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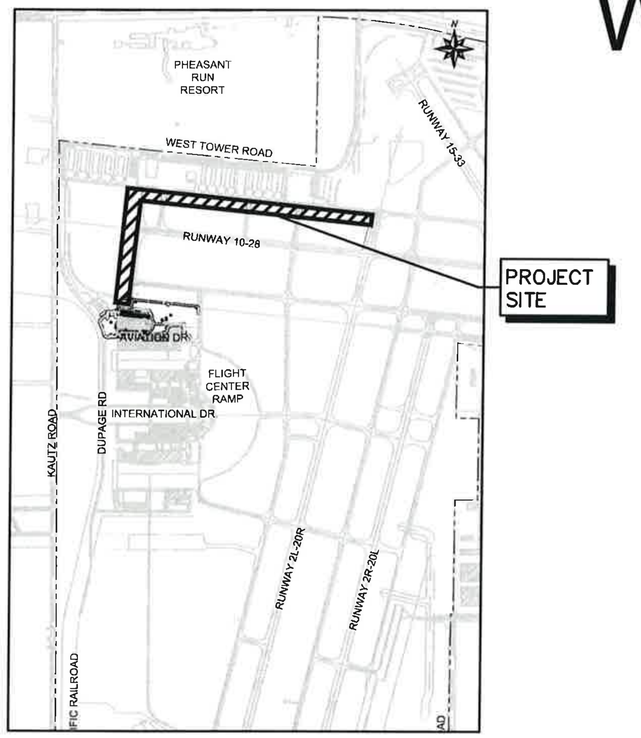
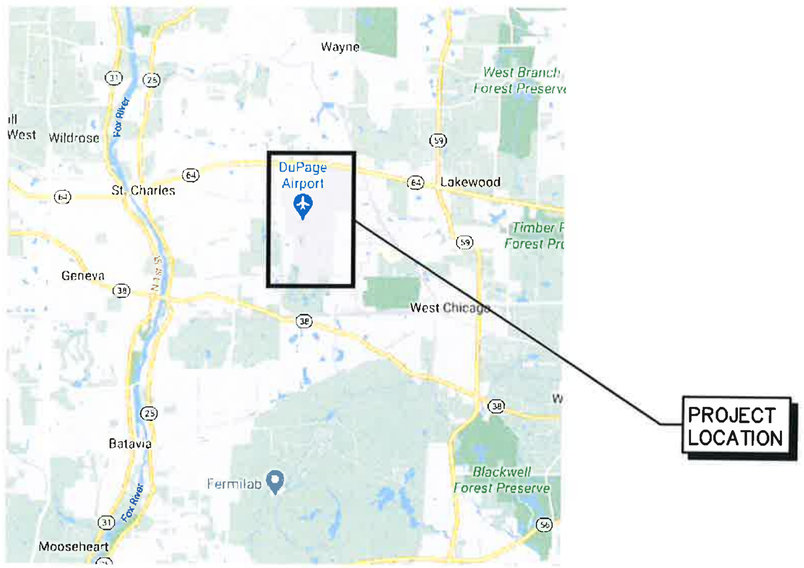
DU089

DUPAGE AIRPORT AUTHORITY
WEST CHICAGO, ILLINOIS



SITE PLAN



LOCATION MAP

100% SUBMITTAL
FOR
DUPAGE AIRPORT

REHABILITATE AIRPORT
RUNWAYS HOMERUN
DUCTBANK

ILLINOIS PROJECT: DPA-4825
FEDERAL PROJECT: 3-17-SBGP-TBD
LETTING DATE: JULY 30, 2021
ISSUE DATE: JUNE 16, 2021

DUPAGE AIRPORT AUTHORITY

ch2m SM

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SEAL
TODD MERRIHEW
062-053655
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

SEAL APPLIES TO ALL SHEETS

6/15/2021
SIGNED: Todd Merrihew DATE
CH2M
LICENSE: 062-053655
EXPIRES: 11/30/2021

6/16/2021
SIGNED: Mark Doles DATE
EXECUTIVE DIRECTOR
DUPAGE AIRPORT AUTHORITY

SUMMARY OF QUANTITIES

SUMMARY - ALL ITEMS				BASE BID
ITEM NO.	PAY ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
1	AR108108	1/C #8 5 KV UG CABLE	LF	54,930
2	AR108706	1/C #6 COUNTERPOISE	LF	4,220
3	AR108960	REMOVE CABLE	LF	54,930
4	AR109440	TEMPORARY WIRING	LS	1
5	AR110000	DIRECTIONAL BORE	LF	1,300
6	AR110501	1-WAY CONC. ENCASED DUCT	LF	120
7	AR110506	6-WAY CONCRETE ENCASED DUCT	LF	2,800
8	AR110610	ELECTRICAL HANDHOLE	EA	10
9	AR110906	REMOVE ELECTRICAL HANDHOLE	EA	2
10	AR150520	MOBILIZATION	LS	1
11	AR150530	TRAFFIC MAINTENANCE	LS	1
12	AR156515	STRAW WATTLE	LF	125
13	AR156520	INLET PROTECTION	EA	12
14	AR901510	SEEDING	AC	0.60
15	AR908510	MULCHING	AC	0.60

ABBREVIATIONS:

AB	AGGREGATE BASE
ABV	ABOVE
A/C	ACCESS CONTROL
AC	ACRES
ADJ	ADJUST
AGG	AGGREGATE
AGS	AUXILIARY GAS VALVE
ALD	AIRFIELD LIGHTING DUCT
ALSF	APPROACH LIGHTING SEQUENCE FLASHERS
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
AS	AERIAL SURVEYS
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AUX	AUXILIARY
AVE.	AVENUE
ATCT	AIR TRAFFIC CONTROL TOWER
AX	AXIS OF ROTATION
B-B	BACK TO BACK
BLVD	BOULEVARD
BM	BENCHMARK
BV	BALL VALVE
CL	CENTERLINE
CB	CATCH BASIN
CC	CENTER TO CENTER
CED	COMBINED / COMMON ELECTRICAL DUCTBANK
CI	CAST IRON
CM	CONSTRUCTION MANAGER
CMH	COMMUNICATION MANHOLE
CMP	CORRUGATED METAL PIPE
COMED	COMMONWEALTH EDISON
COMM	COMMUNICATIONS
CONC	CONCRETE
C.Y.	CUBIC YARD
CSPN	CARGO SITE PREP NORTH
DAA	DUPAGE AIRPORT AUTHORITY
DET	DETAIL
DIA.	DIAMETER
DIP	DUCTILE IRON PIPE
DME	DISTANCE MEASURING EQUIPMENT
DOA	DEPARTMENT OF AVIATION
E	EAST
EASM	EASMENT
ED or E.D.	EDGE DRAIN
EMH	ELECTRIC MANHOLE
EL or ELEV	ELEVATION
ESVCP	EXTRA STRONG VITRIFIED CLAY PIPE
EX	EXISTING

ABBREVIATIONS:

FAA	FEDERAL AVIATION ADMINISTRATION
FFM	FAR FIELD MONITOR
FH	FIRE HYDRANT
FT	FEET
G	GRADE
GRND	GROUND
GS	GLIDE SLOPE
HR	HANGAR ROAD
HV	HIGH VOLTAGE
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION
ILS	INSTRUMENT LANDING SYSTEM
IE or I.E.	INVERT ELEVATION
ID	IDENTIFICATION
IH	INSPECTION HOLE
INV.	INVERT
JC	JUNCTION CHAMBER
JV	JOINT VALVE
KV	KILOVOLT
K=L/A	LENGTH OF VERTICAL CURVE/ALGEBRAIC DIFFERENCE IN GRADE
L	LENGTH
L.S.	LUMP SUM
LOC	LOCALIZER
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MPR	MOUNT PROSPECT ROAD
N	NORTH
NAVD	NORTH AMERICAN VERTICAL DATUM
N.C.	NORMALLY CLOSED
N.O.	NORMALLY OPEN
N.I.C.	NOT IN CONTRACT
NTS	NOT TO SCALE
NO	NUMBER
NPR	NORTH PERIMETER ROAD
O.D.	OUTSIDE DIAMETER
OFA	OBJECT FREE AREA
OZ	OUNCE
PAPI	PRECISION APPROACH PATH INDICATOR LIGHTS
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE

ABBREVIATIONS:

PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
P.I.	POINT OF INTERSECTION
PL	PROPERTY LINE
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVC PIPE	POLYVINYL CHLORIDE PIPE
PSI	POUNDS PER SQUARE INCH
R	REMOVE
RAD	RADIUS
RC	REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
RPP	REINFORCED POLYPROPYLENE
RPU	REMOTE PROCESSING UNIT
REV.	REVISION
RGS	RIGID STEEL
RD.	ROAD
RSA	RUNWAY SAFETY AREA
R/W	RUNWAY
RPZ	RUNWAY PROTECTION ZONE
SA	SANITARY
SCH	SCHEDULE
SD	STORM DRAIN
SHT	SHEET
S	SOUTH
SQR	SQUARE
S.F.	SQUARE FEET
S.Y.	SQUARE YARD
STA	STATION
ST.	STREET
ST	STORM SEWER
T	TANGENT
T.S.	TANGENT SPIRAL
TSA	TAXIWAY SAFETY AREA
T/W	TAXIWAY
TDZ	TOUCHDOWN ZONE
TYP	TYPICAL
UD or U.D.	UNDERDRAIN
UMH	UNDERDRAIN MANHOLE
U.N.O.	UNLESS NOTED OTHERWISE
VERT.	VERTICAL
VPI	VERTICAL POINT OF INTERSECTION
W	WEST
W/	WITH
WMG	WEST MASS GRADING
YD	YARD

DuPage Airport Authority

NO.	DATE	DSGN	DR	CHK	REVISION	APVD	BY	APVD
			RM	ML		TM		TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

SUMMARY OF QUANTITIES AND ABBREVIATIONS

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-101
SHEET	2 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-101.DWG PLOT DATE/TIME: 2021/06/28 2:54:45 PM

GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS AND SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE DUPAGE AIRPORT AUTHORITY (DAA), THE FEDERAL AVIATION ADMINISTRATION (FAA), THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), THE TRANSPORTATION SECURITY ADMINISTRATION (TSA), AND OTHER GOVERNING AGENCIES.

2. THE PROJECT IS TO BE COMPLETED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL BE PROVIDED FOR COMPLETION OF THE WORK AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS. THE CONTRACTOR SHALL KEEP AIRPORT OPERATIONS INFORMED OF UPDATES TO THE PROJECT SCHEDULE AT ALL TIMES.

3. THE CONTRACTOR SHALL COMPLETE THE ENTIRE PROJECT WITHIN THE TIME STATED IN THE CONTRACT.

4. THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE DAA, FAA, IDOT AND LOCAL ATCT REPRESENTATIVES IS MANDATORY TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.

5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT. CONTRACTOR COORDINATION WITH APPROPRIATE GOVERNMENT AND UTILITY AGENCIES IS ALSO REQUIRED PRIOR TO AND DURING CONSTRUCTION.

6. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE SHALL BE THROUGH DESIGNATED SECURITY GATES AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL VEHICLES AND PERSONNEL THAT ENTER THROUGH THESE DESIGNATED AIRPORT SECURITY GATES. AIRPORT SECURITY GATES SHALL BE SECURED AT ALL TIMES WHEN NOT IN USE.

7. HAUL ROUTES - THE CONTRACTOR'S ON-AIRPORT HAUL ROUTES AND CONSTRUCTION ACCESS SHALL BE EXISTING HAUL ROADS WHERE AVAILABLE. ANY DEBRIS (WHETHER CAUSED BY THE CONTRACTOR OR NOT) SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS, OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES/CONSTRUCTION ACCESS SHALL BE MAINTAINED AND STABILIZED BY THE CONTRACTOR AS REQUIRED TO SUPPORT CONSTRUCTION EQUIPMENT THROUGHOUT THE DURATION OF THIS PROJECT AND SHALL BE RESTORED, AT THE CONTRACTOR'S EXPENSE, TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE/CONSTRUCTION ACCESS UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES/CONSTRUCTION ACCESS SHALL BE JOINTLY INSPECTED AND AGREED UPON BY THE CONTRACTOR AND THE RESIDENT ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT/REMOVE TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO COMMENCING THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES, FENCE, TREES, ETC. WITHIN THE STAGING AREA AND THE SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION WITHIN THIRTY (30) DAYS OF THE COMPLETION OF USE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.

9. DISPOSAL AREAS - EXCESS SOILS, MILLED ASPHALT, CONCRETE RUBBLE, FENCE POSTS, FENCE FOOTINGS, FENCE FABRIC AND UNSUITABLE EXCAVATION MUST BE DISPOSED AT APPROVED LOCATIONS OFFSITE UNLESS OTHERWISE NOTED ON THE PLANS. OFFSITE DISPOSAL AREAS SHALL BE IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL LAWS.

10. SAFETY - THE CONTRACTOR SHALL CONDUCT ALL ACTIVITIES IN A SAFE MANNER AS SPECIFIED BY LOCAL, STATE AND FEDERAL LAWS.

11. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER FOR INTERRUPTION OF THE EXISTING AIRFIELD LIGHTING SYSTEMS DURING PHASE 2. SEE PHASING SHEETS FOR FURTHER DETAIL.

12. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED STAGING AREA, CONSTRUCTION LIMITS AND HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION".

13. PORTABLE FLOODLIGHTING - IF NEEDED, THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING AS REQUIRED FOR NIGHT CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A MINIMUM LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. THE CONTRACTOR SHALL COORDINATE THE USE OF FLOODLIGHTING WITH THE AIR TRAFFIC CONTROL TOWER TO ENSURE LIGHTING DOES NOT COMPROMISE THE CONTROL TOWER PERSONNEL'S VISIBILITY OR CAUSE CONFUSION TO PILOTS.

14. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND LICENSES REQUIRED FOR THE CONSTRUCTION WORK. REFER TO THE SPECIAL CONDITIONS AND GENERAL CONDITIONS SECTIONS OF THE CONTRACT DOCUMENTS.

15. PROTECTION AND REPAIR OF EXISTING UTILITIES - LOCATIONS OF KNOWN EXISTING AIRPORT UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY VISUAL, ELECTRICAL AND BY HAND EXCAVATION OR OTHER METHODS IN COORDINATION WITH ALL UTILITY COMPANIES AND DAA FACILITIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. ANY AND ALL CONFLICTS OF EXISTING UTILITIES BY THE PROPOSED IMPROVEMENTS SHALL BE RESOLVED WITH THE RESIDENT ENGINEER PRIOR TO BEGINNING THE CONSTRUCTION ACTIVITIES. ANY REPAIRS TO EXISTING UTILITIES DAMAGED BY CONTRACTOR ACTIVITIES SHALL BE COMPLETED IMMEDIATELY BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS, IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS AT NO ADDITIONAL EXPENSE TO THE OWNER.

16. IF ANY UNUSUAL ODORS, SOIL STAINS OR BURIED WASTES ARE ENCOUNTERED, STOP WORK IMMEDIATELY AND NOTIFY THE OWNER, AND/OR RESIDENT ENGINEER.

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17. THE CONTRACTOR SHALL FURNISH THE OWNER FIVE (5) SETS OF OPERATION AND MAINTENANCE MANUALS FOR ALL NEW EQUIPMENT INSTALLED.

18. WORK PERFORMED UNDER THIS CONTRACT WILL NOT BE CONSIDERED COMPLETE UNTIL FINAL ACCEPTANCE OF THE PROJECT BY THE OWNER AND RECEIPT AND APPROVAL OF THE FOLLOWING DOCUMENTS:

A) CONTRACTOR'S WAIVER AND RELEASE OF LIEN.
B) ABSOLUTE BILL OF SALE.
C) CONTRACTOR'S LETTER OF WARRANTY (I.E., LETTER AGREEMENT).
D) CONTRACTOR AS-BUILTS.
E) FINAL PUNCH LIST COMPLETED AND ACCEPTED BY THE RESIDENT ENGINEER.
F) TRANSFER OF OWNER WARRANTY.

19. IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, PREVAILING WAGE RATES SHALL BE POSTED AT THE CONTRACTOR STAGING AREA IN A WEATHERPROOF ENCLOSURE AND COPIES SHALL BE SUBMITTED TO THE RESIDENT ENGINEER AND THE OWNER.

20. CONTRACTOR SHALL PROVIDE ALL NECESSARY TRAFFIC CONTROL TO ALLOW FOR A MINIMUM OF ONE LANE OF TRAFFIC AT ALL TIMES AND CONTRACTOR SHALL MAINTAIN ACCESS TO BUILDING PARKING LOTS AT ALL TIMES DURING CONSTRUCTION. (INCIDENTAL TO THE CONTRACT).

21. WHERE THE CONTRACTOR IS IMPACTING EXISTING GRADES THE CONTRACTOR SHALL CONSTRUCT ALL IMPROVEMENTS TO DRAIN OFF. ANY AREAS IMPACTED BY THE CONTRACTOR THAT ARE FOUND TO NOT DRAIN PROPERLY BY THE RESIDENT ENGINEER SHALL BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

22. MATERIALS REMOVED FROM THE PROJECT WILL BECOME PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.

23. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS OR A WORKING BEACON LIGHT ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

24. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE IDOT DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL.

25. ALL OPEN EXCAVATIONS ARE TO BE PROTECTED BY THE CONTRACTOR. WHEN EXCAVATIONS ARE OPEN THEY SHOULD BE MARKED WITH TYPE II BARRICADES WITH RED FLASHING LIGHTS OR OTHER METHOD APPROVED BY THE RESIDENT ENGINEER.

26. CONTRACTOR FIELD STAFF SHALL ATTEND DPA SAFETY MEETING PRIOR TO MOBILIZATION.

27. IF APPLICABLE, CONTRACTOR TO ACQUIRE ANY TEMPORARY EASEMENTS, PERMITS AND/OR PERMISSION NEEDED FROM ADJACENT LAND OWNERS FOR THE CONSTRUCTION WITH ANY ASSOCIATED COSTS INCIDENTAL TO THE PROJECT.

28. REFERENCES TO RESIDENT ENGINEER, CONSTRUCTION MANAGER AND DAA AUTHORIZED REPRESENTATIVE ARE SYNONYMOUS.

GENERAL PROJECT DESCRIPTION

1. THE WORK GENERALLY CONSISTS OF:
   - INSTALLATION OF A 6-WAY 2" DUCTBANK BY A COMBINATION OF OPEN TRENCH AND DIRECTIONAL DRILLING METHODS
   - PULLING NEW CABLE THROUGHOUT THE NEW DUCTBANK
   - CONNECTION OF EXISTING AIRFIELD CIRCUITS TO THE NEW DUCTBANK
   - REMOVAL OF CABLE THROUGHOUT THE EXISTING UNIT DUCT
   - EROSION CONTROL AND SITE RESTORATION

SECURITY NOTES

1. THE CONTRACTOR SHALL DESIGNATE TO THE RESIDENT ENGINEER IN WRITING THE NAME OF ITS 'CONTRACTOR SECURITY OFFICER' (C.S.O.). THE C.S.O. SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FAMILIARIZE HIMSELF/HERSELF WITH THE VARIOUS ASPECTS OF FAR 49 CFR PART 1542: "AIRPORT SECURITY", ADMINISTERED BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA). ANY VIOLATION OF CFR PART 1542 BY THE CONTRACTOR AND ANY SUBSEQUENT FINES IMPOSED DUE TO THE VIOLATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE C.S.O. SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON THESE REQUIREMENTS AND PROVISIONS ADOPTED BY THE DUPAGE AIRPORT AUTHORITY (DAA). ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.

3. ACCESS TO SITE: THE AIRPORT WILL PROVIDE AIRFIELD OPERATIONS AREA ESCORTS AT NO COST TO THE CONTRACTOR. CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. NO OTHER ACCESS POINT SHALL BE ALLOWED UNLESS APPROVED BY THE RESIDENT ENGINEER. IF GATE IS TO BE LEFT UNLOCKED, CONTRACTOR SHALL PROVIDE GATE GUARDS FOR THE DURATION OF THE UNLOCKED CONDITION. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR ESCORTED BY THE CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE ACCESS GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT THE ACCESS GATE. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE AIRPORT OPERATIONS AREA (AOA). DIRECTIONAL SIGNING ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.

4. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PARKING AREA AND OTHER AREAS DEFINED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED AND LIGHTED. THE CONTRACTOR SHALL ERECT AND MAINTAIN FENCING AROUND THE PERIMETER OF THESE AREAS AND VISIBLE DEVICES FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. THE TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT OPERATIONS.

5. THE C.S.O. SHALL PROVIDE OPERATIONS AND THE RESIDENT ENGINEER A CURRENT LIST OF COMPANIES AUTHORIZED TO CONDUCT WORK ON THE AIRPORT. CONTRACTOR EMPLOYEE PERSONAL VEHICLES SHALL BE RESTRICTED TO THE CONTRACTORS EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AIRFIELD AT ANY TIME.

LIST OF STATE STANDARDS AND DISTRICT DETAILS

701001-02 OFF-RD OPERATIONS, 2L, 2W MORE THAN 15' AWAY

701006-05 OFF-RD OPERATIONS, 2L, 2W MORE THAN 15' TO 24" FROM PAVEMENT EDGE

701901-05 TRAFFIC CONTROL DEVICES

701901-08 TYPE II TRAFFIC BARRICADE

DUPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	REVISION	BY	CHK	APVD
		RM			ML	TM
		DR			APVD	

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

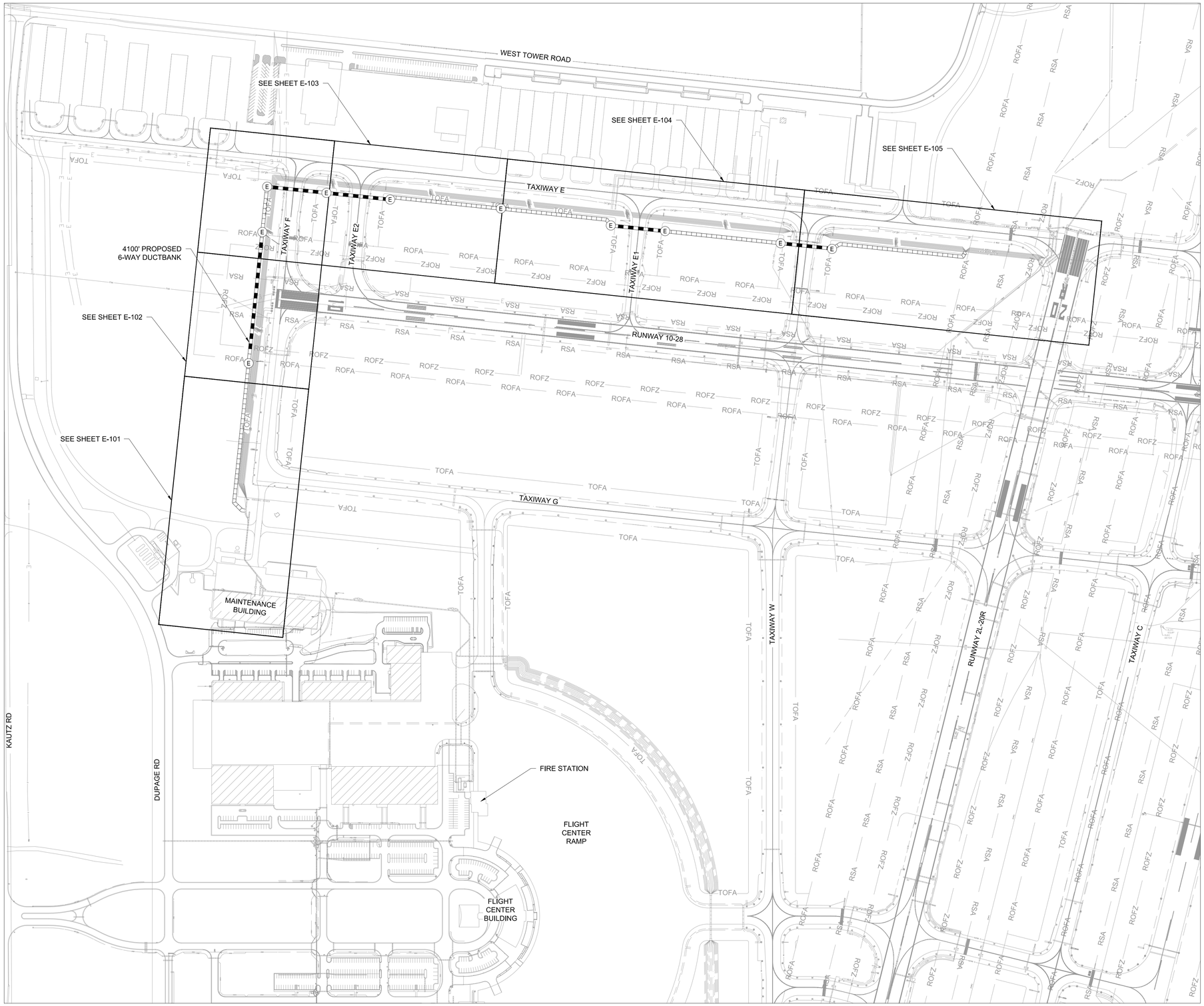
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

GENERAL AND SECURITY NOTES

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-102
SHEET	3 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-102.DWG PLOT DATE/TIME: 2021/06/08 3:05:20 PM



GENERAL NOTES:

1. SHEET LIMITS SHOWN APPLY ONLY TO SHEETS E-101 THROUGH E-105. SHEETS CG-101 AND CG-102 CONTAIN THEIR OWN KEYMAPS.
2. THIS PROJECT IS LOCATED AIRSIDE. SEE SHEET G-104 FOR SITE ACCESS INFORMATION AND REQUIRED SAFETY MEASURES.

LEGEND:

- (E) — PROPOSED HANDHOLE
- PROPOSED 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
- PROPOSED 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- PROPOSED (2) 1/C #8, 5KV SERIES LIGHTING CABLES
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- ROFZ — RUNWAY OBSTACLE FREE ZONE (ROFZ)
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)

N

0 200' 400' 600'

SCALE IN FEET

DUPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	DR	CHK	REVISION	APVD	BY	APVD
		RM		ML		TM		TM

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

PROJECT LOCATION PLAN

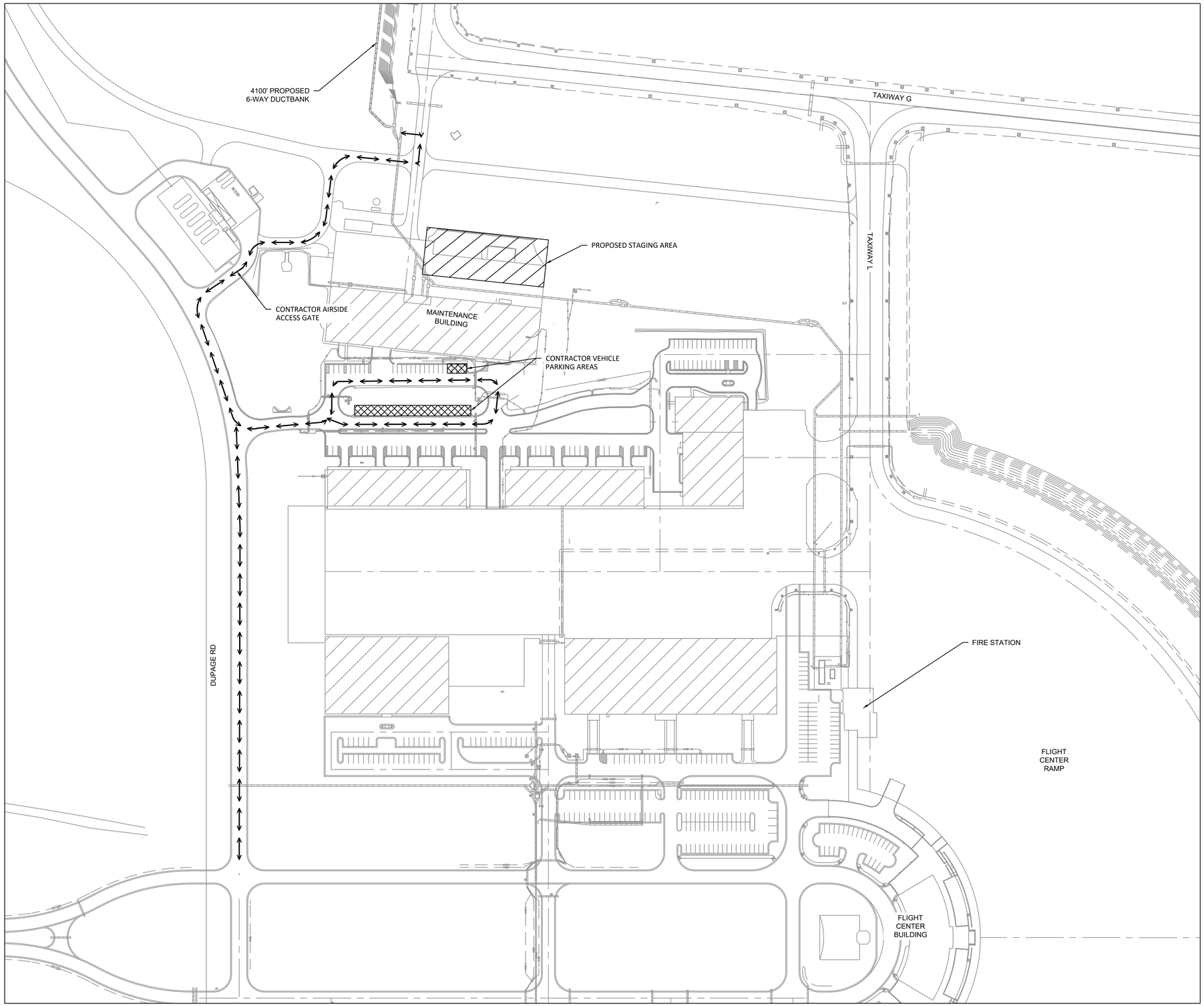
DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-103
SHEET	4 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-103.DWG

PLOT DATE/TIME: 2021/06/17 8:11:53 AM



GENERAL NOTES:

1. CONSTRUCTION STAGING AREAS SHOWN ON PLANS MAY BE RELOCATED BY THE AIRPORT OR DAA AUTHORIZED REPRESENTATIVE IN THE VICINITY OF THE PROJECT AREA.
2. PRIOR TO THE START OF WORK EACH DAY, AS PART OF THE PRE-ACTIVITY MEETING, THE CONTRACTOR SHALL HOLD A SAFETY MEETING.
3. CONTRACTOR VEHICLES SHALL GIVE PUBLIC VEHICLES RIGHT OF WAY AND OPERATE IN A SAFE MANNER TO AVOID ACCIDENTS.

GENERAL NOTES:

1. PERSONAL VEHICLE PARKING SHALL BE LOCATED WITHIN THE LANDSIDE CONTRACTOR STAGING AREA.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGES CAUSED BY DELIVERIES OR CONTRACTOR VEHICLES. PAVEMENT REPAIR OF THE HAUL ROUTES SHALL BE AT THE SOLE DISCRETION OF THE DAA AUTHORIZED REPRESENTATIVE. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE FOR REPAIR OF DAMAGE CAUSED BY THE CONTRACTOR'S ACTIVITIES.
3. HAUL ROUTES ON THIS PLAN SHALL BE STRICTLY ADHERED TO AND REMAIN FREE AND CLEAN OF FOREIGN OBJECT DEBRIS (FOD). CONSTRUCTION ACCESS ROUTES MAY BE ADJUSTED IN FIELD TO THE SATISFACTION OF THE DAA AUTHORIZED REPRESENTATIVE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ADJUSTMENTS TO THE CONSTRUCTION ACCESS/HAUL ROUTE SHALL BE AGREED UPON BY THE CONTRACTOR AND DAA AUTHORIZED REPRESENTATIVE, AND SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.
4. PERFORM EARTHWORK OPERATIONS TO MINIMIZE EROSION AND SEDIMENTATION. SEE SPECIFICATIONS FOR EROSION CONTROL AND RESTORATION INFORMATION.
5. CONTRACTOR IS REQUIRED TO SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE DAA AUTHORIZED REPRESENTATIVE FOR APPROVAL PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED. SEE FAA AC 150/5370-2G FOR ADDITIONAL DETAILS.
6. SEE GENERAL NOTES ON DRAWING G-003 FOR ADDITIONAL CONTRACTOR REQUIREMENTS.
7. CONTRACTOR TO CONFORM TO ALL OSHA REQUIREMENTS.

LEGEND:

- CONTRACTOR STAGING AREA
- CONTRACTOR VEHICLE PARKING
- CONTRACTOR HAUL ROUTE

N

0 100' 200' 300'

SCALE IN FEET

DuPage Airport Authority

NO.	DATE	DSGN	DR	CHK	REVISION	BY	APVD
		RM	ML	TM			APVD TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

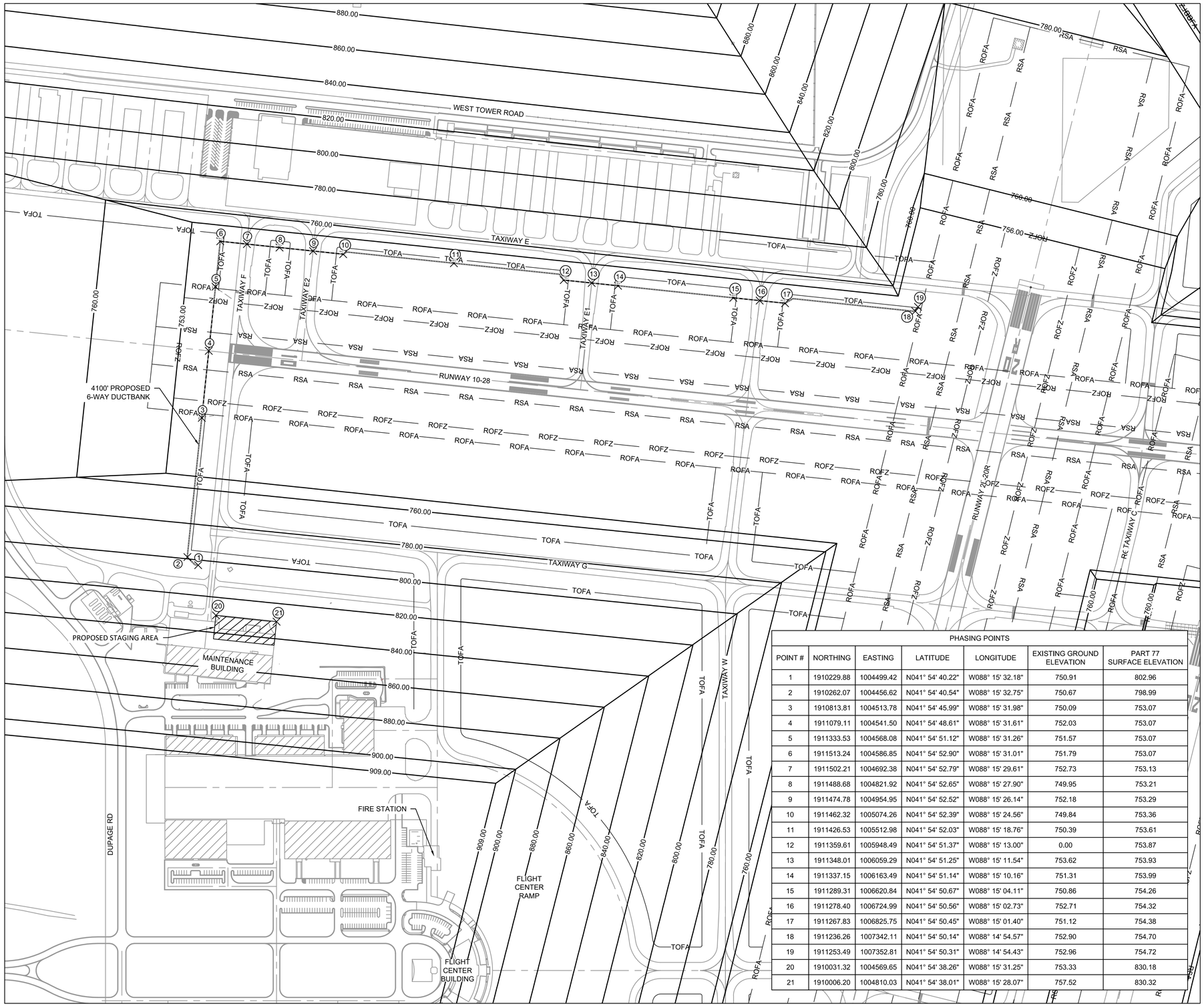
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

CONTRACTOR STAGING AND ACCESS ROUTE PLAN

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-104
SHEET	5 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-104.DWG PLOT DATE/TIME: 2021/06/14 11:42:36 AM



GENERAL NOTES:

1. WHEN FAA CABLES ARE REQUIRED TO BE LOCATED, A 10 WORKING DAY ADVANCED NOTICE SHALL BE GIVEN TO THE FAA BEFORE ANY SUCH MARKINGS ARE REQUIRED. ONCE FAA MARKS THE CABLES, THE CONTRACTOR WILL BE REQUIRED TO SURVEY THE FAA UTILITIES SO THEY CAN BE REPLACED DURING CONSTRUCTION WITHOUT REMARKING BY THE FAA. THIS SHALL BE INCIDENTAL, AND AT THE CONTRACTOR'S EXPENSE. THE FAA PERSONNEL ARE ONLY AVAILABLE FROM 9 AM TO 3 PM, MONDAY THROUGH FRIDAY WITH ADVANCE NOTICE.
2. SPECIAL ATTENTION IS NECESSARY WHEN WORKING NEAR FAA POWER, AND CONTROL, CABLES, ANY FAA UTILITY THAT IS DAMAGED OR CUT DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY. FAA REQUIRES THAT ANY DAMAGED CABLE BE REPLACED IN ITS ENTIRETY, FROM POWER/CONTROL SOURCE TO THE EQUIPMENT/SERVICE. SPLICES OF ANY KIND WILL NOT BE PERMITTED. EXPOSURES OF ANY FAA CABLES MUST BE DONE BY HAND DIGGING OR HYDRO-EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATION, REPLACEMENT OR REPAIR OF FAA FACILITIES OR CABLES BUT SHALL BE INCIDENTAL AND AT CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR MAY WORK WITHIN PART 77 SURFACES UP TO THE RUNWAY OBSTACLE FREE ZONE (ROFZ) AND TAXIWAY OBJECT FREE AREAS (TOFA). HOWEVER, NO PARKED EQUIPMENT OR STOCKPILES EXCEEDING THE LISTED HEIGHT SHALL BE LEFT AT THE END OF A WORK SHIFT, UNLESS LIGHTED, MARKED, AND APPROVED BY DAA. THE CONTRACTOR MUST ADHERE TO THE REQUIREMENTS OF THE FAA 7460-1 NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION FOR THIS PROJECT.
4. COORDINATES SHOWN IN THE POINT TABLE ARE GIVEN IN NAD83 ILLINOIS STATE PLANES, EAST ZONE.

LEGEND:

- RUNWAY PART 77 CONTOURS
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- ROFZ — RUNWAY OBSTACLE FREE ZONE (ROFZ)
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)

PHASING POINTS

POINT #	NORTHING	EASTING	LATITUDE	LONGITUDE	EXISTING GROUND ELEVATION	PART 77 SURFACE ELEVATION
1	1910229.88	1004499.42	N041° 54' 40.22"	W088° 15' 32.18"	750.91	802.96
2	1910262.07	1004456.62	N041° 54' 40.54"	W088° 15' 32.75"	750.67	798.99
3	1910813.81	1004513.78	N041° 54' 45.99"	W088° 15' 31.98"	750.09	753.07
4	1911079.11	1004541.50	N041° 54' 48.61"	W088° 15' 31.61"	752.03	753.07
5	1911333.53	1004568.08	N041° 54' 51.12"	W088° 15' 31.26"	751.57	753.07
6	1911513.24	1004586.85	N041° 54' 52.90"	W088° 15' 31.01"	751.79	753.07
7	1911502.21	1004692.38	N041° 54' 52.79"	W088° 15' 29.61"	752.73	753.13
8	1911488.68	1004821.92	N041° 54' 52.65"	W088° 15' 27.90"	749.95	753.21
9	1911474.78	1004954.95	N041° 54' 52.52"	W088° 15' 26.14"	752.18	753.29
10	1911462.32	1005074.26	N041° 54' 52.39"	W088° 15' 24.56"	749.84	753.36
11	1911426.53	1005512.98	N041° 54' 52.03"	W088° 15' 18.76"	750.39	753.61
12	1911359.61	1005948.49	N041° 54' 51.37"	W088° 15' 13.00"	0.00	753.87
13	1911348.01	1006059.29	N041° 54' 51.25"	W088° 15' 11.54"	753.62	753.93
14	1911337.15	1006163.49	N041° 54' 51.14"	W088° 15' 10.16"	751.31	753.99
15	1911289.31	1006620.84	N041° 54' 50.67"	W088° 15' 04.11"	750.86	754.26
16	1911278.40	1006724.99	N041° 54' 50.56"	W088° 15' 02.73"	752.71	754.32
17	1911267.83	1006825.75	N041° 54' 50.45"	W088° 15' 01.40"	751.12	754.38
18	1911236.26	1007342.11	N041° 54' 50.14"	W088° 14' 54.57"	752.90	754.70
19	1911253.49	1007352.81	N041° 54' 50.31"	W088° 14' 54.43"	752.96	754.72
20	1910031.32	1004569.65	N041° 54' 38.26"	W088° 15' 31.25"	753.33	830.18
21	1910006.20	1004810.03	N041° 54' 38.01"	W088° 15' 28.07"	757.52	830.32

N

0 200' 400' 600'

SCALE IN FEET

DuPage Airport Authority

NO.	DATE	DSGN	DR	CHK	BY	APVD
		RM	ML			TM
						APVD
						TM

REVISION

ch2m

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

PART 77 PLAN

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

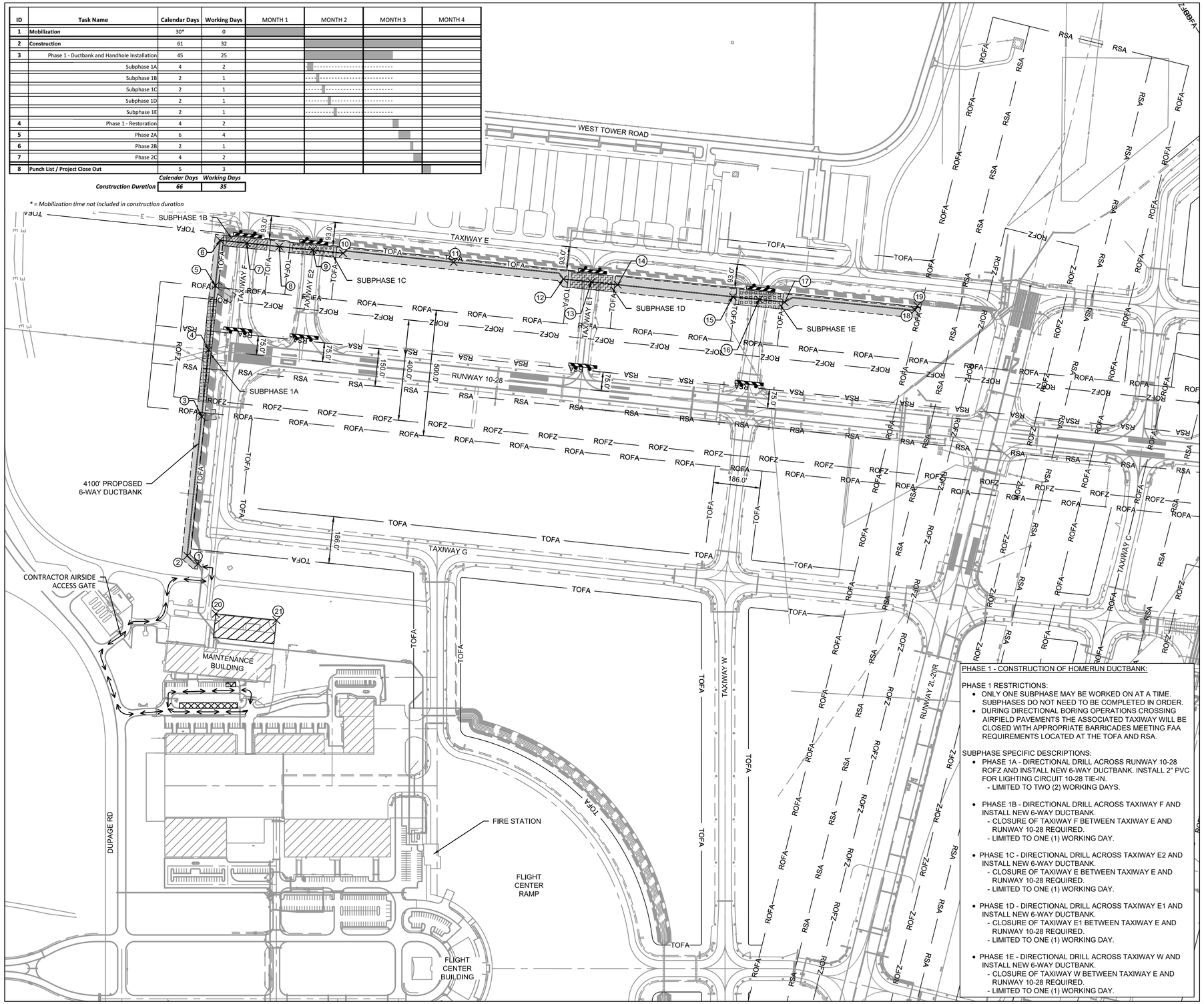
DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-105
SHEET	6 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-105.DWG PLOT DATE/TIME: 2021/06/17 8:15:41 AM

ID	Task Name	Calendar Days	Working Days	MONTH 1	MONTH 2	MONTH 3	MONTH 4
1	**Mobilization**	30*	0				
2	**Construction**	61	32				
3	Phase 1 - Ductbank and Handhole Installation	45	25				
	Subphase 1A	4	2				
	Subphase 1B	2	1				
	Subphase 1C	2	1				
	Subphase 1D	2	1				
	Subphase 1E	2	1				
4	Phase 1 - Restoration	4	2				
5	Phase 2A	6	4				
6	Phase 2B	2	1				
7	Phase 2C	4	2				
8	**Punch List / Project Close Out**	5	3				

	Calendar Days	*Working Days*
Construction Duration	***66***	***35***

** = Mobilization time not included in construction duration*



PHASE 1 - CONSTRUCTION OF HOMERUN DUCTBANK:

PHASE 1 RESTRICTIONS:
- ONLY ONE SUBPHASE MAY BE WORKED ON AT A TIME. SUBPHASES DO NOT NEED TO BE COMPLETED IN ORDER.
- DURING DIRECTIONAL BORING OPERATIONS CROSSING AIRFIELD PAVEMENTS THE ASSOCIATED TAXIWAY WILL BE CLOSED WITH APPROPRIATE BARRICADES MEETING FAA REQUIREMENTS LOCATED AT THE TOFA AND RSA.

SUBPHASE SPECIFIC DESCRIPTIONS:
- PHASE 1A - DIRECTIONAL DRILL ACROSS RUNWAY 10-28 ROFZ AND INSTALL NEW 6-WAY DUCTBANK. INSTALL 2" PVC FOR LIGHTING CIRCUIT 10-28 TIE-IN.
  - LIMITED TO TWO (2) WORKING DAYS.
- PHASE 1B - DIRECTIONAL DRILL ACROSS TAXIWAY F AND INSTALL NEW 6-WAY DUCTBANK.
  - CLOSURE OF TAXIWAY F BETWEEN TAXIWAY E AND RUNWAY 10-28 REQUIRED.
  - LIMITED TO ONE (1) WORKING DAY.
- PHASE 1C - DIRECTIONAL DRILL ACROSS TAXIWAY E2 AND INSTALL NEW 6-WAY DUCTBANK.
  - CLOSURE OF TAXIWAY E BETWEEN TAXIWAY E AND RUNWAY 10-28 REQUIRED.
  - LIMITED TO ONE (1) WORKING DAY.
- PHASE 1D - DIRECTIONAL DRILL ACROSS TAXIWAY E1 AND INSTALL NEW 6-WAY DUCTBANK.
  - CLOSURE OF TAXIWAY E1 BETWEEN TAXIWAY E AND RUNWAY 10-28 REQUIRED.
  - LIMITED TO ONE (1) WORKING DAY.
- PHASE 1E - DIRECTIONAL DRILL ACROSS TAXIWAY W AND INSTALL NEW 6-WAY DUCTBANK.
  - CLOSURE OF TAXIWAY W BETWEEN TAXIWAY E AND RUNWAY 10-28 REQUIRED.
  - LIMITED TO ONE (1) WORKING DAY.

GENERAL PHASING NOTES:

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT WHILE MAINTAINING SAFETY. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE DAA AUTHORIZED REPRESENTATIVE.
2. CONTRACTOR'S SCHEDULE MUST BE SUBMITTED FOR APPROVAL BY DAA AUTHORIZED REPRESENTATIVE AND WILL NOT EXCEED THE DURATIONS IDENTIFIED IN THE CONTRACT DOCUMENTS.
3. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL ACTIVE AND OPEN AREAS AT ALL TIMES.
4. THE AIRPORT RESERVES THE RIGHT TO MODIFY THE SEQUENCE OF CONSTRUCTION INCLUDING BUT NOT LIMITED TO PHASING, WORK AREAS, BARRICADE PLACEMENT, ACCESS AND HAUL ROUTES, AND CONTRACTOR MOVEMENTS AT ANY TIME DURING THE PROJECT.

GENERAL PHASING RESTRICTIONS:

1. ACCESS THROUGH THE AOA GATE MUST BE CONTROLLED AT ALL TIMES.
2. NO CONTRACTOR EMPLOYEE VEHICLES WILL BE ALLOWED INSIDE THE AOA.
3. ALL CONTRACTOR'S CONSTRUCTION EQUIPMENT MUST HAVE THE 3'X3' CHECKERED CONSTRUCTION FLAGS AND/OR ROTATING BEACON ON TOP OF THE EQUIPMENT.
4. CONTRACTOR VEHICLES WILL BE REQUIRED TO BE ESCORTED TO AND FROM THE CONSTRUCTION SITE BY A DAA ESCORT. VEHICLES MUST REMAIN WITH THE DAA ESCORT AT ALL TIMES AND BE IN CONSTANT CONTACT WITH THE ATCT.

LEGEND:

- PHASE 1 LIMITS
- SUBPHASE 1A LIMITS
- SUBPHASE 1B LIMITS
- SUBPHASE 1C LIMITS
- SUBPHASE 1D LIMITS
- SUBPHASE 1E LIMITS
- CONTRACTOR STAGING AREA
- CONTRACTOR VEHICLE PARKING
- LOW PROFILE BARRICADES
- CONTRACTOR HAUL ROUTE
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- ROFZ — RUNWAY OBSTACLE FREE ZONE (ROFZ)
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)
- (#) PHASING POINT
- X RUNWAY CLOSURE

N

0 200' 400' 600'

SCALE IN FEET

DUPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	DR	CHK	BY	APVD	TM
		RM	ML			APVD	TM

REVISION

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

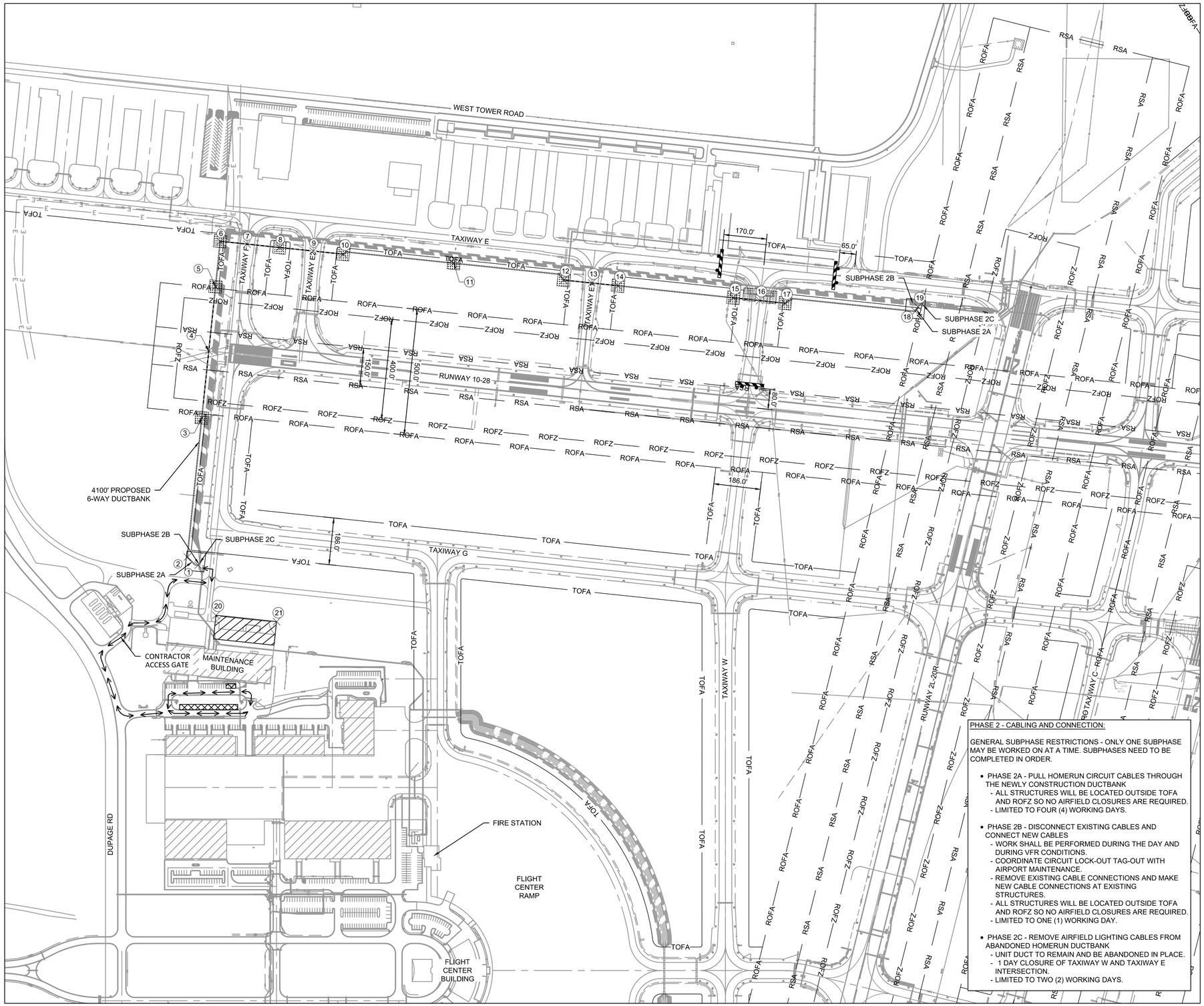
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

CONSTRUCTION SAFETY / PHASING PLAN 1

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-201
SHEET	7 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-201.DWG PLOT DATE/TIME: 2021/06/17 8:40:36 AM



GENERAL PHASING NOTES:

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT WHILE MAINTAINING SAFETY. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE DAA AUTHORIZED REPRESENTATIVE.
2. CONTRACTOR'S SCHEDULE MUST BE SUBMITTED FOR APPROVAL BY DAA AUTHORIZED REPRESENTATIVE AND WILL NOT EXCEED THE DURATIONS IDENTIFIED IN THE CONTRACT DOCUMENTS.
3. THE CONTRACTOR MUST MAINTAIN ACCESS TO ALL ACTIVE AND OPEN AREAS AT ALL TIMES.
4. THE AIRPORT RESERVES THE RIGHT TO MODIFY THE SEQUENCE OF CONSTRUCTION INCLUDING BUT NOT LIMITED TO PHASING, WORK AREAS, BARRICADE PLACEMENT, ACCESS AND HAUL ROUTES, AND CONTRACTOR MOVEMENTS AT ANY TIME DURING THE PROJECT.

GENERAL PHASING RESTRICTIONS:

1. ACCESS THROUGH AOA GATE MUST BE CONTROLLED AT ALL TIMES.
2. NO CONTRACTOR EMPLOYEE VEHICLES WILL BE ALLOWED INSIDE THE AOA.
3. ALL CONTRACTOR'S CONSTRUCTION EQUIPMENT MUST HAVE THE 3'X3' CHECKERED CONSTRUCTION FLAGS AND/OR ROTATING BEACON ON TOP OF THE EQUIPMENT.
4. CONSTRUCTION VEHICLES WILL BE REQUIRED TO BE ESCORTED TO AND FROM THE CONSTRUCTION SITE BY A DAA ESCORT. VEHICLES MUST REMAIN WITH THE DAA ESCORT AT ALL TIMES AND BE IN CONSTANT CONTACT WITH THE ATCT.

LEGEND:

- SUBPHASE 2A LIMITS
- SUBPHASE 2C LIMITS
- CONTRACTOR STAGING AREA
- CONTRACTOR VEHICLE PARKING
- LOW PROFILE BARRICADES
- CONTRACTOR HAUL ROUTE
- RSA — RUNWAY SAFETY AREA (RSA)
- ROFA — RUNWAY OBJECT FREE AREA (ROFA)
- ROFZ — RUNWAY OBSTACLE FREE ZONE (ROFZ)
- TOFA — TAXIWAY OBJECT FREE AREA (TOFA)
- (#) PHASING POINT

PHASE 2 - CABLING AND CONNECTION:

GENERAL SUBPHASE RESTRICTIONS - ONLY ONE SUBPHASE MAY BE WORKED ON AT A TIME. SUBPHASES NEED TO BE COMPLETED IN ORDER.

- PHASE 2A - PULL HOMERUN CIRCUIT CABLES THROUGH THE NEWLY CONSTRUCTION DUCTBANK
  - ALL STRUCTURES WILL BE LOCATED OUTSIDE TOFA AND ROFZ SO NO AIRFIELD CLOSURES ARE REQUIRED.
  - LIMITED TO FOUR (4) WORKING DAYS.
- PHASE 2B - DISCONNECT EXISTING CABLES AND CONNECT NEW CABLES
  - WORK SHALL BE PERFORMED DURING THE DAY AND DURING VFR CONDITIONS.
  - COORDINATE CIRCUIT LOCK-OUT TAG-OUT WITH AIRPORT MAINTENANCE.
  - REMOVE EXISTING CABLE CONNECTIONS AND MAKE NEW CABLE CONNECTIONS AT EXISTING STRUCTURES.
  - ALL STRUCTURES WILL BE LOCATED OUTSIDE TOFA AND ROFZ SO NO AIRFIELD CLOSURES ARE REQUIRED.
  - LIMITED TO ONE (1) WORKING DAY.
- PHASE 2C - REMOVE AIRFIELD LIGHTING CABLES FROM ABANDONED HOMERUN DUCTBANK
  - UNIT DUCT TO REMAIN AND BE ABANDONED IN PLACE.
  - 1 DAY CLOSURE OF TAXIWAY W AND TAXIWAY E INTERSECTION.
  - LIMITED TO TWO (2) WORKING DAYS.

0 200' 400' 600'
SCALE IN FEET

DuPage Airport Authority

NO.	DATE	DR	CHK	APVD	BY	APVD
		RM	ML	TM		TM

REVISION

DuPAGE AIRPORT (DPA)
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DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

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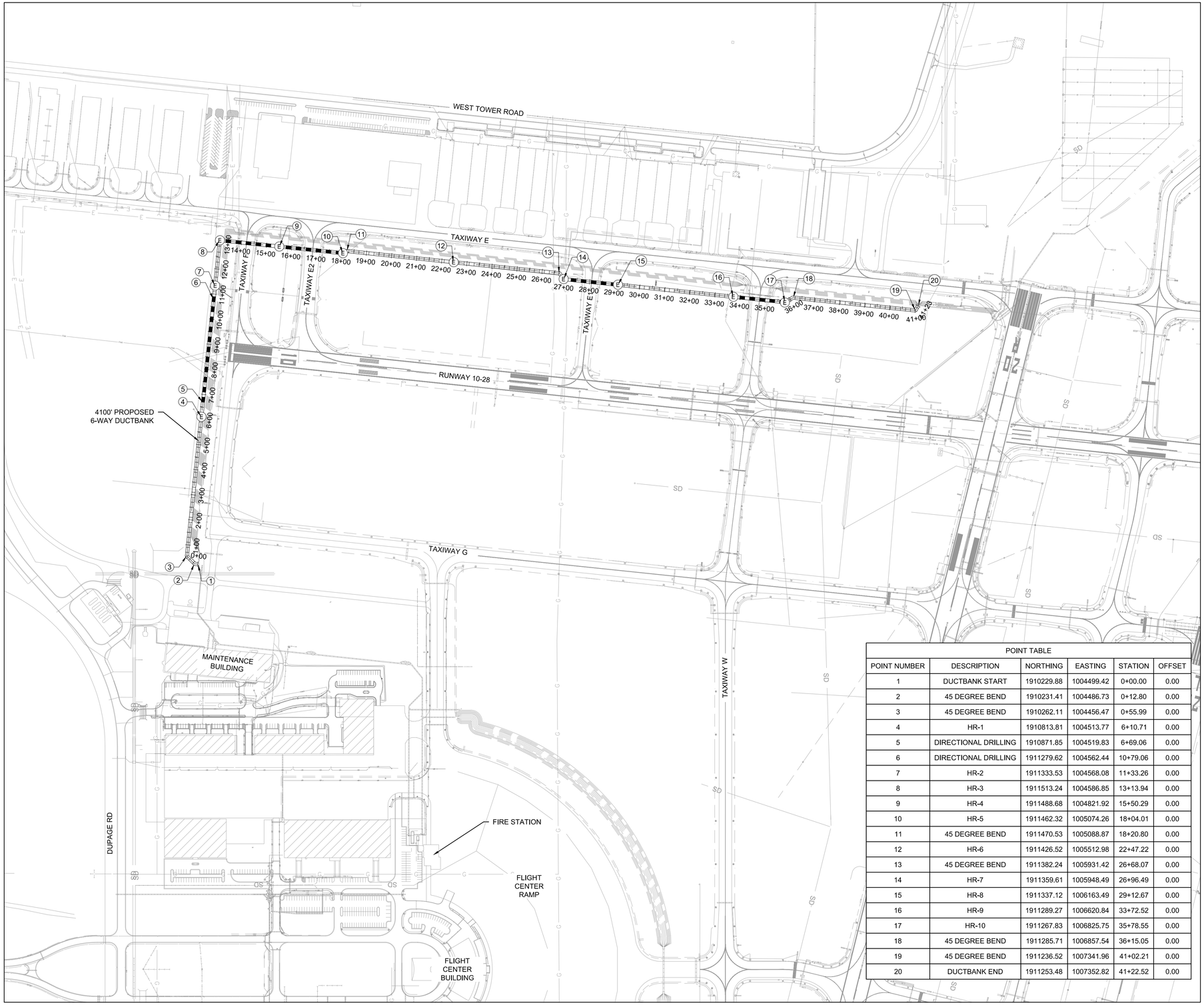
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

CONSTRUCTION SAFETY / PHASING PLAN 2

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	G-202
SHEET	8 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-G-202.DWG PLOT DATE/TIME: 2021/06/17 8:28:33 AM



GENERAL NOTES:

1. SEE SHEETS E-101 THROUGH E-105 FOR FURTHER DETAIL ON PROPOSED DUCTBANK AND HANDHOLE LAYOUT INCLUDING TYPE OF INSTALLATION.
2. EXISTING AIRPORT BENCHMARK INFORMATION WILL BE PROVIDED TO THE CONTRACTOR BY THE DAA AUTHORIZED REPRESENTATIVE.

LEGEND:

- (E) PROPOSED HANDHOLE
- PROPOSED 6-WAY 2" DUCTBANK -DIRECTIONAL DRILL
- PROPOSED 6-WAY 2" DUCTBANK -CONCRETE ENCASED
- PROPOSED (2) 1/C #8, 5KV SERIES LIGHTING CABLE
- 24+00 25+00 26+00 PROPOSED DUCTBANK ALIGNMENT

POINT TABLE

POINT NUMBER	DESCRIPTION	NORTHING	EASTING	STATION	OFFSET
1	DUCTBANK START	1910229.88	1004499.42	0+00.00	0.00
2	45 DEGREE BEND	1910231.41	1004486.73	0+12.80	0.00
3	45 DEGREE BEND	1910262.11	1004456.47	0+55.99	0.00
4	HR-1	1910813.81	1004513.77	6+10.71	0.00
5	DIRECTIONAL DRILLING	1910871.85	1004519.83	6+69.06	0.00
6	DIRECTIONAL DRILLING	1911279.62	1004562.44	10+79.06	0.00
7	HR-2	1911333.53	1004568.08	11+33.26	0.00
8	HR-3	1911513.24	1004586.85	13+13.94	0.00
9	HR-4	1911488.68	1004821.92	15+50.29	0.00
10	HR-5	1911462.32	1005074.26	18+04.01	0.00
11	45 DEGREE BEND	1911470.53	1005088.87	18+20.80	0.00
12	HR-6	1911426.52	1005512.98	22+47.22	0.00
13	45 DEGREE BEND	1911382.24	1005931.42	26+68.07	0.00
14	HR-7	1911359.61	1005948.49	26+96.49	0.00
15	HR-8	1911337.12	1006163.49	29+12.67	0.00
16	HR-9	1911289.27	1006620.84	33+72.52	0.00
17	HR-10	1911267.83	1006825.75	35+78.55	0.00
18	45 DEGREE BEND	1911285.71	1006857.54	36+15.05	0.00
19	45 DEGREE BEND	1911236.52	1007341.96	41+02.21	0.00
20	DUCTBANK END	1911253.48	1007352.82	41+22.52	0.00

N

0 200' 400' 600'

SCALE IN FEET

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		RM	ML	TM		TM		TM

DuPAGE AIRPORT (DPA)
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ch2m

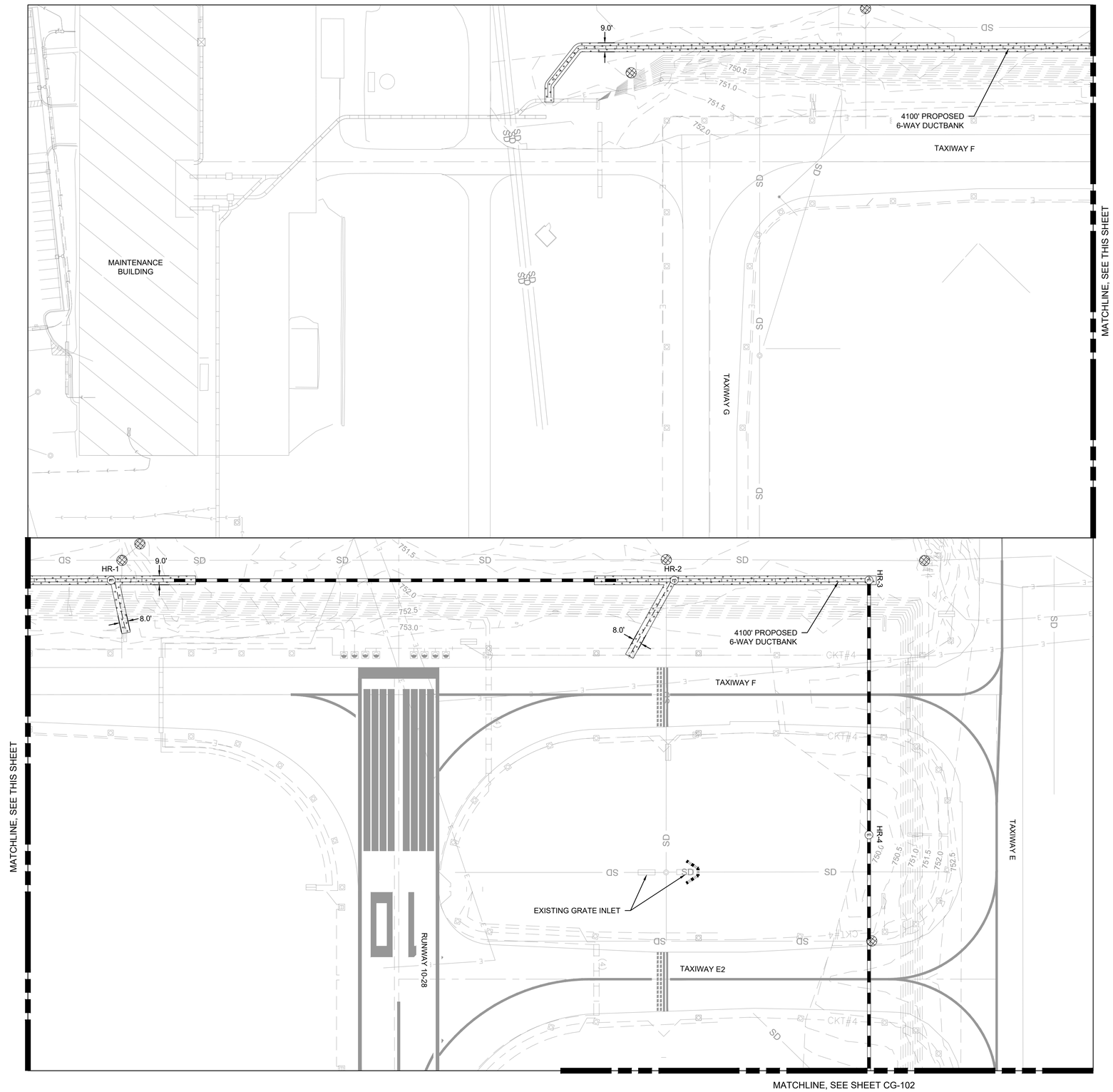
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

OVERALL DUCTBANK PLAN AND ALIGNMENT

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	C-100
SHEET	9 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-C-100.DWG PLOT DATE/TIME: 2021/06/17 8:23:04 AM

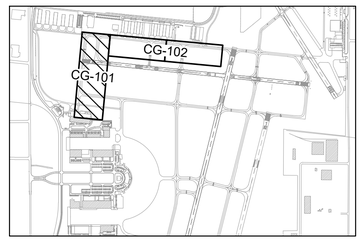


GENERAL NOTES:

1. SEE SHEET CG-501 FOR EROSION CONTROL DETAILS.
2. SEE SHEET CG-502 FOR EROSION CONTROL NOTES.
3. SEE SHEET CG-503 AND CG-504 FOR STORMWATER POLLUTION PREVENTION PLAN AND DETAILS.
4. SUMP PIT FILTER BAGS MUST BE USED FOR PUMPING OPERATIONS AND ARE INCIDENTAL TO THE CONTRACT COST.
5. RESTORATION LIMITS COVERED IN PLANS AND RESTORATION OF ANY OTHER DISTURBED AREA BY CONTRACTOR IN EXCESS ARE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR REQUIRED TO PLACE 6" MINIMUM OF TOPSOIL ON TOP OF TRENCH.
7. GRADES WILL BE RESTORED TO MEET EXISTING GROUND TO ENSURE FLOWS FOR SURFACE DRAINAGE ARE MAINTAINED.
8. STRAW WATTLE LOCATIONS TO BE CONFIRMED BY THE RESIDENT ENGINEER PRIOR TO PLACEMENT.

LEGEND:

- TOPSOILING, SEEDING, MULCHING
- INLET PROTECTION
- STRAW WATTLE
- PROPOSED 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
- PROPOSED 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- PROPOSED (2) 1/C #8, 5KV SERIES LIGHTING CABLES
- 750.0 — EXISTING CONTOURS
- SD — EXISTING STORM DRAIN
- EXISTING STORM STRUCTURE
- FAA — EXISTING FAA LINE
- EXISTING UNIT DUCT
- EXISTING DUCTBANK



KEYMAP

N

0 50' 100' 150'

SCALE IN FEET

DuPage Airport Authority

NO.	DSGN	DATE	REVISION	DR	CHK	BY	APVD
				RM	ML		APVD
					TM		TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

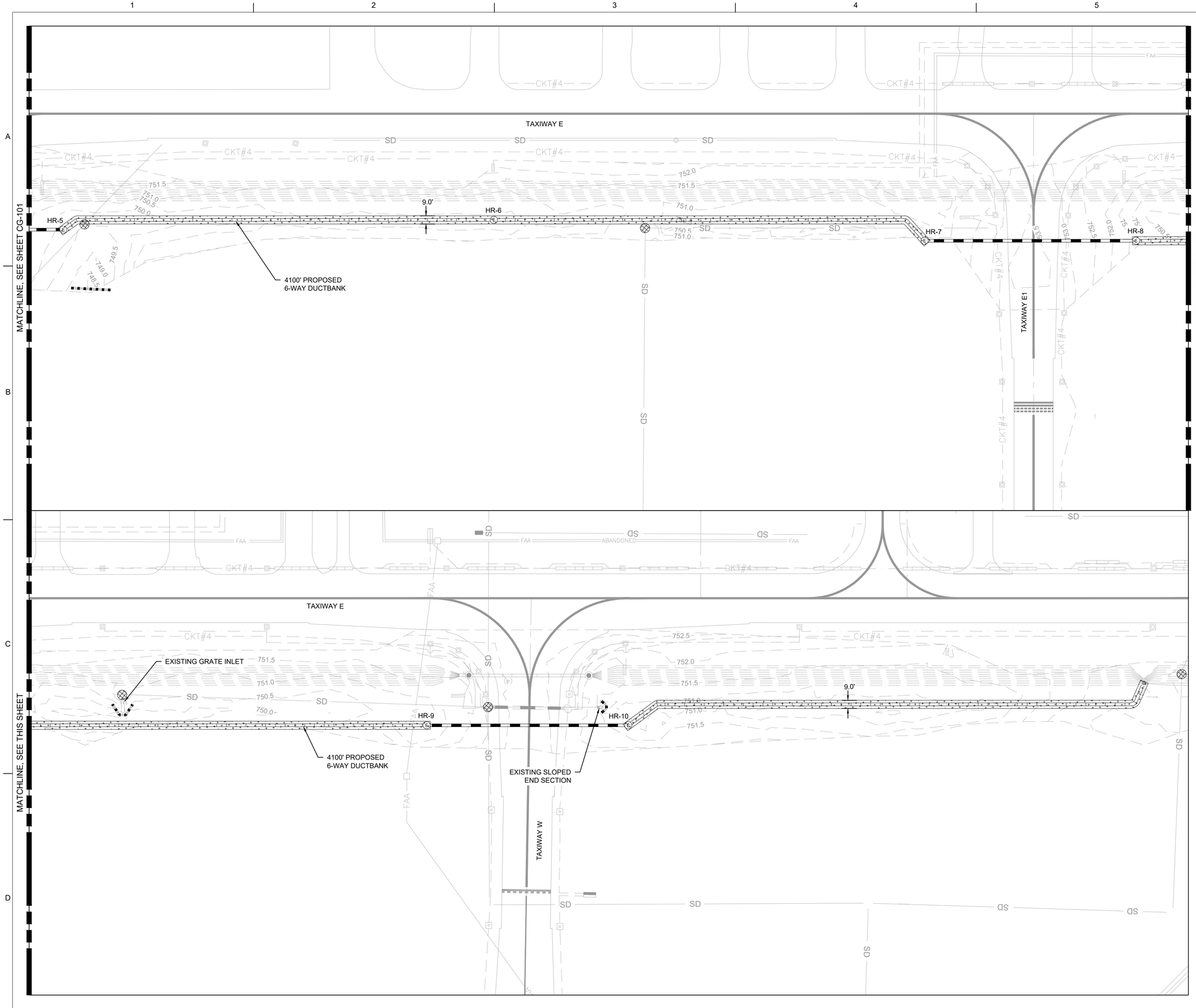
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

EROSION CONTROL PLAN

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	CG-101
SHEET	10 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-CG-101.DWG PLOT DATE/TIME: 2021/06/17 8:54:44 AM

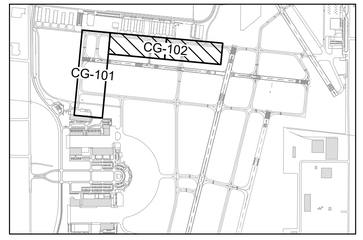


GENERAL NOTES:

1. SEE SHEET CG-501 FOR EROSION CONTROL DETAILS.
2. SEE SHEET CG-502 FOR EROSION CONTROL NOTES.
3. SEE SHEET CG-503 AND CG-504 FOR STORMWATER POLLUTION PREVENTION PLAN AND DETAILS.
4. SUMP PIT FILTER BAGS MUST BE USED FOR PUMPING OPERATIONS AND ARE INCIDENTAL TO THE CONTRACT COST.
5. RESTORATION LIMITS COVERED IN PLANS AND RESTORATION OF ANY OTHER DISTURBED AREA BY CONTRACTOR IN EXCESS ARE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR REQUIRED TO PLACE 6" MINIMUM OF TOPSOIL ON TOP OF TRENCH.
7. GRADES WILL BE RESTORED TO MEET EXISTING GROUND TO ENSURE FLOWS FOR SURFACE DRAINAGE ARE MAINTAINED.
8. STRAW WATTLE LOCATIONS TO BE CONFIRMED BY THE RESIDENT ENGINEER PRIOR TO PLACEMENT.

LEGEND:

- TOPSOILING, SEEDING, MULCHING
- INLET PROTECTION
- STRAW WATTLE
- PROPOSED 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
- PROPOSED 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- PROPOSED (2) 1/C #8, 5KV SERIES LIGHTING CABLES
- 750.0 EXISTING CONTOURS
- SD EXISTING STORM DRAIN
- EXISTING STORM STRUCTURE
- FAA EXISTING FAA LINE
- EXISTING UNIT DUCT
- EXISTING DUCTBANK



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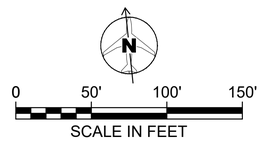

SCALE IN FEET

DUPAGE AIRPORT AUTHORITY

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EROSION CONTROL PLAN

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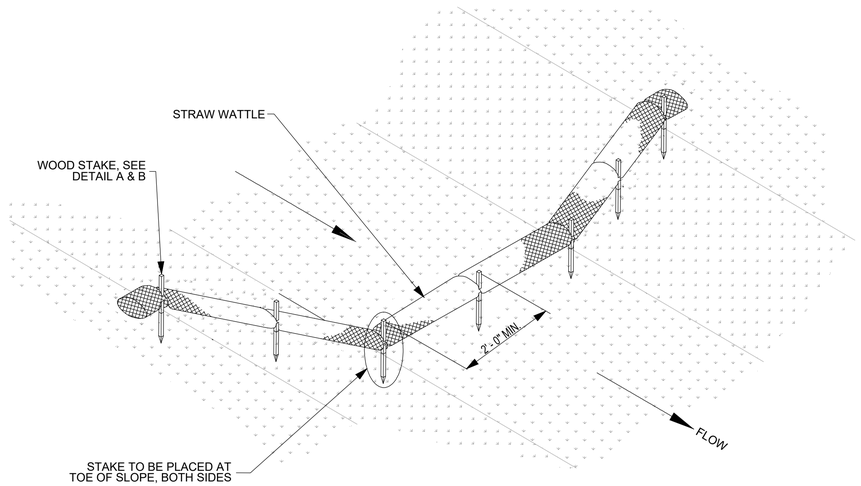
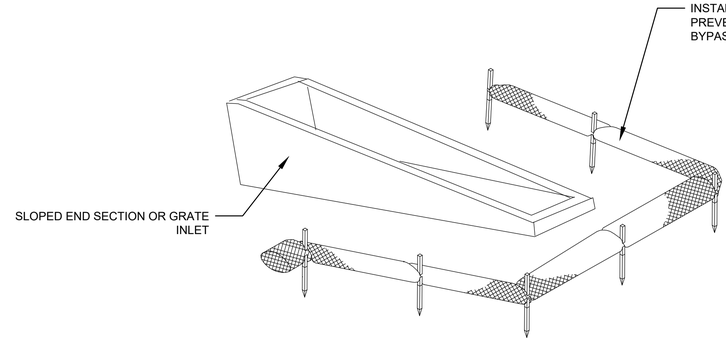
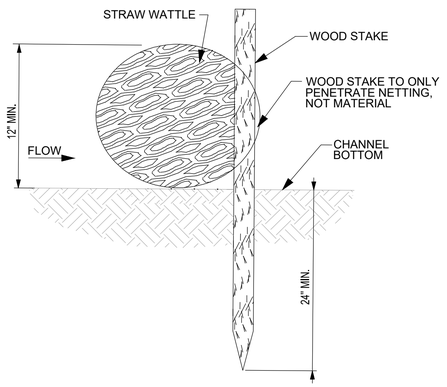




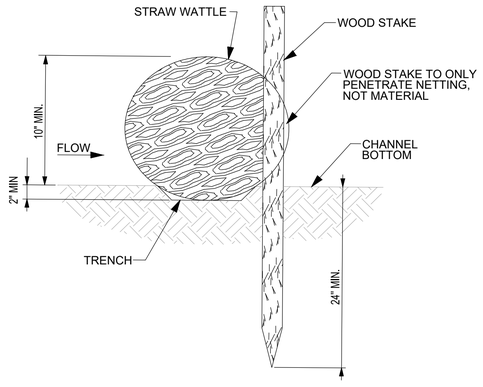
STRAW WATTLE DETAIL (SLOPED END SECTION OR RECTANGULAR GRATE INLET)

2 / - N.T.S.



STAKE DETAIL (NO TRENCH)

A / - N.T.S.



STAKE DETAIL

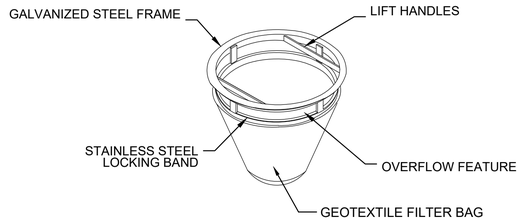
B / - N.T.S.

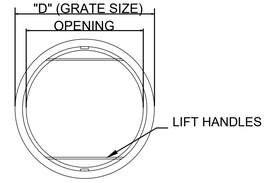
NOTE:

TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS

STRAW WATTLE DETAIL (OPEN SWALE)

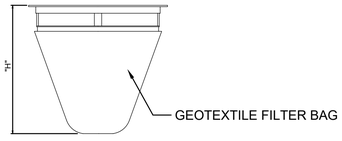
1 / - N.T.S.





PLAN

A / - N.T.S.



SECTION

B / - N.T.S.

NOTES:

1. INLET FILTERS ARE SLIGHTLY SMALLER THAN THE DRAINAGE STRUCTURE GRATE SIZES. WHEN IDENTIFIED OR SPECIFYING INLET FILTERS REFER TO THE DIAMETER "D" OR WIDTH "W" AND HEIGHT "H" OF FILTER FRAMES OR CASTING GRATES. REFER TO CASTING CROSS REFERENCE GUIDE FOR IDOT STANDARDS. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.
2. FIELD VERIFY INLET FRAME SIZES PRIOR TO SUBMITTING SHOP DRAWING AND ORDERING INLET PROTECTION.

INLET PROTECTION TYPE A (ROUND) FILTER DETAILS

3 / - N.T.S.

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REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

EROSION CONTROL STANDARD DETAILS

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SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES

1. THE CONTRACTOR SHALL CONTACT THE KANE-DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD), ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO LAND DISTURBING ACTIVITY, AS SOON AS THE INITIAL EROSION CONTROL ITEMS ARE INSTALLED AND ONE WEEK PRIOR TO FINAL INSPECTION.
2. THE OWNER IS REQUIRED TO SUBMIT A NOTICE OF INTENT (NOI) TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) FOR THE PROJECT. THE CONTRACTOR IS NOT PERMITTED TO BEGIN WORK UNTIL 30 DAYS FOLLOWING OWNER'S SUBMITTAL OF THE NOI.
3. SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES. DISTURBANCE OF AREAS NOT INCLUDED IN THE DESIGN WILL REQUIRE NOTIFICATION OF THE KDSWCD IN ACCORDANCE WITH THE 404 PERMIT SPECIAL CONDITIONS.
4. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN MUST BE MAINTAINED ON THE SITE AT ALL TIMES.
5. THE EROSION CONTROL SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY THE DAA AUTHORIZED REPRESENTATIVE, THE KDSWCD, OR USACE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY AT THE DISCRETION OF KDSWCD, OR USACE.
6. PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES OTHER THAN THOSE INDICATED ON THE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF THE DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTAL EROSION CONTROL PLAN MUST BE SUBMITTED TO THE OWNER FOR REVIEW BY KDSWCD. THE CONTRACTOR BASED ON THE CONSTRUCTION SCHEDULE WEEKLY MEETING, WILL MODIFY STORM WATER POLLUTION PREVENTION PLAN IF NECESSARY. DEPENDING ON MODIFICATION TO THE WORK SCHEDULE, THE CONTRACTOR MUST SUBMIT DRAWINGS TO THE KDSWCD FOR REVIEW.
7. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE OWNER, KDSWCD.
8. ALL CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE OR THE WAIVER COMMUNITY ORDINANCE MUST BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.
9. THE CONTRACTOR AND SUBCONTRACTORS MUST SUBMIT A WRITTEN AND SIGNED (BY CONTRACTOR) STORM WATER POLLUTION PREVENTION PLAN (SWPPP), MEETING THE REQUIREMENTS OF THE IEPA'S CURRENT NPDES STORM WATER PERMIT FOR CONSTRUCTION SITE ACTIVITIES, INCLUDING DETAILS OF SPECIFIC DEVICES SUCH AS SILT FENCE, DITCH CHECK, ETC., TO BE UTILIZED FOR EROSION AND SEDIMENT CONTROL. THE PLAN MUST BE SUBMITTED AND APPROVED BY THE OWNER A MINIMUM OF TEN (10) DAYS PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES. A COPY OF THE APPROVED SWPPP MUST BE GIVEN TO THE DAA AUTHORIZED REPRESENTATIVE FIVE DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
10. THE CONTRACTOR AND DAA AUTHORIZED REPRESENTATIVE MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING: 1) DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED, 2) STRUCTURAL CONTROL MEASURES (SILT FENCES, ETC.), AND 3) LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED
11. THE CONTRACTOR AND DAA AUTHORIZED REPRESENTATIVE MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTION EACH TIME AN INSPECTION TAKES PLACE. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORTS MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.
12. THE DAA AUTHORIZED REPRESENTATIVE MUST NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS OFFICE OF THE IEPA BY EMAIL, TELEPHONE OR FAX WITHIN 24 HOURS OF ANY INCIDENCE OF NONCOMPLIANCE AND MUST FILL OUT AND FILE WITHIN FIVE (5) DAYS WITH THE EPA AN INCIDENCE OF NONCOMPLIANCE (ION) FORM WHEN REQUIRED BY THE PERMIT.
13. THE CONTRACTOR MUST COOPERATE WITH THE DAA AUTHORIZED REPRESENTATIVES WHO WILL MAKE SITE VISITS TO REVIEW COMPLIANCE WITH THE PLAN IN THE FIELD AND AUDIT THE LOGS AND RECORDS REQUIRED BY THE PERMIT.
14. THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION BARRIER MUST BE RESTORED.
15. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO FILTER BAGS, SEDIMENT TRAPS, SILT TRAPS, OR POLYMER TREATMENT CHANNELS. FILTERED WATER SHOULD BE DISCHARGED ONTO STABILIZED SURFACE TO PREVENT ADDITIONAL EROSION AND/OR SEDIMENTATION. DEWATERING DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE U.S." IS PROHIBITED.
16. THE CONTRACTOR MUST CONSULT WITH A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) FOR THE DESIGN AND MAINTENANCE OF SEDIMENTATION BASINS WITH BAFFLE SYSTEM AND TRAPS AS WELL AS POLYMERS AND FLOC LOGS, IF REQUIRED.
17. ALL STORM SEWER INLET STRUCTURES MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS. ALTERNATE TYPES OF PROTECTION MAY BE SUBMITTED FOR REVIEW AND APPROVAL BY THE DAA AUTHORIZED REPRESENTATIVE.
18. THE CONTRACTOR MUST MAINTAIN AND PRESERVE ANY EXISTING SUB-SURFACE DRAINAGE SYSTEMS (I.E. FIELD TILES) ACCORDING TO THE RELEVANT DESIGN AND CONSTRUCTION STANDARDS.
19. CONSTRUCTION ACTIVITIES MUST BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND UNPROTECTED. IN NO CASE WILL THE EXISTING VEGETATION BE DESTROYED, REMOVED, OR DISTURBED MORE THAN FOURTEEN (14) DAYS PRIOR TO THE INITIATION OF IMPROVEMENTS.
20. TEMPORARY CONSTRUCTION ENTRANCES WILL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE VIA EXISTING HARD SURFACES. CONTRACTOR TO DETERMINE APPROPRIATE LOCATIONS BASED ON HAULING AND STAGING PLAN. COST INCIDENTAL TO CONTRACT AND CONSTRUCTED TO THE SATISFACTION OF THE DAA AUTHORIZED REPRESENTATIVE.
21. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.
22. STOCK PILES OF SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S. UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER EROSION BARRIER MUST BE PROVIDED. IF THE STOCKPILE IS INACTIVE FOR MORE THAN 14 DAYS, SOIL STABILIZATION MUST BE PROVIDED BY THE 7TH DAY AFTER ACTIVITY HAS STOPPED.
23. WHEN FILLING A WETLAND ADJACENT TO A W.U.S., EROSION CONTROL MEASURES MUST BE IN PLACE SO THAT WHEN FILL MATERIAL IS PLACED, OVERLAND FLOW IS NOT ALLOWED TO ACCUMULATE SEDIMENT AND ENTER WATERS OF THE U.S.
24. IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATE OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES MUST BE PROTECTED FROM EROSION.
25. WHEN THE CONSTRUCTION IS COMPLETED, THE SITE HAS BEEN FULLY STABILIZED AND ALL DISCHARGES OF STORMWATER AUTHORIZED BY THE PERMIT HAVE BEEN ELIMINATED, THE CONTRACTOR MUST PROVIDE A LETTER TO THE OWNER OR DAA AUTHORIZED REPRESENTATIVE STATING THESE FACTS.
26. AFTER THE SITE HAS BEEN PERMANENTLY STABILIZED AND ANY/ALL STORMWATER DISCHARGES, AUTHORIZED UNDER THE ILR10 PERMIT ARE ELIMINATED, THE OWNER WILL SUBMIT A COMPLETED NOTICE OF TERMINATION (NOT) SIGNED IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THE ILR10 PERMIT TO IEPA.
27. EXISTING EROSION CONTROL MEASURES IN PLACE AT THE BEGINNING ON THIS CONTRACT DONE BY OTHERS SHALL BE MAINTAINED IN AREAS NOT DISTURBED BY THE PROPOSED WORK WITHIN THESE DOCUMENTS. FOR LOCATIONS AND DESCRIPTIONS OF PREVIOUS EROSION CONTROL MEASURES DONE BY OTHERS, SEE EXISTING EROSION CONTROL SHEETS.
28. LOCATIONS OF SEDIMENT LOGS/STRAW WATTLE SHOWN ON THESE PLANS ARE APPROXIMATE, EXACT LOCATIONS SHALL BE DETERMINED IN THE FIELD, BASED ON ACTUAL CONDITIONS. SEDIMENT LOGS/STRAW WATTLE SHALL BE INSTALLED TO ENCIRCLE ALL PROPOSED OPEN-GRATE DRAINAGE STRUCTURES UNTIL GROUND HAS BEEN STABILIZED.
29. TEMPORARY SOIL STOCKPILE EMBANKMENT SLOPES SHALL NOT EXCEED 10 FEET IN HEIGHT WITHOUT THE PLACEMENT OF SLOPE STABILIZATION, SUCH AS TEMPORARY SEEDING OR SLOPE POLYMER EROSION CONTROL.
30. RESTORE ALL PROPOSED UTILITY TRENCHES NOT SHOWN WITHIN THE LIMITS OF THESE EROSION CONTROL PLANS WITH TOPSOIL, MULCH AND PERMANENT SEEDING OR AS DIRECTED BY THE DAA AUTHORIZED REPRESENTATIVE.
31. CONTRACTOR SHALL INSTALL PERIMETER EROSION BARRIER AT ANY LOCATION IN WHICH SHEET FLOWS MAY RESULT IN SEDIMENT RUNOFF OUTSIDE THE LIMITS OF CONSTRUCTION ACTIVITIES. LOCATIONS SHOWN ON THESE PLANS ARE SUGGESTED. ACTUAL LOCATIONS TO BE DETERMINED IN THE FIELD BY THE DAA AUTHORIZED REPRESENTATIVE BASED ON FIELD CONDITIONS.

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EROSION CONTROL NOTES

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SHEET	13 of 30

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THIS PLAN HAS BEEN PREPARED TO COMPLY WITH IEPA'S GENERAL NPDES PERMIT NO. ILR10 FOR STORMWATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

SITE DESCRIPTION

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

THE PROPOSED PROJECT INVOLVES THE INSTALLATION OF A NEW ELECTRICAL DUCTBANK BY TRENCHING AND DIRECTIONAL DRILLING METHODS, INSTALLATION AND NEW HANDHOLES, AND REMOVAL OF EXISTING MANHOLES.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOIL ON MAJOR PORTIONS OF THE CONSTRUCTION SITE. THE CONSTRUCTION ACTIVITIES MAY BE AS FOLLOWS: (GRUBBING, CLEARING, EXCAVATION, GRADING, BUILDING INFRASTRUCTURE, ETC.).

1. EROSION CONTROL
2. TRENCHING, DUCTBANK INSTALLATION, AND BACKFILL
3. SITE RESTORATION
4. SEEDING AND MULCHING

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE *0.60* ACRES.
THE TOTAL AREA OF THE SITE THAT IS ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS *0.60* ACRES.
THE ESTIMATED RUNOFF COEFFICIENT OF THE SITE WILL BE *.40* AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED. THE EXISTING SOIL IS DETAILED IN THE SOIL BORING SHEETS WITHIN THE CONTRACT DOCUMENTS.

THE RECEIVING WATER BODY FOR THIS PROJECT IS KRESS CREEK.

THE AERIAL EXTENT OF WETLAND ACREAGE AT THE SITE IS 0.0 ACRE.

CONTROLS:

THIS SECTION OF THE PLAN ADDRESSES THE VARIOUS CONTROLS THAT MUST BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED ABOVE. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH ARE ATTACHED TO, AND ARE A PART OF THIS PLAN. THE EROSION CONTROL PLAN DRAWINGS INCLUDED DEFINE THE SIZE AND LOCATION OF THE MEASURES TO BE INSTALLED DURING THE CONSTRUCTION OF THIS PROJECT. UNLESS OTHERWISE SPECIFIED IN THE ILLINOIS URBAN MANUAL, THE STORM WATER POLLUTION PREVENTION PLAN MUST BE DESIGNED FOR A STORM EVENT EQUAL TO OR GREATER THAN A 25-YEAR 24 HOUR RAINSTORM EVENT.

AT A MINIMUM, SITE EROSION AND SEDIMENT CONTROLS AND OVERALL SITE MANAGEMENT SHOULD:

* CONTROL STORM WATER VOLUME WITHIN THE SITE TO MINIMIZE SOIL EROSION;
* CONTROL STORM WATER DISCHARGES, INCLUDING BOTH PEAK FLOW RATES AND TOTAL STORM WATER VOLUME, TO MINIMIZE EROSION AT OUTLETS AND TO MINIMIZE DOWNSTREAM CHANNEL AND STREAM BANK EROSION;
* MINIMIZE THE AMOUNT OF SOIL EXPOSED DURING CONSRUCTION ACTIVITY;
* MINIMIZE THE DISTURBANCE OF STEEP SLOPES;
* MINIMIZE SEDIMENT DISCHARGES FROM THE SITE;
* ADDRESS FACTORS SUCH AS THE AMOUNT, FREQUENCY, INTENSITY, AND DURATION OF PRECIPITATION, THE NATURE OF RESULTING STORM WATER RUNOFF, AND SOIL CHARACTERISTICS, INCLUDING THE RANGE OF SOIL PARTICLE SIZES EXPECTED TO BE PRESENT ON SITE;
* PROVIDE AND MAINTAIN NATURAL BUFFERS AROUND SURFACE WATERS, DIRECT STORM WATER TO VEGETATED AREAS TO INCREASE SEDIMENT REMOVAL AND MAXIMIZE STORM WATER INFILTRATION (UNLESS INFEASIBLE); AND;
* MINIMIZE SOIL COMPACTION AND UNLESS INFEASIBLE, PRESERVE TOPSOIL.

EROSION AND SEDIMENT CONTROLS

STABILIZATION PRACTICES: THE FOLLOWING INTERIM AND PERMANENT STABILIZATION PRACTICES, AS A MINIMUM, MUST BE IMPLEMENTED TO STABILIZE THE DISTURBED AREA OF THE SITE:

- MULCHING
- PERMANENT SEEDING

INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE-SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES ARE INCLUDED IN THIS STORMWATER POLLUTION PREVENTION PLAN. SITE PLANS MUST ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE: TEMPORARY STABILIZATION WITH STRAW MULCH, TEMPORARY PRESERVATION OF EXISTING VEGETATION, AND OTHER APPROPRIATE MEASURES. THE SURFACE OF STRIPPED AREAS MUST BE PERMANENTLY OR TEMPORARILY PROTECTED FROM SOIL EROSION WITHIN 7 DAYS AFTER FINAL GRADING IS REACHED. TEMPORARY SEDIMENT AND EROSION CONTROL MEASURES MUST BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED. ANY OPEN DITCH OR SWALE MUST BE STABILIZED 24 HOURS AFTER REACHING FINAL GRADE AND BEFORE CONCENTRATED FLOWS ARE DIVERTED TO THOSE DITCHES. NO PART OF THE DITCH OR SWALE MUST BE LEFT UNSTABLE FOR MORE THAN 7 DAYS.

STABILIZATION PRACTICES - IMPLEMENTATION REQUIREMENTS

- STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.
- STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:
  - WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER. STABILIZATION MEASURES SHALL BE INITIATED A SOON AS PRACTICABLE.
  - ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.
- TEMPORARY STABILIZATION WITH POLYMER, STRAW MULCH AT A RATE OF 2 TON/ACRE, OR TEMPORARY SEEDING MUST BE USED TO STABILIZE CONSTRUCTION AREAS WHERE CONSTRUCTION ACTIVITY IS HALTED FOR MORE THAN 14 DAYS. TEMPORARY STABILIZATION MUST BE INITIATED WITHIN 1 DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES. BOTH MULCH AND/OR TEMPORARY SEEDING MUST INCLUDE POLYMER IN ADDITION TO THE MIX.
- STOCKPILES TO REMAIN IN PLACE MORE THAN 3 DAYS MUST BE SURROUNDED WITH SILT FENCE AND "TRACK WALKED" UP AND DOWN THE SLOPE TO PREVENT FURTHER EROSION. STOCKPILES TO REMAIN UNDISTURBED MORE THAN 14 DAYS MUST RECEIVE TEMPORARY STABILIZATION. STOCKPILES OF SOIL MUST NOT BE LOCATED IN FLOODPLAINS, RIPARIAN AREAS (VEGETATIVE FLOODPLAINS), WETLANDS, AND WATER OF THE U.S.
- REMOVAL OF EXISTING VEGETATION /TOPSOIL AND GRADING ACTIVITIES MUST BE CONDUCTED IN A MANNER THAT LIMITS THE AMOUNT OF EXPOSED AREA AT ANY ONE TIME. WHEN GRADING IS FINAL, PERMANENT SITE STABILIZATION MUST BE COMPLETED USING PERMANENT SEEDING AND EROSION BLANKET ON SLOPES 4:1 OR STEEPER AND HYDROMULCH ON SLOPES FLATTER THAN 4:1.
- DUST CONTROL MUST BE ACCOMPLISHED USING WATERING TRUCKS.

STRUCTURAL PRACTICES: THE FOLLOWING STRUCTURAL PRACTICES, AS A MINIMUM, MUST BE IMPLEMENTED TO CONTROL SEDIMENT FROM THE DISTURBED AREAS ON SITE:

- STRAW WATTLE (DITCH PROTECTION)
- INLET PROTECTION

STRUCTURAL PRACTICES MUST BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREA OF THE SITE. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

STRUCTURAL PRACTICES - IMPLEMENTATION REQUIREMENTS

- WATERS OF THE U.S. WITHIN OR ADJACENT TO THE PROJECT MUST BE PROTECTED WITH PERIMETER EROSION BARRIER.
- ALL STORM SEWER INLET STRUCTURES MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS. ALTERNATE TYPES OF PROTECTION MAY BE SUBMITTED FOR REVIEW AND APPROVAL BY THE OWNER OR KDSWCD.
- TEMPORARY CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE. RUNOFF FROM HAUL ROADS MUST NOT DRAIN DIRECTLY TO WATERS OF THE U.S.

USE OF TREATMENT CHEMICALS:

IF POLYMERS, FLOCCULATES, OR OTHER TREATMENT CHEMICALS ARE USED AT THE SITE, THEIR USE MUST COMPLY WITH THE FOLLOWING MINIMUM REQUIREMENTS:

- SELECT APPROPRIATE TREATMENT CHEMICALS. CHEMICALS MUST BE SELECTED THAT ARE APPROPRIATELY SUITED TO THE TYPES OF SOILS LIKELY TO BE EXPOSED DURING CONSTRUCTION AND DISCHARGED TO LOCATIONS WHERE CHEMICALS WILL BE APPLIED, AND TO THE EXPECTED TURBIDITY, PH, AND FLOW RATE OF STORM WATER FLOWING INTO THE CHEMICAL TREATMENT SYSTEM OR AREA.
- MINIMIZE DISCHARGE RISK FROM STORED CHEMICALS. STORE ALL TREATMENT CHEMICALS IN LEAK-PROOF CONTAINERS THAT ARE KEPT UNDER STORM-RESISTANT COVER AND SURROUNDED BY SECONDARY CONTAINMENT STRUCTURES (E.G. SPILL BERMS, DECKS, SPILL CONTAINMENT PALLETS), OR PROVIDED EQUIVALENT MEASURES, DESIGNED AND MAINTAINED TO MINIMIZE THE POTENTIAL DISCHARGE OF TREATMENT CHEMICALS IN STORM WATER OR BY ANY OTHER MEANS (E.G. STORING CHEMICALS IN COVERED AREA OR HAVING A SPILL KIT AVAILABLE ON SITE).
- COMPLY WITH ILLINOIS URBAN MANUAL, 2012 POLYACRYLAMIDE PRACTICE STANDARDS
- TREATMENT CHEMICALS AND CHEMICAL TREATMENT SYSTEMS SHOULD BE USED IN ACCORDANCE WITH GOOD ENGINEERING PRACTICES, AND WITH DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVED BY THE PROVIDED/SUPPLIER OF THE APPLICABLE CHEMICALS, OR DOCUMENT SPECIFIC DEPARTURES FROM THESE PRACTICES OR SPECIFICATIONS AND HOW THEY REFLECT GOOD ENGINEERING PRACTICE.
- MAINTAIN ASSOCIATED MSDS ON SITE.
- ENSURE THAT ALL PERSONS WHO HANDLE AND USE TREATMENT CHEMICALS AT THE CONSTRUCTION SITE ARE PROVIDE WITH APPROPRIATE, PRODUCT-SPECIFIC TRAINING. THE TRAINING MUST COVER PROPER DOSING REQUIREMENTS.

BMPS - POST-CONSTRUCTION STORM WATER MANAGEMENT

PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL THE POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER THE CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE CONTAINED IN THE ILLINOIS URBAN MANUAL, 2012 AND OTHER ORDINANCES LISTED IN THE SPECIFICATIONS. POST CONSTRUCTION STORM WATER CONTROL MEASURES SHALL INCLUDE:

- INFILTRATION OF ONSITE RUNOFF
- EXISTING ONSITE STORM SEWERS

VELOCITY DISSIPATION DEVICES MUST BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (I.E., MAINTENANCE OF HYDROLOGIC CONDITIONS, SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

PROVIDE AN EXPLANATION OF THE TECHNICAL BASIS USED TO SELECT PRACTICES TO CONTROL POLLUTION PREVENTION WHERE POST-CONSTRUCTOIN FLOWS WILL EXCEED PREDEVELOPMENT LEVELS HERE:

- POST CONSTRUCTION FLOWS WILL INCREASE BUT SHALL NOT EXCEED PRE-DEVELOPMENT LEVELS. THERE ARE SOME GRADE CHANGES AND FINAL SURFACE CHANGES WILL DIFFER FROM EXISTING SURFACE.

OTHER CONTROLS

WASTE DISPOSAL: THE SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIALS, MACHINERY, TOOLS AND OTHER ITEMS MUST BE COLLECTED AND DISPOSED OFF-SITE BY THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR THE ACQUISITION OF THE NECESSARY DISPOSAL PERMITS. BURNING ON THE SITE WILL NOT BE PERMITTED. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, MUST BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

CONCRETE WASTE OR WASHOUT SHOULD NOT BE ALLOWED IN THE STREET OR ALLOWED TO REACH A STORM WATER DRAINAGE SYSTEM OR WATERCOURSE. CONCRETE WASHOUT SHOULD BE COMPLETED OFF SITE, OR IF ALLOWED ON SITE BY THE PRIMARY CONTACT, WASHOUT SHOULD BE CONTAINED AND COMPLETED IN A LOCATION DESIGNATED BY THE PRIMARY OR SECONDARY CONTACT.

ON SITE CONCRETE WASHOUT CONTAINMENT FACILITIES SHOULD BE OF SUFFICIENT VOLUME TO COMPLETELY CONTAIN ALL LIQUID AND CONCRETE WASTE MATERIALS INCLUDING ENOUGH CAPACITY FOR ANTICIPATED LEVELS OF RAINWATER. CONTAINMENT FACILITIES SHALL BE LINED WITH A 30-MIL IMPERMEABLE LINER. THE DRIED CONCRETE WASTE MATERIAL SHOULD BE PICKED UP AND DISPOSED OF PROPERLY WHEN TWO-THIRDS CAPACITY IS REACHED.

THE PROVISIONS OF THIS PLAN MUST ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

VEHICLE/EQUIPMENT STORAGE, MAINTENANCE, & WASHING CNTD:

VEHICLE/EQUIPMENT WASH WATER SHOULD BE TREATED IN A SEDIMENT TRAP OR OTHER BMP THAT WILL PROVIDE EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE. BLOWERS OR VACUUMS SHOULD BE USED INSTEAD OF RINSE WATER TO REMOVE DRY MATERIALS FROM VEHICLES WHENEVER POSSIBLE. IF DETERGENTS ARE REQUIRED TO CLEAN VEHICLES OR EQUIPMENT, BIODEGRADABLE DETERGENTS AND WASH PRODUCTS FREE OF HALOGENATED SOLVENTS SHOULD BE USED. THE LOCATION OF WASH AREAS SHOULD BE DOCUMENTED ON THE SITE MAP, AND WORKERS SHOULD BE NOTIFIED OF THE WASH AREAS. DO NOT PERFORM OTHER ACTIVITIES, SUCH AS VEHICLE REPAIRS, IN A WASH AREA. WHEN NOT IN USE, VEHICLES UTILIZED ON SITE FOR CONSTRUCTION OPERATIONS SHOULD BE STORED IN A DESIGNATED AREA OUTSIDE OF THE REGULATORY FLOODPLAIN, AWAY FROM ANY NATURAL OR CREATED WATERCOURSE, POND, DRAINAGE-WAY OR STORM DRAIN.

MATERIAL STORAGE AND GOOD HOUSEKEEPING:

SOLID WASTE MATERIALS INCLUDING TRASH, CONSTRUCTION DEBRIS, EXCESS CONSTRUCTION MATERIALS, MACHINERY, TOOLS AND OTHER ITEMS WILL BE COLLECTED AND DISPOSED OF OFFSITE. THE TRADE/CONTRACTOR IS RESPONSIBLE TO ACQUIRE THE PERMIT REQUIRED FOR SUCH DISPOSAL. BURNING ON SITE WILL NOT BE PERMITTED. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED TO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT. ALL WASTE MATERIALS SHOULD BE COLLECTED AND STORED IN APPROVED RECEPTACLES. NO WASTES SHOULD BE PLACED IN ANY LOCATION OTHER THAN IN THE APPROVED CONTAINERS APPROPRIATE FOR THE MATERIALS BEING DISCARDED. THERE SHOULD BE NO LIQUID WASTES DEPOSITED INTO DUMPSTERS OR OTHER CONTAINERS WHICH MAY LEAK. RECEPTACLES WITH DEFICIENCIES SHOULD BE REPLACED AS SOON AS POSSIBLE AND THE APPROPRIATE CLEAN-UP PROCEDURE SHOULD TAKE PLACE, IF NECESSARY. CONSTRUCTION WASTE MATERIAL IS NOT TO BE BURIED ON SITE. WASTE DISPOSAL SHOULD COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS. CONTRACTORS SHOULD IMMEDIATELY REPORT ALL SPILLS TO THE PRIMARY CONTACT, WHO SHOULD NOTIFY THE APPROPRIATE AGENCIES, IF NEEDED.

THE FOLLOWING GOOD HOUSEKEEPING PRACTICES SHOULD BE FOLLOWED ON SITE DURING THE CONSTRUCTION PROJECT:

* MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTE, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, SANITARY WASTE AND OTHER MATERIALS ONSITE TO PRECIPITATION AND STORM WATER.

* AN EFFORT SHOULD BE MADE TO STORE ONLY ENOUGH PRODUCT REQUIRED TO DO THE JOB.

* ALL MATERIALS STORED ON SITE SHOULD BE STORED IN A NEAT, ORDERLY MANNER IN THEIR APPROPRIATE CONTAINERS AND ADEQUATELY PROTECTED FROM THE ENVIRONMENT.

* PRODUCTS SHOULD BE KEPT IN THEIR ORIGINAL CONTAINERS WITH THE ORIGINAL MANUFACTURER'S LABEL.

* SUBSTANCES SHOULD NOT BE MIXED WITH ONE ANOTHER UNLESS RECOMMENDED BY THE MANUFACTURER.

* OPERATIONS SHOULD BE OBSERVED AS NECESSARY TO ENSURE PROPER USE AND DISPOSAL OF MATERIALS ON SITE.

* WHENEVER POSSIBLE, ALL OF A PRODUCT SHOULD BE USED UP BEFORE DISPOSING OF THE CONTAINER.

* MANUFACTURER'S RECOMMENDATIONS FOR PROPER USE AND DISPOSAL SHOULD BE FOLLOWED.

FOR BUILDING PRODUCTS:
STORE IN DESIGNATED STORAGE AREAS AND PROVIDE EITHER A COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) TO PREVENT THESE PRODUCTS FROM COMING INTO CONTACT WITH RAINWATER, OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THESE AREAS.

FOR PESTICIDES, HERBICIDES, INSECTICIDES, FERTILIZERS, AND LANDSCAPE MATERIALS:
STORE IN DESIGNATED STORAGE AREAS AND PROVIDE EITHER A COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) TO PREVENT THESE CHEMICALS FROM COMING INTO CONTACT WITH RAINWATER, OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THESE AREAS. PULTE MUST ALSO COMPLY WITH ALL APPLICATION AND DISPOSAL REQUIREMENTS INCLUDED ON THE REGISTERED PESTICIDE, HERBICIDE, INSECTICIDE, AND FERTILIZER LABEL.

FOR DIESEL FUEL, OIL, HYDRAULIC FLUIDS, OTHER PETROLEUM PRODUCTS, AND OTHER CHEMICALS:
STORE CHEMICALS IN WATER-TIGHT CONTAINERS, AND PROVIDE EITHER A COVER (E.G., PLASTIC SHEETING OR TEMPORARY ROOFS) TO PREVENT THESE CONTAINERS FROM COMING INTO CONTACT WITH RAINWATER, OR A SIMILARLY EFFECTIVE MEANS DESIGNED TO PREVENT THE DISCHARGE OF POLLUTANTS FROM THESE AREAS (E.G., SPILL KITS), OR PROVIDE SECONDARY CONTAINMENT (E.G., SPILL BERMS, DECKS, SPILL CONTAINMENT PALLETS). SPILLS MUST BE CLEANED UP IMMEDIATELY, USING DRY CLEAN-UP METHODS WHERE POSSIBLE. DO NOT CLEAN THE SURFACES OR SPILLS BY HOSING THE AREA DOWN. ELIMINATE THE SOURCE OF THE SPILL TO PREVENT A DISCHARGE OR A CONTINUATION OF AN ONGOING DISCHARGE.

APPROVED STATE OR LOCAL PLANS

THE MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS CONTAINED IN THIS PLAN ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, MOST RECENT VERSION. ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION PLAN THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF A NOTICE OF INTENT TO BE AUTHORIZED TO DISCHARGE UNDER THIS PERMIT, INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

MAINTENANCE

VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN MUST BE MAINTAINED IN GOOD AND EFFECTIVE OPERATING CONDITIONS.
FOR EACH SPECIFIC EROSION AND SEDIMENT CONTROL MEASURE, MAINTENANCE AND INSPECTION, CONTRACTOR MUST REFER TO THE ILLINOIS URBAN MANUAL STANDARD PRACTICE.

INSPECTIONS

THE OWNER AND CONTRACTOR MUST PROVIDE QUALIFIED PERSONNEL TO INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, DISCHARGE POINTS, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. SUCH INSPECTIONS MUST BE CONDUCTED AT LEAST ONCE EVERY 7 DAYS AND WITHIN 24 HOURS OF THE END OF A STORM, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. INSPECTIONS MUST COMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, OR IF THERE IS A 0.5 INCHES OR GREATER RAIN EVENT, OR DISCHARGE DUE TO SNOWMELT OCCURS.

DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION MUST BE INSPECTED FOR EVIDENCE OF OR THE POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN MUST BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY MUST BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE MUST BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING.

AT THE DISCRETION OF THE OWNER, KDSWCD, OR UNITED STATES ARMY CORPS OF ENGINEERS (USACE), VIOLATIONS FOUND DURING INSPECTIONS MUST BE CORRECTED WITHIN SEVEN (7) DAYS IF MINOR, THREE (3) DAYS IF MODERATE, AND IMMEDIATELY IF SEVERE.

THE CONTRACTOR MUST PREPARE REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORMWATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN. THE REPORT MUST BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT MUST BE SIGNED IN ACCORDANCE WITH PART VI.G OF THE ILR10 GENERAL PERMIT.

IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER OR OWNER'S REPRESENTATIVE MUST NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS OFFICE OF THE IEPA BY EMAIL, TELEPHONE OR FAX WITHIN 24 HOURS OF ANY INCIDENCE OF NON-COMPLIANCE (ION) OR FOR VIOLATIONS OF ANY CONDITION OF THE PERMIT. ADDITIONALLY, THE OWNER'S REPRESENTATIVE MUST FILE WITHIN 5 DAYS, FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND WILL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE MUST BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI.G OF THE GENERAL PERMIT. THE REPORT OF NONCOMPLIANCE MUST BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND AVENUE EAST
POST OFFICE BOX 19276
SPRINGFIELD, IL 62794-9276

NON-STORMWATER DISCHARGES

THE FOLLOWING NON-STORM WATER DISCHARGES MAY BE AUTHORIZED PROVIDED THE NON-STORM WATER COMPONENT OF THE DISCHARGES IS IN COMPLIANCE WITH PART IV.D.5 OF THE ILR10 PERMIT:

- DISCHARGES FROM FIREFIGHTING ACTIVITES
- FIRE HYDRANT FLUSHING
- WATERS USED TO WASH VEHICLES WHERE DETERGENTS ARE NOT USED
- WATERS USED TO CONTROL DUST
- POTABLE WATER SOURCES INCLUDING UNCONTAMINATED WATERLINE FLUSHINGS
- LANDSCAPE IRRIGATION DITCHES
- PAVEMENT WASHWATERS WHERE SPILLS OR LEAKS OF TOXIC OR HAZARDOUS MATERIALS MAY HAVE NOT OCCURRED (UNLESS ALL MATERIAL HAS BEEN REMOVED) AND DETERGENTS ARE NOT USED
- UNCONTAMINATED GROUND WATER

THE FOLLOWING NON-STORM WATER DISCHARGES ARE PROHIBITED:

- CONCRETE AND WASTEWATER FROM WASHOUT OF CONCRETE (UNLESS MANAGED BY AN APPROPRIATE CONTROL)
- DRYWALL COMPOUND
- WASTEWATER FROM WASHOUT AND CLEANOUT OF STUCCO AND PAINT
- FORM RELEASE OILS
- CURING COMPOUNDS
- CONSTRUCTION MATERIALS, FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE AND EQUIPMENT OPERATION AND MAINTENANCE
- SOAPS, SOLVENTS, OR DETERGENTS
- TOXIC OR HAZARDOUS SUBSTANCES FROM A SPILL OR OTHER RELEASE
- OR ANY OTHER POLLUTANT THAT COULD CAUSE OR TEND TO CAUSE WATER POLLUTION

THE PLAN MUST IDENTIFY AND ENSURE THE IMPLEMENTATION OF APPROPRIATE POLLUTION PREVENTION AND EROSION AND SEDIMENT CONTROL MEASURES FOR THE NON-STORMWATER COMPONENTS OF THE DISCHARGE.

DURING DEWATERING OPERATIONS, WATER MUST BE PUMPED INTO FILTER BAGS, SEDIMENT TRAPS OR SILT TRAPS. FILTERED WATER MUST BE DISCHARGED ONTO STABILIZED SURFACE TO PREVENT ADDITIONAL EROSION AND SEDIMENTATION.

DuPAGE AIRPORT AUTHORITY

NO.	DATE	REVISION	BY	APVD
DSGN		DR	CHK	ML	APVD	TM
		RM				

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

STORMWATER POLLUTION PREVENTION PLAN 1

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CONTROL MEASURE GROUP		APPLICABLE	KEY	CONTROL MEASURE	CONTROL MEASURE CHARACTERISTICS	TEMPORARY	PERMANENT
EROSION CONTROL	NON-VEGETATIVE SOIL COVER		AG	AGGREGATE COVER	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.	X	X
			EB	EROSION BLANKET	PROTECTS THE SOIL SURFACE FROM RAINDROP IMPACTS AND OVERLAND FLOW DURING THE ESTABLISHMENT OF VEGETATION. REDUCES SOIL MOISTURE LOSS DUE TO EVAPORATION.	X	X
			GT	GEO-TEXILE FABRIC	A PERMEABLE GEOSYNTHETIC FABRIC USED TO ENHANCE WATER MOVEMENT AND RETARD SOIL MOVEMENT; AND AS A BLANKET TO ADD REINFORCEMENT AND SEPARATION	X	X
		X	M	MULCHING	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROVIDES COVER WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
			P	PAVING	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.	-	X
			PM	POLYMER (POWDERED FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) IN POWDER FORM, USED FOR EROSION CONTROL WHEN BROADCASTED ON DISTURBED SOIL.	X	-
	OUTLETS		LA	LINED APRON	PROTECTS DOWNSTREAM CHANNELS AND FLAT AREAS FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.	X	X
	VEGETATIVE SOIL COVER		DS	DORMANT SEEDING	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.	X	X
		X	PS	PERMANENT SEEDING	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION, FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.	-	X
			PTS	PLANTS, TREES, & SHRUBS	PROVIDES GROUND COVER, SHRUBS AND TREES IN ADDITION TO PERMANENT VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALONG WITH SHRUBS AND TREES.	-	X
			SO	SODDING	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.	X	X
			TS	TEMPORARY SEEDING	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.	X	-
			VF	VEGETATIVE FILTER	USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.	X	X
SEDIMENT CONTROL	DEWATERING		JN	JUTE NETTING	A NATURAL FIBER MESH USED FOR EROSION AND SEDIMENT CONTROL. MAY BE USED IN COMBINATION WITH POLYMERS AND FLOC LOGS TO REMOVE SUSPENDED SEDIMENT FROM STORM WATER.	X	-
			FL	POLYMER (FLOC LOG FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) USED IN FLOWING CONDITIONS TO REMOVE SUSPENDED SEDIMENT FROM STORM WATER.	X	-
			PM	POLYMER (POWDERED FORM)	A WATER SOLUBLE POLYACRYLAMIDE (PAM) IN POWDER FORM, USED IN CONJUNCTION WITH FLOC LOGS AND JUTE IN FLOWING CONDITIONS, TO REMOVE SUSPENDED SEDIMENT.	X	-
		X	SP	SUMP PIT AND FILTER BAG	TEMPORARY PRACTICE TO REMOVE EXCESSIVE WATER FROM EXCAVATION WITH IMPROVED WATER QUALITY AND WITHOUT SEDIMENT	X	-
	INLET PROTECTION		IPA	ABOVE GROUND INLET PROTECTION	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT STORM DRAIN INLET FOR INSIDE DISTURBED DRAINAGE AREAS.	X	-
		X	IPB	BELOW GROUND INLET PROTECTION (INLET BASKET)	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT STORM DRAIN INLET FOR ALL CONCRETE AND PAVED SURFACES.	X	-
			IPC	CULVERT INLET PROTECTION - STONE	TEMPORARY PRACTICE TO CONTROL SEDIMENT AT CULVERT INLETS.	X	-
	MUD & DUST CONTROL		RS	CONSTRUCTION ROAD STABILIZATION	STABILIZATION OF TEMPORARY CONSTRUCTION ACCESS ROUTES TO REDUCE EROSION OF TEMPORARY ROADBEDS AND PARKING AREAS.	X	-
		X	DT	DUST AND TRAFFIC CONTROL	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.	X	X
			SE	STABILIZED CONST. ENTRANCE	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	X
	PERIMETER CONTROL		SF	SILT FENCE	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/2 ACRE TO CONTROL SEDIMENT FROM RUNOFF.	X	-
	TEMPORARY SEDIMENT BASINS/ TRAPS		XS	EXCAVATED SEDIMENT BASIN	A TEMPORARY PONDING BASIN, WITH OUTLET STRUCTURE, FORMED BY CONSTRUCTION OF AN EMBANKMENT OR EXCAVATED BASIN TO TEMPORARILY DETAIN SEDIMENT-LADEN RUNOFF FROM LARGER DISTURBED AREAS. USED WHEN DRAINAGE AREA IS GREATER THAN 5 ACRES.	X	-
			ST	TEMPORARY SEDIMENT TRAPS	A TEMPORARY PONDING BASIN FORMED BY CONSTRUCTION OF AN EMBANKMENT OR EXCAVATED BASIN TO TEMPORARILY DETAIN SEDIMENT-LADEN RUNOFF FROM SMALL, DISTURBED AREAS. USED WHEN DRAINAGE AREA IS LESS THAN 5 ACRES.	X	-
RUNOFF CONTROL	DIVERSIONS		CD	CHANNEL DIVERSION	TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SOIL IS NOT AVAILABLE.	X	X
			RD	RIDGE DIVERSION	TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL IS AVAILABLE.	X	X
			SD	TEMPORARY SLOPE DRAIN	A TUBING OR CONDUIT TO CONVEY CONCENTRATED RUNOFF DOWN A SLOPE WITHOUT CAUSING EROSION ON OR BELOW THE SLOPE.	X	-
	CHECK DAMS -- DITCH CHECKS		GC	GEOSYNTHETIC CHECK STRUCTURE	TEMPORARY PRACTICE TO REDUCE VELOCITY AND TRAP SEDIMENT.	X	-
			RC	ROCK CHECK DAM - COARSE AGGREGATE	A ROCK DAM CONSTRUCTED ACROSS A SWALE OR DITCH TO REDUCE THE VELOCITY OF CONCENTRATED STORM WATER FLOWS. TO BE USED WHEN EACH DAM HAS A DRAINAGE AREA OF LESS THAN 2 ACRES.	X	-
			RR	ROCK CHECK DAM - RIP RAP	A ROCK DAM CONSTRUCTED ACROSS A SWALE OR DITCH TO REDUCE THE VELOCITY OF CONCENTRATED STORM WATER FLOWS. TO BE USED WHEN EACH DAM HAS A DRAINAGE AREA OF LESS THAN 10 ACRES.	X	-
		X	SL	SEDIMENT LOG/STRAW WATTLE	TEMPORARY PRACTICE TO REDUCE VELOCITY AND TRAP SEDIMENT	X	-
MISCELLANEOUS	ENCLOSED DRAINAGE		SS	STORM SEWER	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY.	X	X
			UD	UNDERDRAIN	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X
	OTHER		CW	TEMPORARY CONCRETE WASHOUT	A DEVICE USED TO MANAGE LIQUID AND SOLID WASTES FROM CONCRETE USAGE ON CONSTRUCTION SITES.	X	-
		X	TO	TOPSOILING	METHODS OF PRESERVING AND USING TOPSOIL TO PROVIDE A SUITABLE GROWTH MEDUIM FOR SITE STABILIZATION WITH VEGETATION.	X	X
	WATERWAYS		LC	LINED CHANNEL	USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
			SSS	STRUCTURAL STREAMBANK STABILIZATION - RIPRAP/GABIONS	PROTECTS STREAMBANKS FROM EROSIVE FORCE OF FLOWING WATER	-	X
			CC	TEMPORARY CREEK CROSSING	A TEMPORARY STRUCTURE INSTALLED ACROSS A WATERCOURSE TO ALLOW CONSTRUCTION VEHICLES TO CROSS WITHOUT CAUSING SEDIMENTATION, STREAMBED DAMAGE, OR FLOODING.	X	-
			VC	VEGETATIVE CHANNEL	PROVIDED ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.	X	X
			VSS	VEGETATIVE STREAMBANK STABILIZATION	PROTECTS STREAMBANKS FROM THE EROSIVE FORCE OF FLOWING WATER AND PROVIDES NATURAL, PLEASING APPEARANCE	-	X

INSPECTION AND MAINTENANCE SCHEDULE

ACTIVITY	RESPONSIBLE PARTY	DURATION
STABILIZATION DURING CONSTRUCTION MAINTENANCE	CONTRACTOR	AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAIN EVENT, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER.
STABILIZATION DURING CONSTRUCTION-OBSERVATION	CONTRACTOR	AT LEAST ONCE EVERY 7 CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A RAIN EVENT, OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY, THAT IS 0.5 INCHES OR GREATER.
VEGETATION MAINTENANCE	CONTRACTOR	COMPLETION OF CONTRACT
VEGETATION AND STABILIZATION MAINTENANCE	OWNER	ONGOING AFTER CONSTRUCTION COMPLETION

PROPOSED WORK SCHEDULE

MOBILIZATION / IMPLEMENT EROSION CONTROL	DESCRIPTION OF CONSTRUCTION ACTIVITIES	FINAL STABILIZATION
30 DAYS	**66 DAYS**	**30 DAYS**

SOIL PROTECTION SCHEDULE

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
SEEDING			—	—	—	—	—	—	→			
EROSION BLANKET / HYDROMULCH	—	—	—	—	—	—	—	—	—	—	—	→
MULCH												→
POLYMERS	*											→

* OR UNTIL GROUND FREEZES

NOTE:

CONTRACTOR MUST RETAIN A SIGNED AND APPROVED COPY OF THE SWPPP ON THE JOB SITE AT ALL TIMES.

FOR PURPOSES OF THIS NOTE, SWPPP INCLUDES:

1. ALL SOIL EROSION AND SEDIMENT CONTROL PLAN SHEETS AND DETAILS
2. GRADING PLANS
3. EXISTING CONDITIONS AND DEMOLITION PLANS
4. UTILITY PLANS SHOWING DRAINAGE AND STORM SEWER SYSTEMS
5. ILR10 NPDES INSPECTION REPORTS
6. ASSOCIATED SPECIFICATIONS

SWPPP OPERATOR CERTIFICATION STATEMENT

"I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE, AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS."

SWPPP OPERATOR

SIGNATURE _____ TITLE _____

COMPANY _____ DATE _____

CONTRACTOR CERTIFICATION

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT ILR10 THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

GENERAL CONTRACTOR

SIGNATURE _____ TITLE _____

COMPANY _____ DATE _____

WITNESSED BY OWNER

SIGNATURE _____ TITLE _____

COMPANY _____ DATE _____

SUB-CONTRACTOR

SIGNATURE _____ TITLE _____

COMPANY _____ DATE _____

RESPONSIBLE FOR _____

DUPAGE AIRPORT AUTHORITY

NO.	DSGN	DATE	REVISION	BY	CHK
				APVD	TM
				APVD	TM
				DR	ML
				RM	

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

STORMWATER POLLUTION PREVENTION PLAN 2

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	CG-504
SHEET	15 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0367926\DPA-4825-CG-502-504.DWG PLOT DATE/TIME: 2021/06/17 8:58:34 AM

ELECTRICAL GENERAL NOTES:

1. ALL INFORMATION SHOWN ON THESE DRAWINGS HAS BEEN COMPILED FROM AVAILABLE DESIGN AND RECORD DRAWINGS, DISCUSSIONS WITH AIRPORT STAFF, AND NOTES COLLECTED DURING SITE VISITS. UNDERGROUND INFRASTRUCTURE HAS NOT BEEN VERIFIED OTHER THAN PERFORMANCE OF UTILITY LOCATION SERVICES.
2. COMPLY WITH THE NATIONAL ELECTRICAL SAFETY CODE, NATIONAL ELECTRICAL CODE, FAA SPECIFICATIONS/ADVISORY CIRCULARS AND ORDERS, AND APPLICABLE LOCAL BUILDING CODES FOR ALL WORK ASSOCIATED WITH THIS PROJECT.
3. PROVIDE ONLY U.L. LISTED MATERIALS FOR THIS PROJECT.
4. OBTAIN ALL NECESSARY PERMITS, INSPECTIONS AND APPROVALS.
5. PROTECT ALL EXISTING SYSTEMS/UTILITIES TO REMAIN FROM DAMAGE. IMMEDIATELY REPORT DAMAGED ELECTRICAL SYSTEMS TO THE DUPAGE AIRPORT AUTHORITY. AFTER REPORTING DAMAGE TO THE CONSTRUCTION MANAGER, STANDBY FOR INSTRUCTIONS ON REPAIRS.
6. ITEMS SHOWN IN GREY (LIGHT) ARE EXISTING ITEMS. ITEMS SHOWN IN SOLID (BOLD) REPRESENTS WORK TO BE PERFORMED UNDER THIS PROJECT.
7. VERIFY EXISTING CONDITIONS PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO THE CONSTRUCTION MANAGER IMMEDIATELY.
8. DURING THE INSTALLATION, COORDINATE THIS WORK WITH DAA AUTHORIZED REPRESENTATIVE.

ELECTRICAL CONSTRUCTION NOTES:

1. PRIOR TO COMPLETING ANY DEMOLITION OR CONSTRUCTION, CONTRACTOR SHALL SURVEY SITE AND ENSURE EXISTING CONDITIONS ARE AS SHOWN ON THE PLANS. THE EXISTING UTILITY LOCATIONS SHOWN ON PLANS ARE APPROXIMATE AND MAY NOT BE SCALED FOR EXACT LOCATIONS. CONTACT THE APPROPRIATE UTILITY/AGENCY PRIOR TO STARTING WORK. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO BEGINNING DEMOLITION OR CONSTRUCTION.
2. ALL AIRFIELD LIGHTING OUTAGES SHALL BE REQUESTED AND SCHEDULED WITH THE AIRPORT NO LESS THAN 48 HOURS IN ADVANCE.
3. THE CONTRACTOR SHALL SURVEY THE EXISTING AIRFIELD LIGHTING HOMERUN MANHOLES DOCUMENTING THE NUMBER OF CONDUITS ENTERING EACH WALL OF EACH MANHOLE, CONDUIT CONFIGURATION, CONDUIT SIZE, AND CIRCUITS CONTAINED IN EACH CONDUIT.
4. PRIOR TO PERFORMING ANY WORK , THE CONTRACTOR SHALL HAVE METHODS OF WORK APPROVED BY THE ENGINEER AND DAA AUTHORIZED REPRESENTATIVE. ALL IMPACTED CIRCUITS SHALL BE LOCKED OUT AND TAGGED OUT.
5. PROTECT ALL EXISTING SYSTEMS AND UTILITIES TO REMAIN FROM DAMAGE. IMMEDIATELY REPORT DAMAGED SYSTEMS TO THE DAA AUTHORIZED REPRESENTATIVE. AFTER REPORTING DAMAGE, STANDBY FOR INSTRUCTIONS ON REPAIRS.

ABBREVIATIONS:

A, AMP	AMPERE
AC	ALTERNATING CURRENT
AF	AMPERE FRAME
AFF	ABOVE FINISHED FLOOR
AFG	ABOVE FINISHED GRADE
AT	AMPERE TRIP
AWG	AMERICAN WIRE GAUGE
BKR	BREAKER
C	CONDUIT, CENTER
CKT	CIRCUIT
COMM	COMMUNICATIONS
DEG	DEGREE
DIA, Ø	DIAMETER
DPA	DUPAGE
DWG	DRAWING
EA	EACH
EC	EMPTY CONDUIT
ELEC	ELECTRICAL
EXIST	EXISTING
FAA	FEDERAL AVIATION ADMINISTRATION
FT	FOOT, FEET
GRD, GND	GROUND
HH	HANDHOLE
HZ	HERTZ
IT	INFORMATION TECHNOLOGY
JB	JUNCTION BOX
KAIC	THOUSAND AMPERES INTERRUPTING CURRENT
KCMIL	THOUSAND CIRCULAR MILS
kHz	KILOHERTZ
KV	KILOVOLT
KVA	KILOVOLT AMPERE
KW	KILOWATT
LF	LINEAR WATT
LFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT
MIN	MINIMUM
N/A	NOT APPLICABLE
NC	NORMALLY CLOSED
NEC	NATIONAL ELECTRICAL CODE
NFPA	NATIONAL FIRE PROTECTION AGENCY
NIC	NOT-IN-CONTRACT
NO., #	NUMBER
NO	NORMALLY OPEN
OAE	OR APPROVED EQUAL
OPS	OPERATIONS
NTS	NOT TO SCALE
P	POLE
PH, ϕ	ELECTRICAL PHASE
PRI	PRIMARY
PVC	POLYVINYL CHLORIDE
PWR	POWER
QTY	QUANTITY
RGS	RIGID GALVANIZED STEEL
RGSC	RIGID GALVANIZED STEEL CONDUIT
RWY	RUNWAY
SCH. 40	SCHEDULE 40
SEC	SECONDARY
STD	STANDARD
TBD	TO BE DETERMINED
TWY	TAXIWAY
TYP.	TYPICAL
UGE	UNDERGROUND ELECTRICAL
U.L.	UNDERWRITERS LABORATORY
UNO	UNLESS NOTED OTHERWISE
UON	UNLESS OTHERWISE NOTED
V	VOLT
VAC	VOLTS ALTERNATING CURRENT
W	WATT
XFMR	TRANSFORMER
°F	DEGREE FARENHEIT
W/	WITH

LEGEND:

FURNISH AND INSTALL 6 WAY - 2" CONCRETE ENCASED DUCTBANK AND COUNTERPOISE. FURNISH AND INSTALL 5KV SERIES LIGHTING CABLES, TYPE L-824. CIRCUIT DESIGNATION AS INDICATED ON PLANS. SEE SHEET E-501 FOR DETAILS.

FURNISH AND INSTALL 6 WAY - 2" DIRECTIONAL DRILL DUCTBANK AND COUNTERPOISE BENEATH PAVEMENT. FURNISH AND INSTALL 5KV SERIES LIGHTING CABLES TYPE L-824. CIRCUIT DESIGNATION AS INDICATED ON PLANS. SEE SHEET E-501 FOR DETAILS.

FURNISH AND INSTALL 2" CONCRETE ENCASED PVC CONDUIT AND COUNTERPOISE. FURNISH AND INSTALL 5KV SERIES LIGHTING CABLES, TYPE L-824. CIRCUIT DESIGNATION AS INDICATED ON PLANS. SEE SHEET E-501 FOR DETAILS.

(E) FURNISH AND INSTALL 4'x4' ELECTRICAL HANDHOLE. SEE SHEET E-502 FOR DETAILS.

EXISTING UNIT DUCT TO BE ABANDONED IN PLACE. REMOVE 5KV SERIES LIGHTING CABLES AS INDICATED ON PLANS.

EXISTING CONCRETE ENCASED DUCTBANK TO REMAIN. REMOVE 5KV SERIES LIGHTING CABLE AS INDICATED ON PLANS.

EXISTING ELECTRICAL MANHOLE OR HANDHOLE.

RSA — RUNWAY SAFETY AREA

ROFA — RUNWAY OBJECT FREE AREA

ROFZ — RUNWAY OBSTACLE FREE ZONE

TSA — TAXIWAY SAFETY AREA

TOFA — TAXIWAY OBJECT FREE AREA

DuPage Airport Authority

NO.	DSGN	DATE	DR	CMB	CHK	CDJ	APVD	BY	APVD
					REVISION				TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

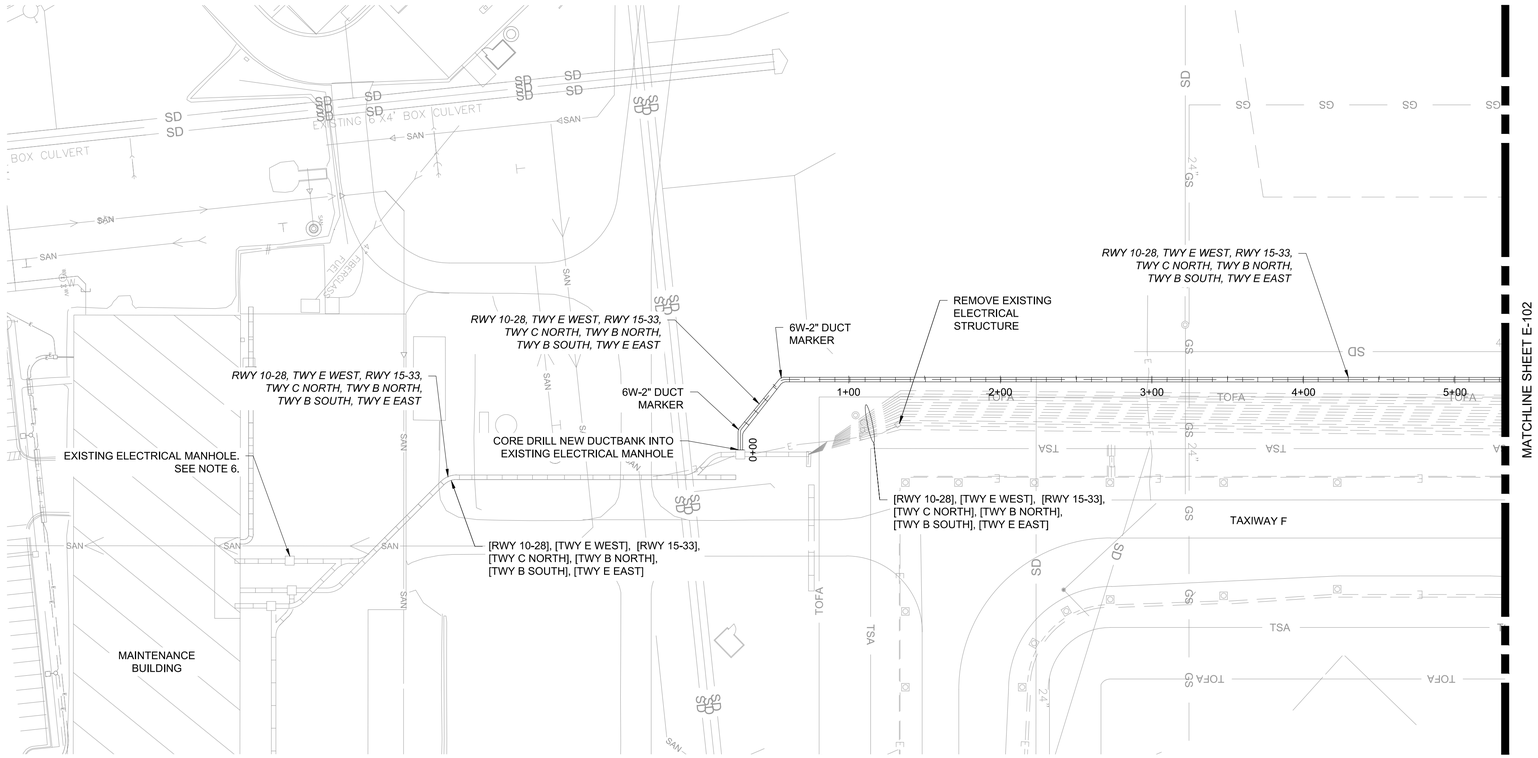
ELECTRICAL LEGEND, ABBREVIATIONS, AND GENERAL NOTES

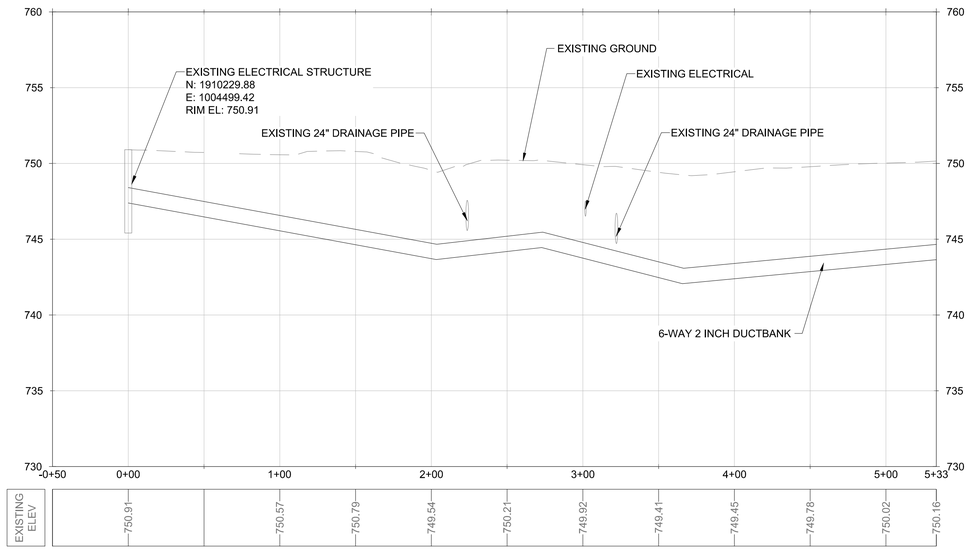
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-001
SHEET	16 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E001.DWG

PLOT DATE/TIME: 2021/06/16 9:46:27 AM





DUCTBANK PROFILE

NOTES:

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2. SEE SHEETS E-201 THROUGH E-204 FOR ELECTRICAL CIRCUITING DIAGRAMS.
3. SEE SHEETS E-301 AND E-302 FOR EXISTING VAULT PLAN AND SINGLE LINE DIAGRAM.
4. SEE SHEETS E-401 THROUGH E-403 FOR ELECTRICAL DETAILS.
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6. SPLICE NEW CONDUCTORS TO EXISTING HOMERUN CIRCUIT. COORDINATE WORK WITH DPA ELECTRICAL DEPARTMENT. ENSURE LOCK OUT / TAG OUT PROCEDURES ARE OBSERVED FOR APPROPRIATE CONSTANT CURRENT REGULATORS PRIOR TO PERFORMING WORK.
7. EXISTING AIRFIELD LIGHTING CABLES SHALL BE REMOVED WHERE NOTED AND EXISTING UNIT DUCT SHALL BE ABANDONED IN PLACE.
8. NEW HOMERUN DUCTBANK TO BE INSTALLED A MINIMUM 10' OUTSIDE OF TAXIWAY OBJECT FREE AREA.
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10. FINISHED GRADE TO MATCH EXISTING GRADES.

LEGEND:

- NEW 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- NEW 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
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- FAA — EXISTING FAA LINE
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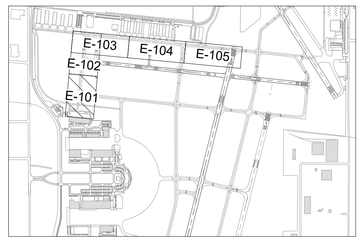


KEYMAP

0 50' 100' 150'
SCALE IN FEET

0 5' 10' 15'
SCALE IN FEET

DuPage Airport Authority

NO.	DATE	DSGN	REVISION	BY	APVD
		DR	CMB	CHK	CDJ
		CMB		TM	APVD

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

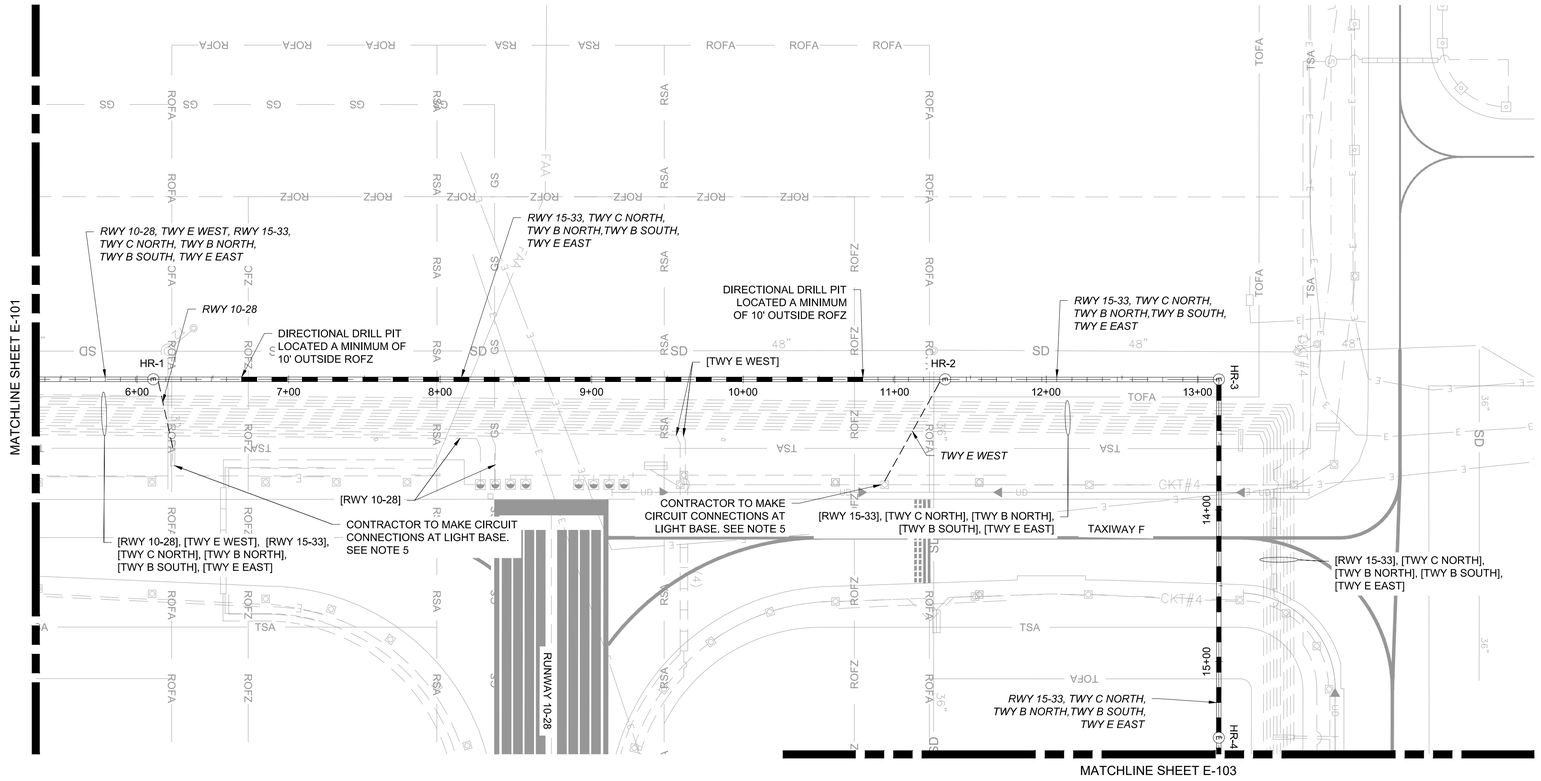
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

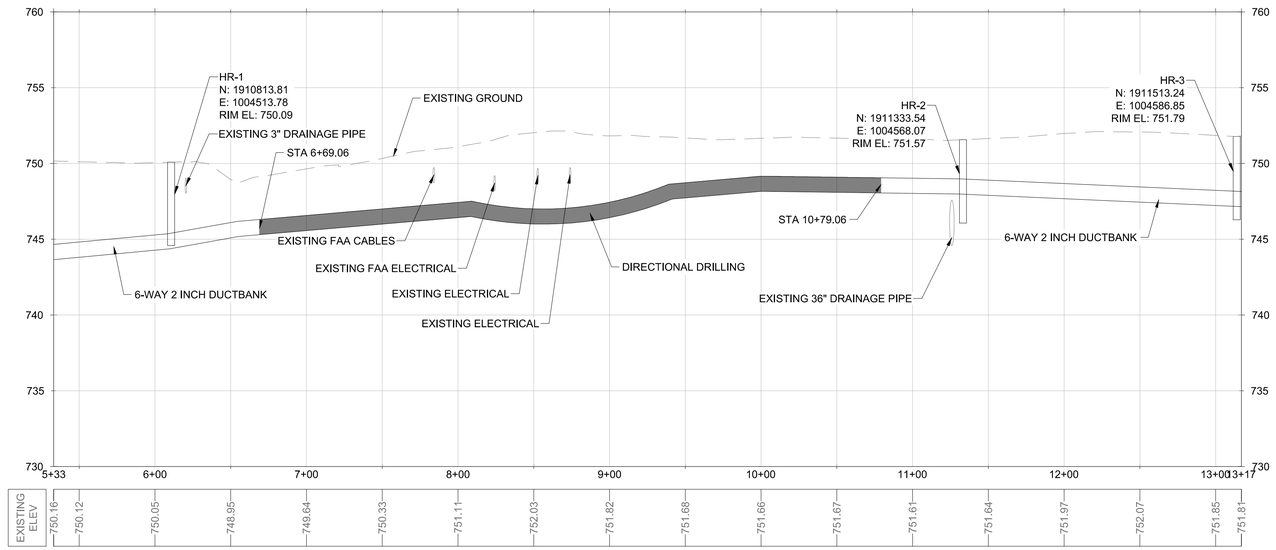
ELECTRICAL PLAN & PROFILE - 1 -

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-101
SHEET	17 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0368042\DPA-4825-E101_E103.DWG PLOT DATE/TIME: 2021/06/16 8:39:43 AM





DUCTBANK PROFILE

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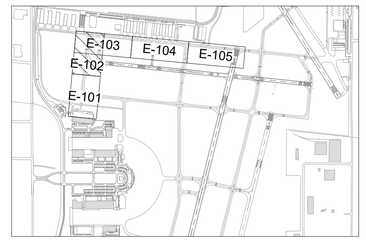
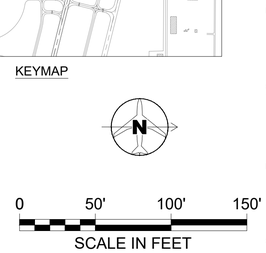


KEYMAP



DuPage Airport Authority

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REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
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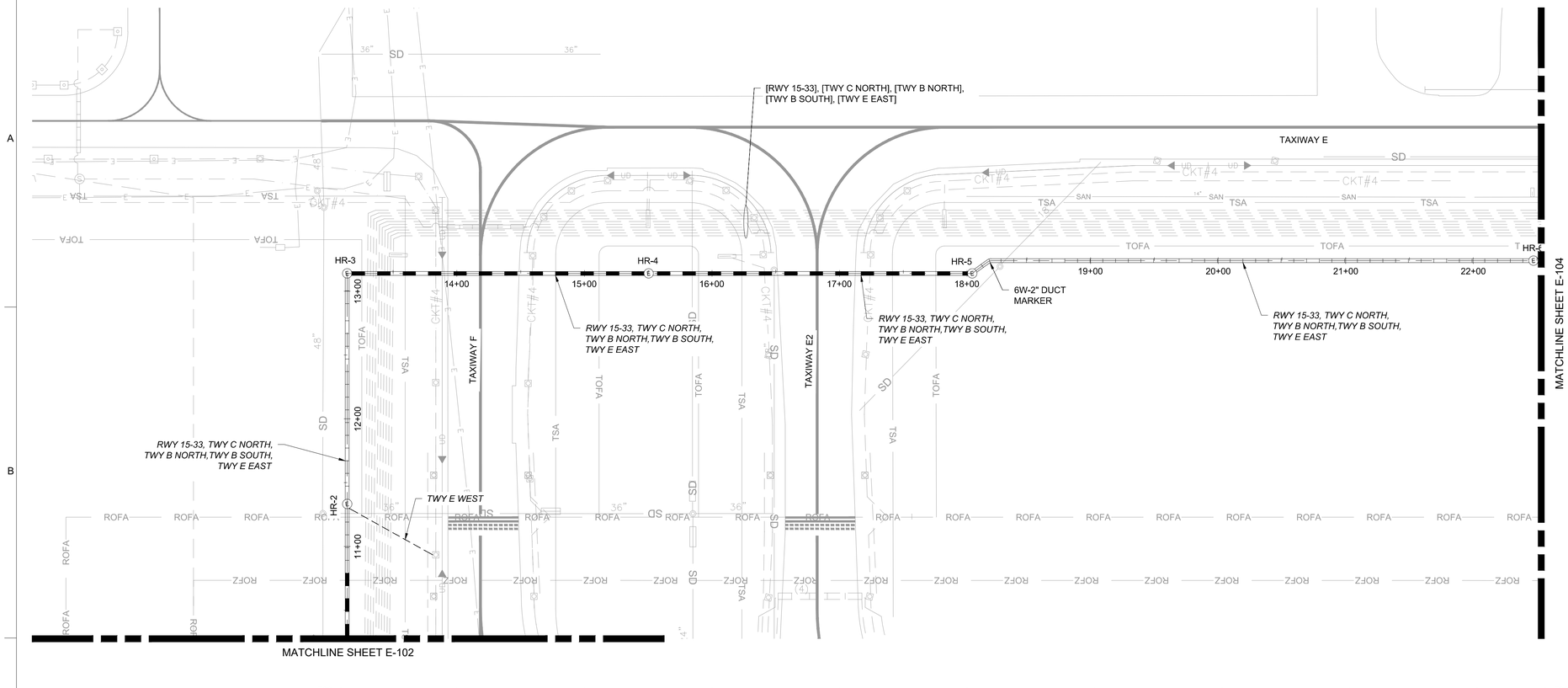
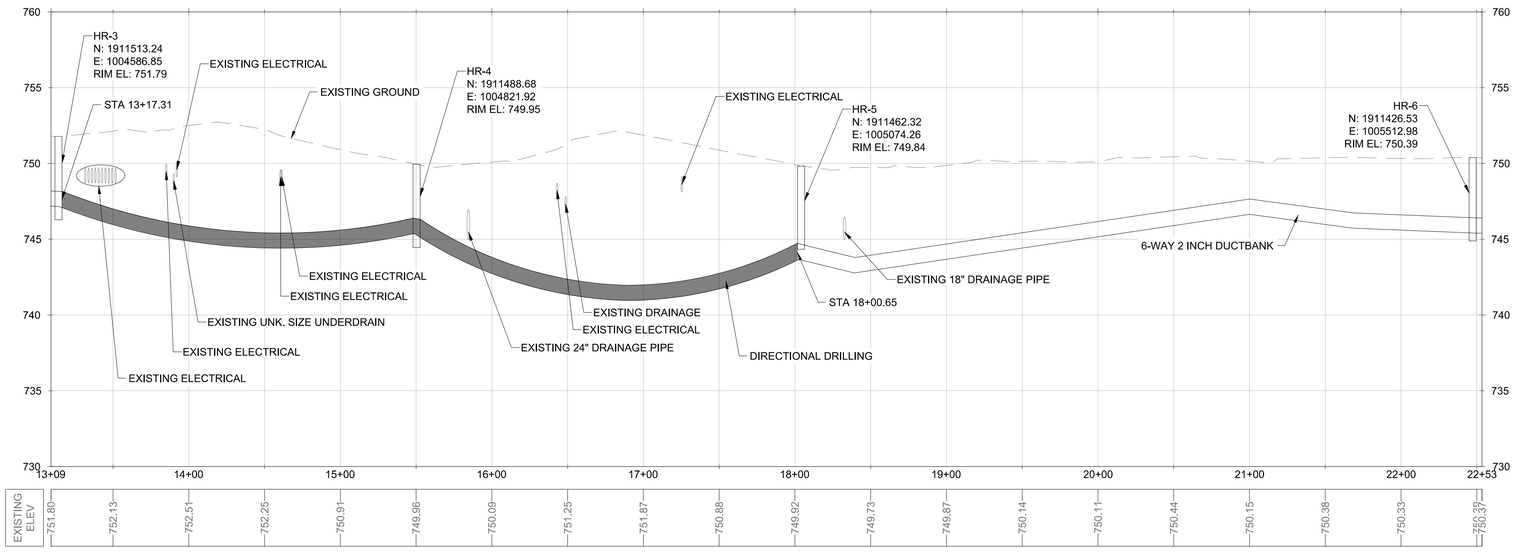
ELECTRICAL PLAN & PROFILE -2-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-102
SHEET	18 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0368042\DPA-4825-E101_E103.DWG PLOT DATE/TIME: 2021/06/17 9:02:46 AM





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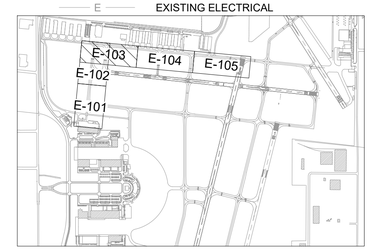
- SD — EXISTING STORM DRAIN
- E — EXISTING ELECTRICAL



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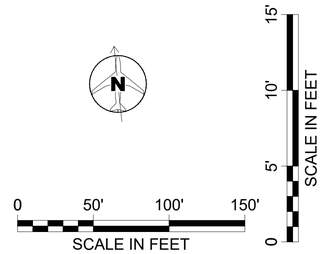


DuPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	REVISION	BY	APVD
		CMB	DR	CMB	TM
			CHK		
			APVD	CDJ	

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

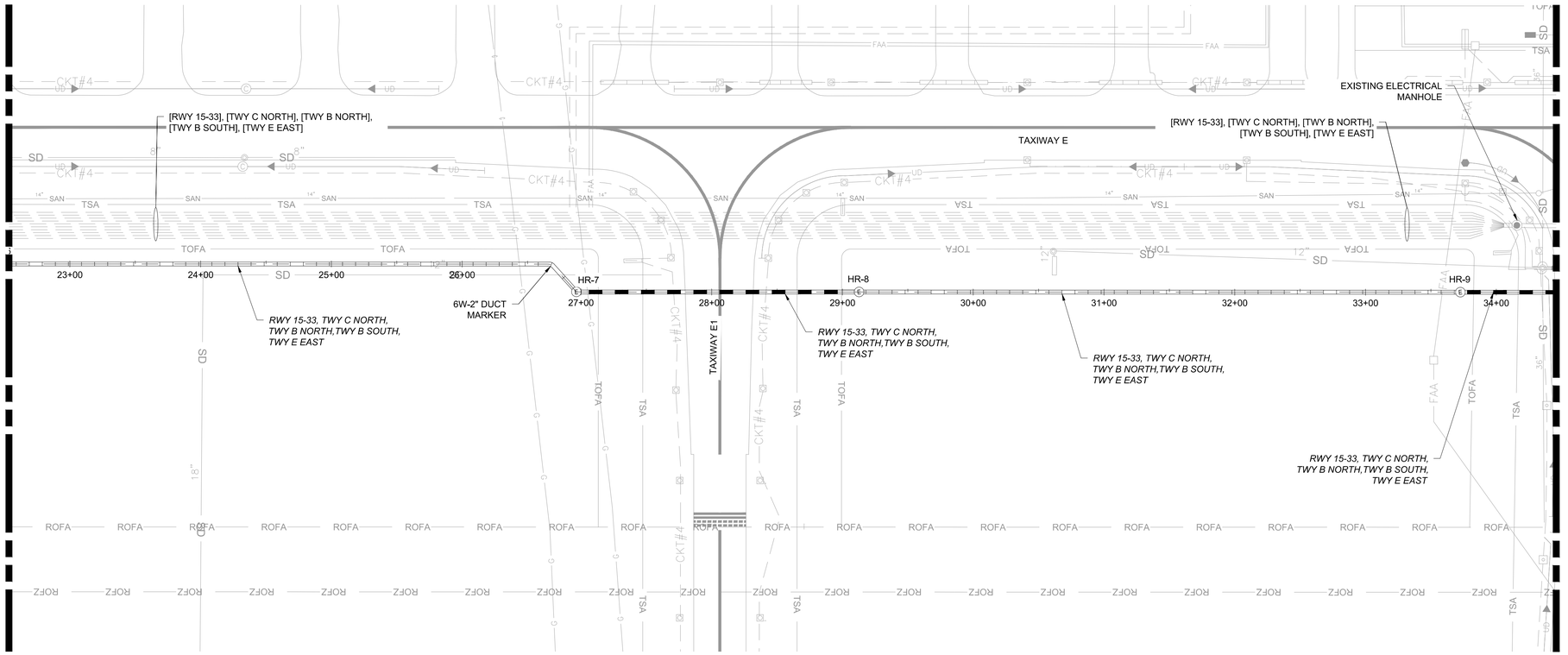
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

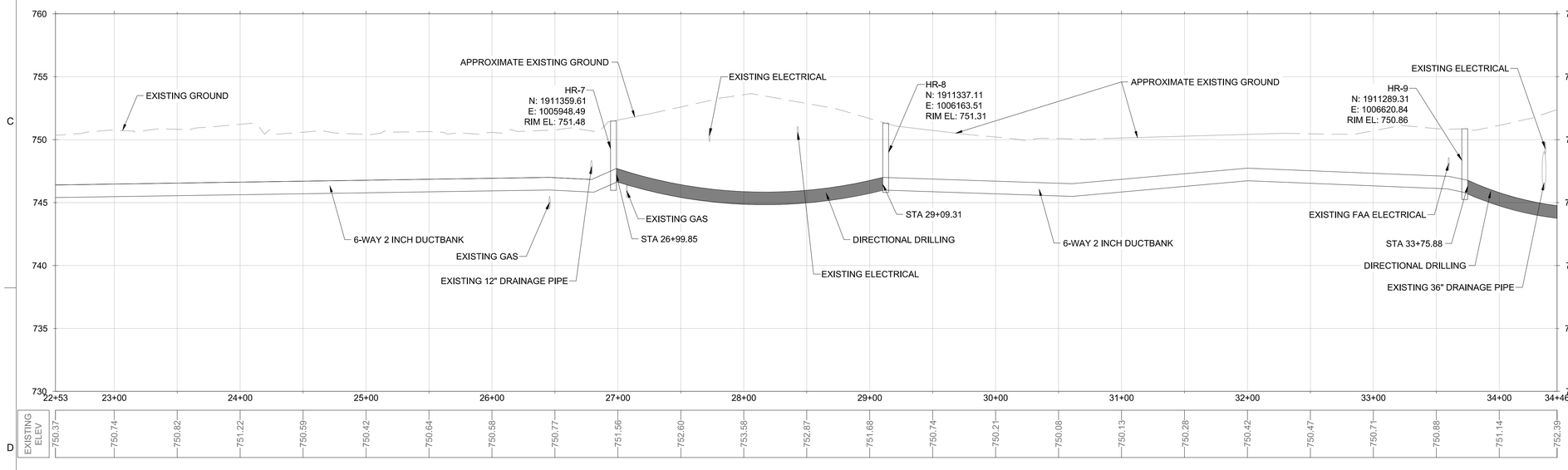
ELECTRICAL PLAN & PROFILE -3-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-103
SHEET	19 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0368042\DPA-4825-E101_E103.DWG PLOT DATE/TIME: 2021/06/17 9:03:53 AM





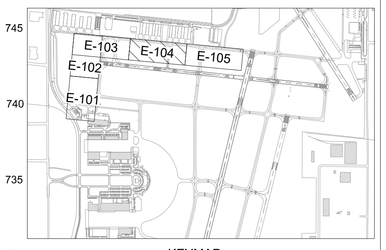
DUCTBANK PROFILE

NOTES:

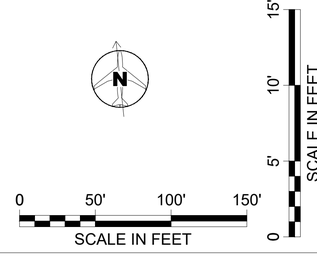
1. SEE SHEET E-001 FOR ELECTRICAL LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. SEE SHEETS E-201 THROUGH E-204 FOR ELECTRICAL CIRCUITING DIAGRAMS.
3. SEE SHEETS E-301 AND E-302 FOR EXISTING VAULT PLAN AND SINGLE LINE DIAGRAM.
4. SEE SHEETS E-401 THROUGH E-403 FOR ELECTRICAL DETAILS.
5. LOCATION OF EXISTING ELECTRICAL INFRASTRUCTURE AND UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO PERFORMING WORK.
6. SPLICE NEW CONDUCTORS TO EXISTING HOMERUN CIRCUIT. COORDINATE WORK WITH DPA ELECTRICAL DEPARTMENT. ENSURE LOCK OUT / TAG OUT PROCEDURES ARE OBSERVED FOR APPROPRIATE CONSTANT CURRENT REGULATORS PRIOR TO PERFORMING WORK.
7. EXISTING AIRFIELD LIGHTING CABLES SHALL BE REMOVED WHERE NOTED AND EXISTING UNIT DUCT SHALL BE ABANDONED IN PLACE.
8. NEW HOMERUN DUCTBANK TO BE INSTALLED A MINIMUM 10' OUTSIDE OF TAXIWAY OBJECT FREE AREA.
9. CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED. HAND EXCAVATE AROUND EXISTING UTILITIES PRIOR TO INSTALLING NEW DUCTBANK. SEE DUCTBANK PROFILE ON THIS SHEET FOR APPROPRIATE DUCTBANK DEPTHS.
10. FINISHED GRADE TO MATCH EXISTING GRADES.

LEGEND:

- NEW 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- NEW 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
- NEW 1-WAY 2" DUCTBANK - CONCRETE ENCASED
- EXISTING UNIT DUCT TO BE ABANDONED IN PLACE
- EXISTING DUCTBANK TO REMAIN
- [XXX]: REMOVE EXISTING 5KV SERIES LIGHTING CABLES. CIRCUIT AS INDICATED ON PLANS.
- *XXX*: FURNISH AND INSTALL NEW (2) 1/C #8, 5KV SERIES LIGHTING CABLES. CIRCUIT AS INDICATED ON PLANS.
- FAA — EXISTING FAA LINE
- G — EXISTING GAS LINE
- SD — EXISTING STORM DRAIN
- E — EXISTING ELECTRICAL



KEYMAP



DUPAGE AIRPORT AUTHORITY

NO.	DSGN	DATE	REVISION	CHK	DR	CMB	CDJ	APVD	BY	APVD
				CMB		CMB		APVD		TM

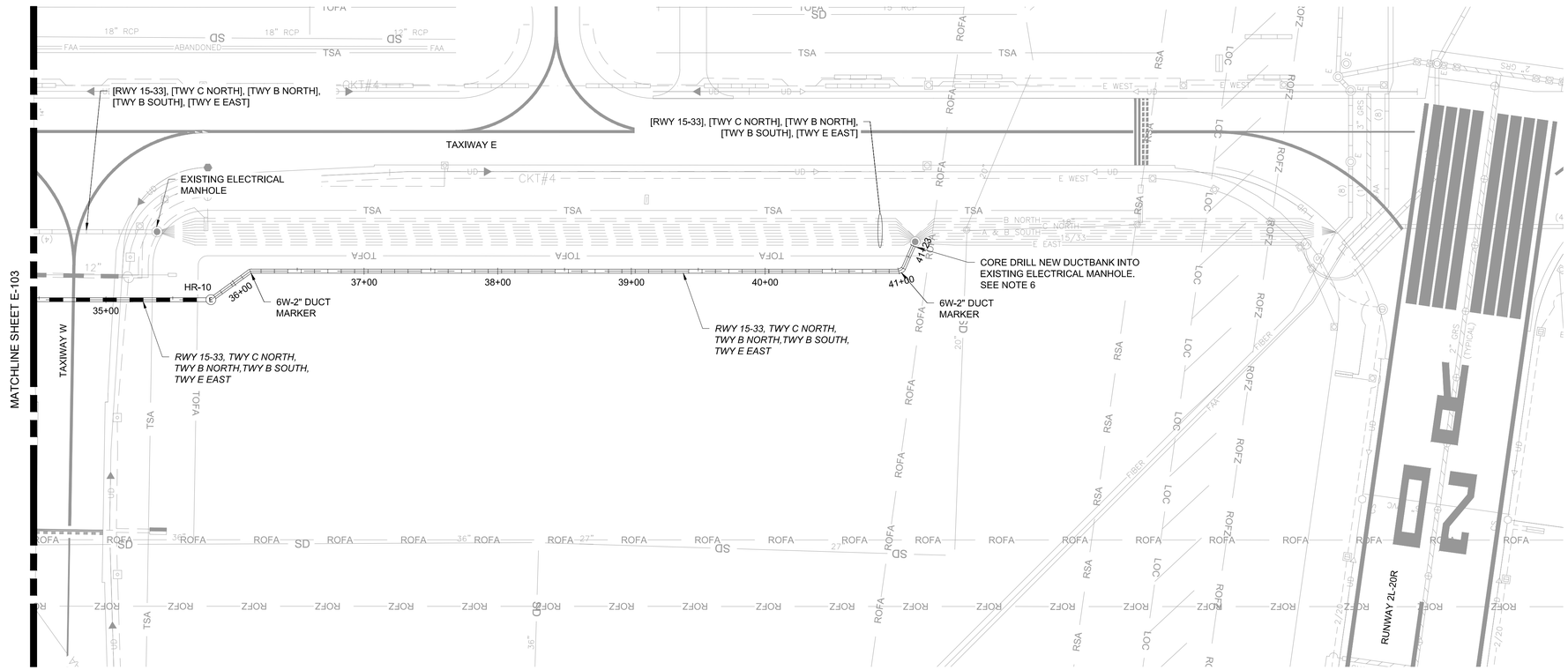
DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

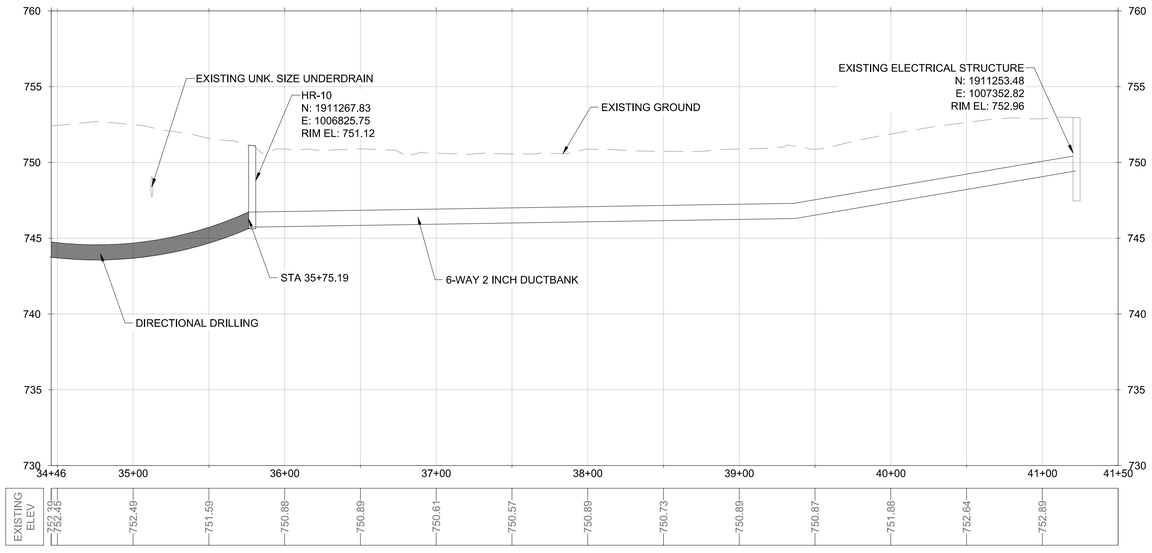
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

ELECTRICAL PLAN & PROFILE -4-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-104
SHEET	20 of 30





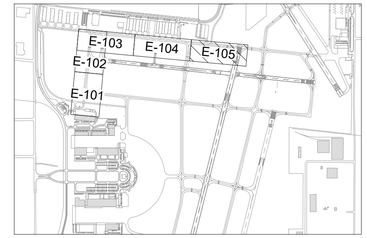
DUCTBANK PROFILE

NOTES:

1. SEE SHEET E-001 FOR ELECTRICAL LEGEND, ABBREVIATIONS, AND GENERAL NOTES.
2. SEE SHEETS E-201 THROUGH E-204 FOR ELECTRICAL CIRCUITING DIAGRAMS.
3. SEE SHEETS E-301 AND E-302 FOR EXISTING VAULT PLAN AND SINGLE LINE DIAGRAM.
4. SEE SHEETS E-401 THROUGH E-403 FOR ELECTRICAL DETAILS.
5. LOCATION OF EXISTING ELECTRICAL INFRASTRUCTURE AND UTILITIES SHOWN IS APPROXIMATE. CONTRACTOR SHALL FIELD VERIFY EXISTING CONDITIONS PRIOR TO PERFORMING WORK.
6. SPLICE NEW CONDUCTORS TO EXISTING HOMERUN CIRCUIT. COORDINATE WORK WITH DPA ELECTRICAL DEPARTMENT. ENSURE LOCK OUT / TAG OUT PROCEDURES ARE OBSERVED FOR APPROPRIATE CONSTANT CURRENT REGULATORS PRIOR TO PERFORMING WORK.
7. EXISTING AIRFIELD LIGHTING CABLES SHALL BE REMOVED WHERE NOTED AND EXISTING UNIT DUCT SHALL BE ABANDONED IN PLACE.
8. NEW HOMERUN DUCTBANK TO BE INSTALLED A MINIMUM 10' OUTSIDE OF TAXIWAY OBJECT FREE AREA.
9. CONTRACTOR SHALL HAVE EXISTING UTILITIES LOCATED AND MARKED. HAND EXCAVATE AROUND EXISTING UTILITIES PRIOR TO INSTALLING NEW DUCTBANK. SEE DUCTBANK PROFILE ON THIS SHEET FOR APPROPRIATE DUCTBANK DEPTHS.
10. FINISHED GRADE TO MATCH EXISTING GRADES.

LEGEND:

- NEW 6-WAY 2" DUCTBANK - CONCRETE ENCASED
- NEW 6-WAY 2" DUCTBANK - DIRECTIONAL DRILL
- NEW 1-WAY 2" DUCTBANK - CONCRETE ENCASED
- EXISTING UNIT DUCT TO BE ABANDONED IN PLACE
- EXISTING DUCTBANK TO REMAIN
- [XXX]: REMOVE EXISTING 5KV SERIES LIGHTING CABLES. CIRCUIT AS INDICATED ON PLANS.
- *XXX*: FURNISH AND INSTALL NEW (2) 1/C #8, 5KV SERIES LIGHTING CABLES. CIRCUIT AS INDICATED ON PLANS.
- FAA — EXISTING FAA LINE
- G — EXISTING GAS LINE



KEYMAP

SCALE IN FEET
0 50' 100' 150'
0 5' 10' 15'

DuPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	REVISION	CHK	BY	APVD
		DR		CMB	CDJ	TM
		CMB		APVD		

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

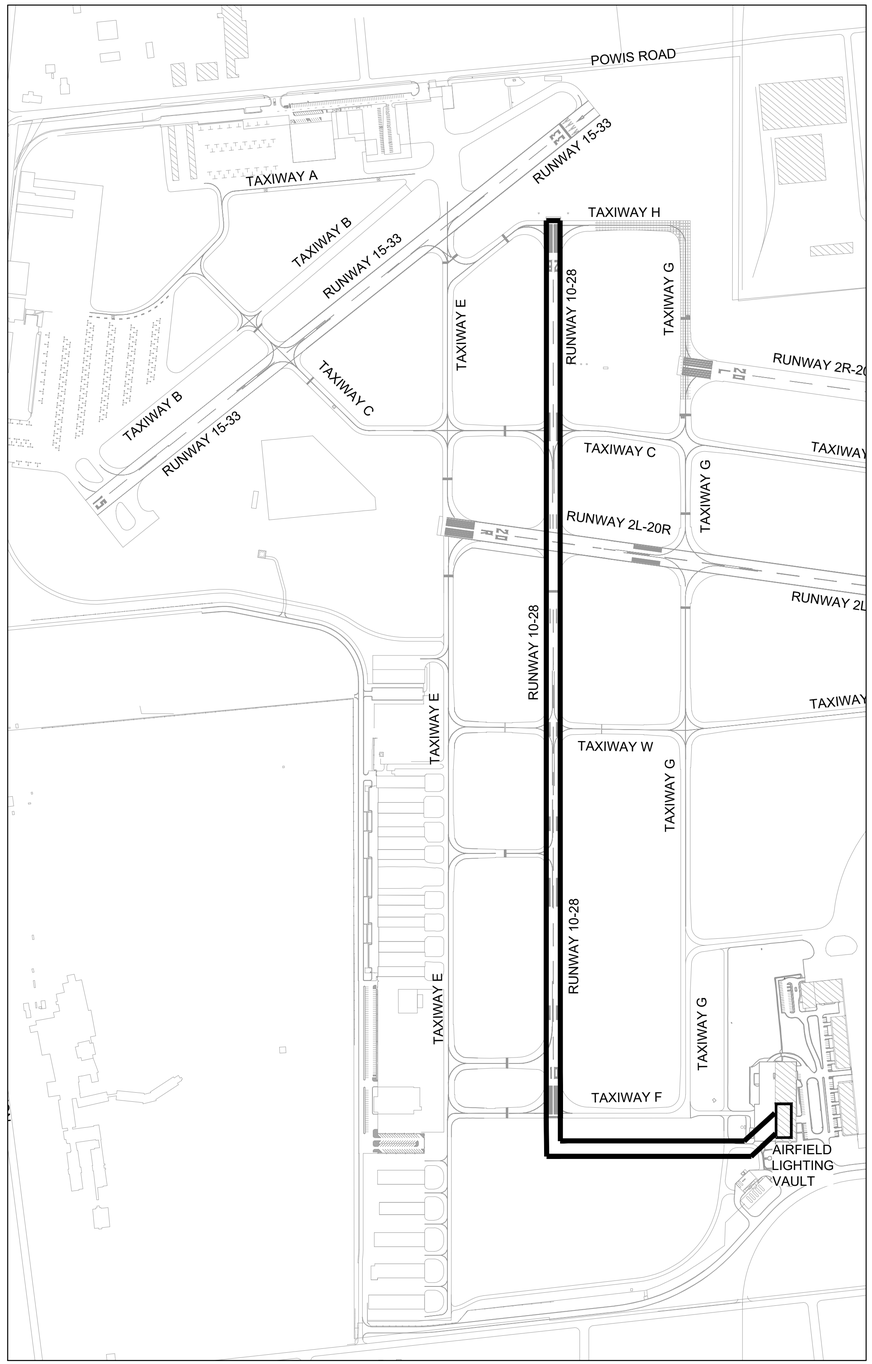
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

ELECTRICAL PLAN & PROFILE -5-

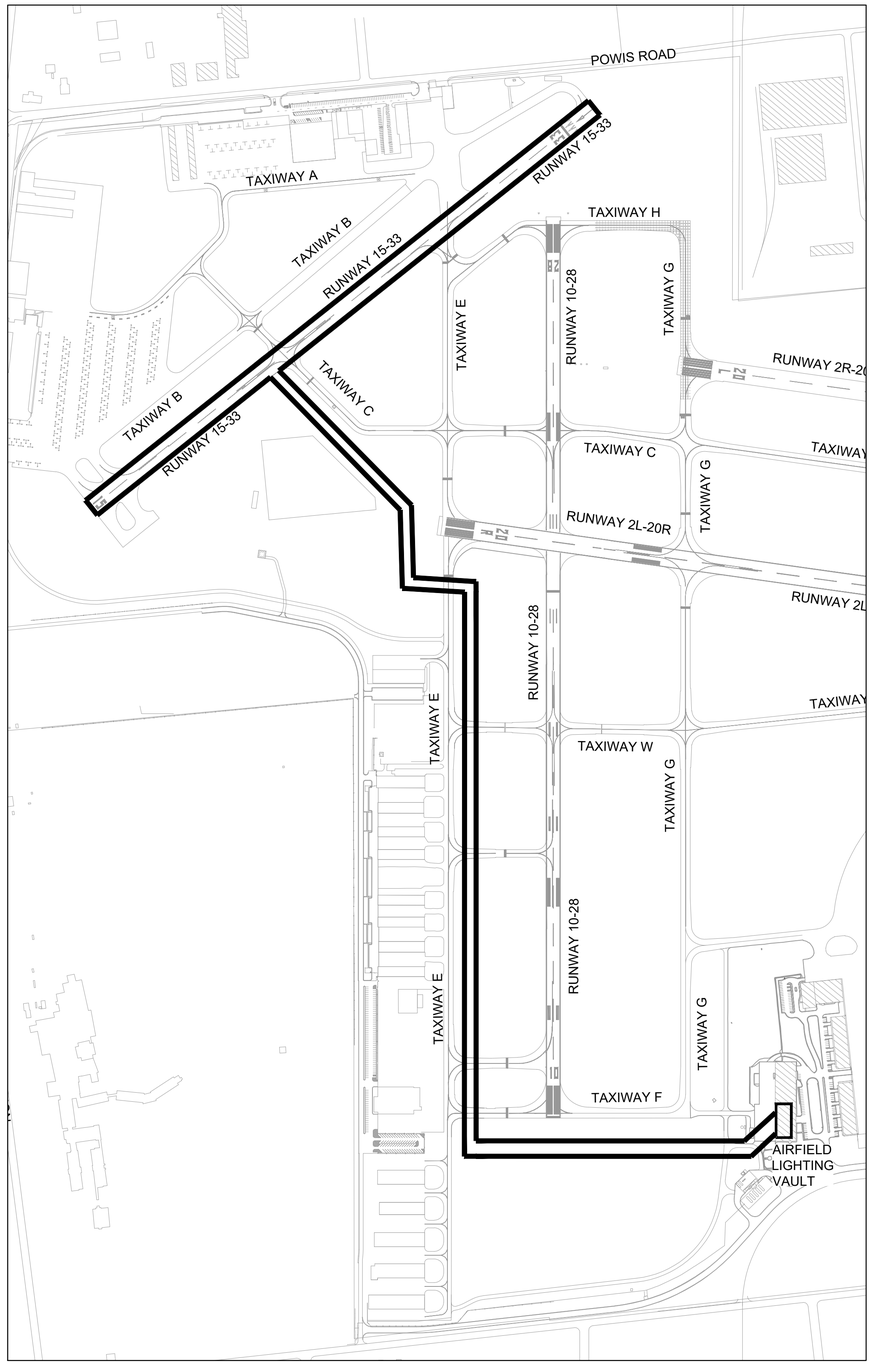
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-105
SHEET	21 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\JEG_LOWRYMR\D0368042\DPA-4825-E101_E103.DWG PLOT DATE/TIME: 2021/06/16 8:44:47 AM



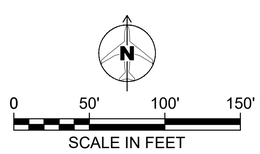
CIRCUIT RWY 10-28
(EDGE LIGHTS & SIGNAGE)



CIRCUIT RWY 15-33
(EDGE LIGHTS & SIGNAGE)

GENERAL NOTES:

1. CIRCUIT SCHEMATICS WERE DEVELOPED FROM RECORD DRAWINGS, FIELD NOTES, AND SKETCHES PROVIDED BY DPA ELECTRICAL MAINTENANCE. CABLE ROUTING HAS NOT BEEN VERIFIED IN THE FIELD.
2. CIRCUIT SCHEMATICS REPRESENT EXISTING CONDITIONS.
3. CIRCUIT SCHEMATICS ARE DIAGRAMMATIC AND DO NOT SHOW ALL INFRASTRUCTURE PRESENT.
4. CABLE LOCATIONS REQUIRE SURVEY PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. SEE SHEETS E-101 THROUGH E-104 FOR NEW HOMERUN DUCTBANK LOCATION.



DuPage Airport Authority

NO.	DATE	DSGN	DR	CMB	REVISION	CHK	CDJ	APVD	BY	APVD	TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

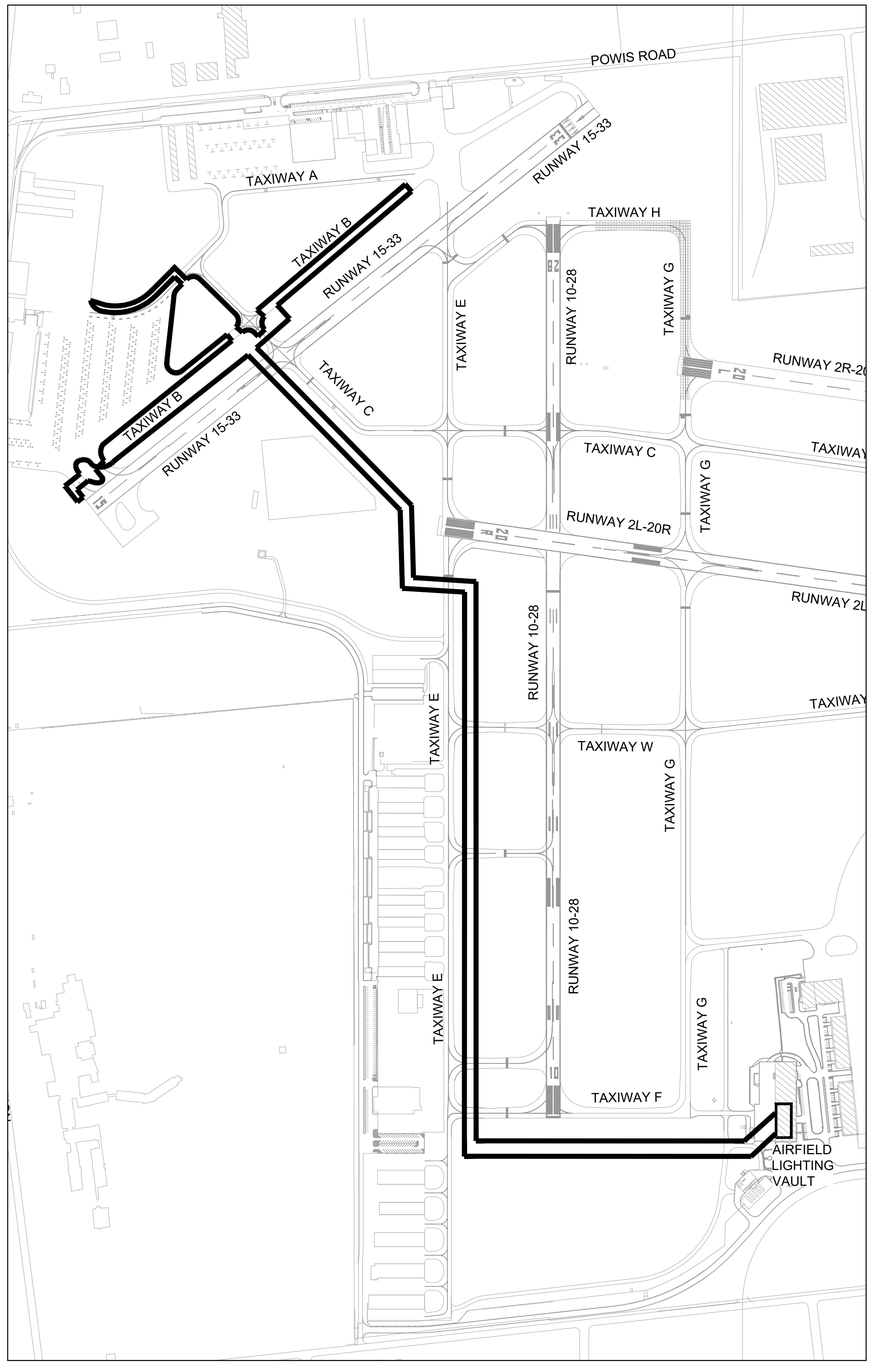
ELECTRICAL CIRCUITING DIAGRAM -1-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

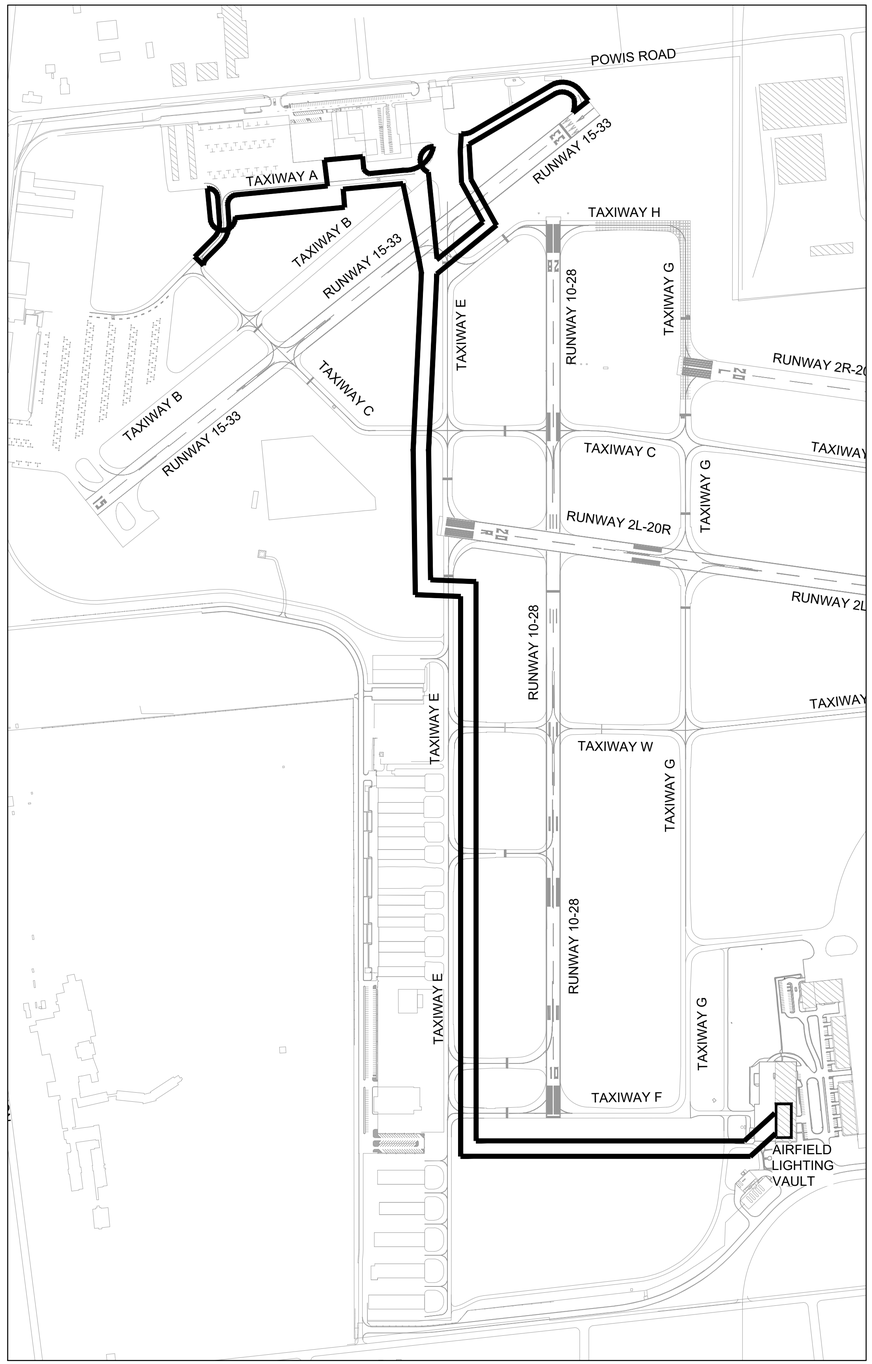
DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-201
SHEET	22 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E201.DWG

PLOT DATE/TIME: 2021/06/16 9:47:41 AM



CIRCUIT TWY B NORTH
(EDGE LIGHTS & SIGNAGE)



CIRCUIT TWY B SOUTH
(EDGE LIGHTS & SIGNAGE)

GENERAL NOTES:

1. CIRCUIT SCHEMATICS WERE DEVELOPED FROM RECORD DRAWINGS, FIELD NOTES, AND SKETCHES PROVIDED BY DPA ELECTRICAL MAINTENANCE. CABLE ROUTING HAS NOT BEEN VERIFIED IN THE FIELD.
2. CIRCUIT SCHEMATICS REPRESENT EXISTING CONDITIONS.
3. CIRCUIT SCHEMATICS ARE DIAGRAMMATIC AND DO NOT SHOW ALL INFRASTRUCTURE PRESENT.
4. CABLE LOCATIONS REQUIRE SURVEY PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. SEE SHEETS E-101 THROUGH E-104 FOR NEW HOMERUN DUCTBANK LOCATION.

0 50' 100' 150'
SCALE IN FEET

DuPage Airport Authority

NO.	DATE	REVISION	DR	CHK	APVD	BY	APVD
DSGN	CMB		CMB	CDJ	APVD		TM

ch2m

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

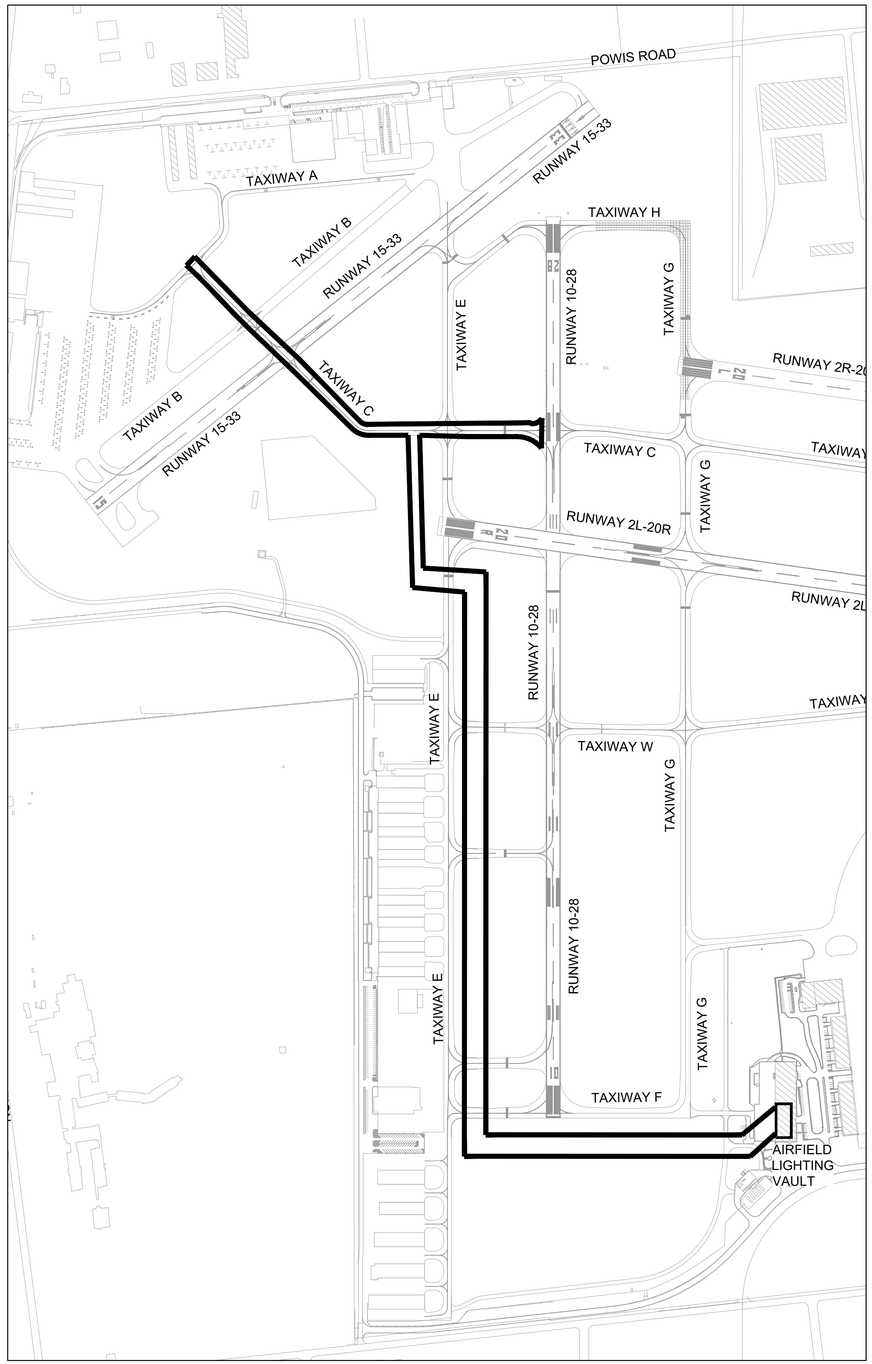
ELECTRICAL CIRCUITING DIAGRAM -2-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

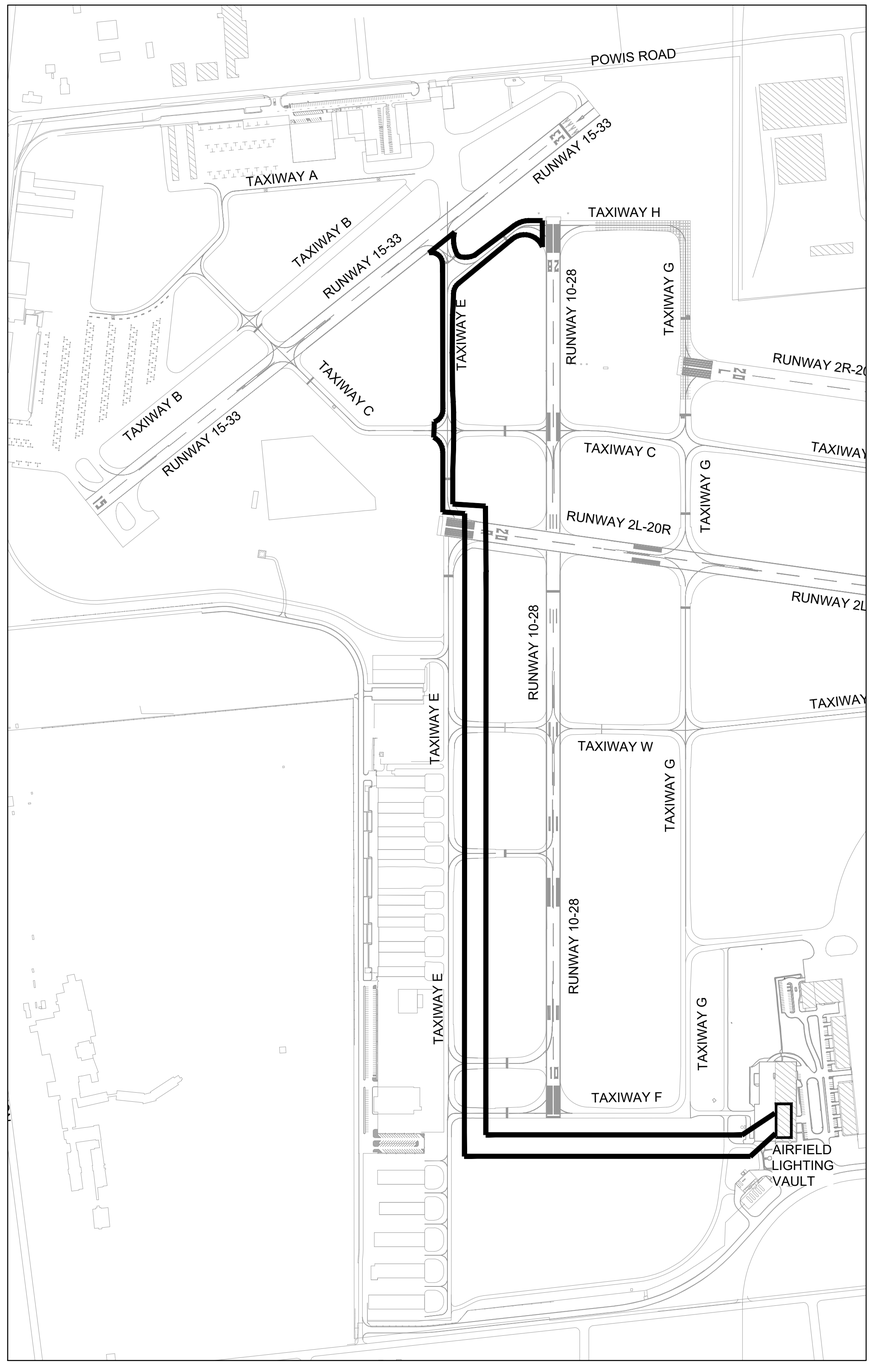
DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-202
SHEET	23 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E201.DWG

PLOT DATE/TIME: 2021/06/16 9:48:06 AM



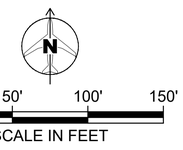
CIRCUIT TWY C NORTH
(EDGE LIGHTS & SIGNAGE)



CIRCUIT TWY E EAST
(EDGE LIGHTS & SIGNAGE)

GENERAL NOTES:

1. CIRCUIT SCHEMATICS WERE DEVELOPED FROM RECORD DRAWINGS, FIELD NOTES, AND SKETCHES PROVIDED BY DPA ELECTRICAL MAINTENANCE. CABLE ROUTING HAS NOT BEEN VERIFIED IN THE FIELD.
2. CIRCUIT SCHEMATICS REPRESENT EXISTING CONDITIONS.
3. CIRCUIT SCHEMATICS ARE DIAGRAMMATIC AND DO NOT SHOW ALL INFRASTRUCTURE PRESENT.
4. CABLE LOCATIONS REQUIRE SURVEY PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. SEE SHEETS E-101 THROUGH E-104 FOR NEW HOMERUN DUCTBANK LOCATION.



DuPage Airport Authority

NO.	DATE	DSGN	DR	CMB	CHK	CDJ	APVD	BY	APVD
				REVISION					TM

ch2m

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

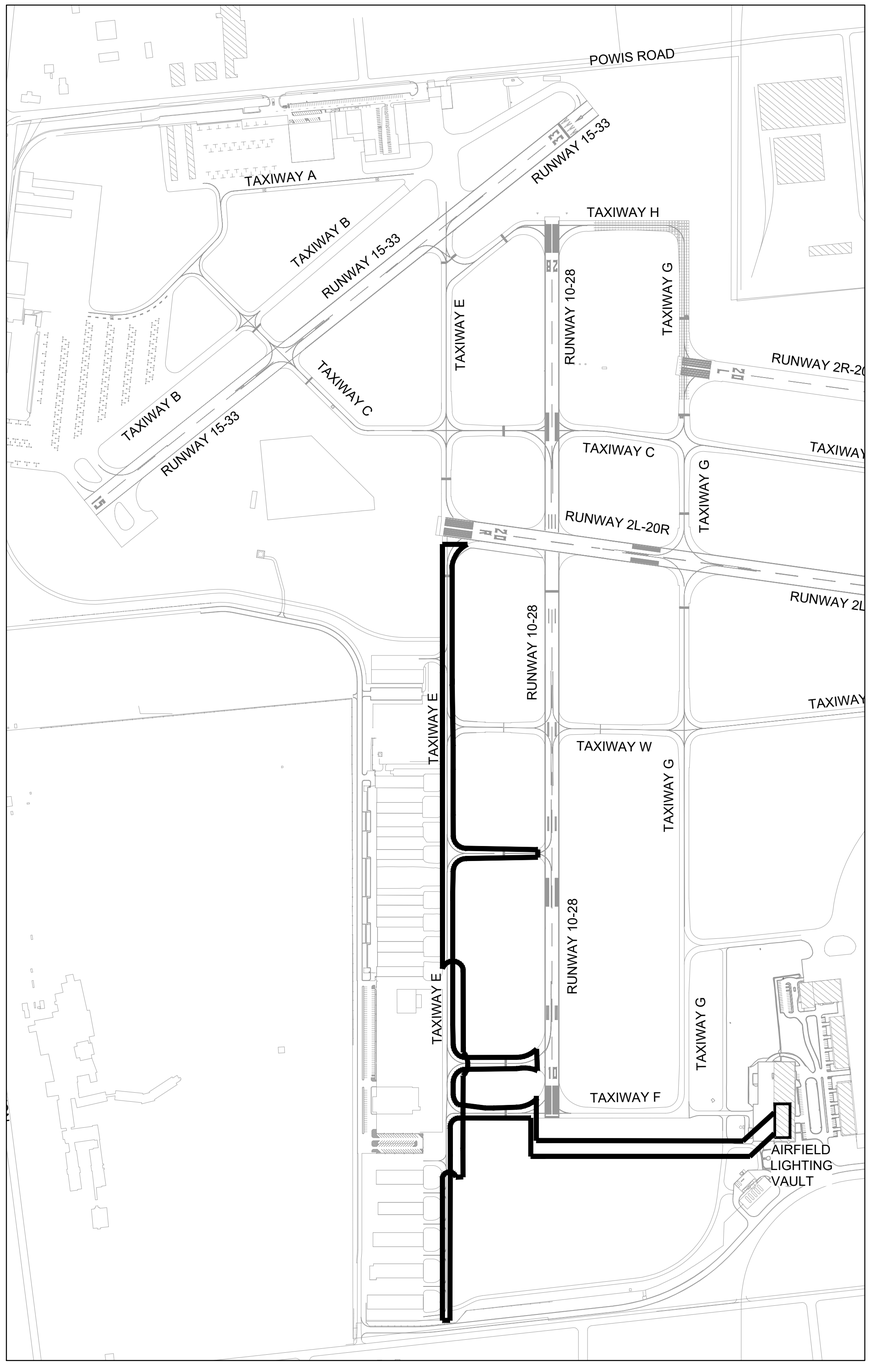
ELECTRICAL CIRCUITING DIAGRAM -3-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-203
SHEET	24 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E201.DWG

PLOT DATE/TIME: 2021/06/16 9:48:53 AM



CIRCUIT TWY E WEST
(EDGE LIGHTS & SIGNAGE)

GENERAL NOTES:

1. CIRCUIT SCHEMATICS WERE DEVELOPED FROM RECORD DRAWINGS, FIELD NOTES, AND SKETCHES PROVIDED BY DPA ELECTRICAL MAINTENANCE. CABLE ROUTING HAS NOT BEEN VERIFIED IN THE FIELD.
2. CIRCUIT SCHEMATICS REPRESENT EXISTING CONDITIONS.
3. CIRCUIT SCHEMATICS ARE DIAGRAMMATIC AND DO NOT SHOW ALL INFRASTRUCTURE PRESENT.
4. CABLE LOCATIONS REQUIRE SURVEY PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION. SEE SHEETS E-101 THROUGH E-104 FOR NEW HOMERUN DUCTBANK LOCATION.

N

0 50' 100' 150'

SCALE IN FEET

DuPAGE AIRPORT AUTHORITY

NO.	DATE	DSGN	DR	CHK	APVD	BY	APVD
		CMB	CMB	CDJ	APVD		TM

REVISION

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

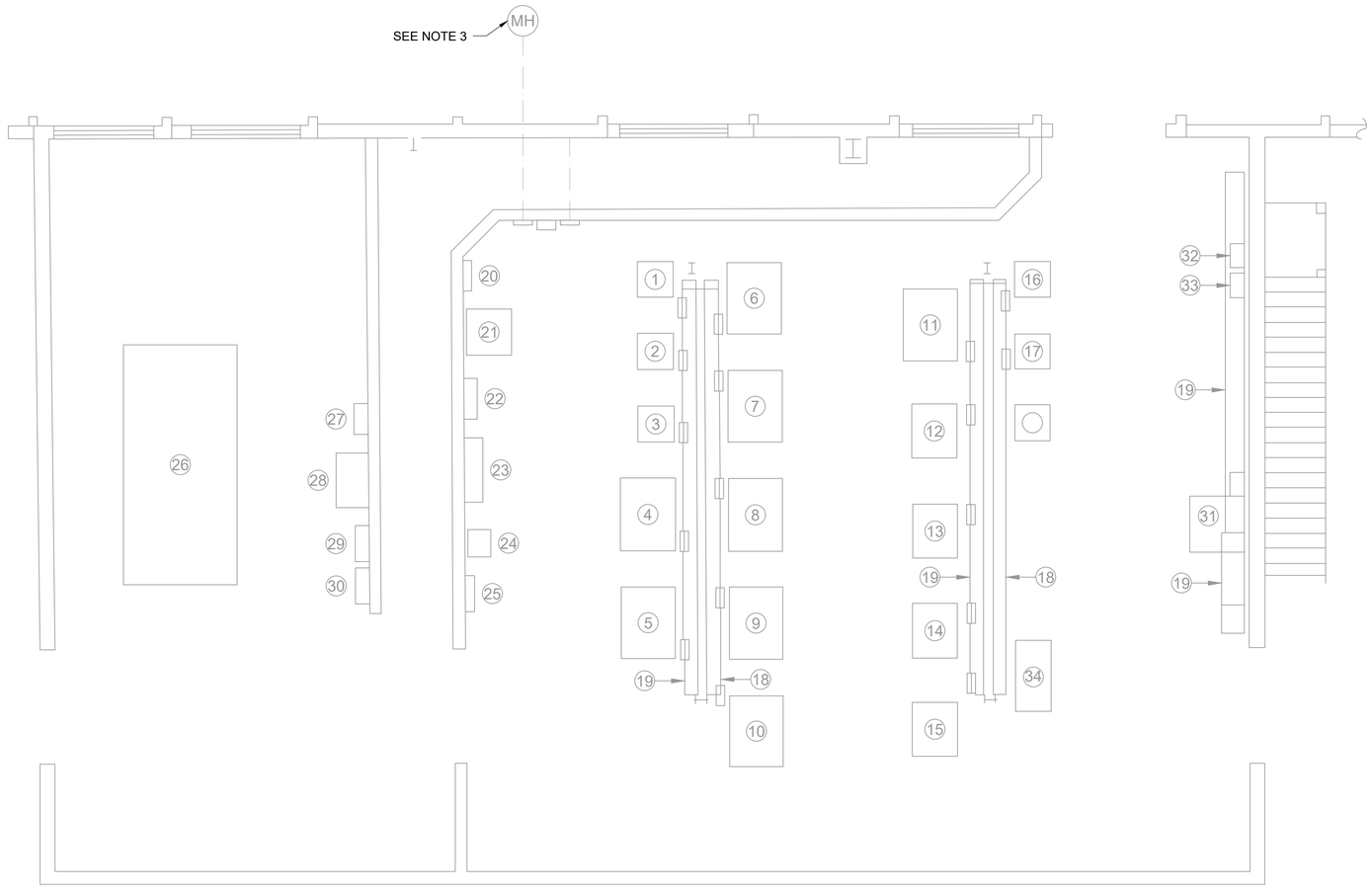
ELECTRICAL CIRCUITING DIAGRAM -4-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-204
SHEET	25 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E201.DWG

PLOT DATE/TIME: 2021/06/16 9:49:26 AM



EXISTING ELECTRICAL VAULT

NTS

NOTES:

1. REFER TO E-001 FOR LEGEND, NOTES, & ABBREVIATIONS
2. ALL DPA AIRFIELD LIGHTING HOMERUN CIRCUITS ARE ROUTED THROUGH THE 5KV ELECTRICAL MANHOLE, LOCATED NORTH OF THE AIRFIELD LIGHTING VAULT.
3. NO WORK IS BEING PERFORMED WITHIN AIRFIELD LIGHTING VAULT. SEE SHEET E-101 FOR CABLE SPLICE LOCATION. CONTRACTOR SHALL ENSURE LOCK OUT / TAG OUT PROCEDURES ARE PERFORMED PRIOR TO COMPLETION OF ANY WORK AND COORDINATE ALL CIRCUIT OUTAGES WITH DPA IN ADVANCE.

AIRFIELD LIGHTING VAULT EQUIPMENT SCHEDULE:

1. CONSTANT CURRENT REGULATOR #13 - RUNWAY 15/33
   10 KW - CKT #1
2. CONSTANT CURRENT REGULATOR #14 - RUNWAY 10/28
   30 KW - CKT #2
3. CONSTANT CURRENT REGULATOR #15 - RUNWAY 2R/20L
   10KW - CKT #11
4. CONSTANT CURRENT REGULATOR #16 - RUNWAY 2L/20R
   15KW - CKT #3
5. CONSTANT CURRENT REGULATOR #17 - RUNWAY 2L/20R
   30KW - CKT #18
6. CONSTANT CURRENT REGULATOR #12 - RUNWAY 2L/20R TDZ
   30KW - CKT #17
7. CONSTANT CURRENT REGULATOR #10
   30KW - SPARE #1
8. CONSTANT CURRENT REGULATOR #11
   30KW - SPARE #2
9. CONSTANT CURRENT REGULATOR #2 - TAXIWAY T, Y, Z & C SOUTH
   30KW - CKT #12
10. CONSTANT CURRENT REGULATOR #8 - TAXIWAY W, T, Y, Z
    30KW - CKT #14
11. CONSTANT CURRENT REGULATOR #3 - TAXIWAY L, T, Y
    20KW - CKT #15
12. CONSTANT CURRENT REGULATOR #4 - TAXIWAY G & H/F SOUTH
    15KW - CKT #16
13. CONSTANT CURRENT REGULATOR #5 - TAXIWAY E WEST, F NORTH, E1, E2
    15KW - CKT #4
14. CONSTANT CURRENT REGULATOR #6 - TAXIWAY B SOUTH, A SOUTH
    10KW - CKT #6
15. CONSTANT CURRENT REGULATOR #7 - TAXIWAY B NORTH
    10KW - CKT #7
16. CONSTANT CURRENT REGULATOR #9 - TAXIWAY C NORTH
    N/A
17. CONSTANT CURRENT REGULATOR #1 - TAXIWAY E EAST, H NORTH
    15KW - CKT #5
18. 5KV AIRFIELD LIGHTING CABLE WIREWAY TO BE REMOVED
19. 600V WIREWAY (8" X 8")
20. 208Y/120 VAC, 3ϕ, 4W, LIGHTING PANEL A
21. 75KVA, 480-208Y/120 VAC, TRANSFORMER
22. 480V, 3ϕ, POWER DISTRIBUTION PANEL PDP-2
23. 480V, 3ϕ, POWER DISTRIBUTION PANEL PDP-1
24. 75KVA, 3ϕ, 480V Δ TO 480Y/277 VAC TRANSFORMER
25. 480Y/277V POWER DISTRIBUTION PANEL
26. 430KW (537.5 KVA) STAND-BY GENERATOR SET
27. 800A, 480V, 3ϕ, UTILITY MAIN DISCONNECT
28. 800A, 480V, 3ϕ, AUTOMATIC TRANSFER SWITCH
29. 800A, 480V, 3ϕ, GENERATOR SET MAIN DISCONNECT SWITCH
30. 480Y/277V, POWER DISTRIBUTION PANEL
31. ALCMS CABINET
32. FLIGHT CENTER APRON LIGHTING CONTROL PANEL
33. PAPI/WINDCONE CONTROL PANEL

DUPAGE AIRPORT AUTHORITY

NO.	DSGN	DATE	REVISION	DR	CMB	CHK	CDJ	APVD	BY	APVD
										TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

EXISTING ELECTRICAL VAULT PLAN

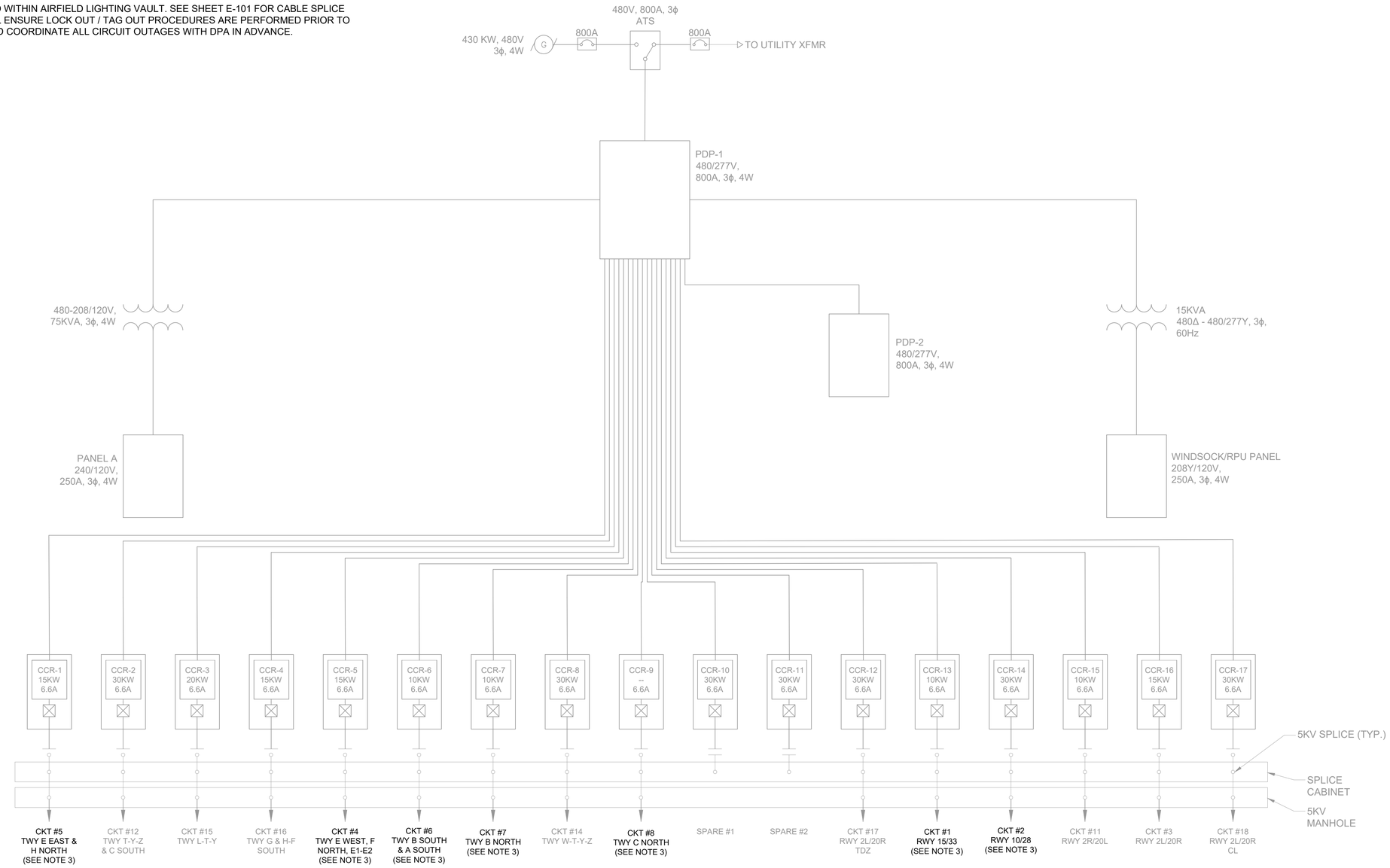
BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-301
SHEET	26 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E301.DWG PLOT DATE/TIME: 2021/06/16 9:50:21 AM

NOTES:

1. REFER TO E-001 FOR LEGEND, NOTES, AND ABBREVIATIONS.
2. ALL INFORMATION SHOWN ON THESE DRAWINGS HAS BEEN COMPILED FROM AVAILABLE DESIGN AND RECORD DRAWINGS, DISCUSSIONS WITH AIRPORT STAFF, AND NOTES COLLECTED DURING SITE VISITS. UNDERGROUND INFRASTRUCTURE HAS NOT BEEN VERIFIED OTHER THAN PERFORMANCE OF UTILITY LOCATION SERVICES.
3. NO WORK IS BEING PERFORMED WITHIN AIRFIELD LIGHTING VAULT. SEE SHEET E-101 FOR CABLE SPLICE LOCATION. CONTRACTOR SHALL ENSURE LOCK OUT / TAG OUT PROCEDURES ARE PERFORMED PRIOR TO COMPLETION OF ANY WORK AND COORDINATE ALL CIRCUIT OUTAGES WITH DPA IN ADVANCE.



EXISTING ELECTRICAL VAULT SINGLE LINE DIAGRAM

NTS

DuPAGE AIRPORT AUTHORITY

NO.	DSGN	DATE	DR	CMB	REVISION	CHK	CDJ	APVD	BY	APVD	TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

EXISTING ELECTRICAL VAULT SINGLE LINE DIAGRAM

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-302
SHEET	27 of 30

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DUCTBANK INSTALLATION NOTES:

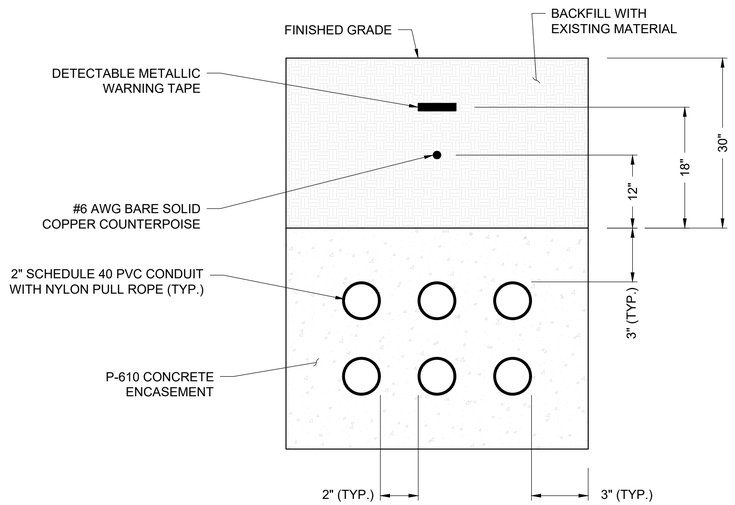
1. CONTRACTOR SHALL INSTALL A NYLON PULL WIRE IN ALL EMPTY CONDUITS.
2. CONTRACTOR SHALL INSTALL A PLASTIC COATED, DETECTABLE MAGNETIC 2" WIDE TAPE A MINIMUM OF 8" BELOW EXISTING GRADE ABOVE ALL DUCTBANKS OR CONDUITS NOT INSTALLED UNDER AIRFIELD PAVEMENT.
3. ALL DUCTBANKS AND CONDUITS SHOWN AS P-610 CONCRETE ENCASED SHALL BE ENCASED IN 4000 PSI CONCRETE COMPRESSIVE STRENGTH.
4. ALL DUCTS SHALL BE SECURELY FASTENED IN PLACE DURING CONSTRUCTION AND PROGRESS OF THE WORK AND SHALL BE PLUGGED TO PREVENT SEEPAGE OF GROUT, WATER, OR DIRT. ANY DUCT SECTION HAVING A DEFECTIVE JOINT SHALL NOT BE INSTALLED. DUCTS SHALL BE SUPPORTED AND SPACED APART USING APPROVED SPACERS AT INTERVALS THAT DO NOT EXCEED 5 FEET.

DIRECTIONAL DRILLING NOTES:

1. DIRECTIONALLY DRILLED DUCTS SHALL BE INSTALLED BELOW THE PAVING SUBRADE AND EXISTING UTILITIES. CONFIRM CORRECT ELEVATION FOR CONNECTION TO NEW ELECTRICAL HANDHOLES. DIRECTIONAL DRILLING IS REQUIRED FOR ALL DUCTS UNDER EXISTING PAVEMENT. ALL DUCTS INSTALLED UNDER EXISTING PAVEMENT SHALL BE CONCRETE ENCASED.
2. THE LAUNCHING AND RECEIVING PITS FOR THE DIRECTIONAL DRILL SHALL BE LOCATED OUTSIDE THE TOFA OR AS DIRECTED BY THE ENGINEER.
3. COUNTERPOISE SHALL BE ATTACHED TO EXTERNAL PORTION OF CONDUIT AND STRUNG DURING THE INSTALLATION PROCESS. CONNECT EXOTHERMICALLY TO A 3/4"x20' GROUND ROD ON EITHER SIDE OF THE DIRECTIONAL DRILL INSTALLATION.

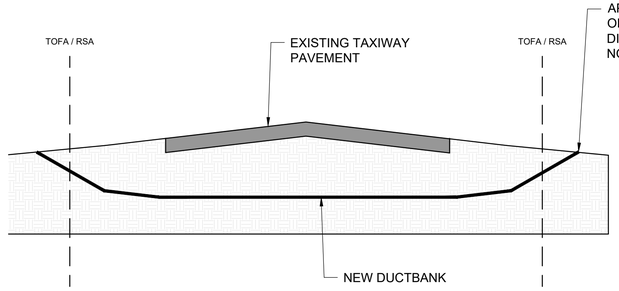
DUCTBANK COUNTERPOISE NOTES:

1. THE RESISTANCE TO GROUND OF THE COUNTERPOISE SHALL NOT EXCEED 5 OHMS. FURNISH AND INSTALL ADDITIONAL GROUND RODS UNTIL VALUE NO LONGER EXCEEDS 5 OHMS AT NO ADDITIONAL COST TO THE AUTHORITY.
2. FURNISH AND INSTALL COUNTERPOISE SYSTEM 4" MIN ABOVE AND CENTERED ABOUT THE DUCTBANKS. HEIGHT ABOVE THE DUCTBANK SHALL BE CALCULATED TO ENSURE THE CONDUITS ARE TO BE PROTECTED WITHIN THE 45° PROTECTION ZONE.
3. ENSURE 6" MIN SEPARATION BETWEEN POWER (OVER 600V) & COMMUNICATIONS DUCTS AND A 3" MIN SEPARATION BETWEEN POWER (UNDER 600V) & COMMUNICATIONS DUCTS.
4. SPACE GROUND RODS AT 500 FT MAX INTERVALS. SPACING SHALL VARY 10% TO 20% TO PREVENT RESONANCE. FURNISH AND INSTALL THE GROUND RODS AT APPROXIMATELY 6 FT ON EITHER SIDE OF THE TRENCH.



TYPICAL 6-WAY 2" DUCTBANK INSTALLATION IN TURF

NTS



DIRECTIONAL DRILLING DETAIL

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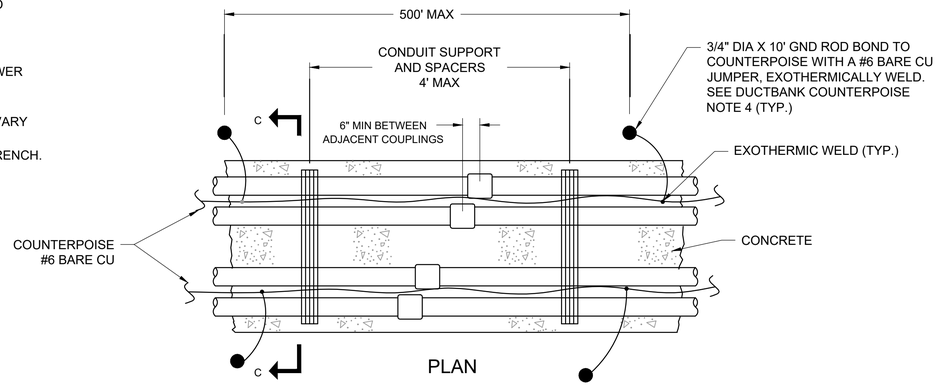
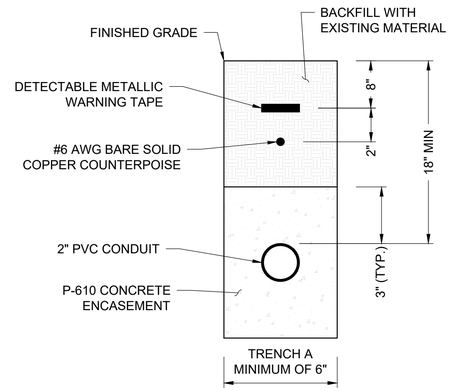


TYPICAL DUCTBANK COUNTERPOISE INSTALLATION

NTS

NOTES:

1. REFER TO E-001 FOR LEGEND, NOTES, AND ABBREVIATIONS.
2. REFER TO SHEETS E-101 THROUGH E-104 FOR NEW DUCTBANK LAYOUT AND AIRFIELD CIRCUITING INFORMATION



TYPICAL 1-WAY 2" CONDUIT TRENCH

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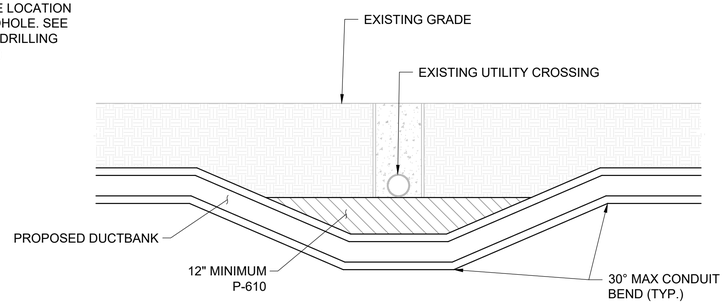

TYPICAL UTILITY CROSSING

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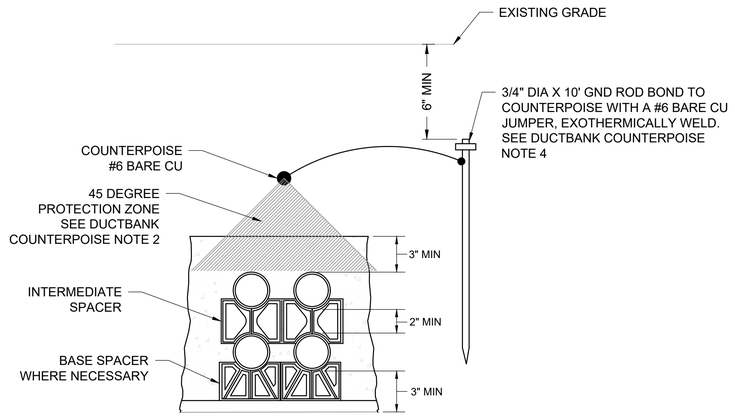


SECTION C-C

DuPage Airport Authority

NO.	DSGN	DATE	REVISION	DR	CMB	CHK	CDJ	APVD	BY	APVD
										TM

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

ch2m

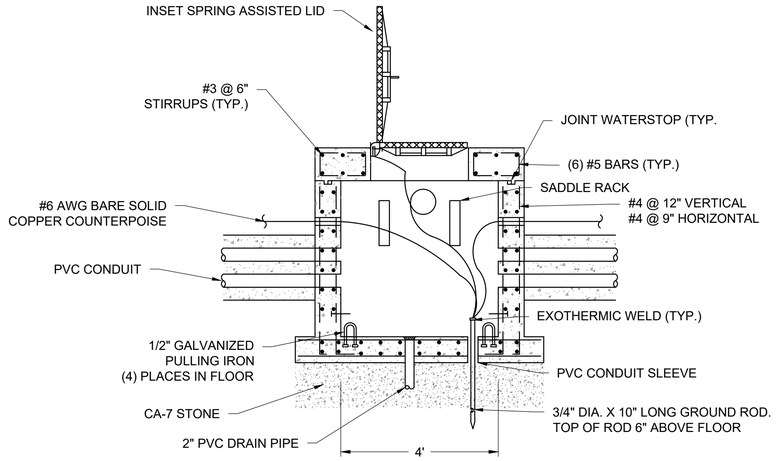
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

ELECTRICAL DETAILS -1-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

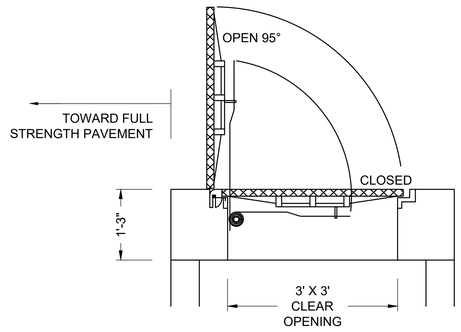
DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-401
SHEET	28 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E401.DWG PLOT DATE/TIME: 2021/06/16 9:59:19 AM



TYPICAL ELECTRICAL HANDHOLE

NTS



SPRING LIFT ASSEMBLY

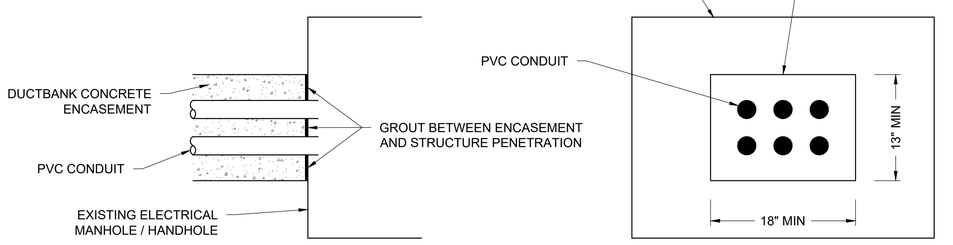
NTS

NOTES:

1. HOLD OPEN BAR AND HOLD DOWN BOLTS ARE REQUIRED.
2. COVER AND SPRING SHALL BE CAPABLE OF REMOVAL.
3. HANDHOLE COVER MUST BE SUITABLE FOR SPRING HARDWARE SUPPLIED.
4. BOND COUNTERPOISE SYSTEM TO COVER.
5. ALL METAL COMPONENTS TO BE HOT DIPPED GALVANIZED AND SPOT-PAINTED IN FIELD AFTER INSTALLATION.

ELECTRICAL HANDHOLE NOTES:

1. TYPICAL INSIDE CLEAR DIMENSIONS OF ELECTRICAL HANDHOLE: 4'W X 4'L X 4'H
2. HANDHOLE FRAME AND COVER TO BE SQUARE, SPRING ASSISTED, DUCTILE IRON, HINGED WITH A CLEAR OPENING OF 30" X 30" - EAST JORDAN IRON WORKS SERIES NO. 8196 OR APPROVED EQUAL. SPRING ASSIST MECHANISM MUST NOT OBSTRUCT THE OPENING. PROVIDE LID WITH ONE LIFT HANDLE AND TWO STAINLESS STEEL LOCKING BOLTS. USE RATED FRAME AND COVER LID WITH 2" HIGH LETTERS WITH THE INSCRIPTION "ELECTRICAL".
3. HANDHOLE COVERS AND FRAMES SHALL NOT EXTEND MORE THAN 1 INCH ABOVE GRADE. USE BRICKS TO ELEVATE COVER AS NECESSARY. MINIMUM 1 COURSE OF BRICKS, MAXIMUM 2 COURSES OF BRICKS.
4. CABLE RACKS SHALL BE HEAVY DUTY, STANDARD YELLOW FIBERGLASS REINFORCED NYLON WITH ADJUSTABLE BASE.
5. INSTALL 12" OF CRUSHED STONE BELOW ALL HANDHOLES AND EXTEND 2" PVC DRAINAGE CONDUIT.
6. ALL HANDHOLE STRUCTURES, LIDS, AND FRAMES SHALL BE AIRCRAFT LOAD RATED. CONTRACTOR SHALL SUBMIT STRUCTURAL CALCULATIONS.
7. ALL PENETRATIONS FOR CONDUITS SHALL BE GROUTED WATERTIGHT AFTER CONDUIT INSTALLATION.
8. BOND GROUND WIRE TO ALL EXPOSED METAL. BOND COUNTERPOISE WIRE TO GROUND RODS TO MAINTAIN THE COMBINED COUNTERPOISE/GROUND SYSTEM USED FOR NEW DUCTBANK RUN.



CONDUIT PENETRATION OF EXISTING STRUCTURE

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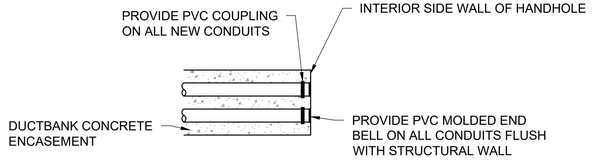

DUCTBANK CONDUIT ENTRY AT HANDHOLE

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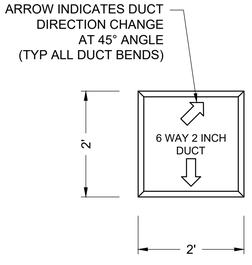


TYPICAL DUCT MARKER

NTS

NOTES:

1. MARK DESIGNATIONS SHALL BE INSCRIBED ON MARKER IN LETTERS 4" HIGH x 3" WIDE WITH 1/2" LINE THICHKNESS SPACED 1/2" APART IN A MANNER ACCEPTABLE TO THE ENGINEER.
2. DESIGNATION AS APPROVED BY ANGINEER.
3. MARKER - CONCRETE, 4" THICK, 1/2" CHAMFER ON TOP EDGES.
4. INSTALL AT BENDS IF DUCT IS NOT STRAIGHT FROM HANDHOLE TO HANDHOLE. INCIDENTAL TO NEW DUCTBANK.

NOTES:

1. REFER TO E-001 FOR LEGEND, NOTES, AND ABBREVIATIONS.
2. REFER TO SHEETS E-201 THROUGH E-204 FOR NEW HANDHOLE LOCATIONS.

DuPage Airport Authority

NO.	DATE	DSGN	DR	CHK	REVISION	BY	APVD
		CMB	CMB	CDJ	APVD	TM	

DuPAGE AIRPORT (DPA)
2700 INTERNATIONAL DRIVE
DuPAGE AIRPORT AUTHORITY
WEST CHICAGO, IL

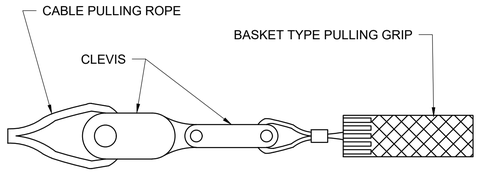
REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

ELECTRICAL DETAILS -2-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE	JUNE 16, 2021
PROJ	C9X34800
DWG	E-402
SHEET	29 of 30

FILENAME: C:\PW_WORKDIR\CH2MHILL_TBG\CB055148\D0368042\DPA-4825-E401.DWG PLOT DATE/TIME: 2021/06/16 9:59:38 AM

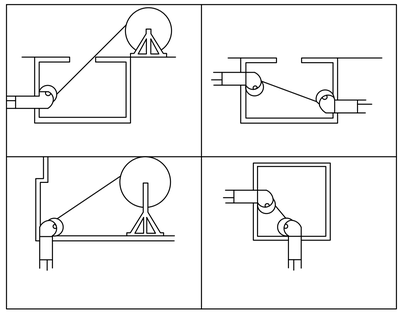


NOTE: CABLE PULLING CONNECTORS, CLEVIS'S, AND GRIPS SHALL BE OF SMOOTH ROTATION EVEN UNDER FULL LOAD. THE MAXIMUM RATED CAPACITY THAT MEETS OR EXCEEDS THE CABLE PULLER'S MAXIMUM PULLING FORCE SHALL BE USED.

CABLE PULLING CONNECTOR DETAIL

NTS

PULLING SHEAVE CAPACITY TABLE						
ANGLE OF PULL	DUCT SIZE					
	2"	2.5"	3"	3.5"	4"	5"
15°	1750 LBS	1900 LBS	6050 LBS	6500 LBS	6500 LBS	6500 LBS
30°	900 LBS	1000 LBS	3150 LBS	5050 LBS	6500 LBS	6500 LBS
45°	650 LBS	700 LBS	2200 LBS	3550 LBS	5200 LBS	6500 LBS
60°	500 LBS	550 LBS	1800 LBS	2900 LBS	4200 LBS	6000 LBS
75°	450 LBS	500 LBS	1600 LBS	2600 LBS	3650 LBS	5500 LBS
90°	450 LBS	500 LBS	1550 LBS	2500 LBS	3500 LBS	5250 LBS

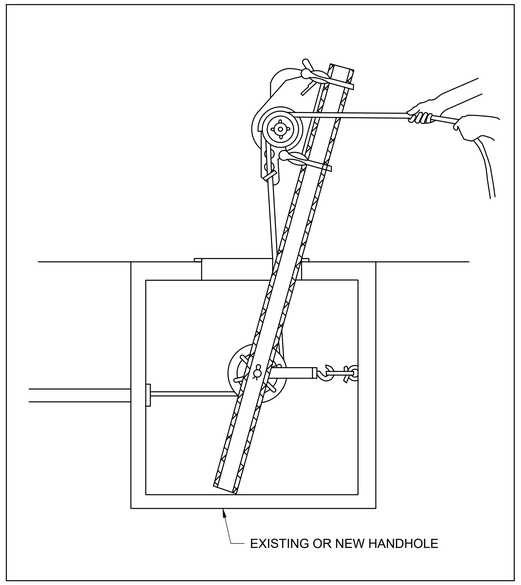


NOTES:

1. CONTRACTOR SHALL USE FEEDING SHEAVES THAT SLIDE INTO THE END OF CONDUIT, TO ALLOW CABLE TO BE FED INTO CONDUIT SMOOTHLY.
2. CONTRACTOR SHALL FACTOR IN THE CAPACITY OF THE FEEDER SHEAVE PULLING CAPACITY ACCORDING TO THE ANGLE OF PULL BASED ON THE MANUFACTURERS SPECIFICATIONS.
3. PROPER MANHOLE SHEAVE SHALL BE USED DURING REMOVAL AND INSTALLATION OF CABLES TO PREVENT DAMAGE TO ALL MANHOLES, HANDHOLES, AND CABLE.
4. CONTRACTOR SHALL USE A NON-CONDUCTIVE, CABLE INSULATION COMPATIBLE, ENVIRONMENTALLY SAFE, -25 DEGREE FREEZE & HEAT RESISTANT LUBRICANT THAT IS APPROVED FOR ROUGH, DIRTY, OR WATER FILLED CONDUIT TO REMOVE & INSTALL ALL CABLES.

TYPICAL HANDHOLE CABLE PULLING DETAIL

NTS

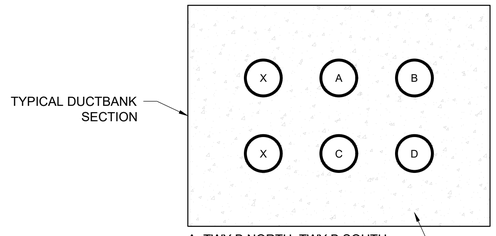


CABLE LUBRICANT TABLE				
PULL LENGTH	DUCT SIZE			
	1"	2"	3"	4"
200'	0.3 GAL.	0.6 GAL.	0.9 GAL.	1.2 GAL.
300'	0.5 GAL.	0.9 GAL.	1.4 GAL.	1.8 GAL.
400'	0.6 GAL.	1.2 GAL.	1.8 GAL.	2.4 GAL.
600'	0.9 GAL.	1.8 GAL.	2.7 GAL.	3.6 GAL.
800'	1.2 GAL.	2.4 GAL.	3.6 GAL.	4.8 GAL.
1000'	1.5 GAL.	3.0 GAL.	4.5 GAL.	6.0 GAL.

(AMOUNT OF LUBRICANT BASED ON PULL LENGTH AND SIZE OF CONDUIT).

NOTES:

1. REFER TO E-001 FOR LEGEND, NOTES, AND ABBREVIATIONS.



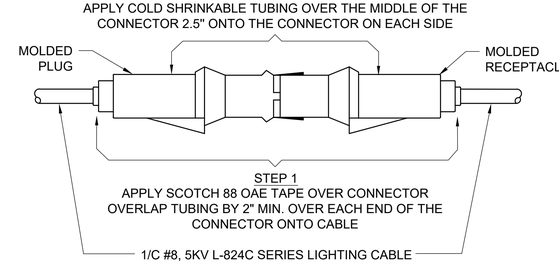
A: TWY B NORTH, TWY B SOUTH
B: RWY 15-33
C: TWY C NORTH, TWY E EAST
D: RWY 10-28, TWY E WEST
X: SPARE

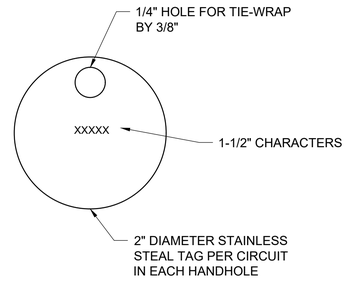
NOTES:

1. LEAVE TWO CONDUITS AS SPARES.
2. DO NOT 'CRISS-CROSS' CABLES WITHIN THE MANHOLES.
3. UTILIZE EXISTING CABLE RACKS AND NEATLY HANG CABLES.
4. CONTRACTOR SHALL ENSURE NO LESS THAN 10 FEET OF CABLE SLACK IN EACH HANDHOLE.
5. CONDUIT CONTAINS RWY 10-28 AND TWY E WEST CIRCUITS. CONDUIT WILL BECOME SPARE FOLLOWING HANDHOLE HR-1 AND HR-2. INSTALL A NYLON PULL ROPE IN SPARE CONDUIT.

DUCTBANK CABLE PULLING

NTS





TYPICAL CABLE TAG

NTS

SPLICE KIT SPECIFICATIONS:

CONNECTOR SHALL BE PLUG AND RECEPTACLE TYPE, AMERACE 54 SUPER SERIES, INTEGRO KIT, OR APPROVED EQUAL, IN ACCORDANCE WITH FAA SPECIFICATION. SUBMIT CATALOG CUT SHEET AND PRODUCT SAMPLE FOR APPROVAL AND TESTING. CONNECTOR KIT SHALL BE APPLIED IN ACCORDANCE WITH SERIES LIGHTING CABLE MANUFACTURERS WRITTEN INSTRUCTIONS. ACTUAL OUTSIDE DIAMETER (OVER JACKET) OF SERIES LIGHTING CABLE SHALL BE USED TO DETERMINE CONNECTOR KIT SIZE REQUIREMENT.

CABLE DIAMETER		AMERACE OAE SIZE SYMBOL	AMERACE OAE SIZE NUMBER
MIN.	MAX.		
0.320	0.430	D	54 SUPER-D4-D4

CABLE DIAMETER		INTEGRO OAE SIZE SYMBOL	INTEGRO OAE SIZE NUMBER
MIN.	MAX.		
0.320	0.430	D	INTEGRO KIT

SPLICE KIT NOTES:

1. CONNECTION OF CONDUCTORS SHALL BE MADE BY USING CRIMP CONNECTORS AND A CRIMPING TOOL APPROVED BY THE CONNECTOR/LUG MANUFACTURER. THE TOOL SHALL PRODUCE A COMPLETE CRIMP BEFORE IT CAN BE REMOVED. THE CRIMPING TOOL USED SHALL BE LISTED BY THE L-823 KIT MANUFACTURER. MAKE THE NUMBER AND TYPE OF CRIMPS PER THE KIT MANUFACTURER. CLEAN CABLES PRIOR TO CRIMPING USING MANUFACTURER APPROVED METHOD.
2. A REPRESENTATIVE FROM THE CONNECTOR KIT VENDOR SHALL BE PRESENT DURING INITIAL INSTALLATION FOR SUPERVISION. THE REPRESENTATIVE SHALL PROVIDE ONE TWO HOUR ON SITE L-823 KIT INSTALLATION CERTIFICATION TRAINING SESSION AND PROVIDE NECESSARY MANUFACTURER HANDOUTS AND AVAILABLE CLASS SCHEDULES. TRAINING SESSION CLASS SIZES SHALL BE LIMITED TO 30 STUDENTS.
3. SUBMIT SHOP DRAWING ALONG WITH L-824B CABLE FOR REVIEW AND APPROVAL.
4. TAPE EACH END OF THE CONNECTOR ONTO CABLE USING 1" WIDE SCOTCH 88 TAPE OAE.
   - CLEAN SURFACE
   - STRETCH TAPE FOR THE TIGHT FIT.
   - PROGRESSIVELY OVERLAP 1/2 OF THE TAPE WIDTH.
   - EXTEND TAPE PAST THE CONNECTOR BY A MINIMUM OF 2" OR TWICE THE WIDTH OF THE TAPE, WHICHEVER IS LARGER.
6. VERIFY THAT ALL SPLICERS HAVE AT LEAST FIVE YEARS OF HIGH VOLTAGE SPLICING EXPERIENCE AND HAVE BEEN TRAINED BY KIT CONNECTOR VENDOR.

TYPICAL 5KV SERIES LIGHTING CABLE SPLICE

NTS

DUPAGE AIRPORT AUTHORITY

NO.	DSGN	DATE	DR	CMB	CHK	CMB	APVD	CDJ	APVD	BY	TM
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DUPAGE AIRPORT (DPA)
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REHABILITATE AIRPORT RUNWAYS HOMERUN DUCTBANK
100% DESIGN

ELECTRICAL DETAILS -3-

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

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SHEET	30 of 30

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