

LAKE IN THE HILLS AIRPORT LAKE IN THE HILLS, ILLINOIS

CONSTRUCTION PLANS FOR LAKE IN THE HILLS AIRPORT

OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL AND RUNWAY THRESHOLD REMARKING

ILLINOIS PROJECT: 3CK-4423
 S.B.G. PROJECT: 3-17-SBGP-120/133/139

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

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

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VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS AIRPORT
 VILLAGE OF LAKE IN THE HILLS, ILLINOIS
 8407 PYOTT ROAD
 LAKE IN THE HILLS, ILLINOIS 60156
 TELEPHONE: 847-960-7500

APPROVED BY Michael Peranich
 MICHAEL PERANICH, AIRPORT MANAGER

DATE FEBRUARY 28, 2020

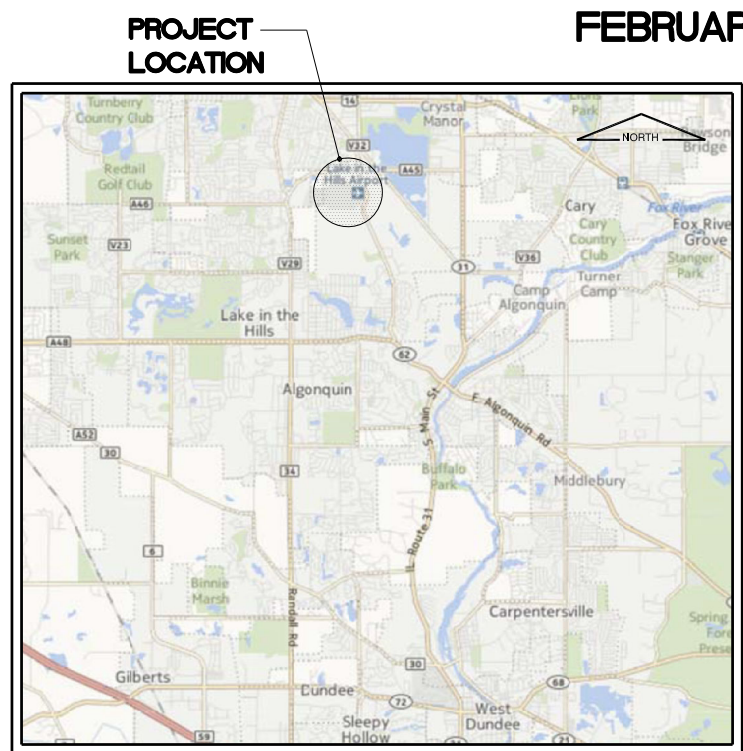
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180255-03

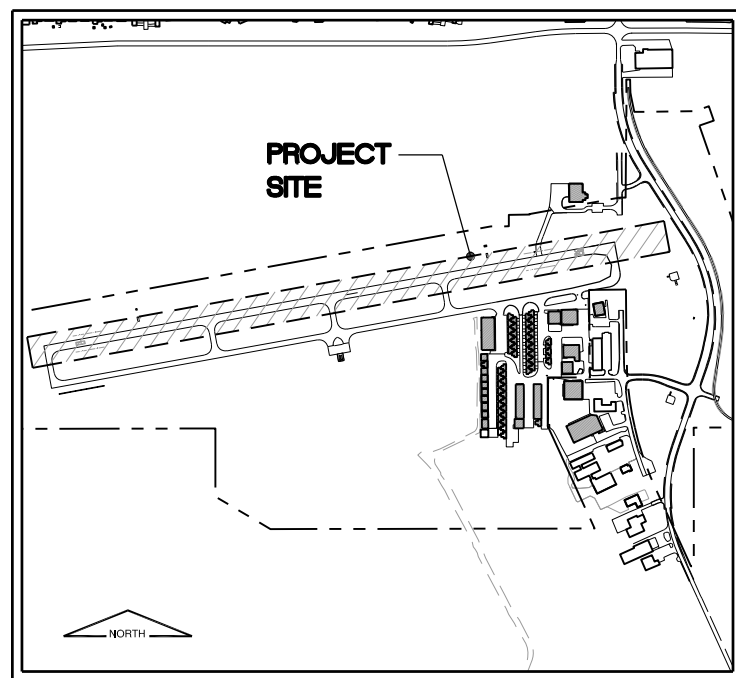
DOUGLAS J. KLONOWSKI
 PROFESSIONAL ENGINEER
 STATE OF ILLINOIS
 062-059464
 expires: 11-30-21

SUBMITTED BY Douglas J. Klonowski PE
 DOUGLAS J. KLONOWSKI, P.E.

DATE FEBRUARY 28, 2020
 license expires 11/30/2021



FEBRUARY 28, 2020



LOCATION MAP

SITE PLAN

LAKE IN THE HILLS AIRPORT

TOWNSHIP: 43 NORTH
 RANGE: 8 EAST
 SECTION: 17
 COUNTY: MCHENRY
 TOWNSHIP: ALGONQUIN

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY B
 DESIGN AIRCRAFT GROUP II (CITATION EXCEL)

6/16/2017 8:59 AM HLT
6/16/2017 HLT

6/16/2017 HLT


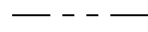



UPDATE BY: Jim Chese
LAYOUT: Layout

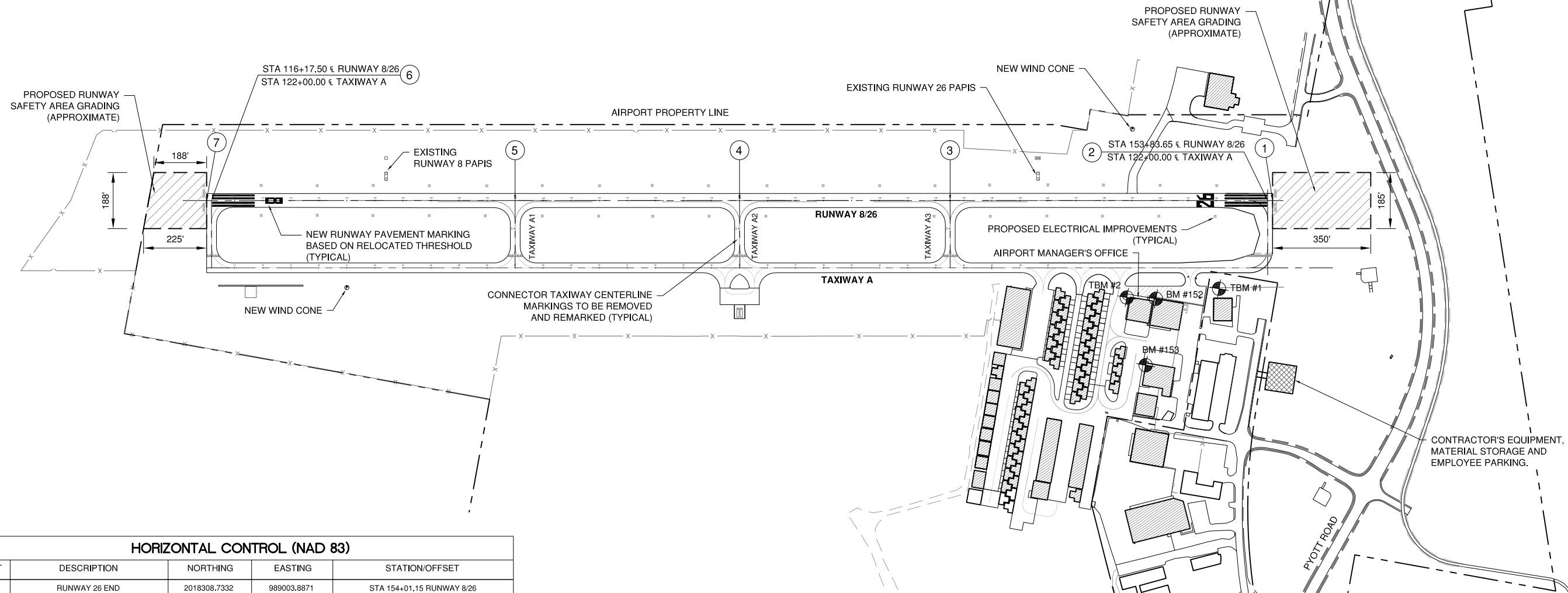
DATE: Thursday, March 12, 2020 11:45:36 AM
FILE: K:\LakeInTheHills\18255-03_Pave26Construction\DrawSheets\18255-03_SitePlan.dwg

NOTES

1. ALL EXISTING PAVEMENTS WERE DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT ON EXISTING PAVEMENTS. ANY WORK NECESSARY TO CORRECT DAMAGED WORK SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
3. ALL EXISTING PAVEMENTS ARE BITUMINOUS.

LEGEND

-  RUNWAY SAFETY AREA GRADING LIMITS (APPROXIMATE)
-  AIRPORT PROPERTY LINE
-  EXISTING FENCE
-  BENCHMARK
-  EXISTING BUILDING



HORIZONTAL CONTROL (NAD 83)

POINT	DESCRIPTION	NORTHING	EASTING	STATION/OFFSET
1	RUNWAY 26 END	2018308.7332	989003.8871	STA 154+01.15 RUNWAY 8/26
2	RWY 26 AND TXY A END CONNECTOR	2018305.6050	988986.6690	STA 153+83.65 RUNWAY 8/26
3	RUNWAY 8/26 AND TAXIWAY A3	2018103.1894	987872.4998	STA 142+51.24 RUNWAY 8/26
4	RUNWAY 8/26 AND TAXIWAY A2	2017968.9441	987133.5663	STA 135+00.21 RUNWAY 8/26
5	RUNWAY 8/26 AND TAXIWAY A1	2017825.8931	986346.1613	STA 126+99.91 RUNWAY 8/26
6	RWY 8 AND TXY A END CONNECTOR	2017632.3354	985280.7499	STA 116+17.50 RUNWAY 8/26
7	RUNWAY 8 END	2017629.2845	985263.9567	STA 116+00.00 RUNWAY 8/26

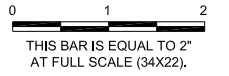
VERTICAL CONTROL TABLE (NAVD 88)

BENCHMARK #	DESCRIPTION	ELEVATION
152	NGS PID NUMBER NH0152 NAVD 88 (ADJUSTED 6/1991) SET VERTICALLY IN THE NORTH FACE OF THE NORTHWEST CORNER OF THE CONCRETE FOUNDATION OF THE NORTH ONE OF TWO LARGE CONCRETE BLOCK HANGARS, 1-1/2 FEET EAST OF THE NORTHWEST CORNER, 1 FOOT ABOVE THE LEVEL OF THE GROUND, AND ABOUT LEVEL WITH THE ENTRANCE DRIVE.	886.80
153	NGS PID NUMBER NH0153 NAVD 88 (ADJUSTED 6/1991) SET VERTICALLY IN THE WEST FACE OF THE NORTHWEST CORNER OF THE CONCRETE FOUNDATION OF THE SOUTH ONE OF TWO LARGE CONCRETE BLOCK HANGARS, 1 FOOT SOUTH OF THE NORTHWEST CORNER, AND 1/2 FOOT ABOVE THE LEVEL OF CONCRETE RAMP.	886.58
1	TOP OF WELL HEAD AT N.W. CORNER PILOT SHOP	890.86
2	TOP OF WELL HEAD AT N.W. CORNER NEW AIRPORT ADMINISTRATION BUILDING	887.68

IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____


REVISIONS		
NUMBER	BY	DATE




**LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING**

SITE PLAN

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VILLAGE OF
LAKE IN THE HILLS

DESIGN BY: ABM
DRAWN BY: JRO
CHECKED BY: ABM
APPROVED BY: DKP
DATE: 02/28/2020
JOB No: 180255-03

FINAL

6/16/2017 8:58:11 AM
DWG:PLT_HLIT

6/16/2017 8:58:11 AM
DWG:PLT_HLIT

UPDATE BY: Jim Chase
LAYOUT: Layout

DATE: Thursday, March 12, 2020 11:45:46 AM
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EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

RUNWAY	8/26
APPROACH CATEGORY	B
DESIGN GROUP	II
DESIGN AIRCRAFT	CITATION EXCEL
WINGSPAN	55.7'
TAIL HEIGHT	17.2'
AOA @ RUNWAY SAFETY AREA WIDTH (RSA)	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	79'
AOA @ TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	131'
AOA @ TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	115'

NOTE: AOA - AIR OPERATIONS AREA

PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE (RSA) RUNWAY SAFETY AREA (75 FEET FROM CENTERLINE AND INCLUDING BEYOND THE END OF THE RUNWAY WITHIN AIRPORT PROPERTY) AND (TOFA) TAXIWAY OBJECT FREE AREA MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THE SAFETY AREA(S), THE MAXIMUM PAVEMENT DROP OFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

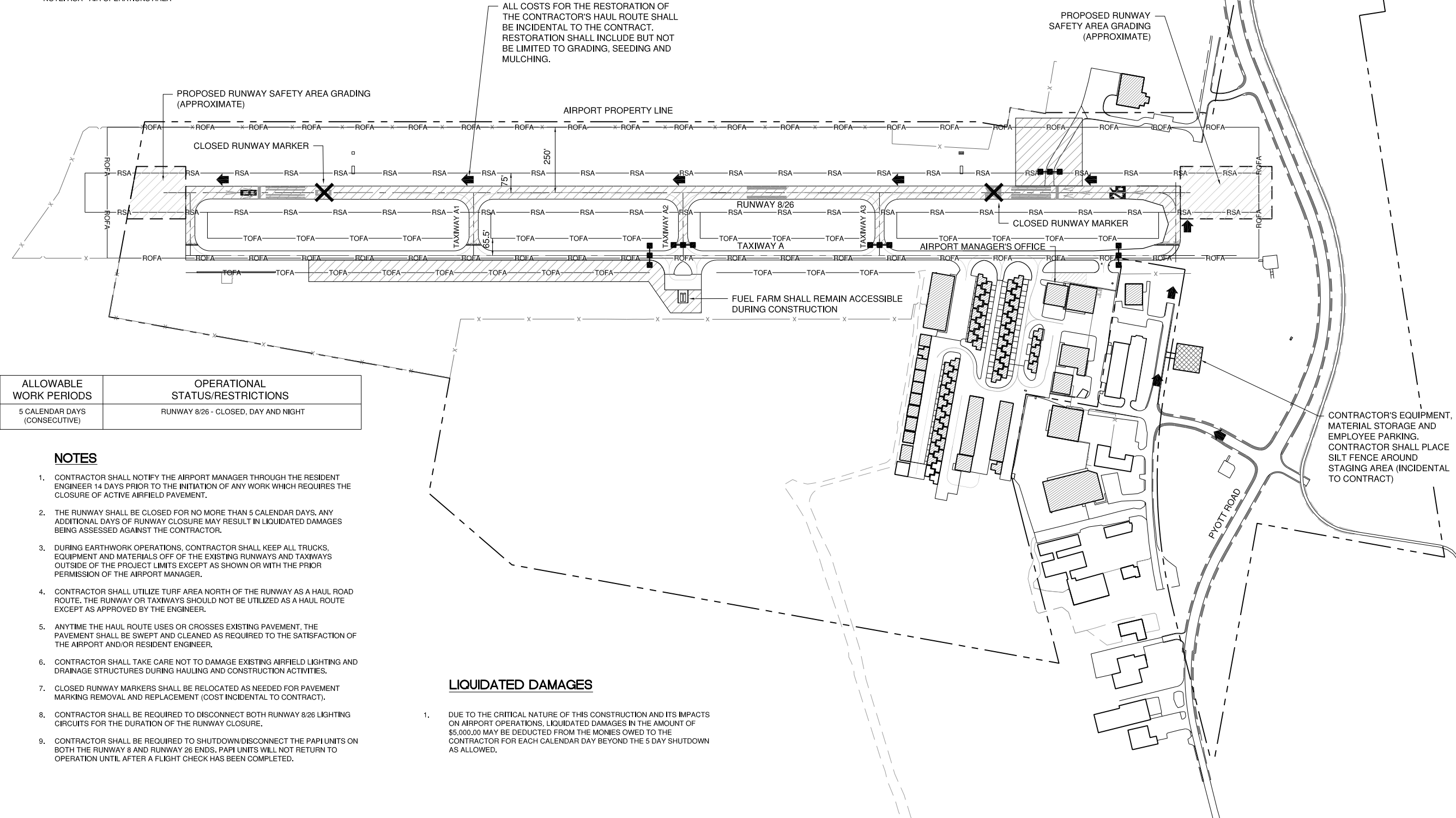
LEGEND

- CONTRACTOR'S WORK AREA
- AIRPORT PROPERTY LINE
- EXISTING FENCE
- LOW PROFILE BARRICADES WITH RED LIGHTS AND SIGNS "DO NOT ENTER" AND "AIRCRAFT MOVEMENT AREA"
- CONTRACTOR'S ACCESS/HAUL ROAD
- TEMPORARY CLOSED RUNWAY MARKER
- RSA - RUNWAY SAFETY AREA
- ROFA - RUNWAY OBJECT FREE AREA
- TOFA - TAXIWAY OBJECT FREE AREA



ALL COSTS FOR THE RESTORATION OF THE CONTRACTOR'S HAUL ROUTE SHALL BE INCIDENTAL TO THE CONTRACT. RESTORATION SHALL INCLUDE BUT NOT BE LIMITED TO GRADING, SEEDING AND MULCHING.

PROPOSED RUNWAY SAFETY AREA GRADING (APPROXIMATE)



ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS
5 CALENDAR DAYS (CONSECUTIVE)	RUNWAY 8/26 - CLOSED, DAY AND NIGHT

NOTES

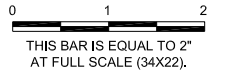
- CONTRACTOR SHALL NOTIFY THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER 14 DAYS PRIOR TO THE INITIATION OF ANY WORK WHICH REQUIRES THE CLOSURE OF ACTIVE AIRFIELD PAVEMENT.
- THE RUNWAY SHALL BE CLOSED FOR NO MORE THAN 5 CALENDAR DAYS. ANY ADDITIONAL DAYS OF RUNWAY CLOSURE MAY RESULT IN LIQUIDATED DAMAGES BEING ASSESSED AGAINST THE CONTRACTOR.
- DURING EARTHWORK OPERATIONS, CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE AIRPORT MANAGER.
- CONTRACTOR SHALL UTILIZE TURF AREA NORTH OF THE RUNWAY AS A HAUL ROAD ROUTE. THE RUNWAY OR TAXIWAYS SHOULD NOT BE UTILIZED AS A HAUL ROUTE EXCEPT AS APPROVED BY THE ENGINEER.
- ANYTIME THE HAUL ROUTE USES OR CROSSES EXISTING PAVEMENT, THE PAVEMENT SHALL BE SWEEPED AND CLEANED AS REQUIRED TO THE SATISFACTION OF THE AIRPORT AND/OR RESIDENT ENGINEER.
- CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING AIRFIELD LIGHTING AND DRAINAGE STRUCTURES DURING HAULING AND CONSTRUCTION ACTIVITIES.
- CLOSED RUNWAY MARKERS SHALL BE RELOCATED AS NEEDED FOR PAVEMENT MARKING REMOVAL AND REPLACEMENT (COST INCIDENTAL TO CONTRACT).
- CONTRACTOR SHALL BE REQUIRED TO DISCONNECT BOTH RUNWAY 8/26 LIGHTING CIRCUITS FOR THE DURATION OF THE RUNWAY CLOSURE.
- CONTRACTOR SHALL BE REQUIRED TO SHUTDOWN/DISCONNECT THE PAPI UNITS ON BOTH THE RUNWAY 8 AND RUNWAY 26 ENDS. PAPI UNITS WILL NOT RETURN TO OPERATION UNTIL AFTER A FLIGHT CHECK HAS BEEN COMPLETED.

LIQUIDATED DAMAGES

- DUE TO THE CRITICAL NATURE OF THIS CONSTRUCTION AND ITS IMPACTS ON AIRPORT OPERATIONS, LIQUIDATED DAMAGES IN THE AMOUNT OF \$5,000.00 MAY BE DEDUCTED FROM THE MONIES OWED TO THE CONTRACTOR FOR EACH CALENDAR DAY BEYOND THE 5 DAY SHUTDOWN AS ALLOWED.

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

REVISIONS		
NUMBER	BY	DATE



LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING
CONSTRUCTION ACTIVITY PLAN

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VILLAGE OF
 LAKE IN THE HILLS

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2 (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR ANY NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.), LATHE AND WARNING TAPE, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES WITH TWO ORANGE FLAGS (20" x 20") ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS. EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE TYPE BARRICADES. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE RUNWAY SAFETY AREAS AND ACTIVE TAXIWAY/TAXILANE OBJECT FREE AREAS.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
- IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED. OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- THE AIRPORT WILL BE CLOSED DURING THE CONSTRUCTION OF THIS PROJECT.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE CONSTRUCTION ACTIVITY PLAN. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.

- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.
- CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS / TAXILANES AND THE RUNWAY SAFETY AREA (RSA) OF ACTIVE RUNWAYS AND THRESHOLD SITE SURFACE OF ACTIVE RUNWAYS.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES, RUNWAY, TAXIWAY SAFETY AREAS, AND TAXIWAY/TAXILANE OBJECT FREE AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES UNLESS NOTED AS SUCH. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

CONTRACTOR CROSSING RUNWAY/TAXIWAY/TAXILANE/APRON AIR OPERATIONS AREA (A.O.A.)

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE MEN AND EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FOURTEEN (14) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

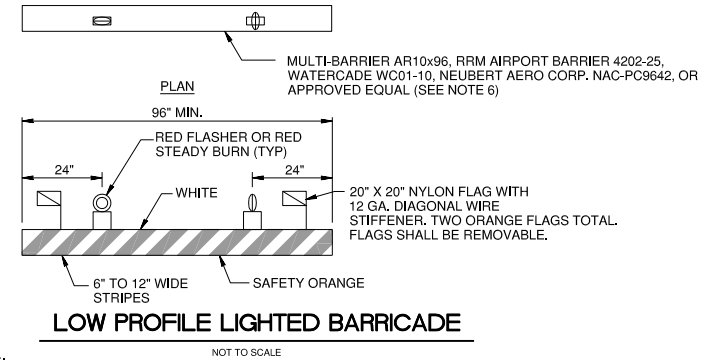
LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY SAFETY AREA (RSA) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

RUNWAYS:

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FOURTEEN (14) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF THE 5 CALENDAR DAY PERIOD THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED AS SHOWN ON THE PLAN. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE RSA. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON PREVIOUS SHEET FOR SAFETY AREA WIDTHS.

TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. REFERENCE TABLE ON PREVIOUS SHEET FOR OBJECT FREE AREA WIDTHS. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY / TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.



BARRICADE NOTES:

- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OR SOLAR POWER OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 10' SPACING CENTER TO CENTER BETWEEN RED LIGHTS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
- FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
- BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF ITS COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
- BARRICADES SHALL BE OF A COMMERCIAL DESIGN.

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: II
RUNWAY 8/26 SAFETY AREA TOTAL WIDTH = 150'
TAXIWAY CENTERLINE TO OBJECT SEPARATION = 65.5'
TAXILANE CENTERLINE TO OBJECT SEPARATION = 57.5'
MAXIMUM ANTICIPATED HEIGHT OF EQUIPMENT - 25'
FOR GENERAL CONSTRUCTION

IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE

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

LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING

CONSTRUCTION ACTIVITY PLAN NOTES

DATE: Thursday, March 12, 2020 11:45:55 AM
FILE: K:\del\l\hills\318255-03_Rwy26Construct\Activity Plan Notes.dwg
UPDATE BY: Jim O'hea
LAYOUT: Layout1

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VILLAGE OF
LAKE IN THE HILLS

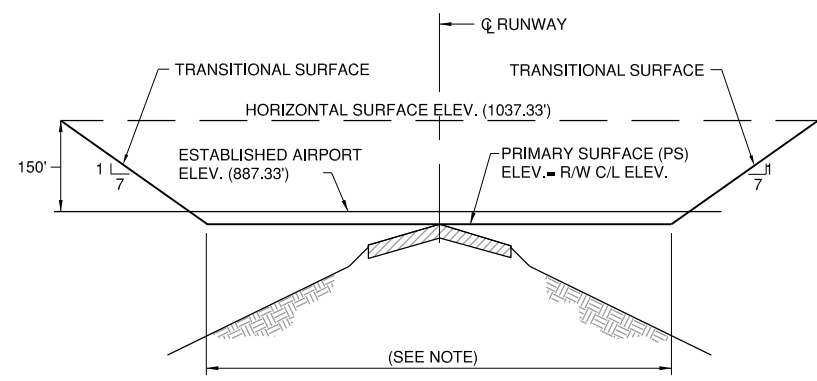
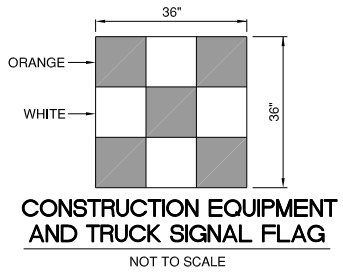
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CHECKED BY:	ABM
APPROVED BY:	DKP
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JOB No:	180255-03

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 UPDATE BY: Jim Chase
 LAYOUT: Layout1
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ALL PHASES:
 CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS.
 ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT MANAGER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

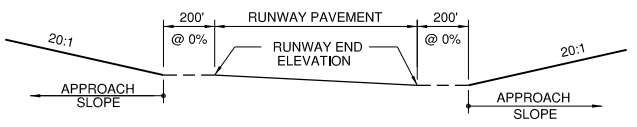
PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE (RSA) RUNWAY SAFETY AREA (150 FEET FROM CENTERLINE AND INCLUDING BEYOND THE END OF THE RUNWAY WITHIN AIRPORT PROPERTY) AND (TOFA) TAXIWAY OBJECT FREE AREA MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THE SAFETY AREA(S), THE MAXIMUM PAVEMENT DROP OFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS	
RUNWAY	8/26
APPROACH CATEGORY	B
DESIGN GROUP	II
DESIGN AIRCRAFT	CITATION EXCEL
WINGSPAN	17.2'
TAIL HEIGHT	55.7'
AOA @ RUNWAY SAFETY AREA WIDTH (RSA)	150'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	500'
TAXIWAY SAFETY AREA WIDTH (TSA)	79'
AOA @ TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	131'
AOA @ TAXILANE OBJECT FREE AREA WIDTH (TOFA)	115'



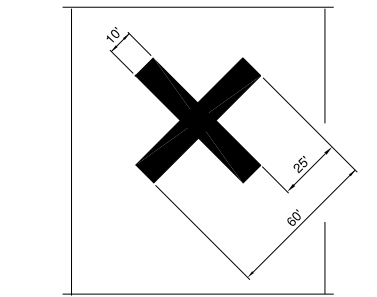
**TYPICAL SECTION
 F.A.R. PART 77 IMAGINARY SURFACES**
 NO SCALE

NOTE:
 IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W);
 R/W 8-26 500' PRIMARY SURFACE (PS)
 (250' LT. & RT. OF CENTERLINE)

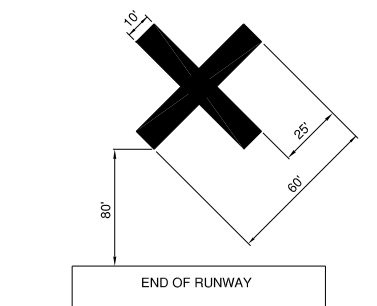


**TYPICAL PROFILE
 F.A.R. PART 77 IMAGINARY SURFACES**
 NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
8	884.68	20:1
26	885.25	20:1



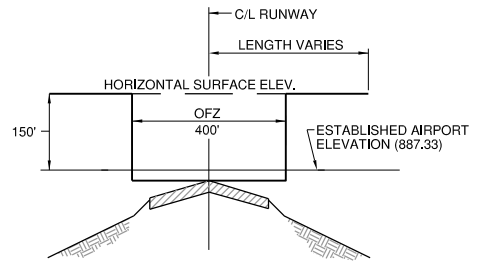
**ON PAVEMENT TEMPORARY
 CLOSED RUNWAY MARKER DETAIL**
 NOT TO SCALE



**OFF PAVEMENT TEMPORARY
 CLOSED RUNWAY MARKER DETAIL**
 NOT TO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
5. MARKERS SHALL BE FURNISHED BY THE CONTRACTOR. THE CONTRACTOR SHALL FURNISH ALL LABOR AND MATERIALS FOR INSTALLING, RELOCATING, MAINTAINING AND REMOVING THE MARKERS, WHOSE COST SHALL BE INCIDENTAL TO THE CONTRACT.
6. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



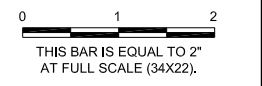
**TYPICAL SECTION
 OBSTACLE FREE ZONE (OFZ)**
 NO SCALE

RUNWAY	TYPE OF RUNWAY	H (FEET)
8-26	VISUAL	150

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

CONSTRUCTION ACTIVITY PLAN DETAILS

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VILLAGE OF
 LAKE IN THE HILLS

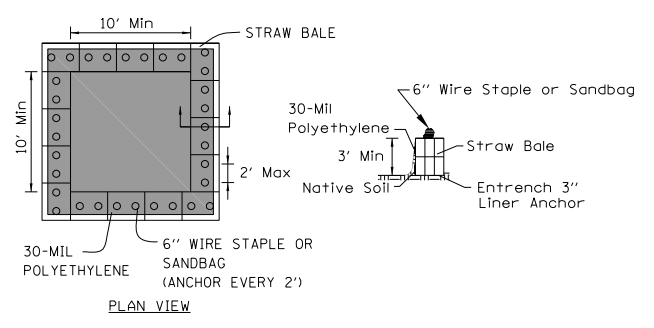
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APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

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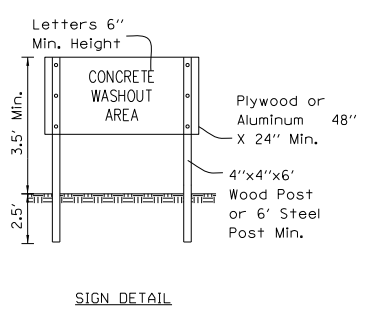
TEMPORARY EROSION CONTROL GENERAL NOTES

- EROSION CONTROL SHALL BE PROVIDED IN ACCORDANCE WITH THE VILLAGE OF LAKE IN THE HILLS AND MCHENRY COUNTY STORM WATER REQUIREMENTS.
- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED SEPTEMBER 2012.
- A COPY OF THE APPROVED EROSION CONTROL AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIME.
- THE CONTRACTOR WILL BE REQUIRED TO IMPLEMENT AND MAINTAIN EROSION CONTROL MEASURES IMMEDIATELY AFTER STRIPPING OF EXISTING VEGETATION.
- NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE SITE OTHER THAN THROUGH EROSION CONTROL PROTECTIVE MEASURES. THE CONTRACTOR WILL ADJUST HIS OPERATIONS AND IMPLEMENT EROSION CONTROL MEASURES ACCORDINGLY.
- MAINTENANCE AND REPAIR OF ALL EROSION CONTROL MEASURES SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.
- THE CONTRACTOR SHALL INSTALL SILT FILTER FENCE AT ALL EARTH STOCKPILES, AND THE COST SHALL BE INCIDENTAL TO THE CONTRACT.
- ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY.
- EROSION CONTROL MEASURES SHALL BE INSPECTED 24 HOURS AFTER ANY STORM OF PRECIPITATION OF 0.5" OR GREATER.
- ALL CONCRETE TRUCK WASHOUT LOCATIONS SHALL BE LOCATED WITHIN THE CONTRACTOR'S STAGING AREA. THE DESIGNATED AREA SHALL BE APPROVED BY THE ENGINEER.
 - A.) A CONCRETE WASHOUT SIGN SHALL BE INSTALL WITHIN 20 FEET OF THE TEMPORARY CONCRETE TRUCK WASHOUT FACILITY. AT A MINIMUM, THE SIGN SHALL READ "CONCRETE WASHOUT" IN 6" TALL LETTERS.
 - B.) INSPECTION SHALL OCCUR ONCE A WEEK AND DAILY DURING CONCRETE OPERATIONS. REPAIR/REPLACEMENT OF THE FACILITY SHALL BE MADE SUCH THAT CONCRETE WASTE IS CONTAINED.
 - C.) THE CONCRETE WASHOUT FACILITY MUST BE CLEANED AND ALL OF THE CONTAINED MATERIALS SHALL BE REMOVED AND DISPOSED OF AT A LEGAL OFF-SITE LOCATION WHEN THE FACILITY HAS REACHED TWO-THIRDS CAPACITY. UPON COMPLETION OF CONCRETE OPERATIONS, THE CONCRETE TRUCK WASHOUT AND ALL MATERIALS CONTAINED WITHIN SHALL BE DISPOSED OF AT A LEGAL OFF-SITE LOCATION.
 - D.) WASHOUT TO BE LOCATED ON LEVEL GROUND AND A MINIMUM OF 50' FROM INLETS, DRAINAGE FACILITIES OR WATER BODIES. IF REQUIRED CONTRACTOR SHALL BUILD A LEVEL PAD FOR THE WASHOUT (COST INCIDENTAL TO CONTRACT).
 - E.) ALL LABOR, EQUIPMENT, TOOLS, MATERIAL, EXCAVATION, MAINTENANCE AND DISPOSAL SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - F.) CONTRACTOR SHALL REMOVE ACCUMULATED LIQUIDS PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW OF FACILITY, OTHERWISE COVER FACILITY.
 - G.) CONTRACTOR MAY PROPOSE ALTERNATE WASHOUT FACILITIES IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL FOR REVIEW AND APPROVAL BY THE ENGINEER.
- THE CONTRACTOR IS RESPONSIBLE FOR PROPER INSTALLATION, INSPECTION, AND MAINTENANCE OF ALL EROSION CONTROL DEVICES. ALL EROSION CONTROL DEVICES SHALL BE MAINTAINED, REPAIRED, AND REPLACED THROUGHOUT THE ENTIRE CONSTRUCTION OF PROJECT. AFTER ACHIEVING PERMANENT VEGETATION, ALL EROSION CONTROL DEVICES SHALL BE REMOVED, ALL DRAINAGE STRUCTURES CLEANED, AND ALL AREAS DISTURBED BY INSTALLATION OF EROSION CONTROL DEVICES RESTORED.

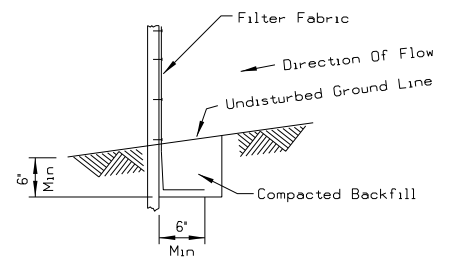
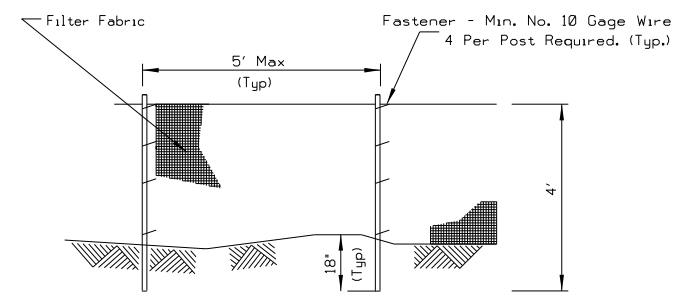


MCHENRY COUNTY STANDARD SOIL EROSION AND SEDIMENT CONTROL NOTES

- CONTROL MEASURES SHALL MEET THE MINIMUM STANDARDS AND SPECIFICATIONS OF THE ILLINOIS URBAN MANUAL (WWW.AISWCD.ORG/IUM) UNLESS STATED OTHERWISE.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. AREAS OF THE DEVELOPMENT SITE THAT ARE NOT TO BE DISTURBED SHALL BE PROTECTED FROM CONSTRUCTION TRAFFIC OR OTHER DISTURBANCE UNTIL FINAL STABILIZATION IS ACHIEVED.
- SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, DEVELOPMENT SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- STABILIZATION BY SEEDING SHALL INCLUDE TOPSOIL PLACEMENT AND FERTILIZATION, AS NECESSARY.
- NATIVE SEED MIXTURES SHALL INCLUDE RAPID-GROWING ANNUAL GRASSES OR SMALL GRAINS TO PROVIDE INITIAL, TEMPORARY SOIL STABILIZATION.
- OFFSITE PROPERTY SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. VELOCITY DISSIPATION DEVICES SHALL BE PLACED AT CONCENTRATED DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL, AS NECESSARY TO PREVENT EROSION.
- SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE DISTURBANCE OF TRIBUTARY AREAS.
- STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED IMMEDIATELY WHENEVER ANY CLEARING, GRADING, EXCAVATING OR OTHER EARTH DISTURBING ACTIVITIES HAVE PERMANENTLY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE, OR TEMPORARILY CEASED ON ANY PORTION OF THE DEVELOPMENT SITE AND WILL NOT RESUME FOR A PERIOD EXCEEDING 14 CALENDAR DAYS. STABILIZATION OF DISTURBED AREAS SHALL BE INITIATED WITHIN 1 WORKING DAY OF PERMANENT OR TEMPORARY CESSATION OF EARTH DISTURBING ACTIVITIES AND SHALL BE COMPLETED AS SOON AS POSSIBLE, BUT NOT LATER THAN 14 CALENDAR DAYS FROM THE INITIATION OF STABILIZATION WORK IN AN AREA. EXCEPTIONS TO THESE TIME FRAMES ARE SPECIFIED BELOW:
 - A. WHERE THE INITIATION OF STABILIZATION MEASURES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE; AND
 - B. IN AREAS WHERE CONSTRUCTION ACTIVITY HAS TEMPORARILY CEASED AND WILL RESUME AFTER 14 DAYS, A TEMPORARY STABILIZATION METHOD MAY BE USED.
- DISTURBANCE OF STEEP SLOPES SHALL BE MINIMIZED. AREAS OR EMBANKMENTS HAVING SLOPES STEEPER THAN 3:1 SHALL BE STABILIZED WITH STAKED IN PLACE SOD, EROSION CONTROL BLANKET IN COMBINATION WITH SEEDING, OR AN EQUIVALENT CONTROL MEASURE.
- PERIMETER CONTROL MEASURES SHALL BE PROVIDED DOWNSLOPE AND PERPENDICULAR TO THE FLOW OF RUNOFF FROM DISTURBED AREAS, WHERE THE TRIBUTARY AREA IS GREATER THAN 5,000 SQUARE FEET, AND WHERE RUNOFF WILL FLOW IN A SHEET FLOW MANNER. PERIMETER EROSION CONTROL SHALL ALSO BE PROVIDED AT THE BASE OF SOIL STOCKPILES.
- THE STORMWATER MANAGEMENT SYSTEM SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION DOWNSLOPE FROM DISTURBED AREAS. INLET PROTECTION THAT REDUCES SEDIMENT LOADING, WHILE ALLOWING RUNOFF TO ENTER THE INLET SHALL BE REQUIRED FOR ALL STORM SEWERS, CHECK DAMS, OR AN EQUIVALENT CONTROL MEASURE. SHALL BE REQUIRED FOR ALL CHANNELS. FILTER FABRIC INLET PROTECTION AND STRAW BALE DITCH CHECKS ARE NOT ACCEPTABLE CONTROL MEASURES.
- IF DEWATERING SERVICES ARE USED, DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G., SEDIMENT TRAP OR AN EQUIVALENT CONTROL MEASURE). THE ENFORCEMENT OFFICER SHALL BE NOTIFIED PRIOR TO THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL STABILIZATION OF THE DEVELOPMENT SITE IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NECESSARY. TRAPPED SEDIMENT SHALL BE REMOVED AND DISTURBED AREAS SHALL BE PERMANENTLY STABILIZED.
- STOCKPILED SOIL AND MATERIALS SHALL BE REMOVED FROM FLOOD HAZARD AREAS AT THE END OF EACH WORK DAY. SOIL AND MATERIALS STOCKPILED IN IWMC OR BUFFER AREAS SHALL BE PLACED ON TIMBER MATS, OR AN EQUIVALENT CONTROL MEASURE.
- EFFECTIVE CONTROL MEASURES SHALL BE UTILIZED TO MINIMIZE THE DISCHARGE OF POLLUTANTS FROM THE DEVELOPMENT SITE. AT A MINIMUM, CONTROL MEASURES SHALL BE IMPLEMENTED IN ORDER TO:
 - A. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATER; AND
 - B. MINIMIZE THE EXPOSURE OF BUILDING MATERIALS, BUILDING PRODUCTS, CONSTRUCTION WASTES, TRASH, LANDSCAPE MATERIALS, FERTILIZERS, PESTICIDES, HERBICIDES, DETERGENTS, VEHICLE FLUIDS, SANITARY WASTE, AND OTHER MATERIALS PRESENT ON THE DEVELOPMENT SITE TO PRECIPITATION AND TO STORMWATER.
- ADEQUATE RECEPTACLES SHALL BE PROVIDED FOR THE DEPOSITING OF ALL CONSTRUCTION MATERIAL DEBRIS GENERATED DURING THE DEVELOPMENT PROCESS. THE APPLICANT SHALL NOT CAUSE OR PERMIT THE DUMPING, DEPOSITING, DROPPING, THROWING, DISCARDING OR LEAVING OF CONSTRUCTION MATERIAL DEBRIS UPON OR INTO ANY DEVELOPMENT SITE, CHANNEL, OR IWMC. THE DEVELOPMENT SITE SHALL BE MAINTAINED FREE OF CONSTRUCTION MATERIAL DEBRIS.
- THE ENFORCEMENT OFFICER MAY REQUIRE ADDITIONAL OR ALTERNATE SOIL EROSION AND SEDIMENT CONTROL MEASURES, BASED ON DEVELOPMENT SITE SPECIFIC CONSIDERATIONS AND THE EFFECTIVENESS OF THE INSTALLED CONTROL MEASURES.



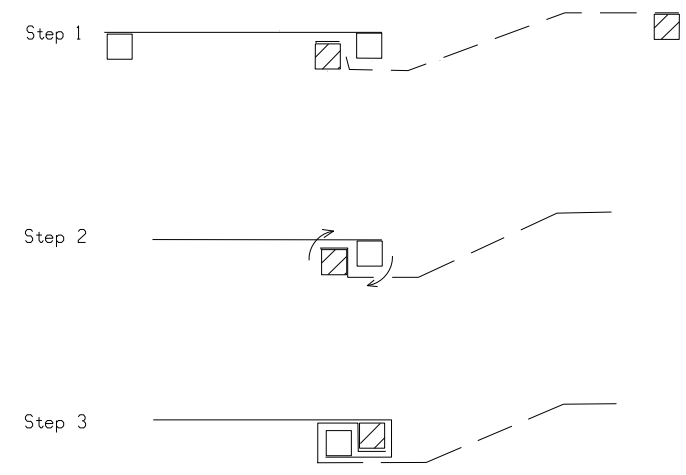
TEMPORARY CONCRETE WASHOUT FACILITY - STRAW BALE
 IL URBAN MANUAL STD. IUM-654 5B



NOTES:

- TEMPORARY SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
- FILTER FABRIC SHALL BE A WOVEN FABRIC MEETING THE REQUIREMENTS OF AASHTO M288 FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION.
- FENCE POSTS SHALL BE WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.

SILT FENCE DETAIL



NOTES:

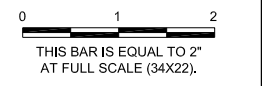
- PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
- ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
- DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.
- SILT FILTER J-HOOK PLACEMENT SHALL BE IN ACCORDANCE WITH IDOT STD. 280001-07.

ATTACHING TWO SILT FENCES DETAIL

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

SWPPP NOTES AND DETAILS

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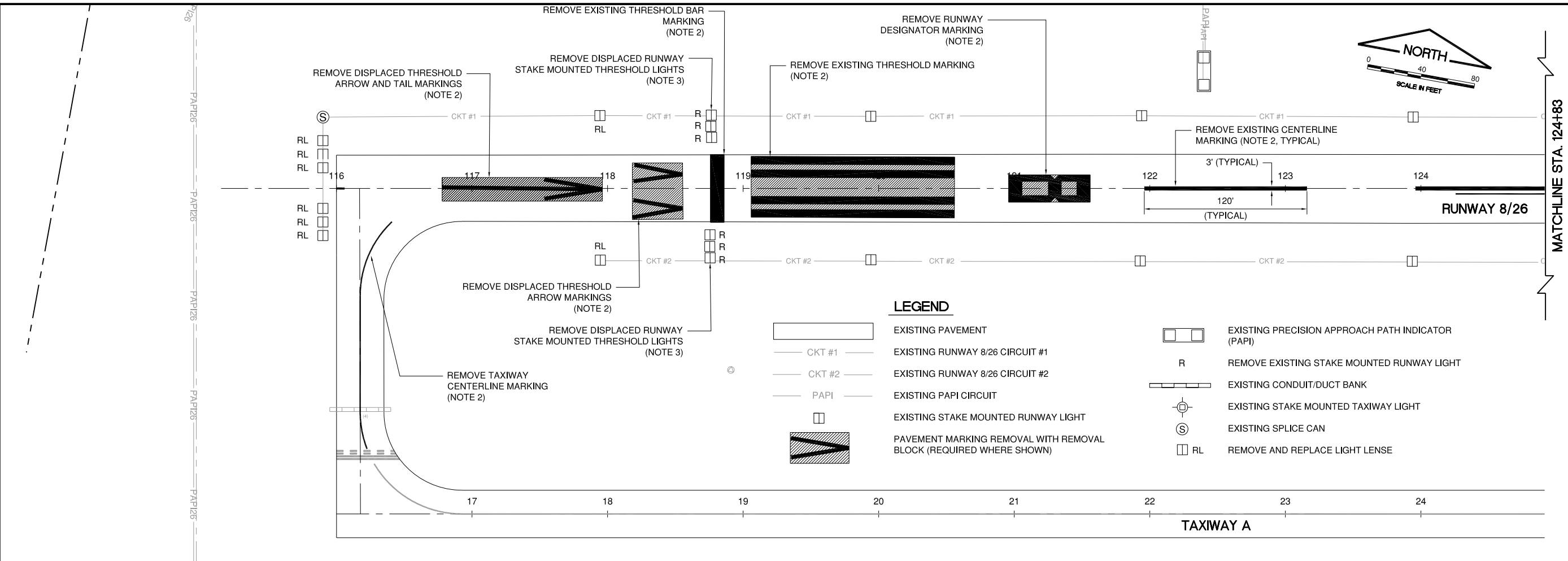
VILLAGE OF
 LAKE IN THE HILLS

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

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DATE: Thursday, March 12, 2020 11:46:21 AM
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 UPDATE BY: Jim Chase
 LAYOUT: Layout1

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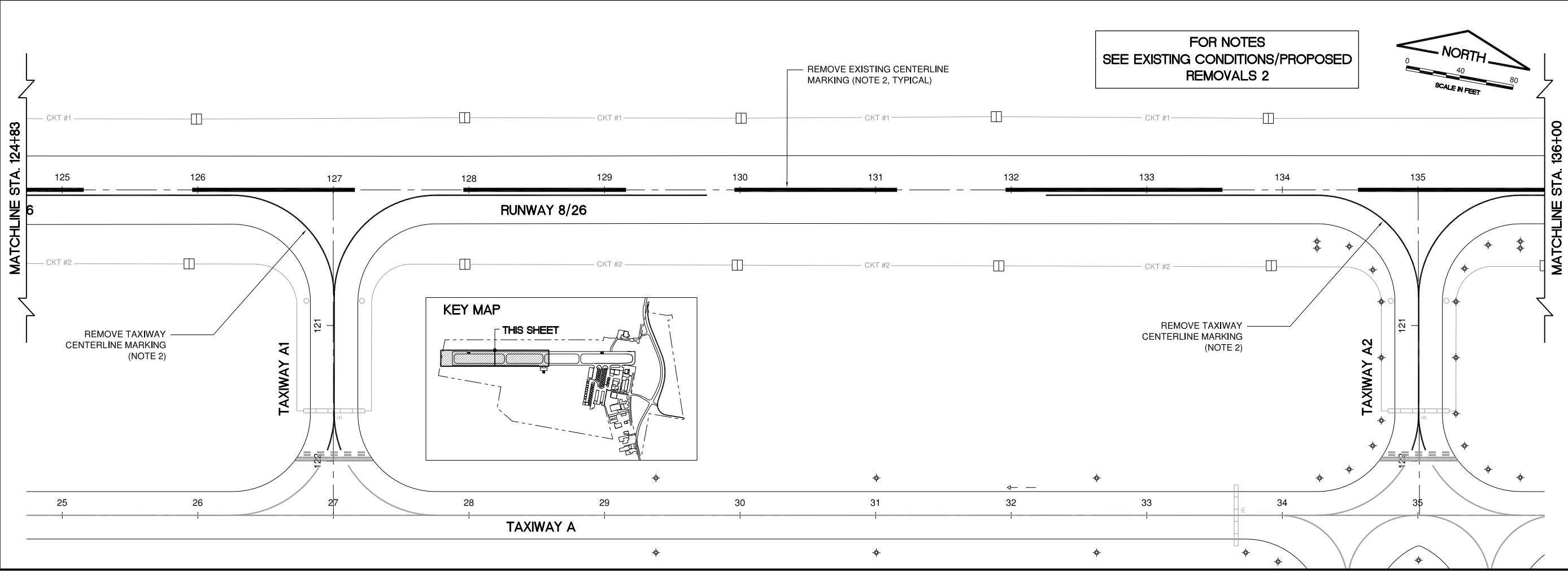


IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK #

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NUMBER	BY	DATE

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



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

EXISTING CONDITIONS/PROPOSED REMOVALS - 1

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JOB No:	180255-03

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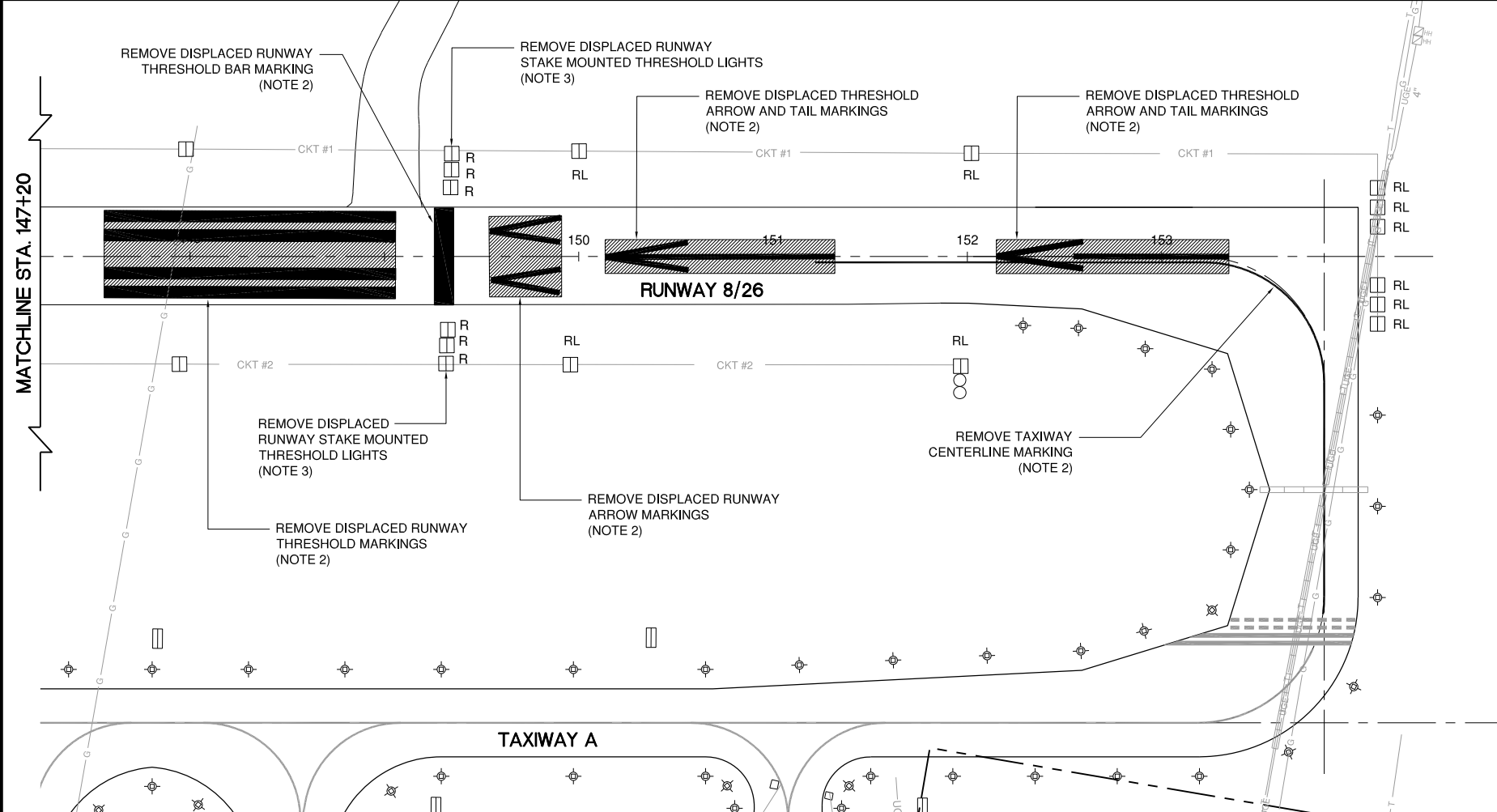
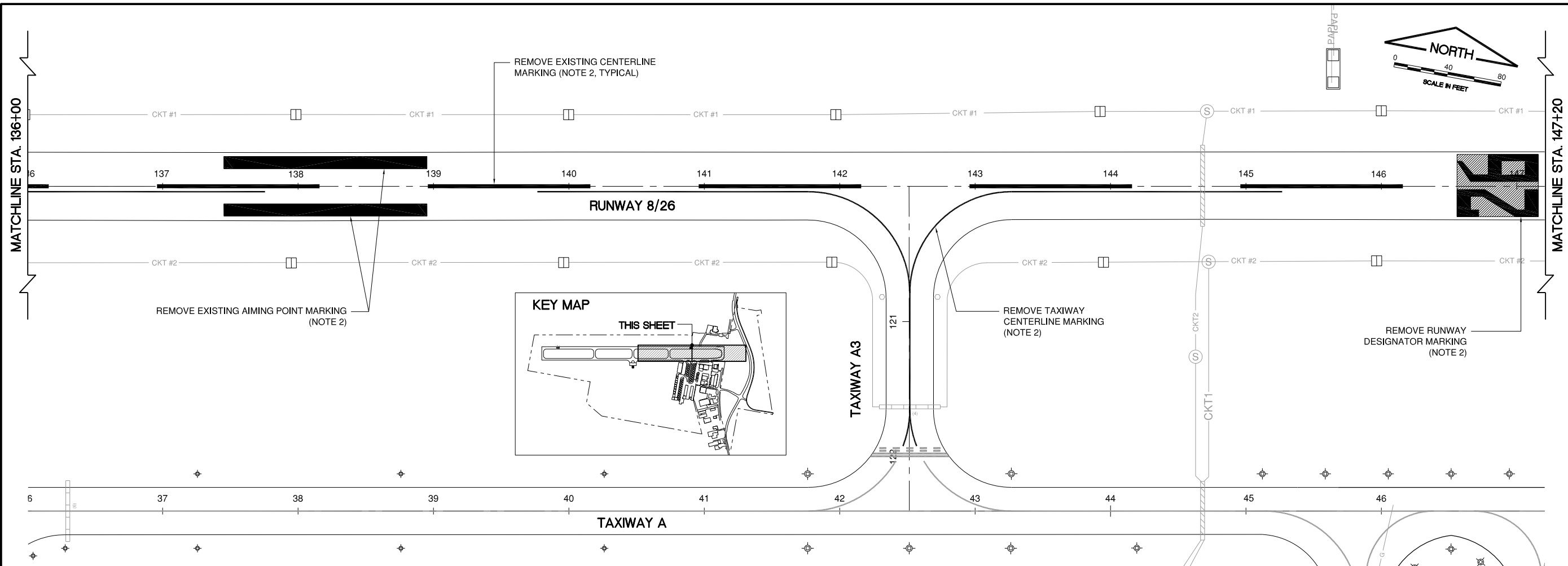
SHEET 7 OF 28 SHEETS

6/16/07 07:58:58 HLT
6/16/07 HLT

6/16/07 HLT

UPDATE BY: Jim Chae
LAYOUT: Layout

DATE: Thursday, March 12, 2020 11:46:26 AM
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FOR LEGEND
SEE SHEET 7

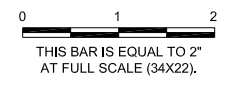
NOTES

- ALL EXISTING AIRFIELD CABLES SHOWN ARE SPACED APART FROM EACH OTHER FOR CLARITY, EXACT LOCATIONS TO BE DETERMINED BY THE CONTRACTOR AND ASSOCIATED UTILITY OWNERS IN THE FIELD. (COST INCIDENTAL).
- ALL EXISTING MARKING TO BE REMOVED SHALL BE REMOVED IN ACCORDANCE WITH ADVISORY CIRCULAR STANDARDS FOR AIRPORT MARKINGS: 150/5340-1M, CHAPTER 1.3.6, AND FIGURES 1-1, 1-2, 1-3, & 1-4.
- UPON REMOVAL OF THE EXISTING STAKE MOUNTED RUNWAY LIGHTS, CONTRACTOR SHALL INSTALL NEW CABLE BETWEEN THE TWO RUNWAY EDGE LIGHTS DIRECTLY ADJACENT. SEE PAVEMENT MARKING, LIGHTING AND ELECTRICAL PLAN.
- THE LIGHTS, TRANSFORMERS AND REFLECTORS TO BE REMOVED SHALL BE TURNED OVER TO THE AIRPORT, ANY REMOVAL ITEMS THE AIRPORT DOES NOT WANT SHALL BE DISPOSED OF BY THE CONTRACTOR AT NO ADDITIONAL COST.
- ANY TEMPORARY CABLING AND CONDUITS REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL, INCLUDING UNCOVERING OF EXISTING CONDUITS TO KEEP CIRCUITS WORKING. NO TEMPORARY CABLING SHALL BE ALLOWED ABOVE GROUND IN ANY TAXIWAY OBJECT FREE AREA AND RUNWAY SAFETY AREA (SEE SEQUENCE PLANS).
- THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE EXISTING AND PROPOSED PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT OR SHORT HAUL TRUCKS, AT NO ADDITIONAL COST TO CONTRACT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING, CONSTRUCTION EQUIPMENT AND CONSTRUCTION OPERATIONS.
- THE PAVEMENTS AT THE AIRPORT ARE RATED FOR LIGHT DUTY AIRCRAFT. NO EARTHWORK EQUIPMENT OR HAULING OPERATIONS SHALL BE ALLOWED OUTSIDE THE DESIGNATED PROJECT LIMITS.
- CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING BITUMINOUS AND PCC PAVEMENT, ANY PAVEMENT DAMAGED BY CONTRACTORS EQUIPMENT SHALL BE SAW CUT PER RESIDENT ENGINEER LAYOUT AND REPLACED IN KIND AT NO ADDITIONAL COST TO CONTRACT.
- CONTRACTOR SHALL TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, POWER, GAS, COMMUNICATION, SANITARY, STORM SEWER PIPE AND UNDERDRAIN FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT.
- PRIOR TO REMOVING DUCT/CONDUIT OR DISTURBING AREA OVER/ADJACENT TO DUCT, CONTRACTOR SHALL HAND DIG DUCT/CONDUIT ENDS AND VERIFY IF CABLES ARE PRESENT AND ACTIVE. IF CABLES ARE ACTIVE CONTRACTOR SHALL NOTIFY RESIDENT ENGINEER, COST SHALL BE INCIDENTAL TO THE CONTRACT.

IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING
EXISTING CONDITIONS/PROPOSED REMOVALS - 2

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JOB No:	180255-03

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SHEET 8 OF 28 SHEETS

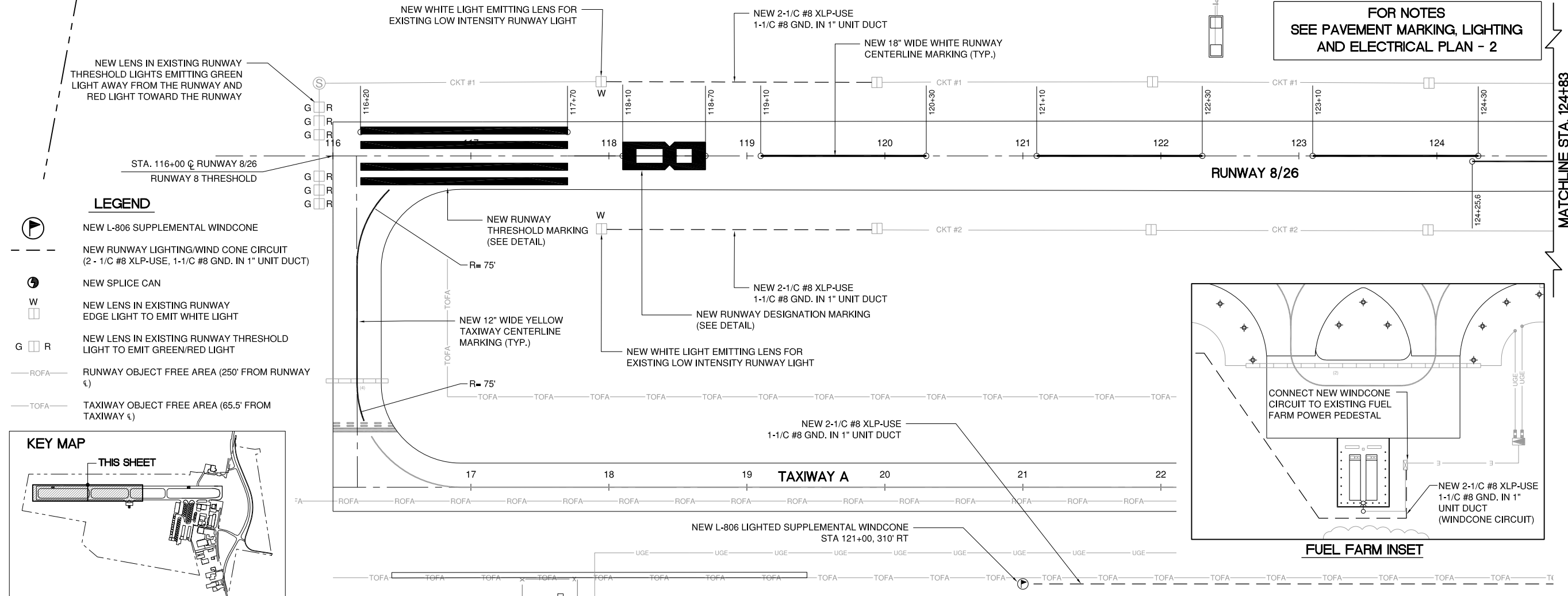
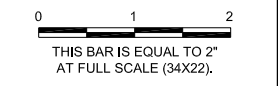
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**FOR NOTES
 SEE PAVEMENT MARKING, LIGHTING
 AND ELECTRICAL PLAN - 2**

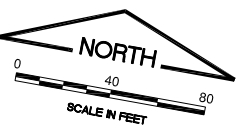
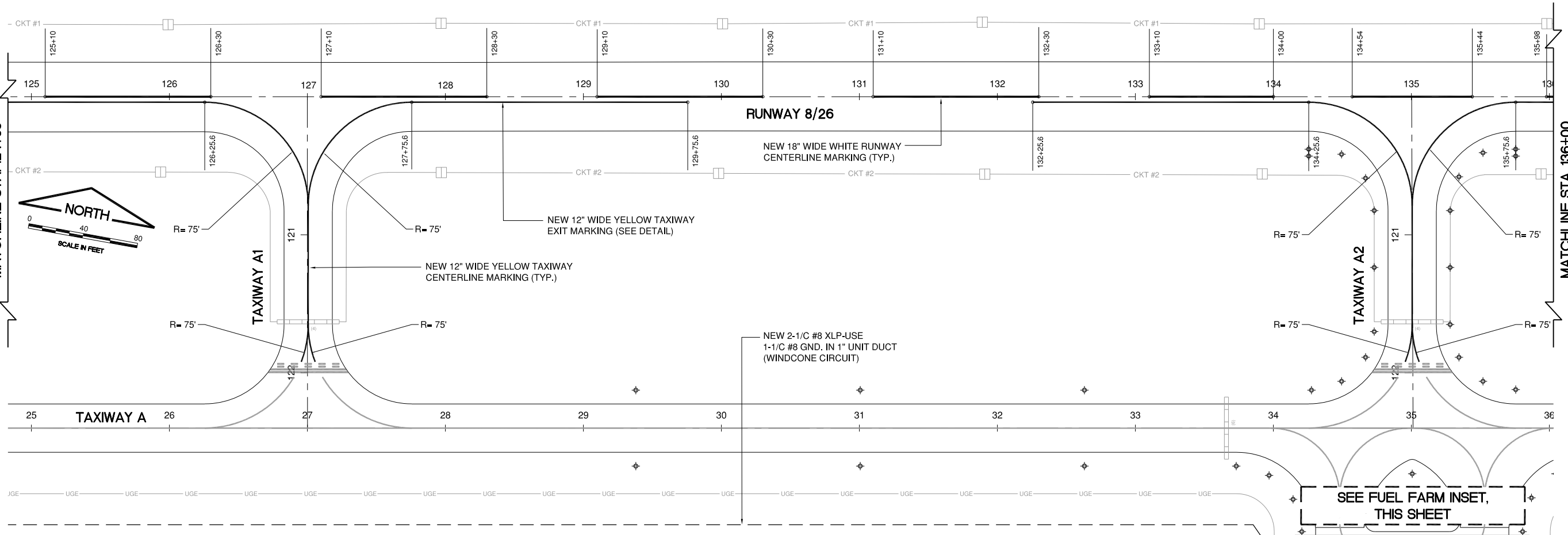
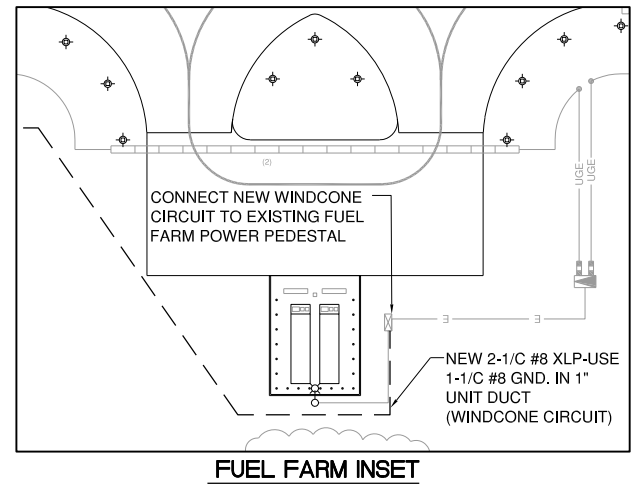
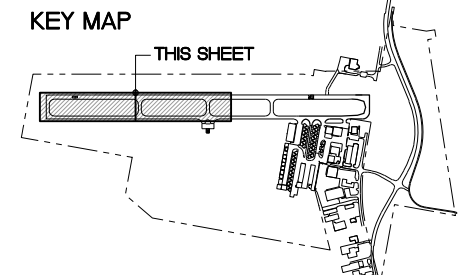
IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



- LEGEND**
- NEW L-806 SUPPLEMENTAL WINDCONE
 - NEW RUNWAY LIGHTING/WIND CONE CIRCUIT (2 - 1/C #8 XLP-USE, 1-1/C #8 GND. IN 1" UNIT DUCT)
 - NEW SPLICE CAN
 - NEW LENS IN EXISTING RUNWAY EDGE LIGHT TO EMIT WHITE LIGHT
 - NEW LENS IN EXISTING RUNWAY THRESHOLD LIGHT TO EMIT GREEN/RED LIGHT
 - RUNWAY OBJECT FREE AREA (250' FROM RUNWAY ϵ)
 - TAXIWAY OBJECT FREE AREA (65.5' FROM TAXIWAY ϵ)



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**
**PAVEMENT MARKING, LIGHTING
 AND ELECTRICAL PLAN - 1**

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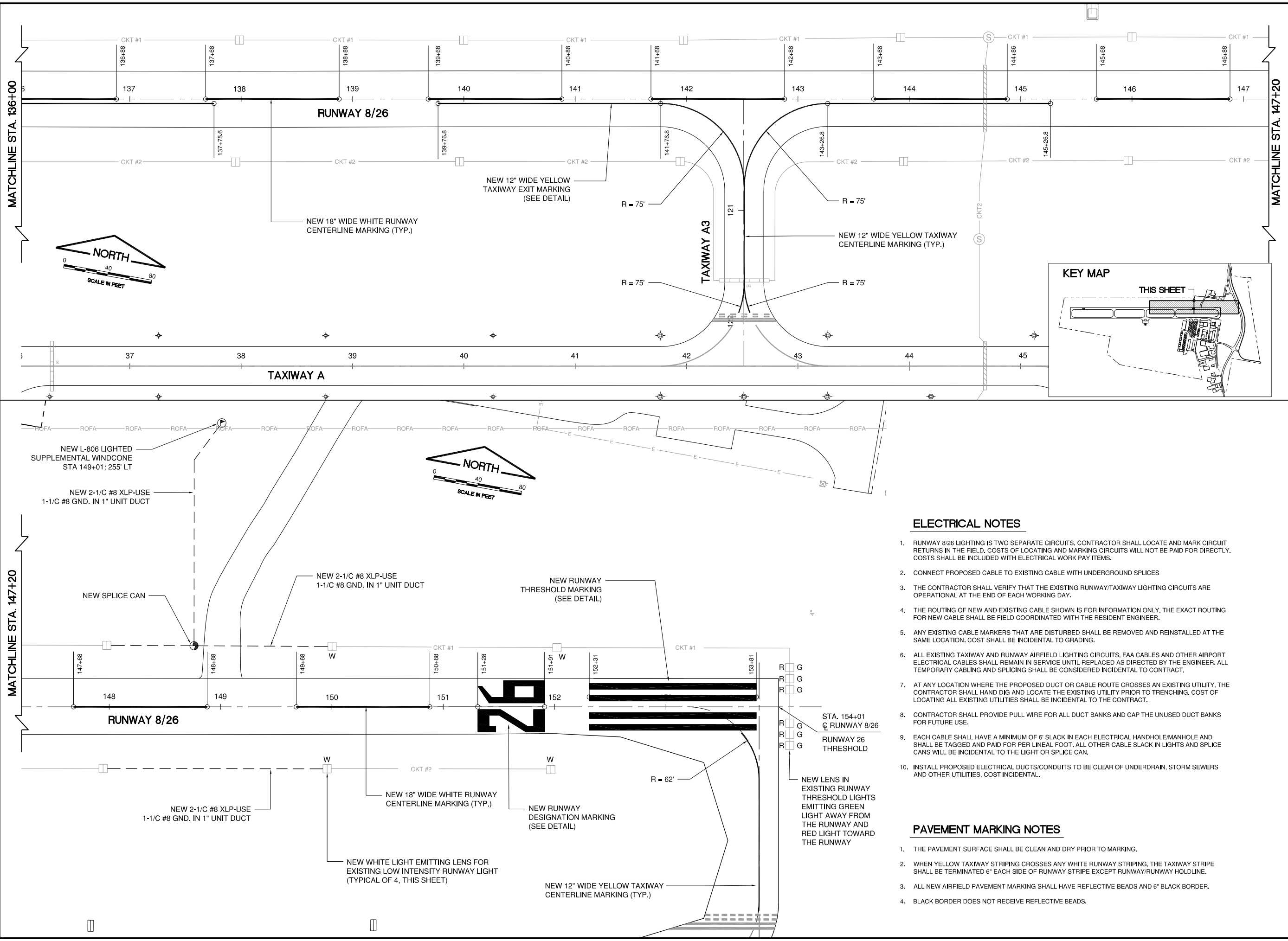
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SHEET 9 OF 28 SHEETS

DATE: Thursday, March 12, 2020 11:46:46 AM
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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE

0 1 2
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**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**
**PAVEMENT MARKING, LIGHTING
 AND ELECTRICAL PLAN - 2**

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JOB No:	180255-03

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SHEET 10 OF 28 SHEETS

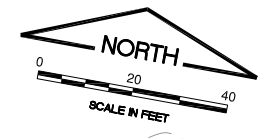
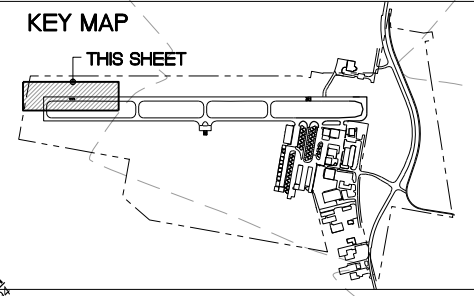
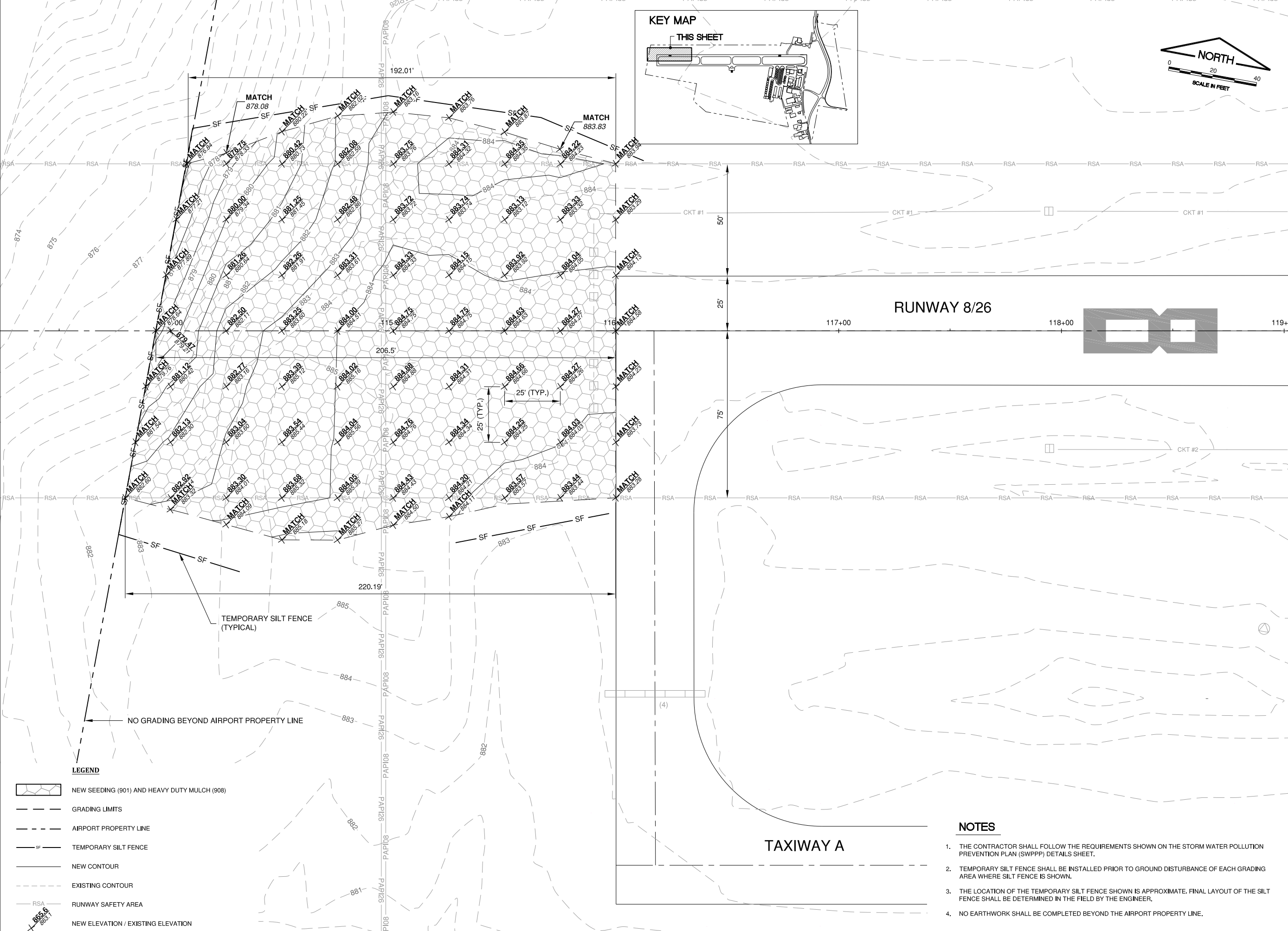
ELECTRICAL NOTES

1. RUNWAY 8/26 LIGHTING IS TWO SEPARATE CIRCUITS. CONTRACTOR SHALL LOCATE AND MARK CIRCUIT RETURNS IN THE FIELD. COSTS OF LOCATING AND MARKING CIRCUITS WILL NOT BE PAID FOR DIRECTLY. COSTS SHALL BE INCLUDED WITH ELECTRICAL WORK PAY ITEMS.
2. CONNECT PROPOSED CABLE TO EXISTING CABLE WITH UNDERGROUND SPLICES
3. THE CONTRACTOR SHALL VERIFY THAT THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY.
4. THE ROUTING OF NEW AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING FOR NEW CABLE SHALL BE FIELD COORDINATED WITH THE RESIDENT ENGINEER.
5. ANY EXISTING CABLE MARKERS THAT ARE DISTURBED SHALL BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
6. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPLICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
7. AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
8. CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
9. EACH CABLE SHALL HAVE A MINIMUM OF 6' SLACK IN EACH ELECTRICAL HANDHOLE/MANHOLE AND SHALL BE TAGGED AND PAID FOR PER LINEAL FOOT. ALL OTHER CABLE SLACK IN LIGHTS AND SPLICE CANS WILL BE INCIDENTAL TO THE LIGHT OR SPLICE CAN.
10. INSTALL PROPOSED ELECTRICAL DUCTS/CONDUITS TO BE CLEAR OF UNDERDRAIN, STORM SEWERS AND OTHER UTILITIES. COST INCIDENTAL.

PAVEMENT MARKING NOTES

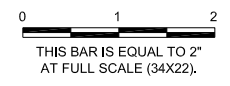
1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.

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 LAYOUT: Grading Plan - 1
 EMPLOYEE: Jim Ohse
 EMPLOYEE: Jim Ohse
 EMPLOYEE: Jim Ohse



IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
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**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

GRADING PLAN - 1

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NOTES

1. THE CONTRACTOR SHALL FOLLOW THE REQUIREMENTS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) DETAILS SHEET.
2. TEMPORARY SILT FENCE SHALL BE INSTALLED PRIOR TO GROUND DISTURBANCE OF EACH GRADING AREA WHERE SILT FENCE IS SHOWN.
3. THE LOCATION OF THE TEMPORARY SILT FENCE SHOWN IS APPROXIMATE. FINAL LAYOUT OF THE SILT FENCE SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
4. NO EARTHWORK SHALL BE COMPLETED BEYOND THE AIRPORT PROPERTY LINE.

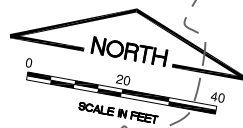
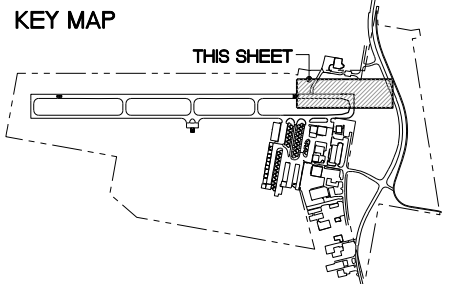
LEGEND

	NEW SEEDING (901) AND HEAVY DUTY MULCH (908)
	GRADING LIMITS
	AIRPORT PROPERTY LINE
	TEMPORARY SILT FENCE
	NEW CONTOUR
	EXISTING CONTOUR
	RUNWAY SAFETY AREA
	NEW ELEVATION / EXISTING ELEVATION

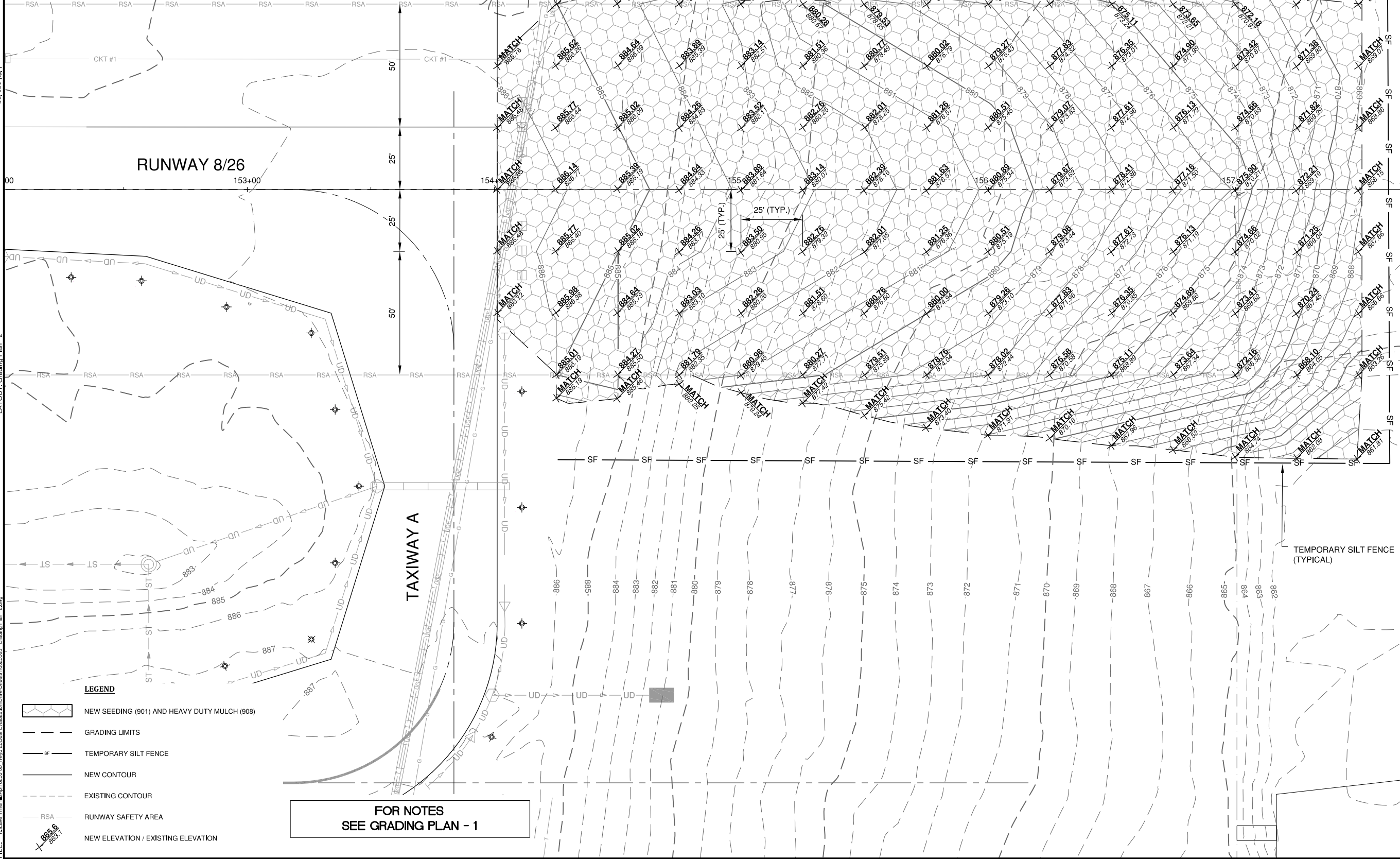
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LAYOUT: Grading Plan - 2

DATE: Thursday, March 12, 2020 11:47:16 AM
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CONTRACTOR SHALL EXERCISE CAUTION AROUND EXISTING UNDERGROUND UTILITIES



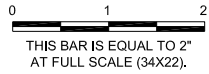
FOR NOTES SEE GRADING PLAN - 1

- LEGEND**
- NEW SEEDING (901) AND HEAVY DUTY MULCH (908)
 - GRADING LIMITS
 - TEMPORARY SILT FENCE
 - NEW CONTOUR
 - EXISTING CONTOUR
 - RUNWAY SAFETY AREA
 - NEW ELEVATION / EXISTING ELEVATION

IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

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NUMBER	BY	DATE



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**LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING**

GRADING PLAN - 2

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LAKE IN THE HILLS

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DATE:	02/28/2020
JOB No:	180255-03

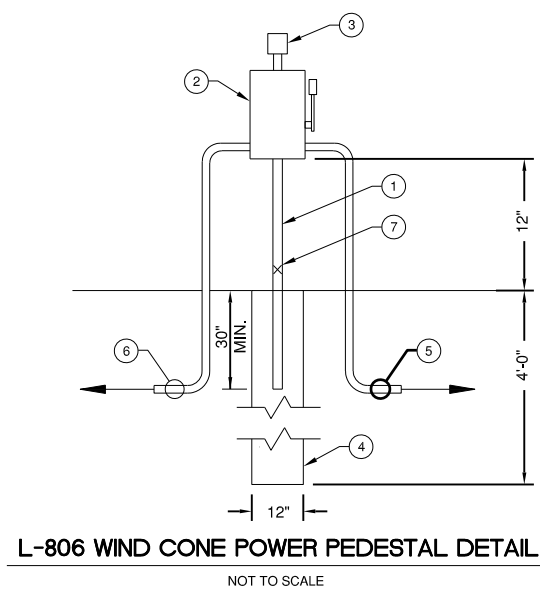
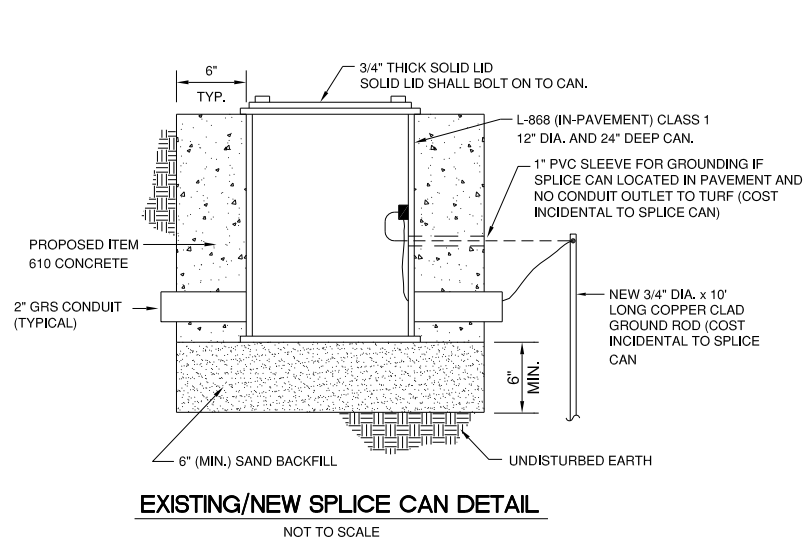
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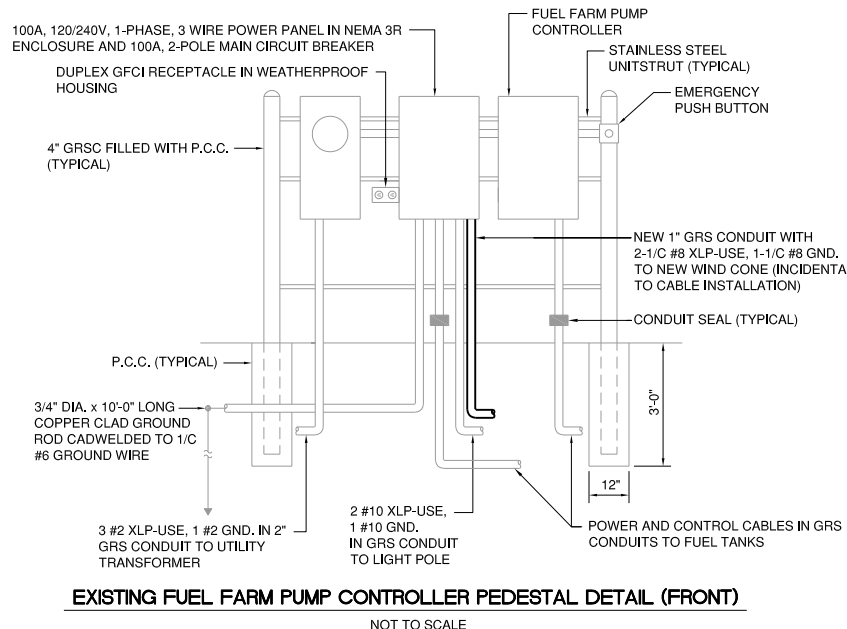
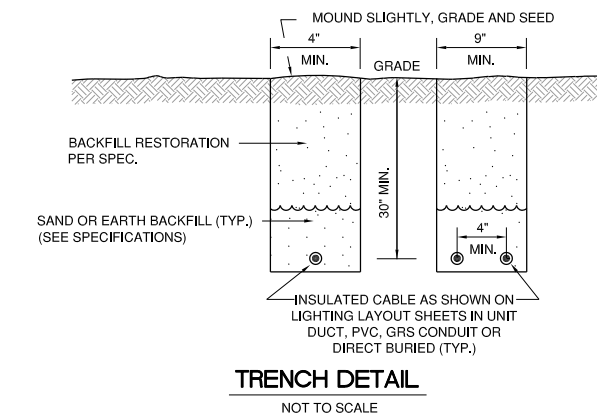
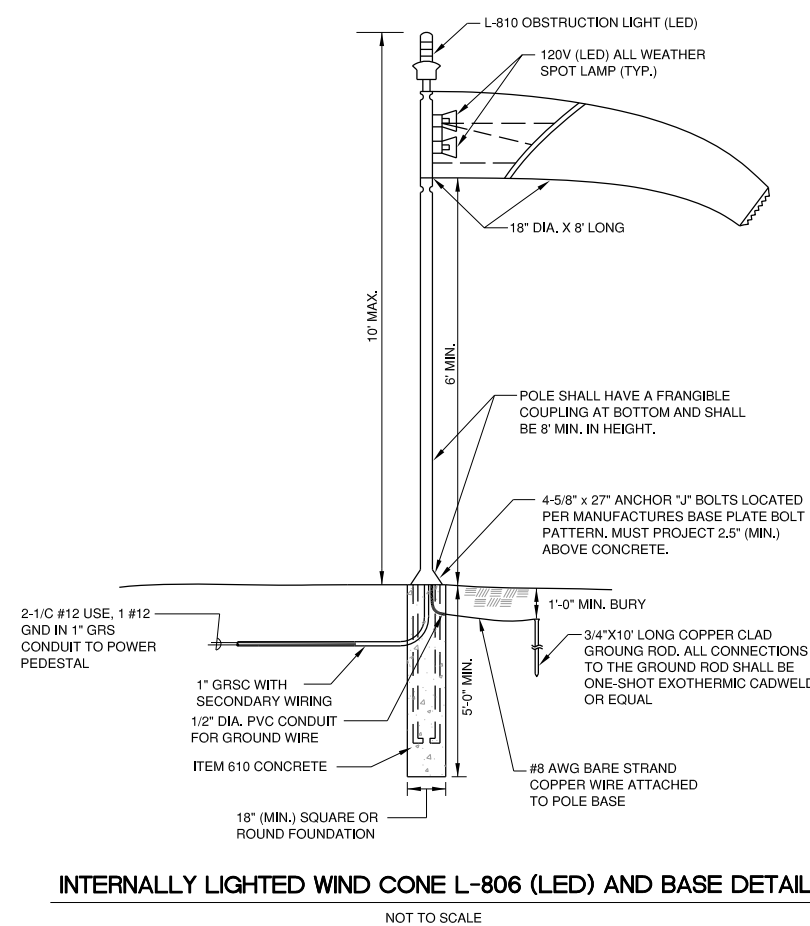
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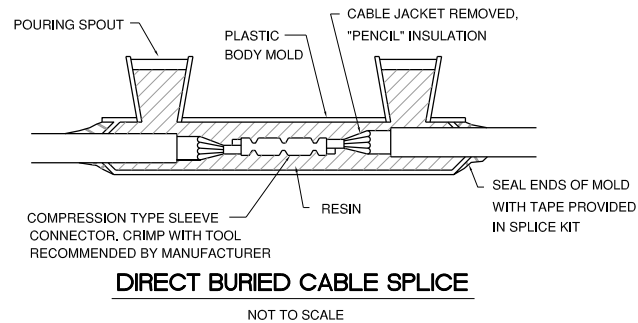
KEYED NOTES

- 1 2" EMT SUPPORT POST. PROVIDE CAP.
- 2 30A, 240V UNFUSED DISCONNECT IN NEMA 3R ENCLOSURE, SQUARE D DU221RB, OR EQUIVALENT.
- 3 WIND CONE PHOTOCELL, TORK MODEL #2101, OR EQUIVALENT.
- 4 12" DIAMETER x 4'-0" DEEP (MINIMUM) CONCRETE FOUNDATION.
- 5 TWO #8 USE, ONE #8 GROUND IN 1" GRS CONDUIT ROUTING AS SHOWN ON ELECTRICAL PLAN SHEET. UTILIZE COUPLING TO TRANSITION FROM GRS TO UNIT DUCT
- 6 TWO #12 XLP-USE (WIND CONE LIGHTS POWER), ONE #12 GROUND IN 1" GRS CONDUIT TO WIND CONE.
- 7 FRANGIBLE COUPLING.



NOTES

- 1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- 2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- 3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION.

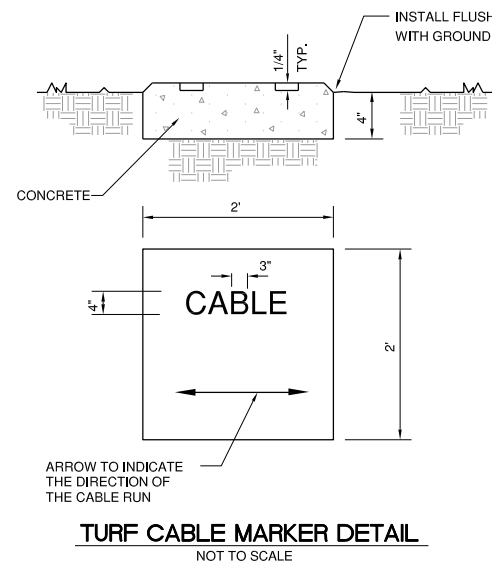


CABLE SPLICE NOTES

- 1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- 3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 4. THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

EXISTING POWER PANEL SCHEDULE															
PANEL DESIGNATION: PP-1			BOND NEUTRAL AND GROUND BAR: YES			POLE: 20									
LOCATION: FUEL FARM POWER PEDESTAL			NEUTRAL BUS RATING: 100%			SHORT CIRCUIT RATING: 18KA									
MFR & TYPE: SQUARED D OR EQUAL			SERVICE ENTRANCE RATED: YES			SERIES OR FULLY RATED: SERIES									
			TVSS & DISCONNECT REQUIRED: NO												
VOLTS: 120/240			MOUNTING: SURFACE			BUS RATING (AMPS): 100									
PHASE: 1			ENCL RATING: NEMA 3R			BUS: COPPER OR ALUMINUM									
WIRE: 3			XFMR CAPACITY:			MAIN CIRCUIT BREAKER: 100A, 2-POLE									
CKT NO.	LOAD	BREAKER SIZE	LOAD AMPS	USAGE FACTOR	PHASE AMPS		POLE NO.	PHASE AMPS		USAGE FACTOR	LOAD AMPS	BREAKER SIZE	LOAD	CKT NO.	
					A	B		A	B						
1	AREA LIGHT AND OBSTRUCTION LIGHT	20/1	3	0.5	1.5		1	2	0.8	0.4	2	20/1	CONVENIENCE OUTLET	2	
3	SENSAPHONE CELL 682	20/1	1	1			3	4	9	0.5	18	30/2	FUEL FARM PUMP	4	
5	VEEDER-ROOT	20/1	1	1			5	6	9	0.5	18			6	
7	CARD READER	20/1	1	1			7	8	0.4	0.4	1	20/1	FUEL FARM PUMP CONTROLLER	8	
9	WIND CONE	20/1	0	1	0		9	10	0	1	0	20/1	SPARE 20 A CB	10	
11	SPARE 20 A CB	20/1	0	1	0		11	12	0	1	0	20/1	SPARE 20 A CB	12	
13	SPARE 20 A CB	20/1	0	1	0		13	14	0					14	
15	SPARE 20 A CB	20/1	0	1	0		15	16	0					16	
17	SPARE 20 A CB	20/1	0	1	0		17	18	0					18	
19	SPARE 20 A CB	20/1	0	1	0		19	20	0					20	
SECTION TOTAL:					2.5	2			9.8	9.4					
MINIMUM MAIN CIRCUIT BREAKER AMPS: 12					PHASE TOTAL AMPS:					12.3	11.4	TOTAL USAGE LOAD:			
					PHASE TOTAL VA:					1476	1368	MIN. XFMR VA: 2844 VA			
														3555 VA	

NOTES:



NOTES

- 1. CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
- 2. ITEM 610 CONCRETE SHALL BE USED.
- 3. ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- 4. THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 5. 0.049 CU. YD. CONCRETE PER MARKER.
- 6. CONTRACTOR SHALL LOCATE EXISTING CABLE MARKERS IN THE FIELD BEFORE GRADING BEGINS IN ORDER TO REPLACE CABLE MARKERS AT CORRECT LOCATIONS (COST INCIDENTAL TO CONTRACT).

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2" AT FULL SCALE (3/4X22).

LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING

ELECTRICAL DETAILS

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VILLAGE OF
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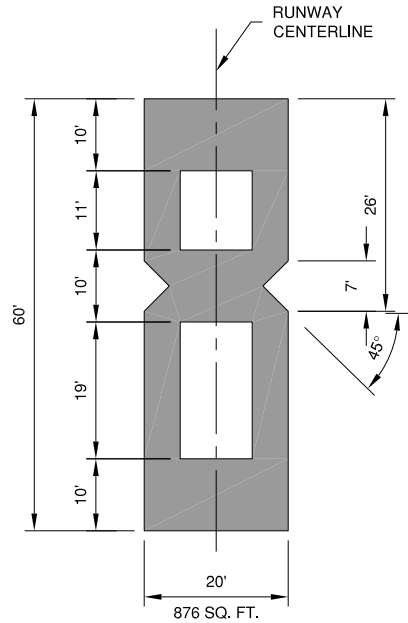
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 DRAWN BY: **JRO**
 CHECKED BY: **ABM**
 APPROVED BY: **DJK**
 DATE: 02/28/2020
 JOB No: 180255-03

FINAL

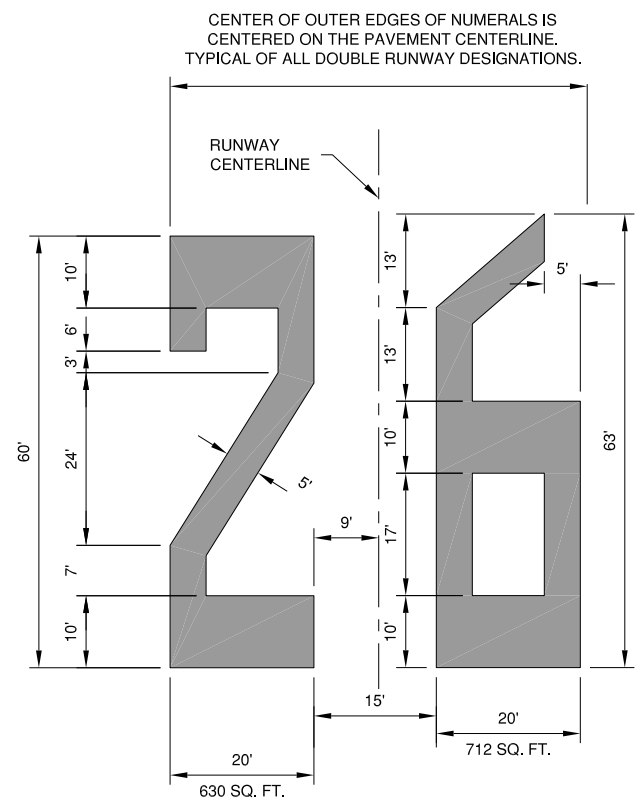
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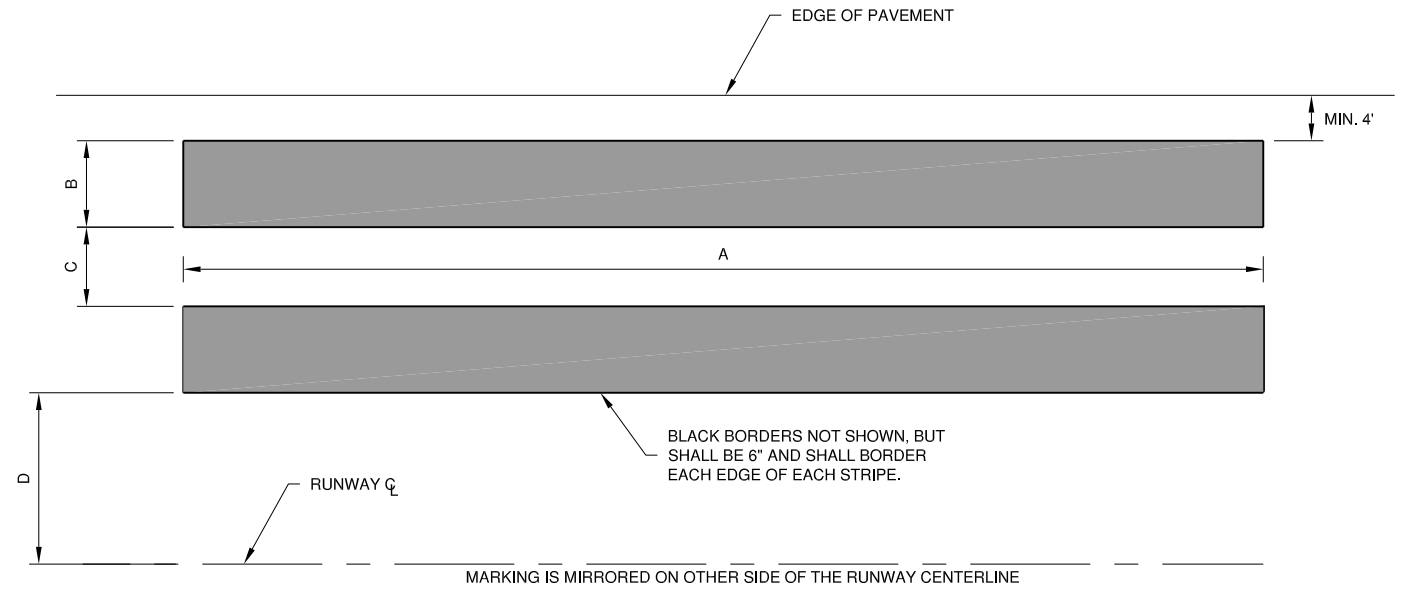


RUNWAY 8 LANDING DESIGNATOR
 N.T.S.



RUNWAY 26 LANDING DESIGNATOR
 N.T.S.

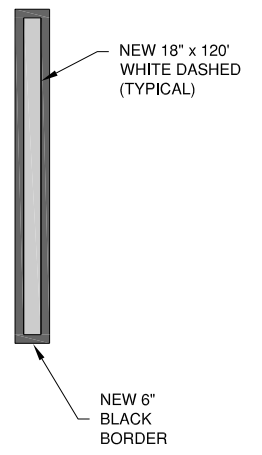
CENTER OF OUTER EDGES OF NUMERALS IS CENTERED ON THE PAVEMENT CENTERLINE. TYPICAL OF ALL DOUBLE RUNWAY DESIGNATIONS.



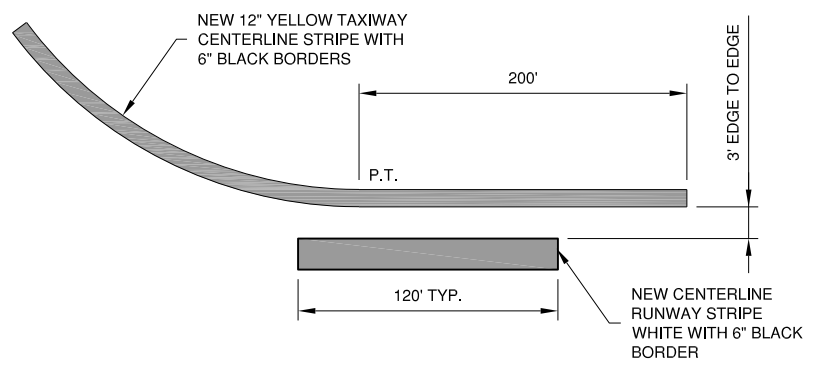
MARKING (PER RUNWAY END)	DIMENSION			
	A	B	C	D
THRESHOLD MARKER (4 STRIPE)	150'	5.25'	5.25'	5.25'

RUNWAY THRESHOLD MARKING DETAIL
 N.T.S.

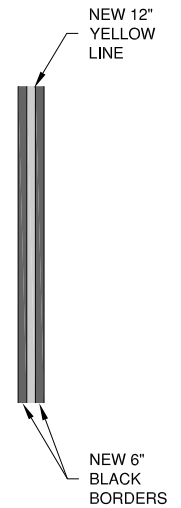
- MARKING NOTE**
- ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS & 6" BLACK BORDER.
 - BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.



RUNWAY CENTERLINE DASHED
 N.T.S.



NEW TAXIWAY EXIT MARKING DETAIL
 N.T.S.

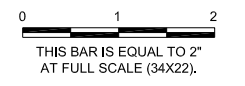


TAXIWAY CENTERLINE CONTINUOUS
 N.T.S.

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

PAVEMENT MARKING DETAILS

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VILLAGE OF
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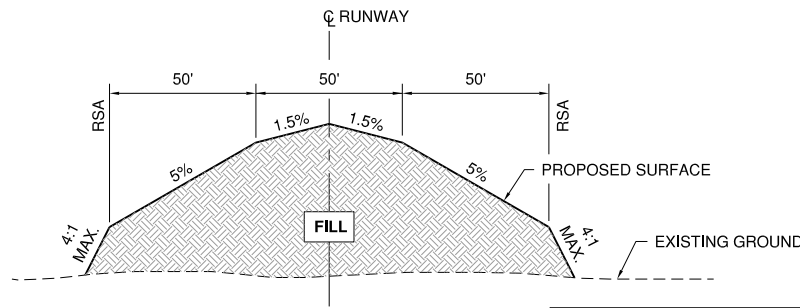
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JOB No:	180255-03

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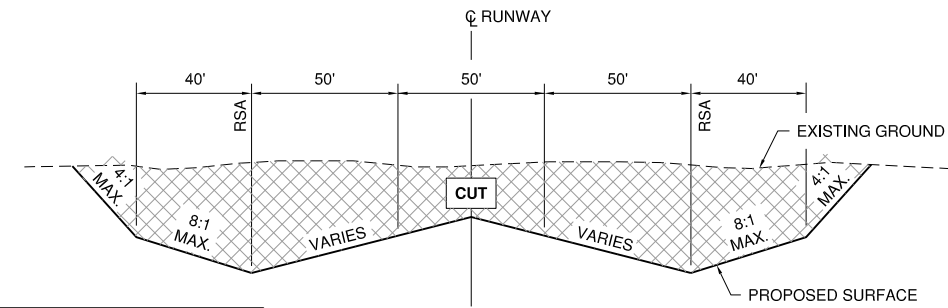
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 6/16/07 8:58:58 HLIT
 6/16/07 8:58:58 HLIT
 6/16/07 8:58:58 HLIT

EARTHWORK NOTES

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL UNLESS AUTHORIZED BY THE ENGINEER.
- CUT EXCAVATION INCLUDES 4" TOPSOIL STRIPPING AND SHALL BE PAID FOR UNDER ITEM AR152410 IN ITS INITIAL POSITION.
- FILL MATERIAL TO BE SUPPLIED BY CONTRACTOR FROM AN APPROVED OFF-SITE BORROW SITE. RESIDENT ENGINEER MAY REJECT ANY LOAD DEEMED UNSUITABLE FOR EMBANKMENT FILL.
- OFFSITE BORROW IS MEASURED IN FINAL POSITION AND IS TO BE PAID FOR UNDER ITEM AR152442.
- A 10% SHRINKAGE FACTOR WAS USED TO DETERMINE THE REQUIRED FILL. NO ADJUSTMENTS IN EARTHWORK QUANTITIES WILL BE ALLOWED FOR VARIATIONS IN ACTUAL SHRINKAGE ENCOUNTERED DURING CONSTRUCTION. NO EXTRA PAY FOR AN ENCOUNTERED SHRINKAGE OF GREATER THAN OR LESS THAN 10%.



FILL SECTIONS (TYPICAL)
 NOT TO SCALE
 AC 150/5300-13A FIGURE 3-21, 3-23, 3-24 ADG II



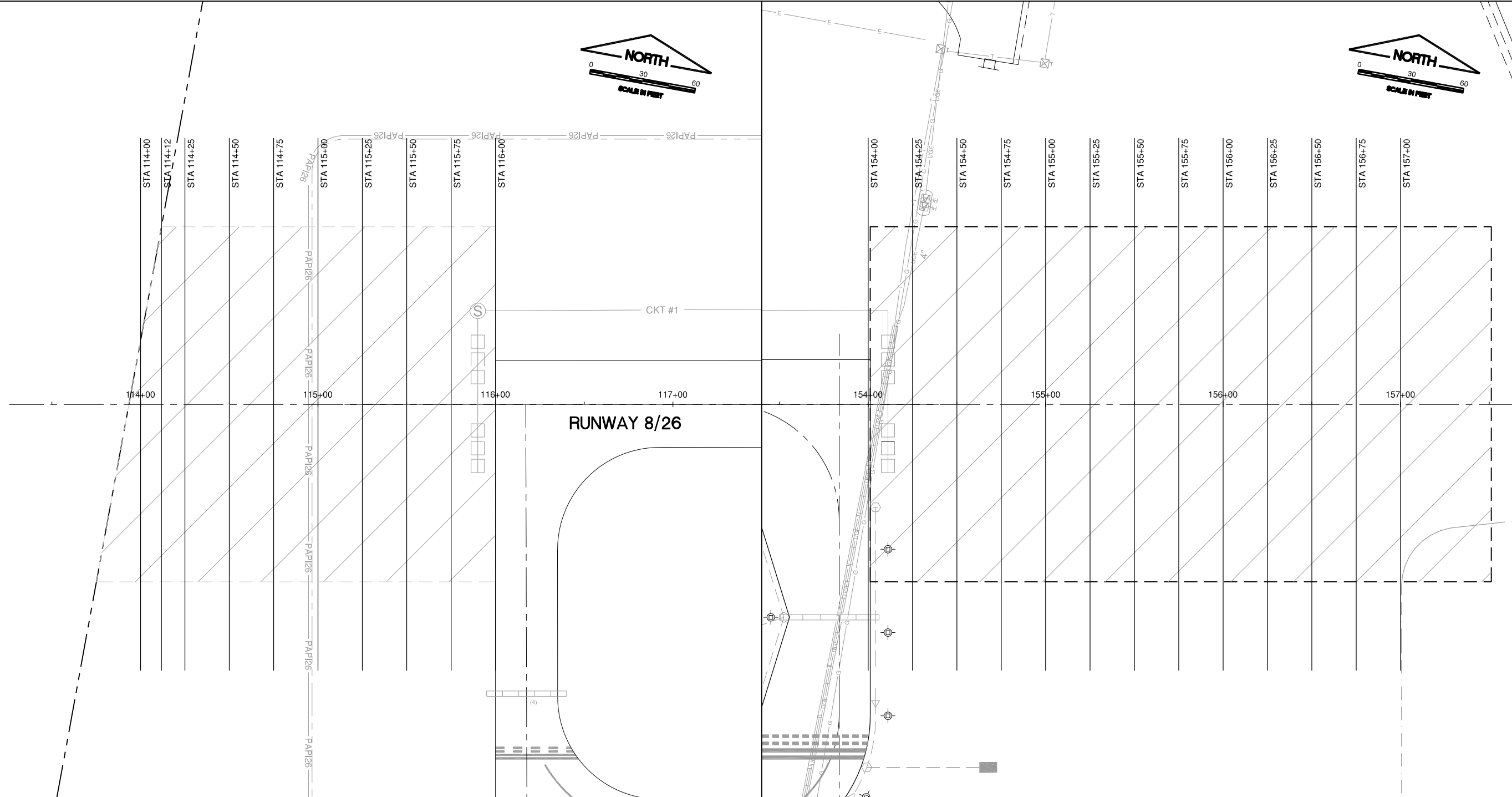
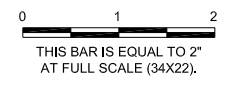
CUT SECTIONS (TYPICAL)
 NOT TO SCALE
 AC 150/5300-13A FIGURE 3-21, 3-23, 3-24 ADG II

EARTHWORK SUMMARY TABLE			
CUT EXCAVATION (INITIAL POSITION)	EMBANKMENT FILL (FINAL POSITION)	4" TOPSOIL PLACEMENT (FINAL POSITION)	OFFSITE BORROW (FINAL POSITION)
1,031 CY	5,378 CY	759 CY	5,133 CY

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING
INDEX TO CROSS SECTIONS

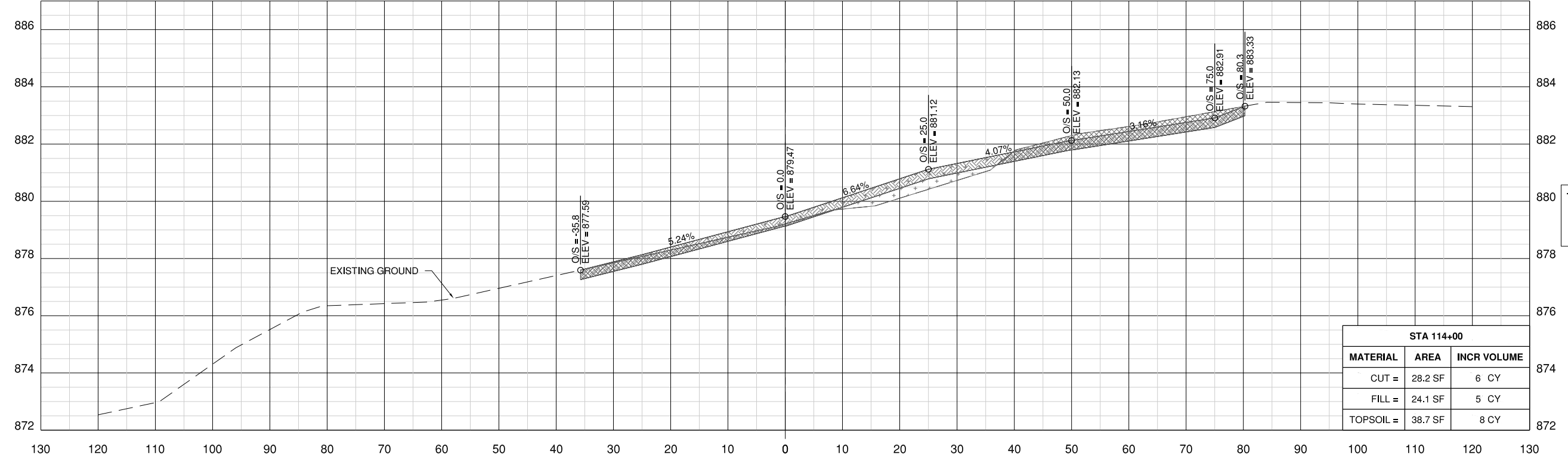
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JOB No:	180255-03

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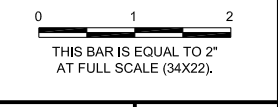
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 LAYOUT: XS0
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**RUNWAY 8/26
CENTERLINE**



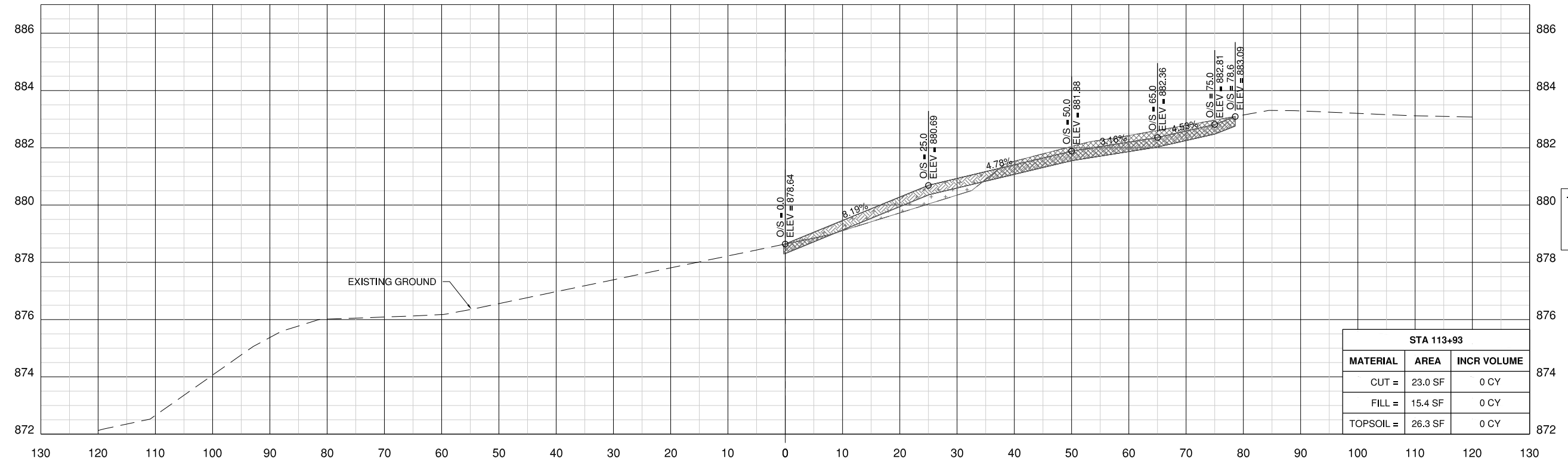
STA 114+00		
MATERIAL	AREA	INCR VOLUME
CUT =	28.2 SF	6 CY
FILL =	24.1 SF	5 CY
TOPSOIL =	38.7 SF	8 CY

114
+
00



- LEGEND**
- PROPOSED CUT
 - PROPOSED FILL
 - PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
CENTERLINE**



STA 113+93		
MATERIAL	AREA	INCR VOLUME
CUT =	23.0 SF	0 CY
FILL =	15.4 SF	0 CY
TOPSOIL =	26.3 SF	0 CY

113
+
93

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE

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

**LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING**

CROSS SECTIONS - RUNWAY 8 END - 1

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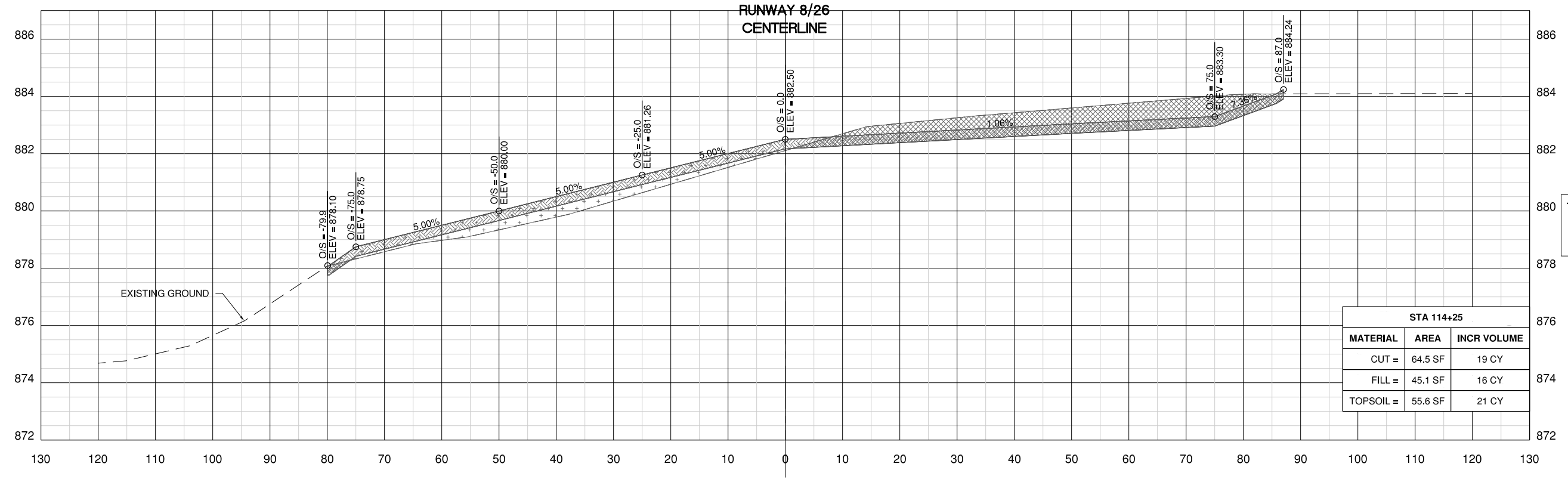
VILLAGE OF
LAKE IN THE HILLS

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DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

SHEET 16 OF 28 SHEETS

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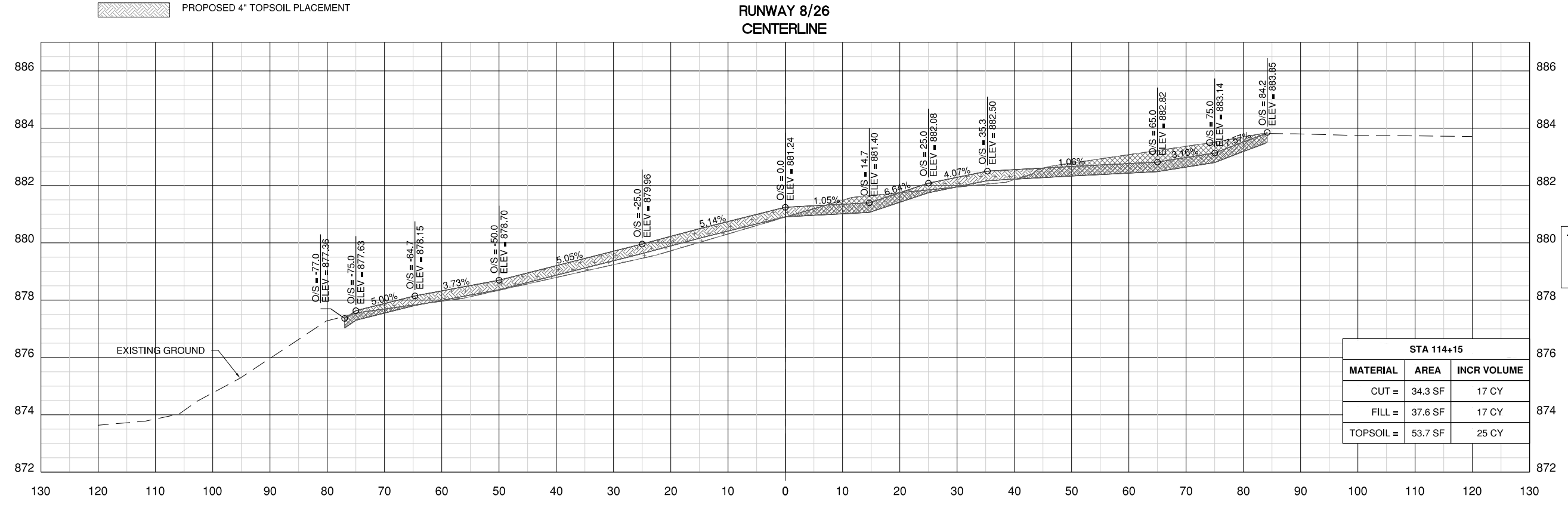


STA 114+25

MATERIAL	AREA	INCR VOLUME
CUT =	64.5 SF	19 CY
FILL =	45.1 SF	16 CY
TOPSOIL =	55.6 SF	21 CY

LEGEND

- PROPOSED CUT
- PROPOSED FILL
- PROPOSED 4" TOPSOIL PLACEMENT



STA 114+15

MATERIAL	AREA	INCR VOLUME
CUT =	34.3 SF	17 CY
FILL =	37.6 SF	17 CY
TOPSOIL =	53.7 SF	25 CY

114
+
25

114
+
15

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE

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

**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

CROSS SECTIONS - RUNWAY 8 END - 2

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VILLAGE OF
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 APPROVED BY: DKP
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 JOB No: 180255-03

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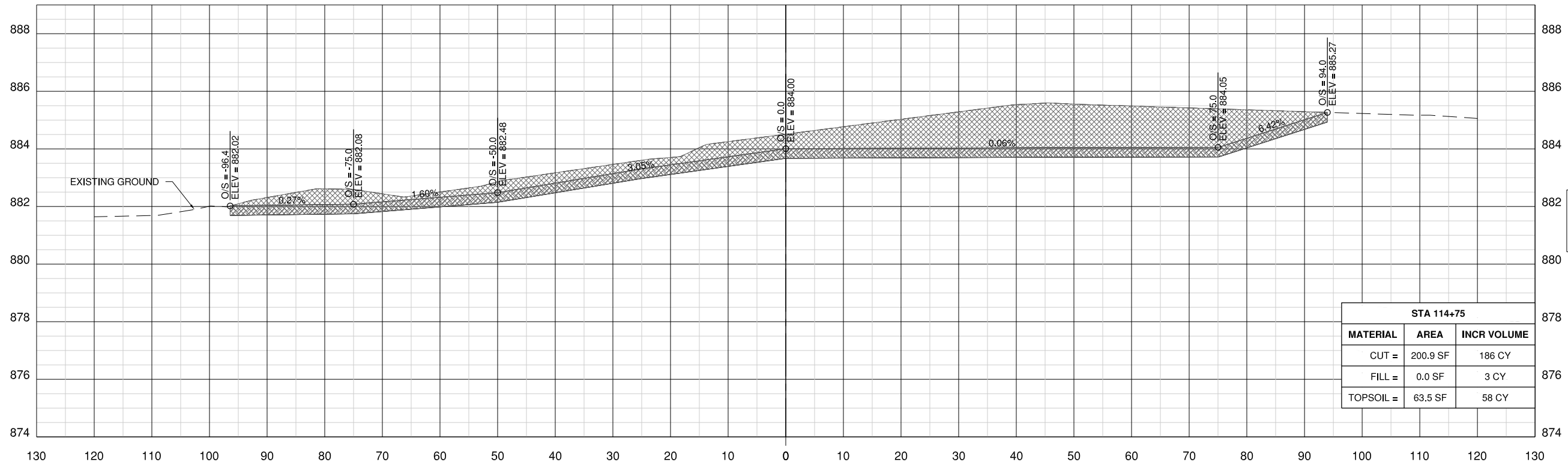
SHEET 17 OF 28 SHEETS

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**RUNWAY 8/26
 CENTERLINE**

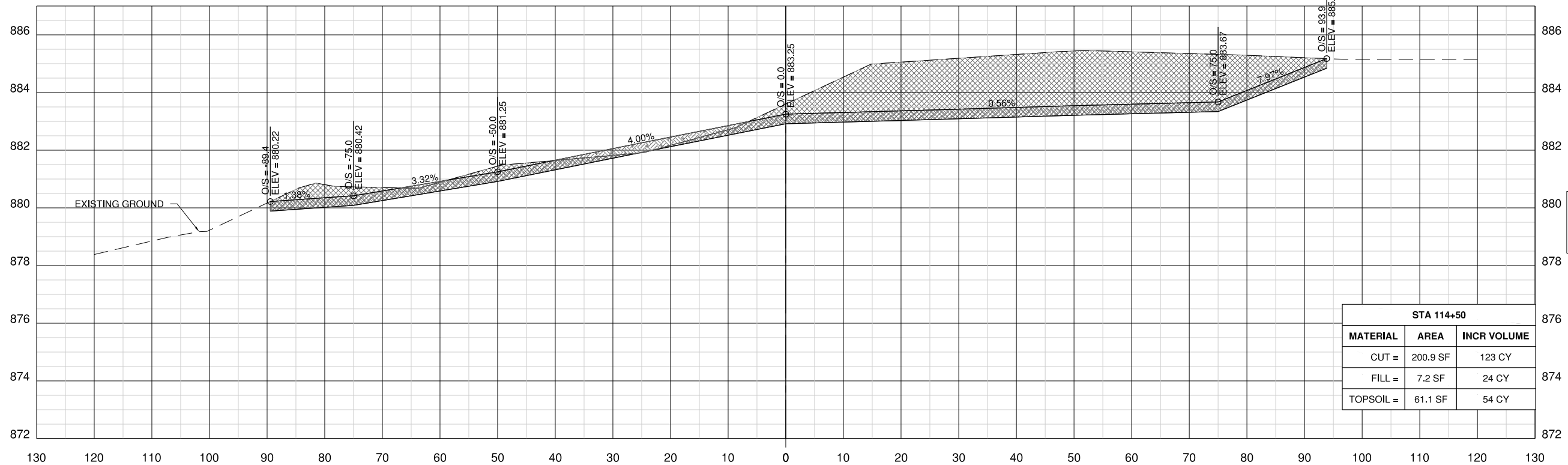


STA 114+75		
MATERIAL	AREA	INCR VOLUME
CUT =	200.9 SF	186 CY
FILL =	0.0 SF	3 CY
TOPSOIL =	63.5 SF	58 CY

LEGEND

- PROPOSED CUT
- PROPOSED FILL
- PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
 CENTERLINE**



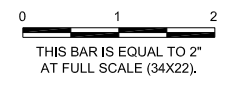
STA 114+50		
MATERIAL	AREA	INCR VOLUME
CUT =	200.9 SF	123 CY
FILL =	7.2 SF	24 CY
TOPSOIL =	61.1 SF	54 CY

114
 +
 75

114
 +
 50

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**
CROSS SECTIONS - RUNWAY 8 END - 3

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APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

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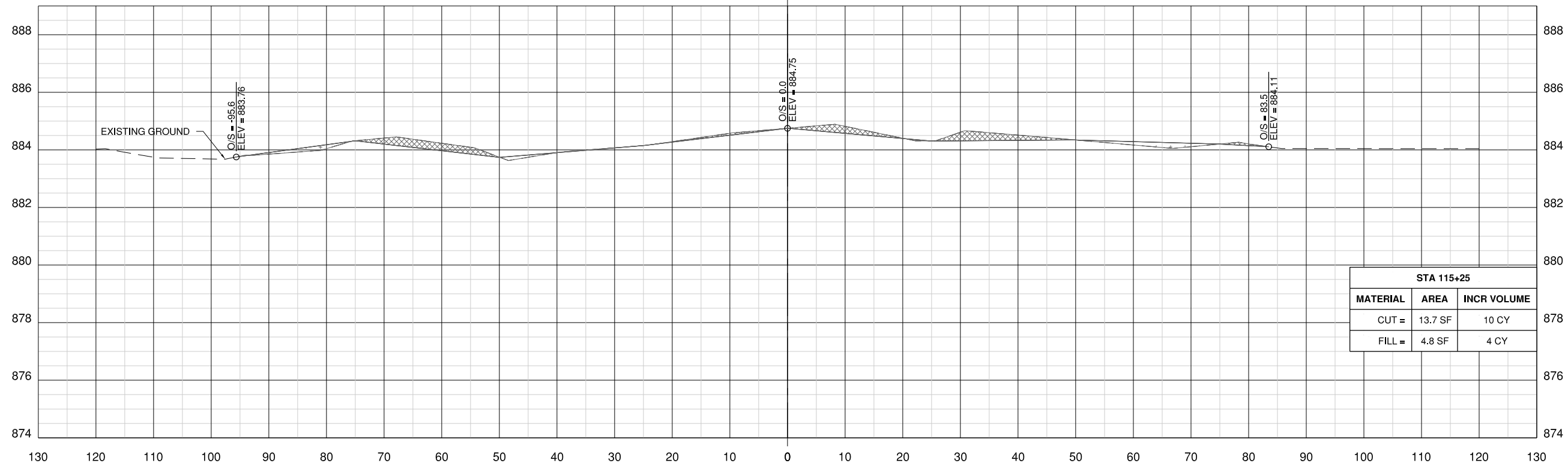
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LAYOUT: XS4




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RUNWAY 8/26
CENTERLINE

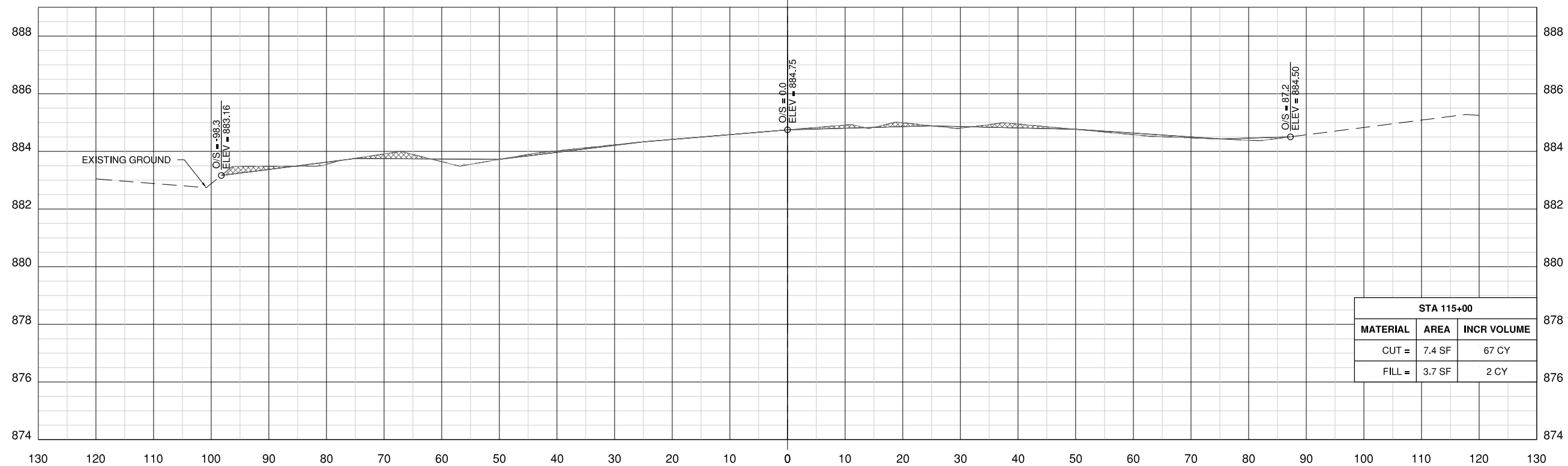


STA 115+25		
MATERIAL	AREA	INCR VOLUME
CUT =	13.7 SF	10 CY
FILL =	4.8 SF	4 CY

LEGEND

-  PROPOSED CUT
-  PROPOSED FILL
-  PROPOSED 4" TOPSOIL PLACEMENT

RUNWAY 8/26
CENTERLINE



STA 115+00		
MATERIAL	AREA	INCR VOLUME
CUT =	7.4 SF	67 CY
FILL =	3.7 SF	2 CY

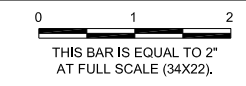
115
+
25

115
+
00

IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE



LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING

CROSS SECTIONS - RUNWAY 8 END - 4

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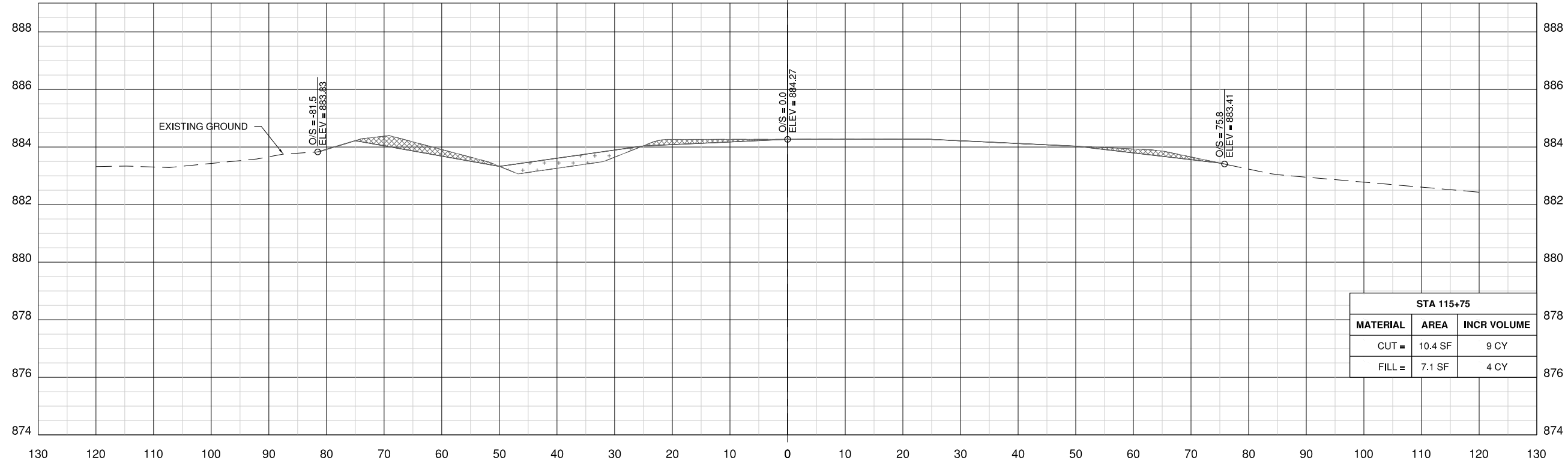


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**RUNWAY 8/26
CENTERLINE**

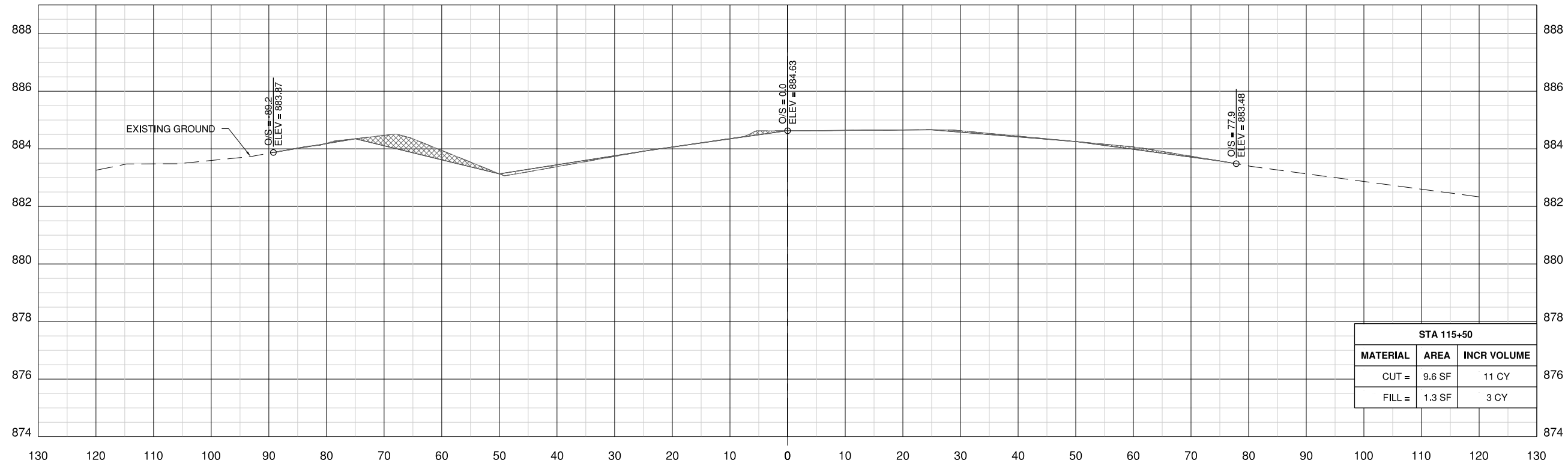


STA 115+75		
MATERIAL	AREA	INCR VOLUME
CUT =	10.4 SF	9 CY
FILL =	7.1 SF	4 CY

LEGEND

- PROPOSED CUT
- PROPOSED FILL
- PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
CENTERLINE**



STA 115+50		
MATERIAL	AREA	INCR VOLUME
CUT =	9.6 SF	11 CY
FILL =	1.3 SF	3 CY

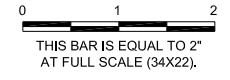
115
+
75

115
+
50

IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

CROSS SECTIONS - RUNWAY 8 END - 5

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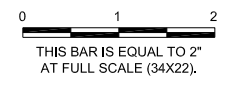
VILLAGE OF
LAKE IN THE HILLS

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

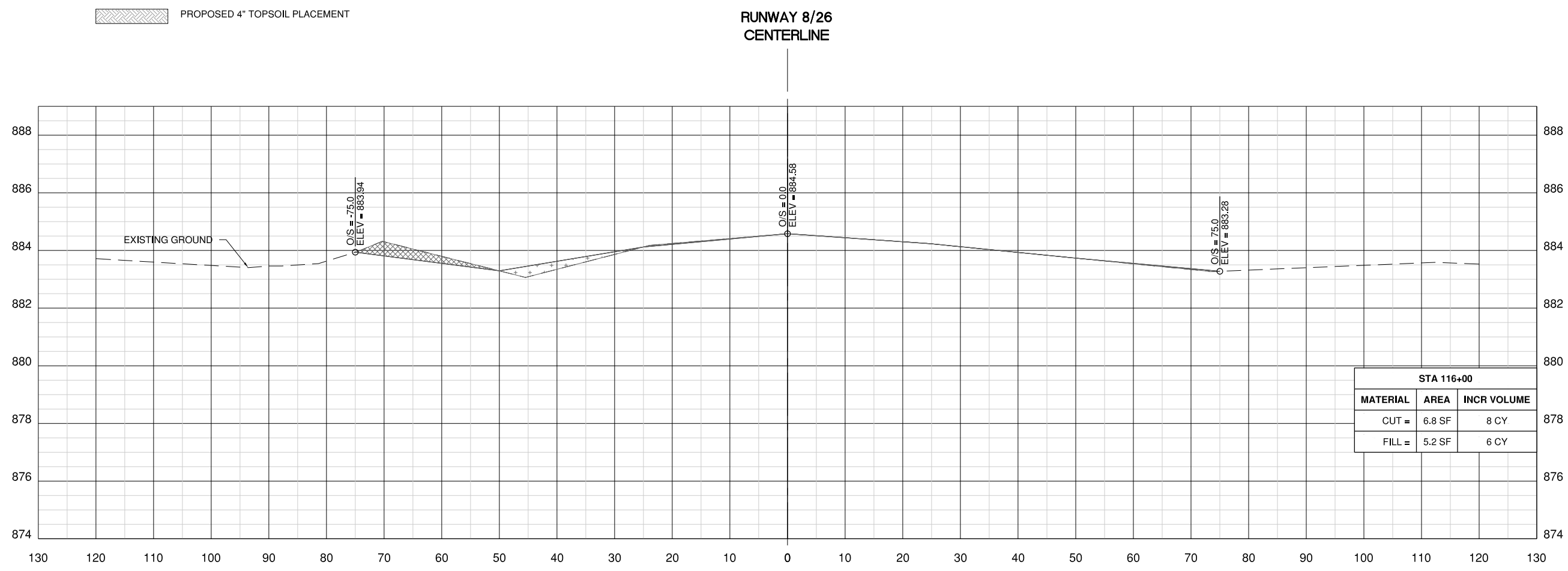
SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE



LEGEND

	PROPOSED CUT
	PROPOSED FILL
	PROPOSED 4" TOPSOIL PLACEMENT



116
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LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING

CROSS SECTIONS - RUNWAY 8 END - 6

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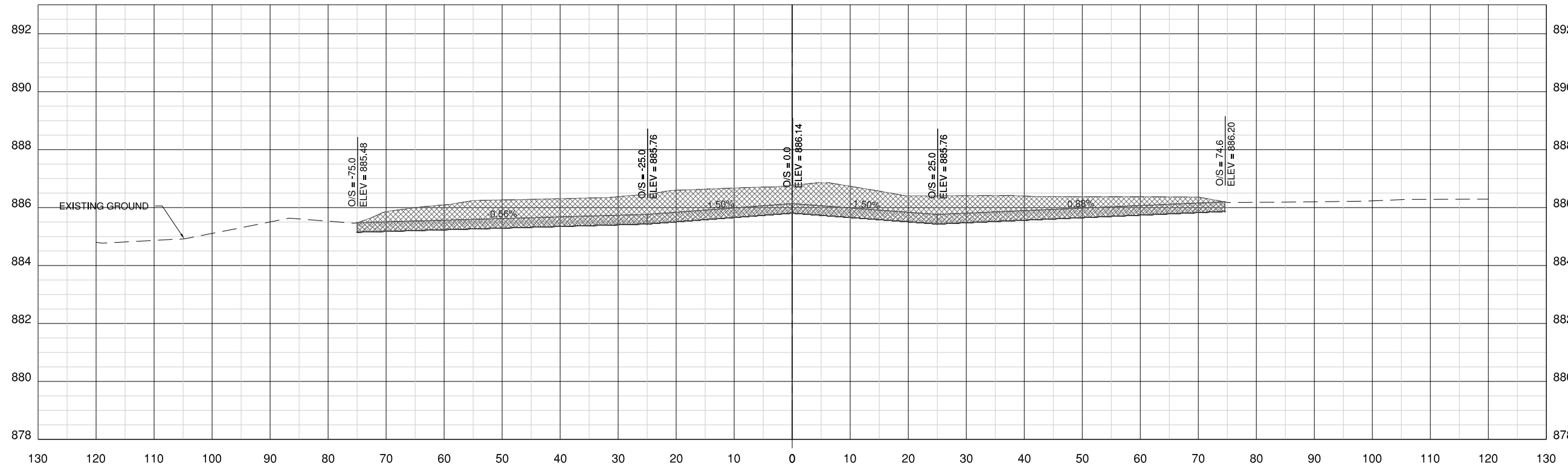


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DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

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 LAYOUT: XS5
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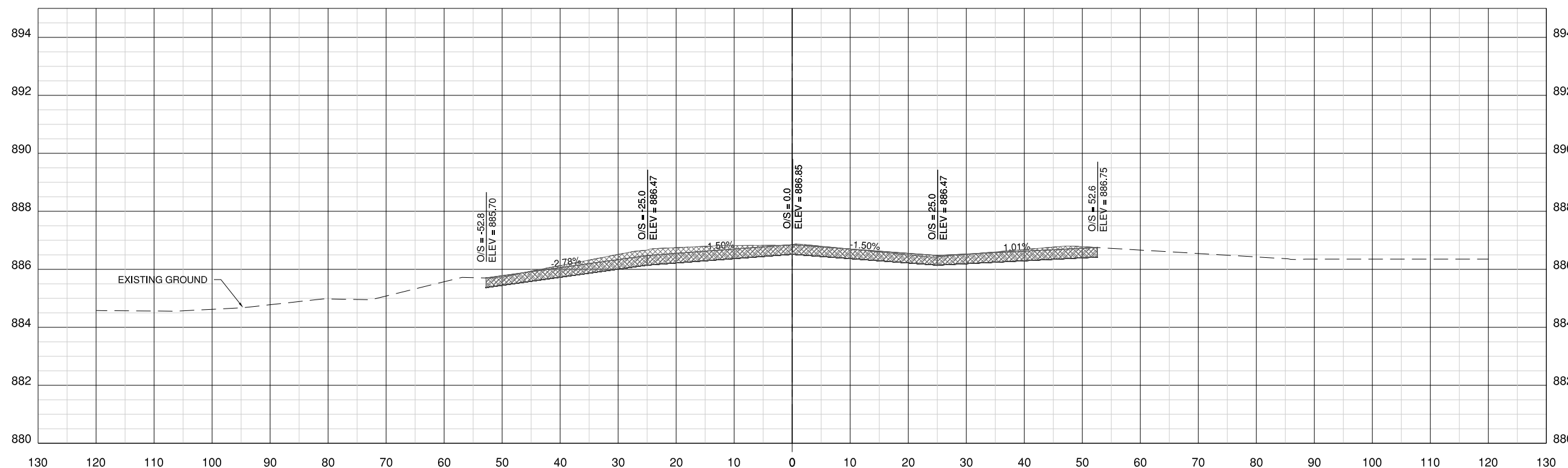
**RUNWAY 8/26
CENTERLINE**



LEGEND

- PROPOSED CUT
- PROPOSED 4" TOPSOIL PLACEMENT
- PROPOSED FILL

**RUNWAY 8/26
CENTERLINE**



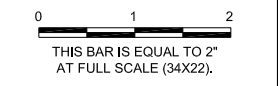
154
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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**
CROSS SECTIONS - RUNWAY 26 END - 1

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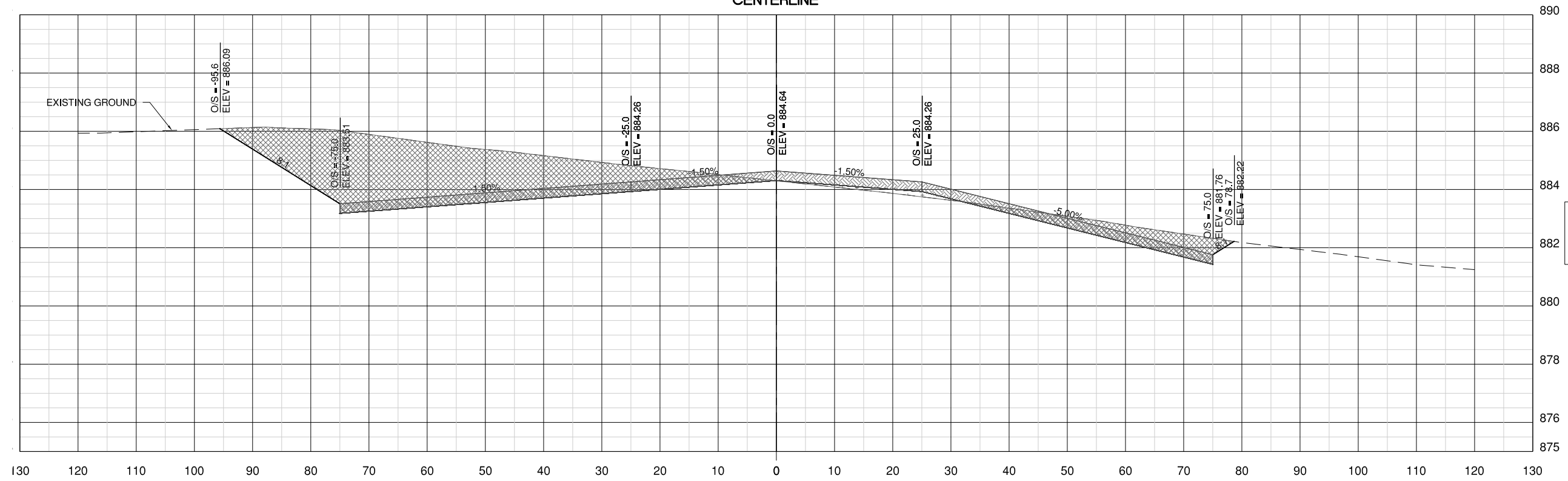
VILLAGE OF
 LAKE IN THE HILLS

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

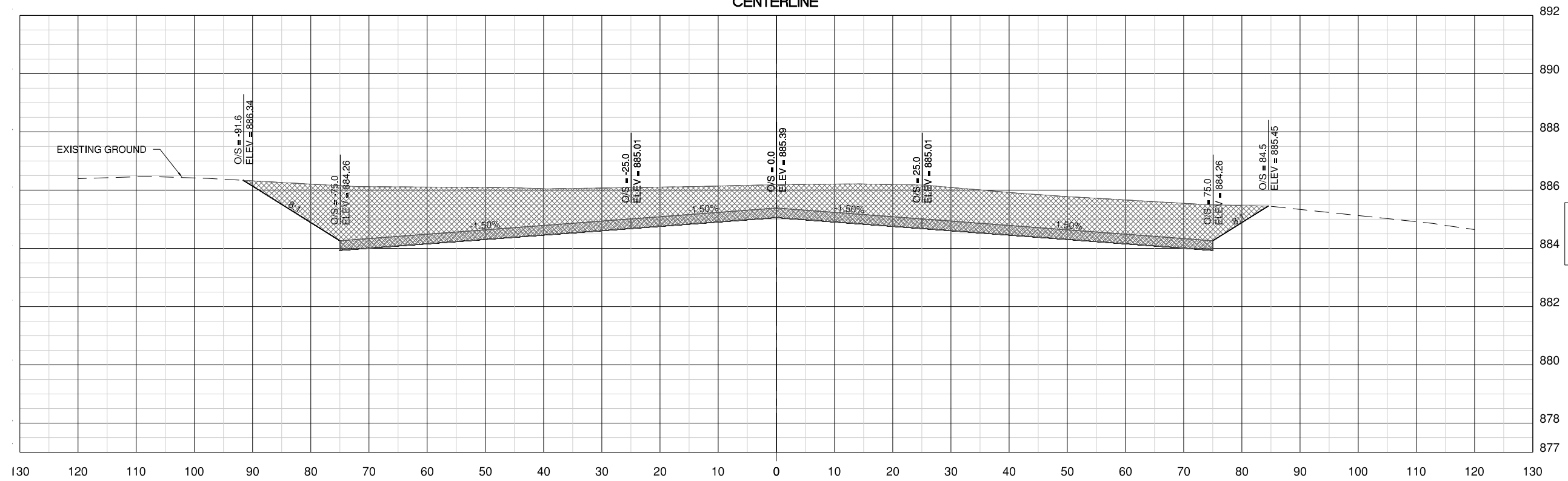
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**RUNWAY 8/26
CENTERLINE**



- LEGEND**
- PROPOSED CUT
 - PROPOSED FILL
 - PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
CENTERLINE**



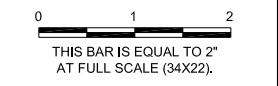
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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**
CROSS SECTIONS - RUNWAY 26 END - 2

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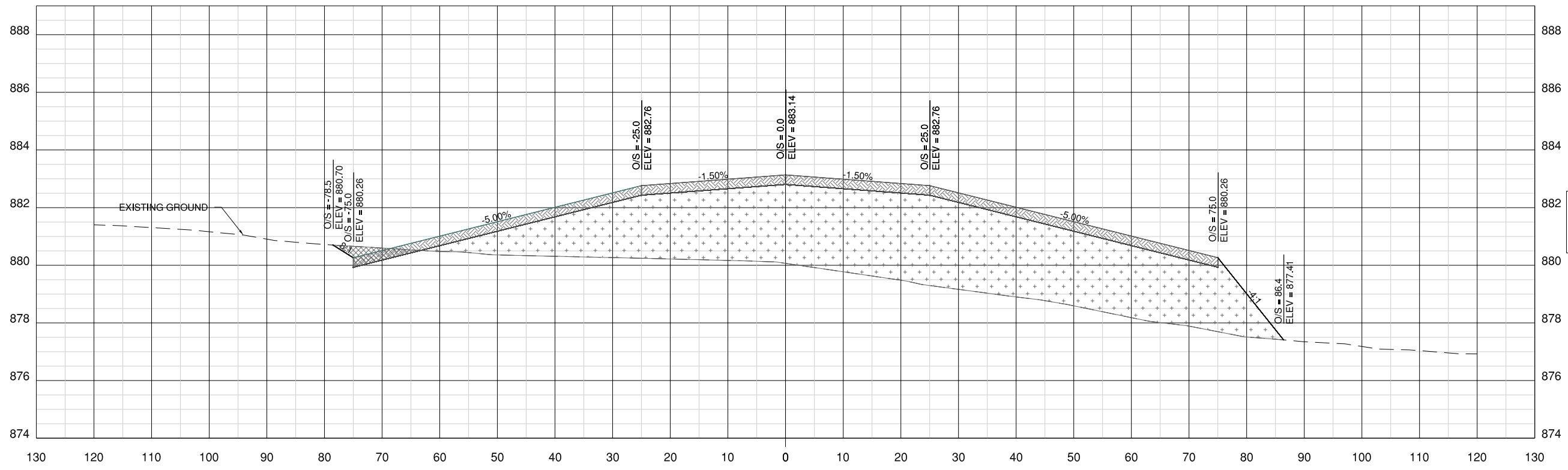
VILLAGE OF
LAKE IN THE HILLS

DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

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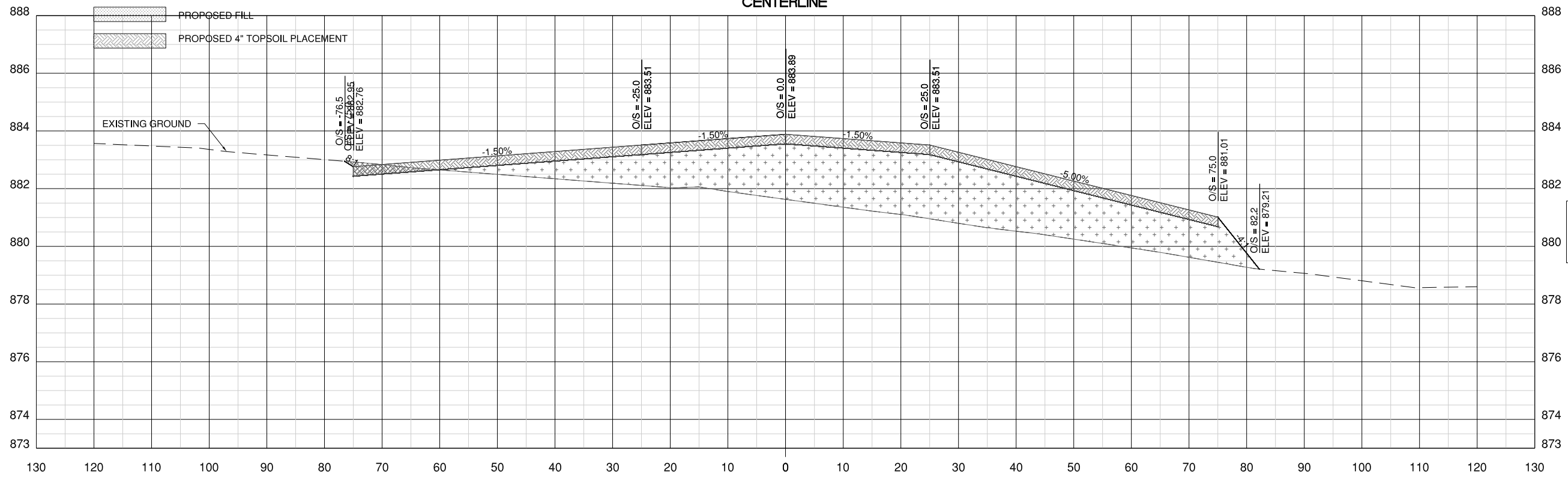
**RUNWAY 8/26
CENTERLINE**



LEGEND

- PROPOSED CUT
- PROPOSED FILL
- PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
CENTERLINE**

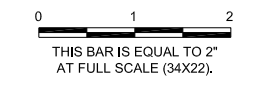


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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

CROSS SECTIONS - RUNWAY 26 END - 3

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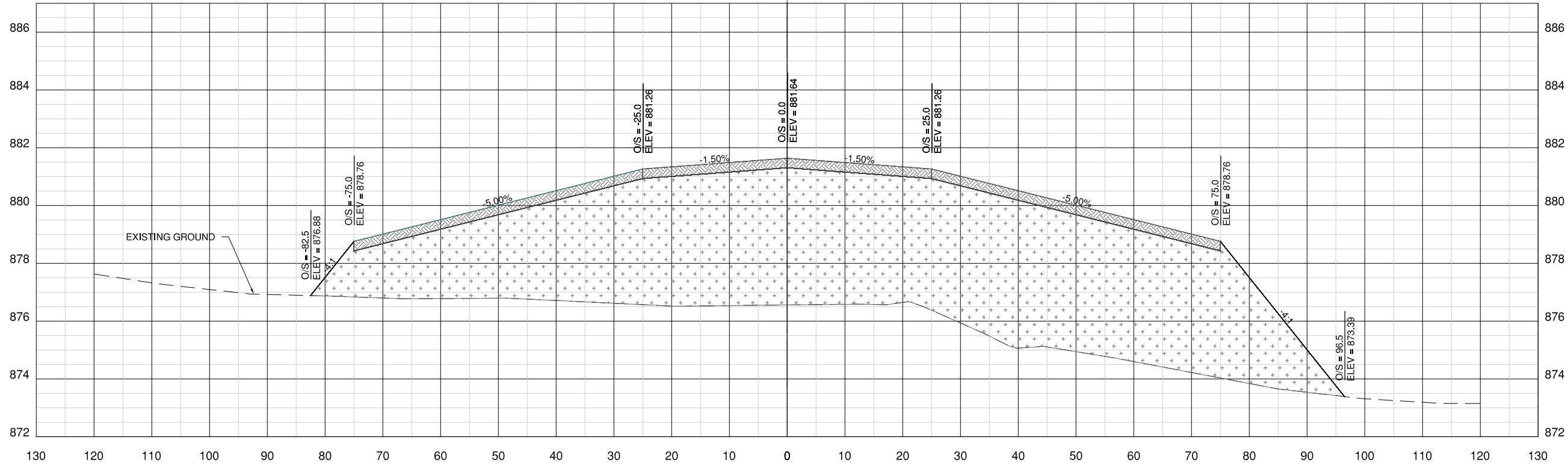
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VILLAGE OF
LAKE IN THE HILLS




DESIGN BY:	ABM
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CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

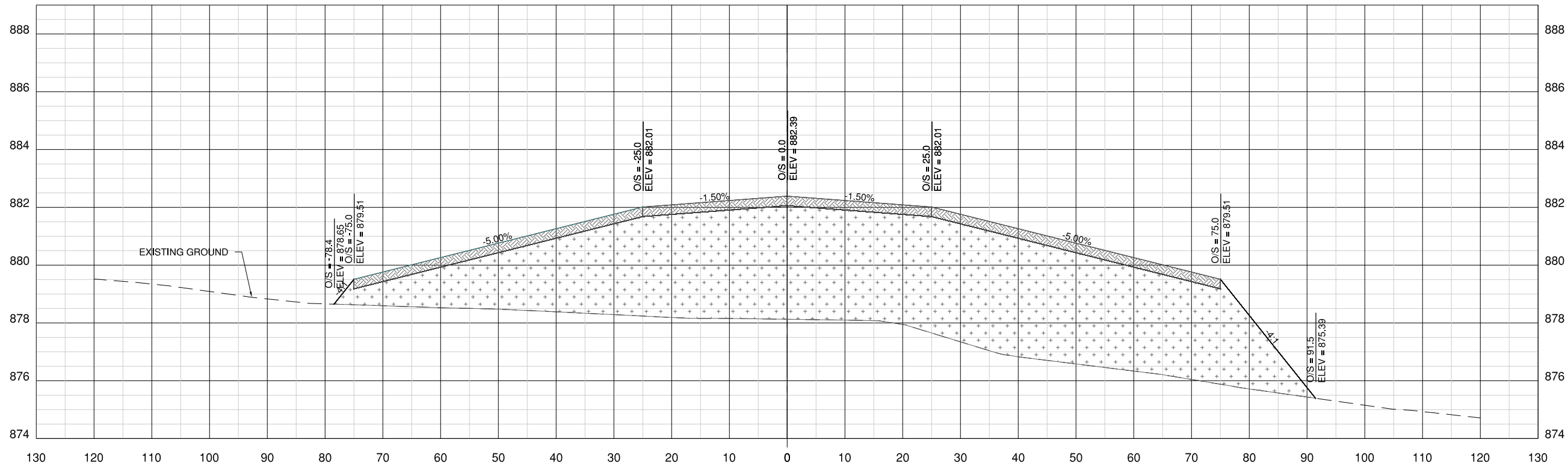
RUNWAY 8/26
CENTERLINE



LEGEND

-  PROPOSED CUT
-  PROPOSED FILL
-  PROPOSED 4" TOPSOIL PLACEMENT

RUNWAY 8/26
CENTERLINE

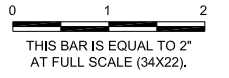


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SURVEY BOOK #

REVISIONS		
NUMBER	BY	DATE



LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
AND RUNWAY THRESHOLD MARKING

CROSS SECTIONS - RUNWAY 26 END - 4

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VILLAGE OF
LAKE IN THE HILLS

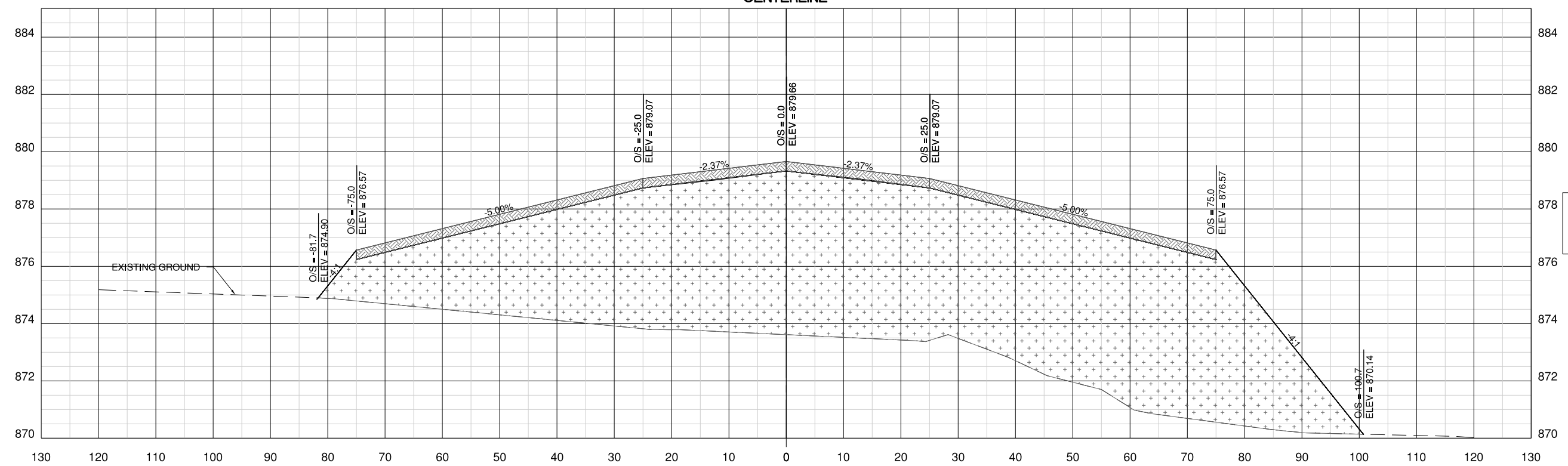


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JOB No:	180255-03

FINAL

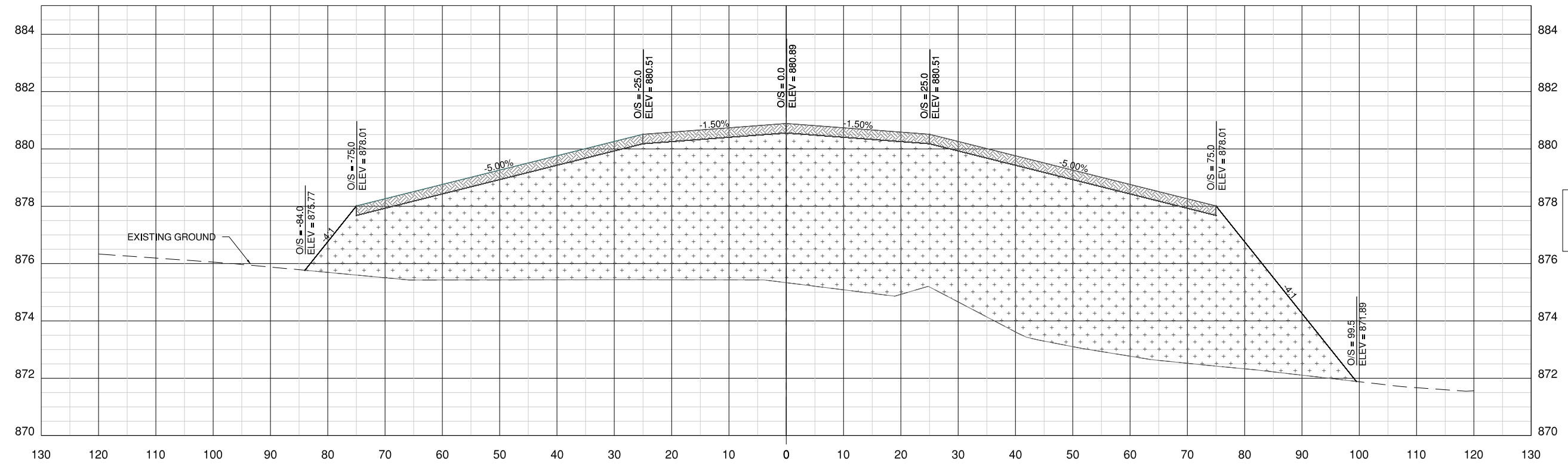
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 LAYOUT: X39
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**RUNWAY 8/26
CENTERLINE**



- LEGEND**
- PROPOSED CUT
 - PROPOSED FILL
 - PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
CENTERLINE**



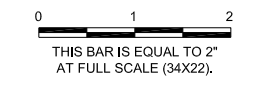
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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____

REVISIONS		
NUMBER	BY	DATE



**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
 AND RUNWAY THRESHOLD MARKING**

CROSS SECTIONS - RUNWAY 26 END - 5

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VILLAGE OF
LAKE IN THE HILLS

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CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL

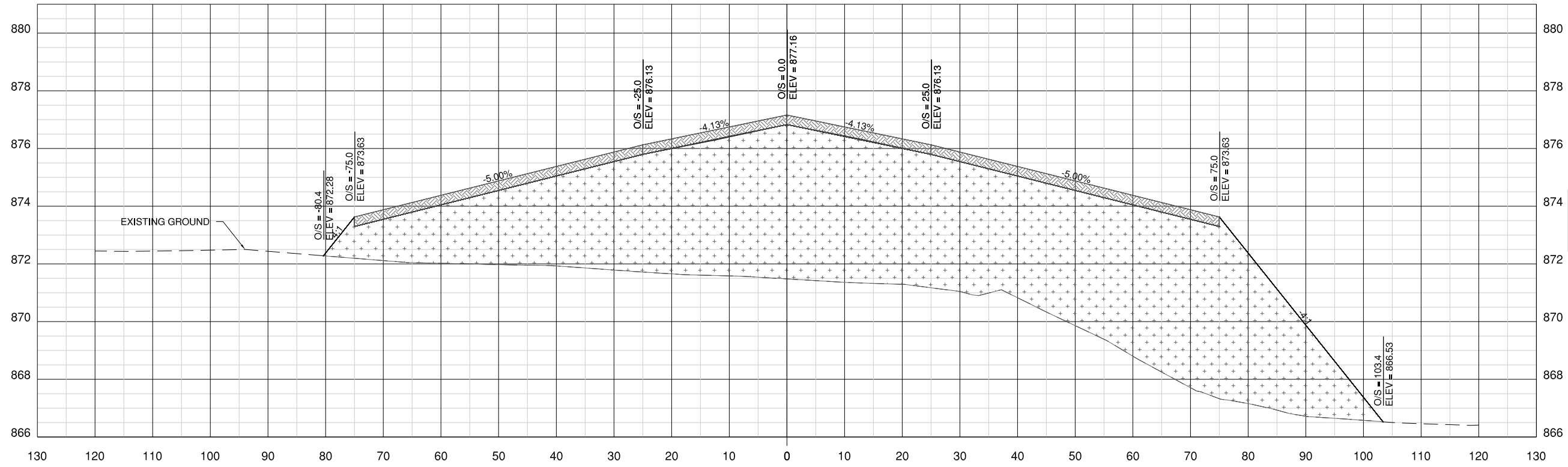
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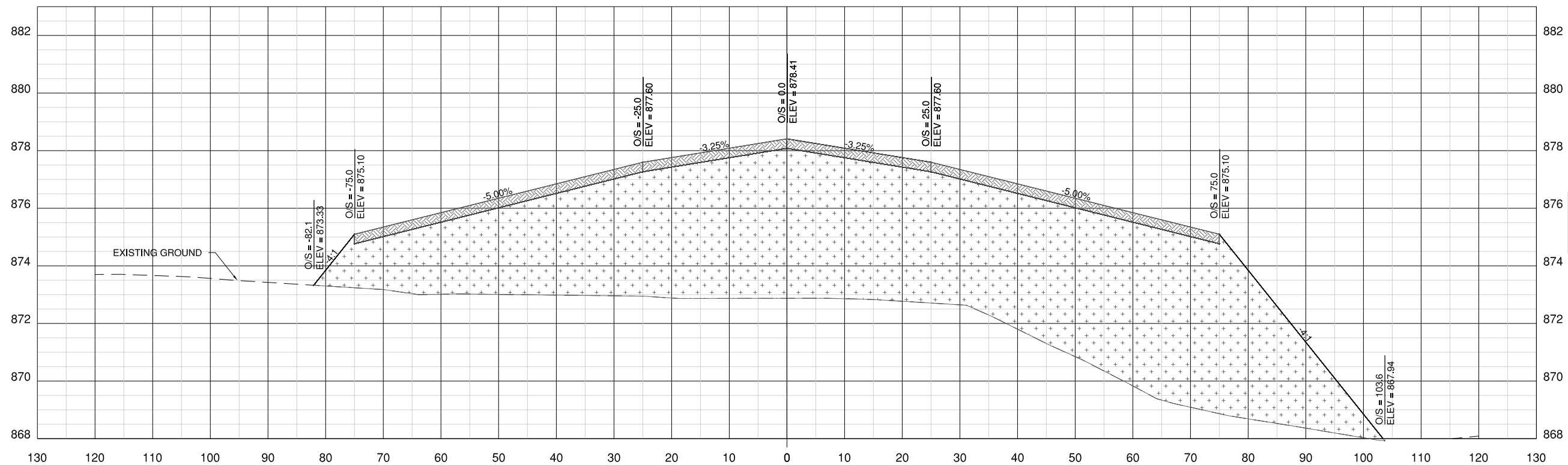
RUNWAY 8/26
CENTERLINE



LEGEND

-  PROPOSED CUT
-  PROPOSED FILL
-  PROPOSED 4" TOPSOIL PLACEMENT

RUNWAY 8/26
CENTERLINE



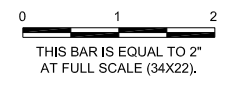
156
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IL CONTRACT: **LK013**
IL LETTING ITEM: **04A**
IL PROJECT: **3CK-4423**
S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # _____


REVISIONS		
NUMBER	BY	DATE




**LAKE IN THE HILLS AIRPORT
LAKE IN THE HILLS, ILLINOIS
OBSTRUCTION EVALUATION, OBSTRUCTION REMOVAL
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CROSS SECTIONS - RUNWAY 26 END - 6

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VILLAGE OF
LAKE IN THE HILLS




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CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

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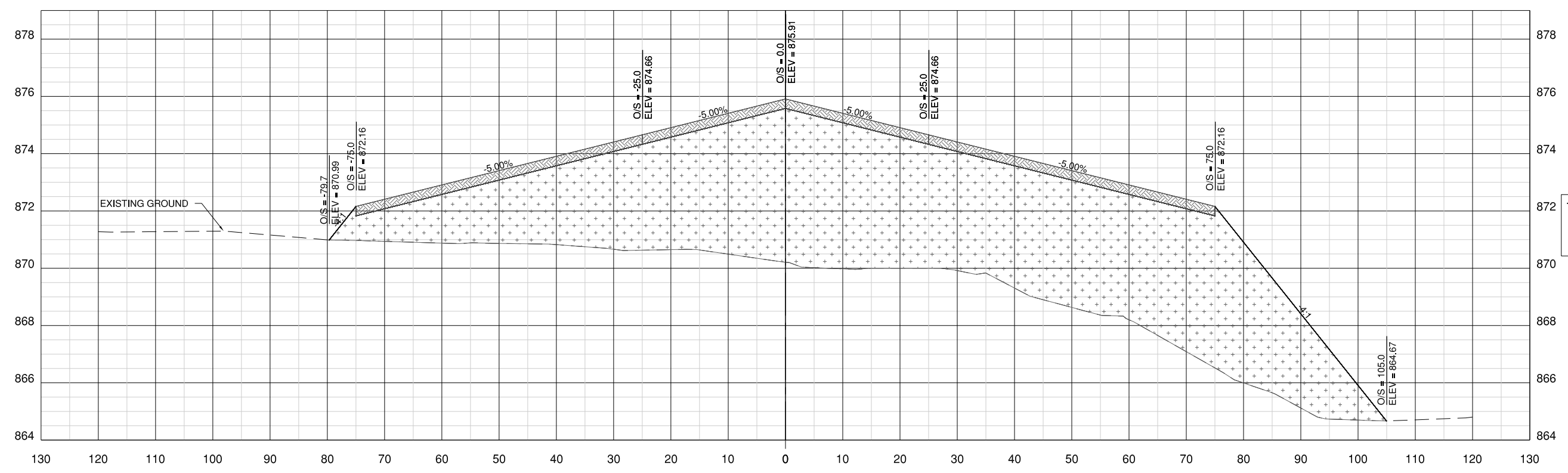
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- LEGEND**
-  PROPOSED CUT
 -  PROPOSED FILL
 -  PROPOSED 4" TOPSOIL PLACEMENT

**RUNWAY 8/26
 CENTERLINE**

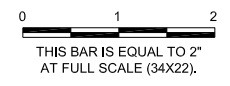


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IL CONTRACT: **LK013**
 IL LETTING ITEM: **04A**
 IL PROJECT: **3CK-4423**
 S.B.G. PROJECT: **3-17-SBGP-120/133/139**

SURVEY BOOK # ---

REVISIONS		
NUMBER	BY	DATE




**LAKE IN THE HILLS AIRPORT
 LAKE IN THE HILLS, ILLINOIS
 OBSTRUCTION REMOVAL,
 AND RUNWAY THRESHOLD MARKING**

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VILLAGE OF
 LAKE IN THE HILLS



DESIGN BY:	ABM
DRAWN BY:	JRO
CHECKED BY:	ABM
APPROVED BY:	DKP
DATE:	02/28/2020
JOB No:	180255-03

FINAL