

# DUPAGE AIRPORT AUTHORITY

## WEST CHICAGO, ILLINOIS

### CONSTRUCTION PLANS

#### FOR

### DUPAGE AIRPORT

CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON

ILLINOIS PROJECT: DPA-5249  
 S.B.G. PROJECT: 3-17-SBGP-TBD

FEBRUARY 27, 2026

DESIGN INFORMATION

APPROACH CATEGORY D  
 TAXIWAY DESIGN GROUP 3

### DUPAGE AIRPORT

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



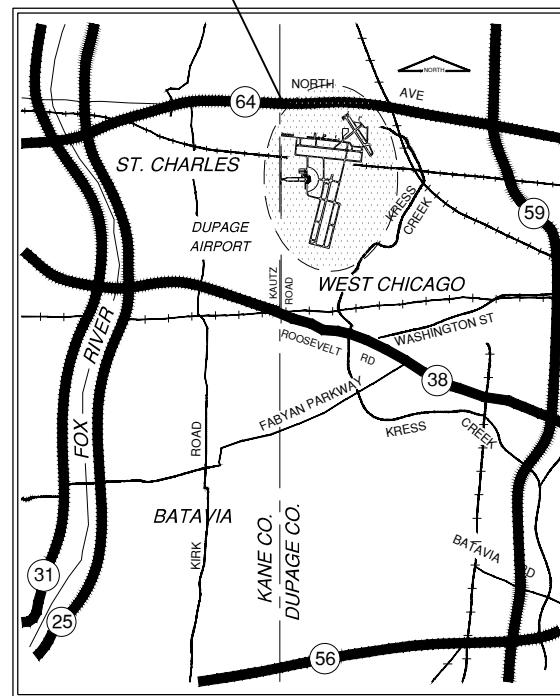
Know what's below.  
 Call before you dig.

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.

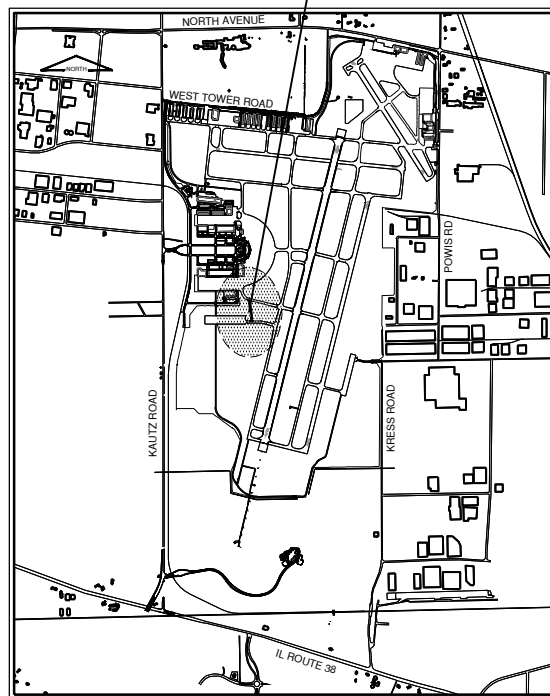
CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

PROJECT  
 LOCATION



LOCATION MAP

PROJECT  
 LOCATION

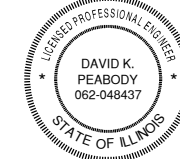


SITE PLAN



CRAWFORD, MURPHY & TILLY, INC.  
 CONSULTING ENGINEERS  
 License No. 184-000613

25008813-00



SUBMITTED BY

*D. Kyle Peabody*

3/6/2026  
 EXP. 11/30/2027

D. KYLE PEABODY, P.E.

DATE 3/6/2026

DuPAGE AIRPORT  
 AUTHORITY

*DuPage Airport*

2700 INTERNATIONAL DRIVE  
 SUITE 200  
 WEST CHICAGO, IL. 60185

APPROVED BY

*Mark Doles*

MARK DOLES  
 EXECUTIVE DIRECTOR

DATE

02/25/26





CONSULTANTS

IL. CONTRACT: DU096  
IL. LETTING ITEM: 01A  
IL. PROJECT: DPA-5249

CONSTRUCT SERVICE  
ROAD: FLIGHT CENTER TO  
SOUTH APRON

FEBRUARY 27, 2026



OWNER

MARK DATE DESCRIPTION

CMT PROJECT NO: 2500813.00  
CAD DWG FILE:  
DESIGNED BY: EJR  
DRAWN BY: JRO  
CHECKED BY: DKP  
APPROVED BY: DKP  
COPYRIGHT:

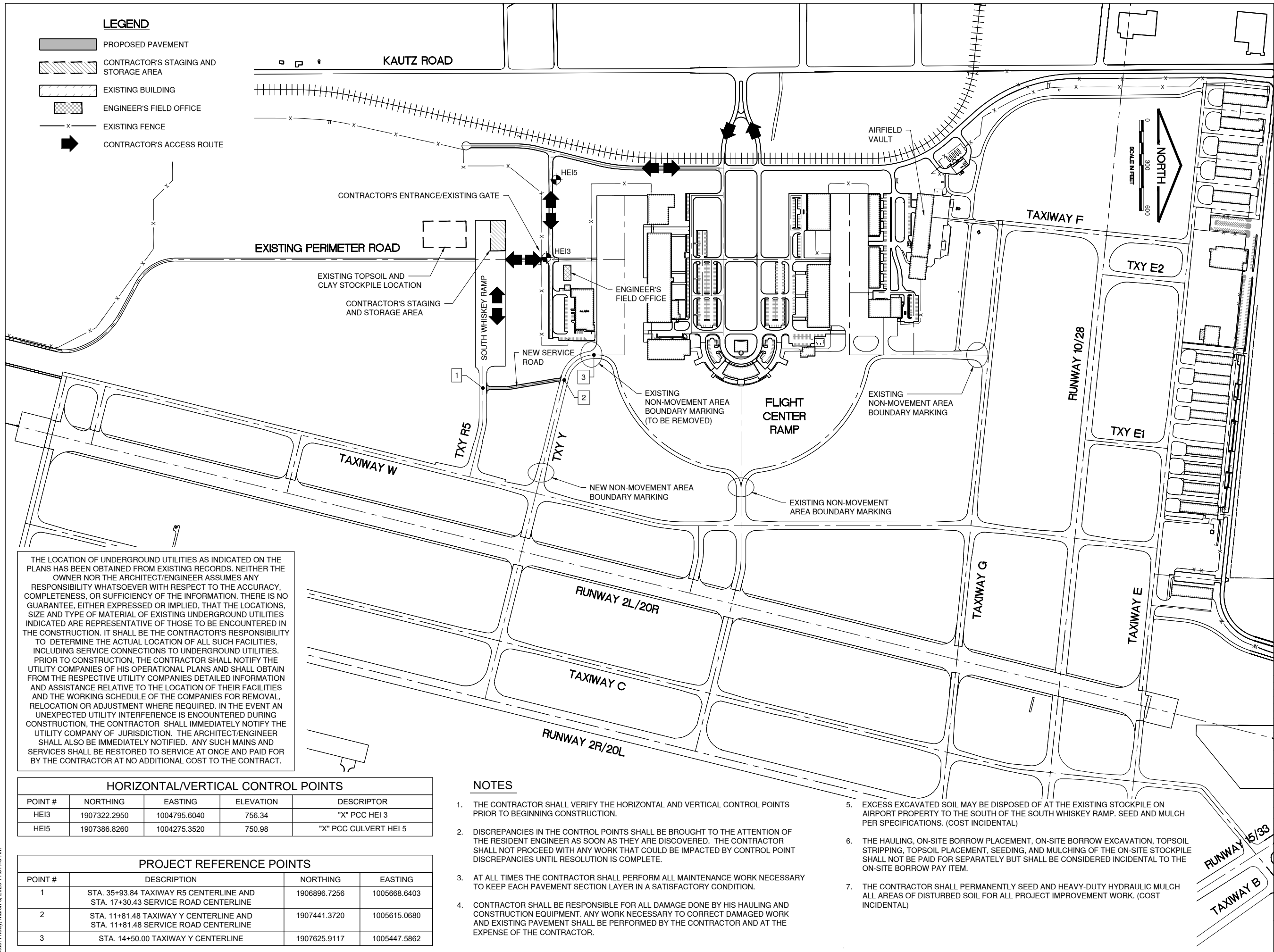
SHEET TITLE

**SITE PLAN  
AND PROJECT  
CONTROL PLAN**

SHEET 3 OF 24

**LEGEND**

- PROPOSED PAVEMENT
- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING BUILDING
- ENGINEER'S FIELD OFFICE
- EXISTING FENCE
- CONTRACTOR'S ACCESS ROUTE



THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH 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 INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE 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 COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL, RELOCATION 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. THE ARCHITECT/ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

**HORIZONTAL/VERTICAL CONTROL POINTS**

POINT #	NORTHING	EASTING	ELEVATION	DESCRIPTOR
HEI3	1907322.2950	1004795.6040	756.34	"X" PCC HEI 3
HEI5	1907386.8260	1004275.3520	750.98	"X" PCC CULVERT HEI 5

**PROJECT REFERENCE POINTS**

POINT #	DESCRIPTION	NORTHING	EASTING
1	STA. 35+93.84 TAXIWAY R5 CENTERLINE AND STA. 17+30.43 SERVICE ROAD CENTERLINE	1906896.7256	1005668.6403
2	STA. 11+81.48 TAXIWAY Y CENTERLINE AND STA. 11+81.48 SERVICE ROAD CENTERLINE	1907441.3720	1005615.0680
3	STA. 14+50.00 TAXIWAY Y CENTERLINE	1907625.9117	1005447.5862

**NOTES**

1. THE CONTRACTOR SHALL VERIFY THE HORIZONTAL AND VERTICAL CONTROL POINTS PRIOR TO BEGINNING CONSTRUCTION.
2. DISCREPANCIES IN THE CONTROL POINTS SHALL BE BROUGHT TO THE ATTENTION OF THE RESIDENT ENGINEER AS SOON AS THEY ARE DISCOVERED. THE CONTRACTOR SHALL NOT PROCEED WITH ANY WORK THAT COULD BE IMPACTED BY CONTROL POINT DISCREPANCIES UNTIL RESOLUTION IS COMPLETE.
3. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
5. EXCESS EXCAVATED SOIL MAY BE DISPOSED OF AT THE EXISTING STOCKPILE ON AIRPORT PROPERTY TO THE SOUTH OF THE SOUTH WHISKEY RAMP. SEED AND MULCH PER SPECIFICATIONS. (COST INCIDENTAL)
6. THE HAULING, ON-SITE BORROW PLACEMENT, ON-SITE BORROW EXCAVATION, TOPSOIL STRIPPING, TOPSOIL PLACEMENT, SEEDING, AND MULCHING OF THE ON-SITE STOCKPILE SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE ON-SITE BORROW PAY ITEM.
7. THE CONTRACTOR SHALL PERMANENTLY SEED AND HEAVY-DUTY HYDRAULIC MULCH ALL AREAS OF DISTURBED SOIL FOR ALL PROJECT IMPROVEMENT WORK. (COST INCIDENTAL)



CONSULTANTS

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 IL. LETTING ITEM: 01A  
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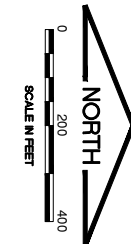
CMT PROJECT NO: 25008813.00  
 CAD DWG FILE:  
 DESIGNED BY: EJR  
 DRAWN BY: JRO  
 CHECKED BY: DKP  
 APPROVED BY: DKP  
 COPYRIGHT:

**SEQUENCE OF  
 CONSTRUCTION PLAN  
 PHASE 1**

SHEET 4 OF 24

**PHASE 2:**

- 30 DAYS AFTER THE PLACEMENT OF BITUMINOUS PAVEMENT SURFACE, INSTALL 2ND COAT OF PAVEMENT MARKING.



**LEGEND**

- PROPOSED PHASE 1
- PHASE 1 WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- CLOSED TAXIWAY PAVEMENT
- EXISTING BUILDING
- EXISTING FENCE
- TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES
- FAA CRITICAL POINT
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT MOVEMENT AREA

KAUTZ ROAD

EXISTING PERIMETER ROAD

EXISTING AIRFIELD  
 ACCESS GATE  
 (SEE NOTE 6)

FLIGHT  
 CENTER  
 RAMP

TAXIWAY G

APRON CLOSED TO  
 AIRCRAFT TRAFFIC

TAXIWAY W

RUNWAY 2L/20R

**PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION**

- COORDINATE PARTIAL CLOSURE OF TAXIWAY R5 AND Y WITH RESIDENT ENGINEER.
- DE-ENERGIZE TAXIWAY Y AND R5 CIRCUITS OR COVER LIGHT FIXTURES IN A MANNER TO PREVENT LIGHT LEAKAGE FOR CLOSED PORTIONS OF TAXIWAYS
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT IMPROVEMENTS, INCLUDING ROUGH EARTHWORK GRADING AND STONE BASE PLACEMENT FOR THE SERVICE ROAD, STORM SEWER AND STRUCTURE INSTALLATION AND ELECTRICAL SPLIT DUCT BANK, PAVING OF SERVICE ROAD, SEEDING, AND MULCHING.
- INSTALL 1ST COAT OF PAVEMENT MARKING.
- RE-ENERGIZE TAXIWAY CIRCUITS OR REMOVE COVERS ON LIGHT FIXTURES AND MEGGER TAXIWAY CIRCUITS.
- CLEAN PAVEMENTS, REMOVE BARRICADES, AND REOPEN TAXIWAYS.

**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.
- 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 THE TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
- THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY SAFETY AREA(S) WHILE THE RUNWAY IS OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL REQUIRED AT THE STAGING AREA AT THE SOUTH APRON.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. WHEN ENTERING OR EXITING ANY GATE, WHETHER IN A VEHICLE OR IN PERSON, THE CONTRACTOR SHALL ENSURE THAT THE GATE IS FULLY CLOSED BEHIND THEM BEFORE PROCEEDING. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THE CONTRACTOR SHALL NOT ALLOW ANYONE TO TAILGATE THEM THROUGH THE AIRPORT GATES. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

**CRITICAL POINT TABLE**

POINT	APPROXIMATE ELEVATION OF GROUND (1988 DATUM)	ANTICIPATED EQUIPMENT AND HEIGHT	APPROXIMATE ELEVATION OF EQUIPMENT (1988 DATUM)	LATITUDE (NAD83)	LONGITUDE (NAD83)
1	754.330	SEMI/DUMP TRUCK - 25'	779.330	N41°54'07.77"	W88°15'31.59"
2	754.772	SEMI/DUMP TRUCK - 25'	779.772	N41°54'08.77"	W88°15'31.60"
3	754.518	SEMI/DUMP TRUCK - 25'	779.518	N41°54'07.78"	W88°15'28.85"
4	754.257	SEMI/DUMP TRUCK - 25'	779.257	N41°54'08.77"	W88°15'28.88"
5	749.850	SEMI/DUMP TRUCK - 25'	774.850	N41°54'07.53"	W88°15'17.99"
6	750.200	SEMI/DUMP TRUCK - 25'	775.200	N41°54'07.53"	W88°15'15.51"
7	750.840	SEMI/DUMP TRUCK - 25'	775.840	N41°54'12.16"	W88°15'16.17"
8	749.860	SEMI/DUMP TRUCK - 25'	774.860	N41°54'12.70"	W88°15'18.55"
9	752.147	SEMI/DUMP TRUCK - 25'	777.147	N41°54'06.63"	W88°15'10.09"
10	752.223	SEMI/DUMP TRUCK - 25'	777.223	N41°54'11.02"	W88°15'08.63"
11	754.644	SEMI/DUMP TRUCK - 25'	779.644	N41°54'14.93"	W88°15'19.68"



5. CONTRACTOR ACCESS

- 1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED.
2. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLE ACCESS AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.
3. THE GATE SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT DIRECTOR OF OPERATIONS. SHOULD THE CONTRACTOR'S OPERATIONS REQUIRE THE GATE TO REMAIN OPEN TO PROVIDE ACCESS TO HAULING OPERATIONS, A COMPETENT GATE GUARD SHALL BE REQUIRED TO CONTROL ACCESS TO THE AIRFIELD. A \$1,000 FINE SHALL BE ASSESSED FOR ANY OCCURRENCE OF AN UNSECURED GATE THAT IS THE CONTRACTOR'S RESPONSIBILITY. AN UNSECURED GATE SHALL BE DEFINED AS ANY GATE THAT IS NOT WITHIN THE SIGHT AND PHYSICAL CONTROL OF THE CONTRACTOR'S GUARD. IN THE EVENT THAT THE GATE MAY NOT BE SECURED, THE CONTRACTOR WILL BE CHARGED FOR AIRPORT PERSONNEL TO REMAIN AT THE GATE UNTIL SECURED.
4. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
5. THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.
6. THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.
7. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
8. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
9. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
10. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT EXECUTIVE DIRECTOR. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT.

- 13. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT EXECUTIVE DIRECTOR. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.
14. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
15. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
16. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

6. WILDLIFE MANAGEMENT

- 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.

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 EXECUTIVE DIRECTOR. 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. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
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 CONTRACTOR 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 NOTIFY THE AIRPORT EXECUTIVE DIRECTOR AND THE RESIDENT ENGINEER.

10. INSPECTION REQUIREMENTS

- 1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX C 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. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHAT SO EVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. 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 EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.
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 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 AVIATION, MAY BE FINED UP TO \$1,000 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND SHALL BE PAID DIRECTLY TO THE AIRPORT BY THE CONTRACTOR.

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.

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 150/5210-5D 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.
5. PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE INTERLOCKING LOW PROFILE BARRICADES. INTERLOCKING LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS (TOWER CONTROLLED AREAS) SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL NON AIRFIELD LOCATIONS REQUIRING BARRICADES SHALL BE TYPE II OR TYPE III BARRICADES AND SHALL CONFORM TO IDOT STANDARD DETAIL 701901-04.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

- 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, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



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IL. CONTRACT: DU096
IL. LETTING ITEM: 01A
IL. PROJECT: DPA-5249

CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON

FEBRUARY 27, 2026



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SEQUENCE OF CONSTRUCTION PLAN NOTES - 2

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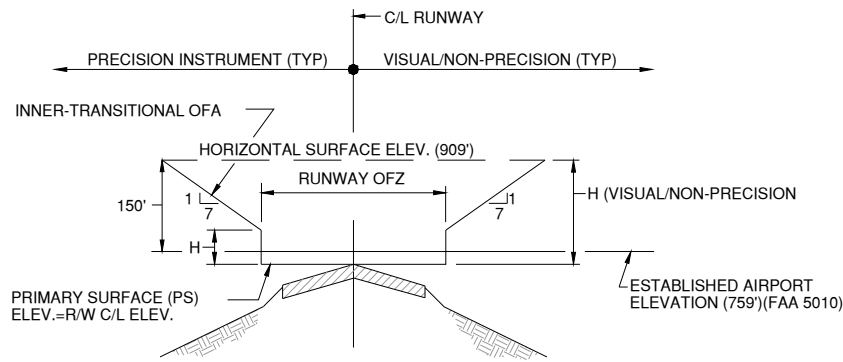
IL. CONTRACT: DU096  
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**CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON**

FEBRUARY 27, 2026



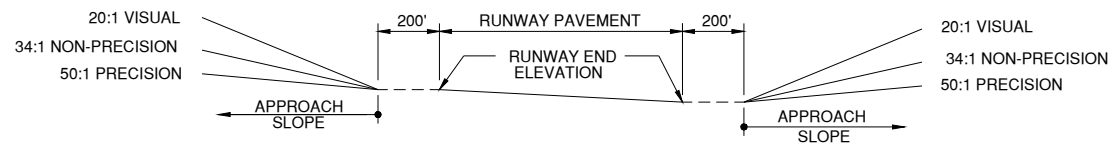
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**TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)**

NO SCALE

RUNWAY	TYPE OF RUNWAY	H (AGL) (FEET)	OFZ WIDTH (FEET)
2L-20R	PRECISION INSTRUMENT	50	400
2R-20L	NON-PRECISION	150	400
10-28	PRECISION INSTRUMENT	50	400
15-33	VISUAL	150	250

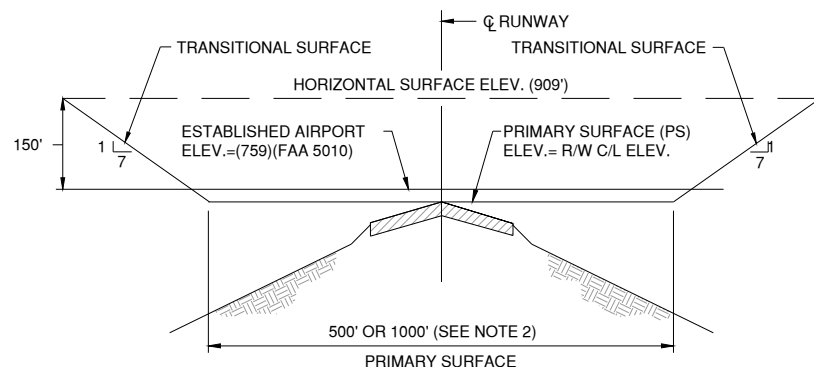


**TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES**

NO SCALE

RUNWAY END	ELEVATION (FT.)	APPROACH SLOPE	RUNWAY END	ELEVATION (FT.)	APPROACH SLOPE
2L	751.25'	50:1	20R	755.91'	34:1
2R	750.92'	34:1	20L	758.89'	20:1
10	753.75'	50:1	28	756.36'	34:1
15	756.87'	20:1	33	757.89'	20:1

SOURCE: DATA FROM 2024 DPA ALP.  
 ILLINOIS DIVISION OF AERONAUTICS GPS SURVEY ON 12/03/98 (NAVD 88)

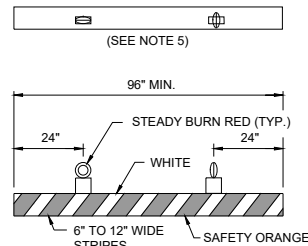


**TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES**

NO SCALE

**PART 77 NOTES:**

- SEE SEQUENCE OF CONSTRUCTION AND GENERAL NOTES FOR RESTRICTED AREAS IN THE VICINITY OF ACTIVE RUNWAYS, TAXIWAYS AND NAVAIDS.
- IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS ARE SIMILAR. PRIMARY SURFACE (PS) DIMENSIONS VARY BASED ON RUNWAY APPROACH CATEGORY.  
  
 RUNWAY 2L-20R PS = 1000' (500' LT. & RT. OF C/L) = D-III  
 RUNWAY 2R-20L PS = 500' (250' LT. & RT. OF C/L) = C-II  
 RUNWAY 10-28 PS = 1000' (500' LT. & RT. OF C/L) = B-II  
 RUNWAY 15-33 PS = 500' (250' LT. & RT. OF C/L) = B-II
- MSL = MEAN SEA LEVEL.  
  
 SUBTRACT GROUND ELEVATION FROM MSL ELEVATION FOR ABOVE GROUND CLEARANCE.



**INTERLOCKING LOW PROFILE BARRICADES**  
ON PAVEMENT - NO SCALE

**NOTES**

- LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.
- THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.
- LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- ALTERNATE LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.
- ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

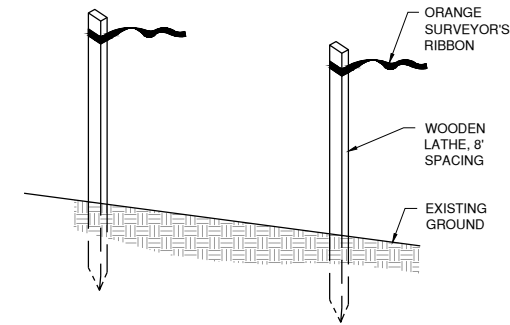
CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS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

- REHABILITATE TAXIWAY C - PHASE 1
- REHABILITATE TAXIWAY C - PHASE 2
- RECONSTRUCT POWIS ROAD APRON
- REHABILITATE AIRFIELD PAVEMENTS/ISOLATED PAVEMENT REPLACEMENTS; RUNWAY 2L/20R AND 2R/20L, TAXIWAY C AND W

**AIRFIELD LIGHTS AND SIGNS NOTES FOR CLOSED TAXIWAYS/RUNWAYS**

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

GROUND CONTROL FREQUENCY: 121.8 MHz  
 AIR CONTROL FREQUENCY: 120.9 MHz  
  
 MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'  
  
 IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.



**CONSTRUCTION SETBACK LINE DETAIL**

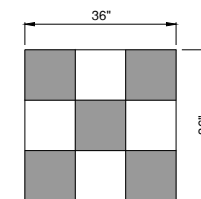
NOT TO SCALE

**CONSTRUCTION SETBACK NOTES**

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

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS				
RUNWAY	2L/20R	2R/20L	10/28	15/33
APPROACH CATEGORY	D	B	B	B
DESIGN GROUP	III	II	II	II
DESIGN AIRCRAFT	GULFSTREAM 550	KING AIR 350	CITATION C550	KING AIR 90 (A90)
WINGSPAN	93.5 FEET	57.9 FEET	52.3 FEET	45.9 FEET
TAIL HEIGHT	25.8 FEET	14.3 FEET	15.0 FEET	14.6 FEET
MAXIMUM TAKE OFF WEIGHT (MTOW)	91,000 LBS.	15,000 LBS.	15,100 LBS.	9,300 LBS.
LENGTH	GULFSTREAM 550	KING AIR 350	CITATION C550	KING AIR 90 (A90)
(1) RUNWAY SAFETY AREA WIDTH (RSA)	500 (250' FROM C)	400 (200' FROM C)	150 (75' FROM C)	150 (75' FROM C)
(2) RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800 (400' FROM C)	800 (400' FROM C)	500 (250' FROM C)	500 (250' FROM C)
TAXIWAY SAFETY AREA WIDTH (TSA)	118 (59' FROM C)	79 (39.5' FROM C)	79 (39.5' FROM C)	79 (39.5' FROM C)
(1)(2) TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186 (93' FROM C)	131 (65.5' FROM C)	131 (65.5' FROM C)	131 (65.5' FROM C)

- 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).
- DATA FROM 2025 DPA APPROVED ALP



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**

NOT TO SCALE

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**SEQUENCE OF CONSTRUCTION DETAILS**









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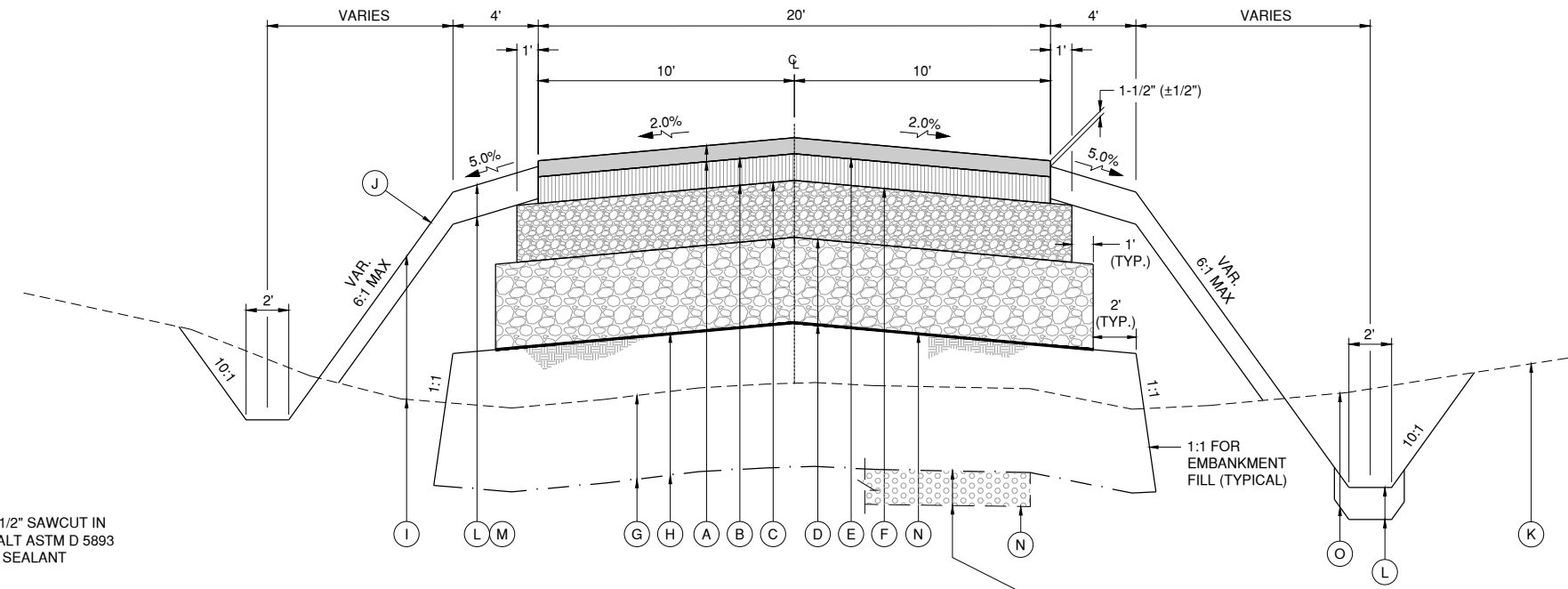
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**CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON**

**FEBRUARY 27, 2026**

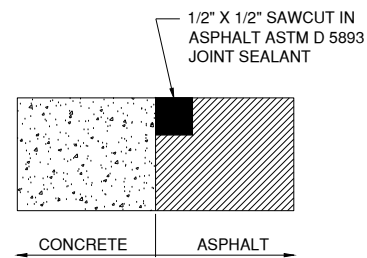


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**TYPICAL SECTION A-A**  
 NOT TO SCALE

PGE SUBGRADE STABILIZATION - VARIABLE DEPTH AND LOCATION ESTIMATED FOR A NOMINAL 30 CU YD OF NEW PAVEMENT AREA TO ACCOMMODATE LOW SUBGRADE STRENGTH AS DIRECTED BY THE RESIDENT ENGINEER.



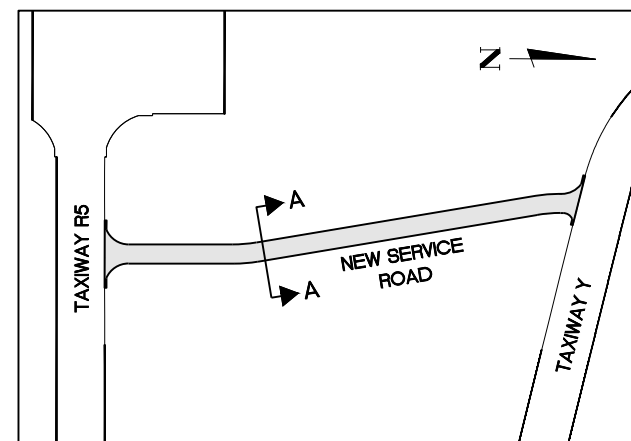
**JOINT SEALING AT CONCRETE ASPHALT INTERFACE**  
 NOT TO SCALE

NOTES: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

THE BITUMINOUS/CONCRETE PAVEMENT INTERFACE SHALL BE SEALED AS DETAILED ON THE PLAN AND PROFILE SHEET. COST OF JOINTING AND SEALING SHALL BE INCIDENTAL TO THE NEW PAVEMENT ITEM.

**LEGEND**

- (A) NEW 2" BITUMINOUS SURFACE COURSE (AR401)
- (B) NEW 3" BITUMINOUS BASE COURSE (AR403)
- (C) NEW 10" CRUSHED AGGREGATE BASE COURSE (AR209)
- (D) NEW 12" POROUS GRANULAR EMBANKMENT (AR208)
- (E) NEW BITUMINOUS TACK COAT (AR603)
- (F) NEW BITUMINOUS PRIME COAT (AR602)
- (G) NEW 12" (AVERAGE) TOPSOIL STRIPPING (AR152)
- (H) NEW EMBANKMENT FILL (AR152)
- (I) NEW SHOULDER FILL (AR152)
- (J) NEW GROUNDLINE
- (K) EXISTING GROUNDLINE
- (L) NEW TOPSOIL PLACEMENT (4" DEPTH) (AR905)
- (M) NEW SEEDING AND MULCHING (AR901 AND AR908)
- (N) NEW SOIL STABILIZATION FABRIC (AR152)
- (O) NEW UNCLASSIFIED EXCAVATION (AR152)



**KEY MAP**

HMA MIXTURE TABLE					
ITEM	N <sub>Des</sub>	PG BINDER	AGGREGATE QUALITY	MAX. RAP	DENSITY ACCEPTANCE
401: 2" SURFACE COURSE	N30 @ 3.0%	PG 64-22	A	0 (N/A)	MAINLINE: NUCLEAR GAUGE JOINT: CORES
403: 3" BASE COURSE	N30 @ 3.0%	PG 64-22	B	20%	MAINLINE: NUCLEAR GAUGE JOINT: CORES

HIGHWAYS N<sub>50</sub> MIX MAY BE SUBSTITUTED FOR ABOVE ROADWAYS/PARKING LOT CRITERIA. SEE SECTION 401-1.1 & 403-1.1.

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**TYPICAL SECTIONS**







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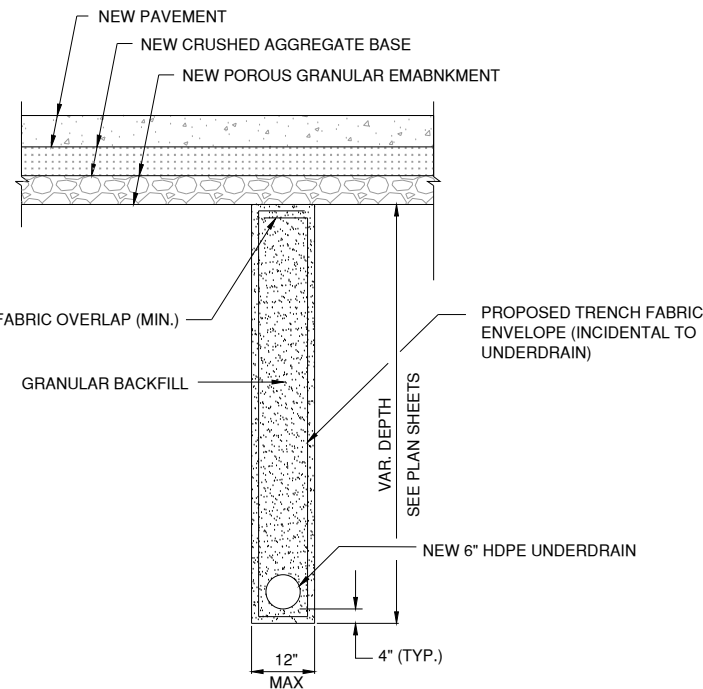
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**CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON**

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**UNDERDRAIN DETAIL - PAVED AREAS**

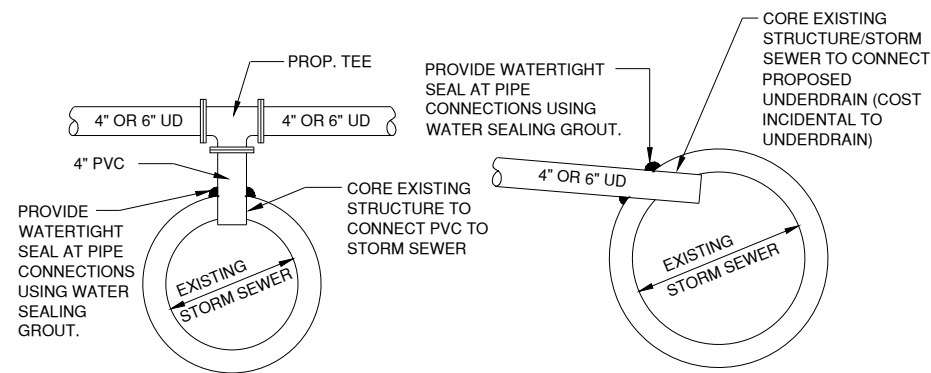
NOT TO SCALE

**NOTES**

1. THE 6" UNDERDRAIN SHALL BE INSTALLED AFTER THE SUBGRADE IS COMPACTED.
2. THE SPOILS FROM THE 6" UNDERDRAIN CONSTRUCTION SHALL BE REMOVED DAILY.

**STORM SEWER/UNDERDRAIN NOTES**

1. CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, CAPS, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
5. 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.

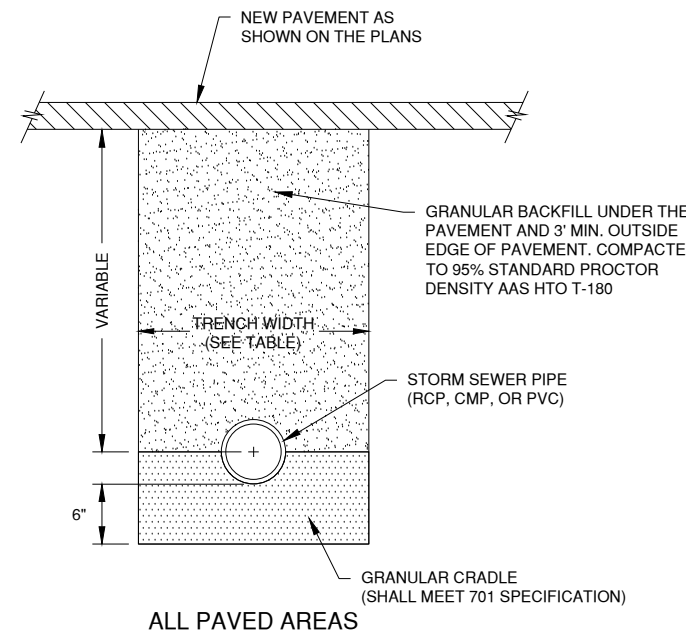


**UNDERDRAIN CONNECTION DETAILS**

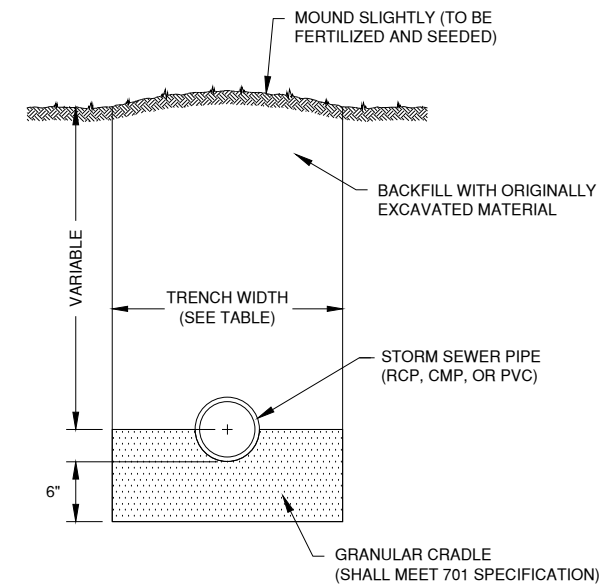
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UNDERDRAIN CONNECTIONS AND FITTINGS, TEES AND ELBOWS USED FOR CONNECTIONS TO PROPOSED STRUCTURES AND STORM SEWERS / EXISTING STRUCTURES AND STORM SEWERS, SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED UNDERDRAIN.

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



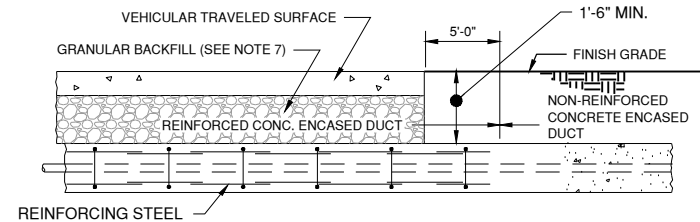
**ALL PAVED AREAS**



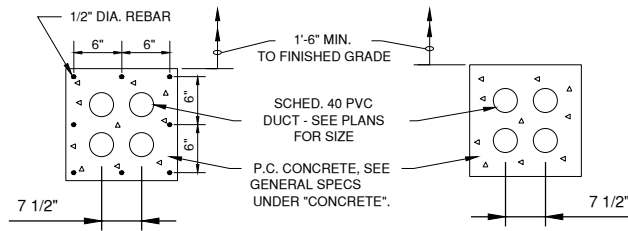
**NON-PAVED AREAS**

**TRENCH DETAILS - STORM SEWER**

NOT TO SCALE

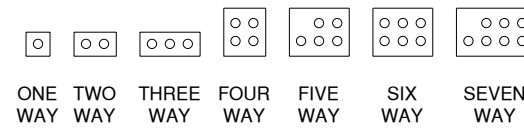


**REINFORCED DUCT INSTALLATION**



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

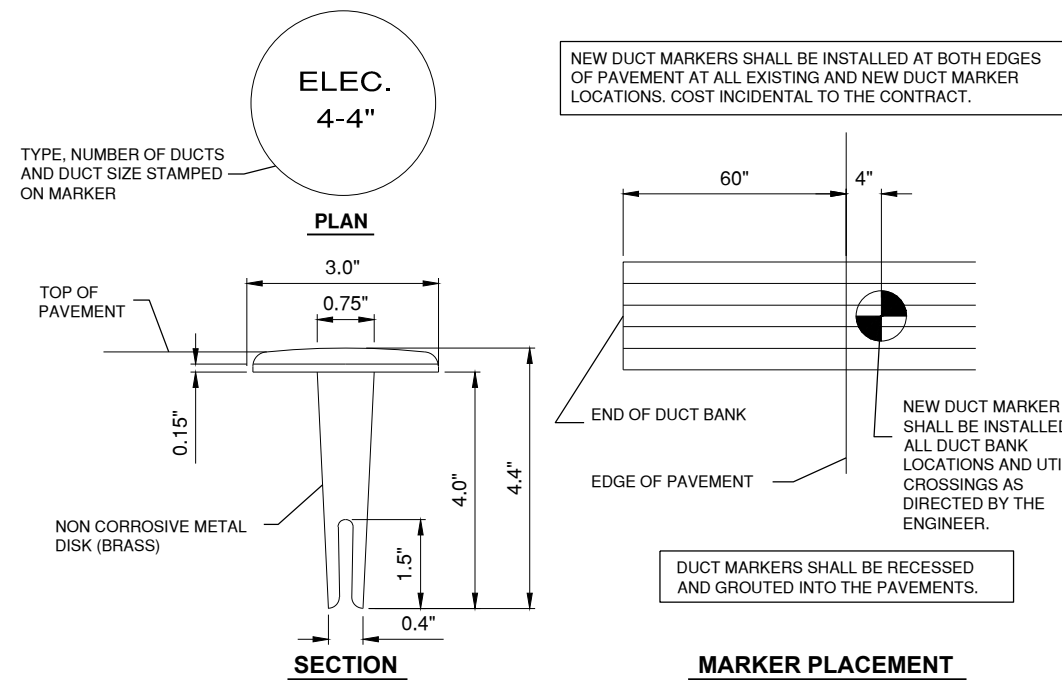
NOT TO SCALE



**TYPICAL DUCT BANK CONFIGURATIONS**

**NOTES**

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



**DUCT MARKER DETAILS**

NOT TO SCALE

**DUCT BANK DETAIL NOTES**

1. DIMENSIONS SHOWN ARE MINIMUM.
2. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 18" BELOW FINISHED SUBGRADE.
3. DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL P.C.C. CONCRETE.
4. LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
5. DUCT BANKS SHALL EXTEND A MINIMUM OF 5' BEYOND THE NEW EDGE OF PAVEMENT.
6. INSTALL SPLIT DUCT AROUND ALL EXISTING CABLES TO REMAIN. (AR110550)
7. THE DUCT BANK TRENCH BELOW PAVEMENT SHALL BE BACKFILLED WITH CA6 AGGREGATE IN ACCORDANCE WITH ITEM 701-3.5 (COST INCIDENTAL TO THE DUCT PAY ITEM).

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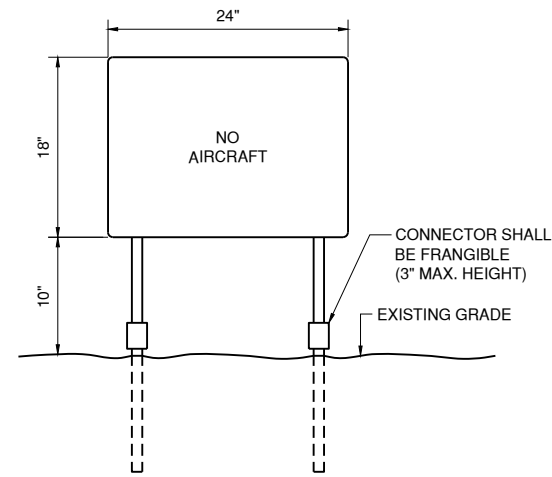


**CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON**

**FEBRUARY 27, 2026**



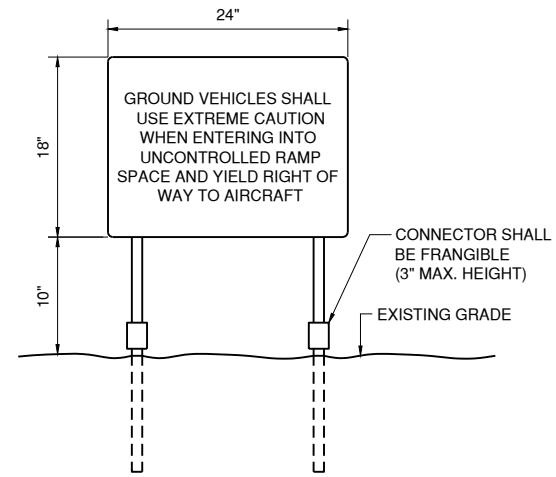
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**INFORMATION SIGN DETAIL 1**  
NOT TO SCALE

**INFORMATION SIGN NOTES**

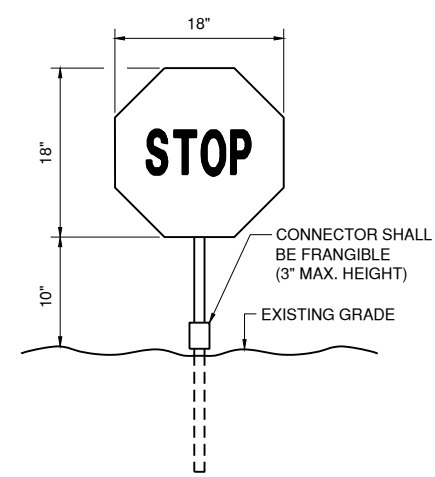
- AIRPORT SHALL HAVE FINAL APPROVAL OF SIGN FACE LEGEND IN SHOP DRAWING SUBMITTAL.
- SIGN LEGENDS SHALL BE BLACK LETTERING ON WHITE BACKGROUND.



**INFORMATION SIGN DETAIL 2**  
NOT TO SCALE

**INFORMATION SIGN NOTES**

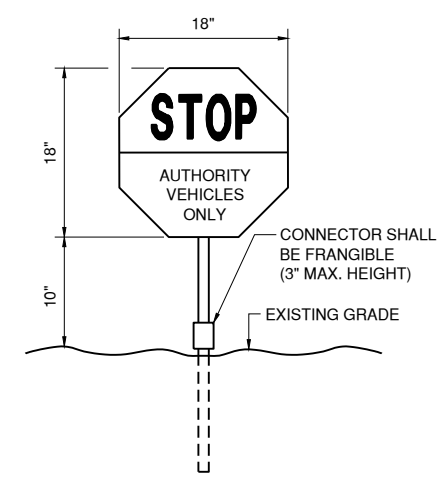
- AIRPORT SHALL HAVE FINAL APPROVAL OF SIGN FACE LEGEND IN SHOP DRAWING SUBMITTAL.
- SIGN LEGENDS SHALL BE BLACK LETTERING ON WHITE BACKGROUND.



**STOP SIGN DETAIL 1**  
NOT TO SCALE

**STOP SIGN NOTES**

- SIGN LEGEND SHALL BE WHITE LETTERING ON RED BACKGROUND



**STOP SIGN DETAIL 2**  
NOT TO SCALE

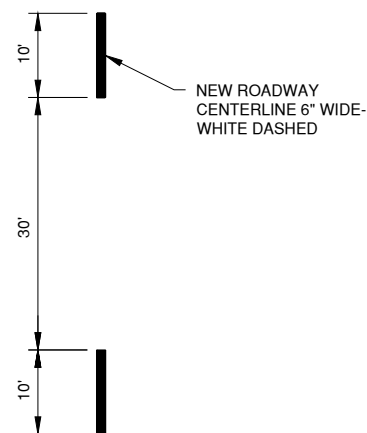
**STOP SIGN NOTES**

- SIGN LEGEND SHALL BE WHITE LETTERING ON RED BACKGROUND

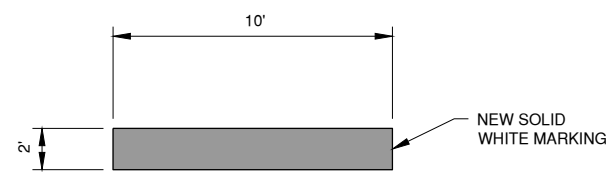
Road Signage Schedule				
Location	Station	Offset C	Travel Viewing Direction	Sign Detail
1	16+25.91	15'L	South	Information Sign Detail 1
1	16+25.91	15'L	North	Information Sign Detail 2
2	16+20.51	15'R	South	Stop Sign Detail 2
2	16+20.51	15'R	North	Stop Sign Detail 1
3	12+76.11	15'R	South	Information Sign Detail 2
3	12+76.11	15'R	North	Information Sign Detail 1
4	12+76.11	15'L	South	Stop Sign Detail 1
4	12+76.11	15'L	North	Stop Sign Detail 2

**PAVEMENT MARKING NOTE:**

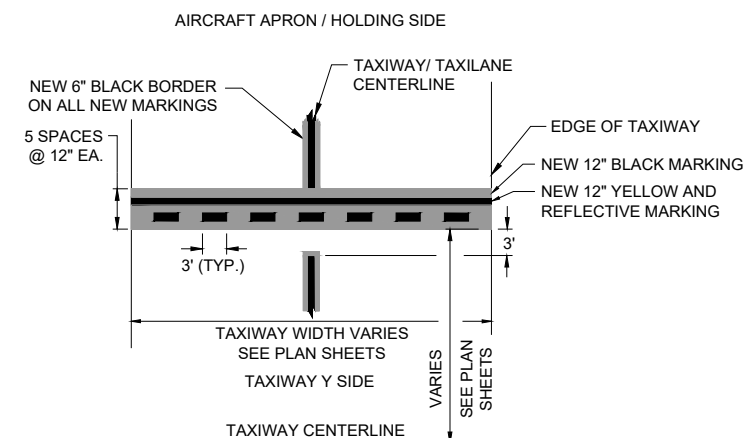
- NO BLACK BORDER AND NO BLACK PAINT WILL BE USED FOR ANY OF THE ROADWAY SURFACE PAINTED PAVEMENT MARKINGS.



**ROADWAY CENTERLINE - DASHED**  
NOT TO SCALE



**STOP BAR DETAIL**  
NOT TO SCALE



**NON MOVEMENT AREA BOUNDARY MARKING**  
NOT TO SCALE

MARK	DATE	DESCRIPTION

CMT PROJECT NO:	25008813.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

**SIGNAGE AND MARKING DETAILS**











PROJECT **Service Road Flight Center to South Apron, 2700 International Drive, West Chicago, IL**  
 CLIENT **Crawford, Murphy & Tilly, Inc., 550 North Commons Drive, Aurora, IL**  
 STARTED **01/08/2026** FINISHED **01/08/2026** DRILL RIG NO. **358** JOB **L-100,069**



BORING <b>1</b>	GROUND SURFACE	ELEVATIONS	WATER LEVEL OBSERVATIONS
	END OF BORING	<b>740.5</b>	<b>Dry</b>

Depth (ft.)	SOIL DESCRIPTIONS	WC (%)	Op (tsf)	Qu (tsf)	y DRY (pcf)	DEPTH (ft.)	ELEV.
0.5	6" Root Zone						750.0
1.0	FILL - Brown and black silty CLAY, trace sand, trace roots, trace organic, moist (CH) LL/PL/PI = 52/28/24	26.1	2.0		95		
3.0	Stiff brown and gray silty CLAY, little sand, moist (CL)	16.9	1.75				747.5
4.5	Medium dense light brown and gray silty SAND, trace gravel, moist (SM)	11.0					746.0
5.5	Stiff to very stiff gray little brown silty CLAY, some sand, trace gravel, moist (CL)	16.7	2.0				745.0
8.0	Very stiff gray silty CLAY, trace sand and gravel, moist (CL)	15.6	2.75				742.5
10.0	End of Boring at 10.0'						

PROJECT **Service Road Flight Center to South Apron, 2700 International Drive, West Chicago, IL**  
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BORING <b>2</b>	GROUND SURFACE	ELEVATIONS	WATER LEVEL OBSERVATIONS
	END OF BORING	<b>738.5</b>	<b>Dry</b>

Depth (ft.)	SOIL DESCRIPTIONS	WC (%)	Op (tsf)	Qu (tsf)	y DRY (pcf)	DEPTH (ft.)	ELEV.
1.0	Black clayey TOPSOIL (OL)						747.5
3.0	Stiff to very stiff brown silty CLAY, trace sand and gravel, trace roots, moist (CH) LL/PL/PI = 55/27/28	28.5	2.0				745.5
5.5	Hard brown and gray silty CLAY, trace sand, moist (CU/CH)	25.9	4.5				743.0
8.0	Very stiff brown little gray silty CLAY, some sand, trace gravel, occasional Cobbles, moist (CL)	13.1	2.5				740.5
10.0	Hard gray silty CLAY, some sand, little gravel, moist (CL)	15.0	4.25				
10.0	End of Boring at 10.0'						

PROJECT **Service Road Flight Center to South Apron, 2700 International Drive, West Chicago, IL**  
 CLIENT **Crawford, Murphy & Tilly, Inc., 550 North Commons Drive, Aurora, IL**  
 STARTED **01/08/2026** FINISHED **01/08/2026** DRILL RIG NO. **358** JOB **L-100,069**



BORING <b>3</b>	GROUND SURFACE	ELEVATIONS	WATER LEVEL OBSERVATIONS
	END OF BORING	<b>737.0</b>	<b>Dry</b>

Depth (ft.)	SOIL DESCRIPTIONS	WC (%)	Op (tsf)	Qu (tsf)	y DRY (pcf)	DEPTH (ft.)	ELEV.
0.8	Black clayey TOPSOIL (OL)						746.2
1.5	Very stiff grayish-brown to gray silty CLAY, little to some sand, trace gravel, trace organic, moist (CL)	17.1	2.0	109			745.5
3.0	Medium dense light brown and gray sandy SILT, trace clay moist (ML)	19.2					744.0
5.5	Medium stiff to stiff gray silty CLAY, little sand, trace gravel, very moist (CL)	16.3	1.0				
8.0		16.9	1.0				
10.0		16.0	1.5				
10.0	End of Boring at 10.0'						

CONSULTANTS

IL. CONTRACT: **DU096**  
 IL. LETTING ITEM: **01A**  
 IL. PROJECT: **DPA-5249**

**CONSTRUCT SERVICE ROAD: FLIGHT CENTER TO SOUTH APRON**

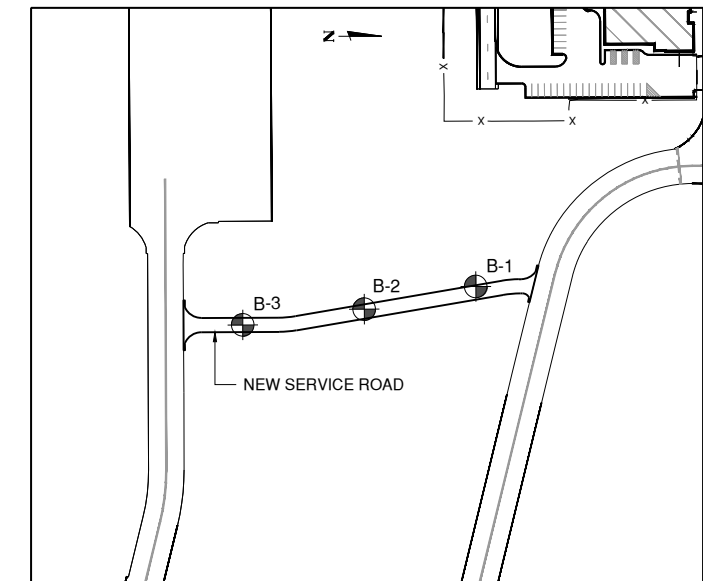
**FEBRUARY 27, 2026**



OWNER

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POINT	NORTHING	EASTING
B-1	1907333.8305	1005615.8630
B-2	1907176.5790	1005647.1265
B-3	1907005.3684	1005668.6403



MARK | DATE | DESCRIPTION

CMT PROJECT NO: 25008813.00  
 CAD DWG FILE:  
 DESIGNED BY: EJR  
 DRAWN BY: JRO  
 CHECKED BY: DKP  
 APPROVED BY: DKP  
 COPYRIGHT:

SHEET TITLE

**GEOTECHNICAL ENGINEERING INFORMATION**

Path: K:\dupage\0325008813\00\_Constr\InterAirportRd\Draw\Sheets\DPA - inter airport road - geotechnical info.dwg  
 Date: Friday, March 6, 2026 11:55:09 AM