

WAUKEGAN PORT DISTRICT WAUKEGAN, LAKE COUNTY, ILLINOIS

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CONSTRUCTION PLANS FOR WAUKEGAN NATIONAL AIRPORT CONSTRUCT PERIMETER FENCING - PHASE 5 (NORTHWEST AREA)

ILLINOIS PROJECT: UGN-4848
S.B.G. PROJECT: 3-17-SBGP-XX

FEBRUARY 28, 2025

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

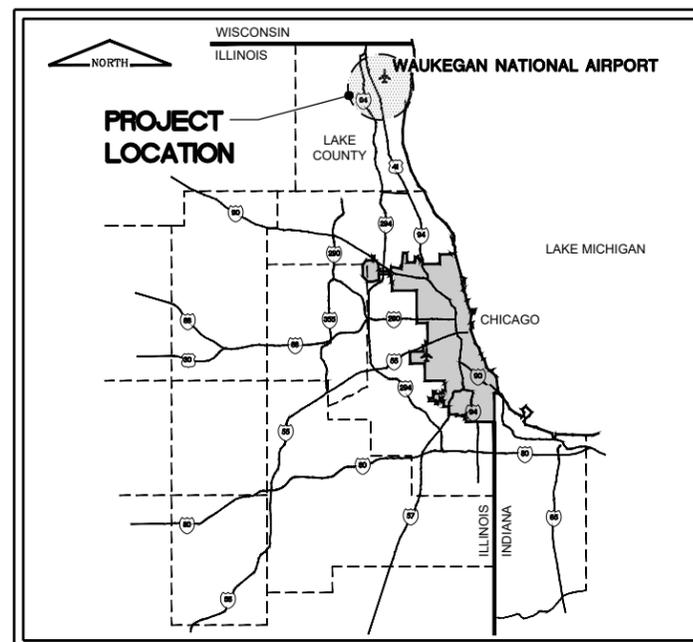
DESIGN AIRCRAFT APPROACH CATEGORY C
DESIGN AIRCRAFT GROUP III (GULFSTREAM 450)



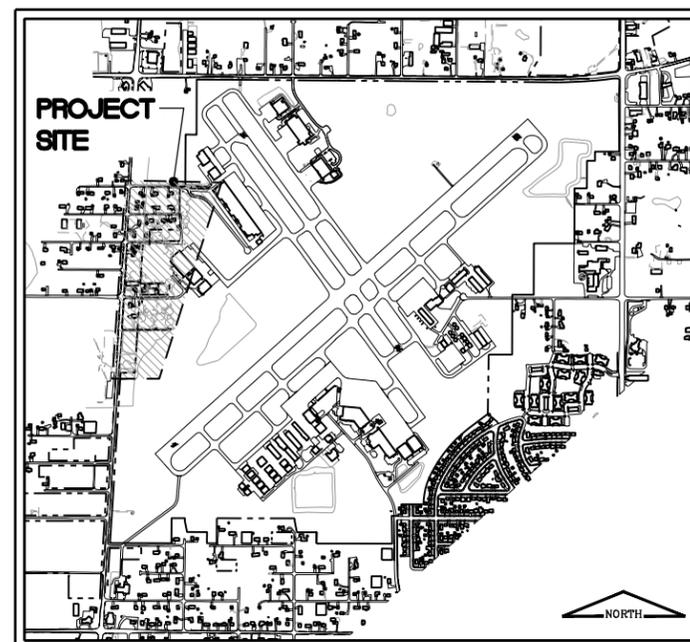
J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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 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 FEBRUARY 28 2025



190226-02-00



LICENSE EXPIRATION DATE: 11-30-2025

SUBMITTED BY 
ANTONIO R. MARIN, P.E.
DATE FEBRUARY 28 2025

SUMMARY OF CONTRACT QUANTITIES

ITEM	DESCRIPTION	UNIT	TOTAL ESTIMATED QUANTITY	TOTAL RECORD QUANTITY
BASE BID				
AR150520	MOBILIZATION	L SUM	1	
AR151420	CLEARING TREES 0-2.5' BUTT. DIA.	EACH	8	
AR151450	CLEARING AND GRUBBING	ACRE	2.25	
AR156510	SILT FENCE	FOOT	200	
AR156520	INLET PROTECTION	EACH	2	
AR156530	TEMPORARY SEEDING	ACRE	2.25	
AR156531	EROSION CONTROL BLANKET	SQ YD	350	
AR161900	REMOVE CLASS C FENCE	FOOT	1,000	
AR162216	CLASS E MANUAL SLIDE GATE-16'	EACH	1	
AR162220	CLASS E MANUAL SLIDE GATE-20'	EACH	1	
AR162228	CLASS E MANUAL SLIDE GATE - 28'	EACH	1	
AR162612	CLASS E GATE-12'	EACH	2	
AR162810	CLASS E FENCE 10' W/ 2' BURY	FOOT	1,170	
AR162900	REMOVE CLASS E FENCE	FOOT	740	
AR162908	REMOVE ELECTRIC GATE	EACH	3	
AR163000	TEMPORARY CONSTRUCTION FENCE	FOOT	235	
AR800173	WLDLIFE DETERRENT BARRIER - PAD	SQ FT	160	
AR901510	SEEDING	ACRE	2.25	
AR905530	TOPSOILING	SQ YD	370	
AR908514	LIGHT-DUTY HYDRAULIC MULCH	ACRE	2.25	

ADDITIVE ALTERNATE NO. 1				
AS151450	CLEARING AND GRUBBING	ACRE	0.25	
AS156530	TEMPORARY SEEDING	ACRE	0.25	
AS161900	REMOVE CLASS C FENCE	FOOT	135	
AS162810	CLASS E FENCE 10' W/ 2' BURY	FOOT	200	
AS901510	SEEDING	ACRE	0.25	
AS908514	LIGHT-DUTY HYDRAULIC MULCH	ACRE	0.25	

IL CONTRACT: **WA076**
 IL LETTING ITEM: **10A**
 IL PROJECT: **UGN-4848**
 S.B.G. PROJECT: **3-17-SBGP-XX**

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)**

SUMMARY OF QUANTITIES

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

FINAL

Waukegan Airport - final.dwg
Waukegan Airport - base 2020.dwg

Waukegan Airport - layout.dwg

UPDATE BY: Jim Ohee
LAYOUT: Layout

DATE: Tuesday, May 13, 2025 9:07:12 AM
FILE: K:\Waukegan\192226-02_Fencing\Draw\Sheets\3_192226-02_Site-control\Plan.dwg

LEGEND

- EXISTING PROPERTY LINE
- x- EXISTING FENCE
- XX- NEW FENCE
- E- EXISTING ELECTRIC (AERIAL)
- - - PROPOSED PROJECT LIMITS
- + + + EXISTING WETLANDS
- BM #1 HORIZONTAL AND VERTICAL CONTROL
- NEW HMA PAVEMENT (BY OTHERS)

BENCHMARK NO. 1 IS LOCATED APPROXIMATELY 860' SOUTH OF PROPOSED FENCE LIMITS

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 A22893 (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



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REVISIONS

NUMBER	BY	DATE

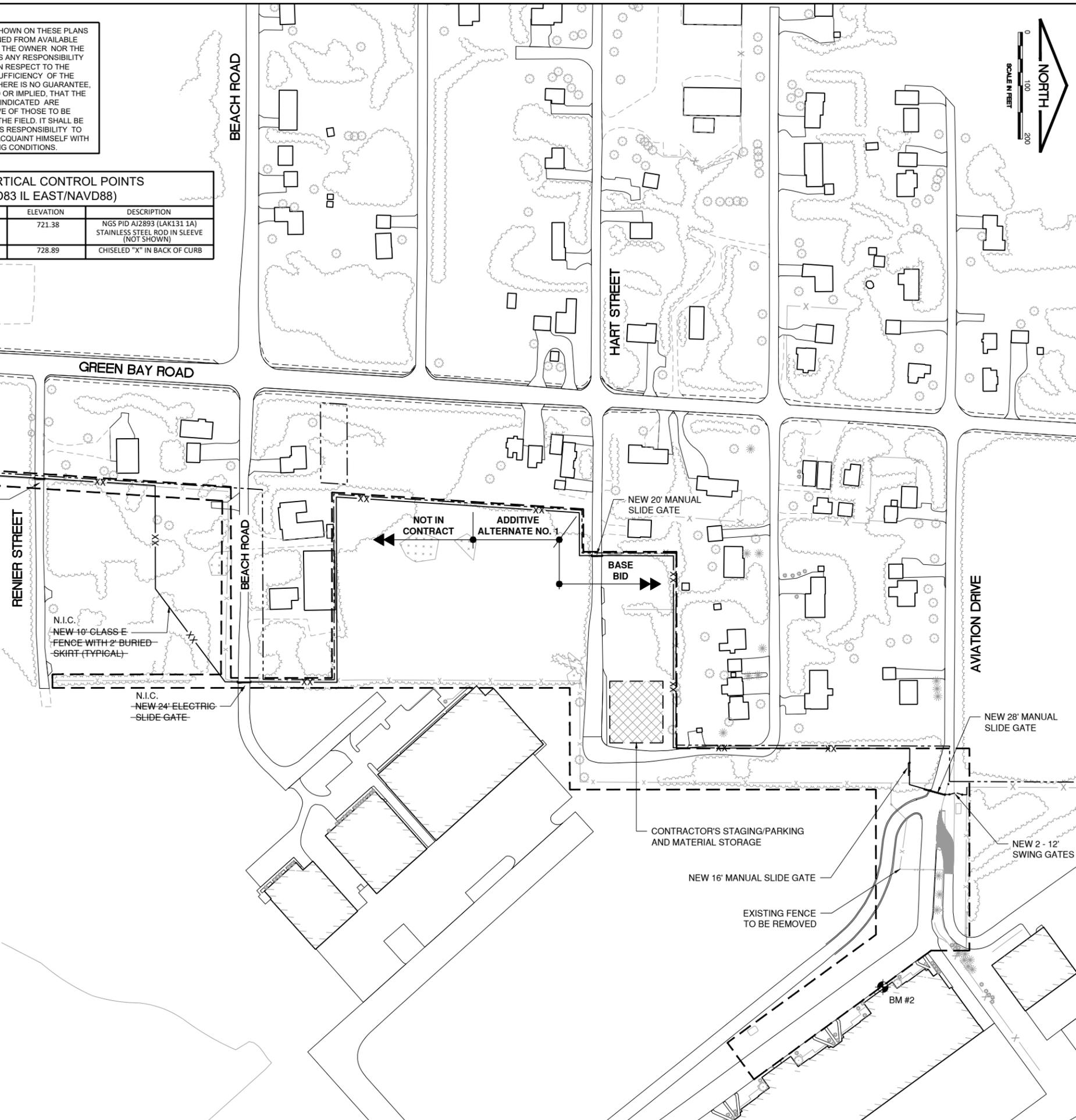
0 1 2
THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

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

SITE PLAN/PROJECT CONTROL

GENERAL NOTES

- 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.
- NEW FENCE SHALL BE INSTALLED NO CLOSER THAN 1' FROM THE PROPERTY OR RIGHT-OF-WAY LINE UNLESS SHOWN OR DIRECTED OTHERWISE.
- 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.
- 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.
- 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.
- 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/COMMUNICATIONS 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.
- 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.
- 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.
- CONTRACTOR SHALL BE REQUIRED TO OBTAIN BUILDING PERMITS FROM THE CITY OF WAUKEGAN. ALL FEES AND CHARGES INCURRED 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**.
- CONTRACTOR SHALL PLAN, PERFORM AND COORDINATE HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR ACCESS OF OTHER CONTRACTORS.



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

FINAL

SHEET 3 OF 20 SHEETS

Waukegan Airport - Detail.dwg
Waukegan Airport - Base 2020.dwg

UPDATE BY: Jim Ohse
LAYOUT: Layout1

DATE: Tuesday, May 13, 2025 9:07:23 AM
FILE: K:\Waukegan\190226-02 - Fence\15-Dwg\Sheets\4 - 190226-02 - Construction Activity Planning

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.

N.I.C. - SEE FLASHER BARRICADE DETAIL - NOTES 7 AND 8 - (TYPICAL)

LEGEND

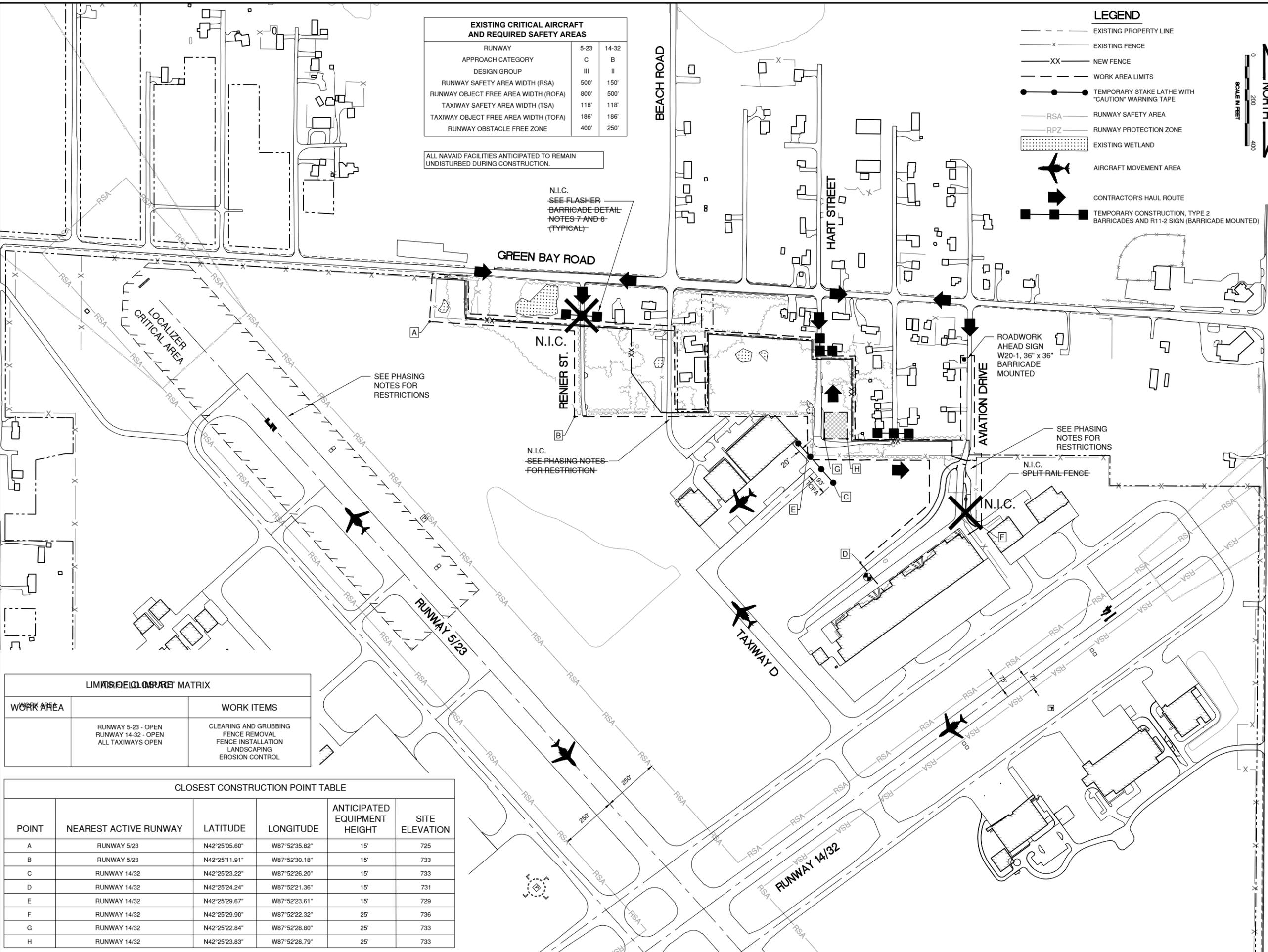
- EXISTING PROPERTY LINE
- X- EXISTING FENCE
- XX- NEW FENCE
- - - WORK AREA LIMITS
- TEMPORARY STAKE LATHE WITH "CAUTION" WARNING TAPE
- RSA --- RUNWAY SAFETY AREA
- RPZ --- RUNWAY PROTECTION ZONE
- [Hatched Box] EXISTING WETLAND
- [Airplane Icon] AIRCRAFT MOVEMENT AREA
- > CONTRACTOR'S HAUL ROUTE
- [Square Icon] TEMPORARY CONSTRUCTION, TYPE 2 BARRICADES AND R11-2 SIGN (BARRICADE MOUNTED)



IL CONTRACT: **WA076**
IL LETTING ITEM: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE

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



LIMITS OF WORK MATRIX		
WORK AREA	DESCRIPTION	WORK ITEMS
	RUNWAY 5-23 - OPEN RUNWAY 14-32 - OPEN ALL TAXIWAYS OPEN	CLEARING AND GRUBBING FENCE REMOVAL FENCE INSTALLATION LANDSCAPING EROSION CONTROL

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°25'24.24"	W87°52'21.36"	15'	731
E	RUNWAY 14/32	N42°25'29.67"	W87°52'23.61"	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

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

CONSTRUCTION ACTIVITY PLAN

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DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	ARM
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JOB No:	190226-02

FINAL

DATE: Tuesday, May 13, 2025 9:07:27 AM
FILE: K:\Waukegan\A19226-02_Facilities\Draw\Sheets\5_1922602 - Construction Activity Plan Notes - 1.dwg
UPDATE BY: Jim Ohee
LAYOUT: Layout1

Waukegan Airport Logo.png
Waukegan Airport Logo.png
Waukegan Airport Logo.png

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 IS 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 BASE BID CONTRACT TIME SHALL BE 38 CALENDAR DAYS. ADDITIVE ALTERNATE NO. 1 CONTRACT TIME SHALL BE 7 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, 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 MANUAL POWERED SLIDE GATE IS READY FOR OPERATION. EXISTING POWERED SLIDE GATE TO REMAIN IN SERVICE UNTIL NEW POWERED SLIDE GATE IS READY FOR OPERATION.~~ N.I.C.
- ~~BEAGH ROAD~~ N.I.C.
~~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 AFFECTING NAVIGABLE 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 JOBSITE 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 TO 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: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

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

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DATE:	4/16/2021
JOB No:	190226-02

DATE: Tuesday, May 13, 2025 9:07:32 AM
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 UPDATE BY: Jim Ohee
 LAYOUT: Layout1
 Waukegan Airport Layout.dwg
 Waukegan Airport Layout.dwg

14. RUNWAY AND TAXIWAY VISUAL AIDS

- ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
- 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

- 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

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- 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'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- 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

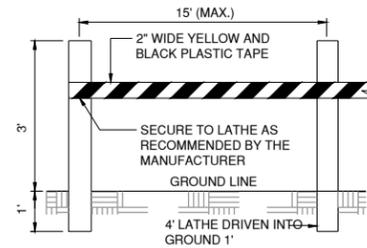
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
- LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE 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

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

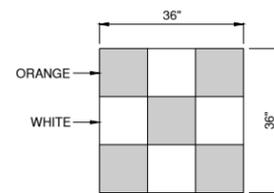
19. OTHER LIMITATIONS ON CONSTRUCTION

- 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.
- BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.



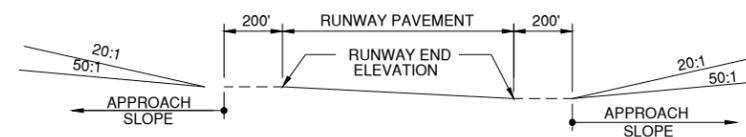
LATHING AND WARNING TAPE DETAIL

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

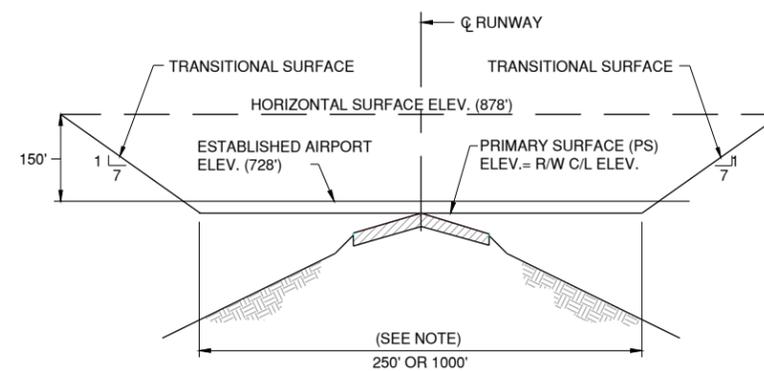
NOT TO SCALE



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

NO SCALE

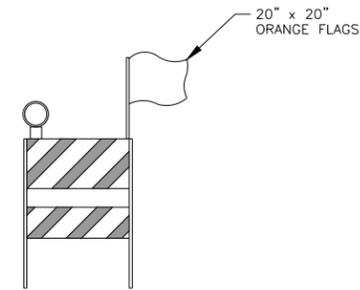
RUNWAY END	ELEVATION	APPROACH SLOPE
5	724.7	34:1
23	723.1	50:1
14	727.6	20:1
32	712.1	20:1



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

- 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°.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT FIVE (5') INTERVALS.
- ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.
- CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE AIRPORT MANAGER.
- 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 INCREASE VISIBILITY OF ROPE/CABLE.
- 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 TAXIWAY D

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**

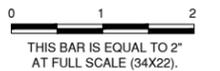
IL LETTING ITEM: **10A**

IL PROJECT: **UGN-4848**

S.B.G. PROJECT: **3-17-SBGP-XX**

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

CONSTRUCTION ACTIVITY PLAN NOTES - 2

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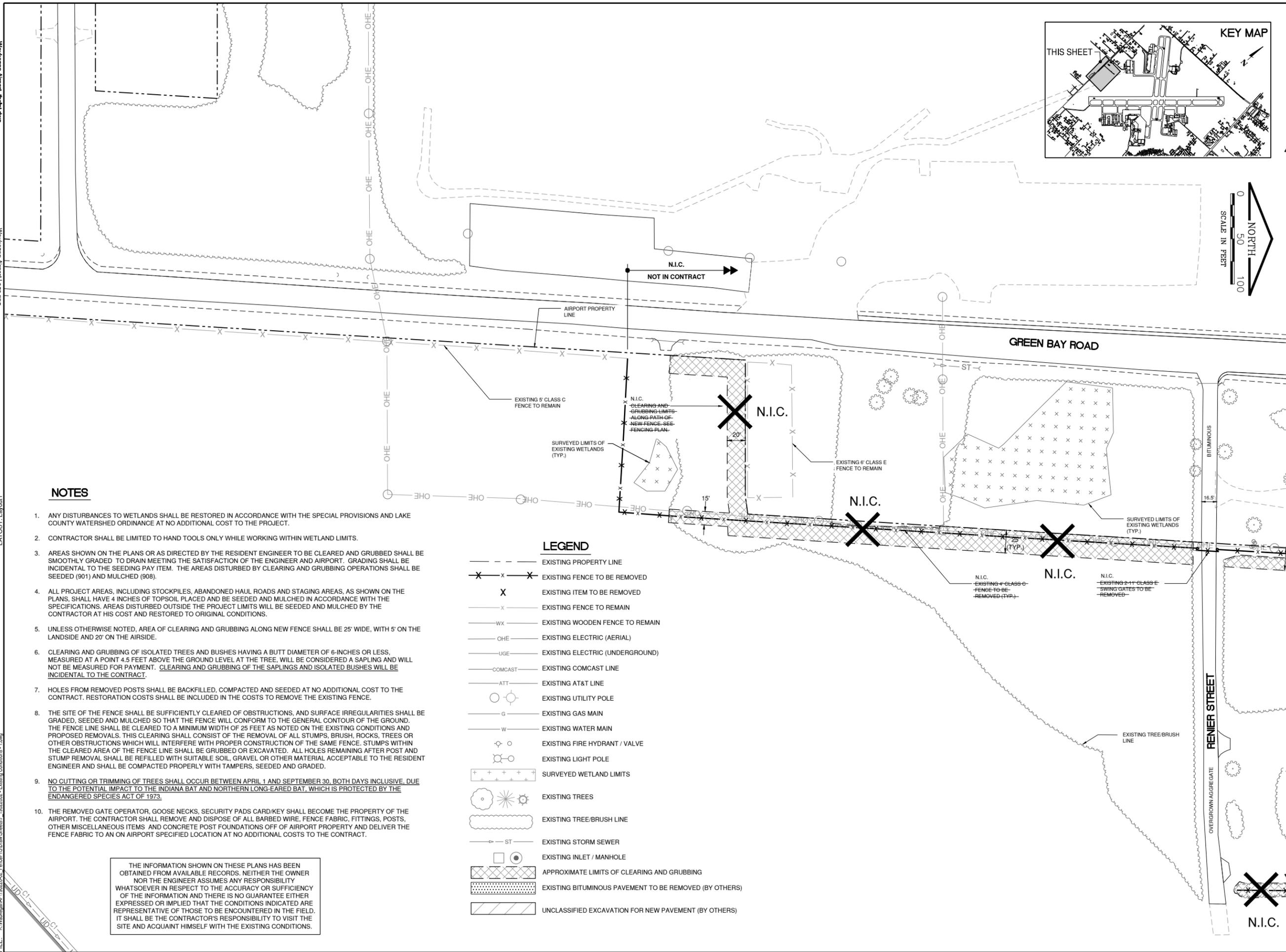
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LAYOUT: Laydard

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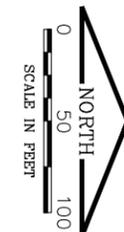
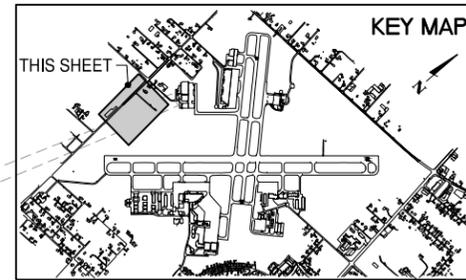
NOTES

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.

LEGEND

- EXISTING PROPERTY LINE
- X-X- EXISTING FENCE TO BE REMOVED
- X EXISTING ITEM TO BE REMOVED
- X- 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 (BY OTHERS)
- ▨ UNCLASSIFIED EXCAVATION FOR NEW PAVEMENT (BY OTHERS)

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.



IL CONTRACT: **WA076**
IL LETTING ITEM: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE

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

MATCHLINE - SEE EXISTING CONDITIONS - 2

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

**EXISTING CONDITIONS AND
PROPOSED REMOVALS - 1**

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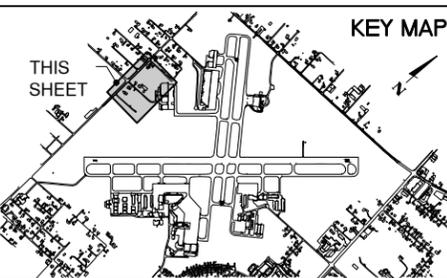
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 LAYOUT: Layout1

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GREEN BAY ROAD

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**

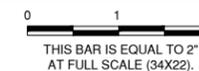
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IL PROJECT: **UGN-4848**

S.B.G. PROJECT: **3-17-SBG-XX**

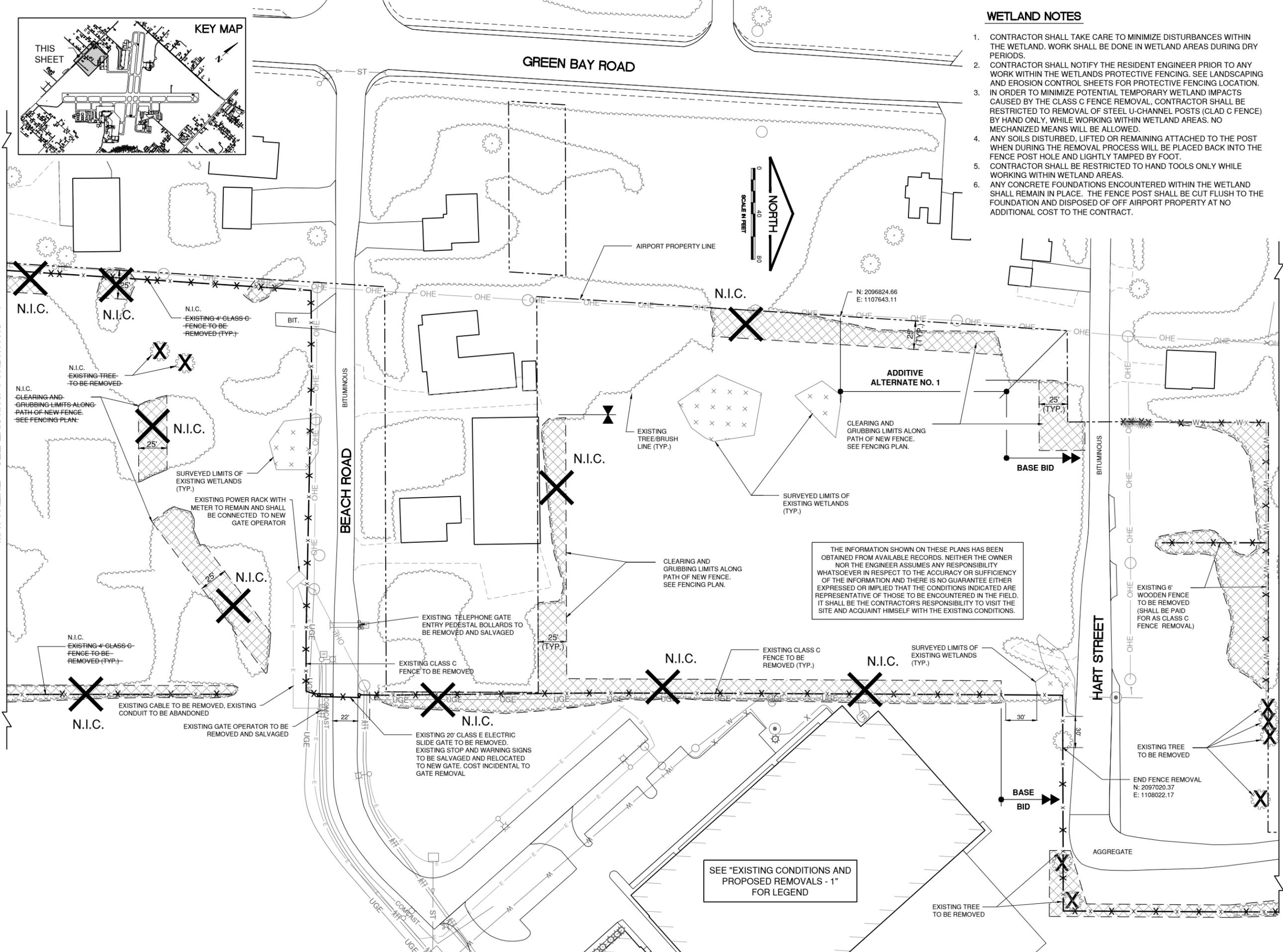
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NUMBER	BY	DATE



MATCHLINE - SEE EXISTING CONDITIONS - 1

MATCHLINE - SEE EXISTING CONDITIONS - 3



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

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

**EXISTING CONDITIONS AND
 PROPOSED REMOVALS - 2**

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DATE:	4/16/2021
JOB No:	190226-02

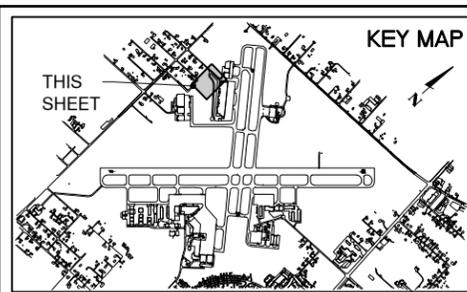
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Waukegan Airport Base 2020.dwg
Waukegan Airport Base Utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Jim O'Hea
LAYOUT: EC

DATE: Tuesday, May 13, 2025 9:08:50 AM
FILE: K:\Waukegan\190226-02_Fencing\Draw\Sheets\9_190226-02_Existing Conditions - 3.dwg



MATCHLINE - SEE EXISTING CONDITIONS - 2

ELECTRICAL KEYED NOTES:

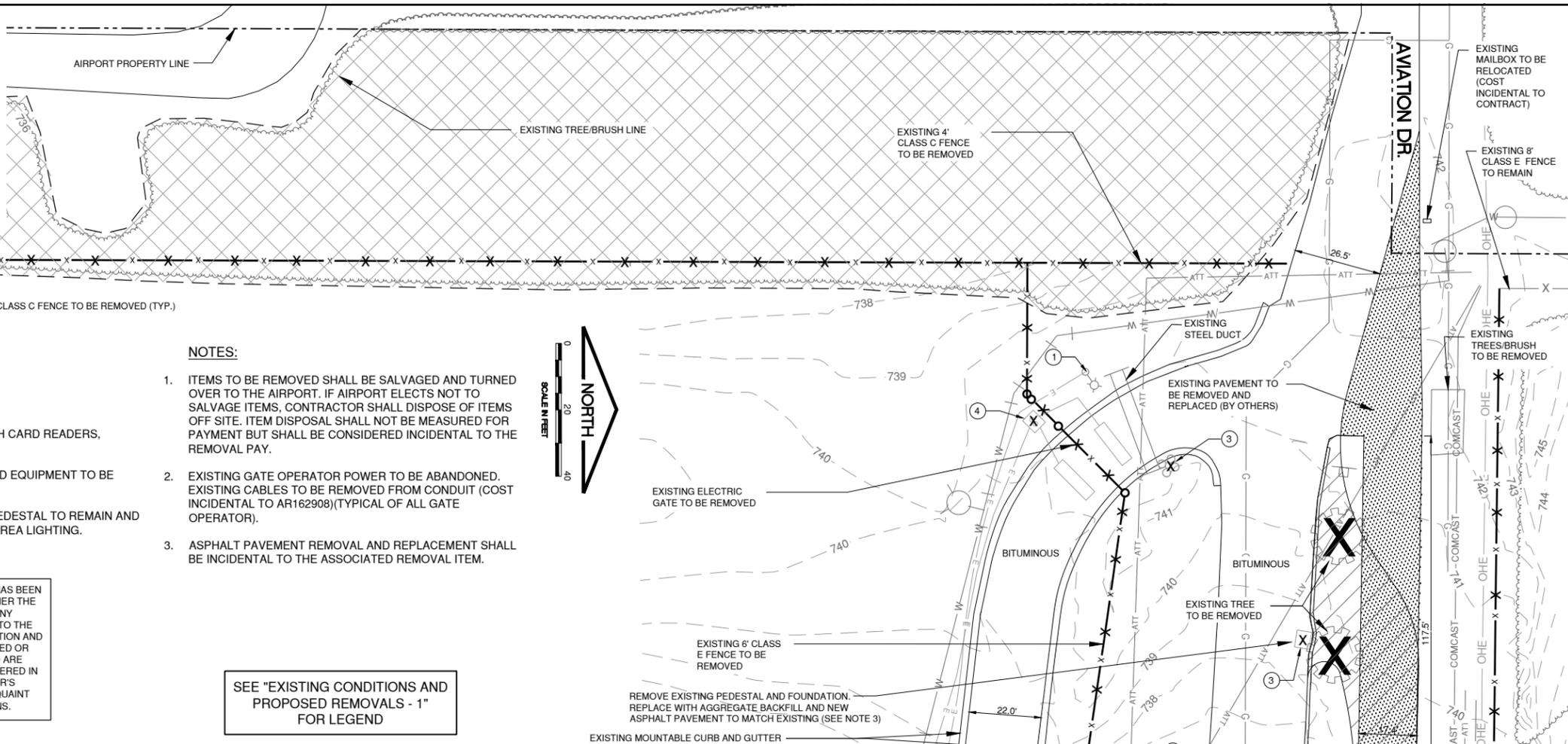
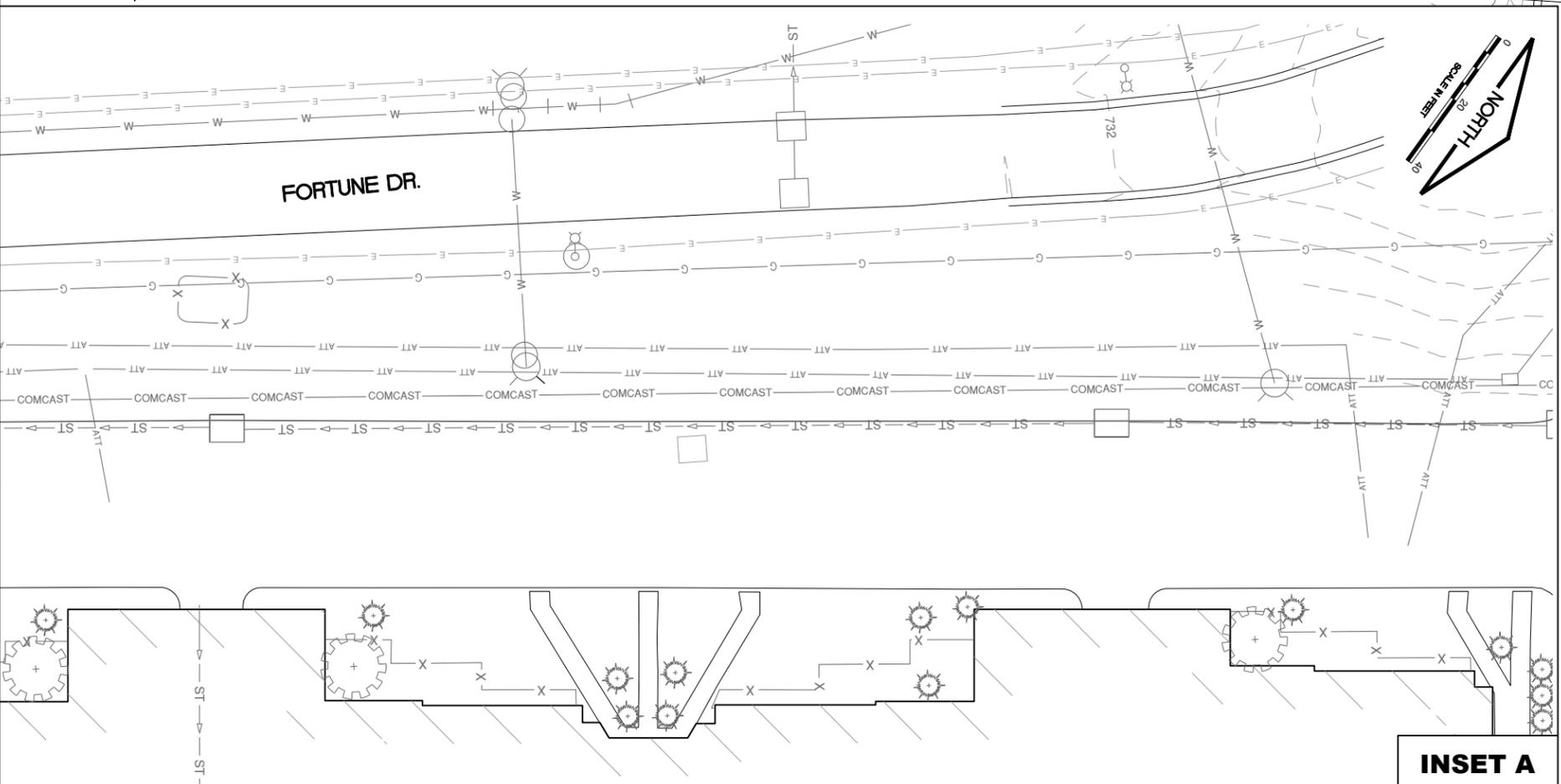
- ① EXISTING AREA LIGHT POLE TO REMAIN.
- ② EXISTING AREA LIGHT POLE TO REMAIN.
- ③ REMOVE EXISTING GOOSENECK STAND WITH CARD READERS, INTERCOM AND BOLLARDS (NOTE 1).
- ④ EXISTING GATE OPERATOR AND ASSOCIATED EQUIPMENT TO BE REMOVED AND SALVAGED (NOTE 1).
- ⑤ EXISTING ELECTRIC SERVICE METER AND PEDESTAL TO REMAIN AND SHALL BE CONNECTED TO NEW GATE AND AREA LIGHTING.

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.

NOTES:

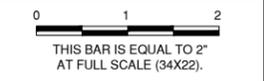
- 1. ITEMS TO BE REMOVED SHALL BE SALVAGED AND TURNED OVER TO THE AIRPORT. IF AIRPORT ELECTS NOT TO SALVAGE ITEMS, CONTRACTOR SHALL DISPOSE OF ITEMS OFF SITE. ITEM DISPOSAL SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE REMOVAL PAY.
- 2. EXISTING GATE OPERATOR POWER TO BE ABANDONED. EXISTING CABLES TO BE REMOVED FROM CONDUIT (COST INCIDENTAL TO AR162908)(TYPICAL OF ALL GATE OPERATOR).
- 3. ASPHALT PAVEMENT REMOVAL AND REPLACEMENT SHALL BE INCIDENTAL TO THE ASSOCIATED REMOVAL ITEM.

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



IL CONTRACT: **WA076**
IL LETTING ITEM: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE



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

**EXISTING CONDITIONS AND
PROPOSED REMOVALS - 3**

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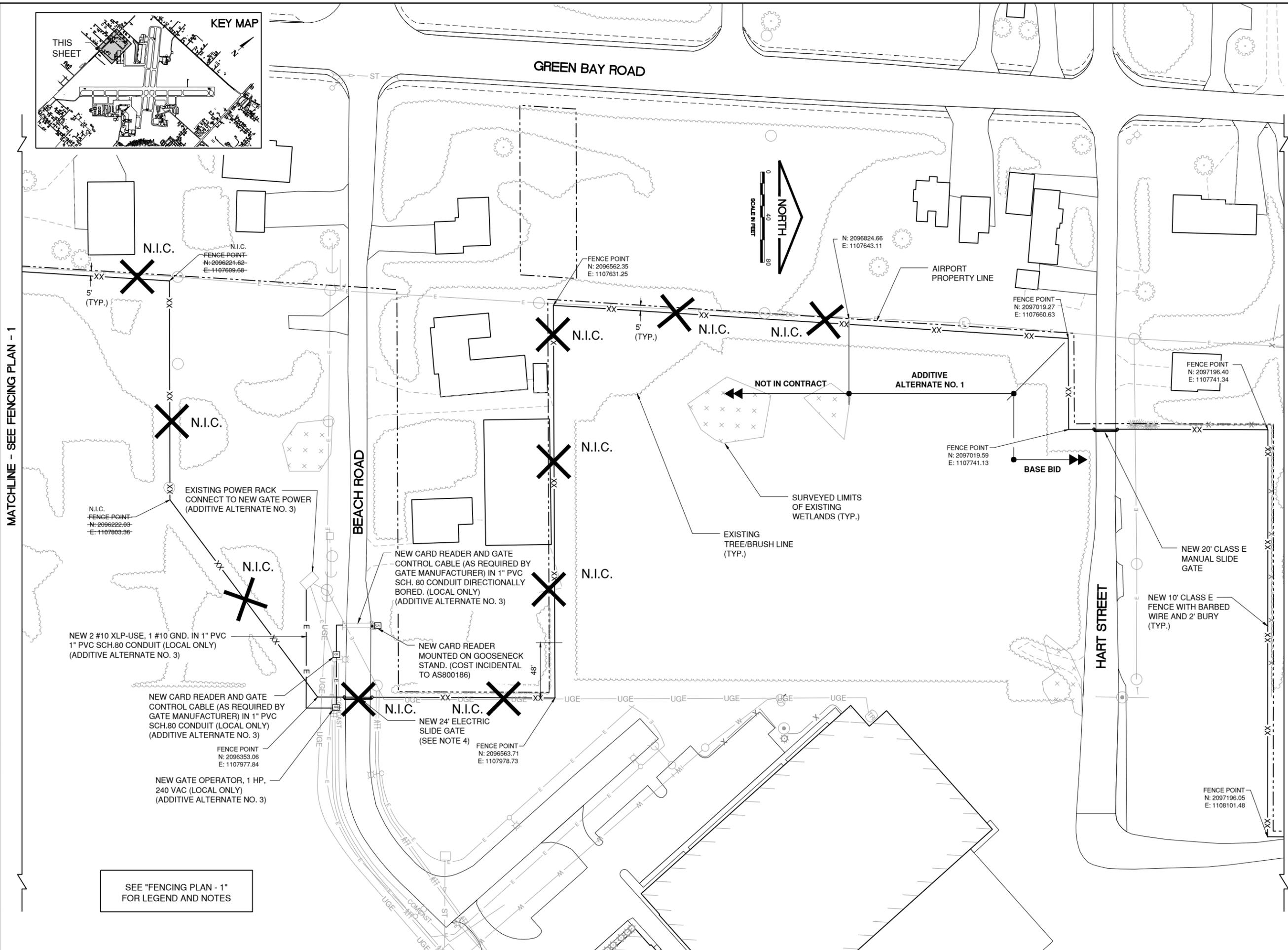
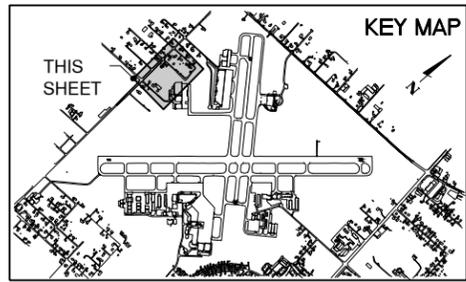
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UPDATE BY: Jim Ohsie
 LAYOUT: Layout1

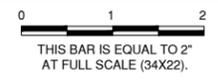
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SEE "FENCING PLAN - 1"
 FOR LEGEND AND NOTES

IL CONTRACT: **WA076**
 IL LETTING ITEM: **10A**
 IL PROJECT: **UGN-4848**
 S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE



MATCHLINE - SEE FENCING PLAN - 3

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

FENCING PLAN - 2

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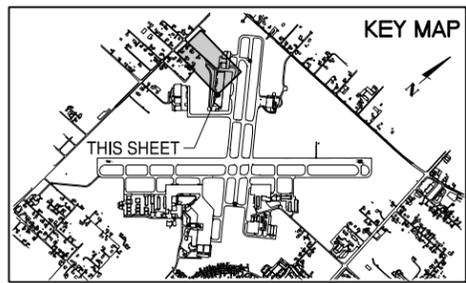
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 LAYOUT: Layout2

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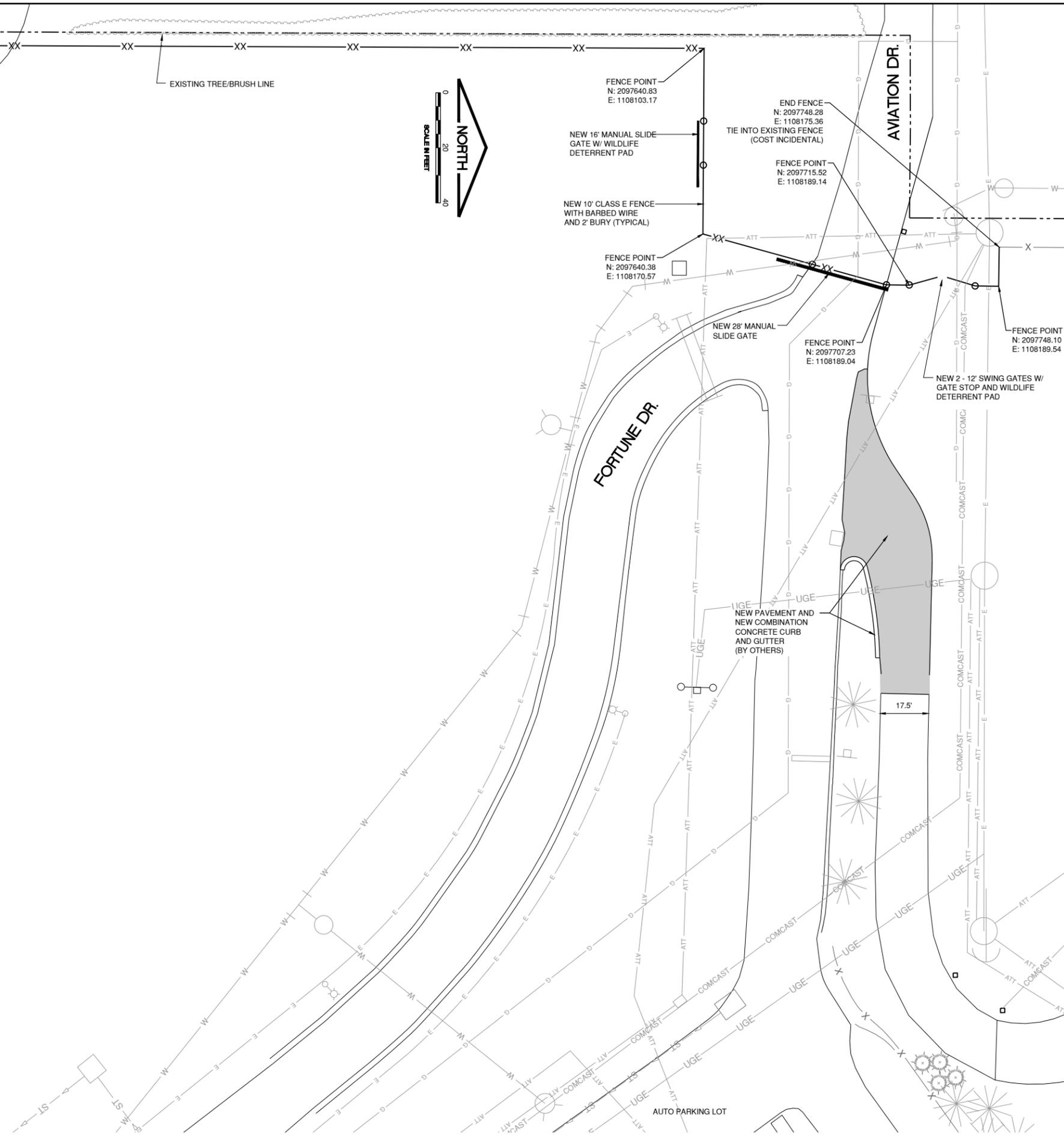
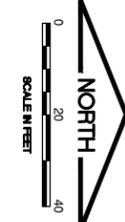
MATCHLINE - SEE FENCING PLAN - 2



SEE "FENCING PLAN - 1" FOR LEGEND

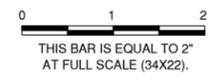
AIRPORT PROPERTY LINE

EXISTING TREE/BRUSH LINE



IL CONTRACT: **WA076**
 IL LETTING ITEM: **10A**
 IL PROJECT: **UGN-4848**
 S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE



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

FENCING PLAN - 3

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JOB No:	190226-02

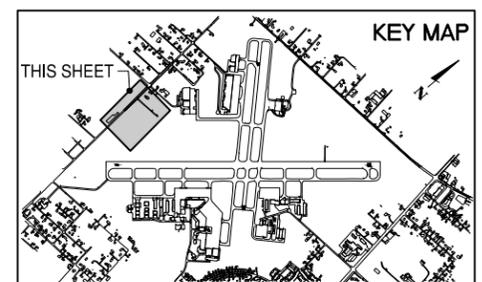
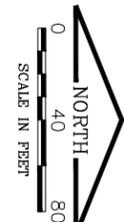
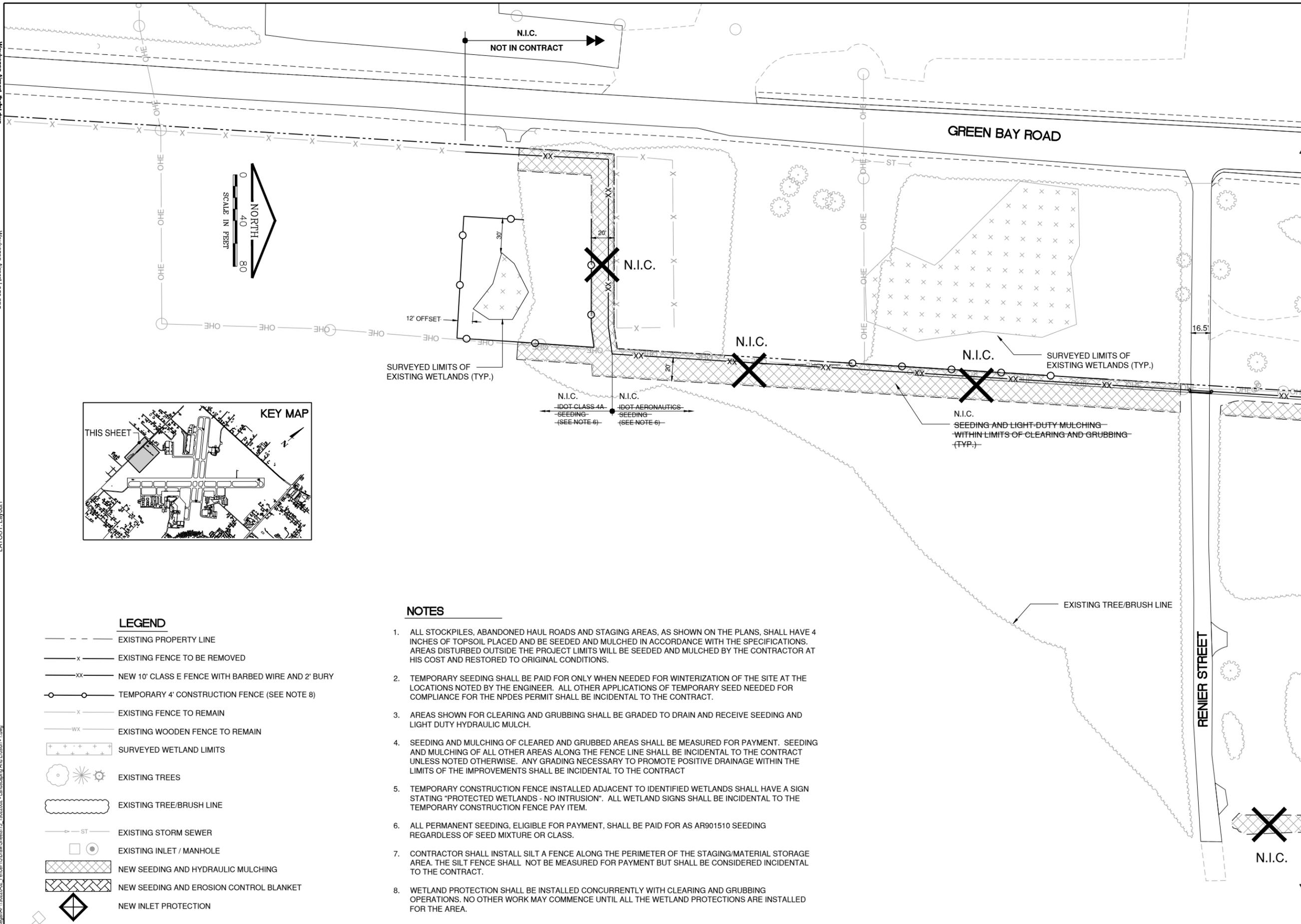
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Waukegan Airport Base Utilities 2020.dwg

Waukegan Airport Logo.png

UPDATE BY: Jim Ohee
LAYOUT: Layout1

DATE: Tuesday, May 13, 2025 9:10:25 AM
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LEGEND

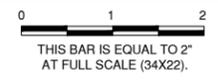
	EXISTING PROPERTY LINE
	EXISTING FENCE TO BE REMOVED
	NEW 10' CLASS E FENCE WITH BARBED WIRE AND 2' BURY
	TEMPORARY 4' CONSTRUCTION FENCE (SEE NOTE 8)
	EXISTING FENCE TO REMAIN
	EXISTING WOODEN FENCE TO REMAIN
	SURVEYED WETLAND LIMITS
	EXISTING TREES
	EXISTING TREE/BRUSH LINE
	EXISTING STORM SEWER
	EXISTING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

- NOTES**
- 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.
 - TEMPORARY SEEDING 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.
 - AREAS SHOWN FOR CLEARING AND GRUBBING SHALL BE GRADED TO DRAIN AND RECEIVE SEEDING AND LIGHT DUTY HYDRAULIC MULCH.
 - 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.
 - 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.
 - ALL PERMANENT SEEDING, ELIGIBLE FOR PAYMENT, SHALL BE PAID FOR AS AR901510 SEEDING REGARDLESS OF SEED MIXTURE OR CLASS.
 - 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.
 - 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: **10A**
IL. PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS

NUMBER	BY	DATE



MATCHLINE - SEE LANDSCAPING AND EROSION CONTROL PLAN - 2

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

LANDSCAPING AND EROSION CONTROL PLAN - 1

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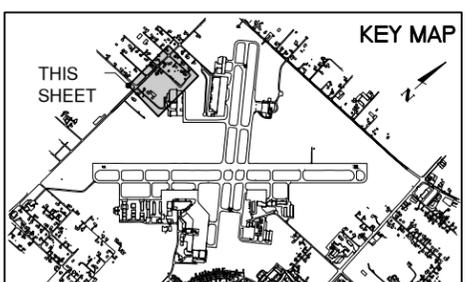
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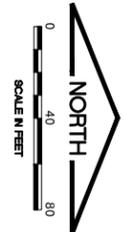
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UPDATE BY: Jim O'Hea
 LAYOUT: Layout1

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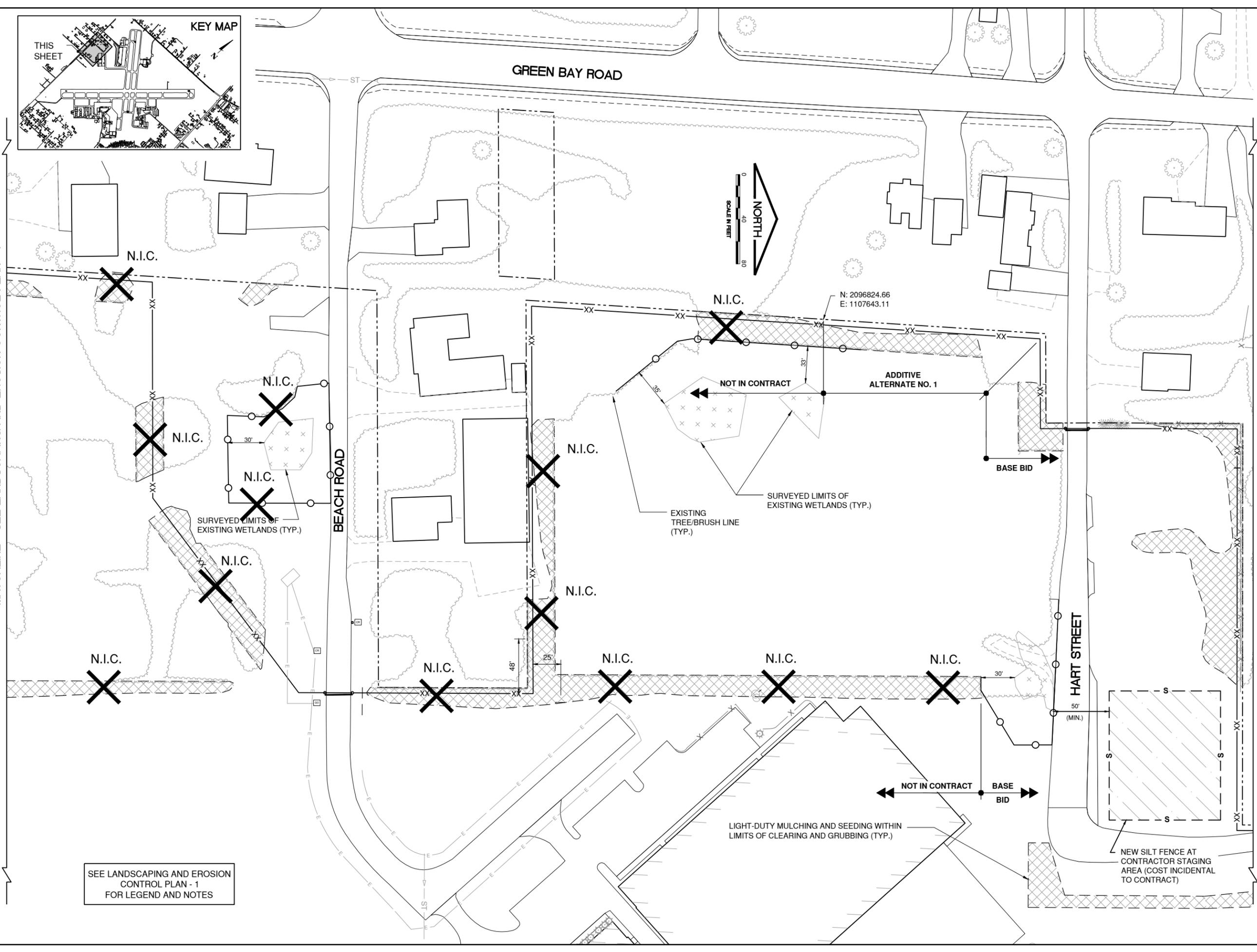


GREEN BAY ROAD



MATCHLINE - SEE LANDSCAPING AND EROSION CONTROL PLAN - 1

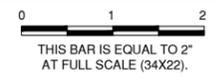
MATCHLINE - SEE LANDSCAPING AND EROSION CONTROL PLAN - 3



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

IL CONTRACT: WA076
 IL LETTING ITEM: 10A
 IL PROJECT: UGN-4848
 S.B.G. PROJECT: 3-17-SBGP-XX

REVISIONS		
NUMBER	BY	DATE



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

LANDSCAPING AND EROSION CONTROL PLAN - 2

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DATE:	4/16/2021
JOB No:	190226-02

FINAL

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. INSTALL NEW GATES
9. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
10. 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 PLAINES 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.

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 (ILR10) 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 PITTS, 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 (DEC1), 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 MEASURES AS 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: **10A**

IL PROJECT: **UGN-4848**

S.B.G. PROJECT: **3-17-SBGP-XX**

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)**

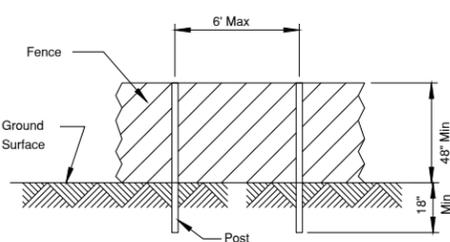
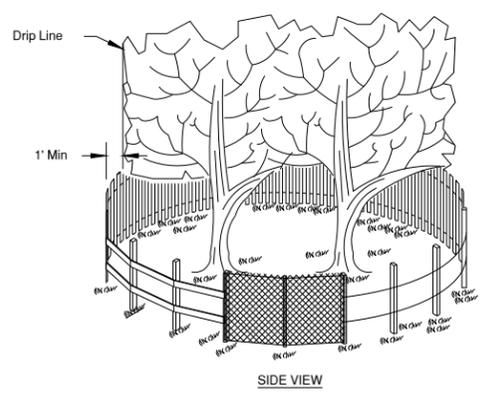
STORMWATER POLLUTION PREVENTION PLAN

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

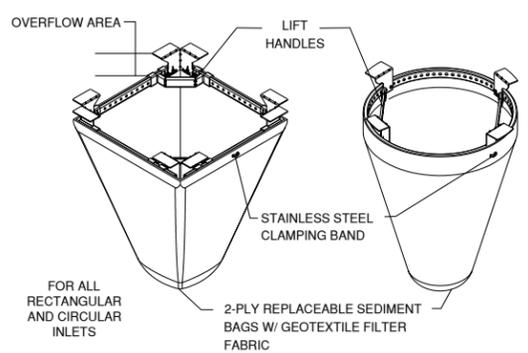
FINAL



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.

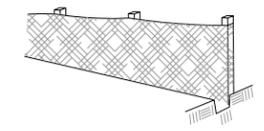
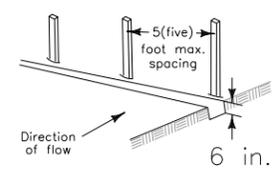


INLET PROTECTION - SILT BASKET (PAVEMENT AND TURF)

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.

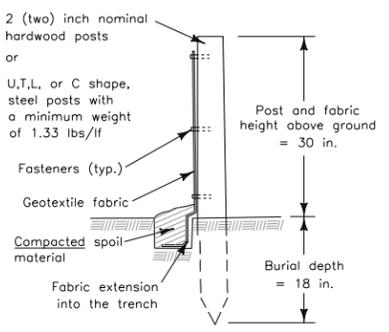
1. Set posts and excavate or slit-trench a 6-inch deep trench upslope along the line of the post
2. Attach the geotextile filter fabric to each post with a minimum of 3 (three) fasteners per post and extend to the bottom of the trench. Acceptable fasteners include staples, zip ties, or wire ties
3. Backfill and compact the excavated spoil materials



Geotextile Requirement	Test Method	MARV
Grab strength - Machine direction	ASTM D 4832	550 N
- X-machine direction		450 N
Permittivity	ASTM D 4491	0.05 980-1
Apparent opening size*	ASTM D 4751	0.80 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

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

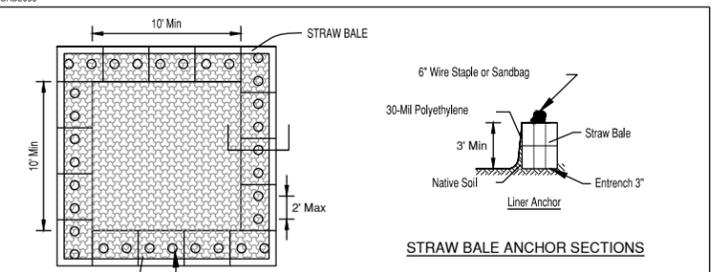
SILT FENCE DETAIL
NOT TO SCALE



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 ONE OF THE FOLLOWING:
 - A. WOVEN GEOTEXTILE SHALL MEET THE MATERIAL SPECIFICATIONS OF TABLE 1, CLASS 4 OF THE ILLINOIS URBAN MANUAL
 - B. NONWOVEN GEOTEXTILE SHALL MEET THE MATERIAL 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 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.
5. 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.

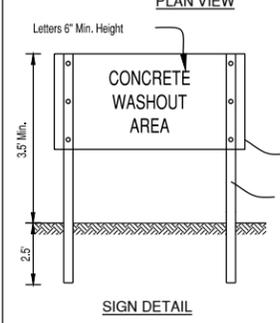
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STRAW BALE ANCHOR SECTIONS

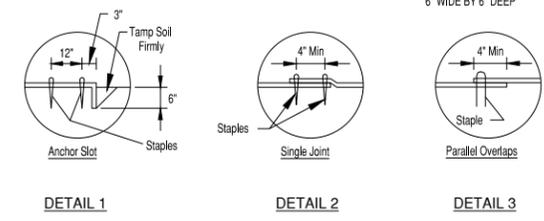
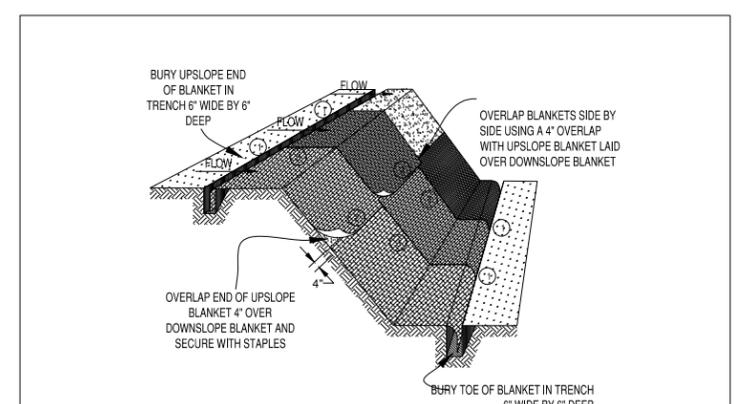
NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardened 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.



TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE

Design	Draw	Check	Approve
_____	_____	_____	_____



NOTES:

1. Wood stakes shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 stakes per s.y. of material. This equates to 200 stakes with stitched blanket and 400 stakes with non-stitched 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.

EROSION CONTROL BLANKET INSTALLATION DETAILS

Design	Draw	Check	Approve
_____	_____	_____	_____

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

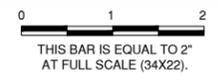
MULCH TYPE	
LIGHT-DUTY HYDRAULIC	APPLIED PER MANUFACTURER'S RECOMMENDATION (2000 LB/ACRE MINIMUM)
EROSION CONTROL BLANKET	80% WOOD EXCELSIOR MAT WITH MINIMUM 6" FIBER WITH BIODEGRADABLE NETTING (MINIMUM WEIGHT 0.63 LB/SY)

FERTILIZER MIX	
NUTRIENT	PLAT (LB/ACRE)
NITROGEN	90
PHOSPHORUS (P205)	90
POTASSIUM (K20)	90

IL CONTRACT: **WA076**
IL LETTING ITEM: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS

NUMBER	BY	DATE



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

STORMWATER POLLUTION PREVENTION DETAILS

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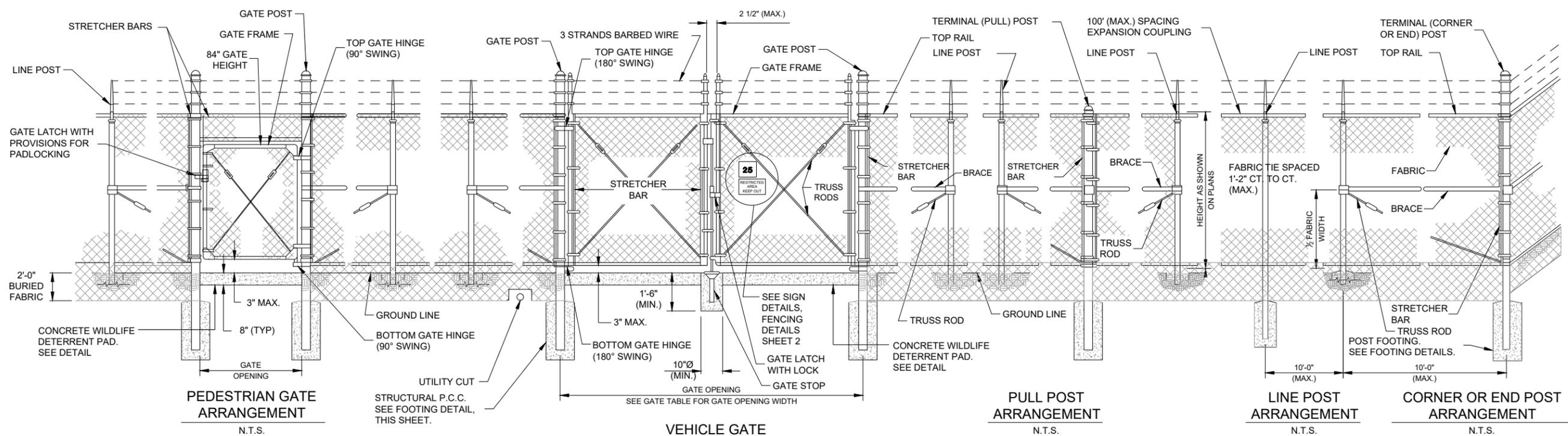
DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	AKM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

Waukegan Airport Construction

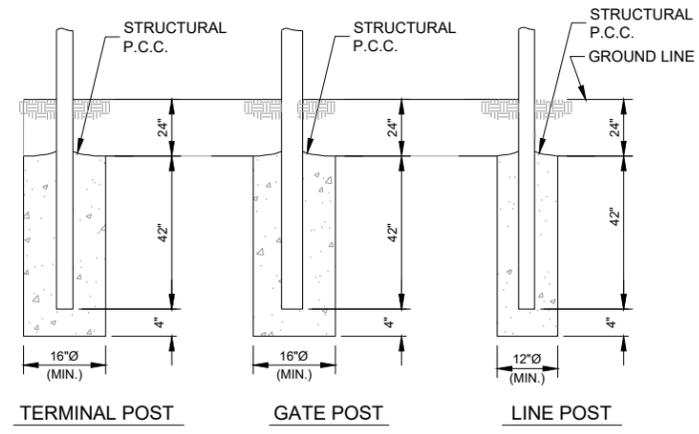
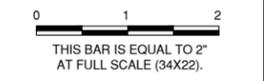
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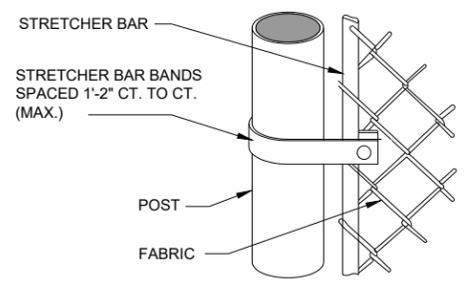


IL CONTRACT: **WA076**
IL LETTING ITEM: **10A**
IL PROJECT: **UGN-4848**
S.B.G. PROJECT: **3-17-SBGP-XX**

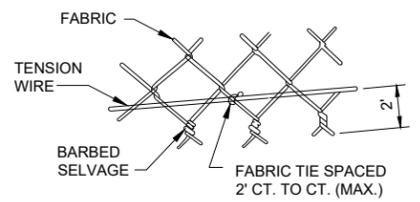
REVISIONS		
NUMBER	BY	DATE



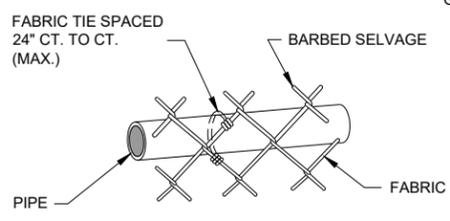
FOOTING DETAILS
N.T.S.



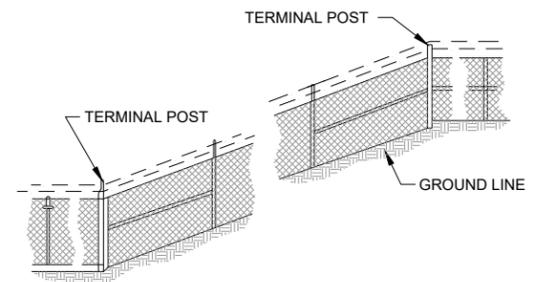
FASTENING STRETCHER BAR TO POST
N.T.S.



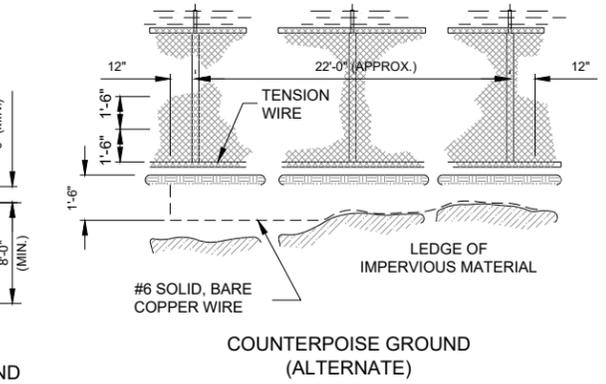
TYING FABRIC TO TENSION WIRE
N.T.S.



TYING FABRIC TO PIPE
N.T.S.

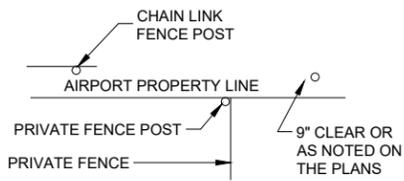


FENCE INSTALLATION ON SLOPES
N.T.S.

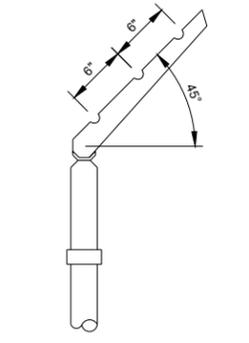


PROTECTIVE ELECTRICAL GROUND DETAILS
N.T.S.

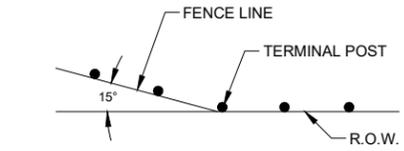
POST TYPE	ASTM F 1083		ASTM F 1043	
	DIAMETER	WEIGHT	DIAMETER	WEIGHT
CORNER, END, PULL	3.5" O.D.	7.58 LB/FT	3.5" O.D.	5.71 LB/FT
LINE POST	2.875" O.D.	5.80 LB/FT	2.875" O.D.	4.64 LB/FT
TOP RAIL	1.66" O.D.	2.27 LB/FT	1.66" O.D.	1.84 LB/FT
GATE POST	4" O.D.	9.12 LB/FT	4" O.D.	6.56 LB/FT



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.

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.

- NOTES**
- 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.
 - 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.
 - THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF IMPERVIOUS EARTH STRUCTURES.
 - 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.

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

FENCING DETAILS - 1

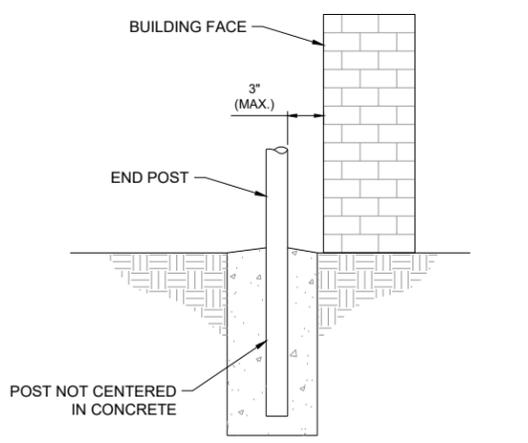
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DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

DATE: Tuesday, May 13, 2025 9:11:45 AM
 FILE: K:\Waukegan\B130225\07_Fencing\B130225_07_Fencing_Details - 2.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout



FENCE INSTALLATION AT BUILDING FACE
N.T.S.

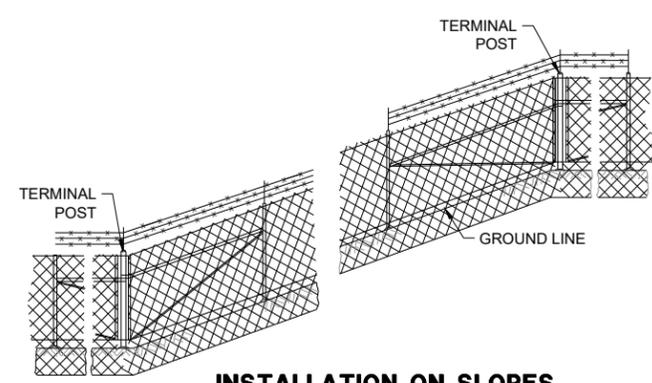
SIGNS					
CONTRACTOR SHALL FURNISH AND INSTALL SIGNS AS INDICATED IN TABLE BELOW					
SIGN	DIMENSIONS WIDTH x HEIGHT	BACKGROUND COLOR	LETTERING		TEXT
			COLOR	HEIGHT	
1	GATE NUMBER - SEE DETAIL ON FENCING DETAILS SHEET 2				
2	24" x 18"	WHITE	RED	1.5"	FAA REGULATIONS REQUIRE THAT AFTER ENTERING OR EXITING 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:

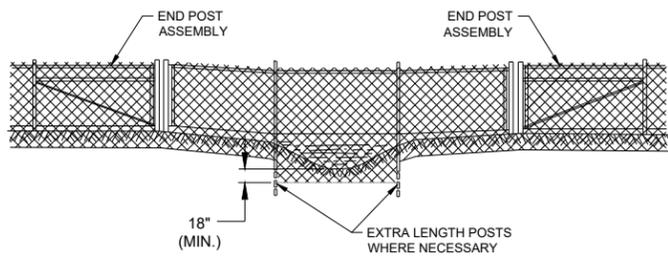
- SIGNS #1, #2 AND #4 SHALL BE INSTALLED ON BOTH SIDES OF GATE. SIGN #3 SHALL BE INSTALLED ON "LAND" SIDE OF GATE.
- ALL CANTILEVERED SLIDE GATES, BOTH MANUAL AND ELECTRIC OPERATION, SHALL HAVE ALL FOUR SIGNS INSTALLED, INCIDENTAL TO GATE INSTALLATION.
- ALL SWING GATES SHALL HAVE SIGNS #1 AND #3 INSTALLED,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

GENERAL NOTES - GATE SIGNS

- 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.
- SEE CANTILEVER GATE DETAILS SHEET FOR REQUIREMENTS FOR GATE CONSTRUCTION AND INSTALLATION.



INSTALLATION ON SLOPES
N.T.S.



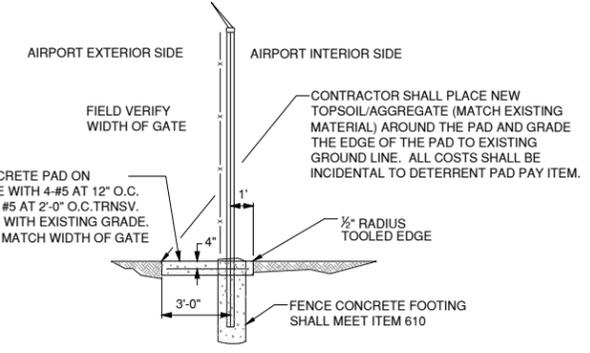
THE CHAIN LINK FABRIC SHALL BE EXTENDED TO MAINTAIN A MINIMUM BURIED DEPTH OF 18". ADDITIONAL FABRIC MAY BE ATTACHED TO EXTEND TO THE DEPTH REQUIRED. (COST INCIDENTAL TO NEW FENCE)

**ELEVATION
FENCE INSTALLATION OVER STREAM OR SWALES**
N.T.S.

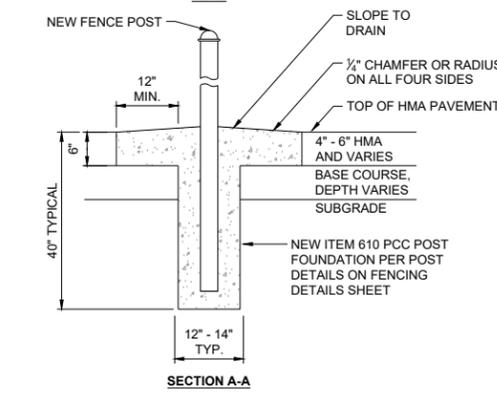
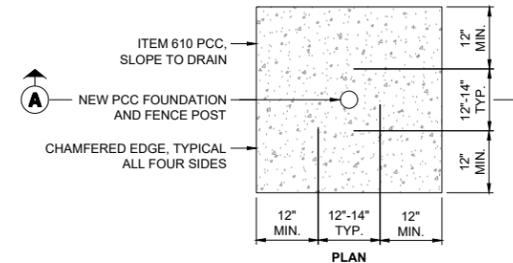


SIGN DETAILS
N.T.S.

- NOTES:**
- 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.
 - 0.08 GA ALUMINUM ALLOY SHEET. LETTERING SHALL BE RED ON A WHITE BACKGROUND.
 - CANTILEVERED SLIDE GATES SHALL INCLUDE TWO ADDITIONAL SIGNS AS DETAILED ON THE CANTILEVER GATE DETAIL SHEETS.

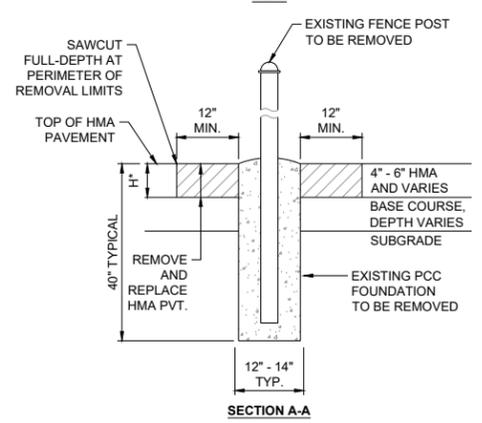
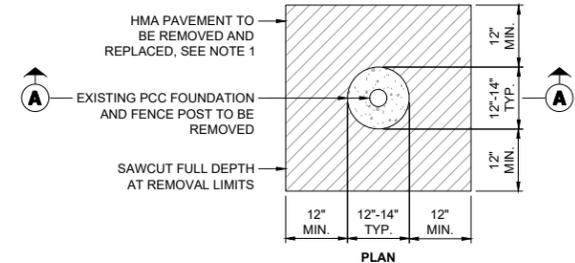


**TYPICAL WILDLIFE DETERRENT
CONCRETE PAD AT GATES**
N.T.S.



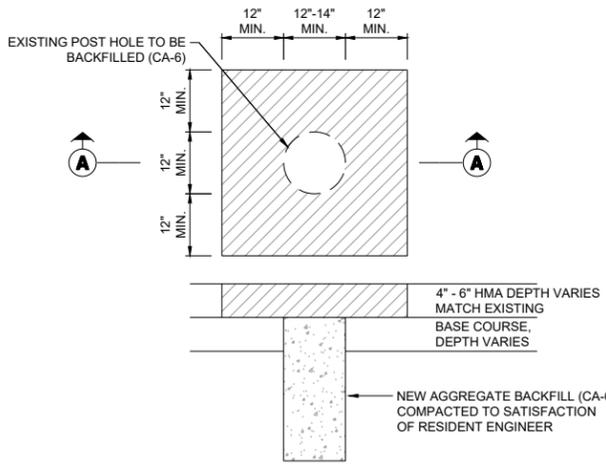
**NEW FENCE/GATE POST FOUNDATION
IN EXISTING HMA PAVEMENT**
N.T.S.

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



FENCE/GATE POST REMOVAL IN HMA PAVEMENT
N.T.S.

- NOTES:**
- HMA PAVEMENT TO BE REMOVED FULL DEPTH
 - BASE COURSE AND/OR SUBGRADE TO BE REMOVED SUCH THAT THE DEPTH "H" IS A MINIMUM OF 6 INCHES.
 - 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.
 - COSTS OF PAVEMENT AND FOUNDATION REMOVAL, SAW CUTTING, CLEANUP AND DISPOSAL, SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED REMOVAL PAY ITEM
 - 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.
 - REPLACEMENT OF EXISTING ASPHALT PAVEMENT OF DEPTH TO MATCH EXISTING SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.

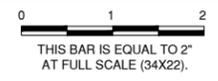


**FENCE/GATE POST HOLE REPAIR
IN EXISTING HMA PAVEMENT**
N.T.S.

- NOTES:**
- THE COST ASSOCIATED WITH FILLING THE VOID LEFT BY THE FENCE REMOVAL SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATE REMOVAL PAY ITEM.
 - REPLACEMENT OF EXISTING ASPHALT PAVEMENT OF DEPTH TO MATCH EXISTING SHALL BE INCIDENTAL TO THE ASSOCIATED PAY ITEM.
 - COMPACT NEW ASPHALT TO THE SATISFACTION OF THE RESIDENT ENGINEER.

IL CONTRACT: **WA076**
 IL LETTING ITEM: **10A**
 IL PROJECT: **UGN-4848**
 S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE



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

FENCING DETAILS - 2

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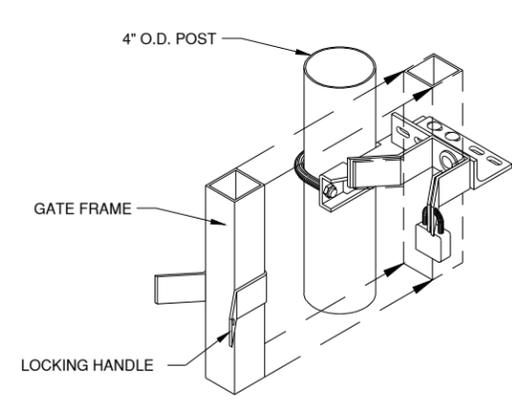
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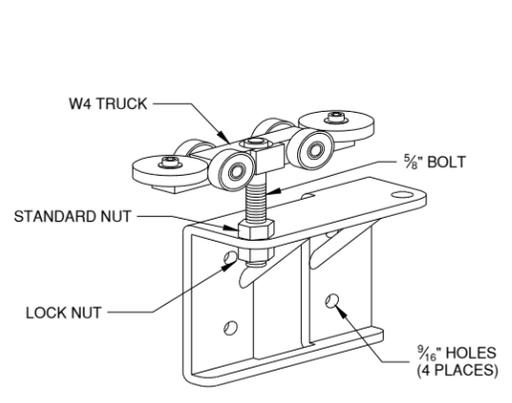
DESIGN BY:	AM
DRAWN BY:	JRO
CHECKED BY:	AM
APPROVED BY:	ARM
DATE:	4/16/2021
JOB No:	190226-02

FINAL

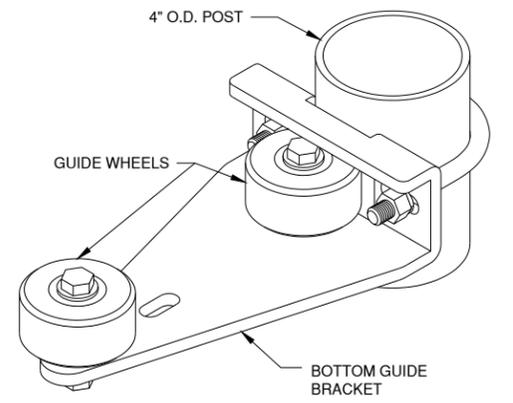
Waukegan Airport Perimeter Fencing - Phase 5
 Waukegan National Airport
 Waukegan, Illinois
 Construct Perimeter Fencing - Phase 5 (Northwest Area)
 Cantilever Gate Details
 DATE: Tuesday, May 13, 2025 9:11:50 AM
 FILE: K:\Waukegan\192225-02_Fencing\DrawSheets\20_19022502_Fencing Gate Details.dwg
 UPDATE BY: Jim Ohse
 LAYOUT: Layout1



CATCH ASSEMBLY DETAIL
N.T.S.

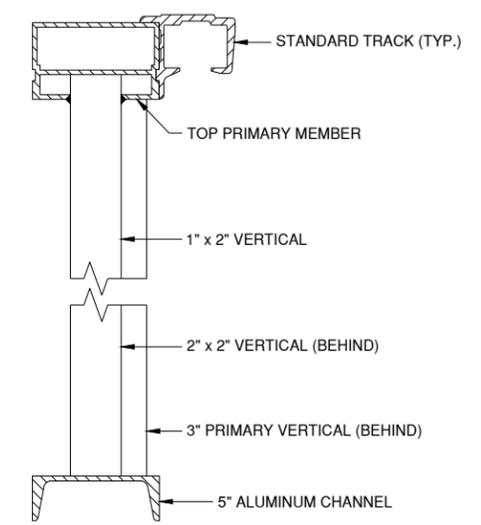


GATE HANGER ASSEMBLY
N.T.S.

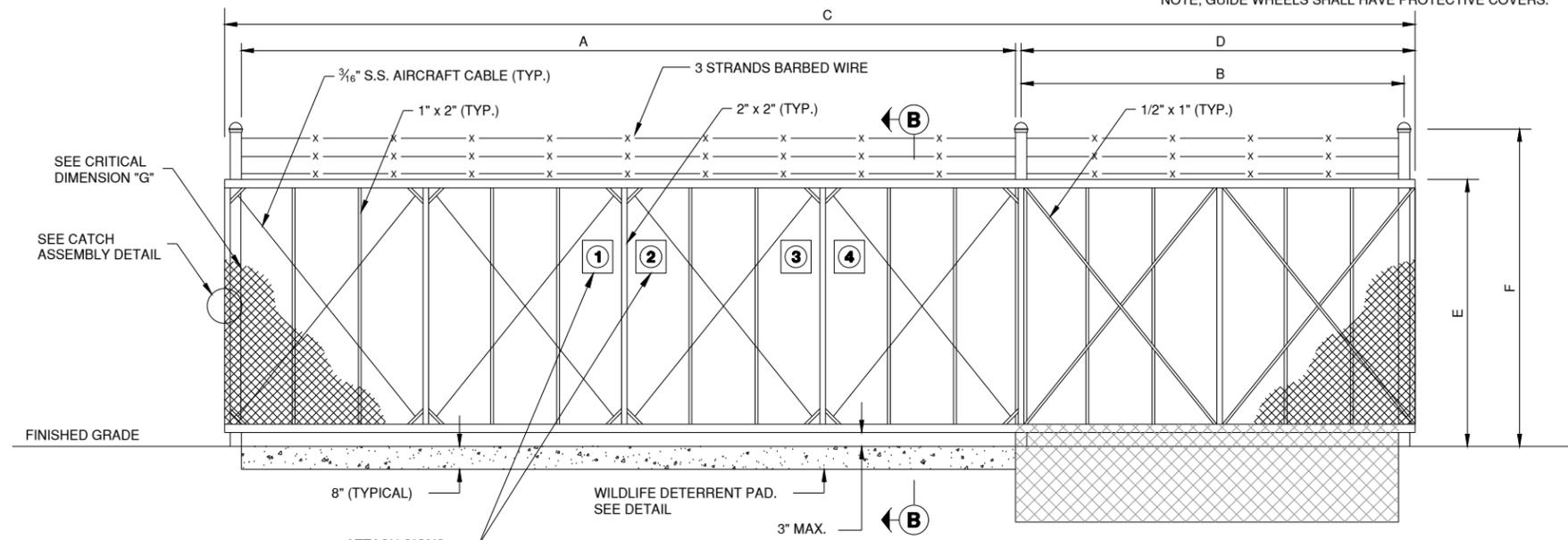


STANDARD BOTTOM GUIDE ASSEMBLY
N.T.S.

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:

- 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.
- 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.
- THE FABRIC TYPE & FINISH OF THE GATE SHALL MATCH THE PROPOSED FENCE OR BE AS DIRECTED BY THE ENGINEER.
- ALL SLIDING GATES SHALL HAVE ALL ROLLERS ENCLOSED IN STEEL OR PLASTIC SHROUDS TO PREVENT ACCIDENTAL INJURY.
- 3 STRANDS OF BARBED WIRE ON TOP OF GATE NOT SHOWN TO IMPROVE CLARITY.
- SEE FENCING DETAILS SHEET 2 FOR SIGN DETAILS.



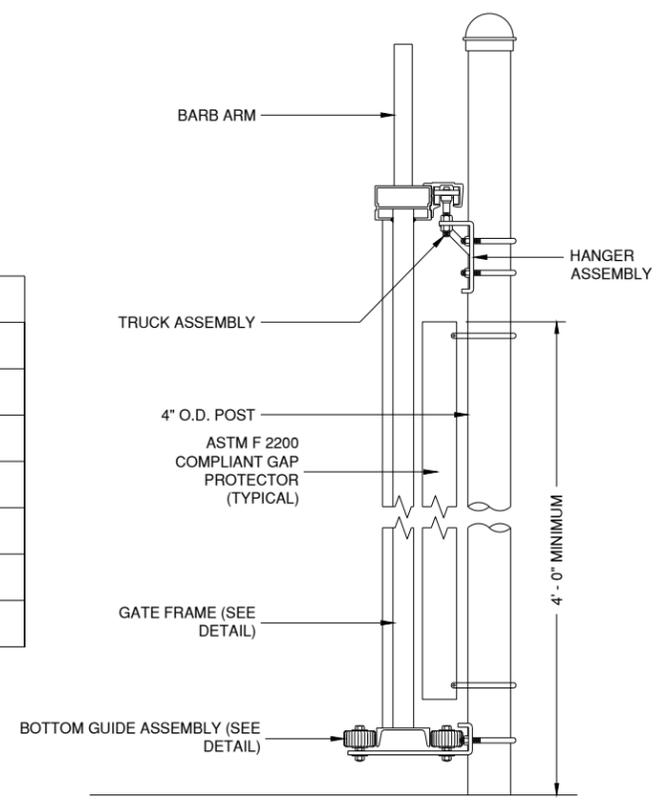
WARNING SIGN DETAIL
N.T.S.

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:

- 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.
- ALL EXPOSED PINCH POINTS ARE ELIMINATED OR GUARDED AND GUARDING IS SUPPLIED FOR ALL EXPOSED ROLLERS.
- A WARNING SIGN (SEE DETAIL, THIS SHEET) MUST BE AFFIXED TO BOTH SIDES OF THE SLIDE GATE, BOTH MANUAL AND ELECTRIC.

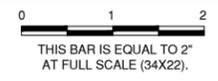


SECTION B-B
(TYPICAL ALL GATES)

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

IL CONTRACT: **WA076**
 IL LETTING ITEM: **10A**
 IL PROJECT: **UGN-4848**
 S.B.G. PROJECT: **3-17-SBGP-XX**

REVISIONS		
NUMBER	BY	DATE



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

CANTILEVER GATE DETAILS

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 DRAWN BY: JRO
 CHECKED BY: AM
 APPROVED BY: ARM
 DATE: 4/16/2021
 JOB No: 190225-02

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