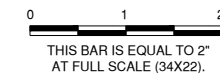


REVISIONS

NUMBER	BY	DATE



INDEX TO SHEETS

SHEET NO.	SHEET TITLE
1	COVER SHEET
2	INDEX TO SHEETS - SUMMARY OF QUANTITIES
3	SITE PLAN - PROJECT CONTROL PLAN
4	CONSTRUCTION ACTIVITY PLAN
5	CONSTRUCTION ACTIVITY GENERAL NOTES AND DETAILS - 1
6	CONSTRUCTION ACTIVITY GENERAL NOTES AND DETAILS - 2
7	STORM WATER POLLUTION PREVENTION PLAN
8	STORM WATER POLLUTION PREVENTION PLAN NOTES
9	STORM WATER POLLUTION PREVENTION PLAN DETAILS
10	EXISTING CONDITIONS/PROPOSED REMOVALS
11	TYPICAL SECTIONS
12	PAVEMENT JOINTING PLAN
13	PAVEMENT JOINTING DETAILS
14	GRADING PLAN
15	DRAINAGE PLAN
16	DRAINAGE AND MISCELLANEOUS DETAILS
17	TIE DOWN AND MARKING PLAN
18	INDEX TO CROSS SECTIONS
19	CROSS SECTIONS - SHEET 1
20	CROSS SECTIONS - SHEET 2
21	ENGINEERING INFORMATION

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	QUANTITY	UNIT	RECORD QUANTITY
AR125961	RELOCATE STAKE MOUNTED LIGHT	1	EACH	
AR150510	ENGINEER'S FIELD OFFICE	1	L SUM	
AR150520	MOBILIZATION	1	L SUM	
AR152410	UNCLASSIFIED EXCAVATION	1,600	CU YD	
AR152511	SUBGRADE REPAIR	1,755	SQ YD	
AR152540	SOIL STABILIZATION FABRIC	11,775	SQ YD	
AR156520	INLET PROTECTION	5	EACH	
AR156531	EROSION CONTROL BLANKET	450	SQ YD	
AR209606	CRUSHED AGG. BASE COURSE - 6"	11,775	SQ YD	
AR401900	REMOVE BITUMINOUS PAVEMENT	11,960	SQ YD	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	185	SQ YD	
AR501900	REMOVE PCC PAVEMENT	11,960	SQ YD	
AR501509	9" PCC PAVEMENT	11,680	SQ YD	
AR501530	PCC TEST BATCH	1	EACH	
AR510510	TIE DOWN	60	EACH	
AR620520	PAVEMENT MARKING - WATERBORNE	1,480	SQ FT	
AR620525	PAVEMENT MARKING - BLACK BORDER	1,490	SQ FT	
AR620900	PAVEMENT MARKING REMOVAL	400	SQ FT	
AR701512	12" RCP, CLASS IV	310	FOOT	
AR701900	REMOVE PIPE	310	FOOT	
AR705526	6" PERFORATED UNDERDRAIN W/ SOCK	1,035	FOOT	
AR705900	REMOVE UNDERDRAIN	630	FOOT	
AR751540	MANHOLE 4'	1	EACH	
AR751900	REMOVE INLET	1	EACH	
AR751943	ADJUST MANHOLE	2	EACH	
AR901510	SEEDING	1.25	ACRE	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	1.25	ACRE	

**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON**

INDEX TO SHEETS/SUMMARY OF QUANTITIES


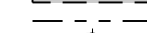

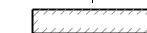
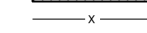



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CHECKED BY:	LDB
APPROVED BY:	CAL
DATE:	12/12/2023
JOB No:	22004512-00

FINAL

THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE 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 COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL, RELOCATION 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. THE ARCHITECT/ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

LEGEND

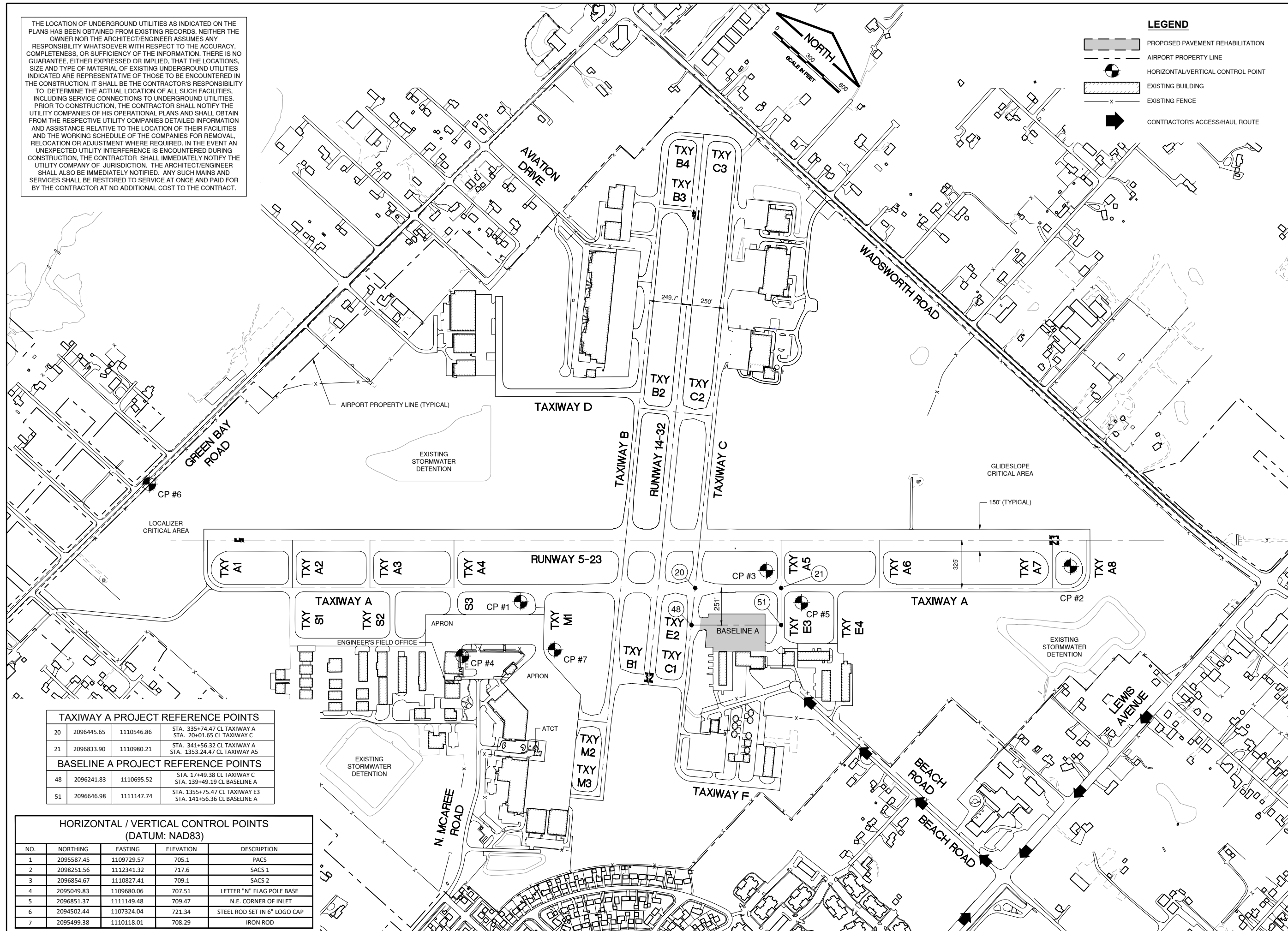
-  PROPOSED PAVEMENT REHABILITATION
-  AIRPORT PROPERTY LINE
-  HORIZONTAL/VERTICAL CONTROL POINT
-  EXISTING BUILDING
-  EXISTING FENCE
-  CONTRACTOR'S ACCESS/HAUL ROUTE

IL. CONTRACT: **WA079**
 IL. LETTING ITEM: **15A**
 IL. PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

REVISIONS

NUMBER	BY	DATE

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



TAXIWAY A PROJECT REFERENCE POINTS

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
20	2096445.65	1110546.86	705.1	STA. 335+74.47 CL TAXIWAY A STA. 20+01.65 CL TAXIWAY C
21	2096833.90	1110980.21	707.51	STA. 341+56.32 CL TAXIWAY A STA. 1353.24.47 CL TAXIWAY A5

BASELINE A PROJECT REFERENCE POINTS

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
48	2096241.83	1110695.52	709.1	STA. 17+49.38 CL TAXIWAY C STA. 139+49.19 CL BASELINE A
51	2096646.98	1111147.74	708.29	STA. 1355+75.47 CL TAXIWAY E3 STA. 141+56.36 CL BASELINE A

HORIZONTAL / VERTICAL CONTROL POINTS (DATUM: NAD83)

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2095587.45	1109729.57	705.1	PACS
2	2098251.56	1112341.32	717.6	SACS 1
3	2096854.67	1110827.41	709.1	SACS 2
4	2095049.83	1109680.06	707.51	LETTER "N" FLAG POLE BASE
5	2096851.37	1111149.48	709.47	N.E. CORNER OF INLET
6	2094502.44	1107324.04	721.34	STEEL ROD SET IN 6" LOGO CAP
7	2095499.38	1110118.01	708.29	IRON ROD

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON
SITE PLAN - PROJECT CONTROL PLAN

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 DRAWN BY: JRO
 CHECKED BY: LDB
 APPROVED BY: CAL
 DATE: 12/12/2023
 JOB No: 22004512-00

FINAL

NOTES

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY PHASE TO COORDINATE WITH THE TENANTS.
3. FOR ALL PHASES OF WORK, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
4. CONTRACTOR SHALL HAVE A DEDICATED FLAGGER ONSITE WHEN WORKING ADJACENT TO OR HAULING ON ACTIVE TAXIWAYS AND YIELD TO ALL ONCOMING AIRCRAFT. COST SHALL BE INCIDENTAL TO THE CONTRACT.
5. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND ENGINEER ON THE LOCATION OF ACCESS ROUTES OF AIRPORT-OWNED FUELING TRUCKS TO ALL AIRCRAFT AND TEMPORARY PARKING AREAS.
6. THE CONTRACTOR SHALL POST A SECURITY GUARD AT THE GATE WHEN THE GATE IS LEFT OPEN FOR THE PURPOSES OF HAULING MATERIAL IN OR OUT OF THE JOBSITE. SHOULD THE CONTRACTOR CHOOSE TO CLOSE THE GATE AFTER EACH ARRIVAL OR DEPARTURE, NO GUARD SHALL BE REQUIRED. THE AIRPORT SHALL RESERVE THE RIGHT TO REQUIRE THE CONTRACTOR TO CHANGE GUARD PERSONNEL SHOULD THEY PERFORM UNSATISFACTORILY.
7. THE CONTRACTOR SHALL RESTORE HIS STAGING, STORAGE AND PARKING AREA TO THE PRE-CONSTRUCTION STATE AT THE COMPLETION OF THE PROJECT. RESTORATION COSTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL NOT IMPEDE ACCESS TO SKILL AVIATION ENTRANCE AND AREA ROADWAYS, PARKING LOTS AND GATES.

CRITICAL POINT TABLE

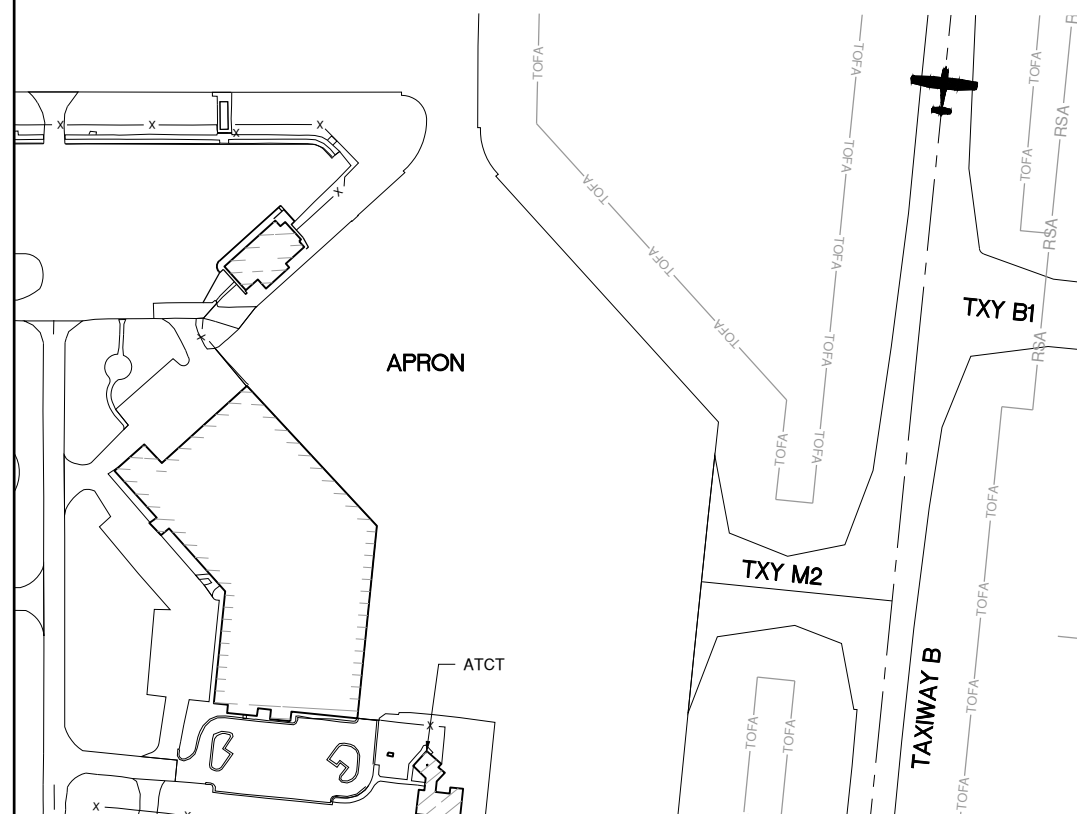
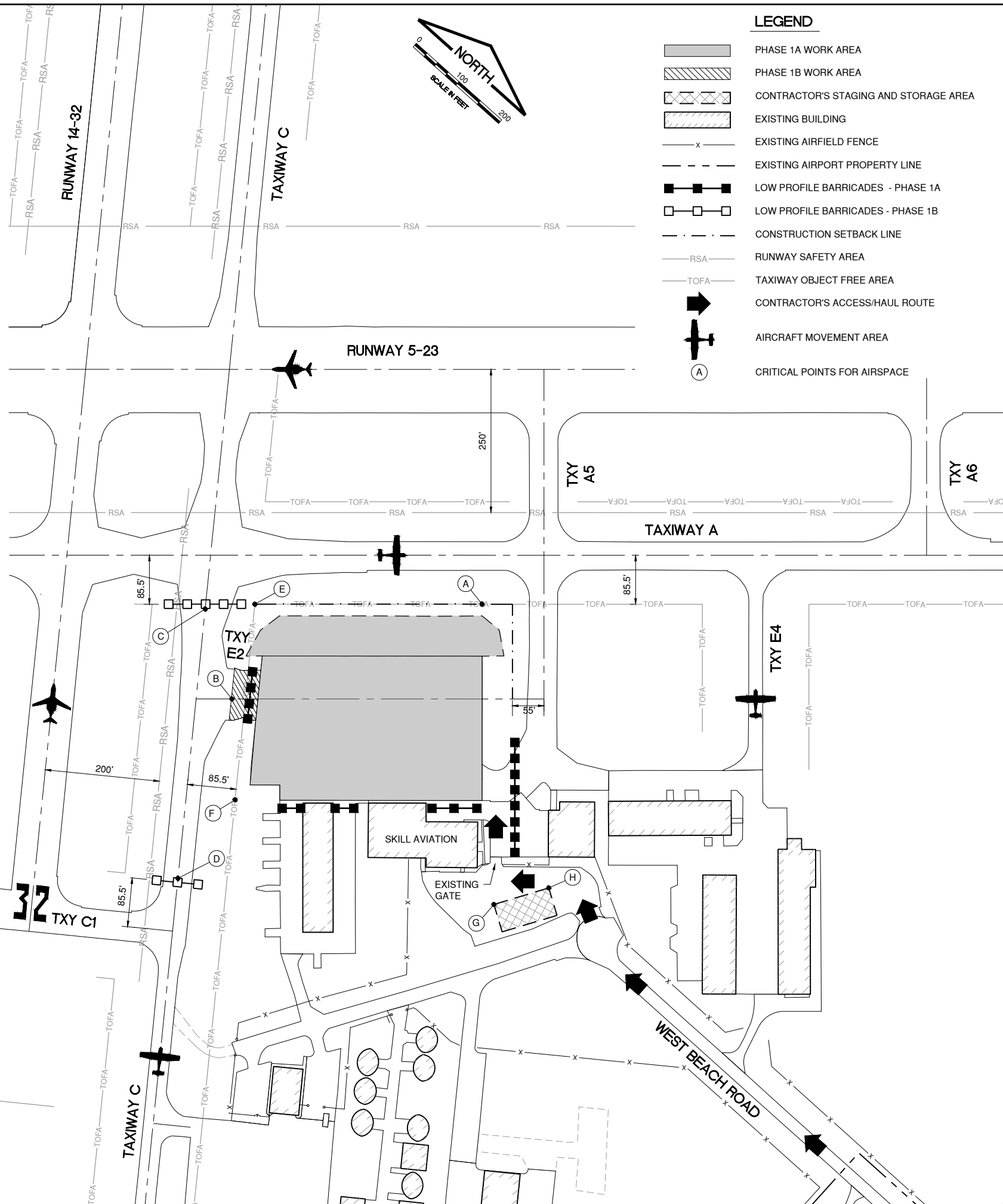
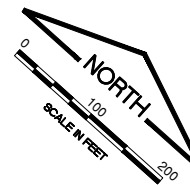
POINT	LATITUDE	LONGITUDE	GROUND ELEVATION	ANTICIPATED EQUIPMENT AND HEIGHT	APPROXIMATE ELEVATION OF EQUIPMENT	CRITICAL TO
A	N 42°25'18.94"	W 87°51'50.64"	710.56	SEMI/DUMP TRUCK -25'	735.56	5/23
B	N 42°25'14.60"	W 87°51'53.30"	711.49	SEMI/DUMP TRUCK -25'	736.49	14/32
C	N 42°25'15.80"	W 87°51'55.45"	709.30	SEMI/DUMP TRUCK -25'	733.49	5/23
D	N 42°25'11.89"	W 87°51'51.67"	711.50	SEMI/DUMP TRUCK -25'	736.49	14/32
E	N 42°25'16.34"	W 87°51'54.60"	709.12	SEMI/DUMP TRUCK -25'	735.56	5/23
F	N 42°25'13.59"	W 87°51'51.92"	712.53	SEMI/DUMP TRUCK -25'	733.49	14/32
G	N 42°25'15.20"	W 87°51'45.80"	714.10	SEMI/DUMP TRUCK -25'	736.49	14/32
H	N 42°25'16.04"	W 87°51'45.10"	714.20	SEMI/DUMP TRUCK -25'	733.49	5/23

PHASE	FACILITY STATUS - OPEN	FACILITY STATUS - CLOSED
1A	ALL RUNWAYS AND TAXIWAYS OPEN	NONE
1B	TAXIWAY C BETWEEN TAXIWAY C1 AND A - CLOSED; ALL OTHER TAXIWAYS OPEN; ALL RUNWAYS OPEN	TAXIWAY C BETWEEN TAXIWAY C1 AND A

NOTE: PHASE 1B SHALL BE LIMITED TO 14 CALENDAR DAYS.

LEGEND

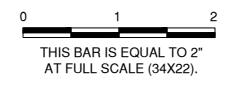
- PHASE 1A WORK AREA
- PHASE 1B WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- EXISTING BUILDING
- EXISTING AIRFIELD FENCE
- EXISTING AIRPORT PROPERTY LINE
- LOW PROFILE BARRICADES - PHASE 1A
- LOW PROFILE BARRICADES - PHASE 1B
- CONSTRUCTION SETBACK LINE
- RUNWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE
- AIRCRAFT MOVEMENT AREA
- CRITICAL POINTS FOR AIRSPACE



IL CONTRACT: **WA079**
 IL LETTING ITEM: **15A**
 IL PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

REVISIONS

NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 CONSTRUCTION ACTIVITY PLAN**

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

DESIGN BY:	LDB
DRAWN BY:	JRO
CHECKED BY:	LDB
APPROVED BY:	CAL
DATE:	12/12/2023
JOB No:	22004512-00

FINAL

GENERAL

- 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- 1. TOTAL CONTRACT TIME SHALL BE 90 CALENDAR DAYS.
2. WORK SHALL BE COMPLETED IN TWO SUB-PHASES AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS.
3. COMPLETE INITIAL MOBILIZATION, STAGING AREA PREPARATION AND LAYOUT IN ORDER TO PROCEED WITH THE REMOVAL OF THE EXISTING PAVEMENT AND EROSION CONTROL MEASURES. INSTALL THE NEW PCC PAVEMENT AND COMPLETE EARHTWORK, LANDSCAPING AND GENERAL IMPROVEMENTS.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

- 1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

- 1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE ROUTES AND GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-08 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE WAUKEGAN AIR TRAFFIC CONTROL TOWER GROUND CONTROL (121.65 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO VEHICLE AND AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

- 1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER.
2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS.
3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS.
4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED.
5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911.

10. INSPECTION REQUIREMENTS

- 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX C OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

11. UNDERGROUND UTILITIES

- 1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-16 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

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

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

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

18. PROTECTION

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

19. OTHER LIMITATIONS ON CONSTRUCTION

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

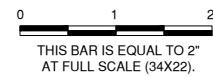
20. AIRFIELD EDGE LIGHTS AND SIGNS

- 1. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
2. CONTRACTOR SHALL TURN OFF RUNWAY/TAXIWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT. DURING ALL RUNWAY/TAXIWAY CLOSURES, CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY/TAXIWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY/TAXIWAY CIRCUIT.

IL. CONTRACT: WA079
IL. LETTING ITEM: 15A
IL. PROJECT: UGN-5083
S.B.G. PROJECT: 3-17-SBGP-197/205

REVISIONS

Table with 3 columns: NUMBER, BY, DATE



WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON

CONSTRUCTION ACTIVITY
GENERAL NOTES AND DETAILS - 1

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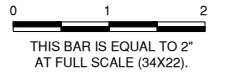
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REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON**

**CONSTRUCTION ACTIVITY
 GENERAL NOTES AND DETAILS - 2**

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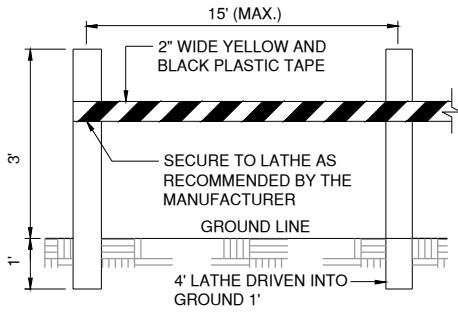
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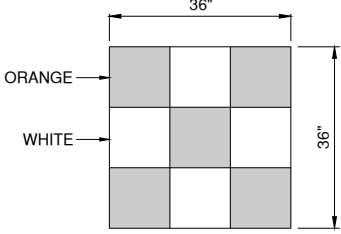
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PHASING NOTES (ALL PHASES)

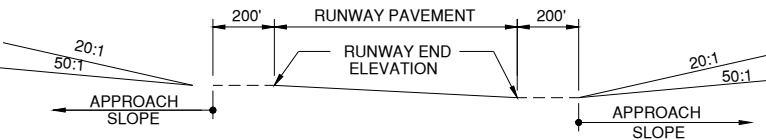
- THE INTENT OF THE CONSTRUCTION ACTIVITY PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPlicing NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT. ALL TEMPORARY CABLING SHALL BE PLACED IN SCHEDULE 40 PVC CONDUIT ALONG CLOSED SIDE OF BARRICADE LINE.
- CONTRACTOR MAY REQUEST TO COMBINE WORK PHASES/AREAS. THE AIRPORT WILL DETERMINE IF THE REQUEST IS ACCEPTABLE.
- PRIOR TO REOPENING A CLOSED RUNWAY THE ENTIRE RUNWAY SAFETY AREA (RSA), AND THE TAXIWAY OBJECT FREE AREA (TOFA) MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE IS NO OPEN EXCAVATIONS OR TRENCHES IN THE SAFETY AREA(S), THE MAXIMUM PAVEMENT DROP OFF IS THREE (3) INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN THREE (3) PERCENT. STEEL PLATES MAY BE REQUIRED TO MEET CRITERIA. IF NECESSARY, TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT
- THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SAFETY SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICT WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON THE AIRPORT OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THIS CRITICAL CLOSURE. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATES AND TIMES OF THE CLOSURE(S).
- WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO BE UNDER CONTROL BY A CROSSING GUARD OR ESCORT IN RADIO CONTACT WITH THE ATCT FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- TEMPORARY CLOSED TAXIWAY MARKERS ARE ONLY REQUIRED WHEN THE TAXIWAY WILL REMAIN CLOSED FOR 3 CONSECUTIVE DAYS OR MORE.
- IF A RUNWAY OR TAXIWAY IS TO REOPEN PRIOR TO FINAL TOPSOILING AND GRADING, THE MAXIMUM SIGN BASE EDGE DROP OFF SHALL BE 3-INCHES AND MAXIMUM SLOPES SHALL BE 3%. THE SURROUNDING AREA ADJACENT TO THE SIGN BASE SHALL BE SMOOTHLY GRADED.
- CONTRACTOR MUST MAINTAIN ACCESS TO ALL ACTIVE AND OPEN AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT TO PROVIDE MINIMAL DISRUPTIONS TO THE ACTIVE AIRCRAFT MOVEMENT AREA. FAA AND AIRPORT ROAD(S) SHALL NOT BE USED AS A HAUL ROUTE BY THE CONTRACTOR WITHOUT PRIOR APPROVAL.
- TO THE EXTENT POSSIBLE THE CONTRACTOR SHALL HAVE ALL EMPLOYEE PARKING OUTSIDE OF THE AIRPORT FENCE OR AS INDICATED AT THE LOCATION SHOWN.
- THE AIRPORT RESERVES THE RIGHT TO MODIFY THE SEQUENCE OF THE CONSTRUCTION INCLUDING BUT NOT LIMITED TO PHASING, WORK AREAS, BARRICADE PLACEMENT, ACCESS AND HAUL ROUTES, AND CONTRACTOR MOVEMENT AT ANY TIME DURING THE PROJECT WITH FAA AND IDA APPROVAL.



LATHING AND WARNING TAPE DETAIL
 NOT TO SCALE
 MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE SHALL BE INCIDENTAL TO THE CONTRACT.

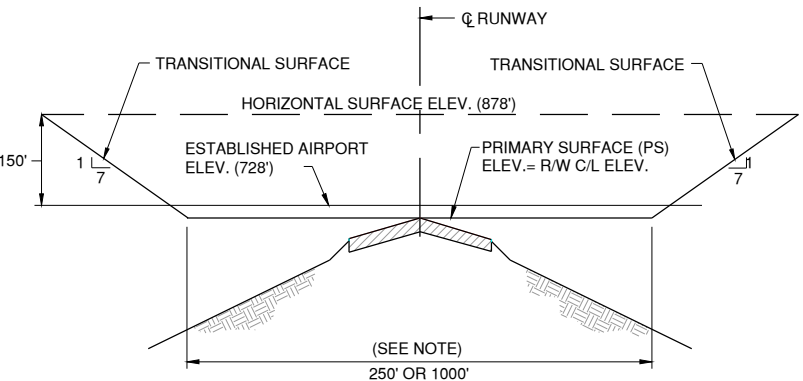


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
 NOT TO SCALE



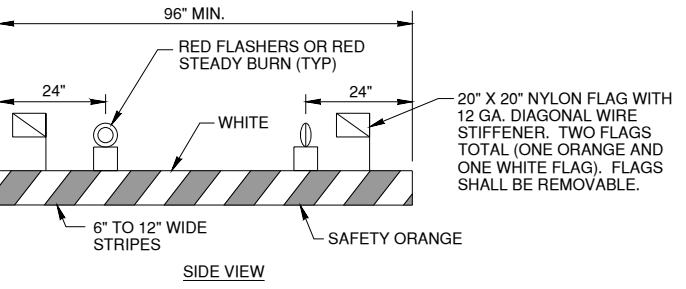
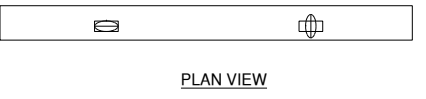
TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES
 NO SCALE

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



TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES
 NO SCALE

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



AIRSIDE LOW PROFILE LIGHTED BARRICADE
 NOT TO SCALE

BARRICADE NOTES

- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- 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°.
- FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- 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.
- BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
- PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
- ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

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

- CONSTRUCT PERIMETER FENCING PHASE 5 (NORTHWEST AREA)
- REMOVE TREES IN EXISTING APPROACH AND TRANSITIONAL ZONES FOR RUNWAY 5/23, PHASE 3
- REHABILITATE HANGAR PAVEMENTS IN SOUTH HANGAR AREA - PHASE 1





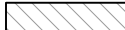

GROUND CONTROL FREQUENCY: 121.65 MHz
 MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

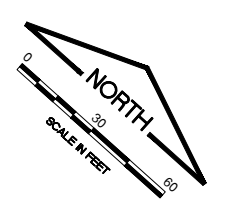
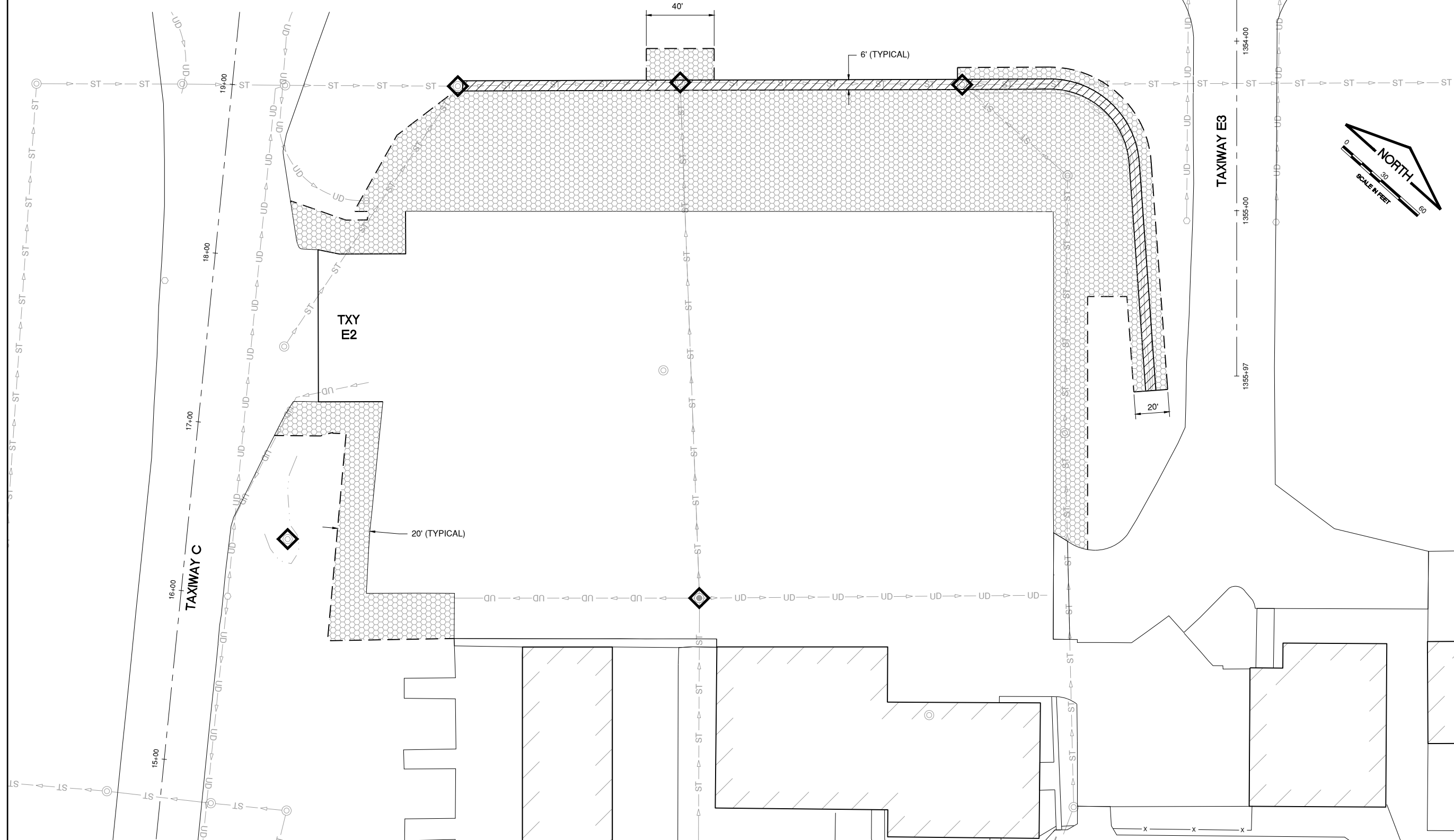
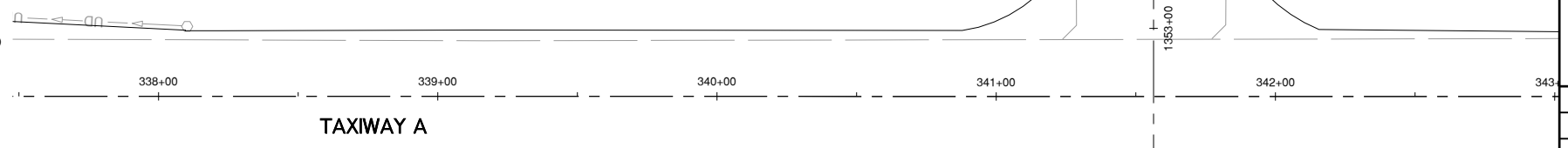
IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

NOTES

- SEE STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
- THE CONTRACTOR SHALL PLACE EROSION CONTROL DEVICES AT THE STAGING AND STORAGE AREA AS REQUIRED TO PREVENT SEDIMENTS FROM LEAVING THE CONSTRUCTION AREA, OR AS DIRECTED BY THE ENGINEER, AT NO ADDITIONAL COSTS TO THE CONTRACT.

LEGEND

-  NEW SEEDING AND MULCHING (908)
-  INLET PROTECTION (156)
-  EXISTING STORM SEWER TO BE REPLACED
-  EXISTING STORM SEWER STRUCTURE
-  NEW EROSION CONTROL BLANKET (156)
-  NEW GRADING LIMITS



IL. CONTRACT: **WA079**
 IL. LETTING ITEM: **15A**
 IL. PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

REVISIONS		
NUMBER	BY	DATE

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

**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 STORMWATER POLLUTION PREVENTION PLAN**

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SHEET 7 OF 21 SHEETS

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF REHABILITATING PAVEMENT AND DRAINAGE IMPROVEMENTS AT WAUKEGAN NATIONAL AIRPORT.

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

1. INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL MEASURES.
2. REMOVE EXISTING PAVEMENT.
3. EXCAVATION FOR NEW PAVEMENT.
4. CONSTRUCT TEMPORARY CONCRETE WASHOUT.
5. INSTALL NEW DRAINAGE IMPROVEMENTS.
6. INSTALL NEW PCC APRON PAVEMENT.
7. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
8. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE SLIGHTLY MORE THAN 3.5 ACRES DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

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

SEDIMENTATION AND EROSION CONTROL NOTES

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

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

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

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

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

NPDES PERMIT #	_____
DATE ISSUED	_____
DATE EXPIRED	_____
DATE TERMINATED	_____

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

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

MAINTENANCE AFTER CONSTRUCTION

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

CONTRACTORS

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

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

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

CONTRACTOR CERTIFICATION STATEMENT

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

PROJECT INFORMATION:

ROUTE: WAUKEGAN NATIONAL AIRPORT MARKED: REHABILITATE EAST AIRCRAFT PARKING APRON
 SECTION: 32 PROJECT NUMBER: UGN-5083
 COUNTY: LAKE CONTRACT NUMBER: 3-17-SBGP-TBD

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

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

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

ADDITIONAL NOTES

1. PRIOR TO COMMENCING DEWATERING ACTIVITIES AND LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND INCLUSION INTO SWPPP.
2. DURING DEWATERING OPERATION, WATER SHALL BE PUMPED FROM A SUMP PIT INTO FIBER BAG OR SILT TRAPS OR OTHER APPROVED BMP. COSTS OF SUMP PITS, FIBER BAGS, SEDIMENT BASINS AND SILT TRAPS AND OTHER BMP ARE INCIDENTAL TO THE CONTRACT. DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES IS PROHIBITED.
3. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES SHALL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL CURRENT EDITION FOUND AT ILLINOISMANUAL.ORG.
4. WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. RESIDENT ENGINEER RESERVES THE RIGHT TO ADJUST APPLICATION WINDOWS BASED ON REGIONAL SITE AND WEATHER CONDITIONS. THE CHANGING OF THE APPLICATION WINDOW DOES NOT WAIVE THE CONTRACTOR'S RESPONSIBILITY TO MEET THE REQUIREMENTS/OBLIGATIONS REQUIRED BY THE CONSTRUCTION DOCUMENTS. **ALL APPLICATIONS OF TEMPORARY SEED NEEDED FOR COMPLIANCE FOR THE NPDES PERMIT SHALL BE INCIDENTAL TO THE CONTRACT.**

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

- A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- C. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA 1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

IL CONTRACT: **WA079**
 IL LETTING ITEM: **15A**
 IL PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON
STORM WATER POLLUTION PREVENTION PLAN NOTES

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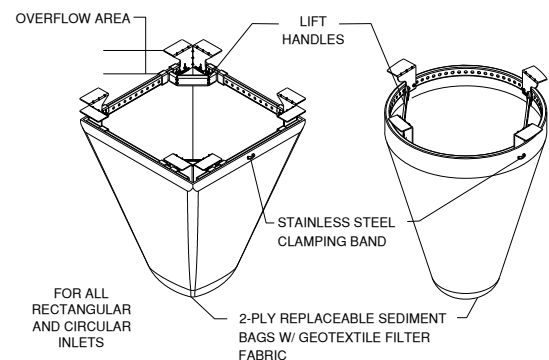
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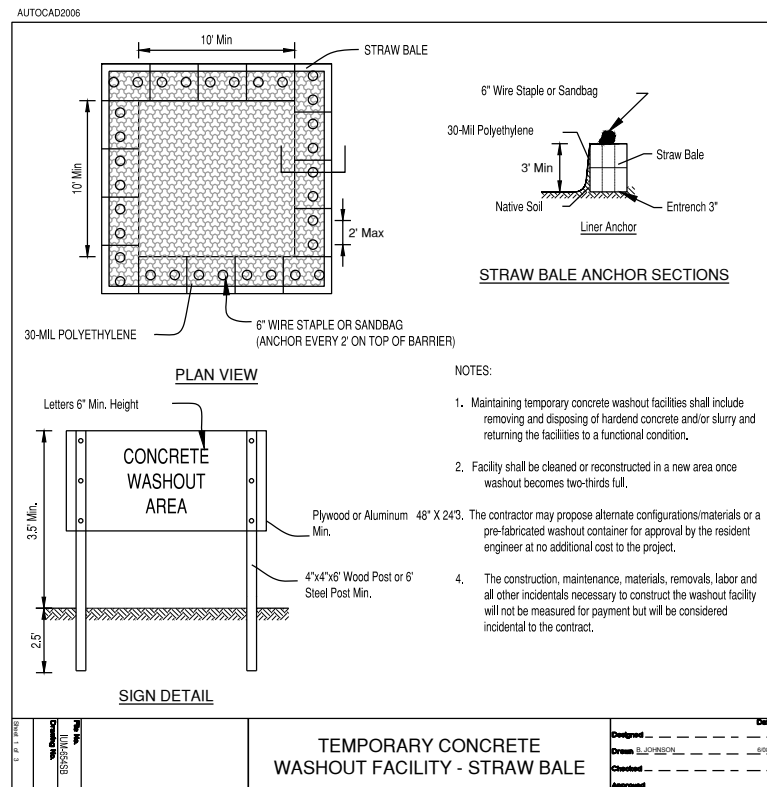
SHEET 8 OF 21 SHEETS



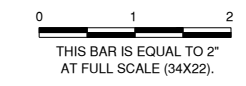
**INLET PROTECTION - SILT BASKET
(PAVEMENT/TURF)**

NOTES

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



REVISIONS		
NUMBER	BY	DATE



SEED TABLE			
CLASS - TYPE	SEED MIXTURE	RATE (LB/ACRE)	APPLICATION WINDOW
IDOT AERONAUTICS (PERMANENT SEEDING)	TALL FESCUE ** ANNUAL RYEGRASS RED FESCUE ** HARD FESCUE **	60 20 30 30	APRIL 1 THRU JUNE 1 SEPTEMBER 1 THRU NOVEMBER 1
TEMPORARY SEEDING SPRING MIX	OATS *	100	MARCH 1 THRU JULY 31
TEMPORARY SEEDING FALL MIX	WINTER WHEAT *	100	AUGUST 1 THRU NOVEMBER 1

* NOTE: CONTRACTOR MAY SUBMIT TO RESIDENT ENGINEER ALTERNATE SEED MIXTURES FOR CONSIDERATION.
 ** NOTE: SEED SHALL BE A VARIETY BRED TO CONTAIN HIGH LEVELS OF ENDOPHYTES.

MULCH TYPE	
HEAVY-DUTY HYDRAULIC	APPLIED PER MANUFACTURER'S RECOMMENDATION (3000 LB/ACRE MINIMUM)
EROSION CONTROL BLANKET	80% WOOD EXCELSIOR MAT WITH 6" OR LONGER FIBER LENGTH (0.63 LB/SY), 90 DAY BIODEGRADABLE MESH NETTING ON TOP SIDE

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

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY.	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
PERMANENT SEEDING					▶					▶		
DORMANT SEEDING	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TEMPORARY SEEDING										▶		
MULCHING											▶	
TEMPORARY MULCHING												▶
EROSION CONTROL BLANKET												▶

DEWATERING - FILTRATION BAG NOTES:

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

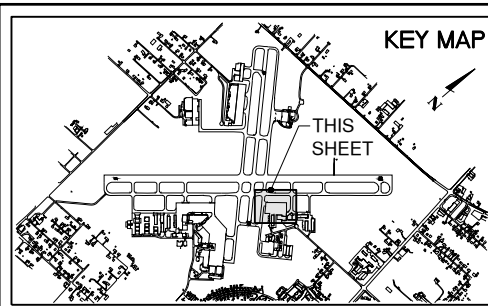
**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 STORM WATER POLLUTION PREVENTION PLAN
 DETAILS**

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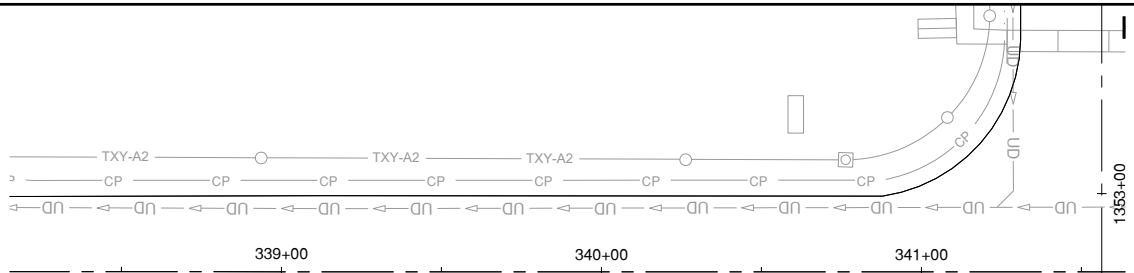
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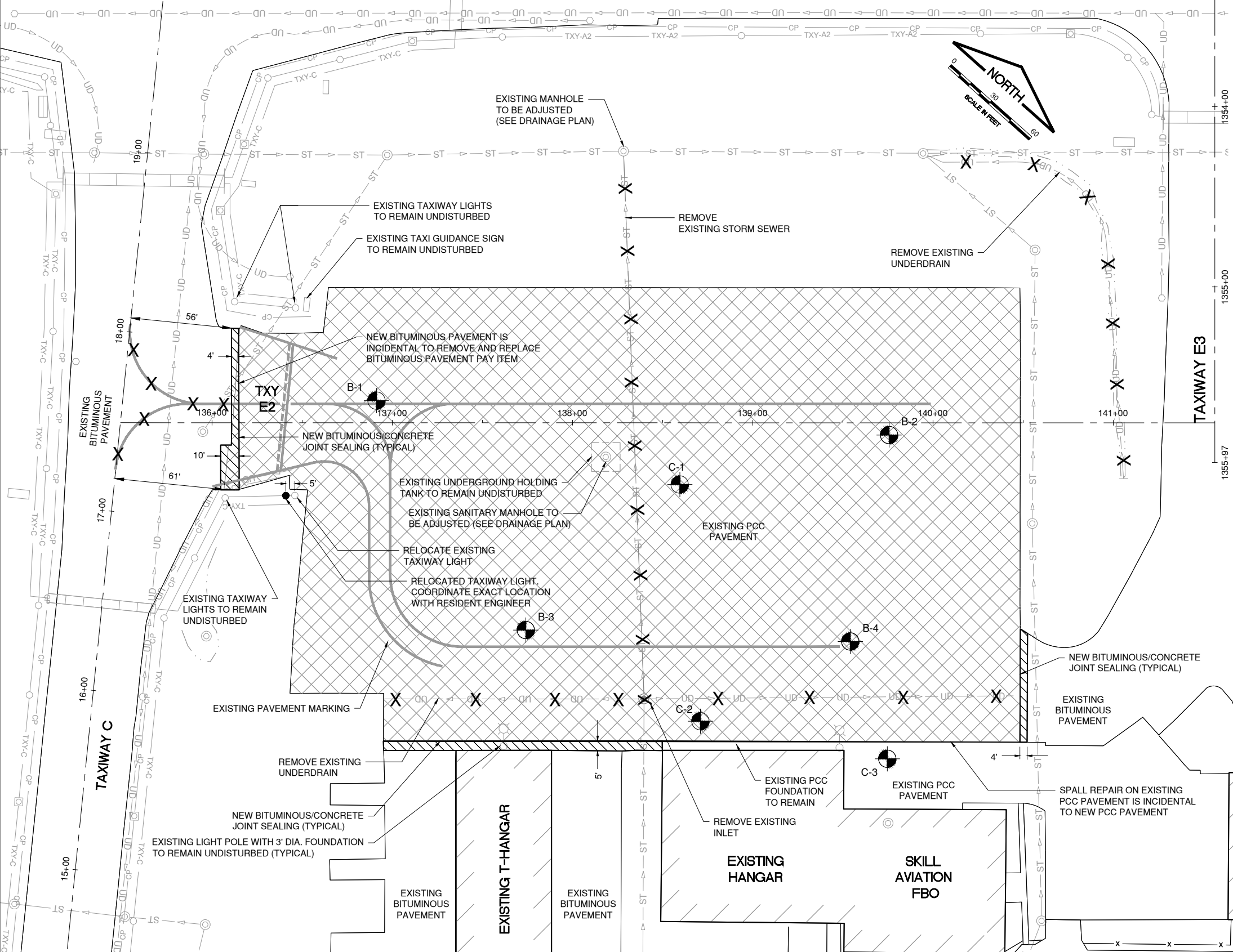
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THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED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



TAXIWAY A



- EXISTING CONDITIONS LEGEND**
- PROPOSED PCC PAVEMENT REMOVAL (SEE TYPICAL SECTIONS)
 - REMOVE AND REPLACE BITUMINOUS PAVEMENT
 - EXISTING BASE MOUNTED TAXIWAY LIGHT
 - EXISTING STAKE MOUNTED TAXIWAY LIGHT
 - EXISTING AIRFIELD GUIDANCE SIGN (LIT)
 - EXISTING AIRFIELD GUIDANCE SIGN (REFLECTIVE)
 - EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT
 - EXISTING ELECTRICAL HANDHOLE
 - EXISTING STORM INLET
 - EXISTING UNDERDRAIN CLEANOUT
 - EXISTING CONDUIT/DUCT BANK
 - EXISTING STORM SEWER
 - EXISTING UNDERDRAIN
 - EXISTING SANITARY SEWER
 - EXISTING FENCE
 - EXISTING TAXIWAY A2 CIRCUIT
 - EXISTING TAXIWAY C CIRCUIT
 - COUNTERPOISE CIRCUIT
 - EXISTING LIGHT POLE
 - ITEM TO BE REMOVED
 - BORING AND CORING LOCATIONS

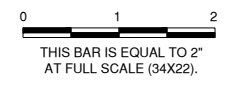
NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING PAVEMENTS. ANY PAVEMENT DAMAGED BY CONTRACTORS EQUIPMENT SHALL BE SAWCUT PER RESIDENT ENGINEER LAYOUT AND REPLACED IN KIND AT NO ADDITIONAL COST TO CONTRACT.
3. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES.
4. REMOVAL OF GROUND RODS AND TIE DOWNS INCIDENTAL TO PCC PAVEMENT REMOVAL.

IL. CONTRACT: **WA079**
 IL. LETTING ITEM: **15A**
 IL. PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

REVISIONS

NUMBER	BY	DATE



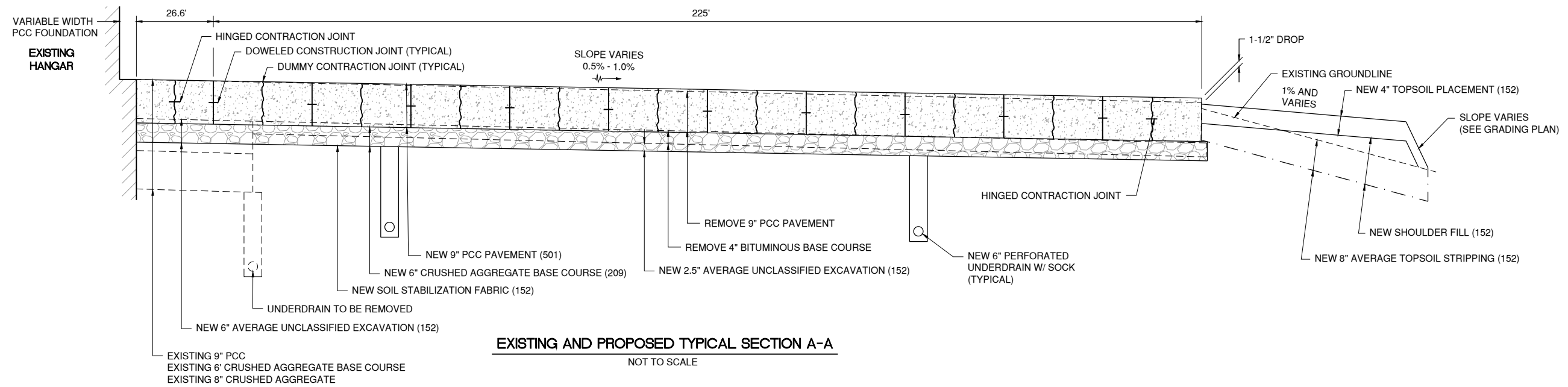
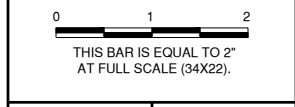
**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 EXISTING CONDITIONS/PROPOSED REMOVALS**

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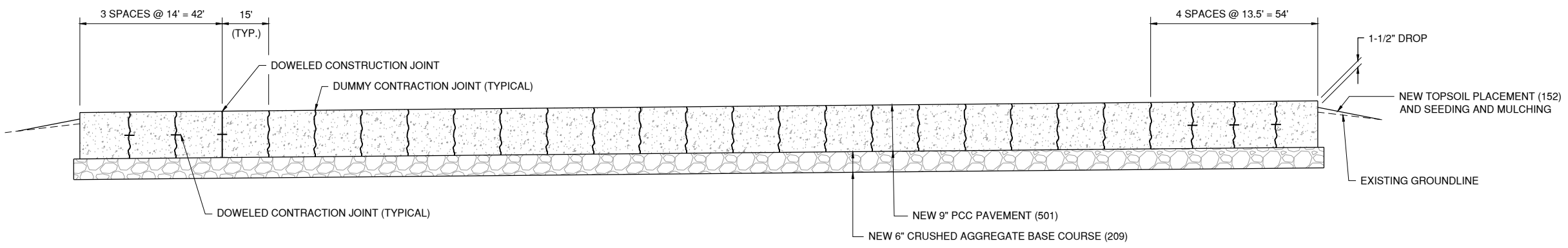
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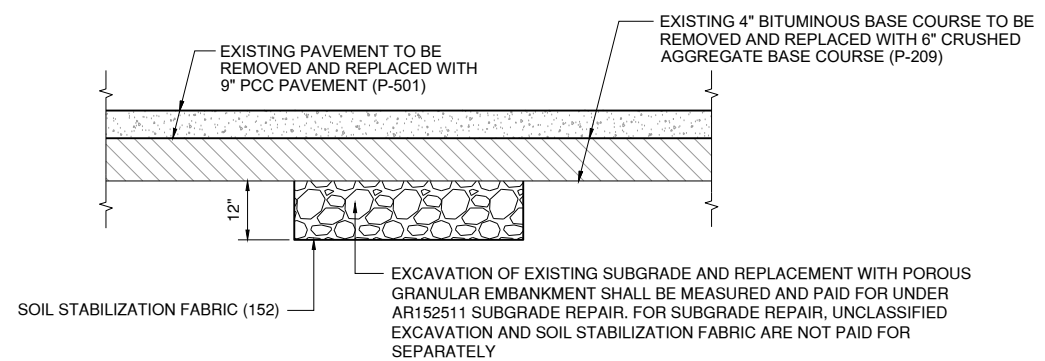
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EXISTING AND PROPOSED TYPICAL SECTION A-A
 NOT TO SCALE



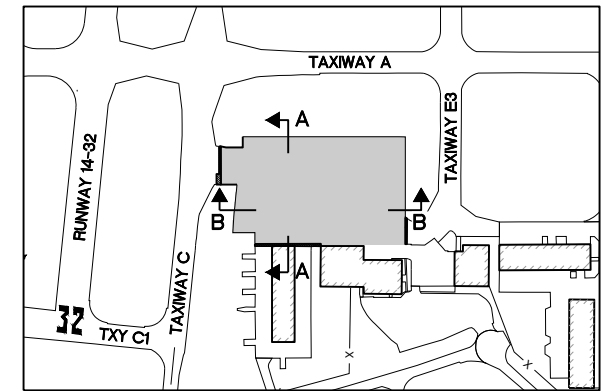
PROPOSED TYPICAL SECTION B-B
 NOT TO SCALE



SUBGRADE REPAIR DETAIL
 NOT TO SCALE

NOTES


1. LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
2. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR152511 SUBGRADE REPAIR AND SHALL INCLUDE ALL EXCAVATION (SUBGRADE) AND FULL DEPTH REPLACEMENT WITH POROUS GRANULAR EMBANKMENT TO MEET THE FINAL GRADES OF THE ADJACENT SUBGRADE TO REMAIN.



KEY MAP



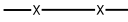
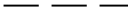


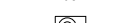
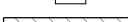
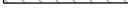
WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON
TYPICAL SECTIONS

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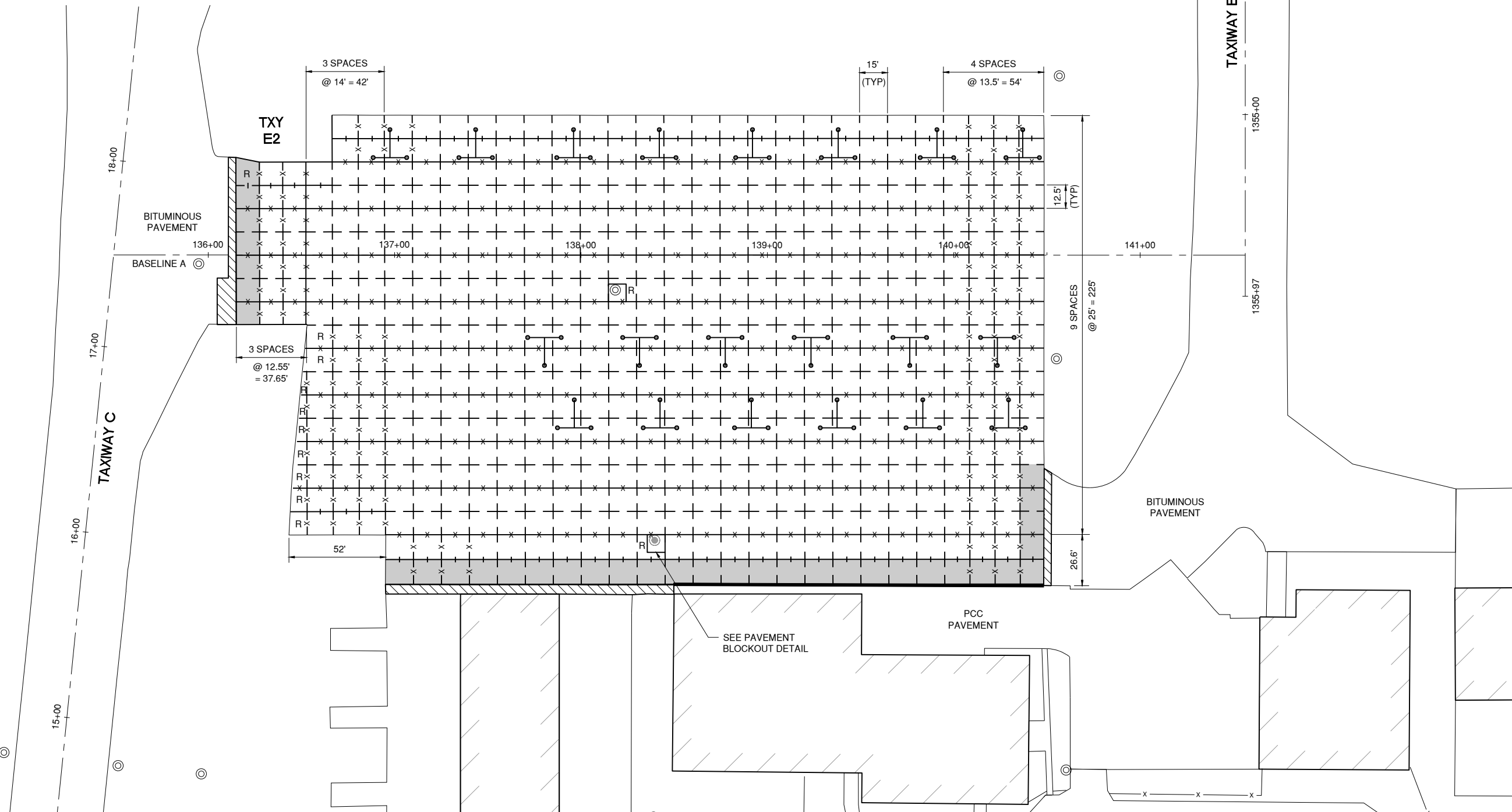
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-  THICKENED EDGE ONLY
-  DOWELED CONTRACTION JOINT (C)
-  DUMMY CONTRACTION JOINT (D)
-  DOWELED CONSTRUCTION JOINT (E)
-  HINGED CONTRACTION JOINT (B)
-  REINFORCED PANEL
-  APRON STRUCTURE PAVEMENT BLOCKOUT
-  NEW BITUMINOUS PAVEMENT

NOTES

1. TIE DOWN MINIMUM DISTANCE TO NEAREST JOINT SHALL BE 2 FEET.

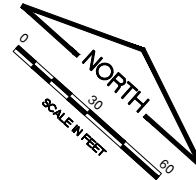
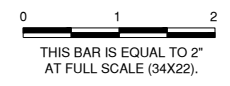
337+00 338+00 339+00 340+00 341+00 342+00 343

TAXIWAY A



IL. CONTRACT: **WA079**
 IL. LETTING ITEM: **15A**
 IL. PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**


REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 PAVEMENT JOINTING PLAN**

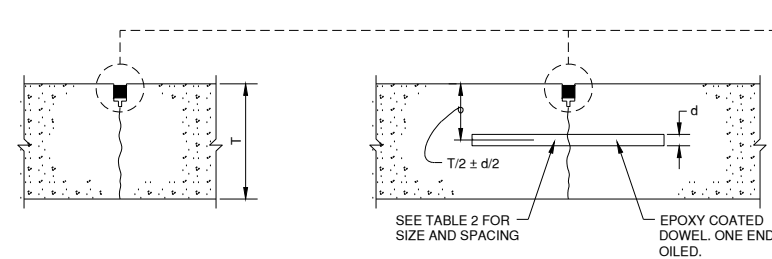
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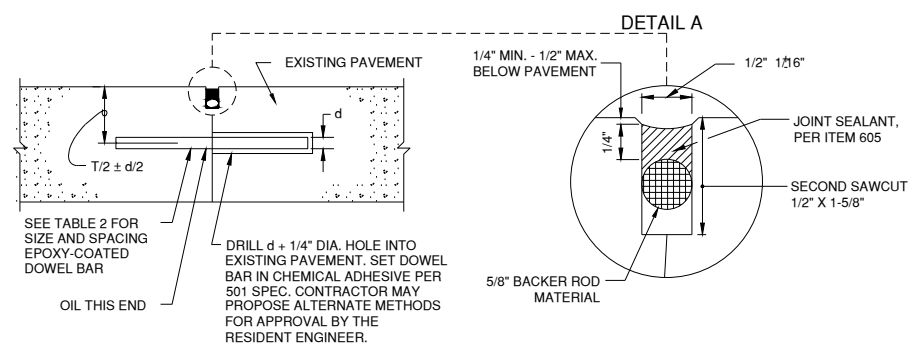
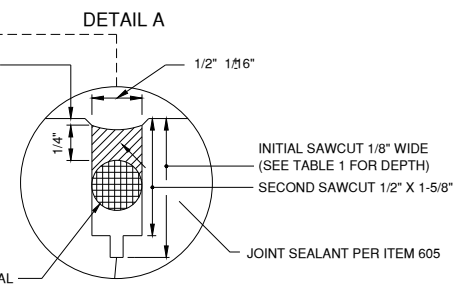
TYPE D DUMMY

SYMBOL - - - -

TYPE C DOWELED

SYMBOL -X-X-

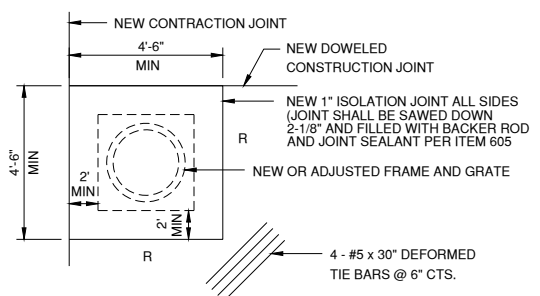
CONTRACTION JOINTS



TYPE E DOWELED

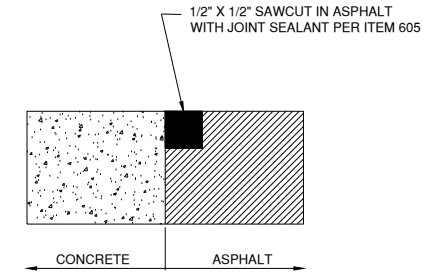
SYMBOL -X-X-

CONSTRUCTION JOINTS



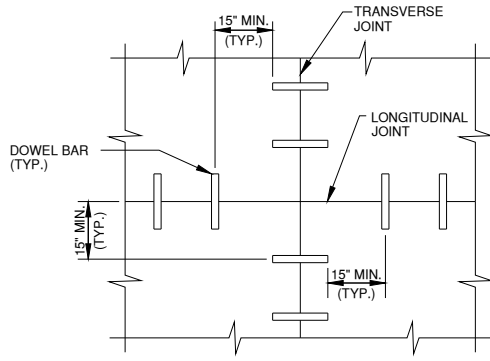
PAVEMENT BLOCKOUT DETAIL FOR MANHOLES/INLETS

NOT TO SCALE
ABOVE BLOCKOUT SHALL BE CONSTRUCTED FOR EXISTING MANHOLE/ INLET CONSTRUCTION. DIMENSION OF BOXOUT MAY VARY TO FIT FIELD CONDITIONS.
R - DENOTES ODD SHAPED PANEL REINFORCEMENT



JOINT SEALING AT CONCRETE ASPHALT INTERFACE

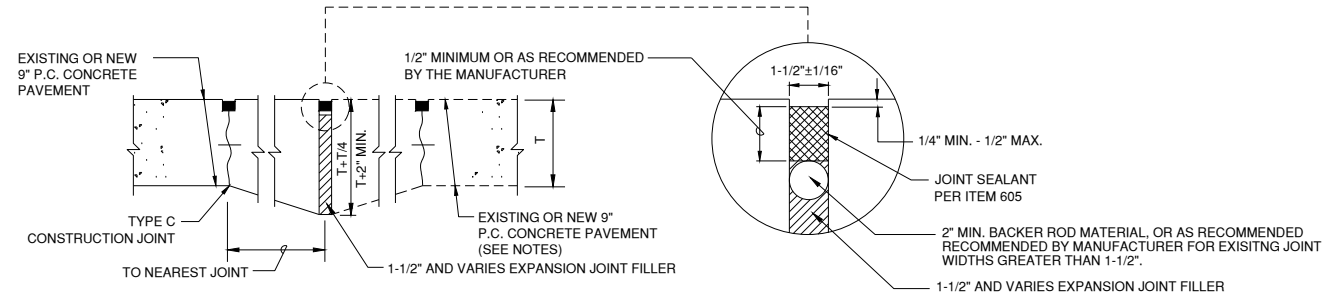
N.T.S.
NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION



DOWEL PLACEMENT DETAIL

NOT TO SCALE

EXPANSION JOINTS



NEW THICKENED EDGE

NEW TYPE A ISOLATION JOINT

SYMBOL - / (A)

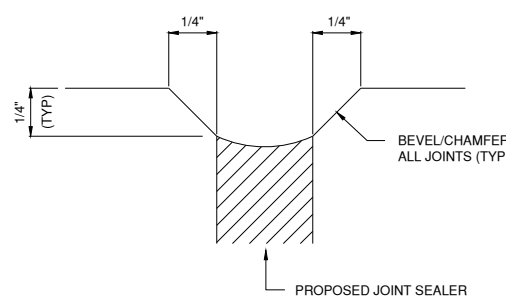
TABLE 1

PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES T=(T/4) ± 1/4"
9	2.5"

TABLE 2

PAVEMENT THICKNESS T - INCHES	DOWEL BAR DETAILS			TIE BAR DETAILS		
	DIA. (d)	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
9	1"	19"	12"	#5	30"	30"

DIMENSION TABLES



CHAMFER/BEVEL JOINT DETAIL

NOT TO SCALE

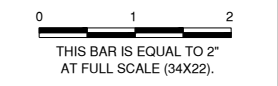
JOINT NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLIES SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION. TRANSVERSE DOWEL BAR IMPLANTING WILL NOT BE ALLOWED.
- ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCLUDED IN THE ASSOCIATED PCC PAVEMENT PAY ITEM.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- EPOXY-COATED DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.

IL. CONTRACT: **WA079**
IL. LETTING ITEM: **15A**
IL. PROJECT: **UGN-5083**
S.B.G. PROJECT: **3-17-SBGP-197/205**

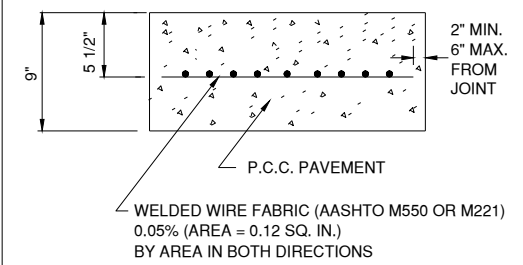
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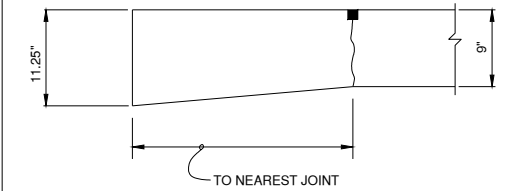
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WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON**

PAVEMENT JOINTING DETAILS



ODD SHAPED PANEL REINFORCEMENT

WELDED WIRE FABRIC (AASHTO M550 OR M221) 0.05% (AREA = 0.12 SQ. IN.) BY AREA IN BOTH DIRECTIONS



THICKENED EDGE

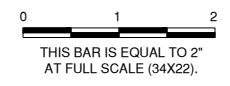
SYMBOL [Hatched Box]

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GRADING PLAN

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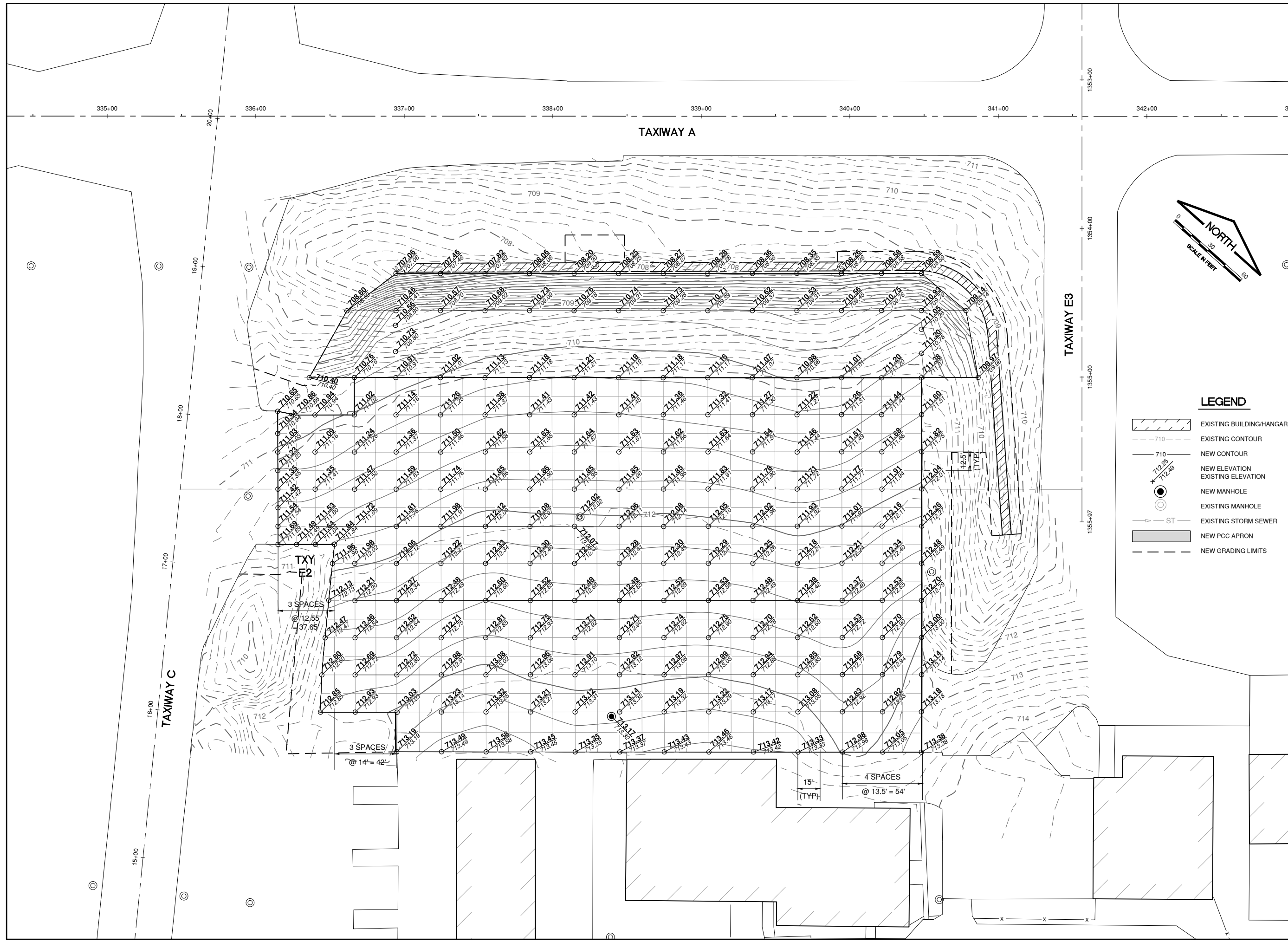
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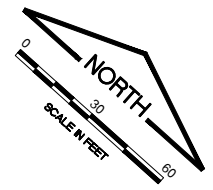
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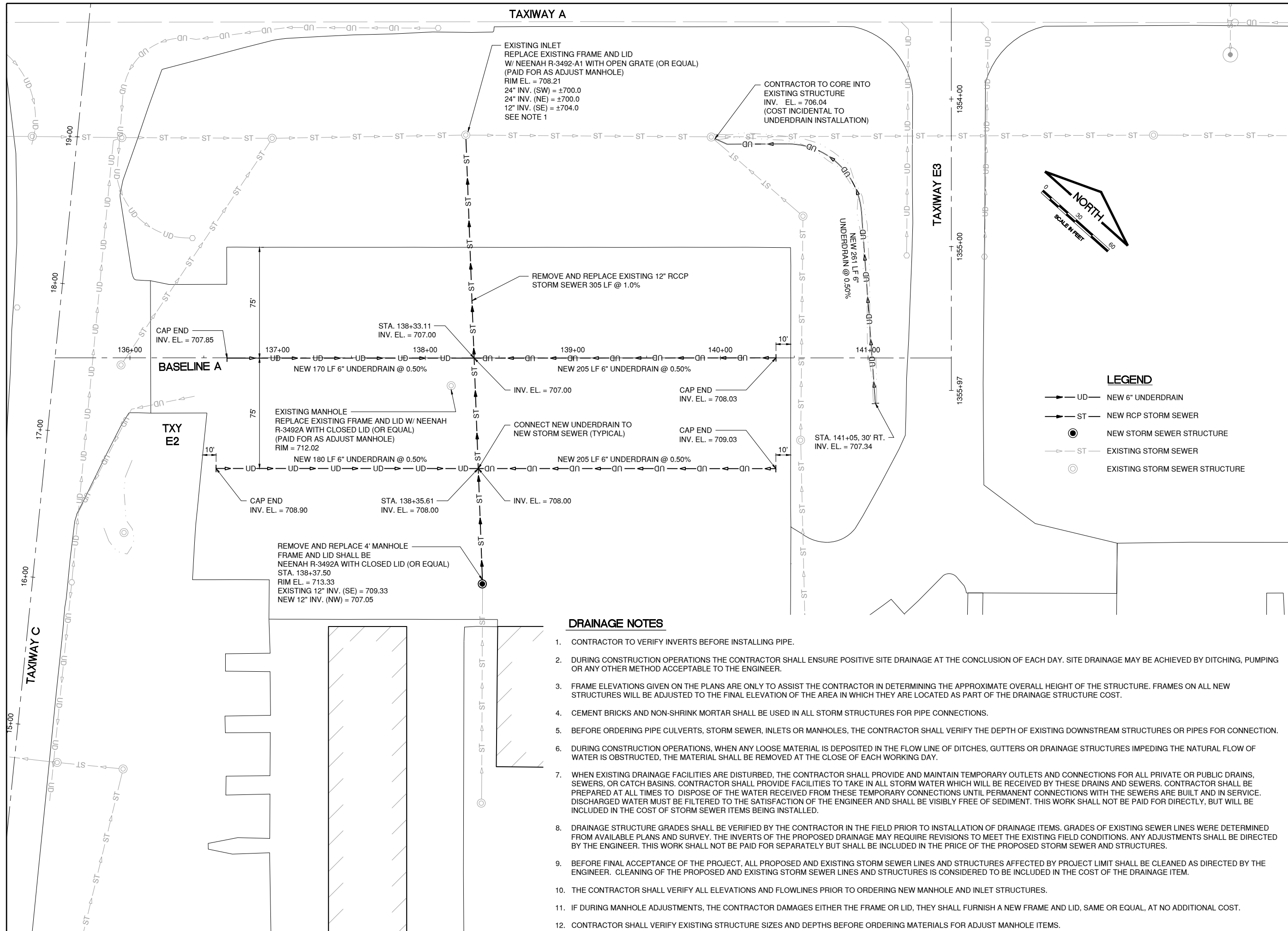
SHEET 14 OF 21 SHEETS



LEGEND

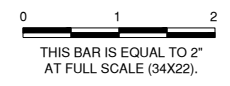
- EXISTING BUILDING/HANGAR
- EXISTING CONTOUR
- NEW CONTOUR
- NEW ELEVATION
- EXISTING ELEVATION
- NEW MANHOLE
- EXISTING MANHOLE
- EXISTING STORM SEWER
- NEW PCC APRON
- NEW GRADING LIMITS





IL CONTRACT: **WA079**
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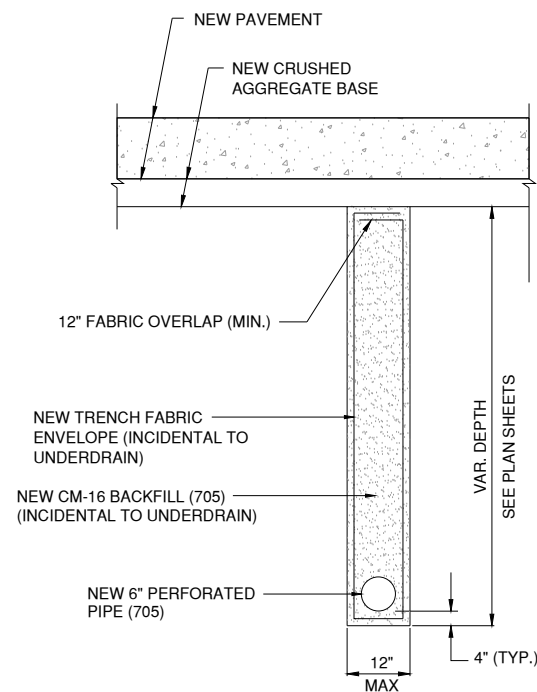
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 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 DRAINAGE PLAN**

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UNDERDRAIN DETAIL - PAVED AREAS

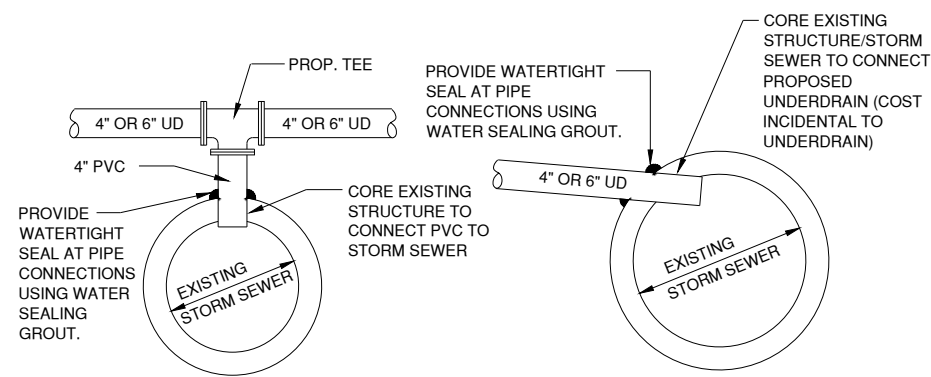
NOT TO SCALE

NOTES

1. THE 6" UNDERDRAIN SHALL BE INSTALLED AFTER THE SUBGRADE IS COMPACTED.
2. THE SPOILS FROM THE 6" UNDERDRAIN CONSTRUCTION SHALL BE REMOVED DAILY.

STORM SEWER/UNDERDRAIN NOTES

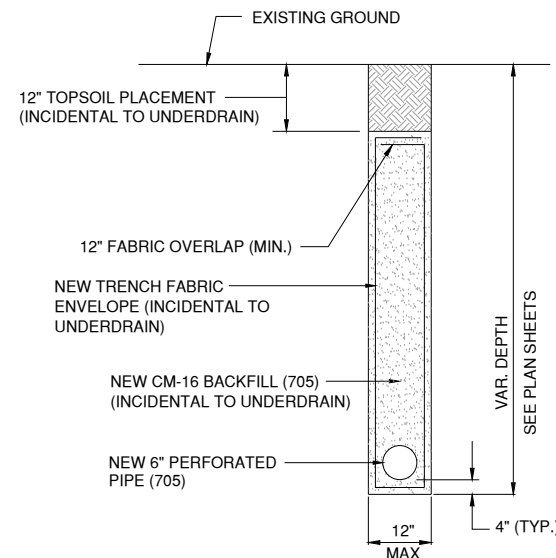
1. CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, CAPS, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
5. CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.



UNDERDRAIN CONNECTION DETAILS

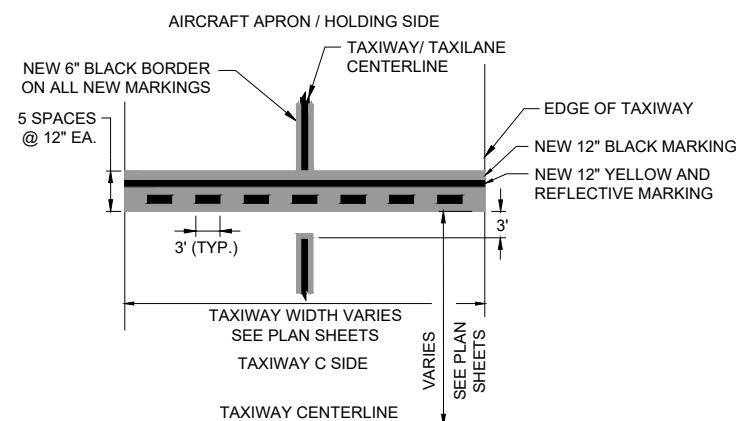
NOT TO SCALE

UNDERDRAIN CONNECTIONS AND FITTINGS, TEES AND ELBOWS USED FOR CONNECTIONS TO PROPOSED STRUCTURES AND STORM SEWERS / EXISTING STRUCTURES AND STORM SEWERS, SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED UNDERDRAIN.



UNDERDRAIN DETAIL - TURF AREAS

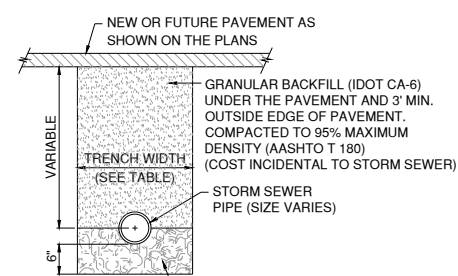
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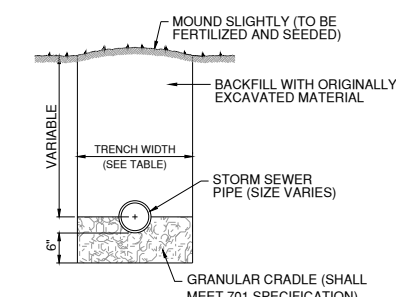
NON MOVEMENT AREA BOUNDARY MARKING

NOT TO SCALE

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH
6	3'-7"
8	3'-9"
12	4'-2"
15	4'-6"
18	4'-9"
21	5'-0"
24	5'-4"
27	5'-7"
30	5'-11"
36	6'-6"
42	7'-1"
48	7'-8"
54	8'-3"
60	8'-10"
66	9'-5"
72	10'-0"
78	10'-7"
84	11'-2"
90	11'-9"
96	12'-4"
102	12'-11"
108	13'-6"



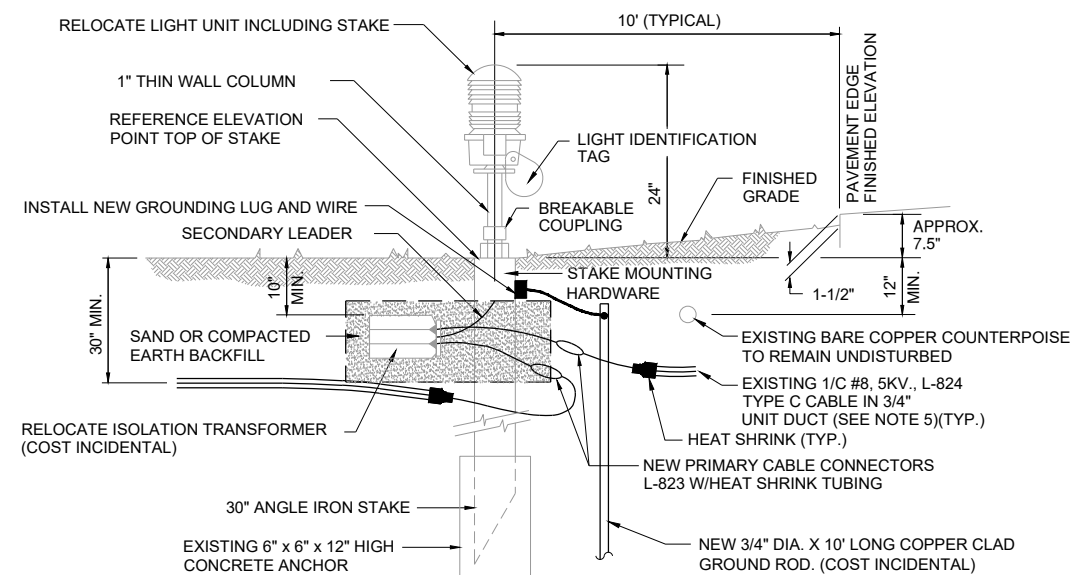
ALL PAVED AREAS



NON-PAVED AREAS

TRENCH DETAILS STORM SEWER

NOT TO SCALE

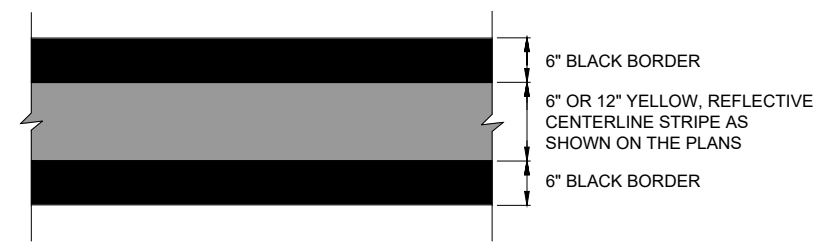


RELOCATED STAKE MOUNTED MEDIUM INTENSITY EDGE LIGHT DETAIL

NOT TO SCALE

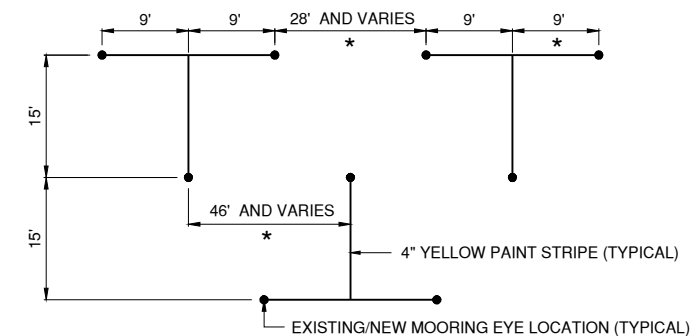
GENERAL NOTES

1. BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
2. ISOLATION TRANSFORMERS HAVE A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
3. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
4. AT THE CONTRACTOR'S OPTION, IN LIEU OF TAPE AND HEAT SHRINKABLE TUBING, A SELF-SEALING STYLE CONNECTOR L-823 "COMPLETE KITS" OR FAA APPROVED EQUAL MAY BE USED.
5. CONTRACTOR SHALL LOCATE AND EXCAVATE THE EXISTING POWER CABLES TO CREATE SUFFICIENT SLACK TO CONNECT THE EXISTING CABLES TO THE RELOCATED STAKE MOUNTED LIGHT. COST INCIDENTAL TO RELOCATED STAKE PAY ITEM.
6. ALL GROUND AND COUNTERPOISE WIRES SHALL BE EXOTHERMICALLY WELDED TO GROUND ROD (COST INCIDENTAL).



TAXIWAY / TAXILANE CENTERLINE DETAIL

NOT TO SCALE



TIEDOWN DETAIL

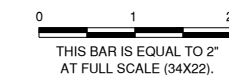
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* NOTE: CONTRACTOR SHALL ADJUST SPACING TO MATCH EXISTING FIELD CONDITIONS

IL CONTRACT: **WA079**
 IL LETTING ITEM: **15A**
 IL PROJECT: **UGN-5083**
 S.B.G. PROJECT: **3-17-SBGP-197/205**

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**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON**

DRAINAGE AND MISCELLANEOUS DETAILS

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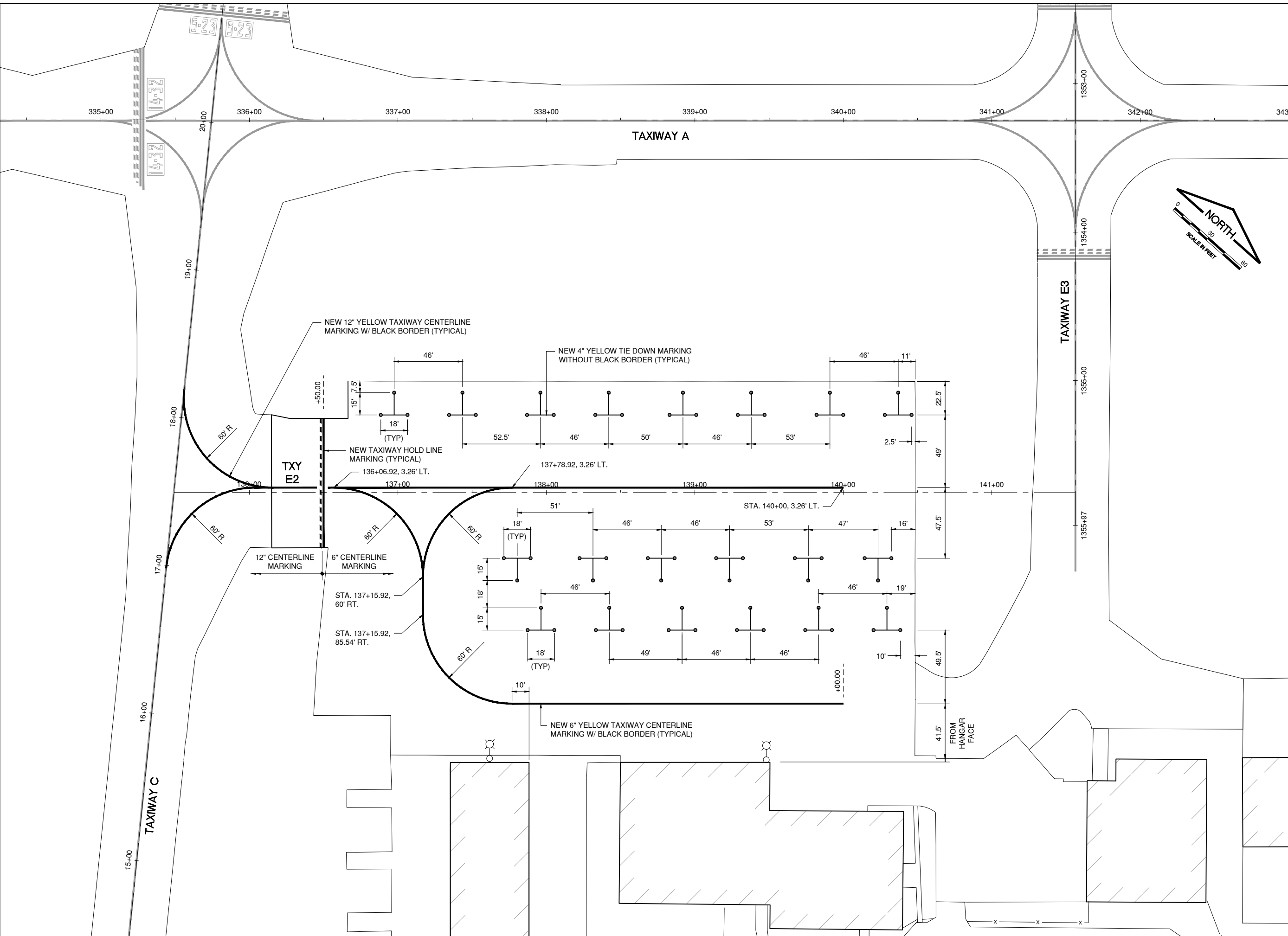
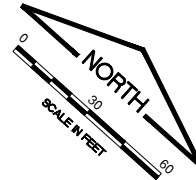
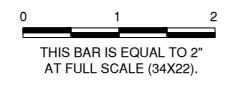


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IL CONTRACT: **WA079**
 IL LETTING ITEM: **15A**
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 WAUKEGAN, ILLINOIS
 REHABILITATE EAST AIRCRAFT PARKING APRON
 TIE DOWN AND MARKING PLAN**

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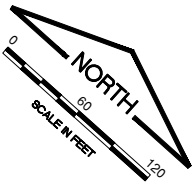
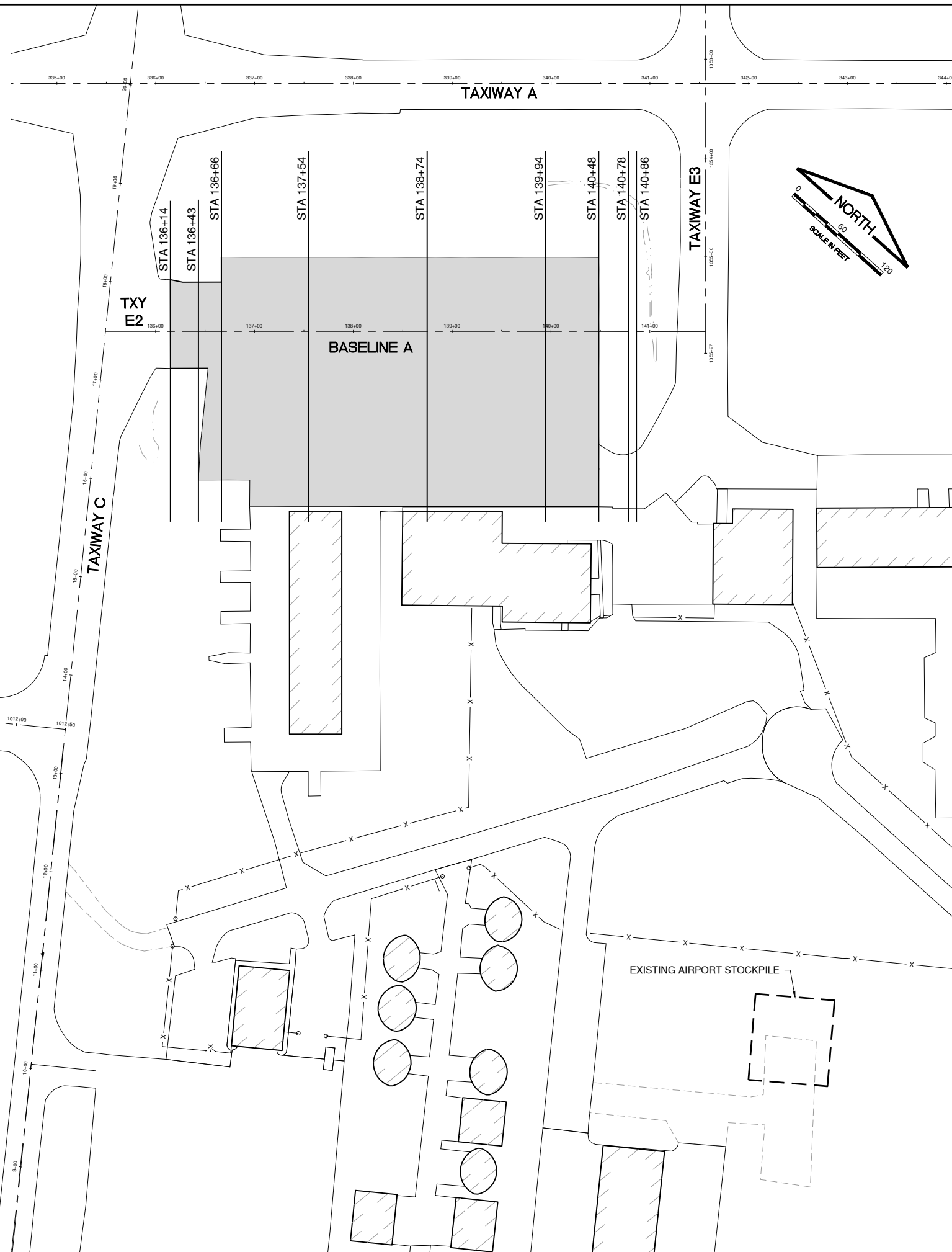
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EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
EAST APRON	700	350	1,010	790	0
TOTAL	700	350	1,010	790	0

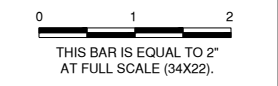
GENERAL EARTHWORK NOTES:

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS SHOULDER FILL MATERIAL, UNLESS AUTHORIZED BY THE ENGINEER.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION VOLUMES.
- THE CONTRACTOR SHALL ENSURE THAT 4 INCHES OF TOPSOIL CAN BE SPREAD OVER THE LIMITS OF THE GRADED AREA. IN SOME CASES, CONTRACTOR MAY BE REQUIRED TO OVER-EXCAVATE TO PROVIDE THE REQUIRED 4-INCH TOPSOIL LAYER. THE EARTHWORK QUANTITIES SHOWN INCLUDE THE REQUIRED OVER-EXCAVATION AND ARE SHOWN IN THE CROSS SECTIONS.
- TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL.
- ALL HAUL ROADS TO BE CONSTRUCTED FOR THE PROJECT WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- CONTRACTOR'S HAUL ROADS TO THE SITE SHALL BE RESTORED WITH 4" MINIMUM OF TOPSOIL PLACED. ALL HAUL ROAD RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT SHALL BE MADE.
- ANY EXCESS MATERIAL INCLUDING CLAY, UNSUITABLE MATERIAL AND TOPSOIL SHALL BE KEPT ON AIRPORT PROPERTY AND HAULED AS DIRECTED BY AIRPORT STAFF AT NO ADDITIONAL COST TO THE CONTRACT.
- A 10% SHRINKAGE FACTOR WAS APPLIED TO THE UNCLASSIFIED EXCAVATION. NO ADJUSTMENT IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCTION. NO EXTRA PAY FOR AN ENCOUNTERED SHRINKAGE OF GREATER THAN OR LESS THAN 10%.



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INDEX TO CROSS SECTIONS

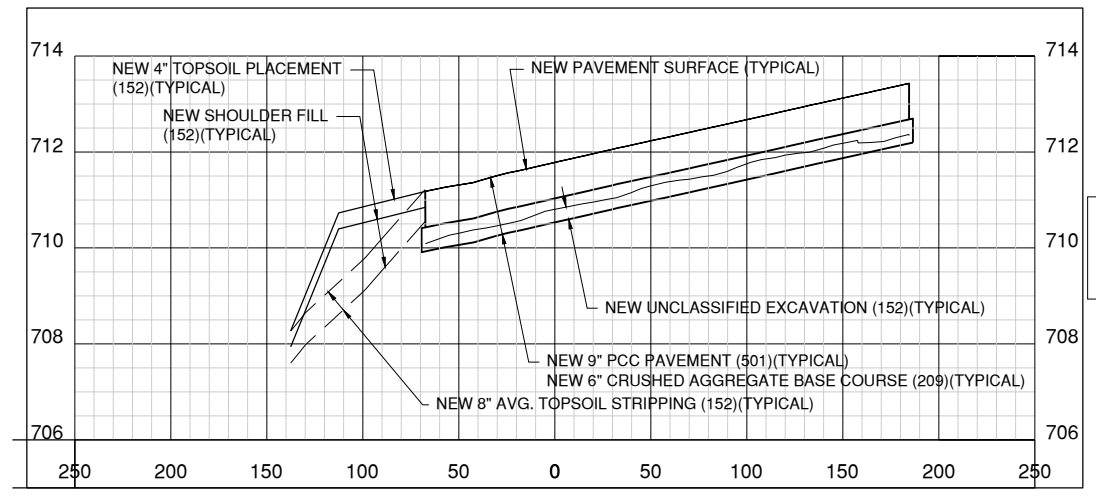
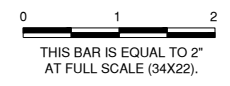
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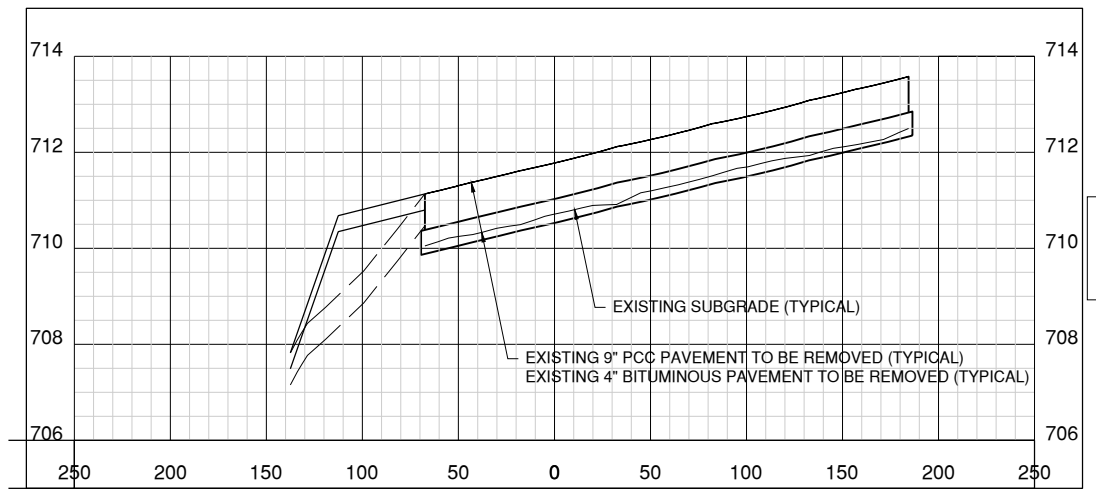
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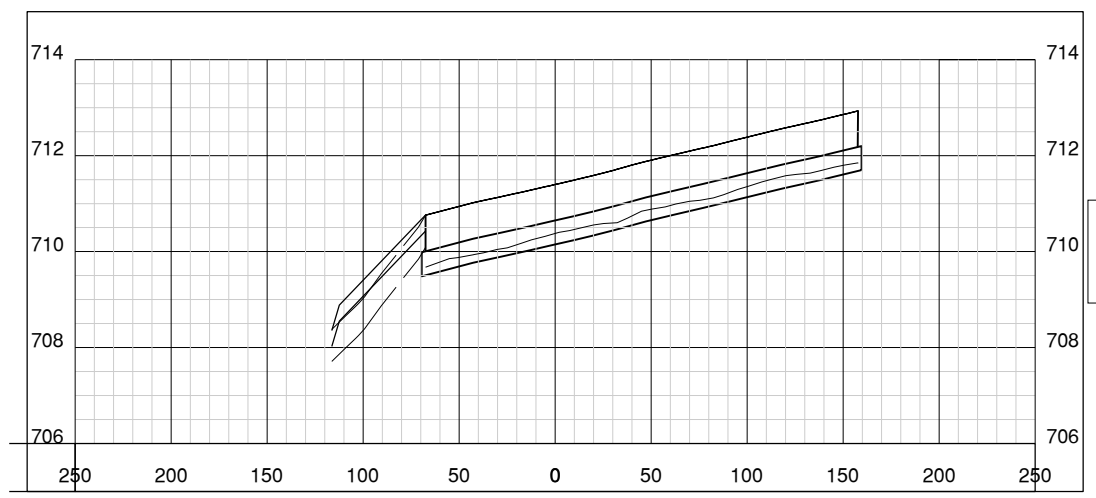
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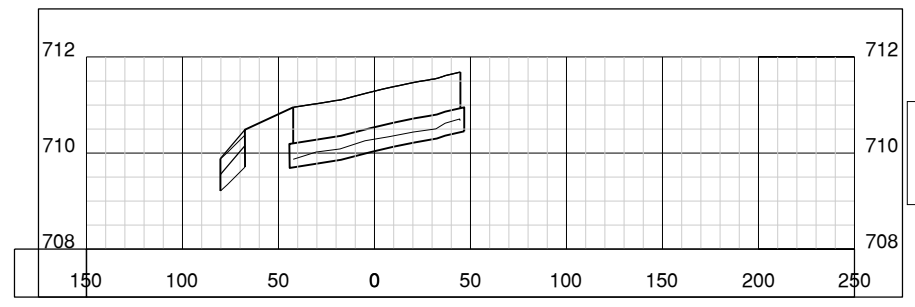
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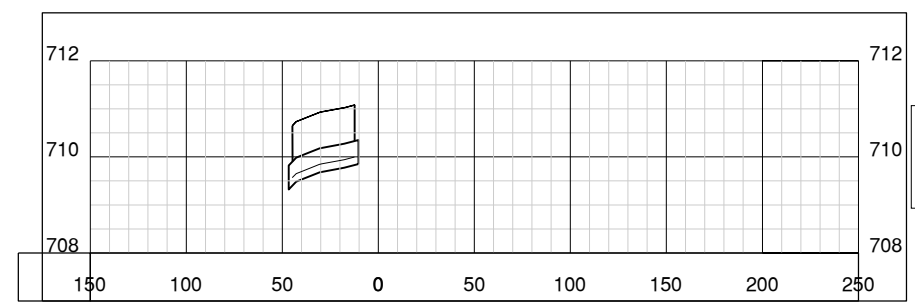
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136
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43



136
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CROSS SECTIONS - SHEET 1

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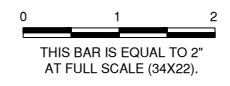
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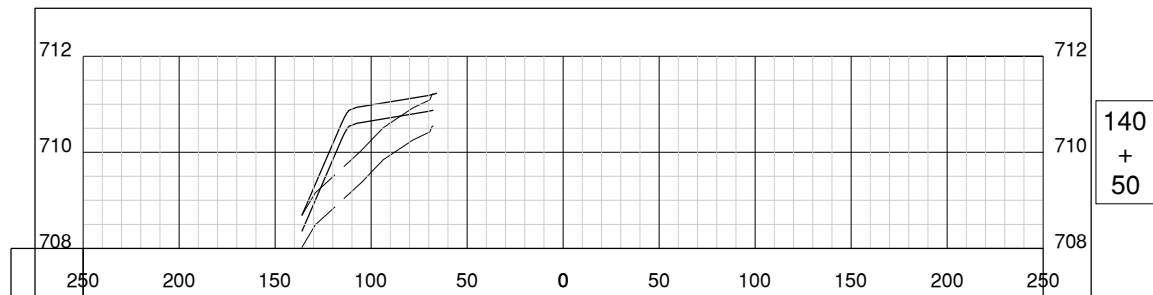


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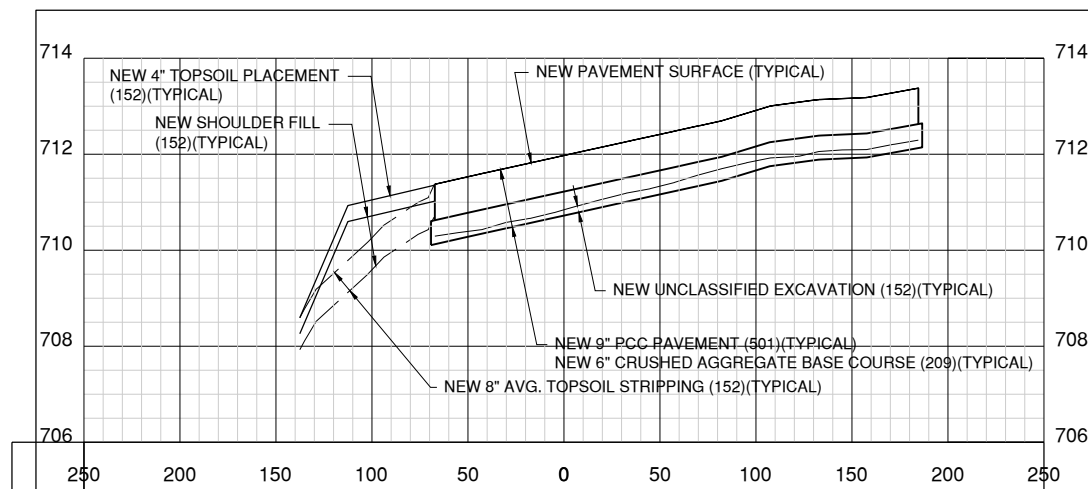


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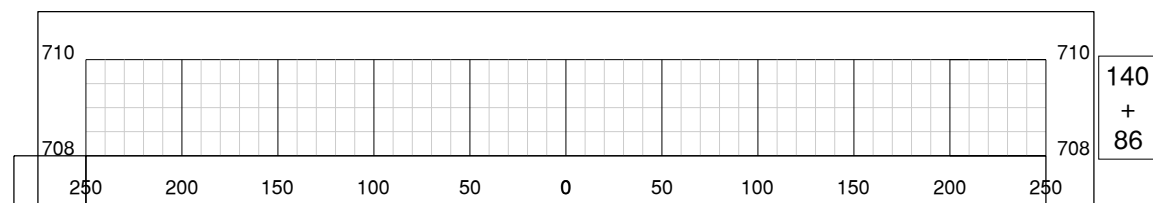
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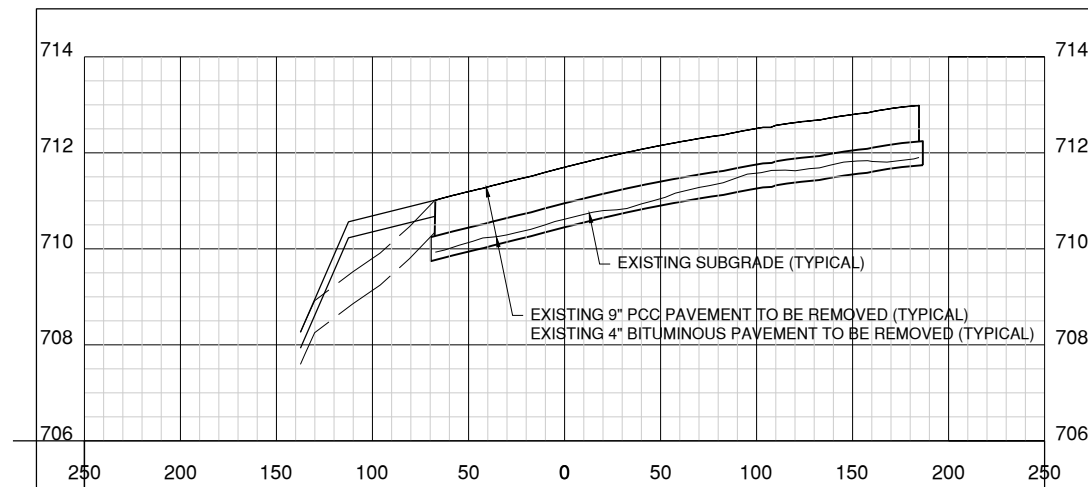
140
+
50



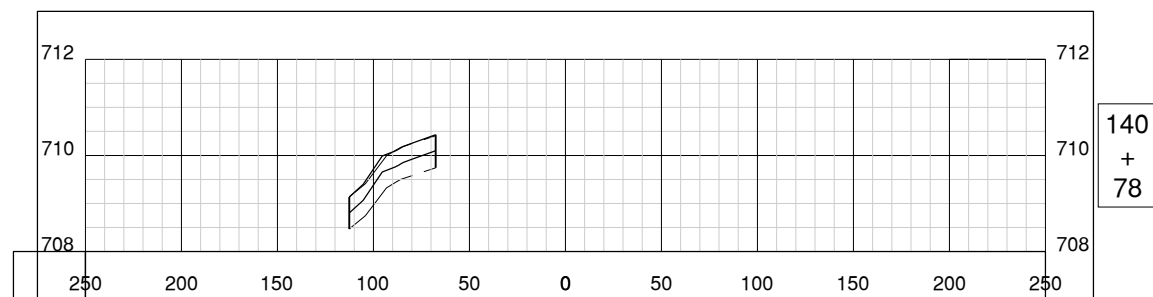
140
+
48



140
+
86



139
+
94



140
+
78



SOIL BORING LOG

GEO Job No. 23008
Page of 1
Date 2/20/23

PROJECT Waukegan National Airport
LOCATION East Aircraft Parking Apron Rehabilitation, Waukegan, IL
COUNTY Lake DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

DEPTH (ft)	B L O W S	U C S	M O I S	P E N E T R A T I O N	SPT (blows)	Surface Water Elev. - ft		Stream Bed Elev. - ft		Groundwater Elev.:	
						First Encounter	Upon Completion	First Encounter	Upon Completion	After	Hrs.
9.25	6										
10.25	4										
11.00	4										
11.75	3										
12.50	5										
13.25	6										
14.00	4										
14.75	5										
15.50	5										
16.25	7										
17.00	7										
17.75	7										
18.50	7										
19.25	7										
20.00	7										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

GEO Job No. 23008
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Date 2/20/23

PROJECT Waukegan National Airport
LOCATION East Aircraft Parking Apron Rehabilitation, Waukegan, IL
COUNTY Lake DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

DEPTH (ft)	B L O W S	U C S	M O I S	P E N E T R A T I O N	SPT (blows)	Surface Water Elev. - ft		Stream Bed Elev. - ft		Groundwater Elev.:	
						First Encounter	Upon Completion	First Encounter	Upon Completion	After	Hrs.
9.25	8										
10.25	11										
11.00	3										
11.75	1										
12.50	3										
13.25	4										
14.00	4										
14.75	4										
15.50	2										
16.25	2										
17.00	3										
17.75	3										
18.50	9										
19.25	10										
20.00	10										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

GEO Job No. 23008
Page of 1
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PROJECT Waukegan National Airport
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						First Encounter	Upon Completion	First Encounter	Upon Completion	After	Hrs.
10.25	4										
11.00	8										
11.75	4										
12.50	4										
13.25	4										
14.00	4										
14.75	9										
15.50	5										
16.25	3										
17.00	5										
17.75	11										
18.50	7										
19.25	18										
20.00	22										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

GEO Job No. 23008
Page of 1
Date 2/20/23

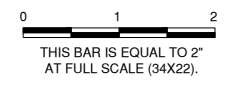
PROJECT Waukegan National Airport
LOCATION East Aircraft Parking Apron Rehabilitation, Waukegan, IL
COUNTY Lake DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

DEPTH (ft)	B L O W S	U C S	M O I S	P E N E T R A T I O N	SPT (blows)	Surface Water Elev. - ft		Stream Bed Elev. - ft		Groundwater Elev.:	
						First Encounter	Upon Completion	First Encounter	Upon Completion	After	Hrs.
10.25	4										
11.00	8										
11.75	10										
12.50	8										
13.25	4										
14.00	6										
14.75	2										
15.50	3										
16.25	4										
17.00	7										
17.75	8										
18.50	8										
19.25	8										
20.00	8										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

IL CONTRACT: WA079
IL LETTING ITEM: 15A
IL PROJECT: UGN-5083
S.B.G. PROJECT: 3-17-SBGP-197/205

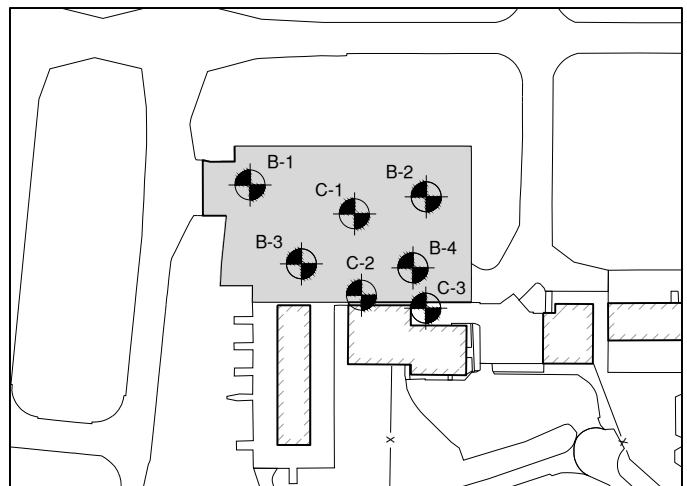
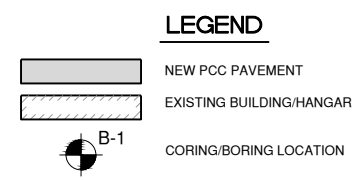
REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE EAST AIRCRAFT PARKING APRON**

ENGINEERING INFORMATION

THE GEOTECHNICAL INFORMATION (OR ANY PORTIONS THEREOF) ARE PROVIDED ONLY AS AVAILABLE INFORMATION. THE CONTRACTOR MAY DRAW HIS OWN CONCLUSIONS FROM THE DATA SHOWN. THE SOILS INFORMATION IS NOT REPRESENTATIVE OF ALL SOIL WHICH MIGHT BE ENCOUNTERED WITHIN THE LIMITS OF THE PROJECT. THE CONTRACTOR SHALL BY HIS OWN MEANS, SATISFY HIMSELF AS TO THE EXISTING SITE AND GEOTECHNICAL CONDITIONS FOR DETERMINING COST, MEANS, METHODS, TECHNIQUES AND SEQUENCES OF CONSTRUCTION.



Page: 1 of 1

PAVEMENT CORE SUMMARY

Project: Waukegan Airport
Location: Waukegan, Illinois
County: Lake
Client: CMT

GSI Job No.: 23008
Date: 2/22/2023
Cored By: RT
Checked By: AJP

CORE NO.	THICKNESS (in)	MATERIAL DESCRIPTION
C-1	9.25 4.0	CONCRETE - well consolidated ASPHALT - well consolidated, fine to medium coarse aggregate. Binder mix.
C-2	10.25 12.0	CONCRETE - well consolidated CRUSHED STONE
C-3	6.5 6.0	CONCRETE - well consolidated CRUSHED STONE

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License No. 184-000613

DESIGN BY: LDB
DRAWN BY: JRO
CHECKED BY: LDB
APPROVED BY: CAL
DATE: 12/12/2023
JOB No: 22004512-00

FINAL

SHEET 21 OF 21 SHEETS