IDOT LETTING: NOVEMBER 6, 2020

LE055 TOTAL SHEETS = 57

CONSTRUCTION PLANS

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

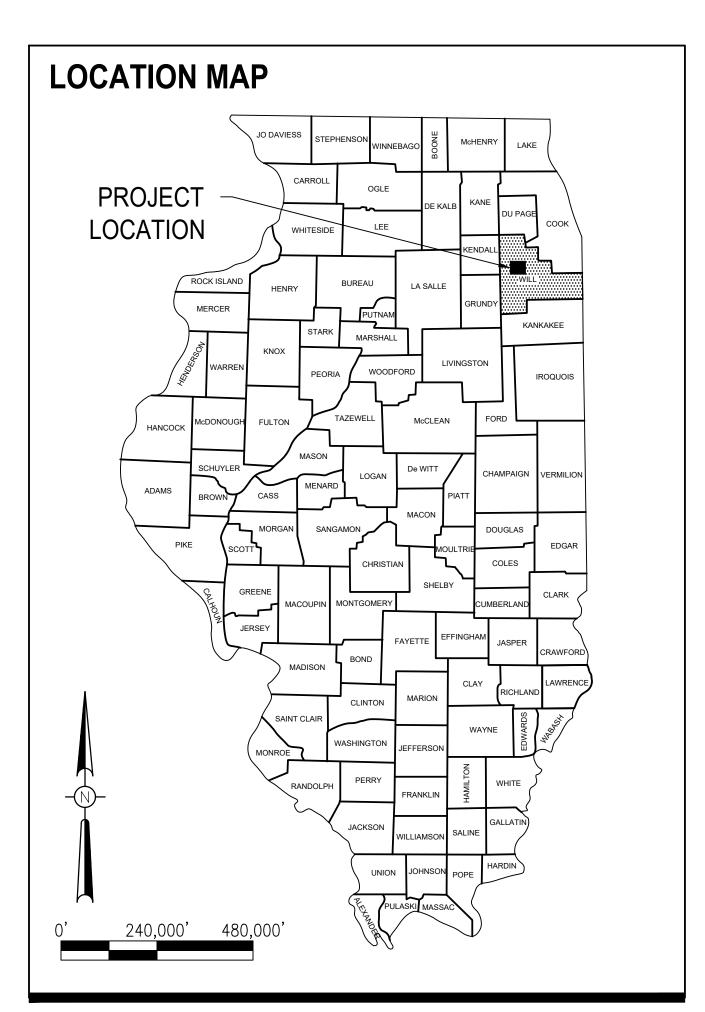
SBGP PROJECT NO. 3-17-SBGP-144 IDA PROJECT NO. LOT-4619 BCM CONTRACT NO. LE055

DATE OF PLANS: SEPTEMBER 11, 2020

ROMEOVILLE PROJECT LOCATION TAYLOR RD. AIRPORT RD. Lewis University Airport RD. STATEVILLE RD. DIVISION ST. State Prison

VILLAGE OF

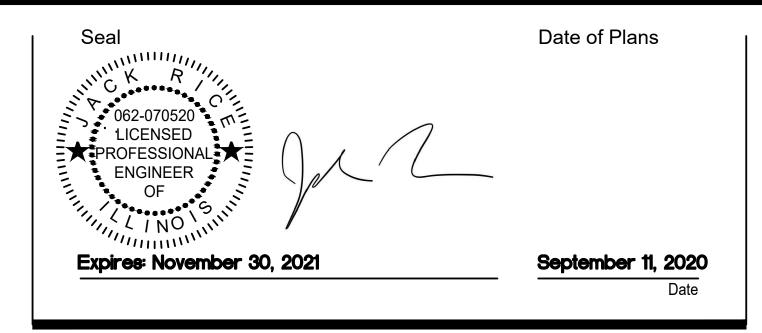
VICINITY MAP

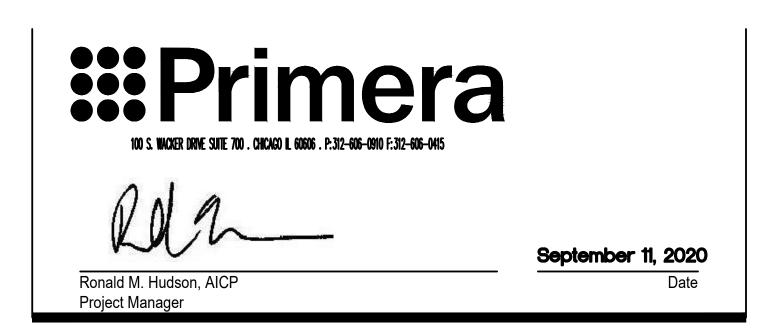


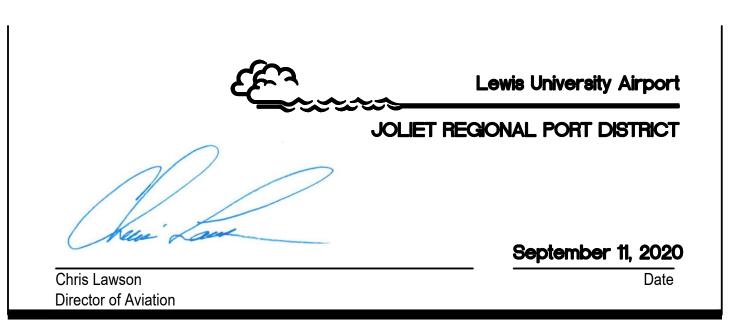
NOTICE TO CONTRACTORS AND BIDDERS

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	Ву





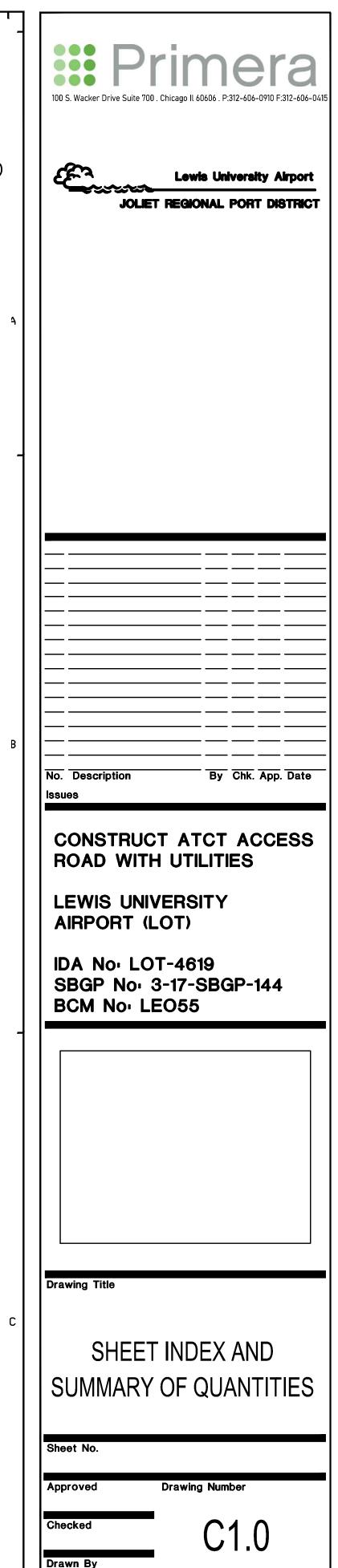


SUMMARY OF QUANTITIES

INDEX OF SHEETS					
SHEET NO.	DRAWING NO.	TITLE			
1	C0.0	COVER SHEET			
2	C1.0	SHEET INDEX AND SUMMARY OF QUANTITIES			
3	C2.0	SITE AND SAFETY PLAN			
4	C2.1	SITE AND SAFETY NOTES AND POINT TABLE			
5-10	C2.2-C2.7	CONSTRUCTION SAFETY NOTES AND DETAILS			
11	C3.0	ALIGNMENT DATA AND PAVEMENT LAYOUT			
12	C4.0	STORM WATER POLLUTION PREVENTION PLAN			
13-14	C4.1 - C4.2	SWPPP DETAILS			
15-17	C5.0 - C5.2	TYPICAL SECTIONS AND PAVEMENT DETAILS			
18	C6.0	REMOVAL PLAN			
19	C7.0	UNDERCUT AND SOIL STABILIZATION			
20	C8.0	PLAN AND PROFILE			
21-23	C9.0 - C9.2	GRADING PLAN			
24-26	C10.0 - C10.2	CROSS SECTIONS			
27	C11.0	DRAINAGE PLAN			
28	C11.1	STORM SEWER SCHEDULES			
29-32	C11.2 - C11.5	DRAINAGE DETAILS			
33	C12.0	FENCING PLAN			
34	C12.1	FENCING DETAILS			
35	C13.0	SANITARY AND WATER UTILITY PLAN			
36-38	C13.1-13.3	SANITARY AND WATER UTILITY DETAILS			
39-40	C14.0 - C14.1	ELECTRICAL UTILITY PLAN			
41-45	C14.2-14.6	ELECTRICAL UTILITY DETAILS			
46	C15.0	ROADWAY LIGHTING PLAN			
47	C15.1	ROADWAY LIGHTING SCHEDULE AND ELECTRICAL NOTES			
48-49	C15.2 - C15.3	ROADWAY LIGTHING DETAILS			
50	C16.0	MARKING AND SIGNAGE PLAN			
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53	C17.0	LANDSCAPING PLAN			
54	C18.0	BORING LOCATION MAP			
55-57	C18.1 - 18.3	SOIL BORINGS			

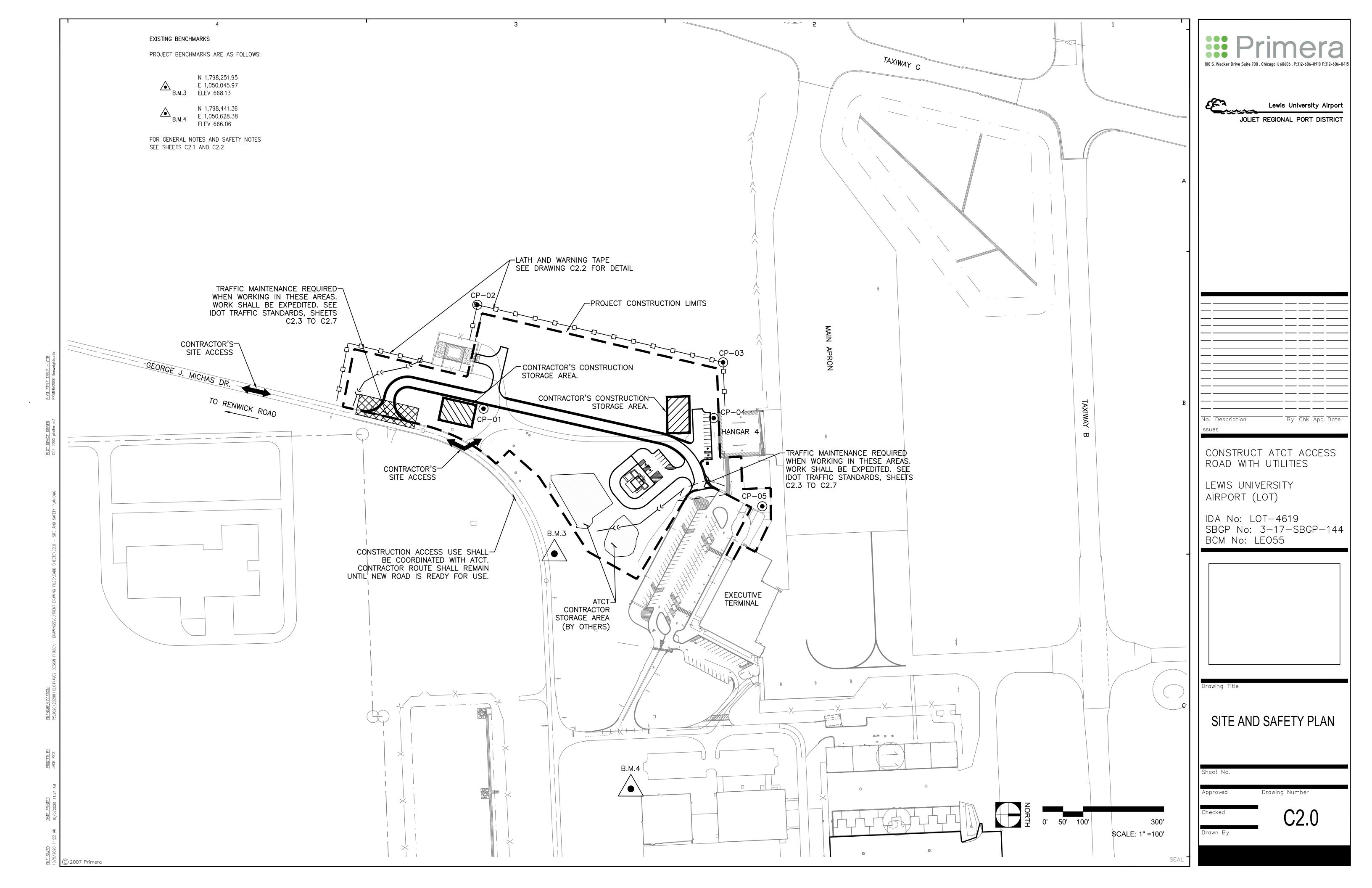
		QU	ANTITY				QUAN	NTITY
ITEM DESCRIPTION	UNIT	AS BID	RECORD PAID	ITEM	DESCRIPTION	UNIT	AS BID	RECORD PAID
AR108519 Power Cable in Unit Duct	Linear Foot	868.0		AR70190	O Remove Pipe	Linear Foot	75.0	
AR110502 2-Way Concrete-Encased Duct	Linear Foot	710.0		AR70550	6 6" Perforated Underdrain	Linear Foot	3,093.0	
AR110600 Concrete Utility Pad	Each	1.0		AR70563	O Underdrain Inspection Hole	Each	11.0	
AR110610 Electrical Handhole	Each	4.0		AR70564	O Underdrain Cleanout	Each	5.0	
AR110714 Electrical Manhole 4'	Each	1.0		AR70590	1 Remove Underdrain Headwall	Each	1.0	
AR150510 Engineer's Field Office	Lump Sum	1.0		AR70590	4 Remove Underdrain Cleanout	Each	1.0	4
AR150520 Mobilization	Lump Sum	1.0		AR75141	2 Inlet - Type B	Each	3.0	
AR150530 Traffic Maintenance	Lump Sum	1.0		AR75154	O Manhole 4'	Each	5.0	
AR152410 Unclassified Excavation	Cubic Yard	7,914.0		AR75156	0 Manhole 6'	Each	2.0	
AR152540 Soil Stabilization Fabric	Square Yard	1,016.0		AR75241	2 Precast Reinforced Conc. FES 12"	Each	1.0	
AR154606 Granular Drainage Subbase - 6"	Square Yard	5,610.0			4 Precast Reinforced Conc. FES 24"	Each	2.0	
AR156510 Silt Fence	Linear Foot	2,420.0		AR75243	O Precast Reinforced Conc. FES 30"	Each	1.0]
AR156511 Ditch Check	Each	7.0			2 Grating for Conc. FES 12"	Each	1.0	
AR156513 Separation Fabric	Square Yard	4,423.0			4 Grating for Conc. FES 24"	Each	2.0	
AR156520 Inlet Protection	Each	11.0			O Grating for Conc. FES 30"	Each	1.0	
AR156531 Erosion Control Blanket	Square Yard	10,866.0			O Remove End Section	Each	1.0	
AR156533 Temporary Seed and Mulch	Acre	2.9			2 Concrete Gutter - Type A	Linear Foot	89.0	
AR156534 Turf Reinforcing Mat	Square Yard	144.0			O Comb Concrete Curb & Gutter	Linear Foot	147.0	
AR162506 Class E Fence 6'	Linear Foot	382.0			O Water Main Connection	Lump Sum	1.0	
AR162630 Class E Gate-30'	Each	2.0			8 8" Ductile Iron Water Main	Linear Foot	32.0	
AR208515 Porous Granular Embankment	Cubic Yard	336.0			5 Relocate Fire Hydrant	Each	1.0	
AR208604 4" Aggregate Base Course	Square Yard	85.0			6 6" Sanitary Sewer	Linear Foot	290.0	
AR209610 Crushed Aggregate Base Course - 10"	Square Yard	5,610.0			1 Sanitary Sewer Connection	Lump Sum	1.0	В
AR209613 Crushed Aggregate Base Course - 13"	Square Yard	380.0			-	Each	2.0	
AR209708 Crushed Agg. Shoulder - 8"	Square Yard	385.0			4 Sanitary Manhole 4'			
AR401613 Bit. Surf Cse Method I, Superpave	Ton	725.0			5 1-Way Split Duct, Conc. Encased	Linear Foot	97.0	
AR401660 Saw & Seal Bit. Joints	Linear Foot	230.0			9 2-Way 4" PVC Duct, Direct Bury	Linear Foot	1,645.0	
AR401665 Bituminous Pavement Sawing	Linear Foot	230.0			O Infiltration Trench - Type A	Linear Foot	254.0	
AR403613 Bit. Base Cse Method I, Superpave	Ton	1,018.0			1 Infiltration Trench - Type B	Linear Foot	229.0	
AR501606 6" PCC Sidewalk	Square Foot	644.0			2 Concrete Cable Bottom	Square Yard	81.0	
AR602510 Bituminous Prime Coat	Gallon	2,158.0			3 Protection Bollard	Each	7.0	
AR603510 Bituminous Tack Coat	Gallon	867.0			0 Seeding	Acre	3.3	
AR620535 Pavement Marking-Thermoplastic	Square Foot	898.0			O Sodding	Square Yard	1,895.0	
AR701006 6" PVC Storm Sewer	Linear Foot	30.0			O Topsoiling (From On Site)	Cubic Yard	1,983.0	
AR701512 12" RCP, Class IV	Linear Foot	544.0			O Mulching	Acre	1.0	†
AR701518 18" RCP, Class IV	Linear Foot	110.0			O Rdwy Light Pole w/ Fixture	Each	7.0	
AR701524 24" RCP, Class IV	Linear Foot	97.0			0 Roadway Sign	Each	10.0	
AR701530 30" RCP, Class IV	Linear Foot	240.0		AR91090	5 Remove Rdwy Lgt Pole w/ Fixture	Each	1.0	

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.



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SEAL



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

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

PROTECTION OF EXISTING AIRPORT FACILITIES

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

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

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

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

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

RESPONSIBILITY FOR EXISTING UTILITIES

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

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

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

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

<u>NOTES</u>

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

CONSTRUCTION PHASING PLAN

LATITUDE

RUNWAY 27 END |41°36'31.1949" N |88°05'01.0708" W

RUNWAY 2 END | 41°35'57.2760" N | 88°06'03.2207" W |

RUNWAY 20 END | 41°36'59.6552" N | 88°05'42.9106" W |

| 41°36'28.9758" N | 88°06'15.9913" W

DESCRIPTION

RUNWAY 9 END

1. CONTRACTORS SHALL FURNISH A CONTRACTOR'S CONSTRUCTION SEQUENCING PLAN AT THE PRE-CONSTRUCTION CONFERENCE.

RUNWAY

STATION

23+85.38

80+81.15

100+00.40

165+00.00

LONGITUDE

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





JOLIET REGIONAL PORT DISTRICT

No. Description

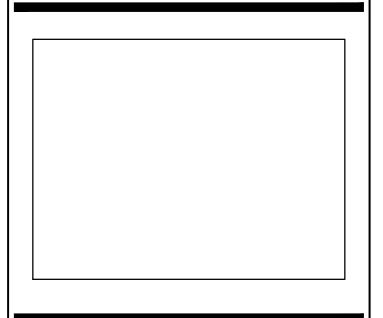
By Chk. App. Date

Issues

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY
AIRPORT (LOT)

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



Drawing Title

SITE AND SAFETY NOTES
AND POINT TABLE

Sheet No.

Drawing Number

Checked

C2.1

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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 AIRORT'S WEBSITE AT WWW.FLYLOT.COM, UNDER JRPD ORDINANCES AND MINUTES (EXCEPT FEES FOR VEHICLE DRIVING PERMITS SHALL NOT BE PAID)). ANY ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE INCIDENTAL TO THE CONTRACT.

SEQUENCE OF CONSTRUCTION

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

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

CONSTRUCTION LIMITS

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

VEHICULAR TRAFFIC CONTROL

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

RUNWAY CLOSURES

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

CONTRACTOR USE OF SITE

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

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

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

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

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

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

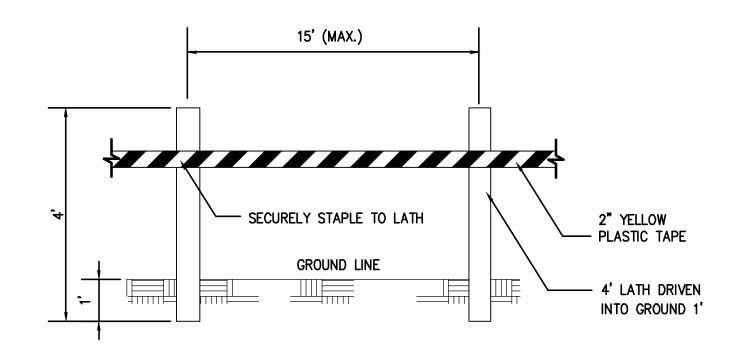
ALL NOTES AND DETAILS SHOWN ON THE PHASING PLAN ARE APPLICABLE TO THIS PROJECT.

NOTIFICATIONS BY CONTRACTOR

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

UTILITY OUTAGES AND SHUTDOWNS

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



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

LATH AND WARNING TAPE
DETAIL A



Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

No. Description By Chk. App. Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

Drawn By

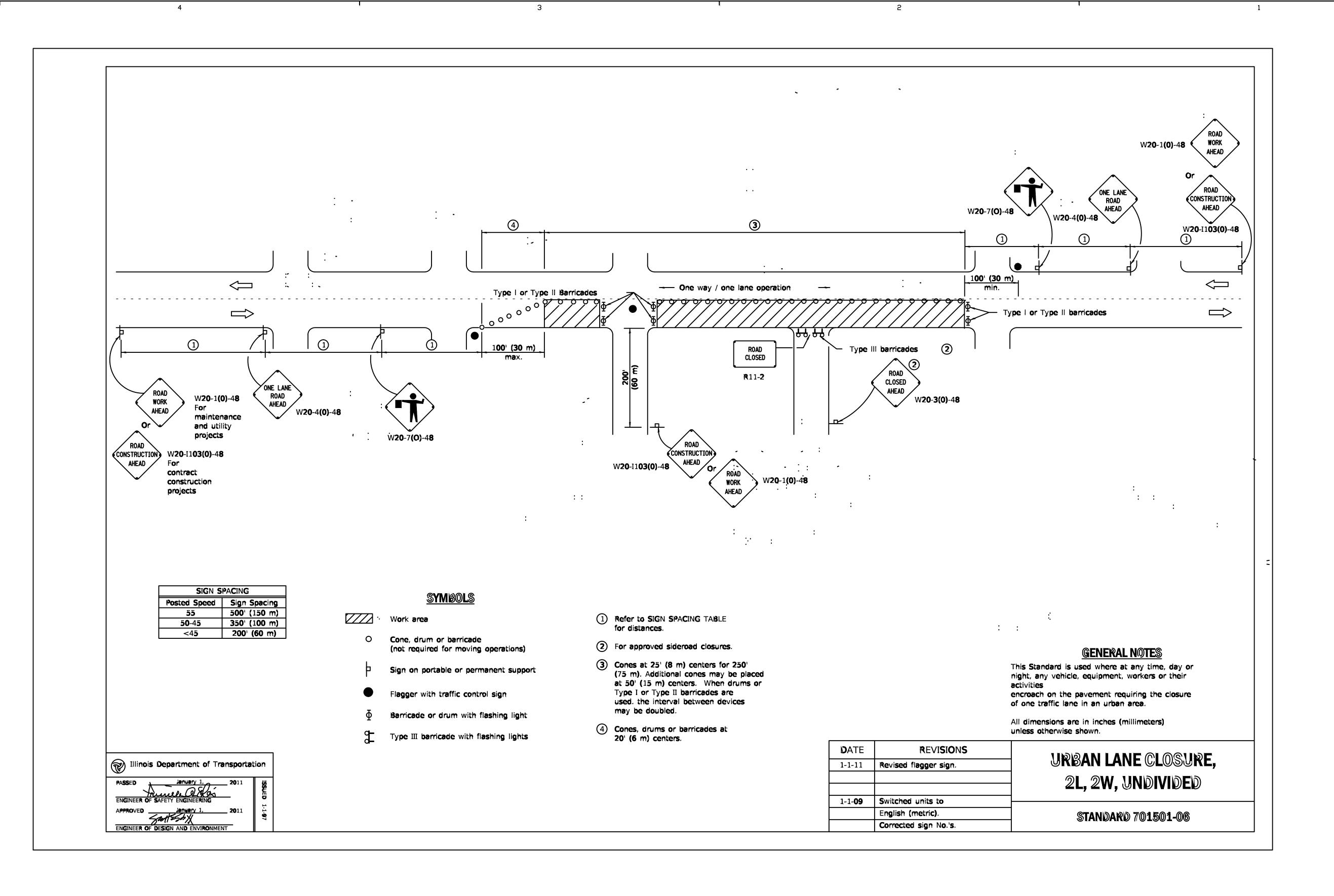
CONSTRUCTION SAFETY
NOTES AND DETAILS

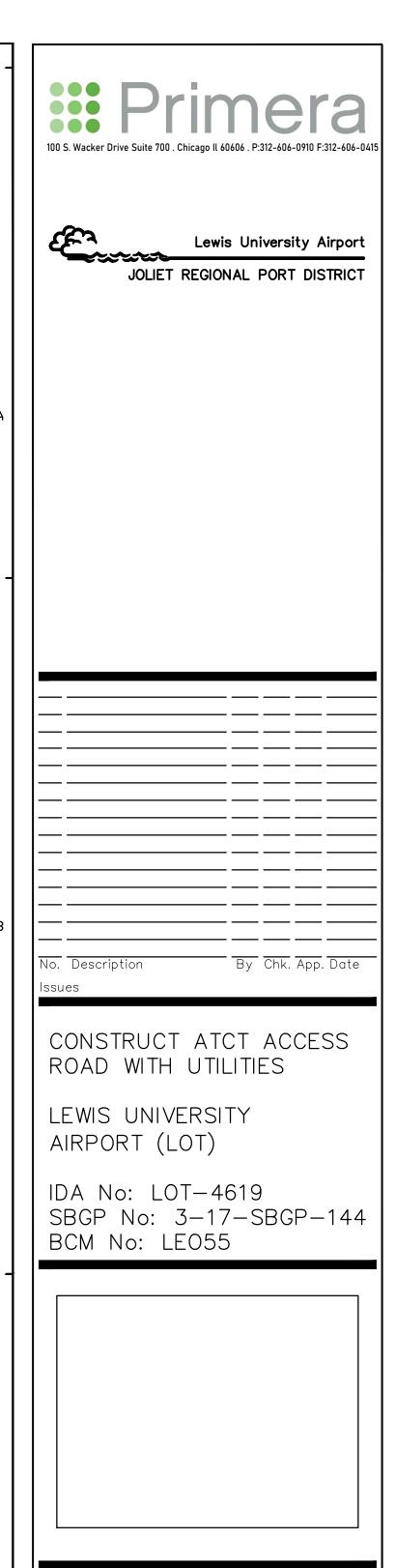
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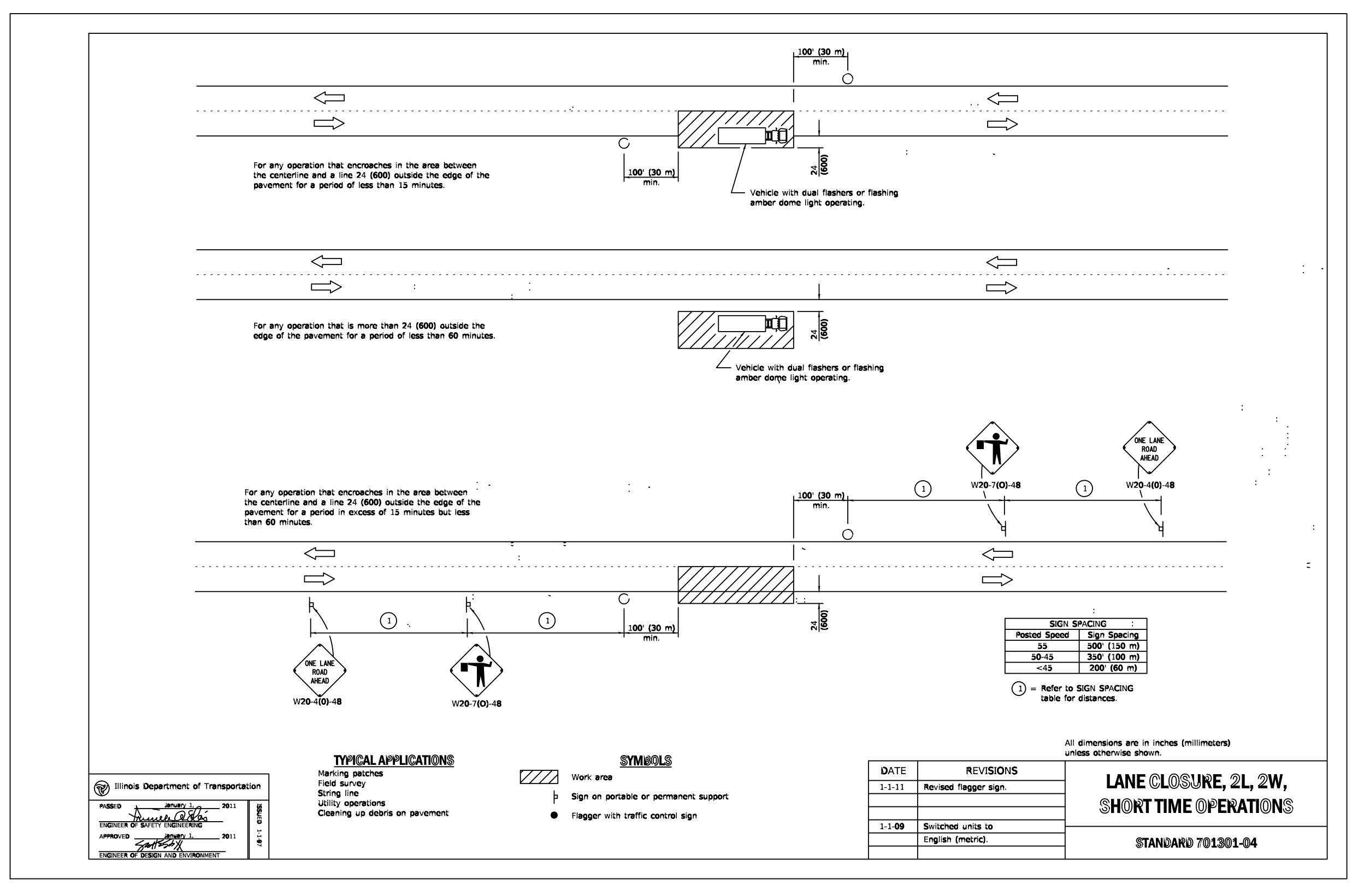
CONSTRUCTION SAFETY NOTES AND DETAILS

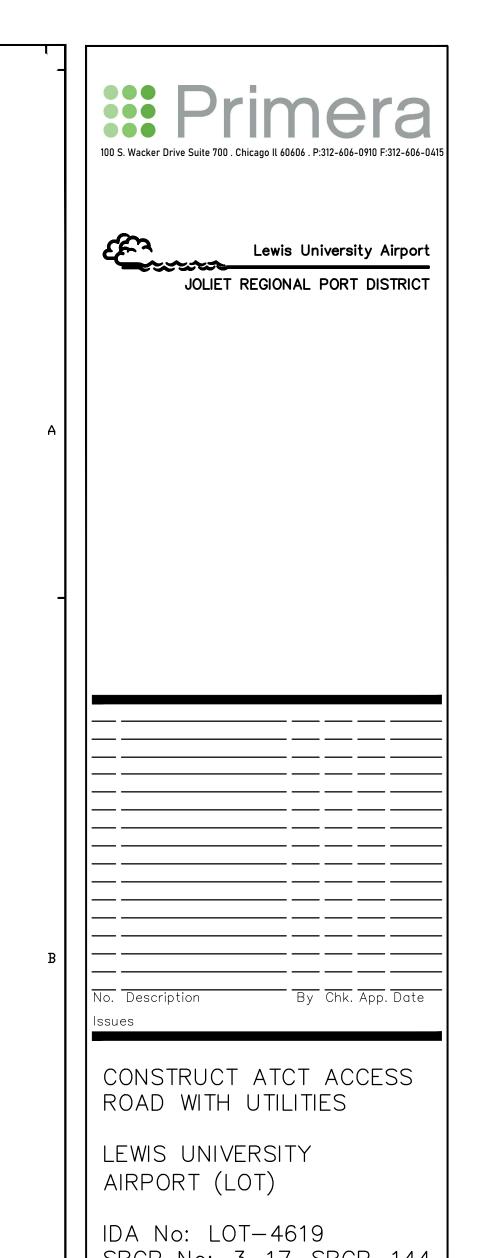
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SBGP No: J-4619 BCM No: LEO55

Drawing Title

CONSTRUCTION SAFETY NOTES AND DETAILS

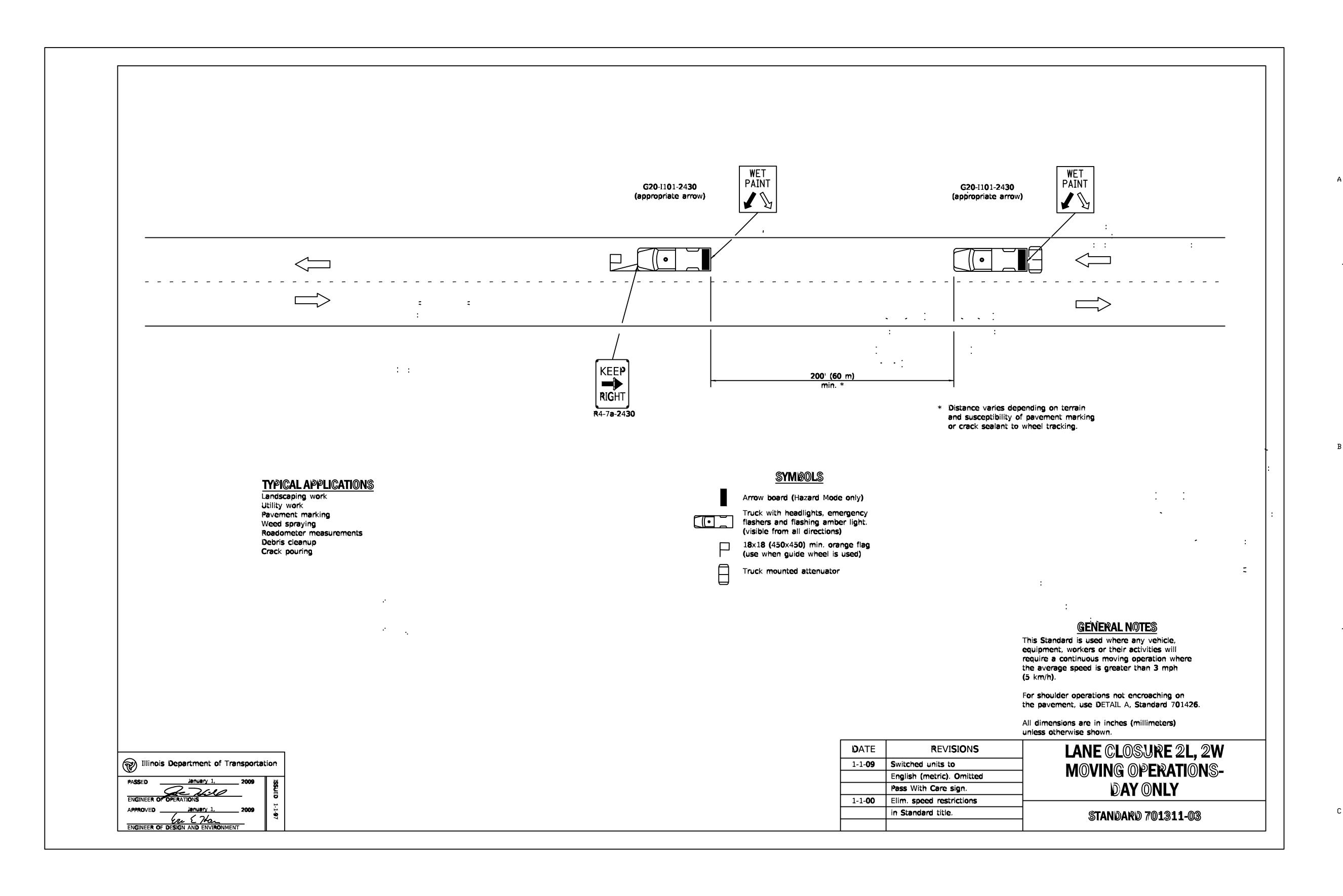
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CONSTRUCTION SAFETY NOTES AND DETAILS

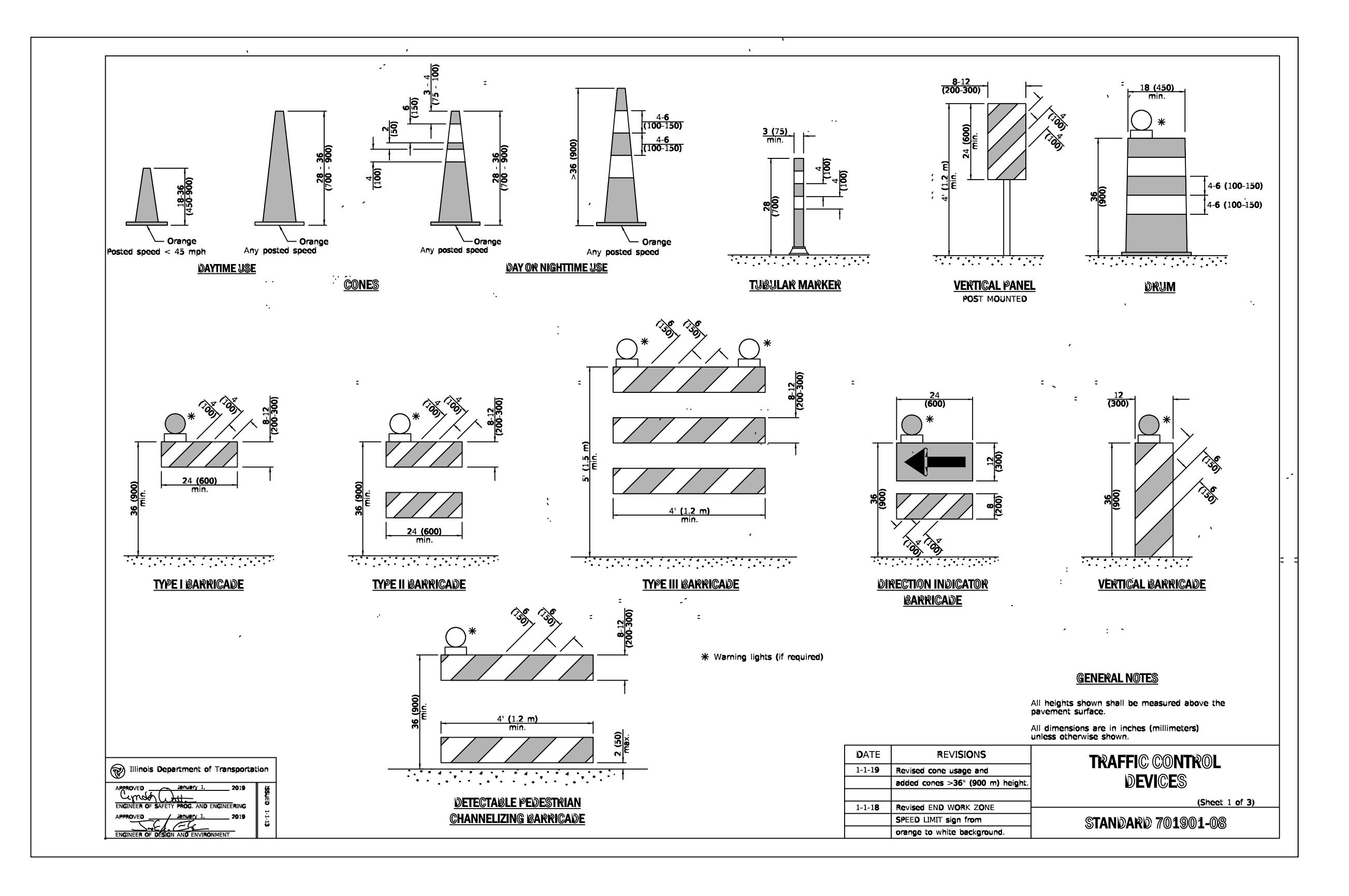
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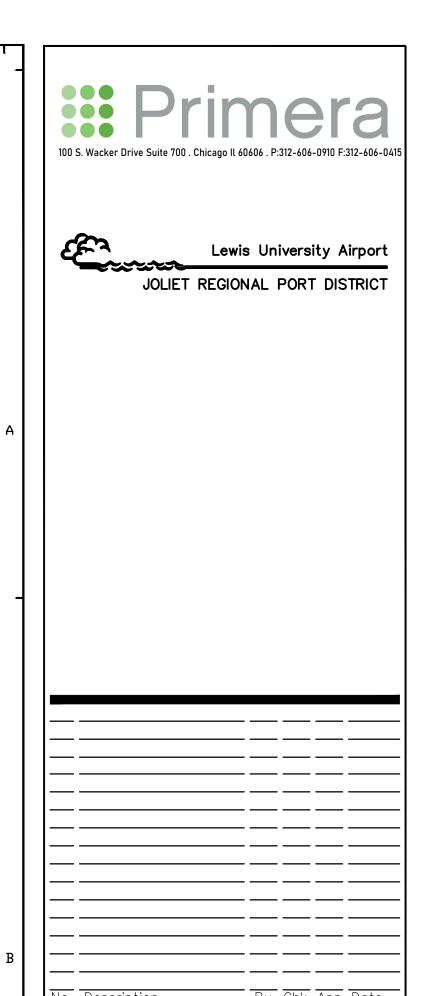
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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

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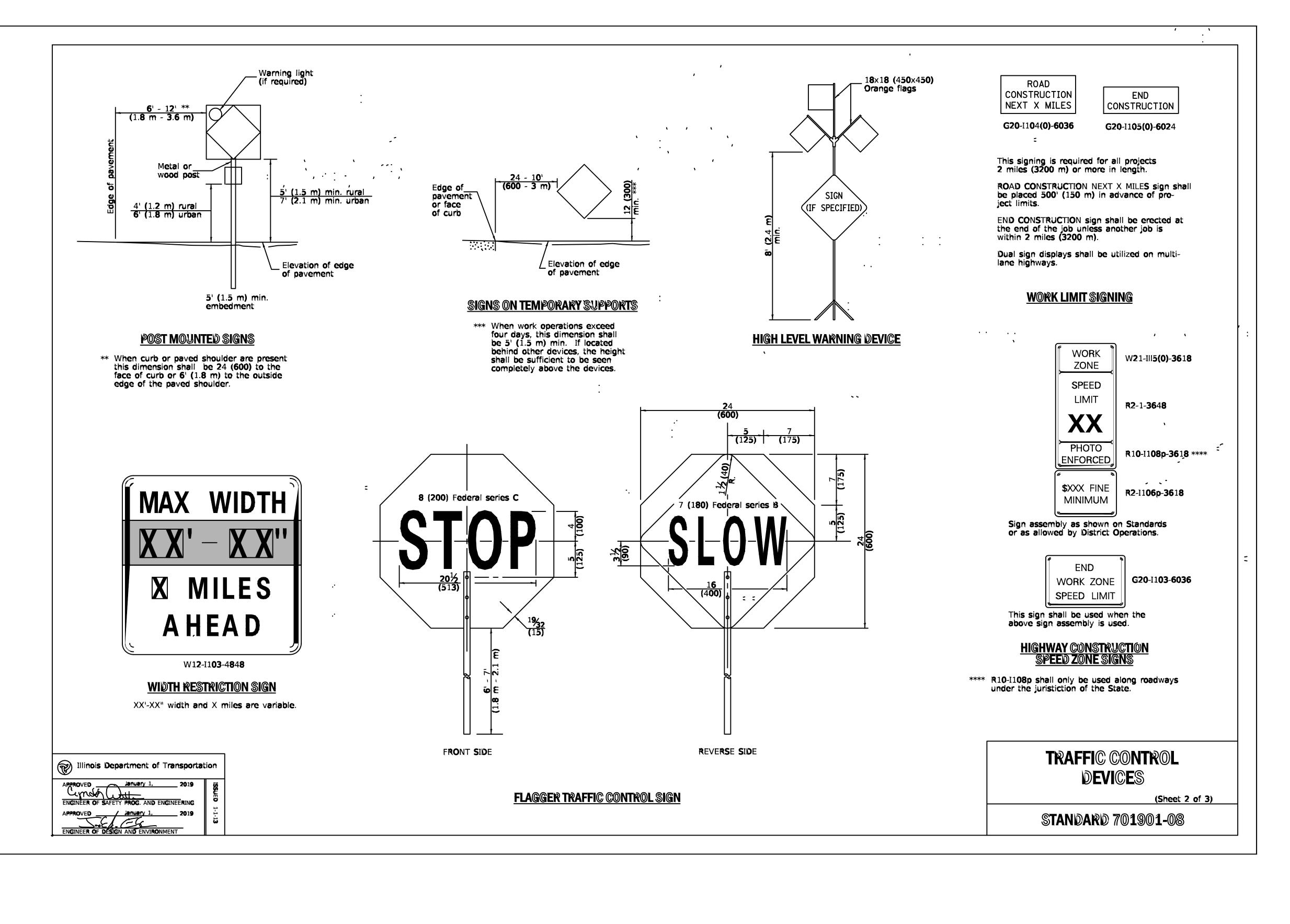
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CONSTRUCTION SAFETY NOTES AND DETAILS

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Lewis University Airport JOLIET REGIONAL PORT DISTRICT By Chk. App. Date CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY AIRPORT (LOT) IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LEO55

Drawing Title

CONSTRUCTION SAFETY NOTES AND DETAILS

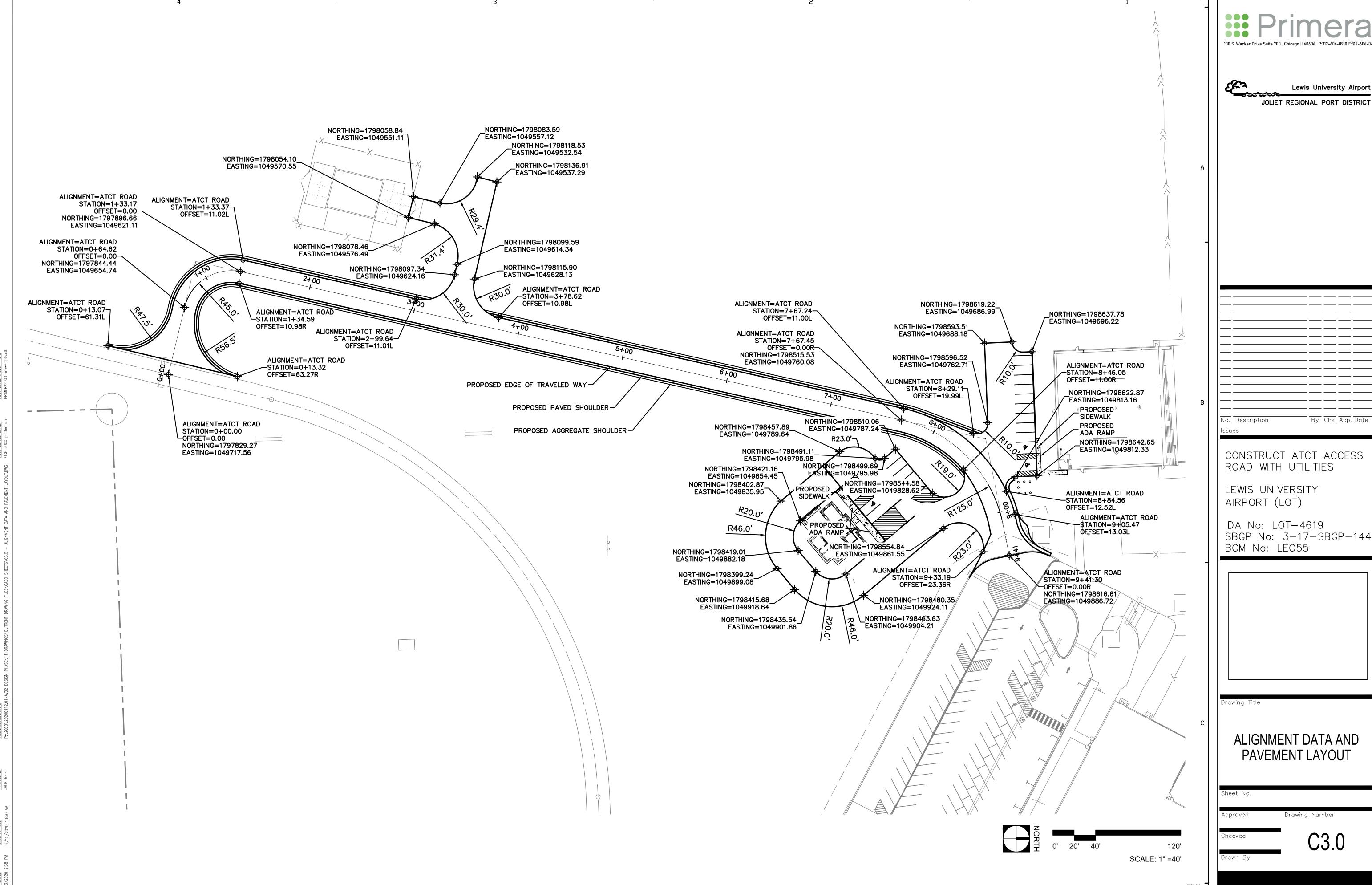
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NOTE:
PAID UNDER ITEM AR150530, TRAFFIC MAINTENANCE

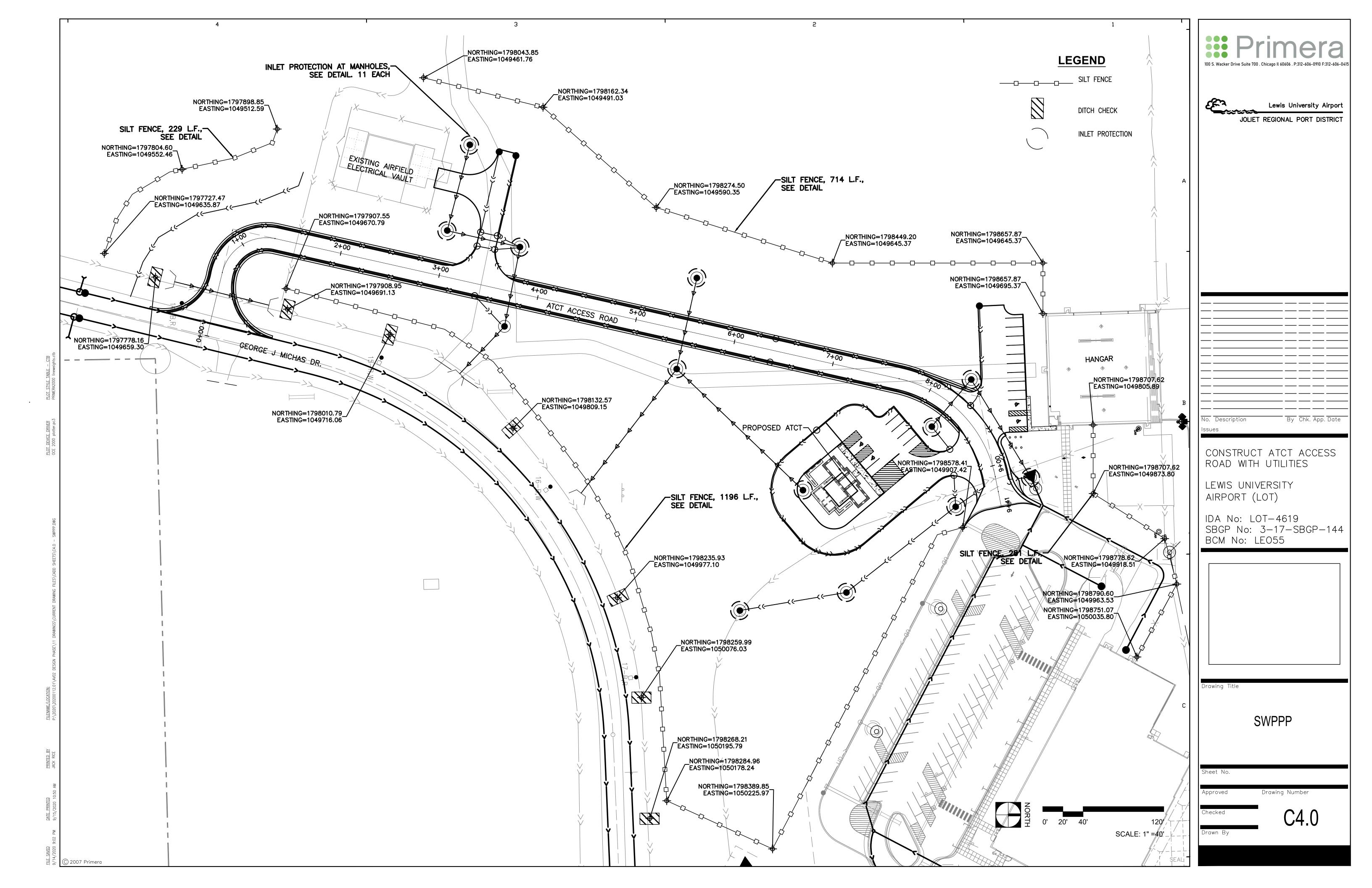


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By Chk. App. Date

SBGP No: 3-17-SBGP-144



DEVICE IS FULL OF SILT.

36,000 PSI.

GENERAL

ASSOCIATED ITEM.

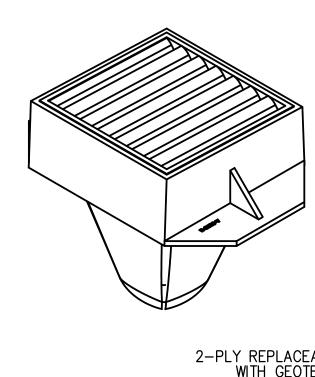
POLLUTION PREVENTION MEASURES

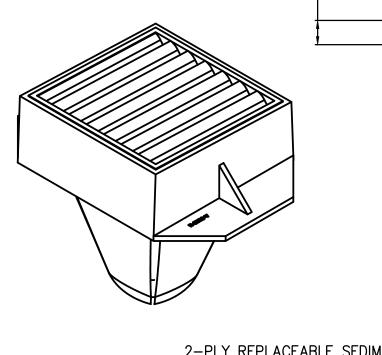
OTHER SUITABLE CONTROL MEASURES.

ADDITIONAL COST TO THE CONTRACT.

DRAINAGE FACILITIES AND ALONG THE PROPERTY LINE.

UNIT PRICE FOR EACH ITEM.





1. FILTER FABRIC INLET PROTECETION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, IPP FLEXSTORM BY EROTEX OR

2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF

6. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.

8. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS

INLET PROTECTION

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

DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.

THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION

POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL

POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION

MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE

PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHEREVER

CONSTRUCTION PLANS, AND WITH <u>STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT</u>

CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL

STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR

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

COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT

MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN

THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL

THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION

ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES ARE EXISTING ON SITE LOCATED AT

ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO

ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM

MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT

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

REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.

7. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST

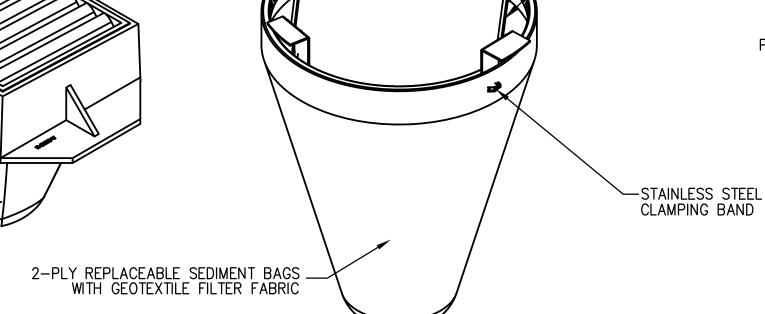
3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.

5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.

9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

STORM WATER POLLUTION PREVENTION NOTES

4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.



TYPICAL ROUND

INLET FILTER

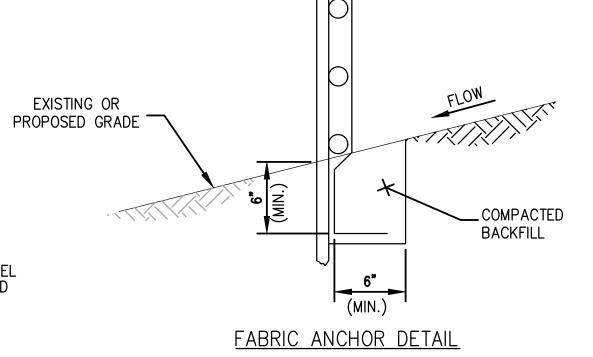
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11 GAUGE STEEL SUSPENSION SYSTEM

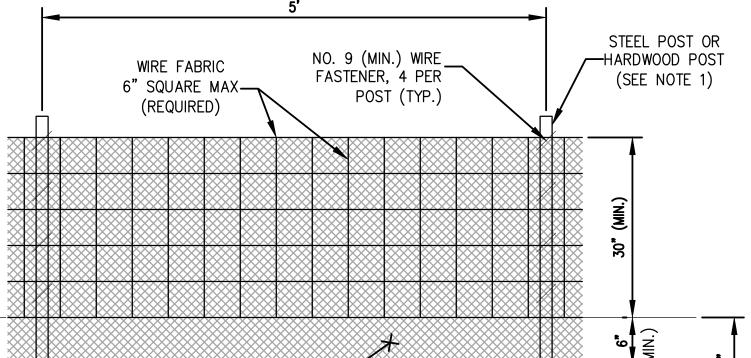
LIFT HANDLES

STANDARD 2"

OVERFLOW AREA



-FILTER FABRIC



ELEVATION

FILTER FABRIC, WOVEN

OR NON-WOVEN

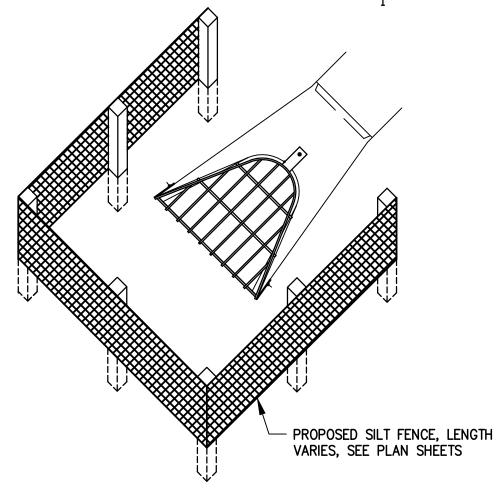
SILT FENCE

NOTES:

EXISTING OR

PROPOSED GRADE

- 1. 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.
- 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
- 7. 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.
- 8. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- 9. 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.
- 10. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- 11. 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).
- 12. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- 13. 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.

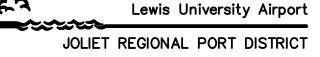


SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)

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
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE. OR REDISTURBANCE.
- AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H: 1V SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- 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.
- 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.





Vo.	Description	Ву	Chk.	App.	Date
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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

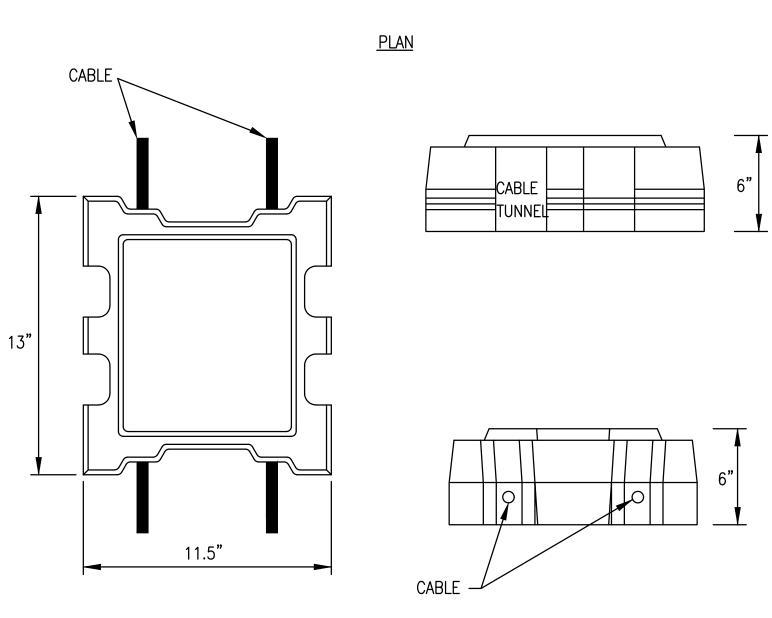
SWPPP DETAILS

Drawing Number



NOTES:

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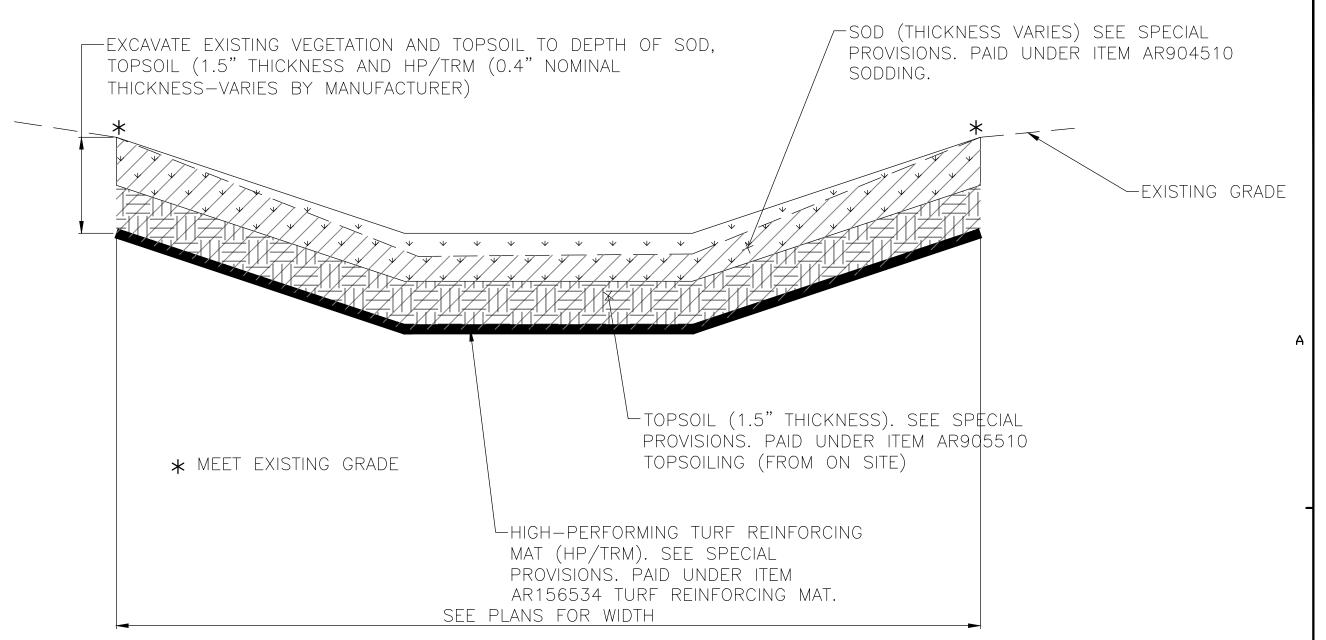


NOTES

- 1. FOUNDATION PREPARATION SHALL BE AS RECOMMENDED BY MANUFACTURER.
- 2. FILTER FABRIC MEETING THE REQUIREMENTS OF ITEM AR156513 IS TO BE PLACED ON TOP OF COMPACTED SUBGRADE BEFORE ARMORFLEX BLOCK IS PLACED.
- 3. CONCRETE CELLS INCLUDE CONNECTING CABLES AND FITTINGS.
- 4. EXPOSED EDGES SHALL BE EDGED WITH CONCRETE (ITEM 610)
 OR CONCRETE GROUT (IDOT-APPROVED). EDGES SHALL BE
 BACKFILLED AND COMPACTED FLUSH WITH THE UNITS AND
 FINAL GRADE.
- 5. OPEN AREAS BETWEEN CELLS SHALL BE BACKFILLED WITH SAND (IDOT FA-1 OR FA-2) OR OTHER MATERIAL APPROVED BY MANUFACTURER.
- 6. ALL MATERIALS AND WORK, INCLUDING FABRIC, CONCRETE CELLS, CONCRETE EDGING, AND SAND BACKFILL FOR THIS ITEM IS TO BE PAID UNDER AR803003.

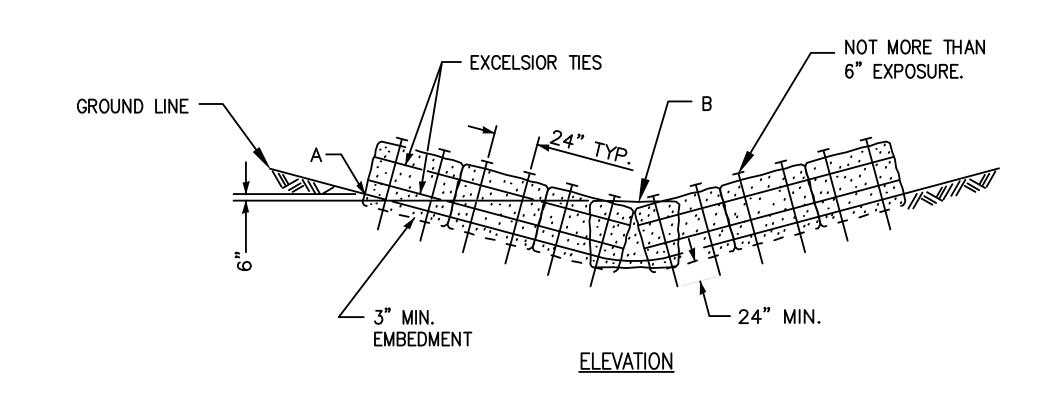
CONCRETE CABLE BOTTOM

(ARMORFLEX CELLULAR CONCRETE MAT STANDARD SMALL CLASS 55S BY CONTECH ENGINEERED SOLUTIONS LLC, SHOREBLOCK BD-600 CC BY SHORETEC LLC, OR APPROVED EQUAL)



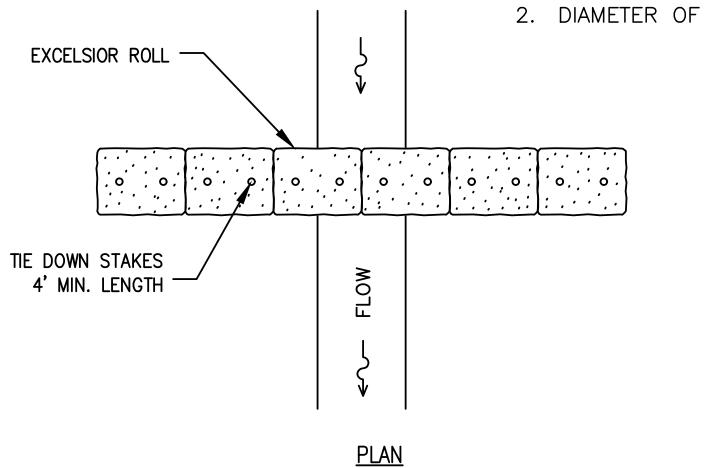
NOTE: SEE SPECIAL PROVISIONS FOR PLACEMENT AND SMOOTHNESS REQUIREMENTS

HIGH PERFORMANCE TURF REINFORCING MAT



NOTES:

- 1. PT. A SHALL BE HIGHER THAN PT. B
- 2. DIAMETER OF EXCELSIOR ROLL IS 12"



DITCH CHECK

Primera
100 S. Wacker Drive Suite 700 . Chicago Il 60606 . P:312-606-0910 F:312-606-04

JOLIET REGIONAL PORT DISTRICT

No. Description

By Chk. App. Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY
AIRPORT (LOT)

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

Drawing Title

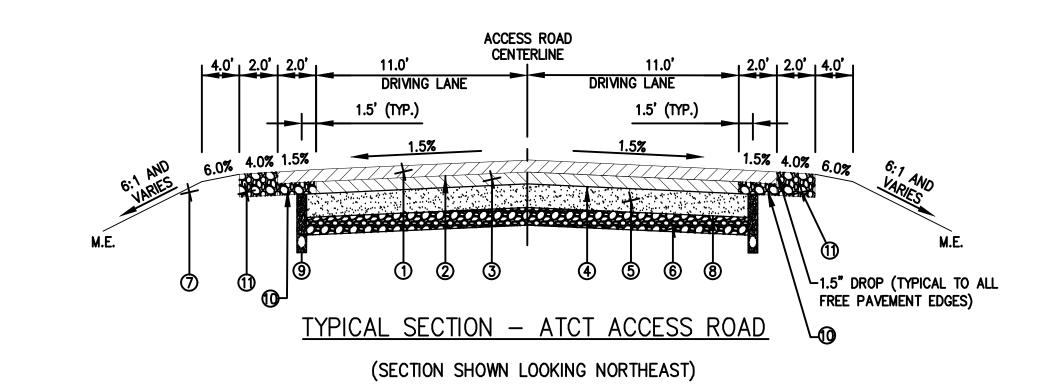
SWPPP DETAILS

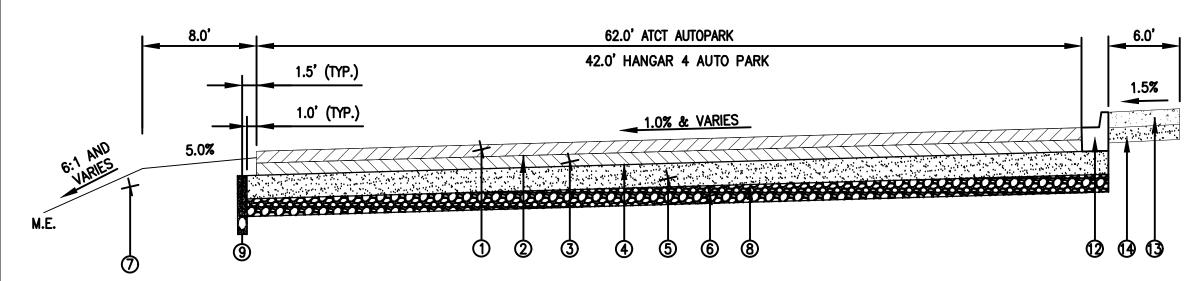
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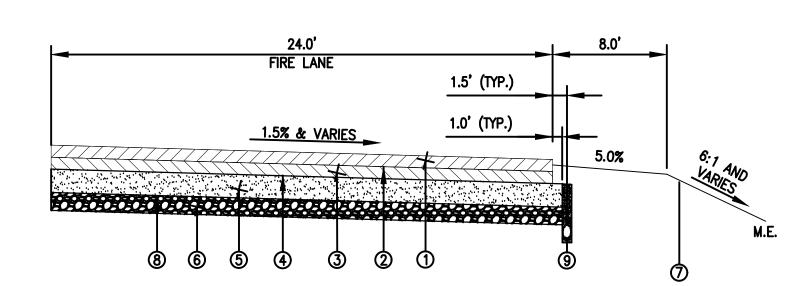
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TYPICAL SECTION - ATCT & HANGAR 4 AUTO PARK

(SECTION SHOWN LOOKING FOR ATCT) (SECTION SHOWN LOOKING WEST FOR HANGAR 4)

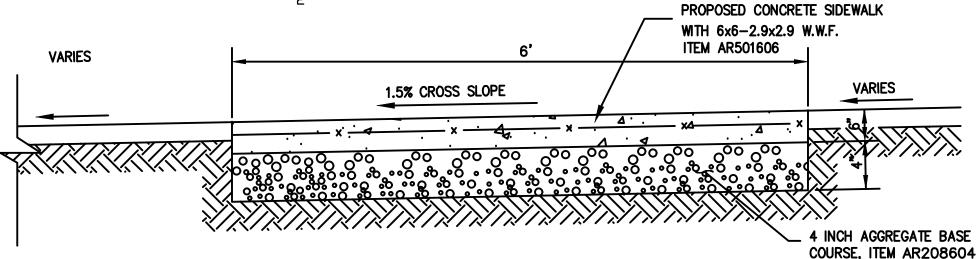


TYPICAL SECTION - ATCT FIRE LANE

(SECTION SHOWN LOOKING NORTHWEST)

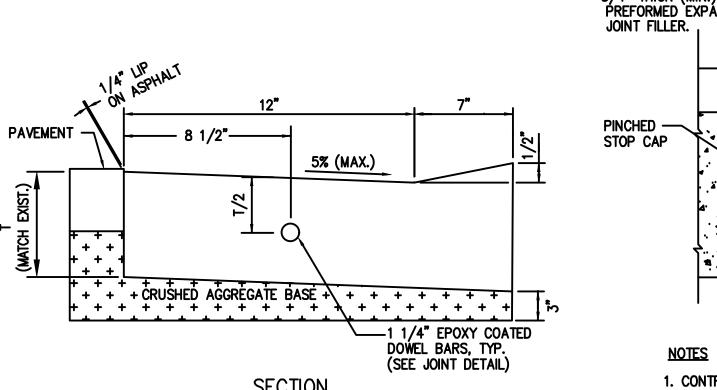
TYPICAL SECTION LEGEND

- 1 PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- 2 PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- 3 PROPOSED 3 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510
- (5) PROPOSED 10 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209610
- (6) PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR154606
- 7 PROPOSED 4 INCH TOPSOIL, ITEM AR905510
- 8 PROPOSED SEPARATION FABRIC, ITEM AR156513 OR SOIL STABILIZATION FABRIC ITEM AR152540 (SEE UNDERCUT AND SOIL STABILIZTION PLAN)
- 9 PROPOSED 6" PERFORATED UNDERDRAIN, ITEM AR705506
- PROPOSED 3" CRUSHED AGGREGATE BASE COURSE, ITEM AR209613
- PROPOSED 8" CRUSHED AGGREGATE SHOULDER, ITEM AR209708
- COMBINED CONCRETE CURB AND GUTTER, ITEM AR754410
- (3) 6" PCC SIDEWALK, ITEM AR501606
- 4" AGGREGATE BASE COURSE, ITEM AR208604

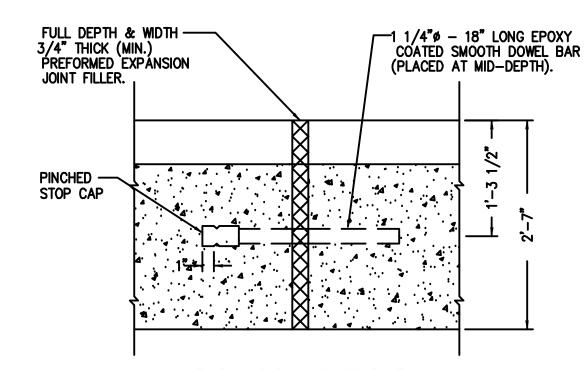


- 3/4" PREFORMED JOINT FILLER TO BE USED IN ALL LOCATIONS WHERE SIDEWALK IS ADJACENT TO EXISTING
- 2. SIDEWALK WIDTH IS TO BE 5' NEAR CROSSWALKS AS SHOWN IN THE PLANS. JOINT GRID MAXIMUM AT THESE
- 3. 5'x5' (MIN.) PASSING SPACES SHALL BE PROVIDED AT INTERVALS OF 200' MAXIMUM.
- 4. SIDEWALK GRADES AND CROSS SLOPES ARE SUBJECT TO PROWAG REQUIREMENTS INCLUDING, BUT NOT LIMITED TO:
 - A. MAX. RUNNING SLOPE = 5.0%
 - B. MAX. CROSS SLOPE = 2.0%
 - C. LEVEL LANDING AREAS AND TURNING AREAS: 2% MAX. IN ANY DIRECTION
- 5. JOINTS ARE TO BE SPACED EVENLY, MAX IS 4' GRID, WITH TRANSVERSE 3/4" PREFORMED EXPANSION JOINTS AT 24' MAX. INTERVALS.
- 6. SEEDING AND EROSION CONTROL BLANKET TO EXTEND TO THE LIMITS OF CONSTRUCTION (A MINIMUM OF 2 FEET FROM THE EDGE OF SIDEWALK).

SIDEWALK CROSS SECTION DETAIL



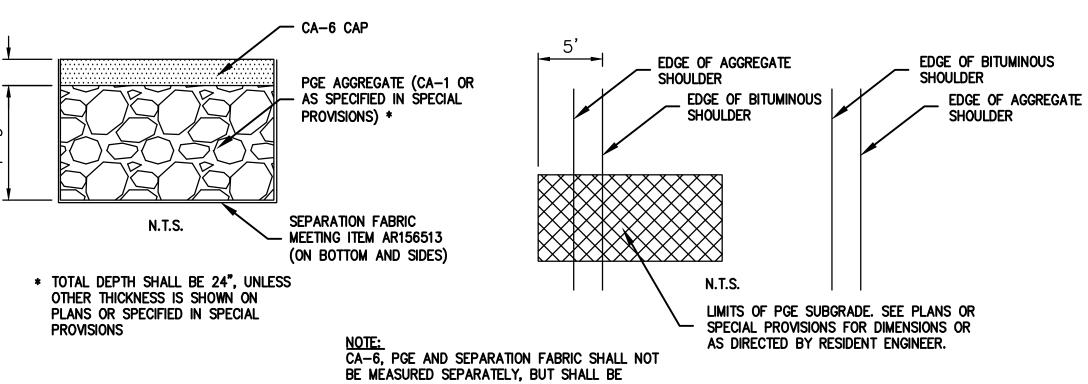
SECTION DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED



EXPANSION JOINT DETAIL

- 1. CONTRACTION JOINTS TO BE LOCATED AT NO GREATER THAN 12.5' ON CENTER. CONTRACTION JOINTS ARE TO BE EITHER 3/4" THICK PREFORMED JOINT FILLER, SAWED 2" DEEP AT 4 TO 24 HOURS OR FORMED WITH A 1/8" THICK STEEL TEMPLATE 2" DEEP.
- 2. EXPANSION JOINTS TO BE LOCATED 5' FROM EACH SIDE OF AN INLET STRUCTURE AND AT 50' MAX SPACING.
- 3. ALL EXPANSION AND SAWED CONTRACTION JOINTS SHALL BE SEALED WITH HOT-POURED SEALANT, ASTM D6690, TYPE II, COST INCIDENTAL TO CURB AND GUTTER.
- 4. COST OF CRUSHED AGGREGATE BASE UNDER CURB AND GUTTER INCIDENTAL TO ITEM 754.

COMBINATION CONCRETE CURB AND GUTTER (IDOT STANDARD 606001 - MODIFIED)



1/4" MAX. BELOW **PAVEMENT** -1-1/2" $\pm 1/8$ " SEALANT ASTM D6690-TYPE II NEW BITUMINOUS | EXISTING BITUMINOUS PAVEMENT | PAVEMENT OR

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

PGE AGGREGATE SUBGRADE IMPROVEMENT

INCLUDED IN ITEM AR208515

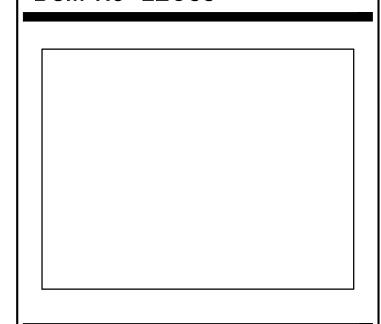
Lewis University Airport JOLIET REGIONAL PORT DISTRICT

By Chk. App. Date

CONSTRUCT ATCT ACCESS **ROAD WITH UTILITIES**

LEWIS UNIVERSITY AIRPORT (LOT)

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



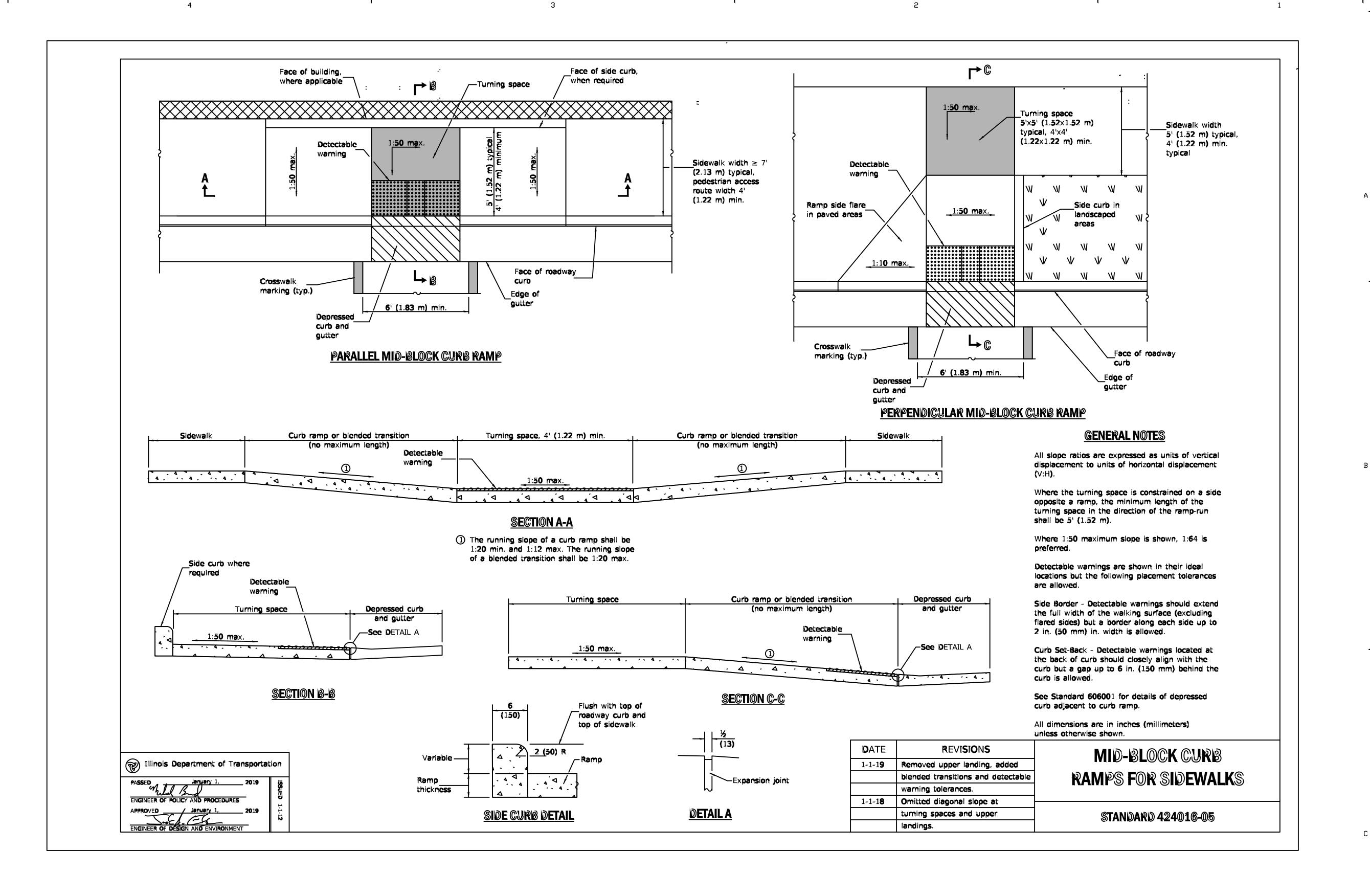
Drawing Title

Drawn By

TYPICAL SECTIONS AND PAVEMENT DETAILS

Drawing Number C5.0

BITUMINOUS/BITUMINOUS SEAL



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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

TYPICAL SECTIONS AND PAVEMENT DETAILS

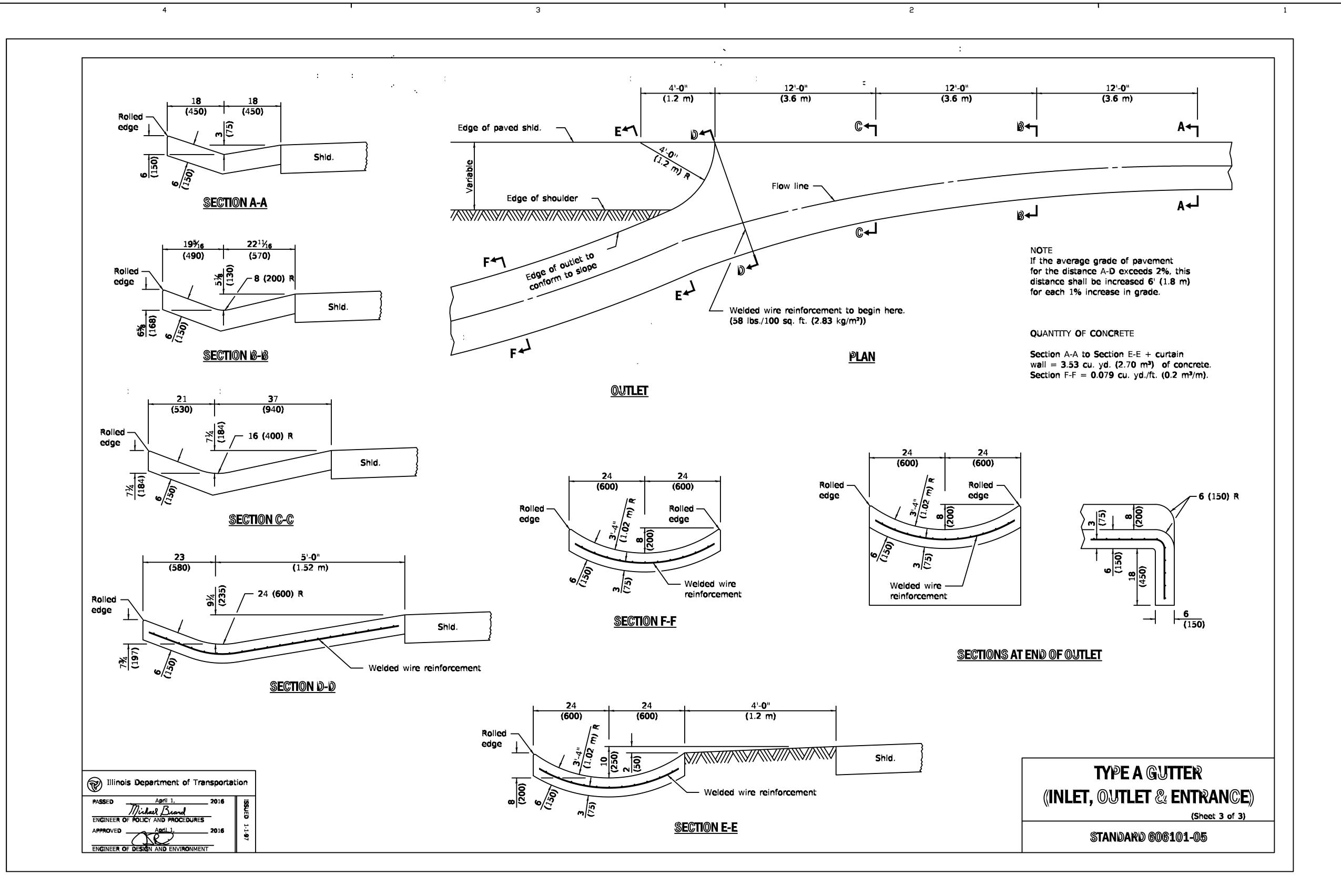
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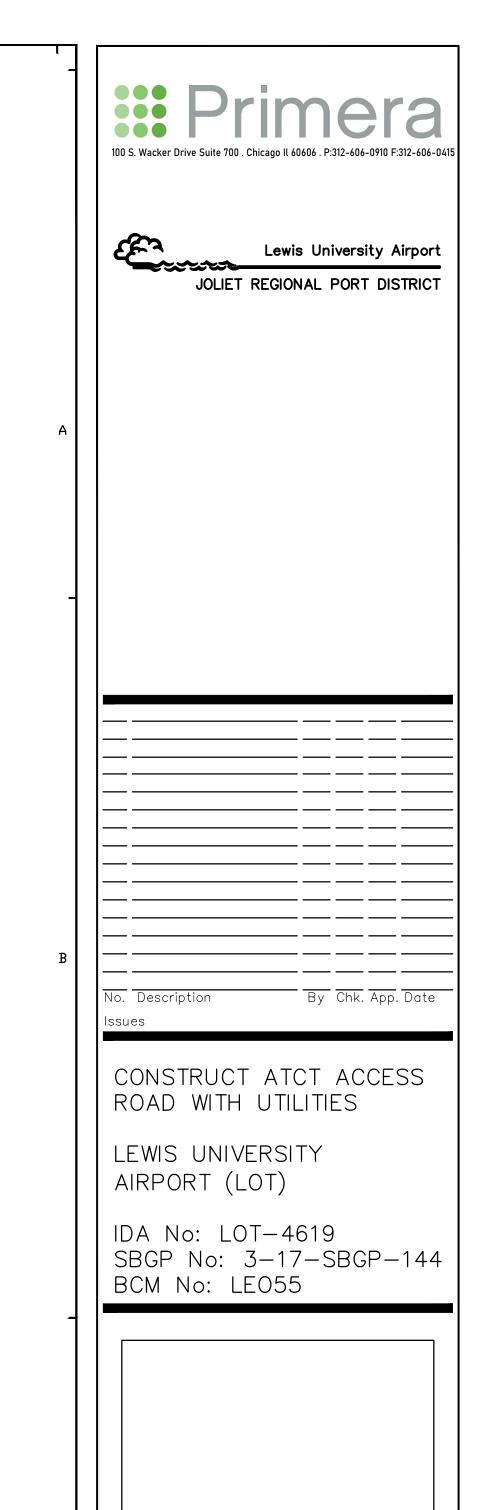
Drawing Number

Checked

C5.1

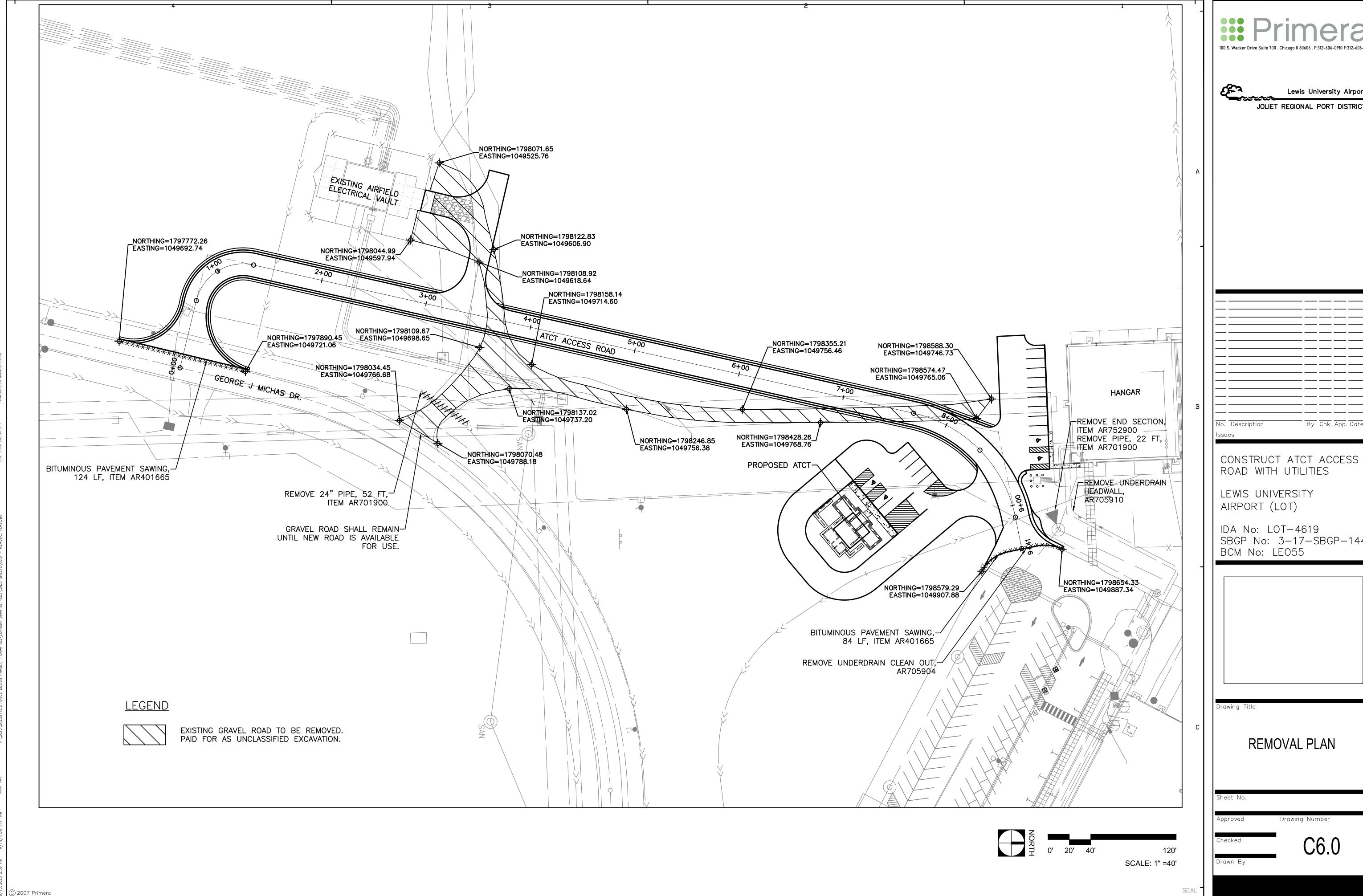
SEAL



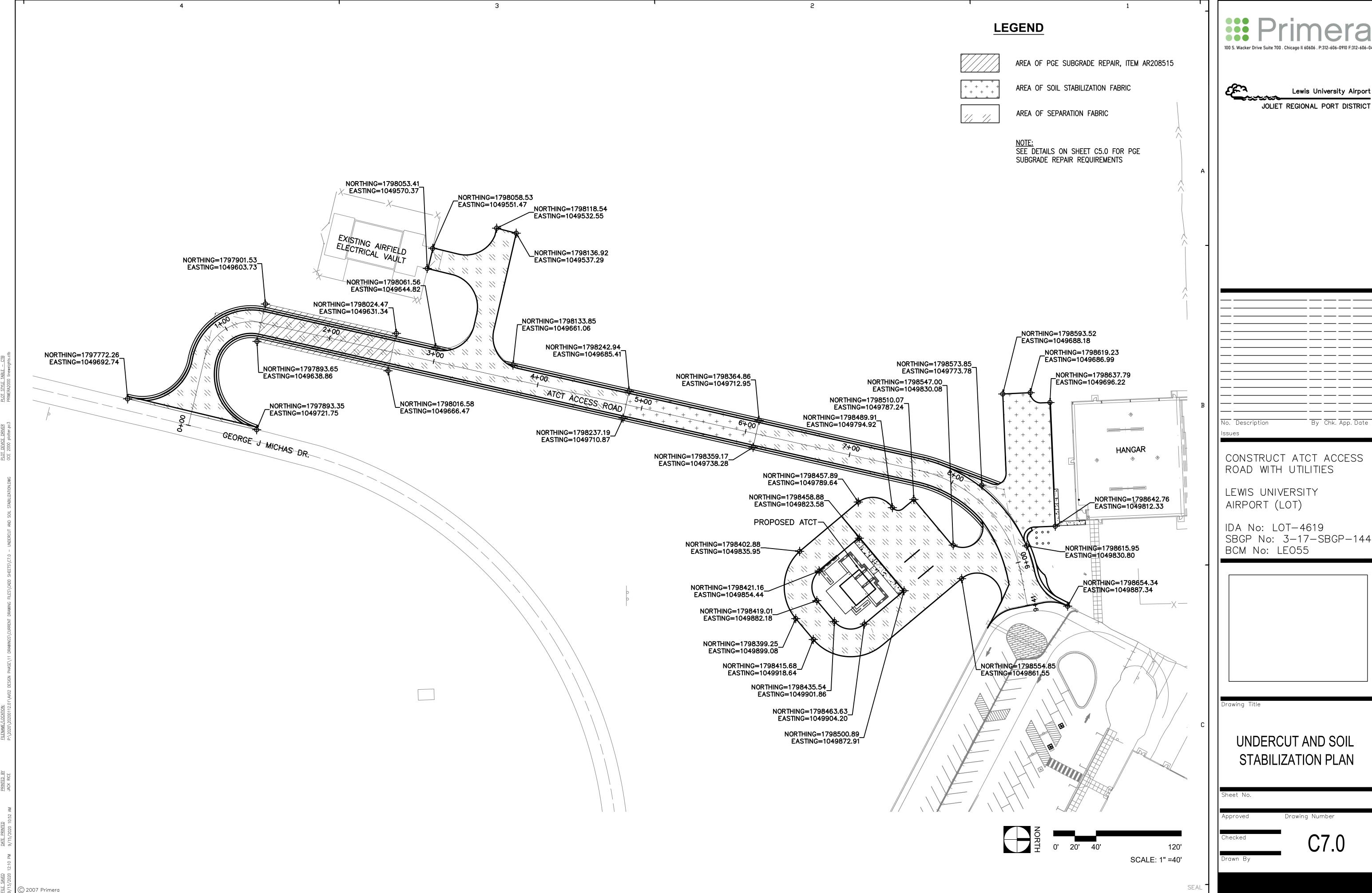


TYPICAL SECTIONS AND PAVEMENT DETAILS

C5.2

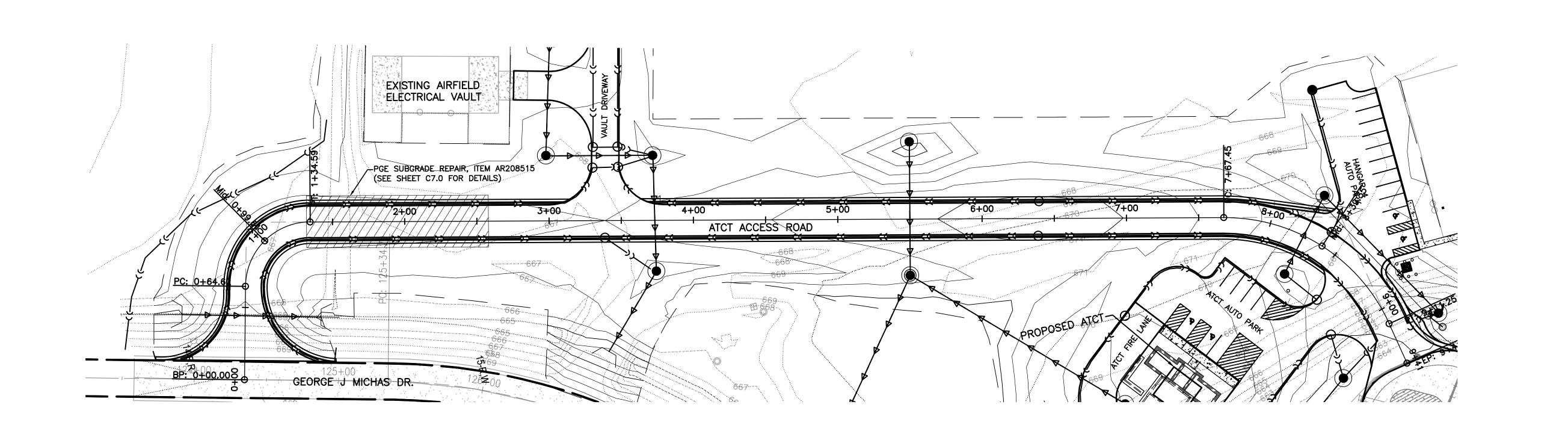


Lewis University Airport JOLIET REGIONAL PORT DISTRICT By Chk. App. Date SBGP No: 3-17-SBGP-144



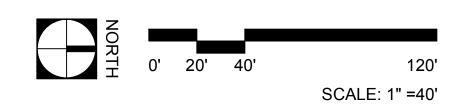
Lewis University Airport

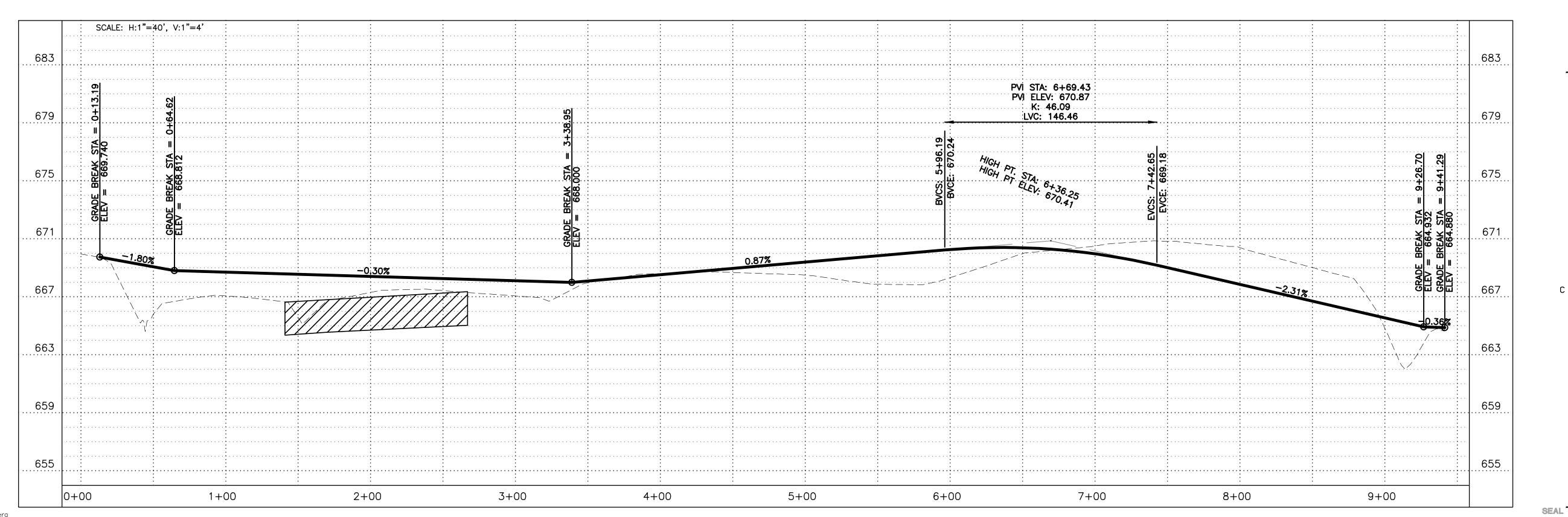
SBGP No: 3-17-SBGP-144



<u>LEGEND</u>

PGE SUBGRADE REPAIR, ITEM AR208515 (SEE DRAWING C5.0 AND C7.0 FOR DETAILS)





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Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

No. Description By Chk. App. Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

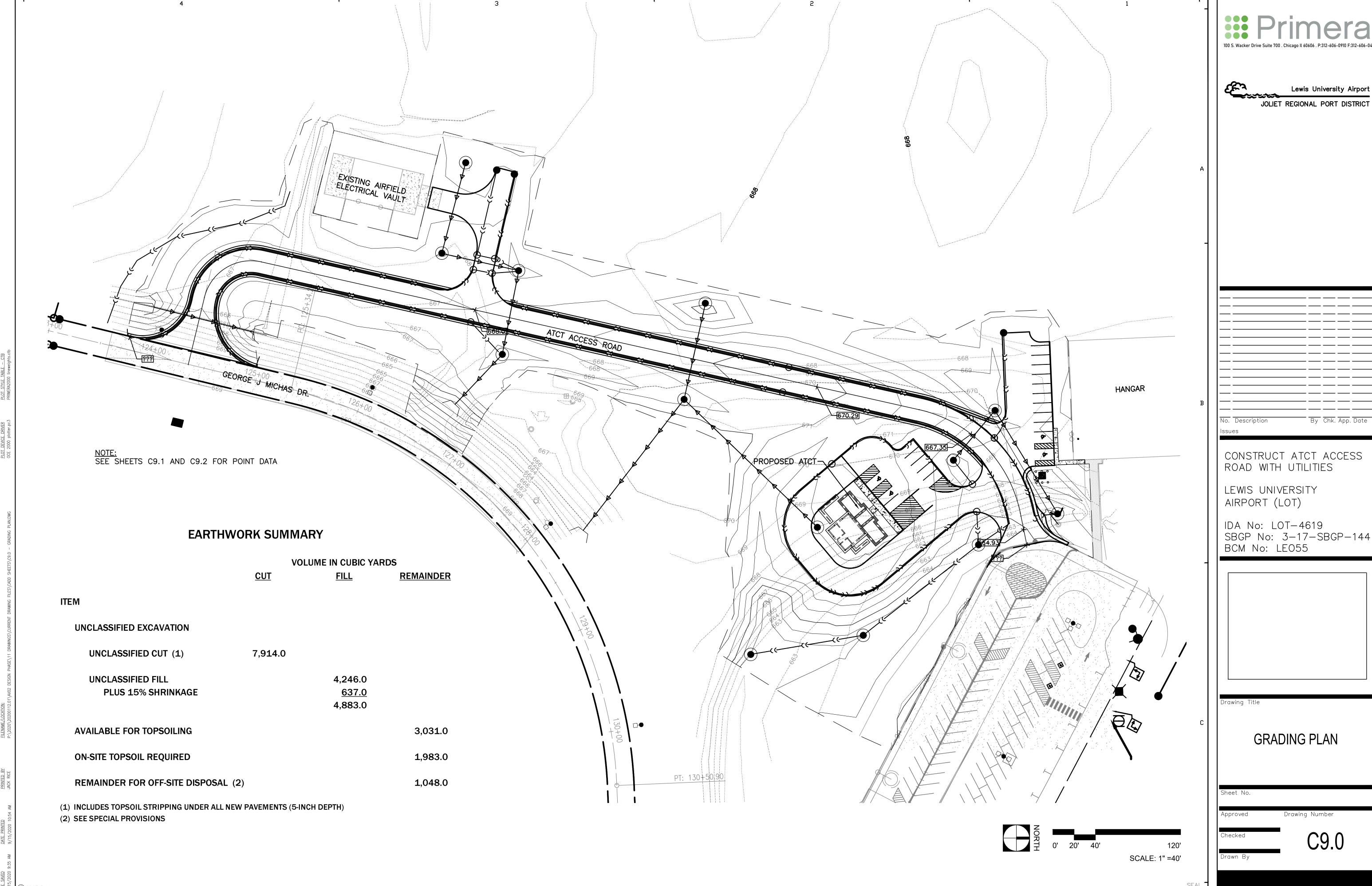
Drawn By

PLAN AND PROFILE

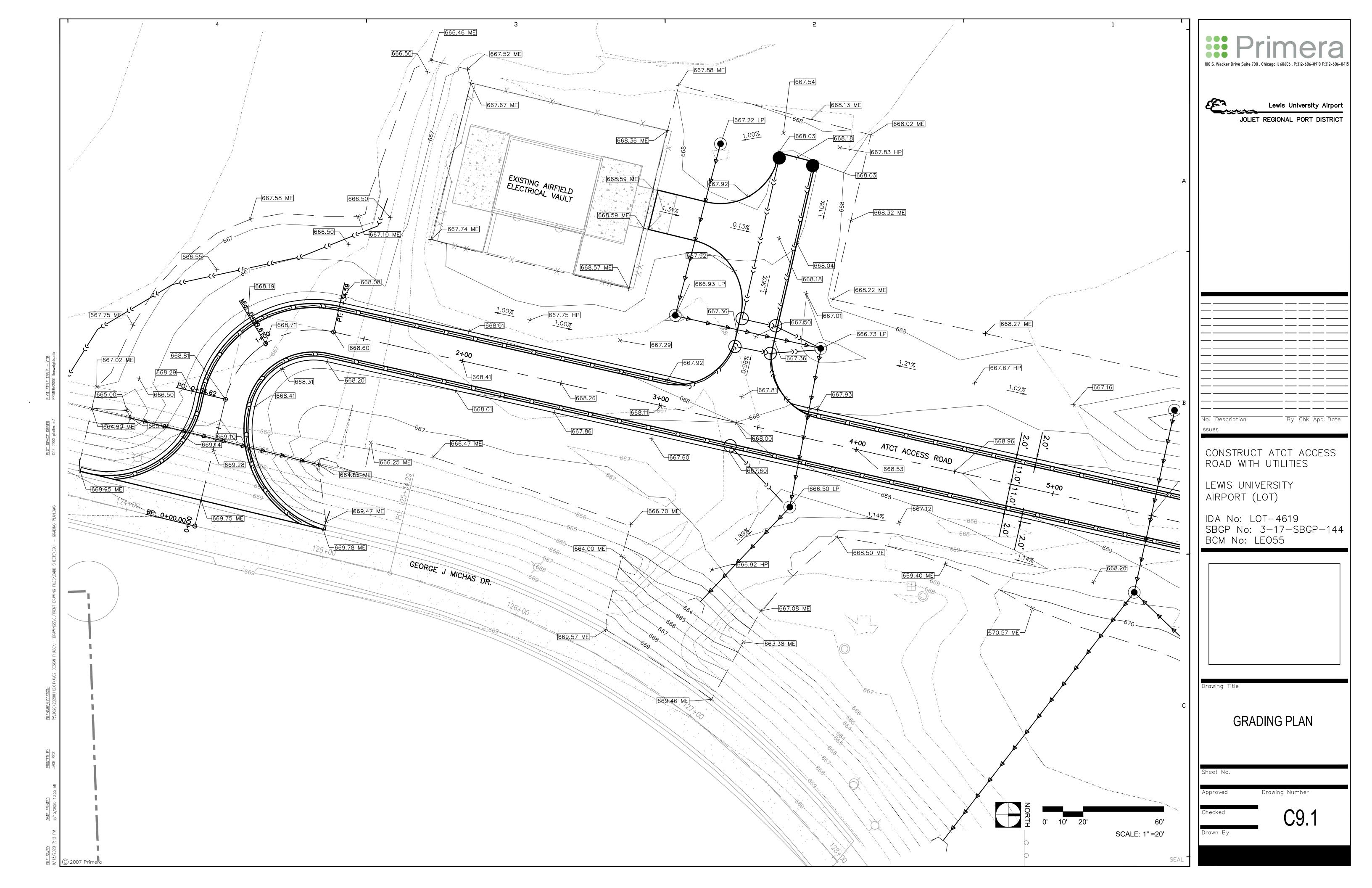
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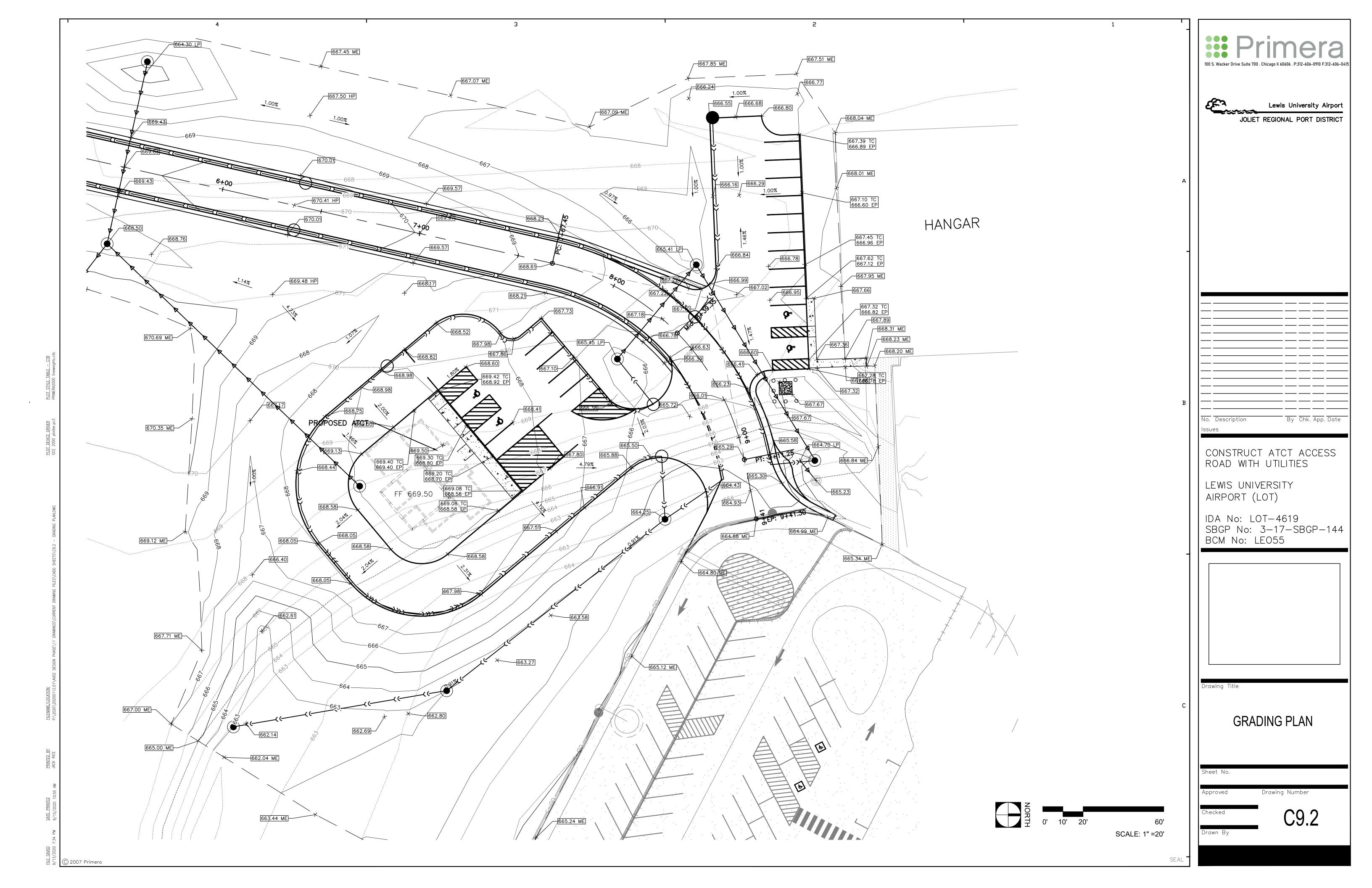
Checked C8.0

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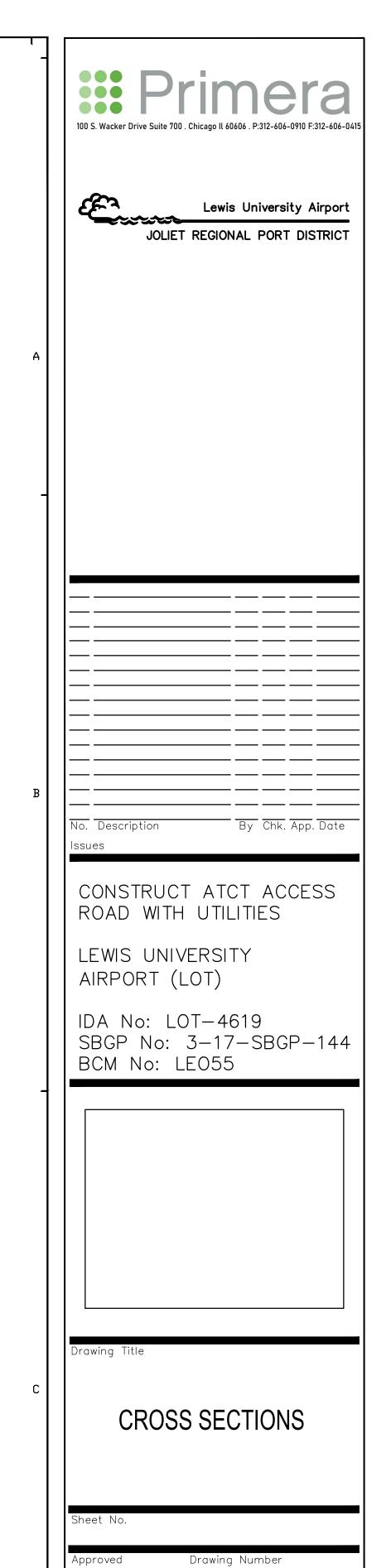
SBGP No: 3-17-SBGP-144





3+00.0 1 + 50.0667.92_ 13.00 L 670+ 667.80 / 13.01 R 667.80 13.01 L 668.36_{_} 13.00 L 669+ 668.24_ 668.24 665+----666 664 + -----665+ 664 + 663+ -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 2+50.0 668.26 13.00 R 1+00.013.00 L 668.51_ 13.00 L 667.94 13.01 L 667.94 13.01 R _668.51 /-13.00 R 668.31 664 |... -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 2+00.0 0+44.5668.97 / 17.63 R 668.22_ 13.00 L \ 668.87 19.65 L 668.76 21.98 R 668:09 / 13.01 R 668.09 13.01 L -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100

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C10.0

SEAL

4+50.0 6+50.0 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 -50 -40 -30 -20 -10 0 10 20 30 40 50 4+00.0 6+00.0 _668.53 /_0.00 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 -50 -40 -30 -20 -10 0 10 20 30 40 50 3+50.0 5+50.0 669+ 668+ 667 | · 666+... 665 +---664 | .. 663+ -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 -50 -40 -30 -20 -10 0 10 20 30 40 50

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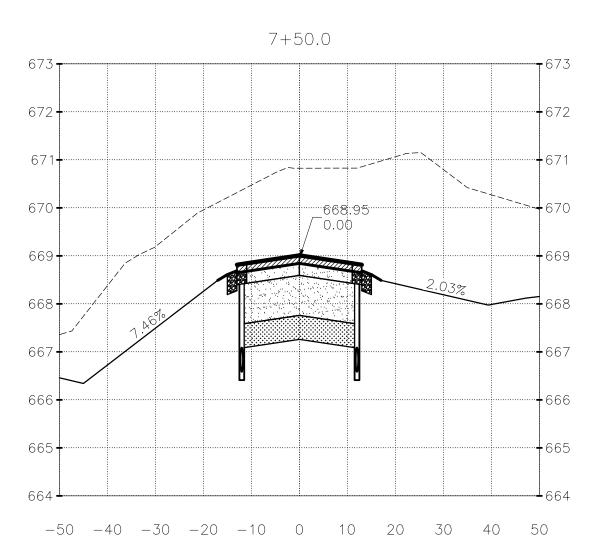
Lewis University Airport JOLIET REGIONAL PORT DISTRICT CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY AIRPORT (LOT) IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LE055

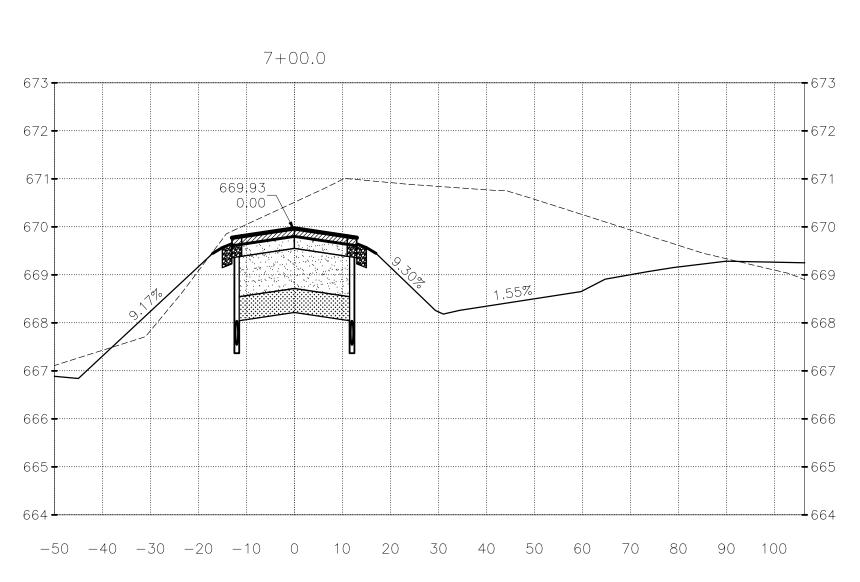
Drawing Title

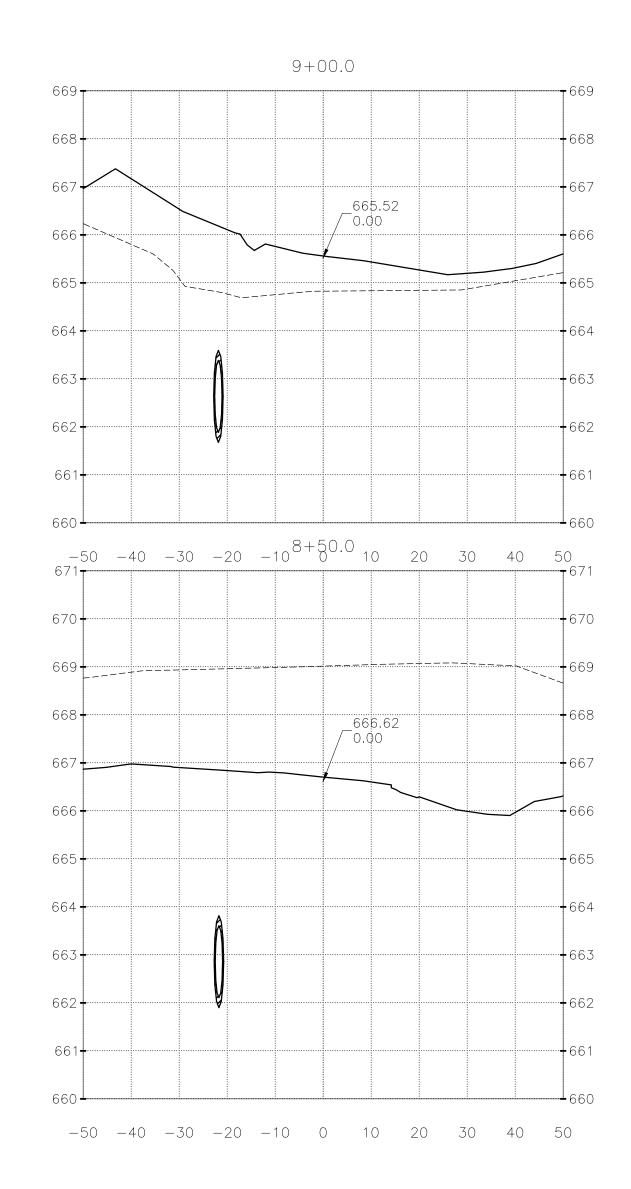
CROSS SECTIONS

Drawing Number

C10.1







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JOLIET REGIONAL PORT DISTRICT

o. Description

By Chk. App. Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

CROSS SECTIONS

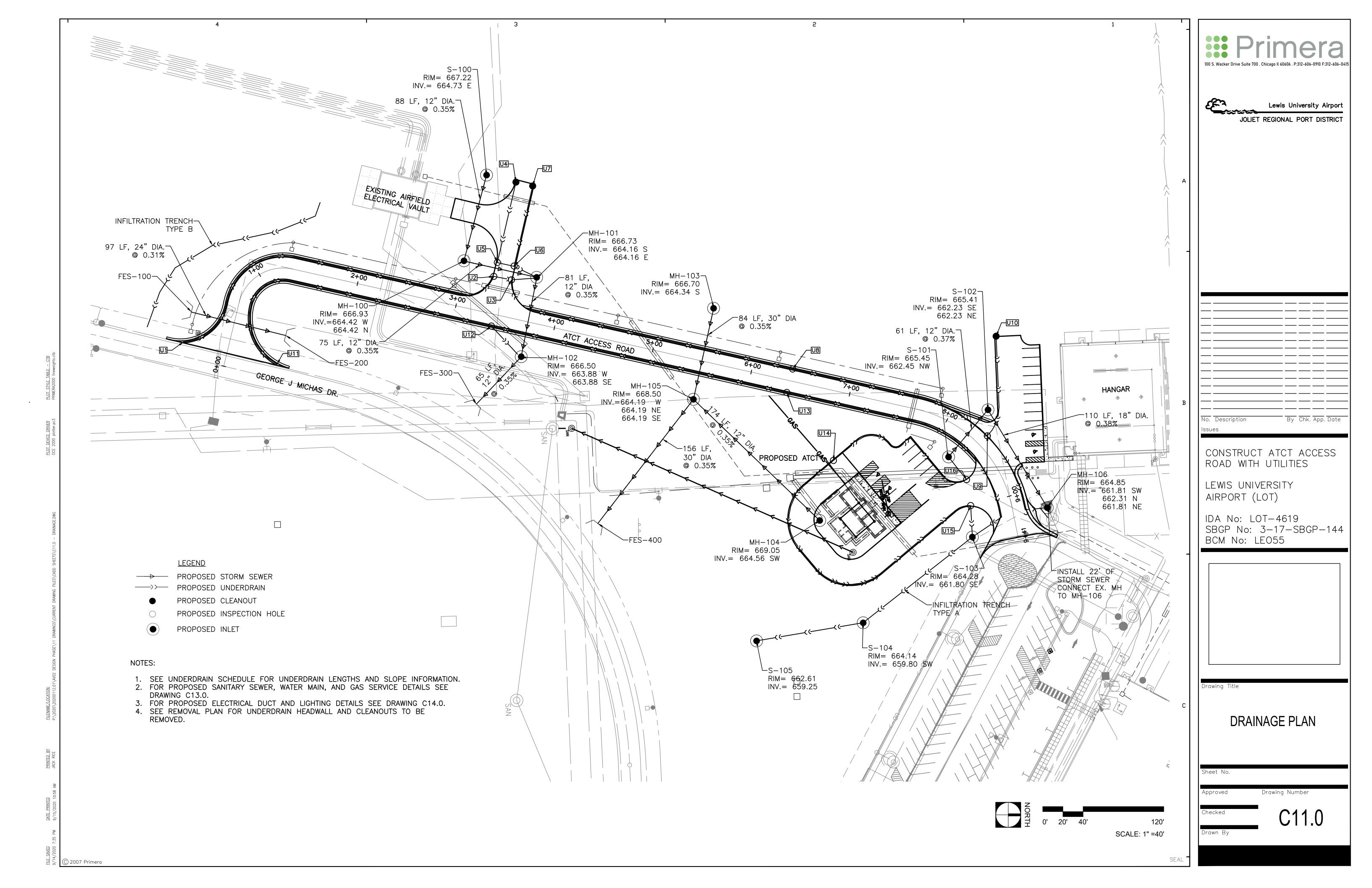
neet No.

ved Drawing Number

Checked

C10.2

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STORM SEWER SCHEDULE

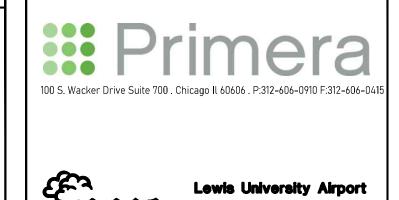
Structure	Station	Off	set	Type	Rim El.	Inver	rt. El.	Pipe Pay Length	Size	Slope %
FES-100	0+28	70.36	LT	24" DIA.		664.82	N			
								97	24"	0.31%
FES-200	0+26	42.31	RT	24" DIA.		664.55	N			
S-100	3+00	135.24	LT	Inlet Type B	667.22	664.73	E			
								88.0	12"	0.35%
MH-100	2+99	44.24	LT	MH (4' DIA.)	666.93	664.42	N			
								75.0	12"	0.35%
MH-101	3+72	45.00	LT	MH (4' DIA.)	666.73	664.16	Е			
								81	12"	0.35%
MH-102	5+50	45.31	LT	MH (4' DIA.)	666.50	663.88	S			
								65.0	12"	0.35%
FES-300	3+76	109.46	RT	12" DIA.		663.66	Е			<u> </u>
MH-103	5+50	45.31	LT	MH (6' DIA.)	666.70	664.34	S			
								84.0	30"	0.35%
MH-104	6+99	128.65	RT	MH (4' DIA.)	669.05	664.56	SW			
								174.0	12"	0.35%
MH-105	6+39	108.9	RT	MH (6' DIA.)	668.50	664.19	Е			
								156.0	30"	0.35%
FES-400	4+86	178.25	RT	30" DIA.		663.65	E			
C 101	0.24	20.56	DT	In lat Tuna D	CCE 45	662.45				
S-101	8+24	29.56	RT	Inlet Type B	665.45	662.45	SE	61	12"	0.37%
S-102	8+26	31.34	LT	Inlet Type B	665.41	662.23	S	61	12"	0.37/0
J 102	0120	51.54	LI	iniec Type b	005.41	002.23		110	18"	0.38%
MH-106	9+17	35.16	LT	MH (4' DIA.)	658.17	663.17	SE			

FRAME AND GRATE SCHEDULE

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

UNDERDRAIN SCHEDULE

Structure			Туре	Rim El.	Invert. El.	Pay Length	Slope %	
S-103	9+32	44.15	RT		664.28	661.8		
				INFILTRATION TRENCH TYPE A			195.1	1.00%
S-104	9+00	151.1	RT		664.14	659.8		
				INFILTRATION TRENCH TYPE A			58.3	1.00%
U1	0+14	44.5	LT	CLEANOUT	669.95	668.2		
							362.5	1.00%
U2	3+29	36.6	LT	INSPECTION HOLE	667.52	664.6		
							17.8	1.00%
U3	3+48	37.1	LT	INSPECTION HOLE	667.52	664.4		
							25.3	1.00%
U4	3+31	132.5	LT	CLEANOUT	668.03	665.4		
							81.9	1.00%
U5	3+31	51.3	LT	INSPECTION HOLE	667.36	664.6		<u>-</u>
							17.0	1.00%
U6	3+48	51.0	LT	INSPECTION HOLE	667.36	664.4	1 17.10	2.00,0
- 00	3140	31.0		THST ECTION TICLE	007.50	004.4	25.2	1.00%
U7	3+48	132.5	LT	CLEANOUT	668.03	665.2	25.2	1.0070
- 07	3140	132.3	LI	CLLANOOT	008.03	003.2	81.7	1.00%
110	C+20	12.2	ıT	INSPECTION HOLE	670.01	664.04	01.7	1.00%
U8	6+39	13.3	LT	INSPECTION HOLE	670.01	664.94	204.6	1.000/
							304.6	1.00%
		44.0	1.7	UNICE COTION LIGHT	667.00		197.7	1.00%
U9	8+40	11.8	LT	INSPECTION HOLE	667.22	663.0	115.0	
							115.3	1.00%
U10	8+03	96.6	LT	INSPECTION HOLE	666.55	664.0		
							101.8	1.00%
U11	0+14	50.9	RT	CLEANOUT	669.47	667.5		
							323.6	1.00%
U12	3+39	12.1	RT	INSPECTION HOLE	667.6	664.3		
							38.1	1.00%
U13	6+39	12.0	RT	INSPECTION HOLE	670.01	667.3		
							300.1	1.00%
							301.3	1.00%
U14	6+99	67.6	RT	INSPECTION HOLE	668.82	664.4		
							167.8	1.00%
							317.6	1.00%
U15	8+97	39.29	RT	INSPECTION HOLE	665.5	662.1		
							31.2	1.00%
U16	8+62	31.67	RT	INSPECTION HOLE		662.7		
							28.8	1.00%
				INFILTRATION TRENCH TYPE B				
							228.9	



B

No. Description
Issues

CONSTRUCT ATCT ACCESS
ROAD WITH UTILITIES

LEWIS UNIVERSITY

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

AIRPORT (LOT)

Drawing Title

STORM SEWER SCHEDULES

Sheet No.

Drawing Num

Checked

C11.1

MANHOLE DATA

(IDOT STANDARD— MODIFIED)

UNDER TURF AREAS UNDER PAVED AREAS -NEW PAVEMENT SECTION (SEE PLANS) FINISHED GRADE — 4" TOPSOIL -- OVERLAP FILTER FABRIC 12" - 6" CA-16 COARSE AGGREGATE COARSE AGGREGATE, IDOT CA-1 -12 INCH DIAMETER ASTM D-1785 SCHEDULE 80 PVC PIPE. PERFORATED TO AASHTO M278 WITH FABRIC SOCK, SEE SCHEDULE FOR DIAMETER (SEE SPECIAL PROVISIONS) - FILTER FABRIC ENVELOPE (SEE SPECIAL PROVISIONS) — 6" FA-2 FINE AGGREGATE 1'-6"

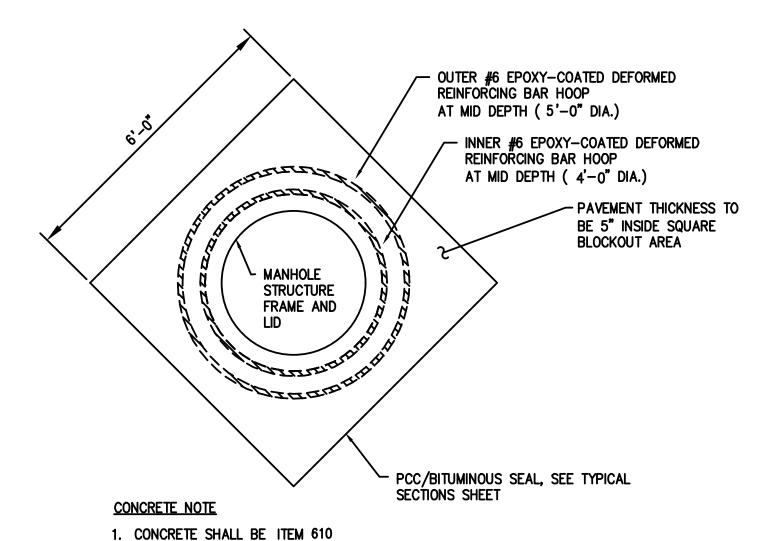
<u>NOTES</u>

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.

3'-0"

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

INFILTRATION TRENCH-TYPE A



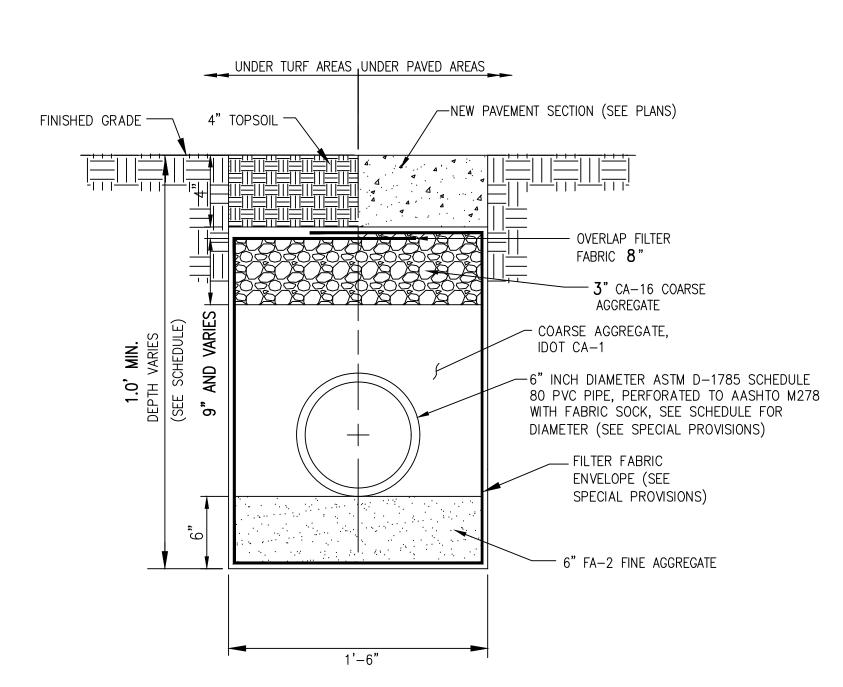
FRAMING NOTE

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

GENERAL NOTE

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

CONCRETE COLLAR AT MANHOLES AND INLETS



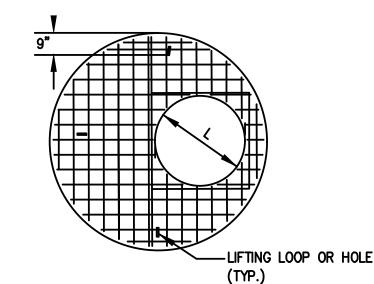
<u>NOTES</u>

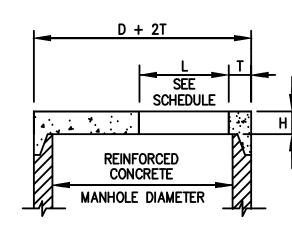
1. PIPE, FILTER FABRIC TRENCH ENVELOPE, FINE AND COURSE AGGREGATES INCLUDED IN COST FOR INFILTRATION TRENCH TYPE 2.

INFILTRATION TRENCH-TYPE B

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)

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

<u>NOTES</u>

1. FOR "L" DIMENSION AND FRAME AND LID INFORMATION SEE STORM SEWER SCHEDULES.

2. CENTER OF FRAME TO BE USED FOR LOCATING STRUCTURE. FOR STRUCTURE LOCATIONS AND ADDITIONAL INFORMATION SEE SCHEDULE.

3. ALL STRUCTURES TO BE PRECAST REINFORCED CONCRETE SECTIONS; BENCHES MAY BE CAST IN PLACE.

4. BLOCKOUTS FOR UNDERDRAIN CONNECTIONS AND FUTURE PIPES SHALL BE PRECAST INTO THE STRUCTURE.

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Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

No. Description

By Chk. App. Date

Issues

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

DRAINAGE DETAILS

et No.

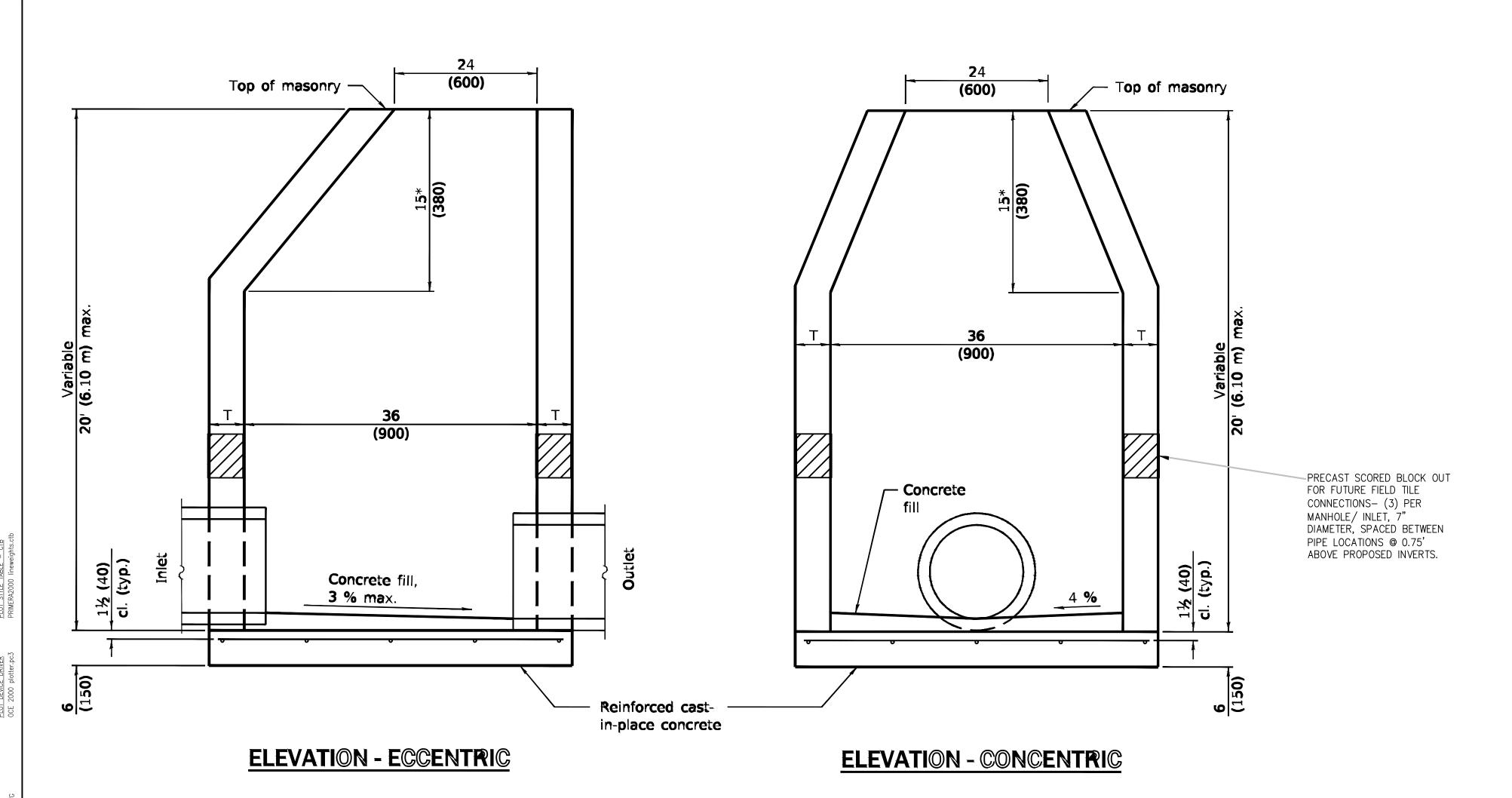
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Drawing Number

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SEAL



ALTERNATE MATERIALS FOR WALLS	T (min.)
Concrete Masonry Unit	5 (1 2 5)
Brick Masonry	8 (200)
Precast Reinforced Concrete Section	3 (75)
Cast-in-Place Concrete	6 (150)

Precast reinf. conc. slab when the precast reinf. conc. sections alternate is used. Sand cushion Precast reinforced concrete slab Sand cushion Precast reinforced concrete slab Sand cushion

ALTERNATE BOTTOM SLAB

(IDOT STANDARD 602306)

GENERAL NOTES

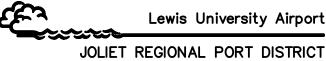
Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft. (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.

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

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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY
AIRPORT (LOT)

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

Drawing Title

DRAINAGE DETAILS

Sheet No.

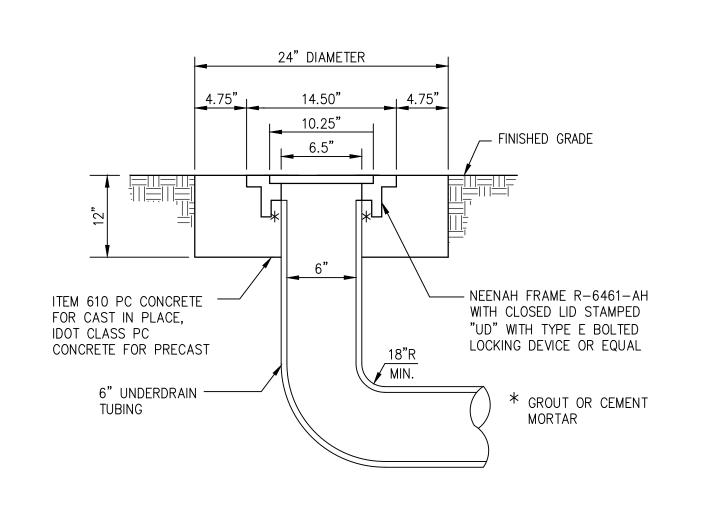
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Checked

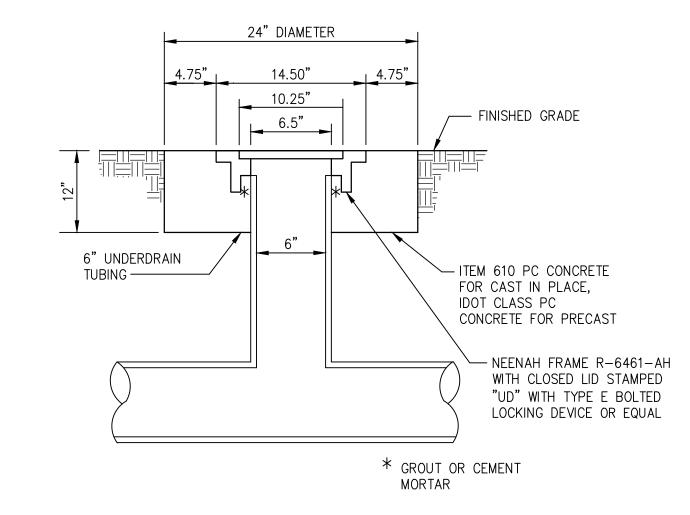
C11.3

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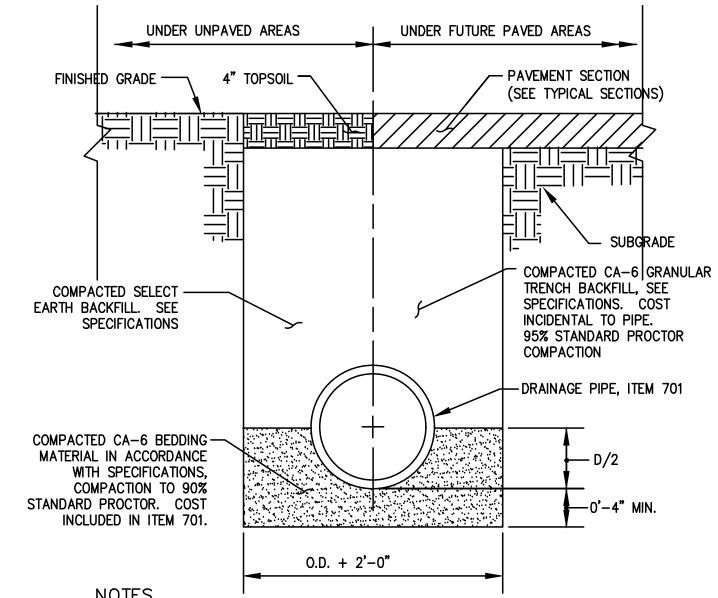
EAL +



UNDERDRAIN CLEANOUT



UNDERDRAIN INSPECTION HOLE



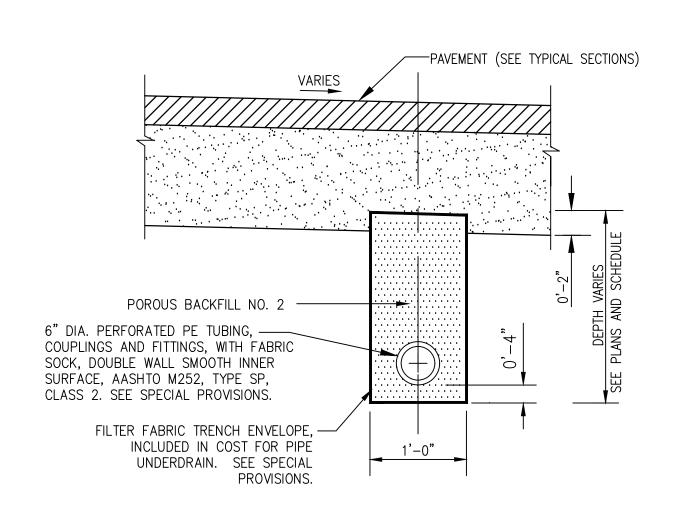
NOTES

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE

REMOVED AND REPLACED.

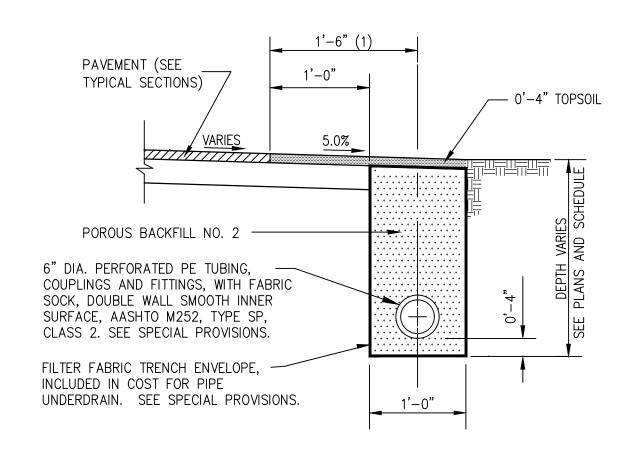
- 2. WITHIN 3 FEET OF FUTURE PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
- AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.

PIPE TRENCH

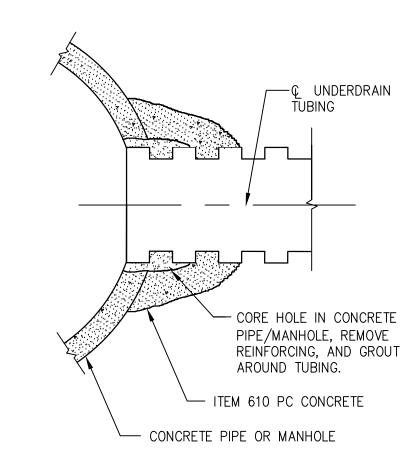


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UNDERDRAIN UNDER PAVEMENT

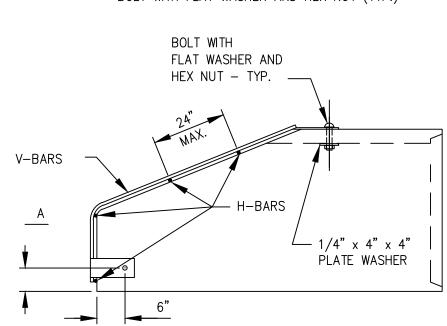


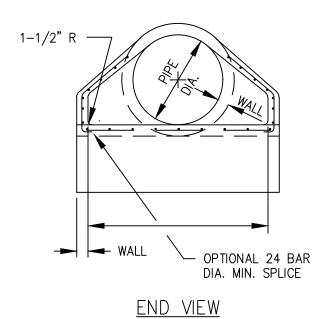
UNDERDRAIN ALONG PAVEMENT EDGE



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION

Lewis University Airport JOLIET REGIONAL PORT DISTRICT By Chk. App. Date CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY AIRPORT (LOT) IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LE055 Drawing Title DRAINAGE DETAILS Drawing Number C11.4





	DIA. INCHES	V-BAR SIZE	H-BAR SIZE	No. OF H-BARS	BOLT DIA.	"A" DIM.		
		INCHES		REQ'D.	INCHES			
	12	1/2ø	5/8ø	3	1/2	4		
	15	1/2ø	5/8ø	3	1/2	4 1/2		
	18	1/2ø	5/8ø	4	1/2	4 1/2		
	21	1/2ø	5/8ø	4	1/2	5		
S	24	5/8ø	3/4ø	4	1/2	5		
SECTIONS	27	5/8ø	3/4ø	4	1/2	5 1/2		
END SE	30	5/8ø	3/4ø	4	1/2	5 1/2		
🛅	36	3/4ø	1ø	4	3/4	8		
	42	3/4ø	1ø	4	3/4	8		
	48	3/4ø	1ø	5	3/4	8		
	54	3/4ø	1-1/2 PIPE	5	3/4	8		
	24 X 38 ELLIPTICAL	3/4ø	1ø	5	3/4	8		

NOTES

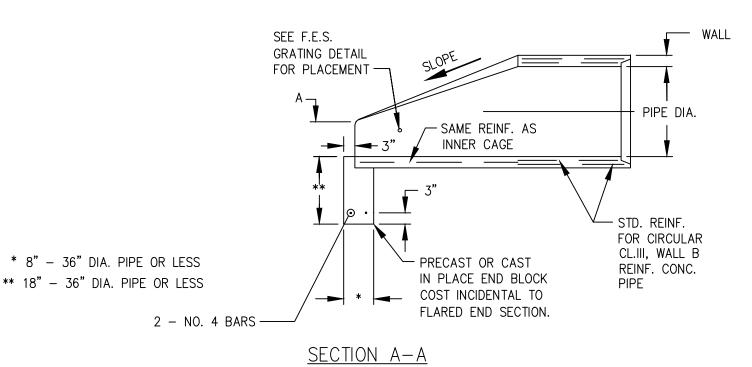
- 1. BARS AND PLATES ARE HOT ROLLED STEEL.
- 2. BARS, PLATES, PIPE AND BOLTS ARE GALVANIZED.
- 3. SEE SPECIAL PROVISIONS FOR ADDITIONAL DETAILS.

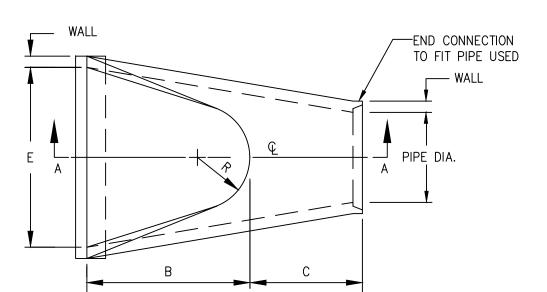
GRATING FOR FLARED END SECTION

PIPE DIA.	WALL	А	В	С	D	E	R	SLOPE
12"	2"	4"	2'-0"	4'-0 7/8"	6'-0 7/8"	2'-0"	9"	3: 1
15"	2 1/4"	6"	2'-3"	3'-10"	6'-1"	2'-6"	11"	3:1
18"	2 1/2"	9"	2'-3"	3'-10"	6'-1"	3'-0"	12"	3: 1
21"	2 3/4"	9"	2'-11"	3'-2"	6'-1"	3'-6"	13"	3: 1
24"	3"	9 1/2"	3'-7 1/2"	2'-6"	6'-1 1/2"	4'-0"	14"	3: 1
27"	3 1/4"	10 1/2"	4'-0"	2'-1 1/2"	6'-1 1/2"	4'-6"	14 1/2"	3: 1
30"	3 1/2"	1'-0"	4'-6 1/2"	1'-7 3/4"	6'-1 3/4"	5'-0"	15"	3: 1
33"	3 3/4"	1'-1 1/2"	4'-10 1/2"	3'-3 1/4"	8'-1 3/4"	5'-6"	17 1/2"	3:1
36"	4"	1'-3"	5'-3"	2'-10 3/4"	8'-1 3/4"	6'-0"	20"	3: 1
42"	4 1/2"	1'-9"	5'-3"	2'-11"	8'-2"	6'-6"	22"	3:1
48"	5"	2'-0"	6'-0"	2'-2"	8'-2"	7'-0"	22"	3:1
54"	5 1/2"	2'-3"	5'-5"	2'-11"	8'-4"	7'-6"	24"	2.4:1

NOTE

- 1. GRATING SHALL BE PAID FOR UNDER ITEM AR752518.
- 2. THE END BLOCK SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE FLARED END SECTION. THE END BLOCK SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 502.10 OF IDOT SPECIFICATIONS, WITH COST INCIDENTAL TO FLARED END SECTION.
- 3. PRECAST CONCRETE FLARED END SECTIONS SHALL CONFORM TO THE APPLICABLE REQUIREMENTS OF AASHTO M-170 CLASS III, WALL B REINFORCED CONCRETE PIPE.
- 4. MODIFICATION IS DUE TO THE RELOCATION OF THE CONNECTION POINT BETWEEN THE GRATE AND THE FLARED END SECTION.
- 5. SEE SPECIAL PROVISIONS FOR COORDINATION WITH GRATING AND FLARED END SECTION.





STORM SEWER
PAY LENGTH

TOP VIEW

PRECAST CONCRETE FLARED END SECTION

(IDOT STANDARD 542301-MODIFIED)



Lewis University Airport

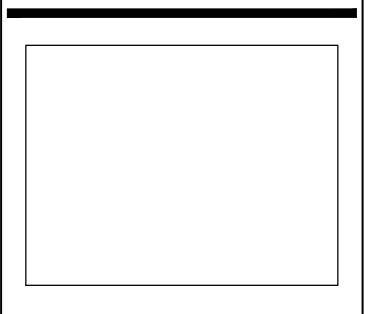
JOLIET REGIONAL PORT DISTRICT

No. Description By Chk. App. Date

CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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



Drawing Title

DRAINAGE DETAILS

Sheet No.

Drawing Number

Checked

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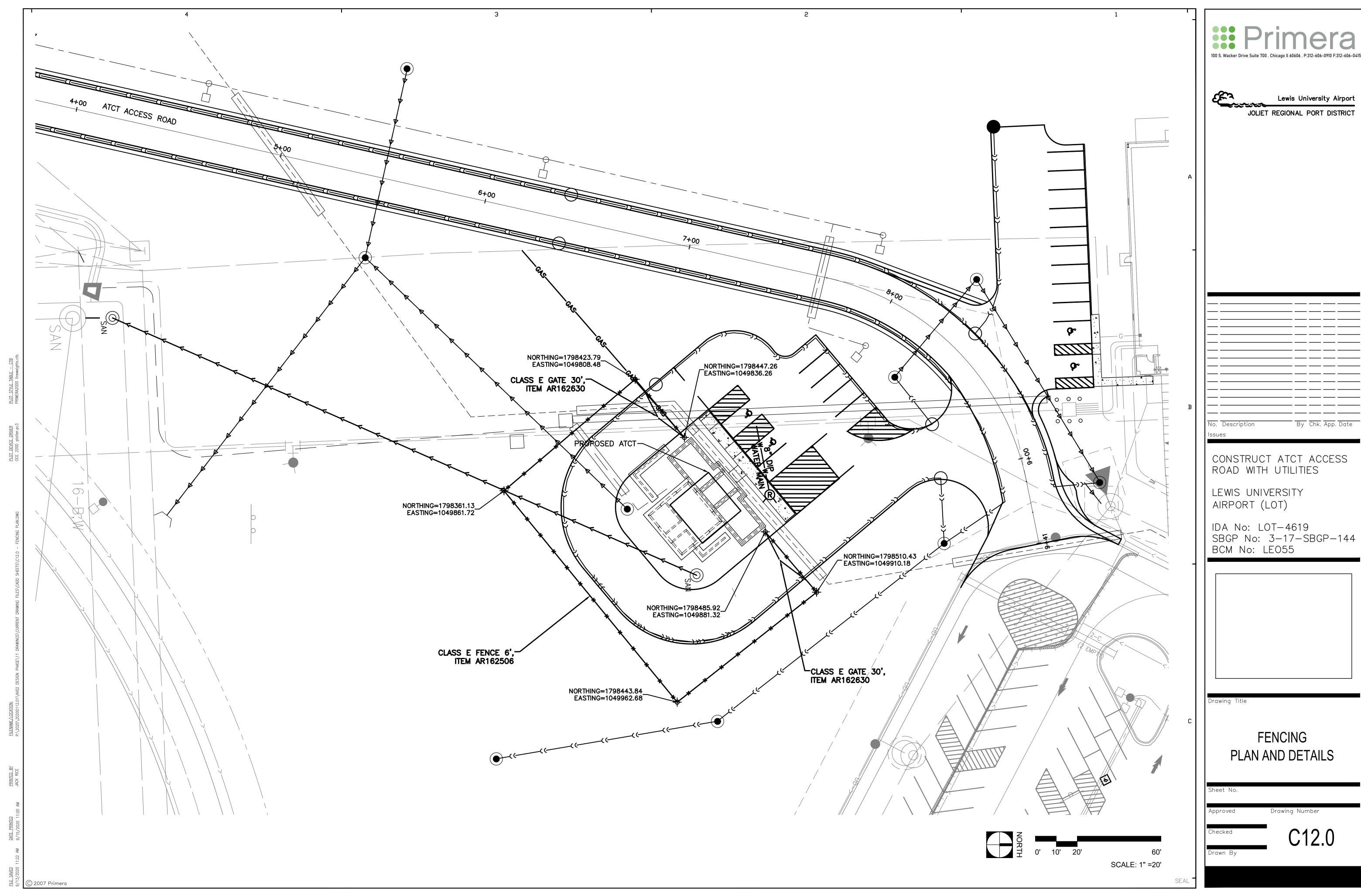
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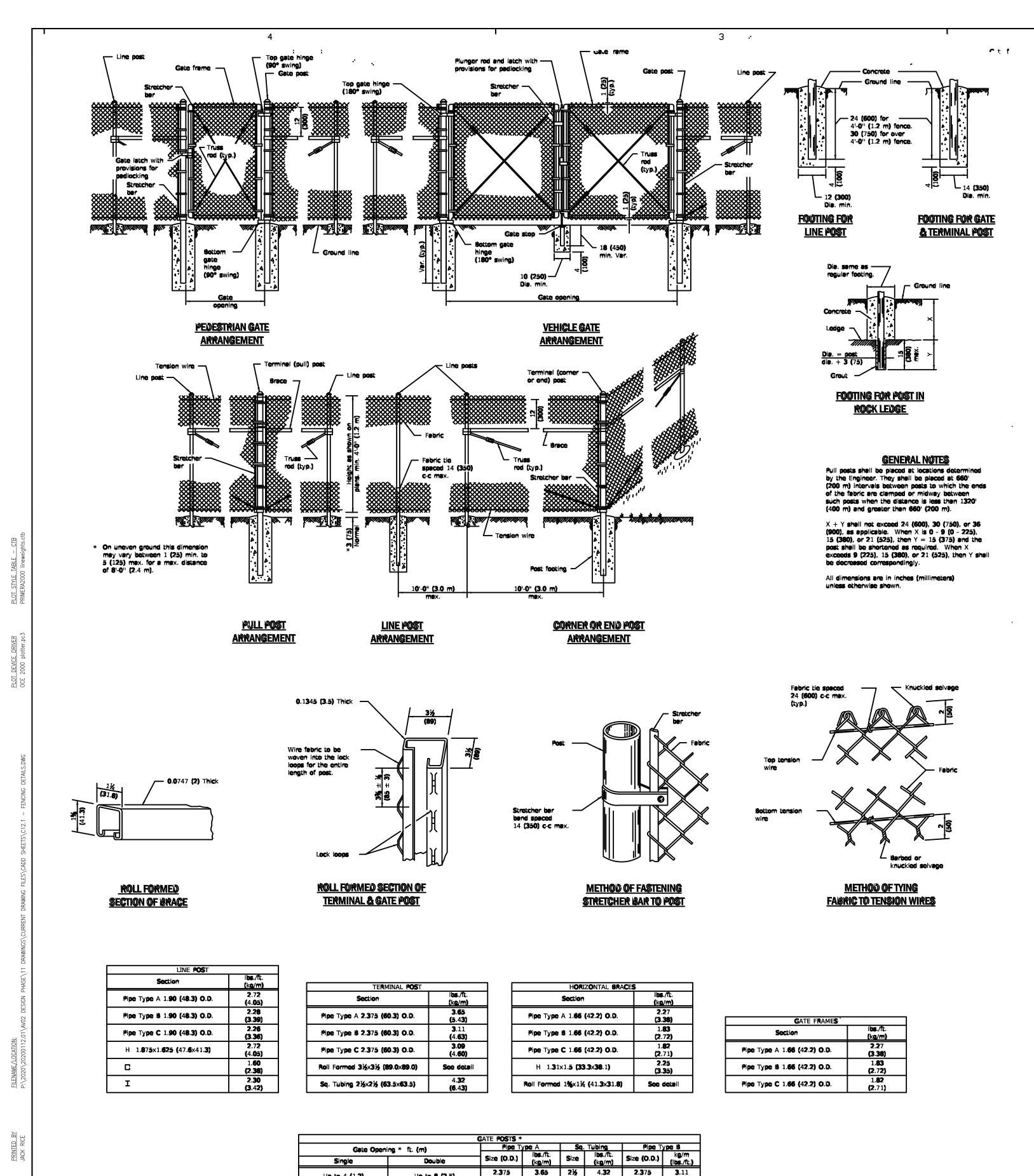
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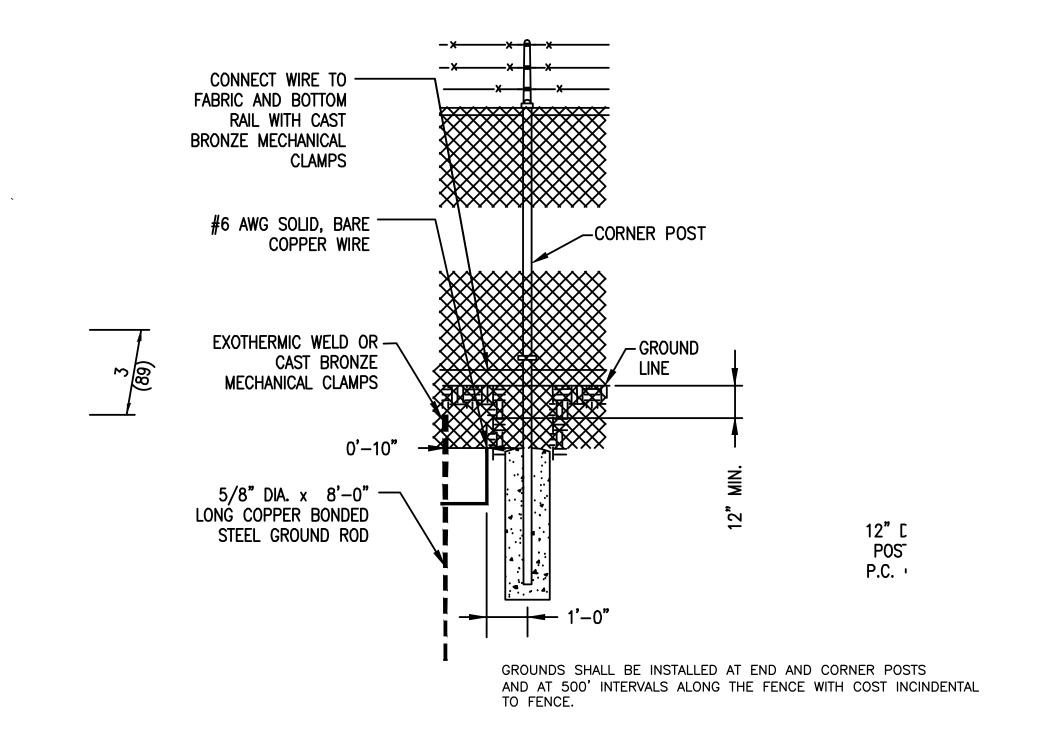
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PROTECTIVE ELECTRICAL GROUND

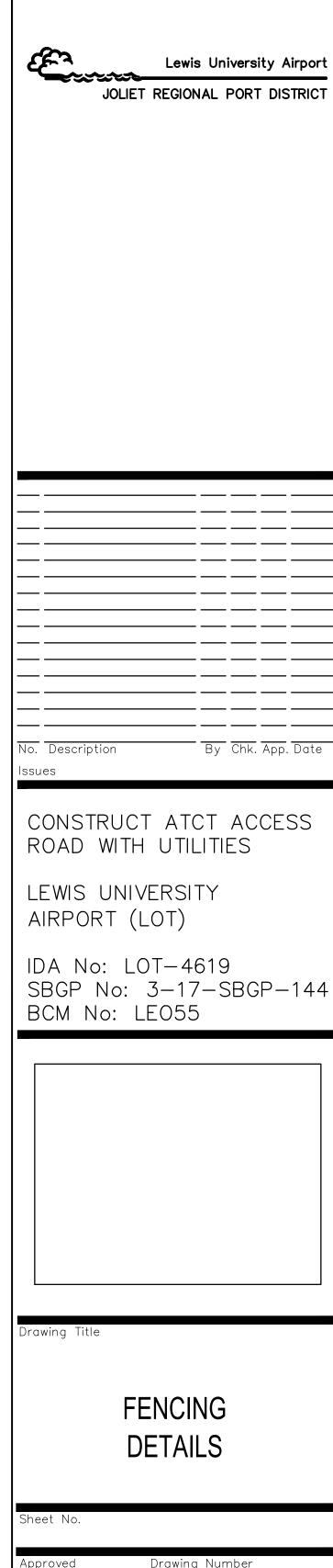
OUS FITTINGS SHALL BE GALVANIZED STEEL.

FENCING NOTES

- ALL FENCE, FABRIC, POSTS, GATES, TENSION WIRE, RODS, BRACES, ARMS, BARBED WIRE AND MISCELLANEOUS
- FITTINGS SHALL BE GALVANIZED STEEL.

· . 2 .

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



By Chk. App. Date

FENCING DETAILS Drawing Number

CHAIN LINK FENCE (IDOT STANDARD 664001-02)

Double

Over 8 (2.5) to 16 (5.0)

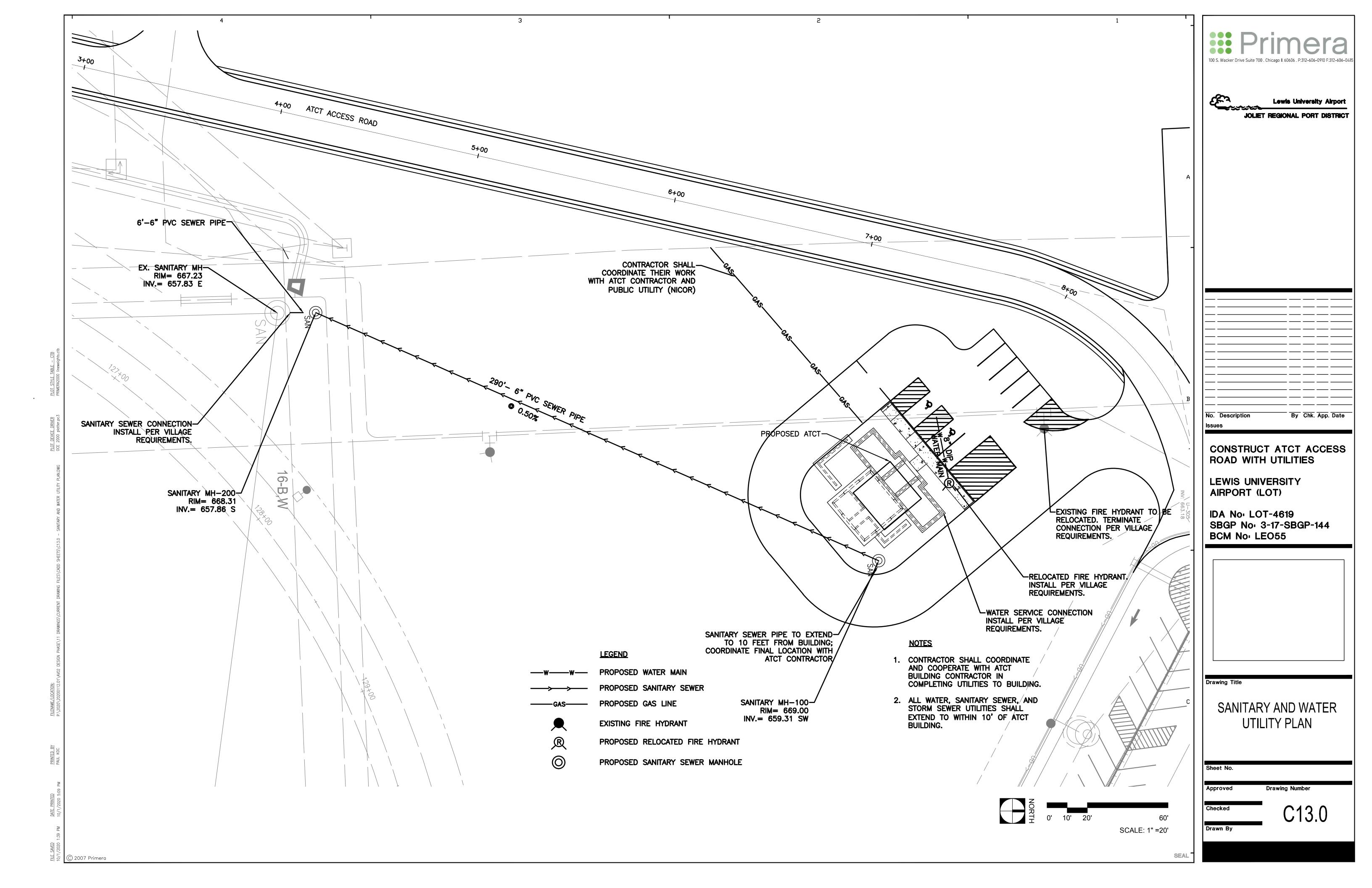
* The 3½ \times 3½ (89.0 \times 89.0) roll formed section as detailed may be used as gate posts for single gate up to 6' (1.8 m) and double gate up to 12' (3.6 m).

Over 8 (2.5) to 12 (3.6) Over 16 (5.0) to 24 (7.4)

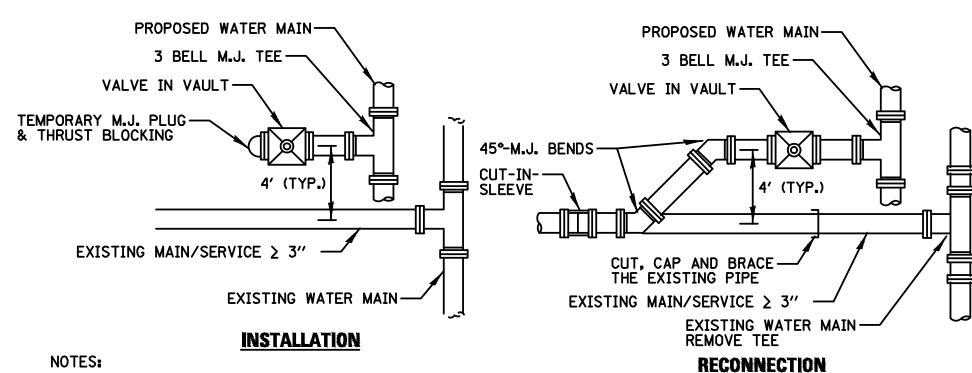
Up to 4 (1.2)

Over 4 (1.2) to 8 (2.5)

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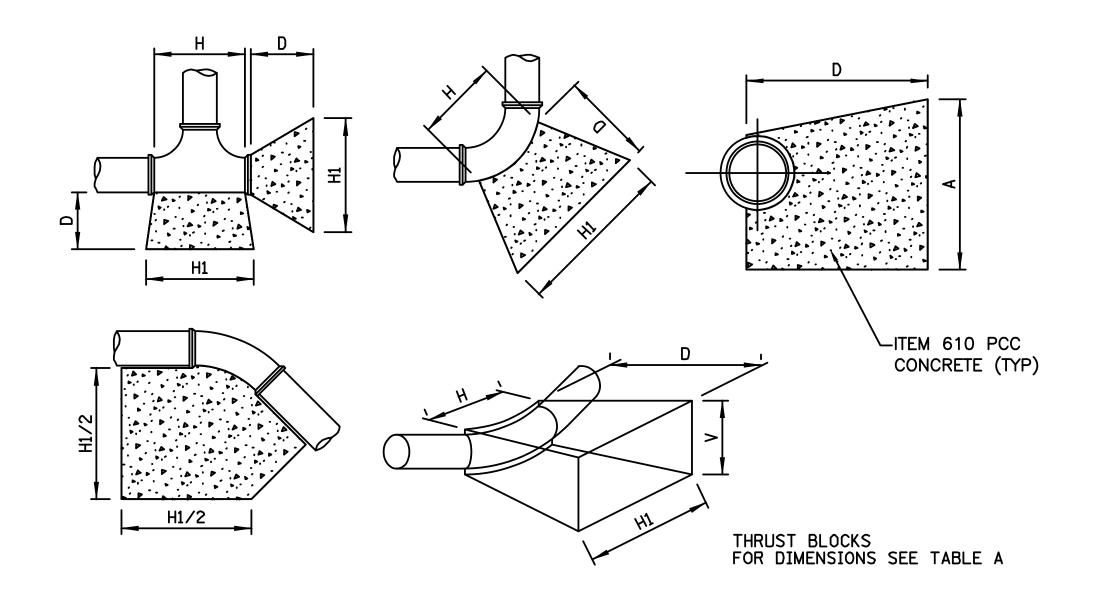


WATER SERVICE CONNECTION DETAIL



- 1. AFTER THE EXISTING WATER MAIN OR SERVICE IS CUT AT THE NOTED LOCATION, CONTRACTOR SHALL DETERMINE THE DISTANCE TO THE NEXT JOINT WITH A FEELER ROD. IF THE DISTANCE IS SIX (6) FEET OR MORE, COMPLETE THE CONNECTION. IF THAT DISTANCE IS LESS THAN SIX (6) FEET, EXTEND THE NEW PIPE AND CONNECT.
- 2. AFTER THE NEW WATER MAIN IS APPROVED, CUT, CAP AND BRACE THE EXISTING MAIN SERVICE. REMOVE TEMPORARY PLUG AND CONNECT MAIN SERVICE TO THE VALVE. SWAB THE NEW PIPE WITH 1% HTH CHLORINE SOLUTION DURING THE INSTALLATION.
- 3. FIELD-LOK OR MEGALUGS TO BE USED WITH ALL M.J. FITTINGS.
- 4. ANY SERVICE LINES LESS THAN 5' IN DEPTH SHALL BE INSULATED WITH MIN. 2' WIDE x 4" THICK INSULATION BOARD. INSULATION BOARD SHALL BE OVERLAP AT ALL JOINTS, AND SHALL BE CLOSED CELL, EXTRUDED POLYSTYRENE FOAM MEETING ASTM 578, TYPE VI, 40 PSI COMPRESSIVE STRENGTH PER ASTM D1621, 0.1% MAX. WATER ABSORPTION PER ASTM C272.

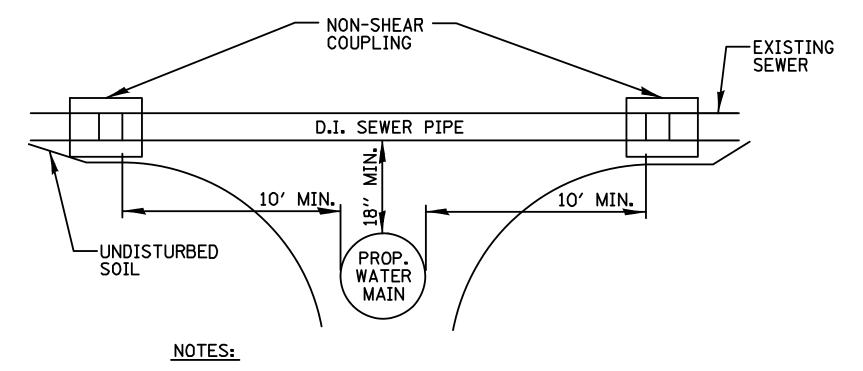
WATER MAIN / SERVICE INSTALLATION AND RECONNECTION



SIZE OF PIPE	TAPPING TEES, SLEEVES AND PLUGS				90° BENDS				45° BENDS OR LESS						
	H1	Н	٧	D	C. FT.	H1	Τ	٧	D	C. FT.	H1	Ξ	٧	D	C. FT.
12''	54"	30"	24"	24"	13.40	54"	32"	36"	36"	18.15	42"	18"	24"	24"	9.60
8''	36"	18''	18''	18"	5.05	39"	18"	24"	18"	7.50	30''	11"	18"	18''	3.95
6′′	24"	16"	18''	18"	3 . 50	30''	16"	18"	18"	4.05	24"	10′′	16''	18''	3.20
4′′	20"	13"	15"	15"	2.15	24"	12"	13"	13"	1.75	20''	8′′	12"	12"	1.20

WATER MAIN THRUST BLOCKING - TABLE A

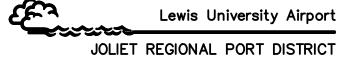
NOTE:
THRUST BLOCKING TO BE INSTALLED AT ALL HORIZONTAL AND VERTICAL BENDS, CAPS, VALVES,
HYDRANTS AND AT LOCATIONS DIRECTED BY ENGINEER. THRUST BLOCK TO BE READY MIXED
PORTLAND CEMENT CONCRETE, PLACED BETWEEN SOLID GROUND AND FITTING OR PRECAST SOLID
CONCRETE BLOCK, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTING WILL
BE ACCESSIBLE FOR REPAIR. ALL ENDS O.D. 11 1/4 " OR MORE, ALL TEES AND ALL PLUGS SHALL
BE PROTECTED AS SHOWN. WHERE CONDITIONS PREVENT THE USE OF CONCRETE THRUST BLOCKS,
RESTRAINED JOINTS OF A TYPE APPROVED BY THE ENGINEER MAY BE USED.



 USE AT LOCATIONS INDICATED ON PLANS OR AS OTHERWISE DIRECTED BY ENGINEER.

SPECIAL SEWER CROSSING REPLACEMENT DETAIL (SERVICE AND MAINLINE)





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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY
AIRPORT (LOT)

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

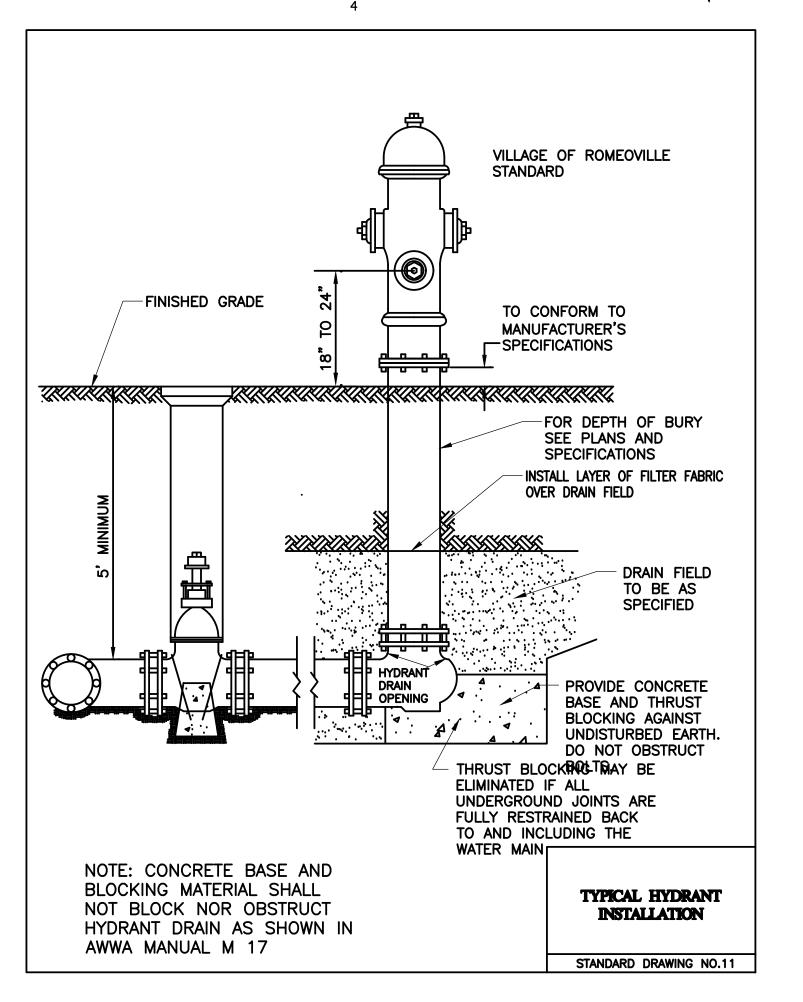
Drawing Title

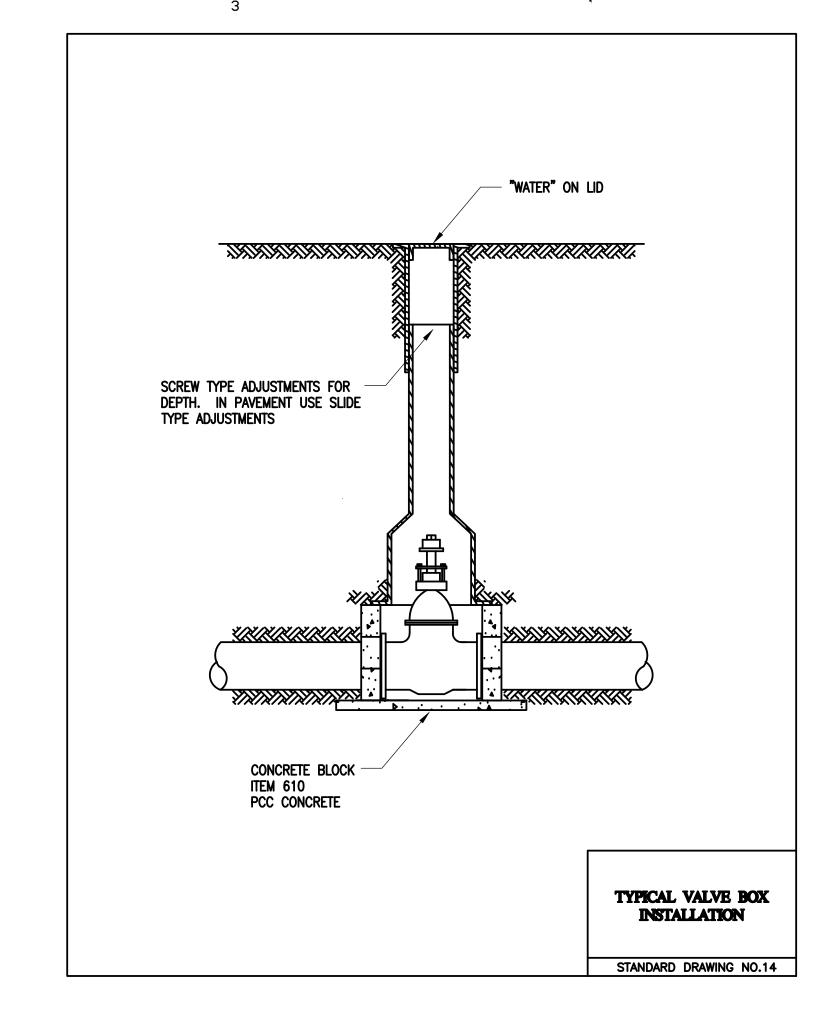
SANITARY AND WATER
UTILITY DETAILS

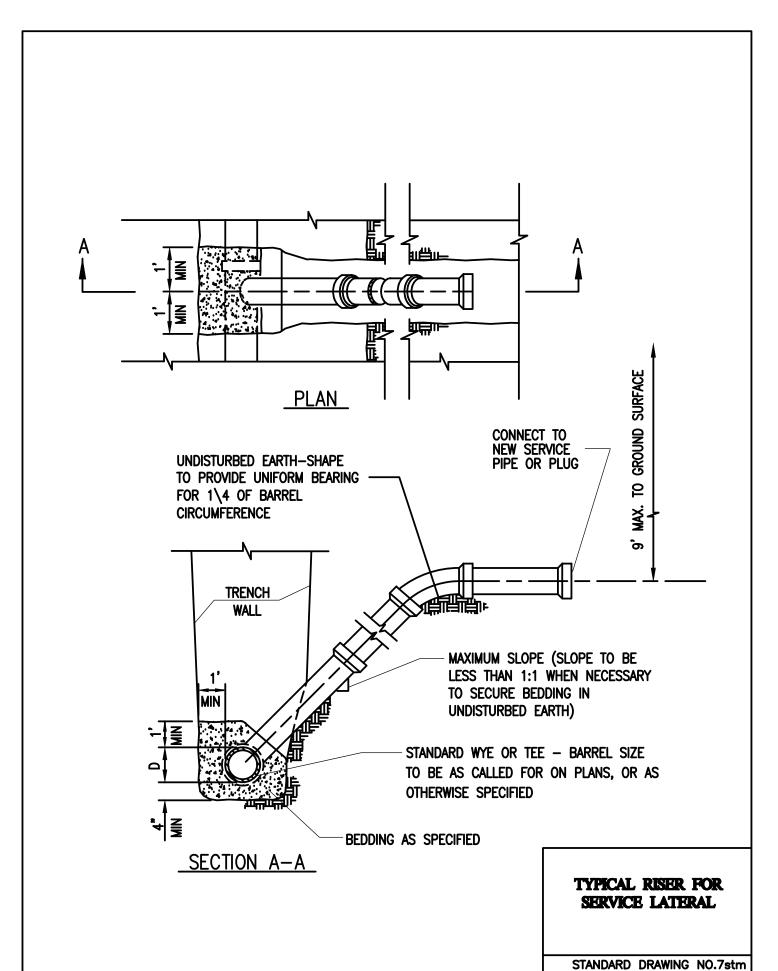
Sheet No. Approved Drawing Number

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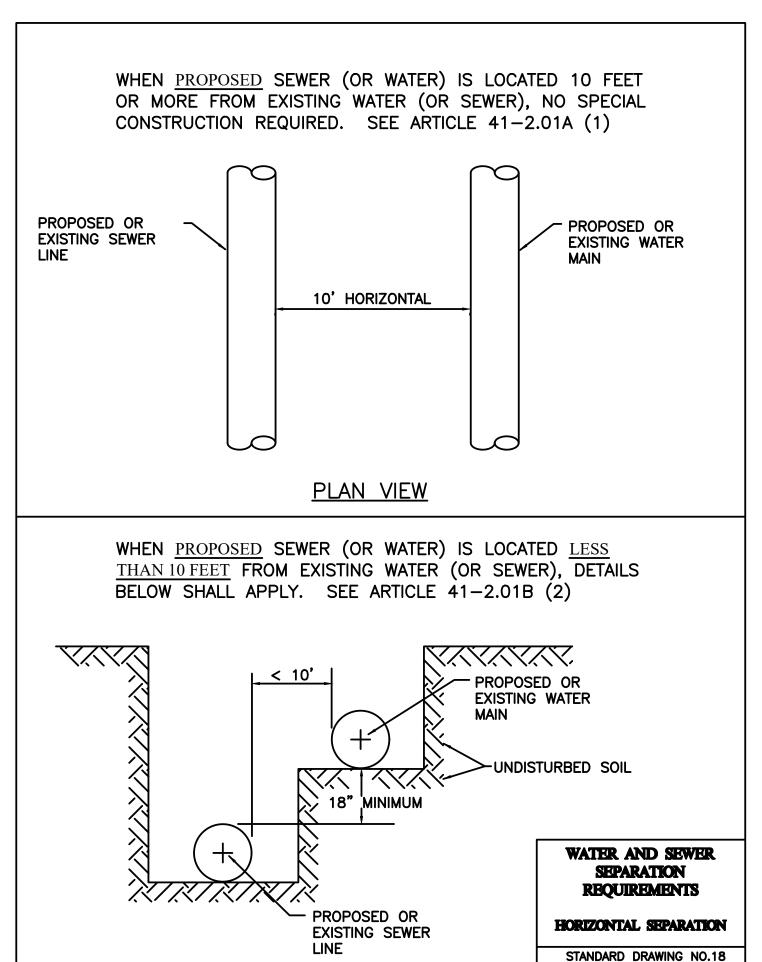
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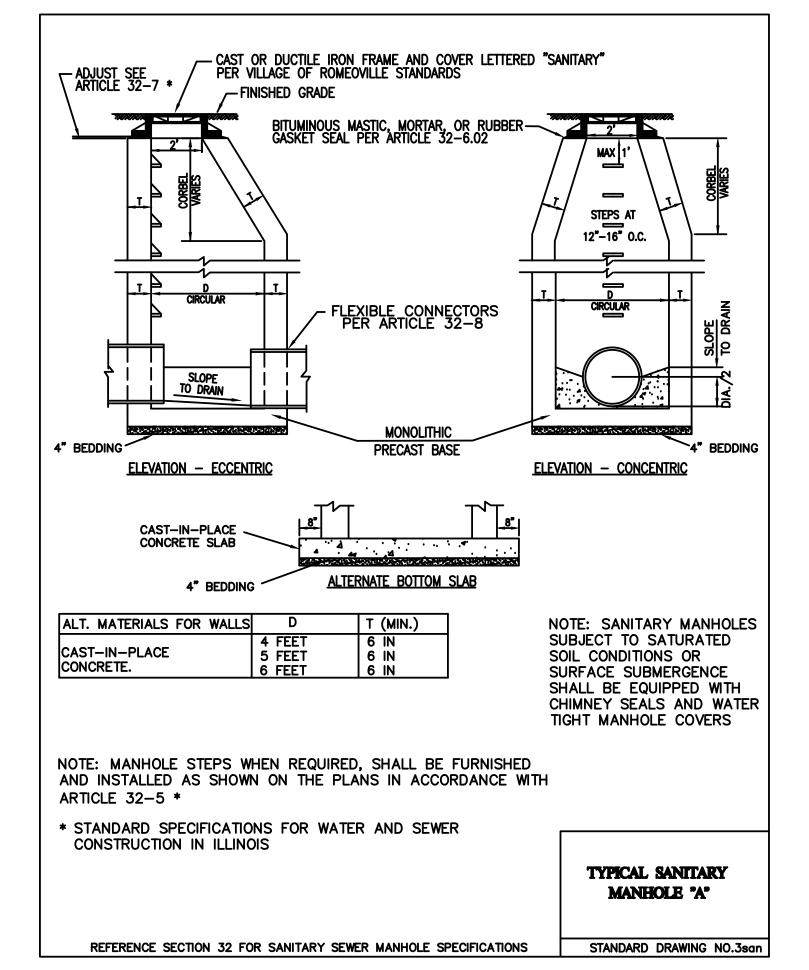


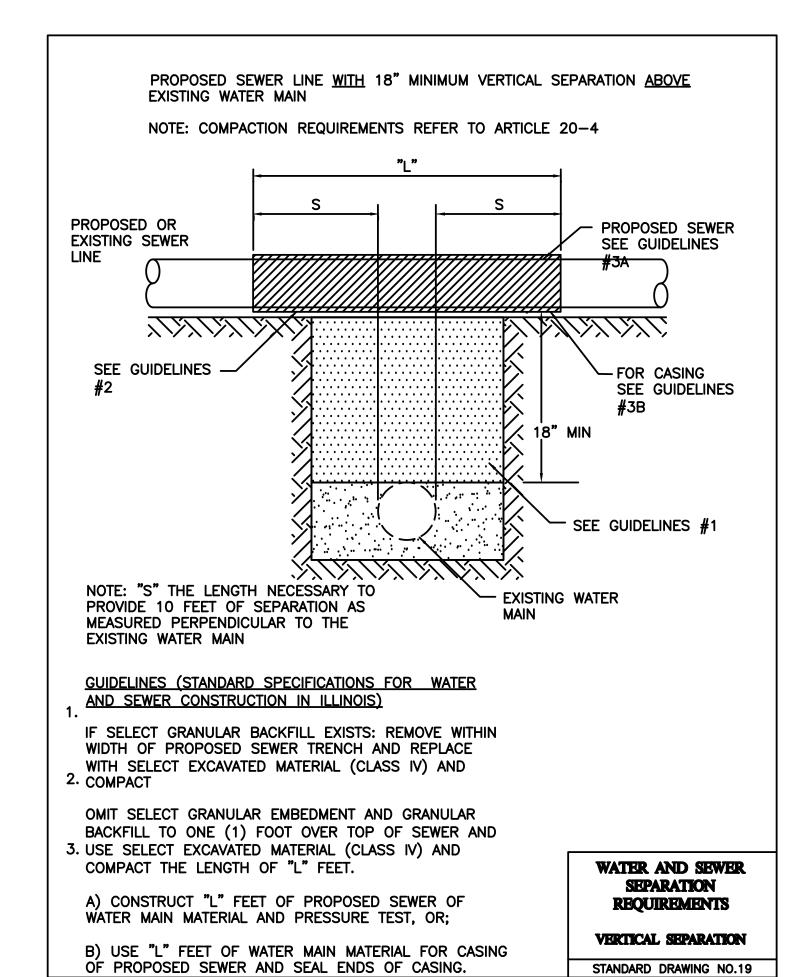


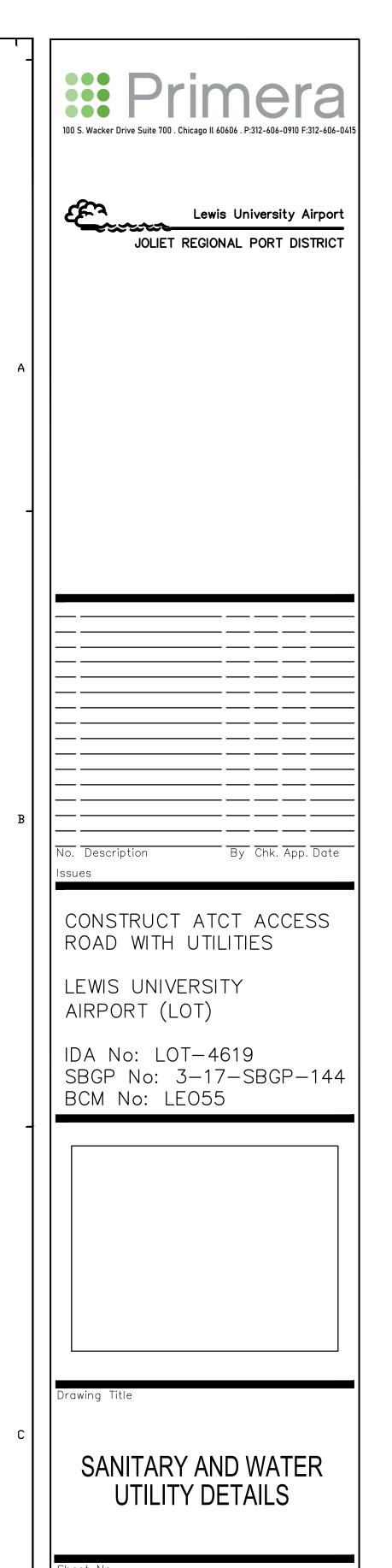


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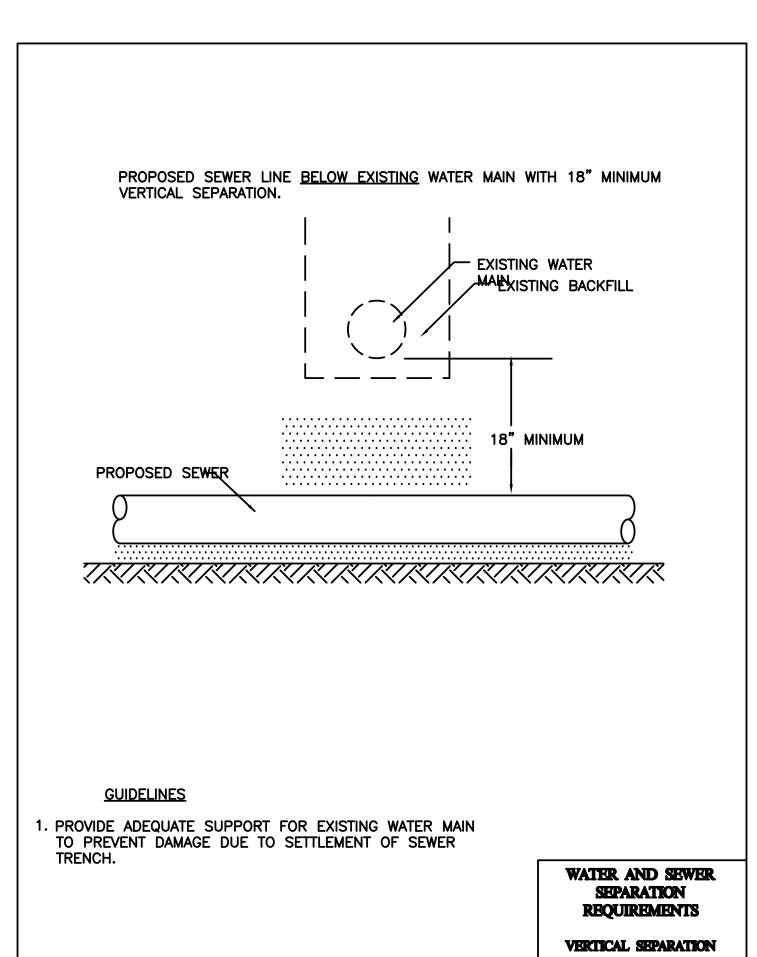




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STANDARD DRAWING NO.20

SANITARY MH-100 7+38 152.22 RT 669.00 SECTION OF THE PROPRIES OF T	Structure	Station	Off	set	Rim El.	Inve	rt. El.	Pipe Pay Length	Size	Slope %
659.31 SW 290' 6" 0.5		7+38	152.22	RT	669.00					
						659.31	SW	290'	6"	0.50%
SANITARY MH-200 4+29 93.43 RT 668.31		4+29	93.43	RT	668.31					
657.86 S 6'6" 6"						657.86	S	6'6"	6"	



Lewis University Airport

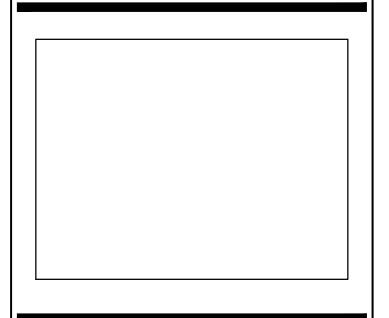
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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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



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SANITARY AND WATER UTILITY DETAILS

Sheet No.

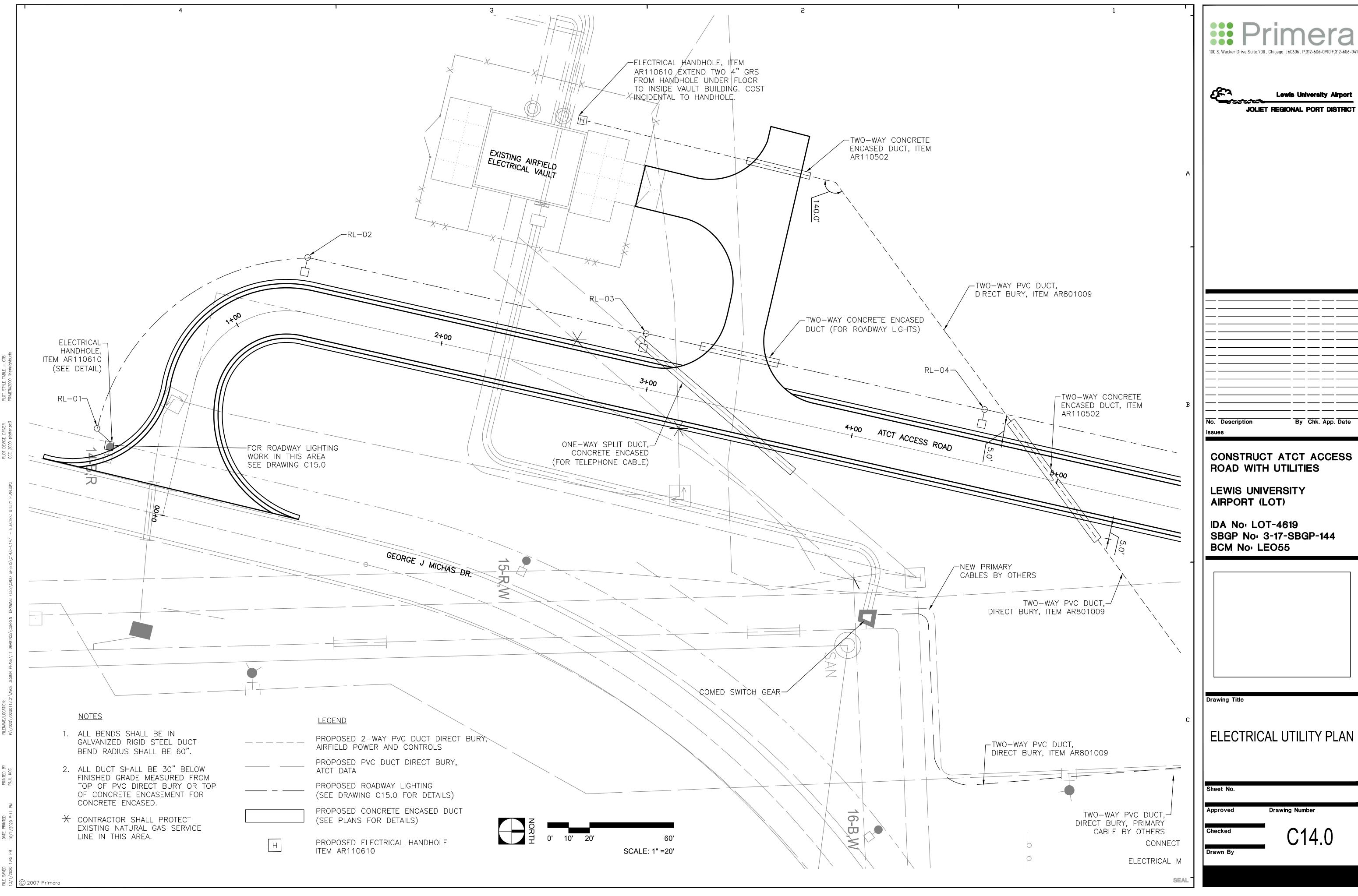
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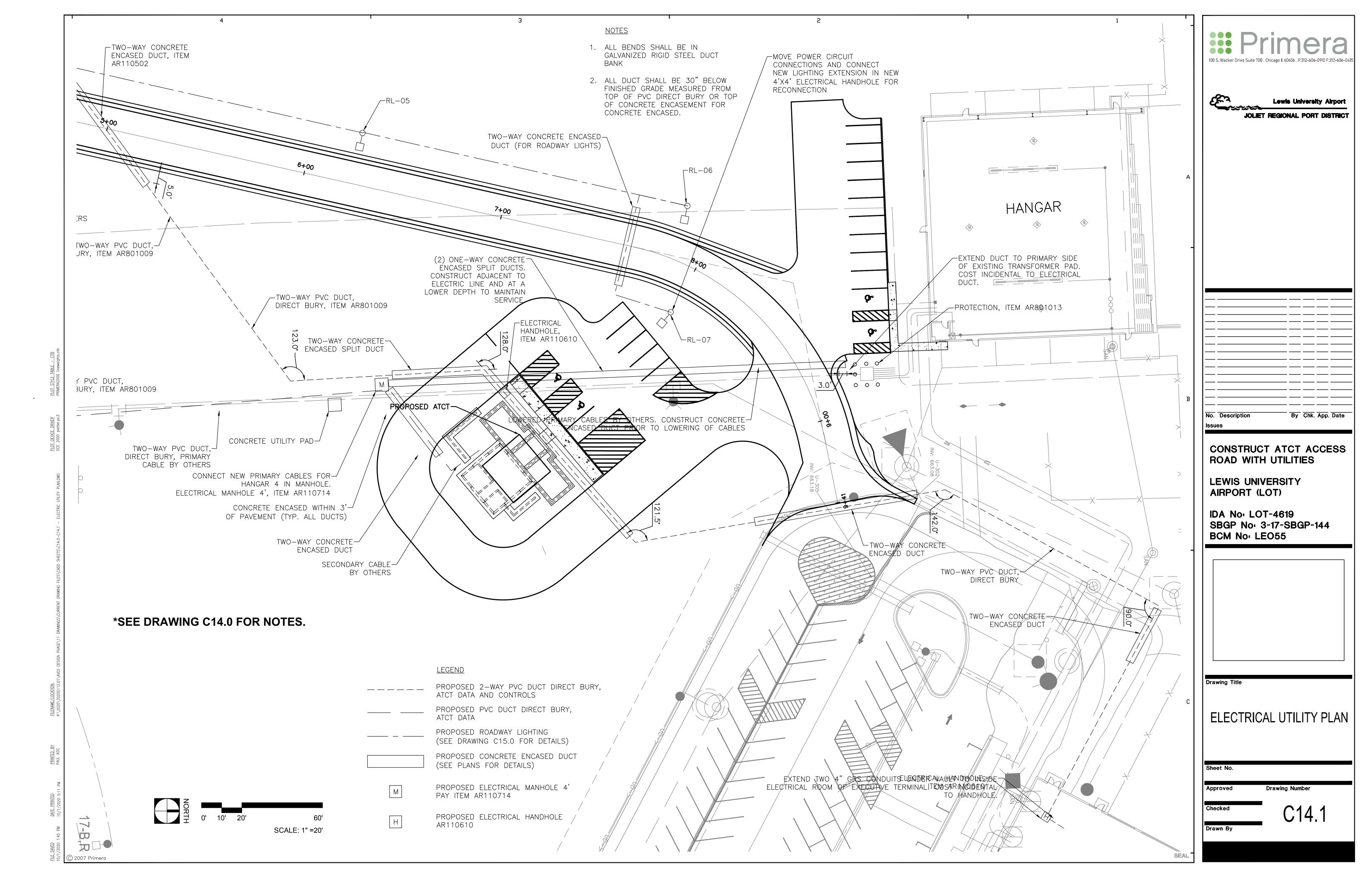
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By Chk. App. Date



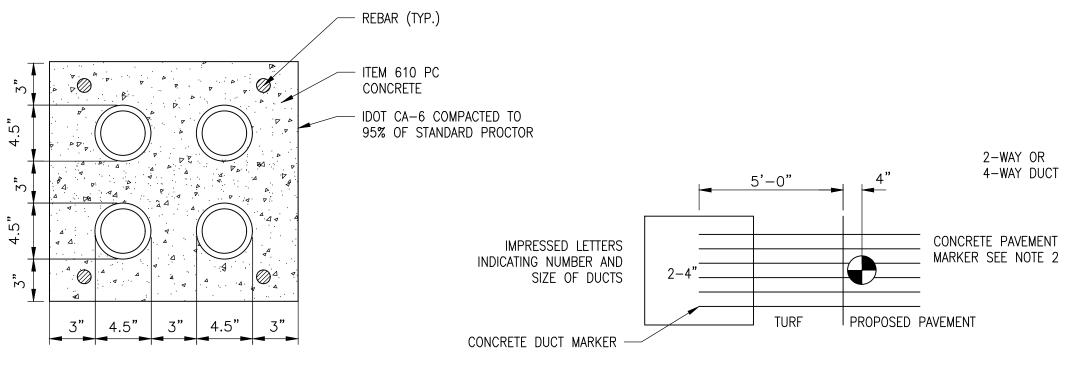
TYPICAL SECTION

(NOT TO SCALE)

3" 4.5" 3" 4.5" 3"

ITEM 610 PC CONCRETE
REBAR (TYP)

(NOT TO SCALE)



4-DUCT BANK CONCRETE ENCASED

(NOT TO SCALE)

DUCT MARKER DETAIL
"NOT TO SCALE"

IMPRESSED LETTERS AND -

CABLE LAYOUT

DIRECTIONAL ARROW, ADJUST TO

OR "LOCALIZER"

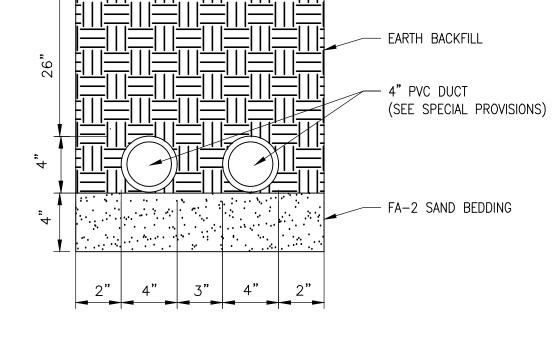
CONCRETE CABLE

MARKER

FINISHED GRADE

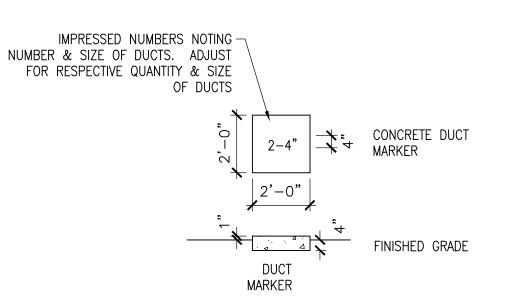
<u>DUCT BANK NOTES:</u>

- 1. DIMENSIONS FOR CONCRETE COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- 2. INCLUDE DUCT SPACERS AS MANUFACTURED BY UNDERGROUND DEVICES INC., OR APPROVED EQUAL TO MAINTAIN PROPER SEPARATION OF CONDUITS.
- 3. 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.
- 4. CONDUITS FOR CONCRETE ENCASED DUCT SHALL BE SCHEDULE 40 (MIN.) PVC OR HDPE CONFORMING TO ITEM 110.
- 5. DEPTH OF DUCT SHALL BE ADJUSTED TO PASS BELOW EXISTING OR PROPOSED UNDERDRAIN AND OTHER UTILITIES.
- 6. HIGH VOLTAGE AND LOW VOLTAGE CIRCUITS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
- 7. HOMERUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
- 8. DUCT INTERFACE TO HANDHOLES OR MANHOLES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT PAY ITEM.
- 9. DUCTS SHALL EXTEND FOR 3 FEET BEYOND ANY EXISTING OR PROPOSED PAVEMENT EDGE.



2-WAY 4" PVC DUCT BANK, DIRECT BURY

(NOT TO SCALE)



CABLE MARKER

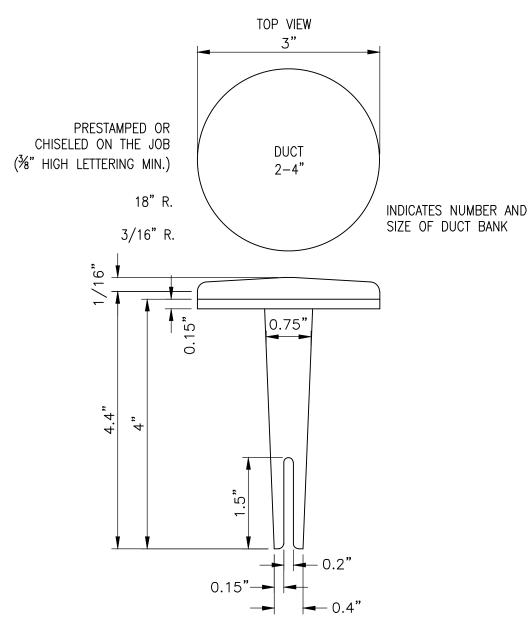
TURF CABLE MARKERS

"NOT TO SCALE"

TURF DUCT MARKERS
"NOT TO SCALE"

CABLE & DUCT MARKER NOTES:

- 1. 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.
- 2. 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.
- 3. CABLE MARKERS SHALL BE PLACED AT CHANGES OF DIRECTION AND APPROXIMATELY EVERY 200' ALONG CABLE RUNS.
- 4. CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE $\frac{1}{2}$ " AND $\frac{1}{4}$ " DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
- 5. 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.



BITUMINOUS PAVEMENT DUCT MARKERS

"NOT TO SCALE"

NOTES:

1. TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE.

2. BRASS DUCT MARKERS ARE AVAILABLE FROM G&S FOUNDRY & MANUFACTURING CO., INC., 210 KASKASKIA DRIVE, RED BUD, IL 62278, PHONE: (618)-282-4114

Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

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

IDA No. LOT-4818

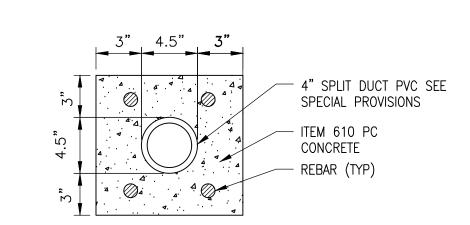
SBG No. 3-17-SBGP-TBD

Drawing Title

ELECTRICAL UTILITY DETAILS

Project No.	Date	Client	Nui
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Checked C14.2



1-WAY SPLIT DUCT BANK CONCRETE ENCASED (NOT TO SCALE)

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SEAL

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Į.	TRANS	SFORM	ER		ONDARY ONFIGURA		24)	ESTIMATING	G DATA
C5293	kVA		MIN SEC	31/2" CON	NDUIT	4" CONE	UIT	REINFORCING BARS	CONCRETE
55	MIN MAX		VOLTAGE		MAX NUMBER		MAX NUMBER	(FT)	(CU YD)
.A	75	150 24	208/120 0/120 480/277	888	6	888	6	180	0.75
	225	500	208/120 240/120 480/277	000	9	000	9	180	0.75
.B	500	750	208/120 240/120		16	0000	12	240	2.80
	500 1000	480/277	99	000		000		240	2.80

PRES	SING TABLE	(18)
ITC. 4	TOOL & DIE	NO. OF
ITEM	Y-35	CRIMPS
	U-O	1
D	U-E	3

C5293.A

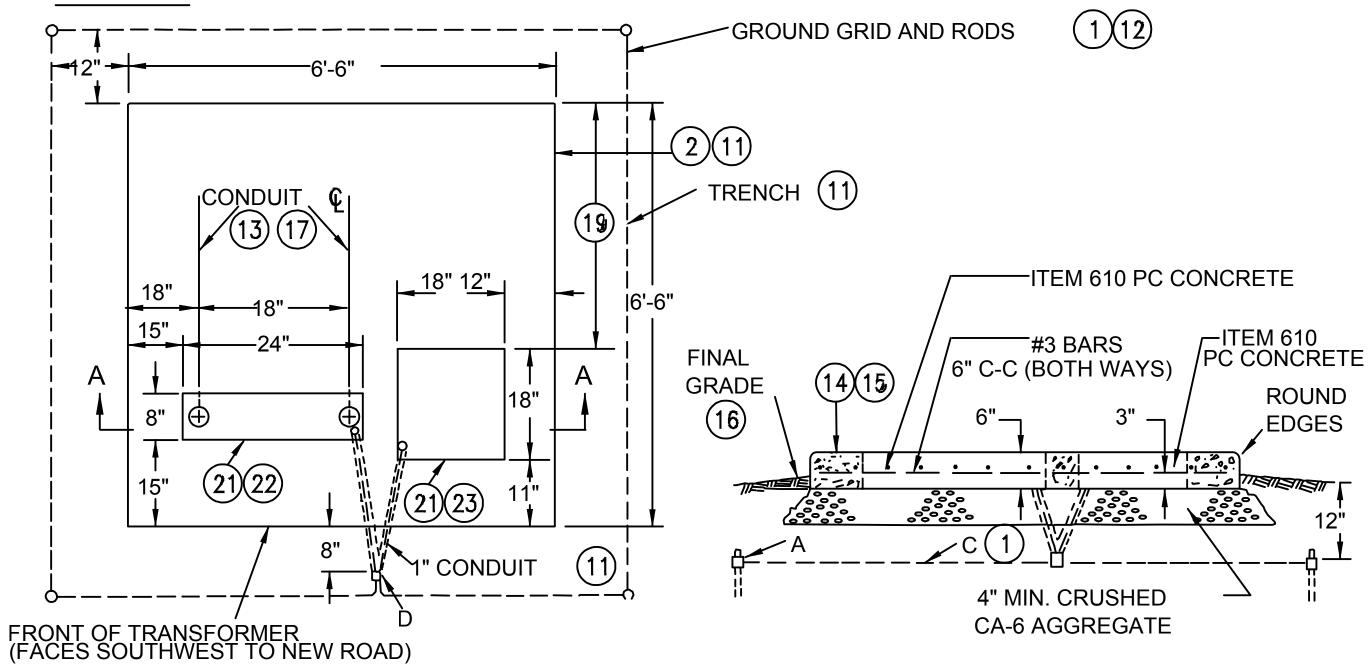


FIG. 1

NOTES:

APPLICATION

- THIS STANDARD SHALL BE USED FOR THE INSTALLATION OF AN ELECTRIC SERVICE STATION FOUNDATION AS DESCRIBED IN "ComEd's GENERAL TERMS AND CONDITONS".
- SUPPLEMENTARY MATERIAL
- WHEN BARE LEAD COVERED CABLES ARE LOCATED OR PLANNED WITHIN 200 FEET, OMIT ITEM "C" AND REPLACE WITH 1/O LEAD CLAD COPPER CONDUCTOR (CATID 0000360809). SPECIFY STAINLESS STEEL GROUND RODS PER C8550.CG0.
- PRECAST ALTERNATIVES TO THIS POURED DESIGN ARE AVAILABLE INCLUDING UTILITY CONCRETE PRODUCTS; OLD CASTLE INFRASTRUCTURE.

INFORMATION

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

SECTION A-A * MATERIAL SHOWN FOR ONE BARRIER

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

NOTES:

APPLICATION

THIS STANDARD SHALL BE USED TO INSTALL VEHICULAR BARRIERS

2'-6" MIN

2'-0"

MIN

4'-6"

2'-6" MIN

A OR C

(3)

36

MAX

1 BACH BAG OF CONCRETE WILL REQUIRE APPROXIMATELY 3 QTS

INFORMATION

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

- A OR C

0

0

MAX

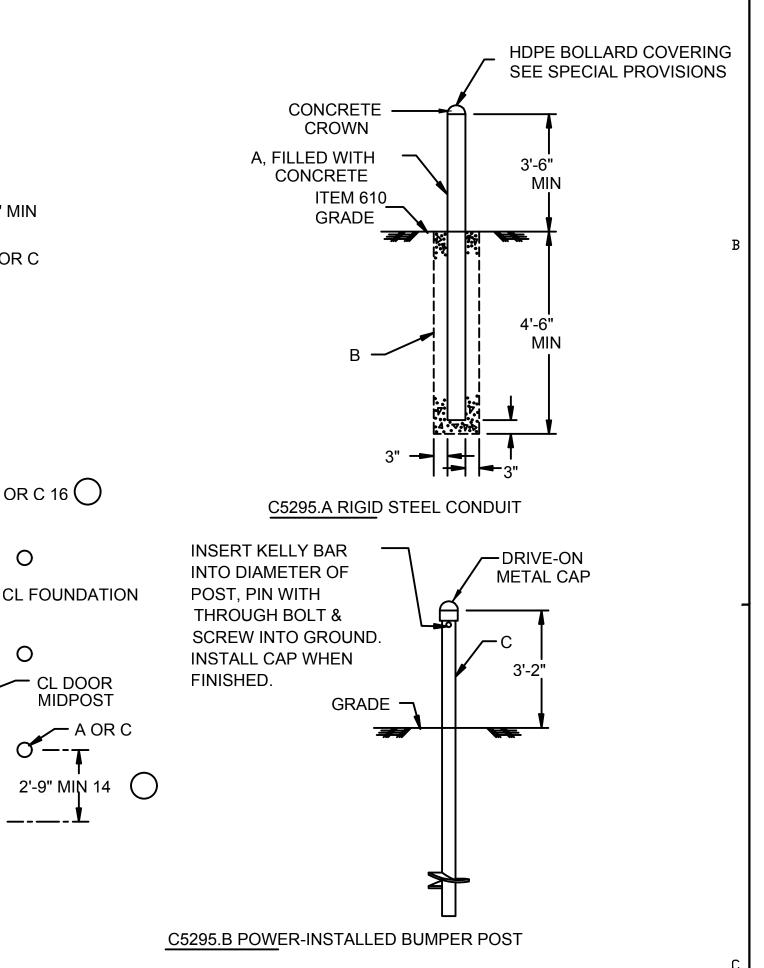
PLAN

FOR FOUNDATION

PLAN

FOR POLE

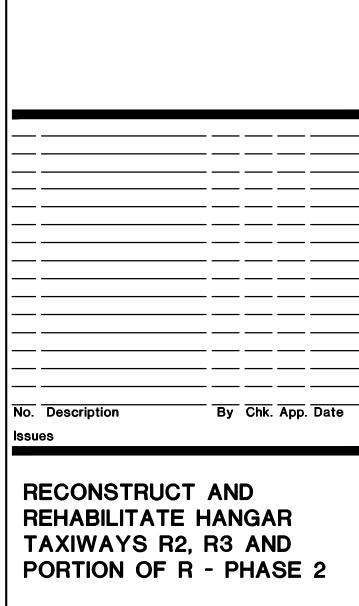
- 12 OTHER TYPES OF BARRIERS MAY BE USED UPON APPROVAL OF REGIONAL ENGINEERING OR DISTRIBUTION STANDARDS DEPARTMENT.
- INSTALL BARRIERS BEFORE TRANSFORMER OR SWITCHGEAR IS
- THIS IS A MINIMUM DIMENSION. ADJUST DIMENSION IF NECESSARY TO PROVIDE ADEQUATE CLEARANCE FOR OPENING EQUIPMENT DOORS.
- PLACE CENTER BARRIER IN LINE WITH DOOR MIDPOST.
- BARRIERS NOT REQUIRED ON SIDE WHERE EQUIPMENT FACES



PROTECTION BOLLARD (SEE SPECIAL PROVISIONS)

:::Primera

JOLIET REGIONAL PORT DISTRICT



IDA No. LOT-4818

SBG No. 3-17-SBGP-TBD

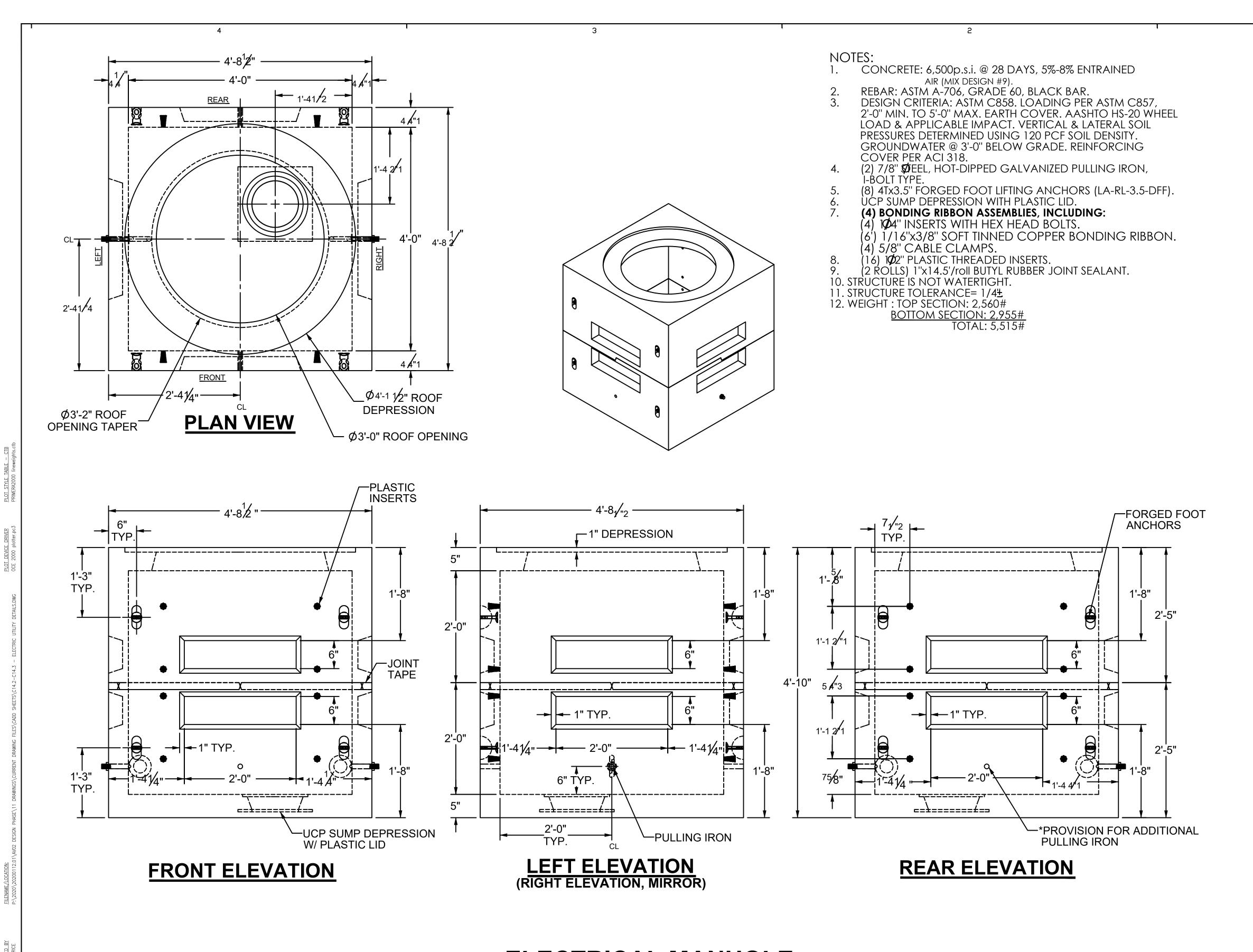
Drawing Title

Drawn By

ELECTRICAL UTILITY DETAILS

Approved	Drawing Number
Checked	C 14.3

Client Number



ELECTRICAL MANHOLE

TYPICAL PRECAST
SEE SPECIAL PROVISIONS

Prince a
100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P:312-606-0910 F:312-606-0415

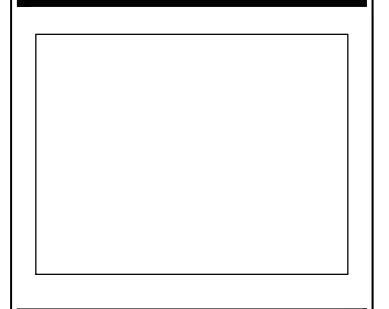
Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

No. Description By Chk. App. Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



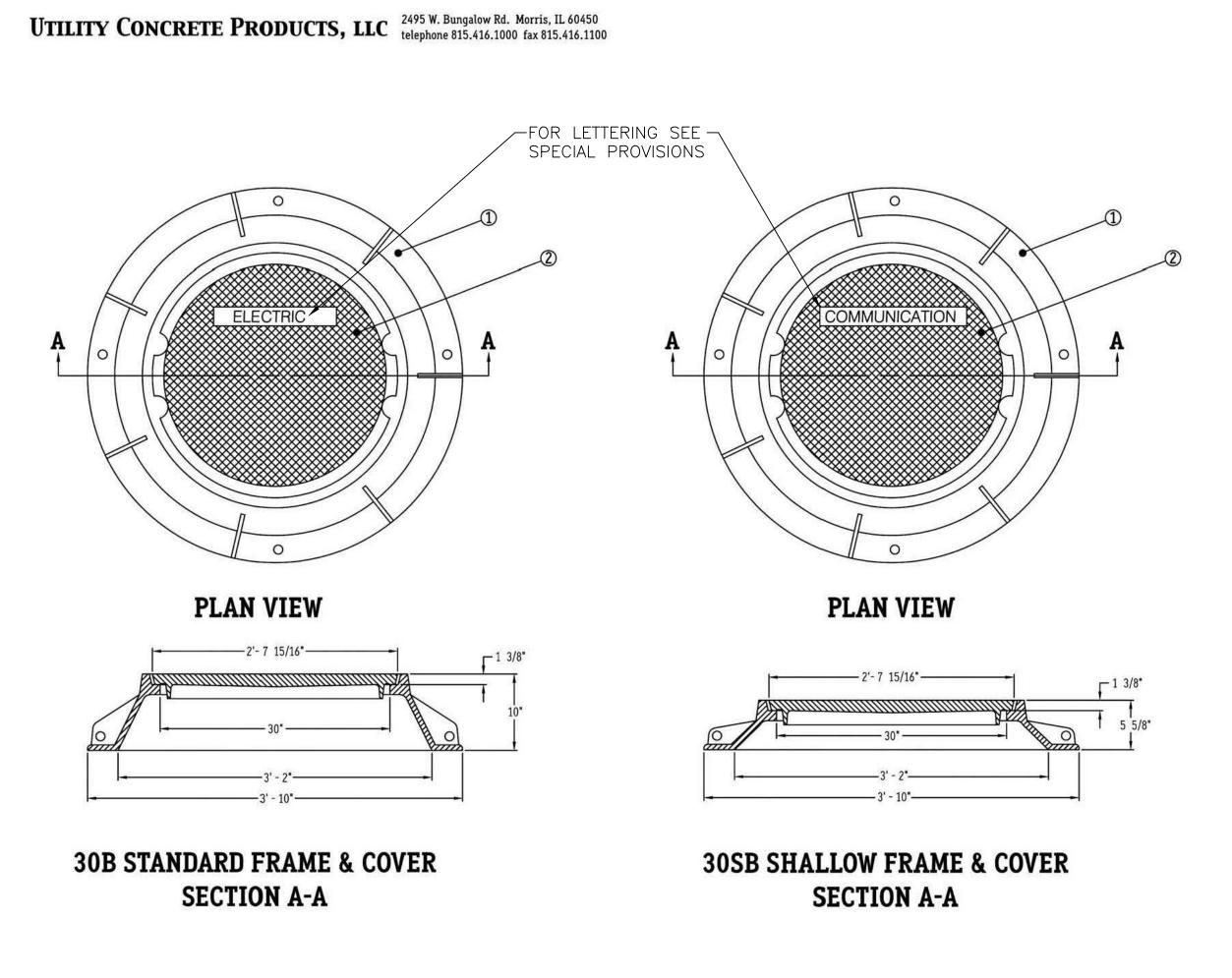
Drawing Title

ELECTRIC UTILITY DETAILS

Project No. Date Client Num

Checked

C14.4



TEM NO DESCRIPTION

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

BILL OF MATERIALS

Item Description Quantity

1 FRAME 1
2 COVER 1

SPECIFICATIONS

GRAY IRON: MANUFACTURED FROM IRON
CONFORMING TO ASTM A-48 CLASS 35B

DESIGN
CRITERIA: MEETS AASHTO HS-20

SPECIAL
ORDER
OPTIONS: LETTERING, SECURITY BOLTS

GASKETING, DUCTILE IRON LIDS

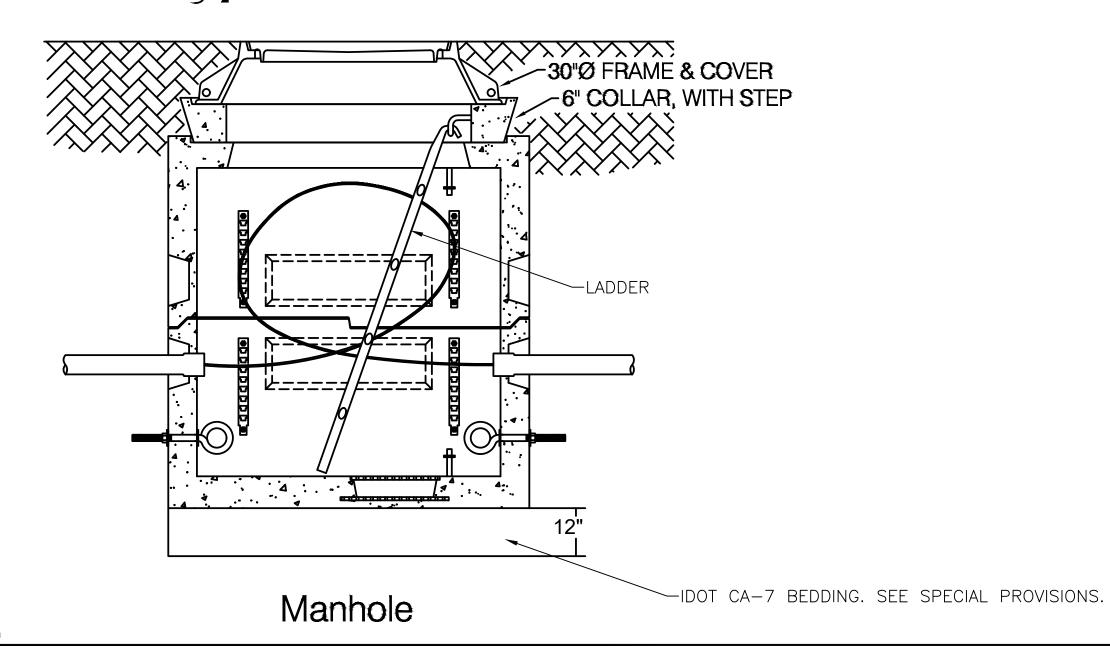
30"Ø SHALLOW 590# 30"Ø STANDARD 651#

30" Ø STANDARD FRAME AND COVER

Get the Precast Advantage!

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

Typical Installation



SEP Primera

100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-606-0910 F:312-606-0415

Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

No. Description

By Chk. App. Date

Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title

ELECTRIC UTILITY
DETAILS

ject No. Date Client Numb

proved Drawing Number

C14.5

SEAL -

HANDHOLE NOTES:

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

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

SPECIFICATIONS

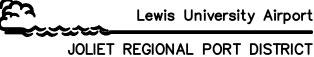
CONCRETE: 5,000 P.S.I. @ 28 DAYS, 5%-8% ENTRAINED AIR, PC/SI IDOT CLASS

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

WEIGHT: APPROX. 4,990# FLAT TOP

ELECTRIC HANDHOLE (NOT TO SCALE)





No. Description

By Chk. App. Date

Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title

ELECTRIC UTILITY
DETAILS

oject No. Date Client Nu

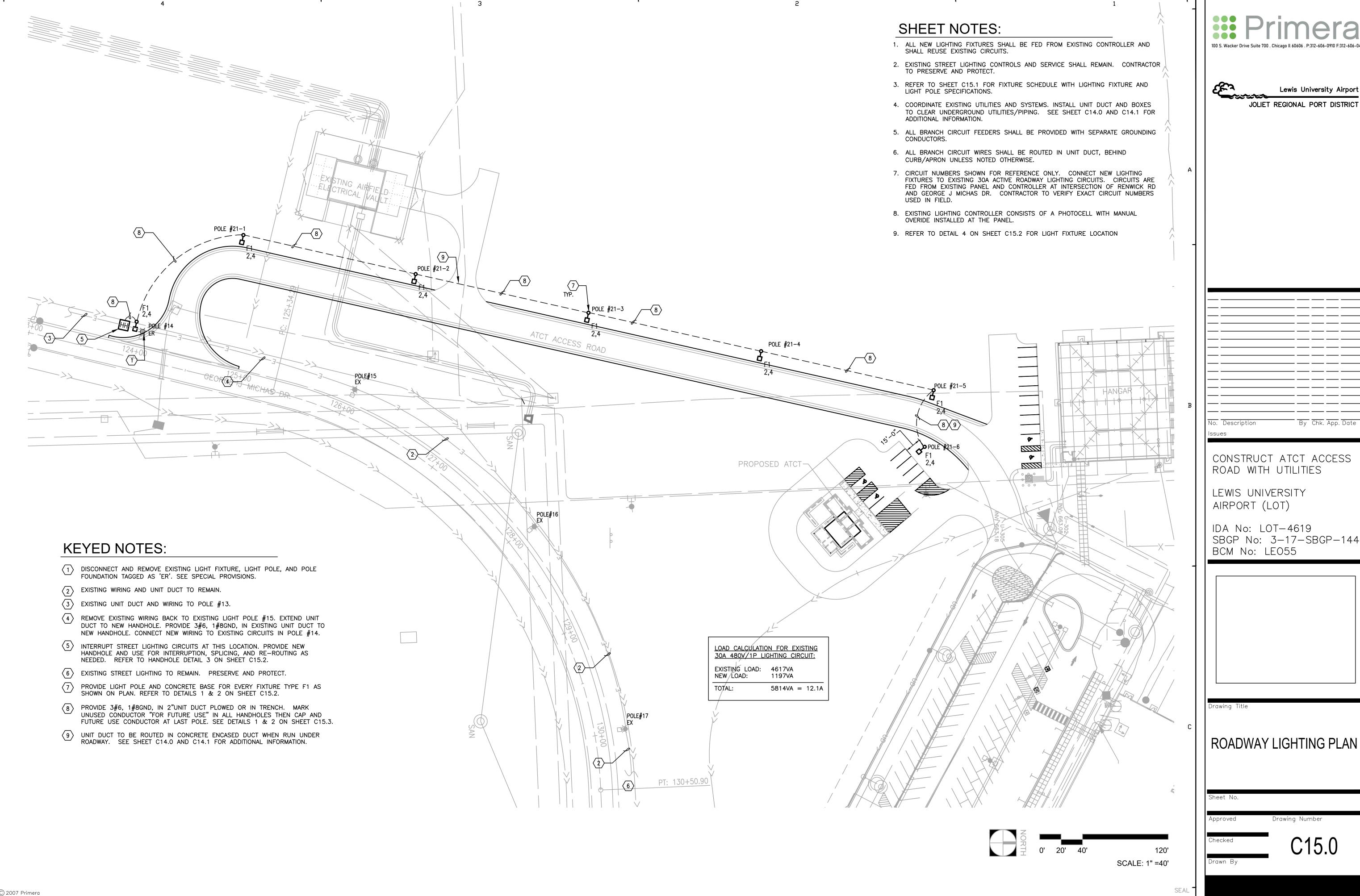
Approved Drawing Number

Checked

C14.6

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SEAL



Lewis University Airport

CONSTRUCT ATCT ACCESS

SBGP No: 3-17-SBGP-144

- 1. REFER TO SPECIFICATIONS FOR ADDITIONAL LIGHTING FIXTURE REQUIREMENTS.
- 2. CONTRACTOR RESPONSIBLE FOR COORDINATION OF BOLT PATTERNS AND HARDWARE REQUIRED TO INSTALL
- LIGHTING FIXTURES ONTO CONCRETE BASES AS REQUIRED.

 3. ALL DIMENSIONS LISTED ABOVE ARE NOMINAL SIZES. SLIGHT VARIATIONS IN SHAPE OR SIZE WILL BE CONSIDERED BASED
- ON THE PROJECT REQUIREMENTS.

 4. REFER TO CIVIL AND LANDSCAPE PLANS FOR MOUNTING/ORIENTATION, AND OTHER SURFACE
- CONSTRUCTION MATERIALS.
- 5. ALL FIXTURES SHALL BE UL LISTED.
- 6. ALL FIXTURES SHALL BE UL LISTED FOR EXTERIOR APPLICATIONS. WET LOCATION, EXTREME TEMPERATURES.

DEMOLITION NOTES

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

GENERAL DEMOLITION LEGEND

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

GENERAL NOTES:

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



Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

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CONSTRUCT ATCT ACCESS
ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

Drawing Title

ROADWAY LIGHTING SCHEDULE AND ELECTRICAL NOTES

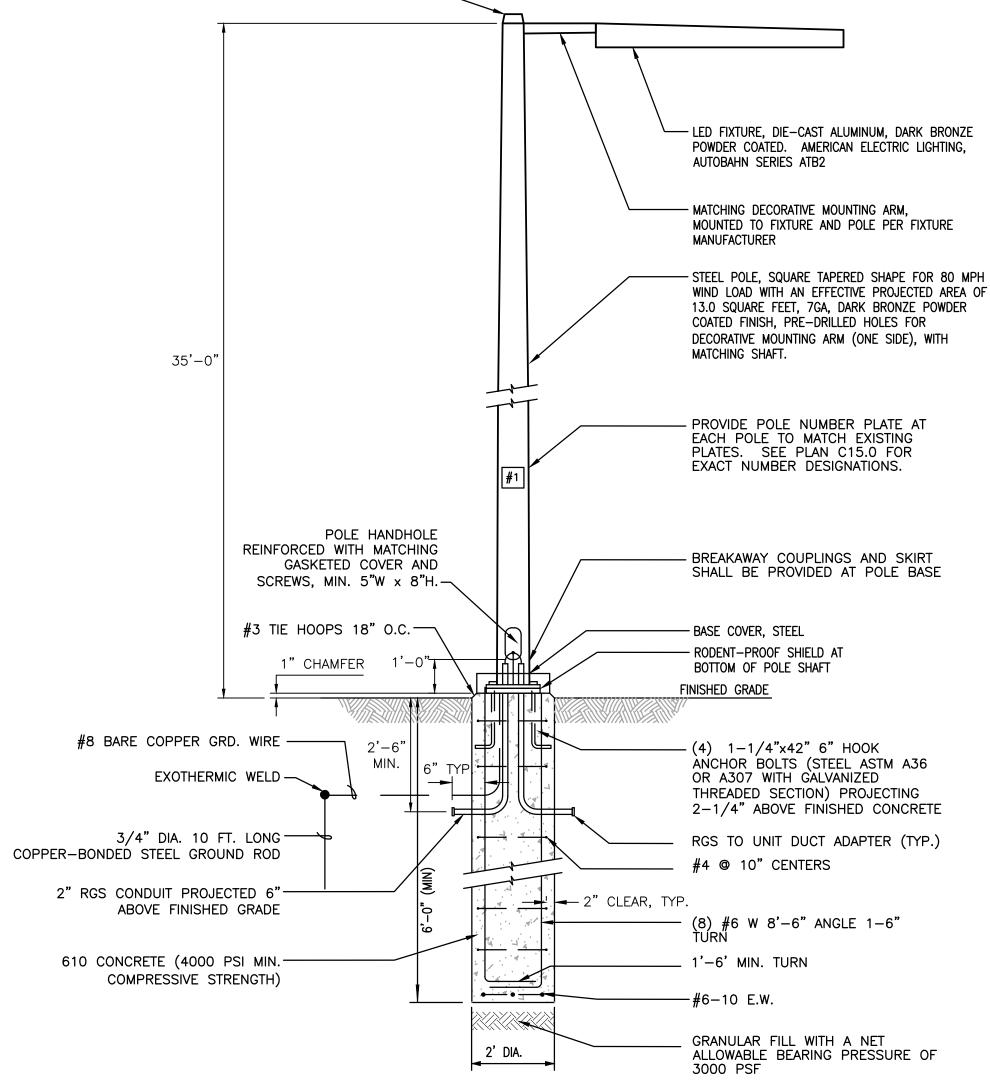
proved Drawing Number

Drawn By

U 10.

4 LIGHT FIXTURE LOCATION DETAIL SCALE: N.T.S.

MATCHING SHAFT CAP-

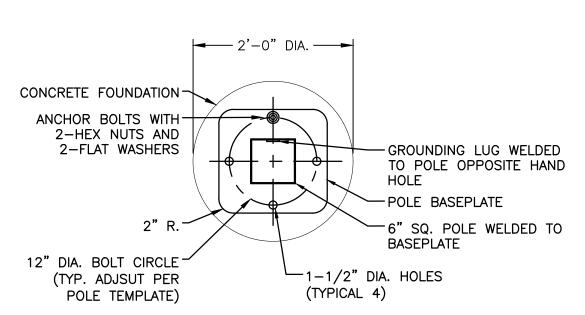


ROADWAY LIGHT POLE AND FOUNDATION DETAIL SCALE: N.T.S.

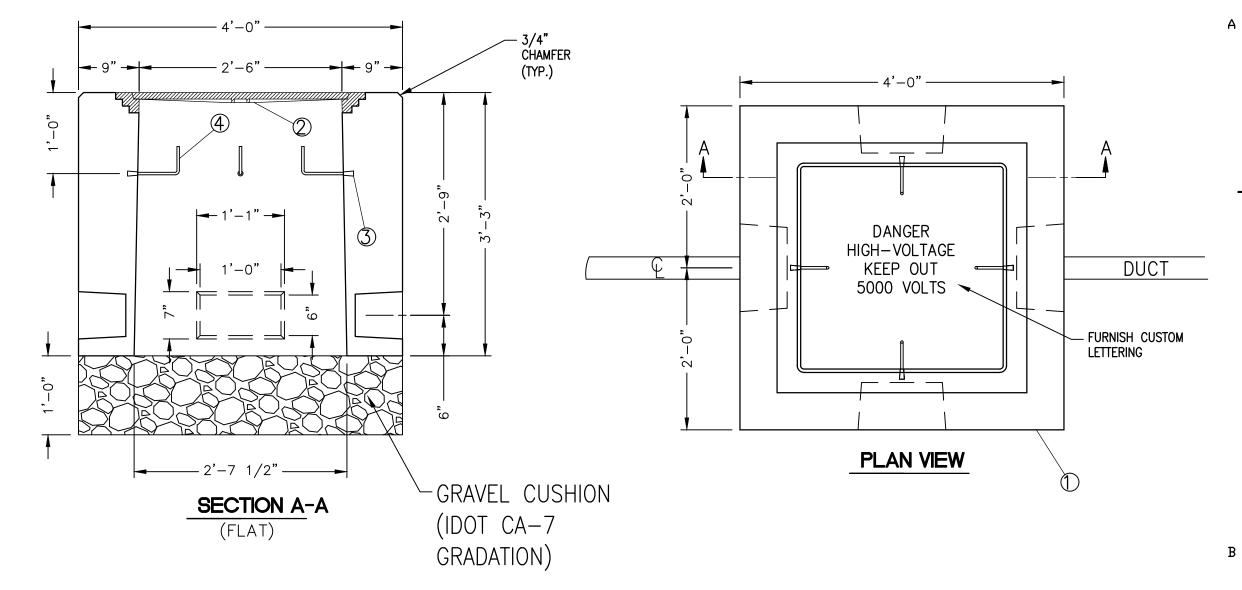
NOTES:

) 2007 Primera

1. LIGHT POLE SHOWN ON LEFT IS ACTUALLY A TILTABLE POLE AS SHOWN ON THE RIGHT. POLE IS OPERATED BY WINCH MECHANISM PROVIDED BY CONTRACTOR.



2 LIGHTING POLE BASE DETAIL SCALE: N.T.S.



HANDHOLE NOTES:

- 1. LIDS FOR LOW VOLTAGE HANDHOLES (CONTAINING CIRCUITS RATED 600 VOLTS AND BELOW) SHALL BE LABELED "LOW VOLTAGE" OR "OV 600V ELECTRIC". LIDS FOR HIGH VOLTAGE HANDHOLES CONTAINING AIRFIELD LIGHTING SERIES CIRCUIT WIRING SHALL BE LABELED "DANGER HIGH VOLTAGE KEEP OUT 5000 VOLTS" TO COMPLY WITH NEC ARTICLE 300.45 "WARNING SIGNS" AND NEC ARTICLE 314.30(D) "COVERS". COORDINATE LETTERING WITH MFR. HANDHOLES PROVIDED WITH THE WRONG LIDS SHALL HAVE THE LIDS REPLACED WITH THE CORRECT LIDS AT NO ADDITIONAL COST TO THE CONTRACT.
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- 6. COORDINATE INSTALLATION OF HANDHOLES WITH RESPECTIVE FINISHED GRADE ELEVATION.
- 7. ALL CORING, INTERFACE, AND LABOR ASSOCIATED WITH CONDUIT, DUCT, CABLE IN UNIT DUCT, AND/OR CABLE ENTRIES WILL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE HANDHOLE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 8. GRAVEL CUSHION SHALL BE INCIDENTAL TO HANDHOLE.
- 9. HANDHOLES WILL BE PAID FOR UNDER ITEM AR110610 ELECTRICAL HANDHOLE PER EACH.

	PARTS LIST (PER EACH)	
ITEM	DESCRIPTION	QUANTITY
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3	3/8" PLASTIC THREADED INSERT	4
4	3/8" ø GALVANIZED CABLE HOOK	4
5	4T LIFTING ANCHORS	4

<u>SPECIFICATIONS</u>

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

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

WEIGHT: APPROX. 4,990# FLAT TOP

3 PRECAST CONCRETE HANDHOLE DETAIL SCALE: N.T.S.

SEPrimera

100 S. WACKER DRIVE SUITE 700 . CHICAGO IL 60606 . P.312-606-0910 F:312-606-0415

Lewis University Airport

JOLIET REGIONAL PORT DISTRICT

No. Description

By Chk. App. Date

Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title

ROADWAY LIGHTING DETAILS

Project No. Date Client Numbe

Approved Drawing Number

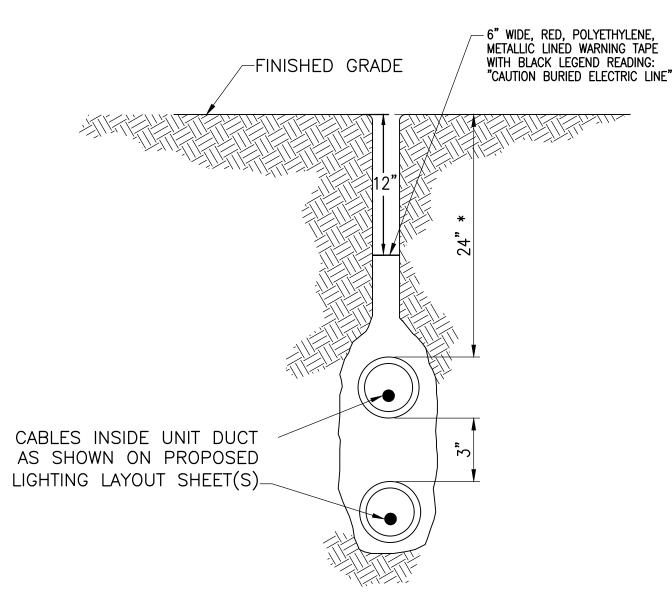
C15.2

SEAL -

4" TOPSOIL, SEED & MULCH -6" WIDE, RED, POLYETHYLENE, METALLIC LINED WARNING TAPE WITH BLACK LEGEND READING: "CAUTION BURIED ELECTRIC LINE" SOIL BACKFILL ─ TURF THOROUGHLY TAMPED CONDUIT, DUCT, OR CABLE IN UNIT -SAND BACKFILL OR EARTH 7" MIN. PLUS _ OUTSIDE DIAMETER OF DUCT

> *CABLE IN TRENCH IN CULTIVATED FIELDS SHALL BE TRENCHED 42" DEEP.

CONDUIT IN TRENCH DETAIL- NON-PAVEMENT AREAS SCALE: N.T.S.



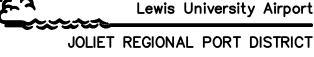
*CABLE IN TRENCH IN CULTIVATED FIELDS SHALL BE PLOWED 42" DEEP.

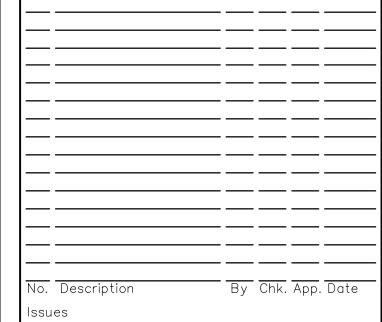
? PLOWED CABLE DETAIL

<u>UNIT DUCT TRENCH/PLOW NOTES:</u>

- 1. DIMENSIONS FOR COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
- 2. TRENCHES WITH MORE THAN TWO DUCTS OR CABLE IN UNIT DUCTS SHALL BE INCREASED 3" IN WIDTH PLUS DIAMETER OF RESPECTIVE DUCT FOR EACH ADDITIONAL CONDUIT, DUCT, OR CABLE IN UNIT DUCT; IF SPECIFIED ON PLANS TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- 3. DEPTH OF TRENCHES SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS. MINIMUM COVER REQUIREMENTS FOR CABLES AND DUCTS AT AIRPORT RUNWAYS AND ADJACENT AREAS WHERE TRESPASSING IS PROHIBITED IS 24 INCHES. MINIMUM COVER REQUIREMENTS FOR DUCTS LOCATED IN CULTIVATED FIELDS IS 42". ADJUST/INCREASE BURIAL DEPTHS TO ACCOMMODATE SITE CONDITIONS, DRAINAGE, AND/OR OBSTRUCTIONS. COVER IS DEFINED AS THE SHORTEST DISTANCE IN INCHES MEASURED BETWEEN A POINT ON THE TOP SURFACE OF ANY DIRECT-BURIED CONDUCTOR, CABLE, CONDUIT, OR OTHER RACEWAY AND THE TOP SURFACE OF FINISHED GRADE, CONCRETE OR SIMILAR COVER.
- 4. HIGH VOLTAGE CIRCUITS (AIRFIELD LIGHTING 5000 VOLT SERIES CIRCUITS AND/OR OTHER CIRCUITS RATED ABOVE 600 VOLTS) AND LOW VOLTAGE CIRCUITS (RATED 600 VOLTS AND BELOW) SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
- 5. DUCT INTERFACE TO LIGHT POLES, HANDHOLES, MANHOLES, SPLICE CANS, OR OTHER JUNCTION STRUCTURES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE CABLE IN UNIT DUCT PAY ITEM OR RESPECTIVE DUCT PAY ITEM.
- 6. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH.



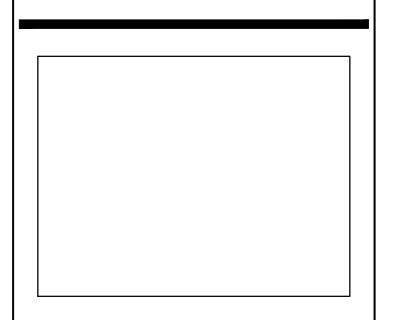




RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

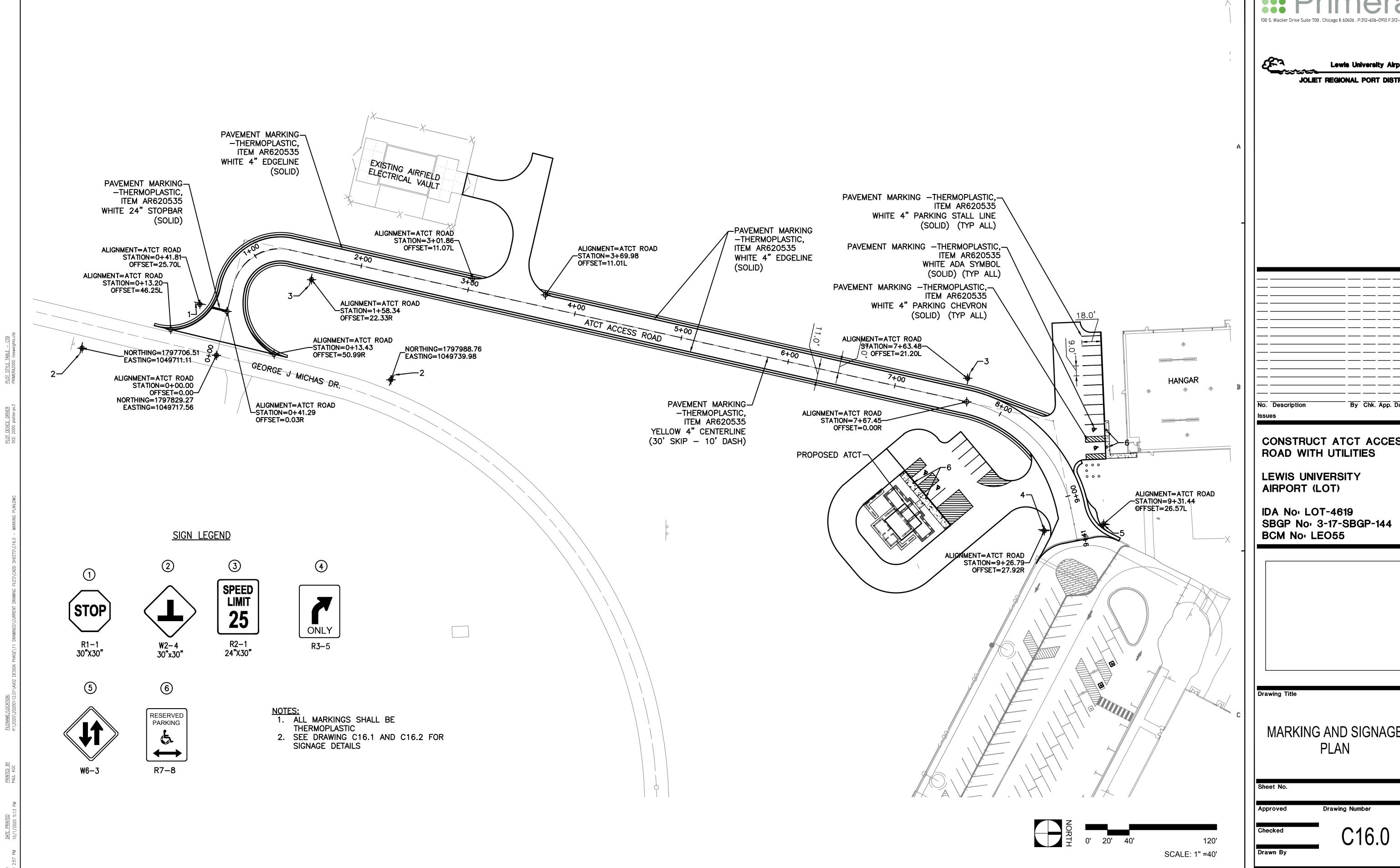
ROADWAY LIGHTING **DETAILS**

Drawing Number

C15.3

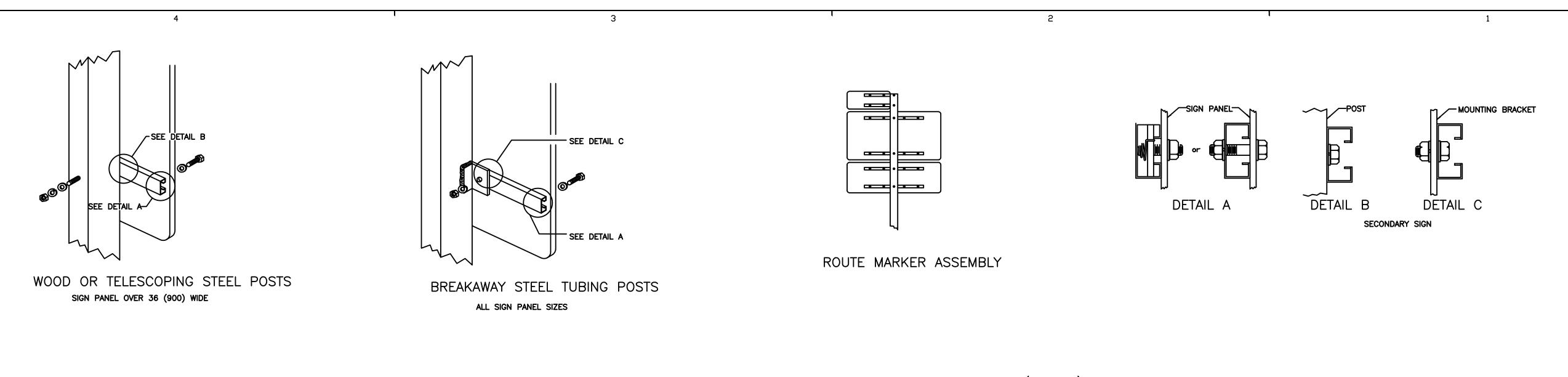
BACKFILL WITH MAXIMM 1" SIZE PARTICLES. PLACE IN TWO LIFTS. TAMP UNTIL FIRM

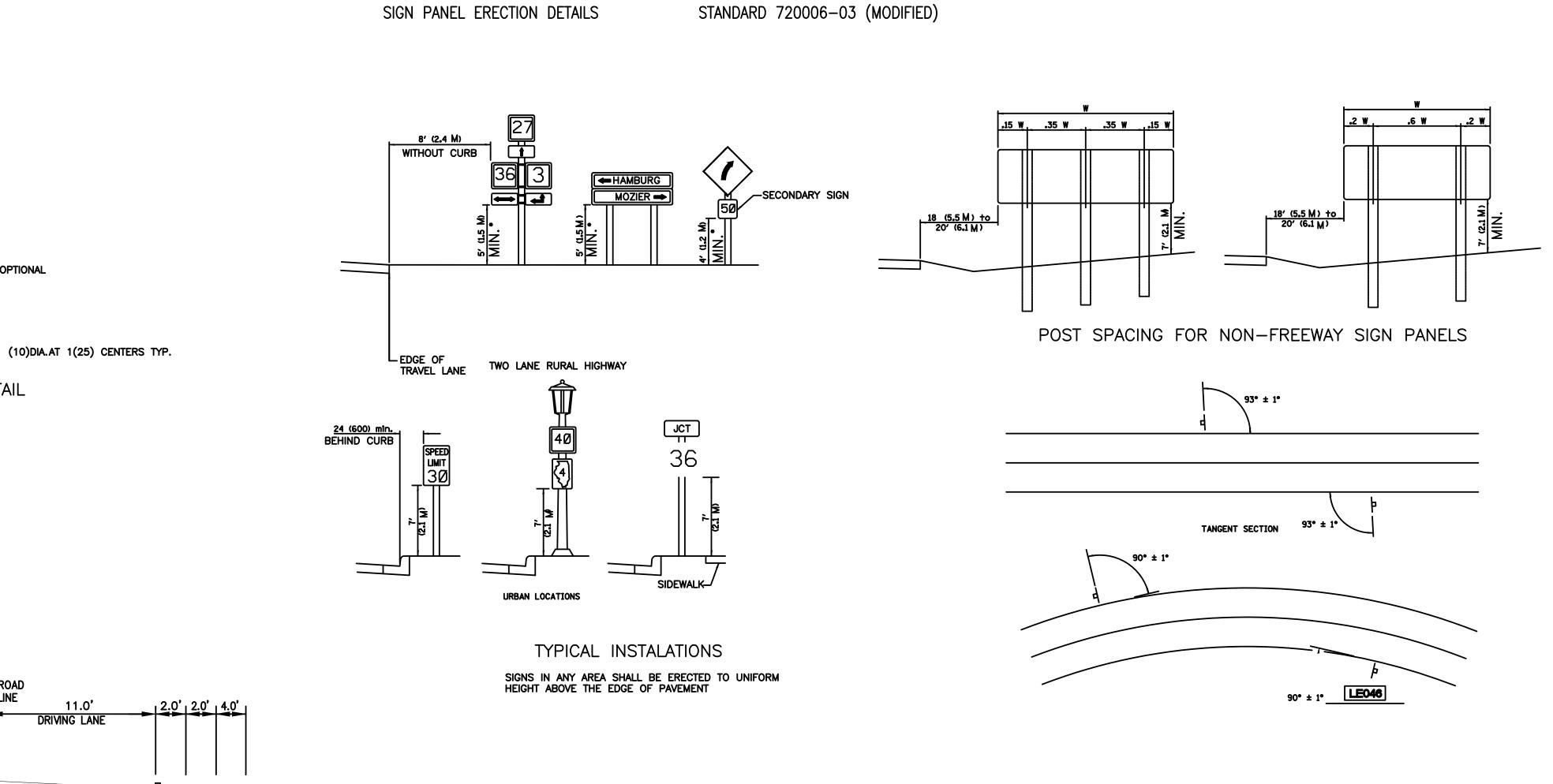
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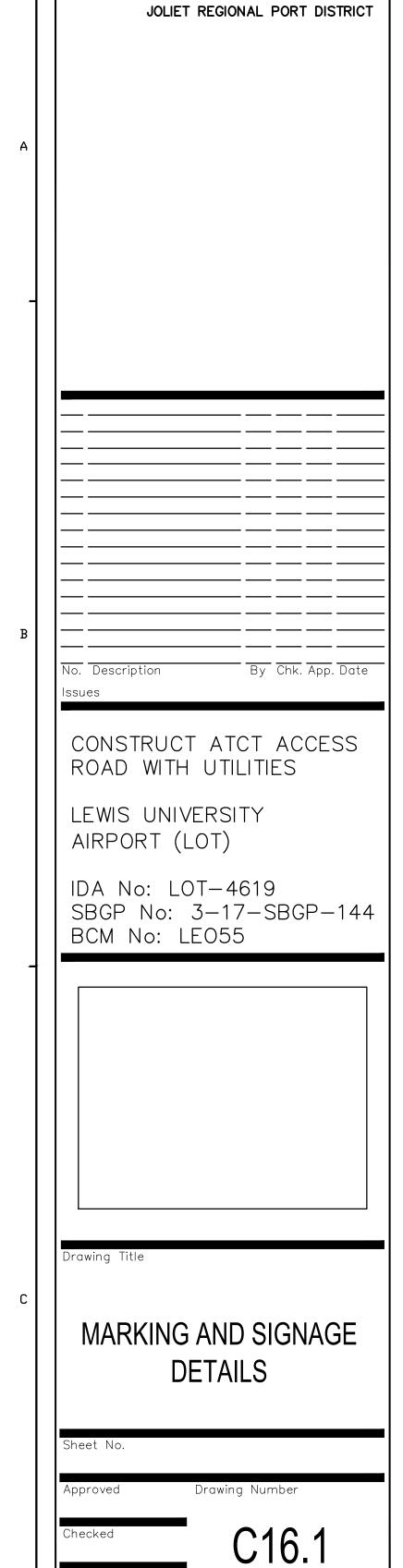


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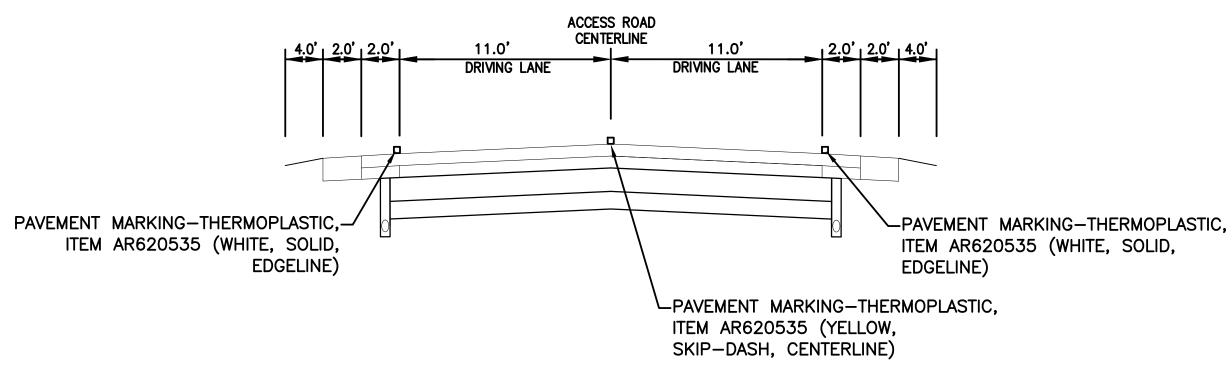
Lewis University Airport JOLIET REGIONAL PORT DISTRICT By Chk. App. Date CONSTRUCT ATCT ACCESS MARKING AND SIGNAGE







Lewis University Airport



0.150 |N³ (2458 MM ³) 0.315 |N ³ (5162 MM

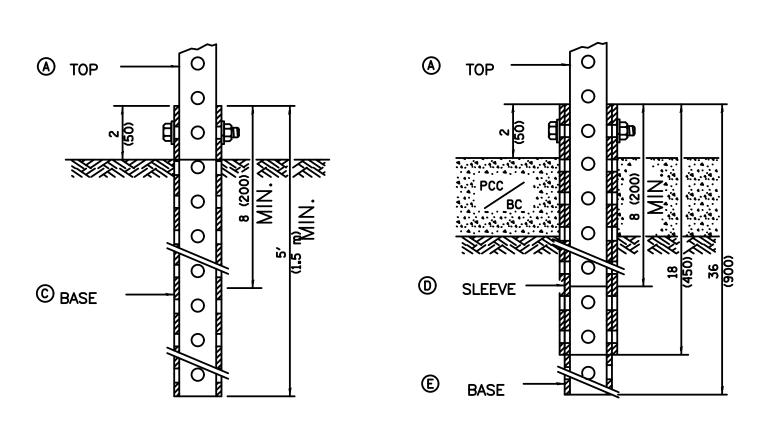
SUPPORTING CHANNEL DETAIL

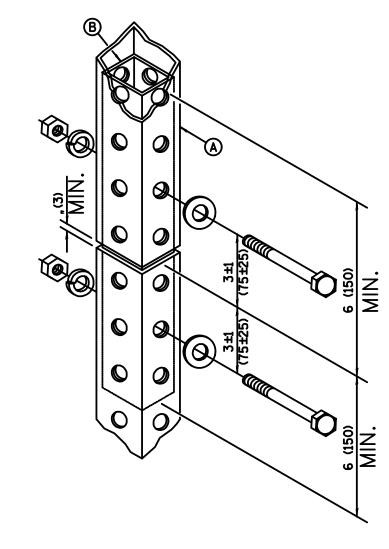
TYPICAL PAVEMENT MARKING - ATCT ACCESS ROAD (SECTION SHOWN LOOKING NORTHEAST) (SEE TYPICAL SECTION DRAWING C5.0 FOR PAVEMENT DETAILS)

2007 Primera



STANDARD 728001-01





2 x 2 x var. (51 x 51 var.) 1fL × 1fL × 12 (44 × 44 × 300) 2代×2代×60 (57 × 57 × 1500) 2¹/₂ × 2¹/₂ × 18 (64 × 64 × 450) E 2f × 2f × 36) (57 × 57 × 900)

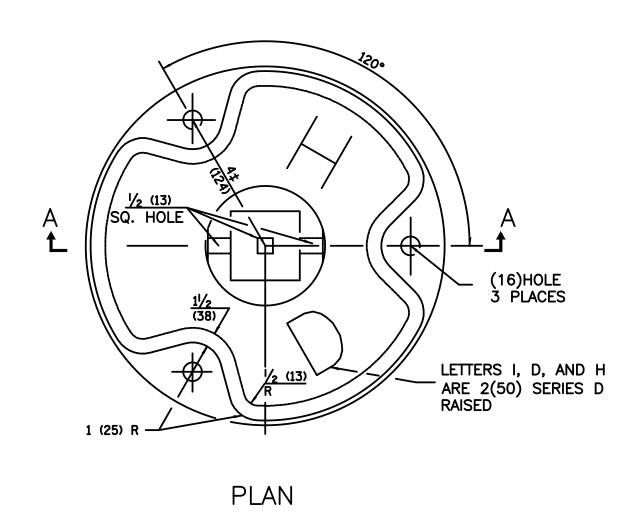
GROUND MOUNT DETAIL

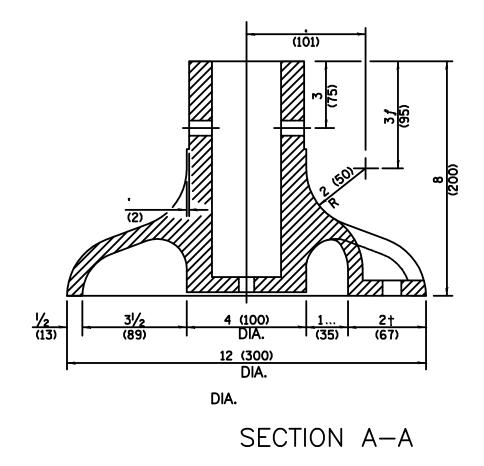
PAVEMENT MOUNT DETAIL

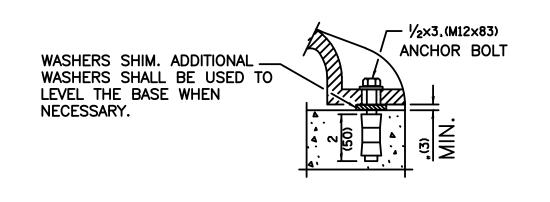
SPLICE DETAIL

BASE FOR TELESCOPING STEEL SIGN SUPPORT

STANDARD 731001-01



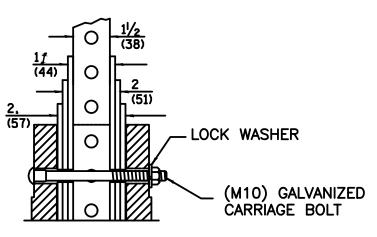


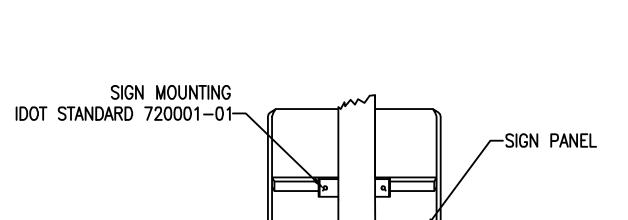


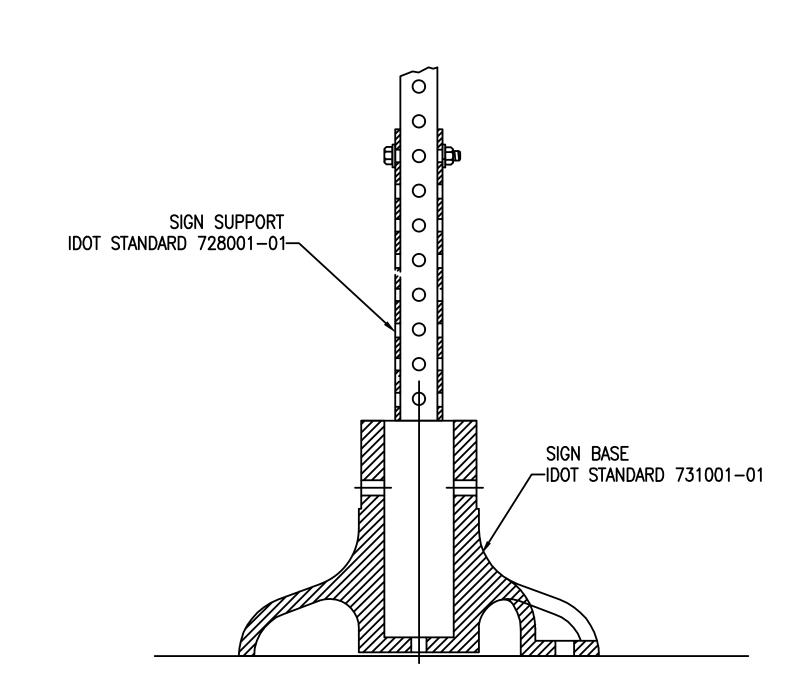
ANCHOR BOLT DETAIL

LOCK WASHER

POST ASSEMBLY DETAIL







NOTE: ALL SIGN SUPPORTS/POSTS, SUPPORT BASES AND FOUNDATIONS SHALL BE INCIDENTAL TO ROADWAY SIGN, ITEM AR910200

Lewis University Airport JOLIET REGIONAL PORT DISTRICT

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CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES

LEWIS UNIVERSITY AIRPORT (LOT)

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

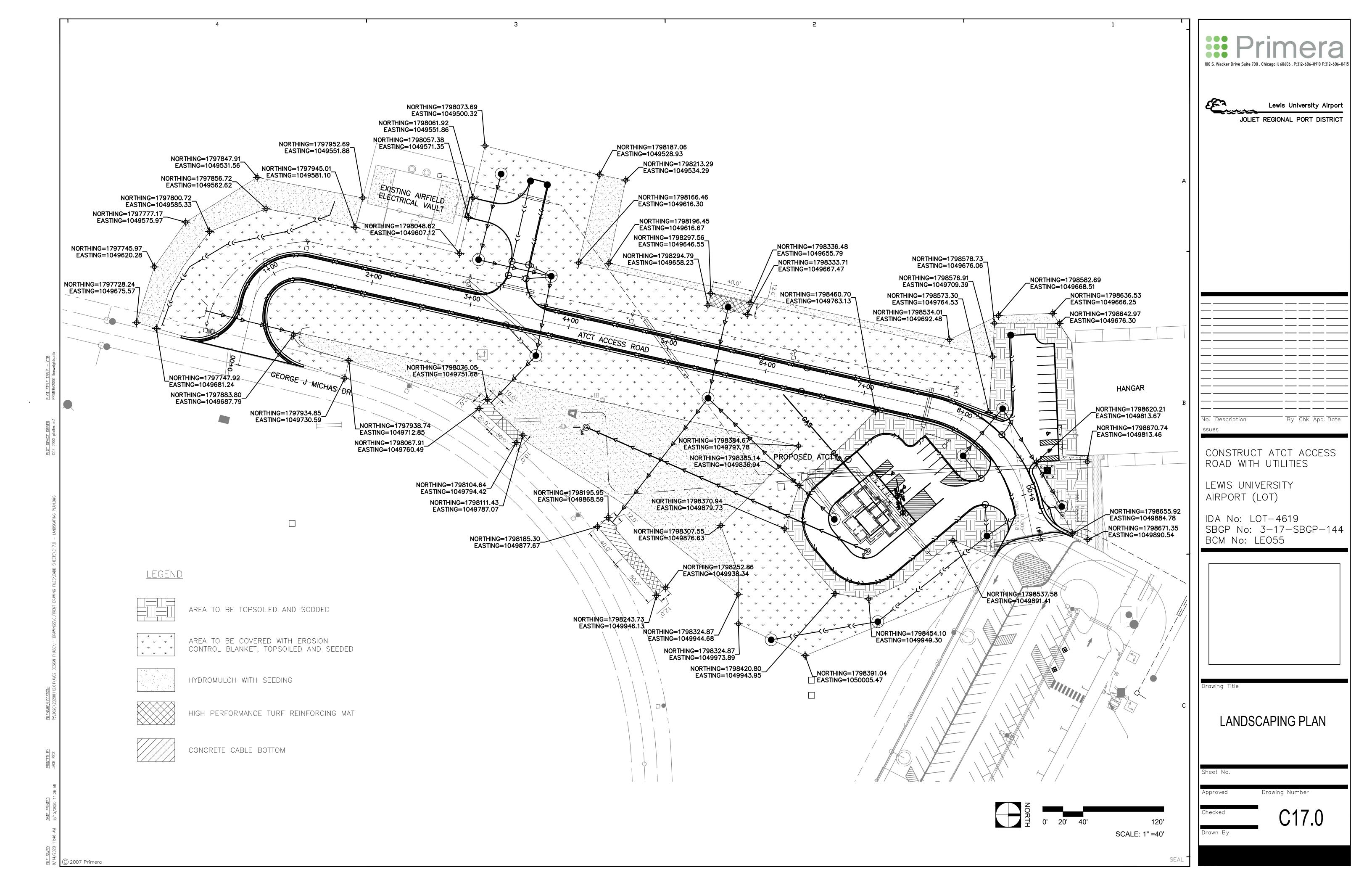
Drawing Title

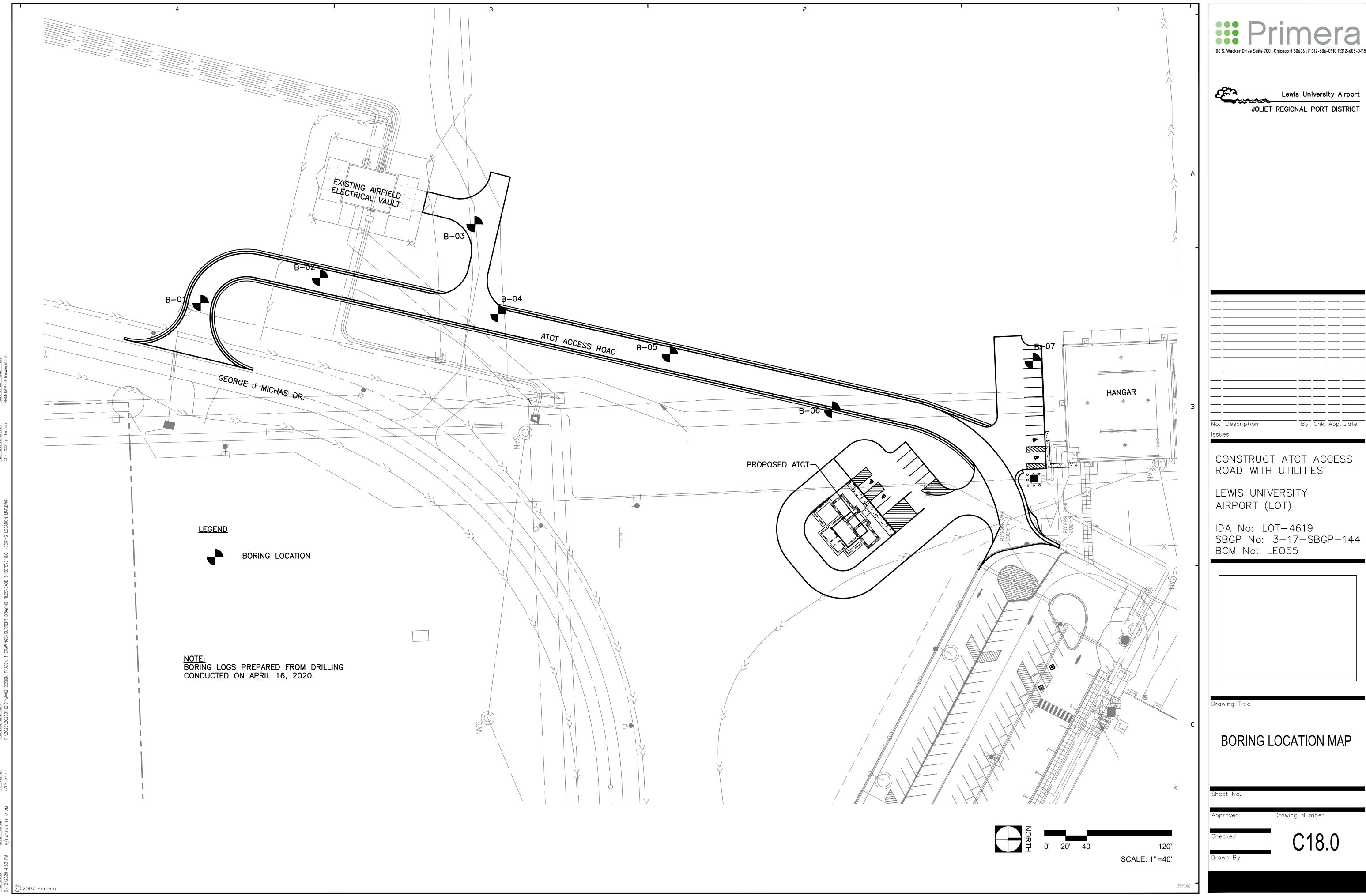
SIGNAGE **DETAILS**

Drawing Number

C16.2

2007 Primera





Page 1 of 1 SORING LOG S-01 Datum: NAVD 88 **WEI Job No.: 606-06-01** Elevation: 669.59 ft wangong@wangong.com 1145 N MAin Street North: 1797836.30 ft Primora Engincoring, LLC. East: 1049652.39 ft Station: 0+58.67 Lombard, IL 60148 ATCT Access Road and Parking Lot Project Tolophono: (630) 953-9928 Fax: (630) 953-9938 Will County, Illinois Location Offset: 5.78 LT

•																			
	Profilo	Eloyation (ft)		ND ROCK RIPTION	Dopth (ft)	Sample No.	SPT Valuos (blw/6 in)	GIP (tst)	Moisturo Contont (%)	Profilo	Elovation (ft)	SOIL AND DESCRI		Dopth (ft)	Samplo Typo	Samplo No.	SPT Valuos (blw/6 in)	Q.((st)	Moisturo Contont (%)
		669.1	6-inch thick, bla (CL); moist Vory stiff, brown (CL), trace orga to moist	TOPSO T LEAN CLAY Bric matter; dan	mp -	1	2 3 5 4	2.71 B	27						-				
			Stiff to hard, brogray LEAN CL (CL)s, trace gramoist	AY with sand	and -\	2	3 2 4 5	1.72 B	15										
					5	3	3 5 7 6	4. 25	16										
					-\ -\ -\	4	4 4 6 7	2.62 B	19										
		659.6			10	5	6 7 11 11	7.05 B	18										
			Boring torminat	cd at 10.00 ft	-			-											
Ø/ 14/ ∠ Ø					- - -														
APANGENGIGI				GENE R	- 15_ ΩΔΙ Ν ②							T	WATE R I	I FVF		ΔΤ	Δ		
: 	10-	ois M-							na-40	<u>.</u>	 ഉന			<u> </u>	_ =				
3		gin Dr	•	16-2020 Vana Tastina	-	oloto Dri	•		04-16 25 A'			While Drilling	of Maillian		•••••		RY RY	• • • • • • •	•••••
اد			Contractor	Vang Tosting			MY INNOV			_		At Completion	_	¥	•••••	וש.	17.1	• • • • • • •	•••••
اج ا		illor illing N		Loggor "IN H&A: ha								Time After Drill Depth to Water	_	NA	• • • • •				
	 	miri y IV	100 100 . (L,(L)	". J.D.H.SA; .bo	i in in in in in in	<u>پالللات</u> پ	w.up		ושוננוש	AND	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	The stratification	7	<u> </u>	roxima	sto b	oundar	†	
۱.	ı											I potwoon enil fire	ne: the eathel to	consition :	man h	7	rdu pl		

wangong@wangong.com 1145 N MAin Street Lombard, IL 60148 Tolophono: (630) 953-9928 Fax: (630) 953-9938	Cliont Project Location		!		Primo Acc	ora E Oss I	ngii Roa	_	, LLC. Parking Lot		Datum: N Elovation North: 17 East: 104 Station: 6 Offset: 5	: 670.(97955 19633. +84.3	09 ft 5.01 ft 18 ft	ft		
SOIL AND ROCK DESCRIPTION	Z dog	Sample Type	Samplo No.	SPT Values (blw/6 in)	Gig (tst)	Moisturo Contont (%)	Profilo	Elovation (ft)	SOIL AND R DESCRIPT		C doct	Sample Type	Samplo No.	SPT Values (blw/6 in)	ਔ(S	1
6-inch thick, black LEAN CL 669.6 —TOPS 669.1 Very stiff, brown and gray LI CLAY (CL); damp to moist —RE	AY SOIL		1	2 3 4 5	2.25 P	18										
ee7.strace organic matter; moist —BURIED TOPS Very stiff, black to brown LE CLAY (CL), trace organic m damp to moist	SOIL		2	2 3 3 4	2.00 P	29										
Hard, brown LEAN CLAY w sand (CL)s, traco gravol; da RIDR 2	mp -		3	2 2 3 3	2.87 B	17										
	- - -		4	4 5 5 6	4. 8 4	16										
660.1	- - - 10		5	4 6 8 9	5.00 B	18										
Boring torminated at 10.00 f	it - - -															
	- - -															
	15_ RAL N				- A			200		ATE	R LEVI			A RY		
Prilling 04-16-2020 Prilling Contractor Waing Tostin Prillor Red Logger Prilling Method 2,25" ID HSA: k	ng Sorv E.	ices Yim	F	Orill Rig Ch	cckod	by	TV [©. N	93 %] arin	While Drilling At Completion of D Time After Drilling Depth to Water	_	♀ Ţ NA NA			RY		•

SORING LOG S-02

	
` <u>-</u>	Primera 100 S. Wacker Drive Suite 700 . Chicago Il 60606 . P:312-606-0910 F:312-606-0415
	Lewis University Airport JOLIET REGIONAL PORT DISTRICT
A	
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В	No. Description By Chk. App. Date Issues
	CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY AIRPORT (LOT)
	IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LEO55
С	Drawing Title SOIL BORINGS
	Sheet No.
	Approved Drawing Number
	Checked C18.1

SEAL

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

Pago 1 of 1

	SORING LOG 18-03	Pago 1 of
wangong@wangong.com 1145 N MAin Stroot Lombard, IL 60148 Tolophono: (630) 953-9928 Fax: (630) 953-9938	WEI Job No.: 606-06-01 Client Primera Engineering, LLC. Project ATCT Access Road and Parking Lot Location Will County, Illinois	Datum: NAVID 88 Elovation: 671.61 ft North: 1798099.68 ft East: 1049580.01 ft Station: 3+15.63 Offset: 87.49 LT

Profilo	SOIL AND ROCK DESCRIPTION	Pooth (ft) Samplo Typo recovery Samplo No.	SPT Values (blw/6 in)	PID (tst)	Moisturo Contont (%)	Profilo	Elovation (ft)	SOIL AND ROCK DESCRIPTION	Popth (ft)	Samplo Typo	Samplo No. SPT Valucs (blw/6 in)	Q.((st))	Moisturo Contont (%)
	Stiff, dark gray to brown LE	FILL—	10 6 5 3	NP	5								
	ess.5 Vory stiff to hard, brown LEAC CLAY with sand (CL)s, trace		3 3 4 4	1.89 B	25								
	gravol; damp RDR 2	53	4 5 7 7	7.71 B	15								
		4	6 6 7 7	6.07 B	16								
	es1.6 Boring terminated at 10.00	- - 10	8 10 13	> 10.24 B	5 15								
		- - - -											
WANGENG.GDT 5/14/20													
× × ×		15											
<u>a</u>	GENE	ERAL NOTES	 }	I		<u> </u>	l	WATER	LEVE		ATA		
9 Dri Ori Dri	gin Drilling 04-16-2020	Complete Dr ng Scrvices E. Yim	illing Drill Rig Ch	g 10/2 ockod	by	[V [9	93 %] arin	While Drilling At Completion of Drilling Time After Drilling Depth to Water The stratification lines represen	♀ ¥ NA NA		WRY WRY		
≸ [· · · · · · · · · · · · · · · · · · ·	·····		<u></u>	• • • • • • •	between soil types; the actual t	ransition	may bo	gradual.	y	

6-inch thick, black and brown, well-graded GRAVEL with sand		2	667. 55.2	Elevation: (North: 179 East: 1049 Station: 3+ Offset: 5.4	06-01 J, LLC. Parking Lot ois	C	wangong@wangong.com 1145 N MAin Stroot Lombard, IL 60148 Tolophono: (630) 953-9928 Fax: (630) 953-9938							
6-inch thick, black and brown, well-graded GRAVEL with sand gray LEAN CLAY (CL); moist	SPT Values (blw/6 in) Qu (tsf)	Samplo No.	Samplo Typo	0.55		Elovation (ft)	Profilo	Moisturo Contont (%)	Olio (tsf)	SPT Valuos (blw/6 in)	Samplo No.	Sample Type		soil an Descr
Medium stiff to very stiff, brown LEAN CLAY (CL); moist 2 4 4 5 5 8 26 5 8 27 8 26 8 8 27 8 8 8 8 27 8 8 8 8 8 8 8 8 8 8 8								4	NP	9 11	1		GRAVEL with sand -GM); RDR; and brown LEAN	well-graded GR and silt (GW-GN Hard, black and
Stiff to hard, brown and gray LEAN CLAY with sand (CL)s, trace gravel; dampRDR 2 to 3-								26		4	2		to very stiff, brown (CL); moist	Modium stiff to v
-RDR 2 to 3- - 4 7 5.82 16								27	I	2 5	3	5	with sand (CL)s,	Stiff to hard, bro LEAN CLAY wit
- / │								16		7 9	4			ilaco gravo, ca
5 9 12 16 18 16 16								16		12 16	5	10		•

GENERAL NOTES

Regin Drilling 04-16-2020 Complete Drilling 04-16-2020

Drilling Contractor Wang Tosting Sorvices Drill Rig 1025 ATV [93%]
Drillor R&J Logger E. Yim Checked by C. Marin

Drilling Mathod 2.25". ID. HSA; boring backfilled upon completion ...

I	
	Primera 100 S. Wacker Drive Suite 700 . Chicago Il 60606 . P:312-606-0910 F:312-606-0415
	Lewis University Airport JOLIET REGIONAL PORT DISTRICT
A	
В	No. Description Issues CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY AIRPORT (LOT)
-	IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LEO55
С	Drawing Title SOIL BORINGS
	Sheet No. Approved Drawing Number
	Checked C18.2

DATE DRINTED

© 2007 Duine en

SEAL -

WATER LEVEL DATA

Time After Drilling NA
Depth to Water NA
The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.

While Drilling

At Completion of Prilling

Pago 1 of 1 SORING LOG S-05 Datum: NAVD 88 **WEI Job No.: 606-06-01** Elovation: 670.72 ft wangong@wangong.com North: 1798281.18 ft 1145 N MAin Street Primora Engincoring, LLC. Cliont East: 1049706.87 ft Lombard, IL 60148 ATCT Access Road and Parking Lot Project Station: 5+21.83 Offset: 4.09 LT Tolophono: (630) 953-9928 Fax: (630) 953-9938 Location Will County, Illinois

		0 .					l			0	, 🚗		
Profilo	SOIL AND ROCK BESCRIPTION	Samplo No.	SPT Values (blw/6 in)	PID (tsf)	Moisturo Contont (%)	Profilo	Eloyation (ft)	SOIL AND ROCK	Dopth	Samplo Typ recovery	SPT Values (blw/6 in)	\ <u>G</u> (\$3)	Moisturo Contont (%)
 	DESCRIPTION S	Samplo No	SPT /	2	Mois Conto	 Pr	<u> </u>	DESCRIPTION	ဦ	Samplo Ty recovery	SPT (SW)	J	Mois Contc
	6-inch thick, black LEAN CLAY,		2										
	670.2 few roots; moist —TOPSOIL—/	∕	3										
	Stiff to very stiff, black to brown	┤	3	1.00	31								
	and black FAT CLAY (CH), trace	- /	4										
	gravel; damp to moist RDR 2	\ \											
	L _L (%)= 53, P _L (%)= 23	- \ /	4										
	%Gravcl=2.1 %Sand=11.8	-	3	2.30	30								
	-%Silt=48.9	/= /\	2 3	B									
	<pre>-%Clay=37.2-/ Mcdium stiff, brown LEAN CLAY;</pre>	<u> </u>											
	moist to wet	_\	2										
	-RDR 2-	<u>5</u>]\	2	V =-	20								
		3	2	0.57 B	29								
	Stiff to hard, brown to gray LEAN	/	1										
	CLAY with sand (CL)s, trace												
	gravel; damp to moist RDR 2 to 3		4										
		-	4 7	4.84	17								
		$- / \setminus $	7	B									
		_\	4										
			6	8.12	16								
			9	B									
	10	<u> </u>	11										
		Δ											
		<u> </u>											
			13										
		 	13	1.97	18								
		- /\ 	12	B									
		+											
		-											
		_\\/	5										
		→ X	7	3.69 B	16								
		5 / \	9										
	Boring terminated at 15.00 ft GENERAL	NOTES	<u> </u>			I	L	WATER	LFVF	L N∂A	TA		
Bo		Complete Dri		0) 4- 16	3-202	20	While Drilling	Ż Ż).50 ft		
1 D ri	ling Contractor Wang Tosting Soi	-	Drill Rig		-		93 %]	At Completion of Prilling	<u>¥</u>		.00 ft		
Pori Pori Pori		E. Yim	Ch	ockod I	by	Ç. M	arin.	Time After Prilling	NA.				
D ri	ling Mothod .2.25". ID. HSA; boring	backfill	od.upo	o n . Ca	lapmo	oti o	r	Dopth to Water	NA Post the end	mvimet	hamada	N/	
<u>.</u>								The stratification lines represented between soil types; the actual	sent the app I transition	may be	poundar p <u>radual.</u>	у	

Second Property		t	.05 ft 32 ft	8440. 754.6 85.07	Elevation: (North: 179) East: 1049 Station: 6+ Offset: 4.3	, LLC. Parking Lot	•	ngi. Roa	ra E OSS F	Primo Acco		! !	Cliont Project Location	angong@wangong.com 145 N MAin Street ombard, IL 60148 olophono: (630) 953-9928 ax: (630) 953-9938	1145 Lomba Tolopi
Modium donas, voil graded SANDY GRAVEL SANDY GRAVEL SANDY GRAVEL SANDY GRAVEL SANDY GRAVEL SANDY Stiff, black LEAN CLAY with gravel (CL.); damp Sand	(ter) Moisture	SPT Valuos (blw/6 in)	Samplo No.	Samplo Typo	Dopth (f)		Elovation (ft)	Profilo	Moisturo Contont (%)	C(ISI)	SPT Values (blw/6 in)	Samplo No.	Dopth (ft)		
Modium donso, brown SANDY SILT with gravol (ML)g; damp ADD Silt with gravol (10	NP	5 8	1	R2-	I laid, black aird biowit LLA	
888 Vory stiff, black LEAN CLAY S													LL \ \ \	mois t —F	
See									14		5 6	2		RN	
Vory stiff, black LEAN CLAY 2083 (CL); damp									22		6	3	5		
## Boding terminated at 15.00 ft See 3.8									14	NP		4	~_	Vory stiff, black LEAN CLAY 666.3(CL); damp —BURIED TOPS Modium donso, brown SANI	
6 8 5.66 16									12		6 5	5	R 2- p - D 3-	Hard, brown LEAN CLAY wi sand (CL)s, trace gravel; dar	664.
7 12 10.25 15 16 B Boring terminated at 15.00 ft GENERAL NOTES WATER LEVEL DATA Pagin Drilling 04-16-2020 Complete Drilling 04-16-2020 While Drilling \$\frac{12.00 ft}{2}\$ \$									16		8	6	<u>→</u>		
GENERAL NOTES WATER LEVEL DATA Bogin Prilling 04-16-2020 Complete Prilling 04-16-2020 While Prilling □ 12.00 ft									5 15		12 >	7	15	<u>658.3</u>	658.
Bogin Drilling 04-16-2020 Complete Drilling 04-16-2020 While Drilling ▼ 12.00 ft			<u>_</u>		I FVF	WATE	<u> </u>	1			 	<u> </u>	<u> </u> 8ДІ NMT		
Drillor Red Logger E. Yim Checked by C. Marin Time After Drilling NA Drilling Method 2,25" ID HSA; boring backfilled upon completion Depth to Water V NA The stratification lines represent the approximate boundary between soil types; the actual transition may be gradual.		00 ft RY	12.0 DF	1	♀ ▼ NA NA	While Prilling At Completion of Prilling Time After Prilling Depth to Water	93 %] larin	TV [©. N	25 A] by (ockod i	lling Orill Rig Cho	o Øri	Complete g Sorvices E. Yim	gin Drilling 04-16-2020 illing Contractor Wang Tostir illor R&J Logger	Drilling Drillor

SORING LOG S-06

WEI Job No.: 606-06-01

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	Primera 100 S. Wacker Drive Suite 700 . Chicago II 60606 . P:312-606-0910 F:312-606-0415
	Lewis University Airport JOLIET REGIONAL PORT DISTRICT
1	
	No. Description By Chk. App. Date
	CONSTRUCT ATCT ACCESS ROAD WITH UTILITIES LEWIS UNIVERSITY
	AIRPORT (LOT) IDA No: LOT-4619 SBGP No: 3-17-SBGP-144 BCM No: LEO55
	Drawing Title SOIL BORINGS
	Sheet No.
	Approved Drawing Number
	Checked O400
	C18.3

Pago 1 of 1

Datum: NAVD 88

Elevation: 673.30 ft