ITEM NO. 01A IDOT LETTING: JUNE 12, 2015

BO004
TOTAL SHEETS =33

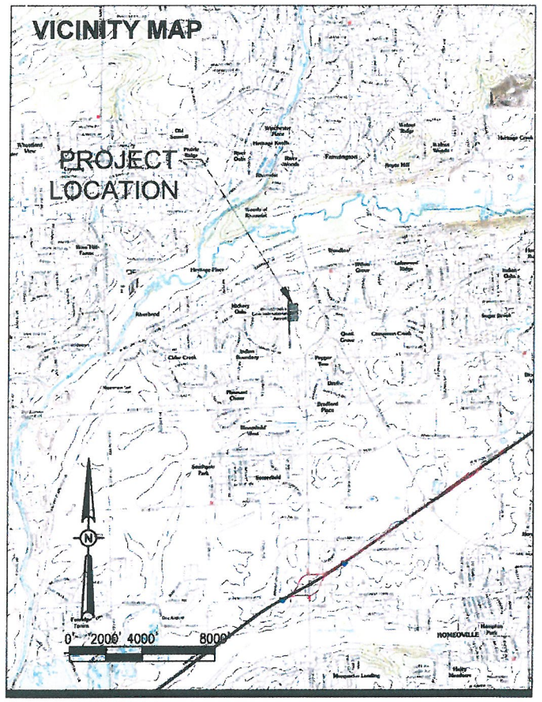
CONSTRUCTION PLANS

REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

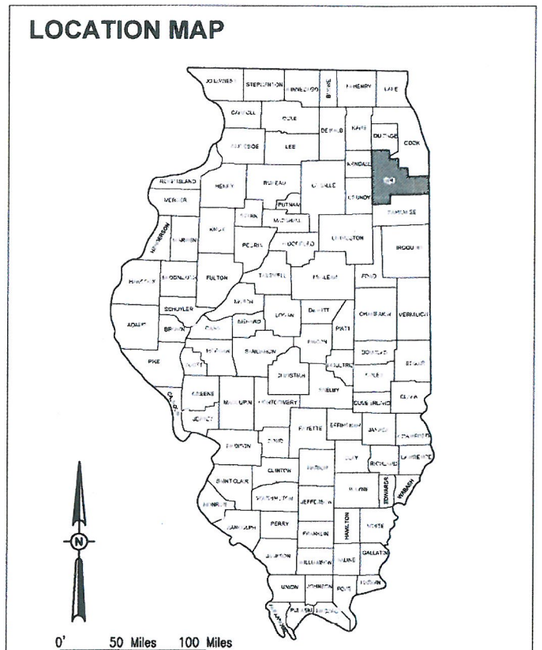
VILLAGE OF BOLINGBROOK
BOLINGBROOK'S CLOW INTERNATIONAL AIRPORT (1C5)
BOLINGBROOK, WILL COUNTY, ILLINOIS

IDA PROJECT NO. 1C5-4416
SBG PROJECT NO. 3-17-SBGP-TBD

VICINITY MAP



LOCATION MAP



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

LICENSED PROFESSIONAL ENGINEER
LINDSAY DENET HAUSMAN
062-059464
STATE OF ILLINOIS

Exp. 11/30/15

Lindsay D. Hausman, P.E.
Project Engineer — April 16, 2015 Date

HANSON

HANSON PROFESSIONAL SERVICES INC.
815 Commerce Drive, Suite 200 Oak Brook, Illinois 60523
Telephone: 630.990.3800
Fax: 630.990.3801

Ronald M. Hudson, AICP
Project Manager — April 16, 2015 Date

Bolingbrook a place to grow

VILLAGE OF BOLINGBROOK
375 West Briarcliff Road
Bolingbrook, Illinois 60440
Telephone: 630.226.8400

Lucas Nickelman
Director of Public Services & Development — April 16, 2015 Date

I:\14JOBS\14A0145\14A0145\DGN\DRAWINGS\SHEETS\01-COVER.DWG APR 16, 2015 4:57PM HAUSMM00682

INDEX OF SHEETS	
SHEET NO.	TITLE
1	COVER SHEET
2	SHEET INDEX AND SUMMARY OF QUANTITIES
3	SITE PLAN AND GENERAL NOTES
4	CONSTRUCTION SAFETY NOTES AND DETAILS
5	PHASING PLAN - PHASE 1 AND 2
6	ALIGNMENT DATA TABLE AND PAVEMENT LAYOUT
7	TYPICAL SECTIONS AND PAVEMENT DETAILS
8	STORMWATER POLLUTION PREVENTION PLAN
9	STORMWATER POLLUTION PREVENTION DETAILS
10	REMOVAL PLAN
11	UNDERCUT PLAN
12	PROPOSED PLAN
13	GRADING PLAN
14	CROSS SECTIONS - ACCESS TAXIWAY ALIGNMENT
15	CROSS SECTIONS - ACCESS TAXIWAY ALIGNMENT
16	CROSS SECTIONS - ACCESS TAXIWAY ALIGNMENT
17	CROSS SECTIONS - APRON ALIGNMENT
18	CROSS SECTIONS - APRON ALIGNMENT
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21	JOINTING PLAN
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23	DRAINAGE PLAN
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25	UNDERDRAIN DETAILS
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27	DRAINAGE DETAILS
28	ELECTRICAL PLAN AND DETAILS
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30	LANDSCAPING PLAN
31	BORING LOCATION MAP
32	BORING LOGS - B-1 THRU B-4
33	BORING LOGS - B-5 THRU B-7

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	QUANTITY	RECORD PAID
AR108960	REMOVE CABLE	LINEAR FOOT	108.0	
AR110214	4" STEEL DUCT, DIRECT BURY	LINEAR FOOT	40.0	
AR110907	REMOVE ELECTRICAL MANHOLE	EACH	1.0	
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.0	
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	2,568.0	
AR156510	SILT FENCE	LINEAR FOOT	99.0	
AR156513	SEPARATION FABRIC	SQUARE YARD	3,418.0	
AR156520	INLET PROTECTION	EACH	15.0	
AR156531	EROSION CONTROL BLANKET	SQUARE YARD	2,782.0	
AR208606	6" AGGREGATE BASE COURSE	SQUARE YARD	67.0	
AR209606	CRUSHED AGG. BASE COURSE - 6"	SQUARE YARD	2,585.0	
AR401613	BIT. SURF. CSE. - METHOD I, SUPERPAVE	TON	372.0	
AR401650	BITUMINOUS PAVEMENT MILLING	SQUARE YARD	492.0	
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	991.0	
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	1,483.0	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQUARE YARD	3,261.0	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQUARE YARD	72.0	
AR403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	623.0	
AR501506	6" PCC PAVEMENT	SQUARE YARD	834.0	
AR501530	PCC TEST BATCH	EACH	1.0	
AR501604	4" PCC SIDEWALK	SQUARE FOOT	599.0	
AR501900	REMOVE PCC PAVEMENT	SQUARE YARD	44.0	
AR510515	GROUND ROD	EACH	2.0	
AR602510	BITUMINOUS PRIME COAT	GALLONS	761.0	
AR603510	BITUMINOUS TACK COAT	GALLONS	835.0	
AR620520	PAVEMENT MARKING - WATERBORNE	SQUARE FOOT	645.0	
AR701512	12" RCP, CLASS IV	LINEAR FOOT	126.0	
AR701515	15" RCP, CLASS IV	LINEAR FOOT	88.0	
AR701518	18" RCP, CLASS IV	LINEAR FOOT	250.0	
AR701524	24" RCP, CLASS IV	LINEAR FOOT	138.0	
AR701900	REMOVE PIPE	LINEAR FOOT	85.0	
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	689.0	
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	2.0	
AR705640	UNDERDRAIN CLEANOUT	EACH	4.0	
AR751411	INLET -TYPE A	EACH	1.0	
AR751540	MANHOLE 4'	EACH	6.0	
AR751550	MANHOLE 5'	EACH	1.0	
AR751560	MANHOLE 6'	EACH	2.0	
AR770945	ADJUST SANITARY MANHOLE	EACH	2.0	
AR800926	CA-6 AGGREGATE BACKFILL	CUBIC YARD	905.0	
AR800927	GRANULAR DRAINAGE SUBBBASE 6"	SQUARE YARD	3,418.0	
AR800965	OIL/WATER STORMCEPTOR	EACH	2.0	
AR800966	SLUICE GATE	EACH	1.0	
AR901510	SEEDING	ACRE	0.6	
AR905510	TOPSOILING (FROM ON SITE)	CUBIC YARD	325.0	

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.

NOTICE TO CONTRACTORS AND BIDDERS

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Bolingbrook
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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

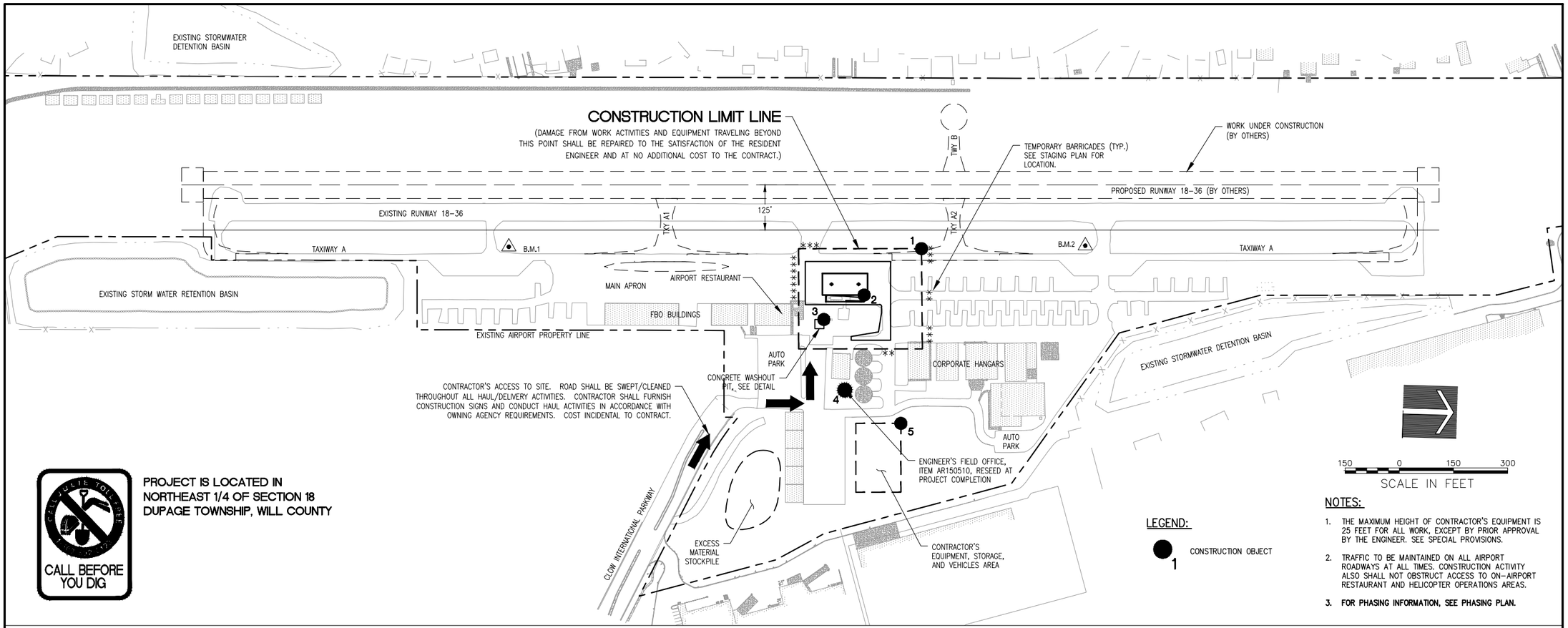
Contract No: BO004

NO.	DATE	DESCRIPTION	DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 02-SOQ.DWG
DESIGN BY: LDH 2/16/15
DRAWN BY: LDH 2/16/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

SHEET INDEX AND SUMMARY OF QUANTITIES



CALL BEFORE YOU DIG

PROJECT IS LOCATED IN NORTHEAST 1/4 OF SECTION 18 DUPAGE TOWNSHIP, WILL COUNTY

LEGEND:

1 CONSTRUCTION OBJECT

NOTES:

1. THE MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT IS 25 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL BY THE ENGINEER. SEE SPECIAL PROVISIONS.
2. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES. CONSTRUCTION ACTIVITY ALSO SHALL NOT OBSTRUCT ACCESS TO ON-AIRPORT RESTAURANT AND HELICOPTER OPERATIONS AREAS.
3. **FOR PHASING INFORMATION, SEE PHASING PLAN.**

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE PORTIONS OF THE APRON AND TAXIWAY PAVEMENTS AT BOLINGBROOK'S CLOW INTERNATIONAL AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- REMOVAL OF EXISTING PAVEMENTS.
- PROVISION OF UNCLASSIFIED EXCAVATION AND AGGREGATE BACKFILL.
- CONSTRUCTION OF NEW STORM SEWER SYSTEM.
- CONSTRUCTION OF NEW SUBSURFACE UNDERDRAIN PIPE SYSTEM AND STRUCTURES.
- ADDITION OF NEW GRANULAR DRAINAGE SUBBASE, CRUSHED AGGREGATE BASE COURSE, AND HMA BASE AND SURFACE COURSE PAVEMENTS AND PCC PAVEMENTS.
- PLACEMENT OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND EROSION CONTROL BLANKET 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 MANAGER AND THE OWNER'S REPRESENTATIVE.

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

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

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

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

RESPONSIBILITY FOR EXISTING UTILITIES

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

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES AND AGENCIES OF HIS CONSTRUCTION PLANS AND SHALL OBTAIN FROM EACH PARTY DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF ALL UTILITIES AND THE WORKING SCHEDULE OF ANY REMOVALS OR ADJUSTMENTS REQUIRED OF THE UTILITY. THE CONTRACTOR SHALL CONTACT J.U.L.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 OWNER'S REPRESENTATIVE AND THE UTILITY COMPANY OR AGENCY OF JURISDICTION. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED TO SERVICE AT ONCE.

EXISTING BENCHMARKS

PROJECT BENCHMARKS ARE AS FOLLOWS:

B.M.1 MF1806
N 1831019.5810
E 1040117.8070
ELEV. 655.197

B.M.2 MF1807
N 1832614.1100
E 1040065.1010
ELEV. 663.337

RUNWAY END COORDINATES

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION
EXISTING RUNWAY 18 END	41°42'02.0850" N	88°07'45.8190" W	133+79.11
EXISTING RUNWAY 36 END	41°41'28.8860" N	88°07'44.5540" W	100+16.40
* NEW RUNWAY 18 END	41°42'01.8756" N	88°07'46.7962" W	133+60.00
* NEW RUNWAY 36 END	41°41'28.6937" N	88°07'45.5215" W	100+00.00

* UNDER CONSTRUCTION

NOTES

1. COORDINATES ARE IN NAD 83 FOR HORIZONTAL AND NAVD 88 FOR VERTICAL.
2. STATIONS, OFFSETS AND ELEVATIONS SHOWN ARE IN FEET.

OBJECT INFORMATION

ITEM NO.	DESCRIPTION	STAGE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 18-36 STATION	EXISTING RUNWAY 18-36 OFFSET	EXISTING RUNWAY 18-36 EL.	PROPOSED RUNWAY 18-36 OFFSET	PROPOSED RUNWAY 18-36 EL.
1	CONSTRUCTION EQUIPMENT	1	MOVING	657.7	682.7	41° 41' 48.3754" N	88° 07' 43.9511" W	119+87.89	101.4	660.0	176.4	665.6
2	CONSTRUCTION EQUIPMENT	2	MOVING	657.9	682.9	41° 41' 46.8440" N	88° 07' 42.2010" W	118+29.13	229.7	658.8	304.7	665.0
3	CONCRETE WASHOUT PIT	ALL	STATIONARY	655.5	680.5	41° 41' 45.7616" N	88° 07' 41.2657" W	117+17.58	297.4	657.7	372.4	664.5
4	ENGINEER'S FIELD OFFICE	ALL	STATIONARY	657.4	672.4	41° 41' 46.3875" N	88° 07' 38.7455" W	117+75.34	492.6	658.2	567.6	664.7
5	CONTRACTOR STORAGE	ALL	STATIONARY	658.0	678.0	41° 41' 47.9489" N	88° 07' 37.5578" W	119+30.79	585.0	659.5	660.0	665.4

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 03-SITE PLAN.DWG
DESIGN BY: LDH 4/29/2014
DRAWN BY: LDH 4/29/2014
REVIEWED BY: RMH 4/16/15

SHEET TITLE

SITE PLAN AND GENERAL NOTES

CONSTRUCTION AND SAFETY NOTES

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS TO AIRPORT OPERATIONS, CONSTRUCTION OPERATIONS MUST BE CONTROLLED THROUGHOUT THE PROJECT'S DURATION AND WORK MUST BE COMPLETED EXPEDITIOUSLY. 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.

LATHING AND WARNING TAPE

THE PROJECT WILL REQUIRE THE PLACEMENT OF LATHING AND WARNING TAPE TO DELINEATE THE WORK AREA FROM ACTIVE AIRPORT OPERATIONS AREAS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE, PLACE AND MAINTAIN LATHING AND WARNING TAPE SHOWN ON THE PHASING PLAN ON SHEETS 5 AND IN DETAIL A, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR WILL FURNISH, PLACE, MAINTAIN AND RELOCATE THE LATHING AND WARNING TAPE AS REQUIRED. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT.

TEMPORARY BARRICADES ON AIRFIELD

THE PROJECT WILL REQUIRE THE PLACEMENT OF BARRICADES TO DELINEATE PORTIONS OF THE CONSTRUCTION AREA AND TO EFFECT TEMPORARY CLOSURES OF ACTIVE TAXIWAYS AND APRONS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN ON THE PHASING PLAN ON SHEET 5 AND IN DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT OWNER. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES OR DROPOFFS FROM PAVEMENT EDGES GREATER THAT 3 INCHES SHALL BE ALLOWED WITHIN AN ACTIVE RUNWAY SAFETY AREA (RSA) OR AN ACTIVE TAXIWAY SAFETY AREA (TSA). THE RSA IS DEFINED AS 60 FEET FROM THE RUNWAY 18-36 CENTERLINE, AND 240 FEET FROM THE RUNWAY END. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY 1 TAXIWAY CENTERLINE. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES IN AN ACTIVE RSA OR TSA IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

RUNWAY CLOSURE

NO RUNWAY CLOSURES WILL BE ALLOWED AS PART OF THIS PROJECT. BASED ON CONSTRUCTION PROGRESS, THE RUNWAY MAY BE CLOSED BY OTHER WORK AT THE TIME OF THIS PROJECT.

VEHICULAR TRAFFIC CONTROL

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

THE CONTRACTOR SHALL SECURE ANY PERMITS FOR HAULING ON LOCAL STREET OR STATE HIGHWAYS AS REQUIRED.

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

ALL CONSTRUCTION TRAFFIC AND PERSONNEL SHALL REMAIN WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE PHASING PLAN FOR THE CURRENT WORK. CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 125 FEET FROM THE CENTERLINE OF ACTIVE RUNWAYS, OUTSIDE OF THE RUNWAY PROTECTION ZONE, 44.5 FEET FROM ACTIVE CATEGORY I TAXIWAY CENTERLINES, AND 10 FEET FROM THE EDGE OF ACTIVE APRONS.

WHEN IT IS NECESSARY FOR CONSTRUCTION VEHICLES TO OPERATE ON OR WITHIN THESE LIMITS, THE RUNWAY, TAXIWAYS OR APRON MUST BE CLOSED. ALL CONTRACTOR'S EQUIPMENT USED IN ACTIVE AIRPORT OPERATIONS AREAS SHALL BE EQUIPPED WITH A FAA-STANDARD FLAG, AS REFERENCED IN FAA AC 150/5370-2, CURRENT ISSUE. AIRCRAFT SHALL HAVE THE RIGHT-OF-WAY. CONSTRUCTION VEHICLES SHALL NOT CROSS AN ACTIVE RUNWAY. THE COST OF ALL TRAFFIC CONTROL, BOTH WITHIN AND OUTSIDE OF AIRPORT OPERATIONS AREAS, IS TO BE INCIDENTAL TO THE CONTRACT.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE SITE PLAN, SHEET 3. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCE IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE IS TO BE INCIDENTAL TO THE CONTRACT.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT OR STOCKPILE MATERIAL SO AS TO OBSTRUCT AN AIRPORT IMAGINARY SURFACE.

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

ALL CONTRACTOR EQUIPMENT IS LIMITED TO THE HEIGHT SHOWN IN EACH PHASE OF THE PHASING PLAN.

NOTIFICATIONS BY CONTRACTOR

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

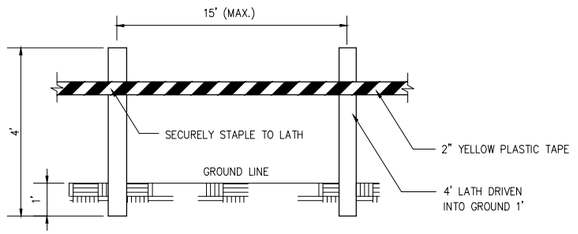
CONTRACTOR'S USE OF SITE

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

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

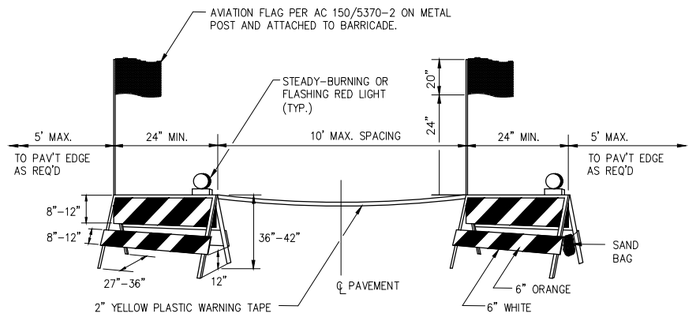
UTILITY OUTAGES AND SHUTDOWNS

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



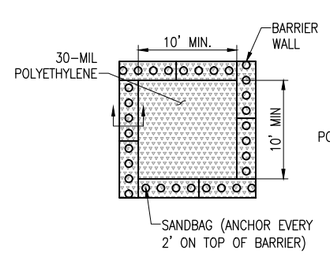
MATERIALS ARE TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION. COST OF MATERIALS, INSTALLATION, RELOCATION AND MAINTENANCE OF LATHING AND WARNING TAPE IS TO BE INCIDENTAL TO THE CONTRACT.

DETAIL A
LATHING AND WARNING TAPE

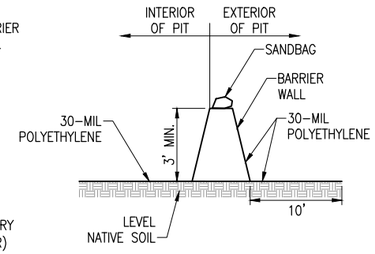


BARRICADES ARE TO BE OF IDOT TYPE I. A STEADY-BURNING OR FLASHING RED LIGHT FACING PASSING TRAFFIC IS TO BE MOUNTED ABOVE THE TOP OF EACH BARRICADE FRAME. THE BARRICADE IS TO BE STABILIZED FROM WIND BY SANDBAGS PLACED ON THE FRAME OR OTHER METHODS APPROVED BY THE RESIDENT ENGINEER. NO PART OF THE REFLECTORIZED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

DETAIL B
PAVEMENT BARRICADES



PLAN VIEW



CROSS SECTION VIEW

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

DETAILS SHOWN ARE NOT TO SCALE

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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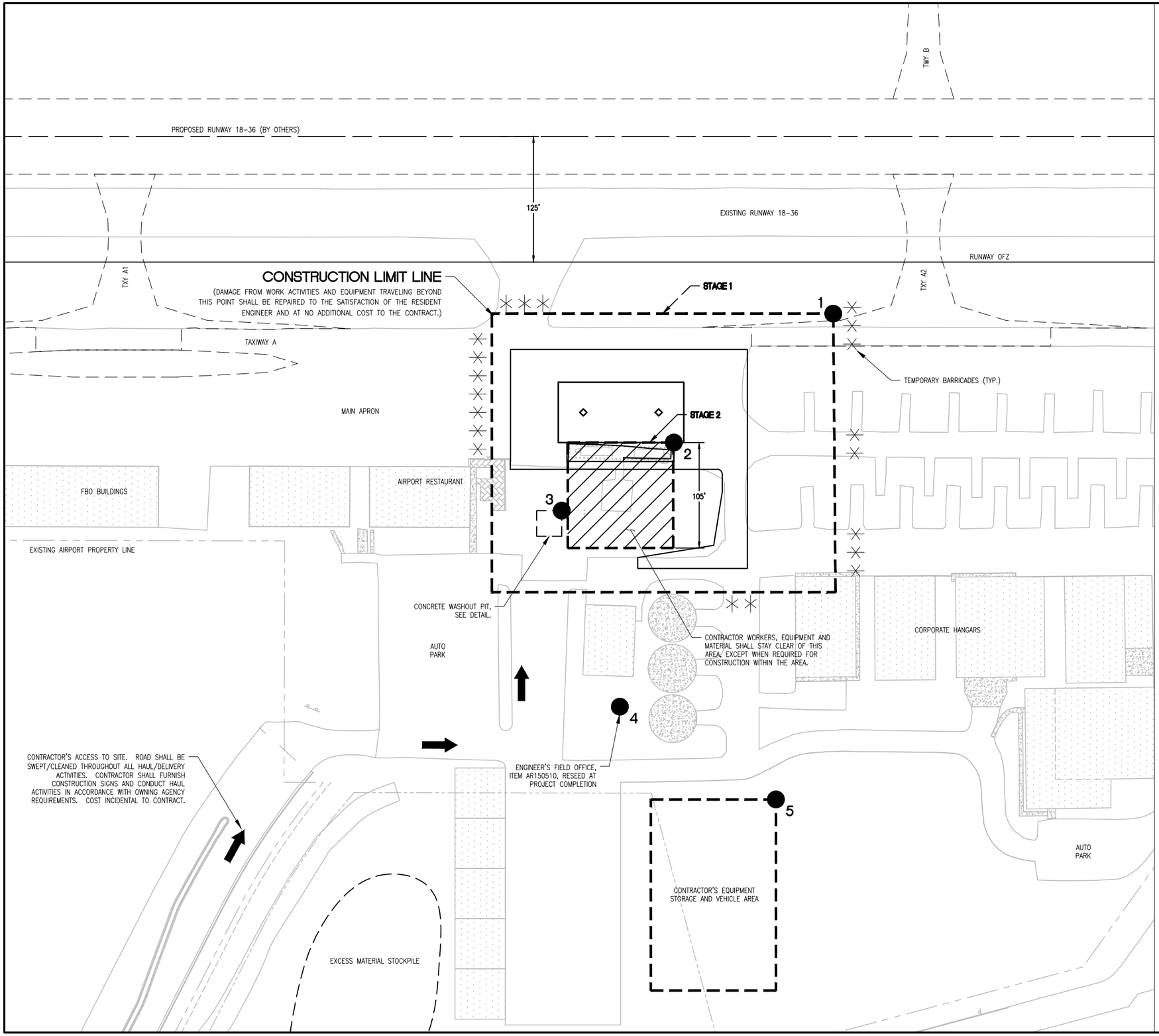
SHEET TITLE

CONSTRUCTION AND SAFETY NOTES AND DETAILS



NOTES – ALL PHASES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 18/36 AT ANY TIME DURING THE PROJECT.
3. NO CONTRACTOR EQUIPMENT, EMPLOYEES AND MATERIALS SHALL BE WITHIN 125 FEET OF THE PROPOSED RUNWAY CENTERLINE AT ANY TIME DURING THE PROJECT.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET.
6. AIRPORT SHALL ISSUE ALL NOTICES TO AIRMEN FOR CONSTRUCTION.
7. SEE CONSTRUCTION AND SAFETY NOTES.

PHASE 1 NOTES

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 1:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- REMOVAL OF EXISTING PAVEMENTS.
- PROVISION OF UNCLASSIFIED EXCAVATION.
- INSTALLATION AND CONSTRUCTION OF DRAINAGE ITEMS INCLUDING STORM SEWER AND UNDERDRAIN PIPE AND STRUCTURES.
- ADDITION OF NEW GRANULAR DRAINAGE SUBBASE, AGGREGATE BASE, HMA BASE AND SURFACE COURSES AND PCC PAVEMENT.
- PROVISION OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND EROSION CONTROL BLANKET.

PHASE 2 NOTES

- **PHASE 2 MAY BE COMPLETED CONCURRENT WITH PHASE 1 HOWEVER, IN ORDER TO MINIMIZE THE DISRUPTION TO THE AIRPORT USERS, WORK IN THE PHASE 2 AREA SHALL BE COMPLETED IN 7 CALENDAR DAYS.**

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 2:

- REMOVAL OF EXISTING PAVEMENTS.
- PROVISION OF UNCLASSIFIED EXCAVATION.
- INSTALLATION AND CONSTRUCTION OF DRAINAGE ITEMS INCLUDING STORM SEWER AND UNDERDRAIN PIPE AND STRUCTURES.
- ADDITION OF NEW GRANULAR DRAINAGE SUBBASE, AGGREGATE BASE, HMA BASE AND SURFACE COURSES AND SIDEWALK.
- TOPSOILING, SEEDING AND EROSION CONTROL BLANKET.

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

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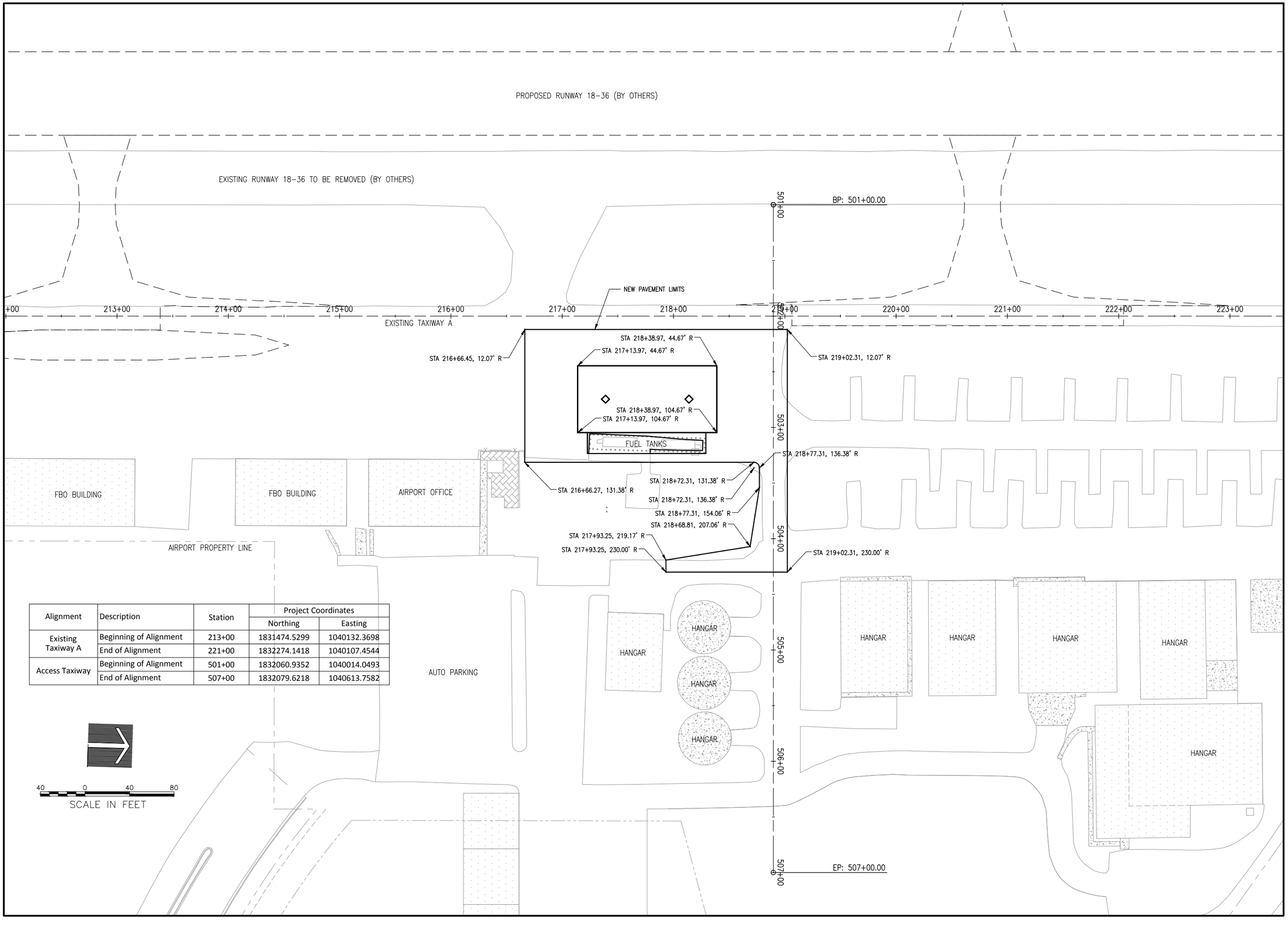
PHASING PLAN - PHASE 1 AND 2



Alignment	Description	Station	Project Coordinates	
			Northing	Easting
Existing Taxiway A	Beginning of Alignment	213+00	1831474.5299	1040132.3698
	End of Alignment	221+00	1832274.1418	1040107.4544
Access Taxiway	Beginning of Alignment	501+00	1832060.9352	1040014.0493
	End of Alignment	507+00	1832079.6218	1040613.7582

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ALIGNMENT DATA TABLE AND PAVEMENT LAYOUT

MAY 19, 2015 3:32 PM HAUSM00682
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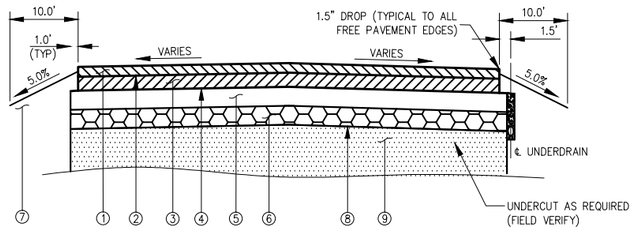


** BITUMINOUS TACK COAT SHALL BE APPLIED BETWEEN EACH LIFT OF BITUMINOUS BASE COURSE AND BETWEEN THE BITUMINOUS BASE COURSE TOP LIFT AND THE BITUMINOUS SURFACE COURSE. BITUMINOUS PRIME COAT SHALL BE APPLIED BETWEEN THE AGGREGATE BASE COURSE AND THE BITUMINOUS BASE COURSE. NO EXCEPTIONS.

TYPICAL SECTION - BITUMINOUS APRON

(SECTION SHOWN LOOKING NORTH)

① PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613

② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 (BETWEEN ALL LIFTS, .15 GALLONS/SQUARE YARD)

③ PROPOSED 4 INCH BITUMINOUS BASE COURSE, ITEM AR403613

④ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 (.30 GALLONS/SQUARE YARD)

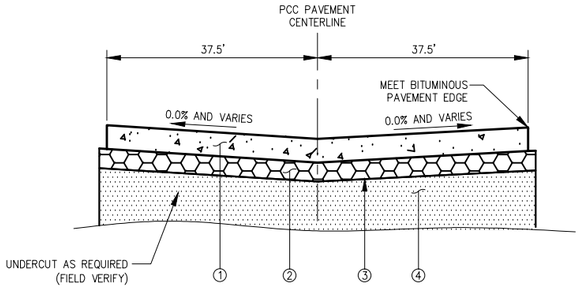
⑤ PROPOSED 6 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209606

⑥ PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800927

⑦ PROPOSED 4 INCH TOPSOIL, ITEM AR905510

⑧ PROPOSED SEPARATION FABRIC, ITEM AR156513

⑨ CA-6 AGGREGATE BACKFILL, ITEM AR800926 (AS REQUIRED, SEE UNDERCUT PLAN)



TYPICAL SECTION - PCC APRON

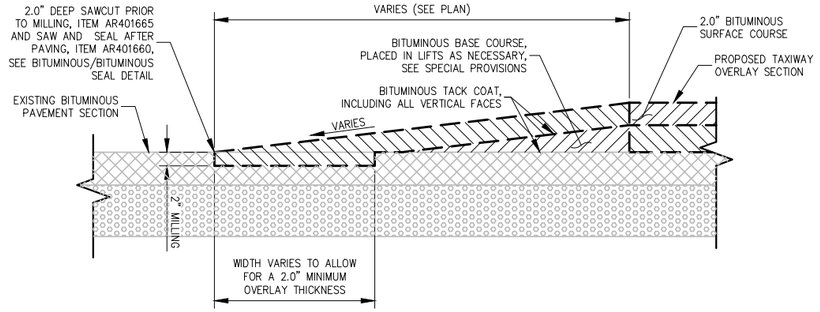
(SECTION SHOWN LOOKING WEST)

① PROPOSED 6 INCH PCC PAVEMENT, ITEM AR501506

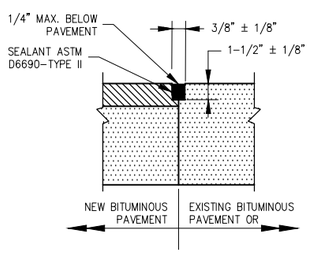
② PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800927

③ PROPOSED SEPARATION FABRIC, ITEM AR156513

④ CA-6 AGGREGATE BACKFILL, ITEM AR800926 (AS REQUIRED, SEE UNDERCUT PLAN)

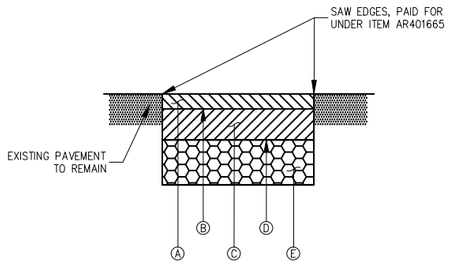


BITUMINOUS TAPER DETAIL



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

BITUMINOUS/BITUMINOUS SEAL



NOTE:
ALL WORK TO BE PAID UNDER AR401910, EXCEPT SAWING PAID UNDER AR401665.

Ⓐ PROPOSED BITUMINOUS SURFACE COURSE ITEM AR401613, 2" MIN, MATCH EXISTING

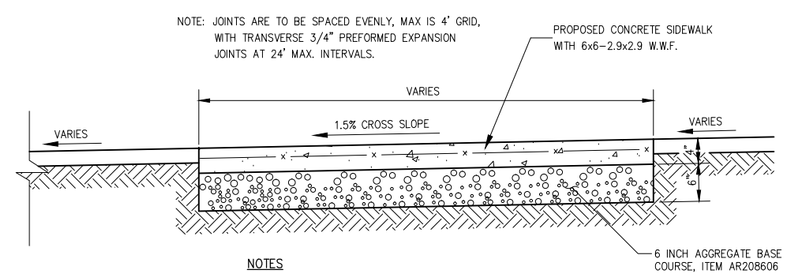
Ⓑ PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 (BETWEEN ALL LIFTS, .15 GALLONS/SQUARE YARD)

Ⓒ PROPOSED BITUMINOUS BASE COURSE ITEM AR403613, 2" MIN, MATCH EXISTING

Ⓓ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 (.30 GALLONS/SQUARE YARD)

Ⓔ PROPOSED CRUSHED AGGREGATE BASE COURSE ITEM AR209606, 6" MIN, MATCH EXISTING

REMOVE AND REPLACE BITUMINOUS PAVEMENT



NOTES

1. 3/4" PREFORMED JOINT FILLER TO BE USED IN ALL LOCATIONS WHERE SIDEWALK IS ADJACENT TO EXISTING PAVEMENT.
2. SIDEWALK SHALL BE SET AT 2 INCHES ABOVE EXISTING GRADE AND SLOPED TRANSVERSELY TO MEET FENCE GRADE.

SIDEWALK CROSS SECTION DETAIL

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

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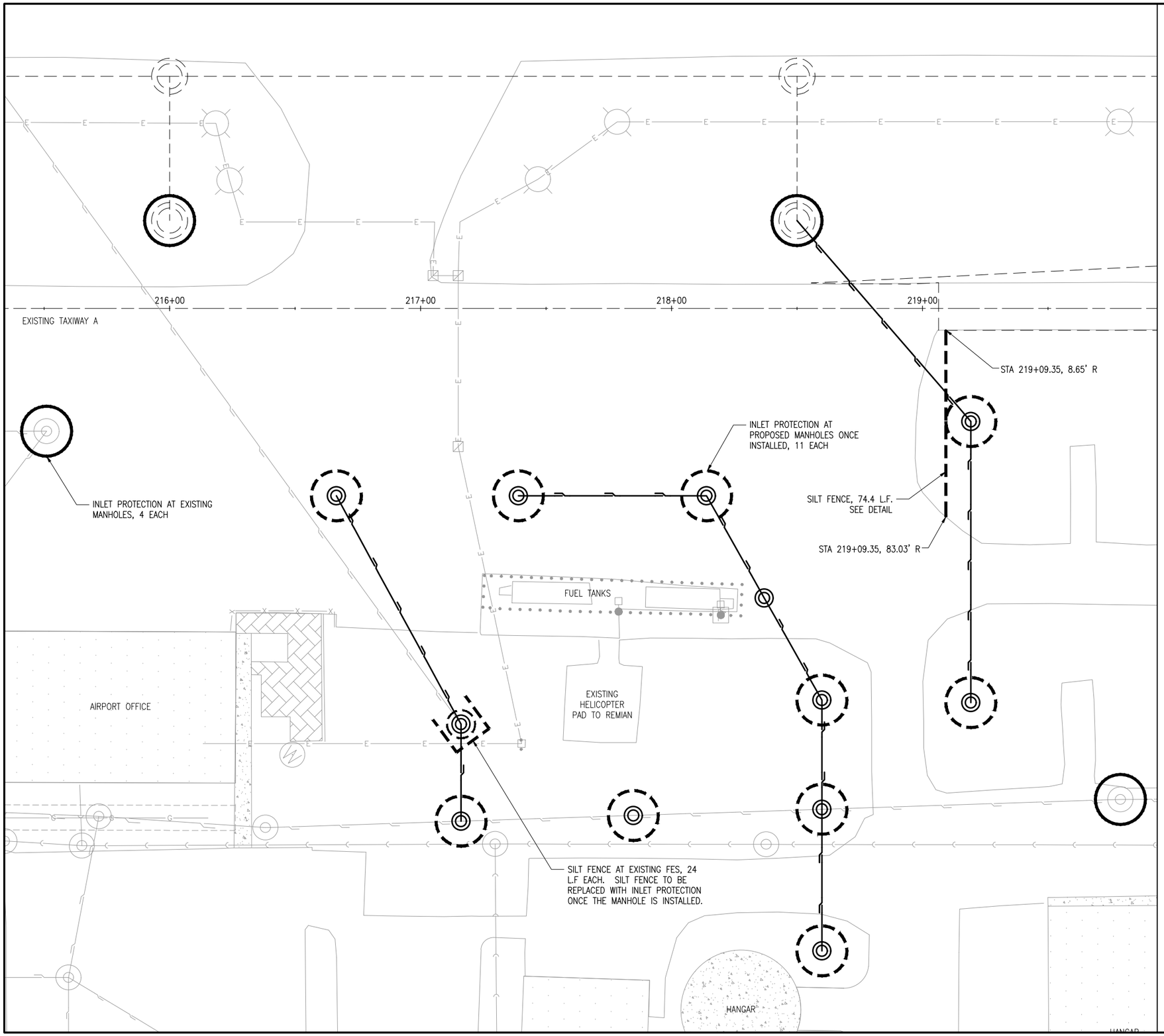
TYPICAL SECTIONS AND PAVEMENT DETAILS



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SCALE IN FEET

LEGEND:

- PROPOSED INLET PROTECTION AT EXISTING STRUCTURES
- PROPOSED INLET PROTECTION AT NEW STRUCTURES
- PROPOSED STORM SEWER MANHOLE
- EXISTING STORM SEWER INLET
- PROPOSED SILT FENCE

NOTES:

1. STOCKPILES ARE TO BE REMOVED AT THE END OF EACH WORKING DAY OR SHALL BE STABILIZED WITH TEMPORARY EROSION CONTROL MEASURES.

CONSTRUCTION SEQUENCING:

1. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SE/SC MEASURES INCLUDING SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION
2. SILT FENCE INSTALLATION
3. SITE WORK INCLUDING EXCAVATION, PAVING AND DRAINAGE ITEMS
4. GRADE AS SHOWN IN PLANS
5. PERMANENT SEED AND MULCH AREAS AFTER GRADING AS COMPLETED
6. PERMANENTLY STABILIZE AREAS
7. REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION

NOTES:
SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR, AT A MINIMUM, EVERY WEEK OR AFTER EVERY ½ INCH OR GREATER RAINFALL EVENT.

CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL THE SITE IS TURNED OVER. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.

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SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN

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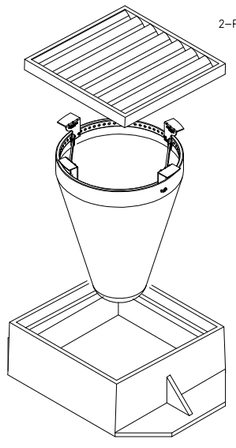
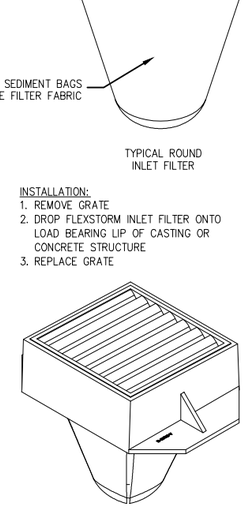
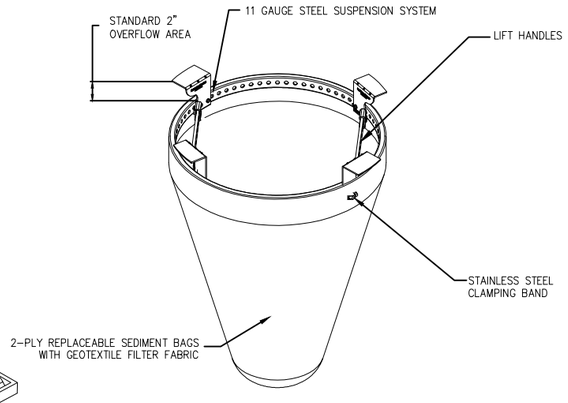






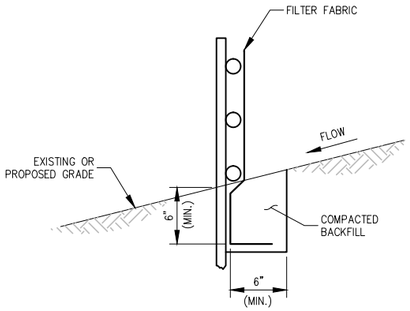
TYPICAL ROUND INLET FILTER

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

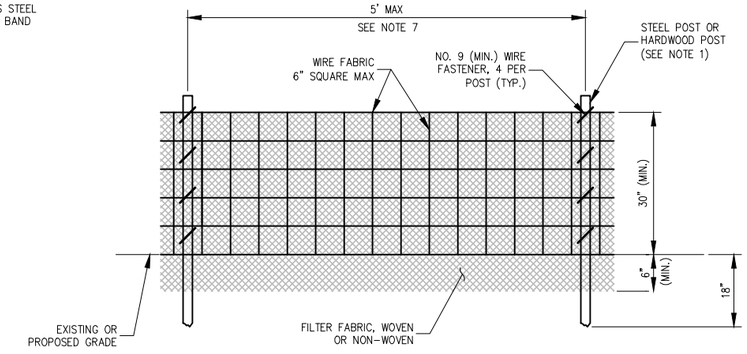
NOTES:

1. FILTER FABRIC INLET PROTECETION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, IPP FLEXSTORM BY EROTEX OR 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 NO. 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



FABRIC ANCHOR DETAIL



ELEVATION

NOTES:

1. SILT FENCE SHALL BE WOVEN AND WILL AT A MINIMUM MEET AASHTO M288 SPECIFICATIONS FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION. OTHER PROPERTIES OF SILT FENCE SHALL MEET AASHTO M288 UNLESS OTHERWISE STATED IN THESE PLANS OR SPECIAL PROVISIONS.
2. FENCE POST SHALL BE EITHER STEEL "T" 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.
3. 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.
4. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
5. 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.
6. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
7. 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).
8. A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
9. 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.
10. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
11. 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.
12. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
13. 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).
14. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
15. 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

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. AREA OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.

E. EROSION BLANKET SHALL BE REQUIRED ON ALL DISTURBED AREA.

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.

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.

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

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		DES	DWN	REV

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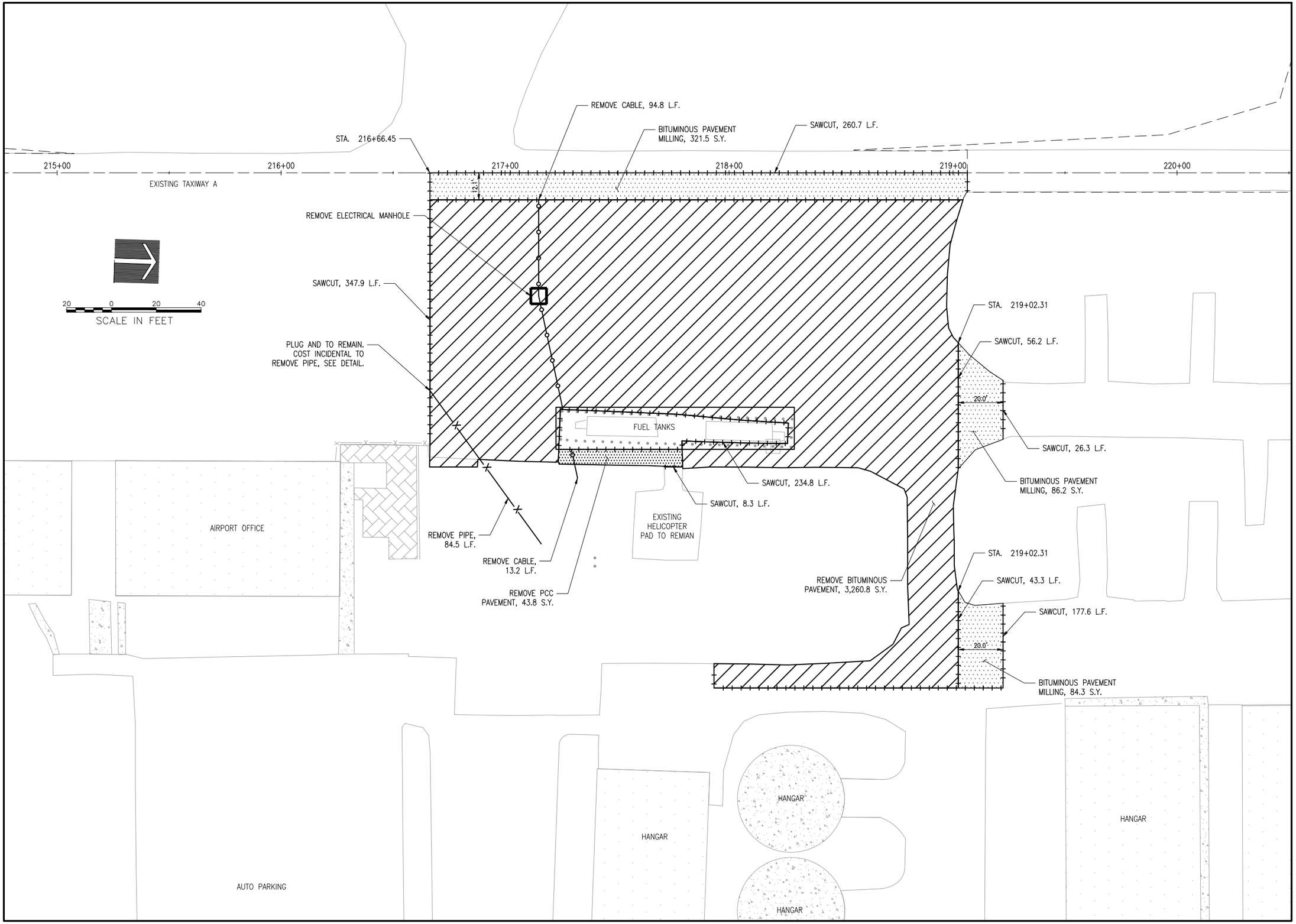
SHEET TITLE

STORM WATER POLLUTION PREVENTION DETAILS



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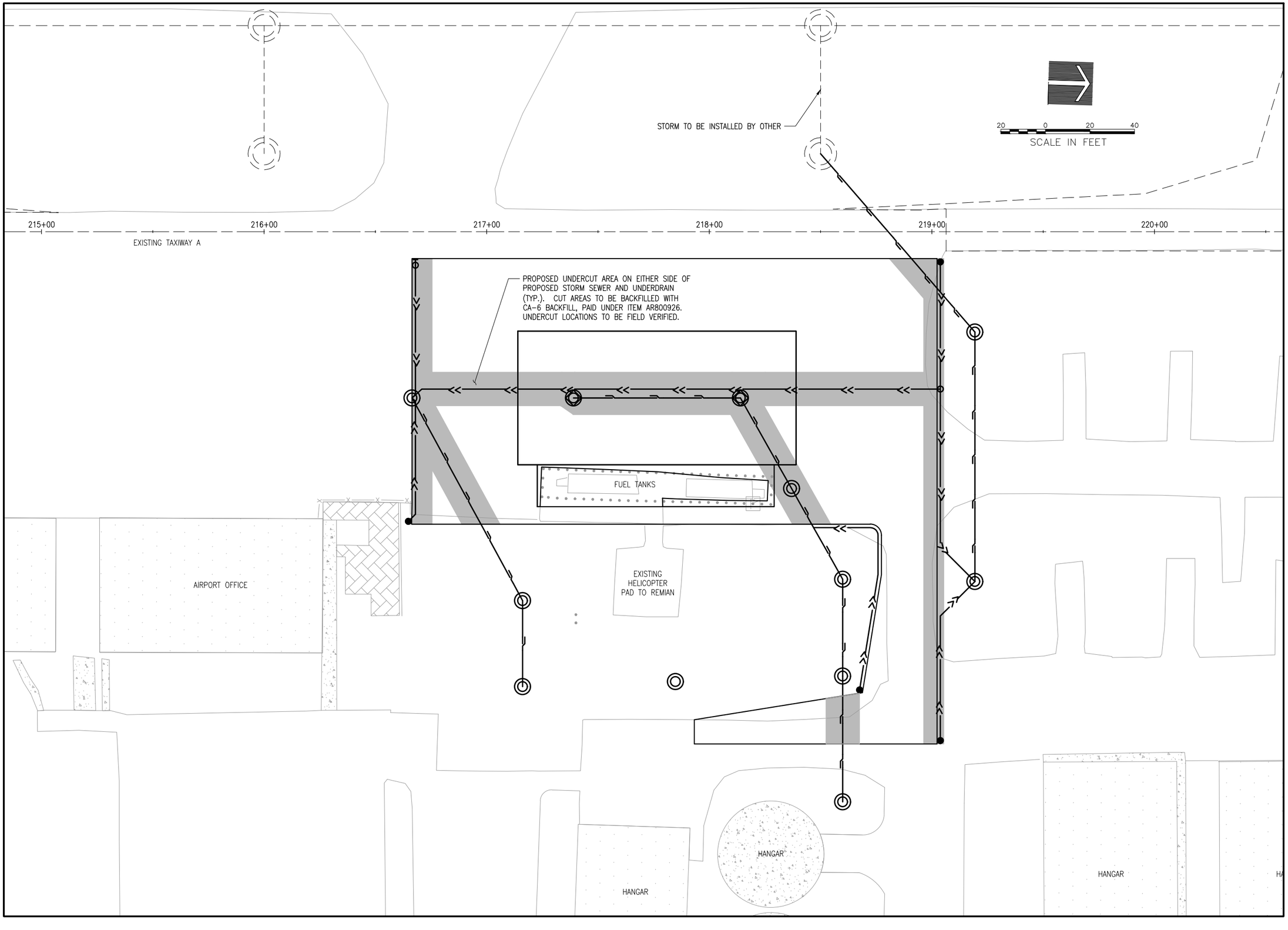
REMOVAL PLAN



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UNDERCUT PLAN

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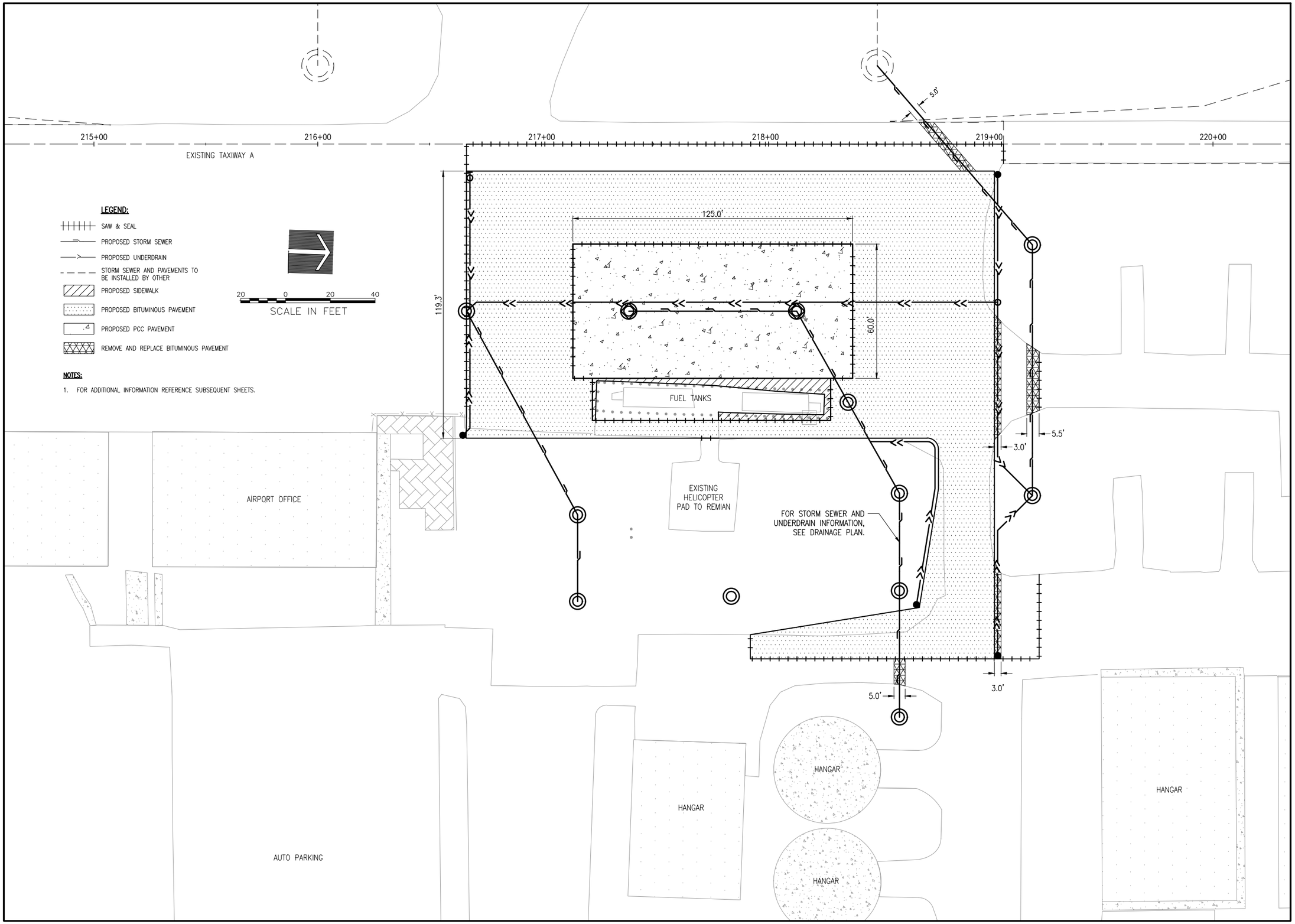

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PROPOSED PLAN

EARTHWORK SUMMARY IN CUBIC YARDS		
CUT		
Undercut	905	
Suitable Material	1,663	
TOTAL UNCLASSIFIED CUT		2,568
SUITABLE FILL		
Fill	76	
Shrink (25%)	19	
TOTAL SUITABLE FILL		95
TOPSOIL FILL		
Topsoil from On Site	325	
TOTAL TOPSOIL REQUIRED		325
CA-6 AGGREGATE BACKFILL	905	
Excess Material to be Hauled and Placed at On-Site location (See Sheet 3)*		**2,148**

* Haul and disposal costs are incidental to Unclassified Excavation.

20 0 20 40

SCALE IN FEET

NOTES:

1. SEE TYPICAL SECTIONS AND CROSS SECTIONS.

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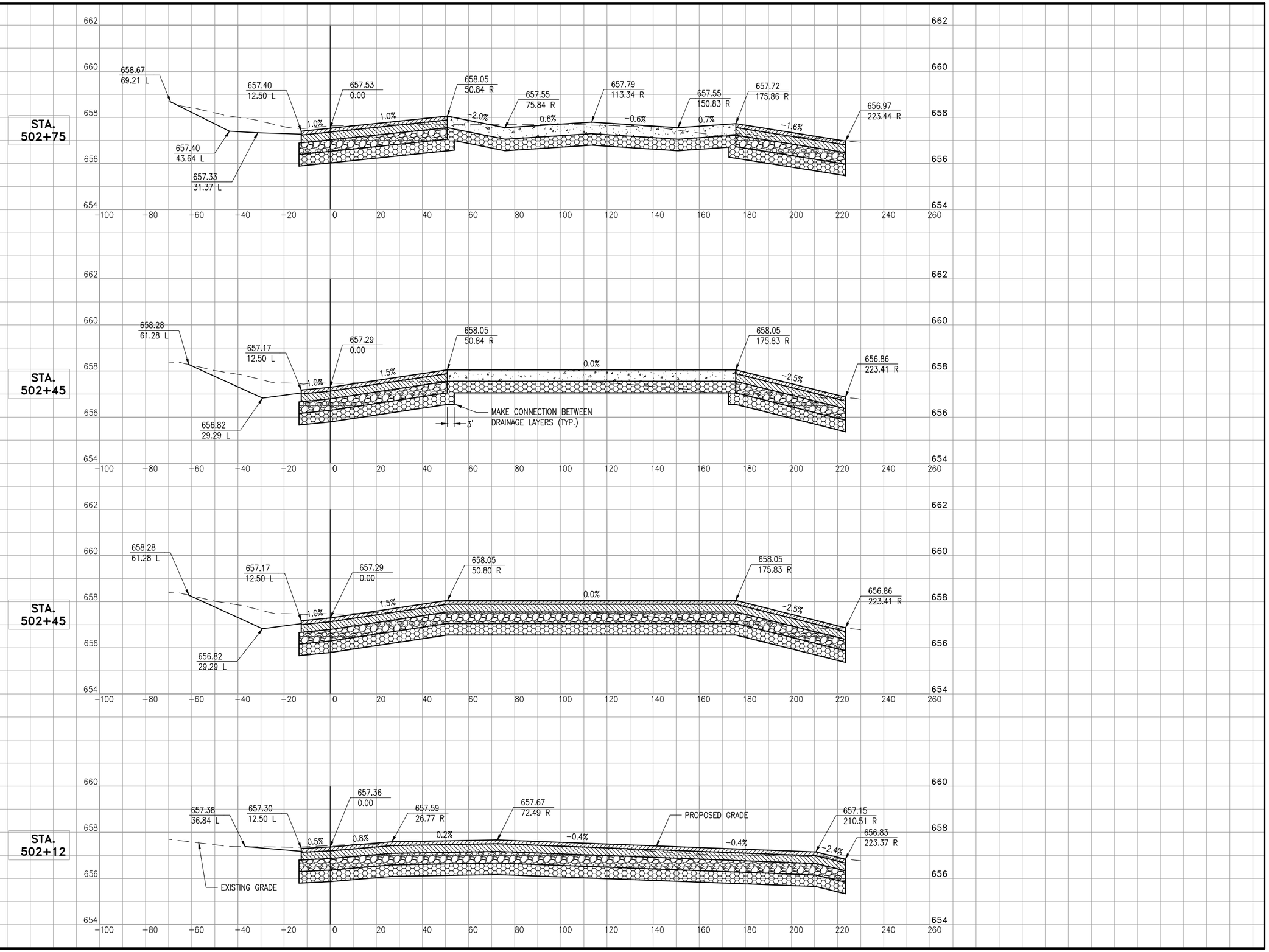
GRADING PLAN



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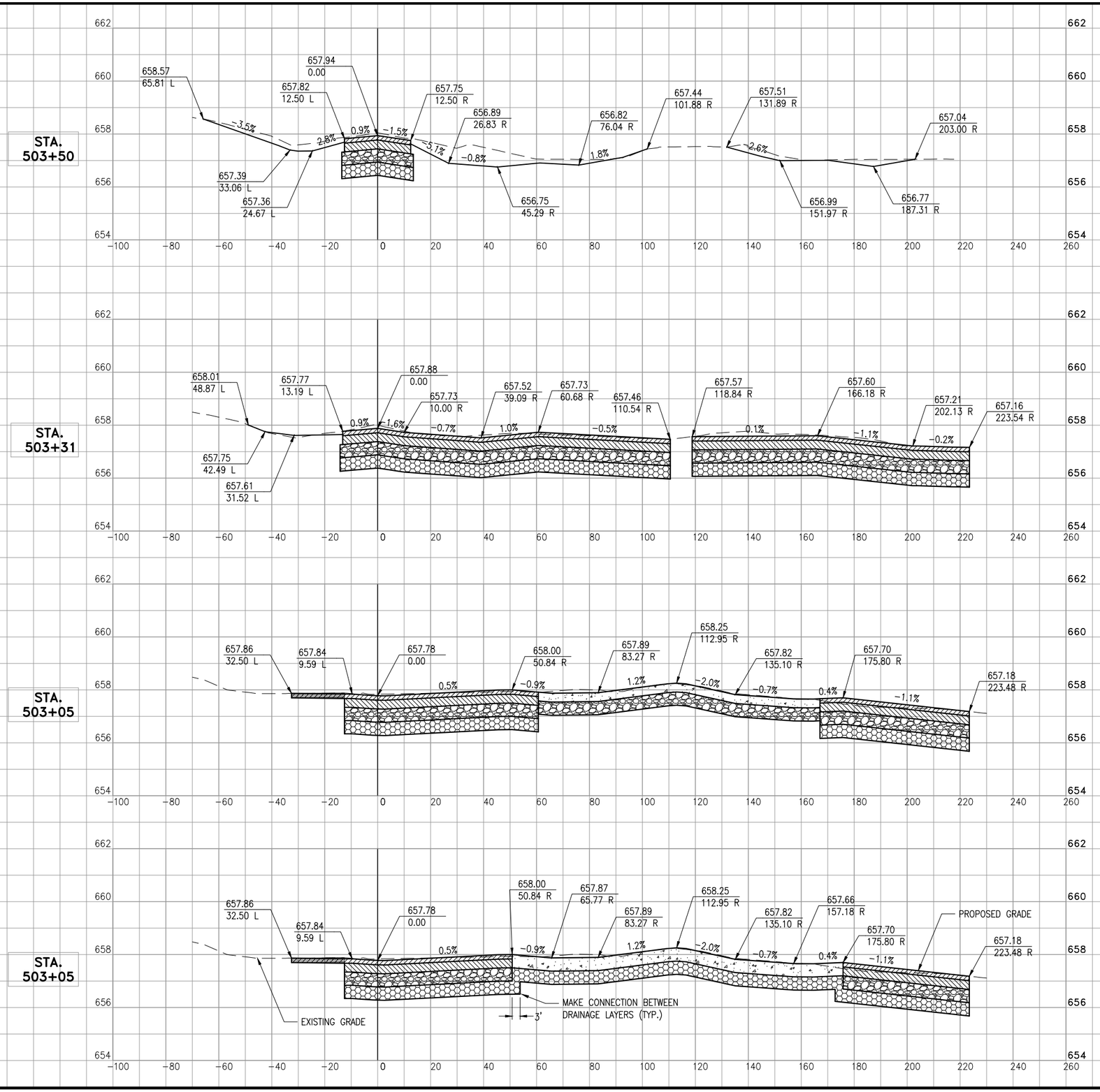
CROSS SECTIONS ACCESS TAXIWAY ALIGNMENT



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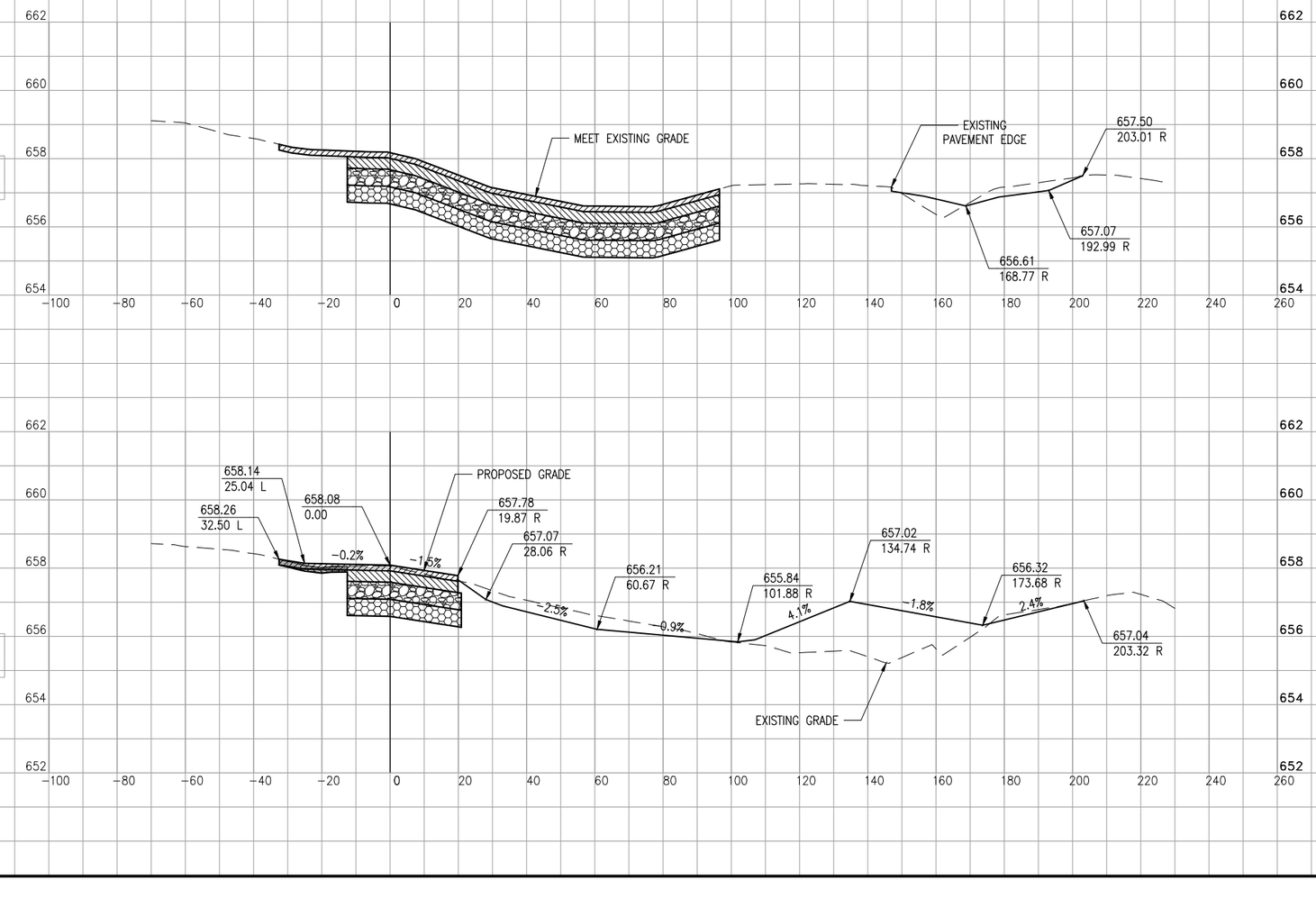

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CROSS SECTIONS ACCESS TAXIWAY ALIGNMENT

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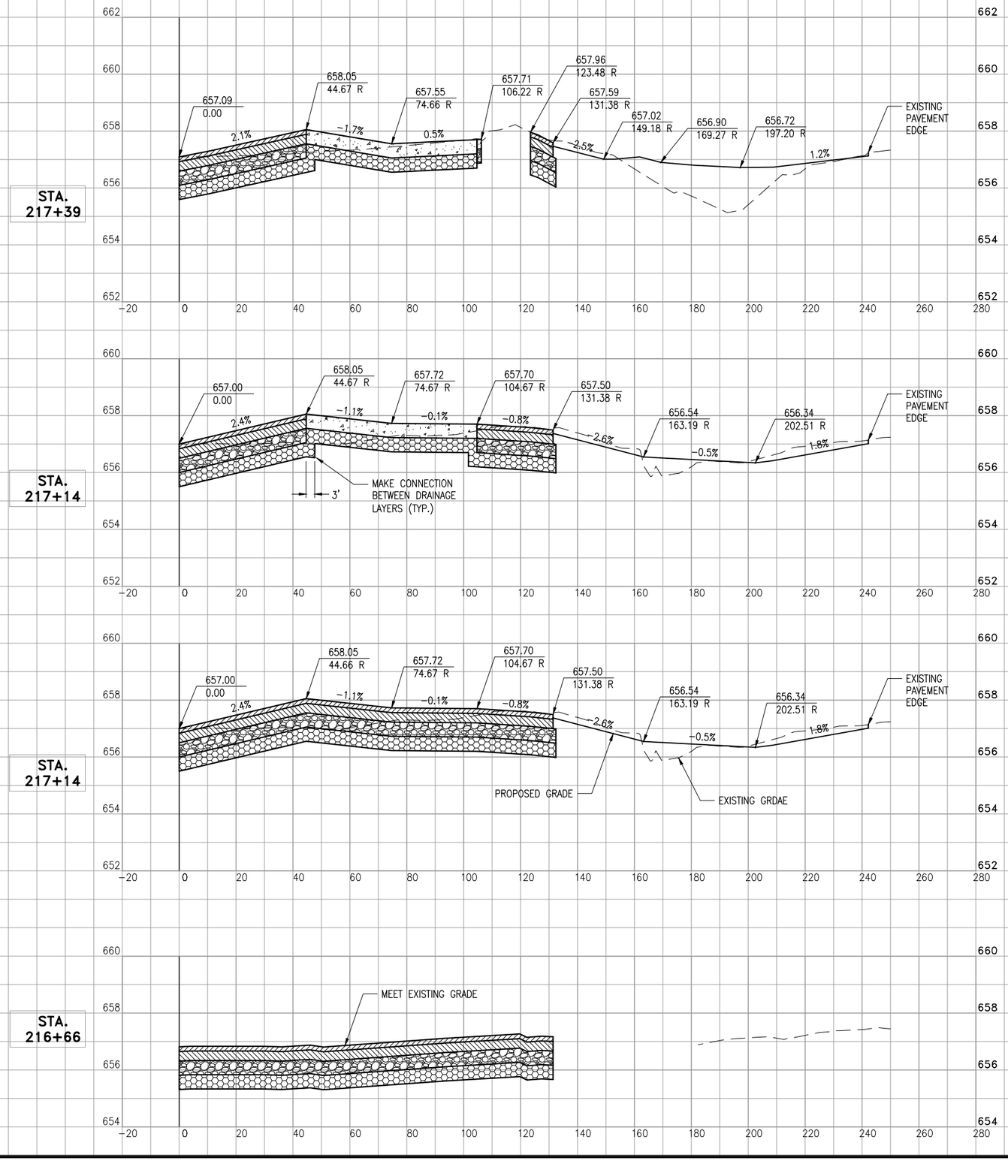

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CROSS SECTIONS APRON ALIGNMENT

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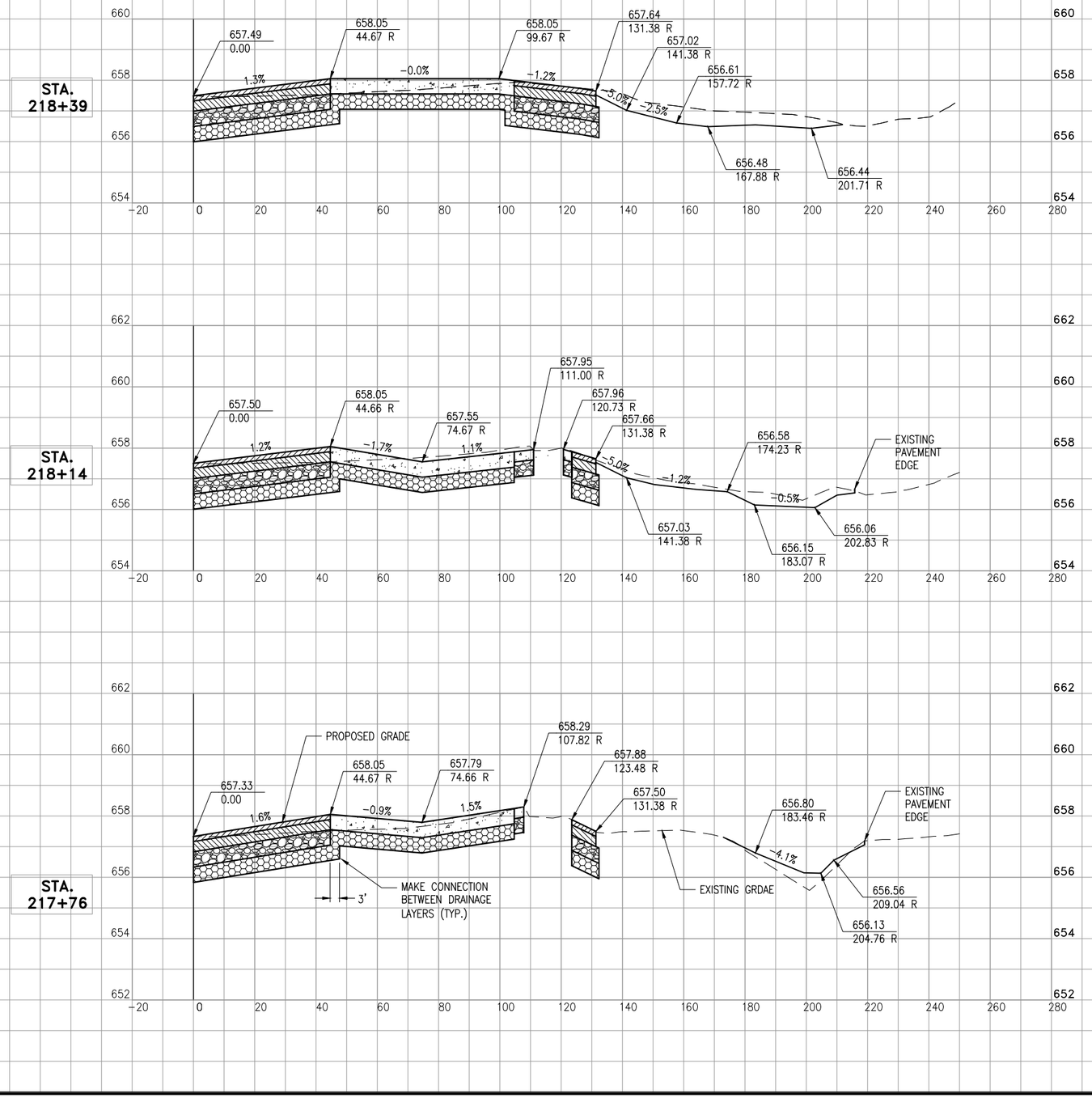

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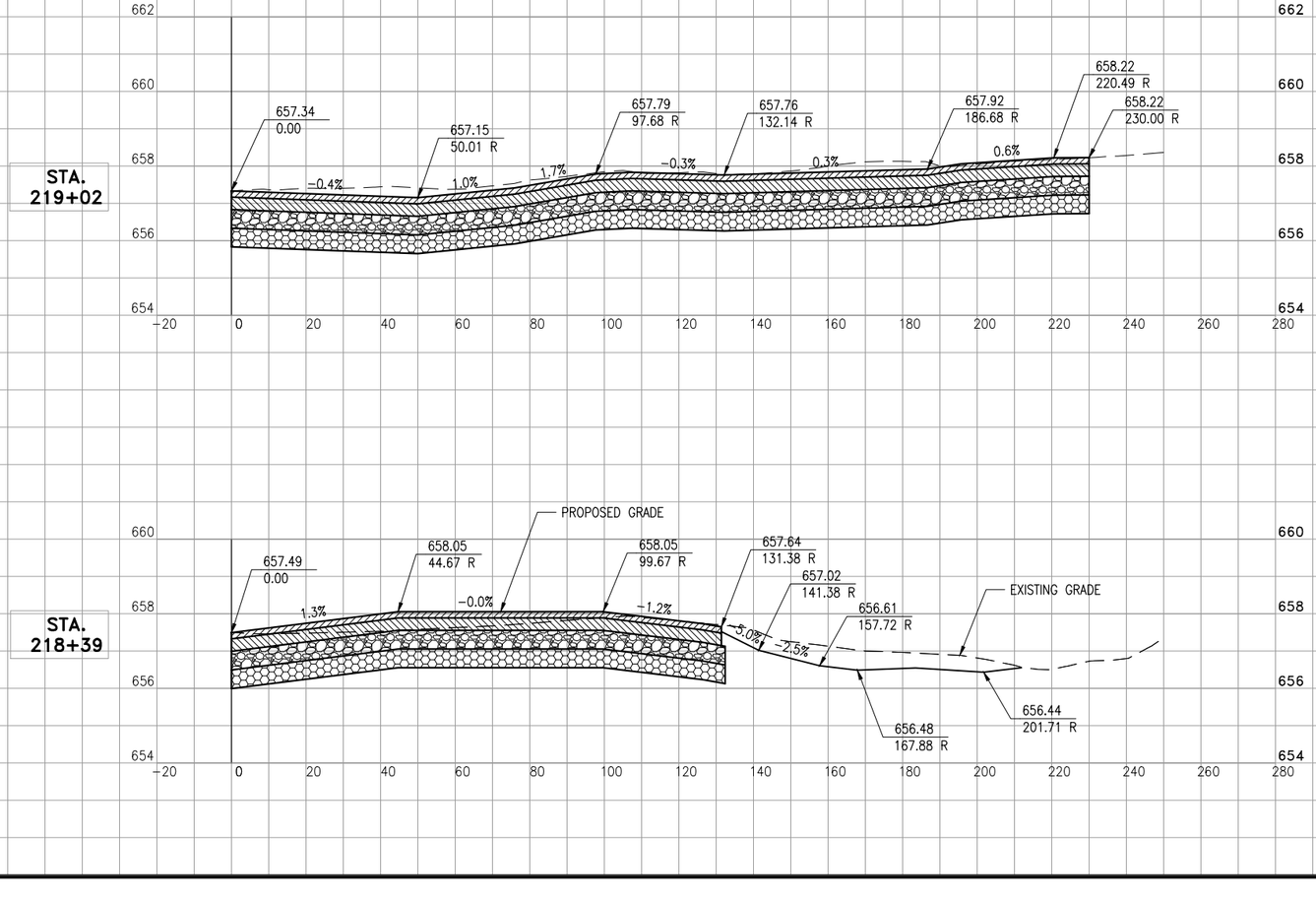

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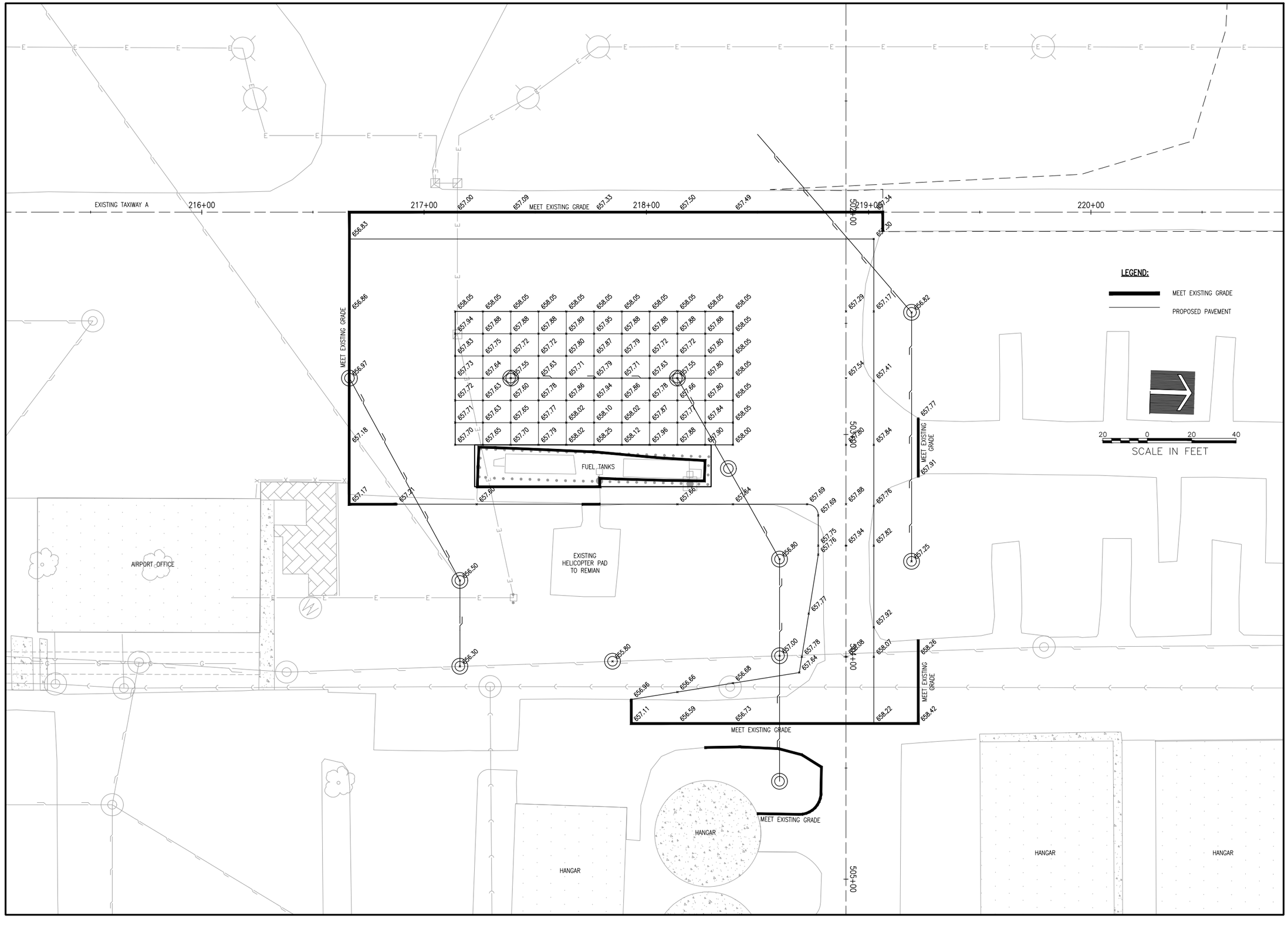

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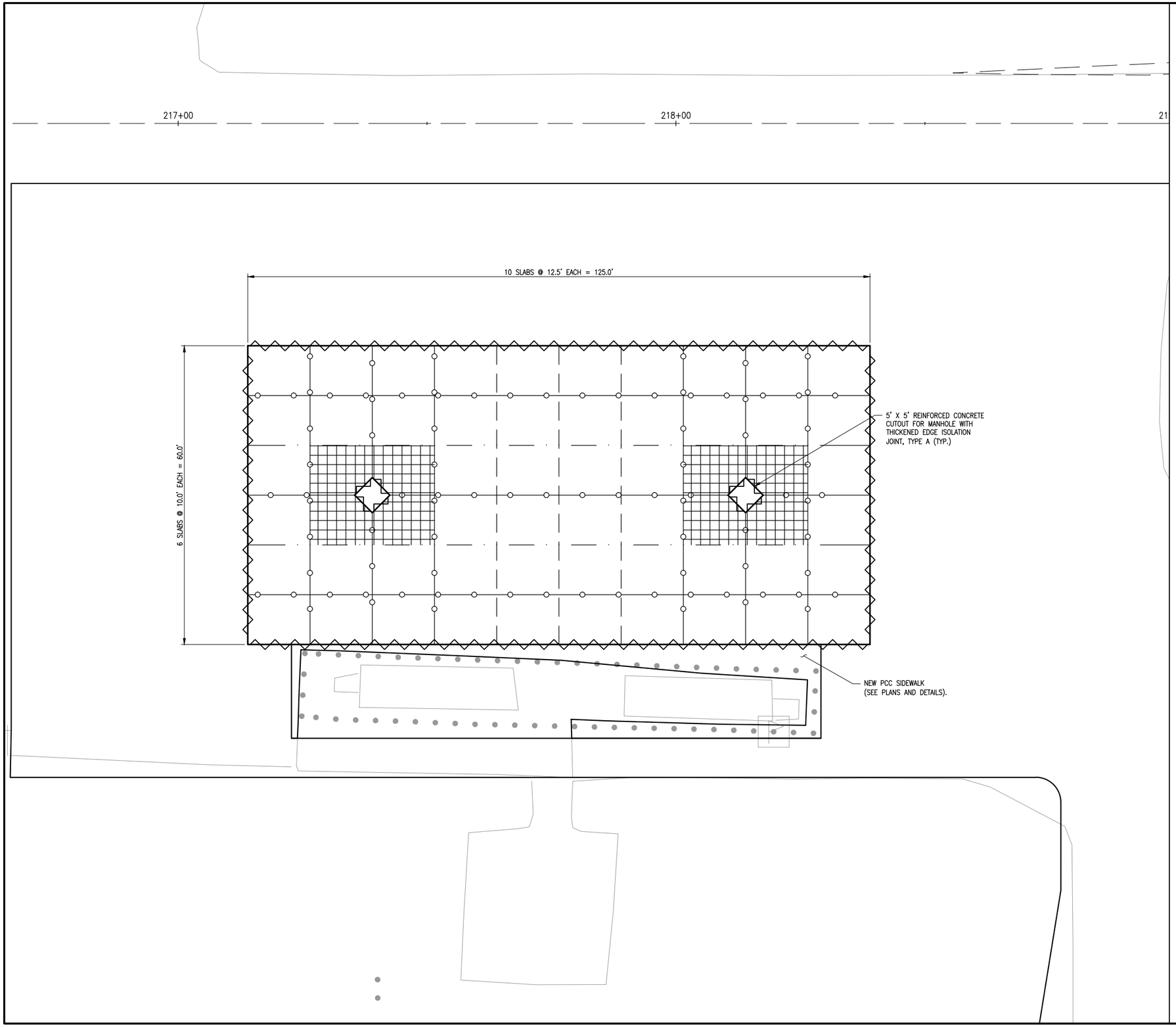
STAKING PLAN



NOTES:

1. ALL WELDED WIRE FABRIC TO BE 12" X 12"– W5 X W5, WITH 65,000 PSI YIELD STRENGTH. WIRE SIZE AND SPACING MAY BE ALTERED AS LONG AS A MINIMUM W4 WIRE SIZE IS USED AND THE SECTIONAL AREA IS A MINIMUM OF 0.05 SQUARE INCHES PER FOOT AND 12" MAX WIRE SPACING.
2. EDGE SPACING FOR THE WELDED WIRE FABRIC TO BE THREE (3) INCHES. A MINIMUM OF THREE (3) WIRES ARE TO BE PROVIDED IN ANY ONE DIRECTION IN EACH SLAB.
3. WELDED WIRE FABRIC, JOINT REINFORCING, JOINT EXPANSION MATERIAL AND JOINT SAWING AND SEALING ARE INCIDENTAL TO P.C.C. PAVEMENT.
4. SEE STAKING PLAN FOR ELEVATIONS.

LEGEND:

- TYPE A – THICKENED EDGE ISOLATION JOINT
- TYPE B – HINGED CONTRACTION JOINT
- TYPE D – DUMMY CONTRACTION JOINT
- TYPE E – DOWELED CONSTRUCTION JOINT
- JOINT REINFORCING (WWF)

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JOINTING PLAN

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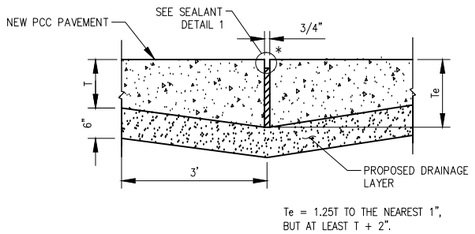
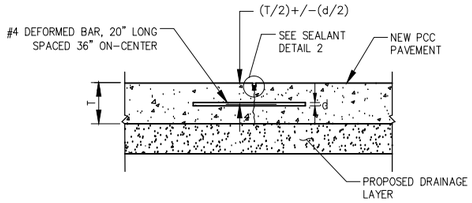
IDA No: 1C5-4416

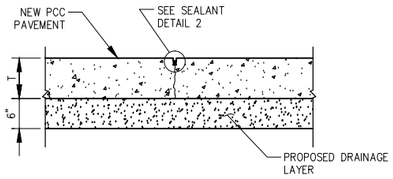
Contract No: BO004



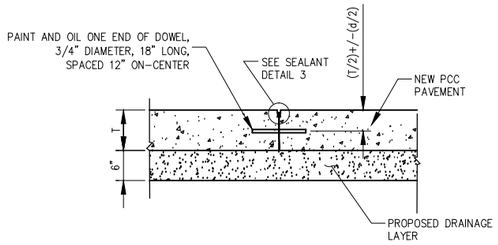
TYPE A - THICKENED EDGE ISOLATION JOINT



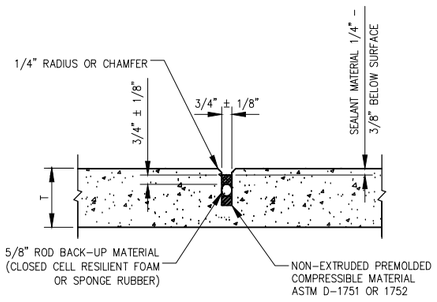
TYPE B - HINGED CONTRACTION JOINT



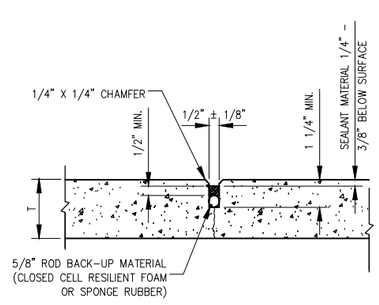
TYPE D - DUMMY CONTRACTION JOINT



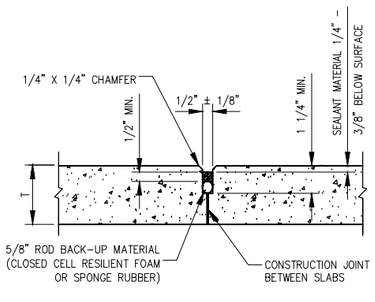
TYPE E - DOWELED CONSTRUCTION JOINT



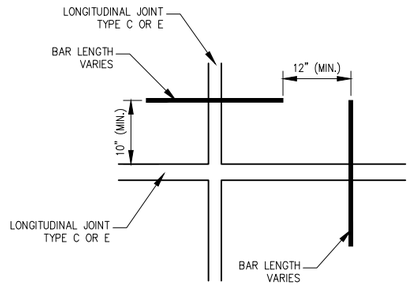
DETAIL 1 - SEALANT



DETAIL 2 - SEALANT

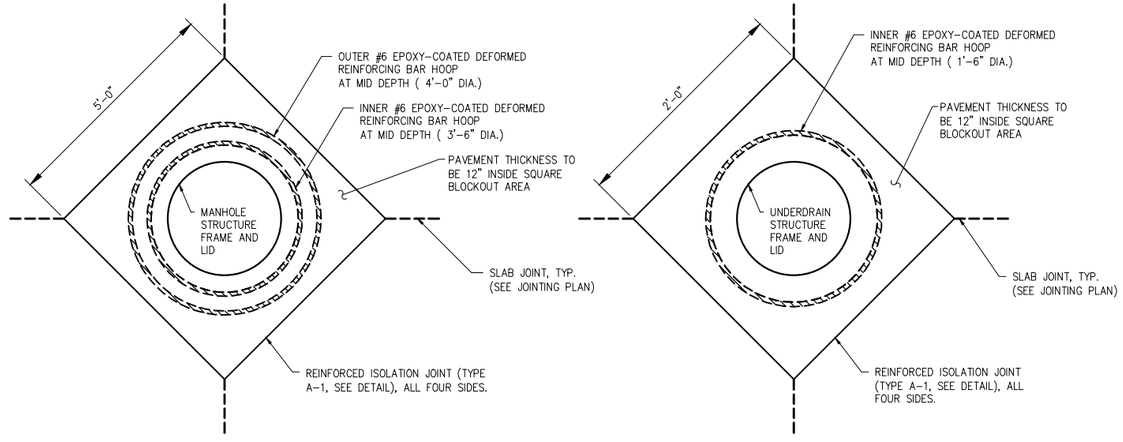


DETAIL 3 - SEALANT



POSITION OF DOWELS AT EDGE OF JOINT TYPE C OR E.

DOWEL PLAN VIEW



FRAMING NOTES

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

JOINTING AND REINFORCING AT MANHOLES AND UNDERDRAIN STRUCTURES

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

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		DES	DWN	REV

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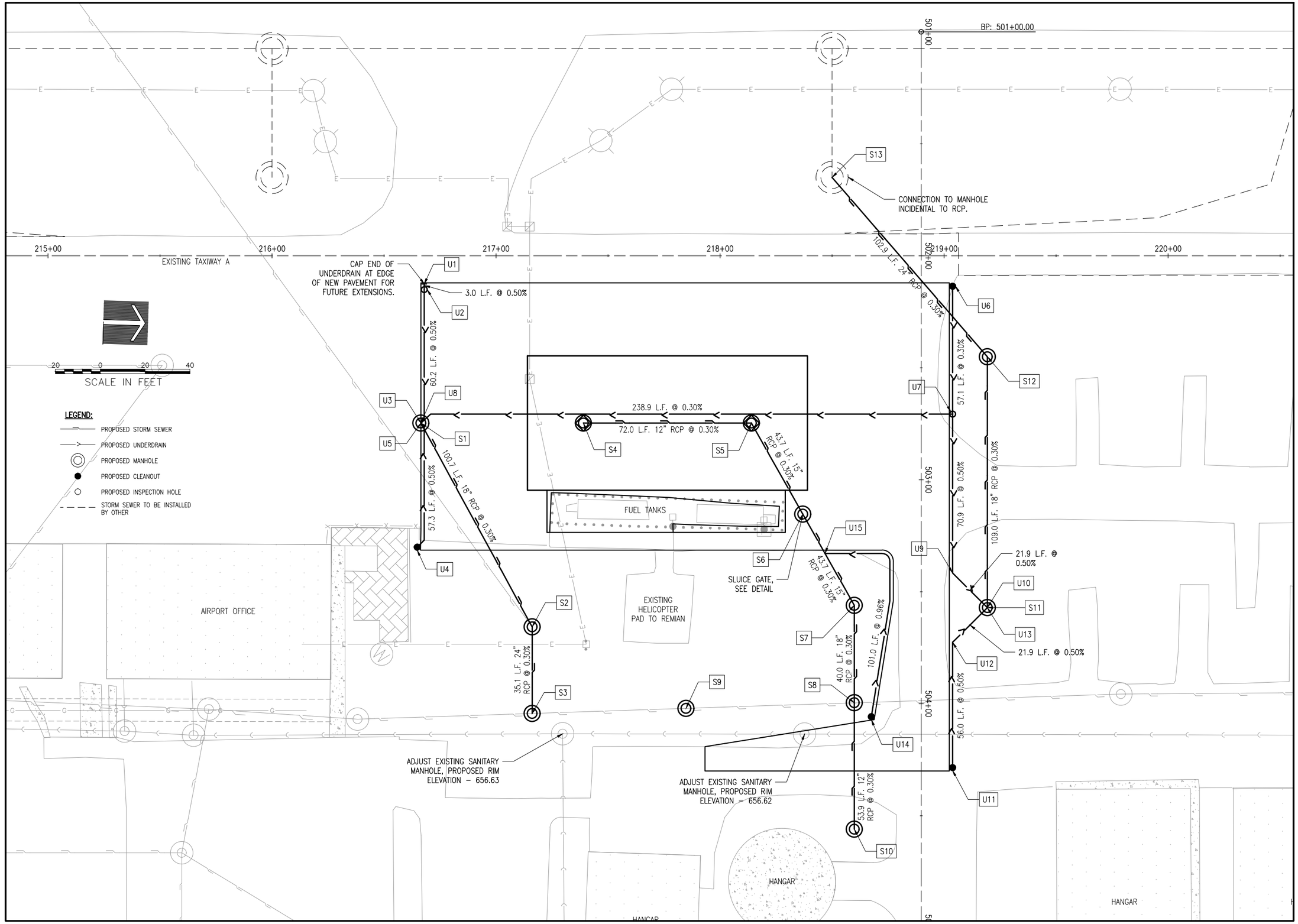
DESIGN BY: LDH 2/18/15
DRAWN BY: LDH 2/18/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

JOINTING DETAILS



MAY 19, 2015 3:38 PM HAUSM00682
I:\14JOBS\14A01\45\14A0145\DRAWINGS\SHEETS\23-DRAINAGE.DWG

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SHEET TITLE

DRAINAGE PLAN

UNDERDRAIN SCHEDULE

Structure	Station	Offset		Type	Rim El.	Invert El.	Pay Length	Slope %
U1	502+12.07	221.85	RT	Capped End	---	654.39		
							3.0	0.50
U2	502+15.07	221.85	RT	Inspection Hole	656.87	654.37		
							60.2	0.50
U3	502+74.67	223.35	RT	RCP Connection	---	654.07		
U4	503+30.07	225.01	RT	Cleanout	657.10	654.60		
							57.3	0.50
U5	502+74.67	223.35	RT	RCP Connection	---	654.31		
U6	502+13.57	14.00	LT	Cleanout	657.16	655.16		
							57.1	0.30
U7	502+70.67	14.00	LT	Inspection Hole	657.22	654.99		
							238.9	0.30
U8	502+74.67	223.35	RT	RCP Connection	---	654.27		
U7	502+70.67	14.00	LT	Inspection Hole	657.22	654.99		
							70.9	0.50
U9	503+41.59	14.00	LT	Direction Change	---	654.64		
							21.9	0.50
U10	503+57.07	29.50	LT	RCP Connection	---	654.53		
U11	504+28.50	14.00	LT	Cleanout	658.22	655.72		
							56.0	0.50
U12	503+72.55	14.00	LT	Direction Change	---	655.44		
							21.9	0.50
U13	503+57.07	29.50	LT	RCP Connection	---	655.33		
U14	504+05.75	22.31	RT	Cleanout	657.43	654.93		
							101.0	0.96
U15	503+32.88	42.97	RT	RCP Connection	---	653.96		

NOTES

1. ADJUST RIM ELEVATION AS NECESSARY TO MATCH PROPOSED GRADE.
2. FOR CONNECTIONS TO EXISTING PIPE, EXISTING PIPE TO BE CLEARED OUT AND CLEANED PRIOR TO PLACEMENT OF NEW PIPE OR STRUCTURE.
3. SEE DETAILS FOR ADDITIONAL MANHOLE INFORMATION.
4. ADJUSTING RINGS, 12–INCH MAX., NO MORE THAN TWO RINGS ALLOWED.
5. ALL MANHOLES TO HAVE FLAT SLAB TOP, SEE DETAIL.
6. COST OF CONNECTIONS TO MANHOLES, INLETS, AND R.C.P. ARE INCIDENTAL. CONNECTIONS AT MANHOLES/INLETS SHALL BE PRECAST WITH STRUCTURES OR CORED.
7. ALL FRAMES AND ADJUSTING RINGS SHALL BE MORTARED.
8. ALL MANHOLE AND INLET STRUCTURES TO BE PRECAST.
9. BOLTS AND WASHERS FOR BOLTED ASSEMBLIES SHALL BE STAINLESS STEEL.
10. NEENAH FRAME NUMBERS SHOWN. OTHER APPROVED EQUAL MANUFACTURER'S ARE ALLOWED.

NOTE
MANHOLES AND INLETS ARE LOCATED TO THE ℄ OF THE FRAME AND GRATE. THE CONTRACTOR IS RESPONSIBLE FOR FABRICATING AND OFFSETTING THE STRUCTURES AS NEEDED TO ALLOW FOR PROPER PLACEMENT OF THE FRAME AND GRATE.

STORM SEWER SCHEDULE

Structure	Station	Offset		Type	Rim El.	Invert El.		Pipe Pay Length	Size	Type	Slope %
S1	502+74.67	223.4	RT	MH (4' Dia)	656.97	NE	653.00				
								100.7	18.0	RCP	0.30
S2	503+65.67	173.7	RT	MH (4' Dia)	656.50	SW	652.69				
						E	652.59				
								35.1	24.0	RCP	0.30
S3	504+04.31	173.7	RT	MH (6' Dia)	656.30	W	652.48				
						N	648.85				
						S	648.85				
S4	502+74.67	150.8	RT	Stormceptor (6' Dia)	657.55	N	653.55				
								71.0	12.0	RCP	0.30
S5	502+74.67	75.8	RT	Stormceptor (6' Dia)	657.55	S	653.33				
						NE	653.23				
								43.2	15.0	RCP	0.30
S6	503+15.37	52.9	RT	MH (4' Dia)	657.90	SW	653.10				
						NE	653.00				
								43.7	15.0	RCP	0.30
S7	503+56.06	29.9	RT	MH (4' Dia)	656.80	SW	652.87				
						E	652.77				
								40.0	18.0	RCP	0.30
S8	503+99.57	29.9	RT	MH (6' Dia)	657.00	W	652.65				
						N	649.56				
						S	649.56				
S10	504+56.00	29.9	RT	Inlet Type A (2' Dia)	657.00	W	652.67				
								53.9	12.0	RCP	0.30
S8	503+99.57	29.9	RT	MH (6' Dia)	657.00	E	652.50				
						N	649.56				
						S	649.56				
S9	504+02.05	105.0	RT	MH (5' Dia)	655.80	N	649.20				
						S	649.20				
S11	503+57.07	29.5	LT	MH (4' Dia)	657.25	W	652.20				
								109.0	18.0	RCP	0.30
S12	502+45.07	29.5	LT	MH (4' Dia)	656.82	E	651.87				
						SW	651.77				
								102.9	24.0	RCP	0.30
S13	501+65.00	39.8	RT	Existing MH	654.95	NE	651.47				

FRAME AND LID SCHEDULE

Structure Number	Structure Type	Diameter "D" (in.)	Frame Height (in.)	Grate Diameter (in.)	Frame Type (Neenah)	Cover/Grate (Neenah)
S1	Manhole	48	9	32 3/8	R-3492-A1	Type G
S2	Manhole	48	10	32	R-2255	Type G
S3	Manhole	72	10	38	R-2250	Type G
S4	Stormceptor	72	9	32 3/8	R-3492-A1	Type G
S5	Stormceptor	72	9	32 3/8	R-3492-A1	Type G
S6	Manhole	48	4	32 x 32	R-3498-P2S	Solid Lid
S7	Manhole	48	10	32	R-2255	Type G
S8	Manhole	72	10	38	R-2250	Closed Lid
S9	Manhole	60	10	38	R-2250	Type G
S10	Inlet Type A	24	7	25-3/4	R-2390	Type C
S11	Manhole	48	10	32	R-2255	Type G
S12	Manhole	48	10	32	R-2255	Type G

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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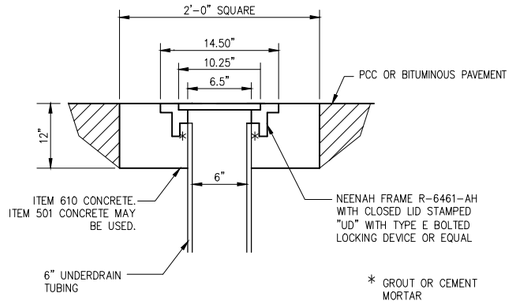
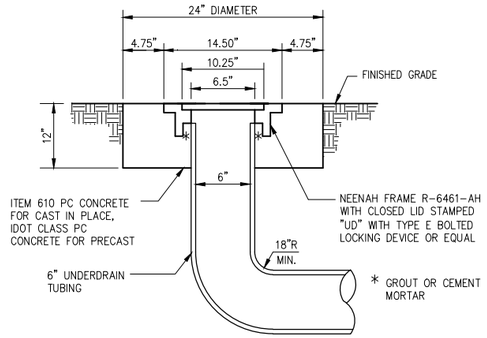
REVIEWED BY: RMH 4/16/15

SHEET TITLE

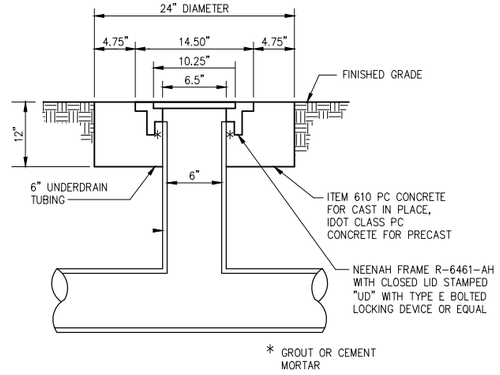
DRAINAGE SCHEDULES



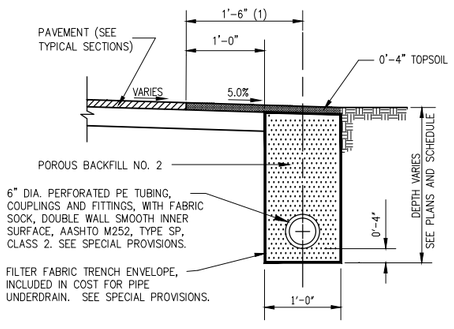
IN-PAVEMENT UNDERDRAIN STRUCTURE



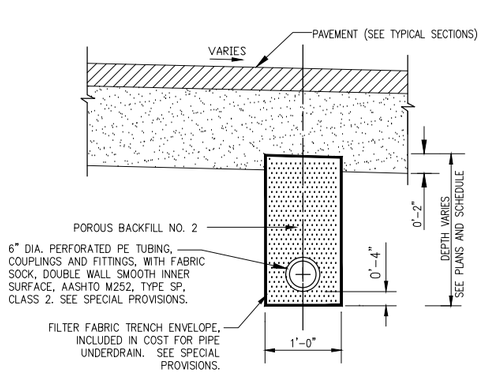
UNDERDRAIN CLEANOUT



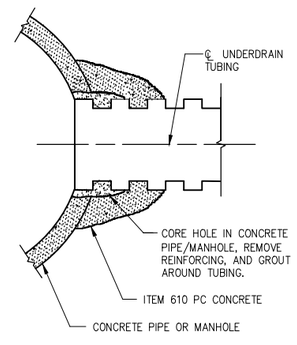
UNDERDRAIN INSPECTION HOLE



UNDERDRAIN ALONG PAVEMENT EDGE



UNDERDRAIN UNDER PAVEMENT



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION

DETAILS SHOWN ARE NOT TO SCALE

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

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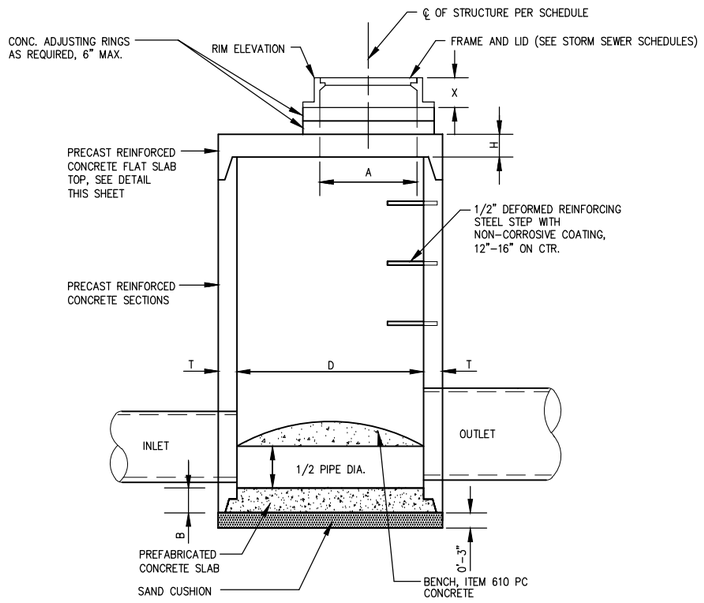
SHEET TITLE

UNDERDRAIN DETAILS



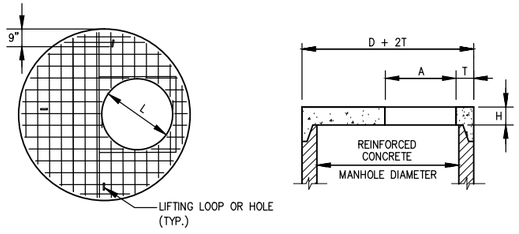
MANHOLE DATA

NOTES

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

INSIDE DIA. "D" (IN.)	WALL THICKNESS "T" (IN.)	TOP THICKNESS "H" (IN.)	BOTTOM THICKNESS "B" (IN.)	OPENING DIA. "A" (IN.)
48	5	8	6	30
60	5	8	8	36
72	6	8	8	36

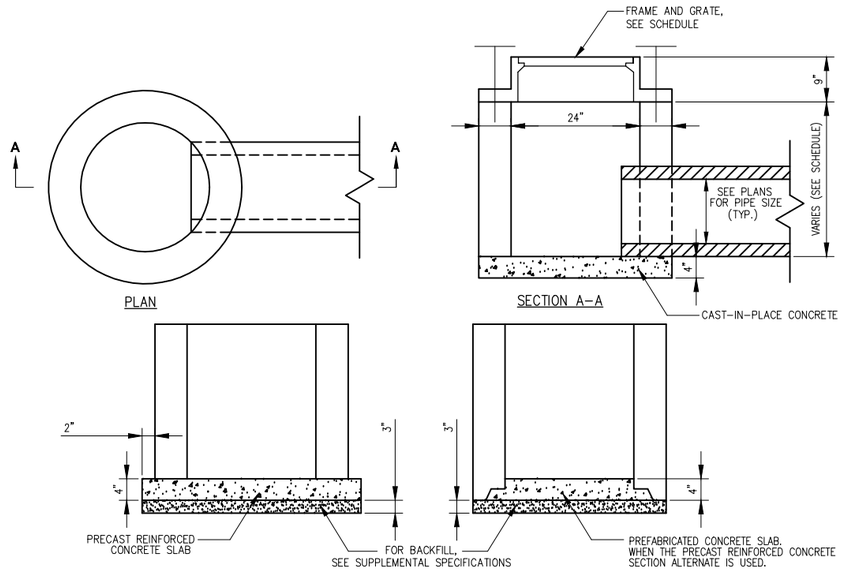
MANHOLE WITH FLAT SLAB TOP
(IDOT STANDARD 602401-MODIFIED)



NOTES

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

PRECAST REINFORCED CONCRETE FLAT SLAB TOP
(IDOT STANDARD 602601-MODIFIED)

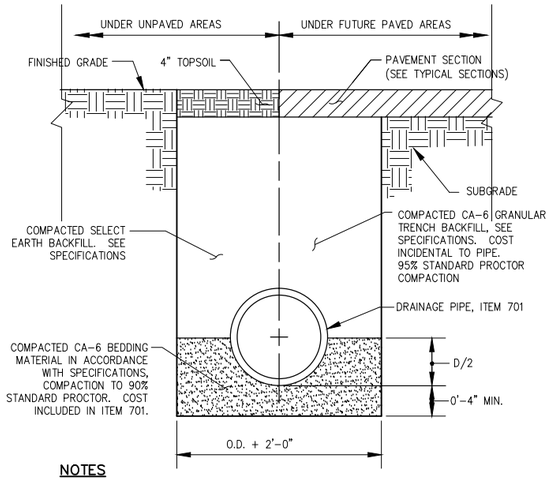


ALTERNATE METHODS

NOTES

1. SEE DRAINAGE AND UNDERDRAIN SCHEDULE FOR LOCATION, SIZE AND NUMBER OF PIPE CONNECTIONS.
2. INLETS TO BE PRECAST REINFORCED CONCRETE SECTIONS (T = 5").

INLET TYPE A
(IDOT STANDARD 602301)



NOTES

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. WITHIN 3 FEET OF FUTURE PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
3. 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

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SBG No: 3-17-SBGP-XX
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Contract No: BO004

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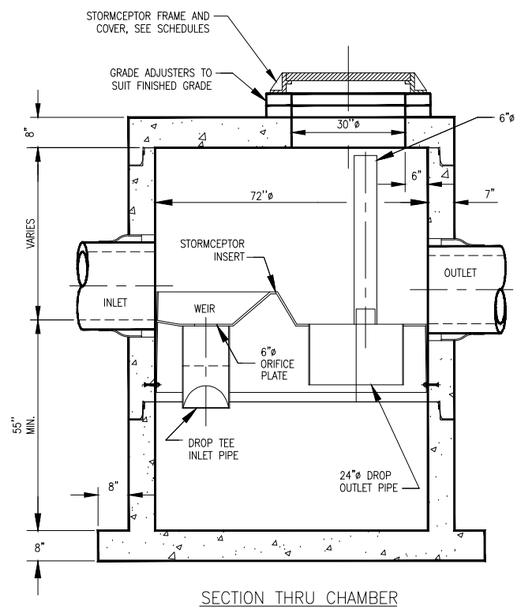
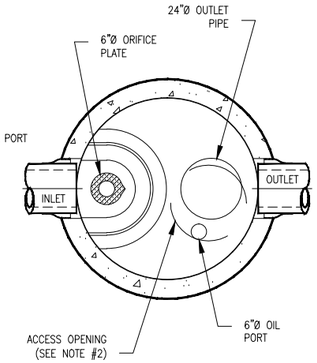
SHEET TITLE

DRAINAGE DETAILS



SECTION THRU CHAMBER



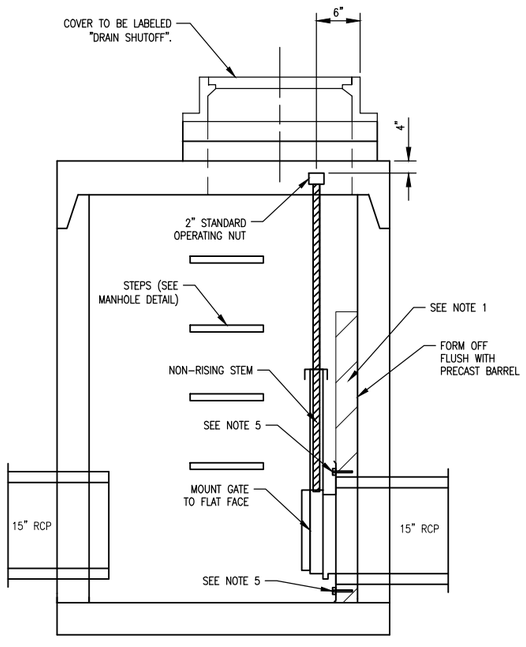
SECTION THRU PLAN VIEW

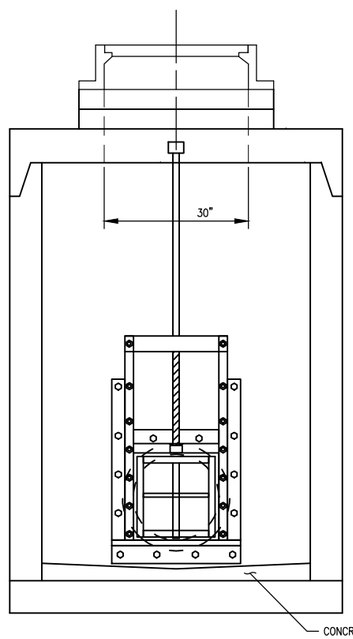
NOTES:

1. SEE SPECIAL PROVISIONS FOR STRUCTURE INFORMATION.
2. THE USE OF FLEXIBLE CONNECTION IS RECOMMENDED AT THE INLET AND OUTLET WHERE APPLICABLE.
3. THE COVER SHOULD BE POSITIONED OVER THE OUTLET DROP PIPE AND THE OIL PORT.
4. THE STORMCEPTOR SYSTEM IS PROTECTED BY ONE OR MORE OF THE FOLLOWING U.S. PATENTS: #4985148, #5498331, #5725760, #5753115, #5849181, #6068765, #6371690.
5. CONTACT A CONCRETE PIPE DIVISION REPRESENTATIVE FOR FURTHER DETAILS NOT LISTED ON THIS DRAWING.
6. CONTRACTOR SHALL VERIFY STRUCTURE WEIGHT WITH MANUFACTURER AND FURNISH AND USE EQUIPMENT APPROPRIATE TO INSTALL THE STRUCTURE.
7. NO INLET PIPE AT STRUCTURE S4.

OIL/WATER SEPARATOR MANHOLE

STORMCEPTOR MODEL 900 (900 US GALLON CAPACITY)

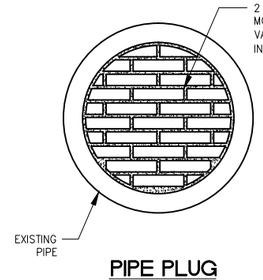




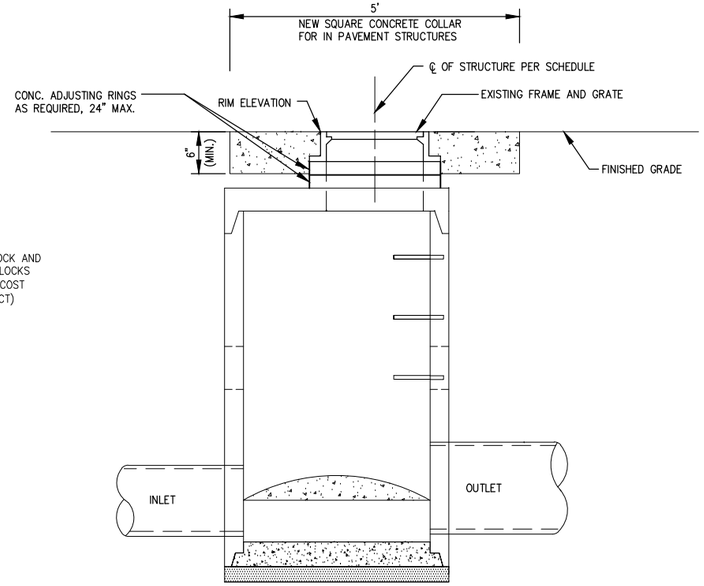
NOTES:

1. SLUICE GATE INCLUDES SLIDE GATE, STEEL ANCHOR RODS, PC CONCRETE MOUNTING SURFACE AND ALL OTHER INCIDENTALS NECESSARY TO FURNISH A COMPLETE, OPERATING UNIT.
2. MANHOLE SHALL BE FURNISHED AND PAID UNDER ITEM 751.
3. SLUICE GATE SHALL BE A FONTAINE 18" X 18" SERIES 20, MODEL 202 WALL MOUNTED SLUICE GATE WITH A SQUARE NUT OPERATOR AND NON-RISING STEM, OR EQUAL. SLUICE GATE SHALL BE MOUNTED IN FRONT OF A FLUSH PIPE ON A CONCRETE WALL (CWX).
4. CONTRACTOR MAY NEED TO REMOVE MATERIAL FROM THE BOTTOM OF THE MANHOLE TO MAKE ROOM FOR THE BOTTOM OF THE SLUICE GATE FRAME.
5. SLUICE GATE TO BE DESIGNED FOR AN UNSEATING HEAD OF 10'.
6. FORM UP FLAT CONCRETE PLATE ACROSS THE FRONT FACE OF THE STORM SEWER FROM BASE TO ROOF AND FILL WITH CLASS SI CONCRETE (ITEM 610). ONCE THE CONCRETE IS CURED, DRILL AND EPOXY THE SLUICE GATE TO THE NEWLY FORMED SURFACE USING EPOXY ADHESIVE ANCHORS.
7. USE HILTI ANCHOR HIT-Z-R ⅝"X6" STAINLESS STEEL ANCHOR ROD WITH HILTI HIT-HY 200A INJECTABLE MORTAR TO ANCHOR THE SLUICE GATE.
8. DRAWING & DIMENSIONS NOT TO SCALE.

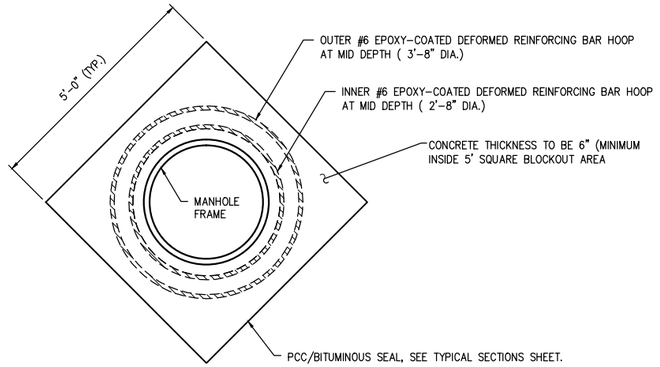
SLUICE GATE INSTALLED IN MANHOLE



PIPE PLUG



EXISTING SANITARY MANHOLE ADJUSTMENT - ELEVATION



CONCRETE NOTE

1. 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

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

GENERAL NOTE

1. ALL MATERIALS AND WORK TO BE PAID UNDER ITEM AR770945.

SANITARY MANHOLE ADJUSTMENT PLAN IN PAVEMENT STRUCTURE

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

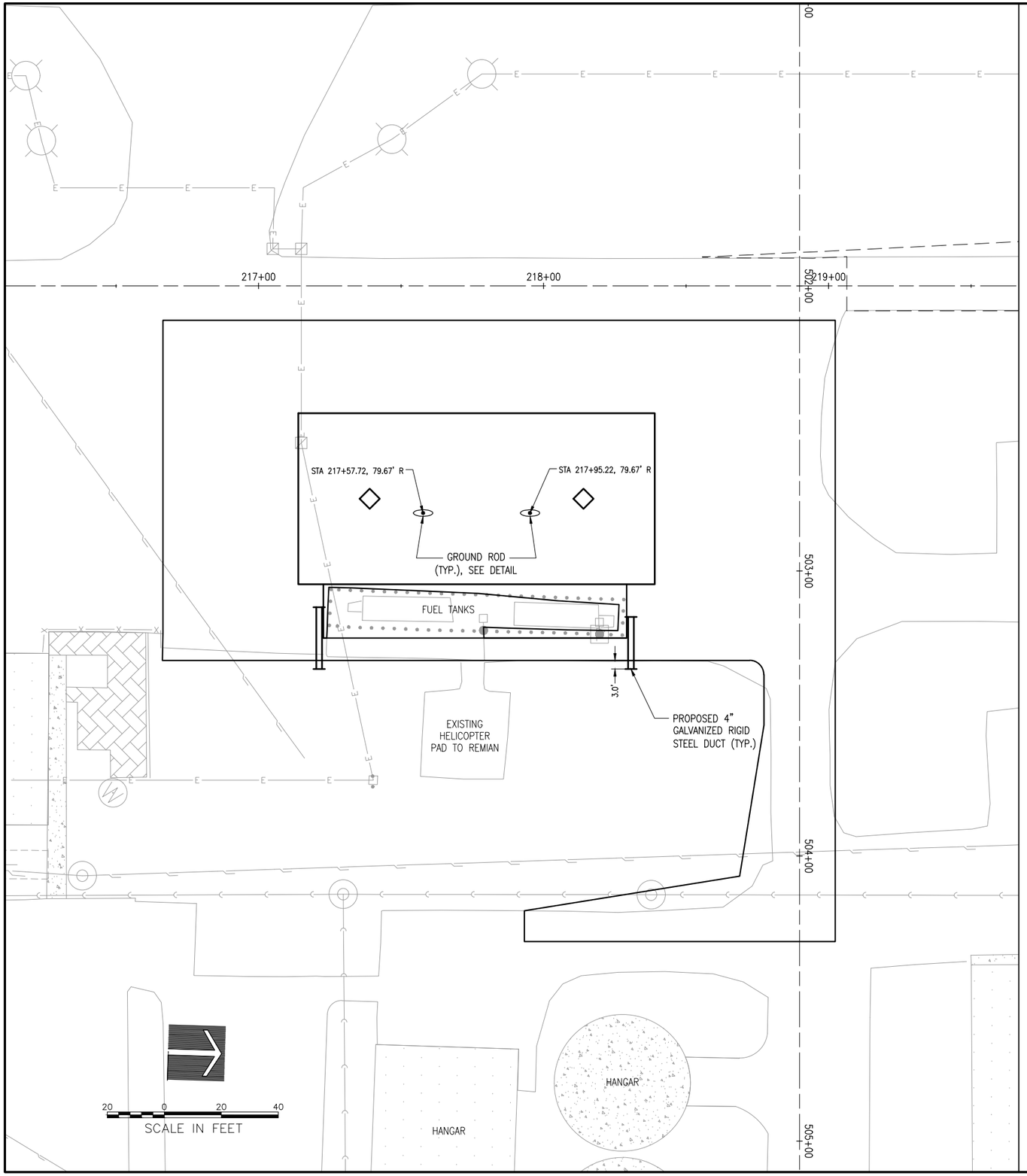
Contract No: BO004

NO.	DATE	DESCRIPTION	DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 27-DRAINAGEDET.DWG
DESIGN BY: LDH 2/17/15
DRAWN BY: LDH 2/17/15
REVIEWED BY: RMH 4/16/15

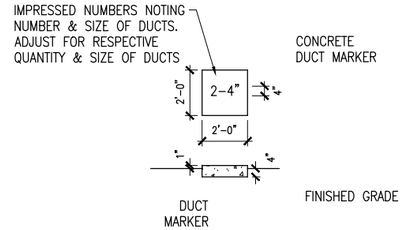
SHEET TITLE

DRAINAGE DETAILS

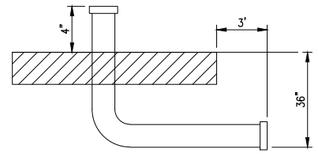


DUCT MARKER NOTES:

1. THE COST OF ALL DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT.
2. CONCRETE DUCT MARKER TO BE PROVIDED AT EACH "IN-TURF" END OF DUCT.
3. CONCRETE DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE ½" AND ¼" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
4. EMPLOY THE FOLLOWING METHODS WERE ADDITIONAL SPACE TO FIT LEGEND IS REQUIRED:
   A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
   B. INCREASE THE MARKER SIZE TO 30" X 30".
   C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



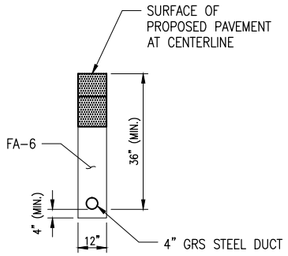
TURF DUCT MARKERS
"NOT TO SCALE"



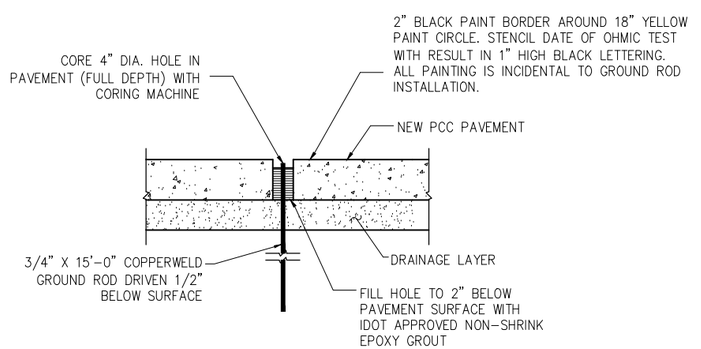
NOTES:

1. INSTALL DUCT PRIOR TO HMA PAVING.
2. PULL WIRE SHALL BE LEFT IN EACH DUCT.
3. STEEL PLUGS SHALL BE LEFT ON BOTH ENDS OF EACH DUCT.
4. DUCT MARKER SHALL BE PLACED OVER EACH "IN-ITURF" END.

GALVANIZED RIGID STEEL DUCT



STEEL DUCT UNDER PAVEMENT



IN PAVEMENT
GROUND ROD DETAIL

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

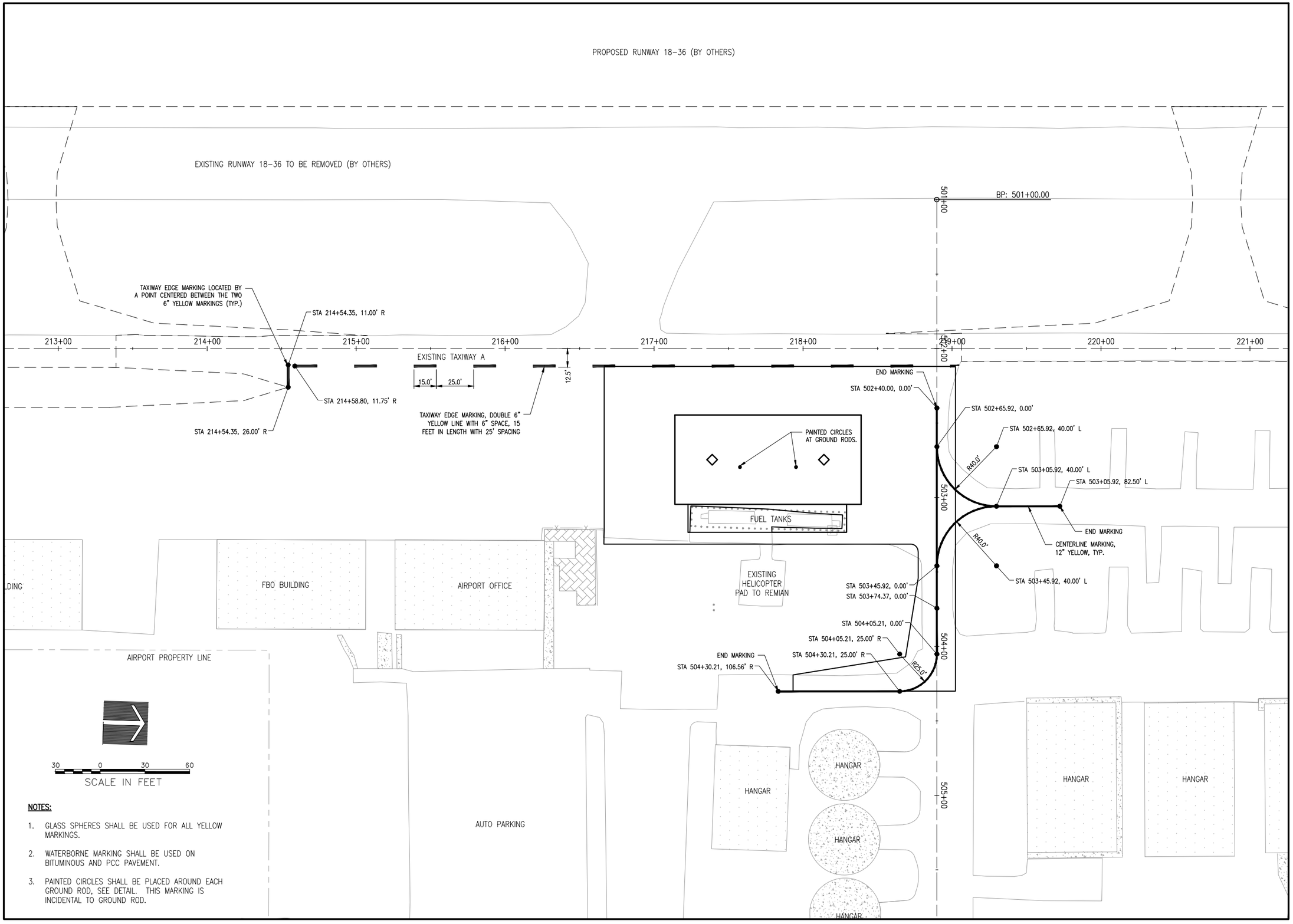
Contract No: BO004

NO.	DATE	DESCRIPTION		
			DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 28-ELEC.DWG
DESIGN BY: LDH 3/27/15
DRAWN BY: LDH 3/27/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

ELECTRICAL PLAN AND DETAILS



NOTES:

1. GLASS SPHERES SHALL BE USED FOR ALL YELLOW MARKINGS.
2. WATERBORNE MARKING SHALL BE USED ON BITUMINOUS AND PCC PAVEMENT.
3. PAINTED CIRCLES SHALL BE PLACED AROUND EACH GROUND ROD, SEE DETAIL. THIS MARKING IS INCIDENTAL TO GROUND ROD.

MAY 19, 2015 3:39 PM HAUSM00682
I:\14JOBS\14A0145\14A0145\DRAWINGS\SHEETS\29-MARKING.DWG

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 29-MARKING.DWG
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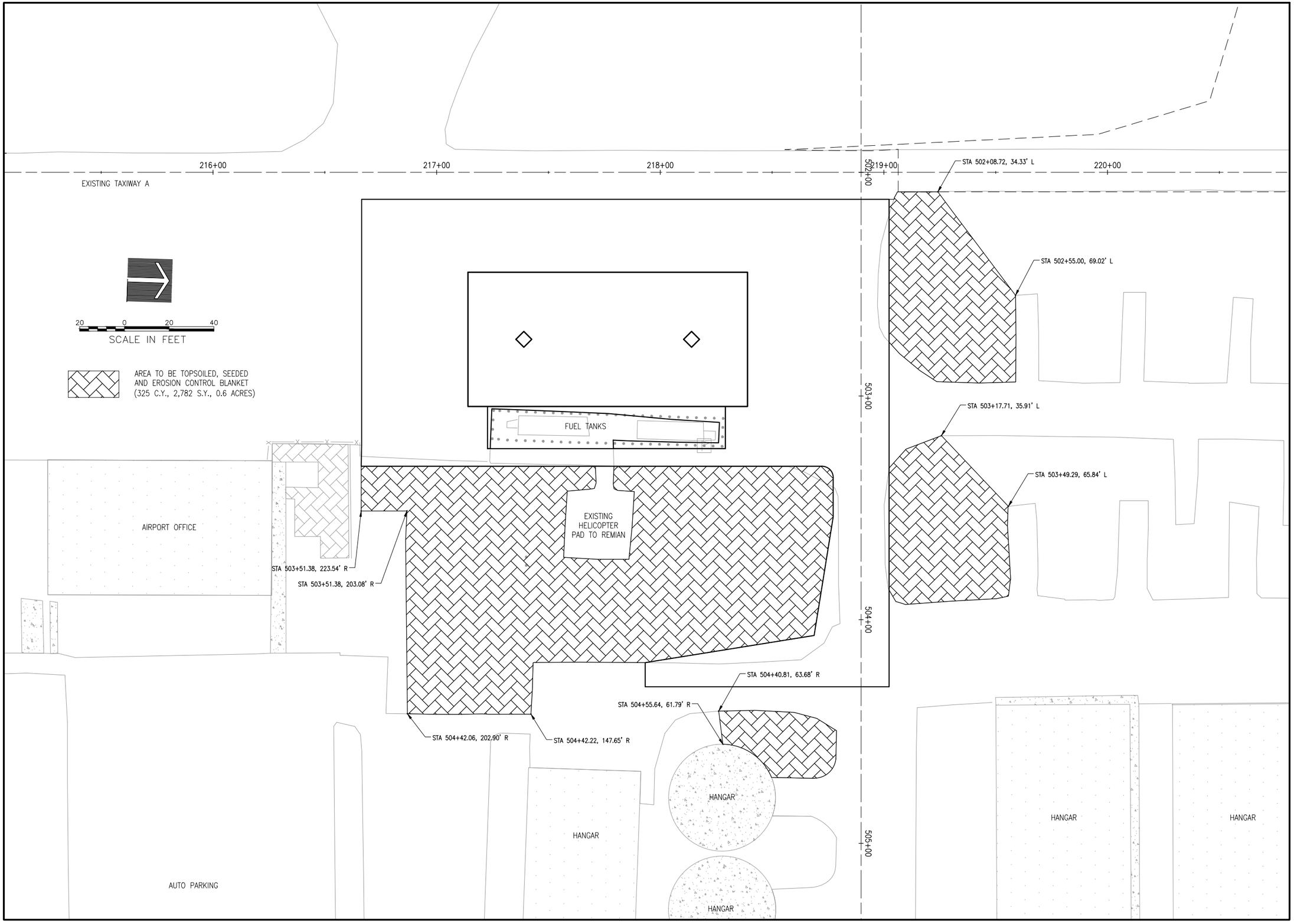
REVIEWED BY: RMH 4/16/15

SHEET TITLE

MARKING PLAN



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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: AprIL 17, 2015
PROJECT NO: 14A0145
CAD FILE: 30-LANDSCAPING.DWG
DESIGN BY: LDH 3/27/15
DRAWN BY: LDH 3/27/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

LANDSCAPING PLAN

MAY 19, 2015 3:39 PM HAUSM00682
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BORING	NORTHING	EASTING	TOP ELEVATION	DEPTH
B-1	1831851.8644	1040159.9171	656.8	10'
B-2	1831951.8644	1040156.8027	657.5	10'
B-3	1832051.7674	1040153.6883	657.5	15'
B-4	1831903.3974	1040208.3357	657.4	15'
B-5	1832003.3489	1040205.2213	657.8	10'
B-6	1831915.3971	1040269.5559	657.1	10'
B-7	1832069.9576	1040300.1189	658.0	10'

20 0 20 40

SCALE IN FEET

15+00 216+00 217+00 218+00 219+00 TAXIWAY A 220+00

B-1 B-2 B-3

APRON

B-4 B-5

EXISTING FUEL TANKS

AIRPORT OFFICE

B-6

B-7

MAY 19, 2015 3:39 PM HAUSM00682
I:\14JOBS\14A0145\14A0145D\DRAWINGS\SHEETS\31-BORING.DWG

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
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CAD FILE: 31-BORING.DWG
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DRAWN BY: LDH 2/17/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

BORING LOCATION MAP

LOG OF BORING NO. B-1

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						5 inches asphalt to 2.5 inches stone to black topsoil clay	
	1	SS		89		Silty sandy clay topsoil, black and gray, hard, (Fill)	
						1.0	
	2	SS		72		Silty clay, trace sand and gravel, brown-gray, hard, (CL)	
5						3.5	
	3	SS		83			
						8.0	
	4	SS		89		Sand and gravel, brown, medium dense, moist, (SW)	
10						10.0	
						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 (1 2 3 4 5 6+)

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. (10 20 30 40 50 60+)

WATER LEVEL OBSERVATIONS		
W.L.	Dry	▽
W.L.		▼
W.L.		▼

CTI, Inc.
4262 Old Grand Ave., Suite 102
Gurnee, Illinois 60031
Tel: (847) 244-5108 Fax: (847) 244-0128

BORING STARTED	1/22/15
BORING COMPLETED	1/22/15
DRILLED BY	FOREMAN BILL
WDI	APPROVED BY Dr. GIII

LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

LOG OF BORING NO. B-2

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						4.5 inches asphalt to 6 inches crushed stone	
	1	SS		78		Silty sandy clay topsoil, black, hard, (Fill)	
						1.0	
	2	SS		67		Silty clay, trace sand and gravel, brown-gray, hard, (CL)	
5						2.0	
	3	SS		83			
						8.0	
	4	SS		44		Silty sand, with gravel, brown, moist, loose, (SW)	
10						10.0	
						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 (1 2 3 4 5 6+)

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. (10 20 30 40 50 60+)

WATER LEVEL OBSERVATIONS		
W.L.	Dry	▽
W.L.		▼
W.L.		▼

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BORING COMPLETED	1/22/15
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WDI	APPROVED BY Dr. GIII

LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

LOG OF BORING NO. B-3

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						3.5 inches asphalt to 4 inches crushed stone	
	1	SS		89		Silty sandy clay topsoil, black, hard, (Fill)	
						1.0	
	2	SS		67		Silty clay, trace sand and gravel, brown-gray, hard to very stiff, (CL)	
5						2.0	
	3	SS		39			
						7.5	
	4	SS		89		Sand and gravel, with stone, brown, medium dense, (SW)	
10							
	5	SS		94			
	6	SS		72			
15						15.0	
						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 (1 2 3 4 5 6+)

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. (10 20 30 40 50 60+)

WATER LEVEL OBSERVATIONS		
W.L.	Dry	▽
W.L.		▼
W.L.		▼

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BORING COMPLETED	1/22/15
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LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

LOG OF BORING NO. B-4

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						2.5 inches asphalt to 8 inches crushed stone	
	1	SS		78		Silty sandy clay topsoil, black, hard, (Fill)	
						1.0	
	2	SS		81		Silty clay, with sand and gravel, brown-gray, hard to very stiff, (CL)	
5						3.0	
	3	SS		50			
						8.0	
	4	SS		72		Sand and gravel, with stones, brown, medium dense, (SW)	
10							
	5	SS		100			
	6	SS		100			
15						15.0	
						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 (1 2 3 4 5 6+)

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. (10 20 30 40 50 60+)

WATER LEVEL OBSERVATIONS		
W.L.	Dry	▽
W.L.		▼
W.L.		▼

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BORING STARTED	1/22/15
BORING COMPLETED	1/22/15
DRILLED BY	FOREMAN BILL
WDI	APPROVED BY Dr. GIII

LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

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REHABILITATE APRON AND TAXIWAY PAVEMENTS, PHASE 1

SBG No: 3-17-SBGP-XX
IDA No: 1C5-4416

Contract No: BO004

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: April 17, 2015
PROJECT NO: 14A0145
CAD FILE: 32-BORINGS.DWG
DESIGN BY: LDH 2/18/15
DRAWN BY: LDH 2/18/15
REVIEWED BY: RMH 4/16/15

SHEET TITLE

BORING LOGS
B-1 THRU B-4

LOG OF BORING NO. B-5

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						2.5 inches asphalt to 4.5 inches crushed stone to black topsoil	
	1	SS	78			Silty sandy clay topsoil, black to gray, hard to very stiff, (Fill)	
1.0							
5	2	SS	83			Silty clay, trace sand and gravel, brown-gray, hard, (CL)	
4.0							
	3	SS	83				
10	4	SS	86			Rock obstruction at 10 feet	
10.0						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 — 1 2 3 4 5 6+

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. — 10 20 30 40 50 60+

WATER LEVEL OBSERVATIONS		CTI, Inc.	BORING STARTED	1/22/15	
W.L.	Dry	4262 Old Grand Ave., Suite 102	BORING COMPLETED	1/22/15	
W.L.		Gurnee, Illinois 60031	DRILLED BY	FOREMAN	BILL
W.L.		Tel: (847) 244-5108 Fax: (847) 244-0128	WDI	APPROVED BYDr. Gill	

LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

LOG OF BORING NO. B-6

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
	1	SS	42			Silty sandy clay topsoil, black, (Fill)	
4.0							
5	2	SS	61			Silty clay, trace sand and gravel, brown, very stiff to hard, (CL)	
7.5							
	3	SS	67			Silty clay, trace sand and gravel, with silt seam, brown-gray, hard, (CL)	
10	4	SS	72				
10.0						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 — 1 2 3 4 5 6+

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. — 10 20 30 40 50 60+

WATER LEVEL OBSERVATIONS		CTI, Inc.	BORING STARTED	1/22/15	
W.L.	Dry	4262 Old Grand Ave., Suite 102	BORING COMPLETED	1/22/15	
W.L.		Gurnee, Illinois 60031	DRILLED BY	FOREMAN	BILL
W.L.		Tel: (847) 244-5108 Fax: (847) 244-0128	WDI	APPROVED BYDr. Gill	

LOG OF BORING CLOW INTERNATIONAL AIRPORT - BOLINGBROOK.GPJ

LOG OF BORING NO. B-7

CTI Job # | SHEET 1 OF 1

CLIENT: | PROJECT: Clow International Airport

COORDINATES: Sta. 658 | LOCATION: Bolingbrook, Illinois

DEPTH BELOW GROUND SURFACE	SAMPLE NO.	TYPE SAMPLE	SAMPLE DISTANCE	% RECOVERY	GRAPHIC LOG	DESCRIPTION OF MATERIAL	Vane Test Results (psf)
						GROUND SURFACE ELEVATION	
						3 inches asphalt to 3 inches crushed stone to topsoil	
	1	SS	94			Silty sandy clay topsoil, black, hard, (Fill)	
3.0							
5	2	SS	72			Silty clay, trace sand and gravel, brown-gray, hard, (CL)	
8.0							
	3	SS	72			Silty clay, trace sand and gravel, brown, soft, moist, (CL)	
9.0							
10	4	SS	39			Sand and gravel, brown, medium dense, moist, (SW)	
10.0						End Of Boring	

UNCONFINED COMPRESSIVE STRENGTH TONS/FT.2

CALIBRATED PENETROMETER TONS/FT.2 — 1 2 3 4 5 6+

WATER ● CONTENT %

STANDARD "N" PENETRATION BLOW/FT. — 10 20 30 40 50 60+

WATER LEVEL OBSERVATIONS		CTI, Inc.	BORING STARTED	1/22/15	
W.L.	Dry	4262 Old Grand Ave., Suite 102	BORING COMPLETED	1/22/15	
W.L.		Gurnee, Illinois 60031	DRILLED BY	FOREMAN	BILL
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Contract No: BO004

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B-5 THRU B-7

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