**FINAL**

DATE: Thursday, February 26, 2009 2:04:01 PM  
 FILE: K:\Dps\040\_0825702\_Airfield\_Signage\_Pk1\Draw\Sheets\Phase 1\_and 2\_Sign-Plan-Index.dwg  
 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 1



IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
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SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

0 1 2  
 THIS BAR IS EQUAL TO 2"  
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**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**INDEX TO AIRFIELD SIGNING**

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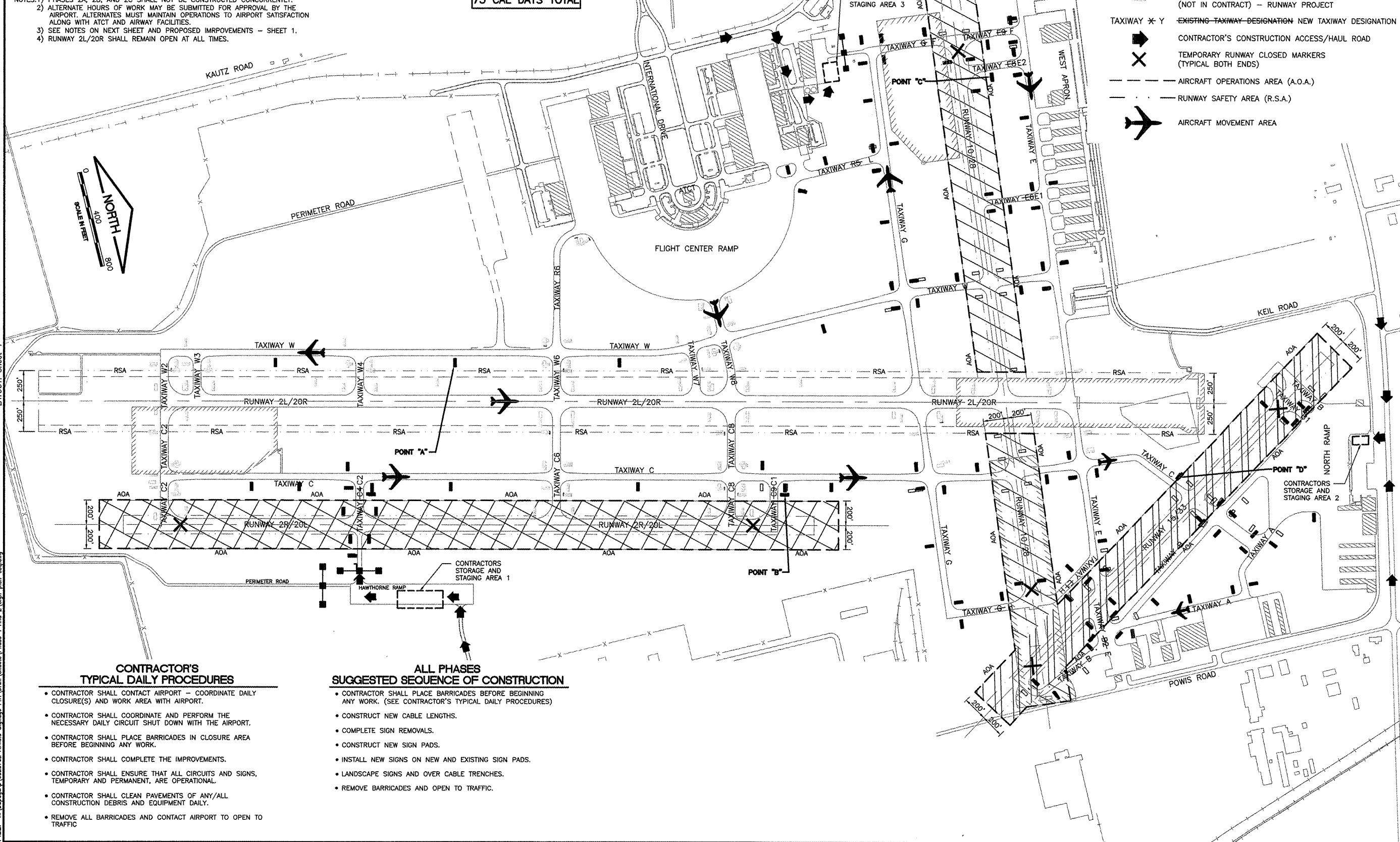


DESIGN BY:	JRL / AAO
DRAWN BY:	JRL / JRO
CHECKED BY:	JRL
APPROVED BY:	DLP
DATE:	2/27/2009
JOB No:	08257-02-00

**FINAL**

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 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 1

PHASE	WORK AREA	ALLOWABLE WORK PERIODS	AIRPORT OPERATIONAL RESTRICTIONS	APPROXIMATE SCHEDULE
1	ALL RAMP AREAS AND TAXIWAYS OUTSIDE OF ALL RUNWAY A.O.A. AND R.S.A.	NO RESTRICTIONS	THE AIRPORT WILL BE OPERATIONAL DURING THE ENTIRE PROJECT. THE CONTRACTOR SHALL KEEP AT LEAST ONE ACCESS ROUTE TO ALL OPEN RUNWAYS AND TAXIWAYS AND APRONS AT ALL TIMES.	35 CAL DAYS
2A	WORK WITHIN RUNWAY 2R/20L A.O.A	DAILY CLOSURES OF RUNWAY MONDAY TO FRIDAY 7:30 AM TO 3:30 PM	RUNWAY 2R/20L CLOSED RUNWAY 10/28 OPEN RUNWAY 15/33 OPEN	5 CAL DAYS
2B	WORK WITHIN RUNWAY 10/28 A.O.A	DAILY CLOSURES OF RUNWAY MONDAY TO FRIDAY 7:30 AM TO 3:30 PM	RUNWAY 2R/20L OPEN RUNWAY 10/28 CLOSED RUNWAY 15/33 OPEN	14 CAL DAYS
2C	WORK WITHIN RUNWAY 15/33 A.O.A	DAILY CLOSURES OF RUNWAY MONDAY TO FRIDAY 7:30 AM TO 3:30 PM	RUNWAY 2R/20L OPEN RUNWAY 10/28 OPEN RUNWAY 15/33 CLOSED	21 CAL DAYS
NOTES: 1) PHASES 2A, 2B, AND 2C SHALL NOT BE CONSTRUCTED CONCURRENTLY. 2) ALTERNATE HOURS OF WORK MAY BE SUBMITTED FOR APPROVAL BY THE AIRPORT. ALTERNATES MUST MAINTAIN OPERATIONS TO AIRPORT SATISFACTION ALONG WITH ATCT AND AIRWAY FACILITIES. 3) SEE NOTES ON NEXT SHEET AND PROPOSED IMPROVEMENTS - SHEET 1. 4) RUNWAY 2L/20R SHALL REMAIN OPEN AT ALL TIMES.				<b>75 CAL DAYS TOTAL</b>



**LEGEND**

- PHASE 1 WORK AREA
- PHASE 2A WORK AREA
- PHASE 2B WORK AREA
- PHASE 2C WORK AREA
- LIGHTED BARRICADES WITH CONSTRUCTION FENCING
- AIRFIELD SIGN IMPROVEMENTS
- AIRFIELD SIGN IMPROVEMENTS BY OTHERS (NOT IN CONTRACT) - RUNWAY PROJECT
- TAXIWAY X-Y  
 - EXISTING TAXIWAY DESIGNATION  
 - NEW TAXIWAY DESIGNATION
- CONTRACTOR'S CONSTRUCTION ACCESS/HAUL ROAD
- TEMPORARY RUNWAY CLOSED MARKERS (TYPICAL BOTH ENDS)
- AIRCRAFT OPERATIONS AREA (A.O.A.)
- RUNWAY SAFETY AREA (R.S.A.)
- AIRCRAFT MOVEMENT AREA

IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**SEQUENCE OF CONSTRUCTION PLAN**

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**DDA**  
 DuPage Airport

DESIGN BY:	JRL
DRAWN BY:	JRO
CHECKED BY:	JRL
APPROVED BY:	DLP
DATE:	2/27/2009
JOB No:	08257-02-00

**FINAL**

SHEET 4 OF 18 SHEETS

- CONTRACTOR'S TYPICAL DAILY PROCEDURES**
- CONTRACTOR SHALL CONTACT AIRPORT - COORDINATE DAILY CLOSURE(S) AND WORK AREA WITH AIRPORT.
  - CONTRACTOR SHALL COORDINATE AND PERFORM THE NECESSARY DAILY CIRCUIT SHUT DOWN WITH THE AIRPORT.
  - CONTRACTOR SHALL PLACE BARRICADES IN CLOSURE AREA BEFORE BEGINNING ANY WORK.
  - CONTRACTOR SHALL COMPLETE THE IMPROVEMENTS.
  - CONTRACTOR SHALL ENSURE THAT ALL CIRCUITS AND SIGNS, TEMPORARY AND PERMANENT, ARE OPERATIONAL.
  - CONTRACTOR SHALL CLEAN PAVEMENTS OF ANY/ALL CONSTRUCTION DEBRIS AND EQUIPMENT DAILY.
  - REMOVE ALL BARRICADES AND CONTACT AIRPORT TO OPEN TO TRAFFIC

- ALL PHASES SUGGESTED SEQUENCE OF CONSTRUCTION**
- CONTRACTOR SHALL PLACE BARRICADES BEFORE BEGINNING ANY WORK. (SEE CONTRACTOR'S TYPICAL DAILY PROCEDURES)
  - CONSTRUCT NEW CABLE LENGTHS.
  - COMPLETE SIGN REMOVALS.
  - CONSTRUCT NEW SIGN PADS.
  - INSTALL NEW SIGNS ON NEW AND EXISTING SIGN PADS.
  - LANDSCAPE SIGNS AND OVER CABLE TRENCHES.
  - REMOVE BARRICADES AND OPEN TO TRAFFIC.



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 UPDATE BY: Jeremy Link  
 LAYOUT: Layout1  
 IMAGE FILES:  
 REF DWG: 10012.dwg  
 6x9

**GENERAL NOTES:**

- ALL CONSTRUCTION SEQUENCING AND OPERATIONS SHALL CONFORM TO THE APPLICABLE PROVISIONS OF AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION (LATEST EDITION). PAYMENT FOR MAINTENANCE OF TRAFFIC AND REQUIREMENTS OF THE SEQUENCE OF CONSTRUCTION SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR MUST STAGE CONSTRUCTION AROUND AIRPORT OPERATIONS. STAGING SHOWN IS SUGGESTED AND IS INTENDED TO PROVIDE THE CONTRACTOR WITH MAJOR WORK AREAS WHILE MINIMIZING DISRUPTIONS TO AIRPORT OPERATIONS. THE CONTRACTOR MAY USE ALTERNATE STAGING PLANS; HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER TWO WORKING DAYS IN ADVANCE OF ANY STAGING CHANGES WHICH WILL REQUIRE CHANGES IN AIRCRAFT MOVEMENT. THE RESIDENT ENGINEER SHALL THEN NOTIFY THE AIRPORT WHO WILL ISSUE APPROPRIATE NOTAMS. THE MOVING AND MAINTENANCE OF ALL TRAFFIC CONTROL SIGNS, BARRICADES, LATHE/RIBBON AT A.O.A. LIMITS ETC. SHALL BE THE CONTRACTOR'S RESPONSIBILITY, AND SHALL BE INCIDENTAL TO THE CONTRACT.
- BARRICADES AT 10' CENTERS SHALL BE PLACED AT THE LOCATIONS SHOWN OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER, HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. ROPE WITH HIGH VISIBILITY ORANGE FLAGGING SHALL BE INSTALLED BETWEEN ALL BARRICADES.
- THE AIRPORT DIRECTOR IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENTS, EXCEPT AS SHOWN OR WITH THE PRIOR APPROVAL OF THE AIRPORT DIRECTOR.
- EXISTING AREAS BEYOND PROJECT LIMITS INCLUDING THE HAUL ROAD(S) DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY THE CONTRACTOR TO PRE-CONSTRUCTION CONDITION AT NO ADDITIONAL COST TO THE OWNER AND TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT DIRECTOR.
- EACH DAY AT THE COMPLETION OF WORK, OR MORE FREQUENTLY AS DETERMINED BY THE AIRPORT DIRECTOR, THE CONTRACTOR SHALL BE REQUIRED TO USE A PICKUP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS AND HAUL ROADS. THE COST OF SWEEPING SHALL BE INCIDENTAL TO THE CONTRACT.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- CONTRACTOR'S WORK WITHIN AIRCRAFT OPERATIONS AREA (A.O.A.) SHALL BE EXPEDITED TO MINIMIZE ANY TEMPORARY CLOSURE TIME.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.
- 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 AIR TRAFFIC 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. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND DIRECTOR OF OPERATIONS AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE A DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST OF CROSSING GUARDS, PAVEMENT REPAIR OR ANY NECESSARY ITEMS ASSOCIATED WITH THE SEQUENCE OR STAGING SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 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 SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- IF REQUESTED BY THE AIRPORT, FAA, OR ENGINEER, REMOVAL ITEMS/MATERIALS SHALL BE DELIVERED TO A DESIGNATED LOCATION AT THE AIRPORT MAINTANENACE BUILDING. IF NOT REQUESTED, MATERIALS REMOVED FROM THE PROJECT SHALL BE DISPOSED OF OFF OF AIRPORT PROPERTY (INCIDENTAL).
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, BARRICADES, SIGNING, RUNWAY CLOSE MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPERATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR WILL BE REQUIRED TO PLACE A LINE OF LATHE AND RIBBON ALONG THE AIR OPERATIONS AREA (A.O.A.) LIMIT AND ALONG DESIGNATED LIMITS OF CONSTRUCTION AT LOCATIONS AS SHOWN ON THE PLANS.

- THE CONTRACTOR SHALL CONTACT THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR A MINIMUM OF FIVE (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING PAVING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING.
- VEHICLES AND EQUIPMENT OPERATING ON THE AIRPORT SHALL DISPLAY ORANGE AND WHITE FLAGS (SEE DETAIL THIS SHEET) AND HAVE BEACON LIGHTS.
- ANY PAVEMENT DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR AT NO ADDITIONAL COST TO THE OWNER. THE PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE A DEBRIS-FREE SURFACE DURING HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED AT ALL TIMES UNLESS THE GATE IS MANNED WITH A GUARD (COST INCIDENTAL). THE CONTRACTOR SHALL PROVIDE AN "AUTHORIZED PERSONNEL ONLY" SIGN AT THE ACCESS GATE. 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 COSTS RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- 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 BECOME NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, HE SHALL DO SO AT NO EXTRA COST TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR 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 WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN AUGER/DRILL TRUCK, WHICH HAS A MAXIMUM HEIGHT OF 25 FEET.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION, THE CONTRACTOR SHALL PLACE "RUNWAY CLOSED" MARKERS OVER THE NUMERALS AS DETAILED IN THE PLANS. OTHERWISE, "RUNWAY CLOSED" MARKERS SHALL BE PLACED IN THE TURF AT THE ENDS OF THE RUNWAY AS DETAILED IN THE PLANS.
- RUNWAYS SHALL BE CLOSED DURING ANY TIME THE CONTRACTOR IS WORKING WITHIN THE RUNWAY A.O.A. AND/OR OPEN EXCAVATIONS NOT MEETING THE RUNWAY GRADING CRITERIA EXIST WITHIN 200' OF THE AFFECTED RUNWAY CENTERLINE.
- 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.
- FOR ALL MANDATORY INSTRUCTION SIGNS (RUNWAY HOLD SIGNS AND CRITICAL AREA SIGNS), THE CONTRACTOR SHALL REUSE THE EXISTING GUIDANCE SIGN(S) UNTIL THE PERMANENT SIGN(S) ARE CONSTRUCTED AND OPERATIONAL. THE CONTRACTOR'S METHODS OF REMOVAL, TEMPORARY PLACEMENT, CABLING AND ILLUMINATION SHALL BE APPROVED BY THE AIRPORT AND ENGINEER. TEMPORARY GUIDANCE SIGN(S) AND REMOVAL OF THE TEMPORARY SIGN(S) SHALL BE INCIDENTAL.
- AFTER ALL CONSTRUCTION IS COMPLETE, ALL SIGNS REMOVED AND/OR USED AS TEMPORARY ITEMS SHALL BE TURNED OVER TO THE AIRPORT. ANY SIGNS THAT THE AIRPORT DOES NOT WANT ALONG WITH ALL SIGN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE. DISPOSAL SHALL BE INCIDENTAL.

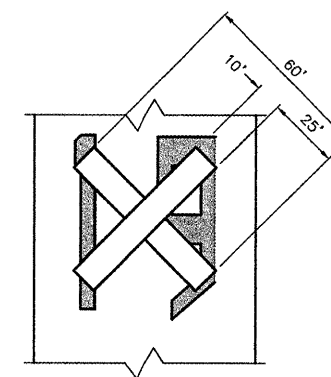
**LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (AOA)**

**RUNWAYS:**

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND DIRECTOR OF OPERATIONS TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION PHASE CHANGES. WORK SHALL BE EXPEDITED IN RUNWAY 2R/20L, 10/28 AND RUNWAY 15/33 A.O.A. AND NEAR OPEN TAXIWAYS. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

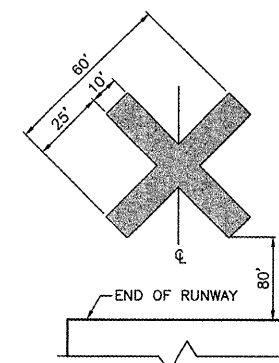
**TAXIWAYS:**

CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF THE TAXIWAY PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS. WORK WITHIN THE TAXIWAY 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 DIRECTOR TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.



- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS 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.

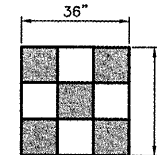
**CLOSED RUNWAY MARKER DETAIL**  
ON PAVEMENT - NO SCALE



- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS SHALL BE PLACED 80- FEET OFF THE RUNWAY-END OR AS NOTED.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**CLOSED RUNWAY MARKER DETAIL**  
OFF PAVEMENT - NO SCALE

DESIGN AIRCRAFT APPROACH CATEGORY: D DESIGN AIRPORT GROUP: III	
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25' POINT "A" - @ SIGN CONSTRUCTION CLOSEST POINT OF CONSTRUCTION TO RUNWAY 2L/20R STA. 124+00.00, 340' LT. RUNWAY 2L/20R CENTERLINE GEOGRAPHIC NAD 83: LATITUDE: 41°54'02.33" LONGITUDE: 88°15'09.45" POTENTIAL OBJECT ELEVATION: 775.5 = (GROUND ELEVATION 750.5 + TRUCK 25')	MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25' POINT "B" - @ SIGN CONSTRUCTION CLOSEST POINT OF CONSTRUCTION TO RUNWAY 2R/20L STA. 251+43.75, 245' LT. RUNWAY 2R/20L CENTERLINE GEOGRAPHIC NAD 83: LATITUDE: 41°54'25.97" LONGITUDE: 88°14'46.40" POTENTIAL OBJECT ELEVATION: 776 = (GROUND ELEVATION 751 + TRUCK 25')
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25' POINT "C" - @ SIGN CONSTRUCTION CLOSEST POINT OF CONSTRUCTION TO RUNWAY 10/28 STA. 236+56.73, 245' RT. RUNWAY 10/28 CENTERLINE GEOGRAPHIC NAD 83: LATITUDE: 41°54'50.56" LONGITUDE: 88°15'25.47" POTENTIAL OBJECT ELEVATION: 776.5 = (GROUND ELEVATION 751.5 + TRUCK 25')	MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25' POINT "D" - @ SIGN CONSTRUCTION CLOSEST POINT OF CONSTRUCTION TO RUNWAY 15/33 (10/28 CLOSED) STA. 24+55.96, 200' RT. RUNWAY 15/33 CENTERLINE GEOGRAPHIC NAD 83: LATITUDE: 41°54'57.66" LONGITUDE: 88°14'37.99" POTENTIAL OBJECT ELEVATION: 779.5 = (GROUND ELEVATION 754.5 + TRUCK 25')
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: <ul style="list-style-type: none"> <li>SOUTH FLIGHT CENTER APRON - PHASE 4</li> <li>HANGAR CONSTRUCTION</li> </ul>	



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**  
ORANGE/WHITE

IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

**REVISIONS**

NUMBER	BY	DATE

0 1 2  
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**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**SEQUENCE OF CONSTRUCTION  
 GENERAL NOTES AND DETAILS**

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 CHECKED BY: JRL  
 APPROVED BY: DLP  
 DATE: 2/27/2009

JOB No: 08257-02-00

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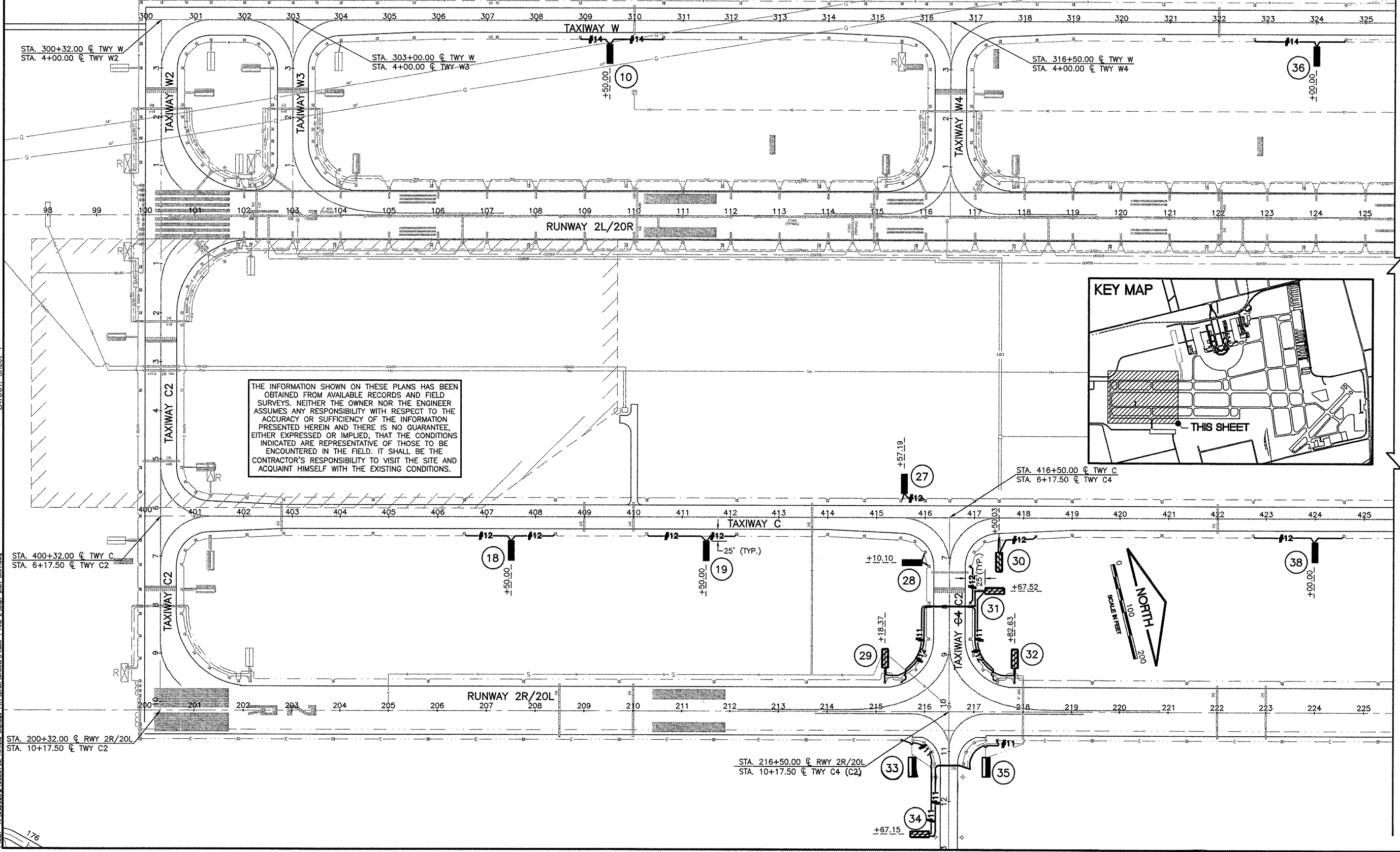
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 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 1

- NOTES**
- ALL CIRCUITS CROSSING EXISTING PAVEMENTS ARE TO BE CONSTRUCTED THROUGH EXISTING DUCT BANKS.
  - CONNECT NEW CABLE TO EXISTING CABLE AT GUIDANCE SIGN, TAXIWAY LIGHT, RUNWAY LIGHT, MANHOLE OR SPLICE CAN. THE COST OF SPLICING SHALL BE INCIDENTAL TO AIRFIELD LIGHTING CABLE INSTALLATION.
  - THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
  - THE CONTRACTOR SHALL LOCATE ALL EXISTING CABLES AND UTILITIES PRIOR TO NEW CABLE INSTALLATION.
  - THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS THE APPROXIMATE LOCATION AND FOR GENERAL INFORMATION ONLY. THE EXACT ROUTING OF THE NEW CABLES SHALL BE COORDINATED WITH THE CONTRACTOR, THE AIRPORT AND THE ENGINEER.
  - 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 AND PROTECT THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.

- ALL SPLICES SHALL BE INSTALLED INSIDE HANDHOLE OR LIGHT BASES. NO DIRECT BURIED SPLICE SHALL BE ALLOWED. THE COST OF SPLICING SHALL BE INCIDENTAL TO AIRFIELD LIGHTING CABLE INSTALLATION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORATION OF ANY LANDSCAPING AS A RESULT OF CABLE AND SIGN INSTALLATION/REMOVAL. THIS SHALL BE PAID FOR UNDER AR901510, AR905530, AND AR908510. SEE DETAILS.
- ALL AIRFIELD LIGHTING CIRCUIT CABLE SHALL BE 1/C #8, 5KV, L-824 TYPE C IN 3/4" UNIT DUCT (DIRECT BURIED).
- EXISTING AIRFIELD CABLES BETWEEN LIGHTS AND SIGNS THAT ARE BEING REPLACED BY NEW CABLE SHALL BE REMOVED FROM EXISTING UNIT DUCT. THE UNIT DUCT SHALL BE ABANDONED IN PLACE. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- FOR ALL MANDATORY INSTRUCTION SIGNS (RUNWAY HOLD SIGNS AND CRITICAL AREA SIGNS), THE CONTRACTOR SHALL REUSE THE EXISTING GUIDANCE SIGN(S) UNTIL THE PERMANENT SIGN(S) ARE CONSTRUCTED AND OPERATIONAL. THE CONTRACTORS METHODS OF REMOVAL, TEMPORARY PLACEMENT, CABLING AND ILLUMINATION SHALL BE APPROVED BY THE AIRPORT AND ENGINEER. TEMPORARY GUIDANCE SIGN(S) AND REMOVAL OF THE TEMPORARY SIGN(S) SHALL BE INCIDENTAL.
- AFTER ALL CONSTRUCTION IS COMPLETE, ALL SIGNS REMOVED AND/OR USED AS TEMPORARY ITEMS SHALL BE TURNED OVER TO THE AIRPORT. ANY SIGNS THAT THE AIRPORT DOES NOT WANT ALONG WITH ALL SIGN CONCRETE BASES SHALL BE DISPOSED OF OFF SITE. DISPOSAL SHALL BE INCIDENTAL.

**LEGEND**

- EXISTING AIRFIELD SIGN TO REMAIN
- EXISTING AIRFIELD SIGN TO BE REMOVED
- EXISTING SIGN AND FOUNDATION PAD TO BE REMOVED AND REPLACED WITH NEW SIGN AND NEW FOUNDATION PAD
- EXISTING SIGN TO BE REMOVED AND REPLACED WITH NEW SIGN (EXISTING FOUNDATION PAD TO REMAIN)
- NEW AIRFIELD SIGN ON NEW FOUNDATION PAD
- EXISTING AIRFIELD SIGN IMPROVEMENTS BY OTHERS (NOT IN CONTRACT)
- NEW SIGN NUMBER (SEE AIRFIELD SCHEDULE SHEETS)
- NEW 1/C #8, 5KV L-824, TYPE C, UG CABLE IN 3/4" UNIT DUCT (CIRCUIT # NOTED)
- EXISTING TAXIWAY DESIGNATION
- EXISTING BASE MOUNTED LIGHT
- EXISTING STAKE MOUNTED LIGHT



IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

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DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES  
 PROPOSED IMPROVEMENTS - SHEET 1

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 APPROVED BY: DLP  
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 JOB No: 08257-02-00

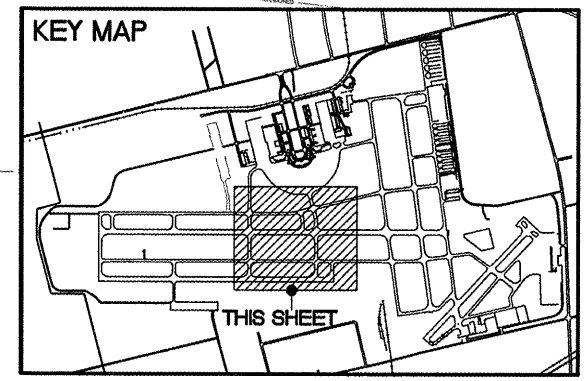
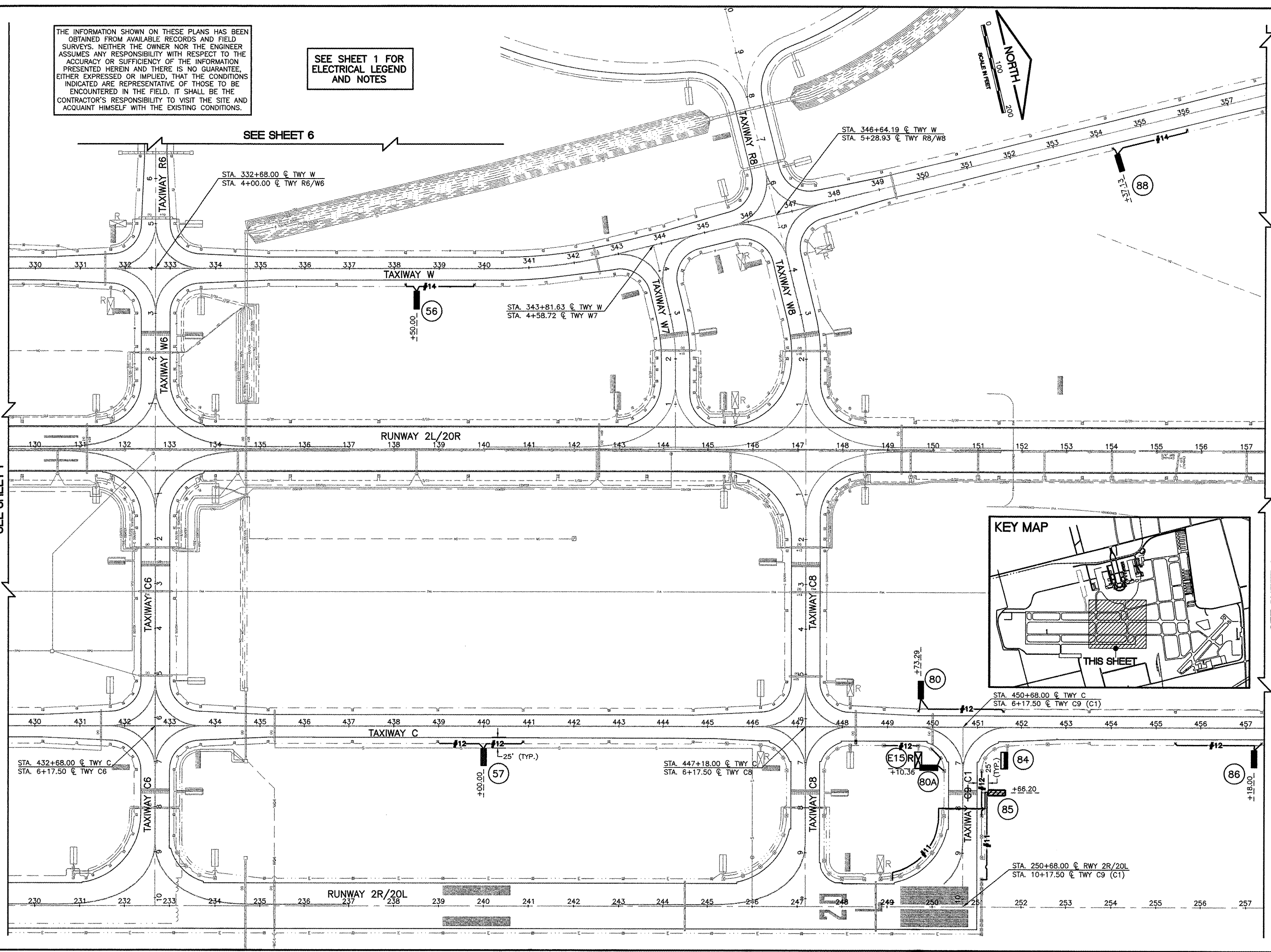
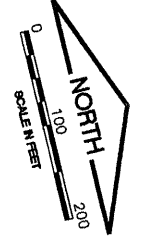
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 LAYOUT: Sheet 2

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SEE SHEET 1 FOR ELECTRICAL LEGEND AND NOTES

SEE SHEET 6



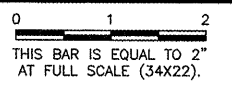
SEE SHEET 3

SEE SHEET 4

IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

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**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**PROPOSED IMPROVEMENTS - SHEET 2**

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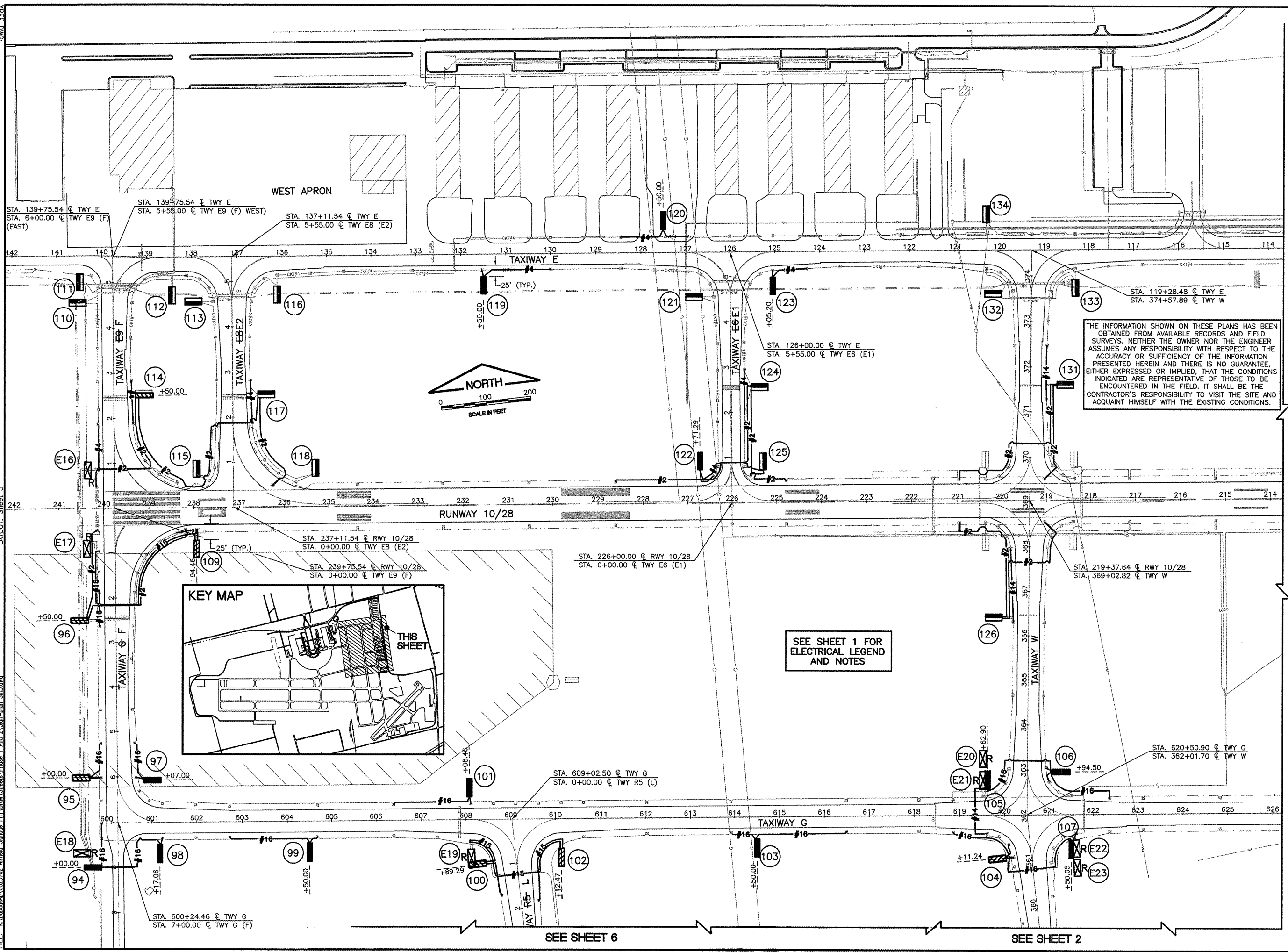
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 APPROVED BY: DLP  
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SHEET 7 OF 18 SHEETS



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 LAYOUT: Sheet\_3



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SEE SHEET 1 FOR ELECTRICAL LEGEND AND NOTES

I.L. CONTRACT: DU078  
 I.L. LETTING ITEM: 9A  
 I.L. PROJECT: DPA-3836  
 A.I.P. PROJECT: 3-17-0017-B23

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NUMBER	BY	DATE

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 AIRFIELD SIGNAGE UPDATES**  
**PROPOSED IMPROVEMENTS - SHEET 3**

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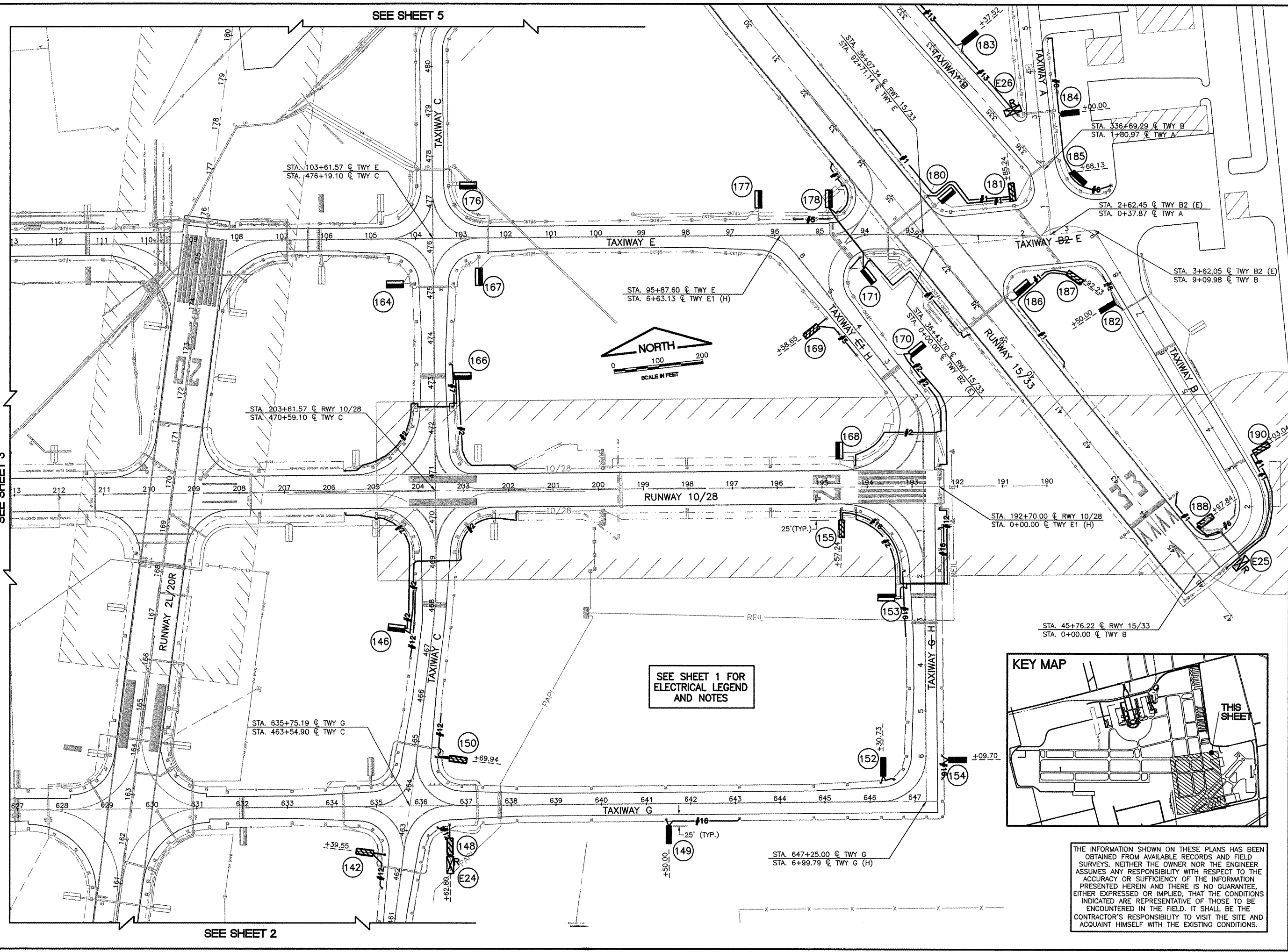


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 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 4



IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

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NUMBER	BY	DATE

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**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**PROPOSED IMPROVEMENTS - SHEET 4**

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APPROVED BY:	DLP
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SHEET 9 OF 18 SHEETS

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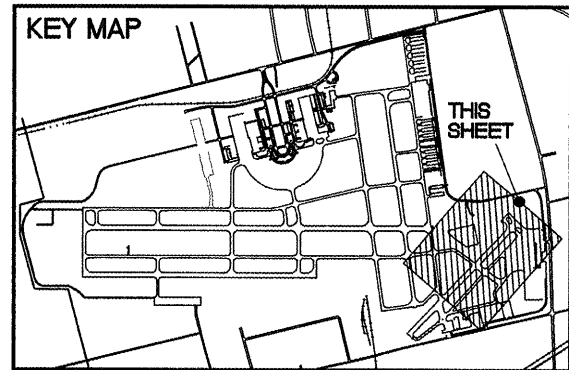
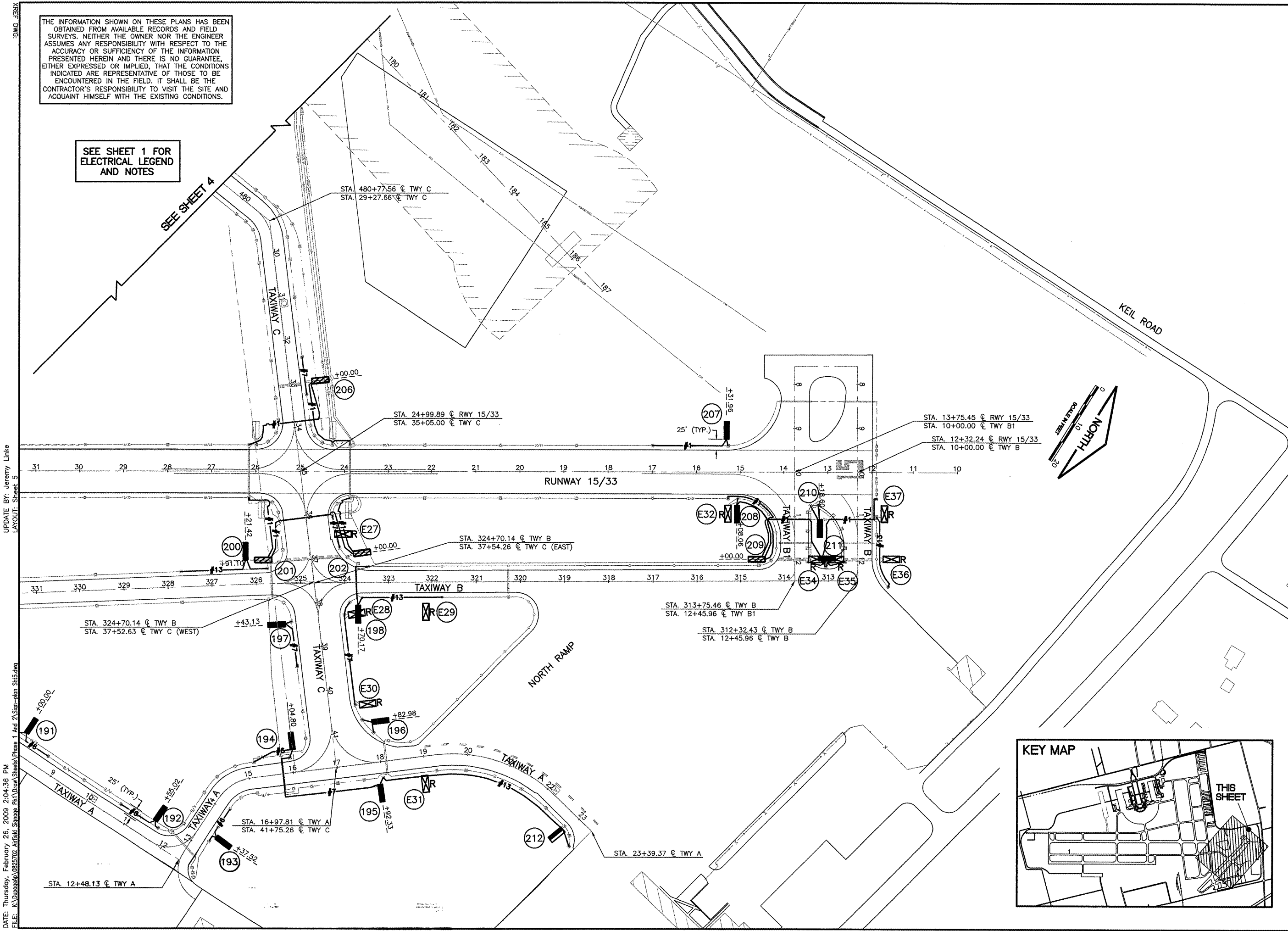
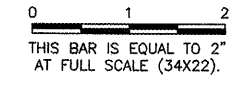
SEE SHEET 1 FOR ELECTRICAL LEGEND AND NOTES

SEE SHEET 4

IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

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 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**PROPOSED IMPROVEMENTS - SHEET 5**

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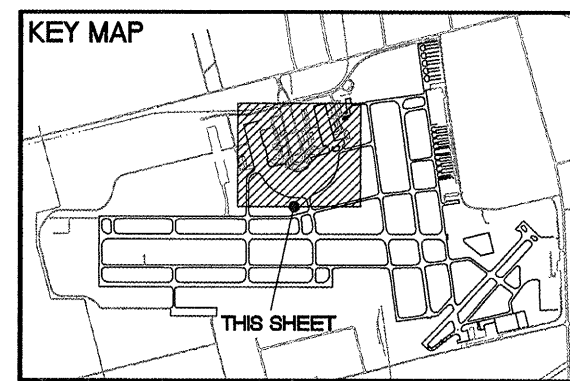
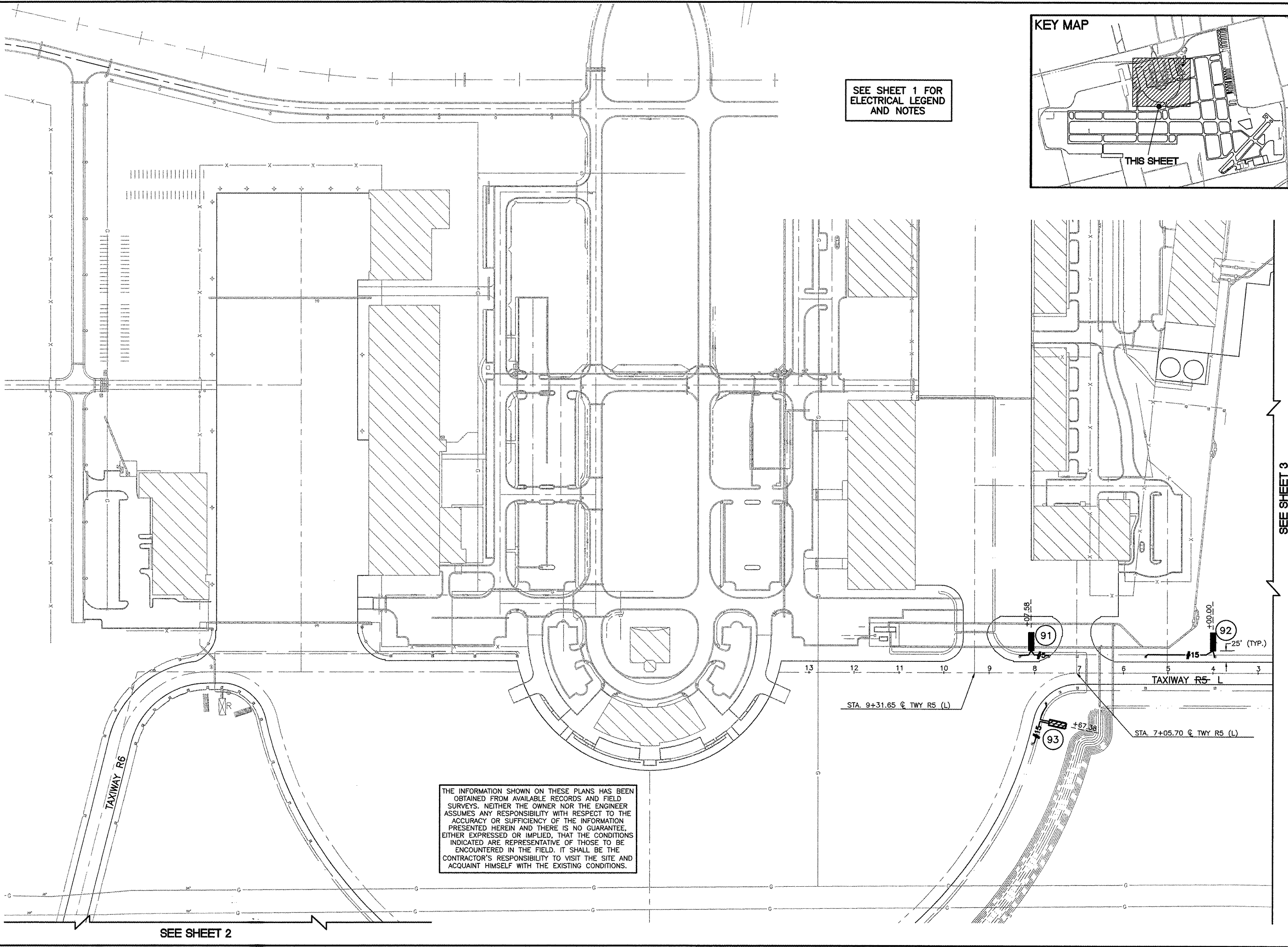


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 JOB No: 08257-02-00

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 LAYOUT: Sheet 5

DATE: Thursday, February 26, 2009 2:04:42 PM  
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 UPDATE BY: Jeremy Linke  
 LAYOUT: Sheet 6

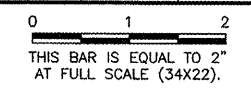


SEE SHEET 1 FOR  
ELECTRICAL LEGEND  
AND NOTES

IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

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 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**  
  
**PROPOSED IMPROVEMENTS - SHEET 6**

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SEE SHEET 2

SEE SHEET 3

AIRFIELD SIGNAGE SCHEDULE - BY OTHERS (NOT IN CONTRACT) - RUNWAY PROJECT

SIGN MODIFICATION TYPE					SIGN MODIFICATION TYPE																			
REMOVE AR125904	NEW AR12544X	RELOCATE AR125964	MODIFY AR125470	NEW SIGN NUMBER	NEW NUMBER OF CHARACTERS	NEW SIGN FACE	EXISTING SIGN LEGEND	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION	REMOVE AR125904	NEW AR12544X	RELOCATE AR125964	MODIFY AR125470	NEW SIGN NUMBER	NEW NUMBER OF CHARACTERS	NEW SIGN FACE	EXISTING SIGN LEGEND	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION			
✓	✓			R1	7	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W2 (Z)			✓		T24	2	N S	--G--	12-RAMP	0 3	STA. 160+54.72, 100' LT. Q RUNWAY 2L/20R			
✓	✓			R2	8	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W3			✓		T26	2	N S	--G--	12-RAMP	3 0	STA. 163+82.82, 100' LT. Q RUNWAY 2L/20R			
✓	✓			R3	7	W E	2L	2L-20R	2,4 2,1	STA. 2+58, 57' RT. Q TAXIWAY W4 (Z)			✓		T27	2	N S	0	0	3	0	STA. 164+47.70, 100' RT. Q RUNWAY 2L/20R		
✓	✓			R4	8	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W4 (W2)	✓	✓			T28	4	W E	0	0	3,2 0	0	STA. 634+82.19, 57' LT. Q TAXIWAY C		
✓	✓			R5	7	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W6 (Y)			✓		T29	2	N S	0	0	0	0	STA. 161+18.17, 100' RT. Q RUNWAY 2L/20R		
✓	✓			R6	7	W E	2L-20R	2L-20R	2,4 2,1	STA. 2+58, 57' RT. Q TAXIWAY C6 (Y)			✓		T30	2	N S	0	0	0	0	STA. 173+27.11, 100' LT. Q RUNWAY 2L/20R		
✓	✓			R7	8	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W7 (W1)		✓			T31	1	W E	N/A	0	0	2	0	STA. 115+00, 50' LT. Q TAXIWAY E	
✓	✓			R8	7	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 2+58, 57' RT. Q TAXIWAY W8 (T)			✓		T32	4	W E	0	0	3,2 0	0	STA. 104+54.57, 50' RT. Q TAXIWAY E		
✓	✓			R9	7	W E	2L-20R	2L-20R	2,4 2,1	STA. 2+58, 57' RT. Q TAXIWAY C8 (T)			✓		T33	2	N S	0	0	0	0	STA. 173+95.44, 100' RT. Q RUNWAY 2L/20R		
✓	✓			R10	7	W E	12-RAMP	12-RAMP	1,2 4,2	STA. 626+94.12, 57' LT. Q TAXIWAY G			✓		T34	1	N S	12-RAMP	0	0	2	0	STA. 14+95.09, 50' RT. Q TAXIWAY R6 (Y)	
✓	✓			R11	7	W E	2L-20R	2L-20R	2,4 2,1	STA. 632+0.00, 57' RT. Q TAXIWAY G		✓			T35		W E	N/A	3	0	3	0	STA. 15+64.92, 93' RT. Q TAXIWAY R6 (Y)	
	✓			R12	7	W E	N/A	2L-20R	2,1 2,4	STA. 110+73.47, 57' LT. Q TAXIWAY E		✓			RDR 1	1	N S	N/A	5	5	5	5	STA. 112+85, 125' LT. Q RUNWAY 2L/20R	
	✓			R13	7	W E	N/A	2L-20R	1,2 4,2	STA. 106+13.30, 57' RT. Q TAXIWAY E		✓			RDR 2	1	N S	N/A	5	5	5	5	STA. 122+85, 125' LT. Q RUNWAY 2L/20R	
		✓		R14	5	N S	01-22	01-22	1	STA. 172+40.03, 100' RT. Q RUNWAY 2L/20R		✓			RDR 3	1	N S	N/A	5	5	5	5	STA. 142+85, 125' LT. Q RUNWAY 2L/20R	
		✓		R15	5	N S	10-28	10-28	0	STA. 167+9.97, 100' LT. Q RUNWAY 2L/20R		✓			RDR 4	1	N S	N/A	5	5	5	5	STA. 152+85, 125' LT. Q RUNWAY 2L/20R	
		✓	✓	T1	2	N S	2L	2L	2	STA. 102+14.00, 100' RT. Q RUNWAY 2L/20R		✓			RDR 5	1	N S	N/A	5	5	5	5	STA. 163+85, 125' LT. Q RUNWAY 2L/20R	
		✓	✓	T2	2	N S	2M	2M	3 2	STA. 102+14.00, 100' LT. Q RUNWAY 2L/20R	1		6	4	TOTAL									
		✓		T3	3	N S	3M	3M	3 2	STA. 102+32.00, 100' LT. Q RUNWAY 2L/20R														
			✓	T4	3	W E	12-RAMP	12-RAMP	0 2,3	STA. 3+07, 57' LT. Q TAXIWAY W2 (Z)														
✓	✓			T5	5	W E	W	W	0 2,3	STA. 3+07, 57' LT. Q TAXIWAY W3														
✓	✓			T6	3	W E	0	0	2,3 0	STA. 5+24.5, 57' LT. Q TAXIWAY C2 (Z)														
	✓			T7	5	W E	N/A	12-RAMP	0 2,3	STA. 3+07, 57' LT. Q TAXIWAY W4 (W2)														
✓	✓			T8	3	N S	W4	W4	0	STA. 115+18, 100' LT. Q RUNWAY 2L/20R														
✓	✓			T9	3	N S	7M	7M	3 0	STA. 117+82, 100' LT. Q RUNWAY 2L/20R														
	✓			T10	4	W E	N/A	12-RAMP	0 2,3	STA. 3+07, 57' LT. Q TAXIWAY W6 (Y)														
		✓	✓	T11	2	N S	W6	W6	0 3	STA. 131+36, 100' LT. Q RUNWAY 2L/20R														
		✓	✓	T12	2	N S	9M	9M	3 0	STA. 134+00, 100' LT. Q RUNWAY 2L/20R														
		✓	✓	T13	2	N S	C6	C6	0 3	STA. 131+36, 100' RT. Q RUNWAY 2L/20R														
		✓	✓	T14	2	N S	0	0	3 0	STA. 134+00, 100' RT. Q RUNWAY 2L/20R														
✓	✓		✓	T15	4	W E	12-RAMP	12-RAMP	3,2 0	STA. 5+24.5, 57' LT. Q TAXIWAY W6 (Y)														
		✓	✓	T16	3	N S	W7	W7	0 3	STA. 142+94.85, 100' LT. Q RUNWAY 2L/20R														
✓	✓			T17	5	W E	N/A	12-RAMP	0 2,3	STA. 3+85.72, 57' LT. Q TAXIWAY W7 (W1)														
	✓			T18	3	N S	1M	1M	3 3	STA. 145+36, 100' LT. Q RUNWAY 2L/20R														
	✓			T19	4	W E	N/A	12-RAMP	0 2,3	STA. 4+35.93, 57' LT. Q TAXIWAY W8 (T)														
		✓	✓	T20	2	N S	3M	3M	3 0	STA. 148+50, 100' LT. Q RUNWAY 2L/20R														
		✓	✓	T21	2	N S	0	0	3 0	STA. 148+50, 100' RT. Q RUNWAY 2L/20R														
		✓	✓	T22	2	N S	0	0	3 3	STA. 145+36, 100' RT. Q RUNWAY 2L/20R														
✓	✓			T23	4	W E	N/A	12-RAMP	3,2 0	STA. 5+24.5, 57' LT. Q TAXIWAY C8														
19	25	11	11	TOTAL																				

N.I.C.

NEW SIGN TYPE LEGEND

- 0 --- BLANK PANEL - BLACK
- 1 --- RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND WITH BLACK TEXT BORDER ON RED BACKGROUND
- 2 --- LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND WITH YELLOW BOX AROUND TEXT
- 3 --- DIRECTION SIGN - BLACK LEGEND ON YELLOW BACKGROUND
- 4 --- RUNWAY APPROACH AREA BOUNDARY SIGN - BLACK LEGEND ON YELLOW BACKGROUND
- 5 --- RUNWAY DISTANCE REMAINING SIGN - WHITE LEGEND ON BLACK BACKGROUND

IL. CONTRACT: DU078  
IL. LETTING ITEM: 9A  
IL. PROJECT: DPA-3836  
A.I.P. PROJECT: 3-17-0017-823

REVISIONS

NUMBER	BY	DATE

DUPAGE AIRPORT  
WEST CHICAGO, ILLINOIS  
AIRFIELD SIGNAGE SCHEDULE - SHEET 1

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DESIGN BY: JRL / AAO  
DRAWN BY: JRL / JRO  
CHECKED BY: JRL  
APPROVED BY: DLP  
DATE: 2/27/2009  
JOB No: 08257-02-00

**FINAL**  
SHEET 12 OF 18 SHEETS







DATE: Thursday, February 26, 2009 2:04:59 PM  
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 UPDATE BY: Jeremy Link  
 LAYOUT: Layout4  
 IMAGE FILES:  
 DWG: 10101.dwg  
 XREF: 10101.dwg

NEW AIRFIELD SIGNAGE SCHEDULE										
SIGN IMPROVEMENT TYPE				NEW SIGN NUMBER	NEW NUMBER OF CHARACTERS	NEW SIGN FACE	EXISTING SIGN LEGEND	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
REMOVE SIGN AND PAD AR125904	NEW ON NEW PAD AR12544X	REMOVE SIGN ONLY ARB00149	NEW ON EXIST PAD ARB0013X							
		✓	✓	176	4	N S	15-33	BLANK	3,2 0	AT EXISTING LOCATION
		✓	✓	177	3	W E	15-33	BLANK	3,2 0	AT EXISTING LOCATION
		✓	✓	178	6	W E	15-33	15-33	1,2 4,2	AT EXISTING LOCATION
		✓	✓	180	2	N S	15-33	BLANK	3 0	AT EXISTING LOCATION
✓	✓			181	6	W E	15-33	15-33	4,2 1,2	STA. 1+85.24, 90' LT. & TAXIWAY B2 (E)
	✓			182	3	N S	N/A	BLANK	0,2 2,3	STA. 7+50.00, 50' LT. & TAXIWAY B
	✓			183	7	N S	N/A	BLANK	3,2,3,3, 2,0	STA. 333+37.52, 50' LT. & TAXIWAY B
	✓			184	7	N S	N/A	BLANK	3,3,2,3, 2,0	STA. 3+00.00, 50' RT. & TAXIWAY A
	✓			185	7	W E	N/A	BLANK	3,2,3,3, 0	STA. 1+68.13, 65' LT. & TAXIWAY A
		✓	✓	186	2	N S	15-33	BLANK	0 3	AT EXISTING LOCATION
✓	✓			187	6	W E	15-33	15-33	2,4 2,1	STA. 2+92.23, 90' RT. & TAXIWAY B2 (E)
✓	✓			188	2	N S	15-33	15-33	3 2	STA. 44+97.84, 75' LT. & RUNWAY 15/33
✓	✓			190	6	N S	15-33	15-33	1,2 4,2	STA. 3+03.04, 50' RT. & TAXIWAY B
	✓			191	1	N S	N/A	BLANK	2 2	STA. 8+00.00, 50' LT. & TAXIWAY A
	✓			192	3	N S	N/A	BLANK	0,2 3,2	STA. 11+55.02, 50' LT. & TAXIWAY A
	✓			193	3	W E	N/A	BLANK	3,2 0	STA. 13+37.52, 50' RT. & TAXIWAY A
	✓			194	3	N S	N/A	BLANK	0,2 3,2	STA. 16+04.80, 50' LT. & TAXIWAY A
	✓			195	3	N S	N/A	BLANK	3,2 2,0	STA. 17+92.33, 50' RT. & TAXIWAY A
	✓			196	4	W E	N/A	BLANK	3,2 2,0	STA. 40+82.98, 90' LT. & TAXIWAY C
	✓			197	4	W E	N/A	BLANK	0,2 2,3	STA. 38+43.13, 75' RT. & TAXIWAY C
	✓			198	4	N S	N/A	BLANK	3,2 2,0	STA. 323+70.17, 50' LT. & TAXIWAY B
	✓			200	4	N S	N/A	BLANK	0 2,3	STA. 326+21.42, 50' RT. & TAXIWAY B
✓	✓			201	6	W E	15-33	15-33	2,4 2,1	STA. 36+91.10, 75' RT. & TAXIWAY C
✓	✓			202	6	W E	15-33	15-33	3,2 1,2	STA. 37+00.00, 75' LT. & TAXIWAY C
✓	✓			206	6	W E	15-33	15-33	1,2 4,2	STA. 33+00.00, 50' LT. & TAXIWAY C
	✓			207	2	N S	N/A	BLANK	2 0	STA. 15+31.96, 75' RT. & RUNWAY 15/33
	✓			208	3	N S	N/A	BLANK	2 3	STA. 15+08.06, 75' LT. & RUNWAY 15/33
✓	✓			209	7	W E	15-33	15-33	2,4 2,1	STA. 12+00.00, 65' RT. & TAXIWAY B1
	✓			210	2	N S	N/A	BLANK	0 3	STA. 13+18.60, 106' LT. & RUNWAY 15/33
	✓			211	6	W E	15-33	15-33	2,4 2,1	STA. 12+00.00, 57' RT. & TAXIWAY B
		✓	✓	212	1	N S	15-33	BLANK	2 2	AT EXISTING LOCATION
	✓			80A	5	W E	N/A	BLANK	0 2,3	STA. 7+10.36, 57' RT. & TAXIWAY C9 (C1)
8	26	6	6	TOTAL						

NEW AIRFIELD SIGNAGE SCHEDULE										
SIGN IMPROVEMENT TYPE				NEW SIGN NUMBER	NEW NUMBER OF CHARACTERS	NEW SIGN FACE	EXISTING SIGN LEGEND	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION
REMOVE SIGN AND PAD AR125904	NEW ON NEW PAD AR12544X	REMOVE SIGN ONLY ARB00149	NEW ON EXIST PAD ARB0013X							
✓				E15	N/A	N S	201	N/A	N/A	N/A
✓				E16	N/A	W E	E9	N/A	N/A	N/A
✓				E17	N/A	W E	-G	N/A	N/A	N/A
✓				E18	N/A	N S	15-33	N/A	N/A	N/A
✓				E19	N/A	W E	82	N/A	N/A	N/A
✓				E20	N/A	W E	15-33	N/A	N/A	N/A
✓				E21	N/A	W E	-M	N/A	N/A	N/A
✓				E22	N/A	W E	RAMP	N/A	N/A	N/A
✓				E23	N/A	W E	82	N/A	N/A	N/A
✓				E24	N/A	W E	15-33	N/A	N/A	N/A
✓				E25	N/A	N S	15-33	N/A	N/A	N/A
✓				E26	N/A	N S	B.A	N/A	N/A	N/A
✓				E27	N/A	W E	B	N/A	N/A	N/A
✓				E28	N/A	W E	B	N/A	N/A	N/A
✓				E29	N/A	N S	15-33	N/A	N/A	N/A
✓				E30	N/A	W E	15-33	N/A	N/A	N/A
✓				E31	N/A	N S	15-33	N/A	N/A	N/A
✓				E32	N/A	N S	15-33	N/A	N/A	N/A
✓				E34	N/A	W E	15-33	N/A	N/A	N/A
✓				E35	N/A	W E	15-33	N/A	N/A	N/A
✓				E36	N/A	W E	15-33	N/A	N/A	N/A
✓				E37	N/A	N S	15-33	N/A	N/A	N/A
22				TOTAL						


- NEW SIGN TYPE LEGEND**
- 0 — BLANK PANEL — BLACK
  - 1 — RUNWAY/TAXIWAY HOLDLINE — WHITE LEGEND WITH BLACK TEXT BORDER ON RED BACKGROUND
  - 2 — LOCATION SIGN — YELLOW LEGEND ON BLACK BACKGROUND WITH YELLOW BOX AROUND TEXT
  - 3 — DIRECTION SIGN — BLACK LEGEND ON YELLOW BACKGROUND
  - 4 — RUNWAY APPROACH AREA BOUNDARY SIGN — BLACK LEGEND ON YELLOW BACKGROUND

IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

REVISIONS		
NUMBER	BY	DATE

**DUPAGE AIRPORT**  
**WEST CHICAGO, ILLINOIS**  
**AIRFIELD SIGNAGE SCHEDULE - SHEET 4**

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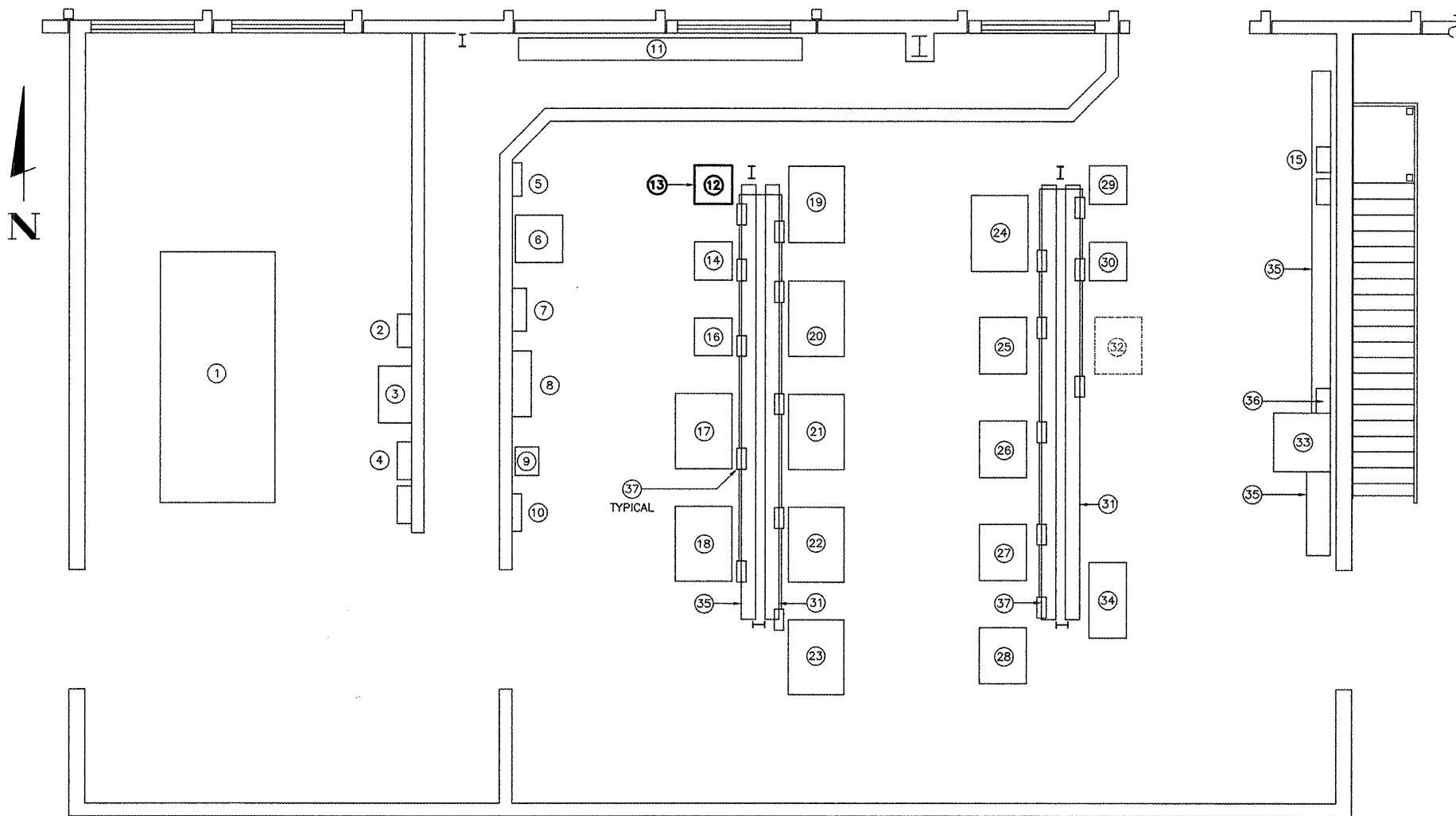


DESIGN BY: JRL / AAO  
 DRAWN BY: JRL / JRO  
 CHECKED BY: JRL  
 APPROVED BY: DLP  
 DATE: 2/27/2009  
 JOB No: 08257-02-00

**FINAL**

SHEET 15 OF 18 SHEETS

PHASE 2



**PROPOSED AIRFIELD VAULT MODIFICATIONS**  
 1/4" = 1'-0"

**NOTES:**

- ALL PROPOSED WORK OR ITEMS BEING MODIFIED ARE SHOWN IN BOLD. ALL OTHER ITEMS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY.
- REMOVE EXISTING 4KW REGULATOR AND MOVE IT TO LOCATION DESIGNATED BY THE AIRPORT.
- INSTALL PROPOSED REGULATOR, RECONNECT EXISTING POWER AND CONTROL CABLES TO PROPOSED REGULATOR. MATCH EXISTING CONDITIONS

**AIRFIELD VAULT NOMENCLATURE**

- ① EXISTING 430 KW (537.5 KVA) STAND-BY GENERATOR SET.
- ② EXISTING 800A, 480V, 3Ø UTILITY MAIN DISCONNECT.
- ③ EXISTING 800A, 480V, 3Ø AUTOMATIC TRANSFER SWITCH.
- ④ EXISTING 800A, 480V, 3Ø GENERATOR SET MAIN DISCONNECT.
- ⑤ EXISTING 208Y/120 VAC, 3Ø, 4W, LIGHTING PANEL.
- ⑥ EXISTING 75 KVA, 480-208Y/120 VAC TRANSFORMER.
- ⑦ EXISTING 480V, 3Ø POWER DISTRIBUTION PANEL PDP-2.
- ⑧ EXISTING 480V, 3Ø POWER DISTRIBUTION PANEL PDP-1.
- ⑨ EXISTING 480V, 3Ø, 480V DELTA TO 480Y/277 VAC TRANSFORMER.
- ⑩ EXISTING 480Y/277V POWER DISTRIBUTION PANEL.
- ⑪ EXISTING HIGH VOLTAGE "HOMERUN" WIREWAY.
- ⑫ EXISTING 480 VAC, 4 KW, RW 15-33 REGULATOR TO BE REMOVED (SEE NOTE 2).**
- ⑬ PROPOSED 10 KW, 3-STEP, 480VAC L-828 REGULATOR FOR RUNWAY 15/33 (SEE NOTE 3).**
- ⑭ EXISTING 30KW, 480V, RUNWAY 10/28 REGULATOR.
- ⑮ EXISTING PAPI/WINDCONE CONTROL PANEL.
- ⑯ EXISTING 480 VAC, 10 KW, RUNWAY 2R/20L REGULATOR.
- ⑰ EXISTING 480 VAC, 20 KW, RUNWAY 2L/20R REGULATOR.
- ⑱ EXISTING 480 VAC, 30 KW, RUNWAY 2L/20R CENTERLINE REGULATOR.
- ⑲ EXISTING 480 VAC, 30 KW, RUNWAY 2L/20R TOUCHDOWN ZONE REGULATOR.
- ⑳ EXISTING 480 VAC, 30 KW, SPARE REGULATOR.
- ㉑ EXISTING 480 VAC, 30 KW, SPARE REGULATOR.
- ㉒ EXISTING 480 VAC, 30 KW, TAXIWAY C SOUTH REGULATOR.
- ㉓ EXISTING 480 VAC, 30 KW, TAXIWAY W REGULATOR.
- ㉔ EXISTING 480 VAC, 20 KW, TAXIWAY R REGULATOR.
- ㉕ EXISTING 480 VAC, 15 KW, TAXIWAY G REGULATOR.
- ㉖ EXISTING 480 VAC, 15 KW, TAXIWAY E WEST REGULATOR.
- ㉗ EXISTING 480 VAC, 10 KW, TAXIWAY B-SOUTH REGULATOR.
- ㉘ EXISTING 480 VAC, 10 KW, TAXIWAY B-NORTH REGULATOR.
- ㉙ EXISTING 480 VAC, 10 KW, TAXIWAY C NORTH REGULATOR.
- ㉚ EXISTING 480 VAC, 15 KW, TAXIWAY E-EAST REGULATOR.
- ㉛ EXISTING 8" x 8" HIGH VOLTAGE (5 KV) WIREWAY.
- ㉜ FUTURE 480V AC, 10 KW RUNWAY 2L/20R RDR.
- ㉝ EXISTING ALCMS RACK. SEE SPECIFICATION FOR UPGRADES.
- ㉞ EXISTING WORK BENCH.
- ㉟ EXISTING 8" x 8" LOW VOLTAGE (600V) WIREWAY.
- ㊱ EXISTING L-854 RADIO CONTROLLER
- ㊲ EXISTING INTERFACE CONTROL PANEL AND INSULATION RESISTANCE MONITOR.

IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**AIRFIELD VAULT PLAN**

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DESIGN BY: AB  
 DRAWN BY: JRO  
 CHECKED BY: AB  
 APPROVED BY: DLP  
 DATE: 2/27/2009  
 JOB No: 08257-02-00

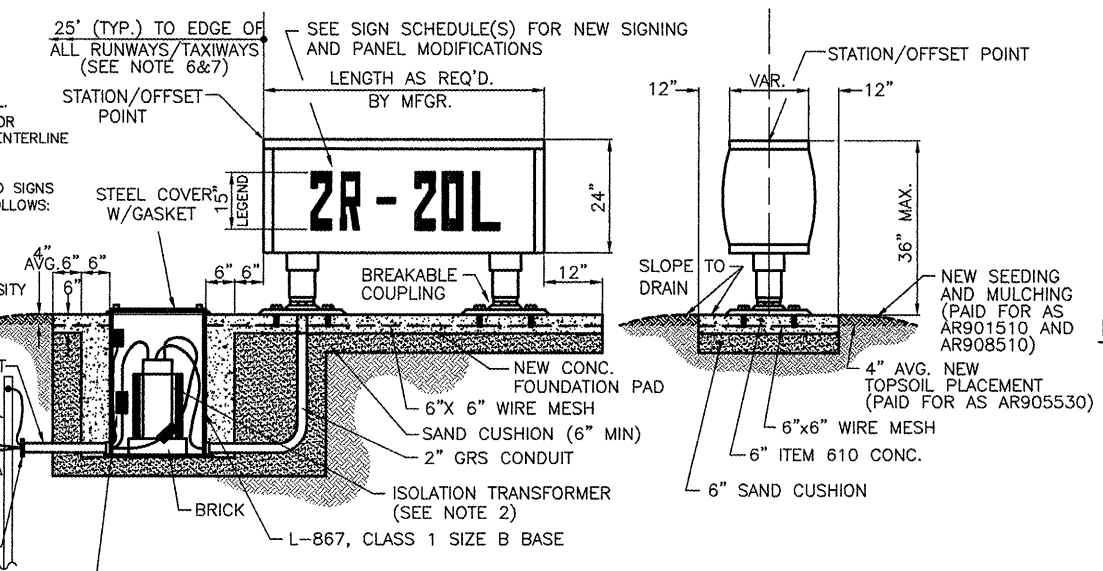
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DATE: Thursday, February 26, 2009 2:05:10 PM  
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 UPDATE BY: Jeremy Linke  
 LAYOUT: Layout1  
 SHEET DWG: Sheet.dwg  
 IMAGE FILES:

**NOTES**

1. ALL SIGNS ARE 2 - SIDED SIGNS.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
5. ALL NEW SIGNS SHALL BE LED TYPE, L-858 APPROVED BY FAA, AS MANUFACTURED BY SIEMENS OR EQUAL.
6. TYPICAL PERPENDICULAR DISTANCES FOR TAXIWAY INTERSECTION SIGNS FROM CENTERLINE OF CROSSING TAXIWAY IS 93' UNLESS OTHERWISE NOTED.
7. TYPICAL DISTANCES FOR RUNWAY HOLD SIGNS FROM RUNWAY CENTERLINE ARE AS FOLLOWS:  
 2L/20R = 258'  
 2R/20L = 250'  
 10/28 = 250'  
 15/33 = 200'
8. ALL SIGNS CONNECTED TO HIGH INTENSITY RUNWAY CIRCUIT (5-STEP) SHALL BE STYLE 3 (5-STEP).

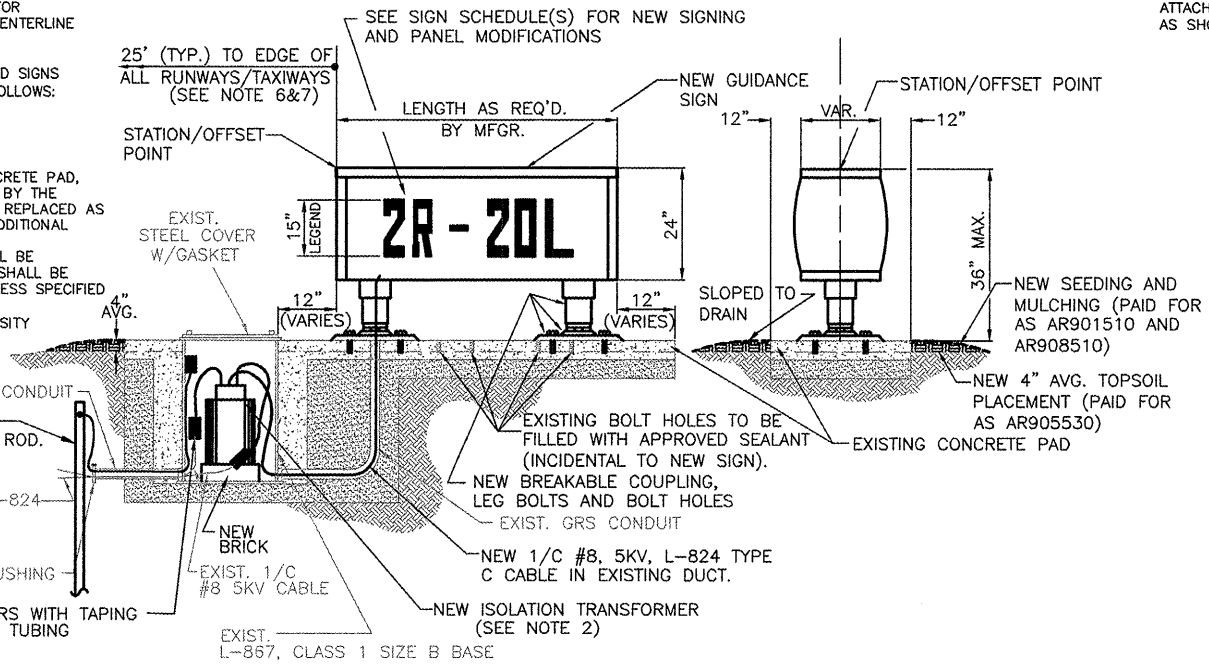


**AR1254XX - NEW TAXI GUIDANCE SIGN, X CHARACTER  
 HOLD LINE/TAXIWAY GUIDANCE SIGN LED L-858, SIZE 2, STYLE 2/3, CLASS 2**  
 NO SCALE (TYPICAL)

CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE, PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE NEW SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY NEW SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION. SIGN SHALL BE FAA APPROVED LED TYPE SIGN.

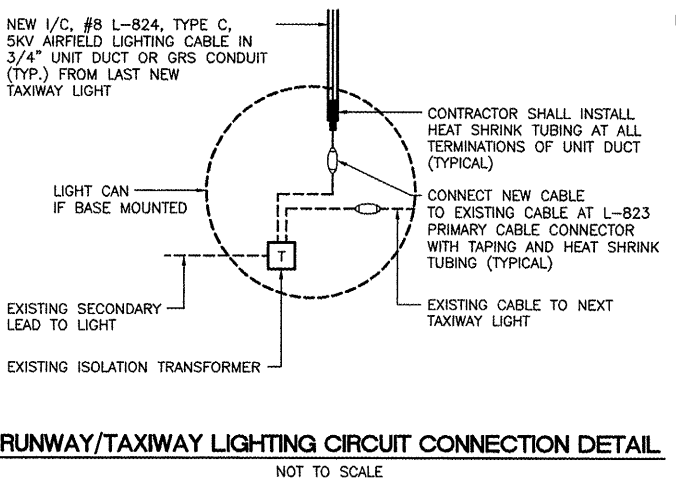
**NOTES**

1. ALL SIGNS ARE 2 - SIDED SIGNS.
2. TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
3. LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
4. UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
5. ALL NEW SIGNS SHALL BE LED TYPE, L-858 APPROVED BY FAA, AS MANUFACTURED BY SIEMENS OR EQUAL.
6. TYPICAL PERPENDICULAR DISTANCES FOR TAXIWAY INTERSECTION SIGNS FROM CENTERLINE OF CROSSING TAXIWAY IS 93' UNLESS OTHERWISE NOTED.
7. TYPICAL DISTANCES FOR RUNWAY HOLD SIGNS FROM RUNWAY CENTERLINE ARE AS FOLLOWS:  
 2L/20R = 258'  
 2R/20L = 250'  
 10/28 = 250'  
 15/33 = 200'
8. ANY DAMAGE DONE TO EXISTING CONCRETE PAD, CONDUIT OR LIGHT CAN COMPONENTS BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
9. ALL NEW LIGHTING COMPONENTS SHALL BE PROVIDED BY THE CONTRACTOR AND SHALL BE INCLUDED IN PAY ITEM AR80013X UNLESS SPECIFIED OTHERWISE.
10. ALL SIGNS CONNECTED TO HIGH INTENSITY RUNWAY CIRCUIT (5-STEP) SHALL BE STYLE 3 (5-STEP).



**AR80013X - NEW TAXI GUIDANCE SIGN ON EXISTING PAD  
 HOLD LINE/TAXIWAY GUIDANCE SIGN LED L-858, SIZE 2, STYLE 2/3, CLASS 2**  
 NO SCALE (TYPICAL)

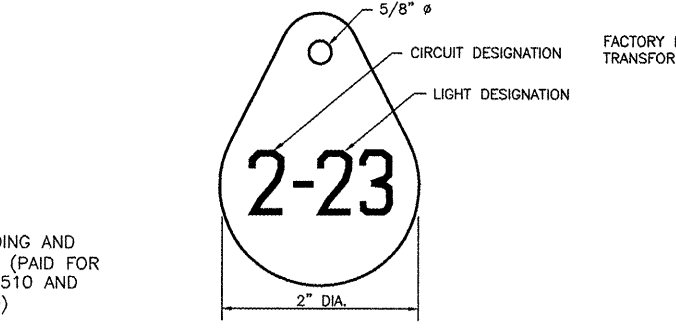
CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE, PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE NEW SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY NEW SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION. SIGN SHALL BE FAA APPROVED LED TYPE SIGN.



**RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL**  
 NOT TO SCALE

**GENERAL NOTES:**

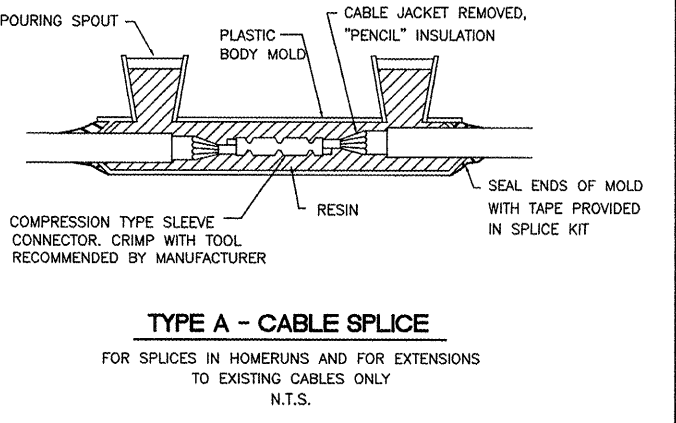
1. THE CONCRETE BASE FOR BASE MTD. LIGHTS AND SIGNS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
3. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
4. ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/2, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
5. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
6. ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
7. CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
8. ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIA. COLUMN AND FRANGIBLE COUPLINGS, UNLESS NOTED OTHERWISE.
9. INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.



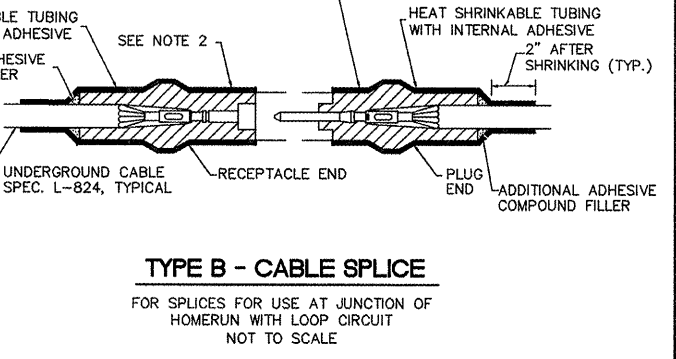
**LIGHT IDENTIFICATION DETAIL**  
 NOT TO SCALE

**NOTES:**

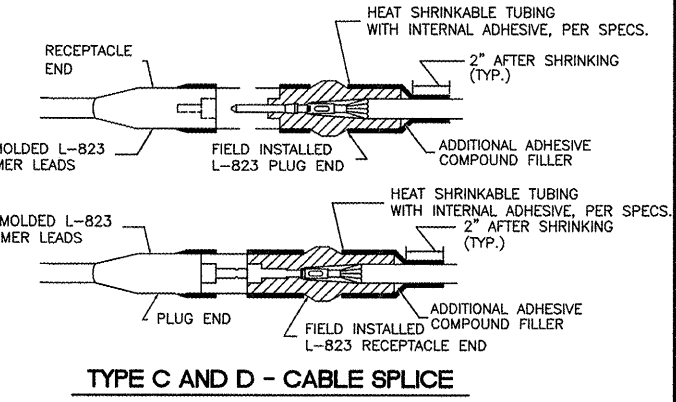
1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND NEW TAXIWAY LIGHTS SHALL BE TAGGED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



**TYPE A - CABLE SPLICE**  
 FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY  
 N.T.S.



**TYPE B - CABLE SPLICE**  
 FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT  
 NOT TO SCALE



**TYPE C AND D - CABLE SPLICE**  
 FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS  
 NOT TO SCALE

**CABLE SPLICE NOTES**

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

IL. CONTRACT: **DU078**  
 IL. LETTING ITEM: **9A**  
 IL. PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

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

**DUPAGE AIRPORT  
 WEST CHICAGO, ILLINOIS  
 AIRFIELD SIGNAGE UPDATES**

**ELECTRICAL DETAILS - SHEET 1**

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**DDA**  
 DuPage Airport

DESIGN BY:	AB
DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	DLP
DATE:	2/27/2009
JOB No:	08257-02-00

**FINAL**

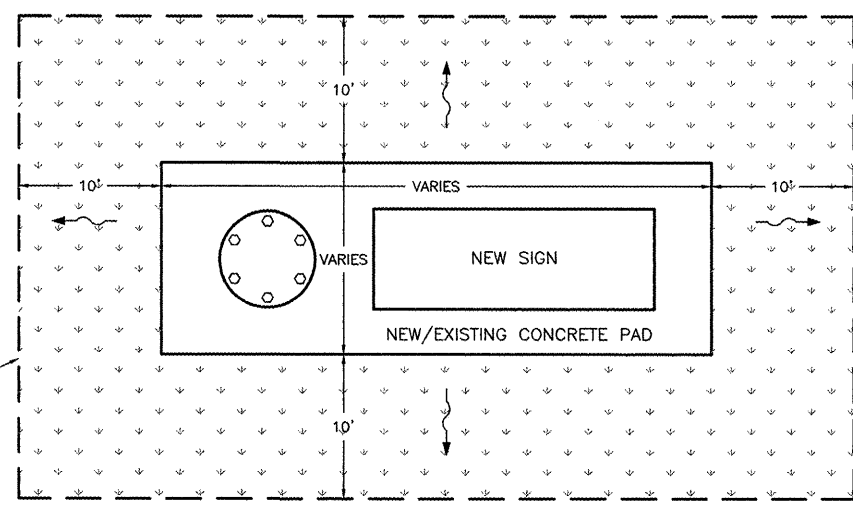
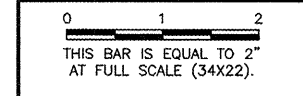
SHEET 17 OF 18 SHEETS

DATE: Thursday, February 26, 2009 2:05:15 PM  
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 UPDATE BY: Jeremy Linke  
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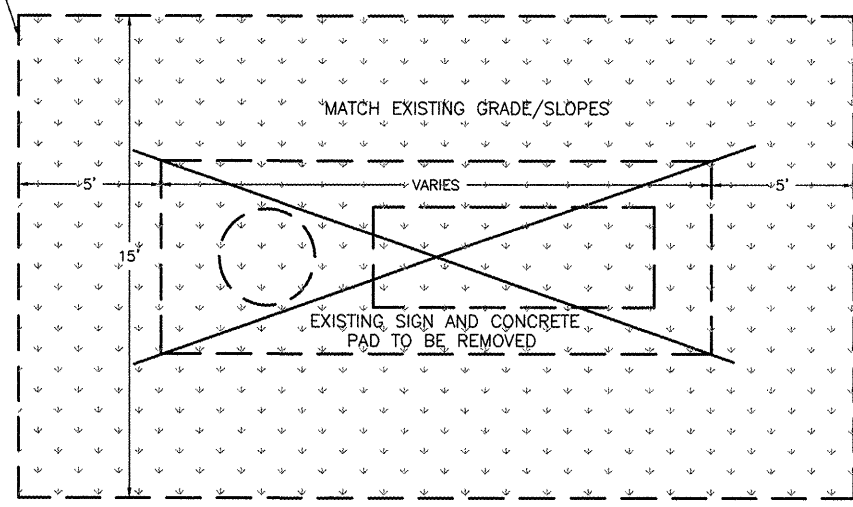
IL CONTRACT: **DU078**  
 IL LETTING ITEM: **9A**  
 IL PROJECT: **DPA-3836**  
 A.I.P. PROJECT: **3-17-0017-B23**

SURVEY BOOK # BOOK #

REVISIONS		
NUMBER	BY	DATE

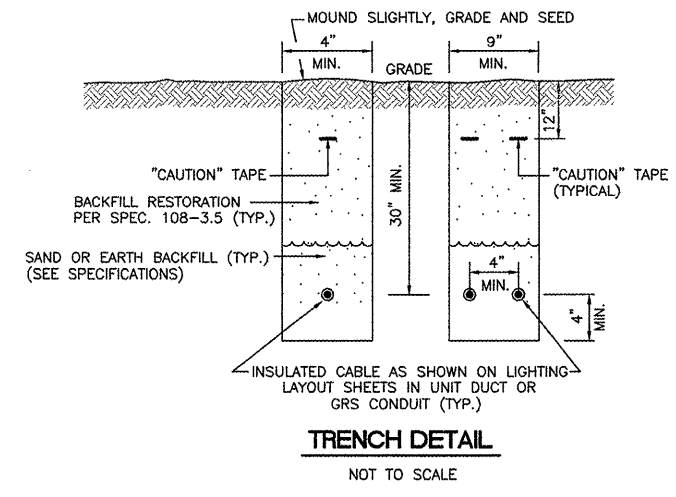


**TYPICAL LANDSCAPING FOR AR12544X / AR80013X**  
**NEW SIGN / NEW SIGN ON EXISTING PAD**  
 NOT TO SCALE

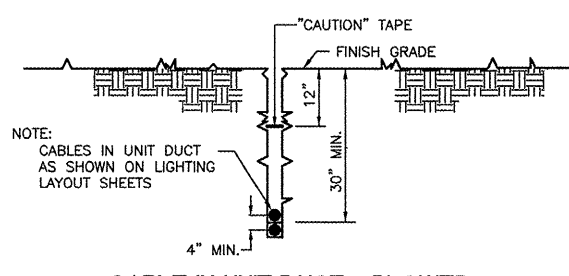


**TYPICAL LANDSCAPING FOR AR125904 - REMOVE TAXI GUIDANCE SIGN**  
 NOT TO SCALE

NEW TOPSOIL (4" AVG.)  
 SEED AND MULCH



**TRENCH DETAIL**  
 NOT TO SCALE

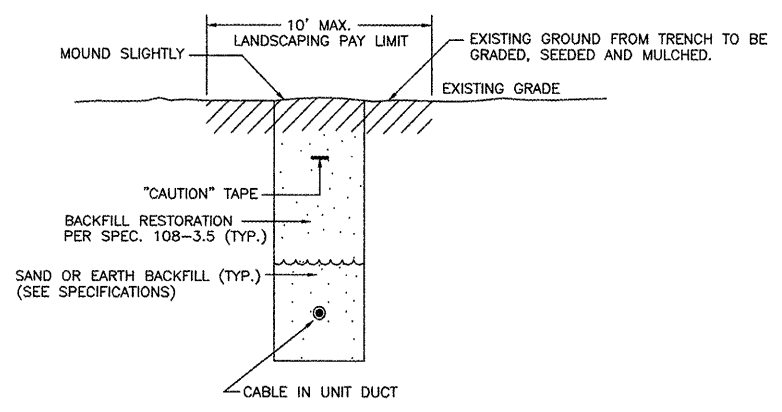


**CABLE IN UNIT DUCT - PLOWED**  
 NOT TO SCALE

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

- 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.

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



**TYPICAL LANDSCAPING CABLE TRENCH DETAIL**  
 NOT TO SCALE

**DUPAGE AIRPORT**  
**WEST CHICAGO, ILLINOIS**  
**AIRFIELD SIGNAGE UPDATES**  
  
**ELECTRICAL DETAILS - SHEET 2**  
**MISCELLANEOUS DETAILS**

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DESIGN BY:	AB / JRL
DRAWN BY:	JRO
CHECKED BY:	AB / JRL
APPROVED BY:	DLP
DATE:	2/27/2009
JOB No:	08257-02-00

**FINAL**  
 SHEET 18 OF 18 SHEETS