LETTING ITEM NO. 07A
IDOT LETTING JUNE 11, 2021

WA076
TOTAL SHEETS = 23

WAUKEGAN PORT DISTRICT
WAUKEGAN, LAKE COUNTY, ILLINOIS

CONSTRUCTION PLANS
FOR
WAUKEGAN NATIONAL AIRPORT

CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

ILLINOIS PROJECT: UGN-4848
S.B.G. PROJECT: 3-17-SBGP-156/162

APRIL 16, 2021

CALL J.U.L.I.E. BEFORE
EXCAVATING AT 811
WAUKEGAN NATIONAL AIRPORT

TOWNSHIP: 46 NORTH
RANGE: 12 EAST
SECTION: 31 AND 32
COUNTY: LAKE
TOWNSHIP: BENTON

DESIGN INFORMATION

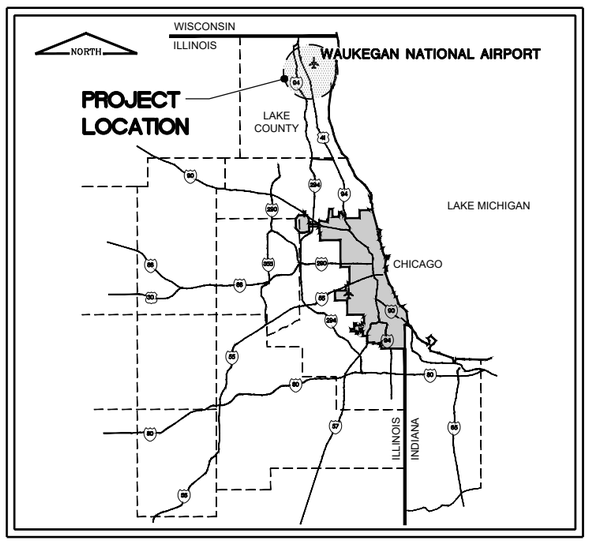
DESIGN AIRCRAFT APPROACH CATEGORY C
DESIGN AIRCRAFT GROUP III (GULFSTREAM 450)

811 Know what's **below.** **Call** before you dig.

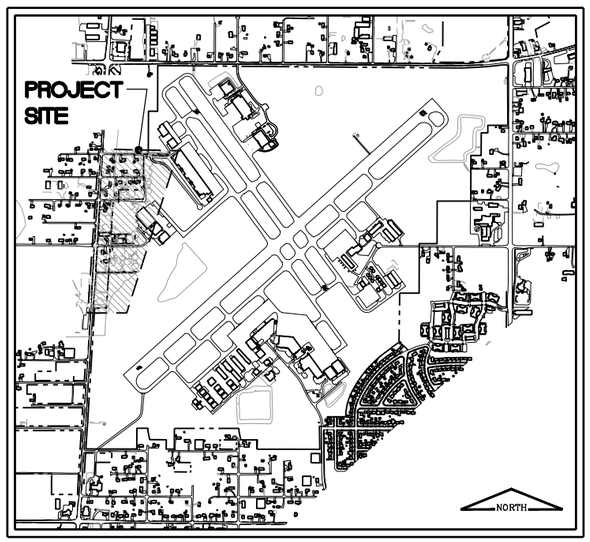
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.



LOCATION MAP



SITE PLAN

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN NATIONAL AIRPORT
WAUKEGAN PORT DISTRICT
2601 Plane Rest Drive
Waukegan, Illinois 60087
Telephone: 847.244.0055
Fax: 847.244.3813

APPROVED BY _____
SKIP GOSS

TITLE GENERAL MANAGER

DATE APRIL 16, 2021

CMT
CRAWFORD MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

190226-02-00

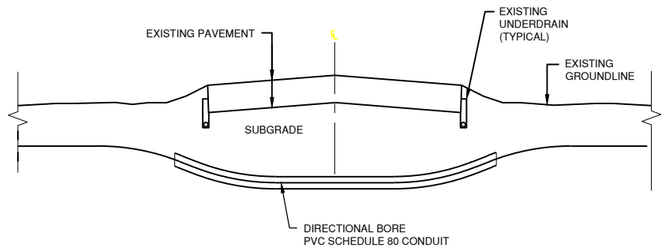
LICENSED PROFESSIONAL ENGINEER
ANTONIO R. MARIN
062-057994
STATE OF ILLINOIS

LICENSE EXPIRATION DATE: 11-30-2021

SUBMITTED BY _____
ANTONIO R. MARIN, P.E.

DATE APRIL 16, 2021

INDEX TO SHEETS



DIRECTIONAL BORE DETAIL

N.T.S.

NOTES

1. THE DEPTH OF THE DIRECTIONAL BORE SHALL BE NO LESS THAN 4.0' FROM THE PAVEMENT SURFACE AND SHALL NOT DISTURB EXISTING UNDERDRAINS/UTILITIES OR NEW LIGHTS/CABLING.
2. REFER TO LIGHTING PLANS FOR ADDITIONAL CABLE AND CONDUIT INFORMATION.

DIRECTIONAL DRILLING CONTINGENCY PLAN

IN THE INSTANCE OF A FRAC OUT, THE CONTRACTOR SHALL STOP DRILLING IMEDITALY AND WORK TO CONTAIN THE DRILLING MUD. THE BEST METHOD OF CONTAINMENT IS WITH USE OF A BARRIER. THE BARRIER USED SHALL BE SUFFICIENT IN CONTAINMENT AND MUST BE APPROVED BY THE AIRPORT AND THE RESIDENT ENGINEER.

WHEN WORKING NEAR WETLANDS OR OPEN WATER AND A FRAC OUT OCCURS AND INFILITRATES A WETLAND OR OPEN WATER, THE USE OF A TURBIDITY CURTAIN OR CONTAINMENT BOX WILL BE REQUIRED TO CONTAIN THE FRAC OUT. CONTAINED WATER SHALL BE REMOVED USING EITHER A VACUUM TRUCK OR COMBINATION OF ANIONIC POLYMERS AND VACUUM TRUCK.

CONTRACTOR SHALL BE REQUIRED TO UPDATE THE CONTINGENCY PLAN FOR APPROVAL BY RE & SMC.

GENERAL INFORMATION REQUIREMENTS

1. CONTRACTOR SHALL PROVIDE THE NAME, ADDRESS, AND PHONE NUMBER OF THE ONSITE DRILLING COMPANY REPRESENTATIVE TO THE SMC AND THE AIRPORT PRIOR TO DRILLING.
2. MATERIAL SAFETY DATA SHEETS (MSDS) FOR DRILLING MUD CONSTITUENTS SHALL BE PROVIDED BY THE CONTRACTOR.
3. THE NAME, ADDRESS AND PHONE NUMBER OF THE ANIONIC POLYMER VENDOR SHALL BE PROVIDED TO THE SMC AND THE AIRPORT.
4. CATALOG CUT SHEETS FOR EACH RECOMMENDED POLYMER WITH DIRECTIONS FOR USE AND ANY LIMITATIONS WILL BE REQUIRED TO BE PROVIDED BY THE CONTRACTOR.
5. CONTRACTOR SHALL BE REQUIRED TO PROVIDE A METHOD OF COMPLETION TO BE ACCEPTED BY THE SMC, AIRPORT, AND RESIDENT ENGINEER IN WHICH LIKELY PROBLEM LOCATIONS AND THE PROPOSED METHODS OF DIRECTIONAL DRILLING TO ENSURE THAT FRAC OUTS DO NOT OCCUR OR ARE PROPERLY CONTAINED.

MINIMUM OPERATIONAL REQUIREMENTS

1. AT LEAST ONE VACUUM TRUCK MUST BE ONSITE DURING ALL DRILLING OPERATIONS AND AT LEAST ONE ADDITIONAL VACUUM TRUCK SHALL BE READILY AVAILABLE OR ON STAND-BY AT A NEARBY LOCATION, AS APPROPRIATE
2. CONTRACTOR SHALL BE REQUIRED TO HAVE AT LEAST ONE (1) FULL TIME PERSON TO WALK THE DRILLING ROUTE AND IDENTIFY FRAC OUTS AND COORDINATE REMEDIATION.
3. CONTRACTOR SHALL BE REQUIRED TO PROVIDE VERIFICATIONS OF ADEQUATE POLYMER STORED ONSITE TO TREAT AT LEAST ONE RELEASE INTO WETLANDS OR STREAMS WITH THE UNDERSTANDING THAT ADDITIONAL POLYMER WILL BE PROCURED IF THE FIRST IS USED.
4. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE A WEEKLY REPORT TO THE SMC DETAILING THE AMOUNT OF DRILLING MUD RELEASED, THE METHOD OF CONTAINMENT, THE REMEDIATION METHOD USED, AND ANY ADDITIONAL INFORMATION.
5. CONTRACTOR SHALL NOTIFY THE SMC OF ANY FRAC OUT IN WHICH A WETLAND IS AFFECTED. THIS INFORMATION WILL BE REQUIRED TO BE SUMMARIZED IN THE WEEKLY REPORT DETAILED IN NOTE FOUR (4).
6. IF THE CONTRACTOR FAILS TO TAKE IMMEDIATE CORRECTIVE ACTION TO REMEDY A FRAC OUT, THE OWNER SHALL CLEANUP OR STABILIZE THE IMPACTED AREAS. ALL MONIES EXPENDED BY THE OWNER TO CLEAN-UP AND STABILIZE THE IMPACTED AREAS SHALL BE HELD FROM THE MONIES DUE TO THE CONTRACTOR.

SUMMARY OF CONTRACT QUANTITIES

ITEM	DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	TOTAL RECORD QUANTITY	ESTIMATED QUANTITY F/S/L	RECORD QUANTITY F/S/L	ESTIMATED QUANTITY LOCAL ONLY	RECORD QUANTITY LOCAL ONLY
AR108404	1/C #4 600V UG CABLE	LF	516				516	
AR108408	1/C #8 600V UG CABLE	LF	170				170	
AR108410	1/C #10 600V UG CABLE	LF	1,541		851		690	
AR108412	1/C #12 600V UG CABLE	LF	100				100	
AR110011	1" DIRECTIONAL BORE	LF	290		80		210	
AR110117	1-1/2" PVC DUCT, DIRECT BURY	LF	370				370	
AR110201	1" PVC DUCT, DIRECT BURY	LF	790		205		585	
AR150510	ENGINEER'S FIELD OFFICE	LS	1		1			
AR150520	MOBILIZATION	LS	1		1			
AR151420	CLEARING TREES 0-2.5' BUTT. DIA.	EACH	10		10			
AR151450	CLEARING AND GRUBBING	ACRE	2.3		2.3			
AR152410	UNCLASSIFIED EXCAVATION	CY	230		230			
AR152540	SOIL STABILIZATION FABRIC	SY	320		320			
AR156510	SILT FENCE	LF	200		200			
AR156520	INLET PROTECTION	EACH	2		2			
AR156530	TEMPORARY SEEDING	ACRE	2.3		2.3			
AR156531	EROSION CONTROL BLANKET	SY	350		350			
AR161900	REMOVE CLASS C FENCE	LF	3,850		3,850			
AR162216	CLASS E MANUAL SLIDE GATE - 16'	EACH	1		1			
AR162220	CLASS E MANUAL SLIDE GATE - 20'	EACH	2		2			
AR162224	CLASS E MANUAL SLIDE GATE - 24'	EACH	1		1			
AR162228	CLASS E MANUAL SLIDE GATE - 28'	EACH	1		1			
AR162401	VINYL FENCE UPGRADE	LF	130				130	
AR162402	VINYL GATE UPGRADE	EACH	4				4	
AR162612	CLASS E GATE 12' - VINYL	EACH	2		2			
AR162810	CLASS E FENCE 10' W/ 2' BURY	LF	3,650		3,650			
AR162900	REMOVE CLASS E FENCE	LF	740		740			
AR162905	REMOVE GATE	EACH	2		2			
AR162908	REMOVE ELECTRIC GATE	EACH	4		4			
AR163000	TEMPORARY CONSTRUCTION FENCE	LF	1,550		1,550			
AR208515	POROUS GRANULAR EMBANKMENT	CY	105		105			
AR208606	6" AGGREGATE BASE COURSE	SY	315		315			
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	28		28			
AR401900	REMOVE BITUMINOUS PAVEMENT	SY	385		385			
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	2				2	
AR403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	46		46			
AR602510	BITUMINOUS PRIME COAT	GAL	95		95			
AR603510	BITUMINOUS TACK COAT	GAL	65		65			
AR620520	PAVEMENT MARKING-WATERBORNE	SF	120		120			
AR620900	PAVEMENT MARKING REMOVAL	SF	40		40			
AR754410	COMB CONCRETE CURB & GUTTER	LF	50		50			
AR800017	LIGHT POLE WITH LED LUMANAIRE	EACH	3		2		1	
AR800020	1-1/2" DIRECTIONAL BORE	LF	270				270	
AR800170	SPLIT RAIL FENCE	LF	170		170			
AR800173	WILDLIFE DETERRENT BARRIER - PAD	SF	160		160			
AR800178	FIBER OPTIC CABLE	LF	480				480	
AR800186	ELECTRIC GATE OPERATOR	EACH	2				2	
AR800188	GATE ACCESS CONTROL SYSTEM	LS	1				1	
AR901510	SEEDING	ACRE	2.3		2.3			
AR905530	TOPSOILING	SY	370		370			
AR908514	LIGHT-DUTY MULCHING	ACRE	2.2		2.2			
AR910200	ROADWAY SIGN	EACH	7		7			
AR910900	REMOVE ROADWAY LIGHT POLE	EACH	1		1			

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

INDEX TO SHEETS / SUMMARY OF QUANTITIES

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 2 OF 23 SHEETS

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Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:10:36 PM
FILE: K:\Waukegan\AP\190226-02_FencePh5\Draw\Sheets\2_190226-02 - Qty_Index.dwg

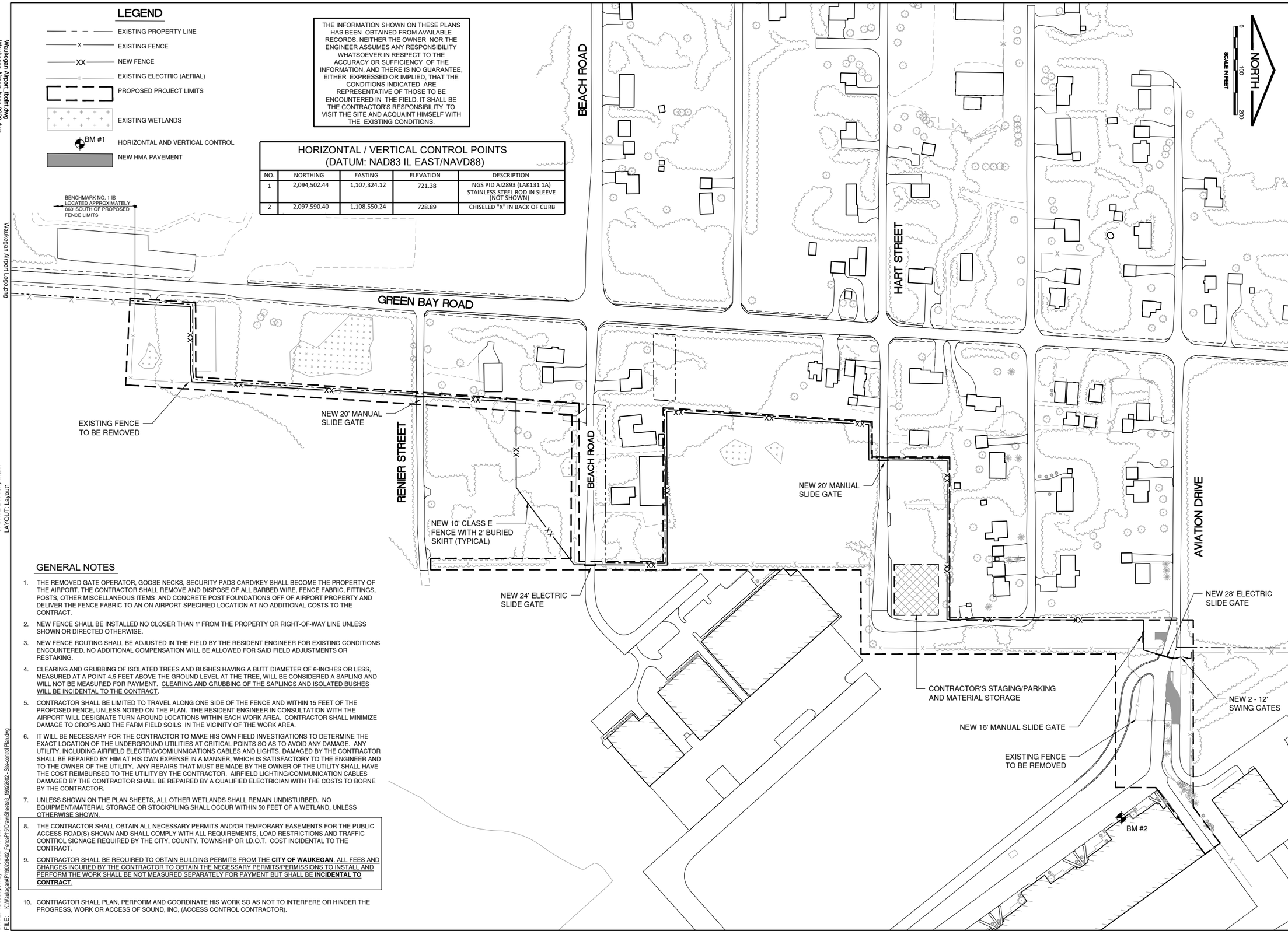
LEGEND

- EXISTING PROPERTY LINE
- EXISTING FENCE
- NEW FENCE
- EXISTING ELECTRIC (AERIAL)
- PROPOSED PROJECT LIMITS
- EXISTING WETLANDS
- BM #1 — HORIZONTAL AND VERTICAL CONTROL
- NEW HMA PAVEMENT

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION, AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

HORIZONTAL / VERTICAL CONTROL POINTS
(DATUM: NAD83 IL EAST/NAVD88)

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2,094,502.44	1,107,324.12	721.38	NGS PID AI2893 (LAK131 1A) STAINLESS STEEL ROD IN SLEEVE (NOT SHOWN)
2	2,097,590.40	1,108,550.24	728.89	CHISELED "X" IN BACK OF CURB



GENERAL NOTES

1. THE REMOVED GATE OPERATOR, GOOSE NECKS, SECURITY PADS CARD/KEY SHALL BECOME THE PROPERTY OF THE AIRPORT. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL BARBED WIRE, FENCE FABRIC, FITTINGS, POSTS, OTHER MISCELLANEOUS ITEMS AND CONCRETE POST FOUNDATIONS OFF OF AIRPORT PROPERTY AND DELIVER THE FENCE FABRIC TO AN ON AIRPORT SPECIFIED LOCATION AT NO ADDITIONAL COSTS TO THE CONTRACT.
2. NEW FENCE SHALL BE INSTALLED NO CLOSER THAN 1' FROM THE PROPERTY OR RIGHT-OF-WAY LINE UNLESS SHOWN OR DIRECTED OTHERWISE.
3. NEW FENCE ROUTING SHALL BE ADJUSTED IN THE FIELD BY THE RESIDENT ENGINEER FOR EXISTING CONDITIONS ENCOUNTERED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAID FIELD ADJUSTMENTS OR RESTAKING.
4. CLEARING AND GRUBBING OF ISOLATED TREES AND BUSHES HAVING A BUTT DIAMETER OF 6-INCHES OR LESS, MEASURED AT A POINT 4.5 FEET ABOVE THE GROUND LEVEL AT THE TREE, WILL BE CONSIDERED A SAPLING AND WILL NOT BE MEASURED FOR PAYMENT. CLEARING AND GRUBBING OF THE SAPLINGS AND ISOLATED BUSHES WILL BE INCIDENTAL TO THE CONTRACT.
5. CONTRACTOR SHALL BE LIMITED TO TRAVEL ALONG ONE SIDE OF THE FENCE AND WITHIN 15 FEET OF THE PROPOSED FENCE, UNLESS NOTED ON THE PLAN. THE RESIDENT ENGINEER IN CONSULTATION WITH THE AIRPORT WILL DESIGNATE TURN AROUND LOCATIONS WITHIN EACH WORK AREA. CONTRACTOR SHALL MINIMIZE DAMAGE TO CROPS AND THE FARM FIELD SOILS IN THE VICINITY OF THE WORK AREA.
6. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATIONS TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS SO AS TO AVOID ANY DAMAGE. ANY UTILITY, INCLUDING AIRFIELD ELECTRIC/COMIUNNICATIONS CABLES AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER, WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING/COMMUNICATION CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BORNE BY THE CONTRACTOR.
7. UNLESS SHOWN ON THE PLAN SHEETS, ALL OTHER WETLANDS SHALL REMAIN UNDISTURBED. NO EQUIPMENT/MATERIAL STORAGE OR STOCKPILING SHALL OCCUR WITHIN 50 FEET OF A WETLAND, UNLESS OTHERWISE SHOWN.
8. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND/OR TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS AND TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP OR I.D.O.T. COST INCIDENTAL TO THE CONTRACT.
9. CONTRACTOR SHALL BE REQUIRED TO OBTAIN BUILDING PERMITS FROM THE **CITY OF WAUKEGAN**. ALL FEES AND CHARGES INCURED BY THE CONTRACTOR TO OBTAIN THE NECESSARY PERMITS/PERMISSIONS TO INSTALL AND PERFORM THE WORK SHALL BE NOT MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE **INCIDENTAL TO CONTRACT.**
10. CONTRACTOR SHALL PLAN, PERFORM AND COORDINATE HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR ACCESS OF SOUND, INC, (ACCESS CONTROL CONTRACTOR).

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS		
NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

SITE PLAN/PROJECT CONTROL

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 3 OF 23 SHEETS

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Waukegan Airport_base 2020.dwg
Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:10:51 PM
FILE: K:\Waukegan\AP\190226-02_FencePh5\Draw\Sheets\3_190226l02 - Site control Plan.dwg

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS		
RUNWAY	5-23	14-32
APPROACH CATEGORY	C	B
DESIGN GROUP	III	II
RUNWAY SAFETY AREA WIDTH (RSA)	500'	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	118'	118'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	186'	186'
RUNWAY OBSTACLE FREE ZONE	400'	250'

ALL NAVAID FACILITIES ANTICIPATED TO REMAIN UNDISTURBED DURING CONSTRUCTION.

LEGEND

- EXISTING PROPERTY LINE
- EXISTING FENCE
- NEW FENCE
- WORK AREA LIMITS
- TEMPORARY STAKE LATHE WITH "CAUTION" WARNING TAPE
- RUNWAY SAFETY AREA
- RUNWAY PROTECTION ZONE
- EXISTING WETLAND
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S HAUL ROUTE
- TEMPORARY CONSTRUCTION, TYPE 2 BARRICADES AND R11-2 SIGN (BARRICADE MOUNTED)

NORTH

SCALE IN FEET: 0, 200, 400

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

BEACH ROAD

HART STREET

GREEN BAY ROAD

SEE FLASHER BARRICADE DETAIL NOTES 7 AND 8 (TYPICAL)

RENIER STREET

AVIATION DRIVE

ROADWORK AHEAD SIGN W20-1, 36" x 36" BARRICADE MOUNTED

SEE PHASING NOTES FOR RESTRICTIONS

SEE PHASING NOTES FOR RESTRICTION

SPLIT RAIL FENCE

LOCALIZER CRITICAL AREA

RUNWAY 5/23

RUNWAY 14/32

TAXIWAY D

20'

193' ROFA

250'

250'

75'

75'

AIRFIELD IMPACT MATRIX		
WORK AREA	LIMITS OF CLOSURE	WORK ITEMS
WORK AREA	RUNWAY 5-23 - OPEN RUNWAY 14-32 - OPEN ALL TAXIWAYS OPEN	CLEARING AND GRUBBING FENCE REMOVAL FENCE INSTALLATION UNCLASSIFIED EXCAVATION BITUMINOUS PAVEMENT REMOVAL BITUMINOUS PAVING PAVEMENT MARKING ROADWAY LIGHTING IMPROVEMENTS

CLOSEST CONSTRUCTION POINT TABLE

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	ANTICIPATED EQUIPMENT HEIGHT	SITE ELEVATION
A	RUNWAY 5/23	N42°25'05.60"	W87°52'35.82"	15'	725
B	RUNWAY 5/23	N42°25'11.91"	W87°52'30.18"	15'	733
C	RUNWAY 14/32	N42°25'23.22"	W87°52'26.20"	15'	733
D	RUNWAY 14/32	N42°25'26.92"	W87°52'24.35"	15'	731
E	RUNWAY 14/32	N42°25'27.86"	W87°52'22.62"	15'	729
F	RUNWAY 14/32	N42°25'29.90"	W87°52'22.32"	25'	736
G	RUNWAY 14/32	N42°25'22.84"	W87°52'28.80"	25'	733
H	RUNWAY 14/32	N42°25'23.83"	W87°52'28.79"	25'	733

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

CONSTRUCTION ACTIVITY PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 4 OF 23 SHEETS

Waukegan Airport_Ibcfrt.dwg
Waukegan Airport_base 2020.dwg
Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:11:06 PM
FILE: K:\Waukegan\AP\190226-02_FencePhS\Draw\Sheets\4_19022602- Construction Activity Plan.dwg

GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.

2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.

3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.

4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.

5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

6. EXISTING ELECTRICAL GATES ARE TO REMAIN IN OPERATION UNTIL NEW GATE AND OPERATOR ARE INSTALLED AND READY FOR SERVICE. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT A MINIMUM OF 2 CALENDAR DAYS ADVANCE NOTICE OF THE GATE SWITCH OVER TO COORDINATE WITH TENANTS.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.

2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.

3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 52 CALENDAR DAYS.

2. WORK SHALL BE COMPLETED UNDER ONE PHASE AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. WORK AREAS AND DESCRIPTIONS

   COMPLETE INITIAL MOBILIZATION, STAGING AREA PREPARATION, AND LAYOUT IN ORDER TO CLEAR AND GRUB EXISTING TREES AND BRUSH. CLEAR EXISTING TREES AND BRUSH WITHIN THE LIMITS OF FENCE LAYOUT. INSTALL WETLAND PROTECTIONS AND INITIAL EROSION CONTROL MEASURES.

   ONCE CLEARING AND GRUBBING OPERATIONS ARE COMPLETE AND WETLAND PROTECTIONS ARE IN PLACE COMPLETE FENCE REMOVAL, FENCE INSTALLATION, PAVEMENT REMOVAL, NEW PAVEMENT, LANDSCAPING AND GENERAL IMPROVEMENTS.

4. RESTRICTIONS

   CLEARING AND GRUBBING OF TREES

   NO CUTTING OR TRIMMING OF TREES SHALL OCCUR BETWEEN APRIL 1 AND SEPTEMBER 30, BOTH DAYS INCLUSIVE, DUE TO POTENTIAL IMPACT TO THE NORTHERN LONG EARED BAT.

   AVIATION DRIVE AND FORTUNE DRIVE

   THE CONTRACTOR SHALL PHASE THE ROADWAY IMPROVEMENTS TO MAINTAIN ACCESS TO AIRFIELD HANGARS. ANY TEMPORARY IMPROVEMENTS TO MAINTAIN HANGAR ACCESS SHALL BE INCIDENTAL TO THE CONTRACT. SHOULD THE CONTRACTOR NEED TO BLOCK ACCESS TO THE HANGARS FOR AN IMPROVEMENT, THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT A MINIMUM OF 2 CALENDAR DAYS IN ADVANCE. THE CONTRACTOR WILL ONLY BE ALLOWED TO BLOCK HANGAR ACCESS A MAXIMUM OF 4-HOURS ON ANY GIVEN OCCURRENCE. THE CONTRACTOR SHALL PLACE TYPE II BARRICADES AT PAVEMENT DROP OFFS. THE BARRICADES SHALL BE SPACED AT A MAXIMUM 5 FOOT SPACING. EXISTING POWERED SLIDE GATES TO REMAIN IN SERVICE UNTIL NEW POWERED SLIDE GATE IS READY FOR OPERATION. EXISTING POWERED SLIDE GATE TO REMAIN IN SERVICE UNTIL NEW POWERED SLIDE GATE IS READY FOR OPERATION. EXISTING POWERED SLIDE GATE TO REMAIN IN SERVICE UNTIL NEW POWERED SLIDE GATE IS READY FOR OPERATION.

   BEACH ROAD

   EXISTING POWERED SLIDE GATE TO REMAIN IN SERVICE UNTIL NEW POWERED SLIDE GATE IS READY FOR OPERATION.

5. DURATIONS AND MILESTONES:

   MILESTONE 1

   SUBSTANTIALLY COMPLETE MOBILIZATION, INCLUDING CLEARING AND GRUBBING AND ANY REQUIRED PRE-CONSTRUCTION FIELD WORK BETWEEN OCTOBER 1ST AND MARCH 31ST .

   MILESTONE 2

   SUBSTANTIALLY COMPLETE REMAINING WORK, EXCLUDING CLEARING AND GRUBBING.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.

2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.

3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.

2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.

3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.

4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.

5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE ROUTES AND GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.

3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.

4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.

5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.

6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE WAUKEGAN AIR TRAFFIC CONTROL TOWER GROUND CONTROL (121.65 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.

7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.

8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.

9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.

10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.

11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTINGNAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.

12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.

13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO VEHICLE AND AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.

14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.

15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.

16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.

2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.

3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.

2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE.

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.

2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.

3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.

4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.

5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

1. THE CONTRACTOR SHALL INSPECT THE JOBISTE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.

2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.

2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

CONSTRUCTION ACTIVITY PLAN NOTES - 1

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 5 OF 23 SHEETS

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UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:11:10 PM
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14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

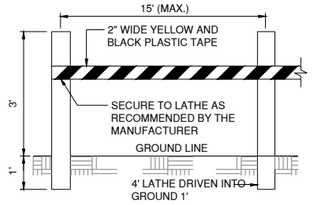
1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

19. OTHER LIMITATIONS ON CONSTRUCTION

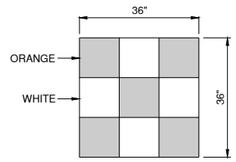
1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT IF DIRECTED BY THE AIRPORT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



LATHING AND WARNING TAPE DETAIL

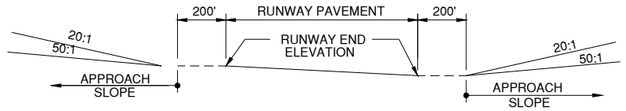
NOT TO SCALE

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



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

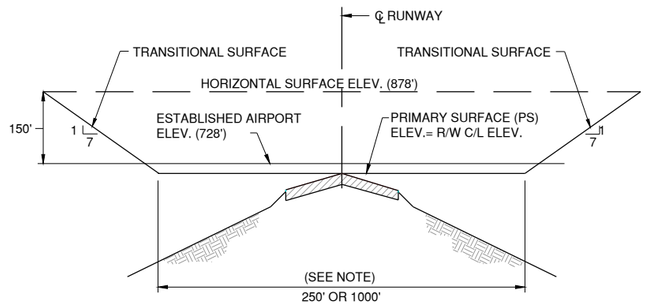
NOT TO SCALE



TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
5	724.7	34:1
23	723.1	50:1
14	727.6	20:1
32	712.1	20:1

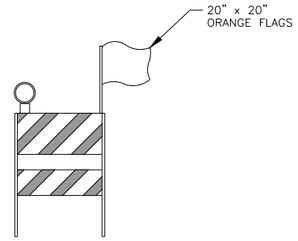


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE:

IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY
RUNWAY 14-32 250' PS (125' LT & RT OF CENTERLINE)
RUNWAY 5-23 1000' PS (500' LT & RT OF CENTERLINE)



FLASHER BARRICADE DETAIL (IDOT TYPE 2)

NOT TO SCALE

NOTES

1. FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
3. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
4. PLACE AT FIVE (5') INTERVALS.
5. ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE AIRPORT MANAGER.
7. BARRICADES PLACED TO BLOCK ACCESS BY VEHICLES ON EXISTING ROADS SHALL ALSO HAVE A ROPE/CABLE STRUNG BETWEEN BARRICADES. THE ROPE/CABLE WILL ALSO HAVE RIBBON STRUNG FROM IT TO INCRESE VISIBILITY OF ROPE/CABLE.
8. BARRICADES PLACED TO BLOCK ACCESS BY VEHICLES ON EXISTING ROADS SHALL HAVE AT LEAST ONE (1) R11-2 SIGN ATTACHED TO A CENTER BARRICADE.

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE TAXIWAY SITE DUE TO ADJACENT BUILDING CONSTRUCTION

- GATE ACCESS CONTROL CONTRACTOR
- REHABILITATE AIRFIELD LIGHTING - PHASE 1 AND 2

GROUND CONTROL FREQUENCY: 121.65 MHz

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

CONSTRUCTION ACTIVITY PLAN NOTES - 2

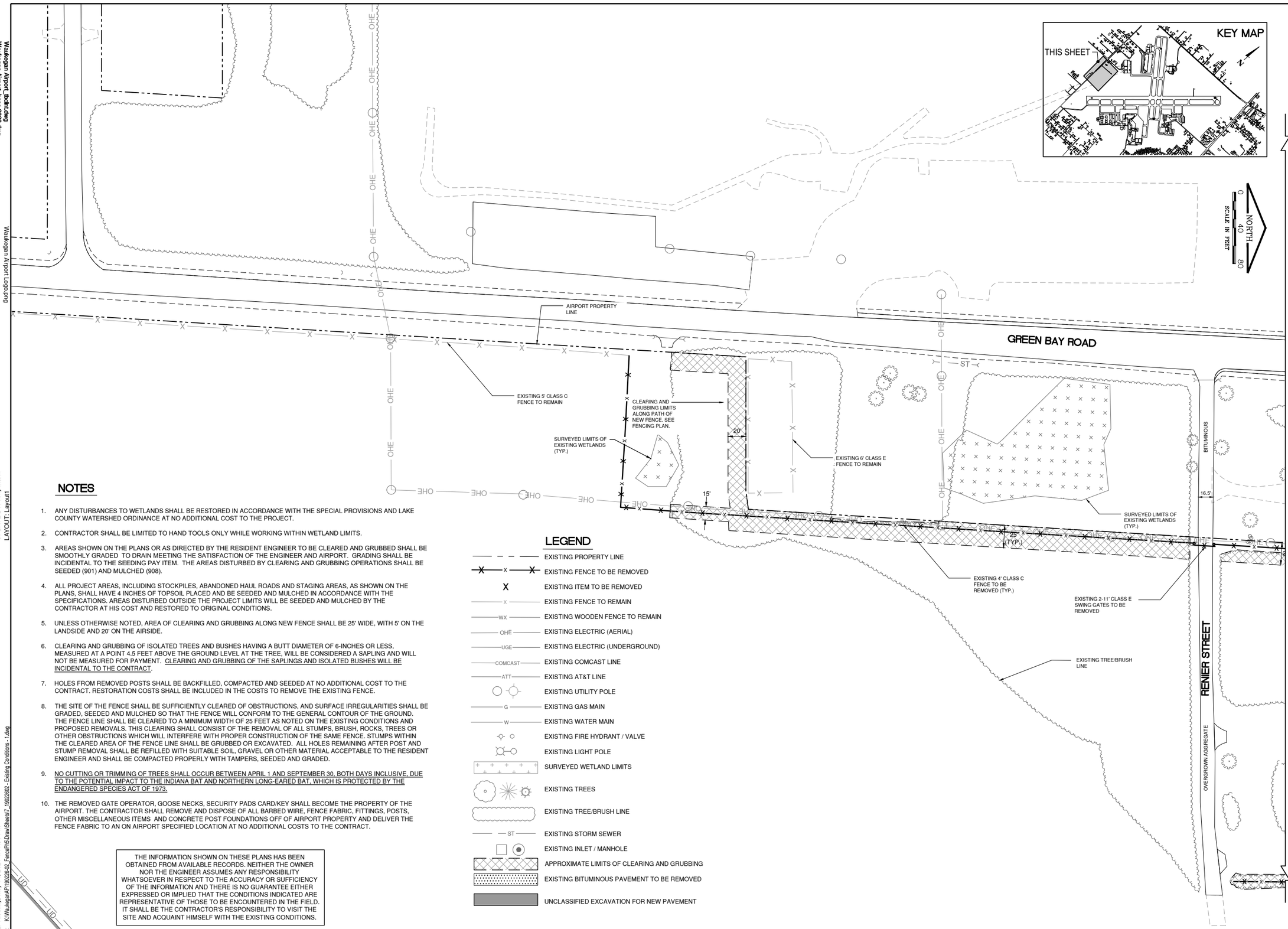
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 6 OF 23 SHEETS



NOTES

1. ANY DISTURBANCES TO WETLANDS SHALL BE RESTORED IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND LAKE COUNTY WATERSHED ORDINANCE AT NO ADDITIONAL COST TO THE PROJECT.
2. CONTRACTOR SHALL BE LIMITED TO HAND TOOLS ONLY WHILE WORKING WITHIN WETLAND LIMITS.
3. AREAS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER TO BE CLEARED AND GRUBBED SHALL BE SMOOTHLY GRADED TO DRAIN MEETING THE SATISFACTION OF THE ENGINEER AND AIRPORT. GRADING SHALL BE INCIDENTAL TO THE SEEDING PAY ITEM. THE AREAS DISTURBED BY CLEARING AND GRUBBING OPERATIONS SHALL BE SEEDED (901) AND MULCHED (908).
4. ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS, SHALL HAVE 4 INCHES OF TOPSOIL PLACED AND BE SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND MULCHED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
5. UNLESS OTHERWISE NOTED, AREA OF CLEARING AND GRUBBING ALONG NEW FENCE SHALL BE 25' WIDE, WITH 5' ON THE LANDSIDE AND 20' ON THE AIRSIDE.
6. CLEARING AND GRUBBING OF ISOLATED TREES AND BUSHES HAVING A BUTT DIAMETER OF 6-INCHES OR LESS, MEASURED AT A POINT 4.5 FEET ABOVE THE GROUND LEVEL AT THE TREE, WILL BE CONSIDERED A SAPLING AND WILL NOT BE MEASURED FOR PAYMENT. CLEARING AND GRUBBING OF THE SAPLINGS AND ISOLATED BUSHES WILL BE INCIDENTAL TO THE CONTRACT.
7. HOLES FROM REMOVED POSTS SHALL BE BACKFILLED, COMPACTED AND SEEDED AT NO ADDITIONAL COST TO THE CONTRACT. RESTORATION COSTS SHALL BE INCLUDED IN THE COSTS TO REMOVE THE EXISTING FENCE.
8. THE SITE OF THE FENCE SHALL BE SUFFICIENTLY CLEARED OF OBSTRUCTIONS, AND SURFACE IRREGULARITIES SHALL BE GRADED, SEEDED AND MULCHED SO THAT THE FENCE WILL CONFORM TO THE GENERAL CONTOUR OF THE GROUND. THE FENCE LINE SHALL BE CLEARED TO A MINIMUM WIDTH OF 25 FEET AS NOTED ON THE EXISTING CONDITIONS AND PROPOSED REMOVALS. THIS CLEARING SHALL CONSIST OF THE REMOVAL OF ALL STUMPS, BRUSH, ROCKS, TREES OR OTHER OBSTRUCTIONS WHICH WILL INTERFERE WITH PROPER CONSTRUCTION OF THE SAME FENCE. STUMPS WITHIN THE CLEARED AREA OF THE FENCE LINE SHALL BE GRUBBED OR EXCAVATED. ALL HOLES REMAINING AFTER POST AND STUMP REMOVAL SHALL BE REFILLED WITH SUITABLE SOIL, GRAVEL OR OTHER MATERIAL ACCEPTABLE TO THE RESIDENT ENGINEER AND SHALL BE COMPACTED PROPERLY WITH TAMPERS, SEEDED AND GRADED.
9. NO CUTTING OR TRIMMING OF TREES SHALL OCCUR BETWEEN APRIL 1 AND SEPTEMBER 30, BOTH DAYS INCLUSIVE, DUE TO THE POTENTIAL IMPACT TO THE INDIANA BAT AND NORTHERN LONG-EARED BAT, WHICH IS PROTECTED BY THE ENDANGERED SPECIES ACT OF 1973.
10. THE REMOVED GATE OPERATOR, GOOSE NECKS, SECURITY PADS CARD/KEY SHALL BECOME THE PROPERTY OF THE AIRPORT. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL BARBED WIRE, FENCE FABRIC, FITTINGS, POSTS, OTHER MISCELLANEOUS ITEMS AND CONCRETE POST FOUNDATIONS OFF OF AIRPORT PROPERTY AND DELIVER THE FENCE FABRIC TO AN ON AIRPORT SPECIFIED LOCATION AT NO ADDITIONAL COSTS TO THE CONTRACT.

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

LEGEND

- EXISTING PROPERTY LINE
- EXISTING FENCE TO BE REMOVED
- X EXISTING ITEM TO BE REMOVED
- EXISTING FENCE TO REMAIN
- WX EXISTING WOODEN FENCE TO REMAIN
- OHE EXISTING ELECTRIC (AERIAL)
- UGE EXISTING ELECTRIC (UNDERGROUND)
- COMCAST EXISTING COMCAST LINE
- ATT EXISTING AT&T LINE
- EXISTING UTILITY POLE
- G EXISTING GAS MAIN
- W EXISTING WATER MAIN
- EXISTING FIRE HYDRANT / VALVE
- EXISTING LIGHT POLE
- SURVEYED WETLAND LIMITS
- EXISTING TREES
- EXISTING TREE/BRUSH LINE
- ST EXISTING STORM SEWER
- EXISTING INLET / MANHOLE
- APPROXIMATE LIMITS OF CLEARING AND GRUBBING
- EXISTING BITUMINOUS PAVEMENT TO BE REMOVED
- UNCLASSIFIED EXCAVATION FOR NEW PAVEMENT

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS		
NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

EXISTING CONDITIONS AND PROPOSED REMOVALS - 1

CMT
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CONSULTING ENGINEERS
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WAUKEGAN NATIONAL AIRPORT

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DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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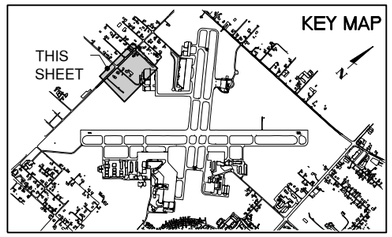
SHEET 7 OF 23 SHEETS

UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:11:39 PM
FILE: K:\Waukegan\AP\190226-02 FencePh5\Draw\Sheets\7 190226-02 - Existing Conditions - 1.dwg



GREEN BAY ROAD

ST

NORTH

SCALE IN FEET

0 40 80

AIRPORT PROPERTY LINE

MATCHLINE – SEE EXISTING CONDITIONS – 1

EXISTING 4' CLASS C FENCE TO BE REMOVED (TYP.)

BIT.

EXISTING TREE TO BE REMOVED

CLEARING AND GRUBBING LIMITS ALONG PATH OF NEW FENCE. SEE FENCING PLAN.

25'

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

BEACH ROAD

BITUMINOUS

EXISTING POWER RACK WITH METER TO REMAIN AND SHALL BE DONNECTED TO NEW GATE OPERATOR

EXISTING TELEPHONE GATE ENTRY PEDESTAL BOLLARDS TO BE REMOVED AND SALVAGED

EXISTING CLASS C FENCE TO BE REMOVED

EXISTING CABLE TO BE REMOVED, EXISTING CONDUIT TO BE ABANDONED

EXISTING GATE OPERATOR TO BE REMOVED AND SALVAGED

22'

EXISTING 20' CLASS E ELECTRIC SLIDE GATE TO BE REMOVED. EXISTING STOP AND WARNING SIGNS TO BE SALVAGED AND RELOCATED TO NEW GATE, COST INCIDENTAL TO GATE REMOVAL

EXISTING TREE/BRUSH LINE (TYP.)

CLEARING AND GRUBBING LIMITS ALONG PATH OF NEW FENCE. SEE FENCING PLAN.

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

CLEARING AND GRUBBING LIMITS ALONG PATH OF NEW FENCE. SEE FENCING PLAN.

25' (TYP.)

30'

EXISTING CLASS C FENCE TO BE REMOVED (TYP.)

EXISTING 6' WOODEN FENCE TO BE REMOVED (SHALL BE PAID FOR AS CLASS C FENCE REMOVAL)

HART STREET

EXISTING TREE TO BE REMOVED

EXISTING TREE TO BE REMOVED

AGGREGATE

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

SEE "EXISTING CONDITIONS AND PROPOSED REMOVALS - 1" FOR LEGEND

MATCHLINE – SEE EXISTING CONDITIONS – 3

WETLAND NOTES

1. CONTRACTOR SHALL TAKE CARE TO MINIMIZE DISTURBANCES WITHIN THE WETLAND. WORK SHALL BE DONE IN WETLAND AREAS DURING DRY PERIODS.
2. CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER PRIOR TO ANY WORK WITHIN THE WETLANDS PROTECTIVE FENCING. SEE LANDSCAPING AND EROSION CONTROL SHEETS FOR PROTECTIVE FENCING LOCATION.
3. IN ORDER TO MINIMIZE POTENTIAL TEMPORARY WETLAND IMPACTS CAUSED BY THE CLASS C FENCE REMOVAL, CONTRACTOR SHALL BE RESTRICTED TO REMOVAL OF STEEL U-CHANNEL POSTS (CLAD C FENCE) BY HAND ONLY, WHILE WORKING WITHIN WETLAND AREAS. NO MECHANIZED MEANS WILL BE ALLOWED.
4. ANY SOILS DISTURBED, LIFTED OR REMAINING ATTACHED TO THE POST WHEN DURING THE REMOVAL PROCESS WILL BE PLACED BACK INTO THE FENCE POST HOLE AND LIGHTLY TAMPED BY FOOT.
5. CONTRACTOR SHALL BE RESTRICTED TO HAND TOOLS ONLY WHILE WORKING WITHIN WETLAND AREAS.
6. ANY CONCRETE FOUNDATIONS ENCOUNTERED WITHIN THE WETLAND SHALL REMAIN IN PLACE. THE FENCE POST SHALL BE CUT FLUSH TO THE FOUNDATION AND DISPOSED OF OFF AIRPORT PROPERTY AT NO ADDITIONAL COST TO THE CONTRACT.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS		
NUMBER	BY	DATE

0 1 2
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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

EXISTING CONDITIONS AND PROPOSED REMOVALS - 2

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WAUKEGAN NATIONAL AIRPORT

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APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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SHEET 8 OF 23 SHEETS

Waukegan Airport_blcklt.dwg
Waukegan Airport_base 2020.dwg
Waukegan Airport_base_utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Tony Marin
LAYOUT: Layout1

DATE: Tuesday, May 11, 2021 4:12:06 PM
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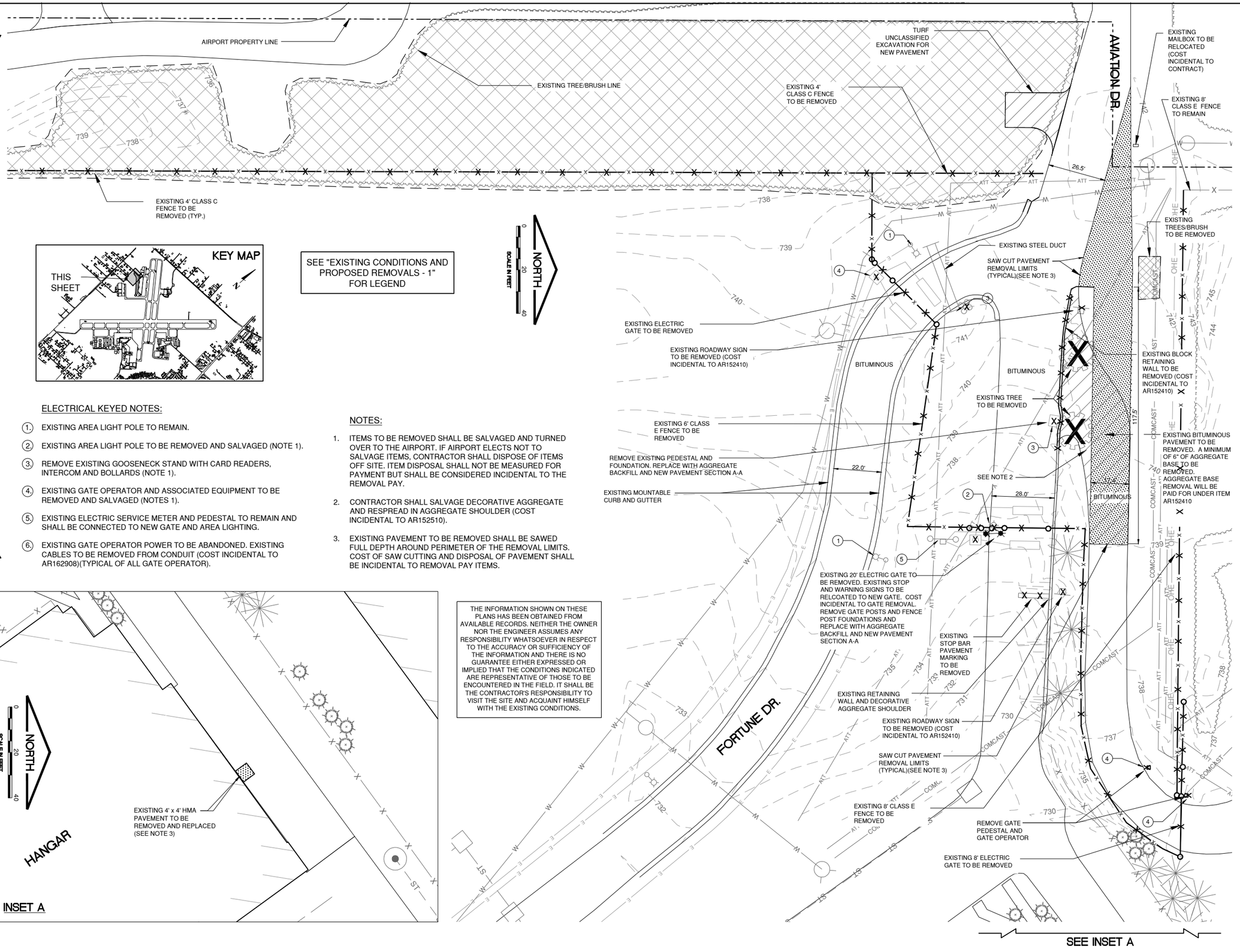

SEE "EXISTING CONDITIONS AND PROPOSED REMOVALS - 1" FOR LEGEND

ELECTRICAL KEYED NOTES:

1. EXISTING AREA LIGHT POLE TO REMAIN.
2. EXISTING AREA LIGHT POLE TO BE REMOVED AND SALVAGED (NOTE 1).
3. REMOVE EXISTING GOOSENECK STAND WITH CARD READERS, INTERCOM AND BOLLARDS (NOTE 1).
4. EXISTING GATE OPERATOR AND ASSOCIATED EQUIPMENT TO BE REMOVED AND SALVAGED (NOTES 1).
5. EXISTING ELECTRIC SERVICE METER AND PEDESTAL TO REMAIN AND SHALL BE CONNECTED TO NEW GATE AND AREA LIGHTING.
6. EXISTING GATE OPERATOR POWER TO BE ABANDONED. EXISTING CABLES TO BE REMOVED FROM CONDUIT (COST INCIDENTAL TO AR162908)(TYPICAL OF ALL GATE OPERATOR).

NOTES:

1. ITEMS TO BE REMOVED SHALL BE SALVAGED AND TURNED OVER TO THE AIRPORT. IF AIRPORT ELECTS NOT TO SALVAGE ITEMS, CONTRACTOR SHALL DISPOSE OF ITEMS OFF SITE. ITEM DISPOSAL SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL PAY.
2. CONTRACTOR SHALL SALVAGE DECORATIVE AGGREGATE AND RESPREAD IN AGGREGATE SHOULDER (COST INCIDENTAL TO AR152510).
3. EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAW CUTTING AND DISPOSAL OF PAVEMENT SHALL BE INCIDENTAL TO REMOVAL PAY ITEMS.

INSET A

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IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

EXISTING CONDITIONS AND PROPOSED REMOVALS - 3

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WAUKEGAN NATIONAL AIRPORT

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DRAWN BY:	AM
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APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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SHEET 9 OF 23 SHEETS

UPDATE BY: Tony Mayhan
LAYOUT: Layout2
DATE: Tuesday, May 11, 2021 5:08:45 PM
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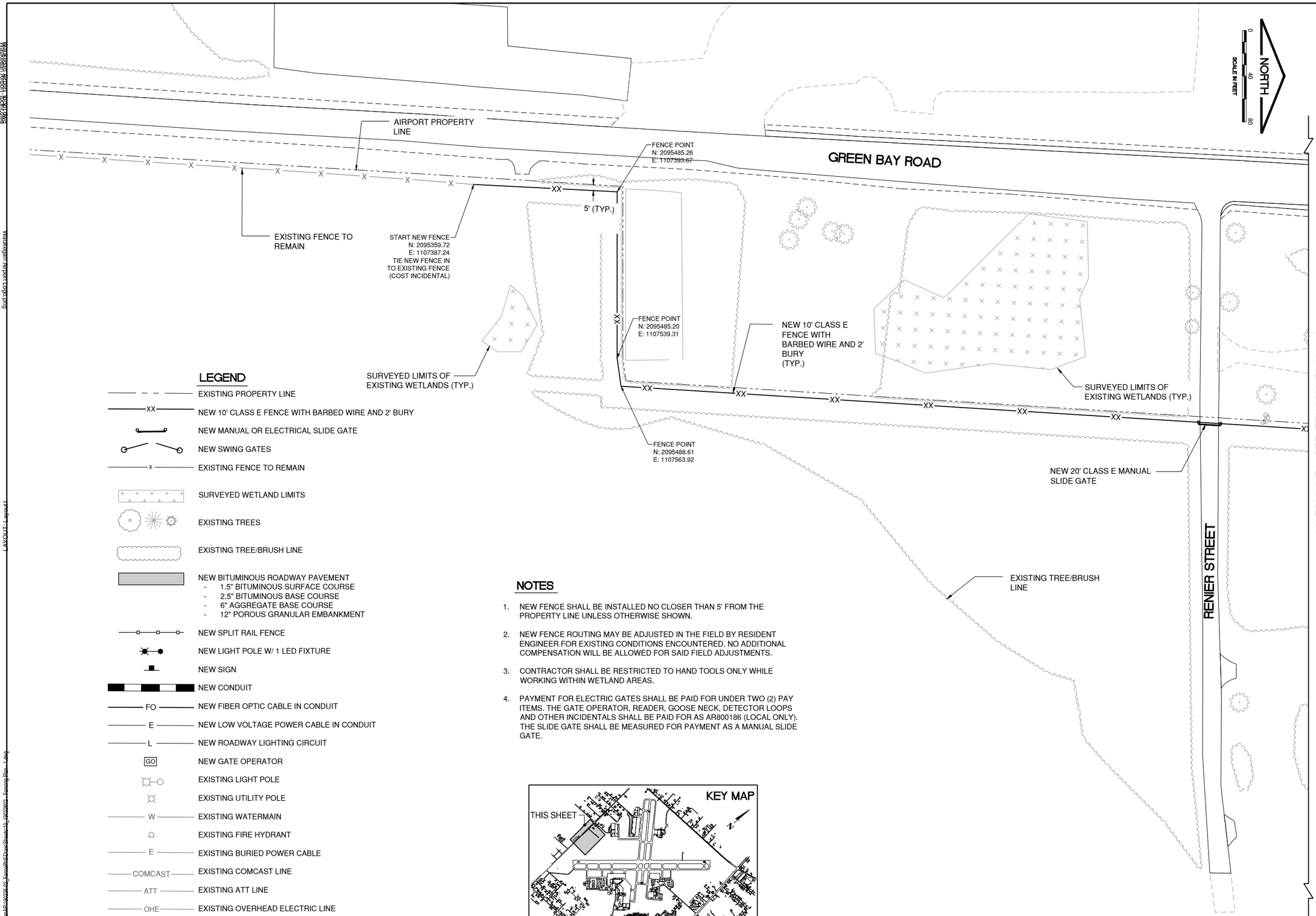

LEGEND

- EXISTING PROPERTY LINE
- NEW 10' CLASS E FENCE WITH BARBED WIRE AND 2' BURY
- NEW MANUAL OR ELECTRICAL SLIDE GATE
- NEW SWING GATES
- EXISTING FENCE TO REMAIN
- SURVEYED WETLAND LIMITS
- EXISTING TREES
- EXISTING TREE/BRUSH LINE
- NEW BITUMINOUS ROADWAY PAVEMENT
  - 1.5" BITUMINOUS SURFACE COURSE
  - 2.5" BITUMINOUS BASE COURSE
  - 6" AGGREGATE BASE COURSE
  - 12" POROUS GRANULAR EMBANKMENT
- NEW SPLIT RAIL FENCE
- NEW LIGHT POLE W/ 1 LED FIXTURE
- NEW SIGN
- NEW CONDUIT
- FO — NEW FIBER OPTIC CABLE IN CONDUIT
- E — NEW LOW VOLTAGE POWER CABLE IN CONDUIT
- L — NEW ROADWAY LIGHTING CIRCUIT
- GO — NEW GATE OPERATOR
- EXISTING LIGHT POLE
- EXISTING UTILITY POLE
- W — EXISTING WATERMAIN
- EXISTING FIRE HYDRANT
- E — EXISTING BURIED POWER CABLE
- COMCAST — EXISTING COMCAST LINE
- ATT — EXISTING ATT LINE
- OHE — EXISTING OVERHEAD ELECTRIC LINE
- ST — EXISTING STORM SEWER

NOTES

1. NEW FENCE SHALL BE INSTALLED NO CLOSER THAN 5' FROM THE PROPERTY LINE UNLESS OTHERWISE SHOWN.
2. NEW FENCE ROUTING MAY BE ADJUSTED IN THE FIELD BY RESIDENT ENGINEER FOR EXISTING CONDITIONS ENCOUNTERED. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR SAID FIELD ADJUSTMENTS.
3. CONTRACTOR SHALL BE RESTRICTED TO HAND TOOLS ONLY WHILE WORKING WITHIN WETLAND AREAS.
4. PAYMENT FOR ELECTRIC GATES SHALL BE PAID FOR UNDER TWO (2) PAY ITEMS. THE GATE OPERATOR, READER, GOOSE NECK, DETECTOR LOOPS AND OTHER INCIDENTALS SHALL BE PAID FOR AS AR800186 (LOCAL ONLY). THE SLIDE GATE SHALL BE MEASURED FOR PAYMENT AS A MANUAL SLIDE GATE.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

FENCING PLAN - 1

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APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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SHEET 10 OF 23 SHEETS

Waukegan Airport_blckfrt.dwg
Waukegan Airport_base 2020.dwg
Waukegan Airport_base_utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Tony Marin
LAYOUT: Layout1

DATE: Tuesday, May 11, 2021 4:19:29 PM
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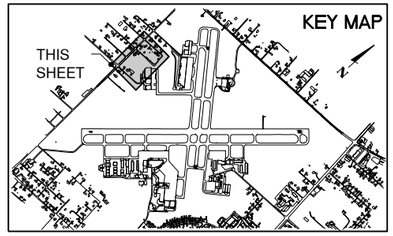

GREEN BAY ROAD

BEACH ROAD

HART STREET

NORTH

SCALE IN FEET 0 40 80

MATCHLINE - SEE FENCING PLAN - 1

MATCHLINE - SEE FENCING PLAN - 3

FENCE POINT
N: 2096221.62
E: 1107609.68

5'
(TYP.)

FENCE POINT
N: 2096562.35
E: 1107631.25

AIRPORT
PROPERTY LINE

FENCE POINT
N: 2097019.27
E: 1107660.63

NEW 10' CLASS E FENCE
WITH BARBED WIRE AND
2' BURY
(TYP.)

EXISTING
TREE/BRUSH LINE
(TYP.)

SURVEYED LIMITS
OF EXISTING
WETLANDS (TYP.)

FENCE POINT
N: 2097019.59
E: 1107741.13

NEW 20' CLASS E
MANUAL SLIDE
GATE

FENCE POINT
N: 2097196.40
E: 1107741.34

FENCE POINT
N: 2096222.03
E: 1107803.36

EXISTING POWER
RACK CONNECT
NEW GATE POWER

NEW NEW CARD READER AND GATE
CONTROL CABLE (AS REQUIRED BY
GATE MANUFACTURER) IN 1" PVC
SCH. 80 CONDUIT DIRECTIONALLY
BORED. (LOCAL ONLY)

NEW 2 #10 XLP-USE,
1 #10 GND. IN 1" PVC 1"
PVC SCH.80 CONDUIT
(LOCAL ONLY)

NEW CARD READER
MOUNTED ON GOOSENECK
STAND. (COST INCIDENTAL
TO AR800186)

NEW CARD READER AND GATE
CONTROL CABLE (AS REQUIRED BY
GATE MANUFACTURER) IN 1" PVC
SCH.80 CONDUIT (LOCAL ONLY)

FENCE POINT
N: 2096353.06
E: 1107977.84

NEW GATE OPERATOR, 1 HP, 240 VAC
(LOCAL ONLY)

NEW 24' ELECTRIC
SLIDE GATE
(SEE NOTE 4)

FENCE POINT
N: 2097196.05
E: 1108101.48

SEE "FENCING PLAN - 1"
FOR LEGEND AND NOTES

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

FENCING PLAN - 2

CMT
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WAUKEGAN NATIONAL AIRPORT

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APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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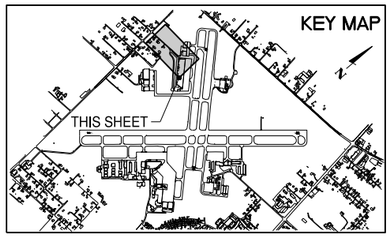
SHEET 11 OF 23 SHEETS

MATCHLINE - SEE FENCING PLAN - 2

AIRPORT PROPERTY LINE

EXISTING TREE/BRUSH LINE



SEE MISCELANEOUS DETAILS SHEET FOR TYPICAL SECTIONS

NOTES:

1. CONTRACTOR SHALL INSTALL NEW 60A, 240V, 2-POLE CIRCUIT BREAKER IN EXISTING UTILITY METER DISTRIBUTION PANEL FOR NEW POWER PANEL.
2. ACCESS CONTROL SYSTEM SHALL BE PROVIDED BY OTHERS AND INCLUDE (3) CARD READERS, (3) INTERCOMS, ACCESS CONTROLLER, CAMERAS AND ALL CABLING REQUIRED FOR A COMPLETE AND OPERATIONAL SYSTEM.
3. ALL CONDUITS UNDER PAVEMENT SHALL BE DIRECTIONAL BORED (SEE DETAIL).

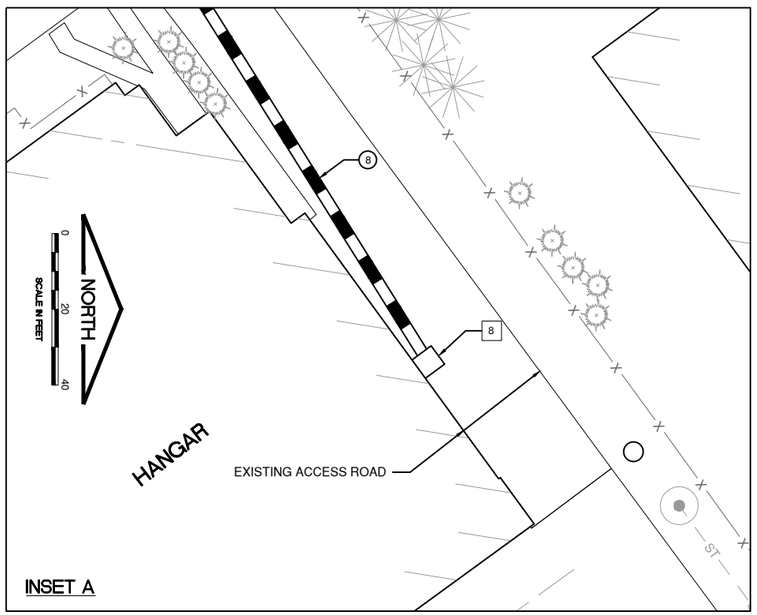
EQUIPMENT NOMENCLATURE:

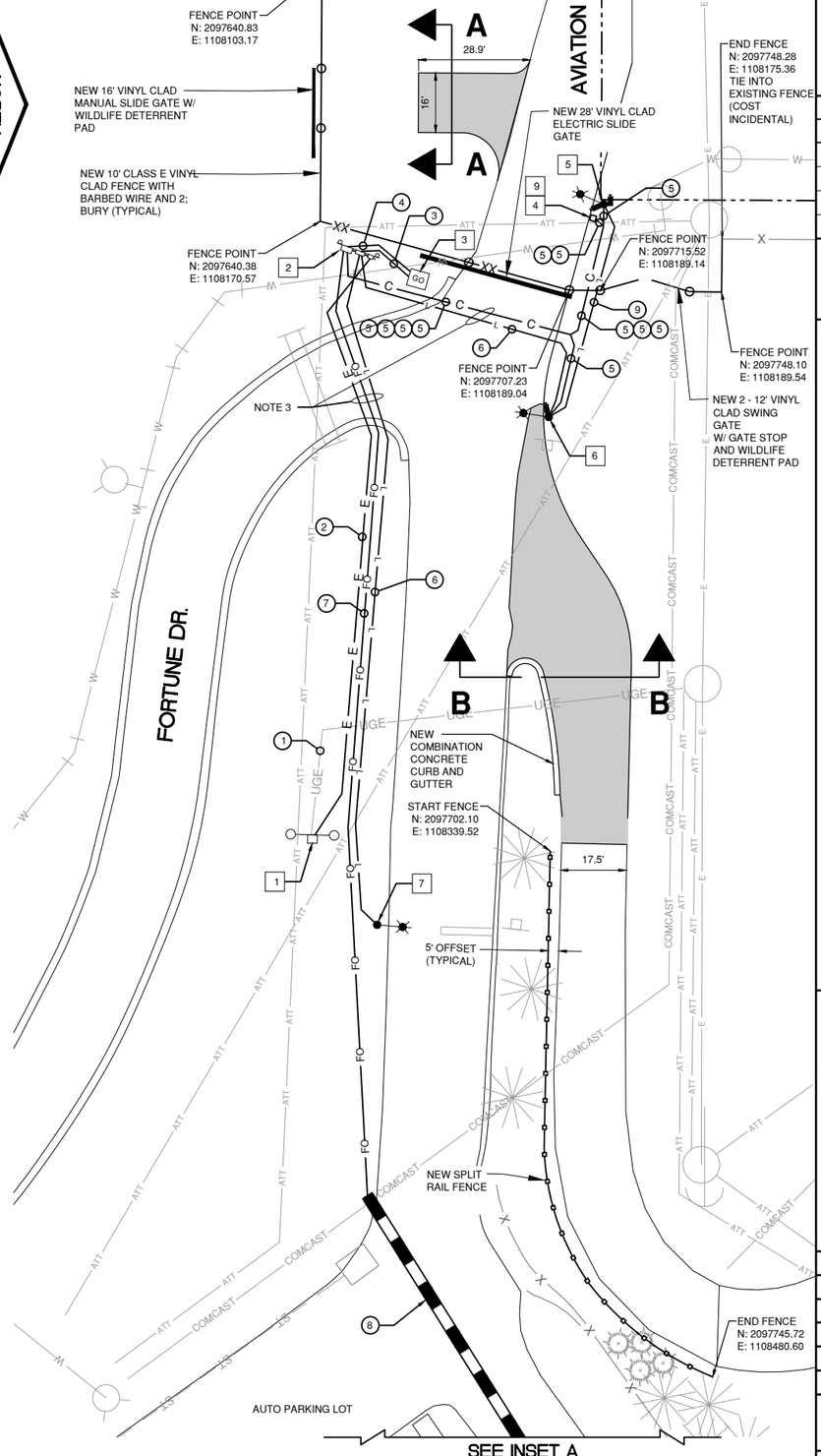
1. EXISTING UTILITY METER WITH CIRCUIT BREAKER PANEL ON UNISTRUT FRAME. (NOTE 1)
2. [60A, 240V, 2P DISCONNECT], [60A, 120/240V, 18CKT, POWER PANEL], AND ACCESS CONTROL PANEL MOUNTED ON UNISTRUT FRAME. (LOCAL ONLY) (NOTE 2)
3. ELECTRIC GATE OPERATOR ON NEW FOUNDATION. (LOCAL ONLY)
4. 3 CARD READERS AND (3) INTERCOMS (BY OTHERS) MOUNTED ON NEW GOOSENECK STAND WITH WEATHER SHIELD. (LOCAL ONLY)
5. 30FT ALUMINUM LIGHT POLE WITH 3FT MAST ARM & LED LUMINAIRE WITH TWO CAMERAS. CAMERAS PROVIDED BY OTHERS. (NOTE 2)(LOCAL ONLY)
6. 30FT ALUMINUM LIGHT POLE WITH 3FT MAST ARM & LED LUMINAIRE WITH ONE CAMERA. CAMERA TO BE INSTALLED BY OTHERS. (NOTE 2)
7. 30FT ALUMINUM LIGHT POLE WITH 3FT MAST ARM & LED LUMINAIRE.
8. UNDERGROUND CONDUIT TRANSITION TO ABOVE GRADE.
9. CARD READER MOUNTED ON GOOSENECK STAND (LOCAL ONLY).

CABLE/CONDUIT NOMENCLATURE:

1. EXISTING UNDERGROUND UTILITY SERVICE CABLE/CONDUIT.
2. 3-#4 (600V,XLP-USE), 1 #8 GND, IN 1-1/2" PVC SCH 80 CONDUIT. (LOCAL ONLY)
3. 2-#10 (600V,XLP-USE), #10 GND. IN 1" PVC SCH. 80 CONDUIT FOR GATE POWER. (LOCAL ONLY)
4. 4-#12 (600V,XLP-USE), #12 GND. IN 1" PVC SCH. 80 CONDUIT FOR GATE CONTROLS. (LOCAL ONLY)
5. 1" PVC SCH. 80 CONDUITS WITH PULL STRING FOR CAMERAS, CARD READERS & INTERCOMS. (LOCAL ONLY) (CABLES PROVIDED BY OTHERS)
6. 2-#10 (600V,XLP-USE), #10 GND. IN 1" PVC SCH. 80 CONDUIT (LIGHTING CIRCUIT).
7. SINGLE MODE, 12-STRAND FIBER OPTIC CABLE IN 1-1/2" PVC SCH. 80 CONDUIT, DIRECT BURY (LOCAL ONLY).
8. SINGLE MODE, 12-STRAND FIBER OPTIC CABLE IN 1-1/2" PVC SCH. 80 CONDUIT, DIRECTIONAL BORE. (LOCAL ONLY)
9. 2-#10 (600V,XLP-USE), #10 GND. IN 1" PVC SCH. 80 CONDUIT (LOCAL ONLY).

SEE "FENCING PLAN - 1" FOR LEGEND





IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

FENCING PLAN - 3 AND ELECTRICAL PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

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APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

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SHEET 12 OF 23 SHEETS

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Waukegan Airport_bcnfr.dwg
Waukegan Airport_base_utilities 2020.dwg
Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout2
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Waukegan Airport Logo.png

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LAYOUT: Layout1

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GREEN BAY ROAD

SCALE IN FEET
0
40
80
NORTH

12' OFFSET

30'

20'

20'

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

IDOT CLASS 4A SEEDING (SEE NOTE 6)

IDOT AERONAUTICS SEEDING (SEE NOTE 6)

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

SEEDING AND LIGHT-DUTY MULCHING WITHIN LIMITS OF CLEARING AND GRUBBING (TYP.)

16.5'

EXISTING TREE/BRUSH LINE

RENIER STREET

MATCHLINE - SEE LANDSCAPING AND EROSION CONTROL PLAN - 2

KEY MAP

THIS SHEET

LEGEND

- EXISTING PROPERTY LINE
- EXISTING FENCE TO BE REMOVED
- NEW 10' CLASS E FENCE WITH BARBED WIRE AND 2' BURY
- TEMPORARY 4' CONSTRUCTION FENCE (SEE NOTE 8)
- EXISTING FENCE TO REMAIN
- EXISTING WOODEN FENCE TO REMAIN
- SURVEYED WETLAND LIMITS
- EXISTING TREES
- EXISTING TREE/BRUSH LINE
- EXISTING STORM SEWER
- EXISTING INLET / MANHOLE
- NEW SEEDING AND HYDRAULIC MULCHING
- NEW SEEDING AND EROSION CONTROL BLANKET
- NEW INLET PROTECTION

NOTES

1. ALL STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS, SHALL HAVE 4 INCHES OF TOPSOIL PLACED AND BE SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND MULCHED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
2. TEMPORARY SEEDING (156) SHALL BE PAID FOR ONLY WHEN NEEDED FOR WINTERIZATION OF THE SITE AT THE LOCATIONS NOTED BY THE ENGINEER. ALL OTHER APPLICATIONS OF TEMPORARY SEED NEEDED FOR COMPLIANCE FOR THE NPDES PERMIT SHALL BE INCIDENTAL TO THE CONTRACT.
3. AREAS SHOWN FOR CLEARING AND GRUBBING SHALL BE GRADED TO DRAIN AND RECEIVE SEEDING AND LIGHT DUTY HYDRAULIC MULCH.
4. SEEDING AND MULCHING OF CLEARED AND GRUBBED AREAS SHALL BE MEASURED FOR PAYMENT. SEEDING AND MULCHING OF ALL OTHER AREAS ALONG THE FENCE LINE SHALL BE INCIDENTAL TO THE CONTRACT UNLESS NOTED OTHERWISE. ANY GRADING NECESSARY TO PROMOTE POSITIVE DRAINAGE WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE INCIDENTAL TO THE CONTRACT
5. TEMPORARY CONSTRUCTION FENCE INSTALLED ADJACENT TO IDENTIFIED WETLANDS SHALL HAVE A SIGN STATING "PROTECTED WETLANDS - NO INTRUSION". ALL WETLAND SIGNS SHALL BE INCIDENTAL TO THE TEMPORARY CONSTRUCTION FENCE PAY ITEM.
6. ALL PERMANENT SEEDING, ELIGIBLE FOR PAYMENT, SHALL BE PAID FOR AS AR901510 SEEDING REGARDLESS OF SEED MIXTURE OR CLASS.
7. CONTRACTOR SHALL INSTALL SILT A FENCE ALONG THE PERIMETER OF THE STAGING/MATERIAL STORAGE AREA. THE SILT FENCE SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. WETLAND PROTECTION SHALL BE INSTALLED CONCURRENTLY WITH CLEARING AND GRUBBING OPERATIONS. NO OTHER WORK MAY COMMENCE UNTIL ALL THE WETLAND PROTECTIONS ARE INSTALLED FOR THE AREA.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

LANDSCAPING AND EROSION CONTROL PLAN - 1

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

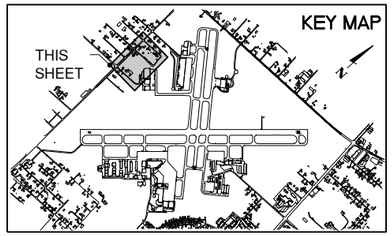
SHEET 13 OF 23 SHEETS

Waukegan Airport_blckfrt.dwg
Waukegan Airport_base 2020.dwg
Waukegan Airport_base_utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Tony Marin
LAYOUT: Layout1

DATE: Tuesday, May 11, 2021 4:21:13 PM
FILE: K:\Waukegan\AP\190226-02_FencePh5\Draw\Sheets\14_19022602 - Landscaping And Erosion - 2.dwg



GREEN BAY ROAD

BEACH ROAD

HART STREET

NORTH
SCALE IN FEET
0
40
80

MATCHLINE – SEE LANDSCAPING AND EROSION CONTROL PLAN - 1

MATCHLINE – SEE LANDSCAPING AND EROSION CONTROL PLAN - 3

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

EXISTING TREE/BRUSH LINE (TYP.)

SURVEYED LIMITS OF EXISTING WETLANDS (TYP.)

LIGHT-DUTY MULCHING AND SEEDING WITHIN LIMITS OF CLEARING AND GRUBBING (TYP.)

NEW INLET PROTECTION

NEW SILT FENCE AT CONTRACTOR STAGING AREA (COST INCIDENTAL TO CONTRACT)

30'

50' (MIN.)

33'

35'

SEE LANDSCAPING AND EROSION CONTROL PLAN - 1 FOR LEGEND AND NOTES

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS		
NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

LANDSCAPING AND EROSION CONTROL PLAN - 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 14 OF 23 SHEETS

Waukegan Airport_bcdrt.dwg
Waukegan Airport_base 2020.dwg
Waukegan Airport_base_utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Tom Tuy Marin
LAYOUT: Layout1

DATE: Tuesday, May 11, 2021 4:22:03 PM
FILE: K:\Waukegan\AP\190226-02_Fence\Ph5\Draw\Sheets\15_190226l2 - Landscaping And Erosion - 3.dwg

MATCHLINE - SEE EXISTING CONDITIONS - 2

AIRPORT PROPERTY LINE

SEE INSET A

SEE LANDSCAPING AND EROSION CONTROL PLAN - 1 FOR LEGEND AND NOTES

KEY MAP

THIS SHEET

POINT	RADIUS	CENTER	POINT	RADIUS	CENTER
1	60'	N: 2097760.30 E: 1108222.23	7	-	N: 2097705.18 E: 1108337.38
2	40'	N: 2097683.83 E: 1108287.84	8	-	N: 2097722.75 E: 1108337.76
3	5'	N: 2097695.41 E: 1108292.74	9	-	N: 2097666.78 E: 1108130.75
4	145'	N: 2097561.31 E: 1108327.37	10	-	N: 2097666.67 E: 1108146.75
5	5'	N: 2097691.88 E: 1108125.92			
6	10'	N: 2097678.35 E: 1108156.82			

NEW 18" END OF ROAD MARKER (OM4-1) (TYPICAL OF 3)

5' (OFFSET)

NEW 24" STOP BAR

NEW STOP SIGN (R1-1), 30" x 30", POST MOUNTED

CONTRACTOR SHALL FURNISH, PLACE AND GRADE TOPSOIL TO DRAIN.

CONTRACTOR SHALL USE SALVAGED DECORATIVE ROCK AND NEW LANDSCAPE FABRIC TO REPAIR AREAS DISTURBED BY CONSTRUCTION (COST INCIDENTAL TO CONTRACT)

NEW INLET PROTECTION

AVIATION DR.

FORTUNE DR.

22.0'

28.0'

17.5'

NEW W1-10E, SIGN POST MOUNTED (36" x 36")

100'

INSET A

INSET B - GRADING PLAN

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

LANDSCAPING AND EROSION CONTROL PLAN - 3
MARKING/SIGNAGE/GRADING PLAN - AVIATION DR.

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
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CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 15 OF 23 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF CONSTRUCTING A NEW 10' SECURITY FENCE WITH A 2' BURIED WILDLIFE FENCING, DRAINAGE, CLEARING AND GRUBBING, INTERSECTION SECTION IMPROVEMENTS AT WAUKEGAN NATIONAL AIRPORT.

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

1. COMPLETE CLEARING AND GRUBBING.
2. INSTALL WETLAND PROTECTION FENCING
3. INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL MEASURES.
4. REMOVE EXISTING FENCE.
5. CONSTRUCT TEMPORARY CONCRETE WASHOUT.
6. INSTALL THE NEW FENCE POSTS AND DETERRENT FENCE EXCAVATION.
7. INSTALL NEW FENCE IMPROVEMENTS.
8. REMOVE EXISTING PAVEMENT.
9. EXCAVATION FOR NEW PAVEMENT.
10. INSTALL UNDERGROUND UTILITIES.
11. CONSTRUCT NEW HMA PAVEMENT.
12. INSTALL NEW GATES
13. COMPLETE ELECTRICAL IMPROVEMENTS.
14. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
15. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND BLANKET.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 8.5 ACRES OF WHICH 3.4 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, CLEARING AND GRUBBING AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION LOCATED IN DES PLANES RIVER WATERSHED. THE SITE DRAINS THROUGH A SERIES OF OVERLAND FLOW ROUTES/STORM SEWER INTO THE SUBURBAN COUNTRY CLUB TRIBUTARY THAT OUTLET INTO ULTIMATELY THE DES PLAINES RIVER.

SEDIMENTATION AND EROSION CONTROL NOTES

THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE RESIDENT ENGINEER.

ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL, UNLESS OTHERWISE STATED.

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

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

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

1. WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
3. AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
   A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
   B. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.
4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
5. SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.
6. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

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

CONTRACTORS

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

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

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

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: WAUKEGAN NATIONAL AIRPORT MARKED: CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

SECTION: 31 PROJECT NUMBER: UGN-4848

COUNTY: LAKE CONTRACT NUMBER: 3-17-SBGP-156/152

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

SIGNATURE:_____ DATE:_____

PRINTED NAME:_____ TITLE:_____

NAME OF FIRM:_____

STREET ADDRESS:_____

CITY, STATE, ZIP:_____

PHONE NUMBER:_____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

ADDITIONAL NOTES

1. PRIOR TO COMMENCING DEWATERING ACTIVITIES AND LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND INCLUSION INTO SWPPP.
2. DURING DEWATERING OPERATION, WATER SHALL BE PUMPED FROM A SUMP PIT INTO SEDIMENT BASINS OR SILT TRAPS OR OTHER APPROVED BMP. COSTS OF SUMP PITS, SEDIMENT BASINS AND SILT TRAPS AND OTHER BMP ARE INCIDENTAL TO THE DEWATERING PAY ITEM. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
3. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL CURRENT EDITION FOUND AT ILLINOISMANUAL.ORG.
4. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. TEMPORARY SEEDING (156) SHALL BE PAID FOR ONLY WHEN NEEDED FOR WINTERIZATION OF THE SITE AT THE LOCATIONS NOTED BY THE ENGINEER. ALL OTHER APPLICATIONS OF TEMPORARY SEED NEEDED FOR COMPLIANCE FOR THE NPDES PERMIT SHALL BE INCIDENTAL TO THE CONTRACT.

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:

- UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
- AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA 1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. 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.

E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.

F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.

G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.

H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURESAS APPROVED BY THE ENFORCEMENT OFFICER.

I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.

J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.

K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.

L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.

M. 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.

N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

STORMWATER POLLUTION PREVENTION PLAN

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 16 OF 23 SHEETS

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Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:22:13 PM
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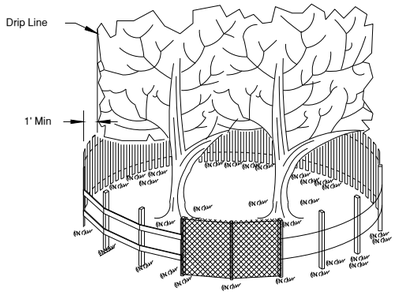
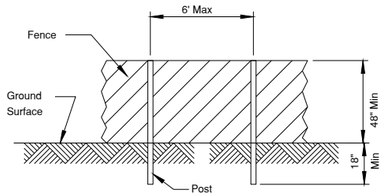


SIDE VIEW



POST AND FENCE DETAIL

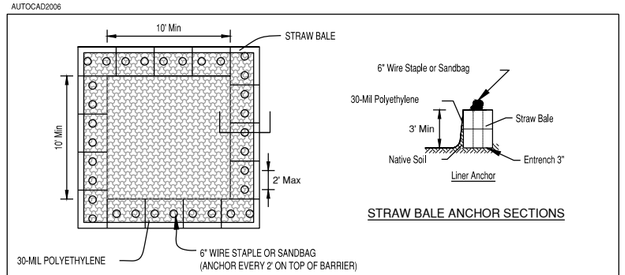
TREE TRUNK PROTECTION DETAIL

NOT TO SCALE

NOTES:

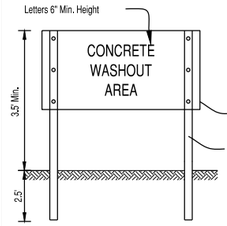
1. THE FENCE SHALL BE LOCATED A MINIMUM OF 1 FOOT OUTSIDE THE DRIP LINE OF THE TREE TO BE SAVED AND IN NO CASE CLOSER THAN 5 FEET TO THE TRUNK OF ANY TREE.
2. FENCE POSTS SHALL BE EITHER STANDARD STEEL POSTS OR WOOD POSTS WITH A MINIMUM CROSS SECTIONAL AREA OF 3.0 SQ. IN.
3. THE FENCE MAY BE EITHER 40" HIGH SNOW FENCE, 40" PLASTIC WEB FENCING OR ANY OTHER MATERIAL AS APPROVED BY THE ENGINEER/INSPECTOR.
4. TREE TRUNK PROTECTION SHALL BE MEASURED AND PAID AS ITEM AR163000.

AUTOCAD2006



STRAW BALE ANCHOR SECTIONS

PLAN VIEW

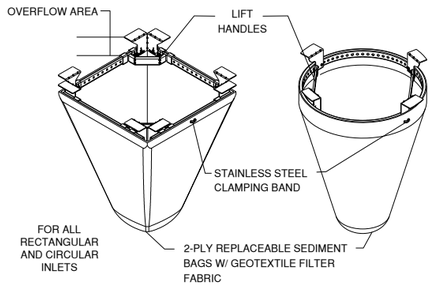


SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.
3. The contractor may propose alternate configurations/materials or a pre-fabricated washout container for approval by the resident engineer at no additional cost to the project.
4. The construction, maintenance, materials, removals, labor and all other incidentals necessary to construct the washout facility will not be measured for payment but will be considered incidental to the contract.

1" = 1 inch	ISSUED	TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

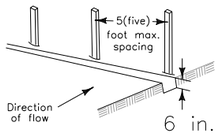


INLET PROTECTION - SILT BASKET (PAVEMENT AND TURF)

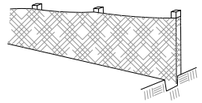
NOTES

1. CONTRACTOR SHALL CLEAR DEBRIS PER THE MANUFACTURER'S RECOMMENDATIONS BUT NOT LESS THAN WHEN THE CAPACITY FOR SEDIMENT STORAGE HAS BEEN REDUCED BY HALF.
2. FILTER FABRIC SHALL MEET THE MATERIAL REQUIREMENTS OF SPECIFICATION 592, TABLE 1, CLASS 2 OF THE ILLINOIS URBAN MANUAL.

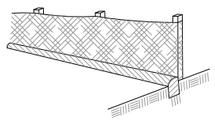
1. Set posts and excavate or slit-trench a 6-inch deep trench upslope along the line of the post



2. Attach the geotextile filter fabric to each post with a minimum of 3 (three) fasteners per post and extend to the bottom of the trench. Acceptable fasteners include staples, zip ties, or wire ties



3. Backfill and compact the excavated spoil materials

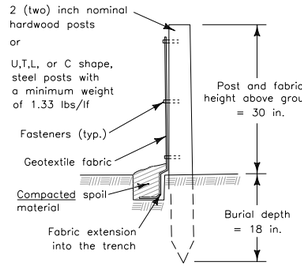


Geotextile Requirement	Test Method	MARV
Grab strength - Machine direction - X-machine direction	ASTM D 4632	550 N 450 N
Permittivity	ASTM D 4491	0.05 sec-1
Apparent opening size*	ASTM D 4751	0.60 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

Note:
Value for apparent opening size represents maximum average roll value.

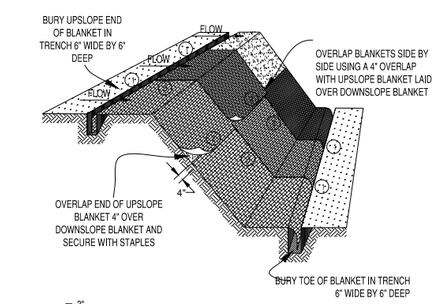
SILT FENCE DETAIL

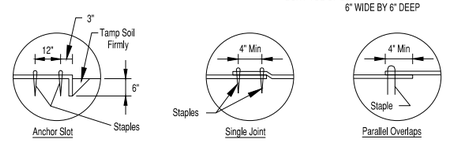
NOT TO SCALE



DEWATERING – FILTRATION BAG NOTES:

1. THE SEDIMENT FILTER BAG SHALL BE SIZED PER MANUFACTURER RECOMMENDATIONS AND BASED ON THE SIZE OF THE PUMP HOWEVER, THE MINIMUM BAG SIZE SHALL BE 10 FEET X 15 FEET WITH A USABLE SURFACE DRAINAGE AREA OF 300 SQUARE FEET (10 X 15 X 2) SIDES, TOP & BOTTOM.
2. THE LARGEST DIAMETER SIZE PUMP HOSE TO BE USED WITH A SEDIMENT FILTRATION BAG IS 4-INCH. MULTIPLE HOSES/PIPES SHALL NOT BE ATTACHED TO A SINGLE FILTRATION BAG INLET SLEEVE.
3. BAG FABRIC SHALL MEET ON OF THE FOLLOWING:
   A. WOVEN GEOTEXTILE SHALL MEET THE MATERIAL SPECIFICATIPONS OF TABLE 1, CLASS 4 OF THE ILLINOIS URBAN MANUAL
   B. NONWOVEN GEOTEXTILE SHALL MET THE MATIERIAL SPECIFICATIONS OF TABLE 2, CLASS I OF THE ILLINOIS URBAN MANUAL EXCEPT IT WILL HAVE A MINIMUM TENSILE STRENGTH OF 200 POUNDS.
4. SEDIMENT FILTRATION BAGS SHALL BE PLACED ON A STABILIZED SURFACE AREA.
5. SEDIMENT FILTRATION BAGS SHALL NOT BE PLACED, WHOLE OR PARTIALLY, WITHIN 50-FEET OF AQUATIC AREAS (WETLANDS, STREAMS, ETC.), OR WATER CONVEYANCE FEATURES (DITCHES, SWALES, ETC.).
6. SEDIMENT FILTRATION BAGS SHALL BE RAISED ABOVE THE SUPPORTING GROUND ON A SURFACE, OR MATERIAL, THAT ALLOWS WATER TO FLOW OUT OF THE BOTTOM OF THE BAG AT THE RESPECTIVE DESIGN DISCHARGE RATE FOR THE SEDIMENT FILTER BAG SELECTED. THE CONTRACTOR MAY PALCE THE BAG ON CELAN OPEN AGGREGATE (6" MINIMUM THICKNESS), STRAW BALES OR OTHER POROUS SURFACE APPROVED BY THE RESIDENT ENGINEER.
7. THE CONSTRUCTION, MAINTENANCE, MATERIALS, REMOVALS AND DISPOSAL AND ALL OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE DEWATERING FACILITY WILL NOT BE MEASURED FOR PAYMENT BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.





DETAIL 1 DETAIL 2 DETAIL 3

NOTES:

1. Wood stakes shall be placed in a diamond pattern at 2 per s.y. for stiched blankets. Non-stiched shall use 4 stakes per s.y. of material. This equates to 200 stakes with stiched blanket and 400 stakes with non-stiched blanket per 100 s.y. of material.
2. Wood stake lengths shall be selected based on soil type and conditions. (minimum stake length is 7")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

1" = 1 inch	ISSUED 05/14/20	EROSION CONTROL BLANKET INSTALLATION DETAILS

SEED TABLE

CLASS - TYPE	SEED MIXTURE	RATE (LB/ACRE)	APPLICATION WINDOW
IDOT AERONAUTICS (PERMANENT SEEDING)	INFERNO TALL FESCUE OR TARHEEL II FESCUE ANNUAL RYEGRASS AUDUBON RED FESCUE RESCUE 911 OR RELIANT IV HARD FESCUE ENDOPHYTIC FESCUE CULTIVAR	60 20 30 30 60	APRIL 1 THRU JUNE 1 AUGUST 1 THRU NOVEMBER 1
IDOT CLASS 4A (PERMANENT SEEDING)	LITTLE BLUE STEM SIDE-OATS GRAMA CANADA WILD RYE PRAIRIE DROPSEED ANNUAL RYEGRASS OATS, SPRING PERENNIAL RYEGRASS	5 5 1 0.5 25 25 15	MAY 15 TO JUNE 30 OCTOBER 15 TO DECEMBER 1
TEMPORARY EROSION CONTROL SEEDING I	OATS	100 LB/ACRE	MARCH 1 THRU JULY 31 *
TEMPORARY EROSION CONTROL SEEDING II	WINTER WHEAT	100 LB/ACRE	AUGUST 1 THRU NOVEMBER 15*

* NOTE: WHEN TEMPORARY SEEDING CAN NOT BE COMPLETED DUE TO APPLICATION WINDOW RESTRICTIONS CONTRACTOR SHALL APPLY A LIGHT-DUTY HYDRAULIC MULCH (1000 LB/ACRE MINIMUM) IN ITS PLACE. CONTRACTOR SHALL REAPPLY HYDRAULIC MULCH, AS NECESSARY, TO MINIMIZE EROSION (COST INCIDENTAL TO TEMPORARY SEEDING).

MULCH TYPE

LIGHT-DUTY HYDRAULIC	APPLIED PER MANUFACTURER'S RECOMMENDATION (2000 LB/ACRE MINIMUM)
EROSION CONTROL BLANKET	80% WOOD EXCELSIOR MAT WITH 6" - OR LAYER FABRIC (0.63 LB/SY)

FERTILIZER MIX

NUTRIENT	PLAT (LB/ACRE)
NITROGEN	135
PHOSPHORUS (P205)	45
POTASSIUM (K20)	90

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

STORMWATER POLLUTION PREVENTION DETAILS

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WAUKEGAN NATIONAL AIRPORT

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FINAL

SHEET 17 OF 23 SHEETS

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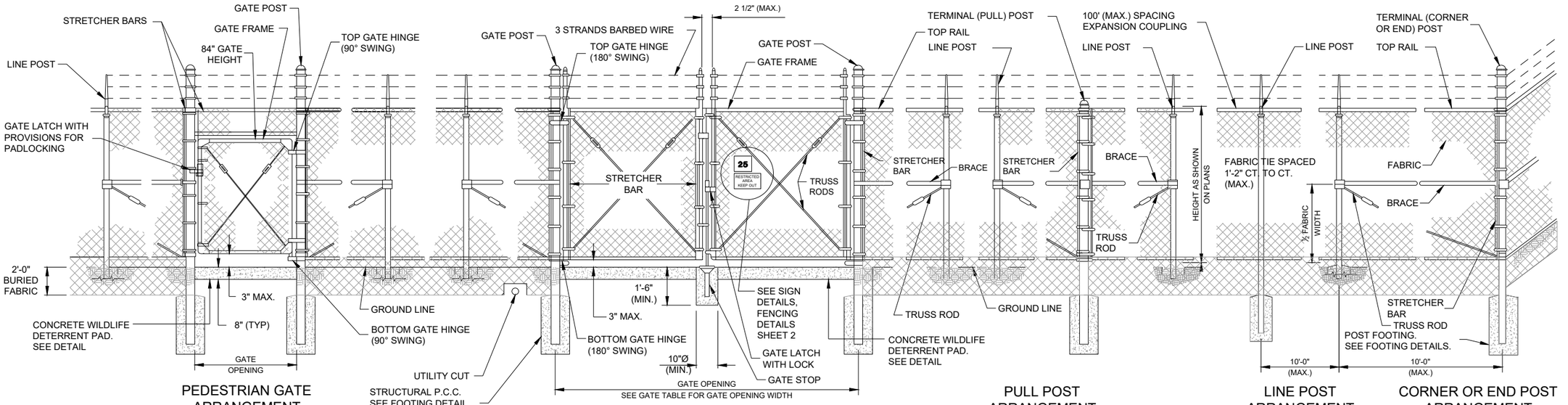


PEDESTRIAN GATE ARRANGEMENT
N.T.S.

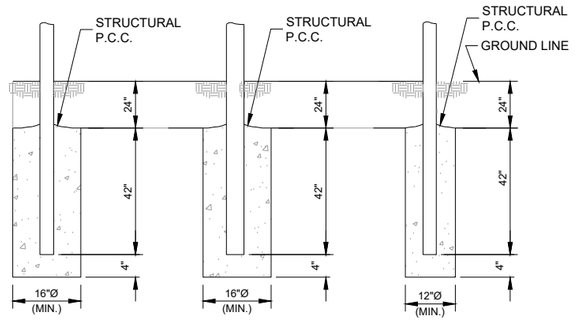
VEHICLE GATE ARRANGEMENT
N.T.S.

PULL POST ARRANGEMENT
N.T.S.

LINE POST ARRANGEMENT
N.T.S.

CORNER OR END POST ARRANGEMENT
N.T.S.

PULL POSTS SHALL BE PLACED AT LOCATIONS DETERMINED BY THE ENGINEER. THEY SHALL BE PLACED AT 500 FT. INTERVALS BETWEEN POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1000 FT. AND GREATER THAN 500 FT.



FOOTING DETAILS
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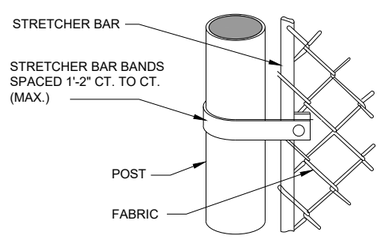
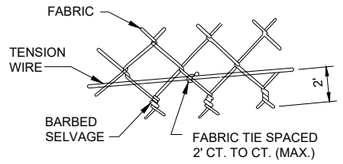
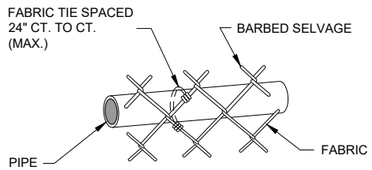


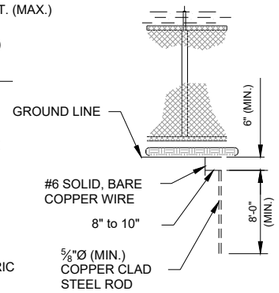
FASTENING STRETCHER BAR TO POST
N.T.S.



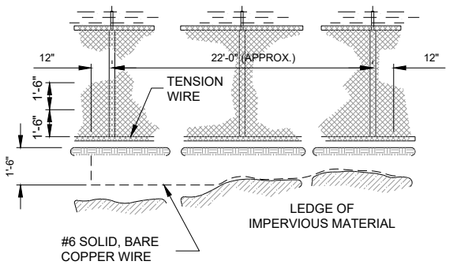
TYING FABRIC TO TENSION WIRE
N.T.S.



TYING FABRIC TO PIPE
N.T.S.

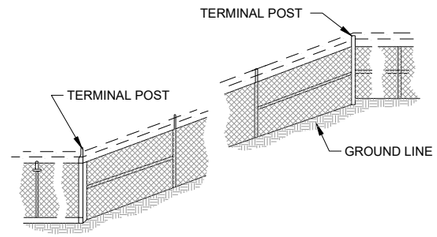


STANDARD GROUND



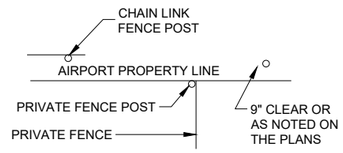
COUNTERPOISE GROUND (ALTERNATE)

PROTECTIVE ELECTRICAL GROUND DETAILS
N.T.S.

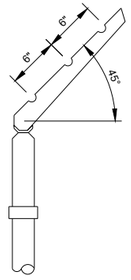


FENCE INSTALLATION ON SLOPES
N.T.S.

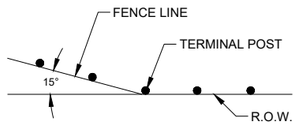
FENCE POST TABLE				
POST TYPE	ASTM F 1083		ASTM F 1043	
	DIAMETER	WEIGHT	DIAMETER	WEIGHT
CORNER, END, PULL	3.5" O.D.	7.58 LB/FT	3.5" O.D.	5.71 LB/FT
LINE POST	2.875" O.D.	5.80 LB/FT	2.875" O.D.	4.64 LB/FT
TOP RAIL	1.66" O.D	2.27 LB/FT	1.66" O.D.	1.84 LB/FT
GATE POST	4" O.D.	9.12 LB/FT	4" O.D.	6.56 LB/FT



PRIVATE FENCE TERMINAL
N.T.S.



BARBED WIRE ARM ON LINE POST
N.T.S.



WHERE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE. WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

INSTALLATION AT CORNERS
N.T.S.

NOTES

1. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
2. FENCE UNDER POWER LINES SHALL BE GROUNDED BY 3 GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSINGS.
3. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
4. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

FENCING DETAILS - 1

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SHEET 18 OF 23 SHEETS

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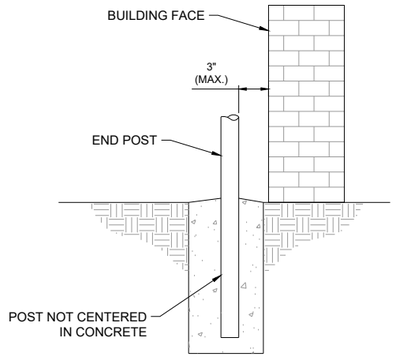


FENCE INSTALLATION AT BUILDING FACE

N.T.S.

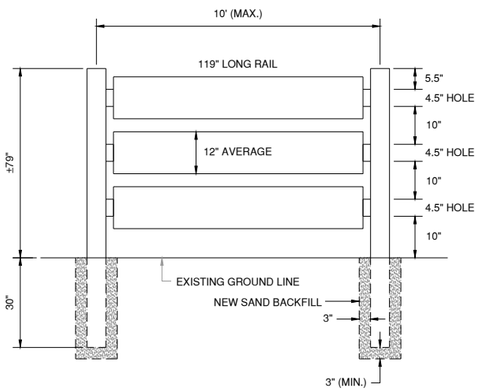
SIGNS CONTRACTOR SHALL FURNISH AND INSTALL SIGNS AS INDICATED IN TABLE BELOW					
SIGN	DIMENSIONS WIDTH x HEIGHT	BACKGROUND COLOR	LETTERING COLOR	LETTERING HEIGHT	TEXT
1	GATE NUMBER - SEE DETAIL ON FENCING DETAILS SHEET 2				
2	24" x 18"	WHITE	RED	1.5"	FAA REGULATIONS REQUIRE THAT AFTER ENTERING OR EXITING THROUGH THIS SECURITY GATE YOU ARE REQUIRED TO WAIT UNTIL THE GATE CLOSES BEFORE PROCEEDING. FINES OR PENALTIES WILL BE IMPOSED.
3	18" x 12"	WHITE	RED	2-1/2"	RESTRICTED AREA KEEP OUT
4	WARNING SIGN - SEE DETAIL ON CANTILEVER GATE DETAILS SHEET				

NOTES:

1. SIGNS #1, #2 AND #4 SHALL BE INSTALLED ON BOTH SIDES OF GATE. SIGN #3 SHALL BE INSTALLED ON "LAND" SIDE OF GATE.
2. ALL CANTILEVERED SLIDE GATES, BOTH MANUAL AND ELECTRIC OPERATION, SHALL HAVE ALL FOUR SIGNS INSTALLED, INCIDENTAL TO GATE INSTALLATION.
3. ALL SWING GATES SHALL HAVE SIGNS #1 AND #3 INSTALLED, INCIDENTAL TO GATE INSTALLATION.

GENERAL NOTES - GATE SIGNS

1. SIGNS OTHER THAN THOSE SHOWN ABOVE THAT ARE AFFIXED TO EXISTING GATES SHALL BE REMOVED AND TRANSFERRED TO THE NEW GATE AT THE COMPLETION OF THE GATE INSTALLATION. COST INCIDENTAL TO NEW GATE.
2. SEE CANTILEVER GATE DETAILS SHEET FOR REQUIREMENTS FOR GATE CONSTRUCTION AND INSTALLATION.



3 RAIL WESTERN RED CEDAR SPLIT FENCE DETAIL

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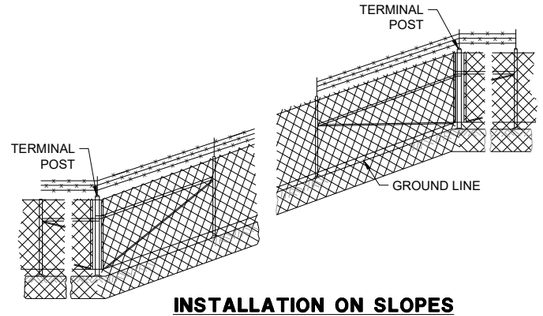
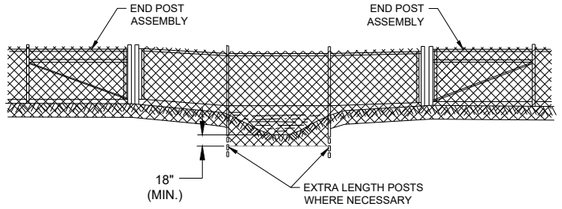


INSTALLATION ON SLOPES

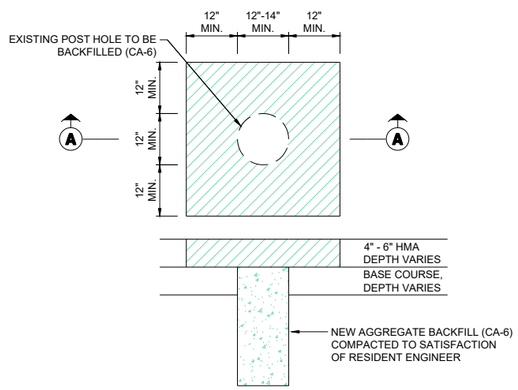
N.T.S.



THE CHAIN LINK FABRIC SHALL BE EXTENDED TO MAINTAIN A MINIMUM BURIED DEPTH OF 18". ADDITIONAL FABRIC MAY BE ATTACHED TO EXTEND TO THE DEPTH REQUIRED. (COST INCIDENTAL TO NEW FENCE)

ELEVATION
FENCE INSTALLATION OVER STREAM OR SWALES

N.T.S.

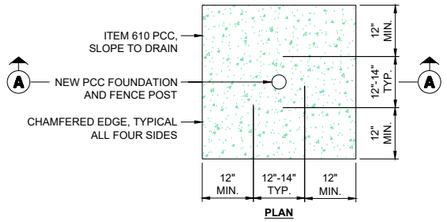


FENCE/GATE POST HOLE REPAIR IN EXISTING HMA PAVEMENT

N.T.S.

NOTES:

1. THE COST ASSOCIATED WITH FILLING THE VOID LEFT BY THE FENCE REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATE REMOVAL PAY ITEM..



NEW FENCE/GATE POST FOUNDATION IN EXISTING HMA PAVEMENT

N.T.S.

NOTES:

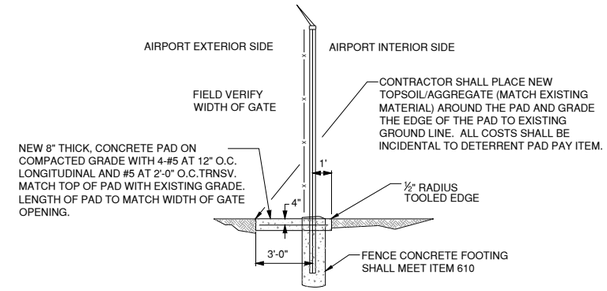
1. NEW FENCE POSTS SHALL BE LOCATED AT THE LOCATION OF REMOVED POSTS.
2. EXISTING POST HOLES SHALL BE AUGURED CLEAN AFTER REMOVAL OF THE EXISTING FOUNDATION.
3. THE TOP OF THE NEW FOUNDATION SHALL BE SLOPED TO DRAIN, TROWELED AND BROOMED.
4. THE EDGES OF THE NEW FOUNDATION SHALL BE CHAMFERED WITH A MINIMUM ¼" EDGER.
5. THE COSTS ASSOCIATED WITH INSTALLATION OF NEW FENCE POSTS IN EXISTING HMA PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE NEW FENCE/GATE PAY ITEM.

SIGN DETAILS

N.T.S.

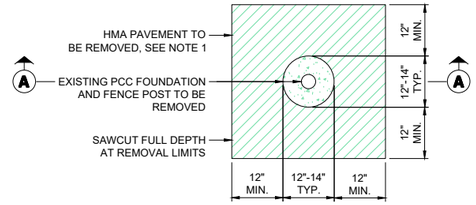
NOTES:

1. EACH PEDESTRIAN OR VEHICLE SWING GATE SHALL REQUIRE ONE "RESTRICTED" SIGN AND ONE "NUMBER" SIGN. AIRPORT SHALL PROVIDE GATE NUMBER. EVERY 100' OF FENCE SHALL REQUIRE ONE "RESTRICTED" SIGN. COST INCIDENTAL TO FENCE.
2. 0.08 GA ALUMINUM ALLOY SHEET. LETTERING SHALL BE RED ON A WHITE BACKGROUND.
3. CANTILEVERED SLIDE GATES SHALL INCLUDE TWO ADDITIONAL SIGNS AS DETAILED ON THE CANTILEVER GATE DETAIL SHEETS.



TYPICAL WILDLIFE DETERRENT CONCRETE PAD AT GATES

N.T.S.



FENCE/GATE POST REMOVAL IN HMA PAVEMENT

N.T.S.

NOTES:

1. HMA PAVEMENT TO BE REMOVED FULL DEPTH
2. BASE COURSE AND/OR SUBGRADE TO BE REMOVED SUCH THAT THE DEPTH "H" IS A MINIMUM OF 6 INCHES.
3. WHEN THE NEW FENCE ROUTE IS THE SAME AS THE OLD FENCE ROUTE, NEW FENCE SHALL REUSE EXISTING POST HOLES. SEE DETAIL FOR NEW FENCE POST FOUNDATION IN EXISTING HMA PAVEMENT.
4. COSTS OF PAVEMENT AND FOUNDATION REMOVAL, SAW CUTTING, CLEANUP AND DISPOSAL, SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATE REMOVAL PAY ITEM
5. AT THE CONTRACTOR'S OPTION AND AT NO ADDITIONAL COST TO THE CONTRACT, THE CONTRACTOR MAY REMOVE A "STRIP" OF ASPHALT PAVEMENT ALONG THE FENCELINE, TO BE REPLACED IN KIND AFTER FENCELINE REMOVAL AND REPLACEMENT.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

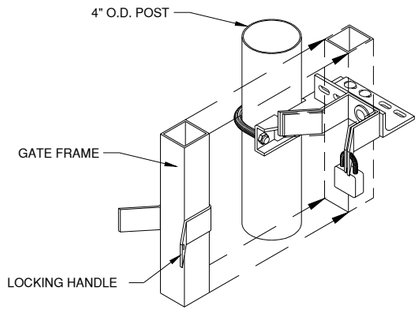
FENCING DETAILS - 2

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

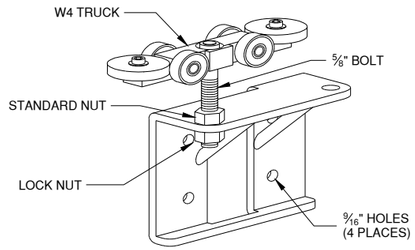
DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

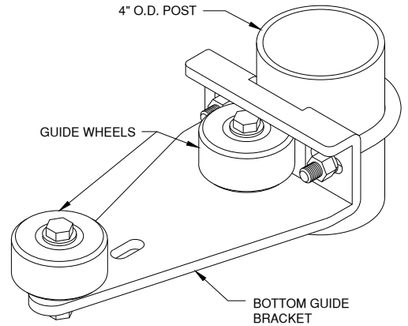
SHEET 19 OF 23 SHEETS



CATCH ASSEMBLY DETAIL
N.T.S.

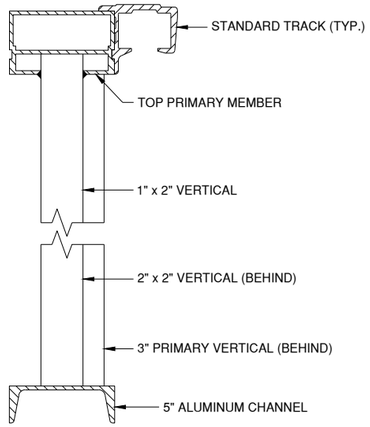


GATE HANGER ASSEMBLY
N.T.S.

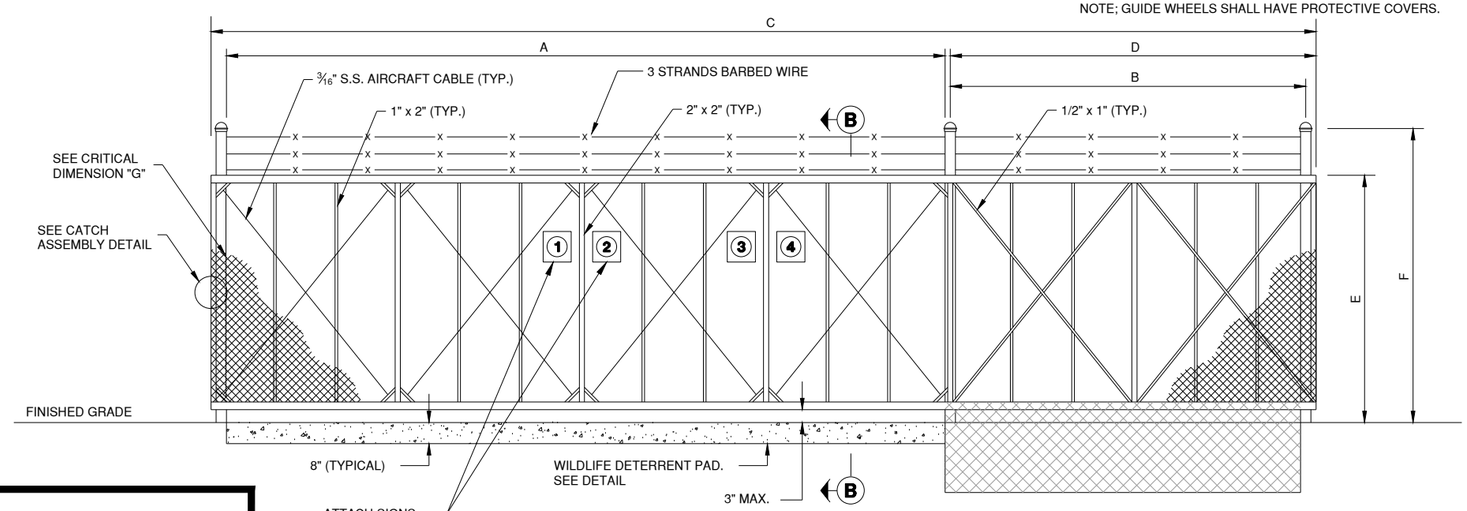


STANDARD BOTTOM GUIDE ASSEMBLY
N.T.S.

NOTE; GUIDE WHEELS SHALL HAVE PROTECTIVE COVERS.



GATE FRAME SECTION
N.T.S.



ELEVATION

CANTILEVER SLIDE GATE
N.T.S.

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.

MANUAL SLIDE GATE NOTES:

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO: GATE, POSTS, AND ALL CONNECTIONS, SIGNS, LABOR AND MATERIALS NECESSARY FOR COMPLETE OPERATION.
3. THE FABRIC TYPE & FINISH OF THE GATE SHALL MATCH THE PROPOSED FENCE OR BE AS DIRECTED BY THE ENGINEER.
4. ALL SLIDING GATES SHALL HAVE ALL ROLLERS ENCLOSED IN STEEL OR PLASTIC SHROUDS TO PREVENT ACCIDENTAL INJURY.
5. 3 STRANDS OF BARBED WIRE ON TOP OF GATE NOT SHOWN TO IMPROVE CLARITY.
6. SEE FENCING DETAILS SHEET 2 FOR SIGN DETAILS.

ELECTRIC SLIDE GATE NOTES (SEE ALSO ELECTRIC GATE DETAILS SHEET):

1. IN ADDITION TO THE REQUIREMENTS FOR THE MANUAL SLIDE GATES, ELECTRIC GATES SHALL ALSO INCLUDE, BUT NOT BE LIMITED TO: GATE OPERATOR, CARD READER AND POWER CABLES, CONDUIT, TRENCHING, CIRCUIT BREAKERS AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
2. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
3. PIPE BOLLARDS SHALL BE INSTALLED AS NOTED ON ELECTRICAL GATE DETAILS.

WARNING SIGN DETAIL
N.T.S.

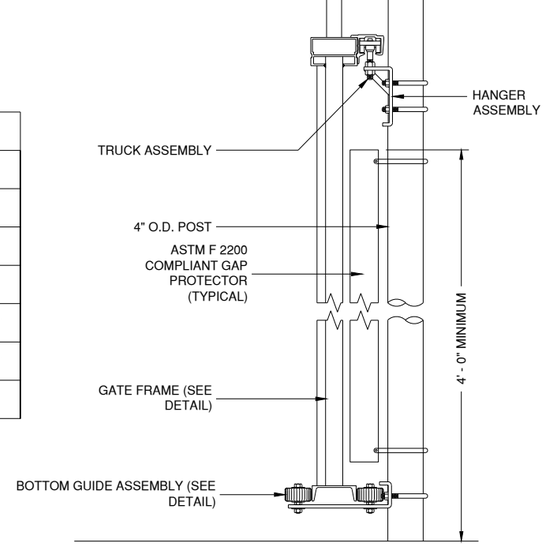
CRITICAL DIMENSIONS

A	CLEAR OPENING	16'-0"	20'-0"	24'-0"	28-0"
B	COUNTER BALANCE POST SPACING, CENTER TO CENTER	7'-1"	9'-1"	11'-1"	13'-1"
C	OVERALL GATE LENGTH	24'-0"	30'-0"	36'-0"	42'-0"
D	COUNTERBALANCE LENGTH	8'-0"	10'-0"	12'-0"	14'-0"
E	NOMINAL GATE HEIGHT	10'-0"	10'-0"	10'-0"	10'-0"
F	POST HEIGHT	11'-6"	11'-6"	11'-6"	11'-6"
G	FABRIC HEIGHT	9'-0"	9'-0"	9'-0"	9'-0"

UL 235 COMPLIANCE NOTES

GATE INSTALLATION SHALL COMPLY WITH ALL REQUIREMENTS OF UL 235, INCLUDING, BUT NOT LIMITED TO:

1. ALL OPENINGS OF THE SLIDE GATE ARE GUARDED OR SCREENED FROM THE BOTTOM OF THE GATE TO A MINIMUM OF 4 FEET ABOVE GROUND TO PREVENT A 2-1/4" DIAMETER SPHERE FROM PASSING THROUGH THE OPENINGS ANYWHERE IN THE GATE, AND IN THAT PORTION OF THE ADJACENT FENCE THAT THE GATE COVERS IN THE OPEN POSITION.
2. ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED AND GUARDING IS SUPPLIED FOR ALL EXPOSED ROLLERS.
3. A WARNING SIGN (SEE DETAIL, THIS SHEET) MUST BE AFFIXED TO BOTH SIDES OF THE SLIDE GATE, BOTH MANUAL AND ELECTRIC.



NOTE:
EXTRUSIONS SHALL BE OVERSIZED FOR EXTRA RIGIDITY OVER "STANDARD" GATE DESIGN.

SECTION B-B
(TYPICAL ALL GATES)

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

CANTILEVER GATE DETAILS

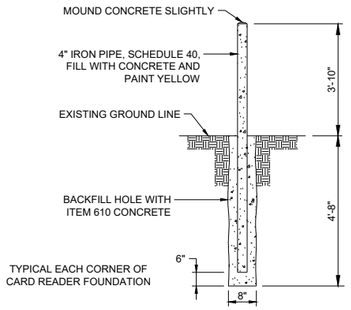
CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

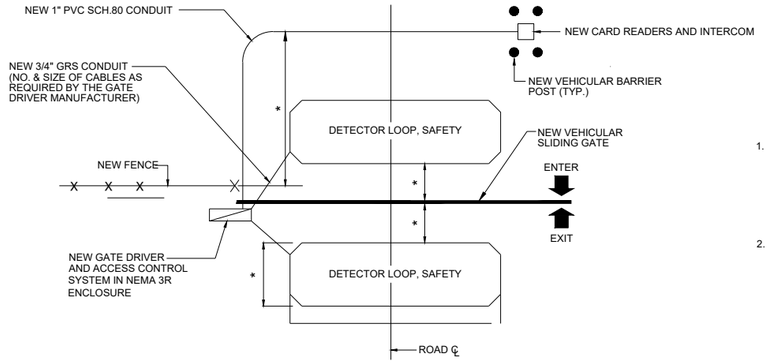
FINAL

Waukegan Airport_Ltrcrht.dwg
Warning Sign.jpg
Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:22:37 PM
FILE: K:\Waukegan\AP-190226-02_Fence\Ph5\Draw\Sheets\20_19022602 - Fencing Gate Details.dwg
UPDATE BY: Tony Mann



BOLLARD DETAIL

NOT TO SCALE



NEW CARD READER OPERATED GATE AND DETECTOR LOOP LAYOUT

NOT TO SCALE

* PER MANUFACTURERS RECOMENDATION CONTRACTOR SHALL COORDINATE THIS WORK WITH ENGINEEER.

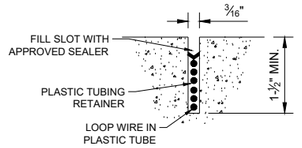
NOTES:

1. THE LOCATION OF THE NEW CARD READER, OPERATED GATE DRIVER, DISCONNECT AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 24" BELOW FINISHED GRADE.
3. NO DIRECT BURIED CABLE WILL BE ALLOWED IN THE INSTALLATION OF THE NEW KEY PAD OPERATED GATE DRIVER.

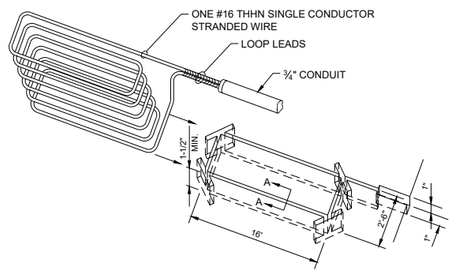
GATE OPERATOR NOTES:

1. THE GATES SHALL HAVE AN AUTOMATIC GATE OPERATOR WITH THREE CARD READERS AND REMOTE CONTROL. ONCE THE GATE IS OPENED IT WILL REMAIN OPEN FOR THE TIME SPECIFIED BY THE OWNER AFTER THE LOOP PICKUPS DETERMINE THAT THERE ARE NO VEHICLES OVER THE PICKUP LOOPS.
2. ACTUATING THE GATE OPENERS VIA THE CARD READER REQUIRES THE VEHICLE TO APPROACH THE GATE ENTRANCE AND STOP. THE DRIVER ACTIVATES THE GATE OPENER BY SWEEPING HIS CARD. THE ACCESS CONTROL DEVICE TRANSMITS AN IMPULSE TO ACTIVATE THE GATE OPENER TO OPEN THE GATE. AFTER THE GATE IS FULLY OPENED AND STOPPED, THE VEHICLE PROCEEDS THROUGH THE OPENING, PASSING OVER THE LOOPS. WHILE THE VEHICLE IS IN THE LOOP SENSING RANGE, AN IMPULSE IS TRANSMITTED TO THE GATE OPERATOR TO HOLD THE GATE IN THE OPEN POSITION. WHEN THE LOOP HAS BEEN CLEARED, THE AUTOMATIC TIMER IS ACTIVATED AND, WHEN THE USER-DETERMINED TIME HAS ELAPSED, IT WILL ACTIVATE THE GATE OPENER TO CLOSE THE GATE. EXITING THE AREA IS ACCOMPLISHED IN THE SAME MANNER.
3. GATE OPERATOR FOUNDATION SHALL BE PER GATE OPERATOR MANUFACTURER RECOMMENDATIONS, MINIMUM 6" THICK ITEM 610 PCC WITH FROST LEGS ON A 6" AGGREGATE BASE CUSHION (CA-6 OR AS APPROVED BY THE RESIDENT ENGINEER).
4. SEE SITE SPECIFIC PLAN SHEETS FOR LAYOUT AT EACH ELECTRIC GATE INSTALLATION.

LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.



SECTION A-A



PERSPECTIVE VIEW OF DETECTOR LOOP SAW SLOT

DETECTOR LOOP DETAILS

NOT TO SCALE

NOTES:

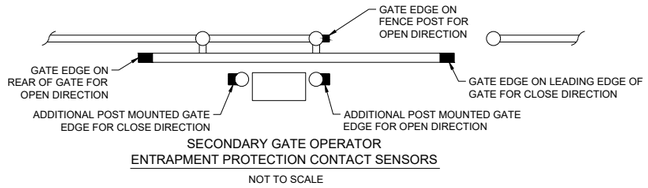
1. LOOP LEADS ARE LIMITED TO 100 FEET.
2. LOOP LEADS MUST HAVE FOUR (4) TWISTS PER FOOT.
3. LOOP AND LOOP LEADS MUST BE LOCATED, AT LEAST, 18" FROM ANY ELECTRICAL POWER SERVICE OR RUN, OR STEEL REINFORCEMENT.
4. LOOP LEADS MUST BE IN SEPARATE CONDUIT BETWEEN LOOP AND DETECTOR. THEY MUST NOT SHARE CONDUIT WITH OTHER WIRING OR LEADS FROM OTHER LOOPS.
5. WIRE SHALL BE #16 THHN SINGLE CONDUCTOR STRANDED WIRE.
6. ALL WIRE SHALL BE CONTINUOUS WITHOUT SPLICING.

CAUTION:

- DO NOT SPLICE WIRE.
- DO NOT FRACTURE WIRE INSULATION. LOOPS SHORTED TO GROUND WILL CAUSE DETECTOR MALFUNCTION. WHEN PLACING WIRE IN THE SLOT, DO NOT USE SCREWDRIVER OR OTHER SHARP TOOLS.

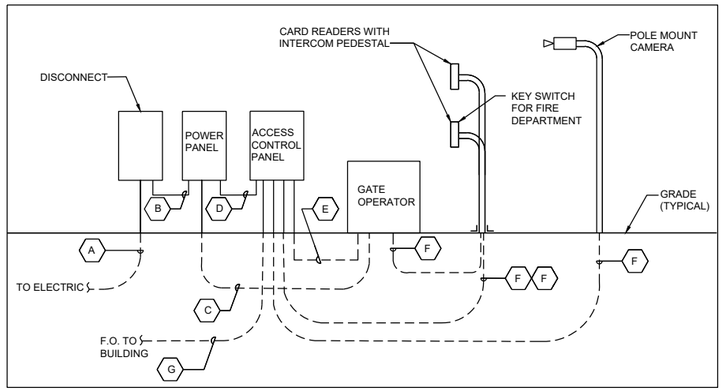
TYPICAL LAYOUT FOR LOOP:

- SAW SLOT 3/16" WIDE x 1-1/2" DEEP. MAKE RECTANGULAR SHAPE TO SPECIFIED LOOP DIMENSIONS PLUS SLOT FOR LEAD CONDUIT.
- GROUT WITH NO. 202 WEATHERBAN SEALANT (A PRODUCT OF 3M CO.) OR APPROVED EQUAL. (EXAMPLE: DE WITTS NO. 99 BLACK MASTIC CAULK).



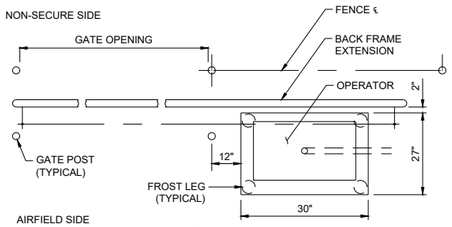
SECONDARY GATE OPERATOR
ENTRAPMENT PROTECTION CONTACT SENSORS

NOT TO SCALE



GATE ACCESS CONTROL DIAGRAM

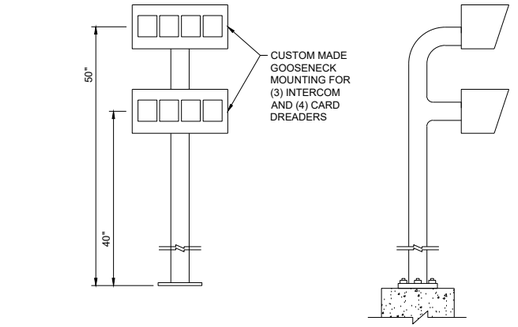
NOT TO SCALE



PLAN

GATE OPERATOR DETAIL

NOT TO SCALE



CARD READER DETAIL

NOT TO SCALE

NOTES:

1. DIMENSIONS OF CONDUIT KEY CONTROL AND ANCHOR BOLTS MAY BE CHANGED TO MEET MANUFACTURERS SPECIFICATIONS AND DIMENSIONS.
2. BEACH ROAD CARD READER SHALL BE STANDARD GOOSENECK MOUNTING FOR (1) KEYPAD AND (1) CARD READER.

CONDUIT AND CABLE SCHEDULE

DESIGNATION	CONDUIT	NO OF CONDUCTOR	SIZE (AWG)	SHIELD (Y/N)	DESCRIPTION
A	1-1/2" PVC SCH. 80	3	4	N	120/240V
B	1-1/2" GRS	4	4	N	120/240V
C	1" PVC SCH. 80	3	10	N	240V
D	1" GRS	3	10	N	240V
E	1" PVC SCH. 80	5	12	N	CONTROLS
F	1" PVC SCH. 80	BY OTHERS	N/A	N	
G	1-1/2" PVC SCH. 80	1	12-STRAND	Y	SINGLE MODE, FIBER OPTIC

GENERAL NOTES:

1. ALL SECURITY AND ACCESS CONTROL MOUNTS, ACCESSORIES, AND HEAD END EQUIPMENT ARE PROVIDED AND INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL INSTALL CABLING, RACEWAY, DEVICE BOXES, JUNCTION BOXES, AND PULL-STRINGS AS REQUIRED AND/OR WHERE INDICATED ON THE PLANS.
2. ALL CABLES INSTALLED UNDER THIS CONTRACT SHALL BE PLENUM RATED. ALL CABLES INSTALLED UNDER THIS CONTRACT SHALL BE UNIQUELY IDENTIFIED WITH SELF-ADHERING CABLE IDENTIFICATION TAGS AT EACH END.
3. CONTRACTOR SHALL ACQUIRE SERVICES OF SYSTEM VENDOR AS SPECIFIED IN SPECIFICATIONS. COORDINATE FINAL DEVICE LOCATIONS WITH SECURITY VENDOR PRIOR TO INSTALLATION OF CONDUITS.
4. ALL ABOVE GRADE, INDOOR CABLES SHALL BE INSTALLED IN A MINIMUM ¾ " CONDUIT. ALL OUTDOOR ABOVE AND BELOW GRADE CABLES SHALL BE INSTALLED IN A MINIMUM 1 " CONDUIT. REFER TO RACEWAY SPECIFICATIONS FOR CONDUIT REQUIREMENTS.

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

ELECTRIC GATE DETAILS

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

SHEET 21 OF 23 SHEETS

UPDATE BY: Tony Marin
LAYOUT: Layout1
DATE: Tuesday, May 11, 2021 4:22:43 PM
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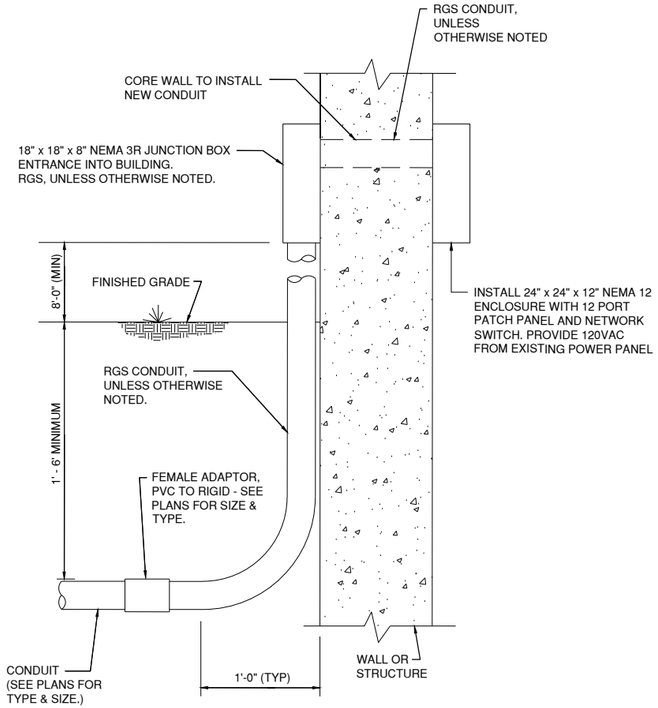


UNDERGROUND F.O. CONDUIT TRANSISTION TO ABOVE GRADE AND BUILDING ENTRANCE DETAIL

NOT TO SCALE

NOTE:
CONDUIT TRANSITION AND BUILDING ENTRANCE ARE INCIDENTAL TO ITEM AR800188.

PANELBOARD SCHEDULE

PANEL DESIGNATION: **PP-2**
LOCATION: **OUTDOOR**
MFR & TYPE: **SQUARE D, OR EQUIV.**
BOND NEUTRAL AND GROUND BAR: **NO**
NEUTRAL BUS RATING: **N/A**
SERVICE ENTRANCE RATED: **NO**
POLE: **18**
SHORT CIRCUIT RATING: **22KA**
SERIES OR FULLY RATED: **SERIES**
TVSS & DISCONNECT REQUIRED: **NO**

VOLTS: **120/240V**
PHASE: **1**
WIRE: **3**
MOUNTING: **SURFACE**
ENCL RATING: **NEMA 3R**
BUS RATING (AMPS): **60**
BUS: **COPPER**
MAIN CIRCUIT BREAKER: **60/2**

CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS A	PHASE AMPS B	POLE NO.		PHASE AMPS A	PHASE AMPS B	USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO.
1	ACCESS CONTROL PANEL	20A/1P	1.5	1	1.5		1	2	0.875		0.5	1.75	20A/2P	OUTDOOR LIGHTING	2
3	CONVENIENCE RECEPTACLE	20A/1P	1.8	0.05		0.09	3	4		0.875	0.5	1.75			4
5	TVSS	20A/1P			0		5	6	0.68		0.1	6.8	20A/2P	GATE OPERATOR	6
7	SPARE	20A/1P				0	7	8		0.68	0.1	6.8			8
9	SPARE	20A/1P			0		9	10	0				20A/2P	SPARE	10
11	SPARE	20A/1P				0	11	12		0					12
13	SPARE	20A/1P			0		13	14	0				20A/2P	SPARE	14
15	SPARE	20A/1P				0	15	16		0					16
17	SPARE	20A/1P			0		17	18	0				20A/1P	SPARE	18
	SECTION TOTAL:				1.5	0.09			1.555	1.555					

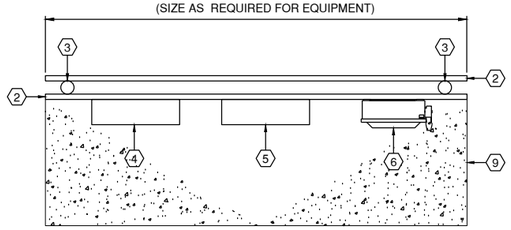
	A	B
PHASE TOTAL AMPS:	3.055	1.645
PHASE TOTAL VA:	366.6	197.4

TOTAL USAGE LOAD: 564 VA

NOTES:

1 PROVIDE ENGRAVED NAMEPLATE READING:

PP-2
120/240V, 60A, 1PH, 3W

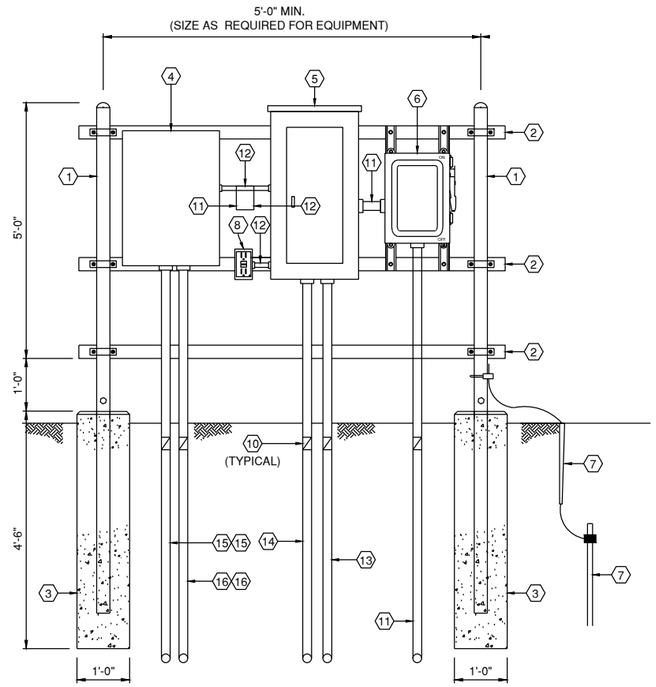


UNISTRUT MOUNT FOR POWER DISTRIBUTION PLAN VIEW

NOT TO SCALE

NOTES

1. ALL EQUIPMENT SHOWN IS NEW, UNLESS OTHERWISE NOTED.
2. ALL CIRCUIT BREAKERS SHALL BE GFCI.
3. ALL EXPOSED CONDUIT SHALL BE RIGID GALVANIZED STEEL AND TRANSITION UNDERGROUND TO PVC SCH. 80, UNLESS OTHERWISE NOTED.
4. CONDUITS SHALL BE SECURED TO UNISTRUT FRAME WITH CONDUIT CLAMP.



UNISTRUT MOUNT FOR POWER DISTRIBUTION PANEL ELEVATION VIEW

NOT TO SCALE

EQUIPMENT NOMENCLATURE

1. 3" GRS CONDUIT PEDESTAL SUPPORT WITH END CAPS
2. 12 GAUGE GALVANIZED STEEL UNITSTRUT
3. 12" DIA. x 4'-6" DEEP CONCRETE FOUNDATION
4. ACCESS CONTROL ENCLOSURE, 24" x 24" x 12" NEMA 3R WITH BACK PANEL AND QUAD 120 VAC RECEPTACLE.
5. POWER PANEL "PP-2", 60A, 120/240V, 1-PHASE, NEMA 3R WITH 60A MAIN CIRCUIT BREAKER
6. NON-FUSED DISCONNECT, 60A, 240V, 2-POLE, NEMA 3R.
7. 1/C #6 GROUNDING ELECTRODE CONDUCTOR IN 1" PVC SCH.40 CONDUIT, EXOTHERMIC WELDED TO 3/4" DIA. x 10'-0" LONG GROUND ROD.
8. CONVENIENCE OUTLET, 20A, 120V, DUPLEX GFCI RECEPTACLE IN WEATHERPROOF ENCLOSURE.
9. 6-FT WIDE, 4-FT DEEP, 4-INCH THICK CONCRETE SLAB .
10. PVC TO GRS CONDUIT ADAPTER
11. 3-#4 XLP-USE, 1-#8 GND. IN 1-1/2" CONDUIT.
12. 2-#12 XLP-USE, 1-#10 GND. IN 3/4" CONDUIT
13. 2-#10 XLP-USE, 1-#10 GND. IN 1-1/2" CONDUIT TO GATE OPERATOR.
14. 2-#10 XLP-USE, 1-#10 GND. IN 1-1/2" CONDUIT TO OUTDOOR LIGHTS.
15. PULL STRING IN 1" CONDUIT TO CARD READER
16. PULL STRING IN 1" CONDUIT TO CAMERA
17. TVSS IN NEMA 3R ENCLOSURE,

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
CONSTRUCT PERIMETER FENCING - PHASE 5
(NORTHWEST AREA)

MISCELLANEOUS DETAILS - 1

CMT
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

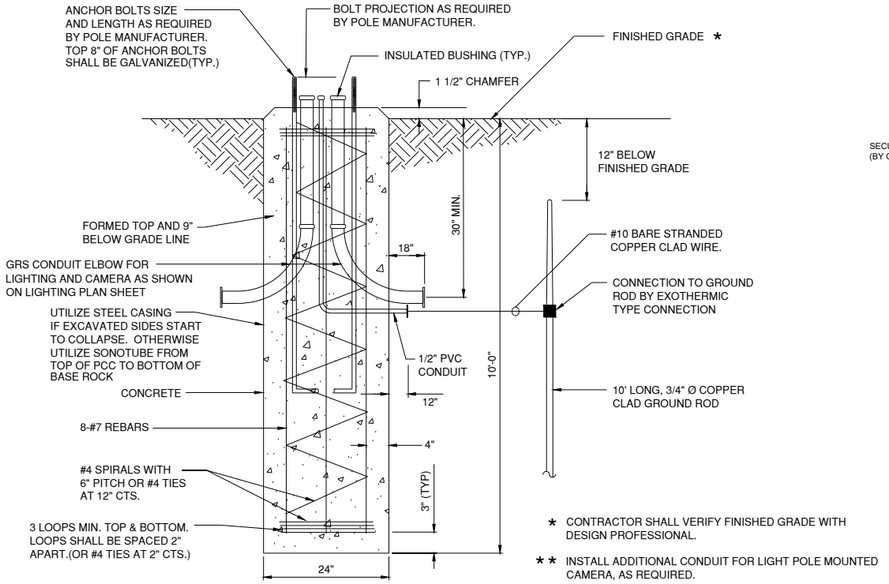
WAUKEGAN NATIONAL AIRPORT

DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

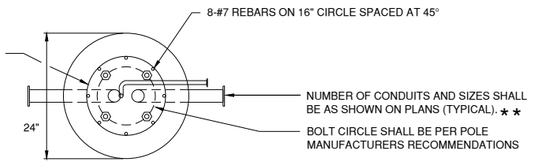
FINAL

SHEET 22 OF 23 SHEETS

Waukegan Airport_tbcint.dwg
Waukegan Airport Logo.png
UPDATE BY: Tony Marin
LAYOUT: Layout2
DATE: Tuesday, May 11, 2021 4:22:45 PM
FILE: K:\Waukegan\AP\190226-02_Fence\Ph5\Draw\Sheets\21_19022602 - Fencing Electric Gate Details.dwg



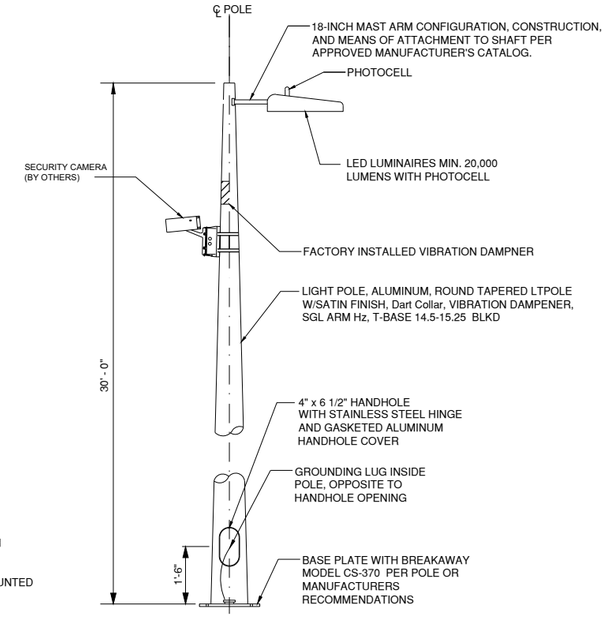
ELEVATIONS VIEW



PLAN VIEW

LIGHT POLE FOUNDATION DETAIL

NOT TO SCALE

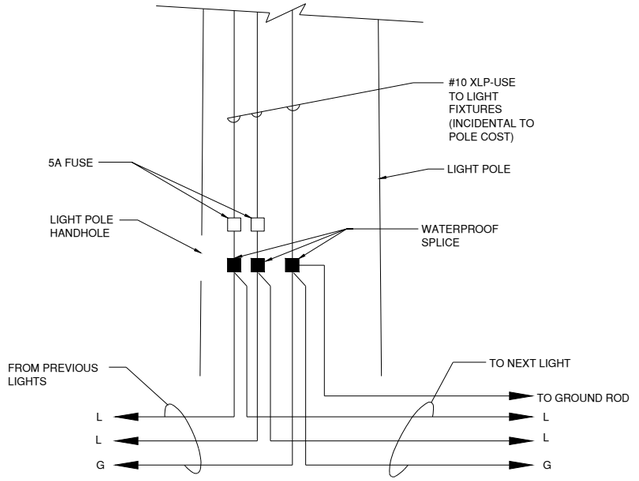


LIGHT POLE DETAIL

NOT TO SCALE

NOTES:

1. LIGHT POLE AND LUMINAIRE FINISH SHALL MATCH WITH EXISTING POLES CONTRACTOR SHALL VERIFY EXISTING POLES.

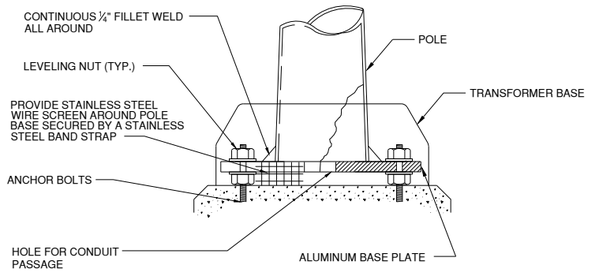


LIGHT POLE WIRING DIAGRAM

NOT TO SCALE

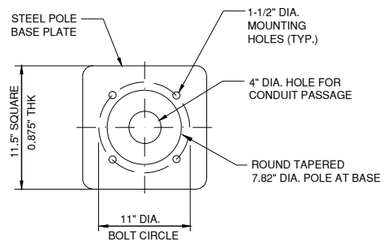
NOTES:

1. ALL CONNECTIONS TO GROUND RODS SHALL BE MADE WITH ONE-SHOT EXOTHERMIC TYPE CONNECTORS.
2. ROADWAY LIGHTING SHALL BE ENERGIZED WITH 240V FROM POWER PEDESTAL.



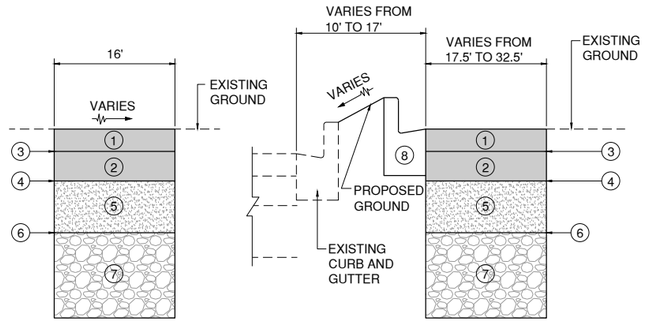
LIGHT POLE BASE DETAIL

NOT TO SCALE



LIGHT POLE BASE PLAN

NOT TO SCALE



SECTION A-A

SECTION B-B

TYPICAL SECTIONS

NOT TO SCALE

SECTION LEGEND

1. NEW 1.5" BITUMINOUS SURFACE COURSE
2. NEW 2.5" BITUMINOUS BASE COURSE
3. TACK COAT
4. PRIME COAT
5. NEW 6" AGGREGATE BASE COURSE
6. NEW SOIL STABILIZATION FABRIC
7. NEW 12" POROUS GRANULAR EMBANKMENT
8. NEW COMBINED CURB AND GUTTER (IDOT B6.12)

IL. CONTRACT: **WA076**
IL. LETTING ITEM: **07A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-156/162**

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SHEET 23 OF 23SHEETS