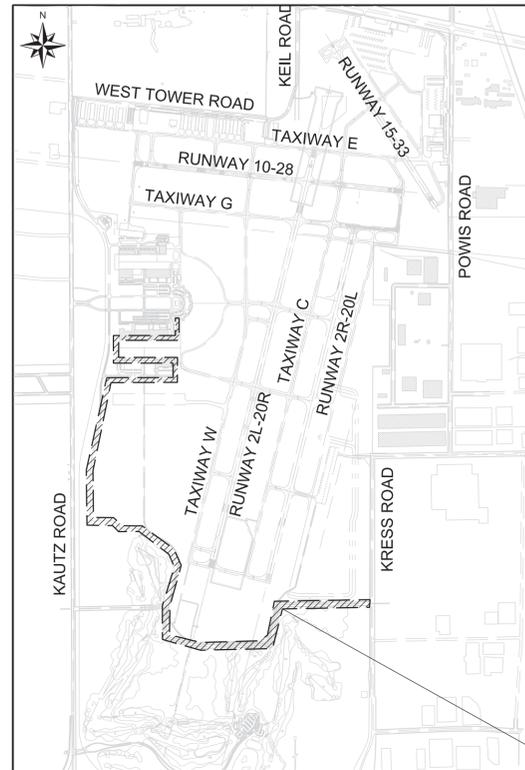


# DUPAGE AIRPORT AUTHORITY WEST CHICAGO, ILLINOIS

## 100% SUBMITTAL FOR DUPAGE AIRPORT

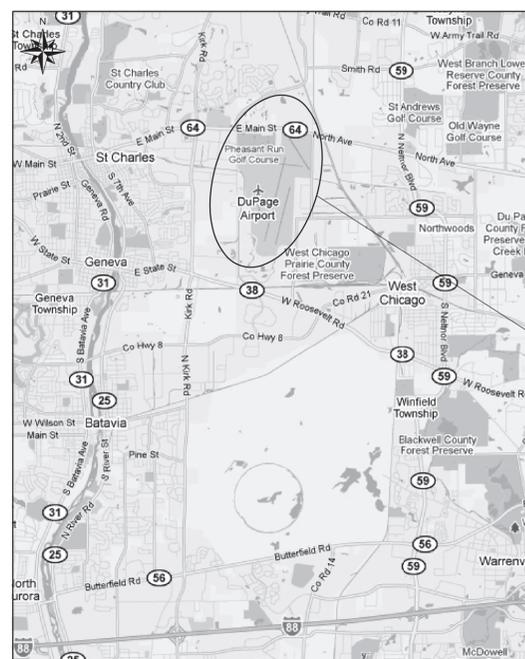
### PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES

ILLINOIS PROJECT: DPA-4773  
FEDERAL PROJECT: 3-17-SBGP-139/156  
LETTING DATE: JANUARY 17, 2020  
ISSUE DATE: NOVEMBER 15, 2019



**SITE PLAN**

PROJECT  
LOCATION  
PHASE

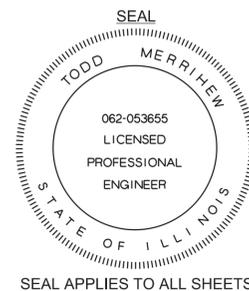


**LOCATION MAP**

PROJECT  
LOCATION



DRAWING NO.	SHEET NO	DESCRIPTION
G-100	1	COVER
G-101	2	SUMMARY OF QUANTITIES AND ABBREVIATIONS
G-102	3	GENERAL AND SECURITY NOTES
G-103	4	PROJECT LOCATION PLAN
G-104	5	CONTRACTOR STAGING AND ACCESS ROUTE PLAN
G-105	6	CONSTRUCTION SAFETY / PHASING PLAN 1
G-106	7	CONSTRUCTION SAFETY / PHASING PLAN 2
G-201	8	CONSTRUCTION SAFETY / PHASING PLAN DETAILS 1
G-202	9	CONSTRUCTION SAFETY / PHASING PLAN DETAILS 2
G-203	10	CONSTRUCTION SAFETY / PHASING PLAN DETAILS 3
G-204	11	CONSTRUCTION SAFETY / PHASING PLAN DETAILS 4
G-205	12	CONSTRUCTION SAFETY / PHASING PLAN DETAILS 5
C-200	13	FENCING NOTES AND GATE SCHEDULE
C-201	14	FENCING PLAN 1
C-202	15	FENCING PLAN 2
C-203	16	FENCING PLAN 3
C-204	17	FENCING PLAN 4
C-501	18	FENCE DETAILS 1
C-502	19	FENCE DETAILS 2
C-503	20	FENCE DETAILS 3
C-504	21	FENCE DETAILS 4
CG-100	22	STORMWATER POLLUTION PREVENTION PLAN 1
CG-101	23	STORMWATER POLLUTION PREVENTION PLAN 2
CG-102	24	STORMWATER POLLUTION PREVENTION PLAN 3
CG-103	25	STORMWATER POLLUTION PREVENTION PLAN 4
CG-104	26	STORMWATER POLLUTION PREVENTION PLAN DETAILS



SEAL APPLIES TO ALL SHEETS

*Todd Merriehew*  
SIGNED: Todd Merriehew  
CH2M  
LICENSE: 062-053655  
EXPIRES: 11/30/2019  
DATE: 11/15/2019

*Mark Doles*  
SIGNED: Mark Doles  
EXECUTIVE DIRECTOR  
DUPAGE AIRPORT AUTHORITY  
DATE: 11/15/2019

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

SUMMARY OF QUANTITIES

SUMMARY - ALL ITEMS				BASE BID
ITEM NO.	PAY ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
1	AR150520	MOBILIZATION	LS	1
2	AR150530	TRAFFIC MAINTENANCE	LS	1
3	AR156510	SILT FENCE	LF	3,930
4	AR156515	STRAW WATTLE	LF	800
5	AR156520	INLET PROTECTION	EA	22
6	AR152410	UNCLASSIFIED EXCAVATION	CY	552
7	AR152460	TOPSOIL STRIPPING	CY	959
8	AR162216	CLASS E MANUAL SLIDE GATE - 16'	EA	3
9	AR162224	CLASS E MANUAL SLIDE GATE - 24'	EA	2
10	AR162508	CLASS E FENCE 8'	LF	11,015
11	AR162608	CLASS E GATE - 8'	EA	1
12	AR162610	CLASS E GATE - 10'	EA	2
13	AR162716	ELECTRIC GATE - 16'	EA	1
14	AR162900	REMOVE CLASS E FENCE	LF	10,354
15	AR162908	REMOVE ELECTRIC GATE	EA	1

SUMMARY - ALL ITEMS				BASE BID
ITEM NO.	PAY ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY
16	AR162910	REMOVE CLASS E GATE	EA	2
17	AR162920	REMOVE MANUAL SLIDE GATE	EA	3
18	AR162948	ADJUST ELECTRIC GATE	EA	2
19	AR209606	CRUSHED AGG BASE COURSE - 6"	SY	5,745
20	AR801759	WILDLIFE DETERRENT BARRIER	LF	12,944
21	AR801760	CONCRETE PAD AT GATES	CY	12
22	AR801762	BARBED WIRE 3 STRANDS	LF	13,003
23	AR901510	SEEDING	AC	2.1
24	AR908510	MULCHING	AC	2.1
25	AS162401	VINYL FENCE UPGRADE	LF	11,155

NOTE:  
ALL PAY ITEMS INCLUDED IN THE PLAN SUMMARY OF QUANTITY TABLE ARE SHOWN WITH AN "AR" DESIGNATION (EXAMPLE ITEM AR162905 GATE REMOVAL) WHICH INDICATES A BASE BID PAY ITEM AND QUANTITY. ADDITIVE ALTERNATE PAY ITEMS SHALL BE DESIGNATED BY "AS" CORRESPONDING TO ADDITIVE ALTERNATE 1.

BID ADDITIVES:  
BID ADDITIVE 1 - QUANTITIES ARE REPRESENTATIVE OF ADDING VINYL COATING TO THE PROPOSED FENCE AND GATES.

ABBREVIATIONS:

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

ABBREVIATIONS:

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

ABBREVIATIONS:

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



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1	DSGN	TL	TM

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CHICAGO, IL 60631

PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES

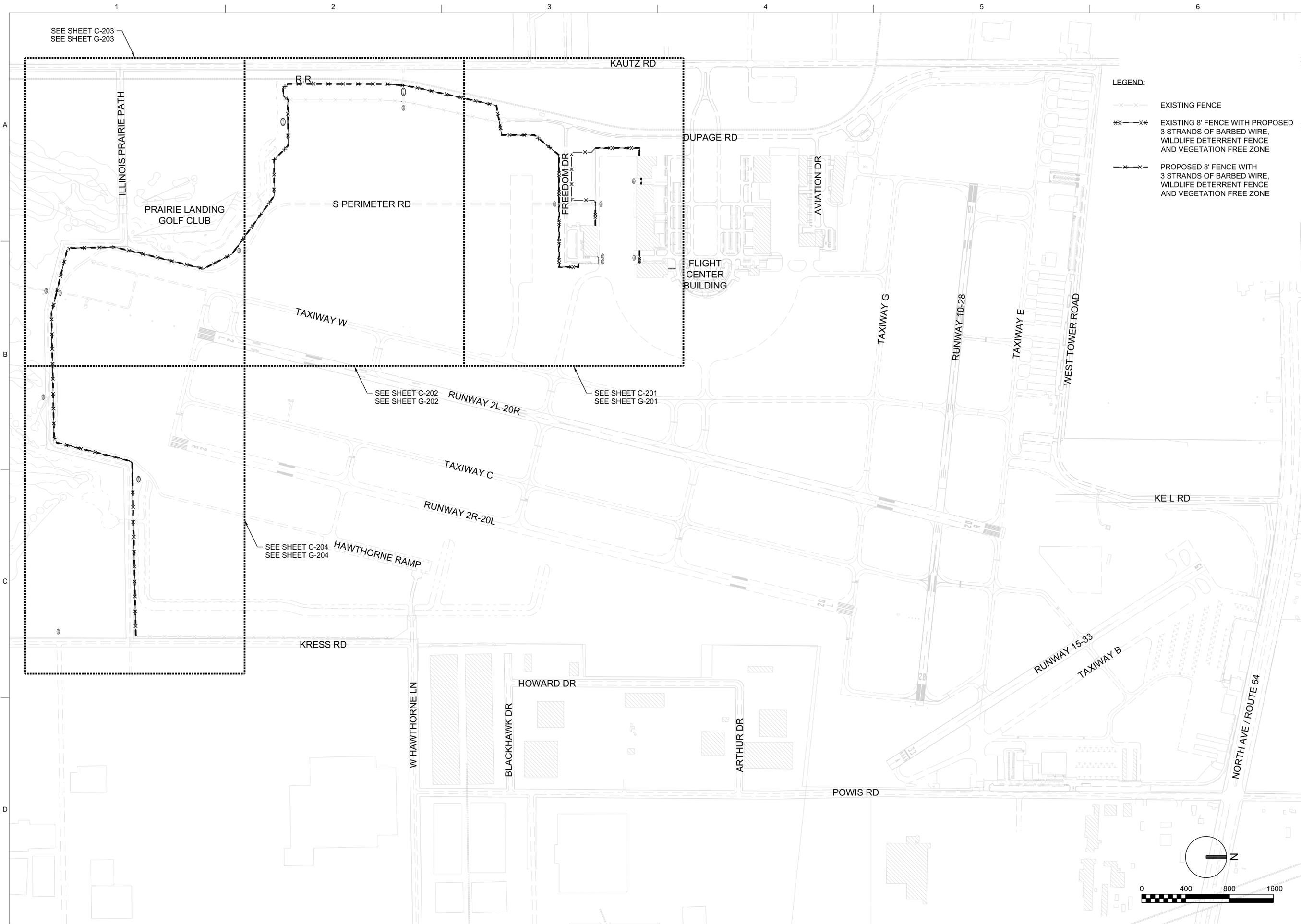
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

SUMMARY OF QUANTITIES  
AND ABBREVIATIONS

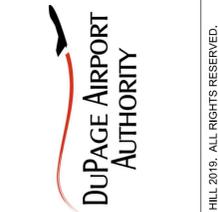
NTS
VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING.
DATE 2019/11/15
PROJ DPA-4773
DWG G-101
SHEET 2 of 26

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- LEGEND:**
- - - - - EXISTING FENCE
  - \* \* \* \* \* EXISTING 8' FENCE WITH PROPOSED 3 STRANDS OF BARBED WIRE, WILDLIFE DETERRENT FENCE AND VEGETATION FREE ZONE
  - \* \* \* - PROPOSED 8' FENCE WITH 3 STRANDS OF BARBED WIRE, WILDLIFE DETERRENT FENCE AND VEGETATION FREE ZONE



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1	2019/11/15				
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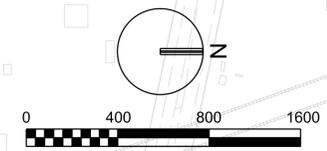
PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**

**PROJECT LOCATION PLAN**

1" = 400'  
VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING.

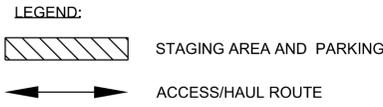
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DWG	G-103
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**ACCESS NOTES**  
 1. CONSTRUCTION STAGING AREAS SHOWN ON PLANS MAY BE RELOCATED BY THE AIRPORT OR CONSTRUCTION MANAGER IN THE VICINITY OF THE PROJECT AREA.

**SAFETY NOTES**  
 1. PRIOR TO THE START OF WORK EACH DAY AS PART OF THE PRE-ACTIVITY MEETING, THE CONTRACTOR SHALL HOLD A SAFETY MEETING.  
 2. CONTRACTOR VEHICLES SHALL GIVE PUBLIC VEHICLES RIGHT OF WAY AND OPERATE IN A SAFE MANNER TO AVOID ACCIDENTS.



A

B

C

**CONSTRUCTION NOTES**

- CONTRACTOR IS RESPONSIBLE FOR TRANSPORTING EMPLOYEES TO AND FROM THE JOB SITE. PERSONAL VEHICLES PARKING SHALL BE LOCATED WITHIN THE CONTRACTOR STAGING AREA.
- CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIR OF ANY DAMAGES CAUSED BY DELIVERIES OR CONTRACTOR VEHICLES. PAVEMENT REPAIR OF THE HAUL ROUTES SHALL BE AT THE SOLE DISCRETION OF THE CONSTRUCTION MANAGER. NO SEPARATE MEASUREMENT OR PAYMENT SHALL BE MADE FOR REPAIR OF DAMAGE CAUSED BY THE CONTRACTOR'S ACTIVITIES.
- HAUL ROUTES ON THIS PLAN SHALL BE STRICTLY ADHERED TO AND REMAIN FREE AND CLEAN OF FOREIGN OBJECT DEBRIS (FOD). CONSTRUCTION ACCESS ROUTES MAY BE ADJUSTED IN FIELD TO THE SATISFACTION OF THE CONSTRUCTION MANAGER IN ACCORDANCE WITH THE CONTRACT DOCUMENTS. ADJUSTMENTS TO THE CONSTRUCTION ACCESS/HAUL ROUTE SHALL BE AGREED UPON BY THE CONTRACTOR AND CONSTRUCTION MANAGER, AND SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.
- CONTRACTOR ACCESS ROADS AND STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION AT THE COMPLETION OF THE PROJECT.
- REFER TO DRAWING G-102, GENERAL NOTE 7 FOR ADDITIONAL REQUIREMENTS OF ON- AND OFF-AIRPORT HAUL ROADS.
- CONTRACTOR TO COORDINATE WORK WITH ADJACENT PROJECTS. SEE GENERAL NOTES.
- PERFORM EARTHWORK OPERATIONS ASSOCIATED WITH FENCE REPLACEMENT TO MINIMIZE EROSION AND SEDIMENTATION. SEE SPECIFICATIONS FOR EROSION CONTROL AND RESTORATION INFORMATION.
- CONTRACTOR IS REQUIRED TO SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) TO THE AIRPORT OPERATOR AND ENGINEER FOR APPROVAL PRIOR TO THE ISSUANCE OF THE NOTICE TO PROCEED. SEE FAA AC 150/5370-2G FOR ADDITIONAL DETAILS.
- CONTRACTOR TO KEEP ALL WORK ACTIVITIES ON THE AIRPORT PROPERTY WITH SPECIAL ATTENTION PAID TO THE RAILROAD RIGHT-OF-WAY AND PRAIRIE PATH (COMED) LIMITS.
- WITHIN THE PROPERTY THE CONTRACTOR IS TO MINIMIZE THE IMPACT TO THE EXISTING SITE INCLUDING FARM CROPS. IMPACTS TO THE FARM CROPS ARE TO BE IDENTIFIED TO THE RESIDENT ENGINEER PRIOR TO WORK IN THE AREA.

R.R.

ILLINOIS PRAIRIE PATH  
 PRAIRIE LANDING GOLF CLUB

LOW PROFILE BARRICADE, SEE (1) G-205

CONTRACTOR ACCESS TO STAGING AREA THROUGH AOA GATE V110. GATE TO BE CLOSED OR MANNED AT ALL TIMES WHEN THE GATE IS OPEN TO PROTECT AIRPORT SECURITY. ACCESS TO BE COORDINATED WITH THE RESIDENT ENGINEER.

FLIGHT CENTER BUILDING



NO.	DATE	DR	TL	APVD	TM
1	2019/11/15				
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REVISION					
TL	BY	TL	BY	TL	TM

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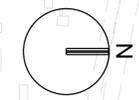
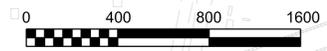
PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
 DUPAGE AIRPORT (DPA)  
 WEST CHICAGO, IL

**ch2m**

**CONTRACTOR STAGING AND ACCESS ROUTE PLAN**

1" = 400'  
 VERIFY SCALE  
 BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE	2019/11/15
PROJ	DPA-4773
DWG	G-104
SHEET	5 of 26



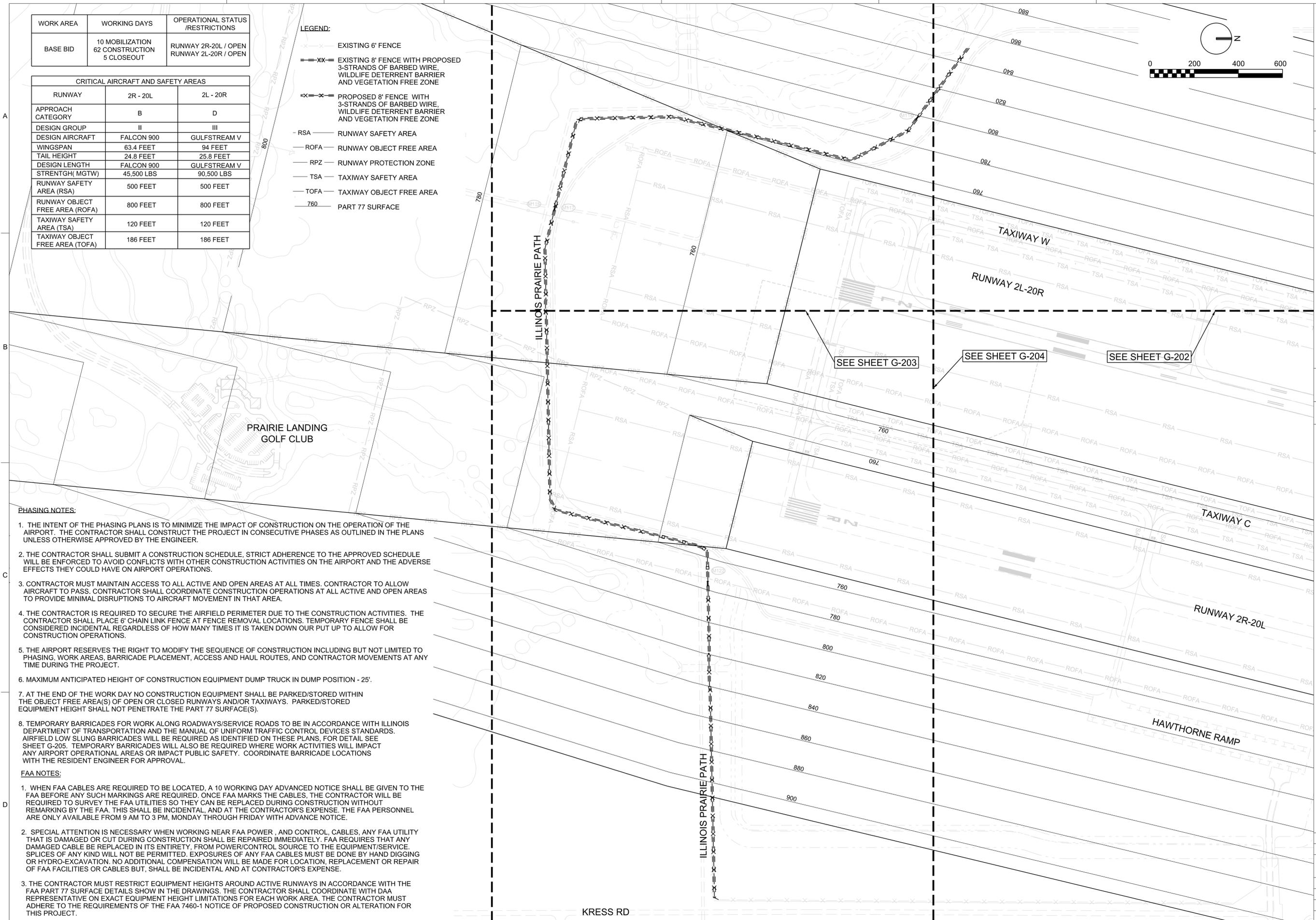
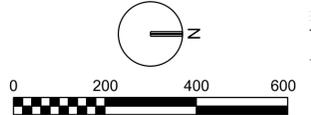
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WORK AREA	WORKING DAYS	OPERATIONAL STATUS /RESTRICTIONS
BASE BID	10 MOBILIZATION 62 CONSTRUCTION 5 CLOSEOUT	RUNWAY 2R-20L / OPEN RUNWAY 2L-20R / OPEN

CRITICAL AIRCRAFT AND SAFETY AREAS		
RUNWAY	2R - 20L	2L - 20R
APPROACH CATEGORY	B	D
DESIGN GROUP	II	III
DESIGN AIRCRAFT	FALCON 900	GULFSTREAM V
WINGSPAN	63.4 FEET	94 FEET
TAIL HEIGHT	24.8 FEET	25.8 FEET
DESIGN LENGTH	FALCON 900	GULFSTREAM V
STRENGTH(MGTW)	45,500 LBS	90,500 LBS
RUNWAY SAFETY AREA (RSA)	500 FEET	500 FEET
RUNWAY OBJECT FREE AREA (ROFA)	800 FEET	800 FEET
TAXIWAY SAFETY AREA (TSA)	120 FEET	120 FEET
TAXIWAY OBJECT FREE AREA (TOFA)	186 FEET	186 FEET

- LEGEND:**
- X---X--- EXISTING 6' FENCE
  - XX--- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - XX---X--- PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - RSA - RUNWAY SAFETY AREA
  - ROFA - RUNWAY OBJECT FREE AREA
  - RPZ - RUNWAY PROTECTION ZONE
  - TSA - TAXIWAY SAFETY AREA
  - TOFA - TAXIWAY OBJECT FREE AREA
  - 760 - PART 77 SURFACE



- PHASING NOTES:**
- THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
  - THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE, STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
  - CONTRACTOR MUST MAINTAIN ACCESS TO ALL ACTIVE AND OPEN AREAS AT ALL TIMES. CONTRACTOR TO ALLOW AIRCRAFT TO PASS. CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL ACTIVE AND OPEN AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
  - THE CONTRACTOR IS REQUIRED TO SECURE THE AIRFIELD PERIMETER DUE TO THE CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL PLACE 6' CHAIN LINK FENCE AT FENCE REMOVAL LOCATIONS. TEMPORARY FENCE SHALL BE CONSIDERED INCIDENTAL REGARDLESS OF HOW MANY TIMES IT IS TAKEN DOWN OUR PUT UP TO ALLOW FOR CONSTRUCTION OPERATIONS.
  - THE AIRPORT RESERVES THE RIGHT TO MODIFY THE SEQUENCE OF CONSTRUCTION INCLUDING BUT NOT LIMITED TO PHASING, WORK AREAS, BARRICADE PLACEMENT, ACCESS AND HAUL ROUTES, AND CONTRACTOR MOVEMENTS AT ANY TIME DURING THE PROJECT.
  - MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT DUMP TRUCK IN DUMP POSITION - 25'.
  - AT THE END OF THE WORK DAY NO CONSTRUCTION EQUIPMENT SHALL BE PARKED/STORED WITHIN THE OBJECT FREE AREA(S) OF OPEN OR CLOSED RUNWAYS AND/OR TAXIWAYS. PARKED/STORED EQUIPMENT HEIGHT SHALL NOT PENETRATE THE PART 77 SURFACE(S).
  - TEMPORARY BARRICADES FOR WORK ALONG ROADWAYS/SERVICE ROADS TO BE IN ACCORDANCE WITH ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES STANDARDS. AIRFIELD LOW SLUNG BARRICADES WILL BE REQUIRED AS IDENTIFIED ON THESE PLANS. FOR DETAIL SEE SHEET G-205. TEMPORARY BARRICADES WILL ALSO BE REQUIRED WHERE WORK ACTIVITIES WILL IMPACT ANY AIRPORT OPERATIONAL AREAS OR IMPACT PUBLIC SAFETY. COORDINATE BARRICADE LOCATIONS WITH THE RESIDENT ENGINEER FOR APPROVAL.

- FAA NOTES:**
- WHEN FAA CABLES ARE REQUIRED TO BE LOCATED, A 10 WORKING DAY ADVANCED NOTICE SHALL BE GIVEN TO THE FAA BEFORE ANY SUCH MARKINGS ARE REQUIRED. ONCE FAA MARKS THE CABLES, THE CONTRACTOR WILL BE REQUIRED TO SURVEY THE FAA UTILITIES SO THEY CAN BE REPLACED DURING CONSTRUCTION WITHOUT REMARKING BY THE FAA. THIS SHALL BE INCIDENTAL, AND AT THE CONTRACTOR'S EXPENSE. THE FAA PERSONNEL ARE ONLY AVAILABLE FROM 9 AM TO 3 PM, MONDAY THROUGH FRIDAY WITH ADVANCE NOTICE.
  - SPECIAL ATTENTION IS NECESSARY WHEN WORKING NEAR FAA POWER, AND CONTROL, CABLES. ANY FAA UTILITY THAT IS DAMAGED OR CUT DURING CONSTRUCTION SHALL BE REPAIRED IMMEDIATELY. FAA REQUIRES THAT ANY DAMAGED CABLE BE REPLACED IN ITS ENTIRETY, FROM POWER/CONTROL SOURCE TO THE EQUIPMENT/SERVICE. SPLICES OF ANY KIND WILL NOT BE PERMITTED. EXPOSURES OF ANY FAA CABLES MUST BE DONE BY HAND DIGGING OR HYDRO-EXCAVATION. NO ADDITIONAL COMPENSATION WILL BE MADE FOR LOCATION, REPLACEMENT OR REPAIR OF FAA FACILITIES OR CABLES BUT, SHALL BE INCIDENTAL AND AT CONTRACTOR'S EXPENSE.
  - THE CONTRACTOR MUST RESTRICT EQUIPMENT HEIGHTS AROUND ACTIVE RUNWAYS IN ACCORDANCE WITH THE FAA PART 77 SURFACE DETAILS SHOW IN THE DRAWINGS. THE CONTRACTOR SHALL COORDINATE WITH DAA REPRESENTATIVE ON EXACT EQUIPMENT HEIGHT LIMITATIONS FOR EACH WORK AREA. THE CONTRACTOR MUST ADHERE TO THE REQUIREMENTS OF THE FAA 7460-1 NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION FOR THIS PROJECT.



NO.	1	DATE	2019/11/15	DR	TL	APVD	TM
NO.		DATE		DR	TL	APVD	TM
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SUITE 400  
CHICAGO, IL 60631

PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**

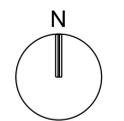
**CONSTRUCTION SAFETY / PHASING PLAN 2**

VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	G-106
SHEET	7 of 26

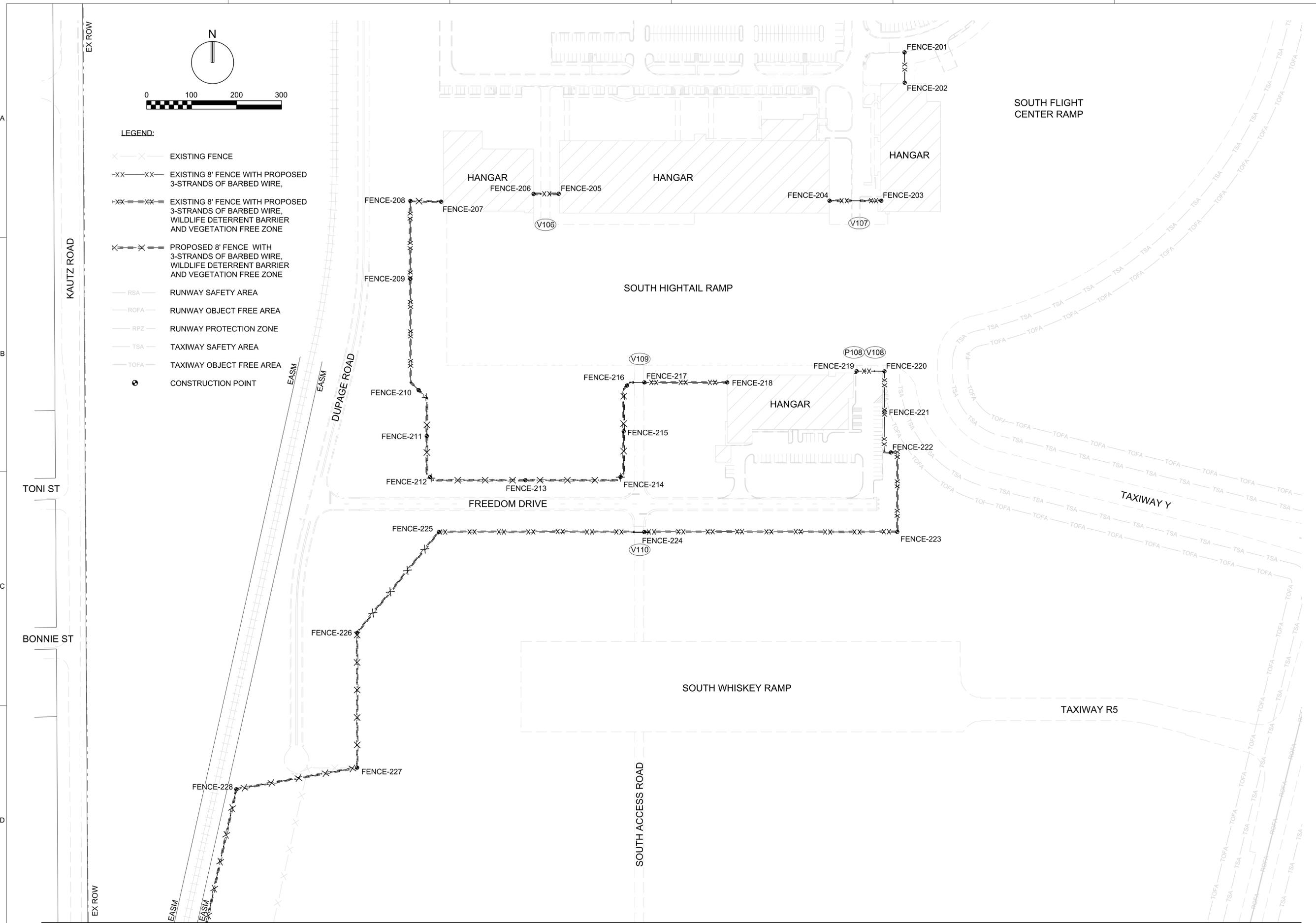
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1 2 3 4 5 6



- LEGEND:**
- X—X— EXISTING FENCE
  - XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE,
  - XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - XX-XX- PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - RSA— RUNWAY SAFETY AREA
  - ROFA— RUNWAY OBJECT FREE AREA
  - RPZ— RUNWAY PROTECTION ZONE
  - TSA— TAXIWAY SAFETY AREA
  - TOFA— TAXIWAY OBJECT FREE AREA
  - ⊙ CONSTRUCTION POINT



MATCHLINE, SEE DRAWING G-202



NO.	DATE	DR	TL	APVD	TM
1	2019/11/15				
100% SUBMITTAL		CHK	TM	APVD	TM
REVISION					

8735 W. HIGGINS ROAD  
SUITE 400  
CHICAGO, IL 60631

PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**  
GENERAL  
**CONSTRUCTION SAFETY / PHASING PLAN DETAILS 1**

VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE	2019/11/15
PROJ	DPA-4773
DWG	G-201
SHEET	8 of 26

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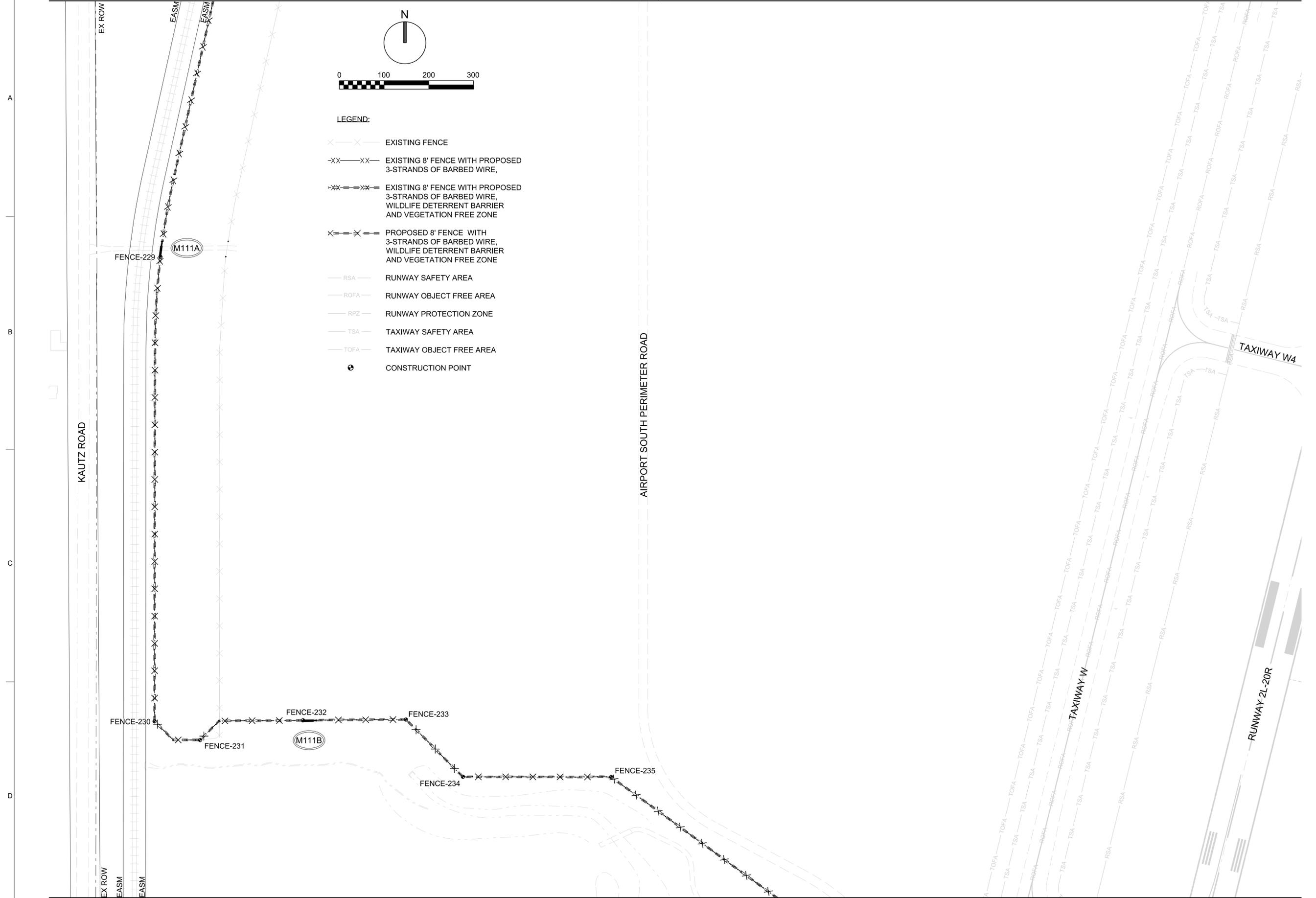
6

MATCHLINE, SEE DRAWING G-201



LEGEND:

- X—X— EXISTING FENCE
- XX—XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE,
- XX—XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- X—X— PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- RSA— RUNWAY SAFETY AREA
- ROFA— RUNWAY OBJECT FREE AREA
- RPZ— RUNWAY PROTECTION ZONE
- TSA— TAXIWAY SAFETY AREA
- TOFA— TAXIWAY OBJECT FREE AREA
- CONSTRUCTION POINT



MATCHLINE, SEE DRAWING G-203



NO.	DATE	DR	TL	CHK	TM	APVD	TM
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PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES

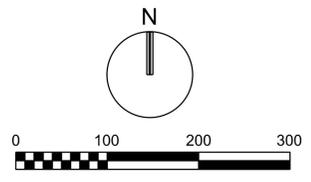
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**  
GENERAL  
**CONSTRUCTION  
SAFETY / PHASING  
PLAN DETAILS 2**

VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	G-202
SHEET	9 of 26

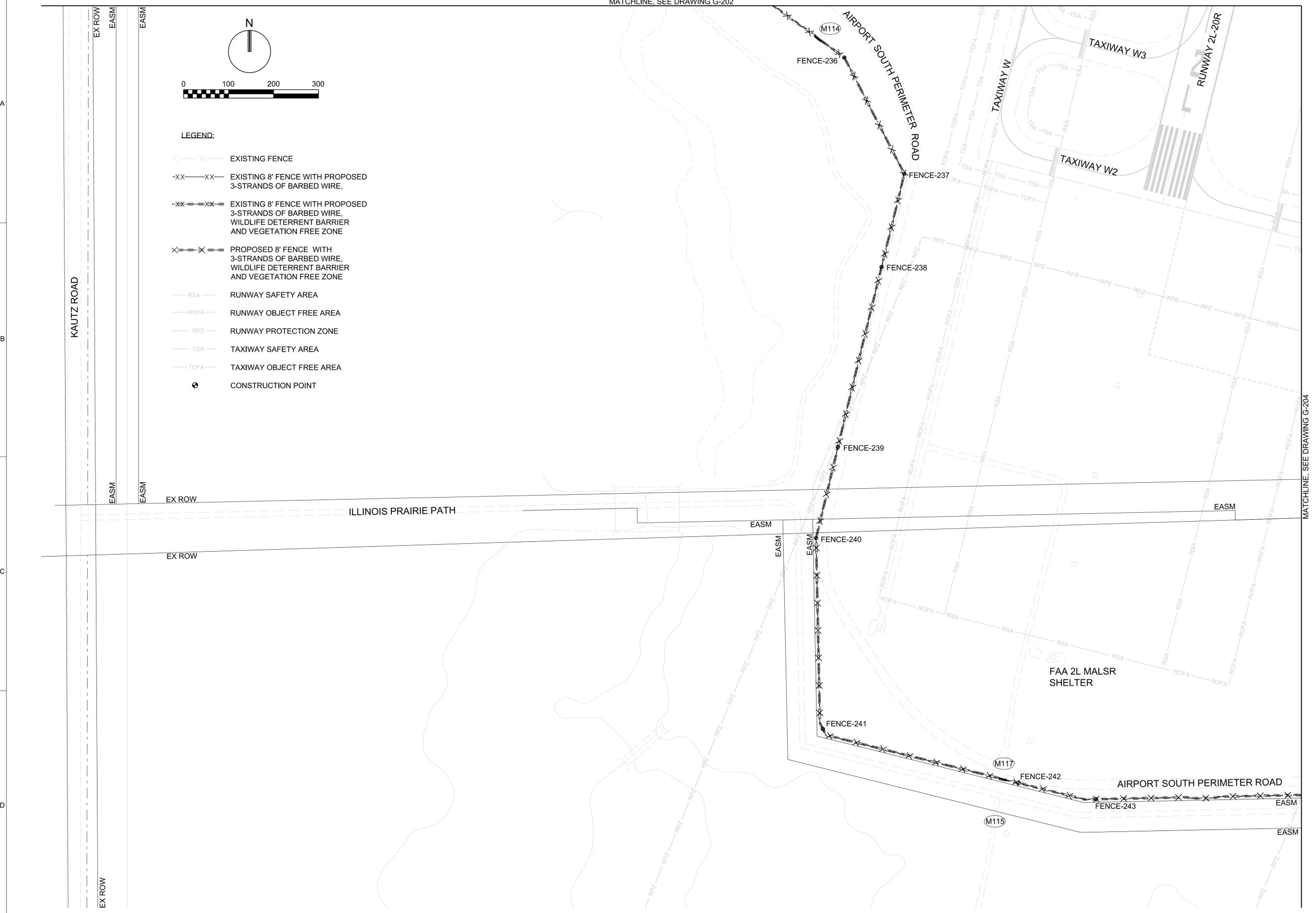
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MATCHLINE, SEE DRAWING G-202



LEGEND:

- EXISTING FENCE
- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE.
- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- RSA RUNWAY SAFETY AREA
- ROFA RUNWAY OBJECT FREE AREA
- RPZ RUNWAY PROTECTION ZONE
- TSA TAXIWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- CONSTRUCTION POINT



MATCHLINE, SEE DRAWING G-204



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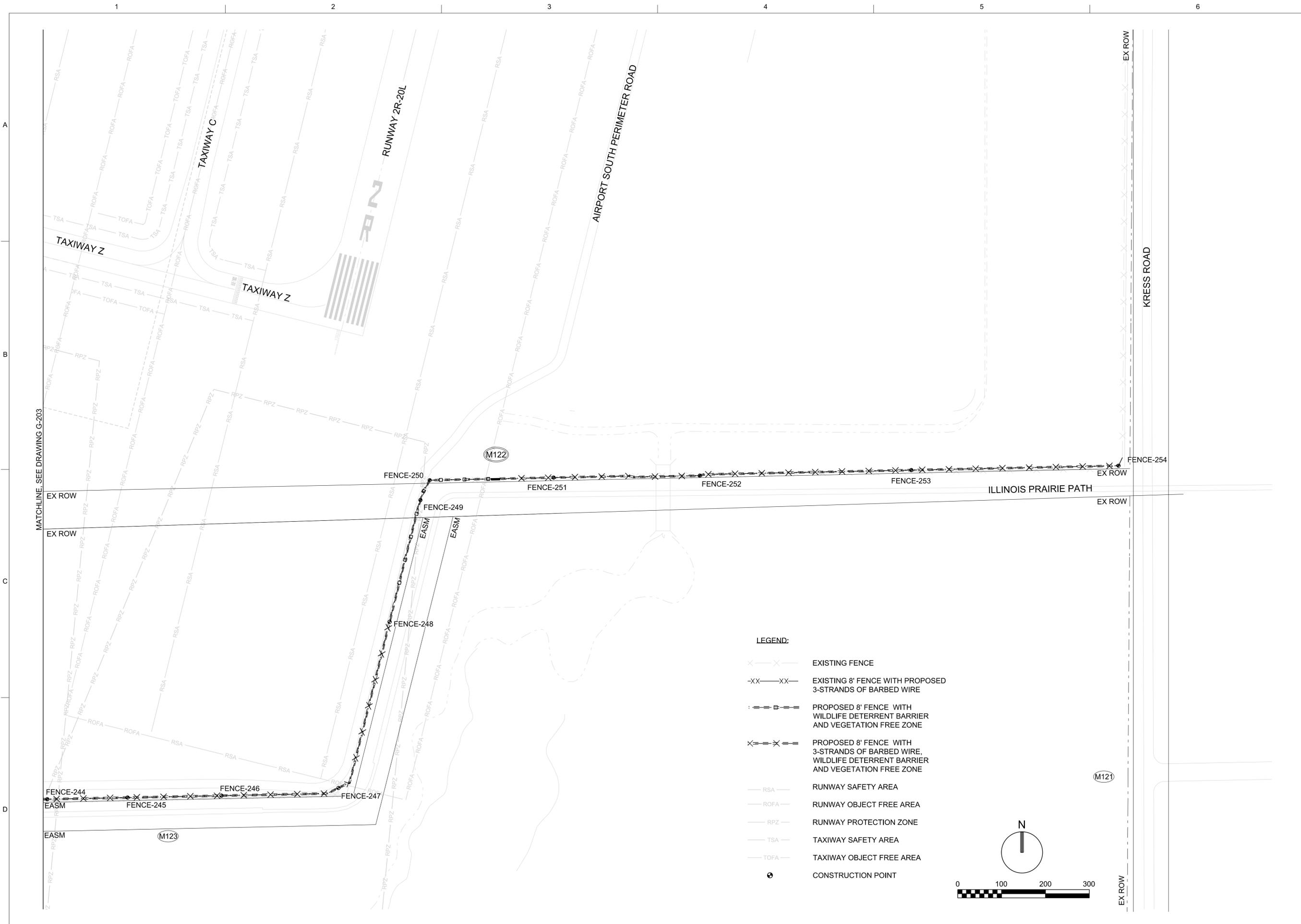
PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**  
GENERAL  
**CONSTRUCTION  
SAFETY / PHASING  
PLAN DETAILS 3**

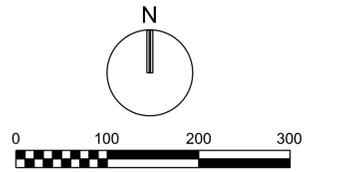
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	G-203
SHEET	10 of 26

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- LEGEND:**
- X—X— EXISTING FENCE
  - XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE
  - : - - - - PROPOSED 8' FENCE WITH WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - X - - - - X PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - RSA — RUNWAY SAFETY AREA
  - ROFA — RUNWAY OBJECT FREE AREA
  - RPZ — RUNWAY PROTECTION ZONE
  - TSA — TAXIWAY SAFETY AREA
  - TOFA — TAXIWAY OBJECT FREE AREA
  - CONSTRUCTION POINT



MATCHLINE, SEE DRAWING G-203



NO.	1	DATE	2019/11/15	BY	TM
DGN	TL	DR	TL	CHK	TM
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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**  
GENERAL  
**FENCING PLAN 4  
SAFETY / PHASING  
PLAN DETAILS 4**

VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
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PROJ	DPA-4773
DWG	G-204
SHEET	11 of 26

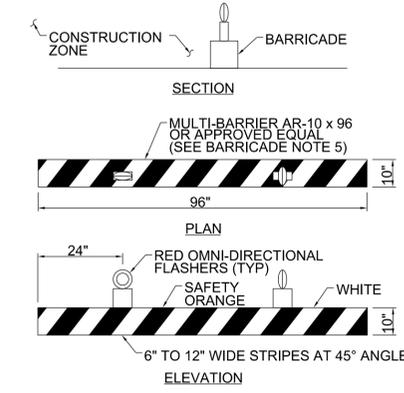
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PHASING POINTS

POINT #	LATITUDE	LONGITUDE	NORTHINGS	EASTINGS	ELEV.	CONST. EQUIP. HEIGHT	MAX. ELEV.	PAVEMENT STATUS	SHEET #
FENCE201	41° 54' 18.42"	88° 15' 20.99"	1,908,024.10	1,005,347.47	758.00	25.00	783.00	No Closure	G-201
FENCE202	41° 54' 18.42"	88° 15' 22.51"	1,908,024.10	1,005,232.33	759.00	25.00	784.00	No Closure	G-201
FENCE203	41° 54' 18.42"	88° 15' 20.99"	1,908,024.10	1,005,347.47	757.00	25.00	782.00	No Closure	G-201
FENCE204	41° 54' 18.42"	88° 15' 22.51"	1,908,024.10	1,005,232.33	755.00	25.00	780.00	No Closure	G-201
FENCE205	41° 54' 18.58"	88° 15' 30.47"	1,908,039.49	1,004,630.51	758.00	25.00	783.00	No Closure	G-201
FENCE206	41° 54' 18.58"	88° 15' 31.21"	1,908,039.15	1,004,574.73	757.00	25.00	782.00	No Closure	G-201
FENCE207	41° 54' 18.41"	88° 15' 33.92"	1,908,021.97	1,004,369.43	756.00	25.00	781.00	No Closure	G-201
FENCE208	41° 54' 18.43"	88° 15' 34.83"	1,908,023.63	1,004,301.00	750.00	25.00	775.00	No Closure	G-201
FENCE209	41° 54' 16.72"	88° 15' 34.84"	1,907,851.22	1,004,300.62	749.00	25.00	774.00	No Closure	G-201
FENCE210	41° 54' 14.28"	88° 15' 34.59"	1,907,604.15	1,004,319.42	751.00	25.00	776.00	No Closure	G-201
FENCE211	41° 54' 13.28"	88° 15' 34.35"	1,907,502.56	1,004,337.59	752.00	25.00	777.00	No Closure	G-201
FENCE212	41° 54' 12.38"	88° 15' 34.26"	1,907,411.67	1,004,344.66	753.00	25.00	778.00	No Closure	G-201
FENCE213	41° 54' 12.31"	88° 15' 31.46"	1,907,404.59	1,004,556.69	757.00	25.00	782.00	No Closure	G-201
FENCE214	41° 54' 12.38"	88° 15' 28.66"	1,907,411.65	1,004,767.90	756.00	25.00	781.00	No Closure	G-201
FENCE215	41° 54' 13.38"	88° 15' 28.57"	1,907,513.00	1,004,774.98	755.00	25.00	780.00	No Closure	G-201
FENCE216	41° 54' 14.38"	88° 15' 28.47"	1,907,614.34	1,004,782.05	755.00	25.00	780.00	No Closure	G-201
FENCE217	41° 54' 14.45"	88° 15' 27.96"	1,907,621.41	1,004,820.82	755.00	25.00	780.00	No Closure	G-201
FENCE218	41° 54' 14.45"	88° 15' 25.53"	1,907,621.41	1,005,004.94	758.00	25.00	783.00	No Closure	G-201
FENCE219	41° 54' 14.69"	88° 15' 21.72"	1,907,646.20	1,005,292.56	755.00	25.00	780.00	No Closure	G-201
FENCE220	41° 54' 14.68"	88° 15' 20.9"	1,907,645.88	1,005,354.44	755.00	25.00	780.00	No Closure	G-201
FENCE221	41° 54' 13.81"	88° 15' 20.9"	1,907,556.91	1,005,354.48	755.00	25.00	780.00	No Closure	G-201
FENCE222	41° 54' 12.91"	88° 15' 20.72"	1,907,466.04	1,005,368.69	753.00	25.00	778.00	No Closure	G-201
FENCE223	41° 54' 11.17"	88° 15' 20.53"	1,907,290.12	1,005,382.89	749.00	25.00	774.00	No Closure	G-201
FENCE224	41° 54' 11.17"	88° 15' 27.97"	1,907,289.74	1,004,820.72	756.00	25.00	781.00	No Closure	G-201
FENCE225	41° 54' 11.18"	88° 15' 34"	1,907,289.80	1,004,364.44	754.00	25.00	779.00	No Closure	G-201
FENCE226	41° 54' 8.97"	88° 15' 36.41"	1,907,066.17	1,004,182.62	749.00	25.00	774.00	No Closure	G-201
FENCE227	41° 54' 6.02"	88° 15' 36.41"	1,906,767.27	1,004,182.65	757.00	25.00	782.00	No Closure	G-201
FENCE228	41° 54' 5.55"	88° 15' 39.96"	1,906,719.47	1,003,914.28	754.00	25.00	779.00	No Closure	G-201
FENCE229	41° 53' 56.98"	88° 15' 42.4"	1,905,852.49	1,003,730.26	759.00	25.00	784.00	No Closure	G-202
FENCE230	41° 53' 46.75"	88° 15' 42.59"	1,904,816.98	1,003,717.21	752.00	25.00	777.00	No Closure	G-202
FENCE231	41° 53' 46.34"	88° 15' 41.24"	1,904,775.36	1,003,818.84	752.00	25.00	777.00	No Closure	G-202
FENCE232	41° 53' 46.77"	88° 15' 38.2"	1,904,819.20	1,004,048.96	752.00	25.00	777.00	No Closure	G-202
FENCE233	41° 53' 46.79"	88° 15' 35.16"	1,904,820.88	1,004,278.97	749.00	25.00	774.00	No Closure	G-202
FENCE234	41° 53' 45.52"	88° 15' 33.47"	1,904,693.27	1,004,406.56	748.00	25.00	773.00	No Closure	G-202
FENCE235	41° 53' 45.51"	88° 15' 29.09"	1,904,692.68	1,004,737.76	748.00	25.00	773.00	No Closure	G-202
FENCE236	41° 53' 41.72"	88° 15' 22.12"	1,904,308.82	1,005,265.14	747.00	25.00	772.00	No Closure	G-203
FENCE237	41° 53' 39.17"	88° 15' 20.36"	1,904,050.74	1,005,398.44	745.00	25.00	770.00	No Closure	G-203
FENCE238	41° 53' 37.13"	88° 15' 21.03"	1,903,844.29	1,005,348.02	745.00	25.00	770.00	No Closure	G-203
FENCE239	41° 53' 33.19"	88° 15' 22.32"	1,903,445.37	1,005,251.00	747.00	25.00	772.00	No Closure	G-203
FENCE240	41° 53' 31.19"	88° 15' 22.97"	1,903,243.38	1,005,202.41	751.00	25.00	776.00	No Closure	G-203
FENCE241	41° 53' 27.01"	88° 15' 22.77"	1,902,820.08	1,005,217.61	755.00	25.00	780.00	No Closure	G-203
FENCE242	41° 53' 25.82"	88° 15' 17.02"	1,902,700.13	1,005,652.85	748.00	25.00	773.00	No Closure	G-203
FENCE243	41° 53' 25.47"	88° 15' 14.75"	1,902,664.42	1,005,824.32	748.00	25.00	773.00	No Closure	G-203
FENCE244	41° 53' 25.56"	88° 15' 8.59"	1,902,673.94	1,006,290.28	745.00	25.00	770.00	No Closure	G-204
FENCE245	41° 53' 25.59"	88° 15' 6.17"	1,902,677.69	1,006,473.28	747.00	25.00	772.00	No Closure	G-204
FENCE246	41° 53' 25.63"	88° 15' 3.34"	1,902,682.04	1,006,687.17	747.00	25.00	772.00	No Closure	G-204
FENCE247	41° 53' 25.8"	88° 14' 59.82"	1,902,699.49	1,006,953.79	745.00	25.00	770.00	No Closure	G-204
FENCE248	41° 53' 29.53"	88° 14' 58.27"	1,903,077.22	1,007,070.38	745.00	25.00	770.00	No Closure	G-204
FENCE249	41° 53' 32.27"	88° 14' 57.34"	1,903,354.03	1,007,140.63	745.00	25.00	770.00	No Closure	G-204
FENCE250	41° 53' 32.71"	88° 14' 57.06"	1,903,399.23	1,007,161.73	746.00	25.00	771.00	No Closure	G-204
FENCE251	41° 53' 32.77"	88° 14' 53.32"	1,903,405.17	1,007,444.11	746.00	25.00	771.00	No Closure	G-204
FENCE252	41° 53' 32.81"	88° 14' 48.92"	1,903,409.54	1,007,777.23	745.00	25.00	770.00	No Closure	G-204
FENCE253	41° 53' 32.93"	88° 14' 42.55"	1,903,422.23	1,008,259.15	746.00	25.00	771.00	No Closure	G-204
FENCE254	41° 53' 33.02"	88° 14' 36.3"	1,903,432.13	1,008,731.46	746.00	25.00	771.00	No Closure	G-204

NOTES:

- ALL AIRFIELD PAVEMENT CLOSURES SHALL BE TEMPORARY CLOSURES AS DESCRIBED IN FAA AC 150/5370-2G, "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.
- PRIOR TO REOPENING CLOSED AIRFIELD PAVEMENTS, THE ENTIRE SAFETY AREA MUST MEET FAA CRITERIA UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER. PAVEMENT CLOSURES ARE NOT ANTICIPATED ON THIS PROJECT. LOW-PROFILE BARRICADES BEING UTILIZED TO DELINEATE PAVEMENT EDGE ADJACENT TO CONTRACTOR WORKING AREA.
- FLASHERS TO BE BATTERY OPERATED AND/OR SOLAR POWERED. LENS TO BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF LOW-PROFILE BARRICADE TO BE COVERED WITH REFLECTIVE MATERIAL.
- LOW-PROFILE BARRICADES TO BE PLACED WITH A MAXIMUM 8'-0" GAP BETWEEN BARRICADES ALONG OPERATIONAL PAVEMENT, ADJACENT TO CONSTRUCTION, AS DIRECTED BY THE PROJECT MANAGER. ONE ORANGE DELINEATOR CONE SHALL BE INSTALLED AT THE MIDPOINT BETWEEN BARRICADES.
- FLASHERS SHALL BE SECURED TO THE BARRICADES, PER MANUFACTURER'S INSTRUCTIONS. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- LOW -PROFILE BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT'S COMPONENTS, AND WEIGHTED OR STURDILY ATTACHED TO THE SURFACE. IF AFFIXED TO THE SURFACE, THE BARRICADE MUST BE FRANGIBLE AT GRADE LEVEL OR AS LOW AS POSSIBLE, NOT TO EXCEED 3 INCHES ABOVE THE GROUND.
- THE CONTRACTOR SHALL PROVIDE BARRICADES AND DELINEATOR CONES WITH RED FLASHING BATTERY OPERATED LIGHTS AS SHOWN IN GOOD WORKING ORDER. CONTRACTOR SHALL MAINTAIN ALL BARRICADES AND ENSURE THEY ARE IN WORKING ORDER TWENTY-FOUR (24) HOURS A DAY, FOR THE DURATION OF THE PROJECT. THE BARRICADE LIGHTING SHALL BE CHECKED NIGHTLY BY THE CONTRACTOR.
- THE LIGHTS SHALL BE OPERATIONAL AT EACH BARRICADE LOCATION AT ALL TIMES. ANY LIGHTS FOUND NON-OPERATIONAL SHALL BE REPAIRED IMMEDIATELY WITH EMERGENCY CONTACT NUMBER 24/7.
- 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 RESIDENT ENGINEER. 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.
- LOW PROFILE BARRICADES TO BE LOCATED AS IDENTIFIED ON SHEET G-105 AND AS IDENTIFIED IN PHASING NOTES.



1 NTS LOW-PROFILE BARRICADE DETAIL



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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**

**CONSTRUCTION SAFETY / PHASING PLAN DETAILS 5**

NTS  
VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE 2019/11/15  
PROJ DPA-4773  
DWG G-205  
SHEET 12 of 26

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FENCING NOTES:

- PROPOSED WORK WILL REQUIRE THE OPENING OF THE AOA FENCE LINE. THE CONTRACTOR WILL BE REQUIRED AT HIS EXPENSE TO RESTORE THE INTEGRITY OF THE AOA FENCE LINE AT THE COMPLETION OF DAILY WORK ACTIVITIES TO THE SATISFACTION OF THE RESIDENT ENGINEER. TEMPORARY FENCE MAY BE REQUIRED AND CONSIDERED A TEMPORARY SECURITY MEASURE FOR THE AOA, THE COST OF THE TEMPORARY FENCE WILL BE INCIDENTAL.
- EXISTING 6' SECURITY FENCING, POSTS, AND FOUNDATIONS SHALL BE REMOVED ALONG THE LOCATION OF THE PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT FENCE BARRIER AND 4' VEGETATION FREE ZONE. EXISTING 6' FABRIC MAY BE REUSED AS WILDLIFE FENCE FABRIC. SEE SHEET C-503, DETAIL 3.
- FOR WILDLIFE DETERRENT CONCRETE PAD SEE SHEET C-502, DETAIL 5.
- THE CONTRACTOR SHALL COMPLETE A THOROUGH UTILITY LOCATE PRIOR TO COMMENCING WITH CONSTRUCTION. THE CONTRACTOR SHALL IDENTIFY TYPE, HORIZONTAL LAYOUT, AND VERTICAL DEPTH OF ALL UTILITIES PRIOR TO COMMENCING CONSTRUCTION. ANY UTILITY LINE OR STRUCTURE TO REMAIN THAT IS DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE, AT NO ADDITIONAL COST TO THE OWNER.
- PRIOR TO FABRICATION AND CONSTRUCTION, THE CONTRACTOR SHALL FIELD VERIFY EXISTING GATE LENGTH, TYPE AND LOCATION. PROPOSED GATE LOCATIONS TO BE COORDINATED WITH RESIDENT ENGINEER.
- ALL SIGNAGE MOUNTED ON EXISTING FENCING AND GATES SHALL BE SALVAGED AND PLACED IN THE SAME LOCATION ON THE NEW FENCE LINE. SALVAGING OF EXISTING SIGNAGE AND INSTALLATION ON NEW FENCING IS INCIDENTAL TO ITEM AR162508.
- ALL EXISTING CATCH BASINS ALONG FENCE ALIGNMENT ARE TO BE PROTECTED. ANY DAMAGE BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- WORK AREA ASSOCIATED WITH FENCING CONSTRUCTION WILL BE RESTORED TO THE SATISFACTION OF THE RESIDENT ENGINEER. RESTORATION MAY REQUIRE GRADING, TOPSOIL, SEEDING AND REMOVAL OF EXISTING GRINDINGS WITH COSTS INCIDENTAL TO THE CONTRACT.
- 2' OF CA-6 SHALL BE PLACED ON EITHER SIDE OF THE PROPOSED FENCE LINE. THE CA-6 SHALL BE 6" DEEP. SEE SHEET C-503. PRIOR TO PLACEMENT OF CA-6 THIS AREA IS TO BE EXCAVATED TO A DEPTH OF 6" FOR THE 4' TOTAL WIDTH. THIS EXCAVATION TO BE PAID UNDER ITEM AR152460 TOPSOIL STRIPPING. ALL OTHER TOPSOIL REMOVAL IS INCIDENTAL TO THE ASSOCIATED PAY ITEM.
- CONTRACTOR SHALL INSTALL NEW GATE TO PROVIDE A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE THE GATE AND ALL OTHER ELEMENTS REQUIRED FOR A FULLY FUNCTIONAL GATE. THE EXISTING POWER SOURCE AND GATE OPERATOR ARE TO BE USED FOR THE NEW GATE.
- NEW GATES TO BE INSTALLED WITH 4" CLEAR ABOVE GRADE. EXISTING GATES TO BE ADJUSTED TO 4" CLEAR ABOVE GRADE. REQUIRED CURB CUTS AND GRADE ADJUSTMENTS OUTSIDE THE PAVEMENT AREA TO BE INCIDENTAL TO THE COST OF THE GATE ADJUSTMENT.
- SEE GENERAL NOTES, SHEET G-102, FOR ADDITIONAL REQUIREMENTS.
- CONTRACTOR TO REMOVE, STORE AND RE AFFIX GATE DESIGNATION PLACARDS AND FENCING SIGNAGE TO NEW FENCING.
- ALL EXISTING SECURITY GATES WITHIN PROJECT LIMITS TO HAVE 3 STRAND BARBED WIRE ADDED TO FENCE. 3 STRAND BARBED WIRE FOR EXISTING GATES WILL BE PAID PER LINEAR FOOT LIKE THE 3 STRAND BARBED WIRE TO BE ADDED TO EXISTING FENCE. FOR NEW GATES THE BARBED WIRE IS INCLUDED IN THE GATE PRICE.
- CONTRACTOR TO FIELD VERIFY EXISTING GATE DIMENSIONS PRIOR TO COMPLETION AND SUBMISSION OF SHOP DRAWINGS. ALL GATES WILL BE PAID UNDER THE LINE ITEMS IDENTIFIED IN THE GATE SCHEDULE.

GATE SCHEDULE					
EXISTING GATE DESIGNATION	PROPOSED GATE DESIGNATION	PROPOSED TYPE	CLEAR OPENING	PAY ITEM(S)	WORK DESCRIPTION
V106	V106	EXISTING (COMBINATION)	10-FT (SWING) 12-FT (SLIDE)	AR162948	REMAIN IN PLACE, ADJUST
V107	V107	(CANTILEVER SLIDE)	20-FT (SLIDE)	AR162948	REMAIN IN PLACE, ADJUST
P108	P108	EXISTING PED	4-FT	-	REMAIN IN PLACE
V108	V108	EXISTING (CANTILEVER SLIDE)	12-FT (SLIDE)	-	REMAIN IN PLACE
V109	V109	EXISTING (COMBINATION)	10-FT (SWING) 14-FT (SLIDE)	-	REMAIN IN PLACE
V110	V110	EXISTING (COMBINATION)	8-FT (SWING) 16-FT (SLIDE)	AR162908, AR162910, AR162608, AR162716	REMOVE AND REPLACE
M111	M111A	EXISTING (COMBINATION-MANUAL)	10-FT (SWING) 24-FT (SLIDE)	AR162910, AR162920, AR162610, AR162224	REMOVE AND REPLACE
-	M111B	PROPOSED (COMBINATION-MANUAL)	10-FT (SWING) 24-FT (SLIDE)	AR162610, AR162224	NEW INSTALL
M112	M112	EXISTING	EXISTING	-	REMAIN IN PLACE
M113	M113	EXISTING	EXISTING	-	REMAIN IN PLACE
M114	M114	EXISTING (CANTILEVER SLIDE-MANUAL)	16-FT (SLIDE)	AR162920, AR162216	REMOVE AND REPLACE
M115	M115	EXISTING	EXISTING	-	REMAIN IN PLACE
M117	M117	EXISTING (CANTILEVER SLIDE-MANUAL)	16-FT (SLIDE)	AR162920, AR162216	REMOVE AND REPLACE
M119	M119	EXISTING	EXISTING	-	REMAIN IN PLACE
M121	M121	EXISTING	EXISTING	-	REMAIN IN PLACE
-	M122	PROPOSED (CANTILEVER SLIDE-MANUAL)	16-FT (SLIDE)	AR162216	NEW INSTALL
M123	M123	EXISTING	EXISTING	-	REMAIN IN PLACE

NOTE: SEE SHEETS C-201 THRU C-204 FOR PLAN VIEW DETAILS.



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PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

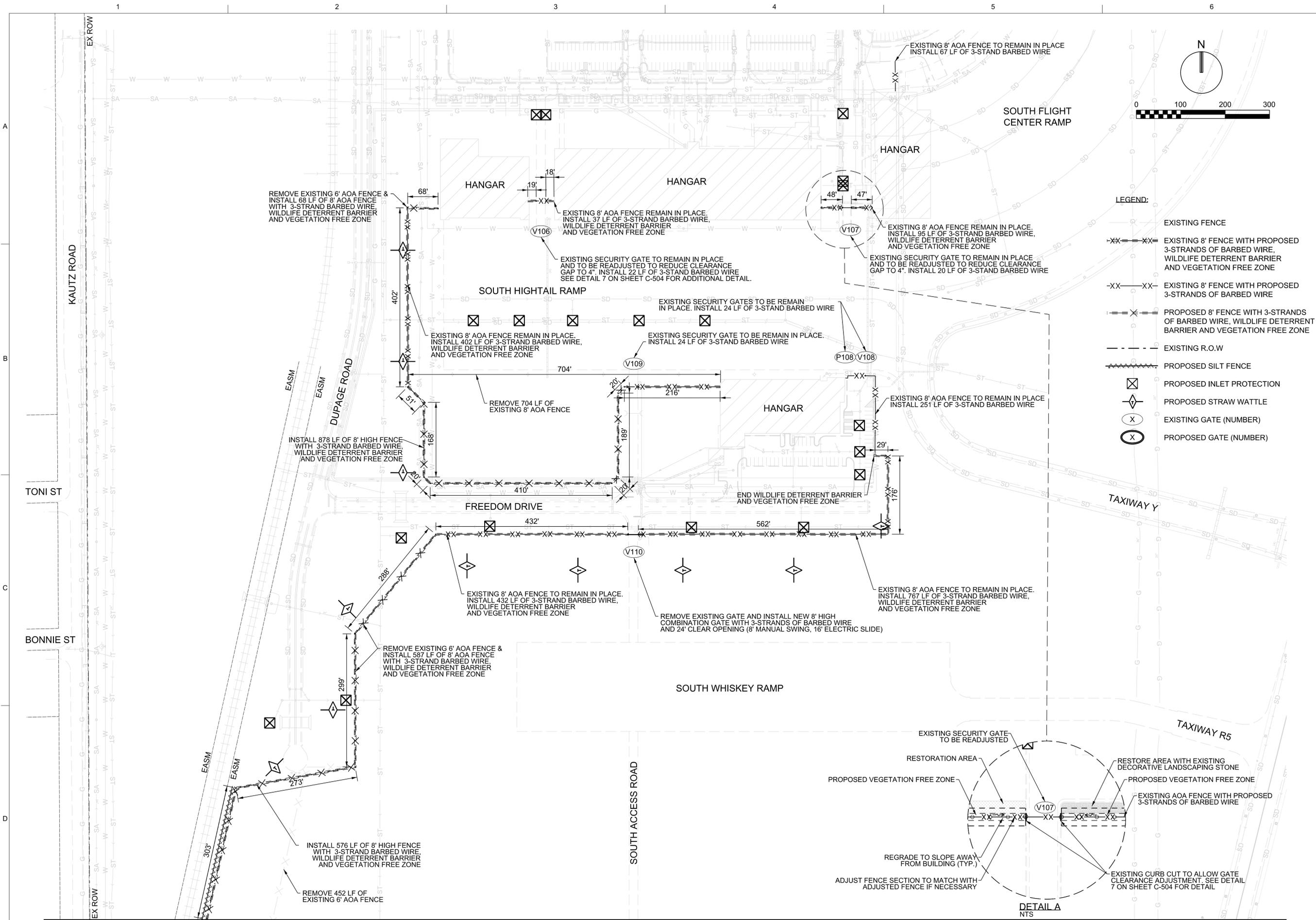


FENCING NOTES  
AND GATE SCHEDULE

1" = 100'	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	C-200
SHEET	13 of 26

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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
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 CIVIL  
**FENCING PLAN 1**

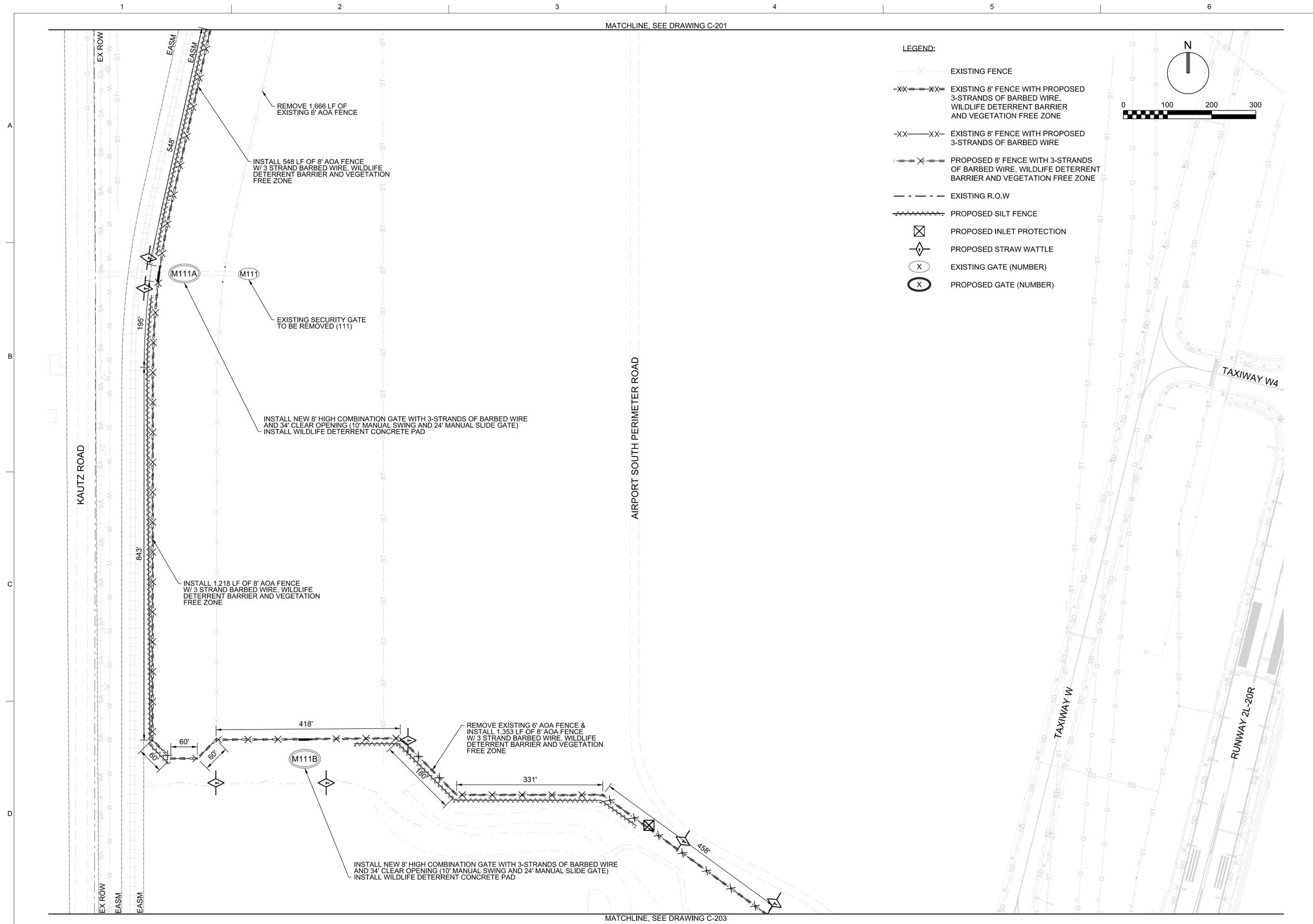
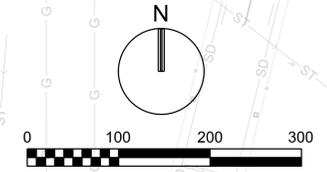
VERIFY SCALE	
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DWG	C-201
SHEET	14 of 26

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MATCHLINE, SEE DRAWING C-201

LEGEND:

- X—X— EXISTING FENCE
- XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STRANDS OF BARBED WIRE
- :X-:X- PROPOSED 8' FENCE WITH 3-STRANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
- - - - - EXISTING R.O.W
- X-X-X-X- PROPOSED SILT FENCE
- ⊠ PROPOSED INLET PROTECTION
- ◇ PROPOSED STRAW WATTLE
- ⊙ (X) EXISTING GATE (NUMBER)
- ⊙ (X) PROPOSED GATE (NUMBER)



MATCHLINE, SEE DRAWING C-203



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PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES

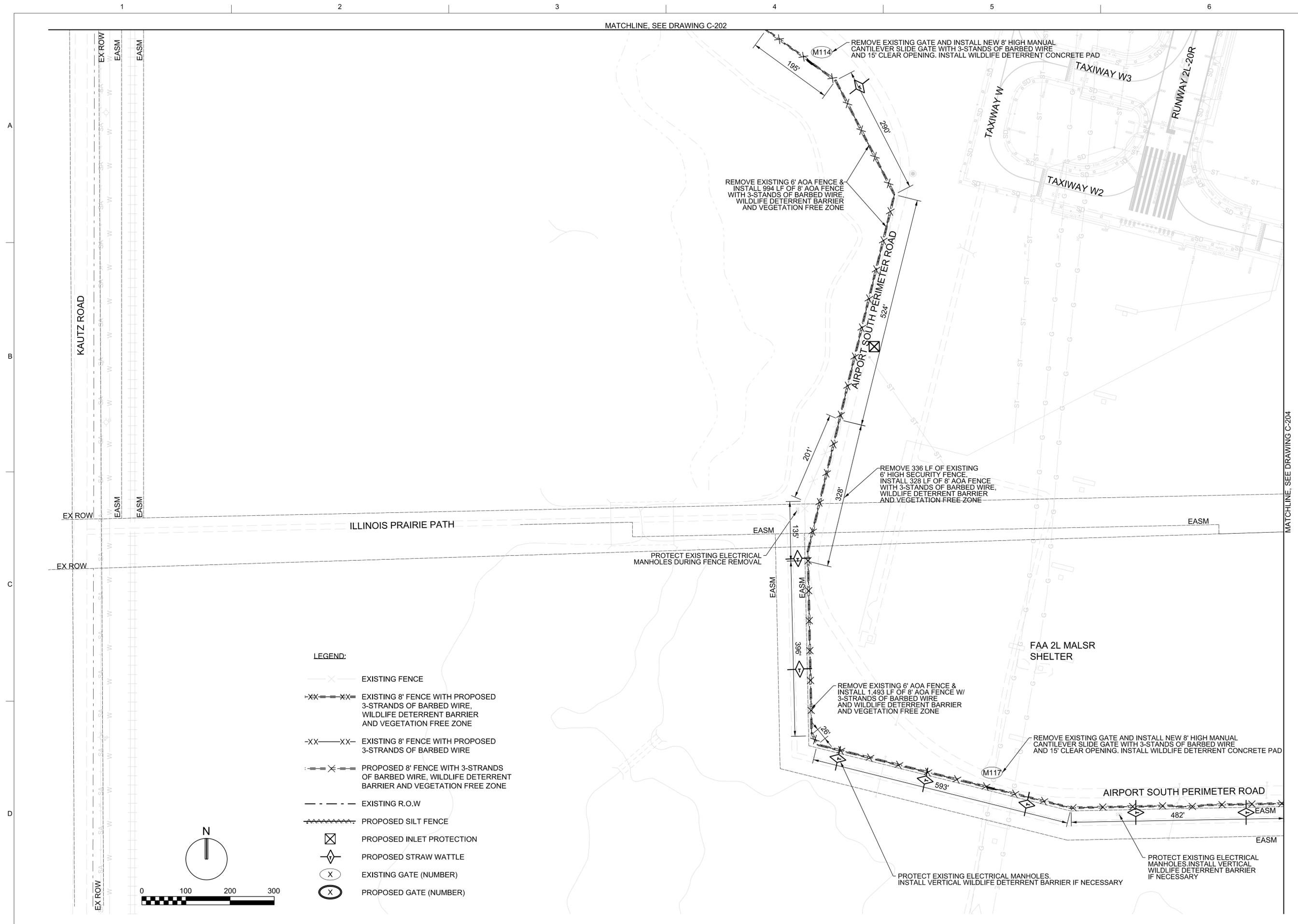
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

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FENCING PLAN 2

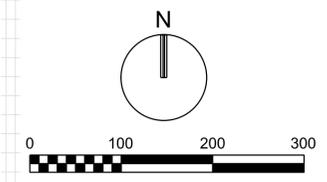
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
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DWG	C-202
SHEET	15 of 26

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MATCHLINE, SEE DRAWING C-202



- LEGEND:**
- X—X— EXISTING FENCE
  - XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - XX-XX- EXISTING 8' FENCE WITH PROPOSED 3-STANDS OF BARBED WIRE
  - - - X - - - PROPOSED 8' FENCE WITH 3-STANDS OF BARBED WIRE, WILDLIFE DETERRENT BARRIER AND VEGETATION FREE ZONE
  - - - - - EXISTING R.O.W
  - - - - - PROPOSED SILT FENCE
  - ⊠ PROPOSED INLET PROTECTION
  - ◇ PROPOSED STRAW WATTLE
  - ⊗ EXISTING GATE (NUMBER)
  - ⊗ PROPOSED GATE (NUMBER)



MATCHLINE, SEE DRAWING C-204

**DUPAGE AIRPORT AUTHORITY**

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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES		NO. DATE		REVISION		CHK		TM	
DUPAGE AIRPORT (DPA) WEST CHICAGO, IL		1		1		1		1	
		DSGN		TL		DR		TM	
		TL		TL		APVD		TM	
		TL		APVD		TM			

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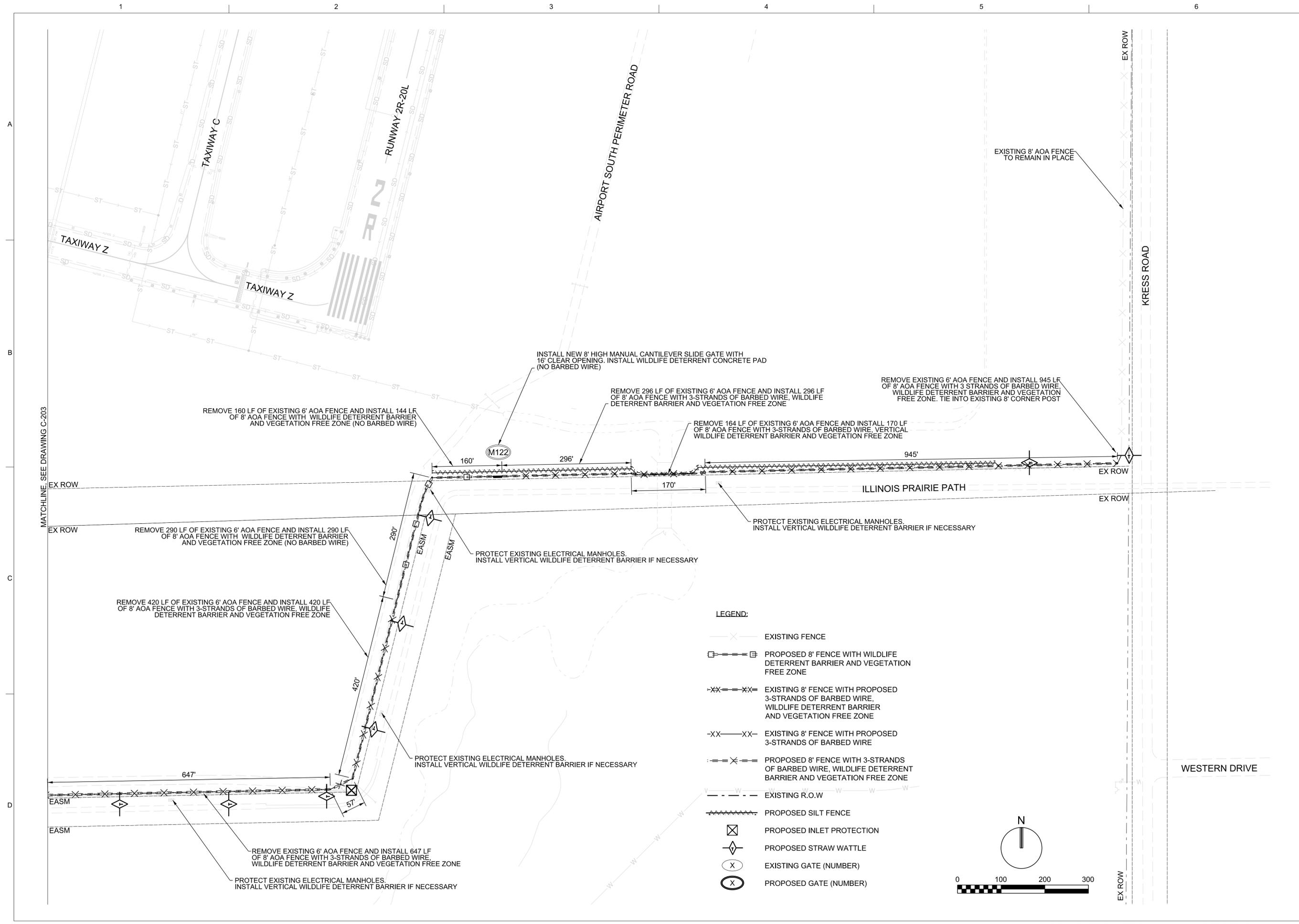
**FENCING PLAN 3**

VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE	2019/11/15
PROJ	DPA-4773
DWG	C-203
SHEET	16 of 26

FILENAME: 4773-C-203-FENC.dgn      PLOT DATE: 2019/11/14      PLOT TIME: 12:46:59 PM

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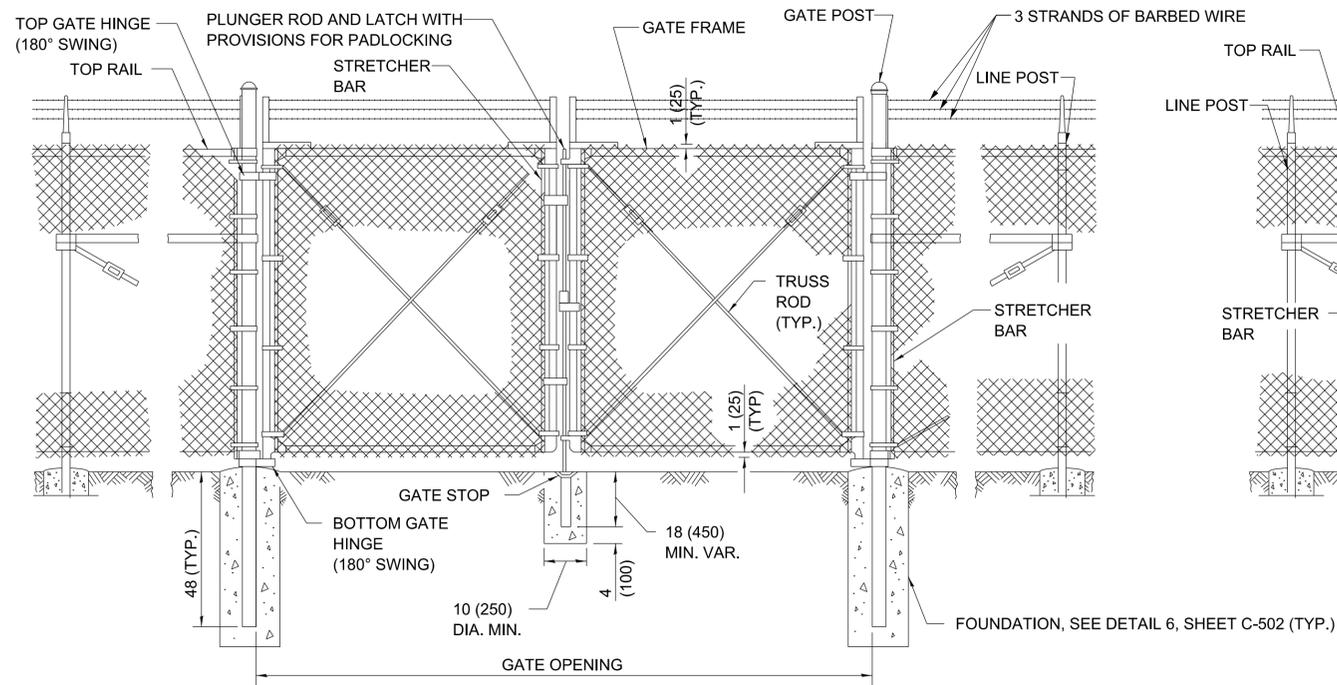
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**FENCING PLAN 4**

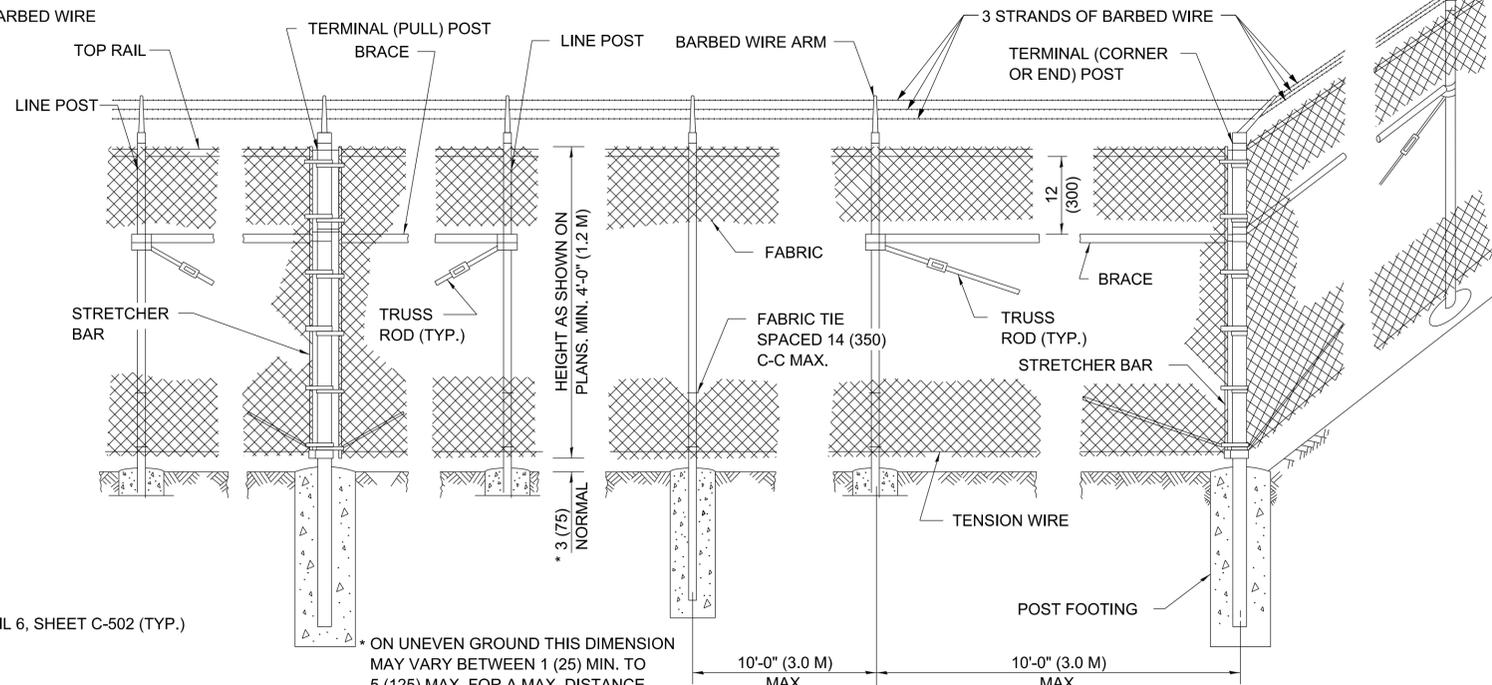
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	C-204
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SWING GATE

**1 CHAIN LINK SWING GATE DETAILS**  
NTS

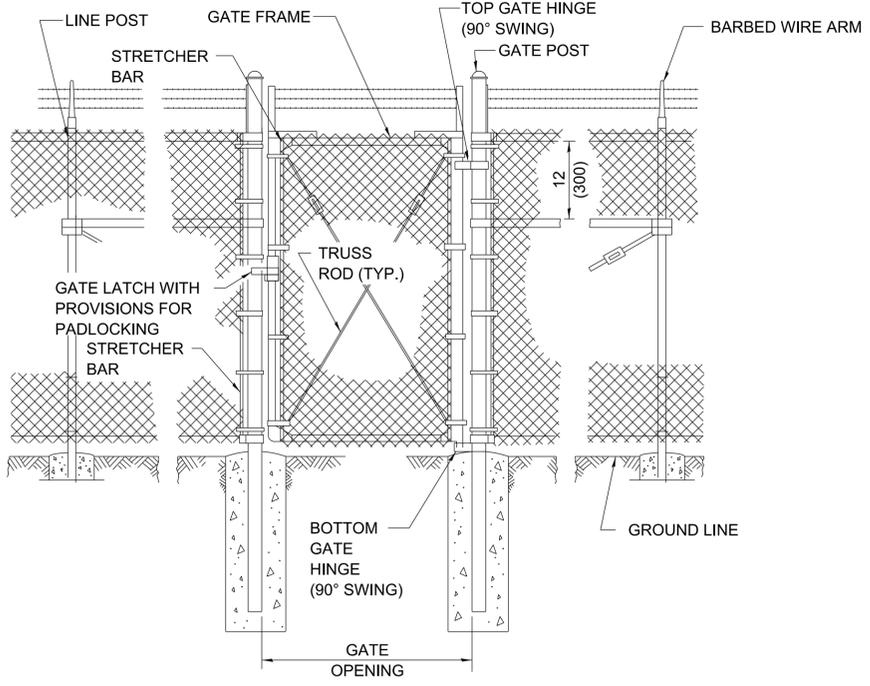


PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

CORNER OR END POST ARRANGEMENT

**2 CHAIN LINK FENCE DETAILS**  
NTS



**3 PEDESTRIAN SWING GATE**  
NTS

**GENERAL NOTES**

- PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE RESIDENT ENGINEER. THEY SHALL BE PLACED AT 660' (200 M) INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' (400 M) AND GREATER THAN 660' (200 M).
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- CONSTRUCTION METHOD AND MATERIALS SHOULD BE PER PROJECT SPECIAL PROVISIONS. INFORMATION SHOWN IN PLAN DETAILS TO BE SUPERCEDED BY PROJECT SPECIAL PROVISIONS WHEN IN CONFLICT.
- SEE SHEET C-300 FOR GATE SCHEDULE INFORMATION.
- LOCATIONS IDENTIFIED WITHOUT BARBED WIRE TO HAVE TOP CAPS ON THE POST.



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PHASE II - UPGRADE WILDLIFE HAZARD FENCING  
ON SOUTHERN AND WESTERN BOUNDARIES

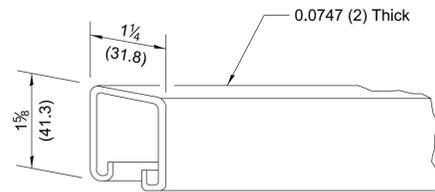
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	C-501
SHEET	18 of 26

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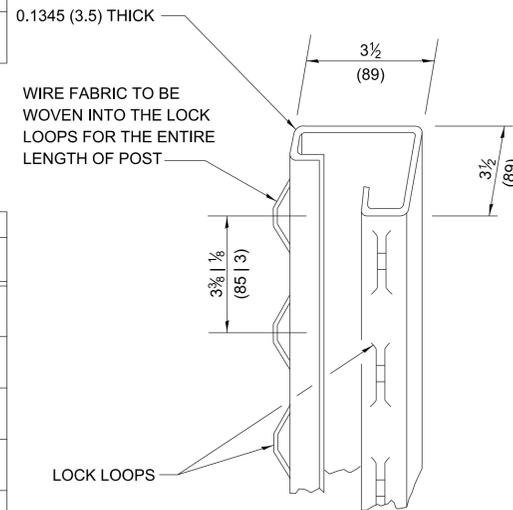
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LINE POST	
Section	lbs./ft. (kg/m)
Pipe Type 2.50 (63.5) O.D.	3.11 (4.63)
H 1.875x1.625 (47.6x41.3)	2.72 (4.05)
□	1.60 (2.38)
I	2.30 (3.42)



**1 ROLL FORMED SECTION OF BRACE**  
NTS

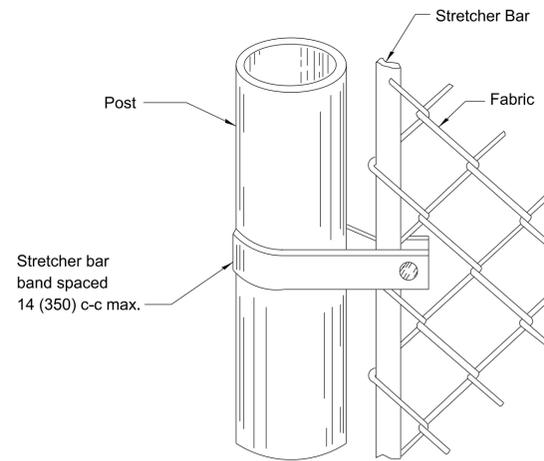
TERMINAL POST	
Section	lbs./ft. (kg/m)
Pipe 3.0 (76.2) O.D.	3.65 (5.43)
Roll Formed 3 1/2 x 3 1/2 (89.0 x 89.0)	See detail
Sq. Tubing 2 1/2 x 2 1/2 (63.5 x 63.5)	4.32 (6.43)



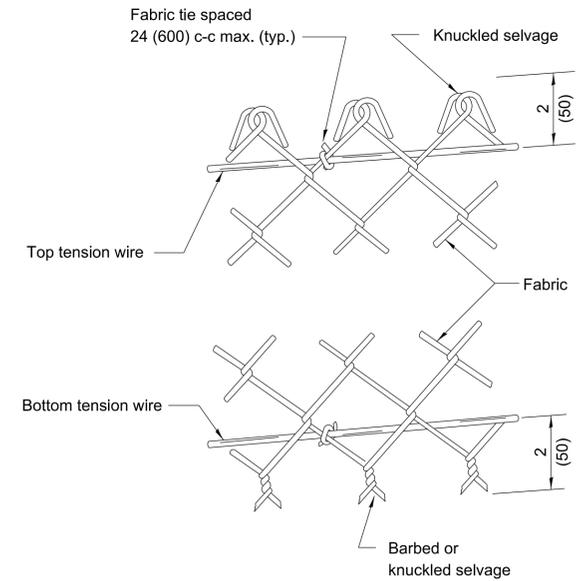
**4 ROLL FORMED SECTION OF TERMINAL AND GATE POST**  
NTS

HORIZONTAL BRACES	
Section	lbs./ft. (kg/m)
Pipe Type A 1.66 (42.2) O.D.	2.27 (3.38)
Pipe Type B 1.66 (42.2) O.D.	1.83 (2.72)
Pipe Type C 1.66 (42.2) O.D.	1.82 (2.71)
H 1.31x1.5 (33.3x38.1)	2.25 (3.35)
Roll Formed 1 5/8 x 1 1/4 (41.3 x 31.8)	See detail

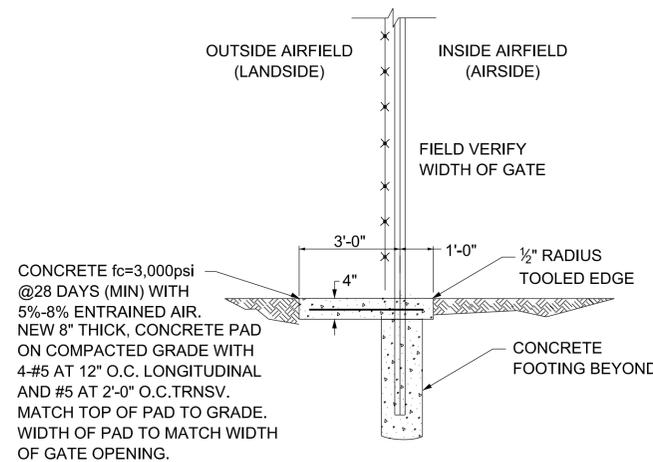
GATE FRAMES - SEE ITEM 162 IN PROJECT SPECIAL PROVISIONS FOR DETAILS



**2 METHOD OF FASTENING STRETCHER BAR TO POST**  
NTS

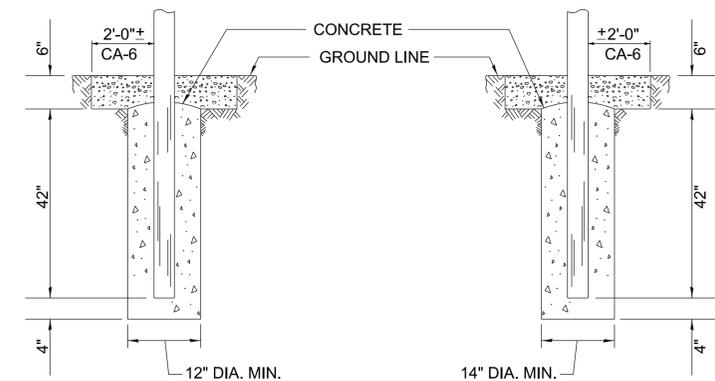


**3 METHOD OF TYING FABRIC TO TENSION WIRES**  
NTS



NOTE:  
1. CONTRACTOR SHALL GRADE AND COMPACT ALL EXISTING BASES TO THE SATISFACTION OF THE ENGINEER PRIOR TO CONCRETE PLACEMENT. (INCIDENTAL TO THE CONTRACT).

**5 TYPICAL WILDLIFE DETERRENT CONCRETE PAD AT GATES**  
NTS



**FOOTING FOR LINE POST**

**FOOTING FOR GATE & TERMINAL POST**

NOTE:  
1. TOP OF FOOTING SHALL HAVE NEAT EDGES. OVERFLOW OR MUSHROOMED TOPS WILL BE REJECTED.

**6 FOOTING DETAILS**  
NTS

GATE POSTS *					
Gate Opening * ft. (m)		Pipe		Sq. Tubing	
		Size (O.D.)	lbs./ft. (kg/m)	Size	lbs./ft. (kg/m)
Single	Double	3.0 (76.2)	4.64 (6.91)	3 (76.2)	5.78 (8.60)
Up to 6 (1.8)	Up to 12 (3.7)	4.0 (101.6)	6.56 (9.77)	3 (76.2)	8.80 (13.10)
Over 6 (1.8) to 12 (3.7)	Over 12 (3.7) to 25 (7.6)				

\* The 3 1/2 x 3 1/2 (89.0 x 89.0) roll formed section as detailed may be used as gate posts for single gate up to 6' (1.8 m) and double gate up to 12' (3.6 m).

**GENERAL NOTES**

- CONSTRUCTION METHOD AND MATERIALS SHOULD BE PER PROJECT SPECIAL PROVISIONS. INFORMATION SHOWN IN PLAN DETAILS TO BE SUPERCEDED BY PROJECT SPECIAL PROVISIONS WHEN IN CONFLICT.
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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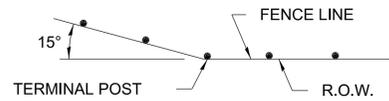
8735 W. HIGGINS ROAD  
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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

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**FENCE DETAILS 2**

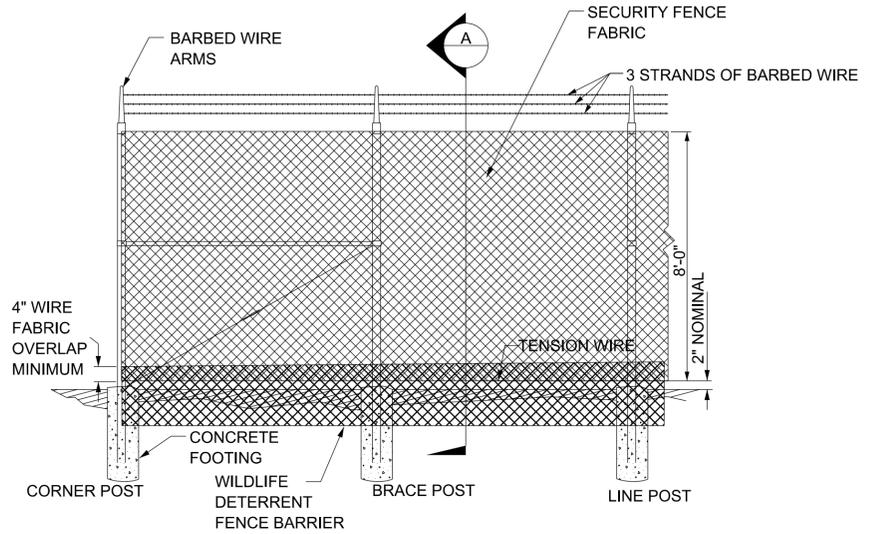
NTS	
VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	C-502
SHEET	19 of 26



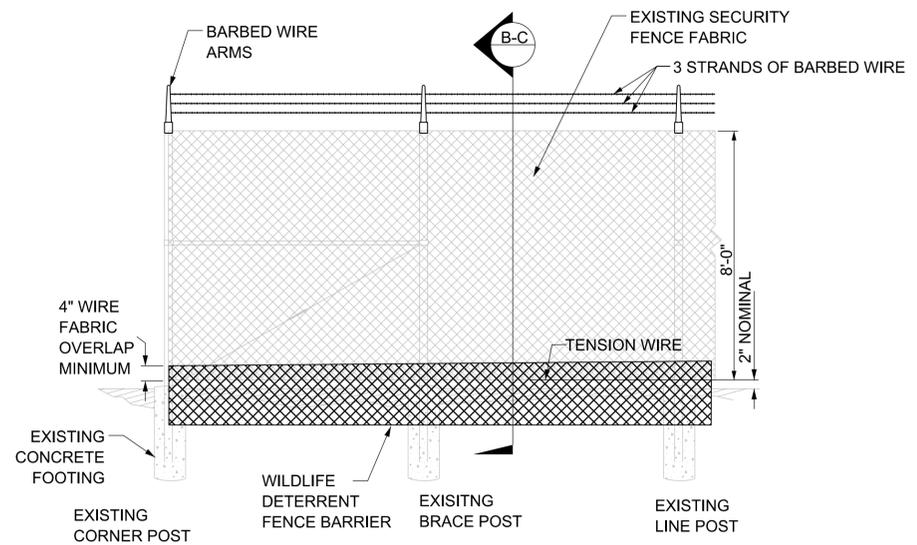
WHEN FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.

WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE RESIDENT ENGINEER.

**1 INSTALLATION AT CORNERS**  
NTS



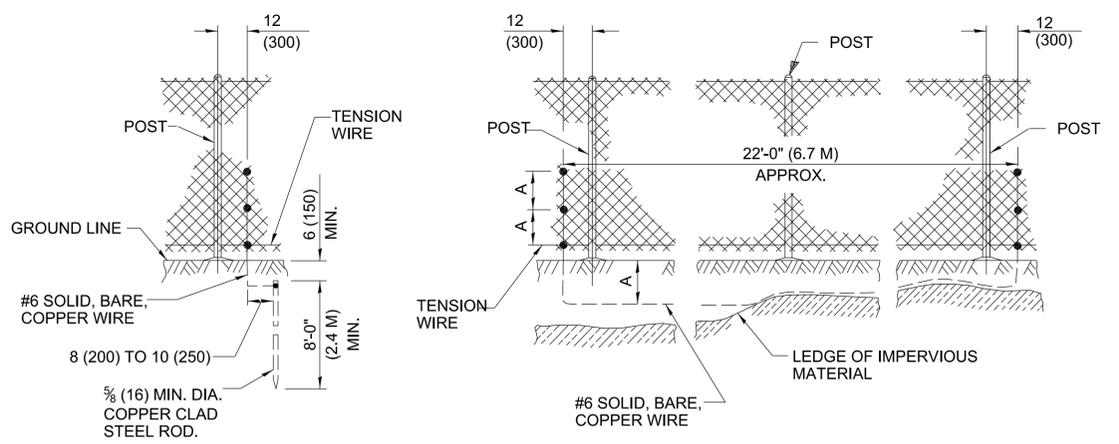
**3A PROPOSED 8-FT FENCE DETAIL**  
WITH WILDLIFE DETERRENT BARRIER AND 3-STAND BARBED WIRE



**3B EXISTING 8-FT FENCE DETAIL**  
WITH WILDLIFE DETERRENT BARRIER AND 3-STAND BARBED WIRE

**GENERAL NOTES**

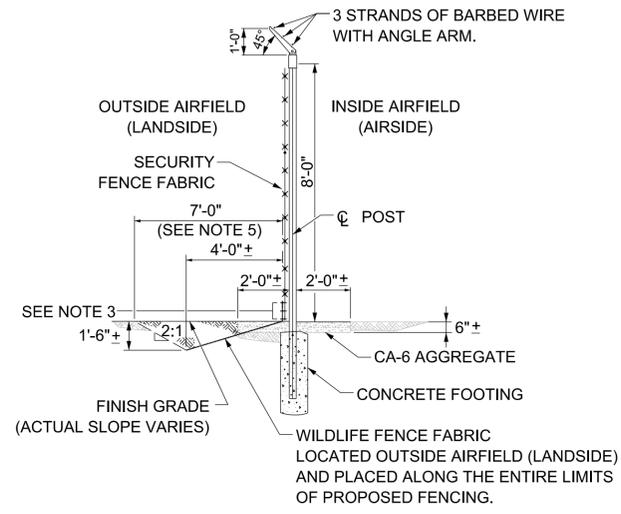
- CONSTRUCTION METHOD AND MATERIALS SHOULD BE PER PROJECT SPECIAL PROVISIONS. INFORMATION SHOWN IN PLAN DETAILS TO BE SUPERCEDED BY PROJECT SPECIAL PROVISIONS WHEN IN CONFLICT.
- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



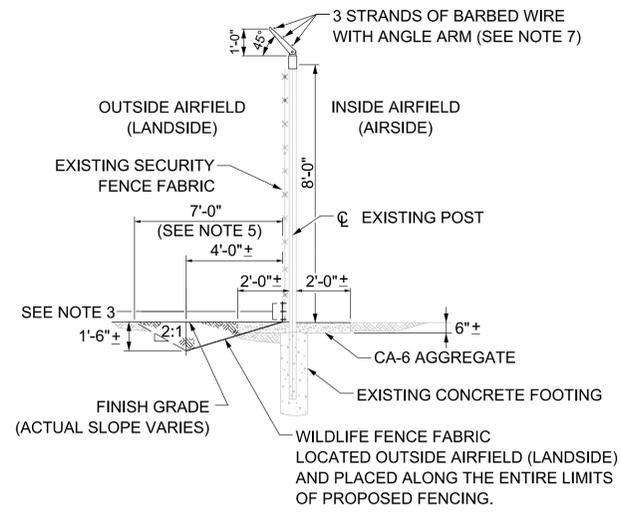
**STANDARD GROUND COUNTERPOISE GROUND (ALTERNATE)**

**2 PROTECTIVE ELECTRICAL GROUNDS**  
NTS

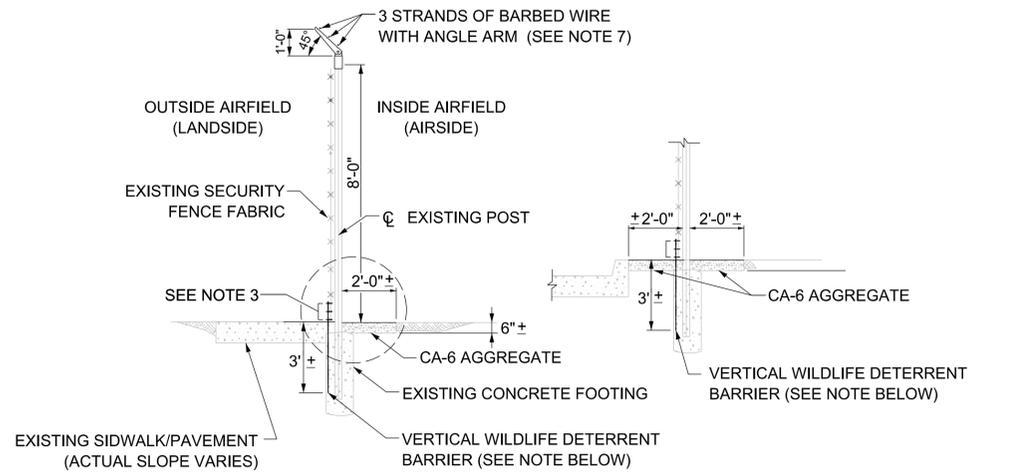
- NOTES:
- MAINTAIN SECURITY FENCE INTEGRITY AT ALL TIMES. DO NOT LEAVE EXCAVATIONS UNDER FENCE FABRIC WHICH WOULD PERMIT ACCESS.
  - DEPTH OF EXCAVATION WILL BE INSPECTED AND APPROVED BY THE RESIDENT ENGINEER PRIOR TO PLACEMENT OF THE CHAIN LINK WILDLIFE DETERRENT FENCE BARRIER.
  - END JOINTS BETWEEN ADJACENT SECTIONS OF WIRE FABRIC MUST BE LAPPED A MINIMUM OF 4" AND TIED WITH GALVANIZED WIRE TIES AT 2'-0" O.C. AND AT EDGES.
  - CONTRACTOR MAY REUSE UNDAMAGED EXISTING 6' CHAIN LINK FABRIC AS WILDLIFE DETERRENT BARRIER FABRIC.
  - QUANTIFIED LIMITS OF RESTORATION INCLUDING SEEDING AND MULCHING THE CONTRACTOR SHALL ADHARE TO THE RESTORATION LIMITS. ANY WORK COMPLETED BEYOND THE IDENTIFIED RESTORATION LIMITS WILL NOT BE PAID FOR UNDER THIS CONTRACT UNLESS APPROVED BY THE RESIDENT ENGINEER. ALL OTHER WORK ELEMENTS ASSOCIATED WITH THE RESTORATION INCLUDING EXCAVATION AND TOPSOIL PLACEMENT ARE INCIDENTAL TO THE CONTRACT.
  - VERTICAL WILDLIFE DETERRENT BARRIER FABRIC IS TO BE PLACED ONLY IN LIMITED ACCESS AREAS SUCH AS ADJACENT SIDEWALKS, CURBS, CONCRETE PADS, UTILITY CONFLICTS WHERE ANGLED WILDLIFE DETERRENT BARRIER MAY NOT BE USED DUE TO OBSTRUCTION, AS IDENTIFIED IN THE PLANS OR APPROVED BY THE RESIDENT ENGINEER. RESTORATION OF THE SITE TO MATCH EXISTING IN THESE AREAS IS INCIDENTAL TO THE CONTRACT.
  - ANGLE ARMS FOR EXISTING FENCE TO BE INSTALLED ON EXISTING LINE POSTS UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER. EXTENSIONS ON GATES FOR ADDITION OF 3-STAND BARBED WIRE TO BE FIELD WELDED USING A KIT AS APPROVED BY THE RESIDENT ENGINEER. ANY DAMAGE TO EXISTING FENCE DUE TO INSTALLATION TO BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER.



**A SECTION**



**B SECTION**



**C SPECIAL CASE SECTIONS**  
SEE NOTE 6.

**3 TYPICAL FENCE DETAILS AND SECTIONS**  
NTS



TM	APVD
TL	BY
100% SUBMITTAL	REVISION
2019/11/15	DATE
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CHK	TM
APVD	TM

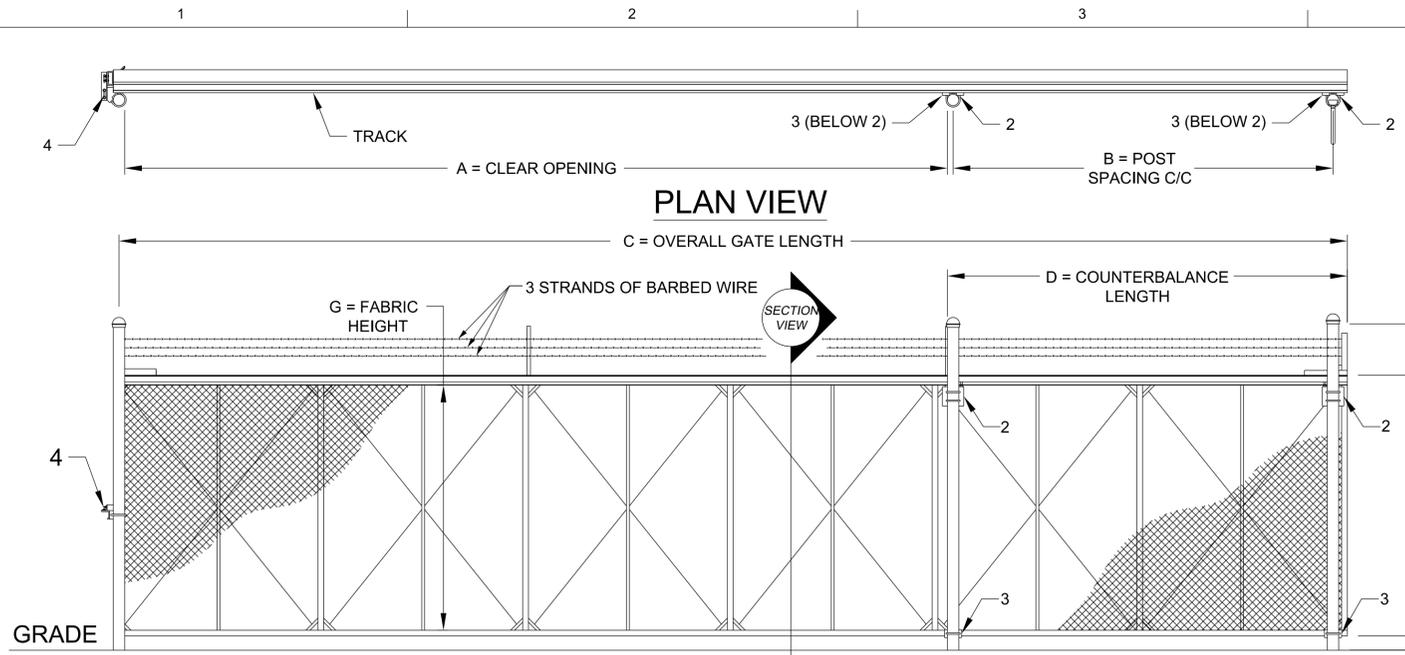
8735 W. HIGGINS ROAD  
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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
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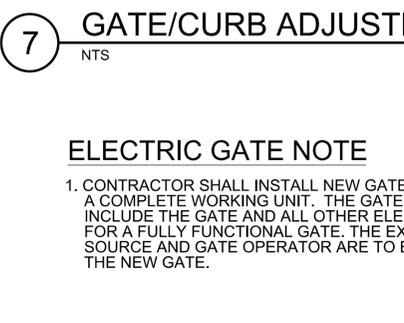
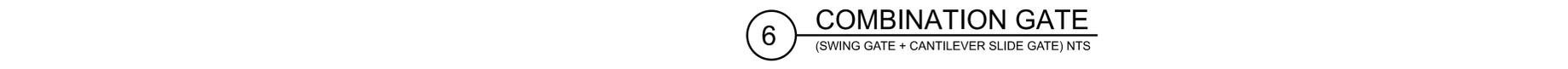
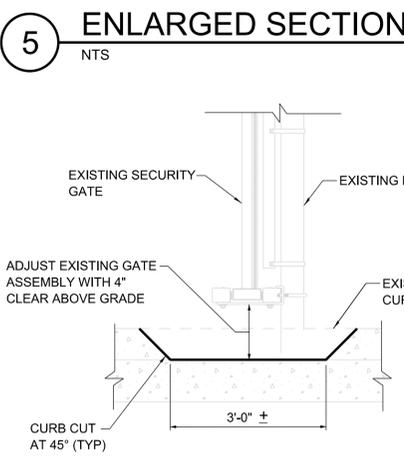
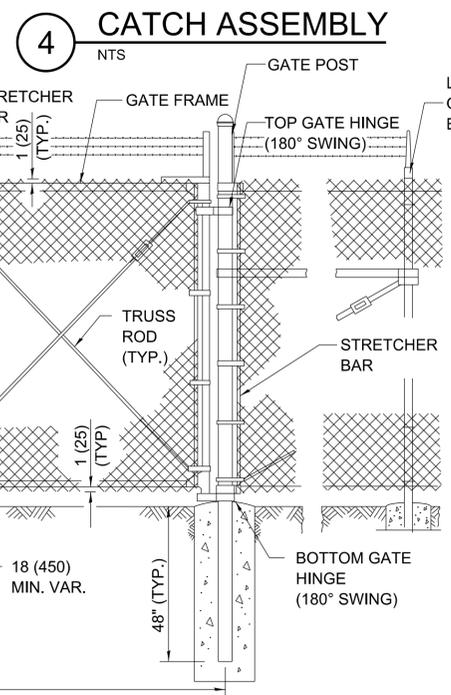
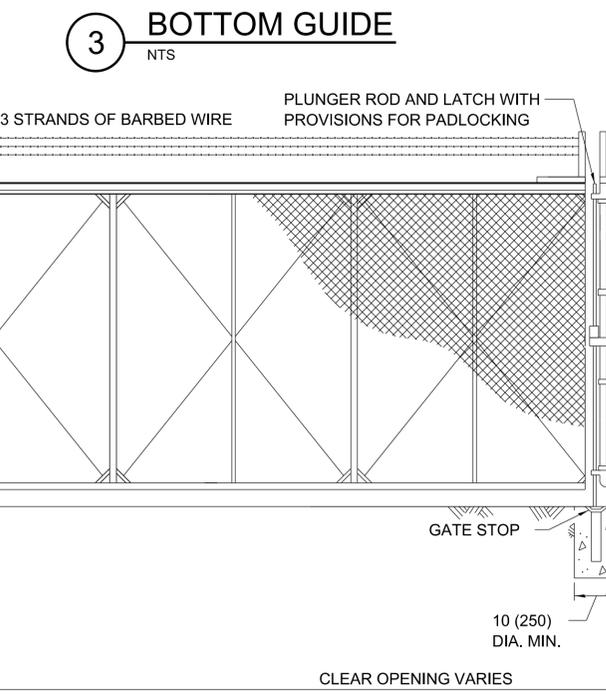
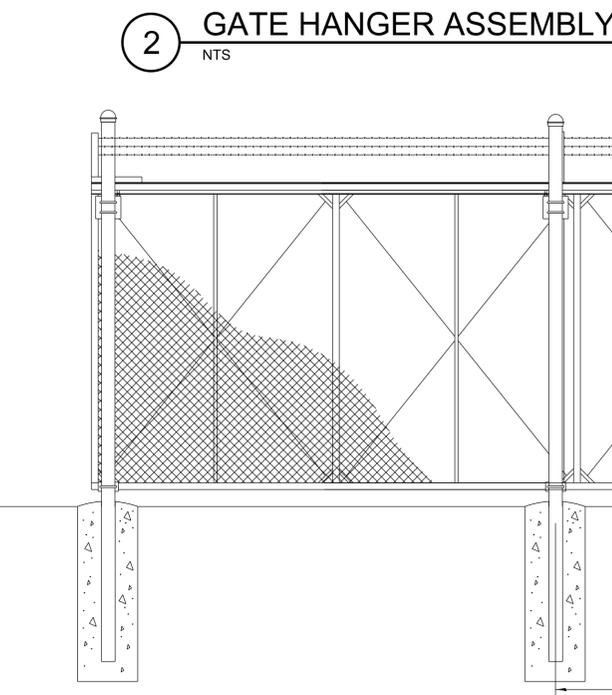
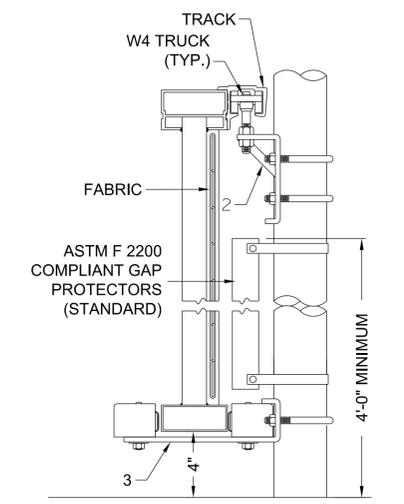
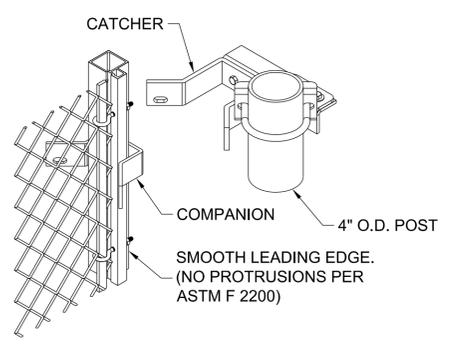
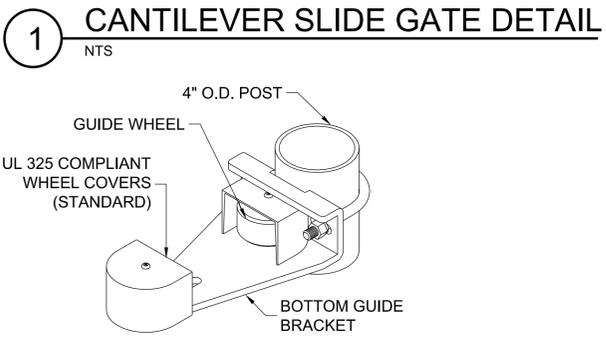
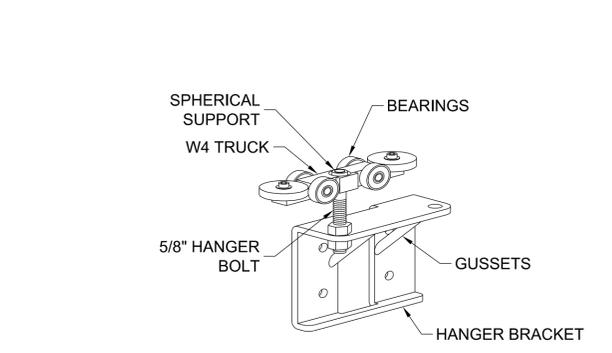
VERIFY SCALE  
BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE	2019/11/15
PROJ	DPA-4773
DWG	C-503
SHEET	20 of 26



CRITICAL DIMENSION CHART		
MARK	DESCRIPTION	FORMULA
A	CLEAR OPENING	A
B	COUNTERBALANCE POST SPACING C/C	(A/2)-11"
C	OVERALL GATE LENGTH	A x 1.5
D	COUNTERBALANCE LENGTH	A x 0.5
E	NOMINAL GATE HEIGHT	E
F	POST HEIGHT (W BARB ARMS)	E + 1'-6"
G	FABRIC HEIGHT	E - 1'-0"

- NOTES:
- GATE HEIGHT (E) IS 8-FT.
  - SEE GATE SCHEDULE, SHEET C-300 FOR CLEAR OPENING (A).
  - ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
  - CONTRACTOR SHALL INSTALL NEW GATE TO PROVIDE A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE THE GATE AND ALL OTHER ELEMENTS REQUIRED FOR A FULLY FUNCTIONAL GATE. THE EXISTING POWER SOURCE AND GATE OPERATOR ARE TO BE USED FOR THE NEW GATE.



**ELECTRIC GATE NOTE**

- CONTRACTOR SHALL INSTALL NEW GATE TO PROVIDE A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE THE GATE AND ALL OTHER ELEMENTS REQUIRED FOR A FULLY FUNCTIONAL GATE. THE EXISTING POWER SOURCE AND GATE OPERATOR ARE TO BE USED FOR THE NEW GATE.

NO.	DATE	DESCRIPTION	BY	APPROVED
1	2019/11/15	100% SUBMITTAL REVISION	CHK	TM

8735 W. HIGGINS ROAD  
SUITE 400  
CHICAGO, IL 60631

PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**

FENCE DETAILS 4

VERIFY SCALE	
DATE	2019/11/15
PROJ	DPA-4773
DWG	C-504
SHEET	21 of 26

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

SITE DESCRIPTION

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

THE PROPOSED PROJECT INVOLVES UPGRADING EXISTING SECURITY FENCING ALONG THE SOUTHERN AND WESTERN BOUNDARIES OF THE AIRPORT. THE PROPOSAL INVOLVES REMOVING EXISTING 6-FOOT HIGH FENCING AND REPLACING WITH AN 8-FOOT HIGH FENCE WITH BARBED WIRE (3-STRANDS), 4-FOOT ANGLED WILDLIFE DETERRENT BARRIER AND 4-FOOT-WIDE VEGETATION-FREE ZONE. IN AREAS WHERE THE EXISTING FENCING IS ALREADY 8-FEET-HIGH, THE WORK WILL INVOLVE INSTALLATION OF BARBED WIRE (3-STRANDS) ON TOP OF FENCE, ANGLED WILDLIFE DETERRENT BARRIER AND 4-FOOT-WIDE VEGETATION FREE ZONE (WHERE APPLICABLE) ONLY.

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

- 1. EROSION CONTROL
2. FENCE REMOVAL
3. FENCE INSTALLATION
4. INSTALLATION OF WILDLIFE DETERRENT BARRIER
5. SITE RESTORATION
6. SEEDING AND MULCHING

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 2.1 ACRES. THE TOTAL AREA OF THE SITE THAT IS ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 2.1 ACRES. THE ESTIMATED RUNOFF COEFFICIENT OF THE SITE WILL BE .40 AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED. THE EXISTING SOIL IS DETAILED IN THE SOIL BORING SHEETS WITHIN THE CONTRACT DOCUMENTS.

THE RECEIVING WATER BODY FOR THIS PROJECT IS KRESS CREEK.

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

CONTROLS:

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

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

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

EROSION AND SEDIMENT CONTROLS

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

- MULCHING
PERMANENT SEEDING

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

STABILIZATION PRACTICES - IMPLEMENTATION REQUIREMENTS

- STABILIZATION OF DISTURBED AREAS MUST, AT A MINIMUM, BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING, OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS.

STABILIZATION PRACTICES - IMPLEMENTATION REQUIREMENTS (CONTINUED)

STABILIZATION OF DISTURBED AREAS MUST BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE BUT NOT LATER THAN 14 DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED AS FOLLOWS:

- WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE.
ON AREAS WHERE CONSTRUCTION ACTIVITY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD CAN BE USED.

TEMPORARY STABILIZATION WITH POLYMER, STRAW MULCH AT A RATE OF 2 TON/ACRE, OR TEMPORARY SEEDING MUST BE USED TO STABILIZE CONSTRUCTION AREAS WHERE CONSTRUCTION ACTIVITY IS HALTED FOR MORE THAN 14 DAYS. TEMPORARY STABILIZATION MUST BE INITIATED WITHIN 1 DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES. BOTH MULCH AND/OR TEMPORARY SEEDING MUST INCLUDE POLYMER IN ADDITION TO THE MIX.

STOCKPILES TO REMAIN IN PLACE MORE THAN 3 DAYS MUST BE SURROUNDED WITH SILT FENCE AND "TRACK WALKED" UP AND DOWN THE SLOPE TO PREVENT FURTHER EROSION. STOCKPILES TO REMAIN UNDISTURBED MORE THAN 14 DAYS MUST RECEIVE TEMPORARY STABILIZATION. STOCKPILES OF SOIL MUST NOT BE LOCATED IN FLOODPLAINS, RIPARIAN AREAS (VEGETATIVE FLOODPLAINS), WETLANDS, AND WATER OF THE U.S.

REMOVAL OF EXISTING VEGETATION /TOPSOIL AND GRADING ACTIVITIES MUST BE CONDUCTED IN A MANNER THAT LIMITS THE AMOUNT OF EXPOSED AREA AT ANY ONE TIME. WHEN GRADING IS FINAL, PERMANENT SITE STABILIZATION MUST BE COMPLETED USING PERMANENT SEEDING AND EROSION BLANKET ON SLOPES 4:1 OR STEEPER AND HYDROMULCH ON SLOPES FLATTER THAN 4:1.

- DUST CONTROL MUST BE ACCOMPLISHED USING WATERING TRUCKS.

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

- PERIMETER EROSION BARRIER (SILT FENCE)
STRAW WATTLE (DITCH PROTECTION)
INLET PROTECTION

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

STRUCTURAL PRACTICES - IMPLEMENTATION REQUIREMENTS

WATERS OF THE U.S. WITHIN OR ADJACENT TO THE PROJECT MUST BE PROTECTED WITH PERIMETER EROSION BARRIER.

ALL STORM SEWER INLET STRUCTURES MUST BE PROTECTED WITH STORM SEWER INLET PROTECTION (I.E. INLET FILTERS) PER INLET PROTECTION DETAILS IN THE PLANS. ALTERNATE TYPES OF PROTECTION MAY BE SUBMITTED FOR REVIEW AND APPROVAL BY THE OWNER OR KDSWCD.

TEMPORARY CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ENTERS OR LEAVES THE SITE. RUNOFF FROM HAUL ROADS MUST NOT DRAIN DIRECTLY TO WATERS OF THE U.S.

USE OF TREATMENT CHEMICALS:

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

SELECT APPROPRIATE TREATMENT CHEMICALS. CHEMICALS MUST BE SELECTED THAT ARE APPROPRIATELY SUITED TO THE TYPES OF SOILS LIKELY TO BE EXPOSED DURING CONSTRUCTION AND DISCHARGED TO LOCATIONS WHERE CHEMICALS WILL BE APPLIED, AND TO THE EXPECTED TURBIDITY, PH, AND FLOW RATE OF STORM WATER FLOWING INTO THE CHEMICAL TREATMENT SYSTEM OR AREA.

MINIMIZE DISCHARGE RISK FROM STORED CHEMICALS. STORE ALL TREATMENT CHEMICALS IN LEAK-PROOF CONTAINERS THAT ARE KEPT UNDER STORM-RESISTANT COVER AND SURROUNDED BY SECONDARY CONTAINMENT STRUCTURES (E.G. SPILL BERMS, DECKS, SPILL CONTAINMENT PALLETES), OR PROVIDED EQUIVALENT MEASURES, DESIGNED AND MAINTAINED TO MINIMIZE THE POTENTIAL DISCHARGE OF TREATMENT CHEMICALS IN STORM WATER OR BY ANY OTHER MEANS (E.G. STORING CHEMICALS IN COVERED AREA OR HAVING A SPILL KIT AVAILABLE ON SITE).

- COMPLY WITH ILLINOIS URBAN MANUAL, 2012 POLYACRYLAMIDE PRACTICE STANDARDS

USE OF TREATMENT CHEMICALS (CONTINUED):

TREATMENT CHEMICALS AND CHEMICAL TREATMENT SYSTEMS SHOULD BE USED IN ACCORDANCE WITH GOOD ENGINEERING PRACTICES, AND WITH DOSING SPECIFICATIONS AND SEDIMENT REMOVAL DESIGN SPECIFICATIONS PROVED BY THE PROVIDED/SUPPLIER OF THE APPLICABLE CHEMICALS, OR DOCUMENT SPECIFIC DEPARTURES FROM THESE PRACTICES OR SPECIFICATIONS AND HOW THEY REFLECT GOOD ENGINEERING PRACTICE.

- MAINTAIN ASSOCIATED MSDS ON SITE.

ENSURE THAT ALL PERSONS WHO HANDLE AND USE TREATMENT CHEMICALS AT THE CONSTRUCTION SITE ARE PROVIDE WITH APPROPRIATE, PRODUCT-SPECIFIC TRAINING. THE TRAINING MUST COVER PROPER DOSING REQUIREMENTS.

BMPS - POST-CONSTRUCTION STORM WATER MANAGEMENT

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

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

- INFILTRATION OF ONSITE RUNOFF

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

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

- POST CONSTRUCTION FLOWS WILL NOT EXCEED PRE-DEVELOPMENT LEVELS. NO GRADE CHANGES BEING CONSTRUCTED AND FINAL SURFACE WILL MATCH EXISTING SURFACE.

OTHER CONTROLS

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

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

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

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

VEHICLE/EQUIPMENT STORAGE, MAINTENANCE, & WASHING:

WHENEVER POSSIBLE, VEHICLE AND EQUIPMENT MAINTENANCE AND WASHING SHOULD OCCUR OFF SITE AT APPROPRIATE AREAS. IF VEHICLE AND EQUIPMENT MAINTENANCE MUST OCCUR ON SITE, (INCLUDING BOTH ROUTINE MAINTENANCE) REPAIRS AND MAINTENANCE SHOULD BE MADE WITHIN A DESIGNATED CONTAINMENT AREA TO PREVENT THE MIGRATION OF MECHANICAL FLUIDS (OIL, ANTIFREEZE, ETC.) INTO WATERCOURSES, WETLANDS OR STORM DRAINS. DRIP PANS OR ABSORBENT PADS SHOULD BE USED FOR ALL VEHICLE AND EQUIPMENT MAINTENANCE ACTIVITIES THAT INVOLVE GREASE, OIL, SOLVENTS, OR OTHER VEHICLE FLUIDS. CONSTRUCTION VEHICLES SHOULD BE INSPECTED FREQUENTLY TO IDENTIFY ANY LEAKS; LEAKS SHOULD BE REPAIRED IMMEDIATELY OR THE VEHICLE SHOULD BE REMOVED FROM SITE. DISPOSE OF ALL USED OIL, ANTIFREEZE, SOLVENTS AND OTHER VEHICLE RELATED CHEMICALS IN ACCORDANCE WITH USEPA AND IEPA REGULATIONS AND PER MATERIAL SAFETY DATA SHEET (MSDS) AND/OR MANUFACTURER INSTRUCTIONS. CONTRACTORS SHOULD IMMEDIATELY REPORT SPILLS TO THE OWNER.

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



8735 W. HIGGINS ROAD
SUITE 400
CHICAGO, IL 60631

ch2m
STORMWATER POLLUTION PREVENTION PLAN 1

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWING.

Table with 2 columns: Field Name, Value. Includes DATE (2019/11/15), PROJ (DPA-4773), DWG (CG-100), SHEET (22 of 26).

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

INSPECTION AND MAINTENANCE SCHEDULE

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

PROPOSED WORK SCHEDULE

MOBILIZATION / IMPLEMENT EROSION CONTROL	DESCRIPTION OF CONSTRUCTION ACTIVITIES	FINAL STABILIZATION
10 DAYS	62 DAYS	5 DAYS

SOIL PROTECTION SCHEDULE

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

\* OR UNTIL GROUND FREEZES

NOTE:  
 FOR PURPOSES OF THIS NOTE, SWPPP INCLUDES:  
 1. ALL SOIL EROSION AND SEDIMENT CONTROL PLAN SHEETS AND DETAILS  
 2. GRADING PLANS  
 3. EXISTING CONDITIONS AND DEMOLITION PLANS  
 4. UTILITY PLANS SHOWING DRAINAGE AND STORM SEWER SYSTEMS  
 5. ILR10 NPDES INSPECTION REPORTS  
 6. ASSOCIATED SPECIFICATIONS  
 CONTRACTOR MUST RETAIN A SIGNED AND APPROVED COPY OF THE SWPPP ON THE JOB SITE AT ALL TIMES.

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

SWPPP OPERATOR  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

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

GENERAL CONTRACTOR  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

WITNESSED BY OWNER  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

SUB-CONTRACTOR  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 COMPANY \_\_\_\_\_ DATE \_\_\_\_\_

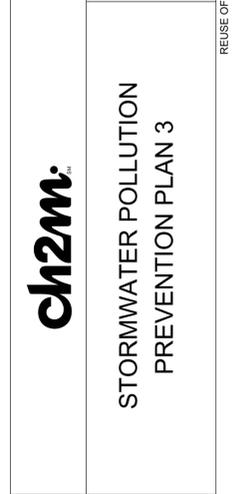
SUB-CONTRACTOR  
 SIGNATURE \_\_\_\_\_ TITLE \_\_\_\_\_  
 COMPANY \_\_\_\_\_ DATE \_\_\_\_\_  
 RESPONSIBLE FOR \_\_\_\_\_



NO.	DATE	REVISION	BY	APVD
1	2019/11/15	100% SUBMITTAL	TM	TM
NO.	DATE	REVISION	BY	APVD

8735 W. HIGGINS ROAD  
 SUITE 400  
 CHICAGO, IL 60631

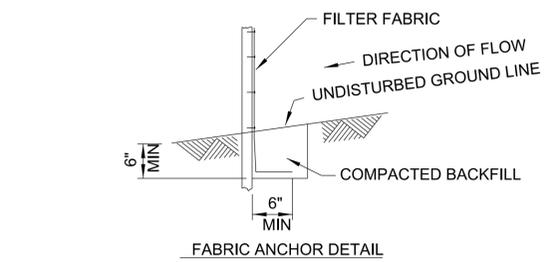
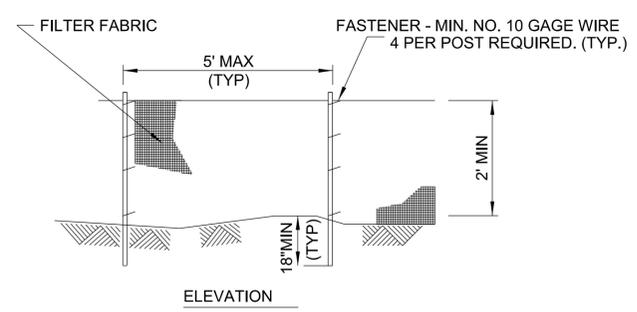
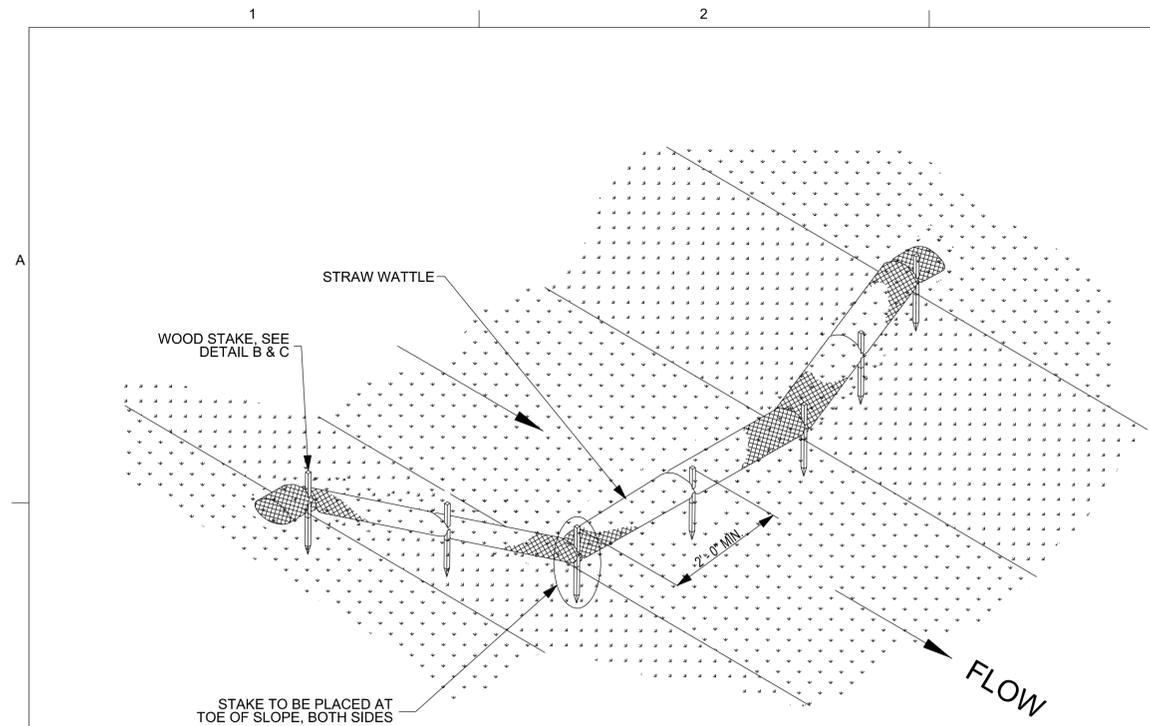
PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
 DUPAGE AIRPORT (DPA)  
 WEST CHICAGO, IL



VERIFY SCALE  
 BAR IS ONE INCH ON ORIGINAL DRAWING.

DATE	2019/11/15
PROJ	DP4-4773
DWG	CG-102
SHEET	24 of 26



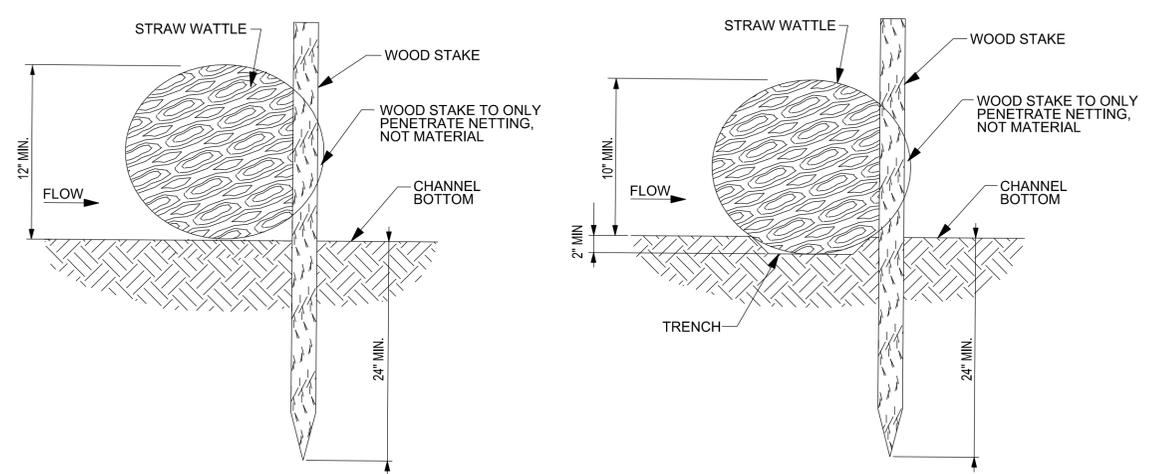
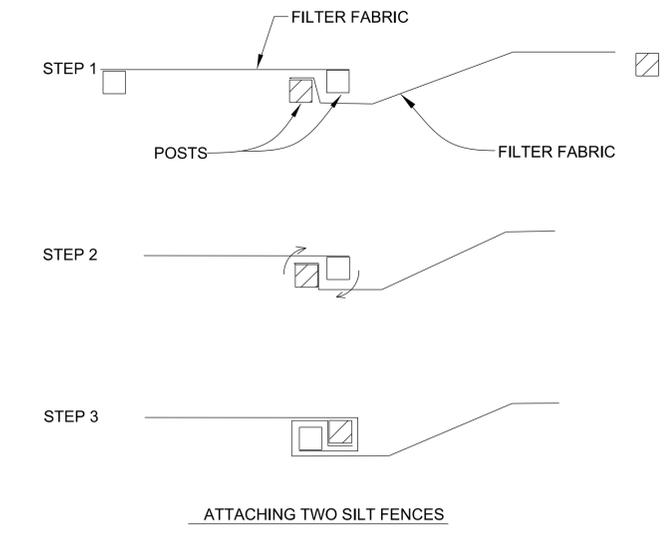


**NOTES:**

1. TEMPORARY SEDIMENT FENCE MUST BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY MUST BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
2. FILTER FABRIC MUST MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION P-629 GEOTEXTILE.
3. FENCE POSTS MUST BE EITHER STANDARD STEEL POST OR WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.

**NOTES:**

1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.



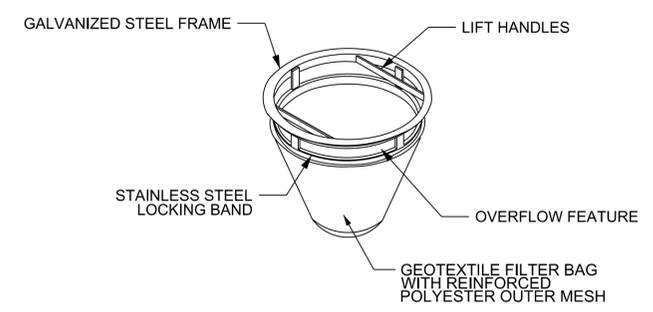
**A** STAKE DETAIL (NO TRENCH)  
NTS

**B** STAKE DETAIL (WITH TRENCH)  
NTS

NOTE:  
TRENCH OPTION IS MOST APPLICABLE IN LOOSE, UNCONSOLIDATED SOILS

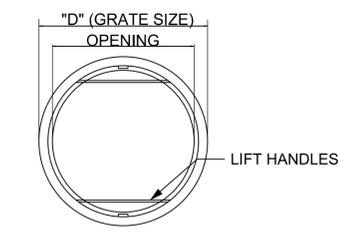
**1** STRAW WATTLE DETAIL (NO BLANKET)  
NTS

**2** SILT FENCE PLAN AND SETUP  
NTS

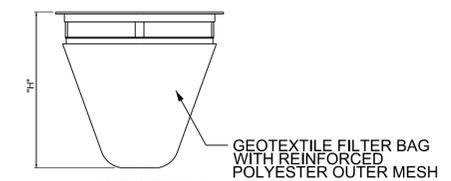


**NOTE:**

INLET FILTERS ARE SLIGHTLY SMALLER THAN THE DRAINAGE STRUCTURE GRATE SIZES. WHEN IDENTIFIED OR SPECIFYING INLET FILTERS REFER TO THE DIAMETER "D" OR WIDTH "W" AND HEIGHT "H" OF FILTER FRAMES OR CASTING GRATES. REFER TO CASTING CROSS REFERENCE GUIDE FOR IDOT STANDARDS. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION



**A** PLAN  
SCALE: N.T.S.



**B** SECTION  
SCALE: N.T.S.

**3** INLET PROTECTION TYPE A (ROUND) FILTER DETAILS  
NTS



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DR	TL	CHK	TM

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PHASE II - UPGRADE WILDLIFE HAZARD FENCING ON SOUTHERN AND WESTERN BOUNDARIES  
DUPAGE AIRPORT (DPA)  
WEST CHICAGO, IL

**ch2m**

**STORMWATER POLLUTION PREVENTION PLAN DETAILS**

VERIFY SCALE	
BAR IS ONE INCH ON ORIGINAL DRAWING.	
DATE	2019/11/15
PROJ	DPA-4773
DWG	CG-104
SHEET	26 of 26