

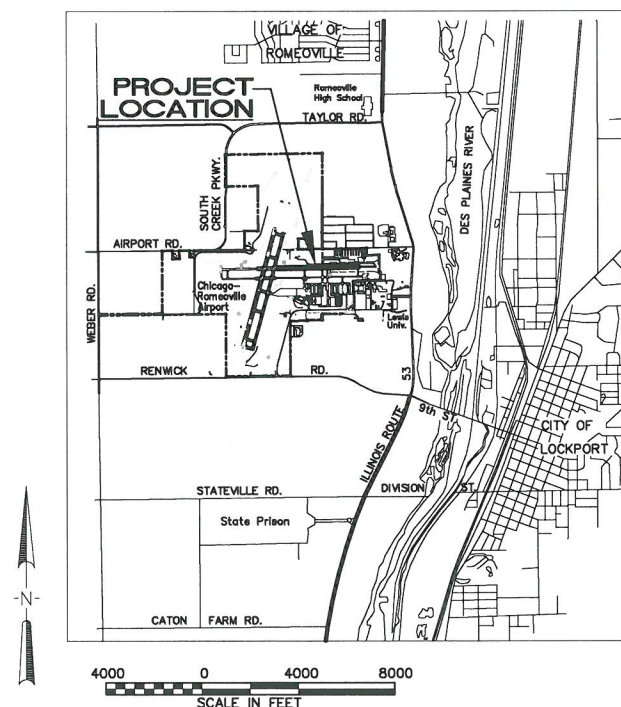
CONSTRUCTION PLANS

REHABILITATE EAST PORTION OF
RUNWAY 9-27

JOLIET REGIONAL PORT DISTRICT
CHICAGO-ROMEOVILLE AIRPORT (LOT)
ROMEDEVILLE, WILL COUNTY, ILLINOIS

AIP PROJECT NO. 3-17-0140-B49
IDA PROJECT NO. LOT-4134

VICINITY MAP



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No.	Issue/Description	Sheets Changed	Date	By

Seal: Date of Plans: 1/13/12

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1-12-2012
Chris Lawson
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REVISION
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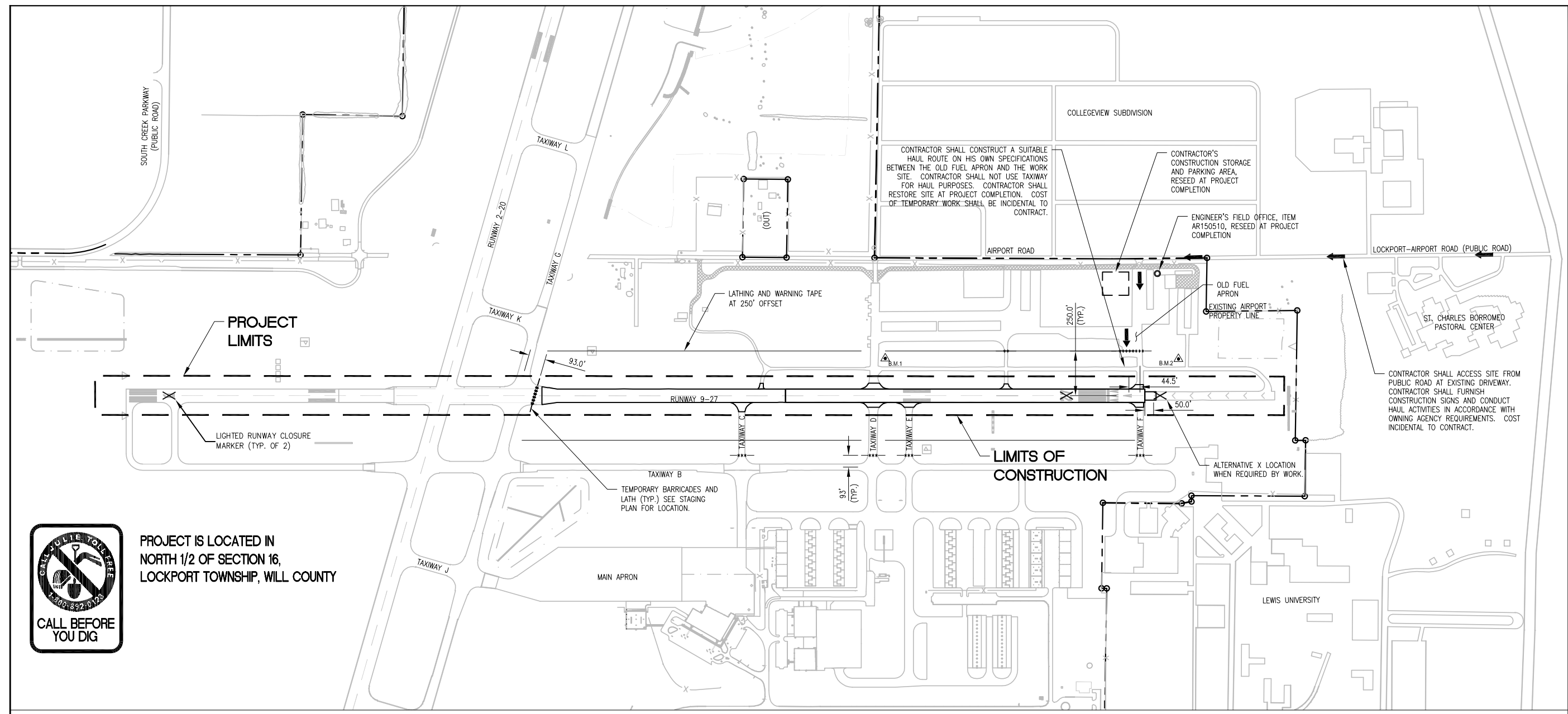


Hanson No.	11A0072D
Filename	03-SITE PLAN.DWG
Scale	1"=300'
Date	JANUARY 13, 2012
LAYOUT	LDH
8/22/11	LDH
DRAWN	LDH
8/22/11	LDH
REVIEWED	RMH
1/11/12	RMH

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SITE PLAN AND GENERAL NOTES

REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



PROJECT IS LOCATED IN NORTH 1/2 OF SECTION 16, LOCKPORT TOWNSHIP, WILL COUNTY

GENERAL NOTES

PROJECT DESCRIPTION
 THIS PROJECT IS TO REHABILITATE THE EAST PORTION OF RUNWAY 9-27 AT CHICAGO-ROMEOVILLE AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- REMOVAL AND ADJUSTMENT OF EXISTING SUBSURFACE UNDERDRAIN PIPE AND STRUCTURES.
- REMOVAL OF EXISTING HOT MIX ASPHALT (HMA) PAVEMENTS.
- PROVISION OF UNCLASSIFIED EXCAVATION, INCLUDING UNSUITABLE SUBGRADE REMOVAL AND BACKFILL.
- CONSTRUCTION OF NEW UNDERDRAIN PIPE SYSTEM AND STRUCTURES.
- ADDITION OF NEW GRANULAR DRAINAGE SUBBASE, CRUSHED AGGREGATE BASE COURSE, AND BITUMINOUS BASE AND SURFACE COURSE PAVEMENTS.
- HMA OVERLAY OF EXISTING ASPHALT PAVEMENTS.
- PLACEMENT OF PAVEMENT MARKINGS.
- CONSTRUCTION OF POROUS FRICTION COURSE ON NEW AND OVERLAIN RUNWAY PAVEMENTS.
- ADJUSTMENT OF EXISTING MRL AND MITL EDGE LIGHTS AND AIRFIELD GUIDANCE SIGNS.
- TOPSOILING, SEEDING AND MULCHING, AND SODDING AROUND NEW PAVEMENT EDGES.

PROTECTION OF EXISTING AIRPORT FACILITIES
 THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND LIGHTING EQUIPMENT; DRIVEWAY AND ROAD PAVEMENT AND SHOULDERS; RUNWAY, TAXIWAY AND APRON PAVEMENTS AND SHOULDERS; RUNWAY, TAXIWAY AND AIRPORT LIGHTING EQUIPMENT; AND SEEDED AND TURFED AREAS THAT ARE UTILIZED IN OR AFFECTED BY THE CONTRACTOR'S ACTIVITIES. ITEMS DAMAGED BY THE CONTRACTOR ARE TO BE REPAIRED AT CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE.

IN ADDITION WHEN CONDITIONS DICTATE OR AS DETERMINED BY THE AIRPORT MANAGER OR THE OWNER'S REPRESENTATIVE, THE CONTRACTOR SHALL BE REQUIRED TO USE A PICK-UP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. THE COST OF SWEEPING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES
 CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON THIS SHEET. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT, STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON THIS SHEET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. AT THE AIRPORT MANAGER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT MANAGER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

RESPONSIBILITY FOR EXISTING UTILITIES
 THE LOCATION, SIZE AND/OR TYPE OF MATERIAL OF EXISTING UNDERGROUND OR OVERHEAD UTILITIES AS MAY BE INDICATED ON THESE CONSTRUCTION PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE PROJECT ENGINEER HAVE INDEPENDENTLY VERIFIED THIS INFORMATION AND NEITHER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, SUFFICIENCY OR COMPLETENESS OF THE INFORMATION AND GIVE NO EXPRESSED OR IMPLIED GUARANTEE THAT ANY CONDITIONS INDICATED ARE REPRESENTATIVE OF ACTUAL CONDITIONS TO BE ENCOUNTERED.

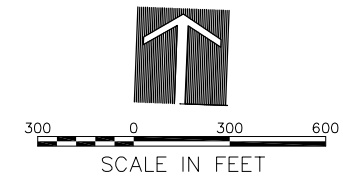
IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.I.E. (PHONE 800-892-0123) TO ASSIST IN THE ABOVE.

THE CONTRACTOR SHALL PROTECT ANY FACILITIES TO THE SATISFACTION OF THE UTILITY OR OWNING-AGENCY WITH THE COST OF ANY REQUIRED PROTECTION TO BE INCIDENTAL TO THE CONTRACT. IN THE EVENT A UTILITY LINE OR SERVICE IS UNEXPECTEDLY ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER'S REPRESENTATIVE AND THE UTILITY COMPANY OR AGENCY OF JURISDICTION. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO SERVICE AT ONCE.

EXISTING BENCHMARKS
 PROJECT BENCHMARKS ARE AS FOLLOWS:

△ B.M.1	N 1,800,236.82 E 1,051,080.54 ELEV. 666.67
△ B.M.2	N 1,800,302.96 E 1,052,719.90 ELEV. 664.18

THIS DATA IS NOT ILLINOIS STATE PLANE COORDINATES



- NOTES**
1. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 25 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
 2. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
 3. FOR STAGING INFORMATION, SEE STAGING PLAN.

CONSTRUCTION AND SAFETY NOTES

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. A CONSTRUCTION STAGING PLAN DETAILING THE SEQUENCING OF THE CONTRACTOR'S WORK THROUGHOUT THE PROJECT IS INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PROVIDE HIS WRITTEN ACCEPTANCE OF THE PROJECT CONSTRUCTION STAGING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION STAGING PLAN THAT MAY BE REQUESTED BY THE CONTRACTOR MUST BE APPROVED BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SUFFICIENT ADVANCE NOTICE OF ANY PROPOSED STAGING CHANGE TO PERMIT CONSIDERATION AND APPROVAL BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION NOR EXTENSION TO THE CONTRACT TIME BECAUSE OF A STAGING CHANGE REQUEST NOR FOR ANY TIME NECESSARY IN RECEIVING THE REQUIRED APPROVALS.

LATHING AND WARNING TAPE

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE WORK AREA FROM ACTIVE AIRPORT OPERATIONS AREAS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE SHOWN ON THE STAGING PLAN ON SHEET 5, AND IN DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT DIRECTOR. THE CONTRACTOR WILL FURNISH, PLACE, MAINTAIN AND RELOCATE THE LATHING AND WARNING TAPE AS REQUIRED. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

TEMPORARY BARRICADES ON AIRFIELD

THE PROJECT WILL REQUIRE THE PLACEMENT OF BARRICADES TO DELINEATE PORTIONS OF THE CONSTRUCTION AREA AND TO EFFECT TEMPORARY CLOSURES OF ACTIVE RUNWAYS, TAXIWAYS AND APRONS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN ON THE STAGING PLAN ON SHEET 5, AND IN DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES OR DROPOFFS FROM PAVEMENT EDGES GREATER THAN 3 INCHES SHALL BE ALLOWED WITHIN AN ACTIVE RUNWAY SAFETY AREA (RSA) OR AN ACTIVE TAXIWAY SAFETY AREA (TSA). THE RSA IS DEFINED AS 75 FEET FROM THE RUNWAY 9-27 CENTERLINE AND 250 FEET FROM THE RUNWAY 2-20 CENTERLINE AND 1,000 FEET FROM THE END OF THE RUNWAY. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE AND 59.0 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES IN AN ACTIVE RSA OR TSA IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

RUNWAY CLOSURE

THE PROJECT WILL REQUIRE THE PLACEMENT, OPERATION AND MAINTENANCE OF LIGHTED RUNWAY CLOSURE MARKERS; SEE STAGING PLAN ON SHEET 5, AND DETAIL C, THIS SHEET. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

THE CONTRACTOR WILL INSTALL, OPERATE, MAINTAIN AND REMOVE LIGHTED RUNWAY CLOSURE MARKERS FURNISHED BY THE OWNER AS SPECIFIED ON THIS SHEET AND IN THE SPECIAL PROVISIONS. IF NECESSARY FOR EMERGENCIES OR EXTENDED MAINTENANCE OF THE LIGHTED MARKER EQUIPMENT BY THE CONTRACTOR, THE CONTRACTOR WILL TEMPORARILY USE PRE-MANUFACTURED, VINYL MARKERS TO BE FURNISHED TO THE CONTRACTOR BY THE OWNER. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL, RELOCATE AND MAINTAIN RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN IN THE PLAN, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF PLACING AND RELOCATING THESE ITEMS, AND THEIR OPERATION AND MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

THE AIRPORT OWNER WILL DE-ENERGIZE AIRPORT/RUNWAY NAVAIDS, AND AIRFIELD LIGHTING POWER AND CONTROL CIRCUITS WHEN THE RUNWAY IS CLOSED.

VEHICULAR TRAFFIC CONTROL

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND PLACE ROAD WARNING SIGNS AND BARRICADES ON THE EXISTING ROADWAYS PRIOR TO THE START OF CONSTRUCTION IN THE VICINITY. THE CONTRACTOR SHALL PROVIDE, INSTALL AND RELOCATE THE ITEMS AS REQUIRED. THE COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL SECURE ANY PERMITS FOR HAULING ON LOCAL STREET OR STATE HIGHWAYS AS REQUIRED.

CONTRACTOR SHALL PROVIDE, INSTALL AND REMOVE ALL TRAFFIC CONTROL ITEMS WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 15 FEET OF AN ACTIVE ROADWAY EDGE OR AS REQUIRED BY THE SITE PLAN. COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE SITE PLAN FOR THE CURRENT WORK. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 250 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS, 1,000 FEET FROM THE END OF ACTIVE RUNWAYS, 44.5 FEET FROM ACTIVE CATEGORY I TAXIWAY CENTERLINES, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAY CENTERLINES, 93.0 FEET FROM THE ACTIVE CATEGORY III TAXIWAY CENTERLINES (EXCEPT WORK WILL BE PERMITTED WITHIN 44.5 FEET OF THE CENTERLINES OF TAXIWAY D IN THE STAGE 1B AREA AND TAXIWAY F IN THE STAGE 2 AREA), AND 10 FEET FROM THE EDGE OF ACTIVE APRONS.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE RUNWAY, TAXIWAYS OR APRON MUST BE CLOSED. THE CONTRACTOR WILL PROVIDE POSITIVE CONTROL OF CONSTRUCTION VEHICLES USING RADIO-EQUIPPED FLAGGERS. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS AN ACTIVE RUNWAY. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS TO BE INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE SITE PLAN, SHEET 3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCE IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE IS TO BE INCIDENTAL TO THE CONTRACT.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT OR STOCKPILE MATERIAL SO AS TO OBSTRUCT AN AIRPORT IMAGINARY SURFACE.

BEFORE REOPENING TEMPORARILY CLOSED RUNWAYS, TAXIWAYS OR ROADWAYS, THE CONTRACTOR SHALL INSPECT AND CLEAN, AS NECESSARY, THE PAVEMENT TO ASSURE THAT NO MATERIALS OR OBJECTS THAT MAY DAMAGE AIRCRAFT OR VEHICLES REMAIN. ANY REQUIRED CLEANING SHALL BE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT OWNER AND IS INCIDENTAL TO THE CONTRACT.

ALL CONTRACTOR EQUIPMENT IS LIMITED TO A HEIGHT OF 25 FEET.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 5 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE RUNWAYS, TAXIWAYS AND APRONS. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

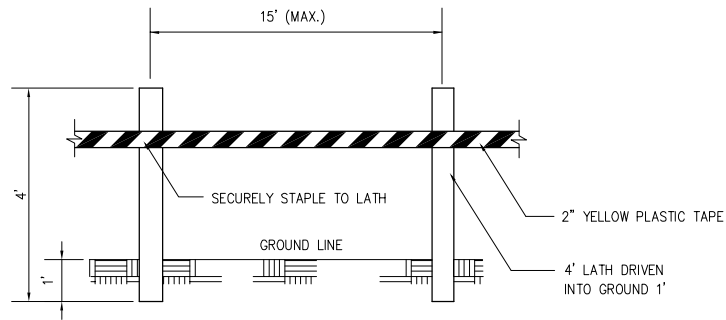
CONTRACTOR'S USE OF SITE

THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENCROACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATIONS (FAR) PART 77, "OBJECTS AFFECTING NAVIGABLE AIRSPACE".

THE CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF THE WORK AREA PRIOR TO BEGINNING WORK AT A NEW LOCATION.

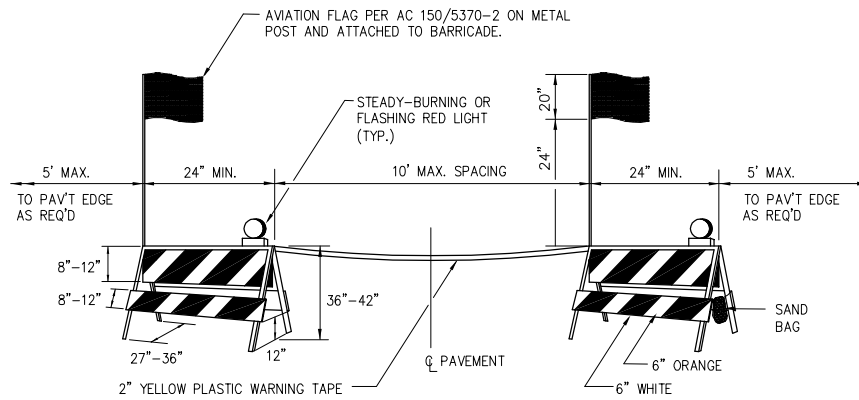
UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 72 HOURS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.



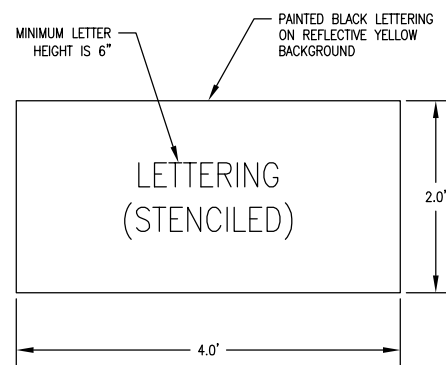
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

**DETAIL A
LATHING AND WARNING TAPE**

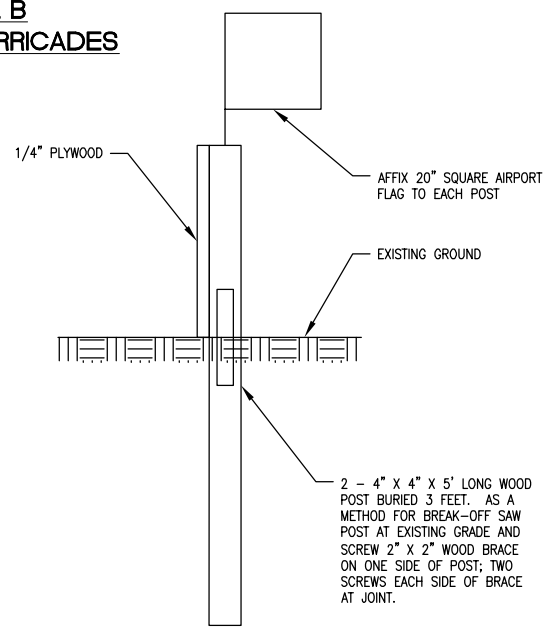


BARRICADES ARE TO BE OF IDOT TYPE I. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING BARRICADES IS TO BE INCIDENTAL TO THE CONTRACT.

**DETAIL B
PAVEMENT BARRICADES**



SIGN FACE DETAIL



SIDE DETAIL

TEMPORARY SIGN DETAIL

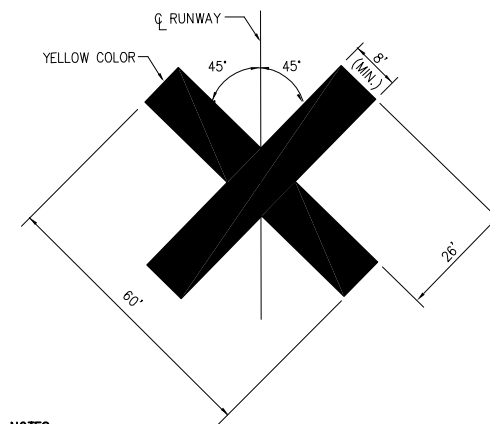
NOTE:
ALL WORK PAID UNDER ITEM 800934.



NOTES

1. LIGHTED MARKER SHALL BE FURNISHED BY THE OWNER.
2. THE LIGHTED MARKERS SHALL BE PLACED OVER THE RUNWAY NUMERALS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
3. LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.
4. THE LIGHTED MARKERS SHALL BE IN PLACE AND OPERATING WHENEVER THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.
5. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY REMOVE THE LIGHTED MARKERS FROM SERVICE, SUCH INTERRUPTION SHALL BE DURING DAYLIGHT CONDITIONS ONLY. THE LIGHTED MARKER SHALL BE REPLACED WITH OWNER-SUPPLIED VINYL MARKERS, WHICH SHALL BE PLACED, SECURED AND REMOVED BY THE CONTRACTOR AS SHOWN IN THE DETAIL, THIS SHEET. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

LIGHTED RUNWAY CLOSURE MARKER



NOTES

1. VINYL MARKERS SHALL BE FURNISHED BY THE OWNER. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING, RELOCATING AND MAINTAINING THE MARKERS, WHOSE COST SHALL BE INCIDENTAL TO THE CONTRACT.
2. CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
3. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.

**VINYL RUNWAY CLOSURE MARKER
(DAYLIGHT USE ONLY)**

**DETAIL C
RUNWAY CLOSURE MARKERS**

DETAILS SHOWN ARE NOT TO SCALE

LE043

REVISION
DATE

Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
1 George Michas Drive
Romeoville, Illinois 60446
Telephone: 815.838.9497
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Hanson No.	11A0072D	Date	JANUARY 13, 2012
Filename	04-SAFETY NOTES.DWG	Scale	N/A
LAYOUT	LDH	12/2/11	
DRAWN	LDH	12/2/11	
REVIEWED	RMH	1/11/12	

HANSON
Professional Services Inc. 2012
Hanson Professional Services Inc.
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Oak Brook, Illinois 60523

CONSTRUCTION SAFETY
NOTES AND DETAILS

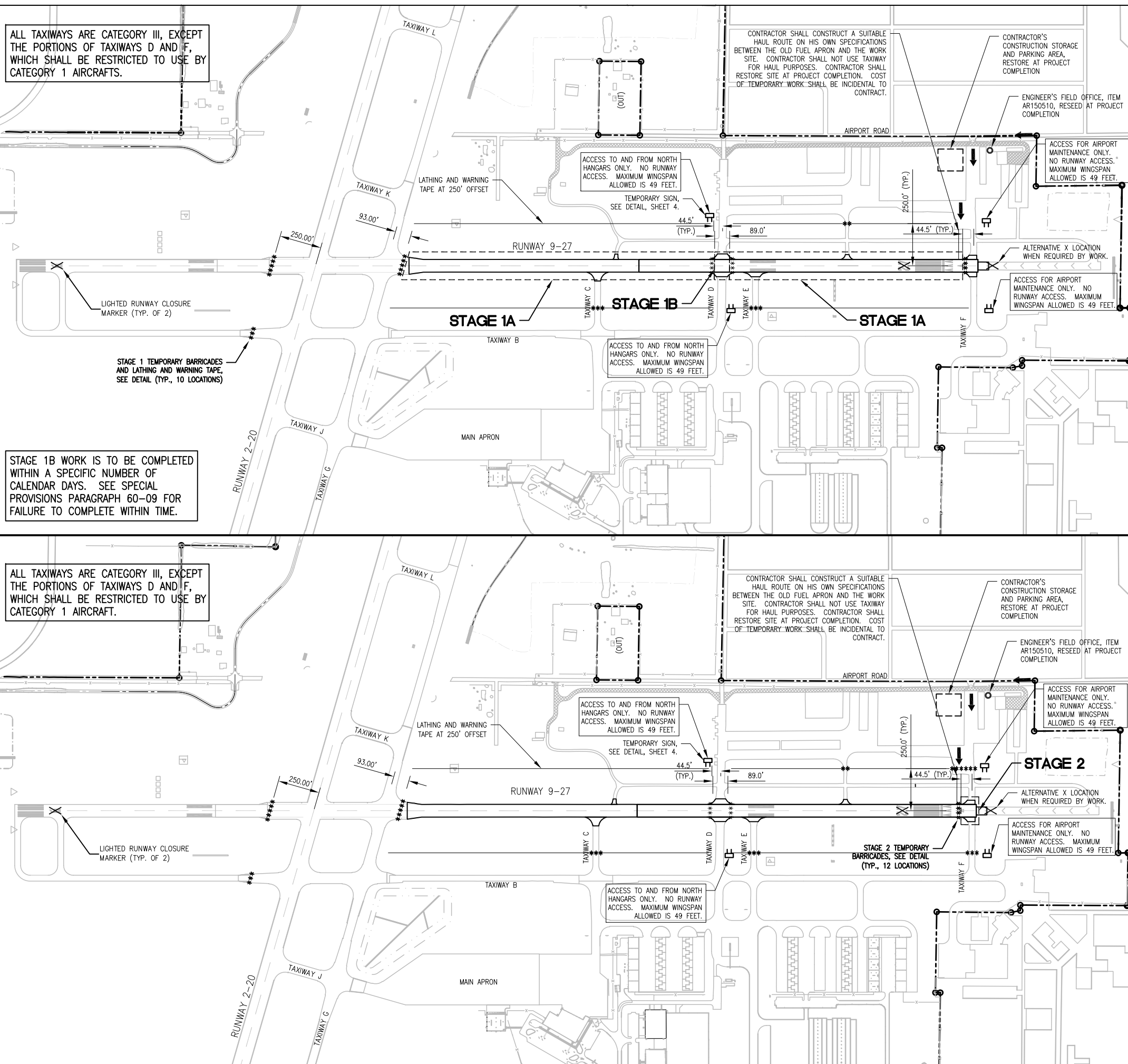
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-949

ALL TAXIWAYS ARE CATEGORY III, EXCEPT THE PORTIONS OF TAXIWAYS D AND F, WHICH SHALL BE RESTRICTED TO USE BY CATEGORY 1 AIRCRAFTS.

STAGE 1B WORK IS TO BE COMPLETED WITHIN A SPECIFIC NUMBER OF CALENDAR DAYS. SEE SPECIAL PROVISIONS PARAGRAPH 60-09 FOR FAILURE TO COMPLETE WITHIN TIME.

ALL TAXIWAYS ARE CATEGORY III, EXCEPT THE PORTIONS OF TAXIWAYS D AND F, WHICH SHALL BE RESTRICTED TO USE BY CATEGORY 1 AIRCRAFT.

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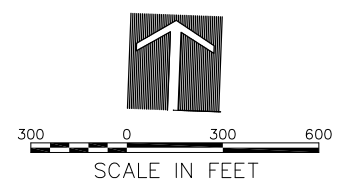


STAGE 1

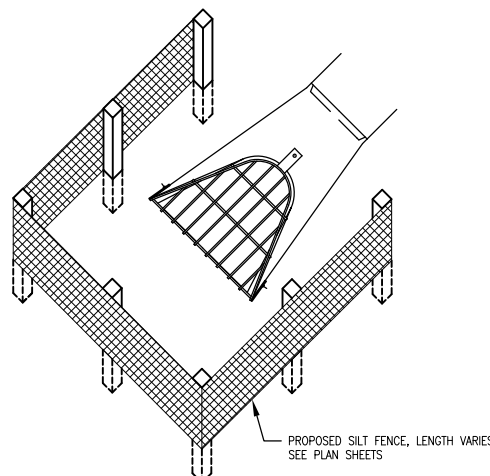
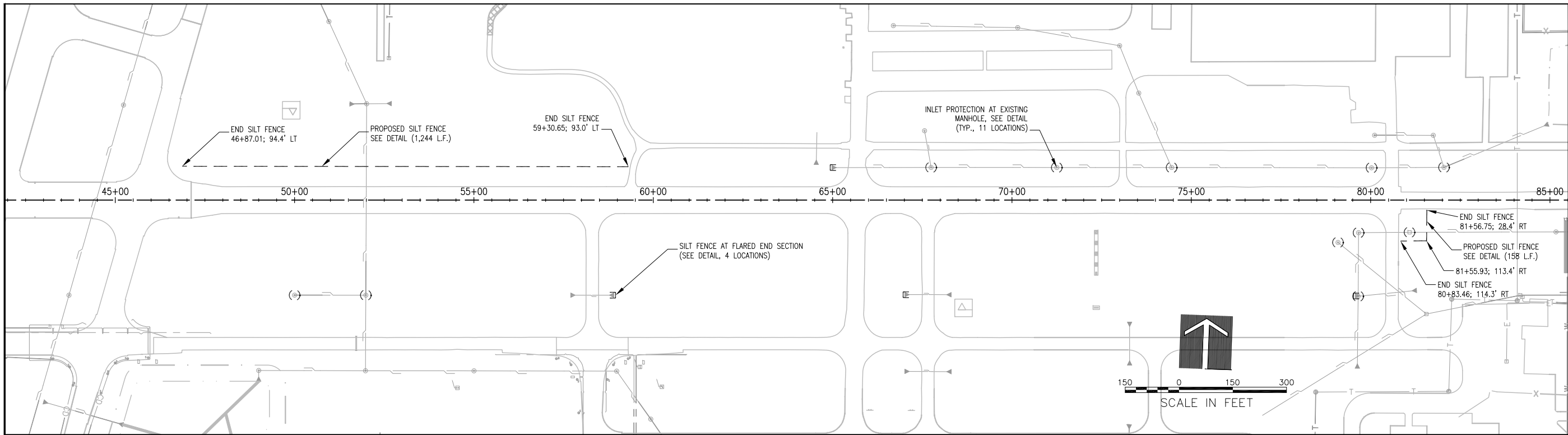
- NOTES:
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- TAXIWAY D SHALL BE CLOSED DURING STAGE 1B ONLY. 5 DAYS ADVANCE NOTICE SHALL BE GIVEN PRIOR TO CLOSING TAXIWAY D. WORK IN THIS STAGE THROUGH THE PLACEMENT OF BASE COURSE SHALL BE LIMITED TO 5 CALENDAR DAYS. ADDITIONAL CLOSINGS OF TAXIWAY D FOR PLACEMENT OF SURFACE COURSE, POROUS FRICTION COURSE AND MARKING WILL BE LIMITED TO 3 EIGHT-HOUR PERIODS WITH 5 DAYS ADVANCE NOTICE.
- OPERATIONS ON RUNWAY 2-20 SHALL ONLY BE AFFECTED WHILE MARKING WITHIN 250 FEET OF THE RUNWAY CENTERLINE, THIS SHALL BE LIMITED TO ONE CALENDAR DAY.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.
THE FOLLOWING ITEMS ARE TO BE COMPLETED IN STAGE 1:
- INSTALL EROSION CONTROL MEASURES FOR ENTIRE PROJECT AREA.
- REMOVE EXISTING PAVEMENTS WITHIN STAGE 1A LIMITS.
- INSTALL AGGREGATE AND BASE COURSE WITHIN STAGE 1A LIMITS.
- INSTALL UNDERDRAIN WITHIN STAGE 1A LIMITS.
- ADJUST ELECTRICAL ITEMS WITHIN STAGE 1A LIMITS.
- REMOVE PAVEMENTS WITHIN STAGE 1B LIMITS.
- INSTALL AGGREGATE, BASE COURSE AND UNDERDRAIN WITHIN STAGE 1B LIMITS.
- INSTALL SURFACE COURSE WITHIN STAGE 1 LIMITS.
- PLACE PAVEMENT MARKING ENTIRE LENGTH OF RUNWAY EXCLUDING STAGE 2 LIMITS. RUNWAY 2-20 SHALL BE CLOSED WHEN WORKING WITHIN 250 FEET OF THE RUNWAY CENTERLINE.
- TOPSOIL, SEEDING AND MULCHING WITHIN STAGE 1 LIMITS.

STAGE 2

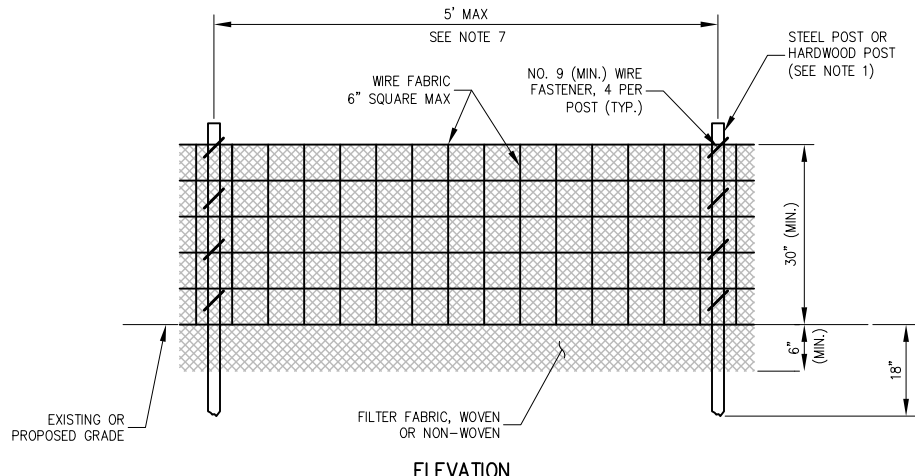
- NOTES:
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 AT ANY TIME.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.
THE FOLLOWING ITEMS ARE TO BE COMPLETED IN STAGE 2:
- REMOVE EXISTING PAVEMENTS WITHIN STAGE 2 LIMITS.
- INSTALL AGGREGATE WITHIN STAGE 2 LIMITS.
- INSTALL UNDERDRAIN WITHIN STAGE 2 LIMITS.
- ADJUST ELECTRICAL ITEMS WITHIN STAGE 2 LIMITS.
- INSTALL BASE AND SURFACE COURSE WITHIN STAGE 2 LIMITS.
- PLACE PAVEMENT MARKING WITHIN STAGE 2 LIMITS.
- TOPSOIL, SEEDING AND MULCHING WITHIN STAGE 2 LIMITS.



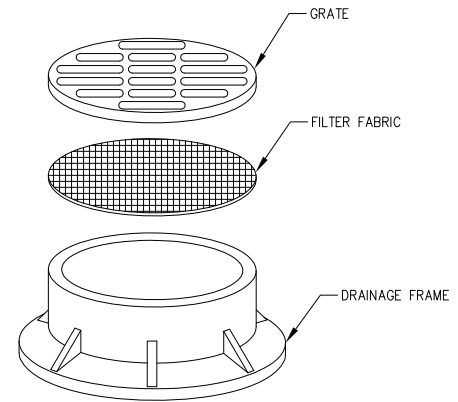
Revision table, project title 'Chicago-Romeoville Airport JOLIET REGIONAL PORT DISTRICT', drawing title 'CONSTRUCTION STAGING PLAN - STAGE 1 AND 2', and sheet number '5 of 56 sheets'.



SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)



ELEVATION



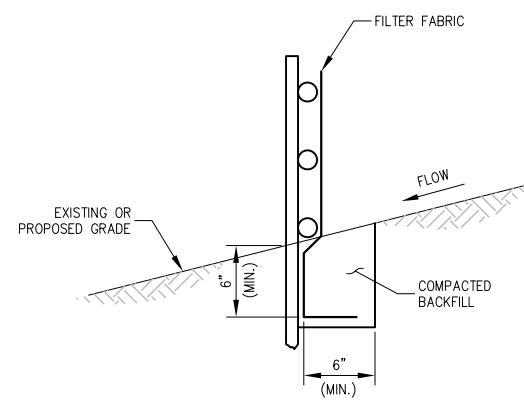
INLET PROTECTION - DRAINAGE STRUCTURE FILTER WRAP

NOTES:

1. FILTER WRAP TO BE PLACED IN ALL MANHOLES AS SHOWN.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR SILT FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2 INCHES (MINIMUM).
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 MINIMUM OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE INCIDENTAL TO INLET PROTECTION.

SEDIMENTATION AND EROSION CONTROL NOTES:

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- D. AREAS OR ENBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.



FABRIC ANCHOR DETAIL

NOTES:

1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQUARE INCHES. A CARPENTER'S 2"x2" POST WILL NOT MEET SPECIFICATIONS.
2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
7. A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
8. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
9. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
10. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
11. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
12. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
13. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

SILT FENCE DETAILS

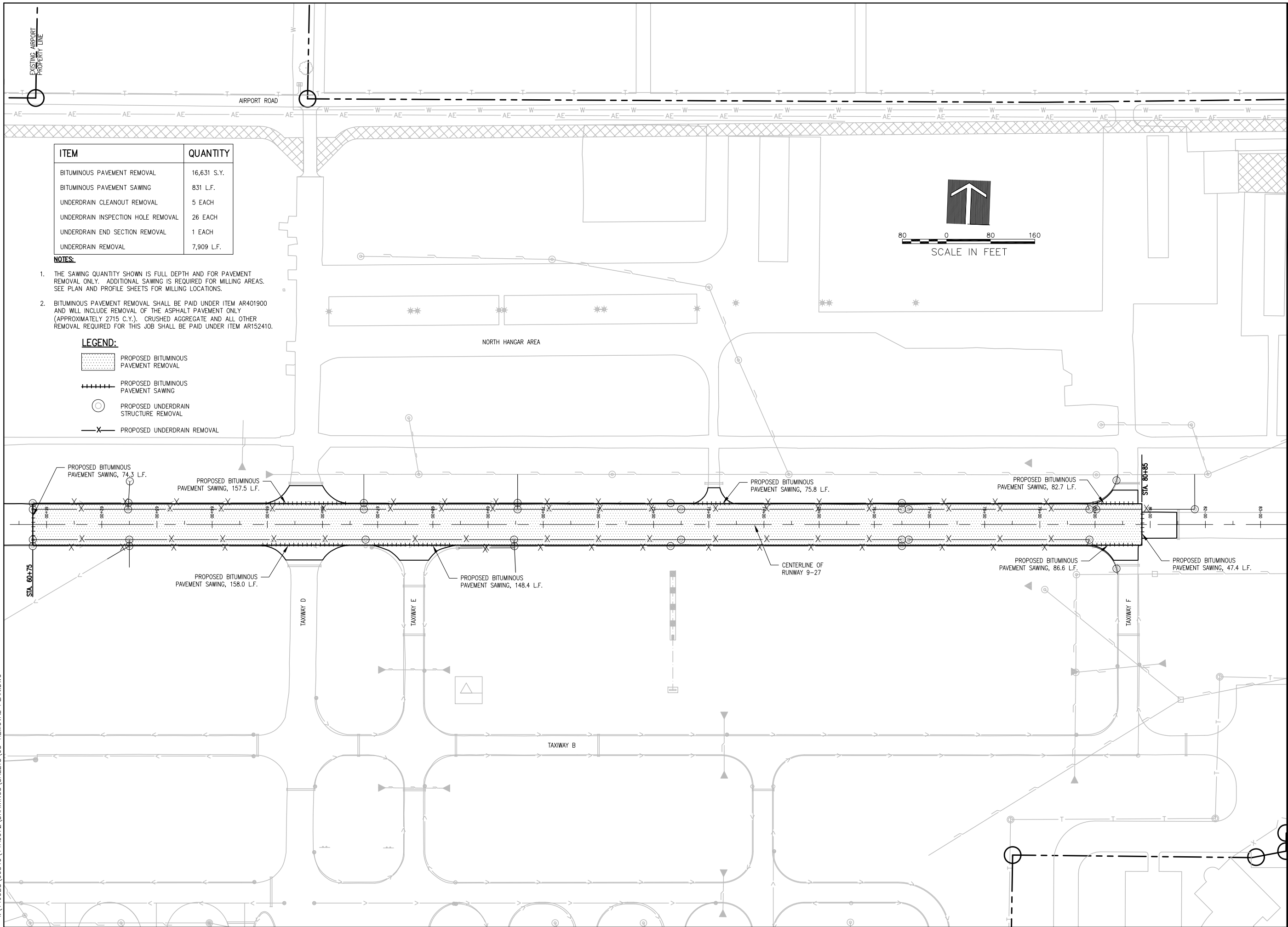
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JOLIET REGIONAL PORT DISTRICT
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 Romeoville, Illinois 60446
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Hanson No.	11A0072D	DATE	JANUARY 13, 2012
Filename	07-SWPPP.DWG	SCALE	1"=150'
Drawn	KMS	Reviewed	RMH
Checked	KMS	Drawn	KMS
Reviewed	RMH	Checked	KMS
Project	12/5/2011	Project	12/5/11
Client	RMH	Client	1/11/12

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STORM WATER POLLUTION PREVENTION PLAN AND DETAILS
REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



ITEM	QUANTITY
BITUMINOUS PAVEMENT REMOVAL	16,631 S.Y.
BITUMINOUS PAVEMENT SAWING	831 L.F.
UNDERDRAIN CLEANOUT REMOVAL	5 EACH
UNDERDRAIN INSPECTION HOLE REMOVAL	26 EACH
UNDERDRAIN END SECTION REMOVAL	1 EACH
UNDERDRAIN REMOVAL	7,909 L.F.

- NOTES:**
1. THE SAWING QUANTITY SHOWN IS FULL DEPTH AND FOR PAVEMENT REMOVAL ONLY. ADDITIONAL SAWING IS REQUIRED FOR MILLING AREAS. SEE PLAN AND PROFILE SHEETS FOR MILLING LOCATIONS.
 2. BITUMINOUS PAVEMENT REMOVAL SHALL BE PAID UNDER ITEM AR401900 AND WILL INCLUDE REMOVAL OF THE ASPHALT PAVEMENT ONLY (APPROXIMATELY 2715 C.Y.). CRUSHED AGGREGATE AND ALL OTHER REMOVAL REQUIRED FOR THIS JOB SHALL BE PAID UNDER ITEM AR152410.

LEGEND:

- PROPOSED BITUMINOUS PAVEMENT REMOVAL
- PROPOSED BITUMINOUS PAVEMENT SAWING
- PROPOSED UNDERDRAIN STRUCTURE REMOVAL
- PROPOSED UNDERDRAIN REMOVAL

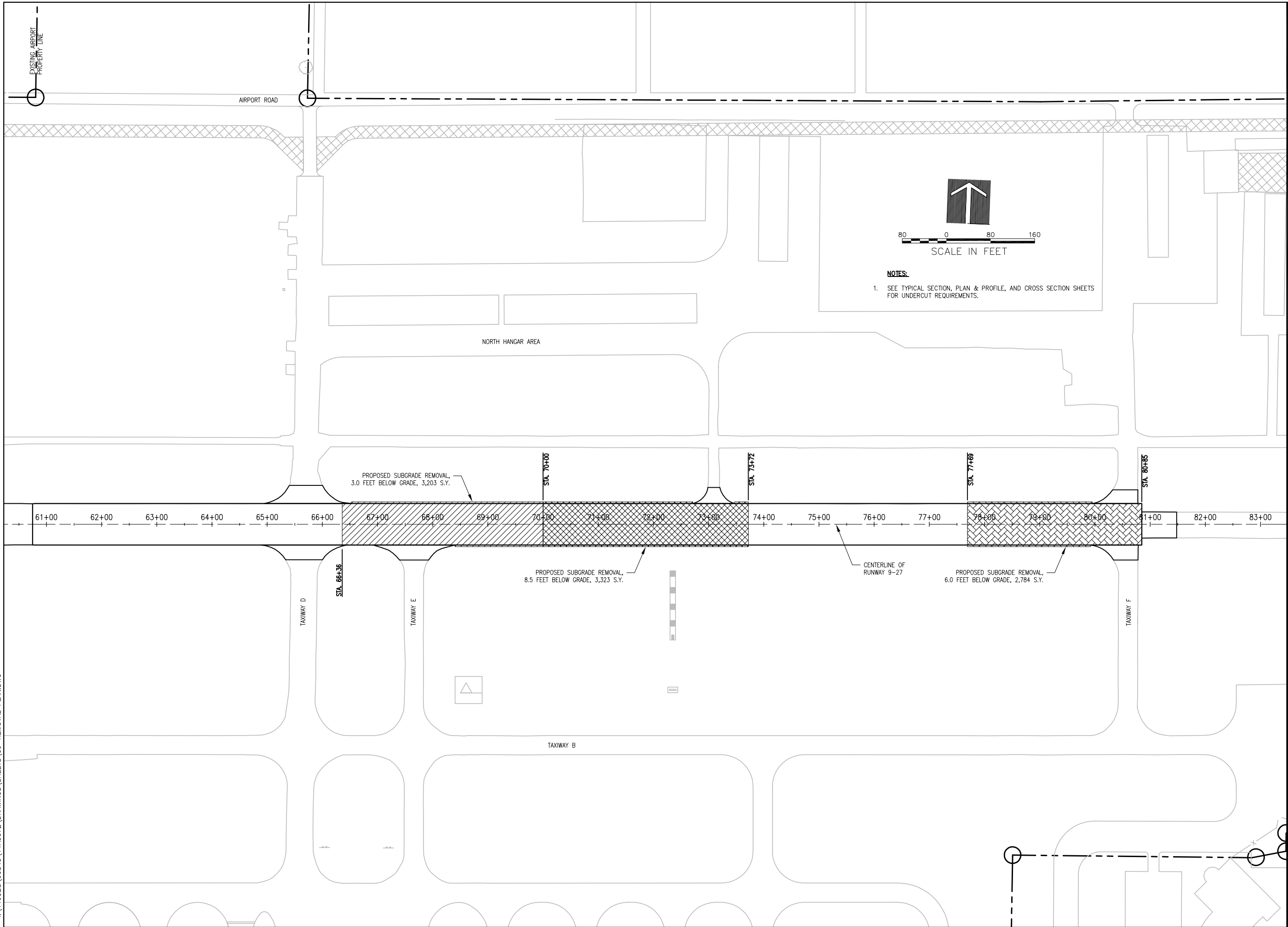
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Hanson No.	11A0072D
Filename	08-REMOVAL PLAN.DWG
Scale	1"=80'
Date	JANUARY 13, 2012
LAYOUT	LDH
DRAWN	LDH
REVIEWED	RMH
	12/5/11
	12/5/11
	1/11/12

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REMOVAL PLAN
REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



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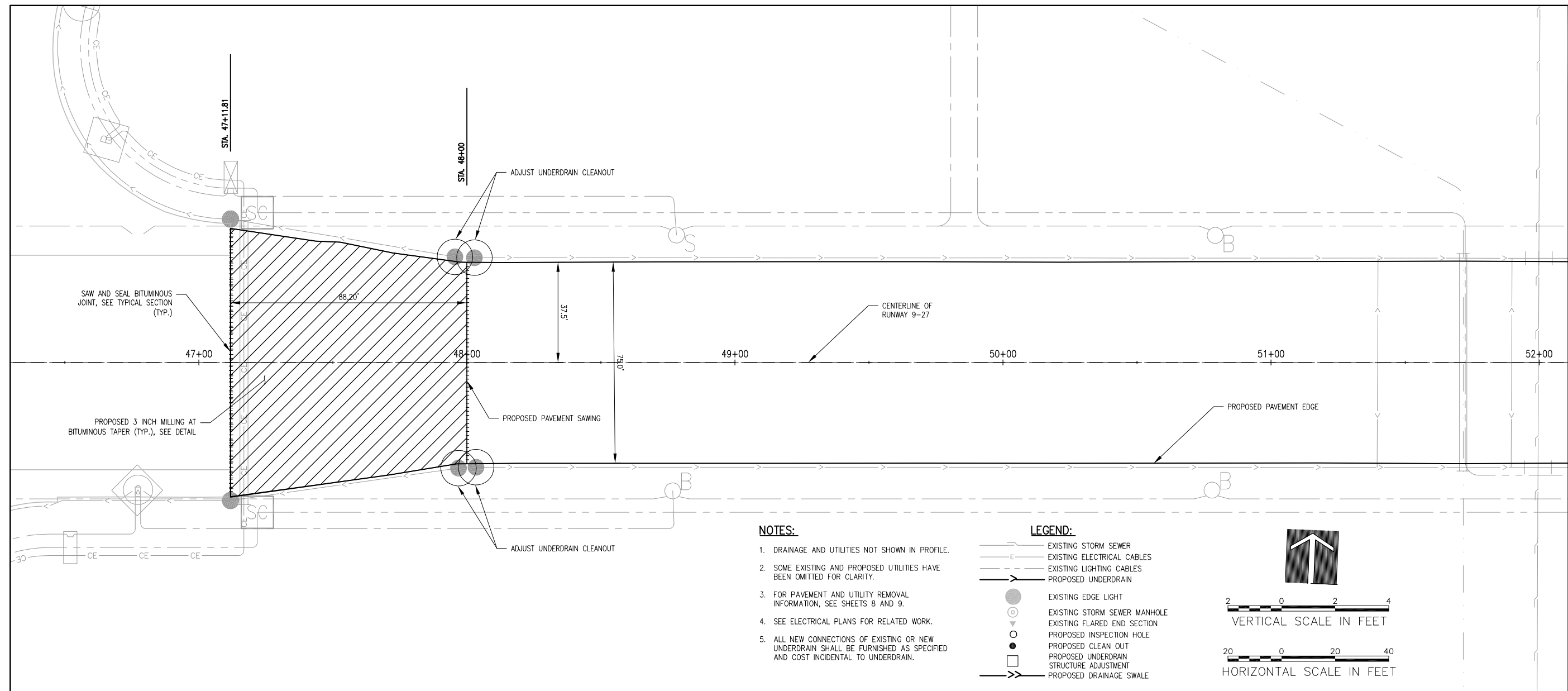
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Date JANUARY 13, 2012	RMH
LAYOUT	
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REVIEWED	

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SUBGRADE REMOVAL PLAN
REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

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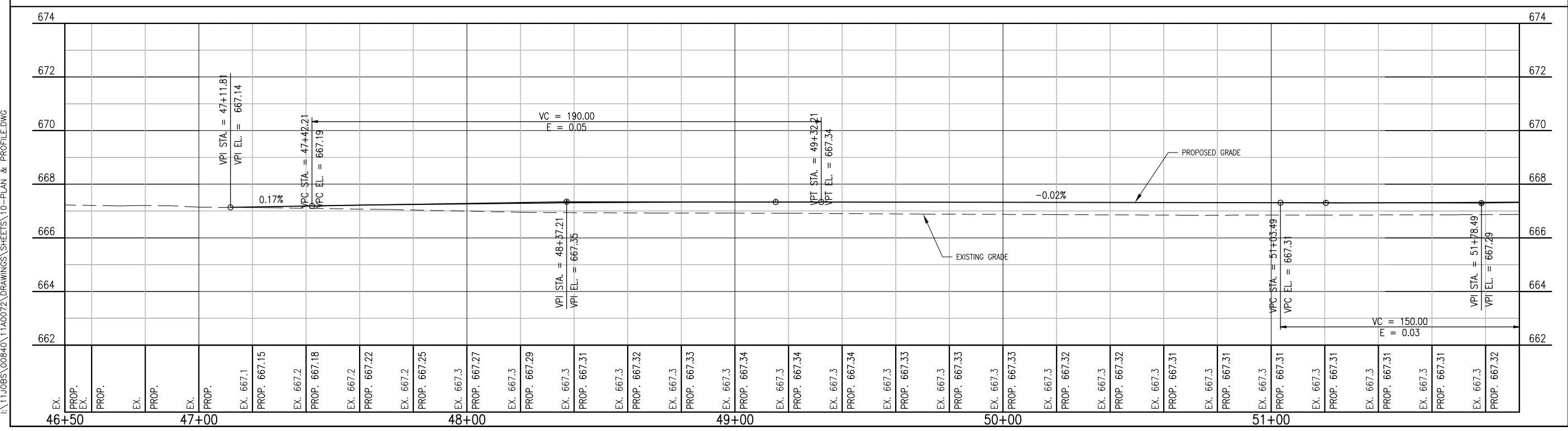
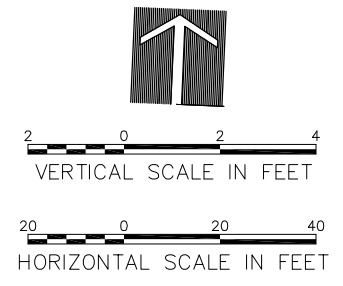


NOTES:

1. DRAINAGE AND UTILITIES NOT SHOWN IN PROFILE.
2. SOME EXISTING AND PROPOSED UTILITIES HAVE BEEN OMITTED FOR CLARITY.
3. FOR PAVEMENT AND UTILITY REMOVAL INFORMATION, SEE SHEETS 8 AND 9.
4. SEE ELECTRICAL PLANS FOR RELATED WORK.
5. ALL NEW CONNECTIONS OF EXISTING OR NEW UNDERDRAIN SHALL BE FURNISHED AS SPECIFIED AND COST INCIDENTAL TO UNDERDRAIN.

LEGEND:

- EXISTING STORM SEWER
- EXISTING ELECTRICAL CABLES
- EXISTING LIGHTING CABLES
- PROPOSED UNDERDRAIN
- EXISTING EDGE LIGHT
- EXISTING STORM SEWER MANHOLE
- EXISTING FLARED END SECTION
- PROPOSED INSPECTION HOLE
- PROPOSED CLEAN OUT
- PROPOSED UNDERDRAIN STRUCTURE ADJUSTMENT
- PROPOSED DRAINAGE SWALE



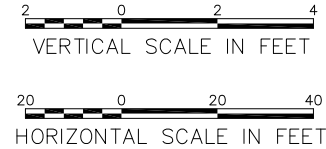
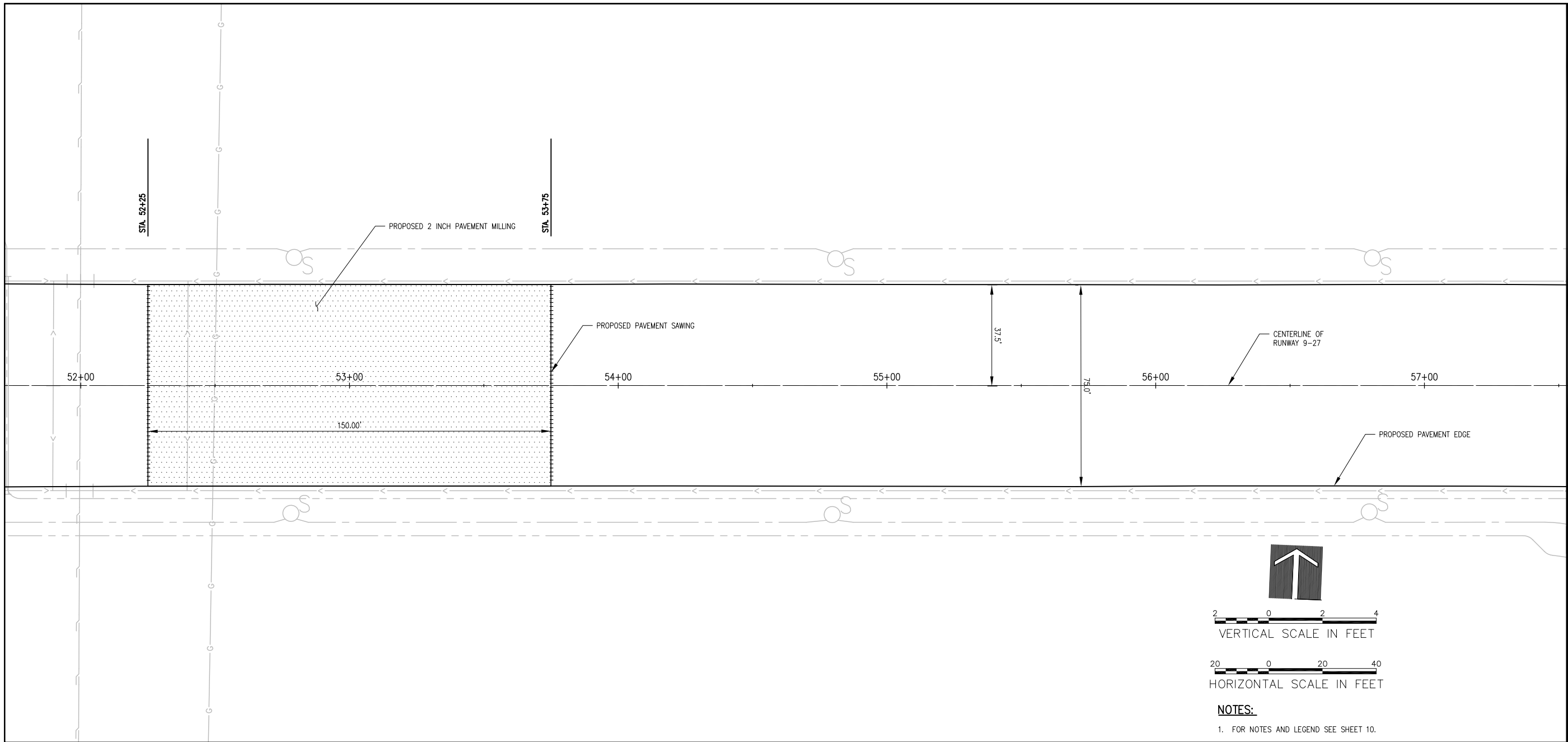
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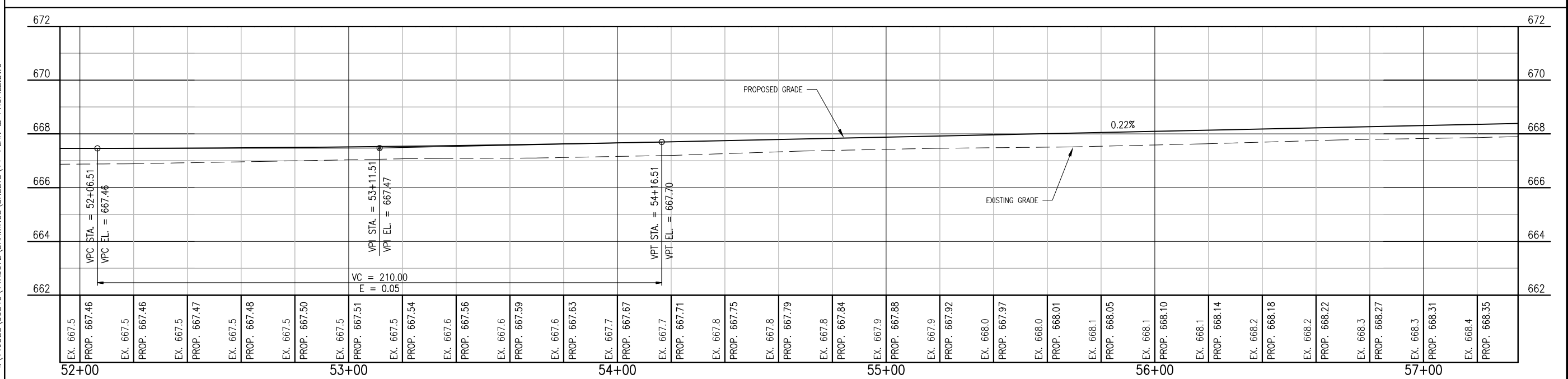
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Date JANUARY 13, 2012	RMH
LAYOUT	1/11/12
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REVIEWED	

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PLAN AND PROFILE
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-949



NOTES:
 1. FOR NOTES AND LEGEND SEE SHEET 10.



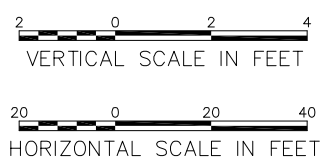
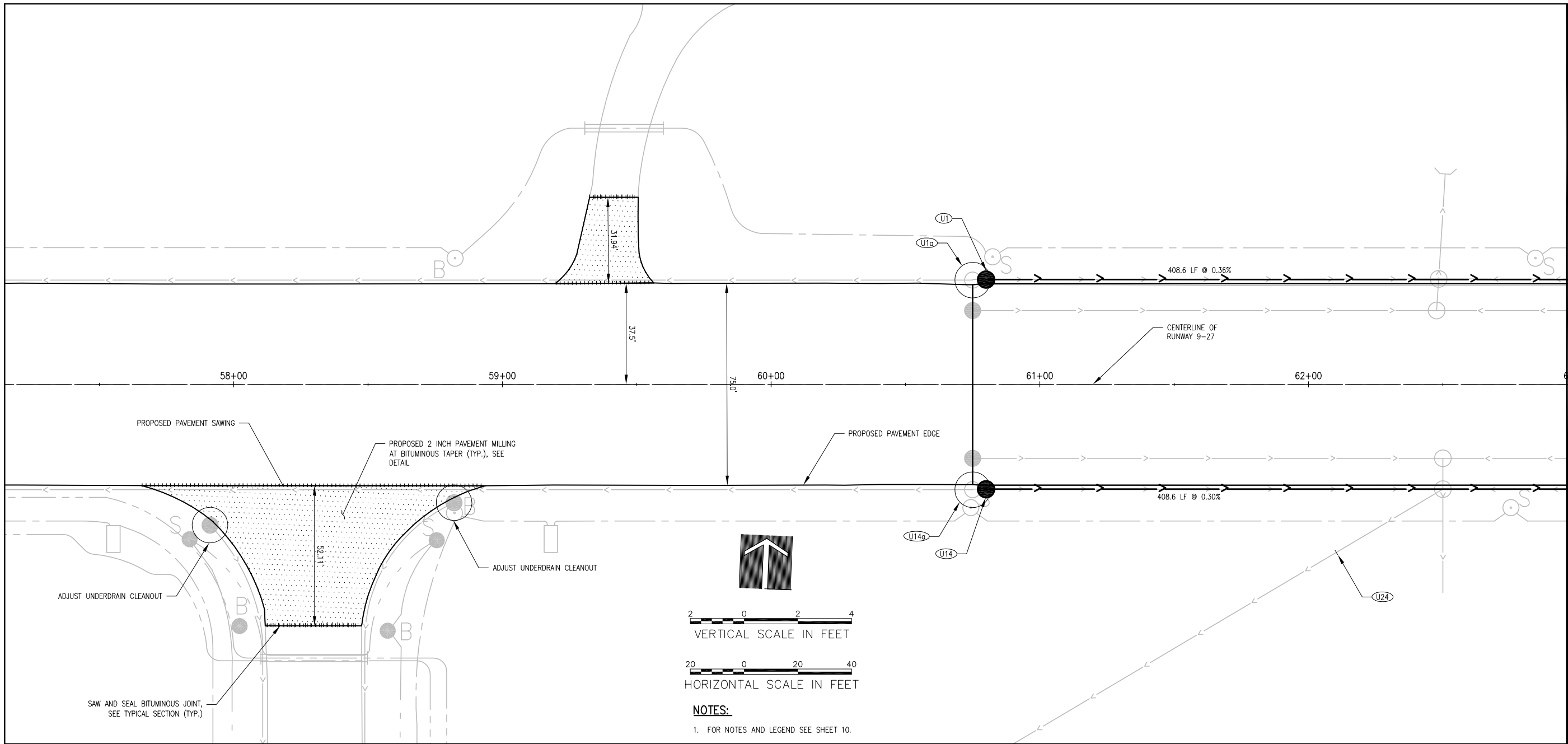
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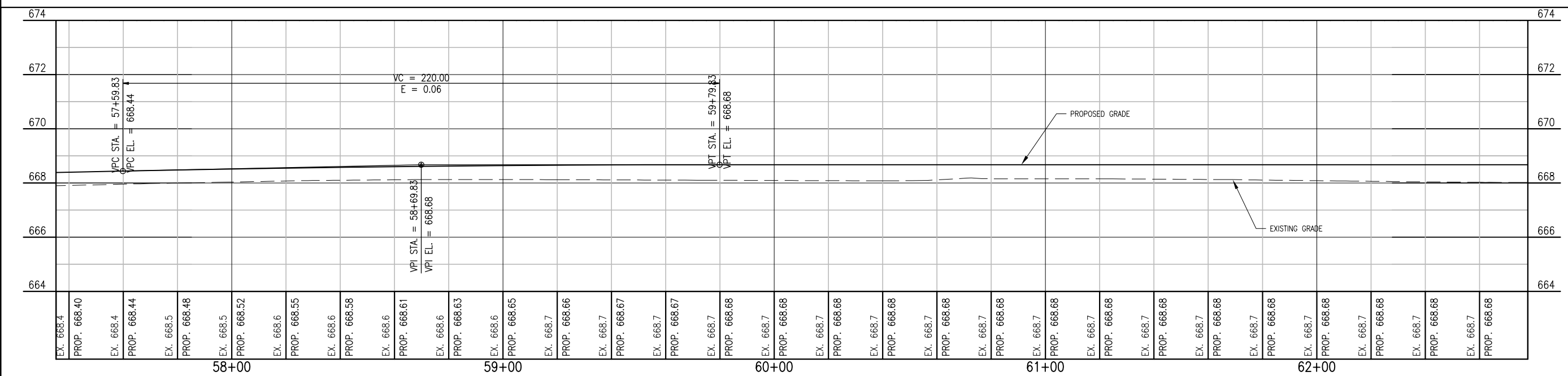
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DRAWN	KMS	KMS	12/21/11
REVIEWED	RMH	RMH	1/11/12

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PLAN & PROFILE
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 10.



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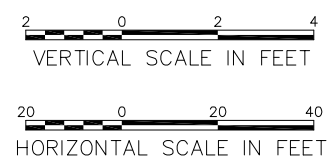
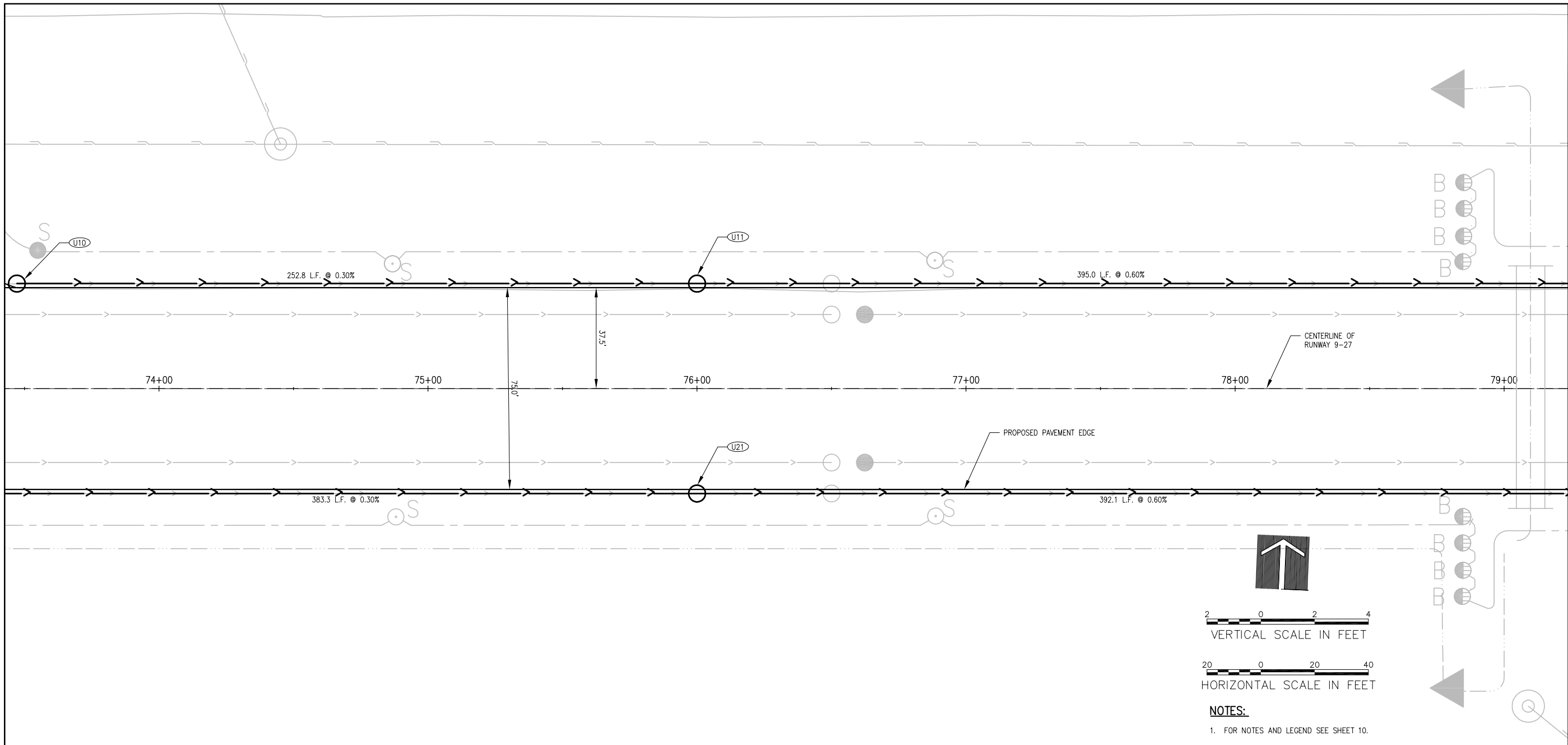
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Scale	1"=20'
Date	JANUARY 13, 2012
LAYOUT	KMS 12/21/11
DRAWN	KMS 12/21/11
REVIEWED	RMH 1/11/12

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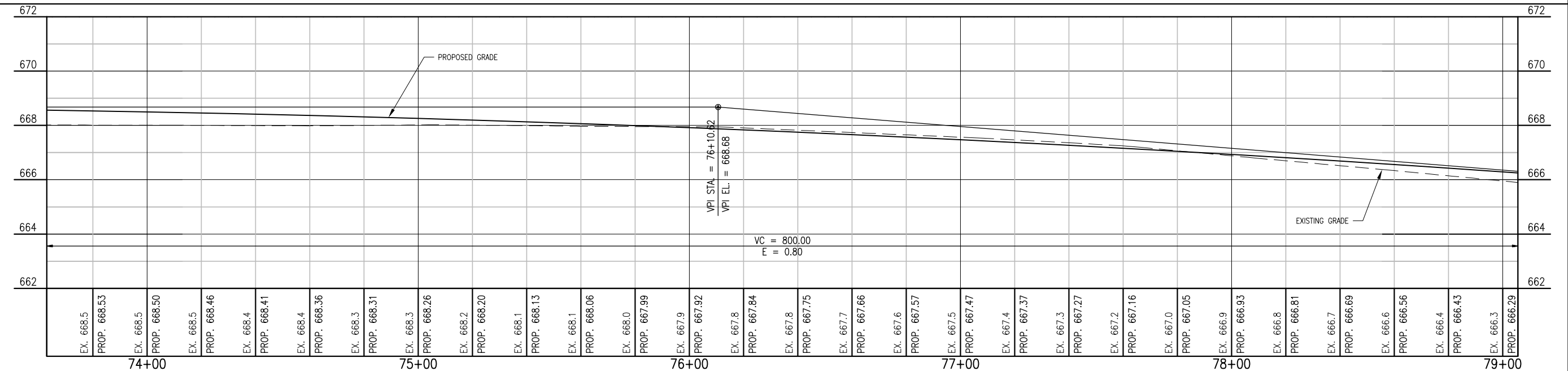
PLAN & PROFILE
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

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NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 10.



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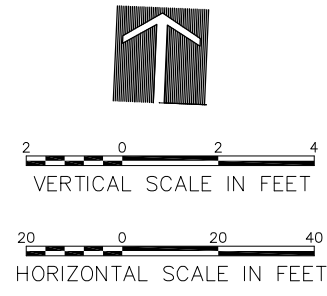
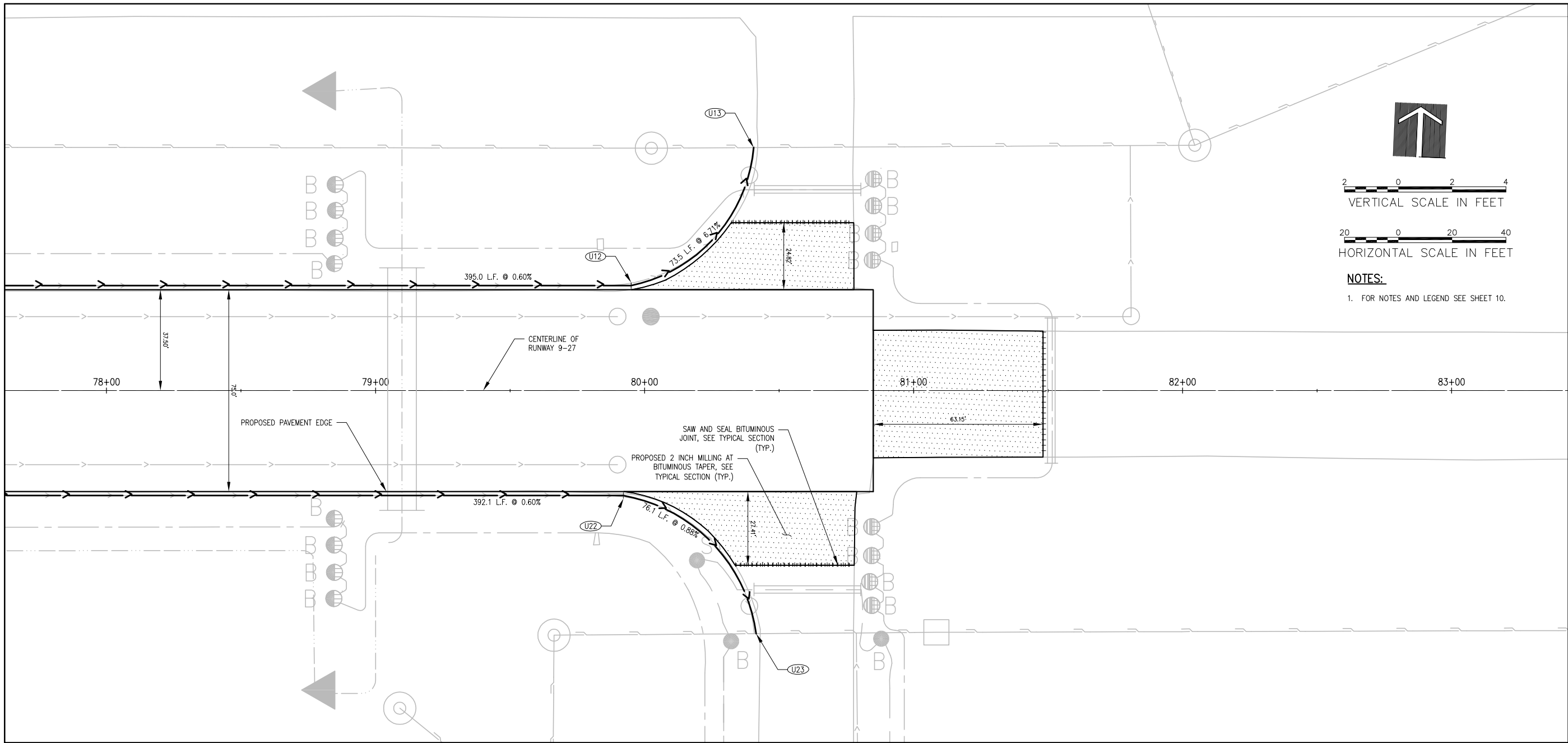
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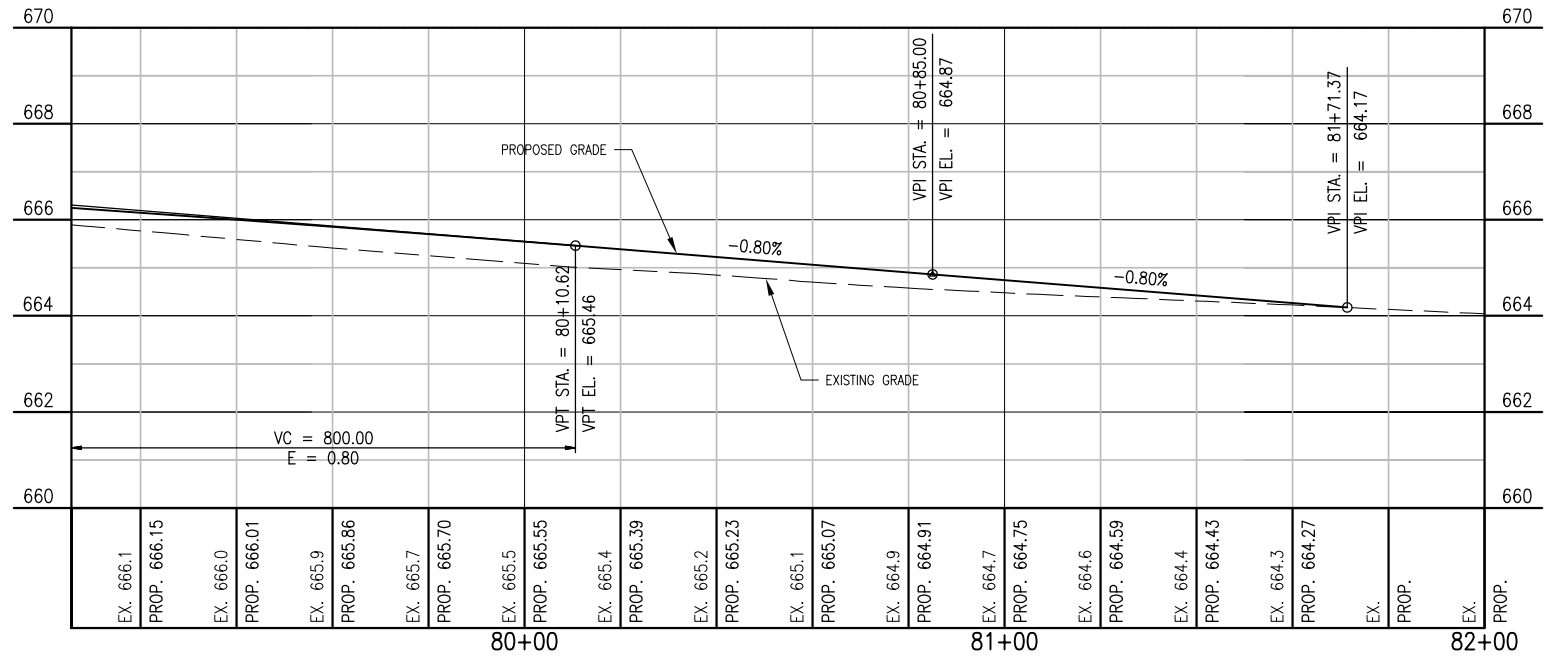
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Date	JANUARY 13, 2012
LAYOUT	KMS
DRAWN	KMS
REVIEWED	RMH
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RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

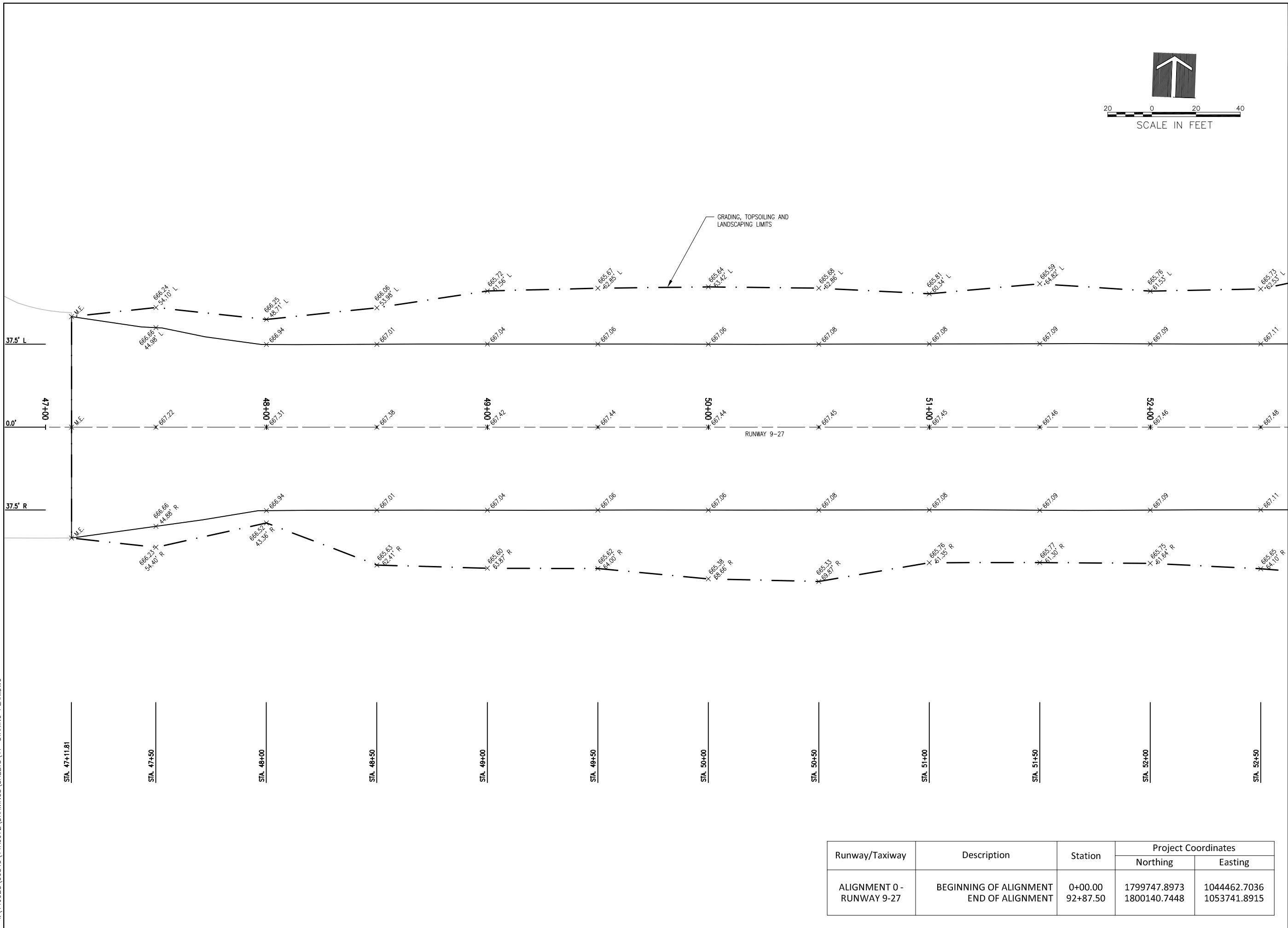


NOTES:
 1. FOR NOTES AND LEGEND SEE SHEET 10.



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DATE	REVISION
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Hanson No. 11A0072D Name 16-PLAN & PROFILE.DWG Scale 1"=20' Date JANUARY 13, 2012	LAYOUT KMS 12/21/11 DRAWN KMS 12/21/11 REVIEWED RMH 1/11/12
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PLAN AND PROFILE RUNWAY 9-27	
REHABILITATE EAST PORTION OF RUNWAY 9-27 IDA No. LOT-4134 AIP No. 3-17-0140-B49	
16	
16 of 56 sheets	

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STA. 47+11.81	STA. 47+50	STA. 48+00	STA. 48+50	STA. 49+00	STA. 49+50	STA. 50+00	STA. 50+50	STA. 51+00	STA. 51+50	STA. 52+00	STA. 52+50
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Runway/Taxiway	Description	Station	Project Coordinates	
			Northing	Easting
ALIGNMENT 0 - RUNWAY 9-27	BEGINNING OF ALIGNMENT	0+00.00	1799747.8973	1044462.7036
	END OF ALIGNMENT	92+87.50	1800140.7448	1053741.8915

LE043

REVISION	DATE

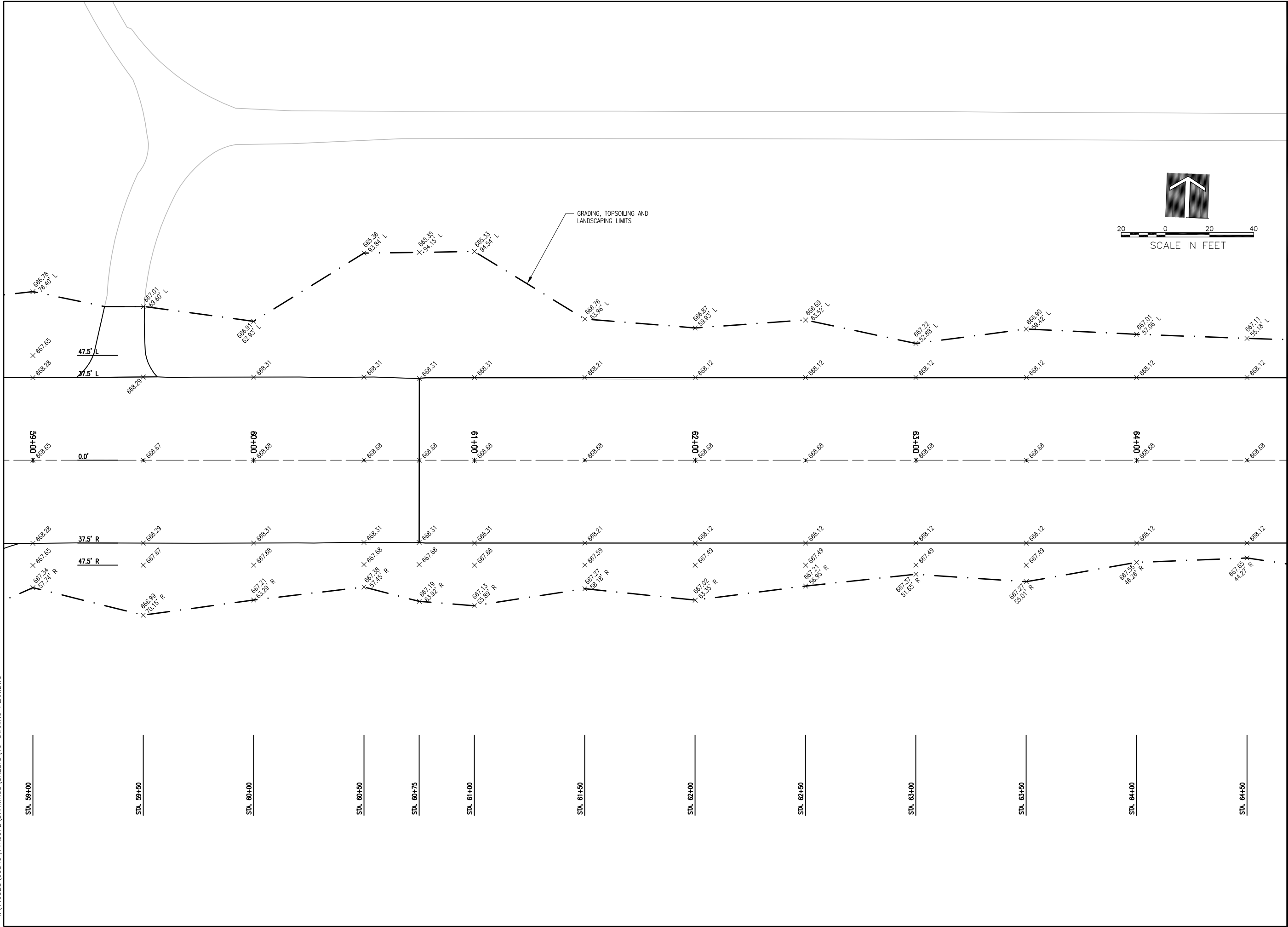
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 Romeoville, Illinois 60446
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Hanson No. 11A0072D	Plan Name 17-STAKING PLAN.DWG	LAYOUT	LDH	12/5/11
Scale 1"=20'	Date JANUARY 13, 2012	DRAWN	LDH	12/5/11
		REVIEWED	RMH	1/11/12

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STAKING PLAN

REHABILITATE EAST PORTION OF
RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



REVISION	DATE

Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
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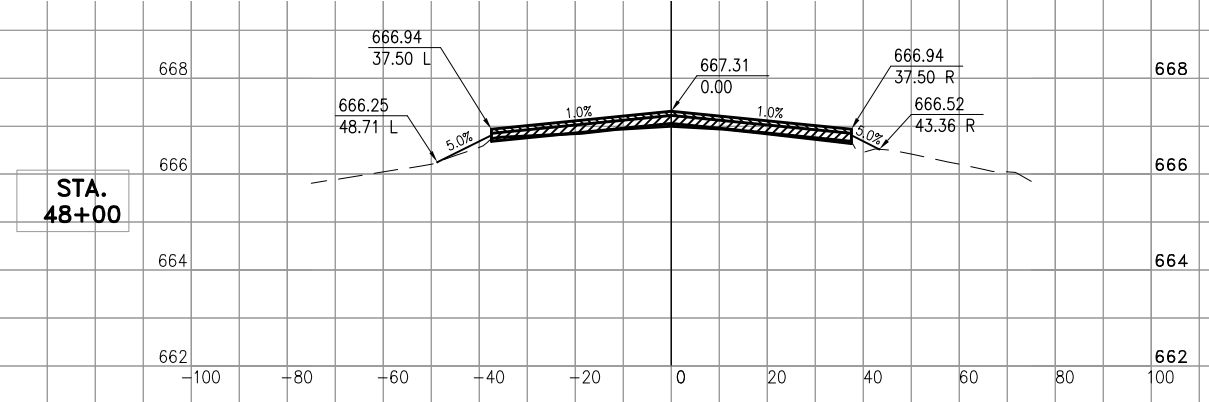
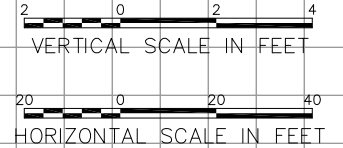
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Date JANUARY 13, 2012	RMH
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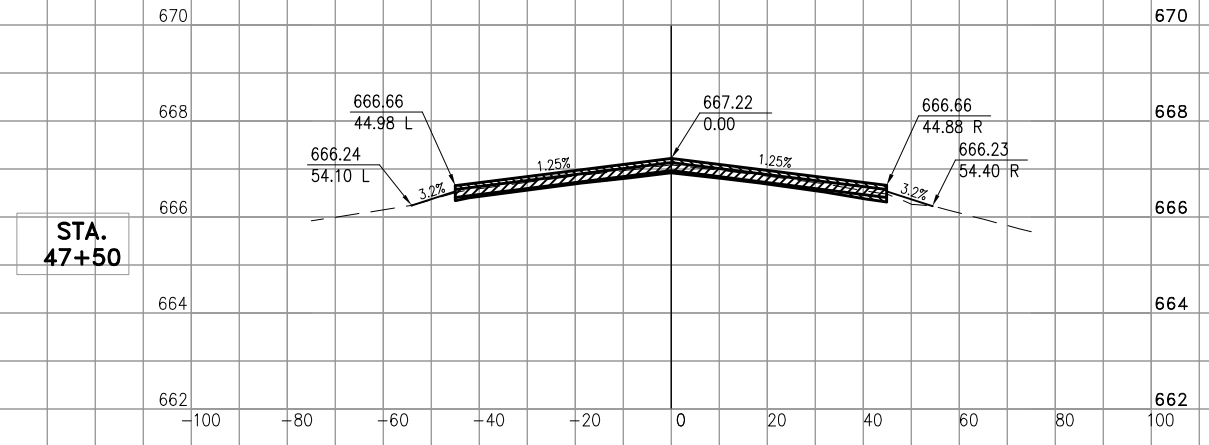
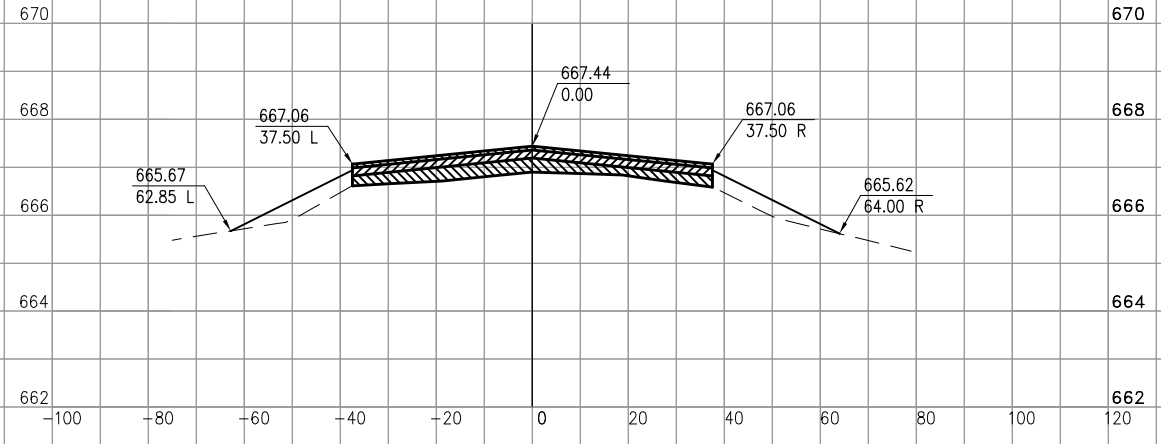
STAKING PLAN
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

EARTHWORK SUMMARY IN CUBIC YARDS

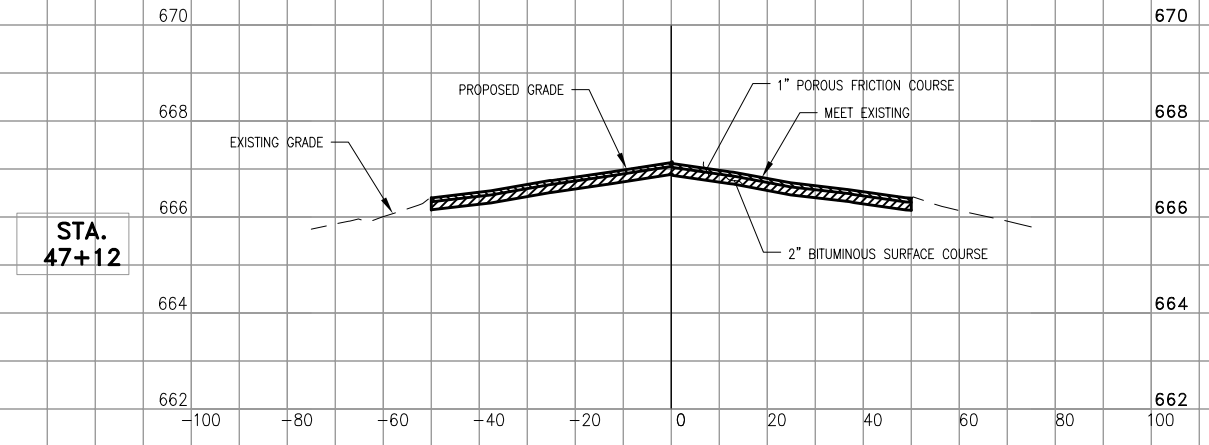
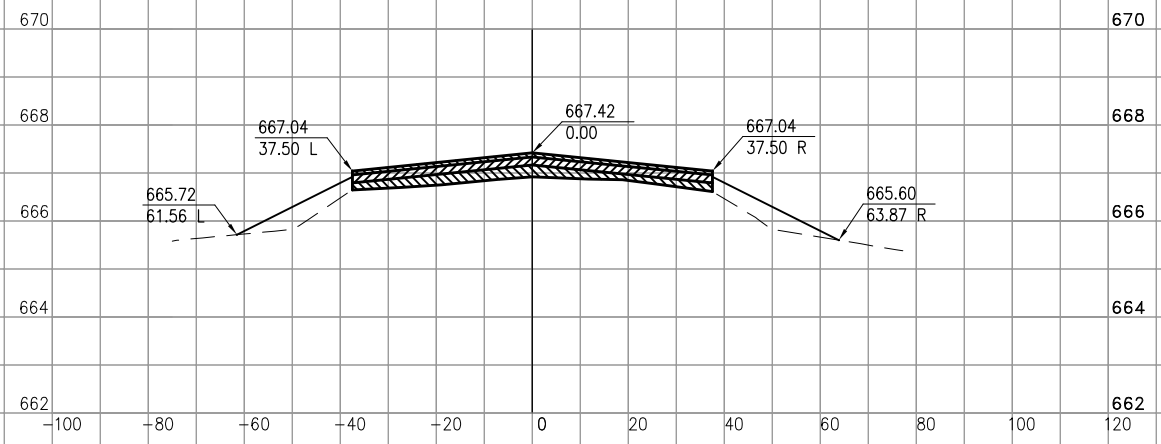
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BACKFILL (PGE)		
Fill	10,200	
TOTAL PGE BACKFILL	10,200	
		10,200
TOPSOIL FILL		
Topsoil from On Site	0	
TOTAL TOPSOIL REQUIRED	1,738	
Off Site Topsoil Required	1,738	



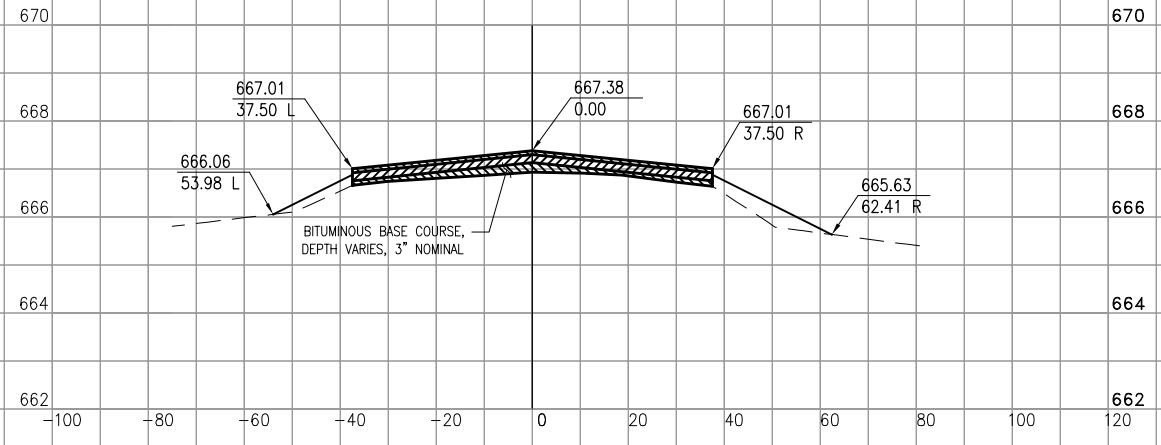
STA. 49+50



STA. 49+00



STA. 48+50



JAN 10, 2012 12:44 PM SPITZ01394
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REVISION	DATE

Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
1 George Michas Drive
Romeoville, Illinois 60446
Telephone: 815.838.9497
Fax: 815.838.9524

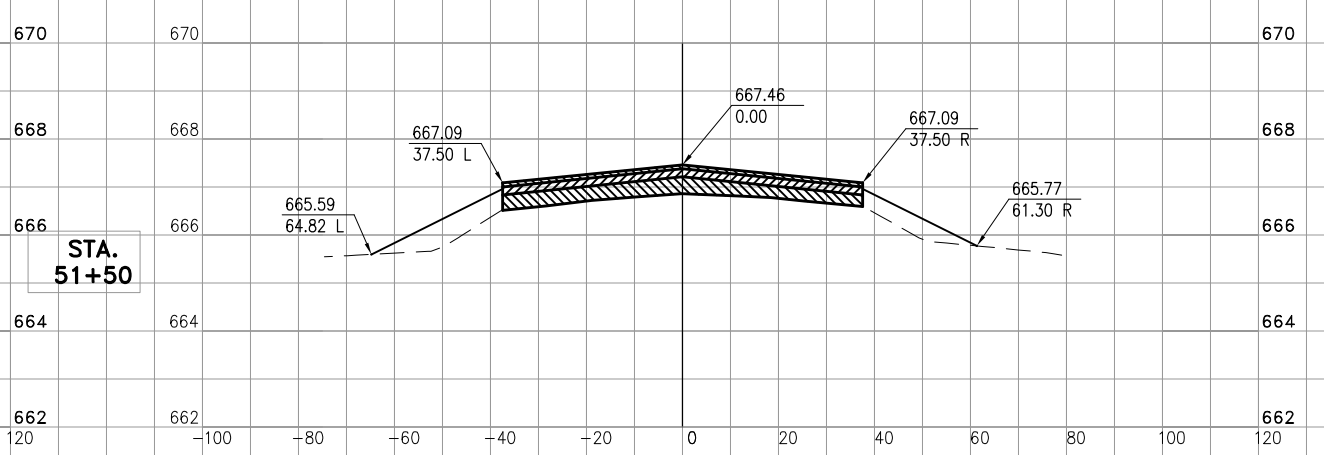
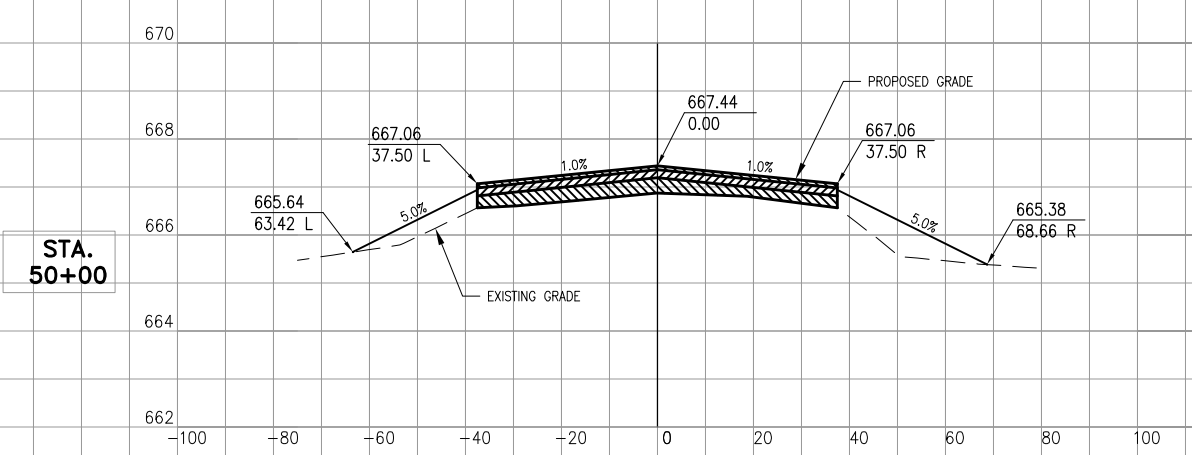
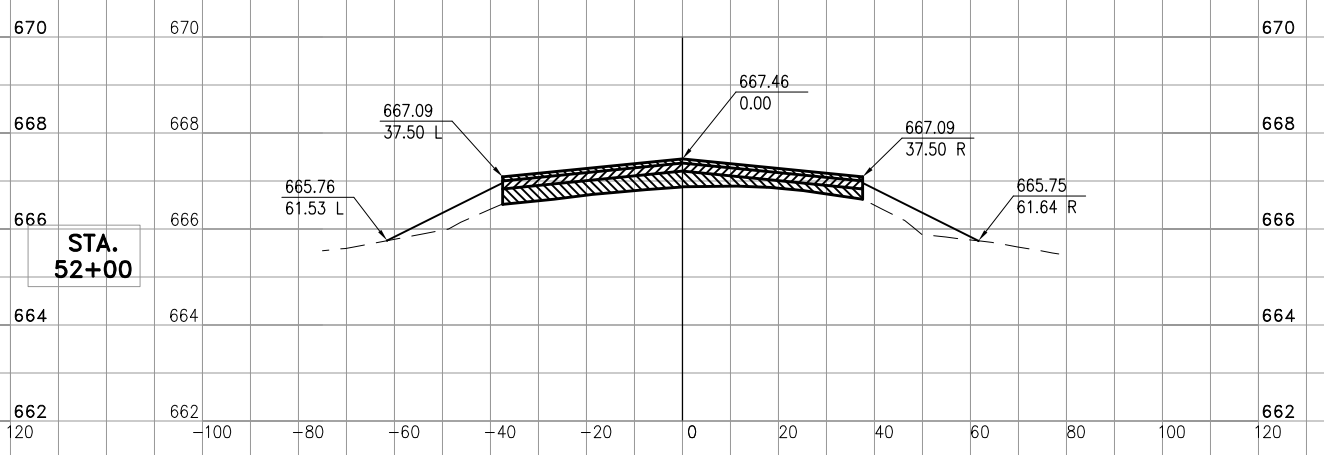
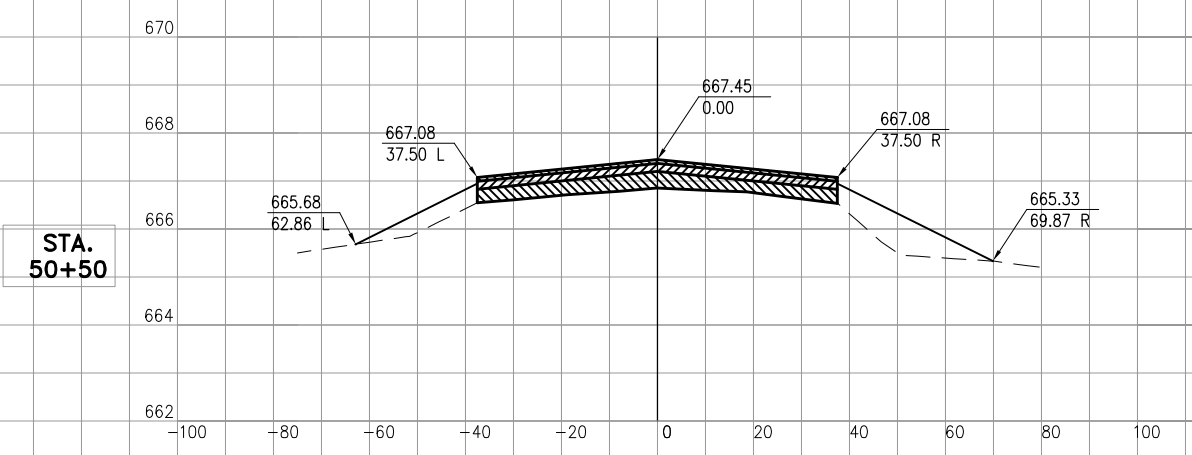
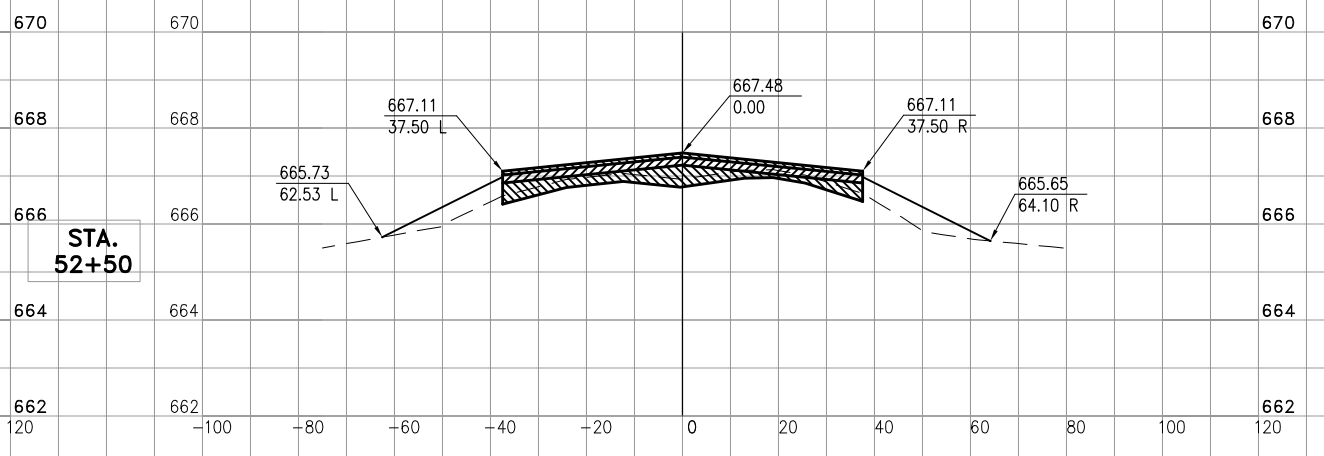
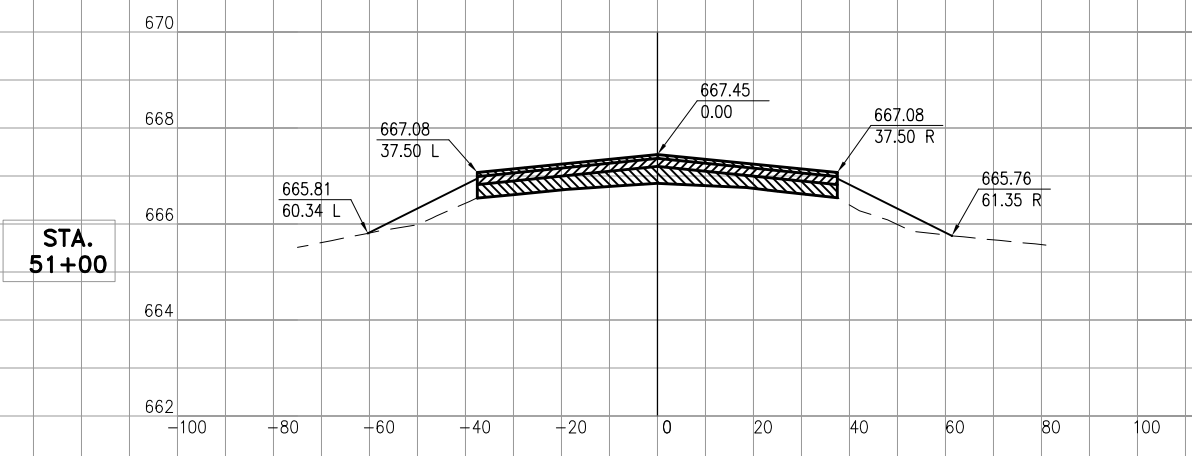
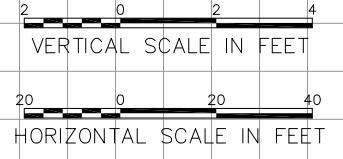
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Filename 23-XSECT-RWY9-27.DWG	Scale 1" = 20'
LAYOUT KMS	12/30/11
DRAWN KMS	12/30/11
REVIEWED RMH	1/11/12

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CROSS SECTIONS
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 10, 2012 12:42 PM SPITZ01394
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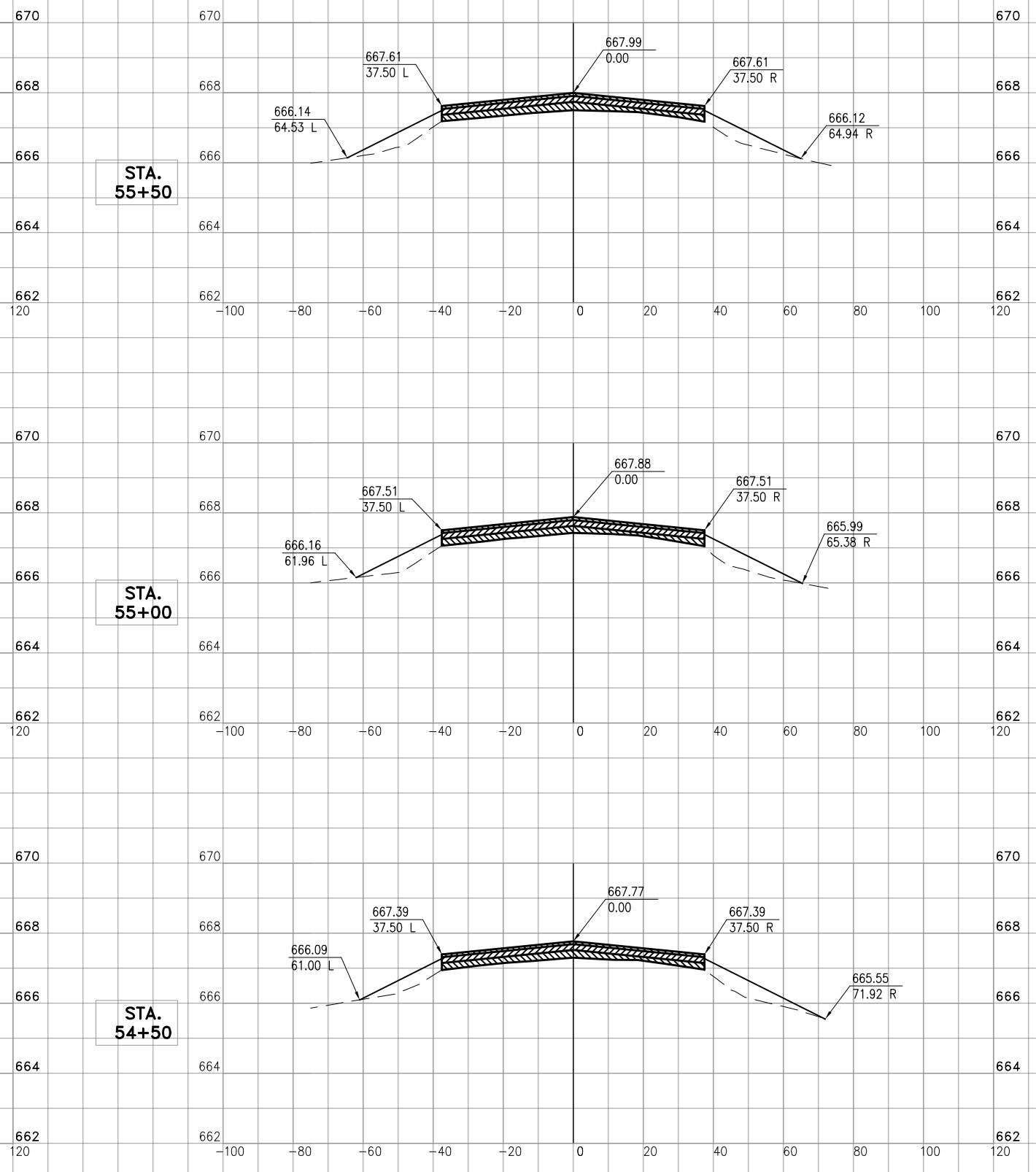
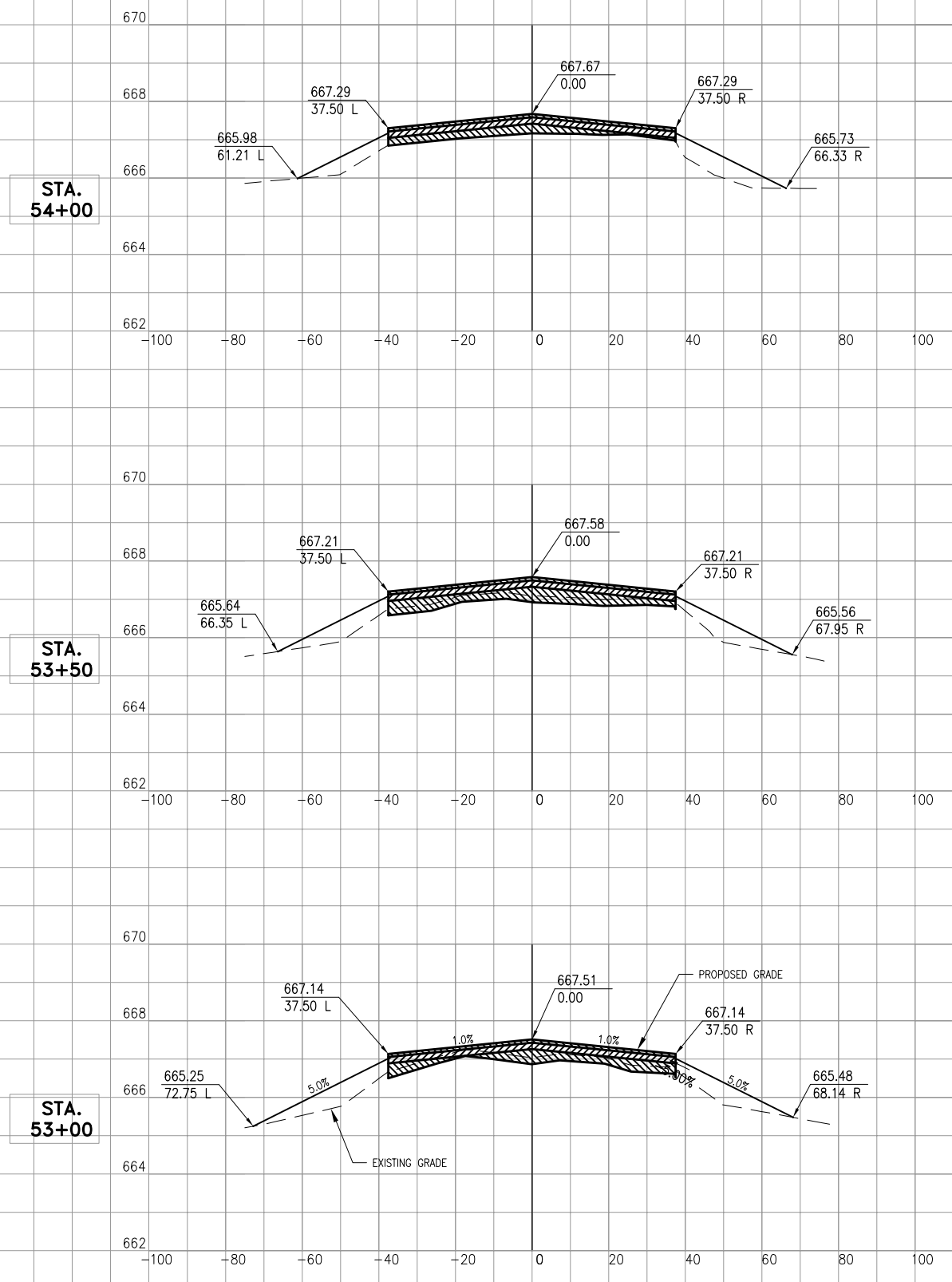
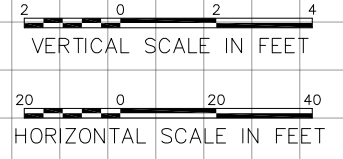
Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No.	11A0072D
Filename	24-XSECT-RWY9-27.DWG
Scale	1" = 20'
Date	JANUARY 13, 2012
LAYOUT	KMS
DRAWN	KMS
REVIEWED	RMH
	12/30/11
	12/30/11
	1/11/12

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 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

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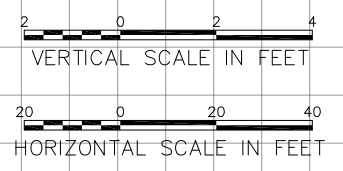
Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

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Filename	25-XSECT-RWY9-27.DWG	
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REVIEWED	RMH	1/11/12

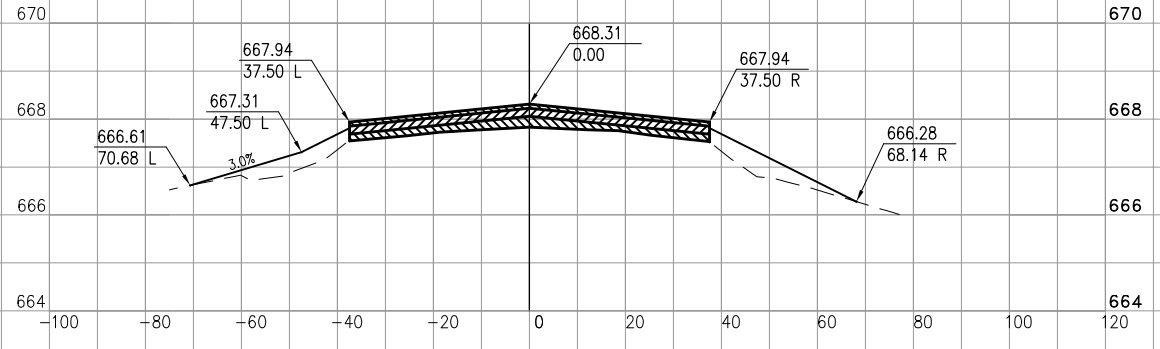
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CROSS SECTIONS
 RUNWAY 9-27
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

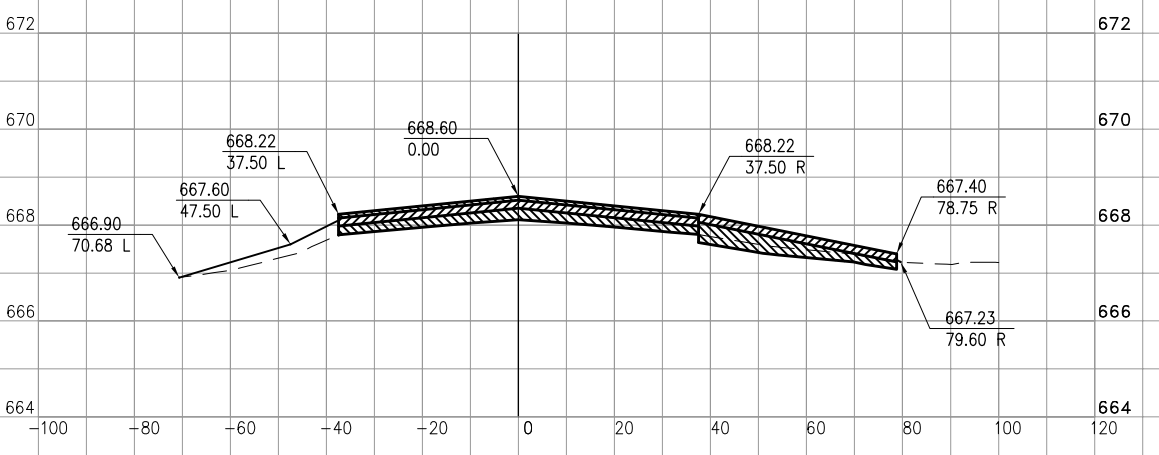
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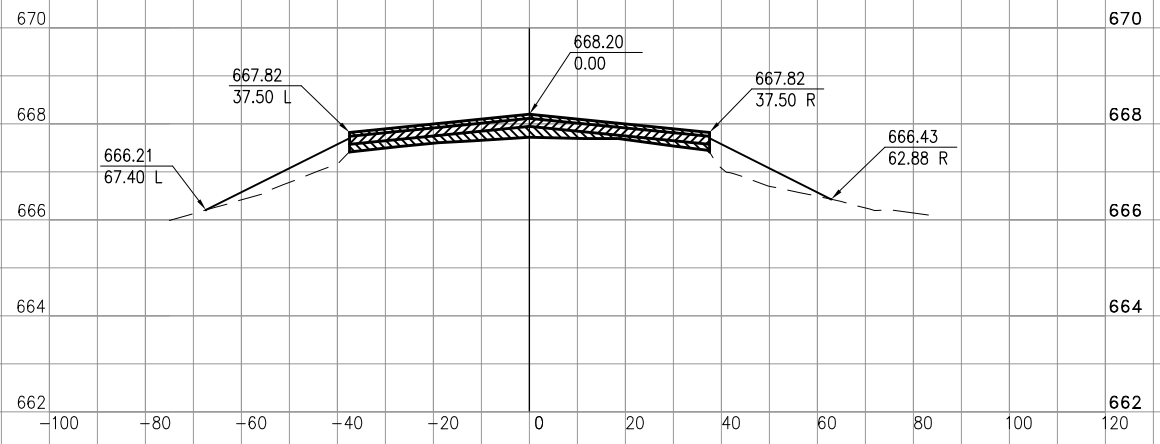
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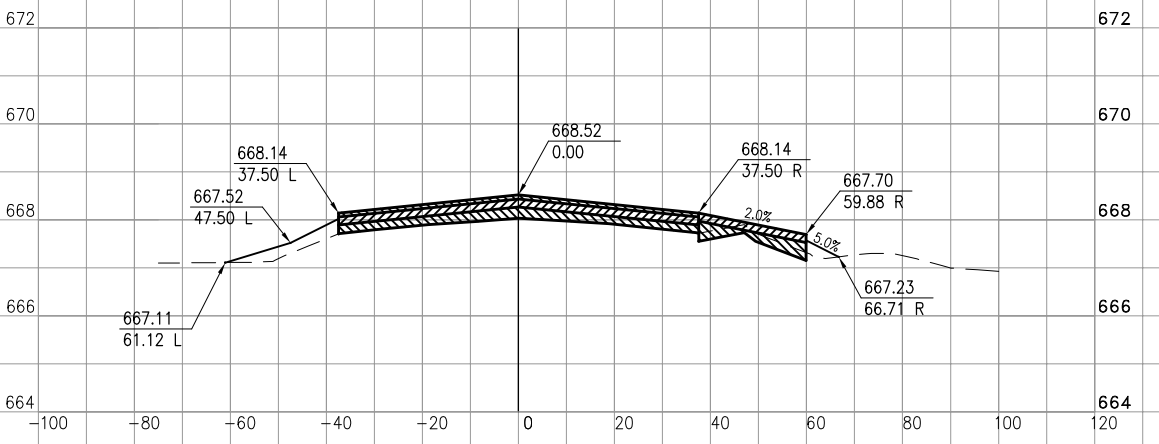
STA. 58+00



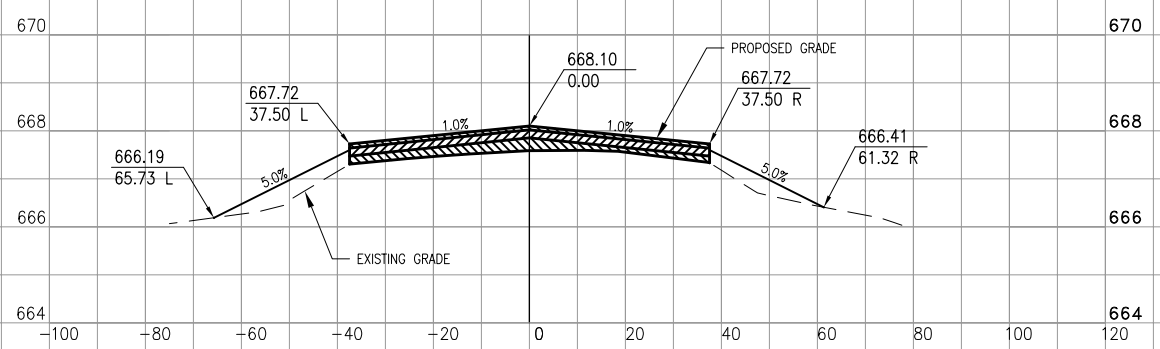
STA. 56+50



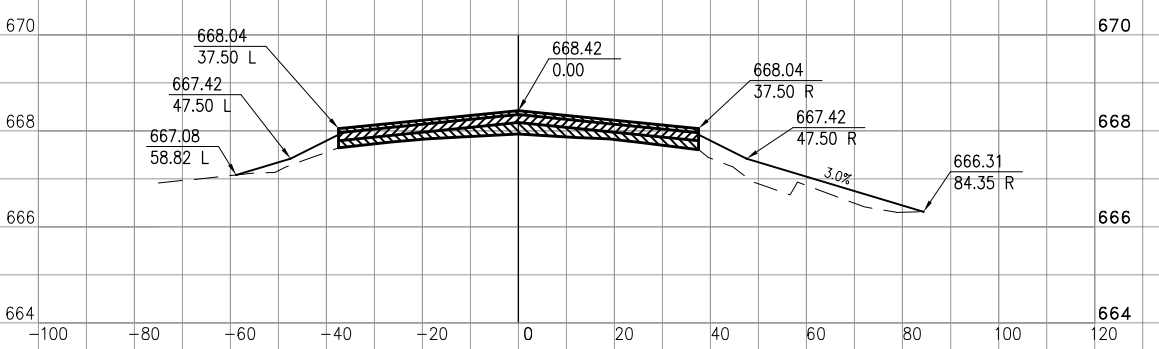
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STA. 56+00



STA. 57+50



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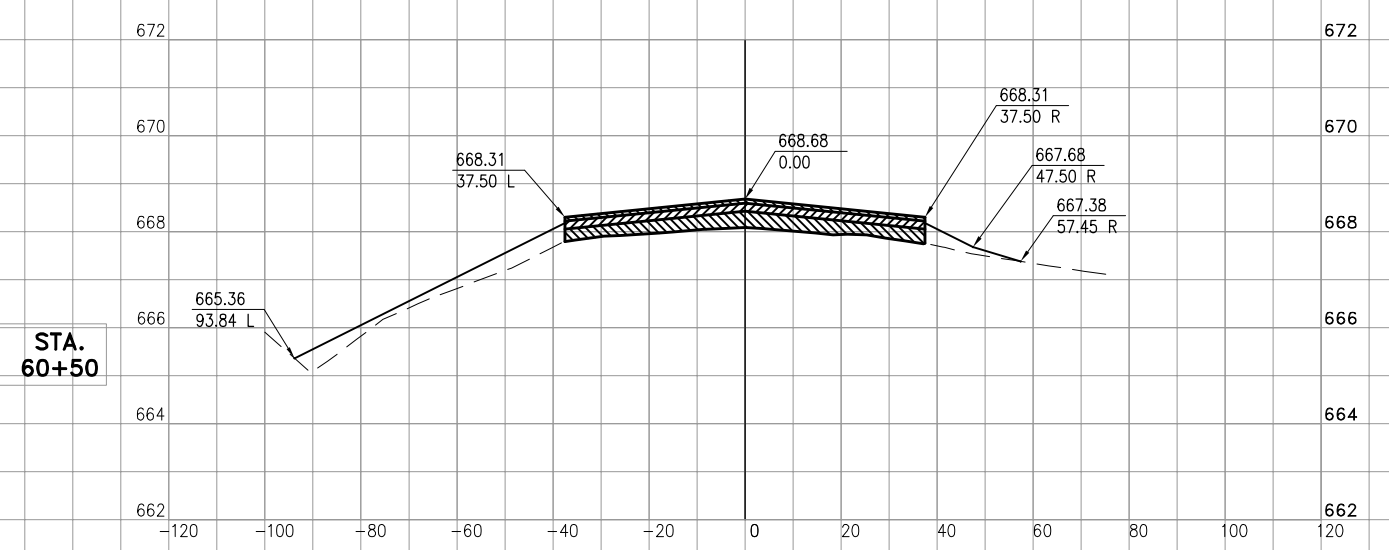
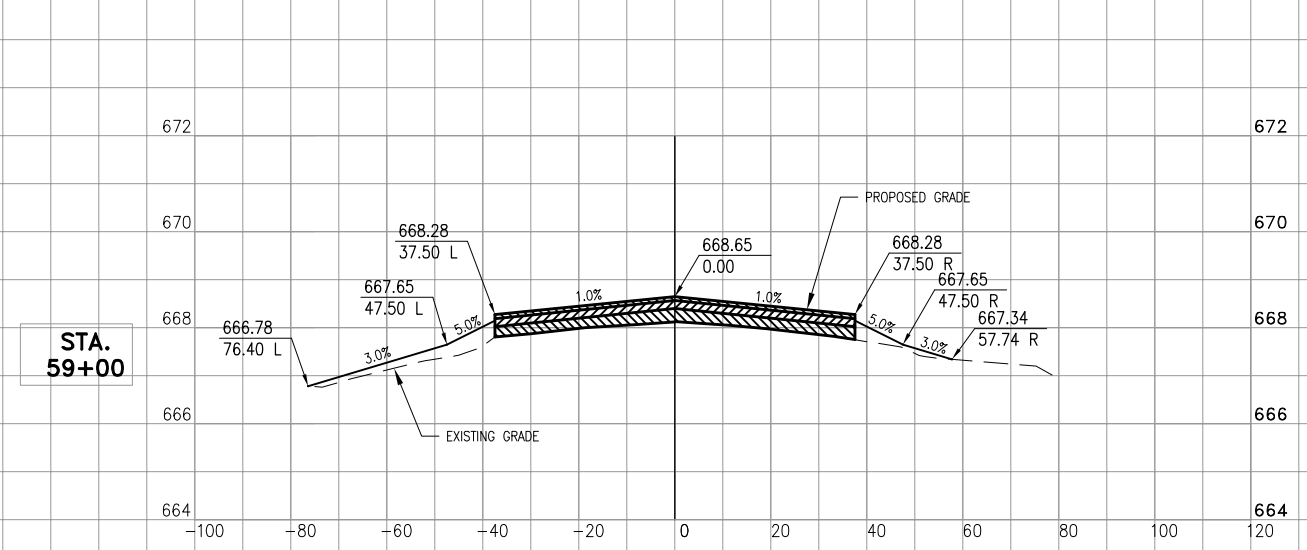
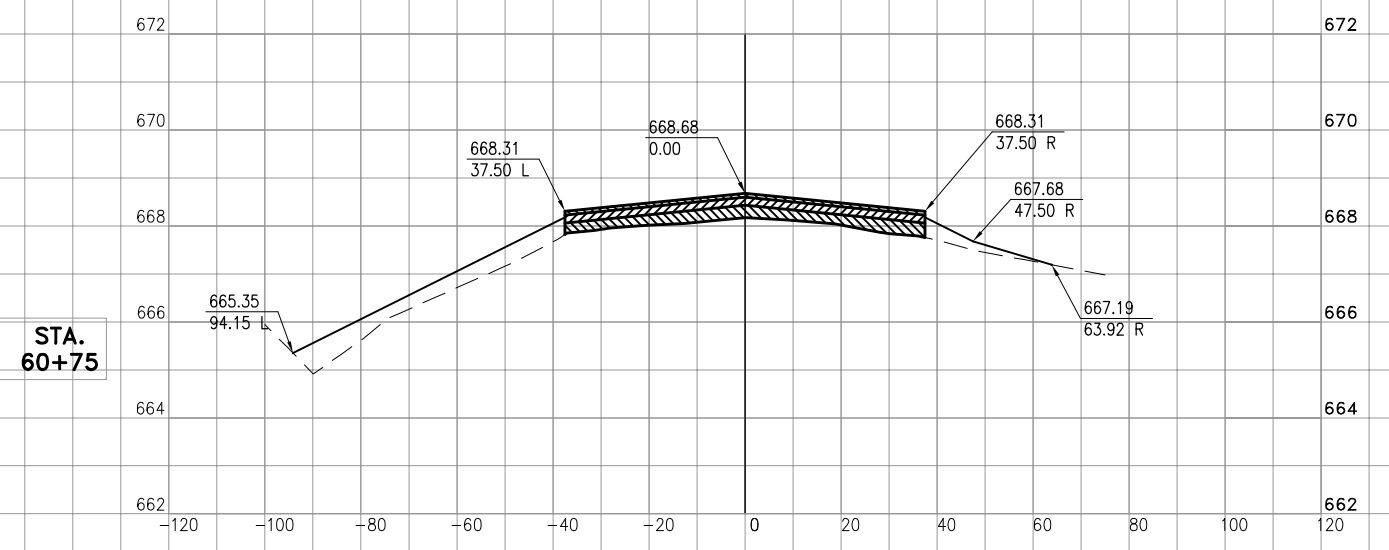
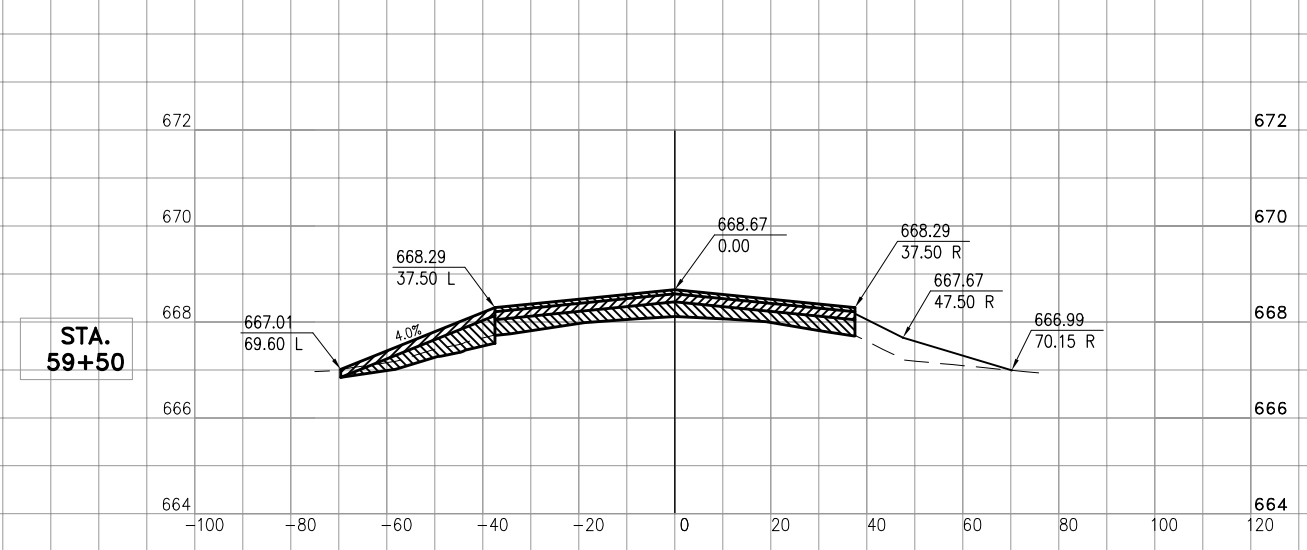
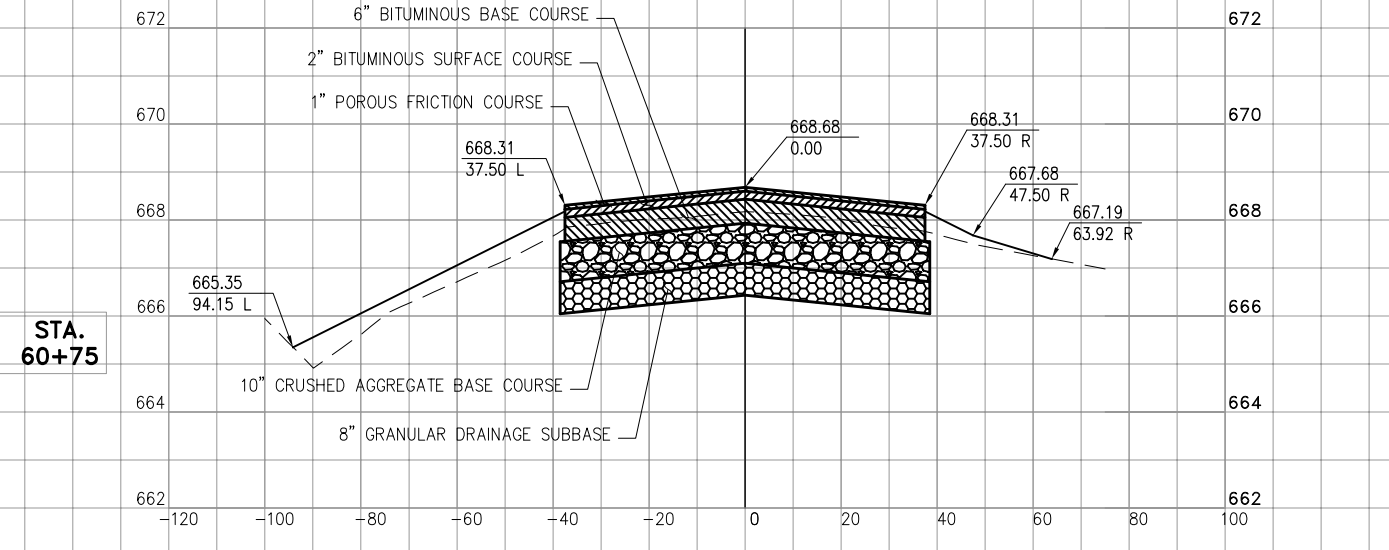
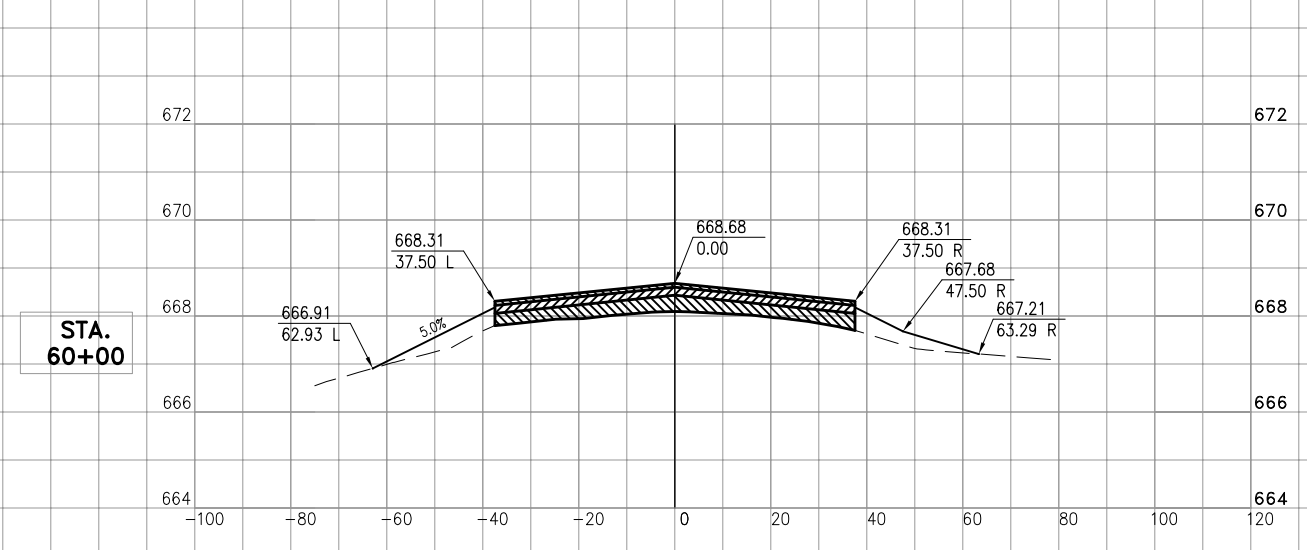
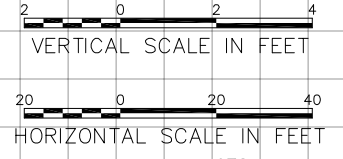
DATE

Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 11A0072D	Date JANUARY 13, 2012
Filename 26-XSECT-RWY9-27.DWG	Scale 1" = 20'
LAYOUT KMS	12/30/11
DRAWN KMS	12/30/11
REVIEWED RMH	1/11/12

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CROSS SECTIONS
 RUNWAY 9-27
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 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



REVISION
DATE

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Romeoville, Illinois 60446
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Fax: 815.838.9524

Hanson No.	11A0072D	Scale	1" = 20'	Date	JANUARY 13, 2012
Filename	27-XSECT-RW19-27.DWG	LAYOUT	KMS	12/30/11	
		DRAWN	KMS	12/30/11	
		REVIEWED	RMH	1/11/12	

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CROSS SECTIONS
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

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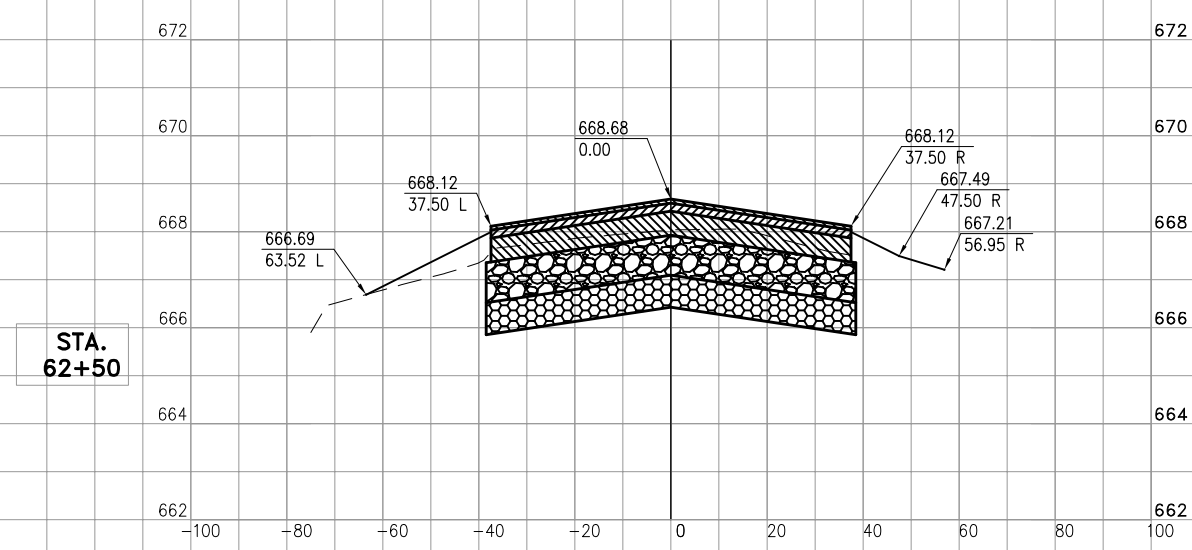
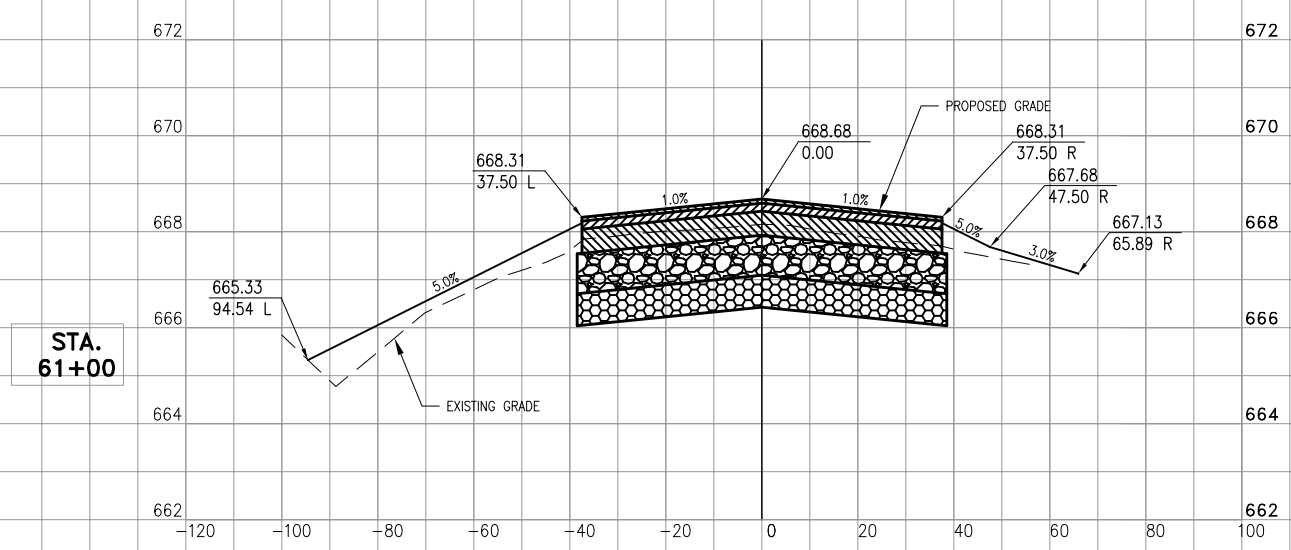
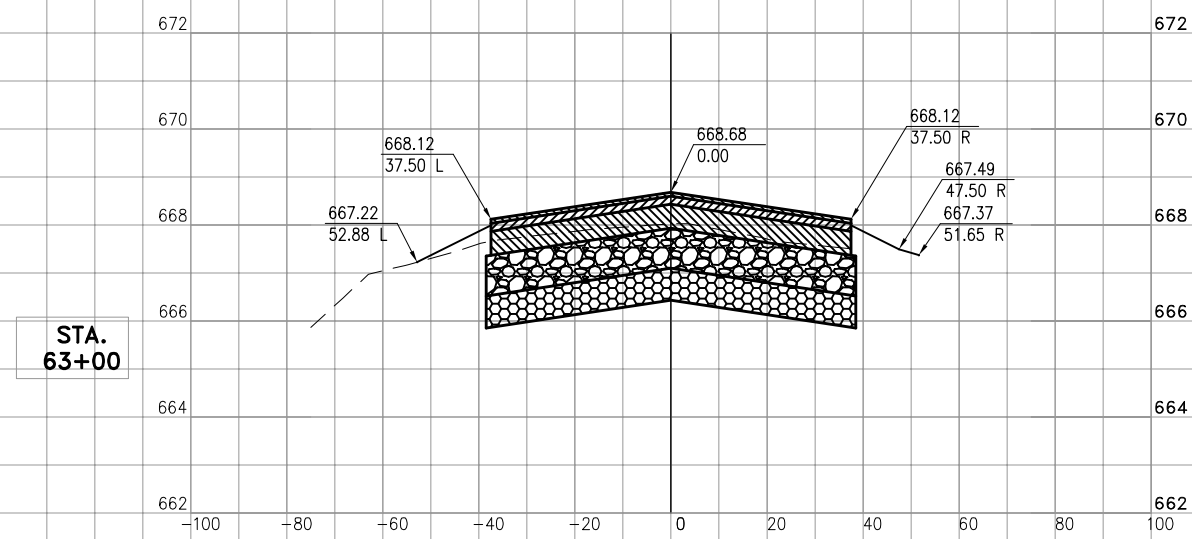
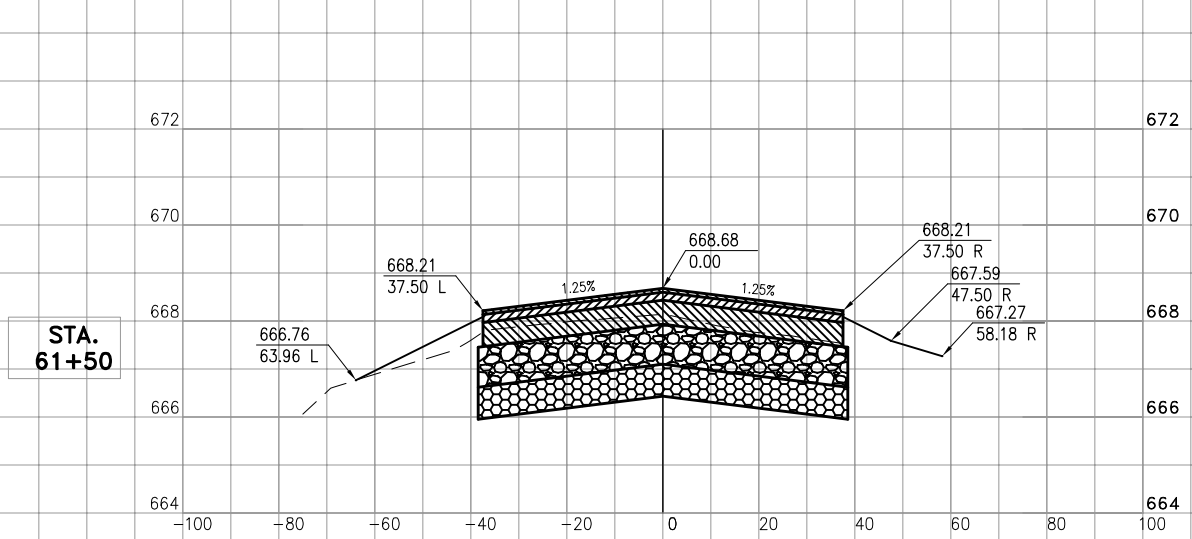
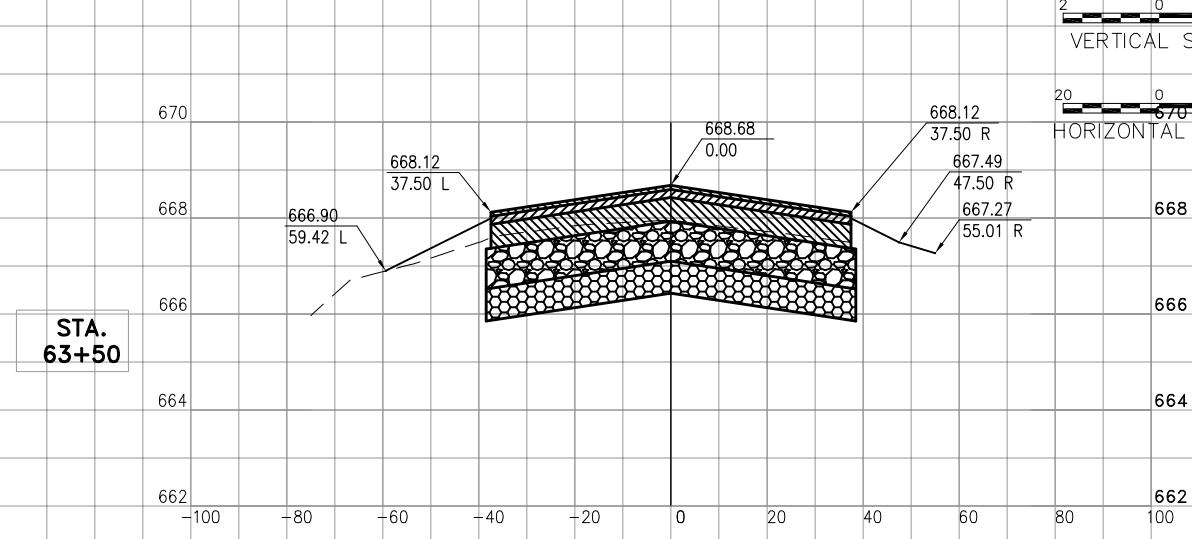
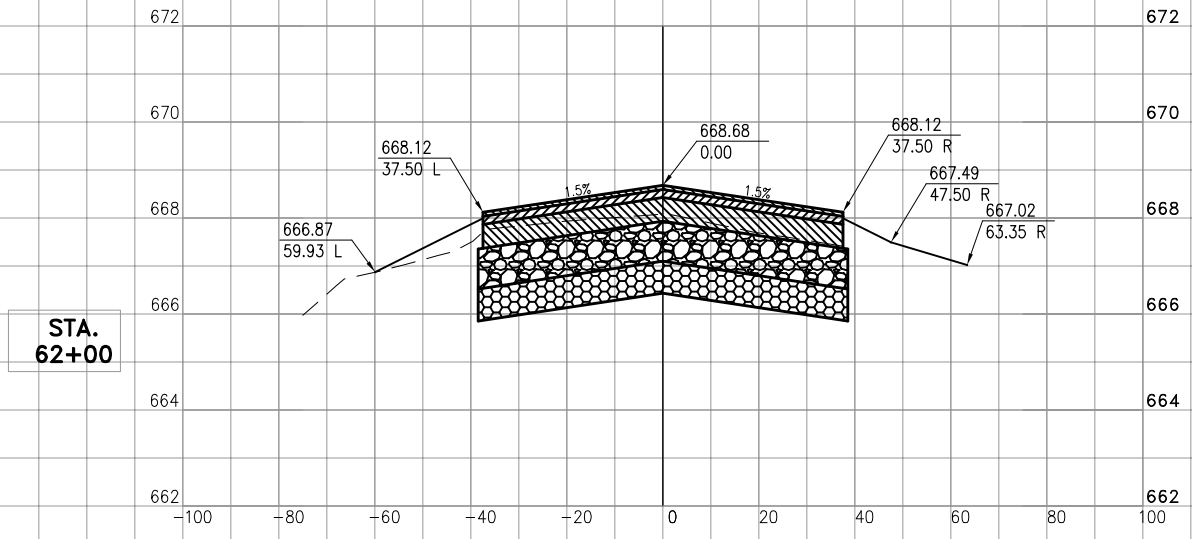
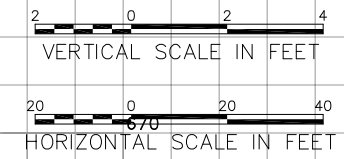
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 Romeoville, Illinois 60446
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 Fax: 815.838.9524

Hanson No. 11A0072D
 Filename 28-XSECT-RWY9-27.DWG
 Scale 1" = 20'
 Date JANUARY 13, 2012

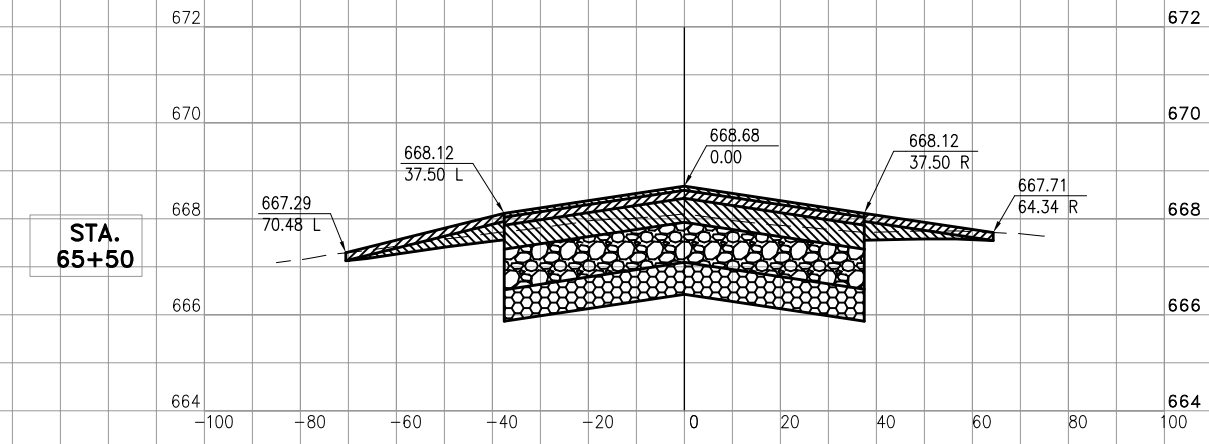
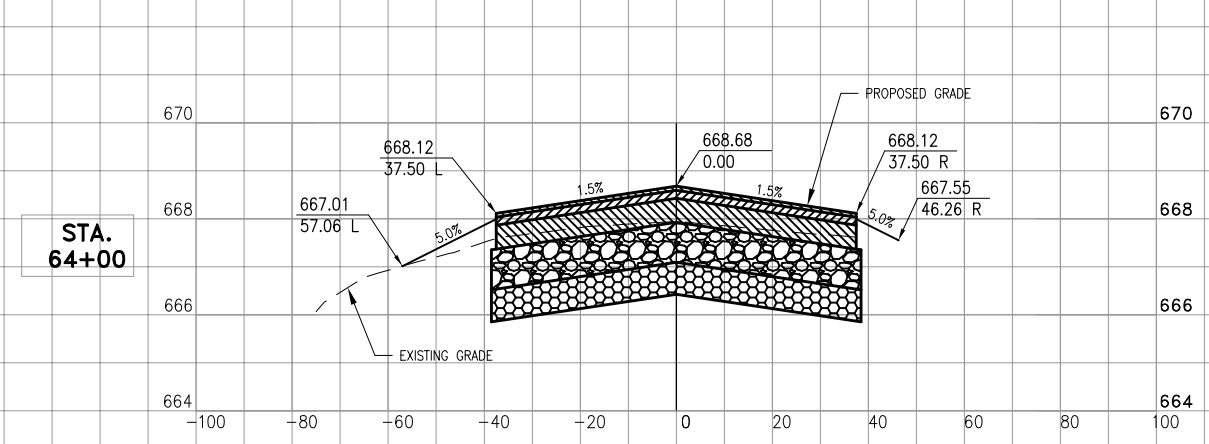
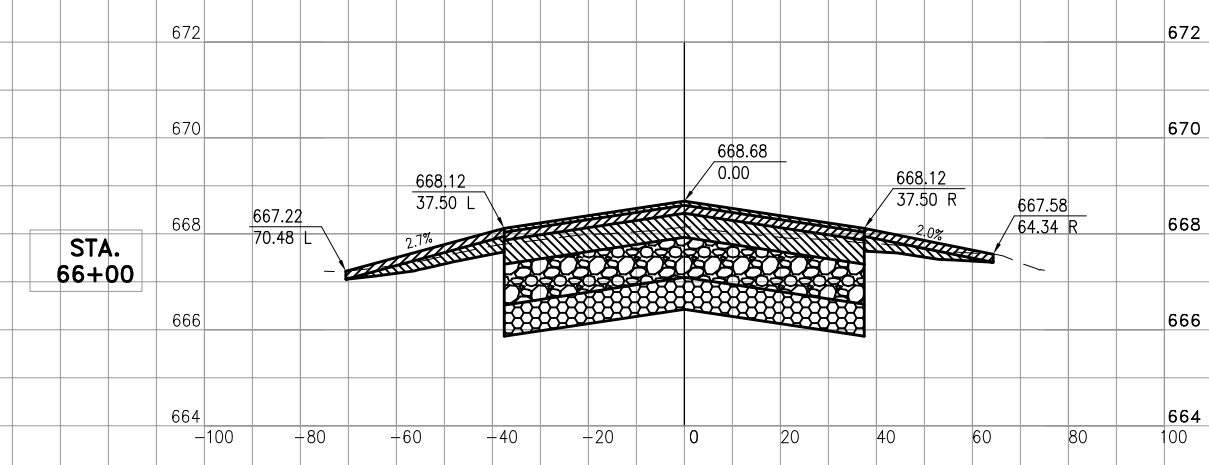
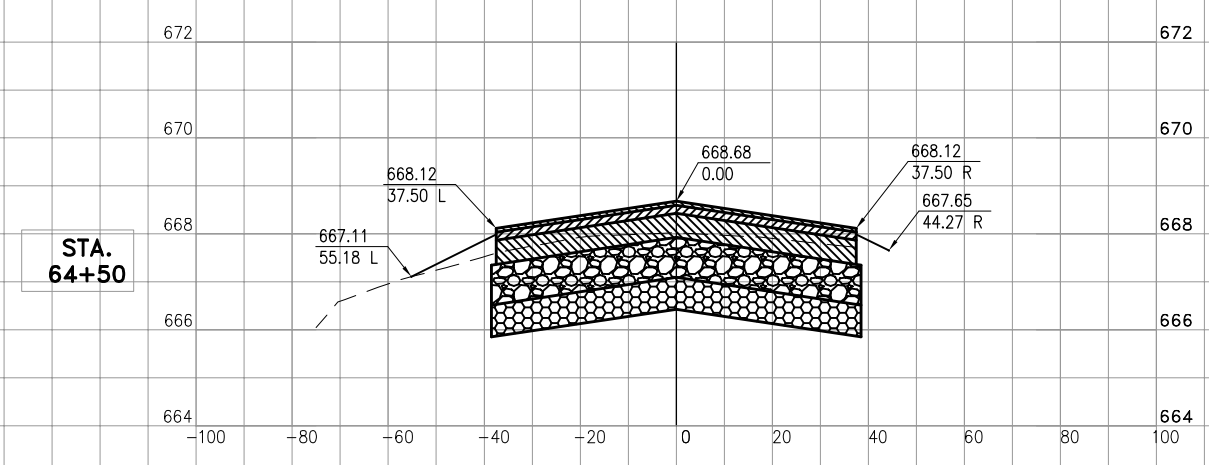
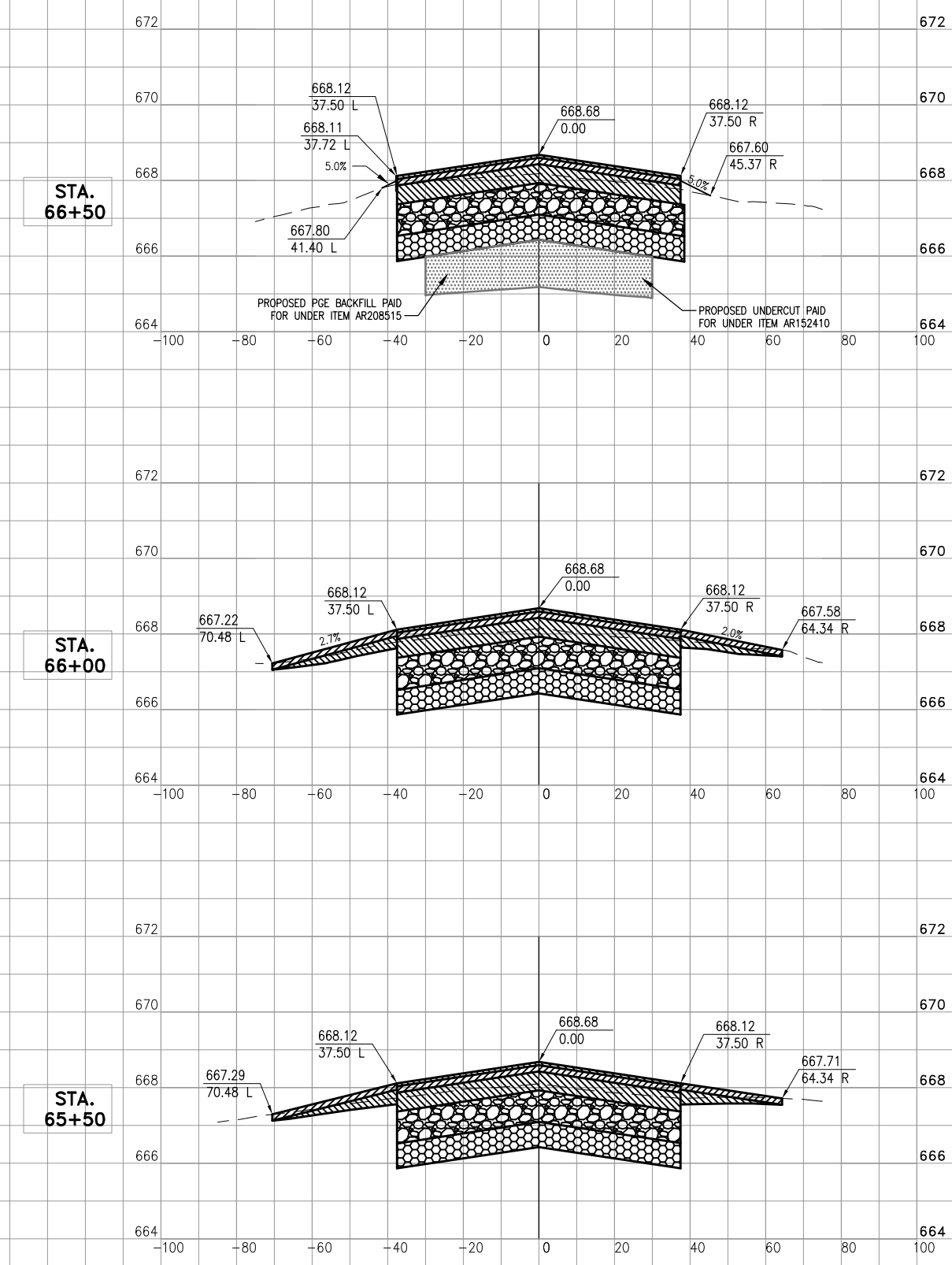
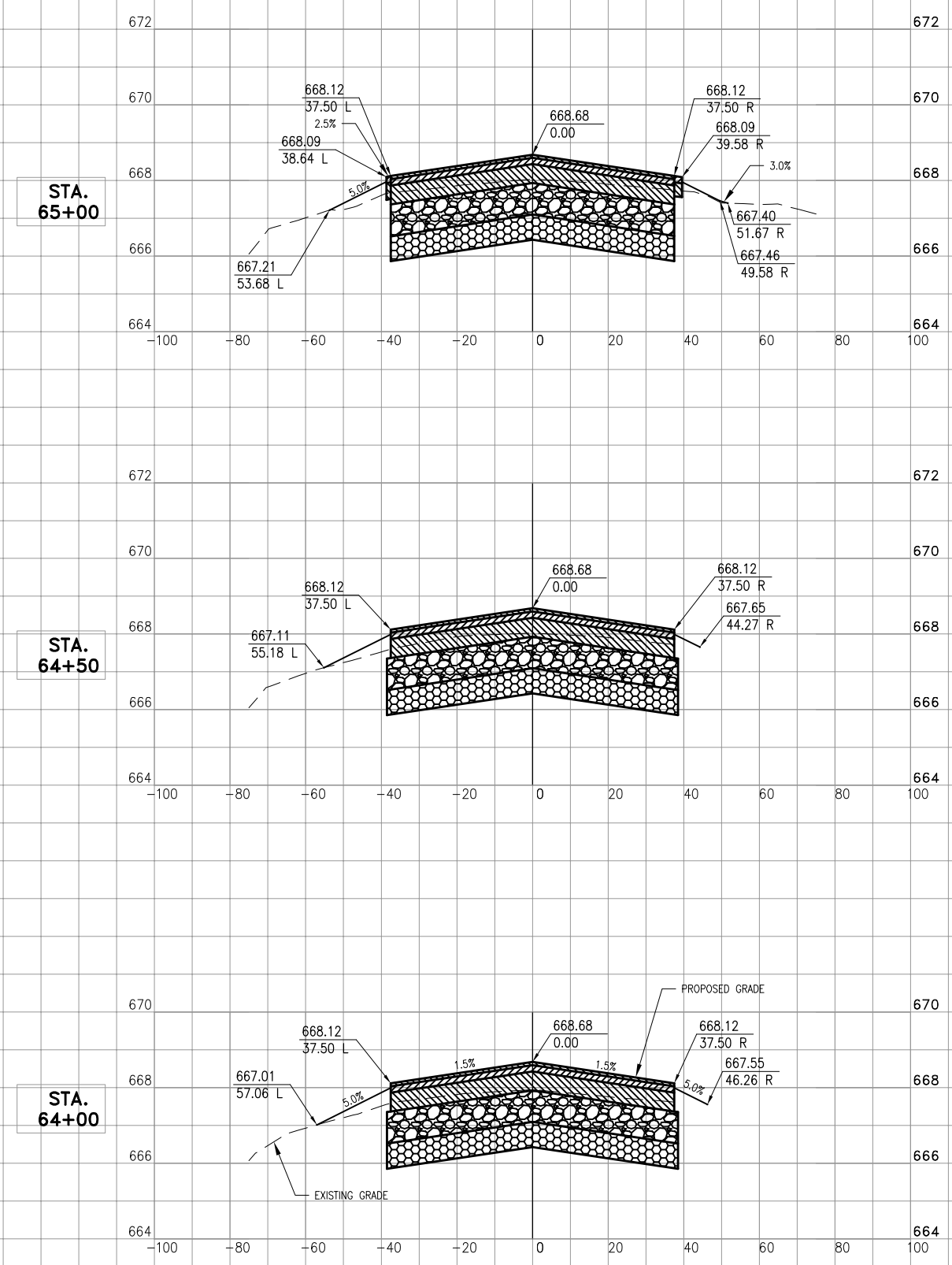
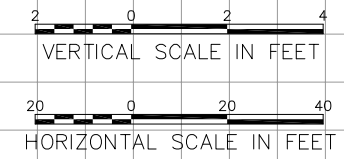
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CROSS SECTIONS
 RUNWAY 9-27
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



JAN 10, 2012 12:37 PM SPITZ01394
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 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
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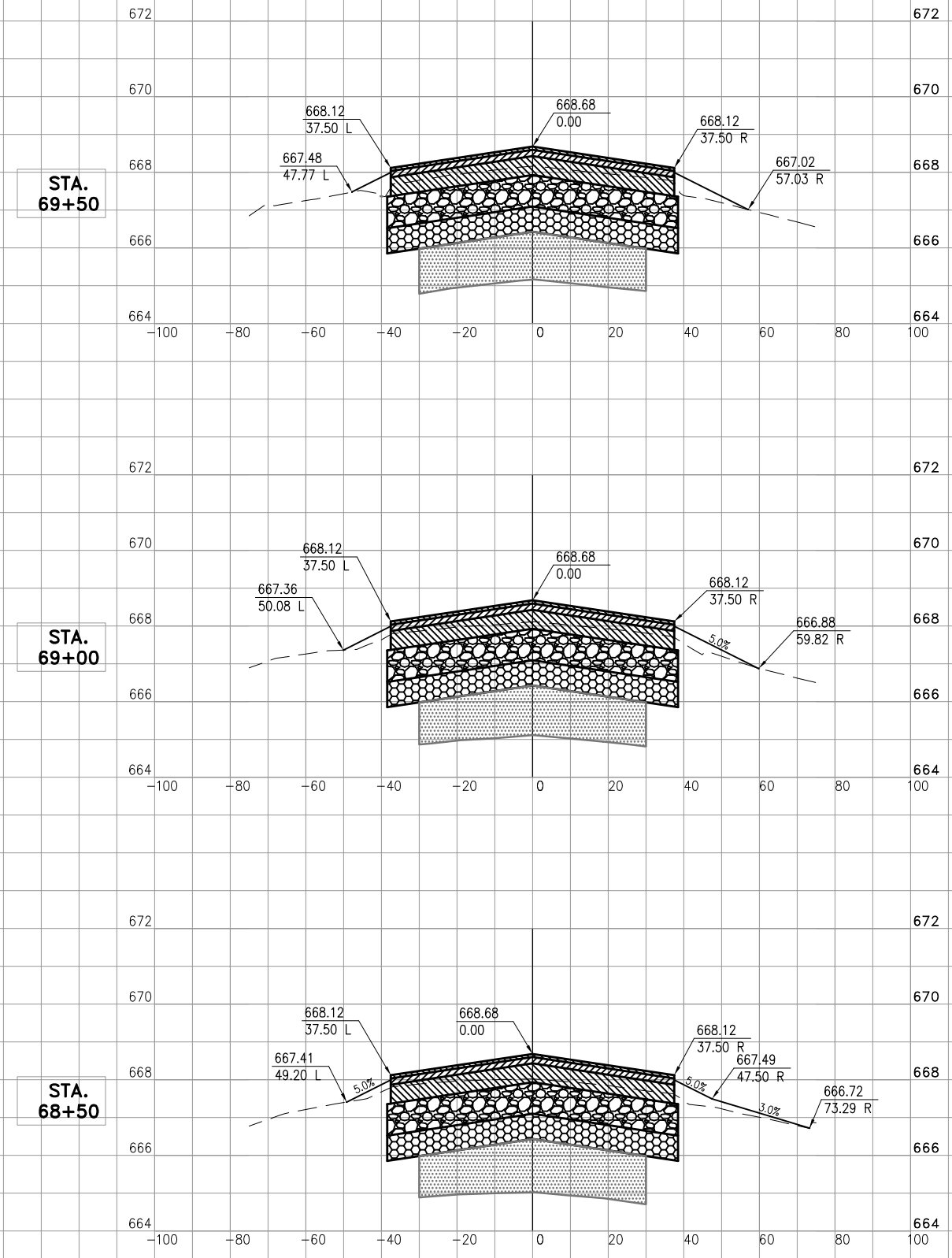
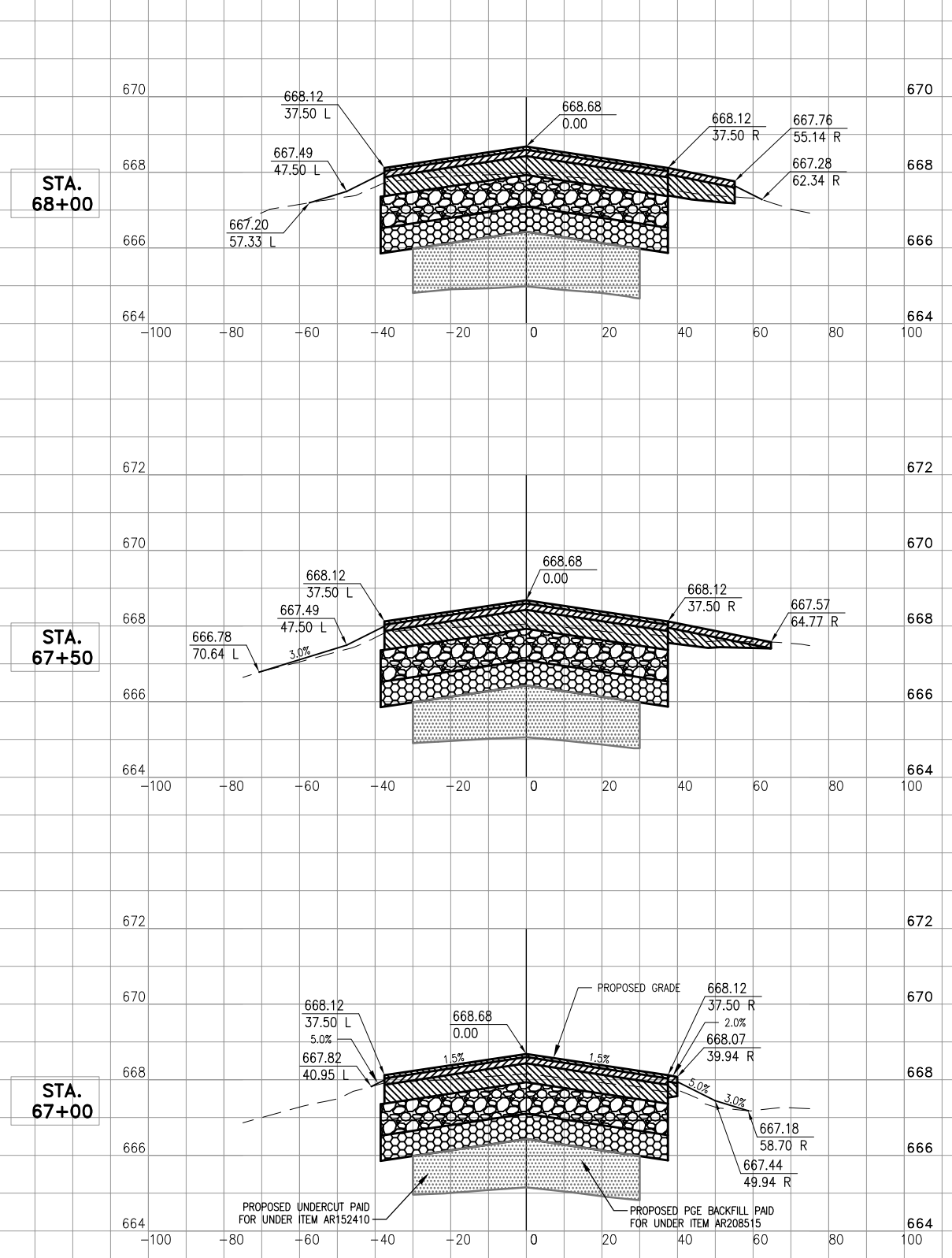
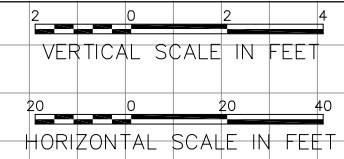
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Filename	29-XSECT-RWY9-27.DWG	Drawn	KMS	12/30/11
Scale	1" = 20'	Reviewed	RMH	1/11/12
Date	JANUARY 13, 2012			

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CROSS SECTIONS
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 IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 10, 2012 12:29 PM SPITZ01394
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Hanson No.	11A0072D	FILENAME	30-XSECT-RWY9-27.DWG
Scale	1" = 20'	DATE	JANUARY 13, 2012
LAYOUT	KMS	12/30/11	
DRAWN	KMS	12/30/11	
REVIEWED	RMH	1/11/12	

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 IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 17, 2012 8:03 AM SPITZ01394
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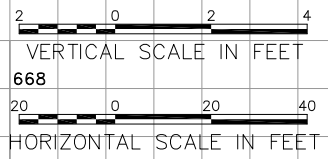
Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 11A0072D
 Filename 31-XSECT-RWY9-27.DWG
 Scale 1" = 20'
 Date JANUARY 13, 2012

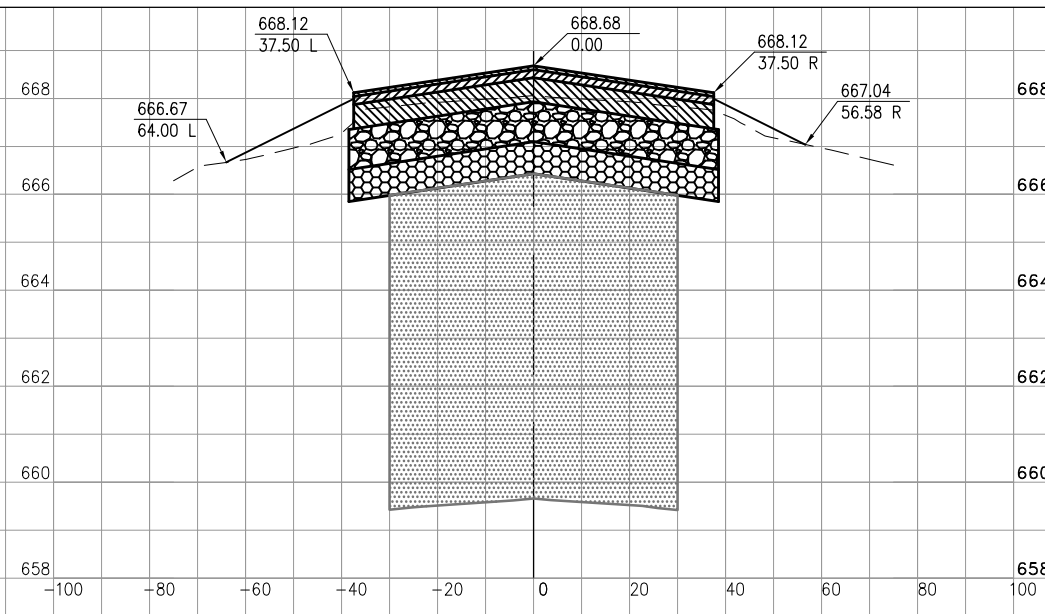
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CROSS SECTIONS
 RUNWAY 9-27
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

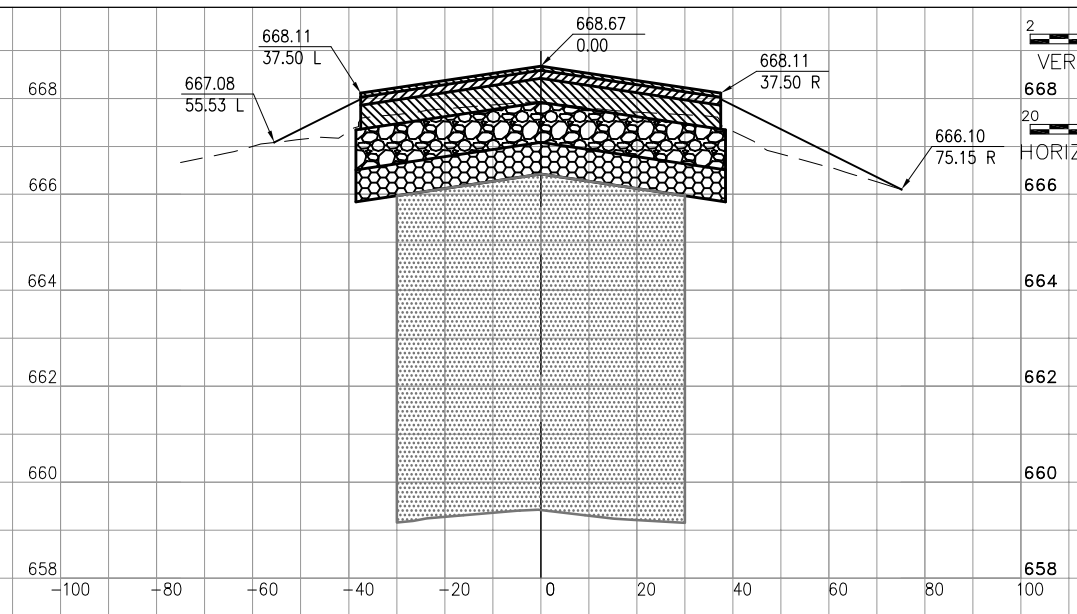
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 31 of 56 sheets



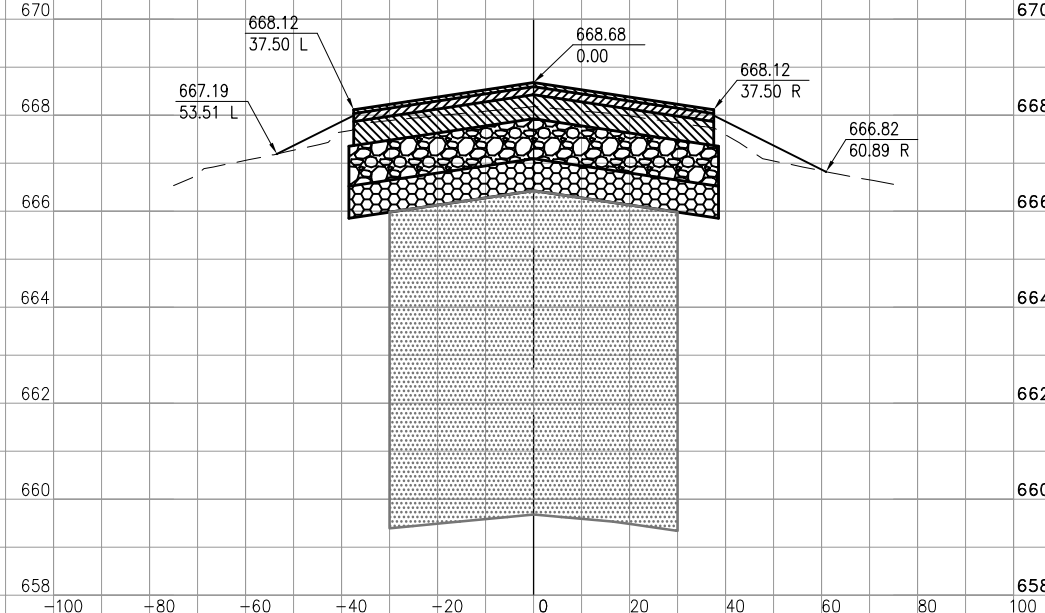
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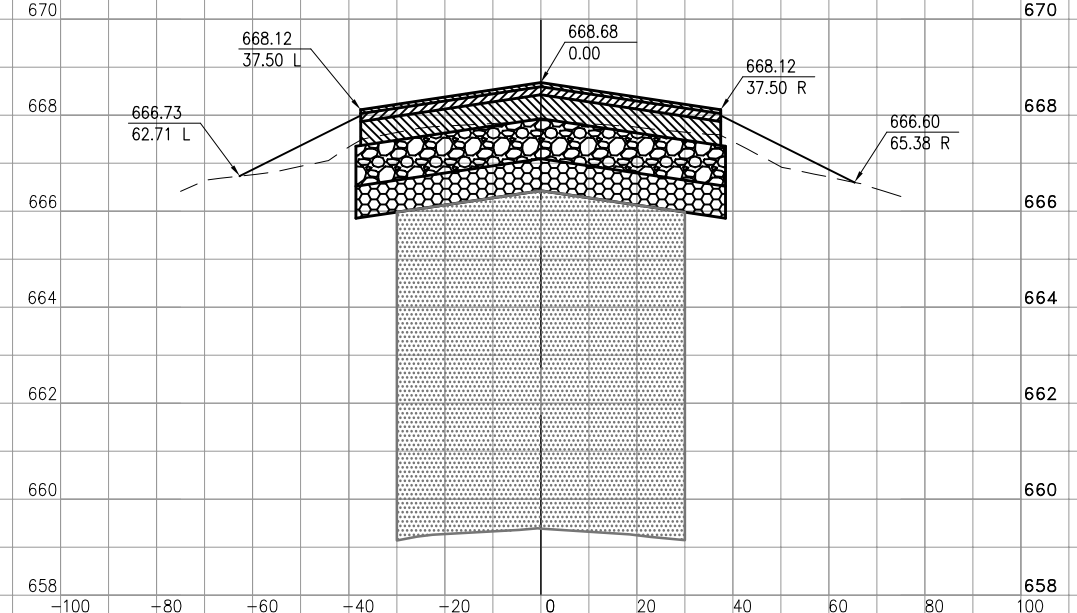
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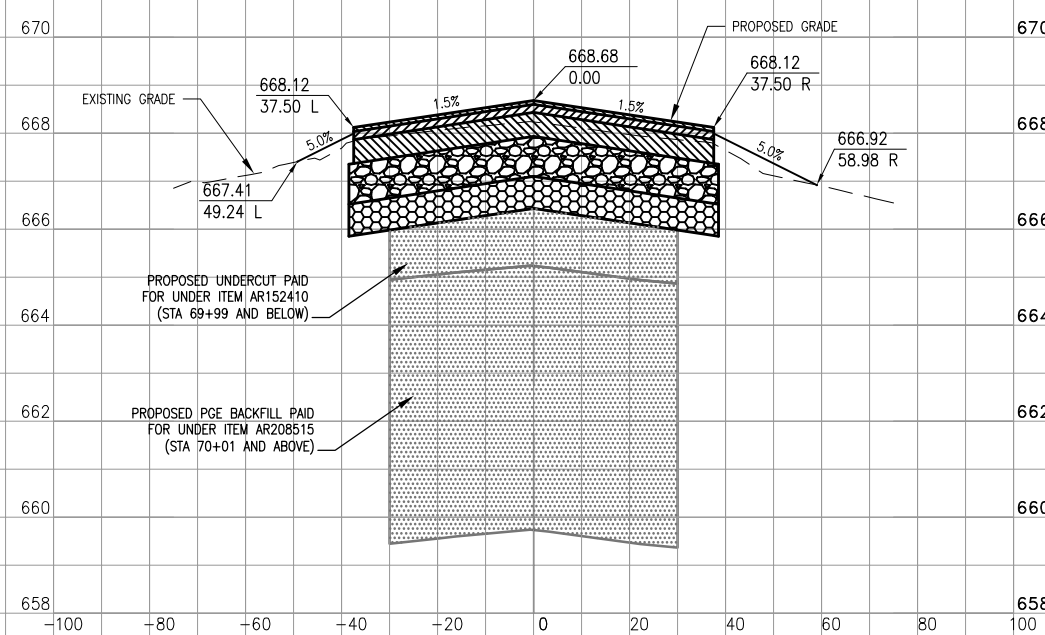
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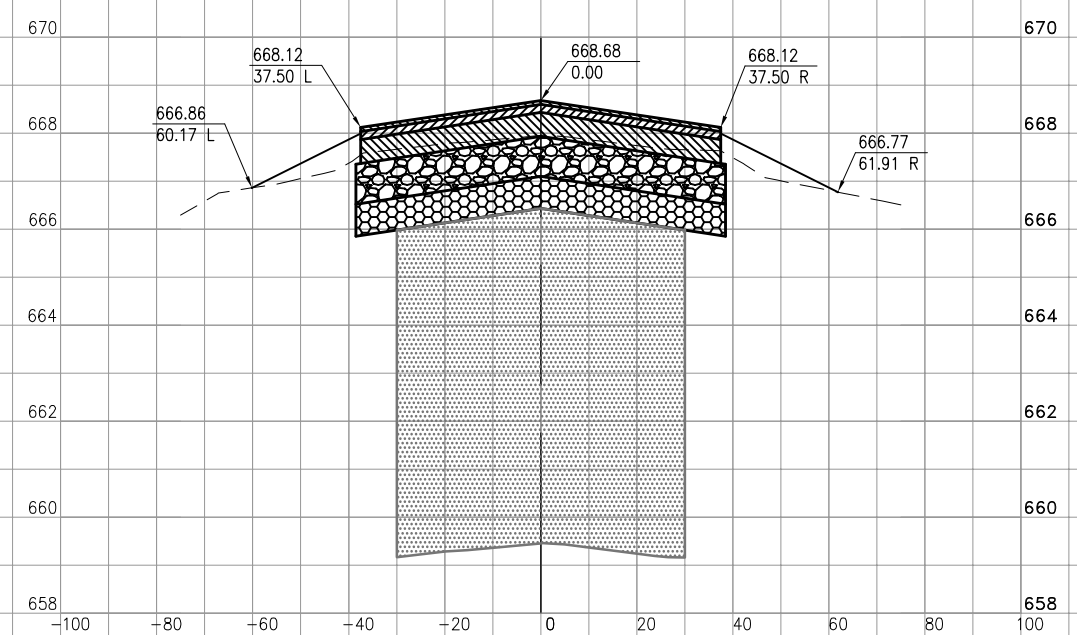
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STA. 70+00



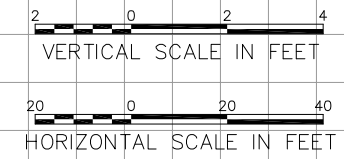
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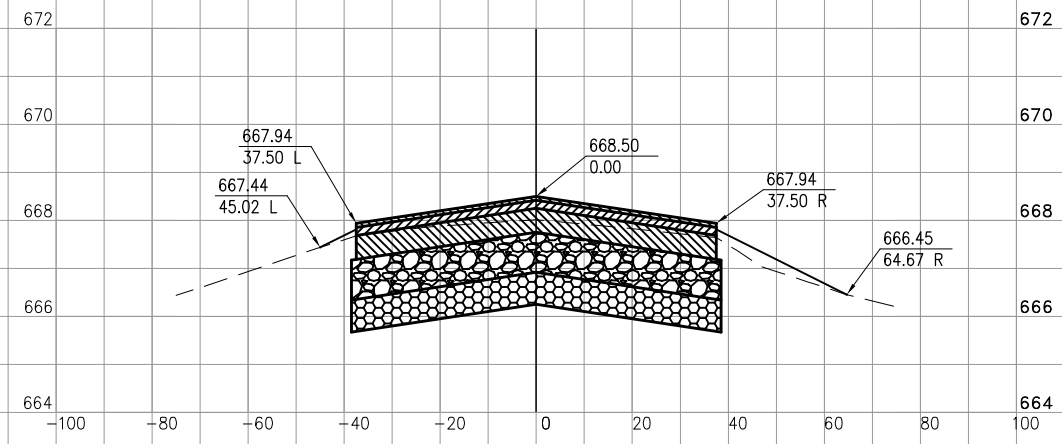
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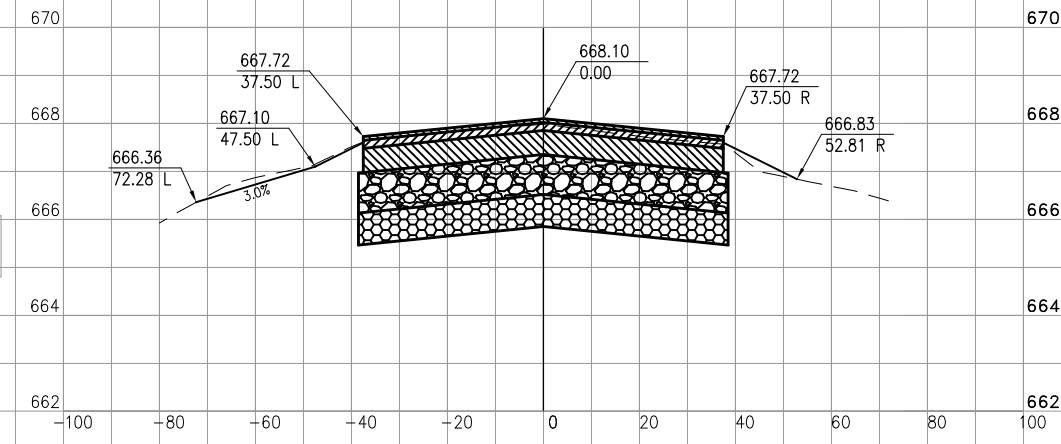
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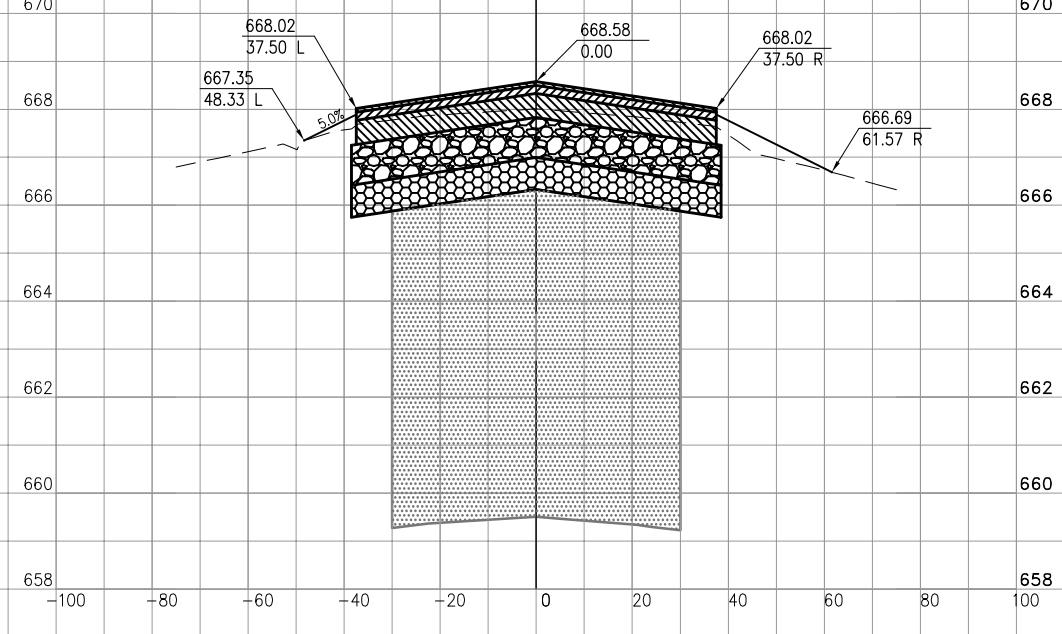
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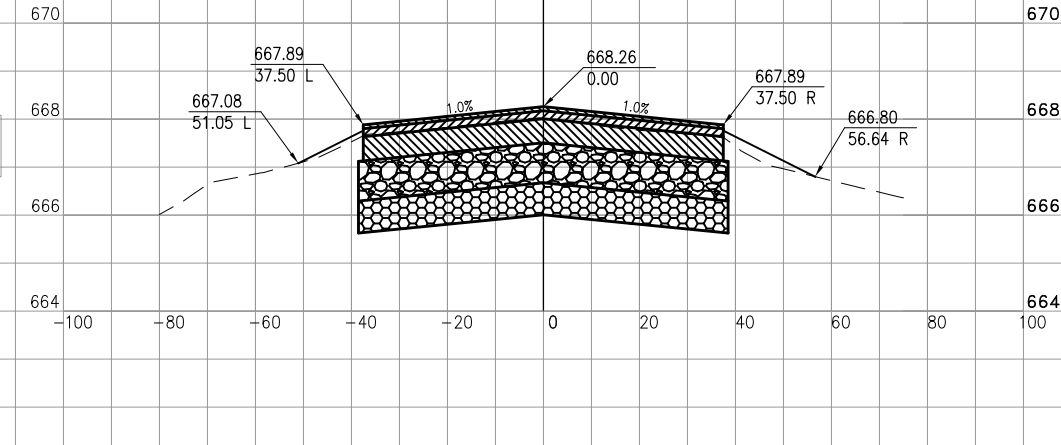
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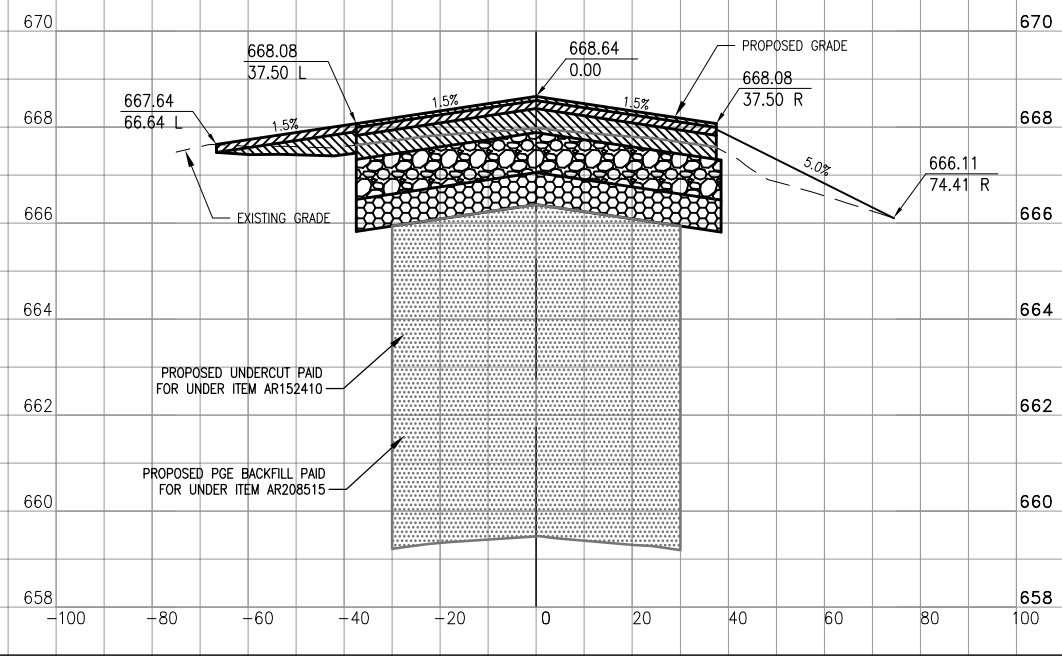
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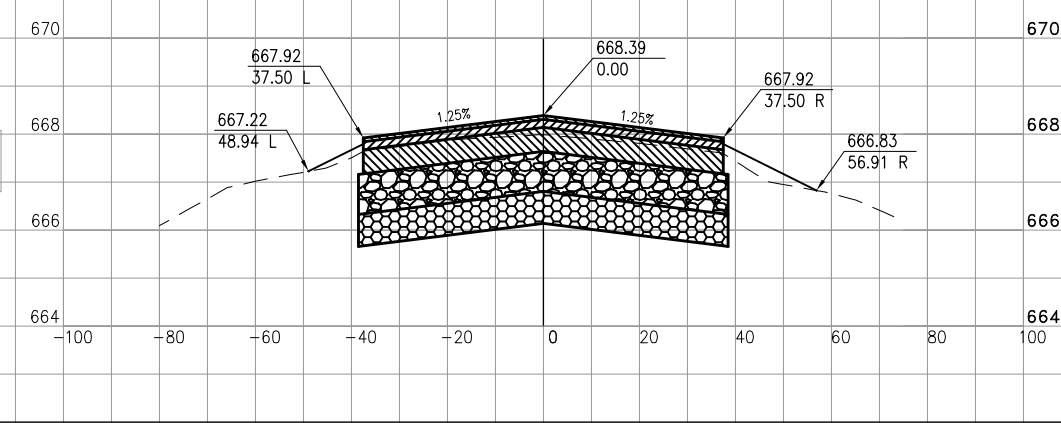
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STA. 73+00



STA. 74+50



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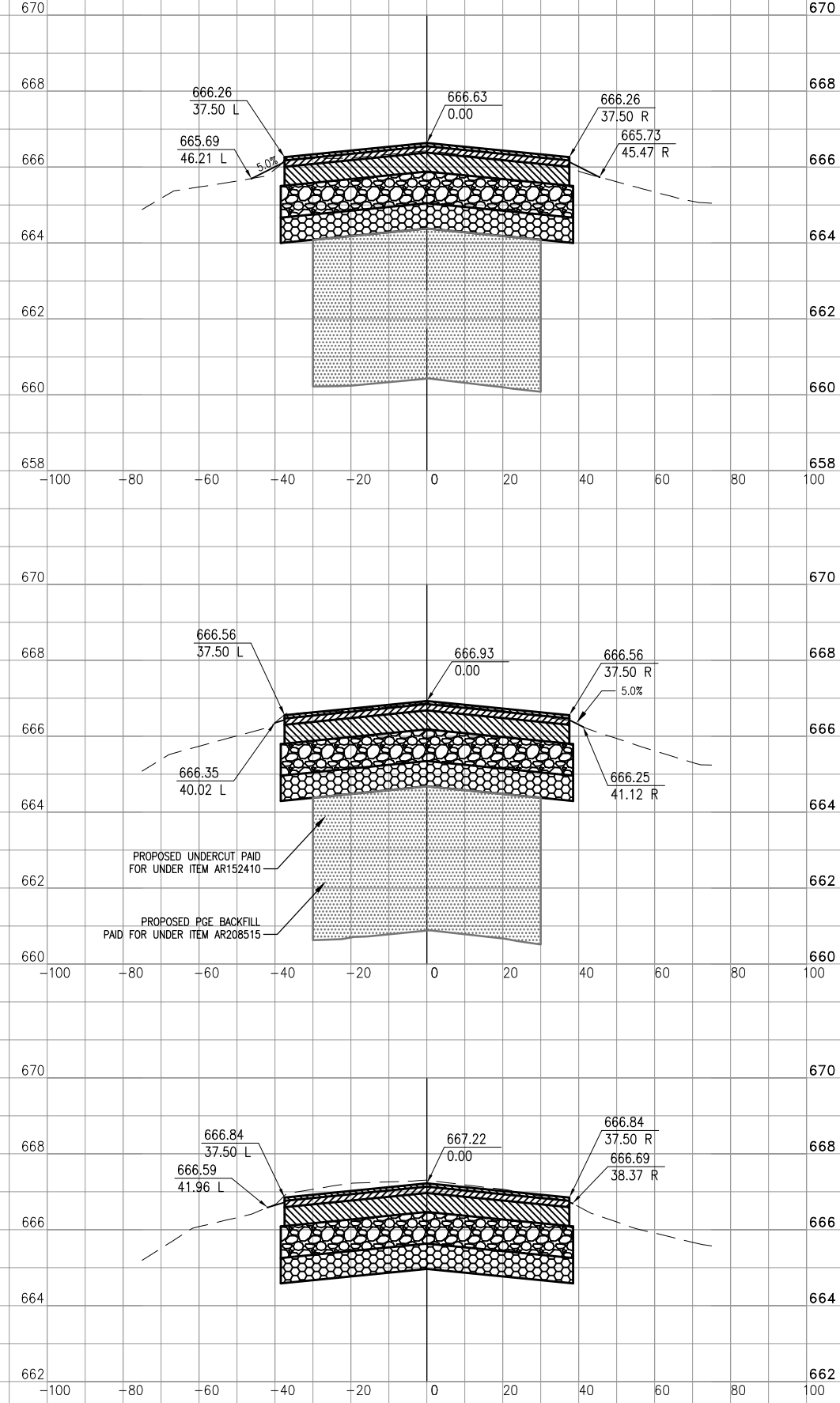
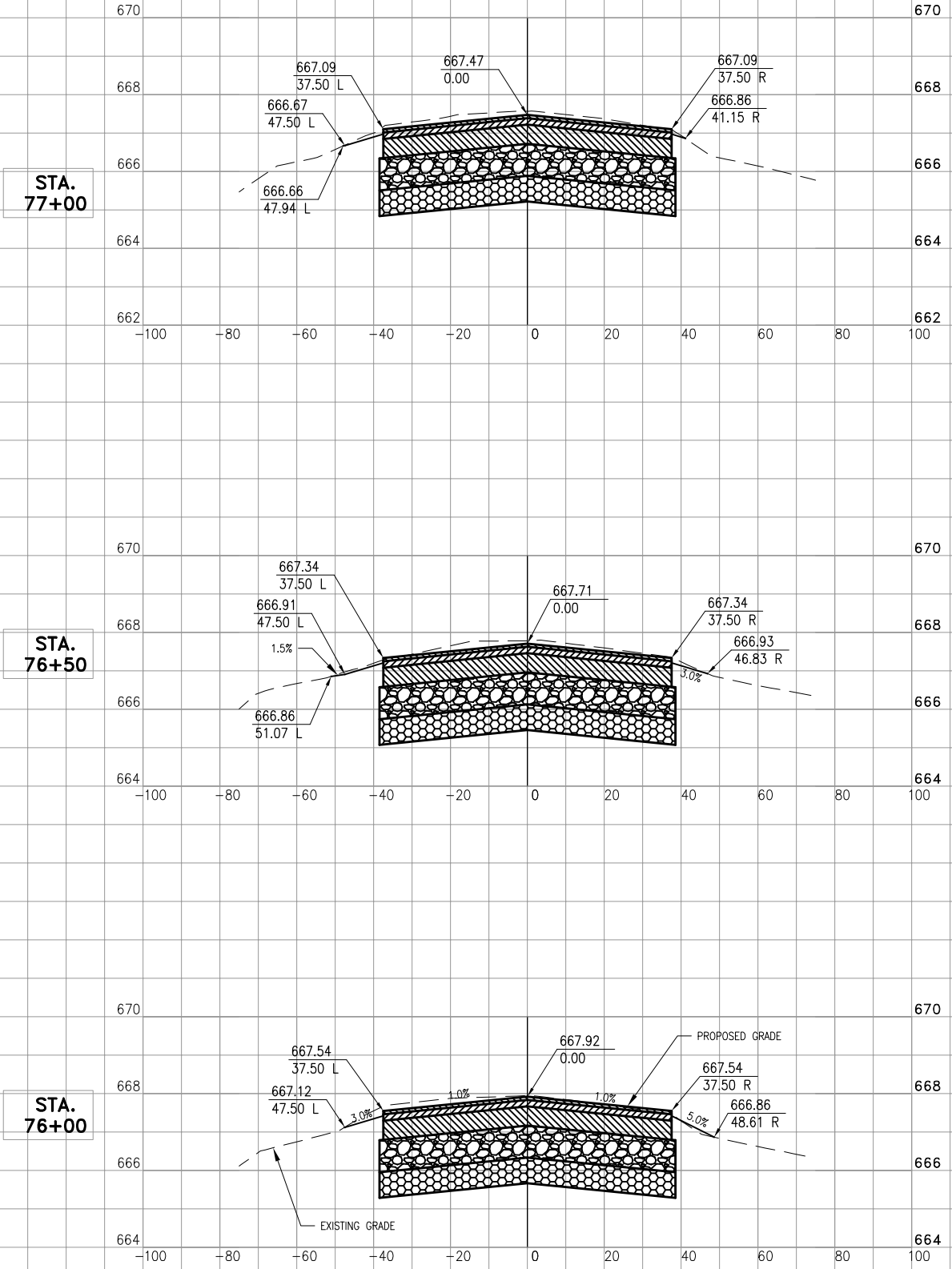
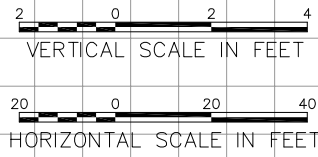
Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
1 George Michas Drive
Romeoville, Illinois 60446
Telephone: 815.838.9497
Fax: 815.838.9524

Hanson No.	11A0072D	KMS	12/30/11
Filename	32-XSECT-RWY9-27.DWG	KMS	12/30/11
Scale	1" = 20'	RMH	1/11/12
Date	JANUARY 13, 2012		

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CROSS SECTIONS
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 10, 2012 12:24 PM SPITZ01394
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LE043

REVISION	DATE

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 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 11A0072D	Layout	KMS	12/30/11
Filename 33-XSECT-RWY9-27.DWG	Drawn	KMS	12/30/11
Scale 1" = 20'	Reviewed	RMH	1/11/12
Date JANUARY 13, 2012			

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CROSS SECTIONS
 RUNWAY 9-27
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 10, 2012 12:24 PM SPITZ01394
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LE043

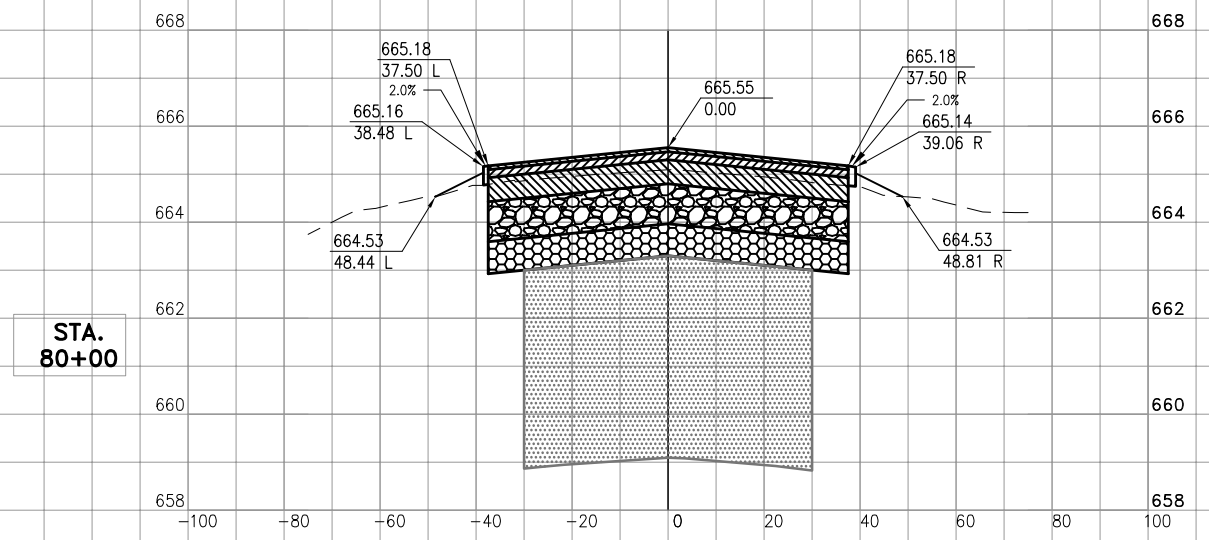
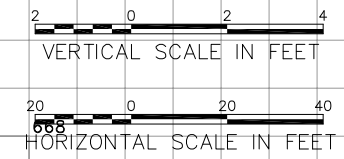
REVISION	DATE

Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

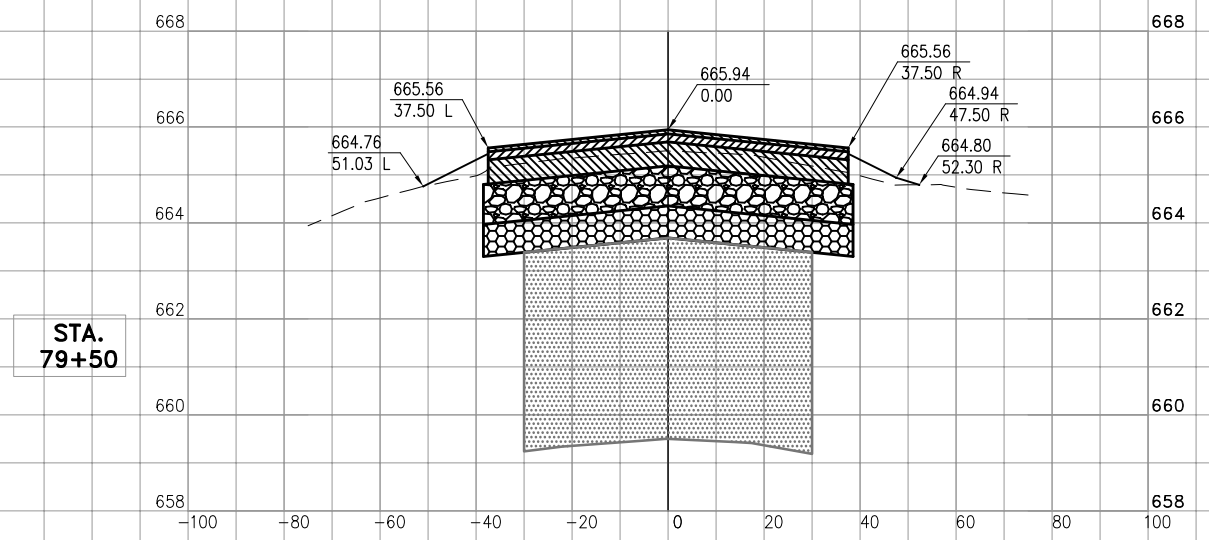
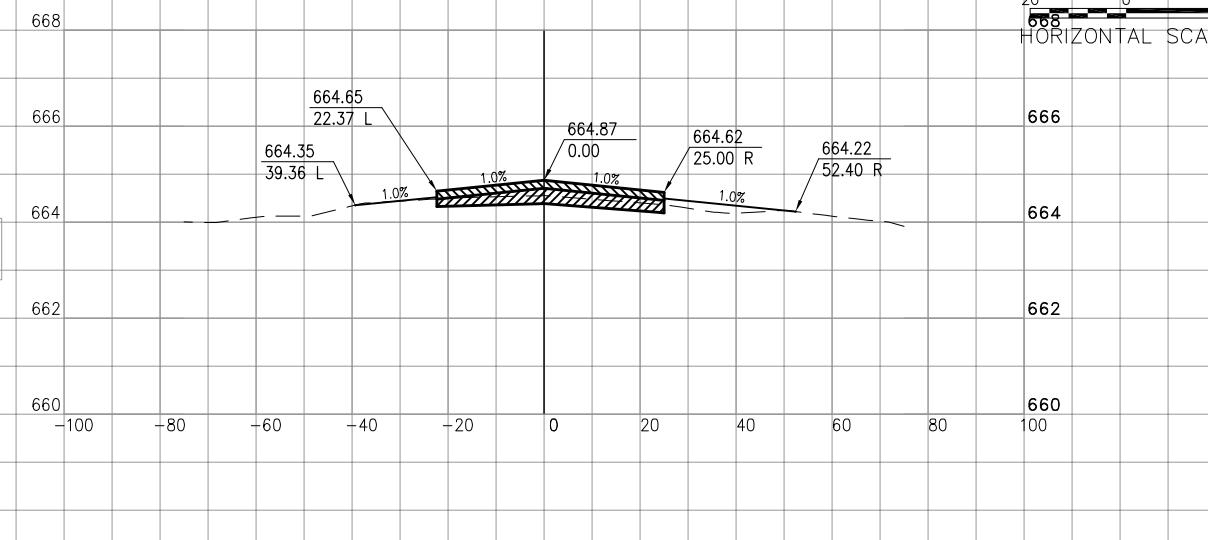
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Filename 34-XSECT-RWY9-27.DWG	
Scale 1" = 20'	
Date JANUARY 13, 2012	
LAYOUT KMS 12/30/11	
DRAWN KMS 12/30/11	
REVIEWED RMH 1/11/12	

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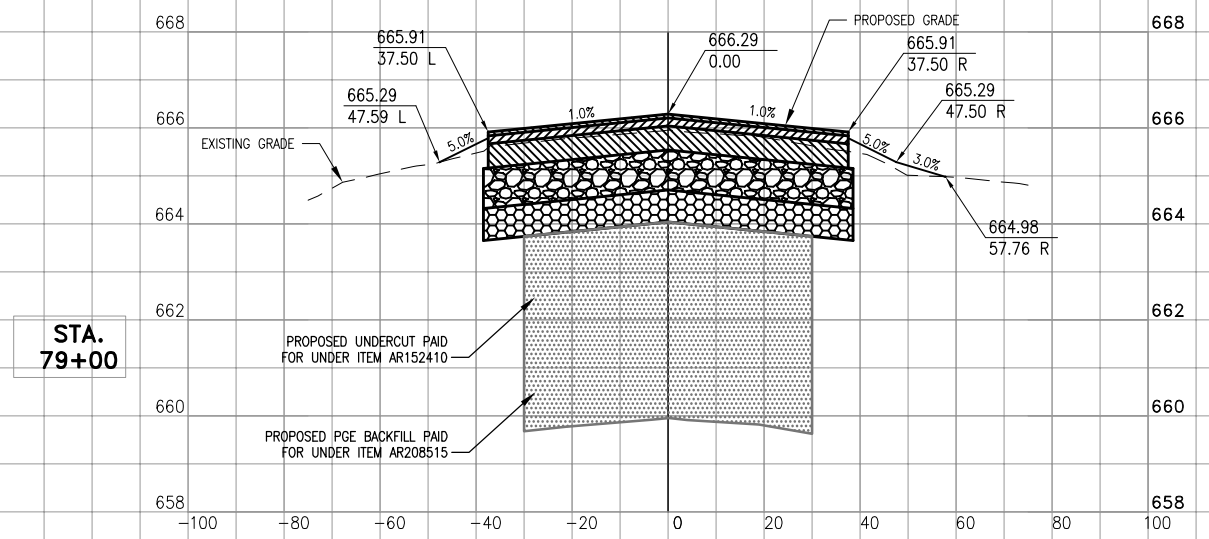
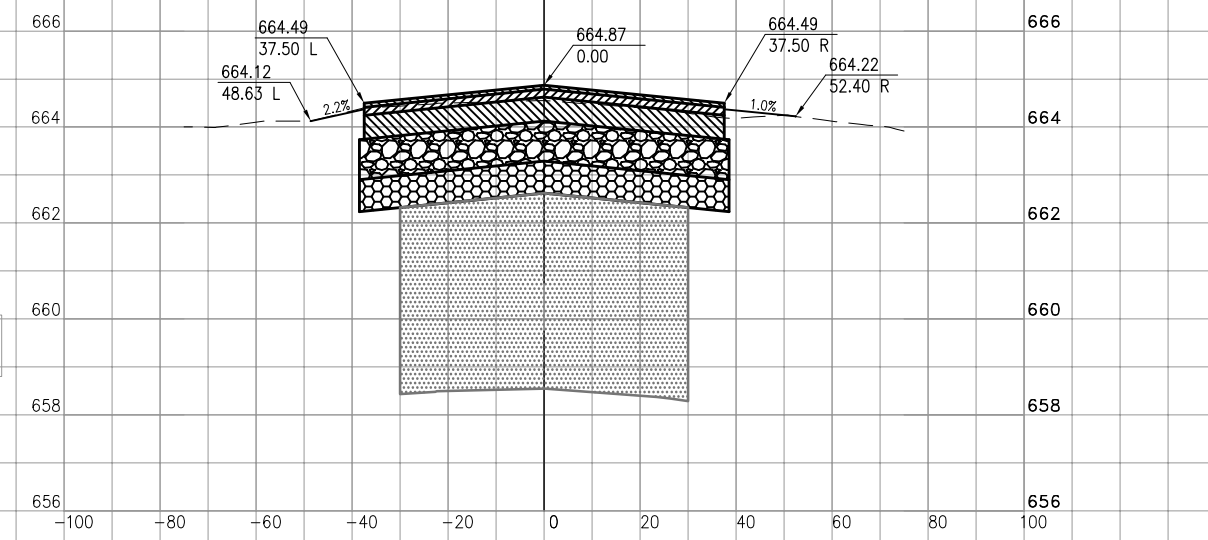
CROSS SECTIONS
 RUNWAY 9-27
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



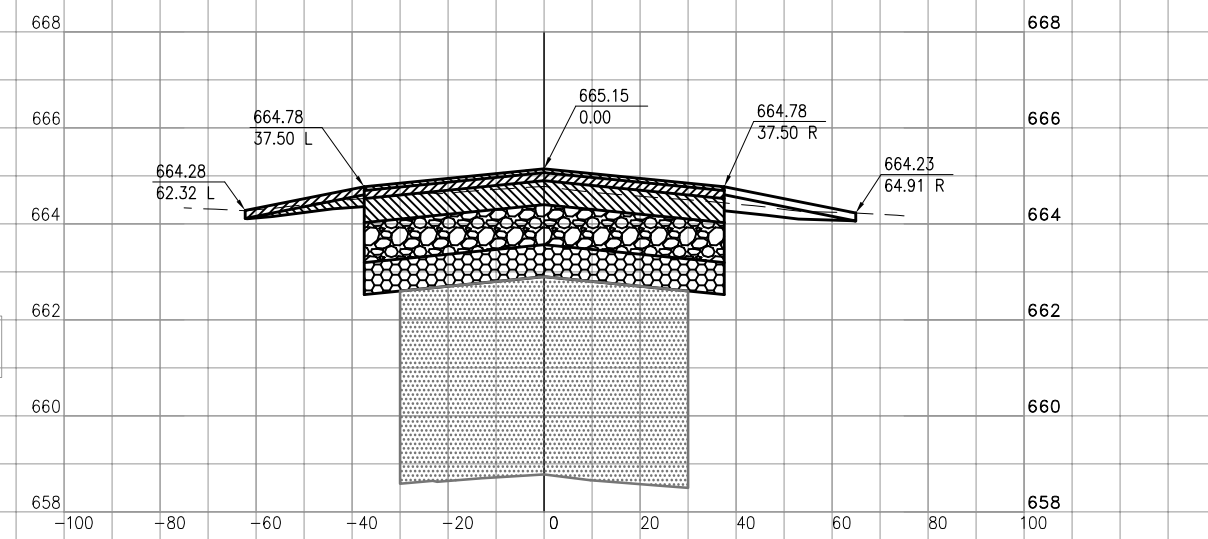
STA. 80+85



STA. 80+85

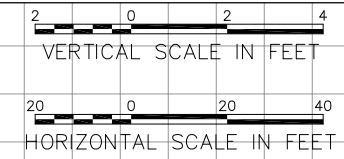


STA. 80+50



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LE043



REVISION	DATE

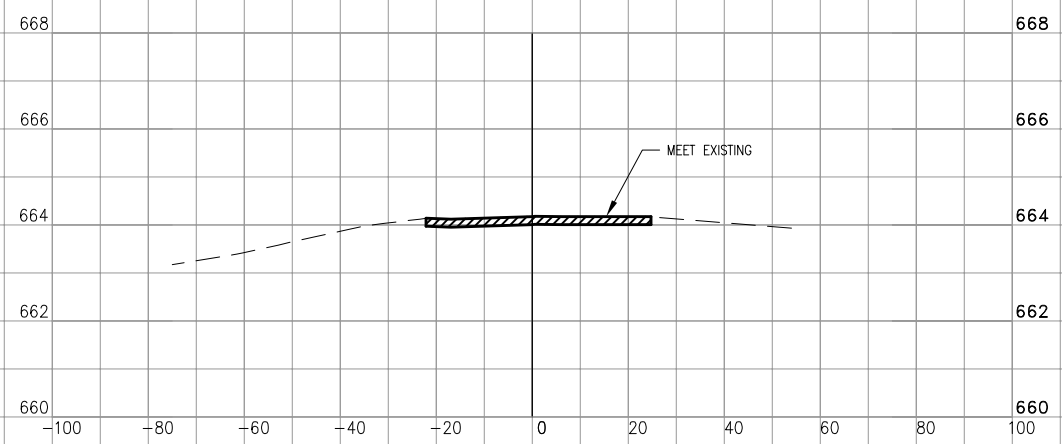
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JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 11A0072D	File Name 35-XSECT-RWY9-27.DWG	Scale 1" = 20'	Date JANUARY 13, 2012
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DRAWN	KMS	KMS	12/30/11
REVIEWED	RMH	RMH	1/11/12

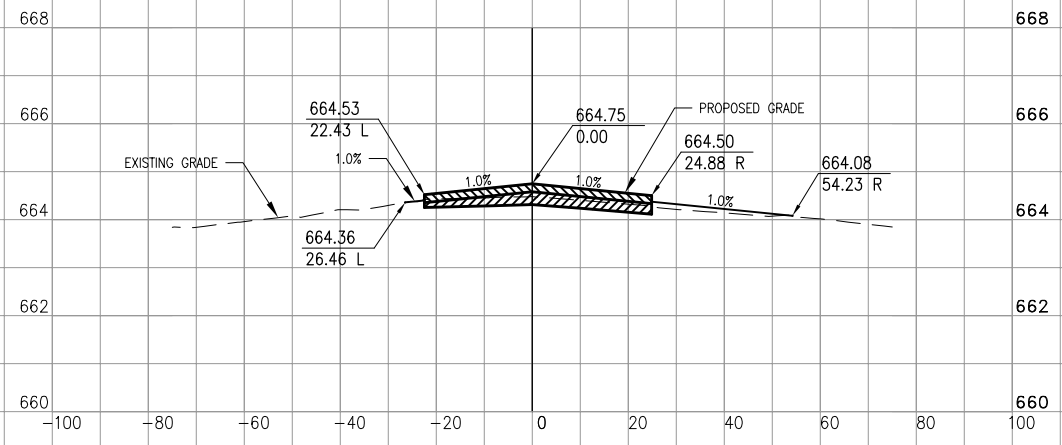
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CROSS SECTIONS
RUNWAY 9-27
REHABILITATE EAST PORTION OF
RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

STA.
81+71



STA.
81+00



UNDERDRAIN SCHEDULE

Structure	Station	Offset	Type	Rim El.	Invert El.	Pay Length	Slope %
U1a	60+75.00	38.81 LT	Replace Inspection Hole with Cleanout	668.18	665.71		
U1	60+80.00	39.00 LT	Cleanout	668.18	666.18	408.6	0.36
U2	64+88.57	39.00 LT	Inspection Hole (Connect to Existing)	668.00	664.72 (New) 665.50 (Old)	81.5	1.42
U3	65+41.26	90.65 LT	RCP Connection	--	663.56		
U4	66+46.25	39.02 LT	Cap End				
U5	66+51.25	39.00 LT	Cleanout	668.00	666.00	310.5	0.30
U6	69+61.75	39.00 LT	Inspection Hole	668.00	665.07	51.9	8.11
U7	69+61.75	90.91 LT	RCP Connection	--	660.86		
U8	72+67.25	39.00 LT	Cleanout	667.98	665.98	305.5	0.30
U6	69+61.75	39.00 LT	Inspection Hole	668.00	665.07		
U9	72+72.25	38.88 LT	Cap End				
U10	73+47.16	39.00 LT	Inspection Hole (Connect to Existing)	667.89	665.40 (New) 665.40 (Old)	252.8	0.30
U11	76+00.00	39.00 LT	Inspection Hole	667.42	664.64	395.0	0.60
U12	79+95.00	39.00 LT	Slope Change	--	662.27	73.5	6.71
U13	80+40.54	90.25 LT	RCP Connection	--	657.34		
U14a	60+75.00	39.19 RT	Replace Inspection Hole with Cleanout	668.18	665.71		
U14	60+80.00	39.00 RT	Cleanout	668.18	666.18	408.6	0.30
U15	64+88.57	39.00 RT	Inspection Hole (Connect to Existing)	668.00	664.94 (New) 665.80 (Old)	78.0	0.28
U2	64+88.57	39.00 LT	Inspection Hole	668.00	664.72		
U16	65+31.15	63.36 RT	Cleanout	667.60	665.70	50.7	1.50
U15	64+88.57	39.00 RT	Inspection Hole	668.00	664.94		
U17	68+50.10	39.00 RT	Inspection Hole (Connect to Existing)	668.00	665.48 (New) 665.48 (Old)	111.6	0.21
U18	69+61.75	39.00 RT	Inspection Hole	668.00	665.24	78.0	0.22
U6	69+61.75	39.00 LT	Inspection Hole	668.00	665.07		
U19	72+11.75	39.00 RT	Cleanout	668.00	666.00	250.0	0.30
U18	69+61.75	39.00 RT	Inspection Hole	668.00	665.24		
U20	72+16.75	39.00 RT	Cleanout	668.00	666.00	383.3	0.30
U21	76+00.00	39.00 RT	Inspection Hole	667.42	664.85	392.1	0.60
U22	79+92.13	39.00 RT	Slope Change	--	662.50	76.1	0.88
U23	80+41.49	90.31 RT	Connect to RCP	--	661.83		
U24	62+10.34	62.50 RT	Cap End				

**UNDERDRAIN STRUCTURE
ADJUSTMENT SCHEDULE**

Structure	Station	Offset	Type	Rim El.
A1	47+95.53	39.38 LT	Adjust Underdrain Cleanout	666.82
A2	48+02.80	39.09 LT	Adjust Underdrain Cleanout	666.82
A3	47+96.78	39.42 RT	Adjust Underdrain Cleanout	666.82
A4	48+03.41	39.06 RT	Adjust Underdrain Cleanout	666.82
A5	57+91.20	52.37 RT	Adjust Underdrain Cleanout	667.57
A6	58+82.02	44.03 RT	Adjust Underdrain Cleanout	668.15
A7	66+78.17	39.14 RT	Adjust Underdrain Inspection Hole	668.00
A8	66+89.28	41.59 RT	Adjust Underdrain Cleanout	668.00
A9	68+45.10	42.67 RT	Adjust Underdrain Inspection Hole	668.00

NOTES:

- ALL CONNECTIONS SHALL BE FURNISHED; COST INCIDENTAL TO UNDERDRAIN.
- RIM ELEVATIONS SHOWN ARE BASED UPON THE DESIGN PAVEMENT EDGE ELEVATION. CONFIRM PAVEMENT EDGE PRIOR TO CONSTRUCTION.

REVISION	DATE

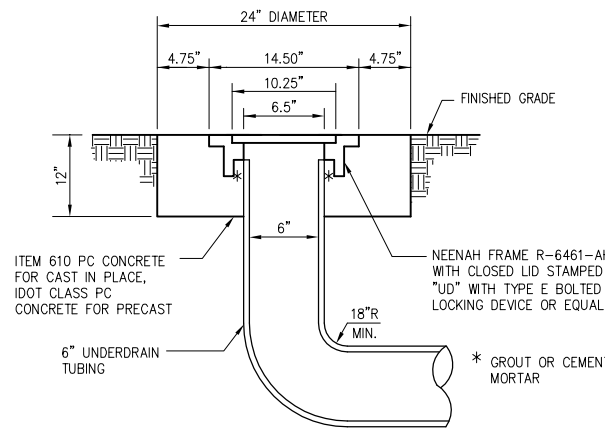
Chicago-Romeoville Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
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Hanson No. 11A0072D	Filename 36-UD SCHEDULE.DWG	Scale N/A	Date JANUARY 13, 2012
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DRAWN	LDH	12/2/11	
REVIEWED	RMH	1/11/12	

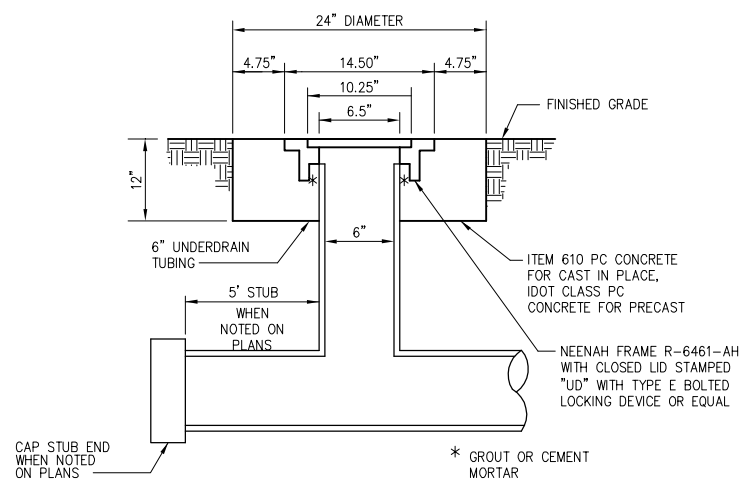
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UNDERDRAIN SCHEDULE
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-549

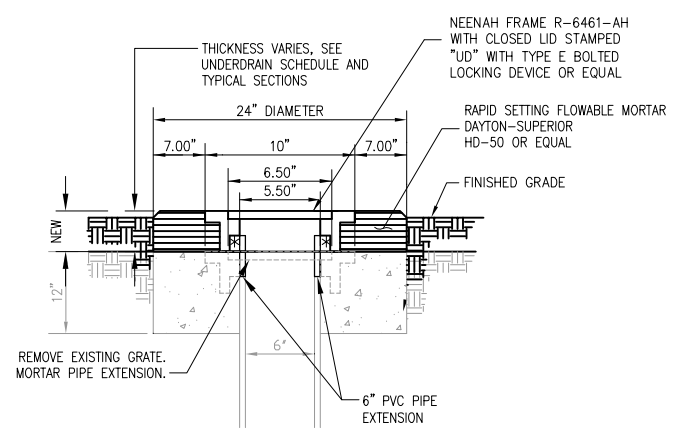
REVISION
DATE



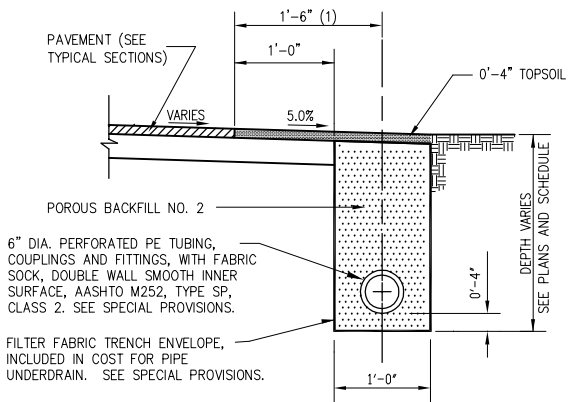
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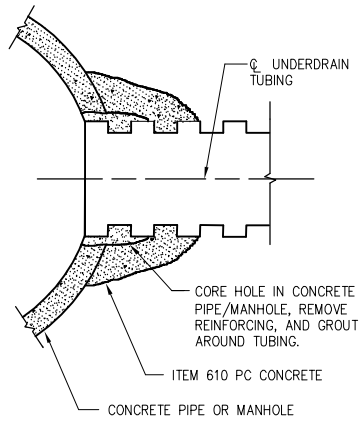
UNDERDRAIN INSPECTION HOLE



PROPOSED UNDERDRAIN STRUCTURE ADJUSTMENT



UNDERDRAIN ALONG PAVEMENT EDGE



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION

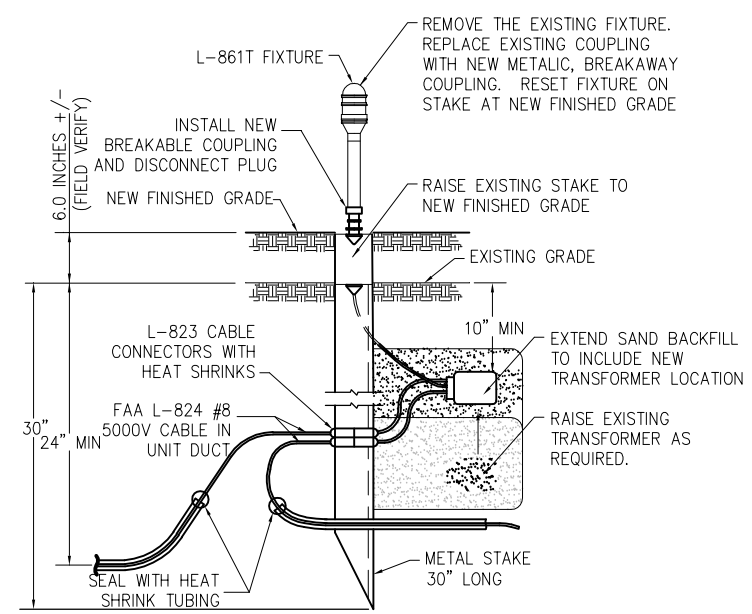
DETAILS SHOWN ARE NOT TO SCALE

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Hanson No.	11A0072D		
Filename	37-UD-DETAILS.DWG		
Scale	N/A		
Date	JANUARY 13, 2012		
LAYOUT	LDH	12/2/11	
DRAWN	LDH	12/2/11	
REVIEWED	RMH	1/11/12	

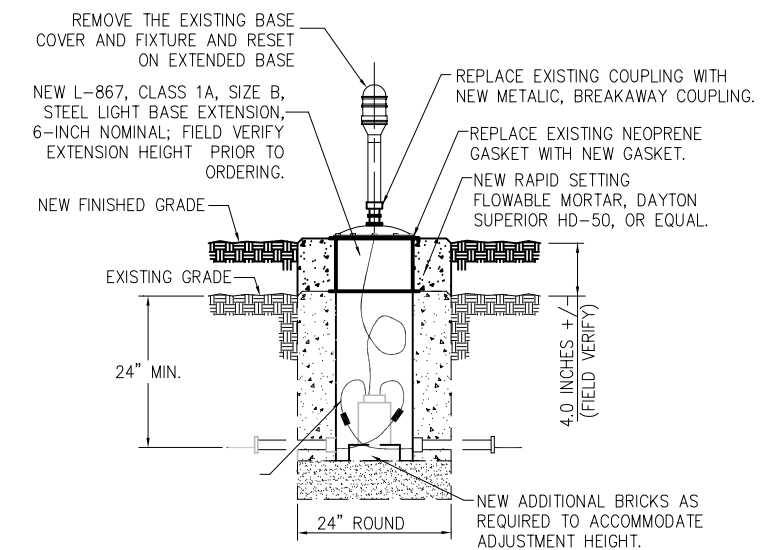
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UNDERDRAIN DETAILS
REHABILITATE EAST PORTION OF
RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49



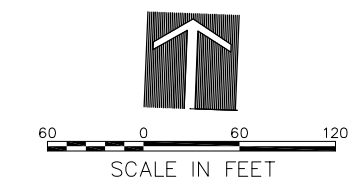
1. BREAKABLE COUPLING SHALL NOT BE OVER 1" ABOVE STAKE.
2. CONTRACTOR SHALL EXPOSE AND REROUTE PRIMARY CABLE AND/OR ADD CABLE EXTENSIONS IN A MANNER ACCEPTABLE TO RESIDENT ENGINEER SO THAT AT LEAST 1 FOOT OF SLACK IS PROVIDED ON EACH END OF CABLE.
3. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
4. ALL MATERIALS REQUIRED TO FURNISH A COMPLETE, OPERATING FIXTURE SHALL BE PAID UNDER ITEM AR125941.

STAKE MOUNTED LIGHT ADJUSTMENT

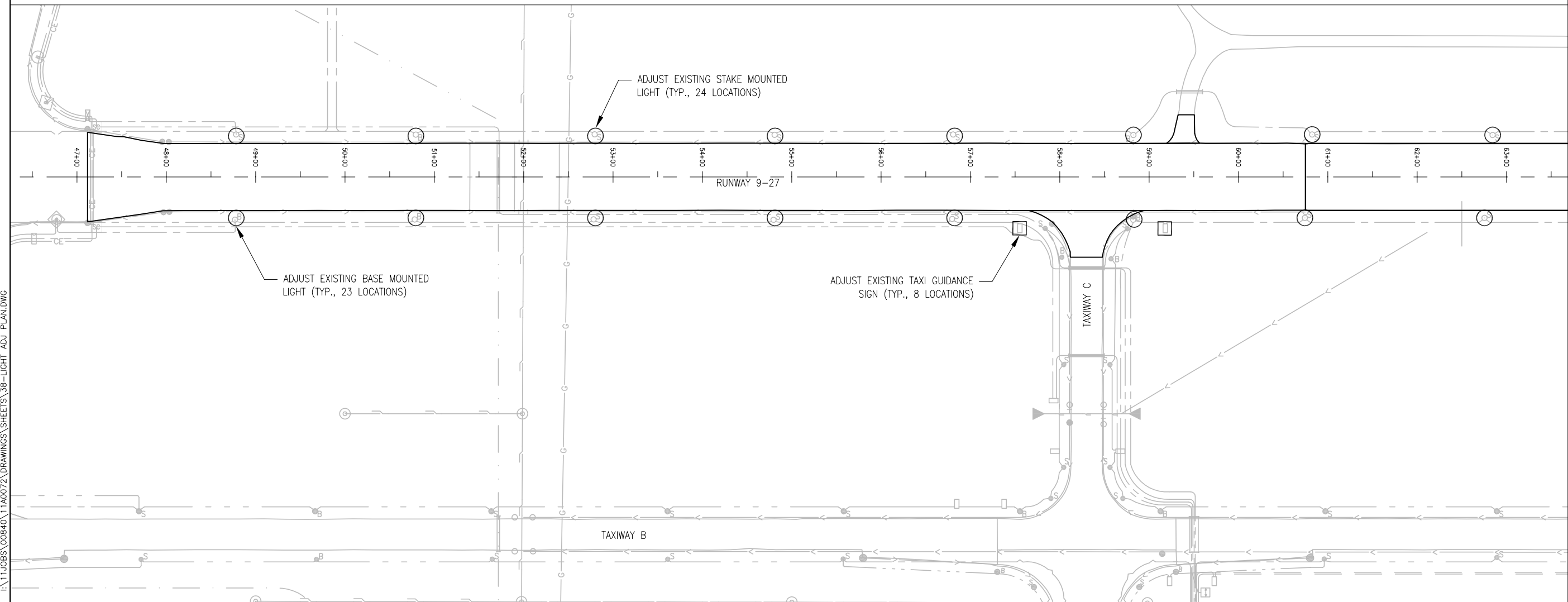


1. BREAKABLE COUPLING SHALL NOT BE OVER 1" ABOVE COVER.
2. CONTRACTOR SHALL EXPOSE AND REROUTE PRIMARY CABLE AND/OR ADD CABLE EXTENSIONS IN A MANNER ACCEPTABLE TO RESIDENT ENGINEER SO THAT AT LEAST 1 FOOT OF SLACK IS PROVIDED ON EACH END OF CABLE.
3. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.
4. ALL MATERIALS REQUIRED TO FURNISH A COMPLETE, OPERATING FIXTURE SHALL BE PAID UNDER ITEM AR125942.

BASE MOUNTED LIGHT ADJUSTMENT



- LEGEND**
- EXISTING EDGE LIGHT, B = BASE MOUNTED, S = STAKE MOUNTED
 - EXISTING FIXTURE TO BE ADJUSTED
 - EXISTING TAXI GUIDANCE SIGN TO BE ADJUSTED



JAN 10, 2012 12:19 PM SPITZ01394
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Hanson No.	11A0072D
Filename	38-LIGHT_ADJ_PLAN.DWG
Scale	1"=60'
Date	JANUARY 13, 2012
LAYOUT	LDH
DRAWN	LDH
DATE	12/5/11
REVIEWED	RMH
DATE	1/11/12

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LIGHT AND SIGN ADJUSTMENT PLAN AND DETAILS
REHABILITATE EAST PORTION OF RUNWAY 9-27
IDA No. LOT-4134 AIP No. 3-17-0140-B49

REVISION	
DATE	

Chicago-Memphis Airport
 JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

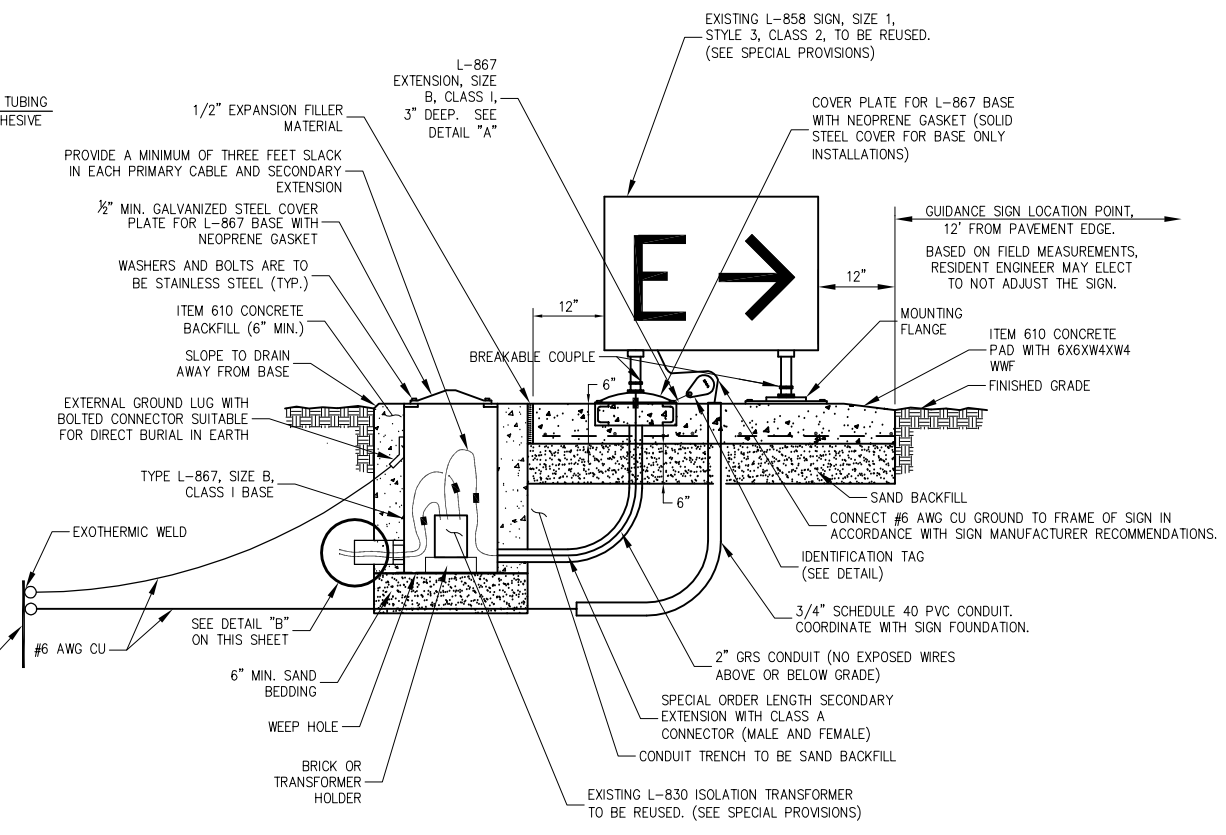
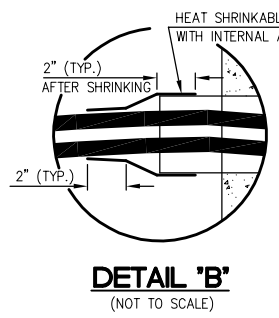
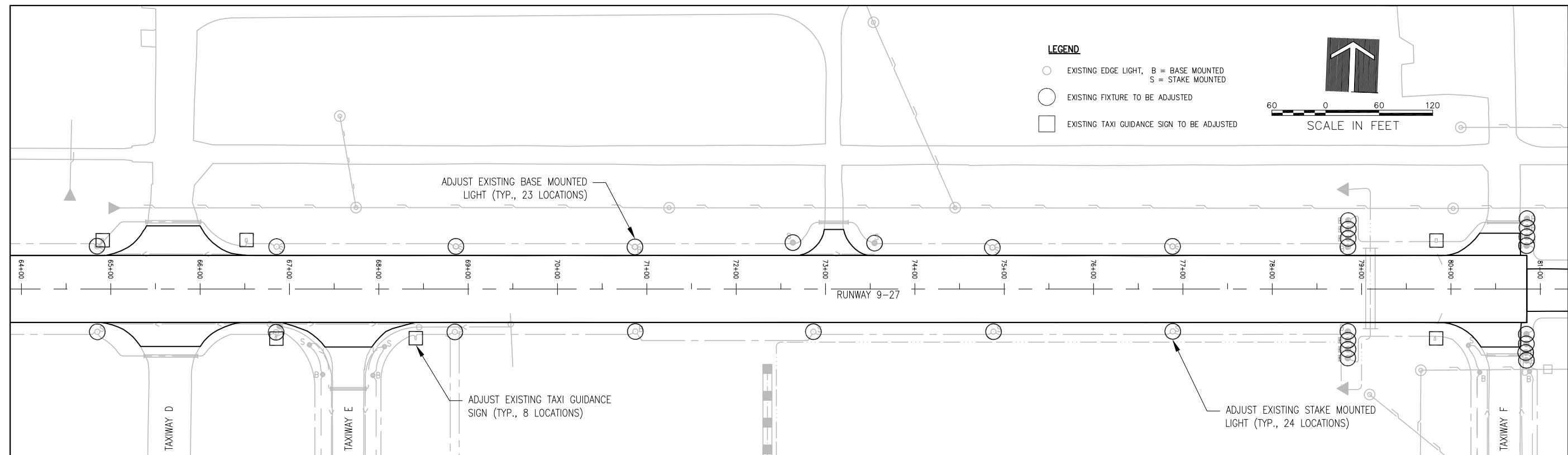
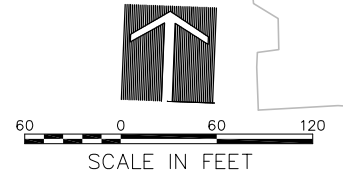


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Scale	1"=60'	LDH	12/5/11
Drawn		RMH	1/11/12

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LIGHT AND SIGN
 ADJUSTMENT PLAN
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

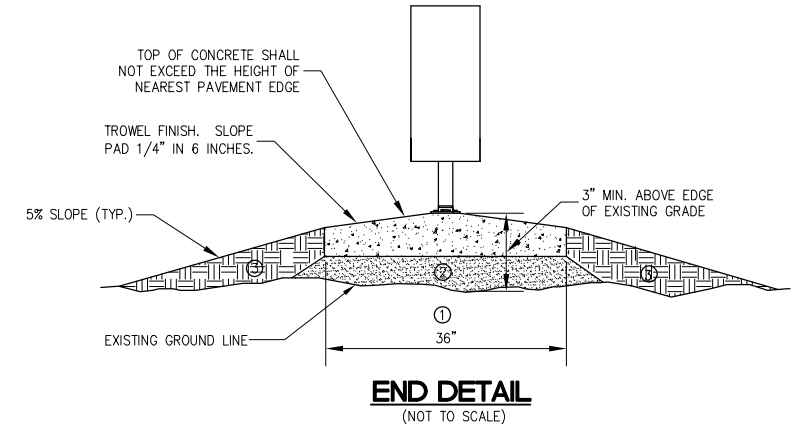
- LEGEND**
- EXISTING EDGE LIGHT, B = BASE MOUNTED
S = STAKE MOUNTED
 - EXISTING FIXTURE TO BE ADJUSTED
 - EXISTING TAXI GUIDANCE SIGN TO BE ADJUSTED



SIDE VIEW

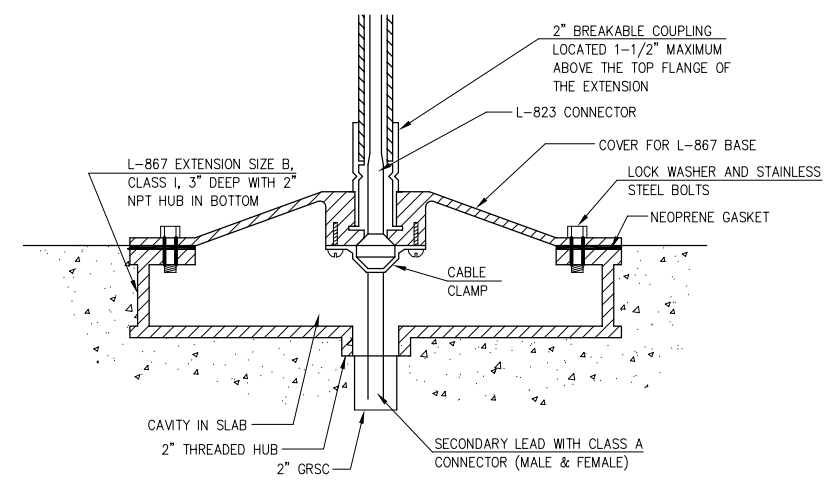
TAXIWAY GUIDANCE SIGN ADJUSTMENT DETAIL

- NOTES:**
- ALL CONNECTIONS AT GROUND RODS SHALL BE EXOTHERMIC WELDS.
 - ALL WORK IS NEW EXCEPT FOR EXISTING SIGN AND FOR ISOLATION TRANSFORMER TO BE REUSED.



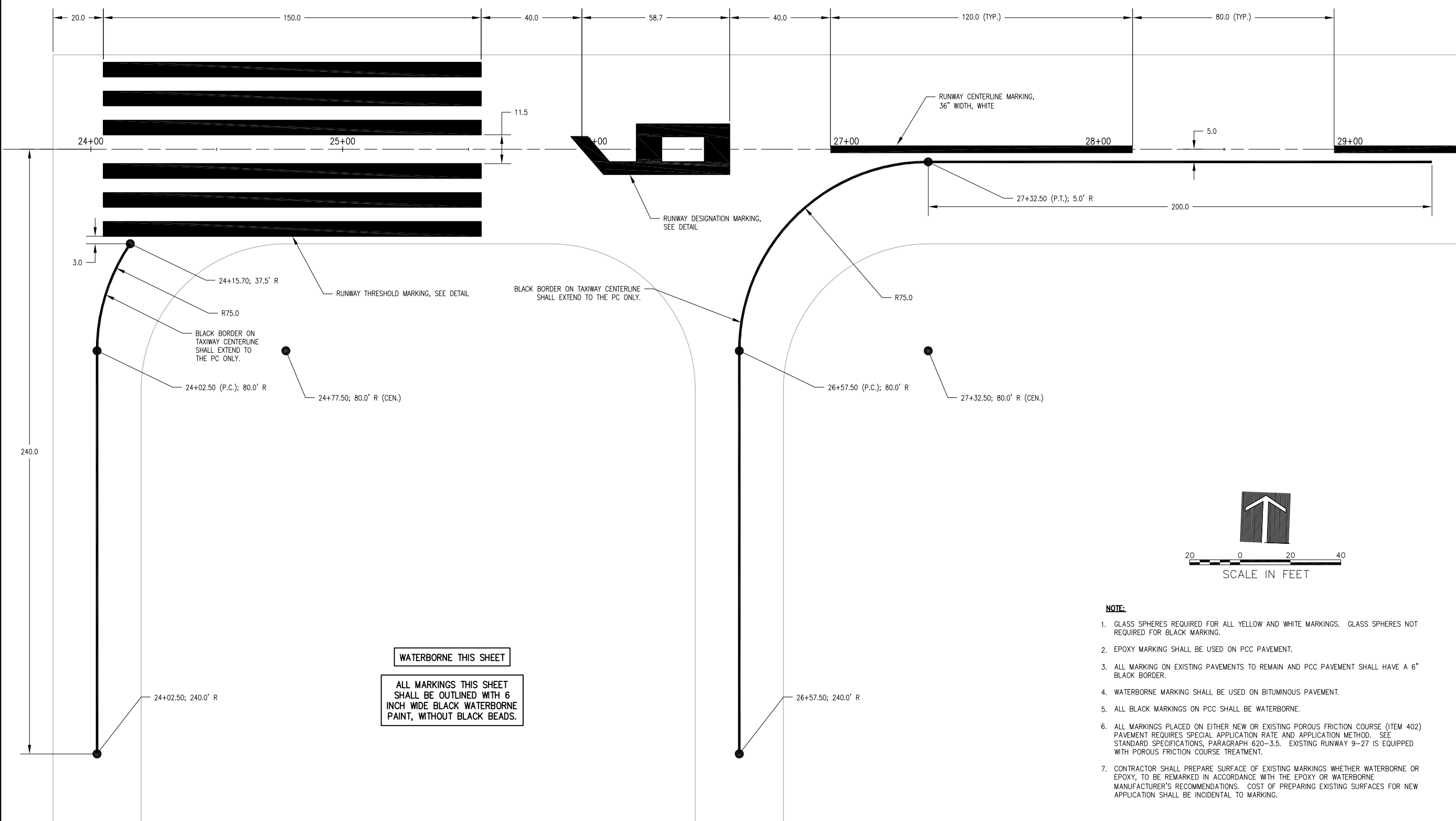
END DETAIL
(NOT TO SCALE)

- ① EXISTING SOD TO BE STRIPPED AND REMOVED
- ② SAND BACKFILL, VARIABLE DEPTH
- ③ PROPOSED TOPSOIL BACKFILL MATERIAL



DETAIL 'A'

JAN 10, 2012 12:18 PM SPITZ01394
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WATERBORNE THIS SHEET

ALL MARKINGS THIS SHEET SHALL BE OUTLINED WITH 6 INCH WIDE BLACK WATERBORNE PAINT, WITHOUT BLACK BEADS.

- NOTE:**
- GLASS SPHERES REQUIRED FOR ALL YELLOW AND WHITE MARKINGS. GLASS SPHERES NOT REQUIRED FOR BLACK MARKING.
 - EPOXY MARKING SHALL BE USED ON PCC PAVEMENT.
 - ALL MARKING ON EXISTING PAVEMENTS TO REMAIN AND PCC PAVEMENT SHALL HAVE A 6" BLACK BORDER.
 - WATERBORNE MARKING SHALL BE USED ON BITUMINOUS PAVEMENT.
 - ALL BLACK MARKINGS ON PCC SHALL BE WATERBORNE.
 - ALL MARKINGS PLACED ON EITHER NEW OR EXISTING POROUS FRICTION COURSE (ITEM 402) PAVEMENT REQUIRES SPECIAL APPLICATION RATE AND APPLICATION METHOD. SEE STANDARD SPECIFICATIONS, PARAGRAPH 620-3.5. EXISTING RUNWAY 9-27 IS EQUIPPED WITH POROUS FRICTION COURSE TREATMENT.
 - CONTRACTOR SHALL PREPARE SURFACE OF EXISTING MARKINGS WHETHER WATERBORNE OR EPOXY, TO BE REMARKED IN ACCORDANCE WITH THE EPOXY OR WATERBORNE MANUFACTURER'S RECOMMENDATIONS. COST OF PREPARING EXISTING SURFACES FOR NEW APPLICATION SHALL BE INCIDENTAL TO MARKING.

REVISION	DATE

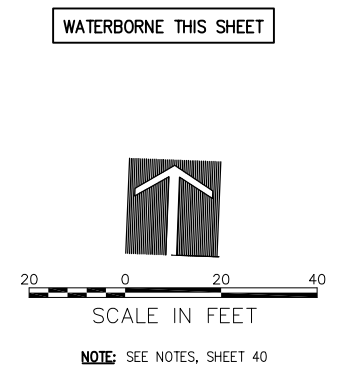
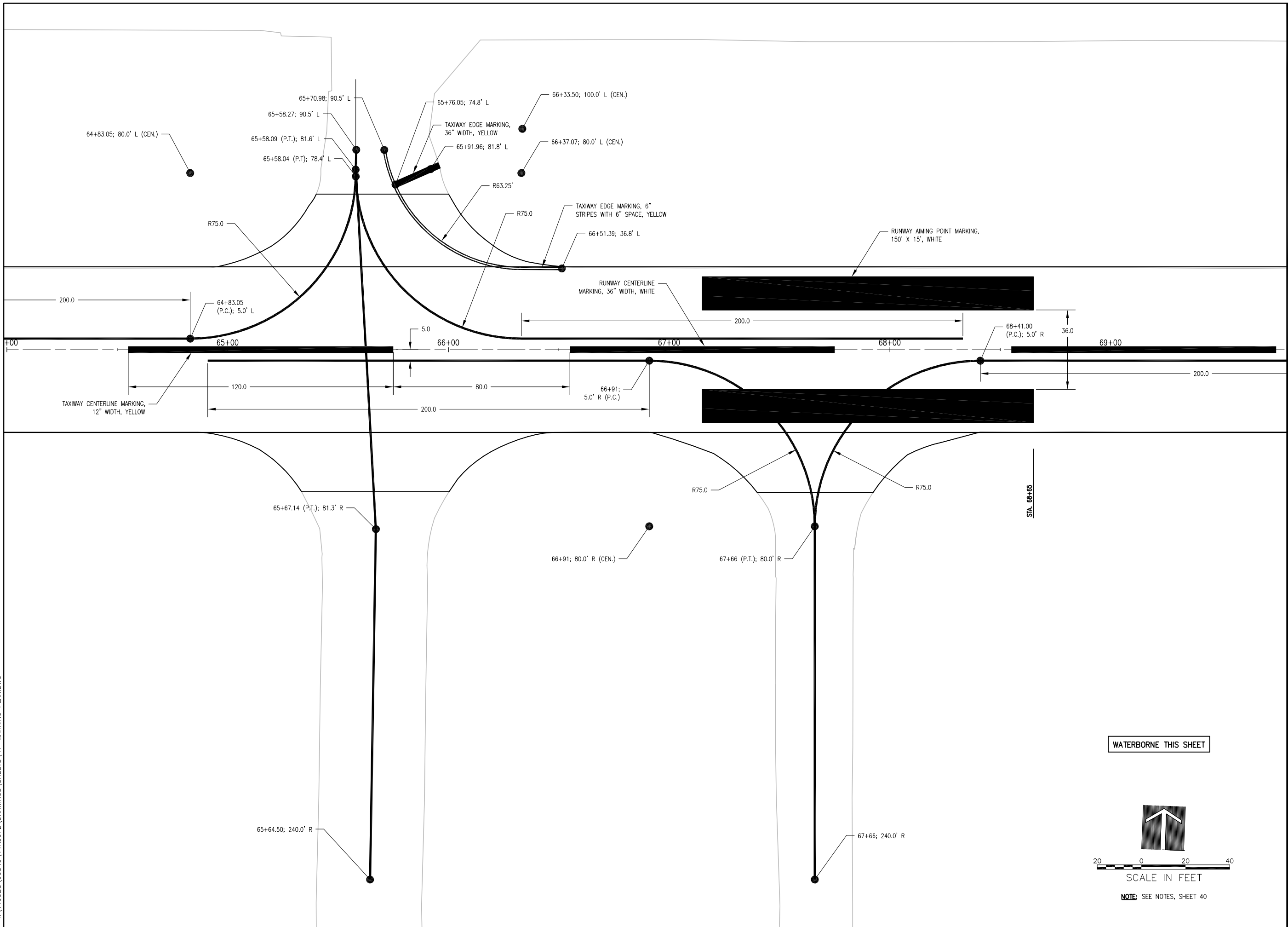
Chicago-Romeoville Airport
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Hanson No. 11A0072D	PLAN	DATE	12/5/11
Filename 40-MARKING PLAN.DWG	LAYOUT	LDH	LDH
Scale 1"=20'	DRAWN	LDH	LDH
Date JANUARY 13, 2012	REVIEWED	RMH	1/11/12

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MARKING PLAN

REHABILITATE EAST PORTION OF
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 IDA No. LOT-4134 AIP No. 3-17-0140-B49



LE043

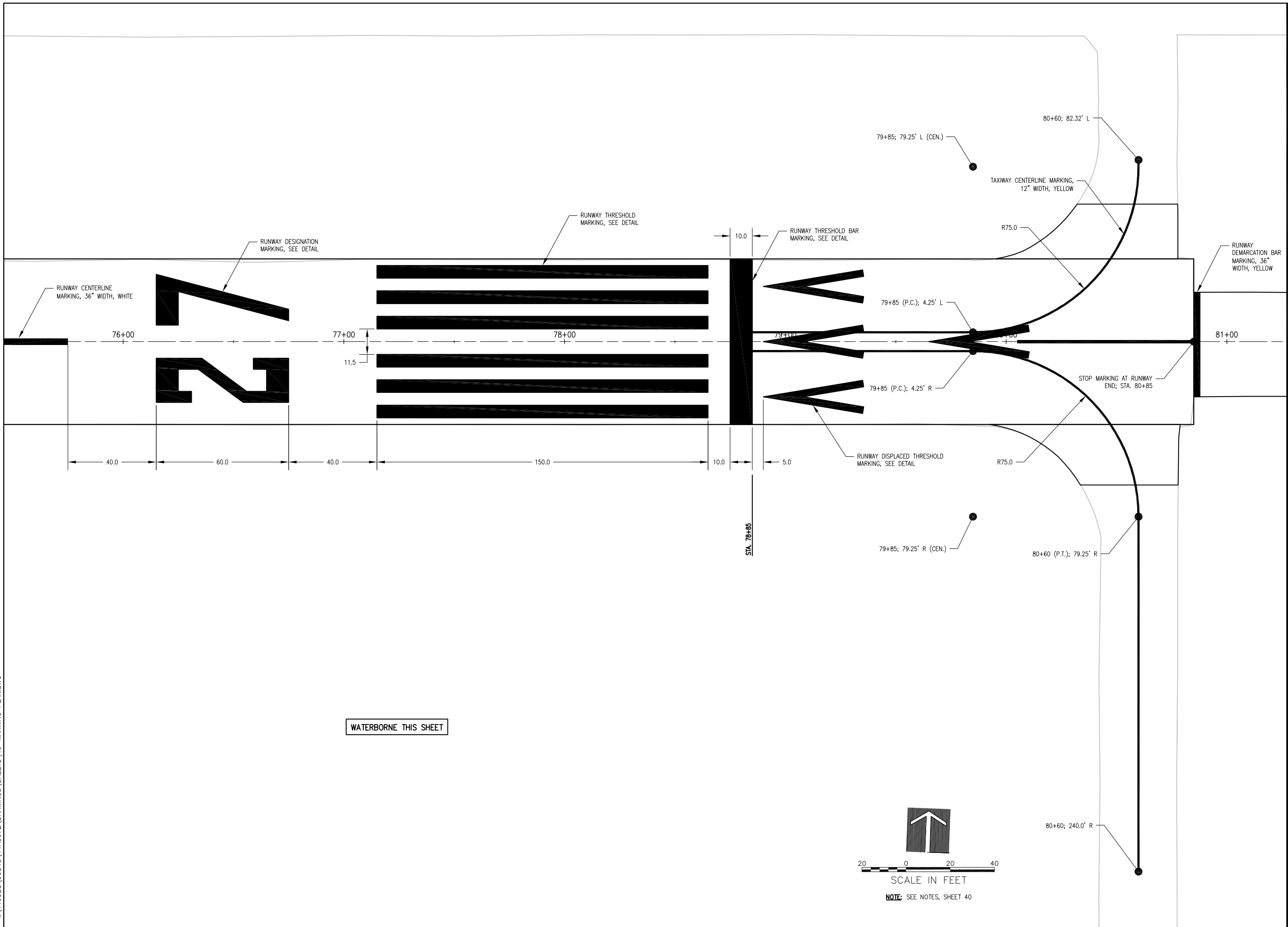
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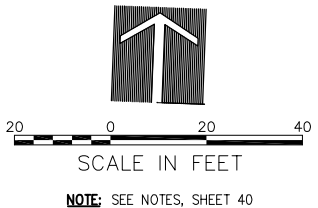
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Filename	47-MARKING PLAN.DWG
Scale	1"=20'
Date	JANUARY 13, 2012
LAYOUT	LDH
DRAWN	LDH
REVIEWED	RMH
	12/5/11
	12/5/11
	1/11/12

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MARKING PLAN
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



WATERBORNE THIS SHEET



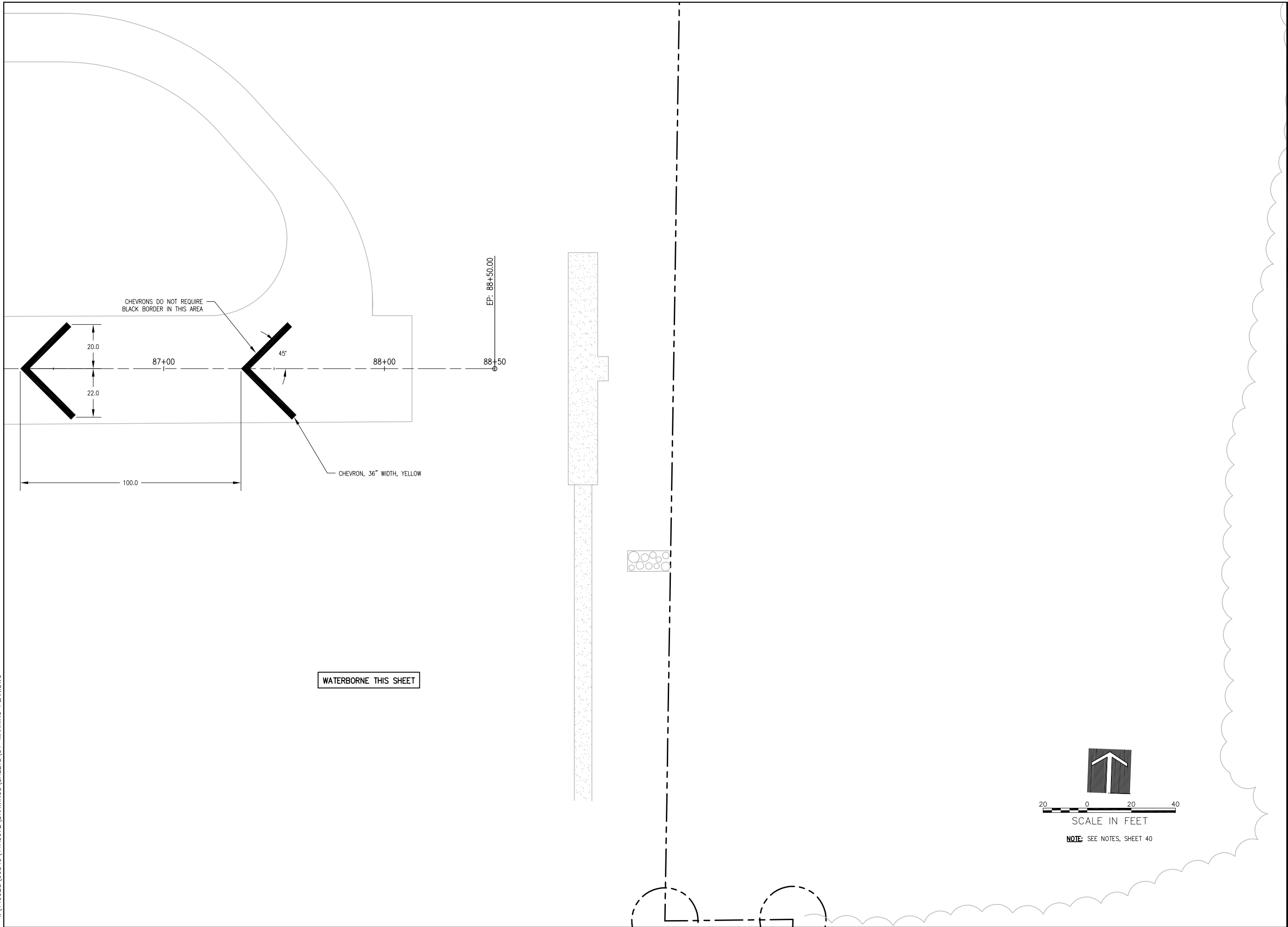
REVISION	DATE

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JOLIET REGIONAL PORT DISTRICT
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 Telephone: 815.838.9497
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Hanson No.	11A0072D
Filename	49-MARKING PLAN.DWG
Scale	1"=20'
Date	JANUARY 13, 2012
LAYOUT	LDH 12/5/11
DRAWN	LDH 12/5/11
REVIEWED	RMH 1/11/12

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MARKING PLAN
REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



LE043

DATE	REVISION

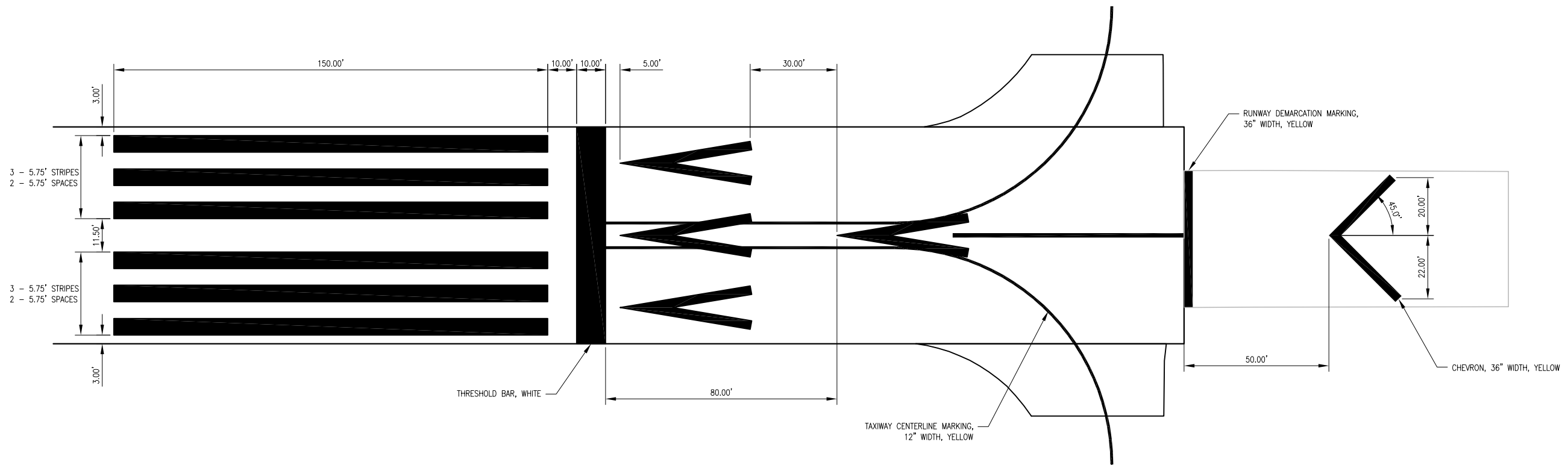
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 Romeoville, Illinois 60446
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 Fax: 815.838.9524

Hanson No. 11A0072D	Client 51-MARKING PLAN.DWG	LAYOUT	LDH	12/5/11
Scale 1"=20'	Date JANUARY 13, 2012	DRAWN	LDH	12/5/11
		REVIEWED	RMH	1/11/12

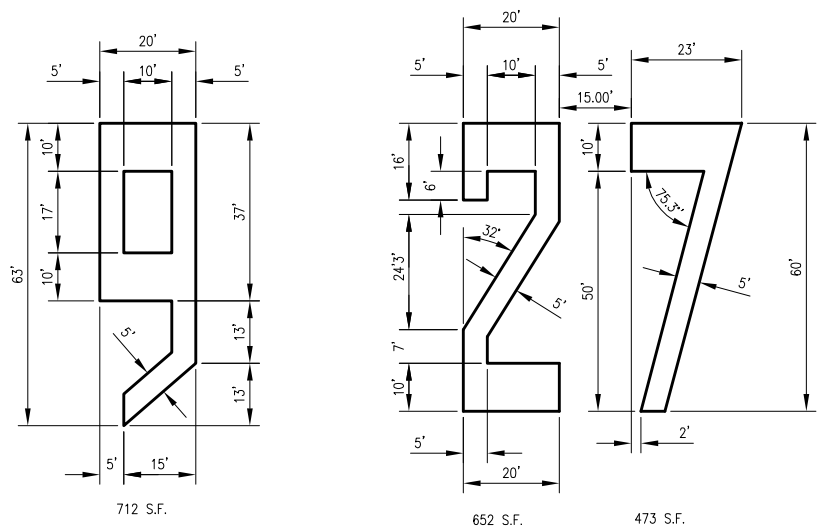
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MARKING PLAN

REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



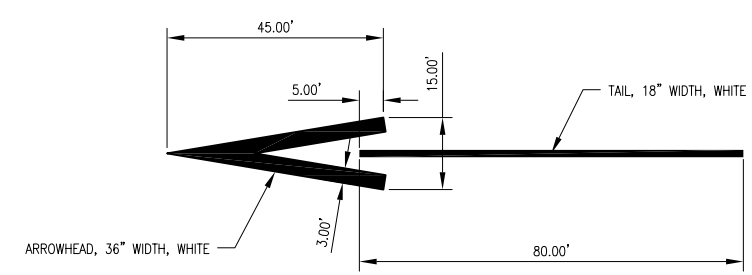
RUNWAY DISPLACED THRESHOLD MARKING DETAIL



RUNWAY NUMERAL DIMENSIONING NOTES:

- ALL RUNWAY MARKING WILL BE WHITE IN COLOR AND WILL BE APPLIED WITH TWO COATS OF REFLECTIVE MEDIA IN ACCORDANCE WITH THE SPECIFICATIONS.
- ALL NUMERALS EXCEPT FOR THE NUMERAL ELEVEN (AS SHOWN) ARE HORIZONTALLY SPACED 15 FEET APART.
- DOUBLE DIGIT NUMERAL DESIGNATIONS ARE CENTERED ON THE RUNWAY PAVEMENT CENTERLINE BASED ON THE CENTER OF THE OUTER EDGES OF THE TWO NUMERALS.
- CUT-OFF SHEETS WILL BE REQUIRED TO INSURE STRAIGHT EDGES.
- ALL CURING COMPOUND WILL BE CLEANED FROM CONCRETE PAVEMENT PRIOR TO APPLYING PAINT. NO EXCEPTIONS.

RUNWAY DESIGNATION MARKING DETAIL



CHEVRON DETAIL

NOTE: SEE NOTES, SHEET 40

DETAILS SHOWN ARE NOT TO SCALE

REVISION	DATE

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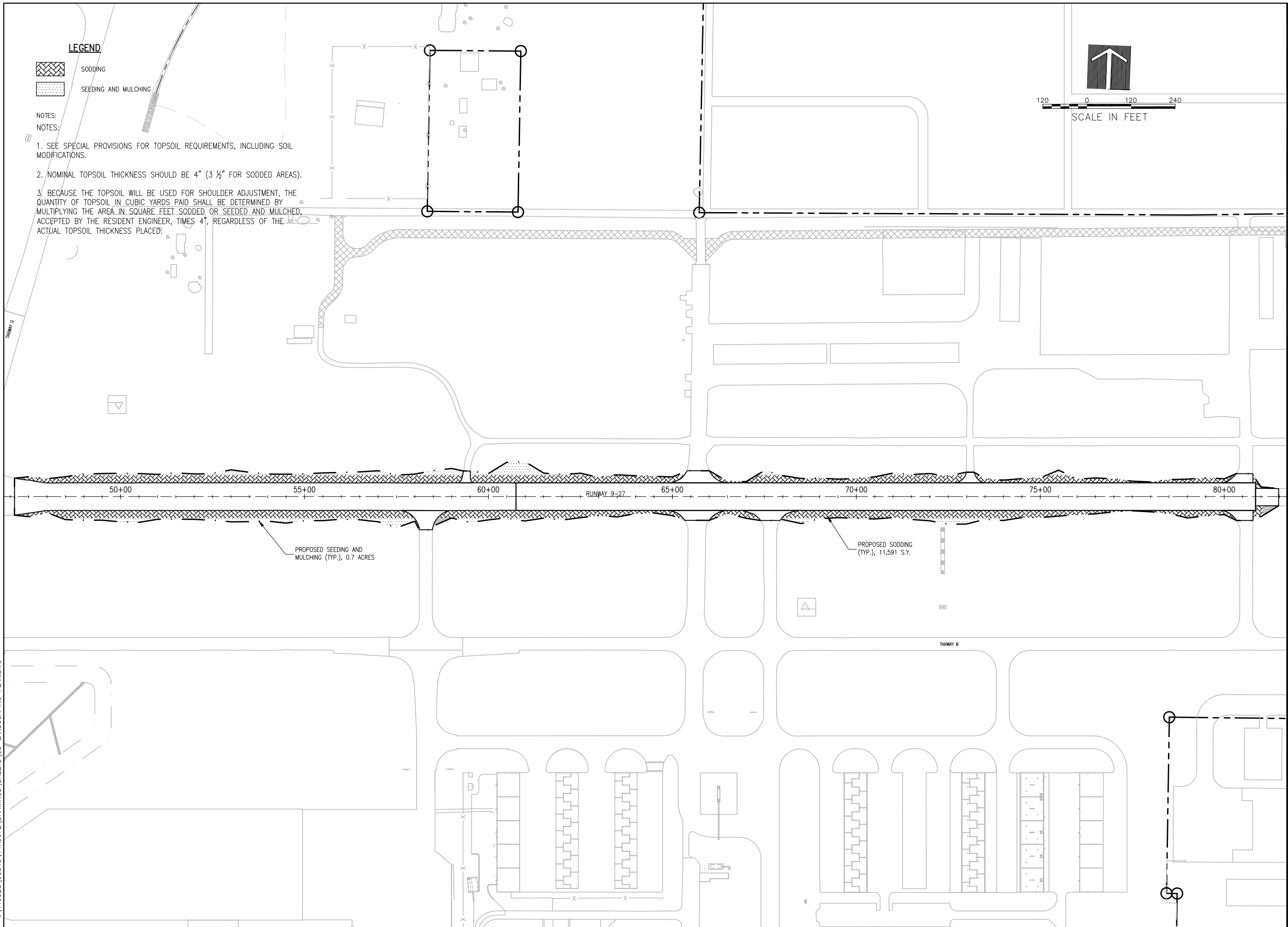
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Scale	N/A
Date	JANUARY 13, 2012
LAYOUT	LDH
DRAWN	LDH
REVIEWED	RMH
	12/6/11
	12/6/11
	1/11/12

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
MARKING DETAILS
 REHABILITATE EAST PORTION OF
 RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

JAN 16, 2012 3:31 PM SPITZ01394

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LEGEND

-  SODDING
-  SEEDING AND MULCHING

NOTES:
NOTES:

1. SEE SPECIAL PROVISIONS FOR TOPSOIL REQUIREMENTS, INCLUDING SOIL MODIFICATIONS.
2. NOMINAL TOPSOIL THICKNESS SHOULD BE 4" (3 1/2" FOR SODDED AREAS).
3. BECAUSE THE TOPSOIL WILL BE USED FOR SHOULDER ADJUSTMENT, THE QUANTITY OF TOPSOIL IN CUBIC YARDS PAID SHALL BE DETERMINED BY MULTIPLYING THE AREA IN SQUARE FEET SODDED OR SEEDED AND MULCHED, ACCEPTED BY THE RESIDENT ENGINEER, TIMES 4, REGARDLESS OF THE ACTUAL TOPSOIL THICKNESS PLACED.



LE043

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Hanson No. 11A0072D
 Filename 53-LANDSCAPING_PLAN.DWG
 Scale 1"=120'
 Date JANUARY 13, 2012

LAYOUT	KMS	1/3/12
DRAWN	KMS	1/3/12
REVIEWED	RMH	1/11/12

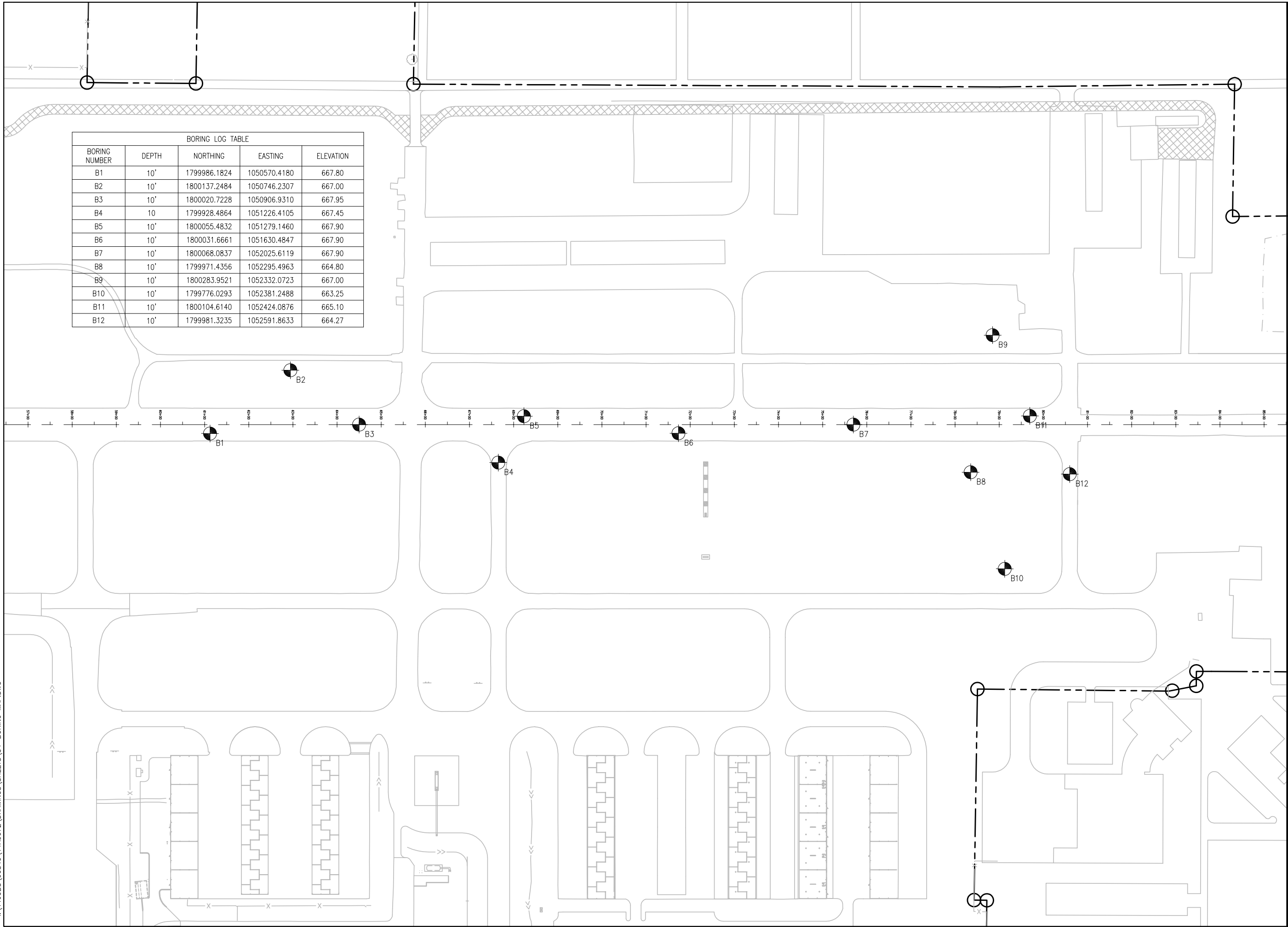
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LANDSCAPING PLAN

REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49

53

53 of 56 sheets



BORING LOG TABLE				
BORING NUMBER	DEPTH	NORTHING	EASTING	ELEVATION
B1	10'	1799986.1824	1050570.4180	667.80
B2	10'	1800137.2484	1050746.2307	667.00
B3	10'	1800020.7228	1050906.9310	667.95
B4	10	1799928.4864	1051226.4105	667.45
B5	10'	1800055.4832	1051279.1460	667.90
B6	10'	1800031.6661	1051630.4847	667.90
B7	10'	1800068.0837	1052025.6119	667.90
B8	10'	1799971.4356	1052295.4963	664.80
B9	10'	1800283.9521	1052332.0723	667.00
B10	10'	1799776.0293	1052381.2488	663.25
B11	10'	1800104.6140	1052424.0876	665.10
B12	10'	1799981.3235	1052591.8633	664.27

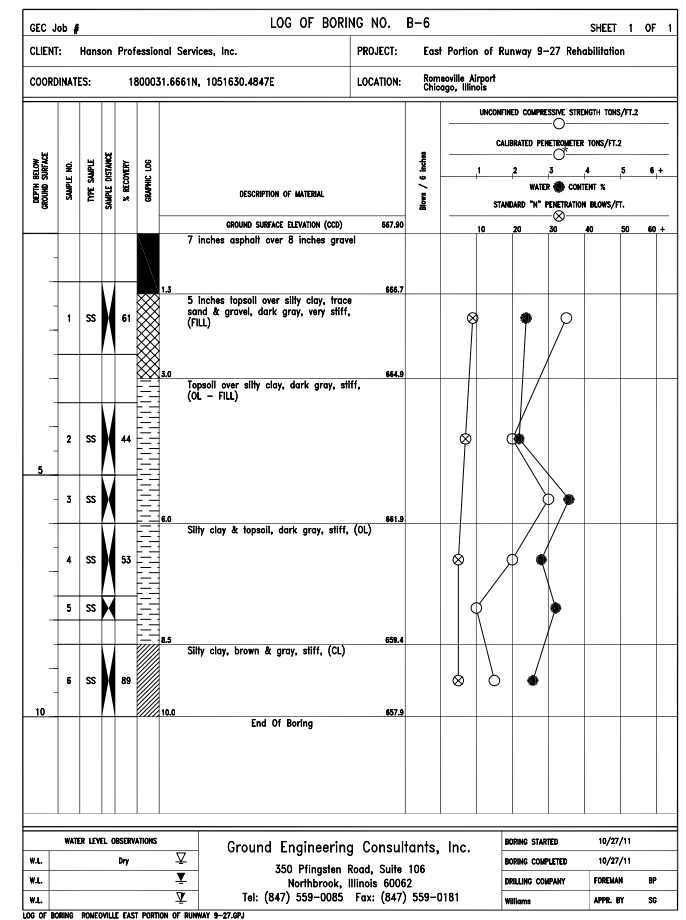
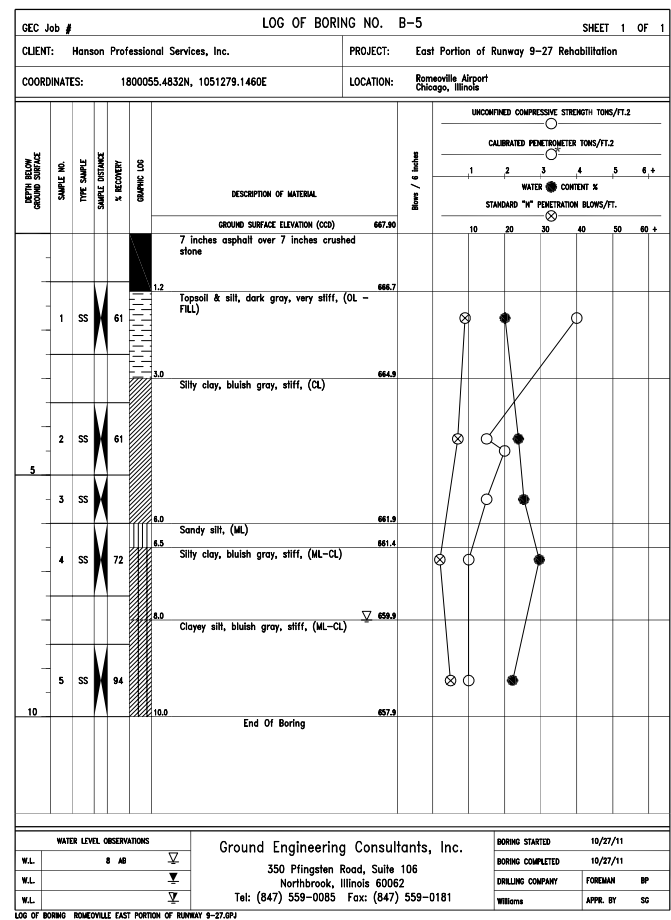
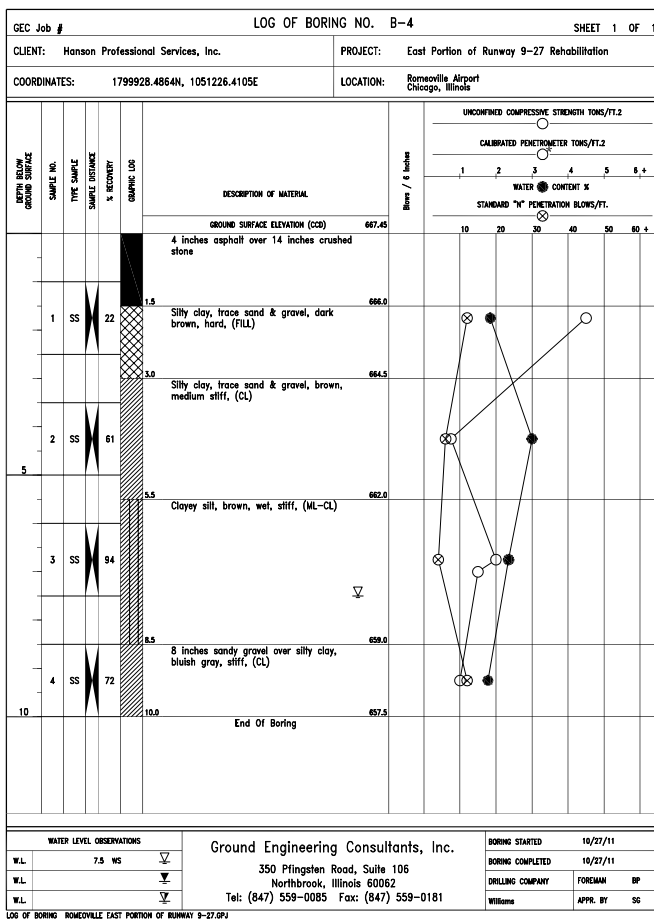
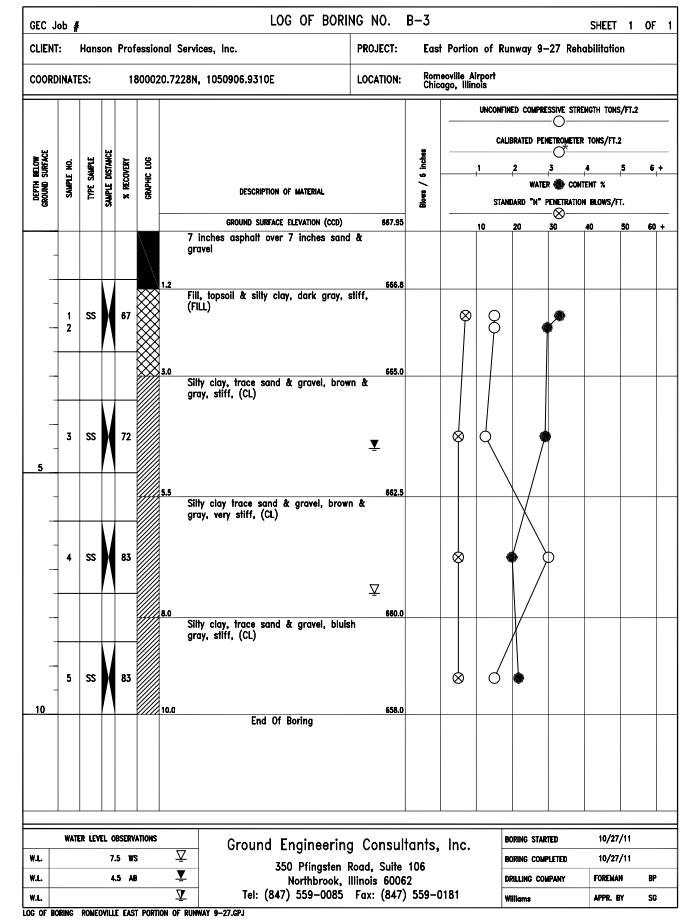
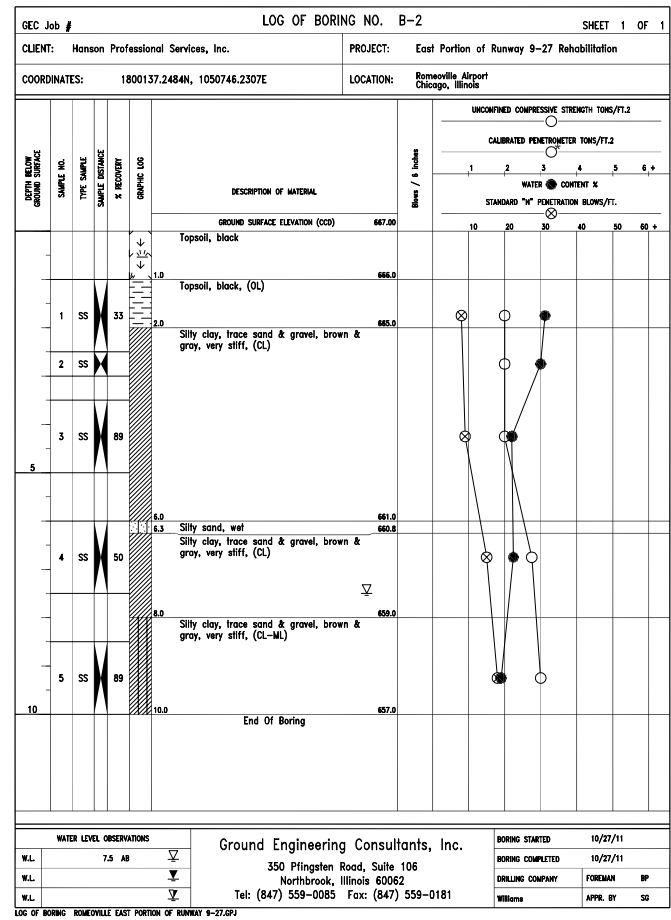
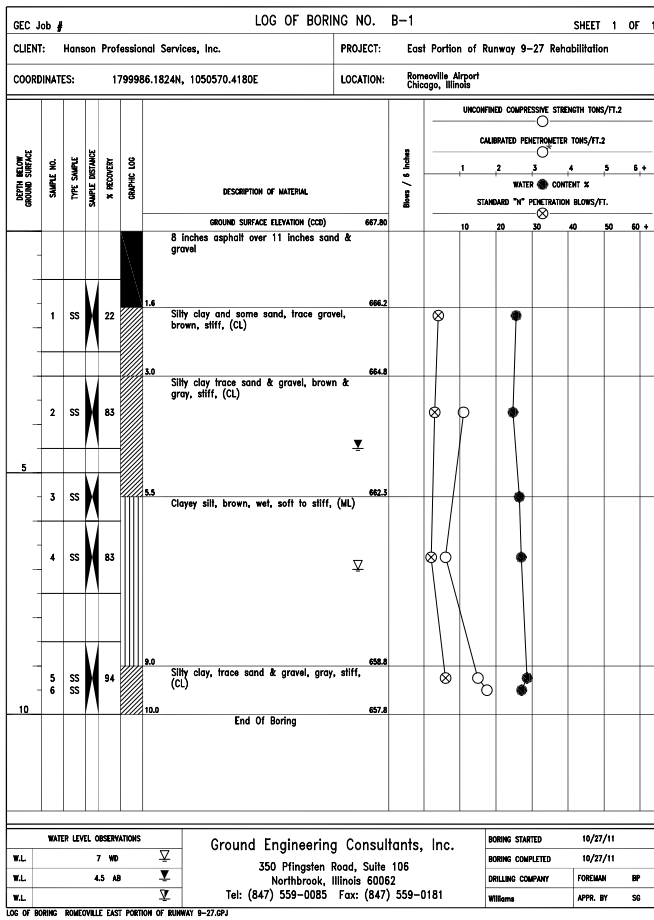
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Hanson No.	11A0072D
Filename	54--BORING_MAP.DWG
Scale	1"=100'
Date	JANUARY 13, 2012
LAYOUT	DH
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REVIEWED	RMH
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	1/6/12
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BORING LOCATION MAP
REHABILITATE EAST PORTION OF RUNWAY 9-27
 IDA No. LOT-4134 AIP No. 3-17-0140-B49



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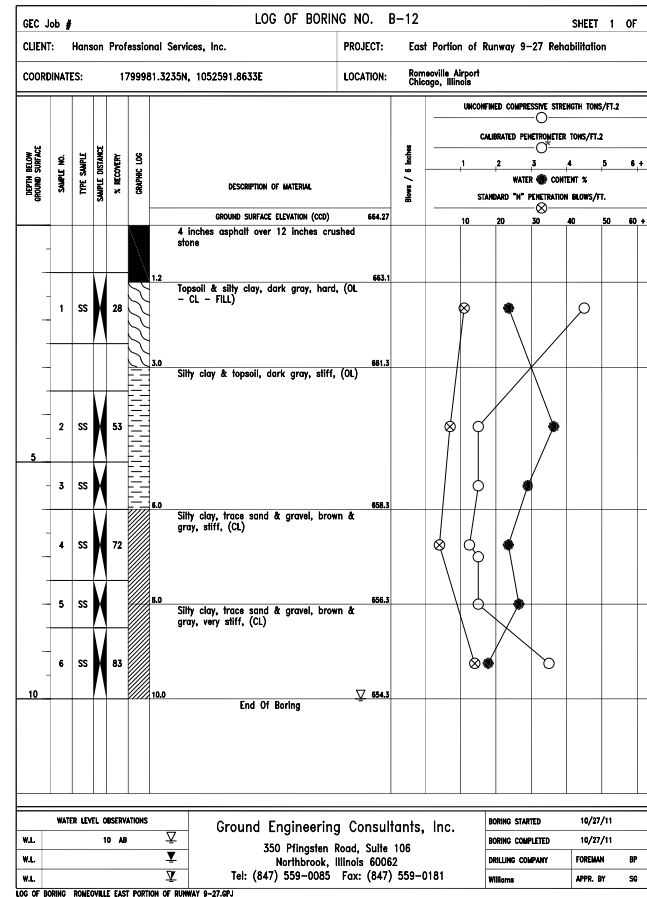
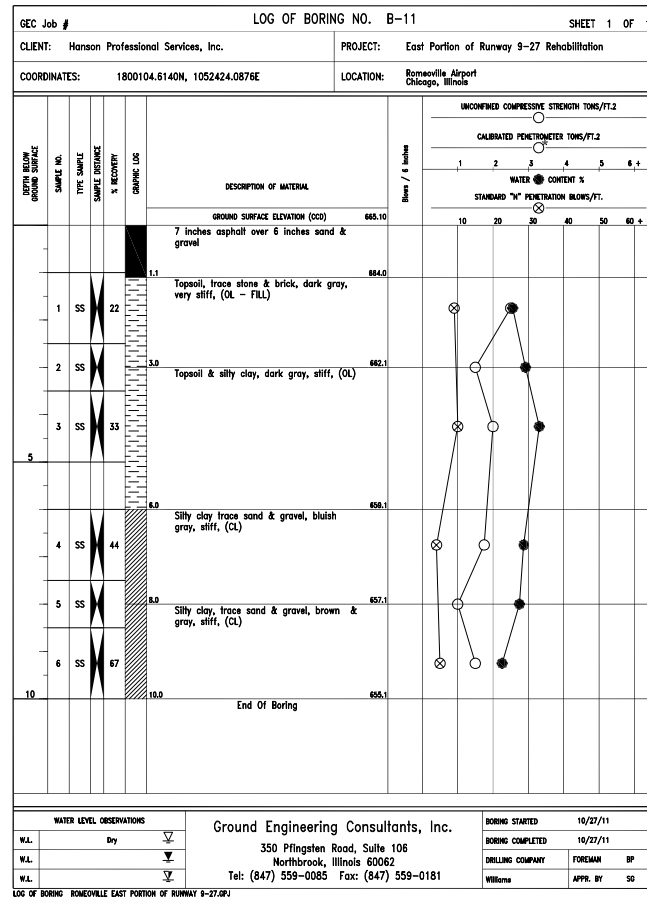
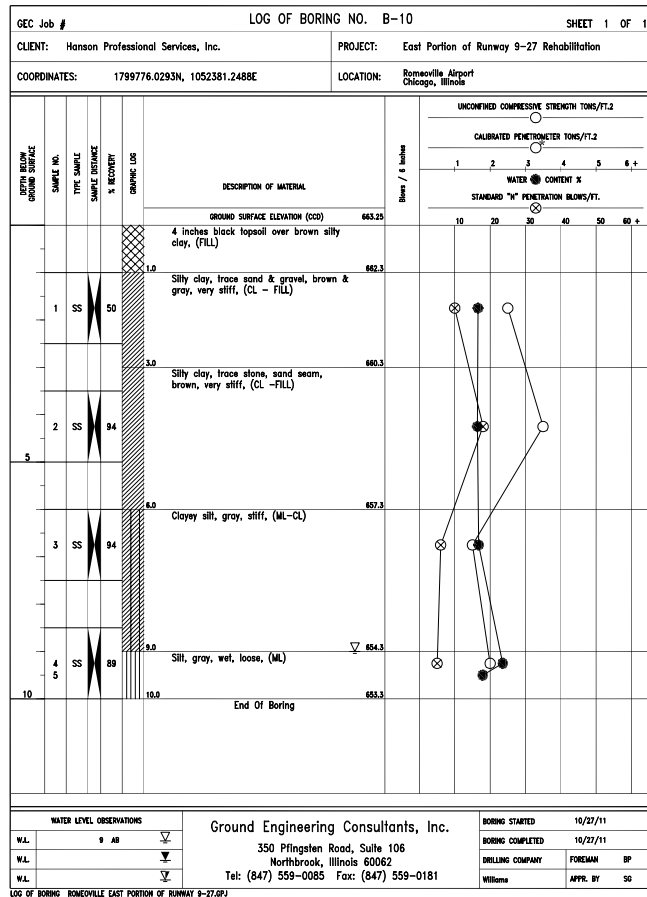
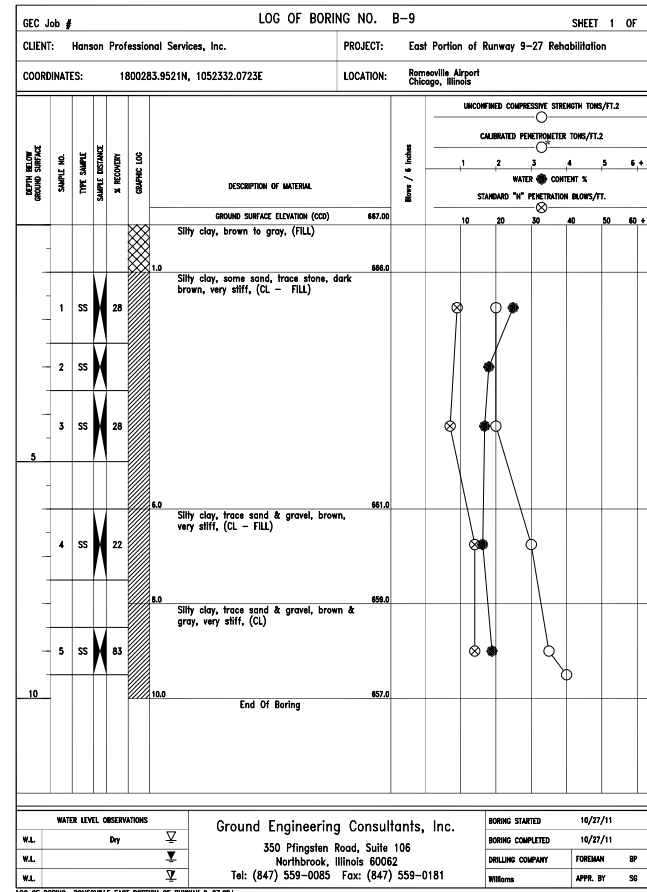
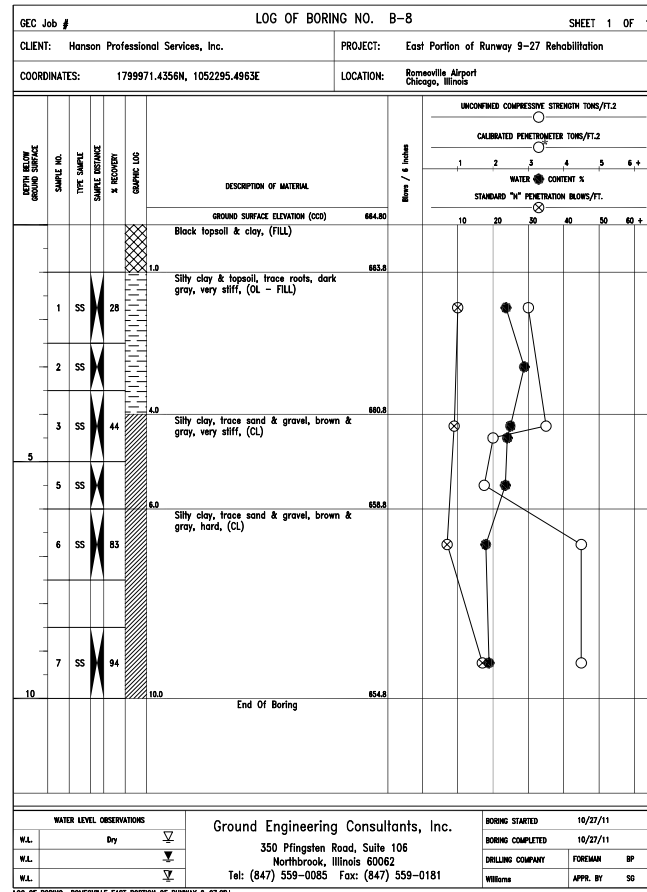
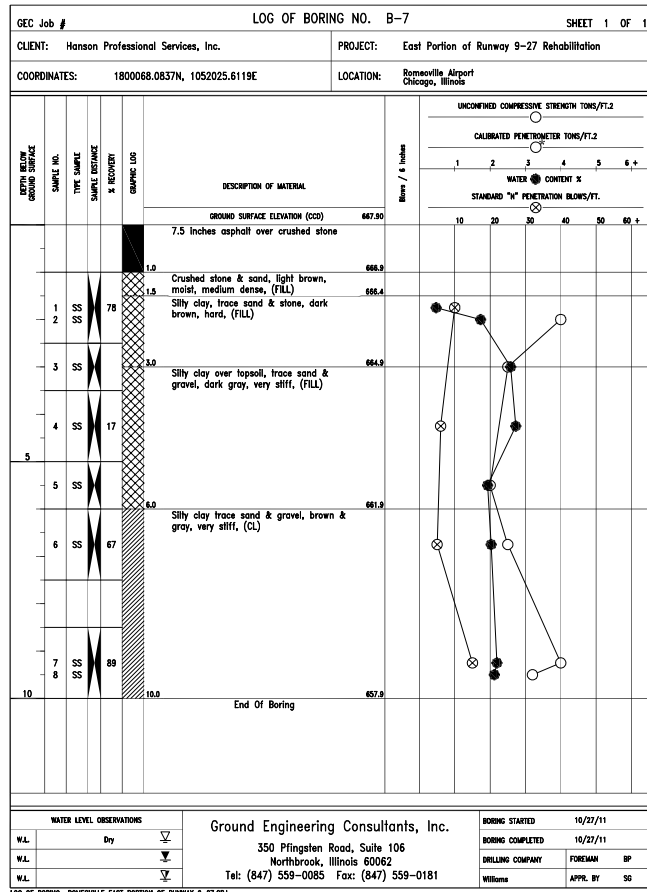
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Hanson No. 11A0072D	1/6/12
Filename 55-BORING LOGS.DWG	DH
Scale N/A	LDH
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DRAWN	1/6/12
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BORING LOGS
B-1 THRU B-6
REHABILITATE EAST PORTION OF
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B-7 THRU B-12
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