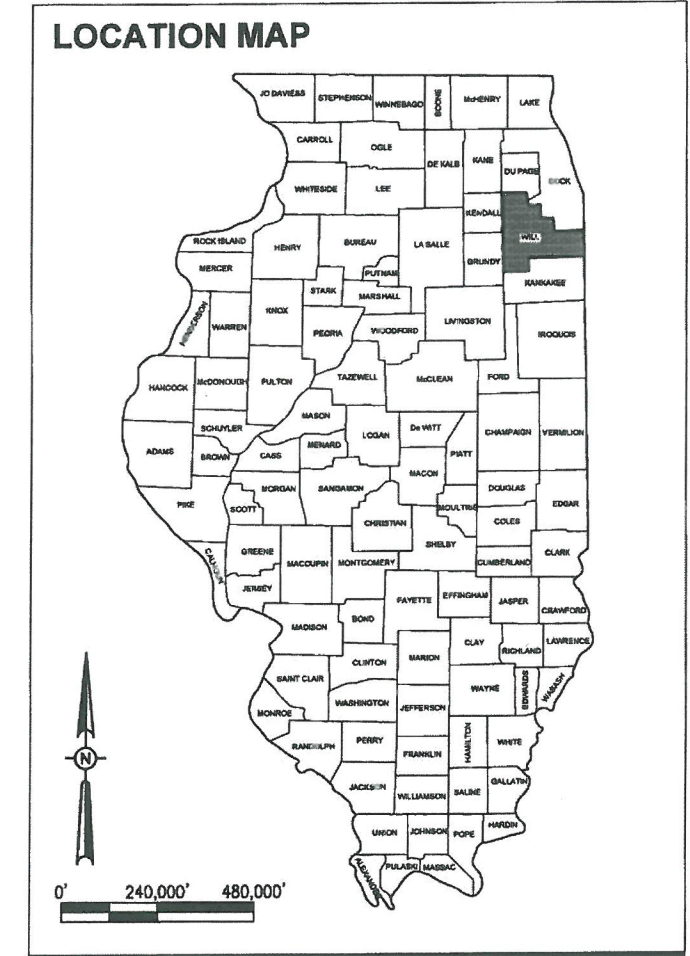
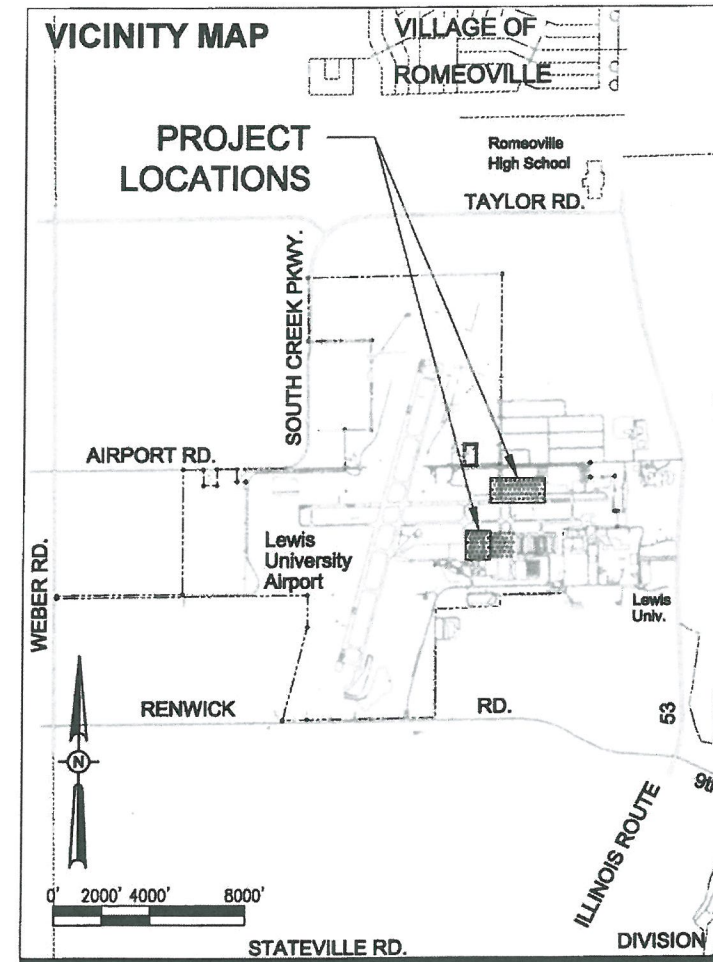


CONSTRUCTION PLANS

REHABILITATE TAXIWAYS N1, N2 & R1  
AND PORTIONS OF TAXIWAY R

JOLIET REGIONAL PORT DISTRICT  
LEWIS UNIVERSITY AIRPORT (LOT)  
ROMEOVILLE, WILL COUNTY, ILLINOIS

SBG PROJECT NO. 3-17-SBGP-XX  
IDA PROJECT NO. LOT-4425



NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By

Seal: EXP. 11/30/17

Date of Plans: MARCH 10, 2016

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Date: MARCH 10, 2016

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Date: MARCH 10, 2016

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SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD PAID
AR110551	EXTEND DUCT	LINEAR FOOT	61.0	
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.0	
AR150520	MOBILIZATION	LUMP SUM	1.0	
AR150540	HAUL ROUTE	LUMP SUM	1.0	
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	7,893.0	
AR156510	SILT FENCE	LINEAR FOOT	318.0	
AR156513	SEPARATION FABRIC	SQUARE YARD	8,401.0	
AR156520	INLET PROTECTION	EACH	21.0	
AR162900	REMOVE CLASS E FENCE	LINEAR FOOT	124.0	
AR162905	REMOVE GATE	EACH	1.0	
AR209608	CRUSHED AGG. BASE COURSE - 8"	SQUARE YARD	3,300.0	
AR209612	CRUSHED AGG. BASE COURSE - 12"	SQUARE YARD	5,101.0	
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	940.0	
AR401650	BITUMINOUS PAVEMENT MILLING	SQUARE YARD	349.0	
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	1,587.0	
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	1,669.0	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQUARE YARD	7,875.0	
AR403613	BIT BASE CSE. - METHOD I SUPERPAVE	TON	1,716.0	
AR501665	PCC PAVEMENT SAWING	LINEAR FOOT	59.0	
AR501900	REMOVE PCC PAVEMENT	SQUARE YARD	181.0	
AR602510	BITUMINOUS PRIME COAT	GALLONS	2,448.0	
AR603510	BITUMINOUS TACK COAT	GALLONS	2,032.0	
AR620520	PAVEMENT MARKING - WATERBORNE	SQUARE FOOT	3,678.0	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQUARE FOOT	335.0	
AR620900	PAVEMENT MARKING REMOVAL	SQUARE FOOT	294.0	
AR701512	12" RCP, CLASS IV	LINEAR FOOT	172.0	
AR701518	18" RCP, CLASS IV	LINEAR FOOT	117.0	
AR701524	24" RCP, CLASS IV	LINEAR FOOT	471.0	
AR701900	REMOVE PIPE	LINEAR FOOT	104.0	
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	2,640.0	
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	3.0	
AR705640	UNDERDRAIN CLEANOUT	EACH	9.0	
AR705900	REMOVE UNDERDRAIN	LINEAR FOOT	1,653.0	
AR705903	REMOVE UNDERDRAIN INSP. HOLE	EACH	2.0	
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	3.0	
AR751410	INLET	EACH	2.0	
AR751540	MANHOLE 4'	EACH	2.0	
AR751550	MANHOLE 5'	EACH	2.0	
AR751568	MANHOLE 8'	EACH	1.0	
AR751903	REMOVE MANHOLE	EACH	1.0	
AR800921	PCC PATCH	SQUARE YARD	284.0	
AR800926	CA-6 AGGREGATE BACKFILL	CUBIC YARD	3,050.0	
AR800927	GRANULAR DRAINAGE SUBBASE 6"	SQUARE YARD	5,101.0	
AR800928	GRANULAR DRAINAGE SUBBASE 4"	SQUARE YARD	3,300.0	
AR800950	ADJUST MANHOLE & REPLACE CASTING	EACH	4.0	
AR901510	SEEDING	ACRE	2.8	
AR905510	TOPSOILING (FROM ON SITE)	CUBIC YARD	940.0	
AR908510	MULCHING	ACRE	2.8	

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM NOTED IN THE SPECIAL PROVISIONS, COMPLETED AND ACCEPTED BY THE ENGINEER.

REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBG-XX

LE049

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016

PROJECT NO: 14A0072

CAD FILE: 02-SQ.DWG

DESIGN BY: LDH 1/28/15

DRAWN BY: LDH 1/28/15

REVIEWED BY: RMH 3/8/16

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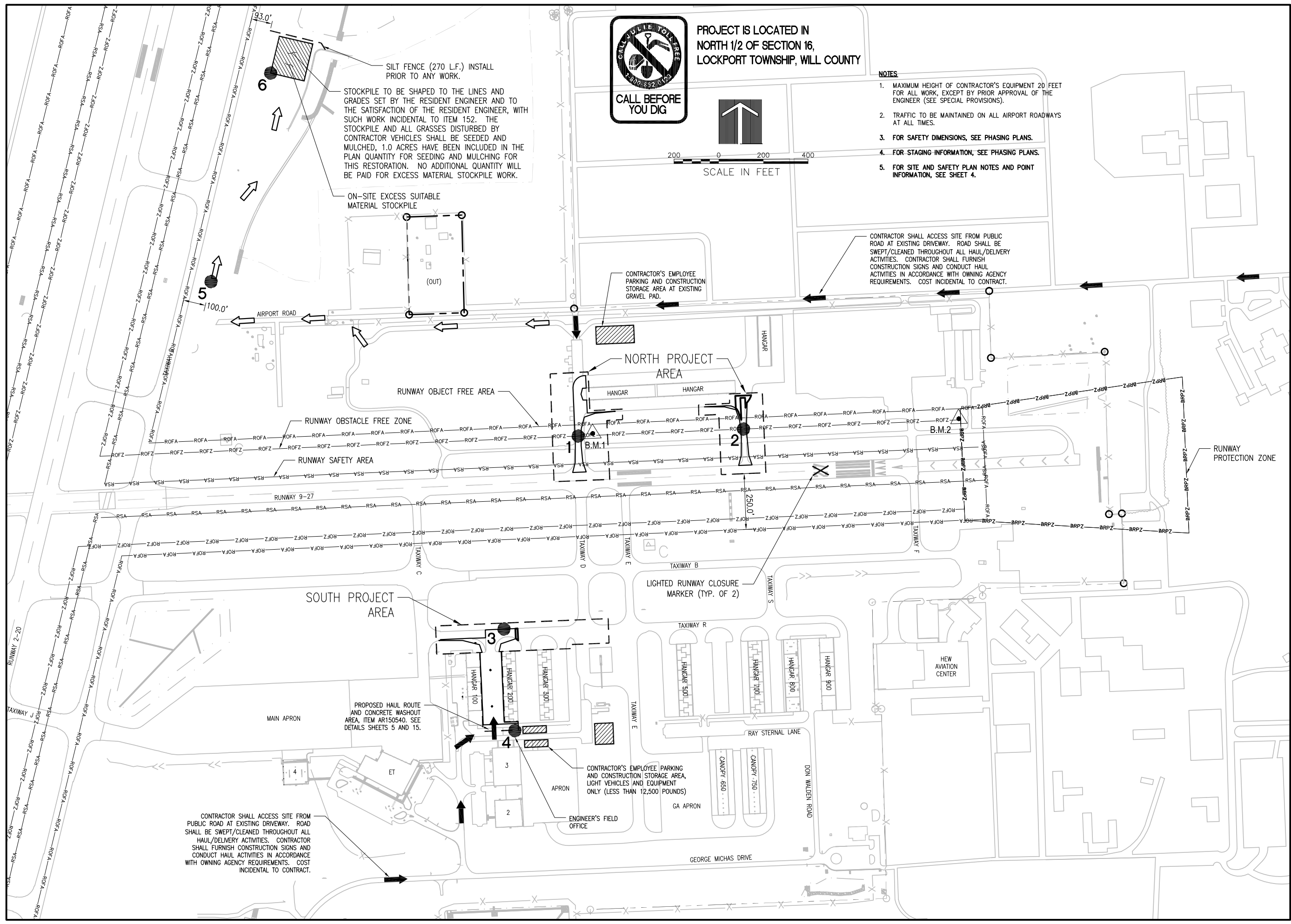
SHEET TITLE

SHEET INDEX  
AND SUMMARY  
OF QUANTITIES



PROJECT IS LOCATED IN  
NORTH 1/2 OF SECTION 16,  
LOCKPORT TOWNSHIP, WILL COUNTY

- NOTES**
1. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 20 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
  2. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
  3. FOR SAFETY DIMENSIONS, SEE PHASING PLANS.
  4. FOR STAGING INFORMATION, SEE PHASING PLANS.
  5. FOR SITE AND SAFETY PLAN NOTES AND POINT INFORMATION, SEE SHEET 4.



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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 03-SITE & SAFETY.DWG  
DESIGN BY: LDH 11/21/14  
DRAWN BY: LDH 11/21/14  
REVIEWED BY: RMH 3/8/16  
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SHEET TITLE

**SITE AND  
SAFETY PLAN**



# GENERAL NOTES

## PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE TAXIWAYS N1, N2 AND R1 AND PORTIONS OF TAXIWAY R AT LEWIS UNIVERSITY AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- PROVISION OF UNCLASSIFIED EXCAVATION.
- INSTALLATION OF DRAINAGE LAYER, AGGREGATES AND HMA TAXIWAY PAVEMENTS.
- INSTALLATION OF UNDERDRAINS AND REQUIRED STORM SEWER PIPE AND STRUCTURES.
- PLACEMENT OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND MULCHING ALONG NEW PAVEMENT EDGES.

## PROTECTION OF EXISTING AIRPORT FACILITIES

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

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

## CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON SHEET 3. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

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

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON SHEET 3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT OWNER AND THE RESIDENT ENGINEER. AT THE AIRPORT OWNER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT OWNER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS INCIDENTAL TO THE CONTRACT.

## RESPONSIBILITY FOR EXISTING UTILITIES

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

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

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

## EXISTING BENCHMARKS

PROJECT BENCHMARKS ARE AS FOLLOWS:

▲ B.M.1  
N 1,800,236.82  
E 1,051,080.54  
ELEV 666.67

▲ B.M.2  
N 1,800,302.96  
E 1,052,719.90  
ELEV 664.18

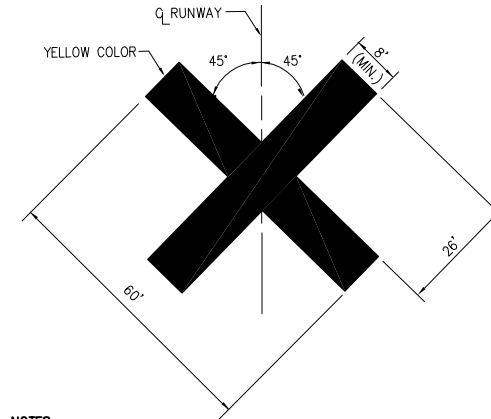
THIS DATA IS NOT ILLINOIS STATE PLANE COORDINATES



## NOTES

1. LIGHTED MARKER SHALL BE FURNISHED BY THE OWNER.
2. THE LIGHTED MARKERS SHALL BE PLACED OVER THE RUNWAY NUMERALS AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
3. LIGHTED MARKERS SHALL BE SECURED FROM WIND EFFECTS BY THE CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.
4. THE LIGHTED MARKERS SHALL BE IN PLACE AND OPERATING WHENEVER THE RUNWAY IS CLOSED AND REMOVED WHEN THE RUNWAY IS RE-OPENED.
5. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY REMOVE THE LIGHTED MARKERS FROM SERVICE, SUCH INTERRUPTION SHALL BE DURING DAYLIGHT CONDITIONS ONLY. THE LIGHTED MARKER SHALL BE REPLACED WITH OWNER-SUPPLIED VINYL MARKERS, WHICH SHALL BE PLACED, SECURED AND REMOVED BY THE CONTRACTOR AS SHOWN IN THE DETAIL, THIS SHEET. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

## LIGHTED RUNWAY CLOSURE MARKER



## NOTES

1. VINYL MARKERS SHALL BE FURNISHED BY THE OWNER. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING, RELOCATING AND MAINTAINING THE MARKERS, WHOSE COST SHALL BE INCIDENTAL TO THE CONTRACT.
2. CONTRACTOR SHALL LOCATE THE MARKERS ON TOP OF THE RUNWAY NUMERALS DURING CLOSURE OF THE RUNWAY.
3. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.

## VINYL RUNWAY CLOSURE MARKER (DAYLIGHT USE ONLY)

## DETAIL C RUNWAY CLOSURE MARKERS

OBJECT INFORMATION													
ITEM NO.	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 9-27 STATION	RUNWAY 9-27 OFFSET	RUNWAY 9-27 EXIST EL.	RUNWAY 2-20 STATION	RUNWAY 2-20 OFFSET	RUNWAY 2-20 EXIST EL.
1	CONSTRUCTION EQUIPMENT	N1	MOVING	667.1	687.1	41° 36' 32.5787" N	88° 05' 21.0920" N	65+66.96	200.0	668.7	---	---	---
2	CONSTRUCTION EQUIPMENT	N4	MOVING	668.0	688.0	41° 36' 32.8675" N	88° 05' 11.3442" N	73+08.03	200.0	668.6	---	---	---
3	CONSTRUCTION EQUIPMENT	S1	MOVING	667.5	687.5	41° 36' 24.0436" N	88° 05' 25.4993" N	61+98.31	650.0	668.7	---	---	---
4	ENGINEER'S FIELD OFFICE	ALL	STATIONARY	665.3	680.3	41° 36' 19.5469" N	88° 05' 24.8732" N	62+27.87	1106.7	668.7	---	---	---
5	HAUL ROUTE	ALL	MOVING	660.0	675.0	41° 36' 39.4579" N	88° 05' 42.7120" N	---	---	---	145+17.71	500.0	665.4
6	MATERIAL STOCKPILE	ALL	STATIONARY	654.3	654.3	41° 36' 48.6811" N	88° 05' 39.1606" N	---	---	---	154+88.62	540.4	663.0

## RUNWAY END COORDINATES

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

## NOTES

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

## REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016

PROJECT NO: 14A0072

CAD FILE: 04-SITESAFETYNOTES.D

DESIGN BY: LDH 11/21/14

DRAWN BY: LDH 11/21/14

REVIEWED BY: RMH 3/8/16

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SHEET TITLE

## SITE AND SAFETY NOTES AND POINT TABLE



# CONSTRUCTION AND SAFETY NOTES

## SAFETY IS REQUIRED

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

## SEQUENCE OF CONSTRUCTION

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

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

## CONSTRUCTION LIMITS

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

## VEHICULAR TRAFFIC CONTROL

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

## AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

THE PROJECT WILL REQUIRE THE CLOSING OF RUNWAY 9-27 DURING A PORTION OF THE WORK. THE CONTRACTOR SHALL PLACE AND OPERATE AND MAINTAIN THE LIGHTED RUNWAY CLOSURE MARKERS FURNISHED BY THE AIRPORT OWNER, AS DETAILED IN THE PLANS. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT. TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER, AND IN ACCORDANCE WITH THE PHASING PLAN. WHEN THE RUNWAY IS TO BE CLOSED, THE AIRPORT OWNER WILL DE-ENERGIZE AIRPORT/RUNWAY NAVAIDS, AND AIRFIELD LIGHTING POWER AND CONTROL CIRCUITS WHEN REQUIRED BY THE CONTRACTOR'S ACTIVITIES. THE CONTRACTOR SHALL NOT PROCEED WITH FURTHER WORK UNTIL AFTER THE REQUIRED CHANGES TO THE AIRPORT POWER AND CONTROL CIRCUITS HAVE BEEN MADE BY THE AIRPORT OWNER.

THE CONTRACTOR SHALL FURNISH, PLACE, MAINTAIN, RELOCATE, AND REMOVE TEMPORARY BARRICADES ON AIRFIELD TAXIWAYS AND OTHER PAVEMENT SURFACES AS SHOWN AND DETAILED IN THE CONSTRUCTION PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 250 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF ACTIVE RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 2-20. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 44.5 FEET FROM ACTIVE CATEGORY I TAXIWAY CENTERLINES, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAY CENTERLINES, AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAY CENTERLINES, 44.5 FEET FROM ACTIVE T-HANGAR TAXILANES AND TEN (10) FEET FROM ACTIVE APRONS. (ALL TAXIWAYS IN THE PROJECT WORK AREA ARE EITHER CATEGORY I (44.5 FEET), OR CATEGORY II (65.5 FEET), OR CATEGORY III (93 FEET), AS SHOWN IN THE PHASING PLAN.) WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE OF RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS. NO CLOSURE OF ANY RUNWAY WILL BE PERMITTED FOR THIS PROJECT, EXCEPT AS SHOWN IN THE PHASING PLAN.

THE CONTRACTOR SHALL KEEP ALL OF HIS EQUIPMENT AND PERSONNEL AT LEAST 15 FEET FROM THE EDGE OF ANY ACTIVE ROADWAY OR AUTO PARKING PAVEMENT. WHEN HIS ACTIVITIES REQUIRE WORKING WITHIN 15 FEET OF THE ROAD/PAVEMENT EDGE, THE CONTRACTOR SHALL PROVIDE FOR TRAFFIC CONTROL IN ACCORDANCE WITH IDOT SPECIFICATIONS (HIGHWAY STANDARDS).

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 75 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 2-20. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE, AND 24.5 FEET FROM THE T-HANGAR TAXILANE CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE TO EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE PHASING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCES AND CONTRACTOR AREAS IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE AND CONTRACTOR AREAS IS TO BE INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE PART 77 AIRPORT IMAGINARY SURFACES. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 20 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

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

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

## NOTIFICATIONS BY CONTRACTOR

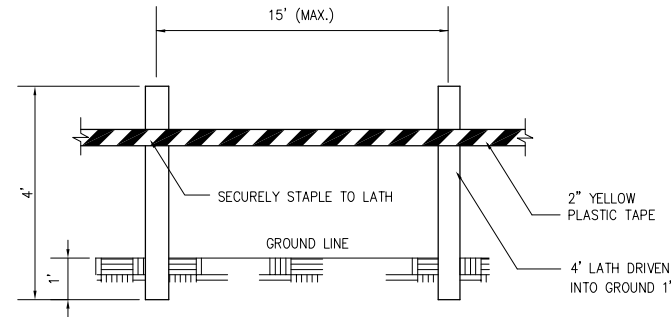
THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER 3 (3) DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY TAXIWAY OR APRON. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

## CONTRACTOR'S USE OF SITE

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

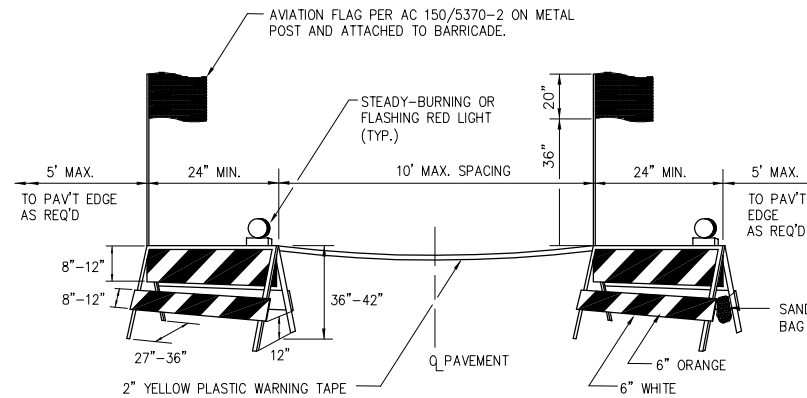
## UTILITY OUTAGES AND SHUTDOWNS

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



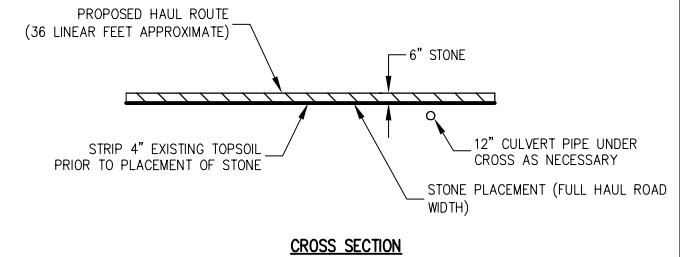
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A  
LATHING AND WARNING TAPE

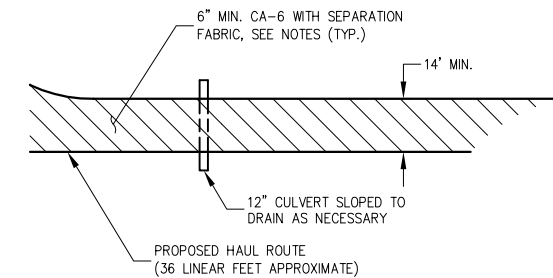


BARRICADES ARE TO BE OF IDOT TYPE I. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED PORTION OF THE BARRICADE IS TO BE OBSTRUCTED IN ANY MANNER. COST OF FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING BARRICADES IS TO BE PAID UNDER ITEM AR150530.

DETAIL B  
PAVEMENT BARRICADES



CROSS SECTION



NOTES: PLAN

- STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
- STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE EQUIVALENT, OR RECYCLED ASPHALT.
- HAUL ROUTE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
- HAUL ROUTE WIDTH SHALL BE 14 FEET MINIMUM.
- SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT (CMP, STEEL OR HDPE).
- PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO BE MIRAFI 160N OR APPROVED EQUAL, COST INCIDENTAL TO ITEM AR150540.
- A CONCRETE WASHOUT PIT TO PROHIBIT STORM WATER DISCHARGE SHALL ALSO BE FURNISHED, AND SHALL BE BUILT MEETING THE REQUIREMENTS OF THE ILLINOIS URBAN MANUAL AND AS SEEN IN THE DETAILS.
- THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- HAUL ROUTE AND WASHOUT PIT TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEDED AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER.
- COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING HAUL ROUTE SHALL BE PAID UNDER ITEM AR150540.

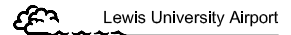
DETAIL D  
HAUL ROUTE



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Illinois Licensed  
Professional Service Corporation  
#184-001084



JOLIET REGIONAL PORT DISTRICT  
1 George Michas Drive  
Romeoville, Illinois 60446  
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## REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

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		DES	DWN	REV

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DESIGN BY: LDH 11/21/14

DRAWN BY: LDH 11/21/14

REVIEWED BY: RMH 3/8/16

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SHEET TITLE

## CONSTRUCTION SAFETY NOTES AND DETAILS

DETAILS SHOWN ARE NOT TO SCALE

## PHASE N1

### NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING PHASE N1.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE N1:

1. PAVEMENT REMOVAL WITHIN PHASE N1 LIMITS.
2. EXCAVATION WITHIN PHASE N1 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE N1 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE N1 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE N1 LIMITS.
6. GRADE AND LANDSCAPE WITHIN PHASE N1 LIMITS.

\* NOTE: TEMPORARY TAPERS FROM EXISTING PAVEMENT TO REMAIN SHALL BE FURNISHED AS SHOWN ON SHEET 16, PAID FOR UNDER AR403613.

AT CONTRACTOR'S OPTION, WORK MAY BE COMPLETED IN BOTH NORTH AND SOUTH AREA, SO LONG AS ALL CLOSURE DURATION AND WORK PROGRESS REQUIREMENTS ARE MET.

## PHASE N2

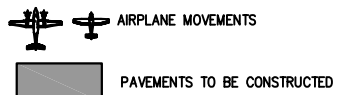
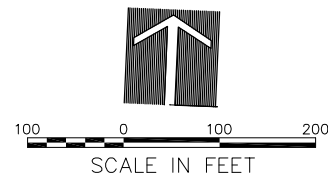
### NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. WORK IN PHASE N2 SHALL BE LIMITED TO 5 CALENDAR DAYS IN ORDER TO MINIMIZE THE TIME RUNWAY 9-27 IS CLOSED. IF PHASE N2 AND N3 ARE COMBINED, THE WORK MUST BE COMPLETED IN 7 DAYS. RUNWAY 9-27 SHALL BE CLOSED WHEN WORKING WITHIN 200 FEET OF THE CENTERLINE.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

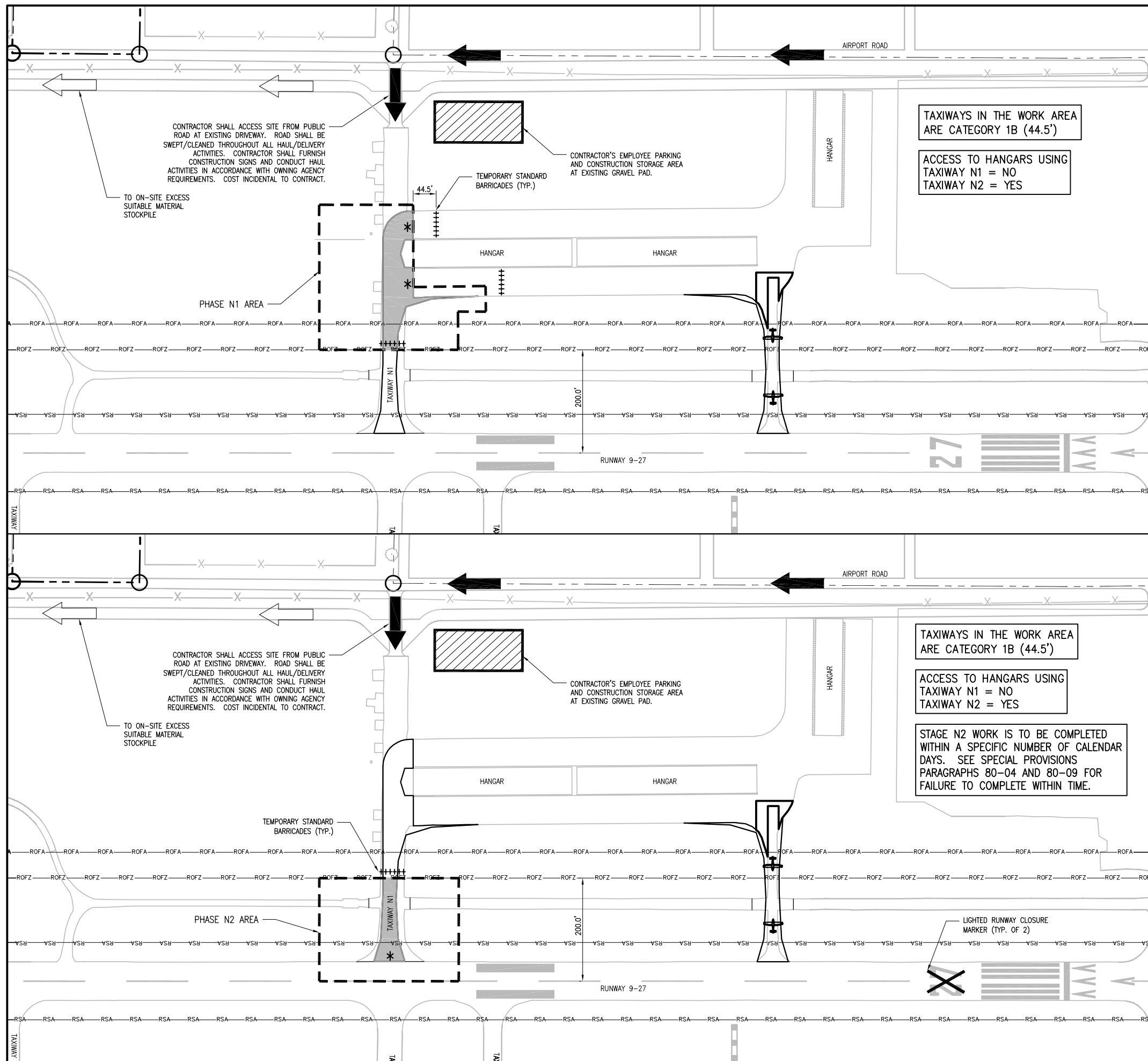
### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE N2:

1. PAVEMENT REMOVAL WITHIN PHASE N2 LIMITS.
2. EXCAVATION WITHIN PHASE N2 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE N2 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE N2 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE N2 LIMITS.
6. GRADE AND LANDSCAPE WITHIN PHASE N2 LIMITS.

\* NOTE: TEMPORARY TAPERS FROM EXISTING PAVEMENT TO REMAIN SHALL BE FURNISHED AS SHOWN ON SHEET 16, PAID FOR UNDER AR403613.



CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.



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## REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

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## PHASING PLAN TAXIWAY N1 AND N2 PHASE N1 AND N2

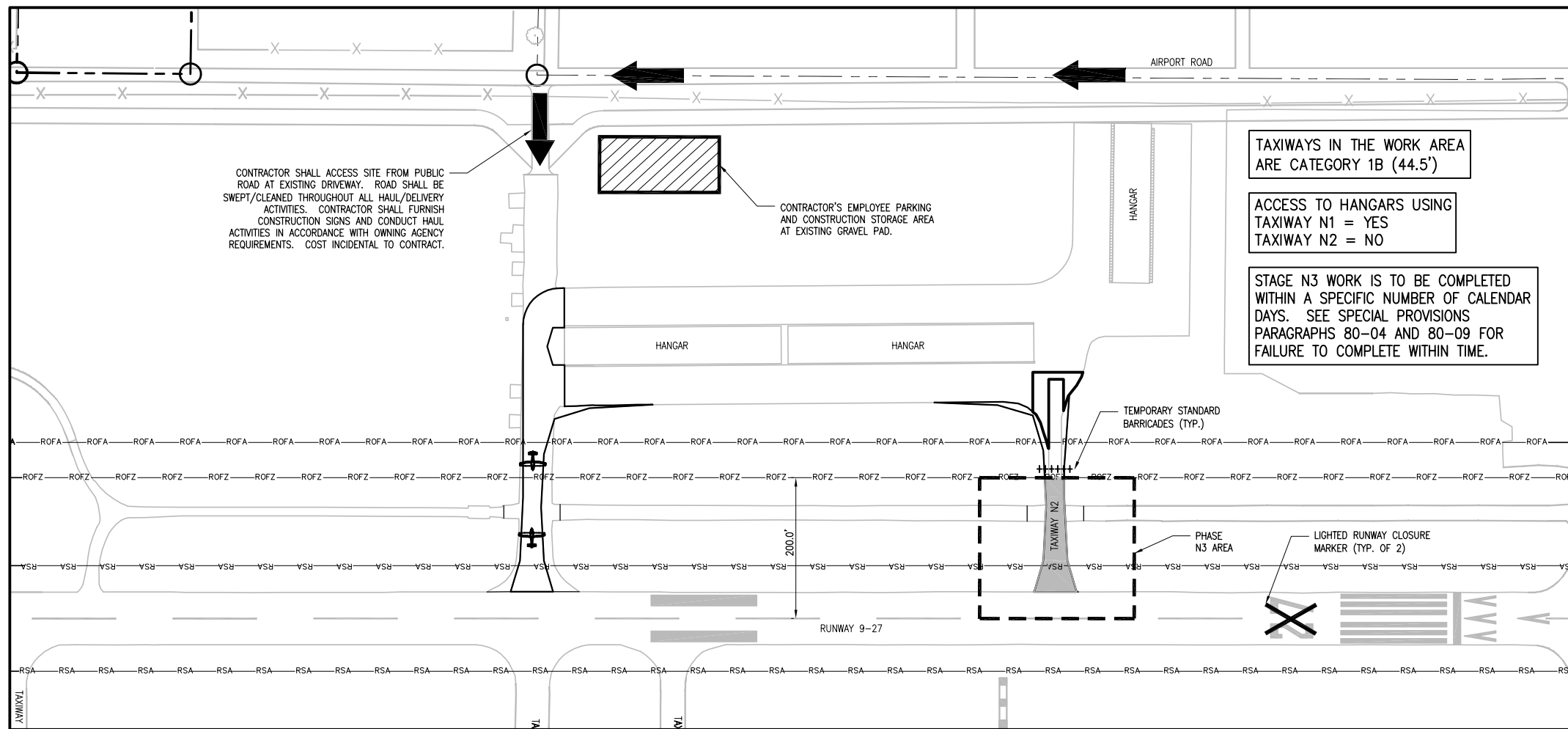
### PHASE N3

#### NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. WORK IN PHASE N3 SHALL BE LIMITED TO 5 CALENDAR DAYS IN ORDER TO MINIMIZE THE TIME RUNWAY 9-27 IS CLOSED. IF PHASE N2 AND N3 ARE COMBINED, THE WORK MUST BE COMPLETED IN 7 DAYS. RUNWAY 9-27 SHALL BE CLOSED WHEN WORKING WITHIN 200 FEET OF THE CENTERLINE.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

#### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE N3:

1. PAVEMENT REMOVAL WITHIN PHASE N3 LIMITS.
2. EXCAVATION WITHIN PHASE N3 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE N3 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE N3 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE N3 LIMITS.
6. GRADE AND LANDSCAPE WITHIN PHASE N3 LIMITS.



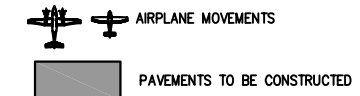
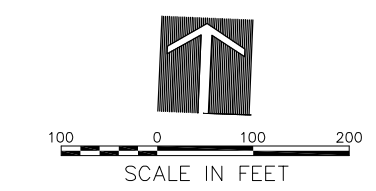
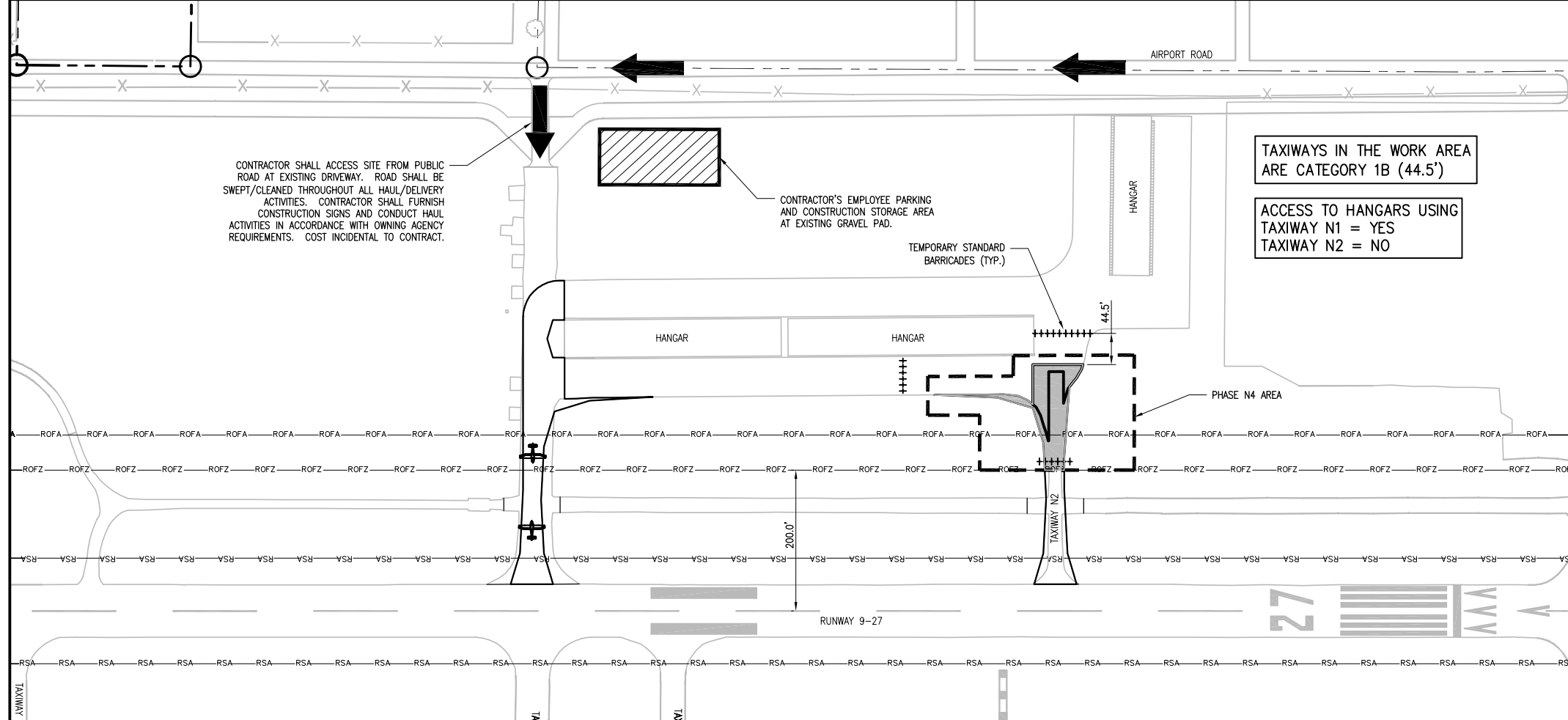
### PHASE N4

#### NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING PHASE N4.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

#### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE N4:

1. PAVEMENT REMOVAL WITHIN PHASE N4 LIMITS.
2. EXCAVATION WITHIN PHASE N4 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE N4 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE N4 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE N4 LIMITS.
6. GRADE AND LANDSCAPE WITHIN PHASE N4 LIMITS.



CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

### REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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### PHASING PLAN TAXIWAY N1 AND N2 PHASE N3 AND N4



# PHASE N5

## NOTES

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
- WORK IN PHASE N5 SHALL BE LIMITED TO 2 CALENDAR DAYS IN ORDER TO MINIMIZE THE TIME RUNWAY 9-27 IS CLOSED. RUNWAY 9-27 SHALL BE CLOSED WHEN WORKING WITHIN 200 FEET OF THE CENTERLINE.
- TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
- SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE N5:

- INSTALL BITUMINOUS SURFACE COURSE WITHIN PHASE N5 LIMITS.
- INSTALL PAVEMENT MARKINGS WITHIN PHASE N5 LIMITS.

TAXIWAYS IN THE WORK AREA  
ARE CATEGORY 1B (44.5')

ACCESS TO HANGARS USING  
TAXIWAY N1 = NO  
TAXIWAY N2 = NO

CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA AT EXISTING GRAVEL PAD.

TEMPORARY STANDARD BARRICADES (TYP.)

PHASE N5 AREA

PHASE N5 AREA

LIGHTED RUNWAY CLOSURE MARKER (TYP. OF 2)

RUNWAY 9-27

TAXIWAY D

TAXIWAY E

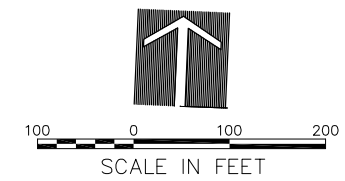
TAXIWAY N1

TAXIWAY N2

44.5'

44.5'

200.0'



- AIRPLANE MOVEMENTS
  - PAVEMENTS TO BE CONSTRUCTED
- CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

## REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

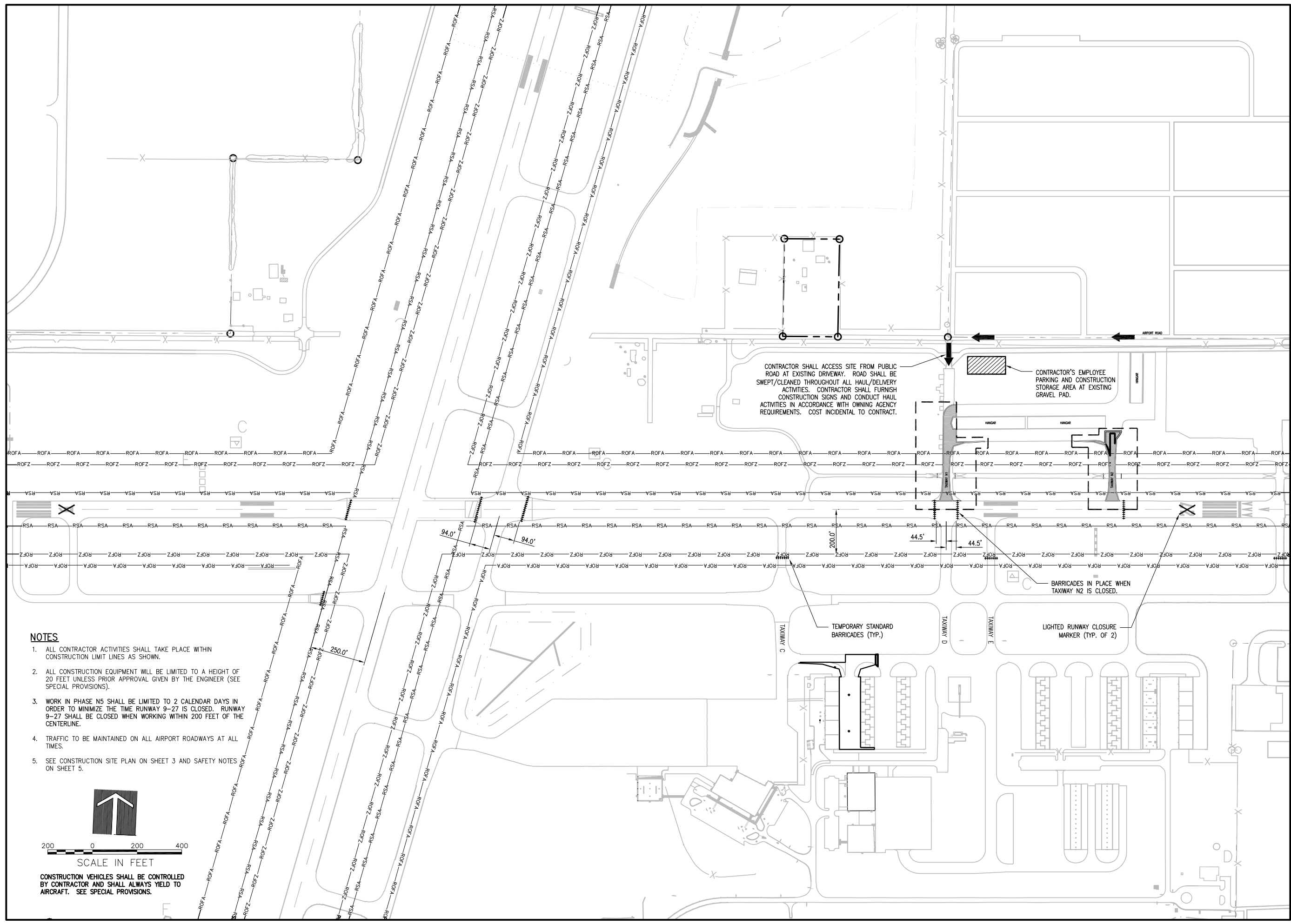
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## PHASING PLAN TAXIWAY N1 AND N2 PHASE N5



CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL REQUIREMENTS IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA AT EXISTING GRAVEL PAD.

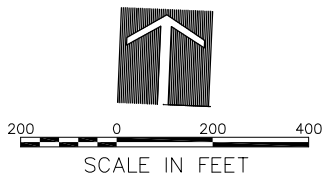
BARRICADES IN PLACE WHEN TAXIWAY N2 IS CLOSED.

TEMPORARY STANDARD BARRICADES (TYP.)

LIGHTED RUNWAY CLOSURE MARKER (TYP. OF 2)

**NOTES**

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. WORK IN PHASE N5 SHALL BE LIMITED TO 2 CALENDAR DAYS IN ORDER TO MINIMIZE THE TIME RUNWAY 9-27 IS CLOSED. RUNWAY 9-27 SHALL BE CLOSED WHEN WORKING WITHIN 200 FEET OF THE CENTERLINE.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.



CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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PROJECT NO: 14A0072  
CAD FILE: 09-PHASING PLAN.DWG  
DESIGN BY: LDH 2/29/16  
DRAWN BY: LDH 2/29/16  
REVIEWED BY: RMH 3/8/16  
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**PHASING PLAN  
CLOSED RUNWAY  
BARRICADE PLAN**

# PHASE S1

## NOTES

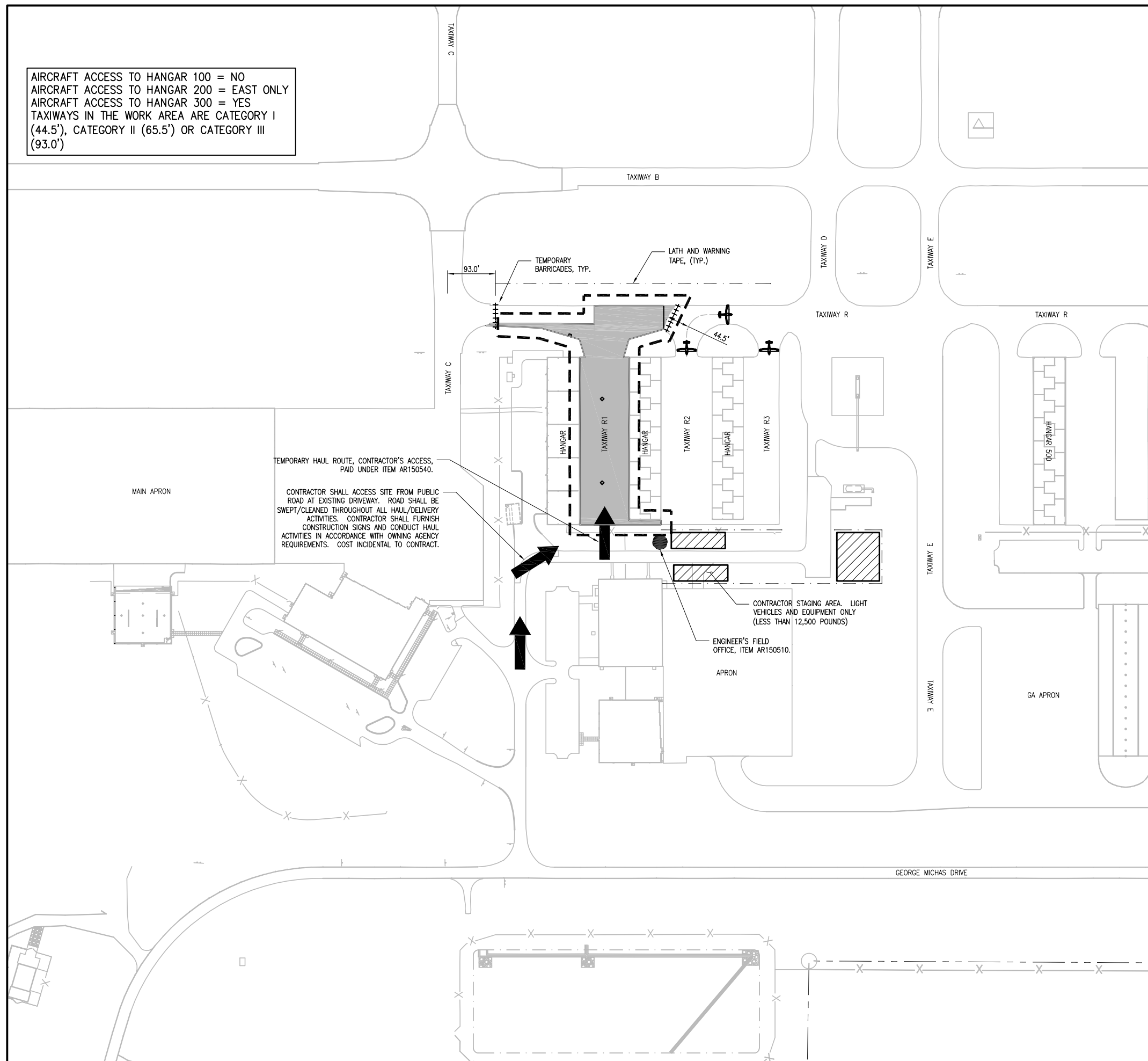
1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 20 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING STAGE S1.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN ON SHEET 3 AND SAFETY NOTES ON SHEET 5.

### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE S1:

1. PAVEMENT REMOVAL WITHIN PHASE S1 LIMITS.
2. EXCAVATION WITHIN PHASE S1 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE S1 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE S1 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE S1 LIMITS.
6. GRADE AND LANDSCAPE WITHIN PHASE S1 LIMITS.
7. INSTALL BITUMINOUS SURFACE COURSE WITHIN PHASE S1 LIMITS.
8. INSTALL PAVEMENT MARKINGS WITHIN PHASE S1 LIMITS.

AT CONTRACTOR'S OPTION, WORK MAY BE COMPLETED IN BOTH NORTH AND SOUTH AREA, SO LONG AS ALL CLOSURE DURATION AND WORK PROGRESS REQUIREMENTS ARE MET.

AIRCRAFT ACCESS TO HANGAR 100 = NO  
AIRCRAFT ACCESS TO HANGAR 200 = EAST ONLY  
AIRCRAFT ACCESS TO HANGAR 300 = YES  
TAXIWAYS IN THE WORK AREA ARE CATEGORY I (44.5'), CATEGORY II (65.5') OR CATEGORY III (93.0')



CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR STAGING AREA. LIGHT VEHICLES AND EQUIPMENT ONLY (LESS THAN 12,500 POUNDS)

ENGINEER'S FIELD OFFICE, ITEM AR150510.

MAR 08, 2016 11:39 AM HAUSM00882 I:\14\JOBS\14A0072\14A0072\DRAWINGS\RE-BID - APRIL 2016\10-PHASING PLAN.DWG

## REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

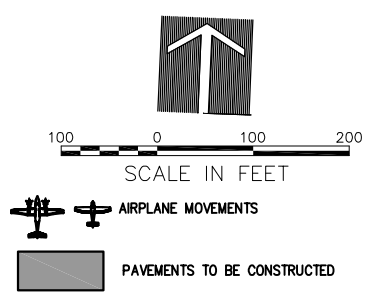
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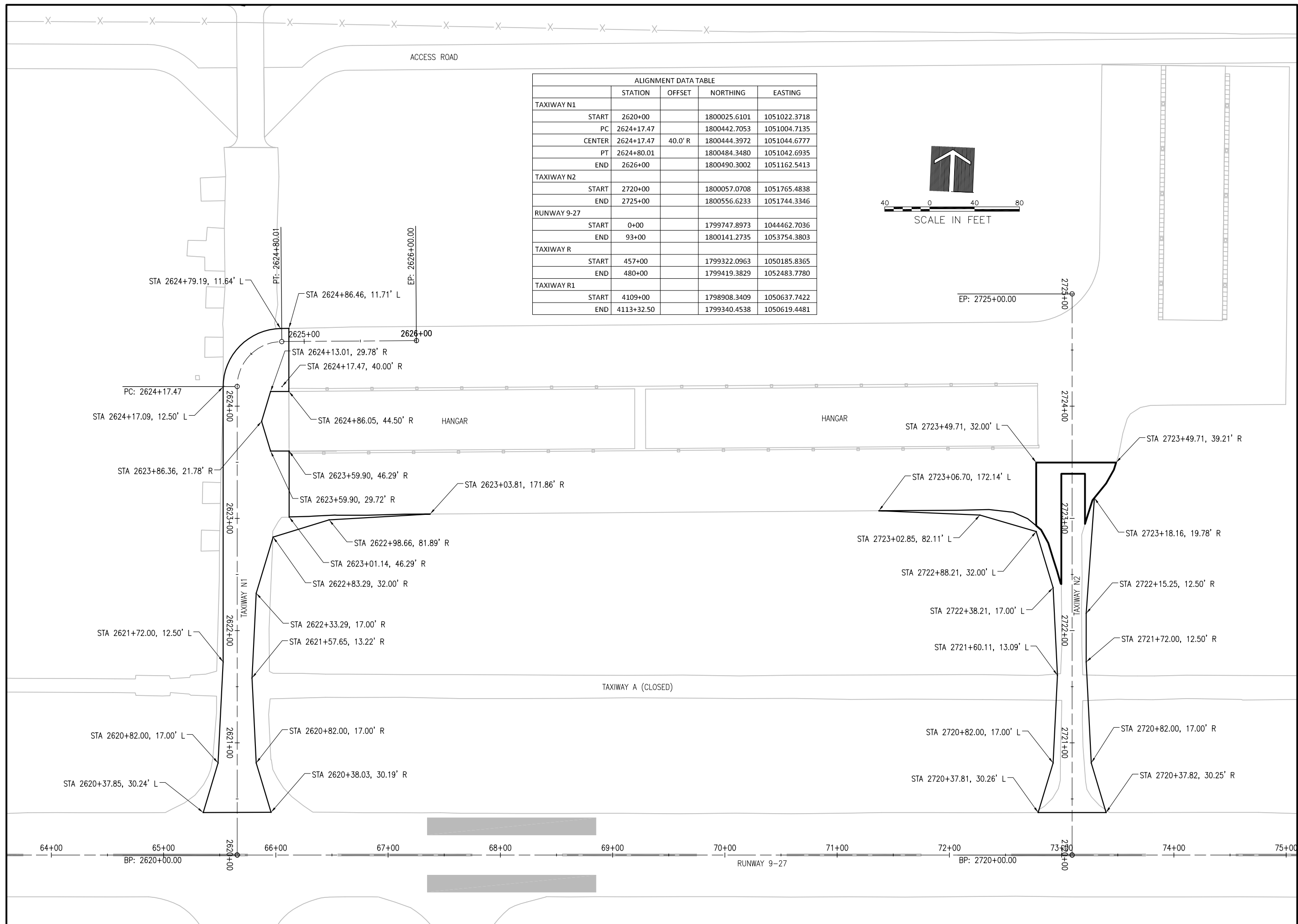
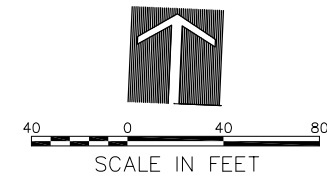
## PHASING PLAN TAXIWAY R AND R1 PHASE S1



CONSTRUCTION VEHICLES SHALL BE CONTROLLED BY CONTRACTOR AND SHALL ALWAYS YIELD TO AIRCRAFT. SEE SPECIAL PROVISIONS.



ALIGNMENT DATA TABLE				
	STATION	OFFSET	NORTHING	EASTING
<b>TAXIWAY N1</b>				
	START	2620+00	1800025.6101	1051022.3718
	PC	2624+17.47	1800442.7053	1051004.7135
	CENTER	2624+17.47	1800444.3972	1051044.6777
	PT	2624+80.01	1800484.3480	1051042.6935
	END	2626+00	1800490.3002	1051162.5413
<b>TAXIWAY N2</b>				
	START	2720+00	1800057.0708	1051765.4838
	END	2725+00	1800556.6233	1051744.3346
<b>RUNWAY 9-27</b>				
	START	0+00	1799747.8973	1044462.7036
	END	93+00	1800141.2735	1053754.3803
<b>TAXIWAY R</b>				
	START	457+00	1799322.0963	1050185.8365
	END	480+00	1799419.3829	1052483.7780
<b>TAXIWAY R1</b>				
	START	4109+00	1798908.3409	1050637.7422
	END	4113+32.50	1799340.4538	1050619.4481



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

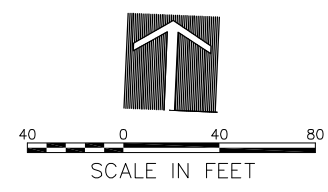
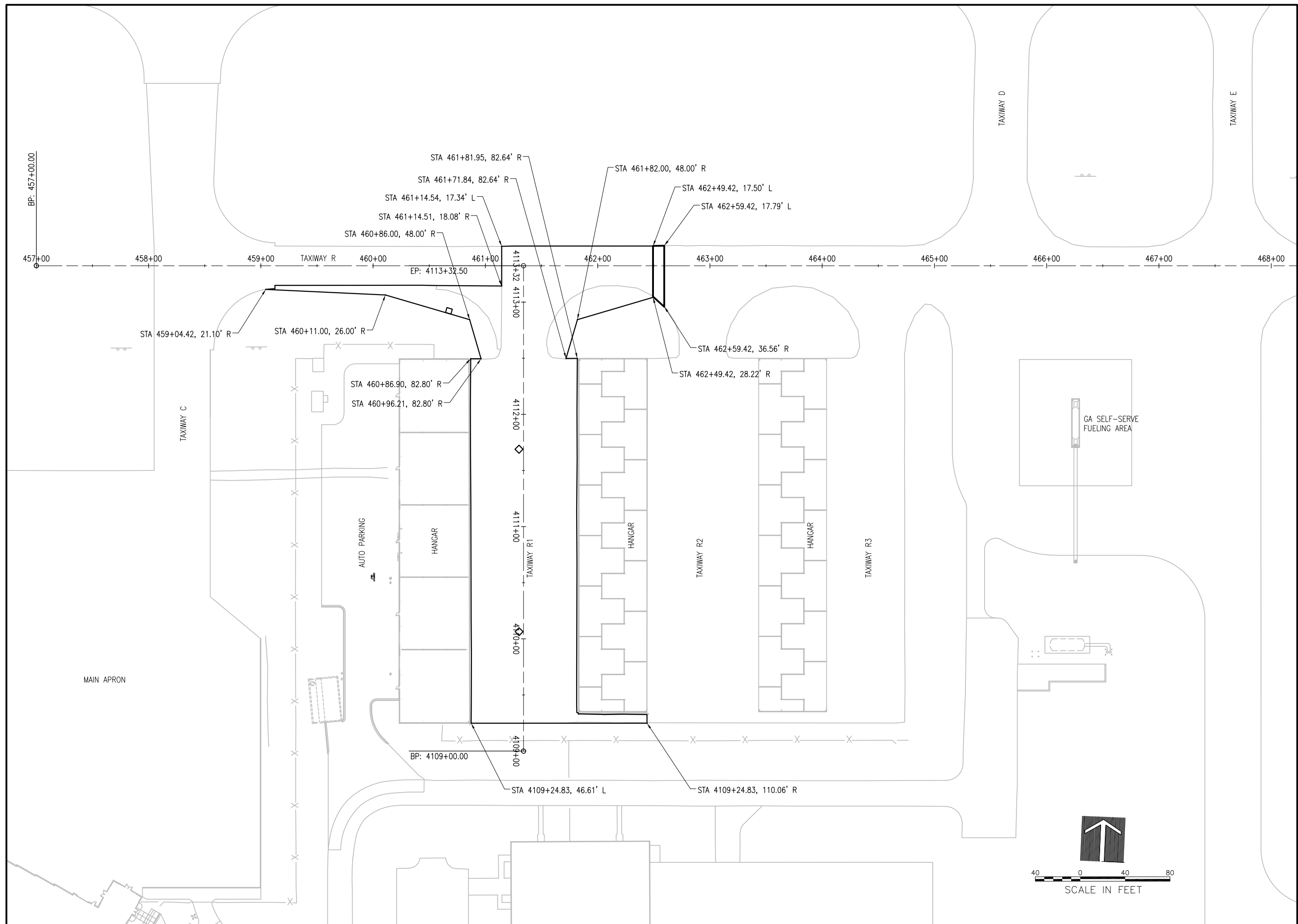
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**ALIGNMENT DATA AND PAVEMENT LAYOUT**

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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

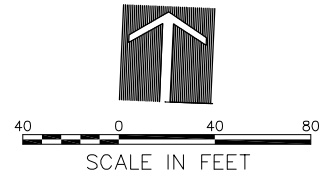
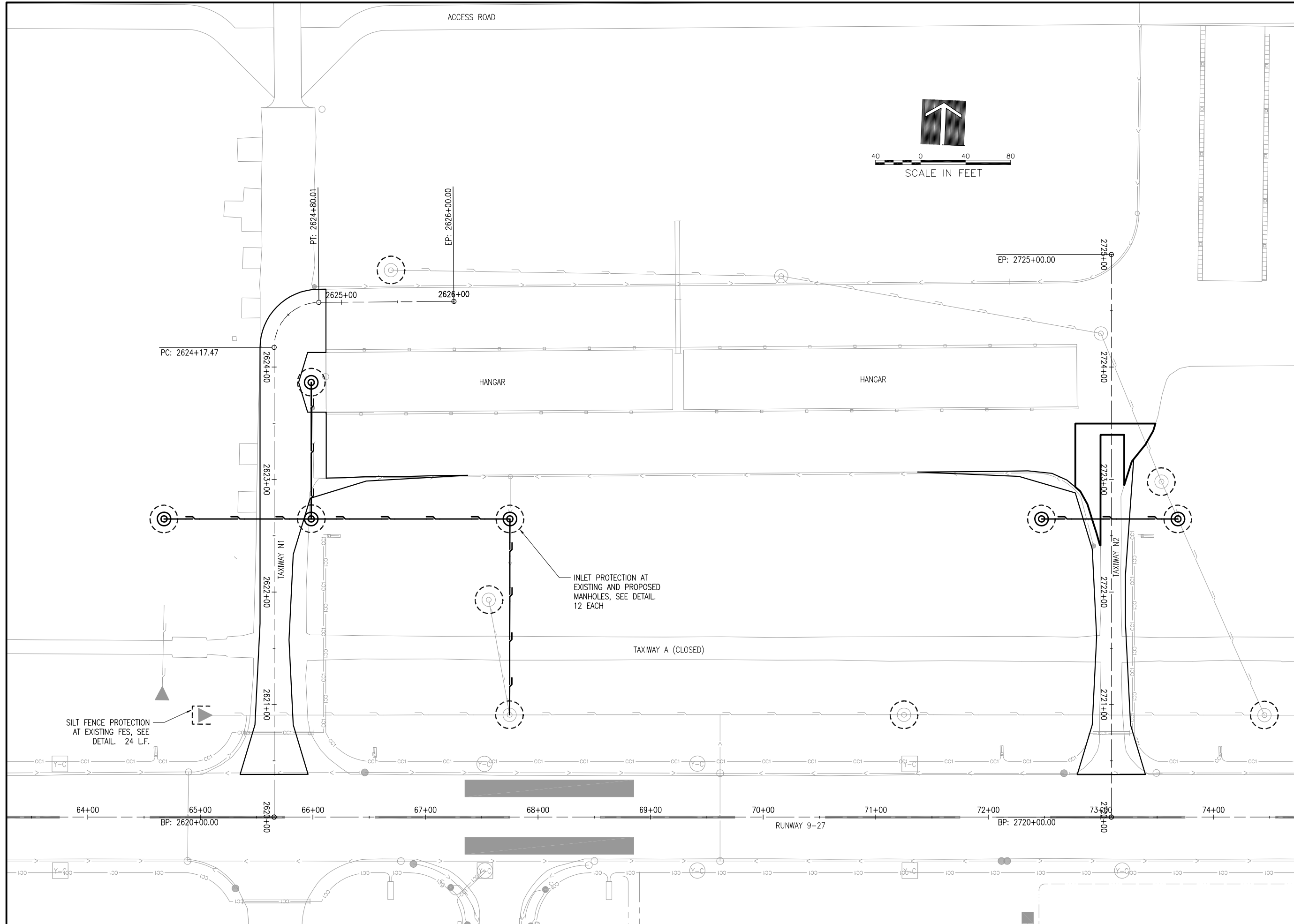
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**ALIGNMENT DATA  
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LAYOUT**

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**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049


NO.	DATE	DESCRIPTION		
		DES	DWN	REV

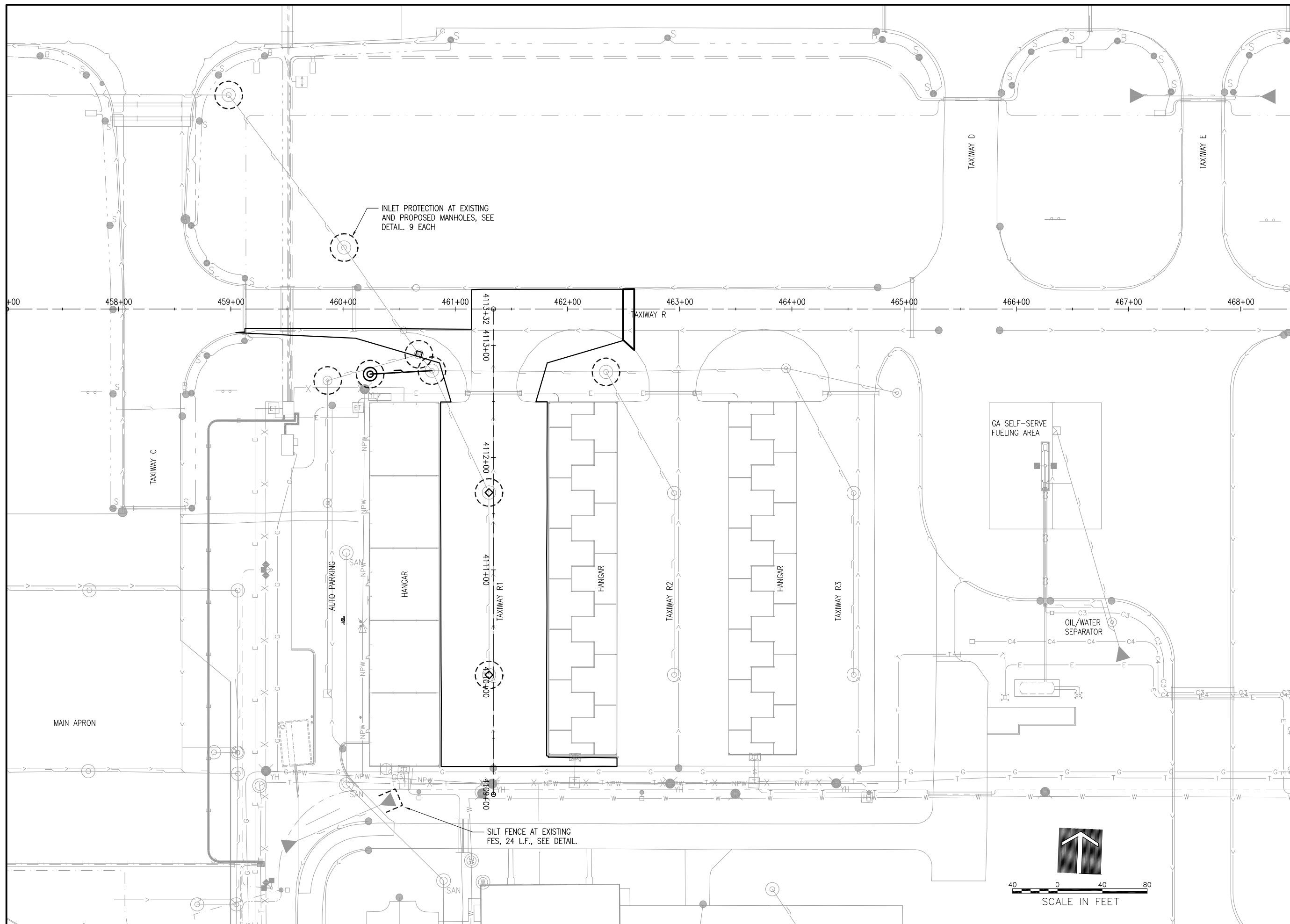
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PROJECT NO: 14A0072  
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**STORM WATER POLLUTION PREVENTION PLAN**

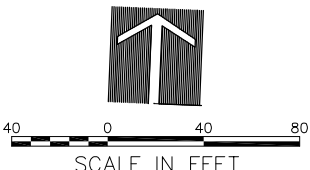
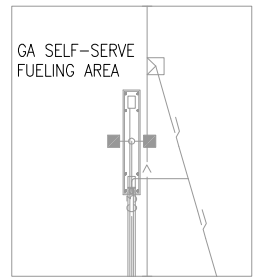
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INLET PROTECTION AT EXISTING AND PROPOSED MANHOLES, SEE DETAIL 9 EACH

SILT FENCE AT EXISTING FES, 24 L.F., SEE DETAIL.



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
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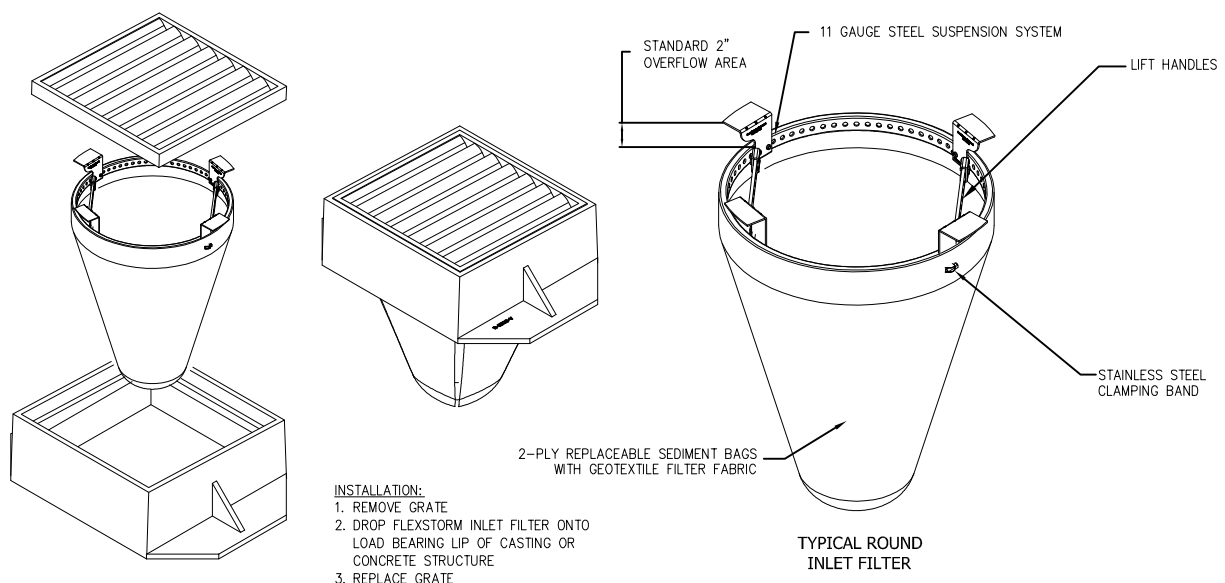
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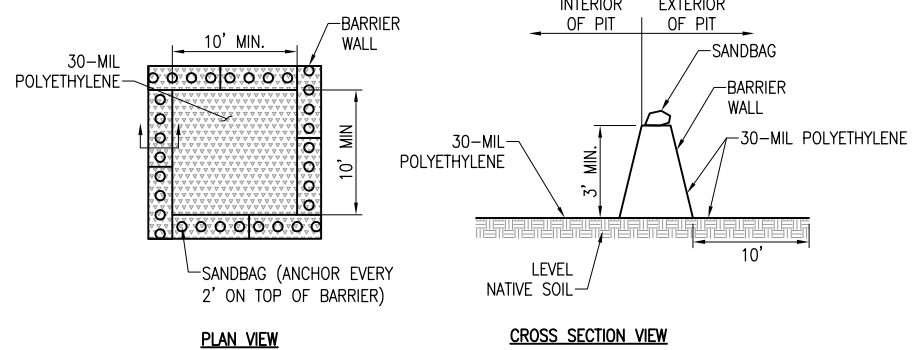
**STORM WATER POLLUTION PREVENTION PLAN**



**INSTALLATION:**  
1. REMOVE GRATE  
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE  
3. REPLACE GRATE

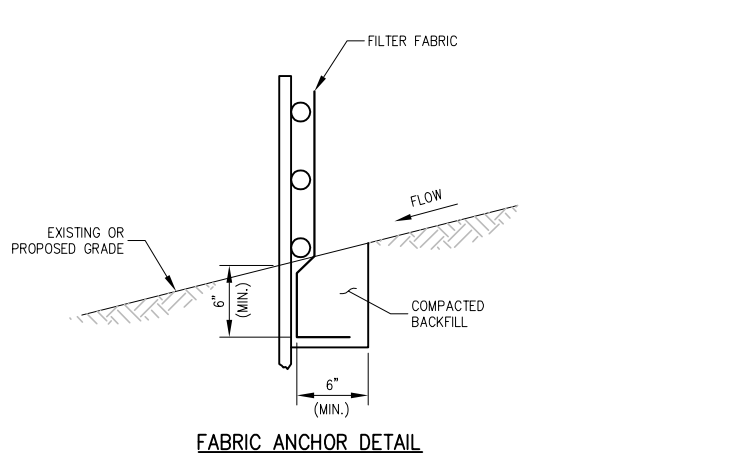
- NOTES:**
1. FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, IPP FLEXSTORM BY EROTEX OR APPROVED EQUAL.
  2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL OF SILT.
  3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
  4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
  5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.
  6. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.
  7. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST 36,000 PSI.
  8. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
  9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

**INLET PROTECTION**

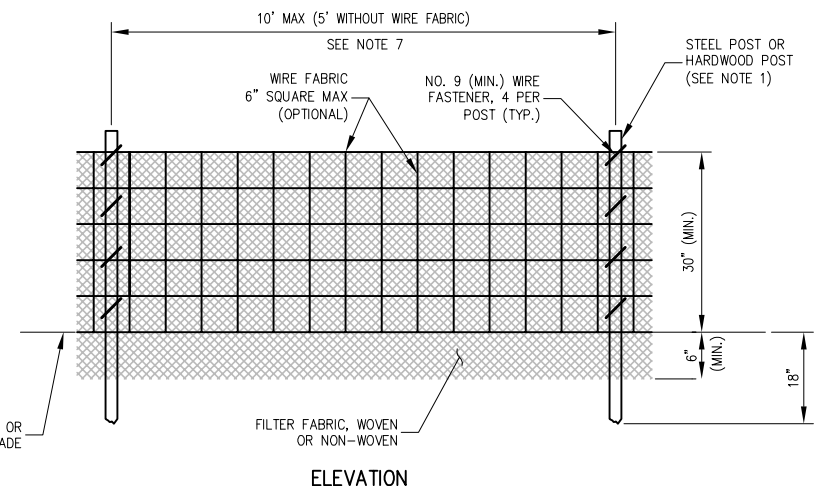


- NOTES:**
1. IMPERMEABLE SHEETING MUST EXTEND OVER ENTIRE BASIN AND BERM TO PREVENT ESCAPE OF DISCHARGE.
  2. PROTECT AREA AROUND UNIT FOR 10 FEET WITH PLASTIC UNDER AND AROUND UNIT TO CONTAIN SPILLS OR OVERFLOW.
  3. FACILITY LINED WITH 30-MIL POLYETHYLENE LINER AND SECURED USING SAND BAGS, OR OTHER ANCHORS, AND SHALL BE FREE OF HOLES OR TEARS.
  4. FACILITY IS TO BE LOCATED ON LEVEL GROUND.
  5. WASHOUT NEEDS TO BE COVERED OR LIQUIDS TO BE REMOVED PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW.
  6. IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW.
  7. REMOVE WASHOUT WATER FROM HIGH VOLUME FACILITIES WITH A VACUUM TRUCK AND DISPOSE OF PROPERLY. DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT. (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY HAZARDOUS)
  8. DO NOT DISCHARGE WASHOUT WATER INTO THE ENVIRONMENT; FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER.
  9. INSPECT LINE FOR TEARS. AN INTACT LINER WILL ENSURE THAT CONCRETE WASTEWATER WILL NOT ESCAPE THE WASHOUT FACILITY.
  10. REPLACE DAMAGED LINER IMMEDIATELY.
  11. CHECK AREA SURROUNDING FACILITY FOR SIGNS OF EFFLUENT ESCAPING CONTAINMENT.
  12. INSPECT WASHOUT AREA FOLLOWING POUR TO EVALUATE EFFECTIVENESS.
  13. CHECK DEPTH OF SOLIDS TO ENSURE VOLUME IS SUFFICIENT FOR NEXT POUR.
  14. INSPECT WASHOUTS PRIOR TO POUR TO ENSURE SUFFICIENT VOLUME IS AVAILABLE TO CONTAIN WASHOUT.
  15. REMOVE TEMPORARY CONCRETE WASHOUT FACILITIES WHEN NO LONGER NEEDED AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITION.
  16. DISPOSE OF SOLIDIFIED CONCRETE WASTE, CONSIDERED CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) AS PER THE IEPA ACT (415 ILCS5).

**CONCRETE WASHOUT PIT**



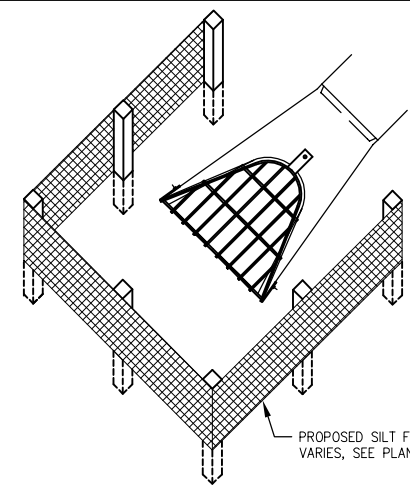
**FABRIC ANCHOR DETAIL**



**ELEVATION**

- NOTES:**
1. FENCE POST SHALL BE EITHER STEEL "1" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
  2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
  3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
  4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
  5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
  6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN (OR MAXIMUM OF 0.60mm).
  7. WIRE FABRIC MAY BE OMITTED IF A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
  8. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
  9. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
  10. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
  11. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
  12. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
  13. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
  14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

**SILT FENCE**



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

**SEDIMENTATION AND EROSION CONTROL NOTES:**

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- D. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H:1V SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H. 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.
- I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY 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.
- J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER. NO STOCKPILES SHALL BE LOCATED WITHIN AN ACTIVE RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE, OR ACTIVE TAXIWAY OBJECT FREE AREA.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (e.g. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

**STORM WATER POLLUTION PREVENTION NOTES**

**GENERAL**

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

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

**POLLUTION PREVENTION MEASURES**

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

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

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

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

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
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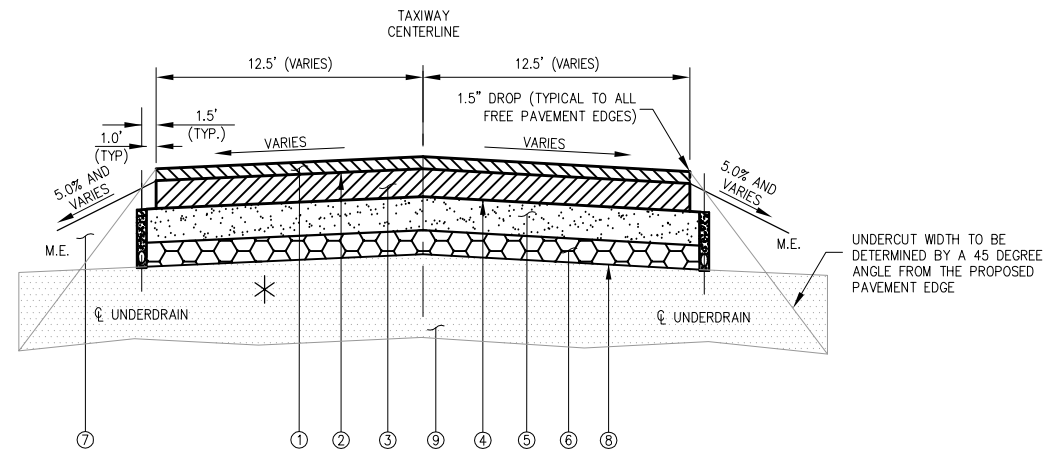
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REVIEWED BY: RMH 3/8/16  
SHEET TITLE

**SWPPP DETAILS**

MAR 08, 2016 11:41 AM HANSON\00882 K:\14\JOBS\14A0072\14A0072\DRAWINGS\RE-BID - APRIL 2016\15- SWPPP DET.DWG



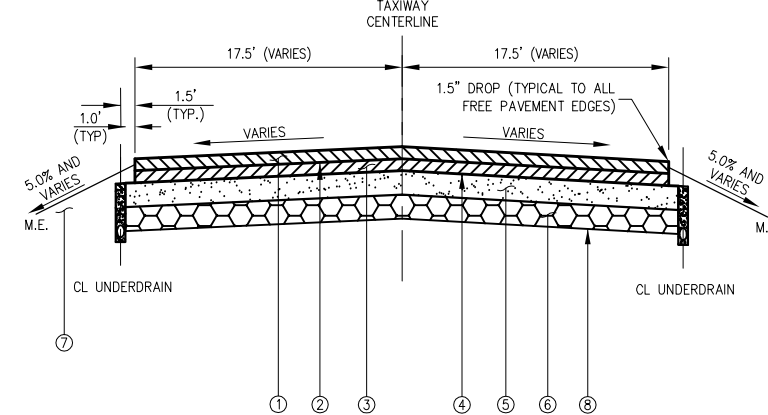
**TYPICAL SECTION - TAXIWAY N1 AND N2**

(SECTION SHOWN LOOKING NORTH)

- ① PROPOSED 1.5 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- ③ PROPOSED 2.5 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- ④ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510
- ⑤ PROPOSED 8 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209608
- ⑥ PROPOSED 4 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800928
- ⑦ PROPOSED 4 INCH TOPSOIL, ITEM AR905510
- ⑧ PROPOSED SEPARATION FABRIC, ITEM AR156513
- ⑨ PROPOSED UNDERCUT (ITEM AR152410) AND BACKFILL (ITEM AR208515). SEE SUBGRADE REMOVAL PLAN AND CROSS SECTIONS FOR LOCATION AND DEPTH.

\* BITUMINOUS TACK COAT SHALL BE APPLIED BETWEEN EACH LIFT OF BITUMINOUS BASE COURSE AND BETWEEN THE BITUMINOUS BASE COURSE TOP LIFT AND THE BITUMINOUS SURFACE COURSE - NO EXCEPTIONS.

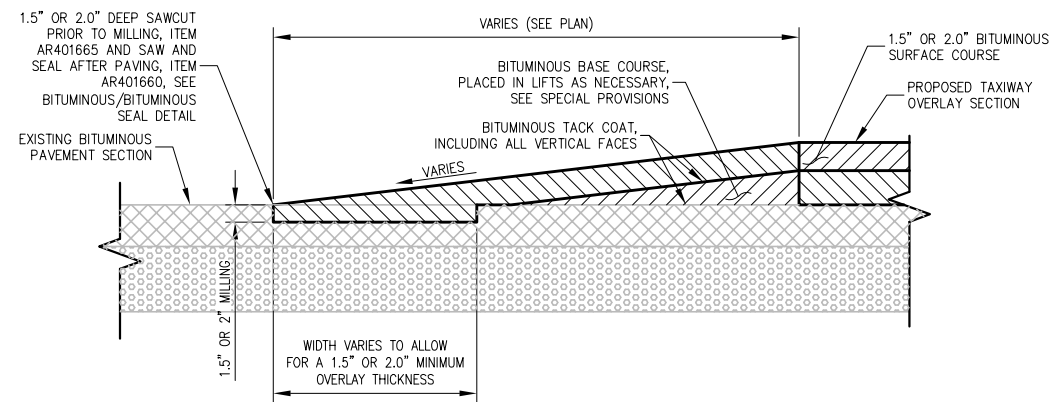
BITUMINOUS PRIME AND BITUMINOUS TACK COAT SHALL BE REQUIRED AS SPECIFIED. SEE SPECIAL PROVISIONS AND STANDARD PROVISIONS.



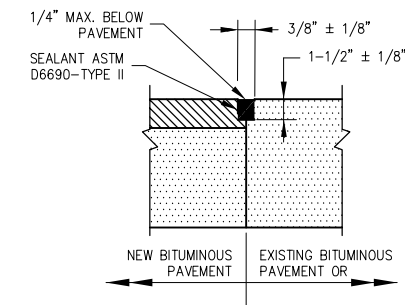
**TYPICAL SECTION - TAXIWAY R AND R1**

(SECTION SHOWN LOOKING NORTH)

- ① PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- ③ PROPOSED 4 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- ④ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510
- ⑤ PROPOSED 12 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209612
- ⑥ PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800927
- ⑦ PROPOSED 4 INCH TOPSOIL, ITEM AR905510
- ⑧ PROPOSED SEPARATION FABRIC, ITEM AR156513



**BITUMINOUS TAPER DETAIL**



**BITUMINOUS/BITUMINOUS SEAL**

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

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 16-TYPSECTION.DWG  
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**TYPICAL SECTIONS AND PAVEMENT DETAILS**



**REHABILITATE  
 TAXIWAY N1, N2, & R1  
 AND PORTIONS OF  
 TAXIWAY R**

IDA No: LOT-4425  
 SBG No: 3-17-SBGP-XX

LE049

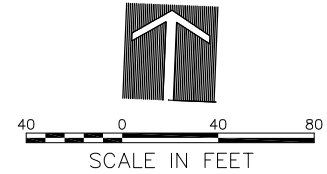
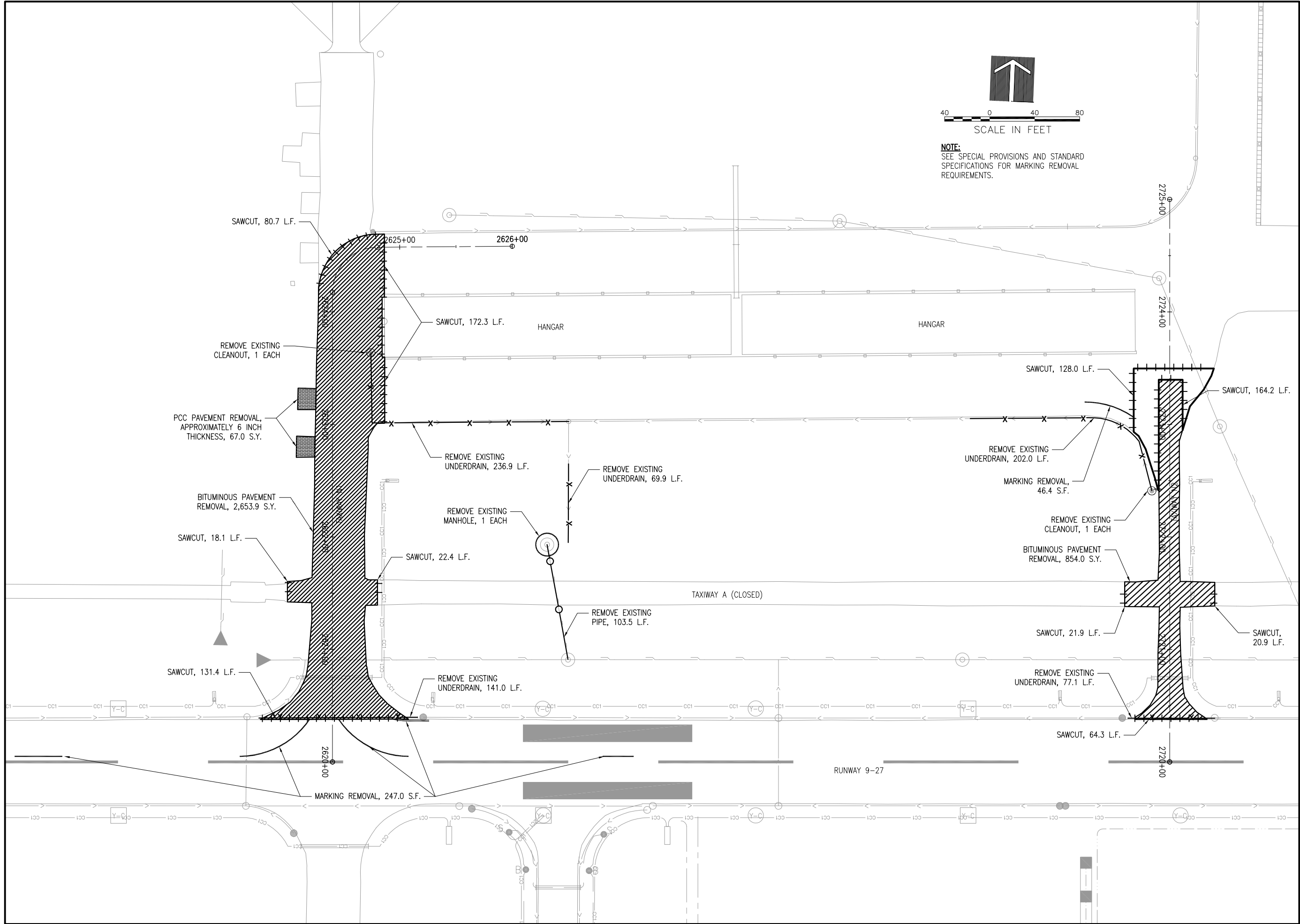

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016

PROJECT NO: 14A0072  
 CAD FILE: 17-REMOVAL.DWG  
 DESIGN BY: LDH 12/22/14  
 DRAWN BY: LDH 12/22/14  
 REVIEWED BY: RMH 3/8/16

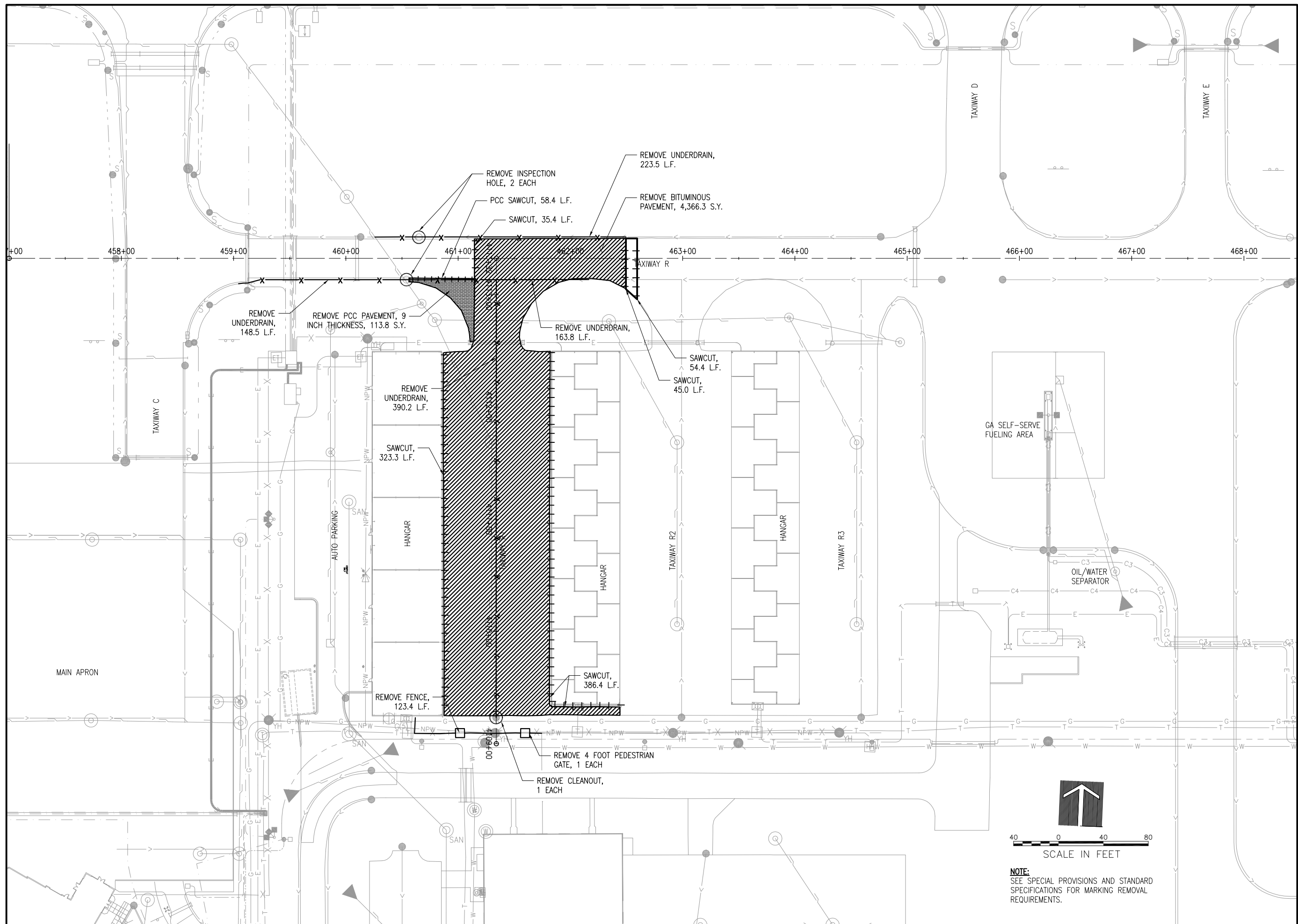
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**REMOVAL PLAN**



NOTE:  
 SEE SPECIAL PROVISIONS AND STANDARD  
 SPECIFICATIONS FOR MARKING REMOVAL  
 REQUIREMENTS.

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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

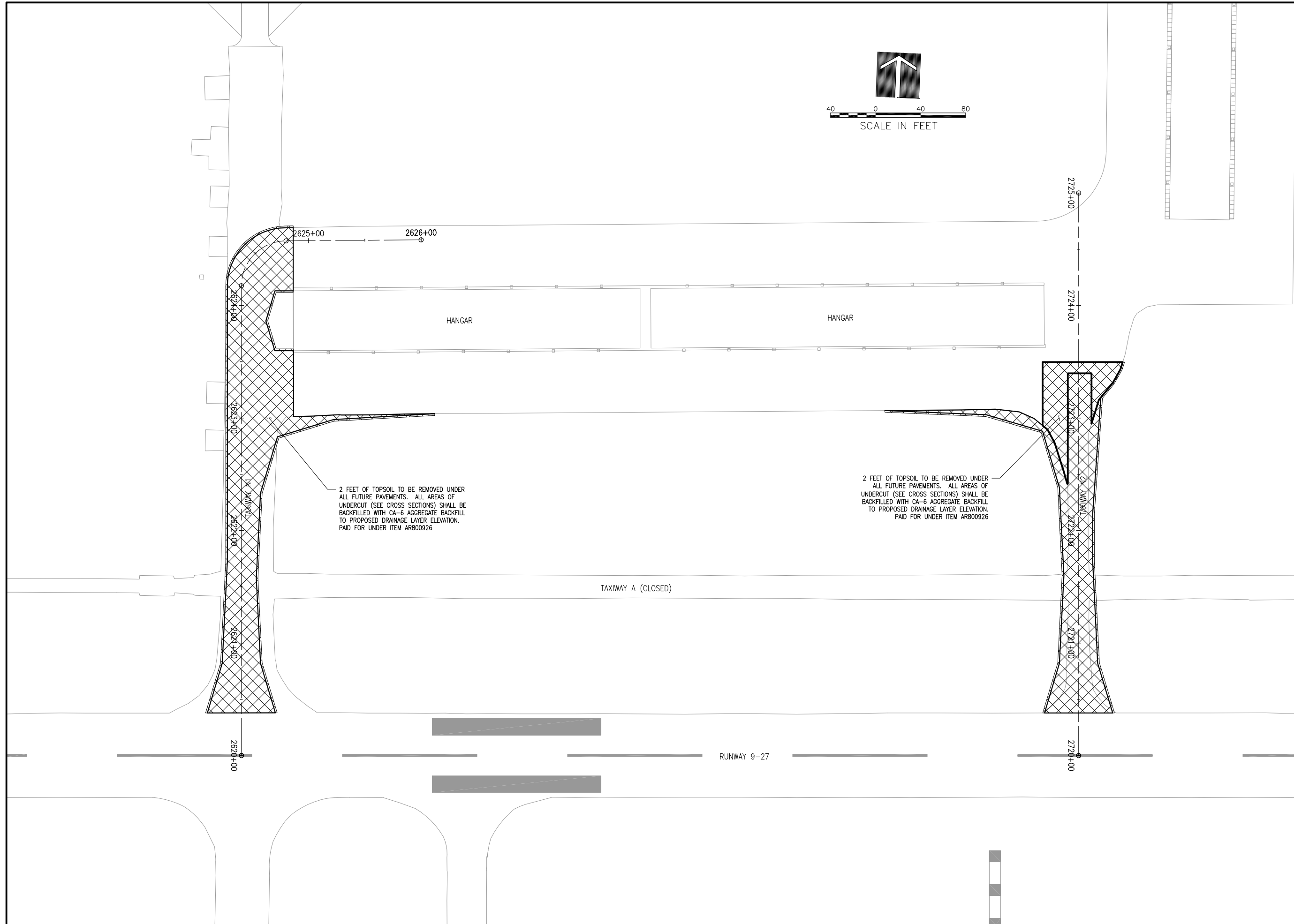

NO.	DATE	DESCRIPTION		
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 18-REMOVAL.DWG  
DESIGN BY: LDH 12/23/14  
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**REMOVAL PLAN**

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**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

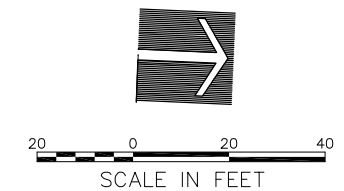
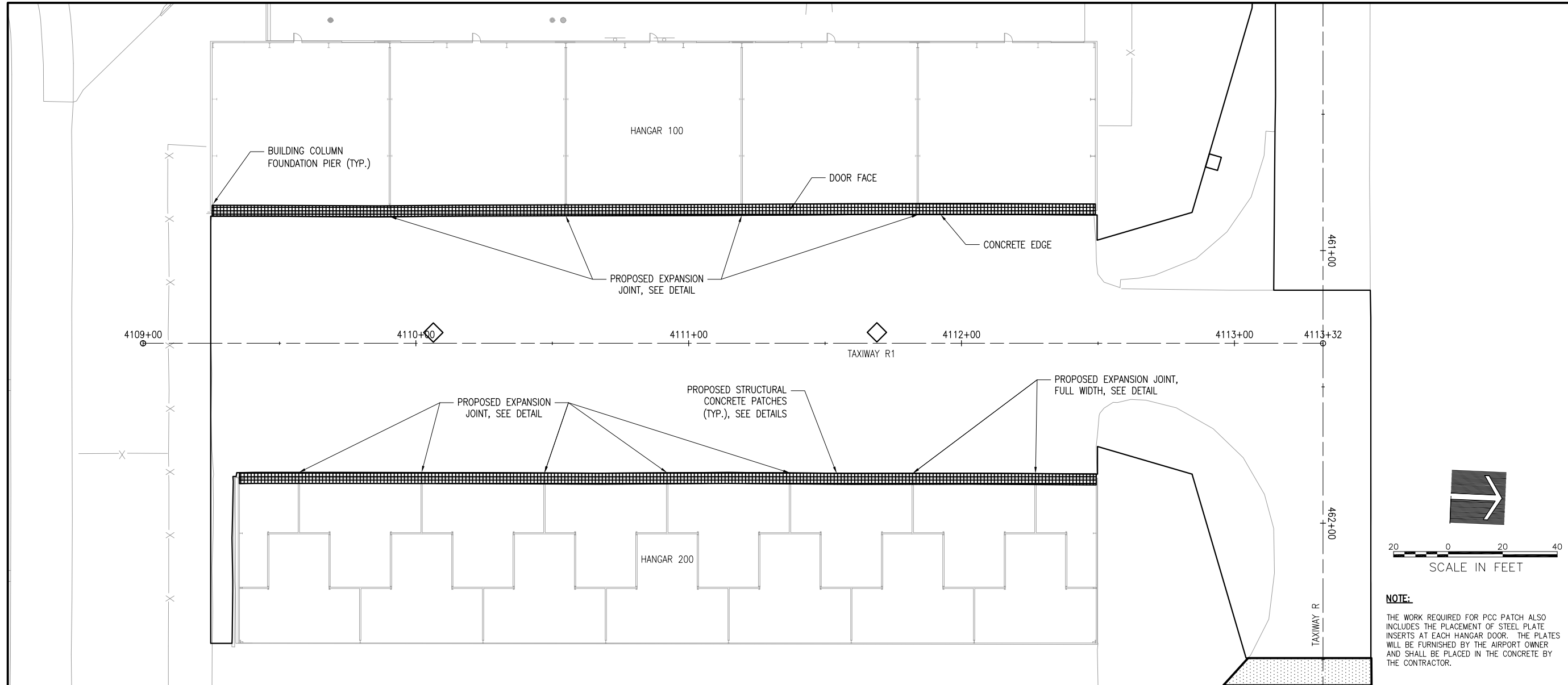
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		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 19-UNDERCUT.DWG  
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**UNDERCUT AND TOPSOIL REMOVAL PLAN**



**NOTE:**  
THE WORK REQUIRED FOR PCC PATCH ALSO INCLUDES THE PLACEMENT OF STEEL PLATE INSERTS AT EACH HANGAR DOOR. THE PLATES WILL BE FURNISHED BY THE AIRPORT OWNER AND SHALL BE PLACED IN THE CONCRETE BY THE CONTRACTOR.

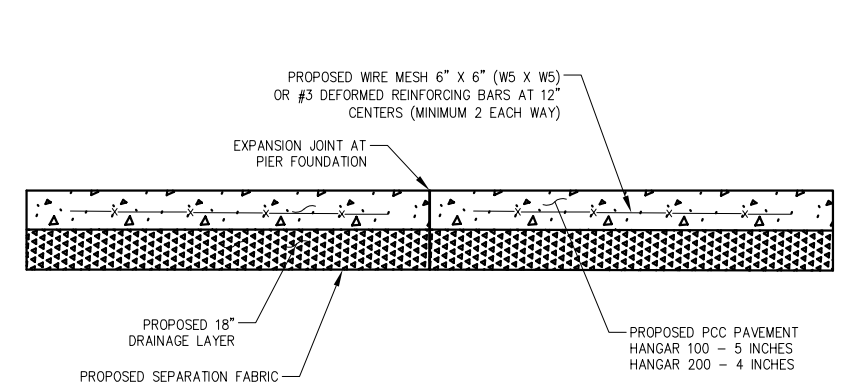
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IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

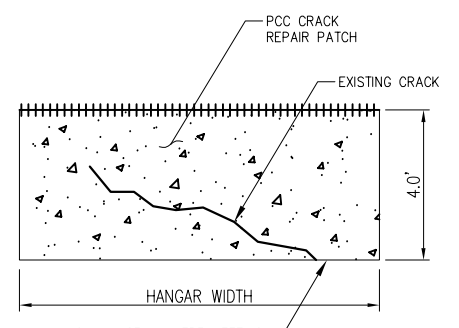
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		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
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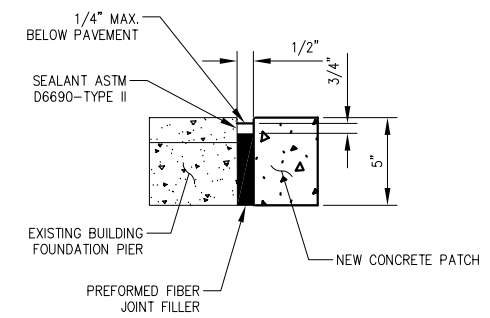
**PROFILE VIEW**



**PLAN VIEW**

**STRUCTURAL CONCRETE PATCH DETAIL**

NOTE: ALL WORK INCLUDING SAW CUTTING, REMOVAL, JOINTING AND AGGREGATE AND PCC REPLACEMENT PAID UNDER ITEM AR800921.



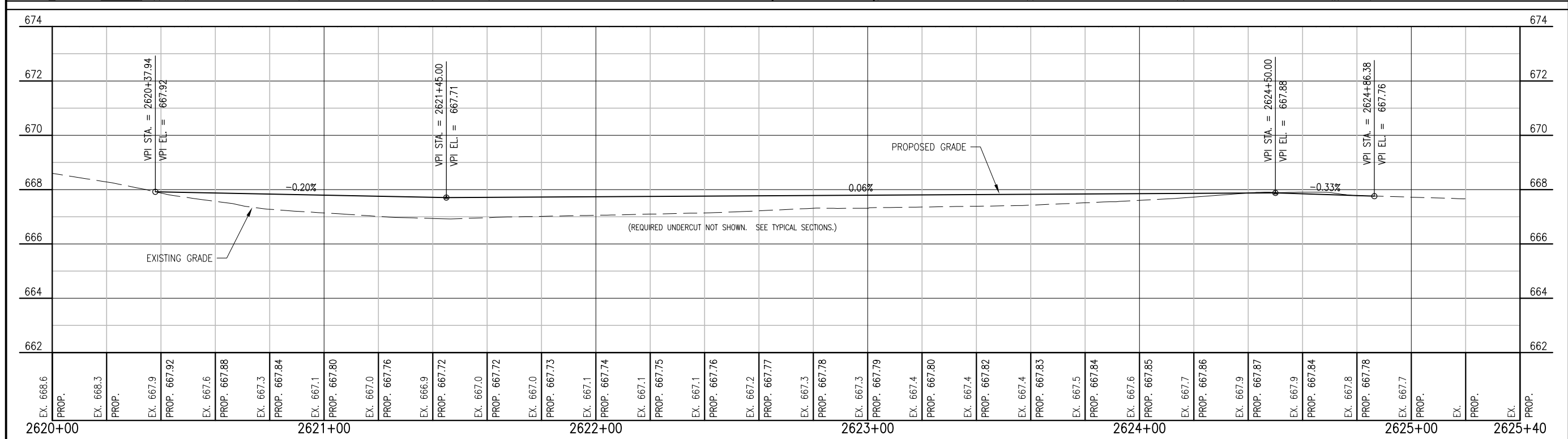
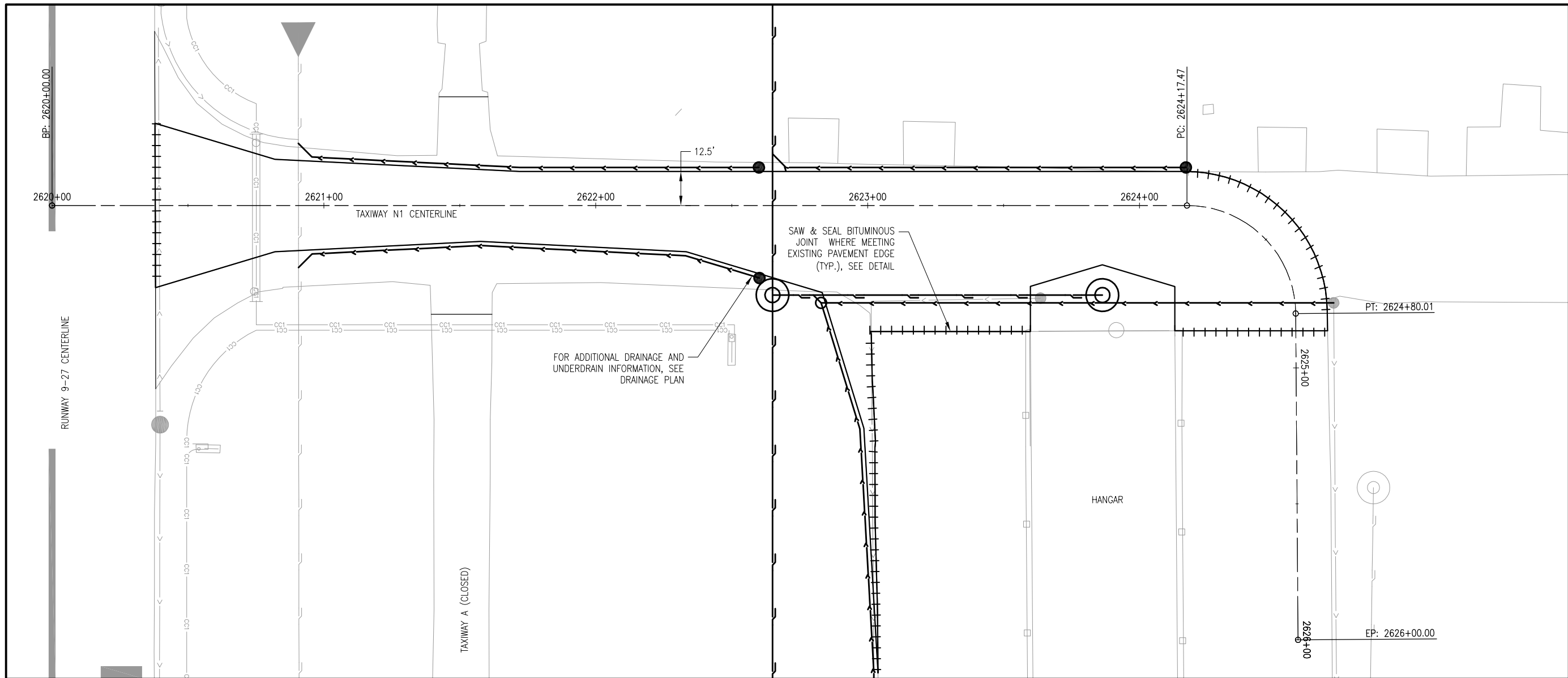
**NOTE:**

1. EXPANSION JOINTS TO BE INCIDENTAL TO ITEM AR800921.
2. EXPANSION MATERIAL SHALL ALSO BE PLACED AT EXISTING BUILDING COLUMN FOUNDATION PIERS.

**EXPANSION JOINT**

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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

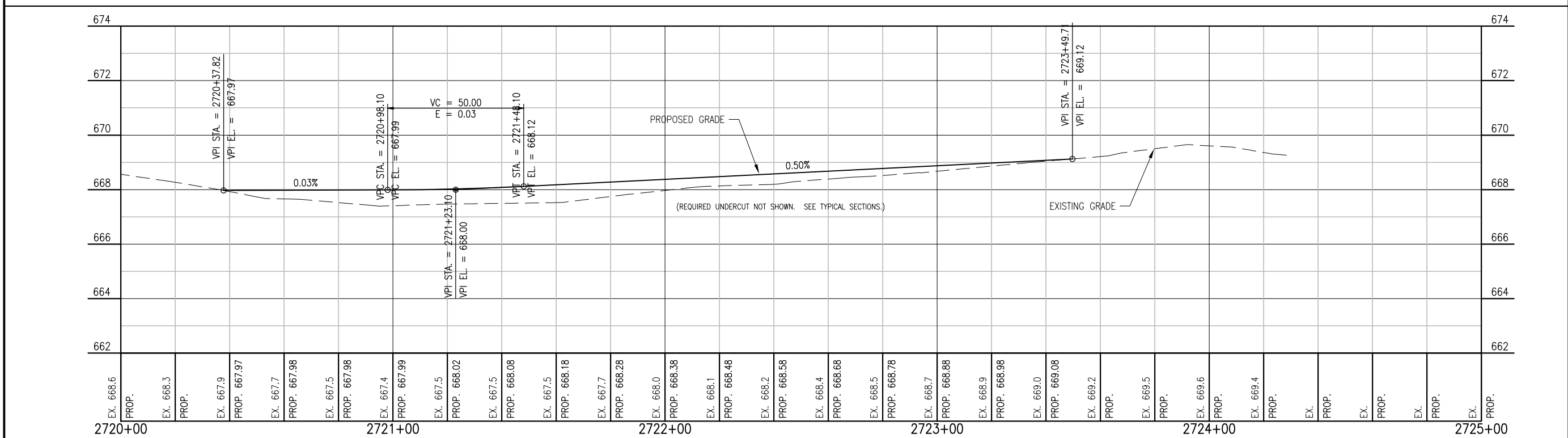
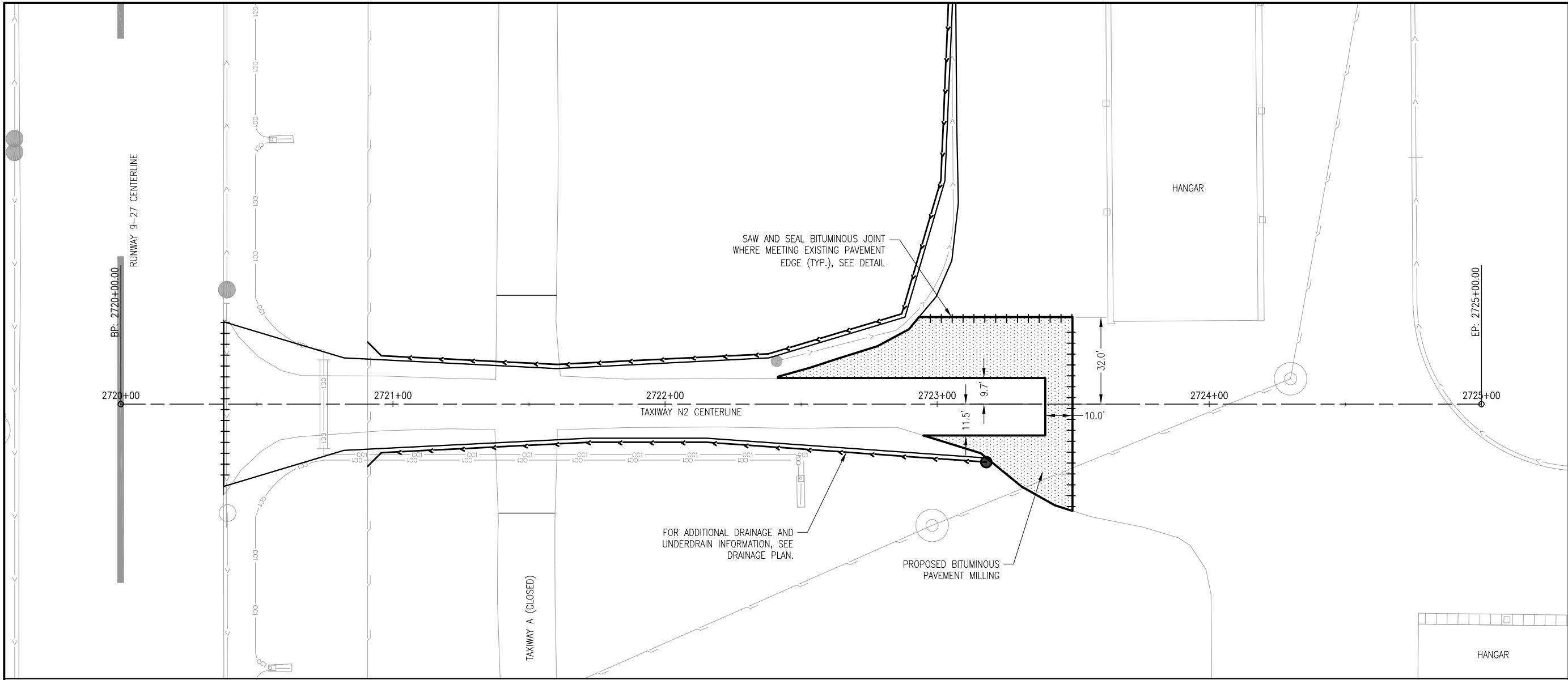
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
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PLAN AND PROFILE  
TAXIWAY N1

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**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

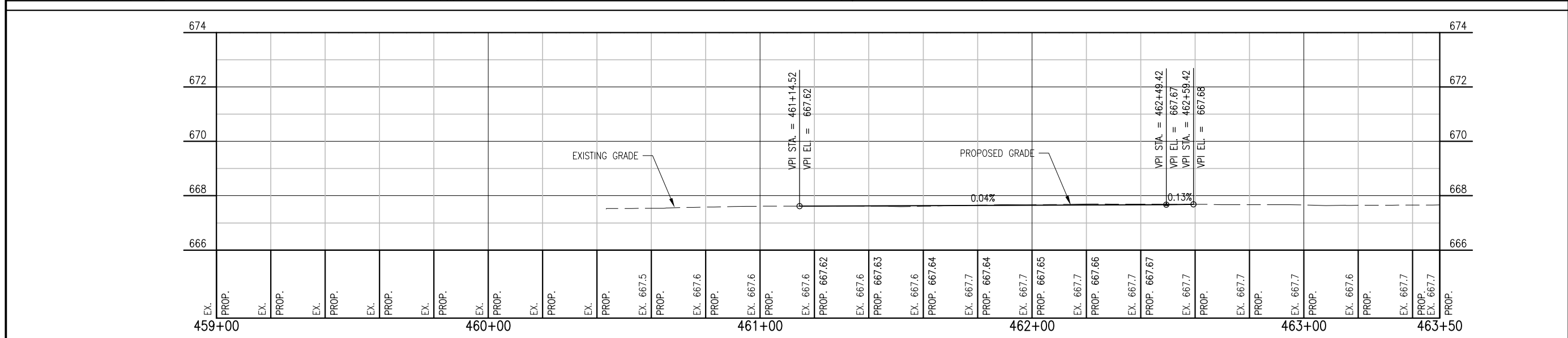
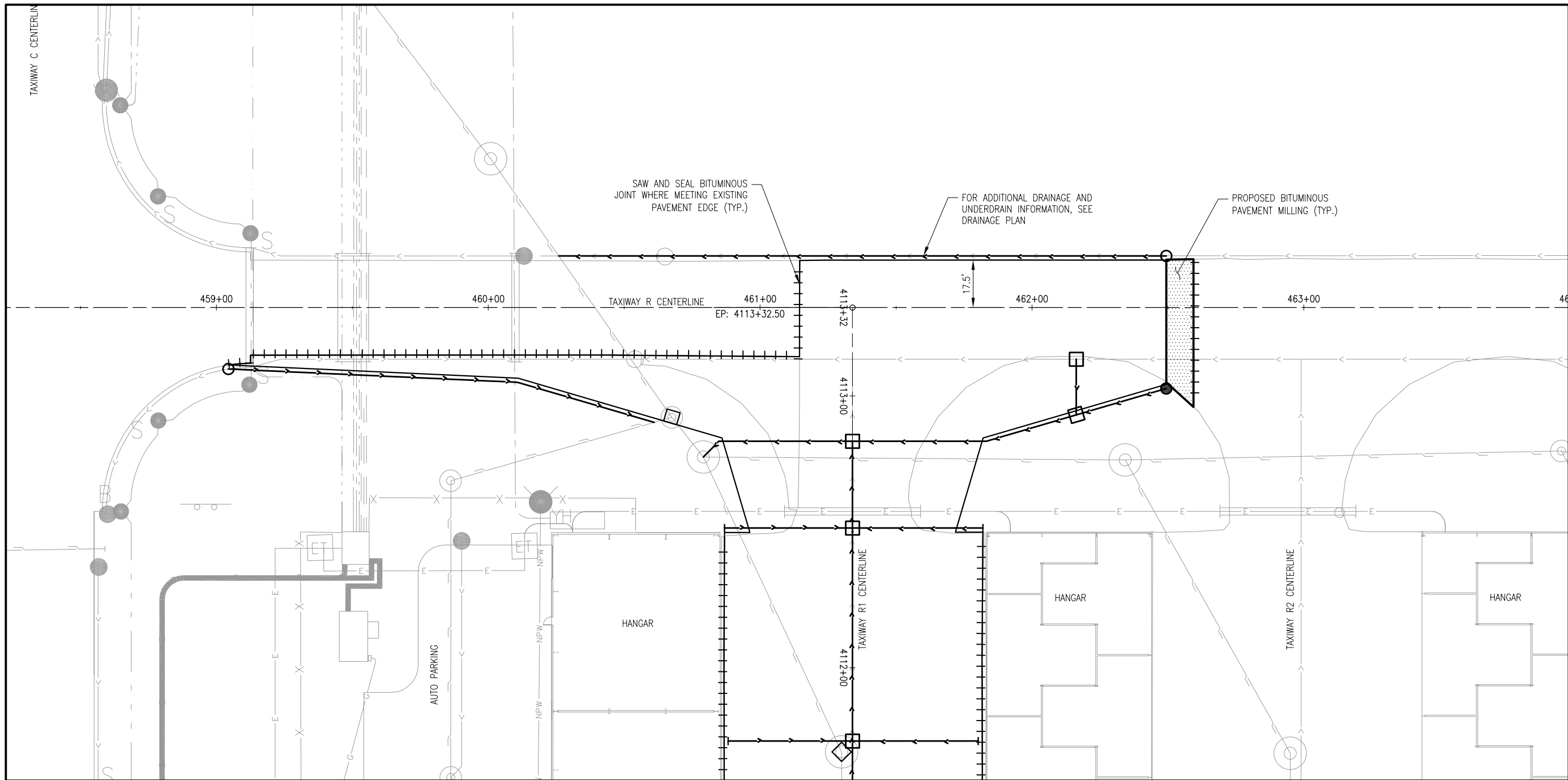
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
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**PLAN AND PROFILE TAXIWAY N2**



**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

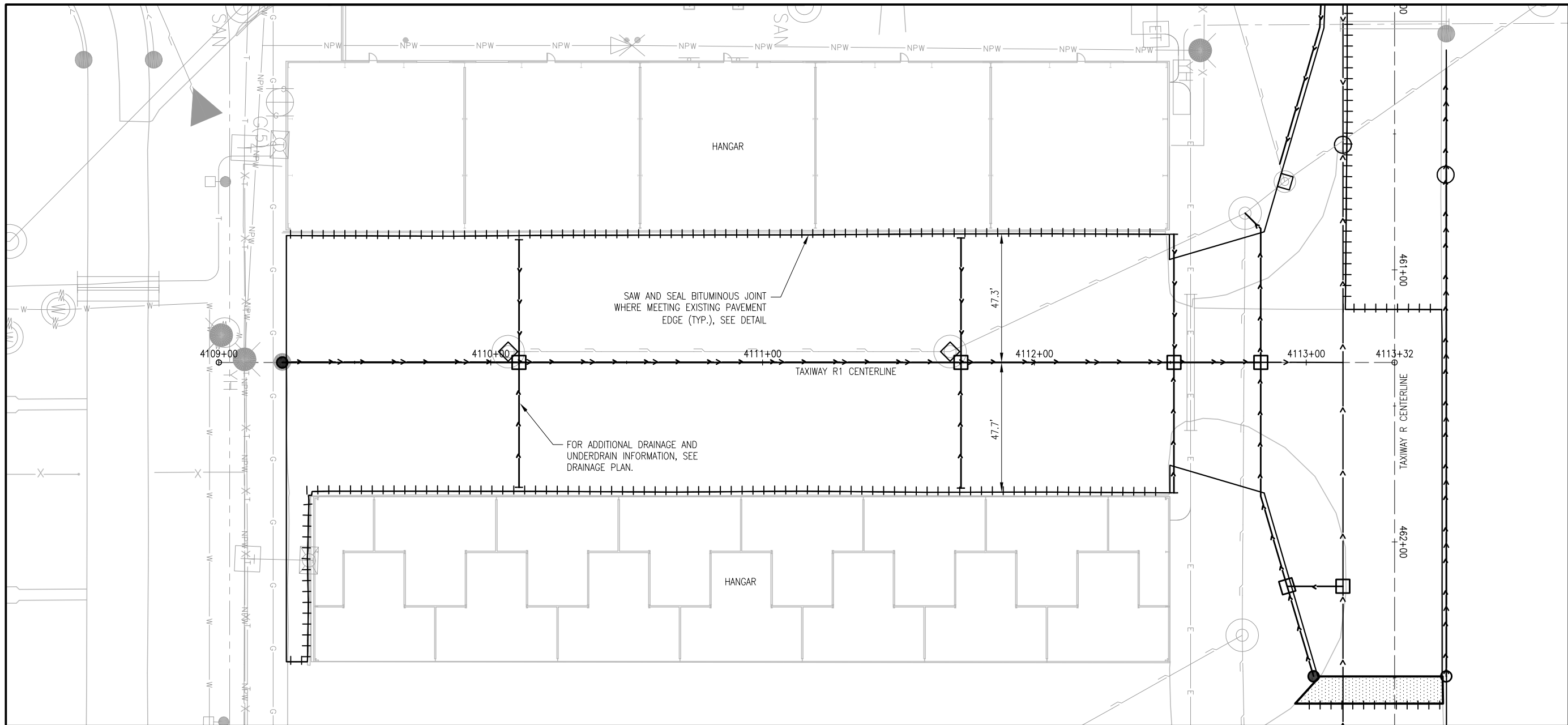
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SBG No: 3-17-SBGP-XX

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NO.	DATE	DESCRIPTION		
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 23-P&P-TXYR.DWG  
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**PLAN AND PROFILE  
TAXIWAY R**



**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

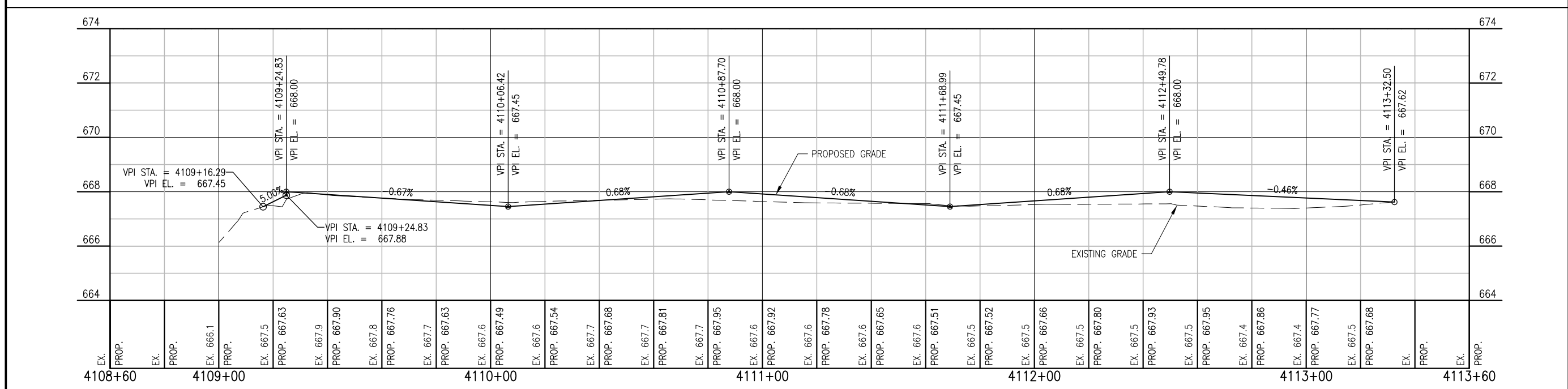
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
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**PLAN AND PROFILE  
TAXIWAY R1**

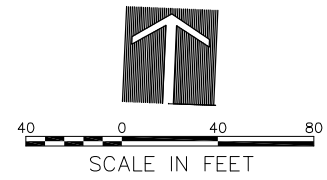


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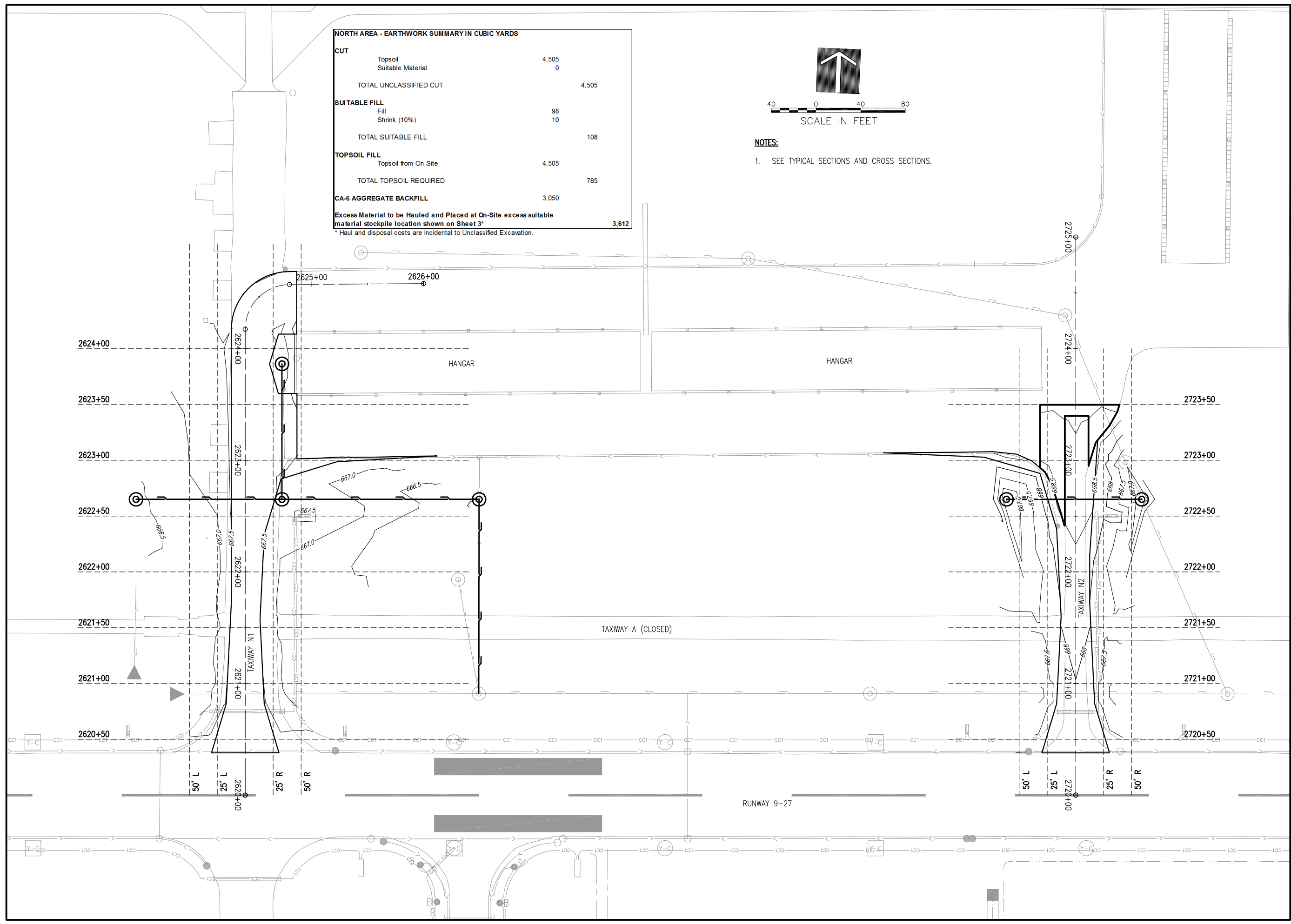
**NORTH AREA - EARTHWORK SUMMARY IN CUBIC YARDS**

<b>CUT</b>		
Topsail	4,505	
Suitable Material	0	
<b>TOTAL UNCLASSIFIED CUT</b>	<b>4,505</b>	
<b>SUITABLE FILL</b>		
Fill	98	
Shrink (10%)	10	
<b>TOTAL SUITABLE FILL</b>	<b>108</b>	
<b>TOPSOIL FILL</b>		
Topsail from On Site	4,505	
<b>TOTAL TOPSOIL REQUIRED</b>	<b>785</b>	
<b>CA-6 AGGREGATE BACKFILL</b>	<b>3,050</b>	
<b>Excess Material to be Hauled and Placed at On-Site excess suitable material stockpile location shown on Sheet 3*</b>	<b>3,612</b>	

\* Haul and disposal costs are incidental to Unclassified Excavation.



**NOTES:**  
1. SEE TYPICAL SECTIONS AND CROSS SECTIONS.



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

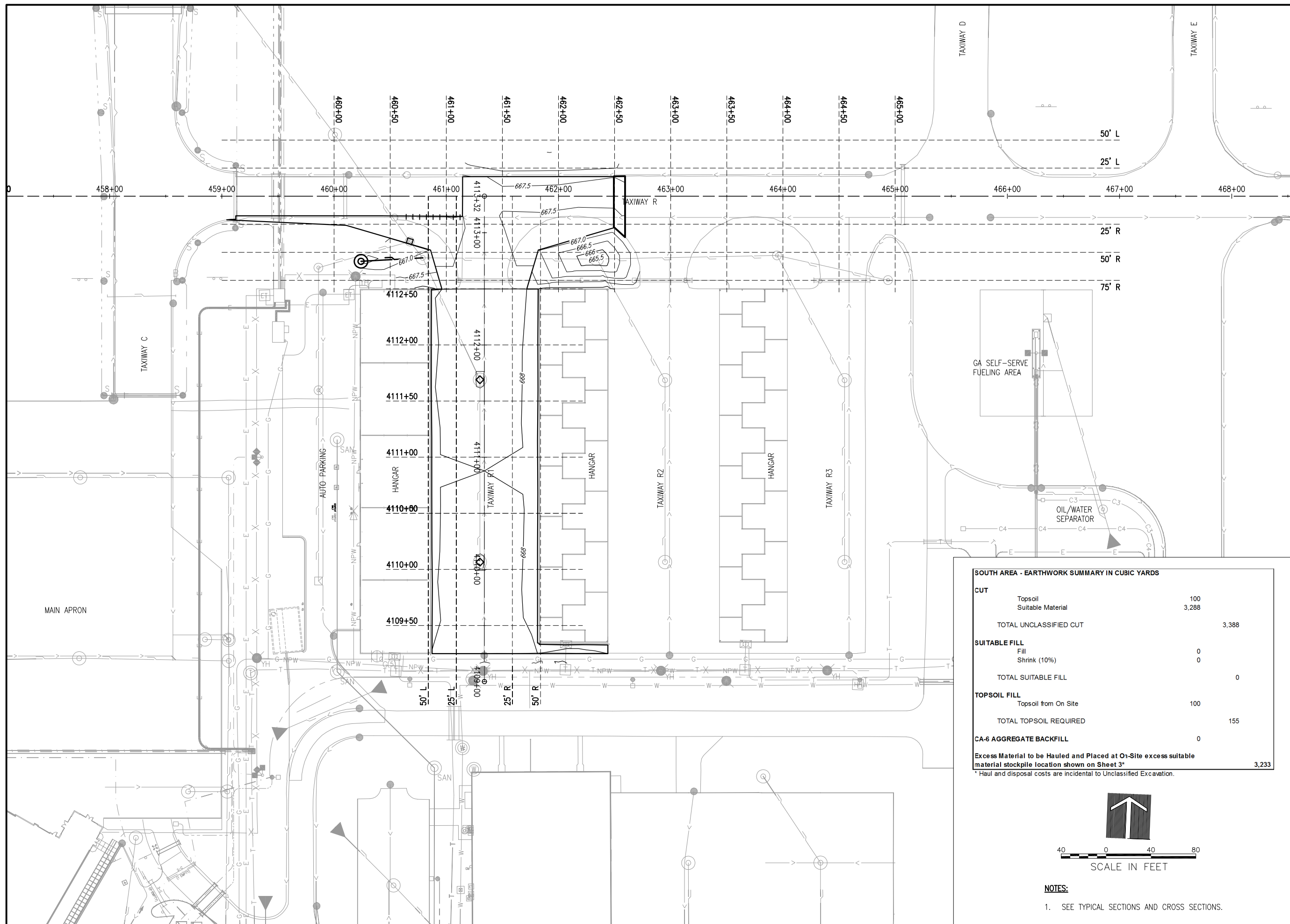
ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 25-GRADING.DWG  
DESIGN BY: LDH 1/8/15  
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**GRADING PLAN - NORTH AREA**

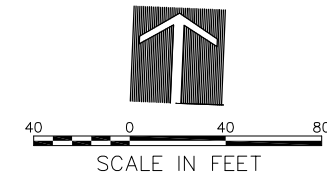
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**SOUTH AREA - EARTHWORK SUMMARY IN CUBIC YARDS**

<b>CUT</b>		
Topsoil	100	
Suitable Material	3,288	
<b>TOTAL UNCLASSIFIED CUT</b>		3,388
<b>SUITABLE FILL</b>		
Fill	0	
Shrink (10%)	0	
<b>TOTAL SUITABLE FILL</b>		0
<b>TOPSOIL FILL</b>		
Topsoil from On Site	100	
<b>TOTAL TOPSOIL REQUIRED</b>		155
<b>CA-6 AGGREGATE BACKFILL</b>	0	
<b>Excess Material to be Hauled and Placed at On-Site excess suitable material stockpile location shown on Sheet 3*</b>		3,233
* Haul and disposal costs are incidental to Unclassified Excavation.		



- NOTES:**
- SEE TYPICAL SECTIONS AND CROSS SECTIONS.

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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NO.	DATE	DESCRIPTION		
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 26-GRADING.DWG  
DESIGN BY: LDH 1/8/15  
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REVIEWED BY: RMH 3/8/16  
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**GRADING PLAN - SOUTH AREA**

REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

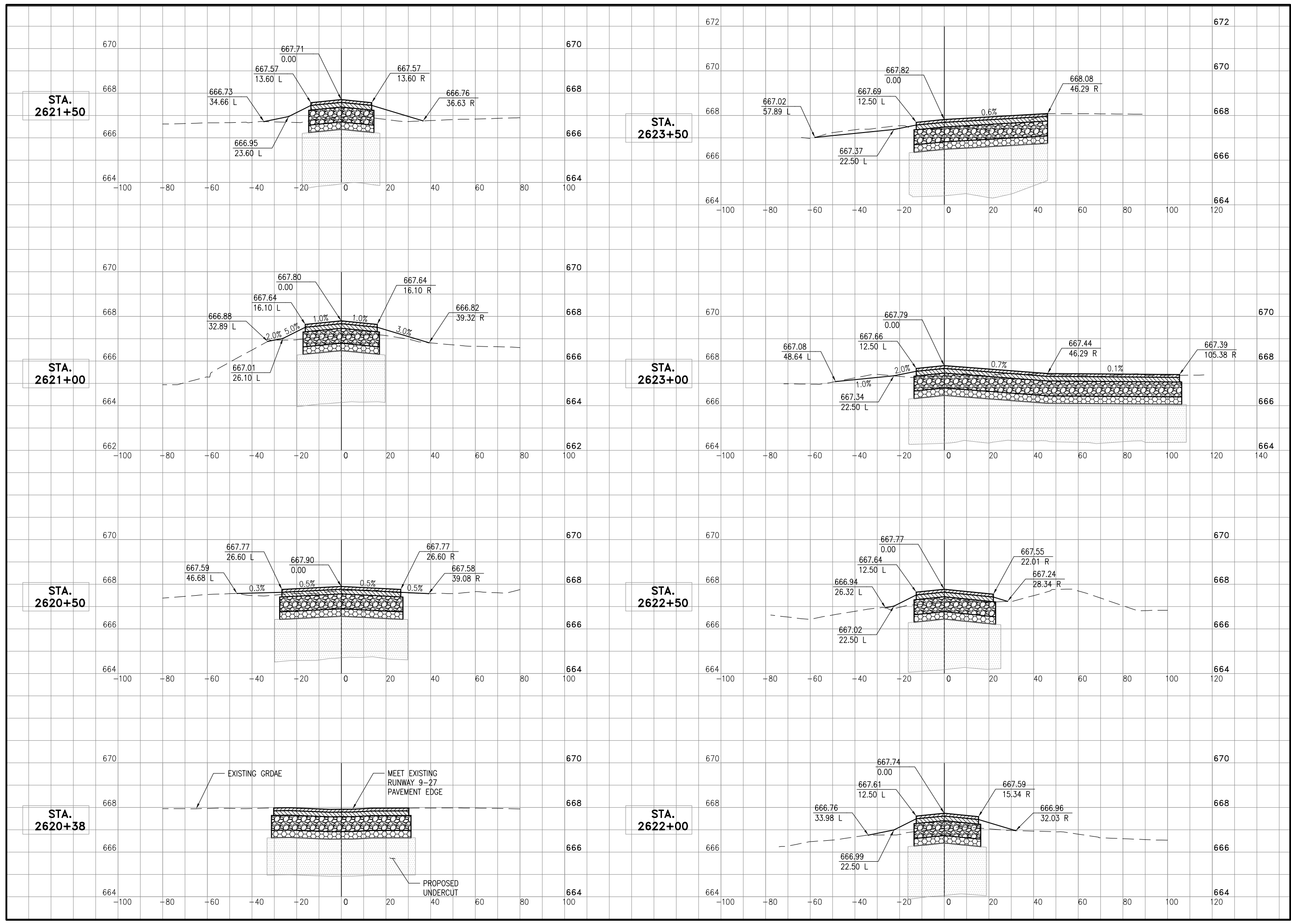
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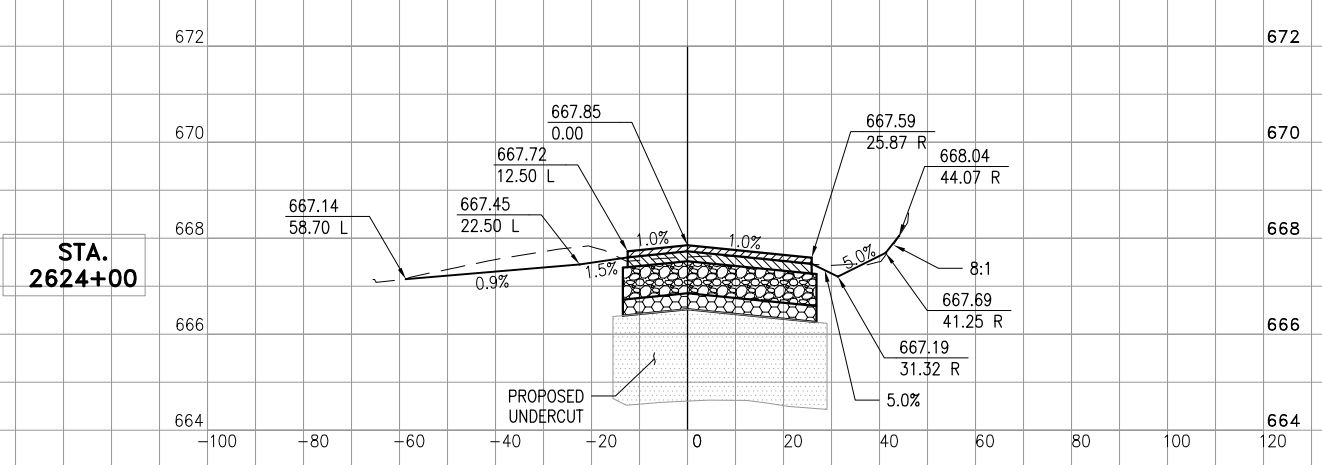
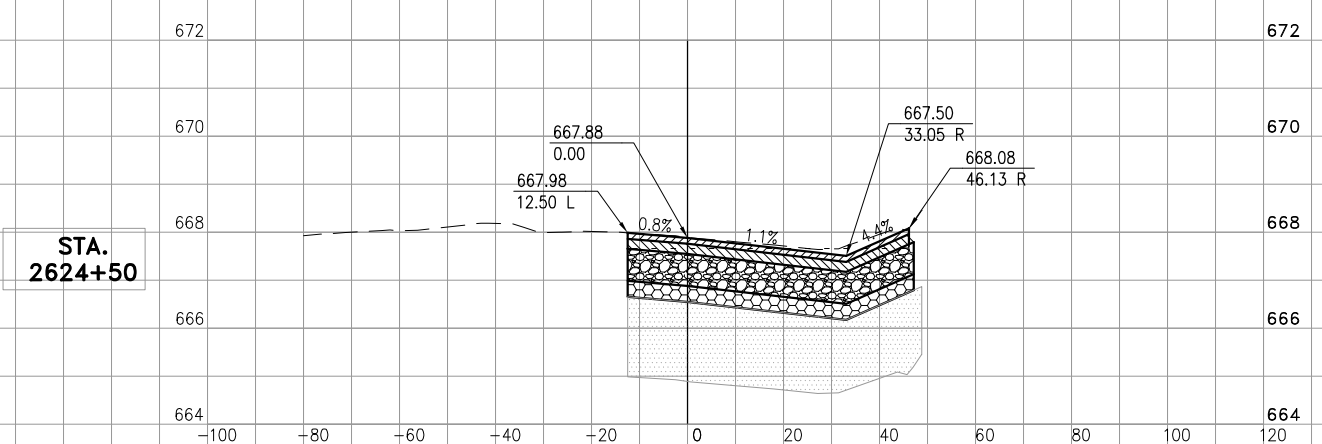
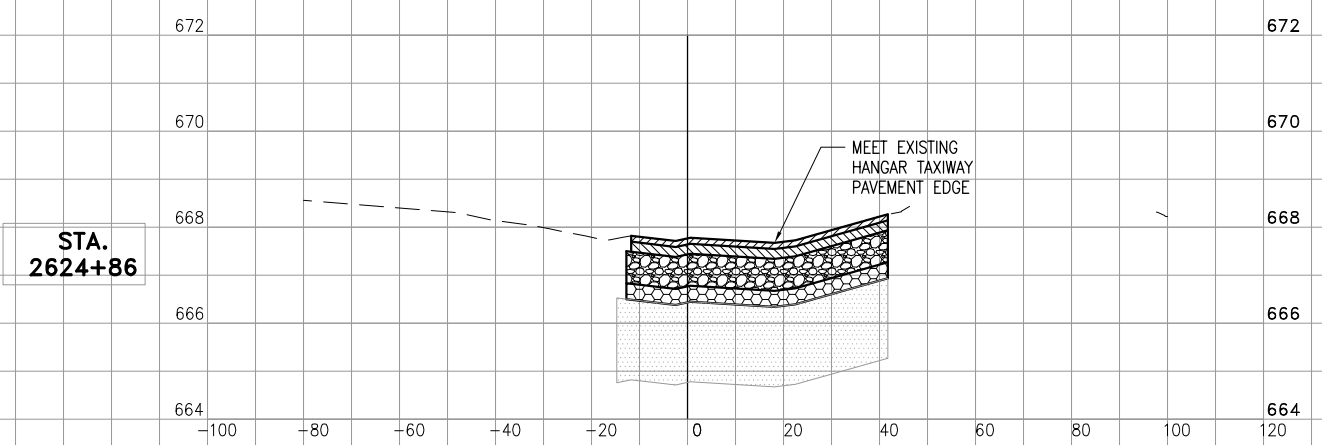
ISSUE: MARCH 10, 2016  
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CROSS SECTIONS  
TAXIWAY N1



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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049


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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 28-XSECT-N1.DWG  
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CROSS SECTIONS  
TAXIWAY N1

REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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PROJECT NO: 14A0072

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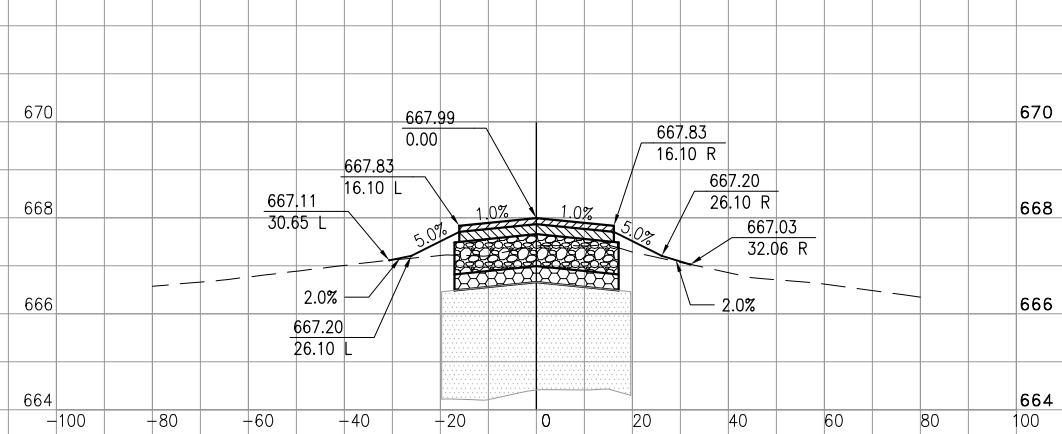
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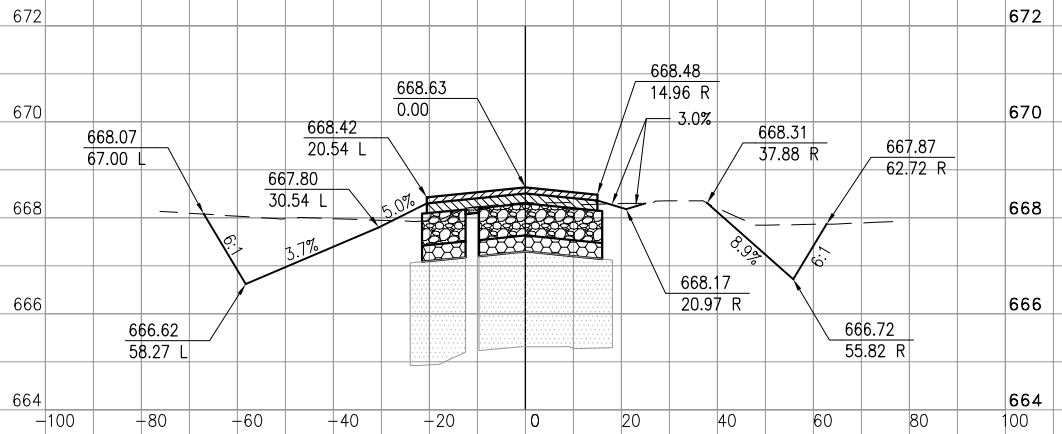
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CROSS SECTIONS  
TAXIWAY N2

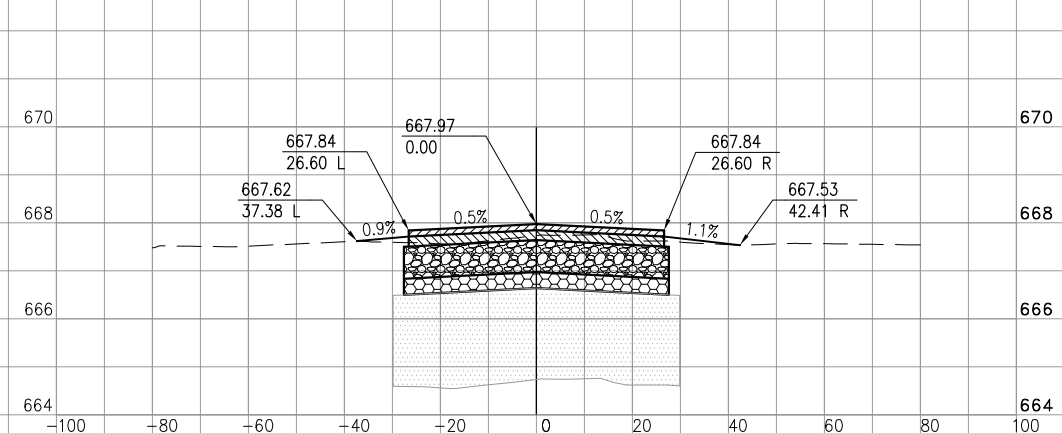
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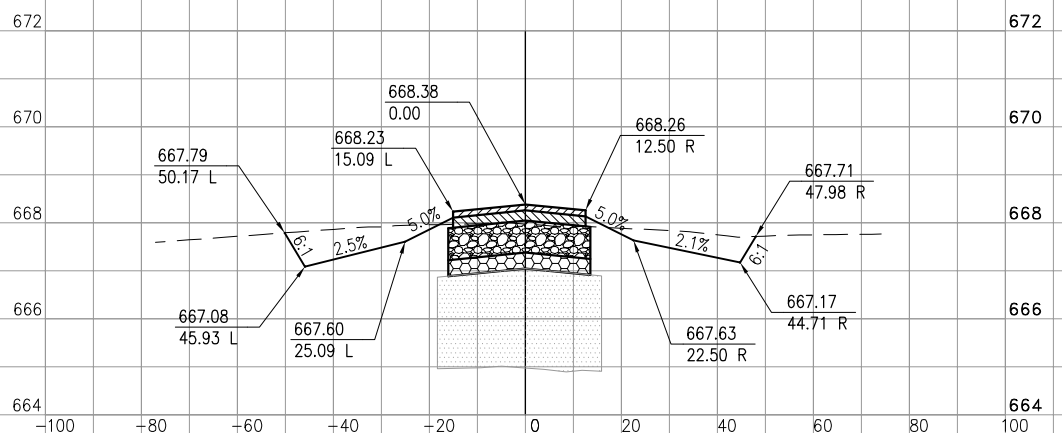
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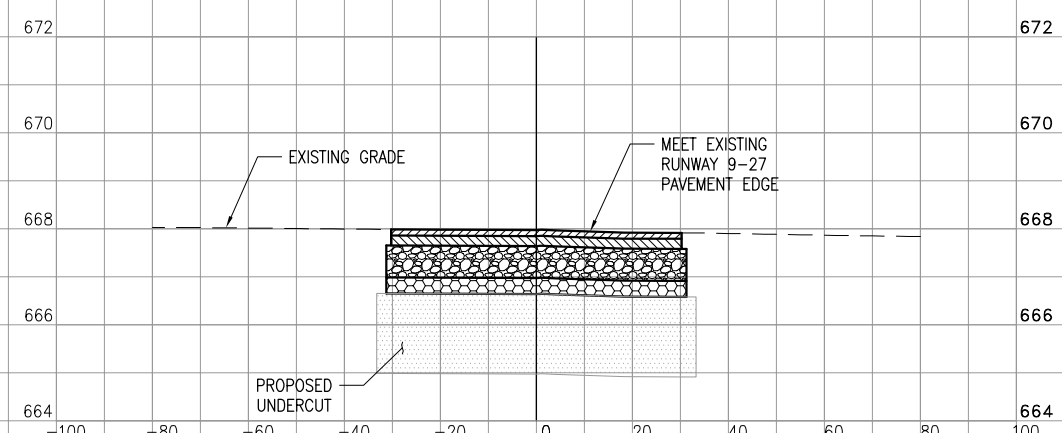
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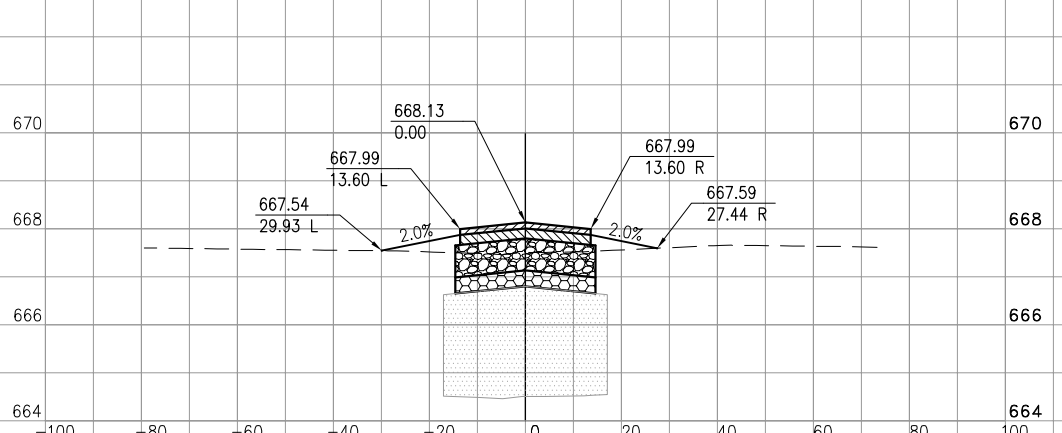
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STA.  
2721+50



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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

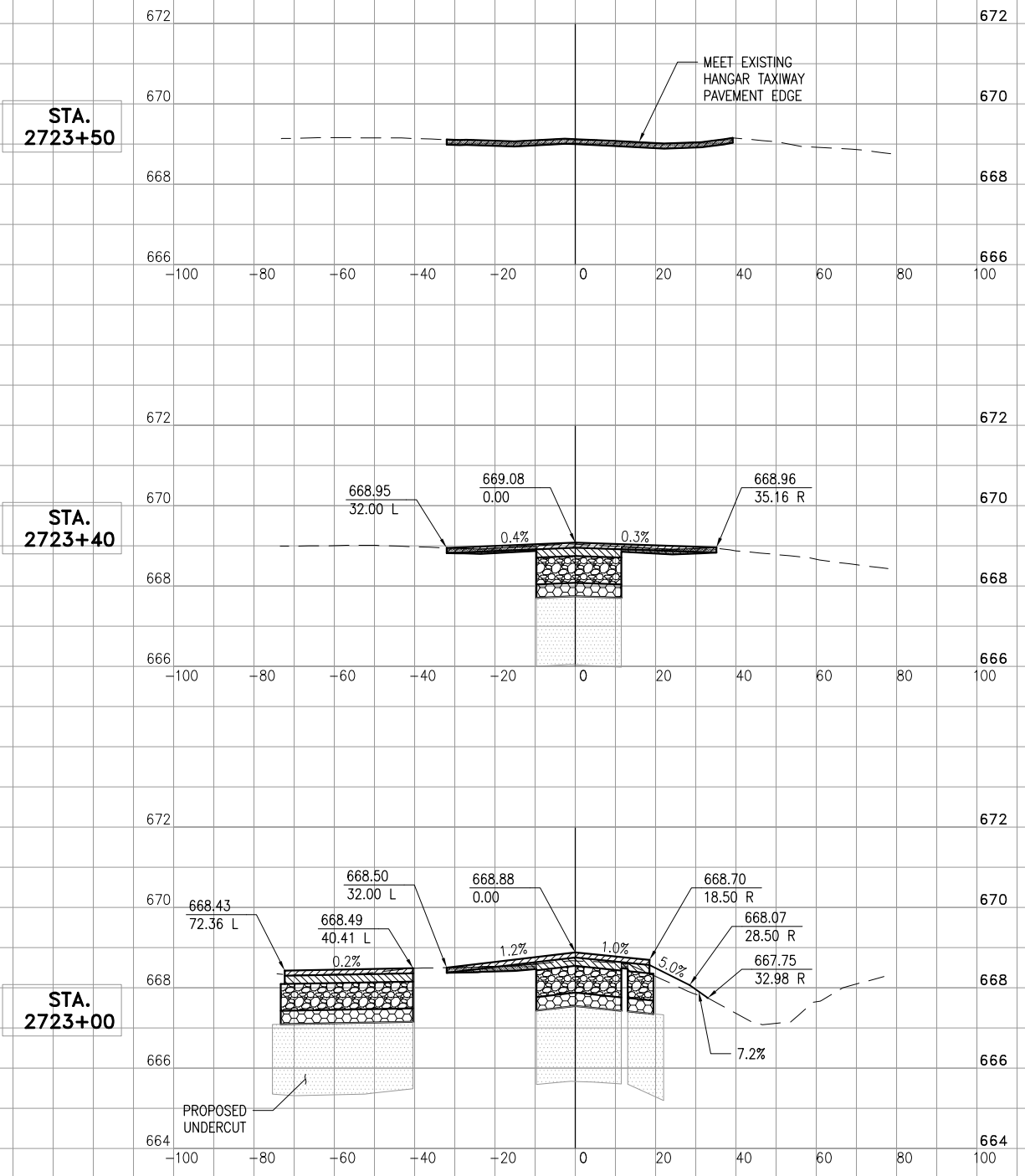
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CROSS SECTIONS  
TAXIWAY N2



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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		DES	DWN	REV

ISSUE: MARCH 10, 2016

PROJECT NO: 14A0072

CAD FILE: 31-XSECT-R.DWG

DESIGN BY: LDH 12/23/14

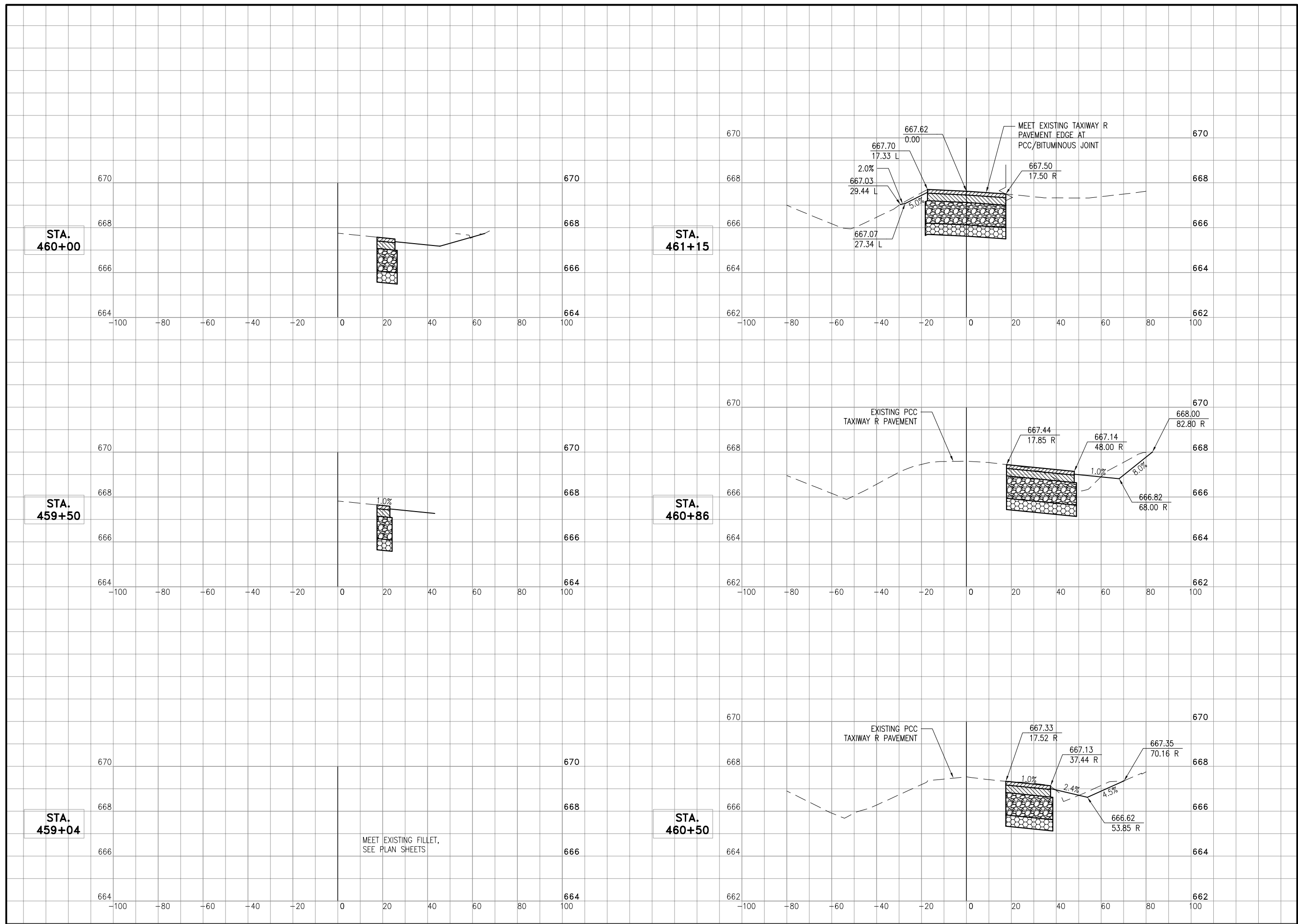
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**CROSS SECTIONS TAXIWAY R**



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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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ISSUE: MARCH 10, 2016

PROJECT NO: 14A0072

CAD FILE: 32-XSECT-R.DWG

DESIGN BY: LDH 12/23/14

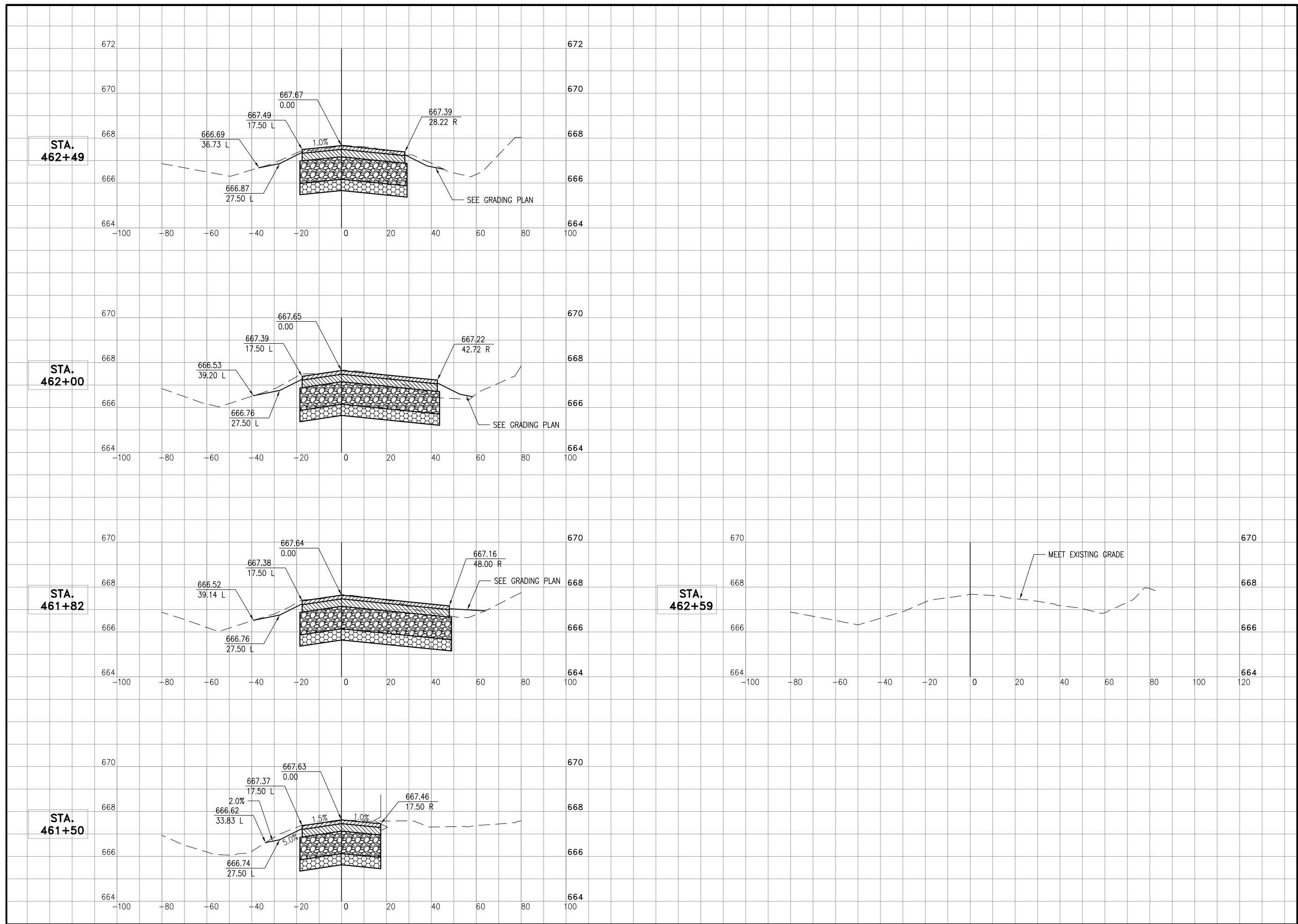
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SHEET TITLE

CROSS SECTIONS  
TAXIWAY R



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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

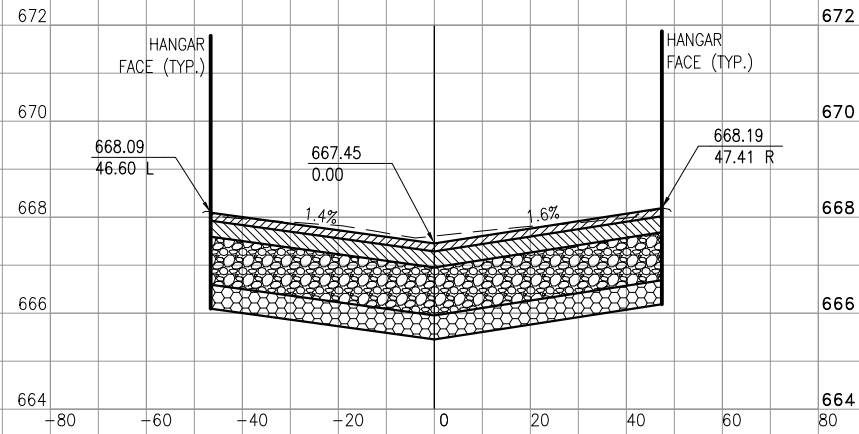
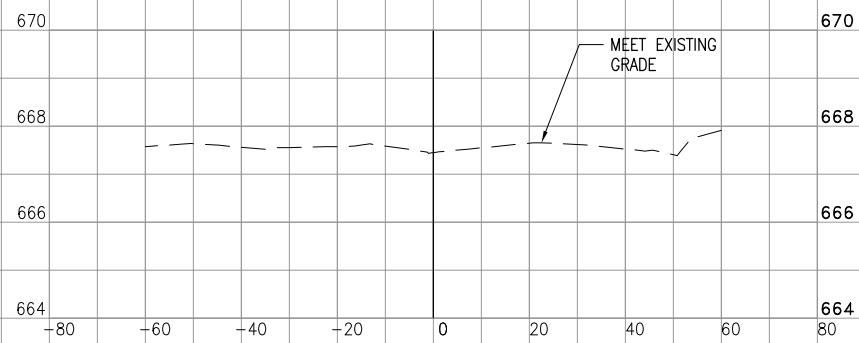
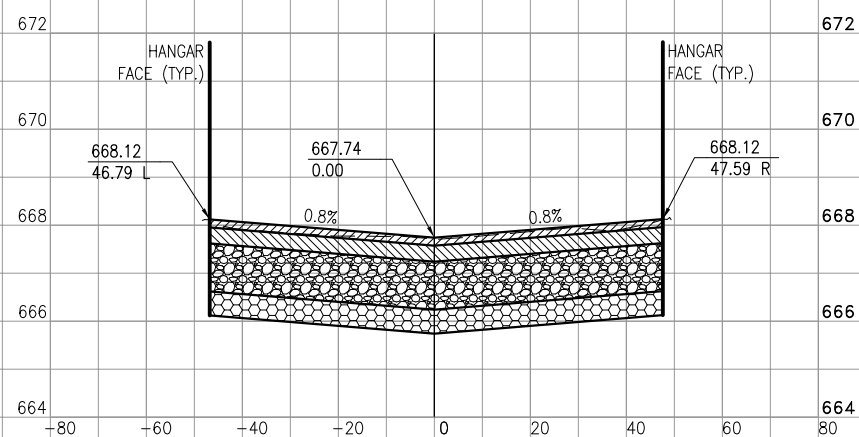
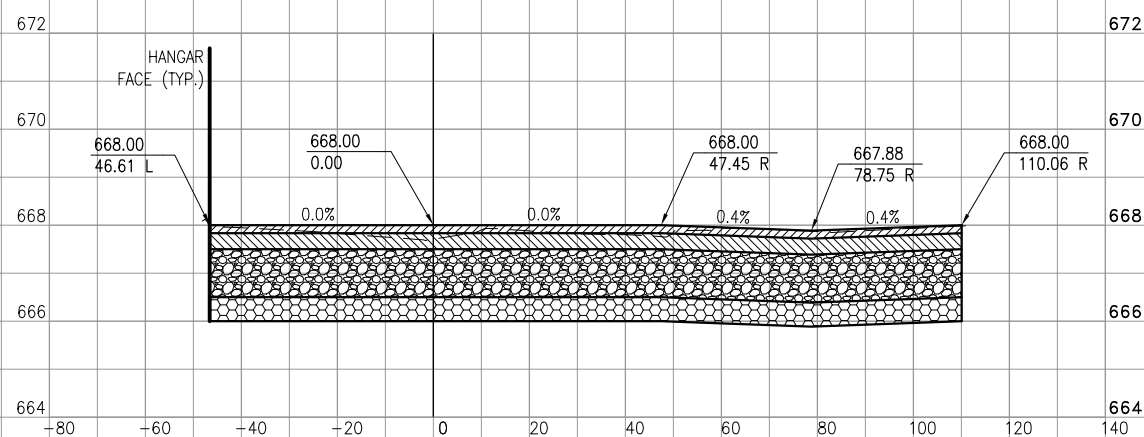
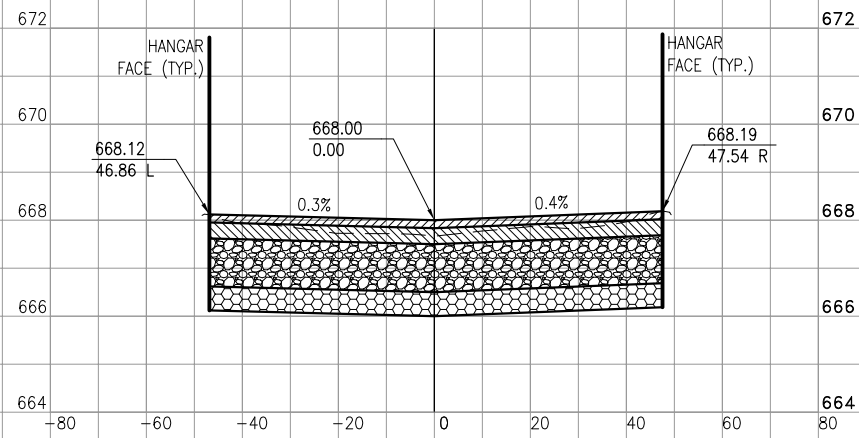
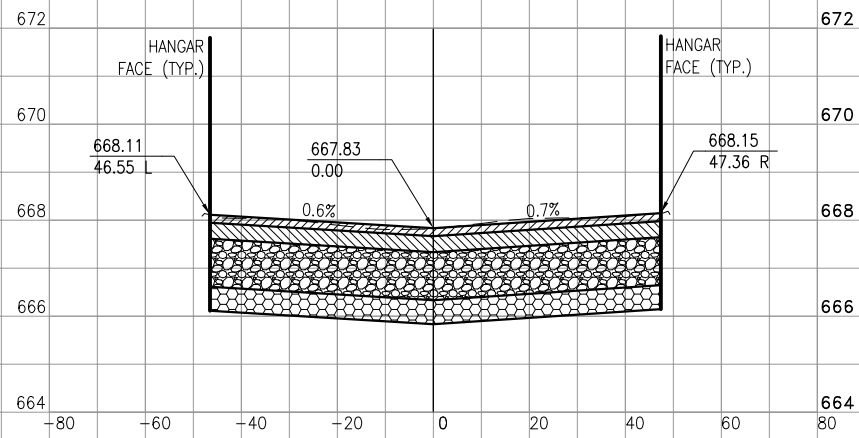
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SBG No: 3-17-SBGP-XX

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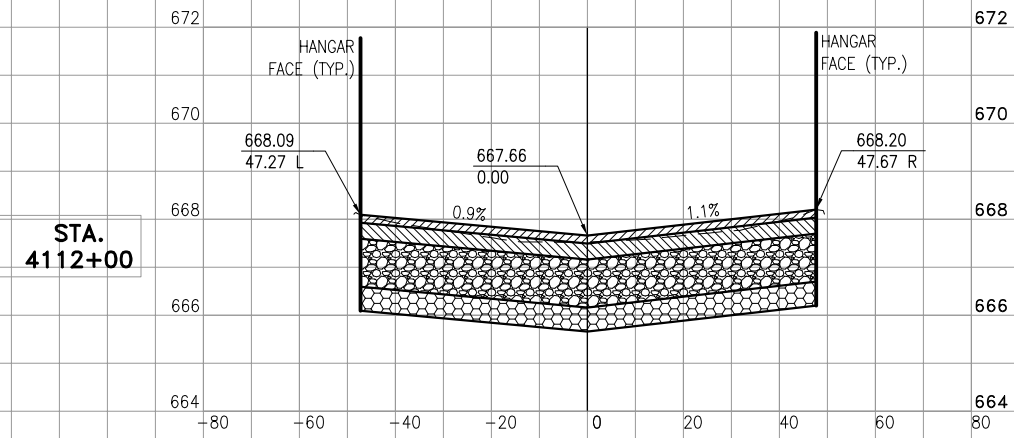
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 33-XSECT-R1.DWG  
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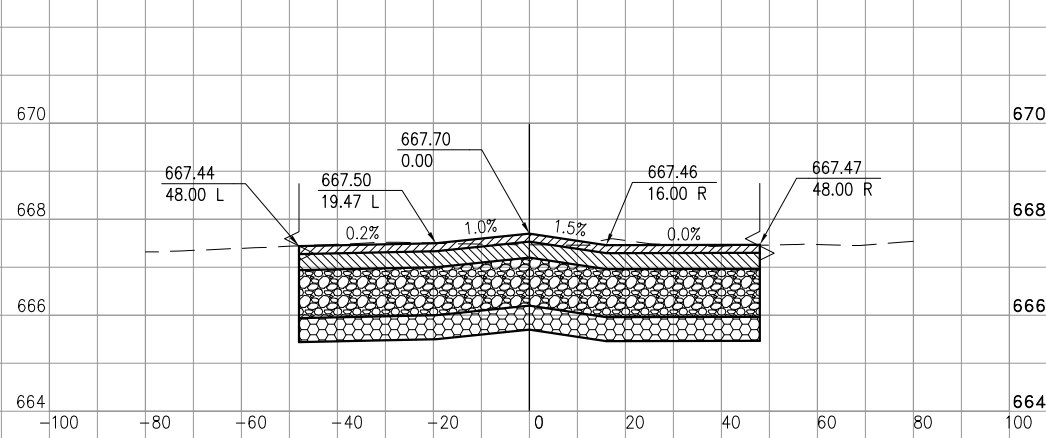
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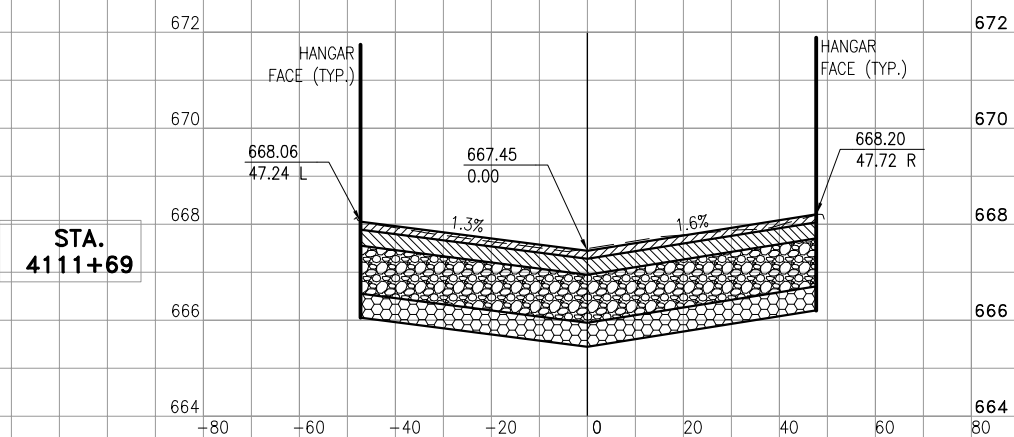
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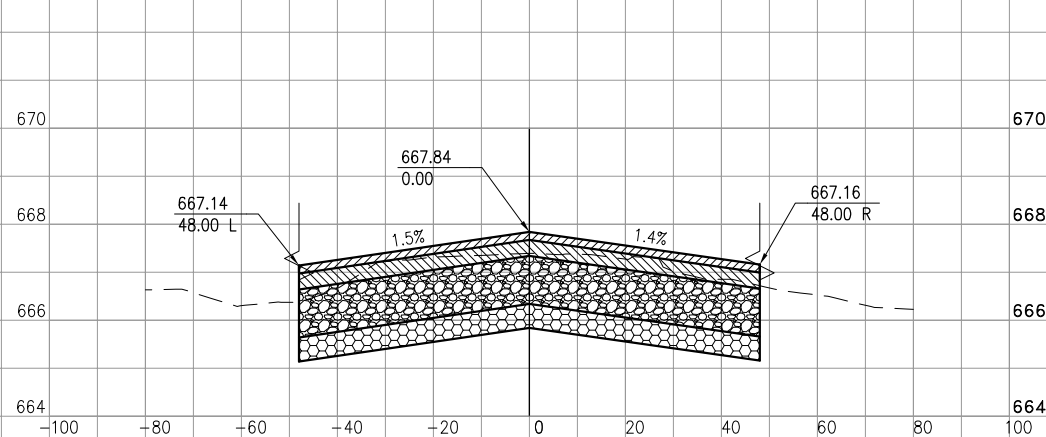
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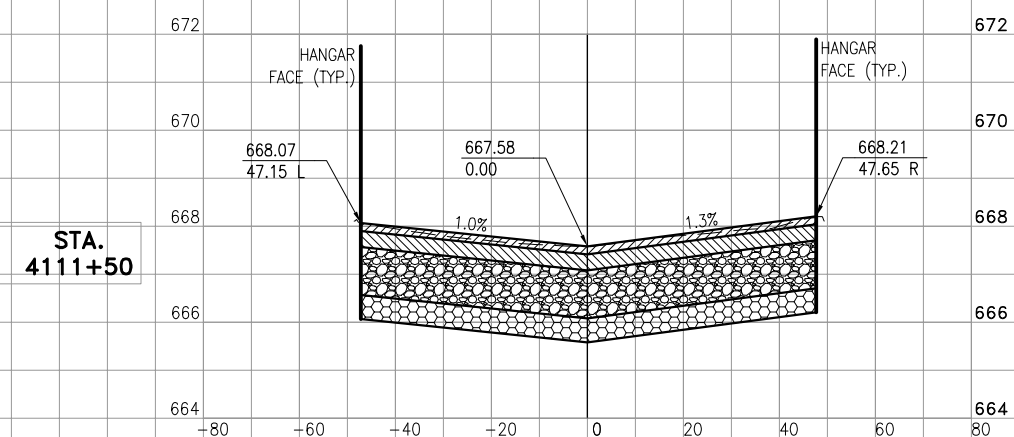
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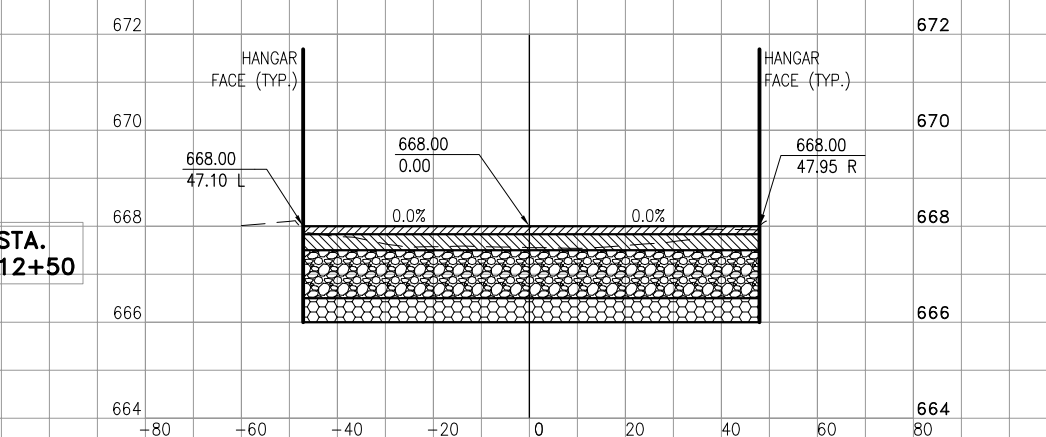
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STA. 4112+84



STA. 4111+50



STA. 4112+50

REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

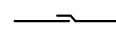
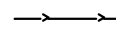





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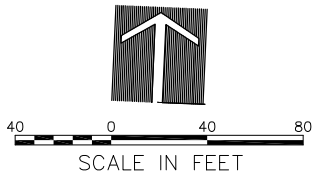
ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 34-XSECT-R1.DWG  
DESIGN BY: LDH 12/23/14  
DRAWN BY: LDH 12/23/14  
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CROSS SECTIONS  
TAXIWAY R1

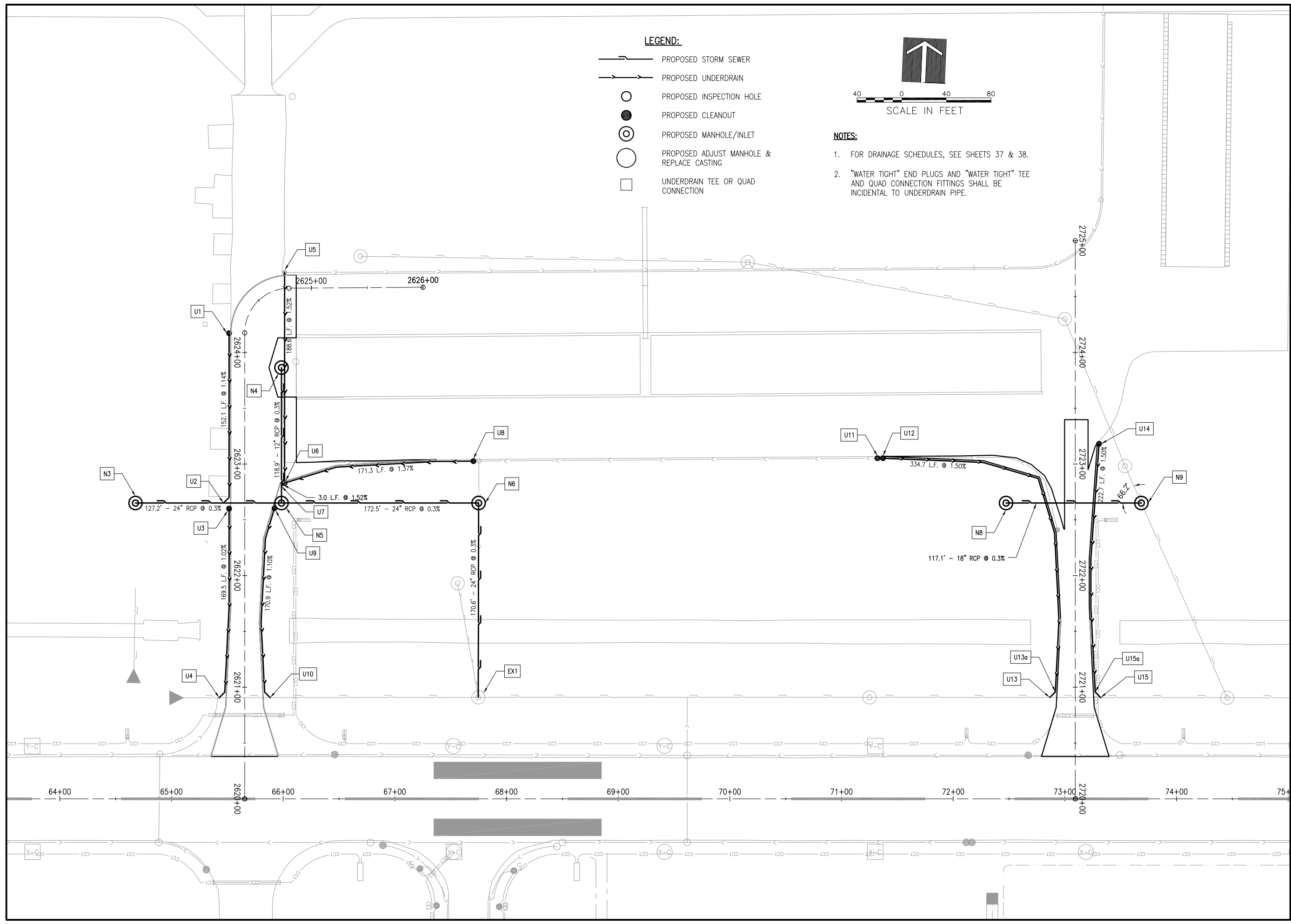
**LEGEND:**

-  PROPOSED STORM SEWER
-  PROPOSED UNDERDRAIN
-  PROPOSED INSPECTION HOLE
-  PROPOSED CLEANOUT
-  PROPOSED MANHOLE/INLET
-  PROPOSED ADJUST MANHOLE & REPLACE CASTING
-  UNDERDRAIN TEE OR QUAD CONNECTION



**NOTES:**

1. FOR DRAINAGE SCHEDULES, SEE SHEETS 37 & 38.
2. "WATER TIGHT" END PLUGS AND "WATER TIGHT" TEE AND QUAD CONNECTION FITTINGS SHALL BE INCIDENTAL TO UNDERDRAIN PIPE.



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

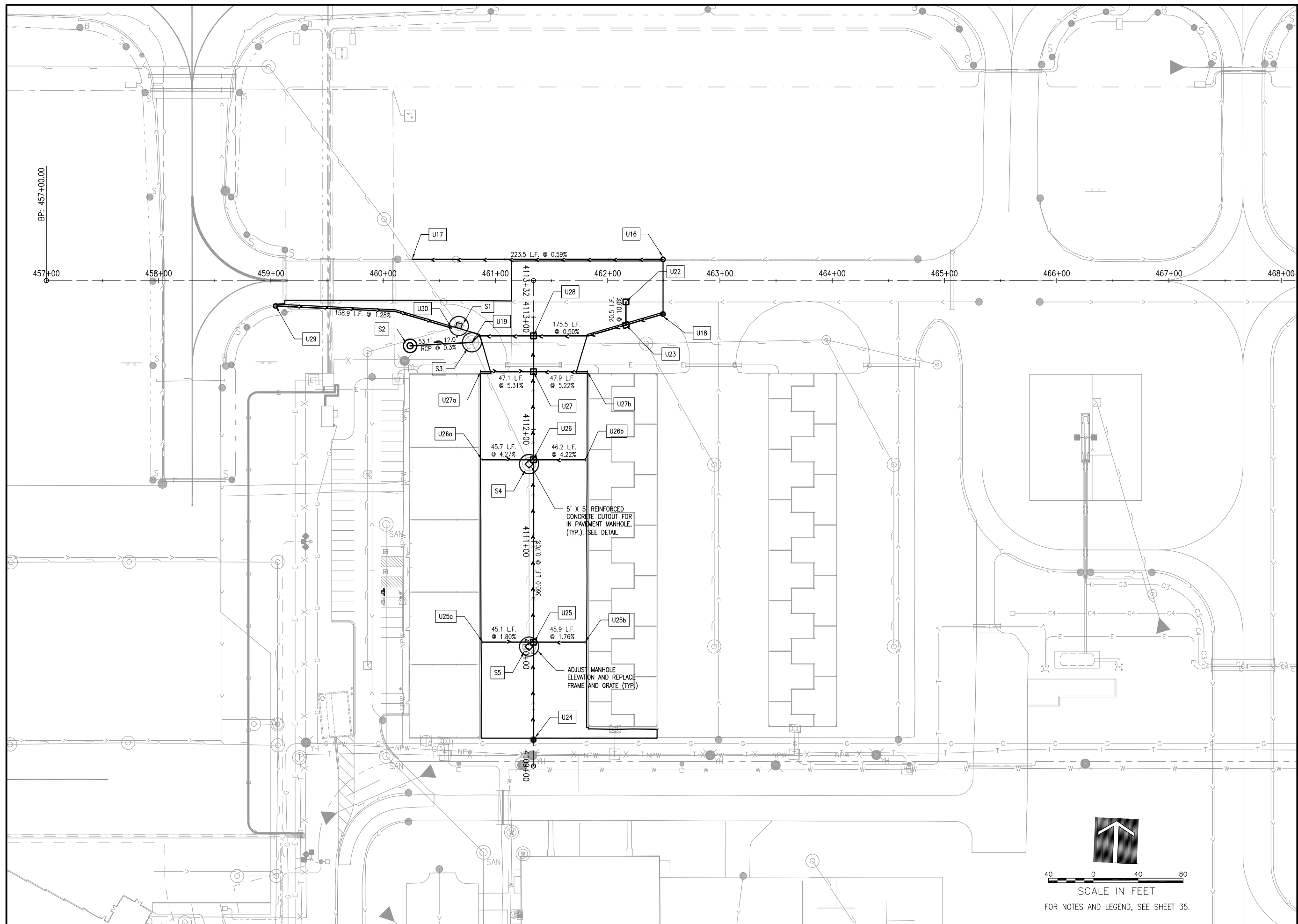

NO.	DATE	DESCRIPTION		
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 35-DRAINAGE-N.DWG  
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**DRAINAGE PLAN - NORTH AREA**

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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

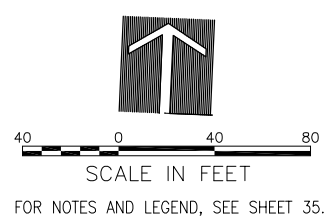
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 36-DRAINAGE-S.DWG  
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**DRAINAGE PLAN -  
SOUTH AREA**



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### STORM SEWER SCHEDULE

Structure	Station	Offset	Type	Rim El.	Invert El.		Pipe Pay Length	Size	Type	Slope %
S2	4112+74.44	109.9	LT	Inlet Type A (2" Dia)	666.33	E	661.57			
							53.1	12.0	RCP	0.30
S3	4112+77.51	54.9	LT	Existing MH	667.15	W	661.40			
						W	662.60	*	Future	18.0
						N	662.60	*	Future	18.0
N3	2622+65.00	97.8	LT	MH (4' Dia)	666.40	E	662.60			
							127.2	24.0	RCP	0.30
						W	662.21			
N5	2622+65.00	32.9	RT	MH (5' Dia)	667.30	N	662.21			
						E	662.21			
							172.5	24.0	RCP	0.30
						W	661.68			
N6	2622+65.00	209.5	RT	MH (5' Dia)	665.95	E	661.68	*	Future	18.0
						S	661.68			
							170.6	24.0	RCP	0.30
EX1	2620+90.90	209.1	RT	Existing MH	665.94	N	661.16			
N4	2623+86.36	32.9	RT	Inlet Type A (2' Dia)	667.09	S	662.57			
							118.9	12.0	RCP	0.30
N5	2622+65.00	32.9	RT	MH (5' Dia)	667.30	N	662.21			
						W	662.21			
						E	662.21			
N8	2722+65.00	62.0	LT	MH (4' Dia)	666.48	E	658.80			
							116.6	18.0	RCP	0.30
N9	2722+65.00	59.2	RT	MH (8' Dia)	666.58	W	658.44			
						NW	658.44	**	Existing	42.0
						SE	658.44	**	Existing	42.0
						E	658.44	*	Future	18.0

\* MANHOLES SHALL BE PRECAST WITH CONCRETE "KNOCK-OUTS" TO ACCOMMODATE FUTURE PIPES AS SHOWN IN THE SCHEDULE.  
\*\* THE CENTERLINE OF THE EXISTING PIPE IS 66.2 DEGREES FROM THE CENTERLINE OF THE PROPOSED PIPE, SEE PLAN.

### NEW STRUCTURE FRAME AND GRADE SCHEDULE

Structure Number	Structure Type	Diameter "D" (in.)	Frame Height (in.)	Grate Diameter (in.)	Frame Type (Neenah)	Cover/Grate (Neenah)
S2	Inlet Type A	24	7	25-3/4	R-2390	Type C
N3	Manhole	48	8-5/8	36	R-2251	Type G
N4	Inlet Type A	24	7	25-3/4	R-2390	Type C
N5	Manhole	60	9	27	R-3492	Solid
N6	Manhole	60	8-5/8	36	R-2251	Type G
N8	Manhole	48	8-5/8	36	R-2251	Type G
N9	Manhole	96	8-5/8	36	R-2251	Type G

### EXISTING MANHOLE FRAME AND GRADE ELEVATION ADJUSTMENT AND REPLACEMENT SCHEDULE

Existing Structure	New Grate Type	Station	Offset	Rim Elevation
S1	Neenah R-3492	4112+92.10	66.5 LT	667.15
S3	Neenah R-3492	4112+77.51	54.9 LT	667.15
S4	Neenah R-3492-1	4111+68.99	4.0 LT	667.45
S5	Neenah R-3492-1	4110+06.42	4.0 LT	667.45

MODIFICATIONS TO EXISTING MANHOLE WALLS AND CONCRETE ADJUSTING RINGS REQUIRED SHALL BE INCIDENTAL TO ADJUST MANHOLE AND REPLACE CASTING.

### REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
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### STORM SEWER SCHEDULES



**UNDERDRAIN SCHEDULE**

Structure	Station	Offset	Type	Rim EL.	Invert EL.	Pay Length	Slope %
U1	2624+17.09	14.00	LT	Cleanout	667.61	665.61	
						152.1	1.14
U2	2622+65.00	14.00	LT	RCP Connection	--	663.85	
U3	2622+60.00	14.00	LT	Cleanout	667.49	665.49	
						169.5	1.02
U4	2620+90.60	18.07	LT	RCP Connection	--	663.74	
U5	2624+77.18	14.14	LT	Exlstng Cleanout	667.91	665.91	
						188.6	1.52
U6	2622+82.89	35.78	RT	Inspection Hole	667.31	663.04	
						3.0	1.52
U7	2622+82.01	32.93	RT	RCP Connection	--	663.00	
U8	2623+02.54	204.78	RT	Cleanout	667.40	665.40	
						171.3	1.37
U6	2622+82.89	35.78	RT	Inspection Hole	667.31	663.04	
U9	2622+60.21	26.64	RT	Cleanout	667.38	665.38	
						170.9	1.10
U10	2620+90.64	18.07	RT	RCP Connection	--	663.47	
U11	2723+05.16	177.14	LT	Cleanout (Connect to Exlstng UD)	668.33	665.50	--
U12	2723+05.20	172.20	LT	Cleanout	668.33	666.33	
						334.7	1.50
U13a	2720+95.77	17.81	LT	Slope Change	--	661.28	
						5.0	--
U13	2720+90.76	18.06	LT	RCP Connection	--	658.43	
U14	2723+18.06	21.28	RT	Cleanout	668.60	666.60	
						222.7	1.50
U15a	2720+95.73	17.82	RT	Slope Change	--	663.23	
						5.0	--
U15	2720+90.73	18.07	RT	RCP Connection	--	658.26	

\* "WATER TIGHT" END PLUGS AND "WATER TIGHT" TEE AND QUAD CONNECTION FITTINGS SHALL BE INCIDENTAL TO UNDERDRAIN PIPE.

Structure	Station	Offset	Type	Rim EL.	Invert EL.	Pay Length	Slope %
U16	462+49.42	19.00	LT	Inspection Hole (Connect Existing UD)	667.29	664.05	
						223.5	0.59
U17	460+25.90	19.00	LT	RCP Connection	--	662.73	
U18	462+49.41	29.79	RT	Cleanout	667.17	663.37	
						175.5	0.50
U19	460+79.12	54.99	RT	Manhole Connection	--	662.49	
U22	462+16.31	18.99	RT	Tee Connection (Connect Existing UD)	--	665.25	
						20.5	10.00
U23	462+16.31	39.50	RT	Tee Connection	--	663.20	
U24	4109+23.33	0.00		Cleanout	667.80	665.30	
						360.0	0.70
U28	4112+83.29	0.00		Tee Connection	--	662.78	
U25a	4110+10.42	45.13	LT	Plug End	--	665.50	
						45.1	1.80
U25	4110+10.42	0.00		Quad Connection	--	664.69	
						45.9	1.76
U25b	4110+10.42	45.91	RT	Plug End	--	665.50	
U26a	4111+72.99	45.74	LT	Plug End	--	665.50	
						45.7	4.27
U26	4111+72.99	0.00		Quad Connection	--	663.55	
						46.2	4.22
U26b	4111+72.99	46.22	RT	Plug End	--	665.50	
U27a	4112+51.36	47.10	LT	Plug End	--	665.50	
						47.1	5.31
U27	4112+51.36	0.00		Quad Connection	--	663.00	
						47.9	5.22
U27b	4112+51.36	47.95	RT	Plug End	--	665.50	
U29	459+04.42	22.60	RT	Inspection Hole (Connect Existing UD)	667.48	664.65	
						158.9	1.28
U30	460+61.05	42.25	RT	RCP Connection	--	662.61	



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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

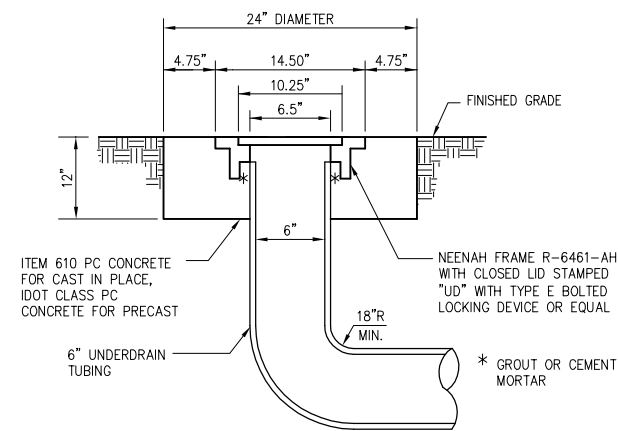
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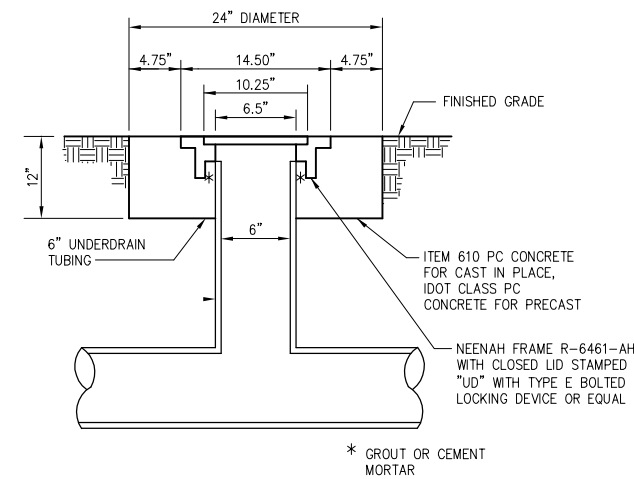
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PROJECT NO: 14A0072  
CAD FILE: 38-UD SCH.DWG  
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DRAWN BY: LDH 1/26/15  
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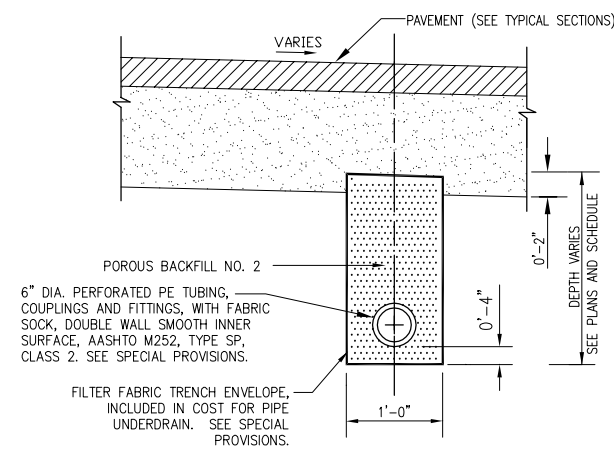
UNDERDRAIN  
SCHEDULES



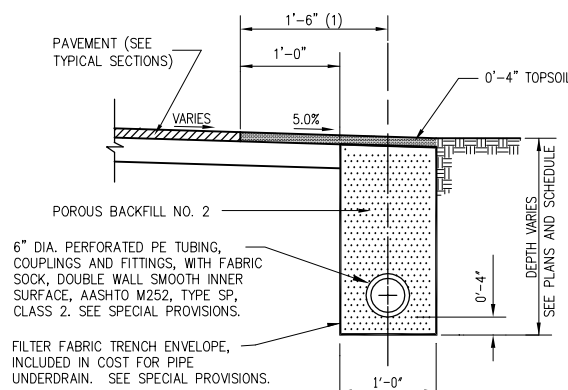
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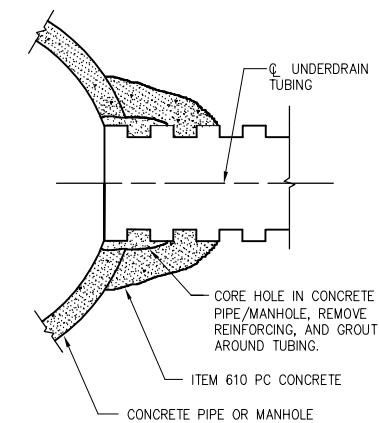
**UNDERDRAIN INSPECTION HOLE**



**UNDERDRAIN UNDER PAVEMENT**



**UNDERDRAIN ALONG PAVEMENT EDGE**



**STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION**

MAR 08, 2016 1:51 AM HAUSM00882  
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DETAILS SHOWN ARE NOT TO SCALE

REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

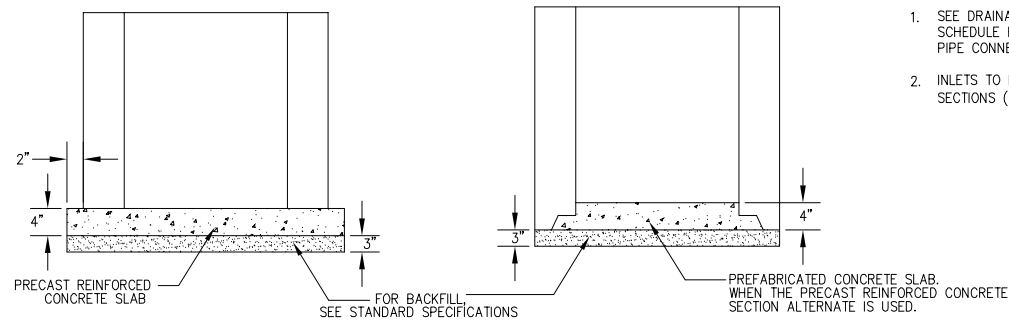
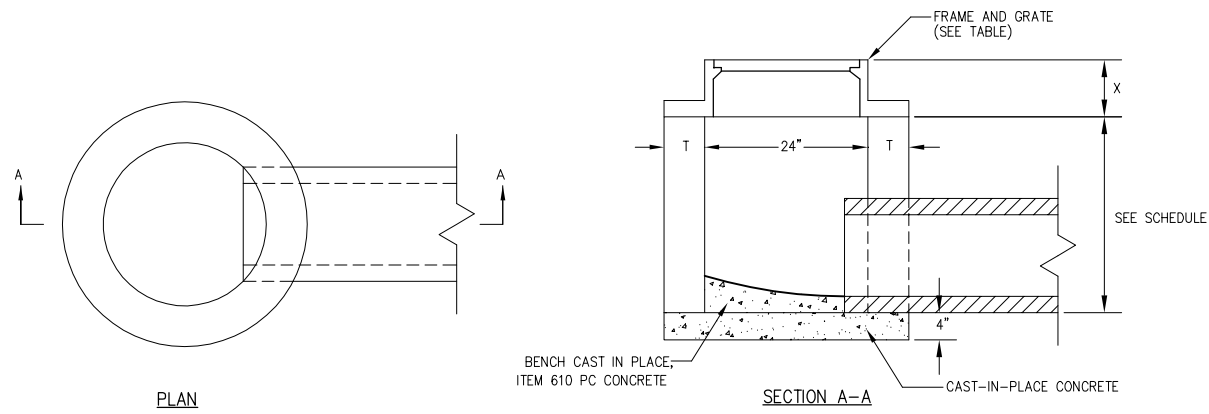
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NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 39-UD DETAILS.DWG  
DESIGN BY: LDH 1/8/15  
DRAWN BY: LDH 1/8/15  
REVIEWED BY: RMH 3/8/16

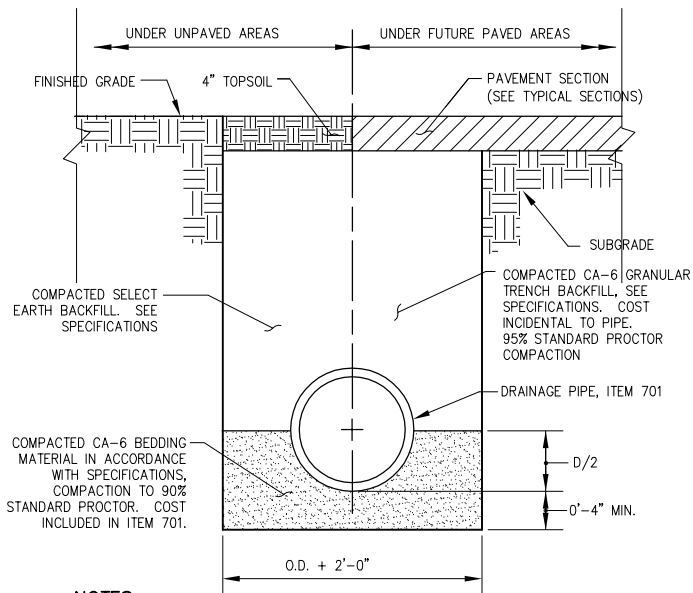
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UNDERDRAIN  
DETAILS



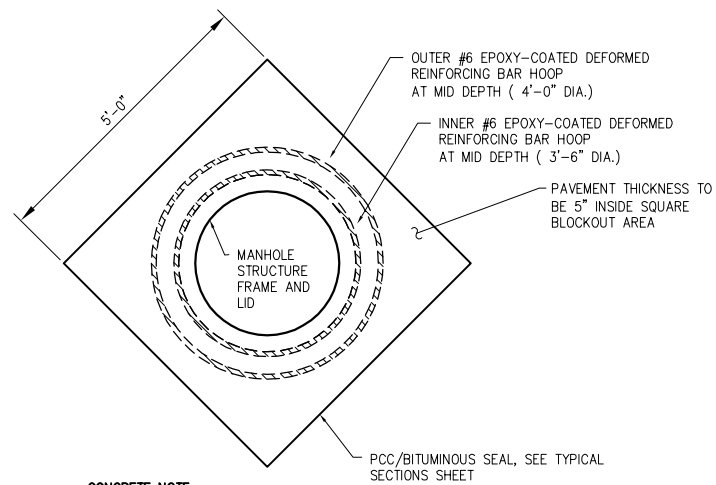
ALTERNATE METHODS  
**INLET TYPE A**  
(IDOT STANDARD 602301)

- NOTES**
- SEE DRAINAGE PLANS AND INFILTRATION TRENCH SCHEDULE FOR LOCATION, SIZE AND NUMBER OF PIPE CONNECTIONS.
  - INLETS TO BE PRECAST REINFORCED CONCRETE SECTIONS (T = 3").



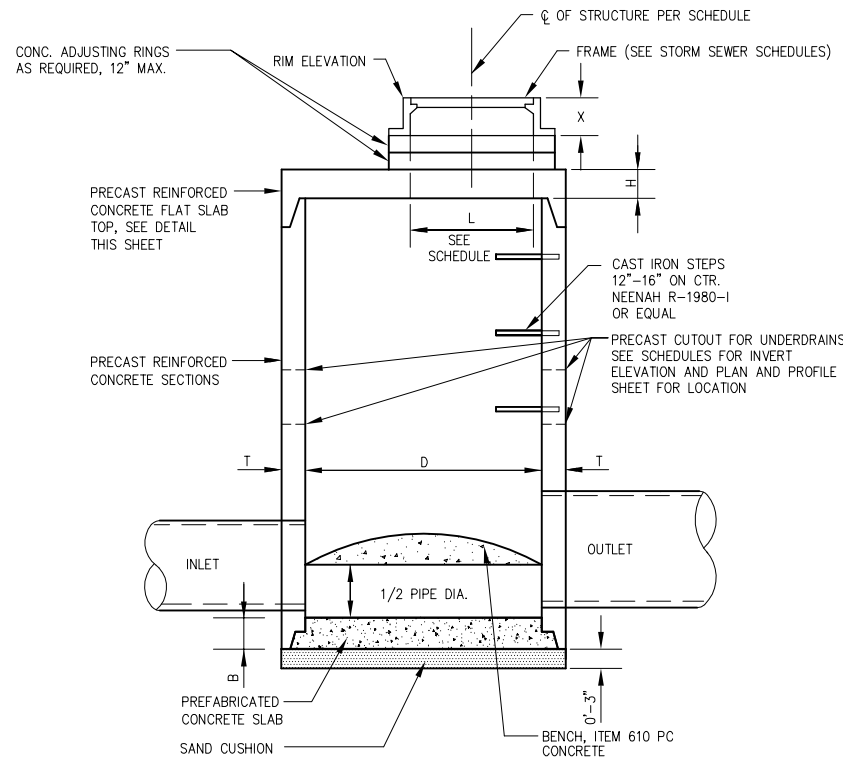
- NOTES**
- UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
  - WITHIN 3 FEET OF FUTURE PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
  - AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.

**PIPE TRENCH**



- CONCRETE NOTE**
- CONCRETE SHALL BE IDOT CLASS BS (4,000 PSI AT 14 DAYS) AIR ENTRAINED, SLUMP LIMITED TO 3 INCHES, COARSE AGGREGATE GRADATION CA-11.
- FRAMING NOTE**
- HOOP REINFORCEMENT REQUIRED AND SHALL BE ONE PIECE CONSTRUCTION HAVING A MINIMUM LAP LENGTH OF 2'-0".
- GENERAL NOTE**
- ALL MATERIALS AND WORK TO BE PAID UNDER ITEM AR800950.

**JOINTING AND REINFORCING AT MANHOLES S1, S4 AND S5**

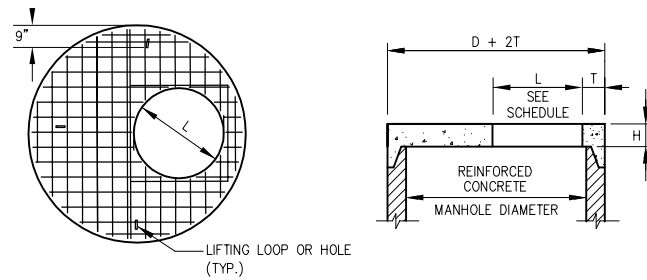


**MANHOLE DATA**

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

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

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



- NOTES**
- ADDITIONAL TOP AND BOTTOM BARS PLACED ADJACENT TO ACCESS HOLE.
  - MINIMUM 1" COVER ON STEEL BARS.
  - THREE LIFTING LOOPS OR HOLES.
  - MINIMUM STEEL REINFORCEMENT IN EACH DIRECTION TO BE WWF 1.06 SQ. IN./FT. IN ACCORDANCE WITH AASHTO M199 AND IDOT STANDARDS.
  - FOR "L" DIMENSION SEE STORM SEWER SCHEDULES.

**PRECAST REINFORCED CONCRETE FLAT SLAB TOP**  
(IDOT STANDARD 602601)

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

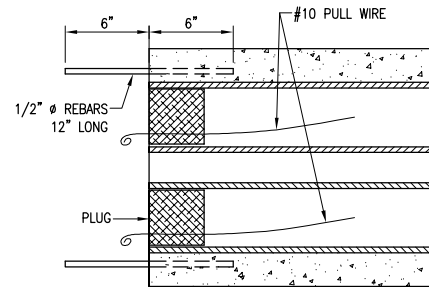
IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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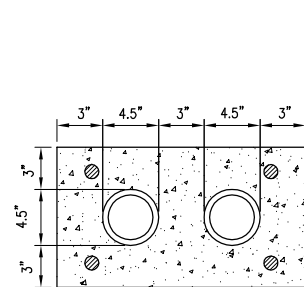
NO.	DATE	DESCRIPTION		
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 40-DRAINDET.DWG  
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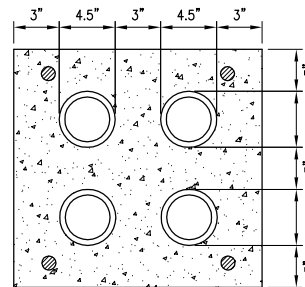
**DRAINAGE DETAILS**



**TYPICAL SECTION**  
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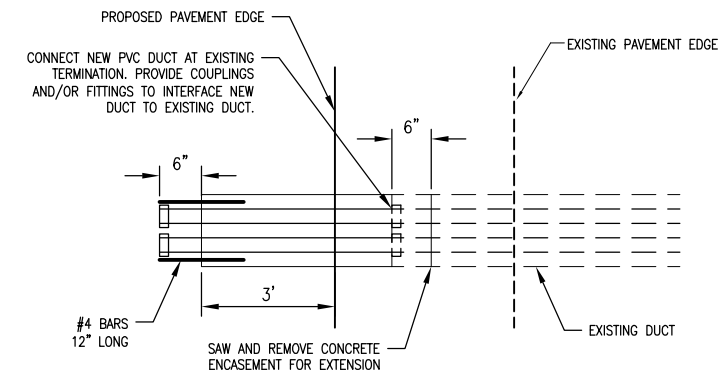


**2-DUCT BANK**  
(NOT TO SCALE)



**4-DUCT BANK**  
(NOT TO SCALE)

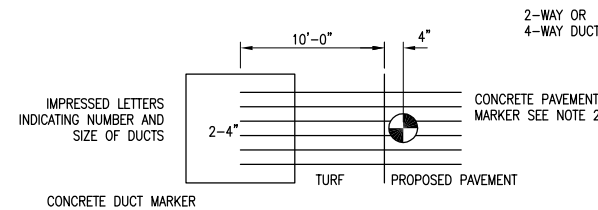
- DUCT BANK NOTES:**
- DIMENSIONS FOR CONCRETE COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
  - INCLUDE DUCT SPACERS AS MANUFACTURED BY UNDERGROUND DEVICES INC., OR APPROVED EQUAL TO MAINTAIN PROPER SEPARATION OF CONDUITS.
  - PROVIDE REBAR WHERE APPLICABLE TO ACCOMMODATE INTERFACE OF CONCRETE ENCASED DUCT BANKS TERMINATING IN HANDHOLE. PROVIDE REBAR WHERE APPLICABLE TO EXTEND AN EXISTING CONCRETE ENCASED DUCT BANK. REBAR SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706, GRADE 60.
  - CONDUITS FOR CONCRETE ENCASED DUCT SHALL BE SCHEDULE 40 (MIN.) PVC OR HDPE CONFORMING TO ITEM 110.
  - DEPTH OF DUCT SHALL BE ADJUSTED TO PASS BELOW EXISTING OR PROPOSED UNDERDRAIN.
  - HIGH VOLTAGE AND LOW VOLTAGE CIRCUITS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
  - HOMERUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
  - DUCT INTERFACE TO HANDHOLES OR MANHOLES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT PAY ITEM.
  - DUCTS SHALL EXTEND FOR 3 FEET BEYOND ANY EXISTING OR PROPOSED PAVEMENT EDGE.



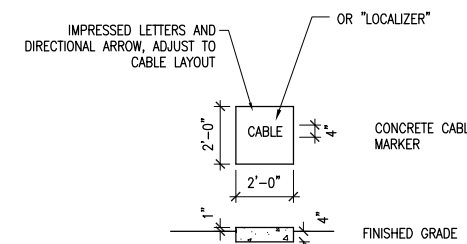
**DUCT EXTENSION**

**CABLE & DUCT MARKER NOTES:**

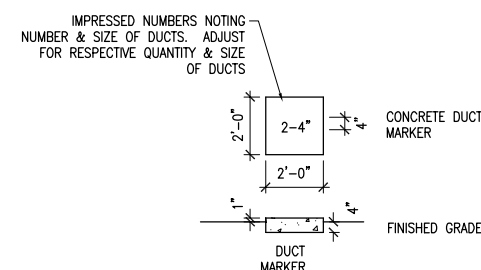
- THE COST OF ALL TURF AND PAVEMENT DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT. THE COST OF ALL CABLE MARKERS SHALL BE INCIDENTAL TO THE CABLE.
- BITUMINOUS PAVEMENT DUCT MARKER AND CONCRETE DUCT MARKER TO BE PROVIDED AT EACH END OF EACH DUCT AS SHOWN ON THE LOCATION PLAN. FOR CONCRETE PAVEMENT, THE LETTER "D" SHALL BE IMPRESSED IN THE PAVEMENT INSTEAD OF THE MARKER. THE LETTER SHALL BE FORMED AS DESCRIBED IN NOTE 4.
- CABLE MARKERS SHALL BE PLACED AT CHANGES OF DIRECTION AND APPROXIMATELY EVERY 200' ALONG CABLE RUNS.
- CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE 1/2" AND 1/4" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
  - REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
  - INCREASE THE MARKER SIZE TO 30" X 30".
  - PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



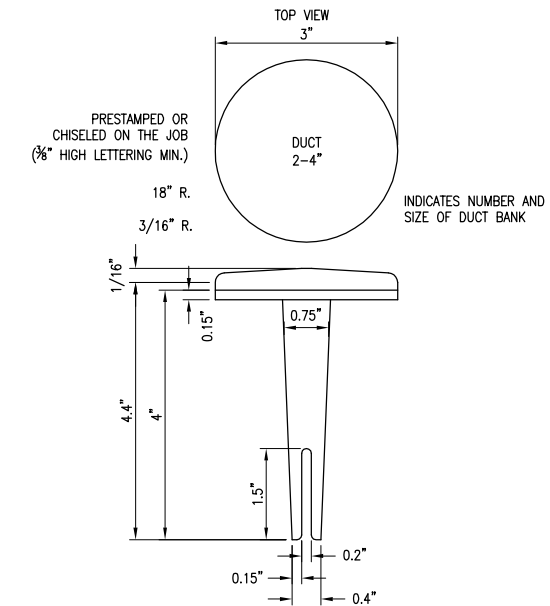
**DUCT MARKER DETAIL**  
"NOT TO SCALE"



**TURF CABLE MARKERS**  
"NOT TO SCALE"

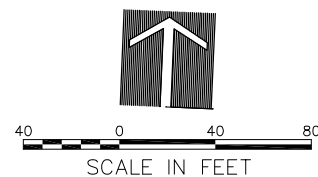
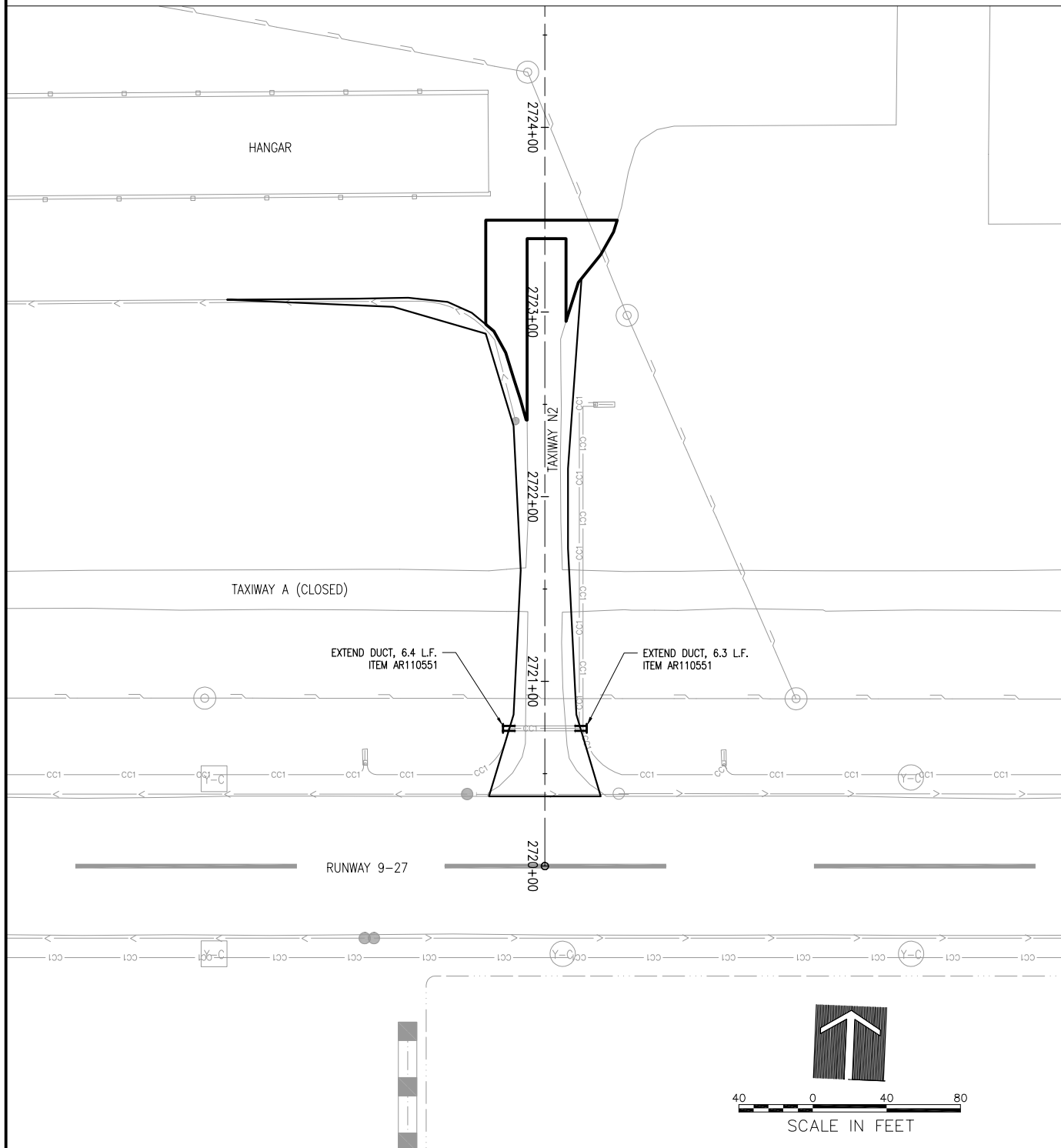


**TURF DUCT MARKERS**  
"NOT TO SCALE"



**BITUMINOUS PAVEMENT DUCT MARKERS**  
"NOT TO SCALE"

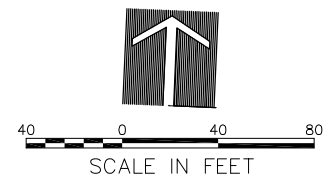
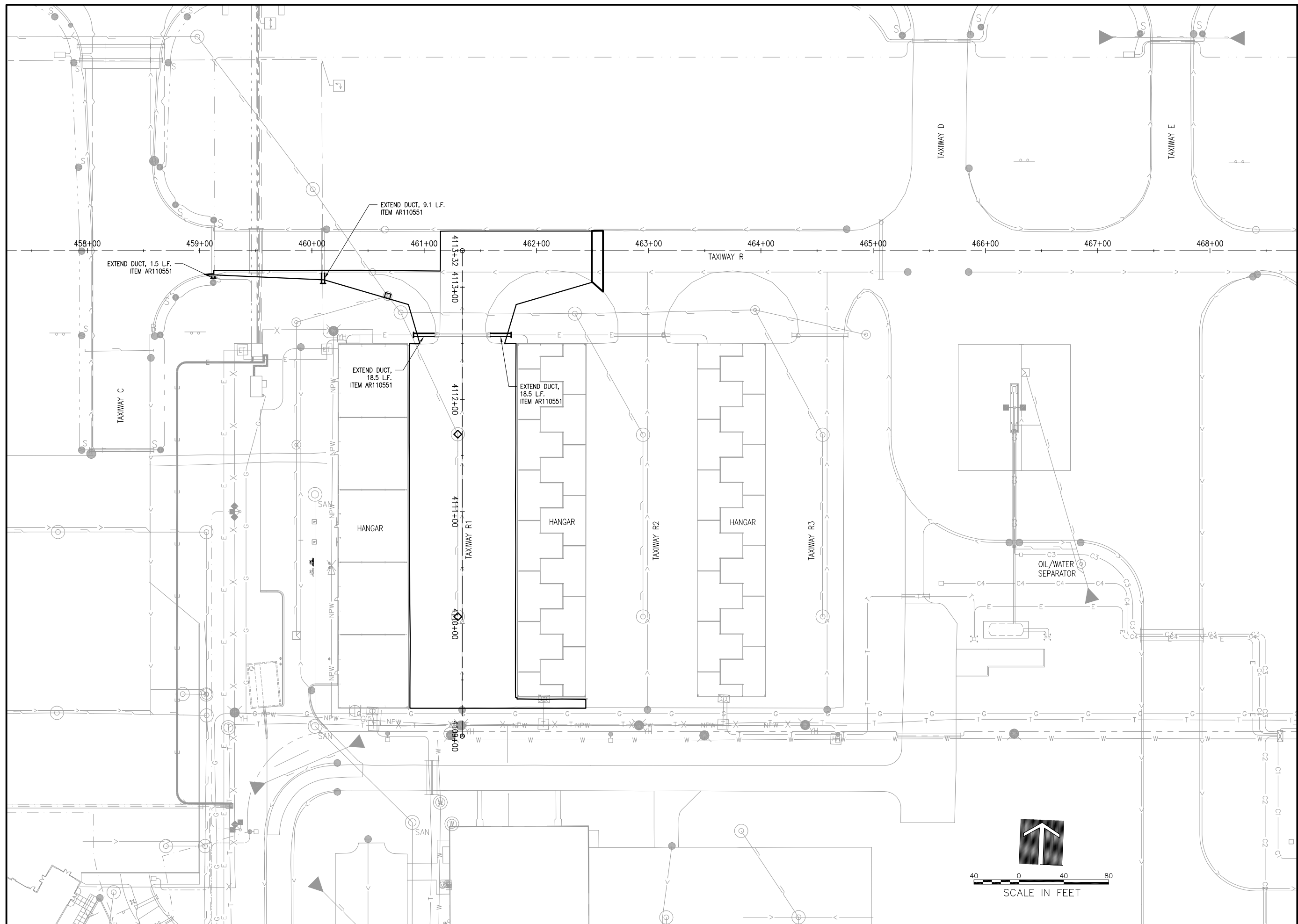
- NOTES:**
- TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE.
  - BRASS DUCT MARKERS ARE AVAILABLE FROM G&S FOUNDRY & MANUFACTURING CO., INC., 210 KASKASKIA DRIVE, RED BUD, IL 62278, PHONE: (618)-282-4114



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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

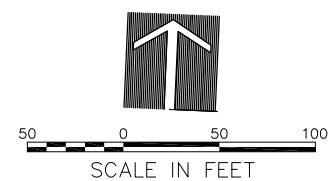
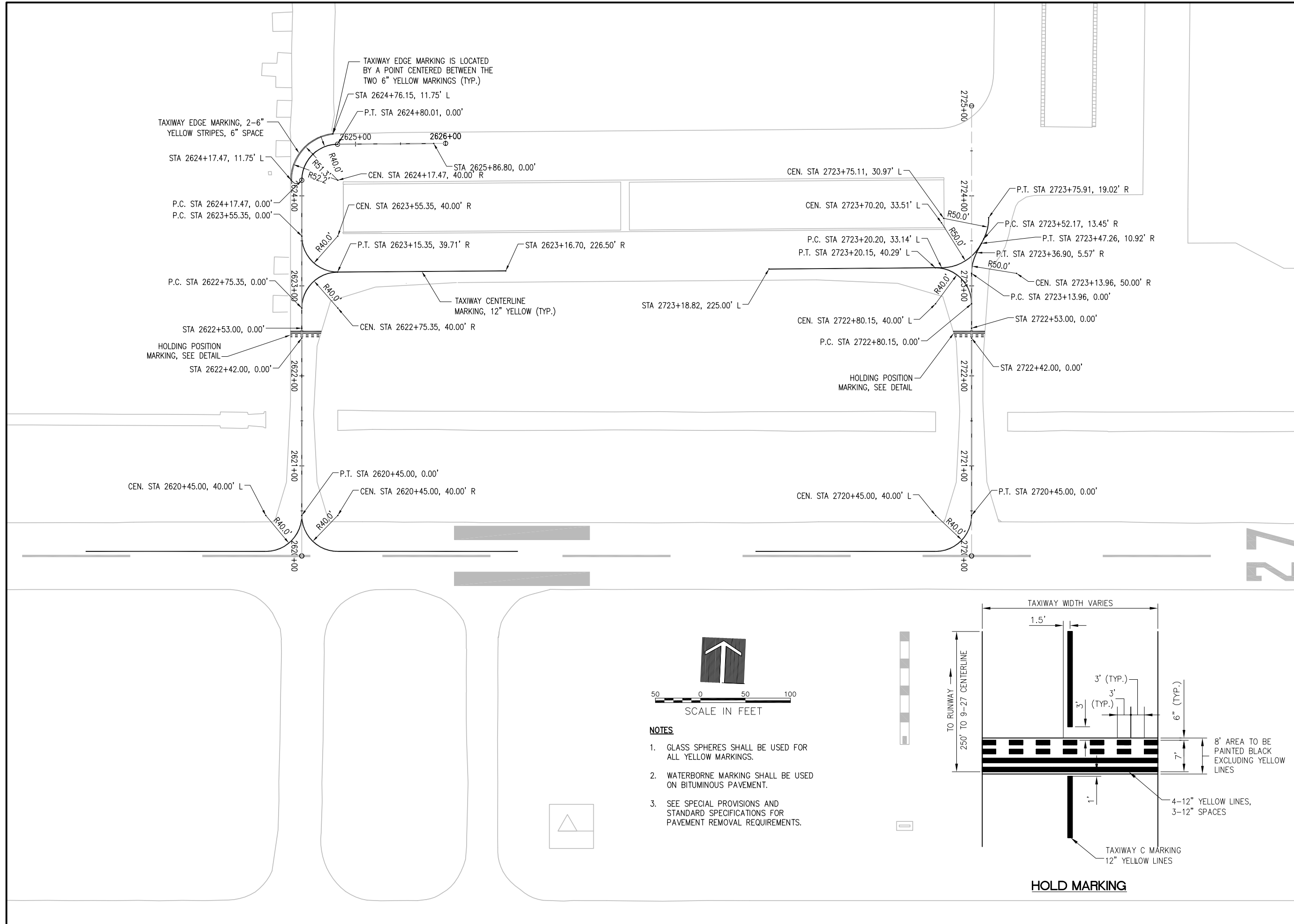

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PROJECT NO: 14A0072  
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DRAWN BY: LDH 1/27/15  
REVIEWED BY: RMH 3/8/16

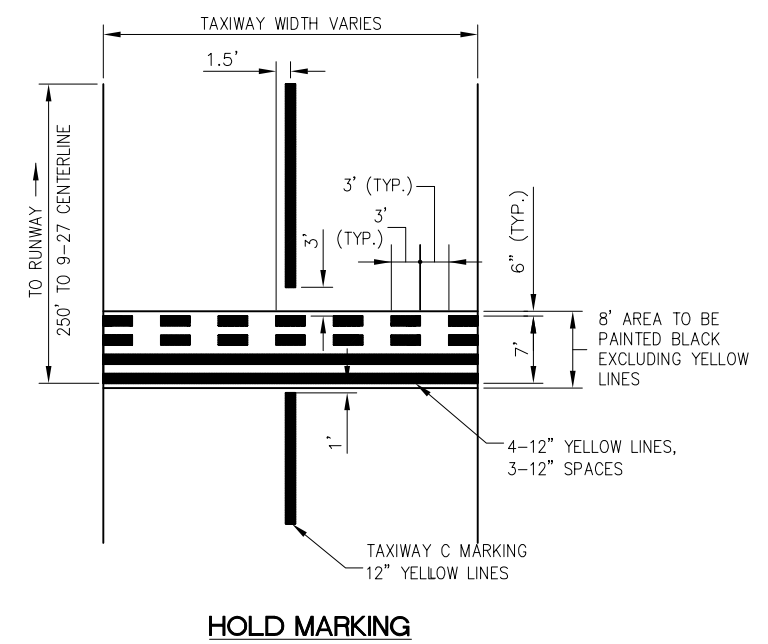
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**SOUTH AREA  
ELECTRICAL  
DUCT PLAN**

MAR 08, 2016 1:52 AM HAUSM00882 I:\14\JOBS\14A0072\14A0072\DRAWINGS\RE-BID - APRIL 2016\42-ELEC.DWG



- NOTES**
1. GLASS SPHERES SHALL BE USED FOR ALL YELLOW MARKINGS.
  2. WATERBORNE MARKING SHALL BE USED ON BITUMINOUS PAVEMENT.
  3. SEE SPECIAL PROVISIONS AND STANDARD SPECIFICATIONS FOR PAVEMENT REMOVAL REQUIREMENTS.



**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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		DES	DWN	REV

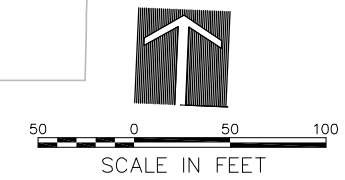
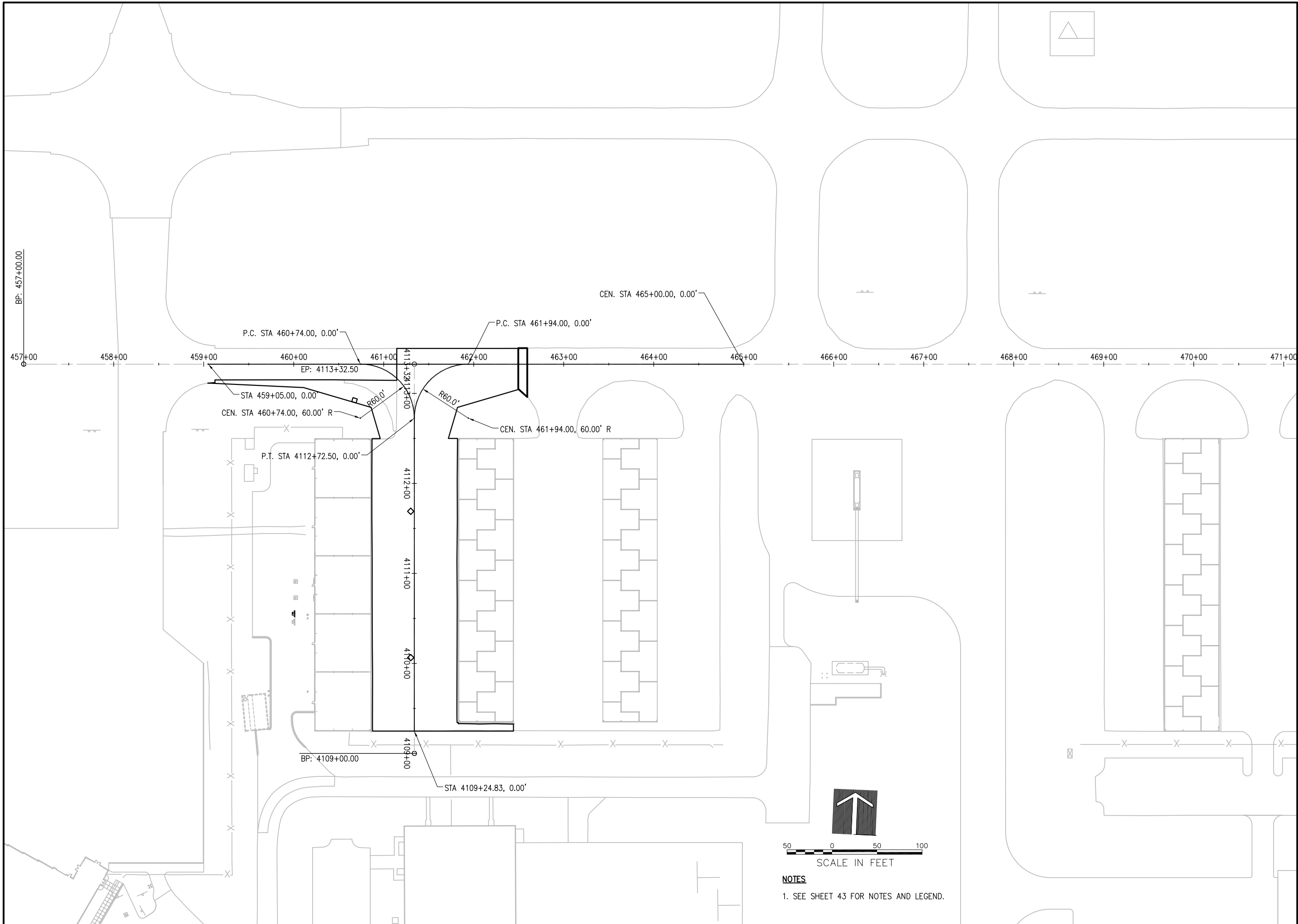
ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 43-MARKING-N.DWG  
DESIGN BY: LDH 12/16/14  
DRAWN BY: LDH 12/16/14  
REVIEWED BY: RMH 3/8/16

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**MARKING PLAN - NORTH AREA**

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**NOTES**  
1. SEE SHEET 43 FOR NOTES AND LEGEND.

**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

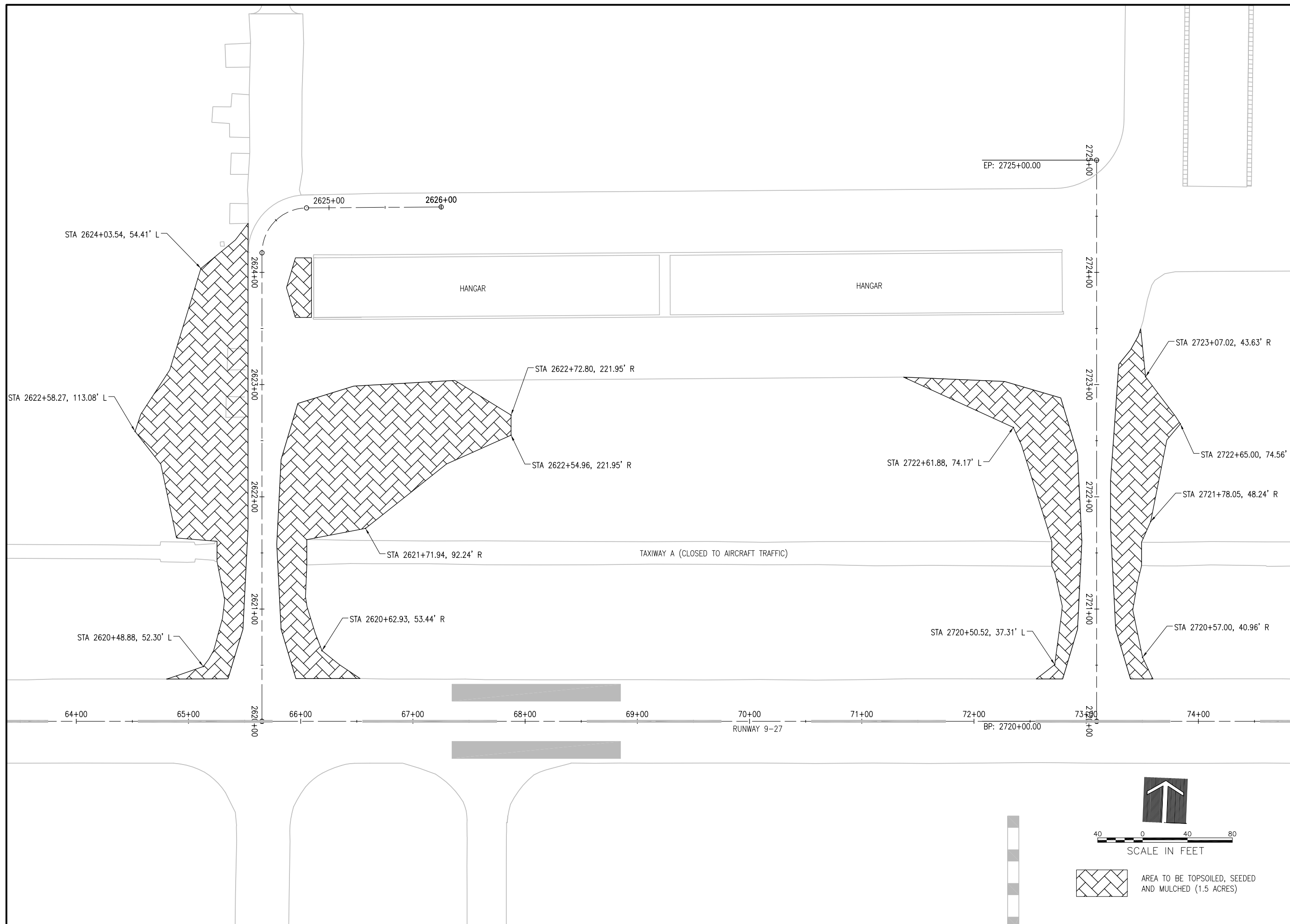
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ISSUE: MARCH 10, 2016  
PROJECT NO: 14A0072  
CAD FILE: 44-MARKING-S.DWG  
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**MARKING PLAN -  
SOUTH AREA**

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**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

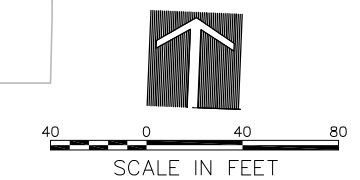
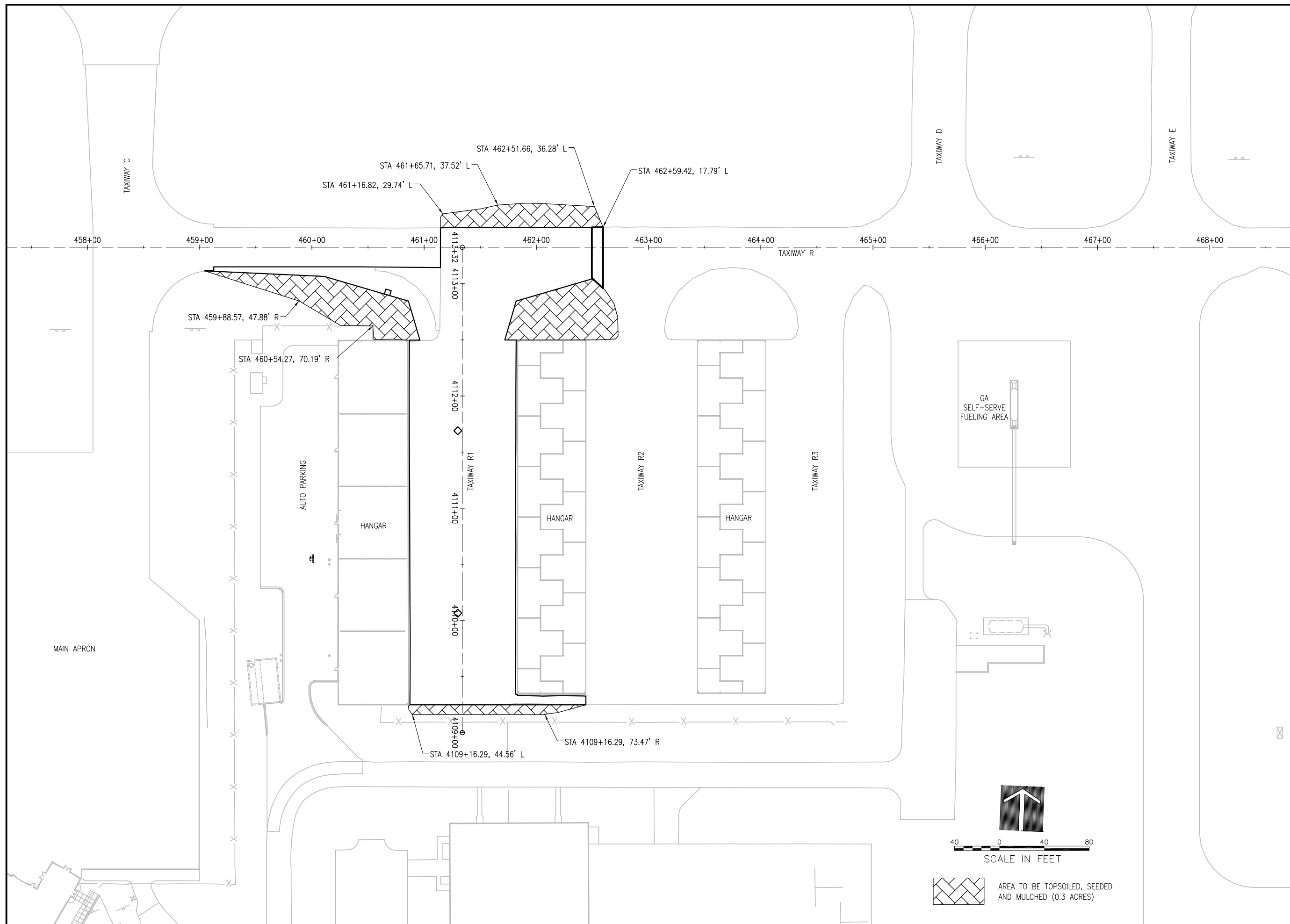
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**LANDSCAPING PLAN -  
NORTH AREA**

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AREA TO BE TOPSOILED, SEEDED AND MULCHED (0.3 ACRES)

**REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R**

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

LE049

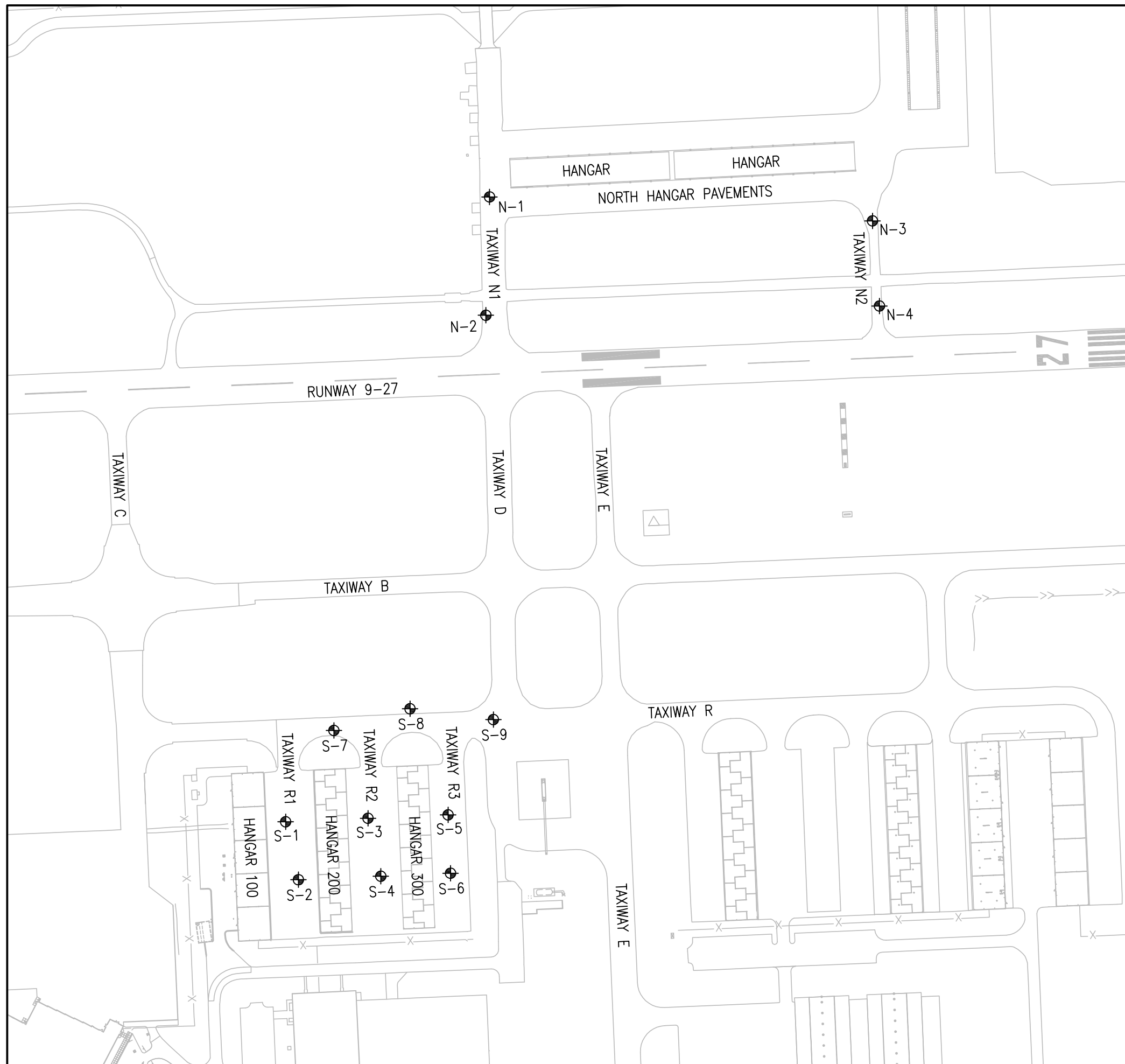

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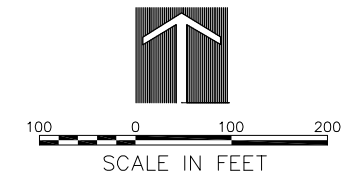
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**LANDSCAPING PLAN - SOUTH AREA**

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BORING	NORTHING	EASTING	ELEVATION	LENGTH
S-1	1799159.6888	1050617.3423	667.61	10'
S-2	1799047.6476	1050642.1036	667.75	10'
S-3	1799166.4354	1050776.6995	668.11	10'
S-4	1799054.3942	1050801.4609	668.18	10'
S-5	1799172.9926	1050931.5814	668.14	10'
S-6	1799060.1054	1050936.3606	668.29	10'
S-7	1799336.3102	1050710.7050	667.66	10'
S-8	1799378.2844	1050858.0414	667.00	10'
S-9	1799357.3805	1051019.2608	667.30	10'
N-1	1800368.2325	1051011.8624	667.43	10'
N-2	1800139.3878	1051004.7847	666.97	15'
N-3	1800321.9406	1051752.6794	668.42	10'
N-4	1800157.2985	1051766.1694	667.42	10'



**REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R**

IDA No: LOT-4425  
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**BORING LOCATION  
MAP**

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REHABILITATE  
TAXIWAY N1, N2, & R1  
AND PORTIONS OF  
TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

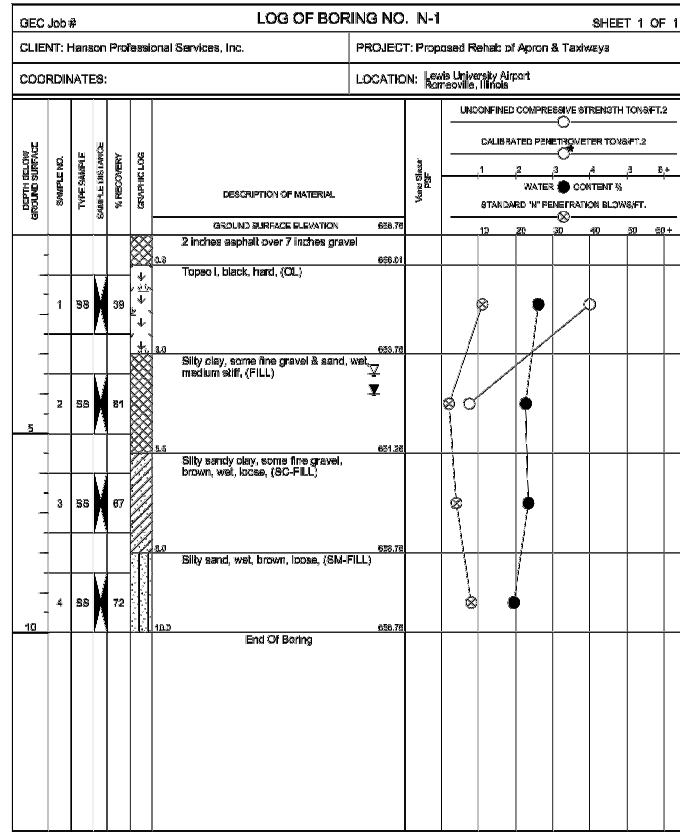
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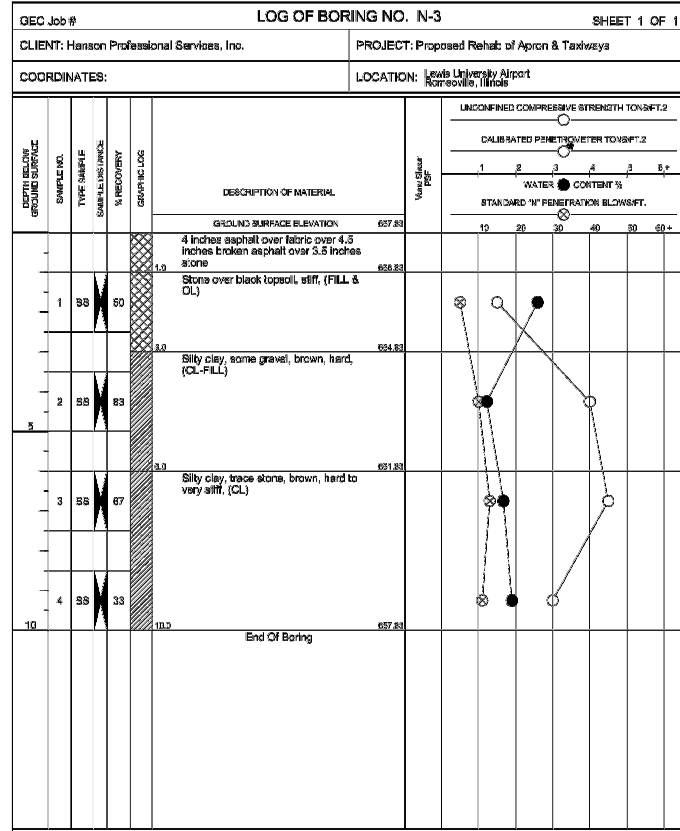
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PROJECT NO: 14A0072  
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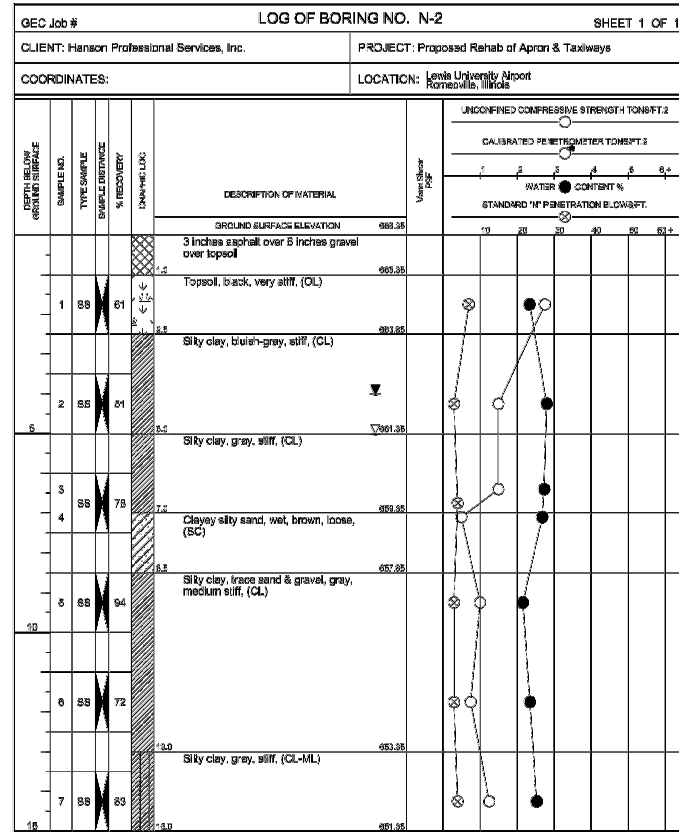
BORING LOGS  
N-1 THRU N-4



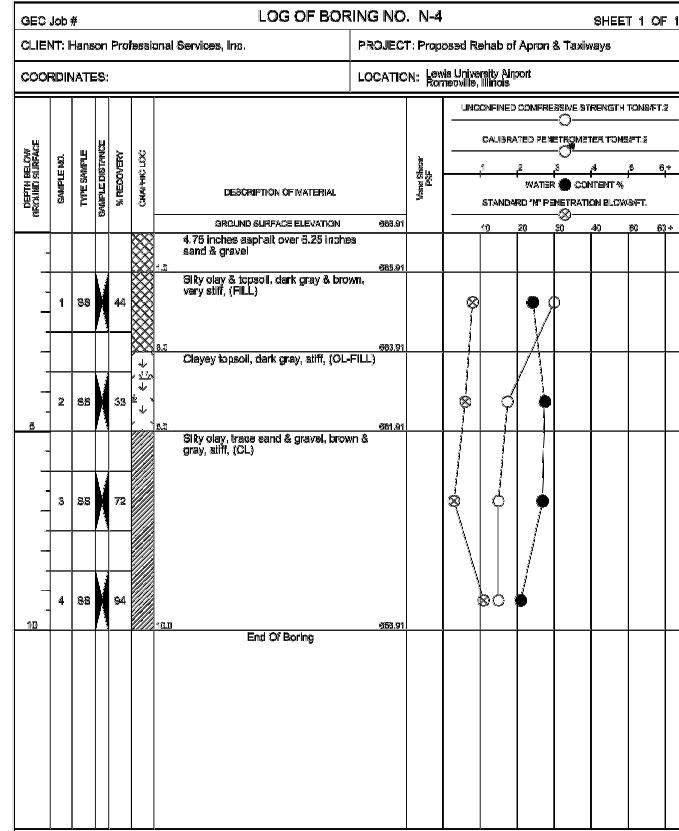
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W.L.	5.5 WD		BORING COMPLETED: 3/14/14
W.L.	4 AB		DRAWING COMPANY: FORBMAN Peds
W.L.			DATE: APRIL BY: SAG



WATER LEVEL OBSERVATIONS		Ground Engineering Consultants, Inc. 350 Pingsten Road, Suite 108 Northbrook, Illinois 60062 Tel: (847) 559-0085 Fax: (847) 559-0181	BORING STARTED: 3/14/14
W.L.	Dry		BORING COMPLETED: 3/14/14
W.L.			DRAWING COMPANY: FORBMAN Peds
W.L.			DATE: APRIL BY: SAG



WATER LEVEL OBSERVATIONS		Ground Engineering Consultants, Inc. 350 Pingsten Road, Suite 108 Northbrook, Illinois 60062 Tel: (847) 559-0085 Fax: (847) 559-0181	BORING STARTED: 3/14/14
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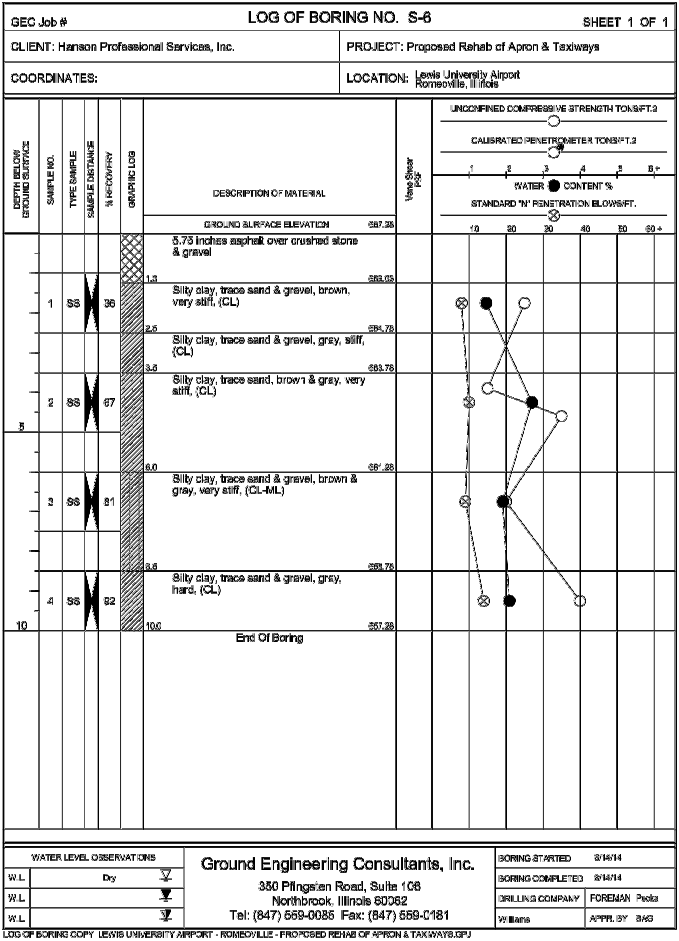
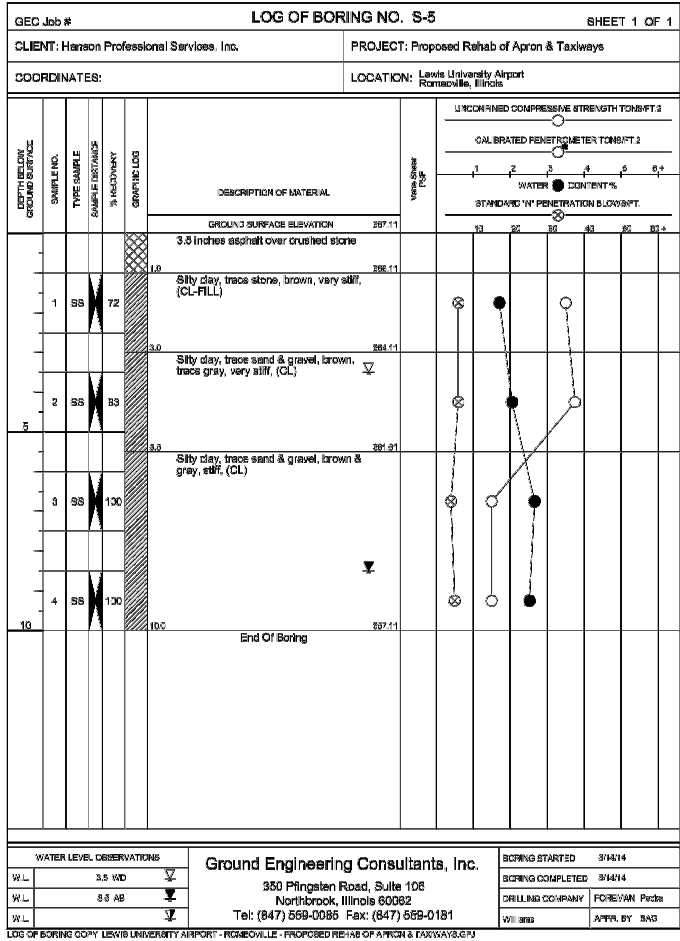
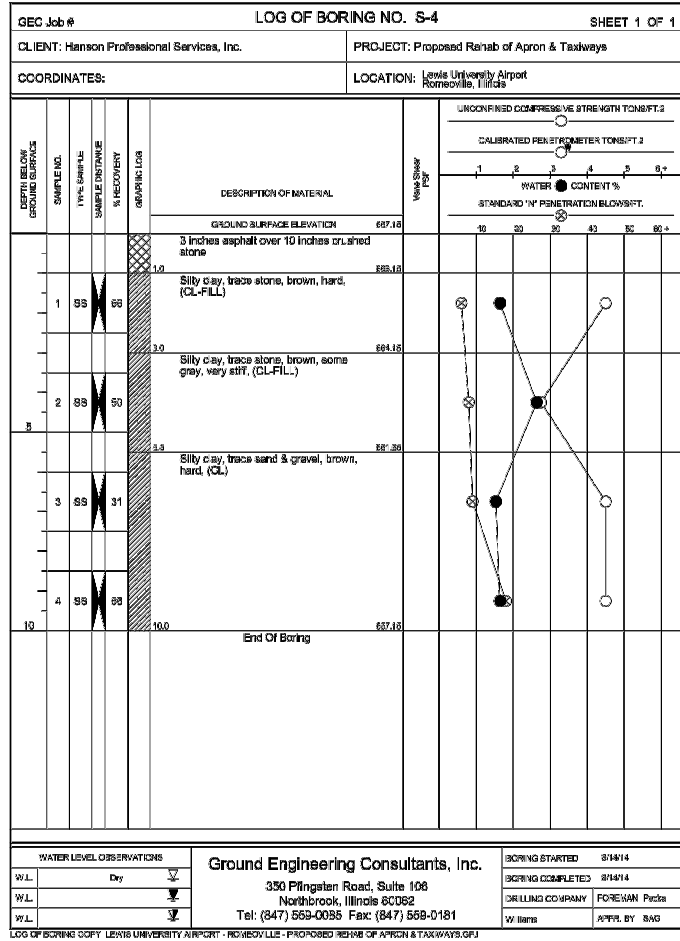
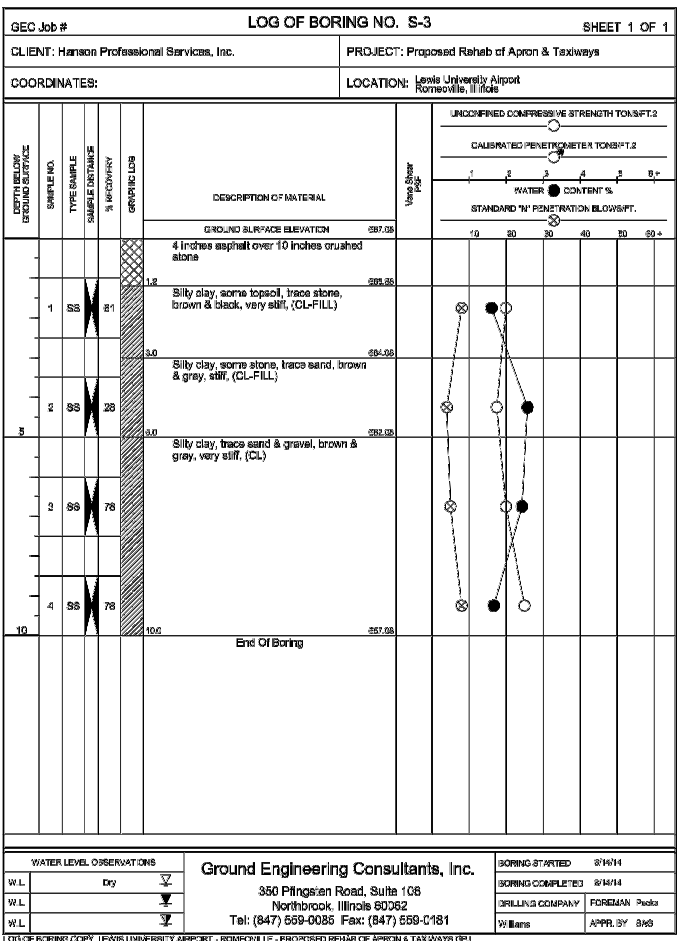
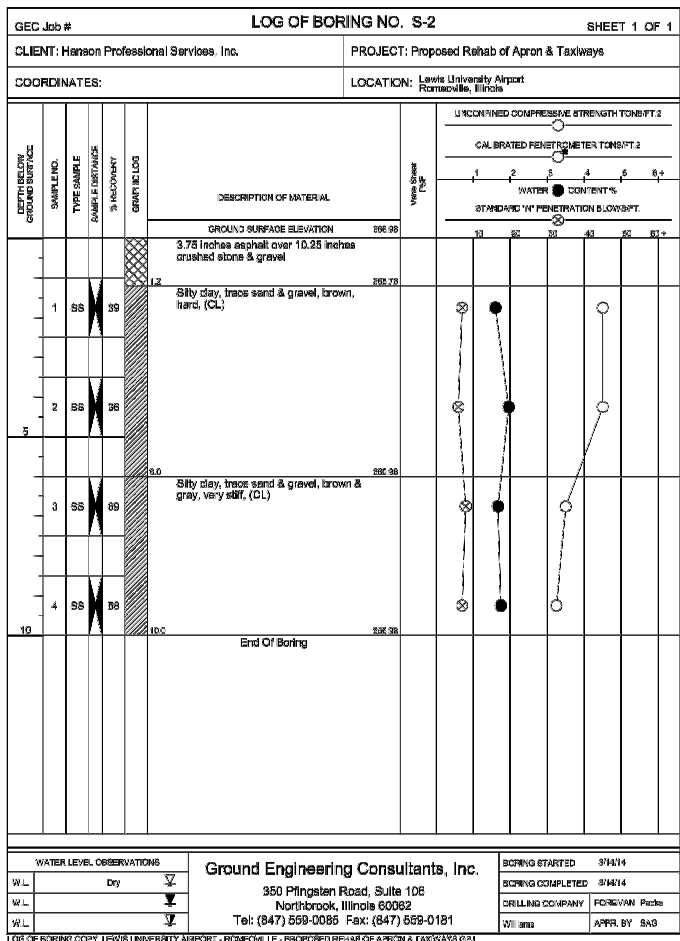
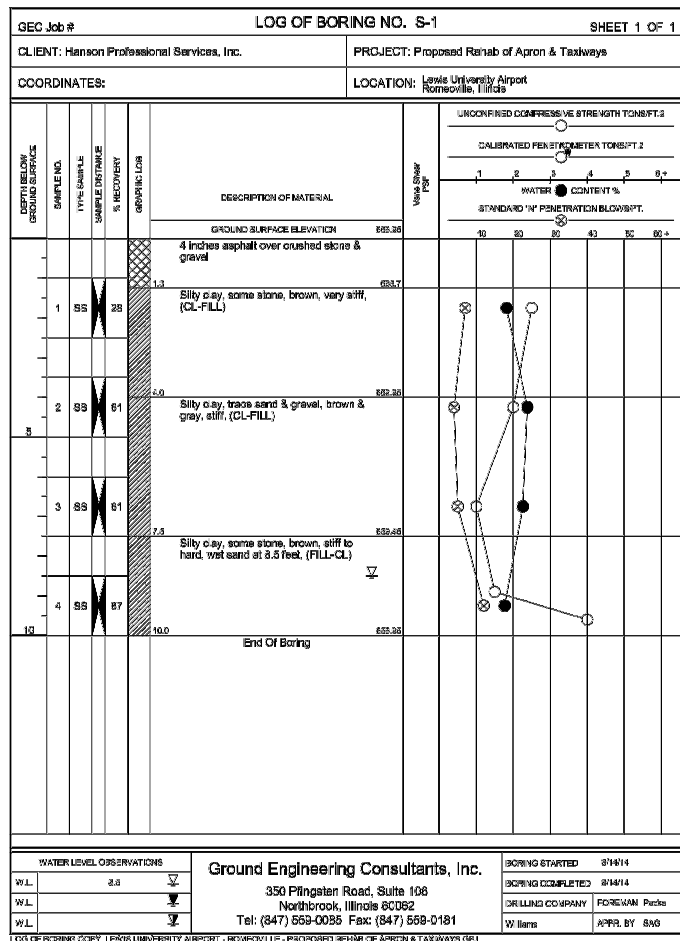


WATER LEVEL OBSERVATIONS		Ground Engineering Consultants, Inc. 350 Pingsten Road, Suite 108 Northbrook, Illinois 60062 Tel: (847) 559-0085 Fax: (847) 559-0181	BORING STARTED: 3/15/14
W.L.	Dry		BORING COMPLETED: 3/15/14
W.L.			DRAWING COMPANY: FORBMAN Peds
W.L.			DATE: APRIL BY: SAG

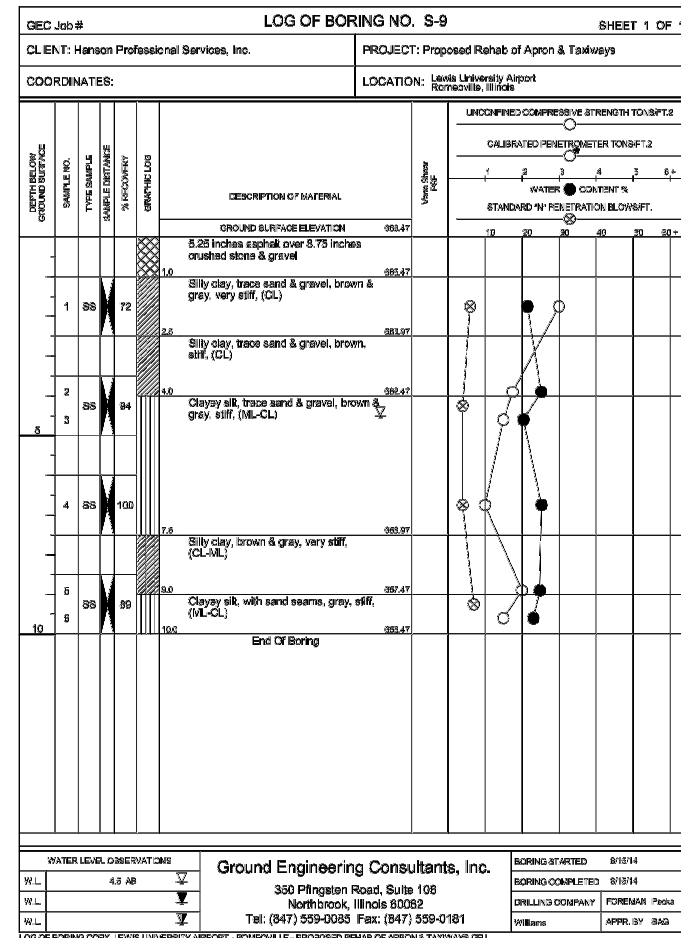
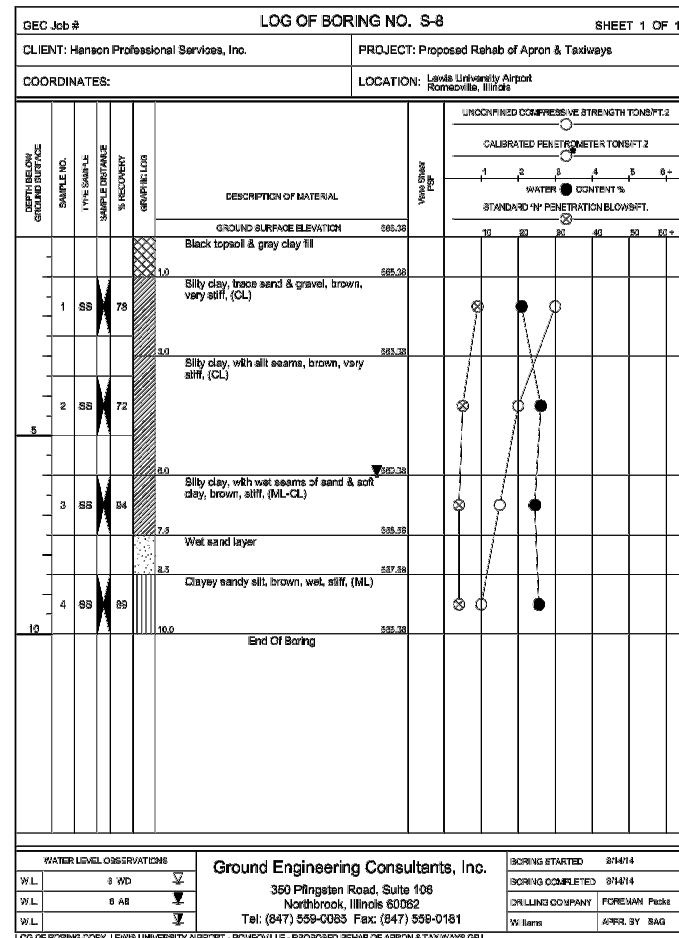
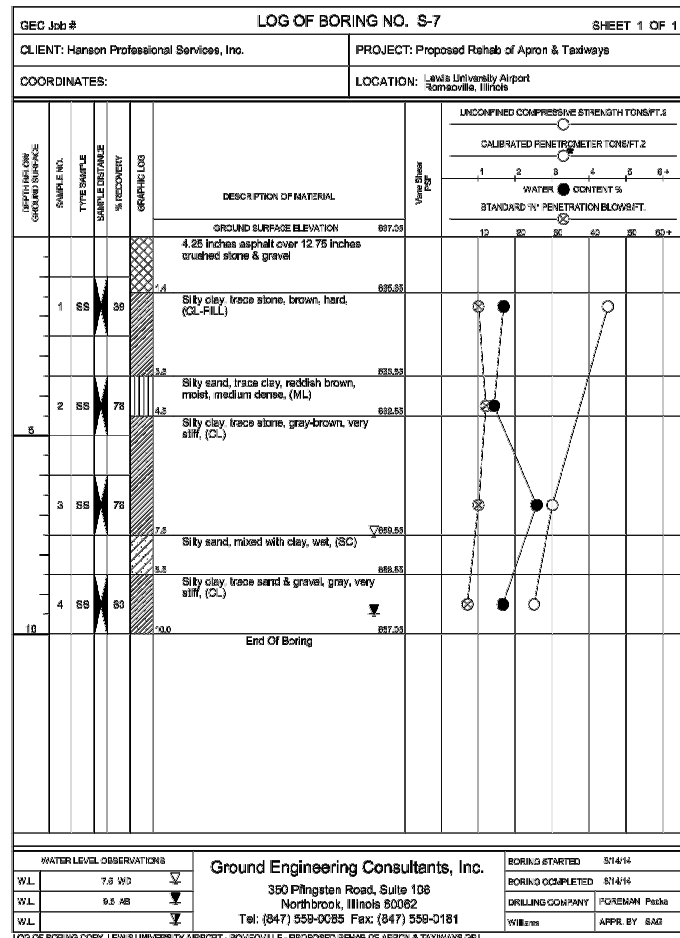
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REHABILITATE TAXIWAY N1, N2, & R1 AND PORTIONS OF TAXIWAY R

IDA No: LOT-4425  
SBG No: 3-17-SBGP-XX

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BORING LOGS  
S-7 THRU S-9