

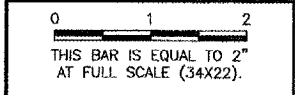


LEGEND

- NEW BITUMINOUS PAVEMENT
- PAVEMENT (BY OTHERS)
- EXISTING FENCE LINE
- EXISTING BUILDING
- NEW T-HANGAR (BY OTHERS)
- AIRPORT PROPERTY LINE
- FUTURE PAVEMENT
- PROPOSED PROJECT LIMITS
- PROPOSED HAUL ROUTE
- HAUL ROUTE (BY OTHERS)
- AIRCRAFT MOVEMENT AREA
- BARRICADE W/ FLASHING LIGHTS AND SIGNS PHASE 1 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE W/ FLASHING LIGHTS AND SIGNS PHASE 2 ("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.
- PROPOSED TEMPORARY CONSTRUCTION FENCE

REVISIONS

NUMBER	BY	DATE



PHASING NOTES (ALL PHASES)

- 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.
- PRIOR TO REOPENING A CLOSED TAXIWAY, THE ENTIRE TAXIWAY SAFETY AREA (72 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 MIGHT BE REQUIRED TO MEET CRITERIA.
- 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.
- THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE WORK WITHIN TAXIWAY AIR OPERATIONS AREA. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THE WORK.
- 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.
- THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN THE AIRCRAFT OPERATIONS AREA OF TAXIWAY KILO. THE CONTRACTOR SHALL ENSURE THAT TAXIWAY KILO BE OPEN TO AIRPORT TRAFFIC AT THE CLOSE OF EACH DAY.
- ALL EXISTING TAXIWAY AIRFIELD LIGHTING CIRCUITS, BEACON CIRCUIT, FAA CABLES, VAULT EQUIPMENT AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

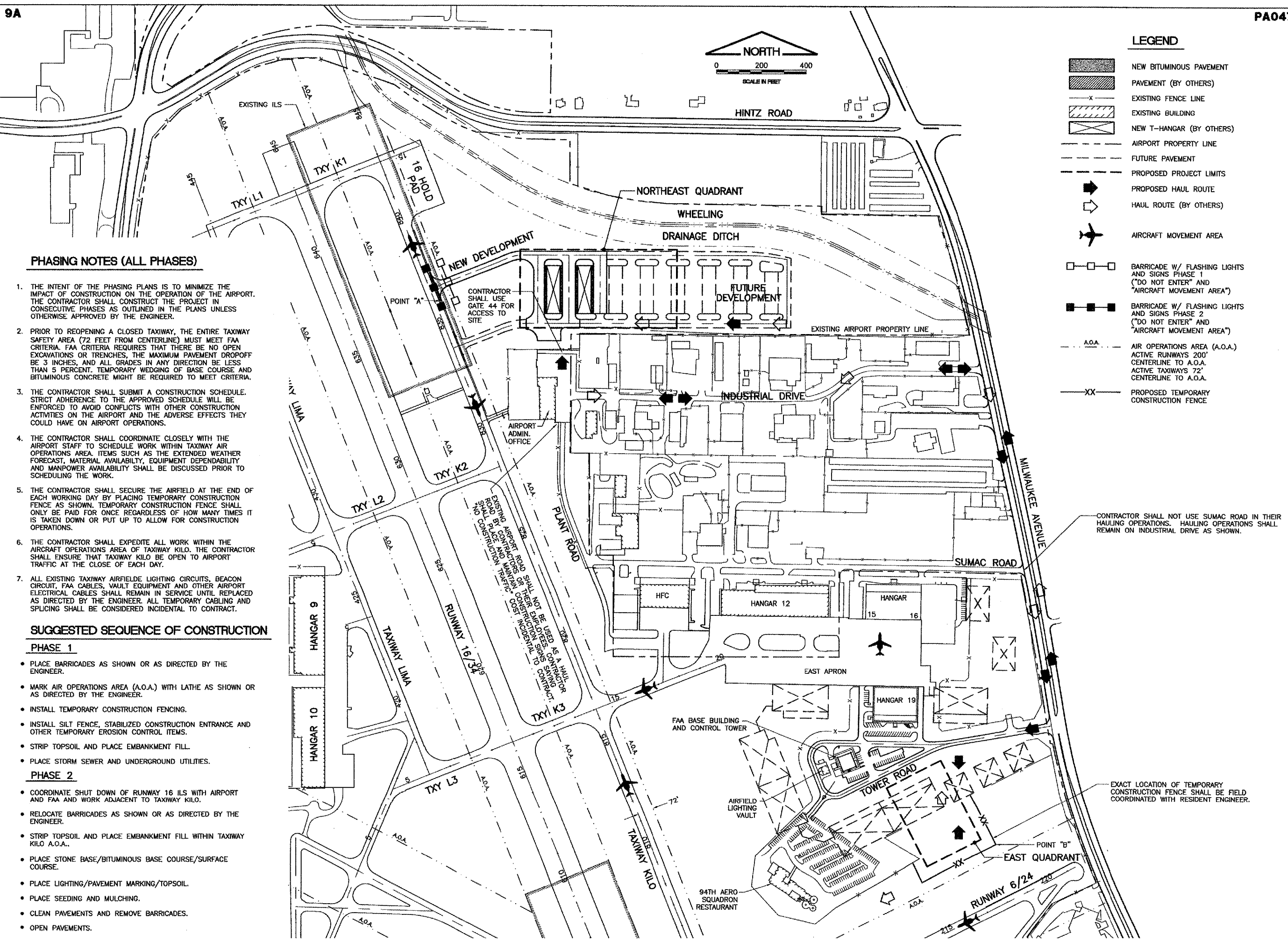
SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1

- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- INSTALL TEMPORARY CONSTRUCTION FENCING.
- INSTALL SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE AND OTHER TEMPORARY EROSION CONTROL ITEMS.
- STRIP TOPSOIL AND PLACE EMBANKMENT FILL.
- PLACE STORM SEWER AND UNDERGROUND UTILITIES.

PHASE 2

- COORDINATE SHUT DOWN OF RUNWAY 16 ILS WITH AIRPORT AND FAA AND WORK ADJACENT TO TAXIWAY KILO.
- RELOCATE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- STRIP TOPSOIL AND PLACE EMBANKMENT FILL WITHIN TAXIWAY KILO A.O.A..
- PLACE STONE BASE/BITUMINOUS BASE COURSE/SURFACE COURSE.
- PLACE LIGHTING/PAVEMENT MARKING/TOPSOIL.
- PLACE SEEDING AND MULCHING.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN PAVEMENTS.



CONTRACTOR SHALL NOT USE SUMAC ROAD IN THEIR HAULING OPERATIONS. HAULING OPERATIONS SHALL REMAIN ON INDUSTRIAL DRIVE AS SHOWN.

EXACT LOCATION OF TEMPORARY CONSTRUCTION FENCE SHALL BE FIELD COORDINATED WITH RESIDENT ENGINEER.

PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS

NORTHEAST QUADRANT SITEWORK

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

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