

DUPAGE AIRPORT AUTHORITY

WEST CHICAGO, ILLINOIS

CONSTRUCTION PLANS

FOR

DUPAGE AIRPORT

REHABILITATE TAXIWAY C - PHASE 2

ILLINOIS PROJECT: DPA-5246
 S.B.G. PROJECT: 3-17-SBGP-TBD

APRIL 17, 2026



D. Kyle Peabody

LICENSE EXPIRATION DATE: 11/30/2027
 DATE SIGNED: 04/17/2026

DUPAGE AIRPORT	
TOWNSHIP: 40 NORTH RANGE: 9 EAST DUPAGE COUNTY	WAYNE TOWNSHIP (SECTIONS: 31)

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

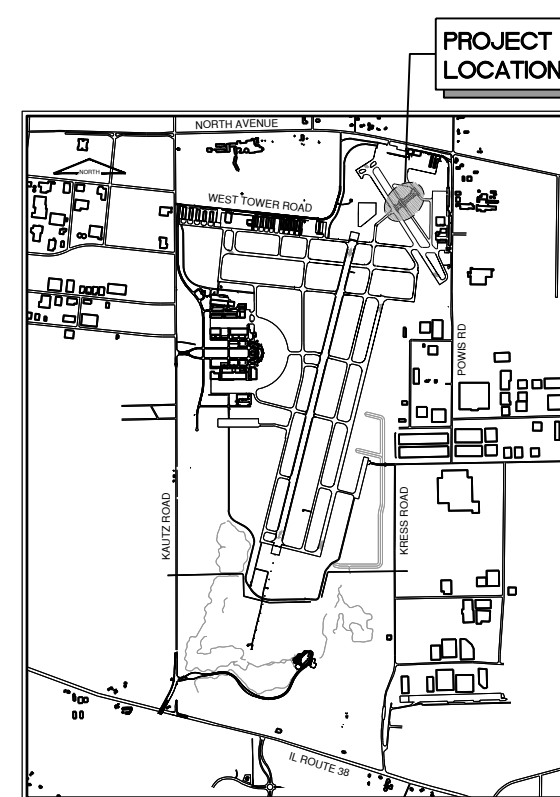
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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

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



LOCATION MAP



SITE PLAN

CMT CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS License No. 184-000613	25008621-00
SUBMITTED BY <i>D. Kyle Peabody</i>	
DATE _____	
D. KYLE PEABODY, P.E. APRIL 17, 2026	

DuPage Airport Authority DuPage Airport 2700 INTERNATIONAL DRIVE SUITE 200 WEST CHICAGO, IL 60185	<i>Mark Doles</i>
APPROVED BY	MARK DOLES EXECUTIVE DIRECTOR
DATE _____	APRIL 17, 2026



CONSULTANTS

APRIL 17, 2026
REHABILITATE TAXIWAY C - PHASE 2



OWNER

MARK DATE DESCRIPTION

CMT PROJECT NO: 25008621.00
CAD DWG FILE:
DESIGNED BY: LDB
DRAWN BY: JRO
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SHEET TITLE
**CONSTRUCTION
ACTIVITY PLAN - 1**

SHEET 4 OF 18



FAA CRITICAL POINT TABLE							
POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	EQUIPMENT HEIGHT (FT)	ABOVE GROUND ELEVATION
1	1910777.9982	1007404.6104	N41°54'45.61"	W88°14'53.75"	754.2'	25'	779.2'
2	1910093.3428	1008129.4299	N41°54'38.84"	W88°14'44.17"	756.7'	25'	781.7'
3	1912192.1721	1008801.5473	N41°54'59.56"	W88°14'23.09"	754.8'	25'	779.8'
4	1911277.8360	1008041.6815	N41°54'50.54"	W88°14'45.32"	754.5'	25'	779.5'

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO THE START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
- WORK AREA 1
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
 - PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.
 - COVER AND/OR DE-ENERGIZE SIGNS AND LIGHTS FOR CLOSED TAXIWAYS AND RUNWAYS.
 - COMPLETE IMPROVEMENTS. MILLING, BITUMINOUS OVERLAY, PAVEMENT MARKING (FIRST COAT), SHOULDER ADJUSTMENT, SEEDING AND MULCHING.
 - REMOVE TEMPORARY COVERS AND RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS.
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER PAVEMENT CLOSURES FOR NEXT WORK AREA.
 - CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.
 - RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR NEXT WORK AREA.
- OPEN PAVEMENT TO AIRPORT TRAFFIC.
- 30 DAY PERIOD THEN SECOND COAT OF PAVEMENT MARKING.

LEGEND

- WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S PARKING AREA
- PAVEMENT CLOSED TO AIR TRAFFIC
- LOW PROFILE BARRICADES
- CLOSED RUNWAY MARKER (PLACED AT BOTH ENDS OF RUNWAY)
- CONTRACTOR'S ACCESS/HAUL ROUTE
- AIRCRAFT MOVEMENT AREA
- TOFA - TAXIWAY OBJECT FREE AREA (TOFA)
- RSA - RUNWAY SAFETY AREA (RSA)
- ROFZ - RUNWAY OBSTACLE FREE ZONE (ROFZ)
- ROFA - RUNWAY OBJECT FREE AREA (ROFA)
- FAA CONTROL POINT

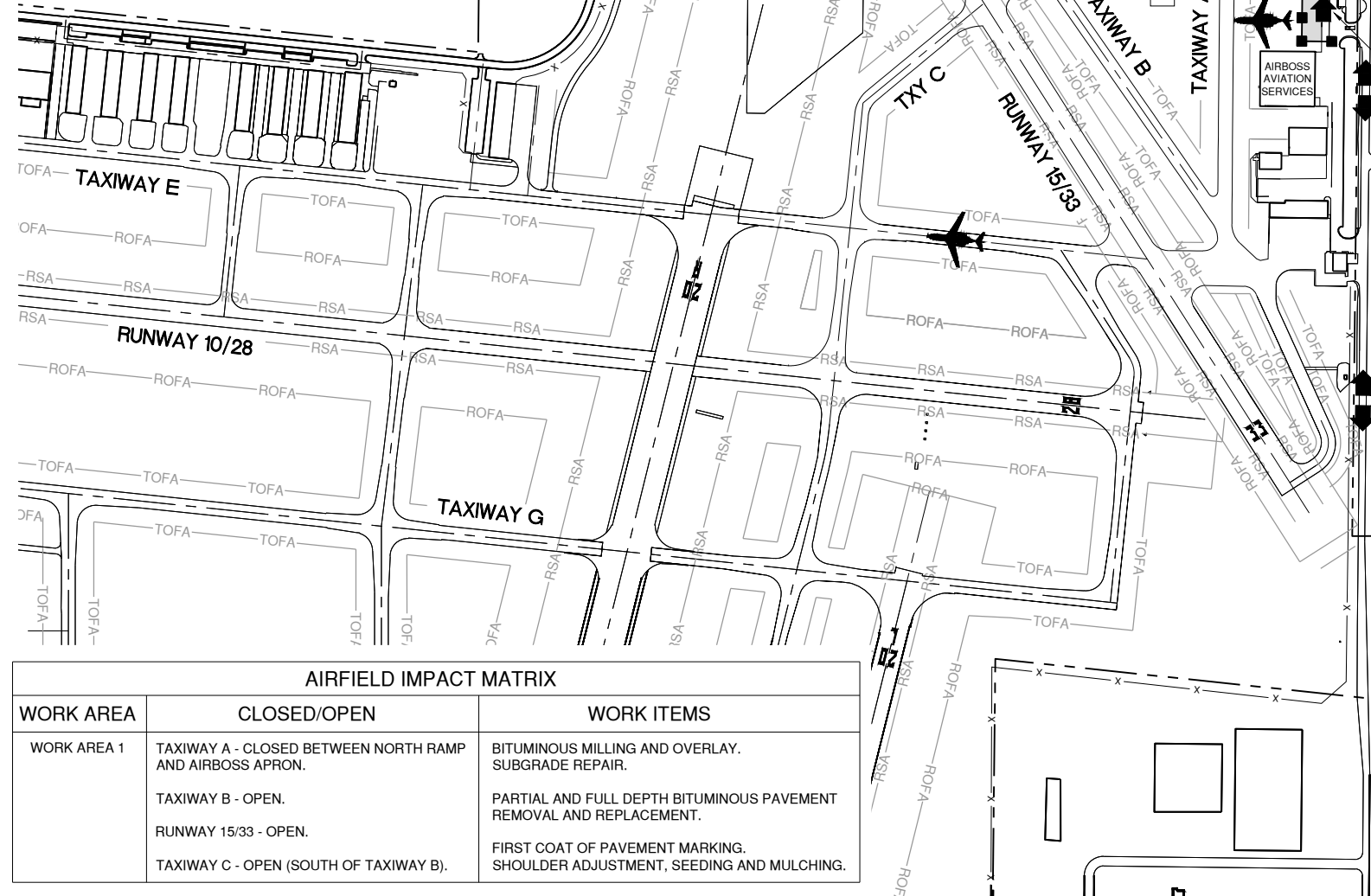
EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

RUNWAY	15/33
APPROACH CATEGORY	B
DESIGN GROUP	I
DESIGN AIRCRAFT	KING AIR 90 (A 90)
WINGSPAN	45.9 FEET
TAIL HEIGHT	14.6 FEET
STRENGTH (MGTW)	9,300 LBS.
LENGTH	3399 FEET
(1) RUNWAY 15/33 SAFETY AREA WIDTH (RSA)	120 (60' FROM ϕ)
(2) RUNWAY 15/33 OBJECT FREE AREA WIDTH (ROFA)	250 (125' FROM ϕ)
(6) TAXIWAY SAFETY AREA WIDTH (TSA)	118 (59' FROM ϕ)
(1)(2)(6) TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	171 (85.5' FROM ϕ)

- NO CONSTRUCTION WITHIN THESE LIMITS WILL BE ALLOWED WITHOUT THE RUNWAY AND / OR TAXIWAY BEING CLOSED.
- NO CONSTRUCTION EQUIPMENT SHALL BE PARKED / STORED WITHIN THE OBJECT FREE AREA(S) OF OPEN RUNWAYS AND / OR TAXIWAYS AND THE PARKED / STORED EQUIPMENT HEIGHT SHALL NOT PENETRATE THE PART 77 SURFACE(S).
- CONTRACTOR SHALL HAVE A GUARD AT ALL TIMES WHEN ANY GATE IS LEFT OPEN.
- AFTER 30 DAYS OF FINAL PAVING DATE, COORDINATE CLOSURE OF TAXIWAY C AND COMPLETE PAVEMENT MARKINGS (2ND COAT).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. WHEN ENTERING OR EXITING ANY GATE, WHETHER IN A VEHICLE OR IN PERSON, THE CONTRACTOR SHALL ENSURE THAT THE GATE IS FULLY CLOSED BEHIND THEM BEFORE PROCEEDING. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THE CONTRACTOR SHALL NOT ALLOW ANYONE TO TAILGATE THEM THROUGH THE AIRPORT GATES. DURING CONTINUOUS OPERATIONS (E.G. HMA MILLING AND PAVING), THE CONTRACTOR SHALL SUPPLY GATE GUARD THROUGHOUT THE DURATION OF THE CONTRACT. ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTROLLING TSA AND TOFA ARE BASED ON ADG III AIRCRAFT.

AIRFIELD IMPACT MATRIX

WORK AREA	CLOSED/OPEN	WORK ITEMS
WORK AREA 1	TAXIWAY A - CLOSED BETWEEN NORTH RAMP AND AIRBOSS APRON.	BITUMINOUS MILLING AND OVERLAY. SUBGRADE REPAIR.
	TAXIWAY B - OPEN.	PARTIAL AND FULL DEPTH BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT.
	RUNWAY 15/33 - OPEN.	FIRST COAT OF PAVEMENT MARKING. SHOULDER ADJUSTMENT, SEEDING AND MULCHING.
	TAXIWAY C - OPEN (SOUTH OF TAXIWAY B).	



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Date: Wednesday, May 13, 2026 12:24 PM



CONSULTANTS

APRIL 17, 2026
REHABILITATE TAXIWAY C - PHASE 2



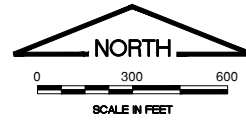
OWNER

MARK	DATE	DESCRIPTION

CMT PROJECT NO: 25008621.00
CAD DWG FILE:
DESIGNED BY: LDB
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
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SHEET TITLE
CONSTRUCTION ACTIVITY PLAN - 2

SHEET 5 OF 18



POINT	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	EQUIPMENT HEIGHT (FT)	ABOVE GROUND ELEVATION
5	1912417.6520	1010001.7353	N41°55'01.78"	W88°14'19.37"	752.4'	25'	777.4'
6	1912691.4414	1008801.5473	N41°55'04.50"	W88°14'35.25"	752.8'	25'	777.8'
7	1911341.5115	1008308.3151	N41°54'51.17"	W88°14'41.79"	752.3'	25'	777.3'
8	1912440.7785	1009237.6282	N41°55'02.02"	W88°14'29.48"	754.8'	25'	779.8'
9	1910927.8420	1009516.5630	N41°54'47.07"	W88°14'25.81"	755.7'	25'	780.7'
10	1910540.9513	1009692.6758	N41°54'43.24"	W88°14'23.49"	755.0'	25'	780.0'
11	1912028.8925	1008874.8048	N41°54'57.95"	W88°14'34.29"	754.8'	25'	779.8'

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO THE START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
- WORK AREA 2
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
 - PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.
 - COVER AND/OR DE-ENERGIZE SIGNS AND LIGHTS FOR CLOSED TAXIWAYS AND RUNWAYS.
 - COMPLETE IMPROVEMENTS. MILLING, BITUMINOUS OVERLAY, PAVEMENT MARKING (FIRST COAT), SHOULDER ADJUSTMENT, SEEDING AND MULCHING.
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 - RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR NEXT WORK AREA.
- OPEN PAVEMENT TO AIRPORT TRAFFIC.
- 30 DAY PERIOD THEN SECOND COAT OF PAVEMENT MARKING.

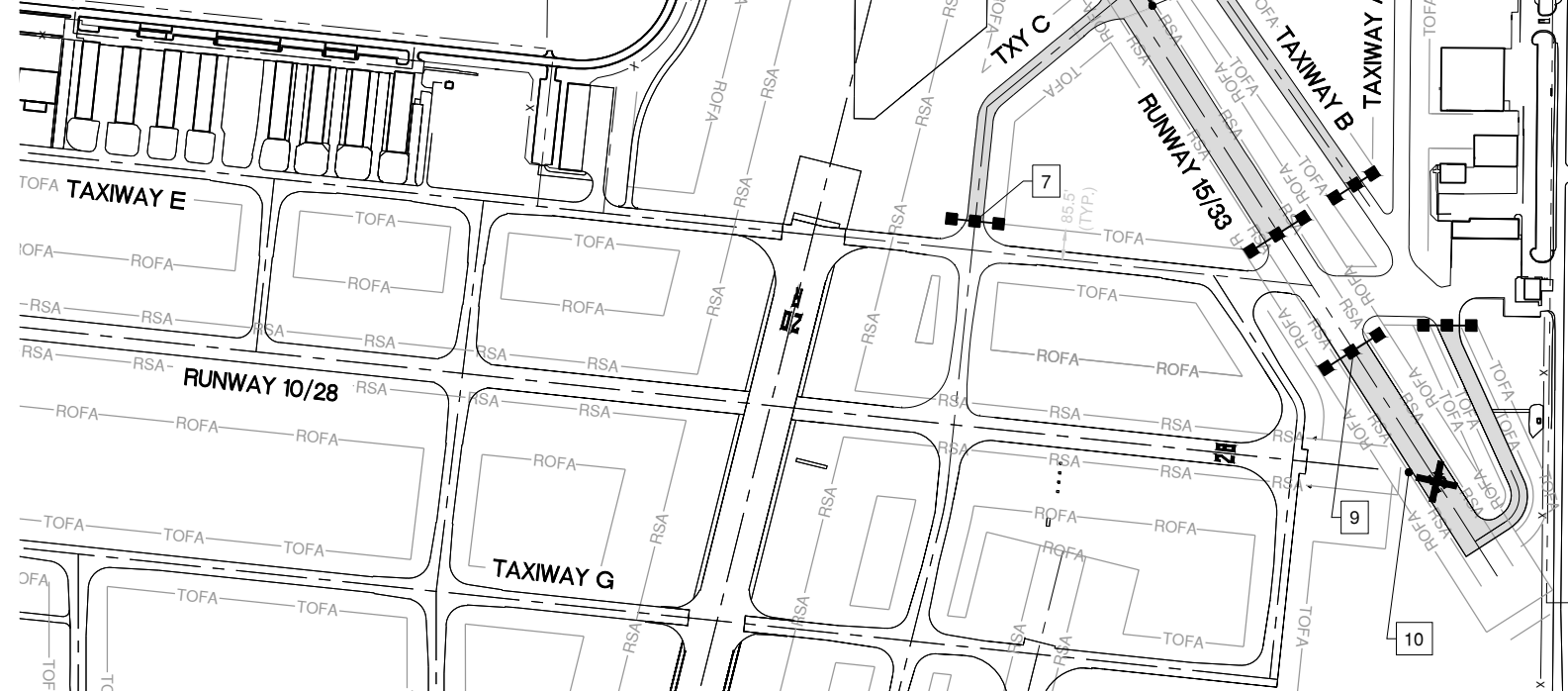
LEGEND

- WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S PARKING AREA
- PAVEMENT CLOSED TO AIR TRAFFIC
- LOW PROFILE BARRICADES
- CLOSED RUNWAY MARKER (PLACED AT BOTH ENDS OF RUNWAY)
- CONTRACTOR'S ACCESS/HAUL ROUTE
- AIRCRAFT MOVEMENT AREA
- TOFA - TAXIWAY OBJECT FREE AREA (TOFA)
- RSA - RUNWAY SAFETY AREA (RSA)
- ROFZ - RUNWAY OBSTACLE FREE ZONE (ROFZ)
- ROFA - RUNWAY OBJECT FREE AREA (ROFA)
- FAA CONTROL POINT

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

RUNWAY	15/33
APPROACH CATEGORY	B
DESIGN GROUP	I
DESIGN AIRCRAFT	KING AIR 90 (A 90)
WINGSPAN	45.9 FEET
TAIL HEIGHT	14.6 FEET
STRENGTH (MGTW)	9,300 LBS.
LENGTH	3399
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(2) RUNWAY 15/33 OBJECT FREE AREA WIDTH (ROFA)	250 (125' FROM ϕ)
(6) TAXIWAY SAFETY AREA WIDTH (TSA)	118 (59' FROM ϕ)
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- CONTRACTOR SHALL HAVE A GUARD AT ALL TIMES WHEN ANY GATE IS LEFT OPEN.
- AFTER 30 DAYS OF FINAL PAVING DATE, COORDINATE CLOSURE OF TAXIWAY C AND COMPLETE PAVEMENT MARKINGS (2ND COAT).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. WHEN ENTERING OR EXITING ANY GATE, WHETHER IN A VEHICLE OR IN PERSON, THE CONTRACTOR SHALL ENSURE THAT THE GATE IS FULLY CLOSED BEHIND THEM BEFORE PROCEEDING. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THE CONTRACTOR SHALL NOT ALLOW ANYONE TO TAILGATE THEM THROUGH THE AIRPORT GATES. DURING CONTINUOUS OPERATIONS (E.G. HMA MILLING AND PAVING), THE CONTRACTOR SHALL SUPPLY GATE GUARD. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- THE CONTROLLING TSA AND TOFA ARE BASED ON ADG III AIRCRAFT.



AIRFIELD IMPACT MATRIX

WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA 2	TAXIWAY A - OPEN. TAXIWAY B - CLOSED (NORTH OF TAXIWAY A INTERSECTION). RUNWAY 15/33 - CLOSED. TAXIWAY C - OPEN (SOUTH OF TAXIWAY E).	BITUMINOUS MILLING AND OVERLAY. SUBGRADE REPAIR. PARTIAL AND FULL DEPTH BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT. FIRST COAT OF PAVEMENT MARKING. SHOULDER ADJUSTMENT, SEEDING AND MULCHING.



6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE ANY STANDING WATER CAUSED BY ANY CONSTRUCTION OR CONTRACTOR ACTIVITIES WITHIN 24 HOURS OF AN EVENT
5. ALL SEEDING PERFORMED MUST MEET THE SPECIFICATIONS AND LOCAL SEEDING REQUIREMENTS. ANY AREAS UNDER CONSTRUCTION BY THE CONTRACTOR WILL BE MAINTAINED BY THE CONTRACTOR. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO MOW THESE AREAS TO THE AIRPORTS REQUIREMENTS.
6. FINAL MOW OF TURF AREAS AFTER VEGETATION IS ESTABLISHED WILL BE REQUIRED PRIOR TO TURNING OVER THOSE SECTIONS TO THE AIRPORT. PROVIDING THE FINAL MOW SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.
3. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENT OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DIRECTOR OF OPERATIONS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

10. INSPECTION REQUIREMENTS

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

11. UNDERGROUND UTILITIES

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

12. PENALTIES

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

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

- 1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

- 1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

18. PROTECTION

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

19. OTHER LIMITATIONS ON CONSTRUCTION

- 1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, PAVEMENT MILLINGS, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

CONSULTANTS

APRIL 17, 2026
REHABILITATE TAXIWAY C - PHASE 2



OWNER

MARK DATE DESCRIPTION

CMT PROJECT NO: 25008621.00
CAD DWG FILE:
DESIGNED BY: LDB
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
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SHEET TITLE

CONSTRUCTION ACTIVITY PLAN NOTES - 2



CONSULTANTS

DUPAGE AIRPORT																							
TAXIWAY C - PHASE 2 BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES																							
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	50' LEFT				25' LEFT				CENTERLINE				25' RIGHT				50' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)	STATION
		NEW ELEV.	EXIST ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST ELEV.	MILL DEPTH	OVERLAY DEPTH	NEW ELEV.	EXIST ELEV.	MILL DEPTH	OVERLAY DEPTH		
35+50		754.87	754.87	0.17	0.17	754.96	754.96	0.17	0.17	755.03	755.03	0.17	0.17	754.97	754.97	0.17	0.17	754.90	754.90	0.17	0.17		35+50
36+00	1.00%	754.61	754.70	0.25	0.16	754.86	754.95	0.25	0.16	755.11	755.07	0.17	0.21	754.86	754.85	0.17	0.18	754.61	754.62	0.17	0.16	1.00%	36+00
36+50	1.25%	754.56	754.62	0.25	0.19	754.87	754.89	0.17	0.15	755.19	754.99	0.08	0.27	754.87	754.82	0.17	0.22	754.56	754.55	0.17	0.18	1.25%	36+50
37+00	1.13%	754.58	754.52	0.17	0.22	754.86	754.80	0.17	0.23	755.14	754.96	0.08	0.26	754.86	754.78	0.08	0.16	754.58	754.48	0.08	0.17	1.13%	37+00
37+50	1.13%	754.53	754.49	0.17	0.21	754.81	754.76	0.17	0.22	755.10	754.89	0.08	0.29	754.81	754.77	0.17	0.21	754.53	754.55	0.25	0.23	1.13%	37+50
38+00	1.13%	754.53	754.40	0.08	0.21	754.81	754.77	0.17	0.20	755.09	754.88	0.08	0.29	754.81	754.75	0.17	0.22	754.53	754.54	0.25	0.24	1.13%	38+00
38+50	1.25%	754.44	754.35	0.08	0.17	754.75	754.76	0.17	0.16	755.07	754.85	0.08	0.30	754.75	754.76	0.17	0.16	754.44	754.49	0.25	0.20	1.25%	38+50
39+00	1.25%	754.44	754.34	0.08	0.17	754.75	754.72	0.17	0.19	755.06	754.87	0.08	0.27	754.75	754.75	0.17	0.16	754.44	754.48	0.25	0.20	1.25%	39+00
39+50	1.25%	754.42	754.31	0.08	0.19	754.73	754.69	0.17	0.20	755.04	754.87	0.08	0.25	754.73	754.72	0.17	0.17	754.42	754.47	0.25	0.19	1.25%	39+50
40+00	1.25%	754.41	754.30	0.08	0.19	754.72	754.70	0.17	0.18	755.03	754.87	0.08	0.24	754.72	754.70	0.17	0.18	754.41	754.47	0.25	0.18	1.25%	40+00
40+50	1.25%	754.39	754.31	0.08	0.16	754.70	754.67	0.17	0.19	755.01	754.85	0.08	0.24	754.70	754.69	0.17	0.17	754.39	754.45	0.25	0.18	1.25%	40+50
41+00	1.25%	754.37	754.36	0.17	0.18	754.68	754.68	0.17	0.17	755.00	754.82	0.08	0.25	754.68	754.69	0.17	0.16	754.37	754.37	0.17	0.17	1.25%	41+00
41+75	1.00%	754.42	754.53	0.28	0.17	754.67	754.65	0.17	0.19	754.92	754.75	0.08	0.25	754.67	754.65	0.17	0.19	754.42	754.53	0.28	0.17	1.00%	41+75

NOTE: MILL DEPTH AND OVERLAY DEPTH ARE IN FEET.

APRIL 17, 2026
REHABILITATE
TAXIWAY C - PHASE 2



OWNER

MARK	DATE	DESCRIPTION

CMT PROJECT NO: 25008621.00
CAD DWG FILE:
DESIGNED BY: LDB
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
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SHEET TITLE

PAVING TABLE

