

CONSTRUCTION PLANS

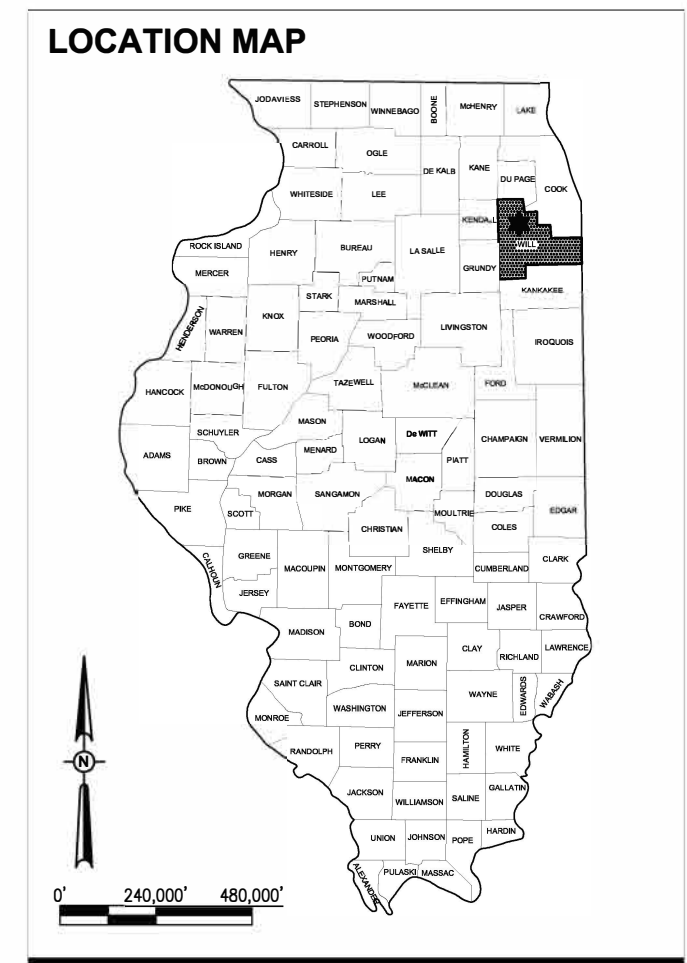
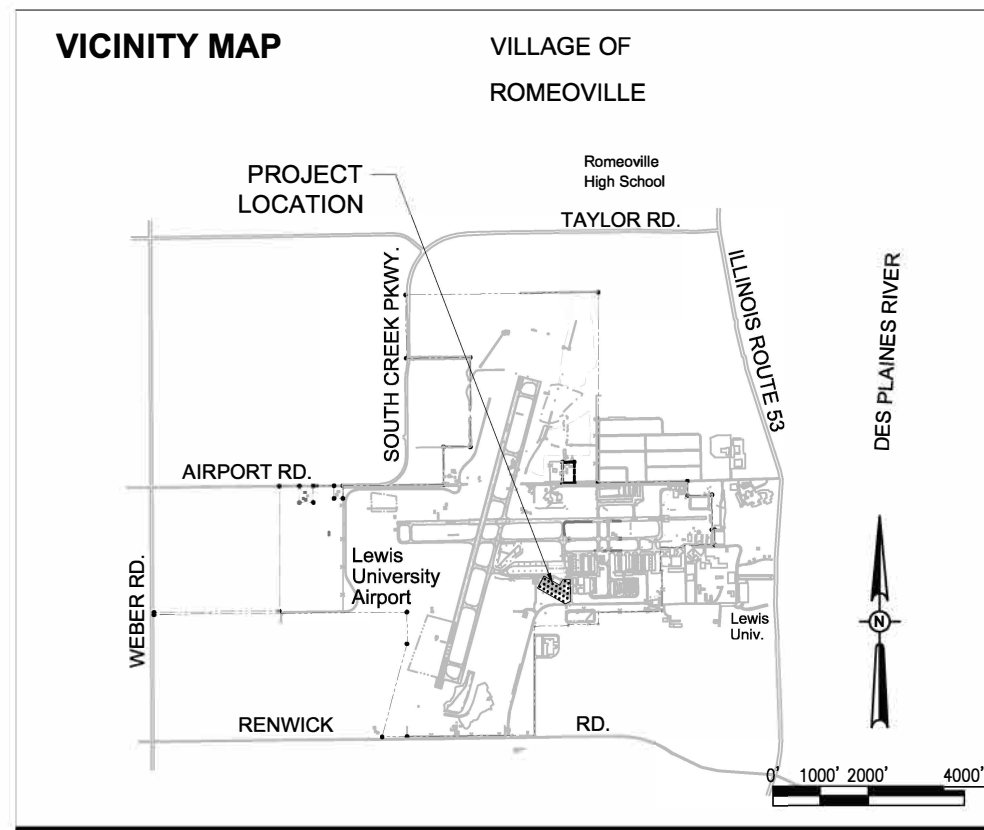
REHABILITATE AND EXPAND
TERMINAL AUTOMOBILE PARKING LOT

JOLIET REGIONAL PORT DISTRICT
LEWIS UNIVERSITY AIRPORT (LOT)
ROMEVILLE, WILL COUNTY, ILLINOIS

IDA PROJECT NO. LOT-4630

JANUARY 12, 2018 (Revised)

NOTICE TO CONTRACTORS AND BIDDERS
THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.



No.	Issue/Description	Sheets Changed	Date	By

Seal

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 Project Engineer

Date of Plans
 JANUARY 12, 2018
 Date

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 Date

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SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	AS-BID QUANTITY	RECORD PAID
AR110551	EXTEND DUCT	LINEAR FOOT	115.00	
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.00	
AR150520	MOBILIZATION	LUMP SUM	1.00	
AR150530	TRAFFIC MAINTENANCE	LUMP SUM	1.00	
AR150540	HAUL ROUTE	LUMP SUM	1.00	
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	1,087.00	
AR156510	SILT FENCE	LINEAR FOOT	847.00	
AR156513	SEPARATION FABRIC	SQUARE YARD	463.00	
AR156520	INLET PROTECTION	EACH	4.00	
AR156533	TEMPORARY SEED AND MULCH	ACRE	0.40	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LINEAR FOOT	3,806.00	
AR201662	BITUMINOUS SAND MIX	SQUARE YARD	72.00	
AR201663	SAND MIX CRACK REPAIR	LINEAR FOOT	135.00	
AR201670	CRACK CONTROL FABRIC	SQUARE YARD	84.00	
AR208515	POROUS GRANULAR EMBANKMENT	CUBIC YARD	513.00	
AR209608	CRUSHED AGG. BASE COURSE - 8"	SQUARE YARD	1,880.00	
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	1,030.00	
AR401650	BITUMINOUS PAVEMENT MILLING	SQUARE YARD	6,682.00	
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	317.00	
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	1,018.00	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQUARE YARD	21.00	
AR403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	200.00	
AR602510	BITUMINOUS PRIME COAT	GALLON	546.00	
AR603510	BITUMINOUS TACK COAT	GALLON	1,239.00	
AR620520	PAVEMENT MARKING-WATERBORNE	SQUARE FOOT	2,982.00	
AR701518	18" RCP, CLASS IV	LINEAR FOOT	130.00	
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	378.00	
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	1.00	
AR705640	UNDERDRAIN CLEANOUT	EACH	3.00	
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	1.00	
AR751412	INLET-TYPE B	EACH	1.00	
AR751943	ADJUST MANHOLE	EACH	2.00	
AR754410	COMB CONCRETE CURB & GUTTER	LINEAR FOOT	50.00	
AR754904	REMOVE COMB CURB & GUTTER	LINEAR FOOT	98.00	
AR901510	SEEDING	ACRE	0.59	
AR905510	TOPSOILING (FROM ON SITE)	CUBIC YARD	176.00	
AR908510	MULCHING	ACRE	0.59	
AR910200	ROADWAY SIGN	EACH	3.00	
AR910230	HANDICAP SIGN	EACH	6.00	
AR910915	REMOVE ROADWAY SIGN	EACH	8.00	

*. THE PROPOSED QUANTITIES FOR AR201661 CLEAN & SEAL BITUMINOUS CRACKS AND AR201663 SAND MIX CRACK REPAIR ASSUME THAT 50% OF THE TYPE A CRACKS ARE ELIMINATED AND 50% OF THE TYPE B CRACKS BECOME TYPE A CRACKS DURING 2 INCH SURFACE REMOVAL UNDER ITEM AR401650 BITUMINOUS PAVEMENT MILLING. THE ACTUAL LOCATION AND QUANTITY OF CRACKS TO BE REPAIRED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS. CONTRACTOR SHALL PERFORM THE WORK AS DIRECTED BY THE RESIDENT ENGINEER AND SHALL NOT BE ENTITLED TO, OR MAKE ANY CLAIM FOR, ADDITIONAL COMPENSATION IF THE ACTUAL QUANTITY PERFORMED IS MORE OR LESS THAN THE BID QUANTITY ESTIMATED FOR EACH REPAIR ITEM.

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM NOTED IN THE SPECIAL PROVISIONS, COMPLETED AND ACCEPTED BY THE ENGINEER.

NOTICE TO CONTRACTORS AND BIDDERS

THESE CONSTRUCTION PLANS RELY UPON THE SPECIAL PROVISIONS AND THE SPECIFICATIONS TO PROVIDE FOR A COMPLETE DESCRIPTION OF THE WORK AND CONSTRUCTION REQUIREMENTS. THE PLANS SHALL ONLY BE USED IN COMBINATION WITH ALL CONTRACT DOCUMENTS.

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 02-SQ.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SHEET INDEX AND
SUMMARY OF
QUANTITIES

SAFETY IS REQUIRED

CONSTRUCTION AND SAFETY NOTES

CONSTRUCTION OF THE PROJECT SHALL BE PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE GUIDELINES SPECIFIED IN FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT ISSUE) AND THE AIRPORT RULES AND REGULATIONS (AS PUBLISHED ON LEWIS UNIVERSITY AIRPORT'S WEBSITE AT HTTP://WWW.FLYLOT.COM UNDER JRPD ORDINANCES AND MINUTES (EXCEPT FEES FOR VEHICLE DRIVING PERMITS SHALL NOT BE PAID)). ANY CONTRACTOR ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE PROVIDED BY THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT.

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS AT AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION, AND WORK MUST BE COMPLETED EXPEDITIOUSLY. A CONSTRUCTION PHASING 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 PHASING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION PHASING 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 PHASING 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 PHASING CHANGE REQUEST NOR FOR ANY TIME NECESSARY IN RECEIVING THE REQUIRED APPROVALS. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES WHERE ACTIVE TAXIWAYS, HANGAR ACCESS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED, TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

AT THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL PROVIDE A CONTRACTOR COORDINATION PLAN THAT COORDINATES HIS WORK WITH THE WORK OF HIS SUBCONTRACTORS AND THE WORK OF OTHER CONTRACTORS OF OTHER ON-GOING AIRPORT PROJECTS.

TEMPORARY BARRICADES

THE CONTRACTOR SHALL FURNISH BARRICADES FOR ANY AIRFIELD OR ROADWAY PAVEMENT TO BE CLOSED BY HIS WORK. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN 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 PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE.

VEHICULAR TRAFFIC CONTROL

THE CONTRACTOR SHALL ERECT AND MAINTAIN, AT NO COST TO THE CONTRACT, DIRECTIONAL AND INFORMATIONAL SIGNS FOR THE CONTRACTOR'S ACCESS ROUTES AT THE EXISTING CONSTRUCTION ENTRANCES AND FOR THE CONTRACTOR'S ROUTE WITHIN THE AIRPORT OPERATIONS AREA, AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. WHERE CONTRACTOR EQUIPMENT IS OPERATING WITHIN ACTIVE AIRCRAFT OPERATIONS AREAS, RADIO-EQUIPPED FLAGGERS SHALL BE FURNISHED BY THE CONTRACTOR. CONTINUOUS PAVEMENT SWEEPING SHALL BE FURNISHED TO REMOVE DEBRIS FROM ACTIVE AIRCRAFT MOVEMENT PATHS. THE COST OF TRAFFIC CONTROL/FLAGGERS AND PAVEMENT SWEEPING SHALL BE INCIDENTAL TO THE CONTRACT.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

THE CONTRACTOR SHALL NOT HAVE ACCESS TO ANY PART OF THE ACTIVE AIRFIELD (RUNWAYS, TAXIWAYS OR APRONS) FOR ANY EQUIPMENT OR PERSONNEL WITHOUT THE APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER. ACTIVITIES WITHIN THE AIRPORT OPERATIONS AREA (AOA) ARE SUBJECT TO FEDERAL ACCESS CONTROL. BECAUSE OF THE HIGH REQUIREMENTS FOR AIRPORT SECURITY AND SAFETY, THE FOLLOWING REQUIREMENTS MUST BE ADHERED TO:

- ALL EMPLOYEES OF THE CONTRACTOR SHALL PARK THEIR PERSONAL VEHICLES IN THE DESIGNATED EQUIPMENT PARKING AND STORAGE AREA. EACH PERSON OR VEHICLE ENTERING THE CONTRACTOR AREA SHALL DO SO IN ACCORDANCE WITH THE POLICIES AND PROCEDURES OF THE AIRPORT OWNER. THE CONTRACTOR WILL TRANSPORT THE WORKERS FROM THE PARKING AREAS TO THE WORK AREA. ONLY CONTRACTOR VEHICLES WILL BE ALLOWED OUTSIDE OF THE PROPOSED EQUIPMENT STORAGE AND PARKING AREAS.
- SHOULD ANY CONTRACTOR PERSONNEL BE IDENTIFIED AS NONCOMPLIANT WITH ANY VEHICLE DRIVING SAFETY REQUIREMENTS IN THIS PROJECT SAFETY PLAN OR IN THE AIRPORT VEHICLE OPERATIONS REGULATIONS, SUCH DRIVERS SHALL BE PENALIZED BY RESCISSION OF THEIR ON-AIRPORT DRIVING PRIVILEGES, AND THEIR ACCESS TO THE CONSTRUCTION LIMIT AREA WHEN OPERATING VEHICLES SHALL BE REVOKED.
- THE CONTRACTOR WILL BE REQUIRED TO BE IN CONTACT WITH AIRPORT OPERATIONS. THIS WILL KEEP THE CONTRACTOR IN CONTACT WITH AIRPORT PERSONNEL AND ENABLE THE AIRPORT PERSONNEL TO IMMEDIATELY CONTACT THE CONTRACTOR IN CASE OF AN AERONAUTICAL EMERGENCY THAT WOULD REQUIRE ACTION BY THE CONTRACTOR AND/OR HIS PERSONNEL.

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 200 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF ACTIVE RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 2-20. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 44.5 FEET FROM CENTERLINE OF ACTIVE CATEGORY I TAXIWAYS, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAYS AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAYS, AND TEN (10) FEET FROM ACTIVE APRONS. WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS.

NO CLOSURE OF ANY RUNWAY WILL BE PERMITTED FOR THIS PROJECT, EXCEPT AS SHOWN IN THE PHASING PLANS.

THE CONTRACTOR SHALL KEEP ALL OF HIS EQUIPMENT AND PERSONNEL AT LEAST 15 FEET FROM THE EDGE OF ANY ACTIVE ROADWAY OR AUTO PARKING PAVEMENT. WHEN HIS ACTIVITIES REQUIRE WORKING WITHIN 15 FEET OF THE ROAD/PAVEMENT EDGE, THE CONTRACTOR SHALL PROVIDE FOR TRAFFIC CONTROL IN ACCORDANCE WITH IDOT SPECIFICATIONS (HIGHWAY STANDARDS).

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 SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 75 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF RUNWAY 9-27 (OR THE TEMPORARY THRESHOLD POINT, WHEN THE RUNWAY HAS BEEN SHORTENED), AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 2-20. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, AND 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

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 PHASING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCES IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE AND CONTRACTOR AREAS IS TO BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

AT NO TIME SHALL THE CONTRACTOR CONDUCT ANY ACTIVITIES OR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT ACTIVE PART 77 AIRPORT IMAGINARY SURFACES OR THE RUNWAY PROTECTION ZONES (RPZ) AS DELINEATED IN THE PLANS. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 25 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

BEFORE REOPENING TEMPORARILY CLOSED PAVEMENTS, 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 WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED PROJECT SAFETY PLAN, ISSUED BY THE ILLINOIS DIVISION OF AERONAUTICS.

FAILURE TO USE THESE PRESCRIBED PROCEDURES OR ADHERE TO THE SAFETY REQUIREMENTS WILL RESULT IN THE SUSPENSION OF WORK.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER 3 DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF THE PARKING LOT. 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 3 DAYS 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

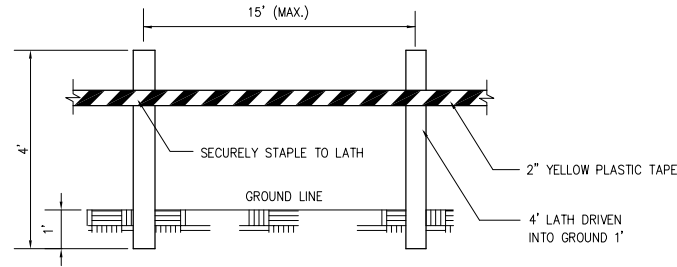
CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN IN THE PLANS. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC 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 OWNER AND THE RESIDENT ENGINEER. 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 OWNER AND THE RESIDENT ENGINEER. FOR HAUL ROUTES MADE BY CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, COST INCIDENTAL TO ITEM AR150540 HAUL ROUTE.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN IN THE PLANS. 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 OWNER AND THE RESIDENT ENGINEER. AT THE AIRPORT OWNER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT OWNER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

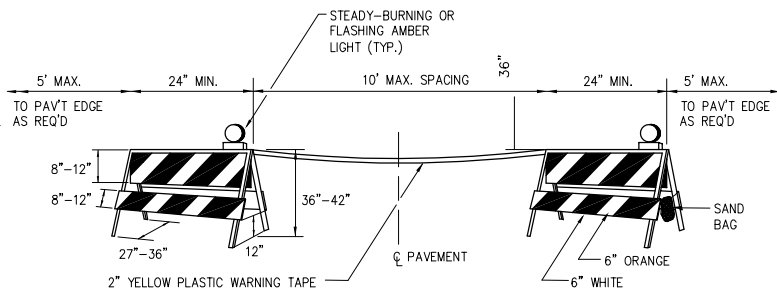
UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 3 DAYS 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.



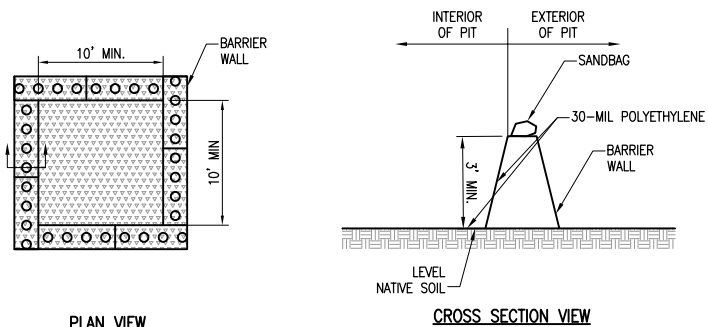
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE.

**DETAIL A
LATHING AND WARNING TAPE**



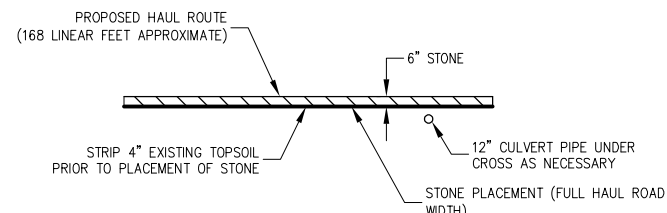
BARRICADES ARE TO BE OF IDOT TYPE II. A STEADY-BURNING OR FLASHING AMBER LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING BARRICADES IS TO BE PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE.

**DETAIL B
STANDARD PAVEMENT BARRICADES**

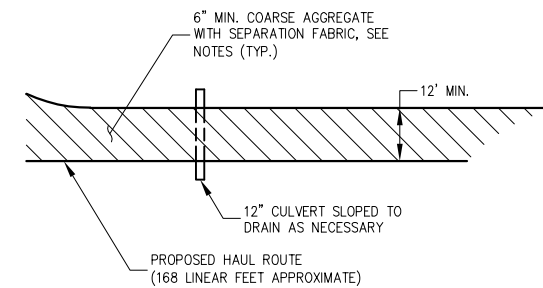


NOTES:

1. IMPERMEABLE SHEETING MUST EXTEND OVER ENTIRE BASIN AND BERM TO PREVENT ESCAPE OF DISCHARGE.
2. PROTECT AREA AROUND UNIT FOR 10 FEET WITH PLASTIC UNDER AND AROUND UNIT TO CONTAIN SPILLS OR OVERFLOW.
3. FACILITY LINED WITH 30-MIL POLYETHYLENE LINER AND SECURED USING SAND BAGS, OR OTHER ANCHORS, AND SHALL BE FREE OF HOLES OR TEARS.
4. FACILITY IS TO BE LOCATED ON LEVEL GROUND.
5. WASHOUT NEEDS TO BE COVERED OR LIQUIDS TO BE REMOVED PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW.
6. IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW.
7. REMOVE WASHOUT WATER FROM HIGH VOLUME FACILITIES WITH A VACUUM TRUCK AND DISPOSE OF PROPERLY. DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT. (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY HAZARDOUS)
8. DO NOT DISCHARGE WASHOUT WATER INTO THE ENVIRONMENT; FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER.



CROSS SECTION



PLAN

NOTES:

1. STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
2. STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR RECYCLED ASPHALT.
3. HAUL ROUTE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
4. HAUL ROUTE WIDTH SHALL BE 12 FEET MINIMUM.
5. SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT (CMP, STEEL OR HDPE).
6. PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO BE MIRAFI 160N OR APPROVED EQUAL, COST INCIDENTAL TO ITEM AR150540.
7. A CONCRETE WASHOUT PIT TO PROHIBIT STORM WATER DISCHARGE SHALL ALSO BE FURNISHED, AND SHALL BE BUILT MEETING THE REQUIREMENTS OF THE ILLINOIS URBAN MANUAL AND AS SEEN IN THE DETAILS.
8. THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
9. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
10. HAUL ROUTE AND WASHOUT PIT TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEEDED AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER.
11. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING HAUL ROUTE SHALL BE PAID UNDER ITEM AR150540.

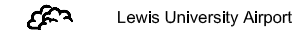
**DETAIL C
HAUL ROUTE**



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**REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT**

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
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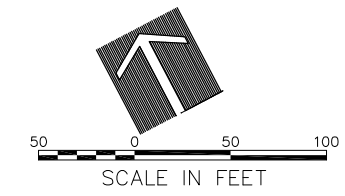
ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 04-SAFETY NOTES.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

**CONSTRUCTION AND
SAFETY NOTES AND
DETAILS**

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CONCRETE WASHOUT PIT



LEGEND:

- PHASE CONSTRUCTION LIMITS
- ⇄ CONTRACTOR'S ACCESS ROUTE
- ▭ NON-CONSTRUCTION TRAFFIC
- ▨ STANDARD PAVEMENT BARRICADES
- ▒ PHASE 1 CONSTRUCTION
- ▧ STAGING AND STORAGE AREA

SAFETY AND WORK AREA 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 (SEE SPECIAL PROVISIONS).
- NO RUNWAY, TAXIWAY, OR APRON CLOSURES WILL BE ALLOWED ON THIS PROJECT.
- TRAFFIC WILL BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
- THE EAST AUTO PARKING LOT MUST REMAIN OPEN DURING PHASE 1 CONSTRUCTION ACTIVITIES. ACCESS FOR INCOMING VEHICLES MUST BE PROVIDED ON THE SOUTH ENTRANCE DRIVE.
- THE SOUTH AUTO PARKING LOT SHALL BE AVAILABLE FOR PARKING IF CONSTRUCTION ACTIVITIES ON PAVEMENT WILL NOT TAKE PLACE FOR 24 HOURS.

PHASE 1 WORK ITEMS:

- SILT FENCE
- INLET PROTECTION
- BITUMINOUS PAVEMENT SAWING
- BITUMINOUS PAVEMENT MILLING
- CLEAN & SEAL BITUMINOUS CRACKS
- SAND MIX CRACK REPAIR
- REMOVE UNDERDRAIN CLEANOUT
- REMOVE COMB. CURB & GUTTER
- UNCLASSIFIED EXCAVATION
- EXTEND DUCT
- INSTALL PIPE AND INLET
- ADJUST MANHOLES
- 6" PERFORATED UNDERDRAIN
- UNDERDRAIN CLEANOUTS & UNDERDRAIN INSPECTION HOLES
- CRUSHED AGG. BASE COURSE - 8"
- BITUMINOUS PRIME COAT
- BIT. BASE CSE. - METHOD I, SUPERPAVE
- TOPSOILING (FROM ON SITE)

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

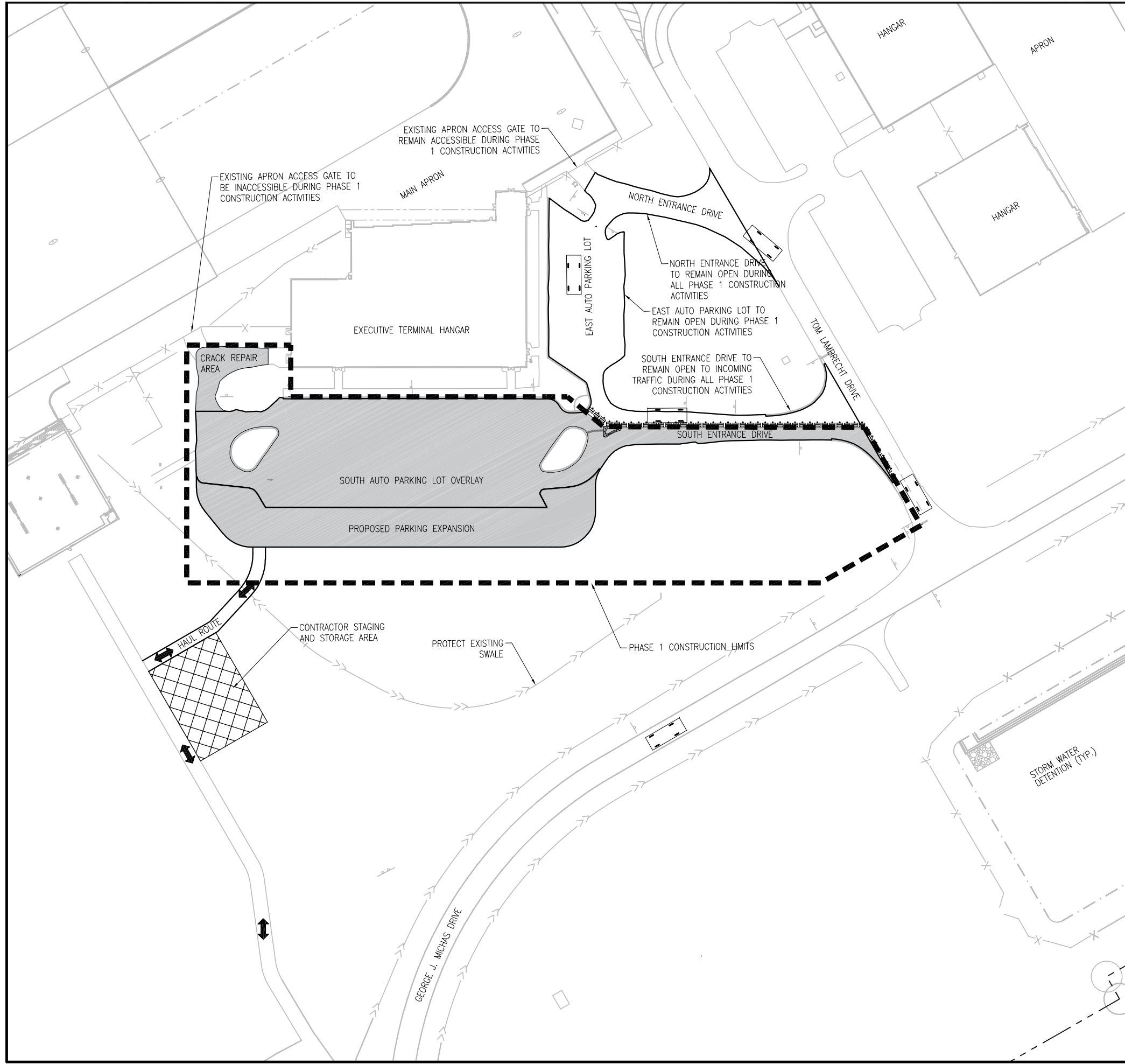
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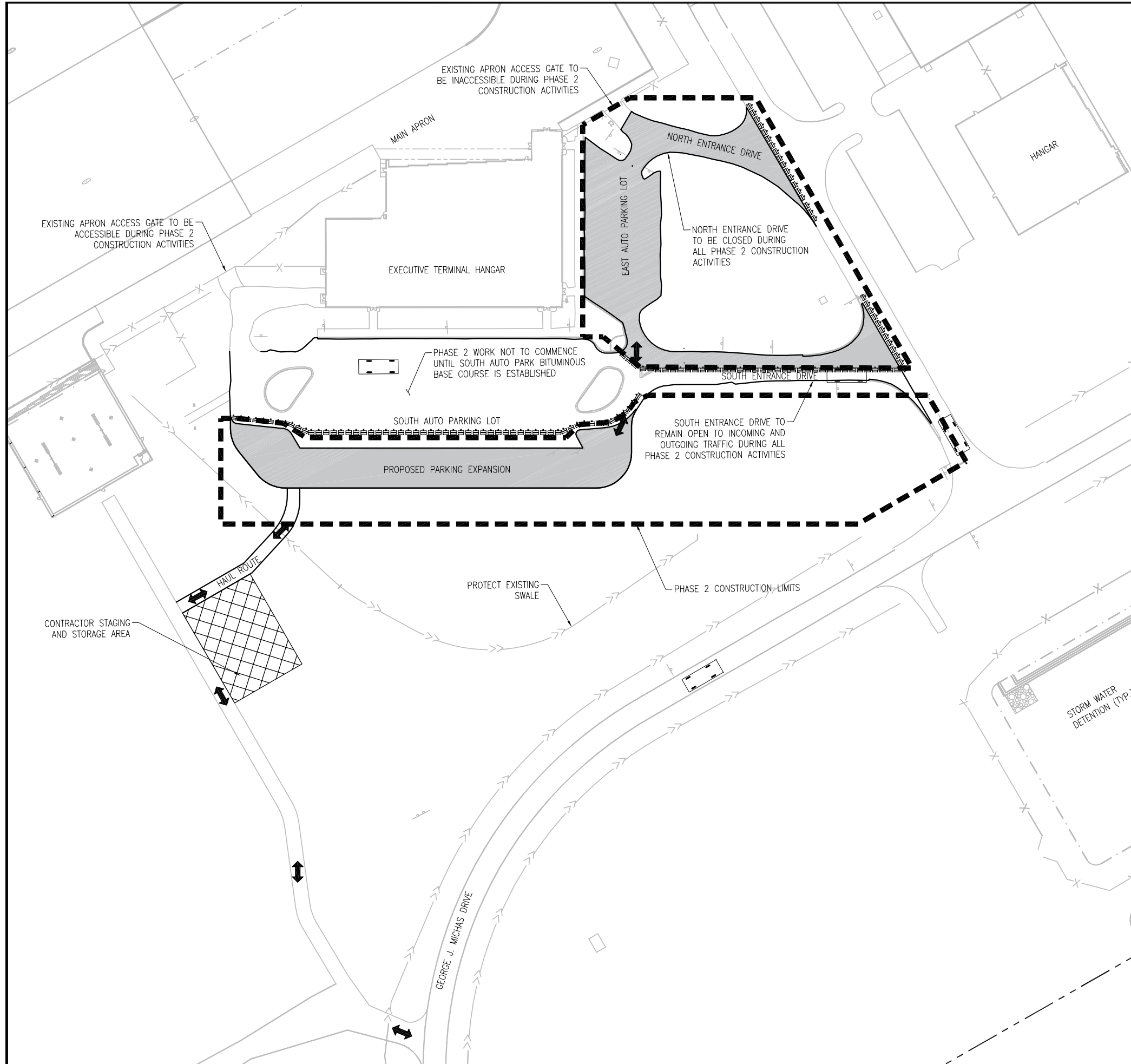
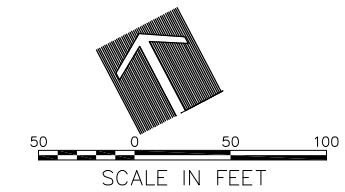
ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 05-PHASE_1.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SAFETY AND PHASING PLAN - PHASE 1

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SAFETY AND WORK AREA NOTES:

1. THE SOUTH AUTO PARKING LOT MUST REMAIN OPEN DURING PHASE 2 CONSTRUCTION ACTIVITIES. ACCESS FOR INCOMING VEHICLES MUST BE PROVIDED ON THE SOUTH ENTRANCE DRIVE.
2. THE EAST AUTO PARKING LOT SHALL BE AVAILABLE FOR PARKING IF CONSTRUCTION ACTIVITIES ON PAVEMENT WILL NOT TAKE PLACE FOR 24 HOURS.
3. IT IS ANTICIPATED THAT THE SOUTH PARKING LOT EXPANSION PHASE 1 WORK WILL TAKE LONGER THAN THE SOUTH AUTO PARKING LOT REHABILITATION. ONCE THE BASE COURSE IS ESTABLISHED IN THE SOUTH PARKING LOT AREA, AND THAT AREA IS AVAILABLE FOR VEHICLES TO USE, WORK MAY COMMENCE ON PHASE 2.
4. SEE SHEET 5 FOR ADDITIONAL NOTES AND LEGEND.

PHASE 2 WORK ITEMS (EAST AUTO PARKING LOT):

- SILT FENCE
- INLET PROTECTION
- BITUMINOUS PAVEMENT SAWING
- BITUMINOUS PAVEMENT MILLING
- CLEAN & SEAL BITUMINOUS CRACKS
- SAND MIX CRACK REPAIR
- REMOVE COMB. CURB & GUTTER
- TOPSOILING (FROM ON SITE)

PHASE 2 WORK ITEMS CONTINUED (SOUTH PARKING EXPANSION):

- UNCLASSIFIED EXCAVATION
- EXTEND DUCT
- INSTALL PIPE AND INLET
- ADJUST MANHOLES
- 6" PERFORATED UNDERDRAIN
- UNDERDRAIN CLEANOUTS & UNDERDRAIN INSPECTION HOLES
- CRUSHED AGG. BASE COURSE - 8"
- BITUMINOUS PRIME COAT
- BIT. BASE CSE. - METHOD 1, SUPERPAVE
- TOPSOILING (FROM ON SITE)

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

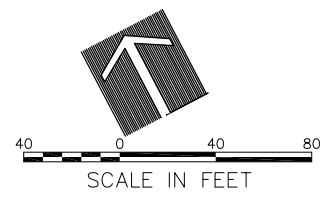
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 06-PHASE_2.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SAFETY AND PHASING PLAN - PHASE 2



SAFETY AND WORK AREA NOTES:

1. THE SOUTH AUTO PARKING LOT MUST REMAIN OPEN DURING PHASE 3 CONSTRUCTION ACTIVITIES. ACCESS MUST BE PROVIDED ON THE SOUTH ENTRANCE DRIVE.
2. SEE SHEET 5 FOR ADDITIONAL NOTES AND LEGEND.

PHASE 3 WORK ITEMS:

- BITUMINOUS TACK COAT
- BIT. SURF. CSE. - METHOD I, SUPERPAVE
- SAW AND SEAL BIT. JOINTS
- TOPSOILING (FROM ON SITE)
- SEEDING
- MULCHING
- PAVEMENT MARKING-WATERBORNE

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

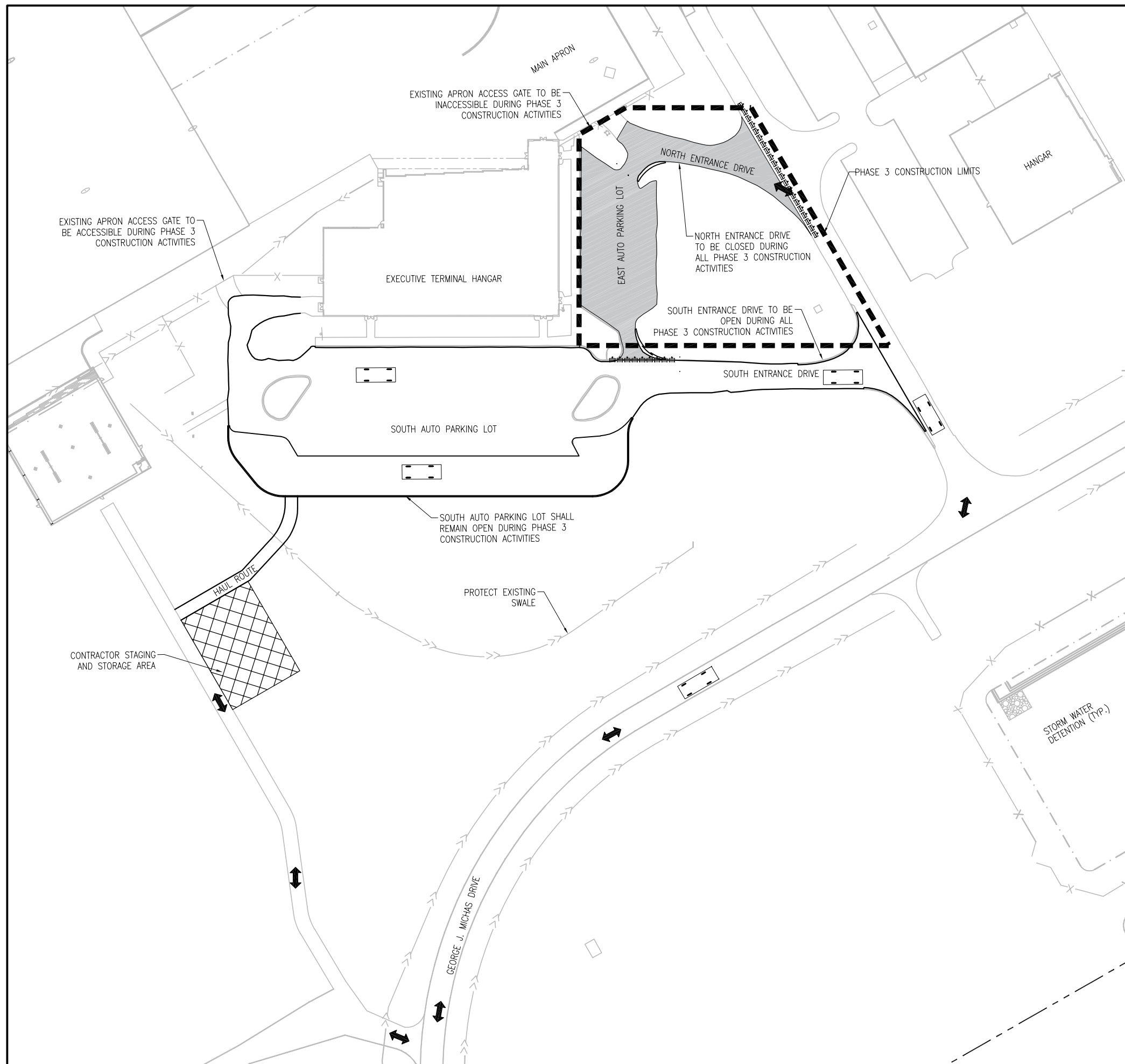
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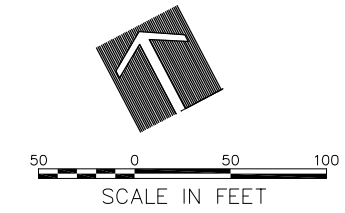
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 08-PHASE_4.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SAFETY AND PHASING PLAN - PHASE 3



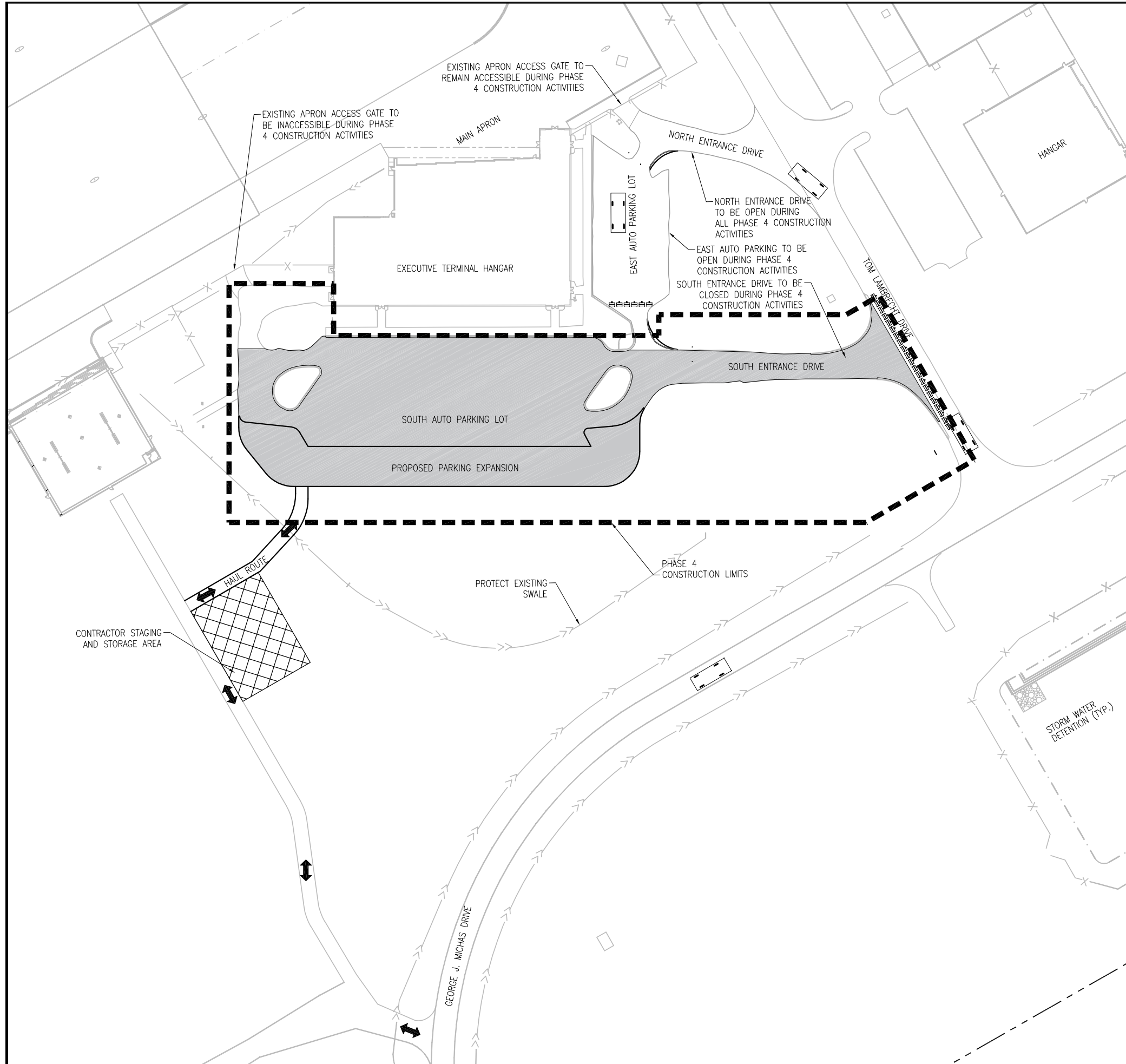


SAFETY AND WORK AREA NOTES:

1. THE EAST AUTO PARKING LOT MUST REMAIN OPEN DURING PHASE 4 CONSTRUCTION ACTIVITIES. ACCESS MUST BE PROVIDED ON THE NORTH ENTRANCE DRIVE.
2. SEE SHEET 5 FOR ADDITIONAL NOTES AND LEGEND.

PHASE 4 WORK ITEMS:

- BITUMINOUS TACK COAT
- BIT. SURF CSE. - METHOD 1, SUPERPAVE
- SAW AND SEAL BIT. JOINTS
- TOPSOILING (FROM ON SITE)
- SEEDING
- MULCHING



REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

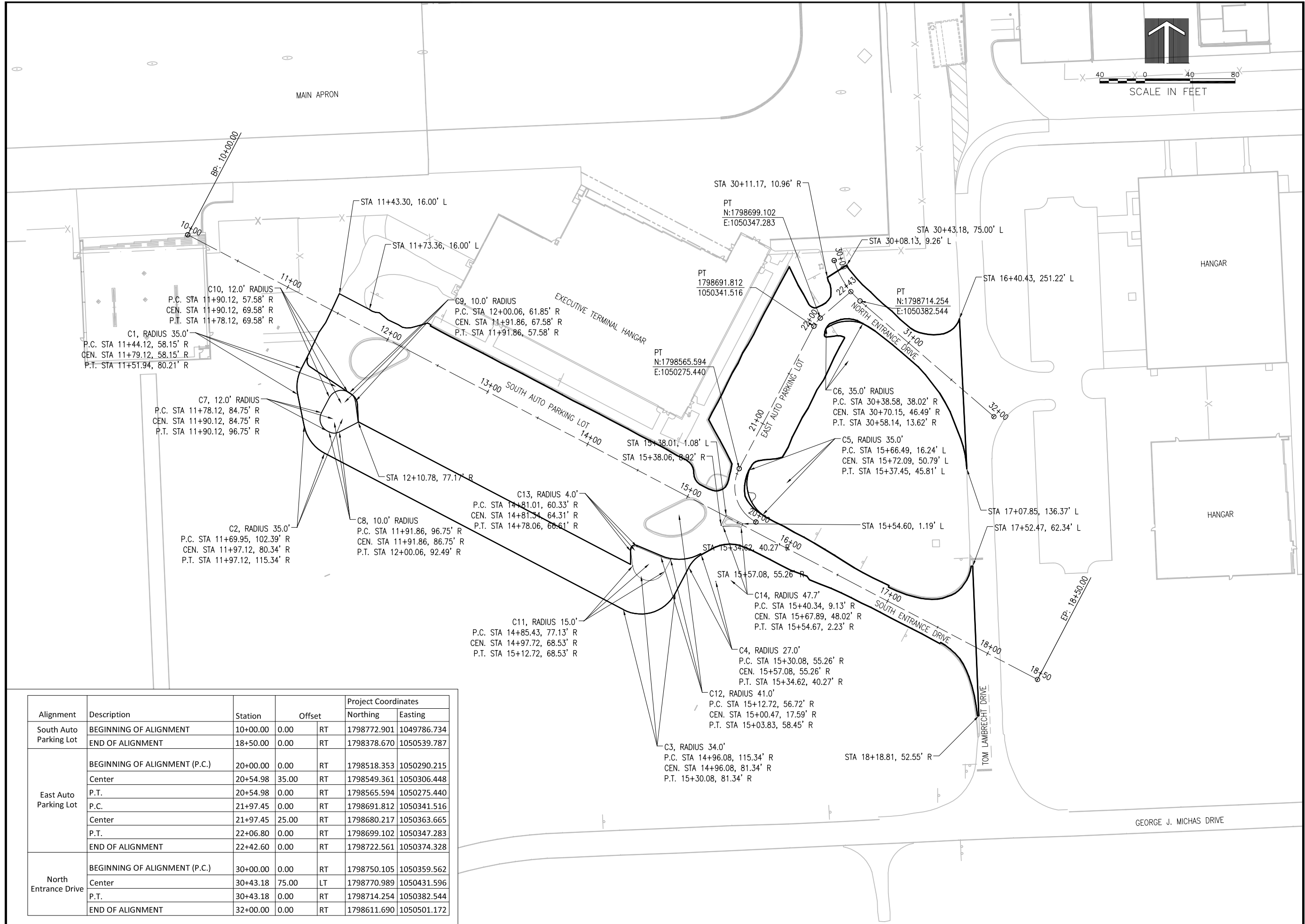
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 07-PHASE_3.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SAFETY AND PHASING PLAN - PHASE 4



REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

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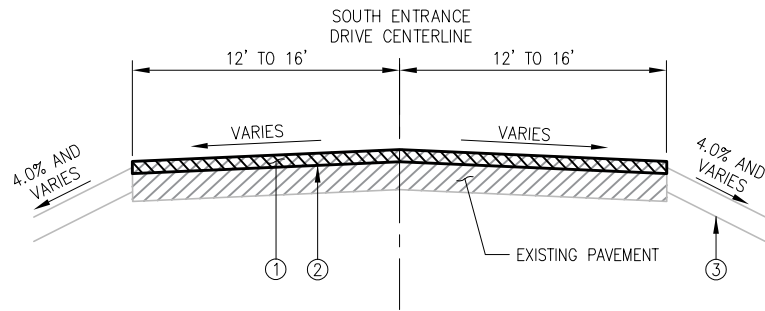
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 09-ALIGNMENT.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

PAVEMENT LAYOUT
AND ALIGNMENT
DATA

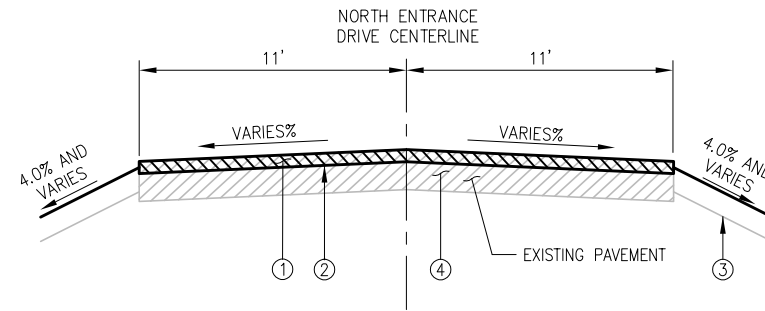
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				Northing	Easting
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	END OF ALIGNMENT	18+50.00	0.00	RT	1798378.670 1050539.787
East Auto Parking Lot	BEGINNING OF ALIGNMENT (P.C.)	20+00.00	0.00	RT	1798518.353 1050290.215
	Center	20+54.98	35.00	RT	1798549.361 1050306.448
	P.T.	20+54.98	0.00	RT	1798565.594 1050275.440
	P.C.	21+97.45	0.00	RT	1798691.812 1050341.516
	Center	21+97.45	25.00	RT	1798680.217 1050363.665
	P.T.	22+06.80	0.00	RT	1798699.102 1050347.283
North Entrance Drive	BEGINNING OF ALIGNMENT	22+42.60	0.00	RT	1798722.561 1050374.328
	END OF ALIGNMENT (P.C.)	30+00.00	0.00	RT	1798750.105 1050359.562
North Entrance Drive	Center	30+43.18	75.00	LT	1798770.989 1050431.596
	P.T.	30+43.18	0.00	RT	1798714.254 1050382.544
	END OF ALIGNMENT	32+00.00	0.00	RT	1798611.690 1050501.172



TYPICAL SECTION - SOUTH ENTRANCE DRIVE

(SECTION SHOWN LOOKING SOUTHEAST)

- ① PROPOSED 2.0 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 *
- ③ PROPOSED 4-INCH (MINIMUM) TOPSOIL, ITEM AR905510

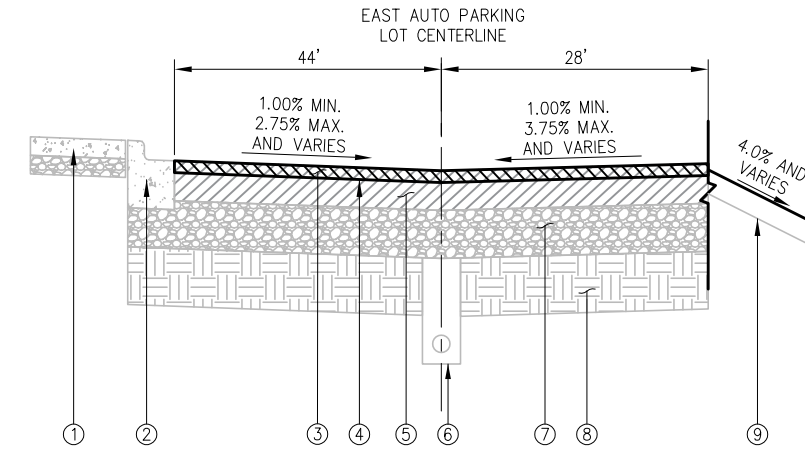


TYPICAL SECTION - NORTH ENTRANCE DRIVE

(SECTION SHOWN LOOKING SOUTHEAST)

- ① PROPOSED 2.0 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 *
- ③ PROPOSED 4-INCH (MINIMUM) TOPSOIL, ITEM AR905510
- ④ EXISTING HMA PAVEMENT

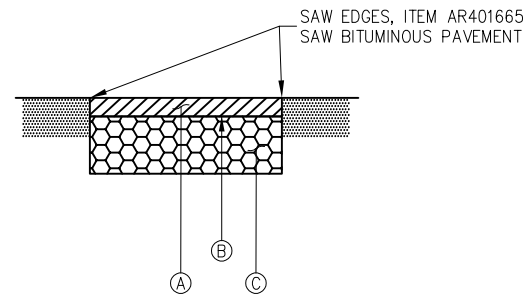
* BITUMINOUS TACK COAT SHALL BE APPLIED BETWEEN THE EXISTING ASPHALT AND THE BITUMINOUS BASE COURSE AND BETWEEN THE BITUMINOUS BASE COURSE TOP LIFT AND THE BITUMINOUS SURFACE COURSE - NO EXCEPTIONS.
BITUMINOUS PRIME AND BITUMINOUS TACK COAT SHALL BE REQUIRED AS SPECIFIED. SEE SPECIAL PROVISIONS AND STANDARD PROVISIONS.



TYPICAL SECTION - EAST AUTO PARKING LOT

(SECTION SHOWN LOOKING NORTHEAST)

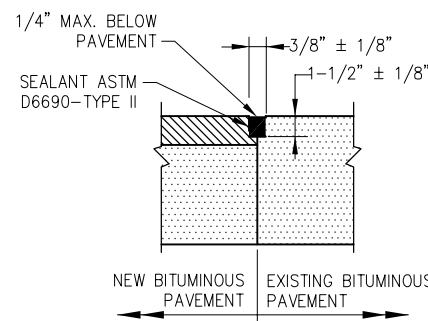
- ① EXISTING SIDEWALK
- ② EXISTING COMBINATION CURB AND GUTTER
- ③ PROPOSED 2.0 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ④ PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 *
- ⑤ EXISTING HMA PAVEMENT
- ⑥ EXISTING UNDERDRAIN
- ⑦ EXISTING CRUSHED AGGREGATE BASE COURSE
- ⑧ EXISTING SUBGRADE
- ⑨ PROPOSED 4-INCH (MINIMUM) TOPSOIL, ITEM AR905510



NOTE:

- 1. ALL WORK TO BE PAID UNDER AR401910, EXCEPT SAWING PAID UNDER AR401665
 - 2. WORK TO BE COMPLETED AFTER SURFACE MILLING AND TO REPLACE PAVEMENT UP TO TOP OF BASE IN PREPARATION FOR SURFACE COURSE.
- ① PROPOSED 3 INCH BITUMINOUS BASE COURSE ITEM
 - ② PROPOSED BITUMINOUS PRIME COAT (.30 GALLONS/SQUARE YARD)
 - ③ PROPOSED 8 INCH CRUSHED AGGREGATE BASE COURSE

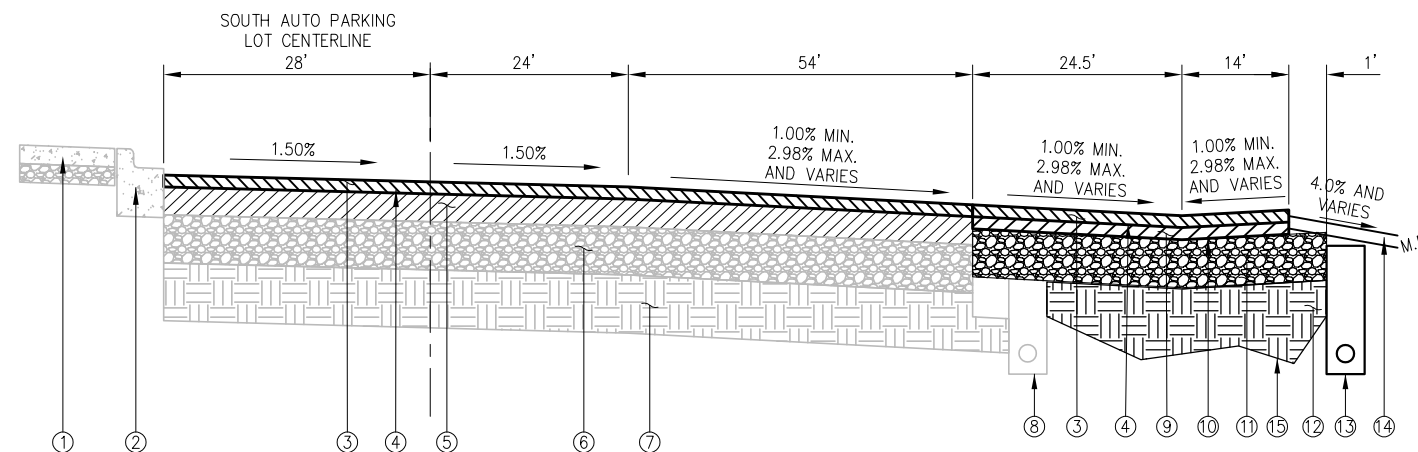
REMOVE AND REPLACE BITUMINOUS PAVEMENT



NOTE:

ALL BITUMINOUS/BITUMINOUS JOINT SEALING TO BE PAID UNDER SAW AND SEAL BITUMINOUS JOINTS, ITEM AR401660.

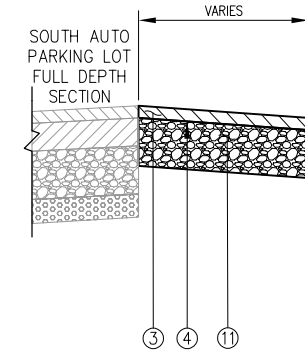
BITUMINOUS/BITUMINOUS SEAL



TYPICAL SECTION - SOUTH AUTO PARKING LOT

(SECTION SHOWN LOOKING SOUTHEAST)

- ① EXISTING SIDEWALK
- ② EXISTING COMBINATION CURB AND GUTTER
- ③ PROPOSED 2.0 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ④ PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 *
- ⑤ EXISTING HMA PAVEMENT
- ⑥ EXISTING CRUSHED AGGREGATE BASE COURSE
- ⑦ EXISTING SUBGRADE
- ⑧ EXISTING UNDERDRAIN



TYPICAL SECTION - SOUTH AUTO PARKING LOT - SHOULDER SECTION

(SECTION SHOWN LOOKING SOUTHEAST)

- ⑨ PROPOSED 2.0 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- ⑩ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 *
- ⑪ PROPOSED 8 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209608
- ⑫ PROPOSED UNDERCUT AR152410 AND REPLACEMENT WITH POUROUS GRANULAR EMBANKMENT, AR208515
- ⑬ PROPOSED 6 INCH PERFORATED UNDERDRAIN, ITEM AR705506
- ⑭ PROPOSED 4-INCH (MINIMUM) TOPSOIL, ITEM AR905510
- ⑮ PROPOSED SEPARATION FABRIC, ITEM AR156513

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

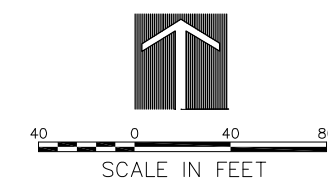
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NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 10-TYPICAL SEC.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

TYPICAL SECTION AND PAVEMENT DETAILS



LEGEND:

- PROPOSED SILT FENCE AT STRUCTURES LOCATED IN PERVIOUS AREAS
- PROPOSED INLET PROTECTION AT STRUCTURES LOCATED IN IMPERVIOUS AREAS
- PROPOSED SILT FENCE AT FES

CONSTRUCTION SEQUENCING:

1. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SE/SC MEASURES INCLUDING SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION
2. SILT FENCE INSTALLATION
3. SITE WORK INCLUDING EXCAVATION, PAVING AND DRAINAGE ITEMS
4. GRADE AS SHOWN IN PLANS
5. PERMANENT SEED AND MULCH AREAS AFTER GRADING AS COMPLETED
6. PERMANENTLY STABILIZE AREAS
7. REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION

NOTES:

SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR, AT A MINIMUM, EVERY WEEK OR AFTER EVERY 1/2 INCH OR GREATER RAINFALL EVENT.

CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL THE SITE IS TURNED OVER. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

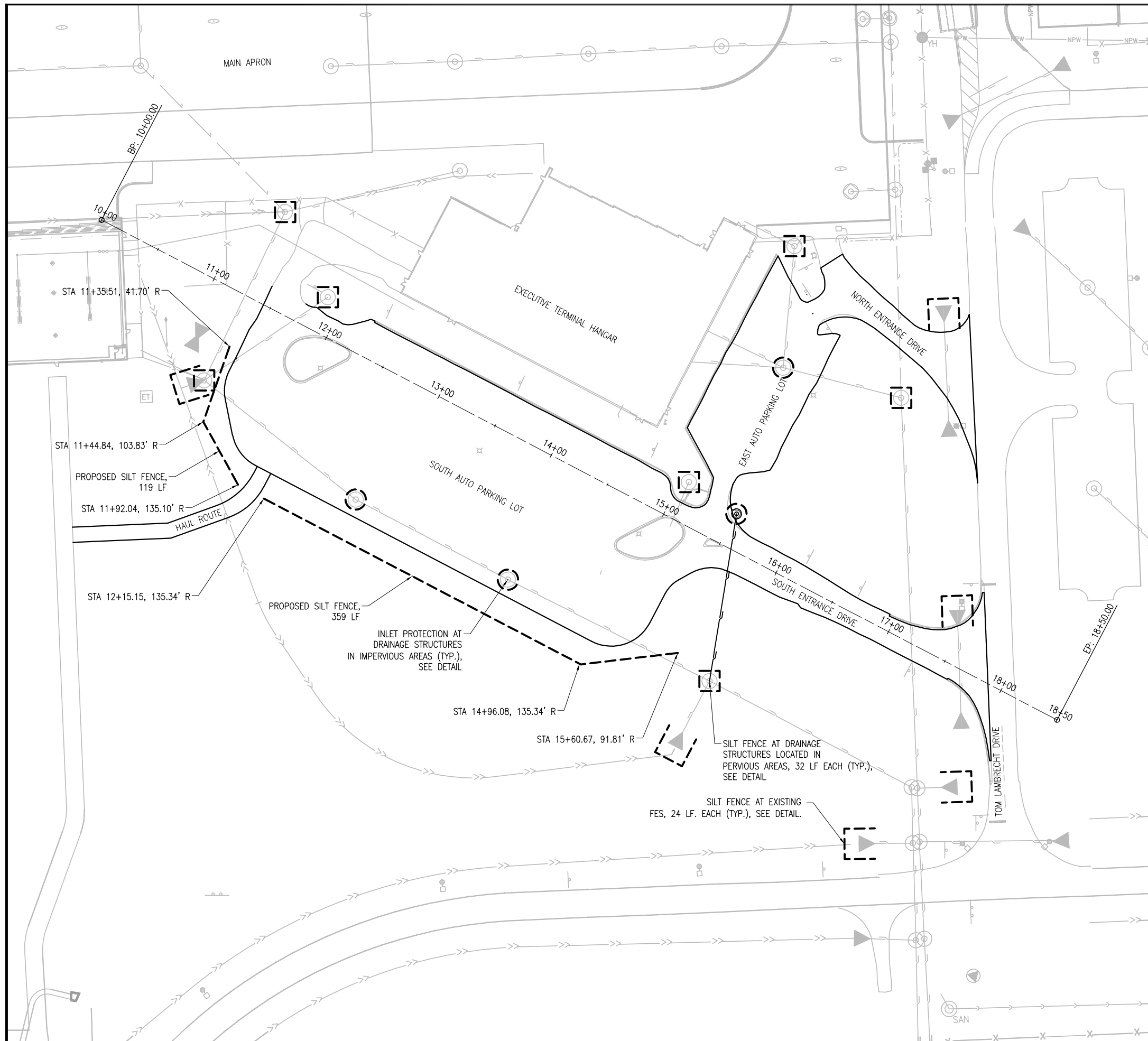
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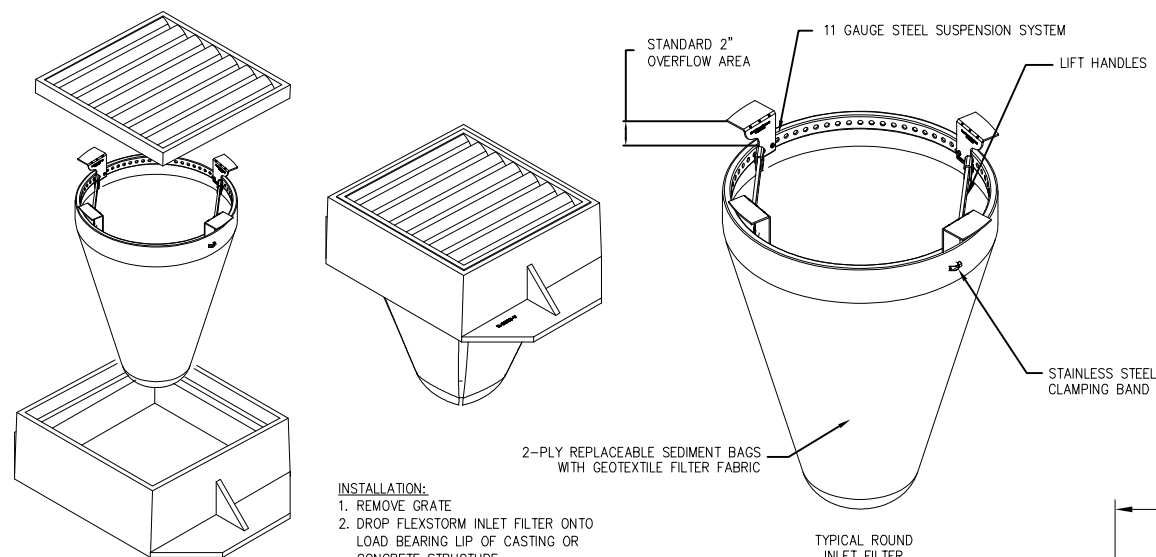
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 11-SWPPP.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

STORM WATER POLLUTION PREVENT PLAN



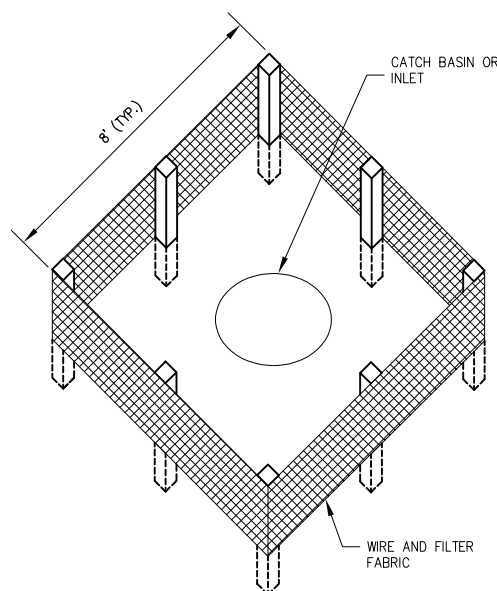


- INSTALLATION:**
1. REMOVE GRATE
 2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
 3. REPLACE GRATE

NOTES:

1. FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, FLEXSTORM CATCH-IT BY ADVANCED DRAINAGE SYSTEMS, FLOGARD TEMPORARY INLET FILTER BY OLDCASTLE, OR APPROVED EQUAL.
2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL OF SILT.
3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.
6. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.
7. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST 36,000 PSI.
8. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

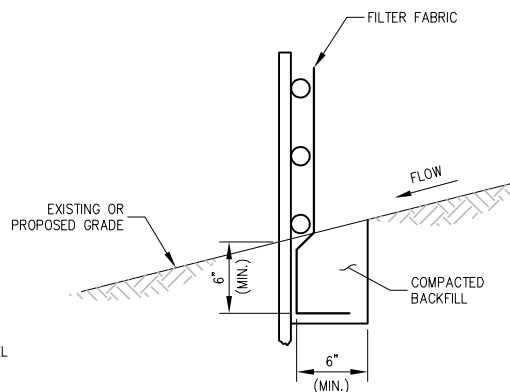
**INLET PROTECTION FOR MANHOLES
IN IMPERVIOUS AREAS**



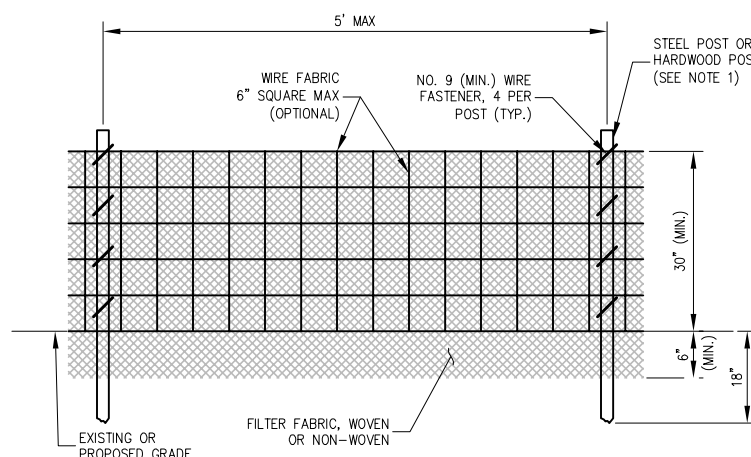
NOTES:

1. FILTER FABRIC SHALL BE EMBEDDED 8" INTO THE SOIL.
2. INSPECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
3. SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS AT THE DIRECTION OF THE AIRPORT REPRESENTATIVE OR OWNER SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. CONTRACTOR SHALL PLACE SEED AND MULCH AROUND STRUCTURES PER LANDSCAPING PLAN. COST OF REMOVAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR SILT FENCE.
4. AREAS DISTURBED OUTSIDE OF CONSTRUCTION LIMITS DURING PLACEMENT OF INLET PROTECTION TO BE RE-GRADED, SEEDED AND MULCHED, COST INCIDENTAL TO SILT FENCE.
5. FENCE AND POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
6. SILT FENCE PLACEMENT AT MANHOLES IN PERVIOUS AREAS TO BE PAID UNDER ITEM AR156510 SILT FENCE.

**SILT FENCE PLACEMENT AT MANHOLES
IN PERVIOUS AREAS**



FABRIC ANCHOR DETAIL



ELEVATION

NOTES:

1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL 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 APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN (OR MAXIMUM OF 0.60mm).
7. 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.
8. 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.
9. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
10. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
11. 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

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 EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H:1V 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. NO STOCKPILES SHALL BE LOCATED WITHIN AN ACTIVE RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE, OR ACTIVE TAXIWAY OBJECT FREE AREA.
- 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.

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.

THE MAINTENANCE OF ALL STORM WATER POLLUTION PREVENTION MEASURES IS INCIDENTAL TO THE ASSOCIATED ITEM.

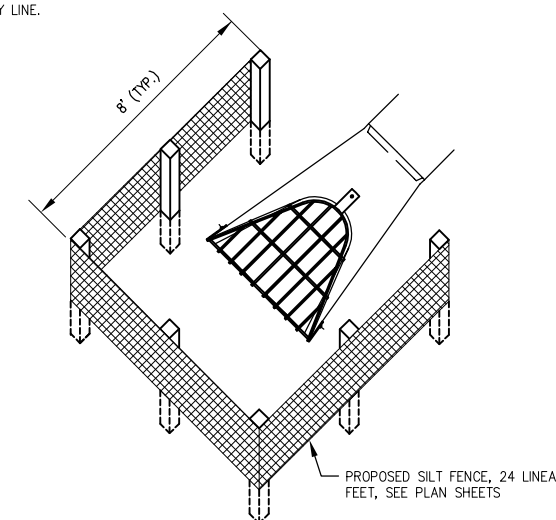
POLLUTION PREVENTION MEASURES

THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHEREVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.

POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.

THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.

ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES ARE EXISTING ON SITE LOCATED AT DRAINAGE FACILITIES AND ALONG THE PROPERTY LINE.



**SILT FENCE PLACEMENT AT
FLARED END SECTIONS (FES)**

**REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT**

IDA No: LOT-4630

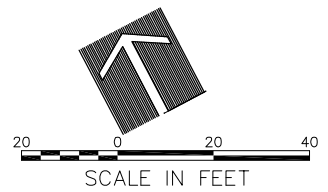
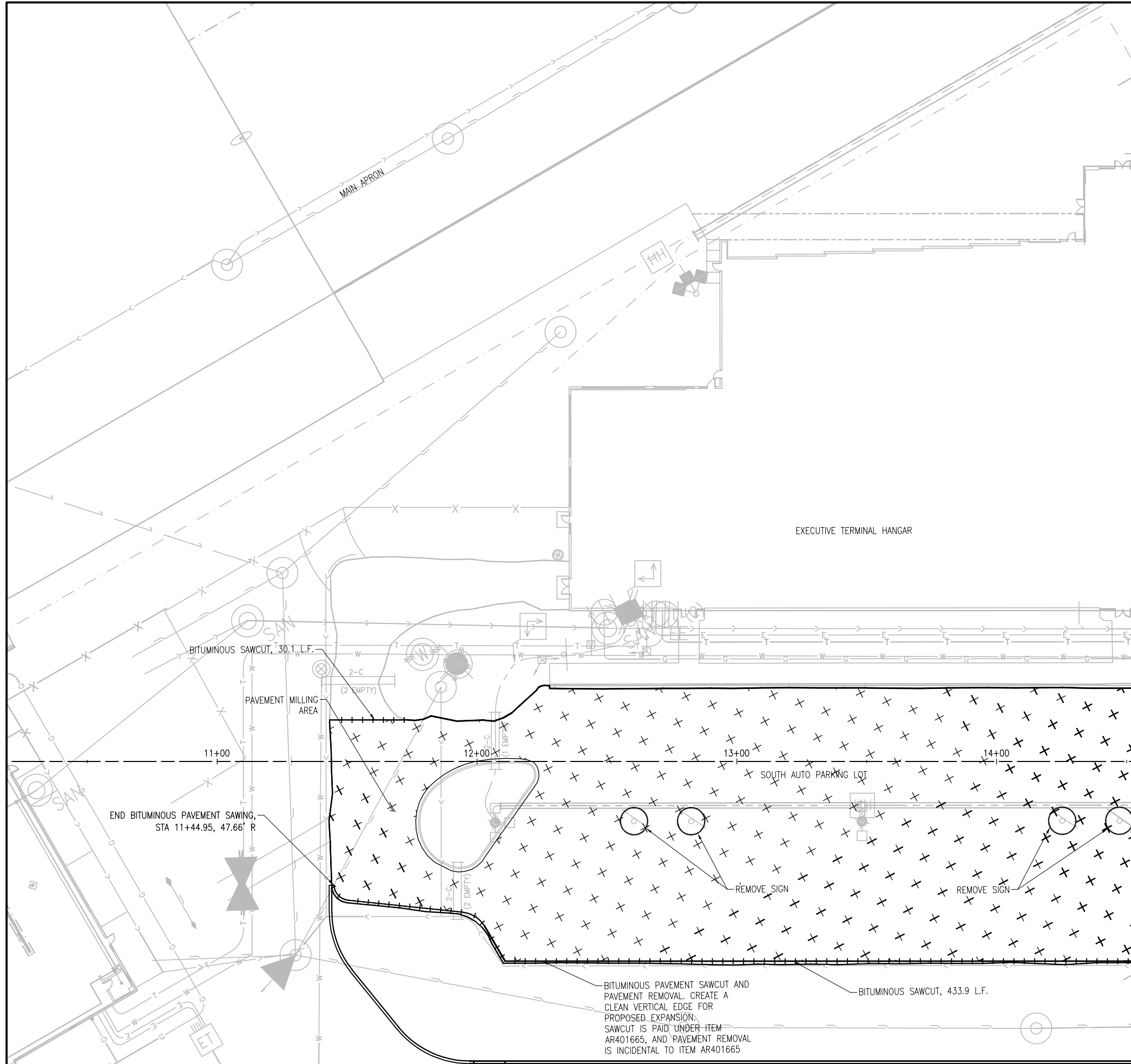
LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 12-SWPPP DET.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SWPPP DETAILS



LEGEND:

- +++++ SAWCUT BITUMINOUS PAVEMENT
- + + + BITUMINOUS PAVEMENT MILLING

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION. PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER CONTROL AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE 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 COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

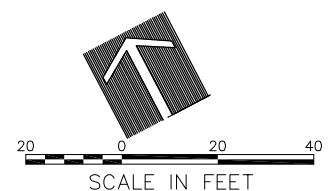
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 13-REMOVAL PLAN.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

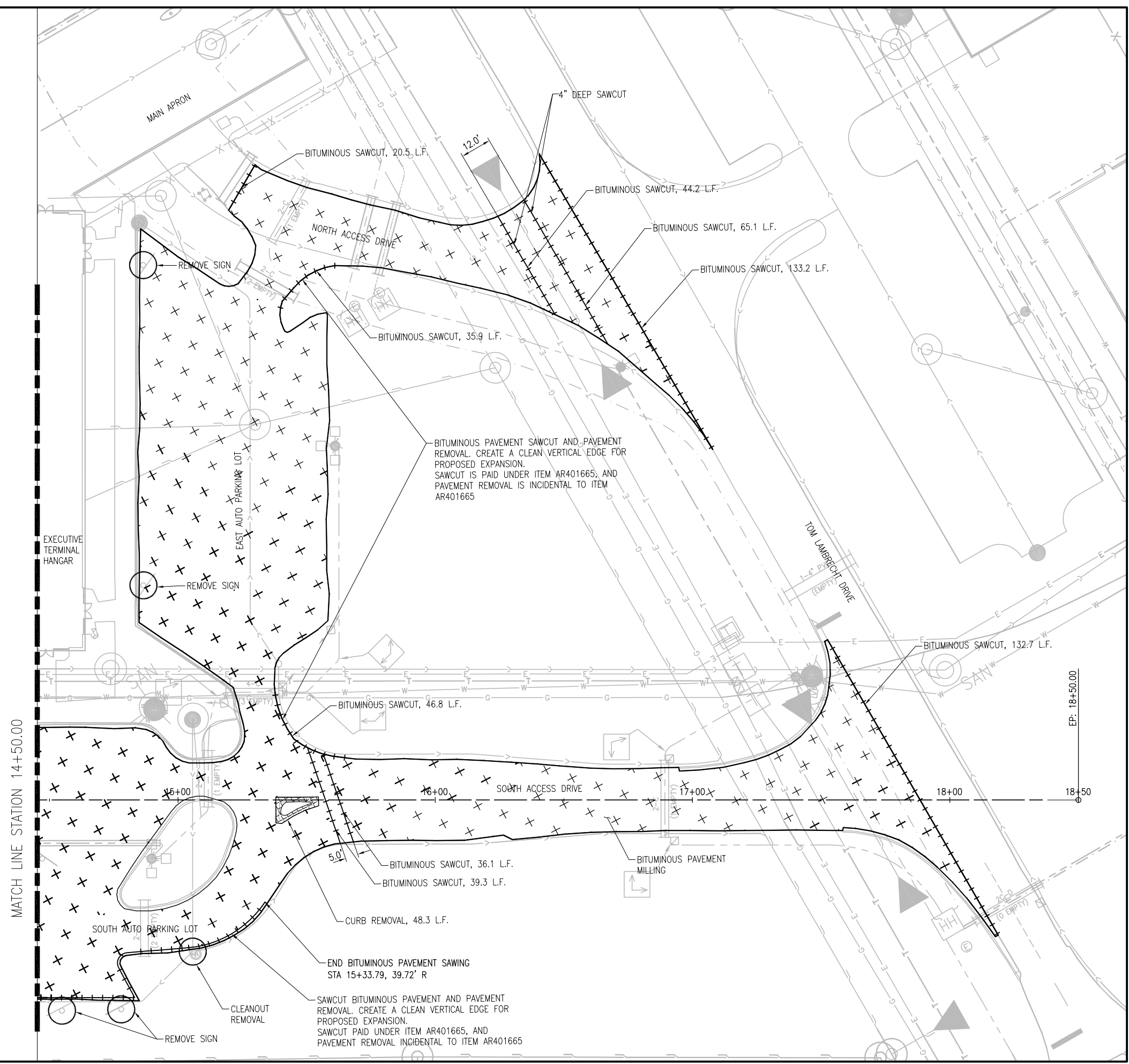
SHEET TITLE

REMOVAL PLAN 1

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NOTES:
1. SEE SHEET 13 FOR NOTES AND LEGEND



REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

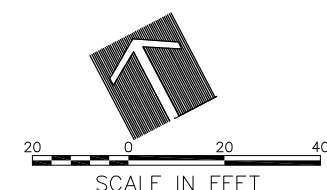
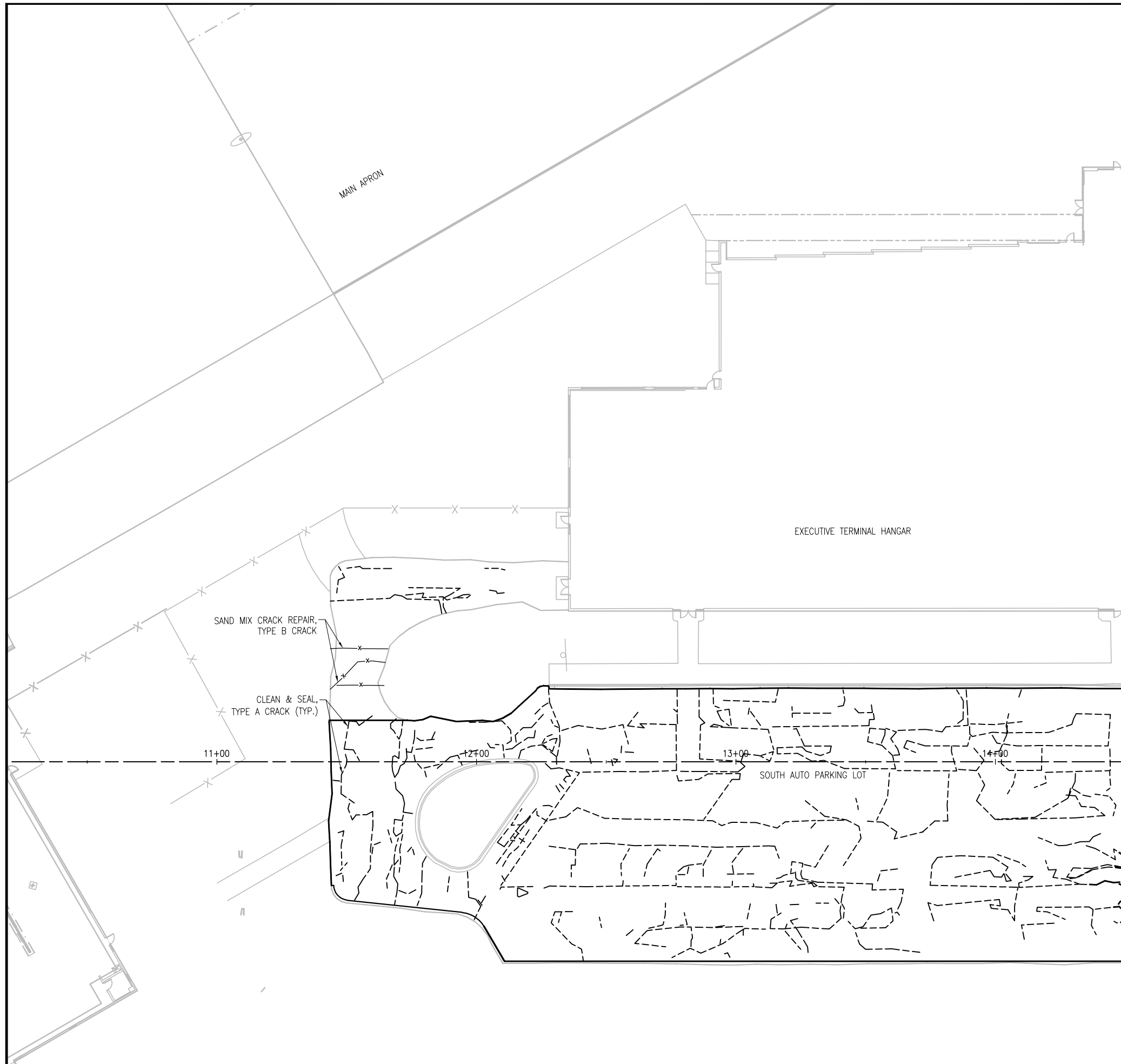
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		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 14-REMOVAL PLAN2.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

REMOVAL PLAN 2

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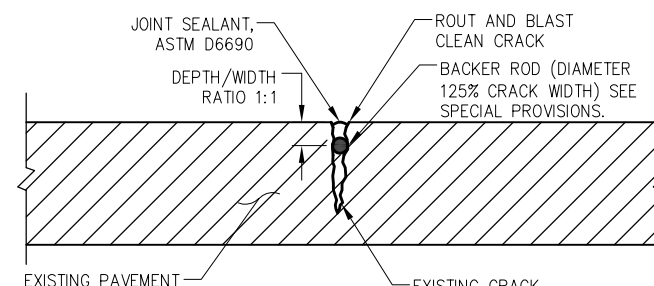


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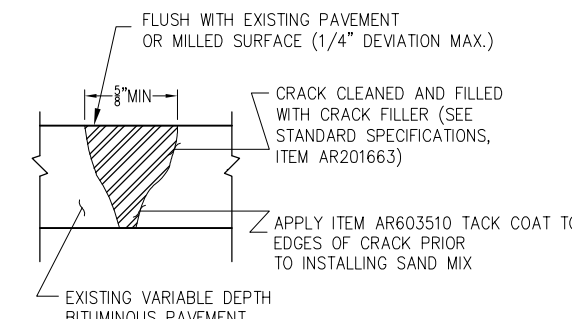
- CLEAN & SEAL BITUMINOUS CRACKS, TYPE A CRACK, AR201661 (ESTIMATED FROM SURVEY): 3,861 LF
- X- SAND MIX CRACK REPAIR, TYPE B CRACK, AR201663 (ESTIMATED FROM SURVEY) 125 LF
- [Hatched Box] PARTIAL DEPTH BITUMINOUS REPAIR

NOTES:

1. COORDINATE REPAIR WITH RESIDENT ENGINEER.
2. THE PROPOSED QUANTITIES FOR AR201661 CLEAN & SEAL BITUMINOUS CRACKS AND AR201663 SAND MIX CRACK REPAIR ASSUME THAT 50% OF THE TYPE A CRACKS ARE ELIMINATED AND 50% OF THE TYPE B CRACKS BECOME TYPE A CRACKS DURING 2 INCH SURFACE REMOVAL UNDER ITEM AR401650 BITUMINOUS PAVEMENT MILLING. THE ACTUAL LOCATION AND QUANTITY OF CRACKS TO BE REPAIRED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS. CONTRACTOR SHALL PERFORM THE WORK AS DIRECTED BY THE RESIDENT ENGINEER AND SHALL NOT BE ENTITLED TO OR MAKE ANY CLAIM FOR ADDITIONAL COMPENSATION IF THE ACTUAL QUANTITY PERFORMED IS MORE OR LESS THAN THE BID QUANTITY ESTIMATED FOR EACH REPAIR ITEM.



CLEAN AND SEAL CRACKS TYPE A



NOTES:

1. CRACKS TO BE FILLED WITH SAND MIX SHALL BE AS SHOWN IN PLANS OR AS DESIGNATED BY THE RESIDENT ENGINEER.
2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL TYPE B CRACKS GREATER THAN 5/8" WIDE NOT DESIGNATED FOR PARTIAL DEPTH BITUMINOUS REPAIR, OR AS DESIGNATED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL ROUT, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO TACK COAT AND SEALING.

SAND MIX CRACK REPAIR DETAIL TYPE B

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 15-CRACK REPAIR.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

CRACK REPAIR PLAN 1

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REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

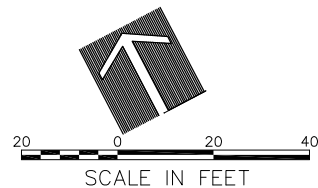
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

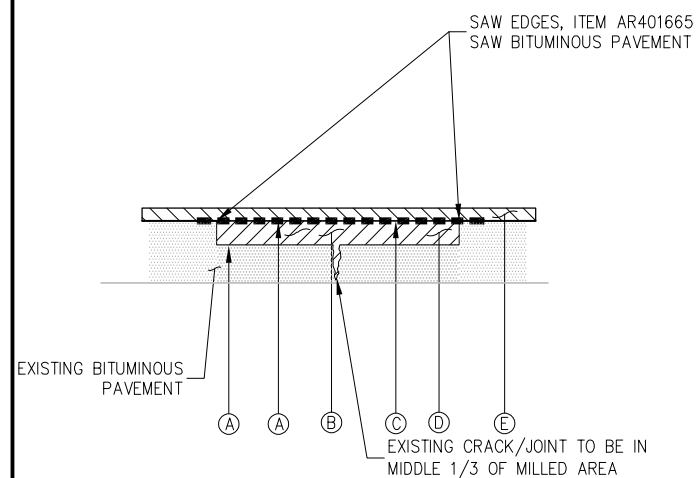
ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 16-CRACK REPAIR.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

CRACK REPAIR PLAN
2



- NOTES:**
- SEE SHEET 15 FOR NOTES, DETAILS AND LEGEND.



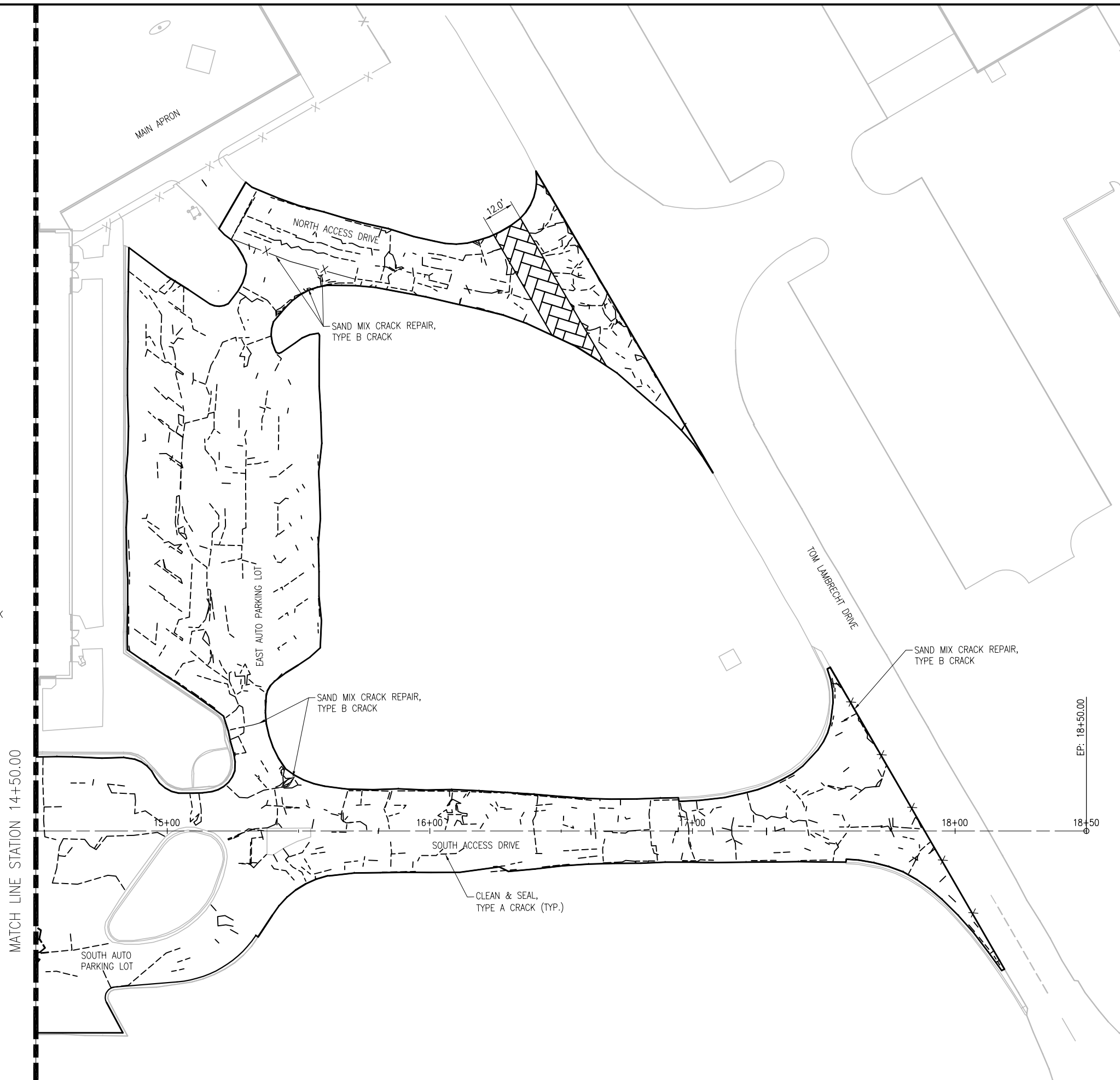
NOTES

- TACK COAT SHALL BE APPLIED TO MILLED SURFACE OUTSIDE OF CRACK CONTROL MATERIAL.
- BITUMINOUS PAVEMENT SAWING TO BE PAID UNDER ITEM AR401665.
- THE CRACK CONTROL MATERIAL SHALL BE OVERLAPED BY 12-INCHES. THE OVERLAP SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST FOR CRACK CONTROL MATERIAL

PARTIAL DEPTH BITUMINOUS REPAIR

REPAIR LEGEND

- (A) PROPOSED BITUMINOUS TACK COAT, ITEM AR603510.
- (B) BITUMINOUS SAND MIX - 2 INCH - ITEM AR201662.
- (C) CRACK CONTROL MATERIAL, ITEM AR201670.
- (D) PAVEMENT MILLING, ITEM AR401650.
- (E) PROPOSED OVERLAY



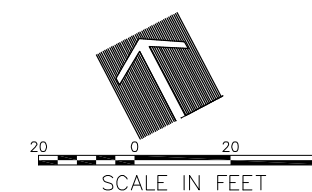
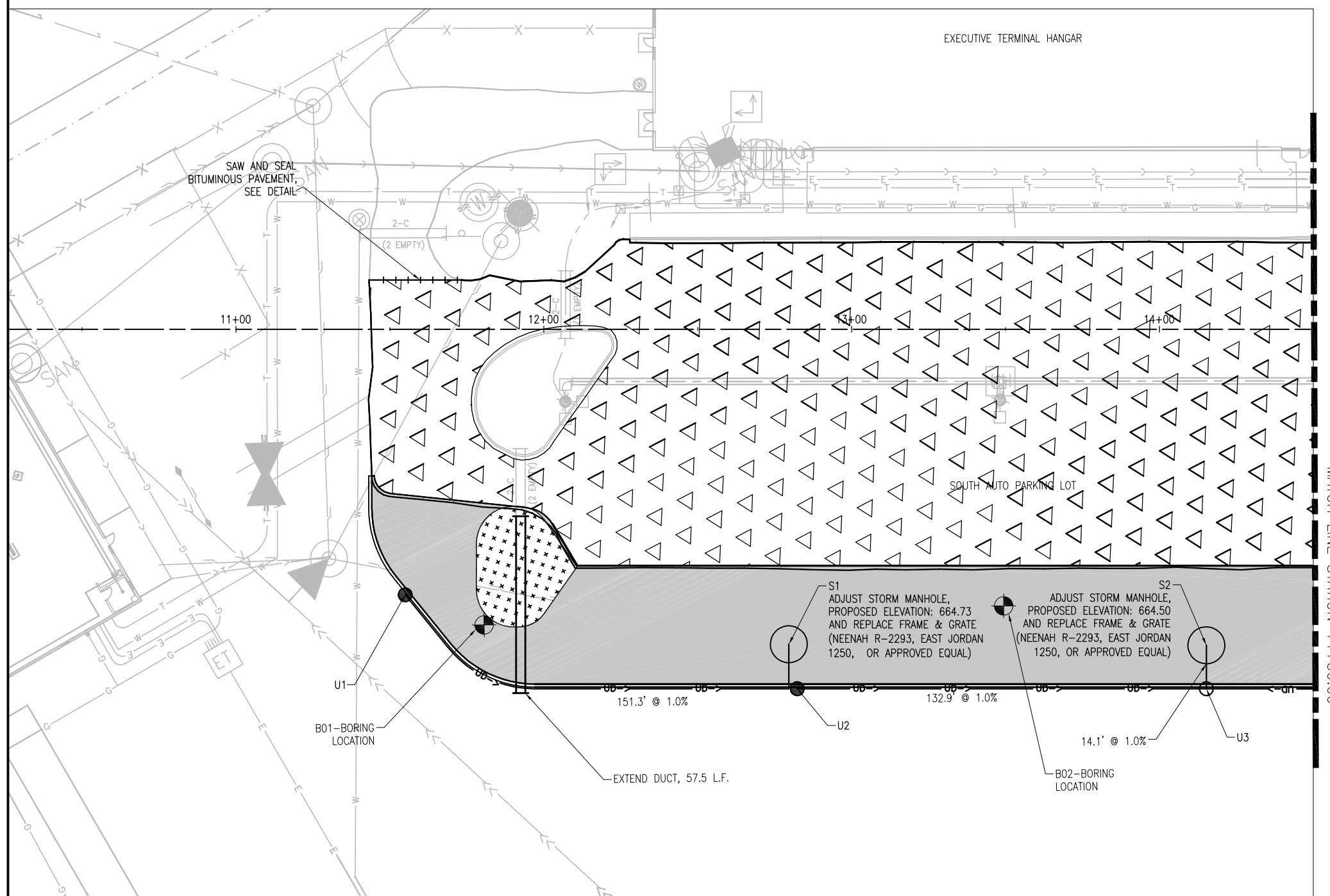
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UNDERDRAIN SCHEDULE							
STRUCTURE	STATION	OFFSET	TYPE	RIM EL.	INVERT EL.	PAY LENGTH	SLOPE %
U1	11+54.97	86.32	RT	CLEANOUT	664.70.	662.20	
				MANHOLE, S1 CONNECTION	--	660.69	
						151.3	1.0%
U2	12+82.33	116.84	RT	CLEANOUT	664.87	662.37	
						132.9	1.0%
U3	14+15.22	116.84	RT	INSPECTION HOLE	664.62	661.02	
						79.0	1.3%
U4	14+94.21	116.84	RT	CLEANOUT	664.55	662.05	
U3	14+15.22	116.84	RT	INSPECTION HOLE	664.62	661.02	
				MANHOLE, S2 CONNECTION	--	660.88	
						14.1	1.0%

STORM SEWER SCHEDULE										
STRUCTURE	STATION	OFFSET	TYPE	RIM EL.	INVERT EL.	PIPE PAY LENGTH	SIZE	TYPE	SLOPE %	
S3	15+50.80	26.90	LT	INLET TYPE B	666.40	SE	661.69			
S4 (EXISTING)	15+93.10	99.90	RT	MH	663.24	NW	660.39			
						W	659.21 (EX)			
						E	659.16 (EX)			
						S	660.16 (EX)			

FRAME AND LID SCHEDULE						
STRUCTURE	STRUCTURE	DIAMETER	FRAME HEIGHT	GRATE DIAMETER	FRAME TYPE	COVER/GRATE
ID	TYPE	"D" (in.)	(in.)	(in.)	(NEENAH/ EAST JORDAN)*	(NEENAH/ EAST JORDAN)*
S3	INLET TYPE B	24	7	25-3/4	R-2390/1040	Type C/Grate

* OTHER COMPARABLE MANUFACTURERS ARE ACCEPTABLE.



LEGEND:

- 2" HMA OVERLAY
- PARTIAL DEPTH BITUMINOUS REPAIR
- FULL DEPTH REMOVE AND REPLACE PAVEMENT
- PROPOSED FULL DEPTH PAVEMENT AREA
- PROPOSED SHOULDER PAVING AREA
- PROPOSED SAW & SEAL
- PROPOSED UNDERDRAIN
- PROPOSED STORM SEWER
- BORING LOCATION (1-3)
- PROPOSED INSPECTION HOLE
- PROPOSED CLEAN OUT
- EXISTING STORM SEWER
- EXISTING ELECTRICAL CABLES
- EXISTING FENCE
- EXISTING GAS LINE
- EXISTING WATER LINE
- EXISTING TELECOM LINE
- EXISTING SWALE
- EXISTING STORM SEWER MANHOLE
- EXISTING FLARED END SECTION

NOTES:

1. GEOTECHNICAL WORK COMPLETED BY WANG ENGINEERING. REPORT IS AVAILABLE UPON REQUEST.
2. BORINGS WERE COMPLETED ON JULY 28, 2017.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 17-PROJECT PLAN.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

PROPOSED CONSTRUCTION PLAN 1

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

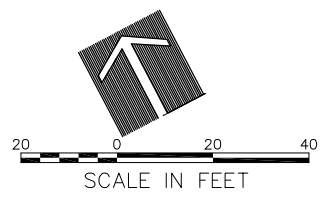
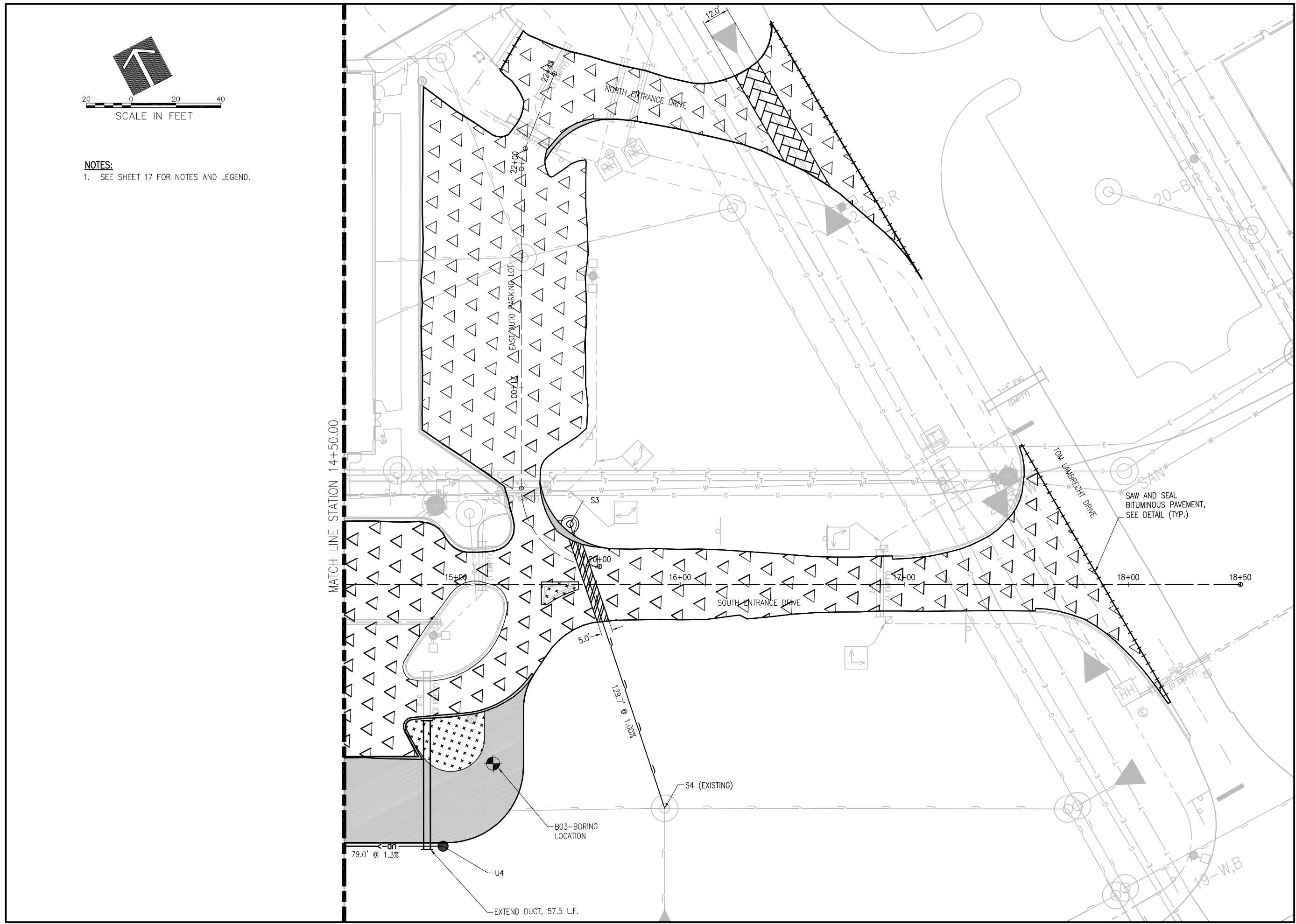
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 18-PROJECT PLAN.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

PROPOSED
CONSTRUCTION
PLAN 2



NOTES:
1. SEE SHEET 17 FOR NOTES AND LEGEND.

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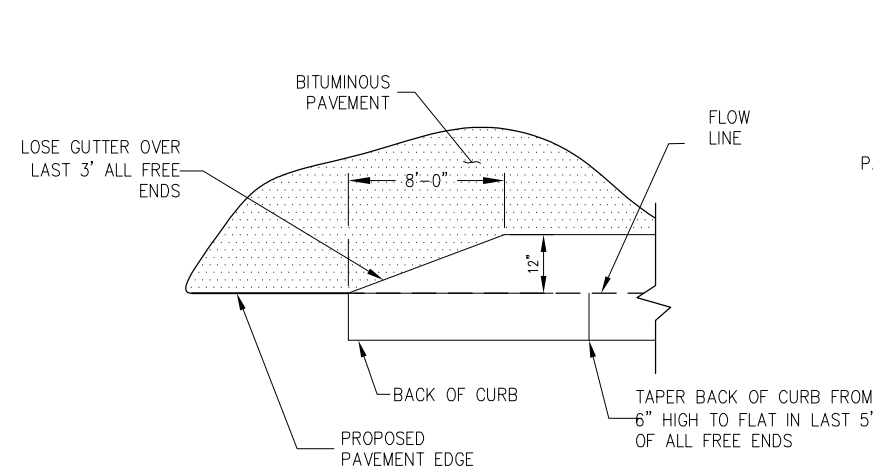


TABLE OF DIMENSIONS BARRIER CURB (IN)

TYPE	A	B	C	D	R ₁	T
B-6.12	12	1	6	6	1	9

SECTION

COMBINATION CONCRETE CURB AND GUTTER (IDOT STANDARD 606001 - MODIFIED)

- NOTES
- CONTRACTION JOINTS TO BE LOCATED AT NO GREATER THAN 25' ON CENTER. CONTRACTION JOINTS ARE TO BE EITHER 3/4" THICK PREFORMED JOINT FILLER, SAWED 2" DEEP AT 4 TO 24 HOURS OR FORMED WITH A 1/8" THICK STEEL TEMPLATE 2" DEEP.
 - EXPANSION JOINTS TO BE LOCATED 5' FROM EACH SIDE OF AN INLET STRUCTURE AND AT 50' MAX SPACING.
 - ALL EXPANSION AND SAWED CONTRACTION JOINTS SHALL BE SEALED WITH HOT-POURED SEALANT, ASTM D6690, TYPE II, COST INCIDENTAL TO AR754410 COMBINATION CURB AND GUTTER.
 - COST OF CRUSHED AGGREGATE BASE COURSE UNDER CURB AND GUTTER INCIDENTAL TO AR754410 COMBINATION CURB & GUTTER.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

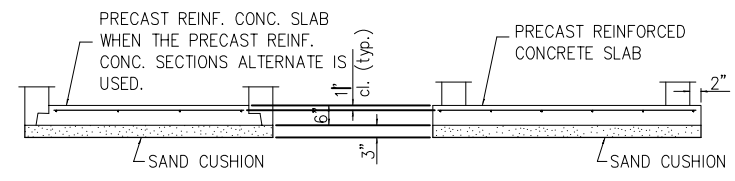
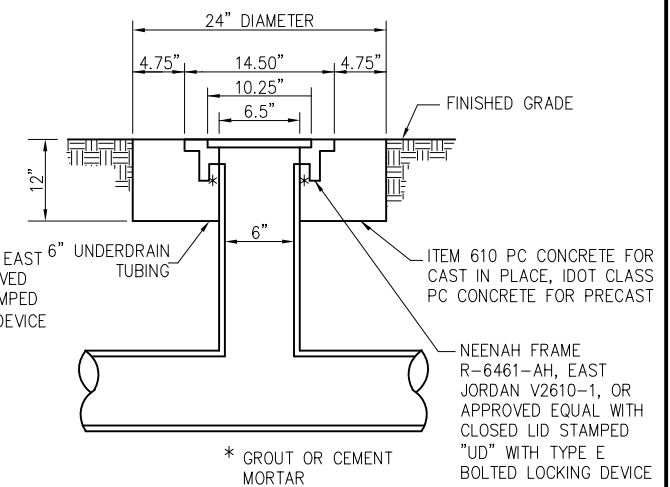
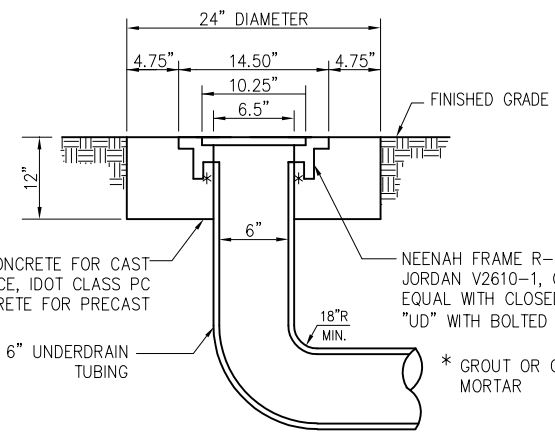
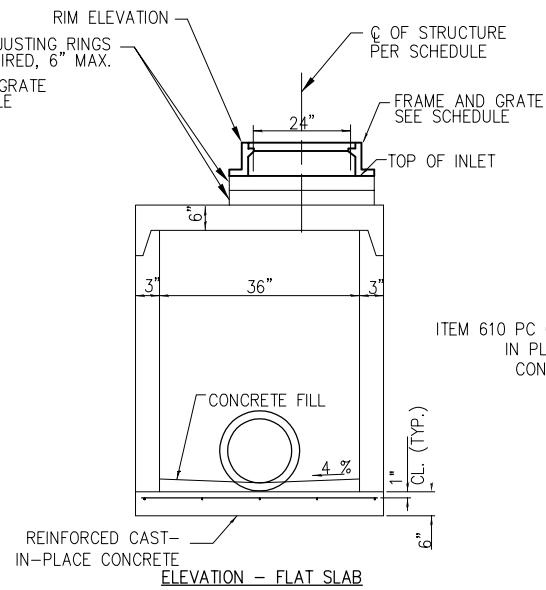
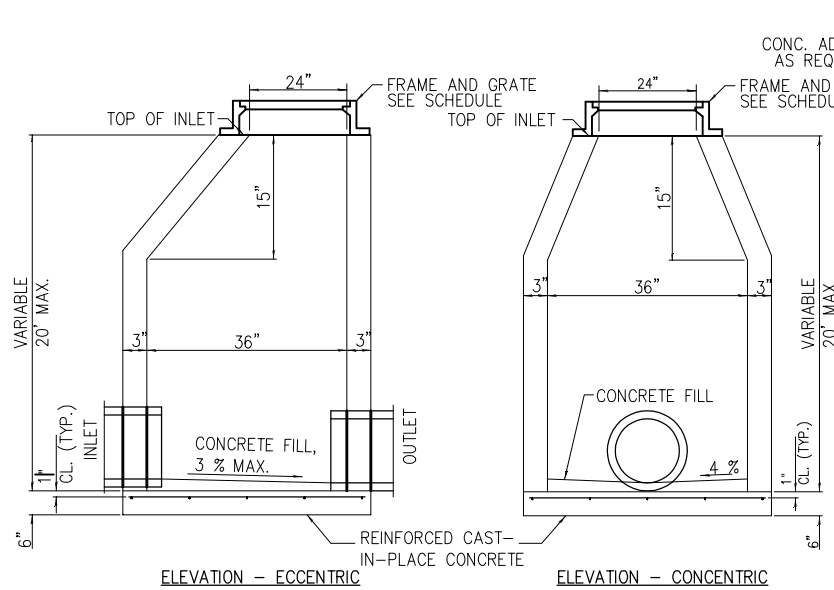
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 19-PAVE DETAILS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

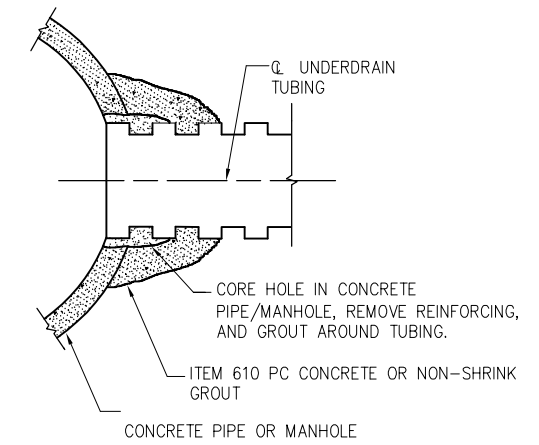
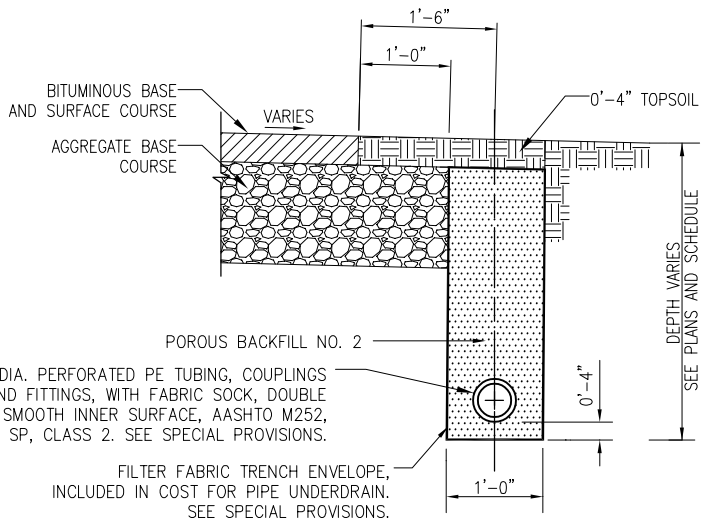
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PAVEMENT & ELECTRICAL DETAILS

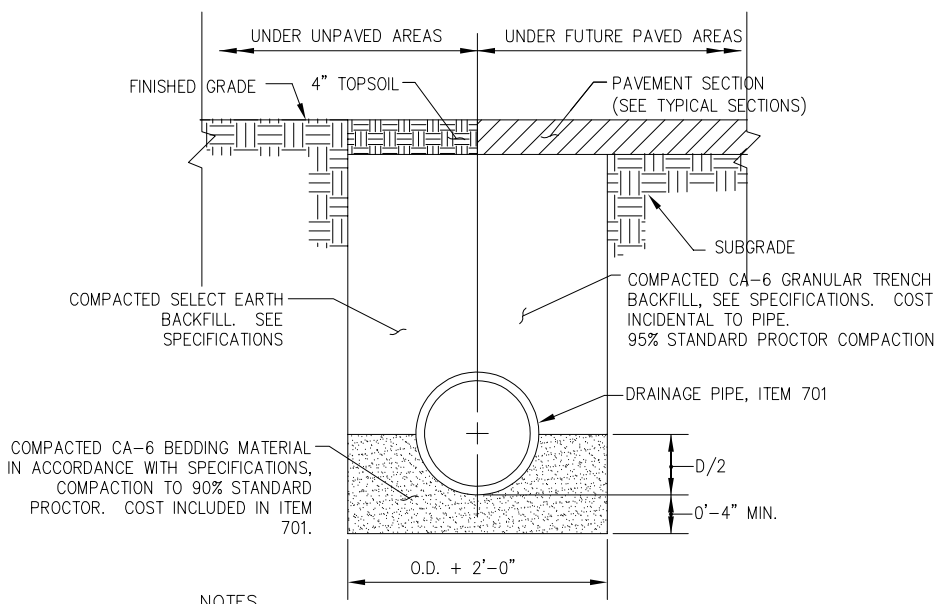


INLET TYPE B
(IDOT STANDARD 602306)

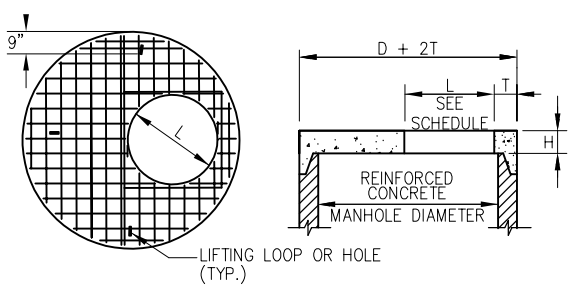
- NOTES:**
1. BOTTOM SLABS SHALL BE REINFORCED WITH A MINIMUM OF 0.20 SQ. IN./FT. IN BOTH DIRECTION WITH A MAXIMUM SPACING OF 12".
 2. BOTTOM SLABS MAY BE CONNECTED TO THE RISER AS DETERMINED BY THE FABRICATOR; HOWEVER, ONLY A SINGLE ROW OF REINFORCEMENT AROUND THE PERIMETER MAY BE UTILIZED.
 3. SEE STANDARD 602306-03 FOR INLET TYPE B. SEE STANDARD 602601-03 FOR OPTIONAL PRECAST REINFORCED CONCRETE FLAT SLAB TOP.



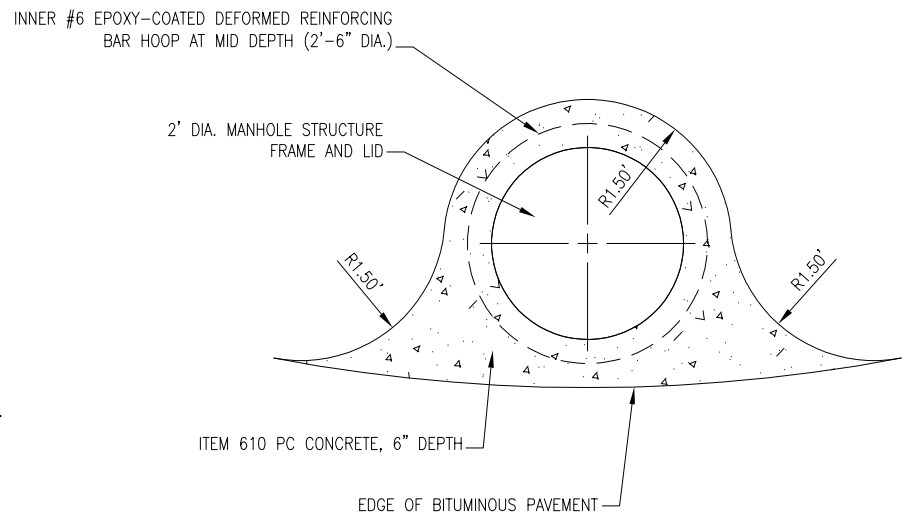
STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION



- NOTES**
1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
 2. WITHIN 3 FEET OF FUTURE PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
 3. AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.
 4. CA-7 BEDDING MAY BE PERMITTED IN CERTAIN CONDITIONS AS SPECIFIED IN STANDARD SPECIFICATIONS.



- NOTES**
1. ADDITIONAL TOP AND BOTTOM BARS PLACED ADJACENT TO ACCESS HOLE.
 2. MINIMUM 1" COVER ON STEEL BARS.
 3. THREE LIFTING LOOPS OR HOLES.
 4. MINIMUM STEEL REINFORCEMENT IN EACH DIRECTION TO BE WWF 1.06 SQ. IN./FT. IN ACCORDANCE WITH AASHTO M199 AND IDOT STANDARDS.
 5. FOR "L" DIMENSION SEE STORM SEWER SCHEDULES.



- NOTES**
1. HOOP REINFORCEMENT REQUIRED AND SHALL BE ONE PIECE CONSTRUCTION HAVING A MINIMUM LAP LENGTH OF 2'-0"

DETAILS SHOWN ARE NOT TO SCALE

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

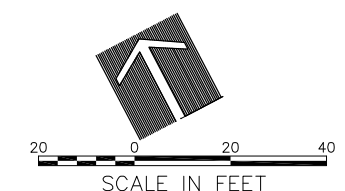
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 20-DRAINAGE DET.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

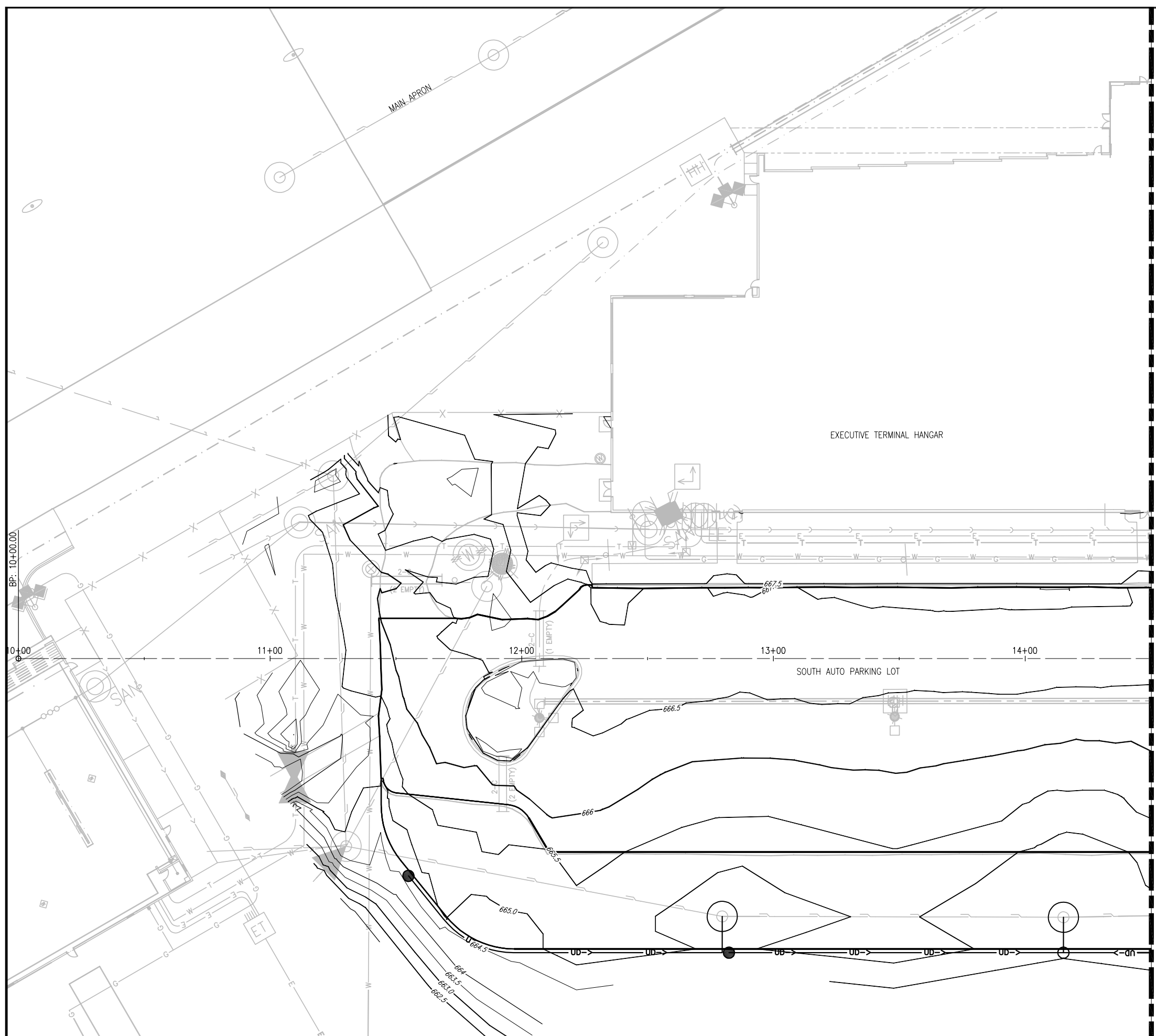
DRAINAGE DETAILS



NOTES:

THE CONTRACTOR SHALL LIMIT THE ACREAGE OF DISTURBED GROUND TO ONLY THAT NECESSARY FOR THE CONDUCT OF AN EFFICIENT CONSTRUCTION PROCESS WITHOUT OVER-EXPOSING NON-VEGETATED AREAS. ANY DISTURBED AREA OF CONSTRUCTION THAT WILL NOT BE REWORKED FOR A PERIOD LONGER THAN 14 DAYS MUST BE SEEDED OR MULCHED, WITH EITHER PERMANENT SEEDING, OR TEMPORARY SEEDING AND MULCHING, ITEM AR156533, AFTER APPROVAL BY THE RESIDENT ENGINEER OF THIS PROPOSED ACTION. THE CONTRACTOR SHALL MAKE BEST EFFORT TO REDUCE THE NEED FOR TEMPORARY COVERING BY SCHEDULING HIS EARTHWORK ACTIVITIES IN A PROPER SEQUENCE AND APPLY PERMANENT COVERING AT THE EARLIEST POSSIBLE DATE, WITHIN 14 DAYS, AFTER REACHING FINAL GRADE. OUTSIDE THE REGULAR PLANTING SEASON, TEMPORARY SEED AND MULCH SHALL BE PLACED AS STATED HERE. HOWEVER, NO PAYMENT FOR TEMPORARY SEEDING AND MULCHING WILL BE MADE IF THE TIME OF APPLICATION IS WITHIN THE REGULAR PLANTING SEASON(S) STATED IN THE SPECIAL PROVISIONS. DURING THE REGULAR PLANTING SEASON(S), ONLY PERMANENT COVERING SHALL BE PAID.

THE QUANTITIES SHOWN INCLUDE THE ESTIMATED TEMPORARY SEEDING AND MULCHING, ITEM AR156533, THAT MAY BE PLACED OUTSIDE THE REGULAR PLANTING SEASON. TEMPORARY SEEDING AND MULCHING PLACED DURING THE REGULAR PLANTING SEASON IS INCIDENTAL TO THE CONTRACT.



MATCH LINE STATION 14+50.00

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

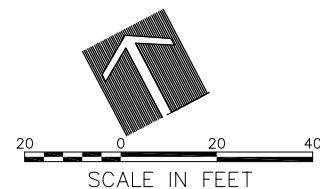
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 21-GRADING.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

PROPOSED GRADING PLAN 1



NOTES:

1. SEE SHEET 21 FOR NOTES.

MATCH LINE STATION 14+50.00



**REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT**

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 22-GRADING.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

**PROPOSED GRADING
PLAN 2**

LEGEND

AR401613 BIT. SURFACE COURSE
- METHOD 1, SUPERPAVE

AR403613 BIT. BASE COURSE -
METHOD 1, SUPERPAVE

AR209608 CRUSHED AGG. BASE
COURSE - 8"

AR905510 TOPSOILING

FILL, PAID FOR UNDER AR152410
UNCLASSIFIED EXCAVATION, SEE
SPECIAL PROVISIONS

AR208515 POROUS GRANULAR
EMBANKMENT

EXISTING GRADE

PROPOSED GRADE

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

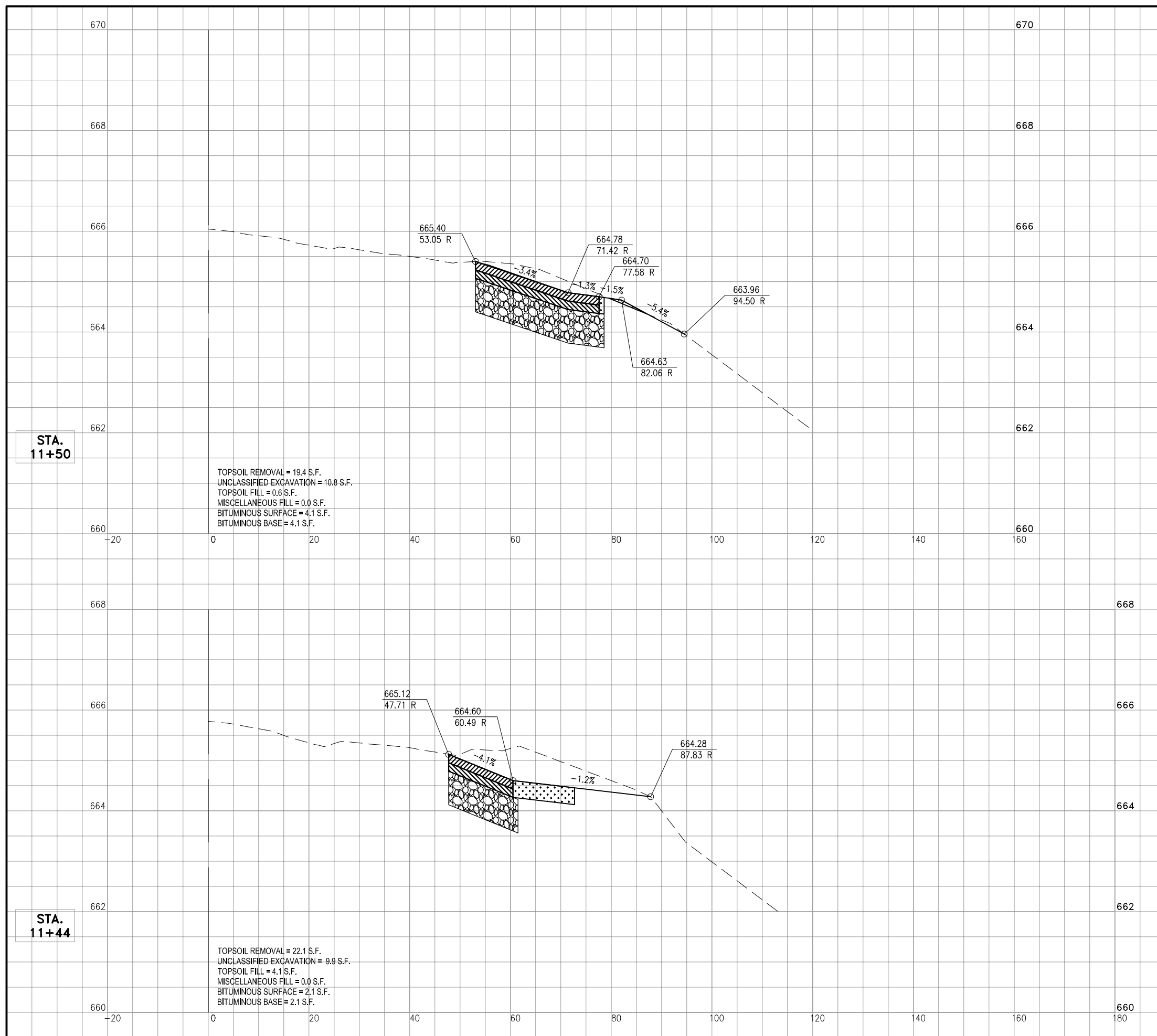
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 23-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

CROSS SECTIONS 1



REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

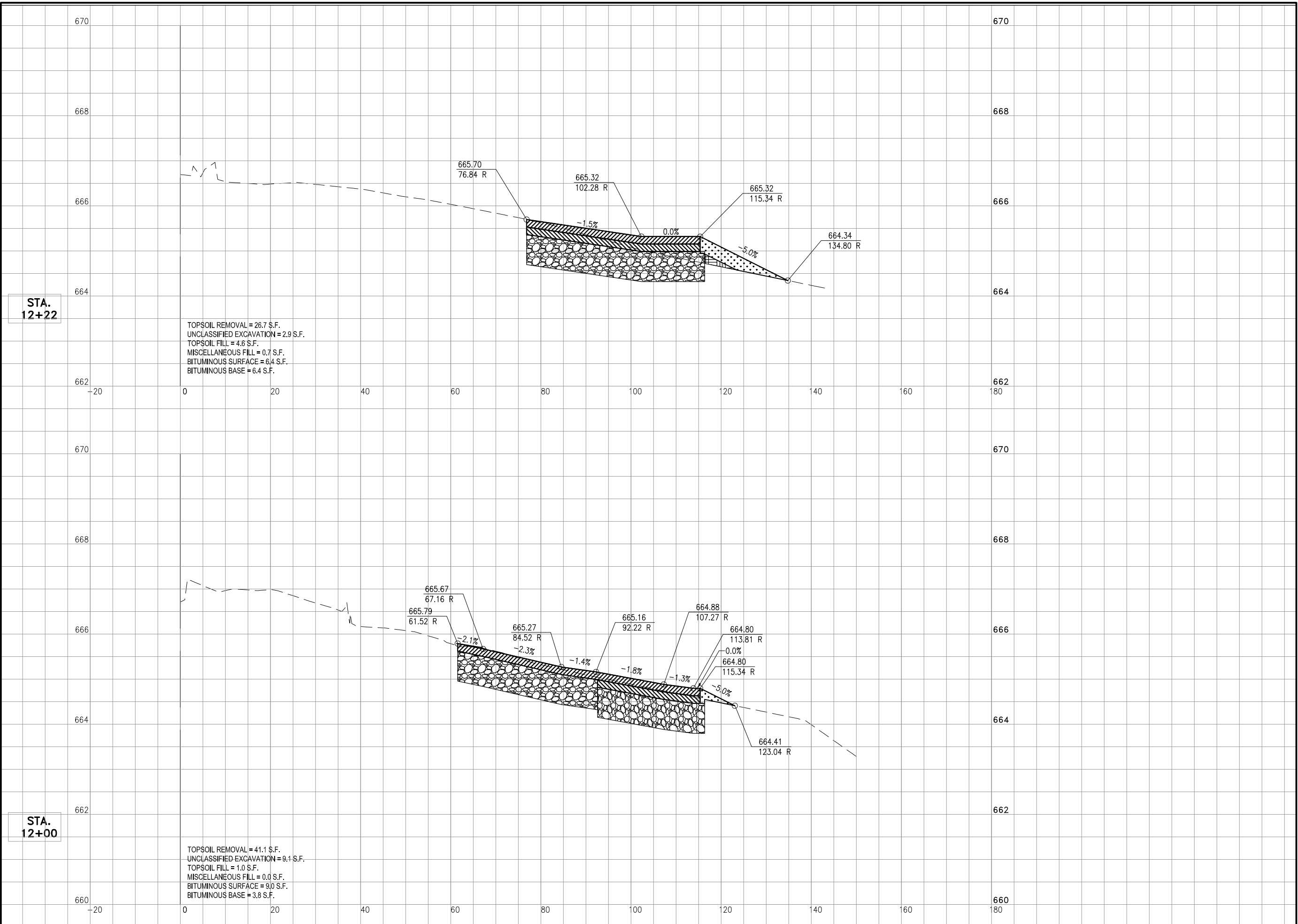
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		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 24-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

CROSS SECTIONS 2



REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

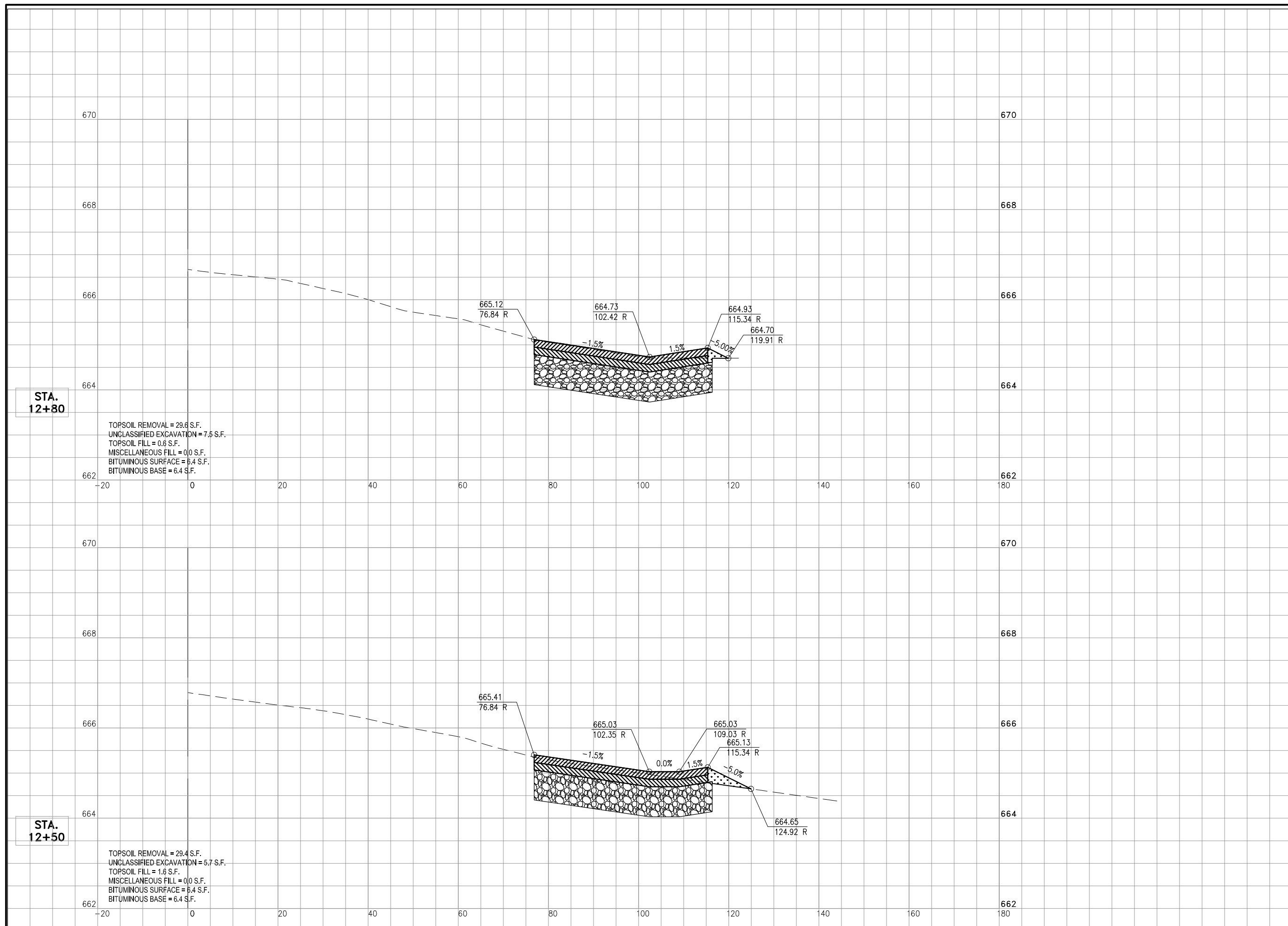
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 25-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

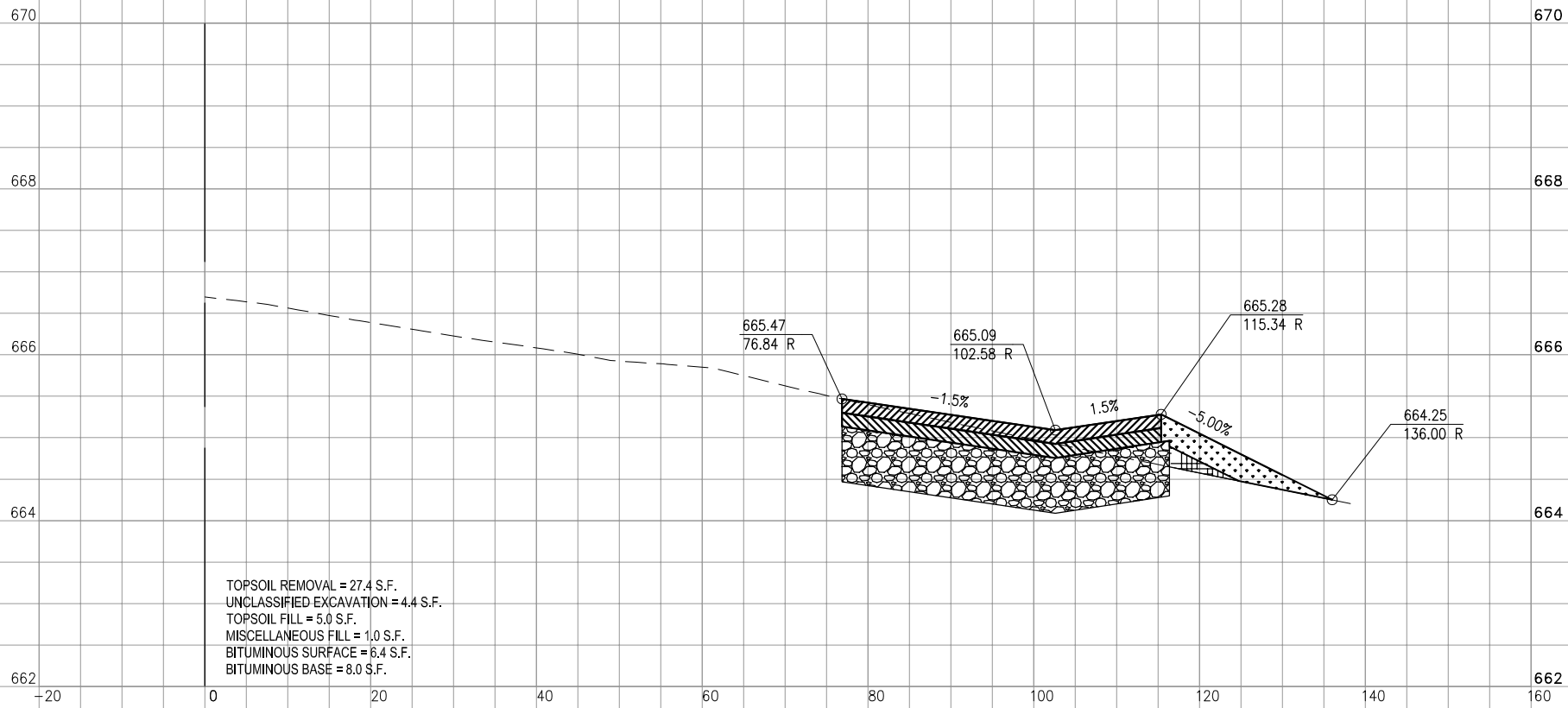
SHEET TITLE

CROSS SECTIONS 3

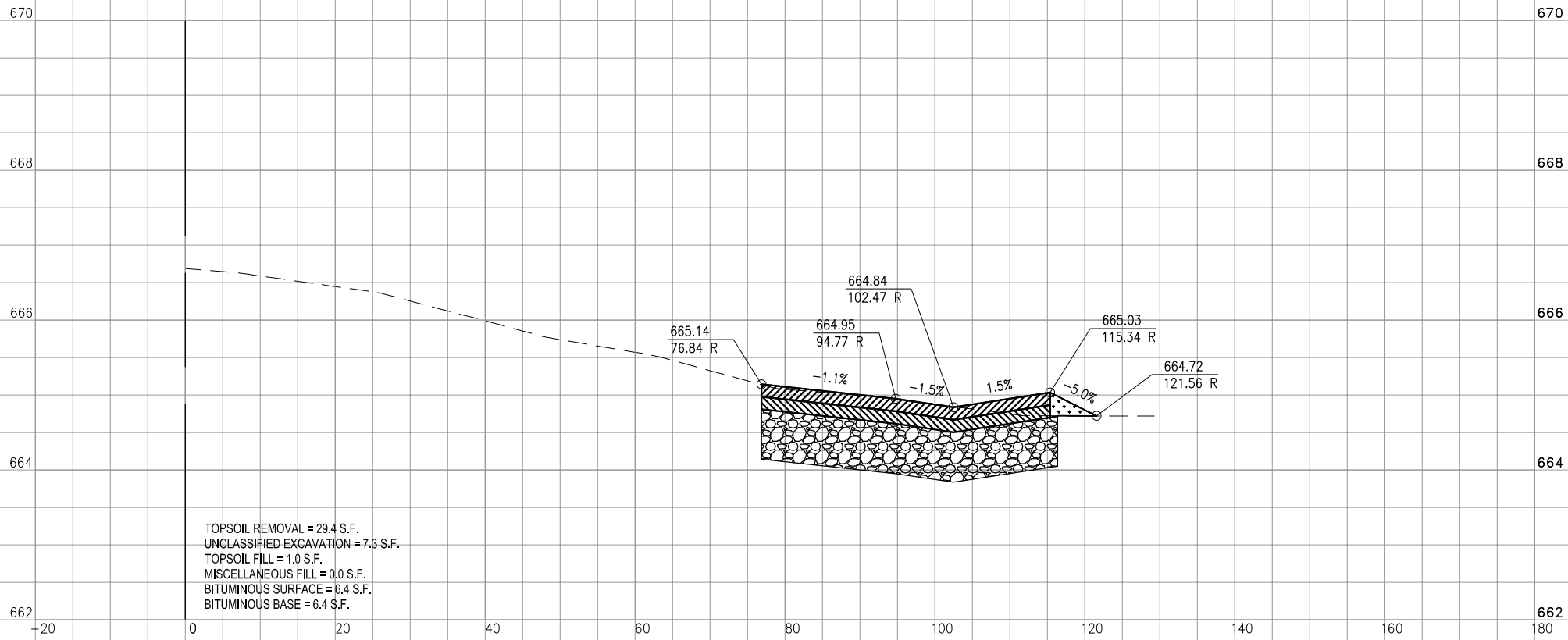


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**STA.
13+48**



**STA.
13+00**



REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

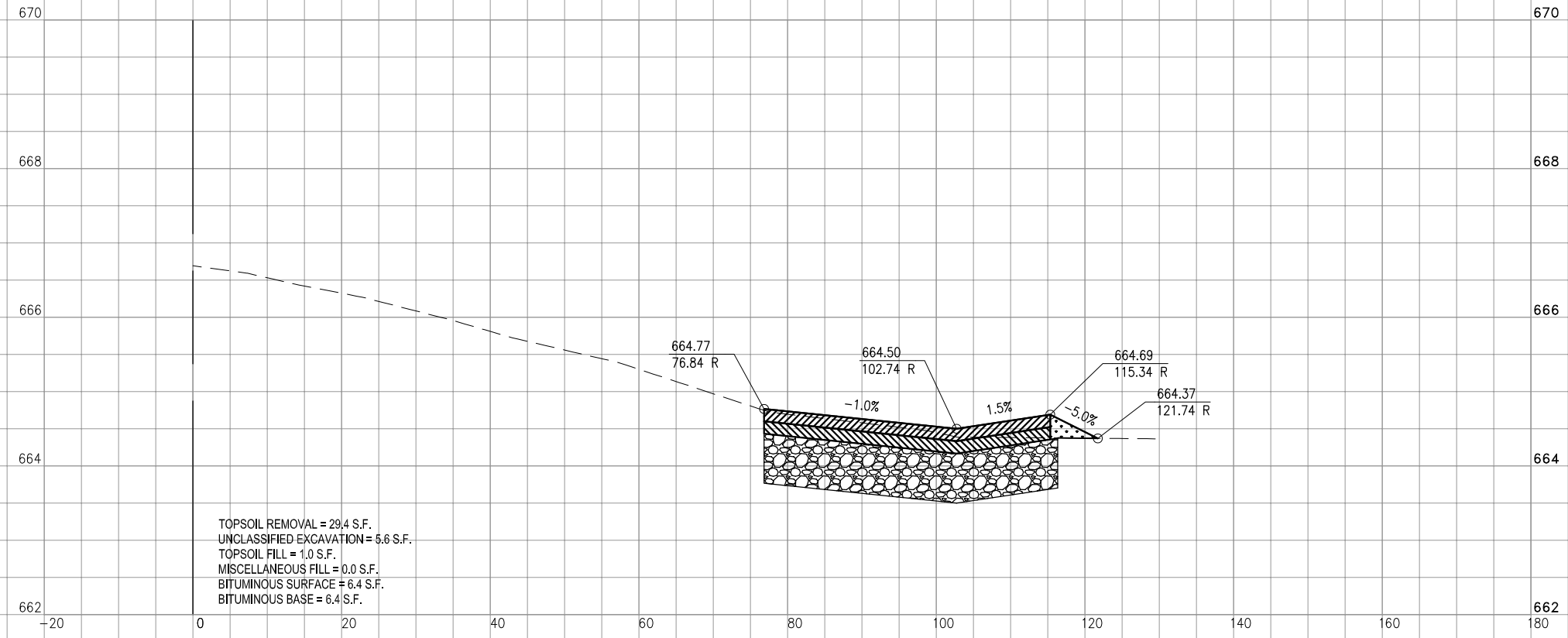
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ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 26-SECTIONS.DWG
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DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

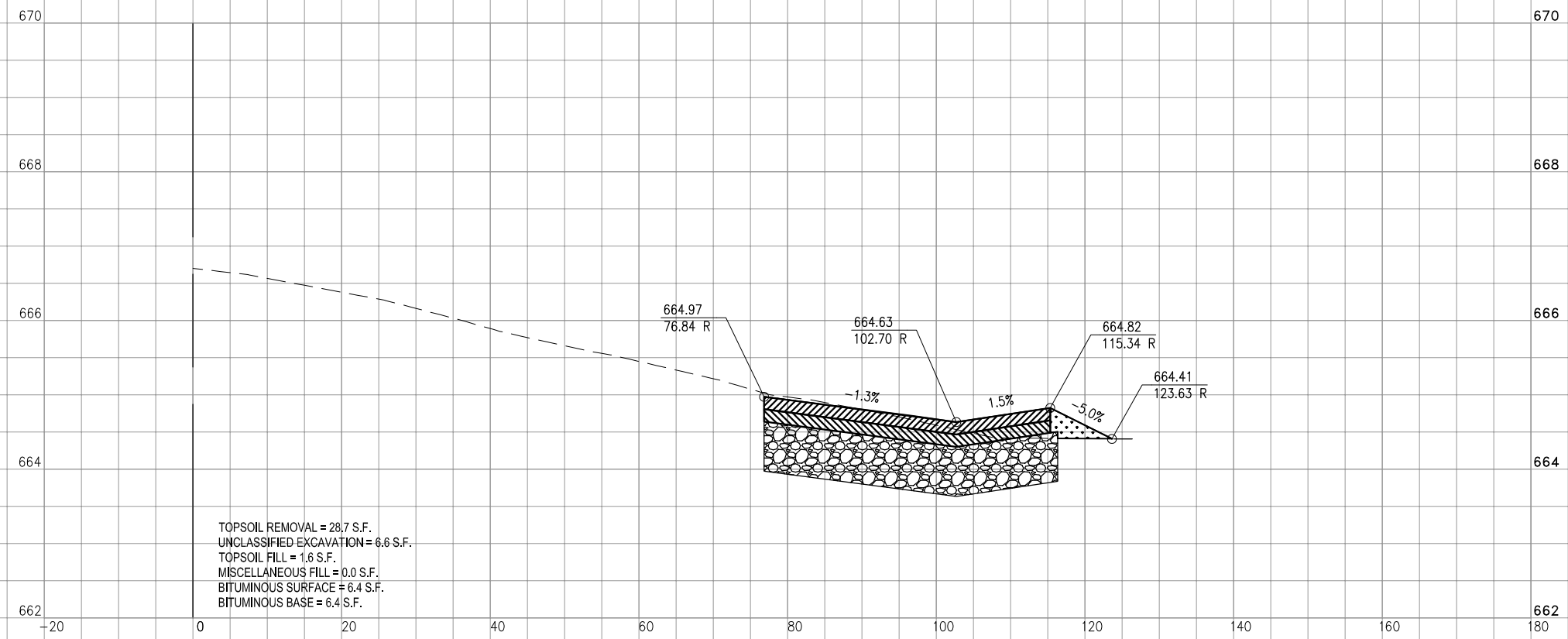
CROSS SECTIONS 4

STA.
14+15



TOPSOIL REMOVAL = 29.4 S.F.
UNCLASSIFIED EXCAVATION = 5.6 S.F.
TOPSOIL FILL = 1.0 S.F.
MISCELLANEOUS FILL = 0.0 S.F.
BITUMINOUS SURFACE = 6.4 S.F.
BITUMINOUS BASE = 6.4 S.F.

STA.
14+00



TOPSOIL REMOVAL = 28.7 S.F.
UNCLASSIFIED EXCAVATION = 6.6 S.F.
TOPSOIL FILL = 1.6 S.F.
MISCELLANEOUS FILL = 0.0 S.F.
BITUMINOUS SURFACE = 6.4 S.F.
BITUMINOUS BASE = 6.4 S.F.

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 27-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

CROSS SECTIONS 5

STA.
14+82

TOPSOIL REMOVAL = 38.9 S.F.
UNCLASSIFIED EXCAVATION = 140.9 S.F. (UNDERCUT INCLUDED = 131.1 S.F.)
TOPSOIL FILL = 6.3 S.F.
MISCELLANEOUS FILL = 1.3 S.F.
BITUMINOUS SURFACE = 8.9 S.F.
BITUMINOUS BASE = 6.4 S.F.

STA.
14+50

TOPSOIL REMOVAL = 28.0 S.F.
UNCLASSIFIED EXCAVATION = 136.6 S.F. (UNDERCUT INCLUDED = 130.2 S.F.)
TOPSOIL FILL = 3.1 S.F.
MISCELLANEOUS FILL = 0.3 S.F.
BITUMINOUS SURFACE = 6.4 S.F.
BITUMINOUS BASE = 6.4 S.F.

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

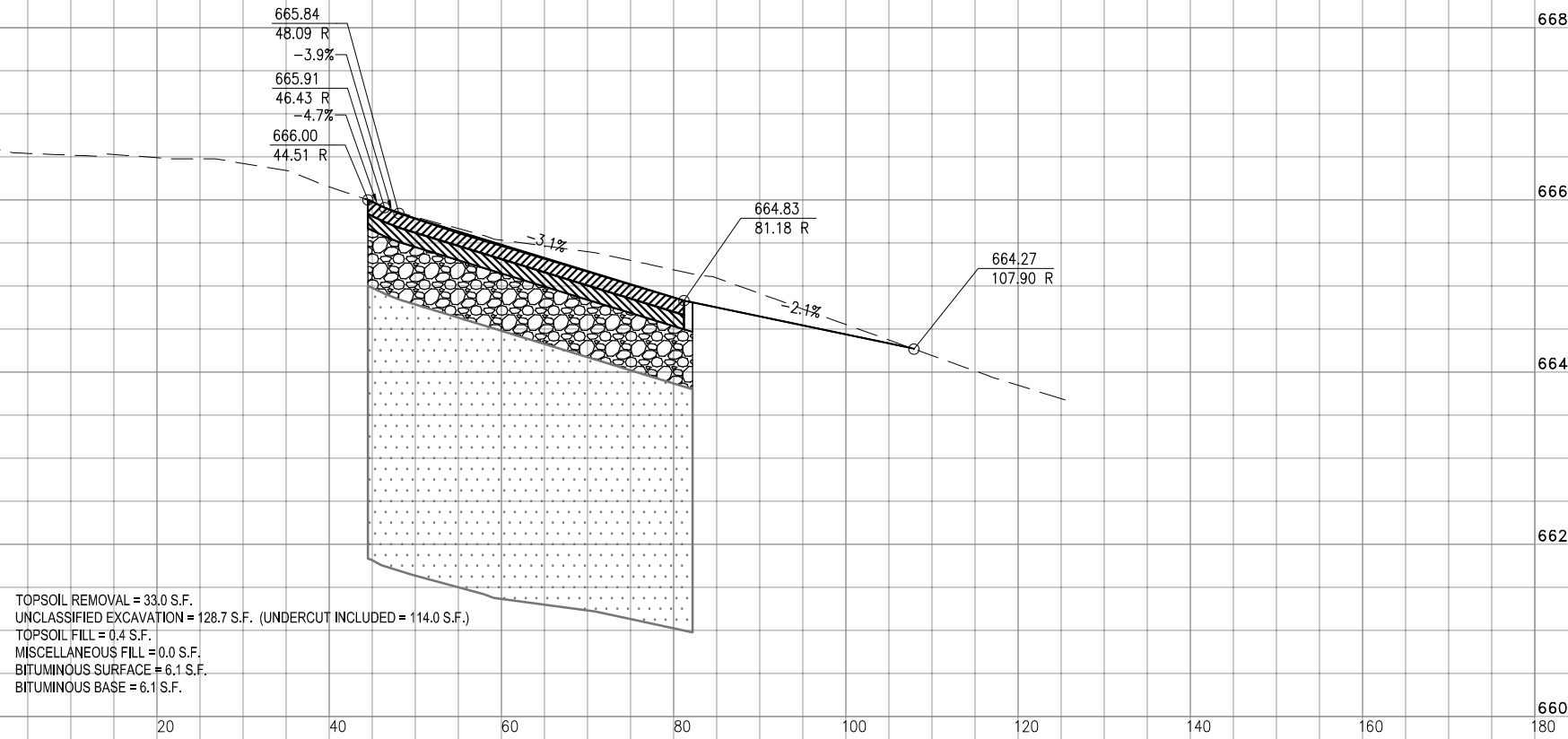
ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 28-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

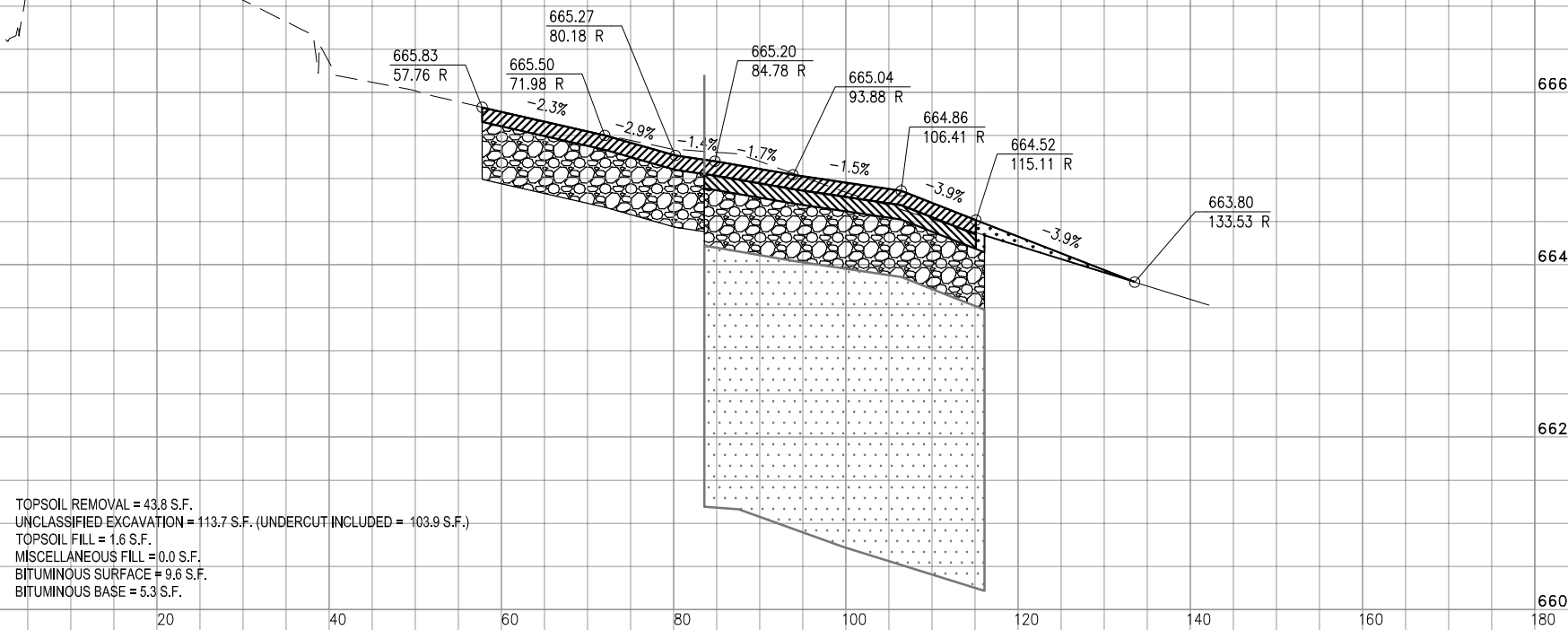
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STA.
15+30



STA.
15+00



REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 29-SECTIONS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

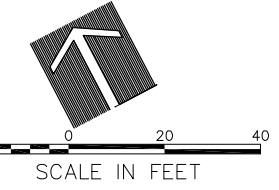
CROSS SECTIONS 7

SIGN SCHEDULE

ID	STATION	OFFSET	TYPE	STATION LOCATION
S1	12+38.48	23.00	RT	HANDICAP SIGN SIGN POST
S2	12+60.45	23.00	RT	HANDICAP SIGN SIGN POST
S3	14+47.22	23.00	RT	HANDICAP SIGN SIGN POST
S4	14+69.21	23.00	RT	HANDICAP SIGN SIGN POST
S5	20+94.73	44.00	LT	HANDICAP SIGN SIGN POST
S6	22+05.10	47.36	LT	HANDICAP SIGN SIGN POST
S7	22+26.30	30.40	LT	R1-2 (Yield) SIGN POST
S8	22+14.20	16.92	LT	R5-1 (Do Not Enter) SIGN POST
S9	22+07.96	16.82	LT	R5-1 (Do Not Enter) SIGN POST

MARKING SCHEDULE

ID	STATION	OFFSET	TYPE	STATION LOCATION	PAINT COLOR
H1	12+46.05	8.68	RT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
H2	12+68.03	8.68	RT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
H3	14+54.81	8.68	RT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
H4	14+76.78	8.68	RT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
H5	20+82.95	23.68	LT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
H6	22+02.52	24.70	LT	HANDICAP SYMBOL	BOTTOM RIGHT CORNER WHITE
A1	12+32.96	7.00	LT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A2	12+12.05	50.12	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A3	12+12.05	104.28	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A4	14+88.33	7.00	LT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A5	14+65.49	50.15	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A6	14+65.49	104.31	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A7	15+23.03	37.64	RT	LT & RT TURN WHITE ARROW	ARROW BASE WHITE
A8	20+68.74	1.00	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A9	21+89.56	1.00	RT	STRAIGHT WHITE ARROW	ARROW BASE WHITE
A10	16+13.99	6.15	LT	ST & RT TURN WHITE ARROW	ARROW BASE WHITE

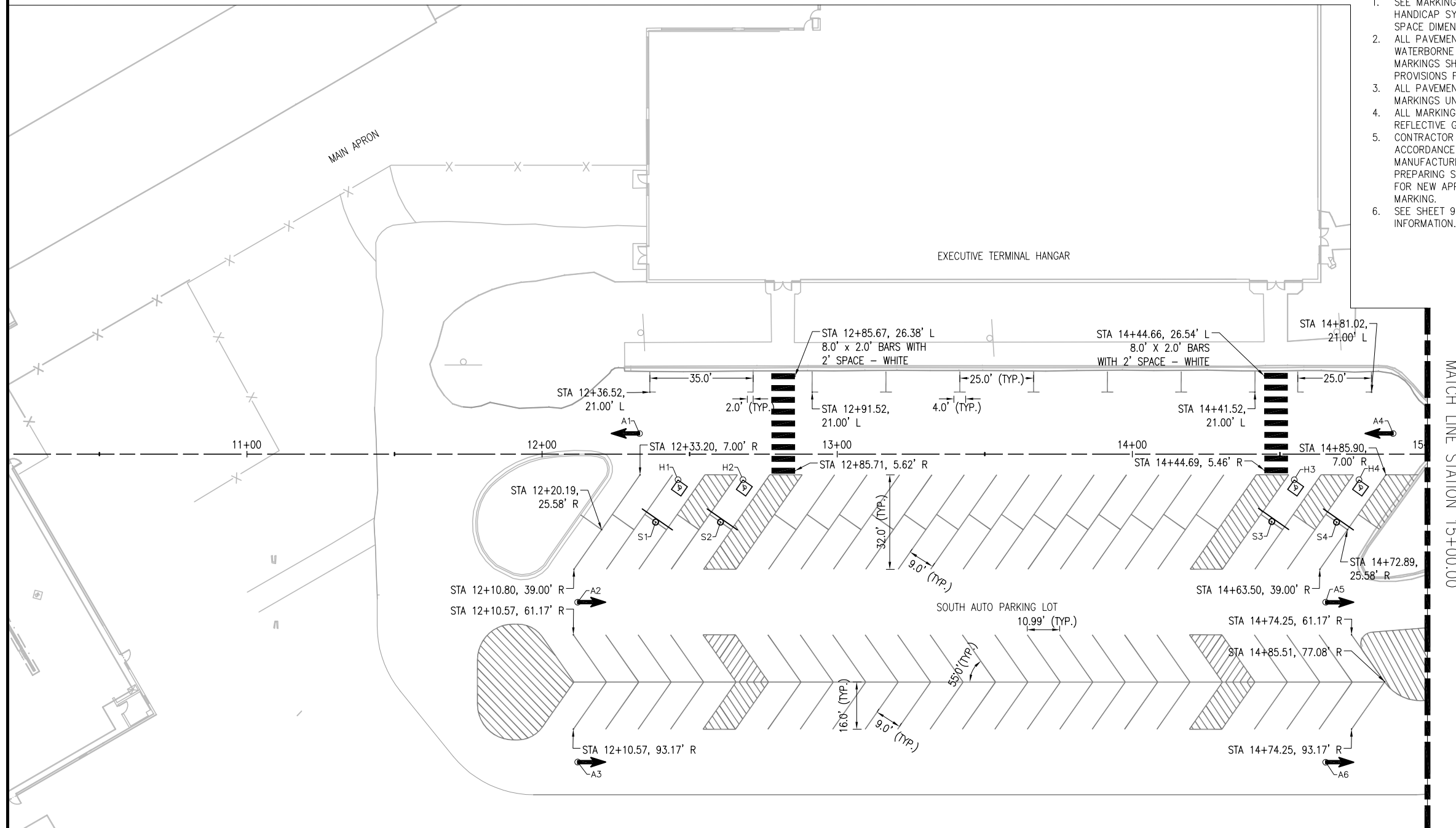


LEGEND:

- PROPOSED MARKING
- PROPOSED SIGN
- EXISTING SIGN

NOTES:

1. SEE MARKING DETAILS SHEET FOR ARROW, HANDICAP SYMBOL, AND HANDICAP ACCESSIBLE SPACE DIMENSIONS.
2. ALL PAVEMENT MARKING SHALL BE MADE WITH WATERBORNE PAINT. YELLOW AND WHITE MARKINGS SHALL BE FURNISHED. SEE SPECIAL PROVISIONS FOR COLOR PALETTE.
3. ALL PAVEMENT MARKINGS SHALL BE YELLOW MARKINGS UNLESS OTHERWISE SPECIFIED.
4. ALL MARKINGS SHALL BE COVERED WITH REFLECTIVE GLASS BEADS.
5. CONTRACTOR SHALL PREPARE SURFACES IN ACCORDANCE WITH THE WATERBORNE MANUFACTURER'S RECOMMENDATIONS. COST OF PREPARING SURFACES WHETHER NEW OR EXISTING FOR NEW APPLICATION SHALL BE INCIDENTAL TO MARKING.
6. SEE SHEET 9 FOR ADDITIONAL CURVE LAYOUT INFORMATION.



REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 30-MARKING PLAN.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

MARKING PLAN 1

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**REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT**

IDA No: LOT-4630

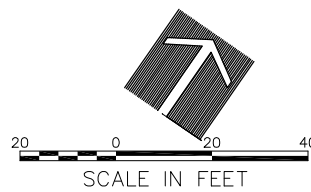
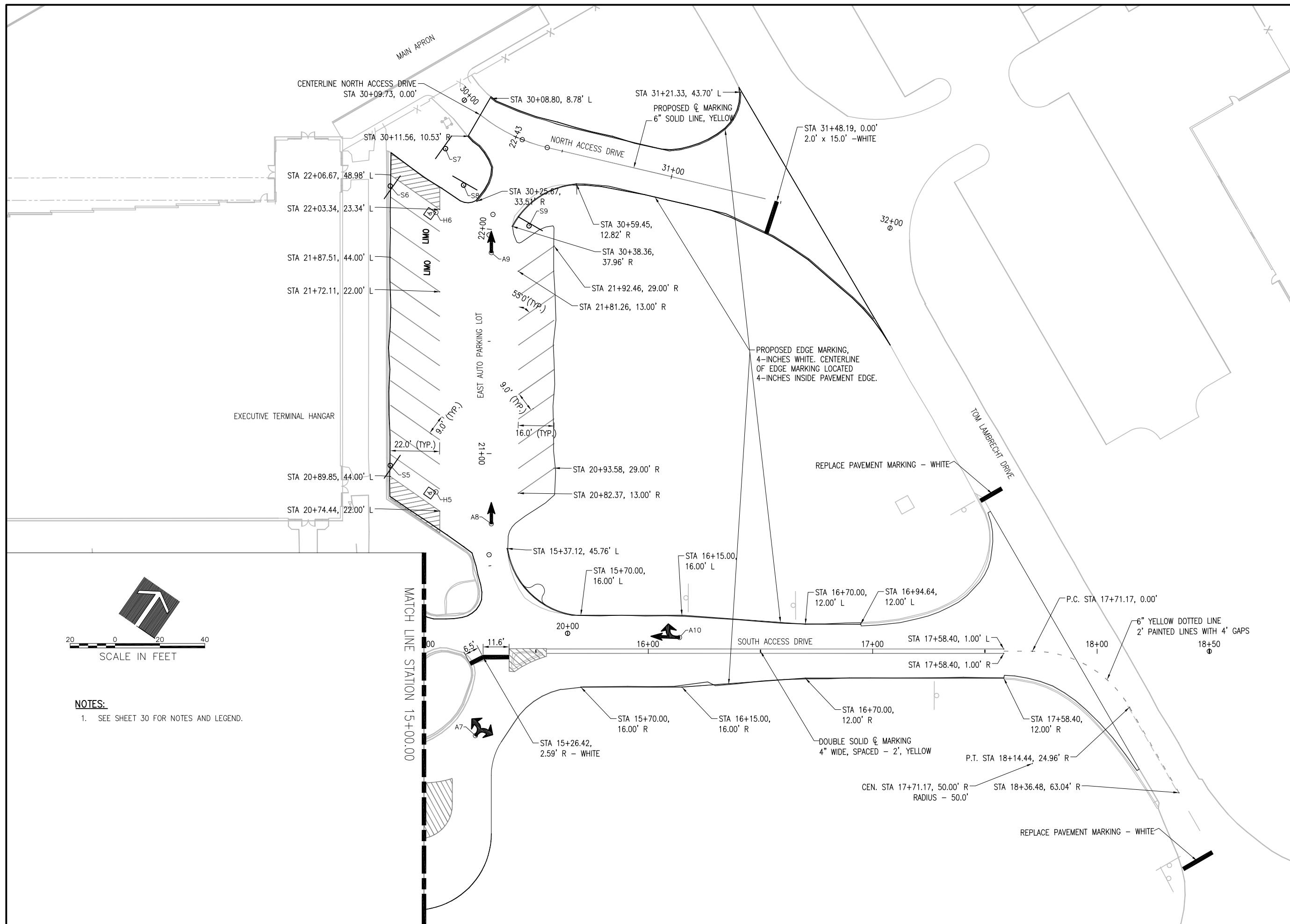
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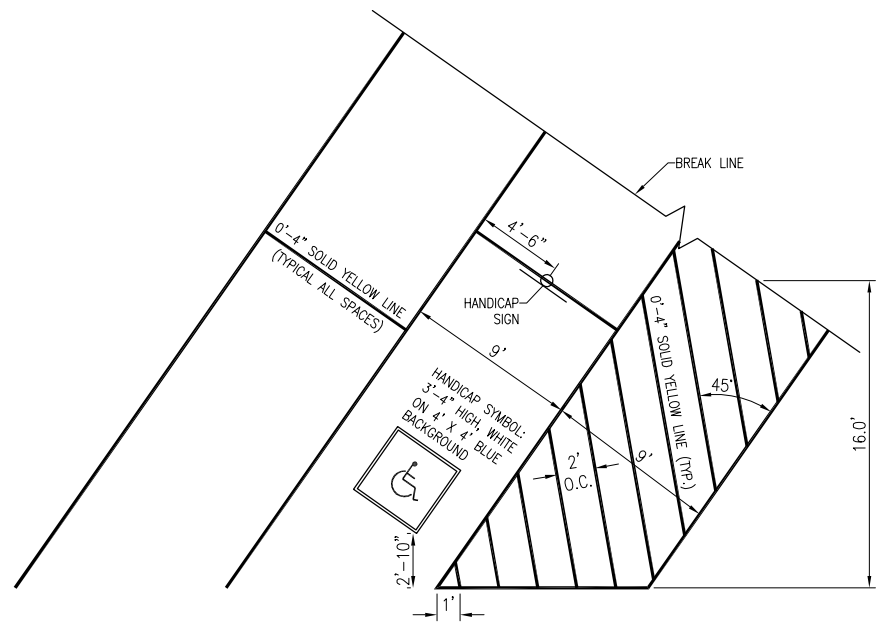
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PROJECT NO: 17A0057
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DRAWN BY: XXX XX/XX/XXXX
REVIEWED BY: LDH 12/13/17

SHEET TITLE

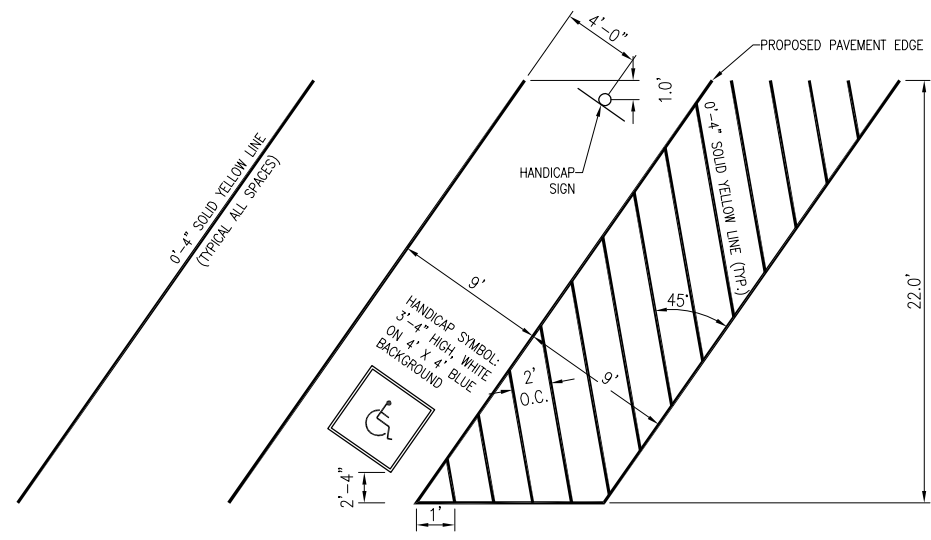
MARKING PLAN 2



NOTES:
1. SEE SHEET 30 FOR NOTES AND LEGEND.



DETAIL A
ACCESSIBLE SPACE DETAIL



DETAIL B
ACCESSIBLE SPACE DETAIL

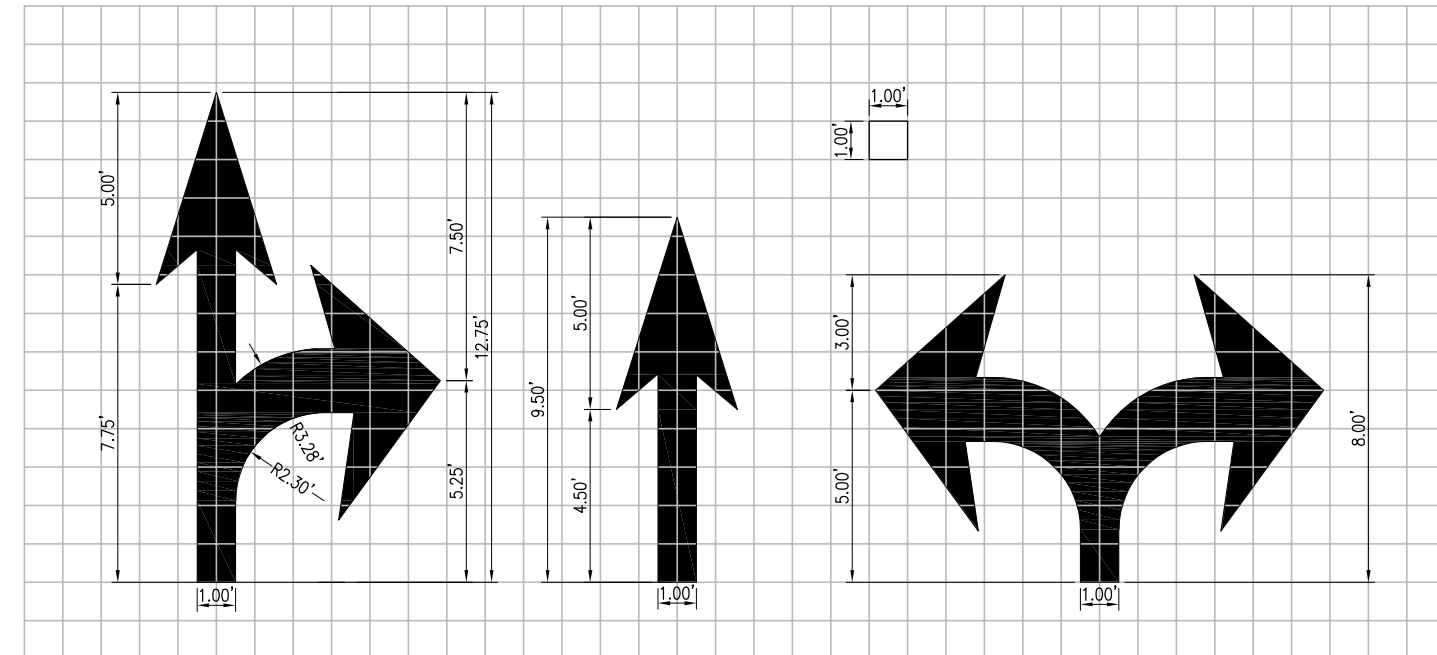
MARKING NOTES:

1. ALL STALL MARKINGS TO BE MARKED IN YELLOW PAINT EXCEPT HANDICAP SYMBOL AND LETTERING TO BE MARKED AS SHOWN.
2. ALL WHITE AND YELLOW PAVEMENT MARKINGS TO INCLUDE REFLECTIVE GLASS SPHERES.
3. ALL MARKINGS TO BE WATERBORNE PAINT.
4. DIMENSIONS GIVEN TO CENTERLINE OF MARKING.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052



ARROW MARKING DETAIL

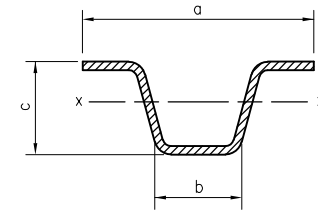
DETAILS SHOWN ARE NOT TO SCALE

NO.	DATE	DESCRIPTION		
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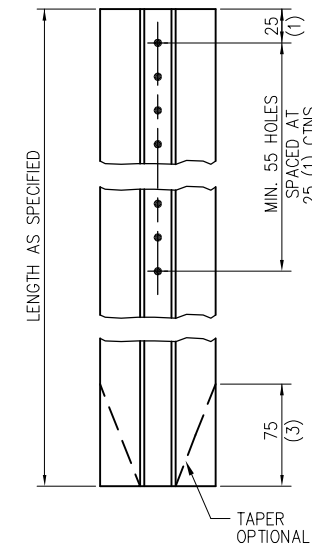
SHEET TITLE

MARKING DETAILS

1. DIMENSIONS FOR CROSS SECTIONS ARE MINIMUM.
2. S_{x-x} IS THE MINIMUM SECTION MODULUS ABOUT THE X-X AXIS OF THE POST AS SHOWN. FOR POST IN WHICH HOLES ARE PUNCHED OR DRILLED FOR MORE THAN HALF THEIR LENGTH, S_{x-x} SHALL BE COMPUTED FOR THE NEXT SECTION.
3. SOIL PRESSURE: MINIMUM ALLOWABLE SOIL PRESSURE = 1.25 TSF (120 KLA).
4. ALL HOLES ARE 3/8" (10mm) IN DIAMETER.
5. LOADING FOR 60 MPH (95 km/h) WIND VELOCITY WITH 30% GUST FACTOR, NORMAL TO SIGN.
6. MATERIALS: POST SHALL BE STRUCTURAL STEEL-BREAKAWAY CONFORMING WITH THE REQUIREMENTS OF SECTION 1093.01 OF THE IDOT SPECIFICATIONS. BOLTS, NUTS AND WASHERS SHALL BE HIGH-STRENGTH STEEL, GALVANIZED AND SHALL CONFORM TO SECTION 1006.08 OF THE IDOT SPECIFICATIONS.
7. IN AREAS WHERE POSTS PENETRATE PAVEMENT, THE PAVEMENT SHALL BE CORED. AFTER THE POST IS SET, THE HOLE SHALL BE GROUTED WITH AN IDOT APPROVED NON-SHRINK GROUT. COST INCIDENTAL TO SIGN.
8. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

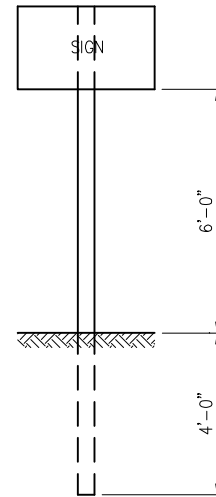


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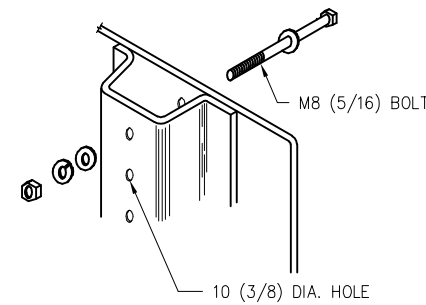


TYPE B

		a	b	c	S_{x-x} mm ³ (in. ³)	kg/m (lbs./ft.)
TYPE B	STEEL	81 (3 3/16)	32 (1 1/4)	38 (1 1/2)	5.588 (0.341)	4.46 (3.00)
	ALUMINUM	118 (4 5/8)	57 (2 1/4)	60 (2 3/8)	14.552 (0.888)	1.93 (1.30)



ONE POST INSTALLATION



NOTE: MINIMUM OF 2 BOLTS PER POST REQUIRED
DETAIL OF MOUNTING SIGN TO POST

ROADWAY SIGN POST

(IDOT STANDARD 720011, 720006, & 729001)

DETAILS SHOWN ARE NOT TO SCALE

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

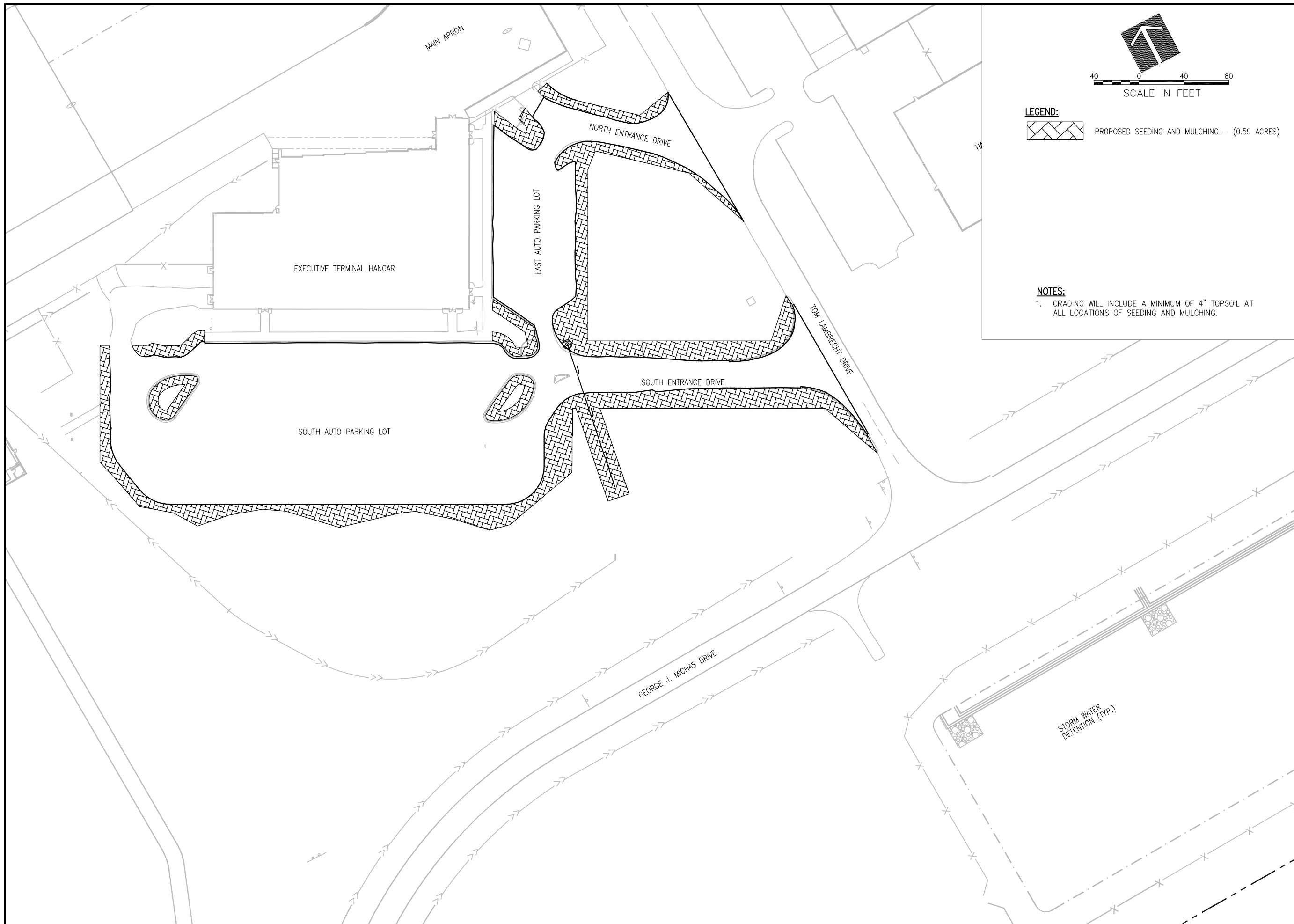
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 33-SIGNDET.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

SIGN DETAILS



LEGEND:



PROPOSED SEEDING AND MULCHING - (0.59 ACRES)

NOTES:

1. GRADING WILL INCLUDE A MINIMUM OF 4" TOPSOIL AT ALL LOCATIONS OF SEEDING AND MULCHING.

REHABILITATE AND EXPAND TERMINAL AUTOMOBILE PARKING LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 34-LANDSCAPING.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

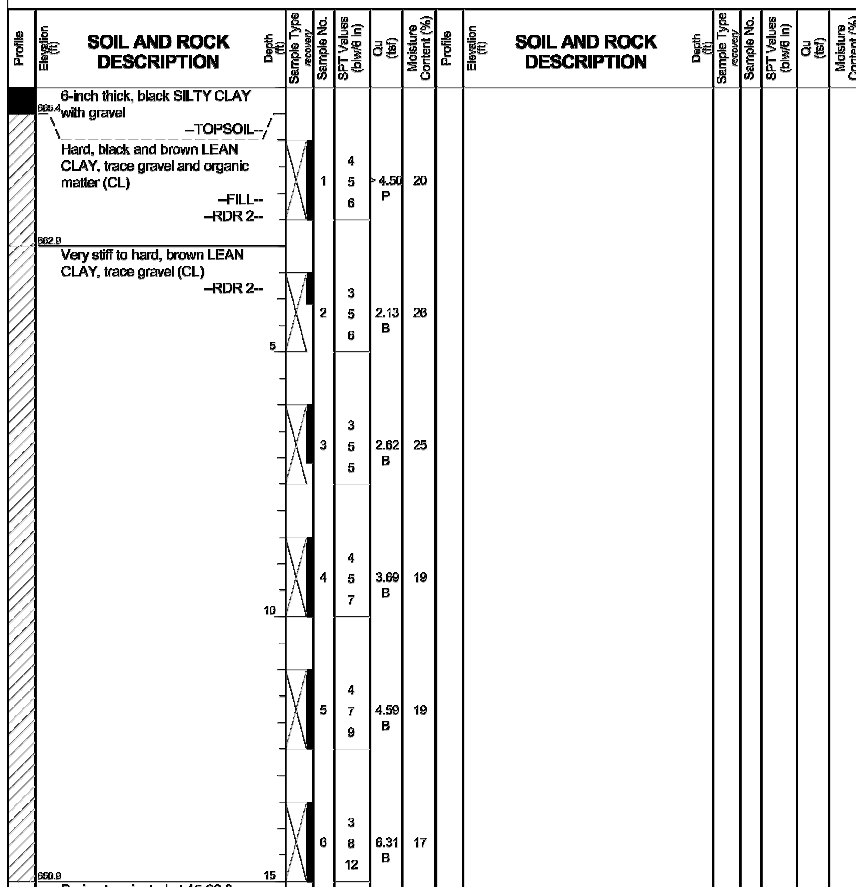
LANDSCAPING PLAN

Wang Engineering
wseng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9939

BORING LOG B-01
WEI Job No.: 410-30-01
Client: Hanson Professional Services, Inc.
Project: Lewis University Airport
Location: Romeoville, Illinois

Datum: NAVD 88
Elevation: 885.90 ft
North: 1798604.55 ft
East: 1048805.16 ft
Station: NA
Offset: NA

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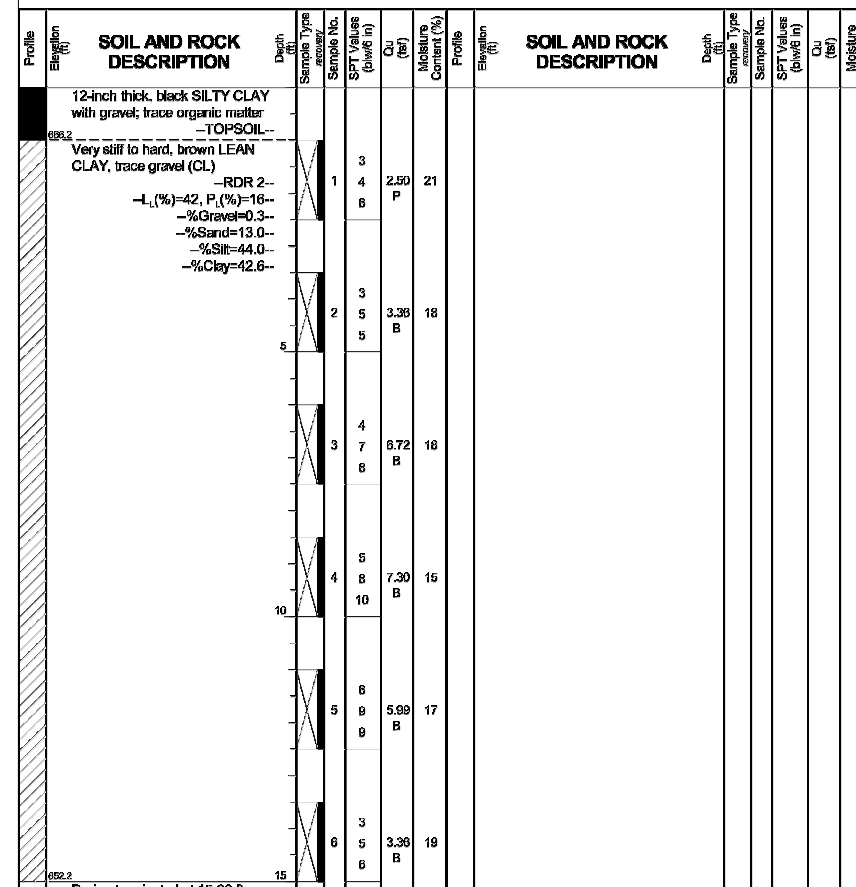
GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	07-28-2017	Complete Drilling	07-28-2017
Drilling Contractor	Wang Testing Services	Drill Rig	B-57 TMR
Driller	J & J	Logger	R. KC
Checked by	A. Hamed	Time After Drilling	NA
Drilling Method	2.25" ID HSA; boring backfilled upon completion	Depth to Water	NA
		The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

Wang Engineering
wseng@wangeng.com
1145 N Main Street
Lombard, IL 60148
Telephone: 630 953-9928
Fax: 630 953-9939

BORING LOG B-02
WEI Job No.: 410-30-01
Client: Hanson Professional Services, Inc.
Project: Lewis University Airport
Location: Romeoville, Illinois

Datum: NAVD 88
Elevation: 867.17 ft
North: 1798528.71 ft
East: 1050056.84 ft
Station: NA
Offset: NA

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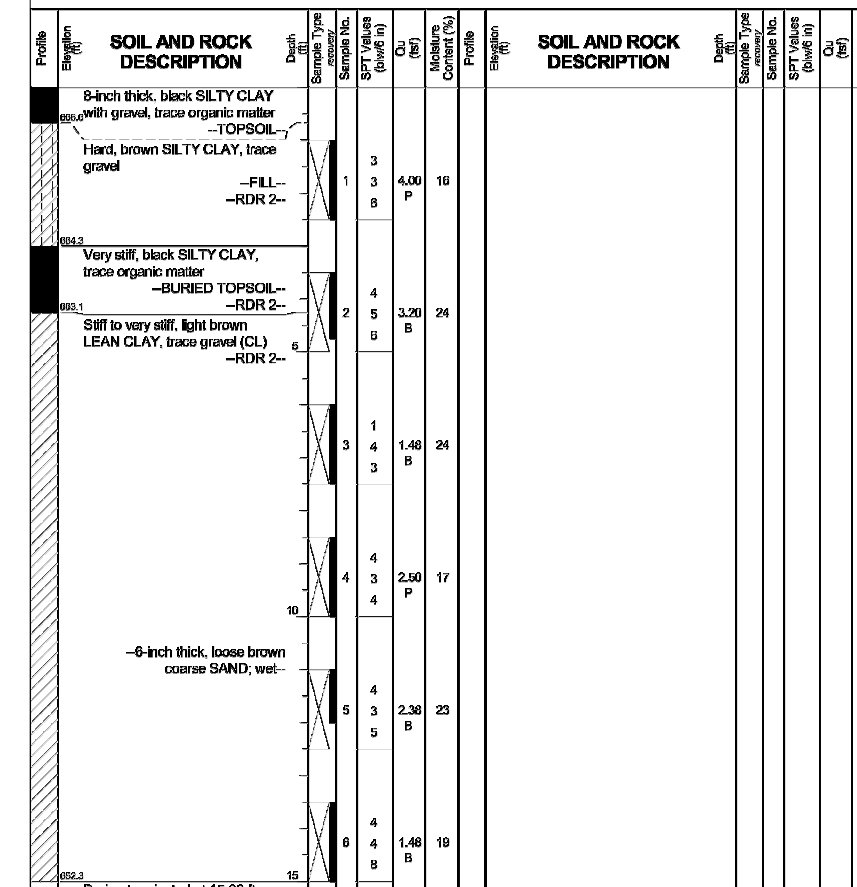
GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	07-28-2017	Complete Drilling	07-28-2017
Drilling Contractor	Wang Testing Services	Drill Rig	B-57 TMR
Driller	J & J	Logger	R. KC
Checked by	A. Hamed	Time After Drilling	NA
Drilling Method	2.25" ID HSA; boring backfilled upon completion	Depth to Water	NA
		The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

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BORING LOG B-03
WEI Job No.: 410-30-01
Client: Hanson Professional Services, Inc.
Project: Lewis University Airport
Location: Romeoville, Illinois

Datum: NAVD 88
Elevation: 867.30 ft
North: 1798464.38 ft
East: 1050205.52 ft
Station: NA
Offset: NA

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GENERAL NOTES		WATER LEVEL DATA	
Begin Drilling	07-28-2017	Complete Drilling	07-28-2017
Drilling Contractor	Wang Testing Services	Drill Rig	B-57 TMR
Driller	J & J	Logger	R. KC
Checked by	A. Hamed	Time After Drilling	NA
Drilling Method	2.25" ID HSA; boring backfilled upon completion	Depth to Water	NA
		The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.	

REHABILITATE AND
EXPAND TERMINAL
AUTOMOBILE PARKING
LOT

IDA No: LOT-4630

LE052

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JANUARY 12, 2018
PROJECT NO: 17A0057
CAD FILE: 35-BORING LOGS.DWG
DESIGN BY: KMS 12/14/17
DRAWN BY: KMS 12/14/17
REVIEWED BY: LDH 12/13/17

SHEET TITLE

BORING LOGS

*SEE PROPOSED SITE PLAN, SHEET 17 AND SHEET 18 FOR ALL BORING LOCATIONS.