

# CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS

## CONSTRUCTION PLANS FOR CHICAGO EXECUTIVE AIRPORT

**CONTACT THE METROPOLITAN  
WATER RECLAMATION DISTRICT  
OF GREATER CHICAGO 2 DAYS  
BEFORE STARTING WORK**

P (708) 588-4055  
E WMOJOBSTART@MWRD.ORG


TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF  
SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED  
DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED,  
REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION  
AND DIVERSION OF SUCH SURFACE WATERS IN TO THE PUBLIC  
AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL  
ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR  
IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING  
PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO  
ADJOINING PROPERTIES.

TRUE COPY OF PLANS ON FILE WITH THE METROPOLITAN WATER  
RECLAMATION DISTRICT OF GREATER CHICAGO WATERSHED  
MANAGEMENT ORDINANCE PERMIT NO. 2025-0060.

ALL STORM SEWER AND SANITARY SEWER WITHIN THE AIRFIELD  
PROPERTY IS OWNED BY CHICAGO EXECUTIVE AIRPORT.  
CHICAGO EXECUTIVE AIRPORT IS CO-OWNED BY BOTH THE  
VILLAGE OF WHEELING AND THE CITY OF PROSPECT HEIGHTS.  
THE SITE IS LOCATED WITHIN THE EXISTING NORTH DETENTION  
AND SOUTH DETENTION BASINS.



### RECONFIGURE TAXIWAY E



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.



*Sheue Torng Lee*  
LICENSE EXPIRATION DATE: 11/30/2025  
DATE SIGNED: 04/18/2025

ILLINOIS PROJECT: PWK-5161  
S.B.G. PROJECT: 3-17-SBGP-TBD

APRIL 18, 2025

CHICAGO EXECUTIVE AIRPORT


TOWNSHIP: 42 NORTH

WHEELING TOWNSHIP

RANGE: 11 EAST

(SECTION: 13)

COOK COUNTY



CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
License No. 062-069052

20092262.00

SUBMITTED BY *Sheue Torng Lee*

DATE 04/18/2025

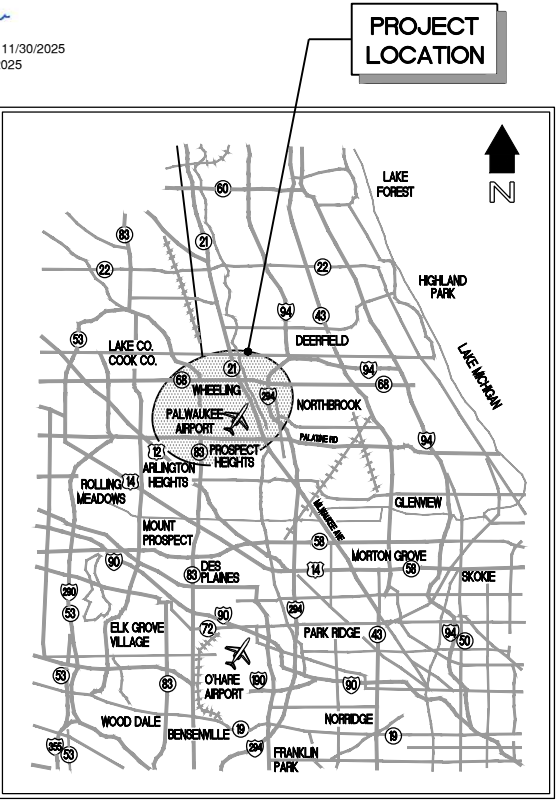
SHEUE TORNG LEE, PE

CHICAGO EXECUTIVE AIRPORT

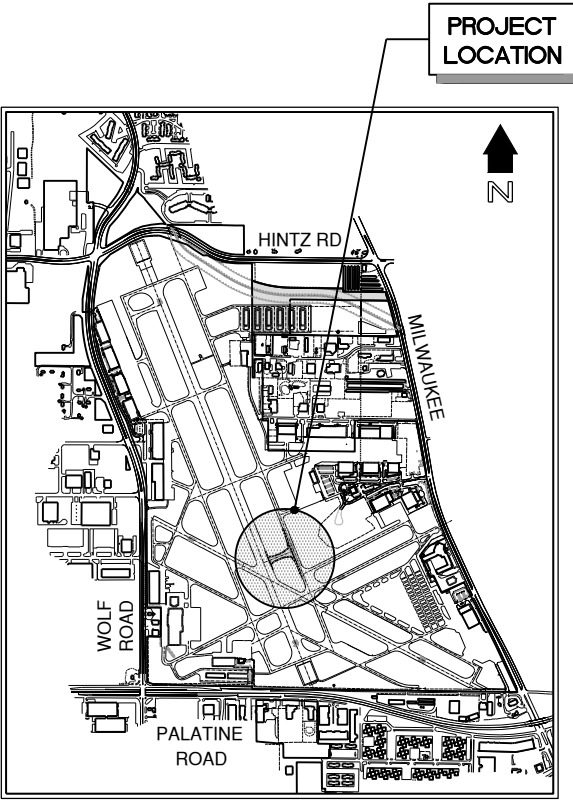
APPROVED *Jeffrey J. Miller* EXECUTIVE DIRECTOR

DATE 04/18/2025

JEFFREY J. MILLER, A.A.E., ACE



LOCATION MAP



SITE PLAN

**PROJECT INFORMATION**

CONTRACTOR:  
RESIDENT ENGINEER:  
ORIGINAL CONTRACT AMOUNT:  
FINAL CONSTRUCTION COST:  
IDOT LETTING DATE:  
IDOT AWARD DATE:  
NOTICE TO PROCEED:  
START OF CONSTRUCTION:  
SUBSTANTIAL COMPLETION:

**LOCAL AGENCY CONTACT INFORMATION**

VILLAGE OF WHEELING - 847.459.2600  
CITY OF PROSPECT HEIGHTS - 847.398.6070

**ENGINEER'S PROJECT PERMIT LOG**

NPDES #  
FAA AIRSPACE #  
CCDD LPC-663 DATED  
MWRDGC PERMIT # 2025 - 0060  
VILLAGE APP FOR CONSTRUCTION PERMIT #  
VILLAGE FLOODPLAIN PERMIT #  
CONTRACTOR'S REGISTRATION WITH VILLAGE  
VILLAGE SITE ALTERATION PERMIT #  
CITY APPLICATION FOR PERMIT #  
CITY FLOODPLAIN PERMIT #  
CITY SITE GRADING PERMIT #  
CONTRACTOR'S REGISTRATION WITH CITY

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	FEDERAL/STATE/LOCAL		STATE/LOCAL	
			ESTIMATED QUANTITY	RECORD QUANTITY	ESTIMATED QUANTITY	RECORD QUANTITY
AR108108	1/C #8 SKV UG CABLE	FOOT	4210		0	
AR108980	REMOVE CABLE	FOOT	4270		0	
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	3350		0	
AR110504	4-WAY CONCRETE ENCASED DUCT	FOOT	85		0	
AR110810	ELECTRICAL HANDHOLE	EACH	2		0	
AR110900	REMOVE DUCT	FOOT	280		0	
AR110908	REMOVE ELECTRICAL HANDHOLE	EACH	4		0	
AR110907	REMOVE ELECTRICAL MANHOLE	EACH	1		0	
AR125415	MITL-BASE MOUNTED	EACH	9		0	
AR125416	MITL-BASE MOUNTED-LED	EACH	22		0	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2		0	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	2		0	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	2		0	
AR125447	TAXI GUIDANCE SIGN, 7 CHARACTER	EACH	1		0	
AR125525	HURL INPAVEMENT	EACH	1		0	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	24		0	
AR125903	REMOVE INPAVEMENT LIGHT	EACH	1		0	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	4		0	
AR125911	REMOVE RUNWAY GUARD LIGHT	EACH	2		0	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1		0	
AR150520	MOBILIZATION	L SUM	1		0	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	6130		0	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	3300		0	
AR156510	SILT FENCE	FOOT	1730		0	
AR156520	INLET PROTECTION	EACH	5		0	
AR208515	POROUS GRANULAR EMBANKMENT	CU YD	1110		0	
AR209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	1750		0	
AR209614	CRUSHED AGG. BASE COURSE - 14"	SQ YD	1339		111	
AR401910	BITUMINOUS SURFACE COURSE	TON	170		0	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	1900		0	
AR403610	BITUMINOUS BASE COURSE	TON	427		73	
AR501510	10" PCC PAVEMENT	SQ YD	1546		114	
AR501530	PCC TEST BATCH	EACH	1		0	
AR501900	REMOVE PCC PAVEMENT	SQ YD	2060		0	
AR603510	BITUMINOUS PRIME COAT	GALLON	450		0	
AR603510	BITUMINOUS TACK COAT	GALLON	210		0	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ FT	3220		0	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	3290		0	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	3250		0	
AR701612	12" RCP, CLASS IV	FOOT	32		0	
AR701518	18" RCP, CLASS IV	FOOT	404		0	
AR705504	4" PERFORATED UNDERDRAIN	FOOT	157		0	
AR705506	6" PERFORATED UNDERDRAIN	FOOT	1108		0	
AR705544	4" NON PERFORATED UNDERDRAIN	FOOT	40		0	
AR705935	UNDERDRAIN COLLECTION STRUCTURE	EACH	1		0	
AR705900	REMOVE UNDERDRAIN	FOOT	1980		0	
AR705905	REMOVE COLLECTION STRUCTURE	EACH	5		0	
AR751411	INLET-TYPE A	EACH	1		0	
AR751540	MANHOLE 4"	EACH	1		0	
AR751580	MANHOLE 6"	EACH	1		0	
AR751903	REMOVE MANHOLE	EACH	1		0	
AR751943	ADJUST MANHOLE	EACH	1		0	
AR800004	RESTRICTOR PLATE	EACH	1		0	
AR800009	PCC SPALL REPAIR	SQ FT	35		0	
AR800184	VOLUME CONTROL INSTALLATION	L SUM	1		0	
AR800308	EXPLORATORY EXCAVATION	EACH	6		0	
AR800816	L-804 RGL ELEVATED, BASE MOUNTED	EACH	2		0	
AR801510	SEEDING	ACRE	3.75		0	
AR808515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	3.75		0	

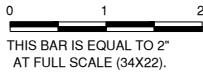
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IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

INDEX TO SHEETS, SUMMARY OF QUANTITIES  
AND GENERAL NOTES

MUNICIPALITIES GENERAL NOTES

- THE CHICAGO EXECUTIVE AIRPORT IS A JOINT OWNERSHIP BY BOTH THE VILLAGE OF WHEELING AND CITY OF PROSPECT HEIGHTS. ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH VILLAGE AND CITY CODES, ORDINANCES AND STANDARDS AS APPLICABLE.
- ALL CONTRACTORS AND SUBCONTRACTORS SHALL BE REGISTERED WITH THE VILLAGE AND CITY PRIOR TO THE NOTICE TO PROCEED. ALL REGISTRATION FEES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL WORK WITH THE AIRPORT AND ENGINEER TO SECURE THE REQUIRED VILLAGE AND CITY LOCAL CONSTRUCTION PERMITS PRIOR TO THE NOTICE TO PROCEED.
- THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE AND CITY AT THE WEEKLY PROGRESS MEETINGS AND SHALL NOTIFY THE CITY OF PROSPECT HEIGHTS (847.398.6700) AND THE VILLAGE OF WHEELING (847.459.2600) A MINIMUM OF 48 HOURS PRIOR TO ANY REQUIRED VILLAGE/CITY INSPECTIONS.
- ALL STORM SEWERS AND SANITARY SEWERS ON THE AIRPORT SITE ARE OWNED, OPERATED AND MAINTAINED BY THE CHICAGO EXECUTIVE AIRPORT UNLESS LABELED OTHERWISE.

NOTES

- SPECIAL ATTENTION IS NECESSARY WHEN WORKING NEAR FAA POWER AND CONTROL CABLES. ANY FAA UTILITY THAT IS DAMAGED OR CUT DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY. **FAA REQUIRES THAT ANY DAMAGED CABLE BE REPLACED IN ITS ENTIRETY, FROM POWER/CONTROL SOURCE TO THE EQUIPMENT/SERVICE. SPLICES OF ANY KIND WILL NOT BE PERMITTED.** EXPOSURES OF ANY FAA CABLES MUST BE DONE BY HAND DIGGING OR HYDRO-EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATING, REPLACEMENT OR REPAIR OF FAA FACILITIES OR CABLES BUT, SHALL BE INCIDENTAL TO THE CONTRACT.
- WHEN FAA CABLES ARE REQUIRED TO BE LOCATED, OR THE CONTRACTOR IS PLANNING ON WORKING ON OR AROUND FAA CABLES, CONDUITS OR EQUIPMENT, A 10 WORKING DAY ADVANCED NOTICE SHALL BE GIVEN TO THE FAA BEFORE ANY SUCH MARKINGS ARE REQUIRED. ONCE FAA MARKS THE CABLES, THE CONTRACTOR WILL BE REQUIRED TO SURVEY THE FAA UTILITIES SO THEY CAN BE REPLACED DURING CONSTRUCTION WITHOUT REMARKING BY THE FAA. THIS SHALL BE INCIDENTAL TO THE CONTRACT. THE FAA PERSONNEL ARE ONLY AVAILABLE FROM 9 AM TO 3 PM, MONDAY THROUGH FRIDAY WITH ADVANCED NOTICE.
- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
- 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.
- 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 THE CONTRACT.
- THE CONTRACTOR SHALL PERFORM WORK MEETING THE REQUIREMENTS AS SPECIFIED IN THE MWRD PERMIT SET.

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DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

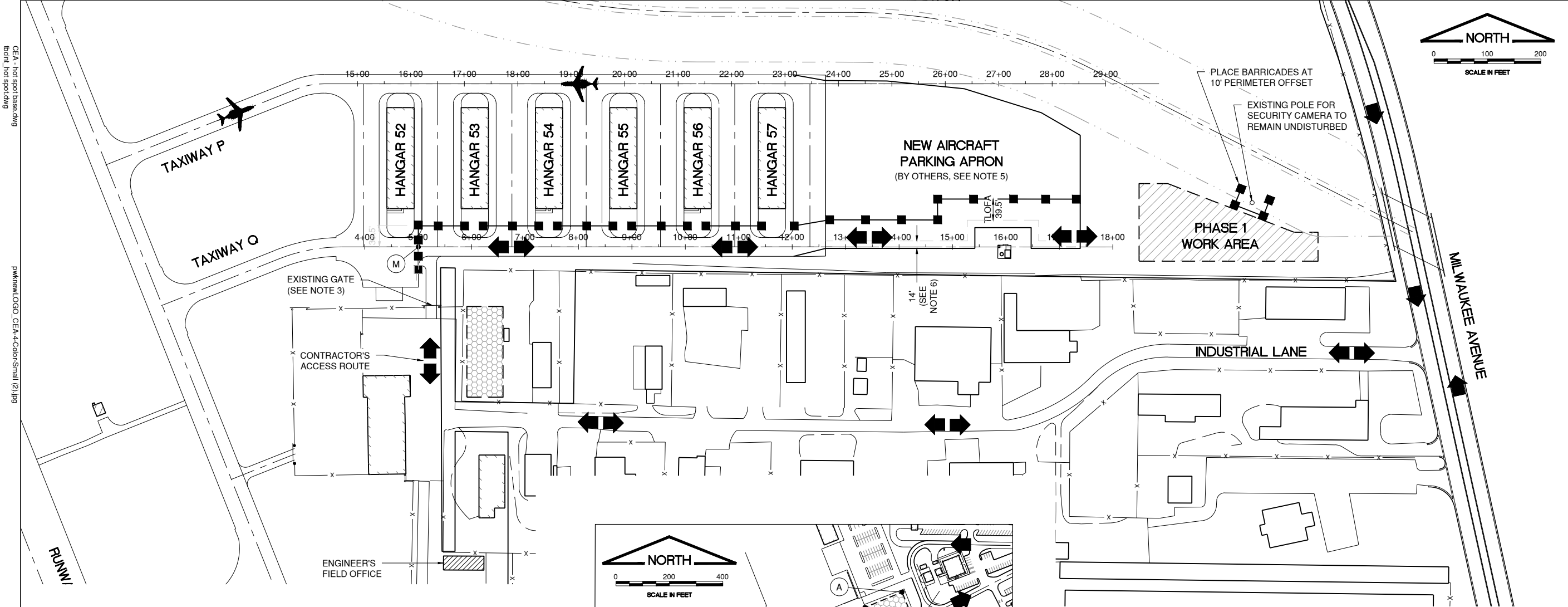
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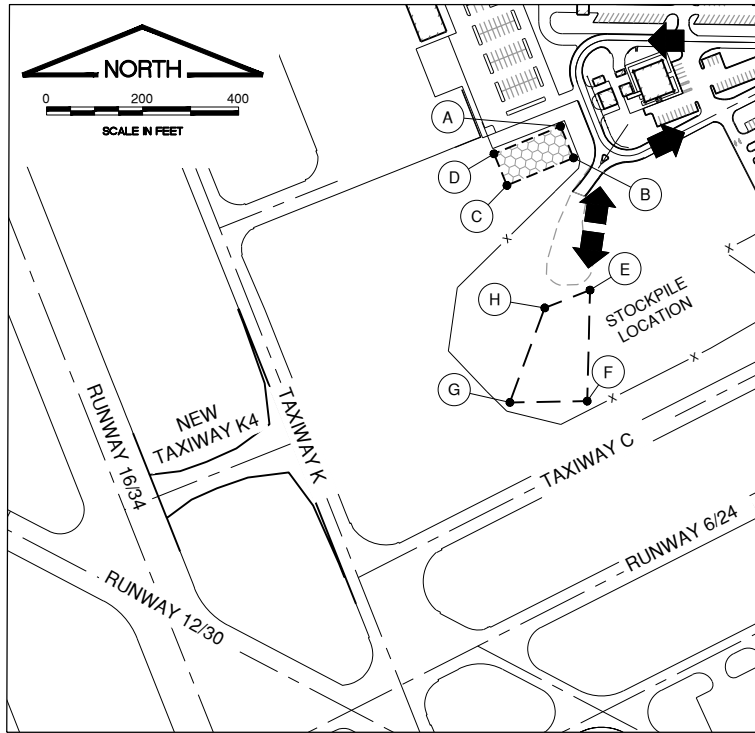
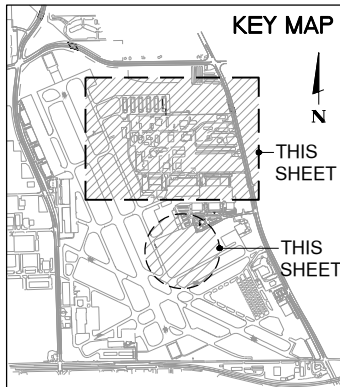


#### SUGGESTED SEQUENCE OF CONSTRUCTION (ALL PHASES)

- NOTIFY RESIDENT ENGINEER/AIRPORT EXECUTIVE DIRECTOR 10 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE NOTAMS
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS AND MAINTENANCE FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
- PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS
- MEGGER AIRFIELD CIRCUITS, INSTALL TEMPORARY TAXIWAY/RUNWAY CIRCUIT JUMPER.
- DE-ENERGIZE TAXIWAY CIRCUIT OR COVER LIGHT FIXTURE IN SUCH A WAY TO PREVENT LIGHT LEAKAGE WITHIN WORK AREA LIMITS
- INSTALL EROSION CONTROL ITEMS
- COMPLETE NEW IMPROVEMENTS
- RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA
- RESTORE STAGING AREAS

#### LEGEND

- PHASE 1 WORK AREA
- EXISTING HANGAR/BUILDING
- EXISTING FENCE
- EXISTING AIRPORT PROPERTY LINE
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW PROFILE BARRICADES
- CRITICAL POINT FOR AIRSPACE
- AIRCRAFT MOVEMENT AREA



PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED
1	TAXIWAY Q WEST OF HANGAR 52; ALL OTHER TAXIWAYS OPEN; ALL RUNWAYS OPEN	TAXIWAY Q EAST OF HANGAR 52; PARTIAL CLOSURE OF NEW AIRCRAFT PARKING APRON AS SHOWN

#### PHASE 1 - SEQUENCE OF CONSTRUCTION

- COORDINATE CLOSURE OF TAXIWAY Q WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 1 LIMITS OUTSIDE OF TLOFA AND HAUL ROUTE, WHICH IS 53.5' FROM THE EDGE OF PAVEMENT ON THE SOUTH SIDE OF THE APRON.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING EARTHWORK, GRADING, DRAINAGE STRUCTURE INSTALLATION AND TOPSOILING, SEEDING AND MULCHING FOR PHASE 1 LIMITS.
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS, REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA, REMOVE BARRICADES AND OPEN PAVEMENT TO AIRCRAFT TRAFFIC.

#### PHASE 1 NOTES

1. 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.
2. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON-WORKING HOURS. WHEN ENTERING OR EXITING ANY GATE, WHETHER IN A VEHICLE OR IN PERSON, THE CONTRACTOR SHALL ENSURE THAT THE GATE IS FULLY CLOSED BEHIND THEM BEFORE PROCEEDING. THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE AT THE END OF EACH DAY. THE CONTRACTOR SHALL NOT ALLOW ANYONE TO TAILGATE THEM THROUGH THE AIRPORT GATES. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. THIS PHASE CAN BE CONCURRENT WITH PHASE 2 OF THE PROJECT. NO FILL WITHIN FLOODPLAIN OF PHASE 2 OF THE PROJECT UNTIL PHASE 1 HAS BEEN COMPLETED.
5. THE PAVEMENT STRUCTURE OF NEW APRON (BY OTHERS) 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 LIMITED TO USE OF TRACKED EQUIPMENT OR SHORT HAUL TRUCKS, AT NO ADDITIONAL COST TO THE CONTRACT.
6. THE CONTRACTOR'S HAUL ROUTE SHALL BE ONE-WAY, 14-FOOT WIDE FROM THE EDGE OF PAVEMENT. THE CONTRACTOR SHALL NOT ENCROACH THE TAXILANE OBJECT FREE AREA, WHICH IS 39.5' FROM THE BARRICADE LINE.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

#### REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

#### CONSTRUCTION SAFETY AND PHASING PLAN - 1

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**FINAL**

SHEET 4 OF 41 SHEETS



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CEA - no spot based dwg

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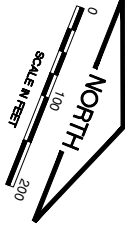
PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED
2A	ALL OTHER TAXIWAYS OPEN; ALL RUNWAYS OPEN	TAXIWAY C AND TAXIWAY K BETWEEN SIGNATURE FLIGHT APRON AND TAXIWAY C
2B	ALL OTHER TAXIWAYS OPEN; ALL RUNWAYS OPEN	TAXIWAY K BETWEEN SIGNATURE FLIGHT APRON AND TAXIWAY C

## PHASE 2 - SEQUENCE OF CONSTRUCTION

- COORDINATE PARTIAL CLOSURE OF TAXIWAY K WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 2 LIMITS OUTSIDE OF RUNWAY 16/34 RSA AND RUNWAY 12/30 OFZ.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING REMOVAL OF EXISTING TAXIWAY E PAVEMENT, EARTHWORK, GRADING, VOLUME CONTROL FACILITY INSTALLATION, DRAINAGE STRUCTURE INSTALLATION, TAXIWAY AND RUNWAY SAFETY AREA GRADING, LANDSCAPING, REMOVAL OF EXISTING ELECTRICAL AND INSTALLATION OF NEW ELECTRICAL, AND CONSTRUCTION OF NEW PCC PAVEMENT FOR PHASE 2 LIMITS.

## PHASE 2 NOTES

- SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
- THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS 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 RESPONSIBILITY OF THE CONTRACTOR.
- AT THE CONTRACTOR'S OPTION, PHASES 2A AND 2B MAY BE CONCURRENT, EXCEPT THAT WORK WITHIN THE PHASE 2A WORK LIMITS SHALL BE EXPEDITED AND COMPLETED WITHIN TWO (2) WORKING DAYS, EACH WITH 4-HOUR WINDOW.
- CONTRACTOR SHALL INSTALL TEMPORARY JUMPERS BETWEEN EXISTING LIGHTS OR ELECTRICAL MANHOLES TO KEEP EXISTING TAXIWAY K AND RGL CIRCUITS OPERATIONAL DURING THIS PHASE. THE COST OF ALL TEMPORARY CABLING AND CONNECTIONS SHALL BE INCIDENTAL TO THE CONTRACT.
- CONTRACTOR SHALL NOT PLACE ANY FILL ON BITUMINOUS MILLING ACCESS ROAD.



IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## CONSTRUCTION SAFETY AND PHASING PLAN - 2

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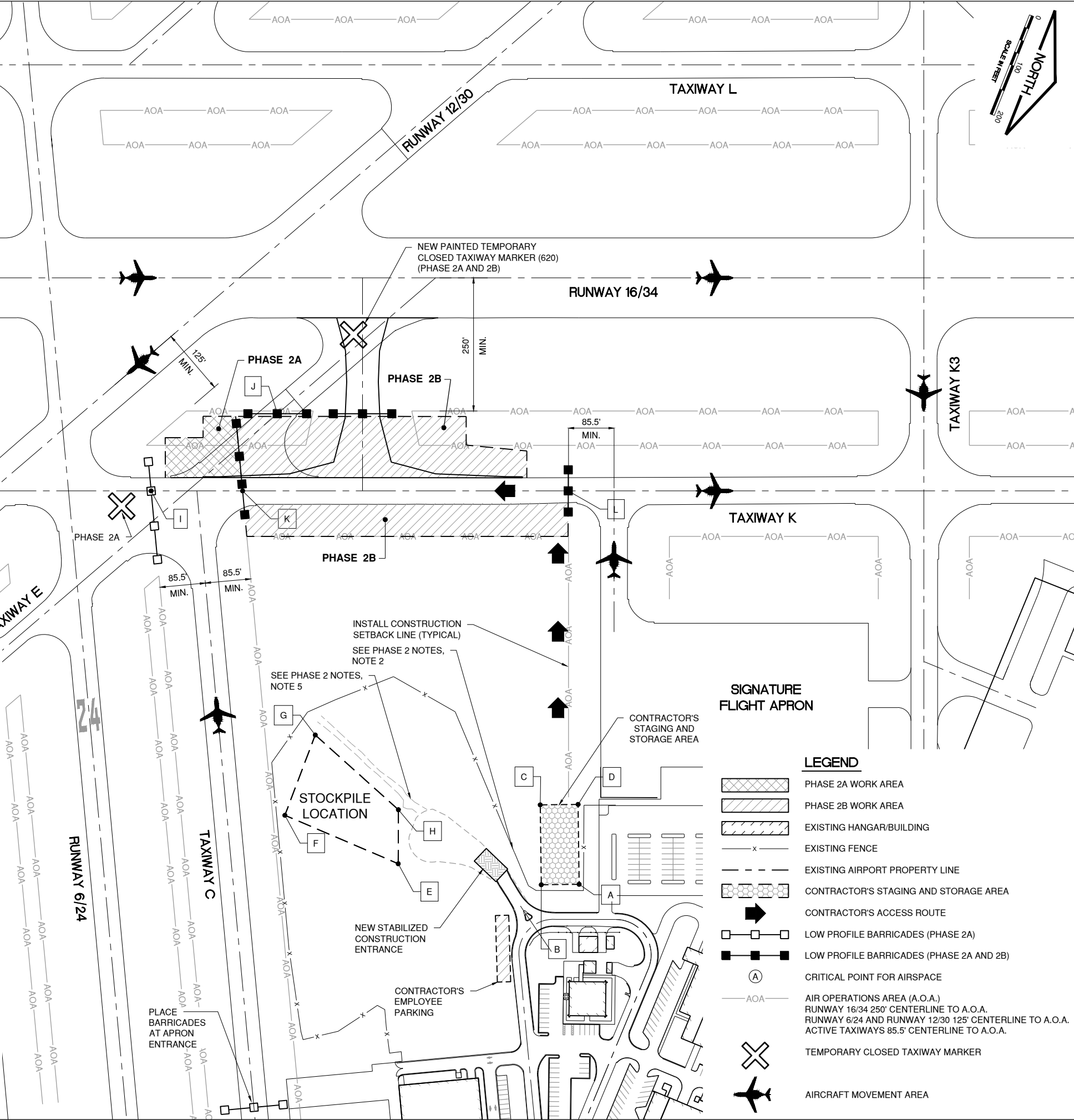
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CHICAGO EXECUTIVE  
AIRPORT

DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

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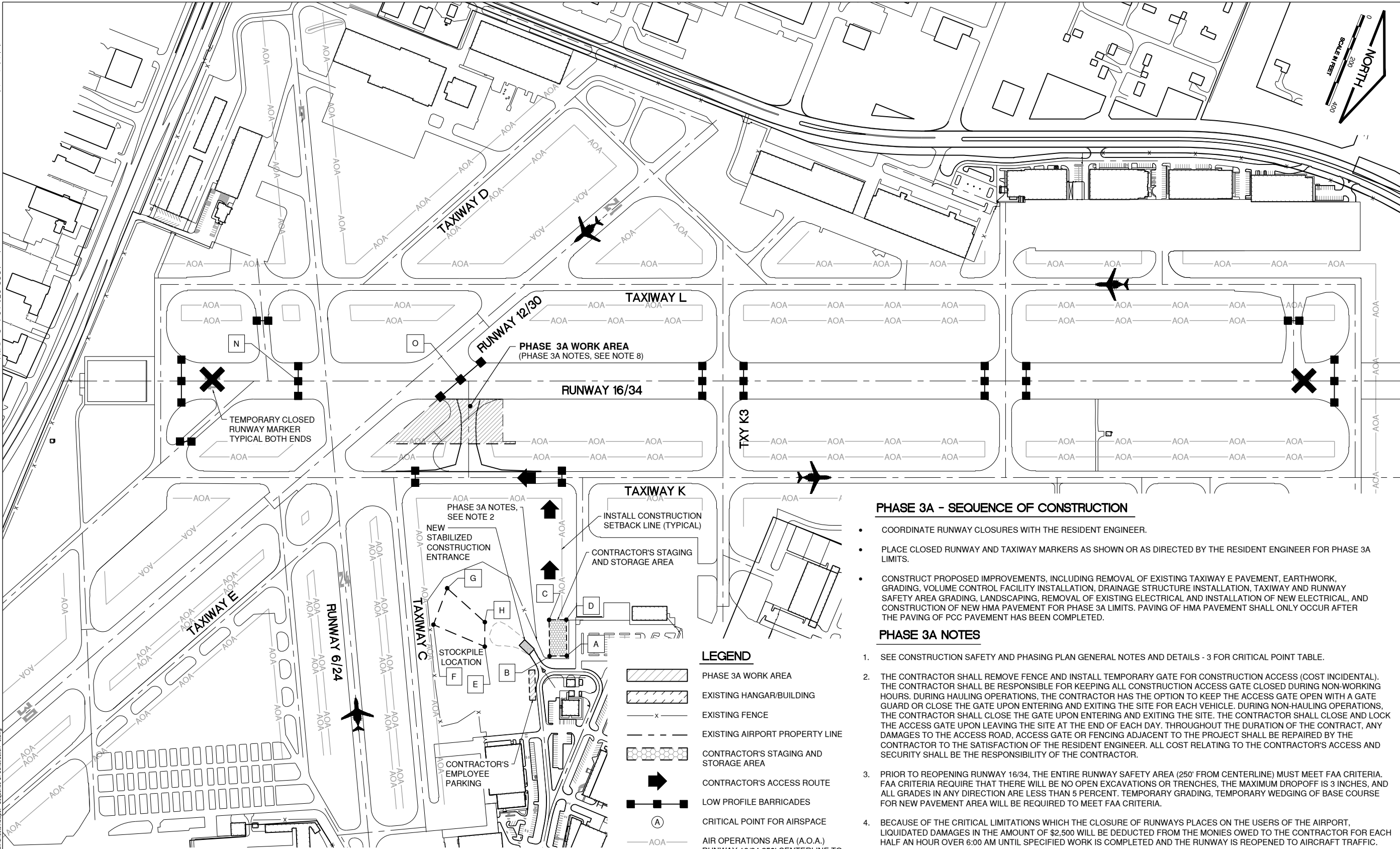
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PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
3A	ALL TAXIWAYS RUNWAY 12/30 AND RUNWAY 6/24	RUNWAY 16/34 AIRPORT CLOSED TO FIXED-WING AIRCRAFT	THREE (3) WEEKEND AIRPORT CLOSURE FRIDAY 10PM - MONDAY 6AM

- TEMPORARY CLOSED TAXIWAY MARKER
- TEMPORARY CLOSED RUNWAY MARKER (PLACED AT BOTH ENDS OF CLOSED RUNWAYS)
- AIRCRAFT MOVEMENT AREA

PHASE 3A - SEQUENCE OF CONSTRUCTION

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 3A LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING REMOVAL OF EXISTING TAXIWAY E PAVEMENT, EARTHWORK, GRADING, VOLUME CONTROL FACILITY INSTALLATION, DRAINAGE STRUCTURE INSTALLATION, TAXIWAY AND RUNWAY SAFETY AREA GRADING, LANDSCAPING, REMOVAL OF EXISTING ELECTRICAL AND INSTALLATION OF NEW ELECTRICAL, AND CONSTRUCTION OF NEW HMA PAVEMENT FOR PHASE 3A LIMITS. PAVING OF HMA PAVEMENT SHALL ONLY OCCUR AFTER THE PAVING OF PCC PAVEMENT HAS BEEN COMPLETED.

PHASE 3A NOTES

- SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
- THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS 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 RESPONSIBILITY OF THE CONTRACTOR.
- PRIOR TO REOPENING RUNWAY 16/34, THE ENTIRE RUNWAY SAFETY AREA (250' FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRE THAT THERE WILL BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM DROPOFF IS 3 INCHES, AND ALL GRADES IN ANY DIRECTION ARE LESS THAN 5 PERCENT. TEMPORARY GRADING, TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT AREA WILL BE REQUIRED TO MEET FAA CRITERIA.
- BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER 6:00 AM UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC. DAMAGES MAY BE ASSESSED STARTING AT 6:01 AM ON ANY DAY THE RUNWAY IS NOT REOPENED.
- THE CONTRACTOR SHALL MAKE SURE THE RUNWAY 16/34 CIRCUIT REMAIN IN OPERATION PRIOR TO REOPENING THE RUNWAY. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT BY THURSDAY 5PM, PRIOR TO THE SCHEDULED WEEKEND CLOSURE, IF THEY WILL NOT BE WORKING FROM FRIDAY 10PM TO MONDAY 6AM. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO SUNDAY 6AM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTES 3 AND 4.
- CONTRACTOR SHALL INSTALL TEMPORARY JUMPERS BETWEEN EXISTING LIGHTS OR ELECTRICAL MANHOLES TO KEEP EXISTING RUNWAY 16/34 CIRCUITS OPERATIONAL DURING THIS PHASE. THE COST OF ALL TEMPORARY CABLING AND CONNECTIONS SHALL BE INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL INSTALL TEMPORARY CLOSED TAXIWAY MARKER ON NEW TAXIWAY K4 AFTER THE PAVEMENT HAS BEEN CONSTRUCTED, PRIOR TO REOPENING RUNWAY 16/34.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE

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THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN - 3A

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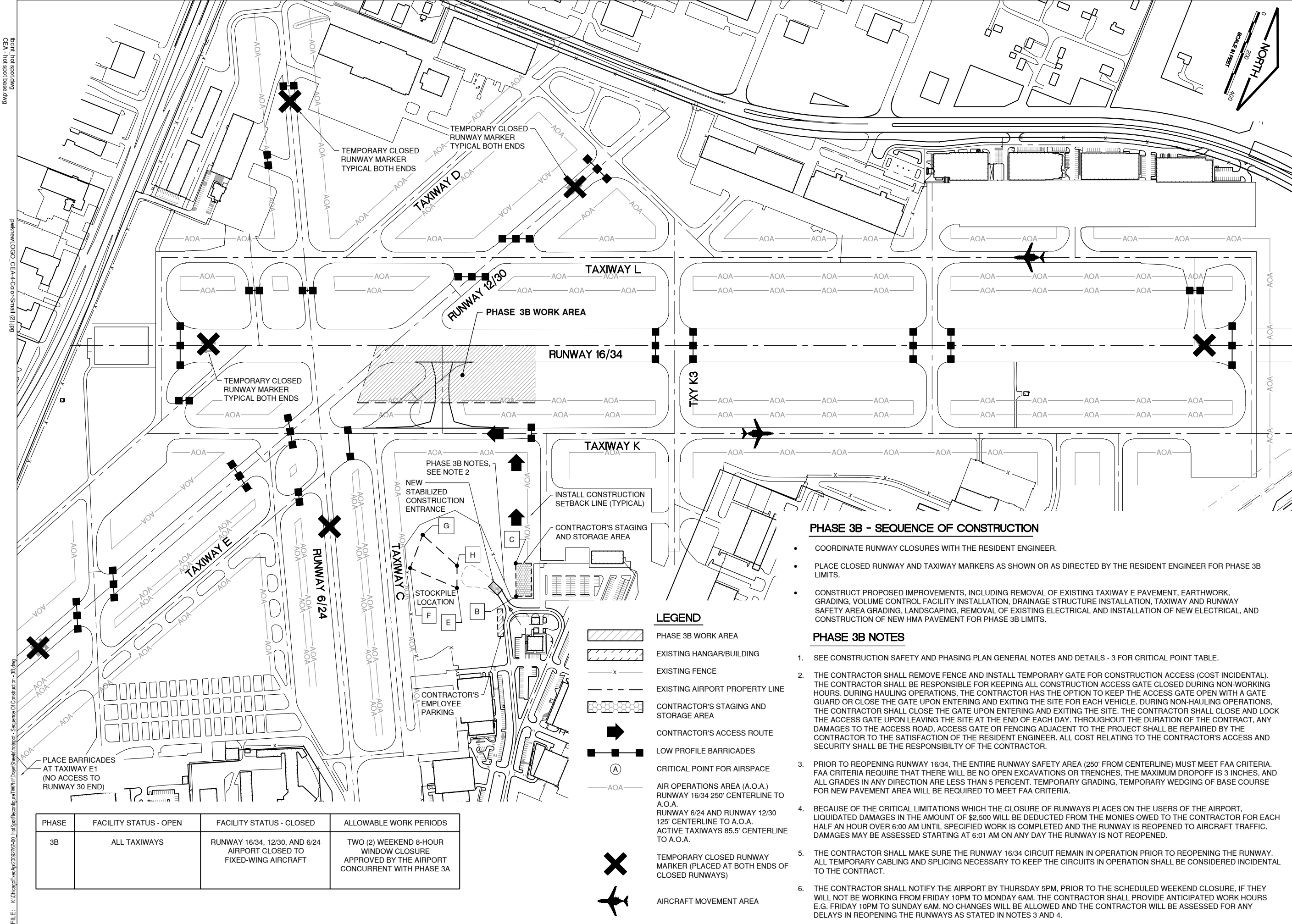


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SHEET 6 OF 41 SHEETS





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IL. LETTING ITEM: **05A**  
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REVISIONS

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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CHICAGO EXECUTIVE AIRPORT

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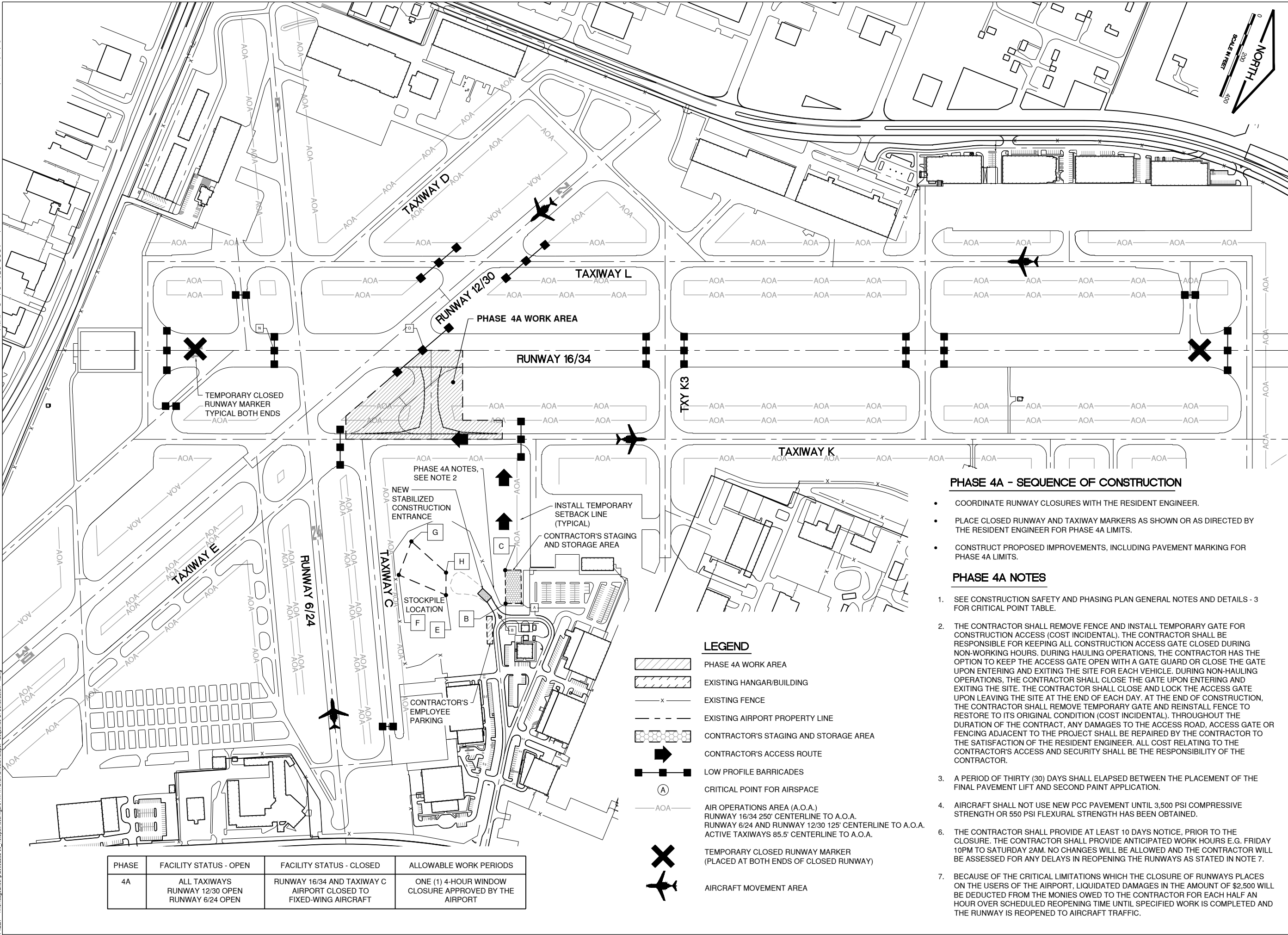
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PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
4A	ALL TAXIWAYS RUNWAY 12/30 OPEN RUNWAY 6/24 OPEN	RUNWAY 16/34 AND TAXIWAY C AIRPORT CLOSED TO FIXED-WING AIRCRAFT	ONE (1) 4-HOUR WINDOW CLOSURE APPROVED BY THE AIRPORT

### PHASE 4A - SEQUENCE OF CONSTRUCTION

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 4A LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVEMENT MARKING FOR PHASE 4A LIMITS.

### PHASE 4A NOTES

- SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
- THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS 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. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE TEMPORARY GATE AND REINSTALL FENCE TO RESTORE TO ITS ORIGINAL CONDITION (COST INCIDENTAL). THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.
- AIRCRAFT SHALL NOT USE NEW PCC PAVEMENT UNTIL 3,500 PSI COMPRESSIVE STRENGTH OR 550 PSI FLEXURAL STRENGTH HAS BEEN OBTAINED.
- THE CONTRACTOR SHALL PROVIDE AT LEAST 10 DAYS NOTICE, PRIOR TO THE CLOSURE. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO SATURDAY 2AM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTE 7.
- BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER SCHEDULED REOPENING TIME UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## CONSTRUCTION SAFETY AND PHASING PLAN - 4A

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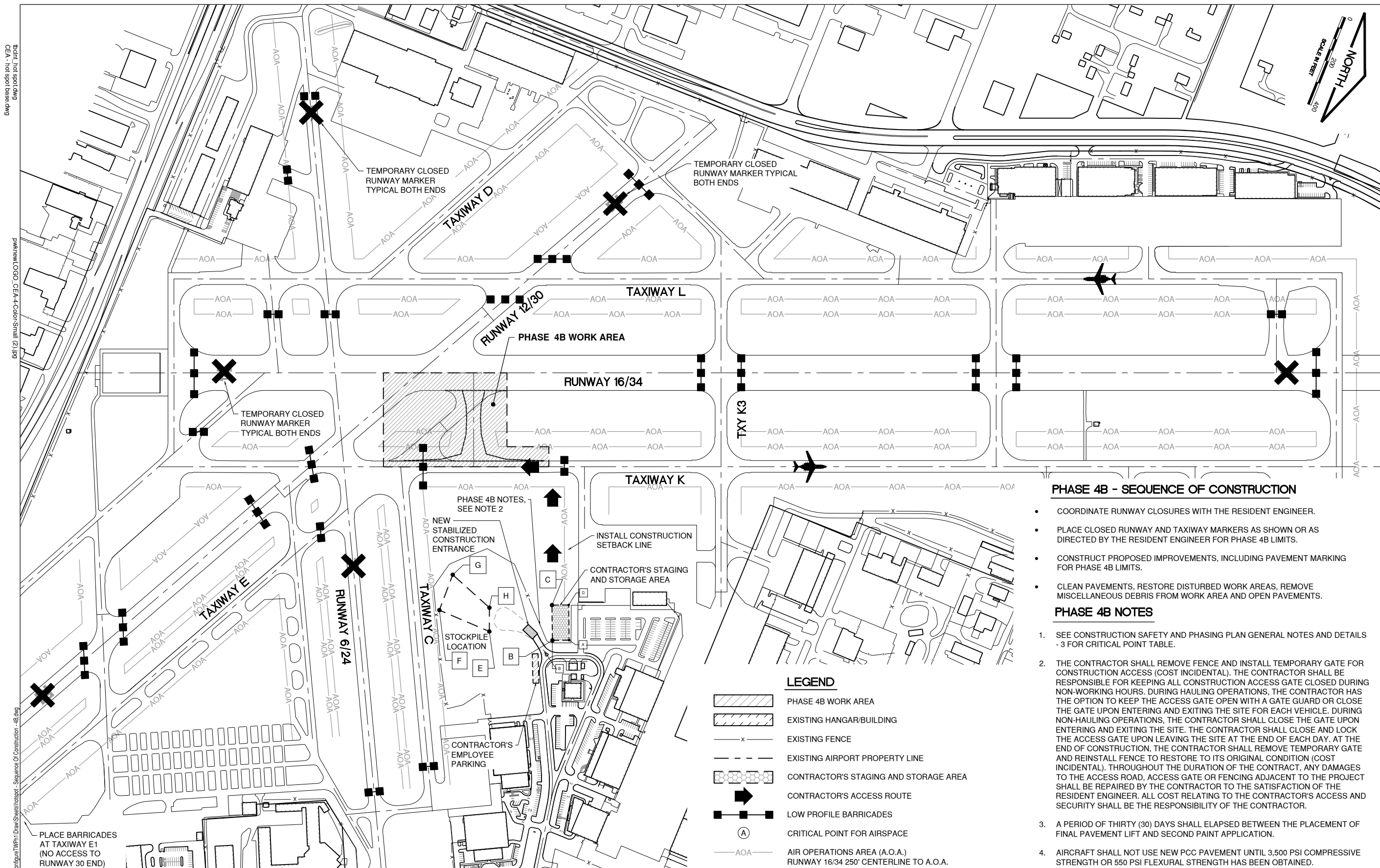


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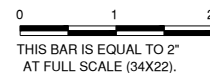




PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED	ALLOWABLE WORK PERIODS
4B	ALL TAXIWAYS	RUNWAY 16/34, 12/30, AND 6/24 AIRPORT CLOSED TO FIXED-WING AIRCRAFT	ONE (1) 30-MINUTE WINDOW CLOSURE APPROVED BY THE AIRPORT, CONCURRENT WITH PHASE 4A

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## CONSTRUCTION SAFETY AND PHASING PLAN - 4B


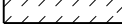
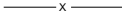
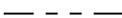







### PHASE 4B - SEQUENCE OF CONSTRUCTION

- COORDINATE RUNWAY CLOSURES WITH THE RESIDENT ENGINEER.
- PLACE CLOSED RUNWAY AND TAXIWAY MARKERS AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 4B LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVEMENT MARKING FOR PHASE 4B LIMITS.
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS, REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA AND OPEN PAVEMENTS.

## PHASE 4B NOTES

1. SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 3 FOR CRITICAL POINT TABLE.
2. THE CONTRACTOR SHALL REMOVE FENCE AND INSTALL TEMPORARY GATE FOR CONSTRUCTION ACCESS (COST INCIDENTAL). THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATE CLOSED DURING NON-WORKING HOURS. DURING HAULING OPERATIONS, THE CONTRACTOR HAS THE OPTION TO KEEP THE ACCESS 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. AT THE END OF CONSTRUCTION, THE CONTRACTOR SHALL REMOVE TEMPORARY GATE AND REINSTALL FENCE TO RESTORE TO ITS ORIGINAL CONDITION (COST INCIDENTAL). THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO THE CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
3. A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.
4. AIRCRAFT SHALL NOT USE NEW PCC PAVEMENT UNTIL 3,500 PSI COMPRESSIVE STRENGTH OR 550 PSI FLEXURAL STRENGTH HAS BEEN OBTAINED.
6. THE CONTRACTOR SHALL PROVIDE AT LEAST 10 DAYS NOTICE, PRIOR TO THE CLOSURE. THE CONTRACTOR SHALL PROVIDE ANTICIPATED WORK HOURS E.G. FRIDAY 10PM TO FRIDAY 10:30PM. NO CHANGES WILL BE ALLOWED AND THE CONTRACTOR WILL BE ASSESSED FOR ANY DELAYS IN REOPENING THE RUNWAYS AS STATED IN NOTE 7.
7. BECAUSE OF THE CRITICAL LIMITATIONS WHICH THE CLOSURE OF RUNWAYS PLACES ON THE USERS OF THE AIRPORT, LIQUIDATED DAMAGES IN THE AMOUNT OF \$2,500 WILL BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH HALF AN HOUR OVER SCHEDULED REOPENING TIME UNTIL SPECIFIED WORK IS COMPLETED AND THE RUNWAY IS REOPENED TO AIRCRAFT TRAFFIC.

## LEGEND

- |   |  |
|---|--|
|  | PHASE 4B WORK AREA   |
|  | EXISTING HANGAR/BUILDING   |
|  | EXISTING FENCE   |
|  | EXISTING AIRPORT PROPERTY LINE   |
|  | CONTRACTOR'S STAGING AND STORAGE AREA  |
|  | CONTRACTOR'S ACCESS ROUTE  |
|  | LOW PROFILE BARRICADES   |
|  | CRITICAL POINT FOR AIRSPACE  |
|  | AIR OPERATIONS AREA (A.O.A.)<br>RUNWAY 16/34 250' CENTERLINE TO A.O.A.<br>RUNWAY 6/24 AND RUNWAY 12/30 125' CENTERLINE TO A.O.A.<br>ACTIVE TAXIWAYS 85.5' CENTERLINE TO A.O.A. |
|  | TEMPORARY CLOSED RUNWAY MARKER<br>(PLACED AT BOTH ENDS OF CLOSED RUNWAY)   |
|  | AIRCRAFT MOVEMENT AREA   |

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GENERAL

- 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.
- 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.
- 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 SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
- ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 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

- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (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 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 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

- TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE 35 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 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.
- SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND 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 RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 60.5 FEET FROM PAVEMENT EDGE FOR GROUP III AIRCRAFT 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 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT 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.

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 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

- 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.
- 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 DAMAGE.
- 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 ANY REPAIR IS MADE.
- 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 COST TO THE CONTRACT.
- 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 CONTRACT.
- DURING CONSTRUCTION, CONTINUOUS ALL WEATHER ACCESS TO EXISTING NAVAIDS IN THE PROJECT AREA MUST BE MAINTAINED AT NO COST TO THE CONTRACT.

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 CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE.
- 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.

- 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 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 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.
- 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.
- 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 CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
- THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

6. WILDLIFE MANAGEMENT

- THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
- CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
- THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD 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 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 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

- 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 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 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.
- 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.
- IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

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.

GROUND CONTROL FREQUENCY: 121.7 MHz  
AIR CONTROL FREQUENCY: 119.9 MHz

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

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

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

- 2026 AIRFIELD PAVEMENT REPAIR AND REMARKING.

ALLOWABLE CONSTRUCTION HOURS

- THE ALLOWABLE CONSTRUCTION HOURS FOR THE VILLAGE OF WHEELING AND THE CITY OF PROSPECT HEIGHTS ARE FROM 7 AM TO 6 PM, MONDAY THROUGH SATURDAY. THE AIRPORT WILL SEEK A WAIVER WITH THE VILLAGE AND CITY TO ALLOW CONSTRUCTION OUTSIDE OF THOSE HOURS FOR THE PHASES SHOWN TO BE COMPLETED OVER WEEKENDS ONLY. AT ALL OTHER TIMES, IT IS EXPECTED THE CONTRACTOR WILL ADHERE TO THE VILLAGE AND CITY NOISE ORDINANCE AND ALLOWABLE CONSTRUCTION HOUR POLICIES. SHOULD THE CONTRACTOR REQUIRE ADDITIONAL WORKING HOURS, HE SHALL REQUEST, THROUGH THE RESIDENT ENGINEER, THAT THE VILLAGE AND CITY BE CONTACTED TO REQUEST ADDITIONAL WAIVER OF THE NOISE ORDINANCE POLICY. ANY FINES LEVIED BY THE VILLAGE OR CITY TO THE AIRPORT FOR VIOLATIONS OF THE NOISE ORDINANCE AND ALLOWABLE CONSTRUCTION HOURS SHALL BE PAID BY THE CONTRACTOR.

IL. CONTRACT: **PA067**

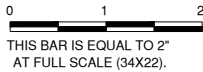
IL. LETTING ITEM: **05A**

IL. PROJECT: **PWK-5161**

S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN  
GENERAL NOTES AND DETAILS - 1

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DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
JOB No:	20092262.00

**FINAL**



## 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 WHATSOEVER 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.
- 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.
- 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 THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

## 12. PENALTIES

- 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.
- THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AND AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED UP TO \$1,000 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND 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 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

- MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE MARKED WITH LATHE OR AS DIRECTED BY THE RESIDENT ENGINEER. ACCESS ROUTES ARE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.

## 16. HAZARD MARKING AND LIGHTING

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- 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'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- 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 RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE LOW PROFILE BARRICADES. LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE OF 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

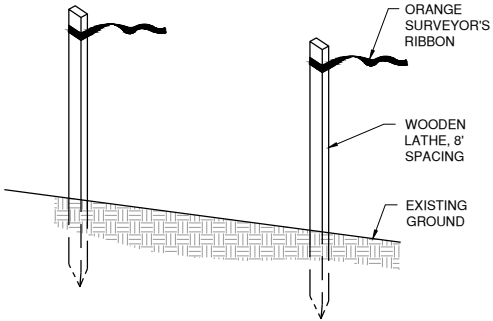
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
- LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE 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

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

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



CONSTRUCTION SETBACK LINE DETAIL

NOT TO SCALE

## CONSTRUCTION SETBACK NOTES

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

## AIRFIELD LIGHTS AND SIGNS NOTES

- 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/TAXIWAY 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 EXECUTIVE DIRECTOR/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY/TAXIWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT EXECUTIVE DIRECTOR/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

DESIGN AIRCRAFT APPROACH CATEGORY: D  
DESIGN AIRPORT GROUP: III

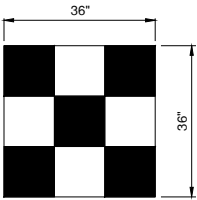
MAXIMUM ANTICIPATED WINGSPAN OF ADG III  
GULFSTREAM 550 - WINGSPAN = 94'

## EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

RUNWAY	16/34	12/30	6/24
APPROACH CATEGORY	D	B	B
DESIGN GROUP	III	II	I
DESIGN AIRCRAFT	GULFSTREAM 550	KING AIR B200	CESSNA 421
APPROACH SPEED	150 KNOTS	107 KNOTS	96 KNOTS
WINGSPAN	94 FEET	58 FEET	44 FEET
TAIL HEIGHT	25.8 FEET	14.3 FEET	11.5 FEET
STRENGTH (MGTW)	91,000 LBS.	12,500 LBS.	7,450 LBS.
LENGTH	97 FEET	47 FEET	37 FEET
AOA @ RUNWAY SAFETY AREA WIDTH (RSA)	500	150	120
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800	500	250
TAXIWAY SAFETY AREA WIDTH (TSA)	118	79	49
AOA @ TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	171	124	89

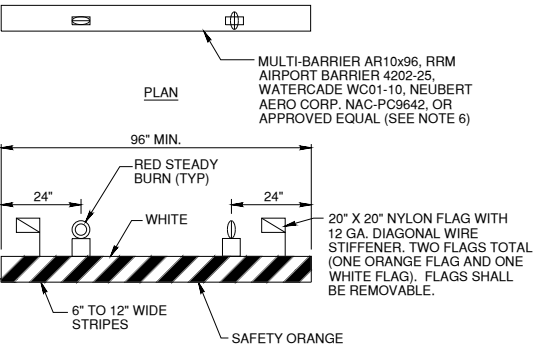
AOA = AIRCRAFT OPERATIONS AREA

DATA FROM 2021 CEA APPROVED ALP



CONSTRUCTION EQUIPMENT  
AND TRUCK SIGNAL FLAG

NOT TO SCALE



LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

## BARRICADE NOTES:

- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED END TO END AS INDICATED AT THE LOCATIONS SHOWN ON THE PLANS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER OR AIRPORT. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
- BARRICADES SHALL BE OF A COMMERCIAL DESIGN.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN  
GENERAL NOTES AND DETAILS - 2

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**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY: STL

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

DATE: 04/18/2025

JOB No: 20092262.00

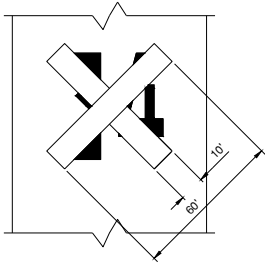
**FINAL**

SHEET 11 OF 41 SHEETS

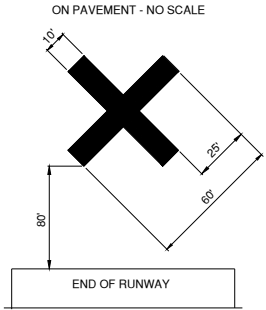
ANTICIPATED CONSTRUCTION SCHEDULE					
PHASE	WEEK 1	WEEK 2	WEEK 3	WEEK 4	WEEK 5
1					
2					
3A	WEEKEND ONLY	WEEKEND ONLY	SEE NOTE 4	WEEKEND ONLY	
3B	8 HOUR WINDOW WEEKEND ONLY			8 HOUR WINDOW WEEKEND ONLY	
4A					4 HOUR WINDOW
4B					30 MINUTE WINDOW

NOTES

- ASSUMPTION: 1 WORK PERIOD = 8 HOURS OF WORK 1 WEEKEND 10PM FRIDAY TO 6AM MONDAY = 56 HOURS. ANTICIPATE 40 HOURS OF WORK PER WEEKEND = 5 WORK PERIODS. REMAINING TIME IS BUFFER FOR OPENING, EMERGENCIES AND WEATHER.
- AS APPROVED BY THE AIRPORT AND IDOT AERONAUTICS, ADDITIONAL WEEKEND CLOSURES MAY BE REQUIRED TO COMPLETE THE PROJECT IF CLOSURES ARE CANCELED DUE TO ADVERSE WEATHER CONDITIONS. THE CONTRACTOR SHALL SUBMIT JUSTIFICATION TO IDOT AERONAUTICS FOR TIME EXTENSION.
- IT SHALL BE NOTED THAT AFTER PAVING IS COMPLETE, PAVEMENT MARKING REQUIRES A 30-DAY WAITING PERIOD BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND COAT OF PAINT APPLICATION. THE PROJECT WILL BE SUSPENDED FOR 30 DAYS IF NO OTHER WORK IS OCCURING DURING THIS WAITING PERIOD.
- PHASE 3A INCLUDES ONE (1) FLOATING INCLEMENT WEATHER ALLOWANCE, PERMITTING A WEEKEND WITH NO WORK.



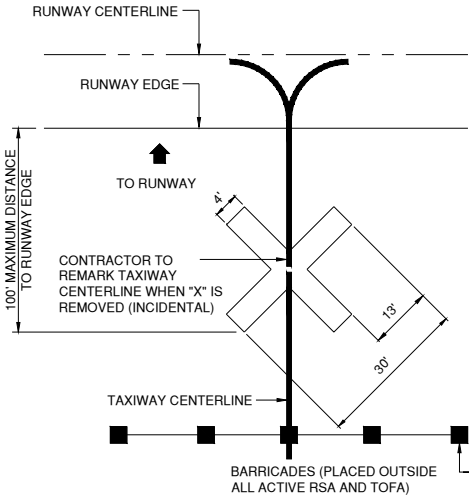
TEMPORARY CLOSED RUNWAY MARKER DETAIL



OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

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 AND TOWER PERSONNEL.
- FOR RUNWAY CLOSURES INVOLVING A SINGLE RUNWAY, IT IS ANTICIPATED THAT THE AIRPORT SHALL MOBILIZE THE AIRPORT OWNED LIGHTED "X"s ON EACH END OF THE CLOSED RUNWAY. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN THE LIGHTED "X"s DURING EACH CLOSURE PERIOD. CONTRACTOR SUPPLIED MAINTENANCE SHALL INCLUDE, BUT NOT BE LIMITED TO, FUELING, REPLACING LAMPS, CHECKING AND SUPPLYING OIL, ETC. IF ANY DAMAGE IS INCURRED TO THE AIRPORT LIGHTED "X"s DURING CONSTRUCTION BY THE CONTRACTOR, THE CONTRACTOR SHALL REPLACE THE LIGHTED "X" IN KIND AND AT NO COST TO THE CONTRACT OR AIRPORT.
- FOR RUNWAY CLOSURES INVOLVING MORE THAN ONE RUNWAY, OR IF THE AIRPORT OWNED LIGHTED "X"s ARE NOT AVAILABLE, THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING YELLOW CROSSES AT THE LOCATION AND DIMENSIONS DETAILED ON THE SEQUENCE OF CONSTRUCTION AND PER AC 150/5370-2G (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.
- TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- TEMPORARY MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



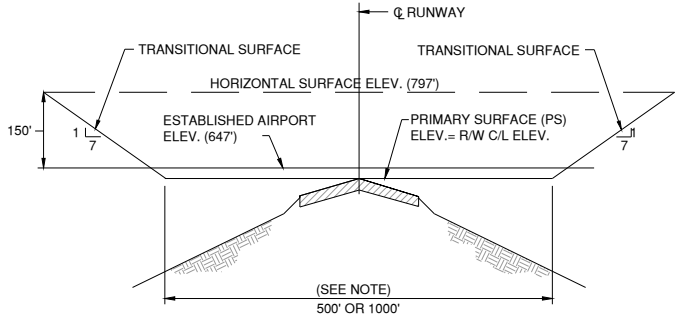
CLOSED TAXIWAY MARKER DETAIL

NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

- CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13B (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
- IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
- AS THE CONSTRUCTION OF THE PORTION OF THE TAXIWAY WITHIN THE RUNWAY SAFETY AREA, PROGRESSES, SHOULD THE NEW TAXIWAY BE CLOSED FOR MORE THAN 72 HOURS, THE CONTRACTOR SHALL INSTALL A CLOSED TAXIWAY MARKER AS SHOWN IN THE DETAIL. THE CLOSED TAXIWAY MARKER SHALL NOT BE REMOVED UNLESS THE TAXIWAY WILL BE OPENED AND REMAIN OPEN WITHIN 72 HOURS OF MARKER REMOVAL.

CRITICAL POINT TABLE					
POINT	APPROXIMATE ELEVATION OF GROUND (1929 DATUM)	ANTICIPATED EQUIPMENT AND HEIGHT	APPROXIMATE ELEVATION OF EQUIPMENT (1929 DATUM)	LATITUDE (NAD 83)	LONGITUDE (NAD 83)
A	640.7	SEMI/DUMP TRUCK - 25'	665.7	N42° 06' 57.80"	W87° 53' 55.65"
B	639.6	SEMI/DUMP TRUCK - 25'	664.6	N42° 06' 57.15"	W87° 53' 55.30"
C	639.2	SEMI/DUMP TRUCK - 25'	664.2	N42° 06' 56.59"	W87° 53' 57.14"
D	642.2	SEMI/DUMP TRUCK - 25'	667.2	N42° 06' 57.25"	W87° 53' 57.50"
E	644.0	SEMI/DUMP TRUCK - 25'	669.0	N42° 06' 54.54"	W87° 53' 54.49"
F	642.4	SEMI/DUMP TRUCK - 25'	667.4	N42° 06' 52.25"	W87° 53' 54.58"
G	643.1	SEMI/DUMP TRUCK - 25'	668.1	N42° 06' 52.24"	W87° 53' 56.72"
H	644.0	SEMI/DUMP TRUCK - 25'	669.0	N42° 06' 54.18"	W87° 53' 55.74"
I	640.3	SEMI/DUMP TRUCK - 25'	665.3	N42° 06' 47.75"	W87° 54' 00.89"
J	638.3	SEMI/DUMP TRUCK - 25'	663.3	N42° 06' 49.41"	W87° 54' 03.83"
K	640.9	SEMI/DUMP TRUCK - 25'	665.9	N42° 06' 49.33"	W87° 54' 01.72"
L	642.2	SEMI/DUMP TRUCK - 25'	667.2	N42° 06' 54.95"	W87° 54' 04.68"
M	644.4	SEMI/DUMP TRUCK - 25'	669.4	N42° 07' 18.11"	W87° 54' 09.95"
N	644.2	SEMI/DUMP TRUCK - 25'	669.2	N42° 06' 43.46"	W87° 54' 04.33"
O	644.4	SEMI/DUMP TRUCK - 25'	669.4	N42° 06' 49.68"	W87° 54' 07.61"

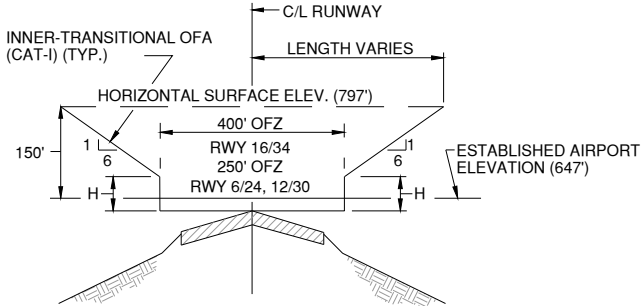


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE

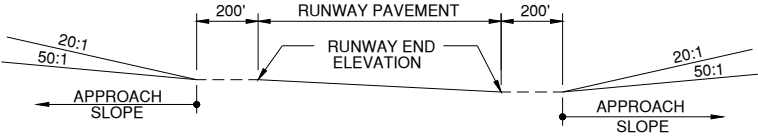
- IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY R/W 6/24 & 12/30 500' PS (250' LT & RT OF CENTERLINE) R/W 16/34 1000' PS (500' LT & RT OF CENTERLINE).



TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)

NO SCALE

RUNWAY	TYPE OF RUNWAY	H (FEET)
16	PRECISION (CAT I)	48
34 6-24 12-30	VISUAL	150



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

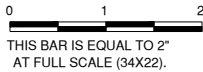
NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
16	643	50:1
34	644	20:1
12	645	20:1
30	640	20:1
6	647	20:1
24	638	20:1

IL CONTRACT: **PA067**  
 IL LETTING ITEM: **05A**  
 IL PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

CONSTRUCTION SAFETY AND PHASING PLAN  
 GENERAL NOTES AND DETAILS - 3

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 DRAWN BY: JRO  
 CHECKED BY: DKP  
 APPROVED BY: DKP  
 DATE: 04/18/2025  
 JOB No: 20092262.00

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North east quad around base.dwg  
Grading PLAN.dwg

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## LEGEND

- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW MANHOLE
- ST

NEW STORM SEWER
- x

EXISTING AIRFIELD FENCE
- 635

EXISTING CONTOUR
- ST

EXISTING STORM SEWER
- EXISTING MANHOLE/INLET
- SS

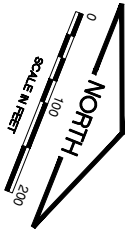
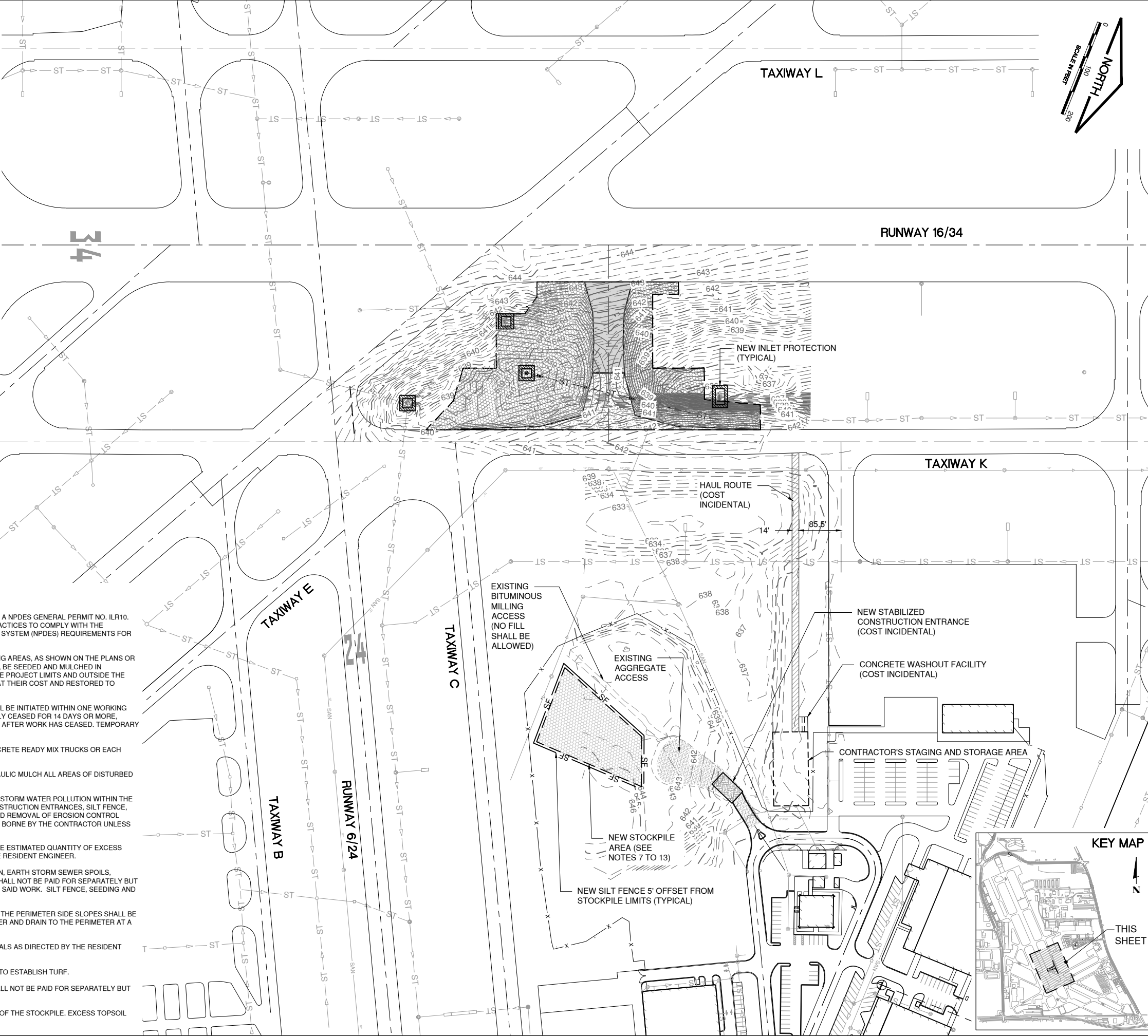
EXISTING SANITARY SEWER
- UD

EXISTING UNDERDRAIN
- NEW TOPSOILING, SEEDING, AND  
HEAVY-DUTY MULCHING
- CONCRETE WASHOUT FACILITY
- NEW INLET PROTECTION
- 635

NEW CONTOUR
- NEW GRADING LIMITS

## NOTES

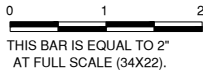
1. THE SITE DISTURBANCE IS MORE THAN 1 ACRE. THE PROJECT REQUIRES A NPDES GENERAL PERMIT NO. ILR10. THE CONTRACTOR WILL BE REQUIRED TO USE BEST CONSTRUCTION PRACTICES TO COMPLY WITH THE REQUIREMENTS OF THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) REQUIREMENTS FOR CONSTRUCTION SITE ACTIVITIES.
2. ALL PROJECT AREAS, INCLUDING STOCKPILES, HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS OR COORDINATED IN THE FIELD, SHALL HAVE 4 INCHES OF TOPSOIL PLACED, BE SEEDDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED WITHIN THE PROJECT LIMITS AND OUTSIDE THE PROJECT LIMITS WILL BE SEEDDED AND MULCHED BY THE CONTRACTOR AT THEIR COST AND RESTORED TO ORIGINAL CONDITIONS.
3. IN AREAS WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL BE INITIATED WITHIN ONE WORKING DAY OF COMPLETION, AND IN AREAS WHERE WORK WILL BE TEMPORARILY CEASED FOR 14 DAYS OR MORE, TEMPORARY STABILIZATION SHALL INITIATED WITHIN ONE WORKING DAY AFTER WORK HAS CEASED. TEMPORARY STABILIZATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL PROVIDE CONCRETE WASHOUT BOX FOR ALL CONCRETE READY MIX TRUCKS OR EACH READY MIX TRUCK SHALL BE EQUIPPED WITH A WASH OUT SYSTEM.
5. THE CONTRACTOR SHALL PERMANENTLY SEED AND HEAVY-DUTY HYDRAULIC MULCH ALL AREAS OF DISTURBED SOIL FOR ALL PROJECT IMPROVEMENT WORK.
6. THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, ETC. COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN ON THE PLANS.
7. THE GENERAL LAYOUT OF THE EARTH STOCKPILE TO ACCOMMODATE THE ESTIMATED QUANTITY OF EXCESS EARTH MATERIAL IS SHOWN. THE DIMENSIONS MAY BE MODIFIED BY THE RESIDENT ENGINEER.
8. THE HAULING, PLACEMENT, GRADING OF THE UNCLASSIFIED EXCAVATION, EARTH STORM SEWER SPOILS, TOPSOIL STRIPPING AND VOLUME CONTROL SITE EXCAVATION SPOILS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM ASSOCIATED WITH SAID WORK. SILT FENCE, SEEDING AND MULCHING ARE THE ONLY PAY ITEMS FOR THE EARTH STOCKPILE WORK.
9. THE FILL HEIGHT OF THE EARTH STOCKPILE SHALL BE A MAXIMUM OF 3'. THE PERIMETER SIDE SLOPES SHALL BE 6H:1V MAXIMUM. THE TOP OF THE BERM SHALL BE PEAKED IN THE CENTER AND DRAIN TO THE PERIMETER AT A 1.5% SLOPE.
10. EARTH MATERIALS SHALL BE SEPARATED BY TOPSOIL AND CLAY MATERIALS AS DIRECTED BY THE RESIDENT ENGINEER.
11. CONTRACTOR SHALL PLACE A 4" MINIMUM OF TOPSOIL AS NECESSARY TO ESTABLISH TURF.
12. CONTRACTOR'S HAUL ROAD RESTORATION TO ORIGINAL CONDITION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
13. EXCESS UNCLASSIFIED EXCAVATION SHALL BE PLACED AT THE BOTTOM OF THE STOCKPILE. EXCESS TOPSOIL SHALL BE PLACED AT THE TOP AND ARE NOT TO INTERMINGLED.



IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## STORM WATER POLLUTION PREVENTION PLAN

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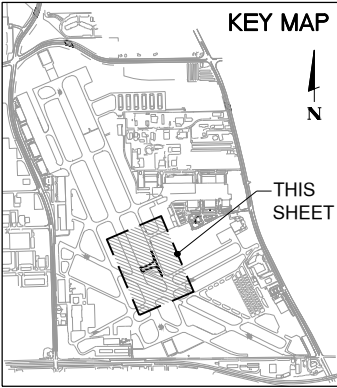


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CHECKED BY: STL  
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SHEET 13 OF 41 SHEETS

## KEY MAP

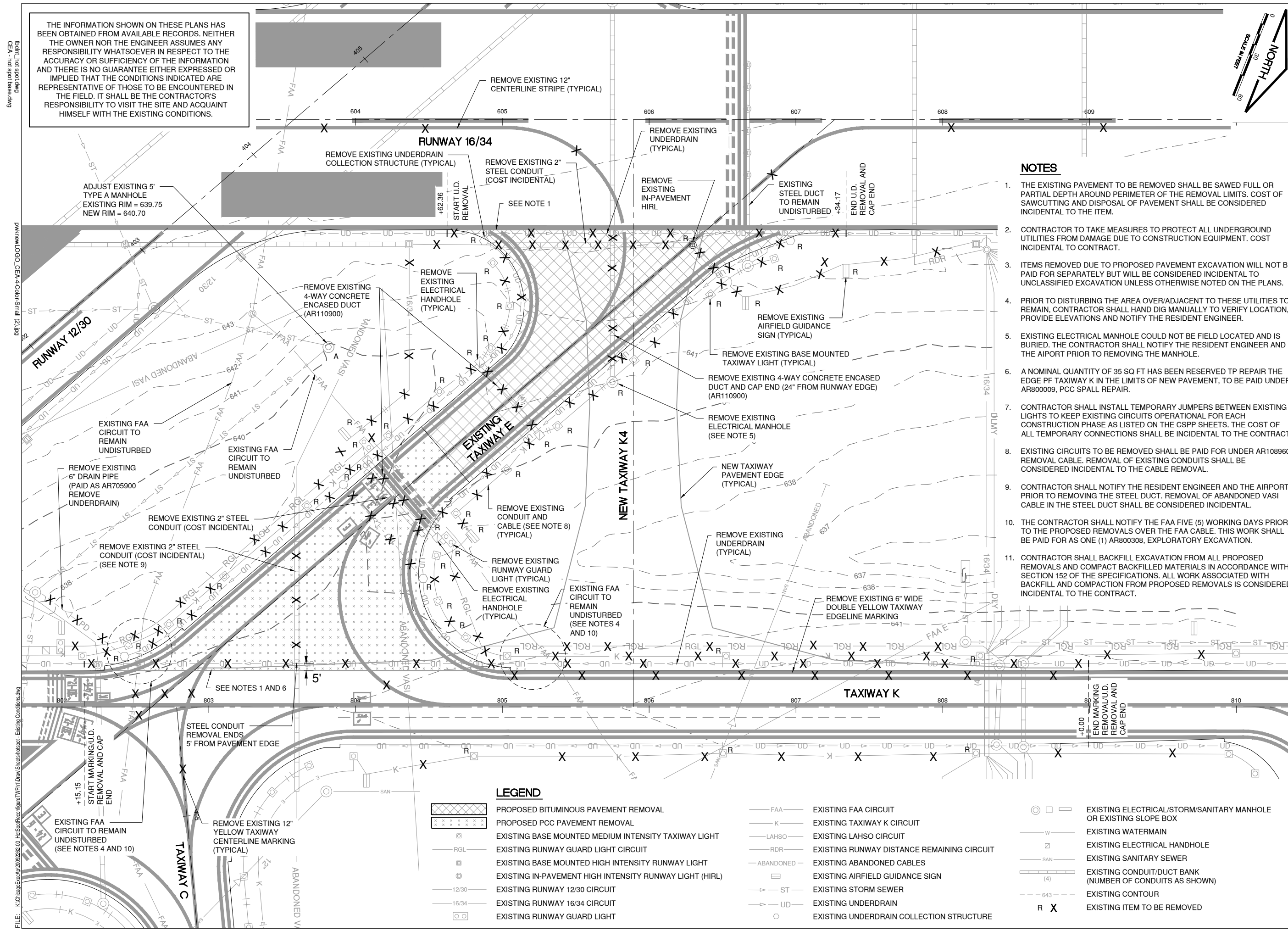






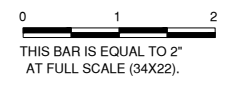


THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.



IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
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NUMBER	BY	DATE





- ## NOTES
1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL OR PARTIAL 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 FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT. COST INCIDENTAL TO CONTRACT.
  3. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
  4. PRIOR TO DISTURBING THE AREA OVER/ADJACENT TO THESE UTILITIES TO REMAIN, CONTRACTOR SHALL HAND DIG MANUALLY TO VERIFY LOCATION, PROVIDE ELEVATIONS AND NOTIFY THE RESIDENT ENGINEER.
  5. EXISTING ELECTRICAL MANHOLE COULD NOT BE FIELD LOCATED AND IS BURIED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT PRIOR TO REMOVING THE MANHOLE.
  6. A NOMINAL QUANTITY OF 35 SQ FT HAS BEEN RESERVED TO REPAIR THE EDGE OF TAXIWAY K IN THE LIMITS OF NEW PAVEMENT, TO BE PAID UNDER AR800009, PCC SPALL REPAIR.
  7. CONTRACTOR SHALL INSTALL TEMPORARY JUMPERS BETWEEN EXISTING LIGHTS TO KEEP EXISTING CIRCUITS OPERATIONAL FOR EACH CONSTRUCTION PHASE AS LISTED ON THE CSPP SHEETS. THE COST OF ALL TEMPORARY CONNECTIONS SHALL BE INCIDENTAL TO THE CONTRACT.
  8. EXISTING CIRCUITS TO BE REMOVED SHALL BE PAID FOR UNDER AR108960, REMOVAL CABLE. REMOVAL OF EXISTING CONDUITS SHALL BE CONSIDERED INCIDENTAL TO THE CABLE REMOVAL.
  9. CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT PRIOR TO REMOVING THE STEEL DUCT. REMOVAL OF ABANDONED VASI CABLE IN THE STEEL DUCT SHALL BE CONSIDERED INCIDENTAL.
  10. THE CONTRACTOR SHALL NOTIFY THE FAA FIVE (5) WORKING DAYS PRIOR TO THE PROPOSED REMOVALS OVER THE FAA CABLE. THIS WORK SHALL BE PAID FOR AS ONE (1) AR800308, EXPLORATORY EXCAVATION.
  11. CONTRACTOR SHALL BACKFILL EXCAVATION FROM ALL PROPOSED REMOVALS AND COMPACT BACKFILLED MATERIALS IN ACCORDANCE WITH SECTION 152 OF THE SPECIFICATIONS. ALL WORK ASSOCIATED WITH BACKFILL AND COMPACTION FROM PROPOSED REMOVALS IS CONSIDERED INCIDENTAL TO THE CONTRACT.

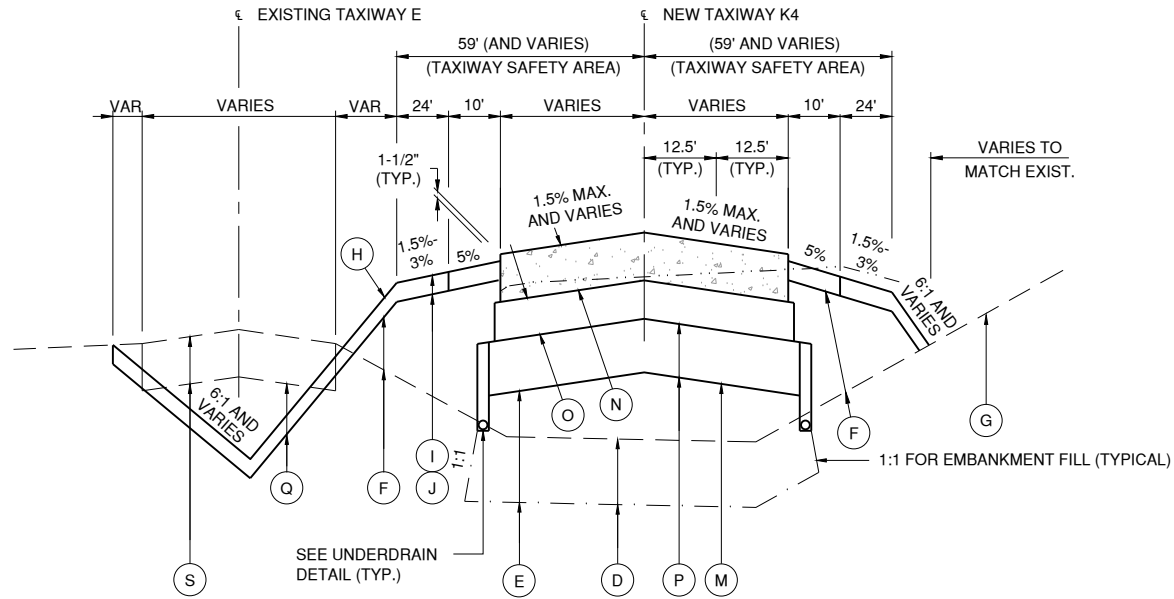
CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

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**EXISTING CONDITIONS/PROPOSED REMOVALS**

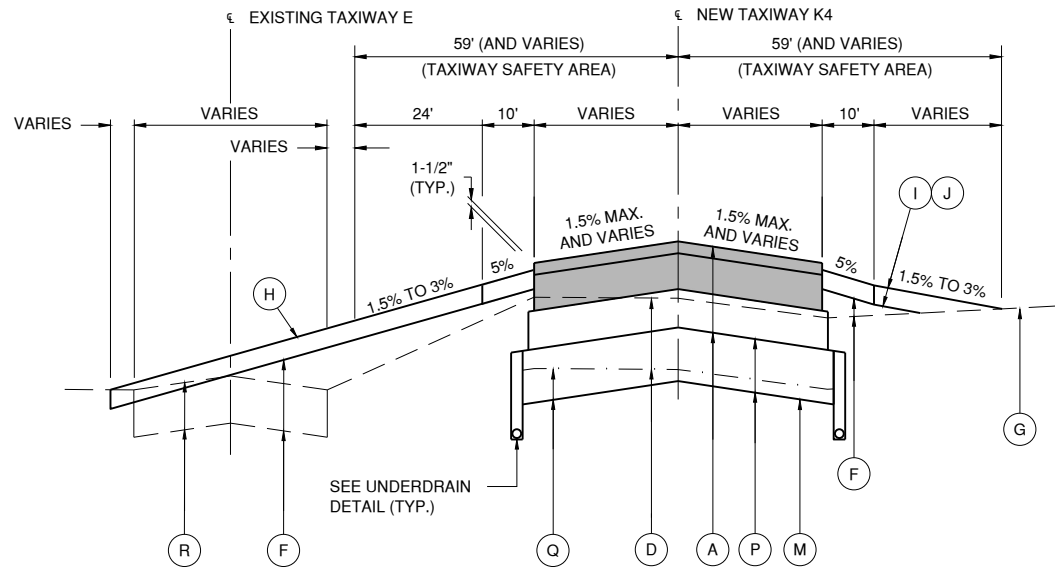
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SHEET 16 OF 41 SHEETS		





NEW PCC TAXIWAY TYPICAL SECTION A-A  
 TAXIWAY K4 STA 2+60 TO STA 3+75

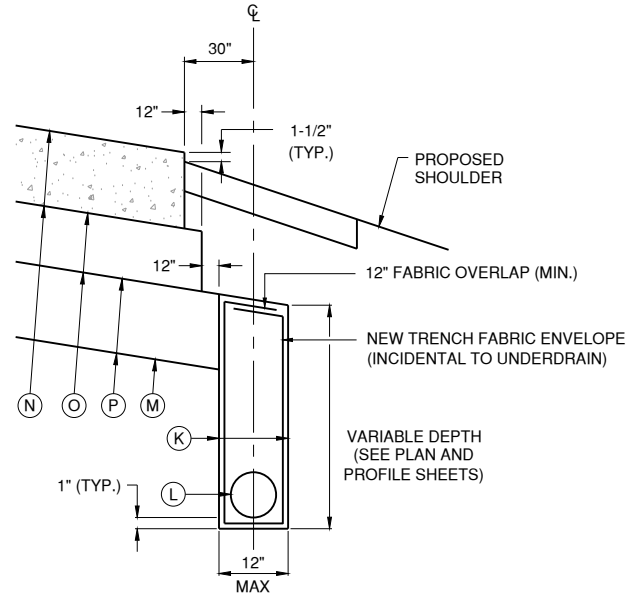
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NEW BITUMINOUS TAXIWAY TYPICAL SECTION B-B  
 TAXIWAY K4 STA 0+75 TO STA 2+60

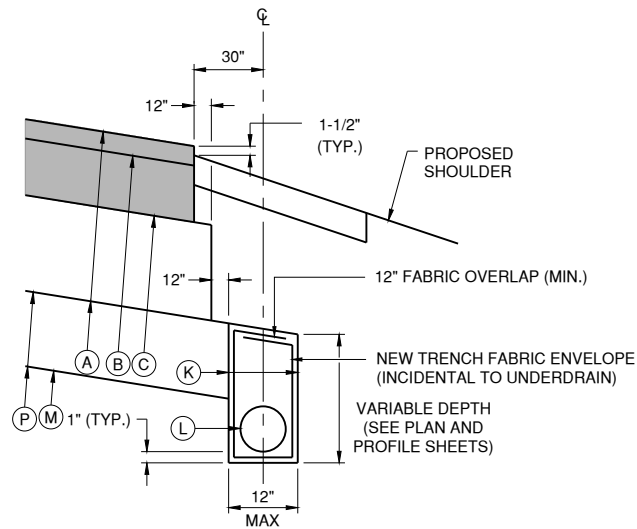
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HMA MIXTURE REQUIREMENT TABLE					
ITEM	AIRCRAFT 60,000 LBS. OR MORE RUNWAY/TAXIWAY N <sub>DES</sub>	PG BINDER	AGGREGATE QUALITY	MAX RAP	DENSITY ACCEPTANCE
401: 2" SURFACE COURSE	N50 @ 3.0%	SBS PG 70-28	A	0 (N/A)	MAINLINE: NUCLEAR GAUGE JOINT: CORES
403: 2-3" LIFTS BASE COURSE (6" TOTAL)	N50 @ 3.0%	SBS PG 70-28 (TOP LIFT)  PG 64-22 (BOTTOM LIFT)	B	20%	MAINLINE: NUCLEAR GAUGE JOINT: CORES



UNDERDRAIN DETAIL  
 EDGE OF P.C.C. PAVEMENT AREAS

NOT TO SCALE

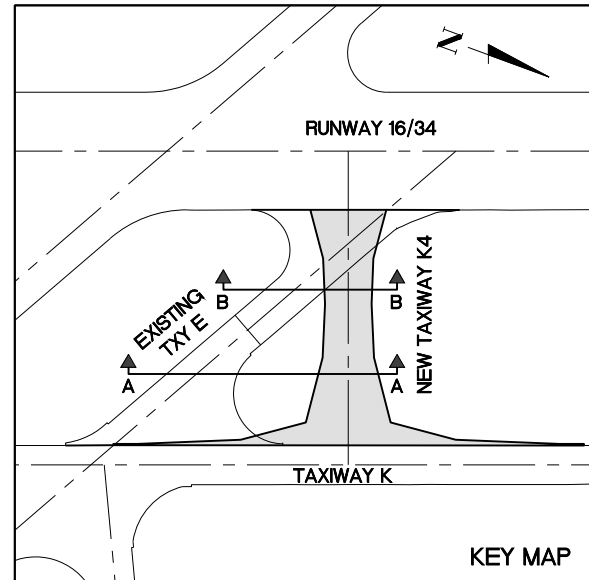


NEW UNDERDRAIN DETAIL  
 EDGE OF BITUMINOUS PAVEMENT AREAS

NOT TO SCALE

LEGEND

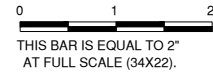
- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)  
NEW 2-3" LIFTS BITUMINOUS BASE COURSE (403), TACK COAT BETWEEN LIFTS  
NEW 14" CRUSHED AGGREGATE BASE COURSE (209)
- (B) NEW TACK COAT (603)
- (C) NEW PRIME COAT (602)
- (D) NEW 12" (AVG.) TOPSOIL STRIPPING (152)
- (E) NEW EMBANKMENT FILL (152)
- (F) NEW SHOULDER FILL (152) WITH NON-CCDD COMPLIANCE MATERIAL  
(SEE INDEX TO CROSS SECTIONS SHEET, NOTE 7)
- (G) EXISTING GROUND LINE
- (H) NEW GROUND LINE
- (I) NEW TOPSOIL PLACEMENT (4" DEPTH) (905)
- (J) NEW SEEDING AND MULCHING (901 AND 908)
- (K) NEW CA-16 OR CM-16 POROUS BACKFILL (705)
- (L) NEW 6" PERFORATED UNDERDRAIN (705)
- (M) NEW SOIL STABILIZATION FABRIC (156)
- (N) NEW 10" PCC PAVEMENT (501)
- (O) NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (P) NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (Q) NEW UNCLASSIFIED EXCAVATION (152)
- (R) EXISTING BITUMINOUS PAVEMENT TO BE REMOVED  
8" BITUMINOUS PAVEMENT (401)  
18" CRUSHED AGGREGATE BASE COURSE  
(PAID AS AR152410 UNCLASSIFIED EXCAVATION)  
12" POROUS GRANULAR EMBANKMENT  
(PAID AS AR152410 UNCLASSIFIED EXCAVATION)
- (S) EXISTING PCC PAVEMENT TO BE REMOVED  
10" - 12" PCC PAVEMENT (501)  
6" CRUSHED AGGREGATE BASE COURSE  
(PAID AS AR152410 UNCLASSIFIED EXCAVATION)  
12" POROUS GRANULAR EMBANKMENT  
(PAID AS AR152410 UNCLASSIFIED EXCAVATION)



IL. CONTRACT: **PA067**  
 IL. LETTING ITEM: **05A**  
 IL. PROJECT: **PWK-5161**  
 S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
 WHEELING/PROSPECT HEIGHTS, ILLINOIS  
 RECONFIGURE TAXIWAY E

TYPICAL SECTIONS

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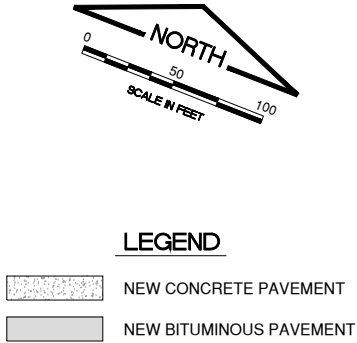
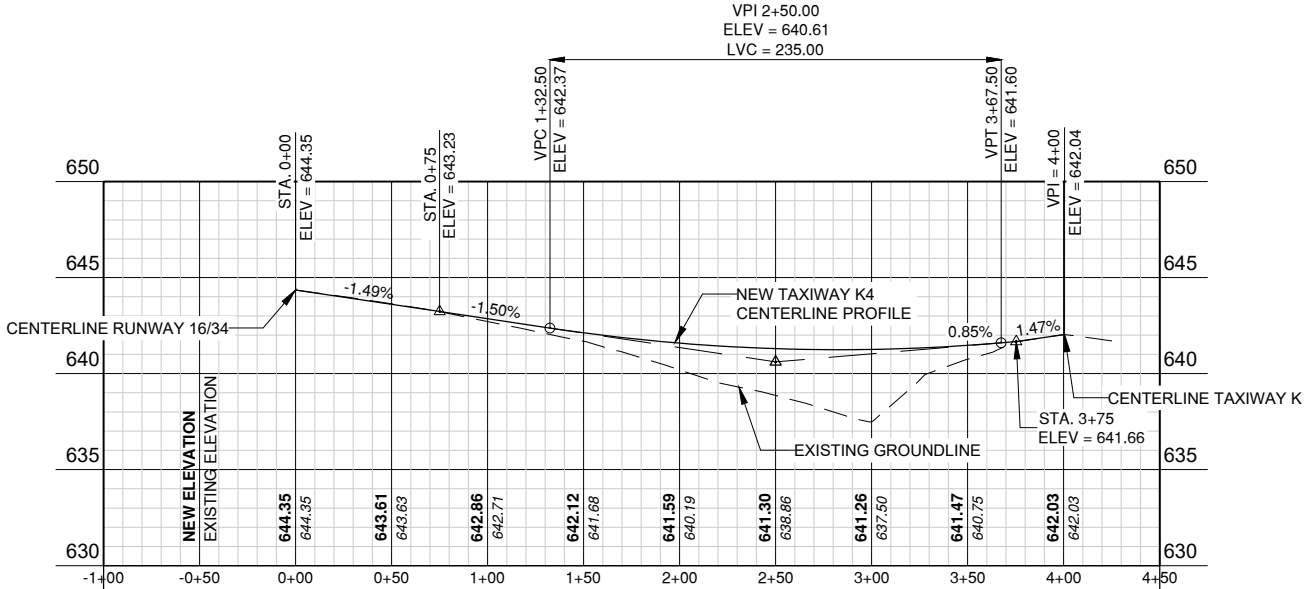
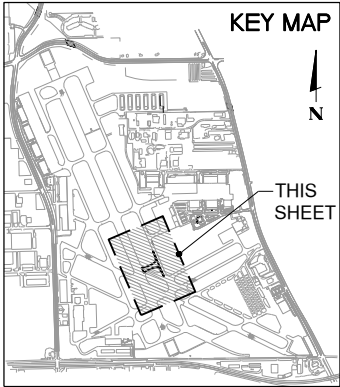
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S.B.G. PROJECT: **3-17-SBGP-TBD**

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0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

TAXIWAY K4 PLAN AND PROFILE

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SHEET 18 OF 41 SHEETS



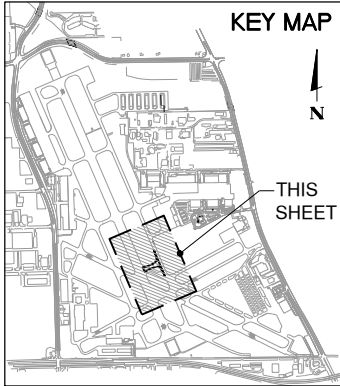
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## NOTES

- INITIAL SAWCUT SHALL BE MADE AS SOON AS POSSIBLE. SAWING SHALL BE STOPPED IF SPALLING OF THE SAWCUT IS NOTED AND RESUMED AFTER ADDITIONAL CURE TIME.
- DRY CUTTING OF INITIAL CUT AND OF THE FINAL JOINT RESERVOIR SHALL NOT BE ALLOWED. ONLY WET SAWING METHODS SHALL BE EMPLOYED ON THIS PROJECT.
- CONTRACTOR SHALL SUBMIT PAVING PLAN TO THE RESIDENT ENGINEER PRIOR TO PAVING. THE PAVING PLAN SHALL SHOW PROPOSED PAVING LANES, ORDER OF PAVING AND STEEL SCHEDULE. NO PAVING SHALL COMMENCE UNTIL THE RESIDENT ENGINEER HAS APPROVED THE PAVING PLAN.
- CONTRACTOR SHALL MATCH EXISTING JOINTS, DRILL AND PLACE NEW DOWEL BARS ALONG EXISTING EDGE OF PAVEMENT. COST INCIDENTAL TO 501, COST INCLUDED IN NEW 10" PCC PAVEMENT (AR501510).
- JOINT BETWEEN NEW AND EXISTING PCC PAVEMENT SHALL BE SAWED AND SEALED.
- ONLY SILICONE JOINT SEALANTS SHALL BE USED ON THIS PROJECT. SILICONE JOINT SEALANT SHALL NOT BE SELF-LEVELING EXCEPT AT THE INTERFACE WITH THE NEW BITUMINOUS PAVEMENT.
- ALL CONCRETE JOINTS SHALL BE SAWCUT AT A MINIMUM LENGTH OF THREE (3) FEET AT 90 DEGREE ANGLES TO ALL EDGES OF PAVEMENT AND INTERSECTING JOINTS.
- THE BITUMINOUS/CONCRETE PAVEMENT INTERFACE SHALL BE SEALED AS DETAILED ON THE JOINT DETAILS SHEET. COST OF JOINTING AND SEALING SHALL BE INCIDENTAL TO THE NEW PAVEMENT ITEM.
- THE CONTRACTOR SHALL PAVE THE CONCRETE PAVEMENT AROUND THE ELECTRICAL MANHOLE.



## LEGEND

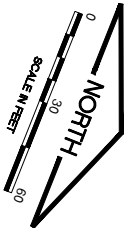
- TYPE A - ISOLATION JOINT
- TYPE C - DOWELED CONTRACTION JOINT
- TYPE D - DUMMY CONTRACTION JOINT
- TYPE E - DOWELED CONSTRUCTION JOINT
- REINFORCED PANEL - ALL ODD SHAPED PANELS
- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW THICKENED EDGE
- EXISTING JOINTING

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## PAVEMENT JOINTING PLAN

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**CHICAGO**  
EXECUTIVE  
AIRPORT

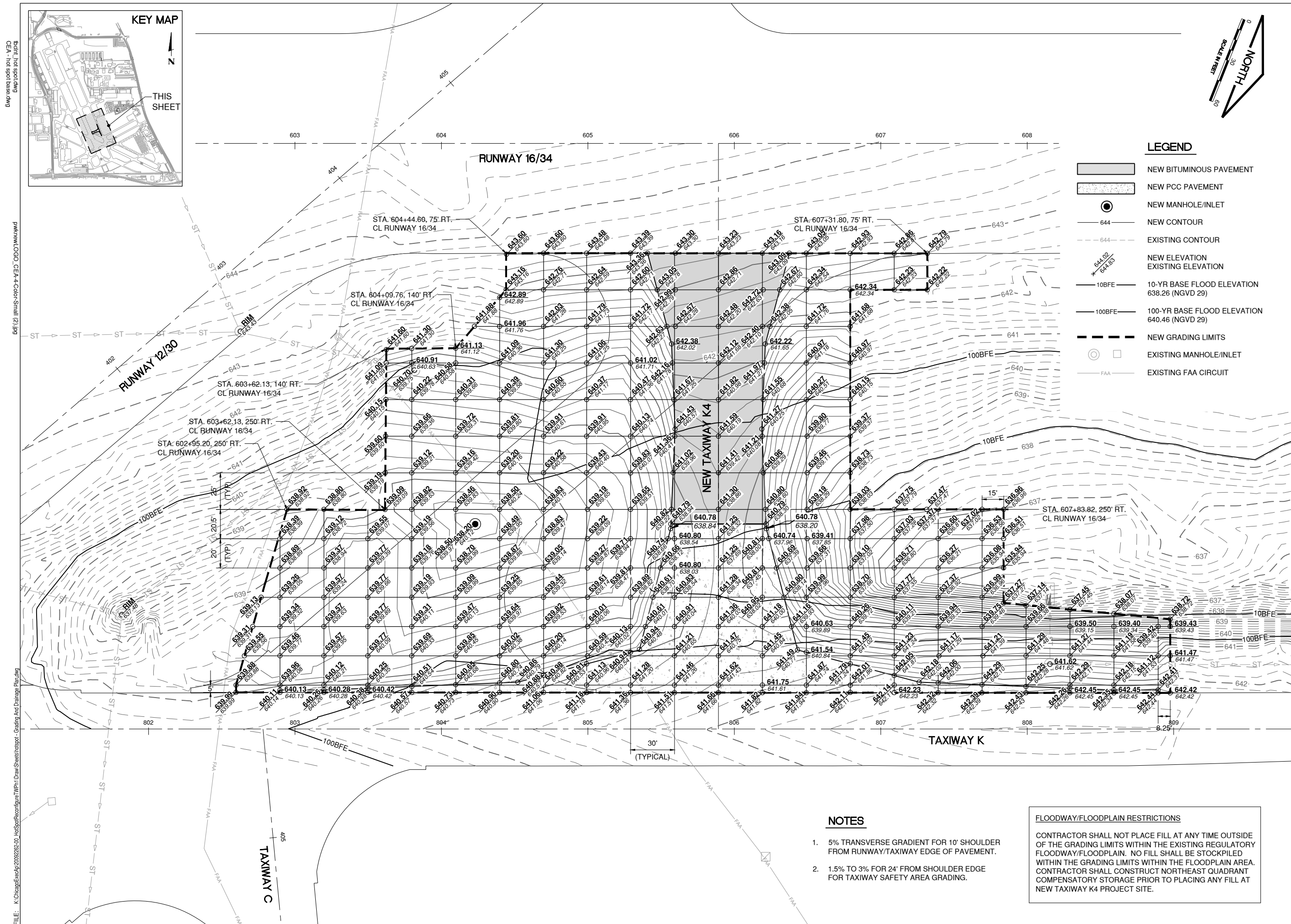
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CHECKED BY: STL  
APPROVED BY: DKP  
DATE: 04/18/2025  
JOB No: 20092262.00

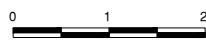


**FINAL**

SHEET 19 OF 41 SHEETS







IL. CONTRACT: <b>PA067</b> IL. LETTING ITEM: <b>05A</b> IL. PROJECT: <b>PWK-5161</b> S.B.G. PROJECT: <b>3-17-SBGP-TBD</b>														
<b>REVISIONS</b>														
NUMBER	BY	DATE												
 <p>THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).</p>														
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <p style="text-align: center;"><b>CHICAGO EXECUTIVE AIRPORT WHEELING/PROSPECT HEIGHTS, ILLINOIS RECONFIGURE TAXIWAY E</b></p> </div> <div style="width: 45%;"> <p style="text-align: center;"><b>GRADING PLAN</b></p> </div> </div>														
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <p><b>CMT</b> CRAWFORD, MURPHY &amp; TILLY, INC. CONSULTING ENGINEERS License No. 184-000613</p> </div> <div style="width: 45%;">  </div> </div>														
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DESIGN BY:	STL													
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DATE:	04/18/2025													
JOB No:	20092262.00													
<b>FINAL</b>														
SHEET 21 OF 41 SHEETS														



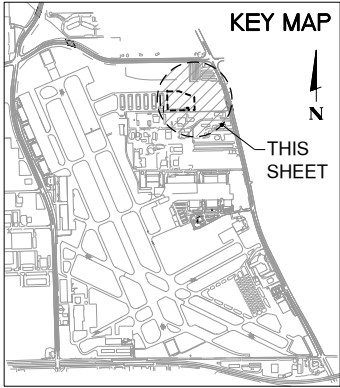
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644.83

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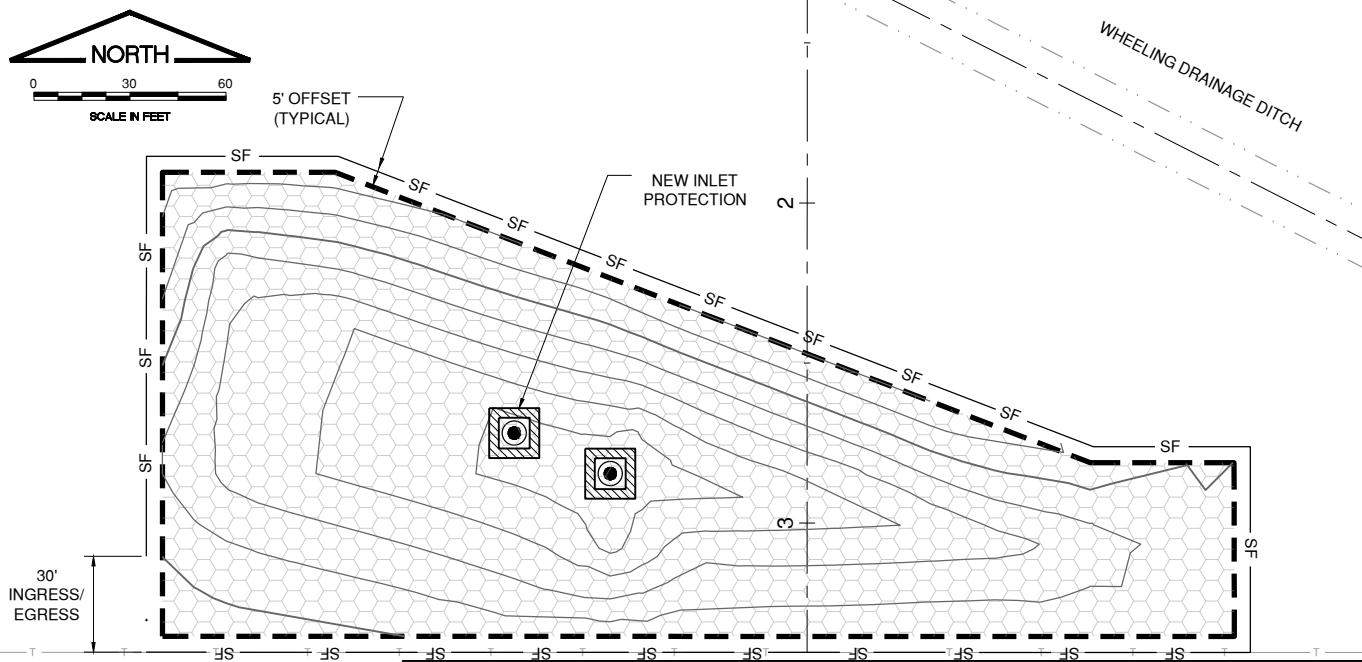
## LEGEND

	NEW APRON PAVEMENT (BY OTHERS)		EXISTING WATERMAIN
	NEW MANHOLE/INLET		EXISTING UNDERDRAIN
	NEW STORM SEWER		EXISTING ELECTRIC
	NEW UNDERDRAIN		EXISTING TELECOMMUNICATION
	NEW CONTOUR		EXISTING DUCT BANK
	NEW ELEVATION		EXISTING FIRE HYDRANT
	EXISTING ELEVATION		EXISTING CONTOUR
	10-YR BASE FLOOD ELEVATION 638 (NGVD 88)		EXISTING AIRFIELD FENCE
	100-YR BASE FLOOD ELEVATION 640.2 (NGVD 88)		EXISTING GATE
	NEW GRADING LIMITS FOR ADDITIONAL COMPENSATORY STORAGE		EXISTING STORM SEWER
	EXISTING/PROPOSED MANHOLE/INLET (BY OTHERS)		ORDINARY HIGH WATER MARK (OHWM)
	EXISTING SANITARY SEWER		50' OFFSET FROM OHWM
	EXISTING BUILDING		NEW INLET PROTECTION
	NEW PERIMETER SILT FENCE		NEW TOPSOILING, SEEDING, AND HEAVY-DUTY MULCHING

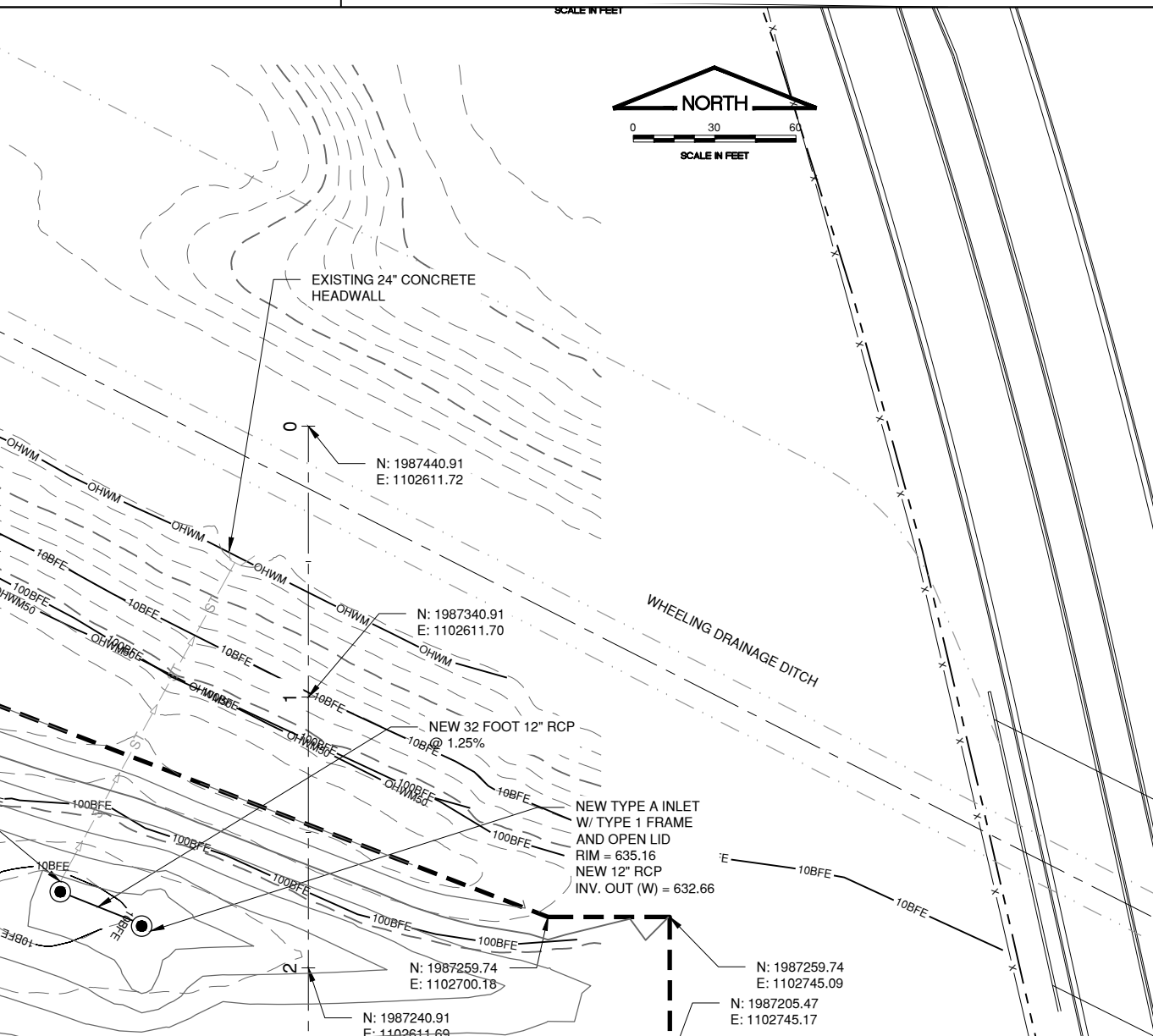


## NOTES

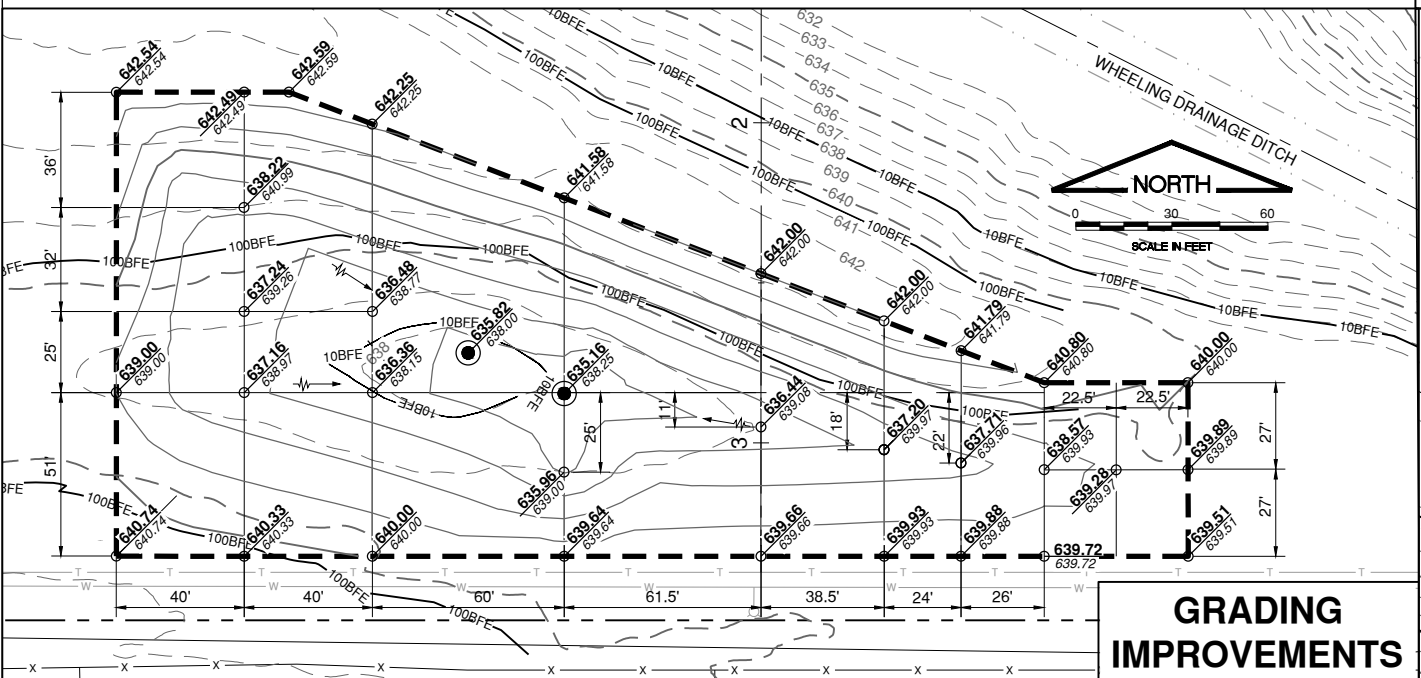
- CONTOURS SHOWN ARE NGVD88 AND NORTHING AND EASTING SHOWN ARE NAV83.
- SEE VOLUME CONTROL AND DRAINAGE PLAN SHEET FOR DRAINAGE NOTES.
- SEE STATION 1+50 ON CROSS SECTIONS - 4 SHEET FOR TYPICAL SECTIONS.
- HAUL ROUTE CONSTRUCTION AND RESTORATION TO THE NORTHEAST QUADRANT COMPENSATORY STORAGE LOCATION ARE CONSIDERED INCIDENTAL TO THE CONTRACT.



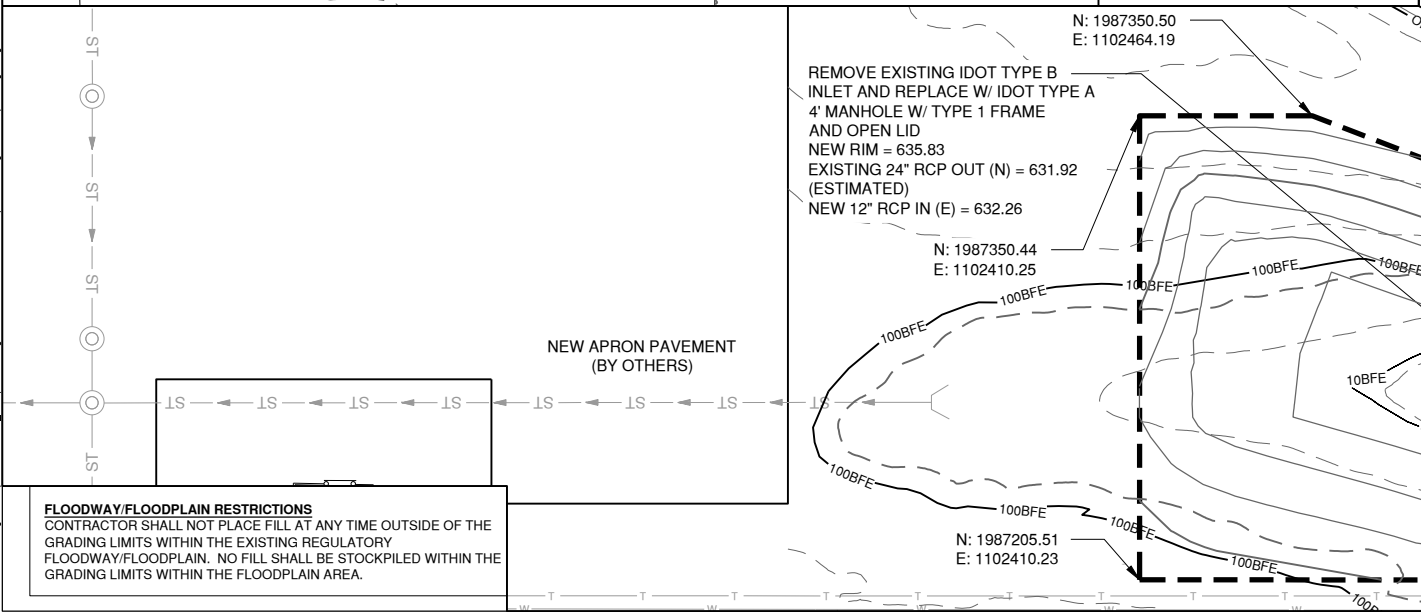
## STORM WATER POLLUTION AND PREVENTION PLAN



## DRAINAGE IMPROVEMENTS



## GRADING IMPROVEMENTS



**FLOODWAY/FLOODPLAIN RESTRICTIONS**  
CONTRACTOR SHALL NOT PLACE FILL AT ANY TIME OUTSIDE OF THE GRADING LIMITS WITHIN THE EXISTING REGULATORY FLOODWAY/FLOODPLAIN. NO FILL SHALL BE STOCKPILED WITHIN THE GRADING LIMITS WITHIN THE FLOODPLAIN AREA.

NEW APRON PAVEMENT  
(BY OTHERS)

REMOVE EXISTING IDOT TYPE B  
INLET AND REPLACE W/ IDOT TYPE A  
4" MANHOLE W/ TYPE 1 FRAME  
AND OPEN LID  
NEW RIM = 635.83  
EXISTING 24" RCP OUT (N) = 631.92  
(ESTIMATED)  
NEW 12" RCP IN (E) = 632.26

NEW TYPE A INLET  
W/ TYPE 1 FRAME  
AND OPEN LID  
RIM = 635.16  
NEW 12" RCP  
INV. OUT (W) = 632.66

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

GRADING, SWPPP AND DRAINAGE PLAN FOR  
NORTHEAST QUADRANT COMPENSATORY STORAGE

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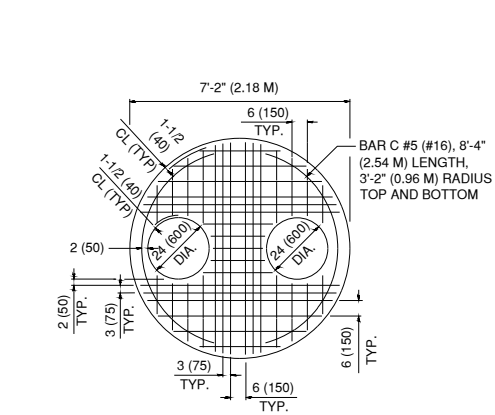
SHEET 22 OF 41 SHEETS











7'-2" (2.18 M)

1-1/2 (40)

1-1/2 (40)

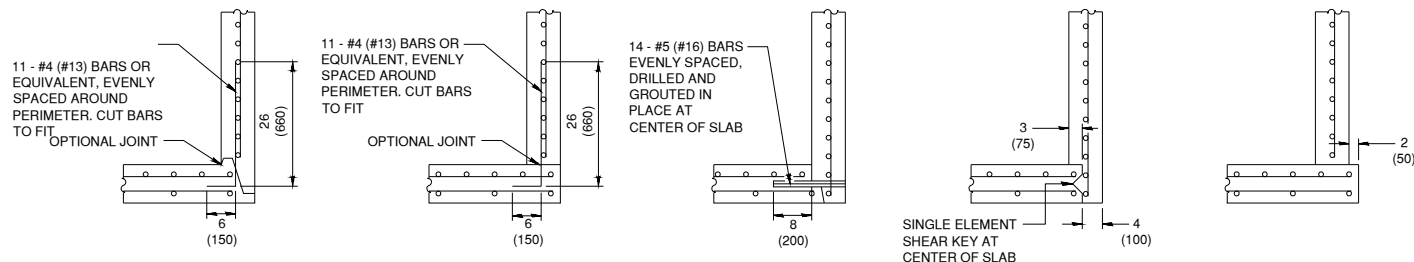
2 (50)

24" (600) DIA.

24" (600) DIA.

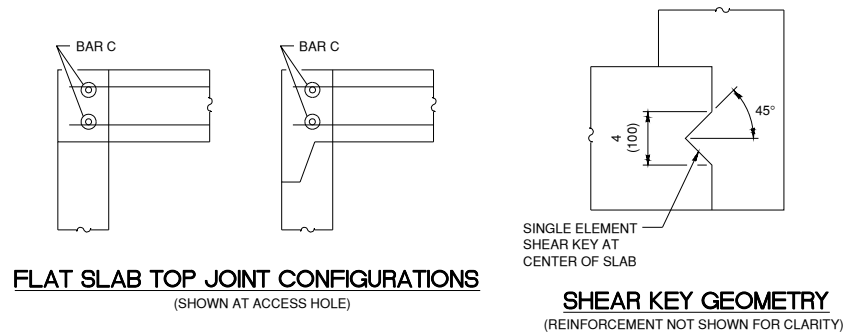
BAR C #5 (#16), 8'-4" (2.54 M) LENGTH, 3'-2" (0.96 M) RADIUS TOP AND BOTTOM (TYP.)

\* #5 (#16) BARS FOR RISERS < 10' (3.05 M) TALL OR #6 (#19) BARS FOR RISERS > 10' (3.05 M) TALL BOTTOM. BUNDLE FIRST BAR WITH CLOSEST WWR BAR TO THE OPENING AND PLACE SECOND BAR  $\pm 3$  (75) AWAY.



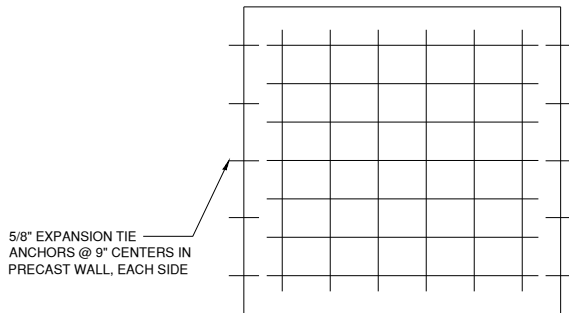
## GENERAL NOTES

1. PIPE HOLES SHALL BE FORMED TO FACILITATE PROPER PLACEMENT OF HOLE REINFORCEMENT.
2. THE MANUFACTURER SHALL ENSURE THAT ALL PRECAST MANHOLE SECTIONS ARE ADDITIONALLY REINFORCED WHERE REQUIRED TO RESIST DAMAGE FROM HANDLING, SHIPPING AND INSTALLATION STRESSES.
3. LIFTING HOLES SHALL BE LOCATED IN THE SECTIONS AS PER THE MANUFACTURER'S RECOMMENDATIONS.
4. SEE STANDARD 602701 FOR DETAILS OF MANHOLE STEPS.
5. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.
6. THE MANUFACTURER/CONTRACTOR SHALL CERTIFY THAT THE FRAME AND LID MEET H20 LOADING.



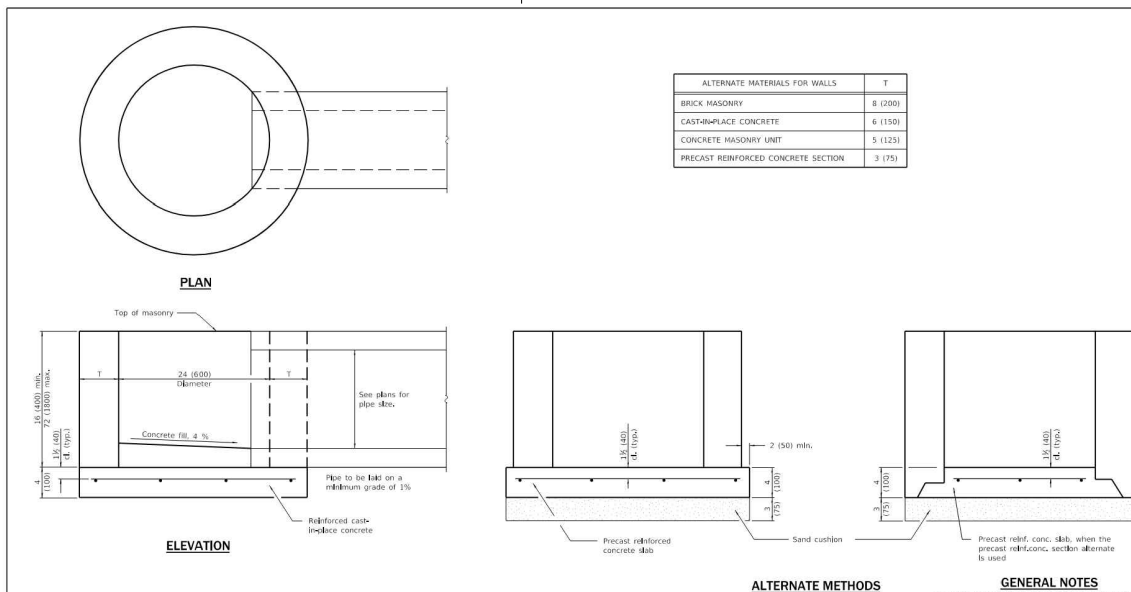
**PRECAST MANHOLE 6' (1.83 M) DIAMETER**  
NOT TO SCALE

1. A MINIMUM OF 9 (230) OF MONOLITHIC REINFORCED CONCRETE SHALL BE MAINTAINED ABOVE PIPE PENETRATION HOLES > 32 (810).
2. A MINIMUM 12 (300) INSIDE ARC LENGTH OF REINFORCED CONCRETE SHALL BE MAINTAINED BETWEEN PIPE PENETRATION HOLES > 15 (380).
3. A MAXIMUM OF 60 PERCENT OF THE INSIDE PERIMETER OF THE REINFORCED CONCRETE MANHOLE WALLS MAY BE REMOVED.
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.
5. THE RECOMMENDED PIPE PENETRATION HOLE IS EQUAL TO THE O.D. OF THE PIPE PLUS 4 (100).
6. ONLY PIPE PENETRATION HOLES < 15 (380) ARE ALLOWED IN RISER SECTIONS.



VERTICAL REINFORCEMENT PER WALL REINFORCEMENT TABLE FOR 6 FT. BARREL  
WITH HORIZONTAL BARS (EQUAL TO CIRCUMFERENTIAL BARS)

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



## ALTERNATE METHODS

### GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

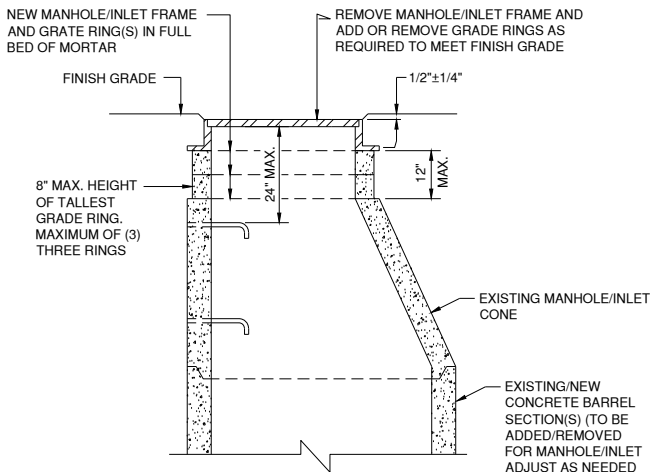
All dimensions are in inches (millimeters unless otherwise shown).

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

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Detailed rebar in slabs. Added max. limit to height. Added general notes.

### INLET - TYPE A

## STANDARD 602301-04



ADJUST MANHOLE AND INLET  
NOT TO SCALE

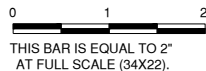
## NOTES

1. REFER TO ASTM DESIGNATION C-478 FOR DESIGN AND STRENGTH REQUIREMENTS.
2. WHEN AN ADJUSTMENT OF GREATER THAN 18" IN GRADE RINGS IS REQUIRED, THE MANHOLE SHALL BE RECONSTRUCTED WITH APPROVED PRE-CAST CONC. BARREL SECTIONS THE SAME SIZE AS MANHOLE DIA. AND PAID FOR AS ADJUST MANHOLE.
3. ADJUSTING RINGS SHALL BE PRE-CAST REINFORCED CONCRETE. ALL ADJUSTING RINGS AND METAL FRAME SHALL BE MORTARED INTO PLACE WITHOUT THE USE OF SHIMS OF ANY TYPE.
4. MORTAR SHALL HARDEN FOR 72 HOURS PRIOR TO PLACING GRAVEL OR ASPHALT DIRECTLY AROUND ADJUSTED STRUCTURE.
5. THE MAXIMUM HEIGHT OF ANY SINGLE ADJUSTING RING(S) SHALL BE 8 INCHES INCLUDING EXISTING RINGS.
6. THE MAXIMUM NUMBER OF RINGS IN ANY STRUCTURE IS THREE. THIS MAY REQUIRE THE CONTRACTOR TO REMOVE EXISTING RINGS AND REPLACE WITH DIFFERENT SIZE RINGS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING EXISTING MANHOLE CONFIGURATIONS AND SIZES FOR THE NECESSARY ADJUSTMENT.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## DRAINAGE AND MISCELLANEOUS DETAILS - 2

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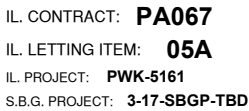


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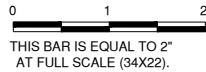


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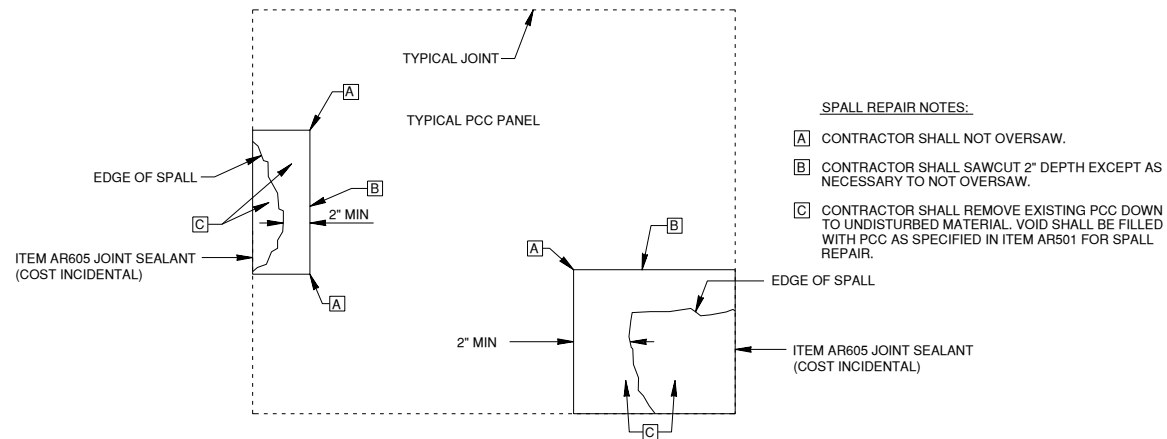


## REVISIONS



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

### DRAINAGE AND MISCELLANEOUS DETAILS - 3



NEW STAINLESS STEEL ANCHORS SHALL BE 1" DIAMETER OF —  
SUFFICIENT LENGTH TO PROVIDE 6" MINIMUM EMBEDMENT INTO  
STRUCTURE WALL. ANCHORS SHALL BE CEMENTED INTO  
STRUCTURE WITH HIGH STRENGTH EPOXY. PLATE RESTRICTOR  
SHALL BE TACK WELDED TO ANCHORS. (TYPICAL)

NOT TO SCALE

NOT TO SCALE

NOTE: SPALL REPAIR MATERIAL SHALL CONFORM TO THE  
REQUIREMENTS OF ASTM C881, TYPE III

SPALL REPAIR NOTES:

- A** CONTRACTOR SHALL NOT OVERSAW.
- B** CONTRACTOR SHALL SAWCUT 2" DEPTH EXCEPT AS NECESSARY TO NOT OVERSAW.
- C** CONTRACTOR SHALL REMOVE EXISTING PCC DOWN TO UNDISTURBED MATERIAL. VOID SHALL BE FILLED WITH PCC AS SPECIFIED IN ITEM AR501 FOR SPALL REPAIR.

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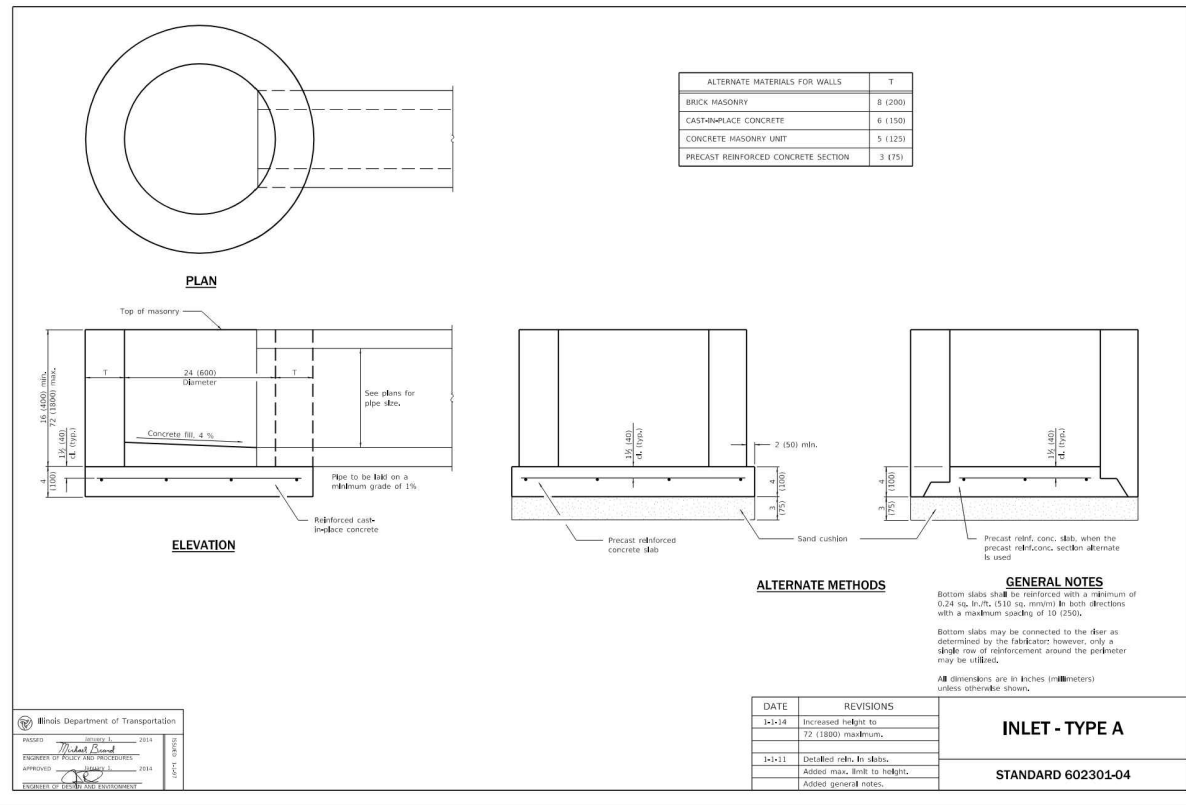
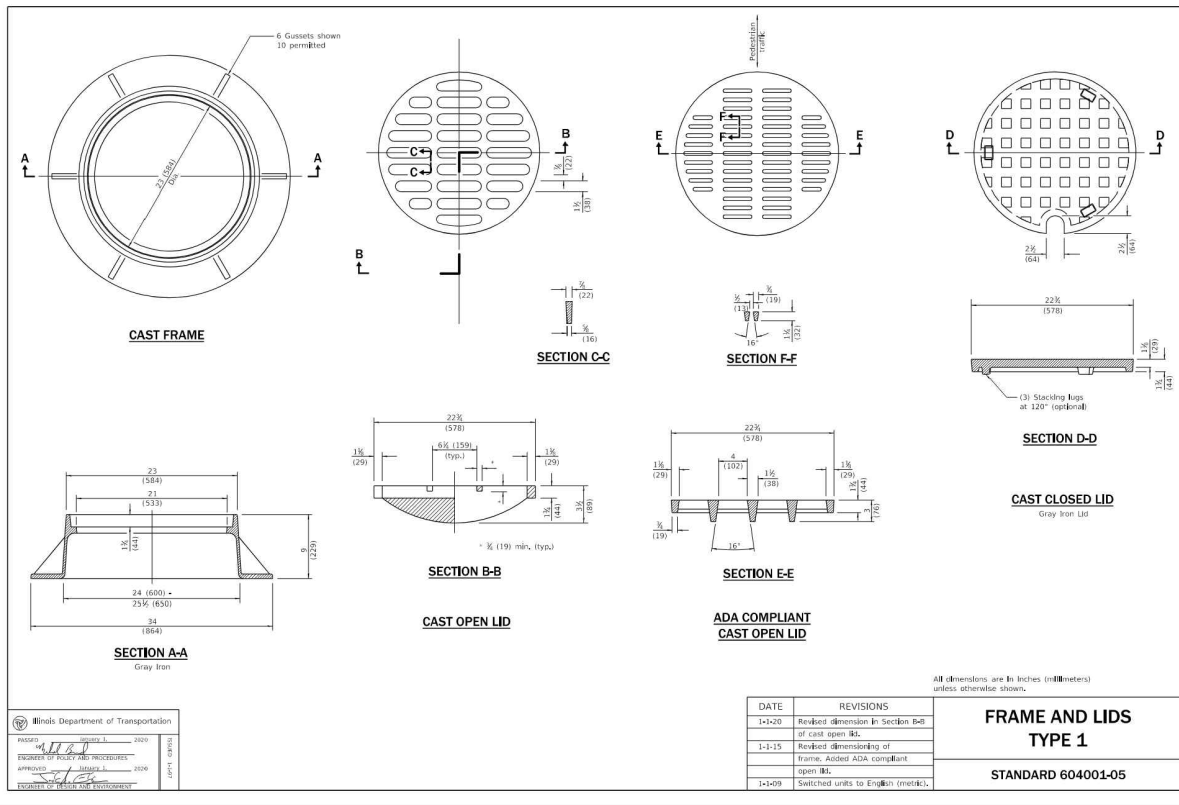
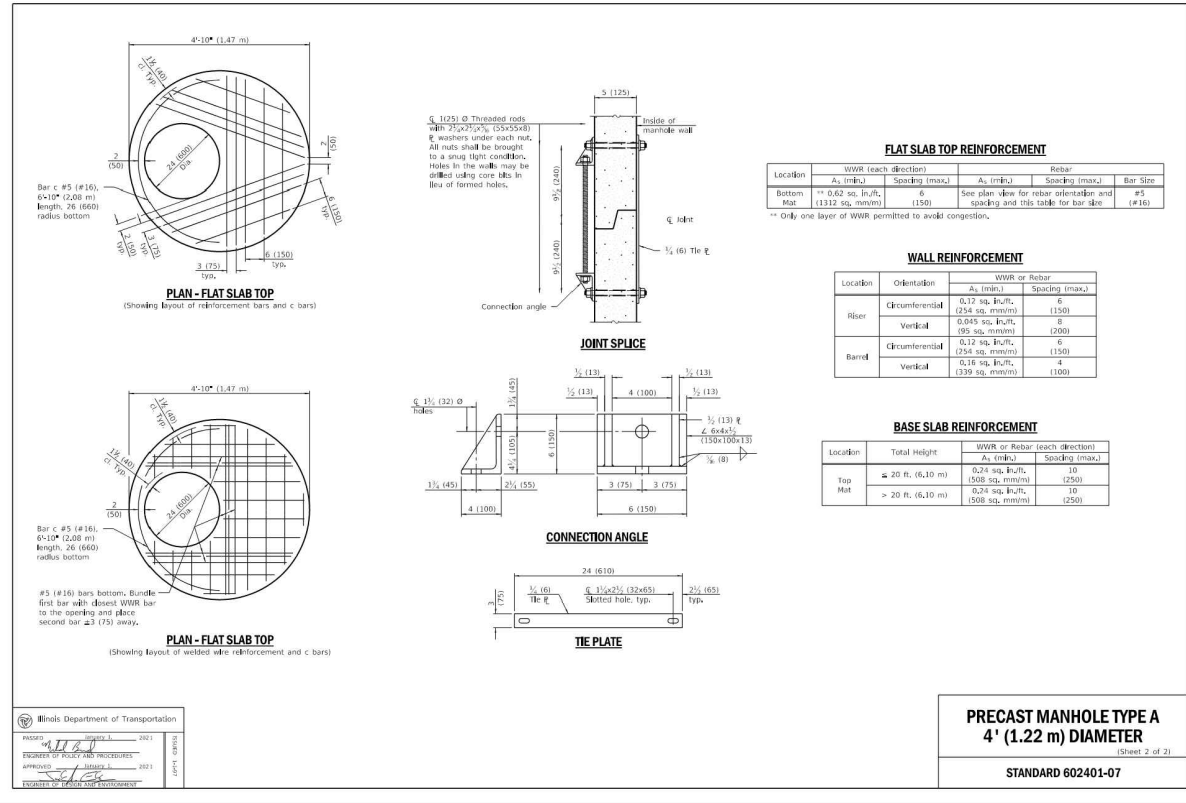
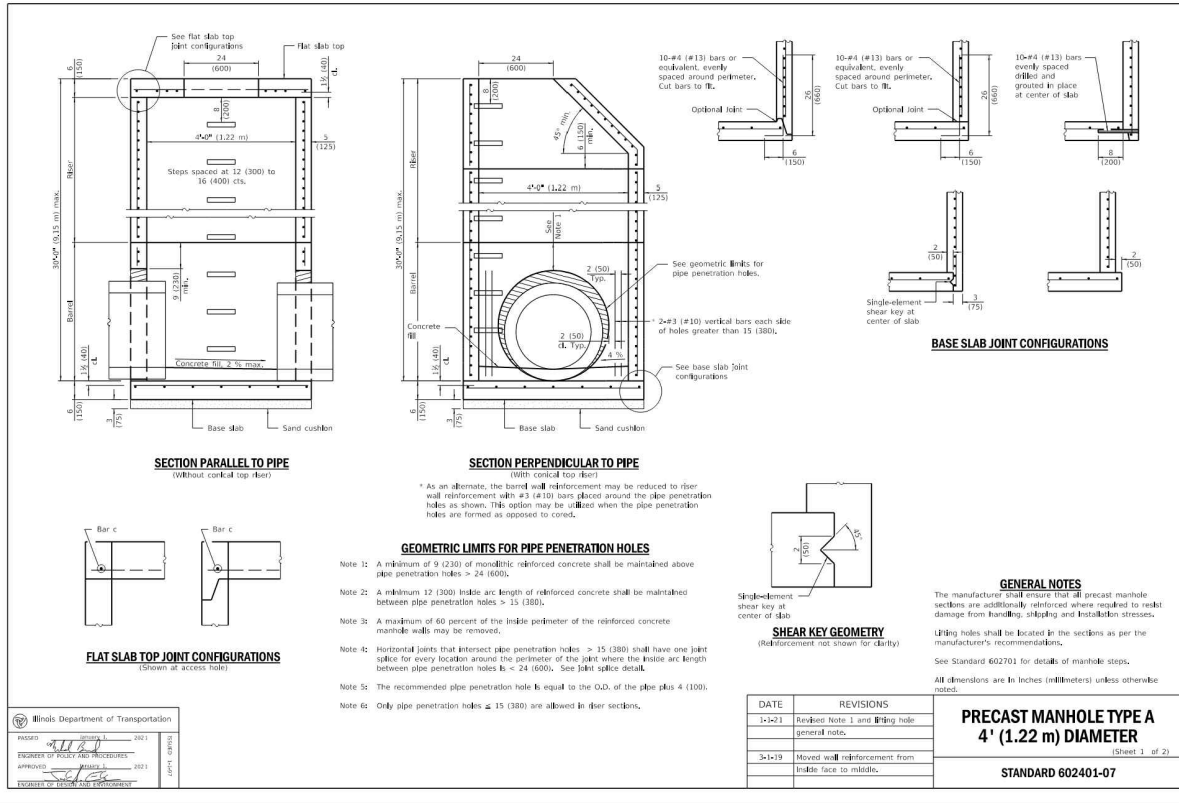
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DATE: 04/18/2025

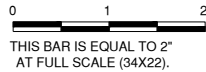
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REVISIONS		
NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

## DRAINAGE AND MISCELLANEOUS DETAILS - 4

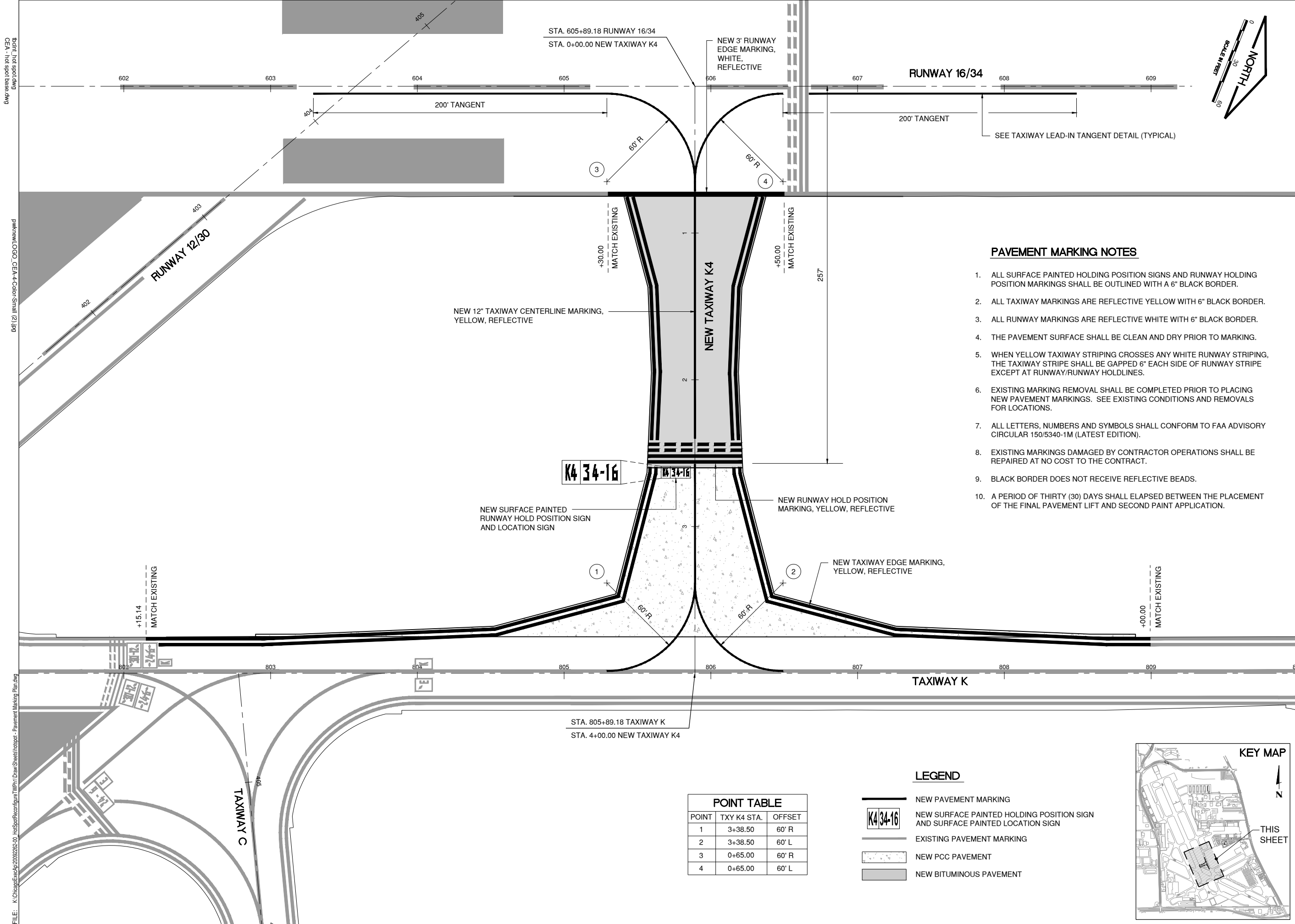


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IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS		
NUMBER	BY	DATE

012

THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

PAVEMENT MARKING NOTES

- ALL SURFACE PAINTED HOLDING POSITION SIGNS AND RUNWAY HOLDING POSITION MARKINGS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
- ALL TAXIWAY MARKINGS ARE REFLECTIVE YELLOW WITH 6" BLACK BORDER.
- ALL RUNWAY MARKINGS ARE REFLECTIVE WHITE WITH 6" BLACK BORDER.
- THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
- WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE GAPPED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT AT RUNWAY/RUNWAY HOLDLINES.
- EXISTING MARKING REMOVAL SHALL BE COMPLETED PRIOR TO PLACING NEW PAVEMENT MARKINGS. SEE EXISTING CONDITIONS AND REMOVALS FOR LOCATIONS.
- ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1M (LATEST EDITION).
- EXISTING MARKINGS DAMAGED BY CONTRACTOR OPERATIONS SHALL BE REPAIRED AT NO COST TO THE CONTRACT.
- BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
- A PERIOD OF THIRTY (30) DAYS SHALL ELAPSED BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

PAVEMENT MARKING PLAN

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DATE: 04/18/2025  
JOB No: 20092262.00

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SHEET 28 OF 41 SHEETS

POINT TABLE		
POINT	TXY K4 STA.	OFFSET
1	3+38.50	60' R
2	3+38.50	60' L
3	0+65.00	60' R
4	0+65.00	60' L

- LEGEND
- K4 34-16

NEW SURFACE PAINTED HOLDING POSITION SIGN AND SURFACE PAINTED LOCATION SIGN

EXISTING PAVEMENT MARKING

NEW PCC PAVEMENT

NEW BITUMINOUS PAVEMENT
- NEW PAVEMENT MARKING

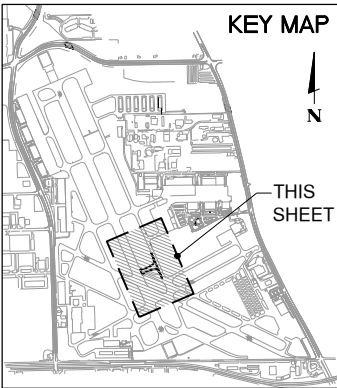
NEW RUNWAY HOLD POSITION MARKING, YELLOW, REFLECTIVE

NEW TAXIWAY EDGE MARKING, YELLOW, REFLECTIVE

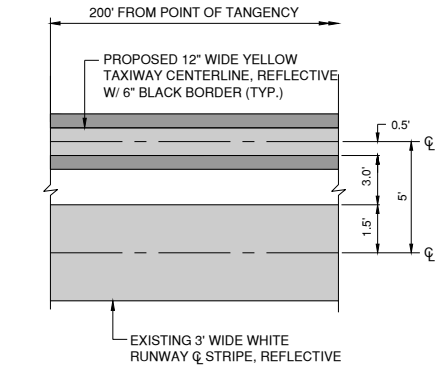
NEW 3" RUNWAY EDGE MARKING, WHITE, REFLECTIVE

NEW 12" TAXIWAY CENTERLINE MARKING, YELLOW, REFLECTIVE

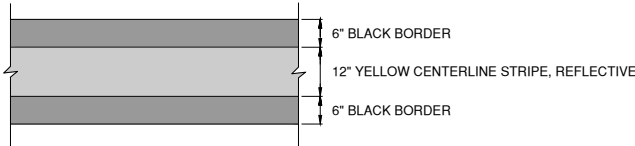
NEW SURFACE PAINTED RUNWAY HOLD POSITION SIGN AND LOCATION SIGN



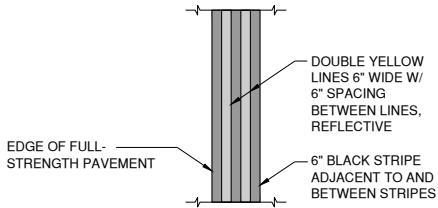




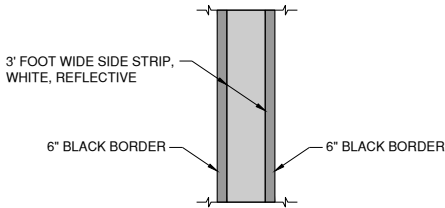
TAXIWAY LEAD-IN TANGENT DETAIL  
NOT TO SCALE



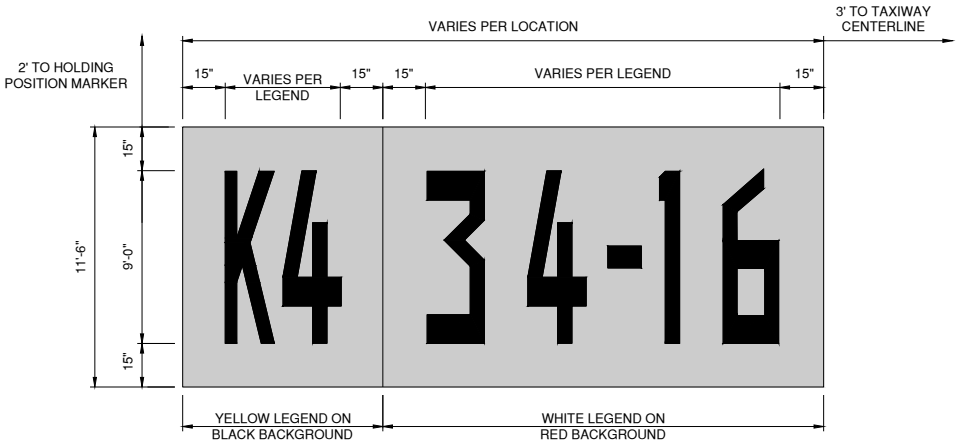
TAXIWAY CENTERLINE DETAIL  
NOT TO SCALE



TAXIWAY  
EDGE MARKINGS  
CONTINUOUS  
NOT TO SCALE

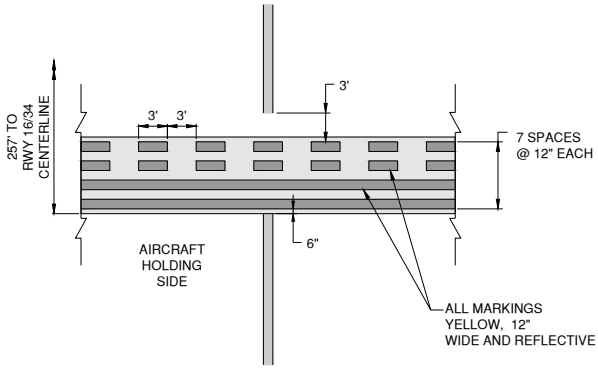


RUNWAY  
EDGE MARKINGS  
CONTINUOUS  
NOT TO SCALE



SURFACE PAINTED HOLDING POSITION SIGN  
NOT TO SCALE

1. ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION.
2. ALL SURFACE PAINTED LOCATION SIGNS SHALL HAVE A BLACK BACKGROUND WITH A YELLOW INSCRIPTION.
3. ALL SURFACE PAINTED SIGNS SHALL BE OUTLINED WITH A 6" BLACK BORDER.
4. LEGENDS SHALL BE AS SHOWN ON THE PAVEMENT MARKING PLAN SHEET.
5. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FIGURES B-1 THROUGH B-5 IN FAA ADVISORY CIRCULAR 150/5340-1M (LATEST EDITION), APPENDIX B.



RUNWAY HOLDING POSITION MARKING  
NOT TO SCALE

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

PAVEMENT MARKING DETAILS

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DESIGN BY: STL

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

DATE: 04/18/2025

JOB No: 20092262.00

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SHEET 29 OF 41 SHEETS

light for spot dwg  
CEA - no spot base.dwg

pkwnew\LOGO\_CEA+Color-Small (2).jpg

FILE: K:\ChicagoExecAp\20092262-00\_1stSpotReconfigure\TWP1\Draw\Sheets\lightspat - Lighting Plan.dwg

## LEGEND

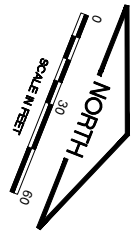
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - QUARTZ
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT - LED
- NEW TAXI GUIDANCE SIGN - LED
- NEW RUNWAY GUARD LIGHTS
- NEW ELECTRICAL HANDHOLE
- NEW IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT - QUARTZ
- NEW 2" SCHEDULE 80 PVC CONDUIT, DIRECT BURY
- NEW 4-WAY CONCRETE ENCASED DUCT
- NEW RGL CIRCUIT IN 2" PVC DUCT, DIRECT BURY
- NEW TAXIWAY K CIRCUIT IN 2" SCHEDULE 80 PVC DUCT, DIRECT BURY
- NEW RUNWAY 16/34 CIRCUIT
- EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING BASE/STAKE MOUNTED/IN-PAVEMENT HIGH INTENSITY RUNWAY LIGHT
- EXISTING ELECTRIC/STORM/SANITARY MANHOLE/WATER VALVE VAULT
- EXISTING ELECTRIC HANDHOLE
- EXISTING AIRFIELD GUIDANCE SIGN

## ELECTRICAL PLAN KEYED NOTES

- CONNECT NEW CONDUIT TO EXISTING TAXI GUIDANCE SIGN AND CONNECT NEW CABLE TO EXISTING CABLE
  - CONNECT NEW CONDUIT TO EXISTING BASE MOUNTED LIGHT AND CONNECT NEW CABLE TO EXISTING CABLE
  - CONNECT NEW CONDUIT TO EXISTING RGL CAN AND CONNECT NEW CABLE TO EXISTING CABLE
  - CONNECT NEW CONDUIT TO EXISTING ELECTRICAL MANHOLE AND CONNECT NEW CABLE TO EXISTING CABLE
- (A) NEW 2" PVC DUCT, DIRECT BURY WITH 1-1/C #8 5KV UG CABLE (RUNWAY 16/34 CIRCUIT)  
(B) NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (TAXIWAY K4 CIRCUIT)  
(C) NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (TAXIWAY K4 CIRCUIT)  
(D) NEW 2" PVC DUCT, DIRECT BURY WITH 1/C #8 5KV UG CABLE (RGL CIRCUIT)  
(E) NEW 2" PVC DUCT, DIRECT BURY WITH 2-1/C #8 5KV UG CABLE (RUNWAY 16/34 CIRCUIT)

## LIGHTING LAYOUT NOTES

- ALL NEW LIGHTS SHALL BE OFFSET 10' FROM TAXIWAY EDGE OF PAVEMENT AND 13' FROM RUNWAY EDGE OF PAVEMENT.
- SEE ELECTRICAL DETAILS - SHEET 1 FOR GENERAL ELECTRICAL INSTALLATION NOTES.
- THE CONTRACTOR SHALL NOTIFY THE FAA FIVE (5) WORKING DAYS PRIOR TO PERFORMING CABLE TRENCH. THIS WORK SHALL BE PAID FOR AS ONE (1) EXPLORATORY EXCAVATION.



IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## LIGHTING AND ELECTRICAL PLAN

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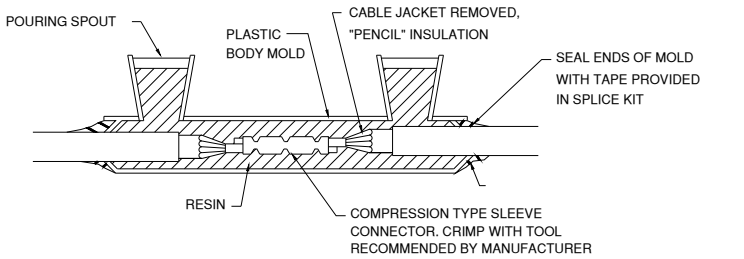
**CHICAGO EXECUTIVE AIRPORT**

DESIGN BY: STL  
DRAWN BY: JRO  
CHECKED BY: STL  
APPROVED BY: DKP  
DATE: 04/18/2025  
JOB No: 20092262.00

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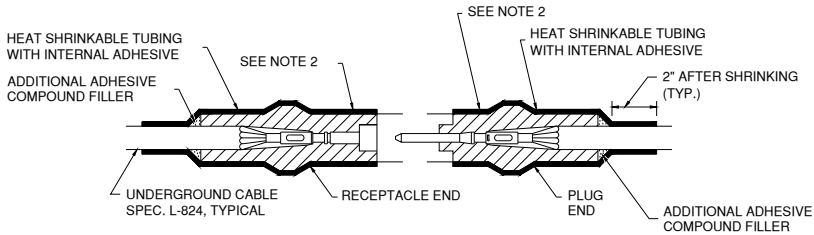
SHEET 30 OF 41 SHEETS





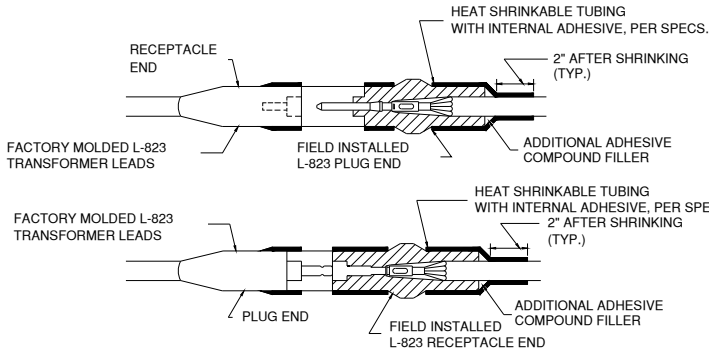
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY



TYPE B - CABLE SPLICE

NOT TO SCALE  
FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT



TYPE C AND D - CABLE SPLICE

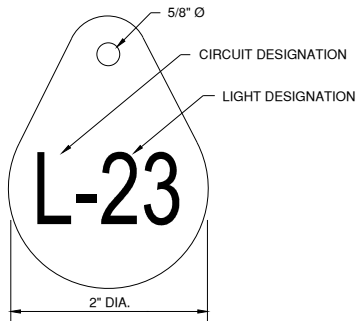
NOT TO SCALE  
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS

SPLICE NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
- THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.

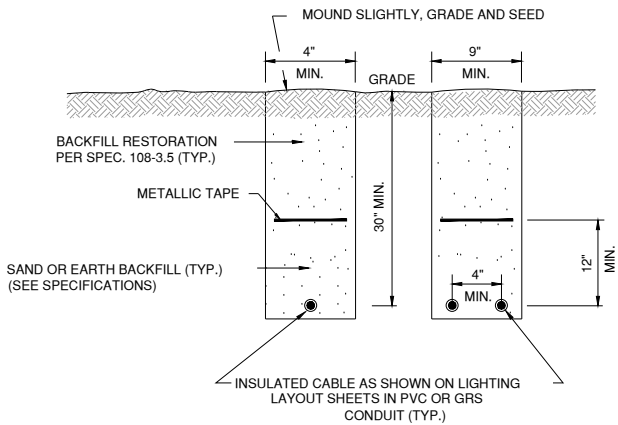
NOTES

- INSTALL A NON-CORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

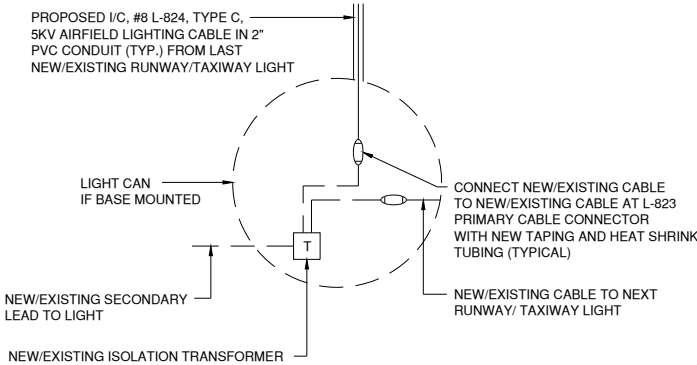


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

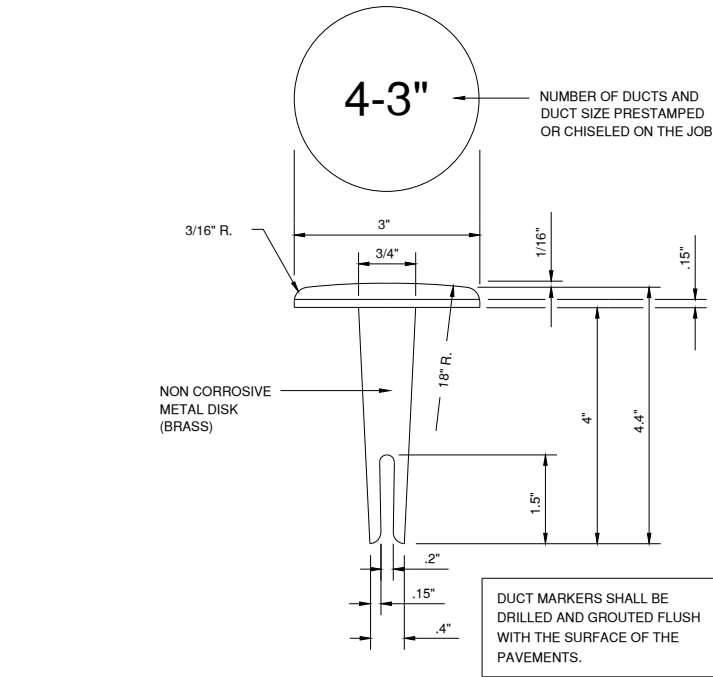
NOTES

- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.



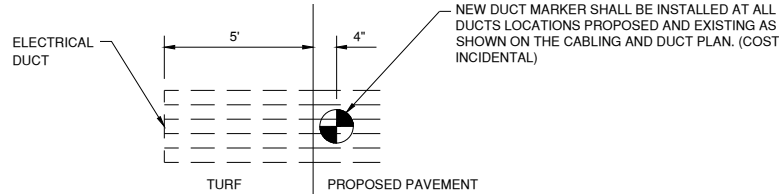
RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



DUCT MARKER DETAIL

NOT TO SCALE



GENERAL ELECTRICAL INSTALLATION NOTES

- CONCRETE BASES FOR BASE MOUNTED LIGHTS, SIGNS AND SPLICE CANS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (ITEM 610).
- TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C #8 5 KV, L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR AND BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.
- ALL SIGNS, LIGHTS AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT EXECUTIVE DIRECTOR, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE.
- ALL RUNWAY/TAXIWAY EDGE LIGHTS SHALL HAVE 2" DIAMETER COLUMN AND FRANGIBLE COUPLINGS, UNLESS OTHERWISE NOTED.
- INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.
- INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED, AT NO ADDITIONAL COST.
- DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- CONDUIT CONNECTIONS TO EXISTING BASE MOUNTED LIGHTS, TAXI GUIDANCE SIGNS OR CONDUIT SHALL BE CONSIDERED INCIDENTAL TO THE NEW CONDUIT INSTALLATION.
- REMOVAL AND DISPOSAL OF EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED.
- CORING INTO EXISTING LIGHT AND SIGN CANS AND CONNECTING NEW CONDUIT TO THE EXISTING LIGHT AND SIGN CANS SHALL BE CONSIDERED INCIDENTAL TO THE CONDUIT INSTALLATION. AT THE CONTRACTOR'S OPTION, HE MAY REPLACE THE SIGN OR LIGHT BASE WITH A NEW UNIT WITH THE PROPER NUMBER OF CONDUIT OPENINGS IN LIEU OF CORING, AT NO ADDITIONAL COST TO THE CONTRACT.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE

0 1 2  
THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

ELECTRICAL DETAILS - 1

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CHECKED BY: DKP

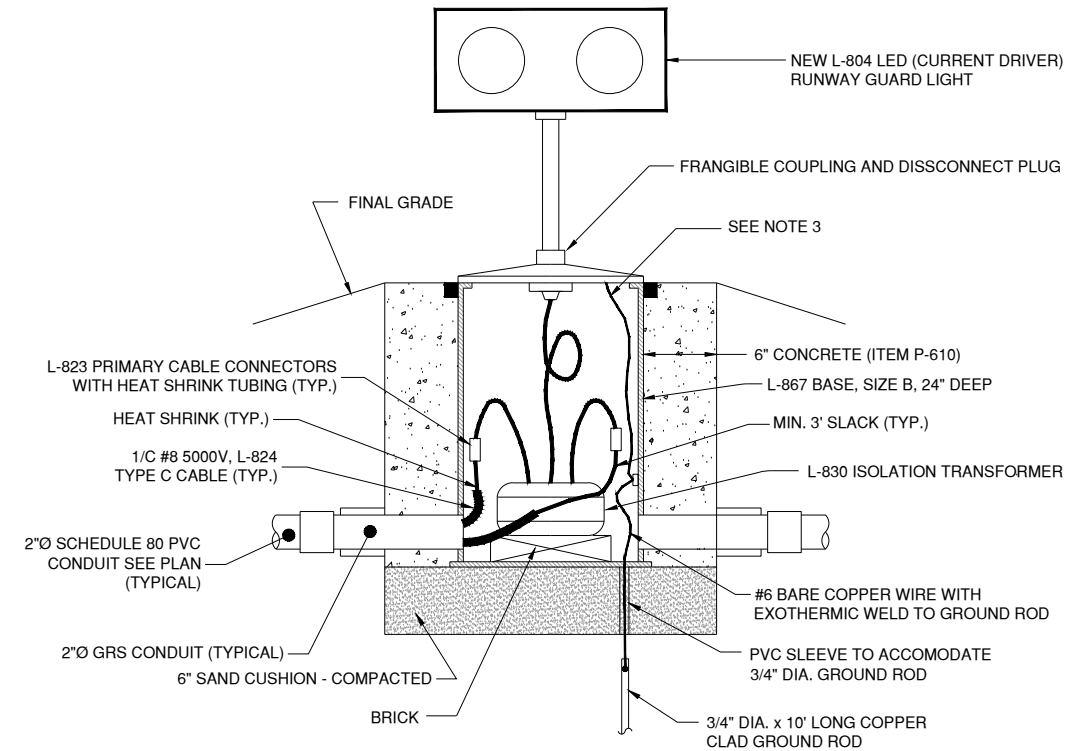
APPROVED BY: DKP

DATE: 04/18/2025

JOB No: 20092262.00

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SHEET 31 OF 41 SHEETS

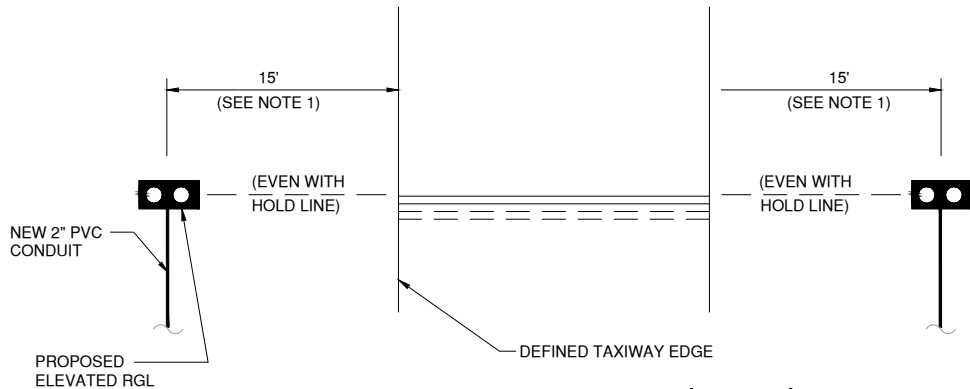


INSTALLATION OF ELEVATED RGL (TYPICAL)

NOT TO SCALE

NOTES

- ALL BOLTS SHALL BE TREATED WITH APPROVED ANTI-SEIZING COMPOUND.
- BARE COPPER GROUND WIRE AND GROUND ROD TO BE INCIDENTAL TO LIGHT PAY ITEM.
- ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 4' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.
- L-830 ISOLATION TRANSFORMERS SHALL BE SIZED PER ELEVATED LED RGL MANUFACTURER REQUIREMENTS. FURNISH, INSTALL AND PROGRAM REMOTE MONITORING DEVICES FOR UN-MONITORED ELEVATED RGL SYSTEM.



ELEVATED RGL LAYOUT DETAIL (TYPICAL)

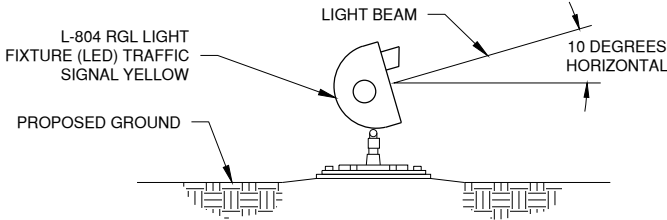
NOT TO SCALE

NOTES

- DISTANCE FROM TAXIWAY EDGE MAY BE INCREASED UP TO A MAXIMUM OF 17' AND A MINIMUM OF 12'. KEEP BOTH FIXTURES AT SAME DISTANCE FROM TAXIWAY PAVEMENT.

DUCT BANK DETAIL NOTES

- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
- DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL P.C.C. CONCRETE.
- LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
- DUCT BANKS SHALL EXTEND A MINIMUM OF 5' BEYOND THE NEW EDGE OF PAVEMENT.
- INSTALL SPLIT DUCT AROUND ALL EXISTING CABLES TO REMAIN. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE DUCT BANK TRENCH BELOW PAVEMENT SHALL BE BACKFILLED WITH CA-6 AGGREGATE IN ACCORDANCE WITH ITEM 701-3.5 (COST INCIDENTAL TO THE DUCT PAY ITEM).



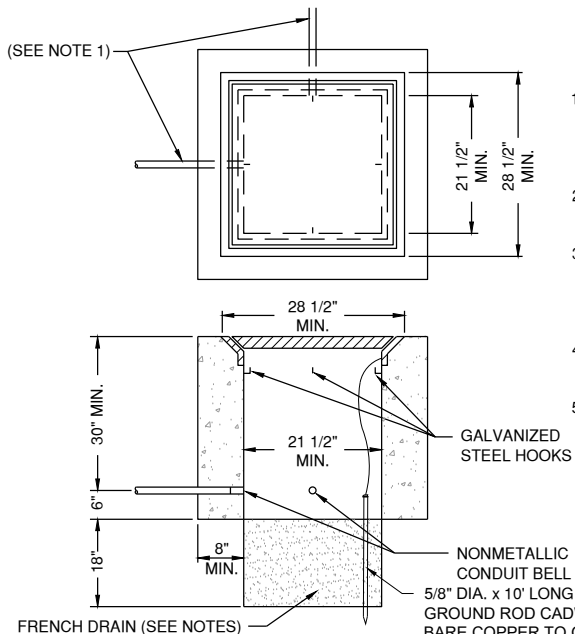
L-804 RUNWAY GUARD LIGHT HORIZONTAL AIMING DETAIL

NOT TO SCALE

RUNWAY GUARD LIGHT AIMING SCHEDULE			
TAXIWAY	L	Δ A R	Δ B
K4	7.1°	7.1°	10°

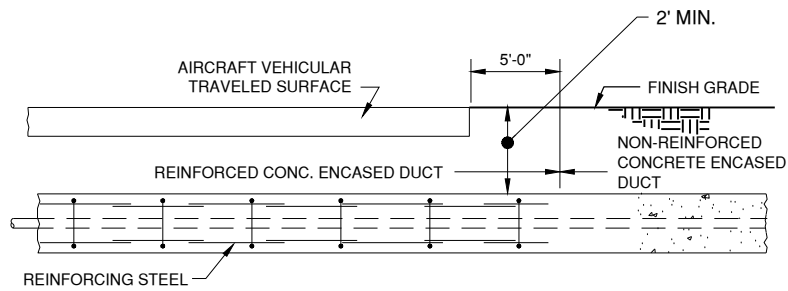
NOTES

- CONTRACTOR SHALL AIM THE RGL UNITS 10 DEGREES UPWARD PER MANUFACTURER'S INSTRUCTIONS.
- ELEVATED RGL SHALL BE PLACED IN LINE WITH THE RUNWAY HOLD LINE, AND AT A 15' OFFSET FROM THE EDGE OF THE TAXIWAY TO THE CENTER OF THE RGL FIXTURE.
- Δ A IS THE ANGLE THE UNIT SHOULD BE AIMED TOWARDS THE TAXIWAY CENTERLINE AND IS SYMMETRICAL ABOUT THE TAXIWAY CENTERLINE. MINOR ADJUSTMENTS MAY BE MADE DEPENDING ON THE FIELD CONDITIONS, AS DIRECTED BY THE RESIDENT ENGINEER.
- Δ B IS THE ANGLE THE UNIT SHOULD BE AIMED UPWARD FROM THE HORIZONTAL AND IS THE SAME FOR EACH UNIT IN EVERY PAIR OF RGL'S.

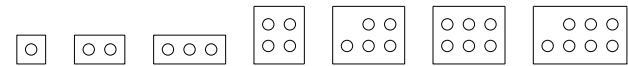


CONCRETE ELECTRICAL HANDHOLE DETAIL - IDOT STANDARD NO. 814001

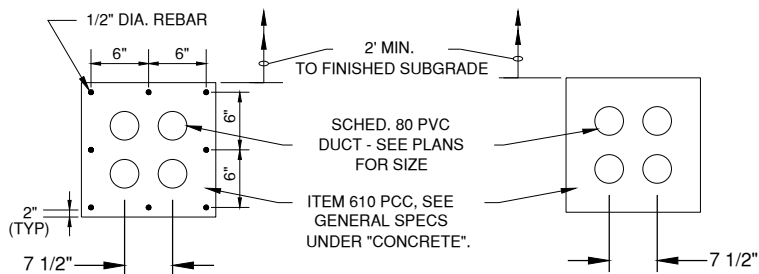
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REINFORCED DUCT INSTALLATION



TYPICAL DUCT BANK CONFIGURATIONS

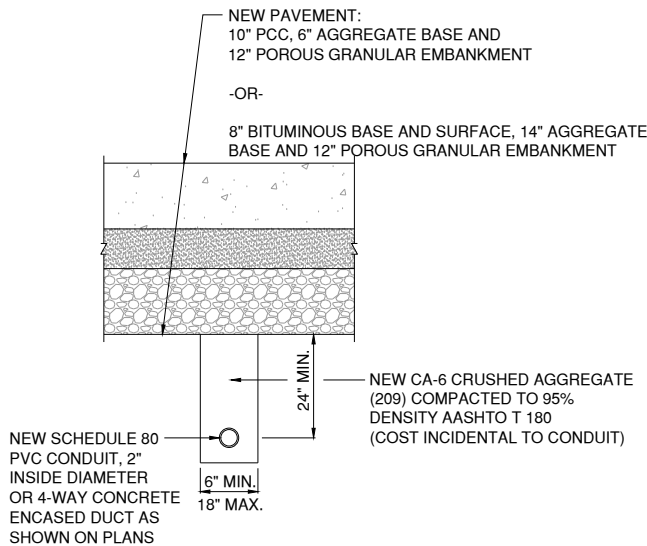


CONCRETE ENCASED DUCT DETAILS (4-WAY SHOWN)

NOT TO SCALE

NOTES

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



PVC CONDUIT/CONCRTE ENCASED DUCT UNDER PAVEMENT DETAIL

NOT TO SCALE

NOTES

- NEW CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE OR ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

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NUMBER	BY	DATE

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AT FULL SCALE (34X22).

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

ELECTRICAL DETAILS - 2

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DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

DATE: 04/18/2025

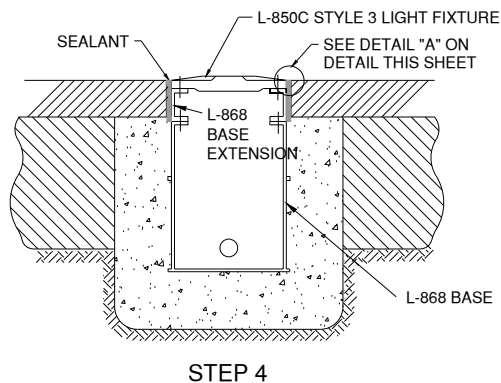
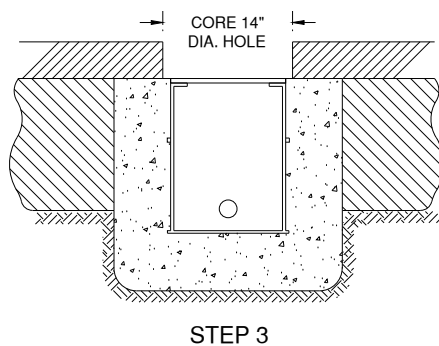
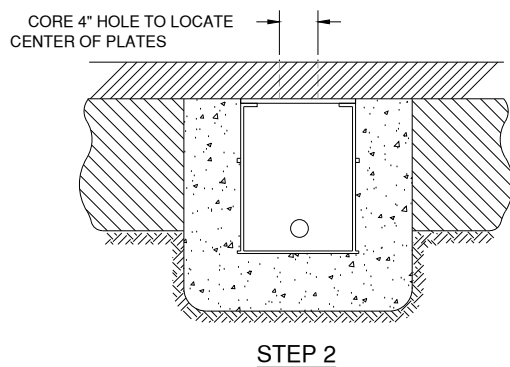
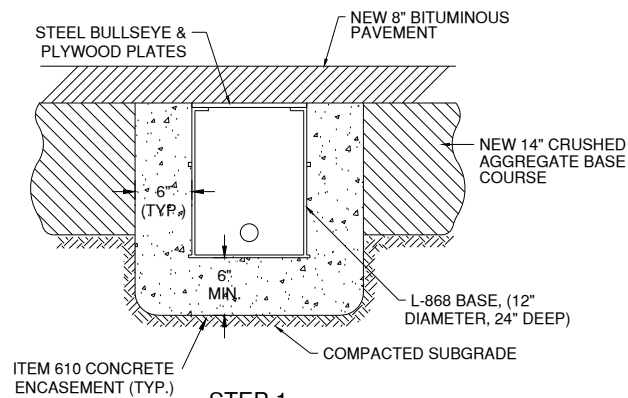
JOB No: 20092262.00

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SHEET 32 OF 41 SHEETS

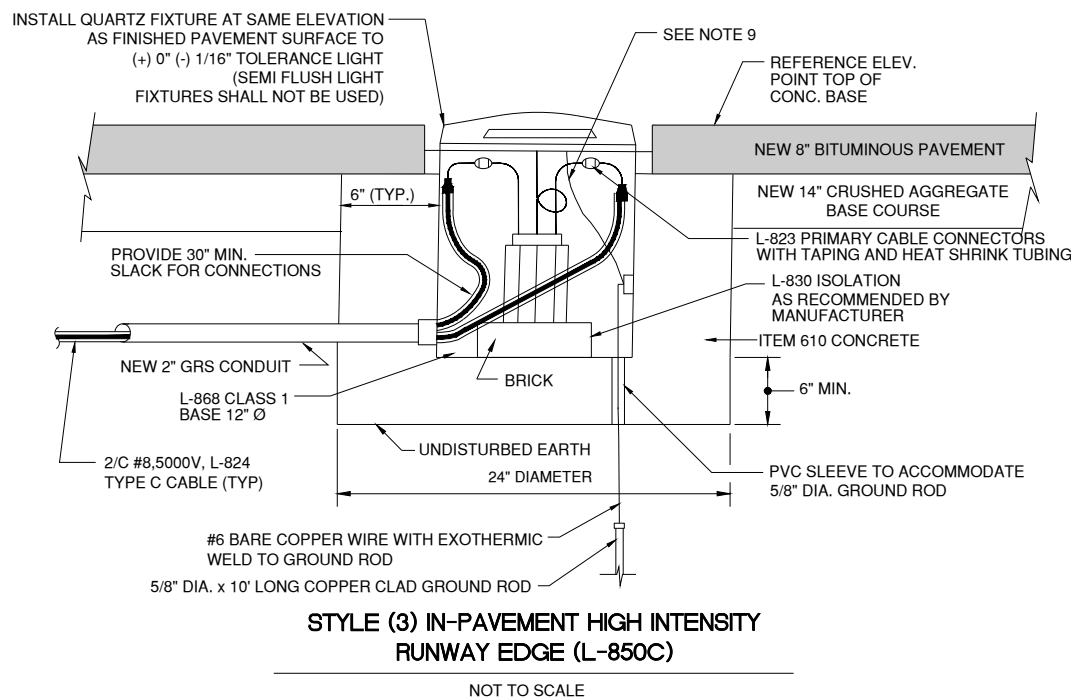
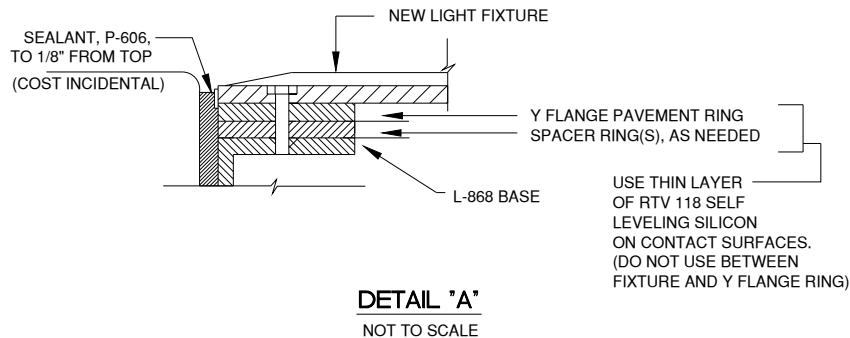






## IN-PAVEMENT RUNWAY EDGE LIGHT INSTALLATION IN BITUMINOUS PAVEMENT

NOT TO SCALE



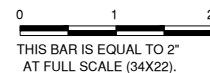
## INSTALLATION NOTES

1. EXCAVATE TO PROPER DEPTH TO ALLOW 6" CONCRETE ENCASEMENT UNDER NEW BASES. CLEAN CUT EDGES AND COMPACT BOTTOM OF EXCAVATION.
2. ALL LIGHT BASES SHALL BE PROPERLY POSITIONED AND ALIGNED AND THE CONDUIT CONNECTING THE BASES PROPERLY SECURED IN PLACE BEFORE POURING CONCRETE. CONCRETE DEPTH TO BE 6" MIN. BELOW LIGHT BASE, 6" MIN. BELOW CONDUIT.
3. AFTER BITUMINOUS PAVEMENT IS CONSTRUCTED, CORE 4" DIAMETER PILOT HOLE TO LOCATE THE CENTER OF THE BULLSEYE PLATE. CORE 14" DIAMETER HOLE (LEAVING 1/2" - 1" ANNULAR SPACE BETWEEN BASE CAN AND SURROUNDING PAVEMENT), CENTERED ON THE FIXTURE BASE. REMOVE THE COVER PLATE, ADD EXTENSION AND RINGS AS REQUIRED, AND INSTALL LIGHT ASSEMBLY.
4. AFTER FIXTURE INSTALLATION, FILL THE ANNULAR SPACE BETWEEN THE FIXTURE BASE AND SURROUNDING PAVEMENT WITH P-606 SEALANT TO THE TOP OF THE PAVEMENT RING. GROUT MAY BE USED TO SEAL BOTTOM OF ANNULAR SPACE PRIOR PLACING SEALANT IF REQUIRED, AS APPROVED BY RESIDENT ENGINEER.
5. THE EDGE OF THE LIGHT FIXTURE FLANGE SHALL MATCH THE ELEVATION OF THE FINISHED PAVEMENT SURFACE TO (+) 0" (-) 1/16" TOLERANCE. THE TOTAL THICKNESS OF THE SPACER/FLANGE RINGS SHALL BE NO LARGER THAN 3/4" MAX. NO MORE THAN 3 RINGS SHALL BE USED.
6. USE ONLY STAINLESS STEEL BOLTS INTENDED FOR LIGHT FIXTURE INSTALLATION. USE INDUSTRY STANDARD ANTI-SEIZE COMPOUND (GREASE) IN PLACE OF LOCK WASHERS AND TORQUE PER MANUFACTURERS INSTRUCTIONS.
7. INSTALL NEW FIXTURE AND ISOLATION TRANSFORMER, AND CONNECT TO NEW CABLE AS SHOWN.
8. ALL CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATION.
9. ATTACH A #6 AWG STRANDED COPPER 600V WIRE WITH GREEN XHHW INSULATION FROM THE LIGHT FIXTURE TO THE INTERNAL GROUND LUG. PROVIDE 4' OF SLACK TO ALLOW FOR LIGHT REMOVAL FOR ROUTINE MAINTENANCE.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

## REVISIONS

NUMBER	BY	DATE

CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

## ELECTRICAL DETAILS - 4

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CHICAGO EXECUTIVE AIRPORT

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DRAWN BY:	JRC
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CHECKED BY: DKF

APPROVED BY: DKF

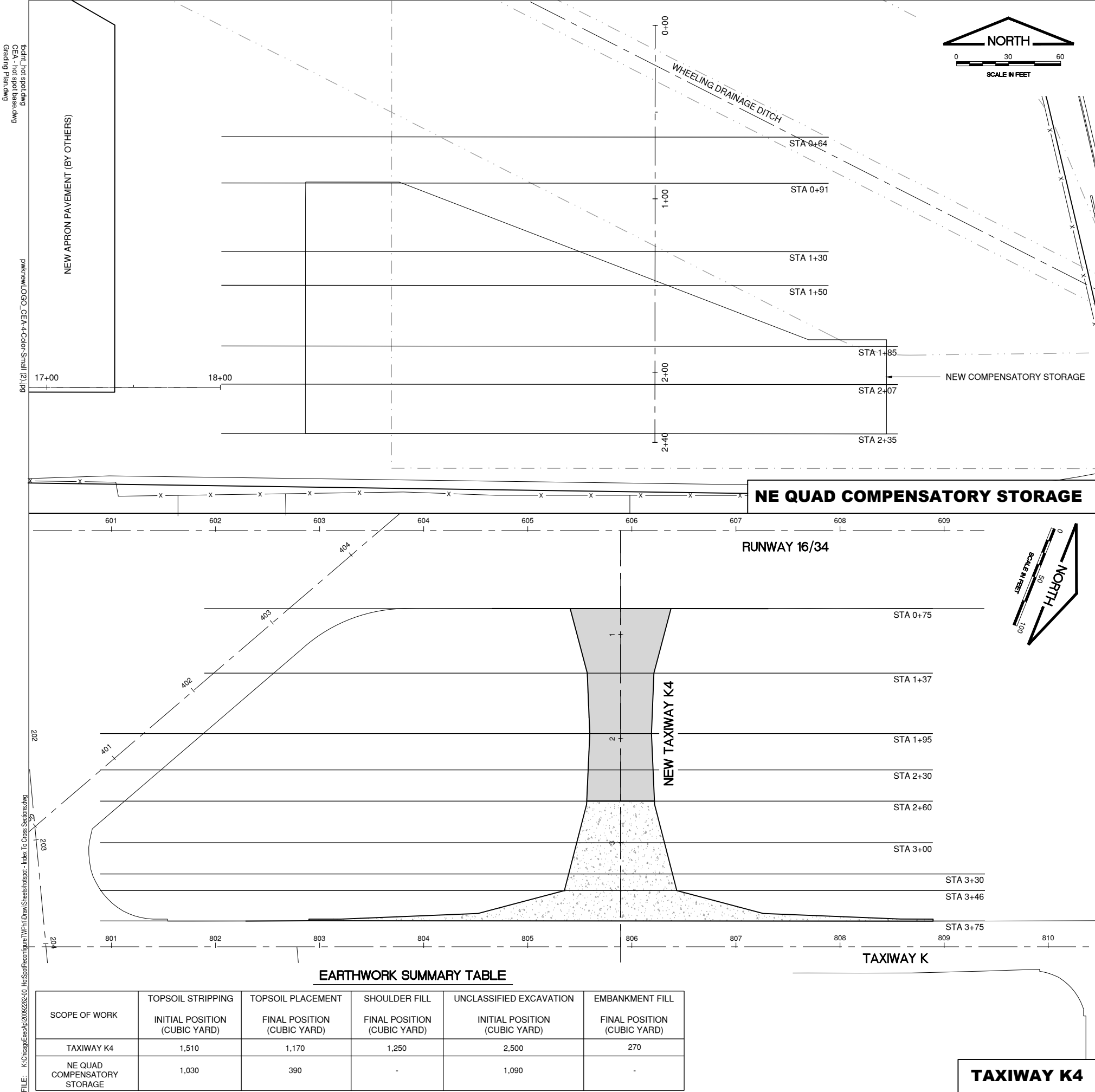
DATE: 04/18/2025

JOB No:	20092262.00
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SHEET 34 OF 41 SHEETS





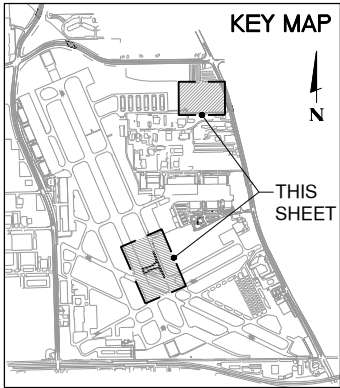


GENERAL EARTHWORK NOTES:

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AREAS.
- THE CONTRACTOR SHALL ENSURE THAT 4 INCHES OF TOPSOIL CAN BE SPREAD OVER THE LIMITS OF THE GRADED AREA. IN SOME CASES, CONTRACTOR MAY BE REQUIRED TO OVER-EXCAVATE TO PROVIDE THE REQUIRED 4-INCH TOPSOIL LAYER. THE EARTHWORK QUANTITIES SHOWN INCLUDE THE REQUIRED OVER-EXCAVATION AND ARE SHOWN IN THE CROSS SECTIONS.
- TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL.
- ANY EXCESS MATERIAL INCLUDING CLAY, UNSUITABLE MATERIAL, UNCLASSIFIED EXCAVATION AND TOPSOIL SHALL BE STOCKPILED ON AIRPORT PROPERTY AS DIRECTED BY THE RESIDENT ENGINEER EXCEPT EXCESS TOPSOIL FROM NE QUAD COMPENSATORY STORAGE. ALL EXCESS TOPSOIL FROM NE QUAD COMPENSATORY STORAGE SHALL BE HAULED OFFSITE.
- ALL CCDD AND ENVIRONMENTAL TESTING AND ANY TESTING AND HANDLING REQUIREMENT BY THE CONTRACTOR AND/OR CONTRACTOR'S DISPOSAL FACILITY(S) FOR ALL HAULED OFF MATERIALS, SHALL BE COMPLETED BY THE CONTRACTOR AND AT THE CONTRACTORS EXPENSE. ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 IS ATTACHED IN THE SPECIAL PROVISIONS.
- ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 SHOWS THAT AT TAXIWAY K4 LOCATION, THE SOILS THAT ARE 2' BELOW EXISTING GROUND DO NOT MEET CCDD COMPLIANCE. THIS MATERIAL SHALL NOT BE HAULED OFF SITE. THE CONTRACTOR SHALL USE EXCAVATED TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION WITHIN 2' BELOW EXISTING GROUND FOR TOPSOIL PLACEMENT AND SHOULDER FILL WITHIN PROJECT GRADING LIMITS. THE PLACEMENT AND COMPACTION OF TOPSOIL AND SHOULDER FILL ARE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION PAY ITEM.
- ENVIRONMENTAL REPORT DATED REVISED MARCH 20, 2025 SHOWS THAT AT NE QUAD COMPENSATORY LOCATION, THE TOPSOIL THAT IS 1' BELOW EXISTING GROUND MEETS CCDD COMPLIANCE. THIS MATERIAL SHALL BE HAULED OFF SITE. THE CONTRACTOR SHALL STOCKPILE EXCESS CLAY MATERIAL ON AIRPORT PROPERTY AS DIRECTED BY THE RESIDENT ENGINEER. THE HAULING, PLACEMENT AND COMPACTION OF EXCESS CLAY ARE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION PAY ITEM.
- EARTH STORM SEWER SPOILS AND INFILTRATION TRENCH EXCAVATION SPOILS CAN BE USED AS EMBANKMENT FILL AND SHOULDER FILL AND COMPACT TO GRADE. THE PLACEMENT AND COMPACTION OF EARTH STORM SEWER SPOILS AND INFILTRATION TRENCH EXCAVATION SPOILS SHALL BE CONSIDERED INCIDENTAL.

LEGEND

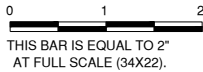
-  NEW BITUMINOUS PAVEMENT
-  NEW PCC PAVEMENT



IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

INDEX TO CROSS SECTIONS

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**CHICAGO** EXECUTIVE AIRPORT

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CHECKED BY: STL

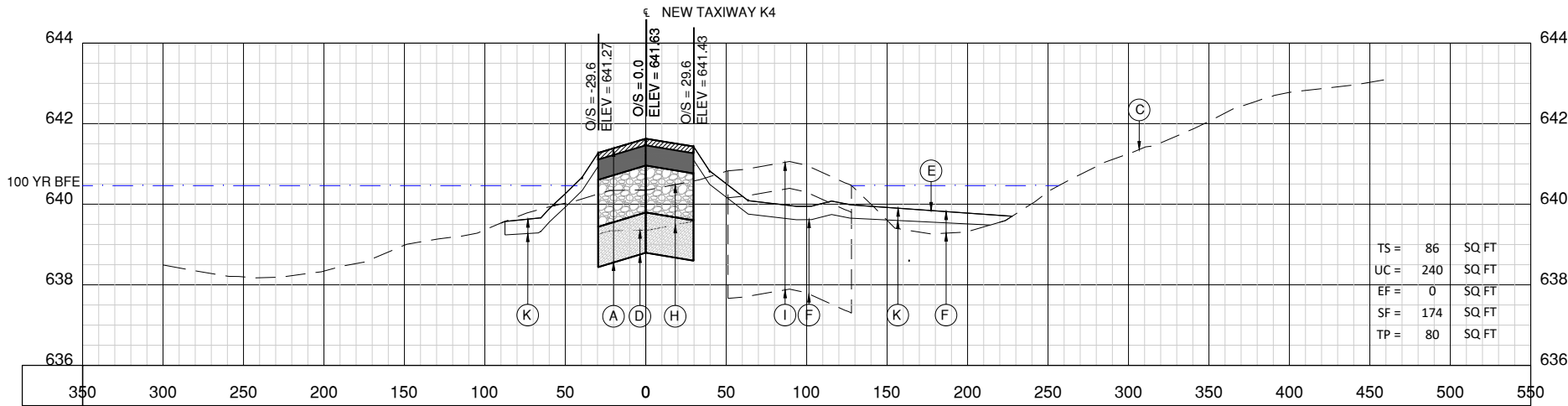
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DATE: 04/18/2025

JOB No: 20092262.00

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SHEET 35 OF 41 SHEETS



#### NOTES

- SEE GRADING PLAN FOR ELEVATIONS.
- EXISTING AND NEW UTILITIES ARE NOT SHOWN FOR CLARITY. SEE EXISTING CONDITIONS AND REMOVALS FOR APPROXIMATE UTILITY LOCATIONS.
- NO FILL SHALL BE ALLOWED BELOW BFE UNLESS AT LOCATIONS AS SHOWN ON THE PLANS.
- ELEVATIONS SHOWN ARE NGVD 29.
- NOT SHOWN ON CROSS SECTIONS, CRUSHED AGGREGATE BASE SHALL EXTEND 1' BEYOND HMA/PCC PAVEMENT EDGE AND POROUS GRANULAR EMBANKMENT SHALL EXTEND 2' BEYOND HMA/PCC PAVEMENT EDGE.

#### LEGEND

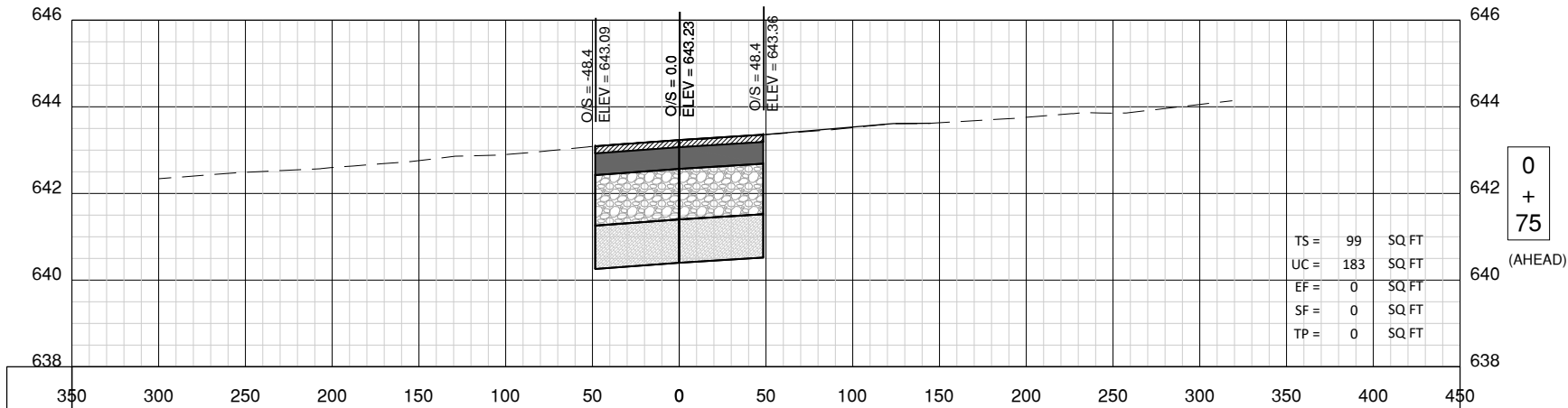
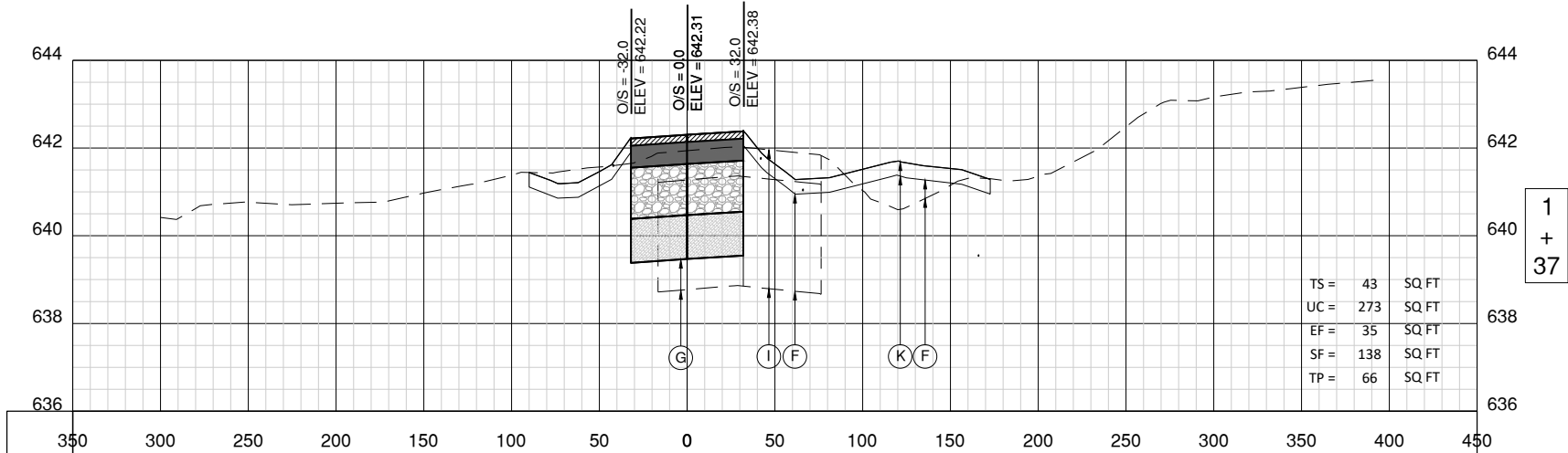
- (A) NEW 8" HMA PAVEMENT (401, 403)  
NEW 14" CRUSHED AGGREGATE BASE COURSE (209)  
NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (B) NEW 10" PCC PAVEMENT (501)  
NEW 6" CRUSHED AGGREGATE BASE COURSE (209)  
NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (C) EXISTING GROUND LINE
- (D) UNCLASSIFIED EXCAVATION (UC) (152)
- (E) NEW GROUND LINE
- (F) NEW SHOULDER FILL (SF) (152)
- (G) NEW EMBANKMENT FILL (EF) (152)
- (H) AVERAGE 12" TOPSOIL STRIPPING (TS) (152)
- (I) EXISTING HMA PAVEMENT TO BE REMOVED  
8" HMA PAVEMENT (401)  
18" CRUSHED AGGREGATE BASE COURSE (PAID AS AR152410, UNCLASSIFIED EXCAVATION)  
12" POROUS GRANULAR EMBANKMENT (PAID AS AR152410, UNCLASSIFIED EXCAVATION)
- (J) EXISTING PCC PAVEMENT TO BE REMOVED  
10" PCC PAVEMENT (501)  
6" CRUSHED AGGREGATE BASE COURSE (PAID AS AR152410, UNCLASSIFIED EXCAVATION)  
12" POROUS GRANULAR EMBANKMENT (PAID AS AR152410, UNCLASSIFIED EXCAVATION)
- (K) TOPSOIL PLACEMENT (TP) (905)

100-YR BASE FLOOD ELEVATION 640.46 (NGVD 29)

10-YR BASE FLOOD ELEVATION 638.26 (NGVD 29)

EXISTING GROUND PER SURVEY  
(NGVD 29)  
EXISTING PAVEMENT  
STRUCTURE TO BE REMOVED

PROPOSED GROUND

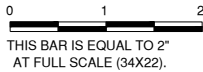


TAXIWAY E

IL CONTRACT: **PA067**  
IL LETTING ITEM: **05A**  
IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CROSS SECTIONS - 1

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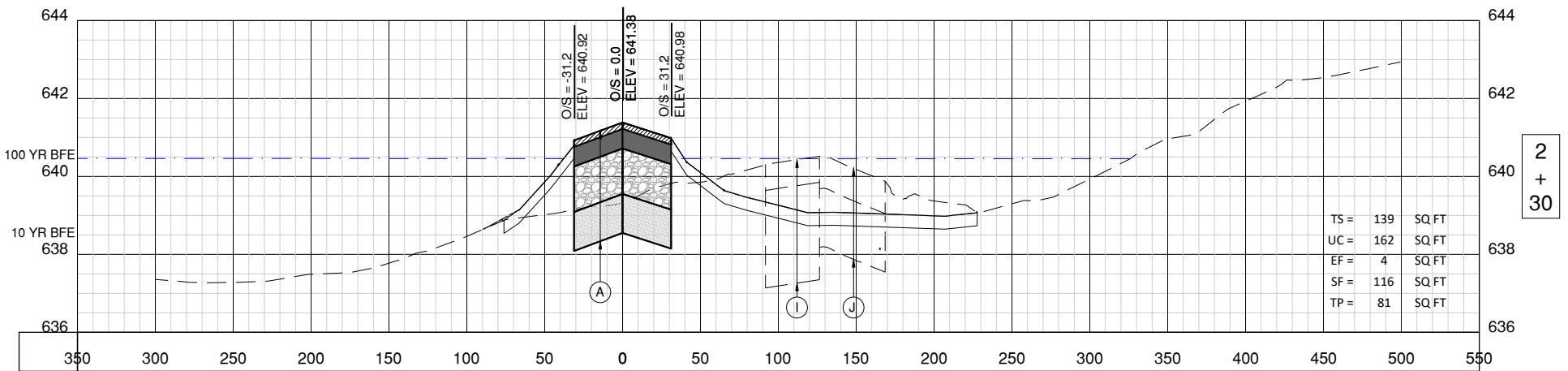
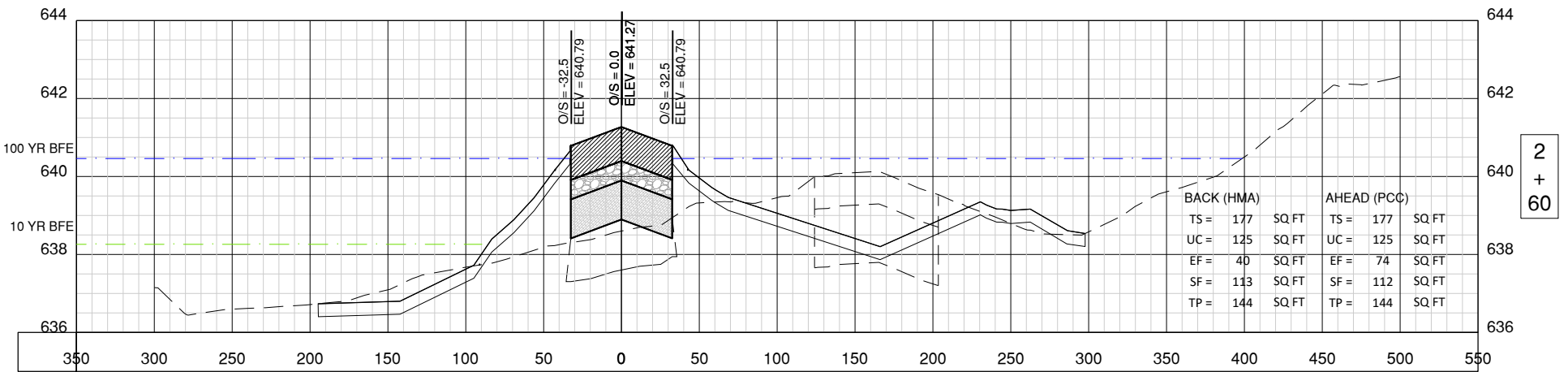
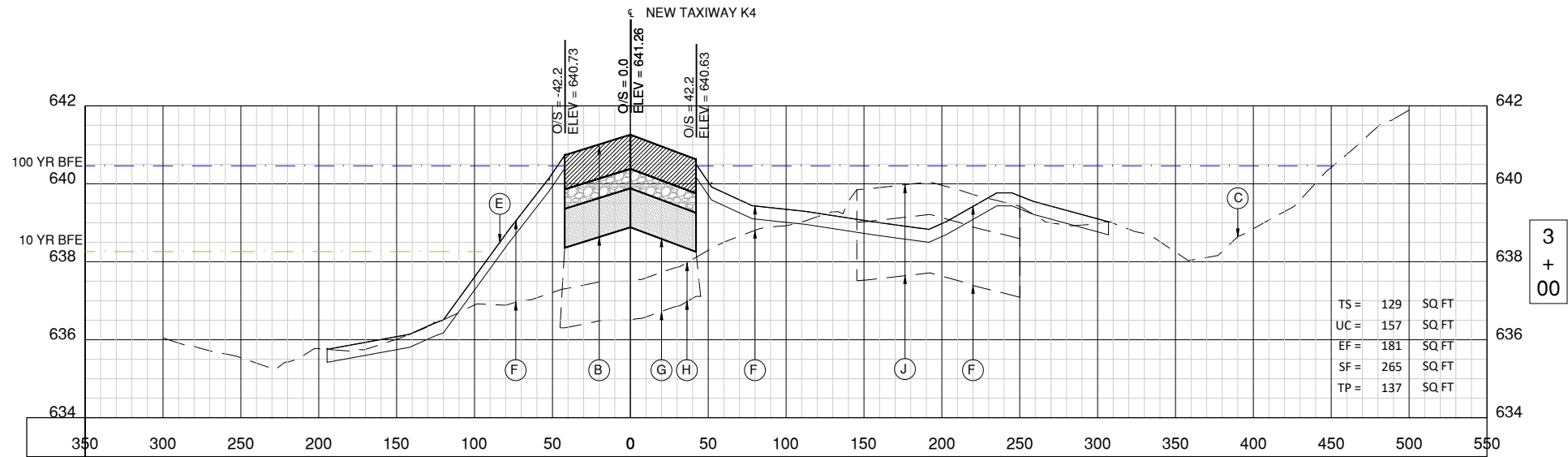
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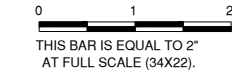


SEE CROSS SECTIONS - 1 FOR  
NOTES AND LEGEND

TAXIWAY E

IL. CONTRACT: **PA067**  
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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

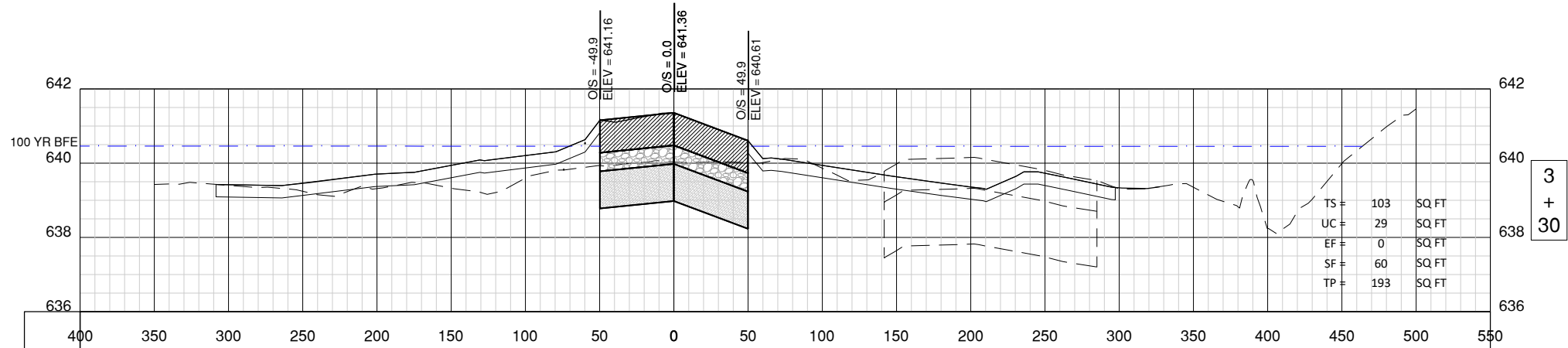
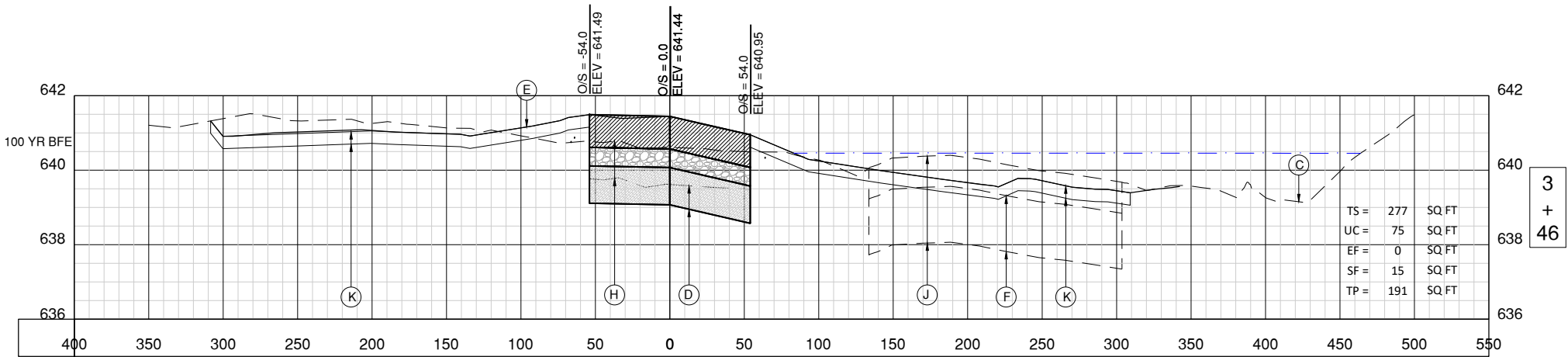
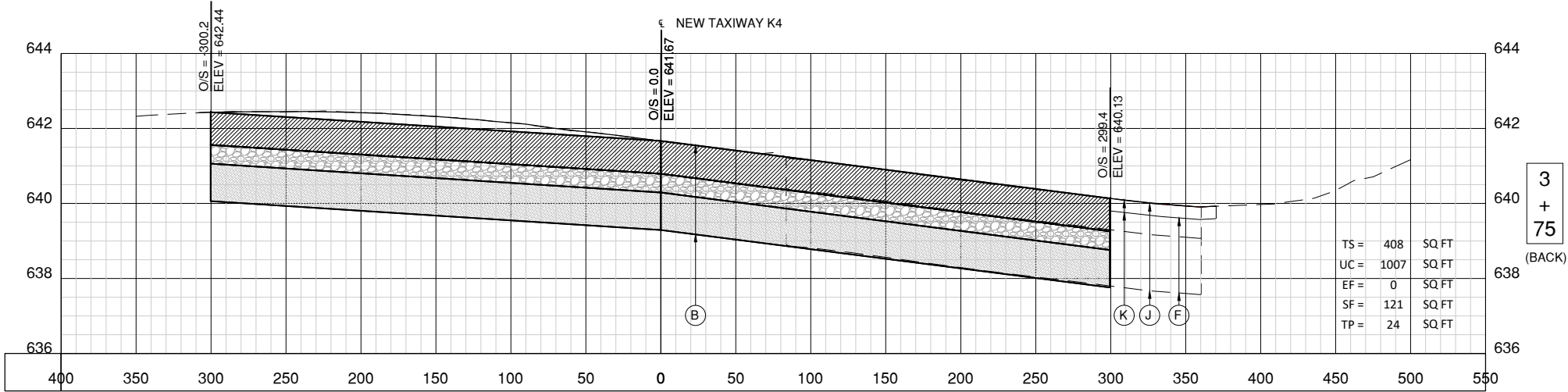
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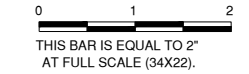


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NOTES AND LEGEND

TAXIWAY E

IL. CONTRACT: **PA067**  
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IL. PROJECT: **PWK-5161**  
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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

CROSS SECTIONS - 3

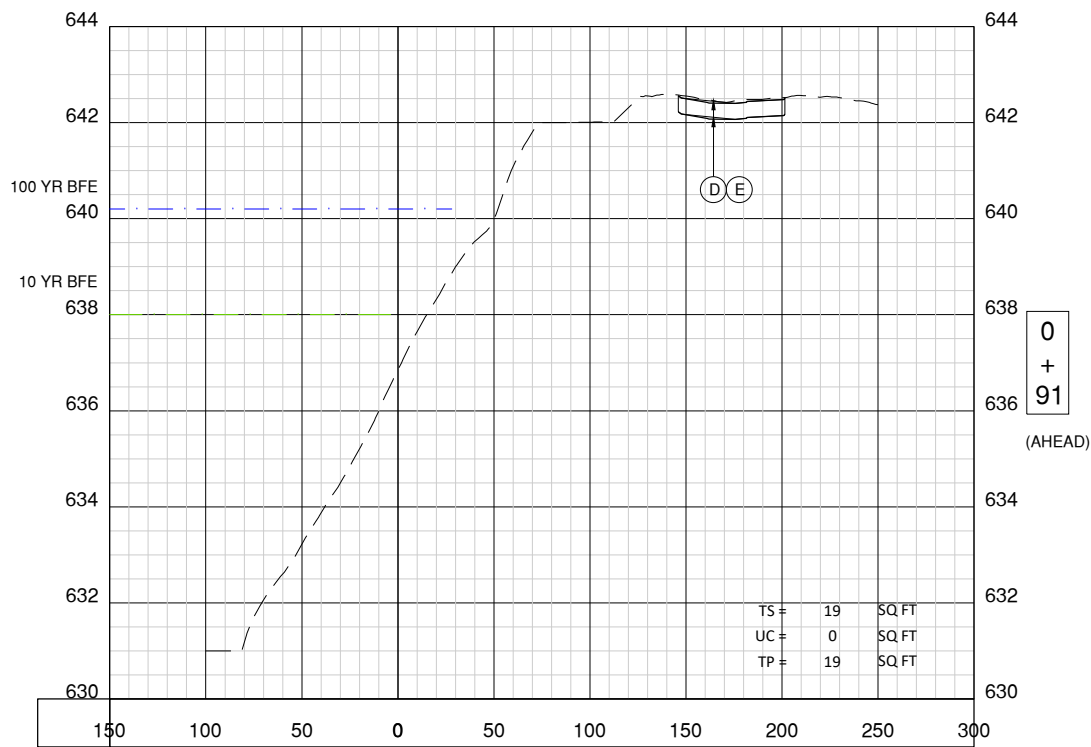
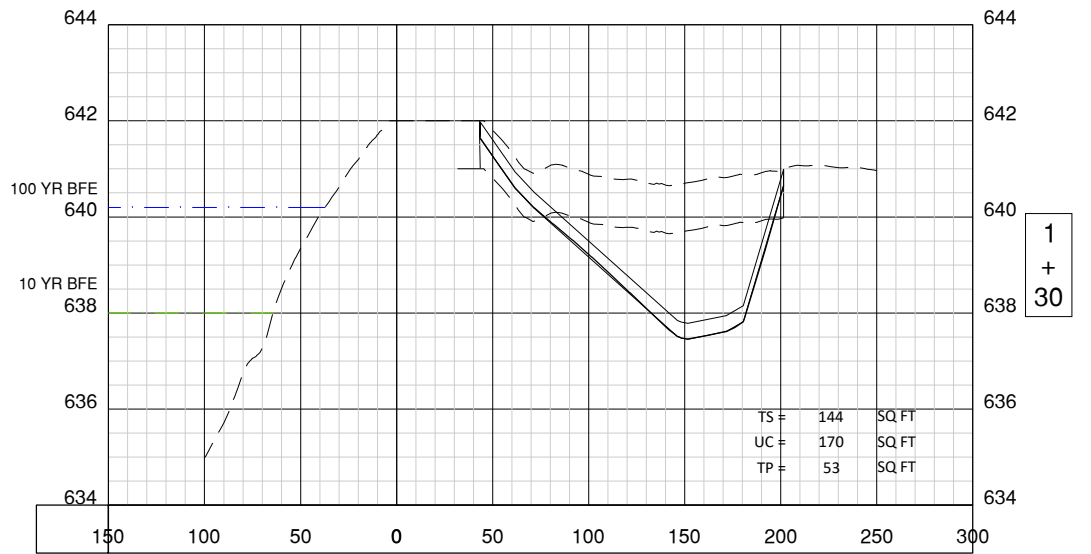
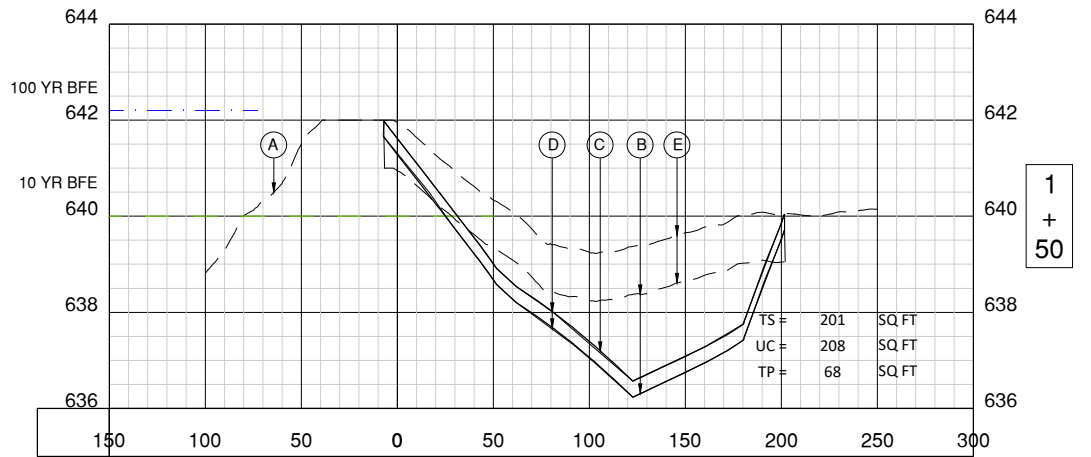


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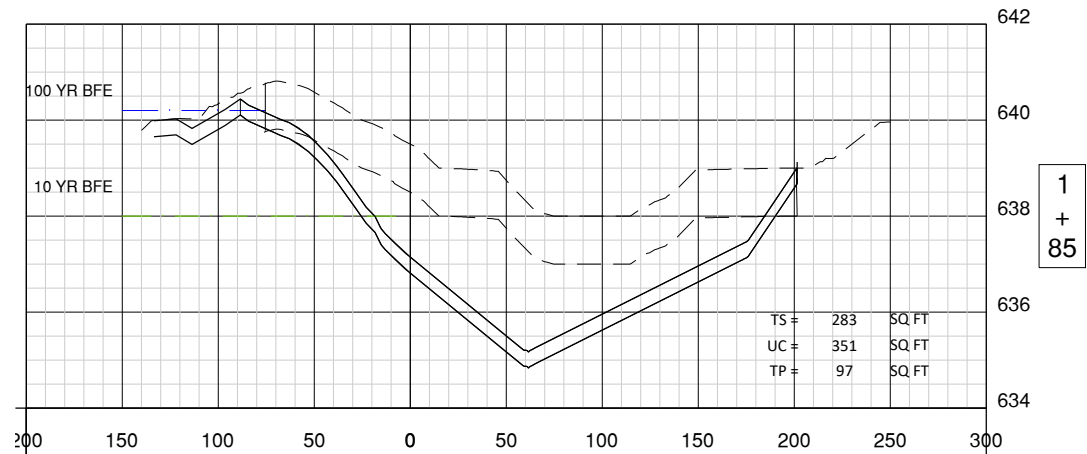
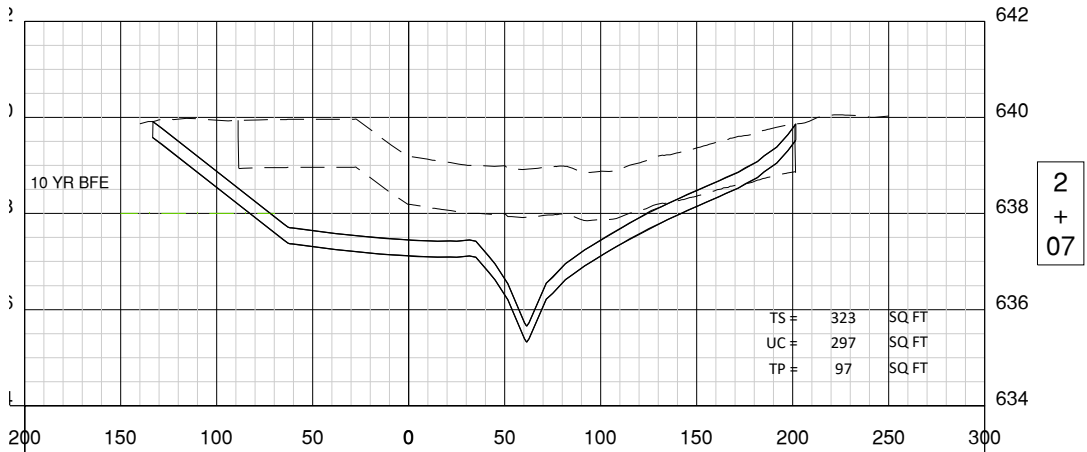
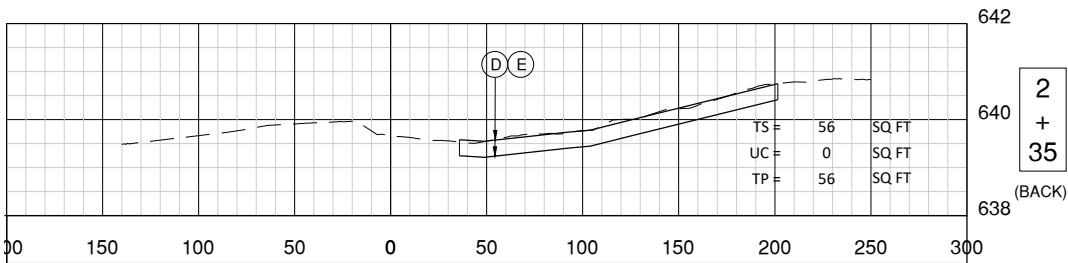


NOTES

- SEE GRADING PLAN FOR ELEVATIONS.
- EXISTING AND NEW UTILITIES ARE NOT SHOWN FOR CLARITY. SEE EXISTING CONDITIONS AND REMOVALS FOR APPROXIMATE UTILITY LOCATIONS.
- NO FILL SHALL BE ALLOWED BELOW BFE UNLESS AT LOCATIONS AS SHOWN ON THE PLANS.
- ELEVATIONS SHOWN ARE NGVD 88.

LEGEND

- EXISTING GROUND PER 2022 COOK COUNTY GIS CONTOURS
- PROPOSED GROUND
- 100-YR BASE FLOOD ELEVATION 640.20 (NGVD 88)
- 10-YR BASE FLOOD ELEVATION 638.00 (NGVD 88)
- EXISTING GROUND LINE
- UNCLASSIFIED EXCAVATION (152)
- NEW GROUND LINE
- NEW 4" TOPSOIL PLACEMENT (905)
- AVERAGE 12" TOPSOIL STRIPPING (152)

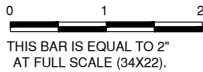


NORTHEAST QUADRANT

IL CONTRACT: **PA067**  
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IL PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

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CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

CROSS SECTIONS - 4

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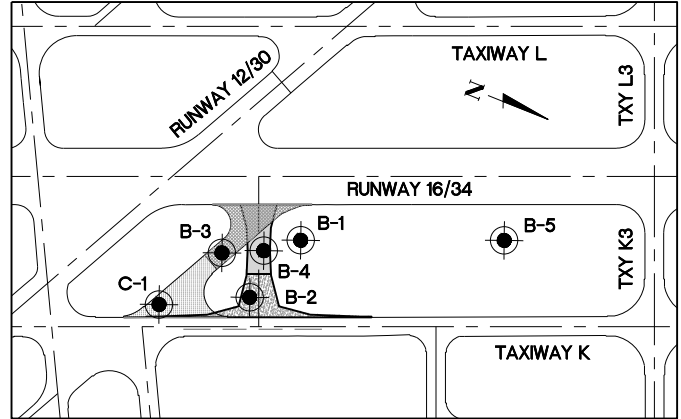
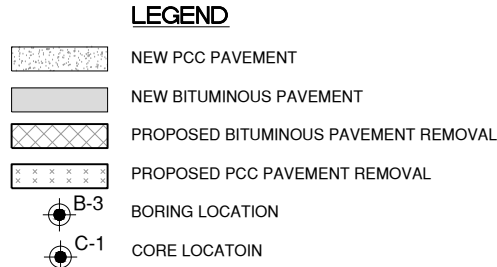
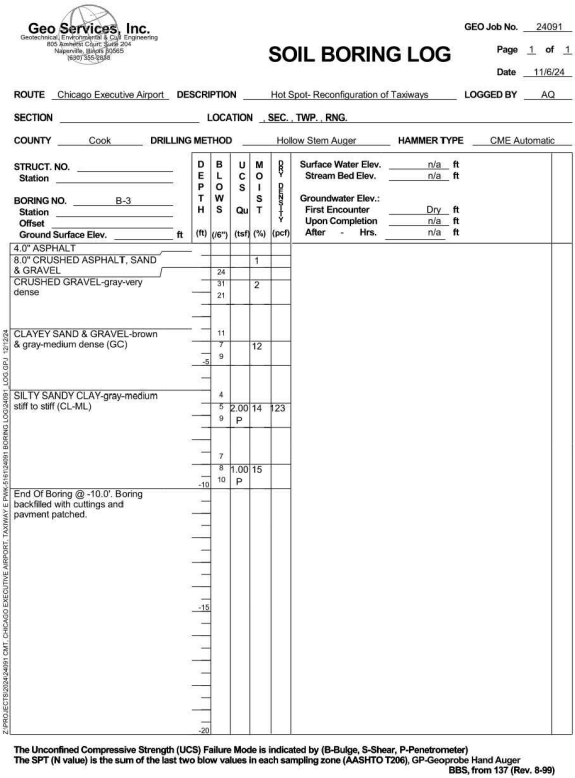
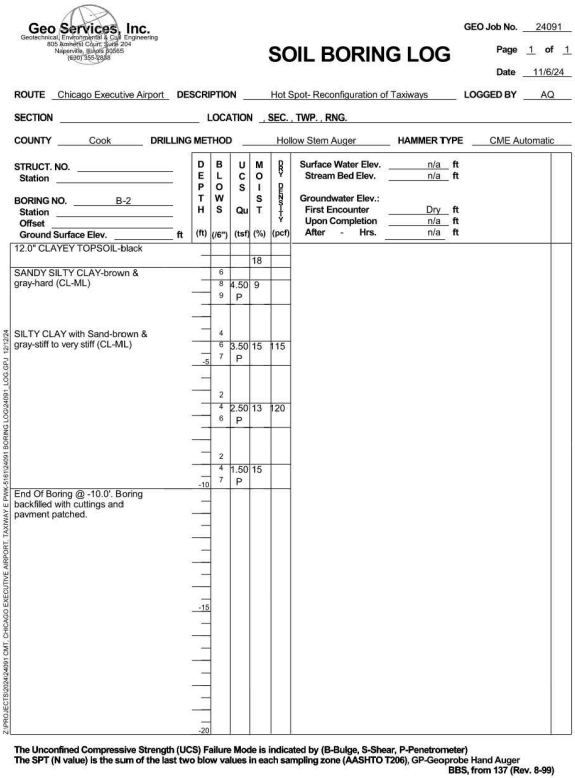
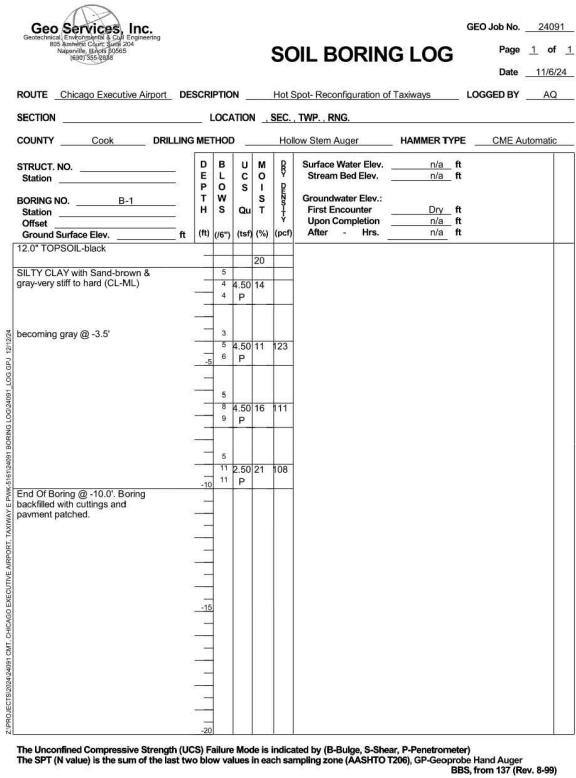
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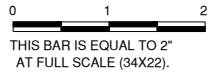
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IL CONTRACT: PA067  
IL LETTING ITEM: 05A  
IL PROJECT: PWK-5161  
S.B.G. PROJECT: 3-17-SBGP-TBD

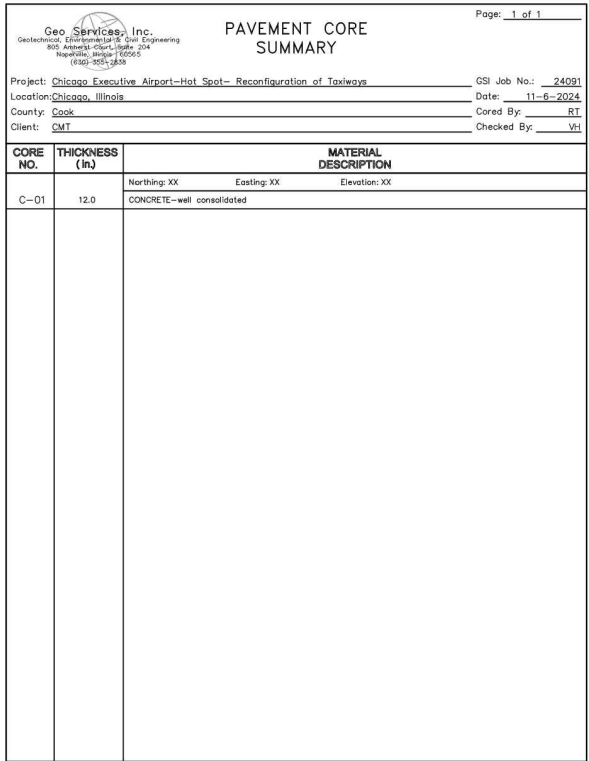
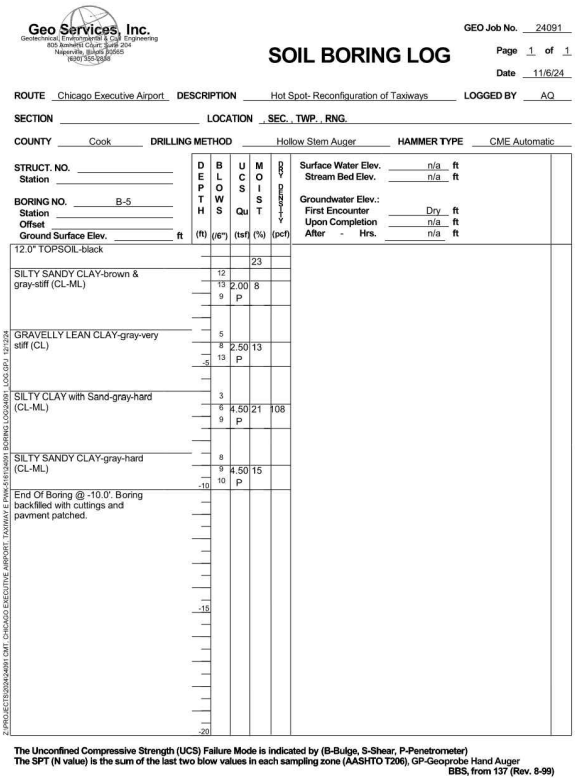
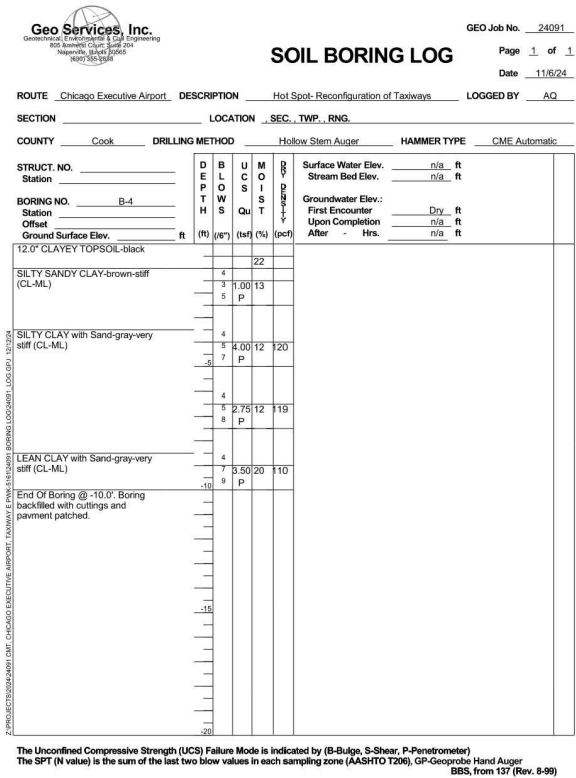
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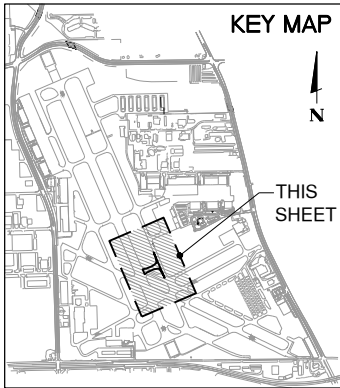


CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXIWAY E

GEOTECHNICAL ENGINEERING INFORMATION



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.



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A. REFERENCED SPECIFICATIONS

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE SECTIONS OF THE FOLLOWING, EXCEPT AS MODIFIED HEREIN OR ON THE PLANS:

\* ILLINOIS STANDARD SPECIFICATIONS FOR CONSTRUCTION OF AIRPORTS, DATED MARCH 22, 2023

- \* STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (LATEST EDITION), BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT SS) FOR ALL IMPROVEMENTS EXCEPT SANITARY SEWER AND WATER MAIN CONSTRUCTION;  
\* STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION (SSWS) FOR SANITARY SEWER AND WATER MAIN CONSTRUCTION;  
\* VILLAGE OF WHEELING MUNICIPAL CODE;  
\* THE METROPOLITAN WATER RECLAMATION DISTRICT OF GREATER CHICAGO (MWRD) WATERSHED MANAGEMENT ORDINANCE AND TECHNICAL GUIDANCE MANUAL;  
\* IN CASE OF CONFLICT BETWEEN THE APPLICABLE ORDINANCES NOTED, THE MORE STRINGENT SHALL TAKE PRECEDENCE AND SHALL CONTROL ALL CONSTRUCTION.

B. NOTIFICATIONS

1. THE MWRD LOCAL SEWER SYSTEMS SECTION FIELD OFFICE MUST BE NOTIFIED AT LEAST TWO (2) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY WORK (CALL 708-588-4055 OR SEND EMAIL NOTIFICATION WITH PROJECT NAME, LOCATION AND PERMIT NUMBER TO [WMOJOBSTART@MWRD.ORG](mailto:WMOJOBSTART@MWRD.ORG)).
2. THE VILLAGE OF WHEELING ENGINEERING DEPARTMENT AND PUBLIC MUST BE NOTIFIED AT LEAST 24 HOURS PRIOR TO THE START OF CONSTRUCTION AND PRIOR TO EACH PHASE OF WORK. CONTRACTOR SHALL DETERMINE ITEMS REQUIRING INSPECTION PRIOR TO START OF CONSTRUCTION OR EACH WORK PHASE.

3. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION FOR THE EXACT LOCATIONS OF UTILITIES AND FOR THEIR PROTECTION DURING CONSTRUCTION. IF EXISTING UTILITIES ARE ENCOUNTERED THAT CONFLICT IN LOCATION WITH NEW CONSTRUCTION, IMMEDIATELY NOTIFY THE ENGINEER SO THAT THE CONFLICT CAN BE RESOLVED. CALL J.U.L.I.E. AT 1-800-892-0123.

C. GENERAL NOTES

1. ALL ELEVATIONS SHOWN ON PLANS REFERENCE THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29) AND 1988 DATUM (NAVD88). SUBTRACT 0.24 FEET FROM 1929 DATUM TO OBTAIN 1988 DATUM (NAVD88).
2. MWRD, THE MUNICIPALITY AND THE OWNER OR OWNER'S REPRESENTATIVE SHALL HAVE THE AUTHORITY TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION IMPROVEMENTS.
3. THE CONTRACTOR(S) SHALL INDEMNIFY THE OWNER, ENGINEER, MUNICIPALITY, MWRD, AND THEIR AGENTS, ETC., FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, OR TESTING OF THIS WORK ON THE PROJECT.
4. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ENGINEERING PLANS AS APPROVED BY MWRD AND THE MUNICIPALITY UNLESS CHANGES ARE APPROVED BY MWRD, THE MUNICIPALITY, OR AUTHORIZED AGENT. THE CONSTRUCTION DETAILS, AS PRESENTED ON THE PLANS, MUST BE FOLLOWED. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED ON THE IMPROVEMENTS INDICATED ON THE PLANS.
5. THE LOCATION OF VARIOUS UNDERGROUND UTILITIES WHICH ARE SHOWN ON THE PLANS ARE FOR INFORMATION ONLY AND REPRESENT THE BEST KNOWLEDGE OF THE ENGINEER. VERIFY LOCATIONS AND ELEVATIONS PRIOR TO BEGINNING THE CONSTRUCTION OPERATIONS.
6. ANY EXISTING PAVEMENT, SIDEWALK, DRIVEWAY, ETC., DAMAGED DURING CONSTRUCTION OPERATIONS AND NOT CALLED FOR TO BE REMOVED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
7. MATERIAL AND COMPACTION TESTING SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE MUNICIPALITY, MWRD, AND OWNER.
8. THE UNDERGROUND CONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS TO NOTIFY ALL INSPECTION AGENCIES.
9. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS DISTURBED DURING CONSTRUCTION SHALL BE ADJUSTED TO FINISH GRADE PRIOR TO FINAL INSPECTION.
10. RECORD DRAWINGS SHALL BE KEPT BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER AS SOON AS UNDERGROUND IMPROVEMENTS ARE COMPLETED. FINAL PAYMENTS TO THE CONTRACTOR SHALL BE HELD UNTIL THEY ARE RECEIVED. ANY CHANGES IN LENGTH, LOCATION OR ALIGNMENT SHALL BE SHOWN IN RED. ALL WYES OR BENDS SHALL BE LOCATED FROM THE DOWNSTREAM MANHOLE. ALL VALVES, B-BOXES, TEES OR BENDS SHALL BE TIED TO A FIRE HYDRANT.

D. SANITARY SEWER

1. THE CONTRACTOR SHALL TAKE MEASURES TO PREVENT ANY POLLUTED WATER, SUCH AS GROUND AND SURFACE WATER, FROM ENTERING THE EXISTING SANITARY SEWERS.
2. A WATER-TIGHT PLUG SHALL BE INSTALLED IN THE DOWNSTREAM SEWER PIPE AT THE POINT OF SEWER CONNECTION PRIOR TO COMMENCING ANY SEWER CONSTRUCTION. THE PLUG SHALL REMAIN IN PLACE UNTIL REMOVAL IS AUTHORIZED BY THE MUNICIPALITY AND/OR MWRD AFTER THE SEWERS HAVE BEEN TESTED AND ACCEPTED.
3. DISCHARGING ANY UNPOLLUTED WATER INTO THE SANITARY SEWER SYSTEM FOR THE PURPOSE OF SEWER FLUSHING OF LINES FOR THE DEFLECTION TEST SHALL BE PROHIBITED WITHOUT PRIOR APPROVAL FROM THE MUNICIPALITY OR MWRD.
4. ALL SANITARY SEWER CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS (LATEST EDITION).
5. ALL FLOOR DRAINS SHALL DISCHARGE TO THE SANITARY SEWER SYSTEM.
6. ALL DOWNSPOUTS AND FOOTING DRAINS SHALL DISCHARGE TO THE STORM SEWER SYSTEM.
7. ALL SANITARY SEWER PIPE MATERIALS AND JOINTS (AND STORM SEWER PIPE MATERIALS AND JOINTS IN A COMBINED SEWER AREA) SHALL CONFORM TO THE FOLLOWING:

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
VITRIFIED CLAY PIPE	ASTM C-700	ASTM C-425
REINFORCED CONCRETE SEWER PIPE	ASTM C-76	ASTM C-443
CAST IRON SOIL PIPE	ASTM A-74	ASTM C-564
DUCTILE IRON PIPE	ANSI A21.51	ANSI A21.11
POLYVINYL CHLORIDE (PVC) PIPE 6-INCH TO 15-INCH DIAMETER SDR 26 18-INCH TO 27-INCH DIAMETER F/DY=46	ASTM D-3034 ASTM F-679	ASTM D-3212 ASTM D-3212
HIGH DENSITY POLYETHYLENE (HDPE)	ASTM D-3350 ASTM D-3035	ASTM D-3261,F-2620 (HEAT FUSION) ASTM D-3212,F-477 (GASKETED)
WATER MAIN QUALITY PVC 4-INCH TO 36-INCH 4-INCH TO 12-INCH 14-INCH TO 48-INCH	ASTM D-2241 AWWA C900 AWWA C905	ASTM D-3139 ASTM D-3139 ASTM D-3139

THE FOLLOWING MATERIALS ARE ALLOWED ON A QUALIFIED BASIS SUBJECT TO DISTRICT REVIEW AND APPROVAL PRIOR TO PERMIT ISSUANCE. A SPECIAL CONDITION WILL BE ADDED TO THE PERMIT WHEN THE PIPE MATERIAL BELOW IS USED FOR SEWER CONSTRUCTION OR A CONNECTION IS MADE.

PIPE MATERIAL	PIPE SPECIFICATIONS	JOINT SPECIFICATIONS
POLYPROPYLENE (PP) PIPE		
12-INCH TO 24-INCH DOUBLE WALL	ASTM F-2736	D-3212, F-477
30-INCH TO 60-INCH TRIPLE WALL	ASTM F-2764	D3212, F-477

8. ALL SANITARY SEWER CONSTRUCTION (AND STORM SEWER CONSTRUCTION IN COMBINED SEWER AREAS), REQUIRES STONE BEDDING WITH STONE ¼" TO 1" IN SIZE, WITH MINIMUM BEDDING THICKNESS EQUAL TO ¼ THE OUTSIDE DIAMETER OF THE SEWER PIPE, BUT NOT LESS THAN FOUR (4) INCHES NOR MORE THAN EIGHT (8) INCHES. MATERIAL SHALL BE CA-7, CA-11 OR CA-13 AND SHALL BE EXTENDED AT LEAST 12" ABOVE THE TOP OF THE PIPE WHEN USING PVC.
9. NON-SHEAR FLEXIBLE-TYPE COUPLINGS SHALL BE USED IN THE CONNECTION OF SEWER PIPES OF DISSIMILAR PIPE MATERIALS.
10. ALL MANHOLES SHALL BE PROVIDED WITH BOLTED, WATERTIGHT COVERS. SANITARY LIDS SHALL BE CONSTRUCTED WITH A CONCEALED PICKHOLE AND WATERTIGHT GASKET WITH THE WORD "SANITARY" CAST INTO THE LID.
11. WHEN CONNECTING TO AN EXISTING SEWER MAIN BY MEANS OTHER THAN AN EXISTING WYE, TEE, OR AN EXISTING MANHOLE, ONE OF THE FOLLOWING METHODS SHALL BE USED:  
a) A CIRCULAR SAW-CUT OF SEWER MAIN BY PROPER TOOLS ("SHEWER-TAP" MACHINE OR SIMILAR) AND PROPER INSTALLATION OF HUBWYE SADDLE OR HUB-TEE SADDLE.  
b) REMOVE AN ENTIRE SECTION OF PIPE (BREAKING ONLY THE TOP OF ONE BELL) AND REPLACE WITH A WYE OR TEE BRANCH SECTION.  
c) WITH PIPE CUTTER, NEATLY AND ACCURATELY CUT OUT DESIRED LENGTH OF PIPE FOR INSERTION OF PROPER FITTING, USING "BAND SEAL" OR SIMILAR COUPLINGS TO HOLD IT FIRMLY IN PLACE.
12. WHENEVER A SANITARY/COMBINED SEWER CROSSES UNDER A WATERMAIN, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE SEWER TO THE BOTTOM OF THE WATERMAIN SHALL BE 18 INCHES. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY/COMBINED SEWERS AND WATERMAINS SHALL BE MAINTAINED UNLESS: THE SEWER IS LAID IN A SEPARATE TRENCH, KEEPING A MINIMUM 18" VERTICAL SEPARATION; OR THE SEWER IS LAID IN THE SAME TRENCH WITH THE WATERMAIN LOCATED AT THE OPPOSITE SIDE ON A BENCH OF UNDISTURBED EARTH, KEEPING A MINIMUM 18" VERTICAL SEPARATION. IF EITHER THE VERTICAL OR HORIZONTAL DISTANCES DESCRIBED CANNOT BE MAINTAINED, OR THE SEWER CROSSES ABOVE THE WATER MAIN, THE SEWER SHALL BE CONSTRUCTED TO WATER MAIN STANDARDS OR IT SHALL BE ENCASED WITH A WATER MAIN QUALITY CARRIER PIPE WITH THE ENDS SEALED.
13. ALL EXISTING SEPTIC SYSTEMS SHALL BE ABANDONED. ABANDONED TANKS SHALL BE FILLED WITH GRANULAR MATERIAL OR REMOVED.
14. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE A MINIMUM INSIDE DIAMETER OF 48 INCHES, AND SHALL BE CAST IN PLACE OR PRE-CAST REINFORCED CONCRETE.
15. ALL SANITARY MANHOLES, (AND STORM MANHOLES IN COMBINED SEWER AREAS), SHALL HAVE PRECAST "RUBBER BOOTS" THAT CONFORM TO ASTM C-923 FOR ALL PIPE CONNECTIONS. PRECAST SECTIONS SHALL CONSIST OF MODIFIED GROOVE TONGUE AND RUBBER GASKET TYPE JOINTS.
16. ALL ABANDONED SANITARY SEWERS SHALL BE PLUGGED AT BOTH ENDS WITH AT LEAST 2 FEET LONG NON-SHRINK CONCRETE OR MORTAR PLUG.
17. EXCEPT FOR FOUNDATION/FOOTING DRAINS PROVIDED TO PROTECT BUILDINGS, OR PERFORATED PIPES ASSOCIATED WITH VOLUME CONTROL FACILITIES, DRAIN TILES/FIELD TILES/UNDERDRAINS/PERFORATED PIPES ARE NOT ALLOWED TO BE CONNECTED TO OR TRIBUTARY TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS IN COMBINED SEWER AREAS. CONSTRUCTION OF NEW FACILITIES OF THIS TYPE IS PROHIBITED; AND ALL EXISTING DRAIN TILES AND PERFORATED PIPES ENCOUNTERED WITHIN THE PROJECT AREA SHALL BE PLUGGED OR REMOVED, AND SHALL NOT BE CONNECTED TO COMBINED SEWERS, SANITARY SEWERS, OR STORM SEWERS TRIBUTARY TO COMBINED SEWERS.
18. A BACKFLOW PREVENTER IS REQUIRED FOR ALL DETENTION BASINS TRIBUTARY TO COMBINED SEWERS. REQUIRED BACKFLOW PREVENTERS SHALL BE INSPECTED AND EXERCISED ANNUALLY BY THE PROPERTY OWNER TO ENSURE PROPER OPERATION, AND ANY NECESSARY MAINTENANCES SHALL BE PERFORMED TO ENSURE FUNCTIONALITY. IN THE EVENT OF A SEWER SURCHARGE INTO AN OPEN DETENTION BASIN TRIBUTARY TO COMBINED SEWERS, THE PERMITTEE SHALL ENSURE THAT CLEAN UP AND WASH OUT OF SEWAGE TAKES PLACE WITHIN 48 HOURS OF THE STORM EVENT.

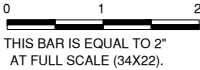
E. EROSION AND SEDIMENT CONTROL

1. THE CONTRACTOR SHALL INSTALL THE EROSION AND SEDIMENT CONTROL DEVICES AS SHOWN ON THE APPROVED EROSION AND SEDIMENT CONTROL PLAN.
2. EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE FUNCTIONAL PRIOR TO HYDROLOGIC DISTURBANCE OF THE SITE.
3. ALL DESIGN CRITERIA, SPECIFICATIONS, AND INSTALLATION OF EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL.
4. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
5. INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:  
a) UPON COMPLETION OF INITIAL EROSION AND SEDIMENT CONTROL MEASURES, PRIOR TO ANY SOIL DISTURBANCE.  
b) ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
6. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE CO-PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
7. A STABILIZED MAT OF CRUSHED STONE MEETING THE STANDARDS OF THE ILLINOIS URBAN MANUAL SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
8. CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL AND SHALL BE INSTALLED PRIOR TO ANY ON SITE CONSTRUCTION ACTIVITIES INVOLVING CONCRETE.
9. MORTAR WASHOUT FACILITIES SHALL BE CONSTRUCTED IN ADDITION TO CONCRETE WASHOUT FACILITIES FOR ANY BRICK AND MORTAR BUILDING ENVELOPE CONSTRUCTION ACTIVITIES.
10. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN. VOLUME CONTROL FACILITIES SHALL NOT BE USED AS TEMPORARY SEDIMENT BASINS.
11. DISTURBED AREAS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) DAYS.
12. ALL FLOOD PROTECTION AREAS AND VOLUME CONTROL FACILITIES SHALL, AT A MINIMUM, BE PROTECTED WITH A DOUBLE-ROW OF SILT FENCE (OR EQUIVALENT).
13. VOLUME CONTROL FACILITIES SHALL NOT BE CONSTRUCTED UNTIL ALL OF THE CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.
14. SOIL STOCKPILES SHALL, AT A MINIMUM, BE PROTECTED WITH PERIMETER SEDIMENT CONTROLS. SOIL STOCKPILES SHALL NOT BE PLACED IN FLOOD PROTECTION AREAS OR THEIR BUFFERS.
15. EARTHEN EMBANKMENT SIDE SLOPES SHALL BE STABILIZED WITH APPROPRIATE EROSION CONTROL BLANKET.
16. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY APPROPRIATE SEDIMENT CONTROL MEASURES.
17. THE CONTRACTOR SHALL EITHER REMOVE OR REPLACE ANY EXISTING DRAIN TILES AND INCORPORATE THEM INTO THE DRAINAGE PLAN FOR THE DEVELOPMENT. DRAIN TILES CANNOT BE TRIBUTARY TO A SANITARY OR COMBINED SEWER. DRAIN TILES ALLOWED IN COMBINED SEWER AREA FOR GREEN INFRASTRUCTURE PRACTICES.
18. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE SITE INSPECTOR MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
19. THE CONTRCTOR SHALL BE RESPONSIBLE FOR TRENCH DEWATERING AND EXCAVATION FOR THE INSTALLATION OF SANITARY SEWERS, STORM SEWERS, WATERMAINS AS WELL AS THEIR SERVICES AND OTHER APPURTENANCES. ANY TRENCH DEWATERING, WHICH CONTAINS SEDIMENT SHALL PASS THROUGH A SEDIMENT SETTLING POND OR EQUALLY EFFECTIVE SEDIMENT CONTROL DEVICE. ALTERNATIVES MAY INCLUDE DEWATERING INTO A SUMP PIT, FILTER BAG OR EXISTING VEGETATED UPSLOPE AREA. SEDIMENT LADEN WATERS SHALL NOT BE DISCHARGE TO WATERWAYS, FLOOD PROTECTION AREAS OR THE COMBINED SEWER SYSTEM.
20. ALL PERMANENT EROSION CONTROL PRACTICES SHALL BE INITIATED WITHIN SEVEN (7) DAYS FOLLOWING THE COMPLETION OF SOIL DISTURBING ACTIVITIES.
21. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED AS NEEDED ON A YEAR-ROUND BASIS DURING CONSTRUCTION AND ANY PERIODS OF CONSTRUCTION SHUTDOWN UNTIL PERMANENT STABILIZATION IS ACHIEVED.
22. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER PERMANENT SITE STABILIZATION.
23. THE EROSION AND SEDIMENT CONTROL MEASURES SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, SITE INSPECTOR, OR MWRD.

IL. CONTRACT: **PA067**  
IL. LETTING ITEM: **05A**  
IL. PROJECT: **PWK-5161**  
S.B.G. PROJECT: **3-17-SBGP-TBD**

REVISIONS

NUMBER	BY	DATE



CHICAGO EXECUTIVE AIRPORT  
WHEELING/PROSPECT HEIGHTS, ILLINOIS  
RECONFIGURE TAXWAY E

MWRD GENERAL NOTES

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DESIGN BY:	STL
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CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	04/18/2025
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**FINAL**