LETTING ITEM NO. 03A
LETTING DATE: NOVEMBER 8, 2019

FR043
TOTAL SHEETS = 9

CITY OF FREEPORT
FREEPORT, ILLINOIS

CONSTRUCTION PLANS
FOR
FREEPORT-ALBERTUS AIRPORT

SECURITY AND FENCING IMPROVEMENTS

ILLINOIS PROJECT: FEP- 4667
AIP PROJECT: 3-17-SBGP-144/TBD
SEPTEMBER 13, 2019

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4	LG501	STORMWATER POLLUTION PREVENTION NOTES
5	CI401	FENCING LAYOUT PLAN AND EXISTING CONDITIONS
6	GR501	FENCING DETAILS 1
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811 Know what's below. Call before you dig.

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

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

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

180294-02-00

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

DOUGLAS J. KLONOWSKI 062-066464 STATE OF ILLINOIS expires: 11-30-19

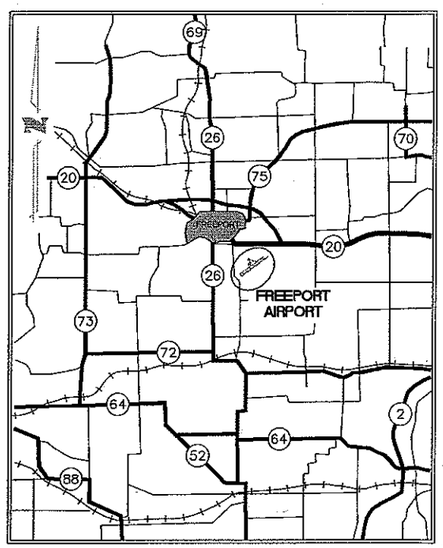
SUBMITTED BY _____
DOUGLAS J. KLONOWSKI, P.E.

DATE SEPTEMBER 13TH 2019

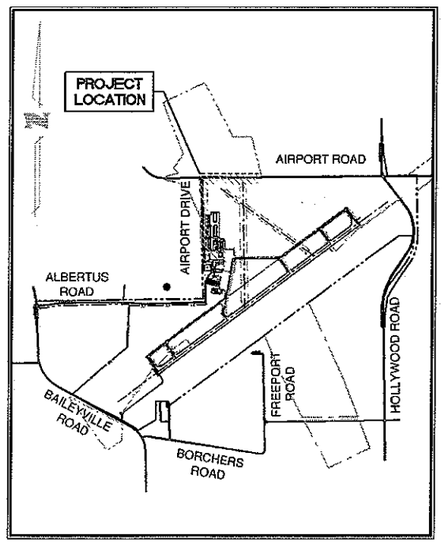
FREEPORT – ALBERTUS
AIRPORT
FREEPORT, ILLINOIS

APPROVED BY _____
LOWELL D. CROW
CITY MANAGER

DATE SEPTEMBER 13TH 2019



LOCATION MAP



SITE PLAN

SUMMARY OF QUANTITIES - BASE BID			
ITEM	DESCRIPTION	QUANTITY	UNIT
AR162224	CLASS E MANUAL SLIDE GATE - 24'	3	EACH
AR162506	CLASS E FENCE 6'	2,600	LF
AR162530	WALKWAY GATES, CLASS E (5')	1	EACH
AR162630	CLASS E GATE - 30'	1	EACH
AR162900	REMOVE CLASS E FENCE	2,600	LF
AR162910	REMOVE CLASS E GATE	3	EACH
AR162920	REMOVE MANUAL SLIDE GATE	2	EACH
AR901510	SEEDING	0.4	ACRE
AR908514	LIGHT-DUTY HYDRAULIC MULCH	0.4	ACRE
SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE 1			
ITEM	DESCRIPTION	QUANTITY	UNIT
AS162506	CLASS E FENCE 6'	600	LF
AS162630	CLASS E GATE - 30'	1	EACH
AS162900	REMOVE CLASS E FENCE	600	LF
AS162910	REMOVE CLASS E GATE	1	EACH
AS901510	SEEDING	0.1	ACRE
AS908514	LIGHT-DUTY HYDRAULIC MULCH	0.1	ACRE
SUMMARY OF QUANTITIES - ADDITIVE ALTERNATE 2			
ITEM	DESCRIPTION	QUANTITY	UNIT
AT162761	ELECTRIC GATE UPGRADE	1	EACH
AT162908	REMOVE ELECTRIC GATE	1	EACH

FREEPORT-ALBERTUS AIRPORT

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRCRAFT GROUP: II

TOWNSHIP: 26 NORTH
RANGE: 8 EAST
STEPHENSON COUNTY

SILVER CREEK TOWNSHIP
(SECTION: 21)

Aec ANSI D-AVI.dwg
FREEPORT LOGO.dwg
fence base drawing.dwg

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LEGEND

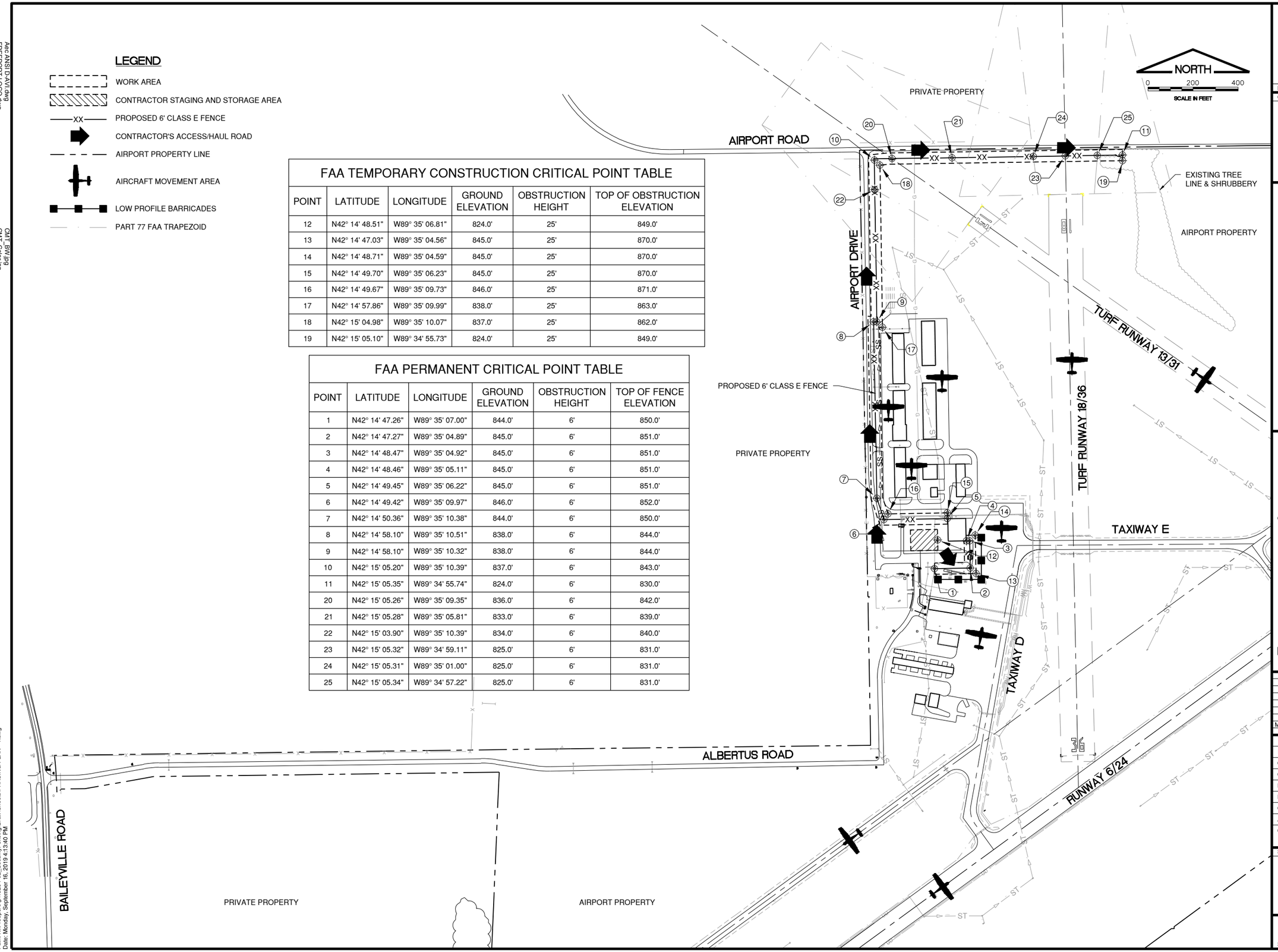
- WORK AREA
- CONTRACTOR STAGING AND STORAGE AREA
- XX PROPOSED 6' CLASS E FENCE
- CONTRACTOR'S ACCESS/HAUL ROAD
- AIRPORT PROPERTY LINE
- AIRCRAFT MOVEMENT AREA
- LOW PROFILE BARRICADES
- PART 77 FAA TRAPEZOID

FAA TEMPORARY CONSTRUCTION CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	TOP OF OBSTRUCTION ELEVATION
12	N42° 14' 48.51"	W89° 35' 06.81"	824.0'	25'	849.0'
13	N42° 14' 47.03"	W89° 35' 04.56"	845.0'	25'	870.0'
14	N42° 14' 48.71"	W89° 35' 04.59"	845.0'	25'	870.0'
15	N42° 14' 49.70"	W89° 35' 06.23"	845.0'	25'	870.0'
16	N42° 14' 49.67"	W89° 35' 09.73"	846.0'	25'	871.0'
17	N42° 14' 57.86"	W89° 35' 09.99"	838.0'	25'	863.0'
18	N42° 15' 04.98"	W89° 35' 10.07"	837.0'	25'	862.0'
19	N42° 15' 05.10"	W89° 34' 55.73"	824.0'	25'	849.0'

FAA PERMANENT CRITICAL POINT TABLE

POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT	TOP OF FENCE ELEVATION
1	N42° 14' 47.26"	W89° 35' 07.00"	844.0'	6'	850.0'
2	N42° 14' 47.27"	W89° 35' 04.89"	845.0'	6'	851.0'
3	N42° 14' 48.47"	W89° 35' 04.92"	845.0'	6'	851.0'
4	N42° 14' 48.46"	W89° 35' 05.11"	845.0'	6'	851.0'
5	N42° 14' 49.45"	W89° 35' 06.22"	845.0'	6'	851.0'
6	N42° 14' 49.42"	W89° 35' 09.97"	846.0'	6'	852.0'
7	N42° 14' 50.36"	W89° 35' 10.38"	844.0'	6'	850.0'
8	N42° 14' 58.10"	W89° 35' 10.51"	838.0'	6'	844.0'
9	N42° 14' 58.10"	W89° 35' 10.32"	838.0'	6'	844.0'
10	N42° 15' 05.20"	W89° 35' 10.39"	837.0'	6'	843.0'
11	N42° 15' 05.35"	W89° 34' 55.74"	824.0'	6'	830.0'
20	N42° 15' 05.26"	W89° 35' 09.35"	836.0'	6'	842.0'
21	N42° 15' 05.28"	W89° 35' 05.81"	833.0'	6'	839.0'
22	N42° 15' 03.90"	W89° 35' 10.39"	834.0'	6'	840.0'
23	N42° 15' 05.32"	W89° 34' 59.11"	825.0'	6'	831.0'
24	N42° 15' 05.31"	W89° 35' 01.00"	825.0'	6'	831.0'
25	N42° 15' 05.34"	W89° 34' 57.22"	825.0'	6'	831.0'



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Date: Monday, September 16, 2019 4:13:40 PM

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CONSULTANTS

SEPTEMBER 13, 2019

SECURITY AND FENCING IMPROVEMENTS

OWNER

CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
FREEPORT, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-SBGP-144/TBD
IL. PROJ. NO.	FEP-4667
CMT PROJECT NO:	180294-02-00
CAD DWG FILE:	PHASING PLAN - 1.DWG
DESIGNED BY:	NRF
DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	DJK
COPYRIGHT:	

SHEET TITLE

PHASING PLAN - 1

GC101

SHEET 2 OF 9

Asc ANSI D-AVI.dwg
FREEPORT LOGO.dwg

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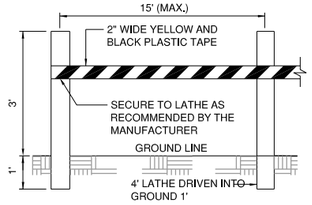
GENERAL NOTES

1. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
4. THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
5. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER.
7. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
8. THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
9. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
10. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID FOR SEPARATLEY. BARRICADES WITH ONE ORANGE FLAGS (20" x 20") ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE TYPE BARRICADES. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE SAFETY AREAS.
11. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
13. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
14. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
15. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
16. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
17. THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
18. APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
19. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
20. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS. ANY NECESSARY REPAIRS TO FAA CABLES SHALL BE IN THEIR ENTIRETY, NO SPLICES SHALL BE PERMITTED IN FAA CABLES. ANY REPAIRS SHALL BE INCIDENTAL TO THE CONTRACT.
21. COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
22. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
23. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
24. CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS / TAXILANES AND THE RUNWAY'S AIRCRAFT OPERATIONS AREA.
25. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
26. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
27. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
28. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.
29. THE CONTRACTOR SHALL PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD). THE SPCD SHALL DETAIL HOW THE CONTRACTOR WILL COMPLY WITH THE CONSTRUCTION SAFETY AND PHASING PLAN (CSPP). DURING THE DEVELOPMENT OF THE CSPP, IT IS NOT POSSIBLE TO DETERMINE ALL SAFETY PLAN DETAILS, SUCH AS SPECIFIC EQUIPMENT HAZARDS AND LIGHTING, CONTRACTOR'S POINTS OF CONTACT, CONSTRUCTION EQUIPMENT HEIGHT, ETC. THE SUCCESSFUL CONTRACTOR MUST DEFINE SUCH DETAILS BY PREPARING AN SPCD THAT IS REVIEWED BY THE AIRPORT OPERATOR FOR APPROVAL PRIOR TO ISSUANCE OF THE NOTICE TO PROCEED. THE SPCD IS A SUBSET OF THE CSPP AND WILL BE ADDRESSED IN THE SAME FASHION AS A SHOP DRAWING FOR TECHNICAL COMPLIANCE WITH THE CSPP.
30. TEMPORARY TRAFFIC CONTROL SIGNS, BARRICADES, MARKERS, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES".



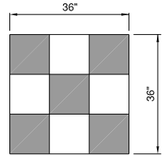
LATHING AND WARNING TAPE DETAIL

NOT TO SCALE

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

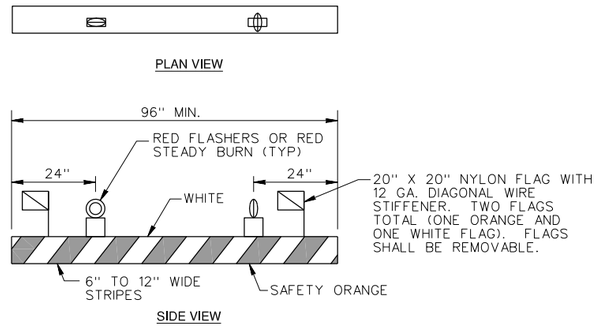
MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

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



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE



LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90 DEG.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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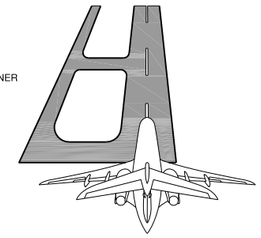
License No. 184-000613

CONSULTANTS

SEPTEMBER 13, 2019

SECURITY AND FENCING IMPROVEMENTS

OWNER



CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
FREEPORT, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-SBGP-144/TBD
IL. PROJ. NO.	FEP-4667
CMT PROJECT NO:	180294-02-00
CAD DWG FILE:	PHASING PLAN - NOTES AND DETAILS 1.DWG
DESIGNED BY:	NRF
DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	DJK
COPYRIGHT:	

SHEET TITLE

PHASING PLAN - NOTES AND DETAILS 1

GI501

SHEET 3 OF 9

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Date: Friday, September 13, 2019 4:40:57 PM

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FREEPORT LOGO.dwg
fence base drawing.dwg

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STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF THE REMOVAL AND CONSTRUCTION OF 6 FOOT FENCE AND SECURITY ACCESS GATES.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

REMOVAL AND REPLACEMENT OF A PORTION OF THE EXISTING FENCE LINE.

SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 1 ACRE OF WHICH 0.6 ACRES WILL BE DISTURBED BY FENCE REMOVAL AND REPLACEMENT AND OTHER ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO THE PECATONICA RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

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

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS.
MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
ATTN: PERMIT SECTION
1021 NORTH GRAND AVENUE EAST
P.O. BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT # _____

DATE ISSUED _____

DATE EXPIRED _____

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, STEPHENSON COUNTY, FREEPORT-ALBERTUS AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS, THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR CERTIFICATION STATEMENT

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

PROJECT INFORMATION:

ROUTE: FREEPORT-ALBERTUS AIRPORT MARKED: SECURITY AND FENCING IMPROVEMENTS

SECTION: 21 PROJECT NUMBER: FEP-4667

COUNTY: STEPHENSON CONTRACT NUMBER: FR043

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

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

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

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

MAJOR GRADING ACTIVITIES: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

CONSTRUCTION CEASED: BEGINNING DATE: _____
EXPLANATION: _____ COMPLETION DATE: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

CMT

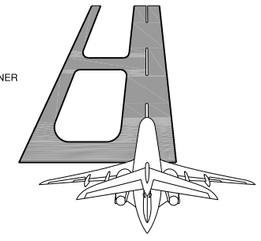
License No. 184-000613

CONSULTANTS

SEPTEMBER 13, 2019

SECURITY AND FENCING IMPROVEMENTS

OWNER



CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
FREEPORT, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-SBGP-144/TBD	
IL. PROJ. NO. FEP-4667	
CMT PROJECT NO: 180294-02-00	
CAD DWG FILE:	STORMWATER POLLUTION PREVENTION NOTES.DWG
DESIGNED BY:	NRF
DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	DJK
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SHEET TITLE

STORMWATER POLLUTION PREVENTION NOTES

LG501

SHEET 4 OF 9

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FREEPORT LOGO.dwg
fence base drawing.dwg
PROJECT PROPOSED IMPROVEMENT.dwg

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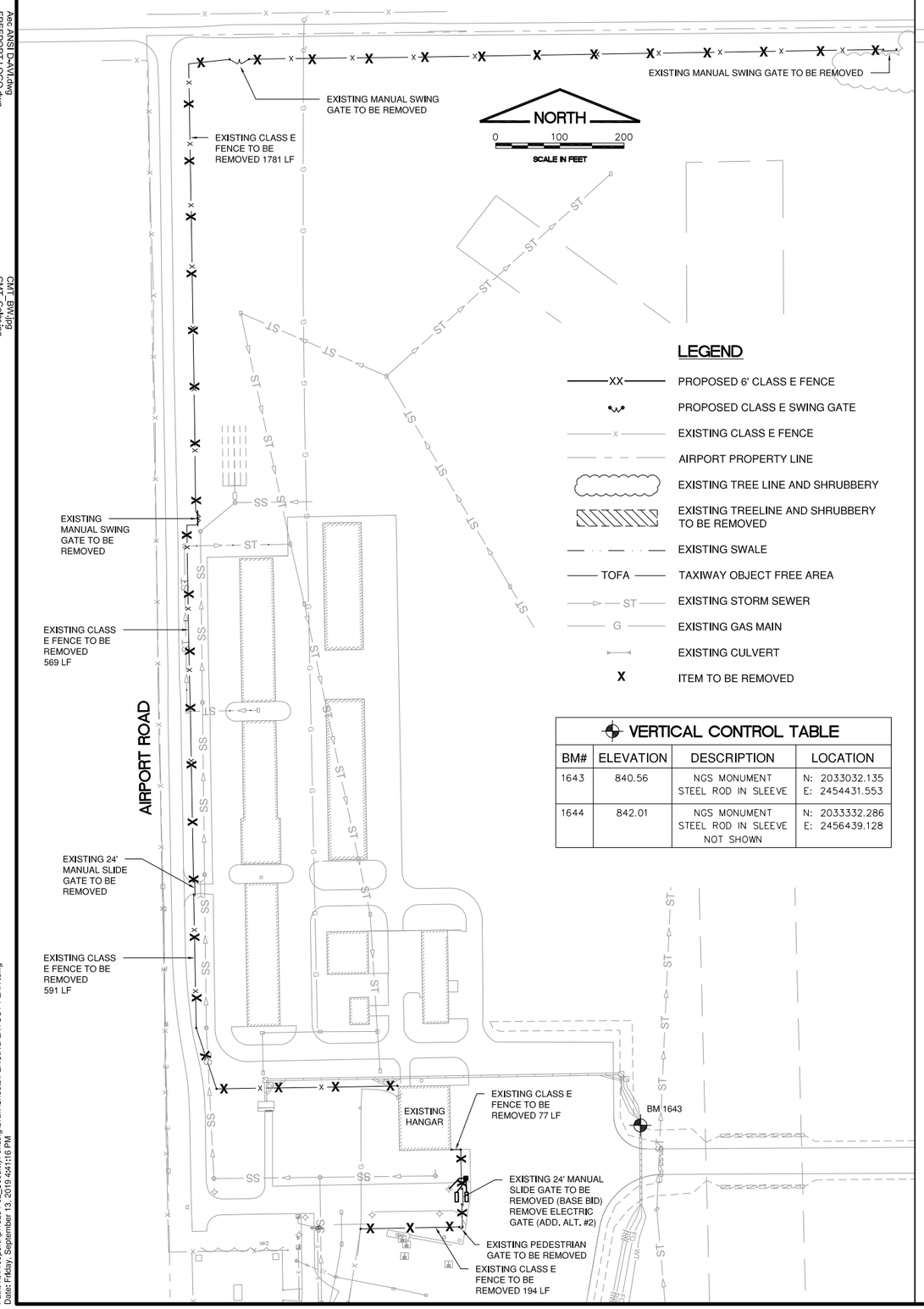
EXISTING CONDITIONS AND REMOVALS



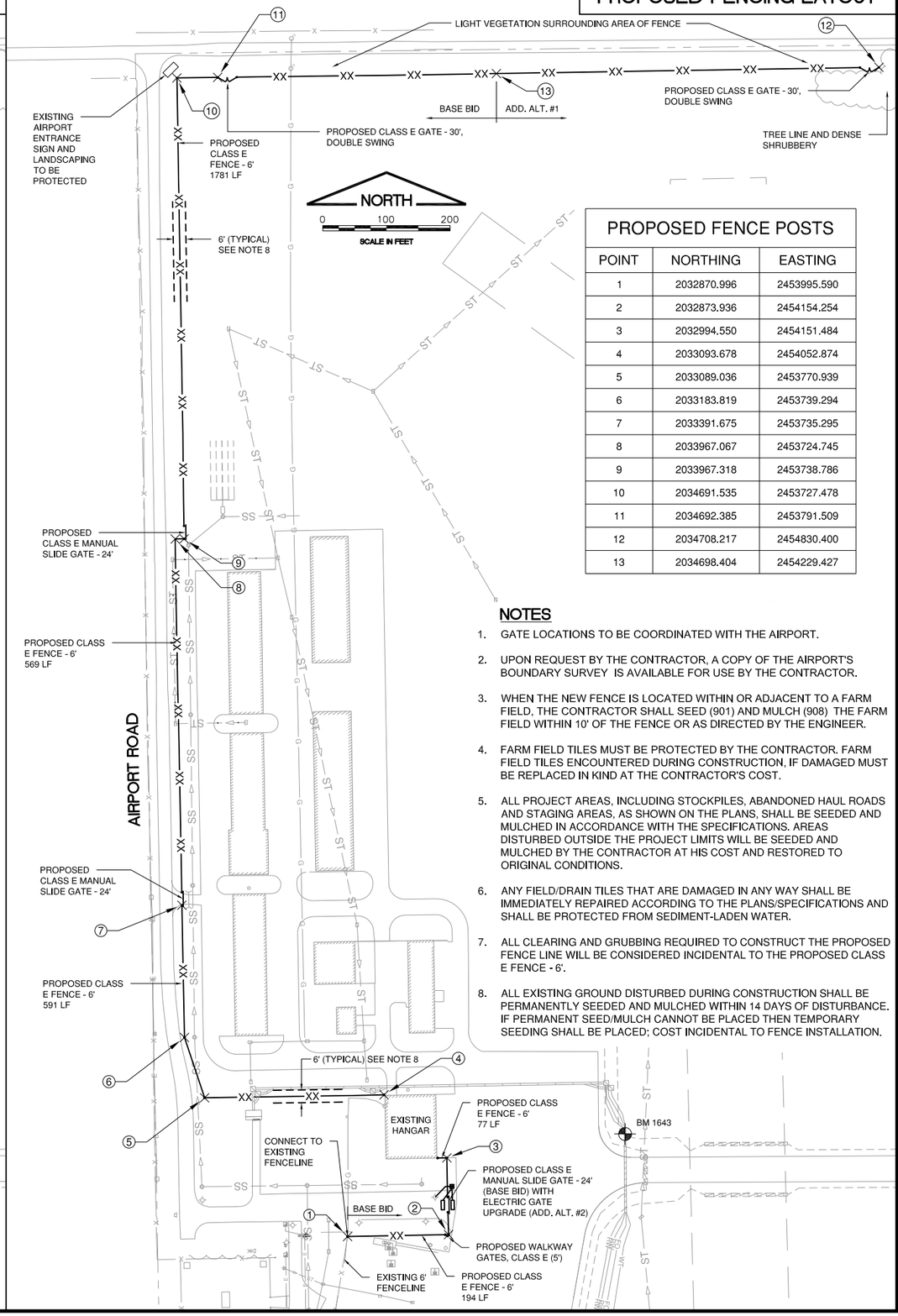
LEGEND

- XX — PROPOSED 6' CLASS E FENCE
- PROPOSED CLASS E SWING GATE
- EXISTING CLASS E FENCE
- AIRPORT PROPERTY LINE
- EXISTING TREE LINE AND SHRUBBERY
- EXISTING TREELINE AND SHRUBBERY TO BE REMOVED
- EXISTING SWALE
- TOFA — TAXIWAY OBJECT FREE AREA
- ST — EXISTING STORM SEWER
- G — EXISTING GAS MAIN
- EXISTING CULVERT
- X — ITEM TO BE REMOVED

VERTICAL CONTROL TABLE

BM#	ELEVATION	DESCRIPTION	LOCATION
1643	840.56	NGS MONUMENT STEEL ROD IN SLEEVE	N: 2033032.135 E: 2454431.553
1644	842.01	NGS MONUMENT STEEL ROD IN SLEEVE NOT SHOWN	N: 2033332.286 E: 2456439.128

PROPOSED FENCING LAYOUT



PROPOSED FENCE POSTS

POINT	NORTHING	EASTING
1	2032870.996	2453995.590
2	2032873.936	2454154.254
3	2032994.550	2454151.484
4	2033093.678	2454052.874
5	2033089.036	2453770.939
6	2033183.819	2453739.294
7	2033391.675	2453735.295
8	2033967.067	2453724.745
9	2033967.318	2453738.786
10	2034691.535	2453727.478
11	2034692.385	2453791.509
12	2034708.217	2454830.400
13	2034698.404	2454229.427

NOTES

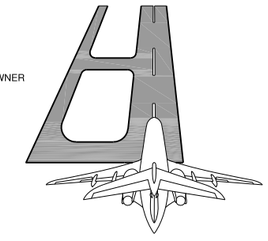
1. GATE LOCATIONS TO BE COORDINATED WITH THE AIRPORT.
2. UPON REQUEST BY THE CONTRACTOR, A COPY OF THE AIRPORT'S BOUNDARY SURVEY IS AVAILABLE FOR USE BY THE CONTRACTOR.
3. WHEN THE NEW FENCE IS LOCATED WITHIN OR ADJACENT TO A FARM FIELD, THE CONTRACTOR SHALL SEED (901) AND MULCH (908) THE FARM FIELD WITHIN 10' OF THE FENCE OR AS DIRECTED BY THE ENGINEER.
4. FARM FIELD TILES MUST BE PROTECTED BY THE CONTRACTOR. FARM FIELD TILES ENCOUNTERED DURING CONSTRUCTION, IF DAMAGED MUST BE REPLACED IN KIND AT THE CONTRACTOR'S COST.
5. ALL PROJECT AREAS, INCLUDING STOCKPILES, ABANDONED HAUL ROADS AND STAGING AREAS, AS SHOWN ON THE PLANS, SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH THE SPECIFICATIONS. AREAS DISTURBED OUTSIDE THE PROJECT LIMITS WILL BE SEEDED AND MULCHED BY THE CONTRACTOR AT HIS COST AND RESTORED TO ORIGINAL CONDITIONS.
6. ANY FIELD/DRAIN TILES THAT ARE DAMAGED IN ANY WAY SHALL BE IMMEDIATELY REPAIRED ACCORDING TO THE PLANS/SPECIFICATIONS AND SHALL BE PROTECTED FROM SEDIMENT-LADEN WATER.
7. ALL CLEARING AND GRUBBING REQUIRED TO CONSTRUCT THE PROPOSED FENCE LINE WILL BE CONSIDERED INCIDENTAL TO THE PROPOSED CLASS E FENCE - 6'.
8. ALL EXISTING GROUND DISTURBED DURING CONSTRUCTION SHALL BE PERMANENTLY SEEDED AND MULCHED WITHIN 14 DAYS OF DISTURBANCE. IF PERMANENT SEED/MULCH CANNOT BE PLACED THEN TEMPORARY SEEDING SHALL BE PLACED; COST INCIDENTAL TO FENCE INSTALLATION.

CMT

License No. 184-000613
CONSULTANTS

SEPTEMBER 13, 2019

SECURITY AND FENCING IMPROVEMENTS



CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
FREEPORT, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-SBGP-144/TBD
IL. PROJ. NO.	FEP-4667
CMT PROJECT NO:	180294-02-00
CAD DWG FILE:	FENCING LAYOUT PLAN.DWG
DESIGNED BY:	NRF
DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	DJK
COPYRIGHT:	

SHEET TITLE

FENCING LAYOUT PLAN AND EXISTING CONDITIONS

CI401

SHEET 5 OF 9

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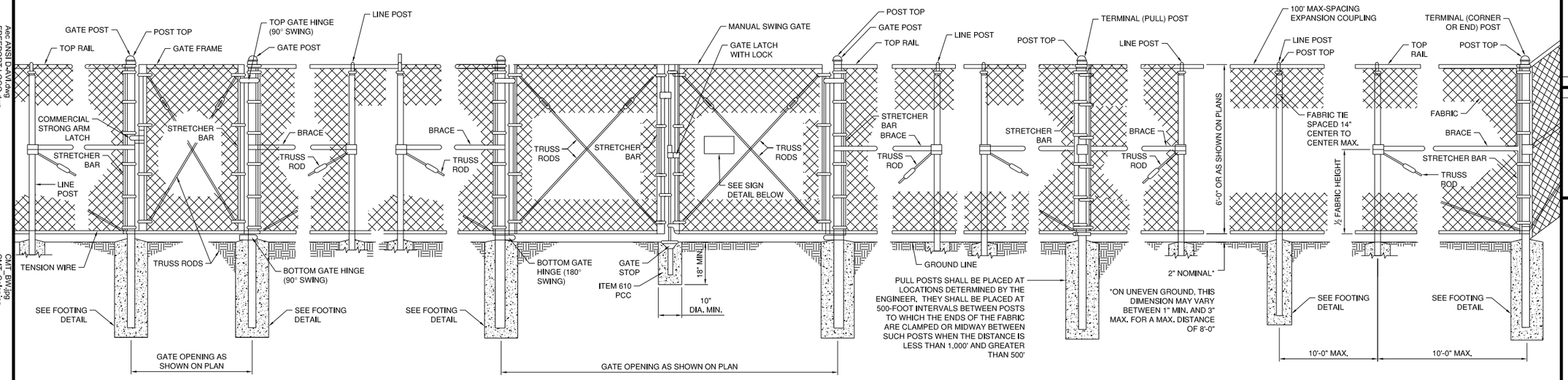


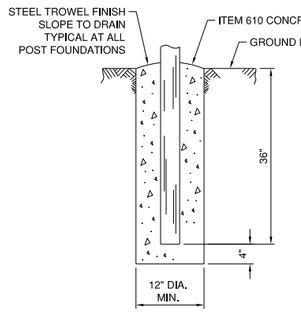
WALKWAY/PEDESTRIAN GATE ARRANGEMENT

VEHICLE GATE ARRANGEMENT

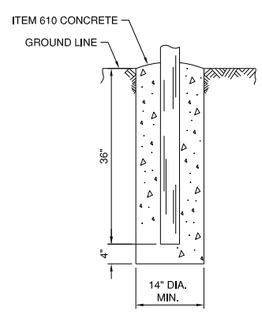
PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

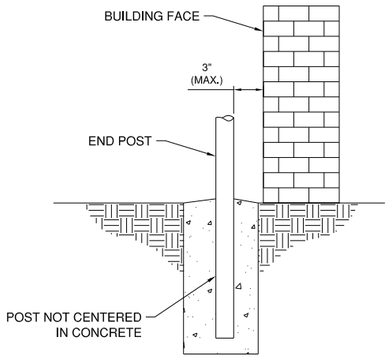
CORNER OR END POST ARRANGEMENT



FOOTING FOR LINE POST

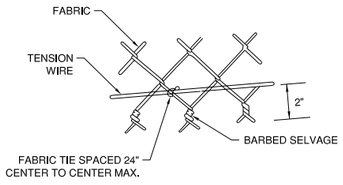


FOOTING FOR GATE & TERMINAL POST

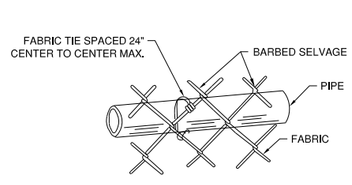


FENCE INSTALLATION AT BUILDING FACE

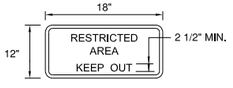
N.T.S.



METHOD OF TYING FABRIC TO TENSION WIRE



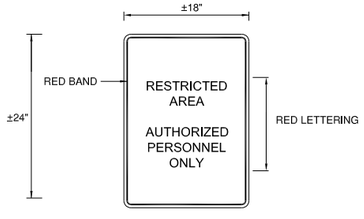
METHOD OF TYING FABRIC TO PIPE



SIGN DETAILS

NOTES:

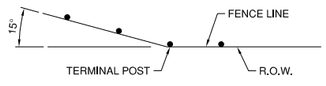
1. EVERY 100' OF FENCE SHALL REQUIRE ONE "RESTRICTED" SIGN. COST INCIDENTAL TO FENCE.
2. 0.08 GA ALUMINUM ALLOY SHEET. LETTERING SHALL BE RED ON A WHITE BACKGROUND..



SIGN DETAILS

NOTES:

1. EACH PEDESTRIAN, SWING OR SLIDE GATE SHALL REQUIRE ONE "RESTRICTED" ON OR ADJACENT TO THE GATE.
2. 0.08 GA ALUMINUM ALLOY WITH A WHITE BACKGROUND.
3. CONTRACTOR SHALL VERIFY PANEL AND FONT SIZE WITH EXISTING AIRPORT SIGNS.
4. CANTILEVERED SLIDE GATES SHALL INCLUDE ONE ADDITIONAL SIGN AS DETAILED ON THE CANTILEVER GATE DETAIL SHEETS.

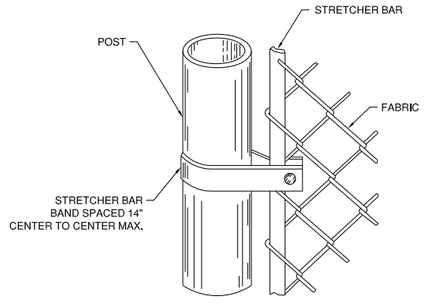


INSTALLATION AT CORNERS

NOTES:

WHEN THE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE.

WHERE THE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE A TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY THE ENGINEER.



METHOD OF FASTENING STRETCHER BAR TO POST

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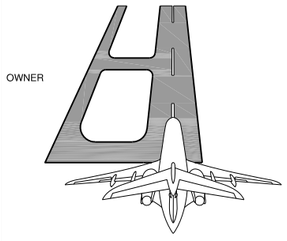

CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
FREEPORT, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO.	3-17-SBGP-144/TBD
IL. PROJ. NO.	FEP-4667
CMT PROJECT NO:	180294-02-00
CAD DWG FILE:	FENCING DETAILS 1.DWG
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DRAWN BY:	JRO
CHECKED BY:	DLP
APPROVED BY:	DJK
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FENCING DETAILS 1

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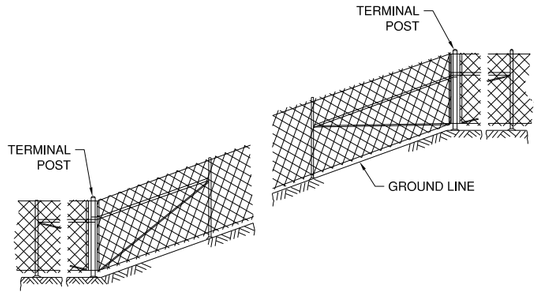
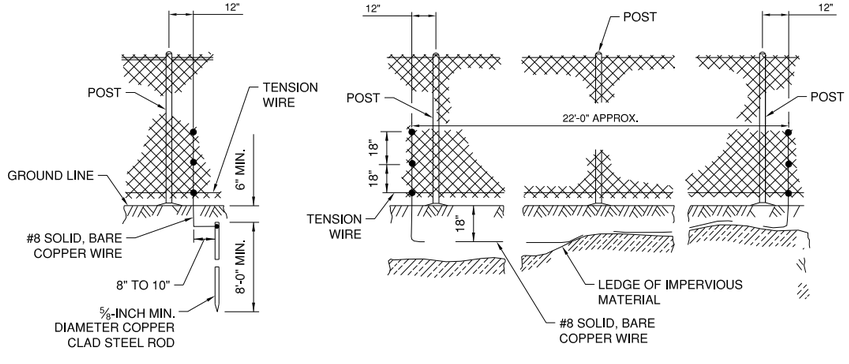
SHEET 6 OF 9



INSTALLATION ON SLOPES



STANDARD GROUND

COUNTERPOISE GROUND (ALTERNATE)

PROTECTIVE ELECTRICAL GROUNDS

ELECTRICAL GROUNDING NOTES:

1. CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 1000' EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM A GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
2. FENCE UNDER POWER LINE SHALL BE GROUNDED BY THREE GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING.
3. THE COUNTERPOISE SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD BECAUSE OF AN IMPERVIOUS EARTH STRUCTURES.
4. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.
5. GROUNDING WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR FENCE INSTALLATION.

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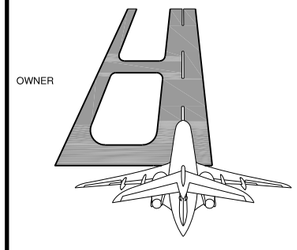

CITY OF FREEPORT, IL
FREEPORT-ALBERTUS AIRPORT
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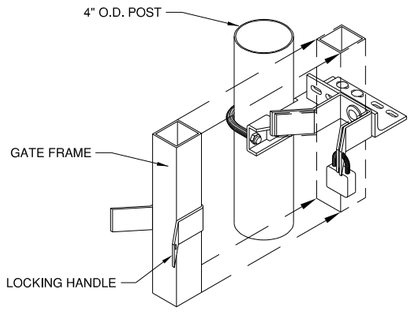

CATCH ASSEMBLY DETAIL
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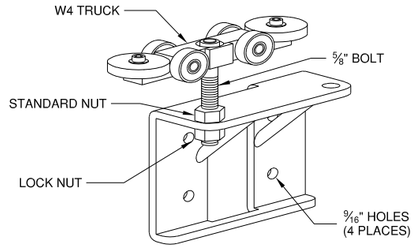

GATE HANGER ASSEMBLY
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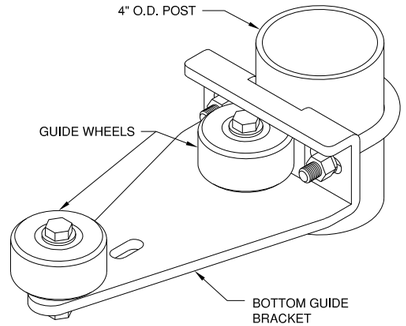

STANDARD BOTTOM GUIDE ASSEMBLY
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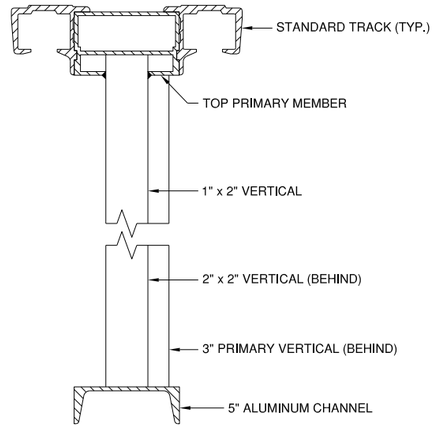

GATE FRAME SECTION
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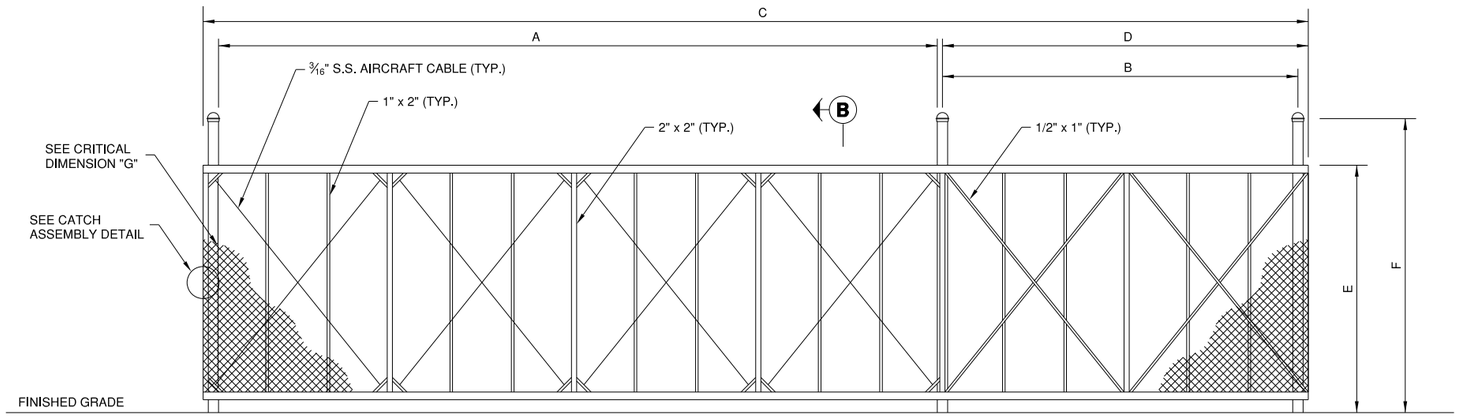


ELEVATION

CANTILEVER SLIDE GATE
N.T.S.

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

MANUAL SLIDE GATE NOTES:

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

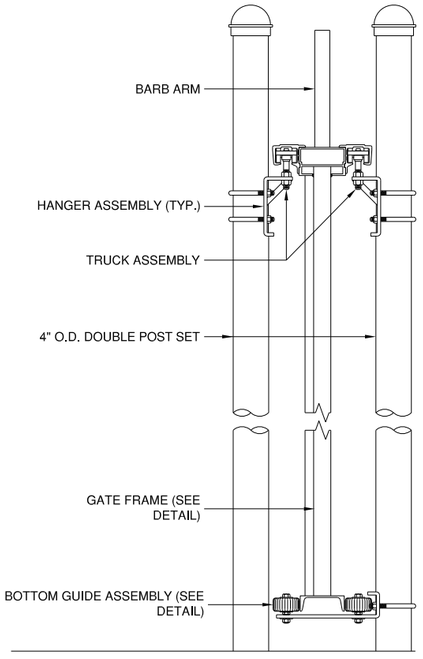
CRITICAL DIMENSIONS		
A	CLEAR OPENING	24'-0"
B	COUNTER BALANCE POST SPACING, CENTER TO CENTER	* 11'-1"
C	OVERALL GATE LENGTH	* 36'-0"
D	COUNTERBALANCE LENGTH	* 12'-0"
E	NOMINAL GATE HEIGHT	6'-0"
F	POST HEIGHT	* 7'-6"
G	FABRIC HEIGHT	* 5'-0"

* OR AS RECOMMENDED BY MANUFACTURER

UL 235 COMPLIANCE NOTES

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

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



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

SECTION B-B
(TYPICAL ALL GATES)

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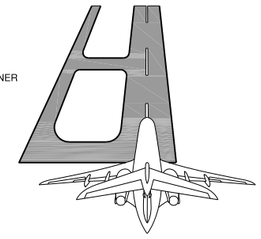

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FREEPORT-ALBERTUS AIRPORT
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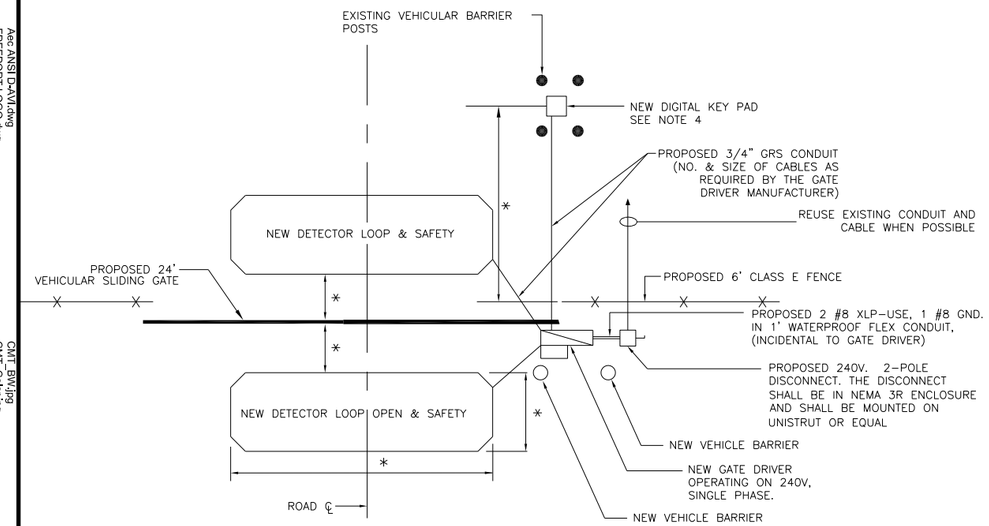
SHEET 8 OF 9



PROPOSED KEY PAD OPERATED GATE AND DETECTOR LOOP LAYOUT

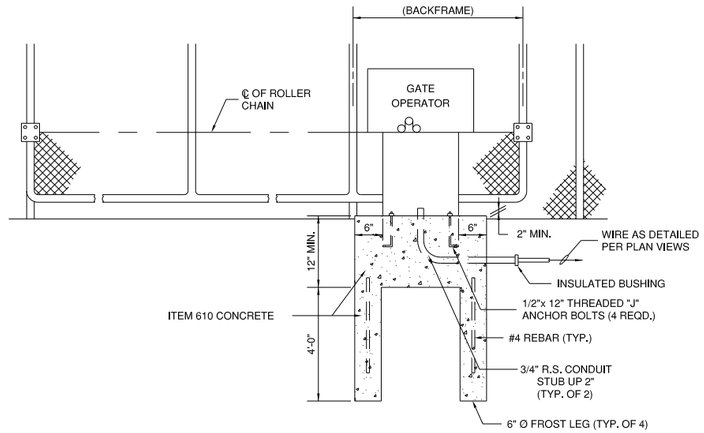
NOT TO SCALE

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

NOTES:

1. THE LOCATION OF THE PROPOSED KEY PAD OPERATED GATE DRIVER, DISCONNECT, KEY PAD, AND DETECTOR LOOPS ARE FOR INFORMATION ONLY AND SHALL BE FIELD ADJUSTED PER THE MANUFACTURER RECOMMENDATION.
2. THE MINIMUM BURIAL DEPTH FOR GRS CONDUIT IS 30" BELOW FINISHED GRADE.
3. NO DIRECT BURIED CABLE WILL BE ALLOWED IN THE INSTALLATION OF THE PROPOSED KEY PAD OPERATED GATE DRIVER.
4. LOCATION OF KEY PAD WILL BE THE SAME LOCATION OF THE PREVIOUS EXISTING KEY PAD.
5. EXISTING GATE OPERATOR AND KEY PAD FOUNDATIONS MAY BE RE-USED IF COMPATIBLE WITH NEW EQUIPMENT.

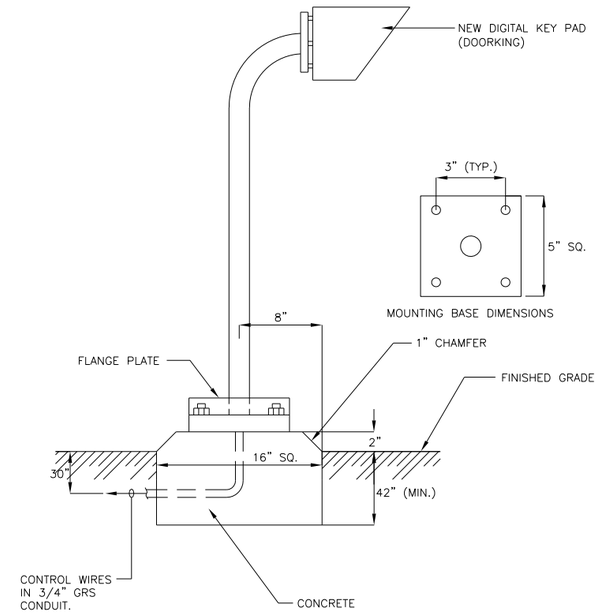
LOCATIONS, DETAILS AND CHARACTER OF EQUIPMENT SHOWN ON THIS SHEET ARE GENERIC. EQUIPMENT LOCATIONS SHALL BE AS RECOMMENDED BY THE EQUIPMENT MANUFACTURER.



SECTION

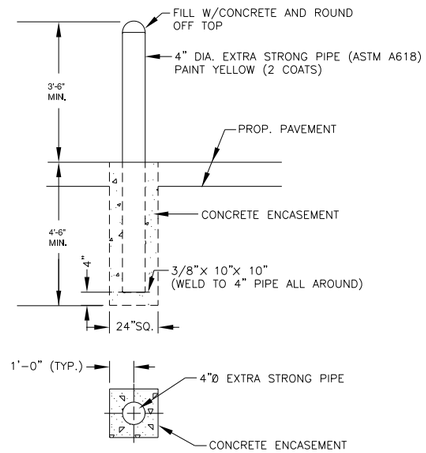
NOTES:

1. CANTILEVERED GATE SHALL BE SUFFICIENTLY RIGID TO WITHSTAND FLEXING OR BENDING DURING WINDY CONDITIONS. CONTRACTOR SHALL PROVIDE STIFFENERS, STRUCTURAL SHAPES IN EXCESS OF THE MINIMUM SPECIFIED DIMENSIONS OR ADDITIONAL ROLLERS AND POSTS SUFFICIENT TO PREVENT DISPLACEMENT OF THE GATE BY WIND OR BY UNAUTHORIZED PERSONNEL.
2. CONTRACTOR SHALL PROVIDE AND INSTALL GATE AS A COMPLETE WORKING UNIT. THE GATE WORK SHALL INCLUDE, BUT NOT BE LIMITED TO THE GATE, OPERATOR, FOUNDATION, AND POWER CABLES CONDUIT, RELOCATED CARD READER, TRENCHING, CIRCUIT BREAKERS, VEHICULAR BARRIERS AND ALL CONNECTIONS, LABOR AND MATERIALS NECESSARY TO COMPLETE OPERATION.
3. LOCATION OF THE GATE OPERATOR SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
4. THE FABRIC TYPE AND FINISH OF THE GATE SHALL MATCH WITH THE PROPOSED FENCE OR AS DIRECTED BY THE ENGINEER.
5. ALL PROPOSED SLIDING VEHICULAR GATES SHALL HAVE ENCLOSED TRUCK ASSEMBLIES, PAGE FORTRESS OR EQUAL.



DIGITAL KEY PAD MOUNTING DETAIL

NOT TO SCALE

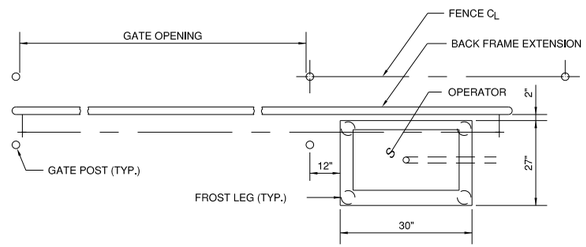


VEHICULAR BARRIER DETAIL

NOT TO SCALE

NOTES:

1. THE VEHICULAR BARRIERS WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO ELECTRIC GATE.
2. LOCATION OF UNDERGROUND ELECTRICAL ITEMS SHALL BE COORDINATED WITH VEHICULAR BARRIERS TO AVOID ANY CONFLICTS.



PLAN

GATE OPERATOR DETAIL

NOT TO SCALE

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SEPTEMBER 13, 2019

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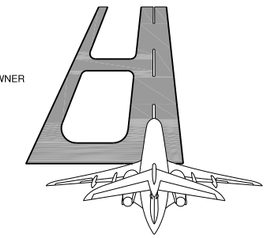
OWNER



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