DUPAGE AIRPORT AUTHORITY WEST CHICAGO, ILLINOIS CONSTRUCTION PLANS FOR DUPAGE AIRPORT

REHABILITATE TAXIWAY C - PHASE 1

ILLINOIS PROJECT: DPA-5194 S.B.G. PROJECT: 3-17-SBGP-TBD 100% FINAL SUBMITTAL



APRIL 18, 2025



DUPAGE AIRPORT

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 OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES OF HIS OPERATIONAL PLANS, SCHEDULE OF THE COMPANIES FOR 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 ENSINEER 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

DU095 TOTAL SHEETS = 24



NCML

24007110-00

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SUMMARY OF QUANTITIES

SUMMARY OF QUANTITIES							
ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY			
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1				
AR150520	MOBILIZATION	LSUM	1				
AR152480	SHOULDER ADJUSTMENT	SQ YD	1,930				
AR152511	SUBGRADE REPAIR	SQ YD	100				
AR201663	SAND MIX CRACK REPAIR	FOOT	300				
AR208910	REMOVE & REPLACE AGGREGATE BASE	SQ YD	90				
AR401610	BITUMINOUS SURFACE COURSE	TON	1,540				
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	10,450				
AR401915	REM AND REP BIT PAVEMENT - TYPE A	SQ YD	910				
AR401916	REM AND REP BIT PAVEMENT - TYPE B	SQ YD	250				
AR403673	REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	910				
AR603510	BITUMINOUS TACK COAT	GAL	1,260				
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	4,620				
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	3,230				
AR800128	REM AND REP COMPOSITE PAVEMENT - TYPE C	SQ YD	60				
AR901510	SEEDING	ACRE	0.5				
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	0.5				

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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND RUNWAY 10/28

DUPAGE AIRPORT AUTHORITY

OWNER

MARK DATE DESCRIPTION

(CMT PROJECT NO:	24007110.00
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SHEET TITLE

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INDEX TO SHEETS AND SUMMARY OF QUANTITIES

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GENERAL

- THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW TH 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.
- PRIOR TO THE NOTICE TO PROCEED. THE CONTRACTOR SHALL SUBMIT TO THE 2. 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.
- З. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
- A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR 4. SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS 5. SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT
- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW 6. 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
- DUE TO SEVERAL CONFLICTING EVENTS SCHEDULED FOR LATE JULY/EARLY 7. AUGUST ON THE AIRFIELD, THE AIRPORT REQUESTS THAT CONSTRUCTION BEGIN IN LATE AUGUST OR LATER.

1. COORDINATION

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AFBONAUTICS (IDA) THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
- PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL SUBMIT A 2. 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 10 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.
- DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY 3. COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS AT A MINIMUM. PROJECT SCHEDULE AND GATE VISITOR LOGS 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

Rehab]

Path: Date:

- TOTAL CONTRACT TIME SHALL BE 33 CALENDAR DAYS. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE
- CONSTRUCTION SAFETY AND PHASING PLANS.
- 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.
- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND LIGHTS ON CLOSED TAXIWAYS LINTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT LISE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL
- SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND 4. HAULING GUIDELINES.
- PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 250 FEET FROM THE RUNWAY CENTERLINE INCLUDING BEYOND THE BUNWAY 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.
- NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY.

7. WORK AREAS AND DESCRIPTIONS

MOBILIZATION

SUBSTANTIALLY COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PFRIOD.

PHASE 1A AREA

THIS WORK GENERALLY INCLUDES, BUT IS NOT LIMITED TO, REMOVAL AND REPLACEMENT OF ASPHALT PAVEMENT WITHIN THE ROFZ OF RUNWAY 10/28 AND RUNWAY 15/33, AND THE TOFA OF TAXIWAY C AND E.

PHASE 1B AREA

THIS WORK GENERALLY INCLUDES BUT IS NOT LIMITED TO REMOVAL AND REPLACEMENT OF ASPHALT PAVEMENT WITHIN THE ROFZ OF RUNWAY 15/33, AND THE TOFA OF TAXIWAY C AND E.

PHASE 2A AREA

THIS WORK GENERALLY INCLUDES, BUT IS NOT LIMITED TO, MILLING AND OVERLAYING OF ASPHALT PAVEMENT. SEEDING, MULCHING, TOPSOILING, AND FIRST COAT OF PAVEMENT MARKINGS WITHIN THE ROFZ OF RUNWAY 10/28 AND RUNWAY 15/33, AND THE TOFA OF TAXIWAY C AND E.

PHASE 2B AREA

THIS WORK GENERALLY INCLUDES, BUT IS NOT LIMITED TO, MILLING AND OVERLAYING OF ASPHALT PAVEMENT, SEEDING, MULCHING, TOPSOILING, AND FIRST COAT OF PAVEMENT MARKINGS WITHIN THE ROFZ OF RUNWAY 15/33, AND THE TOFA OF TAXIWAY C AND F.

PHASE 3 AREA

THIS WORK GENERALLY INCLUDES, BUT IS NOT LIMITED TO, THE SECOND COAT OF PAVEMENT MARKINGS WITHIN THE ROFZ OF RUNWAY 10/28 AND RUNWAY 15/33, AND THE TOFA OF TAXIWAY C AND E.

8.WORK AREA RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK ON THE AIRFIELD ARE LOCATED INSIDE THE AOA SECURITY FENCE AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS

WORK CONDUCTED UTILIZING EXTENDED AIRFIELD PAVEMENT CLOSURES AS INDICATED IN THE PLANS WILL ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK. THE CLOSURE WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE BSA/TOFA AND TO A DISTANCE OUTSIDE THESE AREAS AS TO NOT TO RE-ENCROACH THE RSA/TOFA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED UNLESS SPECIFICALLY STATED. ALL WORK WITHIN A WORK AREA MUST BE SUBSTANTIALLY COMPLETED AND ACCEPTED PRIOR TO CLOSING ANY OTHER AIRFIELD PAVEMENT FOR WORK IN REMAINING ASSOCIATED WORK AREAS

CONTRACTOR SHALL NOTIFY THE AIRPORT 10 CALENDAR DAYS PRIOR TO BEGINNING CONSTRUCTION IN ANY WORK AREA AND TO REQUEST A RUNWAY OR TAXIWAY CLOSURE.

TOTAL COMBINED WORK FOR ALL WORK AREAS MUST OCCUR WITHIN THE TOTAL AMOUNT OF CALENDAR DAYS ALLOWED FOR THE ENTIRE PROJECT HOWEVER, EXPEDITED CLOSURE PERIODS FOR CERTAIN WORK AREAS ARE NOTED BELOW

PHASE 1A AREA

THIS PHASE WILL REQUIRE CLOSURES ON TAXIWAY C BETWEEN TAXIWAY G AND TAXIWAY A. A PARTIAL CLOSURE OF TAXIWAY E. AND A CLOSURE OF TAXIWAY A BETWEEN THE NORTH RAMP AND POWIS ROAD APRON. RUNWAY 15/33 AND RUNWAY 10/28 WILL BE CLOSED FOR THE DURATION OF THIS PHASE. ADDITIONAL CLOSURES IN PHASE 1A ARE TAXIWAY F1 AND F2.

RUNWAY 2R/20L AND RUNWAY 2L/20R MUST REMAIN OPEN FOR THE DURATION OF PHASE 1A.

WORK WITHIN WORK AREA 1A WILL BE LIMITED TO ONE (1) DAY AND MUST OCCUR DURING THE CLOSURE PERIOD FOR WORK AREA 1B.

PHASE 1B AREA

THIS PHASE WILL BEOLIBE CLOSUBES OF TAXIWAY C BETWEEN BUNWAY 10/28 AND TAXIWAY A AND PARTIAL CLOSURE OF TAXIWAY E AND A CLOSURE OF TAXIWAY A BETWEEN THE NORTH RAMP AND POWIS ROAD APRON. RUNWAY 15/33 WILL BE CLOSED FOR THE DURATION OF THIS PHASE

RUNWAY 2R/20L, RUNWAY 2L/20R, AND RUNWAY 10/28 MUST REMAIN OPEN FOR THE DURATION OF PHASE 1B. ALL OTHER TAXIWAYS SHALL REMAIN OPEN.

THE DURATION OF THIS PHASE IS NINE (9) WORKING DAYS.

PHASE 2A AREA

THIS PHASE WILL REQUIRE CLOSURES OF TAXIWAY C BETWEEN TAXIWAY G AND TAXIWAY A AND PARTIAL CLOSURE OF TAXIWAY E. AND A CLOSURE OF TAXIWAY A BETWEEN THE NORTH BAMP AND POWIS BOAD APBON. BUNWAY 15/33 AND RUNWAY 10/28 WILL BE CLOSED FOR THE DURATION OF THIS PHASE. ADDITIONAL CLOSURES IN PHASE 1A ARE TAXIWAY E1 AND E2.

RUNWAY 2R/20L AND RUNWAY 2L/20R MUST REMAIN OPEN FOR THE DURATION OF PHASE 1. ALL OTHER TAXIWAYS SHALL REMAIN OPEN

THE DURATION OF THIS PHASE IS ONE (1) WORKING DAY AND SHALL BE COMPLETED CONCURRENTLY WITHIN PHASE 2B.

PHASE 2B AREA

THIS PHASE WILL REQUIRE CLOSURES OF TAXIWAY C BETWEEN RUNWAY 10/28 AND TAXIWAY A AND A PARTIAL CLOSURE OF TAXIWAY E AND A CLOSURE OF TAXIWAY A BETWEEN THE NORTH RAMP AND POWIS ROAD APRON. RUNWAY 15/33 WILL BE CLOSED FOR THE DUBATION OF THIS PHASE

RUNWAY 2R/20L AND RUNWAY 2L/20R, AND RUNWAY 10/28 MUST REMAIN OPEN FOR THE DURATION OF PHASE 1B. ALL OTHER TAXIWAYS SHALL REMAIN OPEN.

THE DURATION OF THIS PHASE IS FIVE (5) WORKING DAYS.

PHASE 3 AREA

THIS PHASE WILL REQUIRE CLOSURES ON TAXIWAY C BETWEEN RUNWAY 10/28 AND TAXIWAY A AND A PARTIAL CLOSURE OF TAXIWAY E AND A CLOSURE OF TAXIWAY A BETWEEN THE NORTH RAMP AND POWIS ROAD APRON. RUNWAY 15/33 AND RUNWAY 10/28 WILL BE CLOSED FOR THE DUBATION OF THIS PHASE

RUNWAY 2R/20L AND RUNWAY 2L/20R MUST REMAIN OPEN FOR THE DURATION OF PHASE 1B. ALL OTHER TAXIWAYS SHALL REMAIN OPEN

THE DURATION OF THIS PHASE IS ONE (1) WORKING DAY. THE CONTRACTOF MUST ALLOW ALL BITUMINOUS PAVEMENT TO CURE A MINIMUM OF 28 DAYS BEFORE PLACING FINAL COAT OF PAVEMENT MARKING.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
- THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS OR HIS 2. 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 TEMPORABILY BELOCATE FOUIPMENT 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

2.

- DAMAGE
- 5. ANY REPAIR IS MADE.
- COST TO THE CONTRACT.
- 7. CONTRACT
- NO COST TO THE CONTRACT.

THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER AND FAA A MINIMUM OF 30 DAYS IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID, BUNWAY 20B FEATURES A FAA OWNED SET OF PAPI. LIGHTS, IF ADDITIVE ALTERNATE NO. 1 IS AWARDED, THE CONTRACTOR MUST COORDINATE WITH THE FAA BEFORE THE RUNWAY CAN BE CLOSED FOR PHASE 3 OF THE PROJECT.

EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.

EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM

PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES. WITHIN THE PROJECT AREA.

IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE DONE SO AT NO EXTRA

ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES, ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE

DURING CONSTRUCTION, CONTINUOUS ALL WEATHER ACCESS TO EXISTING NAVAIDS IN THE PROJECT AREA MUST BE MAINTAINED AT

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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND **RUNWAY 10/28**

DUPAGE AIRPORT Authority

OWNER

MARK DATE DESCRIPTION

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CONSTRUCTION SAFETY AND PHASING PLAN NOTES - 1

OF

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5. CONTRACTOR ACCESS

- 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
- THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY 2. 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
- NOT USED. 3.
- 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.
- THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.
- NOT USED.
- 7 NOT USED
- 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.
- 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.
- THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND 10. MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
- ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING 11. 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 BOUTE(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.
- ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE 14. CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION 15. ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL 16. AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

6. WILDLIFE MANAGEMENT

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

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND 3. 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 DUBING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DEPUTY DIRECTOR OF OPERATIONS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITABY FACILITIES FOR EMPLOYEES TO USE FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

- 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
- THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO 2. THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
- THE CONTRACTOR SHALL GIVE & 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.
- FOR ANY FOUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT 4 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
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL NOTIFY THE AIRPORT DIRECTOR OF OPERATIONS AND THE RESIDENT ENGINEER.

10. INSPECTION REQUIREMENTS

- 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
- 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

- 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, FITHER 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 FITHER 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 DUBING 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. NOT USED

4. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND LITILITIES 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/OB SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

12. PENALTIES

1

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW
- 2. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF A RUNWAY PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 MAY BE DEDUCTED FROM THE MONIES OWED THE CONTRACTOR. FOR EACH HALF HOUR PAST 6:00 A.M. OVER THE CLOSURE PERIOD FOR PHASE 3 UNTIL THE SPECIFIED WORK IS COMPLETED AND THE ASSOCIATED RUNWAYS ARE OPENED TO AIRCRAFT OPERATIONS. DAMAGES MAY BE ASSESSED STARTING IMMEDIATELY AFTER EACH OF THE CLOSURE PERIODS WHEN EITHER RUNWAY IS NOT OPENED. THESE ASSESSED DAMAGES ARE IN ADDITION TO THE DEDUCTIONS FOR EACH DAY OF OVERRUN IN TOTAL CONTRACT TIME AS DEFINED IN SECTION 80, PROSECUTION AND PROGRESS, OF THE CONTRACT DOCUMENTS. SEE CONSTRUCTION ACTIVITY PLAN NOTES AND DETAILS FOR MORE INFORMATION ON RUNWAY AND TAXIWAY CLOSURES.
- THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO 3. THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN, ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AND AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED UP TO \$1,000 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION SAFETY AND PHASING PLAN
- IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE 2. 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

PHASING PLAN.

16. HAZARD MARKING AND LIGHTING

CONSTRUCTION EQUIPMENT

2.

5.

- EQUIPMENT HEIGHT IS 25'.
- З. DIRECTED BY THE ENGINEER
- 4.
 - IDOT STANDARD DETAIL 701901-04.

- AND INSPECTION.
- 2.

18. PROTECTION

- REQUIRE THE RUNWAY TO BE CLOSED.
- TO BE CLOSED

19. OTHER LIMITATIONS ON CONSTRUCTION

- FOUIPMENT
- 2.

З.

- CONTRACT DOCUMENTS

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

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

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

BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS

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.

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 BIBBON, 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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

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.

ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL

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

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

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

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.

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

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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND **RUNWAY 10/28**

DUPAGE AIRPORT Authority

OWNER

MARK DATE DESCRIPTION

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CONSTRUCTION SAFETY AND PHASING PLAN NOTES - 2

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2. IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS ARE SIMILAR. PRIMARY SURFACE (PS) DIMENSIONS VARY BASED ON RUNWAY APPROACH CATEGORY

BUNWAY 21-20B PS = 1000' (500' LT & BT OF C/L) = D-III RUNWAY 2R-20L PS = 500' (250' LT. & RT. OF C/L) = C-II RUNWAY 10-28 PS = 1000' (500' LT. & RT. OF C/L) = B-II RUNWAY 15-33 PS = 500' (250' LT. & RT. OF C/L) = B-II

3. MSL = MEAN SEA LEVEL.

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SUBTRACT GROUND ELEVATION FROM MSL ELEVATION FOR ABOVE GROUND CLEARANCE.



INTERLOCKING LOW PROFILE BARRICADES ON PAVEMENT - NO SCALE

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 TURI
- 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

AIRFIELD LIGHTS AND SIGNS NOTES FOR CLOSED TAXIWAYS/RUNWAYS

- 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.
- CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT 2. BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY CLOSURES. CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

GROUND CONTROL FREQUENCY: 121.8 MHz AIR CONTROL FREQUENCY: 120.9 MHz

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION FOUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

- AND TOWER PERSONNEL
- EXPENSE)

- - AS SHOWN



ON PAVEMENT - NO SCALE

CLOSED RUNWAY MARKER NOTES

DURING VARIOUS PHASES OF WORK. IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT

2 FOR BUNWAY CLOSURES, IT IS ANTICIPATED THAT THE AIRPORT SHALL PROVIDE THE CONTRACTOR WITH AIRPORT OWNED LIGHTED "X"S FOR USE ON EACH FOUND OF THE CONTRACTOR WITH AIRPORT OWNED LIGHTED "X"S FOR USE ON EACH FON OF THE CLOSED RUNWAY(S). IF ANY DAMAGE IS INCURRED TO THE AIRPORT LIGHTED "X"S DURING CONSTRUCTION, THE CONTRACTOR SHALL REPLACE THE LIGHTED "X" IN KIND AT NO COST TO THE CONTRACT OR AIRPORT. THE CONTRACTOR SHALL MOBILIZE AND MAINTAIN THE AIRPORT LIGHTED "X"S FOR THE DURATION OF THE PROJECT AS NEEDED TO FACILITATE CONSTRUCTION. MAINTAINING THE LIGHTED "X"S SHALL INCLUDE BUT NOT BE LIMITED TO FUELING OF THE EQUIPMENT. THE CONTRACTOR SHALL COORDINATE WITH THE AIRPORT ON MAINTENANCE OF THE LIGHTED "X"S (INCIDENTAL AND AT THE CONTRACTOR'S

3. FOR RUNWAY CLOSURES INVOLVING MORE THAN TWO RUNWAYS, OR IF THE AIRPORT OWNED LIGHTED "X"S ARE NOT AVAILABLE, THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSS(ES) AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2F (LATEST EDITION). THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION. THE CONTRACTOR SHALL HAVE THE YELLOW CROSSES AVAILABLE IF THE AIRPORT OWNED LIGHTED "X"S ARE NOT AVAILABLE FOR THE CONTRACTOR TO USE

4. TEMPOBABY CLOSED BUNWAY MARKERS SHALL BE YELLOW

5. TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.

6. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION

7. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS

8. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL AND AT THE CONTRACTOR'S EXPENSE.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



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CONSTRUCTION SAFETY AND PHASING PLAN DETAILS

SHEET

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PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE BROOMED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES

2. THE EXISTING PAVEMENT SURFACES ARE TO BE MILLED ONLY AFTER COMPLETION OF OPERATIONS FOR REMOVE AND AND REPLACE

THE LOCATIONS AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B AREA APPROXIMATE AND SHALL BE VERIFIED BY THE RESIDENT ENGINEER PRIOR TO SAWCUTTING.

THE EXISTING DUCT MARKERS SHALL BE SURVEYED BY THE CONTRACTOR BEFORE SURFACE IS MILLED. DUCT MARKERS SHALL BE REPLACED AT SAME LOCATIONS SURVEYED (COST INCIDENTAL TO

5. 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.

RUNWA (5)33

SEE SHEET 19 - PAVING TABLES FOR ALL MILLING DEPTHS.



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EXISTING **CONDITIONS AND PROPOSED REMOVALS**

SHEET

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LEGEND

- (A)EXISTING 7" - 10" BITUMINOUS PAVEMENT
- (B) EXISTING 6" - 6 1/4" PCC
- С 2.5" (AND VARIES) BITUMINOUS PAVEMENT MILL (401)
- D EXISTING 8" - 20" (AND VARIES) BASE COURSE
- (E) NEW 2.5" (AND VARIES) BITUMINOUS SURFACE COURSE OVERLAY (401)
- F EXISTING UNDERDRAIN (TO REMAIN)
- G EXISTING 5" - 7.5" BITUMINOUS PAVEMENT
- H EXISTING GROUND LINE
- NEW SEEDING (901), SHOULDER ADJUSTMENT (152), AND HEAVY-DUTY HYDRAULIC MULCH (908)
- J NEW TACK COAT (603)





EXISTING TYPICAL SECTION A-A NOT TO SCALE FROM STA. 470+95.81 TO STA. 475+94.09













Ç TAXIWAY C

NEW TYPICAL SECTION A-A

NOT TO SCALE FROM STA. 470+95.81 TO STA. 475+94.09



NEW TYPICAL SECTION B-B NOT TO SCALE FROM STA. 476+44.10 TO STA. 479+50.00



NEW TYPICAL SECTION C-C NOT TO SCALE FROM STA. 479+50.00 TO STA. 34+49.62

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TYPICAL SECTIONS

SHEET

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SHEET

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TAXIWAY C - SEGMENT 1 (RUNWAY 10/28 TO TAXIWAY E) - GRADING TABLE													
		5' LEFT OF CENTERLINE				CENTERLINE			25' RIGHT OF CENTERLINE				
STATION	OVERLAY	PROP	EXST	MILL	PROP	EXST	MILL	OVERLAY	PROP	EXST	MILL	OVERLAY	STATION
	THICKNESS	ELEV.	ELEV.	DEPTH	ELEV.	ELEV.	DEPTH	THICKNESS	ELEV.	ELEV.	DEPTH	THICKNESS	
470+95.81	0.21	755.65	755.65	-0.21	755.70	755.70	-0.21	0.21	755.66	755.66	-0.21	0.21	470+95.81
471+00	0.21	755.58	755.58	-0.21	755.64	755.63	-0.20	0.21	755.58	755.58	-0.21	0.21	471+00
471+50	0.21	754.72	754.72	-0.21	754.99	754.94	-0.16	0.21	754.59	754.59	-0.21	0.21	471+50
472+00	0.21	754.04	754.03	-0.20	754.41	754.30	-0.10	0.21	754.04	753.93	-0.10	0.21	472+00
472+50	0.21	753.66	753.61	-0.16	754.03	753.92	-0.10	0.21	753.66	753.60	-0.15	0.21	472+50
473+00	0.21	753.48	753.35	-0.08	753.85	753.84	-0.20	0.21	753.48	753.47	-0.20	0.21	473+00
473+50	0.21	753.47	753.38	-0.12	753.84	753.79	-0.16	0.21	753.47	753.35	-0.09	0.21	473+50
474+00	0.21	753.47	753.40	-0.14	753.84	753.83	-0.20	0.21	753.47	753.43	-0.17	0.21	474+00
474+50	0.21	753.47	753.48	-0.22	753.84	753.89	-0.26	0.21	753.47	753.53	-0.27	0.21	474+50
475+00	0.21	753.59	753.51	-0.13	753.96	753.85	-0.10	0.21	753.59	753.48	-0.10	0.21	475+00
475+50	0.21	753.98	753.98	-0.21	754.28	754.27	-0.20	0.21	754.11	754.11	-0.21	0.21	475+50
475+94.09	0.21	754.61	754.61	-0.21	754.67	754.67	-0.21	0.21	754.66	754.66	-0.21	0.21	475+94.09

TAXIWAY C - SEGMENT 2 (TAXIWAY E TO RUNWAY 15/33) - GRADING TABLE													
	25'	LEFT OF C	ENTERLIN	E		CENT	ERLINE		25' RIGHT OF CENTERLINE				
STATION	OVERLAY	PROP	EXST	MILL	PROP	EXST	MILL	OVERLAY	PROP	EXST	MILL	OVERLAY	STATION
	THICKNESS	ELEV.	ELEV.	DEPTH	ELEV.	ELEV.	DEPTH	THICKNESS	ELEV.	ELEV.	DEPTH	THICKNESS	
476+44.10	0.21	754.60	754.60	-0.21	754.67	754.67	-0.21	0.21	754.64	754.64	-0.21	0.21	476+44.10
476+50	0.21	754.52	754.52	-0.21	754.63	754.59	-0.17	0.21	754.56	754.56	-0.21	0.21	476+50
477+00	0.21	754.05	753.91	-0.07	754.30	754.19	-0.10	0.21	754.05	753.94	-0.10	0.21	477+00
477+50	0.21	753.76	753.65	-0.10	754.07	753.96	-0.10	0.21	753.76	753.62	-0.07	0.21	477+50
478+00	0.21	753.71	753.65	-0.15	754.05	753.94	-0.10	0.21	753.71	753.53	-0.04	0.22	478+00
478+50	0.21	753.79	753.75	-0.17	754.14	754.03	-0.10	0.21	753.79	753.55	-0.04	0.28	478+50
479+00	0.21	753.87	753.87	-0.21	754.24	754.17	-0.14	0.21	753.87	753.66	-0.04	0.25	479+00
479+50	0.21	753.97	753.96	-0.20	754.34	754.27	-0.14	0.21	753.97	753.77	-0.04	0.24	479+50
480+00	0.21	754.06	754.07	-0.22	754.43	754.36	-0.14	0.21	754.06	753.87	-0.04	0.22	480+00
480+50	0.21	754.25	754.30	-0.26	754.61	754.51	-0.11	0.21	754.25	754.17	-0.13	0.21	480+50
481+00	0.21	754.42	754.39	-0.18	754.78	754.51	-0.04	0.31	754.42	754.29	-0.08	0.21	481+00
30+00	0.21	754.58	754.58	-0.21	754.94	754.72	-0.04	0.26	754.58	754.58	-0.21	0.21	30+00
30+50	0.21	754.75	754.69	-0.15	755.11	754.86	-0.04	0.29	754.75	754.73	-0.19	0.21	30+50
31+00	0.21	754.74	754.68	-0.15	755.09	754.88	-0.04	0.25	754.74	754.73	-0.20	0.21	31+00
31+50	0.21	754.73	754.67	-0.15	755.07	754.91	-0.05	0.21	754.73	754.77	-0.25	0.21	31+50
32+00	0.21	754.71	754.64	-0.14	755.05	754.90	-0.06	0.21	754.71	754.74	-0.24	0.21	32+00
32+50	0.21	754.68	754.66	-0.19	755.02	754.86	-0.05	0.21	754.68	754.73	-0.26	0.21	32+50
33+00	0.21	754.66	754.66	-0.21	755.00	754.87	-0.08	0.21	754.66	754.71	-0.26	0.21	33+00
33+50	0.21	754.68	754.65	-0.18	755.02	754.91	-0.10	0.21	754.68	754.74	-0.27	0.21	33+50
34+00	0.21	754.81	754.81	-0.21	755.04	755.00	-0.17	0.21	754.86	754.86	-0.21	0.21	34+00
34+49.62	0.21	754.89	754.89	-0.21	755.06	755.06	-0.21	0.21	754.97	754.97	-0.21	0.21	34+49.62



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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND RUNWAY 10/28

DuPage Airport Authority

OWNER

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PAVING TABLES

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WATERBORNE	FINAL PLANS APRIL 18, 2025 REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND RUNWAY 10/28 DUPAGE AIRPORT AUTHORITY
CLEAN AND REMARK 18" WHITE RUNWAY EDGE MARKING, WATERBORNE	CMT PROJECT NO: 24007110.00 CAD DWG FILE: DESIGNED BY: BJF DRAWN BY: BJF CHECKED BY: DKP APPROVED BY: DKP COPYRIGHT: SHEET TITLE PAVEMENT MARKING
	AND TURFING PLAN SHEET 20 OF 24





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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND **RUNWAY 10/28**

DUPAGE AIRPORT AUTHORITY

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PAVEMENT MARKING DETAILS

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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 UMIT 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 THI 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 NCLUDED 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:

EXISTING PAVEMENT MILLING AND REMOVAL.

TOPSOILING, SEEDING AND MULCHING.

INSTALLATION OF NEW PAVEMENT MARKING.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.7 ACRES OF WHICH 0.5 ACRES 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.

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

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

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 II B10. 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 BELATED 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 <u>TEMPORARILY SEEDED</u>, 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

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.

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL

- 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.
- . 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 BEMOVE ANY EBOSION 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
- 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 ADJOR PERMANENT VEGETATIVE COVER, ALL DATE TATE TO STATUS WAT DE STATUSTICA AND THE STATUSTICA DATE TO THE STATUSTICA DATE TO THE MINISTER 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.



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FINAL PLANS APRIL 18, 2025

REHABILITATION OF TAXIWAY C BETWEEN RUNWAY 15/33 AND **RUNWAY 10/28**

DUPAGE AIRPORT Authority

OWNER

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STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS

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