06A
IDOT LETTING APRIL 25, 2025

DU094
TOTAL SHEETS = 20

DUPAGE AIRPORT AUTHORITY
WEST CHICAGO, ILLINOIS

CONSTRUCTION PLANS
FOR
DUPAGE AIRPORT

RECONSTRUCT POWIS ROAD APRON

ILLINOIS PROJECT: DPA-5200
S.B.G. PROJECT: 3-17-SBGP-TBD

FEBRUARY 28, 2025

INDEX TO SHEETS

DUPAGE AIRPORT

TOWNSHIP: 40 NORTH
RANGE: 9 EAST
DUPAGE COUNTY

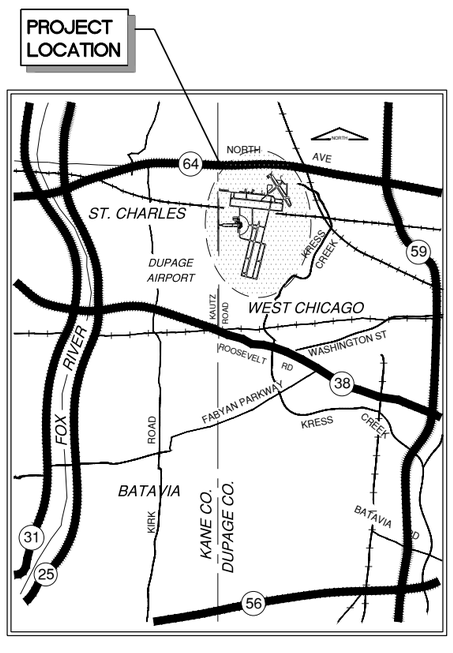
WAYNE TOWNSHIP
(SECTIONS: 31)

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

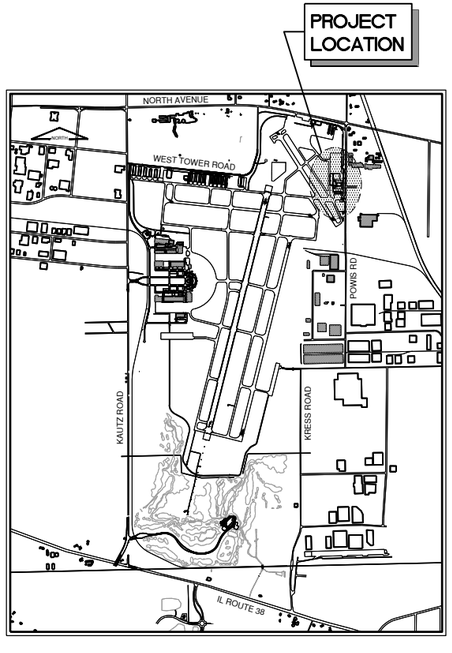
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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

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



LOCATION MAP



SITE PLAN

CMT
22004901-00
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

SUBMITTED BY _____ EXPIRES 11/30/25
DANIEL L. PAPE, P.E.
DATE 2/27/25

DUPAGE AIRPORT AUTHORITY
DuPage Airport
2700 INTERNATIONAL DRIVE
SUITE 200
WEST CHICAGO, IL. 60185

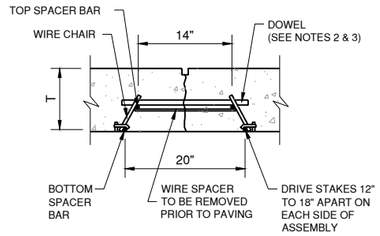
APPROVED BY _____
MARK DOLES
EXECUTIVE DIRECTOR
DATE 02/28/2025

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	FEDERAL/STATE/ LOCAL QUANTITY	LOCAL ONLY QUANTITY	TOTAL QUANTITY	UNIT
AR150510	ENGINEER'S FIELD OFFICE	1	0	1	L SUM
AR150520	MOBILIZATION	1	0	1	L SUM
AR152410	UNCLASSIFIED EXCAVATION	440	0	440	CU YD
AR152540	SOIL STABILIZATION FABRIC	978	522	1,500	SQ YD
AR152511	SUBGRADE REPAIR	1055	505	1,560	SQ YD
AR156520	INLET PROTECTION	8	0	8	EACH
AR209606	CRUSHED AGG. BASE COURSE - 6"	1368	522	1,890	SQ YD
AR209650	AGGREGATE BASE PREPARATION	2840	1150	3,990	SQ YD
AR401610	BITUMINOUS SURFACE COURSE	157	193	450	TON
AR401900	REMOVE BITUMINOUS PAVEMENT	4330	0	4,330	SQ YD
AR401810	BITUMINOUS TRANSITION	45	0	45	SQ YD
AR403610	BITUMINOUS BASE COURSE	490	350	840	TON
AR501506	6" PCC PAVEMENT	1600	0	1,600	SQ YD
AR501530	PCC TEST BATCH	1	0	1	EACH
AR501605	5" PCC SIDEWALK	135	0	135	SQ FT
AR501690	PCC SIDEWALK REMOVAL	170	0	170	SQ FT
AR501900	REMOVE PCC PAVEMENT	840	0	840	SQ YD
AR510510	TIE DOWN	0	21	21	EACH
AR510900	REMOVE TIE DOWN	21	0	21	EACH
AR602510	BITUMINOUS PRIME COAT	635	505	1,140	GALLON
AR603510	BITUMINOUS TACK COAT	219	156	375	GALLON
AR620520	PAVEMENT MARKING - WATERBORNE	0	80	80	SQ FT
AR701200	SLOTTED DRAIN	75	0	75	FOOT
AR701512	12" RCP, CLASS IV	15	0	15	FOOT
AR701900	REMOVE PIPE	4	0	4	FOOT
AR705506	6" PERFORATED UNDERDRAIN	123	0	123	FOOT
AR751540	MANHOLE 4'	2	0	2	EACH
AR751943	ADJUST MANHOLE	1	0	1	EACH
AR901510	SEEDING	0.05	0	0.1	ACRE
AR908515	HEAVY-DUTY HYDRAULIC MULCH	0.05	0	0.1	ACRE

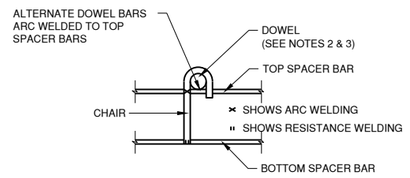
DOWEL BASKET NOTES

1. #9 GA. WIRE SPACER BAR ARC WELDED TO THE BOTTOM OF TOP SPACER BAR. (MAY BE MECHANICALLY ATTACHED IN LIEU OF WELDING) 3 REQUIRED PER UNIT. THIS WIRE MUST BE CUT OR REMOVED PRIOR TO PAVING.
2. DOWEL BAR DIAMETER, LENGTH & SPACING SHALL BE AS SHOWN IN TABLE 2 (PAVING DETAILS - 1 SHEET).
3. DOWELS SHALL BE EPOXY COATED FULL LENGTH OF DOWEL. IMMEDIATELY PRIOR TO PAVING, THE FREE END OF EACH DOWEL SHALL BE LUBRICATED OR OILED, FOR HALF THE LENGTH OF THE DOWEL.
4. T = PCC PAVEMENT THICKNESS



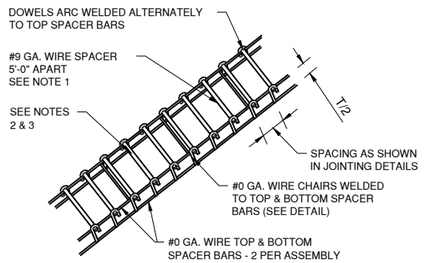
DOWEL BAR INSTALLATION DETAIL

NOT TO SCALE



TYPICAL DOWEL BASKET ELEVATION DETAIL SHOWING CHAIR

NOT TO SCALE



DOWEL BASKET ASSEMBLY DETAIL

NOT TO SCALE

DU094

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FINAL

FEBRUARY 28, 2025

RECONSTRUCT
POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
COPYRIGHT:	

SHEET TITLE

SUMMARY OF QUANTITIES

SHEET 2 OF 20

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Date: Friday, February 28, 2025 2:29:39 PM

LEGEND

- NEW 5" BITUMINOUS PAVEMENT
- NEW 7" BITUMINOUS PAVEMENT
  NEW 6" CRUSHED AGGREGATE BASE
- NEW 5" BITUMINOUS PAVEMENT
  NEW 6" CRUSHED AGGREGATE BASE
- NEW 6" PCC PAVEMENT
- CONTRACTOR'S STAGING AND STORAGE AREA
- ENGINEER'S FIELD OFFICE
- EXISTING HANGAR
- x — EXISTING FENCE
- TOFA — TAXIWAY OBJECT FREE AREA
- BM — EXISTING BENCHMARK AND REFERENCE NUMBER
- CP-1 — HORIZONTAL CONTROL POINTS

VERTICAL CONTROL (NAD88)

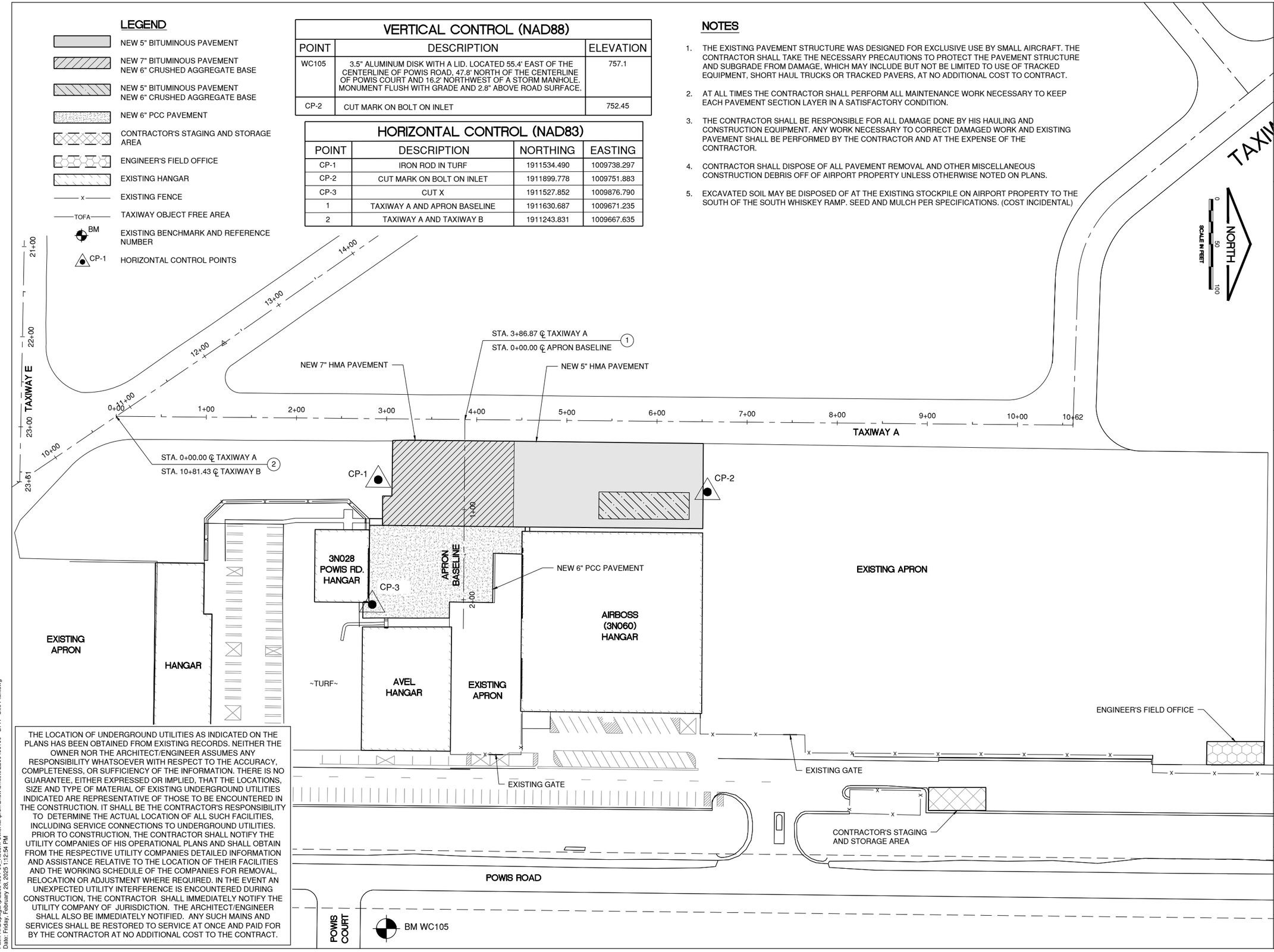
POINT	DESCRIPTION	ELEVATION
WC105	3.5" ALUMINUM DISK WITH A LID. LOCATED 55.4' EAST OF THE CENTERLINE OF POWIS ROAD, 47.8' NORTH OF THE CENTERLINE OF POWIS COURT AND 16.2' NORTHWEST OF A STORM MANHOLE. MONUMENT FLUSH WITH GRADE AND 2.8" ABOVE ROAD SURFACE.	757.1
CP-2	CUT MARK ON BOLT ON INLET	752.45

HORIZONTAL CONTROL (NAD83)

POINT	DESCRIPTION	NORTHING	EASTING
CP-1	IRON ROD IN TURF	1911534.490	1009738.297
CP-2	CUT MARK ON BOLT ON INLET	1911899.778	1009751.883
CP-3	CUT X	1911527.852	1009876.790
1	TAXIWAY A AND APRON BASELINE	1911630.687	1009671.235
2	TAXIWAY A AND TAXIWAY B	1911243.831	1009667.635

NOTES

1. THE EXISTING PAVEMENT STRUCTURE WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO CONTRACT.
2. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
4. CONTRACTOR SHALL DISPOSE OF ALL PAVEMENT REMOVAL AND OTHER MISCELLANEOUS CONSTRUCTION DEBRIS OFF OF AIRPORT PROPERTY UNLESS OTHERWISE NOTED ON PLANS.
5. EXCAVATED SOIL MAY BE DISPOSED OF AT THE EXISTING STOCKPILE ON AIRPORT PROPERTY TO THE SOUTH OF THE SOUTH WHISKEY RAMP. SEED AND MULCH PER SPECIFICATIONS. (COST INCIDENTAL)



THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL, RELOCATION OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE ARCHITECT/ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

DU094

CMT

CONSULTANTS

FINAL

FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
COPYRIGHT:	

SHEET TITLE

SITE PLAN / PROJECT CONTROL PLAN

SHEET 3 OF 20

Path: K:\DupageApt\22004901-00_ReconPowisRdApron\Draw\Sheets\22004901 00 - DPA - Site Plan.dwg
Date: Friday, February 28, 2025 1:12:54 PM

PHASING NOTES (ALL PHASES)

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
3. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
4. THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY SAFETY AREA (RSA) AND TAXIWAY OBJECT FREE AREA (TOFA) WHILE THE RUNWAY/TAXIWAY IS OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
5. A PERIOD OF THIRTY (30) DAYS SHALL ELAPSED BETWEEN THE PLACEMENT OF FIRST PAINT APPLICATION AND SECOND PAINT APPLICATION.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT IMPROVEMENTS, INCLUDING EXISTING PAVEMENT REMOVAL, DRAINAGE IMPROVEMENTS, AGGREGATE BASE PREPARATION AND NEW PCC PAVEMENT CONSTRUCTION FOR PHASE 1 INCLUDING TEMPORARY BITUMINOUS TRANSITION LIMITS.
- CLEAN PAVEMENTS, REMOVE BARRICADES AND OPEN PAVEMENTS.

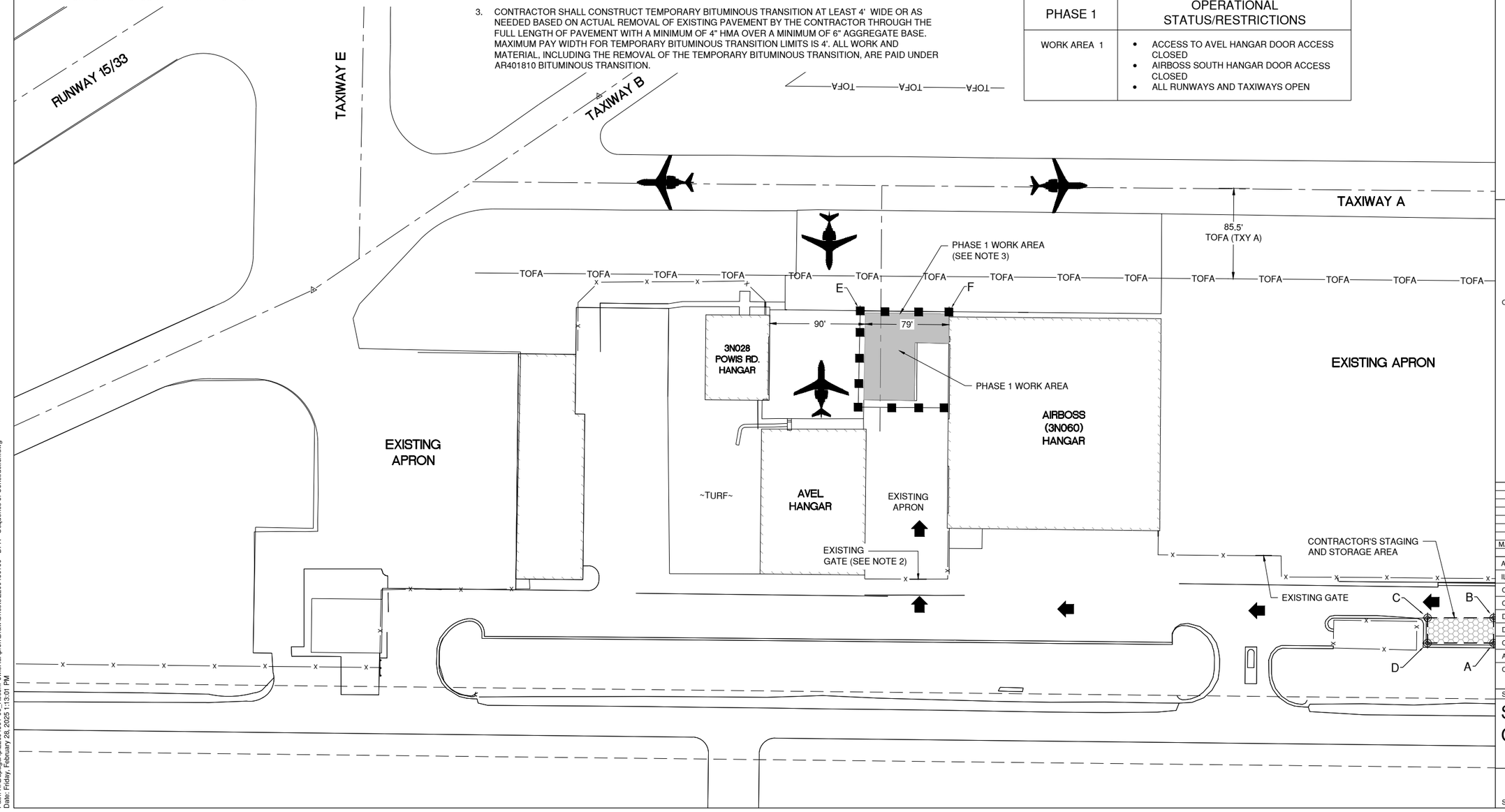
PHASE 1 NOTES

1. DURING THIS PHASE, THE AVEL FLIGHT SCHOOL HANGAR AND THE SOUTH FACING PORTION OF THE AIRBOSS HANGAR WILL NOT HAVE ACCESS TO THE AIRFIELD.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. DURING HAULING OPTIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBLE OF THE CONTRACTOR.
3. CONTRACTOR SHALL CONSTRUCT TEMPORARY BITUMINOUS TRANSITION AT LEAST 4' WIDE OR AS NEEDED BASED ON ACTUAL REMOVAL OF EXISTING PAVEMENT BY THE CONTRACTOR THROUGH THE FULL LENGTH OF PAVEMENT WITH A MINIMUM OF 4" HMA OVER A MINIMUM OF 6" AGGREGATE BASE. MAXIMUM PAY WIDTH FOR TEMPORARY BITUMINOUS TRANSITION LIMITS IS 4'. ALL WORK AND MATERIAL, INCLUDING THE REMOVAL OF THE TEMPORARY BITUMINOUS TRANSITION, ARE PAID UNDER AR401810 BITUMINOUS TRANSITION.

LEGEND

- WORK AREA 1
- LOW PROFILE BARRICADES
- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING HANGAR
- TOFA — TAXIWAY OBJECT FREE AREA
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS HAUL ROUTE
- A — CRITICAL POINT FOR AIRSPACE

PHASE 1	OPERATIONAL STATUS/RESTRICTIONS
WORK AREA 1	• ACCESS TO AVEL HANGAR DOOR ACCESS CLOSED • AIRBOSS SOUTH HANGAR DOOR ACCESS CLOSED • ALL RUNWAYS AND TAXIWAYS OPEN



DU094

CMT

CONSULTANTS

FINAL

FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
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SHEET TITLE

SEQUENCE OF CONSTRUCTION - 1

SHEET 4 OF 20

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PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE PARTIAL CLOSURE OF TAXIWAY A WITH RESIDENT ENGINEER.
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT IMPROVEMENTS, INCLUDING EXISTING PAVEMENT REMOVAL, UNCLASSIFIED EXCAVATION, DRAINAGE IMPROVEMENTS, AGGREGATE BASE INSTALLATION AND PREPARATION, AND NEW HMA AND PCC PAVEMENT CONSTRUCTION FOR PHASE 2 LIMITS.
- CLEAN PAVEMENTS, REMOVE BARRICADES AND OPEN PAVEMENTS.

PHASE 2 NOTES

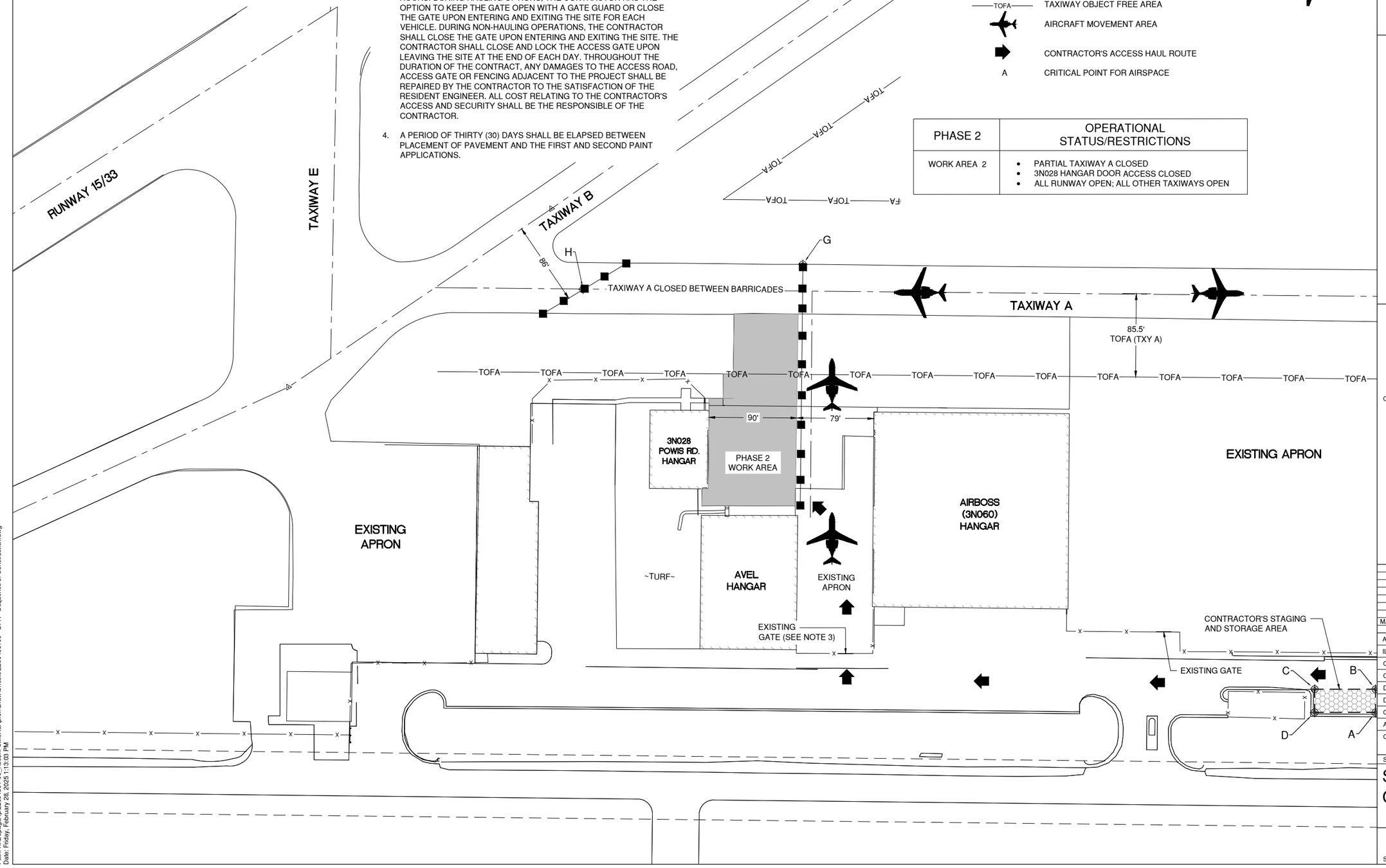
1. DURING THIS PHASE, THE 3N028 POWIS ROAD HANGAR WILL NOT HAVE ACCESS TO THE AIRFIELD.
2. CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD AND/OR VEHICULAR ESCORT FOR CONTRACTOR'S VEHICLES AND EQUIPMENT CROSSING AIRCRAFT MOVEMENT AREA AND CROSSING ACTIVE AIRCRAFT APRON AREAS. CONTRACTOR WILL BE REQUIRED TO HAVE A MOTORIZED SWEEPER TO REMOVE DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. DURING HAULING OPTIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBLE OF THE CONTRACTOR.
4. A PERIOD OF THIRTY (30) DAYS SHALL BE ELAPSED BETWEEN PLACEMENT OF PAVEMENT AND THE FIRST AND SECOND PAINT APPLICATIONS.

LEGEND

- WORK AREA 2
- LOW PROFILE BARRICADES
- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING HANGAR
- TOFA — TAXIWAY OBJECT FREE AREA
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS HAUL ROUTE
- A — CRITICAL POINT FOR AIRSPACE

NORTH
SCALE IN FEET: 0, 50, 100

PHASE 2	OPERATIONAL STATUS/RESTRICTIONS
WORK AREA 2	• PARTIAL TAXIWAY A CLOSED • 3N028 HANGAR DOOR ACCESS CLOSED • ALL RUNWAY OPEN; ALL OTHER TAXIWAYS OPEN



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FEBRUARY 28, 2025

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DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

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CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	ABM
DRAWN BY:	JRO
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APPROVED BY:	DLP
COPYRIGHT:	

SHEET TITLE

SEQUENCE OF CONSTRUCTION - 2

SHEET 5 OF 20

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PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE PARTIAL CLOSURE OF TAXIWAY A WITH RESIDENT ENGINEER.
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AND PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- CONSTRUCT IMPROVEMENTS, INCLUDING EXISTING PAVEMENT REMOVAL, UNCLASSIFIED EXCAVATION, DRAINAGE IMPROVEMENTS, AGGREGATE BASE PREPARATION AND INSTALLATION, AND NEW HMA PAVEMENT CONSTRUCTION FOR PHASE 3 LIMITS.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.

PHASE 3 NOTES

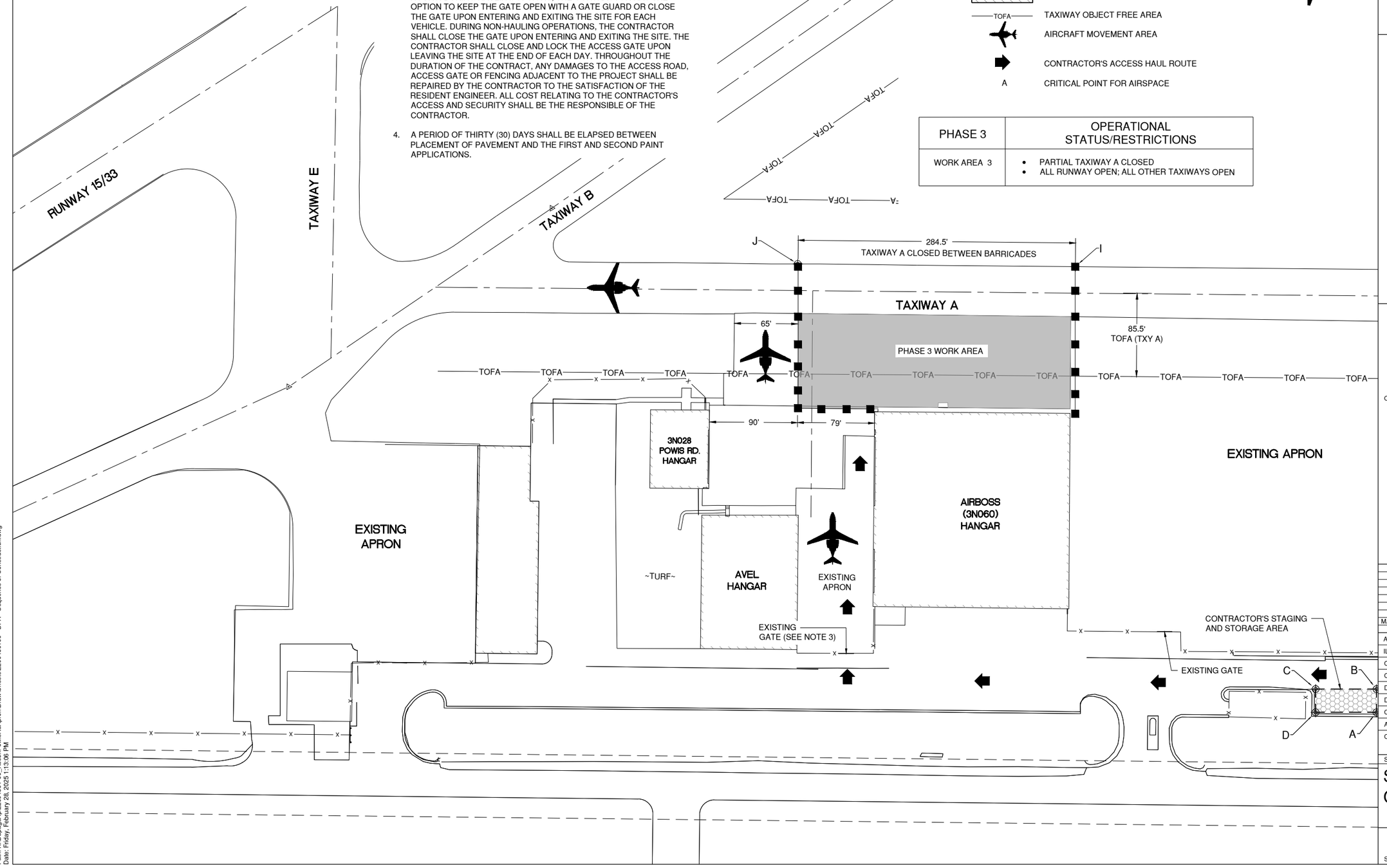
1. DURING THIS PHASE, ALL HANGARS NEAR THE WORK AREA WILL HAVE ACCESS TO THE AIRFIELD
2. CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD AND/OR VEHICULAR ESCORT FOR CONTRACTOR'S VEHICLES AND EQUIPMENT CROSSING AIRCRAFT MOVEMENT AREA AND CROSSING ACTIVE AIRCRAFT APRON AREAS. CONTRACTOR WILL BE REQUIRED TO HAVE A MOTORIZED SWEEPER TO REMOVE DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. DURING HAULING OPTIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE GATE OPEN WITH A GATE GUARD OR CLOSE THE GATE UPON ENTERING AND EXITING THE SITE FOR EACH VEHICLE. DURING NON-HAULING OPERATIONS, THE CONTRACTOR SHALL CLOSE THE GATE UPON ENTERING AND EXITING THE SITE. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBLE OF THE CONTRACTOR.
4. A PERIOD OF THIRTY (30) DAYS SHALL BE ELAPSED BETWEEN PLACEMENT OF PAVEMENT AND THE FIRST AND SECOND PAINT APPLICATIONS.

LEGEND

- WORK AREA 3
- LOW PROFILE BARRICADES
- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING HANGAR
- TOFA — TAXIWAY OBJECT FREE AREA
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS HAUL ROUTE
- A — CRITICAL POINT FOR AIRSPACE

NORTH
SCALE IN FEET: 0, 50, 100

PHASE 3	OPERATIONAL STATUS/RESTRICTIONS
WORK AREA 3	• PARTIAL TAXIWAY A CLOSED • ALL RUNWAY OPEN; ALL OTHER TAXIWAYS OPEN



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MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
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SHEET TITLE

SEQUENCE OF CONSTRUCTION - 3

SHEET 6 OF 20

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Date: Friday, February 28, 2025 1:13:06 PM

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.

2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.

3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.

4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.

5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT DIRECTOR OF OPERATIONS. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR OF OPERATIONS.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT AND RESIDENT ENGINEER. THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.

2. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.

3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM, PROJECT SCHEDULE SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 63 CALENDAR DAYS

2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS.

3. TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

4. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL.

5. SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES.

6. PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 250 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 85.5 FEET FROM GROUP III TAXIWAYS (I.E. TAXIWAY C AND G) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 3 PERCENT. STEEL PLATES OR TEMPORARY WEDGING OF BASE COURSE MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

7. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA, APRON OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY.

8. WORK AREAS AND DESCRIPTIONS

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.

2. THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. NAVAIDS THAT COULD BE AFFECTED

NOT APPLICABLE

5. CONTRACTOR ACCESS

1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED.

2. THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLE ACCESS AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO THE CITY OF WEST CHICAGO AND IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.

3. THE GATE SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT DIRECTOR OF OPERATIONS. SHOULD THE CONTRACTOR'S OPERATIONS REQUIRE THE GATE TO REMAIN OPEN TO PROVIDE ACCESS TO HAULING OPERATIONS, A COMPETENT GATE GUARD SHALL BE REQUIRED TO CONTROL ACCESS TO THE AIRFIELD. **A $1,000 FINE SHALL BE ASSESSED FOR ANY OCCURRENCE OF AN UNSECURE GATE THAT IS THE CONTRACTOR'S RESPONSIBILITY.** AN UNSECURED GATE SHALL BE DEFINED AS ANY GATE THAT IS NOT WITHIN THE SIGHT AND PHYSICAL CONTROL OF THE CONTRACTOR'S GUARD. IN THE EVENT THAT THE GATE MAY NOT BE SECURED, THE CONTRACTOR WILL BE CHARGED FOR AIRPORT PERSONNEL TO REMAIN AT THE GATE UNTIL SECURED.

4. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.

5. THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

6. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.

7. THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.

8. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.

10. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.

11. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.

12. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT.

13. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT OPERATION MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.

14. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

15. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

16. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DEPUTY DIRECTOR OF OPERATIONS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.

2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.

3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.

2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

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

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.

2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.

3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.

4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.

5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL NOTIFY THE EXECUTIVE DIRECTOR OF OPERATIONS AND THE RESIDENT ENGINEER.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.

2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

1. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHAT SO EVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

2. SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS.

3. IT IS ASSUMED THAT **MOST, BUT NOT ALL** UTILITIES WITHIN THE PROJECT AREA WILL BE PREVIOUSLY ABANDONED. CONTRACTOR TO VERIFY UTILITIES ARE ABANDONED PRIOR TO REMOVALS TAKING PLACE AT NO ADDITIONAL COST TO CONTRACT.

4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

DU094

CMT

CONSULTANTS

FINAL

FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

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SHEET TITLE

SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS - 1

SHEET 7 OF 20

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12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

2. THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. **AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF OPERATIONS, MAY BE FINED $1,000.00 PER INCIDENT.** INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

3. LIQUIDATED DAMAGES IN THE AMOUNT OF **$750/DAY** MAY BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH CALENDAR DAY OVER THE TIMEFRAME ALLOWED FOR EACH PHASE OR WORK AREA UNTIL THE SPECIFIED WORK IS COMPLETED AND ACCEPTED BY THE AIRPORT AND RESIDENT ENGINEER.

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION SAFETY AND PHASING PLAN.

2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.

2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.

3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE ENGINEER.

4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.

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

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.

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

19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.

2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.

3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.

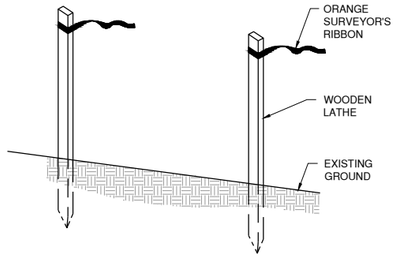
CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS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

- 2025 AIRFIELD PAVEMENT REPAIR AND REMARKING.
- REHABILITATE AIRFIELD PAVEMENTS/ISOLATED PAVEMENT REPLACEMENTS; RUNWAY 2L/20R AND 2R/20L, TAXIWAY C AND W

DESIGN INFORMATION

APRON TAXILANE = TAXIWAY DESIGN GROUP 2A

TAXIWAY A = AIRPORT DESIGN GROUP III

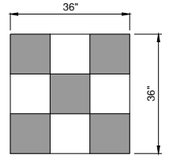


CONSTRUCTION SETBACK LINE DETAIL

NOT TO SCALE

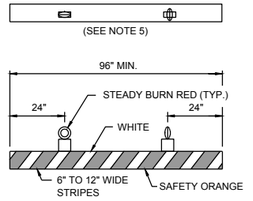
CONSTRUCTION SETBACK NOTES

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



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



INTERLOCKING LOW PROFILE BARRICADES

ON PAVEMENT - NO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

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

NOTES

1 . LOW PROFILE BARRICADES SHALL BE PLACED AT LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. THE BARRICADES SHALL BE INTERLOCKED WITH NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE WEIGHTED WITH A MINIMUM OF 6 SAND BAGS TO PREVENT THEM FROM BEING BLOWN OVER.

2. THE BARRICADE LINE SHALL EXTEND ONE BARRICADE PAST THE EDGE OF PAVEMENT INTO THE TURF.

3. LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.

4. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.

5. ALTERNATE LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.

6. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW POSSIBLE, BUT NOT TO EXCEED 3 INCHES ABOVE THE GROUND.

7. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

FAA CRITICAL POINT TABLE

POINT	APPROXIMATE ELEVATION OF GROUND (NAVD 88)	ANTICIPATED EQUIPMENT AND HEIGHT	APPROXIMATE ELEVATION OF EQUIPMENT (NAVD 88)	LATITUDE (NAD 83)	LONGITUDE (NAD 83)
A	753.41	SEMI/DUMP TRUCK - 25'	778.41	N041° 54' 59.72"	W088° 14' 18.03"
B	753.42	SEMI/DUMP TRUCK - 25'	778.42	N041° 54' 59.72"	W088° 14' 18.34"
C	752.97	SEMI/DUMP TRUCK - 25'	777.97	N041° 54' 59.10"	W088° 14' 18.35"
D	752.96	SEMI/DUMP TRUCK - 25'	777.96	N041° 54' 59.10"	W088° 14' 18.03"
E	753.93	SEMI/DUMP TRUCK - 25'	778.93	N041° 54' 53.81"	W088° 14' 22.19"
F	753.15	SEMI/DUMP TRUCK - 25'	778.15	N041° 54' 54.64"	W088° 14' 22.18"
G	753.48	SEMI/DUMP TRUCK - 25'	778.48	N041° 54' 53.92"	W088° 14' 24.12"
H	754.46	SEMI/DUMP TRUCK - 25'	779.46	N041° 54' 51.69"	W088° 14' 23.79"
I	751.29	SEMI/DUMP TRUCK - 25'	776.29	N041° 54' 56.67"	W088° 14' 24.08"
J	753.49	SEMI/DUMP TRUCK - 25'	778.49	N041° 54' 53.86"	W088° 14' 24.12"

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
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SHEET TITLE

SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS - 2

SHEET 8 OF 20

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Date: Friday, February 28, 2025 1:13:13 PM

LEGEND

- NEW HMA PAVEMENT
- NEW PCC PAVEMENT
- NEW SEEDING, TOPSOILING, AND HEAVY-DUTY HYDARULIC MULCH
- EXISTING AIRFIELD FENCE
- EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- EXISTING BUILDING
- NEW STORM SEWER
- NEW MANHOLE/INLET
- NEW INLET PROTECTION
- EXISTING UNDERDRAIN
- EXISTING TREE/SHRUB
- EXISTING CONTOURS

NOTES

1. SEE STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEET FOR ADDITIONAL REQUIREMENTS.
2. AREAS DISTURBED OUTSIDE OF THE PROJECT LIMITS SHALL BE RESTORED TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT, INCLUDING THE STAGING AND STORAGE AREA AND THE HAUL ROUTE.

NORTH
SCALE IN FEET
0
20
40

2+00 3+00 4+00 5+00 6+00 7+00

TAXIWAY A

APRON BASELINE

1+00

2+00

~ TURF ~

10'
15'
20'
4'

EXISTING GATE

EXISTING PCC SIDEWALK (TO REMAIN)

EXISTING HANGAR

EXISTING HANGAR (AIRBOSS)

EXISTING HANGAR (AVEL FLIGHT SCHOOL)

EXISTING PCC APRON (TO REMAIN)

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

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IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	2200490100 - DPA - SWPPP.DWG
DESIGNED BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
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SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN

SHEET 9 OF 20

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STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE AT THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF RECONSTRUCTION OF AN EXISTING BITUMINOUS AND CONCRETE APRON PAVEMENT AT DUPAGE AIRPORT AUTHORITY. THE PROJECT INCLUDES VARIOUS PAVEMENT ITEMS, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS:

INLET PROTECTION.

EXISTING PAVEMENT REMOVAL.

NEW PAVEMENT CONSTRUCTION.

TOPSOILING, SEEDING AND MULCHING.

INSTALLATION OF NEW PAVEMENT MARKING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE LESS THAN AN ACRE WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO STORM SEWER SYSTEMS THAT OUTLET INTO KRESS CREEK.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

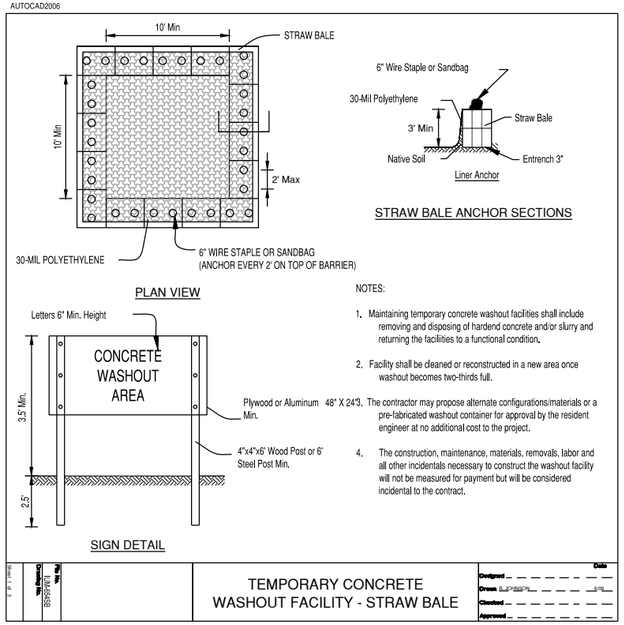
COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

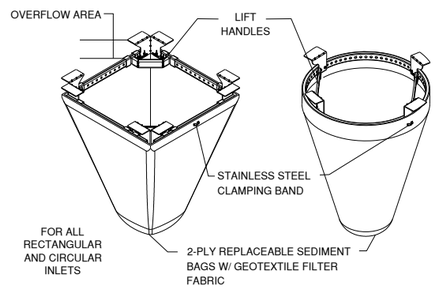
CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

AUTOCAD2006



GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, STEPHENSON COUNTY, FREEPORT-ALBERTUS AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.



INLET PROTECTION - SILT BASKET (PAVEMENT/TURF)

NOTES

1. CONTRACTOR SHALL CLEAR DEBRIS PER THE MANUFACTURER'S RECOMMENDATIONS BUT NOT LESS THAN WHEN THE CAPACITY FOR SEDIMENT STORAGE HAS BEEN REDUCED BY HALF.
2. FILTER FABRIC SHALL MEET THE MATERIAL REQUIREMENTS OF SPECIFICATION 592, TABLE 1, CLASS 2 OF THE ILLINOIS URBAN MANUAL.

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FEBRUARY 28, 2025

RECONSTRUCT
POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
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SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS

SHEET 10 OF 20

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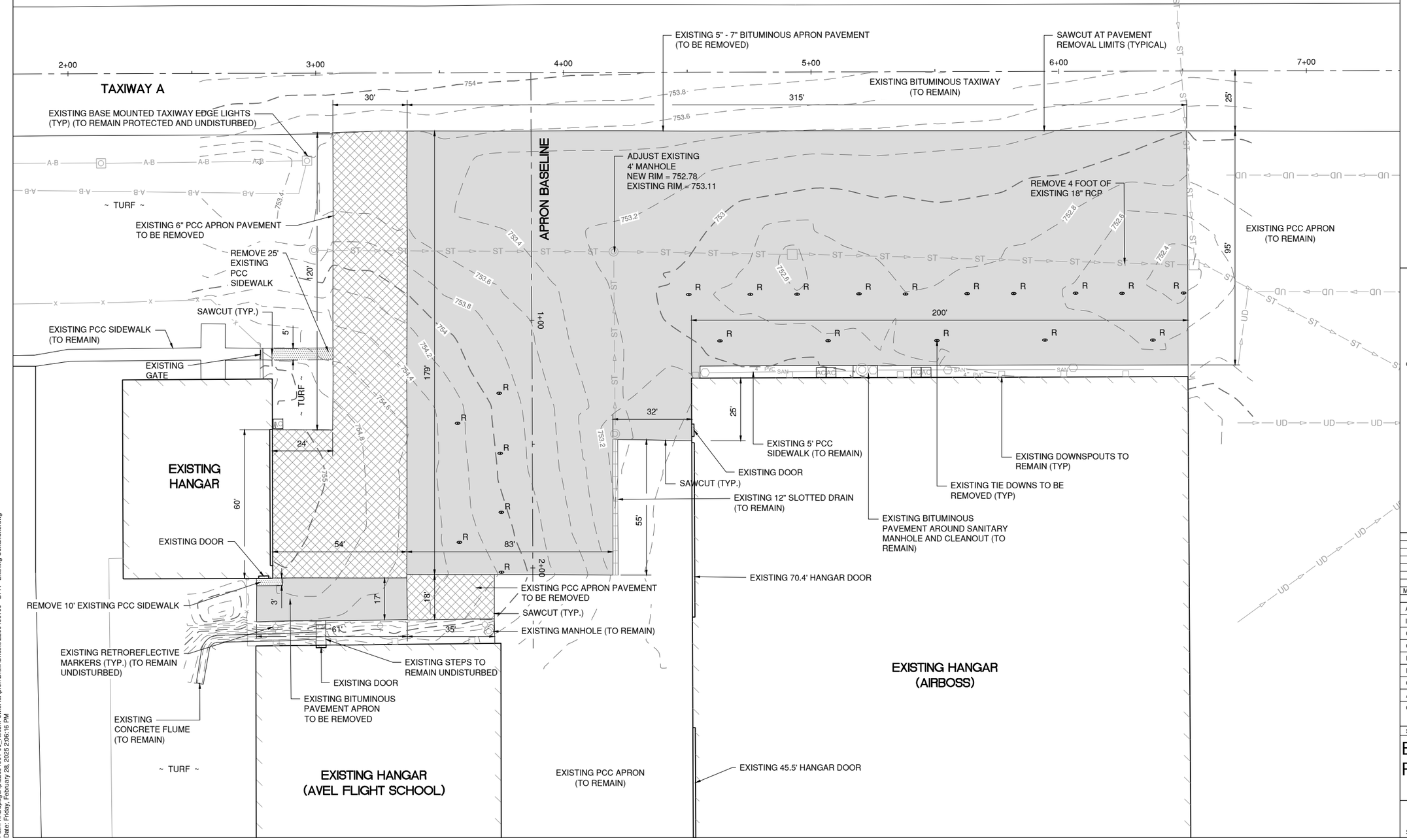
Date: Friday, February 28, 2025 1:13:27 PM

LEGEND

- REMOVE EXISTING BITUMINOUS PAVEMENT
- REMOVE EXISTING PCC PAVEMENT
- EXISTING AIRFIELD FENCE
- EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- EXISTING BUILDING
- REMOVE AND REPLACE SIDEWALK
- EXISTING BASE MOUNTED LIGHT
- EXISTING RETROREFLECTIVE MARKER
- EXISTING SANITARY
- EXISTING SANITARY CLEANOUT
- EXISTING UNDERDRAIN
- EXISTING TAXIWAY CIRCUIT
- EXISTING AC UNIT
- EXISTING TIE DOWN
- EXISTING TREE/SHRUB
- EXISTING CONTOURS
- R — ITEM TO BE REMOVED

NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, EXISTING STORM SEWER PIPE FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT.
3. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL OR UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.



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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

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CAD DWG FILE:	2200490100 - DPA - EXISTING CONDITIONS.DWG
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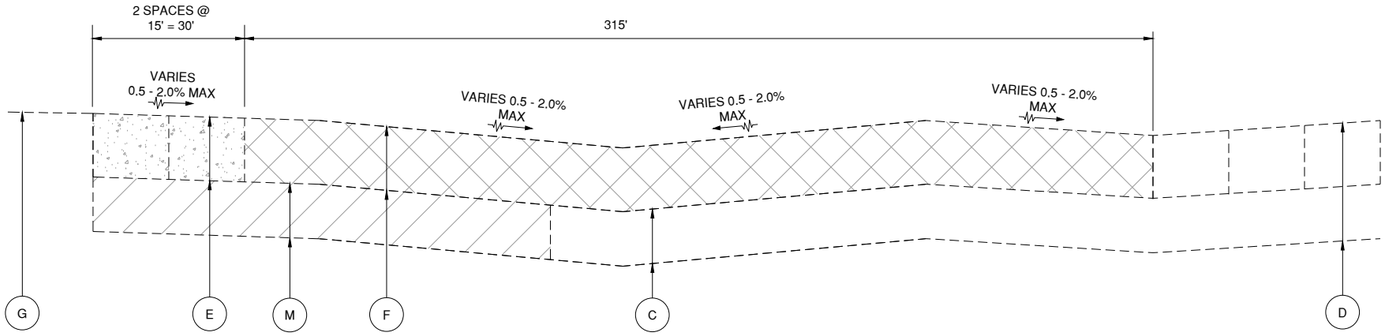
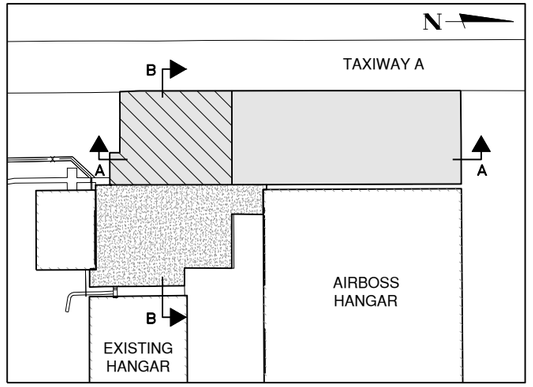
EXISTING CONDITIONS-PROPOSED REMOVALS

SHEET 11 OF 20

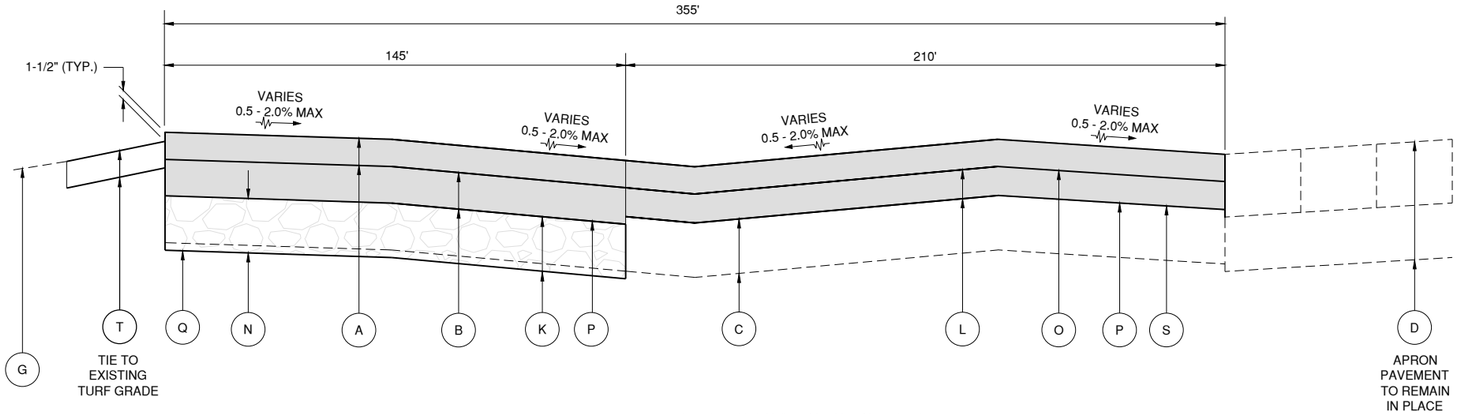


EXISTING TYPICAL SECTION A-A

NOT TO SCALE

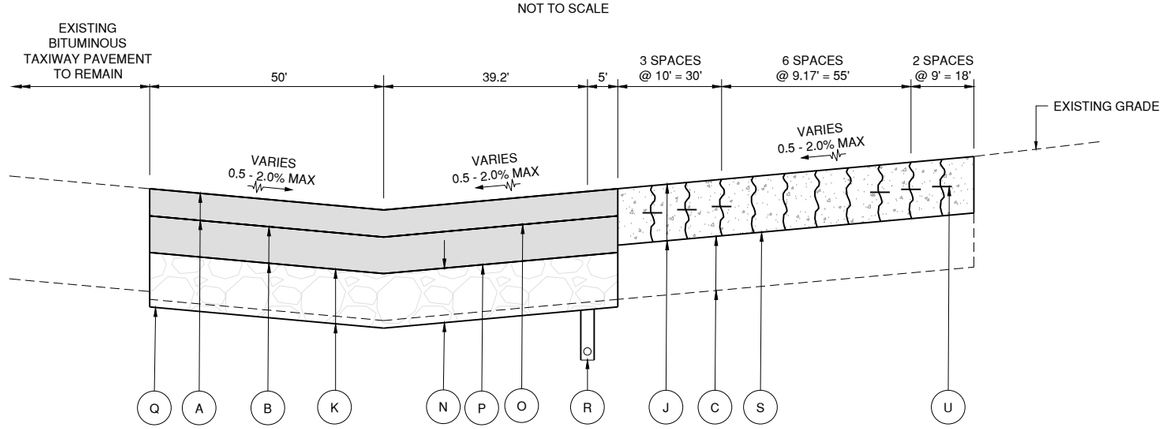


KEY MAP



NEW TYPICAL SECTION A-A

NOT TO SCALE



NEW TYPICAL SECTION B-B

NOT TO SCALE

LEGEND

- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
- (B) NEW TWO 2-1/2" LIFTS BITUMINOUS BASE COURSE (403) WITH BITUMINOUS TACK COAT (603) BETWEEN LIFTS
- (C) EXISTING 6" CRUSHED AGGREGATE BASE (TO REMAIN)
- (D) EXISTING APRON PAVEMENT STRUCTURE:
  8" PCC PAVEMENT (501)
  4" CRUSHED AGGREGATE BASE COURSE (209)
- (E) EXISTING 6" PCC PAVEMENT TO BE REMOVED (501)
- (F) EXISTING 5" - 7" BITUMINOUS PAVEMENT TO BE REMOVED (401)
- (G) EXISTING GROUND LINE
- (H) EXISTING 12" SLOTTED DRAIN (TO REMAIN)
- (I) EXISTING 6" PCC (TO REMAIN)
- (J) NEW 6" PCC PAVEMENT (501)
- (K) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (L) NEW 3" BITUMINOUS BASE COURSE (403)
- (M) EXISTING 6" CRUSHED AGGREGATE BASE TO BE REMOVED (152)
- (N) UNCLASSIFIED EXCAVATION (152)
- (O) NEW BITUMINOUS TACK COAT (603)
- (P) NEW BITUMINOUS PRIME COAT (602)
- (Q) NEW SOIL STABILIZATION FABRIC (152)
- (R) NEW 6" PERFORATED UNDERDRAIN (750)
- (S) NEW AGGREGATE BASE PREPARATION (209)
- (T) NEW 4" TOPSOIL PLACEMENT (905), SEEDING (901) AND HEAVY-DUTY HYDRAULIC MULCH (908)
- (U) NEW DOWEL BAR (501)
- (V) NEW TIE BAR (501)

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
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SHEET TITLE

TYPICAL SECTIONS - 1

SHEET 12 OF 20

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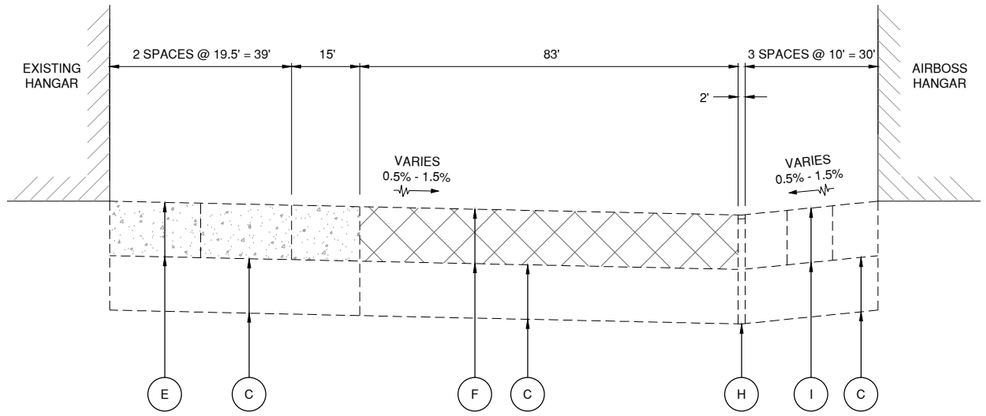

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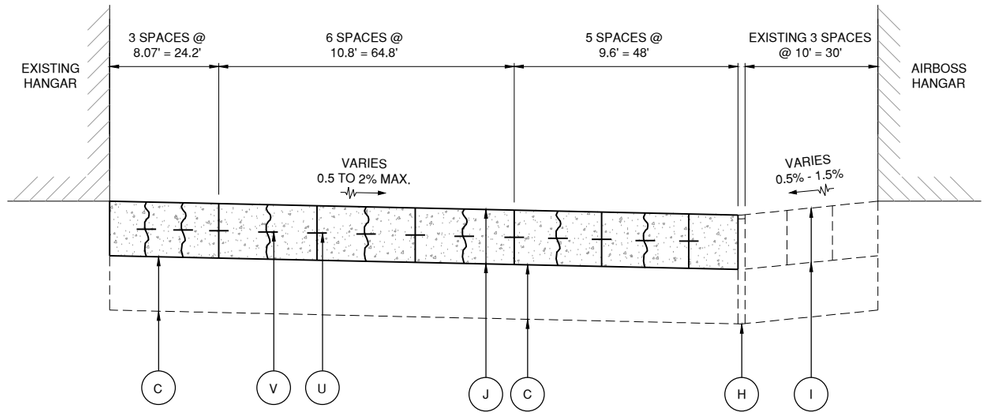
NOT TO SCALE



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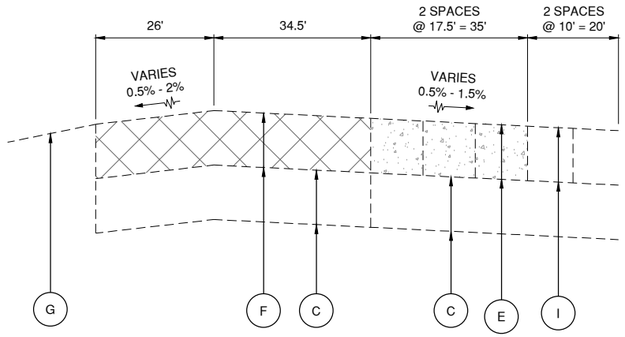

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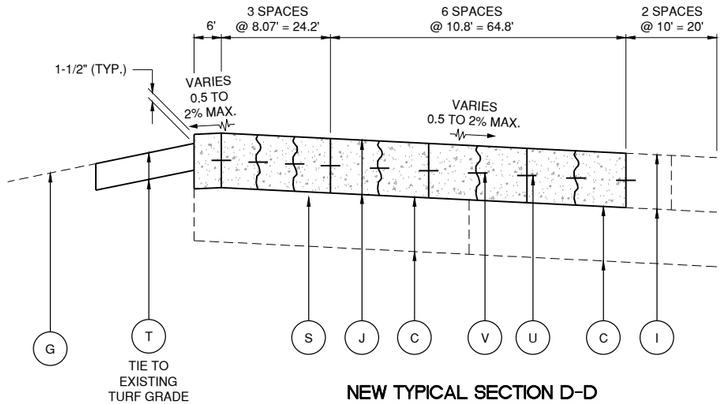

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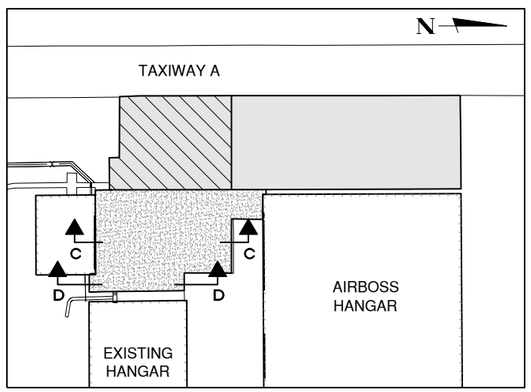
NOT TO SCALE



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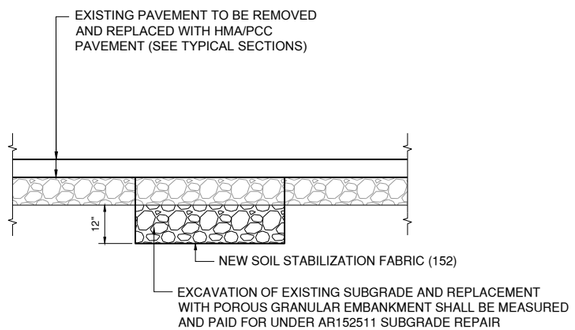

SUBGRADE REPAIR DETAIL

NOT TO SCALE

NOTES

1. LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
2. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR152511 SUBGRADE REPAIR AND SHALL INCLUDE EXCAVATION TO THE DEPTH SHOWN ABOVE OR AS DIRECTED BY THE RESIDENT ENGINEER, INSTALLATION OF SOIL STABILIZATION FABRIC, PLACEMENT/COMPACTION OF POROUS GRANULAR EMBANKMENT.
3. REMOVAL AND REPLACEMENT OF AGGREGATE IN AREAS WHERE EXISTING AGGREGATE IS TO REMAIN SHALL BE CONSIDERED INCIDENTAL TO THE COST OF SUBGRADE REPAIR.

LEGEND

- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
- (B) NEW TWO 2-1/2" LIFTS BITUMINOUS BASE COURSE (403) WITH BITUMINOUS TACK COAT (603) BETWEEN LIFTS
- (C) EXISTING 6" CRUSHED AGGREGATE BASE
- (D) EXISTING APRON PAVEMENT STRUCTURE: 8" PCC PAVEMENT (501) 4" CRUSHED AGGREGATE BASE COURSE (209)
- (E) EXISTING 6" PCC PAVEMENT TO BE REMOVED (501)
- (F) EXISTING 5" - 7" BITUMINOUS PAVEMENT TO BE REMOVED (401)
- (G) EXISTING GROUND LINE
- (H) EXISTING 12" SLOTTED DRAIN (TO REMAIN)
- (I) EXISTING 6" PCC (TO REMAIN)
- (J) NEW 6" PCC PAVEMENT (501)
- (K) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
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- (S) NEW AGGREGATE BASE PREPARATION (209)
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- (U) NEW DOWEL BAR (501)
- (V) NEW TIE BAR (501)

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
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SHEET TITLE

TYPICAL SECTIONS - 2

SHEET 13 OF 20

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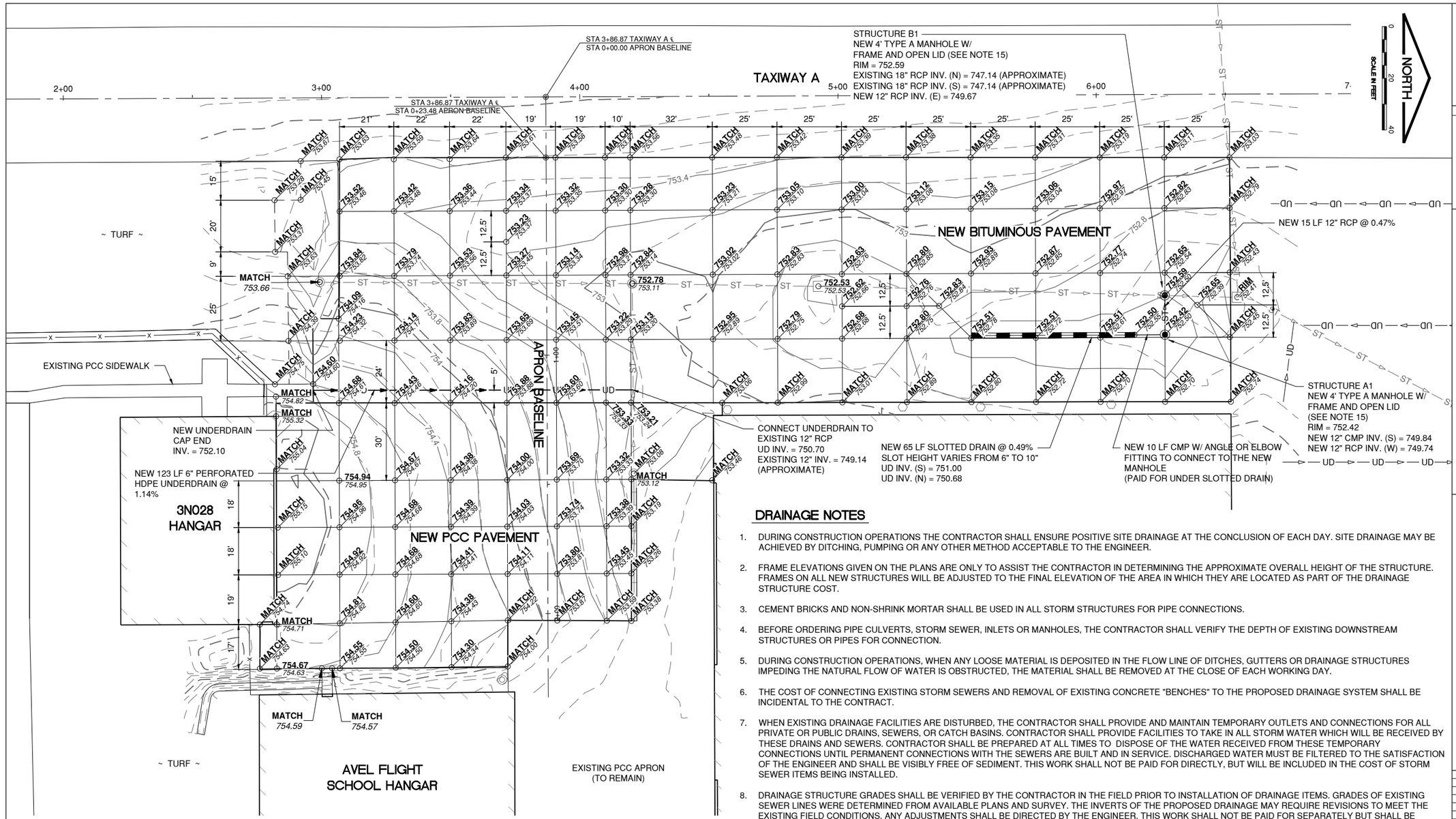

LEGEND

- APPROXIMATE GRADING LIMITS
- 753.70 / 753.69 — NEW ELEVATION / EXISTING ELEVATION
- ST — EXISTING STORM SEWER
- EXISTING STORM STRUCTURE
- NEW MANHOLE
- ST — NEW STORM SEWER
- UD — NEW UNDERDRAIN
- EXISTING SLOTTED DRAIN
- NEW SLOTTED DRAIN

DRAINAGE NOTES

1. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER METHOD ACCEPTABLE TO THE ENGINEER.
2. FRAME ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF THE STRUCTURE. FRAMES ON ALL NEW STRUCTURES WILL BE ADJUSTED TO THE FINAL ELEVATION OF THE AREA IN WHICH THEY ARE LOCATED AS PART OF THE DRAINAGE STRUCTURE COST.
3. CEMENT BRICKS AND NON-SHRINK MORTAR SHALL BE USED IN ALL STORM STRUCTURES FOR PIPE CONNECTIONS.
4. BEFORE ORDERING PIPE CULVERTS, STORM SEWER, INLETS OR MANHOLES, THE CONTRACTOR SHALL VERIFY THE DEPTH OF EXISTING DOWNSTREAM STRUCTURES OR PIPES FOR CONNECTION.
5. DURING CONSTRUCTION OPERATIONS, WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS OR DRAINAGE STRUCTURES IMPEDING THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.
6. THE COST OF CONNECTING EXISTING STORM SEWERS AND REMOVAL OF EXISTING CONCRETE "BENCHES" TO THE PROPOSED DRAINAGE SYSTEM SHALL BE INCIDENTAL TO THE CONTRACT.
7. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS. CONTRACTOR SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL PERMANENT CONNECTIONS WITH THE SEWERS ARE BUILT AND IN SERVICE. DISCHARGED WATER MUST BE FILTERED TO THE SATISFACTION OF THE ENGINEER AND SHALL BE VISIBLY FREE OF SEDIMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY, BUT WILL BE INCLUDED IN THE COST OF STORM SEWER ITEMS BEING INSTALLED.
8. DRAINAGE STRUCTURE GRADES SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS. GRADES OF EXISTING SEWER LINES WERE DETERMINED FROM AVAILABLE PLANS AND SURVEY. THE INVERTS OF THE PROPOSED DRAINAGE MAY REQUIRE REVISIONS TO MEET THE EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE PRICE OF THE PROPOSED STORM SEWER AND STRUCTURES.
9. BEFORE FINAL ACCEPTANCE OF THE PROJECT, ALL PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES AFFECTED BY PROJECT LIMIT SHALL BE CLEANED AS DIRECTED BY THE ENGINEER. CLEANING OF THE PROPOSED AND EXISTING STORM SEWER LINES AND STRUCTURES IS CONSIDERED TO BE INCLUDED IN THE COST OF THE DRAINAGE ITEM.
10. WHEN STORM SEWER IS CONSTRUCTED NEAR WATER MAIN, SEPARATION REQUIREMENTS SHALL BE MET IN ACCORDANCE WITH THE ILLINOIS STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION.
11. IF DURING MANHOLE ADJUSTMENTS, THE CONTRACTOR DAMAGES EITHER THE FRAME OR LID, THEY SHALL FURNISH A NEW FRAME AND LID, SAME OR EQUAL, AT NO ADDITIONAL COST. ALL NEW MANHOLES AND INLETS AND THOSE TO BE RECONSTRUCTED SHALL BE CONSTRUCTED WITH NEW FRAMES AND GRATES.
12. THE CONTRACTOR SHALL CALL JULIE AT 811 OR 1-800-892-0123 48 HOURS PRIOR TO CONSTRUCTION FOR CONFIRMATION OF CURRENT UTILITY LOCATIONS AND FOR ALL NON-EMERGENCY WORK. THESE ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS. UTILITIES WHICH ARE NOT MEMBERS OF JULIE SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.
13. ALL TESTING, FITTINGS, BEDDING AND GRANULAR CRADLE WHERE NECESSARY, SHALL BE INCLUDED IN THE INSTALLATION OF UNDERGROUND FACILITIES. TRENCH BACKFILL IS REQUIRED WHEREVER UNDERGROUND PIPING AND UTILITIES PASS BENEATH OR WITHIN 2 FEET OF THE PAVEMENT, SIDEWALK OR CURB.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
15. THE CONTRACTOR SHALL INSTALL 5" LOW PROFILE FRAME AND OPEN LID, MEETING H-20 LOAD REQUIREMENTS.

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FEBRUARY 28, 2025

RECONSTRUCT
POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	2200490100 - DPA - GRADING PLAN.DWG
DESIGNED BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	DKP
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GRADING AND DRAINAGE PLAN

SHEET 14 OF 20

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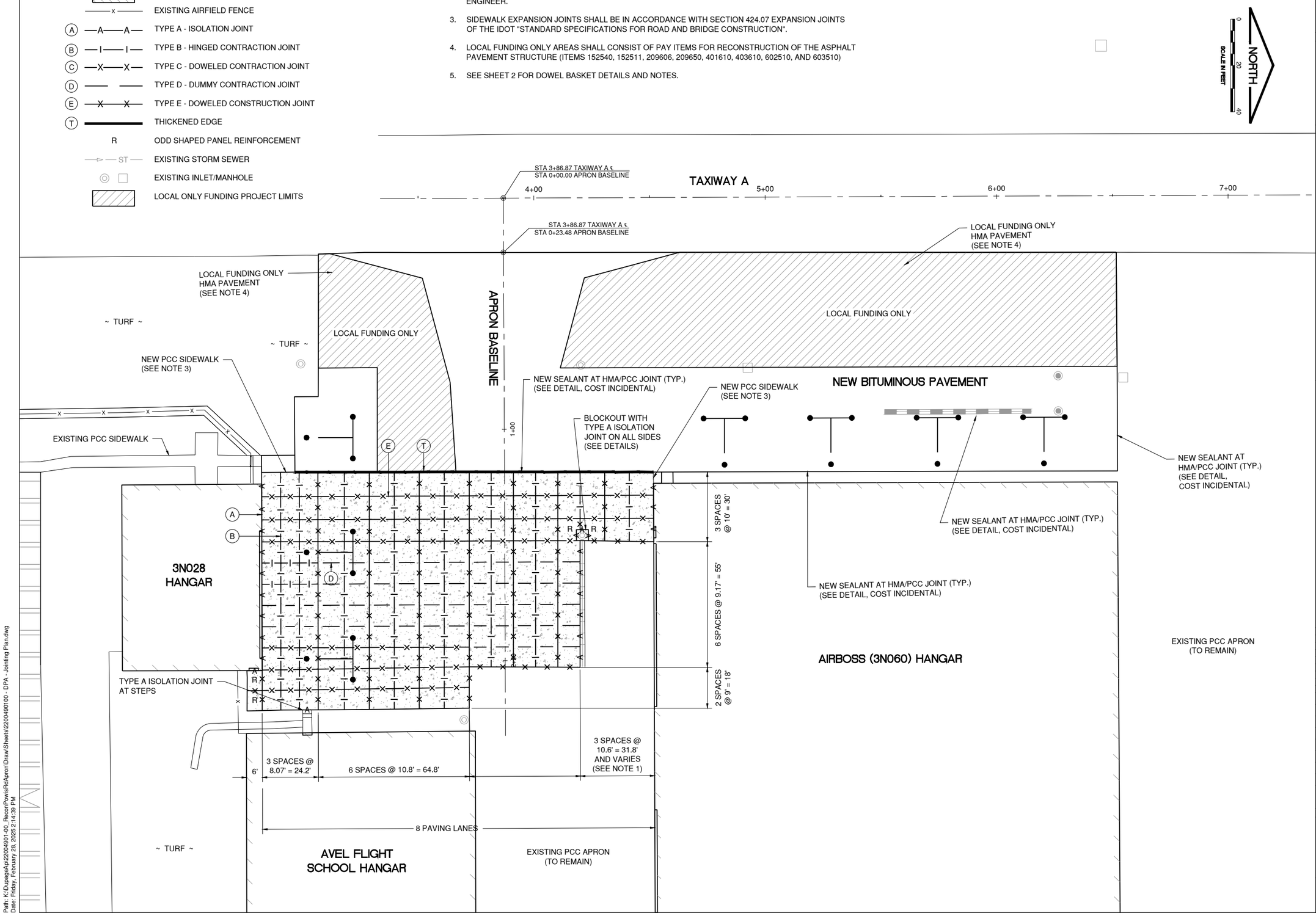
LEGEND

- NEW 6" PCC PAVEMENT (501)
- EXISTING HANGAR
- EXISTING AIRFIELD FENCE
- (A) TYPE A - ISOLATION JOINT
- (B) TYPE B - HINGED CONTRACTION JOINT
- (C) TYPE C - DOWELED CONTRACTION JOINT
- (D) TYPE D - DUMMY CONTRACTION JOINT
- (E) TYPE E - DOWELED CONSTRUCTION JOINT
- (T) THICKENED EDGE
- R ODD SHAPED PANEL REINFORCEMENT
- EXISTING STORM SEWER
- EXISTING INLET/MANHOLE
- LOCAL ONLY FUNDING PROJECT LIMITS

NOTES

1. CONTRACTOR SHALL MATCH THE NEW JOINTS WITH THE EXISTING JOINT PATTERN.
2. NO CHANGES TO THE JOINTING PLAN ARE ALLOWED WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.
3. SIDEWALK EXPANSION JOINTS SHALL BE IN ACCORDANCE WITH SECTION 424.07 EXPANSION JOINTS OF THE IDOT "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION".
4. LOCAL FUNDING ONLY AREAS SHALL CONSIST OF PAY ITEMS FOR RECONSTRUCTION OF THE ASPHALT PAVEMENT STRUCTURE (ITEMS 152540, 152511, 209606, 209650, 401610, 403610, 602510, AND 603510)
5. SEE SHEET 2 FOR DOWEL BASKET DETAILS AND NOTES.



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FINAL

FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	2200490100 - DPA - JOINTING PLAN.DWG
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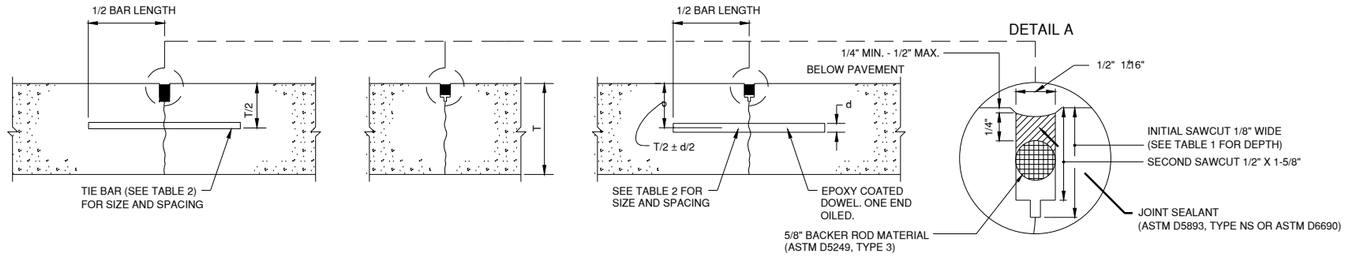
JOINTING PLAN

SHEET 15 OF 20



TYPE B HINGED (TIED)

SYMBOL — I — I —

TYPE D DUMMY

SYMBOL — —

TYPE C DOWELED

SYMBOL —X—X—

CONTRACTION JOINTS

TABLE 1

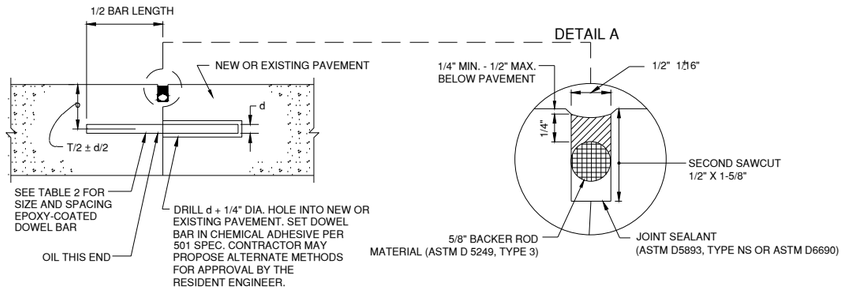
PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/4) ±1/4"
6	1.5"

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
6	0.75"	18"	12"	#4	20"	36"

DIMENSION TABLES

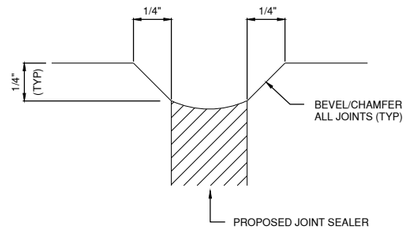
NOTE:
1. SEE SHEET 2 FOR DOWEL BASKET DETAILS



TYPE E DOWELED

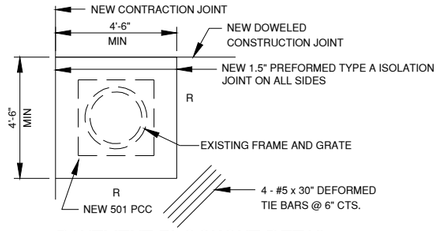
SYMBOL —x—x—x—

CONSTRUCTION JOINTS



CHAMFER/BEVEL JOINT DETAIL

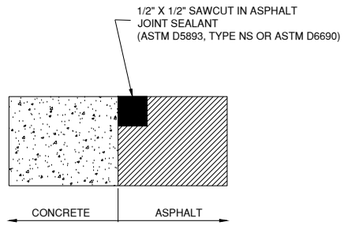
NOT TO SCALE



PAVEMENT BLOCKOUT DETAIL
FOR EXISTING MANHOLES/INLETS

NOT TO SCALE

1. ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR EXISTING MANHOLE/ INLET CONSTRUCTION. DIMENSION OF BOXOUT MAY VARY TO FIT FIELD CONDITIONS.
2. R - DENOTES ODD SHAPED REINFORCED PANELS TO BE REINFORCED WITH WIRE FABRIC AS SHOWN ON THIS SHEET. ALL NON RECTANGULAR SHAPED PANELS SHALL BE REINFORCED. (REINFORCEMENT NOT SHOWN)
3. ALL CONCRETE AND OTHER MATERIALS SHALL BE IN CONFORMANCE WITH THE SPECIFICATION FOR ITEMS 501 AND 605.



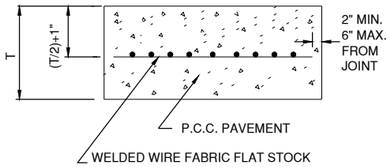
JOINT SEALING AT CONCRETE
ASPHALT INTERFACE

N.T.S.

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

WIRE FABRIC NOTES:

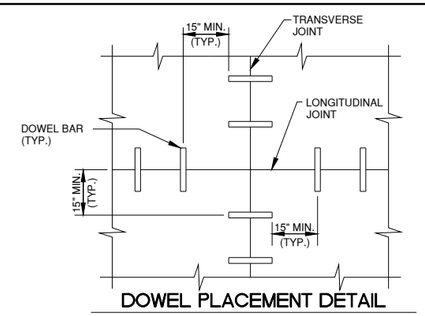
1. PANELS TO BE REINFORCED WITH WIRE FABRIC DENOTED AS "R" ON THE JOINTING PLAN DRAWINGS.
2. WIRE FABRIC SHALL BE PLACED AT THE VERTICAL POSITION OF T/4 + 1" AS SHOWN.
3. WHEN A STRUCTURE IS LOCATED WITHIN A PANEL, WIRE FABRIC SHALL BE PLACED TO WITHIN 3" OF THE STRUCTURE.
4. MINIMUM WWF LAP IS 18 INCHES.
5. ALL WELDED WIRE FABRIC SHALL BE GRADE 60.
6. THE AREA OF WELDED WIRE FABRIC SHALL PROVIDE AT LEAST 0.05% OF REINFORCEMENT AREA TO UNIT CONCRETE AREA, ASSUMING GRADE 60 STEEL.



ODD SHAPED
PANEL REINFORCEMENT

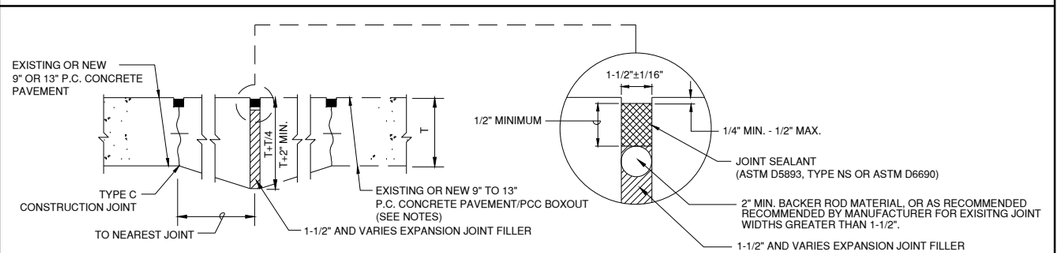
SYMBOL R

NOTE: REINFORCEMENT SHALL NOT CROSS ANY JOINT



DOWEL PLACEMENT DETAIL

NOT TO SCALE



NEW THICKENED EDGE

T

NEW TYPE A ISOLATION JOINT

SYMBOL —A—A—

A

JOINT NOTES

1. THE CONTRACTOR SHALL VISIT THE PROJECT SITE AND ACQUAINT HIMSELF WITH THE REQUIRED WORK. CONTRACTOR SHALL BE FAMILIAR TO THE SITE AND REQUIRED WORK PRIOR TO BID. SITE VISITS SHALL BE COORDINATED WITH THE AIRPORT MANAGER.
2. PRIOR TO ORDERING NEW MATERIAL, CONTRACTOR SHALL FIELD MEASURE FOR JOINTING MATERIAL SIZES AND AMOUNT. MEASUREMENTS SHALL ALSO DETERMINE BACKER ROD SIZE AND QUANTITIES. ALSO PER NEW JOINTS DETAILS, DEPTH OF NEW JOINT SEALANT SHALL BE AS RECOMMENDED BY MANUFACTURER. NO EXTRA COMPENSATION WILL BE MADE FOR EXCESS MATERIALS NOT USED.
3. FOR VARYING JOINT WIDTHS AND DEPTHS, THERE SHALL BE NO ADDITIONAL COST FOR DEEPER SAWCUTS, LARGER BACKER RODS AND SEALANT MATERIAL USED.
4. ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
5. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
6. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY, WHICH WILL INSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
7. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
8. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTENED DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.
9. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
10. JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
11. COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
12. SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
13. DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
14. CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.

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FEBRUARY 28, 2025

RECONSTRUCT
POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DLP
COPYRIGHT:	

SHEET TITLE

JOINTING DETAILS

SHEET 16 OF 20

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Date: Friday, February 28, 2025 2:16:28 PM

LEGEND

NEW BITUMINOUS PAVEMENT SECTION
NEW 2" BITUMINOUS SURFACE COURSE (401)
NEW 3" BITUMINOUS BASE COURSE (403)
EXISTING CRUSHED AGGREGATE BASE COURSE

NEW BITUMINOUS PAVEMENT SECTION
NEW 2" BITUMINOUS SURFACE COURSE (401)
NEW 5" BITUMINOUS BASE COURSE (403)
NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
REMOVE AGGREGATE BASE PAID FOR 152

NEW BITUMINOUS PAVEMENT SECTION
NEW 2" BITUMINOUS SURFACE COURSE (401)
NEW 3" BITUMINOUS BASE COURSE (403)
NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
REMOVE AGGREGATE BASE PAID FOR 152

NEW PCC PAVEMENT SECTION
NEW 6" PCC PAVEMENT (501)
EXISTING CRUSHED AGGREGATE BASE COURSE

NEW TIE DOWN - LOCAL FUNDING ONLY

EXISTING AIRFIELD FENCE

EXISTING BUILDING

LOCAL FUNDING ONLY PAVEMENT AREAS

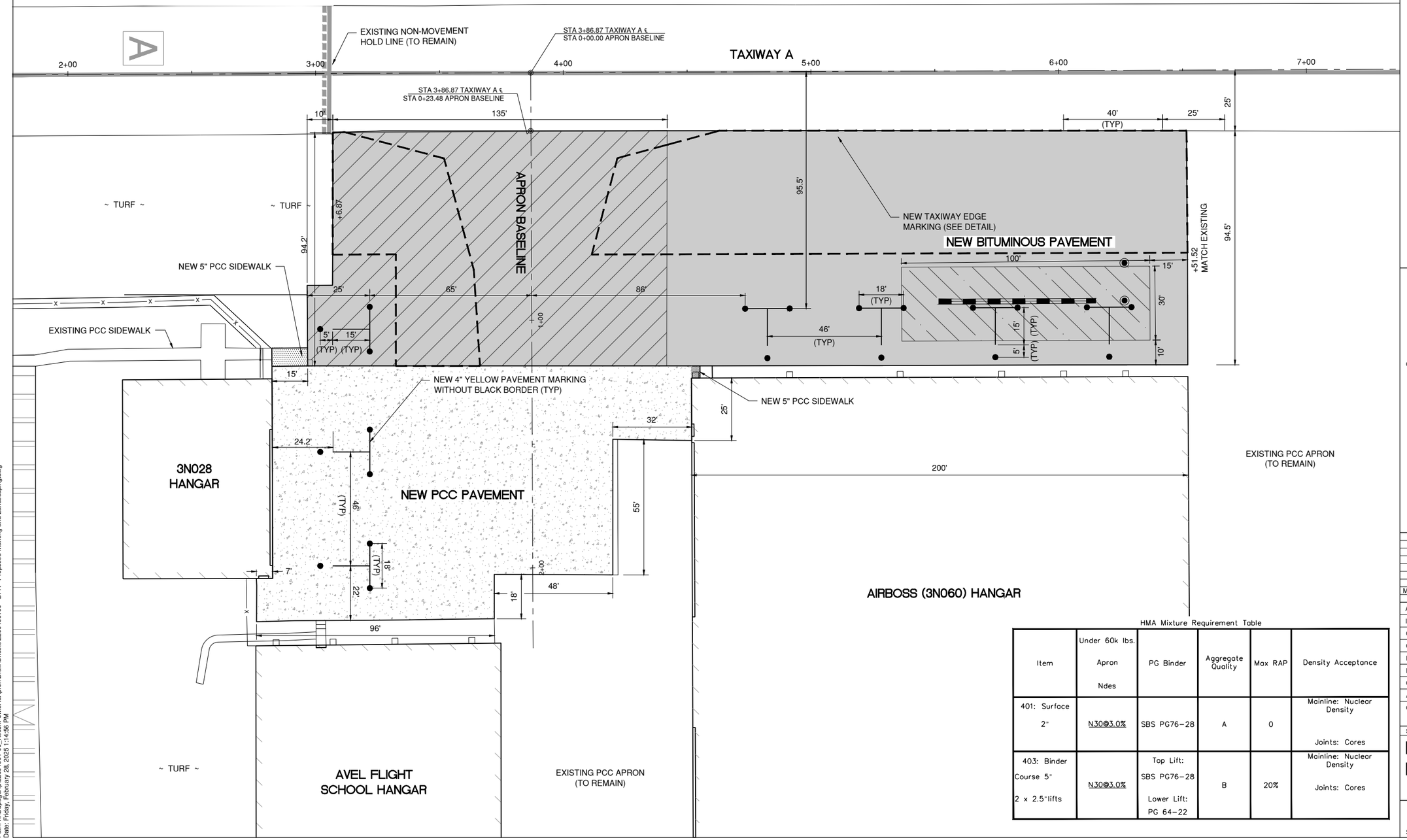
NEW MANHOLE

NEW SLOTTED DRAIN

PAVEMENT MARKING NOTES

1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS
3. A PERIOD OF THIRTY (30) DAYS SHALL BE ELAPSED BETWEEN PLACEMENT OF PAVEMENT AND THE FIRST AND SECOND PAINT APPLICATIONS.

NORTH
SCALE IN FEET 0 20 40



HMA Mixture Requirement Table

Item	Under 60k lbs. Apron Ndes	PG Binder	Aggregate Quality	Max RAP	Density Acceptance
401: Surface 2"	N30@3.0%	SBS PG76-28	A	0	Mainline: Nuclear Density Joints: Cores
403: Binder Course 5" 2 x 2.5"lifts	N30@3.0%	Top Lift: SBS PG76-28 Lower Lift: PG 64-22	B	20%	Mainline: Nuclear Density Joints: Cores

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RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	DPA-5200
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	2200490100 - DPA - PROPOSED MARKING AND LANDSCAPING.DWG
DESIGNED BY:	ABM
DRAWN BY:	JRO
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SHEET TITLE

PROPOSED IMPROVEMENTS

SHEET 17 OF 20

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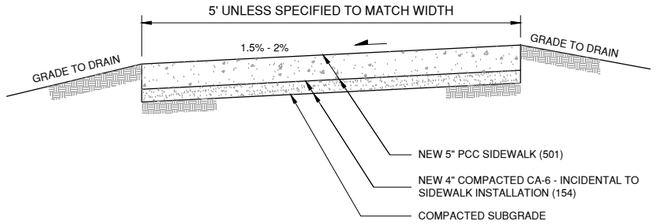


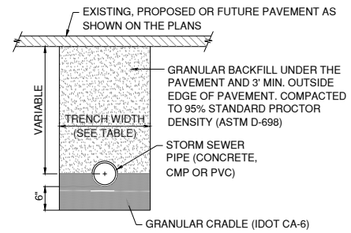
NEW SIDEWALK TYPICAL SECTION

NOT TO SCALE

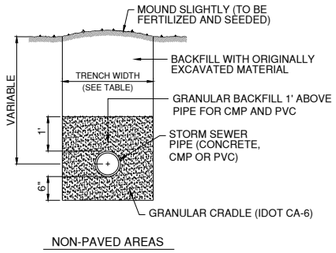
NOTES

1. UNCLASSIFIED EXCAVATION REQUIRED TO INSTALL SIDEWALK SECTIONS AS SHOWN ON THE PLAN SHALL BE CONSIDERED INCIDENTAL TO AR501605 5" PCC SIDEWALK.
2. MAXIMUM CROSS SLOPE IS 2% MEASURED PERPENDICULAR TO THE DIRECTION OF PEDESTRIAN TRAVEL.

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH	MAXIMUM PAVEMENT REMOVAL WIDTH
6	3'-7"	5'-7"
8	3'-9"	5'-9"
12	4'-2"	6'-2"
15	4'-6"	6'-6"
18	4'-9"	6'-9"
21	5'-0"	7'-0"
24	5'-4"	7'-4"
27	5'-7"	7'-7"
30	5'-11"	7'-11"
36	6'-6"	8'-6"
42	7'-1"	9'-1"
48	7'-8"	9'-8"
54	8'-3"	10'-3"
60	8'-10"	10'-10"
66	9'-5"	11'-5"
72	10'-0"	12'-0"
78	10'-7"	12'-7"
84	11'-2"	13'-2"
90	11'-9"	13'-9"
96	12'-4"	14'-4"
102	12'-11"	14'-11"
108	13'-6"	15'-6"



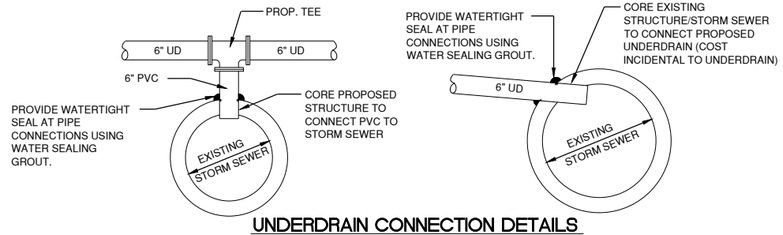
ALL PAVED AREAS



NON-PAVED AREAS

TRENCH DETAILS

NOT TO SCALE



UNDERDRAIN CONNECTION DETAILS

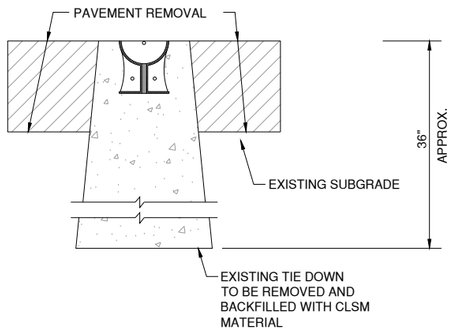
NOT TO SCALE

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

STORM SEWER/UNDERDRAIN NOTES

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

PLAN

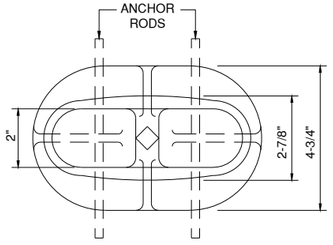


TIE DOWN REMOVAL DETAIL

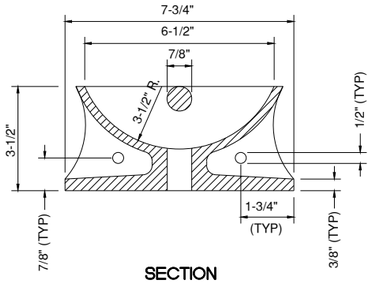
NOT TO SCALE

NOTES:

1. THE VOID LEFT BY THE REMOVAL SHALL BE BACKFILLED TO THE BOTTOM OF THE NEW PCC/HMA PAVEMENT WITH CLSM MATERIAL (COST INCIDENTAL).
2. SURROUNDING AGGREGATE BASE DISTURBED SHALL BE REMOVED AND REPLACED WITH 6 INCHES OF CRUSHED AGGREGATE BASE. REMOVAL OF THE EXISTING AGGREGATE BASE SHALL BE INCIDENTAL TO 6 INCHES CRUSHED AGGREGATE BASE PAY ITEM.



PLAN



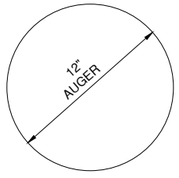
SECTION

MOORING EYE DETAIL

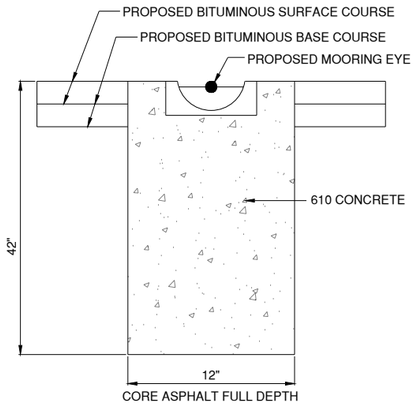
NOT TO SCALE

NOTES

1. MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
2. ANCHOR RODS TO BE NO. 3 DEFORMED REINFORCING STEEL 15" LONG AND SHALL BE BENT DOWNWARD AT 45°.



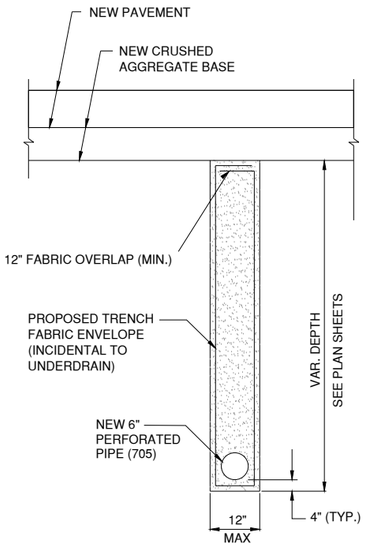
PLAN



SECTION

MOORING EYE INSTALLATION DETAIL FOR HMA PAVEMENT

NOT TO SCALE



UNDERDRAIN DETAIL - PAVED AREAS

NOT TO SCALE

NOTES

1. THE 6" UNDERDRAIN SHALL BE INSTALLED AFTER THE SUBGRADE IS COMPACTED.

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DUPAGE AIRPORT AUTHORITY

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD	
IL PROJECT NO. DPA-5200	
CMT PROJECT NO:	22004901.00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
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SHEET TITLE

MISCELLANEOUS DETAILS - 1

SHEET 18 OF 20

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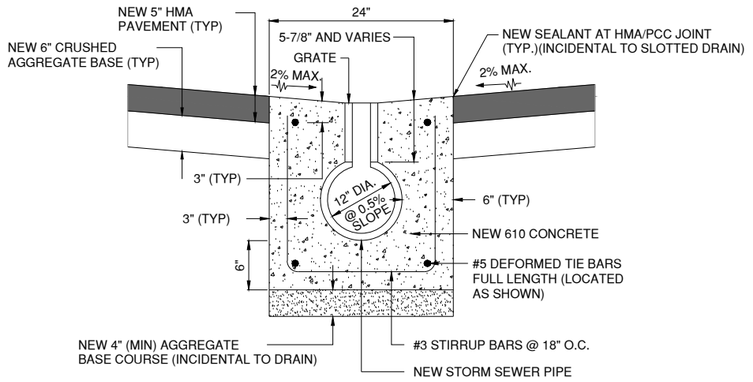
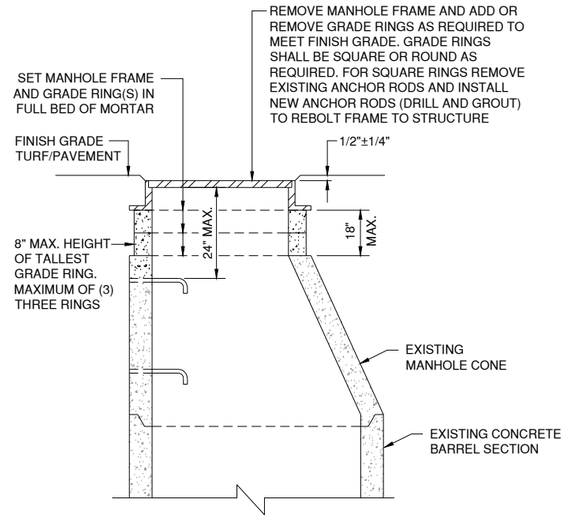


SLOTTED DRAIN DETAIL

NOT TO SCALE

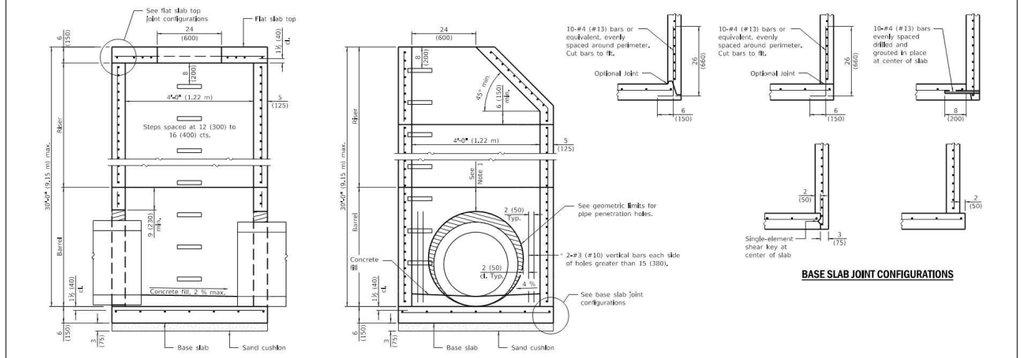
1. STORM SEWER PIPE SHALL BE CORRUGATED METAL PIPE (CMP) (INCIDENTAL TO SLOTTED DRAIN).
2. THE GRATE SHALL MEET ASTM A 36 STEEL WITH A 1-3/4 INCH OPENING IN THE TOP.
3. CONTRACTOR SHALL INSTALL SLOTTED DRAIN PIPE AND GRATE PER MANUFACTURER'S RECOMMENDED METHODS AND PROCEDURES.
4. CMP EXTENDS BEYOND THE END OF THE SLOTTED DRAIN RUN SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL ABOVE UP TO THE CONNECTION TO THE NEW MANHOLE AND PAID FOR AS SLOTTED DRAIN.
5. EXISTING 6 INCHES CRUSHED AGGREGATE BASE TO BE REMOVED SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION.



ADJUST MANHOLE DETAIL (ITEM AR751943)

NOT TO SCALE

1. CONTRACTOR SHALL FURNISH NEW FRAME AND GRATE, COST INCIDENTAL TO ADJUST MANHOLE.



SECTION PARALLEL TO PIPE

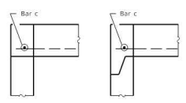
(Without conical top riser)

SECTION PERPENDICULAR TO PIPE

(With conical top riser)

* As an alternate, the barrel wall reinforcement may be reduced to riser wall reinforcement with #3 (#10) bars placed around the pipe penetration holes as shown. This option may be utilized when the pipe penetration holes are formed as opposed to cored.

BASE SLAB JOINT CONFIGURATIONS



FLAT SLAB TOP JOINT CONFIGURATIONS

(Shown at access hole)

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

Note 1: A minimum of 9 (230) of monolithic reinforced concrete shall be maintained above pipe penetration holes > 24 (600).

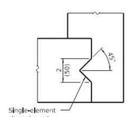
Note 2: A minimum 12 (300) inside arc length of reinforced concrete shall be maintained between pipe penetration holes > 15 (380).

Note 3: A maximum of 60 percent of the inside perimeter of the reinforced concrete manhole walls may be removed.

Note 4: Horizontal joints that intersect pipe penetration holes > 15 (380) shall have one joint splice for every location around the perimeter of the joint where the inside arc length between pipe penetration holes is < 24 (600). See joint splice detail.

Note 5: The recommended pipe penetration hole is equal to the O.D. of the pipe plus 4 (100).

Note 6: Only pipe penetration holes ≤ 15 (380) are allowed in riser sections.



SHEAR KEY GEOMETRY

(Reinforcement not shown for clarity)

GENERAL NOTES

The manufacturer shall ensure that all precast manhole sections are additionally reinforced where required to resist damage from handling, shipping and installation stresses.

Lifting holes shall be located in the sections as per the manufacturer's recommendations.

See Standard 602701 for details of manhole steps.

All dimensions are in inches (millimeters) unless otherwise noted.

DATE	REVISIONS
1-1-21	Revised Note 1 and lifting hole general note.
3-1-19	Moved wall reinforcement from inside face to middle.

Illinois Department of Transportation

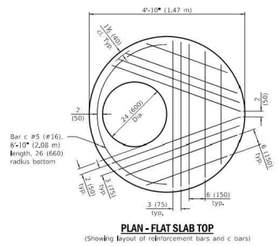
PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF BRIDGES AND STRUCTURES

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

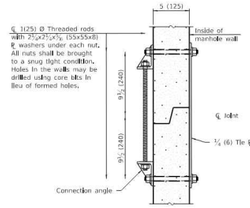
(Sheet 1 of 2)

STANDARD 602401-07



PLAN - FLAT SLAB TOP

(Showing layout of reinforcement bars and c bars)



JOINT SPLICE

FLAT SLAB TOP REINFORCEMENT

Location	WWR (each direction)		Rebar		
	A_s (min.)	Spacing (max.)	A_s (min.)	Spacing (max.)	Bar Size
Bottom Mat	** 0.62 sq. in./ft. (1312 sq. mm/m)	6 (150)	See plan view for rebar orientation and spacing and this table for bar size		#5 (#16)

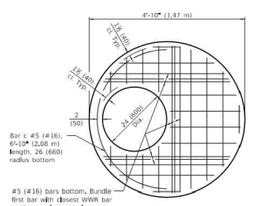
** Only one layer of WWR permitted to avoid congestion.

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar	
		A_s (min.)	Spacing (max.)
Riser	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.045 sq. in./ft. (95 sq. mm/m)	8 (200)
Barrel	Circumferential	0.12 sq. in./ft. (254 sq. mm/m)	6 (150)
	Vertical	0.16 sq. in./ft. (339 sq. mm/m)	4 (100)

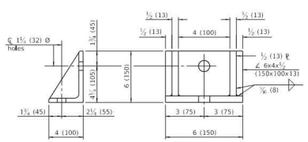
BASE SLAB REINFORCEMENT

Location	Total Height	WWR or Rebar (each direction)	
		A_s (min.)	Spacing (max.)
Top Mat	≤ 20 ft. (6,10 m)	0,24 sq. in./ft. (508 sq. mm/m)	10 (250)
	> 20 ft. (6,10 m)	0,24 sq. in./ft. (508 sq. mm/m)	10 (250)

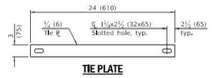


PLAN - FLAT SLAB TOP

(Showing layout of welded wire reinforcement and c bars)



CONNECTION ANGLE



TIE PLATE

Illinois Department of Transportation

PASSED January 1, 2021
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2021
ENGINEER OF BRIDGES AND STRUCTURES

PRECAST MANHOLE TYPE A 4' (1.22 m) DIAMETER

(Sheet 2 of 2)

STANDARD 602401-07

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FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

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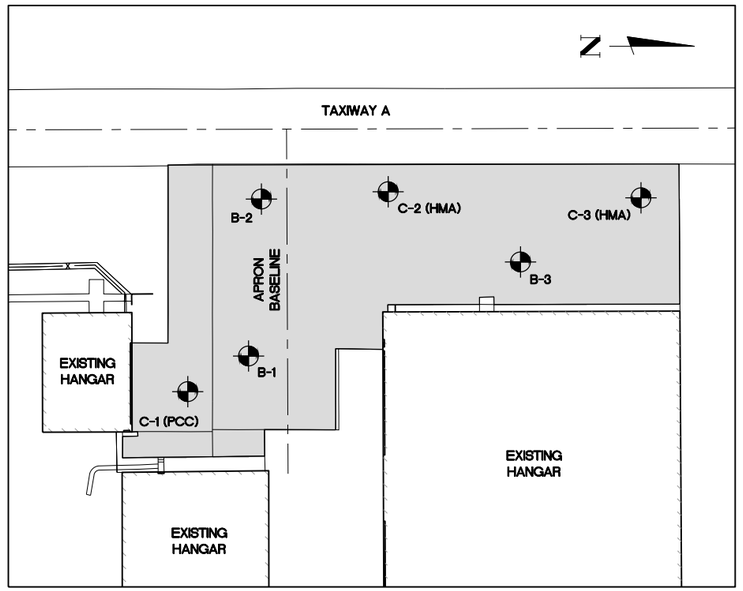
MISCELLANEOUS DETAILS - 2



LEGEND

- PROPOSED PAVEMENT RECONSTRUCTION
- EXISTING HANGAR
- B — PROPOSED SOIL BORING LOCATION
- C — PROPOSED CORE LOCATION

THE GEOTECHNICAL INFORMATION (OR ANY PORTIONS THEREOF) ARE PROVIDED ONLY AS AVAILABLE INFORMATION. THE CONTRACTOR MAY DRAW THEIR OWN CONCLUSIONS FROM THE DATA SHOWN. THE SOILS INFORMATION IS NOT REPRESENTATIVE OF ALL SOIL WHICH MIGHT BE ENCOUNTERED WITHIN THE LIMITS OF THE PROJECT. THE CONTRACTOR SHALL BY THEIR OWN MEANS, SATISFY THEMSELVES AS TO THE EXISTING SITE AND GEOTECHNICAL CONDITIONS FOR DETERMINING COST, MEANS, METHODS, TECHNIQUES AND SEQUENCES OF CONSTRUCTION.

BORE/CORE	STATION/OFFSET
C-1	STA. 1+76.80, 67.41' RT. APRON BASELINE
C-2	STA. 0+42.53, 68.34' LT. APRON BASELINE
C-3	STA. 0+47.28, 238.90' LT. APRON BASELINE
B-1	STA. 1+52.89, 26.25' RT. APRON BASELINE
B-2	STA. 0+47.07, 17.16' RT. APRON BASELINE
B-3	STA. 0+90.21, 157.43' LT. APRON BASELINE

Geo Services, Inc.
Geotechnical, Environmental & Civil Engineering
805 Aurora Ct. Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

GEO Job No. 24006
Page 1 of 1
Date 1/22/24

PROJECT DuPage Airport
LOCATION West Chicago, IL
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
CLIENT CMT

BORING NO. B-1
Northing 1911600
Easting 1009827
Ground Surface Elev. 754.2 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter 746.2 ft
Upon Completion n/a ft
After - Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)	
753.2					5" ASPHALT, 6.0" CRUSHED STONE
	3				SILTY CLAY-brown to gray-stiff (CL-ML)
	4 5	2.00 B	25		
750.7					
	1				SILTY CLAY Loam-gray-medium stiff (CL-ML)
-5	2 2	1.00 B	18		
	4				becoming gray @ -6.0'
	4 5	0.50 B	19		
745.7					
	3				SANDY SILT-gray-medium dense (ML)
-10	7 8		21		
744.2					End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger
BBS, from 137 (Rev. 8-99)

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Geotechnical, Environmental & Civil Engineering
805 Aurora Ct. Suite 204
Naperville, Illinois 60565
(630) 355-2838

SOIL BORING LOG

GEO Job No. 24006
Page 1 of 1
Date 1/22/24

PROJECT DuPage Airport
LOCATION West Chicago, IL
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
CLIENT CMT

BORING NO. B-2
Northing 1911609
Easting 1009721
Ground Surface Elev. 453.4 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter 448.4 ft
Upon Completion n/a ft
After - Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)	
452.4					5.0" ASPHALT, 6.0" CRUSHED STONE
	3				SANDY CLAY Loam-brown & gray-stiff (CL)
	5 6	1.50 B	19		
	3				
-5	2 2	1.50 B	12		
447.4					
	2				SILTY CLAY Loam-gray-stiff (CL-ML)
	4 6	2.75 B	16		
444.9					
	3				SAND-gray-medium dense
-10	7 6		17		
443.4					End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patched.
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger
BBS, from 137 (Rev. 8-99)

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SOIL BORING LOG

GEO Job No. 24006
Page 1 of 1
Date 1/22/24

PROJECT DuPage Airport
LOCATION West Chicago, IL
COUNTY Cook DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic
CLIENT CMT

BORING NO. B-3
Northing 1911792
Easting 1009766
Ground Surface Elev. 752.8 ft

Surface Water Elev. n/a ft
Stream Bed Elev. n/a ft
Groundwater Elev.:
First Encounter 745.8 ft
Upon Completion n/a ft
After - Hrs. n/a ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	DRY DENSITY (pcf)	
751.8					4.0" ASPHALT, 6.0" CRUSHED STONE
	11 16 3	2.00 B	27		CLAY LOAM-brown & gray- stiff (CL-ML)
749.8					
	3				CLAY with GRAVEL-gray-very soft
-5	2 2	0.25 B	11		
746.8					
	4 4 5		16		SAND with GRAVEL-gray-loose to medium dense
	3				
-10	7 8		14		
742.8					End Of Boring @ -10.0'. Boring backfilled with cuttings and pavement patch.
-15					
-20					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger
BBS, from 137 (Rev. 8-99)

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PAVEMENT CORE SUMMARY

Page: 1 of 1

Project: DuPage Airport Reconstruct 3N060 Powis Road Apron — GSI Job No.: 24006
Location: West Chicago, Illinois — Date: 2-27-2024
County: Cook — Cored By: RT
Client: CMT — Checked By: NMA

CORE NO.	THICKNESS (in.)	MATERIAL DESCRIPTION
C-01		Northing: 1911559 Easting: 1009850 Elevation: 754.8
	6.0	CONCRETE-well consolidated
	6.0+	CRUSHED STONE-brown
C-02		Northing: 1911700 Easting: 1009713 Elevation: 753.2
	2.5	ASPHALT-well consolidated, fine to medium aggregate. (Surface Mix)
	3.0	ASPHALT-well consolidated, fine to medium coarse aggregate. (Binder Mix)
	5.5+	CRUSHED STONE-brown
C-03		Northing: 1911873 Easting: 1009721 Elevation: 752.8
	2.5	ASPHALT-well consolidated, fine to medium aggregate. (Surface Mix)
	4.25	ASPHALT-well consolidated, fine to medium coarse aggregate. (Binder Mix)
	6.75+	CRUSHED STONE-brown

DU094

CMT

CONSULTANTS

FINAL

FEBRUARY 28, 2025

RECONSTRUCT POWIS ROAD APRON

DuPage Airport Authority

OWNER

DUPAGE AIRPORT
WEST CHICAGO, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJECT NO. 3-17-SBGP-TBD
IL PROJECT NO. DPA-5200
CMT PROJECT NO: 22004901.00
CAD DWG FILE:
DESIGNED BY: EJR
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DLP
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SHEET TITLE

GEOTECHNICAL INFORMATION

SHEET 20 OF 20