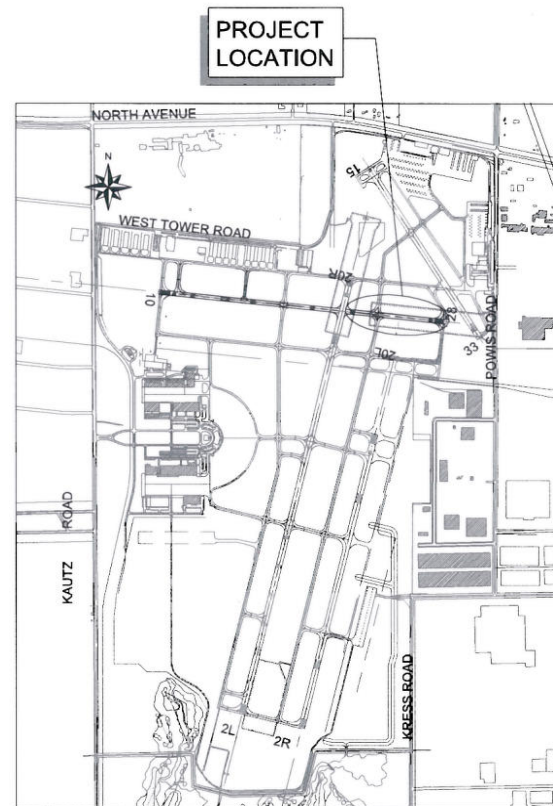
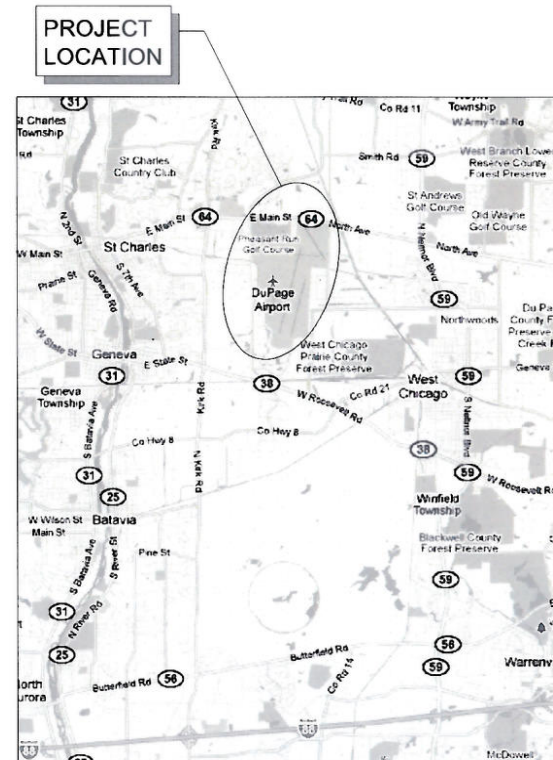


DUPAGE AIRPORT AUTHORITY WEST CHICAGO, ILLINOIS

DU080
TOTAL
SHEETS = 57



SITE PLAN



LOCATION MAP

CONSTRUCTION PLANS FOR DUPAGE AIRPORT

RUNWAY 10-28 EAST AND ASSOCIATED TAXIWAY CONNECTOR OVERLAY

ILLINOIS PROJECT: DPA-4122
A.I.P. PROJECT: 3-17-0017-B25
IDOT LETTING SEPTEMBER 21, 2012

**DUPAGE AIRPORT
AUTHORITY**



RUNWAY 10-28 EAST AND ASSOCIATED
TAXIWAY CONNECTOR OVERLAY
DESIGN AIRCRAFT APPROACH CATEGORY B
DESIGN AIRCRAFT GROUP II



**DUPAGE AIRPORT
AUTHORITY**

2700 INTERNATIONAL DRIVE
SUITE 200
WEST CHICAGO, IL 60185

APPROVED BY *[Signature]*
DAVID BIRD - EXECUTIVE DIRECTOR
DATE 2/3/2012



8501 WEST HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631
(773) 693-3809 (PHONE)
(773) 693-3823 (FAX)

SUBMITTED BY *[Signature]*
JOHNNY M. JACKSON, P.E.
DATE 2/3/12
SUBMITTED BY *[Signature]*
PETER BUTLER, P.E. (SHEETS E-001, E-103, E-102, E-104, E-110)
DATE 2/3/2012

CALL J.U.L.I.E
BEFORE EXCAVATING
1-800-892-0123

DU080

[illegible]

01 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

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GENERAL

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
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DATE	2012/02/03
PROJ	424278
DWG	G-102
SHEET	3 of 57

ABBREVIATIONS

AB	AGGREGATE BASE
ABOVE	ABOVE
A/C	ACCESS CONTROL
AC	ACRES
ADJ	ADJUST
AGG	AGGREGATE
AGS	AUXILIARY GAS VALVE
ALD	AIRFIELD LIGHTING DUCT
ALSF	APPROACH LIGHTING SEQUENCE FLASHERS
ARFF	AIRPORT RESCUE AND FIRE FIGHTING
AS	AERIAL SURVEYS
ASPH	ASPHALT
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AUX	AUXILIARY
AVE.	AVENUE
ATCT	AIR TRAFFIC CONTROL TOWER
AX	AXIS OF ROTATION
B-B	BACK TO BACK
BLVD	BOULEVARD
BM	BENCHMARK
BV	BALL VALVE
CL	CENTERLINE
CB	CATCH BASIN
CC	CENTER TO CENTER
CED	COMBINED / COMMON ELECTRICAL DUCTBANK
CI	CAST IRON
CM	CONSTRUCTION MANAGER
CMH	COMMUNICATION MANHOLE
CMP	CORRUGATED METAL PIPE
COMED	COMMONWEALTH EDISON
COMM	COMMUNICATIONS
CONC	CONCRETE
C.Y.	CUBIC YARD
CSPN	CARGO SITE PREP NORTH
DAA	DUPAGE AIRPORT AUTHORITY
DET	DETAIL
DIA.	DIAMETER
DIP	DUCTILE IRON PIPE
DME	DISTANCE MEASURING EQUIPMENT
DOA	DEPARTMENT OF AVIATION
E	EAST
ED or E.D.	EDGE DRAIN
EMH	ELECTRIC MANHOLE
EL or ELEV	ELEVATION
ESVCP	EXTRA STRONG VITRIFIED CLAY PIPE
EX	EXISTING
FAA	FEDERAL AVIATION ADMINISTRATION
FFM	FAR FIELD MONITOR
FH	FIRE HYDRANT
FT	FEET
G	GRADE
GRND	GROUND
GS	GLIDE SLOPE
HR	HANGAR ROAD
HV	HIGH VOLTAGE
IDOT	ILLINOIS DEPARTMENT OF TRANSPORTATION
ILS	INSTRUMENT LANDING SYSTEM
IE or I.E.	INVERT ELEVATION
ID	IDENTIFICATION
IH	INSPECTION HOLE
INV.	INVERT
JC	JUNCTION CHAMBER
JV	JOINT VALVE
KV	KILOVOLT
K=L/A	LENGTH OF VERTICAL CURVE/ ALGEBRAIC DIFFERENCE IN GRADE
L	LENGTH
L.S.	LUMP SUM
LOC	LOCALIZER
MAX	MAXIMUM
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
MPR	MOUNT PROSPECT ROAD
N	NORTH
NAVD	NORTH AMERICAN VERTICAL DATUM
N.C.	NORMALLY CLOSED
N.O.	NORMALLY OPEN
N.I.C.	NOT IN CONTRACT

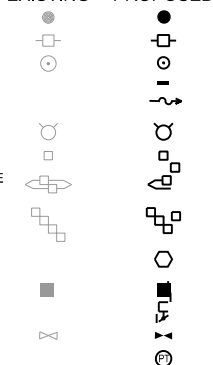
ABBREVIATIONS

NOTS	NOT TO SCALE
NO	NUMBER
NPR	NORTH PERIMETER ROAD
O.D.	OUTSIDE DIAMETER
OFA	OBJECT FREE AREA
OZ	OUNCE
PAPI	PRECISION APPROACH PATH INDICATOR LIGHTS
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PCCP	PORTLAND CEMENT CONCRETE PAVEMENT
P.I.	POINT OF INTERSECTION
PL	PROPERTY LINE
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVC PIPE	POLYVINYL CHLORIDE PIPE
PSI	POUNDS PER SQUARE INCH
R	REMOVE
RAD	RADIUS
RC	REINFORCED CONCRETE
RCP	REINFORCED CONCRETE PIPE
RPP	REINFORCED POLYPROPYLENE
RPU	REMOTE PROCESSING UNIT
REV.	REVISION
RGS	RIGID STEEL
RD.	ROAD
RSA	RUNWAY SAFETY AREA
R/W	RUNWAY
RPZ	RUNWAY PROTECTION ZONE
SA	SANITARY
SCH	SCHEDULE
SD	STORM DRAIN
SHT	SHEET
S	SOUTH
SQR	SQUARE
S.F.	SQUARE FEET
S.Y.	SQUARE YARD
STA	STATION
ST.	STREET
ST	STORM SEWER
T	TANGENT
T.S.	TANGENT SPIRAL
TSA	TAXIWAY SAFETY AREA
T/W	TAXIWAY
TDZ	TOUCHDOWN ZONE
Typ	TYPICAL
UD or U.D.	UNDERDRAIN
UMH	UNDERDRAIN MANHOLE
U.N.O.	UNLESS NOTED OTHERWISE
VERT.	VERTICAL
VPI	VERTICAL POINT OF INTERSECTION
W	WEST
W/	WITH
WMG	WEST MASS GRADING
YD	YARD

SYMBOLS

CATCH BASIN
POWER POLE
DRAINAGE MANHOLE
INLET
DITCH OR SWALE
FIRE HYDRANT
ELECTRICAL HANDHOLE
HIGH VOLTAGE/LOW VOLTAGE
COMMUNICATION MANHOLES
COMBINED ELEC. DUCTBANK
(CED) HANDHOLE CLUSTER
2" COMBINATION AIR
RELEASE VALVE ASSEMBLY
INSPECTION MANHOLE
MJ BUTTERFLY VALVE
MJ GATE VALVE
PITOMETER TAP

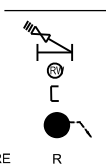
EXISTING	PROPOSED
1. EXISTING 2. PROPOSED	1. EXISTING 2. PROPOSED



SYMBOLS

FIRE CISTERN
ROUNDWAY
CAP
TIE INTO EXISTING SYSTEM
REMOVE AIRFIELD LIGHTING FIXTURE

PROPOSED



LEGEND

EXISTING

CABLE TV	— CTV ——— CTV ——— CTV ———
CITY ELECTRIC	— E ——— E ——— E ——— E ———
CLOSED CIRCUIT TV	— CCTV ——— CCTV ——— CCTV ———
COMED	— CECO ——— CECO ——— CECO ———
COMMON ELECTRIC DUCT BANK	— CED ——— CED ——— CED ———
FAA	— FAA ——— FAA ——— FAA ———
FIBER OPTIC	— FAA ——— FAA ——— FAA ———
FUELING FACILITIES	— F ——— F ——— F ——— F ———
NATURAL GAS	— G ——— G ——— G ——— G ———
OIL PIPE	— O ——— O ——— O ——— O ———
PIPE UNDERDRAIN (DIRECTION KNOWN)	→ SD → → SD → → SD → → SD → → SIZE & MATERIAL
PIPE UNDERDRAIN (DIRECTION UNKNOWN)	— SD ——— SD ——— SD ——— SD ———
RAILROAD	— RR ——— RR ——— RR ——— RR ———
TELEPHONE	— T ——— T ——— T ——— T ———
SANITARY SEWER (DIRECTION KNOWN)	→ SA → → SA → → SA → → SA → → SIZE & MATERIAL
SANITARY SEWER (DIRECTION UNKNOWN)	— SA ——— SA ——— SA ——— SA ———
SECURITY, TSA	— SEC ——— SEC ——— SEC ———
STORM SEWER (DIRECTION KNOWN)	→ ST → → ST → → ST → → ST → → SIZE & MATERIAL
STORM SEWER (DIRECTION UNKNOWN)	— ST ——— ST ——— ST ——— ST ——— SIZE & MATERIAL
SUPERVISORY MONITORING SYSTEM	— SMS ——— SMS ——— SMS ———
WATER DISTRIBUTION	— W ——— W ——— W ——— W ———
WEATHER SENSOR & GAUGES	— WSG ——— WSG ——— WSG ———
FENCE	— X — X — X — X — X — X — X — X —
AOA FENCING	— XX — XX — XX — XX — XX — XX —
DEMO OR REMOVE	X X X X X X X X X X X X X X X X
RUNWAY SAFETY AREA	———— RSA ————— RSA ———
RUNWAY OBJECT FREE AREA	———— ROFA ————— ROFA ———
TAXIWAY SAFETY AREA	———— TSA ————— TSA ———
TAXIWAY OBJECT FREE AREA	———— TOFA ————— TOFA ———
AGRICULTURAL AREA LIMITS	~~~~~

PROPOSED

CTV — CTV — CTV — CTV —

E — E — E — E —

CCTV — CCTV — CCTV —

CECO — CECO — CECO —

CED — CED — CED —

FAA — FAA — FAA —

FAA — FAA — FAA —

F — F — F — F —

G — G — G — G —

O — O — O — O —

SIZE & MATERIAL

SD → SD → SD → SD → SE

SD — SD — SD — S —

RR — RR — RR — RF —

T — T — T — T —

SIZE & MATERIAL

SA → SA → SA → SA → SA²

SA — SA — SA — SA —

SEC — SEC — SEC —

SIZE & MATERIAL

ST → ST → ST → ST → ST

ST — ST — ST — ST —

SMS — SMS — SMS —

W — W — W — W —

WSG — WSG — WSG —

X — X — X — X — X — X —

XX — XX — XX — XX — XX — XX —

X X X X X X X X X X X X X X X X

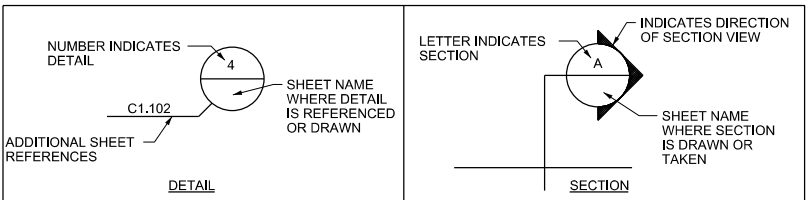
RSA — RSA —

ROFA — ROFA — ROFA —

TSA — TSA — TSA —

TOFA — TOFA — TOFA —

METHOD OF IDENTIFYING SECTIONS AND DETAILS



GENERAL NOTES

1. THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CONTRACT PLANS AND SPECIFICATIONS AND ANY RULES, REGULATIONS, STANDARDS AND SPECIFICATIONS REFERENCED THEREIN. THE PROJECT IS SUBJECT TO INSPECTION BY REPRESENTATIVES OF THE DUPAGE AIRPORT AUTHORITY (DAA), THE FEDERAL AVIATION ADMINISTRATION (FAA), THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), AND OTHER GOVERNING AGENCIES.
2. THE PROJECT IS TO BE COMPLETED IN A TIMELY MANNER IN ACCORDANCE WITH THE CONTRACTOR'S APPROVED PROJECT SCHEDULE. THE SCHEDULE SHALL BE PROVIDED FOR COMPLETION OF THE WORK AS SHOWN ON THE PLANS AND DESCRIBED IN THE CONTRACT SPECIFICATIONS. THE CONTRACTOR SHALL KEEP AIRPORT OPERATIONS INFORMED OF UPDATES TO THE PROJECT SCHEDULE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLETE THE ENTIRE PROJECT WITHIN THE TIME STATED IN THE CONTRACT.
4. THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE DAA, FAA, IDOT AND LOCAL ATCT REPRESENTATIVES IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
5. CONSTRUCTION AND MAINTENANCE OPERATIONS BY OTHERS MAY OCCUR CONCURRENTLY AND AT TIMES IN THE VICINITY OF CONSTRUCTION ASSOCIATED WITH THIS PROJECT. THE CONTRACTOR SHALL COORDINATE HIS OPERATIONS AND COOPERATE WITH MAINTENANCE CREWS AND OTHER CONTRACTORS WORKING ON THE AIRPORT. CONTRACTOR COORDINATION WITH APPROPRIATE GOVERNMENT AND UTILITY AGENCIES IS ALSO REQUIRED PRIOR TO AND DURING CONSTRUCTION.
6. ACCESS TO THE SITE - THE CONTRACTOR'S ACCESS POINTS TO THE SITE SHALL BE THROUGH DESIGNATED SECURITY GATES AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL VEHICLES AND PERSONNEL THAT ENTER THROUGH THESE DESIGNATED AIRPORT SECURITY GATES. AIRPORT SECURITY GATES SHALL BE SECURED AT ALL TIMES WHEN NOT IN USE.
7. HAUL ROUTES - THE CONTRACTOR'S ON-AIRPORT HAUL ROUTES AND CONSTRUCTION ACCESS SHALL BE EXISTING HAUL ROADS WHERE AVAILABLE. ANY DEBRIS (WHETHER CAUSED BY THE CONTRACTOR OR NOT) SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS, OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES/CONSTRUCTION ACCESS SHALL BE MAINTAINED AND STABILIZED BY THE CONTRACTOR AS REQUIRED TO SUPPORT CONSTRUCTION EQUIPMENT THROUGHOUT THE DURATION OF THIS PROJECT AND SHALL BE RESTORED, AT THE CONTRACTOR'S EXPENSE, TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE/CONSTRUCTION ACCESS UNLESS OTHERWISE DIRECTED BY THE CONSTRUCTION MANAGER. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES/CONSTRUCTION ACCESS SHALL BE JOINTLY INSPECTED AND AGREED UPON BY THE CONTRACTOR AND THE CONSTRUCTION MANAGER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT/REMOVE TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE CONSTRUCTION MANAGER PRIOR TO COMMENCING THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
8. CONTRACTOR'S STAGING AREAS - AN AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES, FENCE, TREES, ETC. WITHIN THE STAGING AREA AND THE SITE SHALL BE RESTORED TO ITS ORIGINAL CONDITION WITHIN THIRTY (30) DAYS OF THE COMPLETION OF USE. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.
9. DISPOSAL AREAS - EXCESS SOILS, MILLED ASPHALT, CONCRETE RUBBLE AND UNSUITABLE EXCAVATION MUST BE DISPOSED AT APPROVED LOCATIONS OFFSITE. OFFSITE DISPOSAL AREAS SHALL BE IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL LAWS.
10. SAFETY - THE CONTRACTOR SHALL CONDUCT ALL ACTIVITIES IN A SAFE MANNER AS SPECIFIED BY LOCAL, STATE AND FEDERAL LAWS.
11. PROTECTION AND REPAIR OF EXISTING UTILITIES - LOCATIONS OF KNOWN EXISTING AIRPORT UNDERGROUND UTILITIES ARE SHOWN ON THE PLANS FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY ALL UTILITIES, BY VISUAL, ELECTRICAL AND BY HAND EXCAVATION OR OTHER METHODS IN COORDINATION WITH ALL UTILITY COMPANIES AND DAA FACILITIES, PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. ANY AND ALL CONFLICTS OF EXISTING UTILITIES BY THE PROPOSED IMPROVEMENTS SHALL BE RESOLVED WITH THE CONSTRUCTION MANAGER PRIOR TO BEGINNING THE CONSTRUCTION ACTIVITIES. ANY REPAIRS TO EXISTING UTILITIES DAMAGED BY CONTRACTOR ACTIVITIES SHALL BE COMPLETED IMMEDIATELY BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE FAA MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS, IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS AT NO ADDITIONAL EXPENSE TO THE OWNER.

23. EXISTING AIRFIELD LIGHTING SYSTEMS - INTERRUPTION OF EXISTING AIRFIELD LIGHTING SYSTEMS NOT INCLUDED IN THIS PROJECT SHALL NOT BE PERMITTED. ALL AIRFIELD LIGHTING CIRCUITS AFFECTED BY THIS PROJECT SHALL BE TEMPORARILY MAINTAINED BY THE CONTRACTOR DURING OPERATIONAL PERIODS AND COORDINATED THROUGH THE CONSTRUCTION MANAGER. THE CONTRACTOR SHALL IMMEDIATELY REPLACE RUNWAY/TAXIWAY SIGNS AND LIGHTS DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATION AT THE CONTRACTOR'S EXPENSE.
13. CONSTRUCTION LIMITS - ALL CONTRACTOR VEHICLES AND TRAFFIC (UNLESS OTHERWISE AUTHORIZED) SHALL REMAIN WITHIN THE DESIGNATED STAGING AREA, CONSTRUCTION LIMITS AND HAUL ROUTES. CONSTRUCTION, STORAGE AND STOCKPIILING LIMITS ARE FURTHER DEFINED IN THE SECTION TITLED, "SAFETY REQUIREMENTS DURING CONSTRUCTION".
14. PORTABLE FLOODLIGHTING - IF NEEDED, THE CONTRACTOR SHALL PROVIDE PORTABLE FLOODLIGHTING AS REQUIRED FOR NIGHT CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROVIDE SUFFICIENT UNITS SO THAT ALL WORK AREAS ARE ILLUMINATED TO A MINIMUM LEVEL OF 5 HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. THE CONTRACTOR SHALL COORDINATE THE USE OF FLOODLIGHTING WITH THE AIR TRAFFIC CONTROL TOWER TO ENSURE LIGHTING DOES NOT COMPROMISE THE CONTROL TOWER PERSONNEL'S VISIBILITY OR CAUSE CONFUSION TO PILOTS.
15. THE CONTRACTOR SHALL OBTAIN ALL PERMITS AND LICENSES REQUIRED FOR THE CONSTRUCTION WORK. REFER TO THE SPECIAL CONDITIONS AND GENERAL CONDITIONS SECTIONS OF THE CONTRACT DOCUMENTS.
16. EXISTING TOPOGRAPHIC, UNDERGROUND AND ABOVE GROUND UTILITY DATA FOR THIS PROJECT WERE OBTAINED FROM "AS BUILTS". VISUAL INSPECTIONS AND TOPOGRAPHIC SURVEY PERFORMED.
17. IF ANY UNUSUAL ODORS, SOIL STAINS OR BURIED WASTES ARE ENCOUNTERED, STOP WORK IMMEDIATELY AND NOTIFY THE OWNER, AND/OR CONSTRUCTION MANAGER.

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19. THE CONTRACTOR SHALL FURNISH THE OWNER FIVE (5) SETS OF OPERATION AND MAINTENANCE MANUALS FOR ALL NEW EQUIPMENT INSTALLED.
20. WORK PERFORMED UNDER THIS CONTRACT WILL NOT BE CONSIDERED COMPLETE UNTIL FINAL ACCEPTANCE OF THE PROJECT BY THE OWNER AND RECEIPT AND APPROVAL OF THE FOLLOWING DOCUMENTS:
 - A) CONTRACTOR'S WAIVER AND RELEASE OF LIEN.
 - B) ABSOLUTE BILL OF SALE.
 - C) CONTRACTOR'S LETTER OF WARRANTY (I.E., LETTER AGREEMENT).
 - D) CONTRACTOR AS-BUILTS.
 - E) FINAL PUNCH LIST COMPLETED AND ACCEPTED BY THE CONSTRUCTION MANAGER.
 - F) TRANSFER OF OWNER WARRANTY.
21. IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, PREVAILING WAGE RATES SHALL BE POSTED AT THE CONTRACTOR STAGING AREA IN A WEATHERPROOF ENCLOSURE AND COPIES SHALL BE SUBMITTED TO THE CONSTRUCTION MANAGER AND THE OWNER.

SECURITY NOTES

1. THE CONTRACTOR SHALL DESIGNATE TO THE CONSTRUCTION MANAGER IN WRITING THE NAME OF ITS "CONTRACTOR SECURITY OFFICER" (C.S.O.). THE C.S.O. SHALL REPRESENT THE CONTRACTOR ON THE SECURITY REQUIREMENTS FOR THE CONTRACT. IT IS THE CONTRACTORS RESPONSIBILITY TO FAMILIARIZE HIMSELF/HERSELF WITH THE VARIOUS ASPECTS OF FAR 49 CFR PART 1542: "AIRPORT SECURITY", ADMINISTERED BY THE TRANSPORTATION SECURITY ADMINISTRATION (TSA). ANY VIOLATION OF CFR PART 1542 BY THE CONTRACTOR AND ANY SUBSEQUENT FINES IMPOSED DUE TO THE VIOLATION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. CONTRACTOR PERSONNEL SECURITY ORIENTATION: THE C.S.O. SHALL BE RESPONSIBLE FOR BRIEFING ALL CONTRACTOR PERSONNEL ON THESE REQUIREMENTS AND PROVISIONS ADOPTED BY THE DUPAGE AIRPORT AUTHORITY (DAA). ALL NEW CONTRACTOR EMPLOYEES SHALL BE BRIEFED ON THESE REQUIREMENTS PRIOR TO WORKING IN THE CONSTRUCTION AREA.
3. ACCESS TO SITE: THE AIRPORT WILL NOT PROVIDE AIRFIELD OPERATIONS AREA ESCORTS. CONTRACTOR'S ACCESS TO THE SITE SHALL BE AS SHOWN ON THE SAFETY PLAN OR AS DIRECTED BY THE CONSTRUCTION MANAGER. NO OTHER ACCESS POINT SHALL BE ALLOWED UNLESS APPROVED BY THE CONSTRUCTION MANAGER. IF GATE IS TO BE LEFT UNLOCKED, CONTRACTOR SHALL PROVIDE GATE GUARDS FOR THE DURATION OF THE UNLOCKED CONDITION. ALL CONTRACTOR TRAFFIC AUTHORIZED TO ENTER THE SITE SHALL BE EXPERIENCED IN THE ROUTE OR ESCORTED BY THE CONTRACTOR PERSONNEL. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TRAFFIC CONTROL TO AND FROM THE ACCESS GATE TO THE SITE. A CONTRACTOR'S FLAGMAN OR TRAFFIC CONTROL PERSON SHALL MONITOR AND COORDINATE ALL CONTRACTOR TRAFFIC AT THE ACCESS GATE. THE CONTRACTOR SHALL NOT PERMIT ANY UNAUTHORIZED CONSTRUCTION PERSONNEL OR TRAFFIC ON THE AIRPORT OPERATIONS AREA (AOA). DIRECTIONAL SIGNING ALONG THE DELIVERY ROUTE TO THE STORAGE AREA OR WORK SITE SHALL BE AS DIRECTED BY THE CONSTRUCTION MANAGER.
4. CONSTRUCTION AREA LIMITS: THE LIMITS OF CONSTRUCTION, MATERIAL STORAGE AREAS, PARKING AREA AND OTHER AREAS DEFINED FOR THE CONTRACTOR'S EXCLUSIVE USE DURING CONSTRUCTION SHALL BE MARKED AND LIGHTED. THE CONTRACTOR SHALL ERECT AND MAINTAIN FENCING AROUND THE PERIMETER OF THESE AREAS AND VISIBLE DEVICES FOR DAY/NIGHT USE. TEMPORARY BARRICADES, FLAGGING AND FLASHING WARNING LIGHTS WILL BE REQUIRED AT CRITICAL ACCESS POINTS. THE TYPE OF MARKING AND WARNING DEVICES SHALL BE APPROVED BY THE CONSTRUCTION MANAGER AND AIRPORT OPERATIONS.
5. THE C.S.O. SHALL PROVIDE OPERATIONS AND THE CONSTRUCTION MANAGER A CURRENT LIST OF COMPANIES AUTHORIZED TO CONDUCT WORK ON THE AIRPORT. CONTRACTOR EMPLOYEE PERSONAL VEHICLES SHALL BE RESTRICTED TO THE CONTRACTORS EMPLOYEE PARKING AREA AND ARE NOT ALLOWED ON THE AIRFIELD AT ANY TIME.

DU080

[illegible]

01 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

REUSE OF DOCUMENTS: THIS DOCUMENT, AND THE IDEAS AND DESIGNS IT CONTAINS, ARE NOT TO BE REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE U.S. AIR FORCE.

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GENERAL

GENERAL AND SECURITY NOTES

AS SHOWN

VERIFY SCALE

AS IS ONE INCH ON
ORIGINAL DRAWING

DATE	2012/02/03
PROJ	424278
DWG	G-103
SHEET	4 of 57

SAFETY REQUIREMENTS DURING CONSTRUCTION										DU080									
DEFINITIONS AND ABBREVIATIONS: AOA - AIRPORT OPERATIONS AREA FAR - FEDERAL AVIATION REGULATION AC - ADVISORY CIRCULAR																			
A. FEDERAL AVIATION ADMINISTRATION (FAA) ADVISORY CIRCULAR (AC), ORDERS AND FEDERAL AVIATION REGULATION (FAR).																			
THE FOLLOWING PUBLICATIONS CONTAIN DEFINITIONS & DESCRIPTIONS OF CRITICAL AIRPORT OPERATING AREAS. THE AREAS DEFINED BELOW PERTAIN TO AIRFIELD SAFETY REQUIREMENTS AND ARE REFERENCED THROUGHOUT THE CONTRACT DOCUMENTS. COPIES OF THESE PUBLICATIONS ARE AVAILABLE ON-LINE (FAA.GOV) AND THROUGH THE FAA.																			
1. AC 150/5370-2E, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION", OR CURRENT EDITION, SETS FORTH GUIDELINES TO ASSIST AIRPORT OPERATORS IN COMPLYING WITH FAR PART 139, "CERTIFICATION AND OPERATION": LAND AIRPORTS SERVING CERTAIN AIR CARRIERS AND WITH THE REQUIREMENTS OF FEDERALLY FUNDED CONSTRUCTION PROJECTS.																			
2. FAR PART 77 "OBJECTS AFFECTING NAVIGABLE AIRSPACE", CURRENT EDITION:																			
a. ESTABLISHES STANDARDS FOR DETERMINING OBSTRUCTIONS TO NAVIGABLE AIRSPACE. CIVIL AIRPORT IMAGINARY SURFACES ARE DEFINED IN THE PUBLICATION AND ARE SHOWN ON THE SAFETY PLAN.																			
b. SETS FORTH REQUIREMENTS FOR NOTICE OF CERTAIN PROPOSED CONSTRUCTION OR ALTERATION. NOTICE OF CONSTRUCTION PROVIDES A BASIS FOR RECOMMENDATIONS FOR IDENTIFYING THE CONSTRUCTION OR ALTERATION IN ACCORDANCE WITH AC 70/7460-1K "OBSTRUCTION MARKING AND LIGHTING," CURRENT EDITION.																			
3. AC 150/5300-13. "AIRPORT DESIGN", CURRENT EDITION, ESTABLISHES DESIGN, OPERATIONAL, AND MAINTENANCE STANDARDS FOR AIRPORTS. STANDARD TERMS USED IN THE CONTRACT PLANS AND SPECIFICATIONS ARE DEFINED BELOW:																			
a. OBSTACLE FREE ZONE (OFZ) - A VOLUME OF SPACE WHICH IS FREE OF ALL FIXED OBJECTS AND CLEAR OF VEHICLES IN THE PROXIMITY OF AN AIRPLANE CONDUCTING AN APPROACH, MISSED APPROACH, LANDING, TAKEOFF, OR DEPARTURE.																			
b. RUNWAY PROTECTION ZONE (RPZ): A TRAPEZOIDAL AREA CENTERED ON THE RUNWAY BEGINNING AT A POINT 200 FEET BEYOND THE END OF THE AREA USEABLE FOR TAKEOFF OR LANDING.																			
c. OBJECT FREE AREA (OFA): A TWO DIMENSIONAL GROUND AREA SURROUNDING RUNWAYS, TAXIWAYS, AND TAXI LANES WHICH IS CLEAR OF OBJECTS EXCEPT FOR OBJECTS WHOSE LOCATION IS FIXED BY FUNCTION.																			
d. SAFETY AREA - THE SURFACE ADJACENT TO RUNWAYS, TAXIWAYS, AND TAXI LANES OVER WHICH AIRCRAFT SHOULD, IN DRY WEATHER, BE ABLE TO CROSS AT NORMAL SPEEDS WITHOUT INCURRING ANY SIGNIFICANT DAMAGE. A SAFETY AREA IS GRADED, DRAINED AND COMPACTED. IT IS FREE OF ANY HOLES, TRENCHES, BUMPS OR OTHER SIGNIFICANT SURFACE VARIATIONS OR OBJECTS OTHER THAN THOSE WHICH MUST BE THERE BECAUSE OF THEIR ESSENTIAL AERONAUTICAL FUNCTION. THE SAFETY AREA REQUIRES THE CAPABILITY OF SUPPORTING MAINTENANCE VEHICLES AND AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLES UNDER NORMAL (DRY) CONDITIONS.																			
B. GENERAL SAFETY REQUIREMENTS																			
1. THE CONTRACTOR SHALL ACQUAINT HIS SUPERVISORS AND EMPLOYEES WITH THE AIRPORT ACTIVITY AND OPERATIONS THAT ARE INHERENT TO DUPAGE AIRPORT AND SHALL CONDUCT HIS CONSTRUCTION ACTIVITIES TO CONFORM TO ALL ROUTINE AND EMERGENCY AIR TRAFFIC REQUIREMENTS AND GUIDELINES FOR SAFETY SPECIFIED HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING ALL SAFETY DEVICES AS REQUIRED FOR THE PROTECTION OF HIS PERSONNEL.																			
2. PROTECTION OF ALL PERSONS, PROPERTY, AND EQUIPMENT SHALL BE PROVIDED THROUGHOUT THE PROGRESS OF THE WORK. THE WORK SHALL PROCEED IN SUCH A MANNER AS TO PROVIDE SAFE CONDITIONS FOR ALL WORKERS AND AIRPORT PERSONNEL. THE SEQUENCE OF OPERATION SHALL BE SUCH THAT MAXIMUM PROTECTION IS AFFORDED TO INSURE THAT PERSONNEL AND WORKERS IN THE WORK AREA ARE NOT SUBJECT TO ANY DANGEROUS CONDITIONS. THE CONTRACTOR MUST PROVIDE SAFETY MEASURES TO GUARD AGAINST INJURY INCLUDING, BUT NOT LIMITED TO, ITEMS SUCH AS SAFETY VESTS, HARD HATS, AND HEARING PROTECTION.																			
3. DURING PERFORMANCE OF THIS CONTRACT, THE AIRPORT RUNWAYS, TAXIWAYS, AND AIRCRAFT PARKING APRONS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. ALL AIRCRAFT TRAFFIC ON THESE AREAS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. THE OWNER RESERVES THE RIGHT TO ORDER THE CONTRACTOR AT ANY TIME TO VACATE ANY AREA NECESSARY TO MAINTAIN SAFE AIRCRAFT OPERATIONS. USE OF AREAS NEAR THE CONTRACTOR'S WORK SHALL BE CONTROLLED TO MINIMIZE DISTURBANCE TO THE AIRPORT OPERATIONS. THE CONTRACTOR SHALL NOT ALLOW EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, OR ANY OTHER UNAUTHORIZED PERSON TO ENTER OR REMAIN IN ANY AIRPORT OPERATIONS AREA WHICH WOULD BE HAZARDOUS TO PERSONS OR TO AIRCRAFT OPERATIONS.																			
4. ALL WORK WHICH IS TO BE PERFORMED WITHIN THE SAFETY AREA OF AN ACTIVE RUNWAY, TAXIWAY, APRON OR AIRPORT ROADWAY UNDER NORMAL OPERATIONAL CONDITIONS SHALL BE PERFORMED WHEN THE RUNWAY, TAXIWAY OR APRON IS NOT IN USE. SUCH WORK SHALL NOT BE ACCOMPLISHED WITHOUT PRIOR PERMISSION FROM THE CONSTRUCTION MANAGER AND AIRPORT OPERATIONS. REQUESTED CLOSINGS SHALL BE DIRECTED A MINIMUM OF 2 WORKING DAYS (48 HOURS) IN ADVANCE TO THE CONSTRUCTION MANAGER WHO WILL COORDINATE WITH OPERATIONS.																			
C. CONSTRUCTION																			
1. ANY OF THE FOLLOWING CONDITIONS ARE CONSIDERED SAFETY PROBLEMS AND/OR HAZARDS. THE CONTRACTOR SHALL CORRECT/ELIMINATE THESE HAZARDS TO THE SATISFACTION OF THE CONSTRUCTION MANAGER AND AIRPORT OPERATIONS.																			
a. TRENCHES, HOLES, PAVEMENT DROP-OFFS OR EXCAVATION IN EXCESS OF 3 INCHES IN DEPTH WITHIN AN RSA OR TSA.																			
b. UNMARKED/UNLIGHTED HOLES OR EXCAVATION IN ANY APRON, OPEN TAXIWAY, OPEN TAXILANE, OR RELATED SAFETY AREA.																			
c. MOUNDS OR PILES OF EARTH, CONSTRUCTION MATERIALS, TEMPORARY STRUCTURES, OR OTHER OBJECTS IN THE VICINITY OF OPEN RUNWAYS, TAXIWAYS, TAXILANES, OR IN A RELATED SAFETY, APPROACH, DEPARTURE OR TRANSITIONAL SURFACE AREAS.																			
d. VEHICLES OR EQUIPMENT, WHETHER OPERATING OR IDLE, ON ANY OPEN RUNWAY, TAXIWAY, TAXILANE, OR IN ANY RELATED SAFETY, APPROACH OR DEPARTURE AREA.																			
e. VEHICLES, EQUIPMENT, EXCAVATION, STOCKPILES, OR OTHER MATERIALS WHICH COULD DEGRADE OR OTHERWISE INTERFERE WITH ELECTRONIC SIGNALS FROM RADIOS OR ELECTRONIC NAVIGATIONAL AIDS (NAVAIDS).																			
f. PAVEMENT DROP-OFFS OR PAVEMENT TURF - LIPS (EITHER PERMANENT OR TEMPORARY), WHICH COULD CAUSE DAMAGE TO AIRCRAFT IF CROSSED AT NORMAL OPERATING SPEEDS. THE MAXIMUM DROP-OFF OR PERMITTED LIP IS 3 INCHES.																			
g. UNMARKED UTILITY, NAVAID, WEATHER SERVICE, RUNWAY/TAXIWAY LIGHTING, OR OTHER POWER OR SIGNAL CABLES THAT COULD BE DAMAGED DURING CONSTRUCTION.																			
h. OBJECTS, WHETHER OR NOT MARKED OR FLAGGED, OR ACTIVITIES ANYWHERE ON OR IN THE VICINITY OF THE AIRPORT WHICH COULD BE DISTRACTING, CONFUSING, OR ALARMING TO PILOTS DURING AIRCRAFT OPERATIONS.																			
i. UNFLAGGED/UNLIGHTED LOW VISIBILITY ITEMS SUCH AS TALL CRANES, DRILLS, AND OTHER CONSTRUCTION EQUIPMENT IN EXCESS OF 12 FT. IN HEIGHT ANYWHERE IN THE VICINITY OF ACTIVE RUNWAYS, OR IN ANY APPROACH, DEPARTURE OR TRANSITIONAL SURFACE AREAS.																			
j. MISLEADING OR MALFUNCTIONING OBSTRUCTION LIGHTS OR UNLIGHTED/UNMARKED OBSTRUCTIONS IN THE APPROACH TO ANY ACTIVE RUNWAY.																			
k. INADEQUATE APPROACH/DEPARTURE SURFACES (THESE SURFACES ARE NEEDED TO ASSURE ADEQUATE LANDING/TAKEOFF CLEARANCE OVER OBSTRUCTIONS, WORK OR STORAGE AREAS).																			
l. INADEQUATE, CONFUSING OR MISLEADING (TO USER PILOTS) MARKING/LIGHTING OF RUNWAYS, TAXIWAYS, OR TAXILANES INCLUDING DISPLACED OR RELOCATED THRESHOLDS.																			
m. WATER, DIRT, DEBRIS, OR OTHER TRANSIENT ACCUMULATION WHICH TEMPORARILY OBSCURES PAVEMENT MARKINGS OR PAVEMENT EDGES, OR DEGROGATES VISIBILITY OF RUNWAY/TAXIWAY MARKINGS AND/OR LIGHTING.																			
n. INADEQUATE OR IMPROPER METHODS OF MARKING, BARRICADING, AND LIGHTING OF TEMPORARILY CLOSED PORTIONS OF THE AOA.																			
o. TRASH OR OTHER MATERIALS WITH FOREIGN OBJECT DEBRIS (FOD) POTENTIAL; WHETHER ON RUNWAYS, TAXIWAYS, OR APRONS; OR IN RELATED SAFETY AREAS.																			
p. INADEQUATE BARRICADING OR OTHER MARKING WHICH IS PLACED TO SEPARATE CONSTRUCTION OR MAINTENANCE AREAS FROM OPEN AIRCRAFT OPERATING AREAS.																			
q. FAILURE TO CONTROL UNAUTHORIZED VEHICLE AND HUMAN ACCESS FROM ACTIVE AIRCRAFT OPERATING AREAS.																			
r. DUST CLOUDS FROM HAUL ROADS. SUFFICIENT WATERING SHALL BE PERFORMED DURING WORK HOURS TO MITIGATE/ELIMINATE THE FORMATION OF DUST CLOUDS FROM HAUL ROADS.																			
s. CONSTRUCTION ACTIVITIES OR MATERIALS WHICH COULD HAMPER THE RESPONSE OF AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) EQUIPMENT FROM REACHING AIRCRAFT ALL OR ANY PART OF THE RUNWAY/TAXIWAY SYSTEM, RUNWAY APPROACH AND DEPARTURE AREAS AND TO AIRCRAFT PARKING LOCATIONS.																			
t. BIRD ATTRACTANTS ON AIRPORT SUCH AS: EDIBLES (FOOD SCRAPS, ETC.), MISCELLANEOUS TRASH, OR PONDED WATER.																			
D.MOTORIZED VEHICLES																			
1. THIS PROJECT INCLUDES WORK WITHIN THE ACTIVE AIRCRAFT OPERATIONS AREA (AOA) (I.E., THE SECURE PORTION OF THE AIRPORT). ALL PERMITTED CONSTRUCTION VEHICLES (HEAVEY EQUIPMENT) SHALL DISPLAY IN FULL VIEW ABOVE THE VEHICLE A 3 FOOT X 3 FOOT OR LARGER, ORANGE AND WHITE CHECKERBOARD, PLASTIC/CLOTH FLAG. EACH CHECKERBOARD COLOR SHALL BE 1 FOOT SQUARE. ANY VEHICLE OPERATING IN THE AOA DURING THE HOURS OF DARKNESS AND/OR IFR CONDITIONS SHALL BE EQUIPPED WITH A FLASHING AMBER (YELLOW) DOME-TYPE LIGHT, MOUNTED ON TOP OF THE VEHICLE AND OF SUCH INTENSITY TO CONFORM TO LOCAL CODES FOR MAINTENANCE AND EMERGENCY VEHICLES. DARKNESS SHALL BE DEFINED AS 30 MINUTES BEFORE OFFICIAL SUNSET UNTIL 30 MINUTES AFTER OFFICIAL SUNRISE. ALL VEHICLES OPERATING WITHIN THE AOA AND AIRPORT PROPERTY SHALL BE IDENTIFIED WITH A SIGN 6-INCH MINIMUM LETTER SIZE ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTOR'S NAME PER THE DAA VEHICLE BADGE APPLICATION.																			
2. VEHICLES MAKING ONLY OCCASIONAL VISITS TO THE JOB SITE ARE REQUIRED TO HAVE A SIGN WITH A 6-INCH MINIMUM LETTER SIZE ON EACH SIDE OF THE VEHICLE BEARING THE CONTRACTORS NAME AND OBTAIN A VISITOR/VEHICLE BADGE WHEN WORK IS REQUIRED WITHIN THE SIDA (TERMINAL) AREA AND ARE TO BE ESCORTED THROUGH, AND OUT OF, THE AIRPORT OPERATIONS AREA BY A PROPERLY IDENTIFIED VEHICLE WITH APPROVED ESCORTING CERTIFICATION AND PRIVILEGES.																			
3. CONTRACTOR SHALL USE ROUTES AS SHOWN ON PLANS OR AS APPROVED IN ADVANCE FOR TRANSIT BETWEEN WORK SITES, STOCKPILE LOCATIONS AND STAGING AREAS. THE CONTRACTOR SHALL NOT CROSS ACTIVE RUNWAYS AND/OR TAXIWAYS WHEN MOVING ANYWHERE ON THE AIRFIELD WITHOUT PRIOR APPROVAL OF THE AIR TRAFFIC CONTROL TOWER.																			
4. THE MAXIMUM ALLOWABLE HEIGHT OF CONSTRUCTION EQUIPMENT OPERATING IN THE AIRSIDE OPERATION AREA IS GOVERNED BY F.A.A. ADVISORY CIRCULAR (AC) 150/5370-2E, CURRENT EDITION. WHEN EQUIPMENT IS EXPECTED TO PENETRATE A RUNWAY APPROACH OR TRANSITIONAL SURFACE (DEFINED BY CONTOURS ON SAFETY PLAN) OR WHEN CRANES WILL BE USED ON SITE, THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER AND DAA AT LEAST 85 DAYS PRIOR TO START OF CONSTRUCTION TO COORDINATE THE SUBMITTAL OF FAA FORM 7460-1 TO THE FAA REGIONAL OFFICE. PERMISSION TO USE CRANES SHALL BE ISSUED BY DAA AIRSIDE OPERATIONS AFTER APPROVAL BY THE FAA. BOOMS SHALL BE LOWERED WHEN NOT IN OPERATION AND LIGHTED WITH A 360 DEGREE RED OBSTRUCTION LIGHT AND 3 FOOT X 3 FOOT OR LARGER, ORANGE AND WHITE CHECKERBOARD, PLASTIC/CLOTH FLAG WHEN ERECT AND/OR WORKING AT NIGHT.																			
E. RADIO COMMUNICATIONS																			
1. RADIO COMMUNICATIONS ARE REQUIRED BETWEEN THE CONTRACTOR'S ON-SITE REPRESENTATIVE AND THE AIR TRAFFIC CONTROL TOWER (ATCT). RADIO CONTACT IS REQUIRED AT ALL TIMES WHILE THE CONTRACTOR HAS PERSONNEL AND EQUIPMENT IN AN ACTIVE AOA OF THE AIRPORT. RADIOS SHALL BE FURNISHED BY THE CONTRACTOR AND SHALL BE CAPABLE OF TRANSMITTING AND RECEIVING AT A GROUND CONTROL FREQUENCY OF 121.8 MHZ AND TOWER CONTROL FREQUENCY OF 120.9 MHZ. THIS FREQUENCY IS TO BE UTILIZED WHEN CROSSING ACTIVE FACILITIES AND PRIOR TO ENTERING SAFETY AREAS. SUFFICIENT RADIOS SHALL BE ON SITE AND OPERATING AT ALL TIMES SO THAT INSTRUCTIONS OR COMMUNICATIONS MAY BE DISPATCHED TO ALL CREWS AND/OR SUPERVISORS WORKING IN AN ACTIVE AOA WITHIN ONE MINUTE AFTER RECEIPT FROM THE ATCT. COST OF RADIOS SHALL BE CONSIDERED INCIDENTAL TO THE CONSTRUCTION CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.																			
F. FOREIGN OBJECT DEBRIS																			
1. FOREIGN OBJECT DEBRIS (FOD), WASTE, AND LOOSE MATERIAL (INCLUDING DUST AND DIRT) CAPABLE OF CAUSING DAMAGE TO AIRCRAFT LANDING GEAR OR PROPELLERS, OR BEING INGESTED IN JET ENGINES, SHALL NOT BE PERMITTED IN THE ACTIVE AOA. MATERIALS OBSERVED TO BE WITHIN THE ACTIVE AOA SHALL BE REMOVED IMMEDIATELY AND/OR CONTINUOUSLY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE REQUIRED TO HAVE FAA APPROVED POWERED VACUUM SWEEPER(S) AND OPERATOR(S) ON SITE AND READY AT ALL TIMES DURING CONSTRUCTION ACTIVITY, AS NECESSARY TO CONTROL POTENTIAL FOR FOD GENERATED BY CONSTRUCTION ACTIVITIES. WHERE TRAVEL ON OR ACROSS RUNWAYS, TAXILANES, TAXIWAYS, OR AIRCRAFT APRONS IS REQUIRED, THE CONTRACTOR SHALL PROVIDE ADEQUATE PERSONNEL AND EQUIPMENT TO KEEP SUCH SURFACES CLEAR OF DEBRIS. APPROVED POWERED VACUUM SWEEPER(S) SHALL ALSO BE IN PLACE OUTSIDE SAFETY AREAS AT PROSPECTIVE ACTIVE AIRFIELD PAVEMENT CONSTRUCTION CROSSINGS WHERE APPROVED AND REQUIRED. IN ADDITION DUST MUST BE CONTROLLED FOR ALL HAUL ROUTES ON THE AOA AT ALL TIMES.																			
G. FLAGMEN																			
1. IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL, AT HIS/HER OWN EXPENSE, FURNISH FLAGMEN AS NECESSARY TO CONTROL CONSTRUCTION TRAFFIC (UNLESS OTHERWISE DIRECTED BY THE CONSTRUCTION MANAGER). ALL CONTRACTOR VEHICLES THAT ARE REQUIRED TO CROSS ACTIVE RUNWAYS, TAXIWAYS AND APRONS SHALL DO SO UNDER THE DIRECT CONTROL OF A COMPETENT FLAGMAN OR ESCORT WHO IS IN DIRECT RADIO CONTACT WITH THE AIR TRAFFIC CONTROL TOWER. ALL AIRCRAFT TRAFFIC ON RUNWAYS, TAXIWAYS, AND APRONS SHALL HAVE PRIORITY OVER CONTRACTOR'S TRAFFIC. AT NO TIME SHALL THE CONTRACTOR'S VEHICLES OR PERSONNEL BE ALLOWED TO ENTER SAFETY AREAS OR CROSS ACTIVE RUNWAYS OR CLEAR ZONES WITHOUT PROPER AUTHORIZATION OBTAINED THROUGH ATCT. NO WORK OR ACTIVITY SHALL BEGIN UNTIL ALL REQUIRED SAFETY ITEMS AND PERSONNEL ARE IN THEIR PROPER POSITIONS, AND FLAGMEN/ESCORTS HAVE RADIO CONTACT WITH ATCT.																			
8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631										RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS									
CH2MHILL®										GENERAL CONSTRUCTION SAFETY NOTES I									
AS SHOWN																			
VERIFY SCALE																			
BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"																			
DATE										2012/02/03									
PROJ										424278									
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1. PART 77 SURFACE DEPICTED DOES NOT INCLUDE CONTOURS ASSOCIATED WITH RUNWAY 10-28. THIS RUNWAY WILL BE CLOSED DURING THE CONSTRUCTION DURATION.

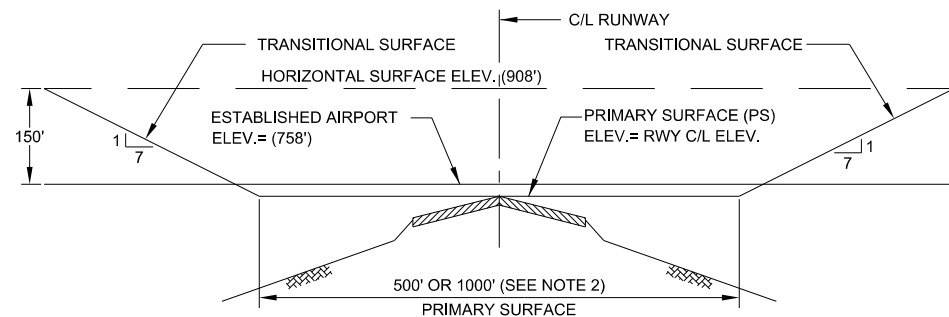
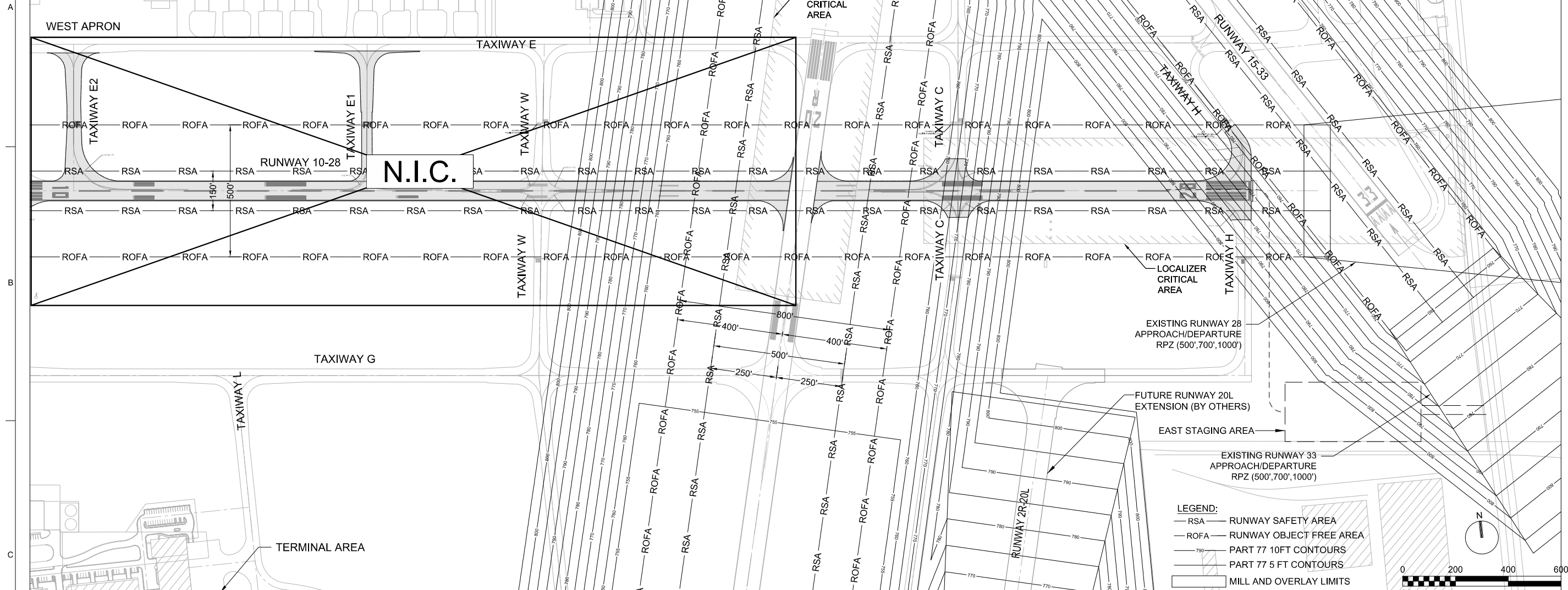
2. TAXIWAY SAFETY AND OBJECT FREE AREAS NOT SHOWN. SEE TABLE THIS SHEET FOR DIMENSIONS.

CRITICAL AREAS	ADG-II
TSA - TAXIWAY SAFETY AREA FROM CENTERLINE	40'
TOFA - TAXIWAY OBJECT FREE AREA FROM CENTERLINE	66'

EXISTING RUNWAY 20R
APPROACH/DEPARTURE
RPZ (500',1010',1700')

LOCAL
CRITICAL
AREA

DU080



TYPICAL SECTION
FAR PART 77 IMAGINARY SURFACES

N.T.S.

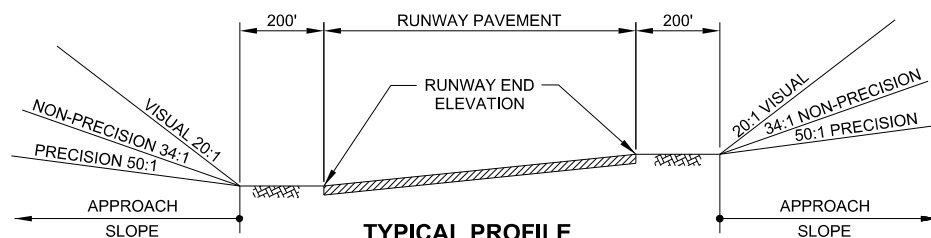
PART 77 NOTES:

1. SEE "SAFETY NOTES" AS CONTAINED IN THE PLANS REGARDING RESTRICTED AREAS IN THE VICINITY OF ACTIVE RUNWAYS, TAXIWAYS, AND NAVAIDS.
2. IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS ARE SIMILAR. PRIMARY SURFACE (P.S.) DIMENSIONS VARY BASED ON RUNWAY APPROACH CATEGORY.

RUNWAY 2L-20R P.S. = 1000' (500' LT. & RT. OF C/L)
 RUNWAY 2R-20L P.S. = 500' (250' LT. & RT. OF C/L)
 RUNWAY 10-28 P.S. = 1000' (500' LT. & RT. OF C/L)
 RUNWAY 15-33 P.S. = 500' (250' LT. & RT. OF C/L)

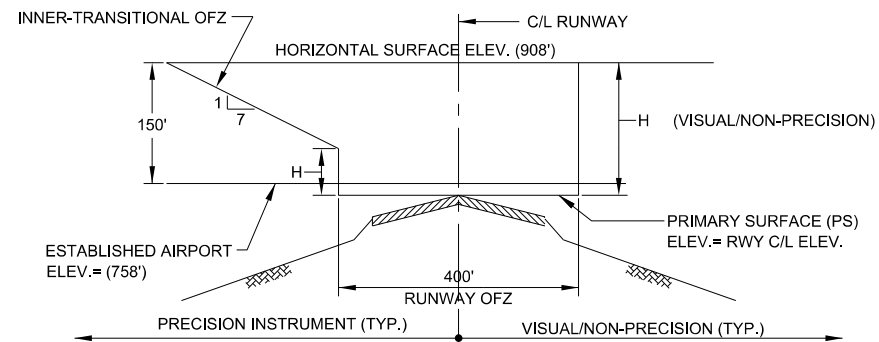
3. MSL = MEAN SEA LEVEL

SUBTRACT GROUND ELEVATION FROM MSL ELEVATION FOR ABOVE GROUND CLEARANCE.



TYPICAL PROFILE
FAR PART 77 IMAGINARY SURFACES
N.T.S.

RUNWAY END	ELEVATION (FT.)	APPROACH SLOPE	RUNWAY END	ELEVATION (FT.)	APPROACH SLOPE
2L	751.25'	50:1	20R	755.91'	34:1
2R	750.92'	20:1	20L	754.00'	20:1
10	753.75'	50:1	28	756.36'	34:1
15	756.87'	20:1	33	757.89'	20:1



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

TYPICAL SECTION
OBSTACLE FREE ZONE (OFZ)

N.T.S.

[illegible]

01 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

DATE	BY	DESCRIPTION
		REUSE OF DOCUMENTS: THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF CH2M HILL AND IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CH2M HILL.

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GENERAL SAFETY PLAN

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
0	1"
DATE	
PROJ	424278
DWG	G-106
SHEET	7 of 57

1. ALL AIRFIELD PAVEMENT CLOSURES SHALL BE TEMPORARY CLOSURES AS DESCRIBED IN FAA AC 150/5370-2E, "OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION." THE CONTRACTOR SHALL COMPLY WITH ALL THE REQUIREMENTS SET FORTH IN THE CONTRACT DOCUMENTS REGARDING AIRFIELD CLOSURES, SAFETY, AND SECURITY.

IN THE EVENT LIGHTED RUNWAY CLOSURE EQUIPMENT IS NOT OPERATIONAL, NON-LIGHTED CLOSURE X'S CONSTRUCTED OF DOUBLE-LAYERED PAINTED SNOW FENCE, COLORED PLASTIC, OR SIMILAR MATERIALS SHALL BE USED AND APPROVED BY THE CONSTRUCTION MANAGER FOR USE ON THIS PROJECT. X'S SHALL BE PROPERLY SECURED TO PREVENT MOVEMENT BY JET BLAST OR WIND CURRENTS.

4. NON-LIGHTED CLOSURE X'S SHALL BE ASSEMBLED IN A MANNER APPROVED BY THE CONSTRUCTION MANAGER AND PLACED AT THE DIRECTION OF THE CONSTRUCTION MANAGER. THE COST FOR PROVIDING AND MAINTAINING NON-LIGHTED CLOSURE X'S SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR MAINTENANCE OF AOA TRAFFIC.

Figure 1-1 consists of two diagrams, (a) and (b), illustrating runway and taxiway intersections. Diagram (a) shows a runway (100' wide) intersecting a taxiway (60' wide). The taxiway is 25' wide at the intersection. The runway centerline is shown. Diagram (b) shows a runway (100' wide) intersecting a taxiway (60' wide). The taxiway is 25' wide at the intersection. The runway centerline is shown.

N.T.S.



N.T.S.

N.T.S.



N.T.S.

1. CLOSED SERVICE ROADS SHALL BE MARKED BY CONSTRUCTION BARRIER LINES CONSISTING OF IDOT TYPE II BARRICADES PAINTED WHITE W/ ORANGE STRIPES. BARRICADES SHALL BE PLACED AT A MAXIMUM INTERVAL OF 20' ON CENTER. THE BARRICADES SHALL BE CONNECTED WITH 1/2" DIA. ROPE WITH 20"x20" BRIGHT ORANGE FLAGS ON CENTER. THE FLAG SHALL BE INSTALLED SO THAT THEY ARE ALWAYS IN THE EXTENDED POSITION AND PROPERLY ORIENTED.

3. ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A DAILY BASIS AND SHALL BE REPAINTED OR REPLACED WHEN DEEMED APPROPRIATE BY THE CONSTRUCTION MANAGER. THE CONDITIONS OF LIGHTING UNITS SHALL BE CHECKED DAILY. ALL LIGHT FIXTURES SHALL BE VERIFIED IN OPERATING CONDITION AND GOOD WORKING ORDER BY THE CONTRACTOR ON A DAILY BASIS, BEFORE THE CONTRACTOR CEASES OPERATIONS FOR THE DAY.

Diagram illustrating the components and dimensions of a Low Profile Barricade:

- RED FLASHING LIGHTS
- REFLECTIVE ORANGE MEDIA
- SANDBAG, 25 LB. MIN. ONE EACH END
- 8" DIA. SCH. 80 PVC
- 12"x12" FLAG BRIGHT ORANGE PROVIDE 12 GA. WIRE STIFFENER
- Dimensions: 1'-0", 2'-0", 10'-0", 1'-0"
- WHEN BARRICADE LINE CROSSES TAXIWAY/TAXILANE LOW PROFILE BARRICADE SHALL BE CENTERED ON TAXIWAY/TAXILANE CENTERLINE.

N.T.S.

1. TYPICAL BARRICADE TO BE PLACED, ALONG THE LIMITS OF THE PHASES OF WORK, AS SHOWN IN THESE PLANS TO DELINEATE THE CONTRACTOR'S WORK AREAS AND CLOSED TAXIWAYS/TAXILANES.

2. BARRICADE SECTIONS SHALL BE ALL WHITE WITH REFLECTIVE ORANGE MEDIA AS SHOWN ON DETAIL. ALL INCIDENTAL CONNECTORS, SPACERS, SPLICE PLATES, ETC. SHALL BE PAINTED WHITE.

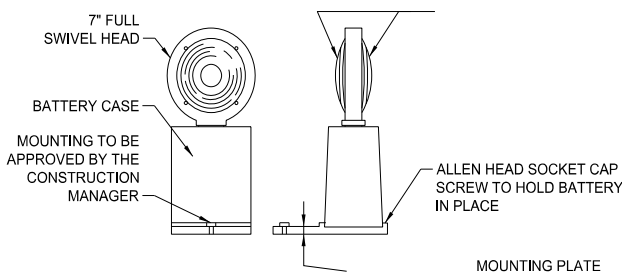
3. ALL BARRICADES SHALL BE CHECKED VISUALLY FOR SIGNS OF WEAR AND TEAR ON A DAILY BASIS AND SHALL BE REPAINTED WHEN DEEMED APPROPRIATE BY THE CONSTRUCTION MANAGER. THE CONDITIONS OF LIGHTING UNITS SHALL BE CHECKED DAILY. ALL LIGHT FIXTURES SHALL BE VERIFIED IN OPERATING CONDITION AND GOOD WORKING ORDER BY THE CONTRACTOR ON A DAILY BASIS BEFORE THE CONTRACTOR CEASES OPERATIONS FOR THE DAY.

4. ALL BARRICADES SHALL BE MOVED AT LEAST ONCE EACH WEEK AND THE CONTRACTOR SHALL SWEEP THE ACCUMULATED DEBRIS AND REMOVE AND DISPOSE OF THE DEBRIS OFFSITE AT AN APPROVED DISPOSAL FACILITY. THE BARRICADES SHALL THEN BE REPLACED AT THE APPROPRIATE LOCATION.

5. CAUTION LIGHTS SHALL BE RED IN COLOR AND FLASHING DURING HOURS OF DARKNESS. THERE WILL BE NO SEPARATE MEASUREMENT OR DIRECT PAYMENT FOR FURNISHING, MAINTAINING, RELOCATION OR REMOVAL OF THESE BARRICADES. PRICE FOR BARRICADES SHALL BE INCLUDED IN LUMP SUM BID PRICE FOR MAINTENANCE OF AOA TRAFFIC.

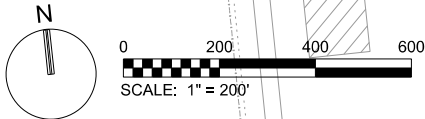
6. ALL LOW PROFILE BARRICADES ARE TO BE PLACED AT A MAXIMUM INTERVAL OF TWENTY FEET (20') ON CENTER.

7. THE CONTRACTOR MAY SUBSTITUTE AN APPROVED EQUAL LOW PROFILE BARRICADE GENERALLY CONFORMING TO THE ABOVE DETAILS AND CONFORMING TO THE SPECIFICATIONS FOR APPROVAL BY THE CONSTRUCTION MANAGER.

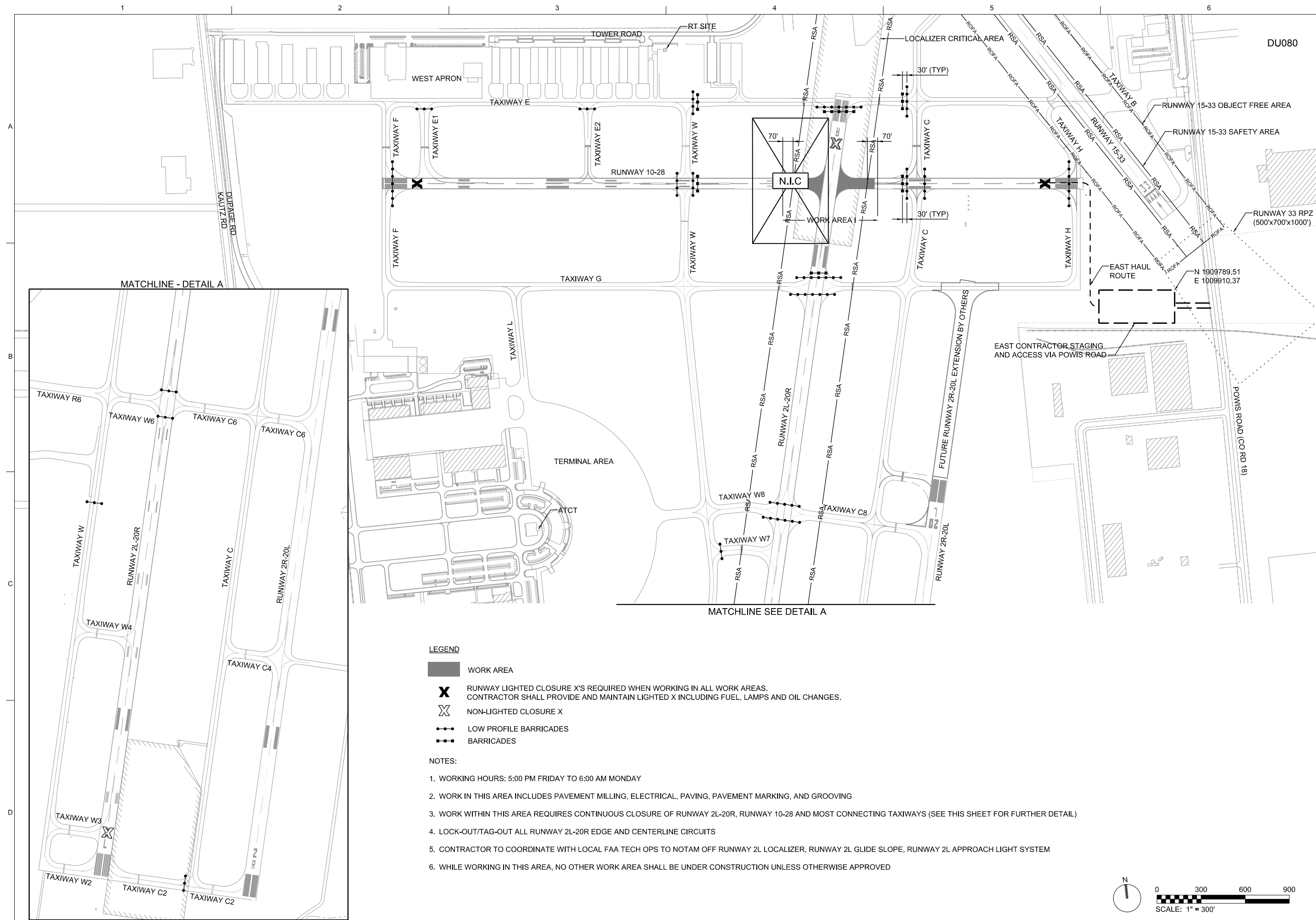


SELF POWERED RED LENS
STANDARD 3-WAY 6-VOLT
BARRICADE LIGHT
(PER UNIT)

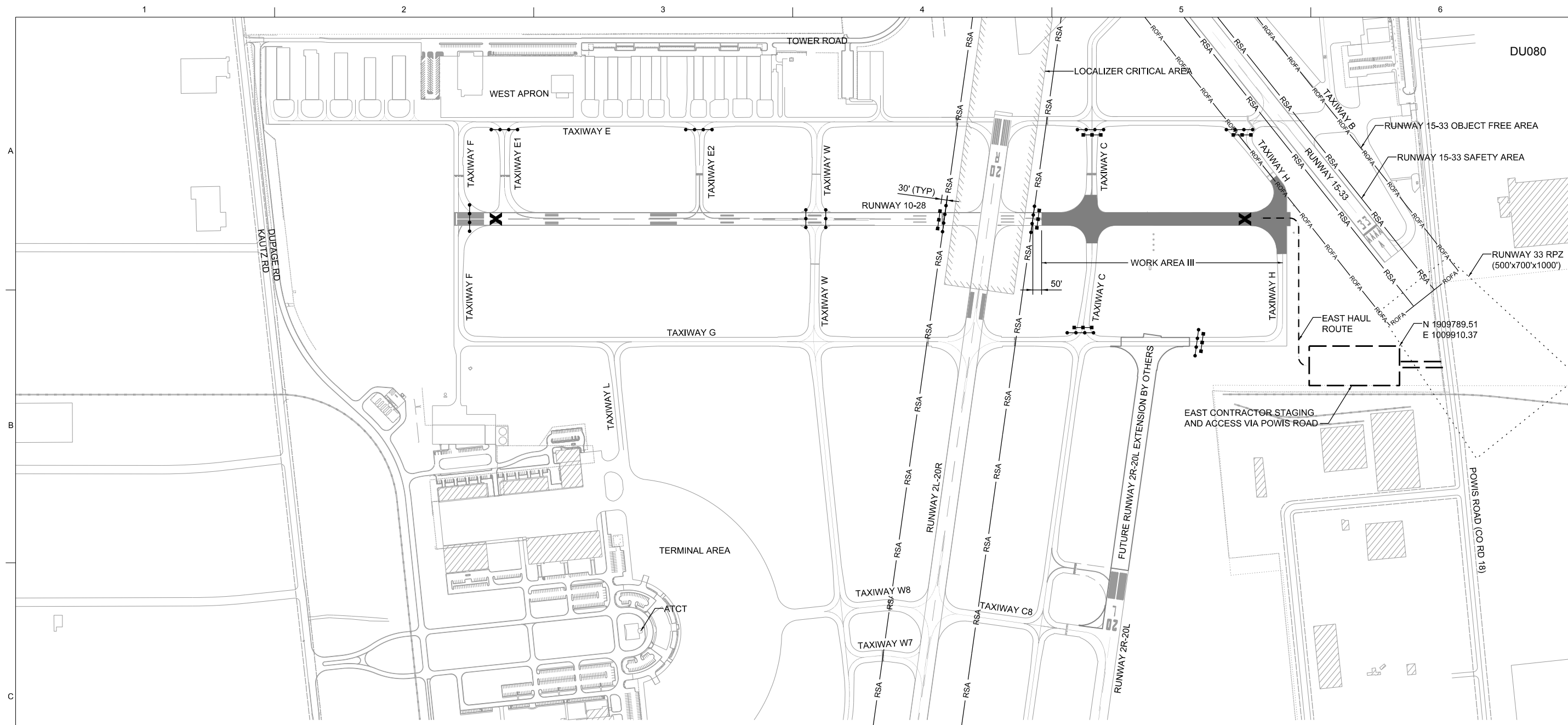
N.T.S.

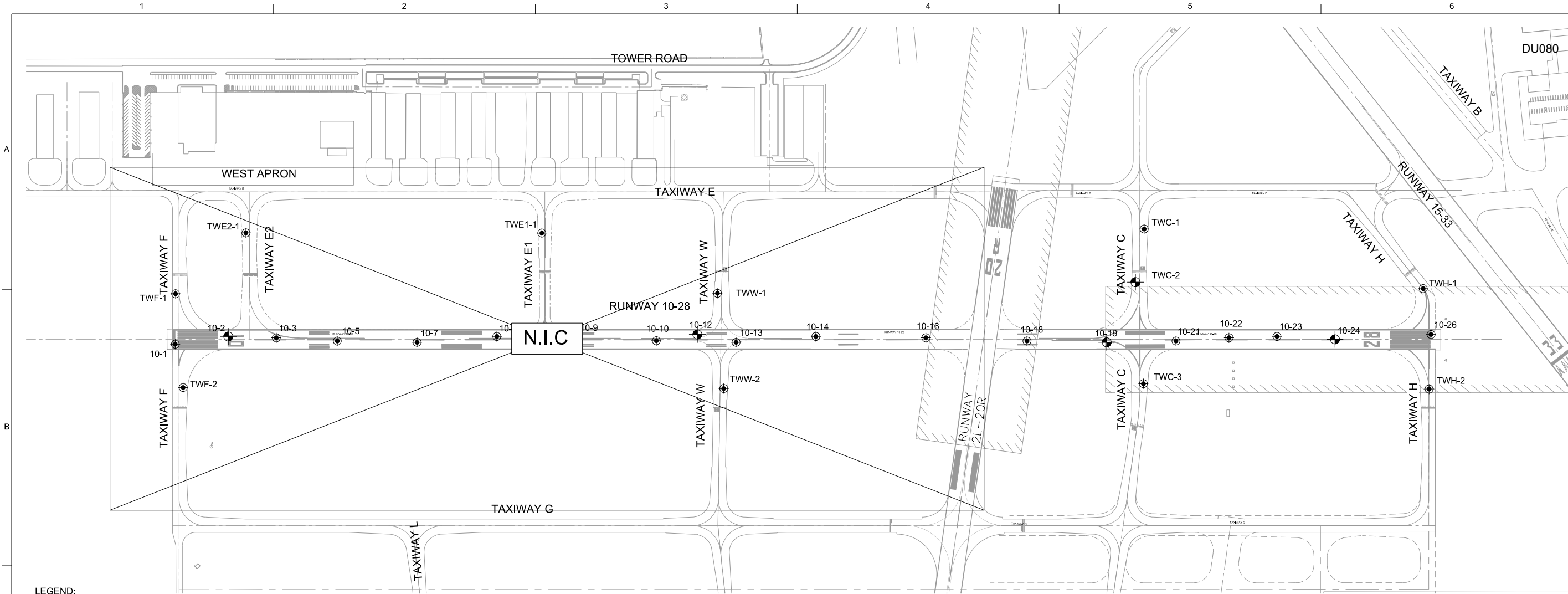


	8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631	GENERAL HORIZONTAL & VERTICAL CONTROL PLAN	RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS	NO.	2012/09/21	ISSUE FOR BID REVISION	BY	APVD	APVD	JA	JJ	MV
AS SHOWN												
VERIFY SCALE												
0 1" 												
DATE		2012/02/03										
PROJ		424278										
DWG		G-108										
SHEET		9 of 57										



CH2MHILL® GENERAL WORK AREA I PLAN	8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631 RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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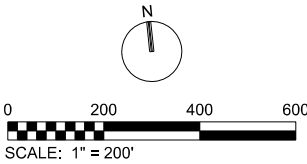
 CORE LOCATION

 BORING LOCATION

BORING/CORING LOCATIONS		
NO.	NORTHING	EASTING
10-1	1911051.61	1004630.69
10-2	1911059.80	1004832.24
10-3	1911036.08	1005011.14
10-5	1911000.20	1005238.09
10-7	1910964.15	1005536.03
10-8	1910954.86	1005836.70
10-9	1910918.71	1006134.55
10-10	1910876.60	1006431.79
10-12	1910883.90	1006587.58
10-13	1910839.46	1006729.54
10-14	1910830.17	1007030.20
10-16	1910782.30	1007441.38
10-18	1910730.75	1007818.17
10-19	1910694.60	1008116.09
10-21	1910672.53	1008375.53
10-22	1910663.72	1008575.30
10-23	1910649.95	1008755.24
10-24	1910616.58	1008971.29
10-26	1910597.13	1009332.48
TWC-1	1911103.75	1008300.26
TWC-2	1910908.21	1008247.15
TWC-3	1910525.48	1008237.18
TWYE1-1	1911323.99	1006045.43
TWYE2-1	1911440.33	1004938.55
TWF-1	1911240.25	1004651.52
TWF-2	1910886.48	1004643.29
TWH-1	1910771.54	1009321.08
TWH-2	1910393.82	1009303.71
TWW-1	1911030.11	1006678.87
TWW-2	1910671.48	1006665.08

Core No.	Asphalt Pavement						PCC Pavement	Asphalt Treated Base	Total Thickness (inch)
	PFC	Surface	Binder	Surface	Binder	Total (Inch)			
10-1	1.5 ^d	--	^{td} 5.5	2.25	3.00	12.25	5.50	--	17.75
10-2	0.75 ^d	--	^{td} 2.5 ^d	3.50	2.25 ^d	9.00	7.00 ^F	--	16.00
10-3	0.75	--	3.50	3.75	2.50 ^d	10.50	5.50 ^F	--	16.00
10-5	0.75	--	4.25 ^d	3.00	3.50 ^d	11.50	5.50 ^{SF}	--	17.00
10-7	0.50	--	4.00 ^d	2.75	3.50 ^d	10.75	5.50 ^{SF}	--	16.25
10-8	0.75 ^d	--	^{td} 3.75 ^d	3.50	3.50 ^d	11.50	5.75 ^F	--	17.25
10-9	0.75	--	3.50 ^d	3.00	2.00 ^d	9.25	6.00	--	15.25
10-10	0.75	--	4.00 ^d	2.75	2.50	10.00	5.25 ^{SF}	--	15.25
10-12	0.75	--	4.25	2.00 ^d	^{td} 2.50 ^d	9.50	6.25	--	15.75
10-13	0.75 ^d	--	^{td} 4.5	2.50	3.00	10.75	6.75 ^F	--	17.50
10-14	0.75 ^d	--	3.75 ^{td}	3.00	2.75	10.25	7.50 ^{SF}	--	17.75
10-16	1.00	--	3.25	3.25	2.75 ^d	10.25	5.75	--	16.00
10-18	0.50	--	4.00	3.50	2.75 ^d	10.75	6.50	--	17.25
10-19	0.75	--	4.00 ^d	2.75	3.00	10.50	6.50 ^F	--	17.00
10-21	0.75	--	3.75 ^d	2.50	2.50 ^d	9.50	6.50 ^{SF}	--	16.00
10-22	0.75	--	2.50 ^d	4.00	2.25	9.50	6.00 ^F	--	15.50
10-23	0.75	--	3.25 ^d	4.00	3.00	11.00	--	3.50	14.50
10-24	0.75 ^d	--	^{td} 3.00 ^d	3.25	6.00 ^F	13.00	--	--	13.00
10-26	0.75	--	3.50 ^d	2.50	8.75	15.50	--	--	15.50
TWC-1	--	2.00	3.50	--	--	5.50	--	4.00	9.50
TWC-2	--	2.00	4.75	--	--	6.75	--	2.75	9.50
TWC-3	--	--	--	--	--	0.00	10.00	2.00	12.00
TWE1-1	--	2.00 ^d	--	1.25	4.25 ^d	7.50	6.50 ^{SF}	--	14.00
TWE2-1	--	2.25	4.25	--	--	6.50	--	3.50	10.00
TWF-1	--	--	--	--	--	0.00	8.25	--	8.25
TWF-2	--	--	--	--	--	0.00	8.50	--	8.50
TWH-1	--	2.5 ^d	10.25	--	--	12.75	--	--	12.75
TWH-2	--	--	--	--	--	0.00	9.00 ^d	4.00	13.00
TWW-1	--	--	--	--	--	0.00	9.25	4.50	13.75
TWW-2	--	--	--	--	--	0.00	9.50	4.75	14.25

Notes: PFC - Porous Friction Course, d - Debonded, td - Top Disintegrated, F - Fractured, SF - Severely Fractured





8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

GEOTECHNICAL INVESTIGATION
LOCATIONS PLAN
& CORING TABLE

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.
0 1"

DATE 2012/02/03

PROJ 424278

DWG B-100

SHEET 14 of 57

ISSUE FOR BID

REVISION

CHK

DA

DR

APVD

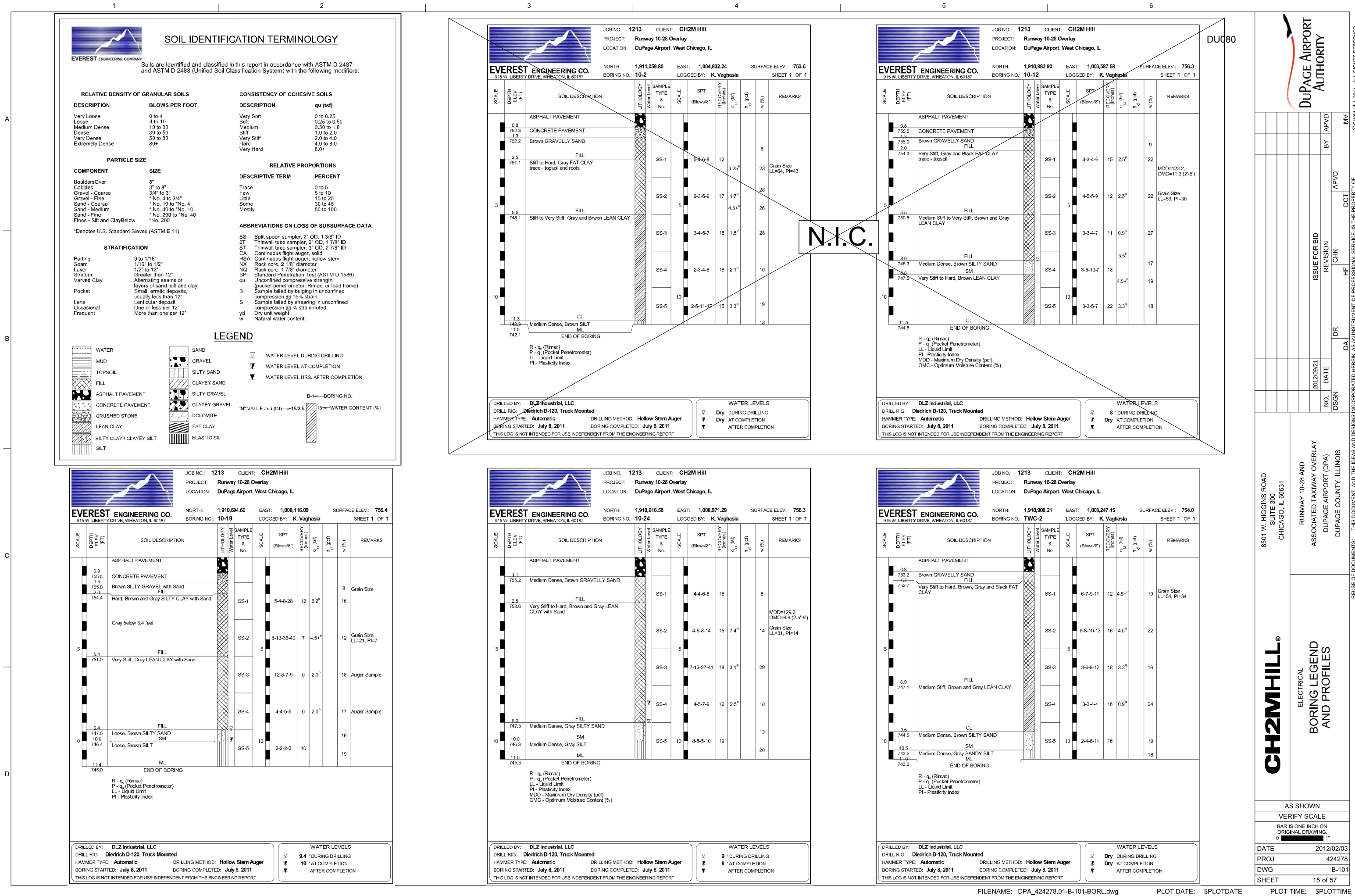
BY

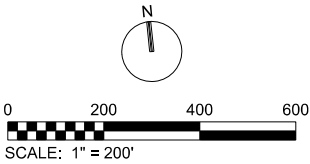
APVD

MV

DUPAGE AIRPORT
AUTHORITY

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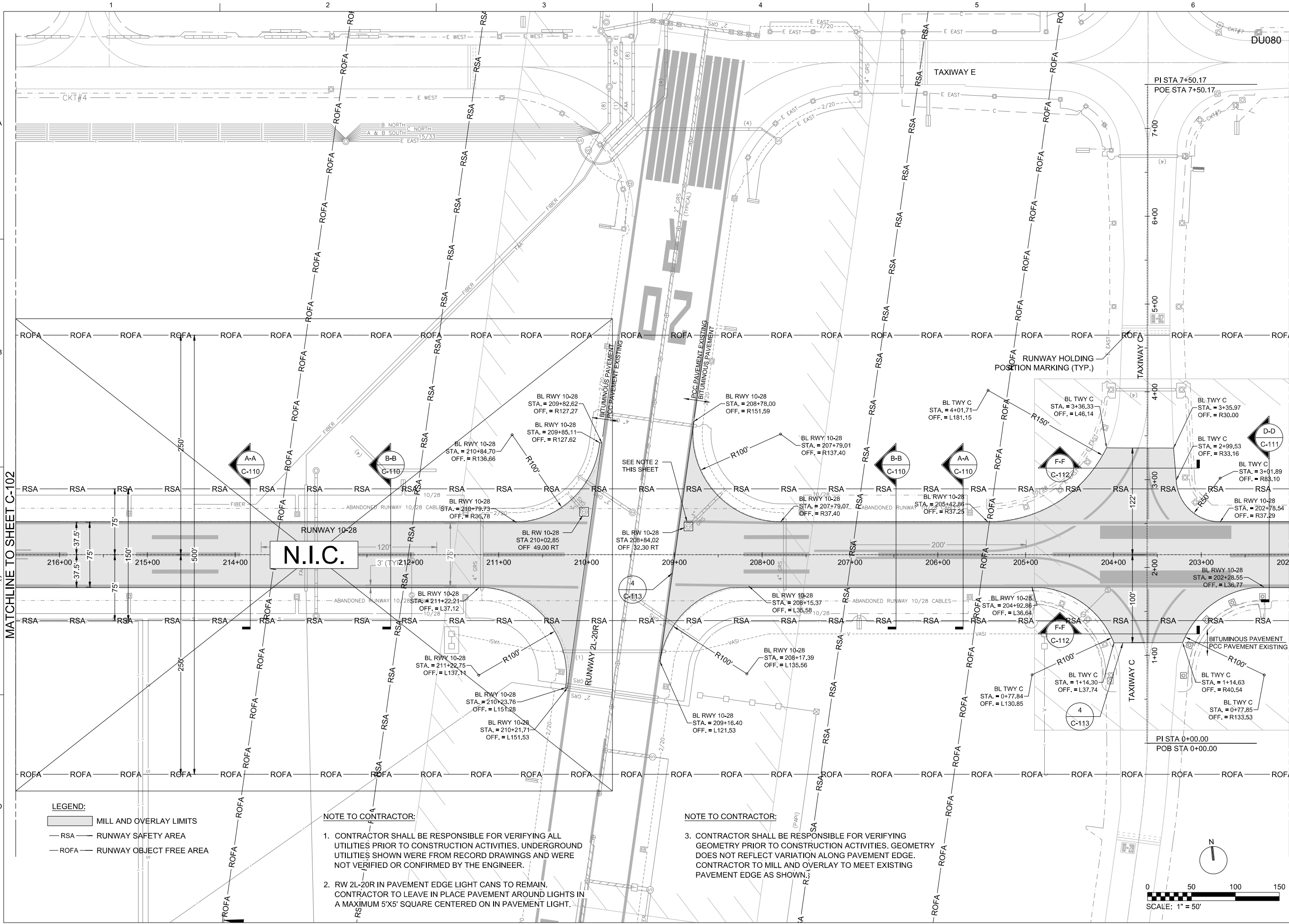
CIVIL
SHEET LAYOUT PLAN

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

	JA	HF	DCI	WV
REUSE OF DOCUMENTS:	THIS DOCUMENT, AND THE IDEAS AND DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF CH2M HILL AND IS NOT TO BE USED IN WHOLE OR IN PART FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF CH2M HILL			

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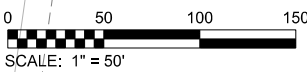
- MILL AND OVERLAY LIMITS
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA

NOTE TO CONTRACTOR:

- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL UTILITIES PRIOR TO CONSTRUCTION ACTIVITIES. UNDERGROUND UTILITIES SHOWN WERE FROM RECORD DRAWINGS AND WERE NOT VERIFIED OR CONFIRMED BY THE ENGINEER.
- RW 2L-20R IN PAVEMENT EDGE LIGHT CANS TO REMAIN. CONTRACTOR TO LEAVE IN PLACE PAVEMENT AROUND LIGHTS IN A MAXIMUM 5'X5' SQUARE CENTERED ON IN PAVEMENT LIGHT.

NOTE TO CONTRACTOR:

- CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING GEOMETRY PRIOR TO CONSTRUCTION ACTIVITIES. GEOMETRY DOES NOT REFLECT VARIATION ALONG PAVEMENT EDGE. CONTRACTOR TO MILL AND OVERLAY TO MEET EXISTING PAVEMENT EDGE AS SHOWN.



CH2MHILL®

CIVIL
PAVING AND
GEOMETRY PLAN III

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

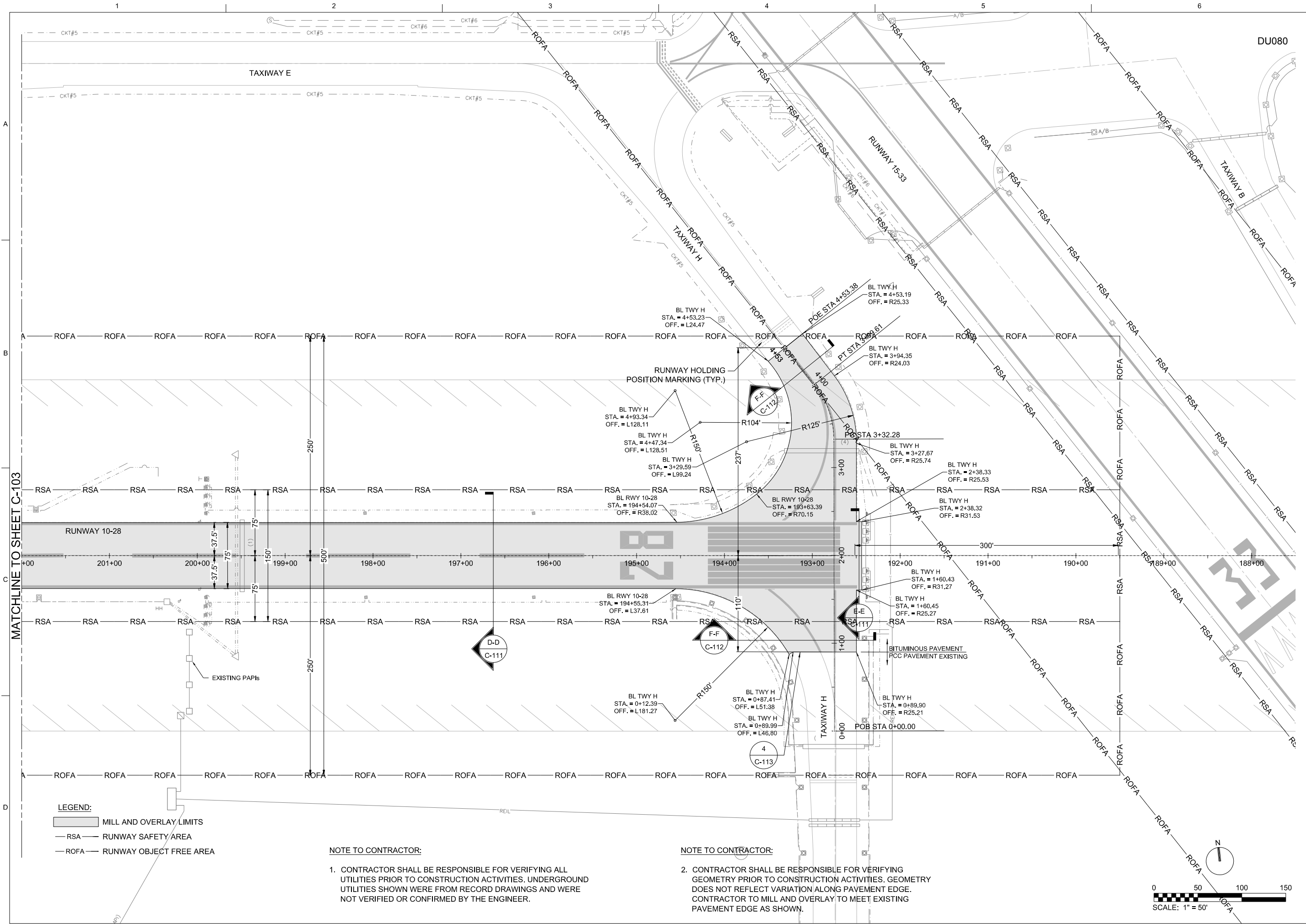
MATCHLINE TO SHEET C-102

MATCHLINE TO SHEET C-104

AS SHOWN
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING, 1" = 50'
DATE 2012/02/03
PROJ 424278
DWG C-103
SHEET 17 of 57

NO.	DATE	DSGN	CHK	HF	DR	APVD	BY	APVD	MV
20120921									
ISSUE FOR BID									
REVISION									

DUPAGE AIRPORT
AUTHORITY



CH2MHILL®

CIVIL

PAVING AND GEOMETRY PLAN IV

8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING, 1" = 50'

DATE: 2012/02/03

PROJ: 424278

DWG: C-104

SHEET: 18 of 57

ISSUE FOR BID

REVISION

CHK

APVD

DCT

NO.

DATE

DGN

DR

JRT

HF

BY

APVD

MV

DUPAGE AIRPORT AUTHORITY

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FILENAME: DPA_424278.01-C-104-PAGM.dgn

PLOT DATE: \$PLOTDATE

PLOT TIME: \$PLOTTIME



- ① 2" BITUMINOUS SURFACE COURSE (P-401)
- ② BITUMINOUS TACK COAT (P-603) BETWEEN LIFTS
- ③ 1" MINIMUM BITUMINOUS LEVELING COURSE (P-401)
- ④ BITUMINOUS TACK COAT (P-603) ON MILLED SURFACE
- ⑤ PAVEMENT MILLING (P-150)
- ⑥ EXISTING ¾" POROUS FRICTION COURSE TO BE REMOVED

CONTRACTOR MUST SURVEY THE RUNWAY AFTER MILLING IS COMPLETE, EACH LIFT OF LEVELING COURSE, AND EACH LIFT OF SURFACE COURSE FOR QUANTITY TAKE OFF AND QUALITY CONTROL.

 2" BITUMINOUS SURFACE COURSE AFTER MILLING
 TOTAL PAVEMENT MILLING (P-150)

8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

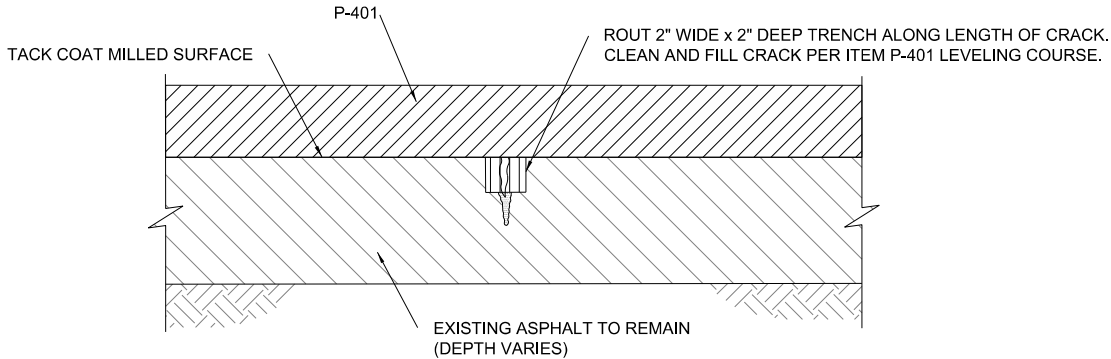
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CIVIL
TYPICAL SECTIONS IV

AS SHOWN
VERIFY SCALE

BAR IS ONE INCH ON
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0 1"

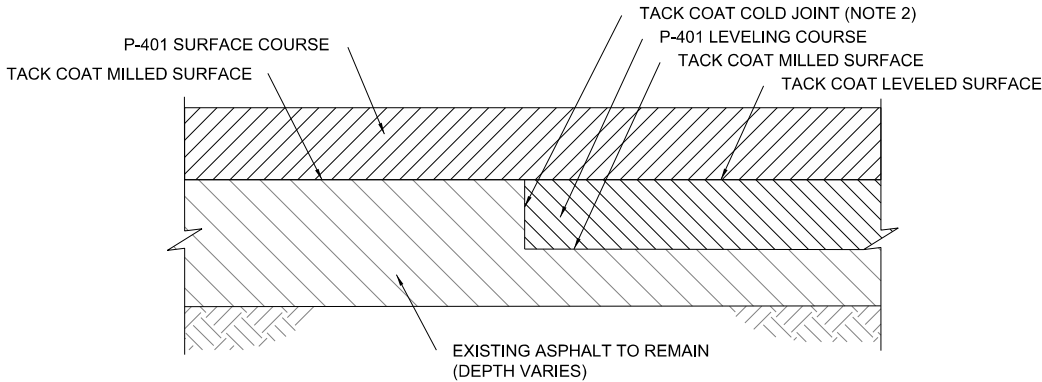
DATE	2012/02/03
PROJ	424278
DWG	C-113
SHEET	22 of 57



NOTE:
CRACKS SHALL BE FIELD LOCATED BY THE ENGINEER.

1 CRACK REPAIR - CRACKS GREATER THAN
1/2" WIDE BUT LESS THAN 1" WIDE AFTER MILL

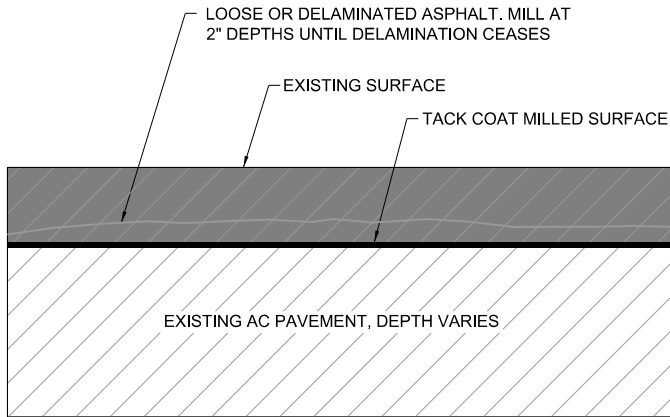
NTS



NOTES:
1. CRACKS SHALL BE FIELD LOCATED BY THE ENGINEER.
2. VERTICAL FACE OF MILLED SURFACE IS TO BE CLEANED PROPERLY FOR GOOD TACK COAT BOND. LEVELING COURSE SHOULD BE COMPACTED ADEQUATELY ALONG THE MILLED EDGE. PAVING CONSTRUCTION JOINT FOR THE SURFACE COURSE SHOULD BE OFFSET.

2 COLD JOINT - LEVELING COURSE TO EXISTING PAVEMENT

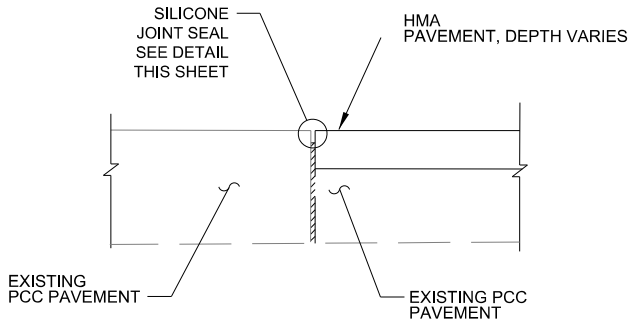
NTS



NOTES:
1. PATCHING WILL BE FIELD LOACATED BY THE ENGINEER.
2. THE MINIMUM PATCHING WIDTH WILL BE 10 FEET.

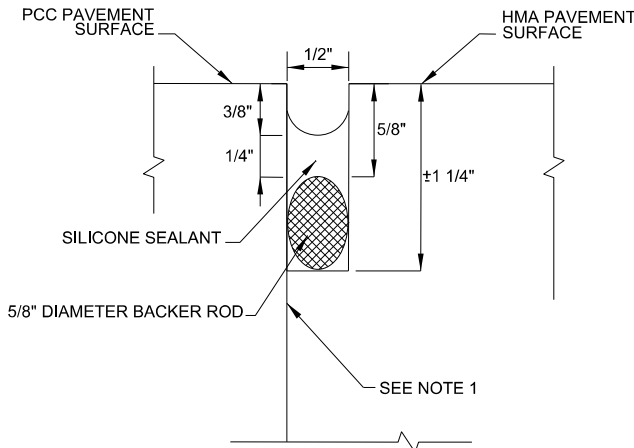
3 PATCHING TYPICAL SECTION

NTS



4 PCC/HMA JOINT

NTS

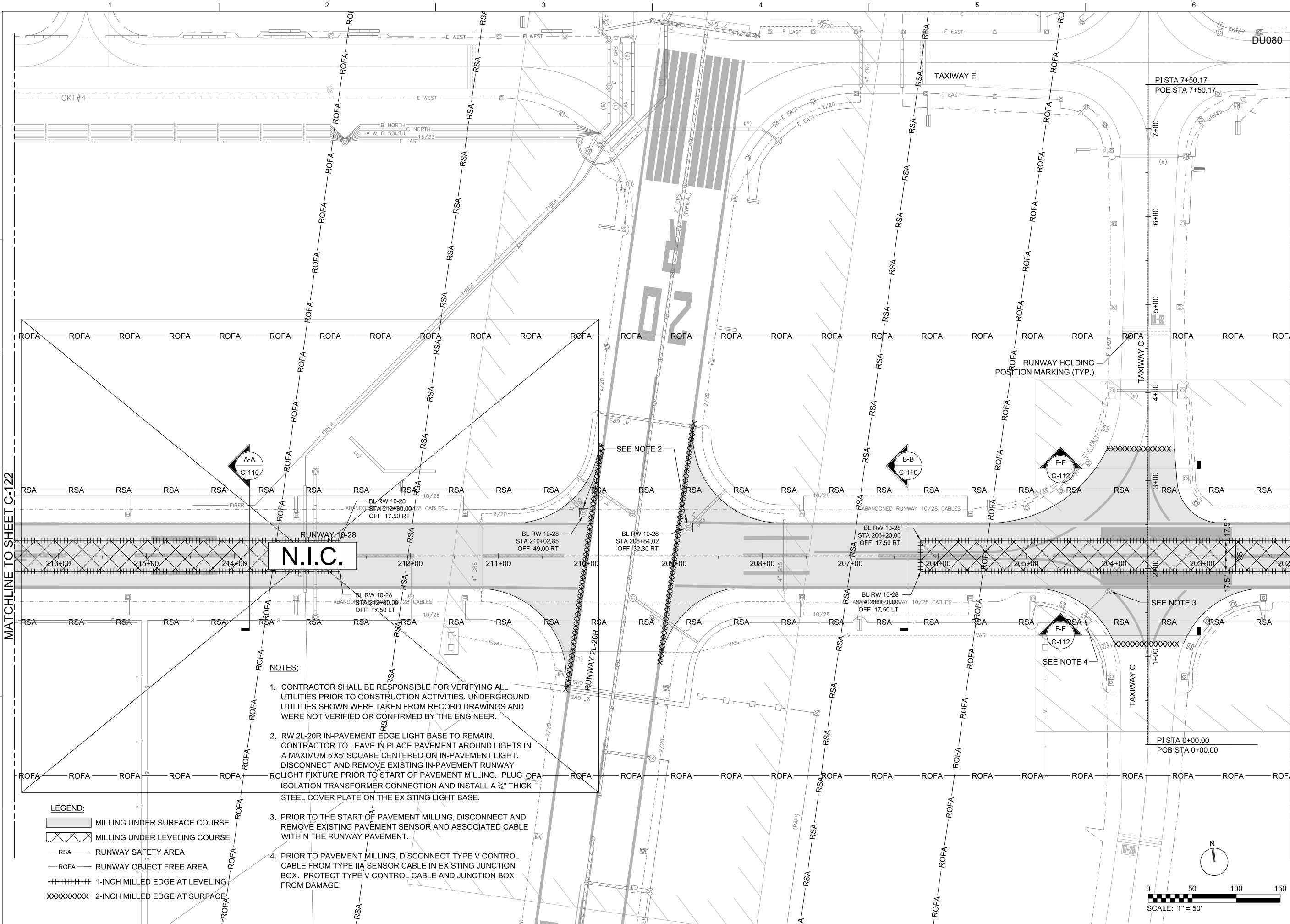


NOTES:

- FOR PLACEMENT OF HMA PAVEMENT AGAINST EXISTING PCC, PROVIDE BITUMINOUS TACK COAT ALONG THE EXPOSED PCC FACE PRIOR TO PLACING HMA.
- COST FOR PCC/HMA JOINT SHALL BE CONSIDERED INCIDENTAL TO ITEM 401.

5 SILICONE JOINT SEAL

NTS



MATCHLINE TO SHEET C-122

MATCHLINE TO SHEET C-124

N.I.C.

NOTES:

1. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL UTILITIES PRIOR TO CONSTRUCTION ACTIVITIES. UNDERGROUND UTILITIES SHOWN WERE TAKEN FROM RECORD DRAWINGS AND WERE NOT VERIFIED OR CONFIRMED BY THE ENGINEER.
2. RW 2L-20R IN-PAVEMENT EDGE LIGHT BASE TO REMAIN. CONTRACTOR TO LEAVE IN PLACE PAVEMENT AROUND LIGHTS IN A MAXIMUM 5'X5' SQUARE CENTERED ON IN-PAVEMENT LIGHT. DISCONNECT AND REMOVE EXISTING IN-PAVEMENT RUNWAY LIGHT FIXTURE PRIOR TO START OF PAVEMENT MILLING. PLUG OFF ISOLATION TRANSFORMER CONNECTION AND INSTALL A 3/4" THICK STEEL COVER PLATE ON THE EXISTING LIGHT BASE.
3. PRIOR TO THE START OF PAVEMENT MILLING, DISCONNECT AND REMOVE EXISTING PAVEMENT SENSOR AND ASSOCIATED CABLE WITHIN THE RUNWAY PAVEMENT.
4. PRIOR TO PAVEMENT MILLING, DISCONNECT TYPE V CONTROL CABLE FROM TYPE IIA SENSOR CABLE IN EXISTING JUNCTION BOX. PROTECT TYPE V CONTROL CABLE AND JUNCTION BOX FROM DAMAGE.

LEGEND:

- MILLING UNDER SURFACE COURSE
- MILLING UNDER LEVELING COURSE
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- 1-INCH MILLED EDGE AT LEVELING
- 2-INCH MILLED EDGE AT SURFACE

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RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

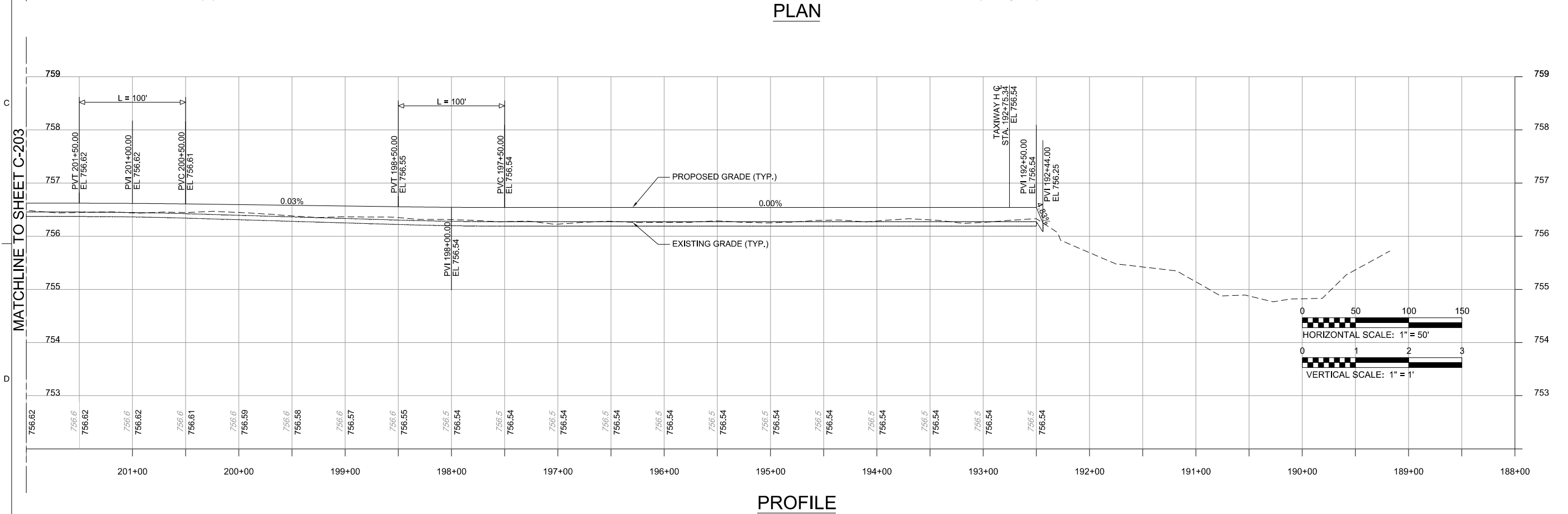
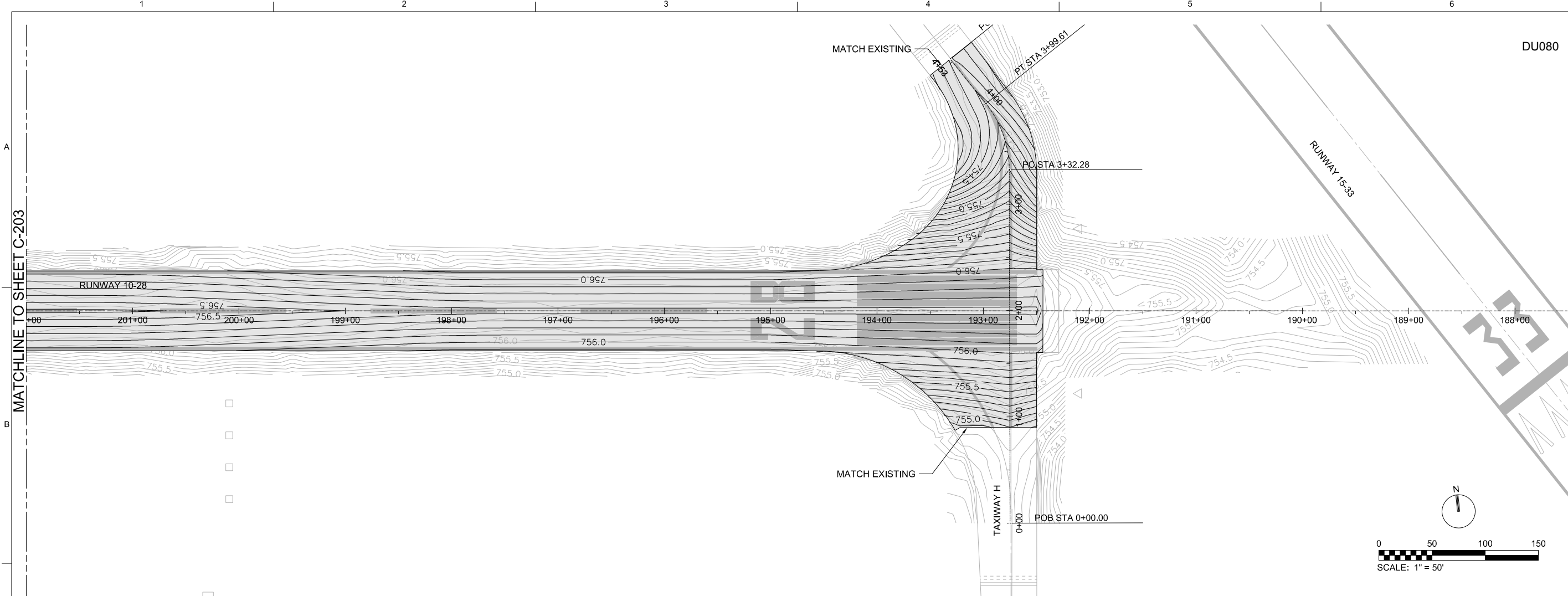
CIVIL
CH2MHILL®
SITE DEMOLITION
PLAN III

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING, 0 1"	
DATE	2012/02/03
PROJ	424278
DWG	C-123
SHEET	23 of 57

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REVISION		CHK	HF	DCT	
NO.	DATE	DSGN	JRT	DR	
2012/09/21					



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CIVIL

RUNWAY PLAN
& PROFILE IV

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE: 2012/02/03

PROJ: 424278

DWG: C-204

SHEET: 26 of 57

DU080

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REVISION

NO. DATE

2012/09/21

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JRT

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NO. DATE

2012/09/21

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BY

APVD

MV

	1	2	3	4	5	6		
SOIL EROSION CONTROL AND SEDIMENT CONTROL NOTES						DU080		
A	1.	THE CONTRACTOR SHALL CONTACT KANE DUPAGE SOIL AND WATER CONSERVATION DISTRICT (KDSWCD) AS APPROPRIATE, ONE WEEK PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO LAND DISTURBING ACTIVITY, AS SOON AS THE INITIAL EROSION CONTROL ITEMS ARE INSTALLED AND ONE WEEK PRIOR TO FINAL INSPECTION.			14. THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR EROSION CONTROL. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION BARRIER MUST BE RESTORED.			
	2.	THE CONTRACTOR IS REQUIRED TO SUBMIT A NOTICE OF INTENT (NOI) TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA) FOR THE PROJECT. THE CONTRACTOR IS NOT PERMITTED TO BEGIN WORK UNTIL 30 DAYS FOLLOWING THE SUBMITTAL OF THE NOI.			15. DURING DEWATERING OPERATIONS, WATER WILL BE PUMPED INTO FILTER BAGS, SEDIMENT TRAPS, SILT TRAPS, OR POLYMER TREATMENT CHANNELS. FILTERED WATER SHOULD BE DISCHARGED ONTO STABILIZED SURFACE TO PREVENT ADDITIONAL EROSION AND/OR SEDIMENTATION. DEWATERING DIRECTLY INTO FIELD TILES, STORM WATER STRUCTURES, OR "WATERS OF THE U.S." IS PROHIBITED.			
	3.	SOIL EROSION AND SEDIMENT CONTROL (SESC) FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES. DISTURBANCE OF AREAS NOT INCLUDED IN THE DESIGN WILL REQUIRE NOTIFICATION OF THE KDSWCD IN ACCORDANCE WITH THE 404 PERMIT SPECIAL CONDITIONS.			16. THE CONTRACTOR MUST CONSULT WITH A CERTIFIED PROFESSIONAL IN EROSION AND SEDIMENT CONTROL (CPESC) FOR THE DESIGN AND MAINTENANCE OF SEDIMENTATION BASINS WITH BAFFLE SYSTEM AND TRAPS AS WELL AS POLYMERS AND FLOC LOGS.			
	4.	UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSTALLED AT MINIMUM ACCORDING TO THE STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. A COPY OF THE APPROVED STORMWATER POLLUTION PREVENTION PLAN MUST BE MAINTAINED ON THE SITE AT ALL TIMES.			17. ALL STORM SEWER INLET STRUCTURES MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS. ALTERNATE TYPES OF PROTECTION MAY BE SUBMITTED FOR REVIEW AND APPROVAL BY KDSWCD.			
B	5.	THE EROSION CONTROL SHOWN ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED AS DIRECTED BY KDSWCD, OR USACE. ALL ADDITIONAL MEASURES MUST BE IN PLACE WITHIN 3 DAYS OF DISTURBANCE AND ANY EMERGENCY SESC MEASURES MUST BE INSTALLED IMMEDIATELY AT THE DISCRETION KDSWCD, OR USACE.			18. THE CONTRACTOR MUST MAINTAIN AND PRESERVE ANY EXISTING SUB-SURFACE DRAINAGE SYSTEMS.			
	6.	PRIOR TO COMMENCING LAND-DISTURBING ACTIVITIES OTHER THAN THOSE INDICATED ON THE PLANS (INCLUDING BUT NOT LIMITED TO ADDITIONAL PHASES OF THE DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS), A SUPPLEMENTAL EROSION CONTROL PLAN MUST BE SUBMITTED FOR REVIEW BY KDSWCD. THE CONTRACTOR BASED ON THE CONSTRUCTION SCHEDULE WEEKLY MEETING, WILL MODIFY STORM WATER POLLUTION PREVENTION PLAN IF NECESSARY. DEPENDING ON MODIFICATION TO THE WORK SCHEDULE, THE CONTRACTOR MUST SUBMIT DRAWINGS TO THE NORTH COOK COUNTY SOIL & WATER CONSERVATION DISTRICT (NCCSWCD) OR KANE DUPAGE SOIL & WATER CONSERVATION DISTICT (KDSWCD) FOR REVIEW.			19. ON PROJECTS WHICH INCLUDE STREAMWORK OR IN-STREAM WORK, THE CONTRACTOR MUST MAINTAIN AN OIL ABSORBENT BOOM DOWNSTREAM OF EQUIPMENT IN THE CHANNEL AT ALL TIMES. THE CONTRACTOR MUST REPLACE THE OIL ABSORBENT BOOM WHEN IT BECOMES SATURATED WITH OIL.			
	7.	THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES, AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF KDSWCD.			20. ON PROJECTS WHICH INCLUDE STREAM WORK OR IN-STREAM WORK, NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A STREAM OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BY-PASS PUMP OR DEWATER ANY AREAS WITHIN THE STREAM OR DITCH IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DE-WATERING IS NOT POSSIBLE OR PRACTICAL, SILT OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW.			
	8.	ALL CONTROL MEASURES NECESSARY TO MEET THE REQUIREMENTS OF THE DUPAGE COUNTY COUNTYWIDE STORMWATER AND FLOOD PLAIN ORDINANCE OR THE WAIVER COMMUNITY ORDINANCE MUST BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SEDIMENT AND EROSION CONTROL MEASURES ARE OPERATIONAL.			21. CONSTRUCTION ACTIVITIES MUST BE SCHEDULED TO MINIMIZE THE TIME SOIL IS EXPOSED AND UNPROTECTED. IN NO CASE WILL THE EXISTING VEGETATION BE DESTROYED, REMOVED, OR DISTURBED MORE THAN FOURTEEN (14) DAYS PRIOR TO THE INITIATION OF IMPROVEMENTS.			
C	9.	THE CONTRACTOR AND SUBCONTRACTORS MUST SUBMIT A WRITTEN AND SIGNED (BY CONTRACTOR) STORM WATER POLLUTION PREVENTION PLAN (SWPPP), MEETING THE REQUIREMENTS OF THE IEPA'S CURRENT NPDES STORM WATER PERMIT FOR CONSTRUCTION SITE ACTIVITIES, INCLUDING DETAILS OF SPECIFIC DEVICES SUCH AS SILT FENCE, DITCH CHECK, ETC. TO BE UTILIZED FOR EROSION AND SEDIMENT CONTROL. THE PLAN MUST BE SUBMITTED AND APPROVED BY THE DAA A MINIMUM OF TEN (10) DAYS PRIOR TO INITIATION OF CONSTRUCTION ACTIVITIES. A COPY OF THE APPROVED SWPPP MUST BE GIVEN TO THE DAA FIVE DAYS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.			22. TEMPORARY CONSTRUCTION ENTRANCES WILL BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE.			
	10.	THE CONTRACTOR MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING: 1) DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED, 2) STRUCTURAL CONTROL MEASURES (SILT FENCES, ETC.), AND 3) LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE WITHIN TWENTY-FOUR (24) HOURS OF A 0.5-INCH OR GREATER RAINFALL OR EQUIVALENT SNOWFALL.			23. GRAVELED ROADS, ACCESS DRIVES, PARKING AREAS OF SUFFICIENT WIDTH AND LENGTH, AND VEHICLE WASH DOWN FACILITIES IF NECESSARY, MUST BE PROVIDED TO PREVENT THE DEPOSIT OF SOIL FROM BEING TRACKED ONTO PUBLIC OR PRIVATE ROADWAYS. ANY SOIL REACHING PUBLIC OR PRIVATE ROADWAY MUST BE REMOVED IMMEDIATELY.			
	11.	THE CONTRACTOR MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTION EACH TIME AN INSPECTION TAKES PLACE. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORTS MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.			24. STOCK PILES OF SOIL MUST NOT BE LOCATED IN FLOOD PLAINS, RIPARIAN AREAS (VEGETATED FLOOD PLAINS), WETLANDS AND WATERS OF THE U.S. UNLESS OTHERWISE AUTHORIZED BY THE RELEVANT PERMITTING AUTHORITY. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN THREE DAYS, PERIMETER EROSION BARRIER MUST BE PROVIDED. IF THE STOCKPILE IS INACTIVE FOR MORE THAN 14 DAYS, SOIL STABILIZATION MUST BE PROVIDED BY THE 7TH DAY AFTER ACTIVITY HAS STOPPED.			
	12.	THE CONTRACTOR MUST NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS OFFICE OF THE IEPA BY EMAIL, TELEPHONE OR FAX WITHIN 24 HOURS OF ANY INCIDENCE OF NONCOMPLIANCE AND MUST FILL OUT AND FILE WITHIN FIVE (5) DAYS WITH THE EPA AN INCIDENCE OF NONCOMPLIANCE (ION) FORM WHEN REQUIRED BY THE PERMIT.			25. WHEN FILLING A WETLAND ADJACENT TO A W.U.S., EROSION CONTROL MEASURES MUST BE IN PLACE SO THAT WHEN FILL MATERIAL IS PLACED, OVERLAND FLOW IS NOT ALLOWED TO ACCUMULATE SEDIMENT AND ENTER W.U.S.			
D	13.	THE CONTRACTOR MUST COOPERATE WITH THE COMMISSIONER'S REPRESENTATIVES WHO WILL MAKE SITE VISITS TO REVIEW COMPLIANCE WITH THE PLAN IN THE FIELD AND AUDIT THE LOGS AND RECORDS REQUIRED BY THE PERMIT.			26. IF THE VOLUME, VELOCITY, SEDIMENT LOAD, OR PEAK FLOW RATE OF STORMWATER RUNOFF ARE TEMPORARILY INCREASED DURING CONSTRUCTION, THEN PROPERTIES AND SPECIAL MANAGEMENT AREAS DOWNSTREAM FROM SUCH DEVELOPMENT SITES MUST BE PROTECTED FROM EROSION.			
					27. KDSWCD MUST APPROVE SIZE AND NUMBER OF TEMPORARY STREAM CROSSINGS. TEMPORARY STREAM CROSSINGS MUST BE DESIGNED BY A QUALIFIED ENGINEER SUCH THAT ADDITIONAL FLOODING AND EROSION DO NOT OCCUR. AN APPROVED TEMPORARY STREAM CROSSING DETAIL IS PROVIDED IN THE CONTRACT DOCUMENTS. IN CASE OF REGULATED WATERWAYS, A TEMPORARY STREAM CROSSING PERMIT MUST BE OBTAINED FROM THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES - OFFICE OF WATER RESOURCES (IDNR-OWR) PRIOR TO INSTALLATION. THE COMMISSIONER WILL FACILITATE THE PERMIT APPLICATION PROCESS THROUGH THE (IDNR-OWR). TEMPORARY STREAM CROSSINGS BUILT IN A REGULATED WATERWAY, MUST BE DESIGNED AND INSTALLED PER IDNR-OWR PERMIT REQUIREMENTS.			
					28. WHEN THE CONSTRUCTION IS COMPLETED, THE SITE HAS BEEN FULLY STABILIZED AND ALL DISCHARGES OF STORMWATER AUTHORIZED BY THE PERMIT HAVE BEEN ELIMINATED, THE CONTRACTOR MUST PROVIDE A LETTER TO THE DAA REPRESENTATIVE STATING THESE FACTS.			
					29. AFTER THE SITE HAS BEEN PERMANENTLY STABILIZED AND ANY/ALL STORMWATER DISCHARGES, AUTHORIZED UNDER THE ILR10 PERMIT ARE ELIMINATED, THE CONTRACTOR WILL SUBMIT A COMPLETED NOTICE OF TERMINATION (NOT) SIGNED IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THE ILR10 PERMIT TO IEPA.			
		CH2MHILL® CIVIL EROSION CONTROL NOTES						
		8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631						
		RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS						
		NO. DATE						
		2012/09/21						
		ISSUE FOR BID						
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		JA						
		APVD						
		BY						
		APVD						
		MV						
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		REUSE OF DOCUMENTS:						
		AS SHOWN						
		VERIFY SCALE						
		BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"						
		DATE 2012/02/03						
		PROJ 424278						
		DWG C-250						
		SHEET 29 of 57						



1 INLET PROTECTION (TYPE B) DETAILS



2. INLET PROTECTION SHALL BE PLACED IN ALL INLETS THAT ARE WITHIN 250' OF THE RUNWAY CENTERLINE.

2 INLET PROTECTION TYPE A (ROUND) FILTER DETAILS

[illegible]

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

CH2MHILL®

CIVIL
EROSION CONTROL DETAILS

CIVIL

EROSION CONTROL DETAILS

AS SHOWN
BRIEF SCALE

VERIFY SCALE

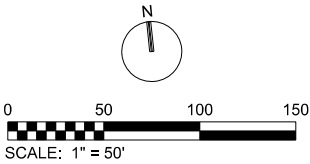
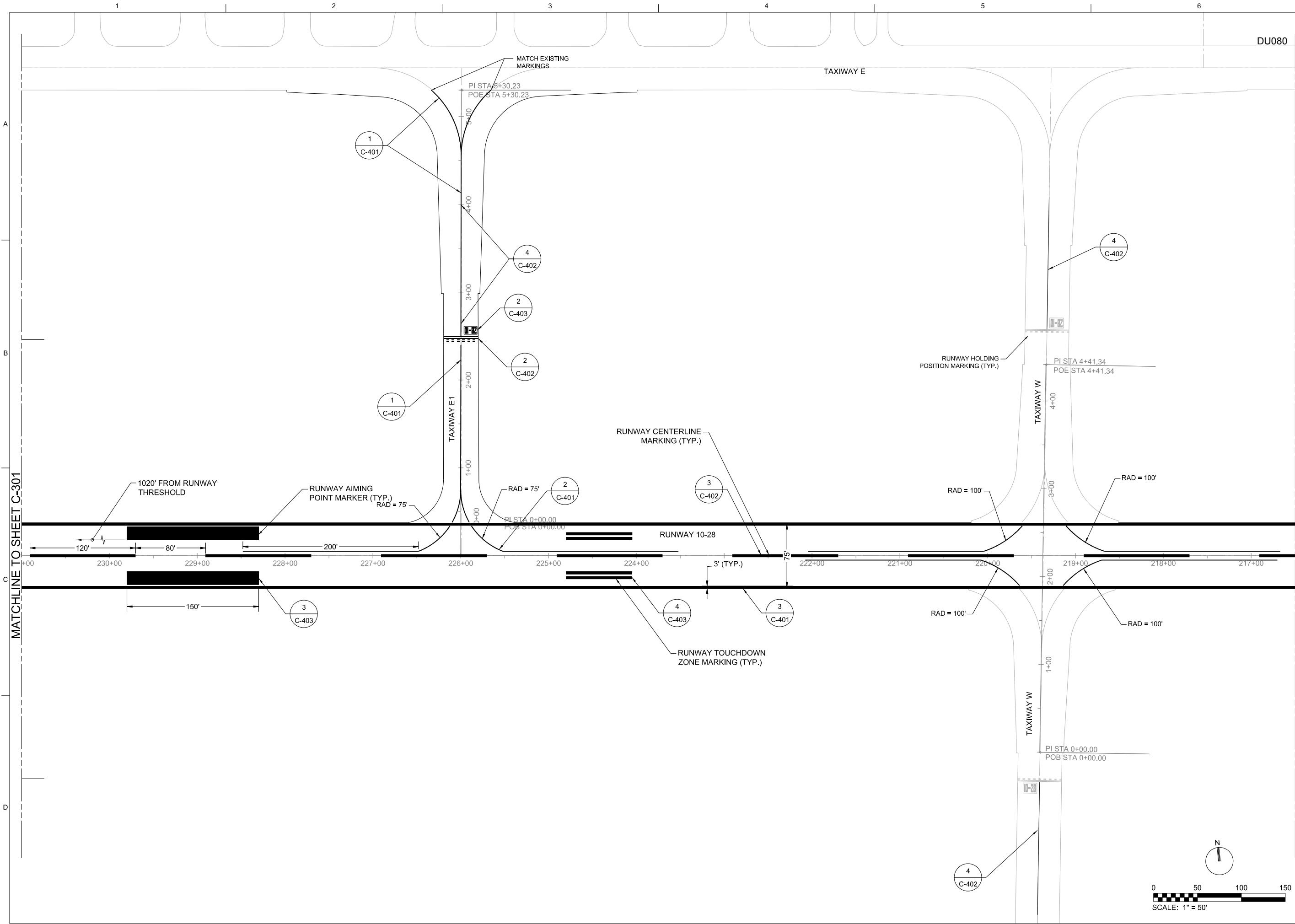
1" IS ONE INCH ON ORIGINAL DRAWING.

DATE	2012/02/03
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PROJ	424278
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DWG C-251

SHEET 30 of 57



CH2MHILL

CIVIL

PAVEMENT MARKING

PLAN II

8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

DU080

DATE2012/02/03

PROJ424278

DWGC-302

SHEET32 of 57

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING, 1"

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REVISION

CHK

DATE2012/09/21

NO. DSGN

DR

DCT

APVD

BY

APVD

MV

DUPAGE COUNTY, ILLINOIS

DUPAGE AIRPORT (DPA)

ASSOCIATED TAXIWAY OVERLAY

RUNWAY 10-28 AND

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FILENAME: DPA_424278.01-C-302-PVMK.dgn

PLOT DATE: \$PLOTDATE

PLOT TIME: \$PLOTTIME



1. ALL TAXIWAY CENTERLINE MARKINGS SHALL BE YELLOW WITH GLASS BEADS.
2. 6" BLACK BORDER AND/OR BACKGROUND SHALL BE APPLIED TO MARKINGS APPLIED ON PROPOSED/EXISTING ASPHALT AND/OR CONCRETE PAVEMENT, PAYMENT SHALL BE MADE UNDER ITEM P-620.



1. 6" BLACK BORDER AND/OR BACKGROUND SHALL BE APPLIED TO MARKINGS APPLIED ON PROPOSED/EXISTING ASPHALT AND/OR CONCRETE PAVEMENT. PAYMENT SHALL BE MADE UNDER ITEM P-620.



1. ALL RUNWAY SIDE STRIPE MARKINGS SHALL BE WHITE WITH GLASS BEADS.
2. 6" BLACK BORDER AND/OR BACKGROUND SHALL BE APPLIED TO MARKINGS APPLIED ON PROPOSED/EXISTING ASPHALT AND/OR CONCRETE PAVEMENT. PAYMENT SHALL BE MADE UNDER ITEM P-620.

GENERAL NOTES:

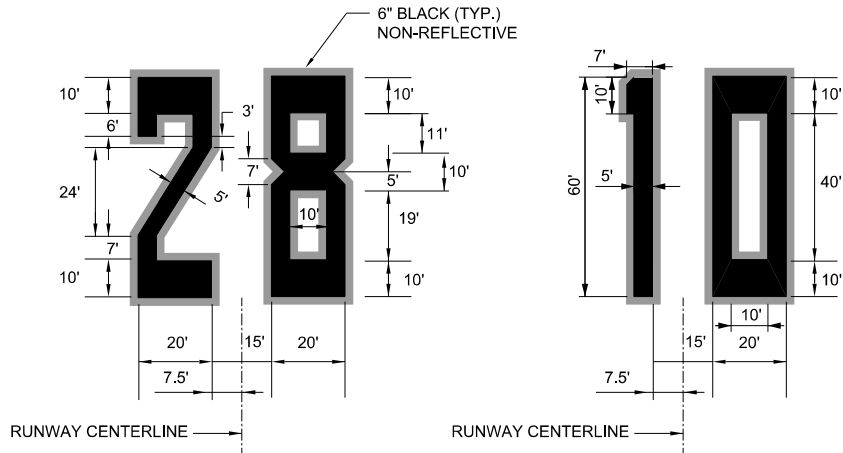
1. ALL RUNWAY MARKINGS SHALL BE WHITE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW.
3. ALL BORDERS/BACKGROUNDS/OUTLINES SHALL BE BLACK.

[illegible]

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

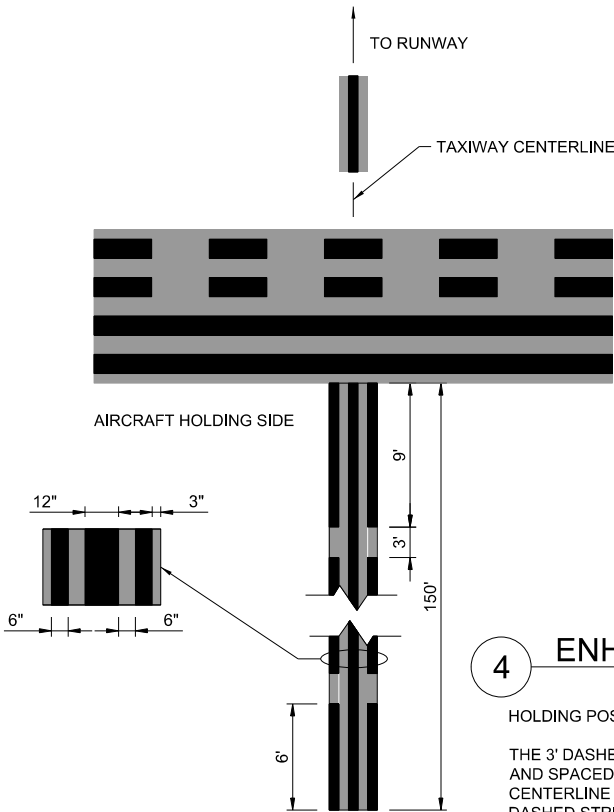
CIVIL PAVEMENT MARKING DETAILS I

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING. 0  1"	
DATE	2012/02/03
PROJ	424278
DWG	C-401
SHEET	35 of 57



1 RUNWAY DESIGNATION MARKINGS
N.T.S.

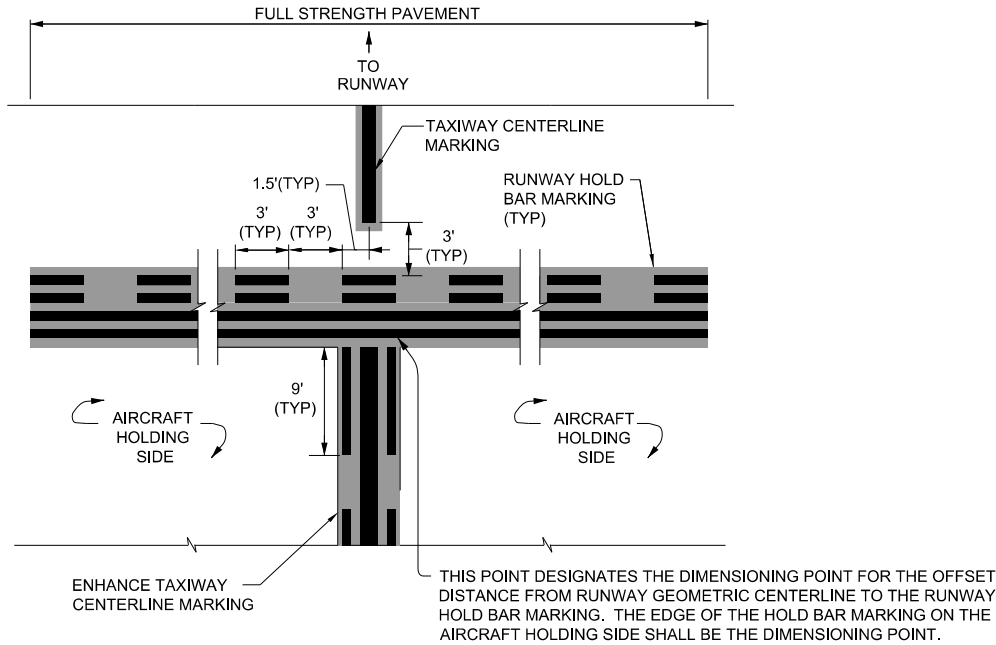
NOTE:
1. ALL RUNWAY SIDE STRIPE MARKINGS SHALL BE WHITE WITH GLASS BEADS.
2. 6\"/>



4 ENHANCED TAXIWAY CENTERLINE MARKING
N.T.S.

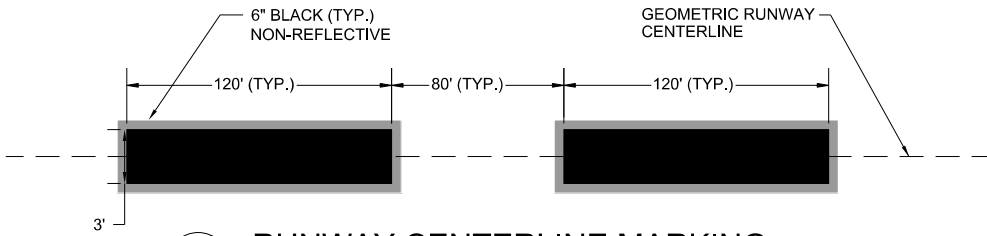
HOLDING POSITION NOTE:

THE 3\"/>



2 RUNWAY HOLD BAR MARKING
N.T.S.

NOTE:
1. 6\"/>



3 RUNWAY CENTERLINE MARKING
N.T.S.

NOTE:
1. ALL RUNWAY SIDE STRIPE MARKINGS SHALL BE WHITE WITH GLASS BEADS.
2. 6\"/>

GENERAL NOTES:
1. ALL RUNWAY MARKINGS SHALL BE WHITE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW.
3. ALL BORDERS/BACKGROUNDS/OUTLINES SHALL BE BLACK.

CH2MHILL®

CIVIL

PAVEMENT MARKING
DETAILS II

8501 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON
ORIGINAL DRAWING.
0 1"

DATE 2012/02/03

PROJ 424278

DWG C-402

SHEET 36 of 57

DUPAGE AIRPORT
AUTHORITY

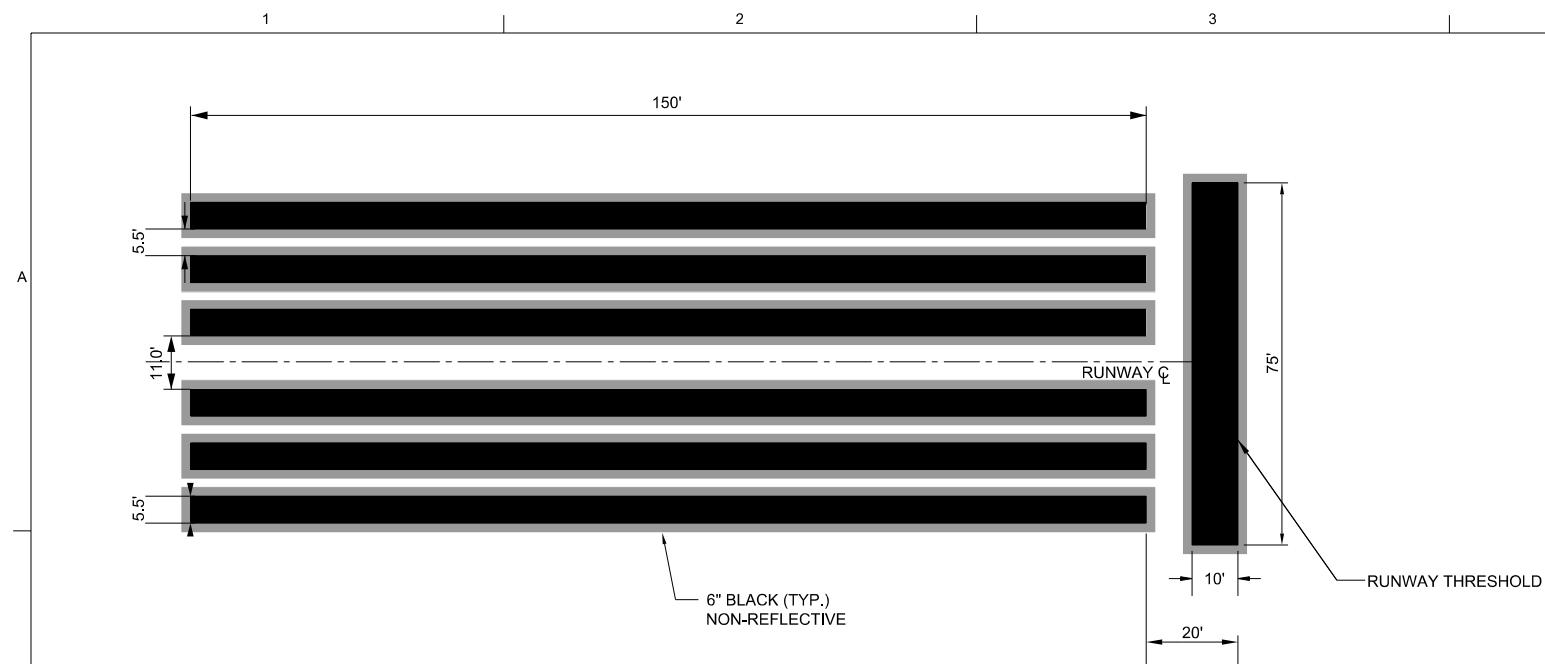
DU080

ISSUE FOR BID
REVISION
2012/09/21
NO. DATE
DSGN

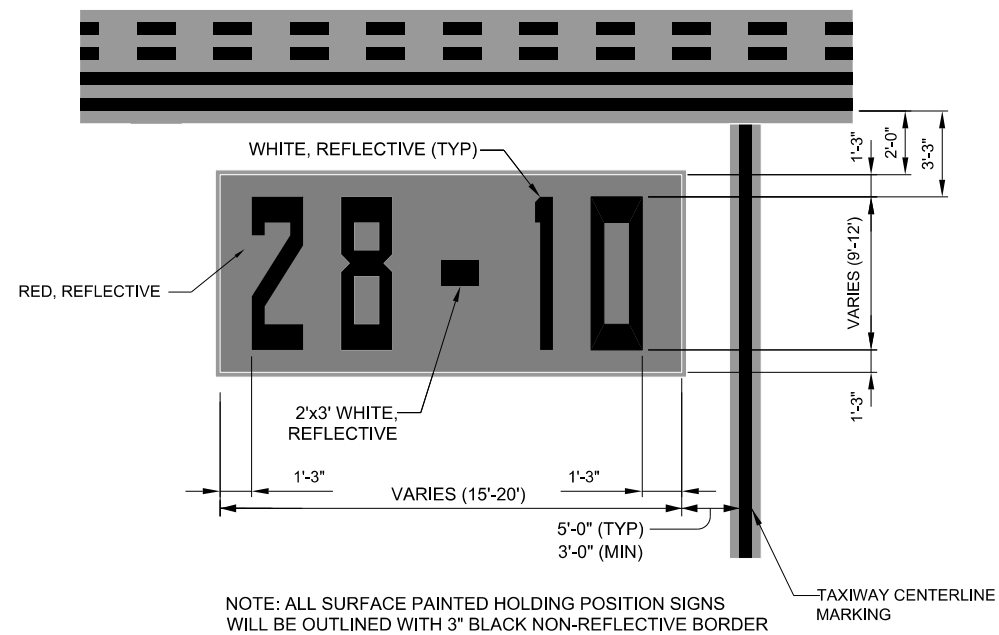
APVD
BY
CHK
HF
DR
JRT

DCT
MV

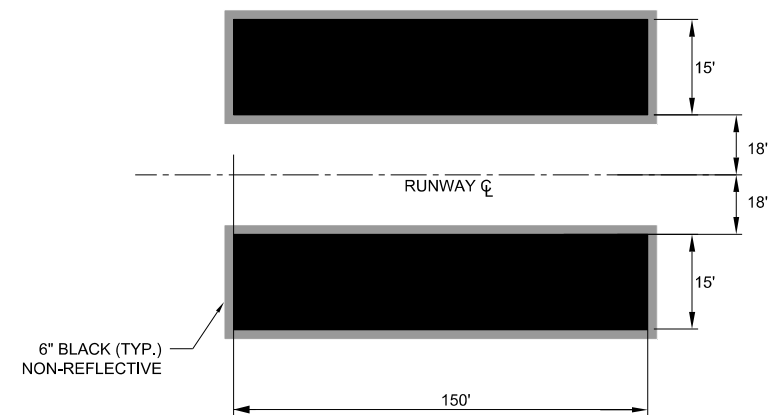
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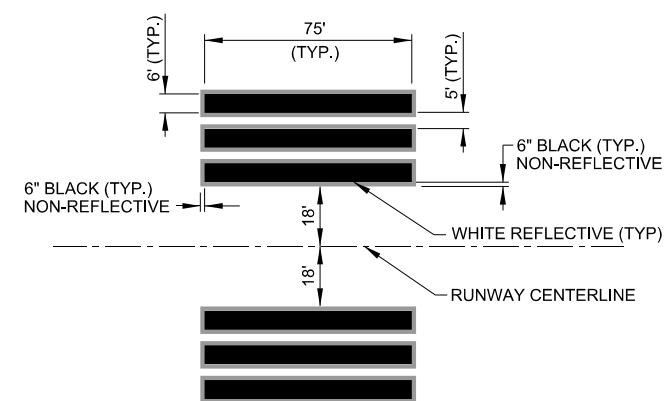
1 RUNWAY THRESHOLD MARKINGS (WHITE)
N.T.S.



2 SURFACE PAINTED HOLDING POSITION SIGN
N.T.S.



3 RUNWAY AIMING POINT MARKER DETAIL



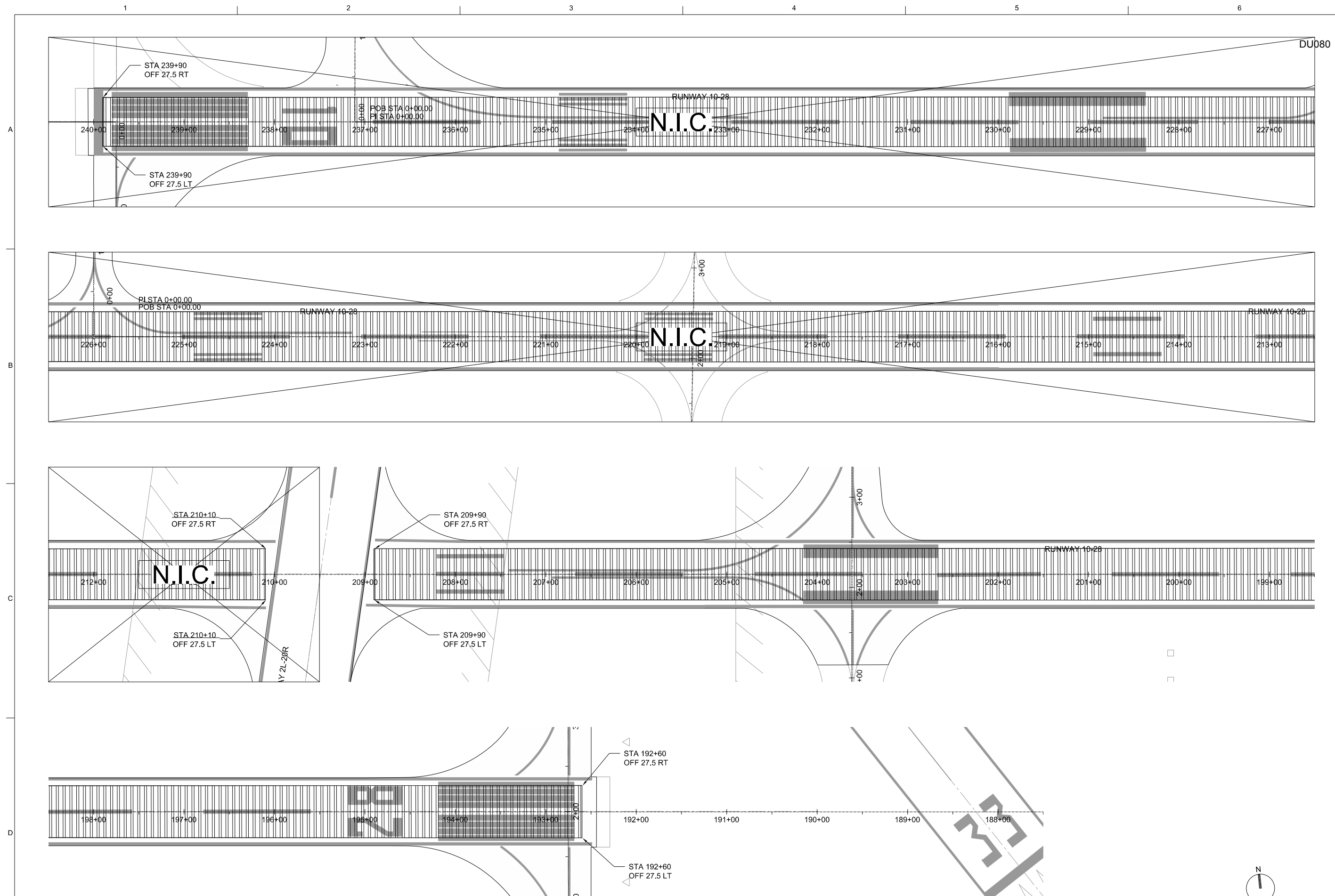
NOTES:

1. OUTERMOST STRIPE IS REMOVED AS STATIONING DECREASES. SEE PAVEMENT MARKING PLAN FOR NUMBER OF STRIPES.
2. DIMENSIONS SHOWN DO NOT INCLUDE 6" NON-REFLECTIVE BLACK OUTLINE.

4 RUNWAY TOUCHDOWN ZONE MARKINGS DETAIL

GENERAL NOTES:

1. ALL RUNWAY MARKINGS SHALL BE WHITE.
2. ALL TAXIWAY MARKINGS SHALL BE YELLOW.
3. ALL BORDERS/BACKGROUNDS/OUTLINES SHALL BE BLACK.

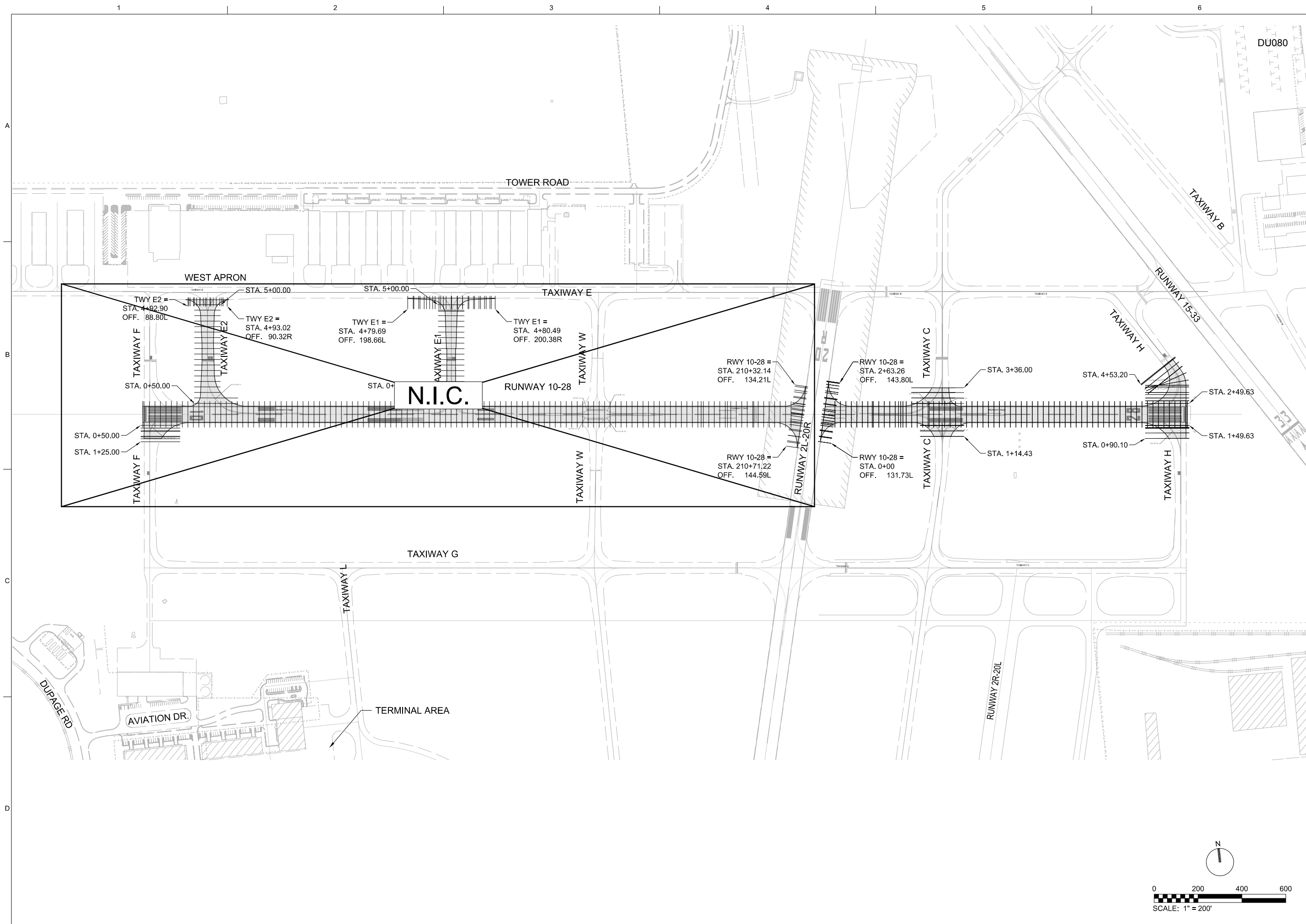


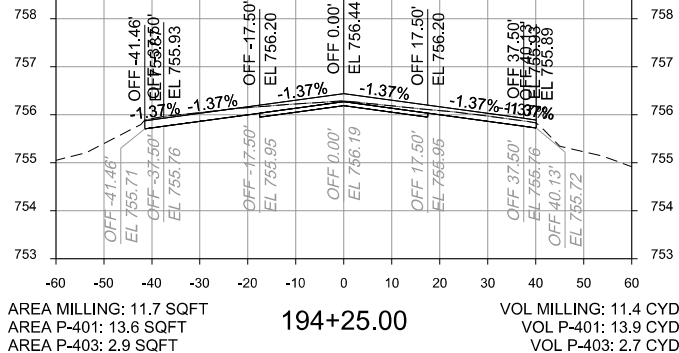
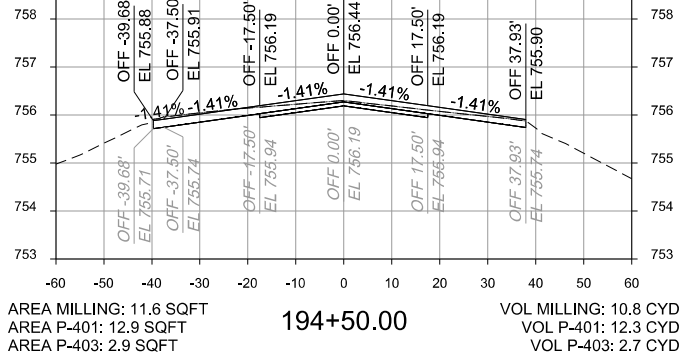
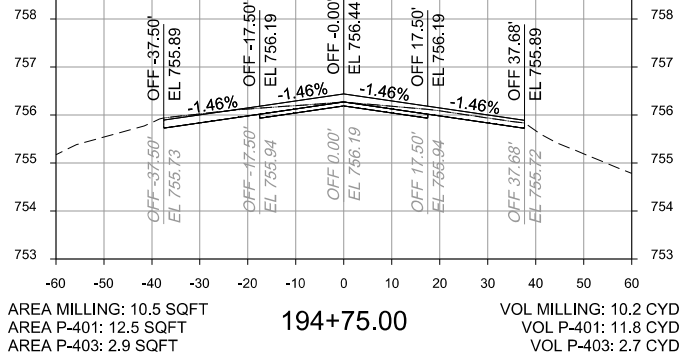
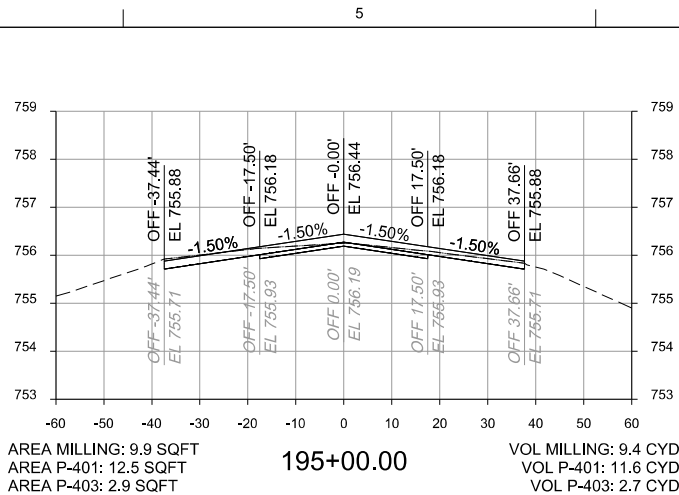
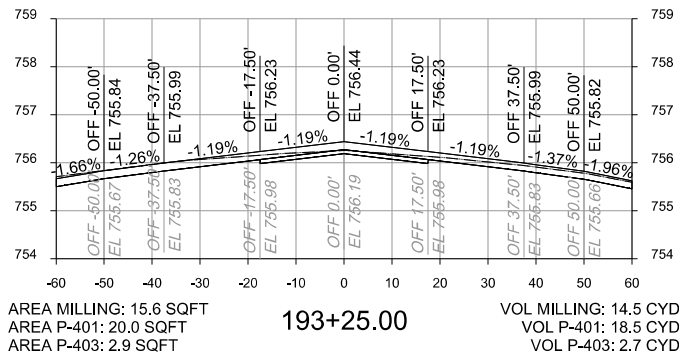
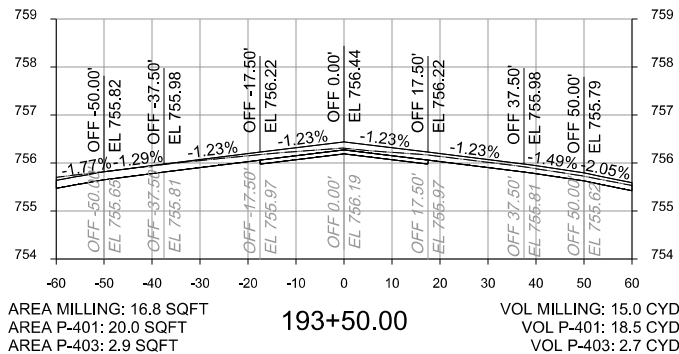
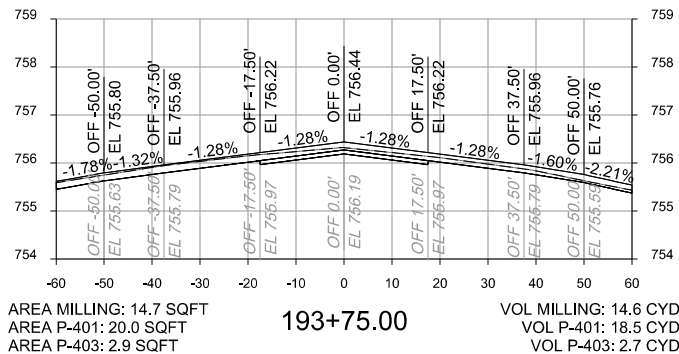
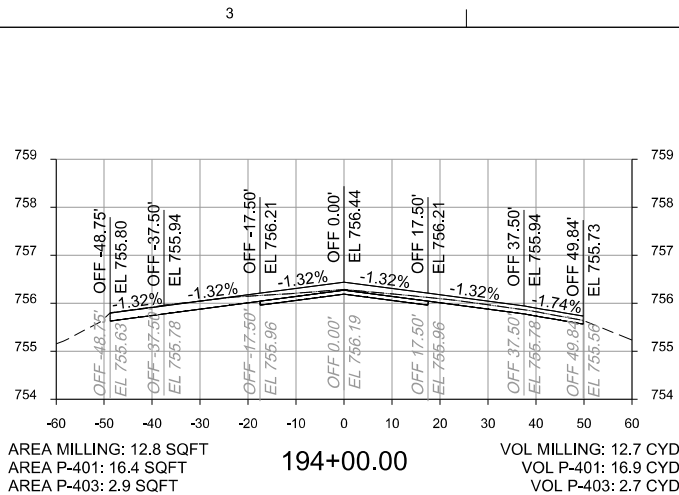
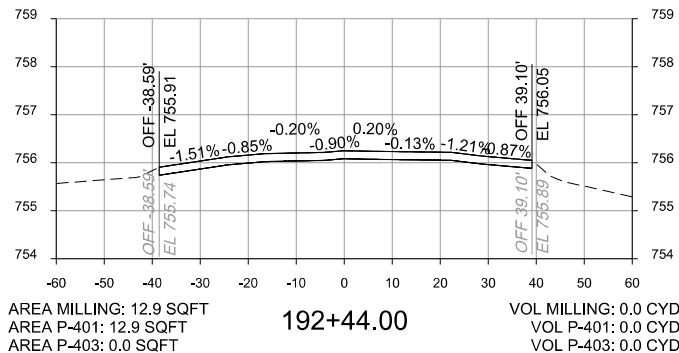
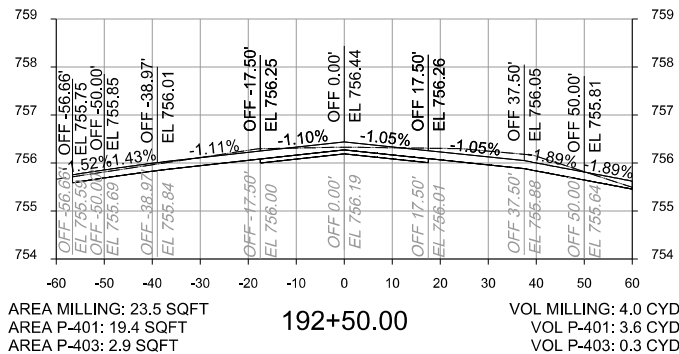
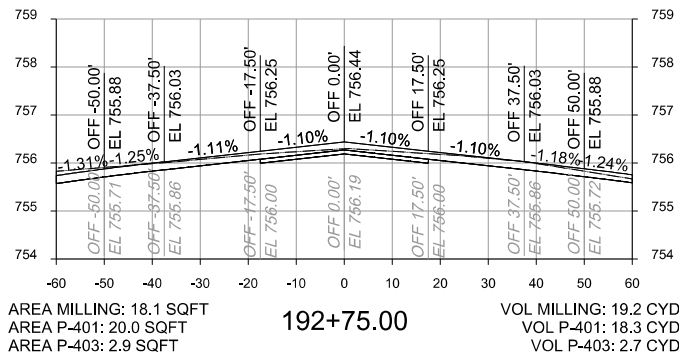
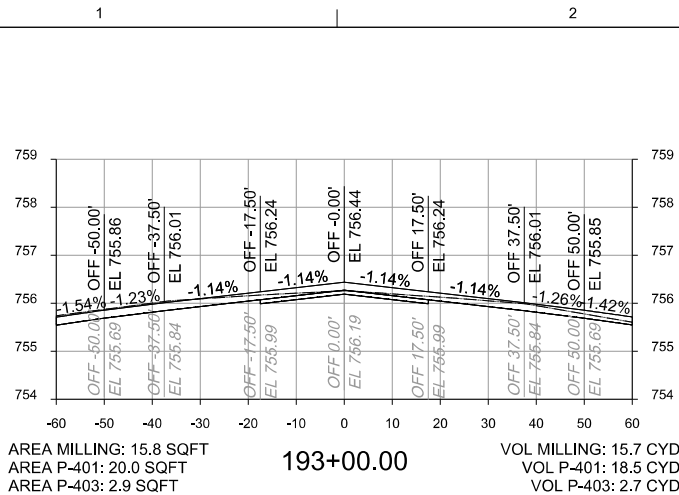


1. THE PROPOSED GROOVES SHALL BE CUT PERPENDICULAR TO THE RUNWAY CENTERLINE.
2. RUNWAY 10-28 SHALL BE GROOVED FROM STA. 192+60.00 TO STA. 209+90.00 AND STA. 210+10.00 TO STA. 239+90.00.
3. THE FAA STANDARD GROOVE CONFIGURATION IS 1/4 INCH ($\pm 1/16$ INCH) IN DEPTH BY 1/4 INCH ($+1/16$ INCH, -0 INCH) IN WIDTH BY 1 1/2 INCH ($- 1/8$ INCH, $+ 0$ INCH) CENTER TO CENTER SPACING.
4. THE DEPTH OF 60 PERCENT OR MORE OF THE GROOVES SHALL NOT BE LESS THAN 1/4 INCH.
5. THE GROOVES SHALL BE TERMINATED WITHIN 10 FEET OF THE RUNWAY PAVEMENT EDGE TO ALLOW ADEQUATE SPACE FOR OPERATION OF THE GROOVING EQUIPMENT.
6. THE GROOVES SHALL NOT VARY MORE THAN 3 INCHES IN ALIGNMENT FOR 75 FEET ALONG THE RUNWAY LENGTH, ALLOWING FOR REALIGNMENT EVERY 500 FEET ALONG THE RUNWAY LENGTH.
7. PAVEMENT FOR 1' ON ALL SIDES OF PAVEMENT SENSORS SHALL NOT BE GROOVED.
8. ALL SOLID MATERIAL GENERATED FROM THE GROOVING OPERATIONS SHALL BE PICKED UP AND DISPOSED OF AT AN APPROVED LAND FILL OFF THE AIRPORT SITE, AT THE CONTRACTORS OWN EXPENSE.
9. NO MATERIAL WHICH IS HARMFUL TO VEGETATION SHALL BE FLUSHED FROM THE GROOVED PAVEMENT ONTO THE TURFED SHOULDER, BUT SHALL BE PICKED UP AND HAULED TO A LOCATION OFF THE AIRPORT SITE AT THE CONTRACTOR'S OWN EXPENSE.
10. IMMEDIATELY FOLLOWING THE GROOVING MACHINE THE PAVEMENT SHALL BE FLUSHED, CLEANED AND CLEARED OF ALL MATERIAL GENERATED BY THE GROOVING OPERATION.

THE CONTRACTOR SHALL NOT PROCEED WITH GROOVING UNTIL NEW BITUMINOUS SURFACE COURSE HAS CURED FOR A MINIMUM OF 30 CALENDAR DAYS. IF GROOVING OPERATIONS RESULT IN TEARING OF THE MAT OR DISPLACEMENT OF THE AGGREGATE IN THE MAT THE CONTRACTOR SHALL CEASE GROOVING OPERATIONS UNTIL THE PAVEMENT HAS ADEQUATELY CURED.

CH2MHILL® CIVIL PAVEMENT GROOVING DETAILS	RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS
	8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631
AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING. 1"	
DATE	2012/02/03
PROJ	424278
DWG	C-4111
SHEET	39 of 57



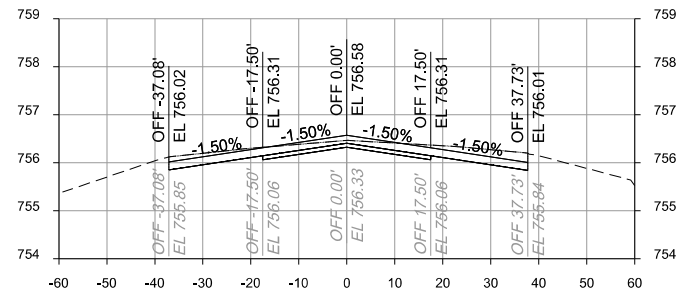
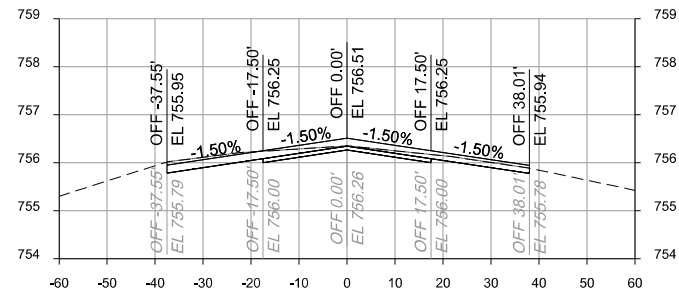
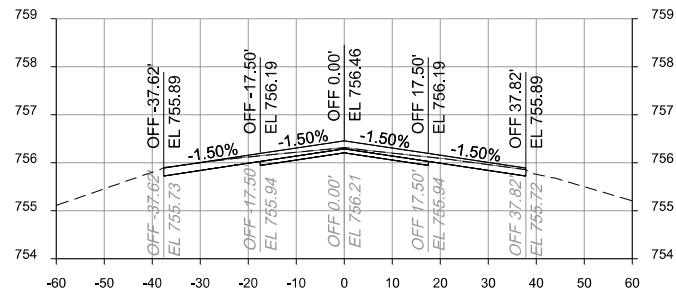
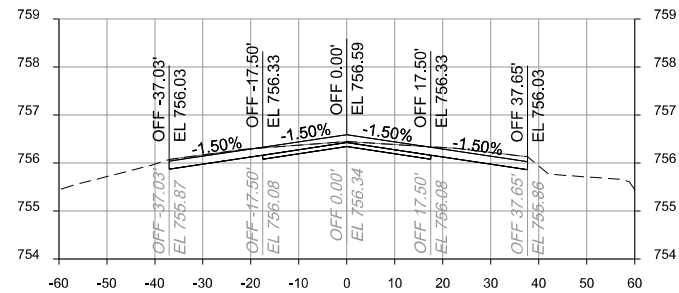
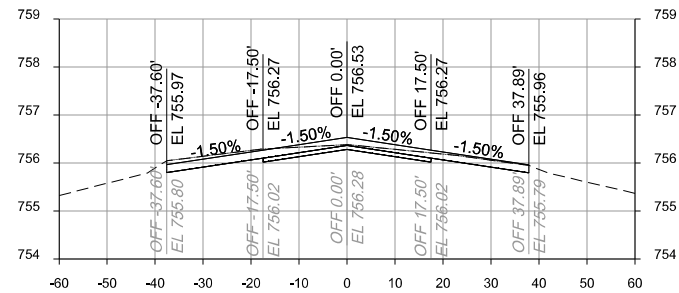
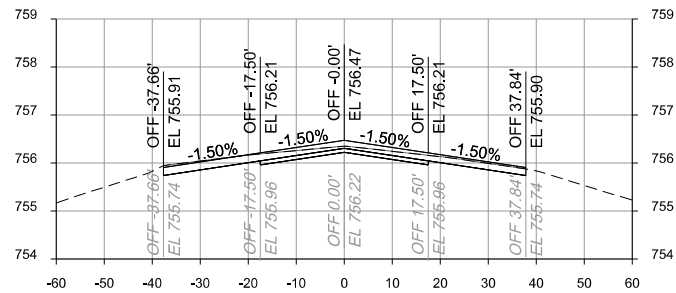
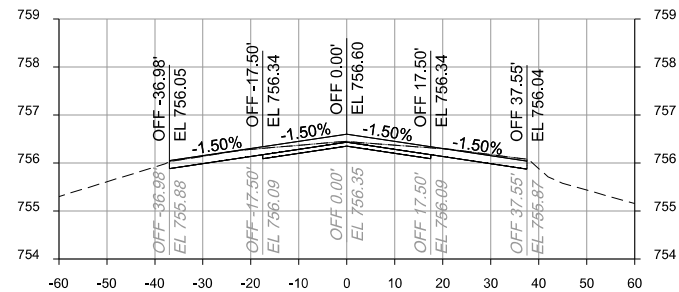
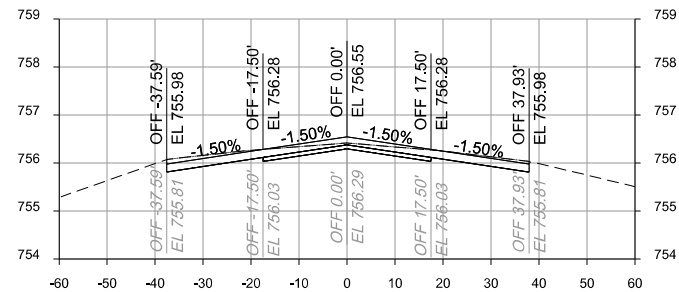
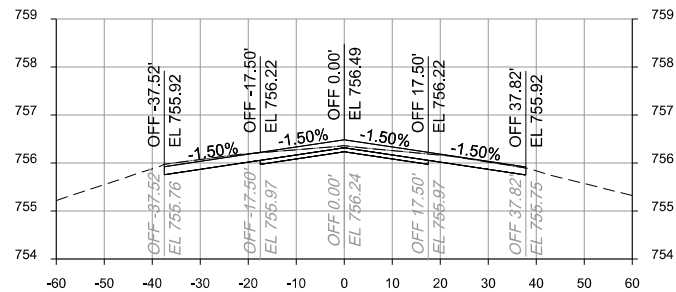
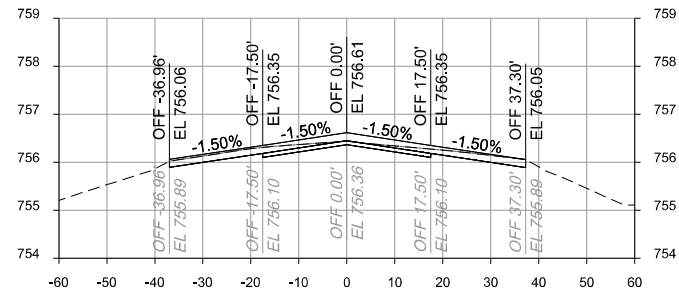
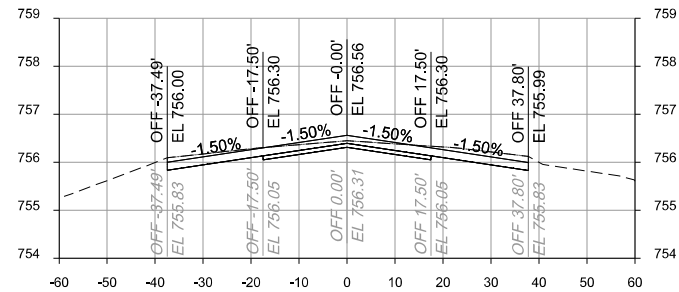
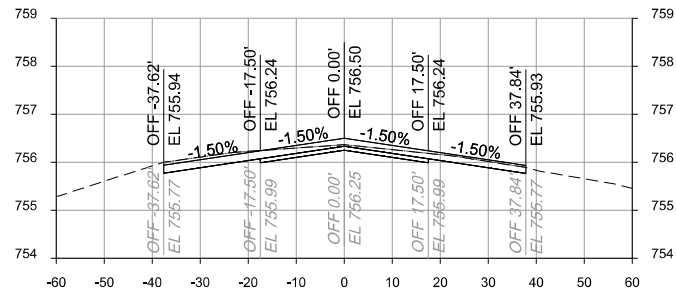


DU080



CH2MHILL® CIVIL CROSS SECTIONS PROFILES RUNWAY		8501 W. HIGGINS ROAD SUITE 300 CHICAGO, IL 60631 RUNWAY 10-28 AND ASSOCIATED TAXIWAY OVERLAY DUPAGE AIRPORT (DPA) DUPAGE COUNTY, ILLINOIS									
		AS SHOWN VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. 0 1"									
DATE		2012/02/03									
PROJ		424278									
DWG		X-512									
SHEET		45 of 57									

DU080



3501 W. HIGGINS ROAD
SUITE 300

RUNWAY 10-28 AND
SOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

CH2MHILL®

CIVIL CROSS SECTIONS PROFILES RUNWAY

AS SHOWN

VERIFY SCALE

BAR IS ONE INCH ON
ORIGINAL DRAWING.

DATE	2012/02/03
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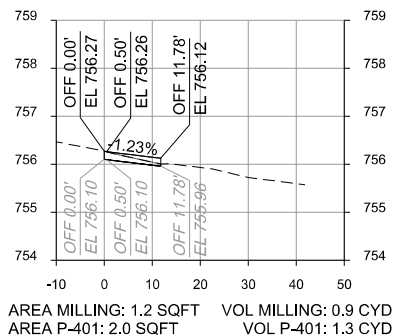
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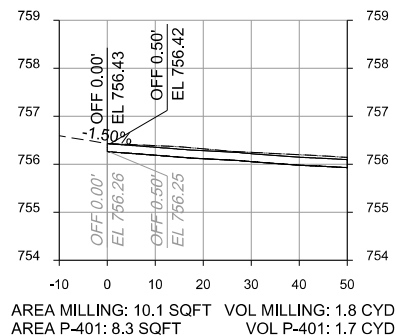
SHEET 47 of 57

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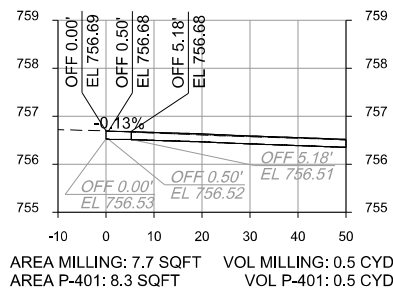
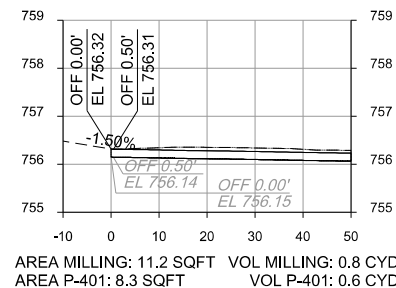
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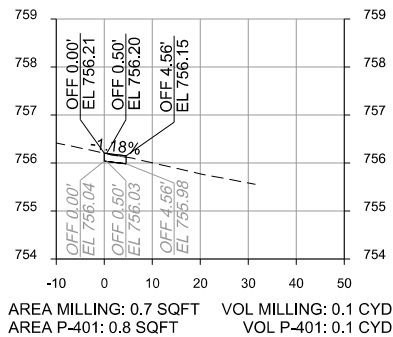
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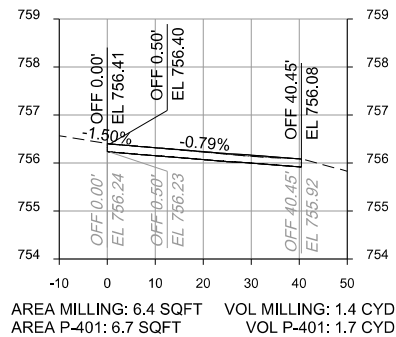
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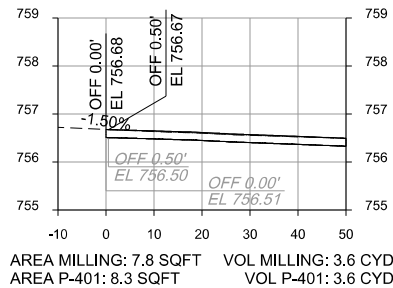
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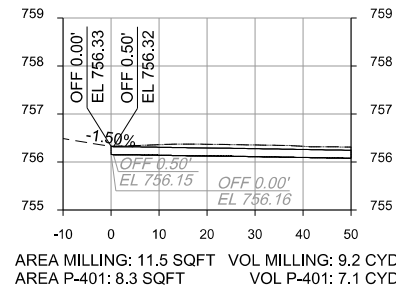
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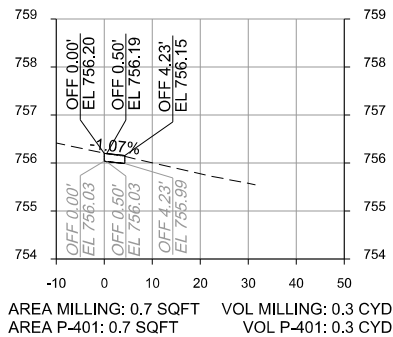
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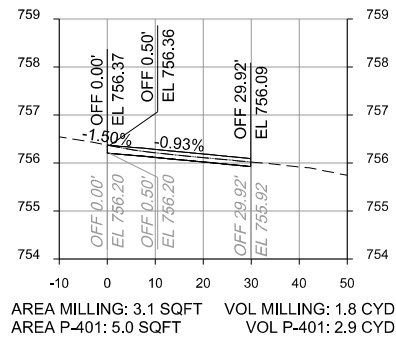
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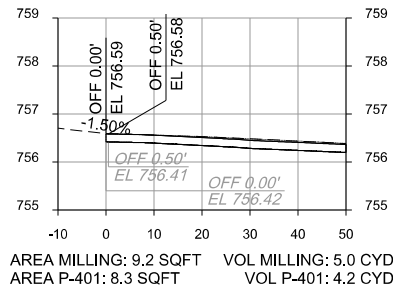
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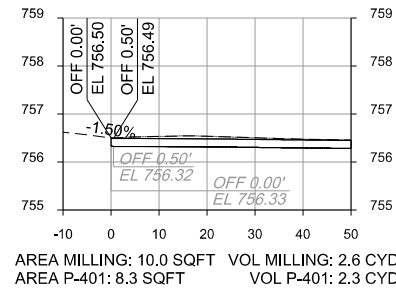
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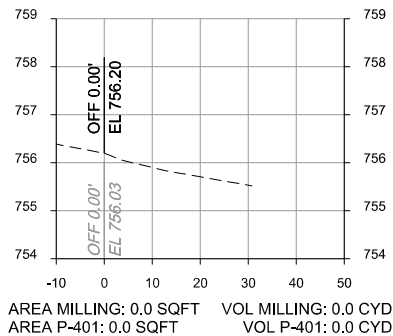
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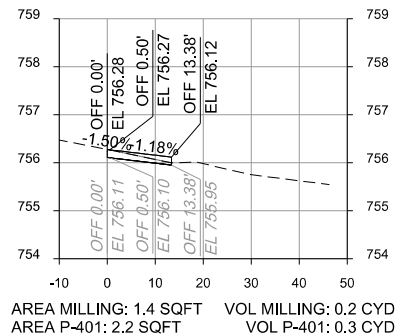
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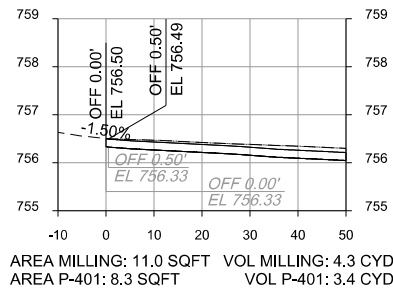
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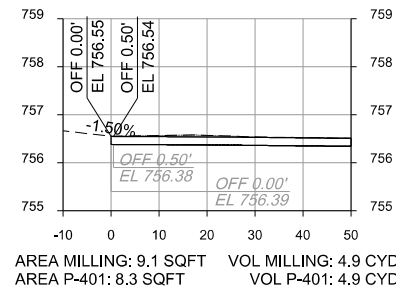
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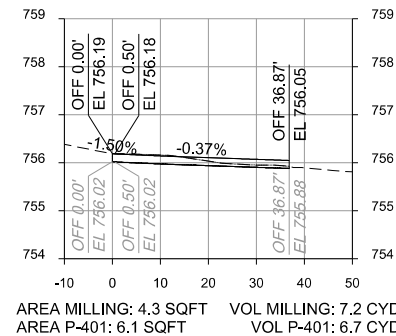
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1+00.00



1+42.59



2+00.00

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01 W. HIGGINS ROAD
SUITE 300
CHICAGO, IL 60631

RUNWAY 10-28 AND
ASSOCIATED TAXIWAY OVERLAY
DUPAGE AIRPORT (DPA)
DUPAGE COUNTY, ILLINOIS

CH2MHILL®

CIVIL

CROSS SECTIONS
PROFILES

EAST SIDE OF INTERSECTION

AS SHOWN	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING. 0  1"	
DATE	2012/02/01
PROJ	4242
DWG	X-5
SHEET	51 of 57

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