

ITEM NO. 02A

IDOT LETTING: NOVEMBER 6, 2020

LE055
TOTAL SHEETS = 57

CONSTRUCTION PLANS

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

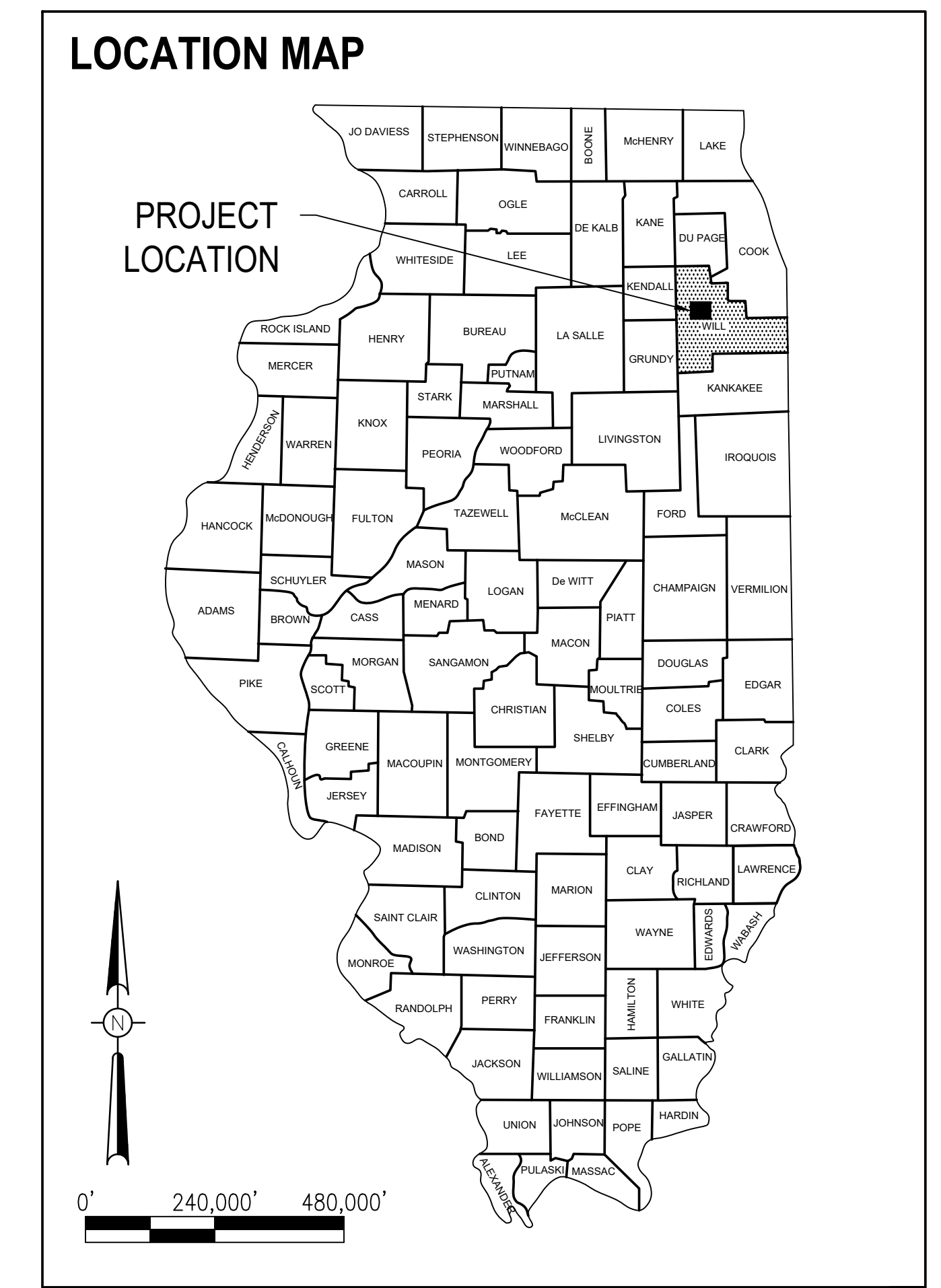
LEWIS UNIVERSITY AIRPORT (LOT)

SBGP PROJECT NO. 3-17-SBGP-144

IDA PROJECT NO. LOT-4619

BCM CONTRACT NO. LE055

DATE OF PLANS: SEPTEMBER 11, 2020



NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By

Seal

Signature: *Jack Rice*

Expires: November 30, 2021

Date of Plans: September 11, 2020

Date

100 S. WILDER DRIVE SUITE 700 • CHICAGO IL 60605 • P:312-606-0910 F:312-606-0415

Signature: *Ronald M. Hudson*

Ronald M. Hudson, AICP
Project Manager

Date: September 11, 2020

Date

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

Signature: *Chris Lawson*

Chris Lawson
Director of Aviation

Date: September 11, 2020

Date

PROJECT DESCRIPTION

THIS PROJECT IS TO CONSTRUCT AN ATCT ACCESS ROAD WITH UTILITIES AT LEWIS UNIVERSITY AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- PROVISION OF TRAFFIC MAINTENANCE.
- INSTALLATION OF SITE UTILITIES.
- UNCLASSIFIED EXCAVATION FOR NEW PAVEMENTS, INCLUDING SUBGRADE REPAIR
- INSTALLATION OF CULVERT STORM SEWER SYSTEM.
- CONSTRUCTION OF NEW HMA PAVEMENTS, INCLUDING SUBSURFACE UNDERDRAINS.
- PLACEMENT OF PAVEMENT MARKINGS.
- INSTALLATION OF ROADWAY LIGHTING.
- INSTALLATION OF CHAIN LINK FENCING.
- TOPSOILING, SEEDING, SODDING AND EROSION CONTROL BLANKET OVER DISTURBED AREAS.
- INSTALLATION OF TRAFFIC SIGNS.

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 OWNER AND THE RESIDENT ENGINEER.

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

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON SHEET C2.0. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

THE CONTRACTOR IS TO PROVIDE TEMPORARY CONSTRUCTION ROADS WITHIN THE CONSTRUCTION LIMIT LINES AS MAY BE REQUIRED BY HIS ACTIVITIES. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT OWNER AND THE RESIDENT ENGINEER. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT OWNER AND THE RESIDENT ENGINEER. FOR HAUL ROUTES MADE BY CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, COST INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON DRAWING C2.0. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT OWNER AND THE RESIDENT ENGINEER. AT THE AIRPORT OWNER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT OWNER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

RESPONSIBILITY FOR EXISTING UTILITIES

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

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

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

OBJECT DESCRIPTION									
CRITICAL POINT	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	NORTHING	EASTING	LATITUDE	LONGITUDE
1	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	666.7	691.7	1798076.25	1049686.64	41° 36' 11.38" N	88° 05' 38.66" W
2	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	668.0	693.0	1798060.79	1049429.23	41° 36' 11.24" N	88° 05' 42.05" W
3	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	667.5	692.5	1798669.85	1049571.77	41° 36' 17.24" N	88° 05' 40.15" W
4	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	668.1	693.1	1798646.73	1049709.84	41° 36' 17.02" N	88° 05' 38.33" W
5	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	666.0	691.0	1798767.1	1049928.41	41° 36' 18.20" N	88° 05' 35.45" W

NOTES

1. COORDINATES ARE IN NAD 83 FOR HORIZONTAL AND NAVD 88 FOR VERTICAL.
2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN FEET.
3. THE APPROACH END OF RUNWAY 9 IS STATION 23+85. THE APPROACH END OF RUNWAY 2 IS STATION 100+00.
4. THE AIRPORT REFERENCE CODE FOR RUNWAY 9-27 IS C-11 WITH NONPRECISION APPROACHES WITH VISIBILITY 1 MILE OR GREATER ON BOTH RUNWAY 9 AND RUNWAY 27.
5. THE AIRPORT REFERENCE CODE FOR RUNWAY 2-20 IS D-III WITH NONPRECISION APPROACHES WITH VISIBILITY AS LOW AS 3/4 MILE ON RUNWAY 2 AND AS LOW AS 1 MILE ON RUNWAY 20.

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION
RUNWAY 9 END	41°36'28.9758" N	88°06'15.9913" W	23+85.38
RUNWAY 27 END	41°36'31.1949" N	88°05'01.0708" W	80+81.15
RUNWAY 2 END	41°35'57.2760" N	88°06'03.2207" W	100+00.40
RUNWAY 20 END	41°36'59.6552" N	88°05'42.9106" W	165+00.00

CONSTRUCTION PHASING PLAN

1. CONTRACTORS SHALL FURNISH A CONTRACTOR'S CONSTRUCTION SEQUENCING PLAN AT THE PRE-CONSTRUCTION CONFERENCE.
2. THIS CONTRACTOR' CONSTRUCTION SEQUENCING PLAN SHALL BE FOUNDED UPON THE FOLLOWING:
 - 2.1. CONTRACTOR SHALL IMMEDIATELY BEGIN COORDINATION WITH THE ATCT TOWER CONTRACTOR ON THE SCHEDULING AND FURNISHING OF ALL WORK ASSOCIATED WITH NECESSARY UTILITIES, INCLUDING WATER, SEWER, ELECTRIC POWER AND NATURAL GAS. CONTRACTOR SHALL BEGIN WORK ON THESE ITEMS AS SOON AS POSSIBLE AFTER NOTICE-TO-PROCEED.
 - 2.2. ALL WORK WHICH REDUCE AVAILABLE TRAFFIC LANES ON THE AIRPORT ENTRANCE ROAD AND THE TERMINAL PARKING LOT SHALL BE COMPLETED EXPEDITIOUSLY, AND WITH MINIMUM EFFECT ON ENTRANCE ROADWAY AND PARKING LOT. IDOT TRAFFIC CONTROL STANDARDS SHALL BE FOLLOWED, TO BE PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE.
 - 2.3. ACCESS SHALL BE MAINTAINED AT ALL TIMES.

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

SITE AND SAFETY NOTES AND POINT TABLE

Sheet No.

Approved Drawing Number

Checked

C2.1

Drawn By

SAFETY IS REQUIRED

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

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION, AND WORK MUST BE COMPLETED EXPEDITIOUSLY. A CONSTRUCTION SAFETY AND PLAN DETAILING THE SEQUENCING OF THE CONTRACTOR'S WORK THROUGHOUT THE PROJECT IS INCLUDED IN THE CONSTRUCTION PLANS. THE CONTRACTOR SHALL PROVIDE HIS WRITTEN ACCEPTANCE OF THE PROJECT CONSTRUCTION SAFETY AND PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION SAFETY AND PHASING PLAN THAT MAY BE REQUESTED BY THE CONTRACTOR MUST BE APPROVED BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SUFFICIENT ADVANCE NOTICE OF ANY PROPOSED PHASING CHANGE TO PERMIT CONSIDERATION AND APPROVAL BY THE PROJECT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOT BE ENTITLED TO ANY EXTRA COMPENSATION NOR EXTENSION TO THE CONTRACT TIME BECAUSE OF A PHASING CHANGE REQUEST NOR FOR ANY TIME NECESSARY IN RECEIVING THE REQUIRED APPROVALS. THE CONTRACTOR SHALL EXPEDITE WORK AT THOSE STAGES WHERE ACTIVE TAXIWAYS, HANGAR ACCESS, APRONS, ROADWAYS OR PARKING LOTS MUST BE CLOSED, TO MINIMIZE THE LENGTH OF TIME THAT AIRPORT OPERATIONS ARE RESTRICTED.

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

CONSTRUCTION LIMITS

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS SHOWN ON THE CONSTRUCTION PLANS. THE CONTRACTOR SHALL FURNISH MEASURES TO PREVENT EQUIPMENT AND PERSONNEL FROM OPERATING OUTSIDE THESE LIMITS. SEE DETAIL A, SHEET C2.2.

VEHICULAR TRAFFIC CONTROL

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

RUNWAY CLOSURES

NO CLOSING OF EITHER RUNWAY 2-20 OR RUNWAY 9-27 WILL BE PERMITTED DURING THIS PROJECT.

CONTRACTOR USE OF SITE

THE CONTRACTOR SHALL FURNISH, PLACE, MAINTAIN, RELOCATE, AND REMOVE TRAFFIC SAFETY DEVICES ON ACTIVE PAVEMENTS AS SPECIFIED IN IDOT TRAFFIC STANDARDS SHOWN AND DETAILED IN THE CONSTRUCTION PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM AR150530, TRAFFIC MAINTENANCE.

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

WHEN NOT IN USE AND DURING NON-WORKING HOURS, CONTRACTORS 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 CONSTRUCTION SAFETY AND PHASING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCES AND CONTRACTOR AREAS IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE AND CONTRACTOR AREAS IS TO BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE PART 77 AIRPORT IMAGINARY SURFACES. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 25 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

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

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED PROJECT SAFETY PLAN, ISSUED BY THE ILLINOIS DIVISION OF AERONAUTICS. FAILURE TO USE THESE PRESCRIBED PROCEDURES OR ADHERE TO THE SAFETY REQUIREMENTS WILL RESULT IN THE SUSPENSION OF WORK.

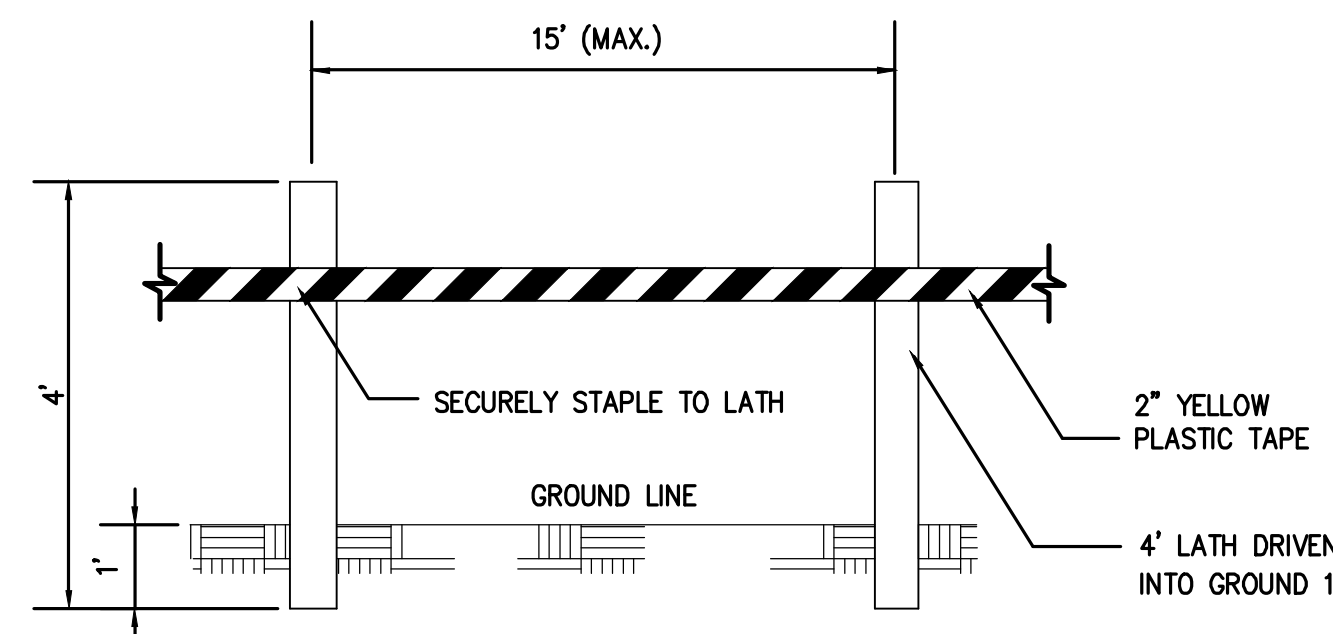
ALL NOTES AND DETAILS SHOWN ON THE PHASING PLAN ARE APPLICABLE TO THIS PROJECT.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER THREE (3) DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY TAXIWAY OR APRON, OR AIRFIELD LIGHTING CIRCUIT. 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 THREE (3) DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE THREE (3) DAYS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.



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

**LATH AND WARNING TAPE
DETAIL A**

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No. LOT-4619
SBGP No. 3-17-SBGP-144
BCM No. LEO55



Drawing Title

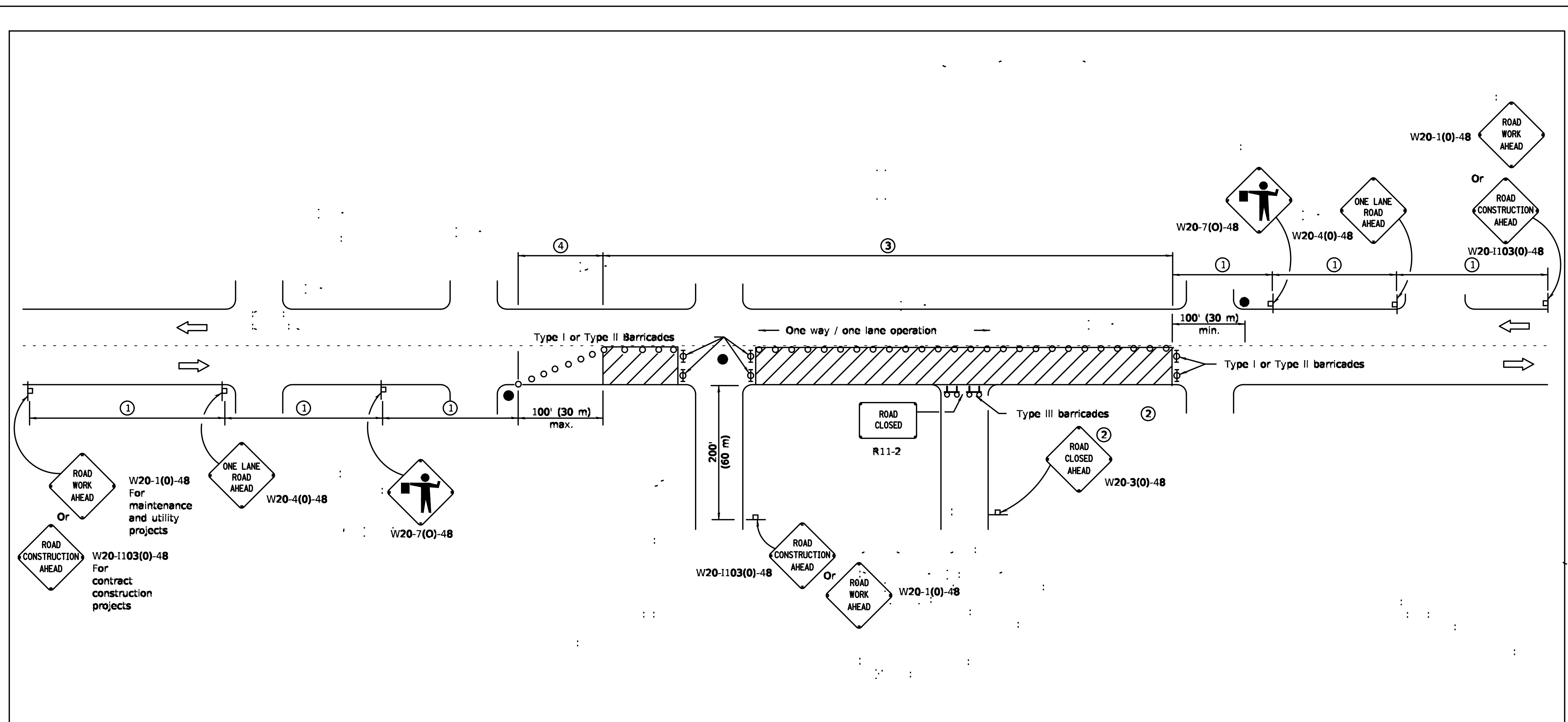
CONSTRUCTION SAFETY NOTES AND DETAILS

Sheet No.

Approved Drawing Number

Checked **C2.2**

Drawn By



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2011
ENGINEER OF SAFETY ENGINEERING

APPROVED January 1, 2011
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

DATE	REVISIONS
1-1-11	Revised flagger sign.
1-1-09	Switched units to English (metric). Corrected sign No.'s.

**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

STANDARD 701501-06

NOTE:
PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

CONSTRUCTION SAFETY NOTES AND DETAILS

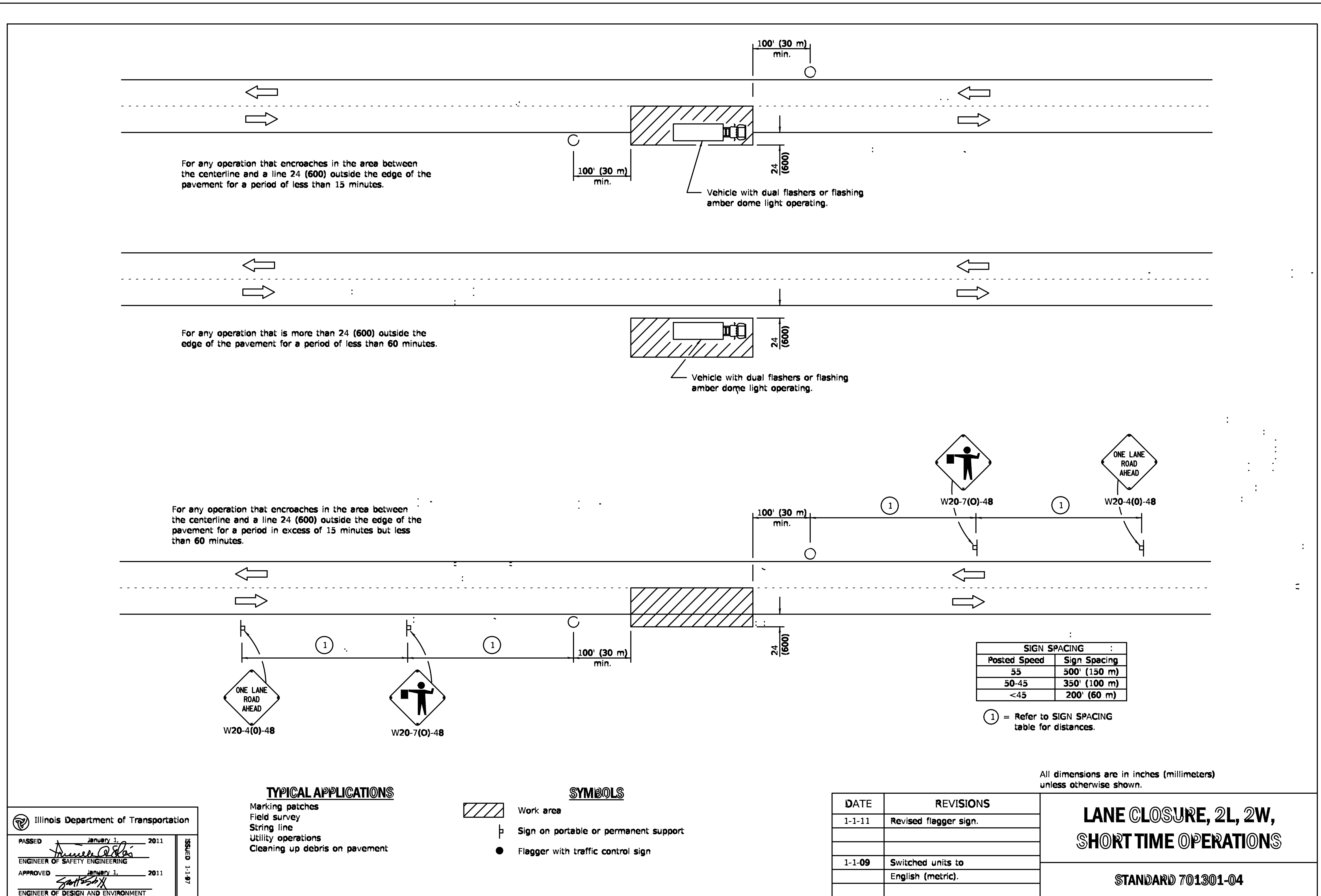
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C2.3



NOTE:
PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE

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CONSTRUCTION SAFETY NOTES AND DETAILS

Sheet No.

Approved Drawing Number

Checked
Drawn By

C2.4

SEAL

FILE STYLE TABLE - CIB

FILE STYLE DRIVER

FILE STYLE DRAWING

FILE STYLE SHEETS

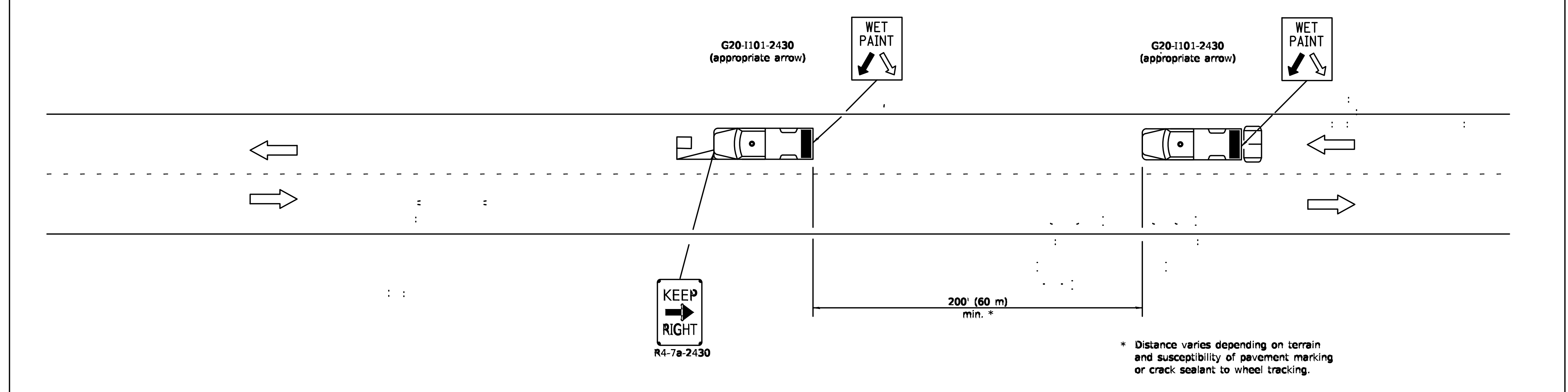
FILE STYLE TITLES

FILE STYLE LOGS

FILE STYLE NOTES

FILE STYLE PLANS

FILE STYLE SECTIONS



TYPICAL APPLICATIONS
Landscaping work
Utility work
Pavement marking
Weed spraying
Roadometer measurements
Debris cleanup
Crack pouring

- SYMBOLS**
- Arrow board (Hazard Mode only)
 - Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
 - 18x18 (450x450) min. orange flag (use when guide wheel is used)
 - Truck mounted attenuator

GENERAL NOTES
This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).
For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-09	Switched units to English (metric). Omitted Pass With Care sign.
1-1-00	Elim. speed restrictions in Standard title.

**LANE CLOSURE 2L, 2W
MOVING OPERATIONS-
DAY ONLY**

STANDARD 701311-03

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

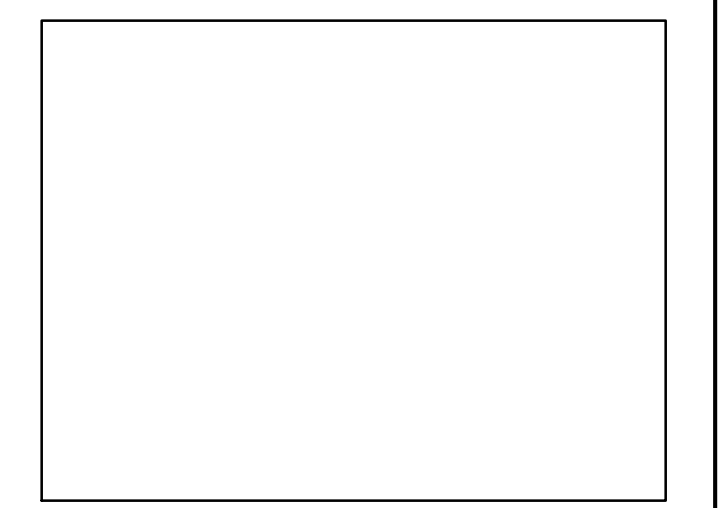
NOTE:
PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE

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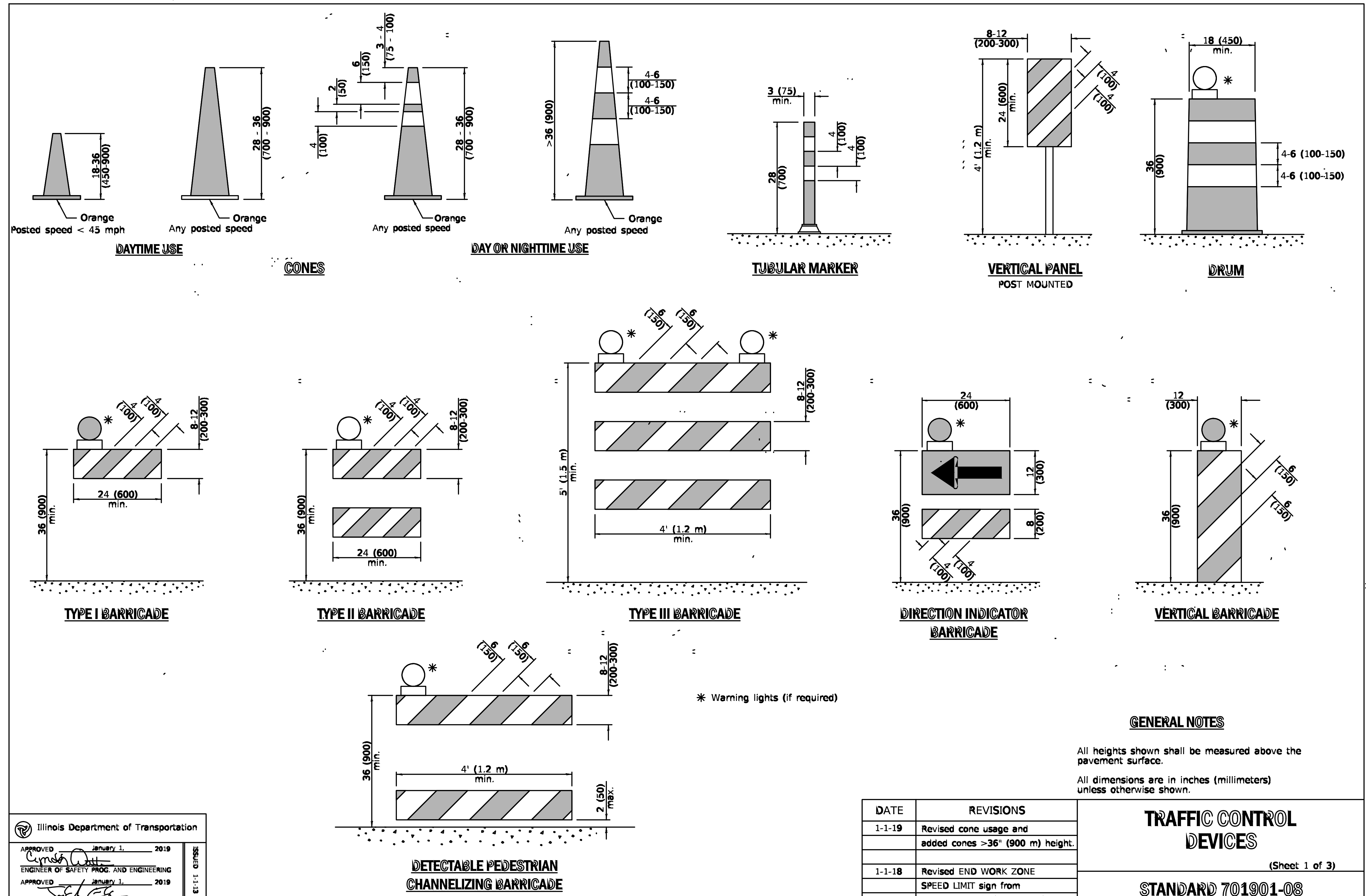
Sheet No.

Approved Drawing Number

Checked **C2.5**

Drawn By

FILE SAVID 9/15/2020 2:50 PM DATE PRINTED 9/15/2020 3:00 PM PRINTED BY JACK RICE FILENAME/LOCATION: PA\2020\20200112\01\A02 DESIGN PHASE\1\ DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\C2-2-C2.7 - CONSTRUCTION SAFETY NOTES AND DETAILS\SBGP-2020\p01r01.c3 PRIMERA\2020\linewghts.ctb ELOT STYLE TABLE - CIB ELOT DEVICE DRIVER



GENERAL NOTES

All heights shown shall be measured above the pavement surface.
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-08

Illinois Department of Transportation

APPROVED January 1, 2019
Cynthia Ott
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
John Schaefer
ENGINEER OF DESIGN AND ENVIRONMENT

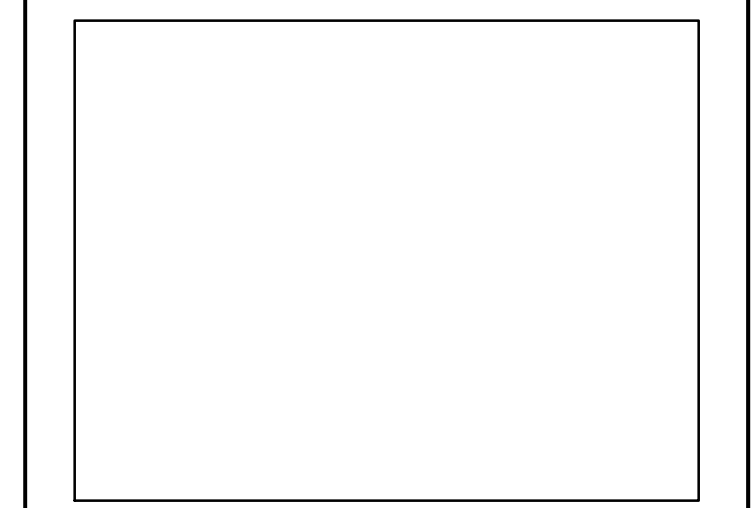
NOTE:
PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE

No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

CONSTRUCTION SAFETY NOTES AND DETAILS

Sheet No. _____

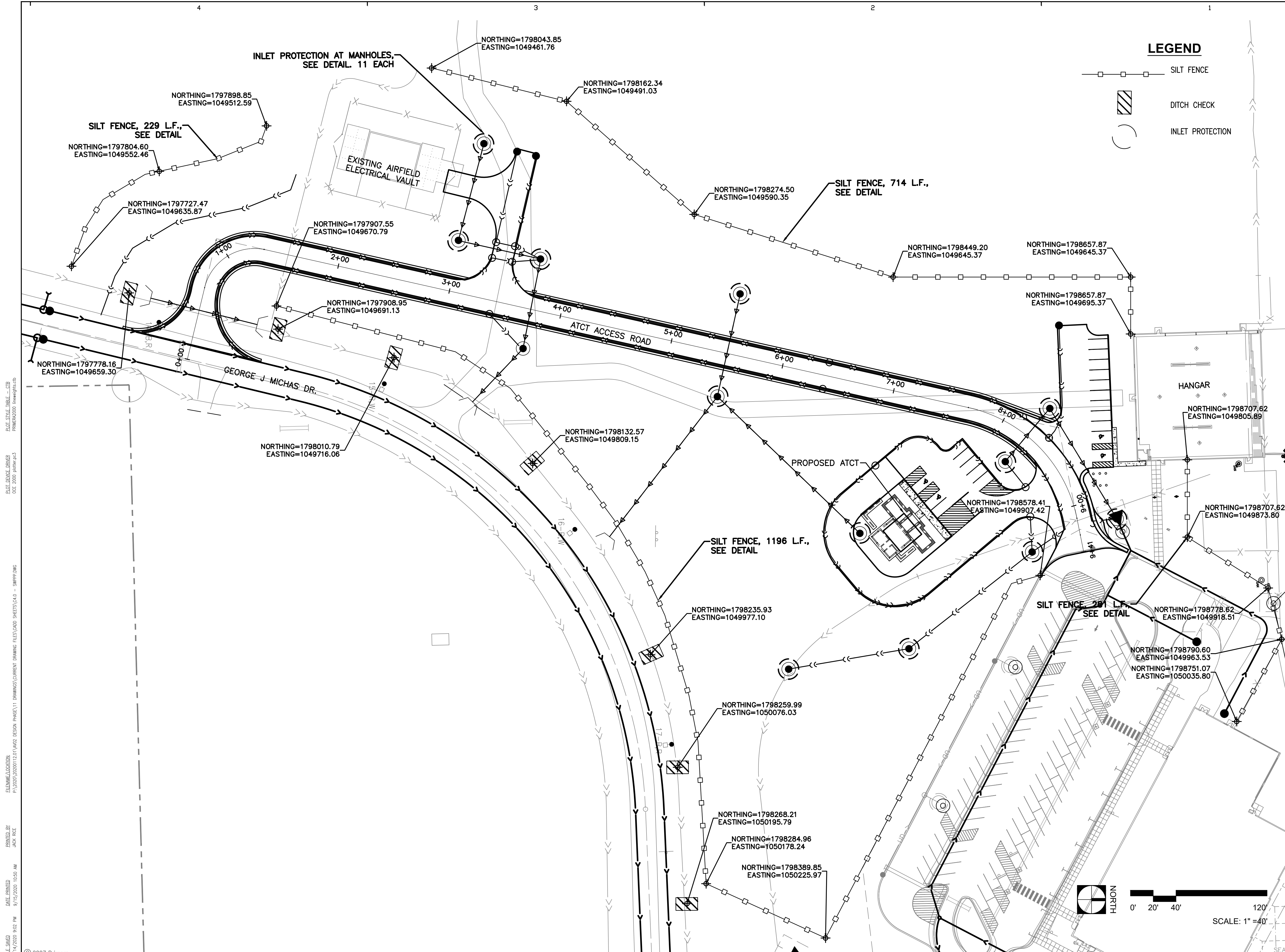
Approved _____ Drawing Number _____

Checked _____

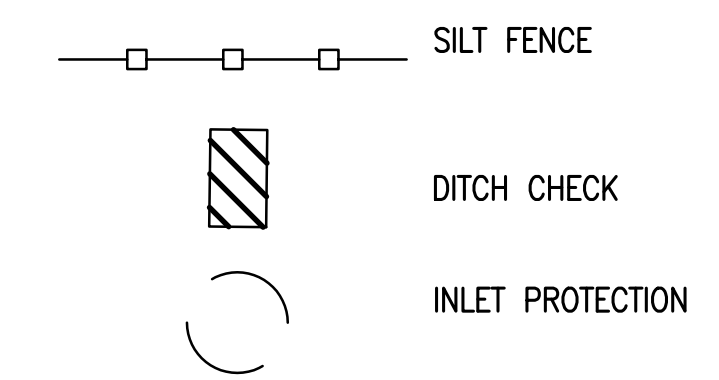
Drawn By _____

C2.6

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 DATE PLOTTED: 9/15/2020 2:59 PM
 FILE SAVED: 9/15/2020 2:59 PM
 © 2007 Primer



LEGEND

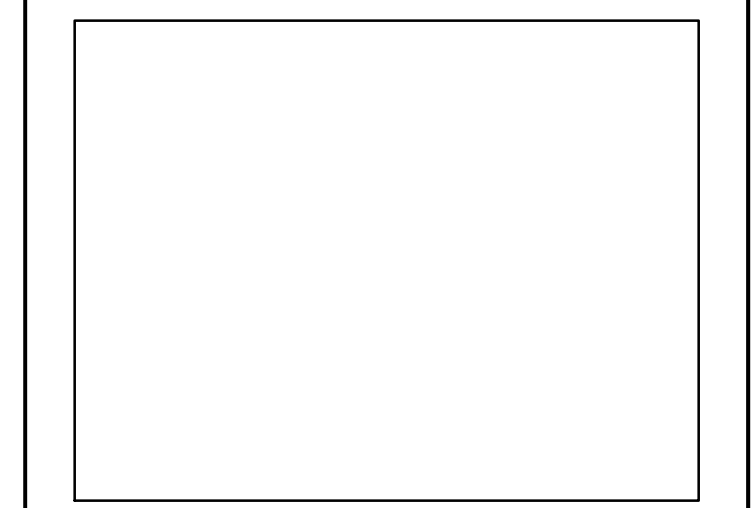


No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
 SBGP No: 3-17-SBGP-144
 BCM No: LE055



Drawing Title

SWPPP

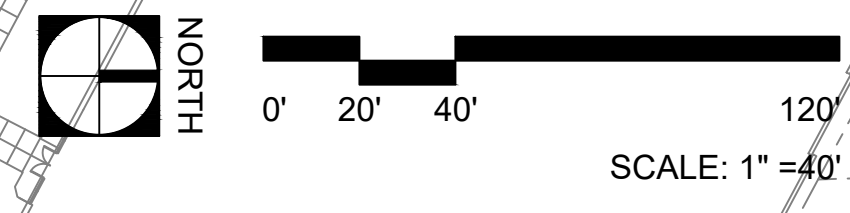
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Approved _____ Drawing Number _____

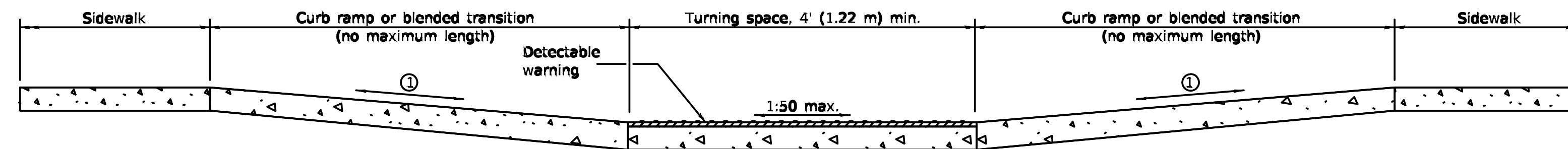
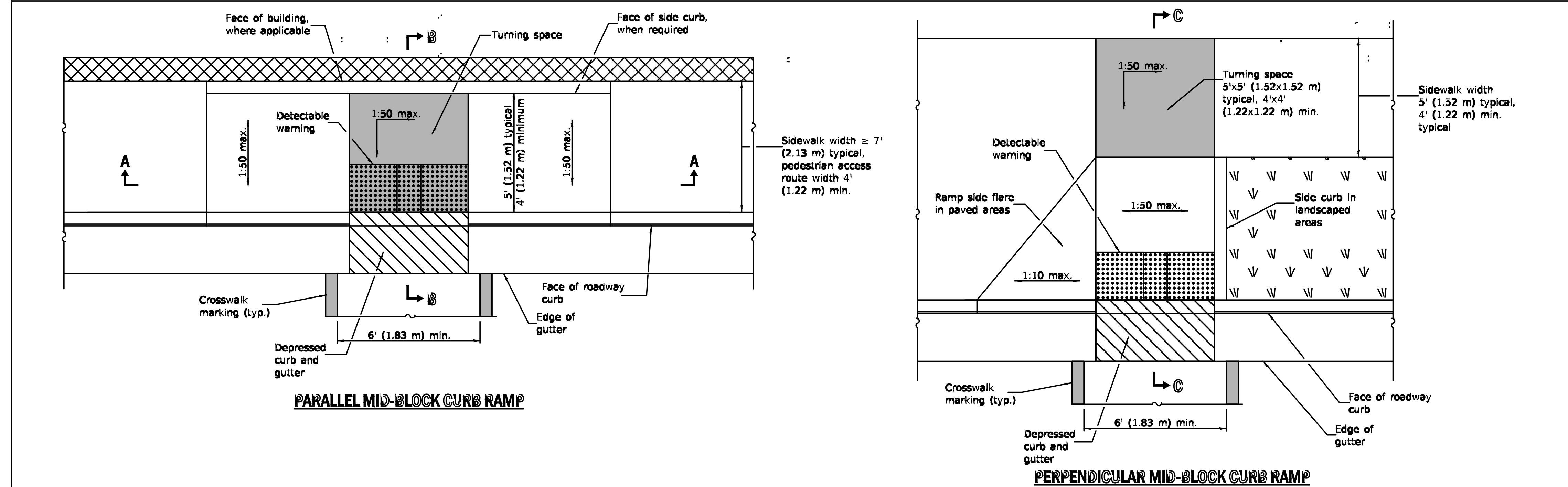
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Drawn By _____

C4.0

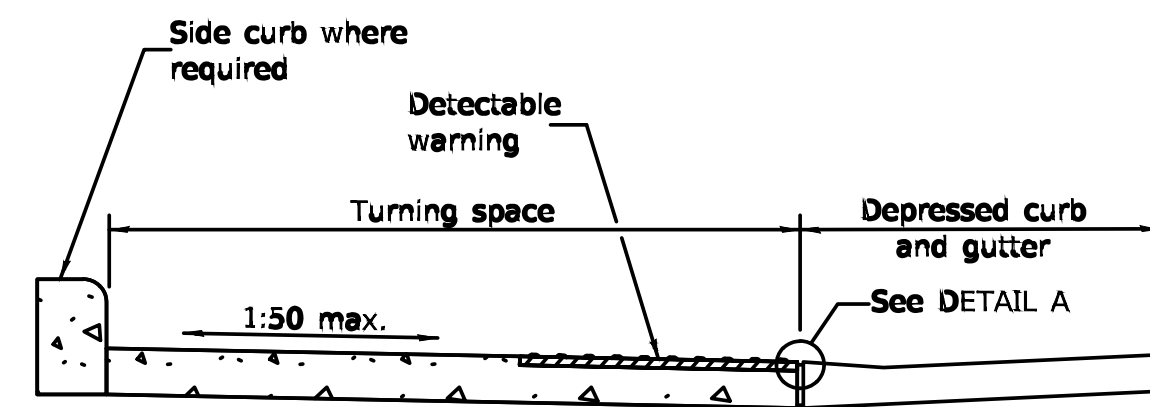


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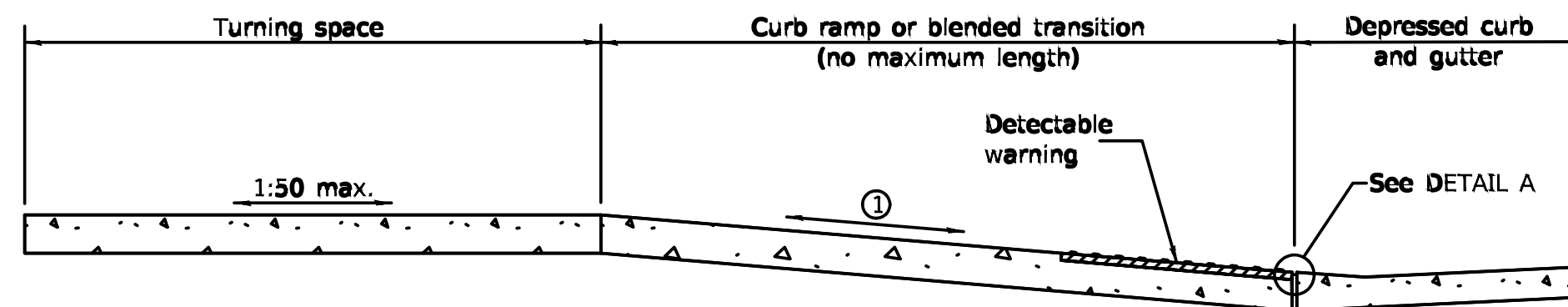


SECTION A-A

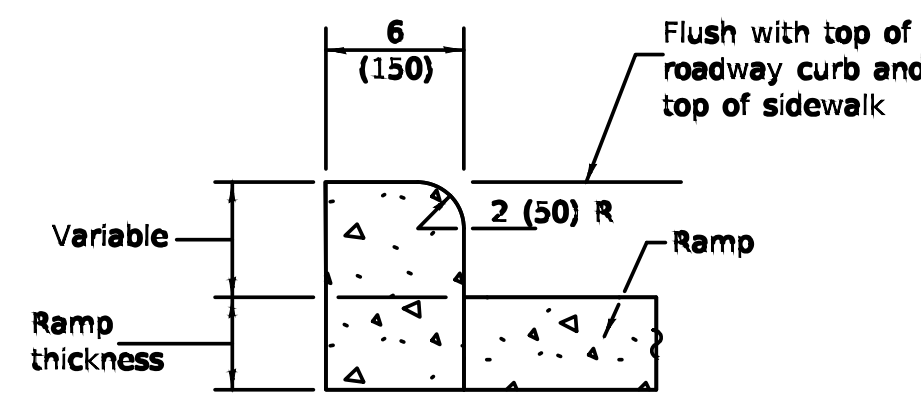
① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



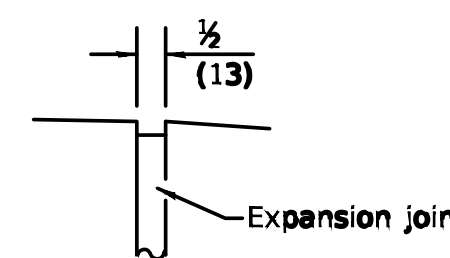
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 60600.1 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

DATE PRINTED: 9/15/2020 9:11 AM
PRINTED BY: JACK RICE

No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

TYPICAL SECTIONS AND PAVEMENT DETAILS

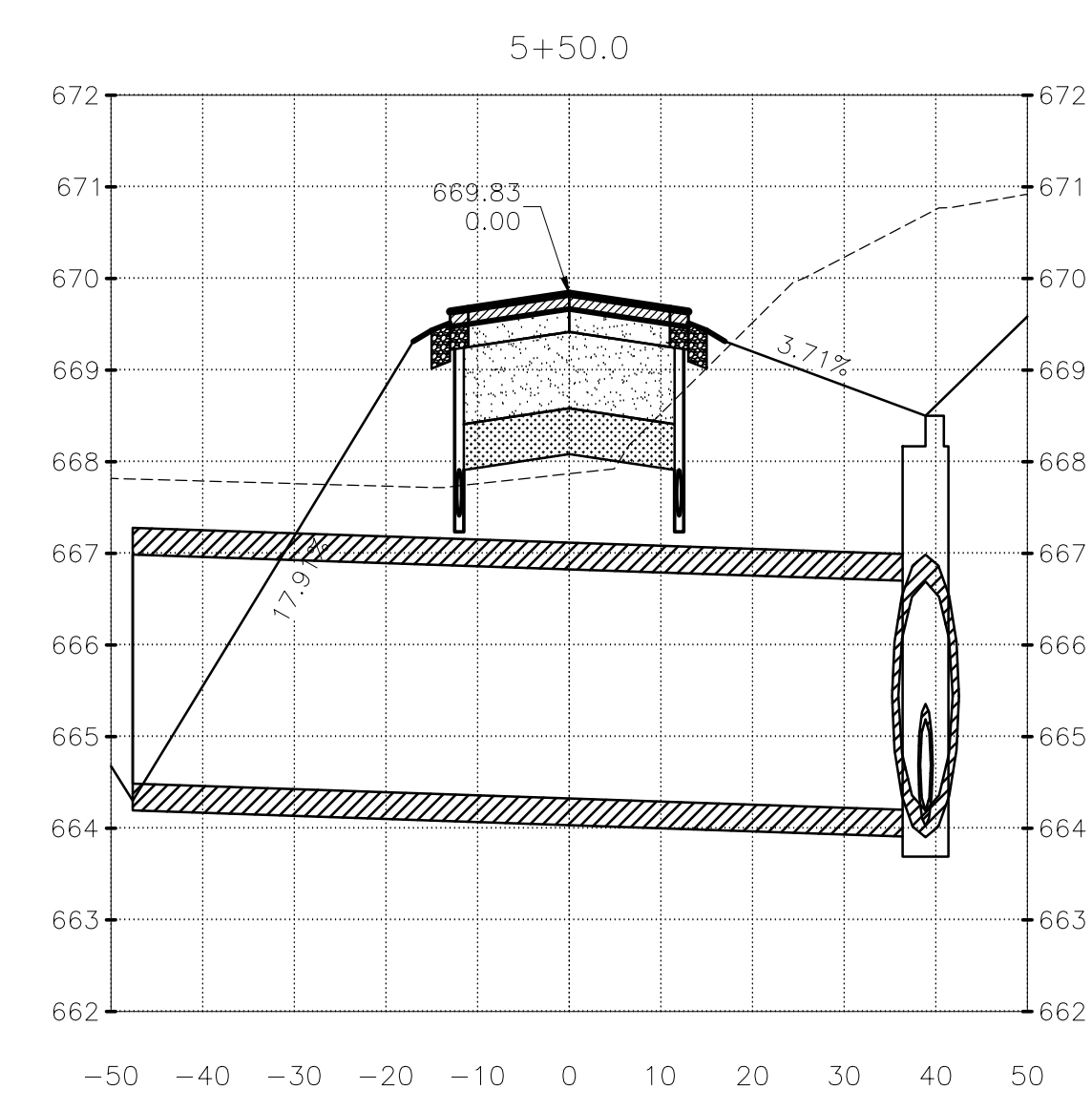
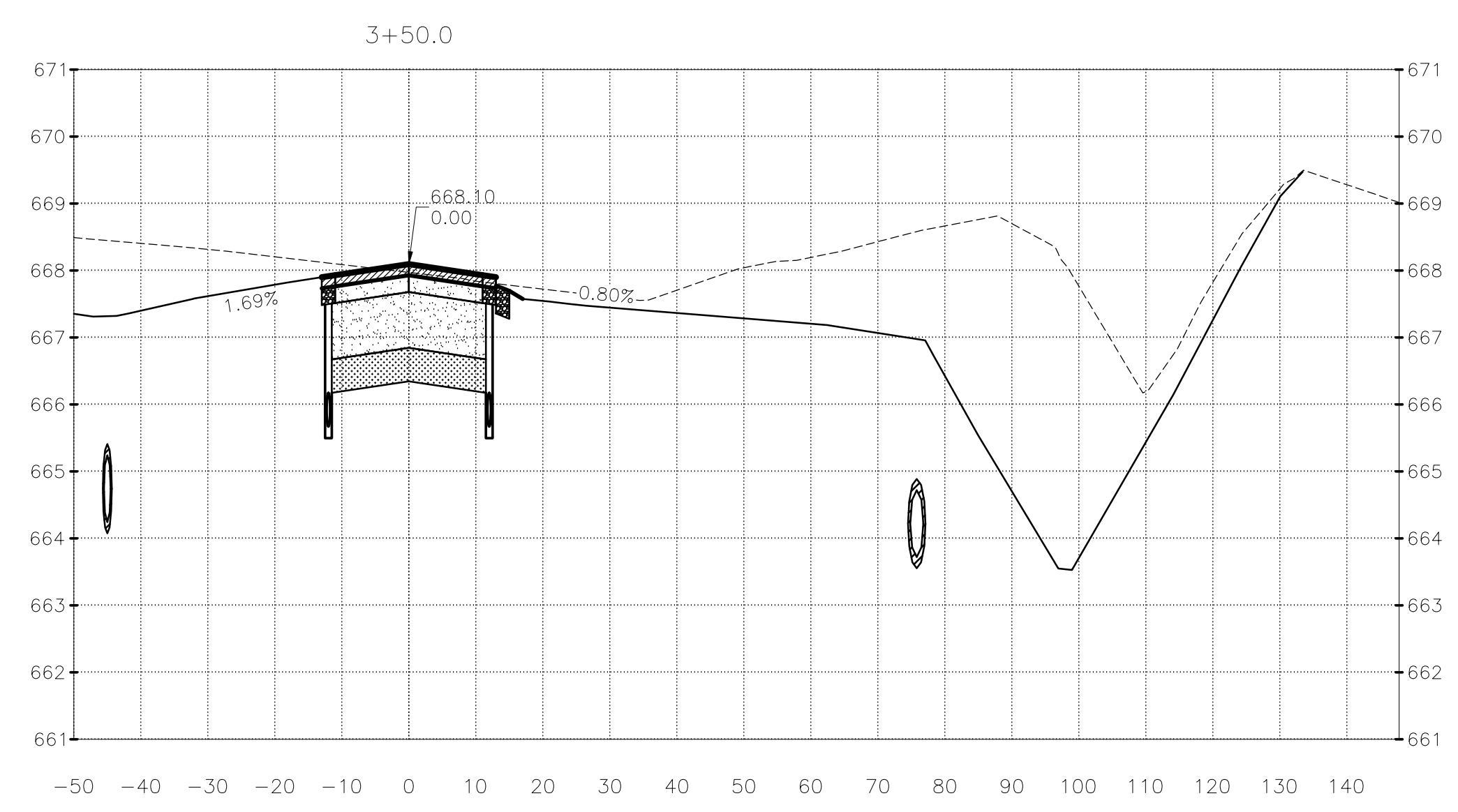
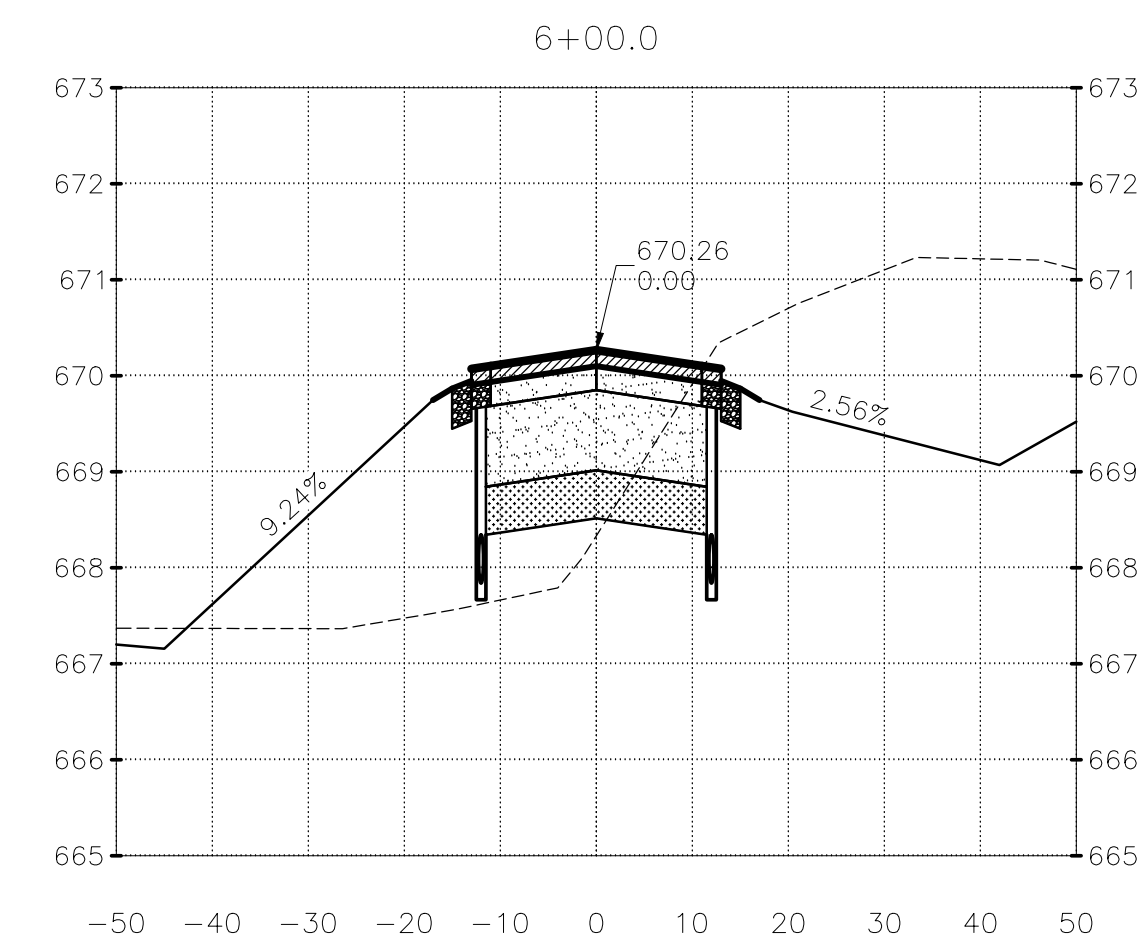
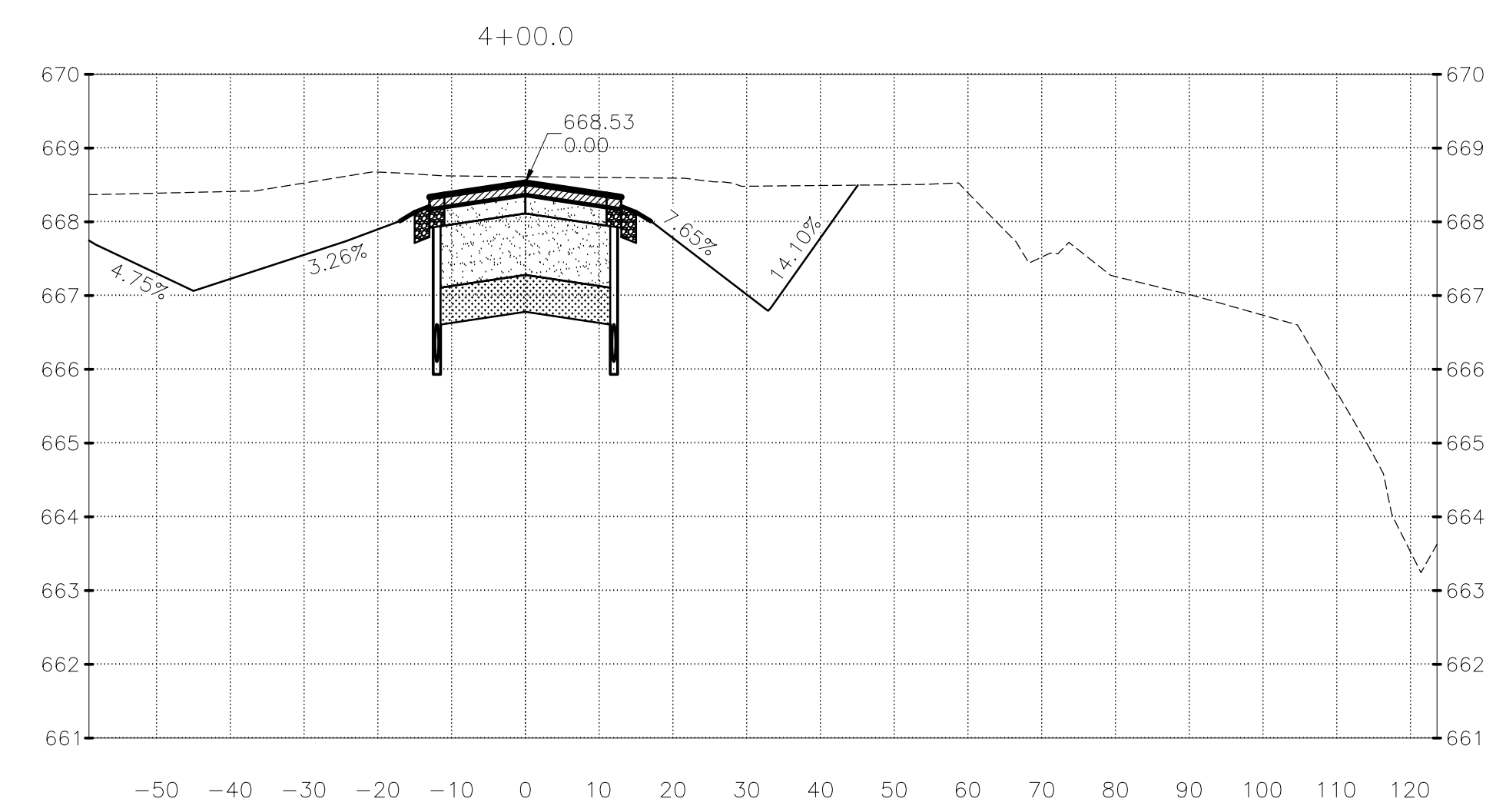
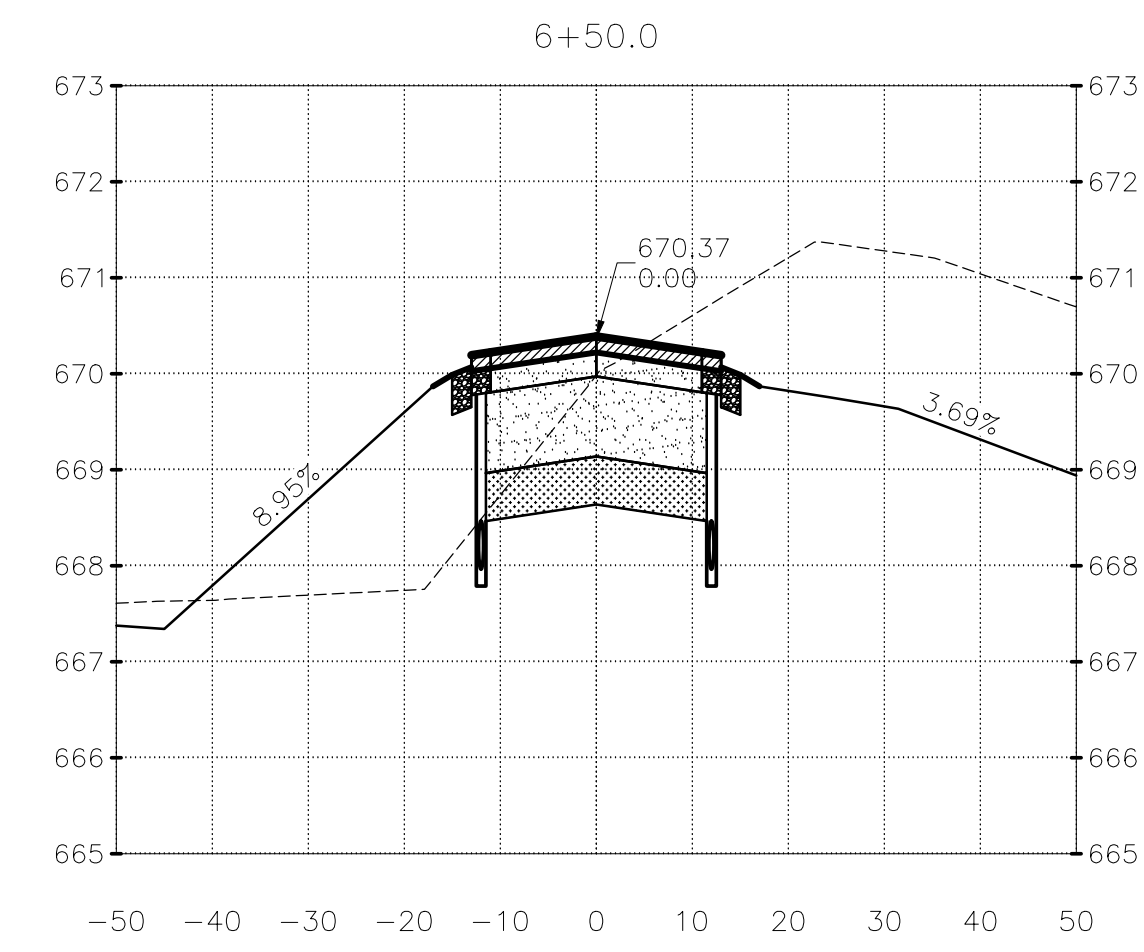
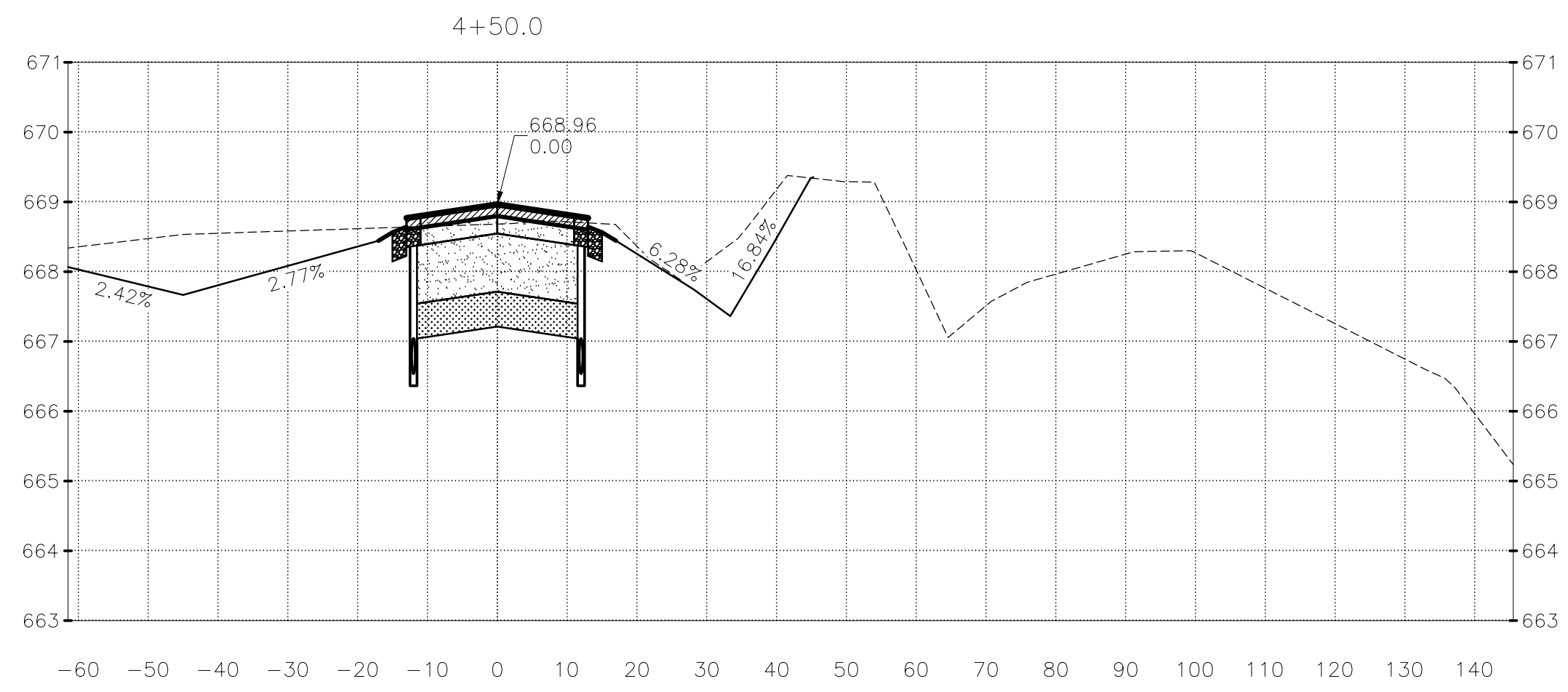
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Approved _____ Drawing Number

Checked _____

Drawn By _____

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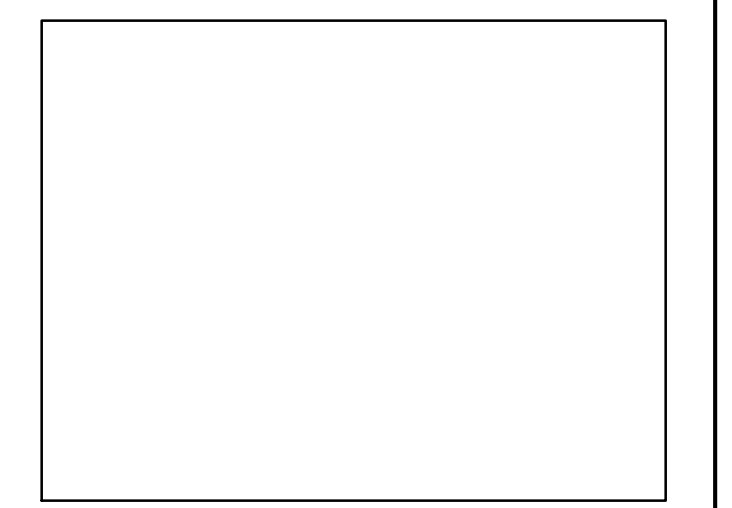


No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
 SBGP No: 3-17-SBGP-144
 BCM No: LE055



Drawing Title

CROSS SECTIONS

Sheet No. _____

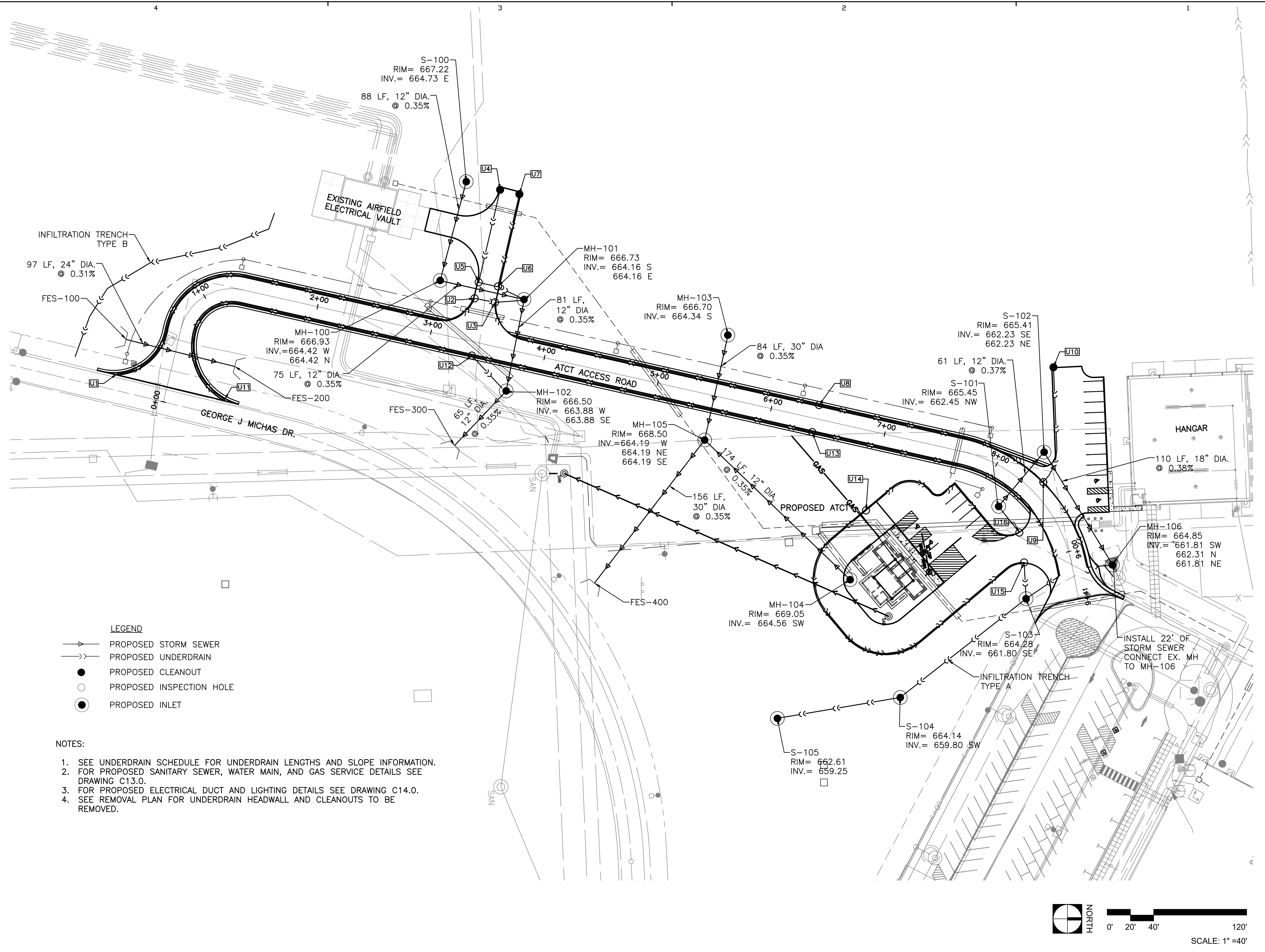
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Drawn By _____

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 PLOT DEVICE/DRIVER: OCE 2000 plotter.pc3
 PLOT STYLE TABLE: CIB
 PRINTER/CAD SHEETS\C10.1 - CROSS SECTIONS.DWG
 PRIMER2000 lineweight.ctb



LEGEND

- PROPOSED STORM SEWER
- - - PROPOSED UNDERDRAIN
- PROPOSED CLEANOUT
- PROPOSED INSPECTION HOLE
- ⊙ PROPOSED INLET

NOTES:

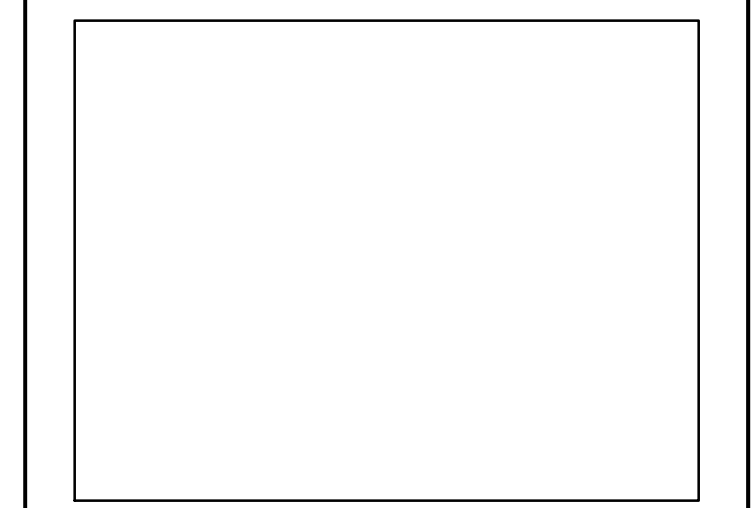
1. SEE UNDERDRAIN SCHEDULE FOR UNDERDRAIN LENGTHS AND SLOPE INFORMATION.
2. FOR PROPOSED SANITARY SEWER, WATER MAIN, AND GAS SERVICE DETAILS SEE DRAWING C13.0.
3. FOR PROPOSED ELECTRICAL DUCT AND LIGHTING DETAILS SEE DRAWING C14.0.
4. SEE REMOVAL PLAN FOR UNDERDRAIN HEADWALL AND CLEANOUTS TO BE REMOVED.

No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



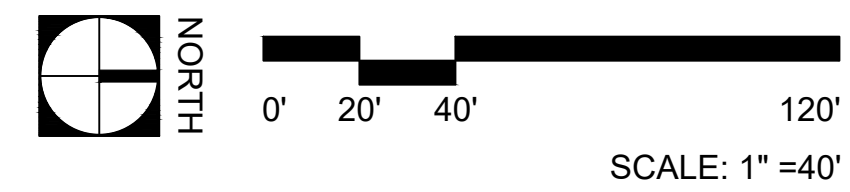
Drawing Title

DRAINAGE PLAN

Sheet No.

Approved Drawing Number

Checked **C11.0**
Drawn By



FILE NAME/LOCATION: PA\2020\20200112\01\A02 DESIGN PHASE\11 DRAWINGS\CURRENT DRAWING FILES\CADD SHEETS\C11.0 - DRAINAGE.DWG
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 PRINTER: HP DesignJet 500

STORM SEWER SCHEDULE

Structure	Station	Offset	Type	Rim El.	Invert. El.	Pipe Pay Length	Size	Slope %
FES-100	0+28	70.36	LT	24" DIA.	664.82	N		
						97	24"	0.31%
FES-200	0+26	42.31	RT	24" DIA.	664.55	N		
S-100	3+00	135.24	LT	Inlet Type B	667.22	664.73	E	
						88.0	12"	0.35%
MH-100	2+99	44.24	LT	MH (4' DIA.)	666.93	664.42	N	
						75.0	12"	0.35%
MH-101	3+72	45.00	LT	MH (4' DIA.)	666.73	664.16	E	
						81	12"	0.35%
MH-102	5+50	45.31	LT	MH (4' DIA.)	666.50	663.88	S	
						65.0	12"	0.35%
FES-300	3+76	109.46	RT	12" DIA.	663.66	E		
MH-103	5+50	45.31	LT	MH (6' DIA.)	666.70	664.34	S	
						84.0	30"	0.35%
MH-104	6+99	128.65	RT	MH (4' DIA.)	669.05	664.56	SW	
						174.0	12"	0.35%
MH-105	6+39	108.9	RT	MH (6' DIA.)	668.50	664.19	E	
						156.0	30"	0.35%
FES-400	4+86	178.25	RT	30" DIA.	663.65	E		
S-101	8+24	29.56	RT	Inlet Type B	665.45	662.45	SE	
						61	12"	0.37%
S-102	8+26	31.34	LT	Inlet Type B	665.41	662.23	S	
						110	18"	0.38%
MH-106	9+17	35.16	LT	MH (4' DIA.)	658.17	663.17	SE	

FRAME AND GRATE SCHEDULE

Structure	Grate Type	Station	Offset	Rim El.
S-100	Type B	3+00	135.24 LT	667.22
S-101	Type B	8+18	34.62 LT	665.45
S-102	Type B	8+25	30.34 RT	665.41
S-103	Type B	9+32	44.15 RT	664.28
S-104	Type B	9+00	151.1 RT	664.14
S-105	Type B	6+48	230.54 RT	662.61

UNDERDRAIN SCHEDULE

Structure	Station	Offset	Type	Rim El.	Invert. El.	Pay Length	Slope %
S-103	9+32	44.15	RT	664.28	661.8		
						195.1	1.00%
S-104	9+00	151.1	RT	664.14	659.8		
						58.3	1.00%
U1	0+14	44.5	LT	669.95	668.2		
						362.5	1.00%
U2	3+29	36.6	LT	667.52	664.6		
						17.8	1.00%
U3	3+48	37.1	LT	667.52	664.4		
						25.3	1.00%
U4	3+31	132.5	LT	668.03	665.4		
						81.9	1.00%
U5	3+31	51.3	LT	667.36	664.6		
						17.0	1.00%
U6	3+48	51.0	LT	667.36	664.4		
						25.2	1.00%
U7	3+48	132.5	LT	668.03	665.2		
						81.7	1.00%
U8	6+39	13.3	LT	670.01	664.94		
						304.6	1.00%
						197.7	1.00%
U9	8+40	11.8	LT	667.22	663.0		
						115.3	1.00%
U10	8+03	96.6	LT	666.55	664.0		
						101.8	1.00%
U11	0+14	50.9	RT	669.47	667.5		
						323.6	1.00%
U12	3+39	12.1	RT	667.6	664.3		
						38.1	1.00%
U13	6+39	12.0	RT	670.01	667.3		
						300.1	1.00%
						301.3	1.00%
U14	6+99	67.6	RT	668.82	664.4		
						167.8	1.00%
						317.6	1.00%
U15	8+97	39.29	RT	665.5	662.1		
						31.2	1.00%
U16	8+62	31.67	RT	662.7	662.7		
						28.8	1.00%
						228.9	

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No. LOT-4619
SBGP No. 3-17-SBGP-144
BCM No. LEO55

Drawing Title

STORM SEWER SCHEDULES

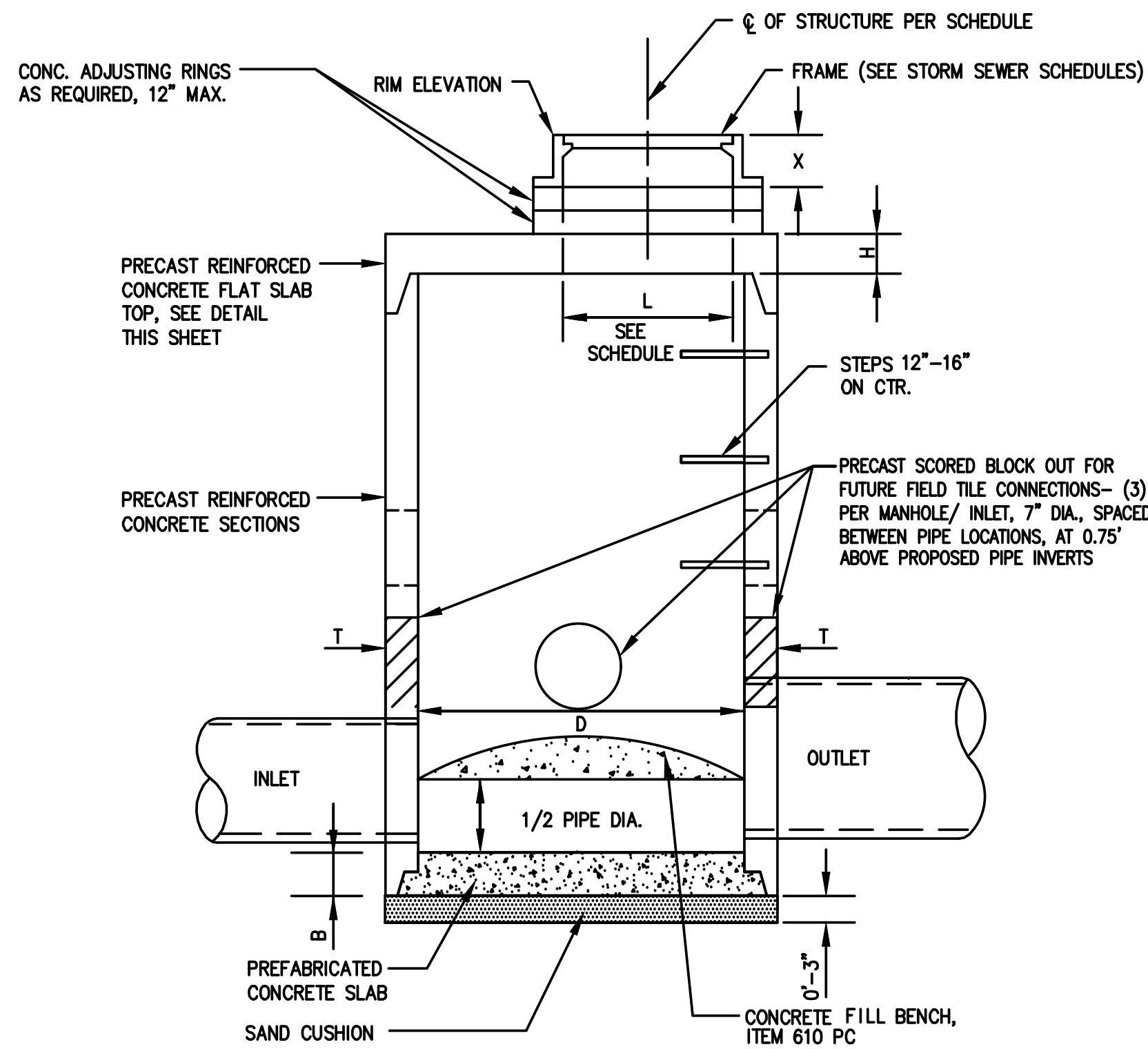
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Approved Drawing Number

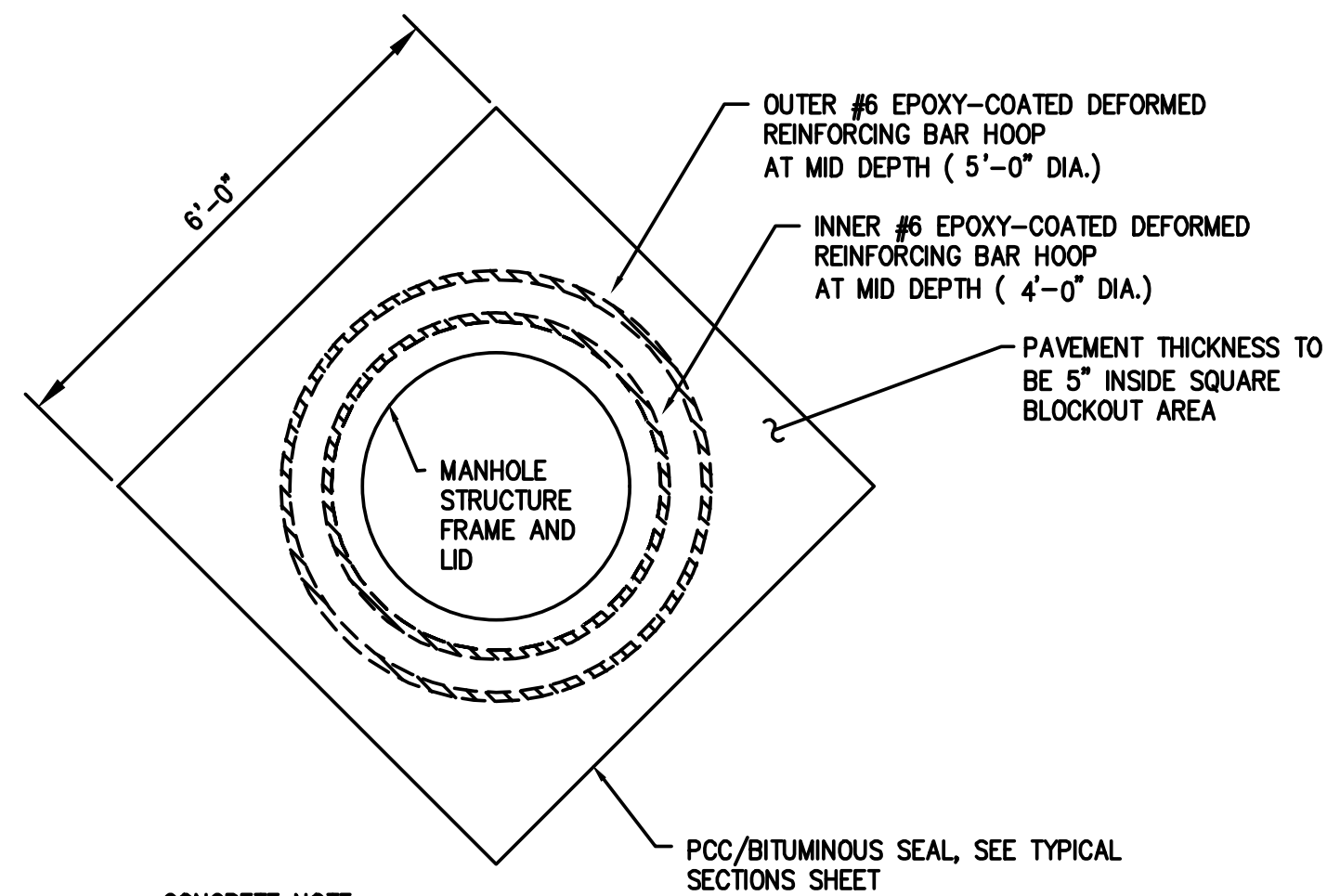
Checked

C11.1

Drawn By



MANHOLE DATA
(IDOT STANDARD- MODIFIED)



CONCRETE NOTE

1. CONCRETE SHALL BE ITEM 610

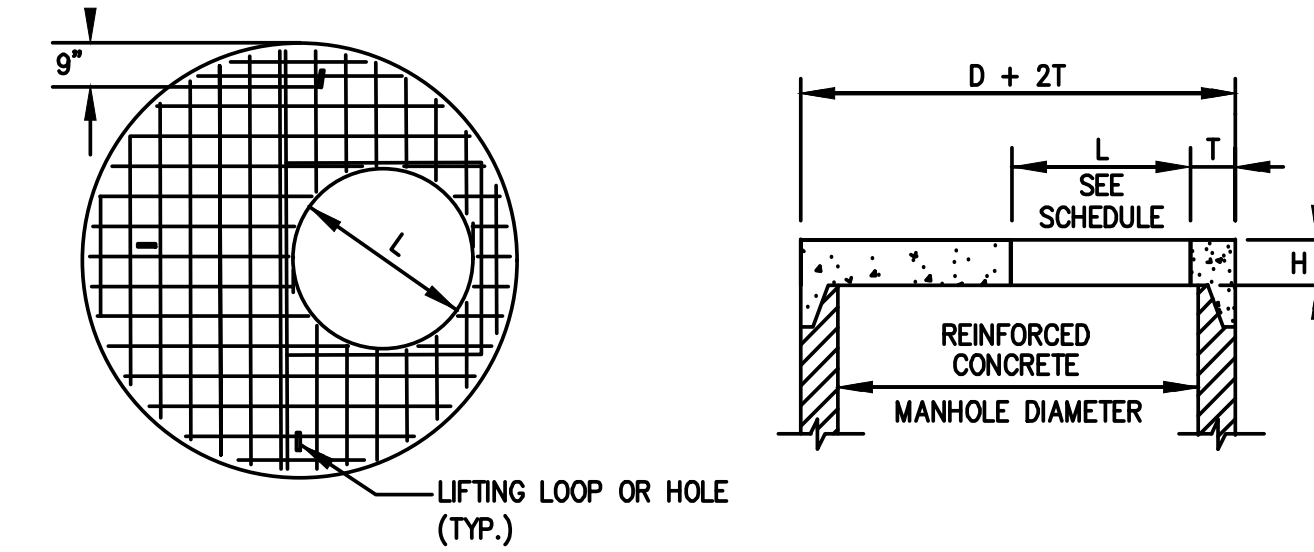
FRAMING NOTE

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

GENERAL NOTE

1. ALL MATERIALS AND WORK TO BE PAID UNDER INDIVIDUAL PAY ITEMS FOR ITEM 751.

MANHOLE WITH FLAT SLAB TOP
(IDOT STANDARD 602401-MODIFIED)

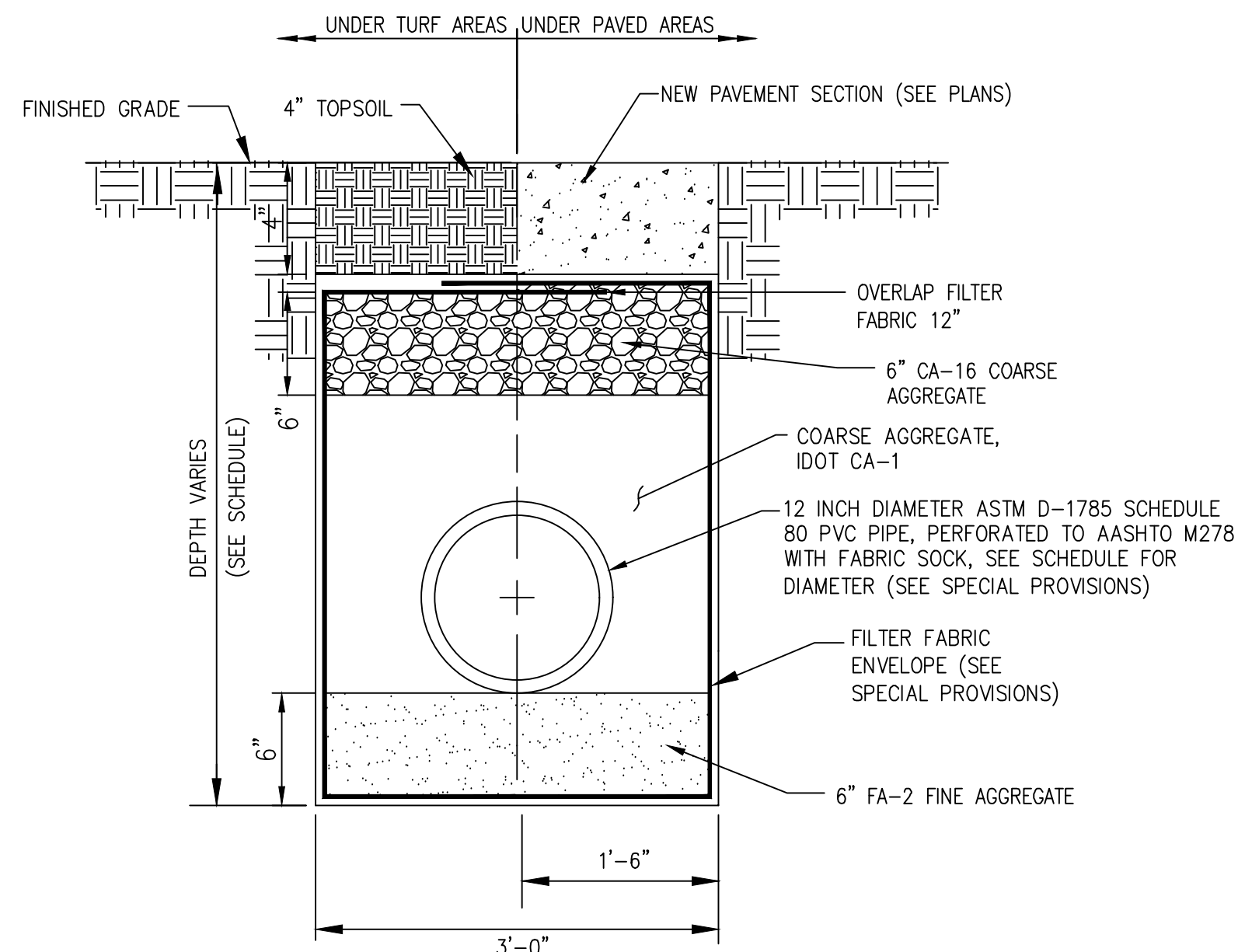


NOTES

1. ADDITIONAL TOP AND BOTTOM BARS PLACED ADJACENT TO ACCESS HOLE.
2. MINIMUM 1\"/>

PRECAST REINFORCED CONCRETE FLAT SLAB TOP
(IDOT STANDARD 602601)

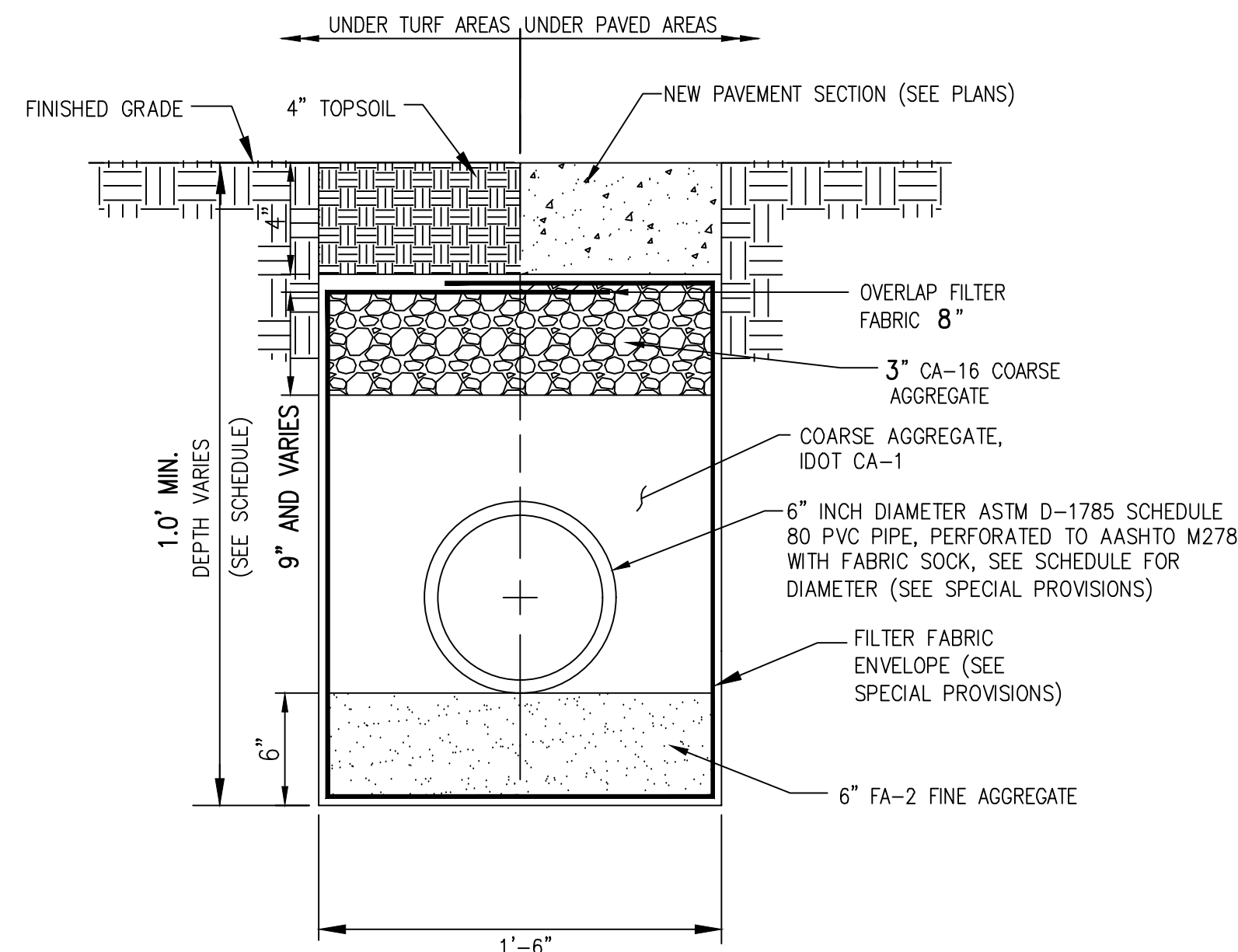
CONCRETE COLLAR AT MANHOLES AND INLETS



NOTES

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. DO NOT COMPACT SOIL PLACED ABOVE THE AGGREGATE.
3. SEPARATE PAYMENT FOR COARSE AND FINE AGGREGATES, FILTER FABRIC ENVELOPE, PVC PIPE, AND FABRIC SOCK WILL NOT BE MADE BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT OF INFILTRATION TRENCH.
4. SEE SPECIAL PROVISIONS.

INFILTRATION TRENCH-TYPE A



NOTES

1. PIPE, FILTER FABRIC TRENCH ENVELOPE, FINE AND COURSE AGGREGATES INCLUDED IN COST FOR INFILTRATION TRENCH TYPE 2.

INFILTRATION TRENCH-TYPE B

INSIDE DIA. "D" (IN.)	WALL THICKNESS "T" (IN.)	TOP THICKNESS "H" (IN.)	BOTTOM THICKNESS "B" (IN.)
48	5	6	6
60	5	8	8
72	7	8	8
108	9	9	8

NOTES

1. FOR "L" DIMENSION AND FRAME AND LID INFORMATION SEE STORM SEWER SCHEDULES.
2. CENTER OF FRAME TO BE USED FOR LOCATING STRUCTURE. FOR STRUCTURE LOCATIONS AND ADDITIONAL INFORMATION SEE SCHEDULE.
3. ALL STRUCTURES TO BE PRECAST REINFORCED CONCRETE SECTIONS; BENCHES MAY BE CAST IN PLACE.
4. BLOCKOUTS FOR UNDERDRAIN CONNECTIONS AND FUTURE PIPES SHALL BE PRECAST INTO THE STRUCTURE.

No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

DRAINAGE DETAILS

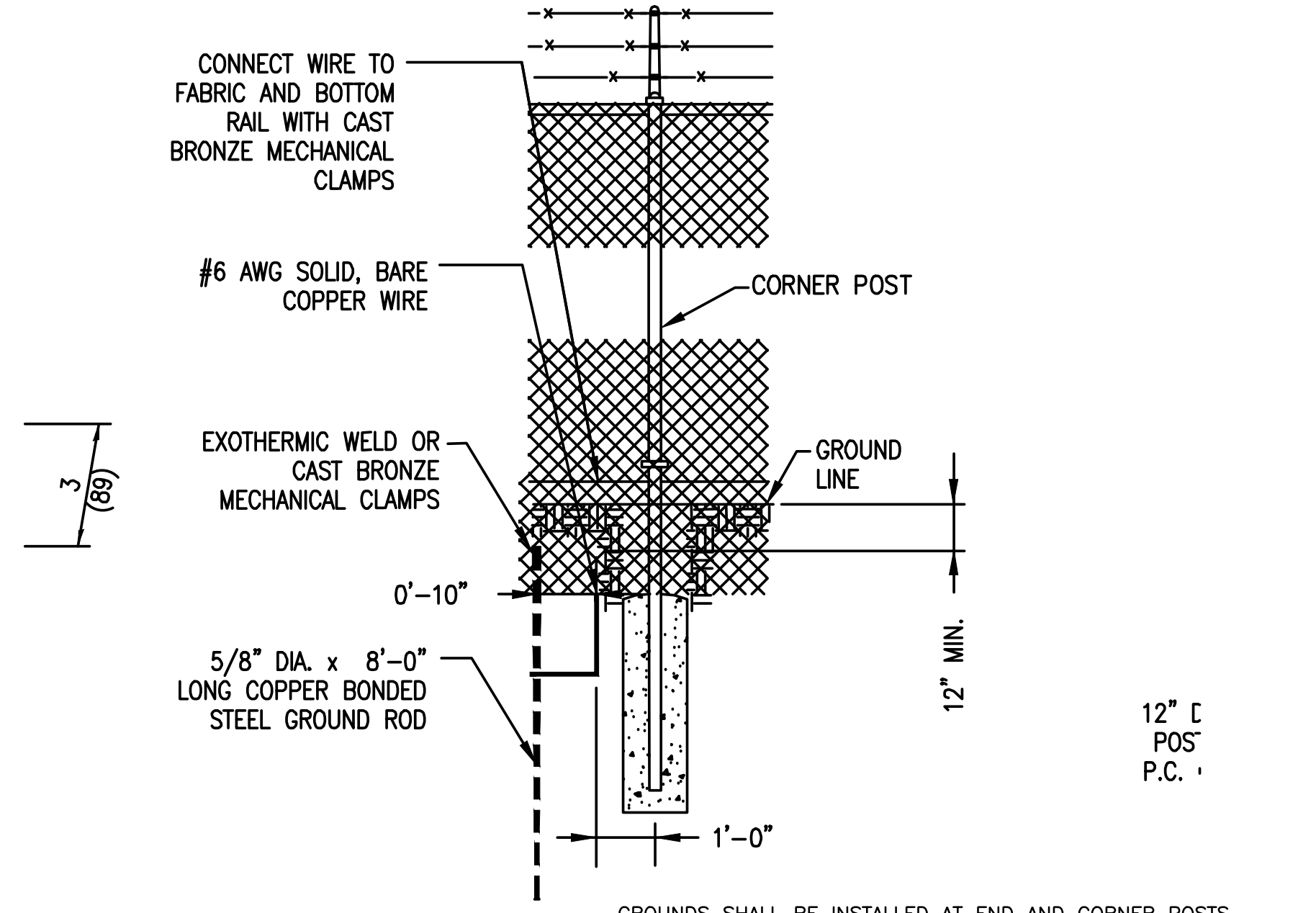
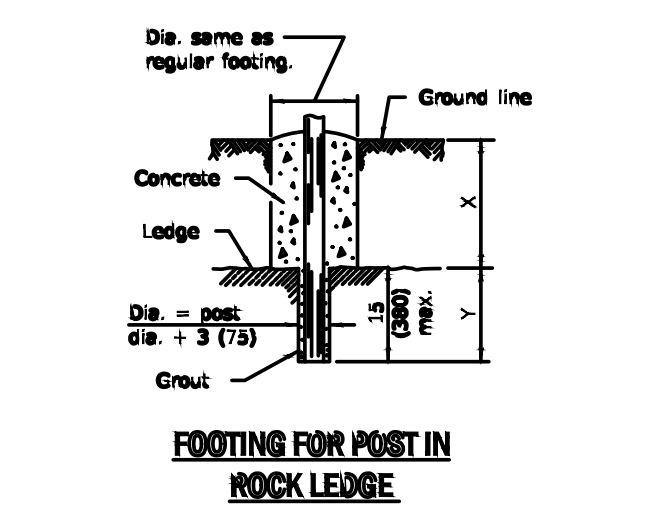
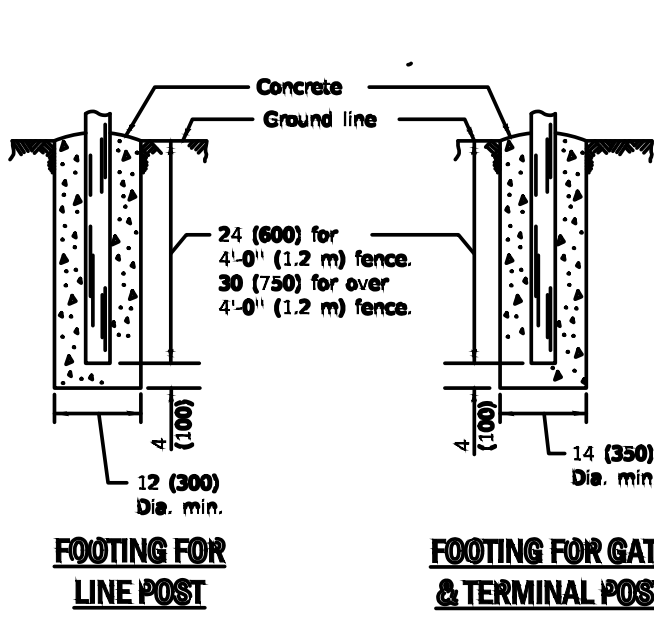
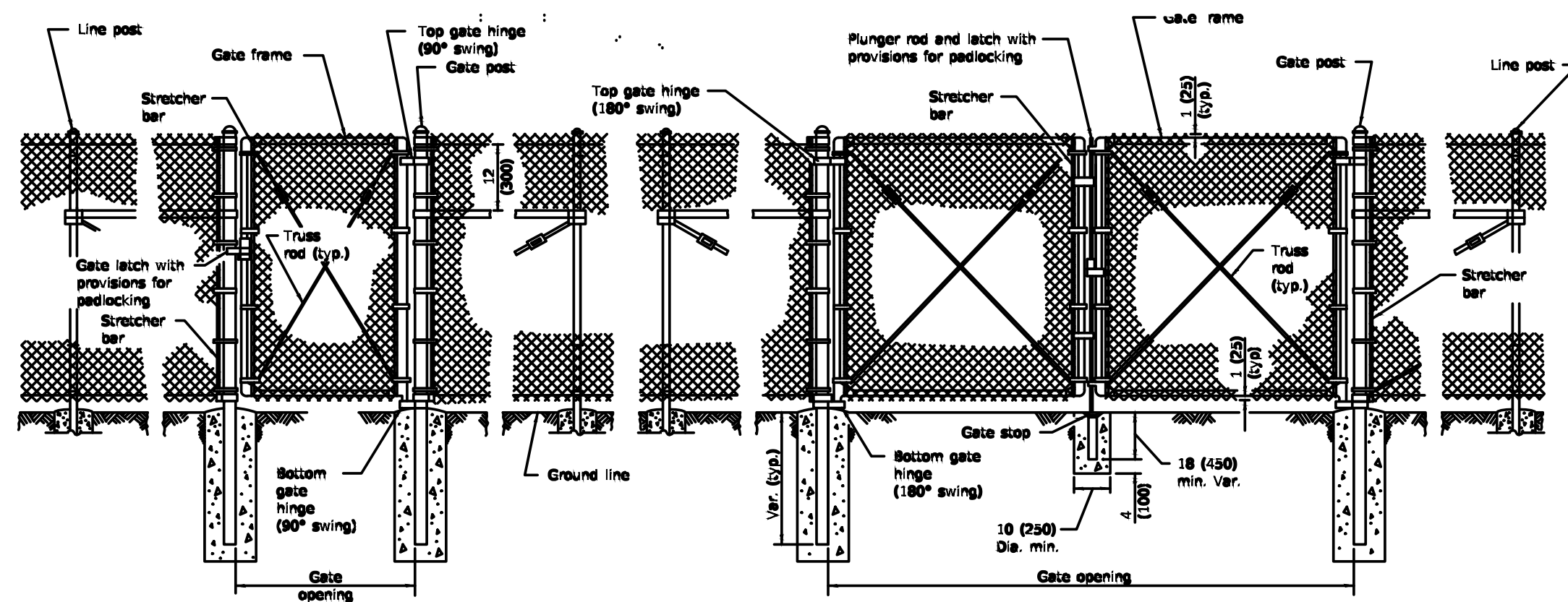
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Approved Drawing Number

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Drawn By

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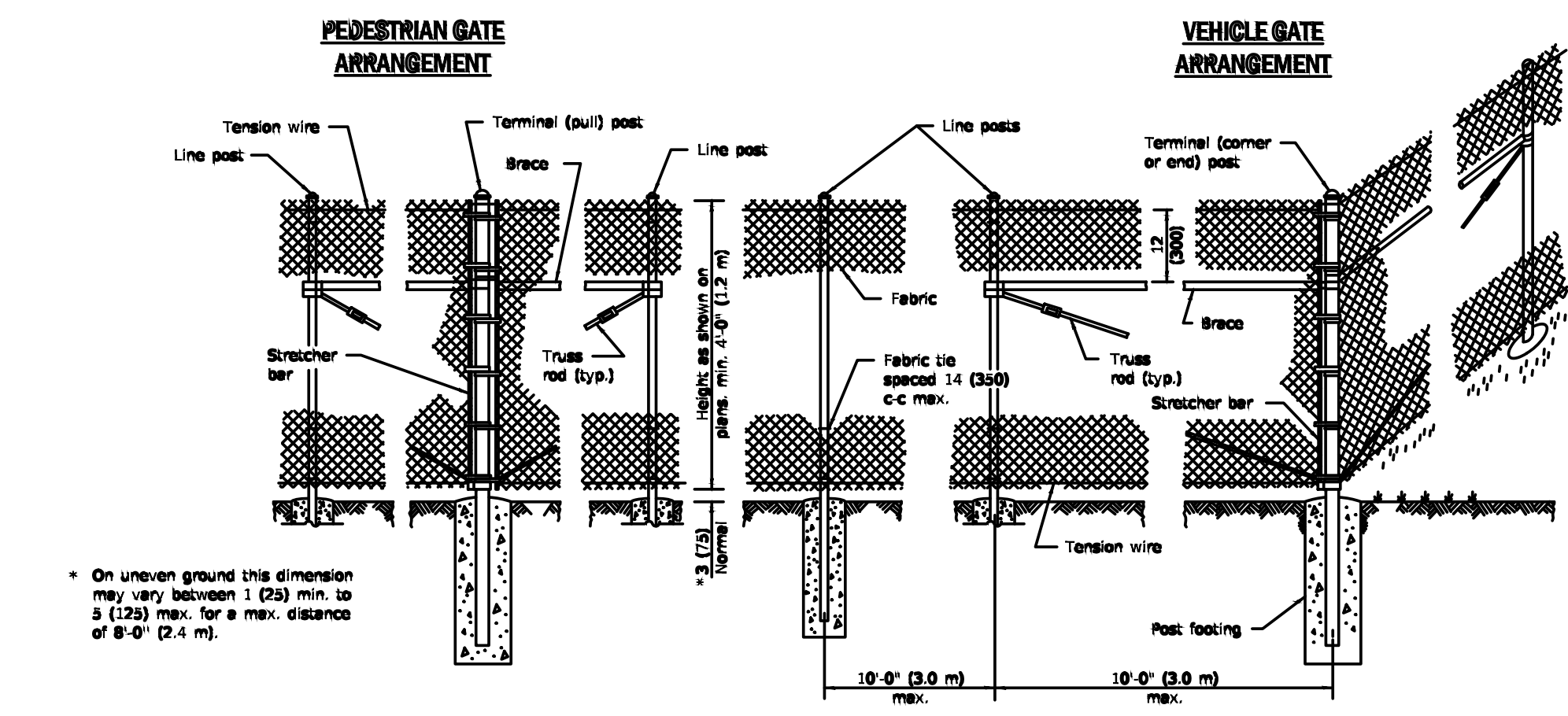
GENERAL NOTES
Pull posts shall be placed at locations determined by the Engineer. They shall be placed at 660 (200 m) intervals between posts to which the ends of the fabric are clamped or midway between such posts when the distance is less than 1320 (400 m) and greater than 660 (200 m).
X + Y shall not exceed 24 (600), 30 (750), or 36 (900), as applicable. When X is 9 (9 - 225), 15 (380), or 21 (525), then Y = 15 (375) and the post shall be shortened as required. When X exceeds 9 (225), 15 (380), or 21 (525), then Y shall be decreased correspondingly.
All dimensions are in inches (millimeters) unless otherwise shown.

PROTECTIVE ELECTRICAL GROUND

JUS FITTINGS SHALL BE GALVANIZED STEEL.

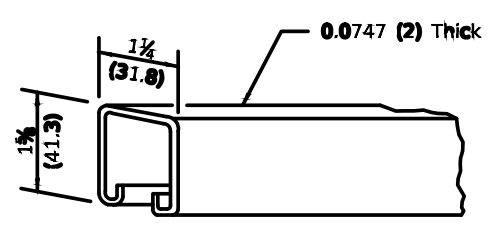
FENCING NOTES

- ALL FENCE, FABRIC, POSTS, GATES, TENSION WIRE, RODS, BRACES, ARMS, BARBED WIRE AND MISCELLANEOUS FITTINGS SHALL BE GALVANIZED STEEL.
- BARBED WIRE FOR FENCE AND GATES SHALL BE GALVANIZED STEEL.
- FENCE HEIGHT SHALL BE 6 FEET. GATE HEIGHT ABOVE GROUND LINE SHALL BE 6 FEET.
- PULL POSTS SHALL BE PLACED AT 660 FOOT INTERVALS BETWEEN CORNER OR END POSTS TO WHICH THE ENDS OF THE FABRIC ARE CLAMPED OR MIDWAY BETWEEN SUCH POSTS WHEN THE DISTANCE IS LESS THAN 1,320 FEET AND GREATER THAN 660 FEET.
- SONOTUBE TO BE USED FOR CASTING POST FOUNDATIONS IN WETLAND AREAS AND WHERE REQUIRED BY THE SOIL CONDITIONS TO PROVIDE A CONSTANT WIDTH FOOTING.
- SEE SPECIAL PROVISIONS.

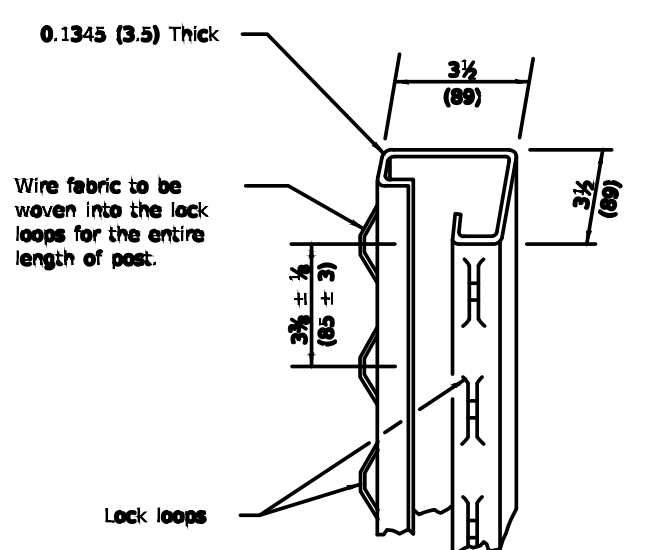


* On uneven ground this dimension may vary between 1 (25) min. to 3 (125) max. for a max. distance of 8'-0" (2.4 m).

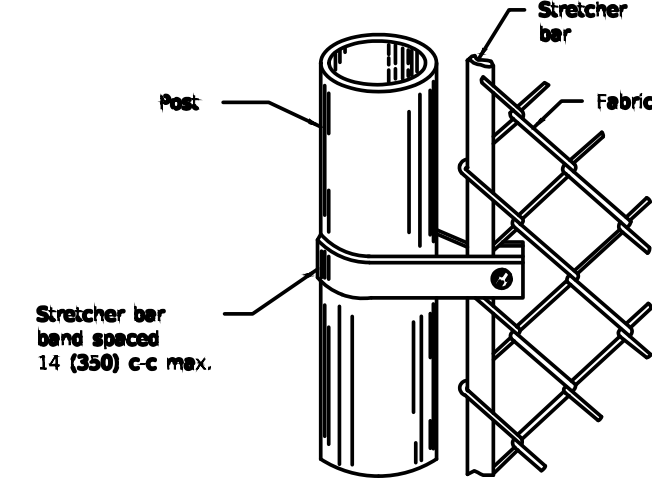
PULL POST ARRANGEMENT **LINE POST ARRANGEMENT** **CORNER OR END POST ARRANGEMENT**



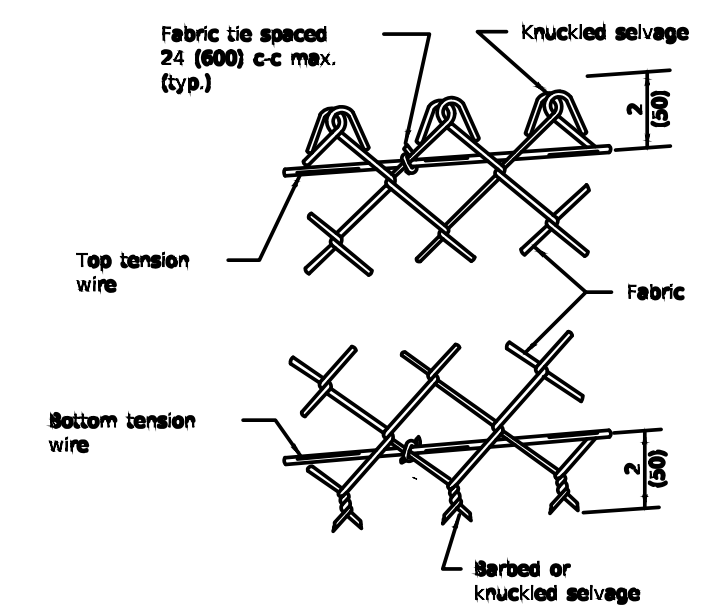
ROLL FORMED SECTION OF BRACE



ROLL FORMED SECTION OF TERMINAL & GATE POST



METHOD OF FASTENING STRETCHER BAR TO POST



METHOD OF TYING FABRIC TO TENSION WIRES

LINE POST	
Section	lbs./ft. (kg/m)
Pipe Type A 1.90 (48.3) O.D.	2.72 (4.05)
Pipe Type B 1.90 (48.3) O.D.	2.28 (3.39)
Pipe Type C 1.90 (48.3) O.D.	2.26 (3.36)
H 1.875x1.625 (47.6x41.3)	2.72 (4.05)
C	1.60 (2.38)
I	2.30 (3.42)

TERMINAL POST	
Section	lbs./ft. (kg/m)
Pipe Type A 2.375 (60.3) O.D.	3.65 (5.43)
Pipe Type B 2.375 (60.3) O.D.	3.11 (4.63)
Pipe Type C 2.375 (60.3) O.D.	3.09 (4.60)
Roll Formed 3 1/2 x 3 1/2 (89.0 x 89.0)	See detail
Sq. Tubing 2 1/2 x 2 1/2 (63.5 x 63.5)	4.32 (6.43)

HORIZONTAL BRACES	
Section	lbs./ft. (kg/m)
Pipe Type A 1.66 (42.2) O.D.	2.27 (3.38)
Pipe Type B 1.66 (42.2) O.D.	1.83 (2.72)
Pipe Type C 1.66 (42.2) O.D.	1.82 (2.71)
H 1.31x1.5 (33.3x38.1)	2.23 (3.35)
Roll Formed 1 1/2 x 1 1/2 (41.3x41.8)	See detail

GATE FRAMES	
Section	lbs./ft. (kg/m)
Pipe Type A 1.66 (42.2) O.D.	2.27 (3.38)
Pipe Type B 1.66 (42.2) O.D.	1.83 (2.72)
Pipe Type C 1.66 (42.2) O.D.	1.82 (2.71)

Gate Opening = ft. (m)		GATE POSTS *			
Single	Double	Pipe Type A Size (O.D.)	Sq. Tubing Size (kg/m)	Pipe Type B Size (O.D.)	kg/m (lbs./ft.)
Up to 4 (1.2)	Up to 8 (2.5)	2.375 (60.3)	3.65 (5.43)	2.375 (60.3)	3.11 (4.63)
Over 4 (1.2) to 8 (2.5)	Over 8 (2.5) to 16 (5.0)	2.875 (73.0)	5.78 (8.67)	2.875 (73.0)	4.64 (6.91)
Over 8 (2.5) to 12 (3.6)	Over 16 (5.0) to 24 (7.4)	3.5 (89.0)	7.58 (11.26)	3.5 (89.0)	5.707 (8.49)

* The 3 1/2 x 3 1/2 (89.0 x 89.0) roll formed section as detailed may be used as gate posts for single gate up to 8' (1.8 m) and double gate up to 12' (3.6 m).

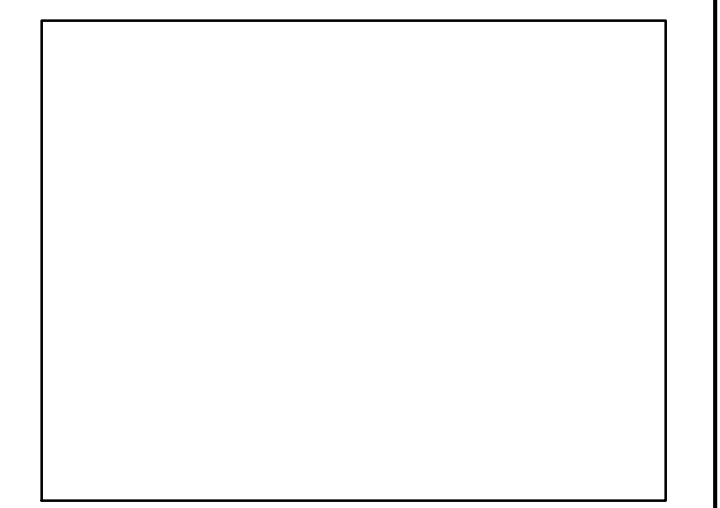
CHAIN LINK FENCE (IDOT STANDARD 664001-02)

No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

FENCING DETAILS

Sheet No.

Approved _____ Drawing Number _____

Checked _____

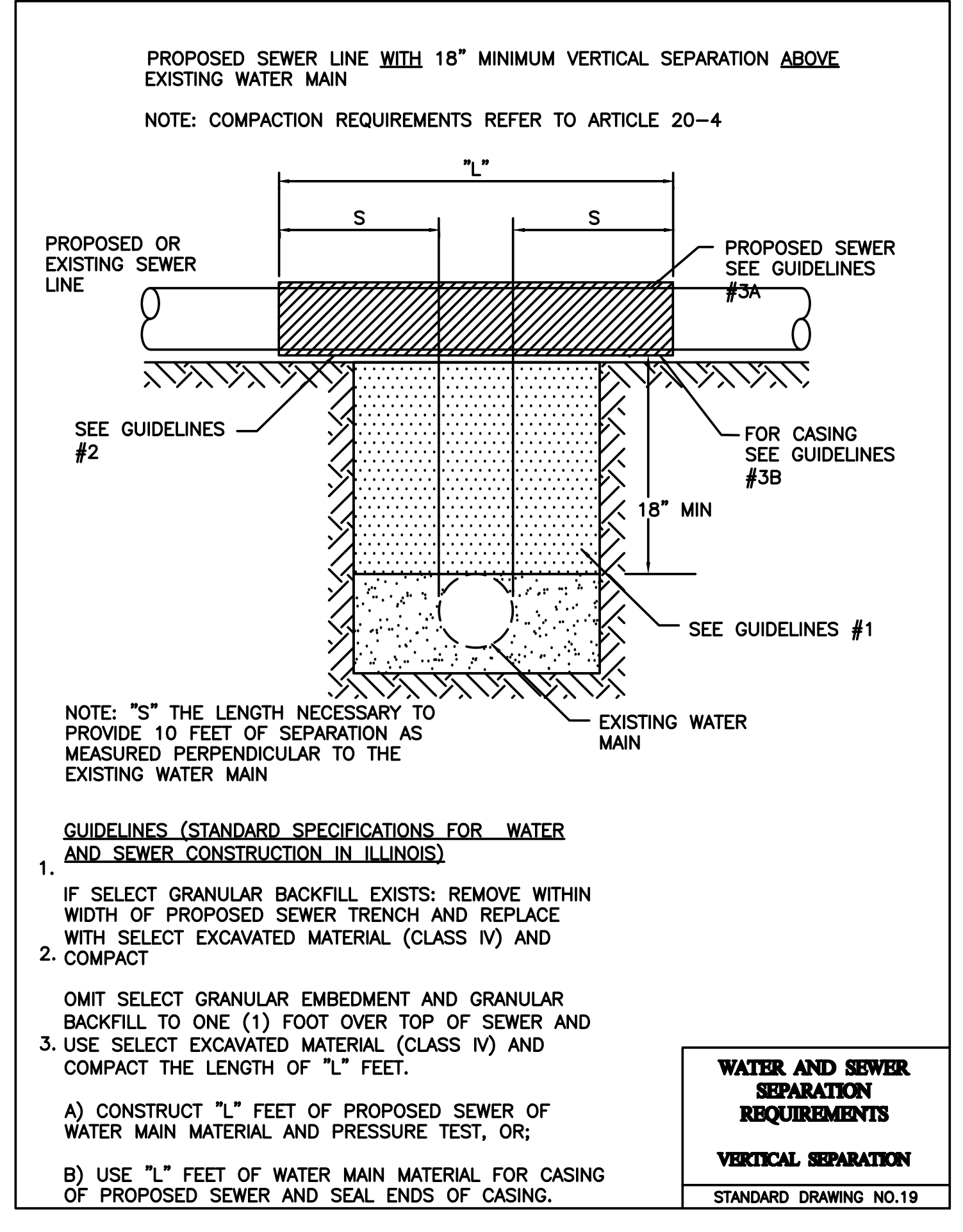
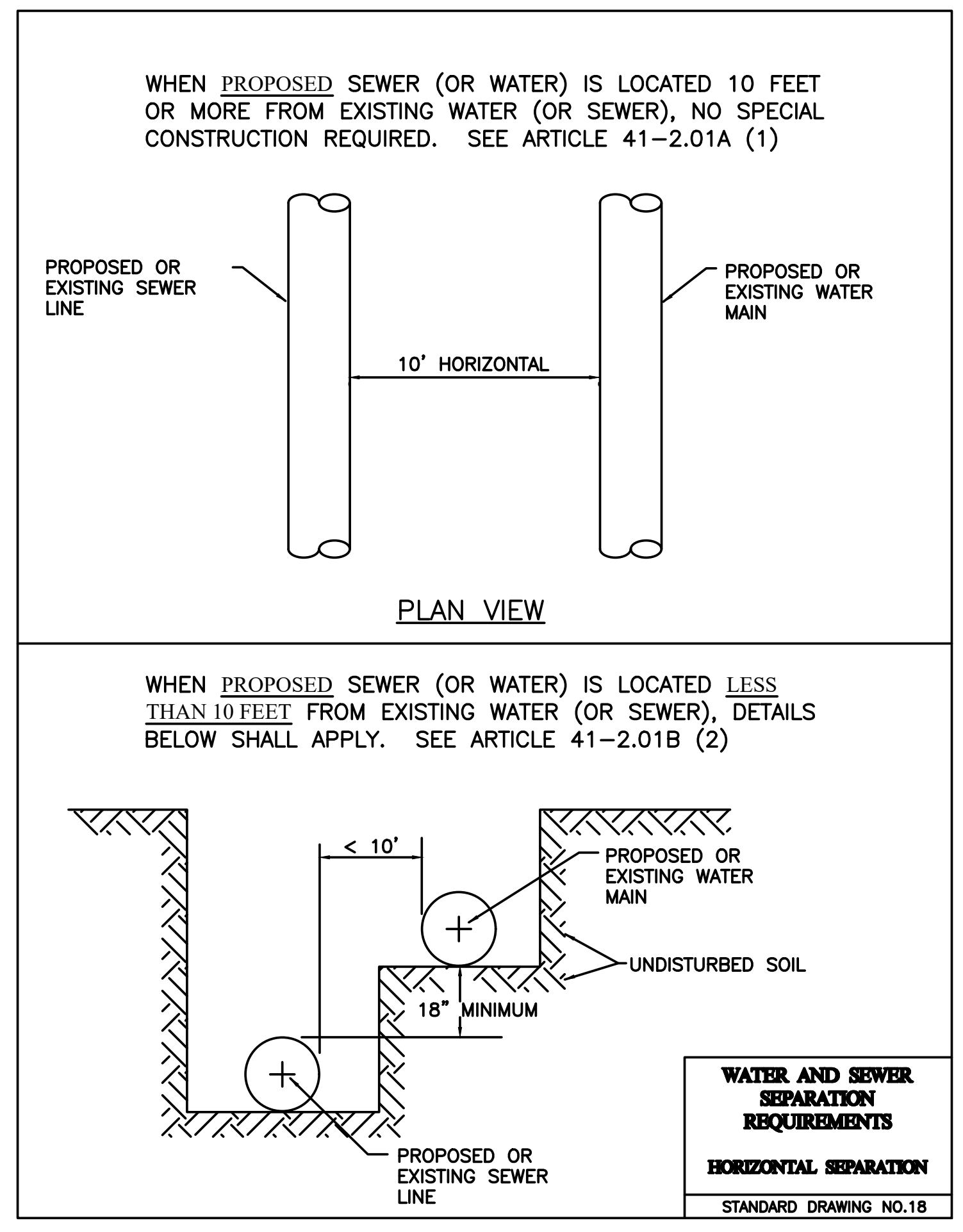
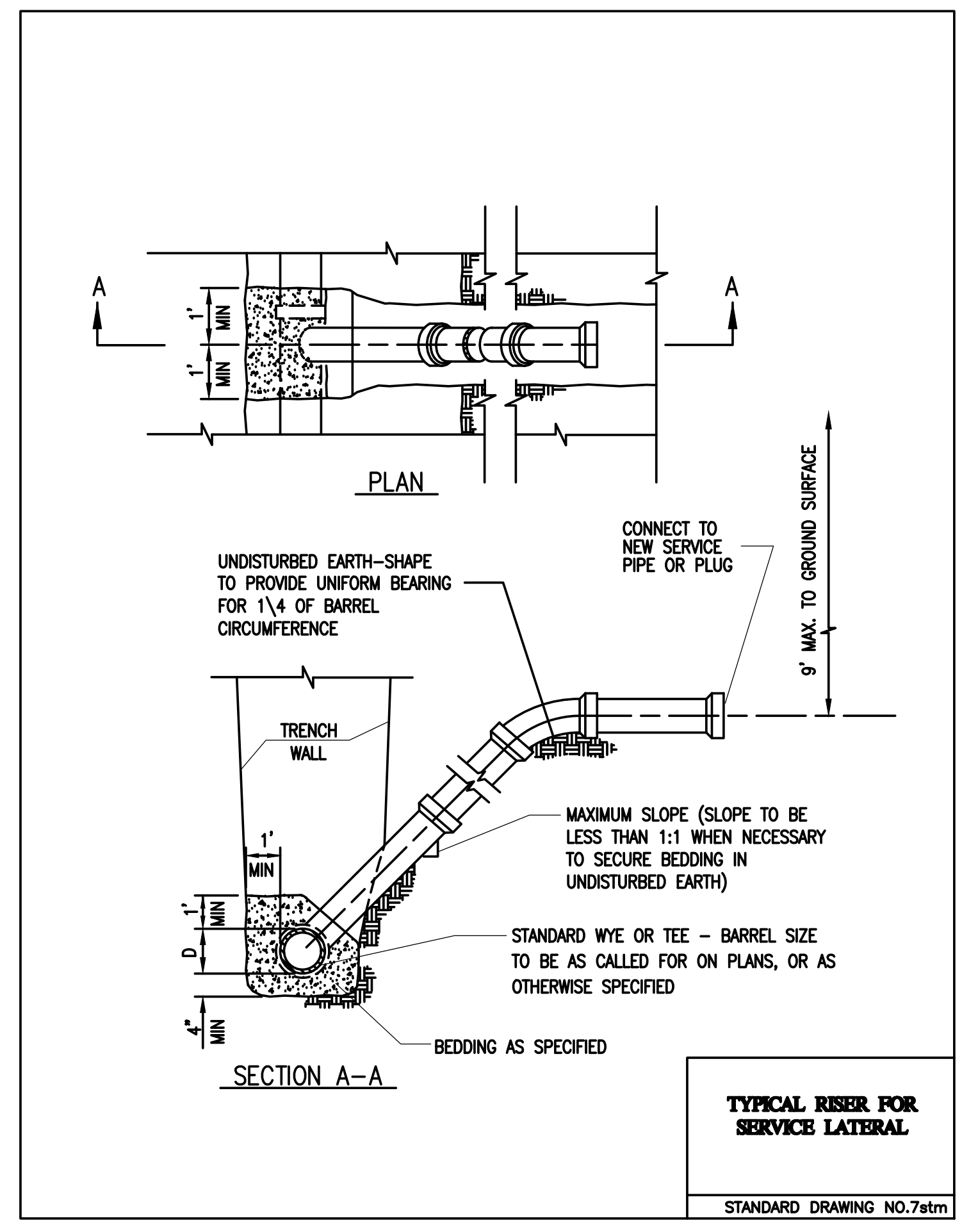
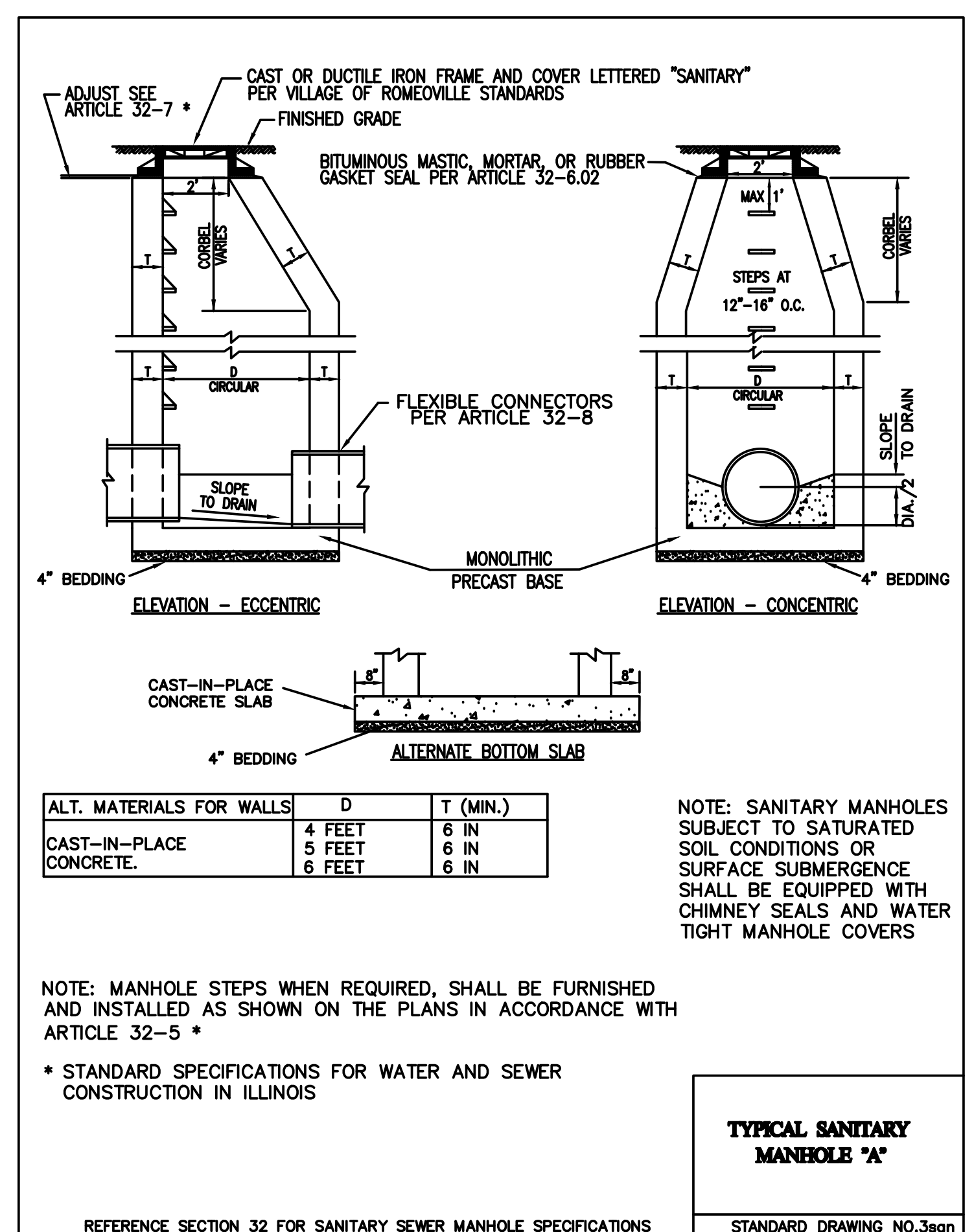
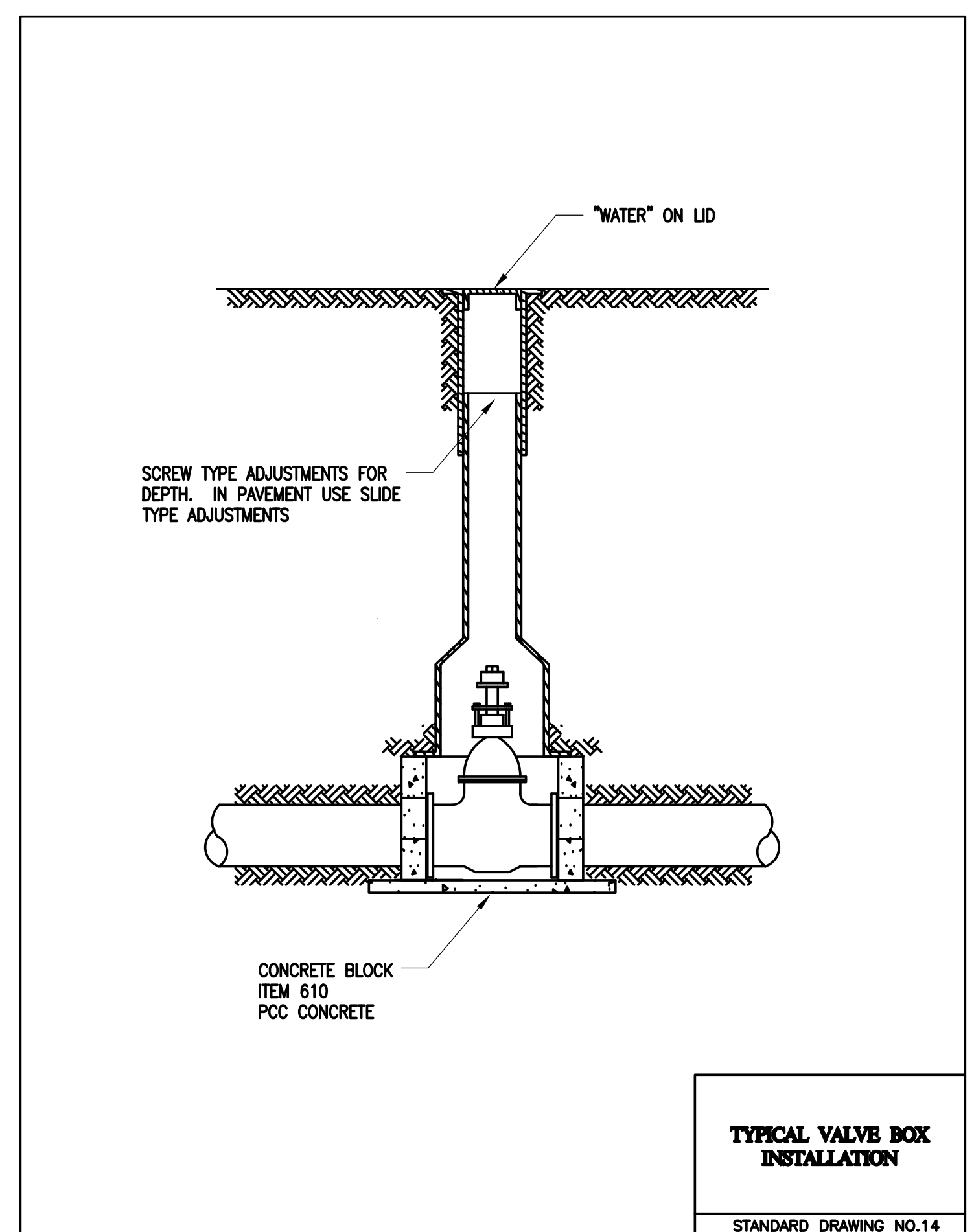
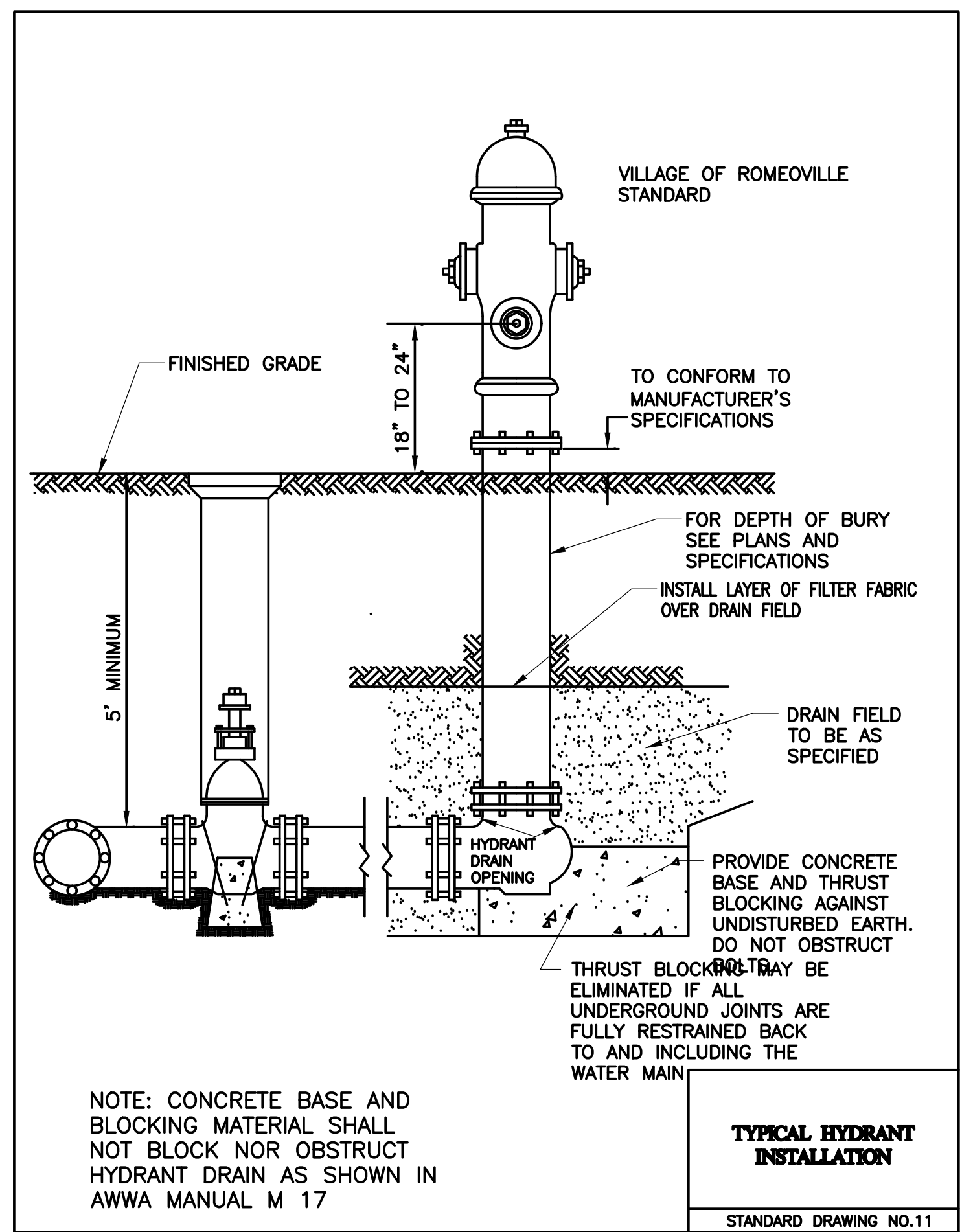
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 ELOT STYLE TABLE - CTB
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SEAL

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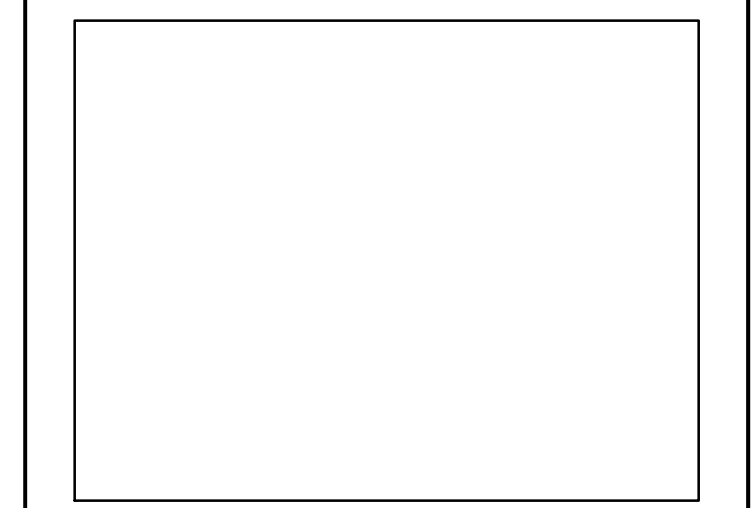
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Issues

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
 SBGP No: 3-17-SBGP-144
 BCM No: LE055



Drawing Title

SANITARY AND WATER UTILITY DETAILS

Sheet No.

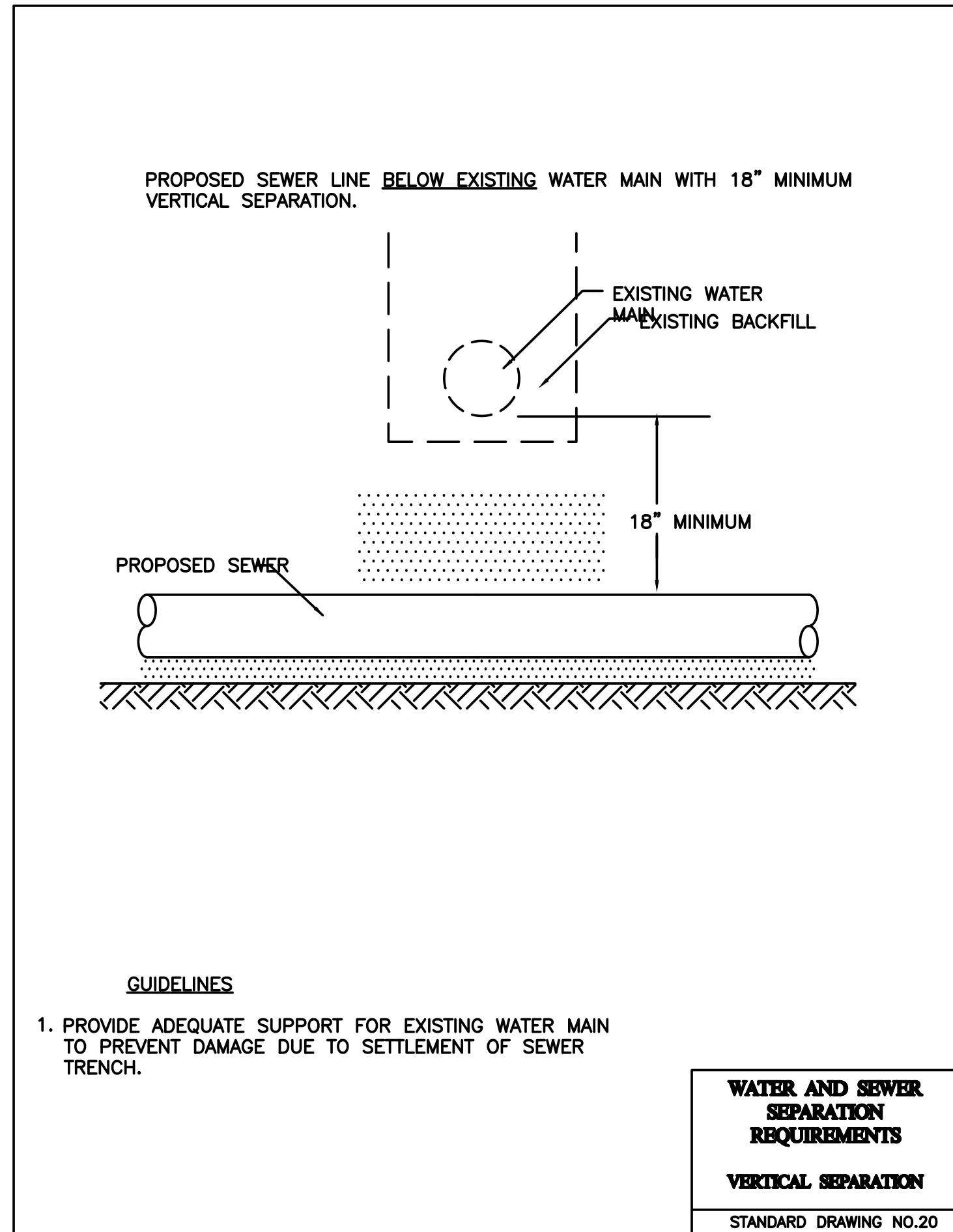
Approved Drawing Number

Checked

Drawn By

C13.2

Structure	Station	Offset		Rim El.	Invert. El.		Pipe Pay Length	Size	Slope %
SANITARY MH-100	7+38	152.22	RT	669.00					
					659.31	SW	290'	6"	0.50%
SANITARY MH-200	4+29	93.43	RT	668.31					
					657.86	S	6'6"	6"	



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A

B

C

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
 SBGP No: 3-17-SBGP-144
 BCM No: LE055



Drawing Title

SANITARY AND WATER UTILITY DETAILS

Sheet No.

Approved Drawing Number

Checked

C13.3

Drawn By

SEAL

NOTES

1. ALL BENDS SHALL BE IN GALVANIZED RIGID STEEL DUCT BANK
2. ALL DUCT SHALL BE 30" BELOW FINISHED GRADE MEASURED FROM TOP OF PVC DIRECT BURY OR TOP OF CONCRETE ENCASEMENT FOR CONCRETE ENCASED.

MOVE POWER CIRCUIT CONNECTIONS AND CONNECT NEW LIGHTING EXTENSION IN NEW 4'X4' ELECTRICAL HANDHOLE FOR RECONNECTION

(2) ONE-WAY CONCRETE ENCASED SPLIT DUCTS. CONSTRUCT ADJACENT TO ELECTRIC LINE AND AT A LOWER DEPTH TO MAINTAIN SERVICE

LOWERED PRIMARY CABLES BY OTHERS. CONSTRUCT CONCRETE ENCASED DUCT PRIOR TO LOWERING OF CABLES

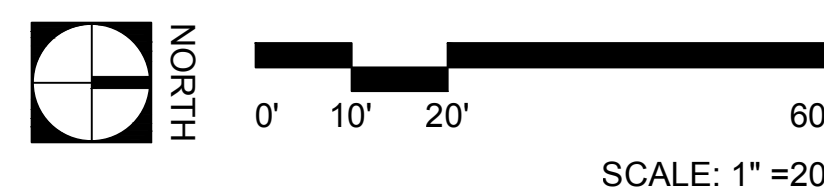
EXTEND DUCT TO PRIMARY SIDE OF EXISTING TRANSFORMER PAD. COST INCIDENTAL TO ELECTRICAL DUCT.

PROTECTION, ITEM AR801013

***SEE DRAWING C14.0 FOR NOTES.**

LEGEND

- PROPOSED 2-WAY PVC DUCT DIRECT BURY, ATCT DATA AND CONTROLS
- PROPOSED PVC DUCT DIRECT BURY, ATCT DATA
- PROPOSED ROADWAY LIGHTING (SEE DRAWING C15.0 FOR DETAILS)
- ▭ PROPOSED CONCRETE ENCASED DUCT (SEE PLANS FOR DETAILS)
- M PROPOSED ELECTRICAL MANHOLE 4' PAY ITEM AR110714
- H PROPOSED ELECTRICAL HANDHOLE AR110610



No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No. LOT-4619
SBGP No. 3-17-SBGP-144
BCM No. LEO55

Drawing Title

ELECTRICAL UTILITY PLAN

Sheet No.

Approved Drawing Number

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C14.1

Drawn By

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3-PH FEEDTHRU COMPT TR PAD - ESS 2 11 12

C5293.1	TRANSFORMER		SECONDARY CONDUIT CONFIGURATIONS (24)				ESTIMATING DATA	
	KVA	MIN SEC VOLTAGE	3 1/2" CONDUIT		4" CONDUIT		REINFORCING BARS (FT)	CONCRETE (CU YD)
			MAX NUMBER	MAX NUMBER	MAX NUMBER	MAX NUMBER		
A	75	150 240	208/120	480/277	6	6	180	0.75
			208/120	240/120	9	9	180	0.75
B	500	750	208/120	240/120	16	12	240	2.80
			480/277	99			240	2.80

PRESSING TABLE (18)		
ITEM	TOOL & DIE	NO. OF CRIMPS
	D	
	U-O	3
	U-E	3

NOTES:

APPLICATION

- THIS STANDARD SHALL BE USED TO INSTALL VEHICULAR BARRIERS.

SUPPLEMENTARY MATERIAL

- 1 EACH BAG OF CONCRETE WILL REQUIRE APPROXIMATELY 3 QTS CLEAN WATER.

INFORMATION

- 11 THIS TYPE OF BARRIER SHOULD BE USED WHERE DAMAGE TO EQUIPMENT, CUBICLES, OR POLE BY A VEHICLE IS PROBABLE.

12 OTHER TYPES OF BARRIERS MAY BE USED UPON APPROVAL OF REGIONAL ENGINEERING OR DISTRIBUTION STANDARDS DEPARTMENT. A

- 13 INSTALL BARRIERS BEFORE TRANSFORMER OR SWITCHGEAR IS IN PLACE.

- 14 THIS IS A MINIMUM DIMENSION. ADJUST DIMENSION IF NECESSARY TO PROVIDE ADEQUATE CLEARANCE FOR OPENING EQUIPMENT DOORS.

- 15 PLACE CENTER BARRIER IN LINE WITH DOOR MIDPOST.

- 16 BARRIERS NOT REQUIRED ON SIDE WHERE EQUIPMENT FACES A BUILDING OR OTHER STRUCTURE WHICH RESTRICTS TRAFFIC.

C5293.A

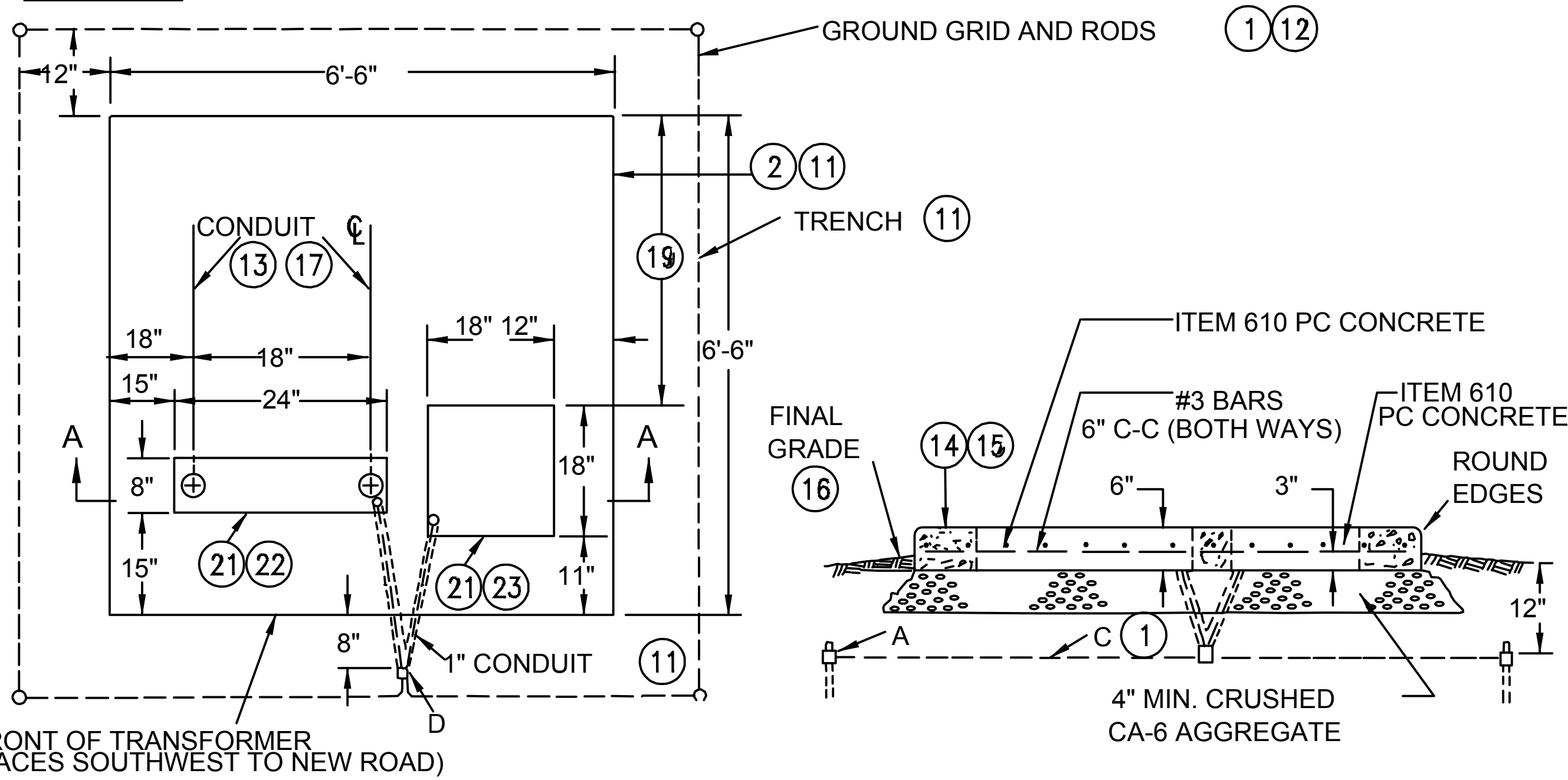
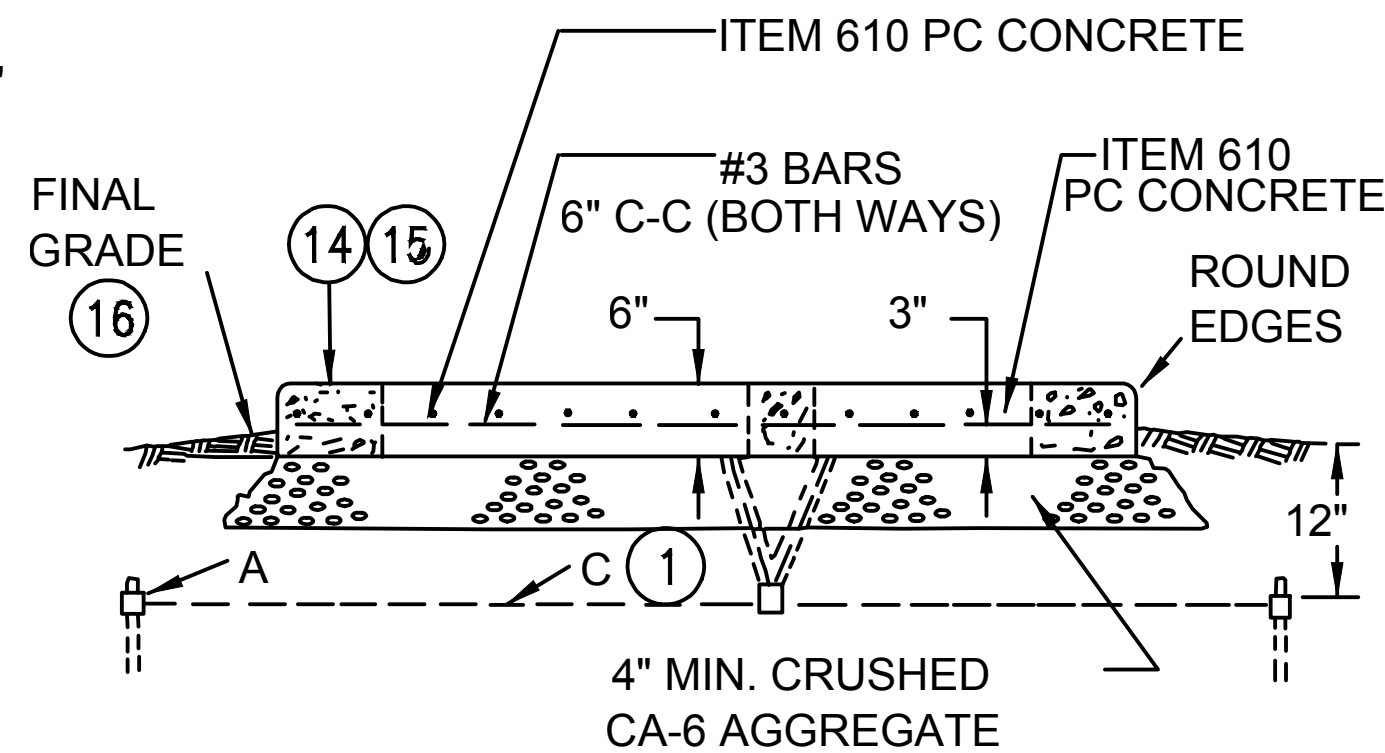
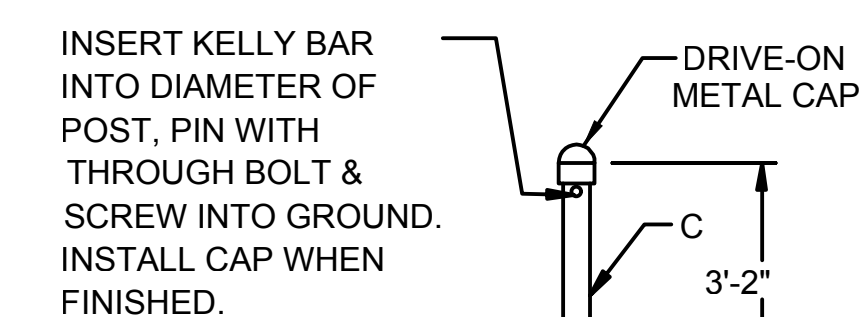
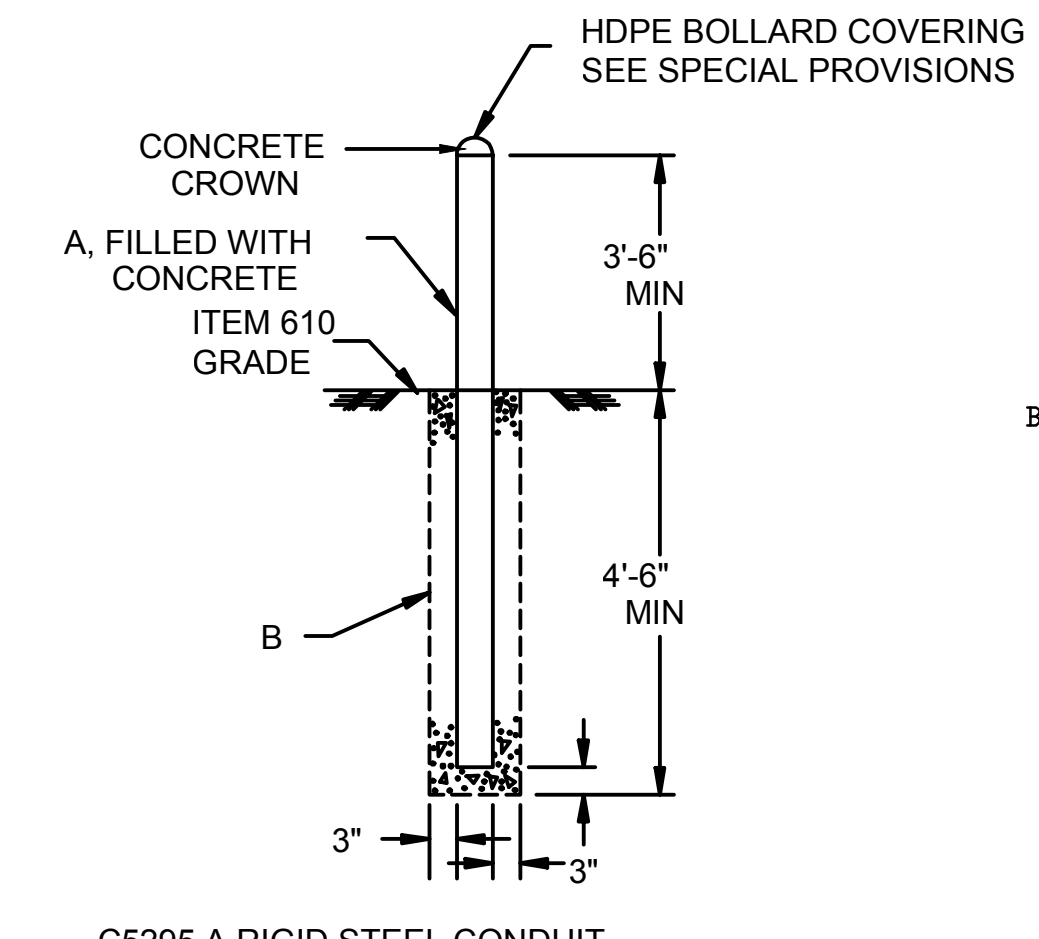
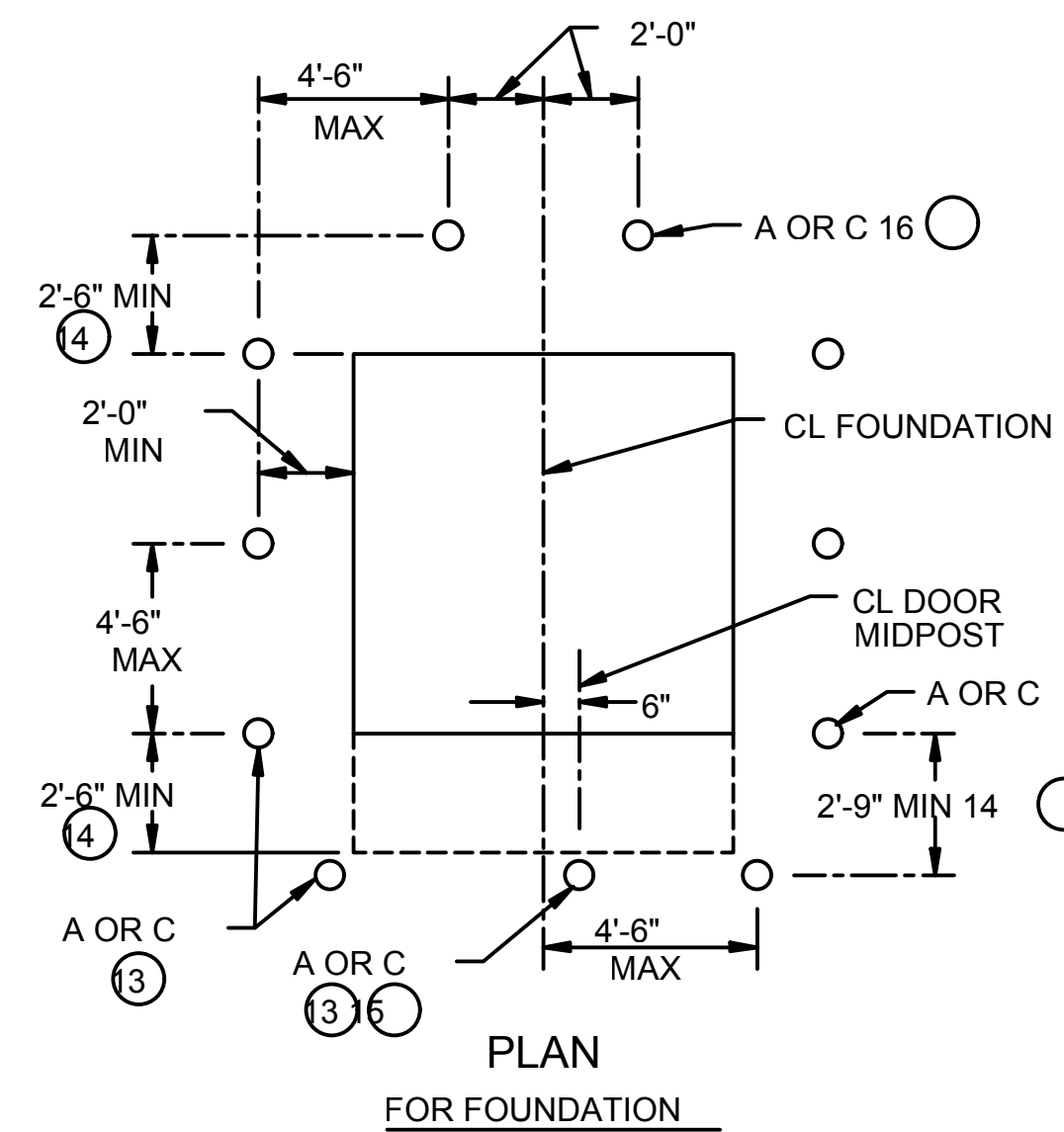
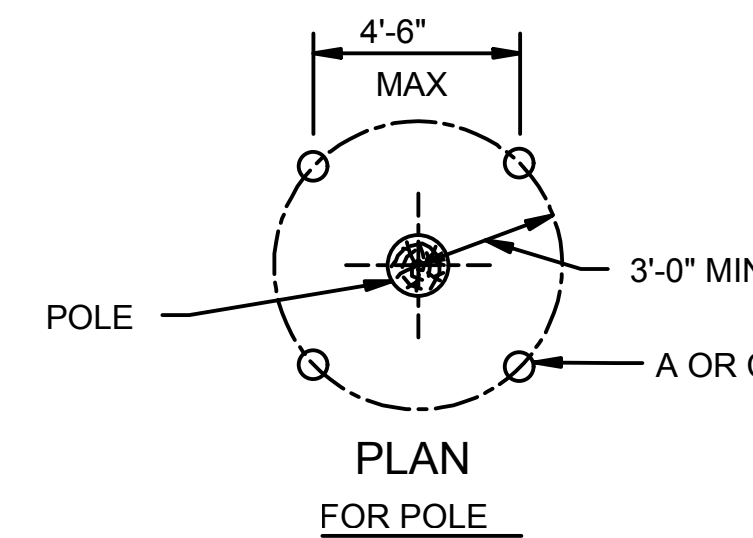


FIG. 1



SECTION A-A

* MATERIAL SHOWN FOR ONE BARRIER



PROTECTION BOLLARD
(SEE SPECIAL PROVISIONS)

NOTES:

APPLICATION

- THIS STANDARD SHALL BE USED FOR THE INSTALLATION OF AN ELECTRIC SERVICE STATION FOUNDATION AS DESCRIBED IN "ComEd's GENERAL TERMS AND CONDITIONS".

SUPPLEMENTARY MATERIAL

- 1 WHEN BARE LEAD COVERED CABLES ARE LOCATED OR PLANNED WITHIN 200 FEET, OMIT ITEM "C" AND REPLACE WITH 1/0 LEAD CLAD COPPER CONDUCTOR (CATID 0000360809). SPECIFY STAINLESS STEEL GROUND RODS PER C8550.CG0.
- 2 PRECAST ALTERNATIVES TO THIS POURED DESIGN ARE AVAILABLE INCLUDING UTILITY CONCRETE PRODUCTS; OLD CASTLE INFRASTRUCTURE.

INFORMATION

- 11 THE CUSTOMER TO INSTALL THE TRANSFORMER FOUNDATION, 1 INCH CONDUITS, AND TRENCH FOR ComEd GROUND WIRE.
- 12 ComEd to PROVIDE, INSTALL, AND TEST THE GROUND WIRE AND RODS.
- 13 AFTER PRIMARY AND SECONDARY CONDUITS ARE IN PLACE, BACKFILL WITH SCREENINGS, SAND, OR FINE EXCAVATED MATERIAL. COMPACT THOROUGHLY BEFORE POURING FOUNDATION.
- 14 CONCRETE TO BE IN ACCORDANCE WITH THE LATEST EDITION OF THE APPLICABLE ACI CODE AND AIR ENTRAINED. IT SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI AT 28 DAYS. AIR ENTRAINMENT SHALL BE 4 TO 7 PERCENT OF THE VOLUME OF CONCRETE.

- 15 TOP OF FOUNDATION TO BE SMOOTH AND LEVEL.
- 16 GRADE AWAY FROM FOUNDATION. FINAL GRADE SHALL BE WELL DRAINED AT ALL TIMES.
- 17 PRIMARY AND SECONDARY CONDUIT MUST COME THROUGH FOUNDATION IN DESIGNATED AREAS. DEVIATIONS FROM THE DESIGN AS SHOWN MUST HAVE ComEd APPROVAL.
- 18 SEE C7723 FOR BURNDY-HUSKY DIE SET CROSS REFERENCE.
- 19 DO NOT PLACE CONDUITS UNDER THIS SECTION OF FOUNDATION IF AVOIDABLE.
- 20 DO NOT DISTURB GROUND IN FOUNDATION AREA MORE THAN NECESSARY WHEN INSTALLING CONDUIT.
- 21 TERMINATE PRIMARY AND SECONDARY CONDUITS FLUSH WITH TOP OF FOUNDATION.
- 22 BOX OUT PRIMARY CONDUIT OPENING.
- 23 BOX OUT SECONDARY CONDUIT OPENING.
- 24 MAXIMUM NUMBER OF CONDUITS IS BASED UPON NUMBER OF TERMINATIONS ALLOWED ON SECONDARY TERMINAL.
- 25 CONSULT SPILL PREVENTION, CONTROL AND COUNTERMEASURES (SPCC) PROGRAM OR ENVIRONMENTAL SERVICES IF TOTAL OIL CAPACITY EQUAL TO OR EXCEEDING 1320 GALLONS EXISTS OR IS PLANNED AT ESS SITE.
- 26 ALL STEEL REINFORCEMENT, GROUND RODS AND CABLING, AND AGGREGATE CUSHION SHALL NOT BE MEASURED SEPARATELY BUT INCIDENTAL TO CONCRETE UTILITY PAD.

CONCRETE UTILITY PAD
(SEE SPECIAL PROVISIONS)

No.	Description	By	Chk.	App.	Date

RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

IDA No. LOT-4818

SBG No. 3-17-SBGP-TBD

Drawing Title

ELECTRICAL UTILITY DETAILS

Project No. Date Client Number

Approved Drawing Number

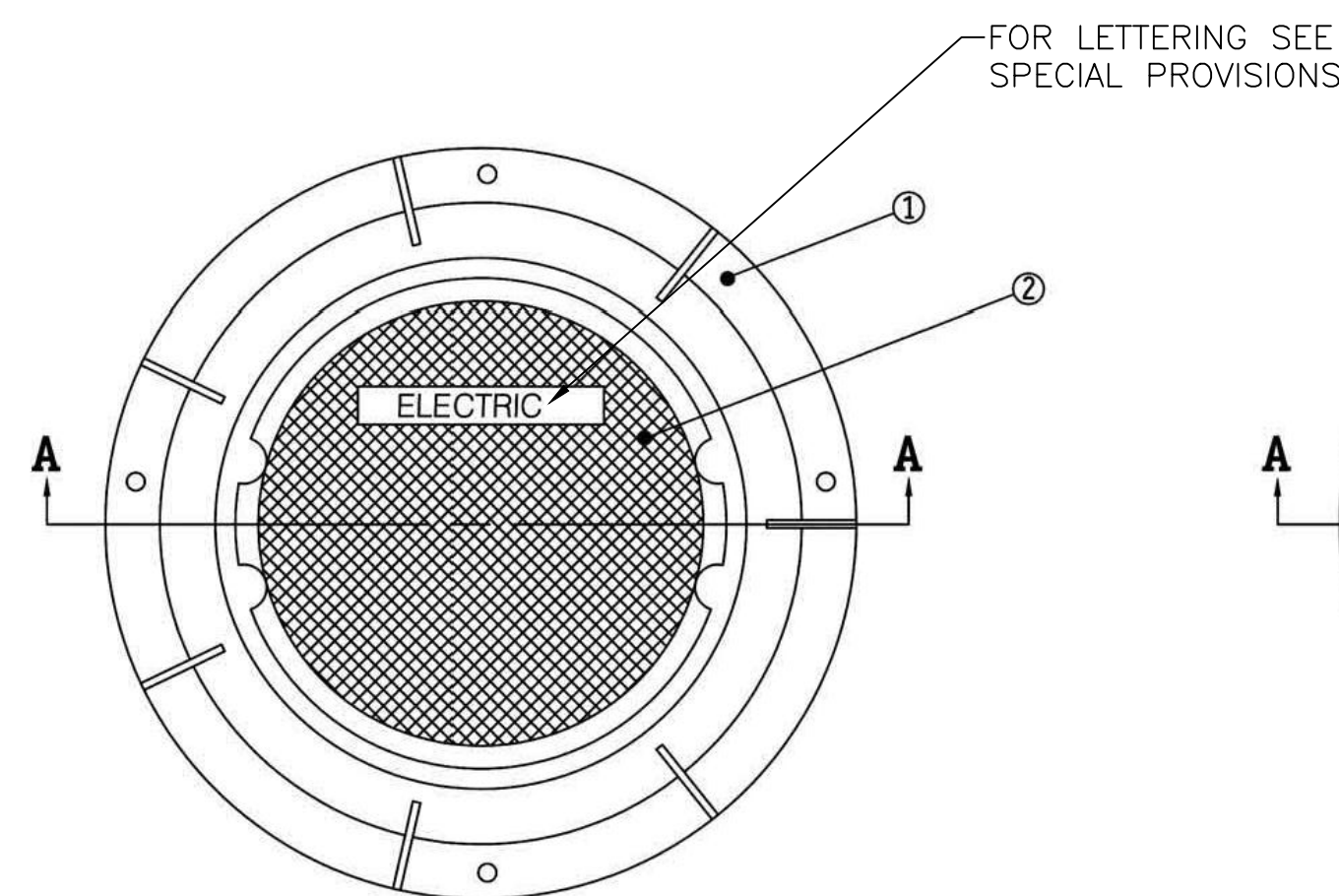
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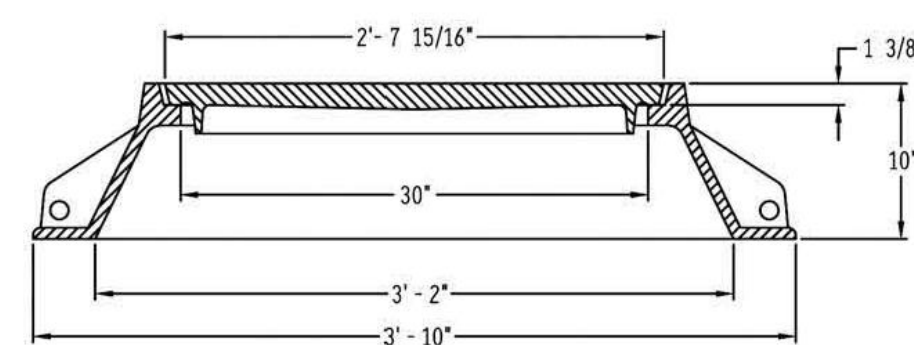
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30SBC	30"Ø SHALLOW LETTERED "COMMUNICATION"
30SBE	30"Ø SHALLOW LETTERED "ELECTRIC"
30BC	30"Ø STANDARD LETTERED "COMMUNICATION"
30BE	30"Ø STANDARD LETTERED "ELECTRIC"

BILL OF MATERIALS		
Item	Description	Quantity
1	FRAME	1
2	COVER	1

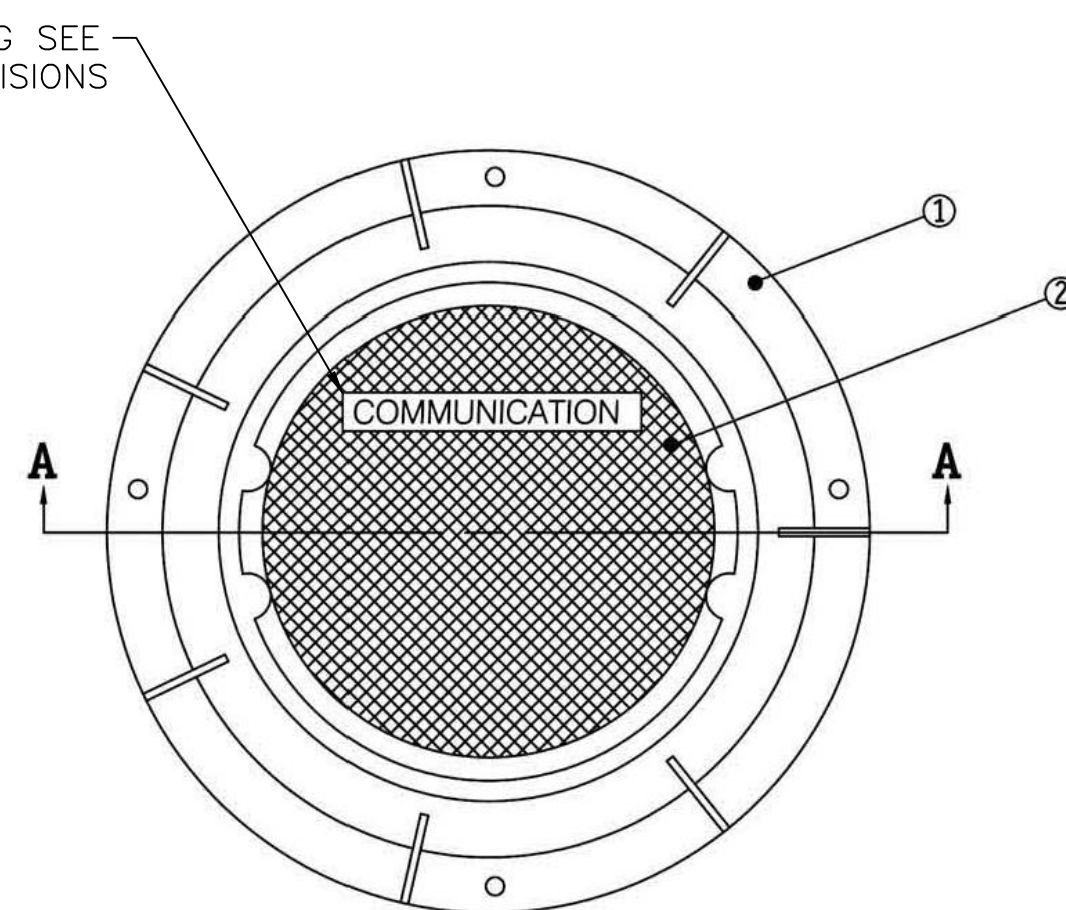
SPECIFICATIONS	
GRAY IRON:	MANUFACTURED FROM IRON CONFORMING TO ASTM A-48 CLASS 35B
DESIGN CRITERIA:	MEETS AASHTO HS-20
SPECIAL ORDER OPTIONS:	LETTERING, SECURITY BOLTS, GASKETING, DUCTILE IRON LIDS
WEIGHT:	30"Ø SHALLOW 590# 30"Ø STANDARD 651#



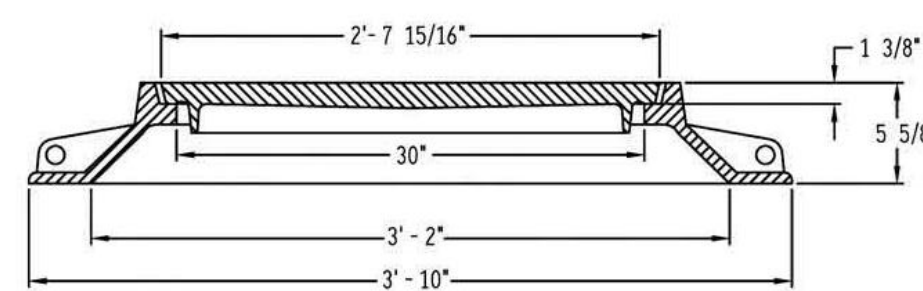
PLAN VIEW



30B STANDARD FRAME & COVER
SECTION A-A



PLAN VIEW



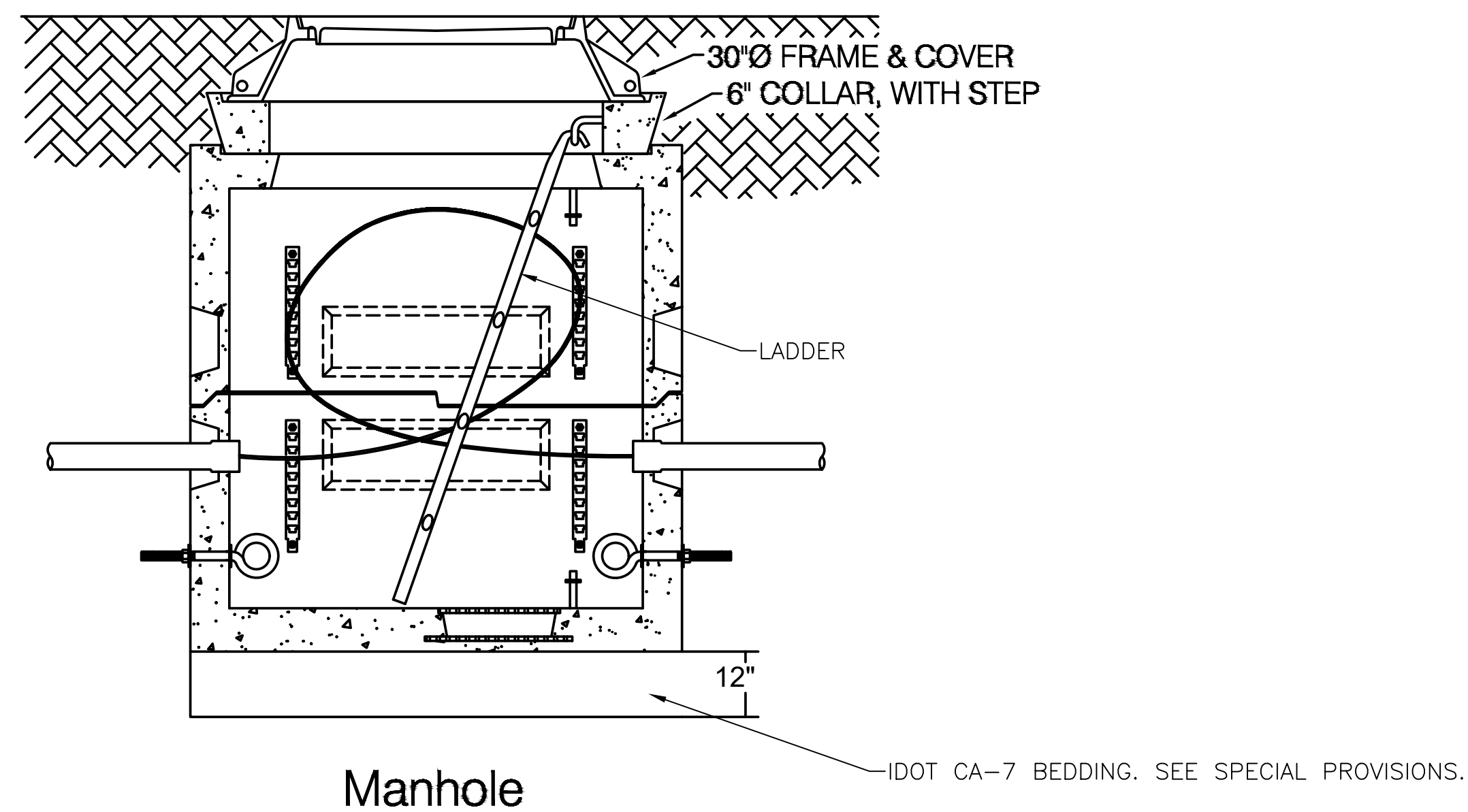
30SB SHALLOW FRAME & COVER
SECTION A-A

30" Ø STANDARD FRAME AND COVER

Get the Precast Advantage!

NOTE:
SEE SPECIAL PROVISIONS FOR REQUIRED LETTERING ON FRAME COVER.

Typical Installation

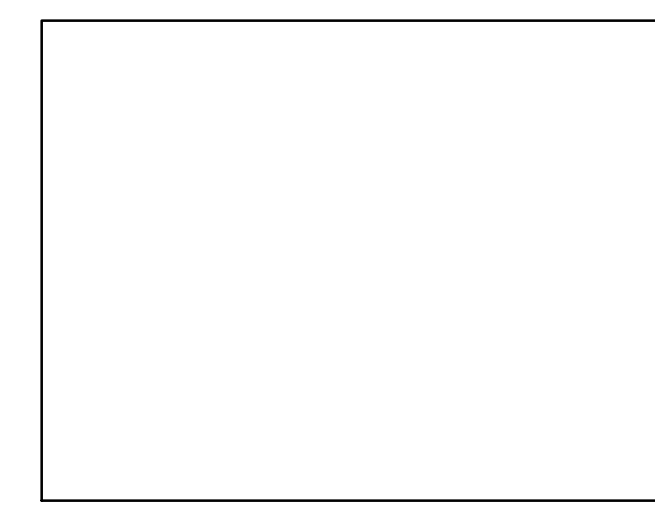


Manhole

No.	Description	By	Chk.	App.	Date
Issues					

RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R – PHASE 2

IDA No: LOT-4818
 SBG No: 3-17-SBGP-TBD



Drawing Title
ELECTRIC UTILITY DETAILS

Project No. _____ Date _____ Client Number _____

Approved _____ Drawing Number _____

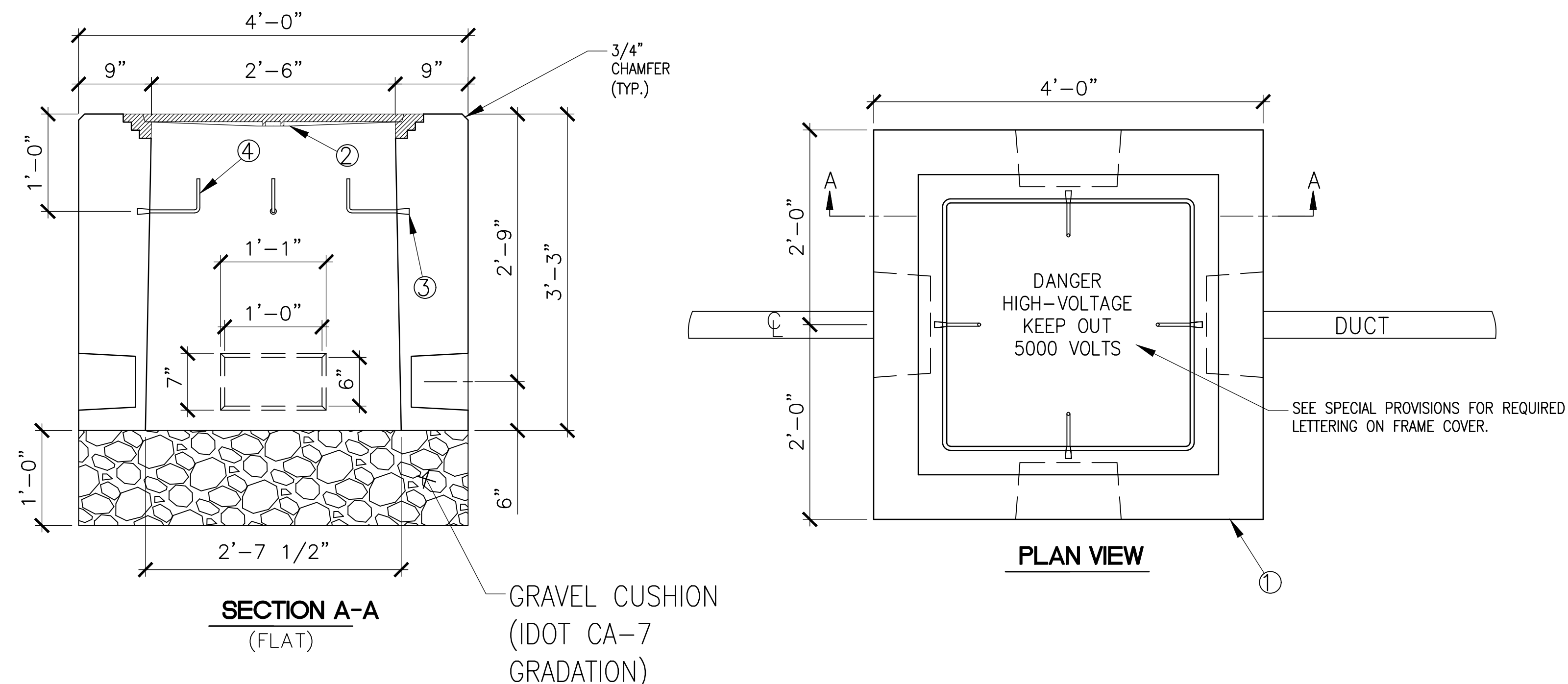
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C14.5

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 PRINTER/COPY: PRIMERACAD00 lineweight.ctb
 OCE 2020 plotter.pc3
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SEAL



HANDHOLE NOTES:

- LIDS FOR LOW VOLTAGE HANDHOLES (CONTAINING CIRCUITS RATED 600 VOLTS AND BELOW) SHALL BE LABELED "LOW VOLTAGE" OR "0V - 600V ELECTRIC". LIDS FOR HIGH VOLTAGE HANDHOLES CONTAINING AIRFIELD LIGHTING SERIES CIRCUIT WIRING SHALL BE LABELED "DANGER HIGH VOLTAGE KEEP OUT 5000 VOLTS" TO COMPLY WITH NEC ARTICLE 300.45 "WARNING SIGNS" AND NEC ARTICLE 314.30(D) "COVERS". COORDINATE LETTERING WITH MFR. HANDHOLES PROVIDED WITH THE WRONG LIDS SHALL HAVE THE LIDS REPLACED WITH THE CORRECT LIDS AT NO ADDITIONAL COST TO THE CONTRACT.
- ELECTRICAL HANDHOLE, FRAME & LID SHALL BE CAPABLE OF WITHSTANDING MINIMUM 40,000 POUND LOADS. FRAME & LID SHALL BE NEENAH CATALOG NO. R-6662-PH FRAME AND LID, EAST JORDAN IRON WORKS CAT NO. 8213 FRAME AND COVER, OR APPROVED EQUAL.
- REINFORCEMENT SHALL BE #6 BARS AT 6" CENTERS BASE & WALLS EACH WAY.
- CONCRETE SHALL BE 5000 PSI AT 28 DAYS.
- HANDHOLES SHALL BE PRECAST. PRECAST MANUFACTURERS MUST BE ON THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT) APPROVED LIST OF CERTIFIED PRECAST CONCRETE PRODUCERS.
- COORDINATE INSTALLATION OF HANDHOLES WITH RESPECTIVE FINISHED GRADE ELEVATION.
- ALL CORING, INTERFACE, AND LABOR ASSOCIATED WITH CONDUIT, DUCT, CABLE IN UNIT DUCT, AND/OR CABLE ENTRIES WILL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE HANDHOLE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- GRAVEL CUSHION SHALL BE INCIDENTAL TO HANDHOLE.
- HANDHOLES WILL BE PAID FOR UNDER ITEM AR110610 ELECTRICAL HANDHOLE PER EACH.

PARTS LIST (PER EACH)		
ITEM	DESCRIPTION	QUANTITY
1	PRECAST CONCRETE JUNCTION BOX	1
2	CAST IRON FRAME & COVER; NEENAH FOUNDRY COMPANY CAT. NO. R-6662-PH OR APPROVED EQUAL. WITH CONCEALED HINGE COVER. LETTERING AS SHOWN.	1
3	3/8" PLASTIC THREADED INSERT	4
4	3/8" Ø GALVANIZED CABLE HOOK	4
5	4T LIFTING ANCHORS	4

SPECIFICATIONS

CONCRETE: 5,000 P.S.I. @ 28 DAYS, 5%-8% ENTRAINED AIR, PC/SI IDOT CLASS

DESIGN CRITERIA: PRECAST VERSION OF ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD NO. RL 03-07 LIGHT AND HEAVY DUTY JUNCTION BOXES.

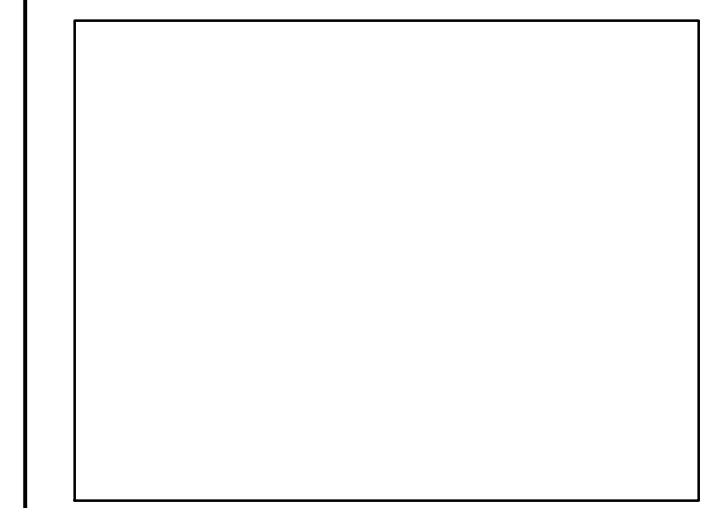
WEIGHT: APPROX. 4,990# FLAT TOP

ELECTRIC HANDHOLE
(NOT TO SCALE)

No.	Description	By	Chk.	App.	Date
Issues					

RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

IDA No: LOT-4818
SBG No: 3-17-SBGP-TBD



Drawing Title
ELECTRIC UTILITY DETAILS

Project No. _____ Date _____ Client Number _____

Approved _____ Drawing Number _____

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C14.6

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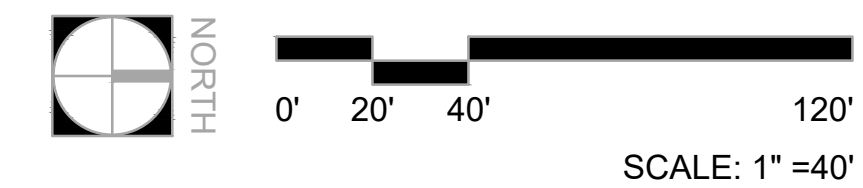
SHEET NOTES:

1. ALL NEW LIGHTING FIXTURES SHALL BE FED FROM EXISTING CONTROLLER AND SHALL REUSE EXISTING CIRCUITS.
2. EXISTING STREET LIGHTING CONTROLS AND SERVICE SHALL REMAIN. CONTRACTOR TO PRESERVE AND PROTECT.
3. REFER TO SHEET C15.1 FOR FIXTURE SCHEDULE WITH LIGHTING FIXTURE AND LIGHT POLE SPECIFICATIONS.
4. COORDINATE EXISTING UTILITIES AND SYSTEMS. INSTALL UNIT DUCT AND BOXES TO CLEAR UNDERGROUND UTILITIES/PIPING. SEE SHEET C14.0 AND C14.1 FOR ADDITIONAL INFORMATION.
5. ALL BRANCH CIRCUIT FEEDERS SHALL BE PROVIDED WITH SEPARATE GROUNDING CONDUCTORS.
6. ALL BRANCH CIRCUIT WIRES SHALL BE ROUTED IN UNIT DUCT, BEHIND CURB/APRON UNLESS NOTED OTHERWISE.
7. CIRCUIT NUMBERS SHOWN FOR REFERENCE ONLY. CONNECT NEW LIGHTING FIXTURES TO EXISTING 30A ACTIVE ROADWAY LIGHTING CIRCUITS. CIRCUITS ARE FED FROM EXISTING PANEL AND CONTROLLER AT INTERSECTION OF RENWICK RD AND GEORGE J. MICHAS DR. CONTRACTOR TO VERIFY EXACT CIRCUIT NUMBERS USED IN FIELD.
8. EXISTING LIGHTING CONTROLLER CONSISTS OF A PHOTOCELL WITH MANUAL OVERRIDE INSTALLED AT THE PANEL.
9. REFER TO DETAIL 4 ON SHEET C15.2 FOR LIGHT FIXTURE LOCATION

KEYED NOTES:

- 1 DISCONNECT AND REMOVE EXISTING LIGHT FIXTURE, LIGHT POLE, AND POLE FOUNDATION TAGGED AS 'ER'. SEE SPECIAL PROVISIONS.
- 2 EXISTING WIRING AND UNIT DUCT TO REMAIN.
- 3 EXISTING UNIT DUCT AND WIRING TO POLE #13.
- 4 REMOVE EXISTING WIRING BACK TO EXISTING LIGHT POLE #15. EXTEND UNIT DUCT TO NEW HANDHOLE. PROVIDE 3#6, 1#8GND, IN EXISTING UNIT DUCT TO NEW HANDHOLE. CONNECT NEW WIRING TO EXISTING CIRCUITS IN POLE #14.
- 5 INTERRUPT STREET LIGHTING CIRCUITS AT THIS LOCATION. PROVIDE NEW HANDHOLE AND USE FOR INTERRUPTION, SPLICING, AND RE-ROUTING AS NEEDED. REFER TO HANDHOLE DETAIL 3 ON SHEET C15.2.
- 6 EXISTING STREET LIGHTING TO REMAIN. PRESERVE AND PROTECT.
- 7 PROVIDE LIGHT POLE AND CONCRETE BASE FOR EVERY FIXTURE TYPE F1 AS SHOWN ON PLAN. REFER TO DETAILS 1 & 2 ON SHEET C15.2.
- 8 PROVIDE 3#6, 1#8GND, IN 2" UNIT DUCT PLOWED OR IN TRENCH. MARK UNUSED CONDUCTOR "FOR FUTURE USE" IN ALL HANDHOLES THEN CAP AND FUTURE USE CONDUCTOR AT LAST POLE. SEE DETAILS 1 & 2 ON SHEET C15.3.
- 9 UNIT DUCT TO BE ROUTED IN CONCRETE ENCASED DUCT WHEN RUN UNDER ROADWAY. SEE SHEET C14.0 AND C14.1 FOR ADDITIONAL INFORMATION.

LOAD CALCULATION FOR EXISTING 30A 480V/1P LIGHTING CIRCUIT:	
EXISTING LOAD:	4617VA
NEW LOAD:	1197VA
TOTAL:	5814VA = 12.1A



FILENAME/LOCATION: PA\2020\20200112\01\A02 DESIGN PHASE\1\ DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\C15.0 - ROADWAY LIGHTING PLAN.DWG
 PLOTTED BY: JACK RICE
 DATE PLOTTED: 9/15/2020 11:04 AM
 DATE SAVED: 9/15/2020 12:22 AM
 PLOT DEVICE DRIVER: OCE 2020 ploter.pc3
 PLOT STYLE TABLE: CTB
 PRINTER/COPY: PRIMERA2000 lineweight.ctb
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No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055

Drawing Title

ROADWAY LIGHTING PLAN

Sheet No.

Approved Drawing Number

Checked

Drawn By

C15.0

SEAL

LIGHTING FIXTURE SCHEDULE

TAG	DESCRIPTION	MANUFACTURER	MODEL	DRIVER TYPE	LAMP TYPE	CCT	MIN CRI	VOLTAGE	FIXTURE WATTS	DELIVERED LUMENS	MOUNTING	LOCATION / REMARKS
F1	LED ARM MOUNT ROADWAY LUMINAIRE IP66 RATED, 0% UPLIGHT AND RESTRICTED BACKLIGHT, PROVIDED WITH HANDHOLE AT BASE OF SQUARE POLE.	AMERICAN ELECTRIC LIGHTING OR ENGINEER APPROVED EQUAL	AUTOBAHN SERIES ATB2 ATB2-40BLEDE13-480-R3-UMS-XX-NR	INTEGRAL	-	4000K		480	171	19,462	ARM MOUNT POLE	8" HORIZONTAL ARM
P1	STEEL LIGHT POLE, SQUARE TAPERED, SHAFT CAP, POWDER COATED OVER GALVANIZING, PRE-DRILLED HOLES FOR MOUNTING ARM, HANDHOLE AT BASE, FULL STEEL BASE COVER	VALMONT STRUCTURES OR ENGINEER APPROVED EQUAL	STS / DS220-713E350-D1-PC-VP57-DB-FBC-AB	-	-	-	-	-	-	-	-	DARK BRONZE FINISH 5 YEAR FINISH WARRANTY METAL BASE COVER REQUIRED STEEL GALVANIZED PRIOR TO COATING

- REFER TO SPECIFICATIONS FOR ADDITIONAL LIGHTING FIXTURE REQUIREMENTS.
- CONTRACTOR RESPONSIBLE FOR COORDINATION OF BOLT PATTERNS AND HARDWARE REQUIRED TO INSTALL LIGHTING FIXTURES ONTO CONCRETE BASES AS REQUIRED.
- ALL DIMENSIONS LISTED ABOVE ARE NOMINAL SIZES. SLIGHT VARIATIONS IN SHAPE OR SIZE WILL BE CONSIDERED BASED ON THE PROJECT REQUIREMENTS.
- REFER TO CIVIL AND LANDSCAPE PLANS FOR MOUNTING/ORIENTATION, AND OTHER SURFACE CONSTRUCTION MATERIALS.
- ALL FIXTURES SHALL BE UL LISTED.
- ALL FIXTURES SHALL BE UL LISTED FOR EXTERIOR APPLICATIONS. WET LOCATION, EXTREME TEMPERATURES.

DEMOLITION NOTES

- EXISTING ELECTRICAL EQUIPMENT THAT IS NOTED TO BE REMOVED IS TO REMAIN AS THE PROPERTY OF THE OWNER AFTER THE REMOVAL. EXISTING ELECTRICAL EQUIPMENT BEING REMOVED THAT THE OWNER DOES NOT WISH TO RETAIN SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE REMOVED FROM THE PREMISES AND DISPOSED OF PROPERLY.
- LOCATION AND QUANTITY OF EXISTING EQUIPMENT, DEVICES, RACEWAYS, ETC., SHALL BE FIELD VERIFIED.
- THE CONTRACTOR SHALL PROTECT THE EXISTING FACILITY OUTSIDE OF AREA OF WORK AND EXERCISE CARE NOT TO DAMAGE ANY EXISTING CONSTRUCTION TO REMAIN. ALL WORK DAMAGED BY THE CONTRACTOR SHALL BE RESTORED SO AS TO MATCH EXISTING ADJACENT SURFACES IN ALL RESPECTS AND AS APPROVED BY THE OWNER. ANY SUCH CORRECTIVE WORK SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE OWNER.
- COORDINATE ALL DEMOLITION WORK WITH THE OWNER PRIOR TO THE START OF WORK.
- REMOVAL PAID UNDER ITEM 910905.

GENERAL DEMOLITION LEGEND

- EX - EXISTING ELECTRICAL EQUIPMENT (DEVICE) TO REMAIN IN SERVICE.
 ER - EXISTING ELECTRICAL EQUIPMENT (DEVICE) TO BE DISCONNECTED AND REMOVED.

GENERAL NOTES:

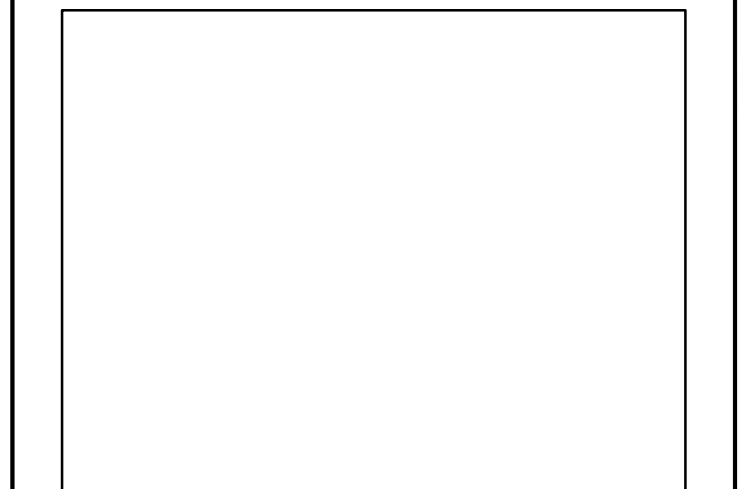
- ALL ELECTRICAL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS AND ALL OTHER DRAWINGS RELATED TO THE PERFORMANCE OF THE WORK. ALL WORK TO CONFORM WITH AIRPORT STANDARDS AND APPLICABLE CODES.
- THE CONTRACTOR RESPONSIBLE FOR THE EXECUTION OF THIS WORK SHALL BECOME THOROUGHLY FAMILIAR WITH THE PROJECT SPECIFICATIONS BEFORE COMMENCING ANY WORK. THE PROJECT SPECIFICATIONS ARE DRAWINGS FORM THE BASIS OF THIS CONTRACT REQUIREMENTS AND INCLUDE THE TYPE AND THE BASIS OF THIS CONTRACT REQUIREMENTS AND INCLUDED THE TYPE AND GRADE OF MATERIALS TO BE INSTALLED, EQUIPMENT TO BE FURNISHED, THE MANNER BY WHICH TO BE INSTALLED AND WHERE TO BE LOCATED. IN THE MANNER BY WHICH TO BE INSTALLED AND WHERE TO BE LOCATED. IN THE EVENT OF A CONFLICT BETWEEN THE PROJECT SPECIFICATIONS AND DRAWINGS, SPECIFICATIONS GOVERN UNLESS THE ENGINEER DIRECTS OTHERWISE.
- THE CONTRACTOR SHALL CHECK CAREFULLY ALL CONSTRUCTION DRAWINGS AND SPECIFICATIONS THAT ARE PART OF THIS PROJECT TO INSURE THAT NO FIXTURE, UNIT DUCT, OR WRING IS OMITTED. HE SHALL COORDINATE WITH ALL TRADES FURNISHING EQUIPMENT AND OBTAIN FROM THEM ALL DATA. IN SOME CASES EQUIPMENT, FIXTURES AND DEVICES ARE SHOWN ONLY. ASCERTAIN AND PROVIDE THE WRING AND UNIT DUCT REQUIRED TO THE PROPER FUNCTION OF LIGHTING EQUIPMENT.
- EQUIPMENT LABELS AND INSTRUCTIONS REGARDING THE APPLICATION AND INSTALLATION OF THE LISTED EQUIPMENT SHALL BE FOLLOWED TO INSURE THAT THE EQUIPMENT IS BEING INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S LISTING INSTRUCTIONS. THE TEMPERATURE RATING OF THE EQUIPMENT TERMINATIONS MUST BE CAREFULLY CORRELATED WITH THE CONDUCTOR AMPACITY TO PREVENT OVERHEATING AND PREMATURE FAILURE.
- UNIT DUCT RUNS SHOWN ON THE DRAWINGS ARE DIAGRAMMATIC. CONTRACTOR TO COORDINATE EXACT ROUTING LOCATION IN FIELD.
- NO WIRING SHALL BE DONE PRIOR TO THE CONTRACTOR'S REVIEW OF THE PROJECT EQUIPMENT SHOP DRAWINGS AND COORDINATION WITH THE DESIGN DOCUMENTS. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ENGINEER'S ATTENTION FOR FINAL RESOLUTION. WORK THAT HAS TO BE REPLACED DUE TO LACK OF PROPER SHOP DRAWINGS CO-ORDINATION SHALL BE DONE AT CONTRACTORS EXPENSE.
- NEW ROADWAY LIGHTING FIXTURE, LIGHTING POLE, AND POLE FOUNDATION TO BE PAID UNDER ITEM AR910110.
- NEW ELECTRICAL HANDHOLE TO BE PAID UNDER ITEM AR110610.
- NEW POWER CABLE IN UNIT DUCT TO BE PAID UNDER ITEM AR108519.

No.	Description	By	Chk.	App.	Date
Issues					

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No. LOT-4619
 SBGP No. 3-17-SBGP-144
 BCM No. LEO55



Drawing Title

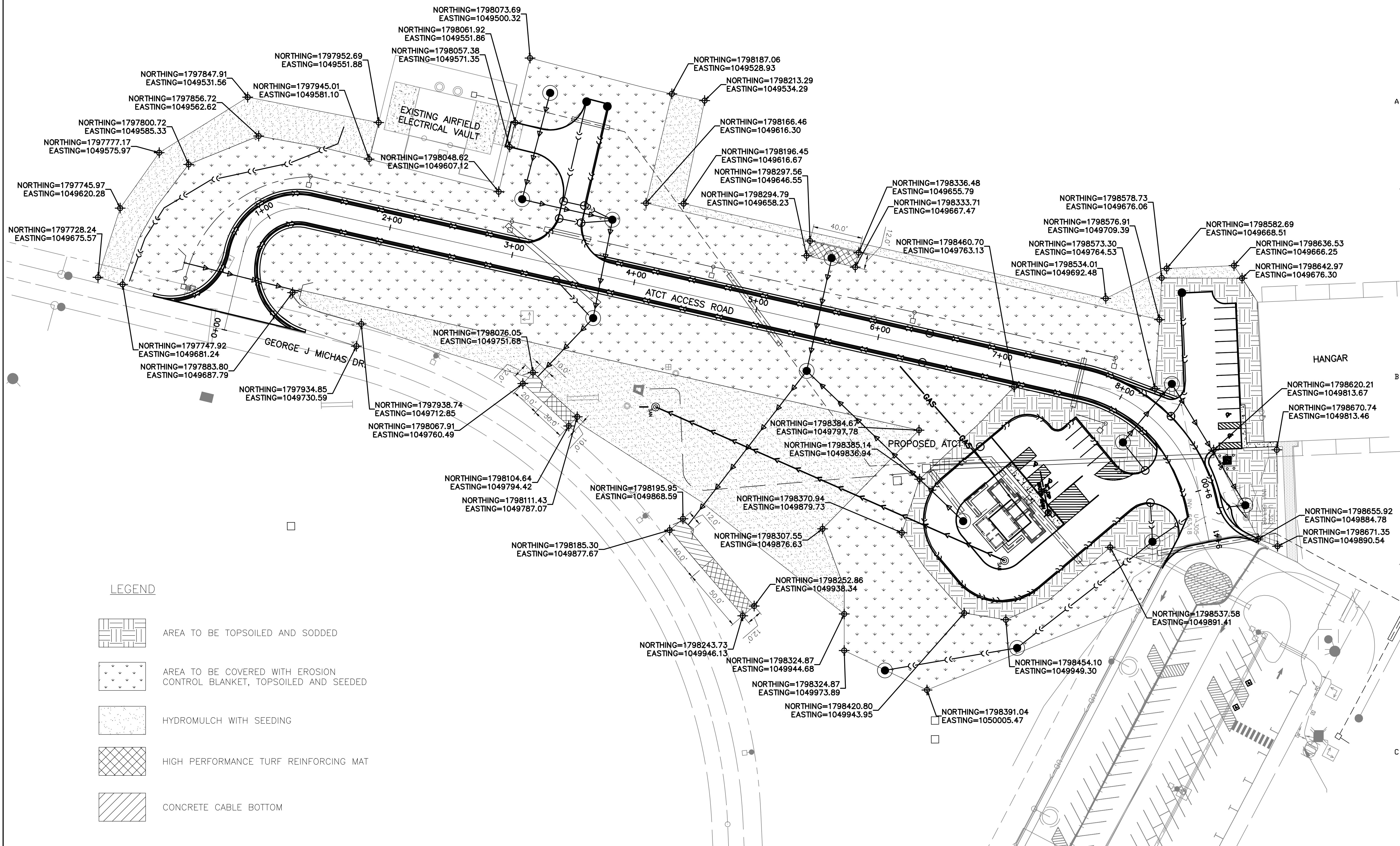
ROADWAY LIGHTING SCHEDULE AND ELECTRICAL NOTES

Sheet No.

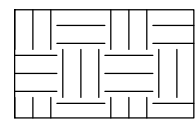
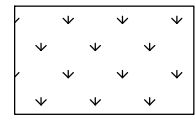
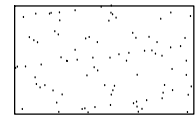
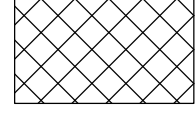
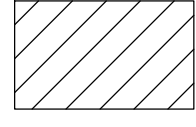
Approved Drawing Number

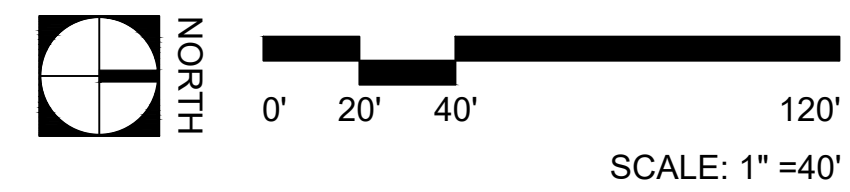
Checked **C15.1**

Drawn By



LEGEND

-  AREA TO BE TOPSOILED AND SODDED
-  AREA TO BE COVERED WITH EROSION CONTROL BLANKET, TOPSOILED AND SEEDED
-  HYDROMULCH WITH SEEDING
-  HIGH PERFORMANCE TURF REINFORCING MAT
-  CONCRETE CABLE BOTTOM

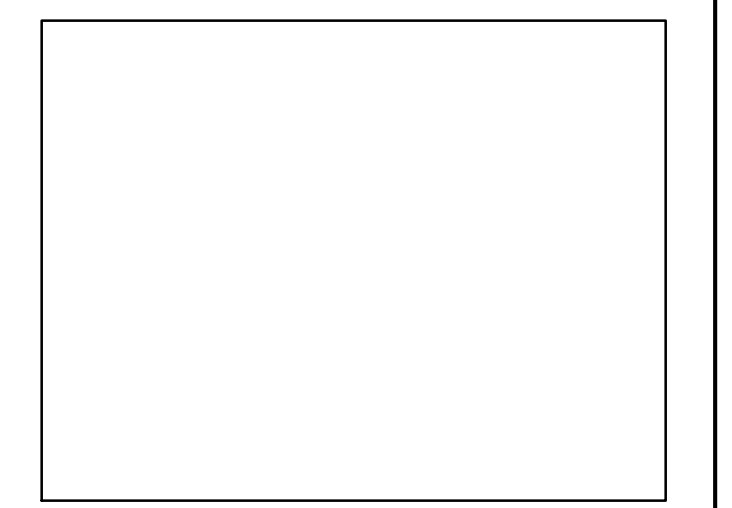


No.	Description	By	Chk.	App.	Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

LANDSCAPING PLAN

Sheet No.

Approved _____ Drawing Number _____

Checked _____
Drawn By _____

C17.0

FILE NAME/LOCATION: PA\2020\20200112\01\W02 DESIGN PHASE\11 DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\C17.0 - LANDSCAPING PLAN.dwg
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 OCE 2020 plotterv3
 PRINTER/CAD SOURCE: PRIMERACAD lineweight.ctb
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BORING LOG B-03

Page 1 of 1

wangong@wangong.com
1145 N Main Street
Lombard, IL 60148
Telephone: (630) 953-9928
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WEI Job No.: 606-06-01
Client: **Primer Engineering, LLC.**
Project: **ATCT Access Road and Parking Lot**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 671.61 ft
North: 1798099.66 ft
East: 1049580.01 ft
Station: 3+15.63
Offset: 87.49 LT

BORING LOG B-04

Page 1 of 1

wangong@wangong.com
1145 N Main Street
Lombard, IL 60148
Telephone: (630) 953-9928
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WEI Job No.: 606-06-01
Client: **Primer Engineering, LLC.**
Project: **ATCT Access Road and Parking Lot**
Location: **Will County, Illinois**

Datum: NAVD 88
Elevation: 671.01 ft
North: 1798120.58 ft
East: 1049667.97 ft
Station: 3+55.22
Offset: 5.49 LT

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	PIV (pcf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
	670.8	3-inch thick, black, well-graded GRAVEL with sand and silt (GW-GM); damp	1		1	10											
		-FILL-	6				NP	5									
		Stiff, dark gray to brown LEAN CLAY (CL), trace organic matter, moist	5														
		-RDR 2-	3														
	668.5		3														
		Very stiff to hard, brown LEAN CLAY with sand (CL)s, trace gravel; damp	4				1.89	25									
		-RDR 2 to 3-	4														
			5														
			7				7.71	15									
			7														
			6														
			7				6.07	16									
			7														
			8														
			10				10.25	15									
			13														
			17														
	661.6		10														
		Boring terminated at 10.00 ft															

Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	PIV (pcf)	Moisture Content (%)	Profile	Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	Qu (tsf)	Moisture Content (%)
	670.0	6-inch thick, black and brown, well-graded GRAVEL with sand and silt (GW-GM);	1			15											
		-RDR 2-	9														
		Hard, black and brown LEAN CLAY (CL); damp	11				NP	4									
		-FILL-	5														
	668.8		4														
		Medium stiff to very stiff, brown LEAN CLAY (CL); moist	4														
		-RDR 2-	4				2.79	26									
			4														
			5														
	666.0		3														
		Stiff to hard, brown and gray LEAN CLAY with sand (CL)s, trace gravel; damp	2				0.98	27									
		-RDR 2 to 3-	5														
			3														
			5														
			7														
			9				5.82	16									
			9														
			9														
			12														
			16				6.48	16									
			18														
	661.0		10														
		Boring terminated at 10.00 ft															

GENERAL NOTES

Begin Drilling 04-16-2020 Complete Drilling 04-16-2020
Drilling Contractor Wang Testing Services Drill Rig D25 ATV [93%]
Driller R&J Logger E. Yim Checked by C. Marin
Drilling Method 2.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling DRY
At Completion of Drilling DRY
Time After Drilling NA
Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

GENERAL NOTES

Begin Drilling 04-16-2020 Complete Drilling 04-16-2020
Drilling Contractor Wang Testing Services Drill Rig D25 ATV [93%]
Driller R&J Logger E. Yim Checked by C. Marin
Drilling Method 2.25" ID HSA; boring backfilled upon completion

WATER LEVEL DATA

While Drilling DRY
At Completion of Drilling DRY
Time After Drilling NA
Depth to Water NA

The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

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 PLOTTER: PRIMER2000 lineweight.ctb
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 PRINTED BY: JACK RICE
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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055

Drawing Title

SOIL BORINGS

Sheet No.

Approved Drawing Number

Checked

C18.2

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BORING LOG B-05 Page 1 of 1

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WEI Job No.: 606-06-01

Client: Primer Engineering, LLC.
Project: ATCT Access Road and Parking Lot
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 670.72 ft
North: 1798281.18 ft
East: 1049706.87 ft
Station: 5+21.83
Offset: 4.08 LT

BORING LOG B-06 Page 1 of 1

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Telephone: (630) 953-9928
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WEI Job No.: 606-06-01

Client: Primer Engineering, LLC.
Project: ATCT Access Road and Parking Lot
Location: Will County, Illinois

Datum: NAVD 88
Elevation: 673.30 ft
North: 1798440.05 ft
East: 1049754.62 ft
Station: 6+85.07
Offset: 4.37 RT

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	PIV (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	Cu (tsf)	Moisture Content (%)
670.2	6-inch thick, black LEAN CLAY, low roots; moist														
	-TOPSOIL-			1											
	Stiff to very stiff, black to brown and black FAT CLAY (CH), trace gravel; damp to moist			3		1.00	31								
				4											
	-RDR 2-			4											
	-L _c (%)=53, P _c (%)=23-			3											
	-%Gravel=2.1-			2		2.30	30								
	-%Sand=11.8-			2											
	-%Silt=48.9-			2											
	-%Clay=37.2-			3											
667.4	Medium stiff, brown LEAN CLAY; moist to wet			2											
	-RDR 2-			2											
				3		0.57	29								
				2											
				2											
665.1	Stiff to hard, brown to gray LEAN CLAY with sand (CL)s, trace gravel; damp to moist			4		4.84	17								
	-RDR 2 to 3-			4											
				4											
				7											
				7											
				4											
				6		8.12	16								
				9											
				11											
				10											
				13											
				14		1.97	18								
				12											
				5											
				7		3.69	16								
				9											
655.7				15											

Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	PIV (tsf)	Moisture Content (%)	Profile Elevation (ft)	SOIL AND ROCK DESCRIPTION	Depth (ft)	Sample Type recovery	Sample No.	SPT Values (blows/6 in)	Cu (tsf)	Moisture Content (%)
672.3	Medium dense, well-graded SANDY GRAVEL														
	-RDR 2-			1											
	Hard, black and brown LEAN CLAY with gravel (CL)g; damp to moist			5											
				5											
	-FILL-			5											
	-RDR 2-			5											
				2		5.08	14								
				5											
				6											
				7											
				5											
				6		2.00	22								
				6											
				7											
				4											
				6											
666.8	Very stiff, black LEAN CLAY (CL); damp			4											
666.3	-BURIED TOPSOIL-			4											
	Medium dense, brown SANDY SILT with gravel (ML)g; damp			7											
	-RDR 2-			7											
664.8	Hard, brown LEAN CLAY with sand (CL)s, trace gravel; damp			6											
	-RDR 2 to 3-			6											
				6											
				5		4.84	12								
				5											
				10											
				4											
				8		5.66	16								
				10											
				12											
				10											
				12											
				10											
				12											
				10											
				12											
658.3				15											

Boring terminated at 15.00 ft

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	04-16-2020	Complete Drilling	04-16-2020	While Drilling	▽	10.50	ft
Drilling Contractor	Wang Testing Services	Drill Rig	D25 ATV (93%)	At Completion of Drilling	▽	4.00	ft
Driller	R&J	Logger	E. Yim	Time After Drilling	NA		
Drilling Method	2.25" ID HSA; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

Boring terminated at 15.00 ft

GENERAL NOTES				WATER LEVEL DATA			
Begin Drilling	04-16-2020	Complete Drilling	04-16-2020	While Drilling	▽	12.00	ft
Drilling Contractor	Wang Testing Services	Drill Rig	D25 ATV (93%)	At Completion of Drilling	▽	DRY	
Driller	R&J	Logger	E. Yim	Time After Drilling	NA		
Drilling Method	2.25" ID HSA; boring backfilled upon completion			Depth to Water	▽	NA	
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.							

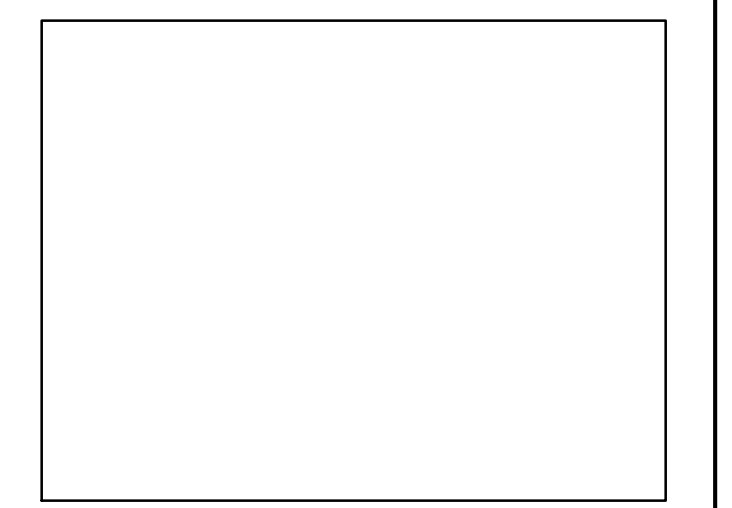
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 JACK RICE
 DATE PRINTED:
 9/17/2020 9:43 AM
 FILE SAVED:
 9/17/2020 9:43 AM
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No. Description By Chk. App. Date
Issues

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

IDA No: LOT-4619
SBGP No: 3-17-SBGP-144
BCM No: LE055



Drawing Title

SOIL BORINGS

Sheet No.

Approved _____ Drawing Number

Checked _____

Drawn By _____

C18.3