

LETTING ITEM NO. 09A
 IDOT LETTING: JUNE 12, 2026

LE058
 TOTAL SHEETS = 46

CONSTRUCTION PLANS

RESEAL RUNWAY 2/20

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

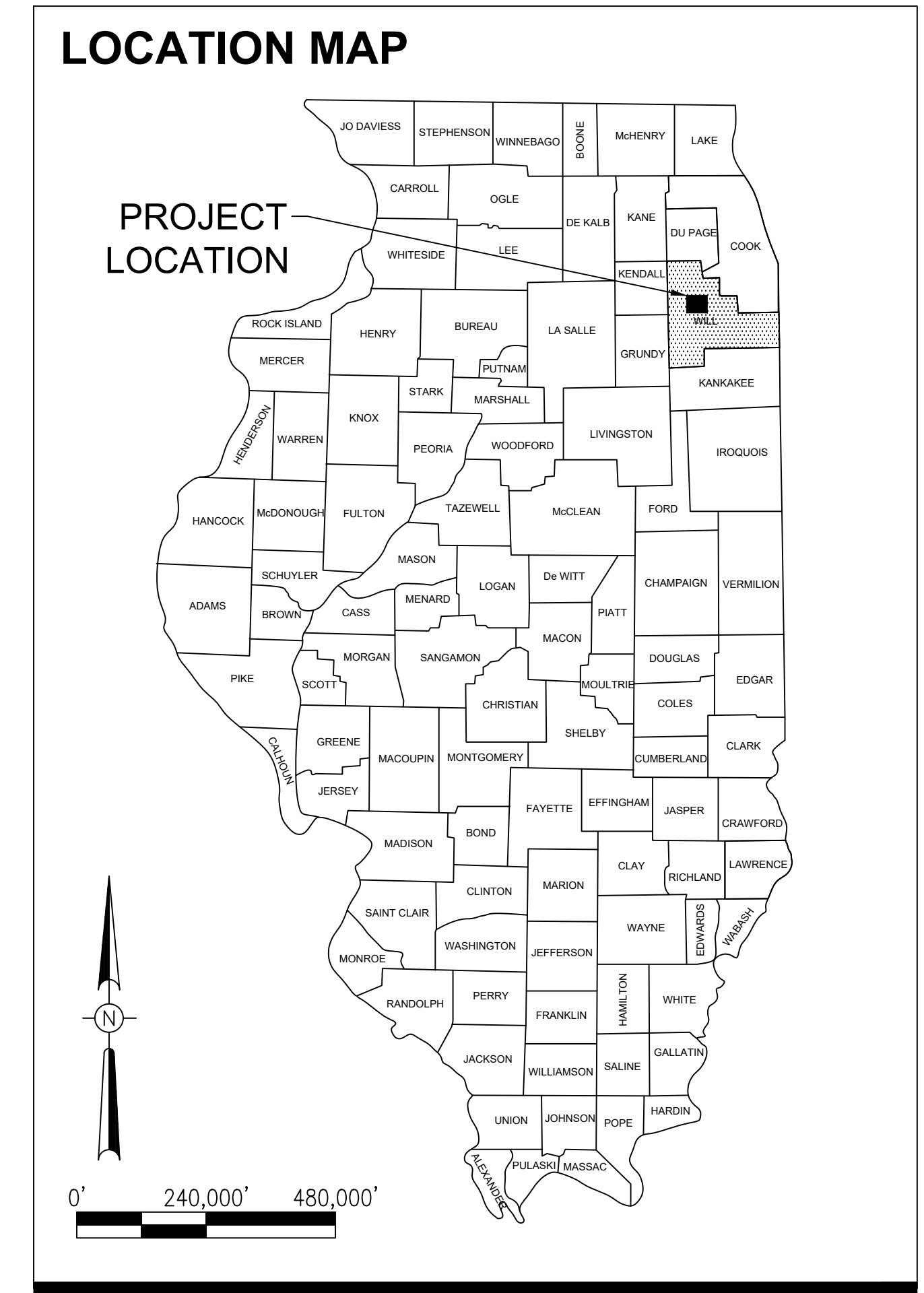
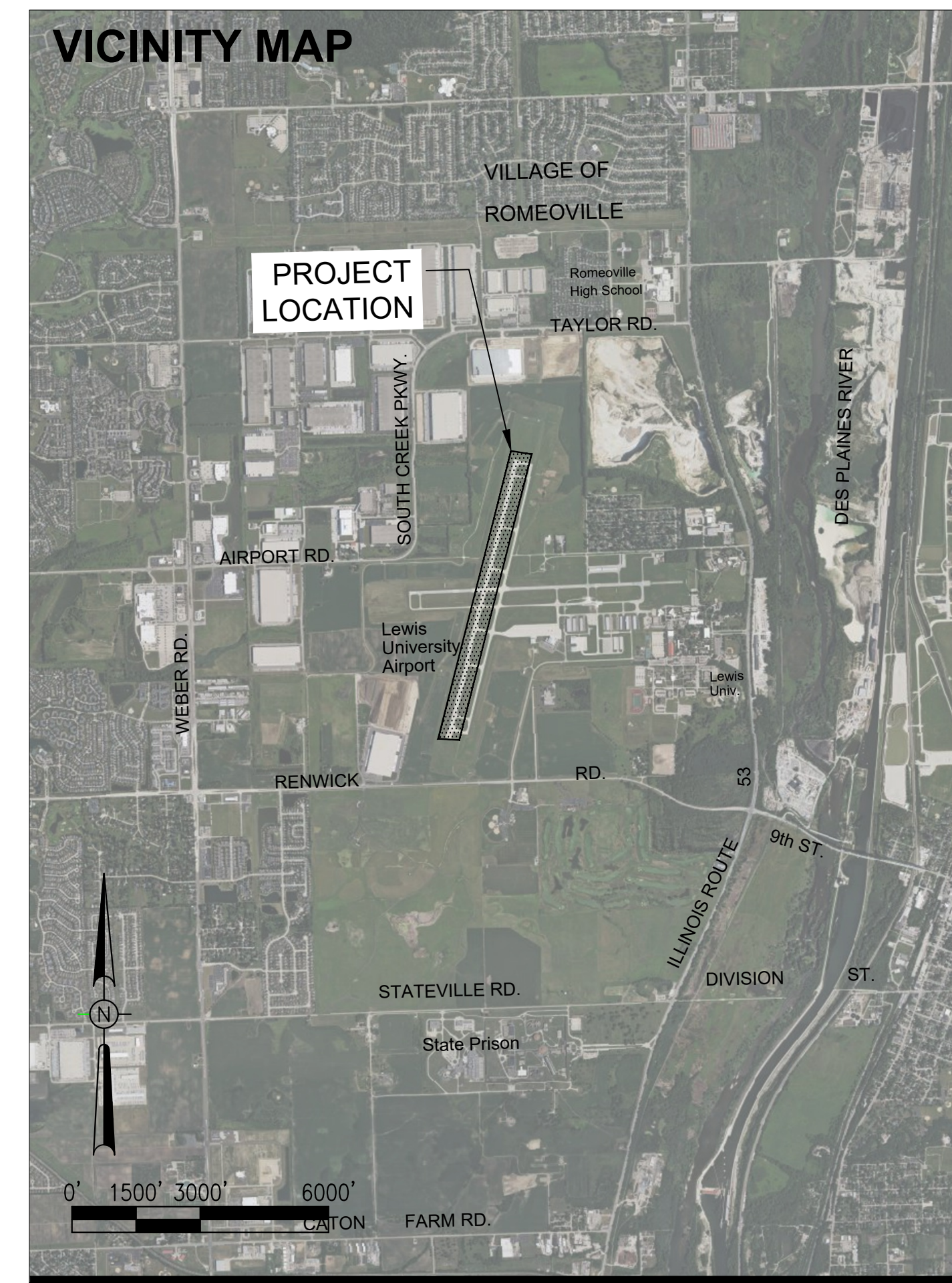
SBG PROJECT NO. 3-17-SBGP-TBD
 IDA PROJECT NO. LOT-5203
 CONTRACT NO. LE058

100% SUBMITTAL
 APRIL 24, 2026

SPECIAL NOTICE
 THIS PROJECT IS GOVERNED BY FAA REQUIRED BUY AMERICAN PREFERENCE REQUIREMENTS. ALL BIDS MUST INCLUDE COMPLETED FAA REQUIRED CERTIFICATIONS AT THE TIME OF BID. SEE THE BID PROPOSAL AND ANY SOLICITATION ADDENDA REGARDING THIS MATTER.

NOTICE TO CONTRACTORS AND BIDDERS

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



| No. | Issue/Description | Sheets Changed | Date | By |
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Seal: KRISTOPHER W. SALVATERA, 052.069952, LICENSED PROFESSIONAL ENGINEER, STATE OF ILLINOIS

Date of Plans: 04/17/2026

Date: 04/17/2026

Kris Salvatera, P.E., Project Engineer

Primera

550 WEST JACKSON BOULEVARD, SUITE 600
 CHICAGO, ILLINOIS 60601

Ronald M. Hudson, AICP, Project Manager

Date: 04/24/2026

Lewis University Airport
 JOLIET REGIONAL PORT DISTRICT

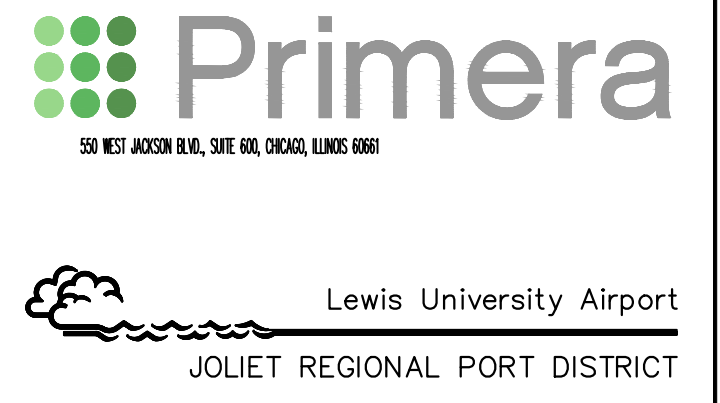
Chris Lawson, Director of Aviation

Date: 04/24/2026

FILE NAME/LOCATION: P:\2024\20241626\00\W02\08 CAD DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\LOT-5203-INDEX OF SHEETS AND SUMMARY OF QUANTITIES.DWG
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| 5 | CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1B |
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| 46 | PAVEMENT MARKING DETAILS |

| SUMMARY OF QUANTITIES | | | | |
|-----------------------|--|-------------|---------------|-----------------|
| ITEM NO. | DESCRIPTION | UNITS | PLAN QUANTITY | RECORD QUANTITY |
| AR150510 | ENGINEER'S FIELD OFFICE | Lump Sum | 1 | |
| AR150520 | MOBILIZATION | Lump Sum | 1 | |
| AR150530 | TRAFFIC MAINTENANCE | Lump Sum | 1 | |
| AR150540 | HAUL ROUTE | Lump Sum | 1 | |
| AR152410 | UNCLASSIFIED EXCAVATION | Cubic Yard | 347 | |
| AR152540 | SOIL STABILIZATION FABRIC | Square Yard | 5210 | |
| AR208515 | POROUS GRANULAR EMBANKMENT | Cubic Yard | 347 | |
| AR209604 | CRUSHED AGGREGATE BASE COURSE - 4" | Square Yard | 283 | |
| AR209606 | CRUSHED AGGREGATE BASE COURSE - 6" | Square Yard | 4927 | |
| AR209655 | AGGREGATE BASE REMOVAL | Square Yard | 5210 | |
| AR501505 | PCC PAVEMENT - 5" | Square Yard | 283 | |
| AR501510 | PCC PAVEMENT - 10" | Square Yard | 4555 | |
| AR501530 | PCC TEST BATCH | Each | 1 | |
| AR501540 | PCC PAVEMENT GROOVING | Square Yard | 4520 | |
| AR501900 | REMOVE PCC PAVEMENT | Square Yard | 5210 | |
| AR501922 | PCC SPALL REPAIR | Square Foot | 1490 | |
| AR605540 | CLEAN AND SEAL JOINTS | Linear Foot | 90500 | |
| AR620525 | PAVEMENT MARKING-BLACK BORDER | Square Foot | 17600 | |
| AR620530 | PAVEMENT MARKING-EPOXY | Square Foot | 55000 | |
| AR620900 | PAVEMENT MARKING REMOVAL | Square Foot | 73000 | |
| AR800986 | PAVEMENT SWEEPING | Lump Sum | 1 | |
| AR801024 | OFF-PEAK WORK | Lump Sum | 1 | |
| AR801025 | 10" PCC PAVEMENT - HIGH EARLY MIX | Square Yard | 372 | |
| AR801026 | REPLACE PCC & CANS IN THRESHOLD LIGHT TRENCH | Lump Sum | 1 | |
| AR901515 | SEEDING | Square Yard | 320 | |
| AR905530 | TOPSOILING | Square Yard | 320 | |
| AR908516 | MULCHING | Square Yard | 320 | |



| No. | Description | By | Chk. | App. | Date |
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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT

RESEAL RUNWAY 2/20

IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058

KEY PLAN

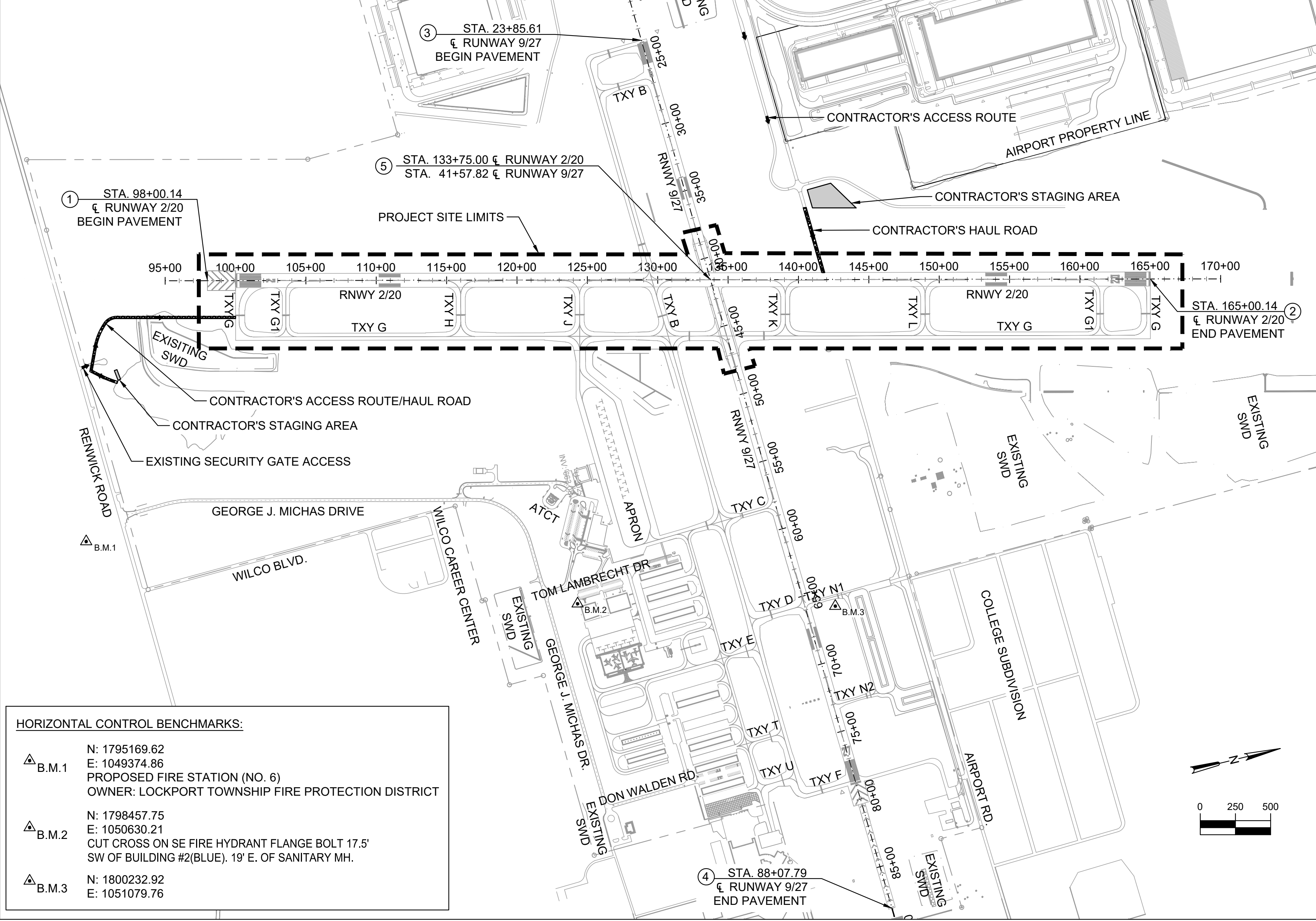
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INDEX OF SHEETS AND SUMMARY OF QUANTITIES

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| APPROVED | SHEET NO. |
| RMH | |
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| STATION CONTROL | | | | |
|-----------------|--|------------|------------|----------------------|
| POINT | DESCRIPTION | NORTHING | EASTING | STATION |
| 1 | RUNWAY 2/20 (BEGIN PAVEMENT) | 1796444.90 | 1047776.91 | 98+00.14 |
| 2 | RUNWAY 2/20 THRESHOLD (END PAVEMENT) | 1802957.71 | 1049349.60 | 165+00.14 |
| 3 | RUNWAY 9/27 THRESHOLD (BEGIN PAVEMENT) | 1799844.92 | 1046845.40 | 23+85.61 |
| 4 | RUNWAY 9/27 (END PAVEMENT) | 1800116.57 | 1053261.85 | 88+07.79 |
| 5 | RUNWAY 2/20 AND RUNWAY 9/27 | 1799919.89 | 1048616.04 | 133+75.00 & 41+57.82 |



HORIZONTAL CONTROL BENCHMARKS:

| | |
|---------|---|
| △ B.M.1 | N: 1795169.62 E: 1049374.86 PROPOSED FIRE STATION (NO. 6) OWNER: LOCKPORT TOWNSHIP FIRE PROTECTION DISTRICT |
| △ B.M.2 | N: 1798457.75 E: 1050630.21 CUT CROSS ON SE FIRE HYDRANT FLANGE BOLT 17.5' SW OF BUILDING #2(BLUE), 19' E. OF SANITARY MH. |
| △ B.M.3 | N: 1800232.92 E: 1051079.76 |

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO PERFORM ROUTINE PAVEMENT MAINTENANCE OF RUNWAY 2/20 AND AT THE INTERSECTION OF RUNWAY 9/27. THIS WORK INCLUDES:

- CONSTRUCTION OF TEMPORARY CONTRACTOR'S STAGING AREAS AND TEMPORARY HAUL ROUTES.
- PROVIDE TRAFFIC MAINTENANCE FOR VEHICULAR ROADWAY AND AIRCRAFT PAVEMENTS.
- NOTE:** THE FOLLOWING ITEMS ARE TO BE PERFORMED IN MULTIPLE STAGES TO MINIMIZE DISRUPTIONS TO THE AIRPORT:
 - REMOVE AND REPLACE DAMAGED PCC PAVEMENT SLABS ON RUNWAY 2/20.
 - CLEAN, RESEAL, AND RESTORE ALL PAVEMENT JOINT SEALS ON RUNWAY 2/20.
 - REAPPLY ALL RUNWAY MARKINGS ON RUNWAY 2/20.
 - CLEAN, RESEAL, AND RESTORE PCC PAVEMENT JOINT SEALS ON CROSSING RUNWAY 9/27.
 - PERFORM PCC GROOVING ON REPLACED PCC SLABS.
 - REAPPLY DESIGNATED MARKINGS ON RUNWAY 9/27.

PROTECTION OF EXISTING AIRPORT FACILITIES

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

IN ADDITION, WHEN CONDITIONS DICTATE OR AS DETERMINED BY THE AIRPORT MANAGER OR THE OWNER'S REPRESENTATIVE, THE CONTRACTOR SHALL BE REQUIRED TO USE A PICK-UP TYPE SWEEPER IN ALL ACTIVE CONSTRUCTION AIRFIELD PAVEMENT AREAS. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. PRIOR TO LEAVING THE WORK DAY, ALL AIRFIELD PAVEMENTS WITHIN THE PHASED WORK LIMITS SHALL BE CLEANED AND SWEEPED TO ELIMINATE FOREIGN OBJECT DEBRIS ON THE ACTIVE AIRFIELD. THE COST OF SWEEPING SHALL BE PAID UNDER TRAFFIC MAINTENANCE.

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE. ANY DAMAGE TO PAVEMENTS THAT MAY OCCUR BY THE CONTRACTOR'S ACTIVITIES SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE AIRPORT MANAGER AND THE OWNER'S REPRESENTATIVE.

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

RESPONSIBILITY FOR EXISTING UTILITIES

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

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE FAA (SMO) THROUGH THE RESIDENT ENGINEER FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA.

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

AIRPORT SECURITY


THE CONTRACTOR IS TO COORDINATE GATE SECURITY, THROUGH THE RESIDENT ENGINEER, WITH THE AIRPORT MANAGEMENT. AIRPORT SECURITY SHALL BE MAINTAINED AT ALL TIMES.

NOTES

1. THE CONTRACTOR SHALL NOT CROSS ANY RUNWAYS OR OTHER ACTIVE AIRFIELD MOVEMENT AREA PAVEMENTS.
2. WORK MUST BE CONTROLLED.
3. MAXIMUM HEIGHT SHALL BE 25 FEET AT ALL LOCATIONS.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES EXCEPT AT DESIGNATED WORK AREAS AND TEMPORARY STABILIZED ENTRANCE ROADS.
5. NO CLOSURES TO RUNWAY, TAXIWAY, APRON, ROADWAY, AND AUTO PARKING SHALL BE CONDUCTED EXCEPT AS SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN, OR AS APPROVED BY THE AIRPORT.
6. THE AIRCRAFT AND GROUND VEHICLE TRAFFIC IS UNDER THE CONTROL OF AN FAA AIRCRAFT CONTROL TOWER. ALL CONTRACTOR ACTIVITY IS SUBJECT TO THIS CONTROL. THE AIRPORT MANAGER OR THEIR REPRESENTATIVE WILL COORDINATE CONTRACTOR ACTIVITIES WITH THE FAA CONTROL TOWER MANAGER. THE CONTRACTOR IS REQUIRED TO GIVE ADVANCE NOTICE OF ANY REQUESTS ON ANY ACTIVE AIRFIELD RUNWAYS OR TAXIWAYS.
7. AREAS OUTSIDE THE WORK LIMITS THAT ARE DISTURBED OR DAMAGED SHALL BE RESTORED TO THEIR EXISTING CONDITION AND SHALL NOT BE PAID EXTRA BUT INCLUDED IN THE CONTRACT COST.

PROJECT COORDINATE SYSTEM

COORDINATES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2011). ELEVATIONS SHOWN ARE REFERENCED TO NAVD88 DATUM. COORDINATES SHALL MEET THE WILL COUNTY DATUM.



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.

ALL RUNWAYS/TAXIWAYS WITHIN THE PROJECT LIMITS ARE FAA CATEGORY II.

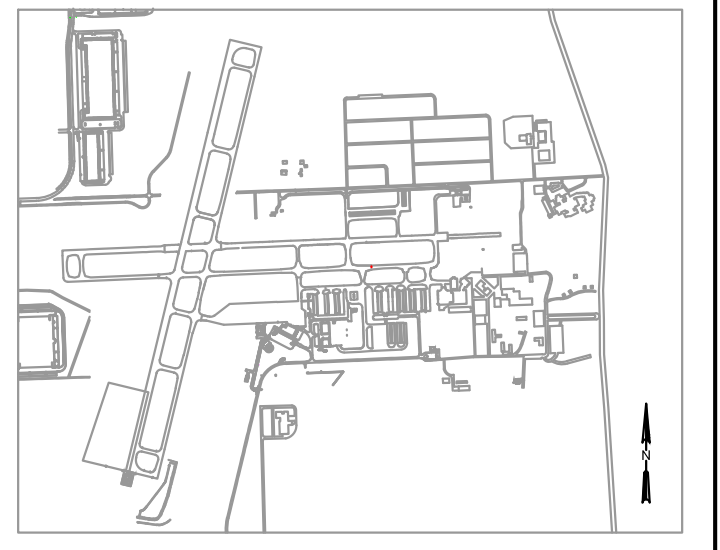
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LEWIS UNIVERSITY AIRPORT

RESEAL RUNWAY 2/20

IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058

KEY PLAN



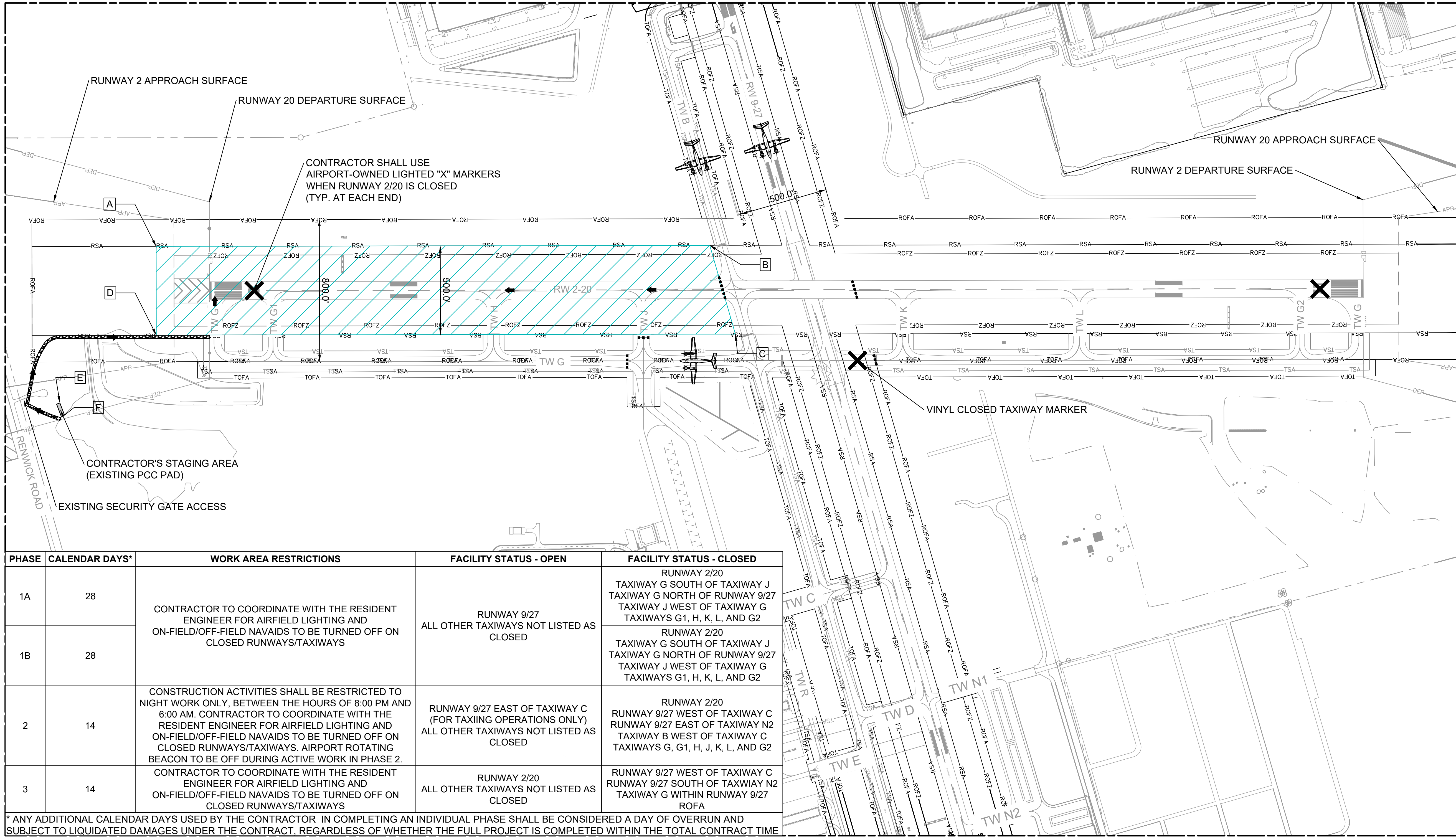
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SITE PLAN, PROJECT CONTROL PLAN & GENERAL NOTES

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| PHASE | CALENDAR DAYS* | WORK AREA RESTRICTIONS | FACILITY STATUS - OPEN | FACILITY STATUS - CLOSED |
|-------|----------------|--|--|---|
| 1A | 28 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 9/27 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 1B | 28 | | | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 2 | 14 | CONSTRUCTION ACTIVITIES SHALL BE RESTRICTED TO NIGHT WORK ONLY, BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM. CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS. AIRPORT ROTATING BEACON TO BE OFF DURING ACTIVE WORK IN PHASE 2. | RUNWAY 9/27 EAST OF TAXIWAY C (FOR TAXIING OPERATIONS ONLY) ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 EAST OF TAXIWAY N2 TAXIWAY B WEST OF TAXIWAY C TAXIWAYS G, G1, H, J, K, L, AND G2 |
| 3 | 14 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 2/20 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 SOUTH OF TAXIWAY N2 TAXIWAY G WITHIN RUNWAY 9/27 ROFA |

* ANY ADDITIONAL CALENDAR DAYS USED BY THE CONTRACTOR IN COMPLETING AN INDIVIDUAL PHASE SHALL BE CONSIDERED A DAY OF OVERRUN AND SUBJECT TO LIQUIDATED DAMAGES UNDER THE CONTRACT, REGARDLESS OF WHETHER THE FULL PROJECT IS COMPLETED WITHIN THE TOTAL CONTRACT TIME

GENERAL NOTES:

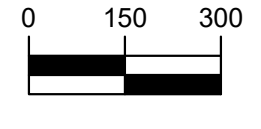
- AIRPORT SHALL ISSUE NOTAMS FOR ALL RUNWAY CLOSURES.
- ALL ACTIVITIES SHALL TAKE PLACE WITHIN THE CONSTRUCTION LIMIT LINES SHOWN.
- CONSTRUCTION ACTIVITIES MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 9-27 DURING STAGES 1A AND 1B.
- CONTRACTOR SHALL NOTIFY THE AIRPORT OWNER AND RESIDENT ENGINEER 7 DAYS IN ADVANCE OF ANY TAXIWAY, RUNWAY, OR ROADWAY ACCESS CLOSURE REQUIRED FOR CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF CLOSURE DURATIONS AND SHALL LIMIT ALL CLOSURES TO ONLY WORK REQUIRED TO CLOSE ACTIVE PAVEMENTS.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PROJECT SITE CLEAN AND FREE OF ALL FOREIGN OBJECT DEBRIS (FOD) UNTIL THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL NOT BLOCK ROADWAY ACCESS FOR VEHICULAR TRAFFIC AND NEARBY TENANTS.
- PRIOR TO REOPENING ANY CLOSED PAVEMENT, CONTRACTOR SHALL SWEEP THE AREA DAILY AND REMOVE ALL FOD TO ENSURE SAFE AIRCRAFT OPERATIONS.

PHASE 1A:

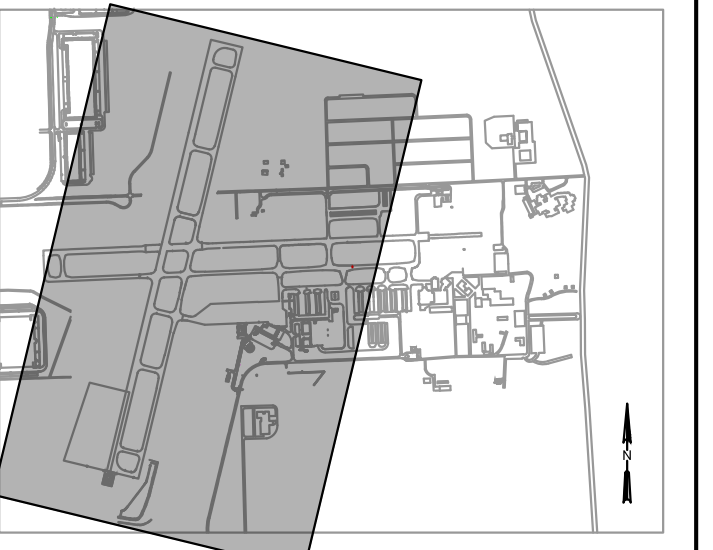
- NOTIFY AIRPORT 7 DAYS IN ADVANCE OF RUNWAY AND TAXIWAY CLOSURES.
- INSTALL LOW-PROFILE BARRICADES AND CLOSURE MARKINGS ON TAXIWAY AND RUNWAY PAVEMENTS.
- REMOVE AND REPLACE PAVEMENT AS SPECIFIED AND CLEAN/ RESEAL JOINTS WITHIN WORK LIMITS.
- REPLACE PAVEMENT MARKINGS AND GROOVING AFTER CURING PERIODS AS SPECIFIED IN THE SPECIAL PROVISIONS.
- REMOVE BARRICADES AND CLOSURE MARKERS AND REOPEN PAVEMENT.

LEGEND:

- PHASE 1A WORK LIMITS
- CONTRACTOR'S STAGING AREA
- TEMPORARY HAUL ROAD (UTILIZE EXISTING PATH)
- EXISTING BUILDING
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW MASS LOW PROFILE BARRICADE WITH LIGHT
- CONTROL POINT (SEE SHEET CONSTRUCTION SAFETY PLAN - DETAILS)
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- CLOSED RUNWAY/TAXIWAY MARKER



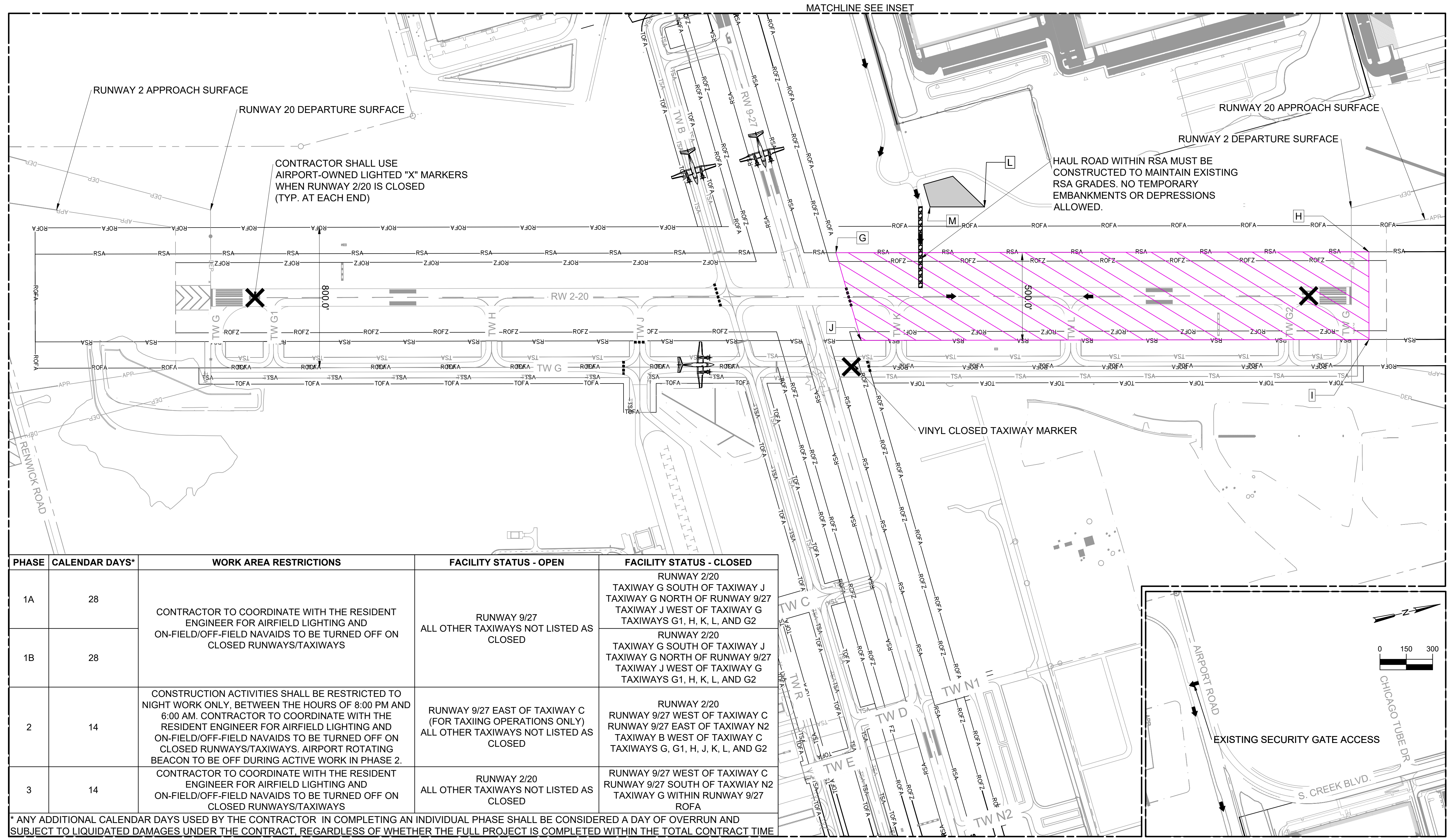
KEY PLAN



DRAWING TITLE
CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A

4 OF 46
APPROVED RMH
CHECKED KWS
DRAWN BY JVG
SHEET NO. 4

FILENAME/LOCATION: P:\2024\20241628\00_W02\08 CAD DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\LOT-5203-CONSTRUCTION PHASING AND SAFETY PLAN\WG
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| PHASE | CALENDAR DAYS* | WORK AREA RESTRICTIONS | FACILITY STATUS - OPEN | FACILITY STATUS - CLOSED |
|-------|----------------|--|---|---|
| 1A | 28 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 9/27 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 1B | 28 | | | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 2 | 14 | CONSTRUCTION ACTIVITIES SHALL BE RESTRICTED TO NIGHT WORK ONLY, BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM. CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS. AIRPORT ROTATING BEACON TO BE OFF DURING ACTIVE WORK IN PHASE 2. | RUNWAY 9/27 EAST OF TAXIWAY C (FOR TAXIING OPERATIONS ONLY) ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 EAST OF TAXIWAY N2 TAXIWAY B WEST OF TAXIWAY C TAXIWAYS G, G1, H, J, K, L, AND G2 |
| 3 | 14 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 2/20 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 SOUTH OF TAXIWAY N2 TAXIWAY G WITHIN RUNWAY 9/27 ROFA |

* ANY ADDITIONAL CALENDAR DAYS USED BY THE CONTRACTOR IN COMPLETING AN INDIVIDUAL PHASE SHALL BE CONSIDERED A DAY OF OVERRUN AND SUBJECT TO LIQUIDATED DAMAGES UNDER THE CONTRACT, REGARDLESS OF WHETHER THE FULL PROJECT IS COMPLETED WITHIN THE TOTAL CONTRACT TIME

GENERAL NOTES:

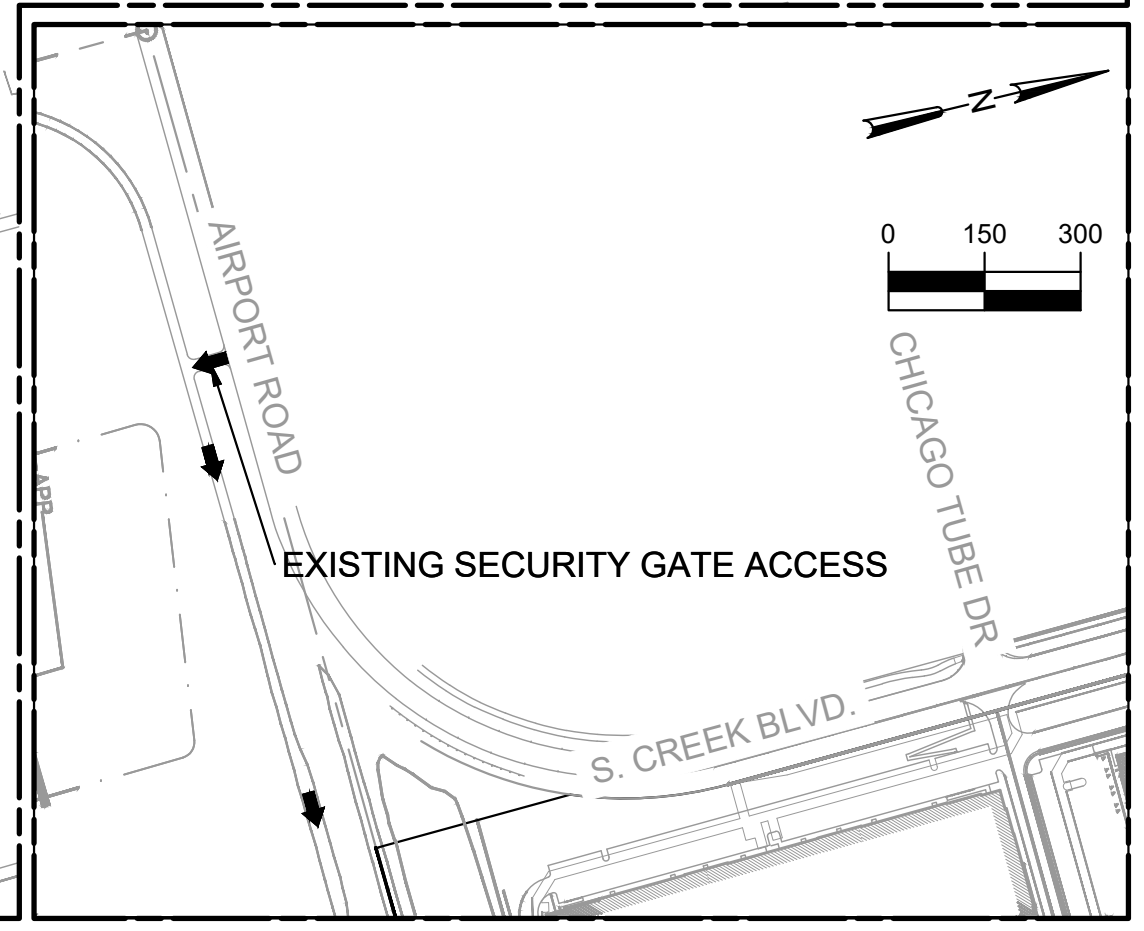
- AIRPORT SHALL ISSUE NOTAMS FOR ALL RUNWAY CLOSURES.
- ALL ACTIVITIES SHALL TAKE PLACE WITHIN THE CONSTRUCTION LIMIT LINES SHOWN.
- CONSTRUCTION ACTIVITIES MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 9-27 DURING STAGES 1A AND 1B.
- CONTRACTOR SHALL NOTIFY THE AIRPORT OWNER AND RESIDENT ENGINEER 7 DAYS IN ADVANCE OF ANY TAXIWAY, RUNWAY, OR ROADWAY ACCESS CLOSURE REQUIRED FOR CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF CLOSURE DURATIONS AND SHALL LIMIT ALL CLOSURES TO ONLY WORK REQUIRED TO CLOSE ACTIVE PAVEMENTS.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PROJECT SITE CLEAN AND FREE OF ALL FOREIGN OBJECT DEBRIS (FOD) UNTIL THE COMPLETION OF THE PROJECT.
- CONTRACTOR SHALL NOT BLOCK ROADWAY ACCESS FOR VEHICULAR TRAFFIC AND NEARBY TENANTS.
- PRIOR TO REOPENING ANY CLOSED PAVEMENT, CONTRACTOR SHALL SWEEP THE AREA DAILY AND REMOVE ALL FOD TO ENSURE SAFE AIRCRAFT OPERATIONS.

PHASE 1B:

- NOTIFY AIRPORT 7 DAYS IN ADVANCE OF RUNWAY AND TAXIWAY CLOSURES.
- INSTALL LOW-PROFILE BARRICADES AND CLOSURE MARKINGS AT ON TAXIWAY AND RUNWAY PAVEMENTS.
- REMOVE AND REPLACE PAVEMENT AS SPECIFIED AND CLEAN/ RESEAL JOINTS WITHIN WORK LIMITS.
- REPLACE PAVEMENT MARKINGS AND GROOVING AFTER CURING PERIODS AS SPECIFIED IN THE SPECIAL PROVISIONS.
- REMOVE BARRICADES AND CLOSURE MARKERS AND REOPEN PAVEMENT.

LEGEND:

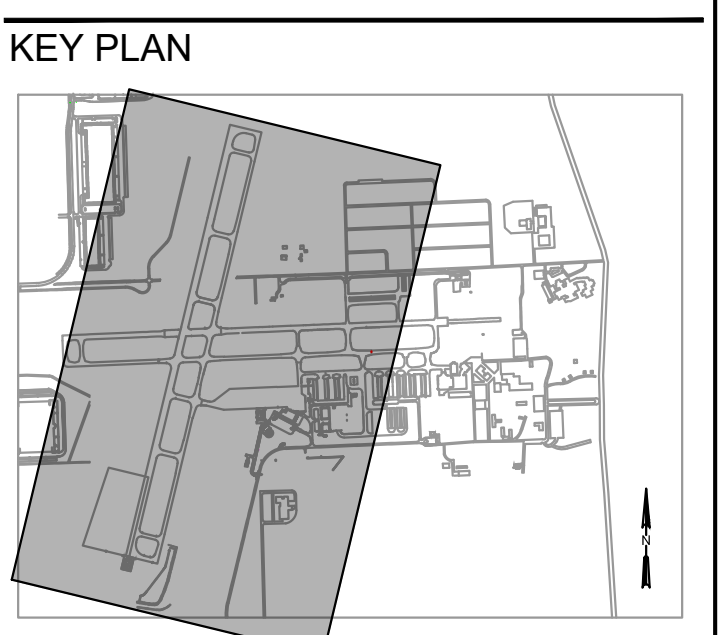
- PHASE 1B WORK LIMITS
- CONTRACTOR'S STAGING AREA
- TEMPORARY HAUL ROAD (UTILIZE EXISTING PATH)
- EXISTING BUILDING
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS ROUTE
- LOW MASS LOW PROFILE BARRICADE WITH LIGHT
- CONTROL POINT (SEE SHEET CONSTRUCTION SAFETY PLAN - DETAILS)
- RUNWAY SAFETY AREA
- RUNWAY OBJECT FREE AREA
- TAXIWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- CLOSED RUNWAY/TAXIWAY MARKER



| No. | Description | By | Chk. | App. | Date |
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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

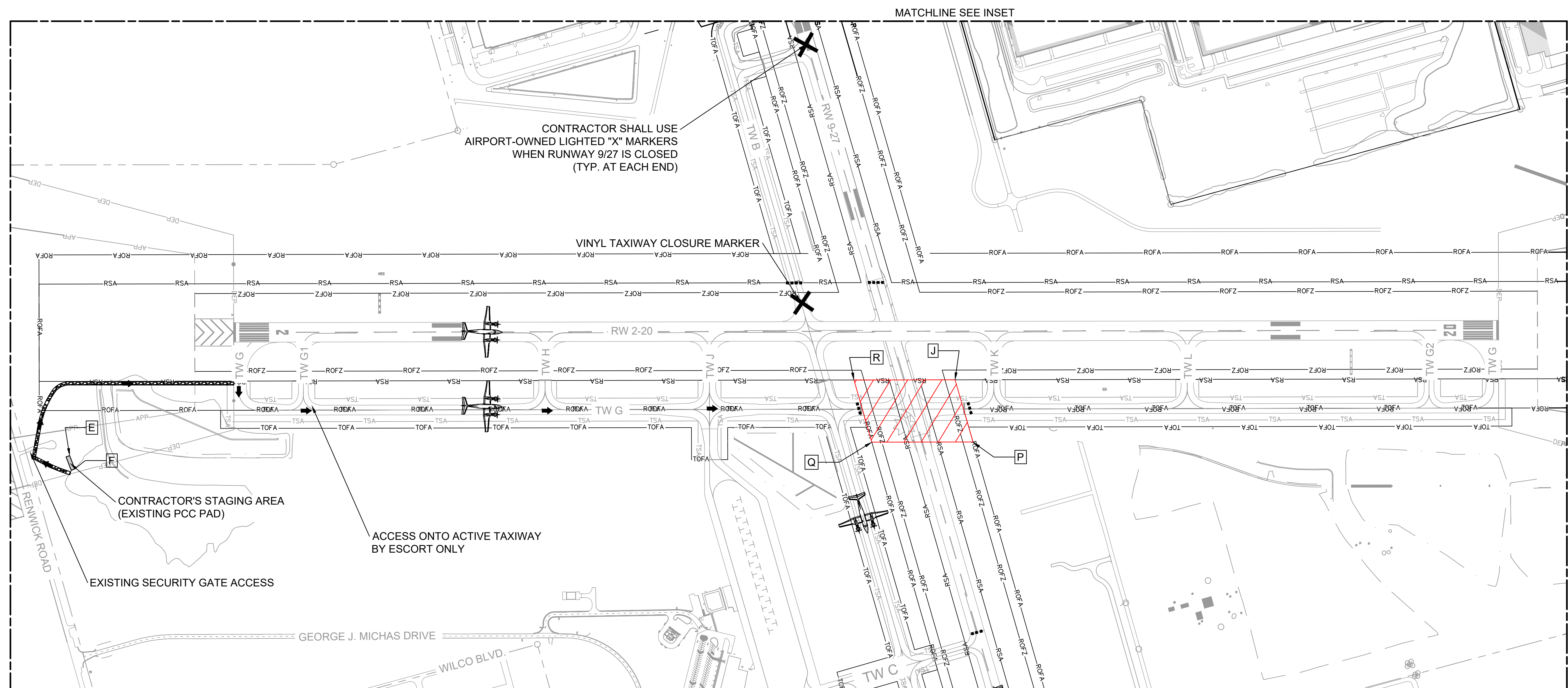
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



DRAWING TITLE
CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1B

5 OF 46
APPROVED RMH
CHECKED KWS
DRAWN BY JVG
SHEET NO. **5**

FILENAME/LOCATION: P:\2024\20241628.00\W02_08 CAD DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\LOT-5203-CONSTRUCTION PHASING AND SAFETY PLAN\WG
 PRINTED BY: JESSICA GUTIERREZ
 DATE PRINTED: 4/24/2026 11:54 AM
 FILE SAVED: 4/24/2026 11:51 AM
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| PHASE | CALENDAR DAYS* | WORK AREA RESTRICTIONS | FACILITY STATUS - OPEN | FACILITY STATUS - CLOSED |
|-------|----------------|--|--|---|
| 1A | 28 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 9/27 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 1B | 28 | | | RUNWAY 2/20 TAXIWAY G SOUTH OF TAXIWAY J TAXIWAY G NORTH OF RUNWAY 9/27 TAXIWAY J WEST OF TAXIWAY G TAXIWAYS G1, H, K, L, AND G2 |
| 2 | 14 | CONSTRUCTION ACTIVITIES SHALL BE RESTRICTED TO NIGHT WORK ONLY, BETWEEN THE HOURS OF 8:00 PM AND 6:00 AM. CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS. AIRPORT ROTATING BEACON TO BE OFF DURING ACTIVE WORK IN PHASE 2. | RUNWAY 9/27 EAST OF TAXIWAY C (FOR TAXIING OPERATIONS ONLY) ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 2/20 RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 EAST OF TAXIWAY N2 TAXIWAY B WEST OF TAXIWAY C TAXIWAYS G, G1, H, J, K, L, AND G2 |
| 3 | 14 | CONTRACTOR TO COORDINATE WITH THE RESIDENT ENGINEER FOR AIRFIELD LIGHTING AND ON-FIELD/OFF-FIELD NAVAIDS TO BE TURNED OFF ON CLOSED RUNWAYS/TAXIWAYS | RUNWAY 2/20 ALL OTHER TAXIWAYS NOT LISTED AS CLOSED | RUNWAY 9/27 WEST OF TAXIWAY C RUNWAY 9/27 SOUTH OF TAXIWAY N2 TAXIWAY G WITHIN RUNWAY 9/27 ROFA |

* ANY ADDITIONAL CALENDAR DAYS USED BY THE CONTRACTOR IN COMPLETING AN INDIVIDUAL PHASE SHALL BE CONSIDERED A DAY OF OVERRUN AND SUBJECT TO LIQUIDATED DAMAGES UNDER THE CONTRACT, REGARDLESS OF WHETHER THE FULL PROJECT IS COMPLETED WITHIN THE TOTAL CONTRACT TIME

GENERAL NOTES:

- AIRPORT MUST DEACTIVATE ROTATING BEACON AND ISSUE NOTAM WHEN AIRPORT IS CLOSED.
- AIRPORT SHALL ISSUE NOTAMS TO DEACTIVATE ALL INSTANT APPROACH PROCEDURES WHEN AIRPORT IS CLOSED.
- ALL ACTIVITIES SHALL TAKE PLACE WITHIN THE CONSTRUCTION LIMIT LINES SHOWN.
- CONTRACTOR SHALL NOTIFY THE AIRPORT OWNER AND RESIDENT ENGINEER 7 DAYS IN ADVANCE OF ANY TAXIWAY, RUNWAY, OR ROADWAY ACCESS CLOSURE REQUIRED FOR CONSTRUCTION. THE CONTRACTOR

- SHALL PROVIDE A SCHEDULE OF CLOSURE DURATIONS AND SHALL LIMIT ALL CLOSURES TO ONLY WORK REQUIRED TO CLOSE ACTIVE PAVEMENTS.
- CONTRACTOR IS RESPONSIBLE FOR KEEPING THE PROJECT SITE CLEAN AND FREE OF ALL FOREIGN OBJECT DEBRIS (FOD) UNTIL THE COMPLETION OF THE PROJECT.
- PRIOR TO REOPENING ANY CLOSED PAVEMENT, CONTRACTOR SHALL SWEEP THE AREA DAILY AND REMOVE ALL FOD TO ENSURE SAFE AIRCRAFT OPERATIONS.

PHASE 3:

- NOTIFY AIRPORT 7 DAYS IN ADVANCE OF RUNWAY AND TAXIWAY CLOSURES.
- INSTALL LOW-PROFILE BARRICADES AND CLOSURE MARKINGS AT ON TAXIWAY AND RUNWAY PAVEMENTS.
- REMOVE AND REPLACE PAVEMENT AS SPECIFIED AND CLEAN/ RESEAL JOINTS WITHIN WORK LIMITS.
- REPLACE PAVEMENT MARKINGS AND GROOVING AFTER CURING PERIODS AS SPECIFIED IN THE SPECIAL PROVISIONS.
- REMOVE BARRICADES AND CLOSURE MARKERS AND REOPEN PAVEMENT.

LEGEND:

| | | | |
|--|---|--|--|
| | PHASE 3 WORK LIMITS | | LOW MASS LOW PROFILE BARRICADE WITH LIGHT |
| | CONTRACTOR'S STAGING AREA | | CONTROL POINT (SEE SHEET CONSTRUCTION SAFETY PLAN - DETAILS) |
| | TEMPORARY HAUL ROAD (UTILIZE EXISTING PATH) | | RUNWAY SAFETY AREA |
| | EXISTING BUILDING | | RUNWAY OBJECT FREE AREA |
| | AIRCRAFT MOVEMENT AREA | | TAXIWAY SAFETY AREA |
| | CONTRACTOR'S ACCESS ROUTE | | TAXIWAY OBJECT FREE AREA |
| | | | CLOSED RUNWAY/TAXIWAY MARKER |

KEY PLAN



DRAWING TITLE
CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3

7 OF 46

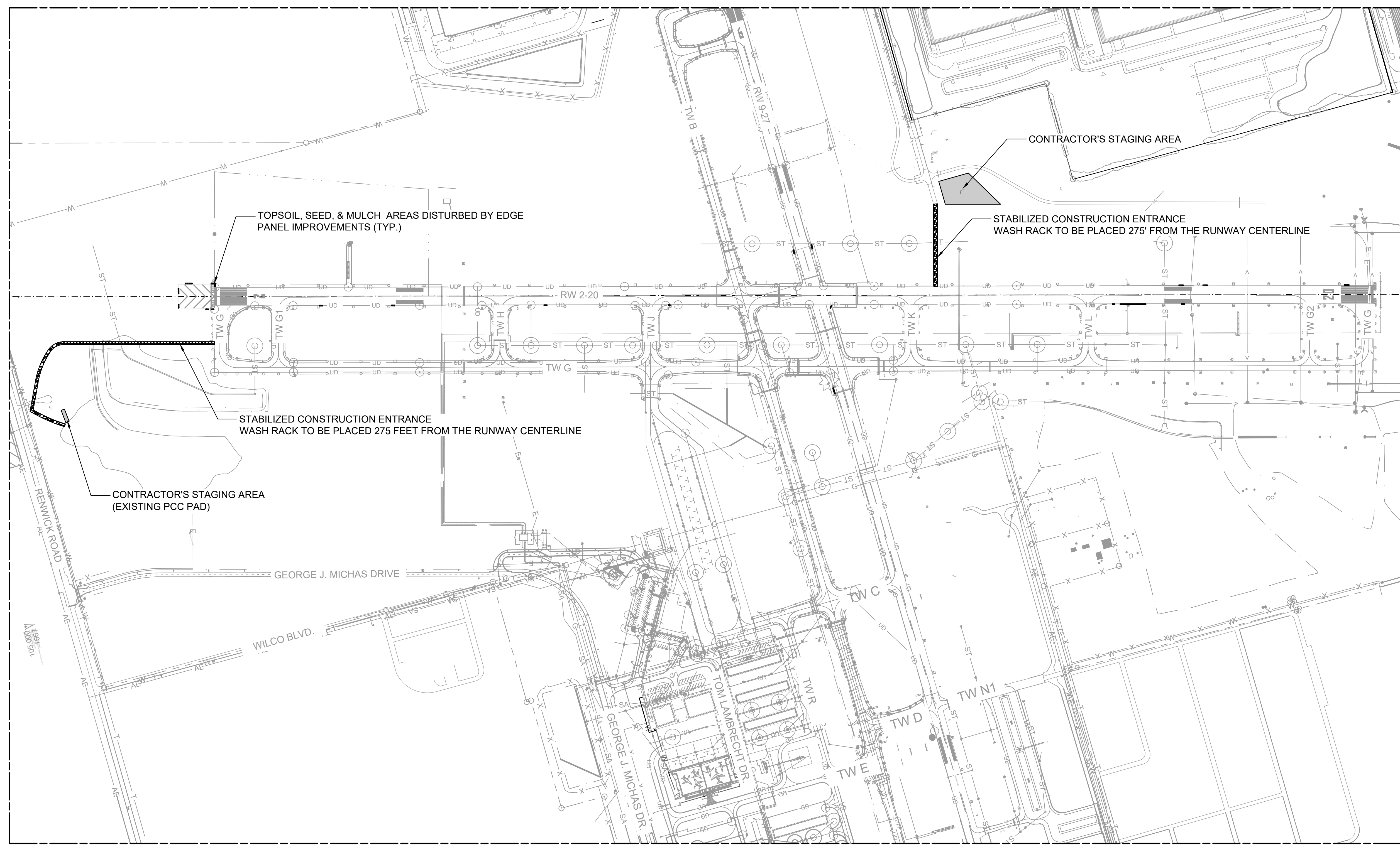
APPROVED
RMH

CHECKED
KWS

DRAWN BY
JVG

SHEET NO.
7

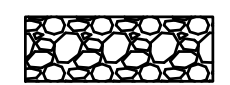



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 PRINTED BY: JESSICA GUTIERREZ
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GENERAL NOTES:

- SEE SHEET 10 FOR SOIL EROSION AND SEDIMENT CONTROL NOTES AND DETAILS.
- SEE SHEETS 20-27 FOR PROPOSED PAVEMENT IMPROVEMENTS.
- DISTURBED AREAS SHALL BE LIMITED TO THOSE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS (SHEETS 4-6)
- FULL DEPTH PAVEMENT REMOVAL AREAS SHALL BE RESTORED THE SAME DAY. EXPOSED SUBGRADE SHALL BE PROTECTED FROM PRECIPITATION, EROSION, AND DISTURBANCE UNTIL PERMANENT PAVEMENT IS PLACED, AS APPROVED BY THE RESIDENT ENGINEER.
- CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION OUTSIDE THE PAVEMENT LIMITS, INCLUDING TURF ADJACENT TO RUNWAY EDGE PAVEMENT REPLACEMENT. DISTURBED AREAS SHALL BE TOPSOILED, SEEDED, AND MULCHED IN ACCORDANCE WITH THE SPECIAL PROVISIONS AND TO THE SATISFACTION OF THE ENGINEER AND AIRPORT OWNER.

LEGEND:

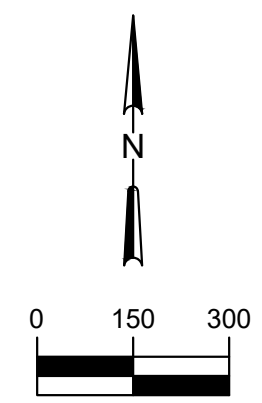
-  TEMPORARY HAUL ROAD (UTILIZE EXISTING PATH)
-  TOPSOILING, SEEDING, AND MULCHING
-  EXISTING STORM STRUCTURE
-  EXISTING UNDERDRAIN STRUCTURE

KEY PLAN



DRAWING TITLE
SOIL EROSION AND SEDIMENT CONTROL PLAN

| | |
|-----------------|-----------|
| 10 OF 46 | SHEET NO. |
| APPROVED RMH | 10 |
| CHECKED KWS | |
| DRAWN BY JVG | |

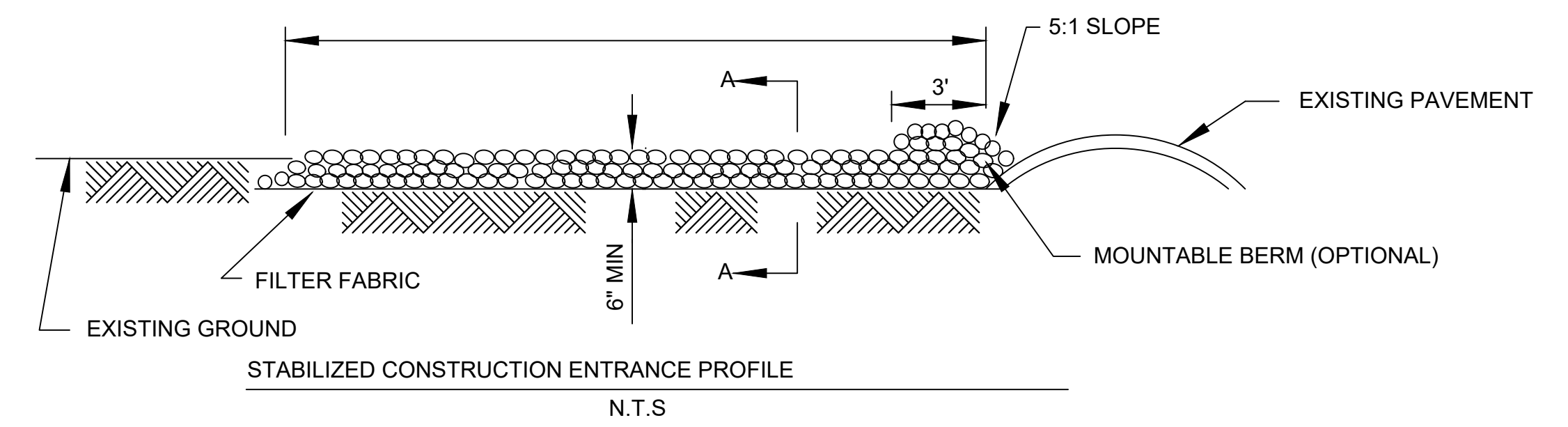
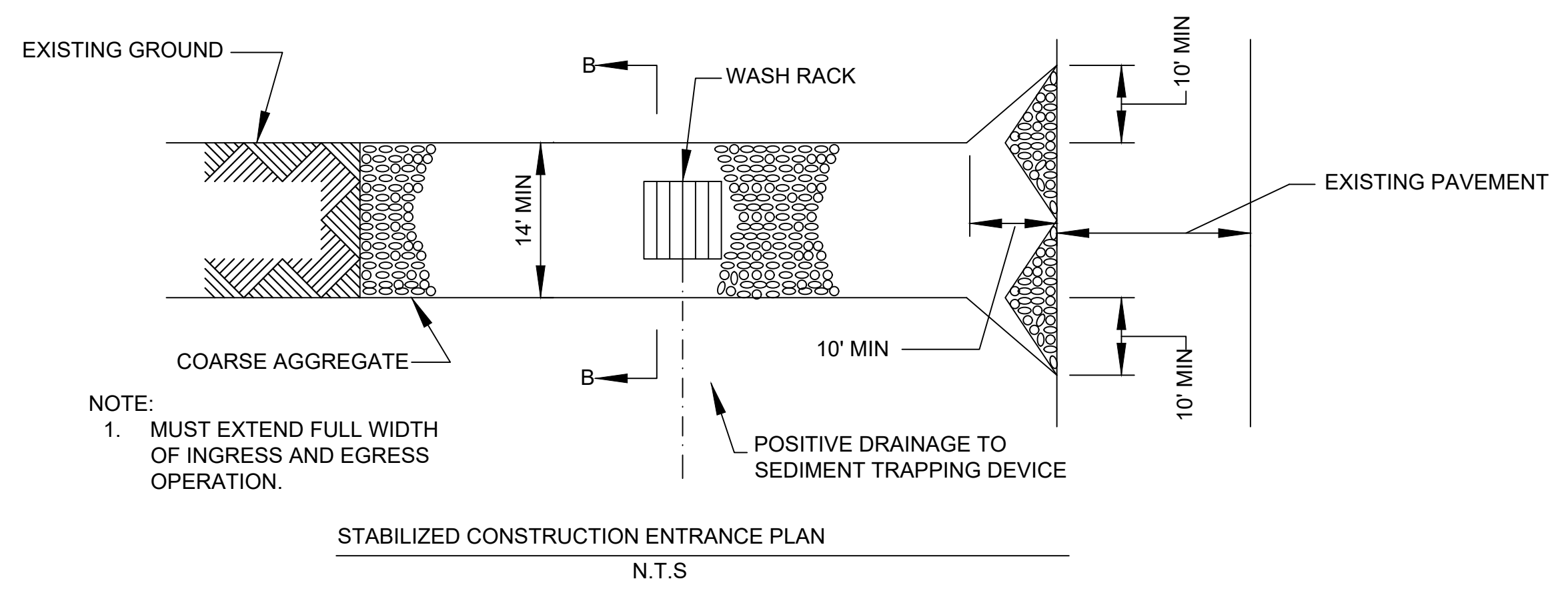


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 PLOT DEVICE DRIVER: AutoCAD PDF (General Documentation).pc3
 PLOT STYLE TABLE: CIB
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SEDIMENTATION AND EROSION CONTROL NOTES:

- A. CONTRACTOR SHALL PROVIDE WEEKLY STORMWATER POLLUTION PREVENTION INSPECTION REPORT (AND THOSE REQUIRED AFTER 1/2" PRECIPITATION) TO THE RESIDENT ENGINEER .
- B. CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL THE SITE IS TURNED OVER. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.
- C. STOCKPILES USED FOR STORING SUITABLE MATERIAL SHALL BE SEEDED AND MULCHED.
- D. 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'S LATEST EDITION.
- E. AN UP-TO-DATE COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- F. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
- G. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- H. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- I. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- J. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H:1V SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- K. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- L. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- N. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER. NO STOCKPILES SHALL BE LOCATED WITHIN AN ACTIVE RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE, OR ACTIVE TAXIWAY OBJECT FREE AREA.
- O. ALL ACCESS TO AND FROM THE CONSTRUCTION SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.
- P. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTION.
- Q. MAJOR AMENDMENTS OF THE SITE DEVELOPMENT OR EROSION AND SEDIMENTATION CONTROL PLANS SHALL BE SUBMITTED TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.
- R. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL.
- S. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER THE FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.
- T. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR REDISTURBANCE.
- U. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.



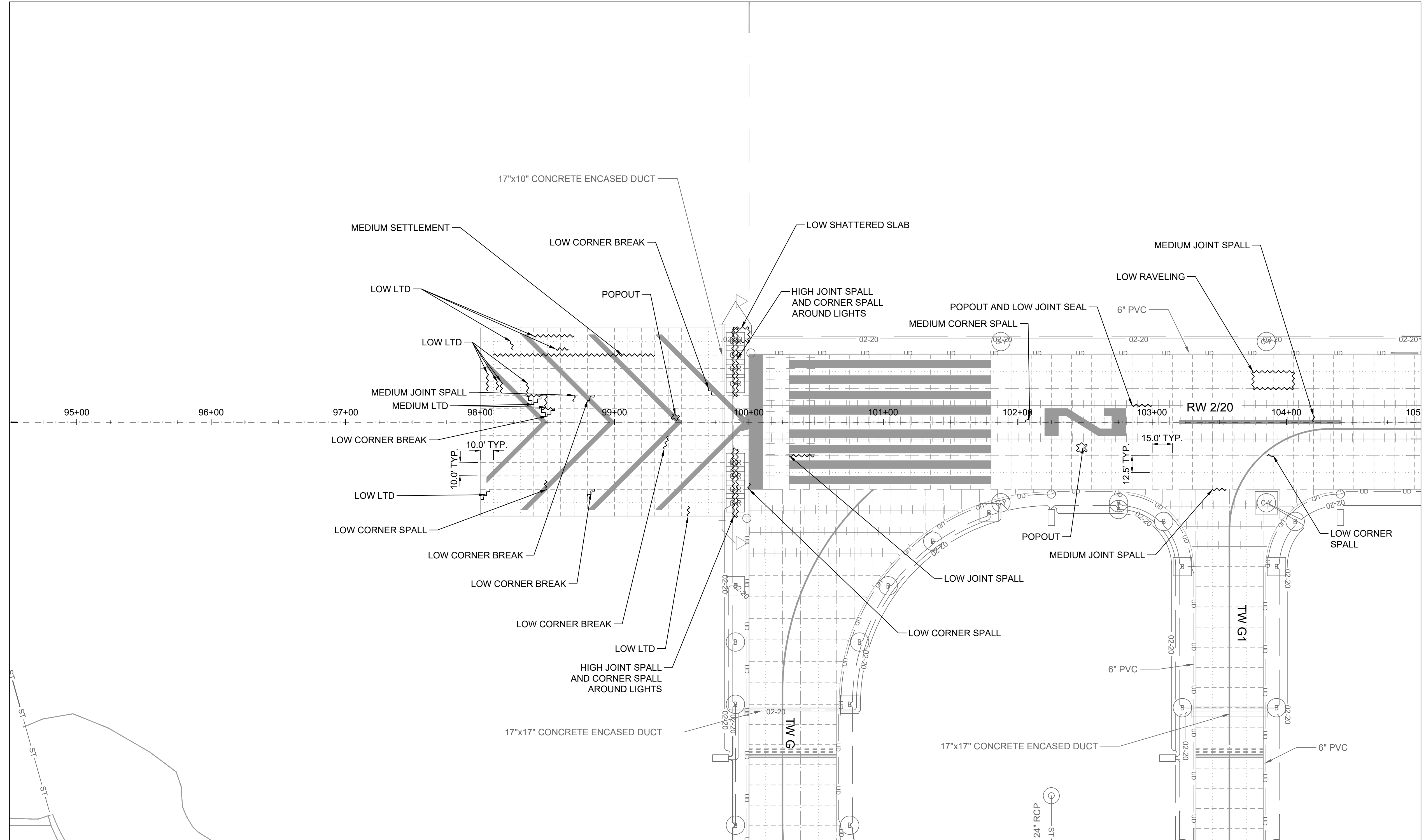
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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058

KEY PLAN

DRAWING TITLE
**SOIL EROSION AND
 SEDIMENT
 CONTROL NOTES
 AND DETAILS**

11 OF 46
 APPROVED: RMH
 CHECKED: KWS
 DRAWN BY: JVG
 SHEET NO.
11



MATCHLINE STA. 105+00 SEE SHEET 13

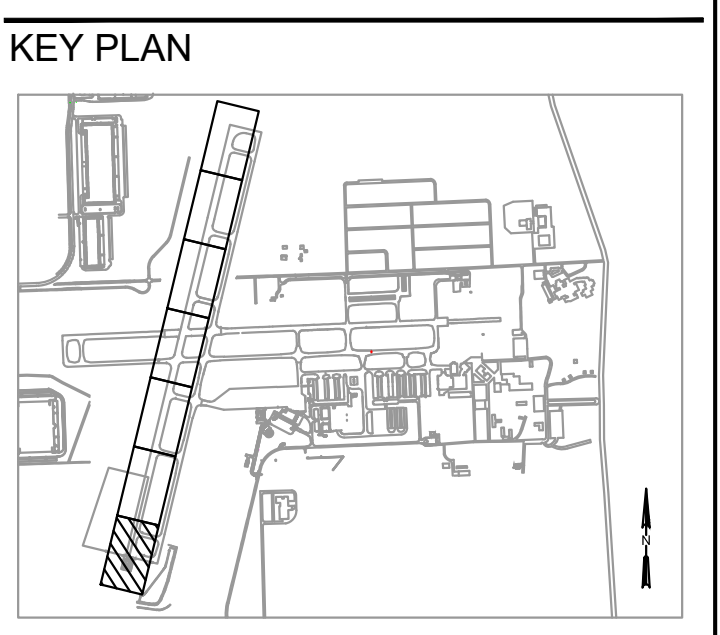
- GENERAL NOTES:**
- REFER TO SHEET 11 FOR EXISTING AND PROPOSED TYPICAL SECTIONS.
 - ALL AIRFIELD LIGHTING FIXTURES, GUIDANCE SIGNS, AND ELECTRICAL COMPONENTS SHALL BE PROTECTED DURING CONSTRUCTION.
 - SEVERITY OF PAVEMENT DISTRESS (LOW, MEDIUM, HIGH) DETERMINED BY PAVEMENT CONDITION INDEX MAPPING BY IDOT AND VISUAL INSPECTIONS. CONTRACTOR SHALL CONFIRM THE DISTRESSES WITH THE RESIDENT ENGINEER PRIOR TO CONSTRUCTION OF PAVEMENT IMPROVEMENTS.
 - 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 THEMSELV WITH THE EXISTING CONDITIONS.

LEGEND:

| | | | | | | | | | | | | | | | | | | | | | | |
|----------------------------|--------------------------------|--|---------------------------------|--------------------------|-------------------------|---------------------------|----------------------------|-----------------------------|------------------------------------|--|------------------------------------|--------------------|---------------------------------|--------------------------------------|---------------------------------|----------------------|--------------------------|---------------------|-------------------------------|---------------------|------------------|------------------------------|
| EXISTING PAVEMENT DISTRESS | THICKENED EDGE EXPANSION JOINT | DOWELED CONSTRUCTION/CONTRACTION JOINT | HINGED-KEYED CONSTRUCTION JOINT | HINGED CONTRACTION JOINT | SAWED CONTRACTION JOINT | EXISTING PAVEMENT MARKING | EXISTING RUNWAY EDGE LIGHT | EXISTING TAXIWAY EDGE LIGHT | EXISTING AIRFIELD LIGHTING CIRCUIT | EXISTING AIRFIELD RUNWAY 02-20 CIRCUIT | EXISTING AIRFIELD ABANDONED CABLES | EXISTING WIND CONE | EXISTING RUNWAY THRESHOLD LIGHT | EXISTING RUNWAY END IDENTIFIER LIGHT | EXISTING AIRFIELD GUIDANCE SIGN | EXISTING STORM SEWER | EXISTING STORM STRUCTURE | EXISTING UNDERDRAIN | EXISTING UNDERDRAIN STRUCTURE | EXISTING ELECTRICAL | EXISTING TELECOM | EXISTING ELECTRICAL HANDHOLE |
|----------------------------|--------------------------------|--|---------------------------------|--------------------------|-------------------------|---------------------------|----------------------------|-----------------------------|------------------------------------|--|------------------------------------|--------------------|---------------------------------|--------------------------------------|---------------------------------|----------------------|--------------------------|---------------------|-------------------------------|---------------------|------------------|------------------------------|

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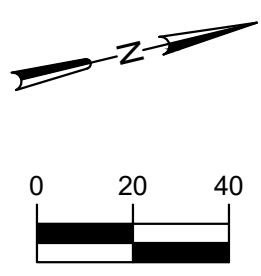
LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



DRAWING TITLE
EXISTING
CONDITIONS PLAN -
1

13 OF 46
APPROVED
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CAB

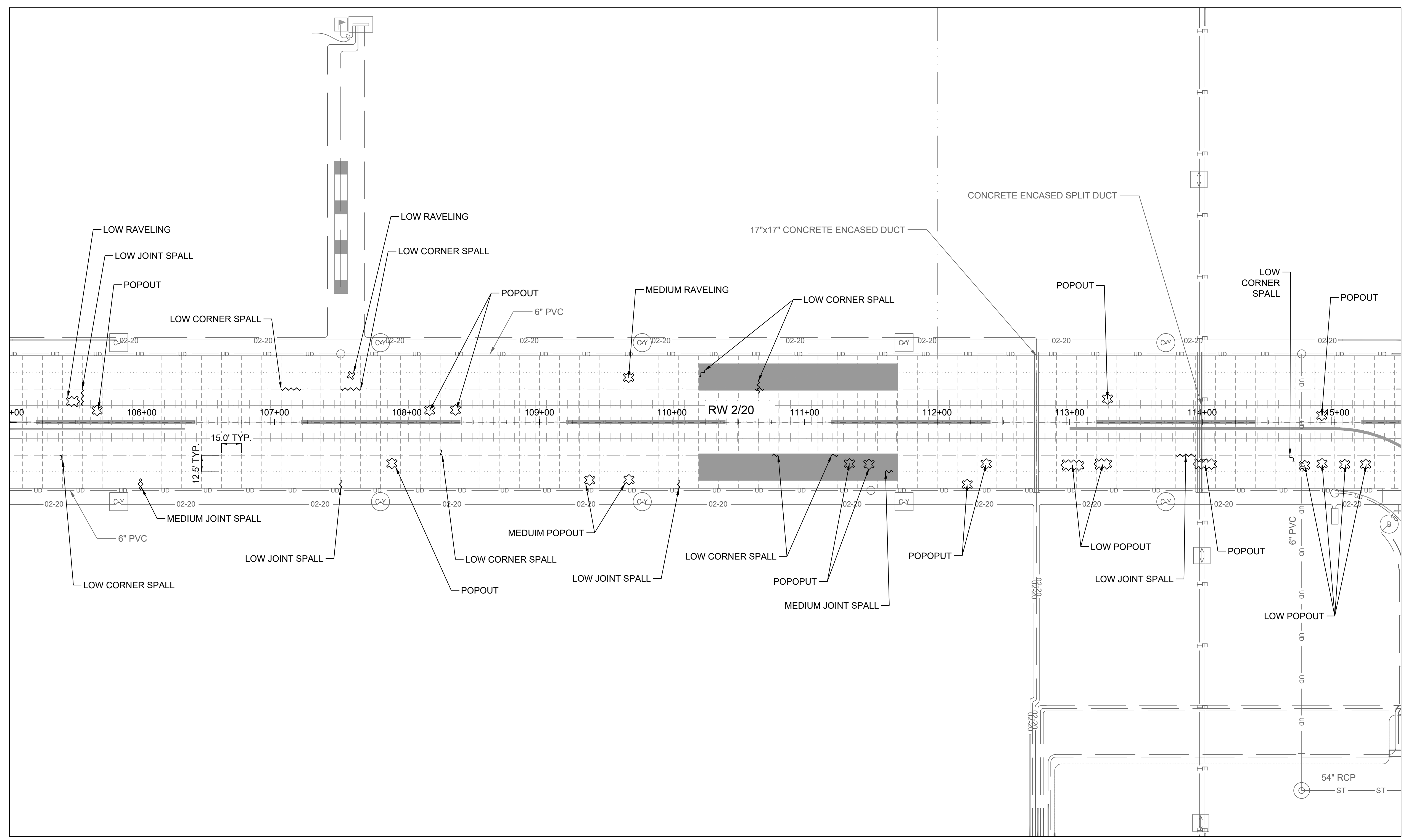
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13



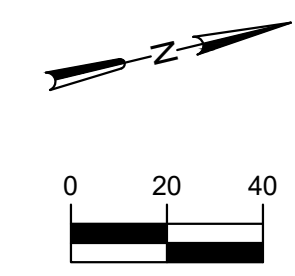
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MATCHLINE STA. 105+00 SEE SHEET 12

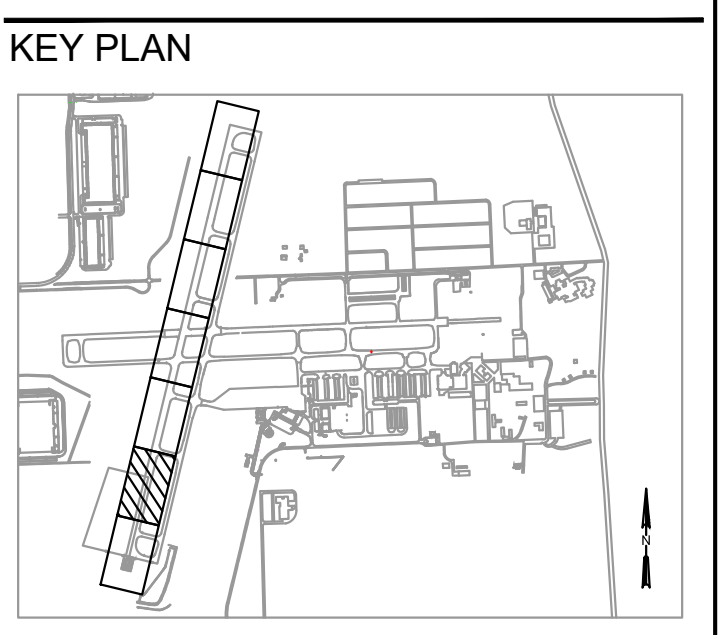


MATCHLINE STA. 115+50 SEE SHEET 14



| No. | Description | By | Chk. | App. | Date |
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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058



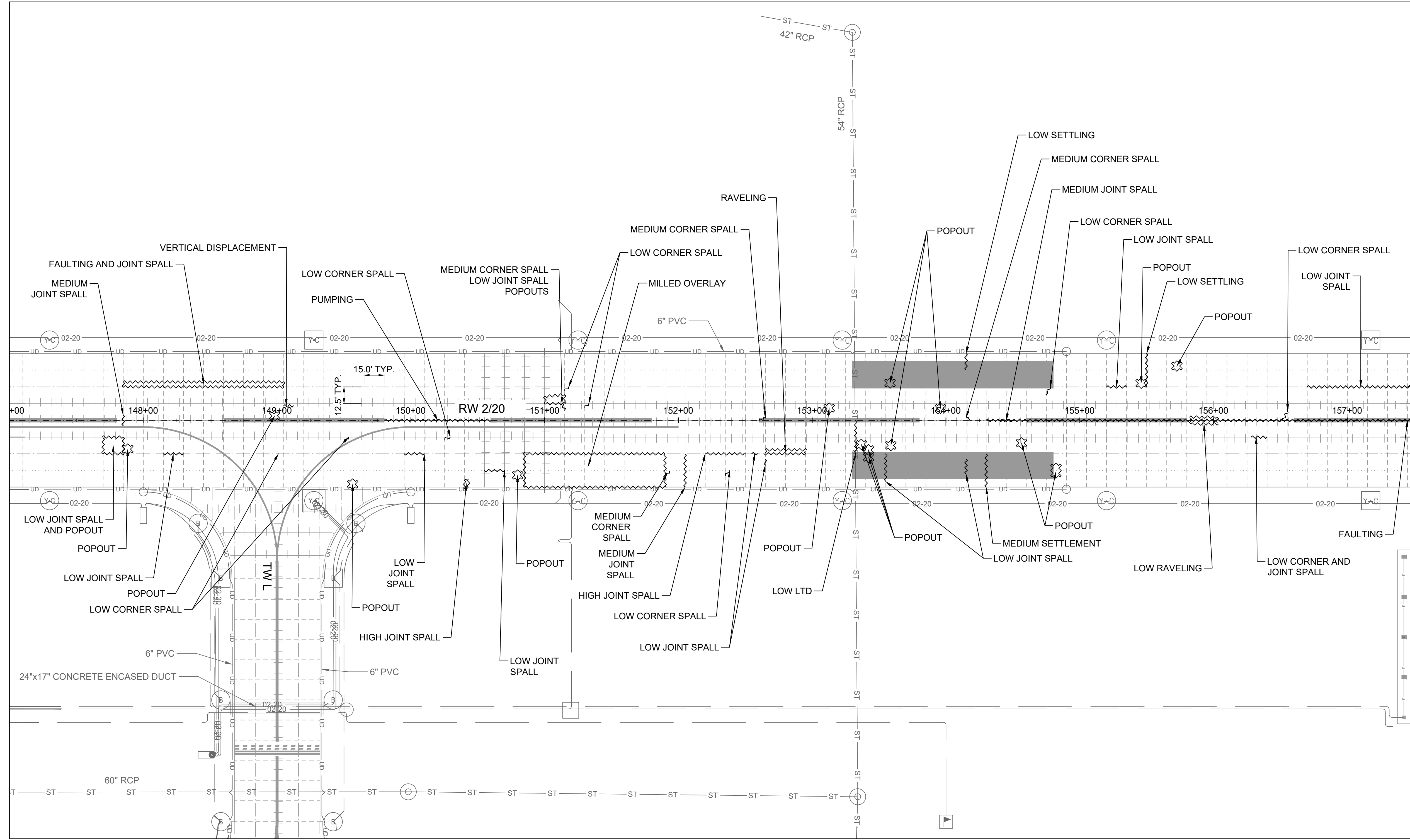
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**EXISTING
 CONDITIONS PLAN -
 2**

14 OF 46
 APPROVED: RMH
 CHECKED: KWS
 DRAWN BY: CAB

SHEET NO.
14

MATCHLINE STA. 147+00 SEE SHEET 16

MATCHLINE STA. 157+50 SEE SHEET 18



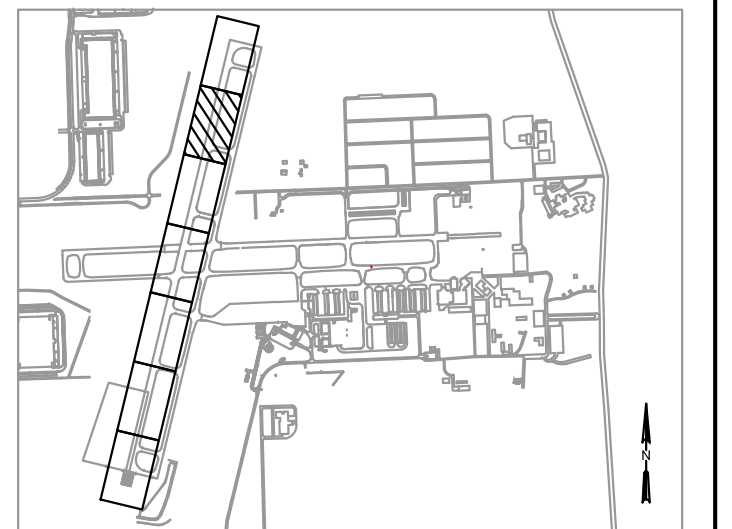
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LEWIS UNIVERSITY AIRPORT

RESEAL RUNWAY 2/20

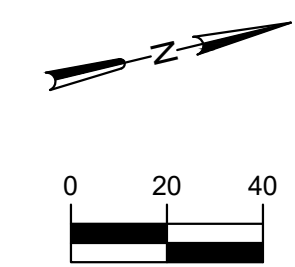
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058

KEY PLAN



DRAWING TITLE
EXISTING CONDITIONS PLAN - 6

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| 18 OF 46 | APPROVED | SHEET NO. |
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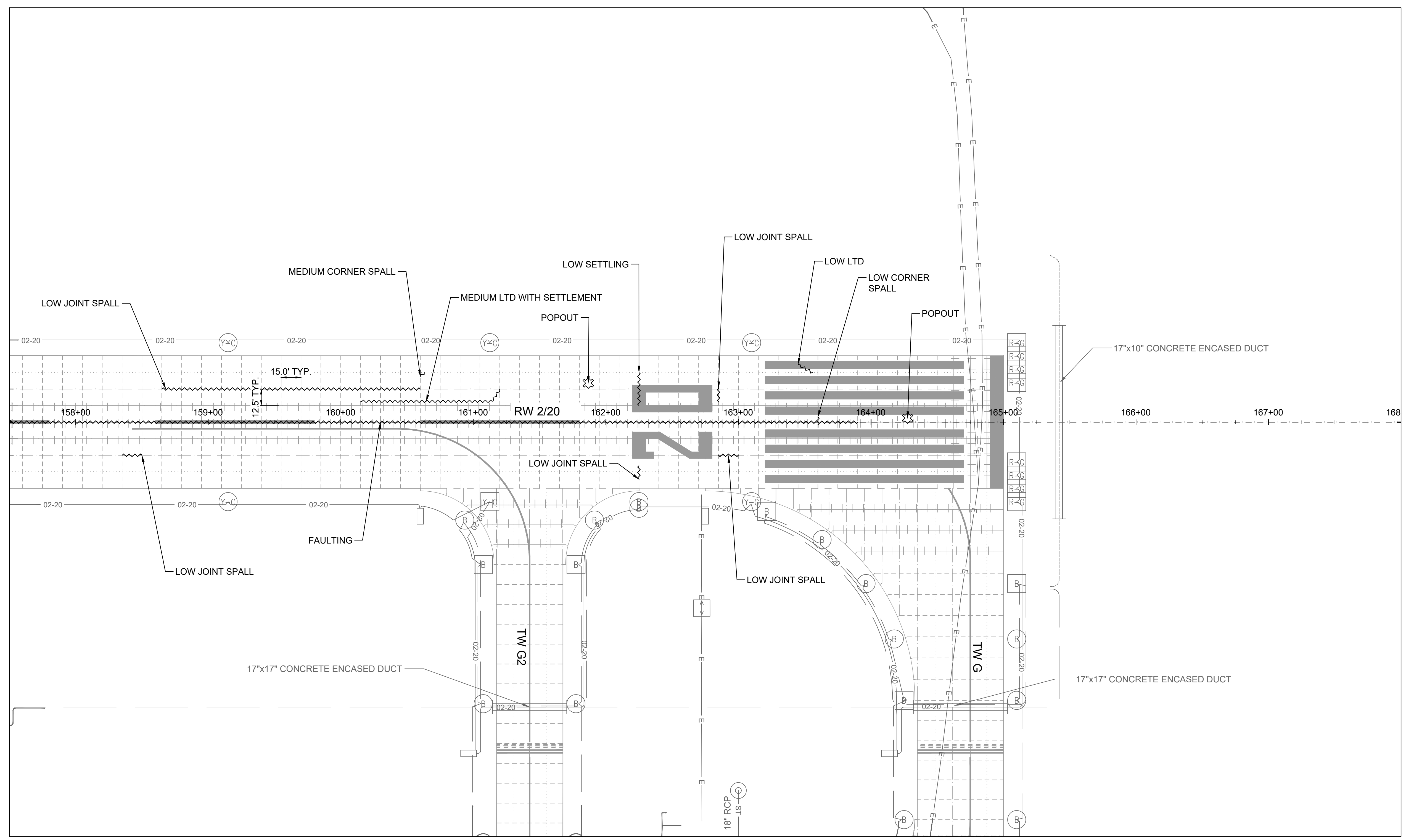
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JESSICA GUTIERREZ

DATE PRINTED:
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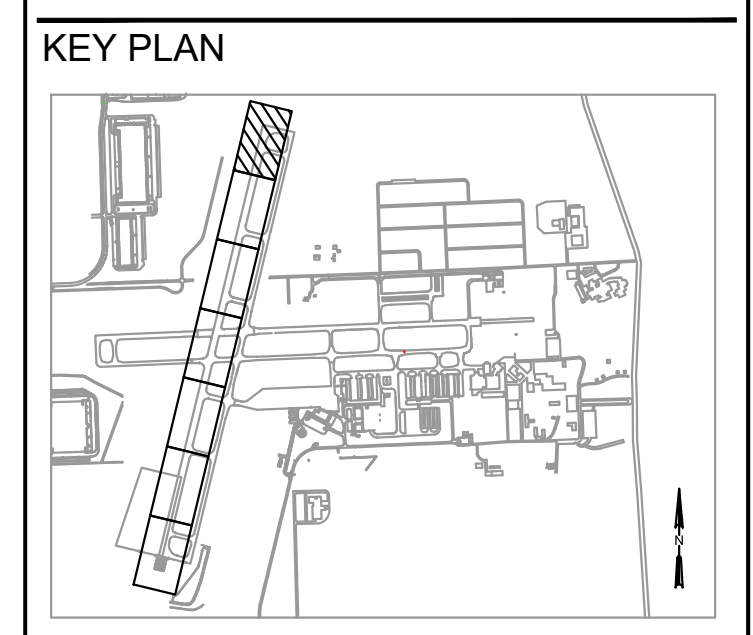
MATCHLINE STA. 157+50 SEE SHEET 17



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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

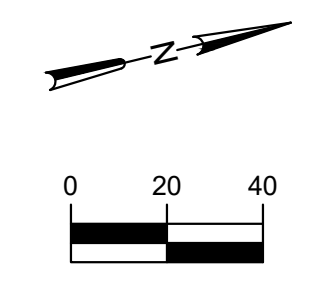
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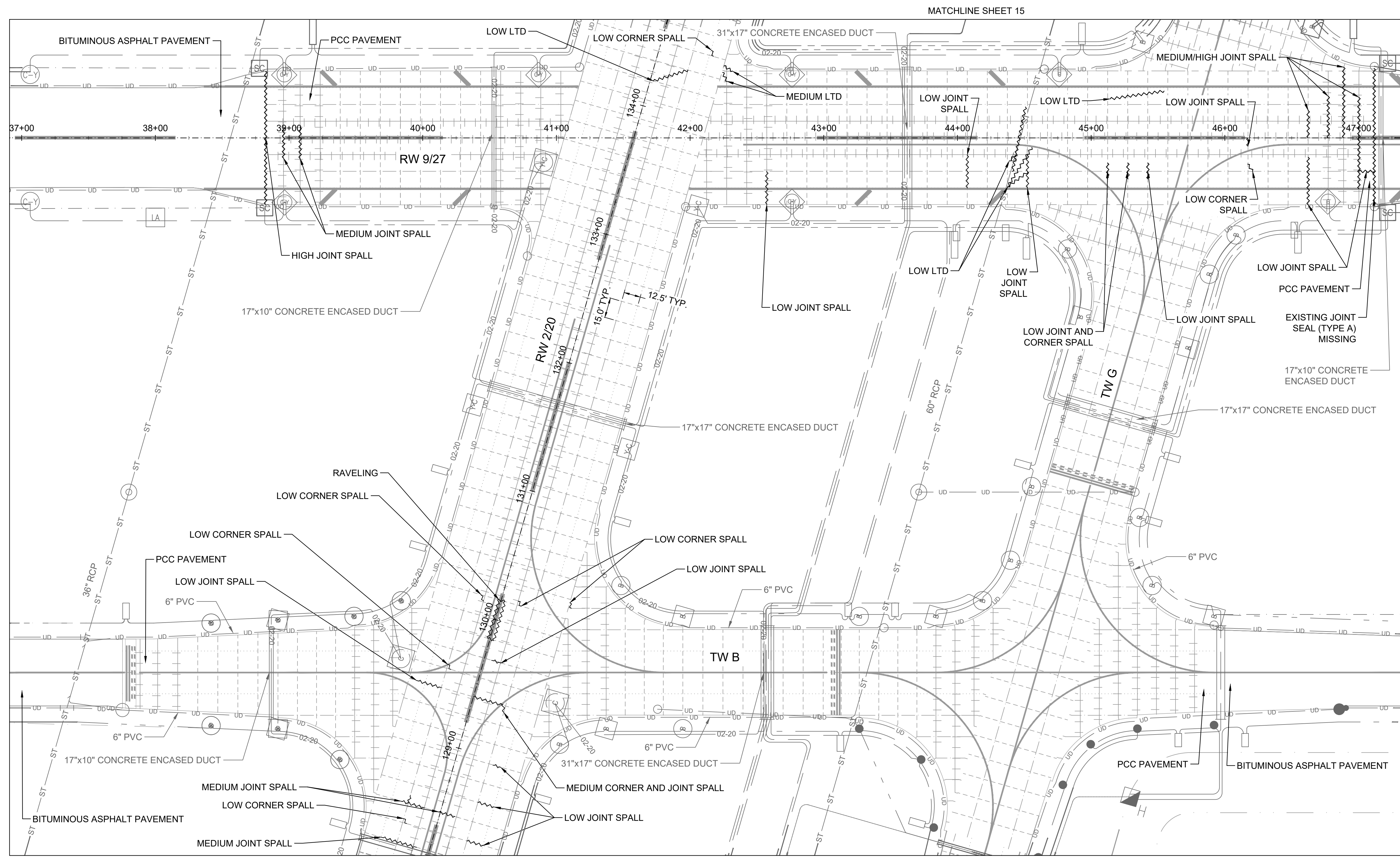


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**EXISTING
CONDITIONS PLAN -
7**

19 OF 46

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| CHECKED KWS | 19 |
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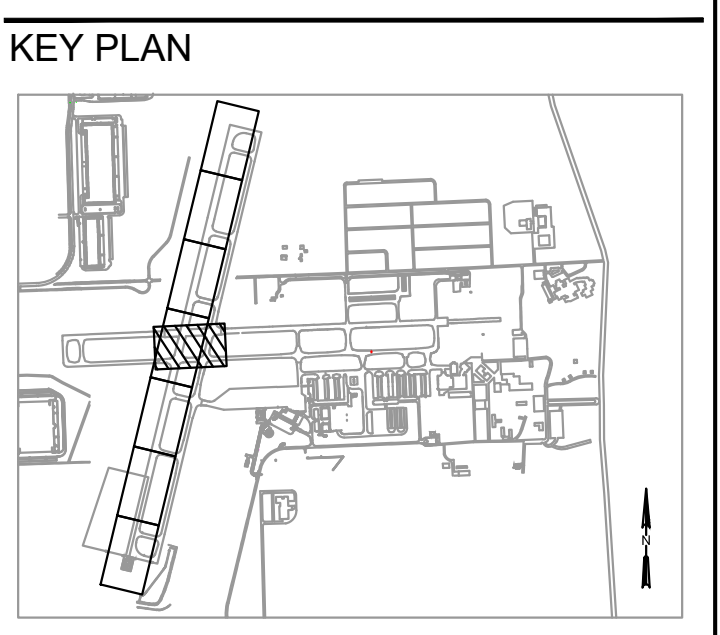




MATCHLINE SHEET 15

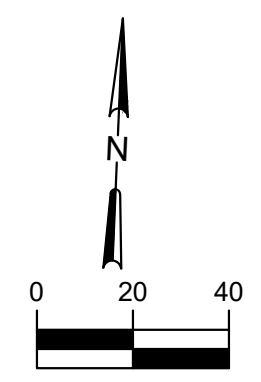
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



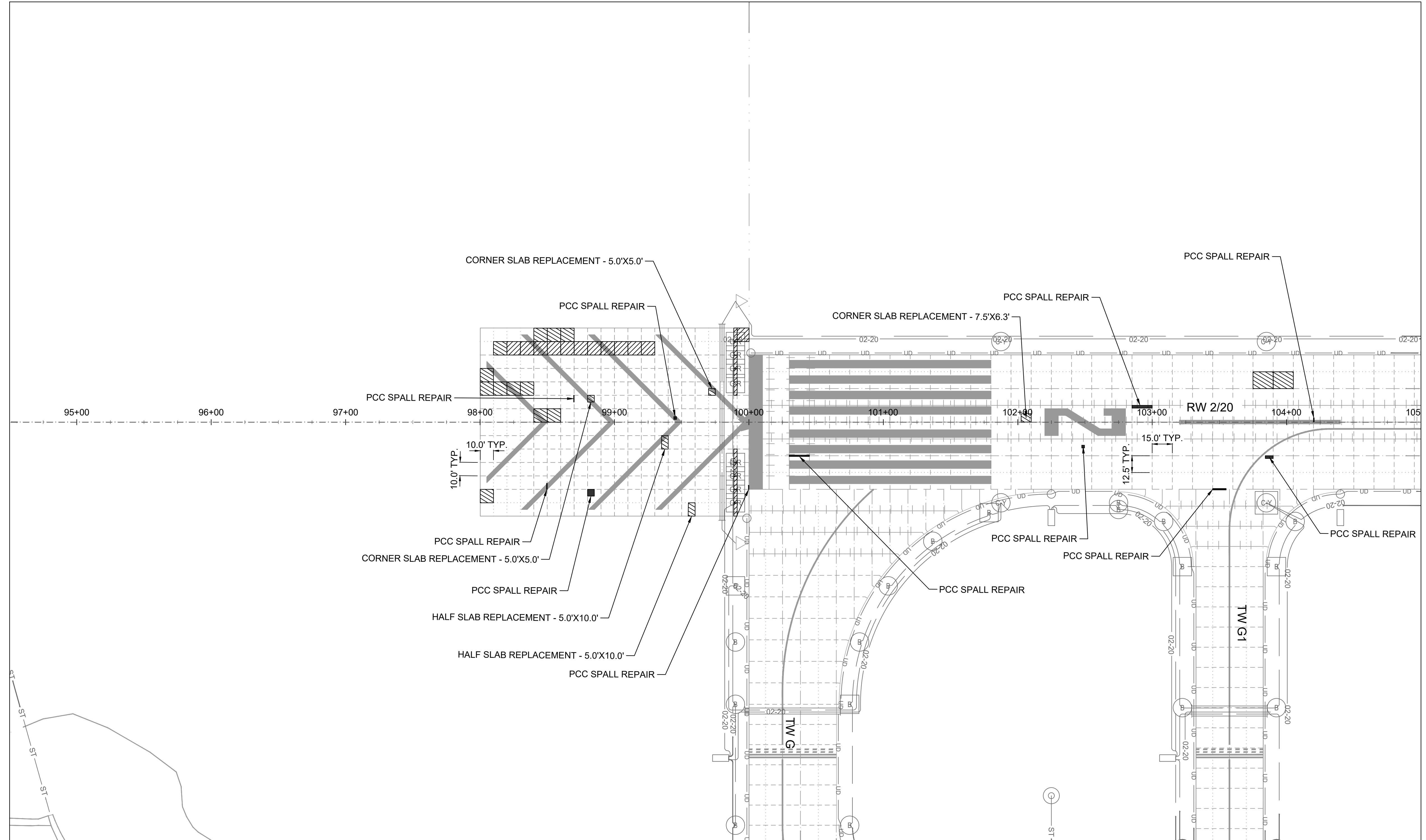
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**EXISTING
CONDITIONS PLAN -
8**

20 OF 46
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CHECKED KWS
DRAWN BY CAB



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MATCHLINE STA. 105+00 SEE SHEET 21

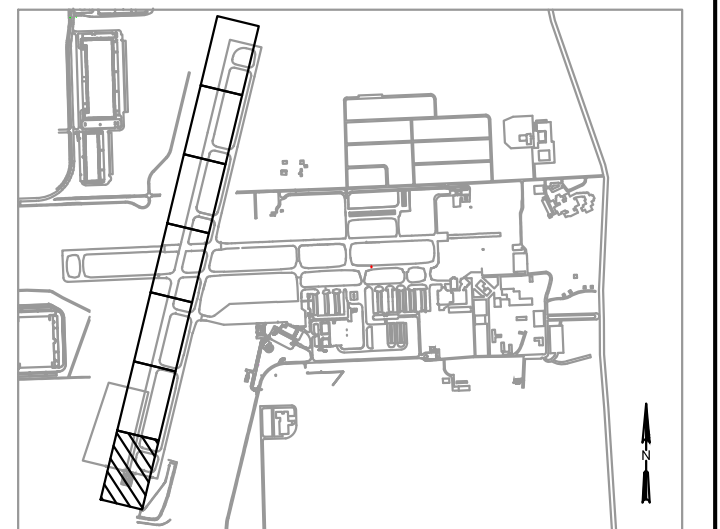
GENERAL NOTES:

- REFER TO SHEET 11 FOR EXISTING AND PROPOSED TYPICAL SECTIONS.
- ALL AIRFIELD LIGHTING FIXTURES, GUIDANCE SIGNS, AND ELECTRICAL COMPONENTS SHALL BE PROTECTED DURING CONSTRUCTION.
- THE PROPOSED LAYOUT AND DIMENSIONS ON THE PLANS ARE APPROXIMATES. THE LOCATIONS, TYPE OF REPAIR, AND LAYOUT DIMENSIONS SHALL BE CONFIRMED IN THE FIELD WITH THE RESIDENT ENGINEER.
- 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 THEMSELVES WITH THE EXISTING CONDITIONS.

LEGEND:

| | | | | | |
|--|--|--|--|--|---------------------------------|
| | PROPOSED FULL DEPTH PCC | | EXISTING TAXIWAY EDGE LIGHT | | EXISTING AIRFIELD GUIDANCE SIGN |
| | PROPOSED HIGH EARLY PCC (PHASE 2 FULL DEPTH REPAIRS) | | EXISTING RUNWAY EDGE LIGHT | | EXISTING STORM SEWER |
| | PROPOSED PCC SPALL REPAIR | | EXISTING PAVEMENT MARKING | | EXISTING STORM STRUCTURE |
| | THICKENED EDGE EXPANSION JOINT | | EXISTING AIRFIELD LIGHTING CIRCUIT | | EXISTING UNDERDRAIN |
| | DOWELED CONSTRUCTION/CONTRACTION JOINT | | EXISTING AIRFIELD RUNWAY 02-20 CIRCUIT | | EXISTING UNDERDRAIN STRUCTURE |
| | HINGED-KEYED CONSTRUCTION JOINT | | EXISTING AIRFIELD CIRCUIT | | EXISTING ELECTRICAL |
| | HINGED CONTRACTION JOINT | | EXISTING AIRFIELD ABANDONED CABLES | | EXISTING TELECOM |
| | SAWED CONTRACTION JOINT | | EXISTING WIND CONE | | EXISTING ELECTRICAL HANDHOLE |
| | | | EXISTING RUNWAY THRESHOLD LIGHT | | |
| | | | EXISTING RUNWAY END IDENTIFIER LIGHT | | |

KEY PLAN

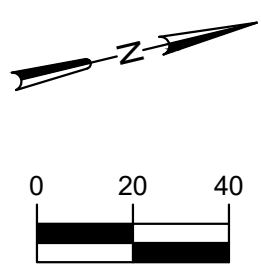


DRAWING TITLE

PROPOSED PAVEMENT IMPROVEMENT PLAN - 1

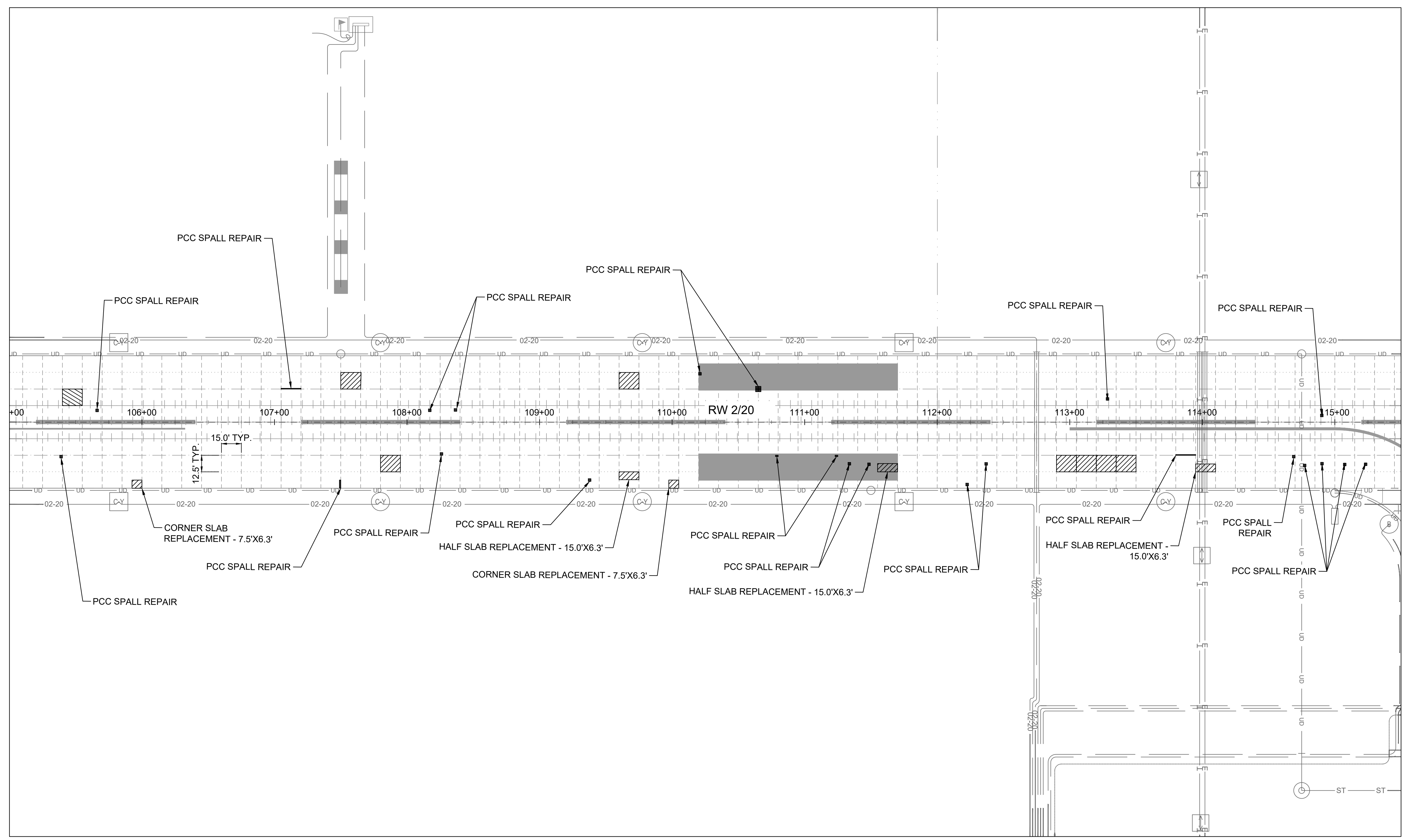
21 OF 46

APPROVED RMH SHEET NO. 21
 CHECKED KWS
 DRAWN BY CAB



MATCHLINE STA 105+00 SEE SHEET 20

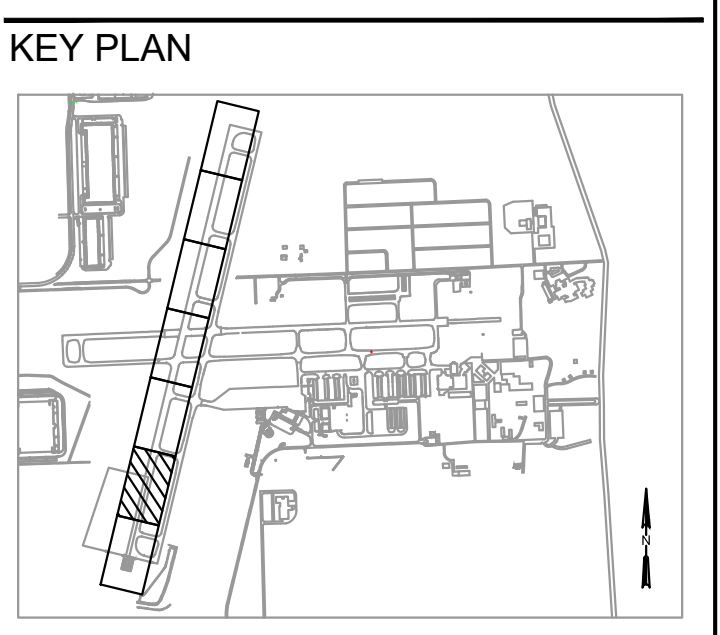
MATCHLINE STA 115+50 SEE SHEET 22



| No. | Description | By | Chk. | App. | Date |
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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

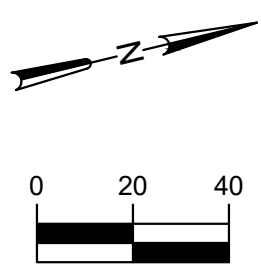
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



DRAWING TITLE
**PROPOSED
PAVEMENT
IMPROVEMENT PLAN
- 2**

22 OF 46

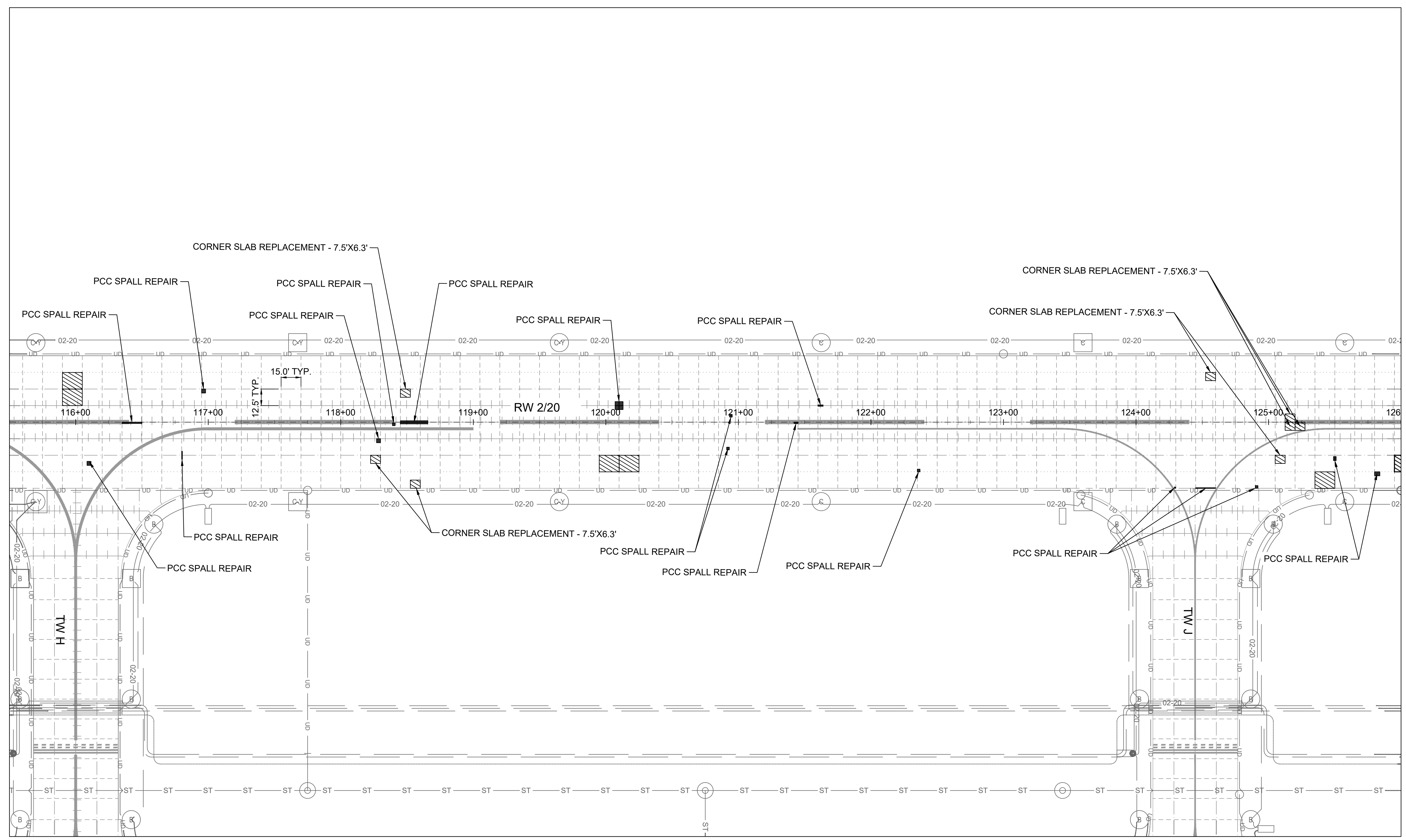
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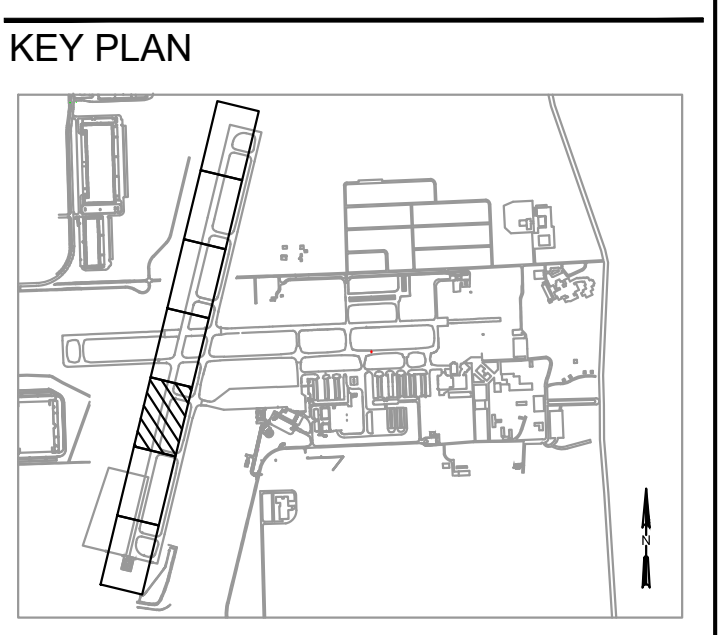
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MATCHLINE STA 126+00 SEE SHEET 23

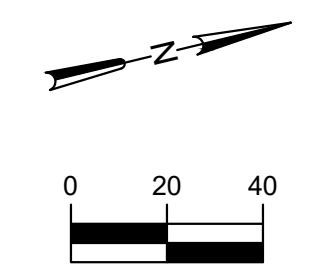
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058

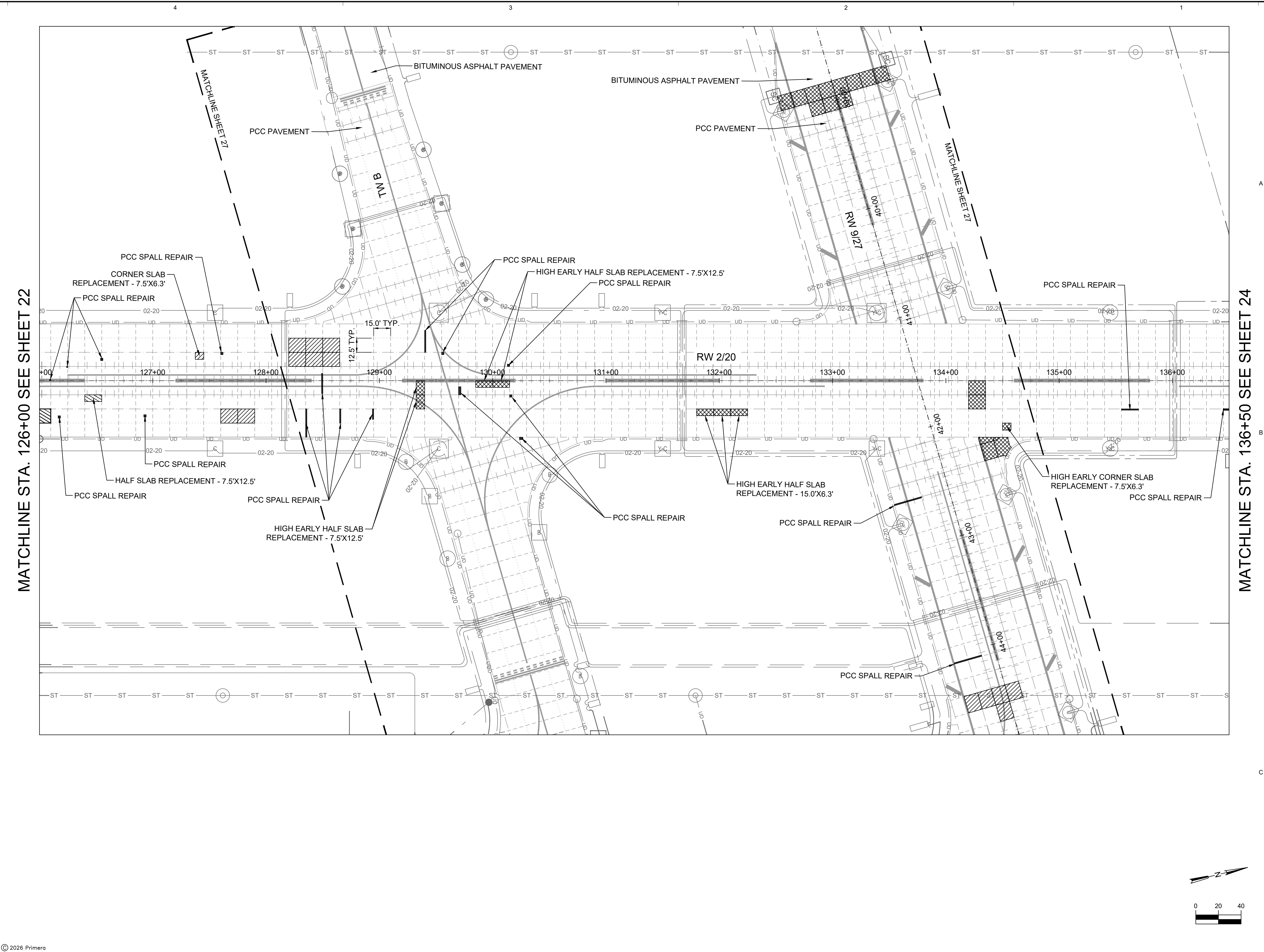


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PROPOSED PAVEMENT IMPROVEMENT PLAN - 3

23 OF 46
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 CHECKED KWS
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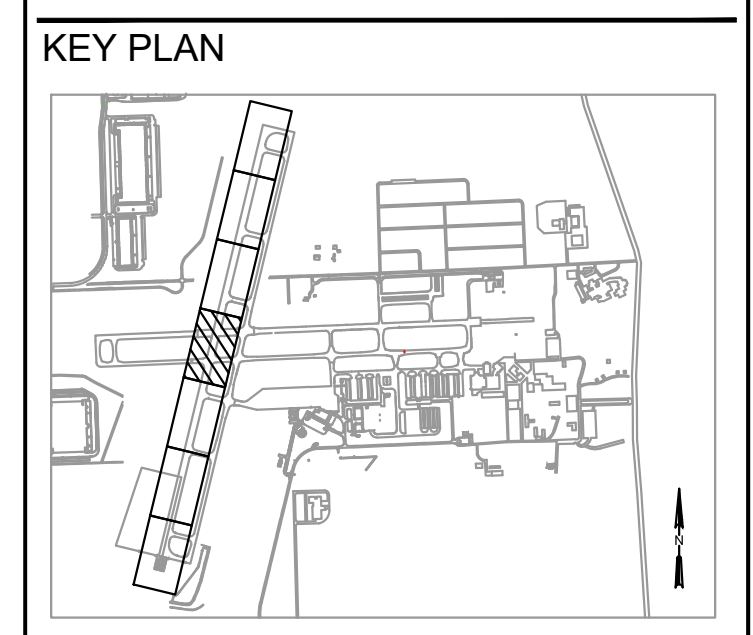
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MATCHLINE STA. 126+00 SEE SHEET 22

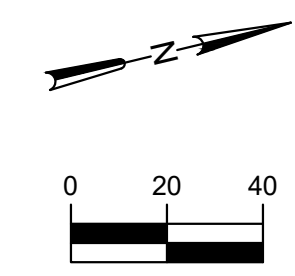
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| LEWIS UNIVERSITY AIRPORT RESEAL RUNWAY 2/20 IDA NO.: LOT-5203 SBGP NO.: TBD CONTRACT NO.: LE058 | | | | | |

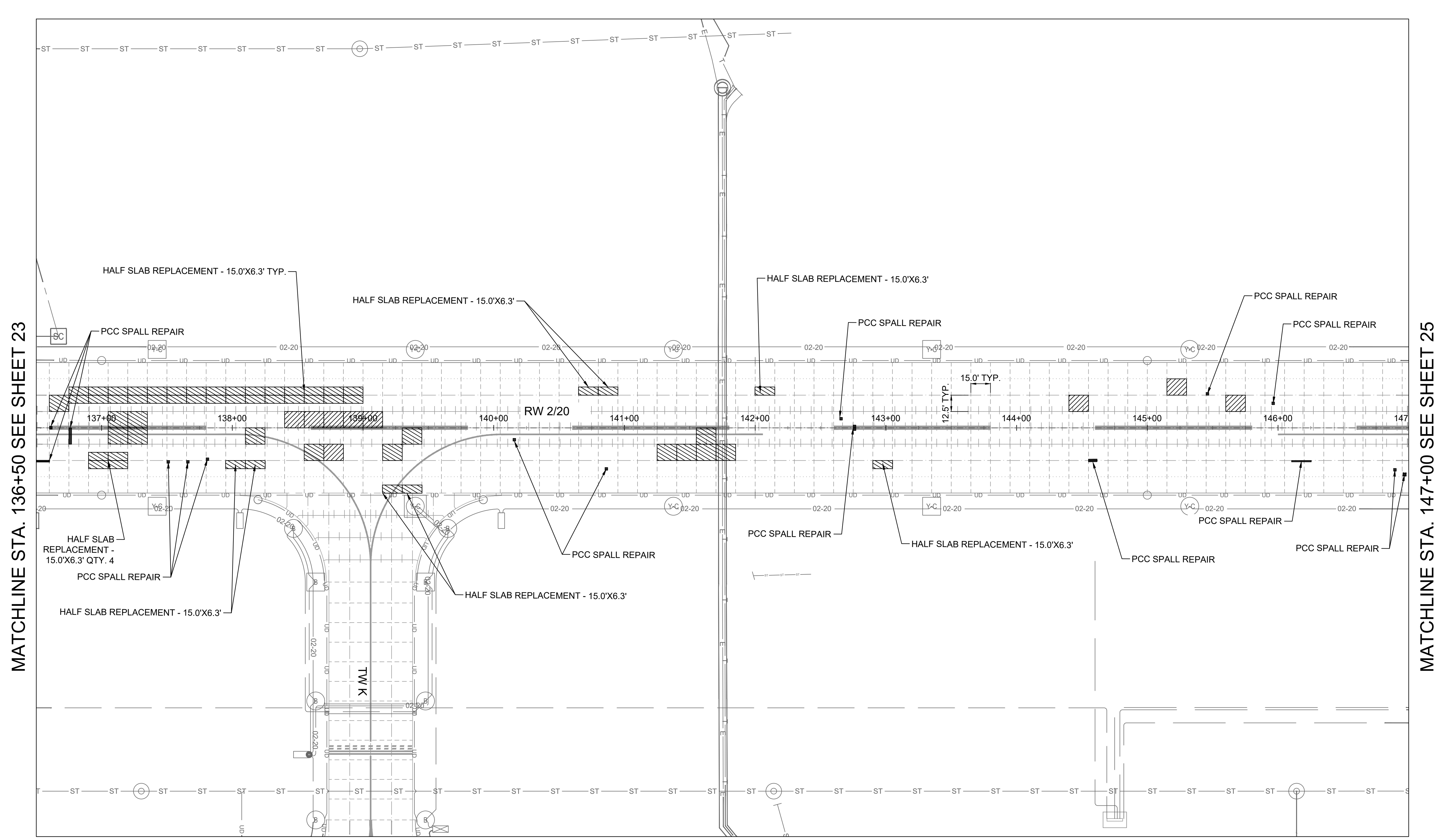


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PROPOSED PAVEMENT IMPROVEMENT PLAN - 4

24 OF 46
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 CHECKED KWS
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 SHEET NO. **24**



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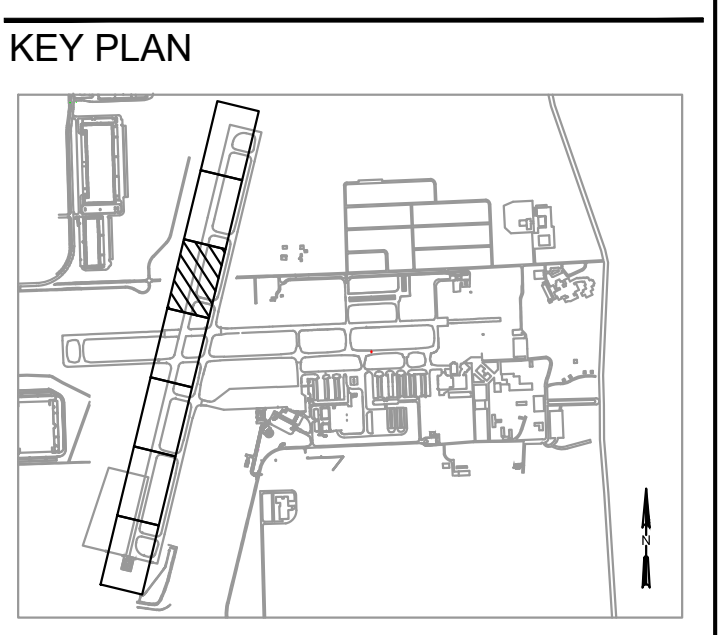


MATCHLINE STA. 136+50 SEE SHEET 23

MATCHLINE STA. 147+00 SEE SHEET 25

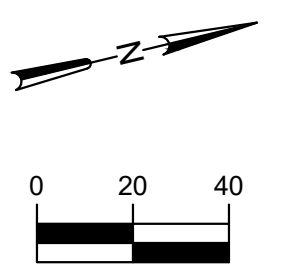
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058



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PROPOSED PAVEMENT IMPROVEMENT PLAN - 5

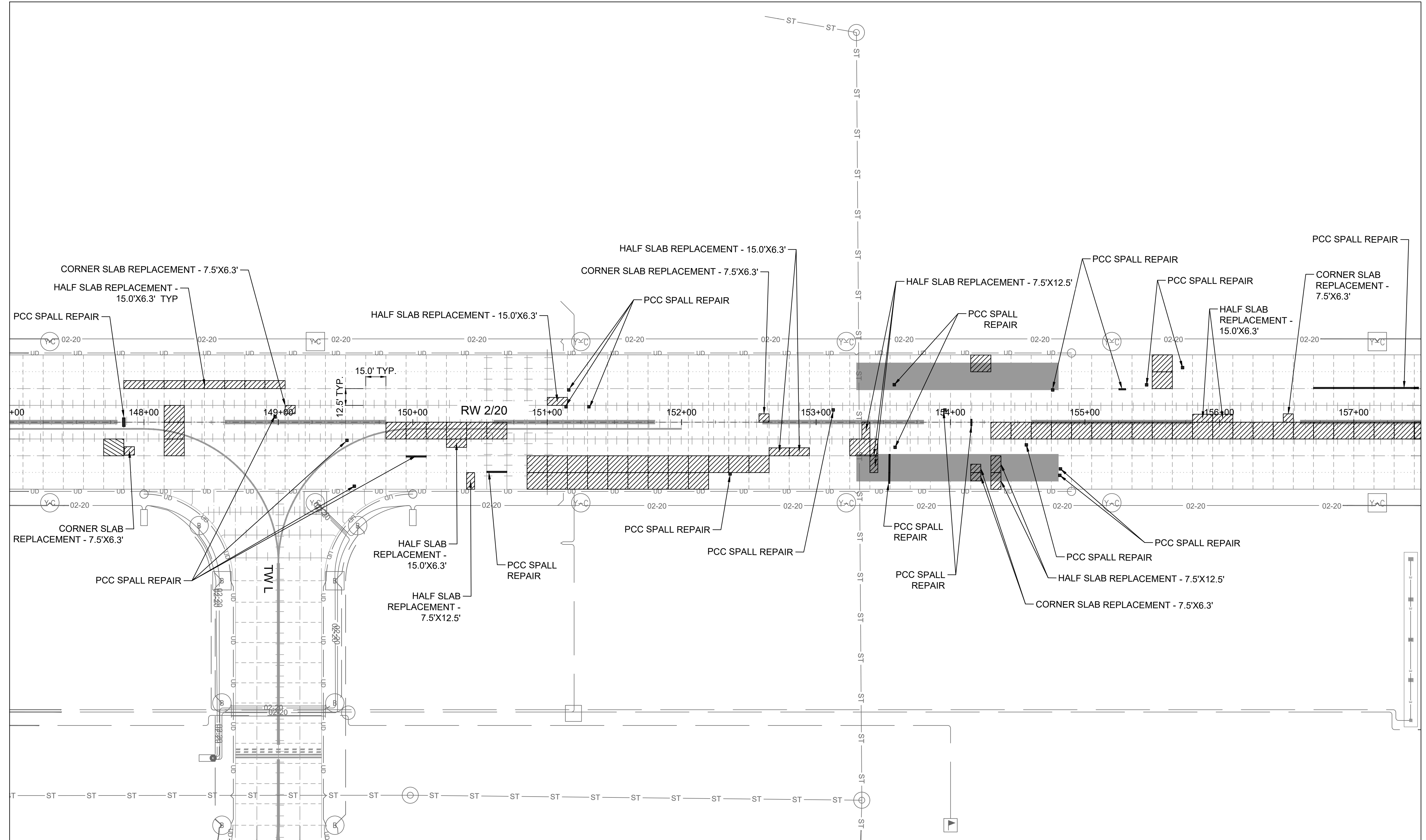
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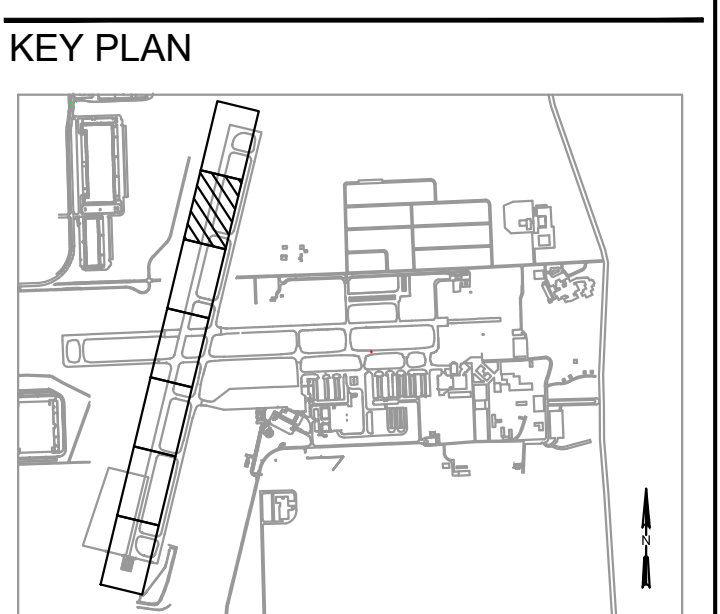
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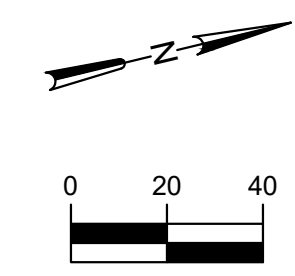
LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058



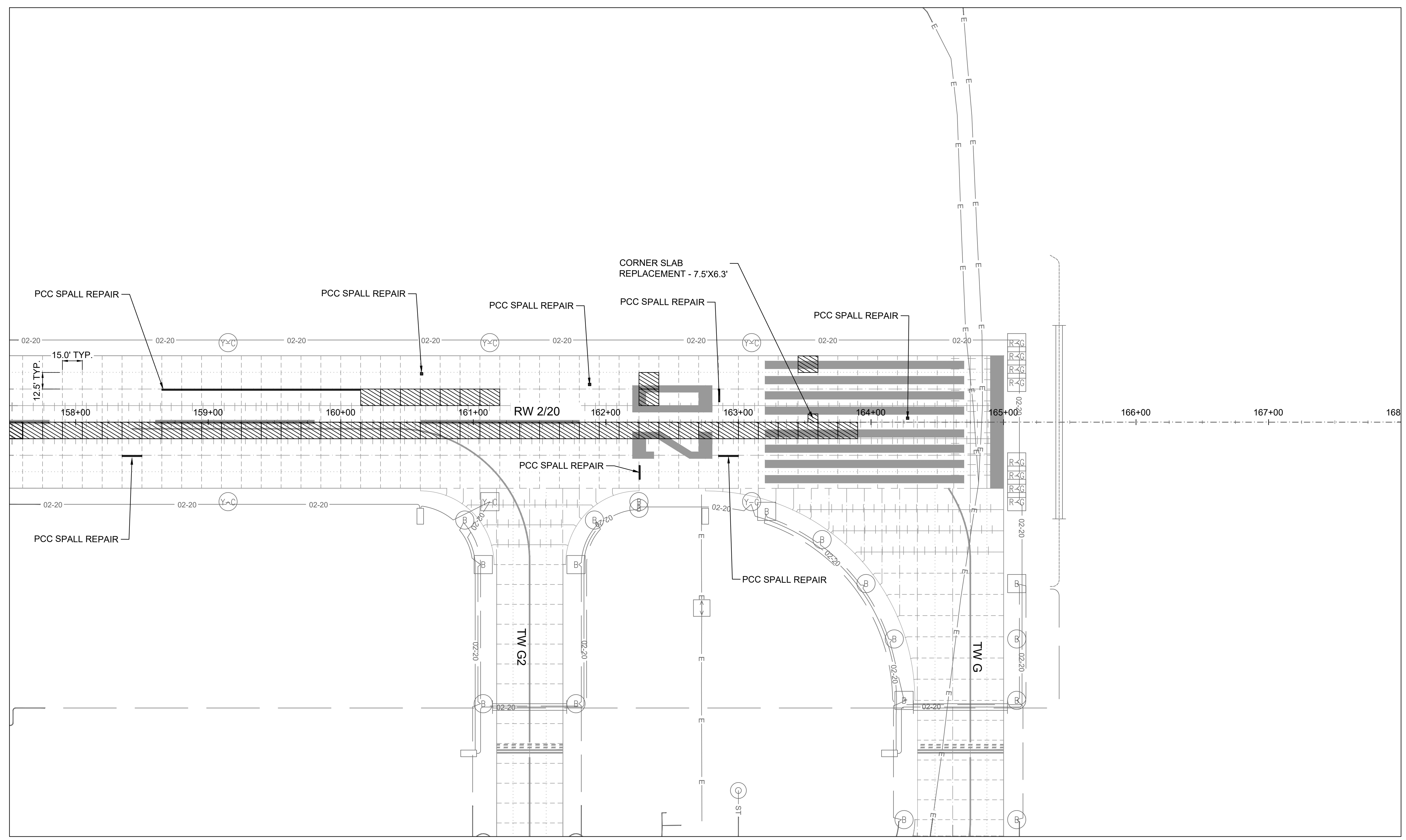
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PROPOSED PAVEMENT IMPROVEMENT PLAN - 6

26 OF 46
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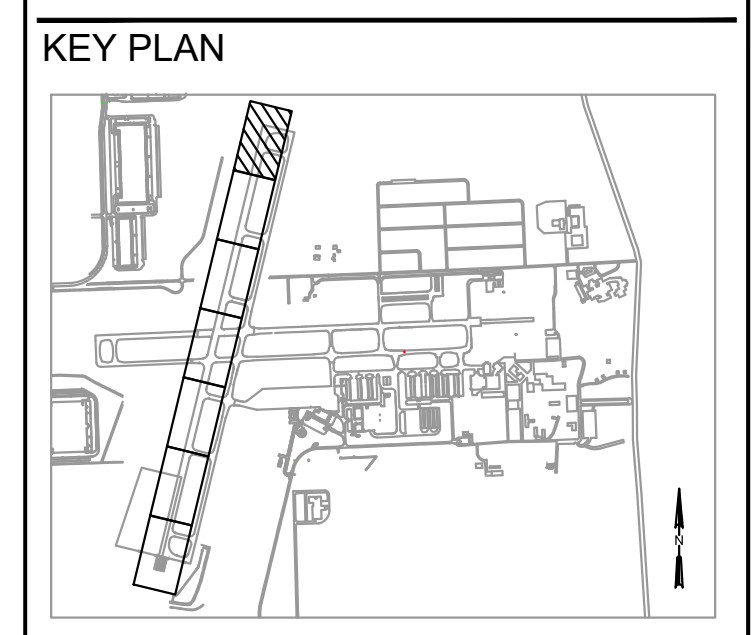
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MATCHLINE STA. 157+00 SEE SHEET 25



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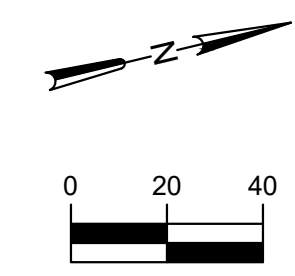
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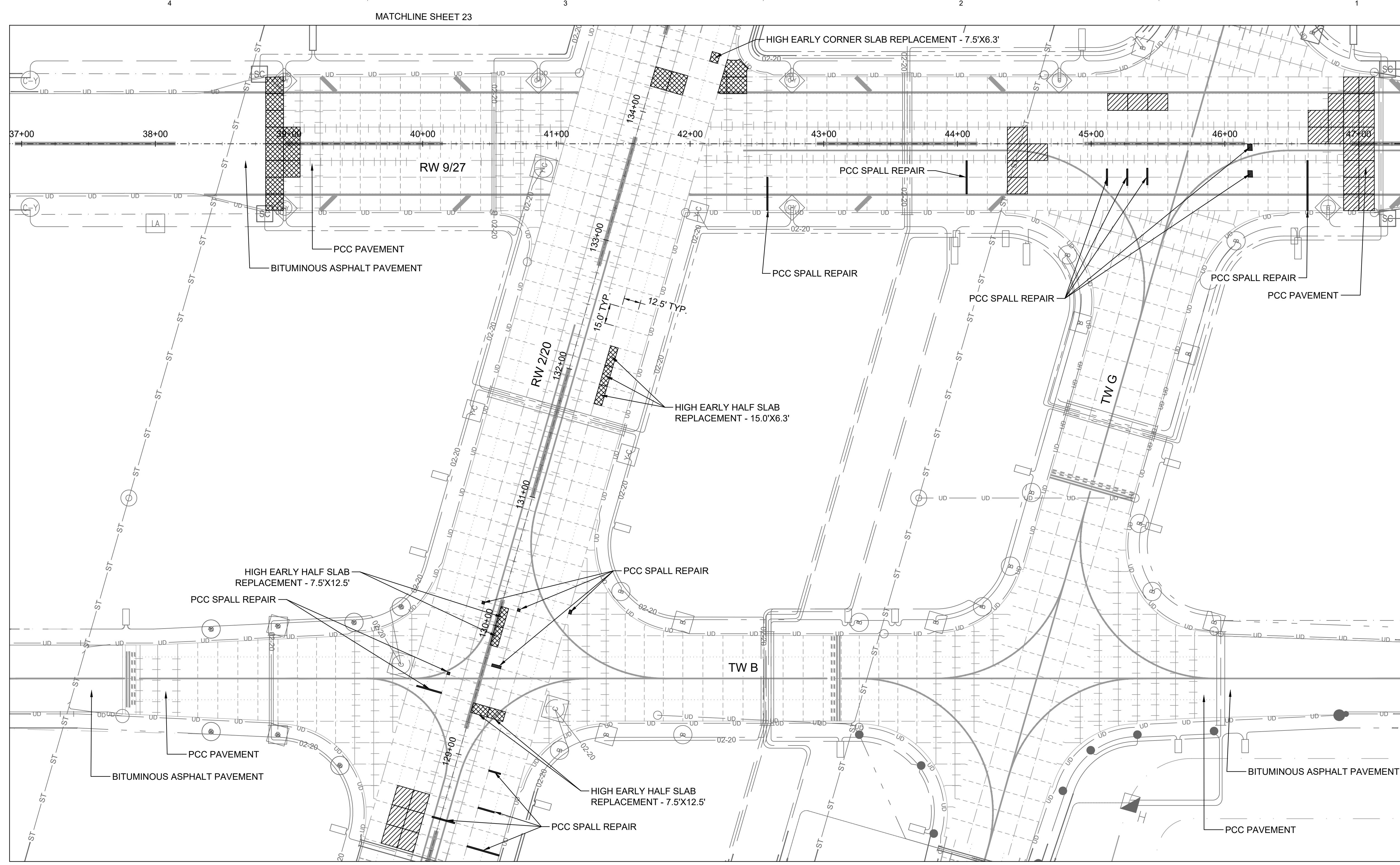


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PROPOSED PAVEMENT IMPROVEMENT PLAN - 7

27 OF 46
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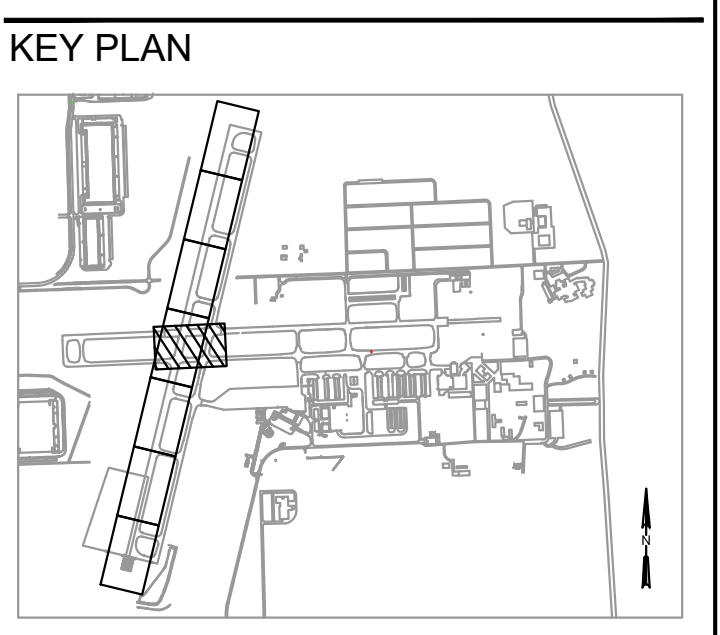
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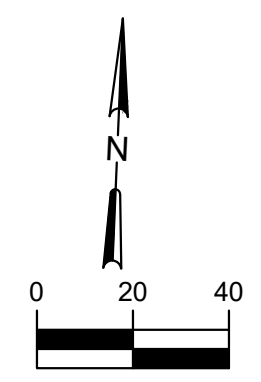
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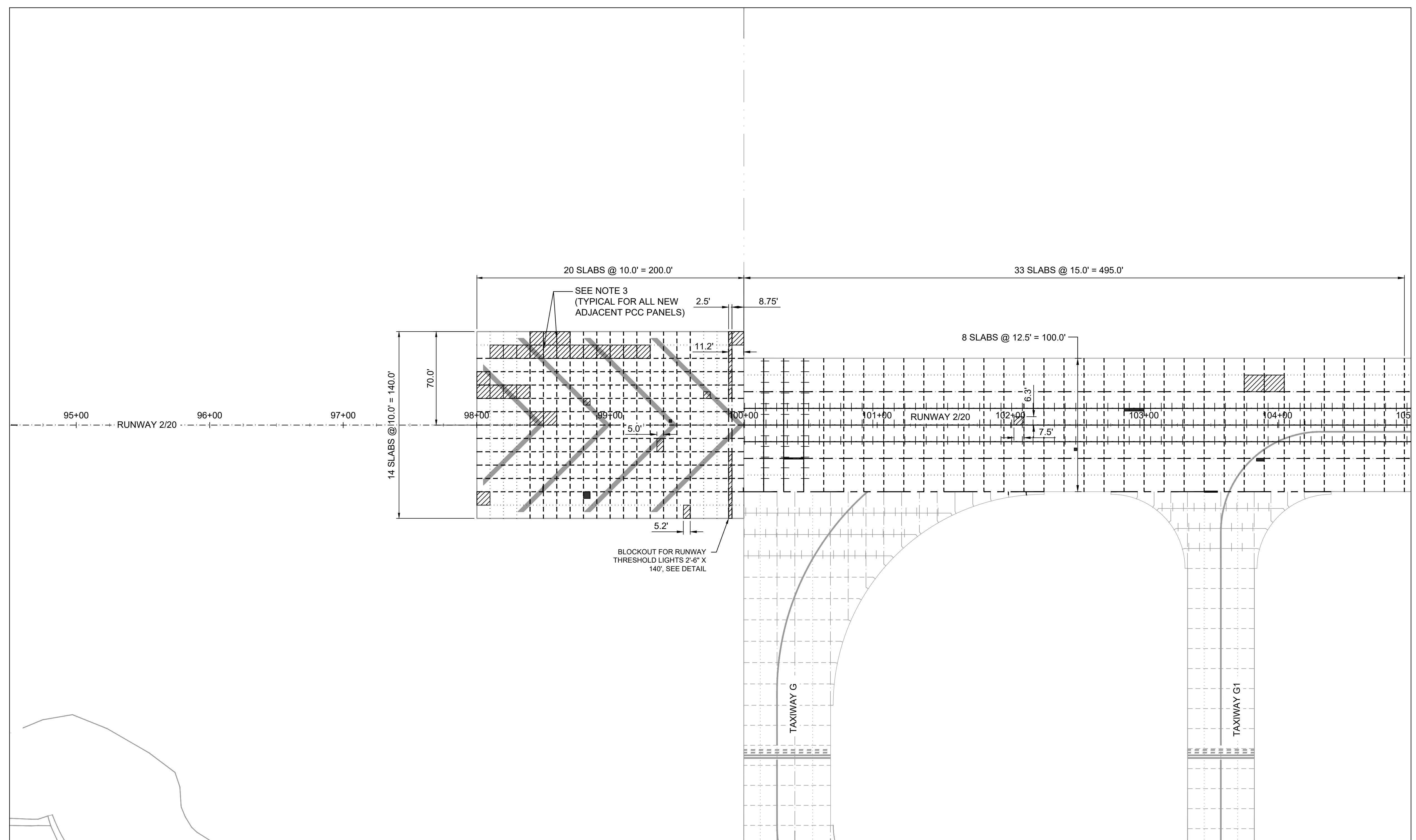


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PROPOSED PAVEMENT IMPROVEMENT PLAN - 8

28 OF 46
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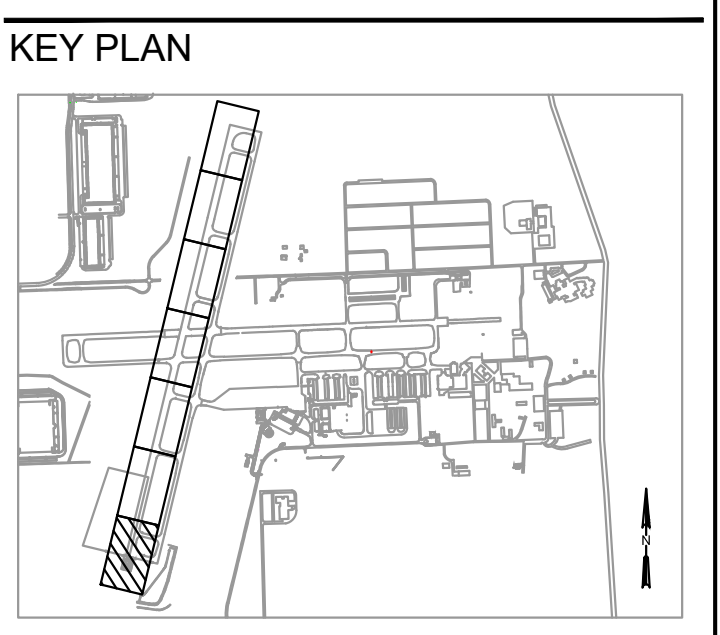


MATCHLINE ST. 105+00
SEE SHEET 29

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| Issues | | | | | |

LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



DRAWING TITLE
PAVEMENT JOINTING PLAN - 1

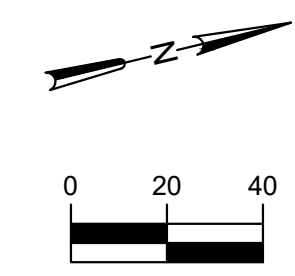
29 OF 46
APPROVED RMH SHEET NO. 29
CHECKED KWS
DRAWN BY PWB

GENERAL NOTES:

- THE EXISTING CONCRETE JOINTING IS SHOWN AS REFERENCE ONLY. PROPOSED LINWORK SHOWN IN THE LEGEND REPRESENTS JOINT SEALANT AND REPLACEMENT ALONG THE CONCRETE AREAS OF RUNWAY 2/20 AND AT THE INTERSECTION OF RUNWAY 9/27. EXISTING JOINT SEALANT SHALL BE REMOVED, CLEANED, AND SEALED AS SHOWN ON THE JOINTING PAVEMENT DETAILS AND IN THE SPECIAL PROVISIONS.
- SEE THE PAVEMENT JOINTING PAVEMENT DETAILS FOR THE REMOVAL OF EXISTING PCC REINFORCEMENT AND INSTALLATION OF NEW REINFORCEMENT FOR FULL, HALF, AND CORNER SLAB PCC REPLACEMENTS.
- NEW PCC PANELS REQUIRING SPANNING ACROSS MULTIPLE ADJACENT PANELS, THE JOINTING REQUIREMENTS SHALL UTILIZE DETAILS FOR DOWELED CONTRACTION JOINTS. FOR PAVEMENT JOINTING REINFORCEMENT AND SEALING DETAILS, SEE SHEET 36 - PAVEMENT JOINTING DETAILS.
- EXISTING JOINT SEALANT TO BE CLEANED, REMOVED AND REPLACED THAT ARE NOT IN LOCATIONS OF NEW PCC CONCRETE SHALL BE MEASURED AND PAID FOR UNDER ITEM AR605540 - CLEAN AND SEAL JOINTS. NEW JOINT SEALANT AT NEW PCC PAVEMENT SHALL NOT BE EMASURED SEPARATELY BUT BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ASSOCIATED NEW PCC PAY ITEM.

LEGEND (SEE NOTE 1):

- THICKENED EDGE EXPANSION JOINT (SEE SEALANT DETAIL B)
- ++++ DOWELED CONSTRUCTION/CONTRACTION JOINT (SEE SEALANT DETAIL A)
- - - HINGED-KEYED CONSTRUCTION JOINT (SEE SEALANT DETAIL A)
- HINGED CONTRACTION JOINT (SEE SEALANT DETAIL A)
- - - - SAWED CONTRACTION JOINT (SEE SEALANT DETAIL A)
- ▨ PROPOSED FULL DEPTH PCC REPAIR
- ▩ PROPOSED HIGH EARLY PCC (PHASE 2 FULL DEPTH REPAIRS)
- PROPOSED PCC SPALL REPAIR



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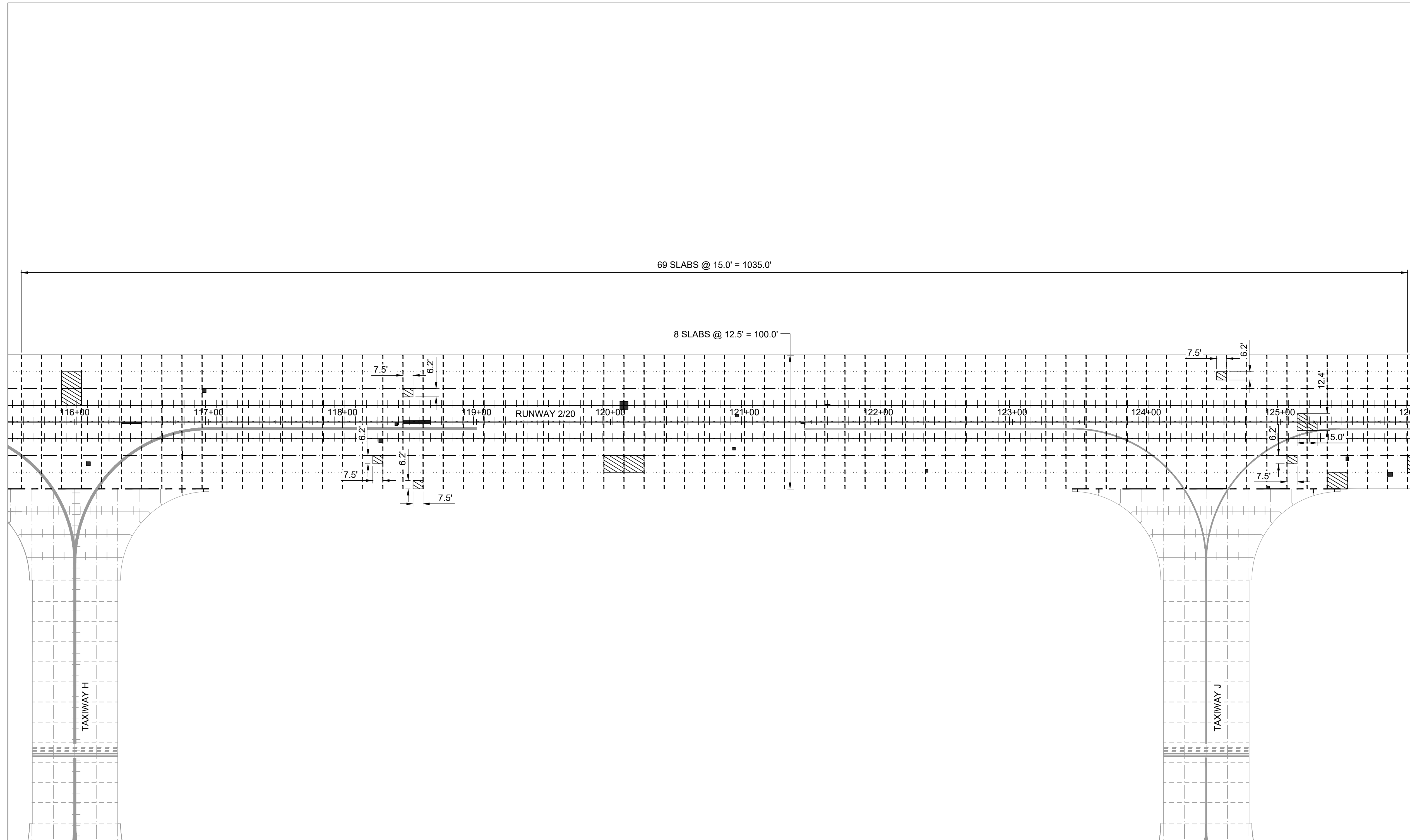
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JESSICA CUTERREZ

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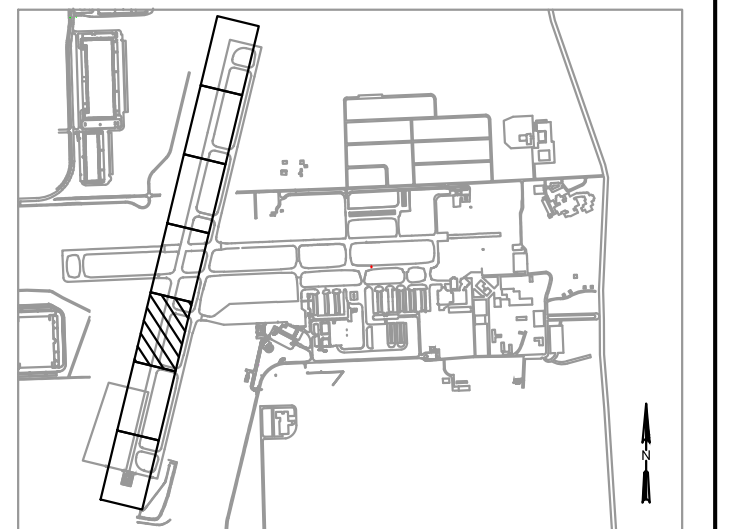
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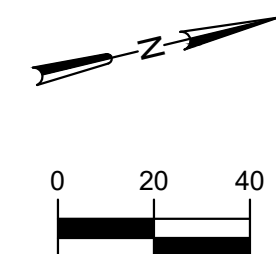
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RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058

KEY PLAN

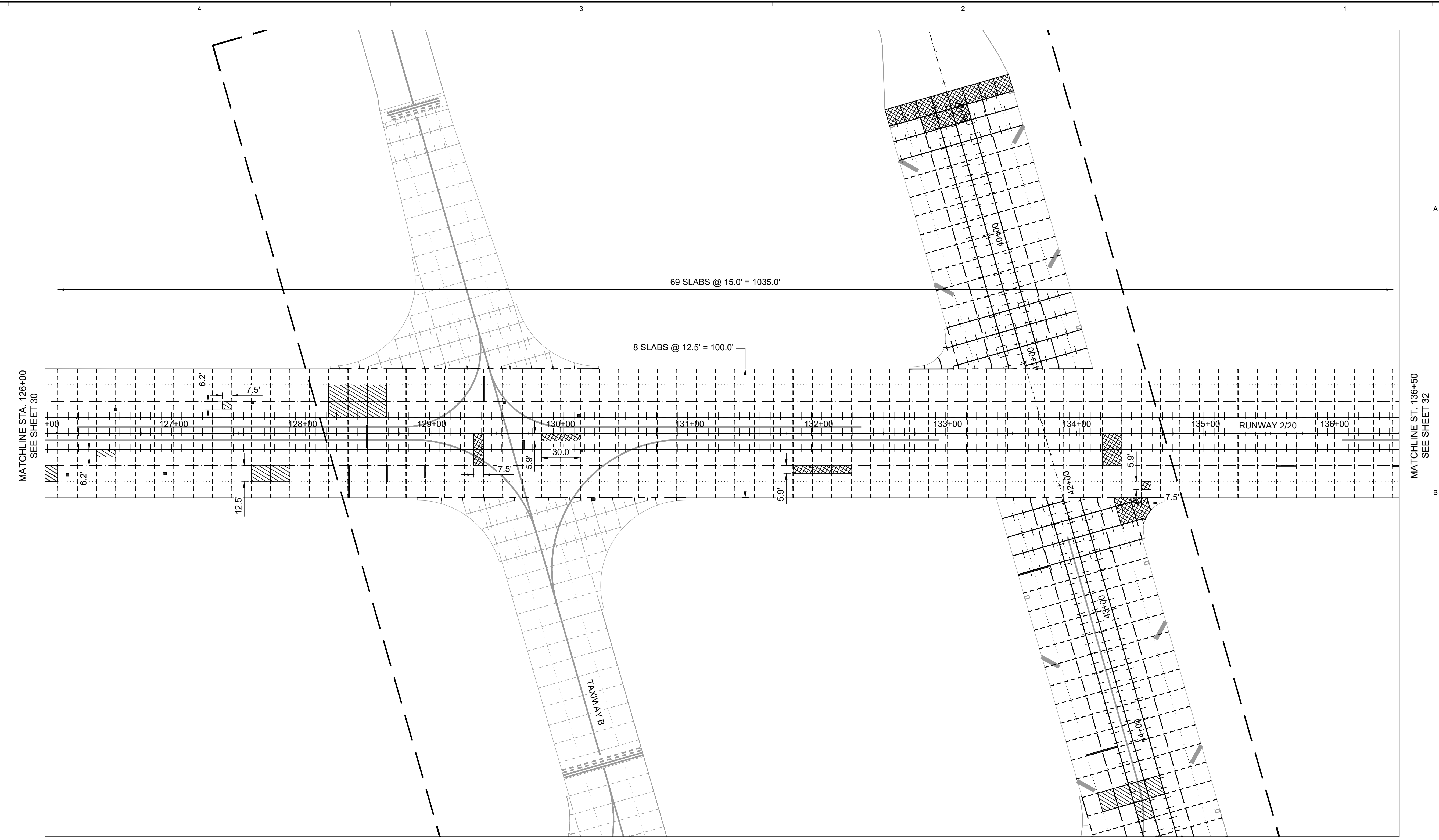


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PAVEMENT JOINTING PLAN - 3

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| | DRAWN BY | |
| | PWB | |



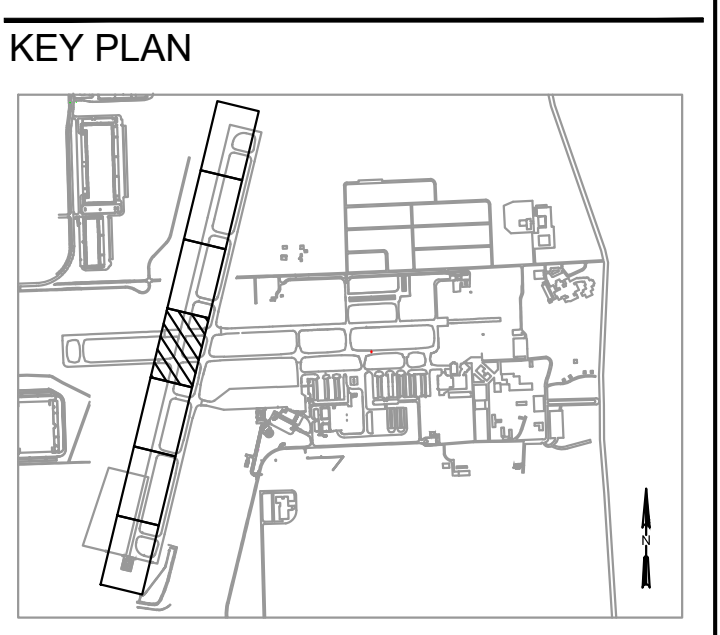
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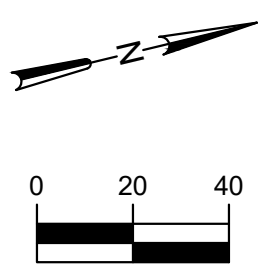
Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

| No. | Description | By | Chk. | App. | Date |
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058



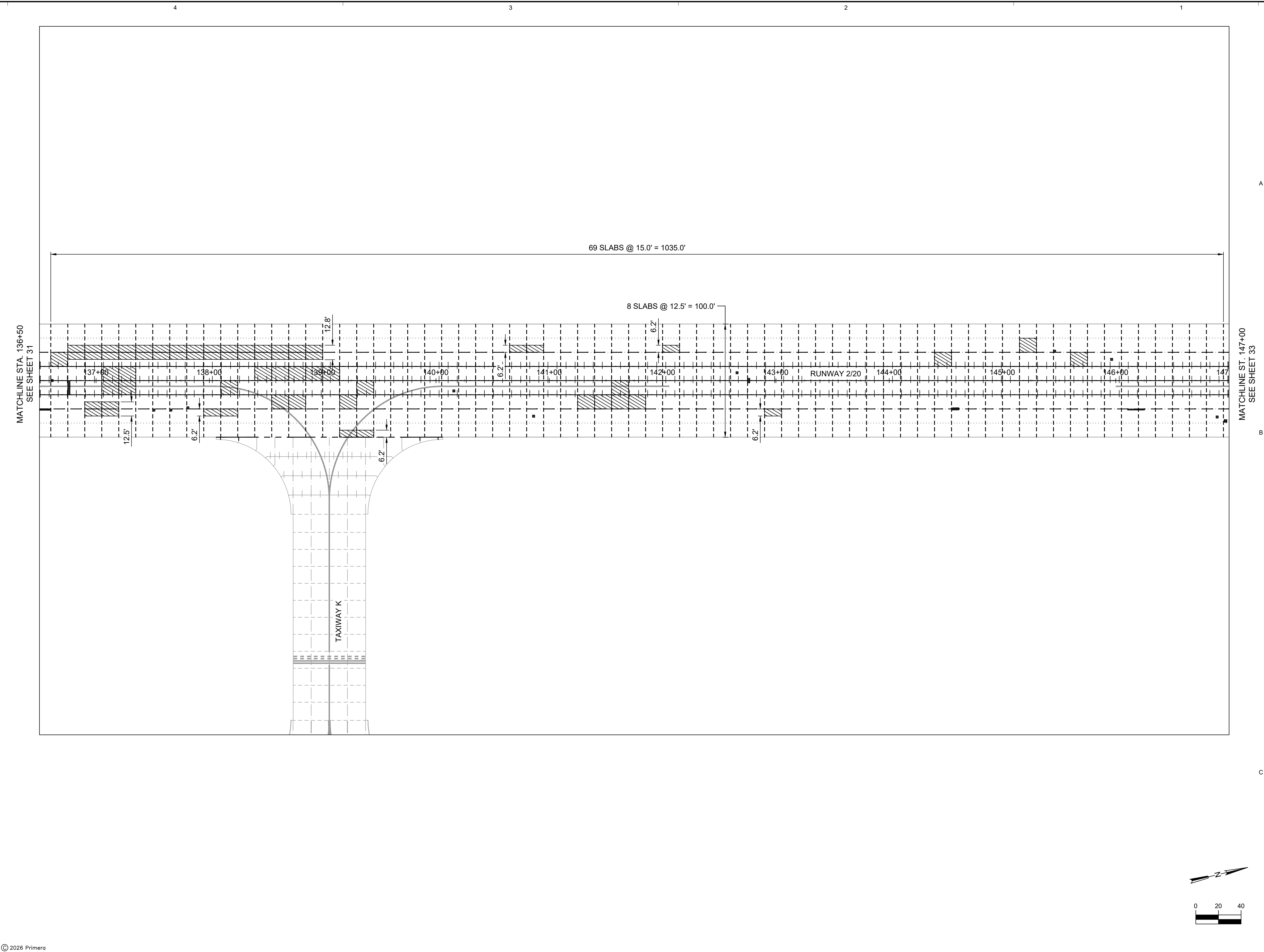
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PAVEMENT JOINTING PLAN - 4



32 OF 46
 APPROVED: RMH
 CHECKED: KWS
 DRAWN BY: PWB

SHEET NO.
32

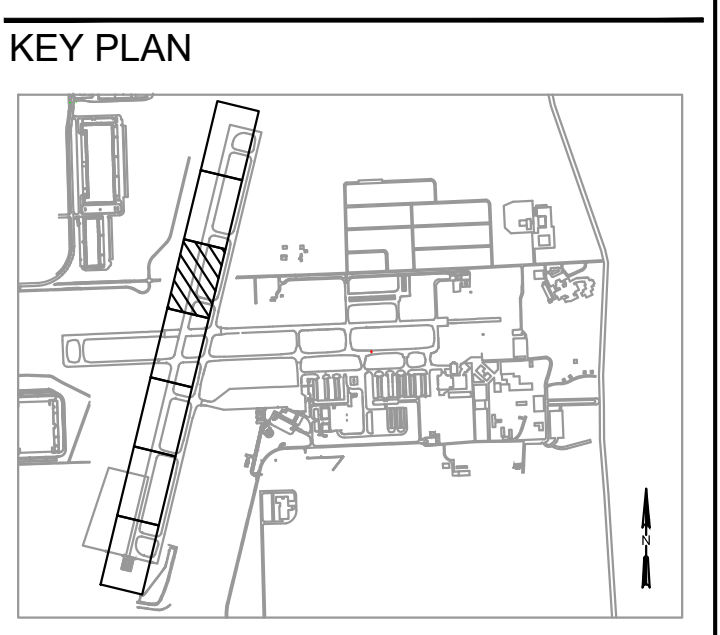
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Lewis University Airport
 JOLIET REGIONAL PORT DISTRICT

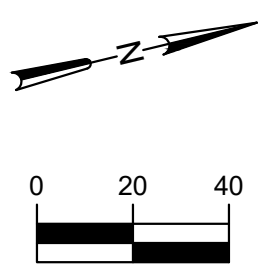
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 IDA NO.: LOT-5203
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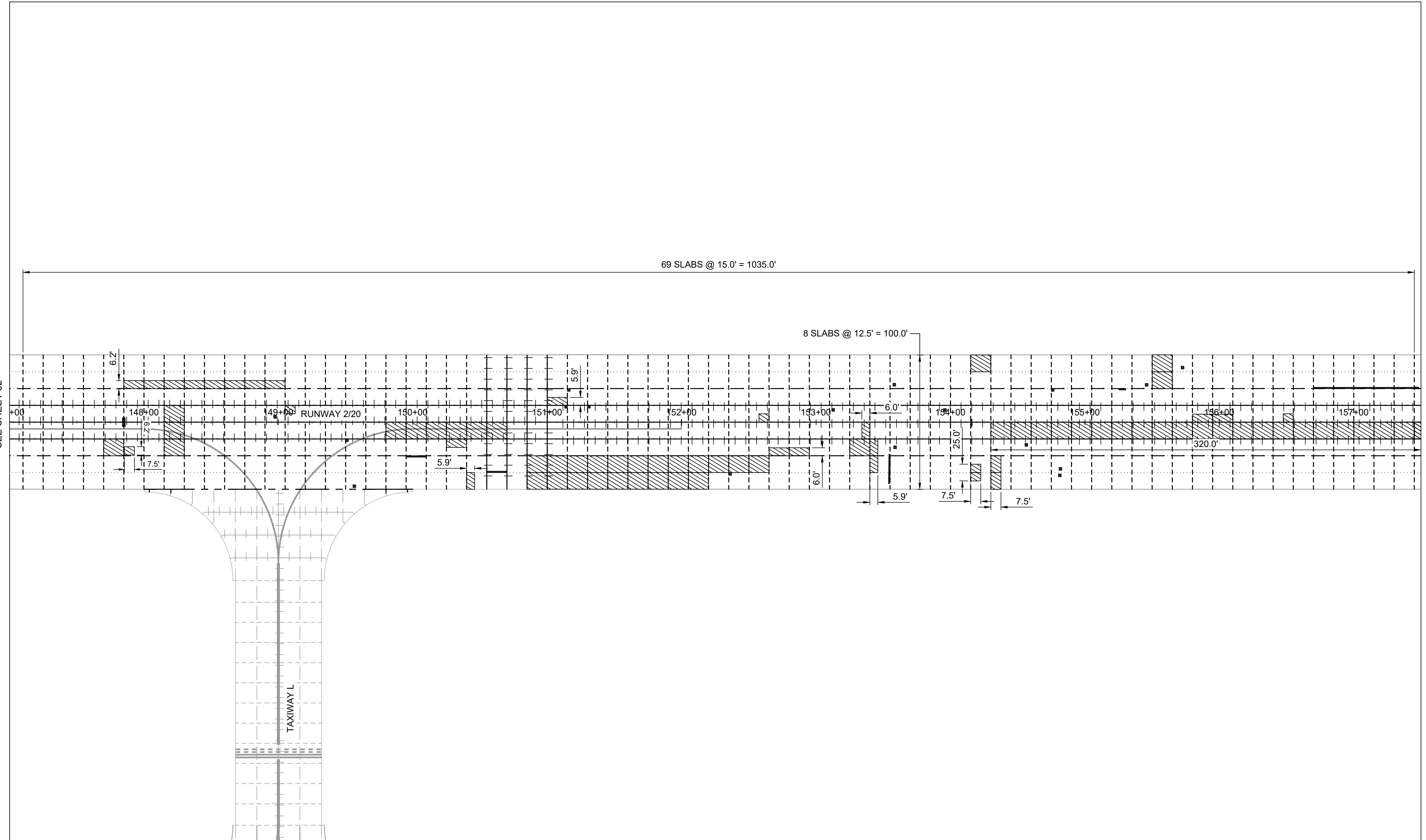


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33 OF 46
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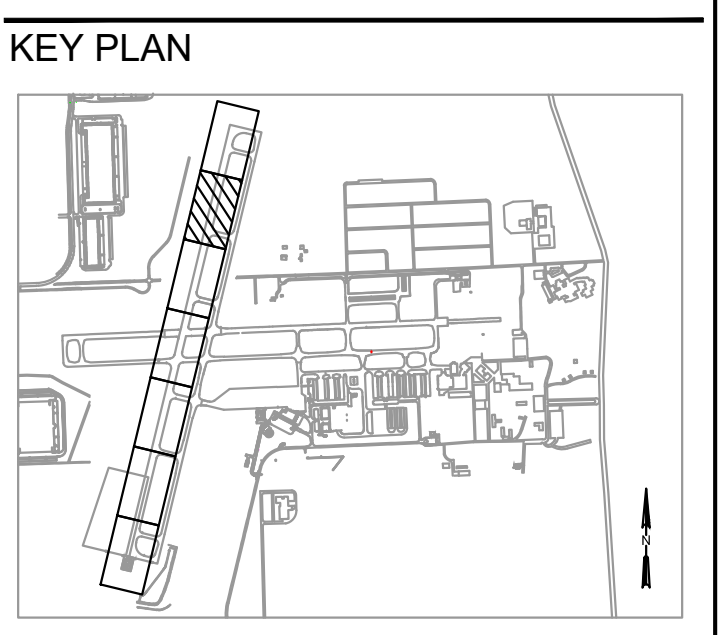
MATCHLINE STA. 157+50
SEE SHEET 34

MATCHLINE STA. 147+00
SEE SHEET 32

| No. | Description | By | Chk. | App. | Date |
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

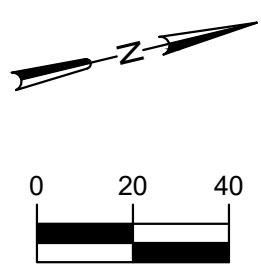
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SBGP NO.: TBD
CONTRACT NO.: LE058



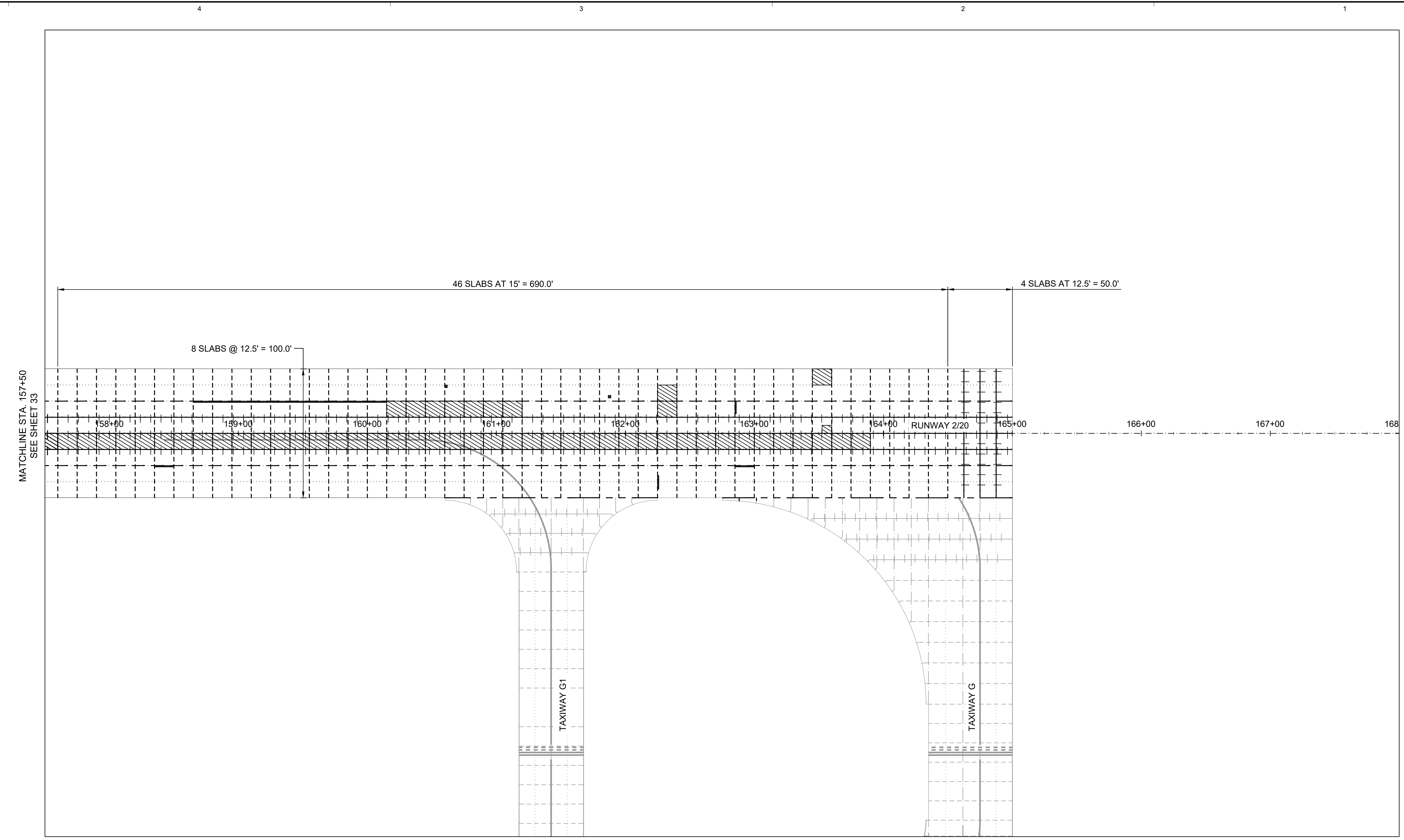
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PAVEMENT JOINTING PLAN - 6

34 OF 46

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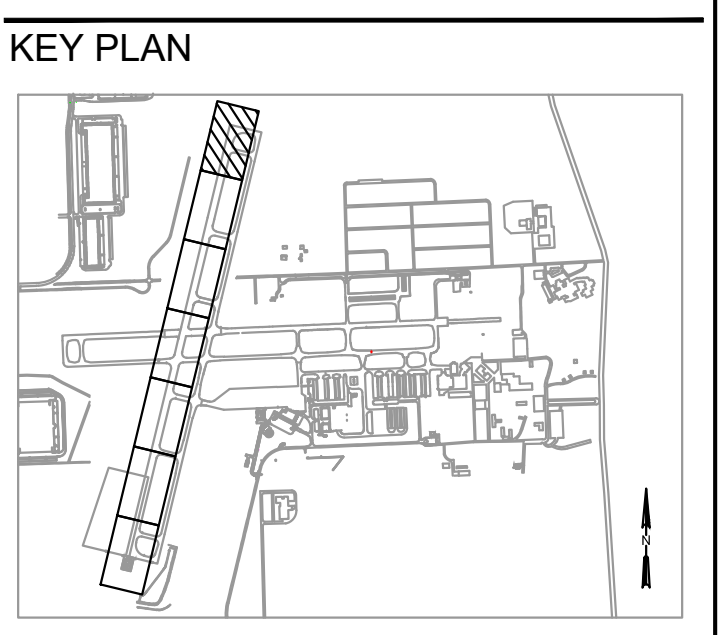
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Lewis University Airport
 JOLIET REGIONAL PORT DISTRICT

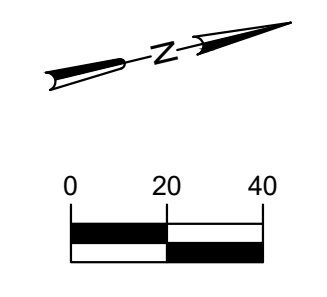
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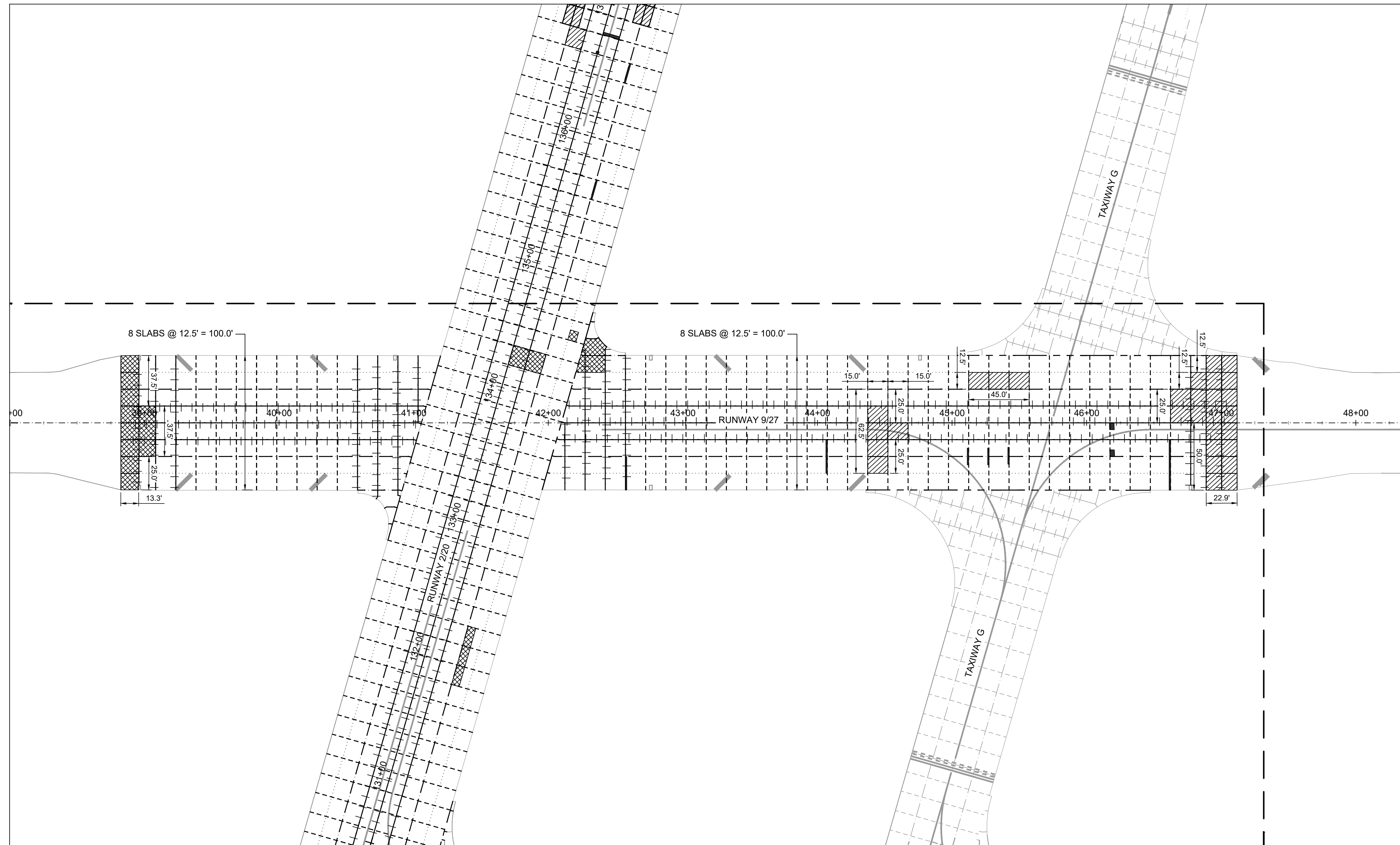
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35 OF 46
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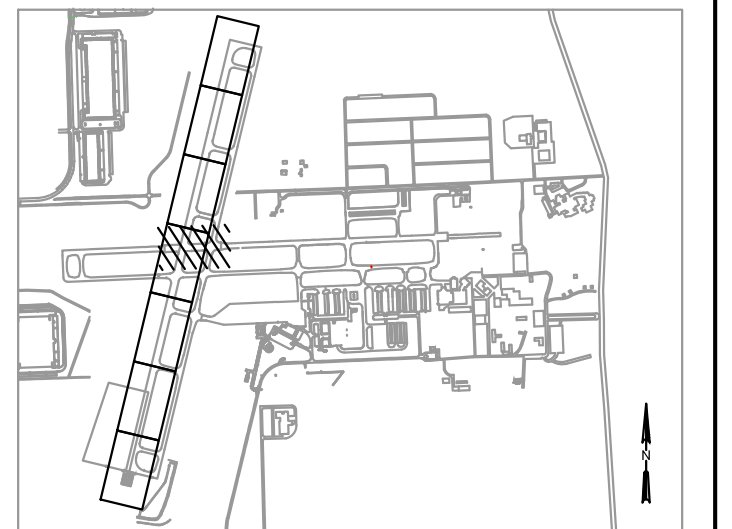
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LEWIS UNIVERSITY AIRPORT

RESEAL RUNWAY 2/20

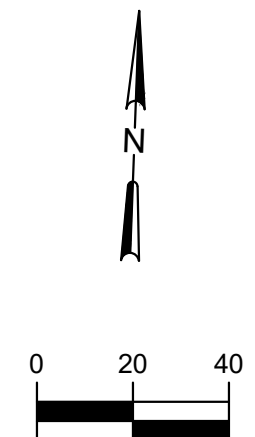
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SBGP NO.: TBD
CONTRACT NO.: LE058

KEY PLAN



DRAWING TITLE
**PAVEMENT
JOINTING PLAN - 8**

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| 36 OF 46 | APPROVED | SHEET NO. |
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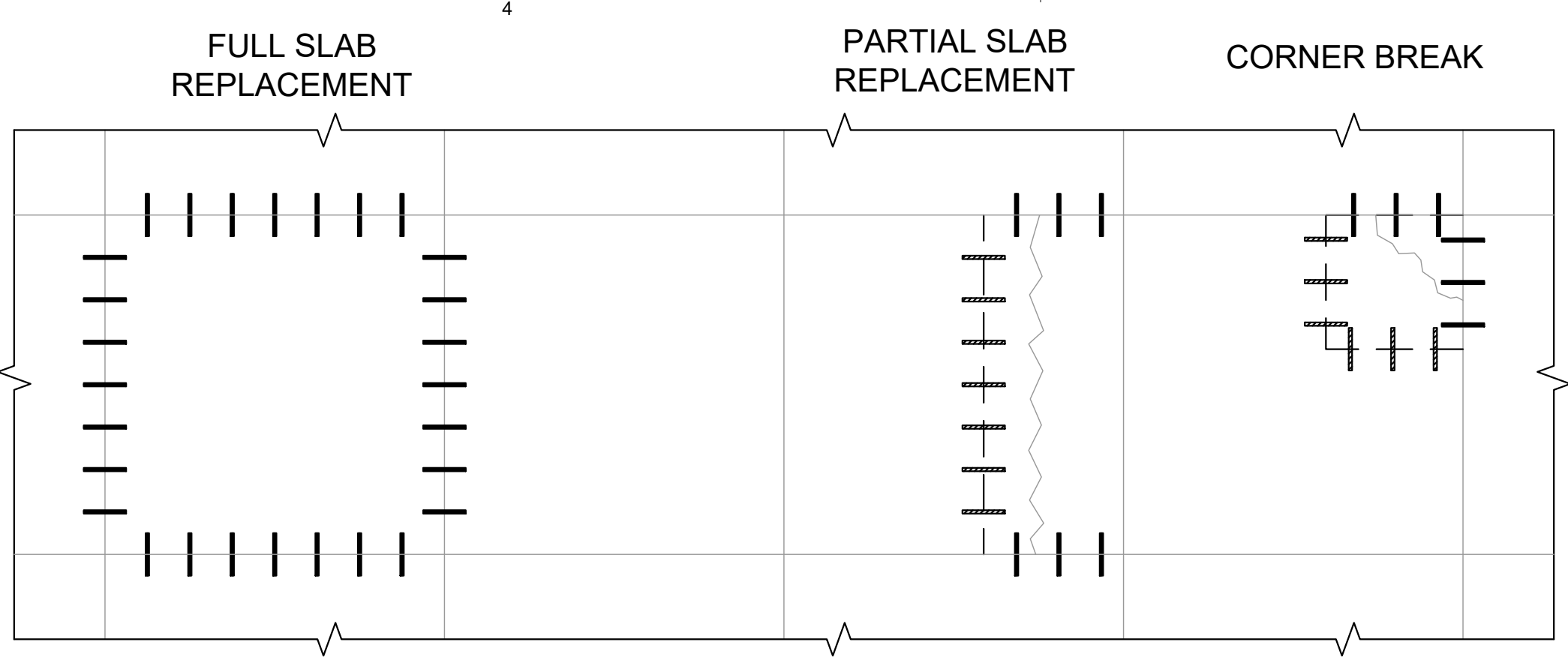
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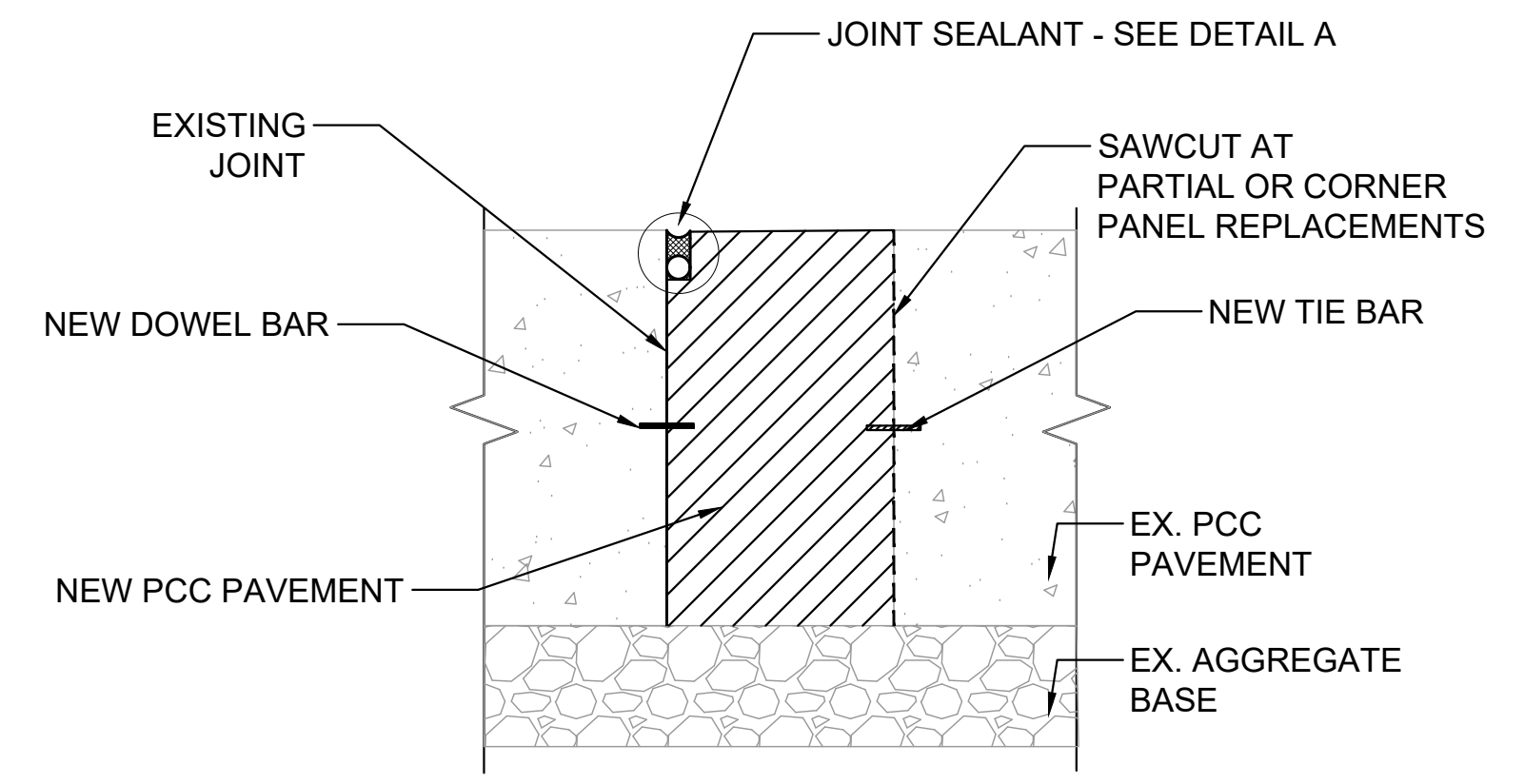


RIGID PAVEMENT REPAIR - PLAN VIEW FOR SINGLE PANEL

NOT TO SCALE

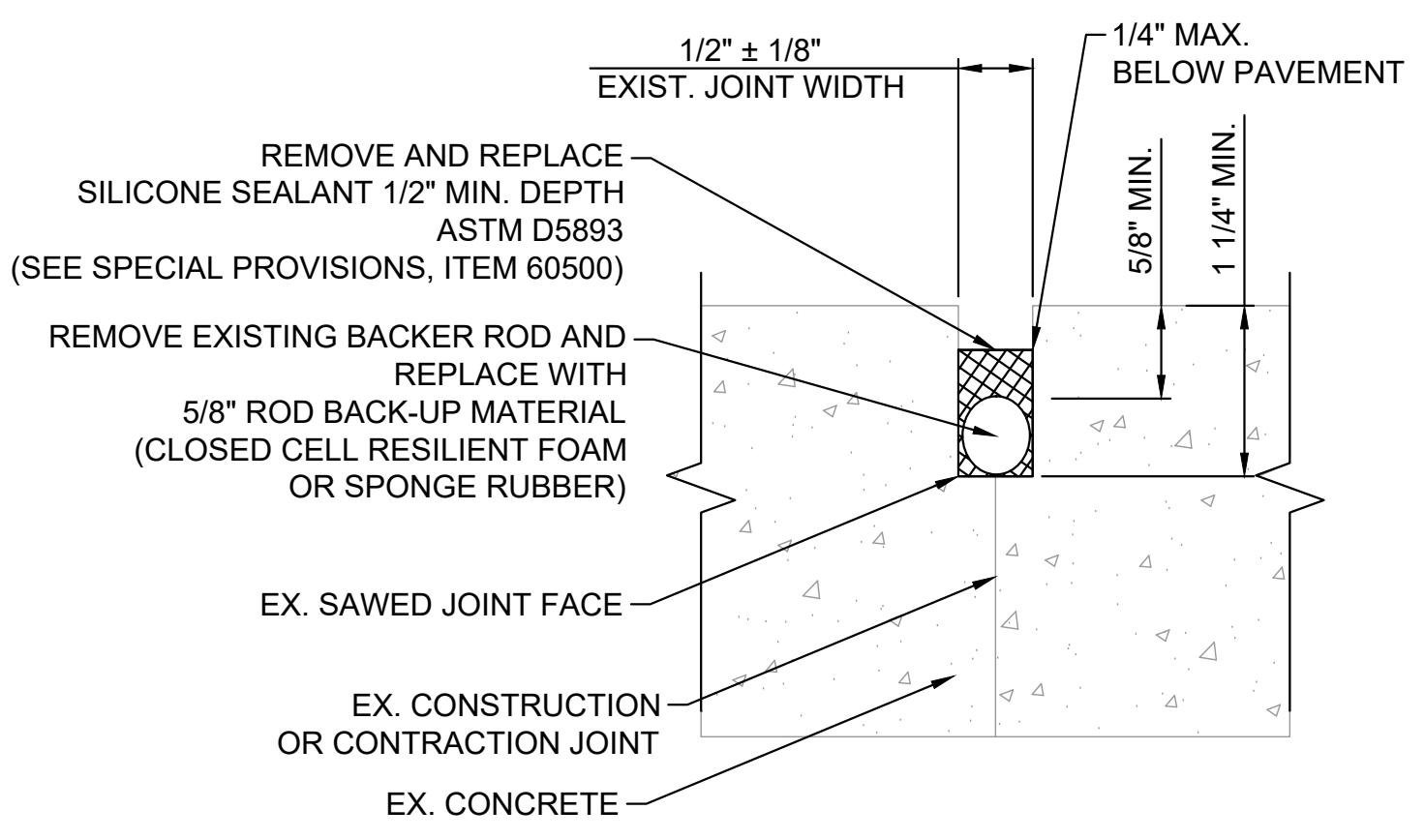
REINFORCEMENT NOTES:

- IF DOWELS OR TIE BARS ARE TO BE CUT AND REPLACED, MAKE A FULL DEPTH SAW CUT ALONG THE CONSTRUCTED JOINT CUTTING THE DOWELS AND TIE BARS. TAKE CARE TO PREVENT DAMAGE TO THE DOWELS, TIE BARS, OR TO CONCRETE THAT REMAINS IN PLACE.
- INSTALL DOWELS BY DRILLING AND EPOXYING INTO THE PCC PAVEMENT AT LEAST 3 INCHES (8 cm) FROM THE LOCATION OF THE EXISTING CUT DOWELS. SPACE DOWEL BARS AT LEAST 3 INCHES (8 cm) FROM THE EDGE OF THE REPAIR AREA AND AT LEAST ONE BAR SPACING APART AT CORNERS OF INTERSECTING JOINTS. OIL THE EXPOSED ENDS OF DOWEL BARS PRIOR TO BACKFILLING REPAIR AREA WITH CONCRETE.
- JOINT FILLER NON-ABSORBENT MATERIAL SHALL BE INSTALLED TO TOP OF EXISTING SLAB BEFORE PLACING REPLACEMENT CONCRETE TO FORM A SEALANT RESERVOIR. AFTER PLACEMENT AND CURING OF CONCRETE, JOINT FILLER SHALL BE REMOVED AND PERMANENT JOINT SEALANT SHALL BE PLACED.



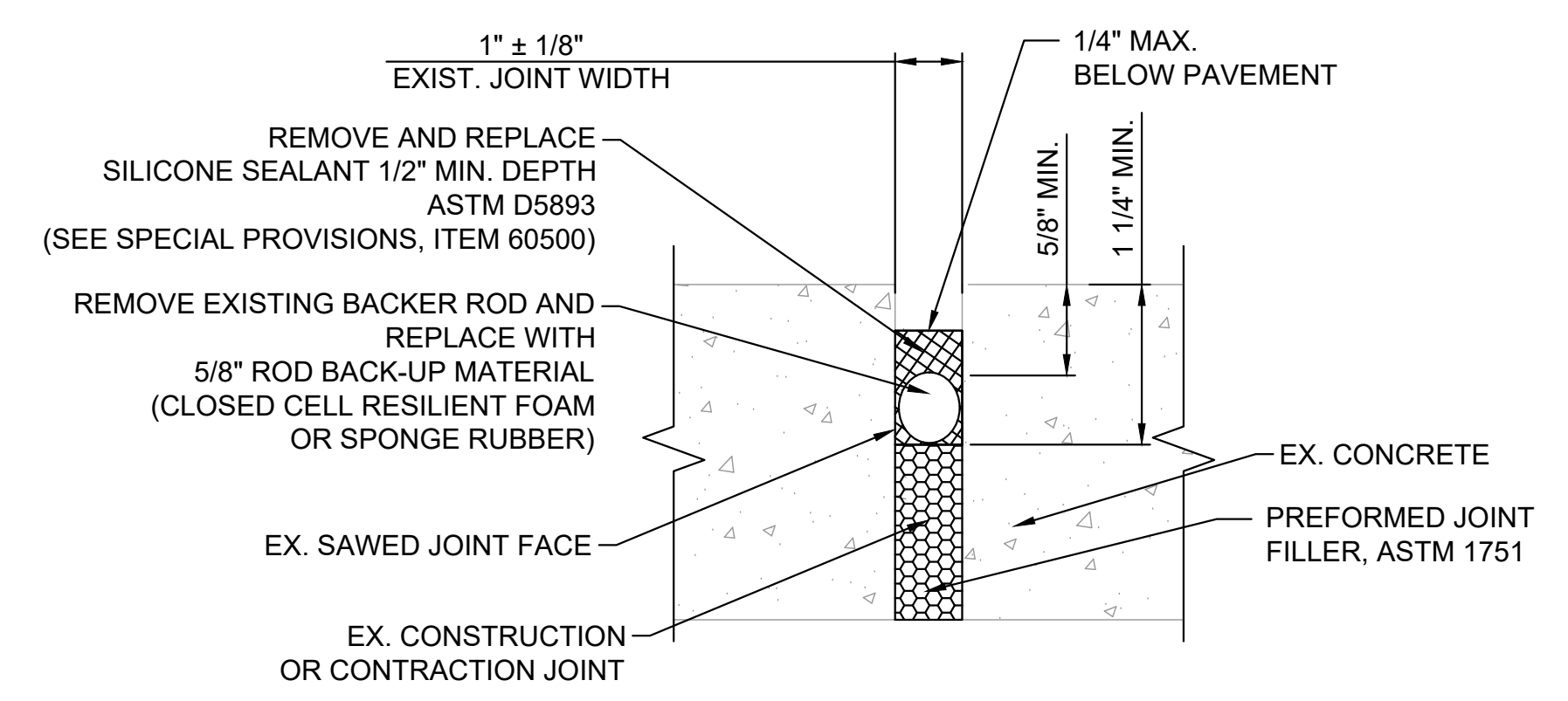
RIGID PAVEMENT REPAIR - SECTION VIEW

NOT TO SCALE



DETAIL A - CONSTRUCTION/CONTRACTION JOINT SEALANT

NOT TO SCALE

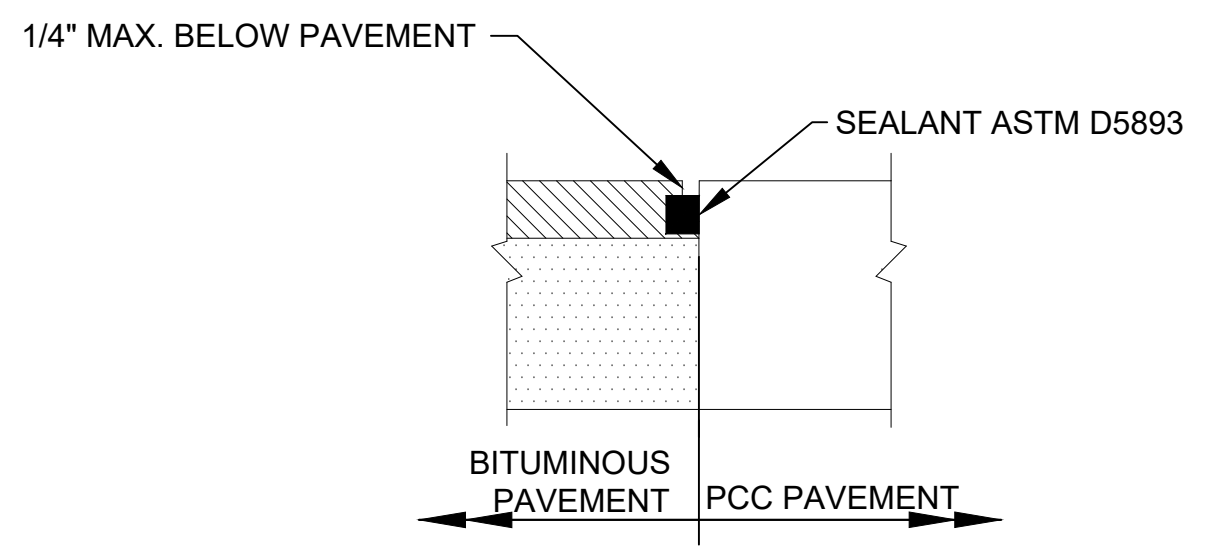


DETAIL B - ISOLATION JOINT SEALANT

NOT TO SCALE

CLEAN AND SEAL NOTES:

- THE CONTRACTOR SHALL VISIT THE PROJECT SITE AND ACQUAINT THEMSELVES WITH THE REQUIRED WORK. CONTRACTOR SHALL BE FAMILIAR TO THE SITE AND REQUIRED WORK PRIOR TO BID. SITE VISITS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- EXISTING JOINT MATERIAL SHALL BE REMOVED AND CLEANED AS SPECIFIED IN THE SPECIAL PROVISIONS. PRIOR TO RESEALING, PAVEMENT JOINTS SHALL BE DRY, CLEAN OF ALL SCALE, DIRT, DUST, AND OTHER FOREIGN MATERIAL.
- PRIOR TO ORDERING NEW MATERIAL, CONTRACTOR SHALL FIELD MEASURE FOR JOINTING MATERIAL SIZES AND AMOUNT. MEASUREMENTS SHALL ALSO DETERMINE BACKER ROD SIZE AND QUANTITIES. PER NEW JOINTS DETAILS, DEPTHS SHOWN ARE APPROXIMATES BUT SHALL BE AS RECOMMENDED BY MANUFACTURER. NO EXTRA COMPENSATION WILL BE MADE FOR EXCESS MATERIALS NOT USED.
- FOR VARYING JOINT WIDTHS AND DEPTHS, THERE SHALL BE NO ADDITIONAL COST FOR DEEPER SAWCUTS, LARGER BACKER RODS AND SEALANT MATERIAL USED.
- JOINT SEALANT FROM NEW PCC SLABS SHALL NOT BE MEASURED AND PAID FOR UNDER ITEM AR605540 - CLEAN AND SEAL JOINTS, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ASSOCIATED NEW PCC PAY ITEM.



DETAIL C - BITUMINOUS/PCC SEAL

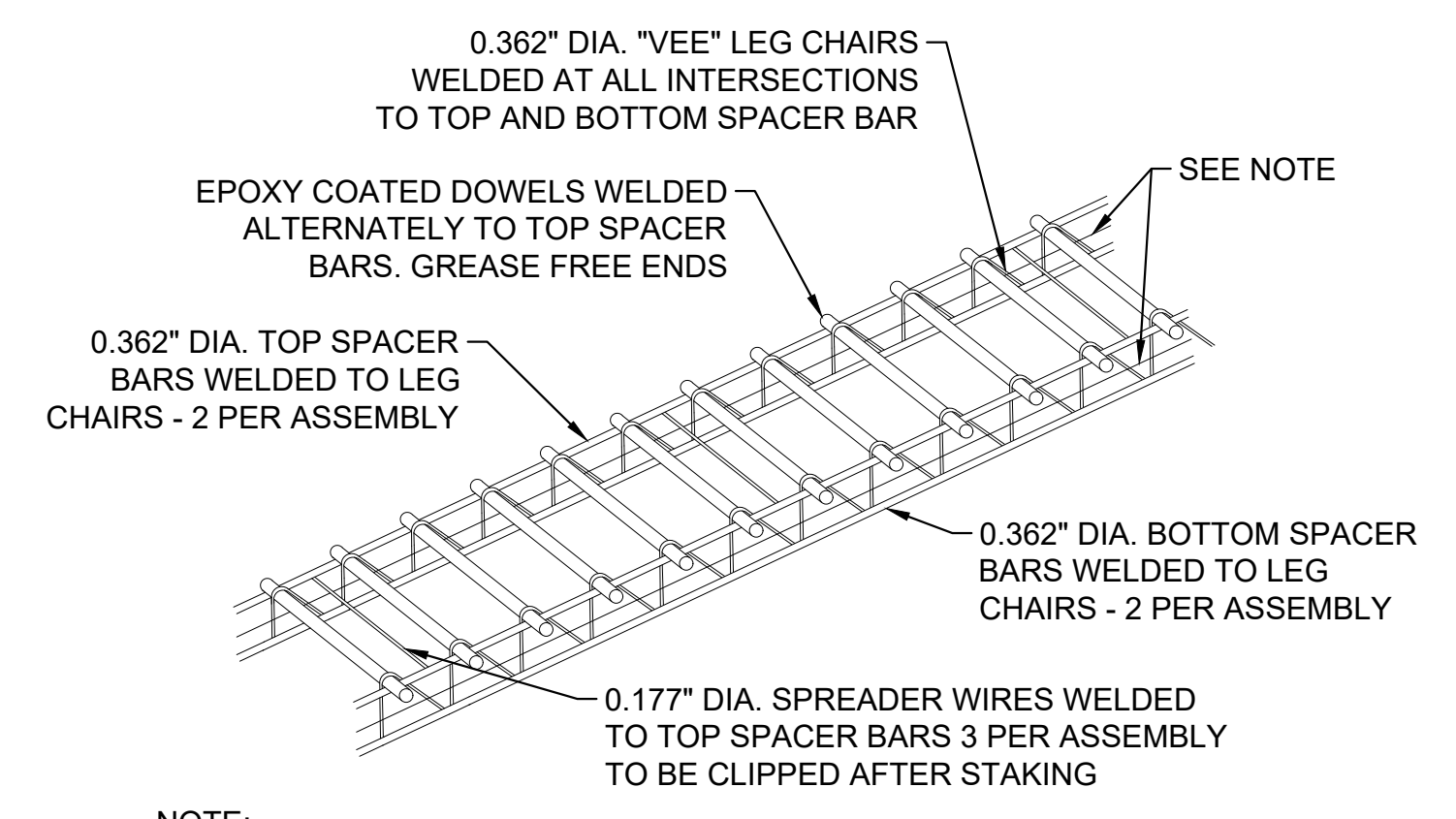
NOT TO SCALE

TABLE: DOWEL DIMENSIONS AND SPACING

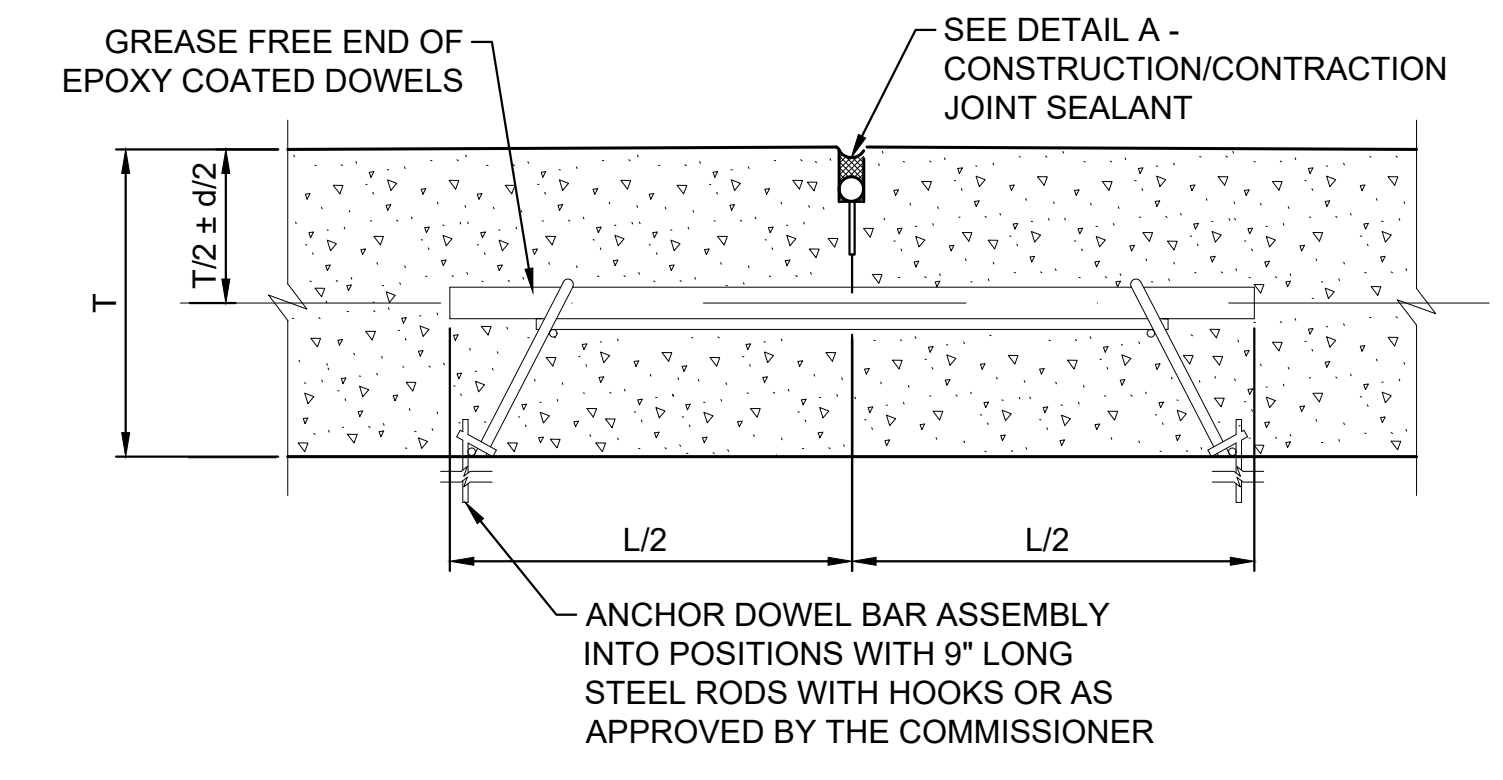
| Thickness of Panel | Diameter | Length | Spacing |
|-------------------------|------------------|----------------|----------------|
| 5-7 in (125-178 mm) | 3/4 in (20 mm) | 18 in (460 mm) | 12 in (305 mm) |
| 7.5-12 in (191-305 mm) | 1 in (25 mm) | 18 in (460 mm) | 12 in (305 mm) |
| 12.5-16 in (318-406 mm) | 1 1/4 in (30 mm) | 20 in (510 mm) | 15 in (380 mm) |
| 16.5-20 in (419-508 mm) | 1 1/2 in (40 mm) | 20 in (510 mm) | 18 in (460 mm) |
| 20.5-24 in (521-610 mm) | 2 in (50 mm) | 24 in (610 mm) | 18 in (460 mm) |

T = 5.0" (BLAST PAD) AND 10.0" (RUNWAY)

TIE BARS SHALL CONFORM TO SECTION 501 OF THE SPECIFICATIONS. TIE BARS SHALL BE 30-INCHES LONG, NO. 5 BARS, SPACED AT 30-INCHES ON CENTER

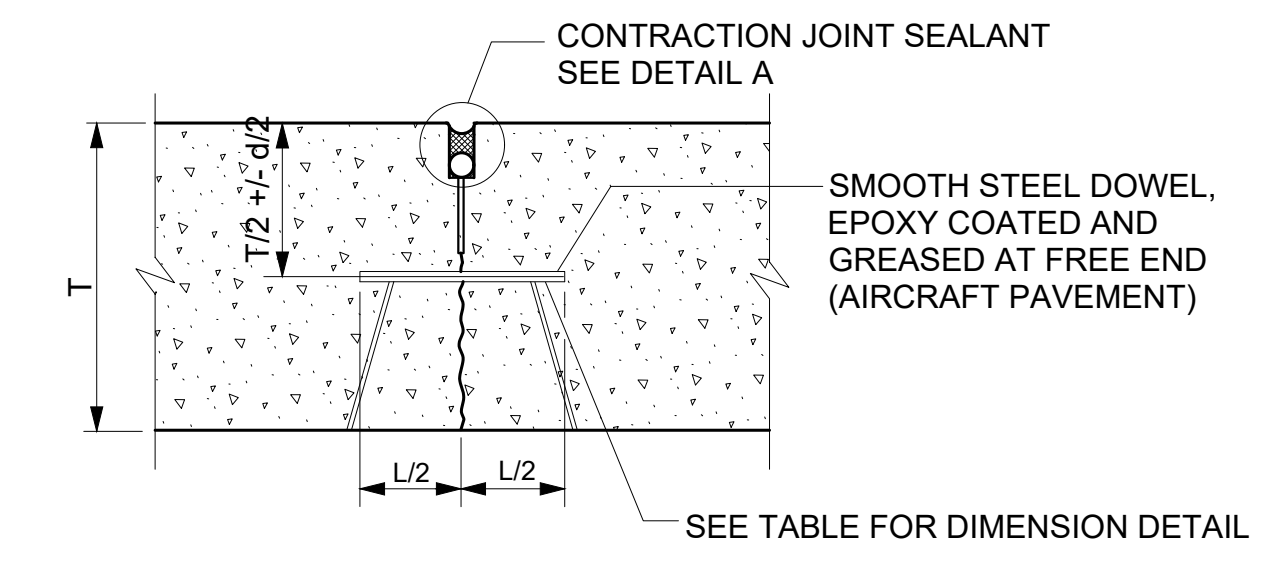


NOTE: BARS WELDED TO LEG CHAIRS - 2 PER ASSEMBLY.



TYPICAL DOWEL BAR ASSEMBLY FOR MULTIPLE, ADJACENT NEW CONCRETE PANELS

NOT TO SCALE



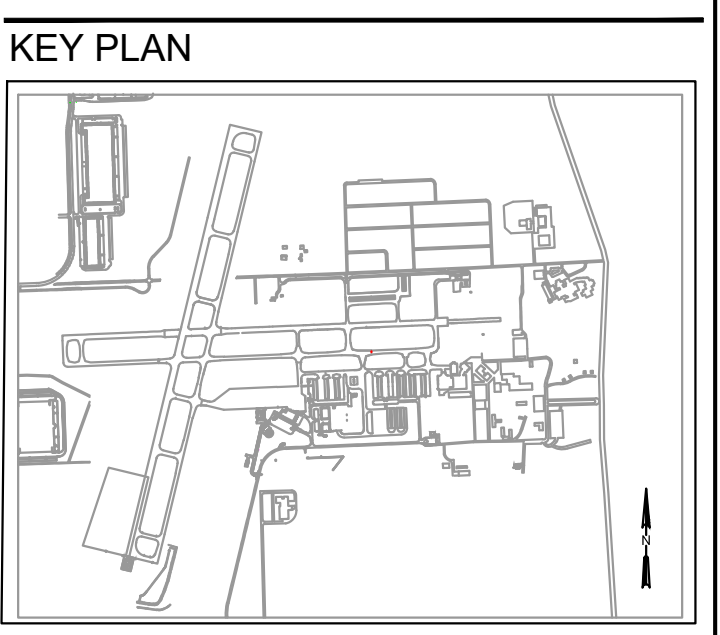
DOWELED CONTRACTION JOINT AT ADJACENT NEW PCC PANELS

NOT TO SCALE

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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

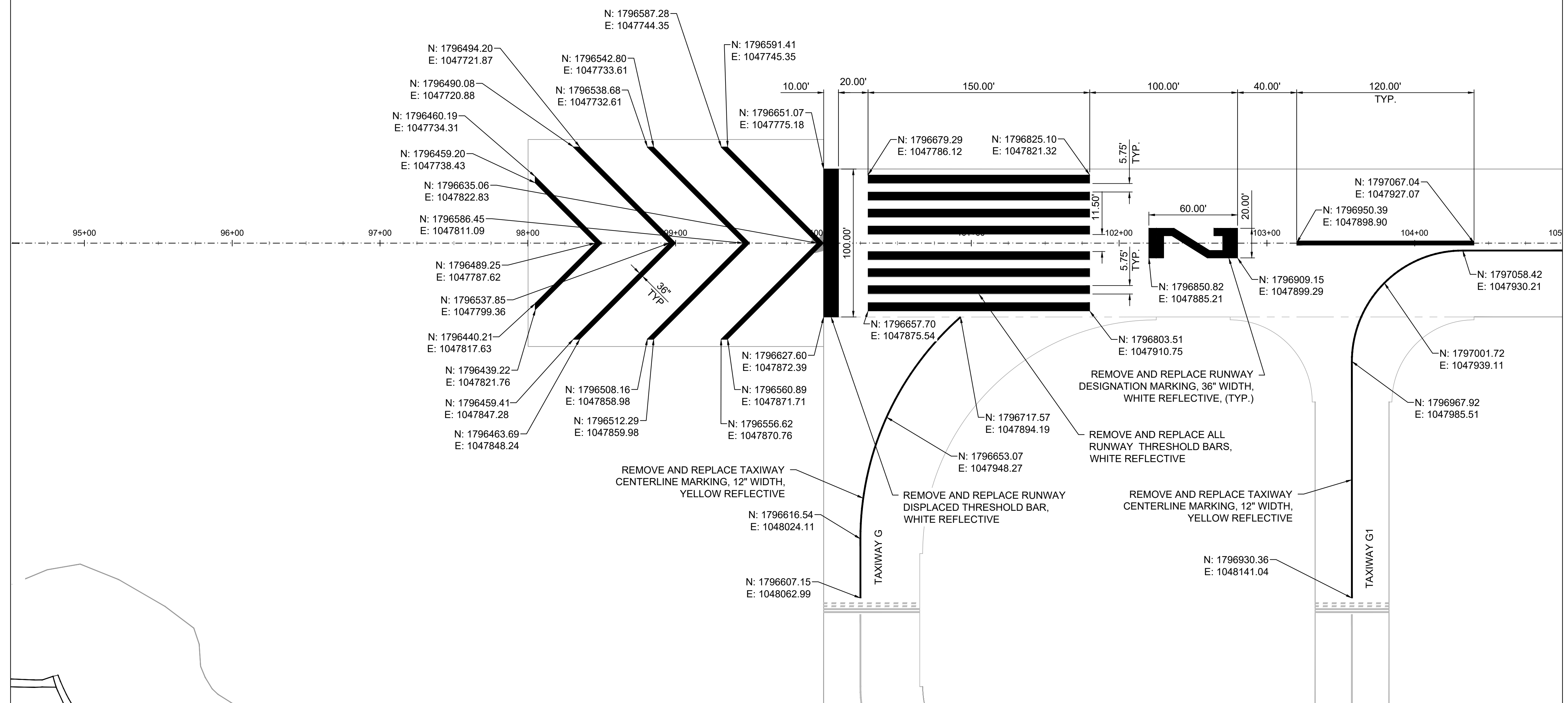
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058



DRAWING TITLE
PAVEMENT JOINTING DETAILS

37 OF 46
APPROVED RMH SHEET NO.
CHECKED KWS
DRAWN BY PWB
37

FILE NAME/LOCATION: P:\2024\20241628\00\W02\08 CAD DRAWINGS\CURRENT DRAWING FILES\CADD SHEETS\LOT-5203-PAVEMENT MARKING PLAN.DWG
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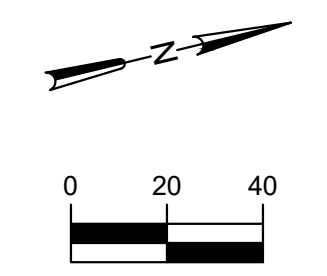
MATCHLINE ST. 105+00
SEE SHEET 38

GENERAL NOTES:

1. GLASS BEADS REQUIRED FOR ALL YELLOW AND WHITE MARKINGS.
2. CONTRACTOR SHALL PREPARE SURFACE OF EXISTING MARKINGS TO BE REMARKED IN ACCORDANCE WITH THE EPOXY MANUFACTURER'S RECOMMENDATIONS.
3. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
4. ALL RUNWAY MARKINGS ARE WHITE WITH A 6" BLACK BORDER.
5. ALL TAXIWAY MARKINGS ARE YELLOW WITH A 6" BLACK BORDER.
6. ALL LETTERS, NUMBERS AND SYMBOLS SHALL CONFORM TO FAA ADVISORY CIRCULAR 150/5340-1M.
7. ALL EXISTING MARKINGS TO BE REMARKED SHALL BE REMOVED BY HIGH-PRESSURE OR ULTRA-PRESSURE WATER BLASING. COST FOR THE REMOVAL OF EXISTING MARKINGS SHALL BE PAID FOR UNDER ITEM AR20900.
8. WHEN YELLOW STRIPING CROSSES ANY WHITE RUNWAY STRIPING THE TAXIWAY STRIPE SHALL BE GAPPED 6" ON EACH SIDE OF RUNWAY STRIPE.
9. IN AREAS TO BE GROOVED, THE RUNWAY SHALL BE MARKED WITH ONE APPLICATION OF PAINT AND GLASS BEADS AT THE RATE NOTED IN THE STANDARD SPECIFICATIONS PRIOR TO GROOVING. IN ALL OTHER AREAS THE MARKINGS SHALL BE COMPLETED WITH 2 COATS DURING THIS TIME. A SECOND APPLICATION SHALL BE APPLIED AFTER THE RUNWAY IS GROOVED. PAVEMENT MARKINGS SHALL ONLY BE MEASURED ONCE FOR PAYMENT. SEE GROOVING PLAN AND DETAILS SHEET.

LEGEND:

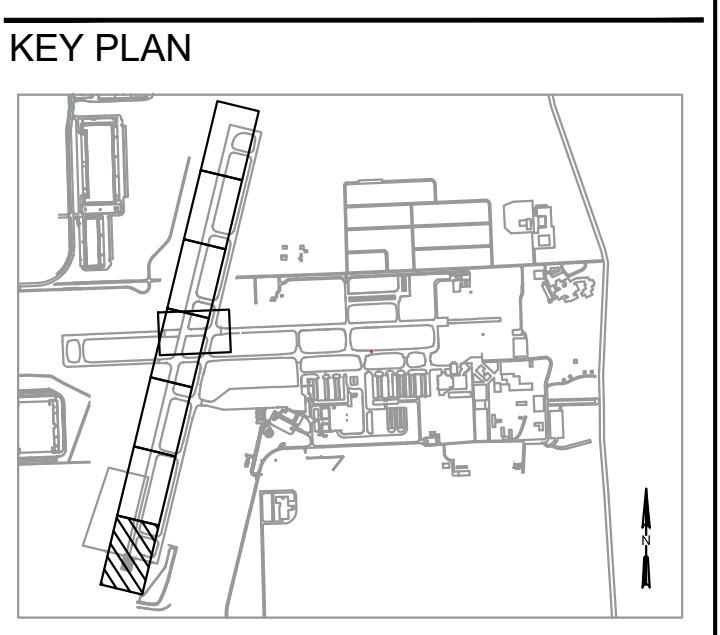
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING



| No. | Description | By | Chk. | App. | Date |
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20

IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058

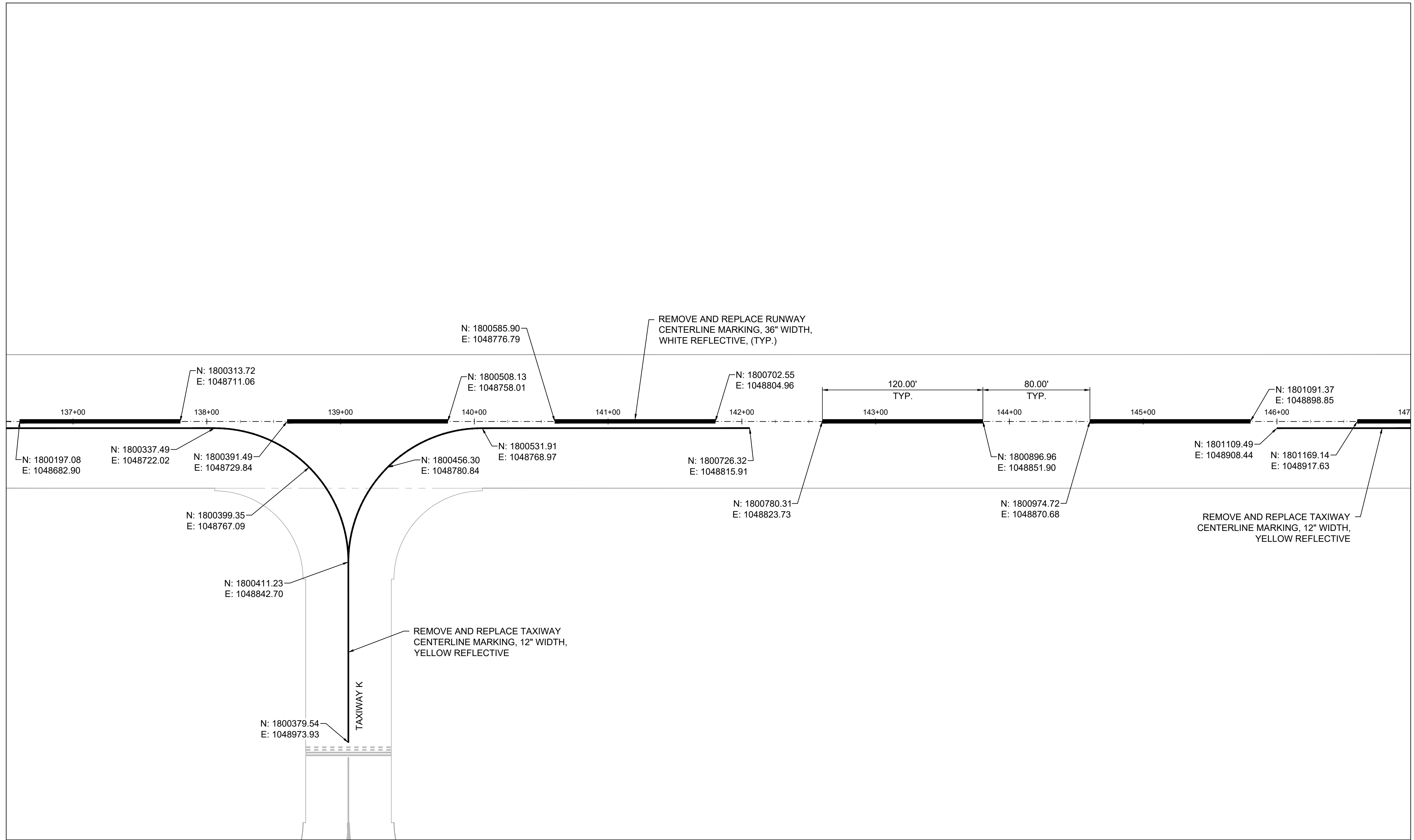


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PROPOSED PAVEMENT MARKING PLAN - 1

38 OF 46
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 CHECKED **KWS**
 DRAWN BY **PWB**

MATCHLINE STA. 136+50
SEE SHEET 40

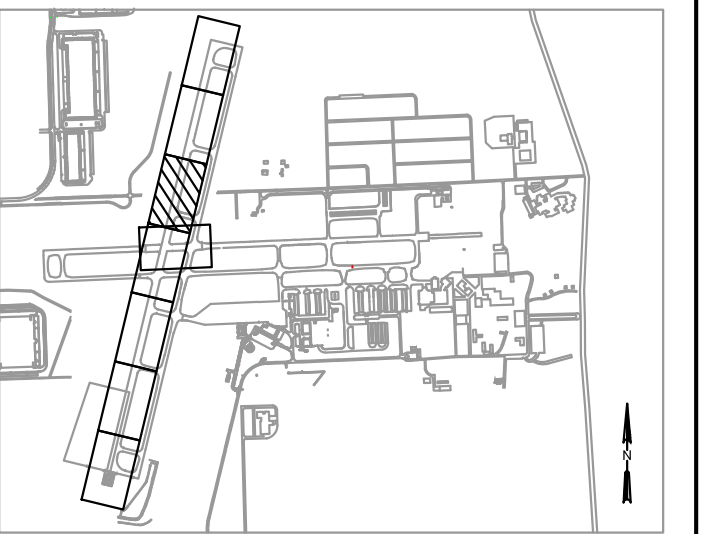
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SEE SHEET 42



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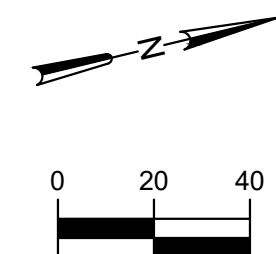
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RESEAL RUNWAY 2/20
IDA NO.: LOT-5203
SBGP NO.: TBD
CONTRACT NO.: LE058

KEY PLAN

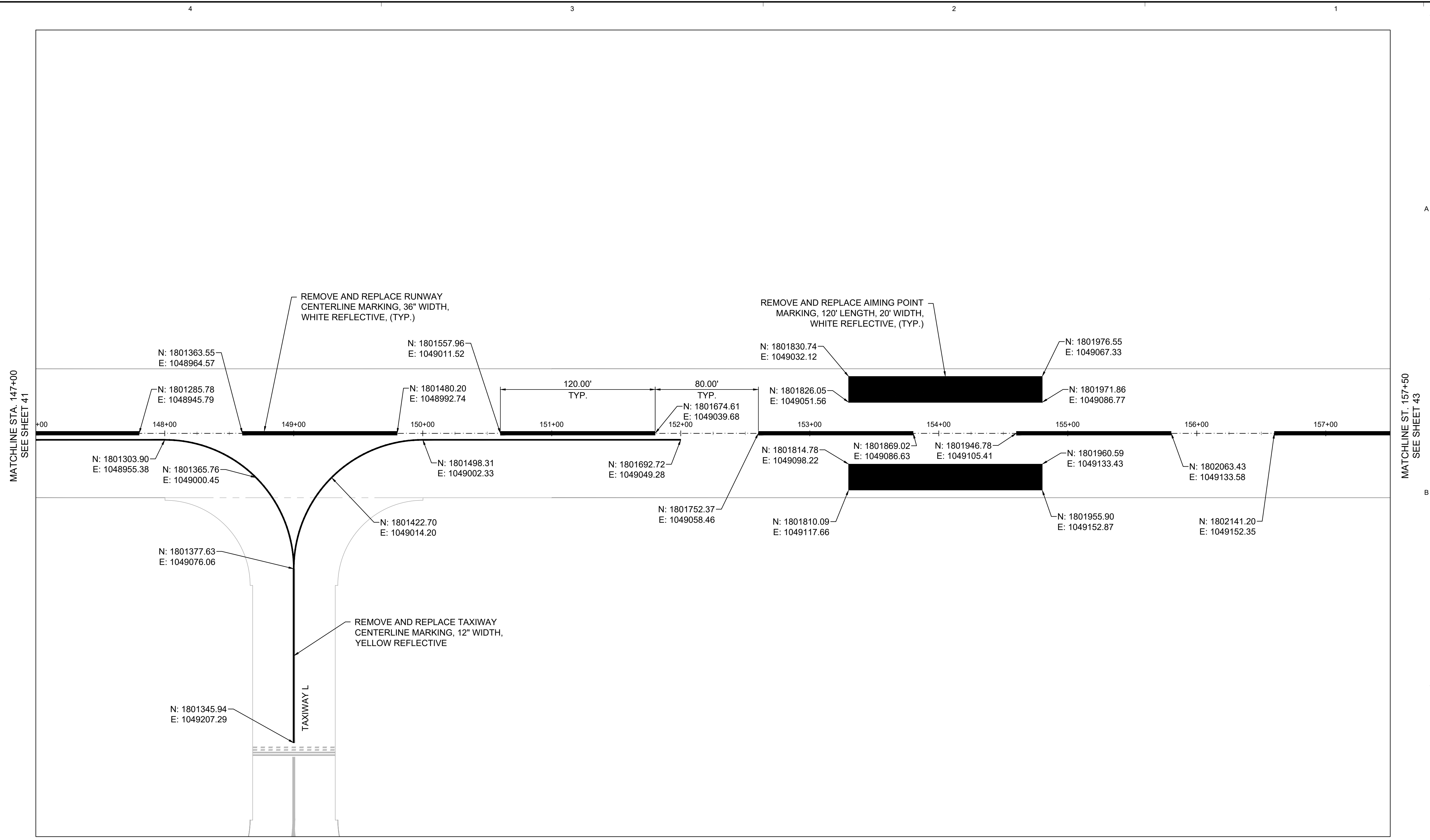


DRAWING TITLE
PROPOSED PAVEMENT MARKING PLAN - 5

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| 42 OF 46 | APPROVED | SHEET NO. |
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| | CHECKED | |
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| | DRAWN BY | |
| | PWB | 42 |



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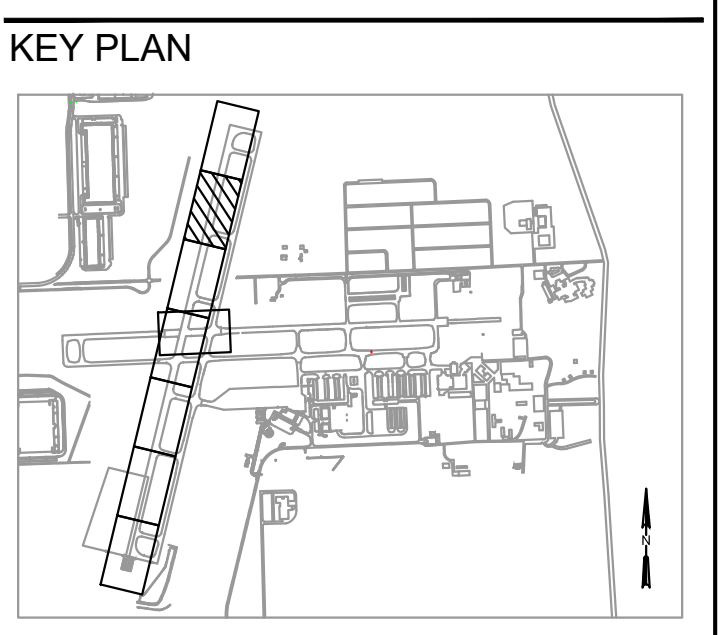


MATCHLINE STA. 157+50
SEE SHEET 43

MATCHLINE STA. 147+00
SEE SHEET 41

| No. | Description | By | Chk. | App. | Date |
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LEWIS UNIVERSITY AIRPORT
RESEAL RUNWAY 2/20
 IDA NO.: LOT-5203
 SBGP NO.: TBD
 CONTRACT NO.: LE058



DRAWING TITLE
PROPOSED PAVEMENT MARKING PLAN - 6

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|-----------------|-----------|
| 43 OF 46 | SHEET NO. |
| APPROVED RMH | 43 |
| CHECKED KWS | |
| DRAWN BY PWB | |

