

# VILLAGE OF LANSING LANSING, ILLINOIS

## CONSTRUCTION PLANS FOR LANSING MUNICIPAL AIRPORT REHABILITATE RUNWAY 9/27



LICENSE EXPIRATION DATE: 11/30/2027  
 DATE SIGNED: 04/17/2026

ILLINOIS PROJECT: IGQ-5243  
 SBGP PROJECT: 3-17-SBGP-TBD

APRIL 17, 2026

**Lansing Municipal Airport**

APPROVED BY *Daniel Podgorski*  
 DANIEL PODGORSKI

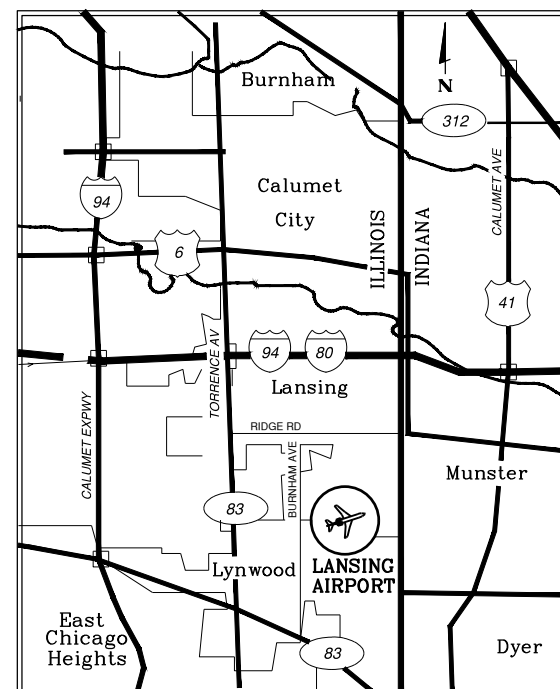
TITLE VILLAGE ADMINISTRATOR

DATE APRIL 17 2026

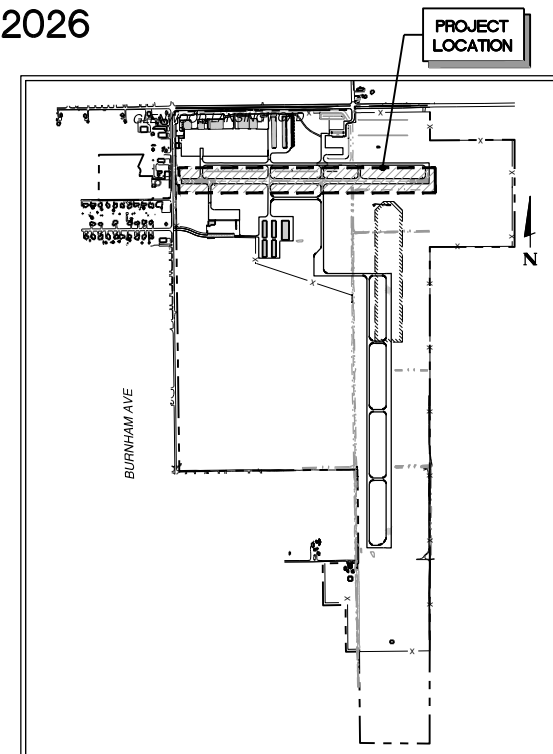
**CMT** 25008613.00  
 CRAWFORD MURPHY & TILLY, INC.  
 CONSULTING ENGINEERS

SUBMITTED BY *Sheue Torng Lee*  
 SHEUE TORNG LEE, P.E.

DATE APRIL 17 2026



LOCATION MAP



SITE PLAN

Know what's below. Call before you dig. J.U.L.I.E. JOINT UTILITY LOCATING INFORMATION FOR EXCAVATORS www.illinois1call.com

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.

<b>RUNWAY 9/27 DESIGN INFORMATION</b>	
APPROACH CATEGORY A DESIGN GROUP I	
<b>LANSING MUNICIPAL AIRPORT</b>	
TOWNSHIP: 35 NORTH RANGE: 15 EAST COOK COUNTY	BLOOM TOWNSHIP (SECTION: 8 AND 17) OPPOSITE GLENWOOD-LANSING ROAD
<b>UNICOM RADIO FREQUENCY - 122.7</b>	



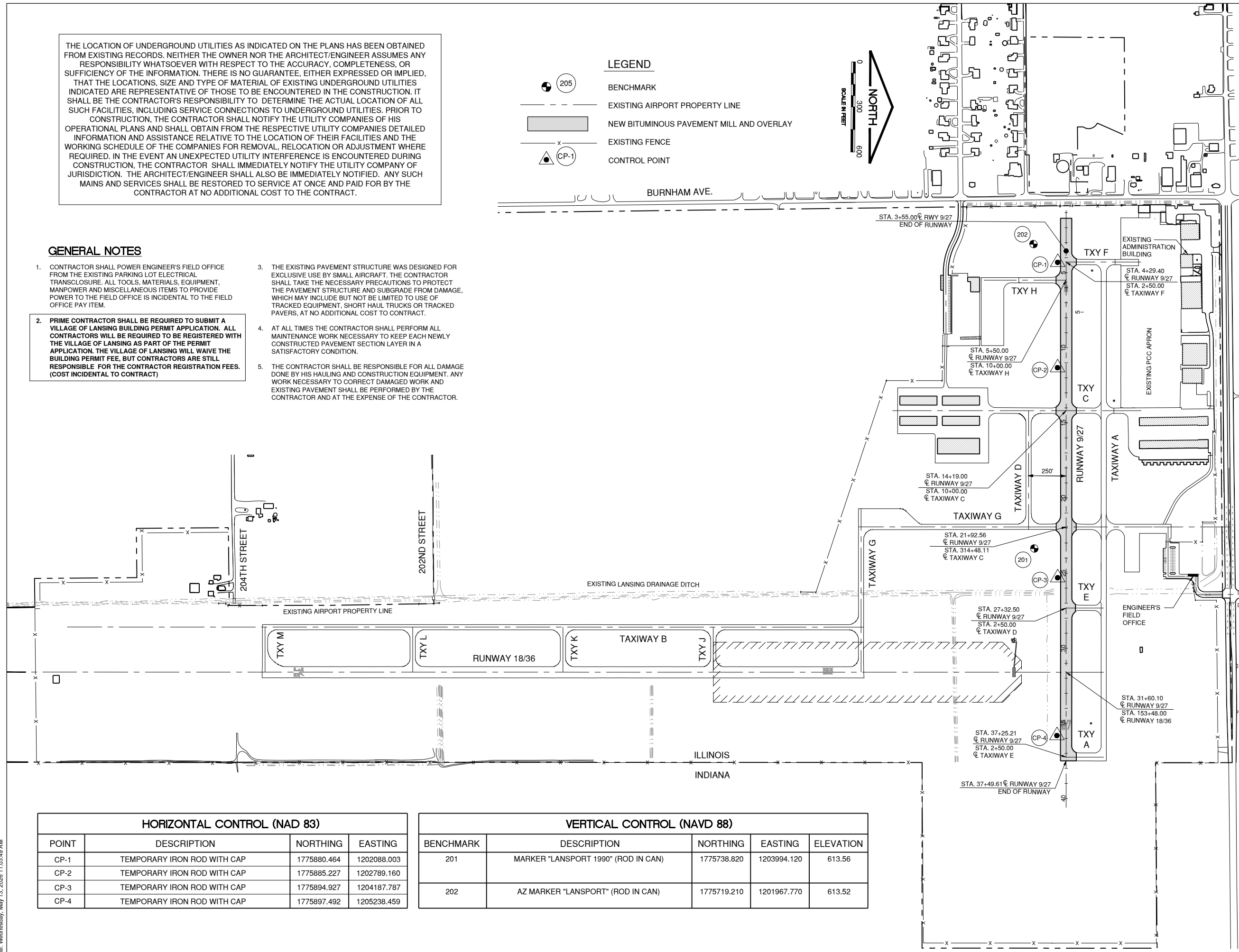
THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED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

- LEGEND**
- BENCHMARK
  - EXISTING AIRPORT PROPERTY LINE
  - NEW BITUMINOUS PAVEMENT MILL AND OVERLAY
  - EXISTING FENCE
  - CONTROL POINT



**GENERAL NOTES**

1. CONTRACTOR SHALL POWER ENGINEER'S FIELD OFFICE FROM THE EXISTING PARKING LOT ELECTRICAL ENCLOSURE. ALL TOOLS, MATERIALS, EQUIPMENT, MANPOWER AND MISCELLANEOUS ITEMS TO PROVIDE POWER TO THE FIELD OFFICE IS INCIDENTAL TO THE FIELD OFFICE PAY ITEM.
2. PRIME CONTRACTOR SHALL BE REQUIRED TO SUBMIT A VILLAGE OF LANSING BUILDING PERMIT APPLICATION. ALL CONTRACTORS WILL BE REQUIRED TO BE REGISTERED WITH THE VILLAGE OF LANSING AS PART OF THE PERMIT APPLICATION. THE VILLAGE OF LANSING WILL WAIVE THE BUILDING PERMIT FEE, BUT CONTRACTORS ARE STILL RESPONSIBLE FOR THE CONTRACTOR REGISTRATION FEES. (COST INCIDENTAL TO CONTRACT)
3. THE EXISTING PAVEMENT STRUCTURE WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO CONTRACT.
4. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.



HORIZONTAL CONTROL (NAD 83)			
POINT	DESCRIPTION	NORTHING	EASTING
CP-1	TEMPORARY IRON ROD WITH CAP	1775880.464	1202088.003
CP-2	TEMPORARY IRON ROD WITH CAP	1775885.227	1202789.160
CP-3	TEMPORARY IRON ROD WITH CAP	1775894.927	1204187.787
CP-4	TEMPORARY IRON ROD WITH CAP	1775897.492	1205238.459

VERTICAL CONTROL (NAVD 88)				
BENCHMARK	DESCRIPTION	NORTHING	EASTING	ELEVATION
201	MARKER "LANSPORT 1990" (ROD IN CAN)	1775738.820	1203994.120	613.56
202	AZ MARKER "LANSPORT" (ROD IN CAN)	1775719.210	1201967.770	613.52



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



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AIP PROJ. NO. 3-17-SBGP-XXX		
IL PROJ. NO. IGQ-5243		
CMT PROJECT NO: 25008613.00		
CAD DWG FILE:		
DESIGNED BY: STL		
DRAWN BY: JRO		
CHECKED BY: DKP		
APPROVED BY: DKP		
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SHEET TITLE  
**SITE PLAN AND PROJECT CONTROL PLAN**

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**NOTES (ALL PHASES)**

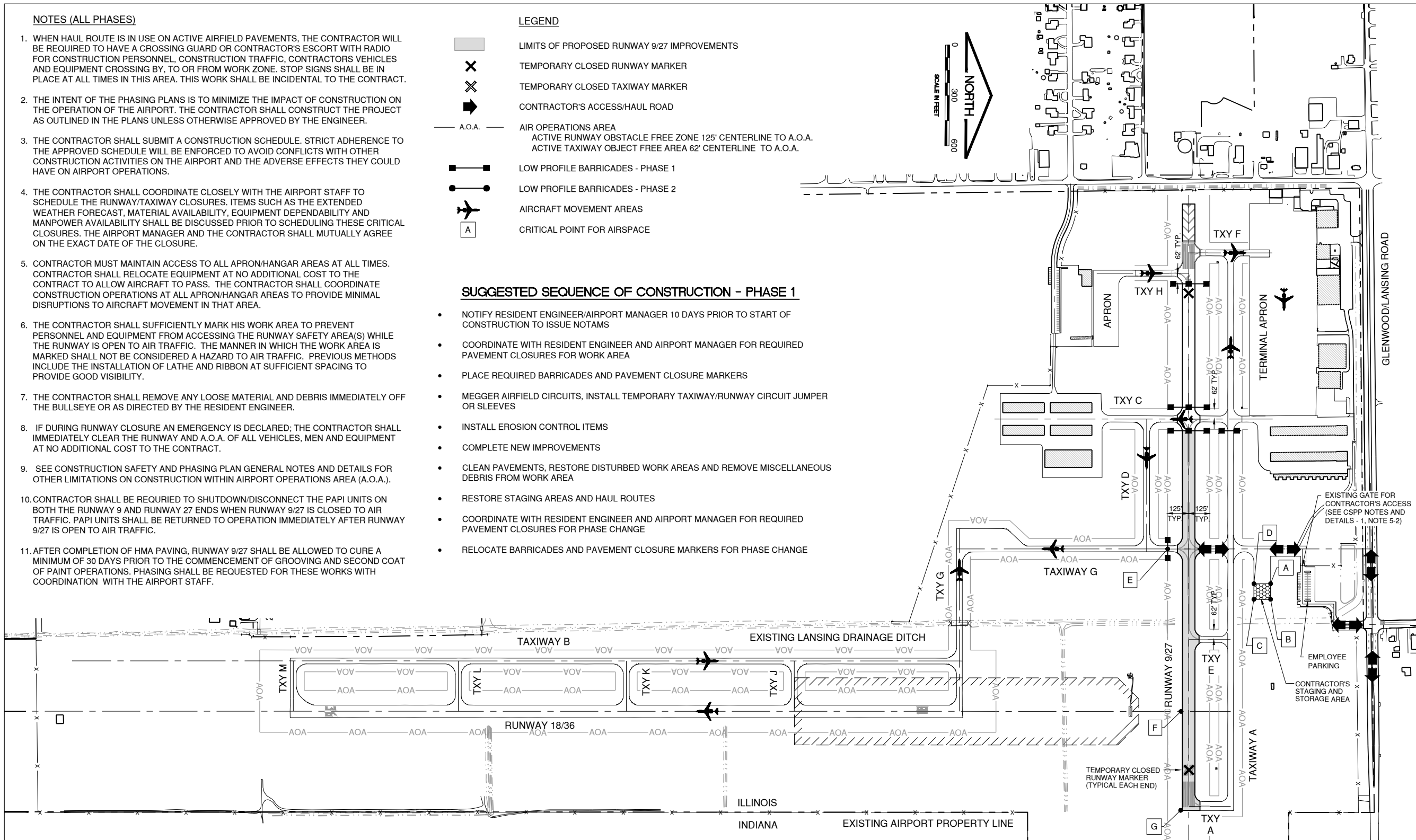
- WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD OR CONTRACTOR'S ESCORT WITH RADIO FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
- THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
- THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
- CONTRACTOR MUST MAINTAIN ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT TO ALLOW AIRCRAFT TO PASS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
- THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY SAFETY AREA(S) WHILE THE RUNWAY IS OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
- THE CONTRACTOR SHALL REMOVE ANY LOOSE MATERIAL AND DEBRIS IMMEDIATELY OFF THE BULLSEYE OR AS DIRECTED BY THE RESIDENT ENGINEER.
- IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED; THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY AND A.O.A. OF ALL VEHICLES, MEN AND EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT.
- SEE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS FOR OTHER LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.).
- CONTRACTOR SHALL BE REQUIRED TO SHUTDOWN/DISCONNECT THE PAPI UNITS ON BOTH THE RUNWAY 9 AND RUNWAY 27 ENDS WHEN RUNWAY 9/27 IS CLOSED TO AIR TRAFFIC. PAPI UNITS SHALL BE RETURNED TO OPERATION IMMEDIATELY AFTER RUNWAY 9/27 IS OPEN TO AIR TRAFFIC.
- AFTER COMPLETION OF HMA PAVING, RUNWAY 9/27 SHALL BE ALLOWED TO CURE A MINIMUM OF 30 DAYS PRIOR TO THE COMMENCEMENT OF GROOVING AND SECOND COAT OF PAINT OPERATIONS. PHASING SHALL BE REQUESTED FOR THESE WORKS WITH COORDINATION WITH THE AIRPORT STAFF.

**LEGEND**

- LIMITS OF PROPOSED RUNWAY 9/27 IMPROVEMENTS
- TEMPORARY CLOSED RUNWAY MARKER
- TEMPORARY CLOSED TAXIWAY MARKER
- CONTRACTOR'S ACCESS/HAUL ROAD
- A.O.A.
- AIR OPERATIONS AREA  
ACTIVE RUNWAY OBSTACLE FREE ZONE 125' CENTERLINE TO A.O.A.  
ACTIVE TAXIWAY OBJECT FREE AREA 62' CENTERLINE TO A.O.A.
- LOW PROFILE BARRICADES - PHASE 1
- LOW PROFILE BARRICADES - PHASE 2
- AIRCRAFT MOVEMENT AREAS
- CRITICAL POINT FOR AIRSPACE

**SUGGESTED SEQUENCE OF CONSTRUCTION - PHASE 1**

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE NOTAMS
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA
- PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS
- MEGGER AIRFIELD CIRCUITS, INSTALL TEMPORARY TAXIWAY/RUNWAY CIRCUIT JUMPER OR SLEEVES
- INSTALL EROSION CONTROL ITEMS
- COMPLETE NEW IMPROVEMENTS
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA
- RESTORE STAGING AREAS AND HAUL ROUTES
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR PHASE CHANGE
- RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR PHASE CHANGE



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
LANSING, ILLINOIS

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AIP PROJ. NO. 3-17-SBGP-XXX		
IL PROJ. NO. IGQ-5243		
CMT PROJECT NO: 25008613.00		
CAD DWG FILE:		
DESIGNED BY: STL		
DRAWN BY: JRO		
CHECKED BY: DPK		
APPROVED BY: DPK		
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**CONSTRUCTION SAFETY AND PHASING PLAN - 1**

PHASE	WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS / RESTRICTIONS
1	WORK WITHIN RUNWAY 9/27 AIR OPERATION AREA (EAST OF TAXIWAY C)	NO RESTRICTIONS	RUNWAY 9/27 CLOSED RUNWAY 18/36 OPEN TAXIWAY A (EAST TAXIWAY C), TAXIWAY G (NORTH OF TAXIWAY D) AND TAXIWAY E CLOSED
2	WORK WITHIN RUNWAY 9/27 AIR OPERATIONS AREA (WEST OF TAXIWAY C)	NO RESTRICTIONS	RUNWAY 9/27 CLOSED RUNWAY 18/36 OPEN TAXIWAY H CLOSED TAXIWAY A (EAST TAXIWAY G) CLOSED TAXIWAY C CLOSED (BETWEEN TAXIWAYS A AND D) TAXIWAY F PARTIALLY CLOSED (TERMINAL APRON OPEN)

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	GROUND ELEVATION	TOP ELEVATION
A	RUNWAY 18/36	41°32'28.41"	87°31'49.53"	615	640
B	RUNWAY 18/36	41°32'28.41"	87°31'48.30"	615	640
C	RUNWAY 18/36	41°32'27.43"	87°31'48.30"	614	639
D	RUNWAY 18/36	41°32'27.43"	87°31'49.53"	614	639
E	RUNWAY 18/36	41°32'22.36"	87°31'52.26"	615	640
F	RUNWAY 18/36	41°32'23.12"	87°31'39.54"	616	641
G	RUNWAY 18/36	41°32'23.09"	87°31'31.79"	616	641

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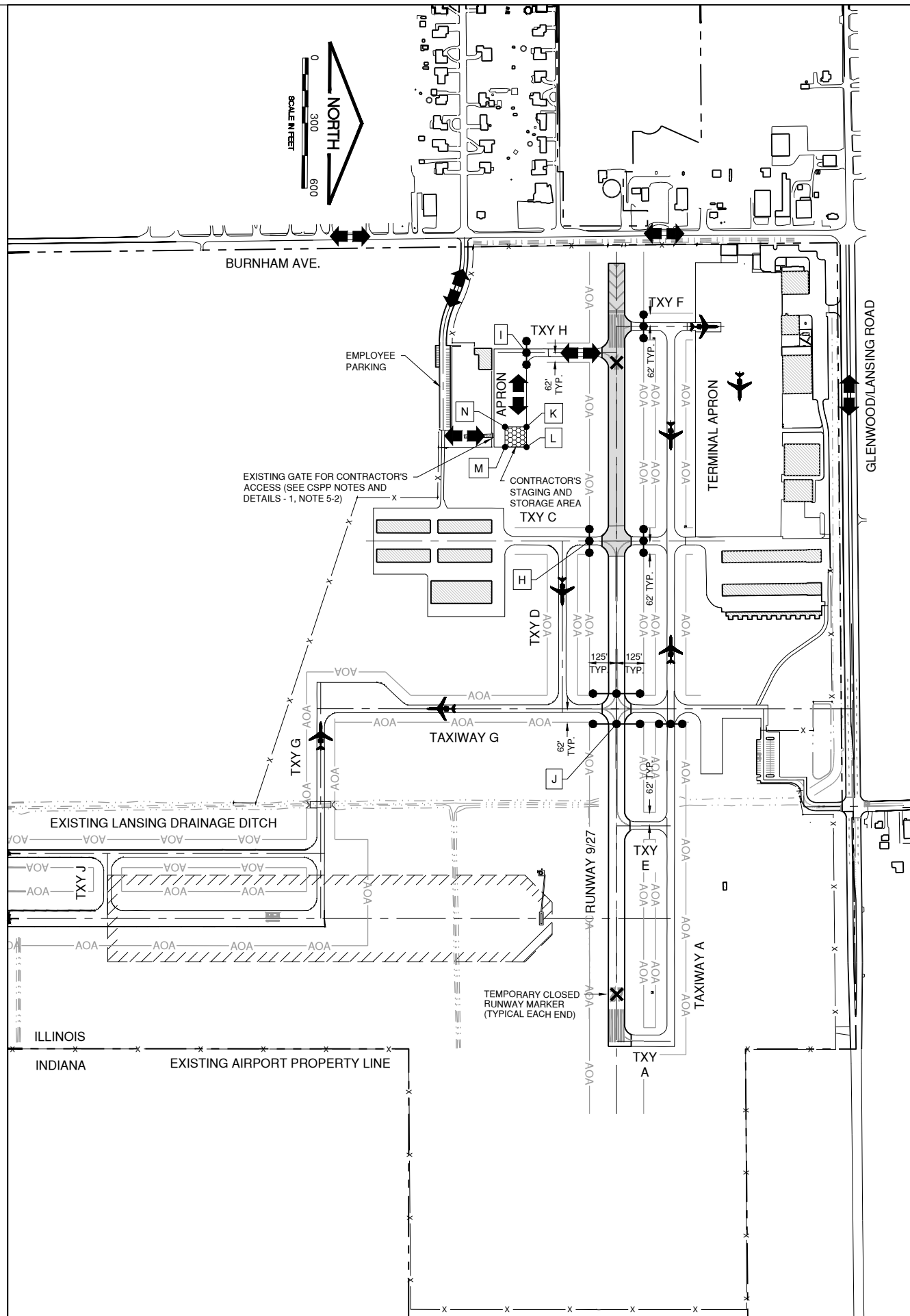
FAA CONSTRUCTION POINT TABLE					
POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	GROUND ELEVATION	TOP ELEVATION
H	RUNWAY 18/36	41°32'22.38"	87°32'02.44"	614	639
I	RUNWAY 18/36	41°32'19.52"	87°32'13.87"	615	640
J	RUNWAY 18/36	41°32'23.59"	87°31'51.34"	615	640
K	RUNWAY 18/36	41°32'19.52"	87°32'09.37"	615	640
L	RUNWAY 18/36	41°32'19.52"	87°32'08.15"	615	640
M	RUNWAY 18/36	41°32'18.54"	87°32'08.15"	616	641
N	RUNWAY 18/36	41°32'18.54"	87°32'09.38"	616	641

**SUGGESTED SEQUENCE OF CONSTRUCTION - PHASE 2**

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE NOTAMS
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA
- PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS
- MEGGER AIRFIELD CIRCUITS, INSTALL TEMPORARY TAXIWAY/RUNWAY CIRCUIT JUMPER OR SLEEVES
- INSTALL EROSION CONTROL ITEMS
- COMPLETE NEW IMPROVEMENTS
- CLEAN PAVEMENTS, RESTORE DISTURBED WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA
- RESTORE STAGING AREAS AND HAUL ROUTES
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR PHASE CHANGE
- RELOCATE BARRICADES AND PAVEMENT CLOSURE MARKERS FOR PHASE CHANGE

SEE CONSTRUCTION SAFETY AND PHASING PLAN - 1 FOR LEGEND AND NOTES

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREA		
RUNWAY	9/27	18/36
APPROACH CATEGORY	A	B
DESIGN GROUP	I	II
DESIGN AIRCRAFT	PIPER CHEROKEE	KING AIR 200
WINGSPAN	35'	54.5'
TAIL HEIGHT	7.3'	15.0'
STRENGTH (MGTW)	2,440 LBS.	12,500 LBS.
LENGTH	23.8'	43.8'
RUNWAY SAFETY AREA WIDTH (RSA)	120' (60' FROM CENTERLINE)	150' (75' FROM CENTERLINE)
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	400' (200' FROM CENTERLINE)	500' (250' FROM CENTERLINE)
TAXIWAY SAFETY AREA WIDTH (TSA)	49' (24.5' FROM CENTERLINE)	79' (39.5' FROM CENTERLINE)
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	89' (44.5' FROM CENTERLINE)	124' (62' FROM CENTERLINE)



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
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SHEET TITLE  
**CONSTRUCTION SAFETY AND PHASING PLAN - 2**

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GENERAL

- 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT MANAGER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER.

1. COORDINATION

- 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A SECTION 100 MEETING AND PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA), THE COST OF PREPARING FOR AND ATTENDING THE SECTION 100 MEETING AND PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 10 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM AND PROJECT SCHEDULE SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

- 1. TOTAL CONTRACT TIME FOR BASE BID SHALL BE 33 CALENDAR DAYS. SHOULD BASE BID PLUS ADDITIVE ALTERNATE NO. 1 BE AWARDED, THE CONTRACT SHALL BE 38 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS.
3. TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS, LIGHTS, AND RETROREFLECTIVE MARKERS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL.
5. SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES.
6. PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 60 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 62 FEET FROM PAVEMENT EDGE MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

- 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. THE ENGINEER AND AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER.

4. NAVAIDS THAT COULD BE AFFECTED

- 1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER AND FAA A MINIMUM OF 30 DAYS IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.
6. THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE DONE SO AT NO EXTRA COST TO THE CONTRACT.
7. 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 FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. DURING CONSTRUCTION, CONTINUOUS ALL WEATHER ACCESS TO EXISTING NAVAIDS IN THE PROJECT AREA MUST BE MAINTAINED AT NO COST TO THE CONTRACT.

5. CONTRACTOR ACCESS

- 1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED.
2. THE CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE. DURING CONTINUOUS OPERATIONS (E.G. HMA MILLING AND PAVING), THE CONTRACTOR SHALL SUPPLY GATE GUARD.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

- 5. THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA.
6. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
7. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
8. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
9. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT.
10. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT OPERATION MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.
11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
12. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
13. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

6. WILDLIFE MANAGEMENT

- 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE TO MITIGATE ANY STANDING WATER CAUSED BY ANY CONSTRUCTION OR CONTRACTOR ACTIVITIES WITHIN 24 HOURS OF AN EVENT.
5. ALL SEEDING PERFORMED MUST MEET THE SPECIFICATIONS AND LOCAL SEEDING REQUIREMENTS. ANY AREAS UNDER CONSTRUCTION BY THE CONTRACTOR WILL BE MAINTAINED BY THE CONTRACTOR. IT WILL BE THE CONTRACTOR'S JOB TO MOW THESE AREAS TO THE AIRPORT REQUIREMENTS.
6. FINAL MOW OF TURF AREAS AFTER VEGETATION IS ESTABLISHED WILL BE REQUIRED PRIOR TO TURNING OVER THOSE SECTIONS TO THE AIRPORT. PROVIDING THE FINAL MOW SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PROJECT.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

- 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.
3. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENT OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE AIRPORT MANAGER. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

10. INSPECTION REQUIREMENTS

- 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS.
2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED.

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. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE WORK SITE DUE TO ADJACENT CONSTRUCTION.



CONSULTANTS

APRIL 17, 2026

REHABILITATE RUNWAY 9/27

OWNER



VILLAGE OF LANSING



Lansing Municipal Airport

LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS

MARK DATE DESCRIPTION

AIP PROJ. NO. 3-17-SBGP-XXX

IL PROJ. NO. IGQ-5243

CMT PROJECT NO: 25008613.00

CAD DWG FILE:

DESIGNED BY: STL

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

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SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - NOTES AND DETAILS - 1

**11. UNDERGROUND UTILITIES**

- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY 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 OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.
- SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS.
- 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/OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

**12. PENALTIES**

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.
- THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED UP TO \$500 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

**13. SPECIAL CONDITIONS**

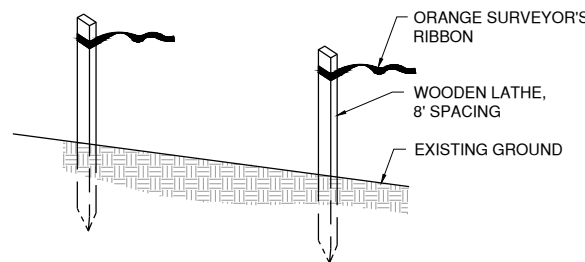
- ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

**14. RUNWAY AND TAXIWAY VISUAL AIDS**

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

**15. MARKING AND SIGNS FOR ACCESS ROUTES**

- MARKING AND SIGNAGE FOR THE ACCESS ROUTE SHALL BE MARKED WITH LATHE OR AS DIRECTED BY THE RESIDENT ENGINEER. ACCESS ROUTES ARE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.



**CONSTRUCTION SETBACK LINE DETAIL**

NOT TO SCALE

**CONSTRUCTION SETBACK NOTES**

- CONTRACTOR SHALL MARK THE RUNWAY SAFETY AREA, TAXIWAY OBJECT FREE AREA, RUNWAY OBJECT FREE AREA AND LIMITS OF CONSTRUCTION WORK PER THE CONSTRUCTION SETBACK DETAIL AS DIRECTED BY THE RESIDENT ENGINEER.
- ALL COST ASSOCIATED WITH THE CONSTRUCTION SETBACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**16. HAZARD MARKING AND LIGHTING**

- THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
- ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
- BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.
- PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES USED ON THE AIRFIELD MUST BE LOW PROFILE BARRICADES. LOW PROFILE BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE OF NO GAPS BETWEEN BARRICADES. BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREA. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED ON BARRICADES IN TOWER CONTROLLED AREAS. WARNING SIGNS SHALL STATE "TOWER CONTROL AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL NON AIRFIELD LOCATIONS REQUIRING BARRICADES SHALL BE TYPE II OR TYPE III BARRICADES AND SHALL CONFORM TO IDOT STANDARD DETAIL 701901-04.

**17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION**

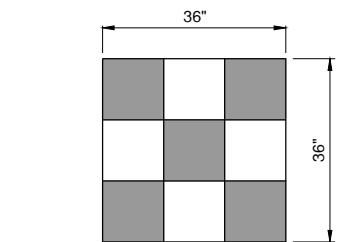
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
- LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE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

**18. PROTECTION**

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

**19. OTHER LIMITATIONS ON CONSTRUCTION**

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

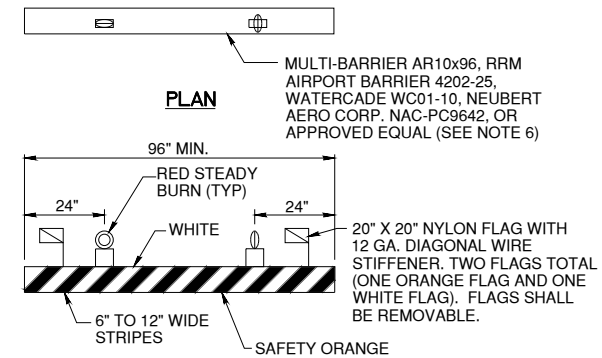


**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**

NOT TO SCALE

**AIRFIELD LIGHTS AND SIGNS NOTES**

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



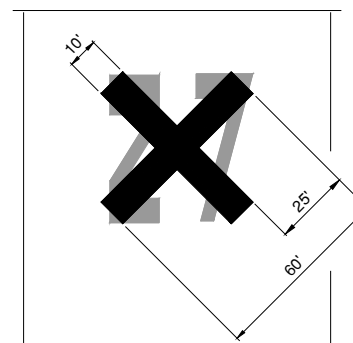
**LOW PROFILE LIGHTED BARRICADE**

NOT TO SCALE

**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 END TO END AS INDICATED AT THE LOCATIONS SHOWN ON THE PLANS ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION OR AS DIRECTED BY THE RESIDENT ENGINEER OR AIRPORT. 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: A  
DESIGN AIRPORT GROUP: I

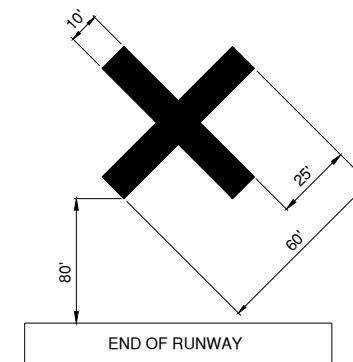


**ON PAVEMENT CLOSED RUNWAY MARKER DETAIL**

NOT TO SCALE

**CLOSED RUNWAY MARKER DETAIL NOTES**

- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL. 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.



**OFF PAVEMENT CLOSED RUNWAY MARKER DETAIL**

NOT TO SCALE



CONSULTANTS

APRIL 17, 2026

REHABILITATE RUNWAY 9/27



OWNER

VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
LANSING, ILLINOIS

MARK | DATE | DESCRIPTION

AIP PROJ. NO. 3-17-SBGP-XXX

IL PROJ. NO. IGQ-5243

CMT PROJECT NO: 25008613.00

CAD DWG FILE:

DESIGNED BY: STL

DRAWN BY: JRO

CHECKED BY: DKP

APPROVED BY: DKP

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SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - NOTES AND DETAILS - 1



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



OWNER

VILLAGE OF LANSING



Lansing  
Municipal Airport

LANSING MUNICIPAL AIRPORT  
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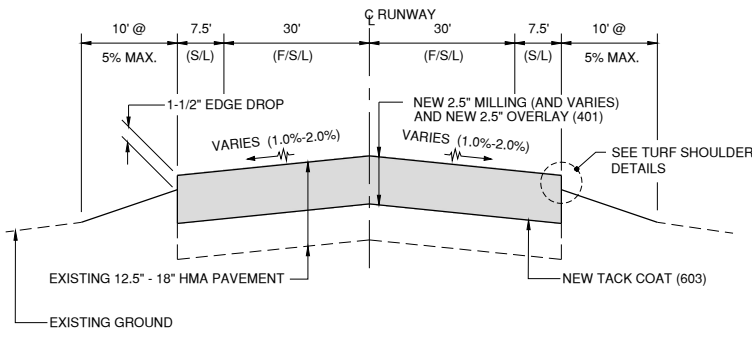
TYPICAL SECTIONS

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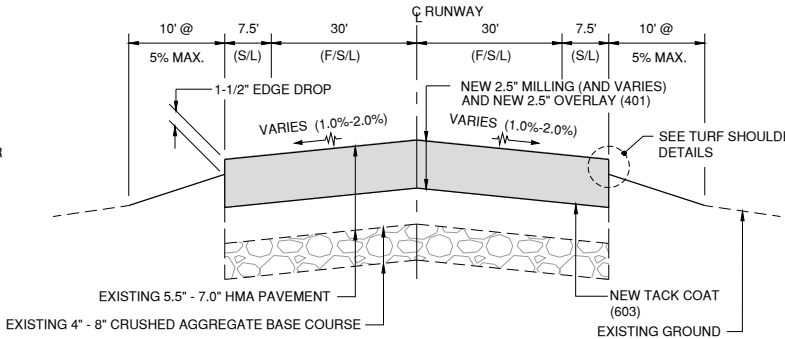
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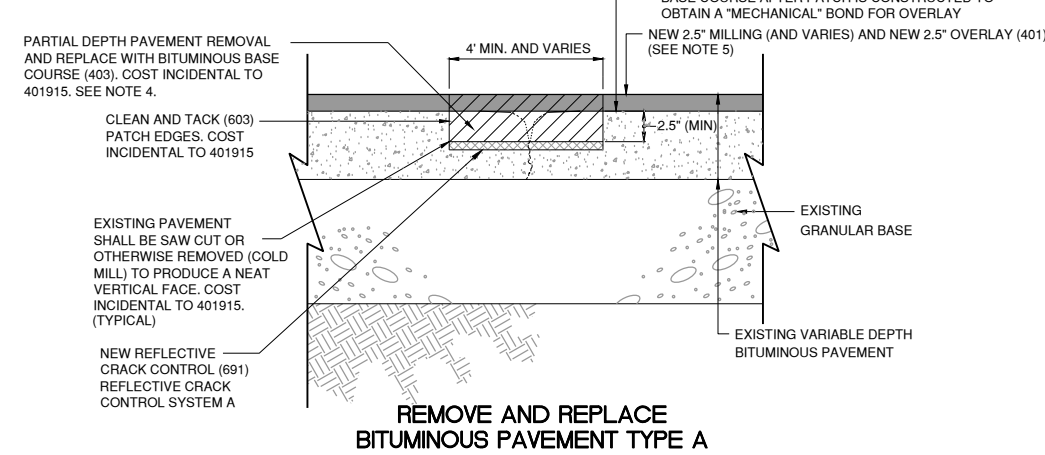
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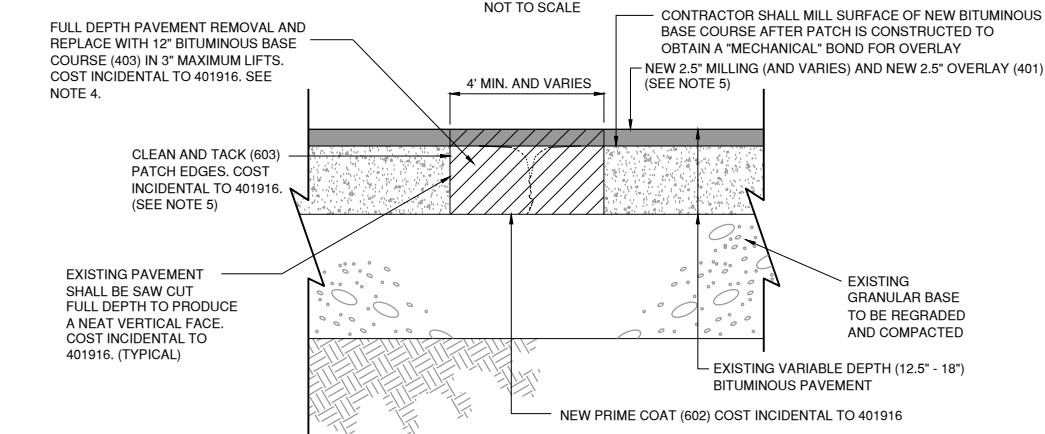
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RUNWAY 9/27**  
(STA. 1+38.00 TO STA. 22+00.00)  
NOT TO SCALE



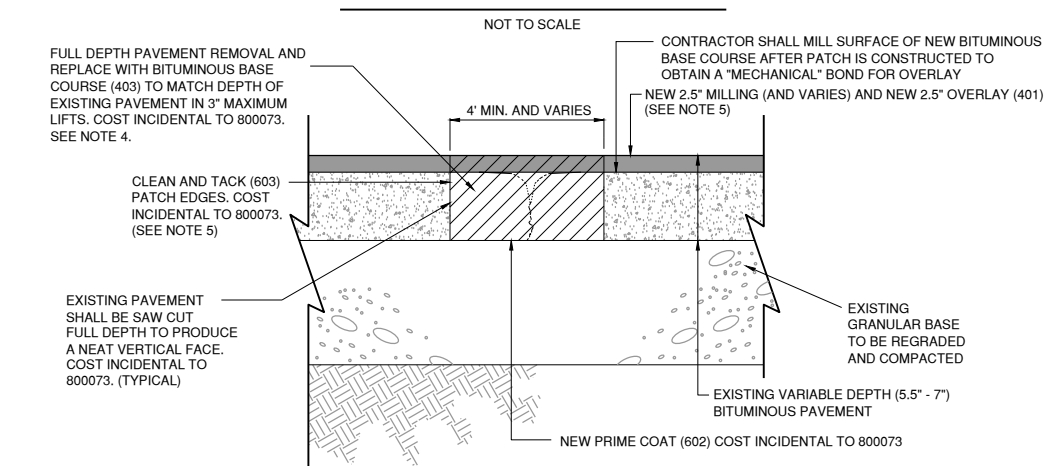
**TYPICAL SECTION B-B  
RUNWAY 9/27**  
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NOT TO SCALE



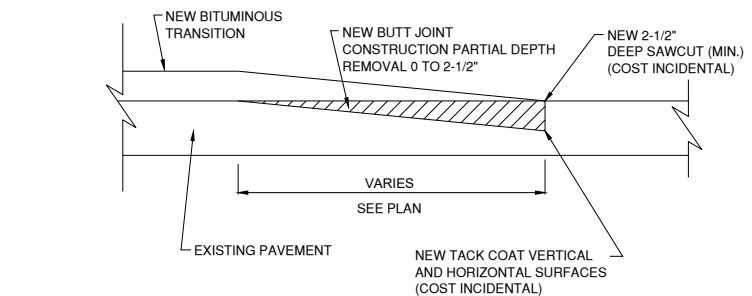
**REMOVE AND REPLACE  
BITUMINOUS PAVEMENT TYPE A**  
NOT TO SCALE



**REMOVE AND REPLACE  
BITUMINOUS PAVEMENT - TYPE B**  
NOT TO SCALE

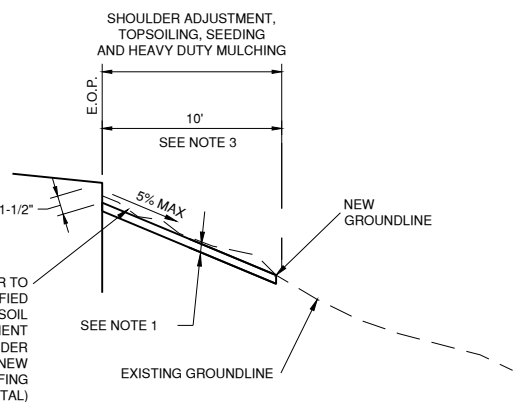
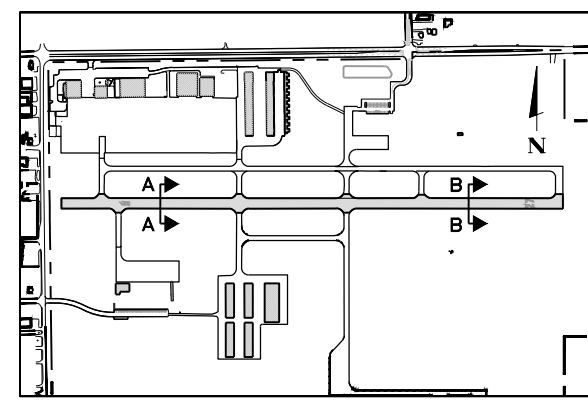


**REMOVE AND REPLACE  
BITUMINOUS PAVEMENT - TYPE C**  
NOT TO SCALE



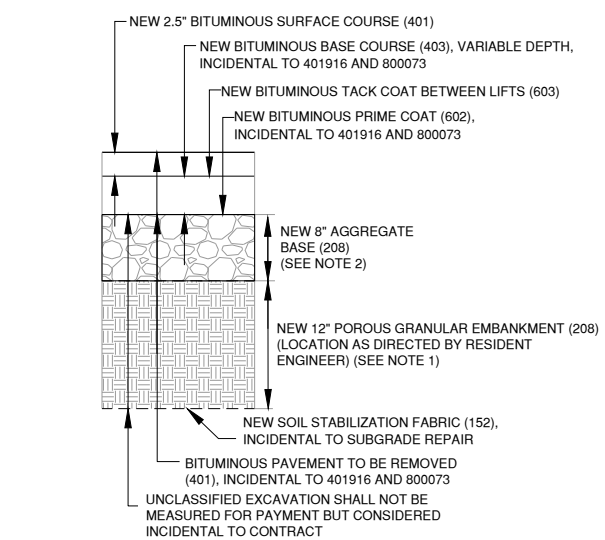
**BUTT JOINT DETAIL**  
NOT TO SCALE

BUTT JOINT DETAILS AS SHOWN SHALL BE PAID FOR UNDER ITEM AR401655 BUTT JOINT CONSTRUCTION.



**TURF SHOULDER DETAIL**  
NOT TO SCALE

- NOTES**
1. TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480).
  2. LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED AT NO ADDITIONAL COST TO THE CONTRACT.
  3. THE DEFAULT WIDTH OF SHOULDER ADJUSTMENT, TOPSOILING, SEEDING AND HEAVY DUTY MULCHING SHALL BE 10'.
  4. SHOULDER DROP-OFF SHOULD BE 1.5-INCH WITH A PLUS/MINUS TOLERANCE OF 1/2 INCH FROM THE EDGE OF THE PAVEMENT TO THE ADJACENT UNPAVED AREAS.
  5. NO FILL IN FLOODPLAIN.
  6. ANY EXCESS EXCAVATION MATERIAL SHALL BE HAULED OFFSITE AT NO ADDITIONAL COST TO THE CONTRACT.



**SUBGRADE REPAIR TYPICAL SECTION**  
NOT TO SCALE

**STABILIZATION NOTES:**

1. LOCATIONS FOR FURNISHING AND PLACING POROUS GRANULAR EMBANKMENT (PGE) SHALL BE AS THE FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION. THIS MATERIAL IS INTENDED TO REPAIR SOFT SUBGRADE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES. EXCAVATION OF THE SOFT SUBGRADE AND INSTALLATION OF PGE AND SOIL STABILIZATION FABRIC ARE INCIDENTAL TO SUBGRADE REPAIR (REFER TO SUBGRADE REPAIR TYPICAL SECTION).
2. LOCATIONS FOR FURNISHING AND PLACING AGGREGATE BASE SHALL BE AT ALL REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B LOCATIONS, AND AT REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE C LOCATIONS AS THE FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION, AS DIRECTED BY THE RESIDENT ENGINEER. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES. EXCAVATION OF THE EXISTING SUBGRADE MATERIAL OR AGGREGATE BASE, REMOVAL AND DISPOSAL OF EXISTING SUBGRADE MATERIAL OR AGGREGATE BASE, AND INSTALLATION OF NEW AGGREGATE BASE ARE INCIDENTAL TO REMOVE & REPLACE AGGREGATE BASE.
3. SUBGRADE REPAIR TYPICAL SECTION APPLIES TO REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE B OR TYPE C IF REQUIRED.

**HMA MIXTURE REQUIREMENT TABLE**

ITEM	AIRCRAFT UNDER 60,000 LBS. RUNWAY/TAXIWAY N <sub>DES</sub>	PG BINDER	AGGREGATE QUALITY	MAX RAP	DENSITY ACCEPTANCE
401: HMA SURFACE COURSE	N30 @ 3.0%	SBS PG 70-28	A	0 (N/A)	METHOD II: PWL MAINLINE: CORES JOINTS: CORES
403: HMA BASE COURSE (REM & REP BIT PAVEMENT)	N30 @ 3.0%	PG 64-22	B	20%	PATCHING: NUCLEAR GAUGE

**PAVEMENT REMOVAL AND REPLACEMENT NOTES**

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS, AIRPORT PERSONNEL, AND PAVEMENT CORES. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED AT VARIABLE INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT/ENGINEER.
4. THE PAVEMENT SURFACES ARE TO BE MILLED ONLY AFTER THE COMPLETION OF OPERATIONS FOR REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A, TYPE B, AND TYPE C.
5. CONTRACTOR SHALL INSTALL TACK COAT BETWEEN PAVEMENT LIFTS. COST INCIDENTAL TO REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A, TYPE B, AND TYPE C.
5. CONTRACTOR SHALL INSTALL PRIME COAT TO THE AGGREGATE BASE FOR REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B AND TYPE C. COST INCIDENTAL TO REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B AND TYPE C.

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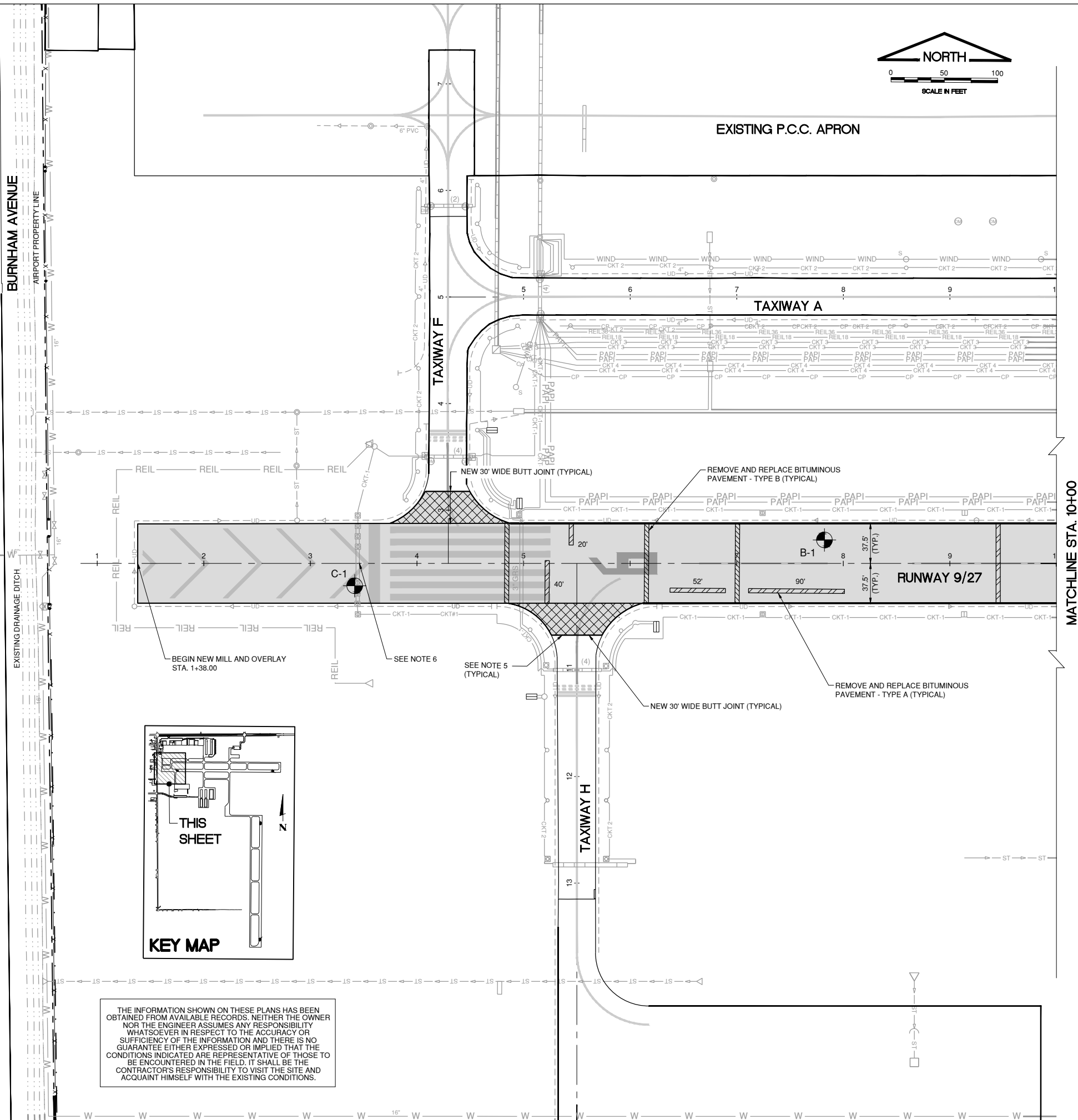
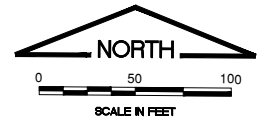
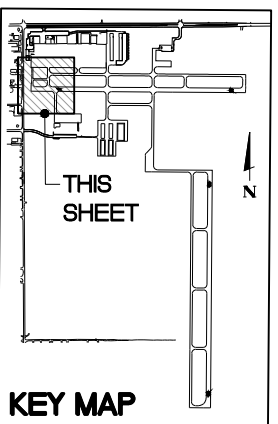
**LEGEND**

- UD — EXISTING UNDERDRAIN
- EXISTING CONCRETE FLUME
- □ □ [ EXISTING INLET/MANHOLE/HEADWALL
- EXISTING SLOPE BOX
- ST 24" — EXISTING STORM SEWER AND SIZE
- EXISTING UNDERDRAIN COLLECTION STRUCTURE
- ⊗ EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ⊞ EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- ⊞ EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- △ EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- □ EXISTING VISUAL APPROACH SLOPE INDICATOR (VASI)
- ⊙ EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ⊙ EXISTING BASE MOUNTED THRESHOLD LIGHT
- (4) EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- GRS EXISTING GRS CONDUIT
- ⊗ EXISTING DUCT MARKER
- ⊞ EXISTING ELECTRICAL HANDHOLE
- S EXISTING ELECTRICAL SPLICE CAN
- ⊞ EXISTING WIND CONE
- ⊞ EXISTING AIRFIELD GUIDANCE SIGN
- CKT#1 — EXISTING RUNWAY 9/27 CIRCUIT
- CKT#2 — EXISTING TAXIWAY A CIRCUIT
- CKT#3 — EXISTING RUNWAY 18/36 CIRCUIT
- CKT#4 — EXISTING TAXIWAY B CIRCUIT
- PAPI18 — EXISTING RUNWAY 18 PAPI CIRCUIT
- PAPI36 — EXISTING RUNWAY 36 PAPI CIRCUIT
- WC — EXISTING WIND CONE CIRCUIT
- REIL — EXISTING REIL CIRCUIT
- □ EXISTING PAPI
- ⊙ E EXISTING ELECTRICAL MANHOLE
- ▨ NEW BUTT JOINT CONSTRUCTION
- ▨ NEW TYPE A BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT  
NEW BITUMINOUS PAVEMENT MILLING - 2.5" AND VARIABLE DEPTH
- ▨ NEW TYPE B BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT  
NEW BITUMINOUS PAVEMENT MILLING - 2.5" AND VARIABLE DEPTH
- ▨ NEW TYPE C BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT  
NEW BITUMINOUS PAVEMENT MILLING - 2.5" AND VARIABLE DEPTH
- ▨ NEW BITUMINOUS PAVEMENT MILLING - 2.5" AND VARIABLE DEPTH
- ⊙ C-1 SOIL BORING/PAVEMENT CORE LOCATION

**NOTES**

1. PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE BROOMED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES SHALL BE REMOVED.
2. THE EXISTING SURFACES ARE TO BE MILLED AFTER THE COMPLETION OF OPERATIONS FOR REMOVE AND REPLACE BITUMINOUS TYPE A AND TYPE B CONSTRUCTED TO EXISTING GRADE.
3. THE DETERMINATION AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B SHALL BE COORDINATED WITH THE RESIDENT ENGINEER.
4. EXISTING DUCT MARKERS SHALL BE SURVEYED BY THE CONTRACTOR BEFORE SURFACE IS MILLED. DUCT MARKERS SHALL BE REPLACED AT SAME LOCATIONS SURVEYED (COST INCIDENTAL TO THE CONTRACT).
5. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
6. CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING THRESHOLD LIGHTS (BASE MOUNTED CONCRETE AROUND CANS) FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT. COST INCIDENTAL TO CONTRACT. SEE NOTE 5 FOR SAWCUTTING AROUND THE EXISTING THRESHOLD LIGHTS.

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



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
LANSING, ILLINOIS

MARK	DATE	DESCRIPTION
		AIP PROJ. NO. 3-17-SBGP-XXX
		IL PROJ. NO. IGQ-5243
		CMT PROJECT NO: 25008613.00
		CAD DWG FILE:
		DESIGNED BY: STL
		DRAWN BY: JRO
		CHECKED BY: DKP
		APPROVED BY: DKP
		COPYRIGHT:

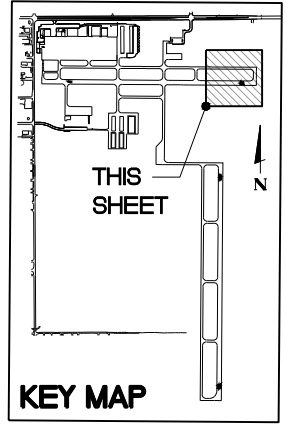
SHEET TITLE  
**EXISTING CONDITIONS-  
PROPOSED REMOVALS - 1**

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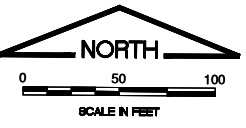
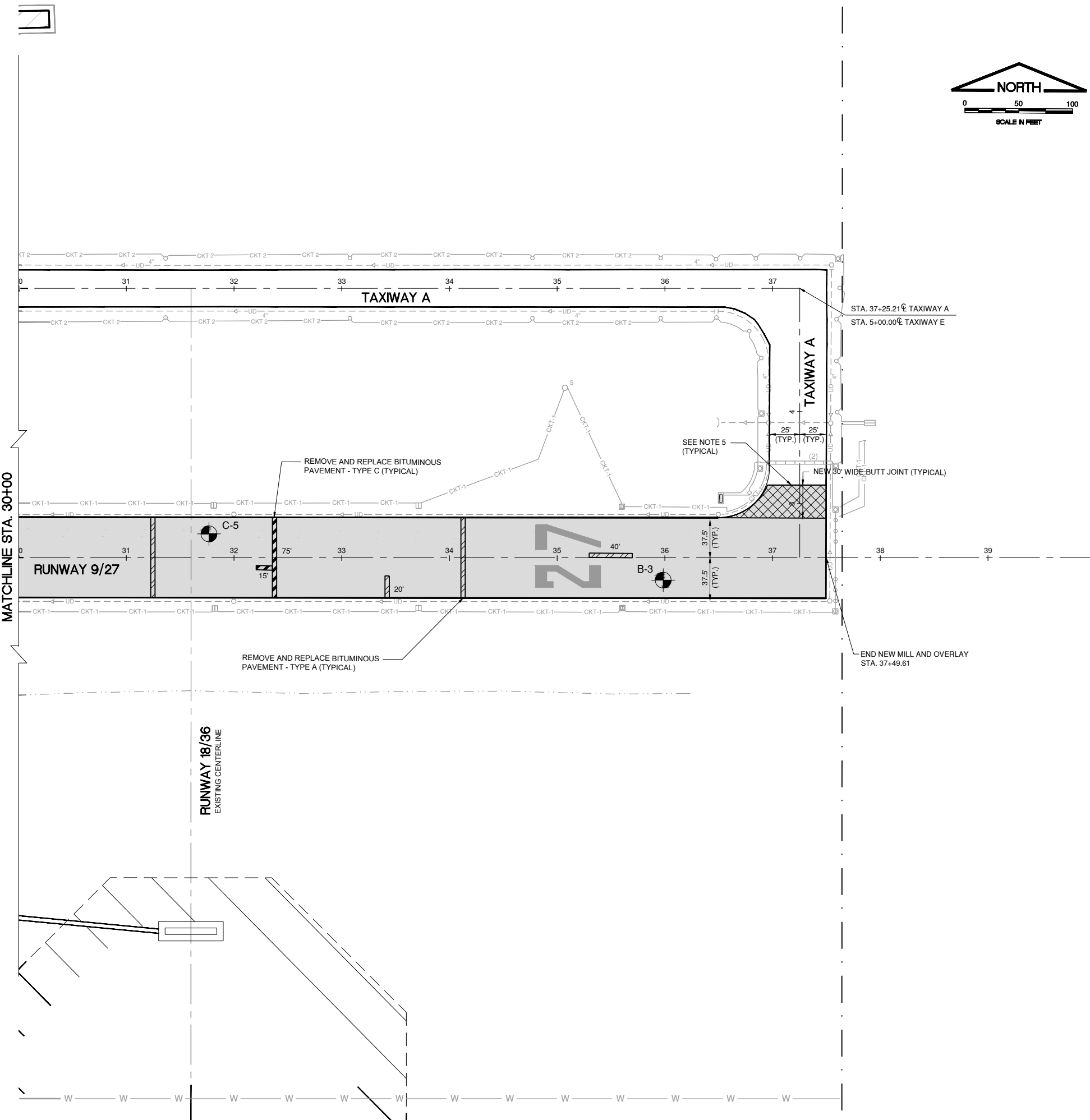




SEE EXISTING CONDITIONS-PROPOSED REMOVALS 1 FOR LEGEND AND NOTES



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CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



OWNER

VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
LANSING, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-SBGP-XXX
IL PROJ. NO. IGQ-5243
CMT PROJECT NO: 25008613.00
CAD DWG FILE:
DESIGNED BY: STL
DRAWN BY: JRO
CHECKED BY: DKP
APPROVED BY: DKP
COPYRIGHT:

SHEET TITLE  
**EXISTING CONDITIONS-  
PROPOSED REMOVALS - 4**

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Date: Wednesday, May 13, 2026 1:04:59 AM









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 Date: Wednesday, May 13, 2026 11:05:42 AM

RUNWAY 9/27 GRADING TABLE																				
STATION	37.5' LEFT OF CENTERLINE (E.O.P.)				18.75' LEFT OF CENTERLINE				CENTERLINE				18.75' RIGHT OF CENTERLINE				37.5' RIGHT OF CENTERLINE (E.O.P.)			
	PROP ELEV.	EXST ELEV.	MILL DEPTH (FT)	OVERLAY THICKNESS (FT)	PROP ELEV.	EXST ELEV.	MILL DEPTH (FT)	OVERLAY THICKNESS (FT)	PROP ELEV.	EXST ELEV.	MILL DEPTH (FT)	OVERLAY THICKNESS (FT)	PROP ELEV.	EXST ELEV.	MILL DEPTH (FT)	OVERLAY THICKNESS (FT)	PROP ELEV.	EXST ELEV.	MILL DEPTH (FT)	OVERLAY THICKNESS (FT)
1+38.00	613.64	613.64	0.21	0.21	613.91	614.00	0.30	0.21	614.17	614.17	0.21	0.21	613.99	614.15	0.37	0.21	613.80	613.82	0.23	0.21
2+00.00	613.87	613.87	0.21	0.21	614.15	614.19	0.25	0.21	614.42	614.51	0.30	0.21	614.18	614.28	0.31	0.21	613.94	613.94	0.21	0.21
2+50.00	613.87	613.87	0.21	0.21	614.20	614.25	0.26	0.21	614.53	614.54	0.22	0.21	614.26	614.31	0.26	0.21	613.98	613.98	0.21	0.21
3+00.00	613.82	613.72	0.11	0.21	614.20	614.26	0.27	0.21	614.57	614.54	0.18	0.21	614.28	614.32	0.25	0.21	613.98	613.98	0.21	0.21
3+50.00	613.99	613.99	0.21	0.21	614.26	614.27	0.22	0.21	614.52	614.52	0.21	0.21	614.29	614.34	0.26	0.21	614.06	614.06	0.21	0.21
4+00.00	613.97	613.97	0.21	0.21	614.25	614.27	0.23	0.21	614.52	614.52	0.21	0.21	614.26	614.34	0.29	0.21	614.00	614.00	0.21	0.21
4+50.00	614.03	614.03	0.21	0.21	614.27	614.26	0.20	0.21	614.51	614.52	0.22	0.21	614.25	614.35	0.31	0.21	613.99	613.99	0.21	0.21
5+00.00	613.87	613.87	0.21	0.21	614.19	614.27	0.29	0.21	614.51	614.54	0.24	0.21	614.25	614.35	0.31	0.21	613.99	613.99	0.21	0.21
5+50.00	613.90	613.90	0.21	0.21	614.20	614.25	0.26	0.21	614.50	614.53	0.24	0.21	614.27	614.33	0.27	0.21	614.03	614.03	0.21	0.21
6+00.00	613.91	613.91	0.21	0.21	614.21	614.22	0.22	0.21	614.50	614.51	0.22	0.21	614.27	614.35	0.29	0.21	614.03	614.03	0.21	0.21
6+50.00	613.89	613.89	0.21	0.21	614.20	614.22	0.23	0.21	614.50	614.51	0.22	0.21	614.25	614.33	0.29	0.21	614.00	614.00	0.21	0.21
7+00.00	613.87	613.87	0.21	0.21	614.19	614.23	0.25	0.21	614.50	614.52	0.23	0.21	614.24	614.32	0.29	0.21	613.97	613.97	0.21	0.21
7+50.00	613.86	613.86	0.21	0.21	614.18	614.23	0.26	0.21	614.50	614.52	0.23	0.21	614.24	614.32	0.29	0.21	613.97	613.97	0.21	0.21
8+00.00	613.80	613.80	0.21	0.21	614.15	614.22	0.28	0.21	614.50	614.51	0.22	0.21	614.24	614.29	0.26	0.21	613.97	613.97	0.21	0.21
8+50.00	613.80	613.80	0.21	0.21	614.15	614.22	0.28	0.21	614.50	614.50	0.21	0.21	614.24	614.28	0.25	0.21	613.97	613.97	0.21	0.21
9+00.00	613.76	613.76	0.21	0.21	614.13	614.22	0.30	0.21	614.50	614.51	0.22	0.21	614.23	614.28	0.26	0.21	613.96	613.96	0.21	0.21
9+50.00	613.85	613.85	0.21	0.21	614.18	614.21	0.24	0.21	614.50	614.51	0.22	0.21	614.23	614.27	0.25	0.21	613.95	613.95	0.21	0.21
10+00.00	613.81	613.81	0.21	0.21	614.16	614.19	0.24	0.21	614.50	614.50	0.21	0.21	614.24	614.28	0.25	0.21	613.97	613.97	0.21	0.21
10+50.00	613.84	613.84	0.21	0.21	614.17	614.21	0.25	0.21	614.50	614.52	0.23	0.21	614.24	614.30	0.27	0.21	613.98	613.98	0.21	0.21
11+00.00	613.85	613.85	0.21	0.21	614.18	614.20	0.23	0.21	614.50	614.51	0.22	0.21	614.25	614.31	0.27	0.21	613.99	613.99	0.21	0.21
11+50.00	613.81	613.81	0.21	0.21	614.16	614.17	0.22	0.21	614.50	614.49	0.20	0.21	614.25	614.30	0.26	0.21	613.99	613.99	0.21	0.21
12+00.00	613.81	613.81	0.21	0.21	614.16	614.19	0.24	0.21	614.51	614.50	0.20	0.21	614.26	614.31	0.26	0.21	614.00	614.00	0.21	0.21
12+50.00	613.86	613.86	0.21	0.21	614.19	614.20	0.22	0.21	614.52	614.50	0.19	0.21	614.27	614.32	0.26	0.21	614.01	614.01	0.21	0.21
13+00.00	613.86	613.86	0.21	0.21	614.20	614.22	0.23	0.21	614.54	614.51	0.18	0.21	614.28	614.33	0.26	0.21	614.02	614.02	0.21	0.21
13+50.00	613.86	613.86	0.21	0.21	614.21	614.21	0.21	0.21	614.55	614.52	0.18	0.21	614.30	614.35	0.26	0.21	614.04	614.04	0.21	0.21
14+00.00	613.95	613.95	0.21	0.21	614.26	614.27	0.22	0.21	614.56	614.56	0.21	0.21	614.33	614.40	0.28	0.21	614.09	614.09	0.21	0.21
14+50.00	613.96	613.96	0.21	0.21	614.25	614.33	0.29	0.21	614.54	614.62	0.29	0.21	614.34	614.46	0.33	0.21	614.13	614.13	0.21	0.21
15+00.00	613.95	613.95	0.21	0.21	614.24	614.28	0.25	0.21	614.52	614.56	0.25	0.21	614.30	614.40	0.31	0.21	614.08	614.08	0.21	0.21
15+50.00	613.86	613.86	0.21	0.21	614.18	614.23	0.26	0.21	614.50	614.49	0.20	0.21	614.27	614.33	0.27	0.21	614.03	614.03	0.21	0.21
16+00.00	613.85	613.85	0.21	0.21	614.16	614.20	0.25	0.21	614.47	614.46	0.20	0.21	614.25	614.31	0.27	0.21	614.02	614.02	0.21	0.21
16+50.00	613.84	613.84	0.21	0.21	614.15	614.18	0.24	0.21	614.45	614.45	0.21	0.21	614.24	614.31	0.28	0.21	614.02	614.02	0.21	0.21
17+00.00	613.89	613.89	0.21	0.21	614.18	614.23	0.26	0.21	614.47	614.51	0.25	0.21	614.26	614.35	0.30	0.21	614.04	614.04	0.21	0.21
17+50.00	613.92	613.92	0.21	0.21	614.20	614.26	0.27	0.21	614.48	614.53	0.26	0.21	614.26	614.31	0.26	0.21	614.03	614.03	0.21	0.21
18+00.00	613.89	613.89	0.21	0.21	614.20	614.24	0.25	0.21	614.50	614.51	0.22	0.21	614.25	614.29	0.25	0.21	613.99	613.99	0.21	0.21
18+50.00	613.89	613.89	0.21	0.21	614.21	614.24	0.24	0.21	614.52	614.51	0.20	0.21	614.24	614.31	0.28	0.21	613.96	613.96	0.21	0.21
19+00.00	613.89	613.89	0.21	0.21	614.21	614.25	0.25	0.21	614.53	614.51	0.19	0.21	614.26	614.34	0.29	0.21	613.98	613.98	0.21	0.21
19+50.00	613.97	613.97	0.21	0.21	614.26	614.29	0.24	0.21	614.55	614.55	0.21	0.21	614.28	614.35	0.28	0.21	614.00	614.00	0.21	0.21
20+00.00	613.97	613.97	0.21	0.21	614.27	614.31	0.25	0.21	614.57	614.57	0.21	0.21	614.30	614.38	0.29	0.21	614.03	614.03	0.21	0.21
20+50.00	613.98	613.98	0.21	0.21	614.29	614.34	0.26	0.21	614.59	614.59	0.21	0.21	614.33	614.43	0.31	0.21	614.06	614.06	0.21	0.21
21+00.00	614.09	614.09	0.21	0.21	614.35	614.39	0.25	0.21	614.61	614.65	0.25	0.21	614.37	614.47	0.31	0.21	614.12	614.12	0.21	0.21
21+50.00	614.14	614.14	0.21	0.21	614.39	614.45	0.27	0.21	614.64	614.70	0.27	0.21	614.40	614.49	0.30	0.21	614.16	614.16	0.21	0.21
22+00.00	614.23	614.23	0.21	0.21	614.45	614.49	0.25	0.21	614.66	614.71	0.26	0.21	614.42	614.51	0.30	0.21	614.17	614.17	0.21	0.21
22+50.00	614.11	614.11	0.21	0.21	614.40	614.48	0.29	0.21	614.68	614.72	0.25	0.21	614.43	614.51	0.29	0.21	614.17	614.17	0.21	0.21
23+00.00	614.06	614.06	0.21	0.21	614.38	614.44	0.27	0.21	614.70	614.71	0.22	0.21	614.41	614.49	0.29	0.21	614.11	614.11	0.21	0.21
23+50.00	614.04	614.04	0.21	0.21	614.37	614.44	0.28	0.21	614.69	614.70	0.22	0.21	614.41	614.48	0.28	0.21	614.12	614.12	0.21	0.21
24+00.00	614.14	614.14	0.21	0.21	614.43	614.49	0.27	0.21	614.72	614.72	0.21	0.21	614.45	614.53	0.29	0.21	614.17	614.17	0.21	0.21
24+50.00	614.24	614.24	0.21	0.21	614.53	614.59	0.27	0.21	614.82	614.82	0.21	0.21	614.55	614.63	0.29	0.21	614.28	614.28	0.21	0.21
25+00.00	614.44	614.44	0.21	0.21	614.72	614.74	0.23	0.21	615.00	615.00	0.21	0.21	614.74	614.81	0.28	0.21	614.48	614.48	0.21	0.21
25+50.00	614.61	614.61	0.21	0.21	614.92	614.96	0.25	0.21	615.23	615.23	0.21	0.21	614.96	615.03	0.28	0.21	614.69	614.69	0.21	0.21
26+00.00	614.85	614.85	0.21	0.21	615.17	615.21	0.25	0.21	615.49	615.49	0.21	0.21	615.20	615.27	0.28	0.21	614.90	614.90	0.21	0.21
26+50.00	615.04	615.04	0.21	0.21	615.39	615.48	0.30	0.21	615.74	615.75	0.22	0.21	615.48	615.55	0.28	0.21	615.21	615.21	0.21	0.21
27+00.00	615.37	615.37	0.21	0.21	615.69	615.73	0.25	0.21	616.00	616.00	0.21	0.21	615.73	615.79	0.27	0.21	615.45	615.45	0.21	0.21
27+50.00	615.59	615.59	0.21	0.21	615.92	615.96	0.25	0.21	616.24	616.22	0.19	0.21	615.95	616.00	0.26	0.21	615.66	615.66	0.21	0.21
28+00.00	615.77	615.77	0.21	0.21	616.10	616.16	0.27	0.21	616.42	616.41	0.20	0.21	616.13	616.18	0.26	0.21	615.84	615.84	0.21	0.21
28+50.00	615.89	615.89	0.21	0.21	616.20	616.27	0.28	0.21	616.50											

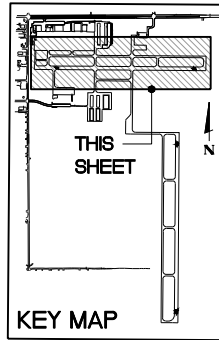






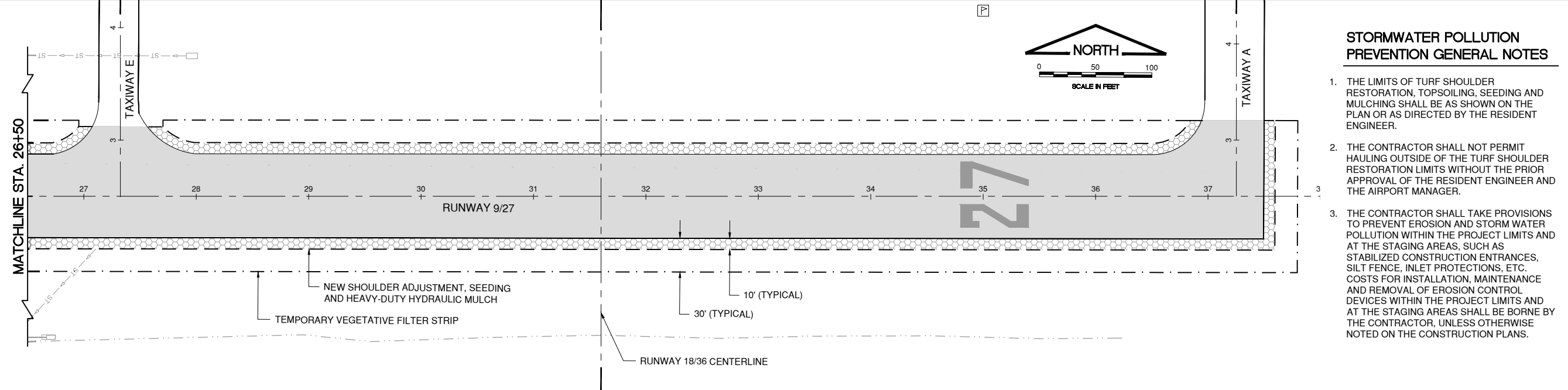
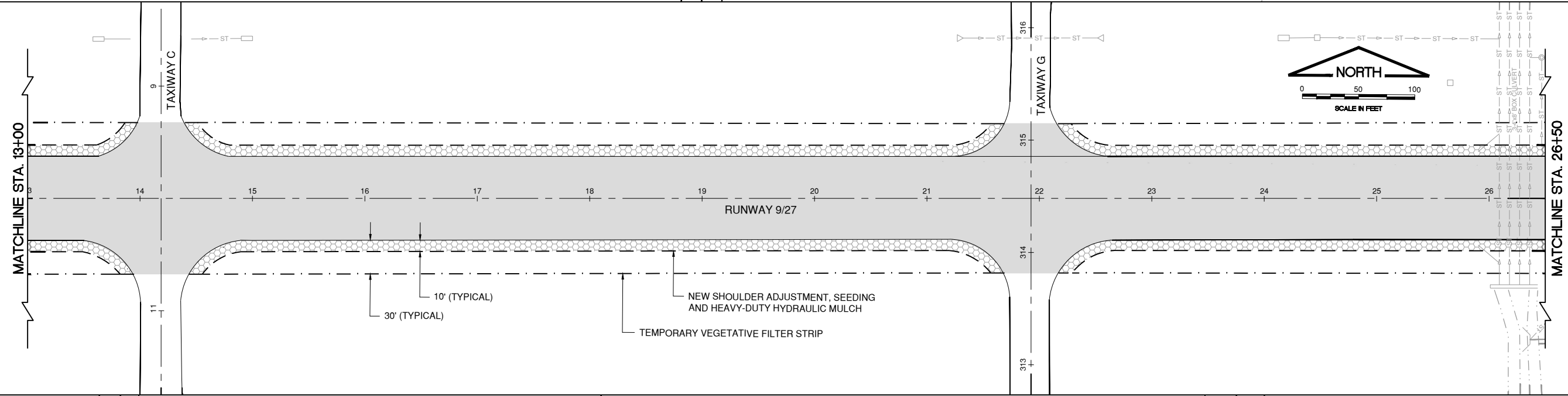
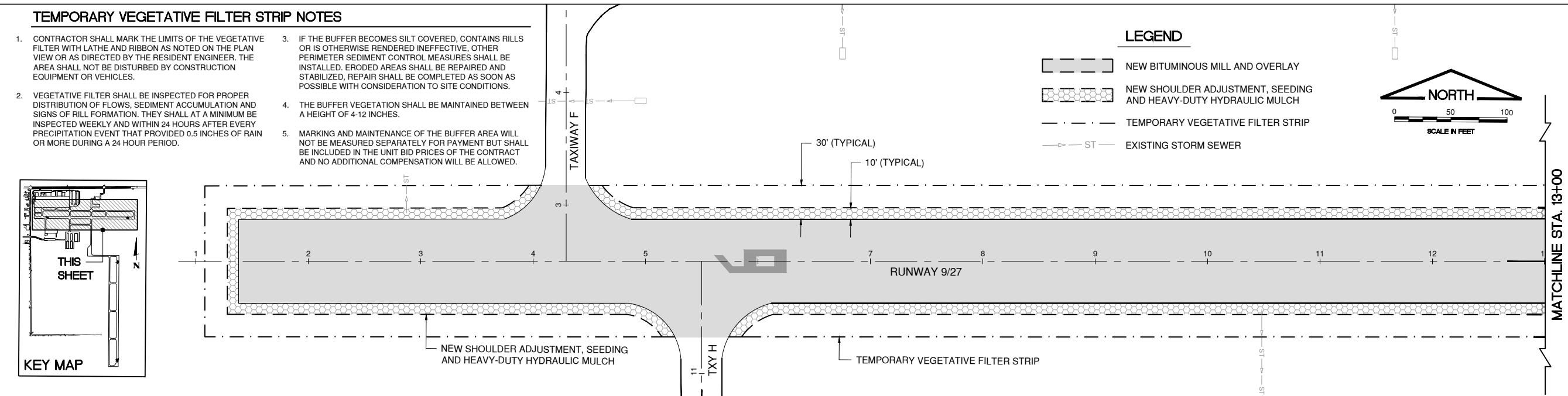
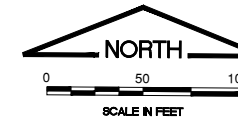
**TEMPORARY VEGETATIVE FILTER STRIP NOTES**

- CONTRACTOR SHALL MARK THE LIMITS OF THE VEGETATIVE FILTER STRIP WITH LATHE AND RIBBON AS NOTED ON THE PLAN VIEW OR AS DIRECTED BY THE RESIDENT ENGINEER. THE AREA SHALL NOT BE DISTURBED BY CONSTRUCTION EQUIPMENT OR VEHICLES.
- VEGETATIVE FILTER SHALL BE INSPECTED FOR PROPER DISTRIBUTION OF FLOWS, SEDIMENT ACCUMULATION AND SIGNS OF RILL FORMATION. THEY SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PROVIDED 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD.
- IF THE BUFFER BECOMES SILT COVERED, CONTAINS RILLS OR IS OTHERWISE RENDERED INEFFECTIVE, OTHER PERIMETER SEDIMENT CONTROL MEASURES SHALL BE INSTALLED, ERODED AREAS SHALL BE REPAIRED AND STABILIZED, REPAIR SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.
- THE BUFFER VEGETATION SHALL BE MAINTAINED BETWEEN A HEIGHT OF 4-12 INCHES.
- MARKING AND MAINTENANCE OF THE BUFFER AREA WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



**LEGEND**

- NEW BITUMINOUS MILL AND OVERLAY
- NEW SHOULDER ADJUSTMENT, SEEDING AND HEAVY-DUTY HYDRAULIC MULCH
- TEMPORARY VEGETATIVE FILTER STRIP
- EXISTING STORM SEWER



**STORMWATER POLLUTION PREVENTION GENERAL NOTES**

- THE LIMITS OF TURF SHOULDER RESTORATION, TOPSOILING, SEEDING AND MULCHING SHALL BE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL NOT PERMIT HAULING OUTSIDE OF THE TURF SHOULDER RESTORATION LIMITS WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, ETC. COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR, UNLESS OTHERWISE NOTED ON THE CONSTRUCTION PLANS.



CONSULTANTS

APRIL 17, 2026  
REHABILITATE RUNWAY 9/27



VILLAGE OF LANSING



LANSING MUNICIPAL AIRPORT  
LANSING, ILLINOIS

MARK	DATE	DESCRIPTION

AIP PROJ. NO. 3-17-SBGP-XXX  
IL PROJ. NO. IGQ-5243  
CMT PROJECT NO: 25008613.00  
CAD DWG FILE:  
DESIGNED BY: STL  
DRAWN BY: JRO  
CHECKED BY: DKP  
APPROVED BY: DKP  
COPYRIGHT:

**STORMWATER POLLUTION PREVENTION PLAN**

Path: K:\lansing\03-25008613-00\_RehabRunway927\DrawnSheets\2500861308 - Lansing - swppp.dwg  
Date: Wednesday, May 13, 2026 11:06:17 AM

## STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

### SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF MILLING AND OVERLAY OF AN EXISTING BITUMINOUS PAVEMENT AT THE LANSING MUNICIPAL AIRPORT. THE PROJECT INCLUDES VARIOUS PAVEMENT ITEMS, PAVEMENT MARKING, SHOULDER ADJUSTMENT AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

### DESCRIPTION OF CONSTRUCTION ACTIVITY:

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

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL.

VARIOUS DEPTH BITUMINOUS PAVEMENT MILLING AND PAVING.

INSTALLATION OF NEW PAVEMENT MARKING.

PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

### AREA OF CONSTRUCTION SITE AND RUNOFF COEFFICIENTS:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 11.4 ACRES IF WHICH 8.3 ACRES WILL BE DISTURBED. ONLY 1.8 ACRES WILL BE DISTURBED BY EARTHWORK ACTIVITIES.

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

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

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

THE CONSTRUCTION SITE DRAINS INTO LANSING DRAINAGE TO NORTH CREEK THROUGH A STORM SEWER SYSTEM.

### EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED. WITHIN A DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN (14) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES.

SITE INSPECTIONS MUST INCLUDE DISTURBED AREAS OF THE CONSTRUCTION SITE AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE. AREAS INACCESSIBLE DURING INSPECTIONS DUE TO FLOODING OR OTHER UNSAFE CONDITIONS MUST BE INSPECTED WITHIN 72 HOURS OF BECOMING ACCESSIBLE.

THE RESIDENT ENGINEER SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM OR BY THE END OF THE FOLLOWING BUSINESS OR WORK DAY THAT IS 0.50 INCHES OR GREATER. INSPECTIONS MAY BE REDUCED TO ONCE PER MONTH WHEN CONSTRUCTION ACTIVITIES HAVE CEASED DUE TO FROZEN CONDITIONS. WEEKLY INSPECTIONS MUST RECOMMENCE WHEN CONSTRUCTION ACTIVITIES ARE CONDUCTED, IF THERE IS A 0.50 INCHES OR GREATER RAIN EVENT, OR A DISCHARGE DUE TO SNOWMELT OCCURS.

DISTURBED AREAS, AREAS USED FOR THE STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION AND ALL AREAS WHERE STORMWATER TYPICALLY FLOWS WITHIN THE SITE MUST BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. ALL LOCATIONS WHERE STABILIZATION MEASURES HAVE BEEN IMPLEMENTED MUST BE OBSERVED TO ENSURE THAT THEY ARE STILL STABILIZED. WHERE DISCHARGE LOCATION OR POINTS ARE ACCESSIBLE, THEY MUST BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE MUST BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH A SPILL RESPONSE PLAN, WHICH SHALL INCLUDE CLEANUP PROCEDURES, CONTAINMENT EFFORTS, AND PROPER EVACUATION PROCEDURES IF APPLICABLE. THE CONTRACTOR SHALL ALSO PROVIDE PROVISIONS FOR REPORTING WHEN THEY RELEASE SPILL EQUAL TO OR EXCEEDING REPORTABLE QUANTITIES.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

### DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM AER 2259) SHALL BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE FOR THE PROJECT FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE FILLED OUT AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS"

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY  
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15  
ATTN: PERMIT SECTION  
1021 NORTH GRAND AVENUE EAST  
P.O. BOX 19276  
SPRINGFIELD, ILLINOIS 62794-9276

### CONTRACTOR CERTIFICATION STATEMENT

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

PROJECT INFORMATION:

ROUTE: LANSING MUNICIPAL AIRPORT MARKED: REHABILITATE RUNWAY 9/27

SECTION: 8 AND 17 PROJECT NUMBER: IGQ-5243

COUNTY: COOK CONTRACT NUMBER: 3-17-SBGP-TBD

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

- CONTRACTOR  
 SUB-CONTRACTOR

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

PRINTED NAME: \_\_\_\_\_ TITLE: \_\_\_\_\_

NAME OF FIRM: \_\_\_\_\_

STREET ADDRESS: \_\_\_\_\_

CITY, STATE, ZIP: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

LIST ITEMS WHICH THIS CONTRACTOR/SUB-CONTRACTOR WILL BE RESPONSIBLE FOR AS REQUIRED IN PART IV SECTION F OF ILR10:

### GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, VILLAGE OF LANSING, LANSING MUNICIPAL AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR. THE CONTRACTOR SHALL ALSO ENSURE AND DEMONSTRATE COMPLIANCE WITH COOK COUNTY, IDOT, VILLAGE OF LANSING'S LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.
9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY AT A MINIMUM OF 50 FEET FROM RECEIVING WATERS, CONSTRUCTED OR NATURAL SITE DRAINAGE FEATURES, AND STORM DRAIN INLETS.
10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
13. INLET PROTECTION MEASURES MUST BE INSTALLED PRIOR TO STORM WATER RUNOFF FROM THE SITE ENTERING ANY STORM DRAIN INLET THAT CARRIES STORMWATER FLOW FROM THE SITE TO A WATER OF THE U.S., PROVIDED THERE IS THE AUTHORITY TO DO SO. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. CLEAN, OR REMOVE AND REPLACE, THE PROTECTION MEASURES AS SEDIMENT ACCUMULATES, THE FILTER BECOMES CLOGGED, AND/OR PERFORMANCE IS COMPROMISED. WHERE THERE IS EVIDENCE OF SEDIMENT ACCUMULATION ADJACENT TO THE INLET PROTECTION MEASURE, THE DEPOSITED SEDIMENT MUST BE REMOVED BY THE FOLLOWING BUSINESS DAY.
14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
16. STABILIZATION EFFORTS MUST BE INITIATED WITHIN 1 WORKING DAY OF THE CESSATION OF CONSTRUCTION ACTIVITIES IF THE PORTION WILL NOT BE DISTURBED FOR AT LEAST 14 CALENDAR DAYS. STABILIZATION EFFORTS MUST BE COMPLETED WITHIN 14 CALENDAR DAYS. EXCEPTIONS TO THESE REQUIREMENTS ARE PROVIDED IN THE PERMIT. A RECORD OF THE DATES WHEN MAJOR GRADING ACTIVITIES OCCUR, WHEN CONSTRUCTION ACTIVITIES TEMPORARILY OR PERMANENTLY CEASE, AND WHEN STABILIZATION MEASURES ARE INITIATED MUST BE INCLUDED IN THE SWPPP.
17. THE CONTRACTOR SHALL MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT AND VEHICLE WASHING, WHEEL WASH WATER, AND OTHER WASH WATERS. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
18. THE CONTRACTOR SHALL MINIMIZE THE EXPOSURE OF FUEL, OIL, HYDRAULIC FLUIDS, OTHER PETROLEUM PRODUCTS, AND OTHER CHEMICALS BY STORING IN COVERED AREAS OR CONTAINMENT AREAS. ANY CHEMICAL CONTAINERS WITH A STORAGE OF 55 GALLONS OR MORE MUST BE STORED A MINIMUM OF 50 FEET FROM RECEIVING WATERS, CONSTRUCTED OR NATURAL SITE DRAINAGE FEATURES, AND STORM DRAIN INLETS. IF INFEASIBLE DUE TO SITE CONSTRAINTS, STORE CONTAINERS AS FAR AWAY AS THE SITE PERMITS AND DOCUMENT IN THE SWPPP THE SPECIFIC REASONS WHY THE 50-FOOT SETBACK IS INFEASIBLE AND HOW THE CONTAINERS WILL BE STORED.
19. NO SOLID MATERIALS, INCLUDING BUILDING MATERIALS, WILL BE DISCHARGED TO WATERS OF THE UNITED STATES, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.
20. CORRECTIVE ACTIONS MUST BE TAKEN TO ADDRESS ANY OF THE FOLLOWING CONDITIONS IDENTIFIED AT THE SITE: A STORMWATER CONTROL NEEDS REPAIR OR REPLACEMENT; A STORMWATER CONTROL NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT WAS NEVER INSTALLED OR WAS INSTALLED INCORRECTLY; DISCHARGES ARE CAUSING AN EXCEEDANCE OF APPLICABLE WATER QUALITY STANDARDS; OR A PROHIBITED DISCHARGE HAS OCCURRED. CORRECTIVE ACTIONS MUST BE COMPLETED AS SOON AS POSSIBLE AND DOCUMENTED WITHIN 7 DAYS IN AN INSPECTION REPORT OR REPORT OF NONCOMPLIANCE. IF IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN 7 CALENDAR DAYS, IT MUST BE DOCUMENTED IN THE RECORDS WHY IT IS INFEASIBLE TO COMPLETE THE INSTALLATION OR REPAIR WITHIN THE 7-DAY TIMEFRAME AND DOCUMENT THE SCHEDULE FOR INSTALLING THE STORMWATER CONTROL(S) AND MAKING IT OPERATIONAL AS SOON AS FEASIBLE AFTER THE 7-DAY TIMEFRAME. IF MAINTENANCE IS REQUIRED FOR THE SAME STORMWATER CONTROL AT THE SAME LOCATION THREE OR MORE TIMES, THE CONTROL MUST BE REPAIRED IN A MANNER THAT PREVENTS CONTINUED FAILURE TO THE EXTENT FEASIBLE, AND THE CONDITION AND HOW IT WAS REPAIRED MUST BE RECORDED. ALTERNATIVELY, IT MUST BE DOCUMENTED IN THE RECORDS WHY THE SPECIFIC REOCCURRENCE OF THIS SAME ISSUE SHOULD CONTINUE TO BE ADDRESSED AS A ROUTINE MAINTENANCE FIX.

NPDES PERMIT # _____
DATE ISSUED _____
DATE EXPIRED _____



CONSULTANTS

APRIL 17, 2026

REHABILITATE RUNWAY 9/27



OWNER

VILLAGE OF LANSING



**Lansing**  
Municipal Airport

**LANSING MUNICIPAL AIRPORT**  
**LANSING, ILLINOIS**


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AIP PROJ. NO. 3-17-SBGP-XXX		
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IL PROJ. NO. IGQ-5243		
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CMT PROJECT NO: 25008613.00		
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CAD DWG FILE:		
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DESIGNED BY: STL		
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DRAWN BY: JRO		
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CHECKED BY: DKP		
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APPROVED BY: DKP		
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**STORMWATER**  
**POLLUTION PREVENTION**  
**PLAN NOTES**

SHEET **22** OF **24**



