

PALWAUKEE MUNICIPAL AIRPORT COMMISSION WHEELING/PROSPECT HEIGHTS, ILLINOIS

FINAL CONSTRUCTION PLANS FOR PALWAUKEE MUNICIPAL AIRPORT



CONSTRUCT AND MARK NORTHEAST
QUADRANT T-HANGAR ACCESS TAXIWAY;
CONSTRUCT T-HANGAR SITEWORK - PHASE 1;
CONSTRUCT SITEWORK FOR EAST QUADRANT APRON

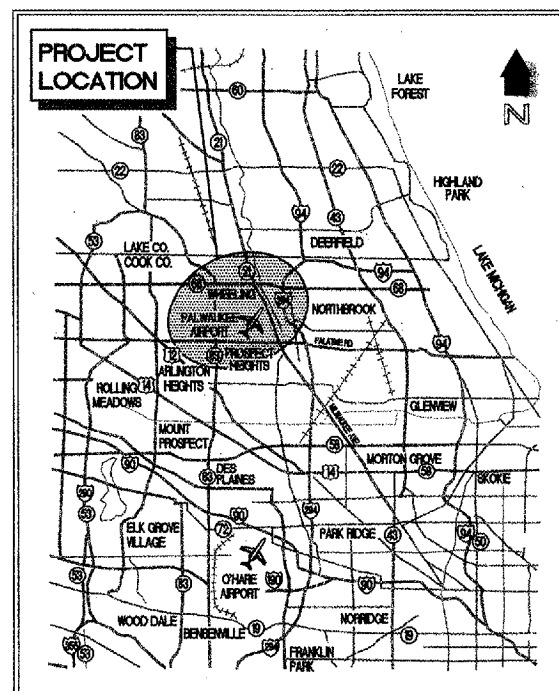
PALWAUKEE MUNICIPAL AIRPORT	
TOWNSHIP: 42 NORTH RANGE: 11 EAST COOK COUNTY	WHEELING TOWNSHIP (SECTION: 13)

ILLINOIS PROJECT: PWK-3471
A.I.P. PROJECT: N/A
DATE: JUNE 24, 2005

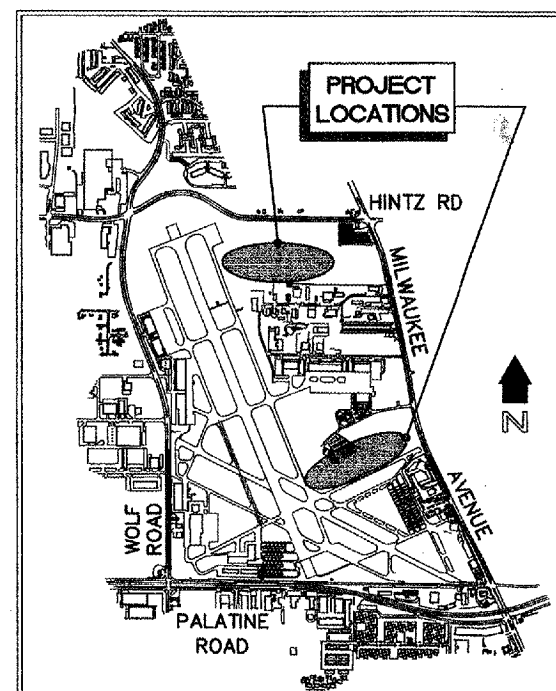
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BEFORE EXCAVATING
1-800-892-0123**

	03290-02
CRAWFORD MURPHY & TILLY, INC. CONSULTING ENGINEERS	DANIEL L. PAPE REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS
SUBMITTED BY: <i>[Signature]</i>	DATE: <i>6/30/05</i>
DANIEL L. PAPE	EXPIRES 11/30/05

PALWAUKEE MUNICIPAL AIRPORT	
APPROVED: <i>[Signature]</i>	AIRPORT MANAGER
DENNIS G. ROULEAU	DATE: <i>6/30/05</i>



LOCATION MAP



SITE PLAN

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SUMMARY OF QUANTITIES



ITEM NO.	DESCRIPTION	UNIT	STATE/LOCAL QUANTITY	LOCAL ONLY QUANTITY	RECORD QUANTITY
AR108108	1/C #8 5KV UG CABLE	LF	600		
AR110202	2" PVC DUCT, DIRECT BURY	LF	500		
AR110504	4-WAY CONCRETE ENCASED DUCT	LF	45		
AR110714	ELECTRICAL MANHOLE 4'	EACH	2		
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	28	5	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	2		
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1		
AR150510	ENGINEER'S FIELD OFFICE	LS	1		
AR152540	SOIL STABILIZATION FABRIC	SY	7,925	2,400	
AR156510	SILT FENCE	LF	3,000		
AR156520	INLET PROTECTION	EACH	24		
AR162506	CLASS E FENCE 6'	LF	650		
AR162900	REMOVE CLASS E FENCE	LF	420		
AR162964	RELOCATE GATE	EACH	1		
AR163000	TEMPORARY CONSTRUCTION FENCE	LF	750		
AR201610	BITUMINOUS BASE COURSE	TON	905	265	
AR208515	POROUS GRANULAR EMBANKMENT	CY	800		
AR209607	CRUSHED AGG. BASE COURSE - 7"	SY	7,925	2,400	
AR401610	BITUMINOUS SURFACE COURSE	TON	905	265	
AR501900	REMOVE PCC PAVEMENT	SY	290		
AR602510	BITUMINOUS PRIME COAT	GAL	3,160	950	
AR603510	BITUMINOUS TACK COAT	GAL	1,200	400	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	3,950	280	
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	5,130	400	
AR620900	PAVEMENT MARKING REMOVAL	SF	350		
AR701512	12" RCP, CLASS IV	LF	210		
AR701515	15" RCP, CLASS IV	LF	575		
AR701518	18" RCP, CLASS IV	LF	86		
AR701536	36" RCP, CLASS IV	LF	475		
AR701900	REMOVE PIPE	LF	10		
AR705526	6" PERFORATED UNDERDRAIN W/ SOCK	LF	2,050		
AR705640	UNDERDRAIN CLEANOUT	EACH	3		
AR705900	REMOVE UNDERDRAIN	LF	140		
AR751411	INLET - TYPE A	EACH	4		
AR751560	MANHOLE 6'	EACH	3		
AR751567	MANHOLE 7'	EACH	3		
AR751570	MANHOLE - SPECIAL	EACH	1		
AR751943	ADJUST MANHOLE	EACH	1		
AR751983	RECONSTRUCT MANHOLE	EACH	3		
AR800001	TYPE 1 INLET	EACH	6		
AR800028	SLOPE BOX INLET 18"	EACH	2		
AR800053	SOIL GUARD	SY	3,250		
AR800103	EMBANKMENT FILL	CY	24,497		
AR800104	SHOULDER FILL	CY	2,459		
AR901510	SEEDING	ACRE	10.0		
AR905510	TOPSOILING (FROM ON SITE)	CY	4,313		
AR908510	MULCHING	ACRE	9.0		
AR910915	REMOVE ROADWAY SIGN	EACH	2		

FILE: QTY.dwg
 LAYOUT: Layout1
 UPDATE BY: mkatz
 SURVEY BOOK #
 DATE: Wed 6/29/05 3:05pm
 XREF DWG: tblnt.dwg

REVISIONS		
NUMBER	BY	DATE

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

**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 SUMMARY OF QUANTITIES**

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 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

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 UPDATE BY: johse
 SURVEY BOOK #
 XREF DWG:
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 DATE: Wed 6/8/05 2:49pm

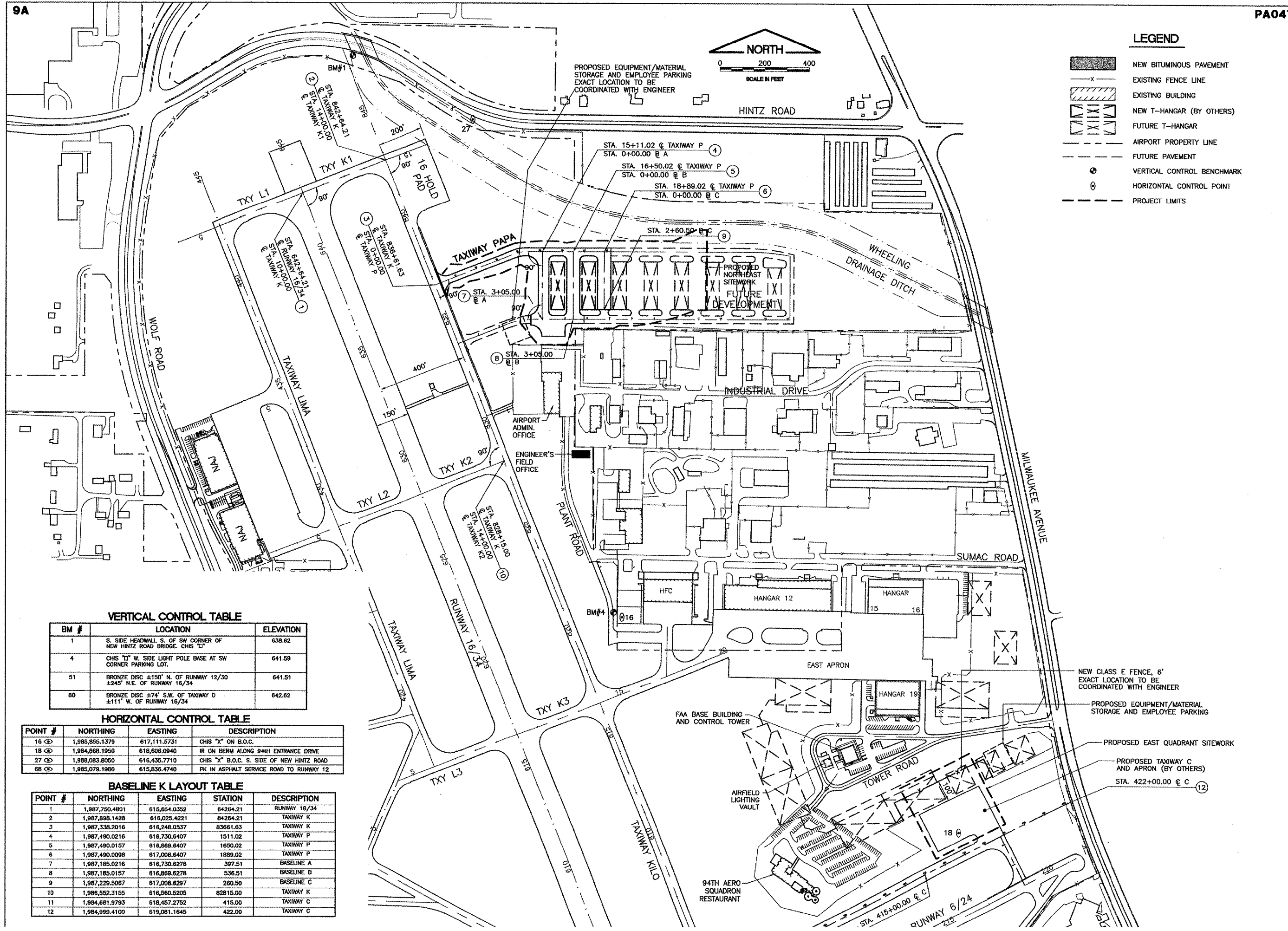
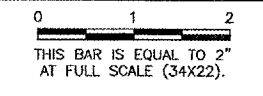


LEGEND

- NEW BITUMINOUS PAVEMENT
- EXISTING FENCE LINE
- EXISTING BUILDING
- NEW T-HANGAR (BY OTHERS)
- FUTURE T-HANGAR
- AIRPORT PROPERTY LINE
- FUTURE PAVEMENT
- VERTICAL CONTROL BENCHMARK
- HORIZONTAL CONTROL POINT
- PROJECT LIMITS

REVISIONS

NUMBER	BY	DATE



VERTICAL CONTROL TABLE

BM #	LOCATION	ELEVATION
1	S. SIDE HEADWALL S. OF SW CORNER OF NEW HINTZ ROAD BRIDGE. CHIS "I"	638.62
4	CHIS "D" W. SIDE LIGHT POLE BASE AT SW CORNER PARKING LOT.	641.59
51	BRONZE DISC ±150' N. OF RUNWAY 12/30 ±245' N.E. OF RUNWAY 16/34	641.51
80	BRONZE DISC ±74' S.W. OF TAXIWAY D ±111' W. OF RUNWAY 16/34	642.62

HORIZONTAL CONTROL TABLE

POINT #	NORTHING	EASTING	DESCRIPTION
16	1,985,855.1379	617,111.6731	CHIS "X" ON B.O.C.
18	1,984,868.1950	618,608.0940	IR ON BERM ALONG 94TH ENTRANCE DRIVE
27	1,988,083.8050	616,435.7710	CHIS "X" B.O.C. S. SIDE OF NEW HINTZ ROAD
66	1,985,079.1980	615,836.4740	PK IN ASPHALT SERVICE ROAD TO RUNWAY 12

BASELINE K LAYOUT TABLE

POINT #	NORTHING	EASTING	STATION	DESCRIPTION
1	1,987,750.4801	615,654.0352	64284.21	RUNWAY 16/34
2	1,987,898.1428	616,025.4221	84284.21	TAXIWAY K
3	1,987,338.2016	616,248.0537	83681.63	TAXIWAY K
4	1,987,490.0216	616,730.6407	1511.02	TAXIWAY P
5	1,987,490.0157	616,869.6407	1650.02	TAXIWAY P
6	1,987,490.0098	617,008.6407	1889.02	TAXIWAY P
7	1,987,185.0216	616,730.6278	397.51	BASELINE A
8	1,987,185.0157	616,869.6278	536.51	BASELINE B
9	1,987,229.8067	617,008.6297	260.50	BASELINE C
10	1,986,552.3155	616,560.5205	82815.00	TAXIWAY K
11	1,984,681.9793	618,457.2752	415.00	TAXIWAY C
12	1,984,999.4100	619,081.1645	422.00	TAXIWAY C

PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEWORK
SITE PLAN / PROJECT CONTROL PLAN

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DRAWN BY:	JRO
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APPROVED BY:	
DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT: PWK-3471	

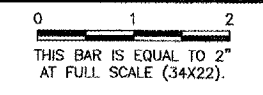


LEGEND

- NEW BITUMINOUS PAVEMENT
- PAVEMENT (BY OTHERS)
- EXISTING FENCE LINE
- EXISTING BUILDING
- NEW T-HANGAR (BY OTHERS)
- AIRPORT PROPERTY LINE
- FUTURE PAVEMENT
- PROPOSED PROJECT LIMITS
- PROPOSED HAUL ROUTE
- HAUL ROUTE (BY OTHERS)
- AIRCRAFT MOVEMENT AREA
- BARRICADE W/ FLASHING LIGHTS AND SIGNS PHASE 1 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- BARRICADE W/ FLASHING LIGHTS AND SIGNS PHASE 2 ("DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA")
- AIR OPERATIONS AREA (A.O.A.)
ACTIVE RUNWAYS 200' CENTERLINE TO A.O.A.
ACTIVE TAXIWAYS 72' CENTERLINE TO A.O.A.
- PROPOSED TEMPORARY CONSTRUCTION FENCE

REVISIONS

NUMBER	BY	DATE



PHASING NOTES (ALL PHASES)

1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
2. PRIOR TO REOPENING A CLOSED TAXIWAY, THE ENTIRE TAXIWAY SAFETY AREA (72 FEET FROM CENTERLINE) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM PAVEMENT DROPOFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE MIGHT BE REQUIRED TO MEET CRITERIA.
3. 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.
4. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE WORK WITHIN TAXIWAY AIR OPERATIONS AREA. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THE WORK.
5. THE CONTRACTOR SHALL SECURE THE AIRFIELD AT THE END OF EACH WORKING DAY BY PLACING TEMPORARY CONSTRUCTION FENCE AS SHOWN. TEMPORARY CONSTRUCTION FENCE SHALL ONLY BE PAID FOR ONCE REGARDLESS OF HOW MANY TIMES IT IS TAKEN DOWN OR PUT UP TO ALLOW FOR CONSTRUCTION OPERATIONS.
6. THE CONTRACTOR SHALL EXPEDITE ALL WORK WITHIN THE AIRCRAFT OPERATIONS AREA OF TAXIWAY KILO. THE CONTRACTOR SHALL ENSURE THAT TAXIWAY KILO BE OPEN TO AIRPORT TRAFFIC AT THE CLOSE OF EACH DAY.
7. ALL EXISTING TAXIWAY AIRFIELD LIGHTING CIRCUITS, BEACON CIRCUIT, FAA CABLES, VAULT EQUIPMENT AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

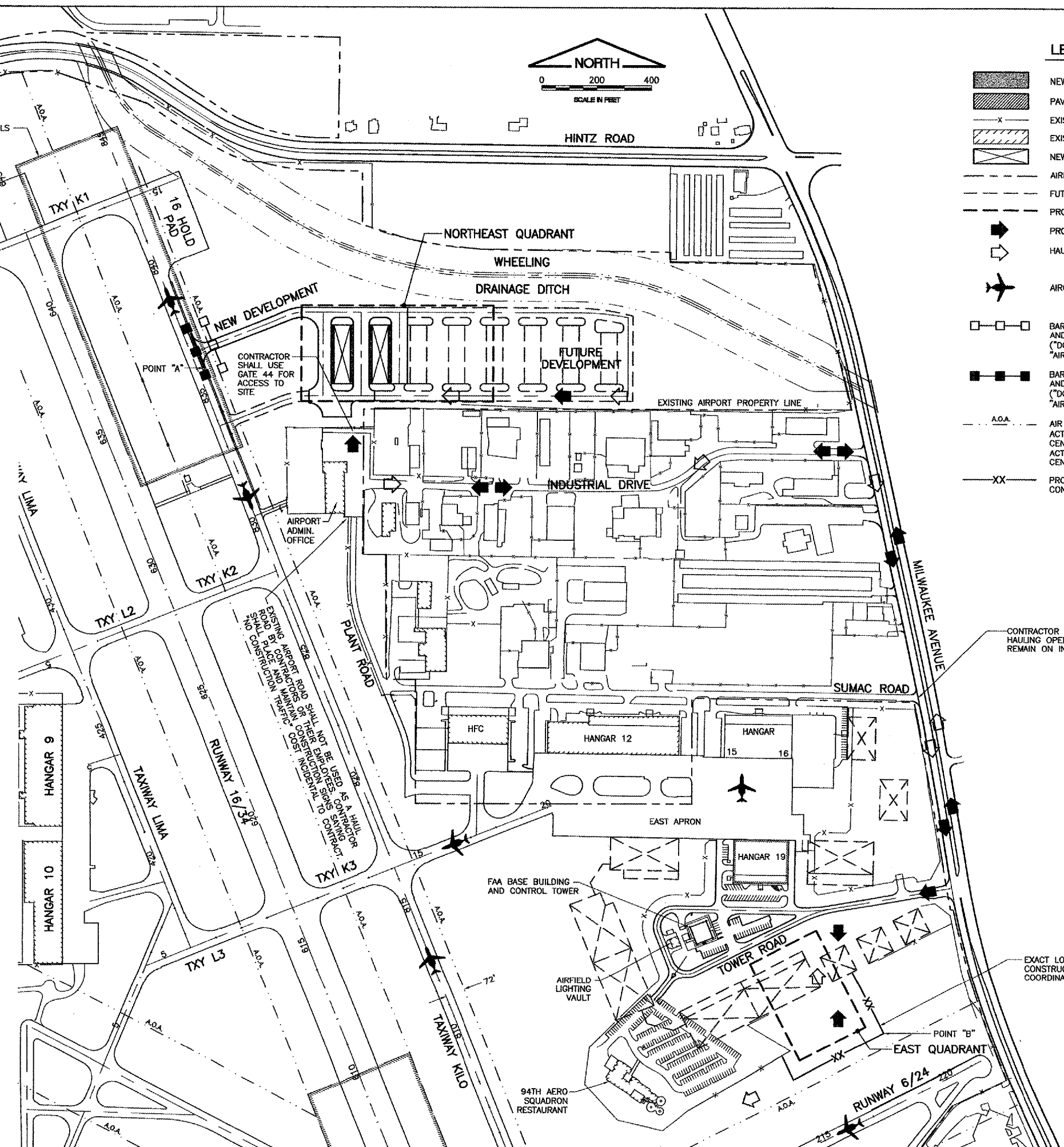
SUGGESTED SEQUENCE OF CONSTRUCTION

PHASE 1

- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- MARK AIR OPERATIONS AREA (A.O.A.) WITH LATHE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- INSTALL TEMPORARY CONSTRUCTION FENCING.
- INSTALL SILT FENCE, STABILIZED CONSTRUCTION ENTRANCE AND OTHER TEMPORARY EROSION CONTROL ITEMS.
- STRIP TOPSOIL AND PLACE EMBANKMENT FILL.
- PLACE STORM SEWER AND UNDERGROUND UTILITIES.

PHASE 2

- COORDINATE SHUT DOWN OF RUNWAY 16 ILS WITH AIRPORT AND FAA AND WORK ADJACENT TO TAXIWAY KILO.
- RELOCATE BARRICADES AS SHOWN OR AS DIRECTED BY THE ENGINEER.
- STRIP TOPSOIL AND PLACE EMBANKMENT FILL WITHIN TAXIWAY KILO A.O.A..
- PLACE STONE BASE/BITUMINOUS BASE COURSE/SURFACE COURSE.
- PLACE LIGHTING/PAVEMENT MARKING/TOPSOIL.
- PLACE SEEDING AND MULCHING.
- CLEAN PAVEMENTS AND REMOVE BARRICADES.
- OPEN PAVEMENTS.



CONTRACTOR SHALL NOT USE SUMAC ROAD IN THEIR HAULING OPERATIONS. HAULING OPERATIONS SHALL REMAIN ON INDUSTRIAL DRIVE AS SHOWN.

EXACT LOCATION OF TEMPORARY CONSTRUCTION FENCE SHALL BE FIELD COORDINATED WITH RESIDENT ENGINEER.

PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS

NORTHEAST QUADRANT SITEWORK

SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E (LATEST EDITION)

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 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE ACTING AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND ACTING AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. IN CONJUNCTION WITH IDOT TYPE II BARRICADES, THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE BARREL TYPE BARRICADES.
- THE CONTRACTOR SHALL CONTACT THE ACTING AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- PALWAUKEE MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. 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 SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.

- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 72' FROM ACTIVE TAXIWAYS AND 200' FROM ACTIVE RUNWAYS UNLESS OTHERWISE APPROVED BY THE ACTING AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE ACTING AIRPORT MANAGER. ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.
- ORANGE CONES SHALL BE PLACED AT 25' CENTERS ALONG THE PAVEMENT EDGE DURING CONCRETE POURING OPERATIONS OF THE CLOSURE LANES TO PREVENT VEHICLES FROM ENTERING PLASTIC CONCRETE. IN THE EVENT A VEHICLE ENTERS THE CONCRETE BEFORE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI HAS BEEN OBTAINED, SAID PAVEMENT SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE CONTROL TOWER SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

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

**DESIGN AIRCRAFT APPROACH CATEGORY: D
DESIGN AIRPORT GROUP: III**

GROUND CONTROL FREQUENCY: 121.7
AIR CONTROL FREQUENCY: 119.9
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25'

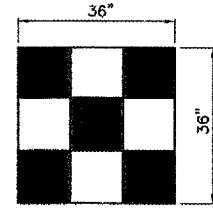
CLOSEST CONSTRUCTION POINT TO RUNWAY CENTERLINE

POINT "A"
424.6' OFFSET CENTERLINE
RUNWAY 16/34
LATITUDE: 42°07'19.13" (NAD83)
LONGITUDE: 87°54'17.07" (NAD83)
ELEVATION: 640.5

POINT "B"
250' OFFSET CENTERLINE
RUNWAY 6/24
LATITUDE: 42°06'55.01" (NAD 83)
LONGITUDE: 87°53'44.26" (NAD83)
ELEVATION: 637.7

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT.

- RECONSTRUCT RUNWAY 12/30.
- CONSTRUCT S.W. QUADRANT FIRE PROTECTION SYSTEM.
- CONSTRUCT TAXIWAY C AND EAST QUADRANT APRON.
- 2005 PAVEMENT REPAIRS.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
NOT TO SCALE

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS:
THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

TAXIWAYS:
ANY WORK WITHIN 72' OF THE TAXIWAY CENTERLINE WILL REQUIRE A TAXIWAY CLOSURE. CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF THE TAXIWAY PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS AS DETERMINED BY THE AIRPORT MANAGER. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

PAU47

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LAYOUT: Layout1
UPDATE BY: mkatz
SURVEY BOOK #
DATE: Tue 6/28/05 2:10pm
XREF DWG: tblcint.dwg

REVISIONS		
NUMBER	BY	DATE

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

**PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS**

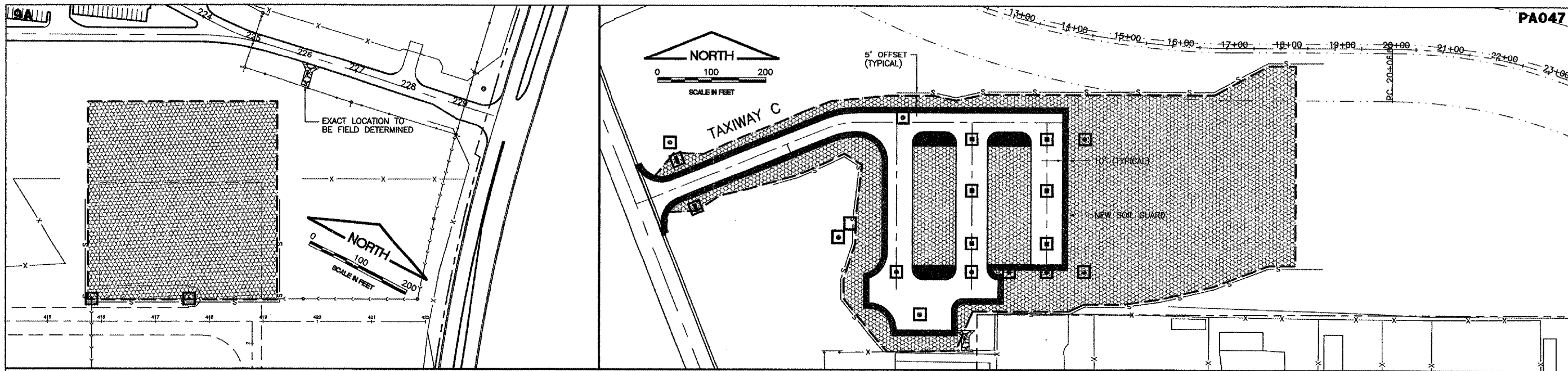
NORTHEAST QUADRANT SITENETWORK

**SEQUENCE OF CONSTRUCTION
GENERAL NOTES AND DETAILS**

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Palwaukee Municipal Airport

DESIGN BY: ARM
DRAWN BY: JRL
CHECKED BY:
APPROVED BY:
DATE: 06/28/05
JOB No: 03290-02
ILLINOIS PROJECT: PWK-3471



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 UPDATE BY: mkatz
 SURVEY BOOK #
 DATE: Tue 6/28/05 9:30am
 XREF DWG: tbcint.dwg
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REVISIONS

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

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

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

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

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

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF CONSTRUCTION OF NEW SITES FOR NEW T-HANGARS AND FUTURE HANGARS AND APRON AT THE PALWAUKEE MUNICIPAL AIRPORT. THE PROJECT INCLUDES EARTH EXCAVATION, EMBANKMENT, STORM SEWERS, MANHOLES, INLETS VARIOUS PAVEMENT ITEMS, ELECTRICAL WORK AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

1. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED AND FUTURE DRAINAGE AND PAVEMENT IMPROVEMENTS.
2. STORM SEWERS, MANHOLES, INLETS AND CULVERT INSTALLATION.
3. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS PERIMETER SILT FENCE, TEMPORARY DITCH CHECKS AND INLET PROTECTION.
4. PAVEMENT CONSTRUCTION.
5. FINAL GRADING, ELECTRICAL INSTALLATION AND OTHER MISCELLANEOUS ITEMS.
6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING, MULCHING AND EROSION CONTROL BLANKET.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 11.5 ACRES OF WHICH 11.3 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO THE DES PLAINES RIVER THROUGH A STORM SEWER SYSTEM.

CONTROLS-EROSION CONTROLS AND SEDIMENT CONTROL

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

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

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER 1LR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
 - B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
 - C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
 - D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
5. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.
6. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.
7. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

1. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.
2. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

LEGEND

- NEW SOIL GUARD
- NEW SEED AND MULCHING
- NEW SILT FENCE
- NEW GRADING LIMITS
- NEW INLET PROTECTION/ SEDIMENT TRAP
- EXISTING FENCE LINE
- AIRPORT PROPERTY LINE
- NEW STABILIZED CONSTRUCTION ENTRANCE

CONTRACTORS

1. THE STORM WATER POLLUTION PREVENTION PLAN MUST CLEARLY IDENTIFY FOR EACH MEASURE IDENTIFIED IN THE PLAN, THE CONTRACTOR(S) OR SUBCONTRACTOR(S) THAT WILL IMPLEMENT THE MEASURE. ALL CONTRACTORS AND SUBCONTRACTORS IDENTIFIED IN THE PLAN MUST SIGN A COPY OF THE CERTIFICATION STATEMENT IN PARAGRAPH 2 BELOW IN ACCORDANCE WITH PART VI.G (SIGNATORY REQUIREMENTS) OF THIS PERMIT. ALL CERTIFICATIONS MUST BE INCLUDED IN THE STORM WATER POLLUTION PREVENTION PLAN EXCEPT FOR OWNERS THAT ARE ACTING AS CONTRACTOR.
2. CERTIFICATION STATEMENT. ALL CONTRACTORS AND SUBCONTRACTORS IDENTIFIED IN A STORM WATER POLLUTION PREVENTION PLAN IN ACCORDANCE WITH PARAGRAPH 1 ABOVE SHALL SIGN A COPY OF THE FOLLOWING CERTIFICATION STATEMENT BEFORE CONDUCTING ANY PROFESSIONAL SERVICE AT THE SITE IDENTIFIED IN THE STORM WATER POLLUTION PREVENTION PLAN:

"I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (1LR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

THE CERTIFICATION MUST INCLUDE THE NAME AND TITLE OF THE PERSON PROVIDING THE SIGNATURE IN ACCORDANCE WITH PART VI.G OF THIS PERMIT: THE NAME, ADDRESS AND TELEPHONE NUMBER OF THE CONTRACTING FIRM; THE ADDRESS (OR OTHER IDENTIFYING DESCRIPTION) OF THE SITE; AND THE DATE THE CERTIFICATION IS MADE.

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 (1LR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION."

GENERAL CONTRACTOR

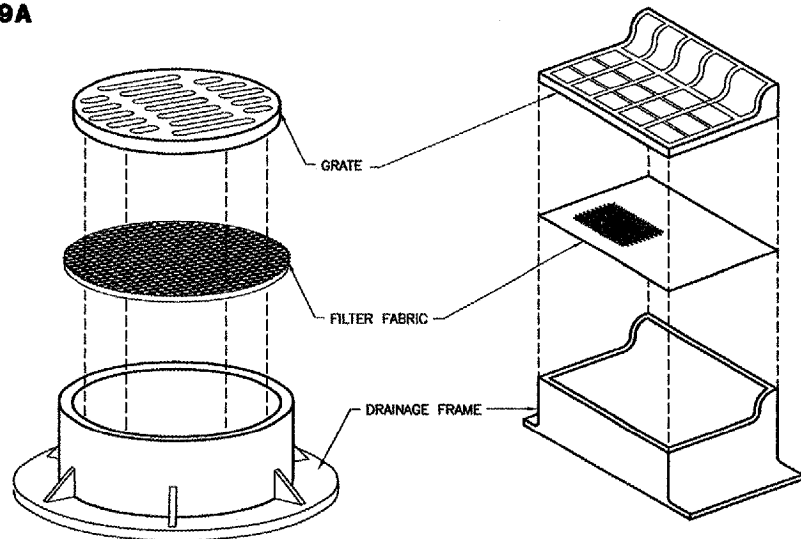
SIGNATURE _____ TITLE _____ DATE _____
 COMPANY _____

PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 STORM WATER POLLUTION PREVENTION PLAN

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DESIGN BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	
APPROVED BY:	
DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT:	PWK-3471

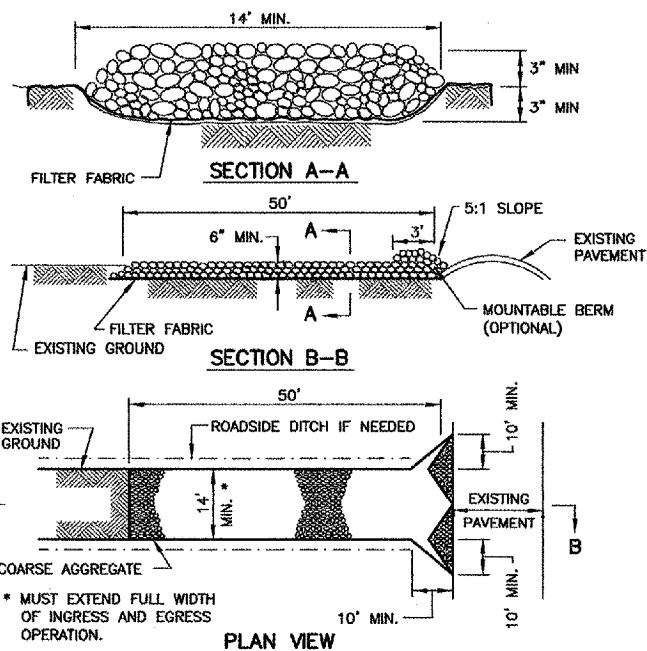


NOTES:

1. FILTER WRAP TO BE PLACED IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR FABRIC FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MIN. OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO INLET PROTECTION.

DRAINAGE STRUCTURE FILTER WRAP

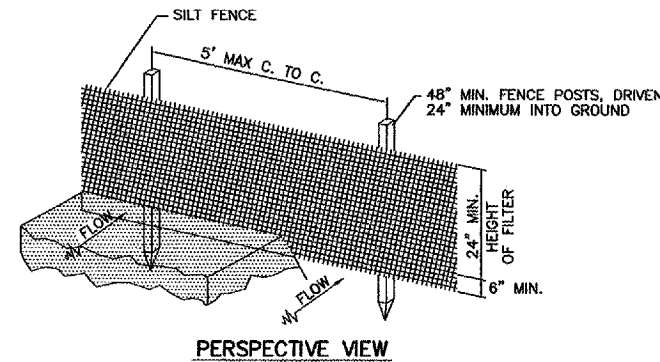
N.T.S.



1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR AR152540 IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT.
4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED.
5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE.
6. STABILIZED CONSTRUCTION ENTRANCE SHALL BE INCIDENTAL TO THE CONTRACT.

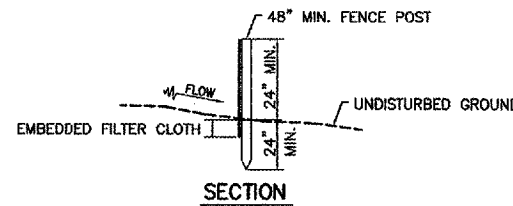
STABILIZED CONSTRUCTION ENTRANCE

FROM NRCS STANDARD DRAWING NO. IL-630



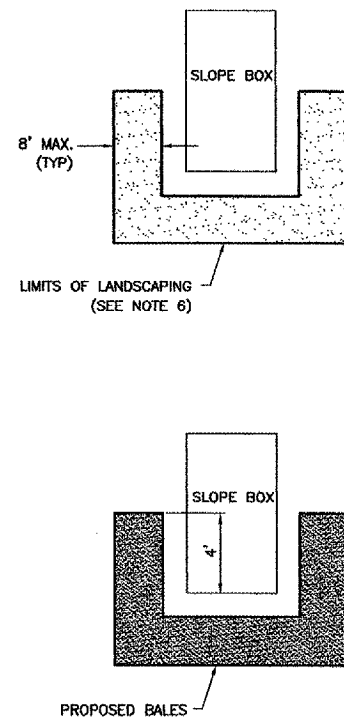
CONSTRUCTION NOTES FOR SILT FENCE

1. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" MIN. AND FOLDED.
2. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
3. SILT FENCE SHALL BE INSTALLED PER LANDSCAPING/EROSION CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.



EROSION CONTROL FABRIC FENCE DETAIL

N.T.S.

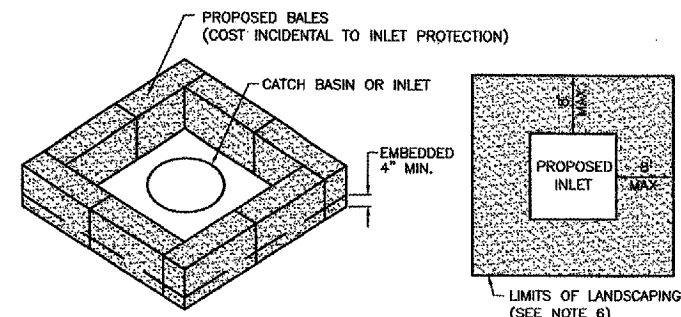


SLOPE BOX SEDIMENT TRAP DETAIL

N.T.S.

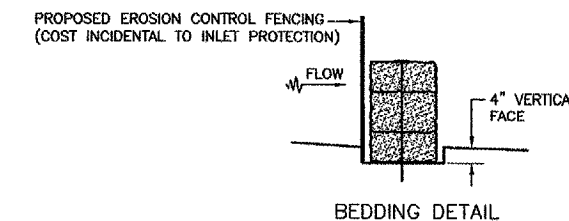
NOTES

1. BALES SHALL BE PLACED AT THE TOE OF SLOPE OR ON A CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. COST OF REMOVAL / REPLACEMENT TO BE INCLUDED IN UNIT PRICE FOR INLET PROTECTION/DITCH CHECK.
6. AFTER FINAL APPROVAL OF THE ENGINEER, STRAW BALES MAY BE REMOVED. CONTRACTOR SHALL PLACE SOD, EXCELSIOR BLANKET WITH SEED OR KNITTED STRAW MAT WITH SEED OVER THE DISTURBED AREAS. COST INCIDENTAL TO INLET PROTECTION.



INLET PLACEMENT

INLET PLACEMENT



BEDDING DETAIL

STORM INLET SEDIMENT TRAP DETAIL - TURF AREAS

N.T.S.

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
NOTICE OF INTENT (NOI)
 GENERAL PERMIT TO DISCHARGE STORM SEWER
 CONSTRUCTION SITE ACTIVITIES
 IMPORTANT: FORM MUST BE TYPED TO ENABLE AUTOMATED OPTICAL PROCESSING.
 SUBMIT ORIGINAL - DO NOT SUBMIT PHOTOCOPIY

PA047 PATH: K:\Palwaukee\0329002\draw
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 UPDATE BY: johse
 SURVEY BOOK #
 XREF DWG:
 XREF DWG:
 DATE: Wed 6/8/05 9:39am

OWNER INFORMATION

NAME: PALWAUKEE MUNICIPAL AIRPORT
 ADDRESS: 1020 SOUTH PLANT ROAD
 CITY: WHEELING ST. IL ZIP: 60090
 CONTACT PERSON: DENNIS ROULEAU
 TELEPHONE: 847 537-2580

CONTRACTOR INFORMATION

NAME: _____
 ADDRESS: _____
 CITY: _____

CONSTRUCTION SITE INFORMATION

FACILITY NAME: PALWAUKEE MUNICIPAL AIRPORT
 ADDRESS: 1020 SOUTH PLANT ROAD
 CITY: WHEELING ST. IL ZIP: 60090
 COUNTY: COOK SECTION: 13 TOWNSHIP: 42 NORTH RANGE: 11 EAST
 TOTAL SIZE OF CONSTRUCTION SITE IN ACRES: 11.5 ACRES

TYPE OF CONSTRUCTION

RESIDENTIAL COMMERCIAL INDUSTRIAL RECONSTRUCTION TRANSPORTATION OTHER

RECEIVING WATER INFORMATION

DOES YOUR STORM WATER DISCHARGE DIRECTLY TO: (SELECT ONE AND TYPE "X")
 WATER OF THE STATE OR STORM SEWER
 NAME OF CLOSEST RECEIVING WATER: DES PLAINES RIVER
 DOES THE QUANTITATIVE DATA CURRENTLY EXIST WHICH DESCRIBES THE CONCENTRATION OF POLLUTANTS IN THE STORM WATER DISCHARGE? YES NO

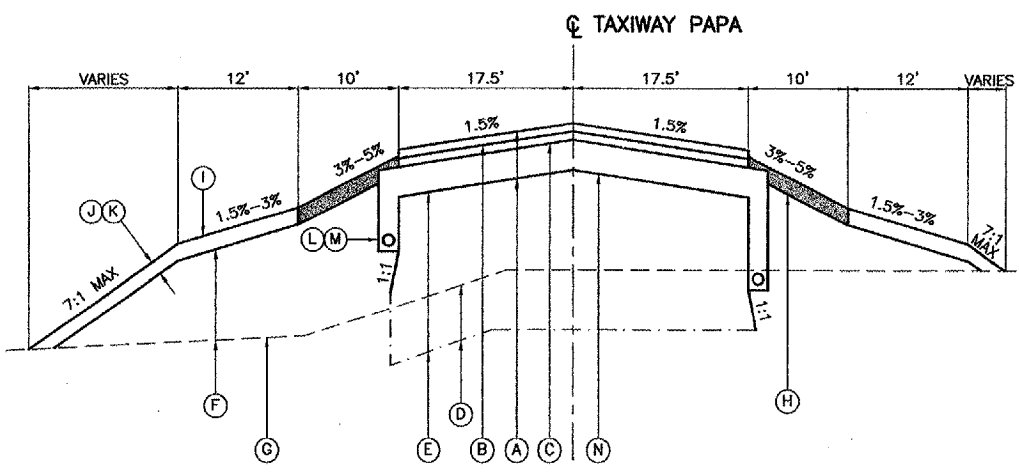
MAIL COMPLETED FORM TO:
 ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
 DIVISION OF WATER POLLUTION CONTROL
 ATTN: PERMIT SECTION
 2200 CHURCHILL ROAD
 POST OFFICE BOX 19278
 SPRINGFIELD, IL 62784-8276

PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEWORK
STORM WATER POLLUTION PREVENTION
PLAN NOTES AND DETAILS

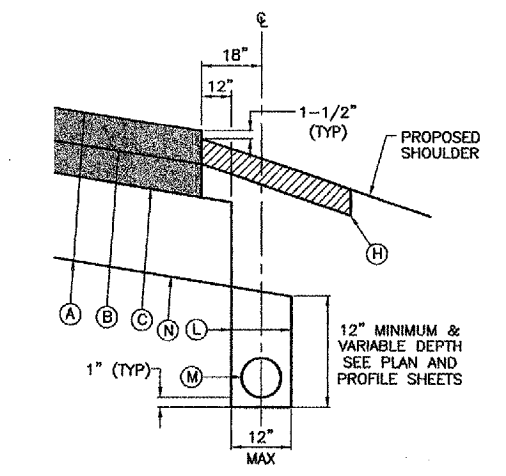
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DESIGN BY: ARM
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

FILE: tpsht.dwg
 LAYOUT: Layout1
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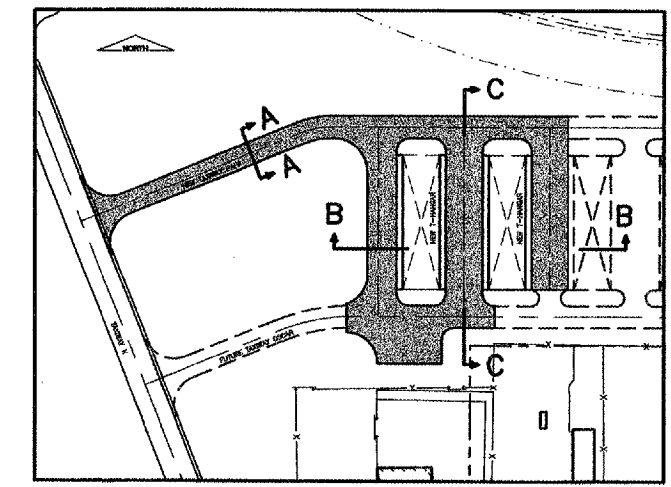


TAXIWAY TYPICAL SECTION A-A
 NOT TO SCALE



UNDERDRAIN DETAIL
EDGE OF BITUMINOUS PAVEMENT AREAS
 NOT TO SCALE

- LEGEND**
- (A) NEW 2" BITUMINOUS SURFACE COURSE (401)
 - (B) NEW 2" BITUMINOUS BASE COURSE (201)
 - (C) NEW 7" CRUSHED AGGREGATE BASE COURSE (209)
 - (D) NEW TACK COAT (603)
 - (E) NEW PRIME COAT (602)
 - (F) PROPOSED TOPSOIL STRIPPING (152)
 - (G) PROPOSED EMBANKMENT FILL (152)
 - (H) PROPOSED SHOULDER FILL (152)
 - (I) EXISTING GROUND LINE
 - (J) NEW 10' WIDE SOIL GUARD
 - (K) PROPOSED GROUND LINE
 - (L) PROPOSED TOPSOIL PLACEMENT (4" DEPTH) (905)
 - (M) PROPOSED SEEDING AND MULCHING (901 AND 908)
 - (N) PROPOSED POROUS BACKFILL (705)
 - (O) NEW 6" CPPUP WITH SOCK (705)
 - (P) NEW SOIL STABILIZATION FABRIC
 - (Q) NEW T-HANGAR FLOOR SLAB (BY OTHERS)

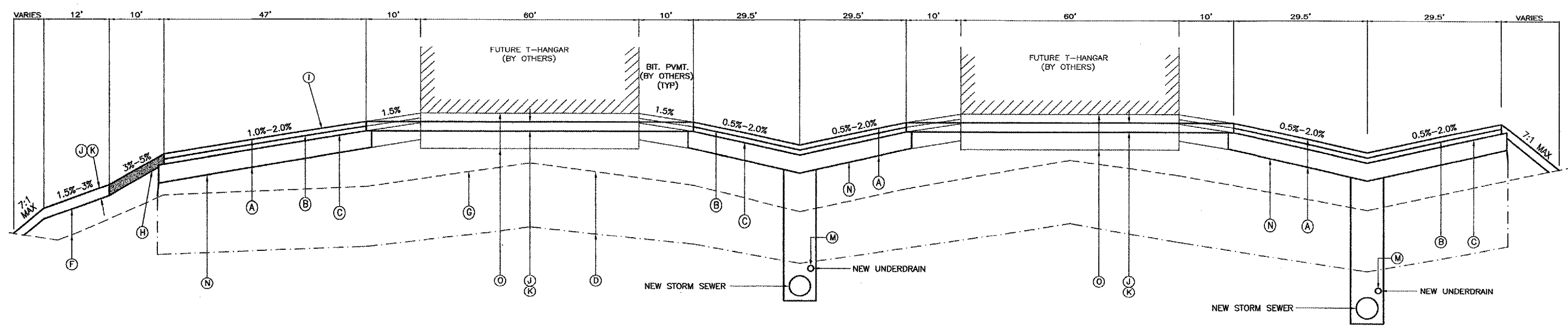
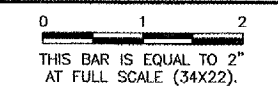


KEY MAP

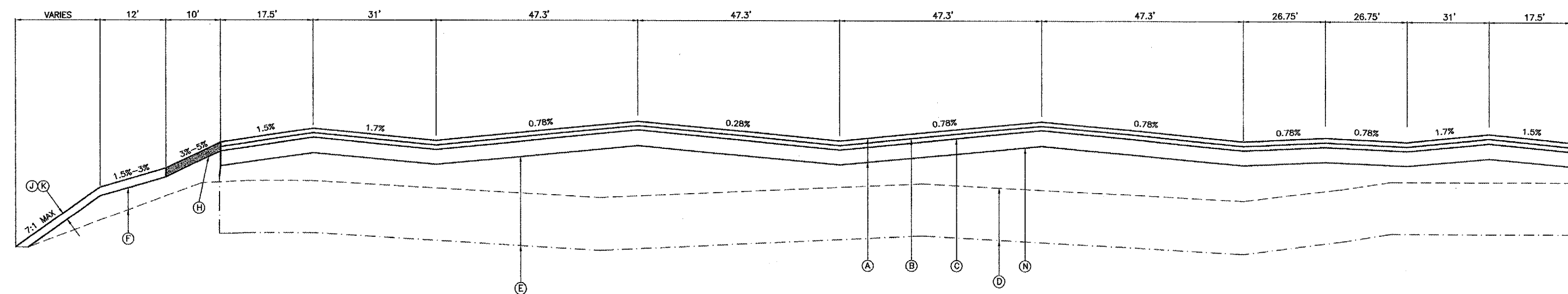
- NOTES**
- CONSTRUCT CRUSHED AGGREGATE BASE COURSE 1'-0" OUTSIDE EDGE OF PAVEMENT.

REVISIONS

NUMBER	BY	DATE



TAXIWAY TYPICAL SECTION B-B
 NOT TO SCALE



TAXIWAY TYPICAL SECTION C-C

PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITINGWORK
TYPICAL SECTIONS

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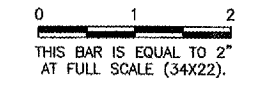
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JOB No:	03290-02

NOTES

1. CONTRACTOR SHALL VERIFY EXISTING RUNWAY AND TAXIWAY LIGHTING ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
2. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. IN AREAS WHERE UNDERDRAIN OR STORM SEWER IS BEING REMOVED BELOW LIMITS OF NEW OR EXISTING PAVEMENTS, TRENCH SHALL BE BACKFILLED WITH COMPACTED CRUSHED AGGREGATE BACKFILL (208). COST OF BACKFILLING SHALL BE PAID FOR UNDER TRENCH BACKFILL (701).
4. ALL CONCRETE AND ASPHALT DEBRIS ENCOUNTERED DURING EXCAVATION MAY BE USED AS EMBANKMENT FILL, IF APPROVED BY THE ENGINEER. MATERIAL SHALL BE BROKEN IN 1'x1' PIECES OR SMALLER. LOCATION OF FILL SHALL BE AS APPROVED BY THE ENGINEER. COST IS INCIDENTAL TO ITEM 152.

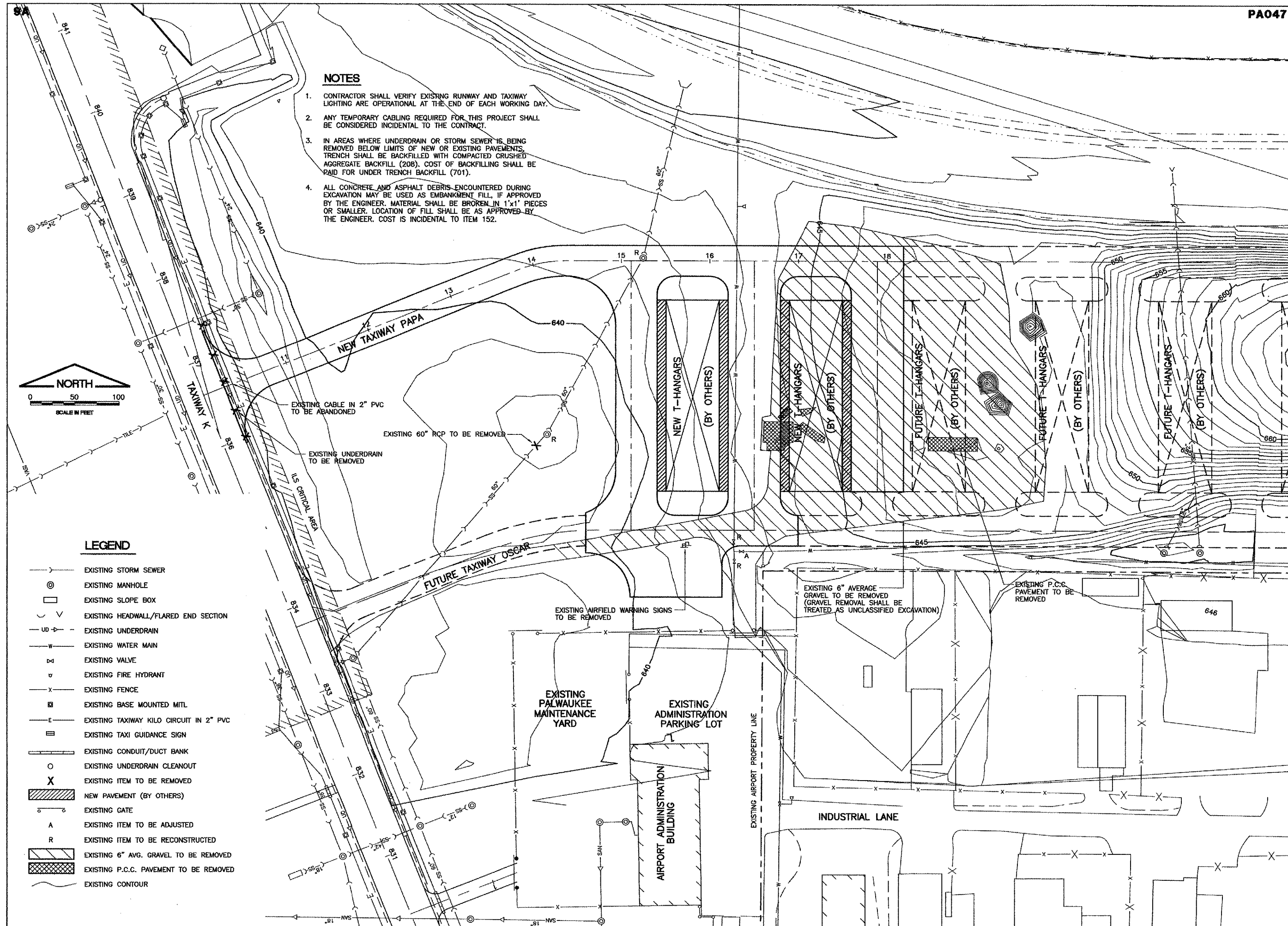
REVISIONS

NUMBER	BY	DATE



LEGEND

- EXISTING STORM SEWER
- ⊙ EXISTING MANHOLE
- EXISTING SLOPE BOX
- V— EXISTING HEADWALL/FLARED END SECTION
- UD— EXISTING UNDERDRAIN
- W— EXISTING WATER MAIN
- ⊗ EXISTING VALVE
- ⊕ EXISTING FIRE HYDRANT
- X— EXISTING FENCE
- ⊠ EXISTING BASE MOUNTED MITL
- E— EXISTING TAXIWAY KILO CIRCUIT IN 2" PVC
- ⊞ EXISTING TAXI GUIDANCE SIGN
- C— EXISTING CONDUIT/DUCT BANK
- EXISTING UNDERDRAIN CLEANOUT
- X EXISTING ITEM TO BE REMOVED
- ▨ NEW PAVEMENT (BY OTHERS)
- ⊕ EXISTING GATE
- A EXISTING ITEM TO BE ADJUSTED
- R EXISTING ITEM TO BE RECONSTRUCTED
- ▨ EXISTING 6" AVG. GRAVEL TO BE REMOVED
- ▩ EXISTING P.C.C. PAVEMENT TO BE REMOVED
- EXISTING CONTOUR



**PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS**

NORTHEAST QUADRANT SITEWORK

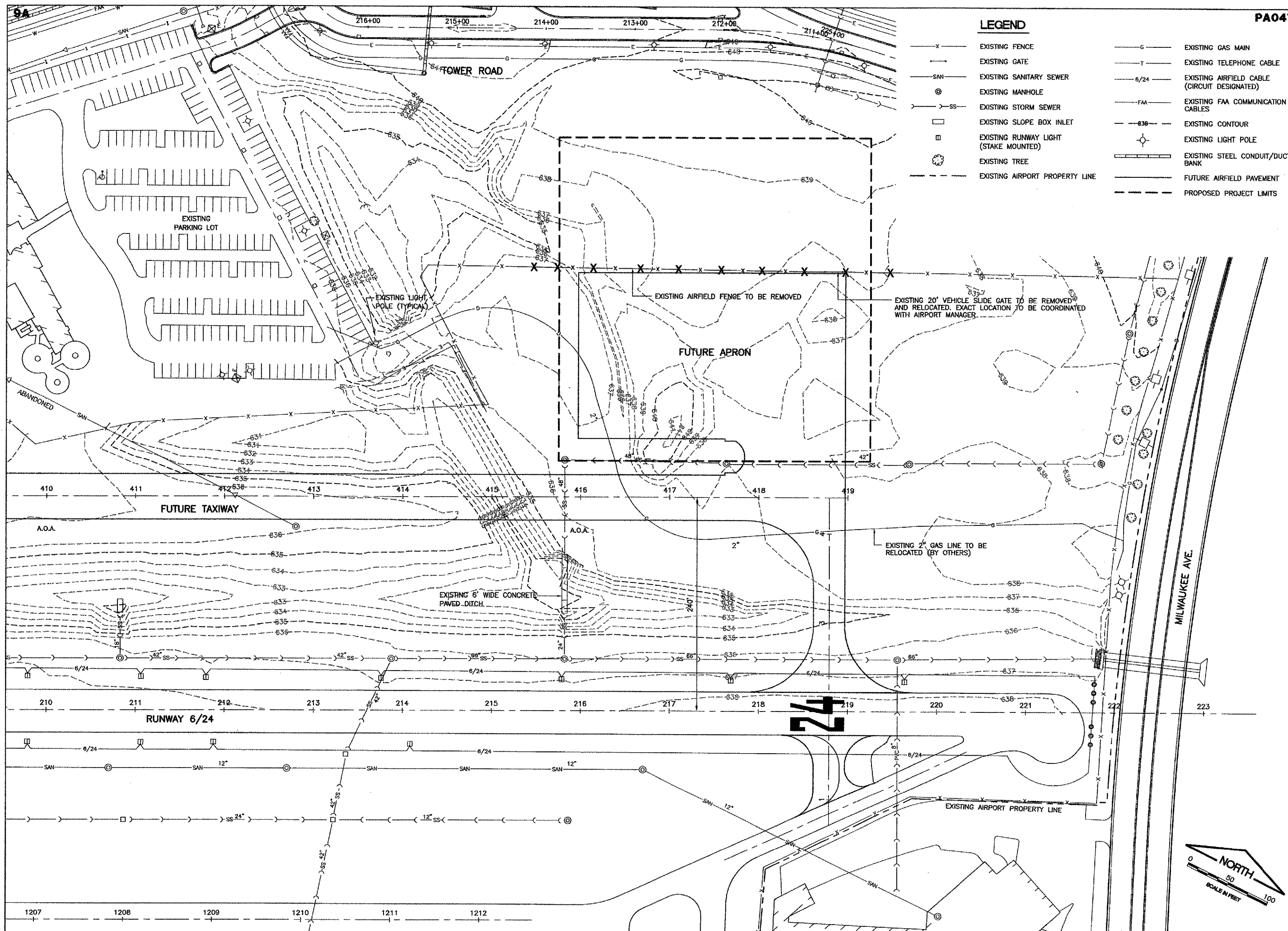
**EXISTING CONDITIONS/PROPOSED REMOVALS
NORTHEAST QUADRANT**

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APPROVED BY:	
DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT:	PWK-3471



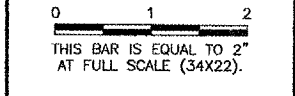
LEGEND

- X- EXISTING FENCE
- G- EXISTING GAS MAIN
- T- EXISTING TELEPHONE CABLE
- SAN- EXISTING SANITARY SEWER
- ⊙ EXISTING MANHOLE
- SS- EXISTING STORM SEWER
- EXISTING SLOPE BOX INLET
- ⊠ EXISTING RUNWAY LIGHT (STAKE MOUNTED)
- ⊙ EXISTING TREE
- - - EXISTING AIRPORT PROPERTY LINE
- G- EXISTING GAS MAIN
- T- EXISTING TELEPHONE CABLE
- 6/24 EXISTING AIRFIELD CABLE (CIRCUIT DESIGNATED)
- FAA- EXISTING FAA COMMUNICATION CABLES
- 836- EXISTING CONTOUR
- ⊙ EXISTING LIGHT POLE
- ▬ EXISTING STEEL CONDUIT/DUCT BANK
- ▬ FUTURE AIRFIELD PAVEMENT
- - - PROPOSED PROJECT LIMITS

PA047

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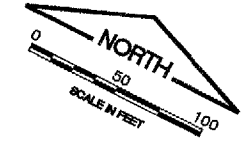
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**PALAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 EXISTING CONDITIONS/PROPOSED REMOVALS -
 EAST QUADRANT**

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JOB No:	03290-02
ILLINOIS PROJECT: PWK-3471	



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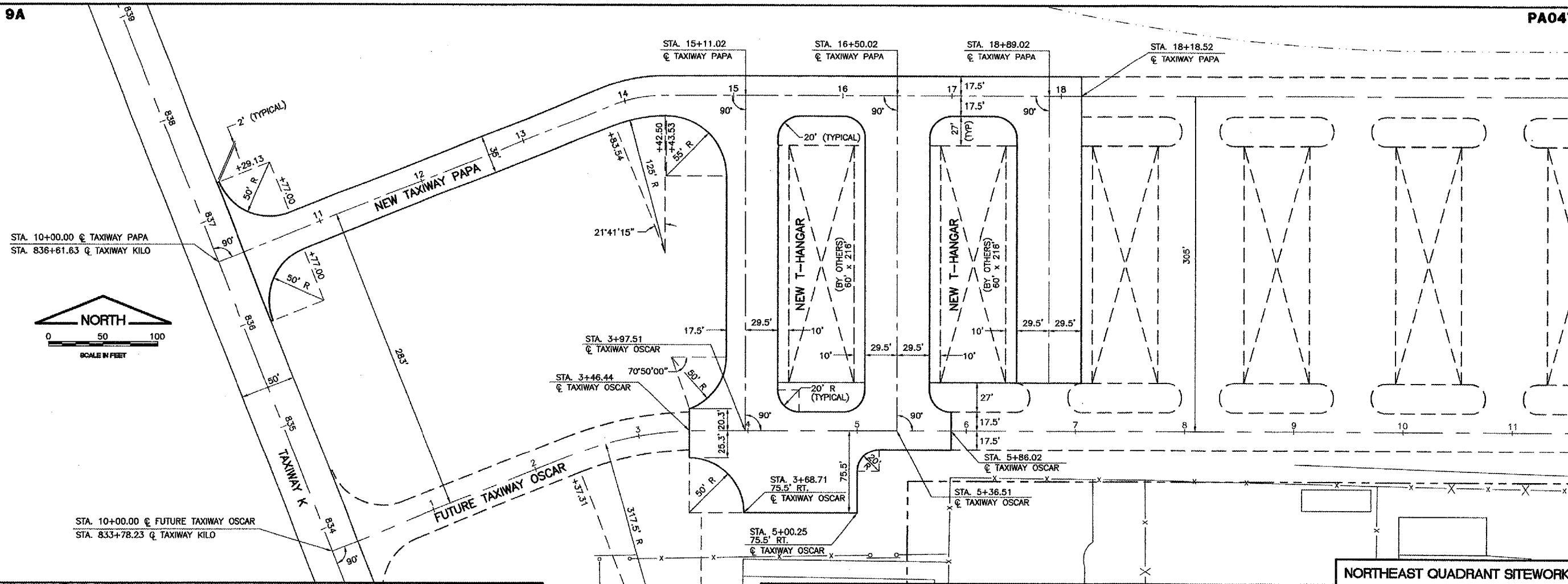
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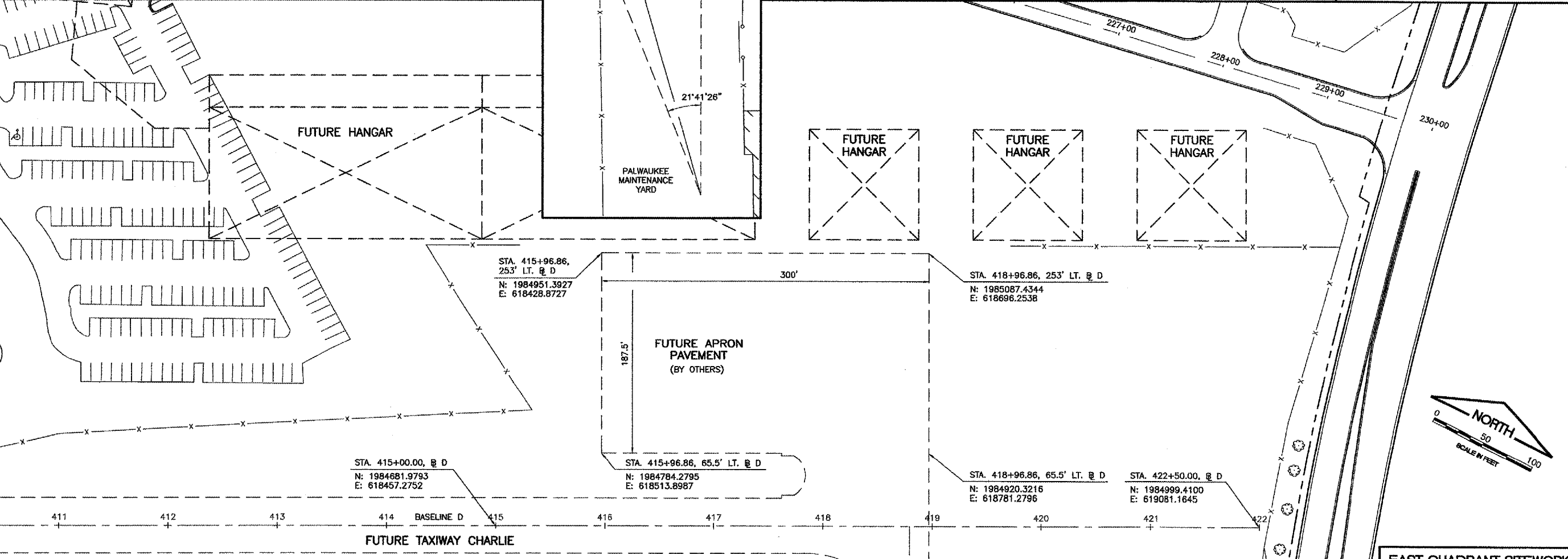
REVISIONS

NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34x22).



NORTHEAST QUADRANT SITWORK



EAST QUADRANT SITWORK

PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITWORK
 GEOMETRIC LAYOUT

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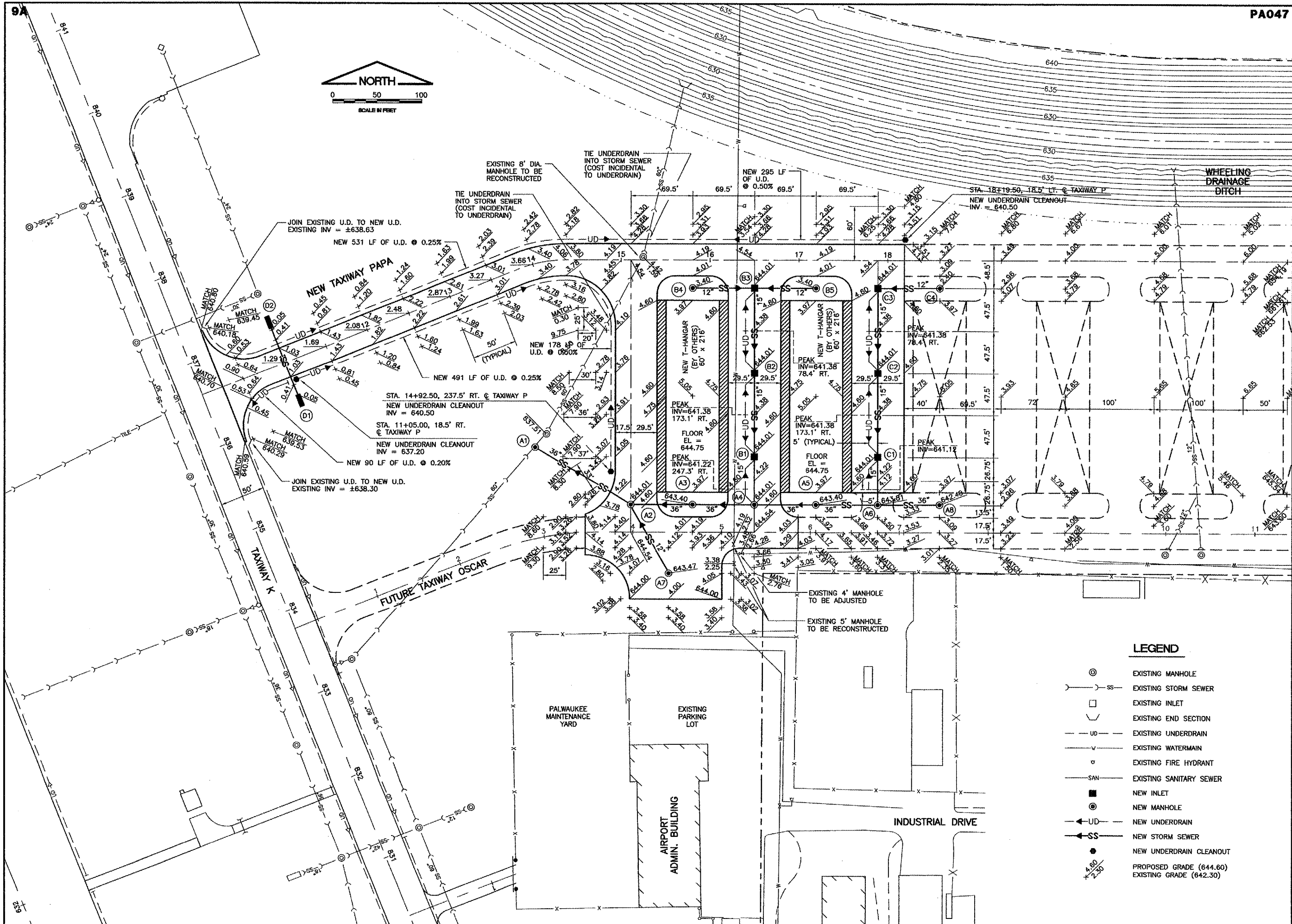
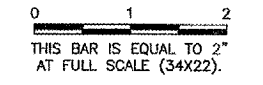
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 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

411 412 413 414 BASELINE D 415 416 417 418 419 420 421 422

FUTURE TAXIWAY CHARLIE



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**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS**

NORTHEAST QUADRANT SITEWORK

**DRAINAGE AND GRADING PLAN -
 NORTHEAST QUADRANT**

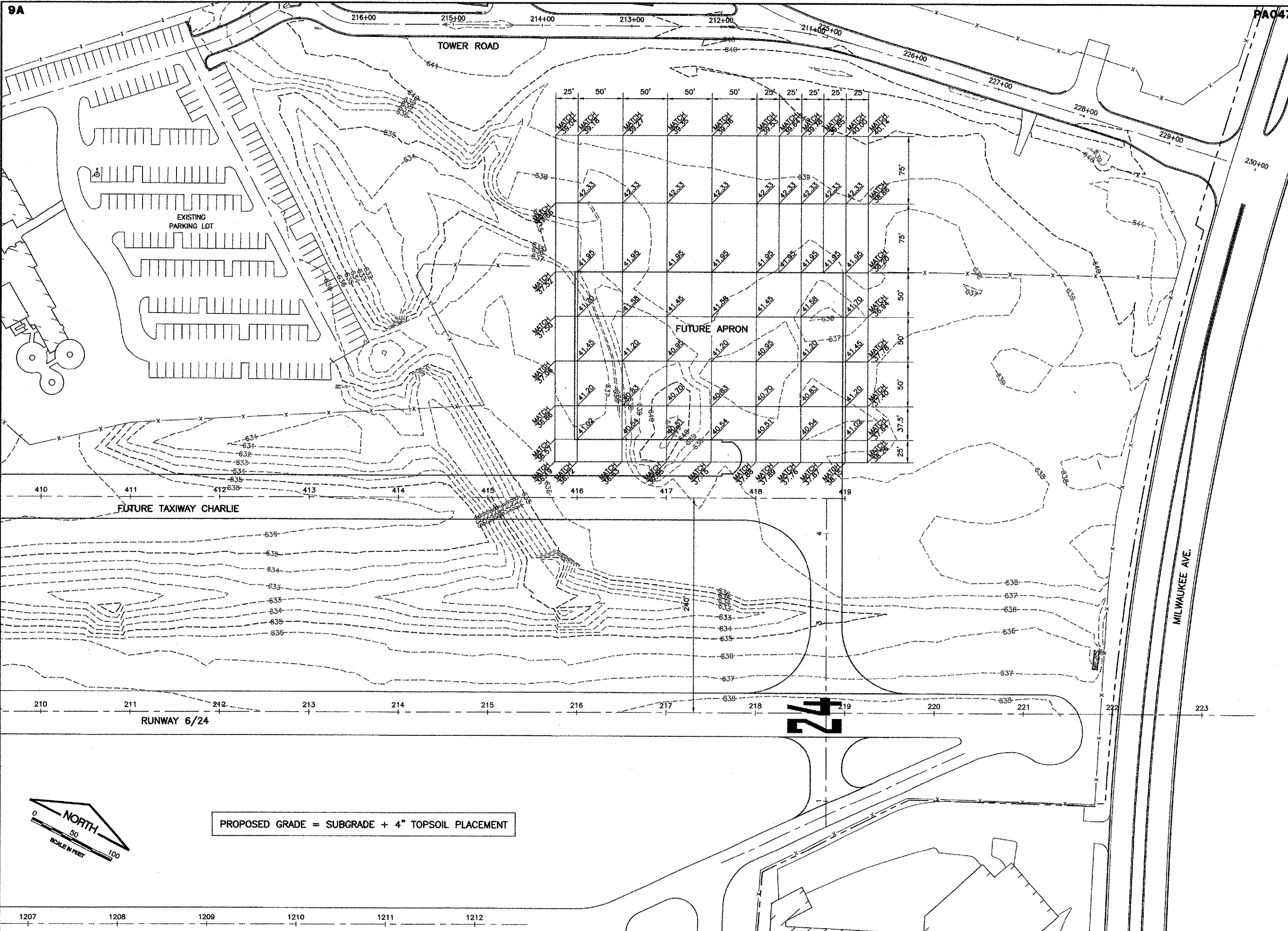
LEGEND

- ⊙ EXISTING MANHOLE
- SS — EXISTING STORM SEWER
- EXISTING INLET
- UD — EXISTING UNDERDRAIN
- W — EXISTING WATERMAIN
- SAN — EXISTING FIRE HYDRANT
- SAN — EXISTING SANITARY SEWER
- NEW INLET
- ⊙ NEW MANHOLE
- UD — NEW UNDERDRAIN
- SS — NEW STORM SEWER
- NEW UNDERDRAIN CLEANOUT
- PROPOSED GRADE (644.60)
- EXISTING GRADE (642.30)

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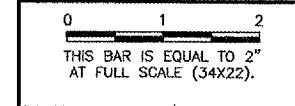


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DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT: PWK-3471	



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REVISIONS		
NUMBER	BY	DATE



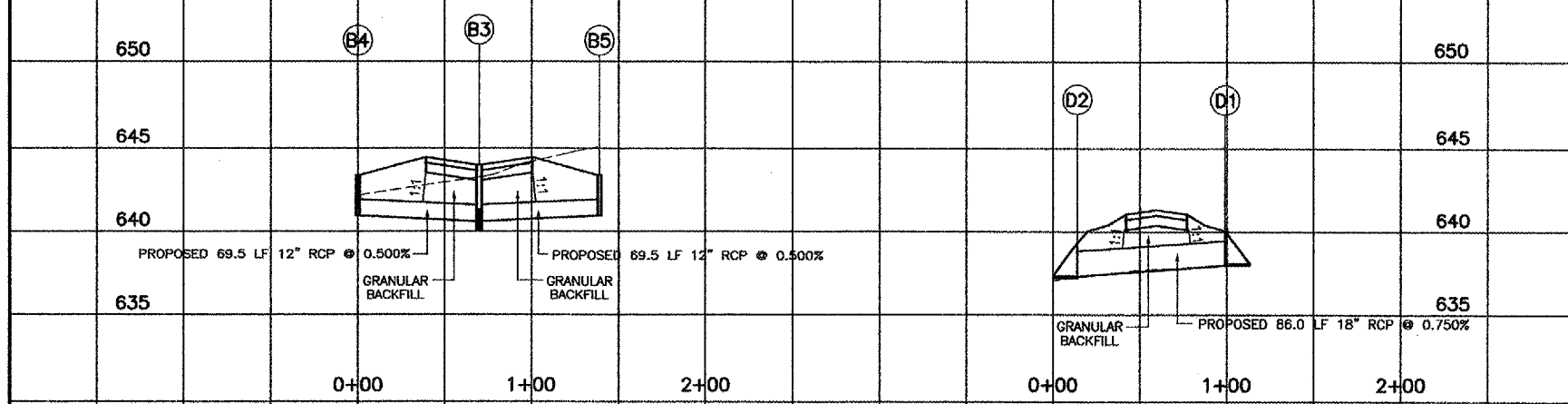
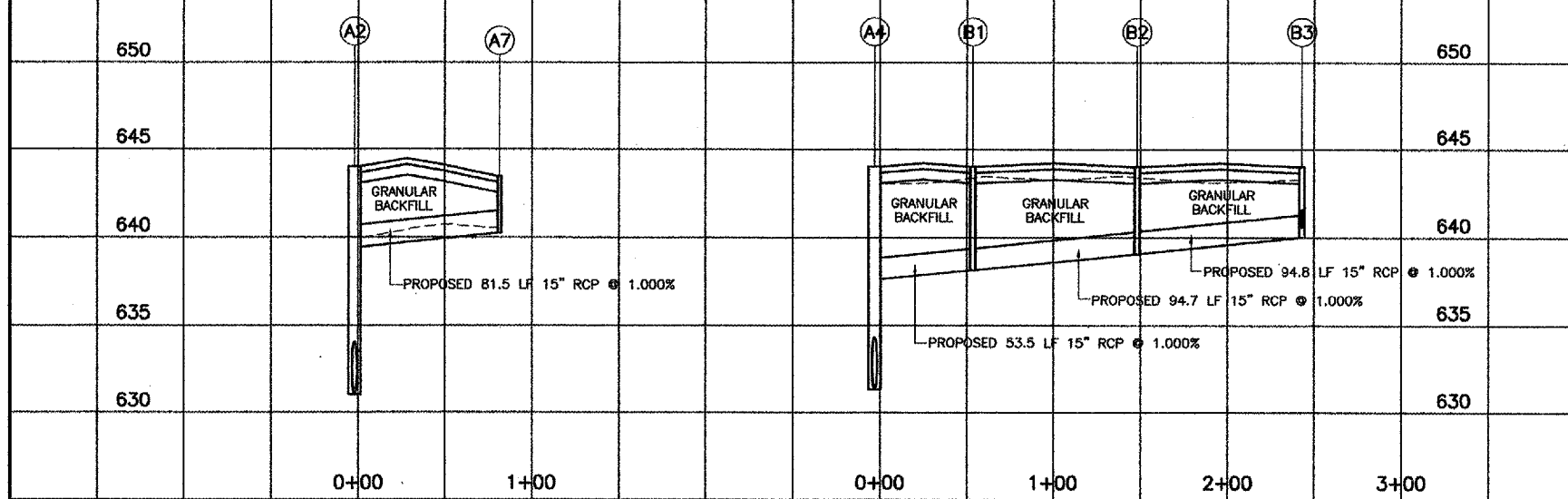
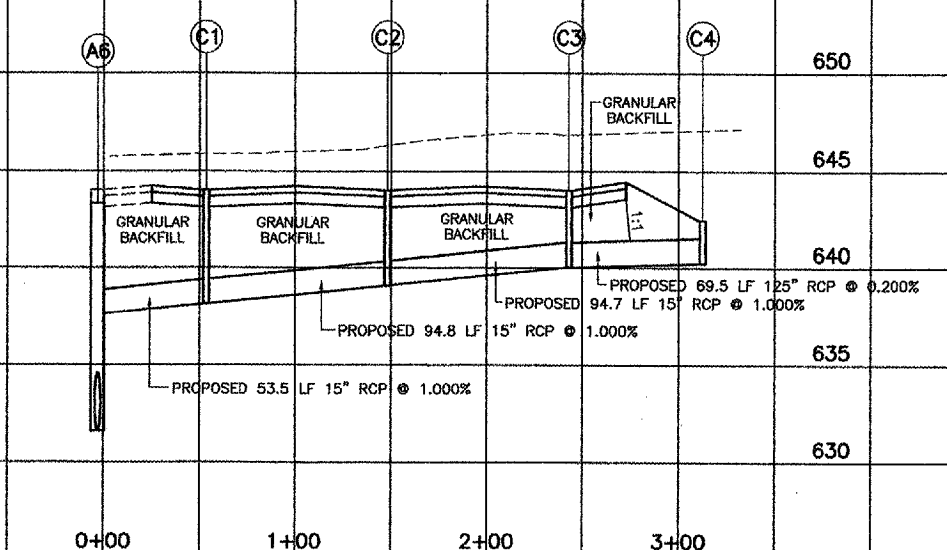
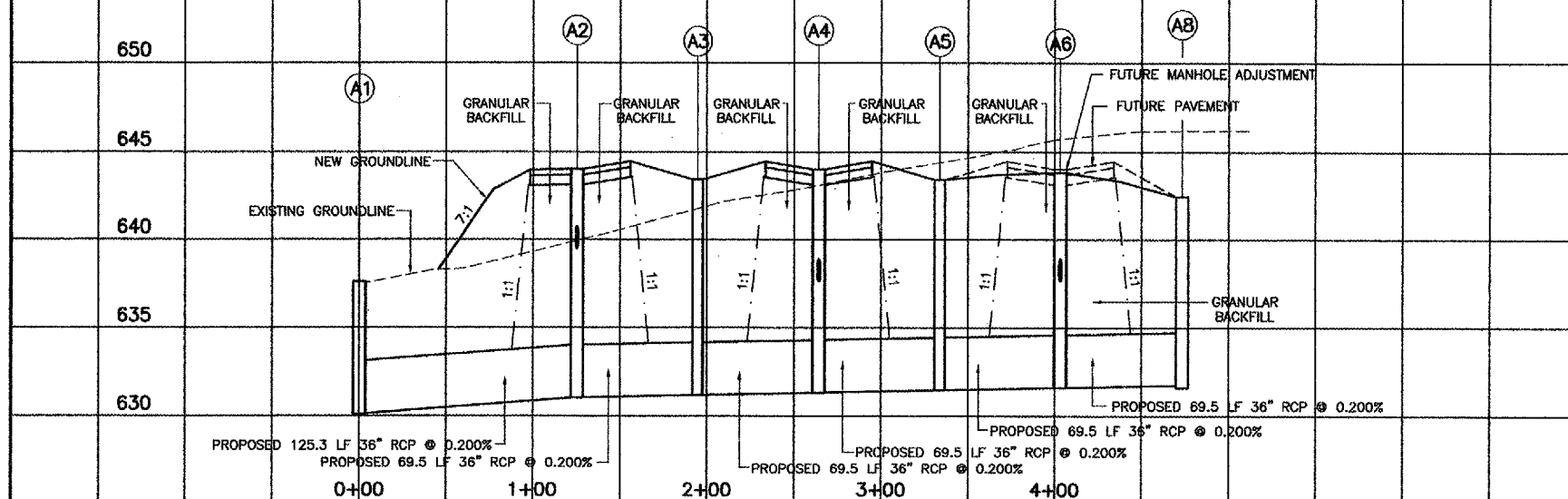
**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 GRADING PLAN
 EAST QUADRANT**

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ILLINOIS PROJECT: PWK-3471	

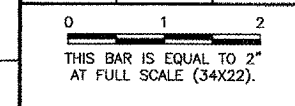
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STRUCTURE NO.	STATION/OFFSET	DESCRIPTION	RIM	INVERT
A1	13+26.80, 192.6' RT. CENTERLINE TAXIWAY P	TYPE A-9 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	637.58	EXISTING 60" RCCP (N.E.) = 630.01 EXISTING 60" RCCP (S.W.) = 630.01 PROPOSED 36" RCCP (S.E.) = 630.10
A2	15+10.80, 274' RT. CENTERLINE TAXIWAY P	TYPE A-7 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	644.01	PROPOSED 36" RCP (W) = 630.35 PROPOSED 36" RCP (E) = 630.34 PROPOSED 12" RCP (E) = 639.48
A3	15+80.30, 274' RT. CENTERLINE TAXIWAY P	TYPE A-6 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	643.40	PROPOSED 36" RCP (W) = 630.50 PROPOSED 36" RCP (E) = 630.51
A4	16+50.00, 274' RT. CENTERLINE TAXIWAY P	TYPE A-7 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	644.01	PROPOSED 15" RCP (N) = 637.65 PROPOSED 36" RCP (W) = 630.64 PROPOSED 36" RCP (E) = 630.65 PROPOSED 6" U.D. (N) = 641.08
A5	17+19.50, 274' RT. CENTERLINE TAXIWAY P	TYPE A-6 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	643.40	PROPOSED 36" RCP (W) = 630.78 PROPOSED 36" RCP (E) = 630.79
A6	17+89.00, 274' RT. CENTERLINE TAXIWAY P	TYPE A-7 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	643.81	PROPOSED 15" RCP (N) = 637.65 PROPOSED 36" RCP (W) = 630.92 PROPOSED 36" RCP (E) = 630.93
A7	15+53.75, 351.8' RT. CENTERLINE TAXIWAY P	TYPE A INLET W/ TYPE 1 OPEN FRAME AND LID	643.47	PROPOSED 15" RCCP (N.E.) = 640.25
A8	18+58.50, 274' RT. CENTERLINE TAXIWAY P	TYPE A-6 MANHOLE W/ TYPE 1 OPEN FRAME AND LID	642.40	PROPOSED 36" RCCP (W) = 631.08
B1	16+50.00, 220.5' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (N) = 638.16 PROPOSED 15" RCP (S) = 638.13 PROPOSED 6" U.D. (N) = 641.14 PROPOSED 6" U.D. (S) = 641.08
B2	16+50.00, 125.75' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (N) = 639.11 PROPOSED 15" RCP (S) = 639.08 PROPOSED 6" U.D. (N) = 641.14 PROPOSED 6" U.D. (S) = 641.14
B3	16+50.00, 31' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (S) = 640.03 PROPOSED 12" RCP (W) = 640.58 PROPOSED 12" RCP (E) = 640.58 PROPOSED 6" U.D. (S) = 641.14
B4	16+18.50, 31' RT. CENTERLINE TAXIWAY P	TYPE A INLET W/ TYPE 1 OPEN FRAME AND LID	643.40	PROPOSED 12" RCP (E) = 640.91
B5	17+57.50, 31' RT. CENTERLINE TAXIWAY P	TYPE A INLET W/ TYPE 1 OPEN FRAME AND LID	643.40	PROPOSED 12" RCP (W) = 640.91
C1	17+89.00, 220.5' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (N) = 638.16 PROPOSED 15" RCP (S) = 638.14 PROPOSED 6" U.D. (N) = 641.14 PROPOSED 6" U.D. (S) = 640.94
C2	17+89.00, 125.75' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (N) = 639.11 PROPOSED 15" RCP (S) = 639.08 PROPOSED 6" U.D. (N) = 641.14 PROPOSED 6" U.D. (S) = 641.14
C3	17+89.00, 31' RT. CENTERLINE TAXIWAY P	TYPE 1 INLET	644.01	PROPOSED 15" RCP (S) = 640.03 PROPOSED 12" RCP (E) = 640.10 PROPOSED 6" U.D. (S) = 641.14
C4	18+58.50, 31' RT. CENTERLINE TAXIWAY P	TYPE A INLET W/ TYPE 1 OPEN FRAME AND LID	642.40	PROPOSED 12" RCP (W) = 640.24
D1	11+00.00, 53.5' RT. CENTERLINE TAXIWAY P	SLOPE BOX INLET W/ GRATE - 18"	N/A	PROPOSED 18" RCCP (N) = 637.94
D2	11+00.00, 59.5' LT. CENTERLINE TAXIWAY P	SLOPE BOX INLET W/ GRATE - 18"	N/A	PROPOSED 18" RCCP (S) = 637.30

REVISIONS

NUMBER	BY	DATE



PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEWORK
STORM SEWER PROFILES

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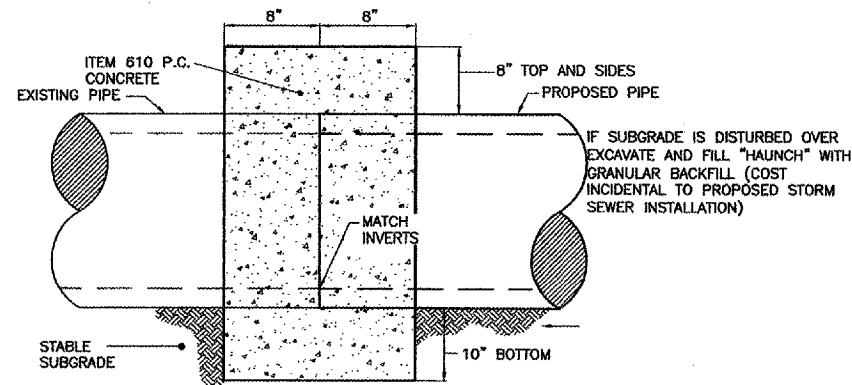
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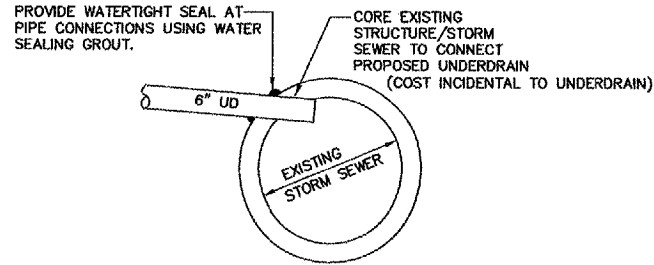
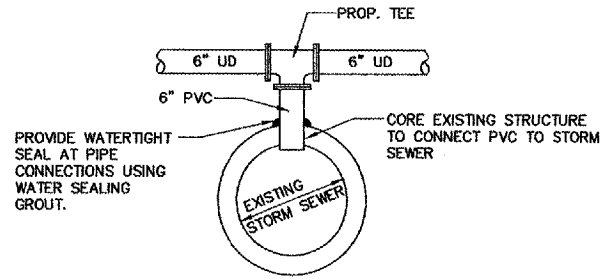
JOB No: 03290-02

ILLINOIS PROJECT: PWK-3471



CONCRETE COLLAR - STORM SEWER
 NOT TO SCALE

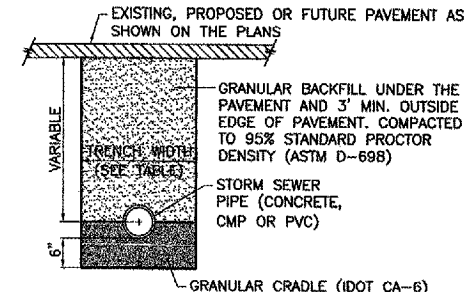
NOTE: COST INCIDENTAL TO INSTALLATION OF PROPOSED PIPE



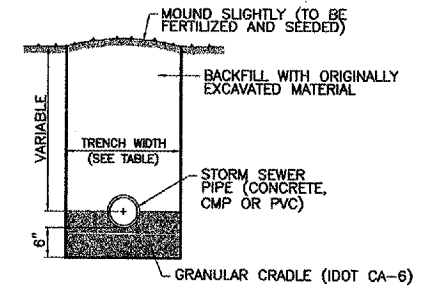
UNDERDRAIN CONNECTION DETAILS
 NOT TO SCALE

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

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



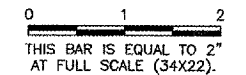
ALL PAVED AREAS



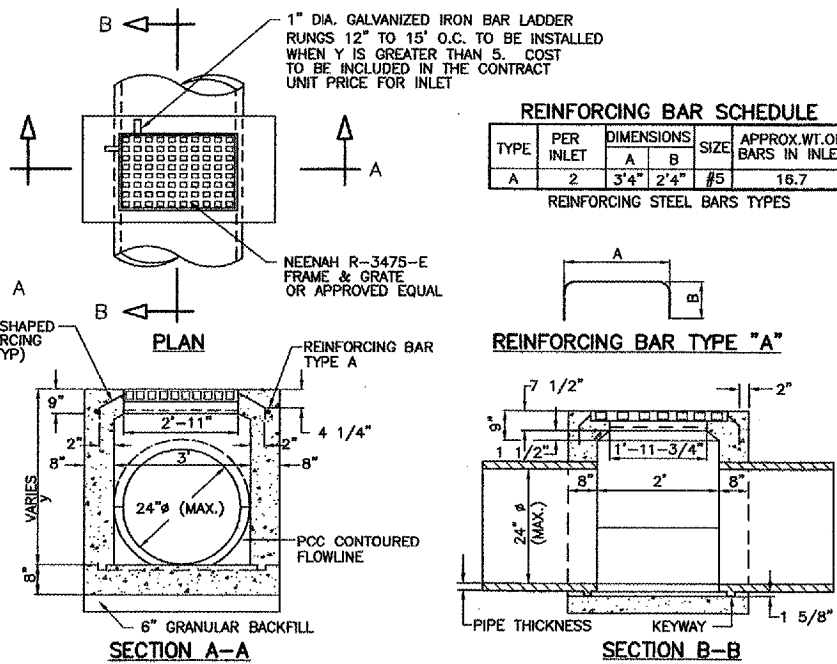
NON-PAVED AREAS

REVISIONS

NUMBER	BY	DATE



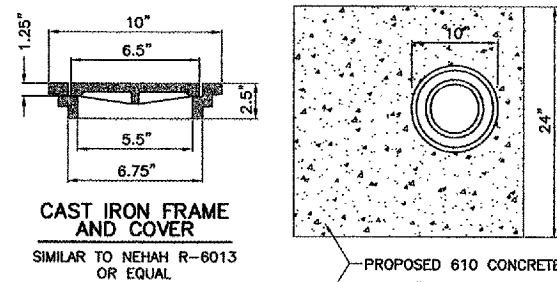
PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 DRAINAGE DETAILS



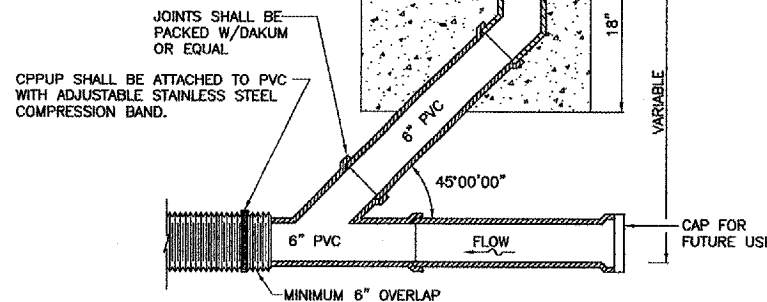
TYPE 1 INLET
 NOT TO SCALE

NOTES

- 1/2" CHAMFER TO BE USED ON ALL EXPOSED CORNERS ON INLETS. BARS TO BE INSTALLED 2" FROM FACE OF WALL.
- INLET TO BE CONSTRUCTED OF STRUCTURAL P.C. CONCRETE. THE CONTRACT UNIT PRICE FOR INLET SHALL INCLUDE THE GRATE AND FRAME AS SPECIFIED.



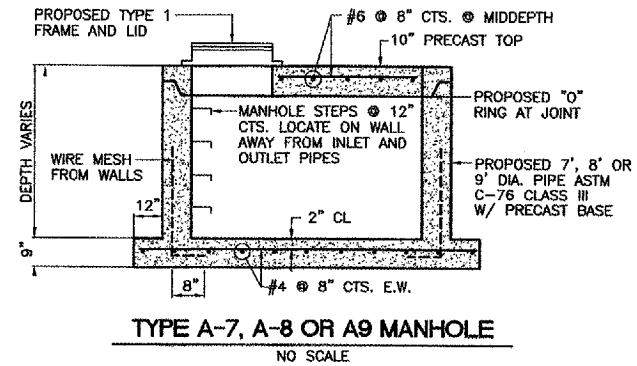
CAST IRON FRAME AND COVER
 SIMILAR TO NEHAH R-6013 OR EQUAL



UNDER DRAIN CLEANOUT
 N.T.S.

NOTE:

- CONTRACTOR SHALL INSTALL UNDER DRAIN CLEANOUT STRUCTURES AT EDGE OF PAVEMENT AS SHOWN ON THE PLANS.



TYPE A-7, A-8 OR A9 MANHOLE
 NO SCALE

STORM SEWER/UNDERDRAIN NOTES

- CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
- INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, COST INCIDENTAL.
- UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
- PRIOR TO ORDERING AND INSTALLING ALL FIELD TILE REPLACEMENT PIPE, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND INVERTS OF EXISTING FIELD TILE CONNECTIONS. ADJUSTMENTS SHALL BE MADE AS NECESSARY AT NO ADDITIONAL COST TO THE CONTRACT.
- CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

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Palwaukee
 Municipal Airport

DESIGN BY: ARM
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

FILE: elec-mark.dwg
 UPDATE BY: johse
 SURVEY BOOK #
 XREF DWG:
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 DATE: Wed 4/20/05 2:29pm

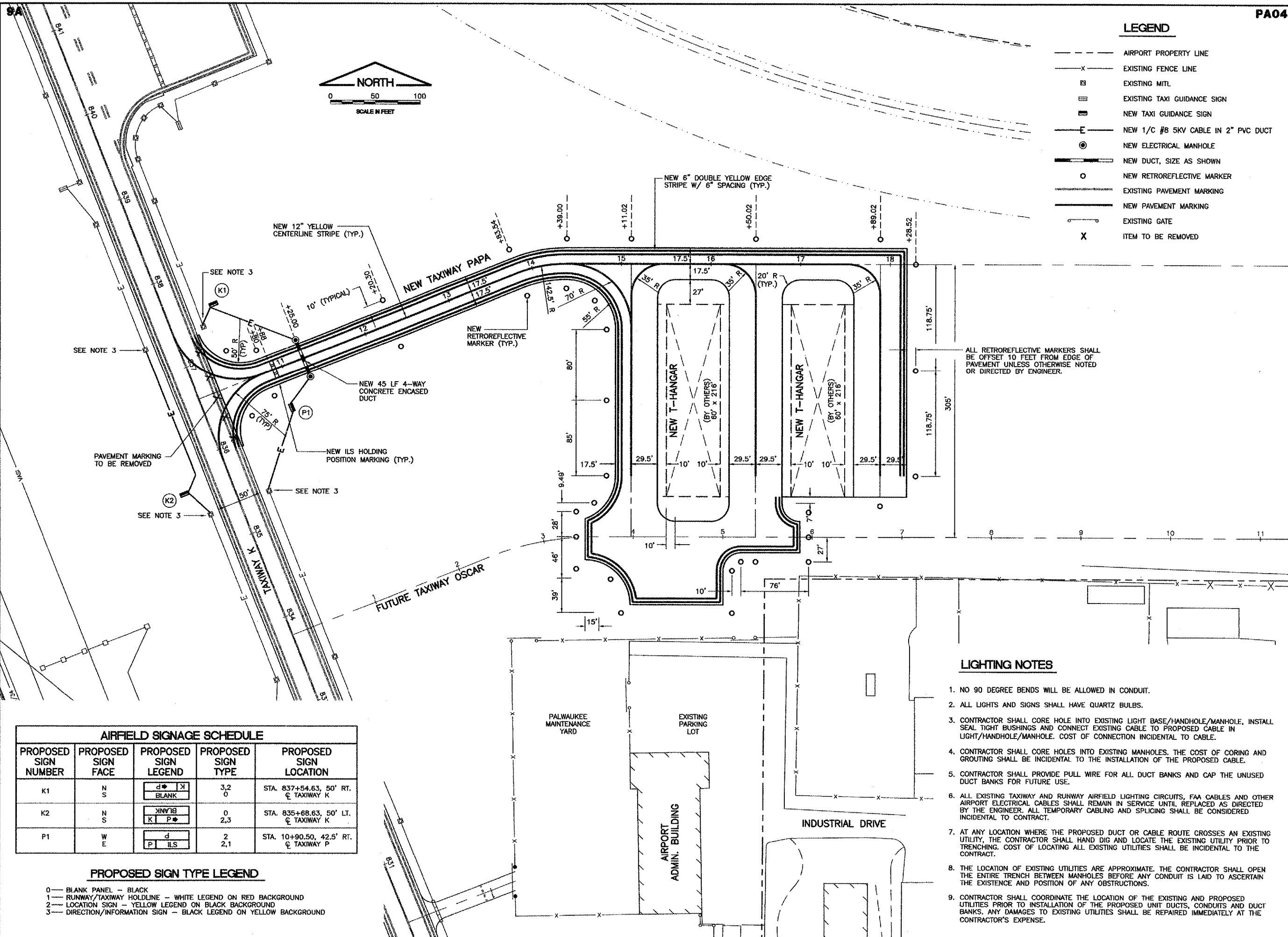
LEGEND

- AIRPORT PROPERTY LINE
- X- EXISTING FENCE LINE
- ▣ EXISTING MITL
- ▤ EXISTING TAXI GUIDANCE SIGN
- ▥ NEW TAXI GUIDANCE SIGN
- E- NEW 1/C #8 5KV CABLE IN 2" PVC DUCT
- ⊙ NEW ELECTRICAL MANHOLE
- ▬ NEW DUCT, SIZE AS SHOWN
- NEW RETROREFLECTIVE MARKER
- EXISTING PAVEMENT MARKING
- NEW PAVEMENT MARKING
- X- EXISTING GATE
- X ITEM TO BE REMOVED

REVISIONS

NUMBER	BY	DATE

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



LIGHTING NOTES

- NO 90 DEGREE BENDS WILL BE ALLOWED IN CONDUIT.
- ALL LIGHTS AND SIGNS SHALL HAVE QUARTZ BULBS.
- CONTRACTOR SHALL CORE HOLE INTO EXISTING LIGHT BASE/HANDHOLE/MANHOLE, INSTALL SEAL TIGHT BUSHINGS AND CONNECT EXISTING CABLE TO PROPOSED CABLE IN LIGHT/HANDHOLE/MANHOLE. COST OF CONNECTION INCIDENTAL TO CABLE.
- CONTRACTOR SHALL CORE HOLES INTO EXISTING MANHOLES. THE COST OF CORING AND GROUTING SHALL BE INCIDENTAL TO THE INSTALLATION OF THE PROPOSED CABLE.
- CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPlicing SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
- AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
- THE LOCATION OF EXISTING UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL OPEN THE ENTIRE TRENCH BETWEEN MANHOLES BEFORE ANY CONDUIT IS LAID TO ASCERTAIN THE EXISTENCE AND POSITION OF ANY OBSTRUCTIONS.
- CONTRACTOR SHALL COORDINATE THE LOCATION OF THE EXISTING AND PROPOSED UTILITIES PRIOR TO INSTALLATION OF THE PROPOSED UNIT DUCTS, CONDUITS AND DUCT BANKS. ANY DAMAGES TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.

AIRFIELD SIGNAGE SCHEDULE

PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION
K1	N S		3,2 0	STA. 837+54.63, 50' RT. @ TAXIWAY K
K2	N S		0 2,3	STA. 835+68.63, 50' LT. @ TAXIWAY K
P1	W E		2 2,1	STA. 10+90.50, 42.5' RT. @ TAXIWAY P

PROPOSED SIGN TYPE LEGEND

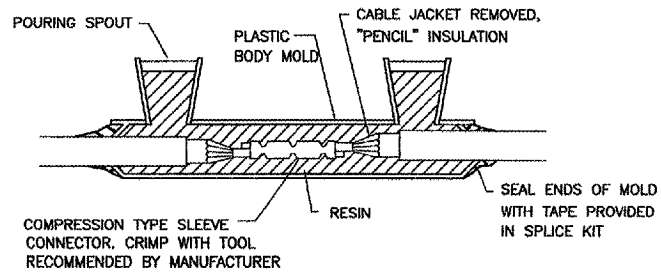
- 0 --- BLANK PANEL - BLACK
- 1 --- RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND ON RED BACKGROUND
- 2 --- LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND
- 3 --- DIRECTION/INFORMATION SIGN - BLACK LEGEND ON YELLOW BACKGROUND

**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 PAVEMENT MARKING AND
 ELECTRICAL PLAN**

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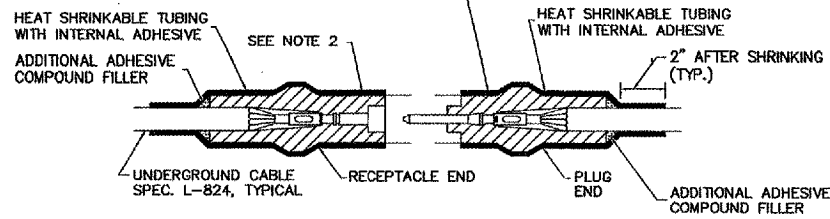
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 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471



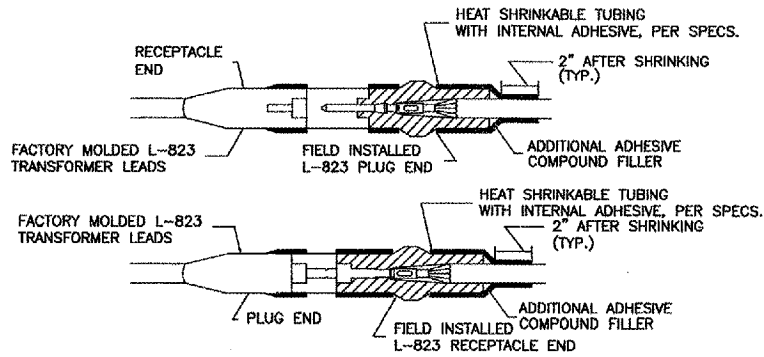
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY
N.T.S.



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT
N.T.S.



TYPE C AND D - CABLE SPLICE

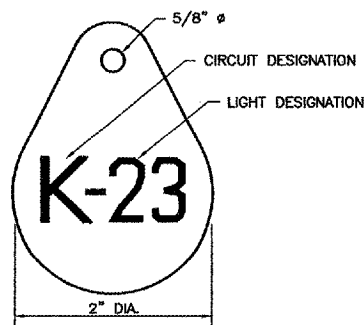
FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS
N.T.S.

NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

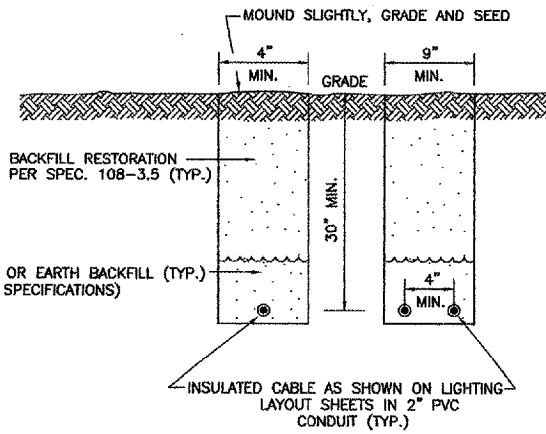
NOTES

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



LIGHT IDENTIFICATION DETAIL

NOT TO SCALE

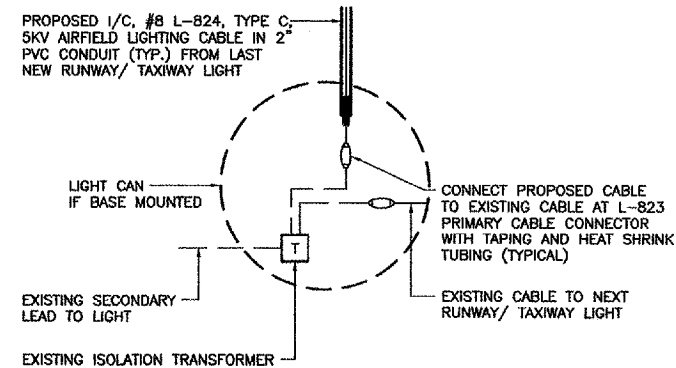


TURF AREA CABLE TRENCH DETAIL

NOT TO SCALE

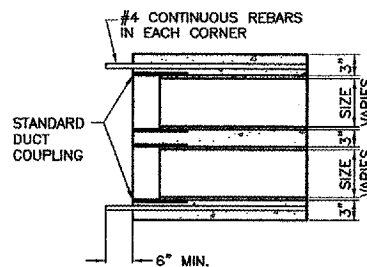
NOTES

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



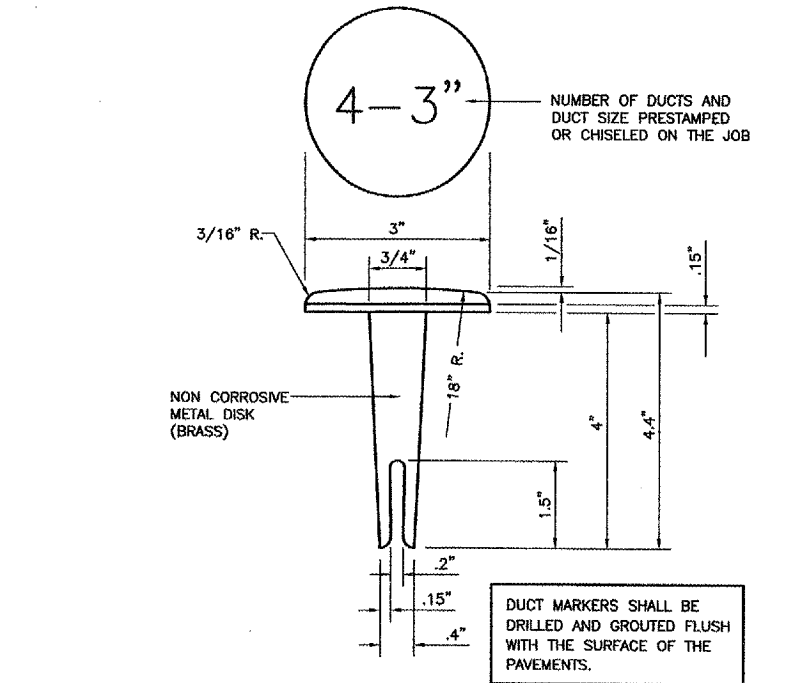
RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE



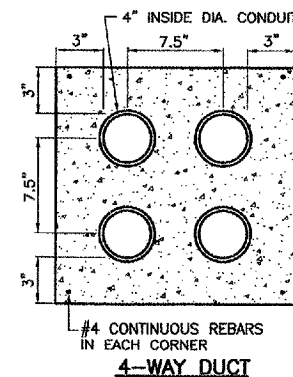
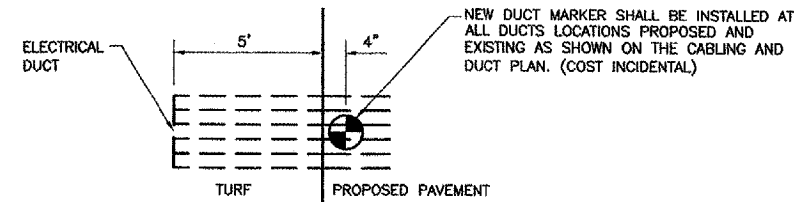
CONCRETE ENCASED DUCT END DETAIL

NO SCALE



DUCT MARKER DETAIL

NOT TO SCALE



CONCRETE ENCASED DUCT BANKS

NOT TO SCALE

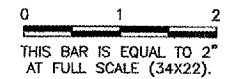
NOTES:

- DIMENSIONS ARE MINIMUM.
- CONCRETE SHALL CONFORM TO ITEM 610.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
- TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 30" BELOW FINISHED GRADE.

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LAYOUT: Layout1
UPDATE BY: johse
SURVEY BOOK #
DATE: Mon 6/27/05 4:47pm
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PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS

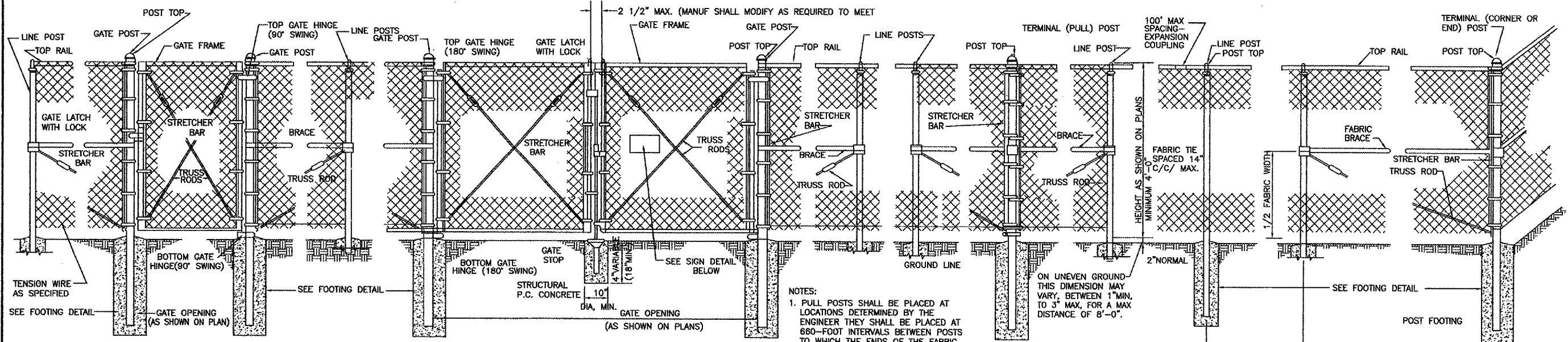
NORTHEAST QUADRANT SITEWORK
ELECTRICAL DETAILS - SHEET 1

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JOB No:	03290-02

ILLINOIS PROJECT: PWK-3471



PEDESTRIAN GATE ARRANGEMENT

VEHICLE GATE ARRANGEMENT

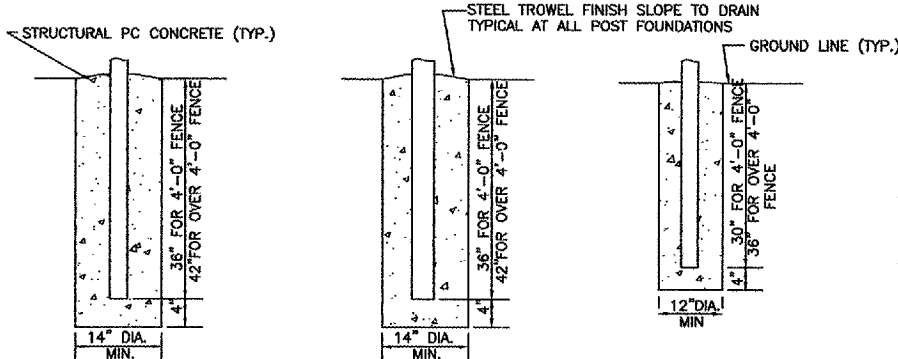
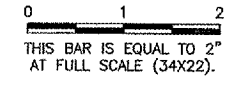
PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

CORNER OF END POST ARRANGEMENT

- NOTES:
- PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER THEY SHALL BE PLACED AT 660-FOOT INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1320' AND GREATER THAN 660'
 - WHERE FENCE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.

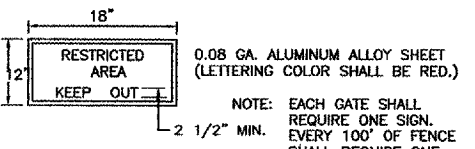
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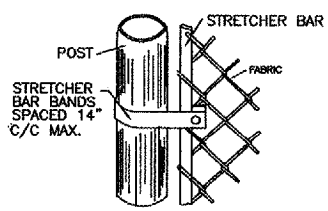
FOOTING FOR TERMINAL POST

FOOTING FOR GATE POST

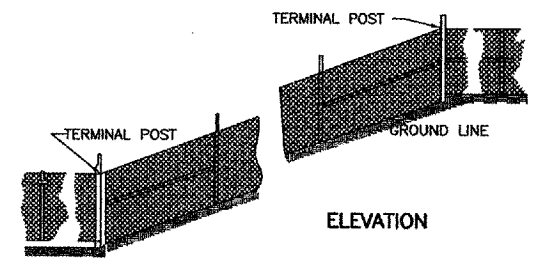
FOOTING FOR LINE POST



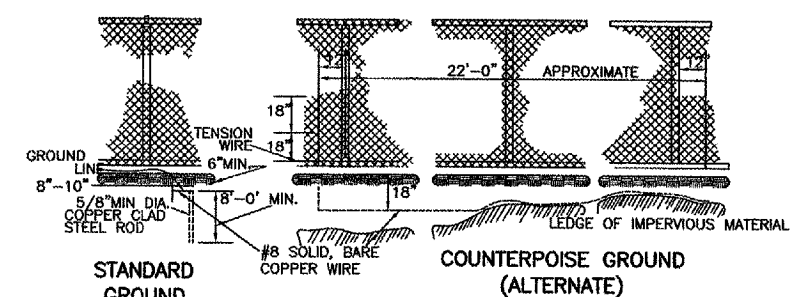
SIGN DETAIL



METHOD OF FASTENING STRETCHER BAR TO POST



FENCE INSTALLATION ON SLOPES

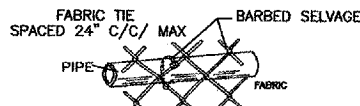


PROTECTIVE ELECTRICAL GROUND

- NOTES:
- CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
 - FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
 - THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
 - THE GROUND WIRE SHALL BE CONNECTED TO FABRIC, TENSION WIRE, AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS.



METHOD OF TYING FABRIC TO TENSION WIRE



METHOD OF TYING FABRIC TO PIPE

PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 FENCING DETAILS

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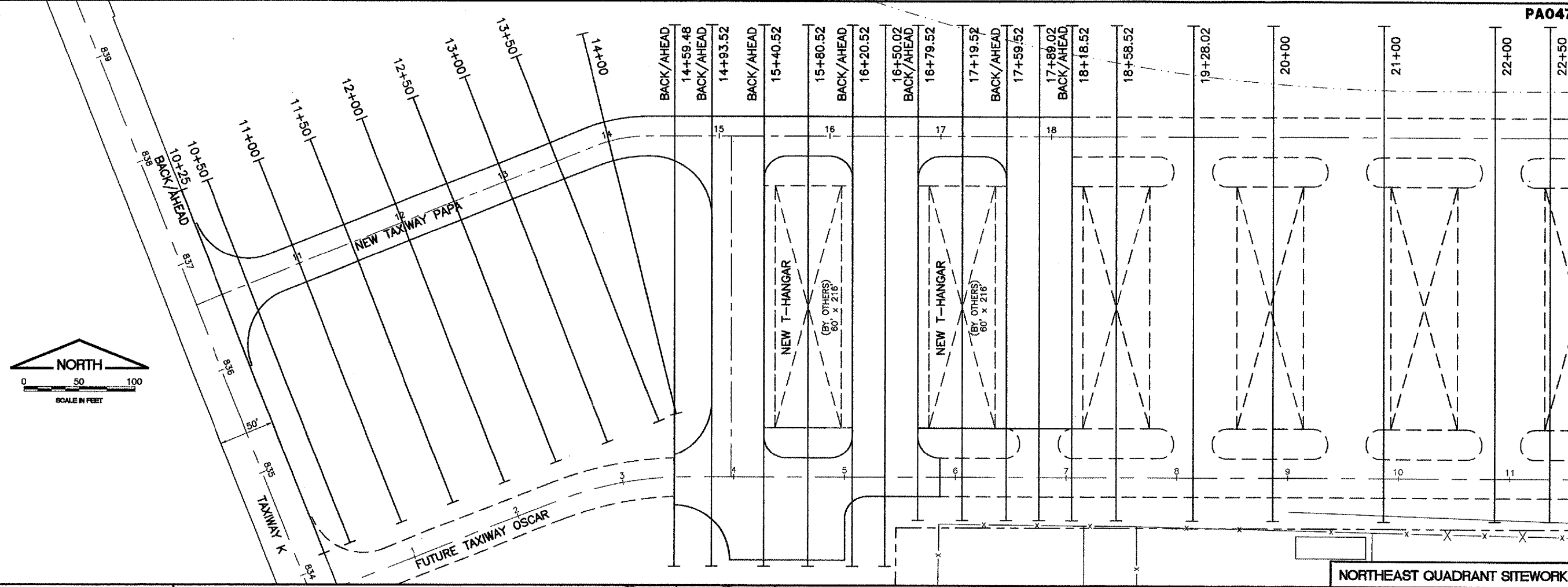
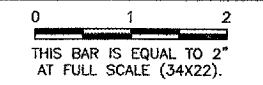
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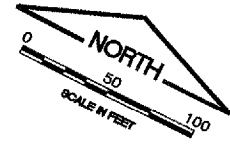
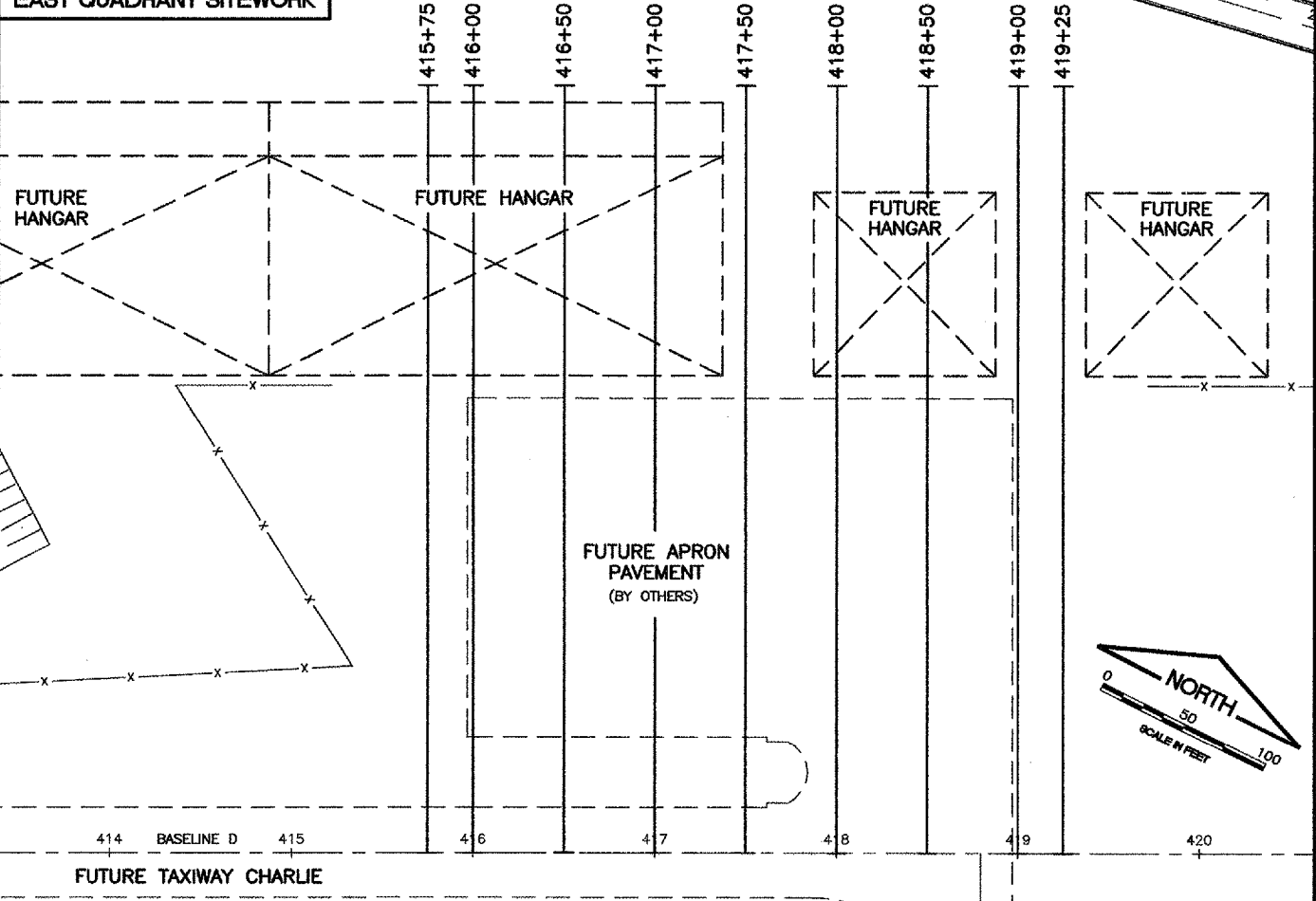


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NORTHEAST QUADRANT SITEMWORK

EAST QUADRANT SITEMWORK



GENERAL EARTHWORK NOTES:

1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
2. AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
3. ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. CONTRACTOR'S HAUL ROADS TO THE SITE SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPERATE PAYMENT SHALL BE MADE.
5. WHEN THE VOLUME OF UNCLASSIFIED EXCAVATION IS NOT SUFFICIENT FOR EMBANKMENT FILL, IT SHALL BE SUPPLIED FROM THE ON-SITE BORROW AREA.
6. UNCLASSIFIED EXCAVATION IS INCIDENTAL TO EMBANKMENT FILL. TOPSOIL STRIPPING IS INCIDENTAL TO TOPSOIL PLACEMENT AND SHOULDER FILL.
7. BORROW AREA SHALL HAVE 4" MINIMUM OF TOPSOIL PLACED AND SEEDED AND MULCHED. SEEDING AND MULCHING SHALL BE PAID UNDER ITEMS 901 AND 908, RESPECTIVELY. CONTRACTOR'S HAUL ROADS TO THE BORROW SITE SHALL HAVE 4" MINIMUM OF TOPSOIL PLACED AND SEEDED AND MULCHED (COST INCIDENTAL).

EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
NE QUADRANT T-HANGAR SITEMWORK	5,569	2,916	2,459	31,683	9,442
EAST QUADRANT APRON SITEMWORK	2,143	1,397	0	0	15,055
TOTALS	7,712	4,313	2,459	31,683	24,497

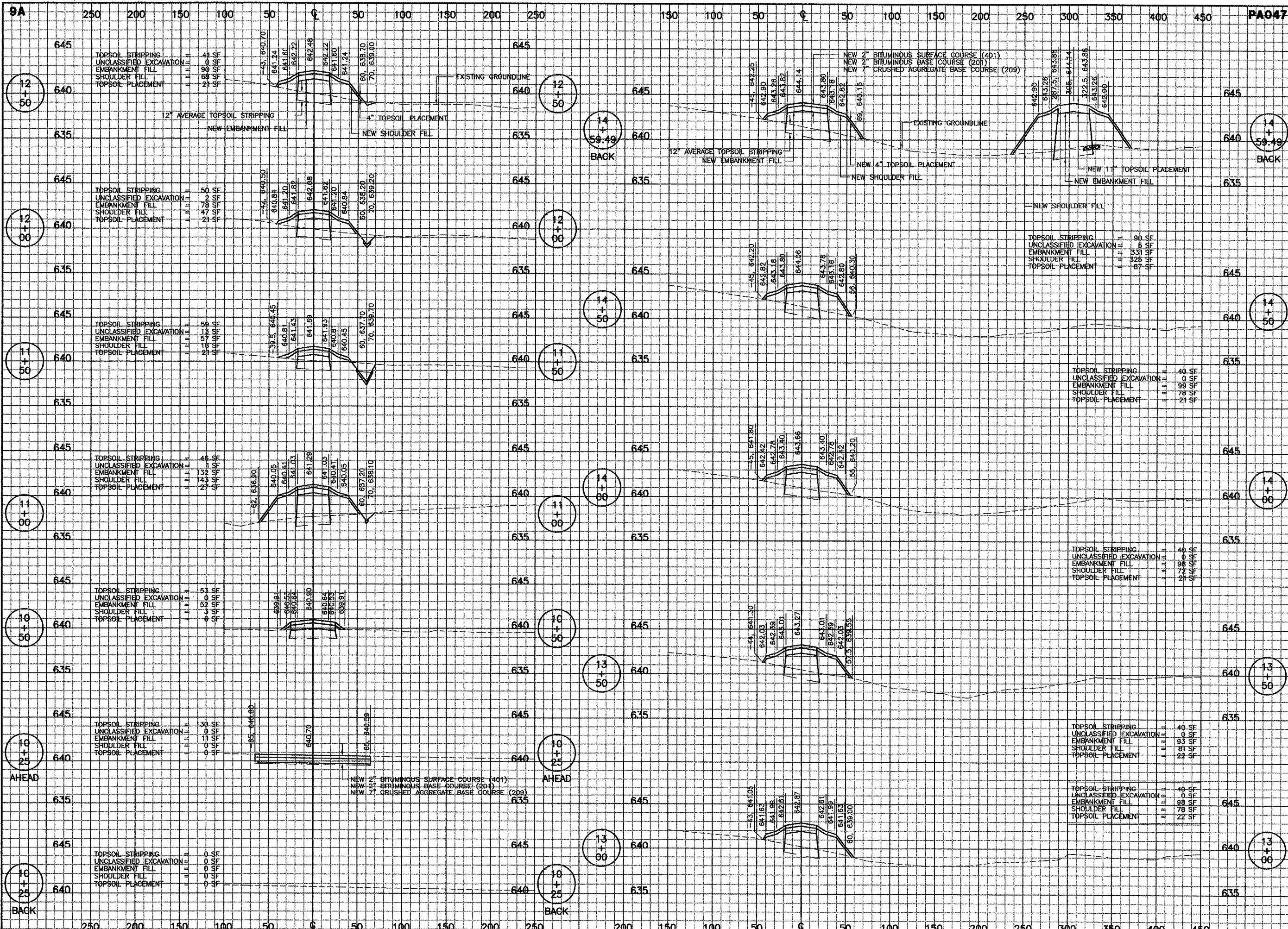
PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEMWORK
INDEX TO CROSS SECTIONS / EARTHWORK SUMMARY

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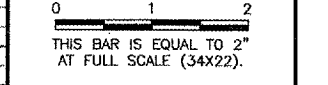
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 APPROVED BY:
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ILLINOIS PROJECT: PWK-3471



PATH: K:\PalwaukeeAp\0329002\draw19
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 SURVEY BOOK #
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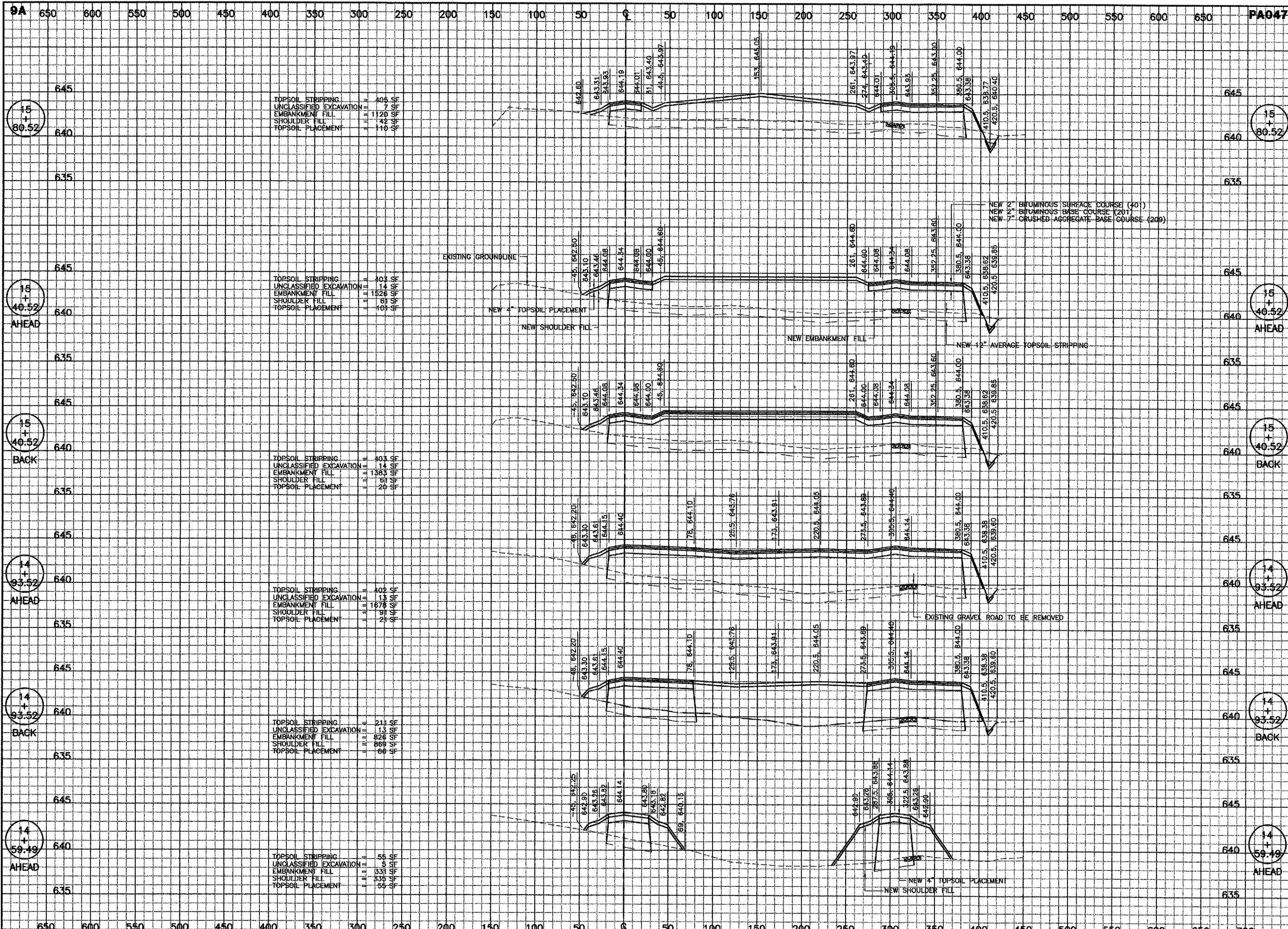
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PALWUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEWORK
CROSS SECTIONS
STA. 10+25 TO STA. 14+59.49

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APPROVED BY:	
DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT: PWK-3471	



Station 15+80.52

TOPSOIL STRIPPING	405 SF
UNCLASSIFIED EXCAVATION	7 SF
EMBANKMENT FILL	1120 SF
SHOULDER FILL	42 SF
TOPSOIL PLACEMENT	110 SF

Station 15+40.52

TOPSOIL STRIPPING	403 SF
UNCLASSIFIED EXCAVATION	14 SF
EMBANKMENT FILL	1526 SF
SHOULDER FILL	61 SF
TOPSOIL PLACEMENT	101 SF

Station 15+40.52

TOPSOIL STRIPPING	403 SF
UNCLASSIFIED EXCAVATION	14 SF
EMBANKMENT FILL	1383 SF
SHOULDER FILL	61 SF
TOPSOIL PLACEMENT	20 SF

Station 14+93.52

TOPSOIL STRIPPING	402 SF
UNCLASSIFIED EXCAVATION	13 SF
EMBANKMENT FILL	1678 SF
SHOULDER FILL	91 SF
TOPSOIL PLACEMENT	21 SF

Station 14+93.52

TOPSOIL STRIPPING	211 SF
UNCLASSIFIED EXCAVATION	13 SF
EMBANKMENT FILL	826 SF
SHOULDER FILL	869 SF
TOPSOIL PLACEMENT	66 SF

Station 14+59.49

TOPSOIL STRIPPING	55 SF
UNCLASSIFIED EXCAVATION	5 SF
EMBANKMENT FILL	335 SF
SHOULDER FILL	235 SF
TOPSOIL PLACEMENT	56 SF

9A 650 600 550 500 450 400 350 300 250 200 150 100 50 0 50 100 150 200 250 300 350 400 450 500 550 600 650 PA047

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 UPDATE BY: johse
 SURVEY BOOK #
 XREF DWG:
 XREF DWG:
 DATE: Sun 6/26/05 7:52am

REVISIONS

NUMBER	BY	DATE

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

PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS

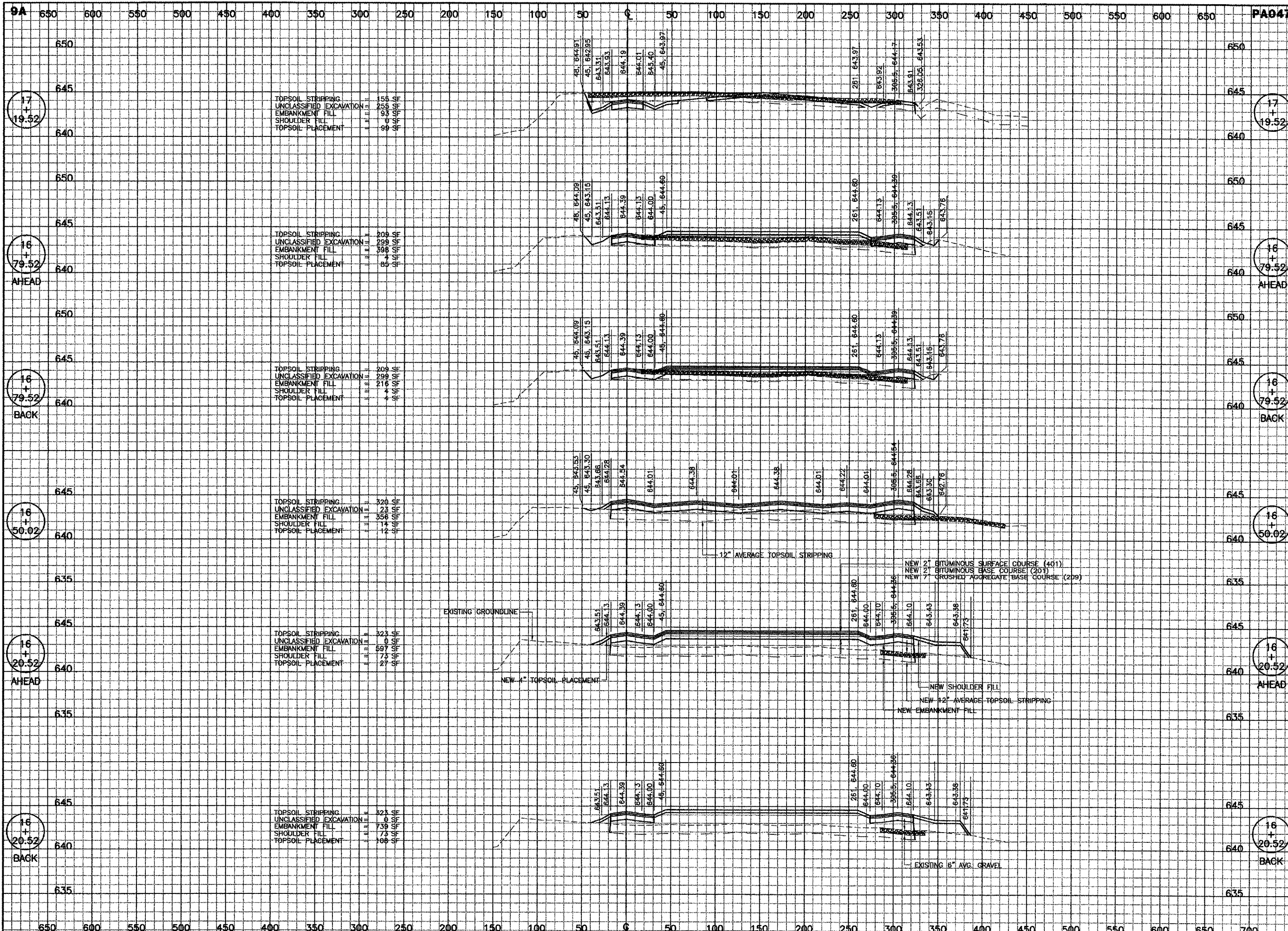
NORTHEAST QUADRANT SITEWORK
 CROSS SECTIONS

STA. 14+59.49 TO STA. 15+80.52

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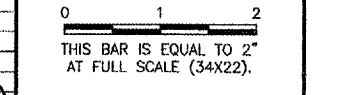
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JOB No:	03290-02
ILLINOIS PROJECT:	PWK-3471



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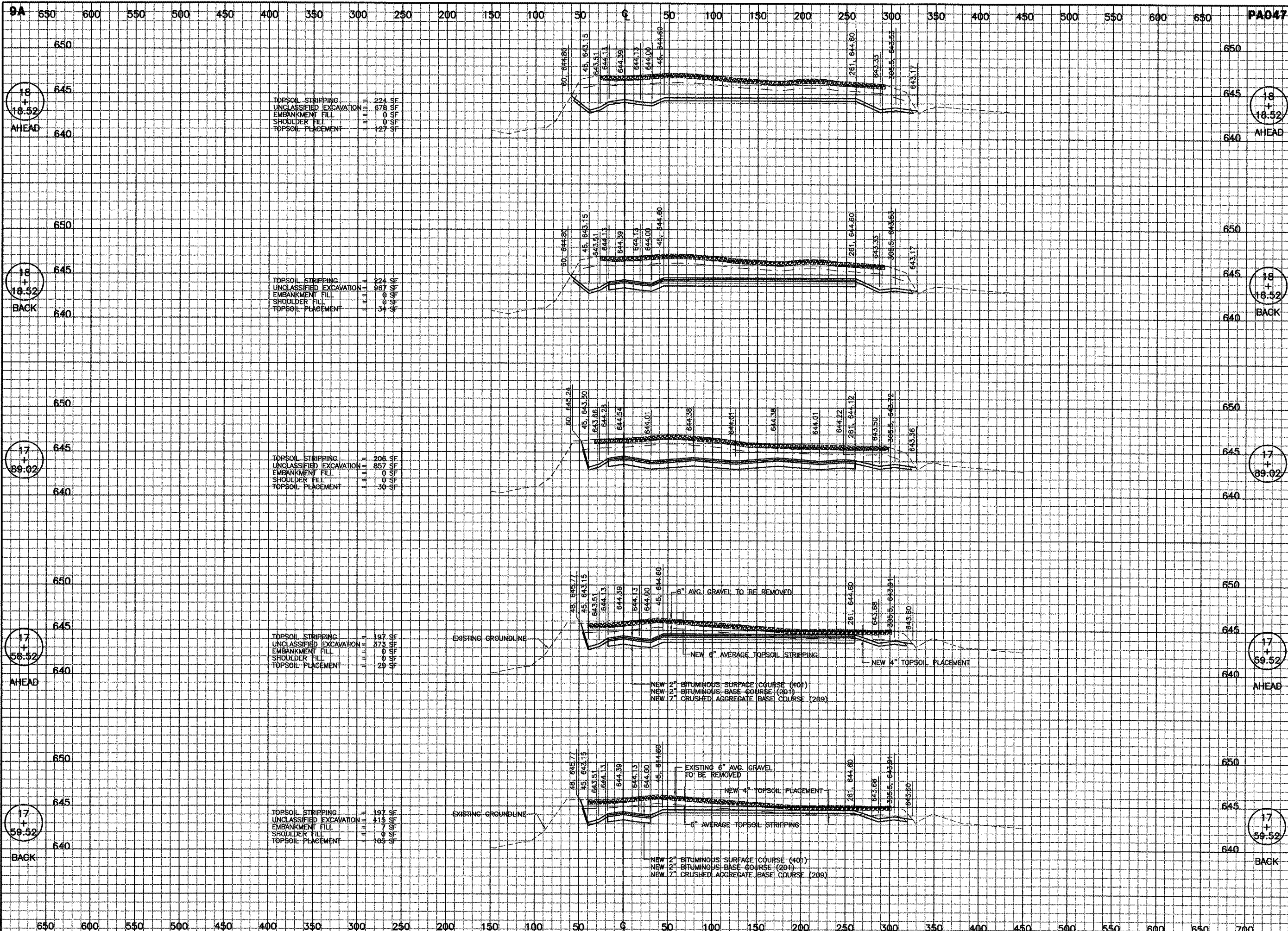
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NUMBER	BY	DATE



PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS
NORTHEAST QUADRANT SITEWORK
CROSS SECTIONS
STA. 16+20.52 TO STA. 17+19.52

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ILLINOIS PROJECT: PWK-3471	



TOPSOIL STRIPPING 224 SF
 UNCLASSIFIED EXCAVATION 678 SF
 EMBANKMENT FILL 0 SF
 SHOULDER FILL 0 SF
 TOPSOIL PLACEMENT 127 SF

TOPSOIL STRIPPING 224 SF
 UNCLASSIFIED EXCAVATION 967 SF
 EMBANKMENT FILL 0 SF
 SHOULDER FILL 0 SF
 TOPSOIL PLACEMENT 34 SF

TOPSOIL STRIPPING 206 SF
 UNCLASSIFIED EXCAVATION 857 SF
 EMBANKMENT FILL 0 SF
 SHOULDER FILL 0 SF
 TOPSOIL PLACEMENT 30 SF

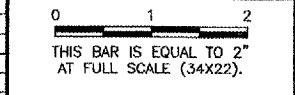
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 UNCLASSIFIED EXCAVATION 373 SF
 EMBANKMENT FILL 0 SF
 SHOULDER FILL 0 SF
 TOPSOIL PLACEMENT 29 SF

TOPSOIL STRIPPING 197 SF
 UNCLASSIFIED EXCAVATION 415 SF
 EMBANKMENT FILL 7 SF
 SHOULDER FILL 0 SF
 TOPSOIL PLACEMENT 105 SF

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 XREF DATE: Mon 6/27/05 8:39am

REVISIONS

NUMBER	BY	DATE



**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS**

**NORTHEAST QUADRANT SITEWORK
 CROSS SECTIONS**

STA. 17+59.52 TO STA. 18+18.52

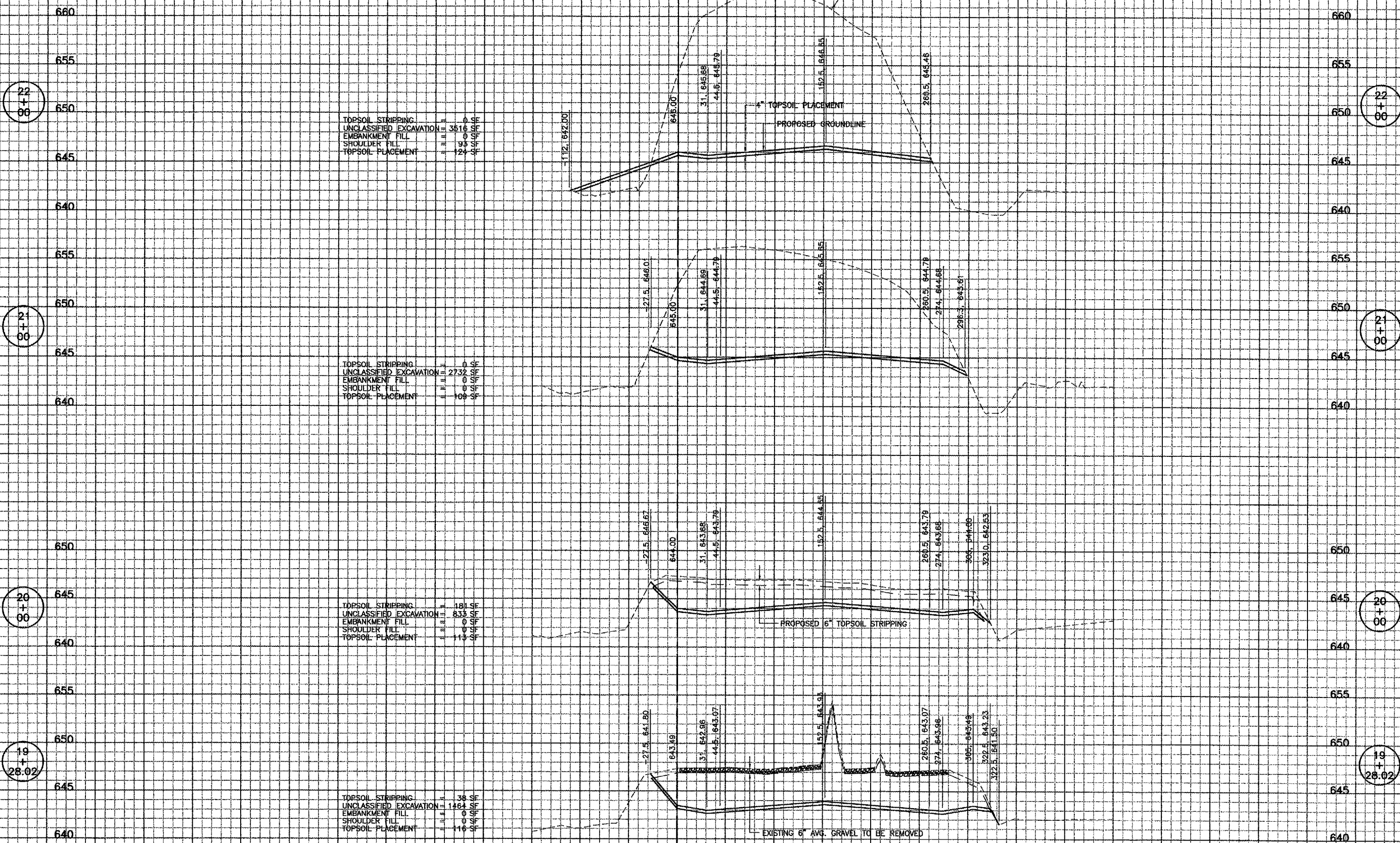
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 CHECKED BY:
 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

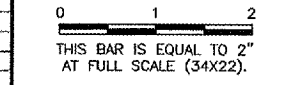
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REVISIONS

NUMBER	BY	DATE



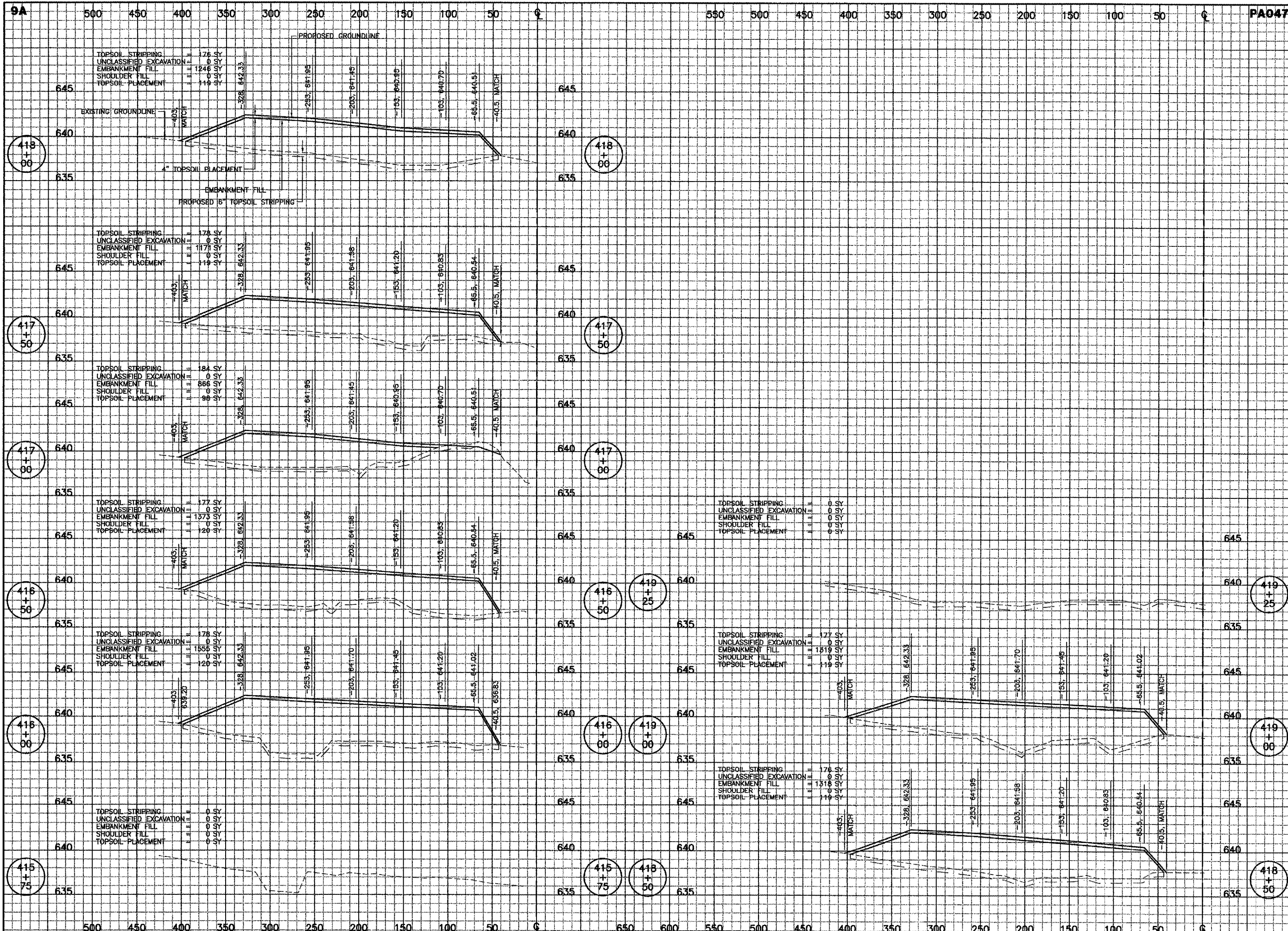
PALWAUKEE MUNICIPAL AIRPORT
WHEELING / PROSPECT HEIGHTS ILLINOIS

NORTHEAST QUADRANT SITEWORK
CROSS SECTIONS
STA. 19+28.02 TO STA. 22+00

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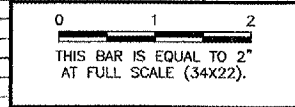
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 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471



PA047
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REVISIONS		
NUMBER	BY	DATE



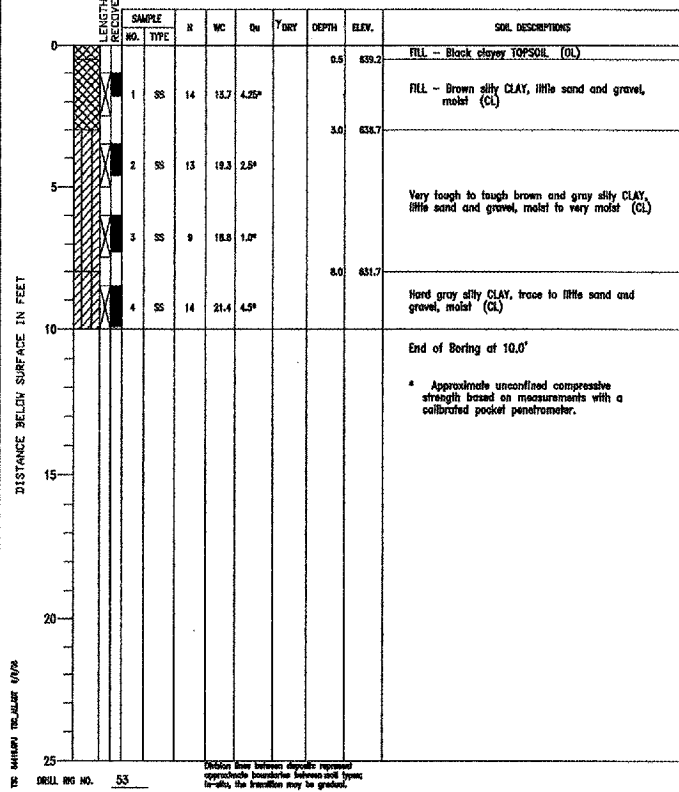
**PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHEAST QUADRANT SITEWORK
 CROSS SECTIONS
 STA. 415+75 TO STA. 418+00**

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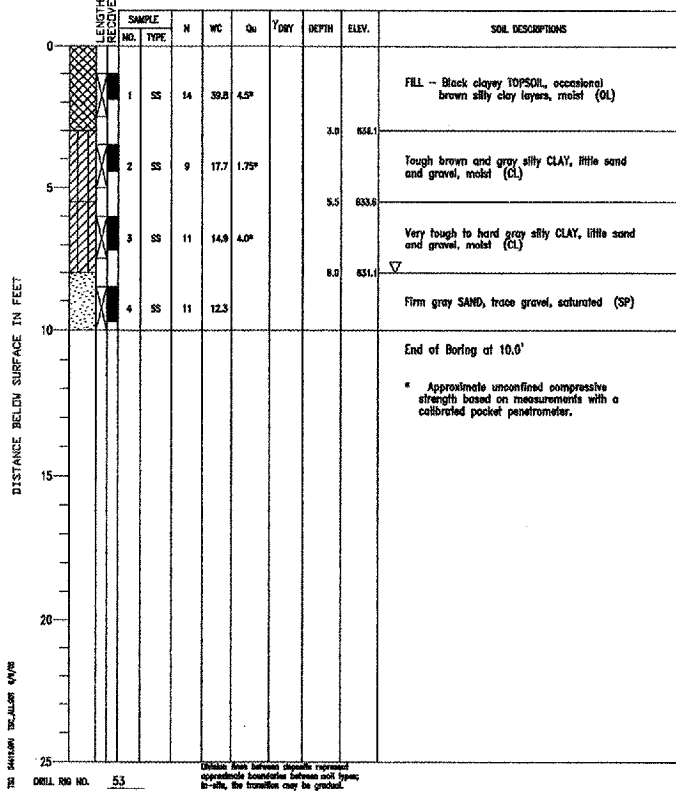
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APPROVED BY:	
DATE:	06/28/05
JOB No:	03290-02
ILLINOIS PROJECT: PWK-3471	

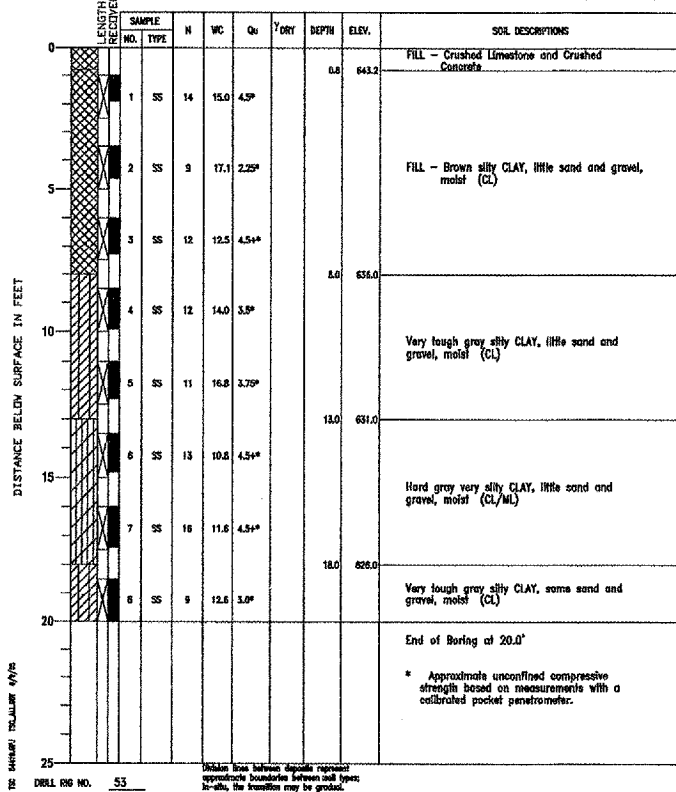
PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 12 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 639.7 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 629.7 WHILE DRILLING AT END OF BORING Dry
 NE Quadrant



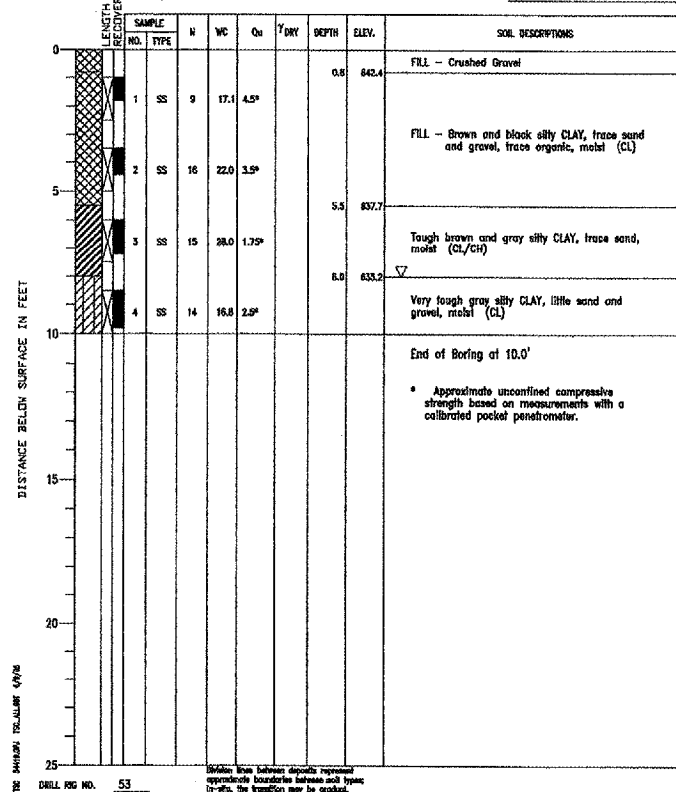
PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 13 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 639.1 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 629.1 WHILE DRILLING AT END OF BORING 8.0'
 NE Quadrant



PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 14 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 644.0 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 624.0 WHILE DRILLING AT END OF BORING Dry
 NE Quadrant



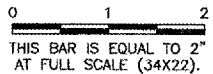
PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 15 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 643.2 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 633.2 WHILE DRILLING AT END OF BORING 8.0'
 NE Quadrant



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REVISIONS

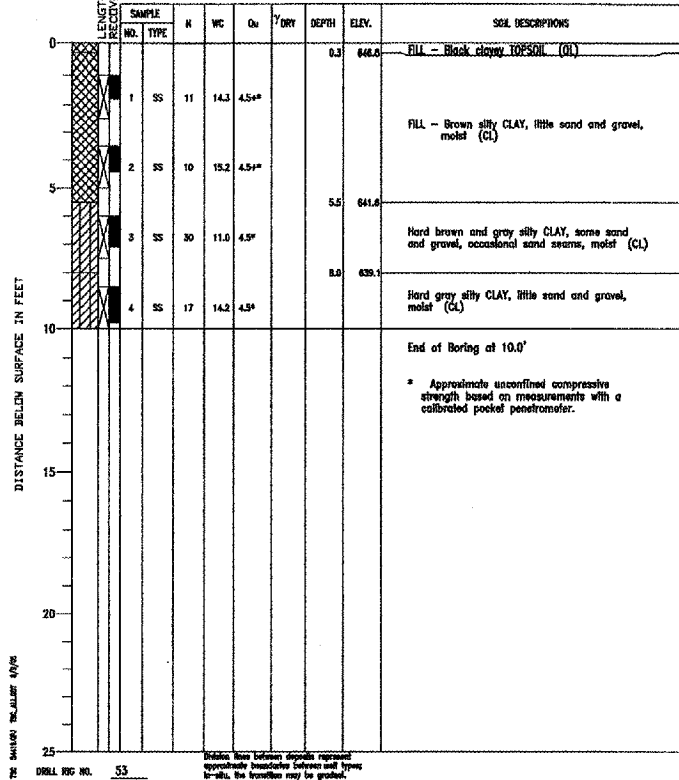
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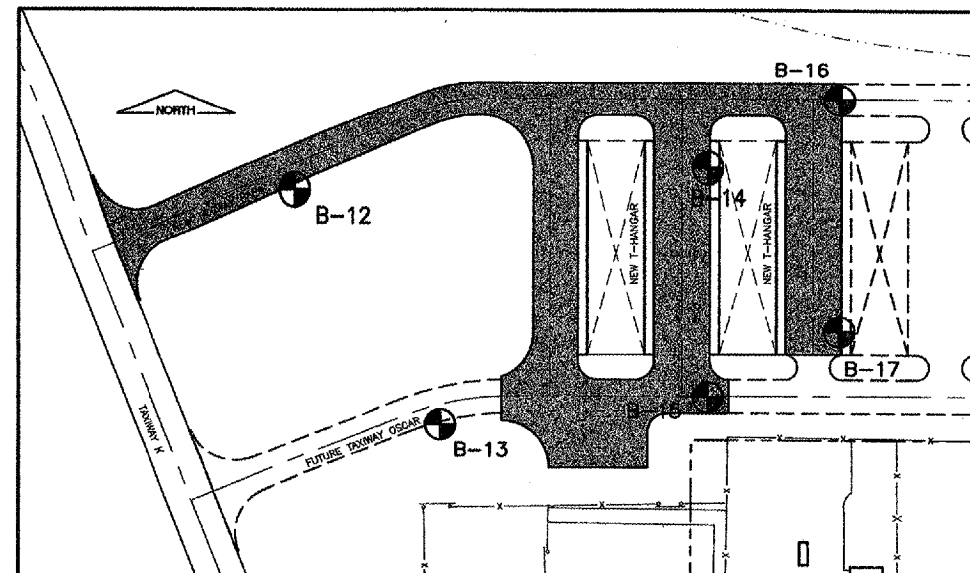
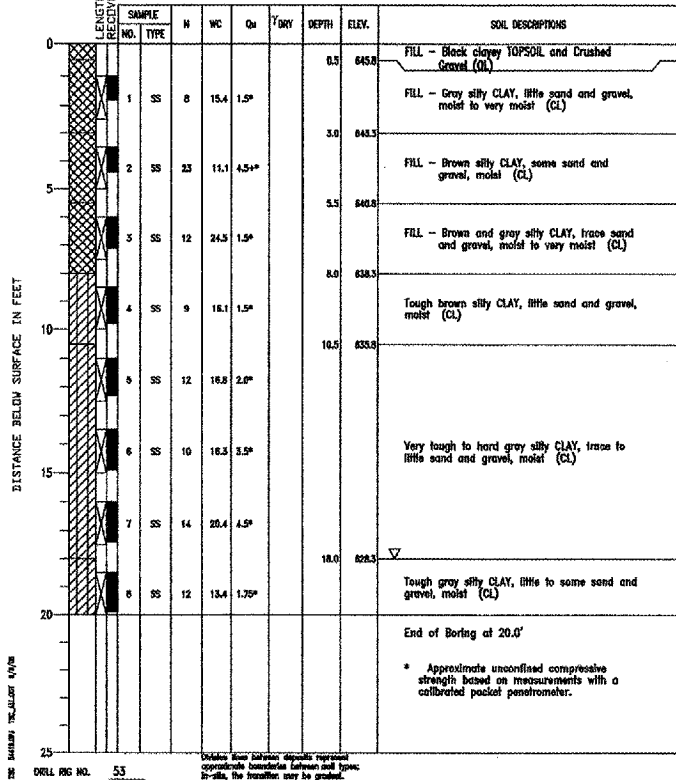
PALWAUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS

NORTHEAST QUADRANT SITEWORK
 ENGINEERING INFORMATION
 NORTHEAST QUADRANT

PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 16 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 647.1 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 637.1 WHILE DRILLING AT END OF BORING Dry
 NE Quadrant



PROJECT Palwaukee Municipal Airport, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Aurora, Illinois
 BORING 17 DATE STARTED 2-6-02 DATE COMPLETED 2-6-02 JOB L-54,419
 ELEVATIONS GROUND SURFACE 646.3 WATER LEVEL OBSERVATIONS 18.0'
 END OF BORING 626.3 WHILE DRILLING AT END OF BORING 18.0'
 NE Quadrant



KEY MAP

BORING TABLE

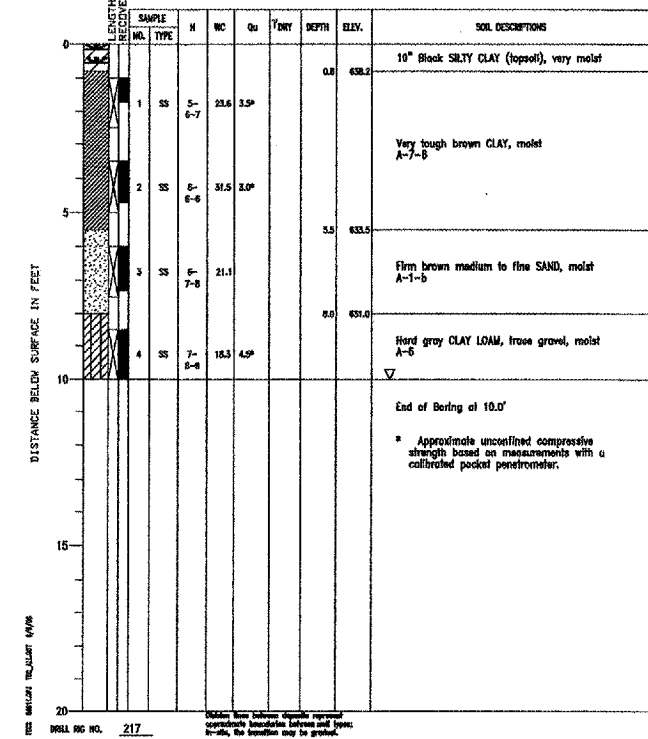
NUMBER	NORTHING	EASTING	DEPTH	TAXIWAY PAPA STA.	TAXIWAY PAPA OFFSET
B-12	1987402.4131	616461.1188	10'	12+20.31	2' RT.
B-13	1987154.6007	616614.4803	10'	12+72.67	285' RT.
B-14	1987419.5399	616897.0876	20'	16+73.51	72' RT.
B-15	1987184.0399	616897.0581	10'	16+73.51	307.5' RT.
B-16	1987489.0225	617036.0963	10'	18+12.51	2.5' RT.
B-17	1987253.5225	617036.0668	20'	18+12.51	238' RT.

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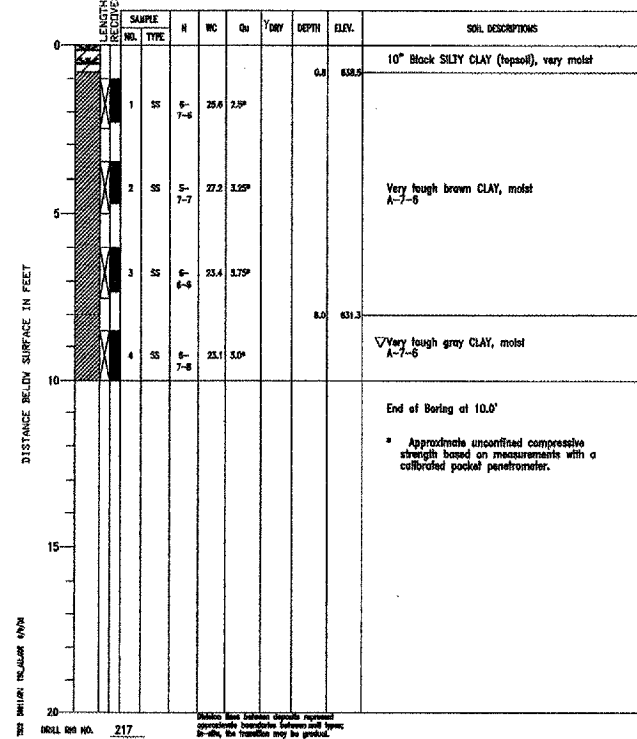


DESIGN BY: MLK
 DRAWN BY: JRO
 CHECKED BY:
 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

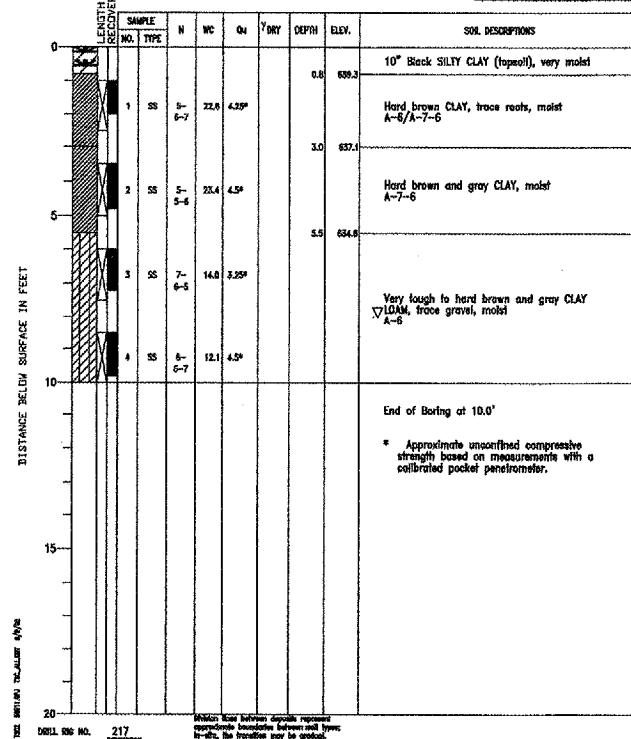
PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 1 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 639.0 WATER LEVEL OBSERVATIONS 10.0'
 END OF BORING 629.0 AT END OF BORING 10.0'
 WHILE DRILLING AT END OF BORING 24 HOURS



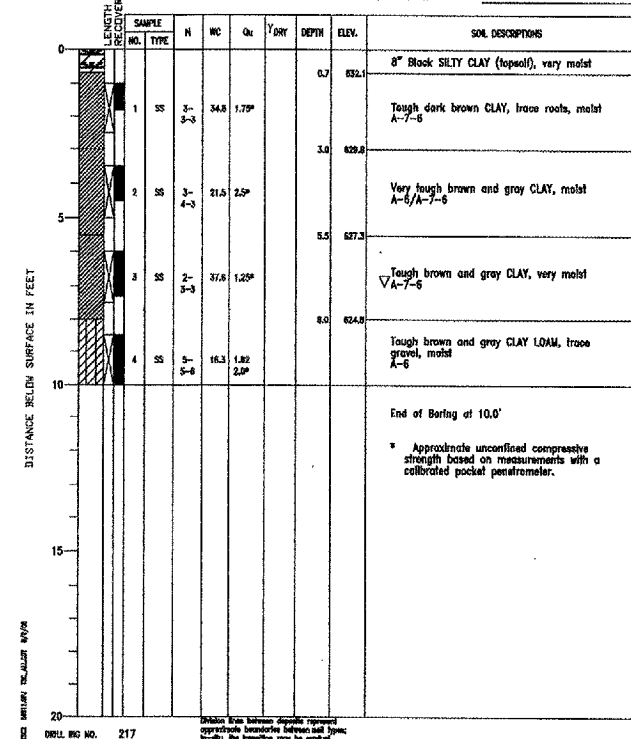
PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 2 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 639.3 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 629.3 AT END OF BORING 10.0'
 WHILE DRILLING AT END OF BORING 24 HOURS



PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 3 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 640.1 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 630.1 AT END OF BORING 10.0'
 WHILE DRILLING AT END OF BORING 24 HOURS

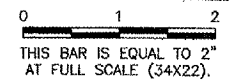


PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 4 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 632.8 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 622.8 AT END OF BORING 10.0'
 WHILE DRILLING AT END OF BORING 24 HOURS



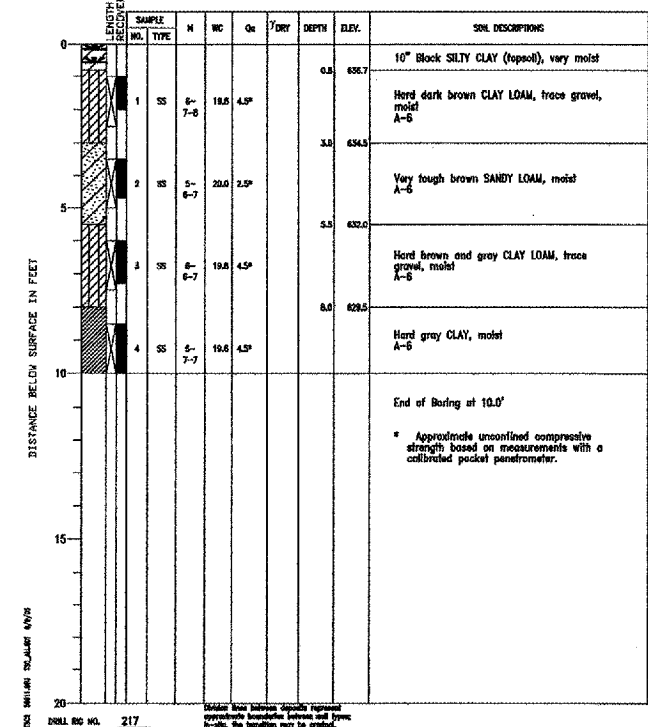
REVISIONS

NUMBER	BY	DATE

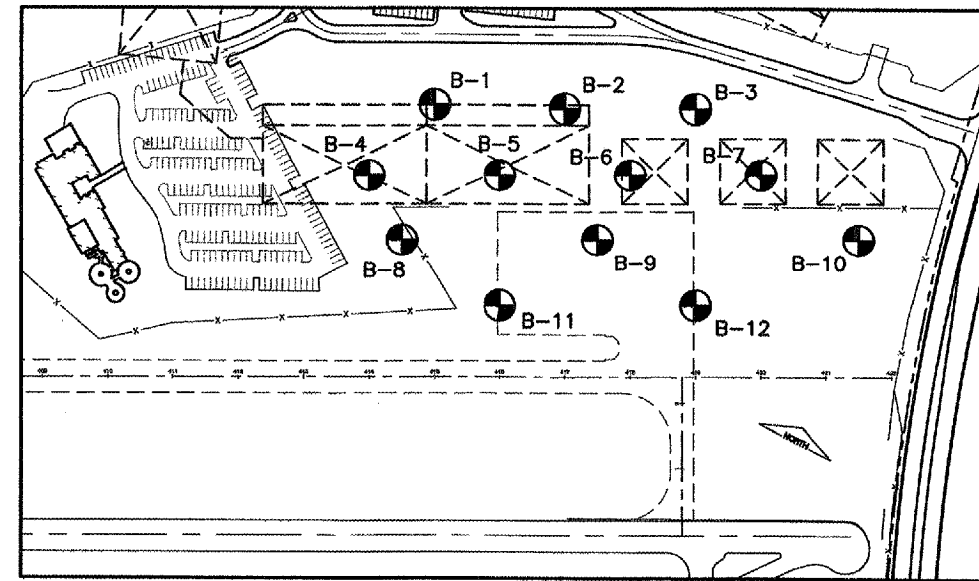
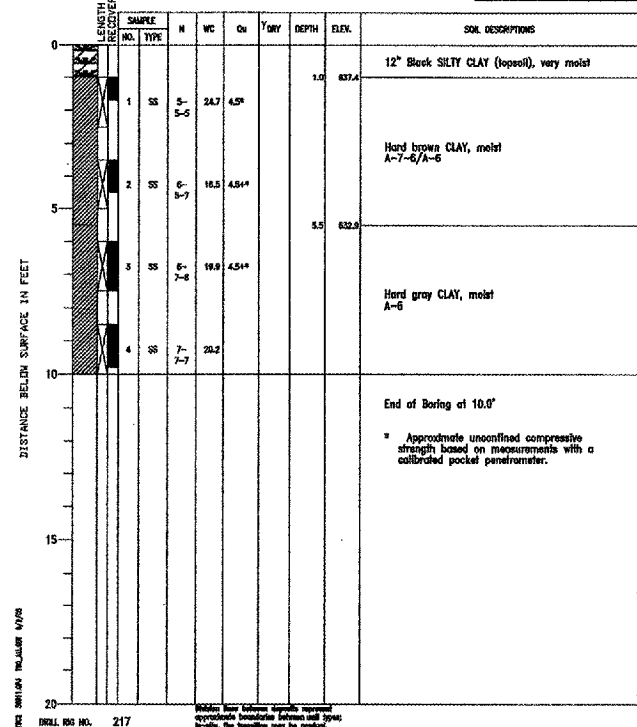


PALWAKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTH EAST QUADRANT SITEWORK
 ENGINEERING INFORMATION
 EAST QUADRANT SHEET 1

PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 5 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 637.5 WATER LEVEL OBSERVATIONS DRY
 END OF BORING 627.5 AT END OF BORING DRY
 WHILE DRILLING AT END OF BORING 24 HOURS



PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 6 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 638.4 WATER LEVEL OBSERVATIONS DRY
 END OF BORING 628.4 AT END OF BORING DRY
 WHILE DRILLING AT END OF BORING 24 HOURS



KEY MAP

GEOTECHNICAL LAYOUT TABLE

BORING	RWY 6/24 STA	OFFSET	RWY 6/24	DEPTH	NORTHING	EASTING
B1	215+00	650'	10'	1985047.40	618271.35	
B2	217+00	650'	10'	1985138.09	618449.61	
B3	219+00	650'	10'	1985228.79	618627.86	
B4	214+00	550'	10'	1984912.93	618227.57	
B5	216+00	550'	10'	1985003.62	618405.83	
B6	218+00	550'	10'	1985094.32	618584.08	
B7	220+00	550'	10'	1985185.01	618762.33	
B8	214+50	450'	10'	1984846.47	618317.48	
B9	217+50	450'	10'	1984982.51	618584.86	
B10	221+00	450'	10'	1985163.90	618941.37	
B11	216+00	350'	10'	1984825.36	618496.52	
B12	219+00	350'	10'	1984961.41	618763.90	

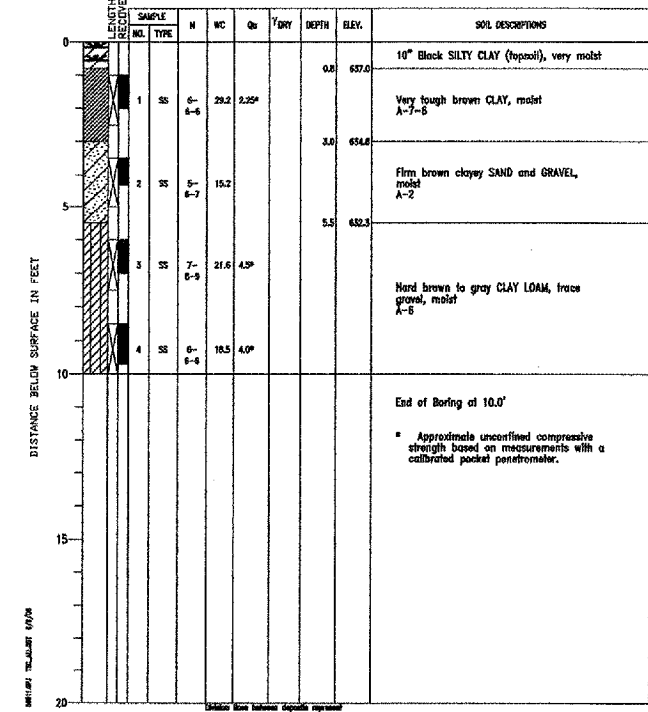
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 CHECKED BY:
 APPROVED BY:
 DATE: 06/28/05
 JOB No: 03290-02
 ILLINOIS PROJECT: PWK-3471

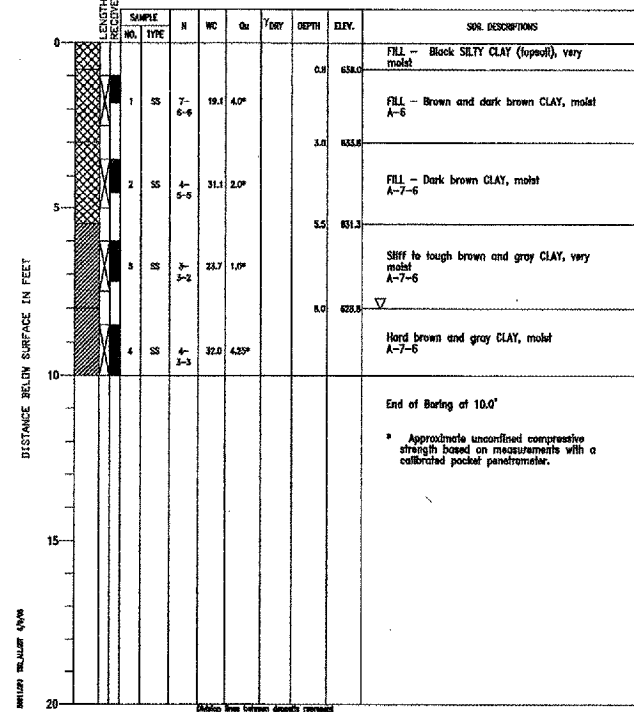
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PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 7 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 637.8 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 627.8 AT END OF BORING Dry
 24 HOURS



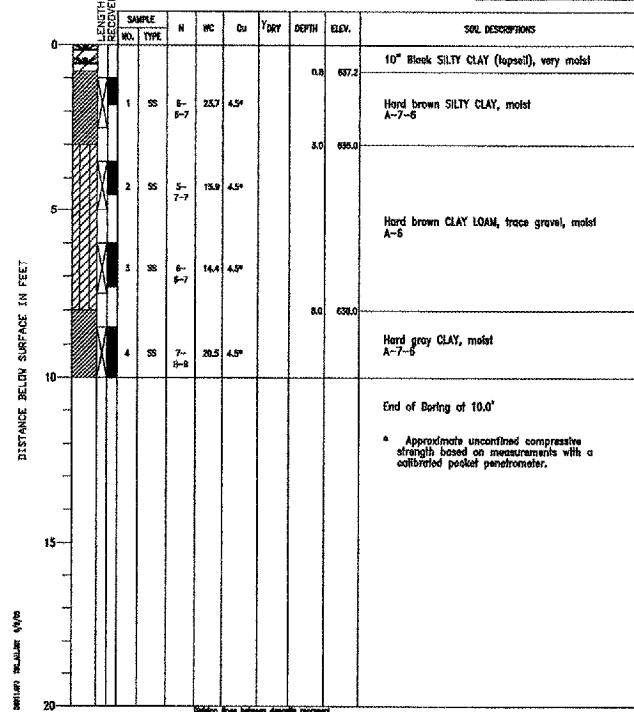
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PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 8 DATE STARTED 1-24-03 DATE COMPLETED 1-24-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 636.8 WATER LEVEL OBSERVATIONS 8.0'
 END OF BORING 626.8 AT END OF BORING 8.0'
 24 HOURS



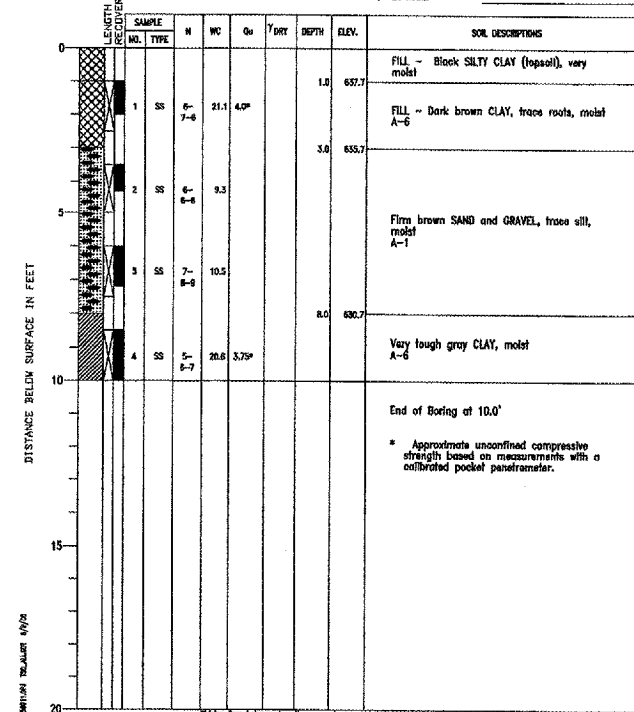
DRILL LOG NO. 217

PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 9 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 636.0 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 626.0 AT END OF BORING Dry
 24 HOURS



DRILL LOG NO. 217

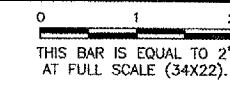
PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 10 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 638.7 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 628.7 AT END OF BORING Dry
 24 HOURS



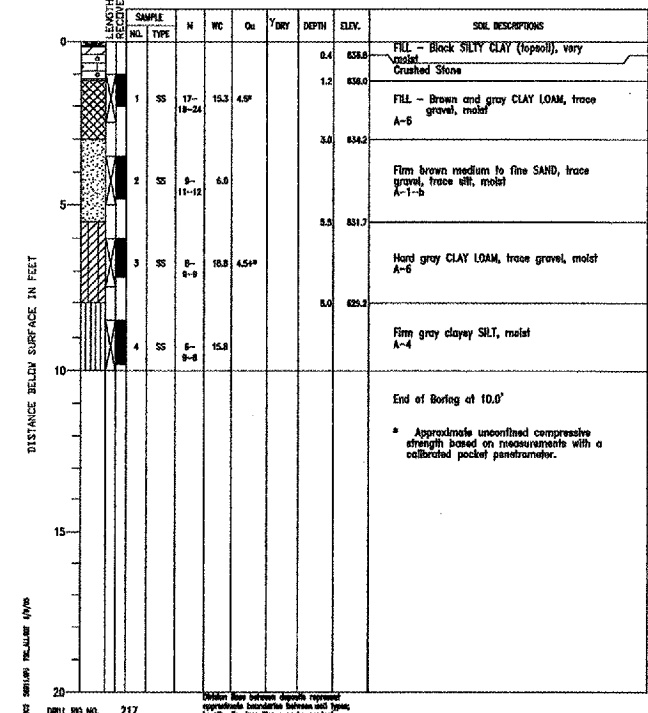
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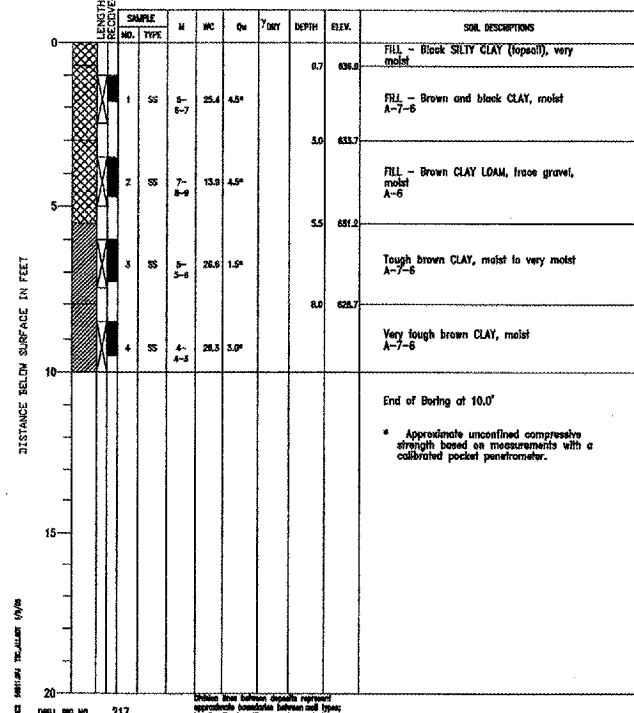


PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 11 DATE STARTED 1-24-03 DATE COMPLETED 1-24-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 637.2 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 627.2 AT END OF BORING Dry
 24 HOURS



DRILL LOG NO. 217

PROJECT Palwaukee Municipal Airport Perimeter Roads, Wheeling, Illinois
 CLIENT Crawford, Murphy & Tilly, Inc., Aurora, Illinois
 BORING 12 DATE STARTED 1-23-03 DATE COMPLETED 1-23-03 JOB L-56,911
 ELEVATIONS GROUND SURFACE 636.7 WATER LEVEL OBSERVATIONS Dry
 END OF BORING 626.7 AT END OF BORING Dry
 24 HOURS



DRILL LOG NO. 217

PALWUKEE MUNICIPAL AIRPORT
 WHEELING / PROSPECT HEIGHTS ILLINOIS
 NORTHWEST QUADRANT SITEWORK
 ENGINEERING INFORMATION
 EAST QUADRANT SHEET 2

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