

INDEX OF SHEETS

SHEET NO.	TITLE
1	COVER SHEET
2	SUMMARY OF QUANTITIES
3	SITE PLAN AND GENERAL NOTES
4	CONSTRUCTION AND SAFETY NOTES AND DETAILS
5	HAUL ROUTE DETAILS
6	CONSTRUCTION STAGING PLAN
7	TYPICAL SECTIONS AND PAVEMENT REPAIR DETAILS
8	MILLING DISPOSAL AND CRACK REPAIR PLAN TAXIWAY A
9	CRACK REPAIR PLAN STA. 199+00 THRU STA. 211+50
10	CRACK REPAIR PLAN STA. 211+50 THRU STA. 225+50
11	CRACK REPAIR PLAN STA. 225+50 THRU STA. 238+49.37
12	PLAN AND PROFILE - RUNWAY 14-32 STA. 199+00 THRU STA. 210+50
13	PLAN AND PROFILE - RUNWAY 14-32 STA. 212+00 THRU STA. 225+00
14	PLAN AND PROFILE - RUNWAY 14-32 STA. 225+00 THRU STA. 238+00
15	PLAN AND PROFILE - TAXIWAY B1
16	PLAN AND PROFILE - TAXIWAY C1
17	PLAN AND PROFILE - TAXIWAY B2
18	PLAN AND PROFILE - TAXIWAY C2
19	PLAN AND PROFILE - TAXIWAY B3
20	PLAN AND PROFILE - TAXIWAY B4
21	PLAN AND PROFILE - TAXIWAY C3
22	CROSS SECTIONS - RUNWAY 14-32 STA. 199+50 THRU STA. 205+50
23	CROSS SECTIONS - RUNWAY 14-32 STA. 206+00 THRU STA. 217+00
24	CROSS SECTIONS - RUNWAY 14-32 STA. 217+50 THRU STA. 223+00
25	CROSS SECTIONS - RUNWAY 14-32 STA. 223+50 THRU STA. 229+00
26	CROSS SECTIONS - RUNWAY 14-32 STA. 229+50 THRU STA. 235+00
27	CROSS SECTIONS - RUNWAY 14-32 STA. 235+50 THRU STA. 237+69.37
28	CROSS SECTIONS - TAXIWAY B1
29	CROSS SECTIONS - TAXIWAY C1
30	CROSS SECTIONS - TAXIWAY B2
31	CROSS SECTIONS - TAXIWAY C2
32	CROSS SECTIONS - TAXIWAY B3
33	CROSS SECTIONS - TAXIWAY B4
34	CROSS SECTIONS - TAXIWAY C3
35	STAKING PLAN - RUNWAY 14-32 STA. 199+50 THRU STA. 207+49.29
36	STAKING PLAN - RUNWAY 14-32 STA. 212+60.09 THRU STA. 223+00
37	STAKING PLAN - RUNWAY 14-32 STA. 223+50 THRU STA. 233+00
38	STAKING PLAN - RUNWAY 14-32 STA. 233+50 THRU STA. 237+69.37
39	STAKING PLAN - TAXIWAY B1
40	STAKING PLAN - TAXIWAY C1
41	STAKING PLAN - TAXIWAY B2
42	STAKING PLAN - TAXIWAY C2
43	STAKING PLAN - TAXIWAY B3
44	STAKING PLAN - TAXIWAY B4
45	STAKING PLAN - TAXIWAY C3
46	UNDERDRAIN STRUCTURE ADJUSTMENT PLAN AND DETAIL STA. 199+00 THRU STA. 211+50
47	UNDERDRAIN STRUCTURE ADJUSTMENT PLAN STA. 211+50 THRU STA. 225+50
48	MARKING PLAN STA. 199+00 THRU STA. 211+50
49	MARKING PLAN STA. 211+50 THRU STA. 225+50
50	MARKING PLAN STA. 225+50 THRU STA. 238+49.37
51	PAVEMENT MARKING DETAILS
52	LIGHT ADJUSTMENT AND SIGN PLAN STA. 199+00 THRU STA. 211+50
53	LIGHT ADJUSTMENT PLAN STA. 211+50 THRU STA. 225+50
54	LIGHT ADJUSTMENT PLAN STA. 225+50 THRU STA. 238+49.37
55	GUIDANCE SIGN DETAILS
56	LIGHT ADJUSTMENT DETAILS
57	ELECTRICAL NOTES
58	ELECTRICAL NOTES
59	LANDSCAPING AND STORM WATER POLLUTION PREVENTION PLAN
60	LANDSCAPING AND STORM WATER POLLUTION PREVENTION NOTES AND DETAILS

ITEM NO. 1A

WA061
TOTAL SHEETS = 60

CONSTRUCTION PLANS

REPAIR AND OVERLAY RUNWAY 14-32

**WAUKEGAN PORT DISTRICT
WAUKEGAN REGIONAL AIRPORT (UGN)
WAUKEGAN, LAKE COUNTY, ILLINOIS**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

VICINITY MAP



SHEET NO. 1 OF 60

NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By



Date of Plans
Lindsay Hausman
Lindsay D. Hausman, P.E.
JUNE 5, 2009
EXP 11/30/09



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WAUKEGAN PORT DISTRICT**
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Waukegan, Illinois 60087
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I:\09\095\09831\09A0022\DRAWINGS\SHEETS\02-SUMMARY OF QUANTITIES.DWG JUL 01, 2009 12:53PM HALUSKO0682

SUMMARY OF QUANTITIES

<i>Item No.</i>	<i>Description</i>	<i>Unit</i>	<i>As Bid</i>	<i>Adjusted</i>
AR108158	1/C #8 5KV UG Cable in UD	Linear Foot	690.0	
AR125444	Taxi Guidance Sign, 4 Character	Each	4.0	
AR125470	Modify Existing Sign Panel	Each	4.0	
AR125941	Adjust Stake Mounted Light	Each	64.0	
AR125942	Adjust Base Mounted Light	Each	16.0	
AR150510	Engineer's Field Office	Lump Sum	1.0	
AR156510	Silt Fence	Linear Foot	424.0	
AR156520	Inlet Protection	Each	21.0	
AR201610	Bituminous Base Course	Ton	5,045.0	
AR201630	Bituminous Base Test Section	Each	1.0	
AR201661	Clean & Seal Bituminous Cracks	Linear Foot	4,085.0	
AR401610	Bituminous Surface Course	Ton	3,035.0	
AR401630	Bituminous Surface Test Section	Each	1.0	
AR401650	Bituminous Pavement Milling	Square Yard	8,162.0	
AR401660	Saw & Seal Bit. Joints	Linear Foot	740.0	
AR401665	Bituminous Pavement Sawing	Linear Foot	3,800.0	
AR401910	Remove & Replace Bit. Pavement	Square Yard	1,115.0	
AR602510	Bituminous Prime Coat	Gallons	335.0	
AR603510	Bituminous Tack Coat	Gallons	9,780.0	
AR620520	Pavement Marking-Waterborne	Square Foot	14,080.0	
AR800964	Lighted Runway Closure Marker	Each	2.0	
AR800965	North Haul Route	Lump Sum	1.0	
AR800966	South Haul Route	Lump Sum	1.0	
AR800967	Crack Control Material	Square Yard	1,495.0	
AR800972	Bituminous Sand Mix - 2"	Square Yard	295.0	
AR800988	Adjust UD Struct, Turf	Each	7.0	
AR901510	Seeding	Acre	3.7	
AR904510	Sodding	Square Yard	7,722.0	
AR905520	Topsoiling (From Off Site)	Cubic Yard	2,900.0	
AR908510	Mulching	Acre	3.7	

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WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

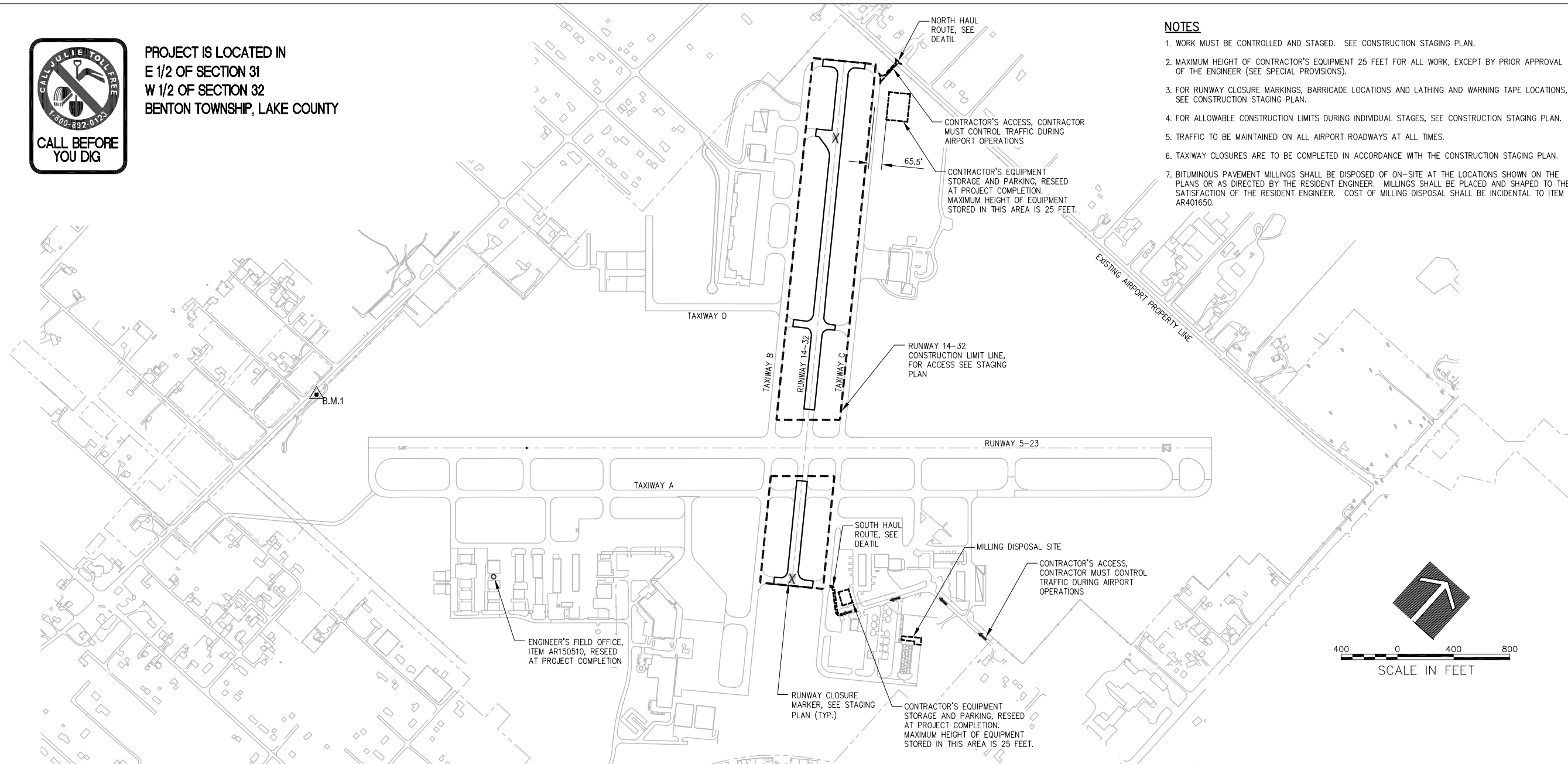
Date
JUNE 5, 2009
Sheet Title

SUMMARY OF QUANTITIES

09A0022
Project Number
LDH 05/11/09
Layout By Date
LDH 05/11/09
Designed By Date
RMH 05/14/09
Reviewed By Date
LDH ---
Drawn By Sheet No.



PROJECT IS LOCATED IN
E 1/2 OF SECTION 31
W 1/2 OF SECTION 32
BENTON TOWNSHIP, LAKE COUNTY



NOTES

1. WORK MUST BE CONTROLLED AND STAGED. SEE CONSTRUCTION STAGING PLAN.
2. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 25 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
3. FOR RUNWAY CLOSURE MARKINGS, BARRICADE LOCATIONS AND LATHING AND WARNING TAPE LOCATIONS, SEE CONSTRUCTION STAGING PLAN.
4. FOR ALLOWABLE CONSTRUCTION LIMITS DURING INDIVIDUAL STAGES, SEE CONSTRUCTION STAGING PLAN.
5. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
6. TAXIWAY CLOSURES ARE TO BE COMPLETED IN ACCORDANCE WITH THE CONSTRUCTION STAGING PLAN.
7. BITUMINOUS PAVEMENT MILLINGS SHALL BE DISPOSED OF ON-SITE AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. MILLINGS SHALL BE PLACED AND SHAPED TO THE SATISFACTION OF THE RESIDENT ENGINEER. COST OF MILLING DISPOSAL SHALL BE INCIDENTAL TO ITEM AR401650.

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WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO OVERLAY RUNWAY 14-32 AT WAUKEGAN REGIONAL AIRPORT, INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- CRACK REPAIR AND PATCHING OF RUNWAY PAVEMENTS
- BITUMINOUS OVERLAY OF RUNWAY PAVEMENTS
- ADJUST RUNWAY LIGHTS AND ADD NEW GUIDANCE SIGNS
- REMARKING OF PAVEMENTS
- TOPSOILING, SODDING, SEEDING AND MULCHING

PROTECTION OF EXISTING AIRPORT FACILITIES

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

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE FAA (SMO) THROUGH THE RESIDENT ENGINEER TO LOCATE ALL FAA CABLES ON THE PROJECT SITE. ALL FAA CABLES SHALL BE PROTECTED AT ALL TIMES.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

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

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

RESPONSIBILITY FOR EXISTING UTILITIES

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

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

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

AIRPORT SECURITY

THE CONTRACTOR IS TO COORDINATE GATE SECURITY, THROUGH THE RESIDENT ENGINEER, WITH THE AIRPORT MANAGER. AIRPORT SECURITY SHALL BE MAINTAINED AT ALL TIMES.

EXISTING BENCHMARK

BENCHMARK IS AS FOLLOWS:

- ▲ ELEVATION 721.34
- B.M.1 STEEL ROD SET IN 6" LOGO CAP
- LOCATION: 36.5 FEET EAST OF RT. 131 (GREEN BAY RD.), 230 FEET SOUTH OF SUDDARD ST., 101 FEET NORTH OF CENTER ST.
- COORDINATES: N 2094502.438 E 1107324.042

A: 109-0051 00831 09A0022 DRAWINGS SHEETS 03-SITE PLANNING JUL 01, 2009 12:54PM HALUSMO0682

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

SITE PLAN AND GENERAL NOTES

09A0022	Project Number
LDH	03/19/09
LDH	03/19/09
LDH	05/14/09
LDH	---

CONSTRUCTION AND SAFETY NOTES

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. THE CONTRACTOR IS TO PREPARE AND FOLLOW A STAGING PLAN THAT COORDINATES HIS WORK WITH THE WORK OF HIS SUBCONTRACTORS AND THE WORK OF OTHER CONTRACTORS ON-FIELD. THIS STAGING PLAN MUST BE SATISFACTORY TO THE PROJECT ENGINEER AND THE AIRPORT DIRECTOR. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES WHEN ACTIVE TAXIWAYS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

LATHING AND WARNING TAPE

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

RUNWAY CLOSURE

THE PROJECT WILL REQUIRE THE PLACEMENT OF RUNWAY CLOSURE MARKERS; SEE SHEET 3, AND DETAIL C, THIS SHEET. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

THE CONTRACTOR WILL FURNISH, INSTALL, OPERATE, MAINTAIN AND REMOVE LIGHTED RUNWAY CLOSURE MARKERS AS SPECIFIED IN THE SPECIAL PROVISIONS, TO BE PAID UNDER ITEM AR800964. IF NECESSARY FOR EMERGENCIES OR EXTENDED MAINTENANCE OF THE LIGHTED MARKER EQUIPMENT BY THE CONTRACTOR, THE CONTRACTOR WILL TEMPORARILY USE PRE-MANUFACTURED, VINYL MARKERS TO BE FURNISHED TO THE CONTRACTOR BY THE OWNER. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO INSTALL, RELOCATE AND MAINTAIN RUNWAY CLOSURE MARKERS AT THE LOCATIONS SHOWN IN THE PLAN, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF PLACING AND RELOCATING THESE ITEMS, AND THEIR OPERATION AND MAINTENANCE, IS TO BE INCIDENTAL TO ITEM AR800964.

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

TEMPORARY BARRICADES ON AIRFIELD

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

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) OVER NIGHT. THE RSA IS DEFINED AS 250 FEET FROM THE RUNWAY CENTERLINE AND 1000 FEET FROM THE END OF THE RUNWAY. THE TSA IS MEASURED AT 65.5 FEET FROM THE TAXIWAY CENTERLINE. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

VEHICULAR TRAFFIC CONTROL

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

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE STAGING PLAN FOR THE STAGE CURRENTLY UNDER CONSTRUCTION. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 200 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS, 1000 FEET FROM THE END OF ACTIVE RUNWAYS, 65.5 FEET FROM THE CENTERLINE OF ACTIVE TAXIWAYS, 44.5 FEET FROM T-HANGAR TAXILANES AND 10 FEET FROM THE EDGE OF ACTIVE APRONS.

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

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

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE RUNWAY APPROACH SURFACE.

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

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

NOTIFICATIONS BY CONTRACTOR

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

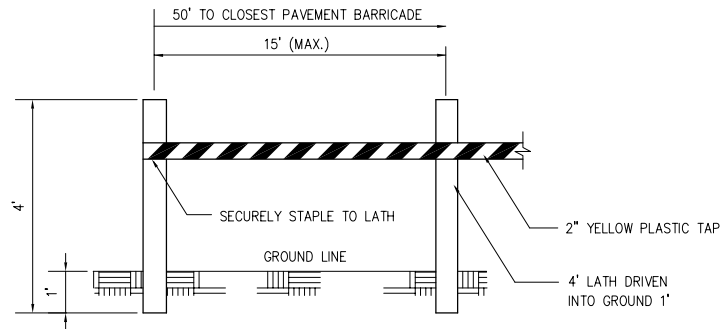
CONTRACTOR'S USE OF SITE

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

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

UTILITY OUTAGES AND SHUTDOWNS

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



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

**DETAIL A
LATHING AND WARNING TAPE**

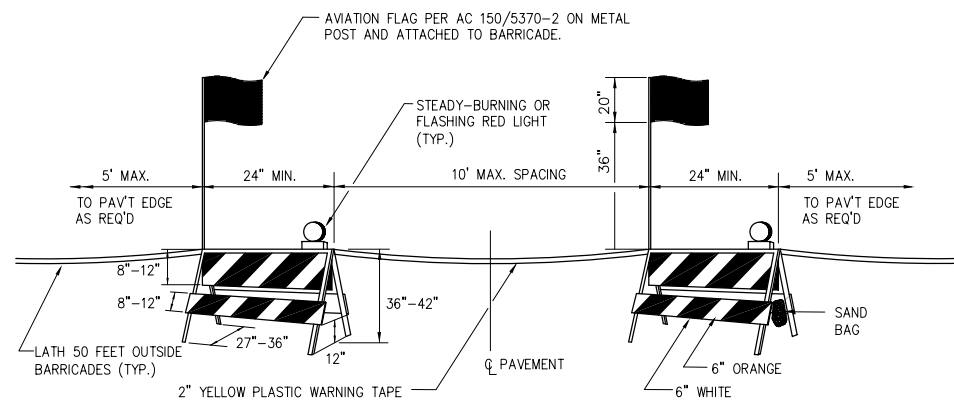
NTS



NOTES

1. THE COST OF SUPPLYING, PLACING, OPERATING, MAINTAINING AND REMOVING THE LIGHTED RUNWAY CLOSURE MARKERS WILL BE PAID UNDER ITEM AR800964.
2. THE LIGHTED MARKERS SHALL COMPLY WITH FAA ADVISORY CIRCULAR 150/5345-55 AND THE SPECIAL PROVISIONS, AND SHALL BE MANUFACTURED BY SHERWIN INDUSTRIES, INC., HALIBRITE, INC. OR ANOTHER FAA-APPROVED MANUFACTURER.
3. THE LIGHTED MARKERS SHALL BE PLACED OVER THE RUNWAY NUMERALS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.
5. THE LIGHTED MARKERS SHALL BE IN PLACE AND OPERATING WHENEVER THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.
6. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY REMOVE THE LIGHTED MARKERS FROM SERVICE, SUCH INTERRUPTION SHALL BE DURING DAYLIGHT CONDITIONS ONLY. THE LIGHTED MARKER SHALL BE REPLACED WITH OWNER-SUPPLIED VINYL MARKERS, WHICH SHALL BE PLACED, SECURED AND REMOVED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM AR800964.

LIGHTED RUNWAY CLOSURE MARKER



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

**DETAIL C
PAVEMENT BARRICADES**

NTS

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**WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS**

**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

No.	Drawing Issue	Description	Date	By

Date

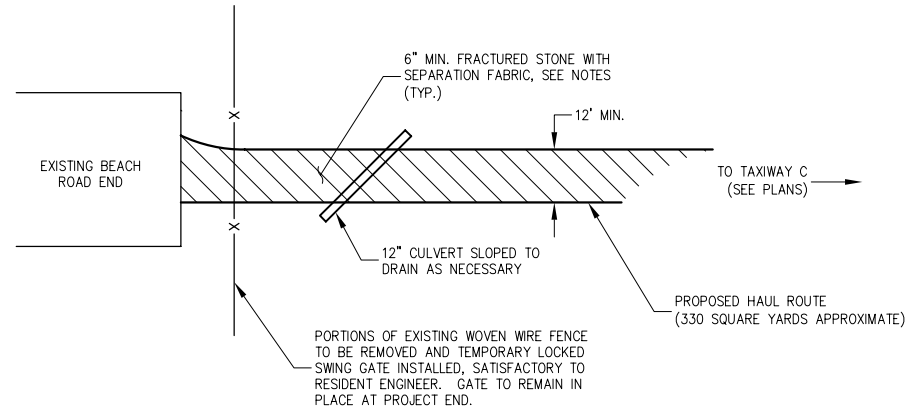
JUNE 5, 2009

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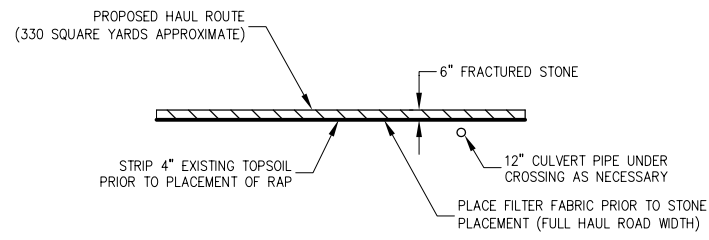
**CONSTRUCTION AND
SAFETY NOTES AND
DETAILS**

09A0022	Project Number
LDH	03/19/09
LDH	03/19/09
RMH	05/14/09
LDH	---
LDH	---

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PLAN

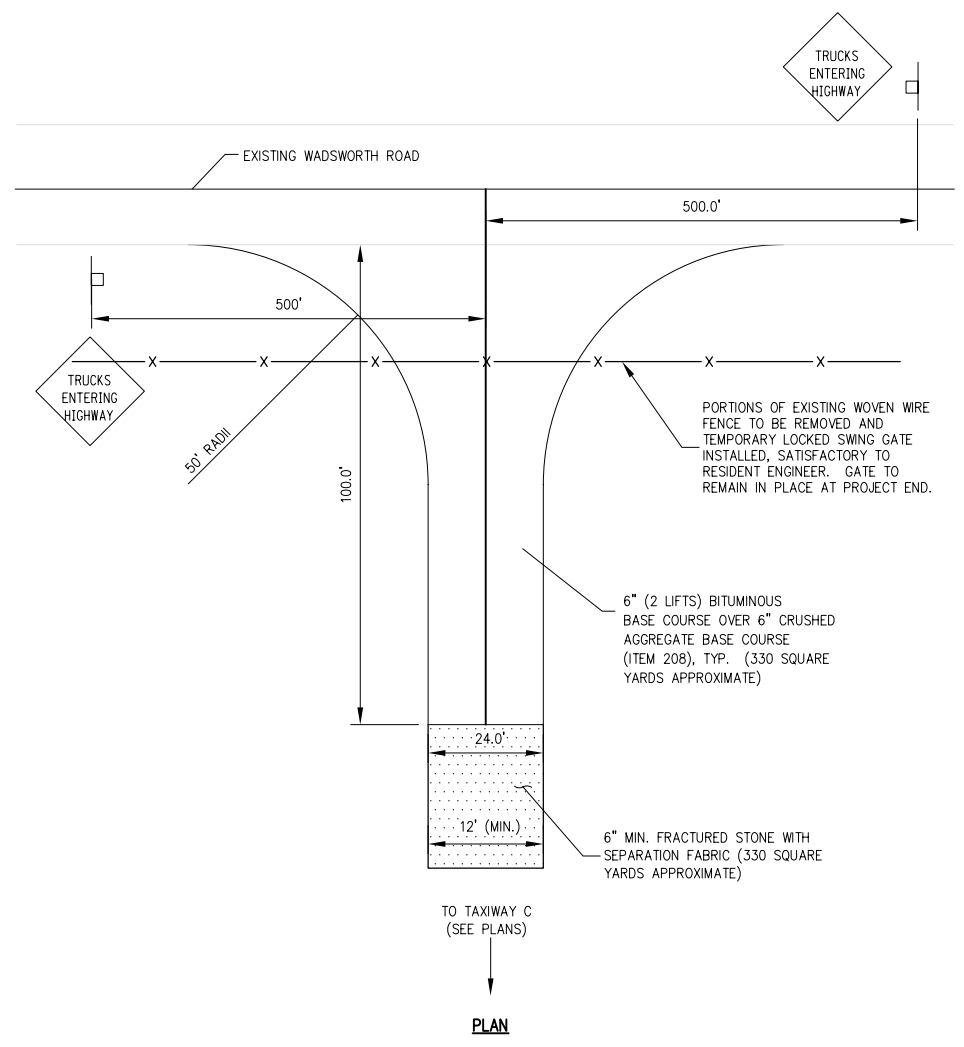


CROSS SECTION

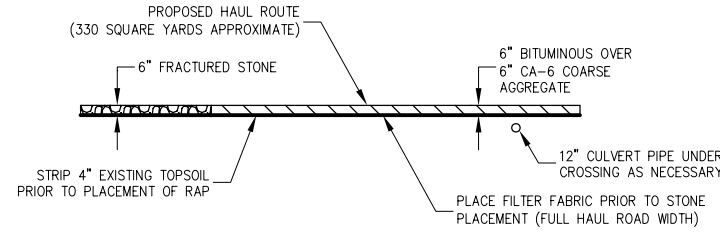
NOTES:

1. STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
2. FRACTURED STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR RECYCLED ASPHALT.
3. STONE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
4. HAUL ROUTE WIDTH SHALL BE 12 FEET MINIMUM.
5. SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT (CMP, STEEL OR HDPE).
6. PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO BE MIRAFI 160N OR APPROVED EQUAL, COST INCIDENTAL TO HAUL ROUTE.
7. THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
8. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
9. HAUL ROUTE TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEED (SEE LANDSCAPING PLAN) AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER. AT RESIDENT ENGINEER'S OPTION, THE HAUL ROUTE CAN REMAIN.
10. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING SOUTH HAUL ROUTE SHALL BE PAID UNDER ITEM AR800966.

SOUTH HAUL ROUTE



PLAN



CROSS SECTION

NOTES:

1. FOR OTHER THAN ASPHALT AREA, STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
2. FRACTURED STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR RECYCLED ASPHALT.
3. FILTER FABRIC SHALL BE PLACED OVER THE ENTIRE AREA PRIOR TO THE PLACEMENT OF STONE.
4. PAVED DRIVEWAY SHALL BE 24 FEET WIDE. STONE PORTIONS OF HAUL ROUTE SHALL BE 12 FEET WIDE MINIMUM.
5. SURFACE WATER FLOWING OR DIVERTED TOWARD ENTRANCE SHALL BE PIPED UNDER THE ENTRANCE.
6. THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHT-OF-WAYS. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
7. AT RESIDENT ENGINEER'S OPTION ENTRANCE SHALL BE REMOVED AT PROJECT END AND SITE RESTORED TO THE SATISFACTION OF THE RESIDENT ENGINEER.
8. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING ENTRANCE SHALL BE INCIDENTAL TO THE CONTRACT.
9. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS ON WADSWORTH ROAD AS SHOWN OR AS REQUIRED BY LAKE COUNTY DOT. COST OF SIGNS SHALL BE INCIDENTAL TO HAUL ROUTE.
10. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING SOUTH HAUL ROUTE SHALL BE PAID UNDER ITEM AR800965.

NORTH HAUL ROUTE

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**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

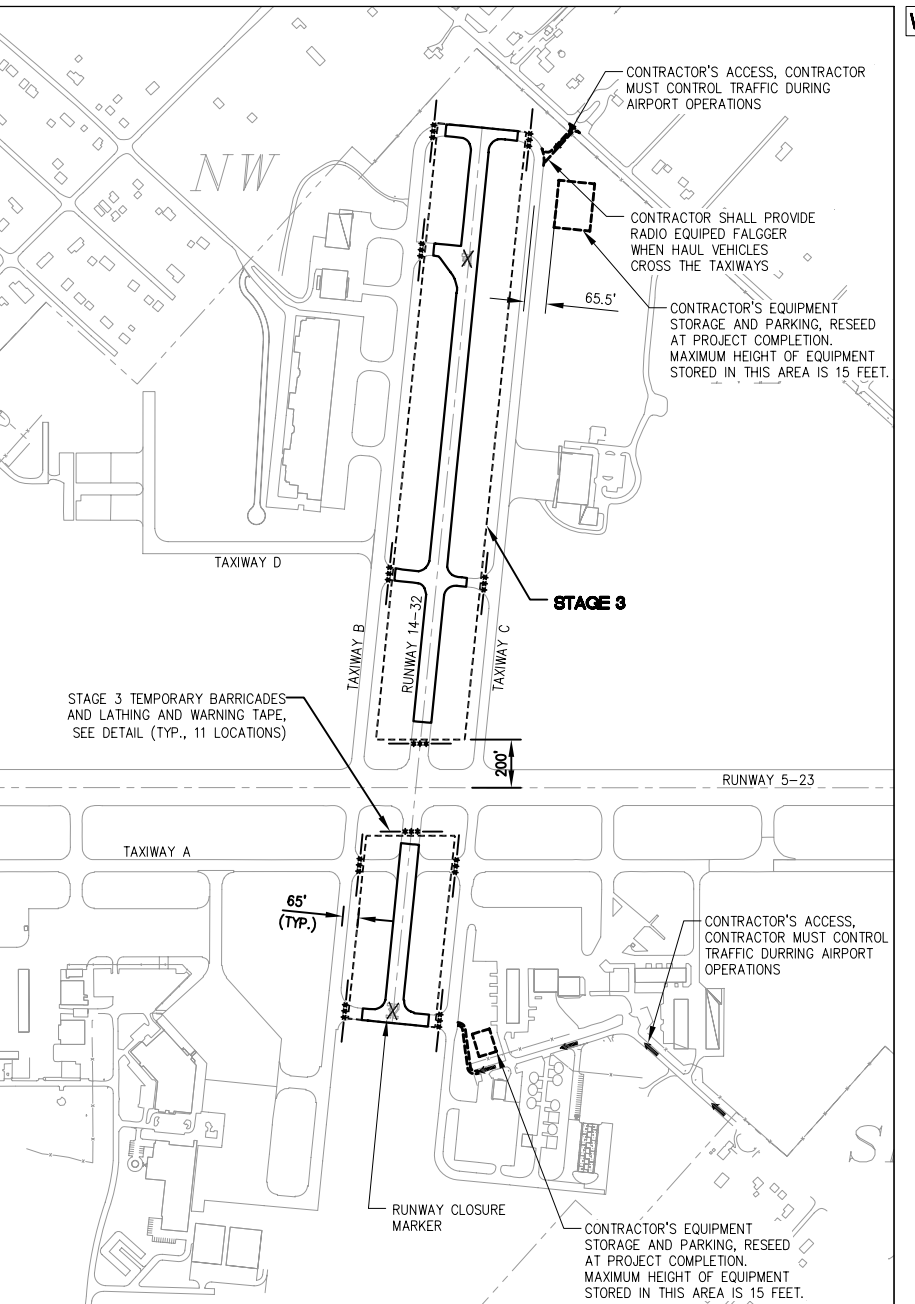
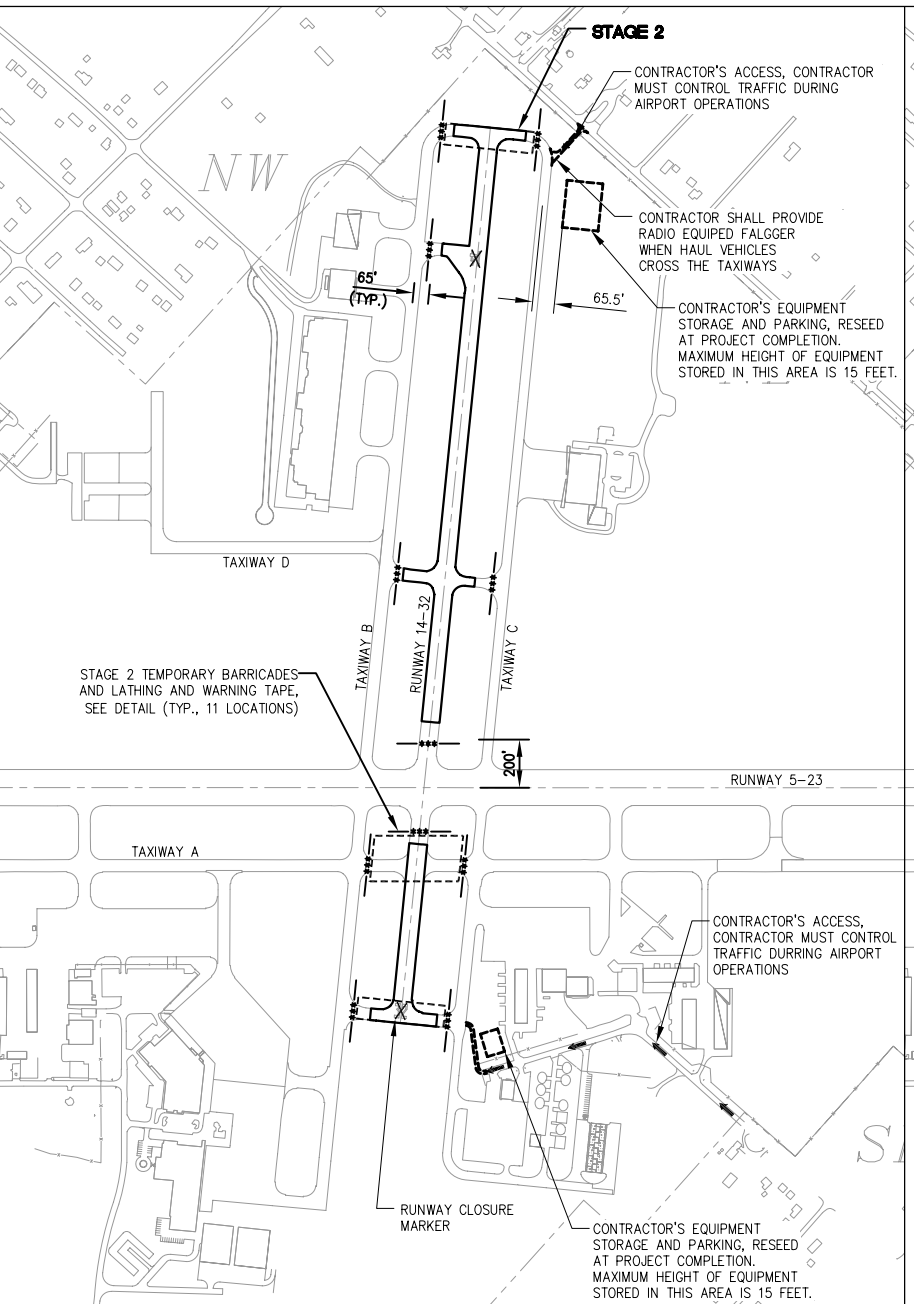
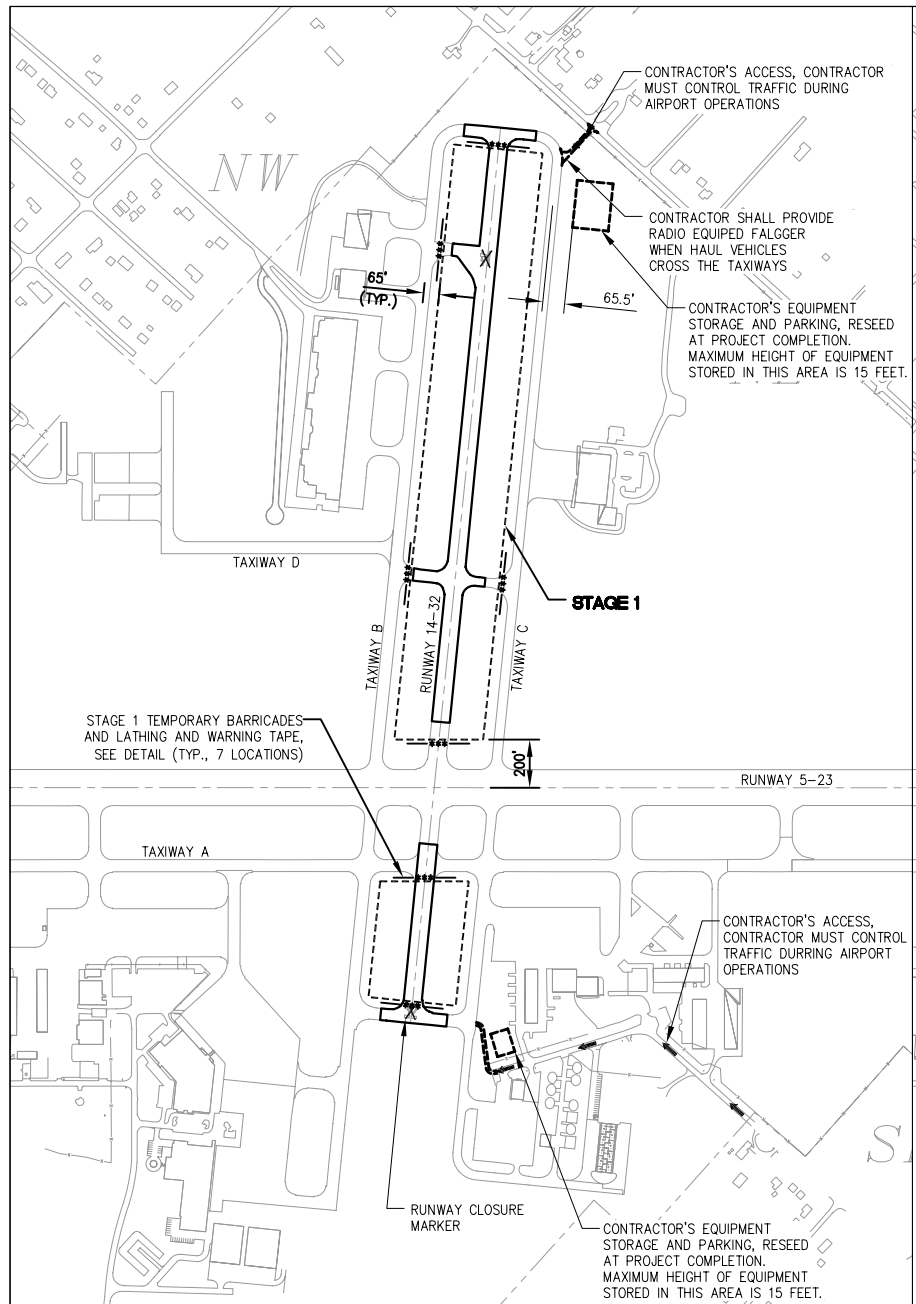
No.	Drawing Issue Description	Date	By

Date _____

Sheet Title **JUNE 5, 2009**

HAUL ROUTE DETAILS

09A0022	Project Number
LDH	05/12/09
LDH	05/12/09
RMH	05/14/09
LDH	---



STAGE 1

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 5-23 AT ANY TIME.
- CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON TAXIWAY A, B, OR C DURING STAGE 1.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

THE FOLLOWING IETMS ARE TO BE COMPLETED IN STAGE 1:

- CLOSE RUNWAY 14-32 IN ACCORDANCE WITH CONSTRUCTION AND SAFETY NOTES
- CRACK SEALING WITHIN STAGE 1 LIMITS
- PARTIAL AND FULL DEPTH PAVEMENT REPAIRS WITHIN STAGE 1 LIMITS
- ADJUST RUNWAY AND TAXIWAY LIGHTS AND SIGNS WITHIN STAGE 1 LIMITS
- ADJUST UNDERDRAIN STRUCTURES WITHIN STAGE 1 LIMITS

STAGE 2A, 2B AND 2C

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 5-23 AT ANY TIME.
- STAGE 2A, 2B AND 2C MUST BE COMPLETED INDIVIDUALLY TO MINIMIZE THE IMPACT TO THE AIRPORT.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

THE FOLLOWING IETMS ARE TO BE COMPLETED IN STAGE 2:

- CRACK SEALING WITHIN STAGE 2 LIMITS
- PARTIAL AND FULL DEPTH PAVEMENT REPAIRS WITHIN STAGE 2 LIMITS
- ADJUST RUNWAY AND TAXIWAY LIGHTS AND SIGNS WITHIN STAGE 2 LIMITS
- ADJUST UNDERDRAIN STRUCTURES WITHIN STAGE 2 LIMITS

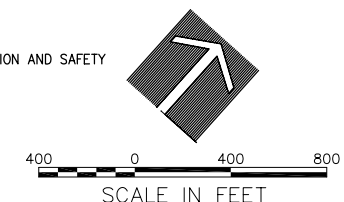
STAGE 3

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 5-23 AT ANY TIME.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

THE FOLLOWING IETMS ARE TO BE COMPLETED IN STAGE 3:

- NOTE: WORK IN STAGE 3 SHALL BE COMPLETED AS TO MINIMIZE THE IMPACT TO THE AIRPORT.
- BITUMINOUS OVERLAY OF RUNWAY 14-32
 - PAVEMENT MARKING
 - TOPSOILING, SEEDING AND MULCHING
 - RE-OPEN RUNWAY 14-32 IN ACCORDANCE WITH CONSTRUCTION AND SAFETY NOTES



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**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009

Sheet Title

CONSTRUCTION STAGING PLAN

09A0022
Project Number

LDH 04/03/09
Layout By Date

LDH 04/03/09
Designed By Date

RMH 05/14/09
Reviewed By Date

LDH
Drawn By

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Sheet No.

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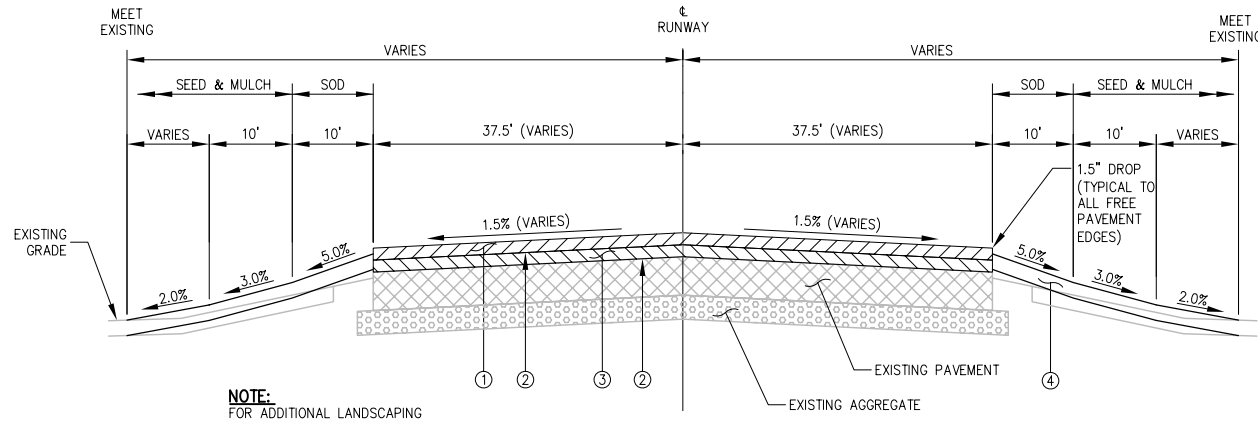
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**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-39**

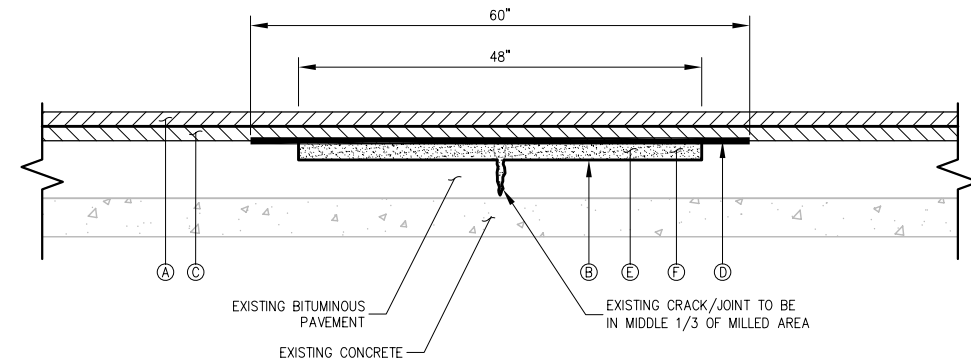


NOTE:
FOR ADDITIONAL LANDSCAPING
INFORMATION, SEE LANDSCAPING PLAN.

RUNWAY OVERLAY TYPICAL SECTION

OVERLAY LEGEND

- ① PROPOSED 1.5 INCH BITUMINOUS SURFACE COURSE, ITEM AR401610.
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510.
- ③ PROPOSED BITUMINOUS BASE LEVELING COURSE (DEPTH VARIES APPROXIMATELY 2" TO 3"), ITEM AR201620.
- ④ PROPOSED TOPSOIL, ITEM AR905520. SEEDING AND MULCHING AREAS, ITEMS AR901510 AND AR908510.



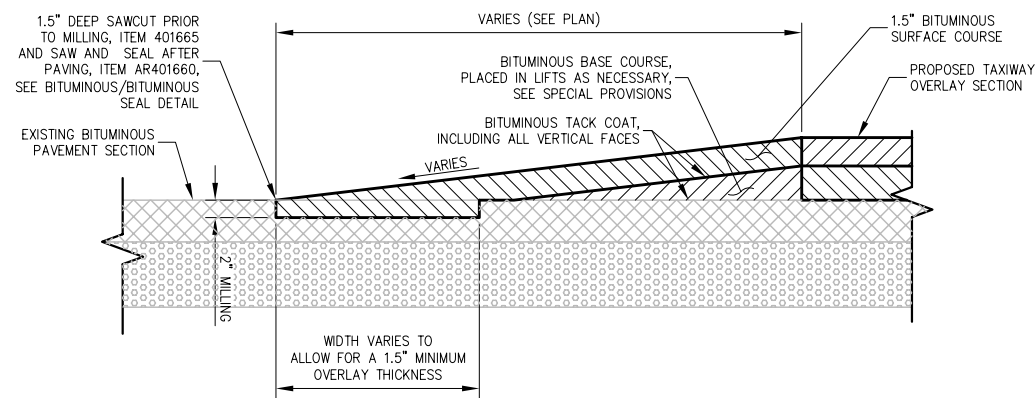
NOTES:

- 1. TACK COAT SHALL BE APPLIED TO MILLED SURFACE OUTSIDE OF CRACK CONTROL MATERIAL.
- 2. CRACK CONTROL MATERIAL SHALL OVERLAP BITUMINOUS SAND MIX 6" EACH SIDE.
- 3. BITUMINOUS PAVEMENT SAWING TO BE PAID FOR AS ITEM AR401665.

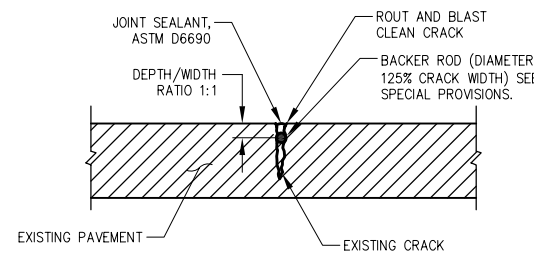
TYPICAL SECTION - PARTIAL DEPTH BITUMINOUS REPAIR

REPAIR LEGEND

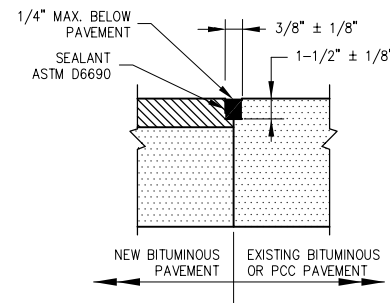
- (A) PROPOSED OVERLAY
- (B) PROPOSED BITUMINOUS TACK COAT, ITEM AR603510.
- (C) PROPOSED OVERLAY
- (D) CRACK CONTROL MATERIAL (60" WIDE), ITEM AR800967.
- (E) BITUMINOUS SAND MIX - 2 INCH, ITEM AR800972.
- (F) PAVEMENT MILLING, ITEM AR401650.



BITUMINOUS TAPER DETAIL

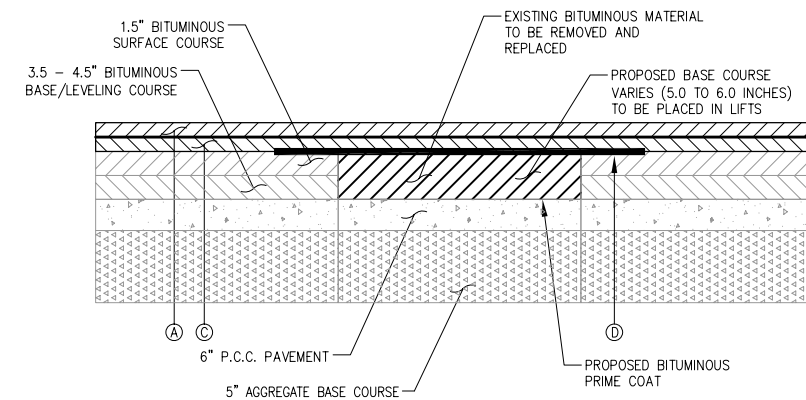


CLEAN AND SEAL CRACKS



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

BITUMINOUS/BITUMINOUS OR BITUMINOUS/PCC SEAL



NOTES:

- 1. TACK COAT TO BE PLACED BETWEEN LIFTS OF BASE COURSE.
- 2. CRACK CONTROL MATERIAL SHALL OVERLAP BITUMINOUS PATCH 6" EACH SIDE.
- 3. BITUMINOUS PAVEMENT SAWING TO BE PAID UNDER ITEM AR401665.
- 4. WHERE WIDTH IS GREATER THAN 60-INCHES, THE CRACK CONTROL MATERIAL SHALL BE OVERLAPED BY 12-INCHES. THE OVERLAP SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST FOR CRACK CONTROL MATERIAL.

BITUMINOUS PAVEMENT REMOVAL/REPLACEMENT/REPAIR

No.	Drawing Issue Description	Date	By

Date

JUNE 5, 2009

Sheet Title

**TYPICAL SECTIONS
AND PAVEMENT
REPAIR DETAILS**

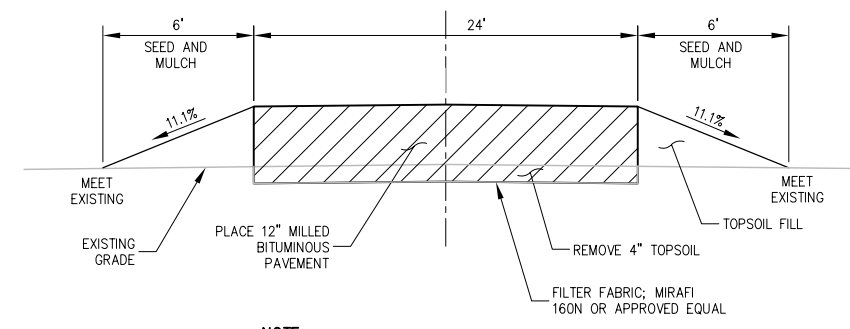
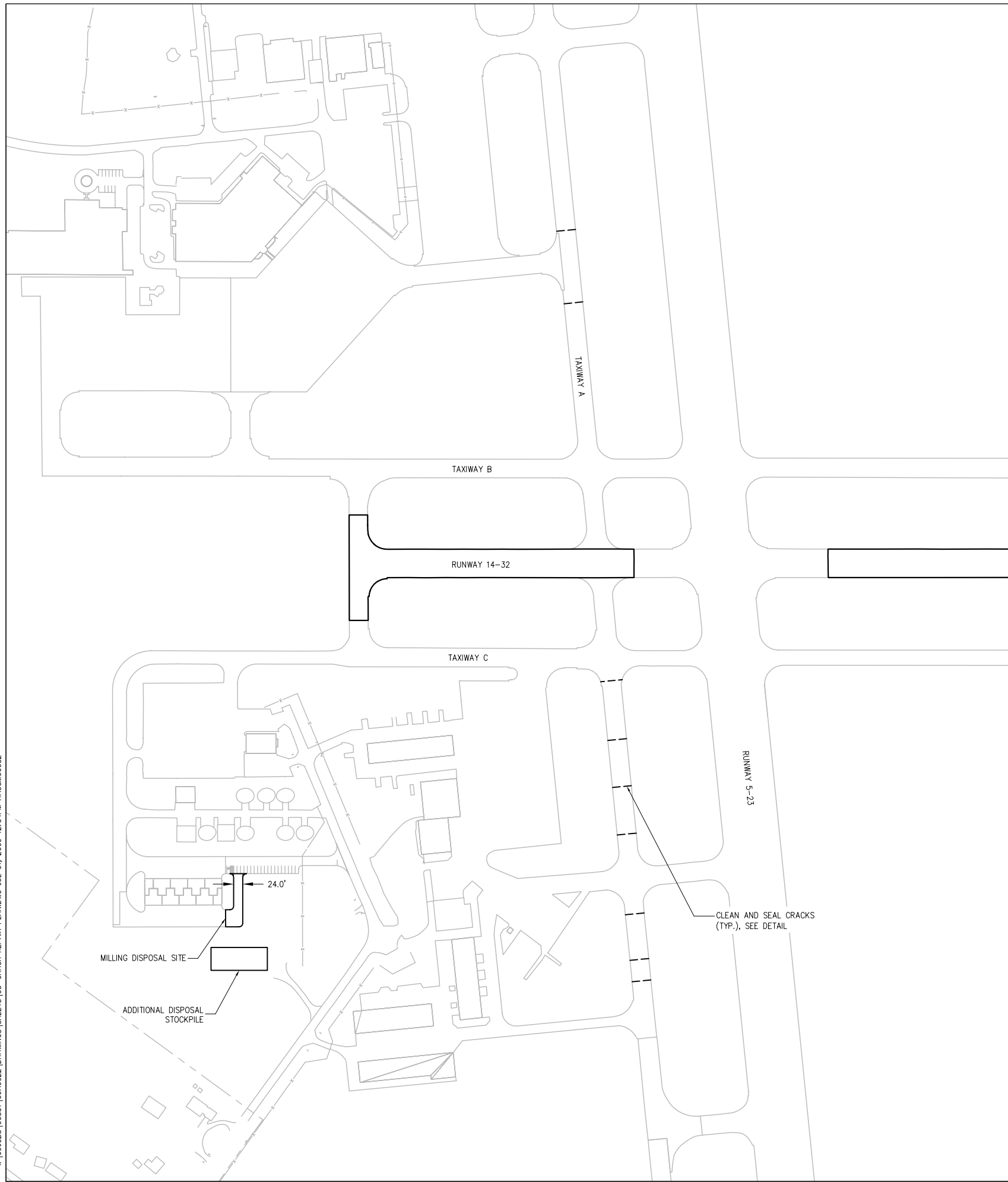
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Project Number	
LDH	03/23/09
Layout By	Date
LDH	03/23/09
Designed By	Date
RMH	05/14/09
Reviewed By	Date
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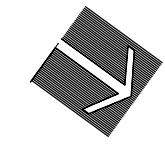
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NOTE:
0.05 ACRES ADDED TO SEEDING AND MULCHING QUANTITY.
ALL OTHER ITEMS ARE INCIDENTAL TO MILLING.

MILLING DISPOSAL CROSS SECTION



- NOTE:**
- COORDINATE REPAIR WITH RESIDENT ENGINEER.
 - FOR CRACK REPAIR DETAILS, SEE SHEET 7.
 - FOR REMOVE AND REPLACE BITUMINOUS PAVEMENT, PAVEMENT SHALL BE REMOVED TO 2.5 FEET OUTSIDE OF REPAIR AREA.

LEGEND

- CLEAN AND SEAL TYPE B CRACK (4085 L.F.)
- ▨ PARTIAL DEPTH REPAIR, TYPE C CRACK (295 S.Y.)
- ▤ REMOVE AND REPLACE BITUMINOUS PAVEMENT, TYPE D CRACK (1115 S.Y.)

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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

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Date
JUNE 5, 2009
Sheet Title

**MILLING DISPOSAL AND
CRACK REPAIR PLAN
TAXIWAY A**

09A0022
Project Number
LDH 05/05/09
Layout By Date
LDH 05/05/09
Designed By Date
RMH 05/14/09
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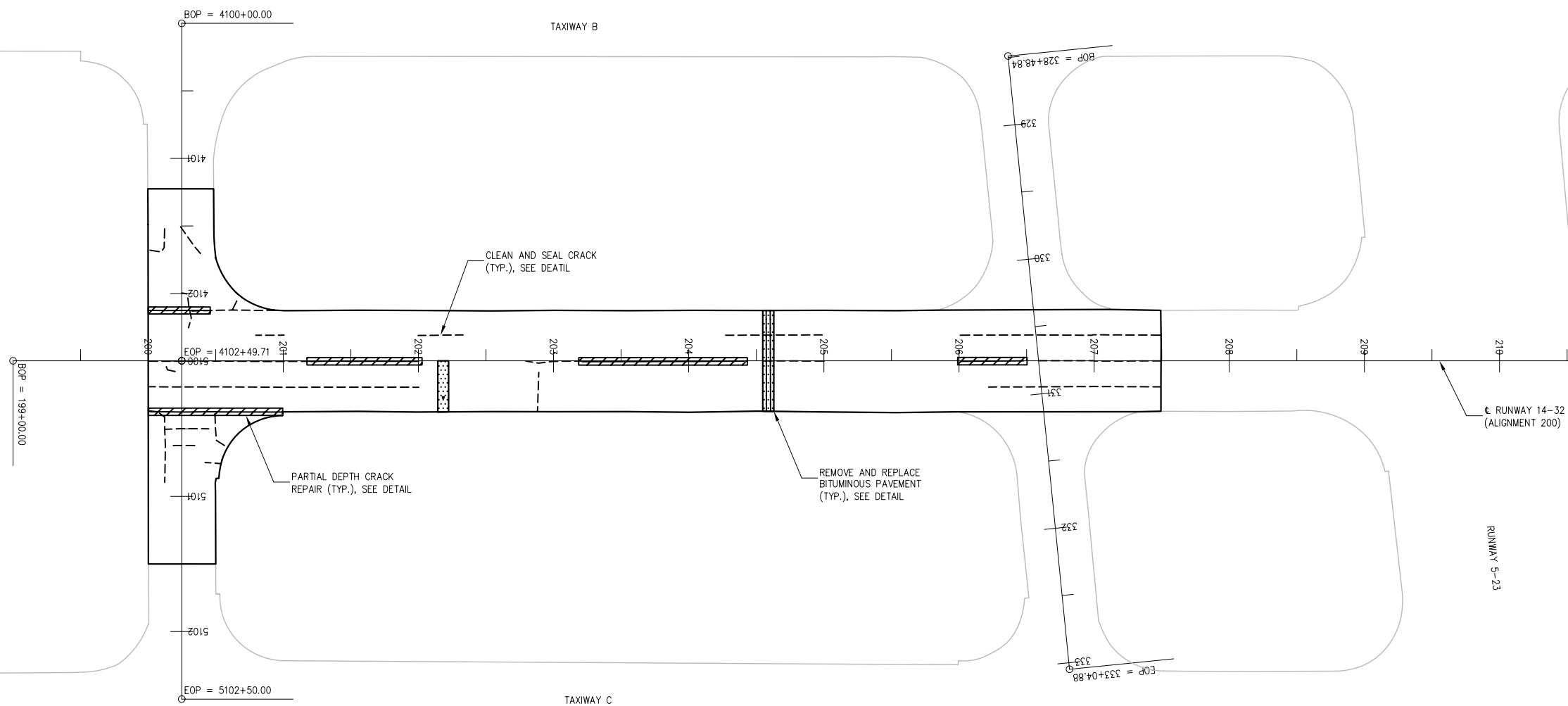
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RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**



No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**CRACK REPAIR PLAN
STA. 199+00 THRU
STA. 211+50**

09A0022
Project Number
LDH 04/30/09
Layout By Date
LDH 04/30/09
Designed By Date
RMH 05/14/09
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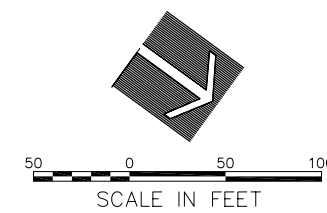
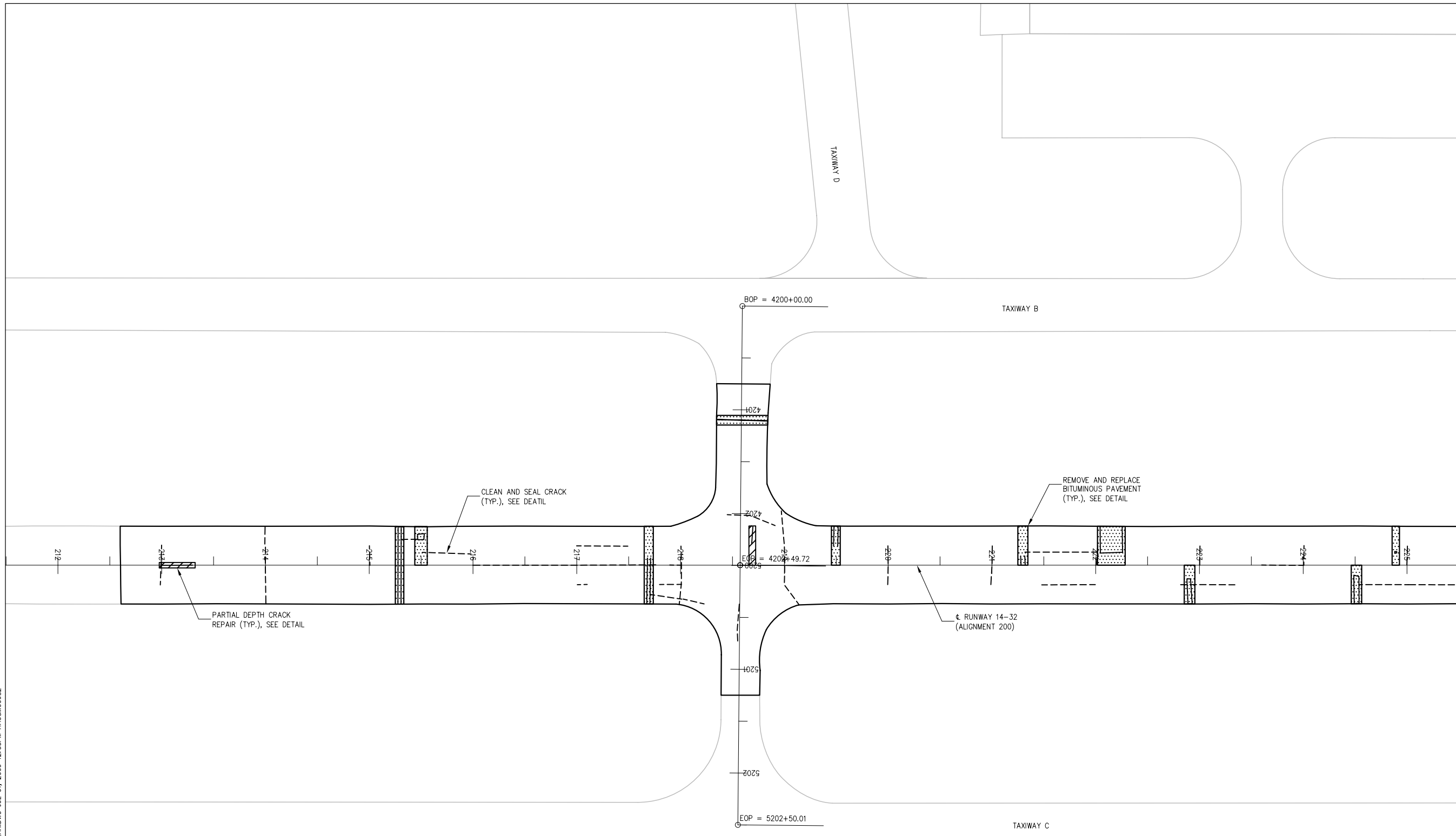
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REPAIR AND OVERLAY
 RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
 IDA PROJECT NO. UGN-3908



NOTE:
 1. FOR NOTES AND LEGEND SEE SHEET 8.

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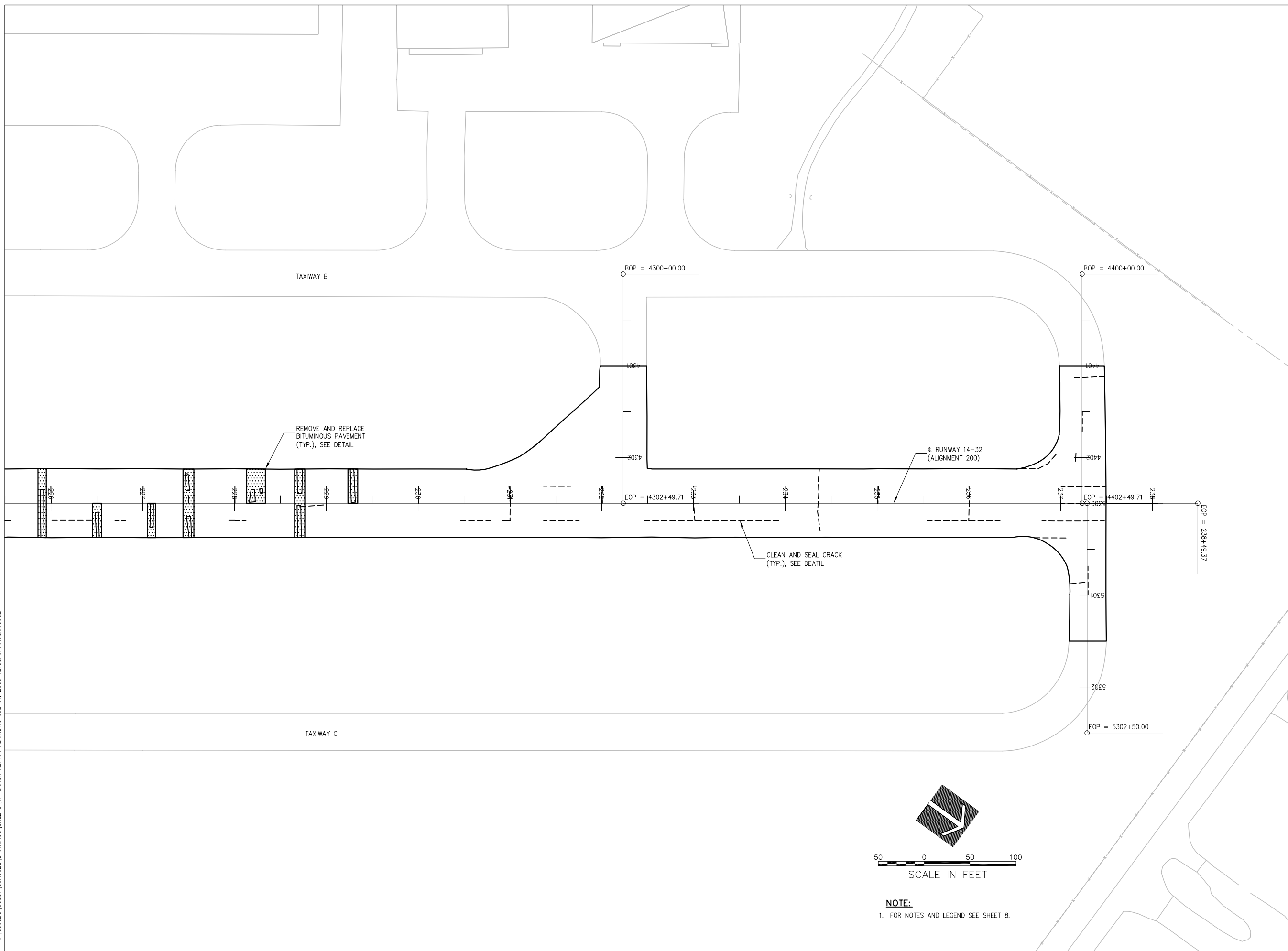
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Date
 JUNE 5, 2009
 Sheet Title

**CRACK REPAIR PLAN
 STA. 211+50 THRU
 STA. 225+50**

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 Layout By Date
 LDH 04/30/09
 Designed By Date
 RMH 05/14/09
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date

JUNE 5, 2009

Sheet Title

CRACK REPAIR PLAN
STA. 225+50 THRU
STA. 238+49.37

09A0022
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LDH 04/30/09
Layout By Date
LDH 04/30/09
Designed By Date
RMH 05/14/09
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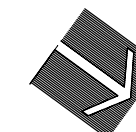
WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

STATION EQUATION DATA

RUNWAY/ TAXIWAY	STATION	RUNWAY/ TAXIWAY	STATION
14-32	200+24.81	B1	4102+49.71
14-32	200+24.81	C1	5099+99.71
14-32	218+57.39	B2	4202+79.72
14-32	218+57.39	C2	5199+99.71
14-32	232+23.38	B3	4302+49.71
14-32	237+23.30	B4	4402+49.71
14-32	237+28.70	C3	5299+99.71



5 0 5 10
VERTICAL SCALE IN FEET

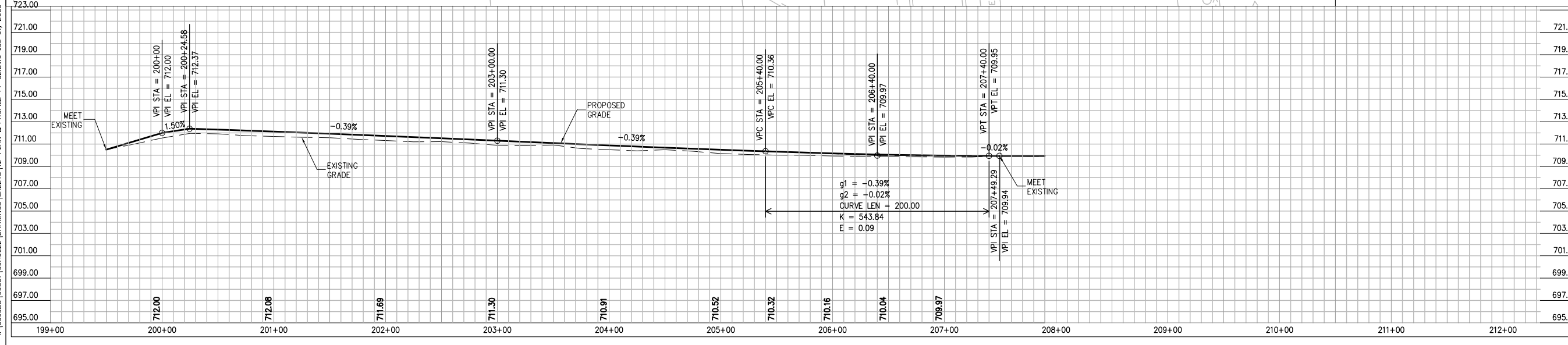
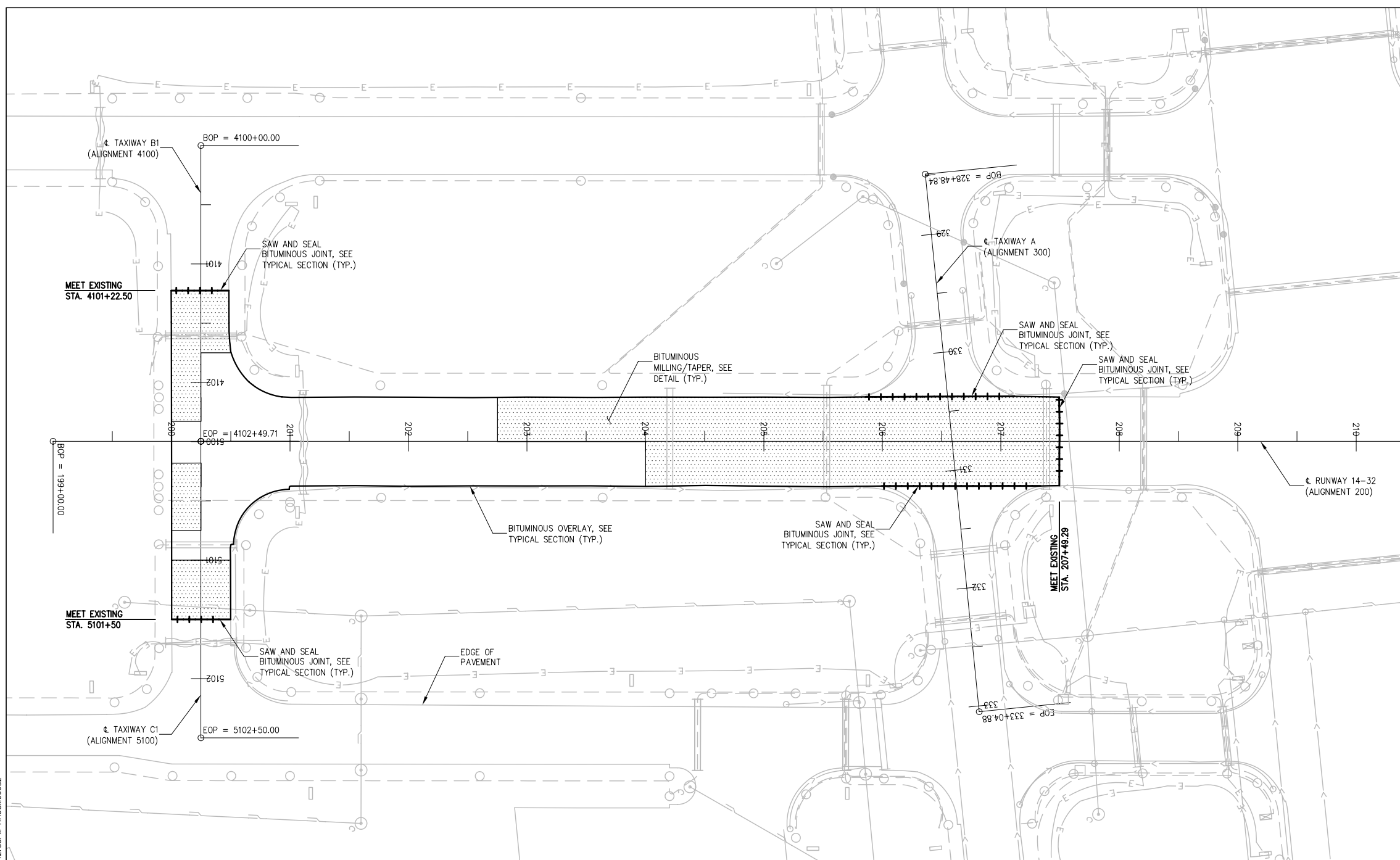
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HORIZONTAL SCALE IN FEET

NOTES:

- FOR ALIGNMENT DATA, SEE ALIGNMENT DATA TABLE, SHEET 35.
- PAVEMENT EDGES ARE TO MATCH EXISTING LOCATIONS.
- EXISTING UTILITY LOCATIONS ARE ESTIMATED. CONTRACTOR IS REQUIRED TO FIELD VERIFY LOCATIONS.
- UTILITIES OMITTED IN PROFILE FOR CLARITY.

LEGEND

- EXISTING UNDERDRAIN
- EXISTING STORM SEWER
- EXISTING SIGN CABLES
- EXISTING LIGHTING CABLES
- EXISTING FLARED END SECTION
- EXISTING STORM SEWER MANHOLE
- EXISTING UNDERDRAIN STRUCTURE
- EXISTING AIRFIELD LIGHTING
- EXISTING AIRFIELD SIGN



No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

PLAN AND PROFILE
RUNWAY 14-32
STA. 199+00 THRU
STA. 210+50

09A0022

Project Number	LDH	04/13/09
Layout By	LDH	04/13/09
Designed By	RMH	05/14/09
Reviewed By		
Drawn By		

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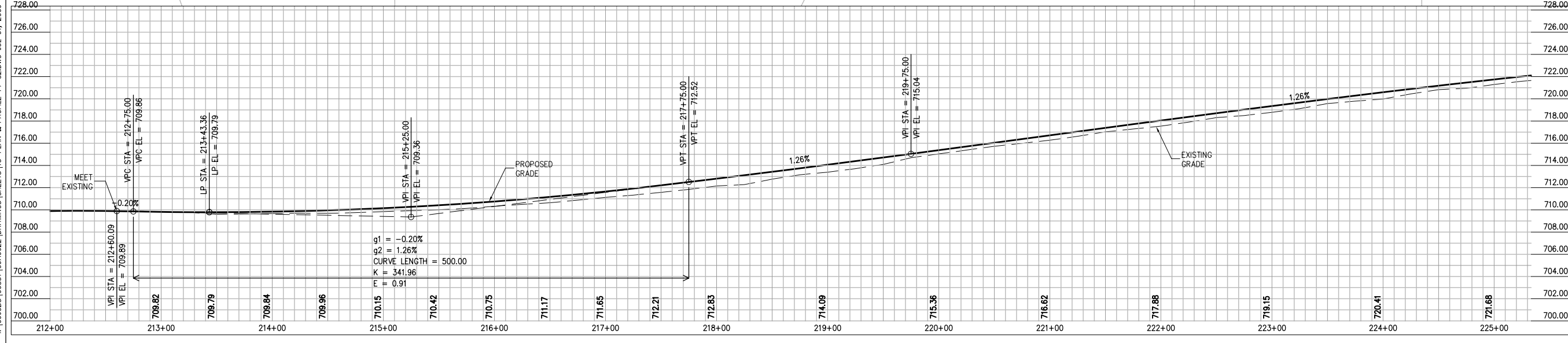
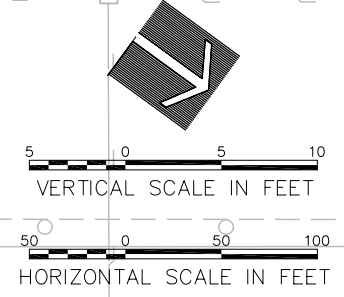
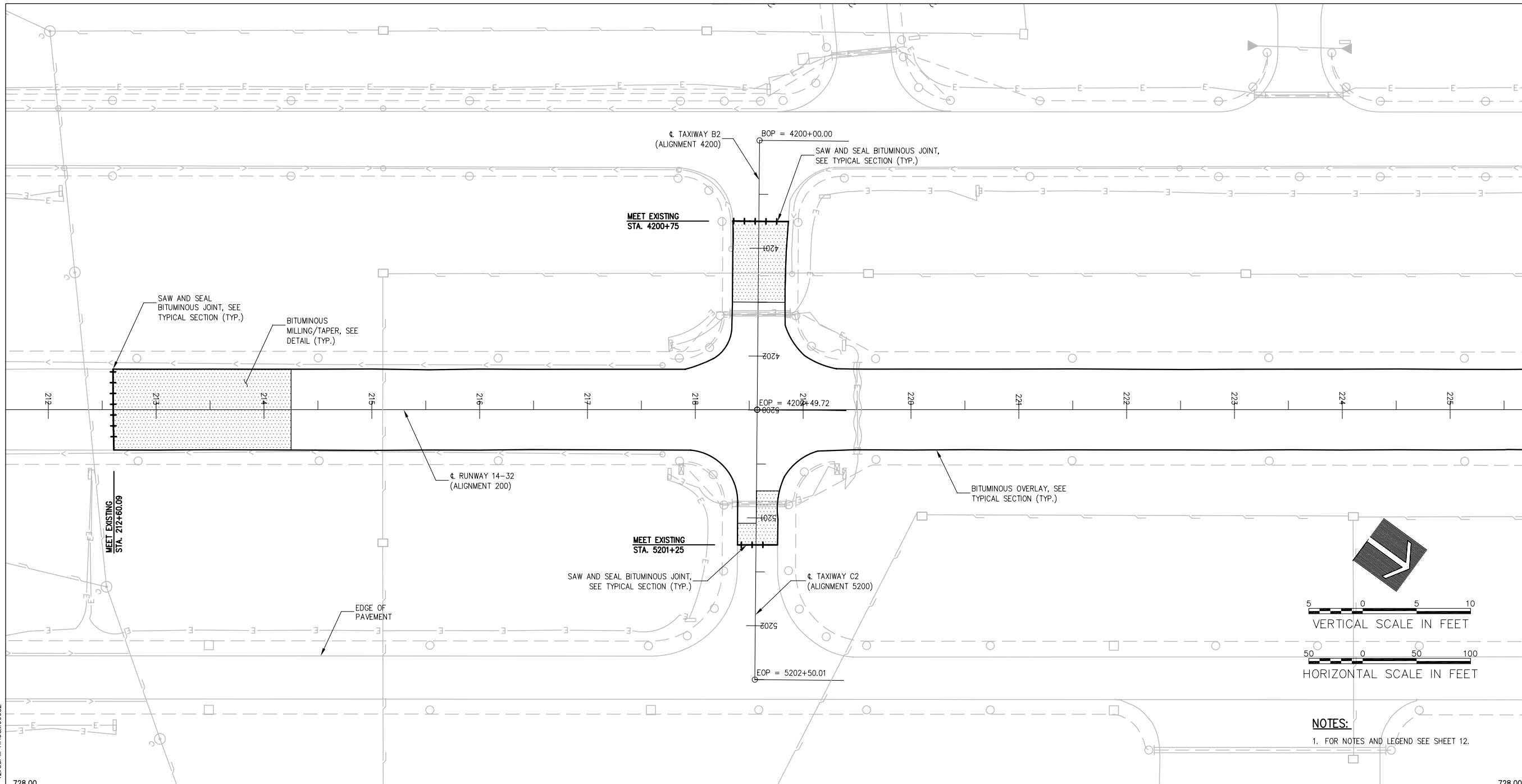
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AIP PROJECT NO. 3-17-0105-B44
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No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**PLAN AND PROFILE
RUNWAY 14-32
STA. 212+00 THRU
STA. 225+00**

09A0022
Project Number

LDH	04/13/09
Layout By	Date
LDH	04/13/09
Designed By	Date
RMH	05/14/09
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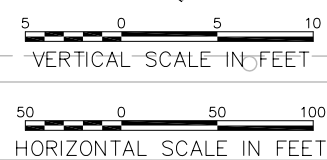
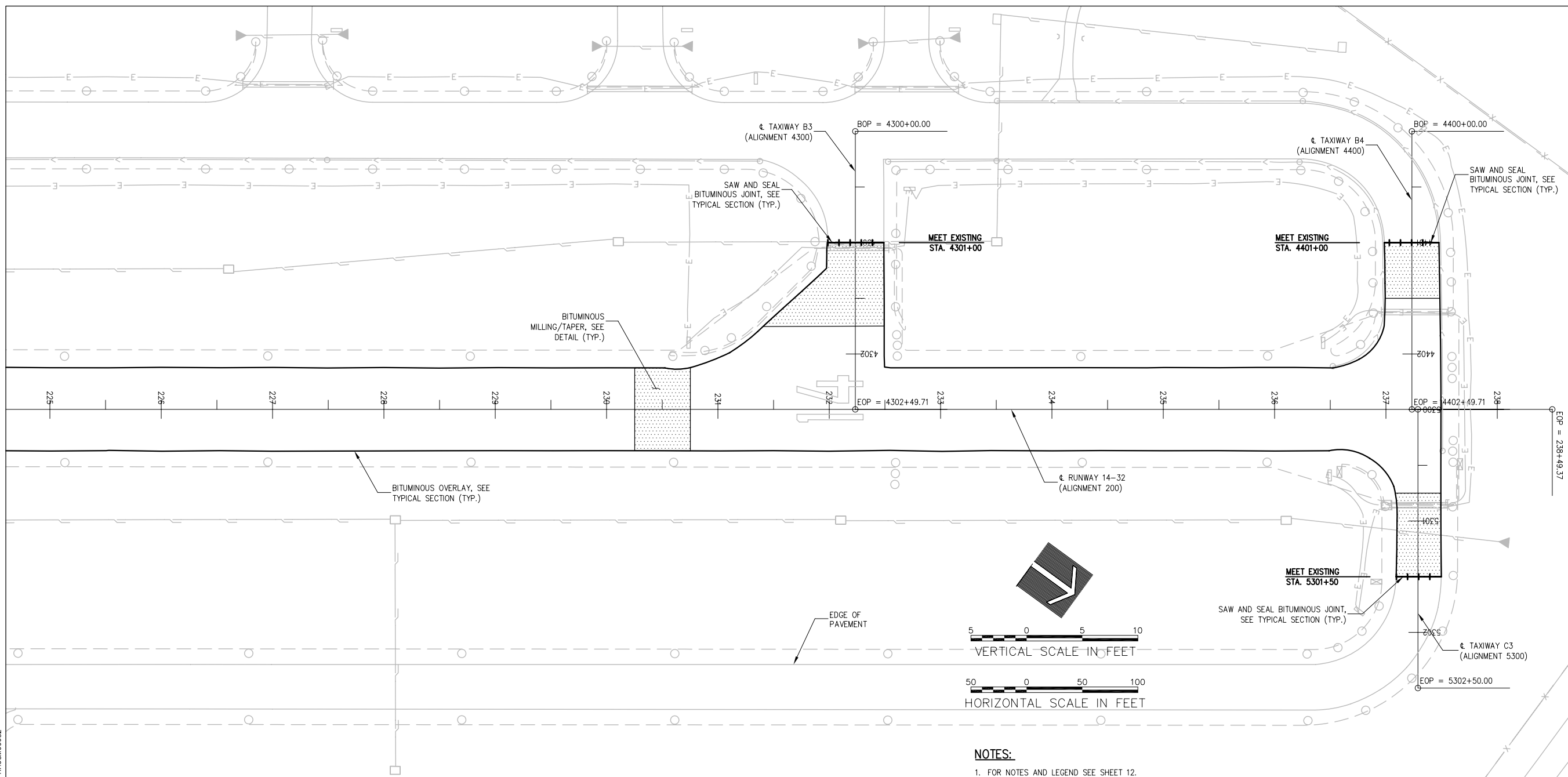
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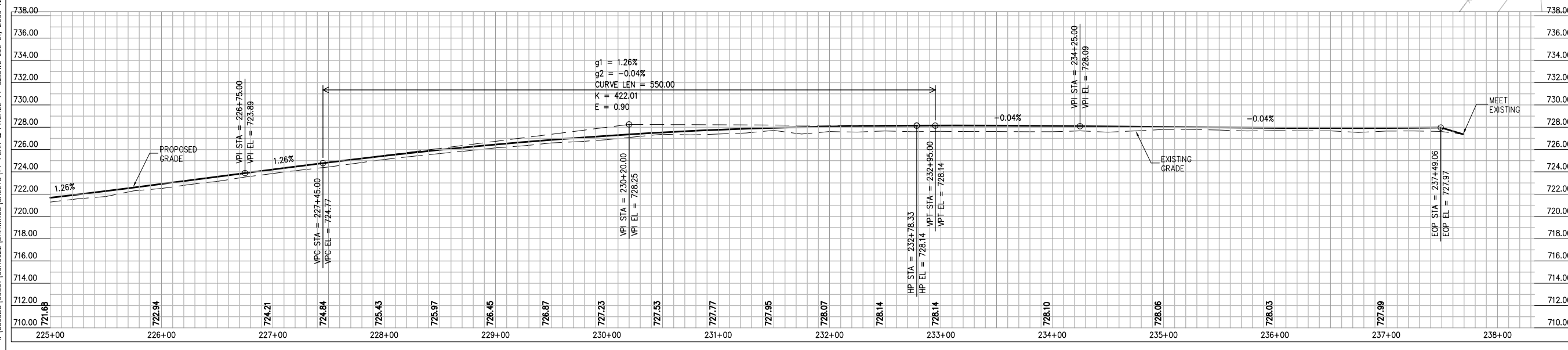
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTES:
 1. FOR NOTES AND LEGEND SEE SHEET 12.



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
 Sheet Title:

**PLAN AND PROFILE
 RUNWAY 14-32
 STA. 225+00 THRU
 STA. 238+00**

09A0022

Project Number	LDH	04/13/09
Layout By	LDH	04/13/09
Designed By	RMH	05/14/09
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Sheet No. 14

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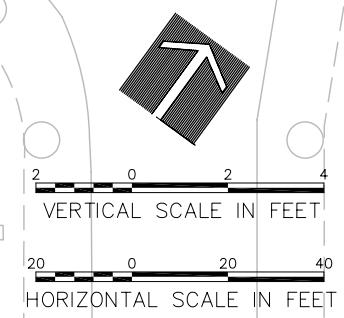
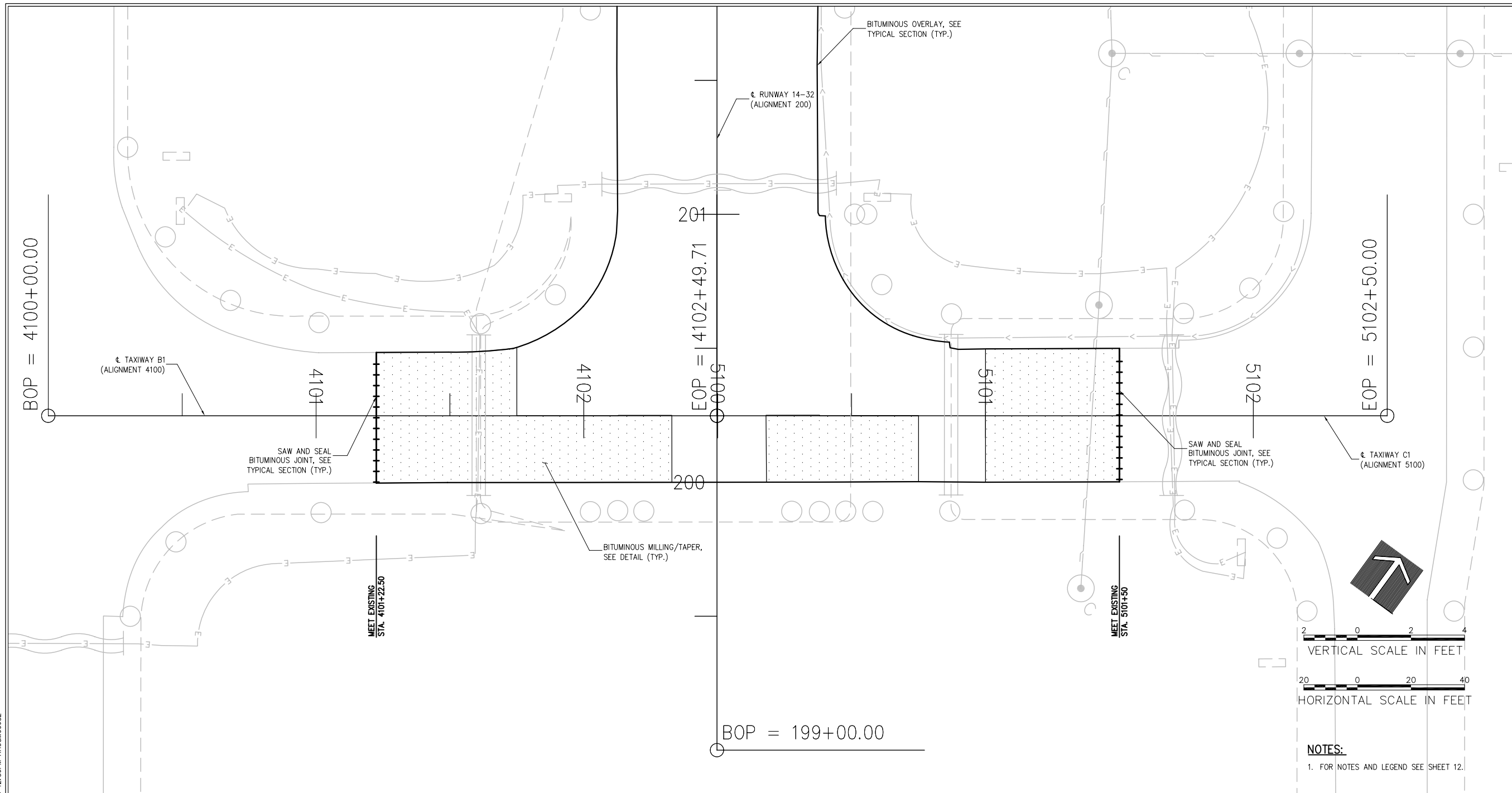
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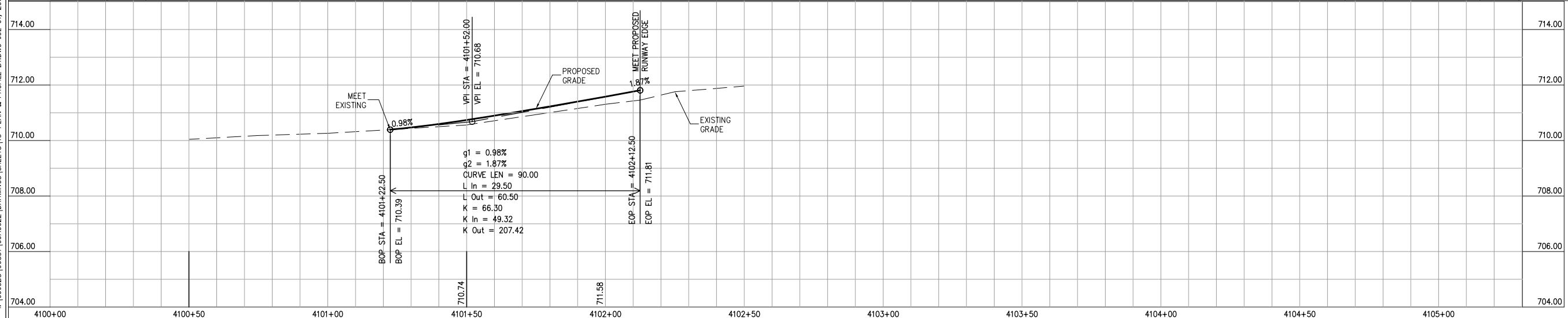
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 12.



No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

PLAN AND PROFILE
TAXIWAY B1

09A0022	Project Number
LDH	Date 04/15/09
LDH	Date 04/15/09
RMH	Date 05/14/09
	Date
	Date

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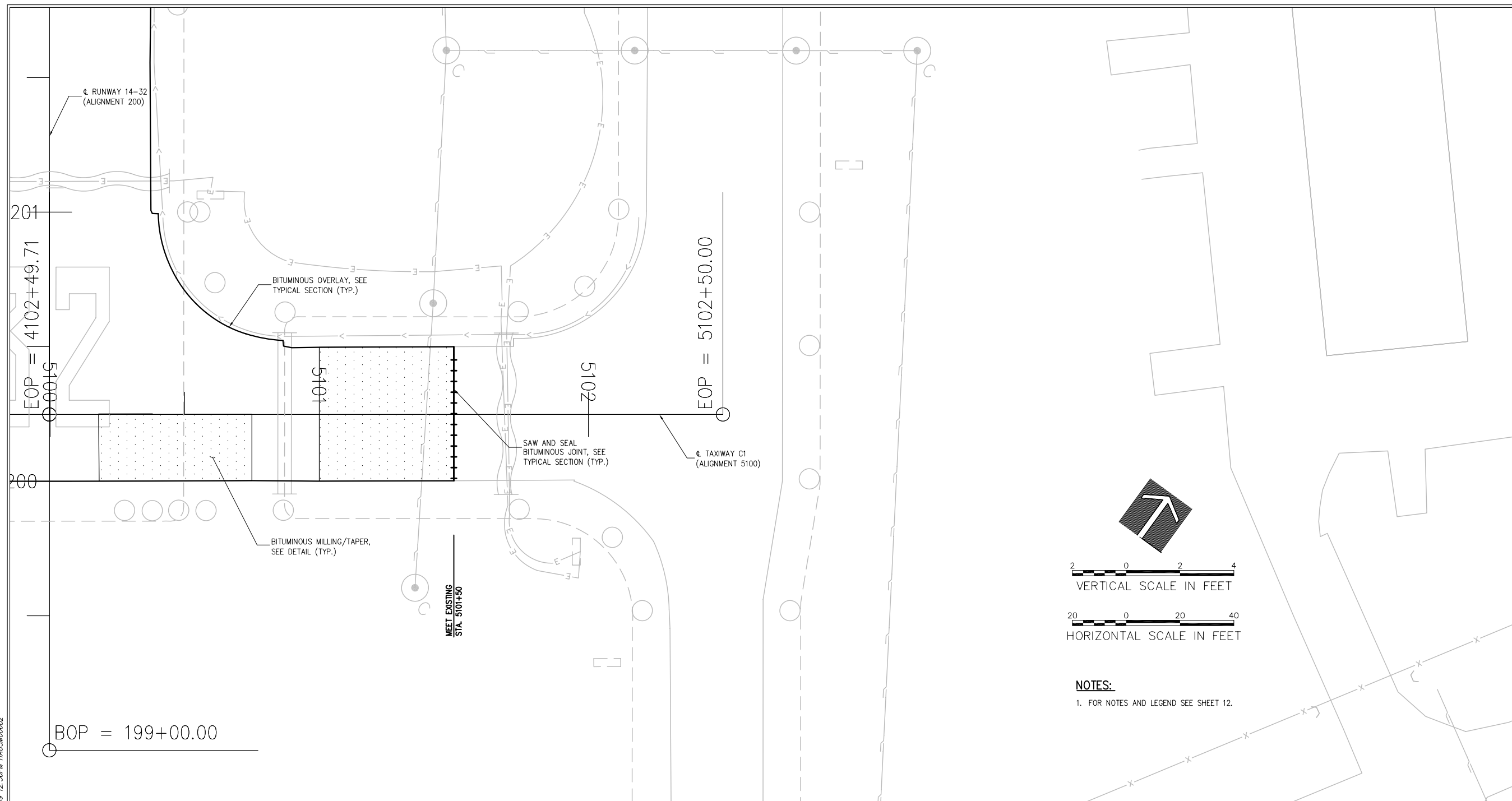
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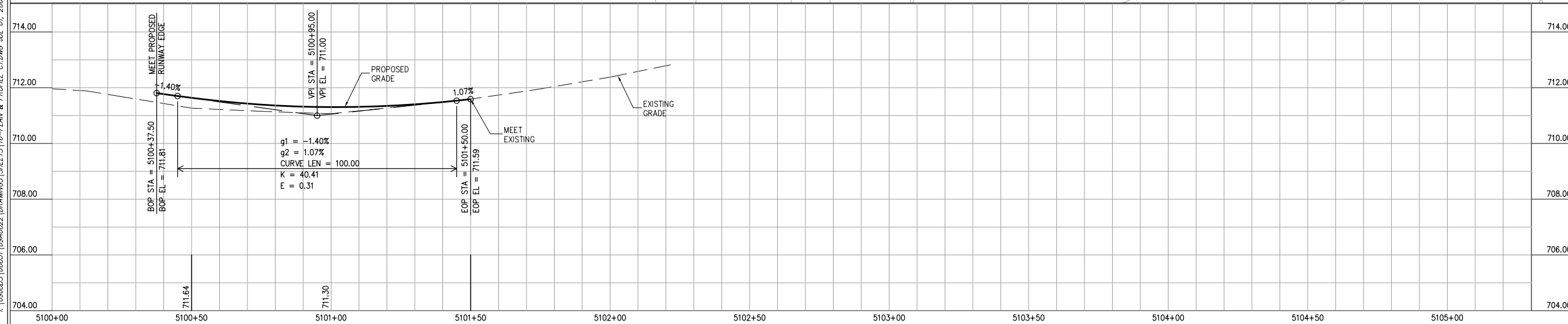
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 12.



No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

PLAN AND PROFILE
TAXIWAY C1

09A0022	Project Number
LDH	04/15/09
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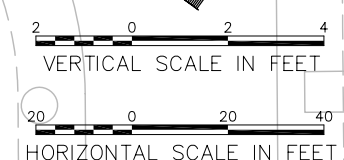
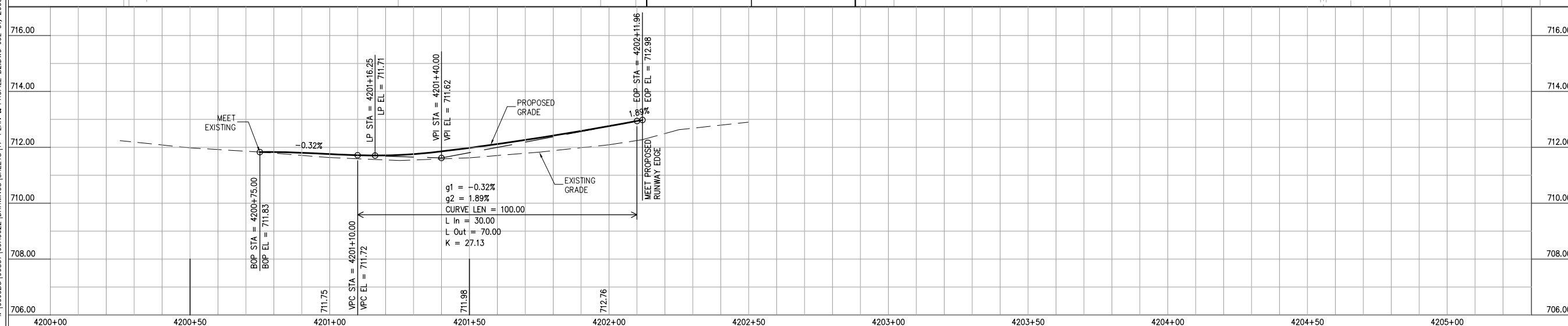
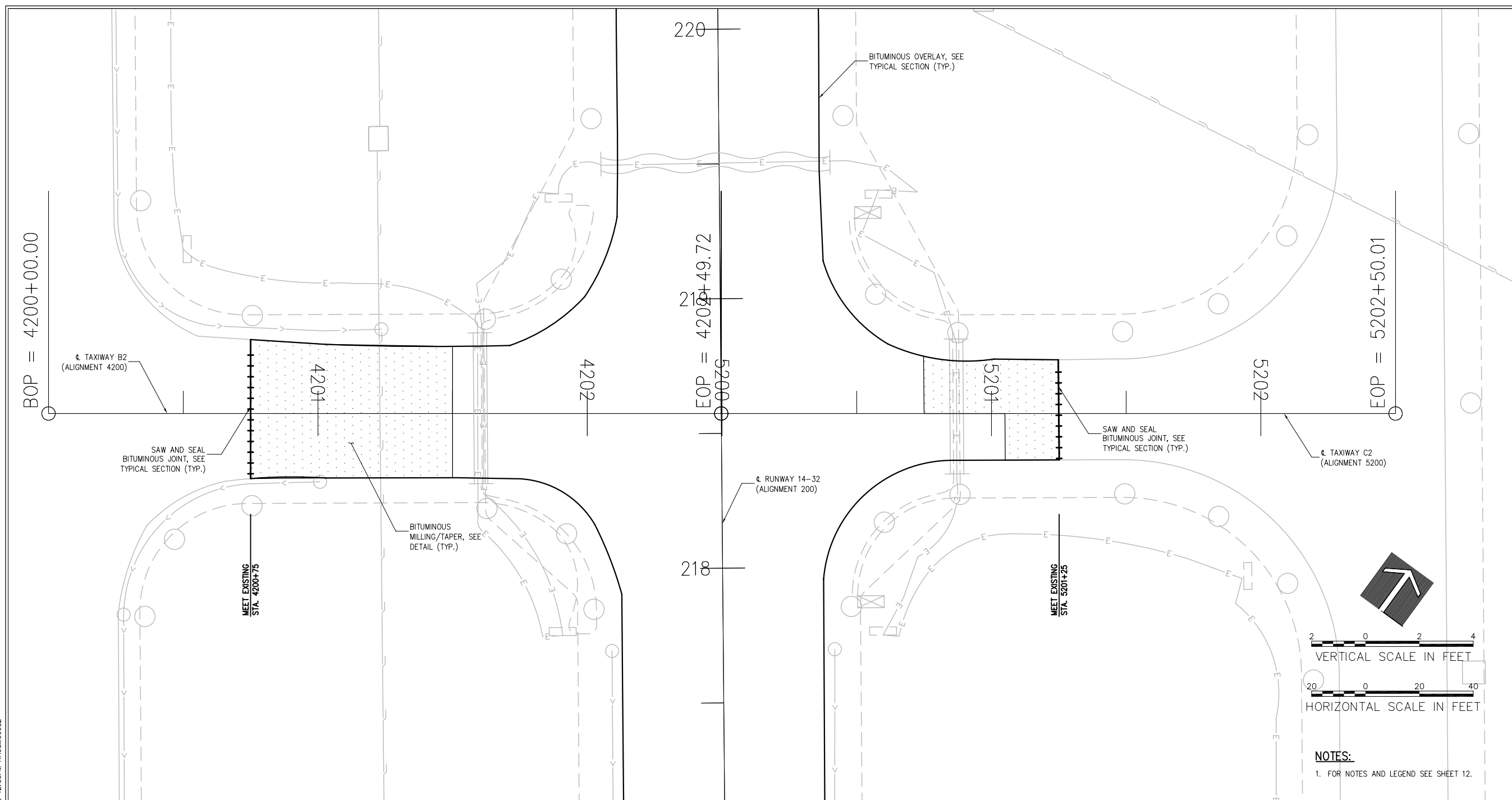
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AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 12.

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

PLAN AND PROFILE
TAXIWAY B2

09A0022
Project Number
LDH 04/15/09
Layout By Date
LDH 04/15/09
Designed By Date
RMH 05/14/09
Reviewed By Date
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Sheet No.

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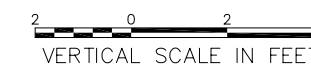
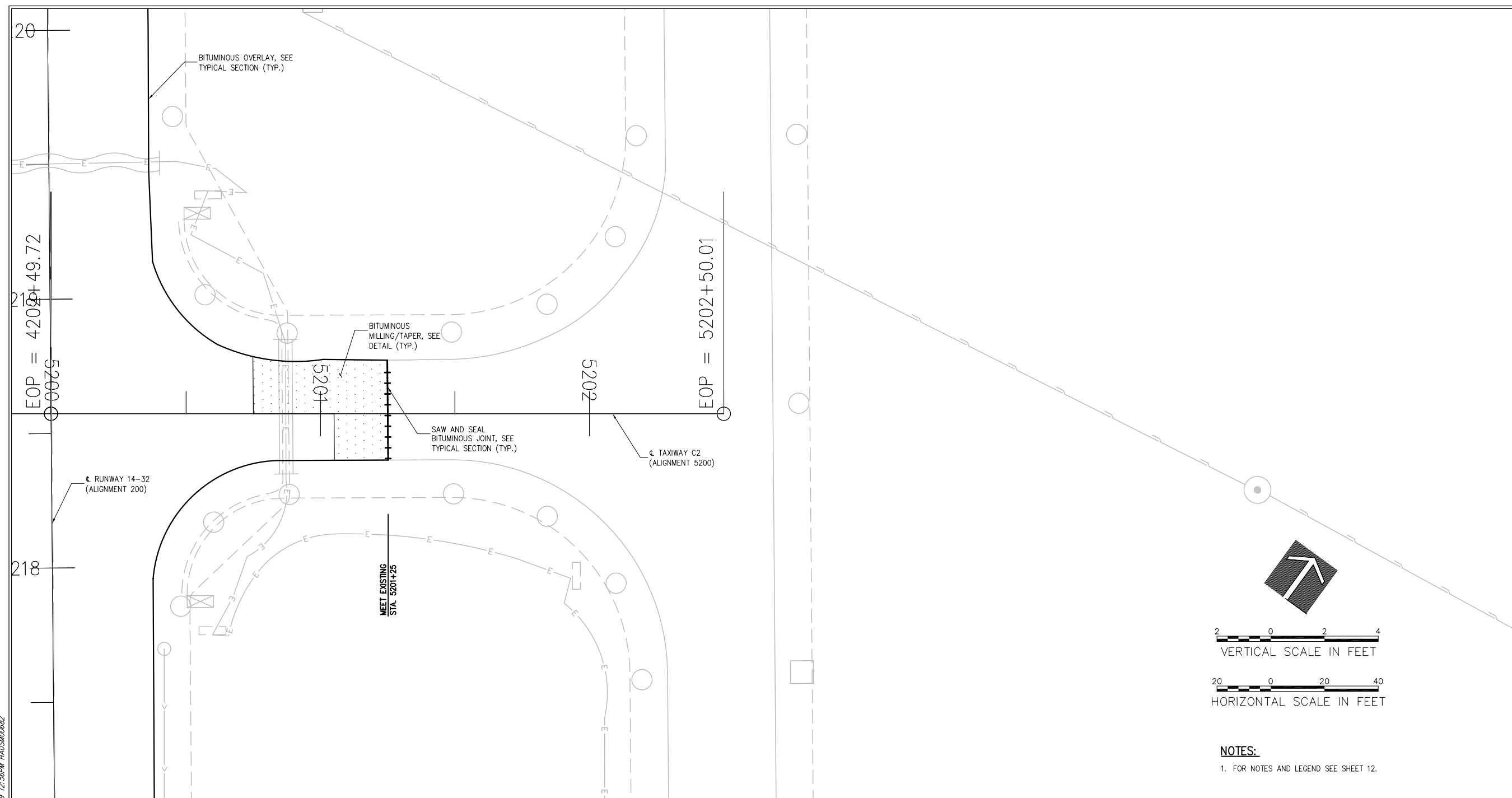
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REPAIR AND OVERLAY
RUNWAY 14-32

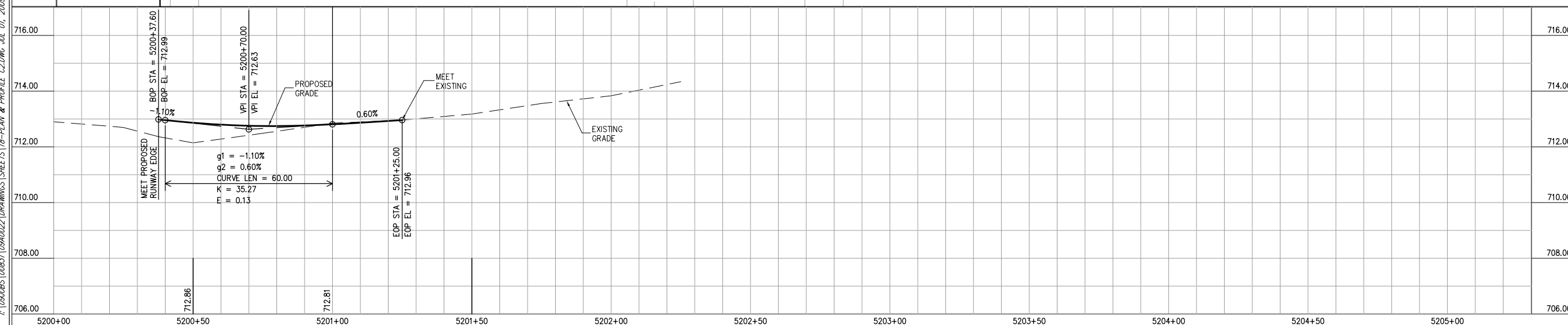
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IDA PROJECT NO. UGN-3908



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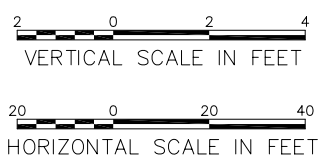
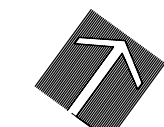
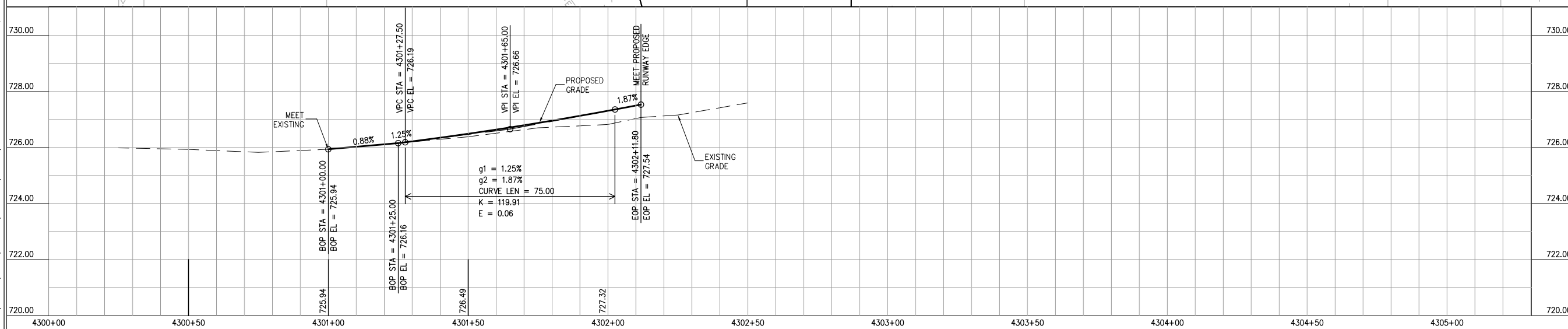
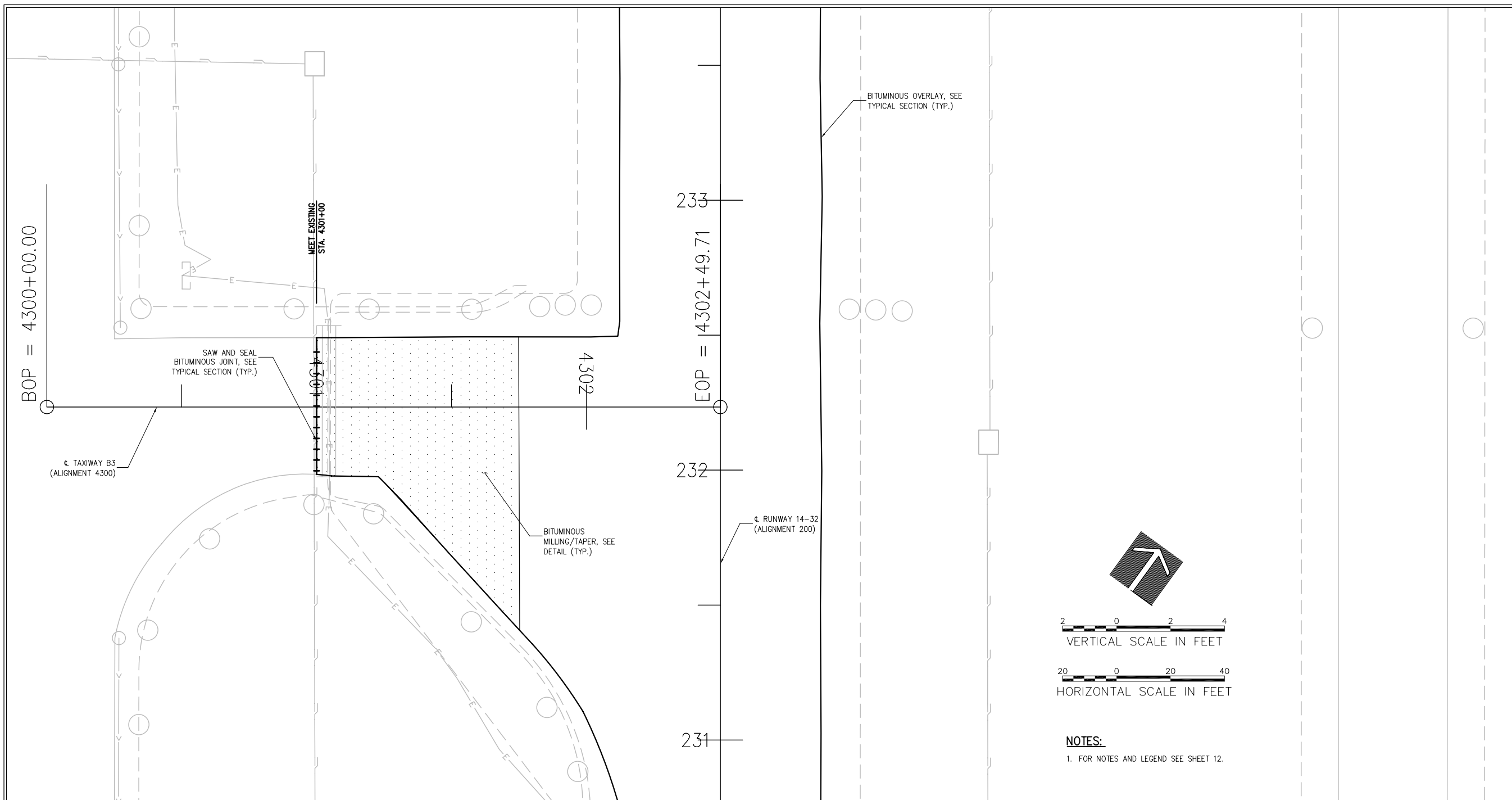
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Date
JUNE 5, 2009
Sheet Title

**PLAN AND PROFILE
TAXIWAY C2**

09A0022	Project Number
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LDH	04/15/09
LDH	04/15/09
RMH	05/14/09

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 RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
 IDA PROJECT NO. UGN-3908**

No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
 Sheet Title

**PLAN AND PROFILE
 TAXIWAY B3**

09A0022
 Project Number
 LDH 04/15/09
 Layout By Date
 LDH 04/15/09
 Designed By Date
 RMH 05/14/09
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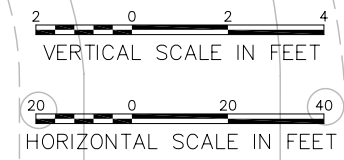
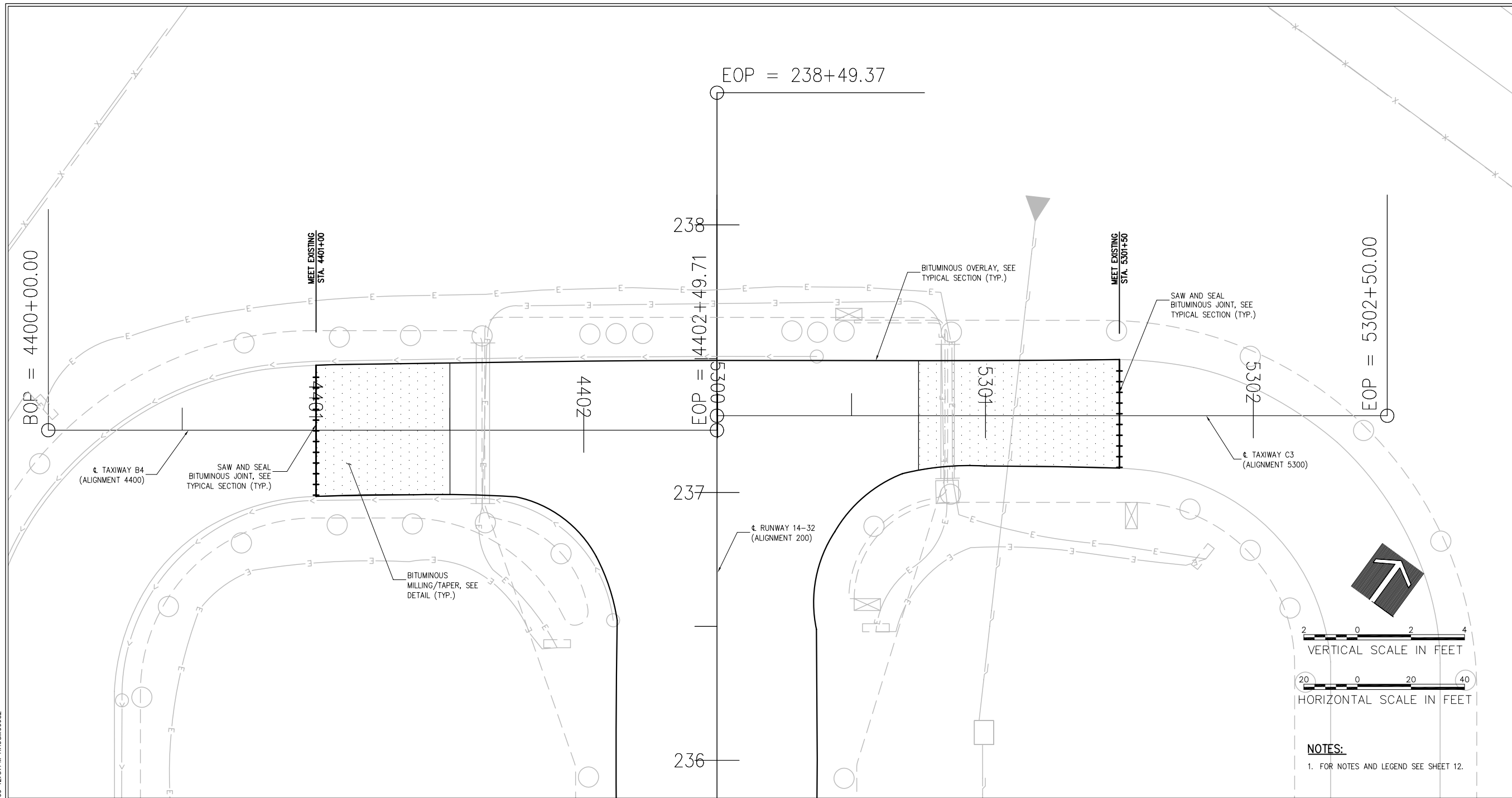
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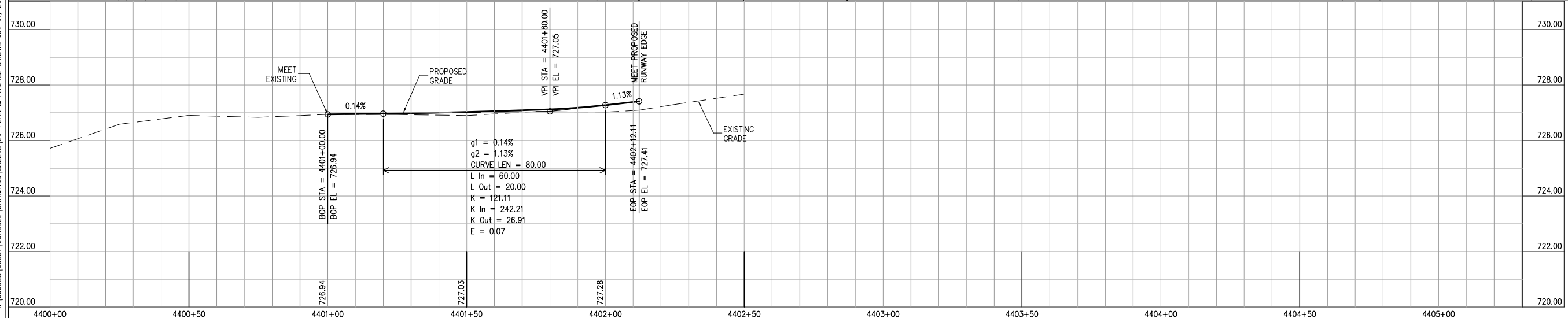
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 12.



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
 Sheet Title: PLAN AND PROFILE TAXIWAY B4

PLAN AND PROFILE
TAXIWAY B4

09A0022	Project Number
LDH	04/15/09
LDH	04/15/09
LDH	04/15/09
RMH	05/14/09

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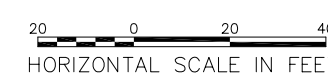
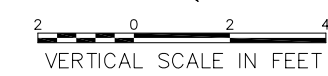
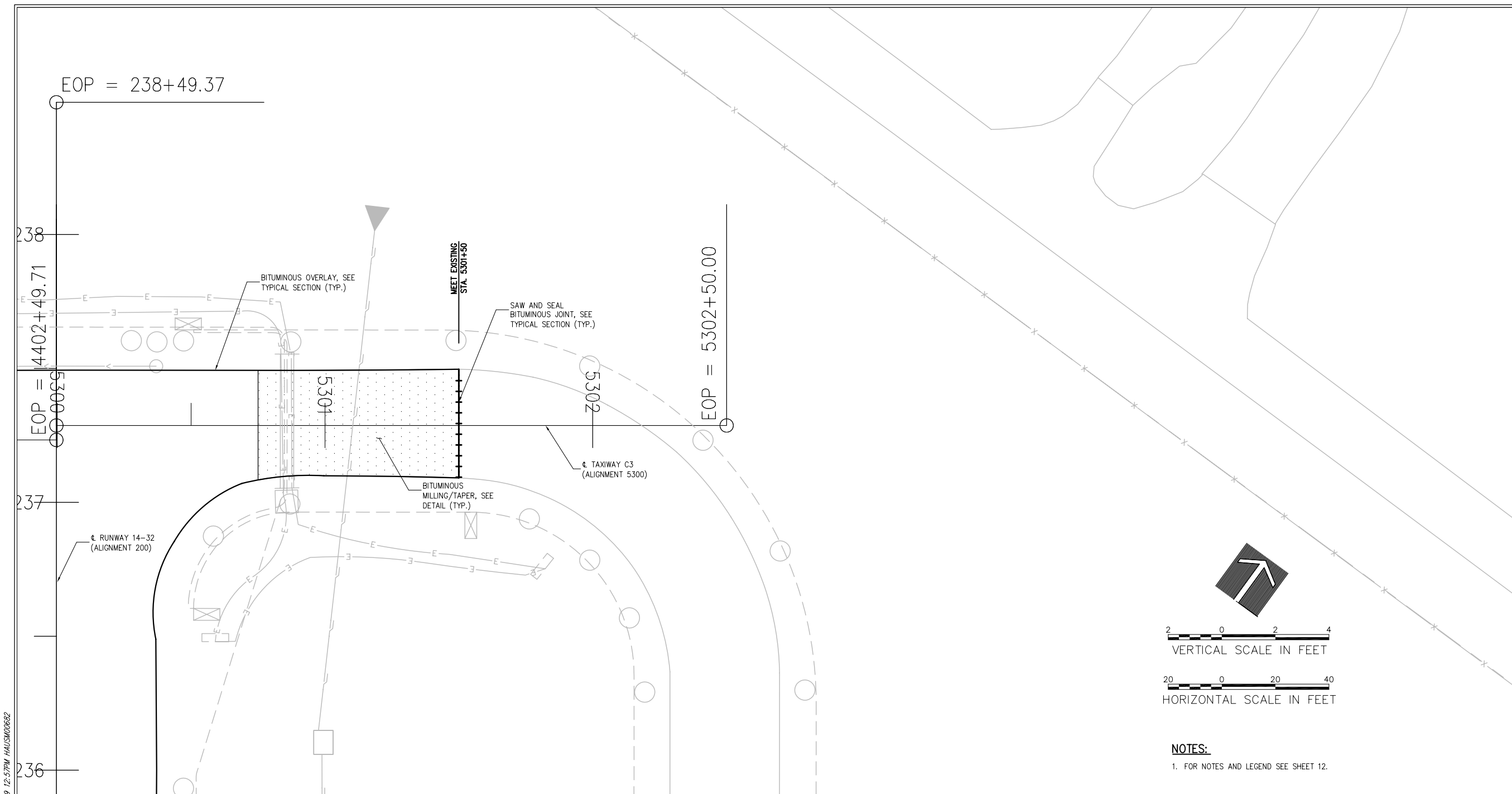
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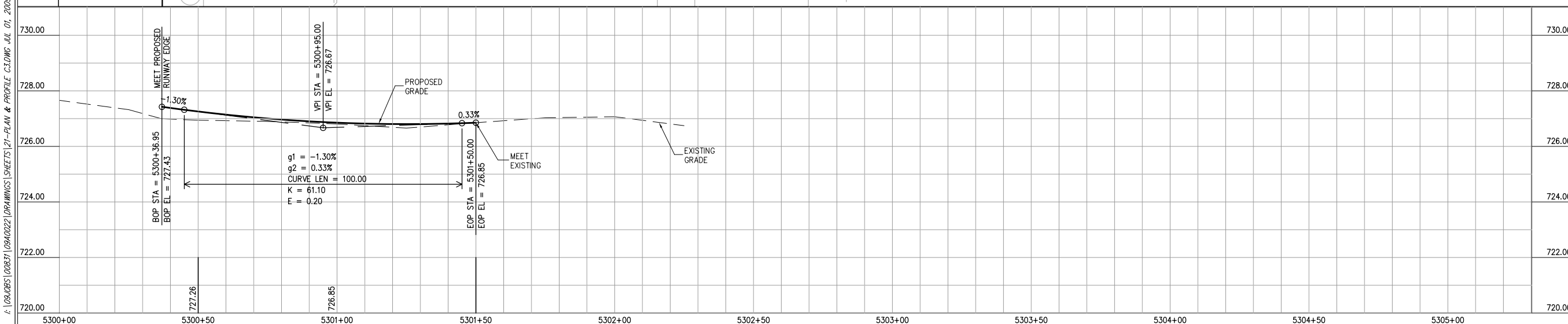
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IDA PROJECT NO. UGN-3908



NOTES:
1. FOR NOTES AND LEGEND SEE SHEET 12.



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Date
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Sheet Title

PLAN AND PROFILE
TAXIWAY C3

09A0022
Project Number
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Layout By Date
LDH 04/15/09
Designed By Date
RMH 05/14/09
Reviewed By Date
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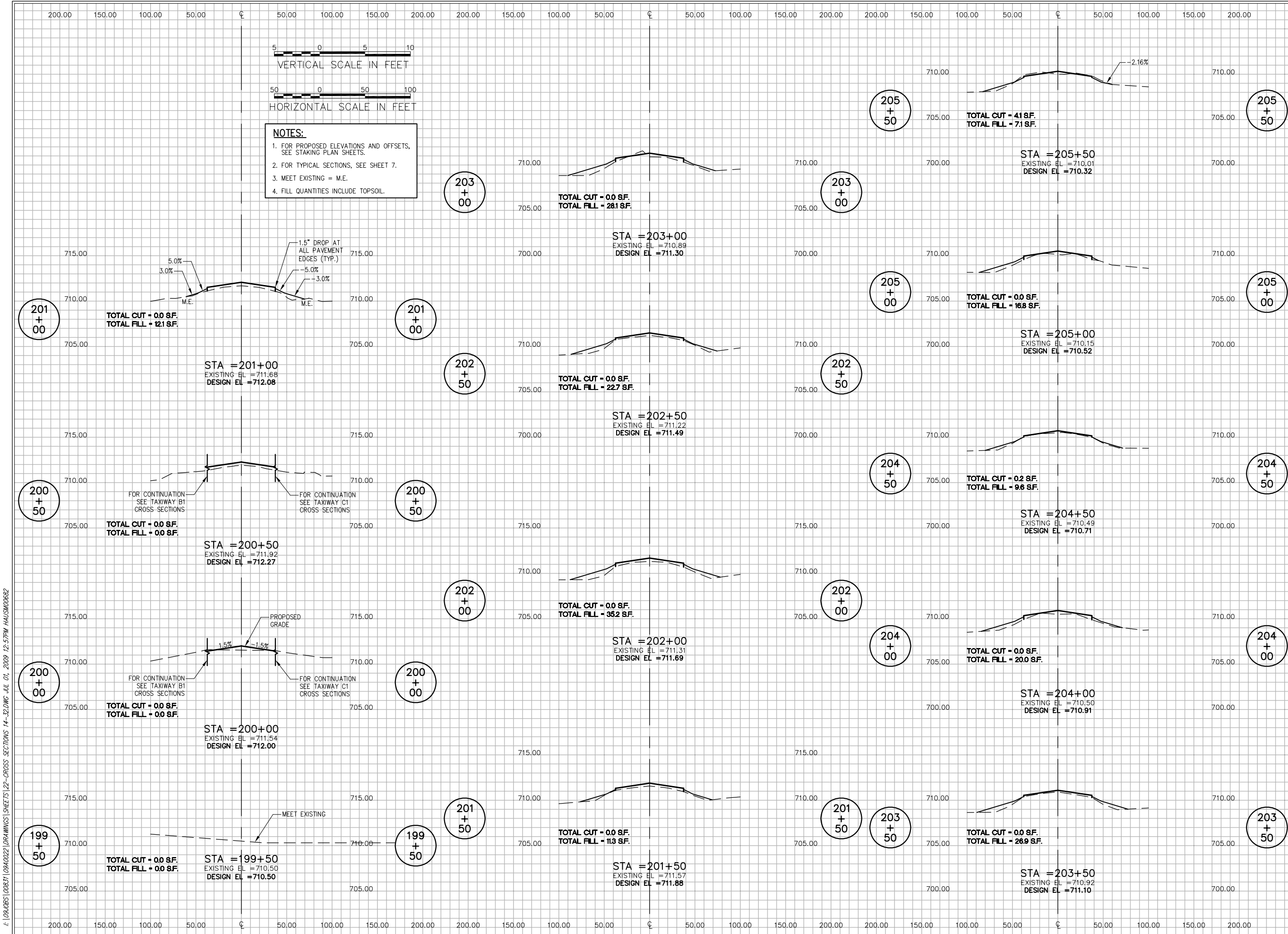
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
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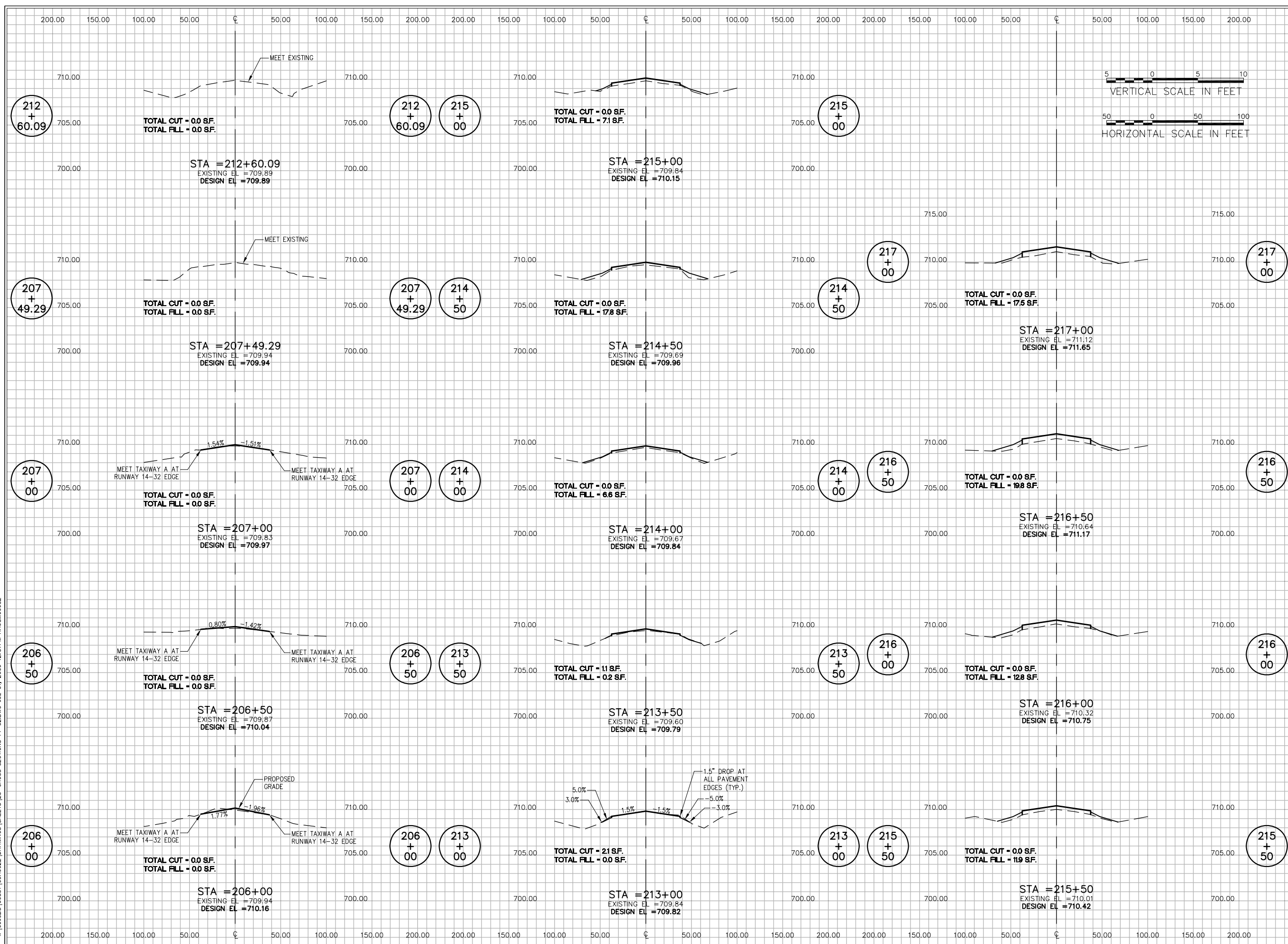
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Date: JUNE 5, 2009
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Project Number: 09A0022
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 RMH 05/14/09
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

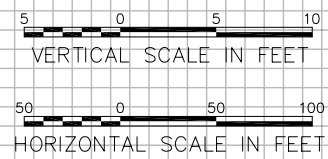
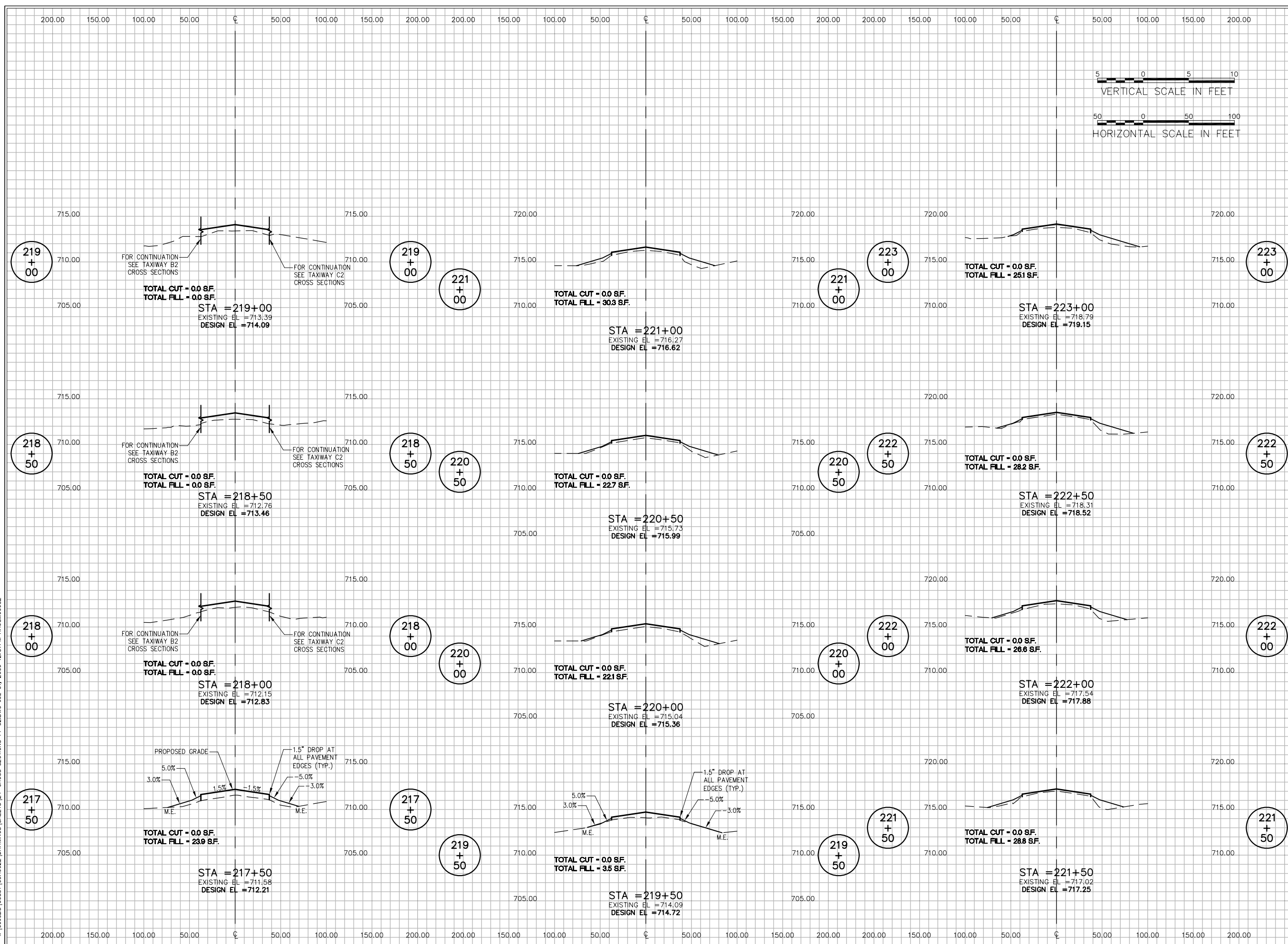
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Date
JUNE 5, 2009
Sheet Title

CROSS SECTIONS
RUNWAY 14-32
STA. 206+00 THRU
STA. 217+00

09A0022
Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date
 JUNE 5, 2009

Sheet Title
CROSS SECTIONS
RUNWAY 14-32
STA. 217+50 THRU
STA. 223+00

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 Project Number
 LDH 04/16/09
 Layout By Date
 LDH 04/16/09
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 RMH 05/14/09
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 Sheet No. **24**

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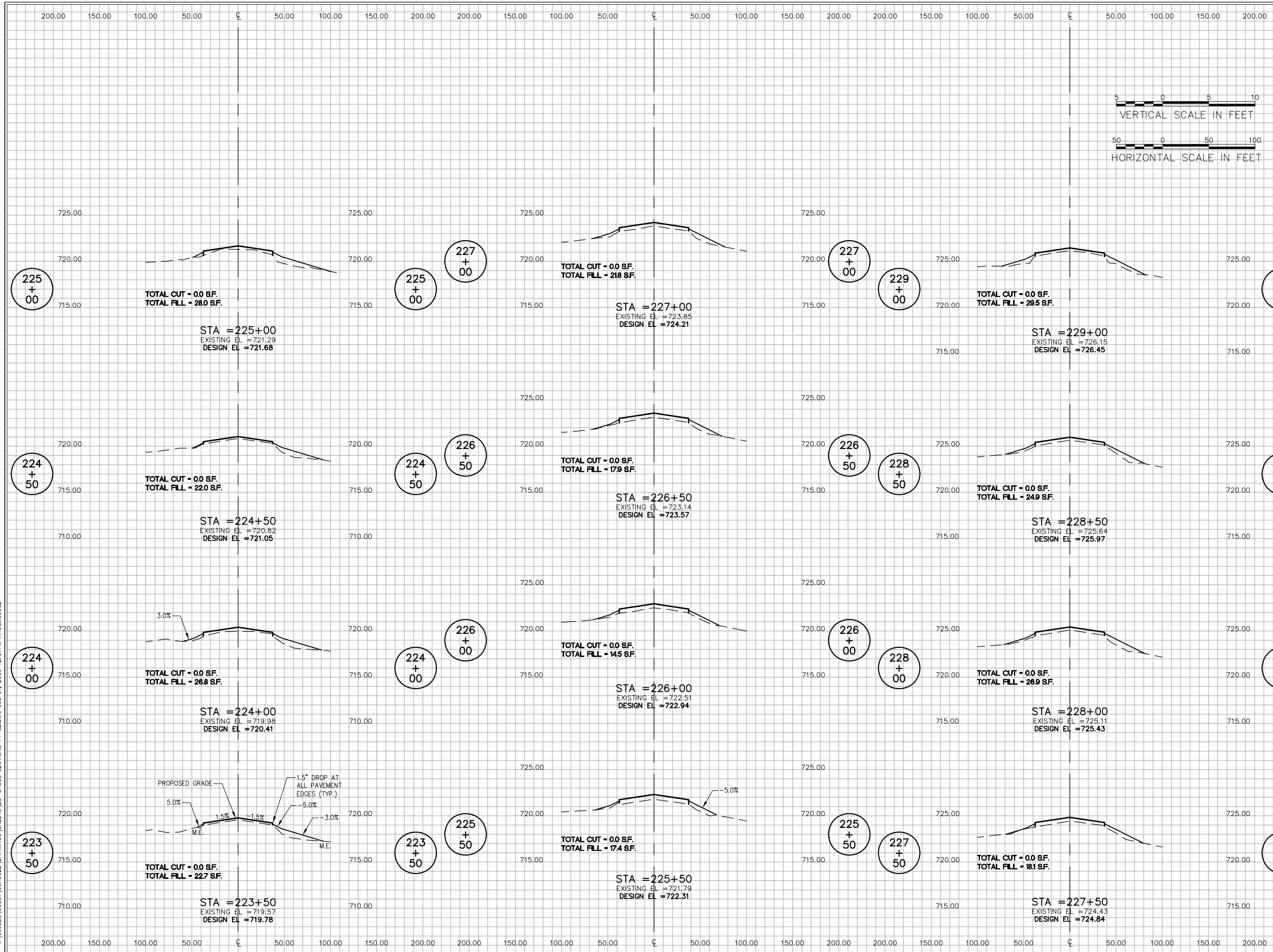
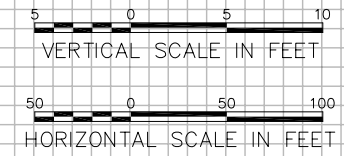
WAUKEGAN REGIONAL AIRPORT
WAUKEGAN PORT DISTRICT

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Waukegan, Illinois 60087
Telephone: 847.244.0066
Fax: 847.244.3813

WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



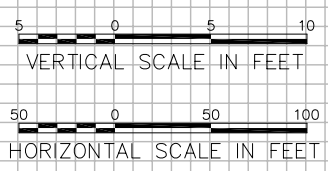
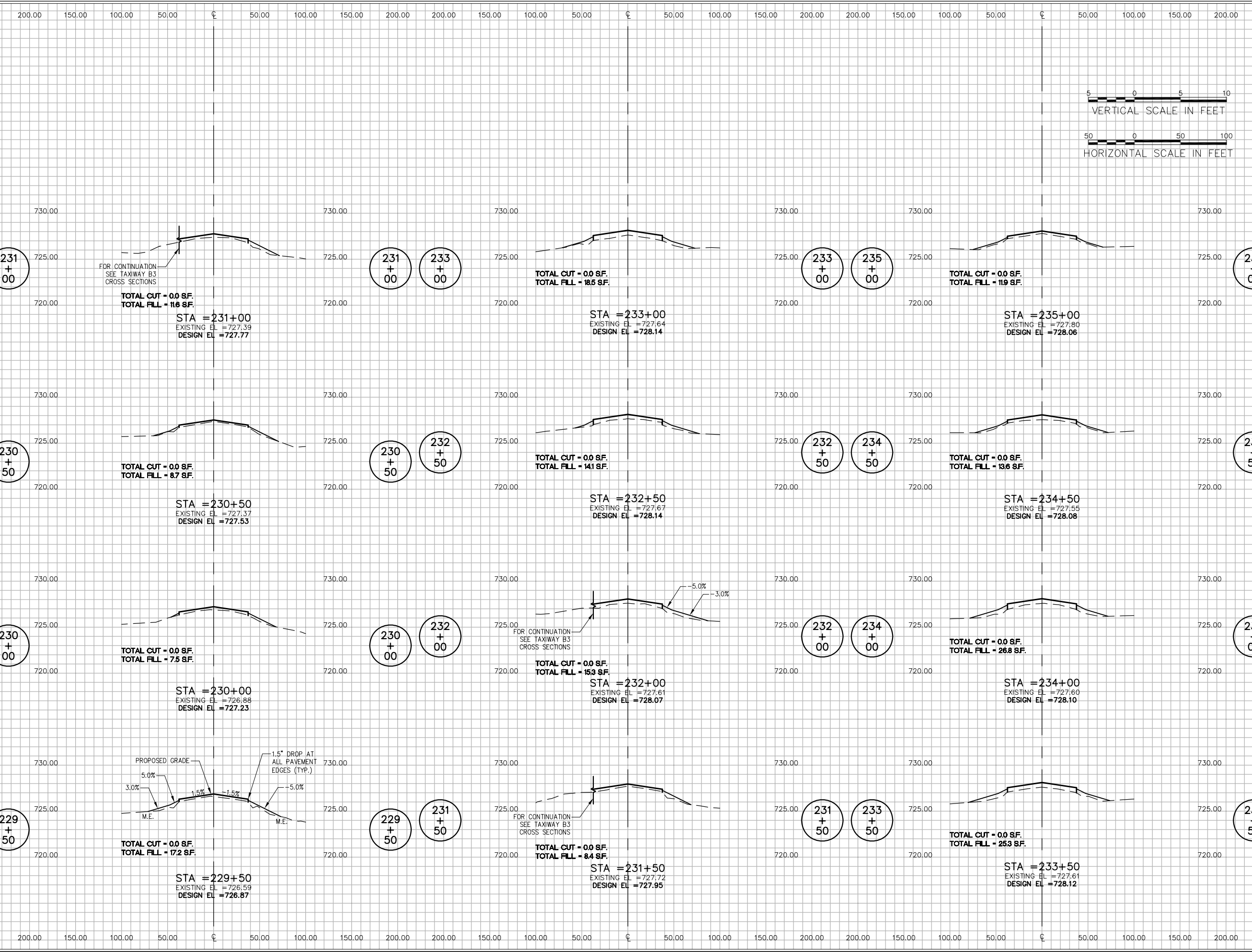
No.	Drawing Issue Description	Date	By	

Date: JUNE 5, 2009
Sheet Title

CROSS SECTIONS
RUNWAY 14-32
STA. 223+50 THRU
STA. 229+00

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Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

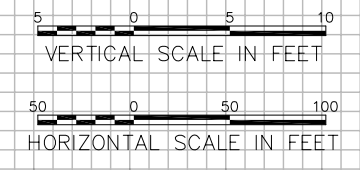
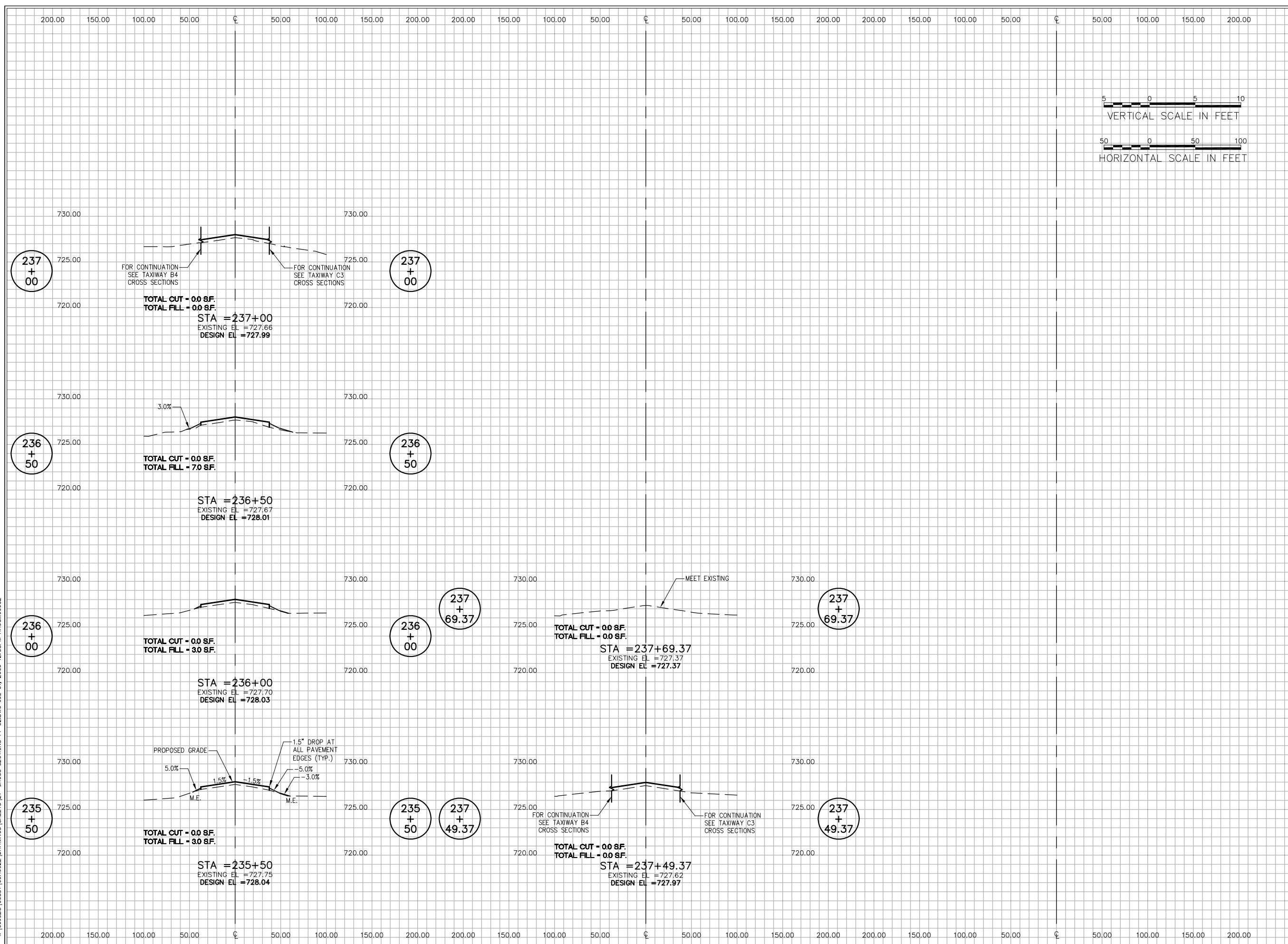
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JUNE 5, 2009

Sheet Title

CROSS SECTIONS
RUNWAY 14-32
STA. 229+50 THRU
STA. 235+00

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Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

CROSS SECTIONS
RUNWAY 14-32
STA. 235+50 THRU
STA. 237+69.37

09A0022
Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
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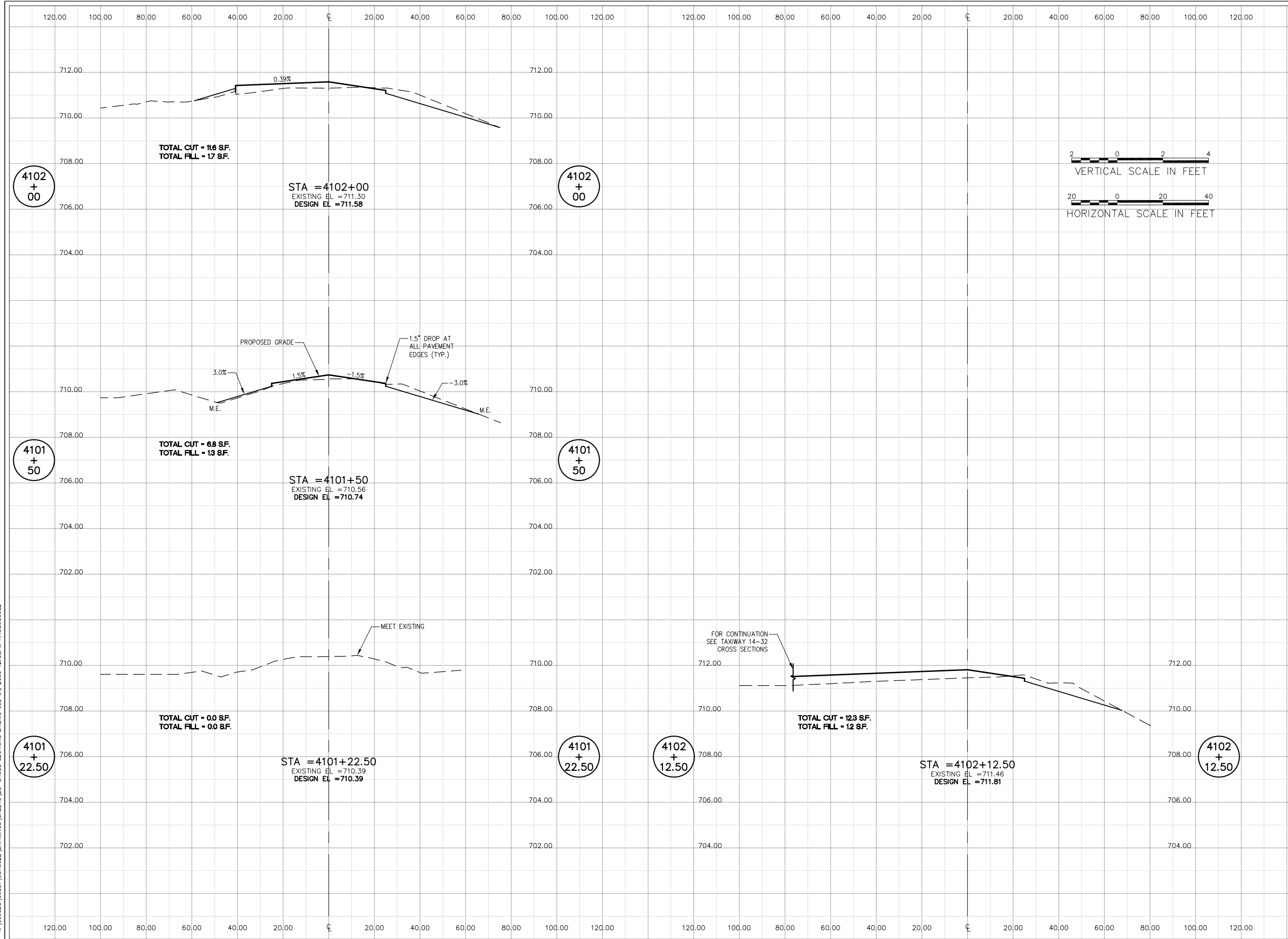
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
Sheet Title: CROSS SECTIONS TAXIWAY B1

CROSS SECTIONS
TAXIWAY B1

09A0022
Project Number
LDH 04/15/09
Layout By Date
LDH 04/15/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By _____
Sheet No. _____

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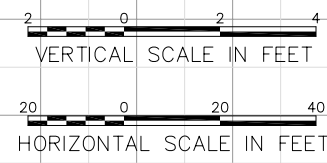
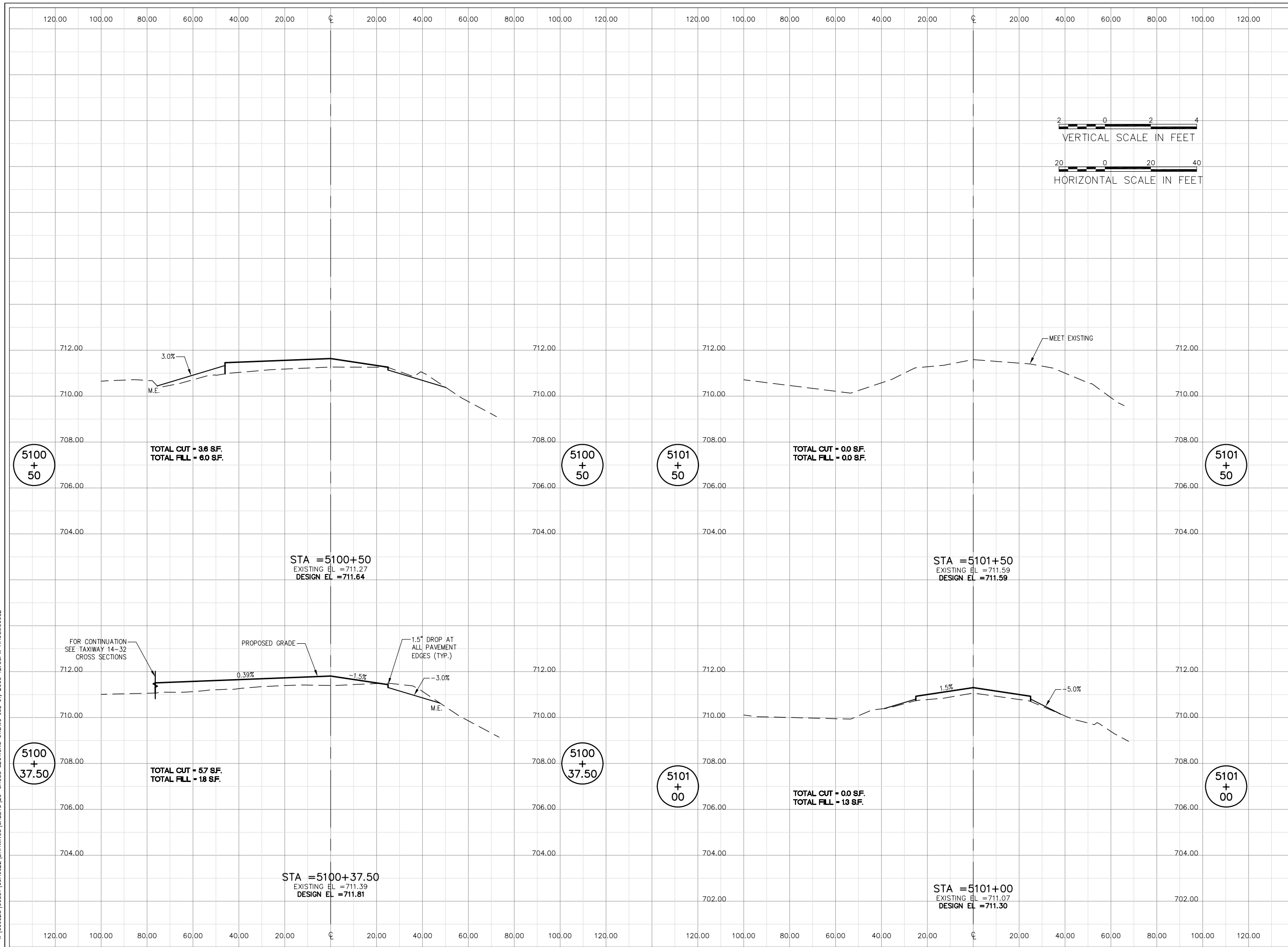
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
Sheet Title: CROSS SECTIONS TAXIWAY C1

CROSS SECTIONS TAXIWAY C1

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Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By _____
Sheet No. 29

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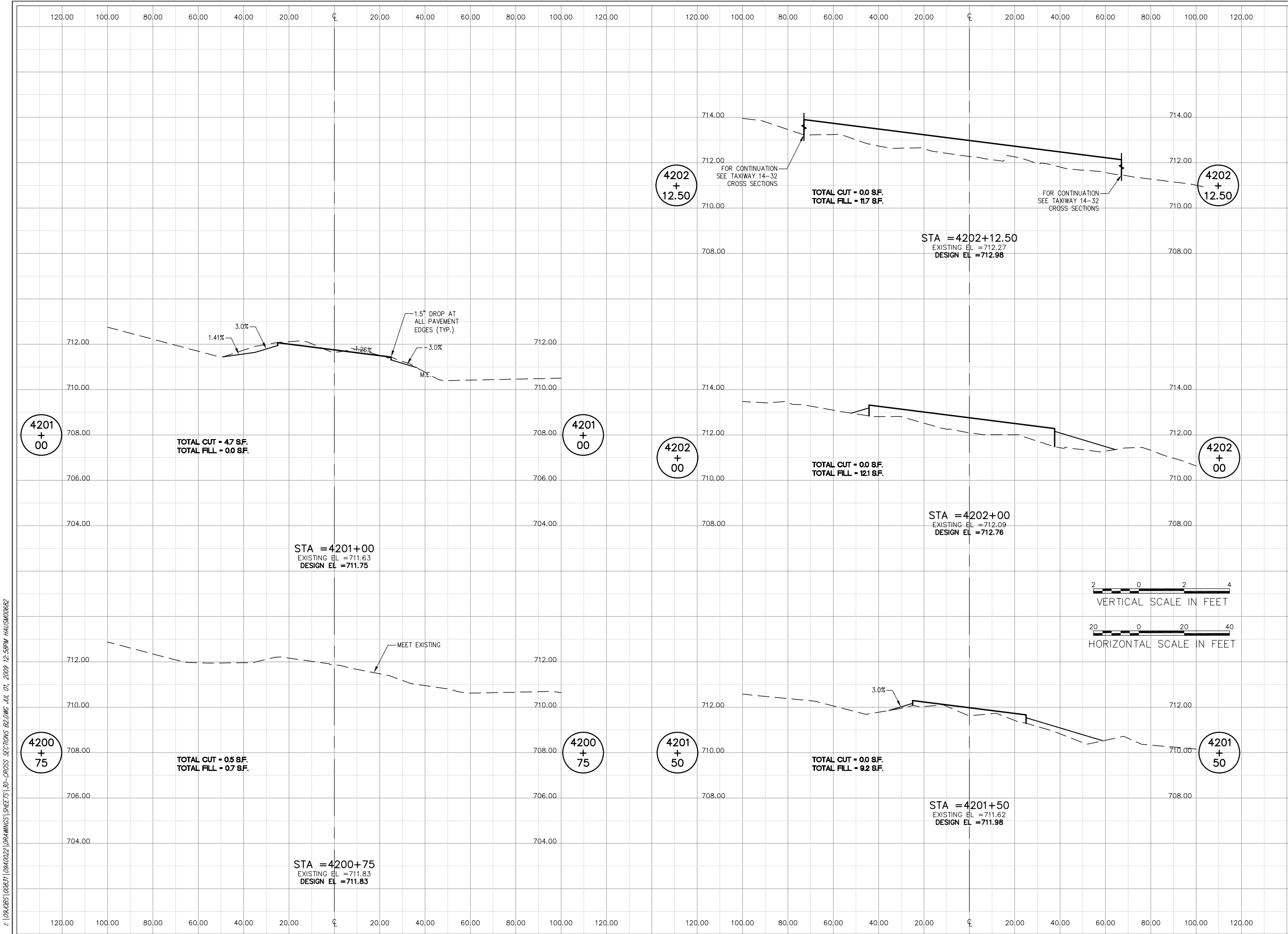
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
 Sheet Title: CROSS SECTIONS TAXIWAY B2

CROSS SECTIONS TAXIWAY B2

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Project Number
LDH 04/16/09
Layout By Date
LDH 04/16/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No. 30

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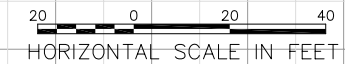
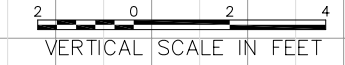
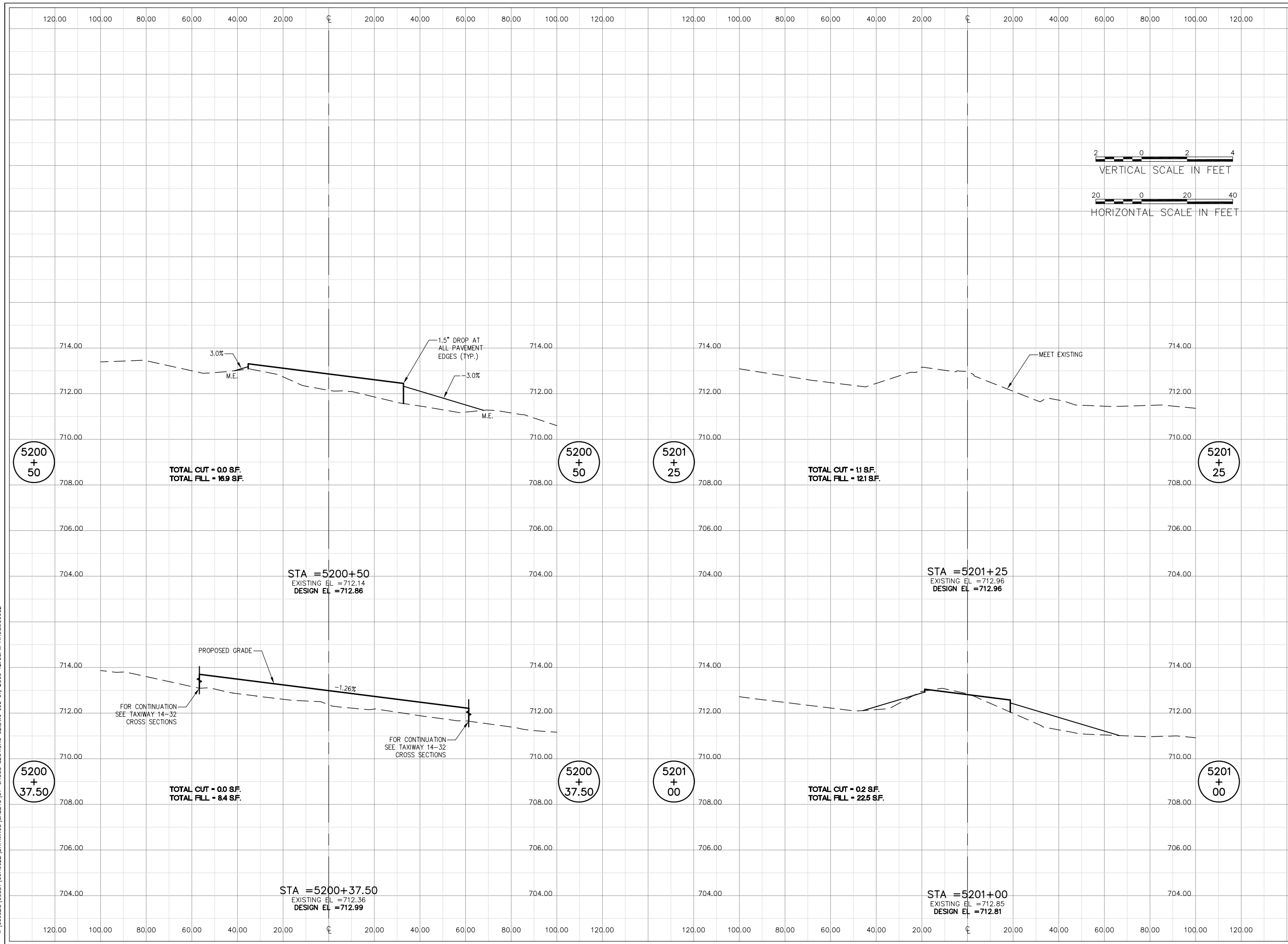
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

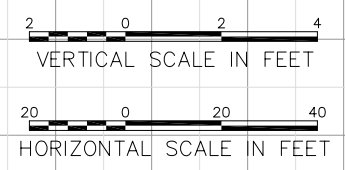
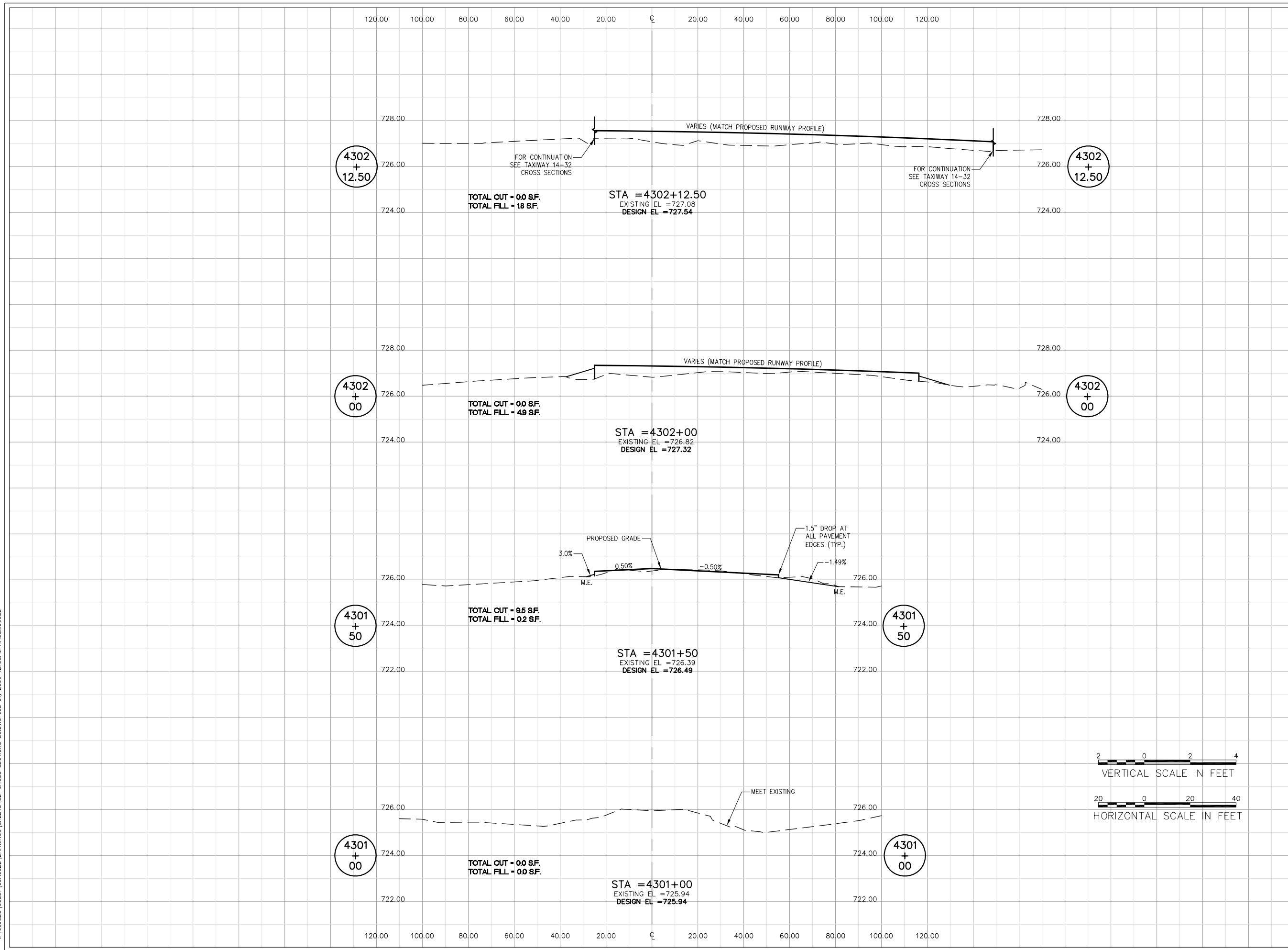
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Sheet Title

CROSS SECTIONS
TAXIWAY C2

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Project Number
LDH 04/15/09
Layout By Date
LDH 04/15/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By _____
Sheet No.

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**REPAIR AND OVERLAY
 RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
 IDA PROJECT NO. UGN-3908**

No.	Drawing Issue Description	Date	By

Date
 JUNE 5, 2009
 Sheet Title

**CROSS SECTIONS
 TAXIWAY B3**

09A0022	Project Number
LDH	04/15/09
LDH	04/15/09
LDH	04/15/09
RMH	05/14/09

32

Drawn By _____ Sheet No. _____



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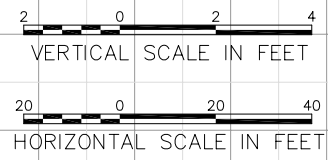
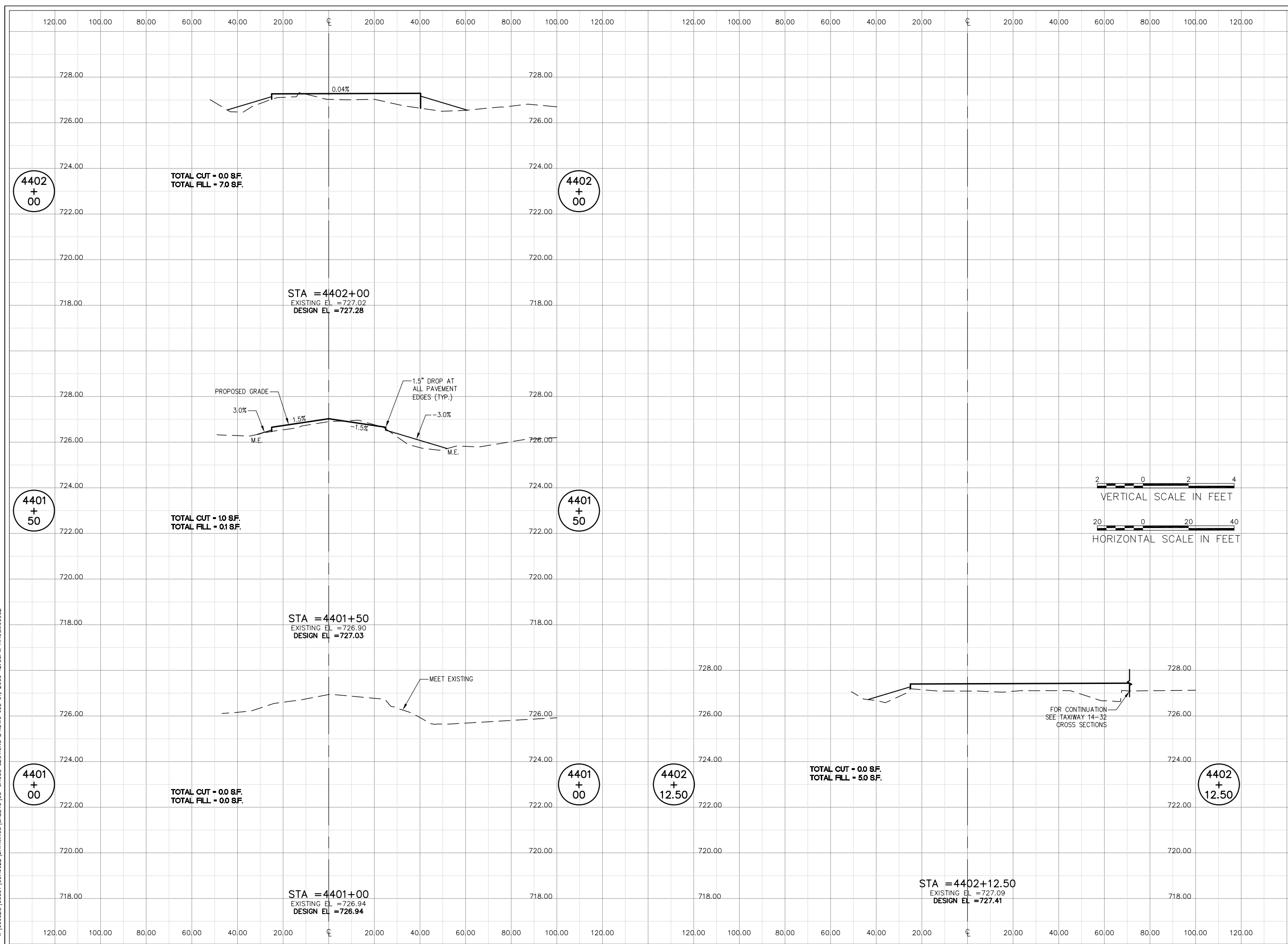
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

Date
 Sheet Title

CROSS SECTIONS
 TAXIWAY B4

09A0022
 Project Number
 LDH 04/15/09
 Layout By Date
 LDH 04/15/09
 Designed By Date
 RMH 05/14/09
 Reviewed By Date
 Drawn By
 Sheet No.

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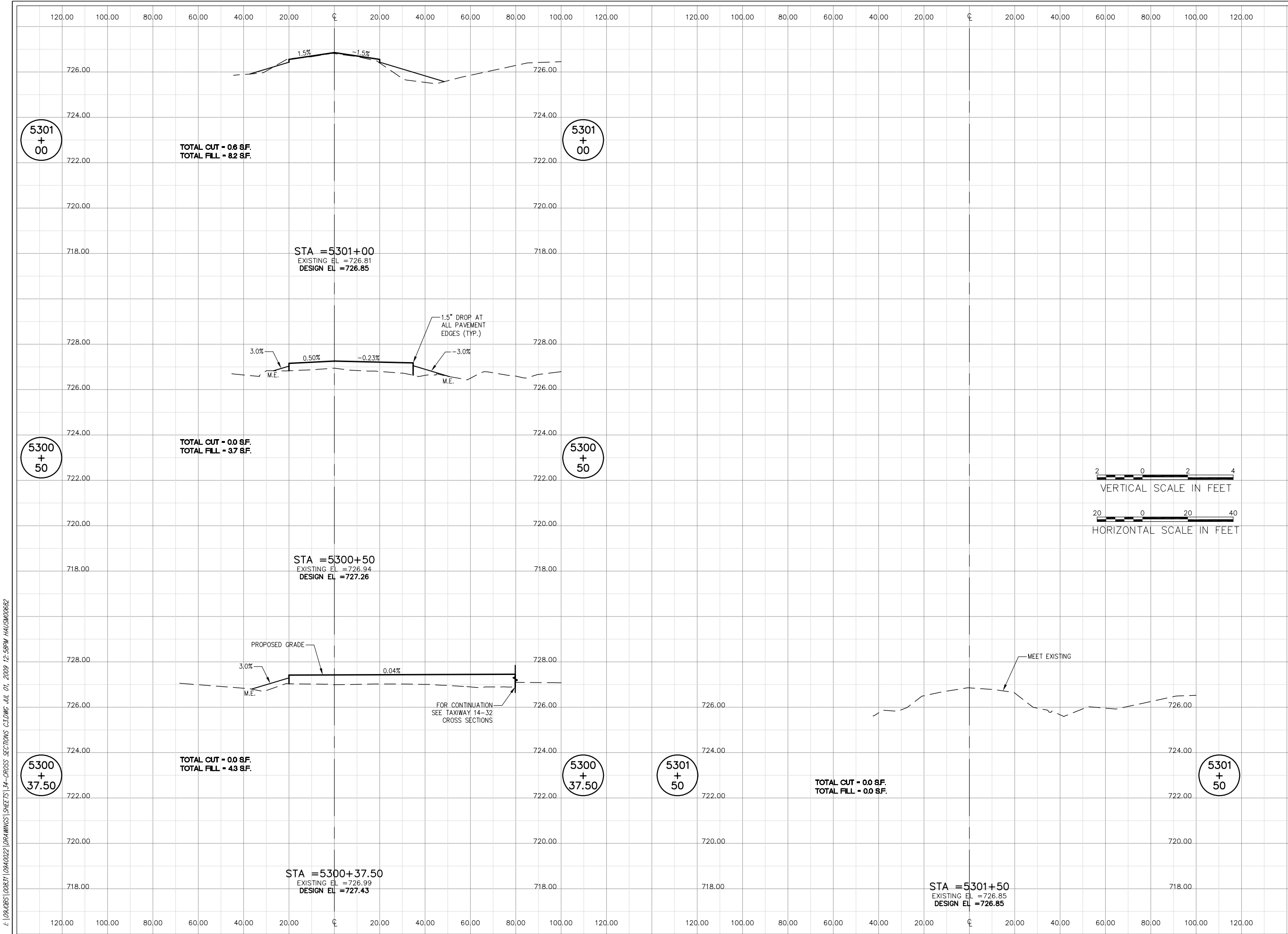
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



No.	Drawing Issue Description	Date	By

Date: JUNE 5, 2009
Sheet Title: CROSS SECTIONS TAXIWAY C3

CROSS SECTIONS
TAXIWAY C3

09A0022	Project Number
LDH	04/16/09
LDH	04/16/09
RMH	05/14/09

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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date

JUNE 5, 2009

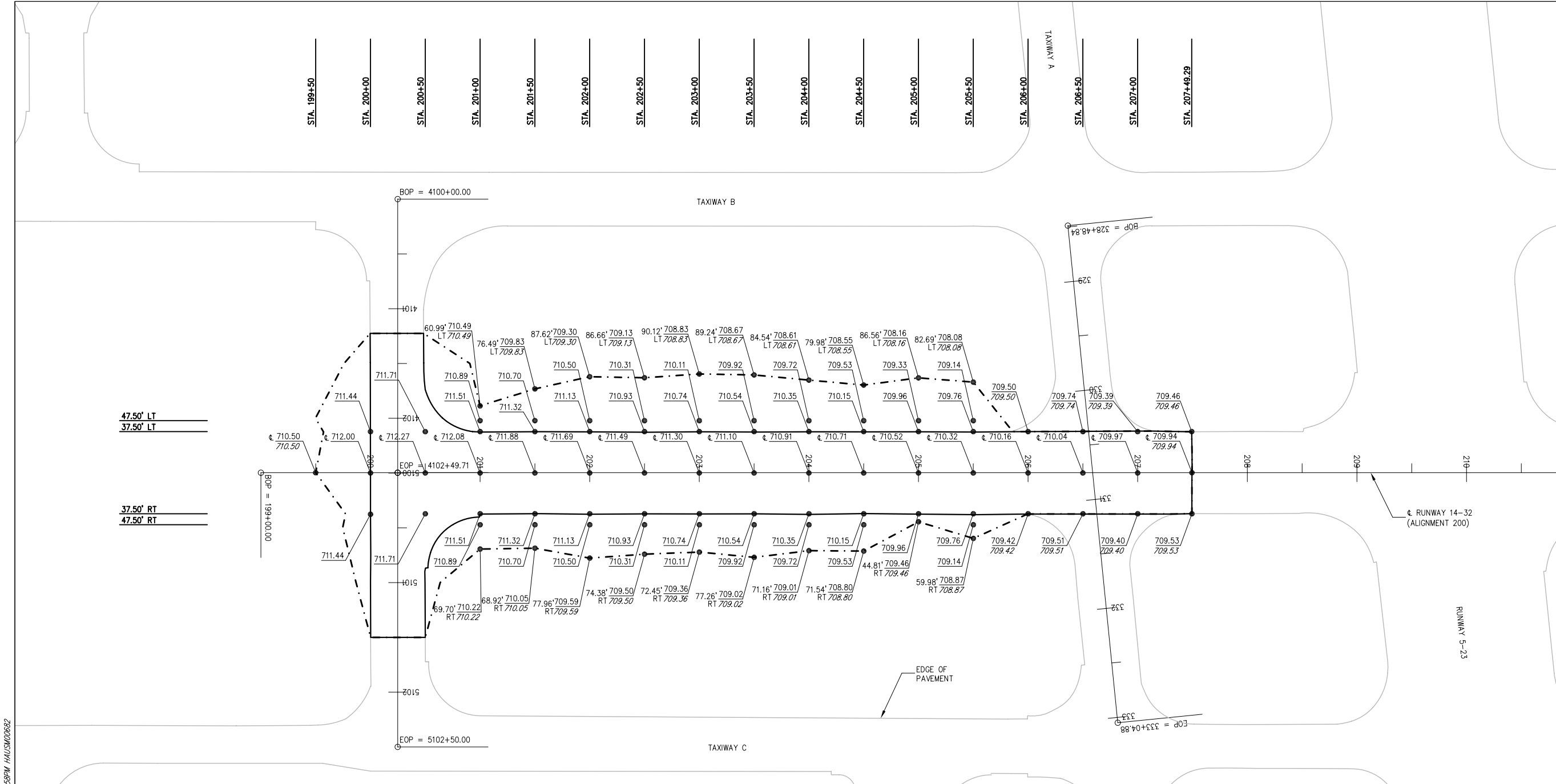
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STAKING PLAN
RUNWAY 14-32
STA. 199+50 THRU
STA. 207+49.29

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date

Drawn By _____ Sheet No. _____

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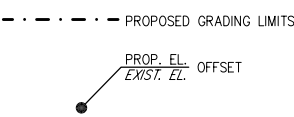
47.50' LT
37.50' LT
37.50' RT
47.50' RT

ALIGNMENT DATA

RUNWAY/ TAXIWAY	DESCRIPTION	STATION	STATE PLANE COORDINATES	
			NORTHING	EASTING
14-32	BEGINNING OF ALIGNMENT 200	199+00	2095664.02	1110807.54
	END OF ALIGNMENT 200	238+49.37	2098854.73	1108480.12
B1	BEGINNING OF ALIGNMENT 4100	4100+00	2095617.70	1110532.24
	END OF ALIGNMENT 4100	4102+49.71	2095764.85	1110733.98
C1	BEGINNING OF ALIGNMENT 5100	5099+99.71	2095764.85	1110733.98
	END OF ALIGNMENT 5100	5102+50	2095912.35	1110936.19
B2	BEGINNING OF ALIGNMENT 4200	4200+00	2097100.01	1109450.99
	END OF ALIGNMENT 4200	4202+49.72	2097245.40	1109654.01
C2	BEGINNING OF ALIGNMENT 5200	5199+99.71	2097245.40	1109654.01
	END OF ALIGNMENT 5200	5202+50	2097391.13	1109857.52
B3	BEGINNING OF ALIGNMENT 4300	4300+00	2098201.83	1108647.28
	END OF ALIGNMENT 4300	4302+49.71	2098348.99	1108849.02
B4	BEGINNING OF ALIGNMENT 4400	4400+00	2098605.72	1108352.67
	END OF ALIGNMENT 4400	4402+49.71	2098752.88	1108554.41
C3	BEGINNING OF ALIGNMENT 5300	5299+99.71	2098757.24	1108551.23
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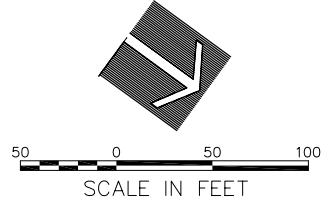
- NOTES:**
- ALIGNMENTS ARE BASED ON STATE PLANE COORDINATE (ILLINOIS-EAST). SEE ALIGNMENT DATA TABLE, THIS SHEET.
 - FOR ADDITIONAL GRADING INFORMATION, SEE PLAN AND PROFILE SHEETS AND CROSS SECTIONS.
 - CONTRACTOR IS REQUIRED TO FIELD VERIFY EXISTING UTILITY LOCATIONS.
 - CONTRACTOR WILL BE PROVIDED WITH CONTROL POINTS AND BASELINES IN ACCORDANCE WITH SPECIAL PROVISIONS.
 - PROPOSED PAVEMENT EDGES TO MATCH EXISTING LOCATIONS.
 - STAKING POINTS AT CROSS SECTIONS UNLESS NOTED OTHERWISE.
 - FOR SEEDING INFORMATION, SEE LANDSCAPING PLAN.
 - FOR PAVEMENT MARKING INFORMATION, SEE MARKING PLANS.

LEGEND



EARTHWORK QUANTITIES

DESCRIPTION AND PAY ITEM	QUANTITY
TOPSOILING (FROM OFF SITE) ITEM AR905520	2639 C.Y.





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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue	Description	Date	By

Date

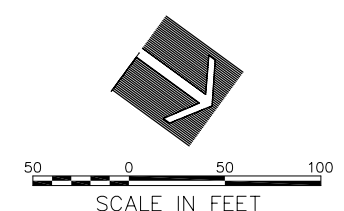
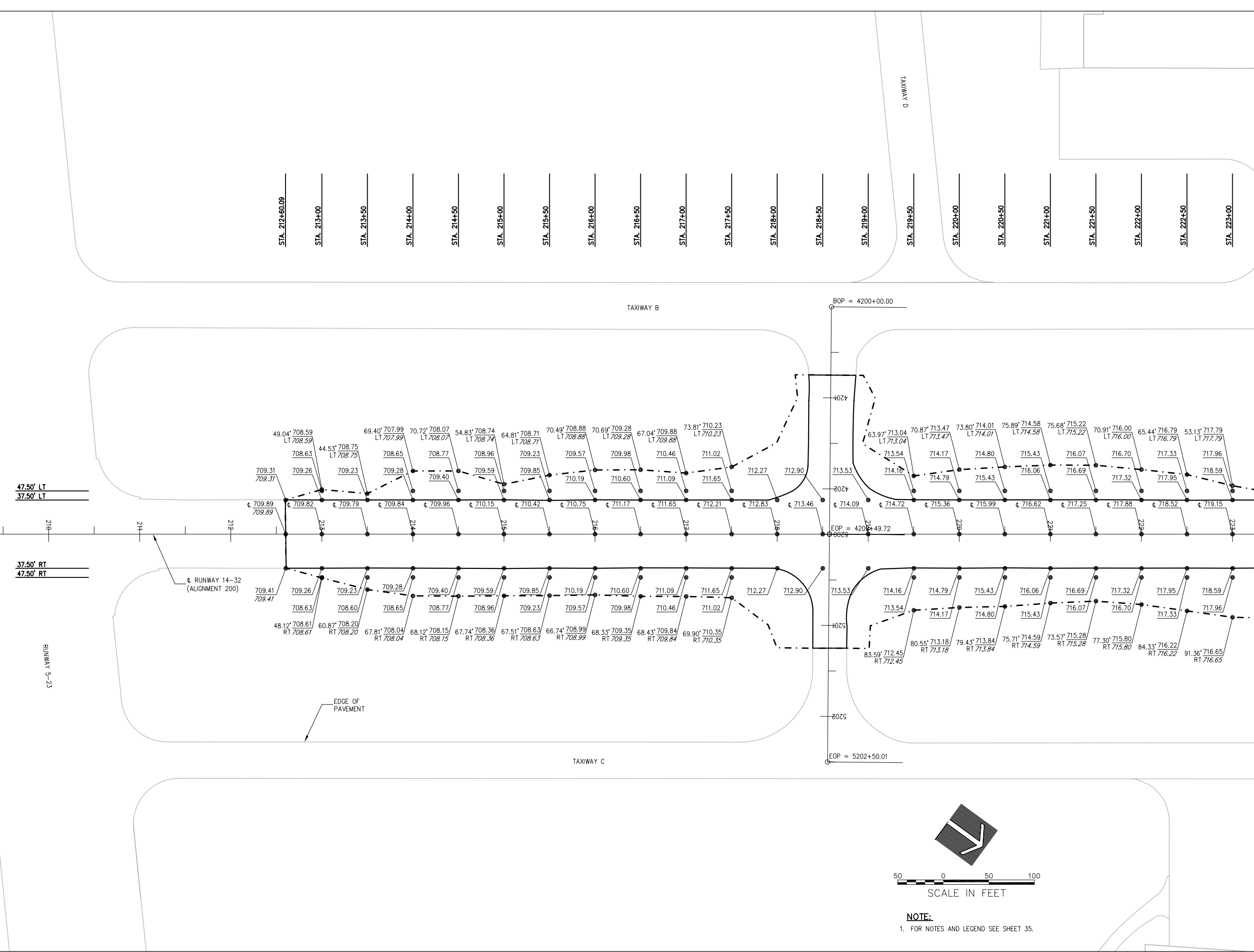
JUNE 5, 2009

Sheet Title

**STAKING PLAN
RUNWAY 14-32
STA. 212+60.09 THRU
STA. 223+00**

09A0022
 Project Number
 LDH 04/27/09
 Layout By Date
 LDH 04/27/09
 Designed By Date
 RMH 05/14/09
 Reviewed By Date
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 Sheet No. _____

MATCHLINE STA. 223+25



NOTE:
 1. FOR NOTES AND LEGEND SEE SHEET 35.

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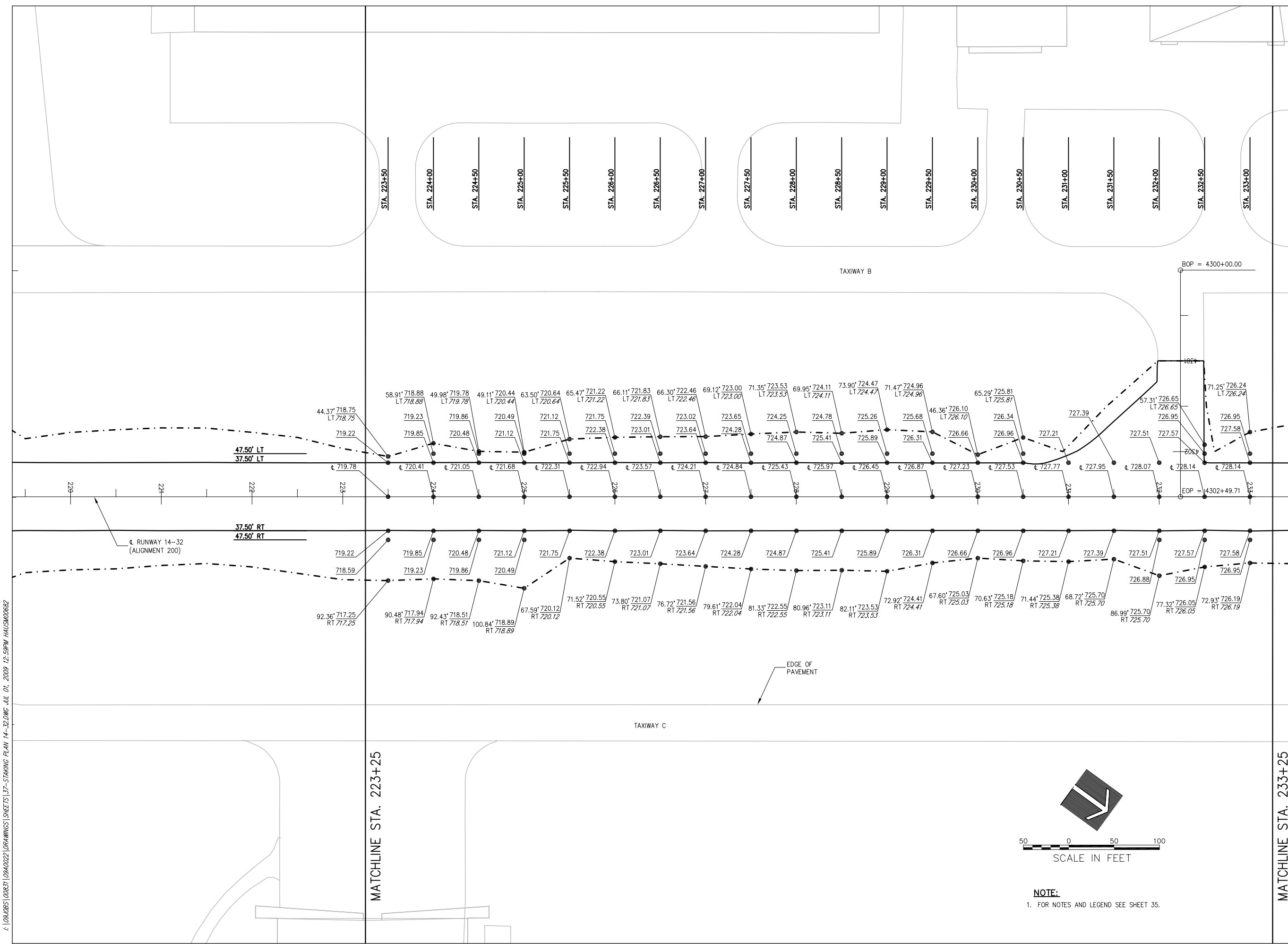
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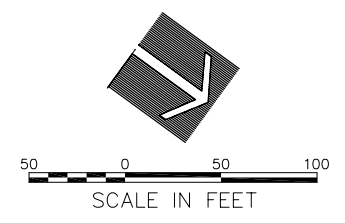
REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



MATCHLINE STA. 223+25

MATCHLINE STA. 233+25



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.

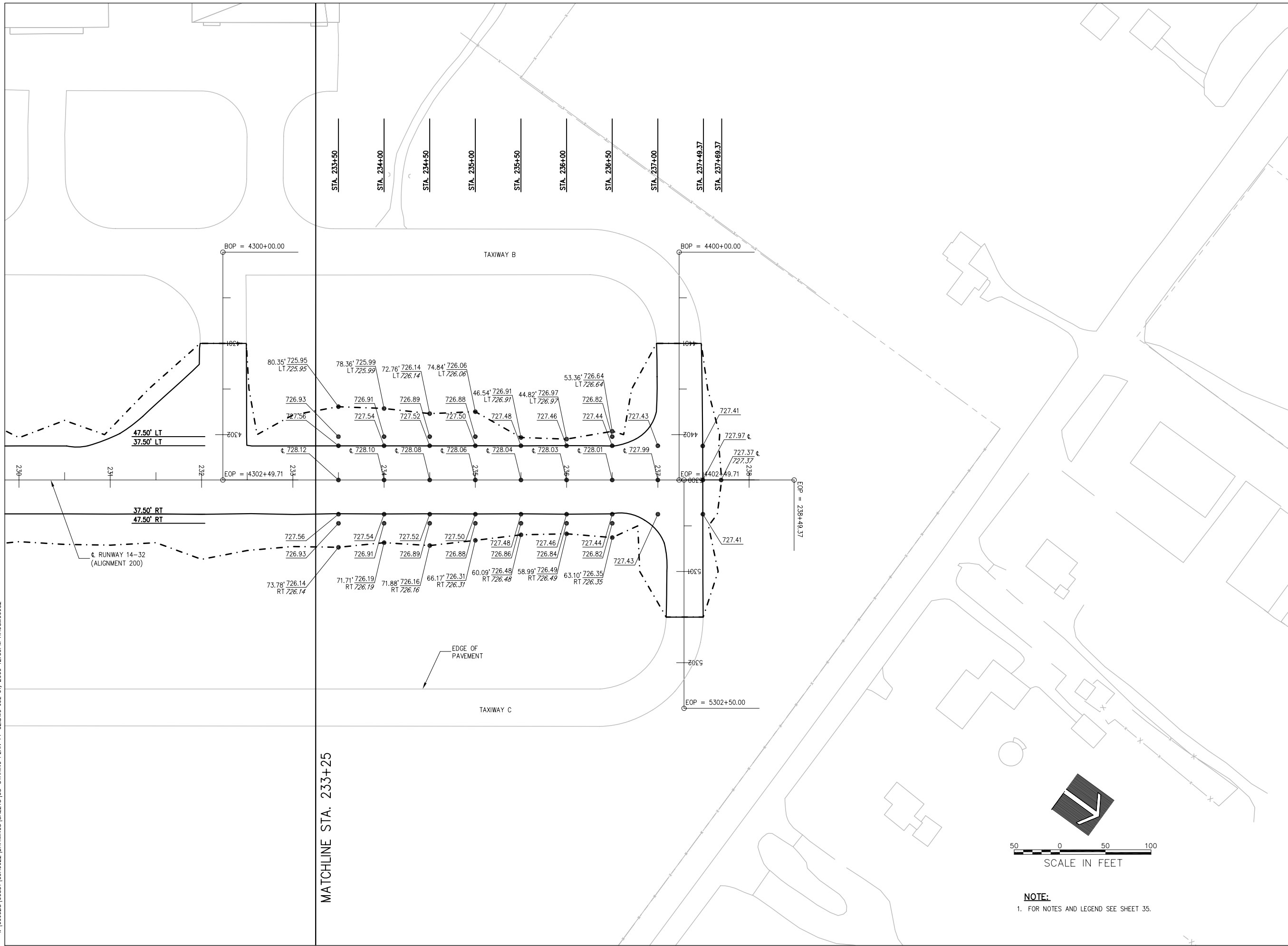
No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

STAKING PLAN
RUNWAY 14-32
STA. 223+50 THRU
STA. 233+00

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009

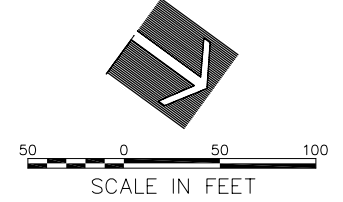
Sheet Title

**STAKING PLAN
RUNWAY 14-32
STA. 233+50 THRU
STA. 237+69.37**

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date

38

Drawn By _____ Sheet No. _____



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.



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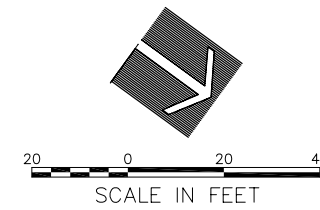
WAUKEGAN REGIONAL AIRPORT
WAUKEGAN PORT DISTRICT

3580 North McAree Road
Waukegan, Illinois 60087
Telephone: 847.244.0066
Fax: 847.244.3813

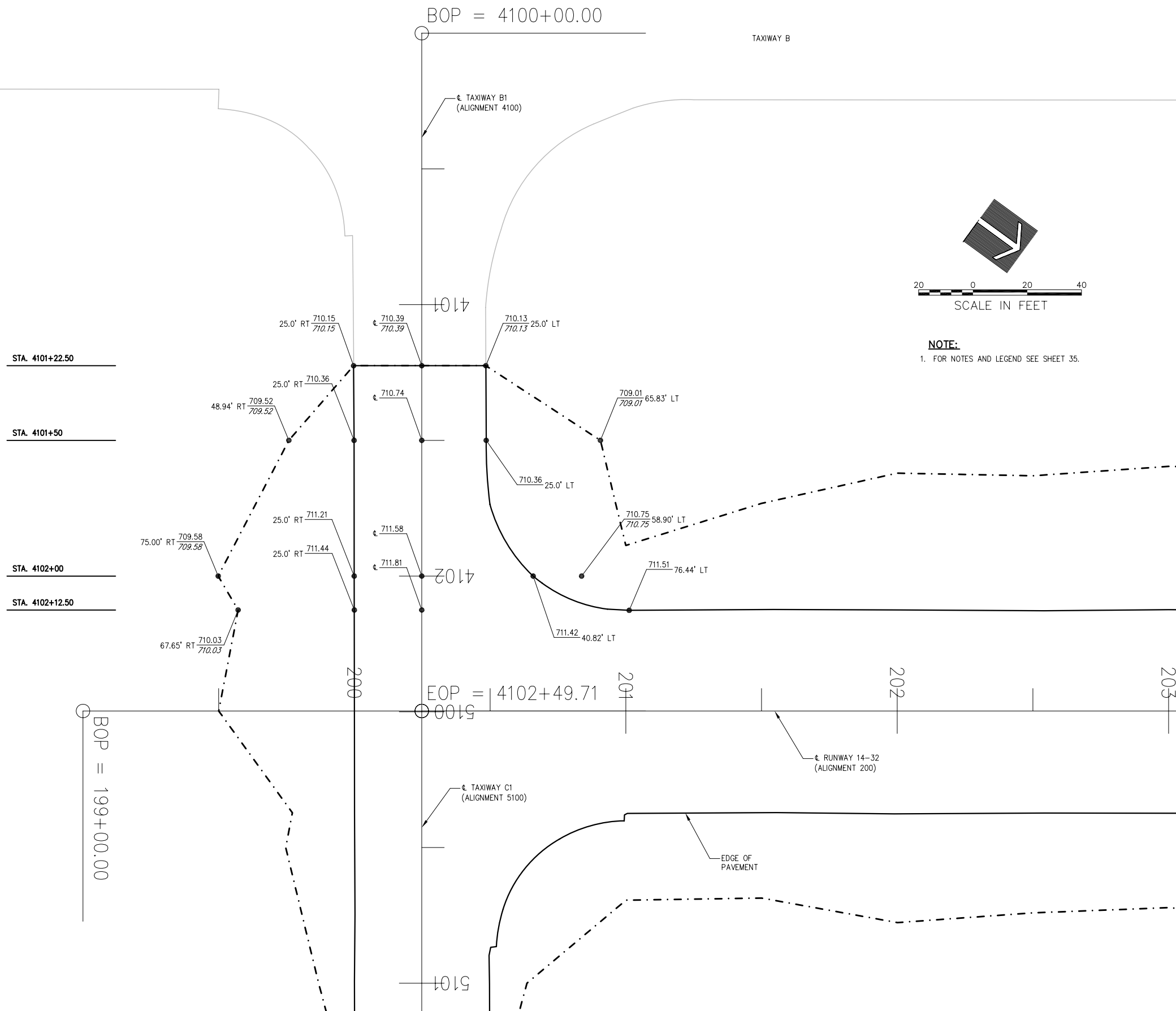
WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.



No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

STAKING PLAN
TAXIWAY B1

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date

Drawn By _____ Sheet No. _____

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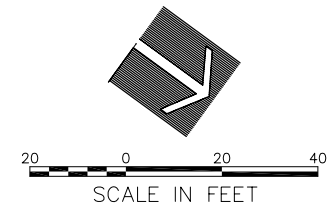
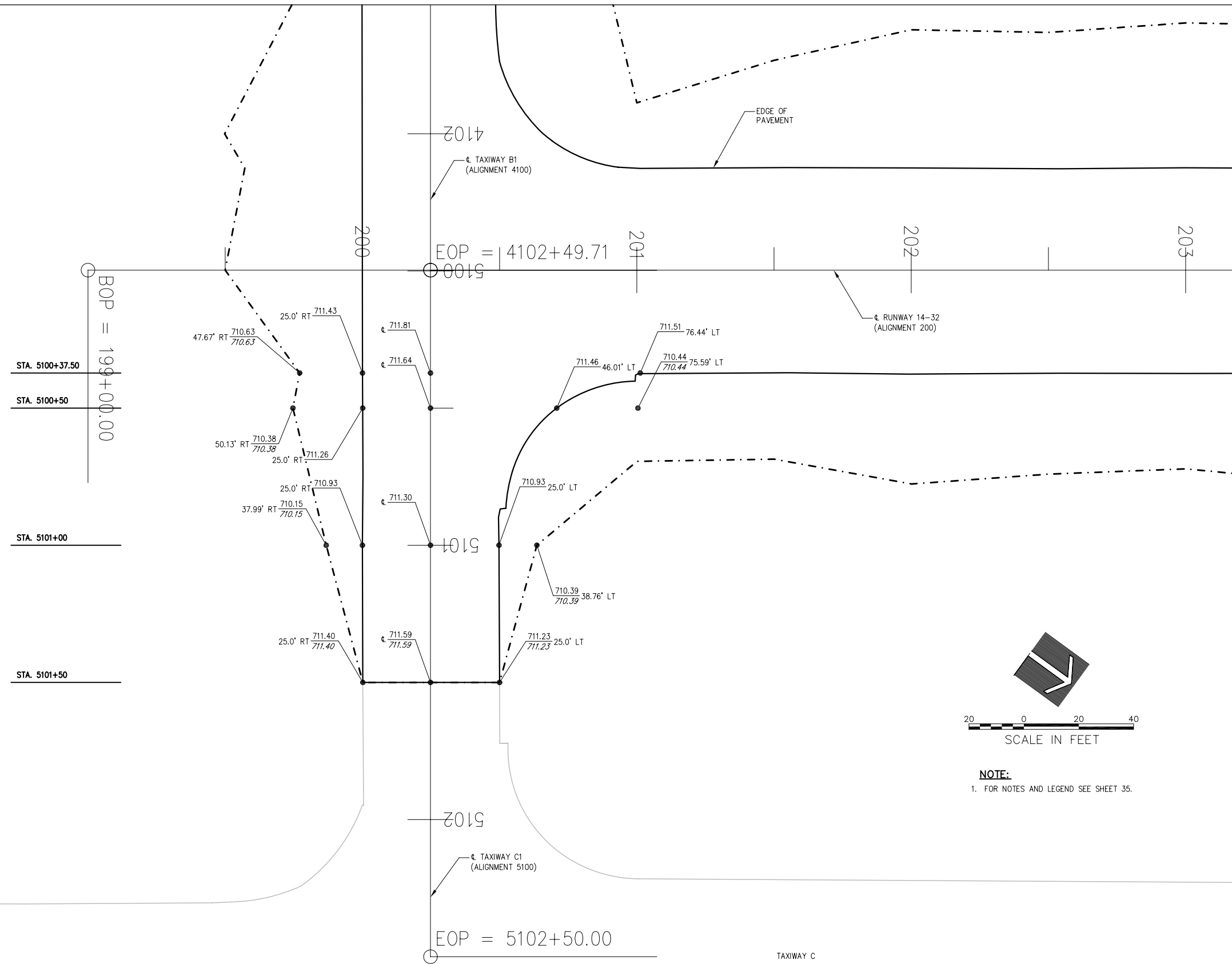
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

STAKING PLAN
TAXIWAY C1

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date

40

Drawn By Sheet No.

I: [09A0022] [08/31] [09A0022] [DRAWINGS] [SHEETS] [40-STAKING PLAN C1.DWG JUL 01, 2009 12:59PM HAUSM0662



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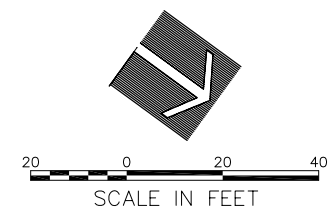
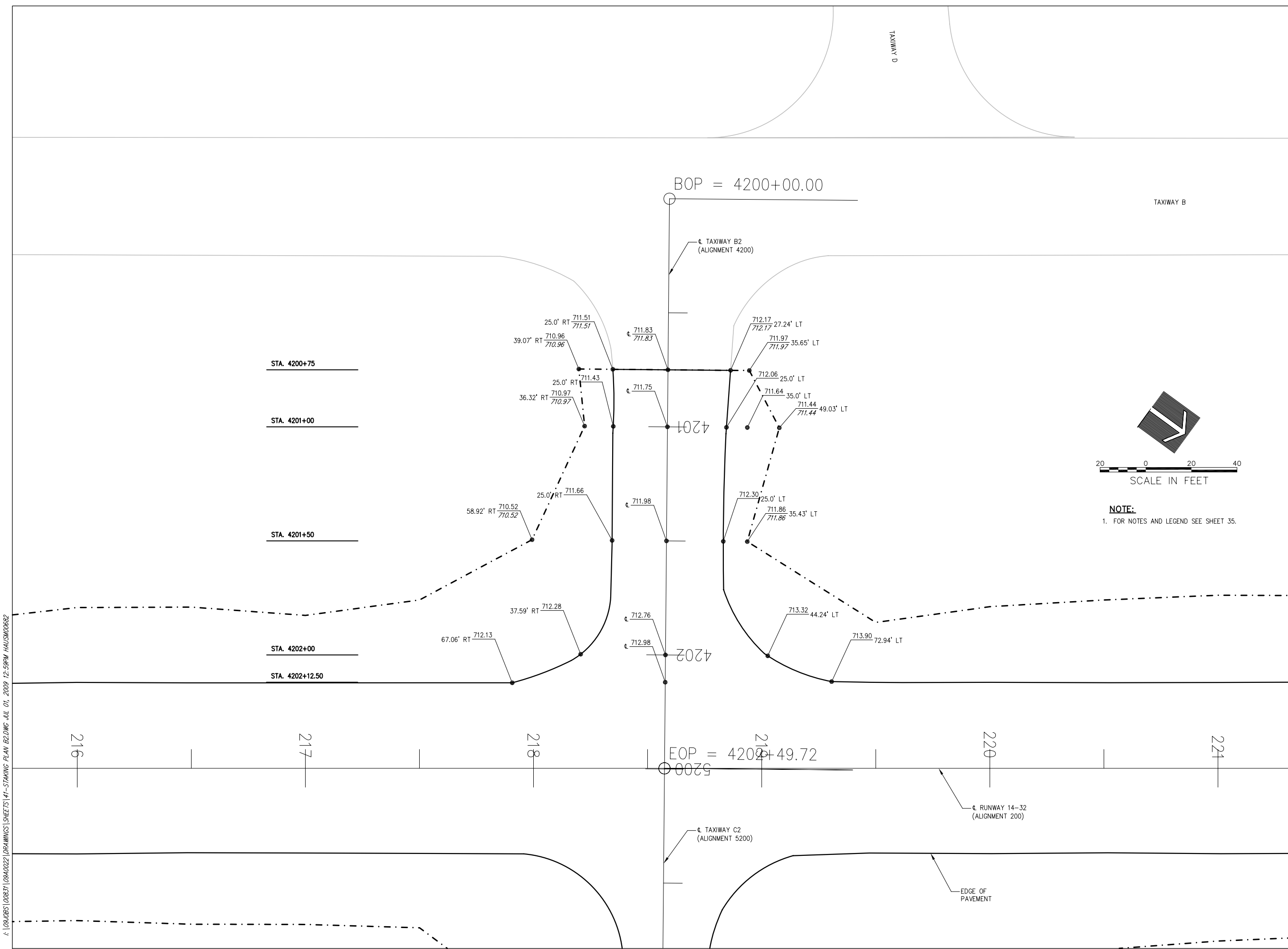
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RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.

I:\09A0022\00831\09A0022\DRAWINGS\SHEETS\41-STAKING PLAN B2.DWG JUL 01, 2009 12:59PM HAUSM0682

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**STAKING PLAN
TAXIWAY B2**

09A0022	Project Number
LDH	LDH
04/27/09	Date
LDH	LDH
04/27/09	Date
RMH	RMH
05/14/09	Date



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WAUKEGAN, ILLINOIS**

**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

No.	Drawing Issue Description	Date	By

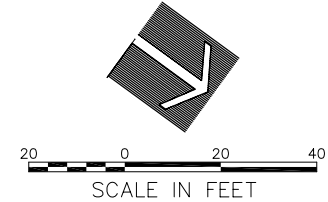
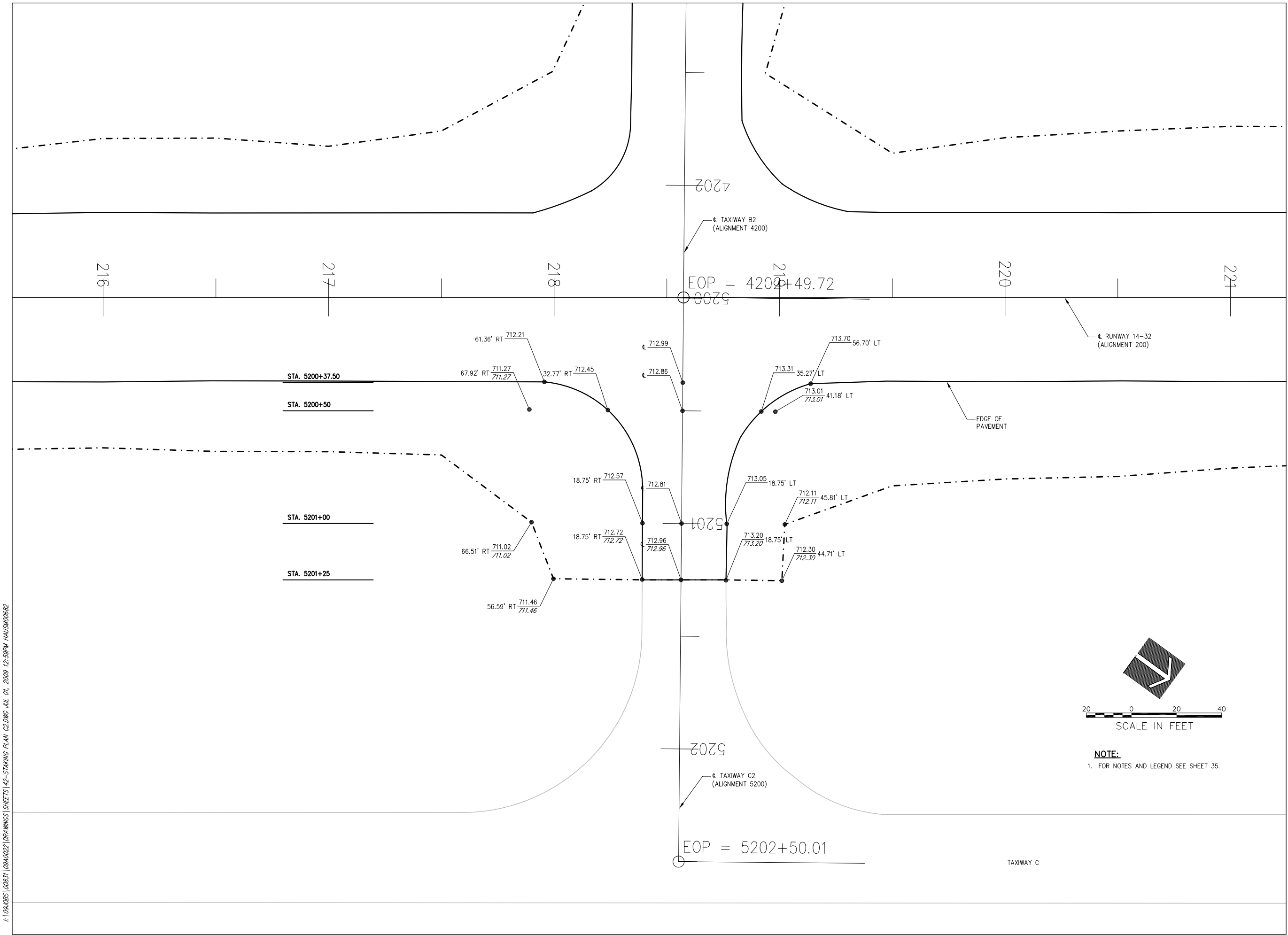
Date _____
Sheet Title _____

**STAKING PLAN
TAXIWAY C2**

09A0022
Project Number _____
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date

42

Drawn By _____ Sheet No. _____



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.

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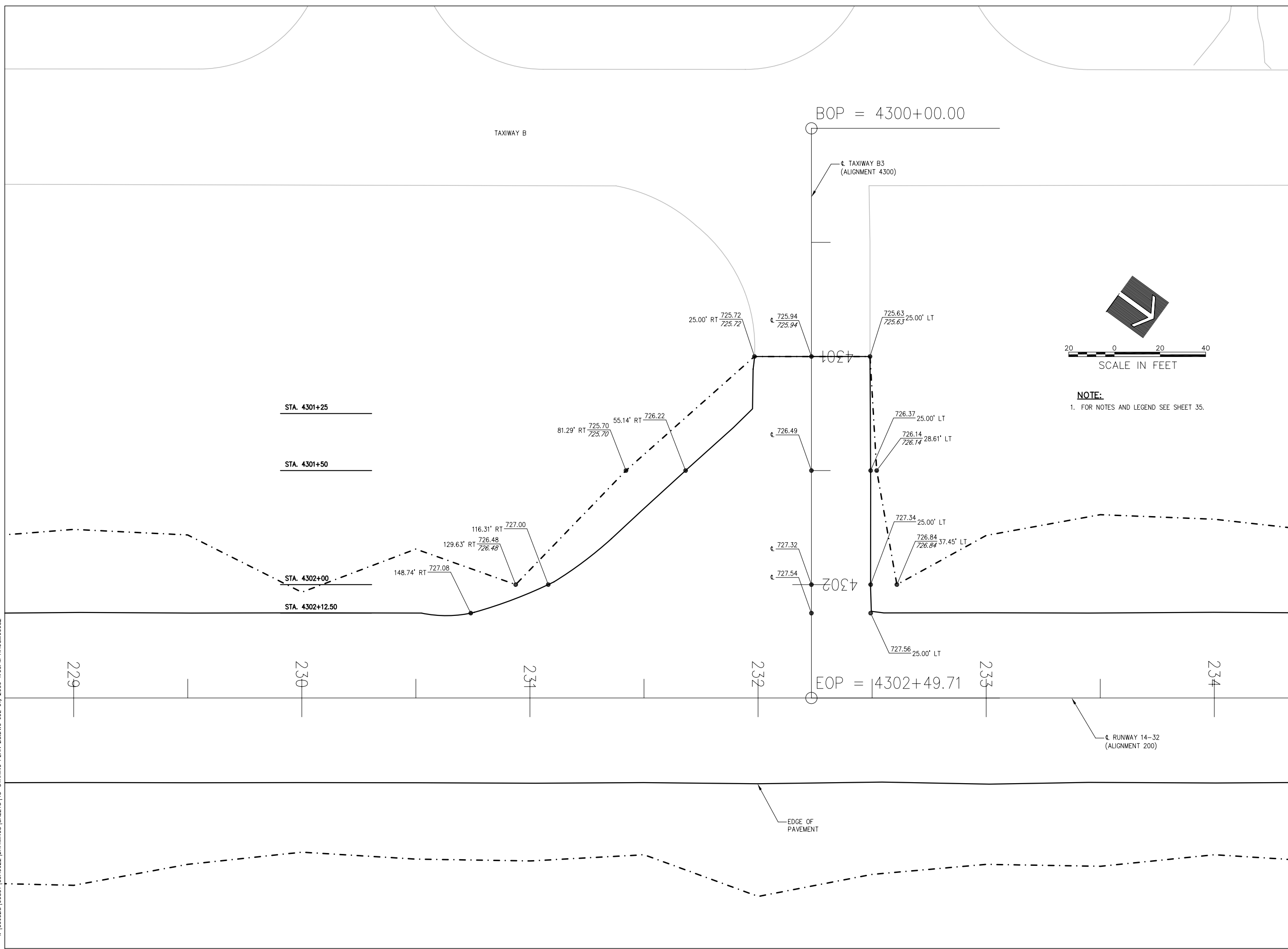
WAUKEGAN REGIONAL AIRPORT
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTE:
1. FOR NOTES AND LEGEND SEE SHEET 35.

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

STAKING PLAN
TAXIWAY B3

09A0022
Project Number
LDH 04/27/09
Layout By Date
LDH 04/27/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

I:\09A0022\09A0022\DRAWINGS\SHEETS\43-STAKING PLAN BLDG JUL 01, 2009 1:00PM HALSKM06B2



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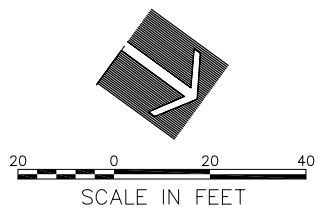
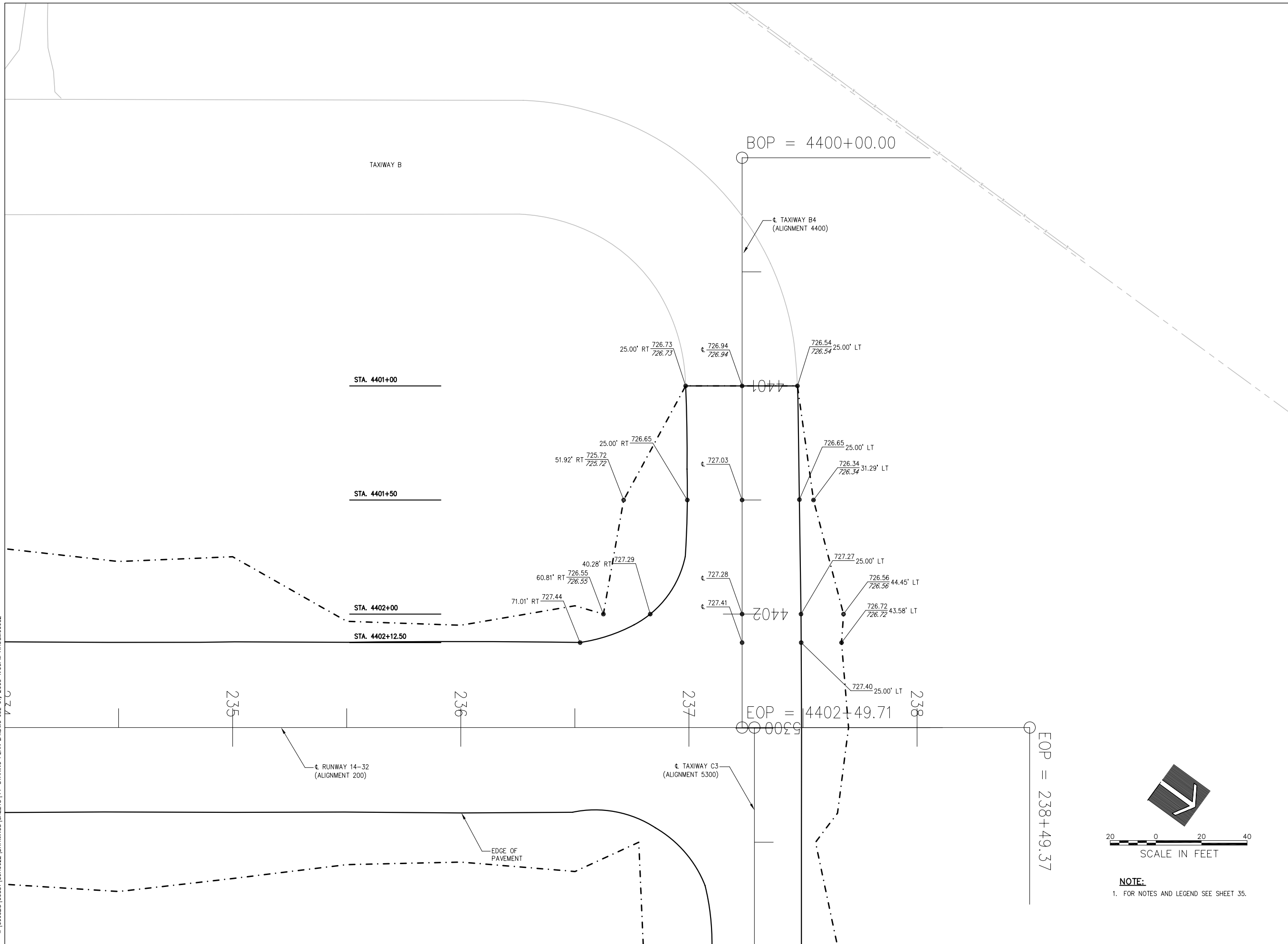
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 RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
 IDA PROJECT NO. UGN-3908



NOTE:
 1. FOR NOTES AND LEGEND SEE SHEET 35.

No.	Drawing Issue Description	Date	By

Date
 Sheet Title

**STAKING PLAN
 TAXIWAY B4**

09A0022
 Project Number
 LDH 04/27/09
 Layout By Date
 LDH 04/27/09
 Designed By Date
 RMH 05/14/09
 Reviewed By Date
 Drawn By
 Sheet No.

I:\09A0022\09A0022\DRAWINGS\SHEETS\44-STAKING PLAN B4.DWG JUL 01 2009 1:00PM HAL/SM0882



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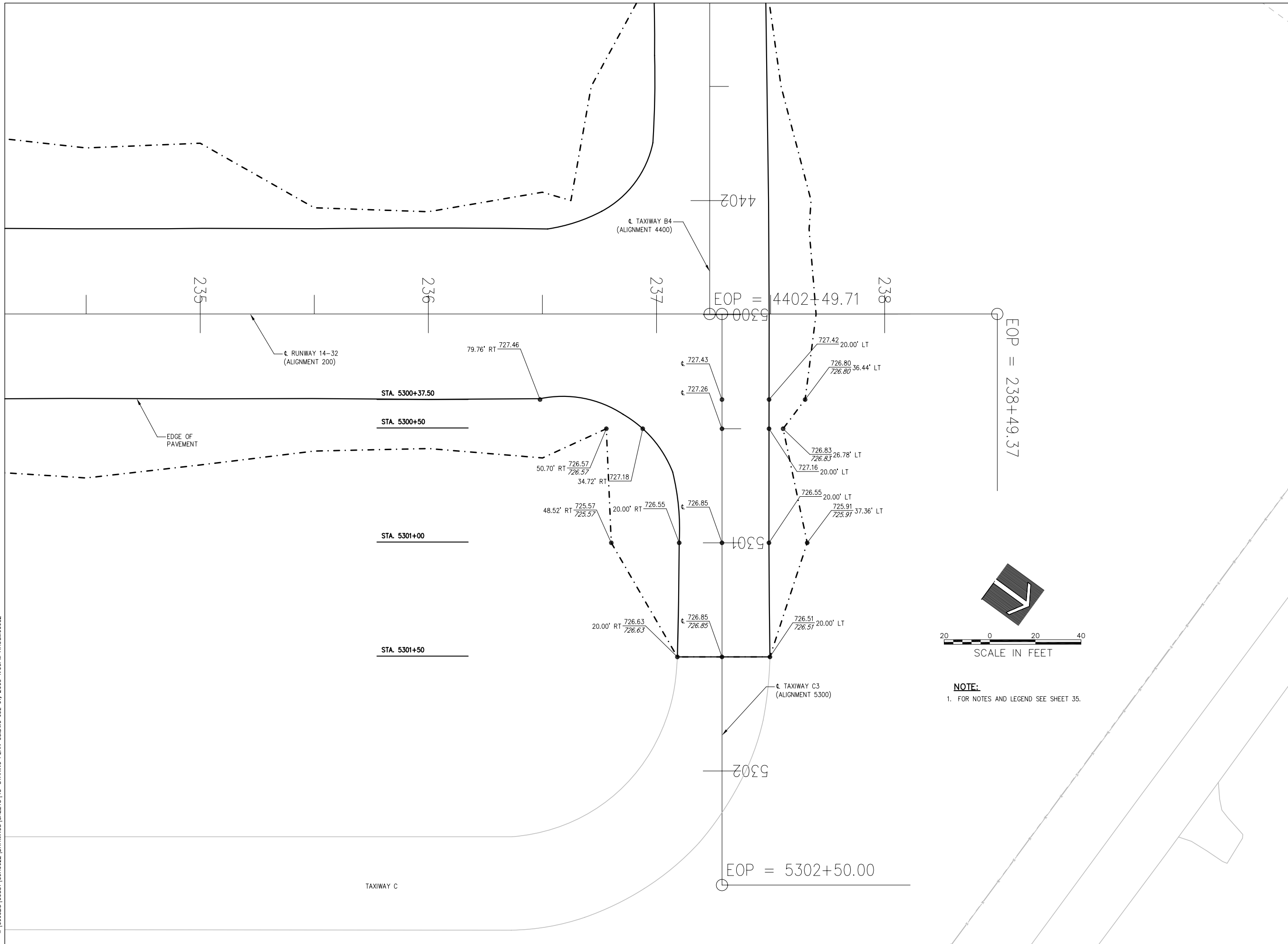
WAUKEGAN REGIONAL AIRPORT
WAUKEGAN PORT DISTRICT

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WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



I:\09A0022\DRAWINGS\SHEETS\45-STAKING PLAN C3.DWG JUL 01 2009 1:00PM HALUSK00682

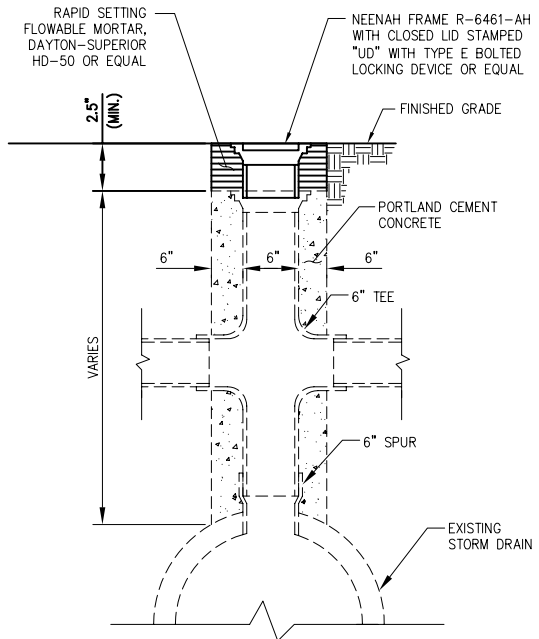
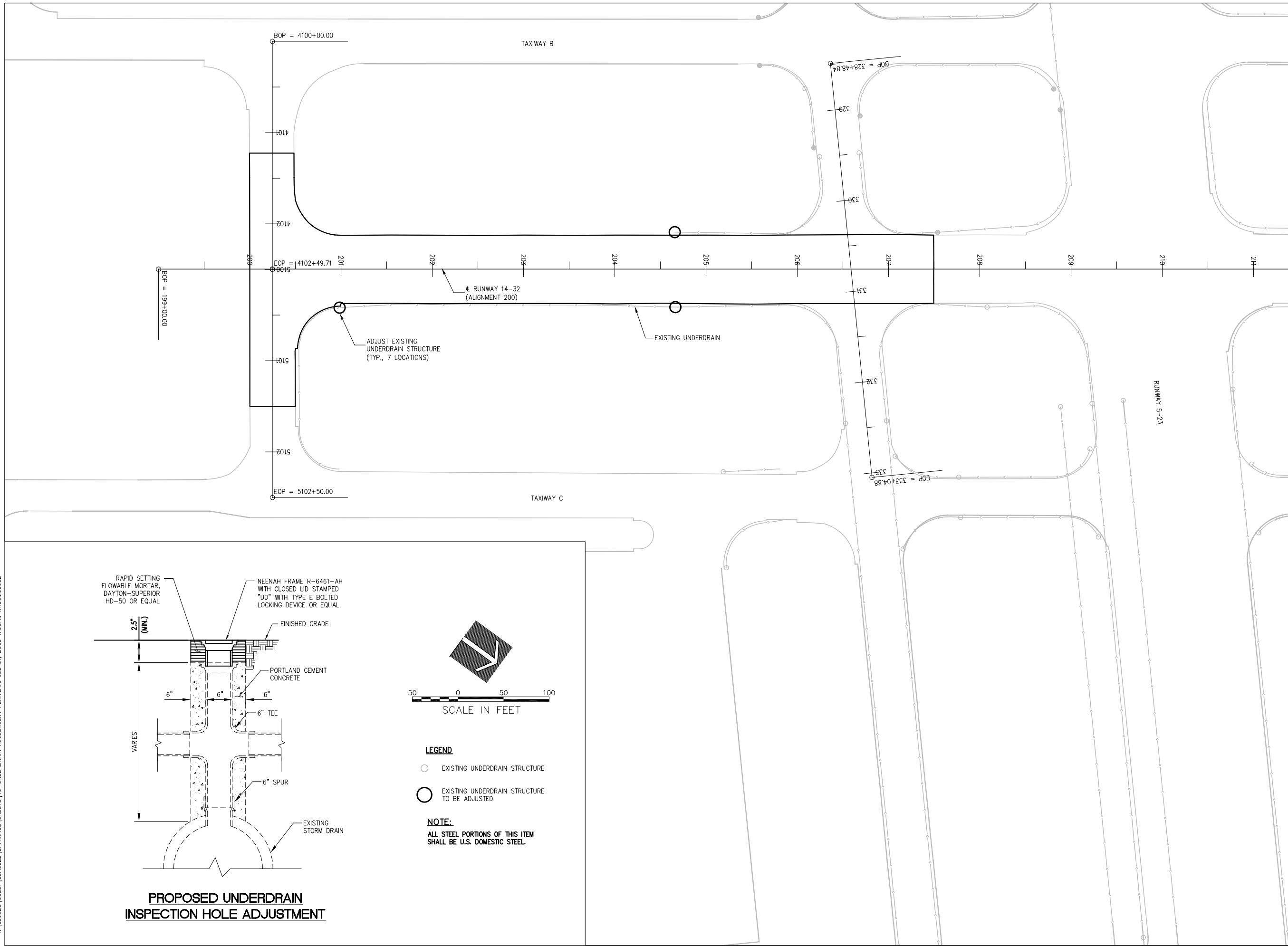
No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**STAKING PLAN
TAXIWAY C3**

09A0022	
Project Number	
LDH	04/27/09
Layout By Date	
LDH	04/27/09
Designed By Date	
RMH	05/14/09
Reviewed By Date	
Drawn By	
Sheet No.	

I:\09A0022\DRAWINGS\09A0022\DRAWINGS\SHEETS\46-UNDERDRAIN ADJUSTMENT PLAN.DWG, JUL 01, 2009 1:00PM HAL/SK0882



**PROPOSED UNDERDRAIN
INSPECTION HOLE ADJUSTMENT**



LEGEND

- EXISTING UNDERDRAIN STRUCTURE
- EXISTING UNDERDRAIN STRUCTURE TO BE ADJUSTED

NOTE:

ALL STEEL PORTIONS OF THIS ITEM SHALL BE U.S. DOMESTIC STEEL.

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**REPAIR AND OVERLAY
RUNWAY 14-32**

**AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908**

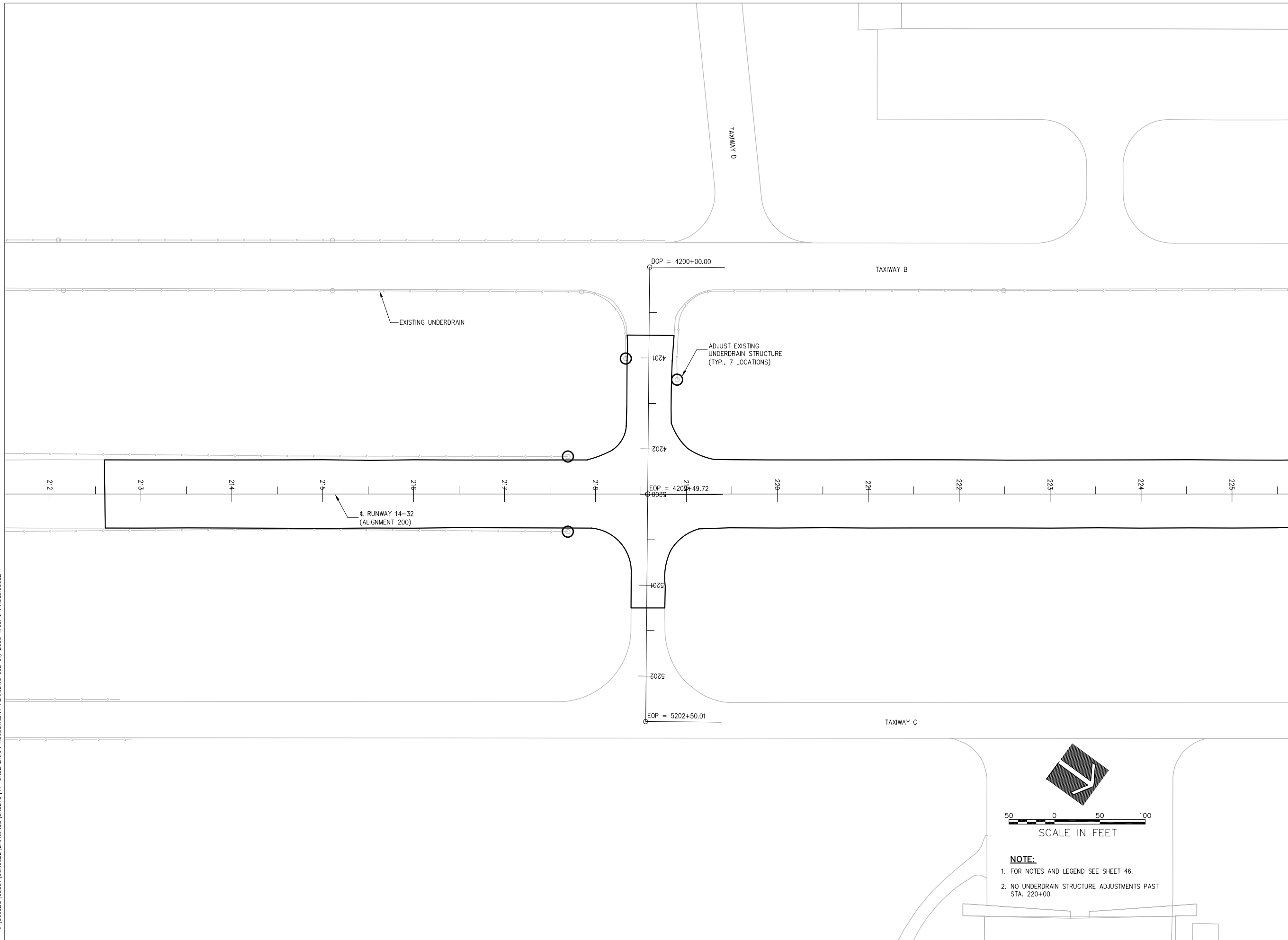
No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009

Sheet Title
**UNDERDRAIN STRUCTURE
ADJUSTMENT PLAN AND
DETAIL
STA. 199+00 THRU
STA. 211+50**

09A0022
Project Number
LDH 04/30/09
Layout By Date
LDH 04/30/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

I:\09A0022\DRAWINGS\SHEETS\47-UNDERDRAIN ADJUSTMENT PLAN.DWG, JUL 01, 2009 1:00PM HALUSMOB82



NOTE:
 1. FOR NOTES AND LEGEND SEE SHEET 46.
 2. NO UNDERDRAIN STRUCTURE ADJUSTMENTS PAST STA. 220+00.

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WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**UNDERDRAIN STRUCTURE
ADJUSTMENT PLAN
STA. 211+50 THRU
STA. 225+50**

09A0022
 Project Number
 LDH 04/30/09
 Layout By Date
 LDH 04/30/09
 Designed By Date
 RMH 05/14/09
 Reviewed By Date
 Drawn By
 Sheet No.

47



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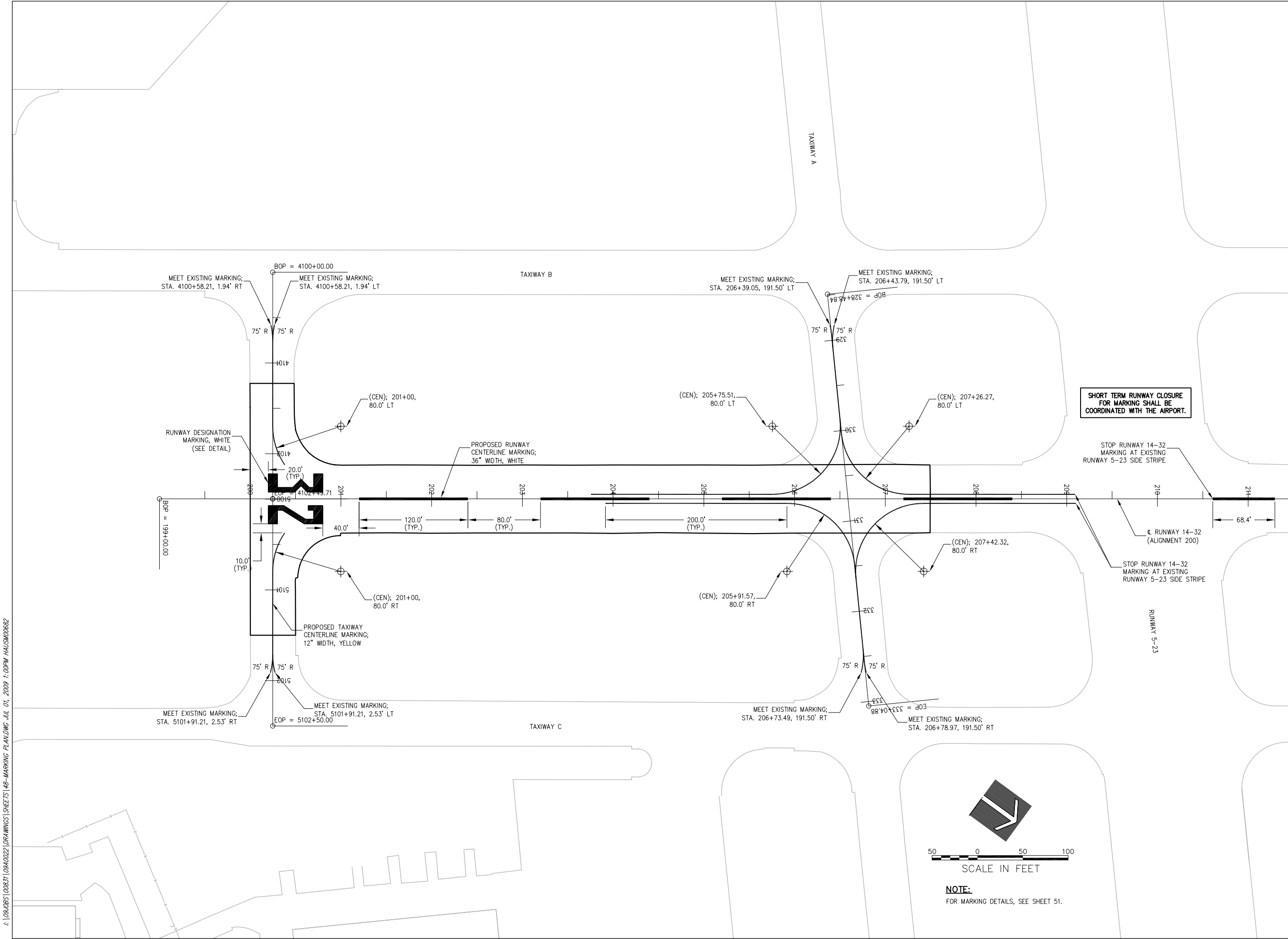
WAUKEGAN REGIONAL AIRPORT
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



SHORT TERM RUNWAY CLOSURE
FOR MARKING SHALL BE
COORDINATED WITH THE AIRPORT.

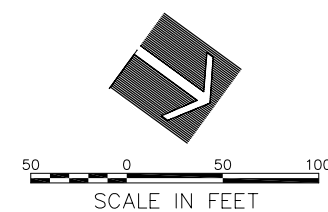
STOP RUNWAY 14-32
MARKING AT EXISTING
RUNWAY 5-23 SIDE STRIPE

STOP RUNWAY 14-32
MARKING AT EXISTING
RUNWAY 5-23 SIDE STRIPE

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

MARKING PLAN
STA. 199+00 THRU
STA. 211+50



NOTE:
FOR MARKING DETAILS, SEE SHEET 51.

09A0022
Project Number
LDH 04/28/09
Layout By Date
LDH 04/28/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

I:\09A0022\DRAWINGS\SHEETS\48-MARKING PLAN.DWG JUL 01, 2009 1:00PM HALSH00682



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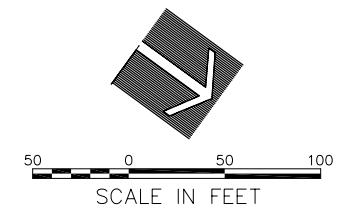
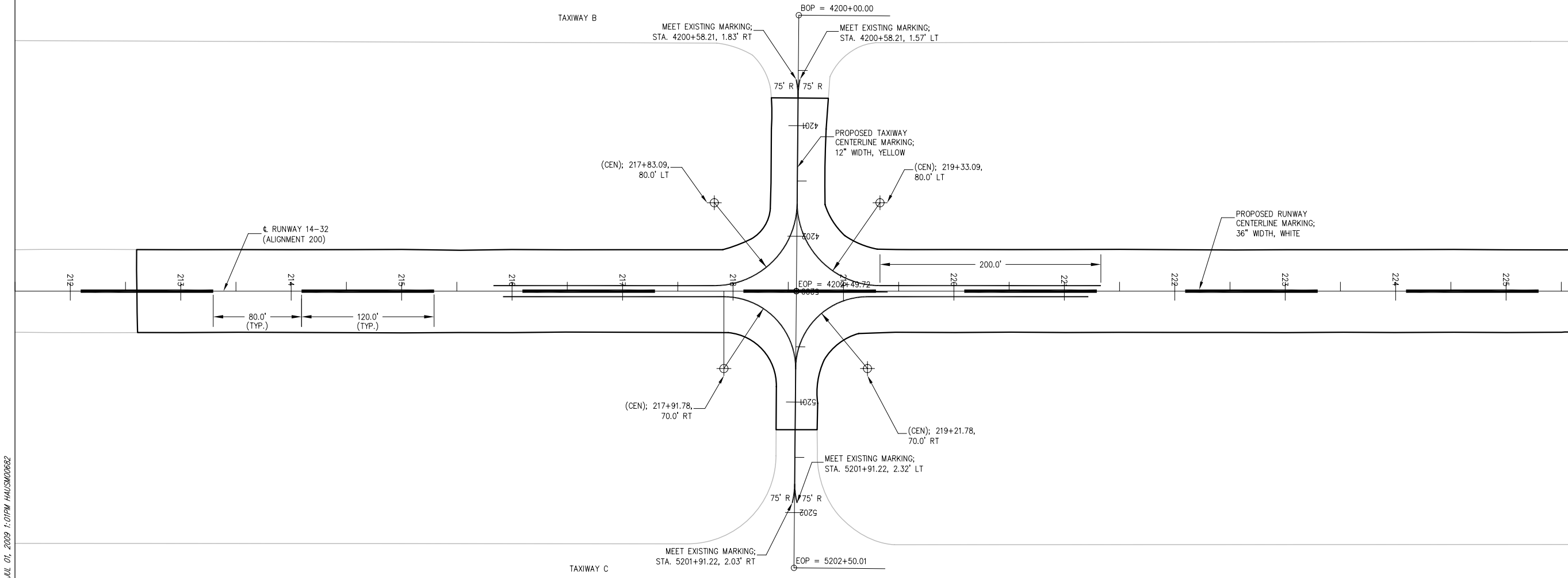
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



NOTE:
FOR NOTES AND LEGEND SEE SHEET 48.

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**MARKING PLAN
STA. 211+50 THRU
STA. 225+50**

09A0022	Project Number
LDH	04/28/09
LDH	04/28/09
RMH	05/14/09

49

I: (09A0022) (09A0022) (DRAWINGS) (SHEETS) (9-MARKING PLAN) (JUL 01, 2009 1:07PM) (HAUSK00682)

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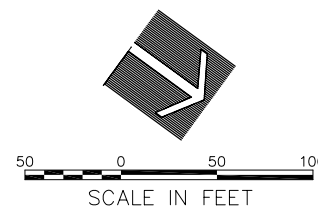
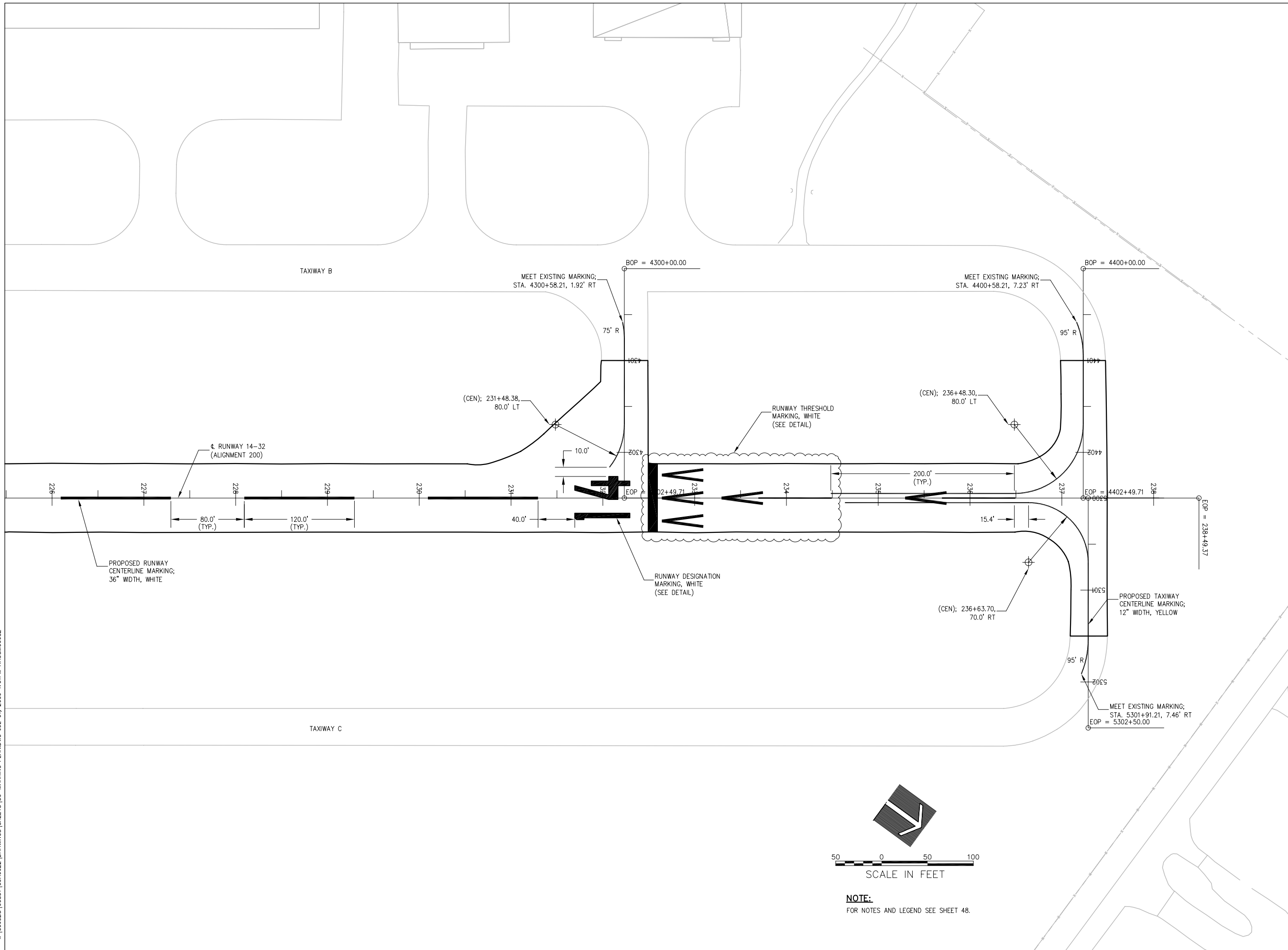
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RUNWAY 14-32

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IDA PROJECT NO. UGN-3908



NOTE:
FOR NOTES AND LEGEND SEE SHEET 48.

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**MARKING PLAN
STA. 225+50 THRU
STA. 238+49.37**

09A0022
Project Number
LDH 04/28/09
Layout By Date
LDH 04/28/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By _____
Sheet No. _____

50

I:\09A0022\DRAWINGS\SHEETS\50-MARKING PLAN.DWG JUL 01, 2009 1:07PM HALSK00682



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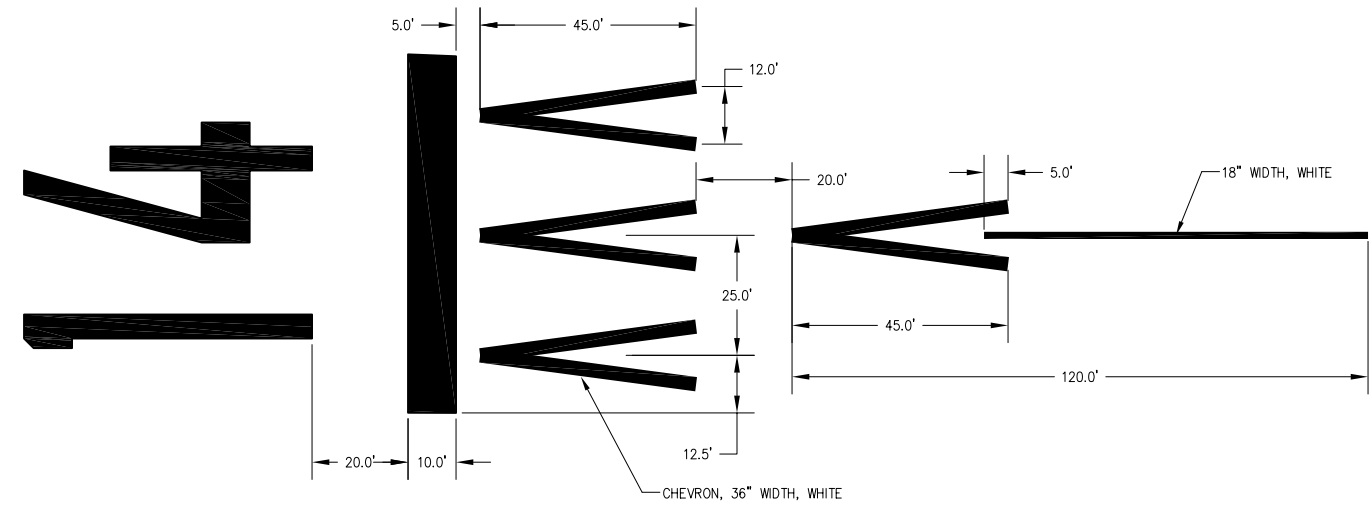
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Fax: 847.244.3813

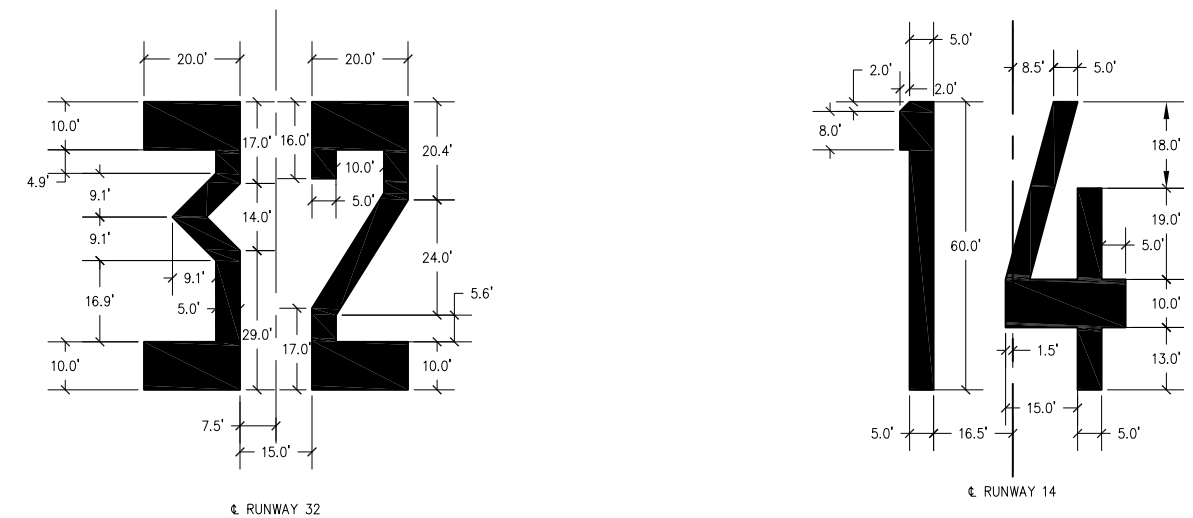
WAUKEGAN REGIONAL AIRPORT
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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



RUNWAY 14 THRESHOLD MARKERS



RUNWAY DESIGNATION MARKINGS

I:\09\095\00831\09A0022\DRAWINGS\SHEETS\ST-MARKING DETAILS.DWG JUL 01, 2009 1:01PM HAUSM008Z

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

PAVEMENT MARKING
DETAILS

09A0022
Project Number
LDH 04/29/09
Layout By Date
LDH 04/29/09
Designed By Date
RMH 05/14/09
Reviewed By Date
LDH
Drawn By



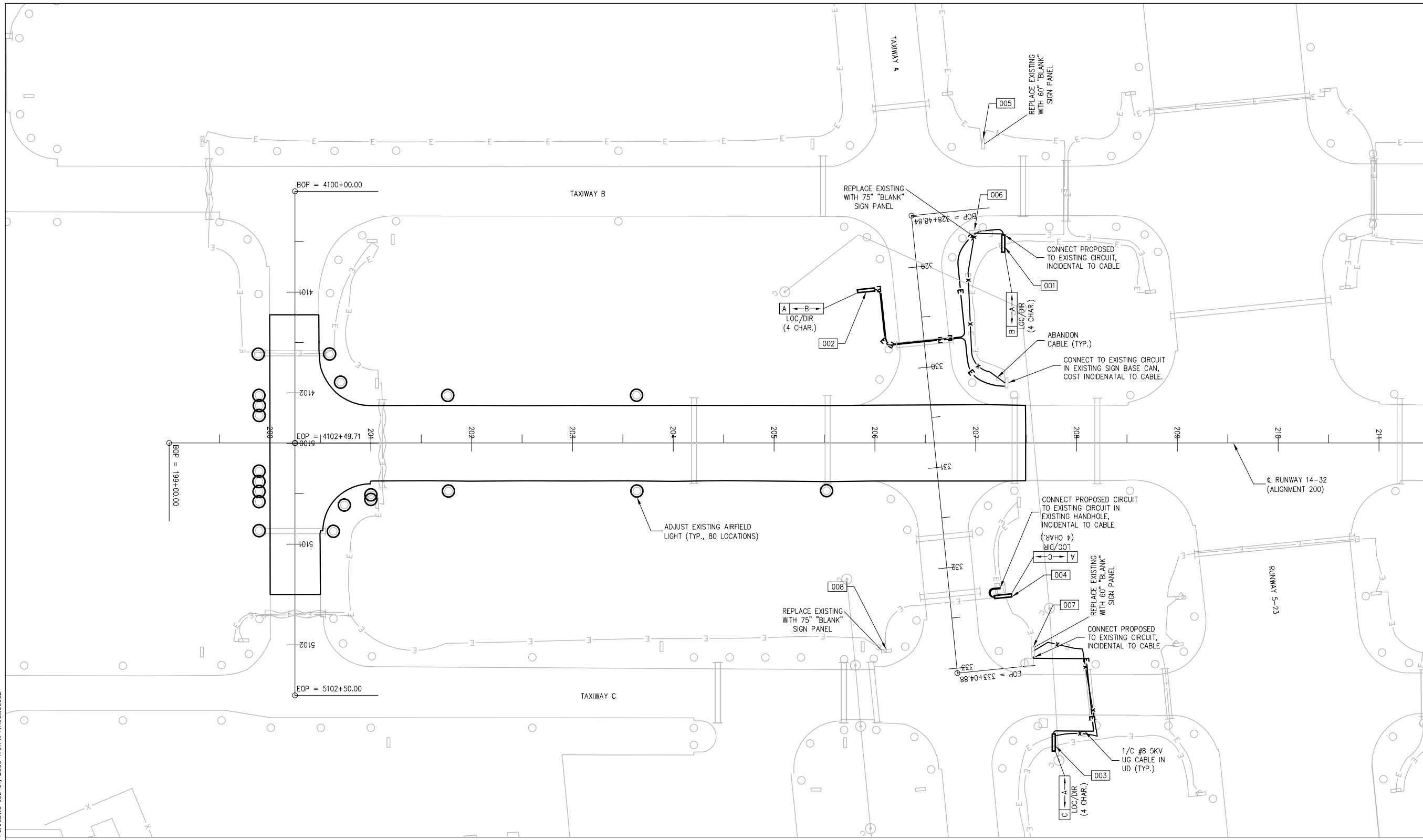
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WAUKEGAN PORT DISTRICT

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WAUKEGAN, ILLINOIS

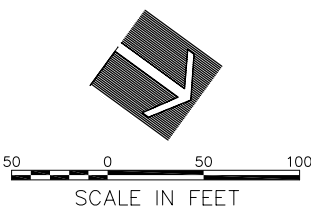
REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



SIGN SCHEDULE

NO.	TAG ID	DESCRIPTION	TYPE	DIRECTION	STATION	OFFSET	NO.
001	09-104	Sign	L-858L/Y	Double Face	207+27.31	189.34'	LT 001
002	09-105	Sign	L-858L/Y	Double Face	205+99.70	152.28'	LT 002
003	09-106	Sign	L-858L/Y	Double Face	207+77.44	288.62'	RT 003
004	09-107	Sign	L-858L/Y	Double Face	207+18.66	152.81'	RT 004
005	07-014	Replace Sign Panel	Blank	Double Face	207+07.31	291.77'	LT 005
006	07-019	Replace Sign Panel	Blank	Double Face	206+93.92	209.06'	LT 006
007	07-026	Replace Sign Panel	Blank	Double Face	207+57.10	212.30'	RT 007
008	07-027	Replace Sign Panel	Blank	Double Face	206+16.39	205+81'	RT 008



LEGEND

- EXISTING TAXIWAY LIGHT
- EXISTING AIRFIELD LIGHTING TO BE ADJUSTED
- PROPOSED AIRFIELD SIGN
- 1/C #8 5KV UG CABLE IN UD
- x- ABANDON CABLE

NOTES:

EXISTING LIGHTING CABLE AND OTHER UTILITIES OMITTED FOR CLARITY.

No.	Drawing Issue	Description	Date	By

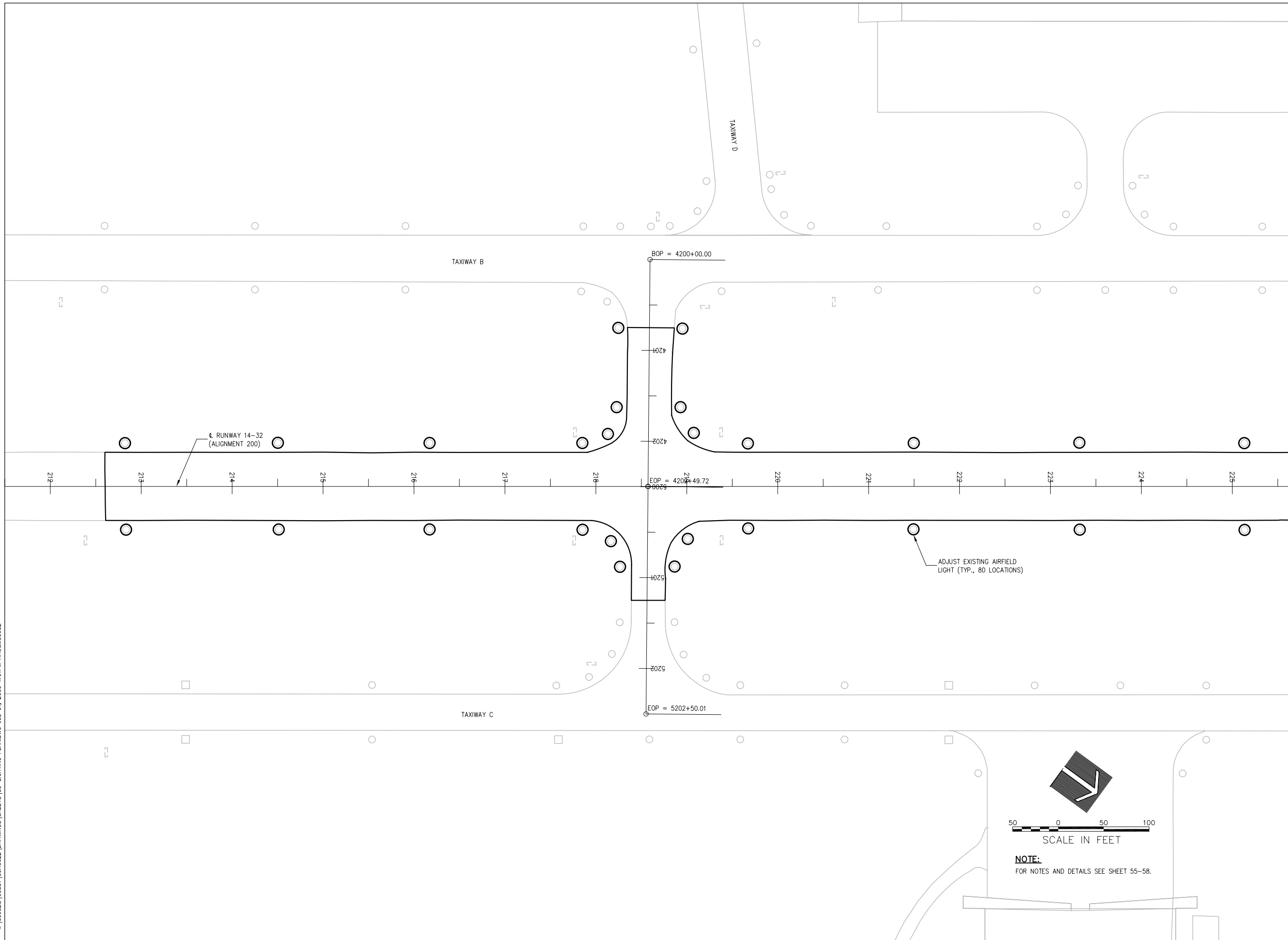
Date
JUNE 5, 2009
Sheet Title

LIGHT ADJUSTMENT AND SIGN PLAN
STA. 199+00 THRU STA. 211+50

09A0022
Project Number
LDH 04/28/09
Layout By Date
LDH 04/28/09
Designed By Date
RMH 05/14/09
Reviewed By Date
Drawn By
Sheet No.

I: [09A0022] [00831] [09A0022] [DRAWINGS] [SHEETS] [52-LIGHTING PLAN] [DWG] [JUL 01, 2009 1:01PM] [HAUSK00682]

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WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date

JUNE 5, 2009

Sheet Title

LIGHT ADJUSTMENT PLAN
STA. 211+50 THRU
STA. 225+50

09A0022
Project Number
LDH 04/28/09
Layout By Date
LDH 04/28/09
Designed By Date
RMH 05/14/09
Reviewed By Date

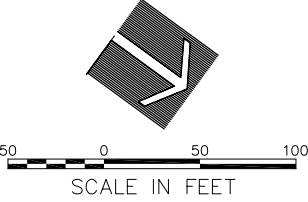
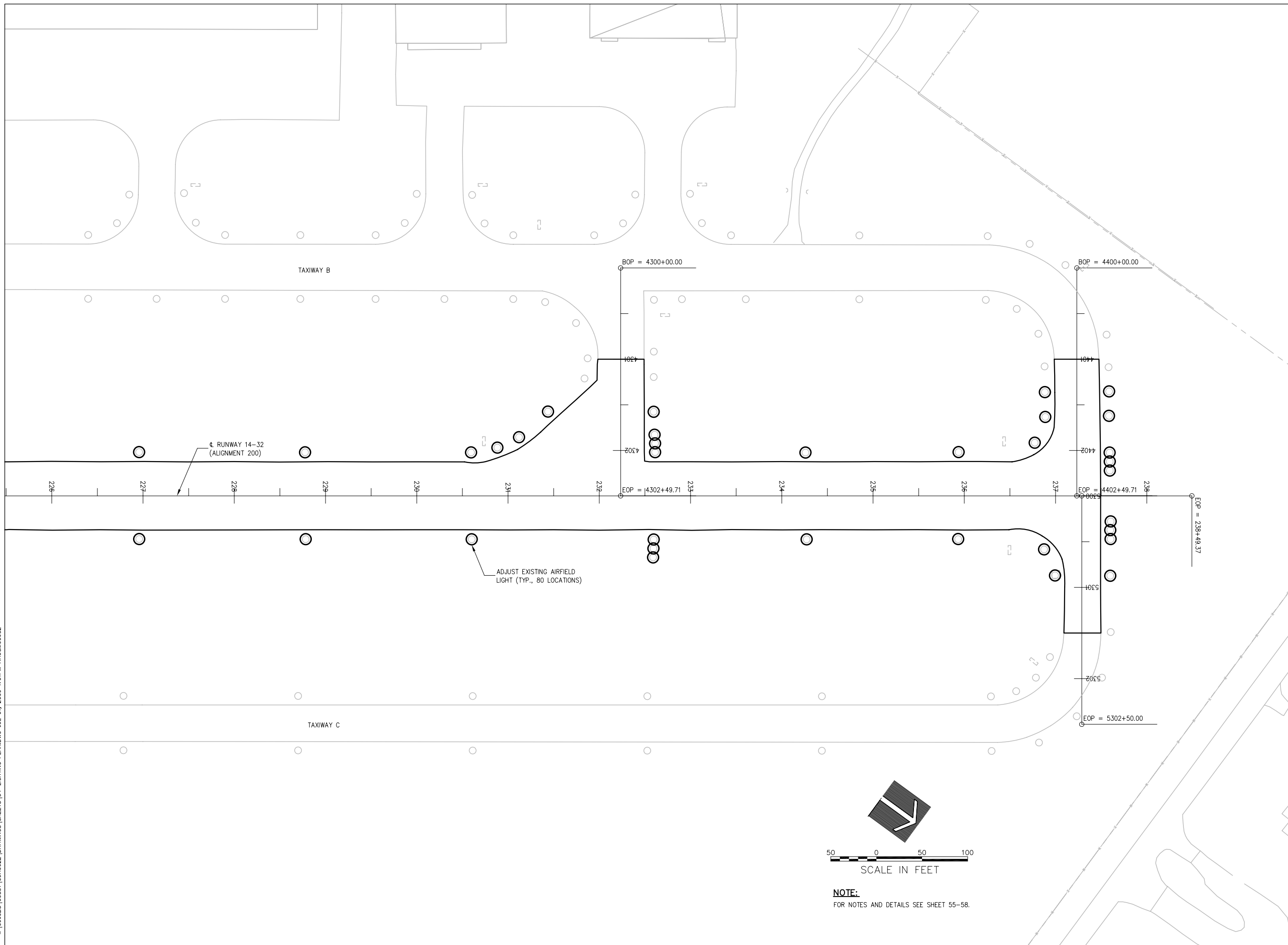
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Drawn By Sheet No.

SCALE IN FEET

NOTE:
FOR NOTES AND DETAILS SEE SHEET 55-58.

I:\09A0022\09A0022\DRAWINGS\SHEETS\54-LIGHTING-PLANNING-STA. 225+50 THRU STA. 238+49.37 01.01.01.0029 1:01PM HAUSK00682



NOTE:
FOR NOTES AND DETAILS SEE SHEET 55-58.

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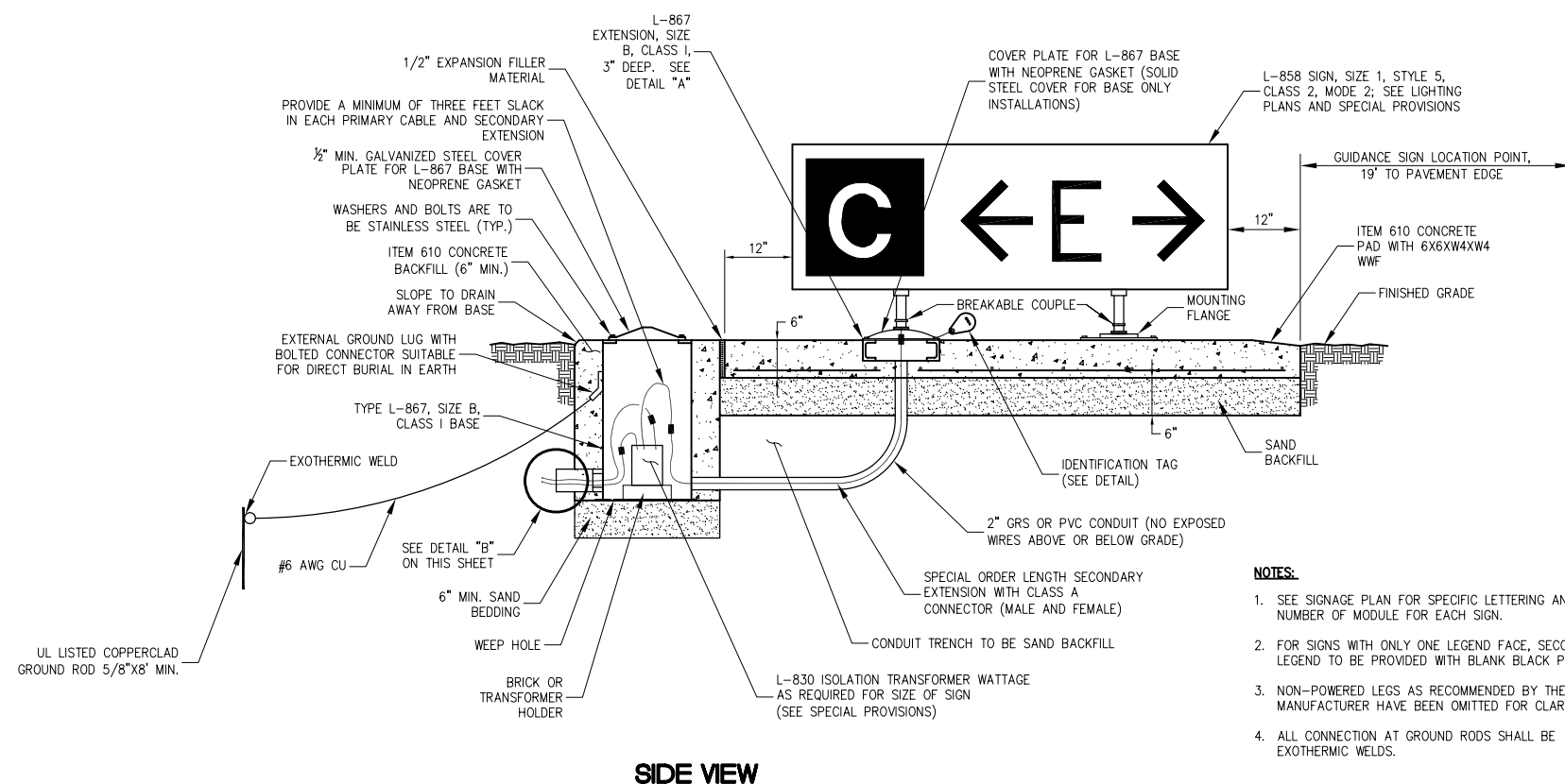
Date
JUNE 5, 2009
Sheet Title

**LIGHT ADJUSTMENT PLAN
STA. 225+50 THRU
STA. 238+49.37**

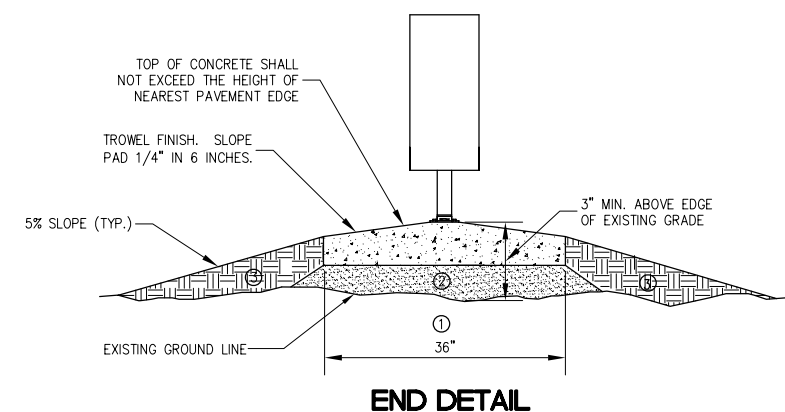
09A0022
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RMH 05/14/09
Reviewed By Date

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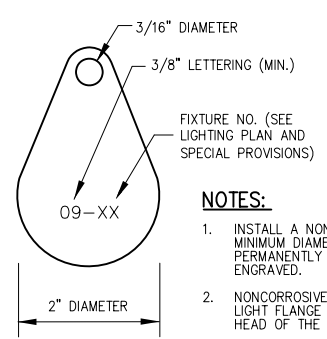


- NOTES:**
1. SEE SIGNAGE PLAN FOR SPECIFIC LETTERING AND NUMBER OF MODULE FOR EACH SIGN.
 2. FOR SIGNS WITH ONLY ONE LEGEND FACE, SECOND LEGEND TO BE PROVIDED WITH BLANK BLACK PANEL.
 3. NON-POWERED LEGS AS RECOMMENDED BY THE MANUFACTURER HAVE BEEN OMITTED FOR CLARITY.
 4. ALL CONNECTION AT GROUND RODS SHALL BE EXOTHERMIC WELDS.



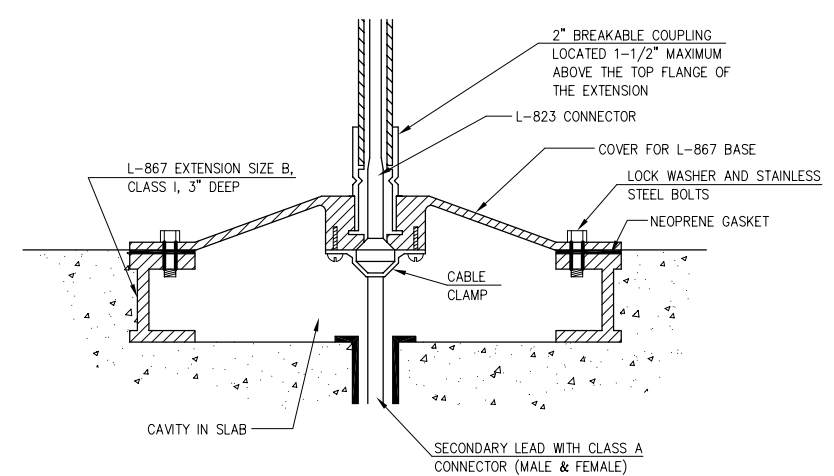
- ① EXISTING SOD TO BE STRIPPED AND REMOVED
- ② SAND BACKFILL, VARIABLE DEPTH
- ③ PROPOSED TOPSOIL BACKFILL MATERIAL

LIGHTED AIRPORT GUIDANCE SIGN

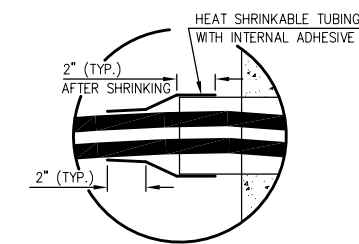


- NOTES:**
1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH NUMBER PERMANENTLY STAMPED, CUT OUT OR ENGRAVED.
 2. NONCORROSIVE DISC MAY BE ATTACHED TO LIGHT FLANGE WITH SCREW OR UNDER THE HEAD OF THE BASE PLATE BOLT.
 3. SEE SPECIAL PROVISIONS FOR LETTERING.

IDENTIFICATION TAG DETAIL



DETAIL 'A'



DETAIL 'B'

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

GUIDANCE SIGN DETAILS

09A0022
Project Number
LDH 04/29/09
Layout By Date
LDH 04/29/09
Designed By Date
RMH 05/14/09
Reviewed By Date
LDH ---
Drawn By

DETAILS SHOWN ARE NOT TO SCALE

I: 09A0022 (08/31) (09A0022) (DRAWINGS) (SHEETS) (55-LIGHTING DETAILS) (DWG) (JUL 01, 2009 1:01PM HAUSM006BZ)



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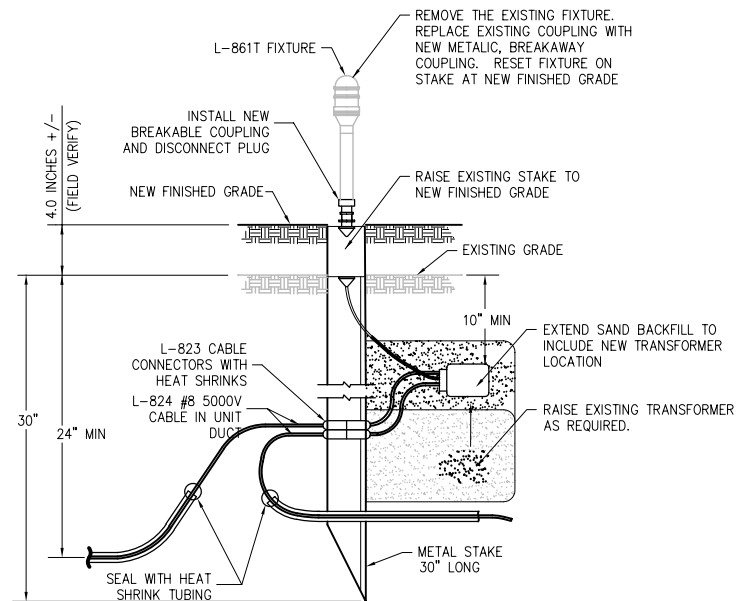
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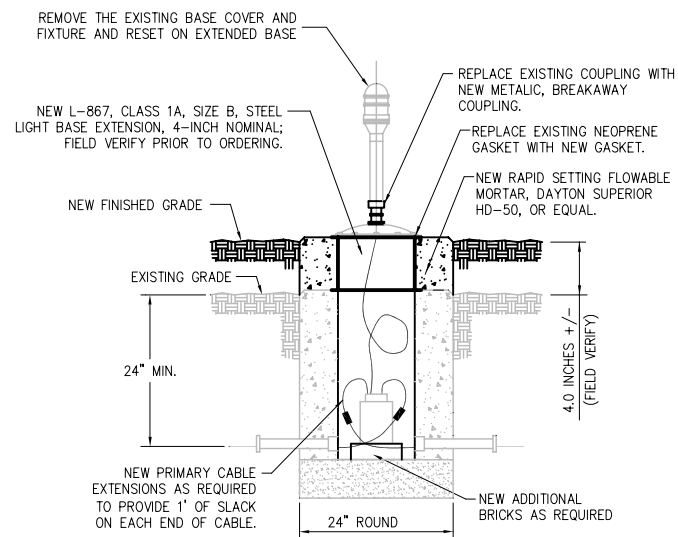
REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908



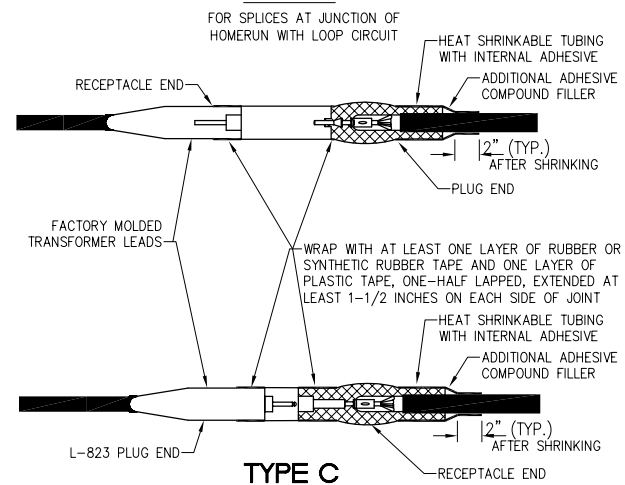
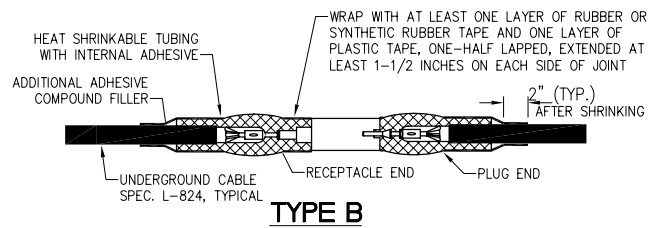
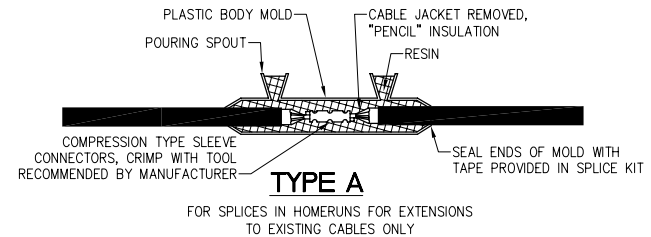
1. BREAKABLE COUPLING SHALL NOT BE OVER 1" ABOVE STAKE.
2. CONTRACTOR SHALL EXPOSE AND REROUTE PRIMARY CABLE AND/OR ADD CABLE EXTENSIONS IN A MANNER ACCEPTABLE TO RESIDENT ENGINEER SO THAT AT LEAST 1 FOOT OF SLACK IS PROVIDED ON EACH END OF CABLE.
3. SEE SPECIAL PROVISIONS FOR ADDITIONAL REQUIREMENTS.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

STAKE MOUNTED LIGHT ADJUSTMENT



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

BASE MOUNTED LIGHT ADJUSTMENT



NOTES:

1. CONTRACTOR SHALL FURNISH SPLICE TYPE MATCHING EXISTING INSTALLATION.
2. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
3. ALL SPLICES ARE INCIDENTAL TO LIGHT ADJUSTMENT.

CABLE SPLICES

DETAILS SHOWN ARE NOT TO SCALE

No.	Drawing Issue	Description	Date	By

Date
JUNE 5, 2009
Sheet Title

LIGHT ADJUSTMENT DETAILS

09A0022
Project Number
LDH 04/29/09
Layout By Date
LDH 04/29/09
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LDH
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GENERAL NOTES

- THE ELECTRICAL INSTALLATION, AS A MINIMUM, SHALL MEET THE NATIONAL ELECTRICAL CODE AND LOCAL REGULATIONS.
- THE CONTRACTOR SHALL ASCERTAIN THAT ALL LIGHTING SYSTEM COMPONENTS FURNISHED BY HIM, INCLUDING FAA APPROVED EQUIPMENT, ARE COMPATIBLE IN ALL RESPECTS WITH EACH OTHER AND THE REMAINDER OF THE NEW/EXISTING SYSTEM. ANY NONCOMPATIBLE COMPONENTS FURNISHED BY THIS CONTRACTOR SHALL BE REPLACED BY HIM AT NO ADDITIONAL COST TO THE AIRPORT SPONSOR WITH A SIMILAR UNIT, APPROVED BY THE ENGINEER (DIFFERENT MODEL OR DIFFERENT MANUFACTURE) THAT IS COMPATIBLE WITH THE REMAINDER OF THE AIRPORT LIGHTING SYSTEM.
- IN CASE THE CONTRACTOR ELECTS TO FURNISH AND INSTALL AIRPORT LIGHTING EQUIPMENT REQUIRING ADDITIONAL WIRING, TRANSFORMERS, ADAPTERS, MOUNTINGS, ETC., TO THOSE SHOWN ON THE DRAWINGS AND/OR LISTED IN THE SPECIFICATION, ANY COST FOR THESE ITEMS SHALL BE INCIDENTAL TO THE EQUIPMENT COST.
- THE CONTRACTOR INSTALLED EQUIPMENT (INCLUDING FAA APPROVED) SHALL NOT GENERATE ANY ELECTROMAGNETIC INTERFERENCE IN THE EXISTING AND/OR NEW COMMUNICATIONS, WEATHER, AIR NAVIGATION, AND AIR TRAFFIC CONTROL EQUIPMENT. ANY EQUIPMENT GENERATING SUCH INTERFERENCE SHALL BE REPLACED BY THE CONTRACTOR AT NO ADDITIONAL COST WITH THE EQUIPMENT MEETING THE APPLICABLE SPECIFICATIONS AND NOT GENERATING ANY INTERFERENCE.
- WHEN A SPECIFIC TYPE, STYLE, CLASS, ETC. OF FAA APPROVED EQUIPMENT IS SPECIFIED ONLY THAT TYPE, STYLE, CLASS, WILL BE ACCEPTABLE, EVEN THOUGH EQUIPMENT OF OTHER TYPES STYLES, CLASSES, ETC. MAY BE APPROVED.
- ANY AND ALL INSTRUCTIONS FROM THE ENGINEER TO THE CONTRACTOR REGARDING CHANGES IN OR DEVIATIONS FROM THE PLANS AND SPECIFICATIONS SHALL BE IN WRITING WITH COPIES SENT TO THE AIRPORT SPONSOR AND THE FAA FIELD OFFICE (ADO/AFO). THE CONTRACTOR SHALL NOT ACCEPT ANY VERBAL INSTRUCTIONS FROM THE RESIDENT ENGINEER REGARDING ANY CHANGES FROM THE PLANS AND SPECIFICATIONS.
- A MINIMUM OF THREE COPIES OF THE INSTRUCTION BOOK SHALL BE SUPPLIED WITH EACH DIFFERENT TYPE OF EQUIPMENT. THE BOOKS DESCRIBING A MORE SOPHISTICATED TYPE OF EQUIPMENT, SUCH AS REGULATORS, PAPI, REIL, ETC. AS A MINIMUM SHALL CONTAIN THE FOLLOWING:
 - A DETAILED DESCRIPTION OF THE OVERALL EQUIPMENT AND ITS INDIVIDUAL COMPONENTS.
 - THEORY OF OPERATION INCLUDING THE FUNCTION OF EACH COMPONENT.
 - INSTALLATION INSTRUCTIONS.
 - START-UP INSTRUCTIONS.
 - PREVENTATIVE MAINTENANCE REQUIREMENTS.
 - CHART FOR TROUBLE-SHOOTING.
 - COMPLETE POWER AND CONTROL DETAILED WIRING DIAGRAM(S), SHOWING EACH CONDUCTOR/ CONNECTION/COMPONENT - "BLACK" BOXES ARE NOT ACCEPTABLE. THE DIAGRAM OF THE NARRATIVE SHALL SHOW VOLTAGE/CURRENTS/WAVE SHAPES AT STRATEGIC LOCATIONS TO BE USED WHEN CHECKING AND/OR TROUBLE-SHOOTING THE EQUIPMENT. WHEN THE EQUIPMENT HAS SEVERAL MODES OF OPERATION, SUCH AS SEVERAL BRIGHTNESS STEPS, THESE PARAMETERS SHALL BE INDICATED FOR ALL DIFFERENT MODES.
 - PARTS LIST WHICH WILL INCLUDE ALL MAJOR AND MINOR COMPONENTS SUCH AS RESISTORS, DIODES, ETC. IT SHALL INCLUDE A COMPLETE NOMENCLATURE OF EACH COMPONENT AND, IF APPLICABLE, THE NAME OF ITS MANUFACTURE AND THE CATALOG NUMBER.
 - SAFETY INSTRUCTIONS.

POWER AND CONTROL NOTES

- STENCIL ALL ELECTRICAL EQUIPMENT TO IDENTIFY FUNCTION, CIRCUIT VOLTAGE AND PHASE. WHERE THE EQUIPMENT CONTAINS FUSES, ALSO STENCIL THE FUSE OR FUSE LINK AMPERE RATING. WHERE THE EQUIPMENT DOES NOT HAVE SUFFICIENT STENCILING AREA, THE STENCILING SHALL BE DONE ON THE WALL NEXT TO THE UNIT. THE LETTERS SHALL BE ONE INCH HIGH AND PAINTED IN WHITE OR BLACK TO PROVIDE THE HIGHEST CONTRAST WITH THE BACKGROUND.
- COLOR CODE ALL PHASE WIRING BY THE USE OF COLORED WIRE INSULATION AND/OR COLORED TAPE. WHERE TAPE IS USED, THE WIRE INSULATION SHALL BE BLACK, BLACK AND RED SHALL BE USED FOR SINGLE-PHASE, THREE WIRE SYSTEMS AND BLACK, RED AND BLUE SHALL BE USED FOR THREE-PHASE SYSTEMS. NEUTRAL CONDUCTORS, SIZE NO. 6 AWG OR SMALLER, SHALL BE IDENTIFIED BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH. NEUTRAL CONDUCTORS LARGER THAN NO. 6 AWG SHALL BE IDENTIFIED EITHER BY A CONTINUOUS WHITE OR NATURAL GRAY OUTER FINISH ALONG ITS ENTIRE LENGTH OR BY THE USE OF WHITE TAPE AT ITS TERMINATIONS AND INSIDE ACCESSIBLE WIREWAYS.
- ALL BRANCH CIRCUIT CONDUCTORS CONNECTED TO A PARTICULAR PHASE SHALL BE IDENTIFIED WITH THE SAME COLOR. THE COLOR CODING SHALL BE EXTENDED TO THE POINT OF UTILIZATION.
- IN CONTROL WIRING THE SAME COLOR SHALL BE USED THROUGHOUT THE SYSTEM FOR THE SAME FUNCTION, SUCH AS 10%, 30%, 100% BRIGHTNESS CONTROL, ETC.
- LOW VOLTAGE (600 V.) AND HIGH VOLTAGE (5000 V.) CONDUCTORS SHALL BE INSTALLED IN SEPARATE WIREWAYS.
- NEATLY LACE WIRING IN DISTRIBUTION PANELS, WIREWAYS, SWITCHES AND JUNCTION/PULL BOXES.
- THE MINIMUM SIZE OF PULL/JUNCTION BOXES, REGARDLESS OF THE QUANTITY AND SIZE OF THE CONDUCTORS SHOWN, SHALL BE AS FOLLOWS:
 - IN STRAIGHT PULLS THE LENGTH OF THE BOX SHALL NOT BE LESS THAN EIGHT TIMES THE TRADE DIAMETER OF THE LARGER CONDUIT. THE TOTAL AREA (INCLUDING THE CONDUIT CROSS-SECTIONAL AREA) OF A BOX END SHALL BE AT LEAST 3 TIMES GREATER THAN THE TOTAL TRADE CROSS-SECTIONAL AREA OF THE CONDUITS TERMINATING AT THE END.
 - IN ANGLE PULLS OR 'U' PULLS THE DISTANCE BETWEEN EACH CONDUIT ENTRY INSIDE THE BOX AND THE OPPOSITE WALL OF THE BOX SHALL NOT BE LESS THAN SIX (6) TIMES THE TRADE DIAMETER DIAMETER OF THE LARGEST CONDUIT. THIS DISTANCE SHALL BE INCREASED FOR ADDITIONAL ENTRIES BY THE AMOUNT OF THE SUM OF THE DIAMETERS OF ALL OTHER CONDUIT ENTRIES ON THE SAME WALL AS THE BOX. THE DISTANCE BETWEEN CONDUIT ENTRIES ENCLOSING THE SAME CONDUCTOR SHALL NOT BE LESS THAN SIX TIMES THE TRADE DIAMETER OF THE LARGEST CONDUIT.
- A RUN OF CONDUIT BETWEEN TERMINATIONS AT EQUIPMENT ENCLOSURES, SQUARE DUCTS AND PULL/JUNCTION BOXES, SHALL NOT CONTAIN MORE THAN THE EQUIVALENT OF FOUR QUARTER BENDS (360 DEGREES TOTAL), INCLUDING THOSE BENDS LOCATED IMMEDIATELY AT THE TERMINATIONS, CAST, CONDUIT TYPE OUTLETS SHALL NOT BE TREATED AS PULL/JUNCTION BOXES.
- EQUIPMENT CABINETS SHALL NOT BE USED AS PULL/JUNCTION BOXES. ONLY WIRING TERMINATING AT THE EQUIPMENT SHALL BE BROUGHT INTO THESE ENCLOSURES.
- SPLICES AND JUNCTION POINTS SHALL BE PERMITTED ONLY IN JUNCTION BOXES, DUCTS EQUIPPED WITH REMOVABLE COVERS, AND AT EASILY ACCESSIBLE LOCATIONS.
- CIRCUIT BREAKERS IN POWER DISTRIBUTION PANEL(S) SHALL BE THERMAL-MAGNETIC MOLDED CASE, PERMANENT TRIP WITH 100 AMPERE, MINIMUM FRAME.
- DUAL LUGS SHALL BE USED WHERE TWO (2) WIRES, SIZE NO. 6 OR LARGER, ARE TO BE CONNECTED TO THE SAME TERMINAL.
- ALL WALL MOUNTED EQUIPMENT ENCLOSURES SHALL BE MOUNTED ON WOODEN MOUNTING BOARDS, AND/OR GALVANIZED STEEL STRUT SUPPORT.
- WOODEN EQUIPMENT MOUNTING BOARDS SHALL BE PLYWOOD, EXTERIOR TYPE, 3/4 INCH, MINIMUM, THICKNESS, BOTH SIDES PAINTED WITH ONE COAT OF PRIMER AND TWO COATS OF GRAY OIL-BASED PAINT.
- RIGID STEEL CONDUIT SHALL BE USED THROUGHOUT THE INSTALLATION UNLESS OTHERWISE SPECIFIED. THE MINIMUM TRADE SIZE SHALL BE 3/4 INCH.
- ALL RIGID CONDUIT SHALL BE TERMINATED AT CONSTANT CURRENT REGULATORS WITH A SECTION (10" MINIMUM) OF FLEXIBLE CONDUIT.
- UNLESS OTHERWISE SHOWN, ALL EXPOSED CONDUITS SHALL BE RUN PARALLEL TO OR AT RIGHT ANGLES WITH THE LINES OF THE STRUCTURE.
- ALL STEEL CONDUITS, FITTINGS, NUTS, BOLTS, ETC. SHALL BE GALVANIZED.
- USE CONDUIT BUSHINGS AT EACH CONDUIT TERMINATION. WHERE NO. 4 AWG OR LARGER UNDERGROUND WIRE IS INSTALLED, USE INSULATED BUSHINGS.
- USE DOUBLE LOCK NUTS AT EACH CONDUIT TERMINATION.
- WRAP ALL PRIMARY AND SECONDARY POWER TRANSFORMER CONNECTIONS WITH SUFFICIENT LAYERS OF INSULATING TAPE AND COVER WITH INSULATING VARNISH FOR FULL VALUE OF CABLE INSULATION VOLTAGE.
- UNLESS OTHERWISE NOTED, ALL INDOOR SINGLE CONDUCTOR CONTROL WIRING SHALL BE NO. 12 AWG.
- THE FOLLOWING SHALL APPLY TO RELAY/CONTACTOR PANELS/ENCLOSURES:
 - ALL COMPONENTS SHALL BE MOUNTED IN DUST PROOF ENCLOSURE(S) WITH VERTICALLY HINGED COVERS.
 - THE ENCLOSURE(S) SHALL HAVE AMPLE SPACE FOR THE CIRCUIT COMPONENTS, TERMINAL BLOCKS AND INCOMING AND INTERNAL WIRING.
 - ALL CONTROL CONDUCTOR TERMINATIONS SHALL BE OF THE OPEN-EYE CONNECTOR/SCREW TYPE. SOLDERED CLOSED-EYE TERMINATIONS, OR TERMINATIONS WITHOUT CONNECTORS ARE NOT ACCEPTABLE.
 - WHEN THE ENCLOSURE COVER IS OPENED, ALL CIRCUIT COMPONENTS, WIRING AND TERMINALS SHALL BE EXPOSED AND ACCESSIBLE WITHOUT REMOVAL OF ANY PANELS, COVERS, ETC., EXCEPT THOSE COVERING HIGH VOLTAGE COMPONENTS.
 - ACCESS TO, OR REMOVAL OF A CIRCUIT COMPONENT OR TERMINAL BLOCK WILL NOT REQUIRE THE REMOVAL OF ANY OTHER CIRCUIT COMPONENT OR TERMINAL BLOCK.
 - EACH CIRCUIT COMPONENT SHALL BE CLEARLY IDENTIFIED INDICATING ITS CORRESPONDING NUMBER SHOWN ON THE DRAWINGS AND ITS FUNCTION.
 - A COMPLETE WIRING DIAGRAM (SCHEMATIC DIAGRAM) SHALL BE MOUNTED ON THE INSIDE OF THE COVER. THE DIAGRAM SHALL REPRESENT EACH CONDUCTOR BY A SEPARATE LINE.
 - THE DIAGRAM SHALL IDENTIFY EACH CIRCUIT COMPONENT AN NUMBERING AND COLOR OF EACH TERMINAL CONDUCTOR AND TERMINAL.
 - ALL WIRING SHALL BE NEATLY TRAINED AND LACED.
 - MINIMUM WIRE SIZE SHALL BE NO. 12 AWG.



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REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date

JUNE 5, 2009

Sheet Title

ELECTRICAL NOTES

09A0022
Project Number
LDH 04/29/09
LDH 04/29/09
LDH 05/14/09
LDH

57

Sheet No.

FIELD LIGHTING NOTES

- UNLESS OTHERWISE NOTED, ALL UNDERGROUND FIELD POWER MULTIPLE AND SERIES CIRCUIT CONDUCTORS WHETHER DEB OR IN DUCT/CONDUIT SHALL BE FAA APPROVED L-824 TYPE. INSULATION VOLTAGE AND SIZE SHALL BE AS SPECIFIED.
- NO COMPONENTS OF PRIMARY CIRCUIT SUCH AS CABLE, CONNECTORS AND TRANSFORMERS SHALL BE BROUGHT ABOVE GROUND AT EDGE LIGHTS, SIGNS, REIL, PAPI, ETC.
- THERE SHALL BE NO EXPOSED POWER/CONTROL CABLES BETWEEN THE POINT WHERE THEY LEAVE THE UNDERGROUND (DEB OR L-867 BASES) AND WHERE THEY ENTER THE EQUIPMENT (SUCH AS TAXIWAY SIGNS, PAPI, REIL, ETC.) ENCLOSURES. THESE CABLES SHALL BE ENCLOSED IN RIGID CONDUIT OR IN FLEXIBLE, WATERTIGHT CONDUIT WITH BREAKABLE COUPLING(S) AT THE GRADE OR THE HOUSING COVER, AS SHOWN IN APPLICABLE DETAILS.
- THE JOINTS OF THE L-823 PRIMARY CONNECTORS SHALL BE WRAPPED WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF THE JOINT.
- THE CABLE ENTRANCE INTO THE FIELD-ATTACHED L-823 CONNECTORS SHALL BE ENCLOSED BY A HEAT-SHRINKABLE TUBING WITH CONTINUOUS INTERNAL ADHESIVE
- L-823 TYPE II, TWO-CONDUCTOR SECONDARY CONNECTORS SHALL BE CLASS "A" (FACTORY MOLDED).
- THERE SHALL BE NO SPLICES IN THE SECONDARY CABLE(S) WITHIN THE STEMS OF A RUNWAY/TAXIWAY EDGE/THRESHOLD LIGHTING FIXTURE AND THE WIREWAYS LEADING TO TAXIWAY SIGNS AND PAPI/REIL EQUIPMENT.
- ELECTRICAL INSULATING GREASE SHALL BE APPLIED WITHIN THE L-823, SECONDARY, TWO CONDUCTOR CONNECTORS TO PREVENT WATER ENTRANCE. THESE CONNECTORS SHALL NOT BE TAPED.
- DEB ISOLATION TRANSFORMERS SHALL BE BURIED AT A DEPTH OF TEN (10") INCHES ON A LINE CROSSING THE LIGHT AND PERPENDICULAR TO THE RUNWAY/TAXIWAY CENTERLINE AT A LOCATION TWELVE (12") INCHES FROM THE LIGHT OPPOSITE FROM THE RUNWAY/TAXIWAY.
- A SLACK OF THREE (3') FEET, MINIMUM, SHALL BE PROVIDED IN THE PRIMARY CABLE AT EACH TRANSFORMER/CONNECTOR TERMINATION. AT STAKE-MOUNTED LIGHTS, THE SLACK SHALL BE LOOSELY COILED IMMEDIATELY BELOW THE ISOLATION TRANSFORMER.
- DIRECTION OF PRIMARY CABLES SHALL BE IDENTIFIED BY COLOR CODING AS FOLLOWS: WHEN FACING LIGHT WITH BACK TO PAVEMENT, CABLE TO THE LEFT IS CODED RED AND CABLE TO RIGHT IS CODED BLUE. THIS APPLIES TO STAKE MOUNTED LIGHTS AND BASE MOUNTED LIGHTS WHERE THE BASE HAS ONLY ONE ENTRANCE.
- L-867 BASES SHALL BE SIZE B, 24" DEEP, CLASS I, UNLESS OTHERWISE NOTED.
- BASE MOUNTED BREAKABLE COUPLINGS SHALL NOT HAVE WEEP HOLES TO THE OUTSIDE. PLUGGED UP HOLES SHALL NOT BE ACCEPTABLE. IT SHALL BE A 1/4" DIAMETER, MINIMUM, OR EQUIVALENT OPENING FOR DRAINAGE FROM THE SPACE AROUND THE SECONDARY CONNECTOR INTO THE L-867 BASE.
- THE ELEVATION OF THE BREAKABLE COUPLING GROOVE SHALL NOT EXCEED 1-1/2" ABOVE THE EDGE OF THE COVER IN CASE OF BASE MOUNTED COUPLINGS, OR THE TOP OF THE STAKE IN CASE OF STAKE MOUNTED COUPLINGS.
- WHERE THE BREAKABLE COUPLING IS NOT AN INTEGRAL PART OF THE LIGHT FIXTURE STEM OR MOUNTING LEG, A BEAD OF SILICON SEAL SHALL BE APPLIED COMPLETELY AROUND LIGHT STEM OR WIREWAY AT BREAKABLE COUPLING TO PROVIDE A WATERTIGHT SEAL.
- TOPS OF THE STAKES SUPPORTING LIGHT FIXTURES SHALL BE FLUSH WITH THE SURROUNDING GRADE.
- PLASTIC LIGHTING FIXTURE COMPONENTS, SUCH AS LAMP HEADS, STEMS, BREAKABLE COUPLINGS, BASE COVERS, BRACKETS, STAKES, SHALL NOT BE ACCEPTABLE.
- THE TOLERANCE FOR THE HEIGHT OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE: ONE (1) INCH. IN CASE OF STAKE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE STAKE AND THE TOP OF THE LENS. IN CASE OF BASE MOUNTED LIGHTS, THE SPECIFIED LIGHTING FIXTURE HEIGHT SHALL BE MEASURED BETWEEN THE TOP OF THE BASE FLANGE AND THE TOP OF THE LENS, THUS INCLUDING THE BASE COVER, THE FRANGIBLE COUPLING, THE STEM, THE LAMP HOUSING AND THE LENS.
- THE TOLERANCE FOR THE LATERAL SPACING (LIGHT LANE TO RUNWAY/TAXIWAY CENTERLINE) OF RUNWAY/TAXIWAY EDGE LIGHTS SHALL BE ONE (1) INCH. THIS ALSO APPLIES AT INTERSECTIONS TO LATERAL SPACING BETWEEN LIGHTS OF A RUNWAY/TAXIWAY AND THE INTERSECTING RUNWAY/TAXIWAY.
- ENTRANCES INTO L-867 BASES SHALL BE SEALED WITH HEAT SHRINK.
- GALVANIZED/PAINTED EQUIPMENT/COMPONENT SURFACES SHALL NOT BE DAMAGED BY DRILLING, FILING, ETC. DRAIN HOLES IN METAL TRANSFORMER HOUSINGS SHALL BE MADE BEFORE GALVANIZING.
- EDGE LIGHT NUMBERING TAGS SHALL BE FACING THE PAVEMENT.
- CABLE/SPLICE/DUCT MARKERS SHALL BE PRECAST CONCRETE OF THE SIZE SHOWN. LETTERS/NUMBERS/ARROWS FOR THE LEGEND TO BE IMPRESSED INTO THE TOPS OF THE MARKERS SHALL BE PRE-ASSEMBLED AND SECURED IN THE MOLD BEFORE THE CONCRETE IS POURED. LEGEND INSCRIBED BY HAND IN WET CONCRETE SHALL NOT BE ACCEPTABLE.
- ALL UNDERGROUND CABLE RUNS SHALL BE IDENTIFIED BY CABLE MARKERS AT 200 FEET MAXIMUM SPACING, WITH AN ADDITIONAL MARKER AT EACH CHANGE OF DIRECTION OF THE CABLE RUN. CABLE MARKERS SHALL BE INSTALLED IMMEDIATELY ABOVE THE CABLES.
- THERE SHALL BE NO SPLICES BETWEEN THE ISOLATION TRANSFORMERS. L-823 CONNECTORS ARE ALLOWED AT TRANSFORMER CONNECTIONS ONLY, UNLESS OTHERWISE SHOWN.
- APPLY AN OXIDE INHIBITING, ANTI-SEIZING COMPOUND TO ALL SCREWS, NUTS AND BREAKAGE COUPLING THREADS.
- LOCATIONS OF ENDS OF ALL UNDERGROUND DUCTS SHALL BE IDENTIFIED BY DUCT MARKERS.
- WHERE A PARALLEL, CONSTANT VOLTAGE PAPI SYSTEM IS PROVIDED, THE "T" SPLICES SHALL BE OF THE CAST TYPE.
- CONCRETE USED FOR SLABS, FOOTINGS, BACKFILL AROUND TRANSFORMER HOUSINGS, MARKINGS, ETC. SHALL BE 3000 PSI, AIR-ENTRAINED.
- ALL POWER AND CONTROL CABLES IN MAN/HAND HOLES SHALL BE TAGGED. USE EMBOSSED COPPER STRIPS TO BE ATTACHED AT BOTH ENDS TO THE CABLE BY THE USE OF PLASTIC STRAPS. MINIMUM OF TWO TAGS SHALL BE PROVIDED ON EACH CABLE IN A MAN/HAND HOLE-ONE AT THE CABLE ENTRANCE AND ONE AT THE CABLE EXIT.

GROUNDING NOTES

- ALL GROUND CONNECTIONS TO GROUND RODS, BUSES, PANELS, ETC. SHALL BE MADE WITH PRESSURE TYPE SOLDERLESS LUGS AND GROUND CLAMPS SOLDERED OR BOLT AND WASHER TYPE CONNECTIONS ARE NOT ACCEPTABLE. CLEAN ALL METAL SURFACES BEFORE MAKING GROUND CONNECTIONS. CONNECTIONS TO GROUND RODS SHALL BE EXOTHERMIC WELD WHERE SPECIFIED HEREIN.
- TOP OF GROUND RODS SHALL BE TEN (10) INCHES BELOW GRADE, UNLESS SPECIFIED OTHERWISE HEREIN, FOR RESPECTIVE APPLICATIONS.
- THE RESISTANCE TO GROUND OF THE VAULT GROUNDING SYSTEM WITH THE COMMERCIAL POWER LINE NEUTRAL DISCONNECTED SHALL NOT EXCEED 10 OHMS.

PROPOSED TAXIWAY GUIDANCE SIGN NOTES

THE PROPOSED TAXI GUIDANCE SIGNS WILL CONFORM TO ADVISORY CIRCULAR 150/5345-44G. THE LIGHTED SIGNS SHALL BE SIZE 1, 18-IN. SIGN FACE WITH A 12-IN. LEGEND; STYLE 5, POWERED FROM A 5.5 AMP SERIES LIGHTING CIRCUIT; CLASS 2, FOR OPERATION DOWN TO -55°C; MODE 2, TO WITHSTAND WIND LOADS OF 200 MPH; BASE MOUNTED, DOUBLE SIDED, AS SPECIFIED ON THE PLANS. THE REFLECTIVE SIGNS SHALL BE SIZE 1, 18-IN. SIGN FACE WITH A 12-IN. LEGEND; STYLE 4, REFLECTIVE SIGN; MODE 2, TO WITHSTAND WIND LOADS OF 200 MPH; BASE MOUNTED, DOUBLE SIDED, AS SPECIFIED ON THE PLANS.

THE SIGNS SHALL READ AS DESCRIBED ON THE CONSTRUCTION PLANS. THE PROPOSED TAXI GUIDANCE SIGNS WILL BE TYPE L-858-Y DIRECTION, DESTINATION AND BOUNDARY SIGNS (BLACK LEGEND ON YELLOW BACKGROUND); TYPE L-858-R MANDATORY INSTRUCTION SIGN (BLACK OUTLINE ON OUTSIDE EDGE OF WHITE LEGEND ON RED BACKGROUND); AND TYPE L-858-L LOCATION SIGN (YELLOW LEGEND AND BORDER ON BLACK BACKGROUND).

THE PROPOSED TAXI GUIDANCE SIGNS WILL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THESE CONSTRUCTION PLANS. THE TAXI GUIDANCE SIGNS WILL BE LOCATED WITH THE NEAR FACE OF THE SIGN SET 20 FEET FROM THE EDGE OF THE EXISTING PAVEMENT.

THE PROPOSED TAXI GUIDANCE SIGNS WILL BE PAID FOR BY THE MAXIMUM NUMBER OF CHARACTERS REPRESENTED ON ONE SIGN FACE.

ALL SIGNS WILL READ AS DETAILED ON THE SIGNAGE AND MARKING PLANS.

WA061



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WAUKEGAN REGIONAL AIRPORT
WAUKEGAN, ILLINOIS

REPAIR AND OVERLAY
RUNWAY 14-32

AIP PROJECT NO. 3-17-0105-B44
IDA PROJECT NO. UGN-3908

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

ELECTRICAL NOTES

09A0022
Project Number
LDH 04/29/09
Layout By Date
LDH 04/29/09
Designed By Date
RMH 05/14/09
Reviewed By Date
LDH ---
Drawn By Sheet No.



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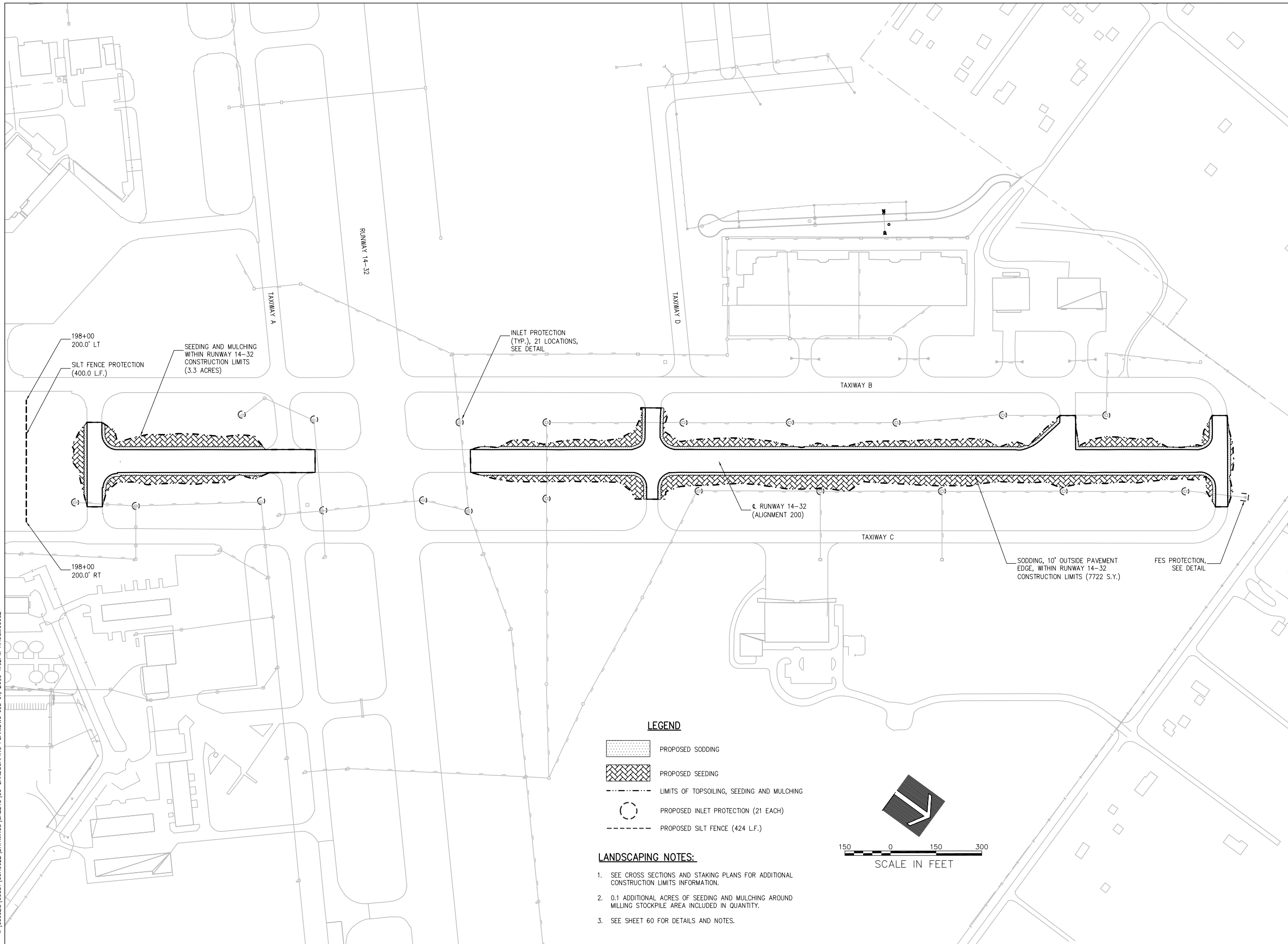
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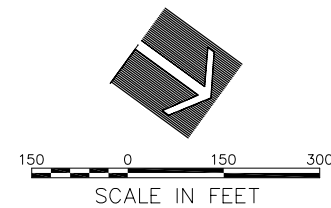


LEGEND

- PROPOSED SODDING
- PROPOSED SEEDING
- LIMITS OF TOPSOILING, SEEDING AND MULCHING
- PROPOSED INLET PROTECTION (21 EACH)
- PROPOSED SILT FENCE (424 L.F.)

LANDSCAPING NOTES:

1. SEE CROSS SECTIONS AND STAKING PLANS FOR ADDITIONAL CONSTRUCTION LIMITS INFORMATION.
2. 0.1 ADDITIONAL ACRES OF SEEDING AND MULCHING AROUND MILLING STOCKPILE AREA INCLUDED IN QUANTITY.
3. SEE SHEET 60 FOR DETAILS AND NOTES.



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No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009
Sheet Title

**LANDSCAPING AND
STORM WATER POLLUTION
PREVENTION PLAN**

09A0022
Project Number
LDH 04/30/09
Layout By Date
LDH 04/30/09
Designed By Date
RMH 05/14/09
Reviewed By Date
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Sheet No.



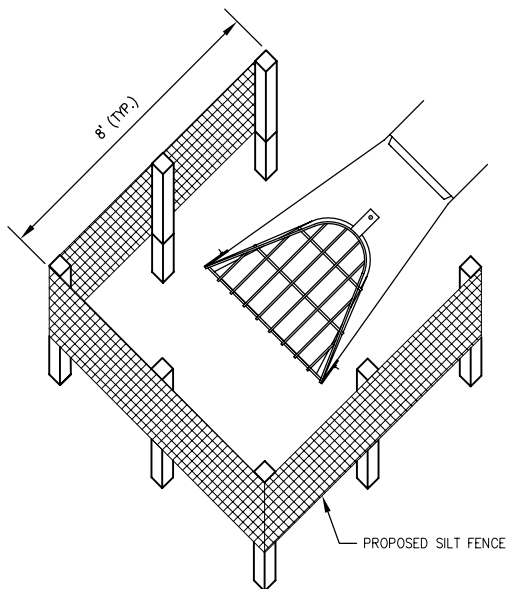
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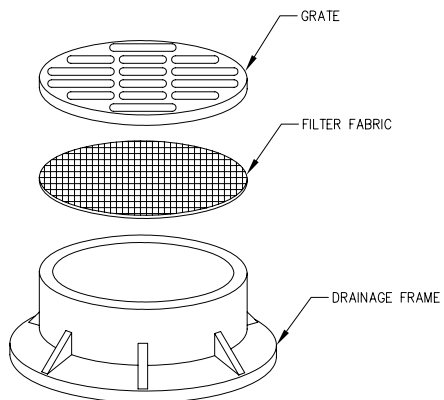
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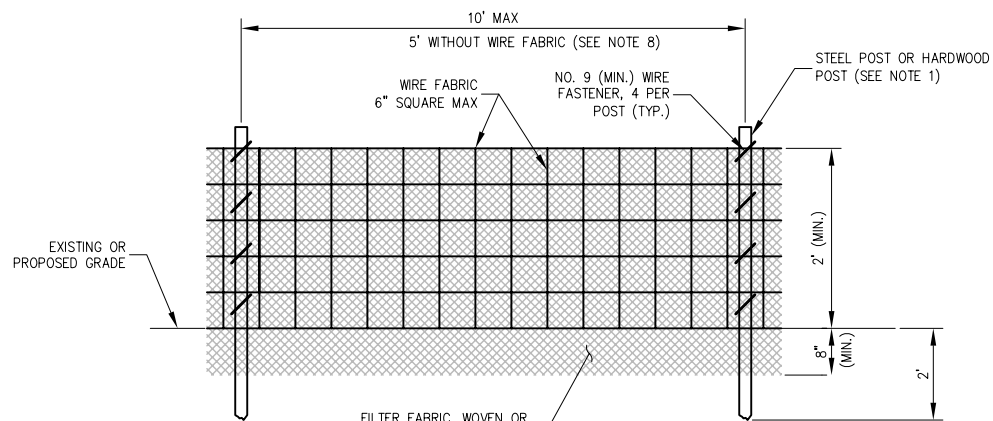
**SILT FENCE PLACEMENT
AT FLARED END SECTIONS (FES)**



NOTES:

1. FILTER WRAP TO BE PLACED IN ALL MANHOLES AS SHOWN.
2. FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR SILT FENCE.
3. FABRIC SHALL OVERLAY FRAME BY 2 INCHES (MINIMUM).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MINIMUM OF 80% OF COVERAGE.
6. COST OF FILTER WRAP SHALL BE INCIDENTAL TO INLET PROTECTION.

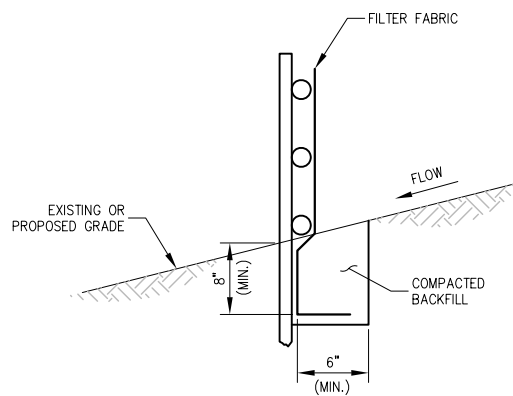
INLET PROTECTION - DRAINAGE STRUCTURE FILTER WRAP



ELEVATION

NOTES:

1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQUARE INCHES.
2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
6. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
7. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH EQUIVALENT OPENING SIZE OF AT LEAST 30 FOR NONWOVEN AND 50 FOR WOVEN.
8. WIRE FABRIC MAY BE OMITTED IF A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
9. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
10. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.



FABRIC ANCHOR DETAIL

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

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

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

POLLUTION PREVENTION MEASURES

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

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

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

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

No.	Drawing Issue Description	Date	By

Date
JUNE 5, 2009

Sheet Title

**LANDSCAPING AND
STORM WATER
POLLUTION PREVENTION
NOTES AND DETAILS**

09A0022	Project Number
LDH	04/30/09
LDH	04/30/09
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