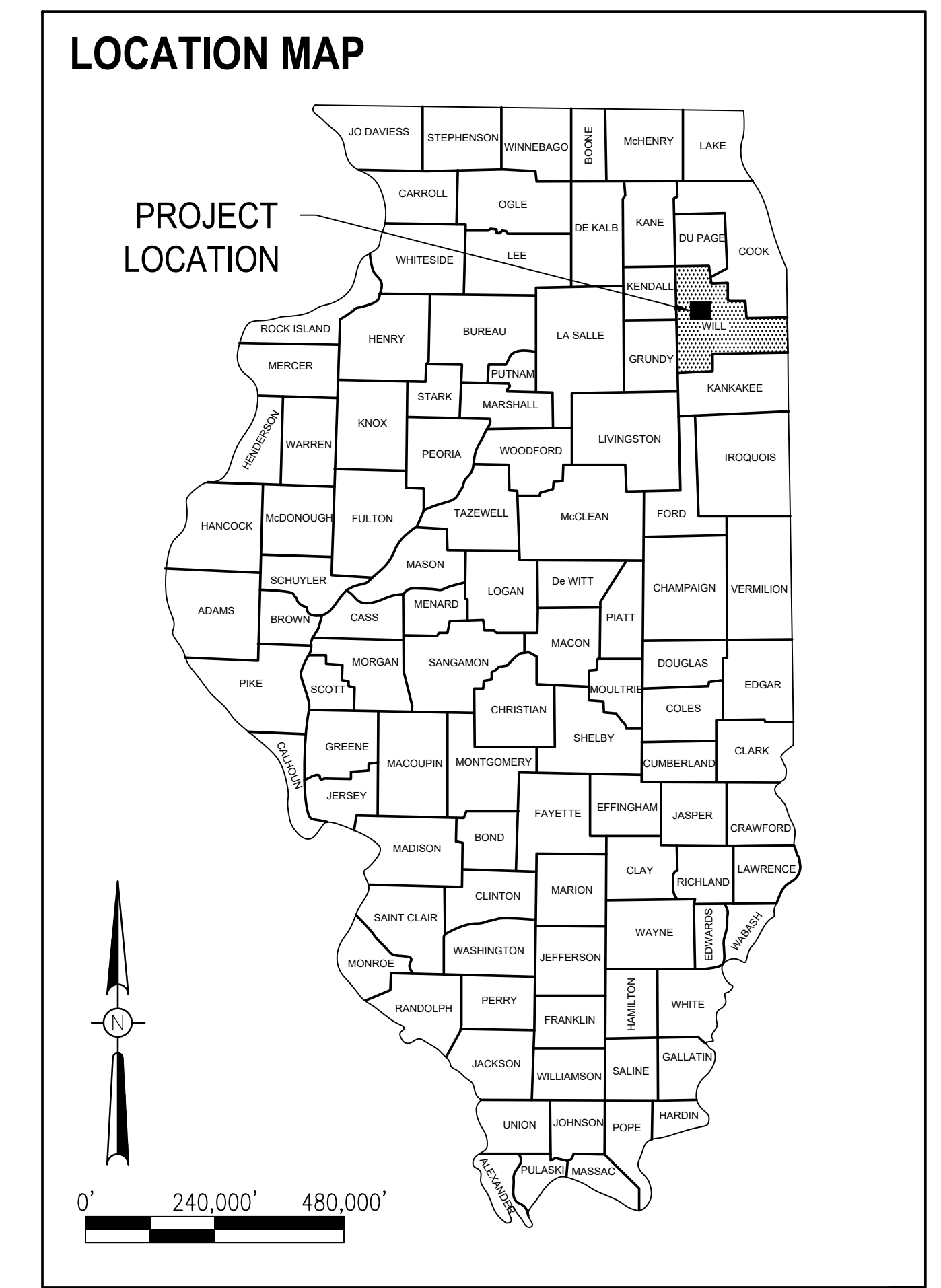


CONSTRUCTION PLANS

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

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

SBG PROJECT NO. 3-17-SBGP-TBD  
IDA PROJECT NO. LOT-4818



NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By

Seal Date of Plans

*Jack Rice*

Jack Rice, P.E.,  
Project Engineer

June 19, 2020 Date

100 S. WILDER DRIVE SUITE 700 • CHICAGO IL 60605 • P:312-606-0910 F:312-606-0415

*Ronald M. Hudson*

Ronald M. Hudson, AICP  
Project Manager

June 19, 2020 Date

Lewis University Airport  
JOLIET REGIONAL PORT DISTRICT

*Chris Lawson*

Chris Lawson  
Director of Aviation

June 19, 2020 Date

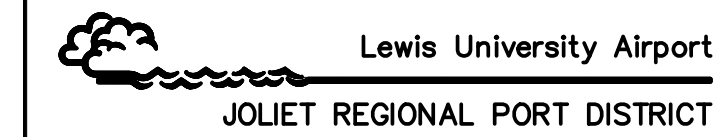
INDEX OF SHEETS		
SHEET NO.	DRAWING NO.	TITLE
1	C0.0	COVER SHEET
2	C1.0	SHEET INDEX AND SUMMARY OF QUANTITIES
3	C2.0	SITE AND SAFETY PLAN
4	C2.1	SITE AND SAFETY NOTES AND POINT TABLE
5	C2.2	CONSTRUCTION SAFETY NOTES AND DETAILS
6	C3.0	PHASING PLAN - TAXIWAY R2, R3 AND R - PHASE 1
7	C3.1	PHASING PLAN - TAXIWAY R2, R3 AND R - PHASE 2
8	C3.2	PHASING PLAN - TAXIWAY R2, R3 AND R - PHASE 3
9	C4.0	ALIGNMENT DATA AND PAVEMENT LAYOUT
10	C5.0	STORM WATER POLLUTION PREVENTION PLAN
11	C5.1	SWPPP DETAILS
12	C6.0	TYPICAL SECTIONS AND PAVEMENT DETAILS
13	C7.0	REMOVAL PLAN
14	C8.0	CRACK REPAIR AND PATCH PLAN AND DETAILS
15	C9.0	PLAN & PROFILE - TAXIWAY R
16	C9.1	PLAN & PROFILE - TAXIWAY R2
17	C9.2	PLAN & PROFILE - TAXIWAY R3
18	C10.0	GRADING PLAN
19	C11.0	CROSS SECTIONS - TAXIWAY R
20	C11.1	CROSS SECTIONS - TAXIWAY R2
21	C11.2	CROSS SECTIONS - TAXIWAY R3
22	C12.0	DRAINAGE PLAN
23	C13.0	STORM SEWER SCHEDULES
24	C14.0	UNDERDRAIN DETAILS
25	C14.1	DRAINAGE DETAILS
26	C14.2	DRAINAGE DETAILS
27	C15.0	ELECTRICAL DUCT PLAN DETAILS
28	C16.0	ELECTRICAL DUCT PLAN
29	C17.0	MARKING PLAN
30	C18.0	LANDSCAPING PLAN
31	C19.0	BORING LOCATION MAP
32	C19.1	BORING LOGS - S-3 THRU S-8
33	C19.2	BORING LOGS - S-9

ITEM NO.	DESCRIPTION	UNIT	PUBLIC	NON-PUBLIC	TOTAL
			PAVEMENTS	PAVEMENTS	QUANTITY
			QUANTITY	QUANTITY	QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.0	0.0	1.0
AR150520	MOBILIZATION	LUMP SUM	1.0	0.0	1.0
AR150530	TRAFFIC MAINTENANCE	LUMP SUM	1.0	0.0	1.0
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	3,825.0	1,125.0	4,950.0
AR154606	GRANULAR DRAINAGE SUBBASE - 6"	SQUARE YARD	6,706.0	2,700.0	9,406.0
AR156510	SILT FENCE	LINEAR FOOT	1,099.0	0.0	1,099.0
AR156513	SEPARATION FABRIC	SQUARE YARD	6,706.0	2,700.0	9,406.0
AR156520	INLET PROTECTION	EACH	7.0	0.0	7.0
AR156531	EROSION CONTROL BLANKET	SQUARE YARD	5,282.0	0.0	5,282.0
AR156533	TEMPORARY SEED AND MULCH	ACRE	0.8	0.0	0.8
AR162900	REMOVE CLASS E FENCE	LINEAR FOOT	313.0	0.0	313.0
AR162905	REMOVE GATE	EACH	1.0	0.0	1.0
AR209608	CRUSHED AGGREGATE BASE COURSE - 8"	SQUARE YARD	3,572.0	2,700.0	6,272.0
AR209612	CRUSHED AGGREGATE BASE COURSE - 12"	SQUARE YARD	3,134.0	0.0	3,134.0
AR401613	BIT. SURF CSE. - METHOD I, SUPERPAVE	TON	793.0	326.0	1,119.0
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	1,275.0	0.0	1,275.0
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	391.0	0.0	391.0
AR401900	REMOVE BITUMINOUS PAVEMENT	SQUARE YARD	6,489.0	2,691.0	9,180.0
AR403613	BIT. BASE CSE. - METHOD I, SUPERPAVE	TON	1,164.0	326.0	1,490.0
AR602510	BITUMINOUS PRIME COAT	GALLON	2,295.0	942.0	3,237.0
AR603510	BITUMINOUS TACK COAT	GALLON	1,443.0	404.0	1,847.0
AR620520	PAVEMENT MARKING-WATERBORNE	SQUARE FOOT	1,600.0	0.0	1,600.0
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	2,480.0	0.0	2,480.0
AR705630	UNDERDRAIN INSPECTION HOLE	EACH	2.0	0.0	2.0
AR705640	UNDERDRAIN CLEANOUT	EACH	3.0	0.0	3.0
AR705900	REMOVE UNDERDRAIN	LINEAR FOOT	1,282.0	0.0	1,282.0
AR705903	REMOVE UNDERDRAIN INSP. HOLE	EACH	1.0	0.0	1.0
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	3.0	0.0	3.0
AR751412	INLET - TYPE B	EACH	1.0	0.0	1.0
AR751540	MANHOLE 4'	EACH	2.0	0.0	2.0
AR801001	PCC PATCH	SQUARE YARD	623.0	0.0	623.0
AR801002	ADJUST MANHOLE & REPLACE CASTING	EACH	5.0	0.0	5.0
AR801003	EXTEND CONC. ENCASED SPLIT DUCT	LINEAR FOOT	12.0	0.0	12.0
AR801004	INFILTRATION TRENCH	LINEAR FOOT	564.0	0.0	564.0
AR901510	SEEDING	ACRE	1.1	0.0	1.1
AR904510	SODDING	SQUARE YARD	287.0	0.0	287.0
AR905510	TOPSOILING (FROM ON SITE)	CUBIC YARD	619.0	0.0	619.0

PAYMENT WILL BE MADE UNDER THE ITEM NUMBERS, DESCRIPTIONS AND UNITS NOTED IN THE ABOVE TABLE IN ACCORDANCE WITH THE BASIS OF PAYMENT FOR EACH RESPECTIVE WORK ITEM NOTED IN THE SPECIAL PROVISIONS, COMPLETED AND ACCEPTED BY THE ENGINEER.



100 S. WILDER DRIVE SUITE 700, CHICAGO IL 60606 P: 312-466-8900 F: 312-466-0405

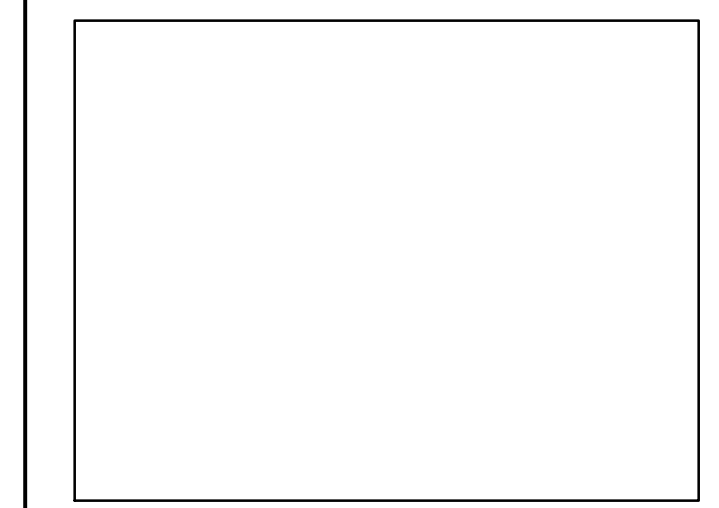


No. Description By Chk. App. Date  
Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

**SHEET INDEX AND SUMMARY OF QUANTITIES**

Sheet No. 2 OF 33

Approved Drawing Number

Checked **C1.0**

Drawn By

FILE NAME/LOCATION: PA:\2020\20200112\02\W02 DESIGN\CURRENT DRAWING FILES\CAD SHEETS\C1.0 - SHEET INDEX AND SODDING  
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 PRINTED BY: JACK RICE  
 © 2007 Primera

SEAL

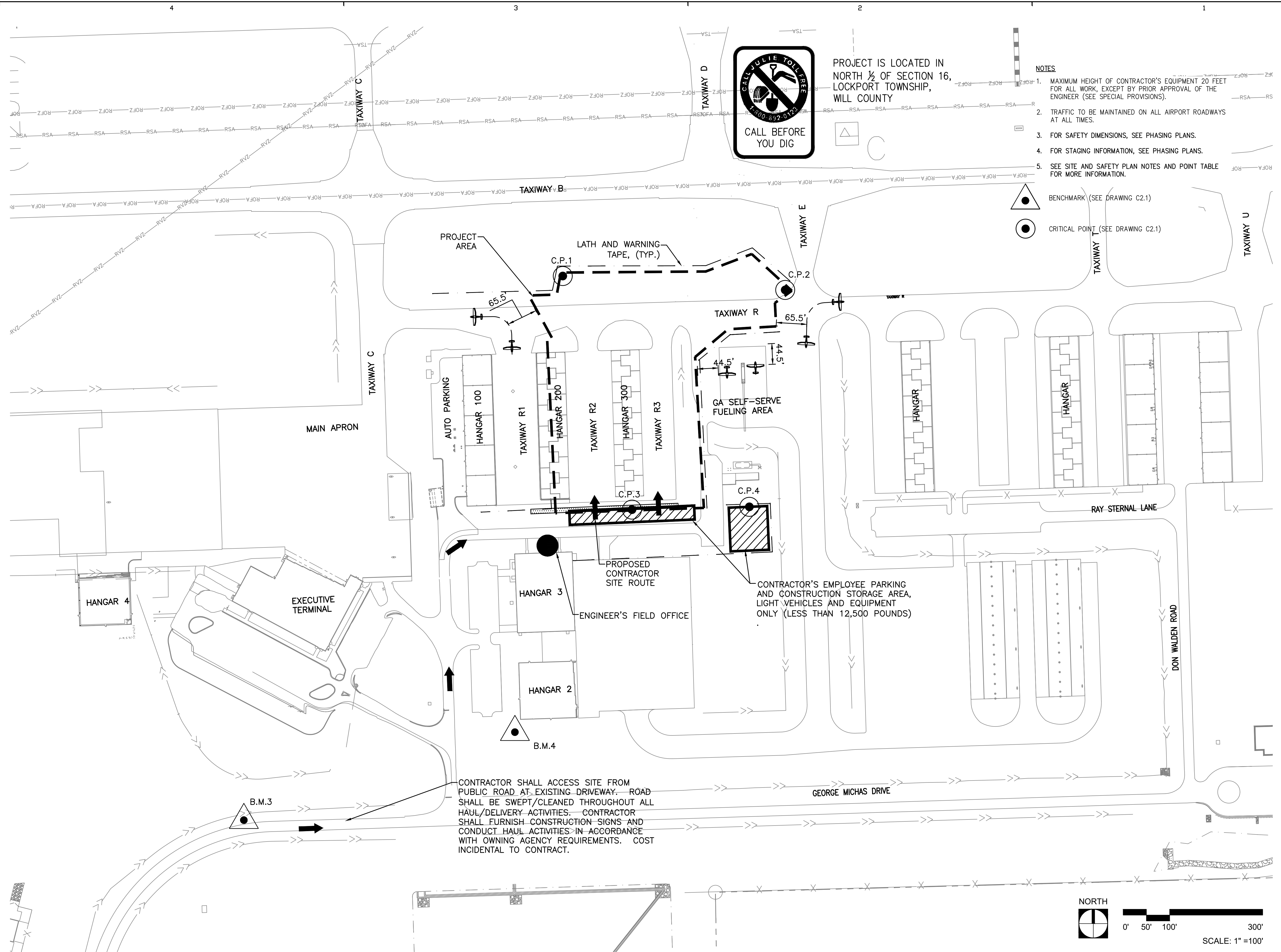
PROJECT IS LOCATED IN  
NORTH 1/2 OF SECTION 16,  
LOCKPORT TOWNSHIP,  
WILL COUNTY



**NOTES**

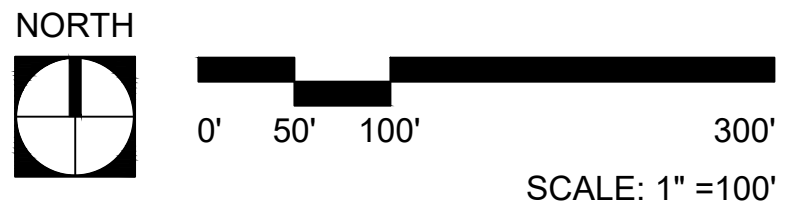
1. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 20 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
2. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
3. FOR SAFETY DIMENSIONS, SEE PHASING PLANS.
4. FOR STAGING INFORMATION, SEE PHASING PLANS.
5. SEE SITE AND SAFETY PLAN NOTES AND POINT TABLE FOR MORE INFORMATION.

- BENCHMARK (SEE DRAWING C2.1)
- CRITICAL POINT (SEE DRAWING C2.1)



CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEPED/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA, LIGHT VEHICLES AND EQUIPMENT ONLY (LESS THAN 12,500 POUNDS)



No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title  
**SITE AND SAFETY PLAN**

Sheet No. 3 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

Checked \_\_\_\_\_  
C2.0

Drawn By \_\_\_\_\_

FILE NAME/LOCATION: P:\2020\202001\2020\A02 DESIGN PHASE\11 DRAWINGS\CURRENT DRAWING FILES\CAD SHEETS\C2.0 - SITE AND SAFETY PLAN.DWG  
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© 2007 Primera

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 PLOT TIME: 6/19/2020 2:52 PM  
 PLOT BY: JACK RICE  
 PLOT SCALE: 1:1  
 PLOT SHEET: 4 OF 33

**PROJECT DESCRIPTION**

THIS PROJECT IS TO REHABILITATE TAXIWAYS R2, R3 AND PORTION OF TAXIWAY R AT LEWIS UNIVERSITY AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- PROVISION OF TRAFFIC MAINTENANCE.
- PROVISION OF REQUIRED PAVEMENT REMOVALS AND UNCLASSIFIED EXCAVATION.
- EXTENSION OF UNDERGROUND CONCRETE ENCASED ELECTRICAL DUCT.
- INSTALLATION OF UNDERDRAINS AND ADJUSTMENT OF STORM SEWER STRUCTURES.
- INSTALLATION OF DRAINAGE LAYER, AGGREGATES AND BITUMINOUS (HMA) TAXIWAY PAVEMENTS.
- PROVISION OF PCC PATCHING.
- PLACEMENT OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND EROSION CONTROL BLANKET ALONG NEW PAVEMENT EDGES.

**PROTECTION OF EXISTING AIRPORT FACILITIES**

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

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

**CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES**

CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN ON SHEET 3. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC ROADS AT ALL TIMES, WITH THE COSTS OF PERMITTING, CLEANING AND REPAIRING OF PAVEMENT DAMAGED BY CONTRACTOR'S ACTIVITIES INCIDENTAL TO THE CONTRACT. USE OF AND REPAIRS TO ANY PUBLIC FACILITIES ARE TO BE COMPLETED TO THE SATISFACTION OF THE FACILITY'S OWNER.

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

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

**RESPONSIBILITY FOR EXISTING UTILITIES**



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

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

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

**EXISTING BENCHMARKS**

PROJECT BENCHMARKS ARE AS FOLLOWS:

-  B.M.3 N 1,798,251.29  
E 1,050,054.84  
ELEV 668.13
-  B.M.4 N 1,798,457.54  
E 1,050,630.31  
ELEV 666.06

THIS DATA IS NOT ILLINOIS STATE PLANE COORDINATES

OBJECT DESCRIPTION												
CRITICAL POINT	DESCRIPTION	PHASE	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	NORTHING	EASTING	LATITUDE	LONGITUDE	RUNWAY 9-27 STATION	RUNWAY 9-27 OFFSET	RUNWAY 9-27 EXIST EL.
1	CONSTRUCTION EQUIPMENT	2 & 3	STATIONARY	666.0	691.0	1799422.11	1050731.35	41° 36' 24.65" N	88° 05' 24.86" W	62+50.00	586.80 R	668.7
2	CONSTRUCTION EQUIPMENT	1 & 3	STATIONARY	666.5	691.5	1799392.19	1051209.55	41° 36' 24.34" N	88° 05' 18.57" W	67+26.70	636.93 R	668.7
3	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	667.0	692.0	1798919.84	1050880.14	41° 36' 19.68" N	88° 05' 22.92" W	63+77.60	1,094.92 R	668.7
4	CONSTRUCTION EQUIPMENT	ALL	STATIONARY	667.0	692.0	1798925.79	1051132.53	41° 36' 19.73" N	88° 05' 19.60" W	66+30.00	1,099.65 R	668.7

**NOTES**

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

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION
RUNWAY 9 END	41°36'28.9758" N	88°06'15.9913" W	23+85.38
RUNWAY 27 END	41°36'31.1949" N	88°05'01.0708" W	80+81.15
RUNWAY 2 END	41°35'57.2760" N	88°06'03.2207" W	100+00.40
RUNWAY 20 END	41°36'59.6552" N	88°05'42.9106" W	165+00.00



Lewis University Airport  
JOLIET REGIONAL PORT DISTRICT

No. Description By Chk. App. Date

Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

**SITE AND SAFETY NOTES AND POINT TABLE**

Sheet No. 4 OF 33

Approved Drawing Number

Checked **C2.1**

Drawn By

SAFETY IS REQUIRED

CONSTRUCTION OF THE PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE GUIDELINES SPECIFIED IN FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT ISSUE) AND THE AIRPORT RULES AND REGULATIONS (AS PUBLISHED ON LEWIS UNIVERSITY AIRPORT'S WEBSITE AT WWW.FLYLOT.COM, UNDER JRPD ORDINANCES AND MINUTES (EXCEPT FEES FOR VEHICLE DRIVING PERMITS SHALL NOT BE PAID)). ANY ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE INCIDENTAL TO THE CONTRACT.

SEQUENCE OF CONSTRUCTION

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

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

CONSTRUCTION LIMITS

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

VEHICULAR TRAFFIC CONTROL

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

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

THE CONTRACTOR SHALL FURNISH, PLACE, MAINTAIN, RELOCATE, AND REMOVE TEMPORARY BARRICADES (LOW-PROFILE, SEE DETAIL B THIS SHEET) ON AIRFIELD TAXIWAYS AND OTHER PAVEMENT SURFACES AS SHOWN AND DETAILED IN THE CONSTRUCTION PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM AR150530, TRAFFIC MAINTENANCE.

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

TAXIWAY R2, R3 AND PORTIONS OF TAXIWAY R SHALL BE CLOSED INTERMITTENTLY DURING THE PROJECT, IN THE SEQUENCE SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN IN THE CONSTRUCTION PLANS. THE CONTRACTOR SHALL FURNISH, PLACE, MAINTAIN, RELOCATE, AND REMOVE TEMPORARY BARRICADES ON AIRFIELD TAXIWAYS AND OTHER PAVEMENT SURFACES AS SHOWN AND DETAILED IN THE CONSTRUCTION PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN ITEM AR150530, TRAFFIC MAINTENANCE.

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 2-20. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 44.5 FEET FROM ACTIVE CATEGORY I TAXIWAY CENTERLINES, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAY CENTERLINES, AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAY CENTERLINES, 44.5 FEET FROM ACTIVE T-HANGAR TAXILANE CENTERLINES, AND TEN (10) FEET FROM ACTIVE APRON EDGES. (ALL TAXIWAYS IN THE PROJECT WORK AREA ARE EITHER CATEGORY I (44.5 FEET), OR CATEGORY II (65.5 FEET), AS SHOWN IN THE CONSTRUCTION SAFETY AND PHASING PLAN.) WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE OF RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS.

THE CONTRACTOR SHALL KEEP ALL OF HIS EQUIPMENT AND PERSONNEL AT LEAST 15 FEET FROM THE EDGE OF ANY ACTIVE ROADWAY OR AUTO PARKING PAVEMENT. WHEN HIS ACTIVITIES REQUIRE WORKING WITHIN 15 FEET OF THE ROAD/PAVEMENT EDGE, THE CONTRACTOR SHALL PROVIDE FOR TRAFFIC CONTROL IN ACCORDANCE WITH IDOT SPECIFICATIONS (HIGHWAY STANDARDS).

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 2-20. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE, AND 24.5 FEET FROM THE T-HANGAR TAXILANE CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON-SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

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

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

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

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

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

NOTIFICATIONS BY CONTRACTOR

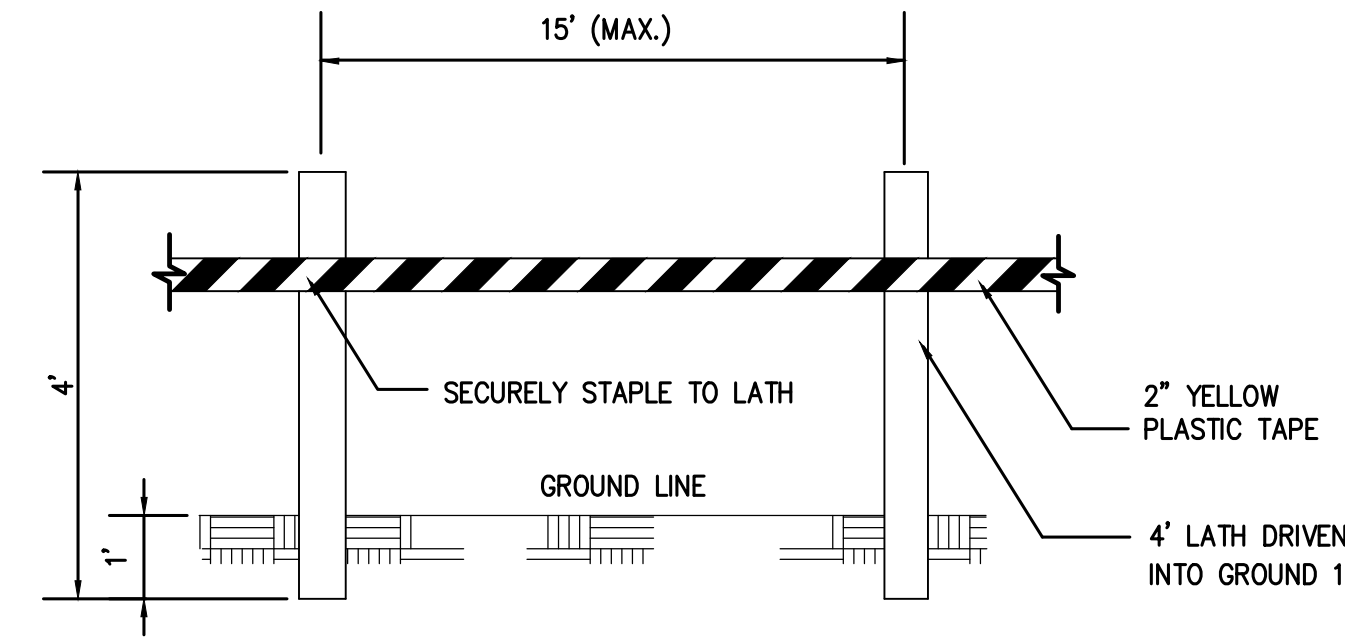
THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER THREE (3) DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY TAXIWAY OR APRON, OR AIRFIELD LIGHTING CIRCUIT. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT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

CONTRACTOR'S USE OF SITE

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

UTILITY OUTAGES AND SHUTDOWNS

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



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

LATH AND WARNING TAPE  
DETAIL A

FAA REQUIREMENTS FOR BARRICADES, LIGHTS AND FLAGS (ALL REQUIREMENTS ARE FROM FAA ADVISORY CIRCULAR 1505370-2F 9/29/2011)  
PURPOSE OF REQUIREMENTS: HAZARD MARKING AND LIGHTING PREVENTS PILOTS FROM ENTERING AREAS CLOSED TO AIRCRAFT AND PREVENTS CONSTRUCTION PERSONNEL FROM ENTERING AREAS OPEN TO AIRCRAFT. HAZARD MARKING AND LIGHTING MUST ALSO BE SPECIFIED TO IDENTIFY OPEN MANHOLES, SMALL AREAS UNDER REPAIR, STOCKPILED MATERIALS, WASTE AREAS, AND AREAS SUBJECT TO JET BLAST.

FAA BARRICADE REQUIREMENTS:

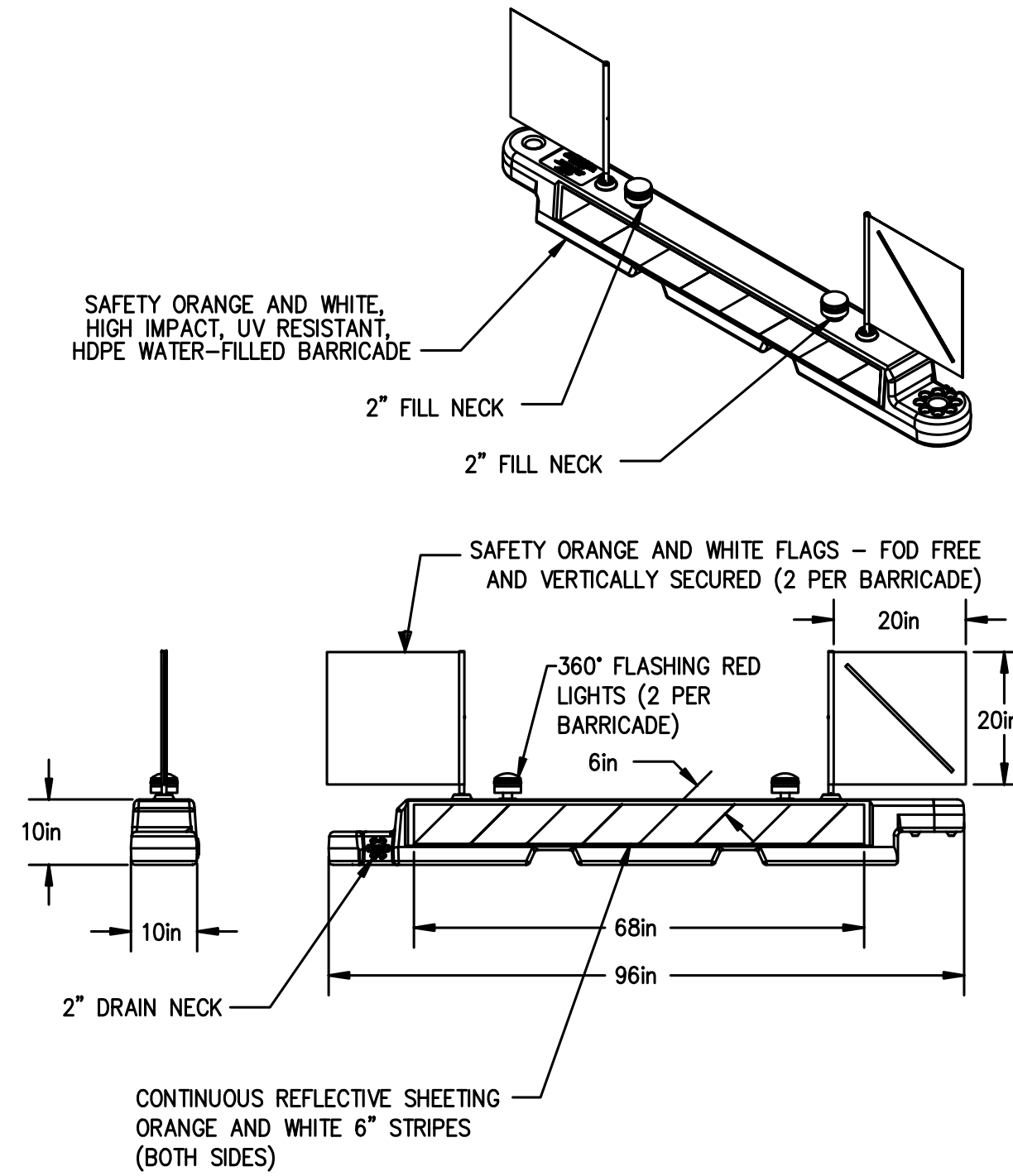
- BARRICADES MUST BE WEIGHTED OR STURDILY ATTACHED TO SURFACE.
- BARRICADES MUST BE USED TO IDENTIFY AND DEFINE THE LIMITS OF CONSTRUCTION AND HAZARDOUS AREAS ON AIRPORTS.
- BARRICADES MUST POSE THE LEAST AMOUNT OF DANGER TO AIRCRAFT BUT BE STURDY ENOUGH TO REMAIN IN PLACE WHEN SUBJECT TO WINDS AND JET BLASTS.
- GAPS BETWEEN BARRICADES MUST BE SMALLER THAN THE WIDTH OF EXCLUDED VEHICLES, GENERALLY 4 FEET.
- IF BARRICADES ARE INTENDED TO EXCLUDE PEDESTRIANS, THEY MUST BE CONTINUOUSLY LINKED.
- LINKING OF BARRICADES MUST PREVENT FOD OF ANY KIND.
- IF BARRICADES ARE ADJACENT TO ANY OPEN RUNWAY OR TAXIWAY/TAXILANE SAFETY AREA OR APRON, BARRICADES MUST BE NO MORE THAN 18 INCHES HIGH.

FAA LIGHT REQUIREMENTS:

- LIGHTS MUST BE RED.
- LIGHTS MUST EITHER BE STEADY BURNING OR FLASHING AND MEET THE LUMINANCE REQUIREMENTS OF THE STATE HIGHWAY DEPARTMENT.
- LIGHTS MUST BE MOUNTED ON BARRICADES AND SPACED NO MORE THAN 10 FEET APART.
- LIGHTS MUST BE OPERATED BETWEEN SUNSET AND SUNRISE AND DURING PERIODS OF LOW VISIBILITY WHENEVER THE AIRPORT IS OPEN FOR OPERATIONS.

FAA FLAG REQUIREMENTS:

- FLAGS OF ALTERNATING COLORS (ORANGE AND WHITE) MEASURING AT LEAST 20" X 20" MUST BE USED IN CONJUNCTION WITH BARRICADES.
- FLAGS MUST REMAIN FIXED TO BARRICADE UNDER WINDS OF 70 MPH.



CONTINUOUS REFLECTIVE SHEETING  
ORANGE AND WHITE 6" STRIPES  
(BOTH SIDES)

BARRICADES  
DETAIL B

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No.	Description	By	Chk.	App.	Date

Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

**CONSTRUCTION SAFETY  
NOTES AND DETAILS**

Sheet No. 5 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

Checked \_\_\_\_\_  
Drawn By \_\_\_\_\_

C2.2

SEAL

## PHASE 1

### NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING PHASE 1.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES.
6. AIRCRAFT IN HANGAR 300 EAST MUST RELOCATE.

### THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 1:

1. PAVEMENT REMOVAL WITHIN PHASE 1 LIMITS.
2. EXCAVATION WITHIN PHASE 1 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE 1 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE 1 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE 1 LIMITS.

AIRCRAFT ACCESS TO HANGAR 100 = YES  
 AIRCRAFT ACCESS TO HANGAR 200 = YES  
 AIRCRAFT ACCESS TO HANGAR 300 = WEST ONLY  
 TAXIWAYS IN THE WORK AREA ARE CATEGORY I (44.5') OR CATEGORY II (65.5')

No. Description By Chk. App. Date  
 Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

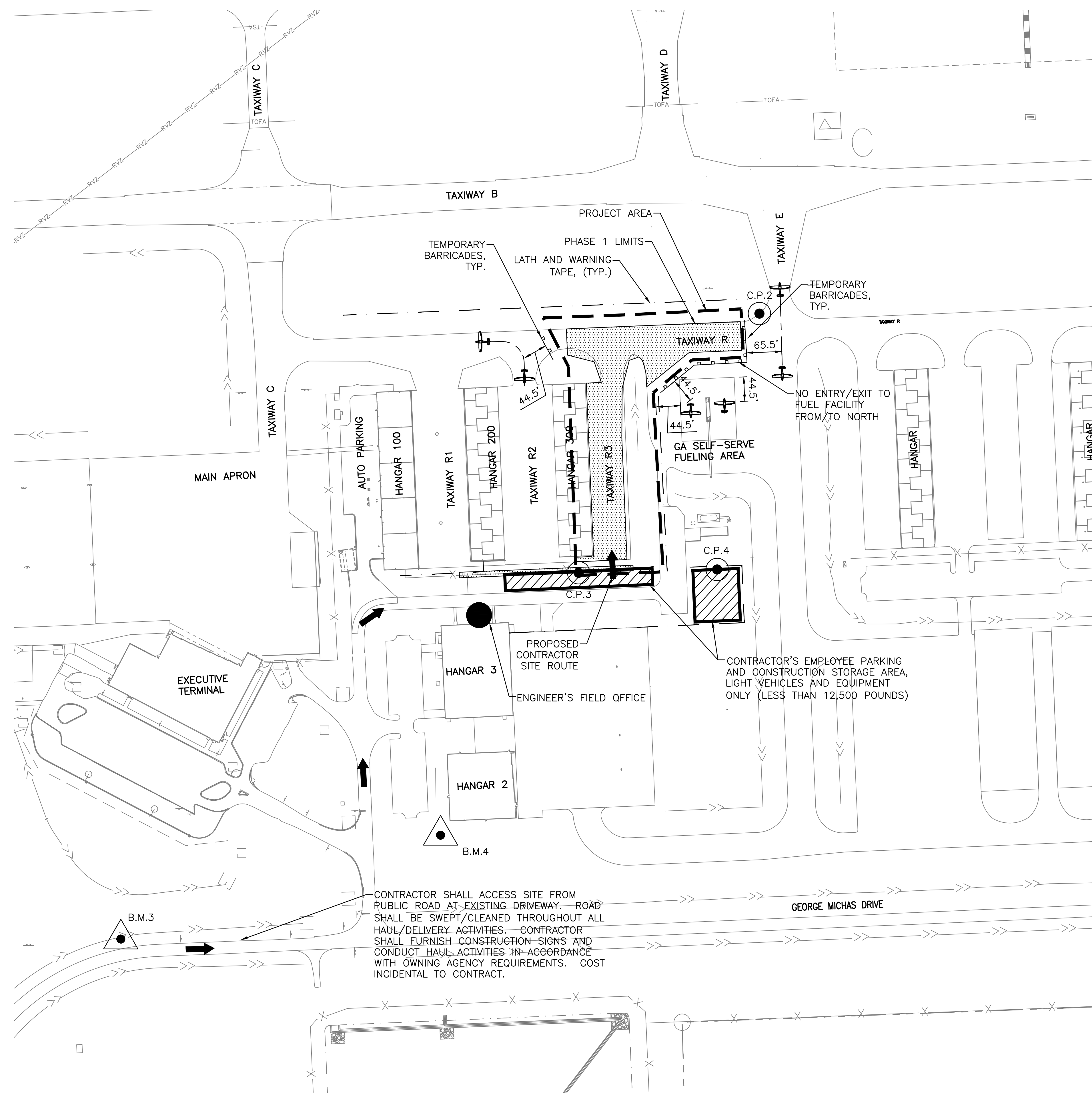
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**PHASING PLAN  
TAXIWAY R, R2, AND R3  
PHASE 1**

Sheet No. 6 OF 33

Approved Drawing Number

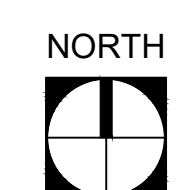
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 Drawn By



CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA, LIGHT VEHICLES AND EQUIPMENT ONLY (LESS THAN 12,500 POUNDS)

NO ENTRY/EXIT TO FUEL FACILITY FROM/TO NORTH



SCALE: 1" = 60'

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# PHASE 2

## NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING PHASE 2.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES.
6. AIRCRAFT IN HANGAR 200 EAST AND 300 WEST MUST RELOCATE.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 2:

1. PAVEMENT REMOVAL WITHIN PHASE 2 LIMITS.
2. EXCAVATION WITHIN PHASE 2 LIMITS.
3. INSTALL DRAINAGE LAYER AND AGGREGATE WITHIN PHASE 2 LIMITS.
4. INSTALL UNDERDRAIN AND STORM SEWER WITHIN PHASE 2 LIMITS.
5. INSTALL BITUMINOUS BASE COURSE WITHIN PHASE 2 LIMITS.

AIRCRAFT ACCESS TO HANGAR 100 = YES  
AIRCRAFT ACCESS TO HANGAR 200 = WEST ONLY  
AIRCRAFT ACCESS TO HANGAR 300 = EAST ONLY  
TAXIWAYS IN THE WORK AREA ARE CATEGORY I (44.5') OR CATEGORY II (65.5')

No.	Description	By	Chk.	App.	Date
Issues					

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title

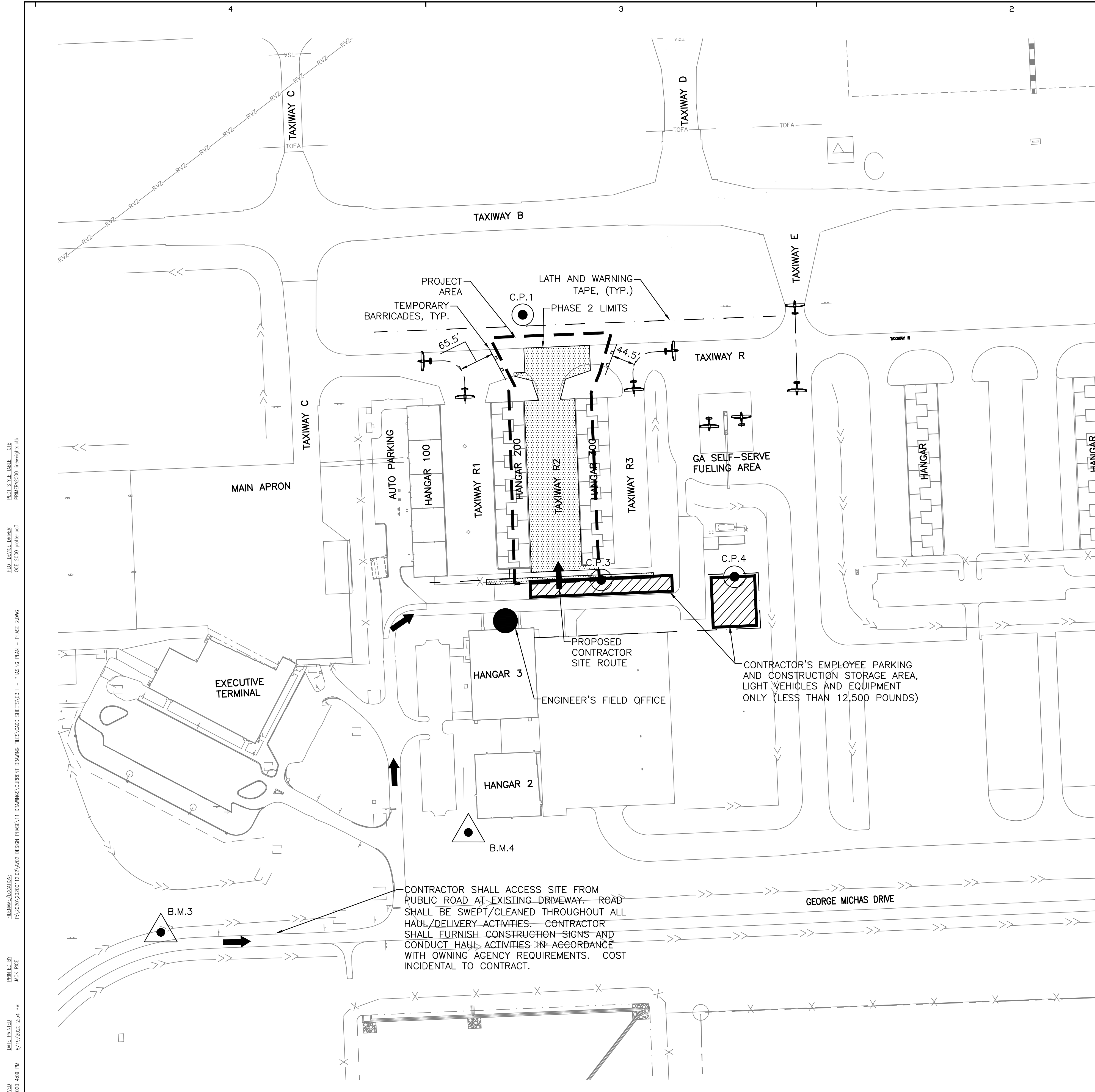
## PHASING PLAN TAXIWAY R, R2, AND R3 PHASE 2

Sheet No. 7 OF 33

Approved Drawing Number

Checked **C3.1**

Drawn By



CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA, LIGHT VEHICLES AND EQUIPMENT ONLY (LESS THAN 12,500 POUNDS)

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# PHASE 3

## NOTES

1. ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
2. ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER (SEE SPECIAL PROVISIONS).
3. CONTRACTOR'S EQUIPMENT MAY NOT DISRUPT FLIGHT OPERATIONS ON RUNWAY 2-20 OR 9-27 AT ANY TIME DURING PHASE 3.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
5. SEE CONSTRUCTION SITE PLAN AND SAFETY NOTES.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 3:

1. GRADE AND LANDSCAPE WITHIN PHASE 3 LIMITS.
2. INSTALL BITUMINOUS SURFACE COURSE WITHIN PHASE 3 LIMITS.
3. INSTALL PAVEMENT MARKINGS WITHIN PHASE 3 LIMITS.

AIRCRAFT ACCESS TO HANGAR 100 = YES  
AIRCRAFT ACCESS TO HANGAR 200 = YES  
AIRCRAFT ACCESS TO HANGAR 300 = YES  
TAXIWAYS IN THE WORK AREA ARE CATEGORY I (44.5') OR CATEGORY II (65.5')

No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

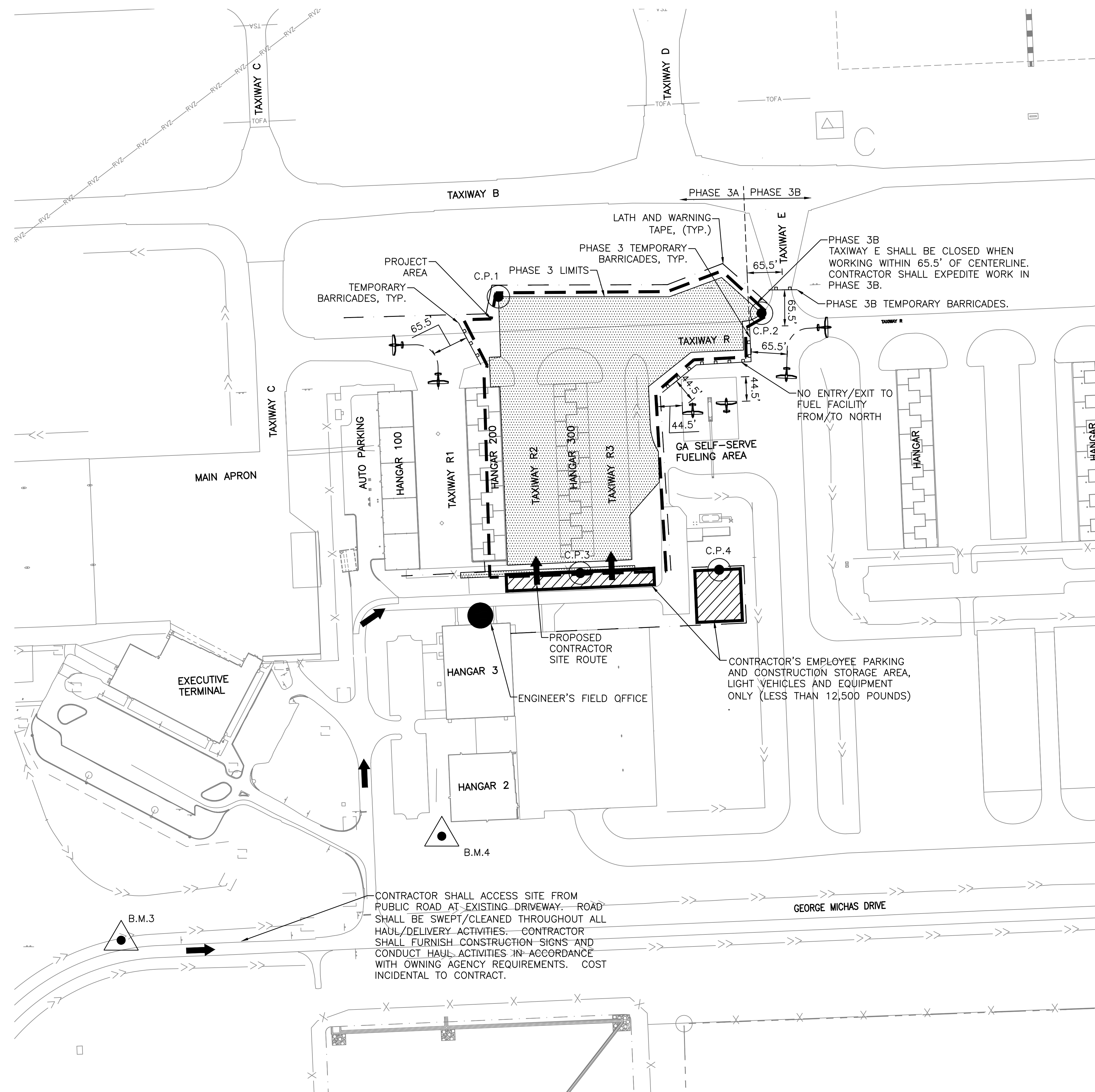
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## PHASING PLAN TAXIWAY R, R2, AND R3 PHASE 3

Sheet No. 8 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

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Drawn By \_\_\_\_\_ **C3.2**

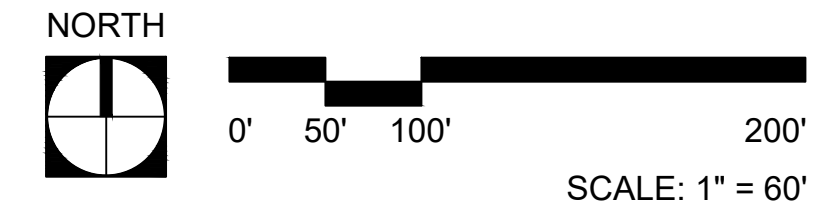


CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD AT EXISTING DRIVEWAY. ROAD SHALL BE SWEEP/CLEANED THROUGHOUT ALL HAUL/DELIVERY ACTIVITIES. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. COST INCIDENTAL TO CONTRACT.

CONTRACTOR'S EMPLOYEE PARKING AND CONSTRUCTION STORAGE AREA, LIGHT VEHICLES AND EQUIPMENT ONLY (LESS THAN 12,500 POUNDS)

NO ENTRY/EXIT TO FUEL FACILITY FROM/TO NORTH

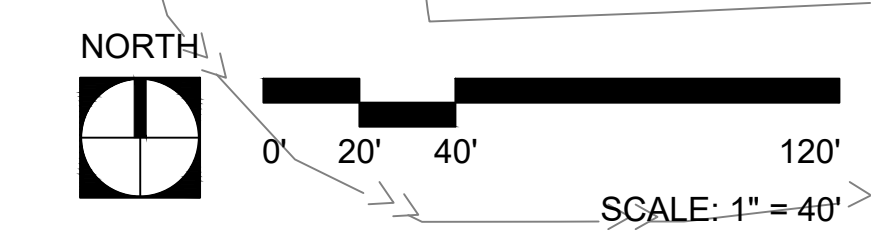
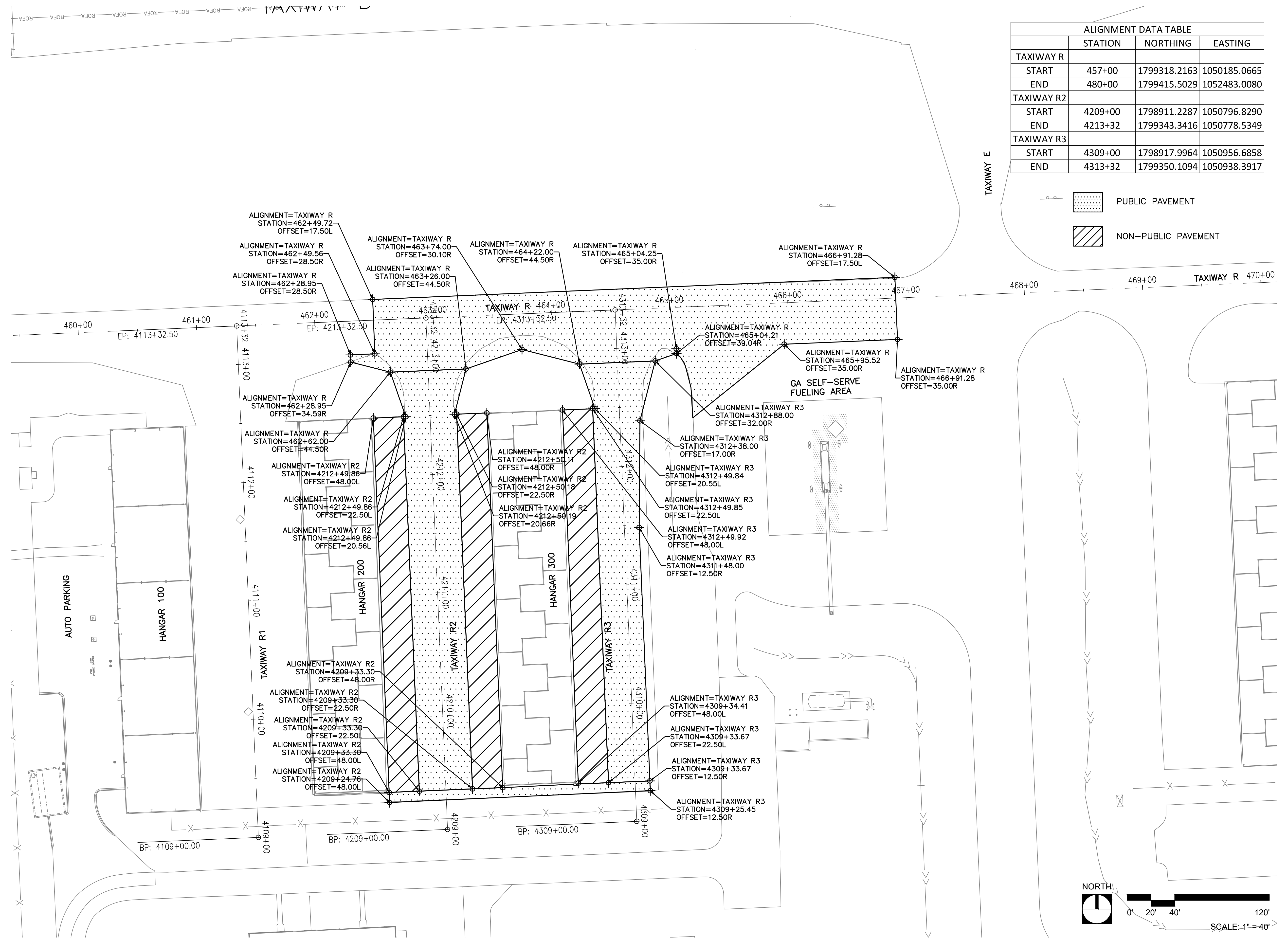
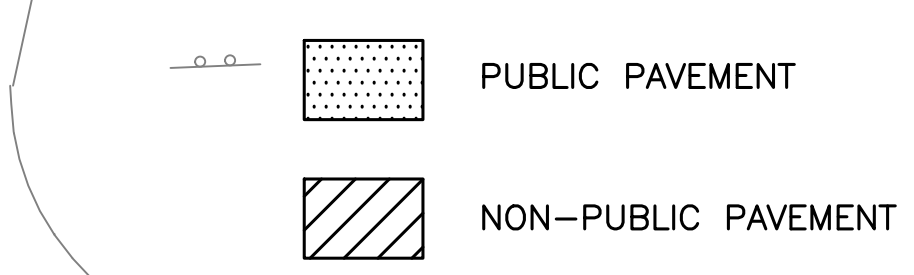
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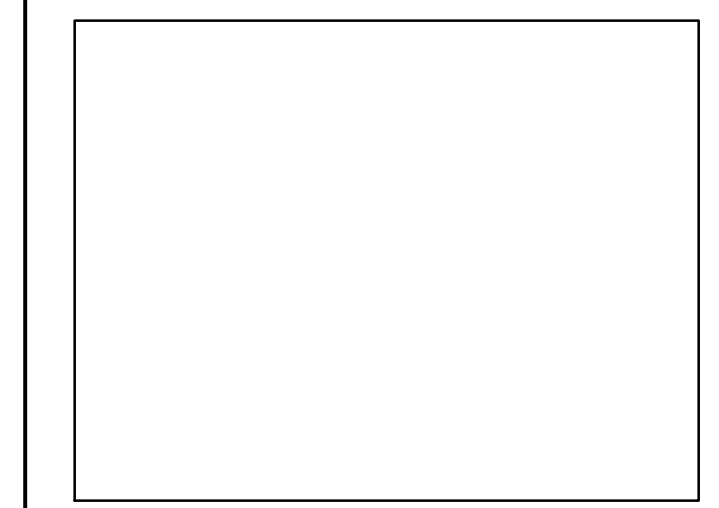
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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

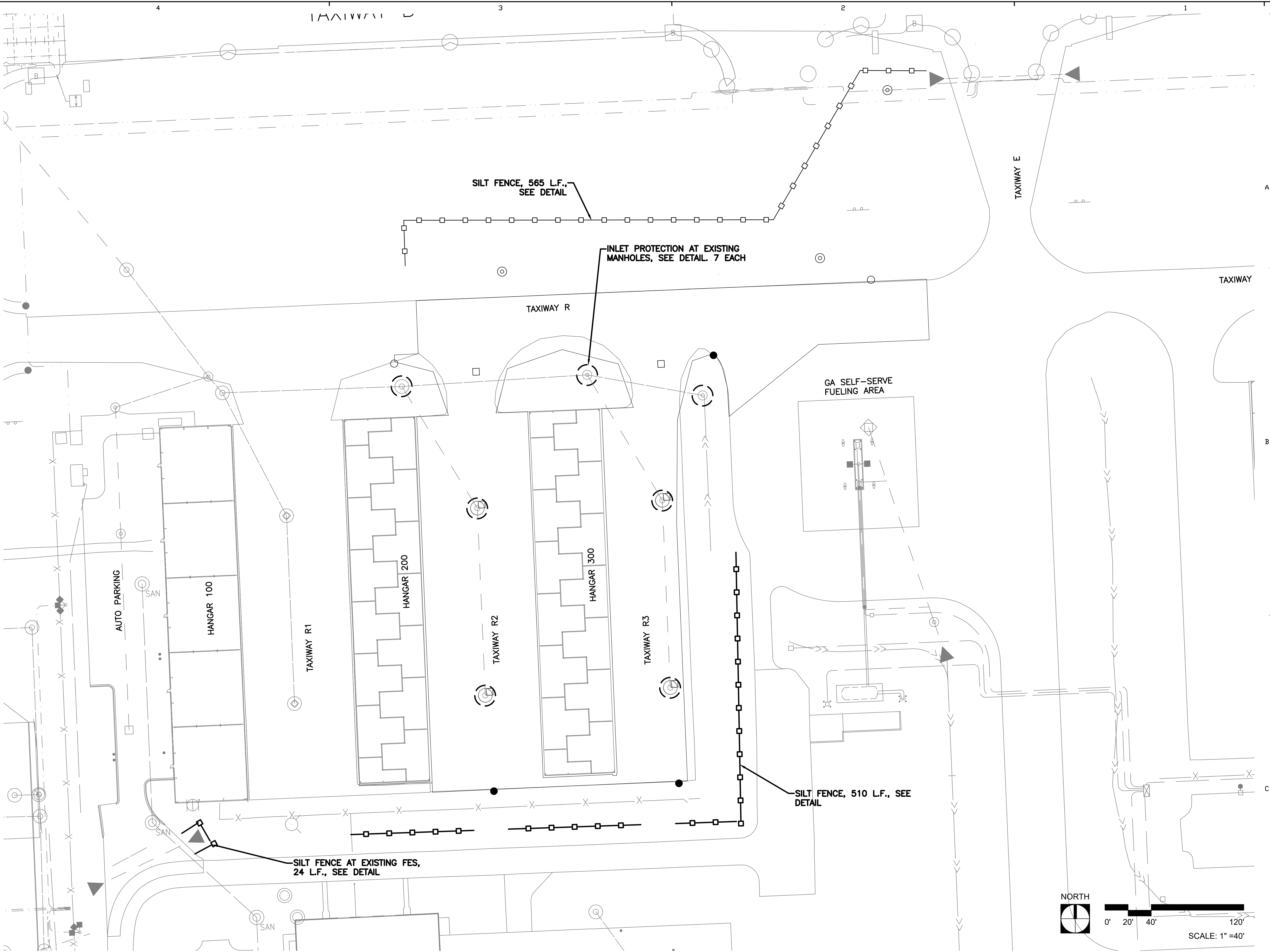
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Drawing Title  
**ALIGNMENT DATA AND PAVEMENT LAYOUT**

Sheet No. **9 OF 33**  
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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R – PHASE 2

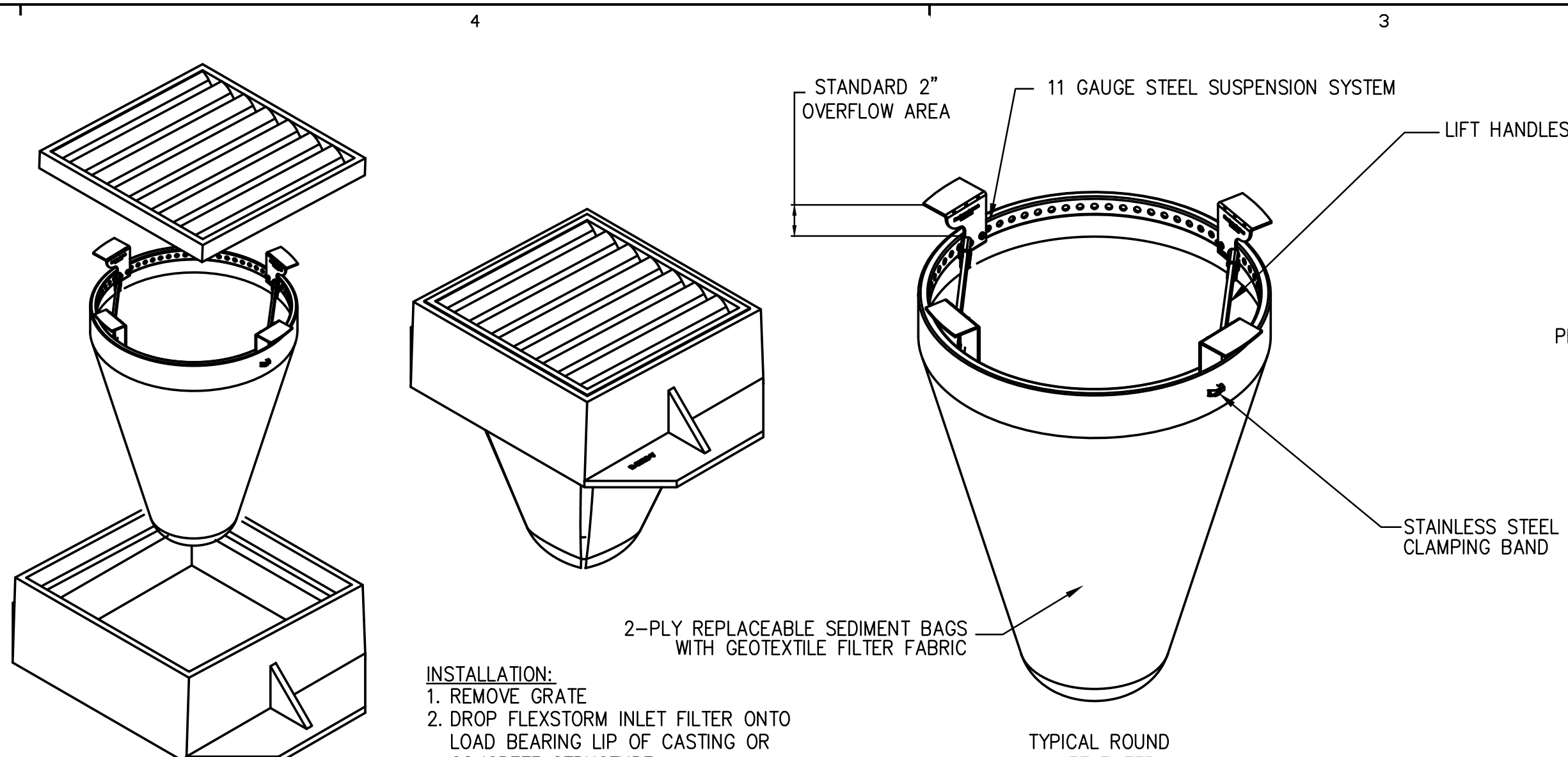
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**STORM WATER POLLUTION PREVENTION PLAN**

Sheet No. 10 OF 33  
 Approved Drawing Number  
 Checked  
 Drawn By  
 C5.0

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

2-PLY REPLACEABLE SEDIMENT BAGS WITH GEOTEXTILE FILTER FABRIC

TYPICAL ROUND INLET FILTER

**NOTES:**

1. FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, IPP FLEXSTORM BY EROTEX OR APPROVED EQUAL.
2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL OF SILT.
3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF AT LEAST 100 LBS FOR NON WOVEN.
6. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15 PERCENT.
7. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF AT LEAST 36,000 PSI.
8. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION.

INLET PROTECTION

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

THE CONTRACTOR SHALL IMPLEMENT ALL PROVISIONS OF THE CONTRACT DOCUMENTS TO ASSURE THAT STORM WATER POLLUTION PREVENTION ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY MANNER. SEDIMENTATION MUST NOT BE TRANSPORTED OFF THE CONSTRUCTION SITE. PERMANENT DRAINAGE FEATURES AND VEGETATIVE MEASURES SHALL BE PROVIDED AS SOON AS POSSIBLE.

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

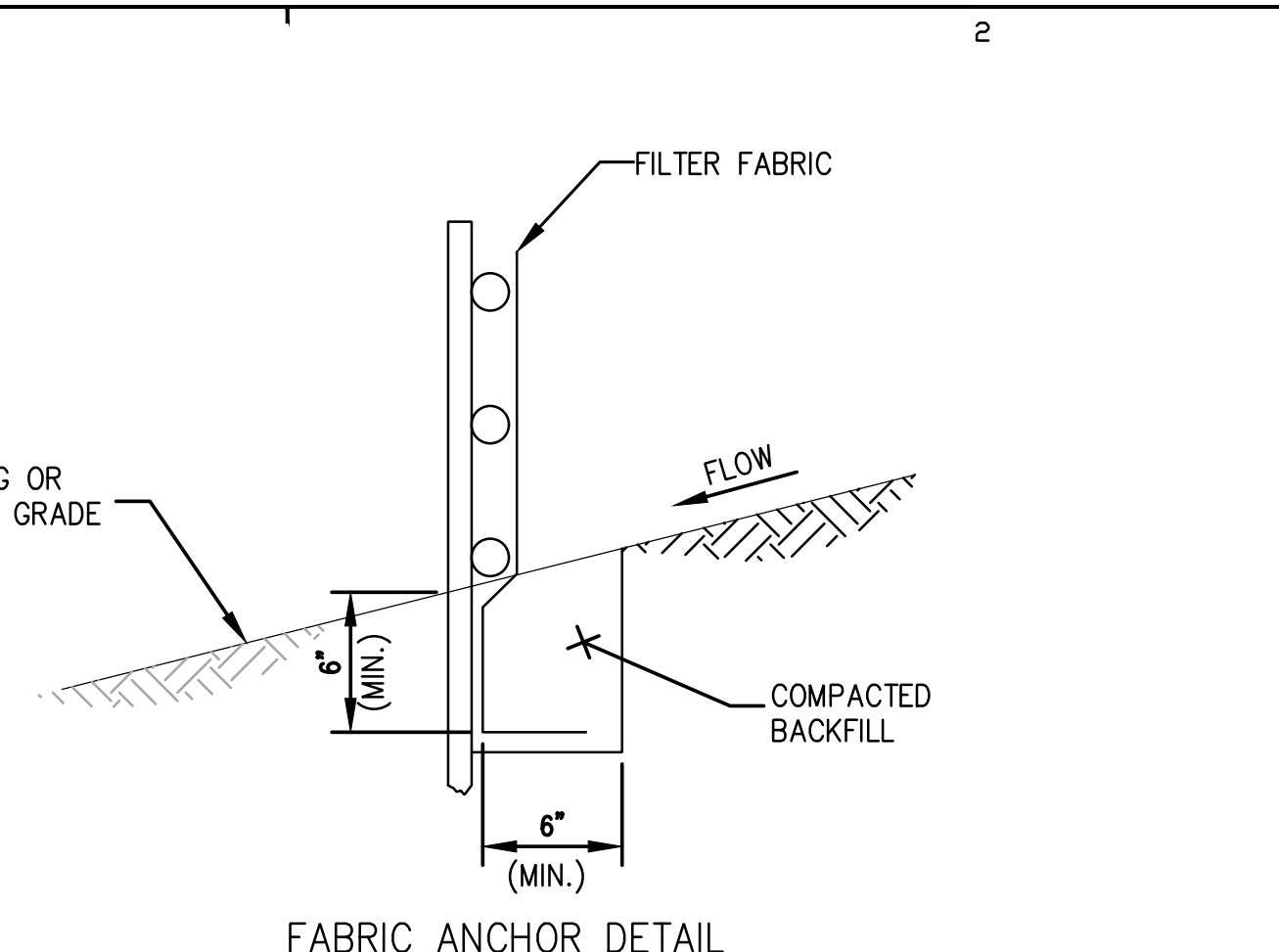
POLLUTION PREVENTION MEASURES

THE CONTRACTOR SHALL BE REQUIRED TO IMPLEMENT AND MAINTAIN STORM WATER POLLUTION PREVENTION PRACTICES AND MEASURES PRIOR TO THE STRIPPING OF EXISTING VEGETATION WHEREVER POSSIBLE AND AS SOON AS CONSTRUCTION PERMITS IN OTHER AREAS. POLLUTION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE CONTRACT DOCUMENTS, INCLUDING THESE CONSTRUCTION PLANS, AND WITH STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL, ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, CURRENT ISSUE. THE CONTRACTOR SHALL ADJUST HIS OPERATIONS AND IMPLEMENT POLLUTION CONTROL MEASURES SO THAT NO RUNOFF FROM STRIPPED AREAS WILL LEAVE THE CONSTRUCTION SITE OTHER THAN THROUGH SEDIMENT TRAPS OR OTHER SUITABLE CONTROL MEASURES.

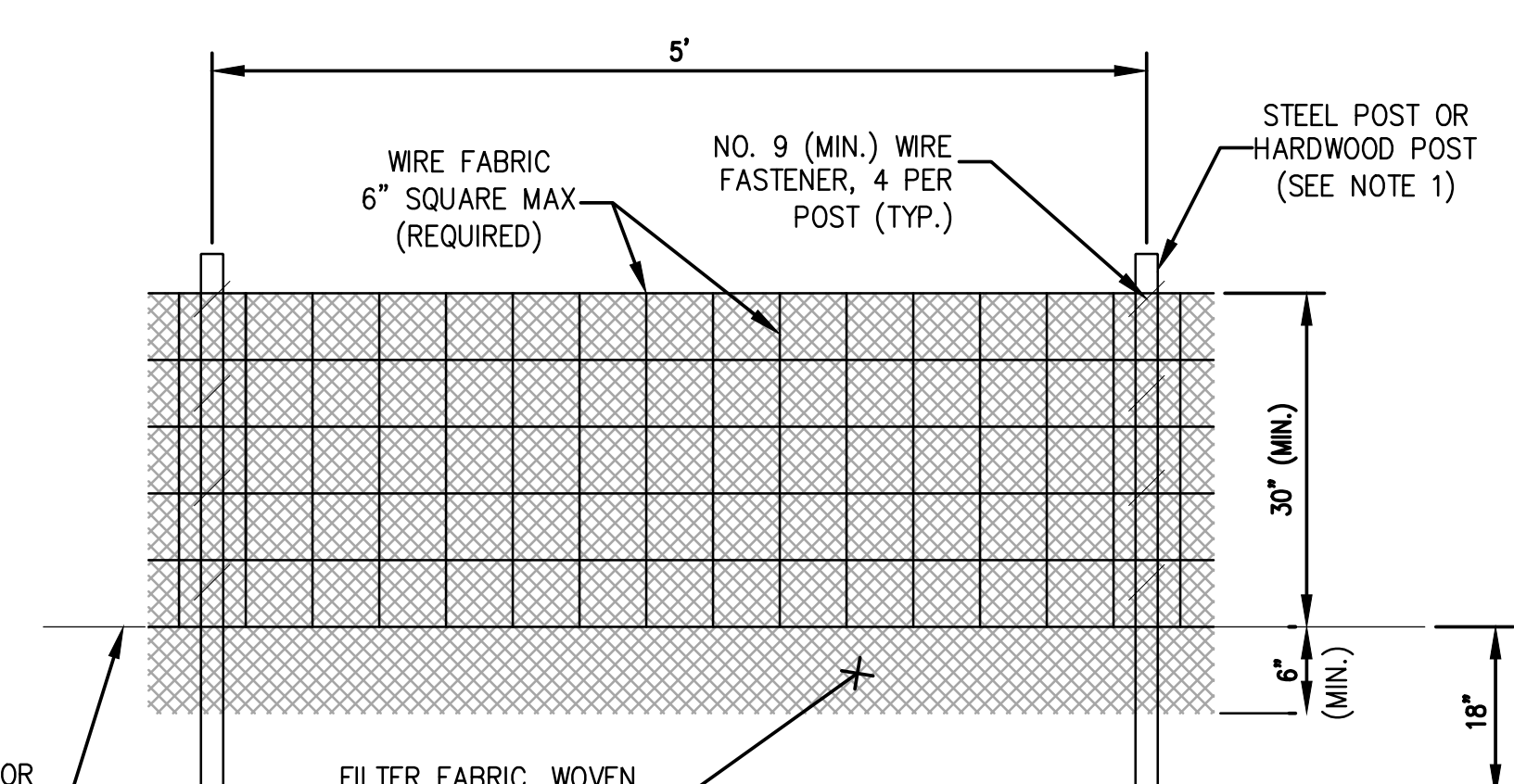
POLLUTION CONTROL ITEMS SHALL BE PROVIDED AS NOTED ON THE STORM WATER POLLUTION PREVENTION PLAN AND IN THE STORM WATER POLLUTION PREVENTION DETAILS AND AS DIRECTED BY THE ENGINEER. THE LIMITS OF SUCH MEASURES SHALL BE STAKED BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF CONSTRUCTION. SUCH LIMITS MAY BE ADJUSTED BY THE ENGINEER TO ACCOUNT FOR ACTUAL SITE CONDITIONS EXPERIENCED DURING CONSTRUCTION. ADDITIONAL COMPENSATION FOR MEASURES EXCEEDING THE PLAN QUANTITIES WILL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR EACH ITEM.

THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OR REPLACE ALL POLLUTION PREVENTION MEASURES AS REQUIRED OR AS DIRECTED BY THE ENGINEER UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED. MAINTENANCE OF POLLUTION CONTROL MEASURES IS TO BE PROVIDED AT NO ADDITIONAL COST TO THE CONTRACT.

ADDITIONAL STORMWATER POLLUTION PREVENTION MEASURES ARE EXISTING ON SITE LOCATED AT DRAINAGE FACILITIES AND ALONG THE PROPERTY LINE.



FABRIC ANCHOR DETAIL

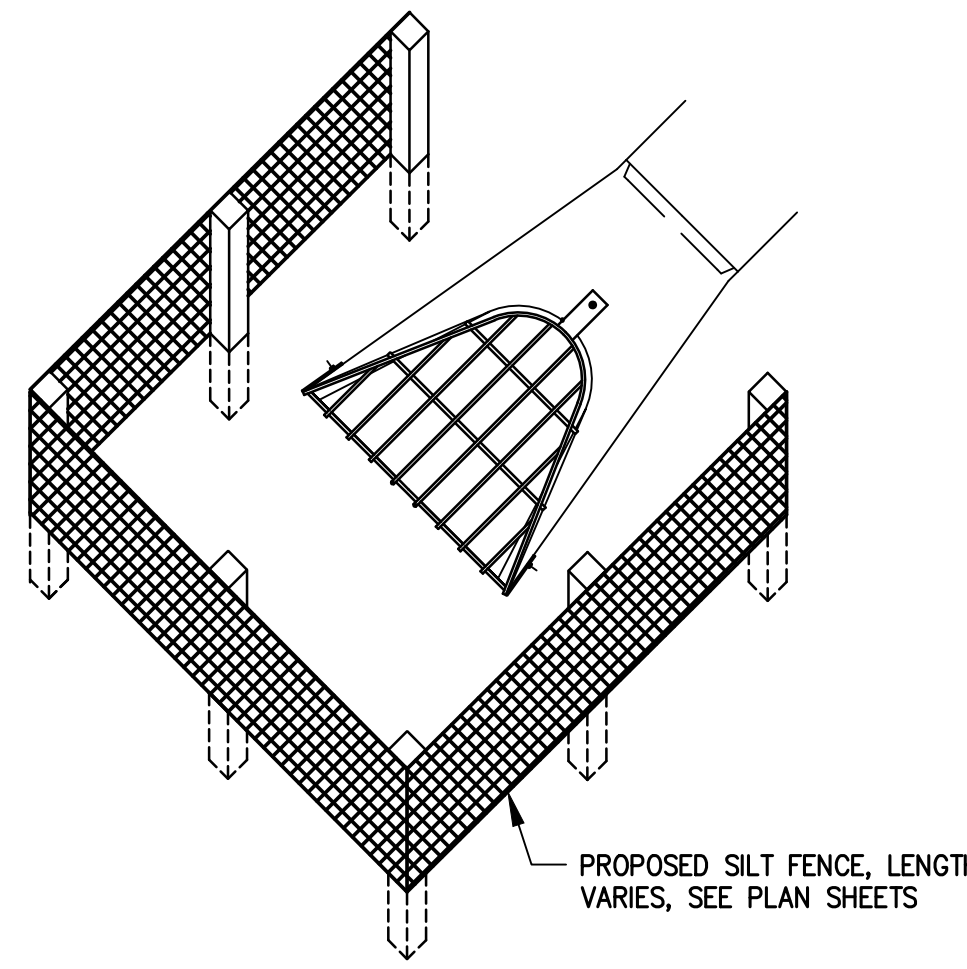


ELEVATION

SILT FENCE

**NOTES:**

1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
4. FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
5. WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN (OR MAXIMUM OF 0.60mm).
7. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
8. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
9. SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
10. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
11. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
12. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
13. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.



SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)

SEDIMENTATION AND EROSION CONTROL NOTES:

- A. SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- B. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- C. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.
- D. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H:1V SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.
- E. EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- F. ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- G. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- H. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- I. A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- J. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER. NO STOCKPILES SHALL BE LOCATED WITHIN AN ACTIVE RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE, OR ACTIVE TAXIWAY OBJECT FREE AREA.
- K. IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- L. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

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No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

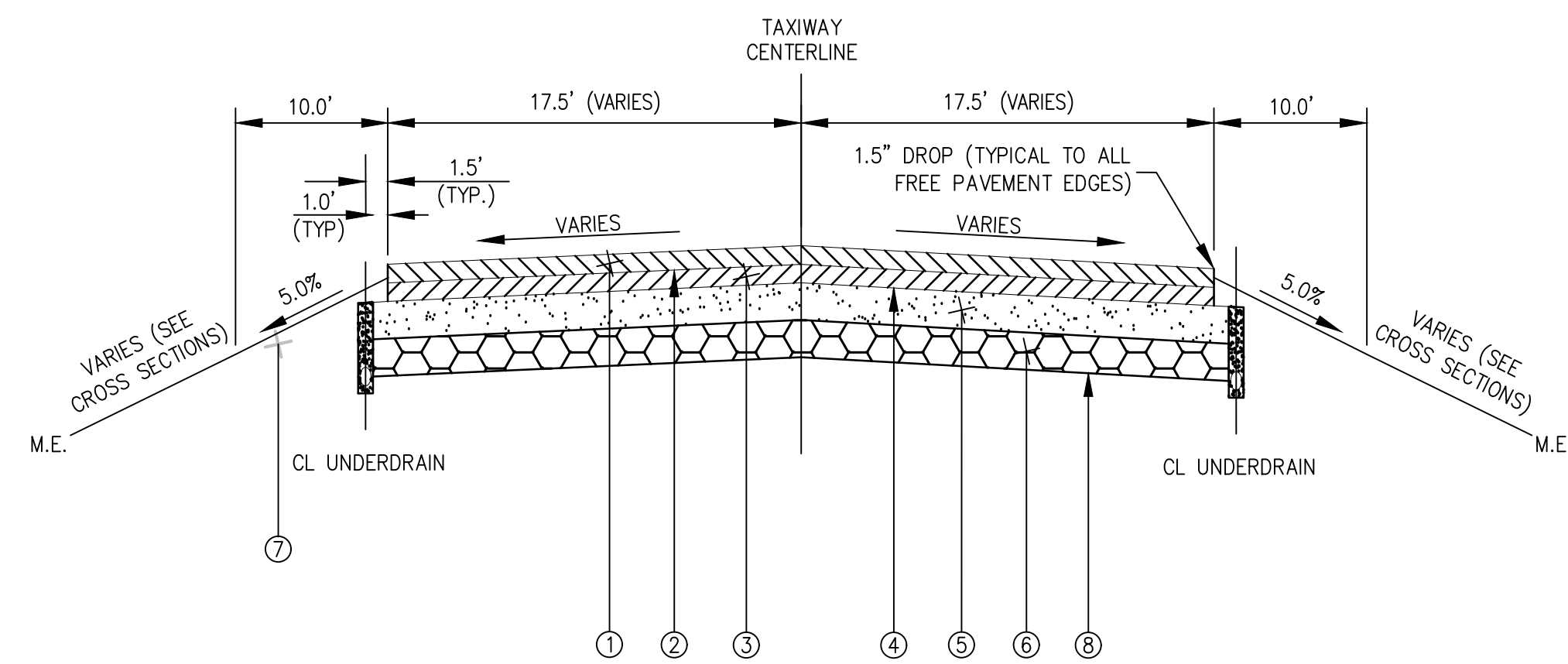
Drawing Title

**SWPPP DETAILS**

Sheet No. 11 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

Checked \_\_\_\_\_ Drawn By \_\_\_\_\_ **C5.1**



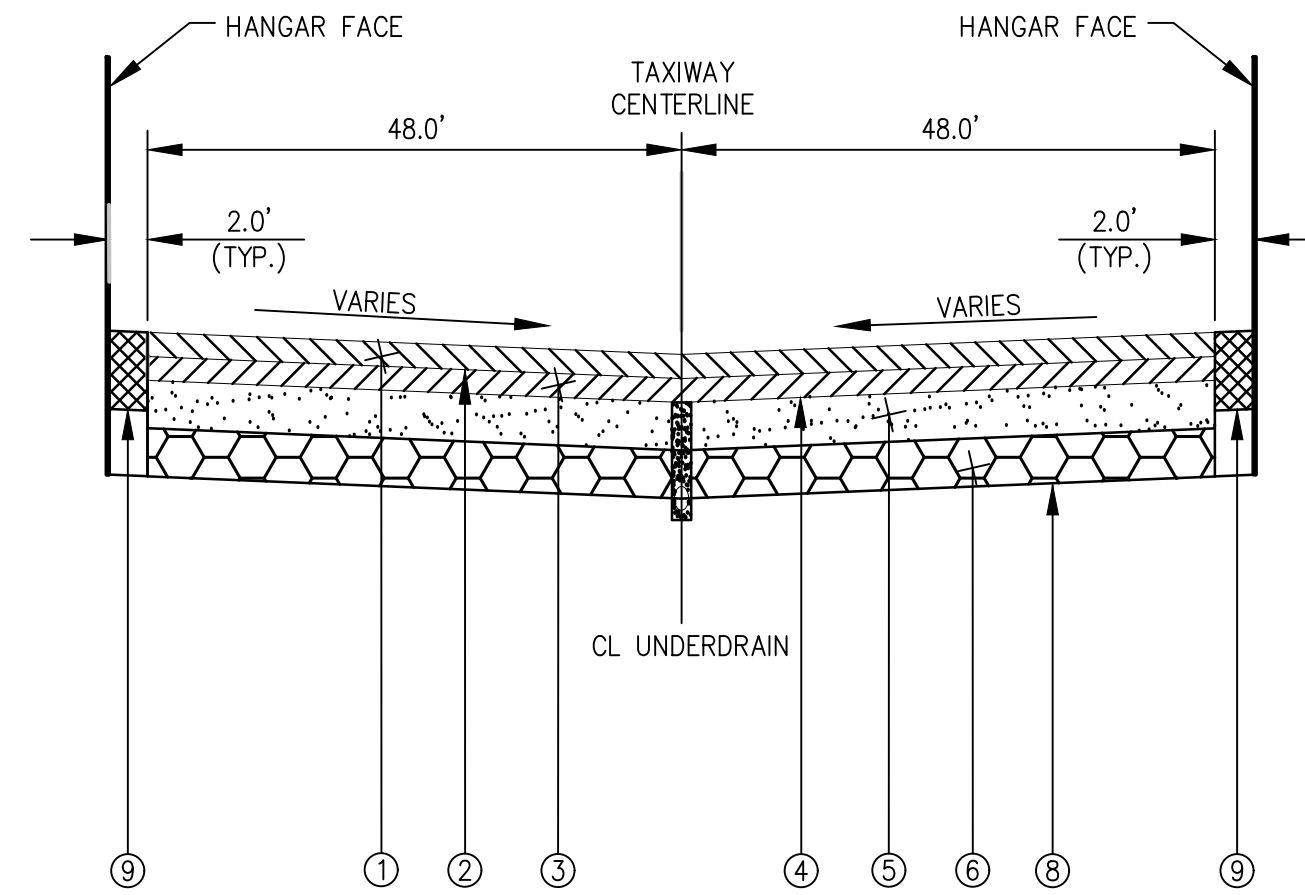
TYPICAL SECTION - TAXIWAY R  
(SECTION SHOWN LOOKING EAST)

- 1 PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- 2 PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 \*
- 3 PROPOSED 4 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- 4 PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 \*
- 5 PROPOSED 12 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209612
- 6 PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800927
- 7 PROPOSED 4 INCH TOPSOIL, ITEM AR905510
- 8 PROPOSED SEPARATION FABRIC, ITEM AR156513

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

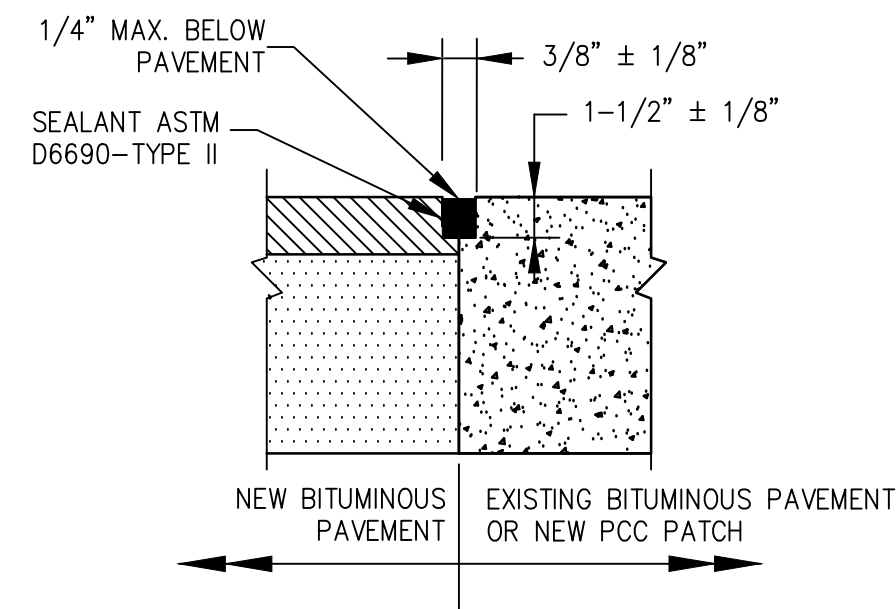
NOTES

1. BITUMINOUS PRIME AND BITUMINOUS TACK COAT SHALL BE REQUIRED AS SPECIFIED. SEE SPECIAL PROVISIONS AND STANDARD PROVISIONS.
2. SEPARATION FABRIC, CRUSHED AGGREGATE BASE COURSE AND GRANULAR DRAINAGE SUBBASE SHALL EXTEND 1' OUTSIDE ALL UNCONSTRAINED PAVEMENT EDGES.
3. ALL HMA MIXES SHALL BE SUPERPAVE.



TYPICAL SECTION - TAXIWAY R2 AND R3  
(SECTION SHOWN LOOKING NORTH)

- 1 PROPOSED 2 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- 2 PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 \*
- 3 PROPOSED 2 INCH BITUMINOUS BASE COURSE, ITEM AR403613
- 4 PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 \*
- 5 PROPOSED 8 INCH CRUSHED AGGREGATE BASE COURSE, ITEM AR209612
- 6 PROPOSED 6 INCH GRANULAR DRAINAGE SUBBASE, ITEM AR800927
- 7 PROPOSED 4 INCH TOPSOIL, ITEM AR905510
- 8 PROPOSED SEPARATION FABRIC, ITEM AR156513
- 9 PROPOSED PCC PATCH, ITEM AR801001  
SEE CRACK REPAIR AND PATCH PLAN FOR DETAILS



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

SAW AND SEAL JOINT

No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title  
TYPICAL SECTIONS AND  
PAVEMENT DETAILS

Sheet No. 12 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

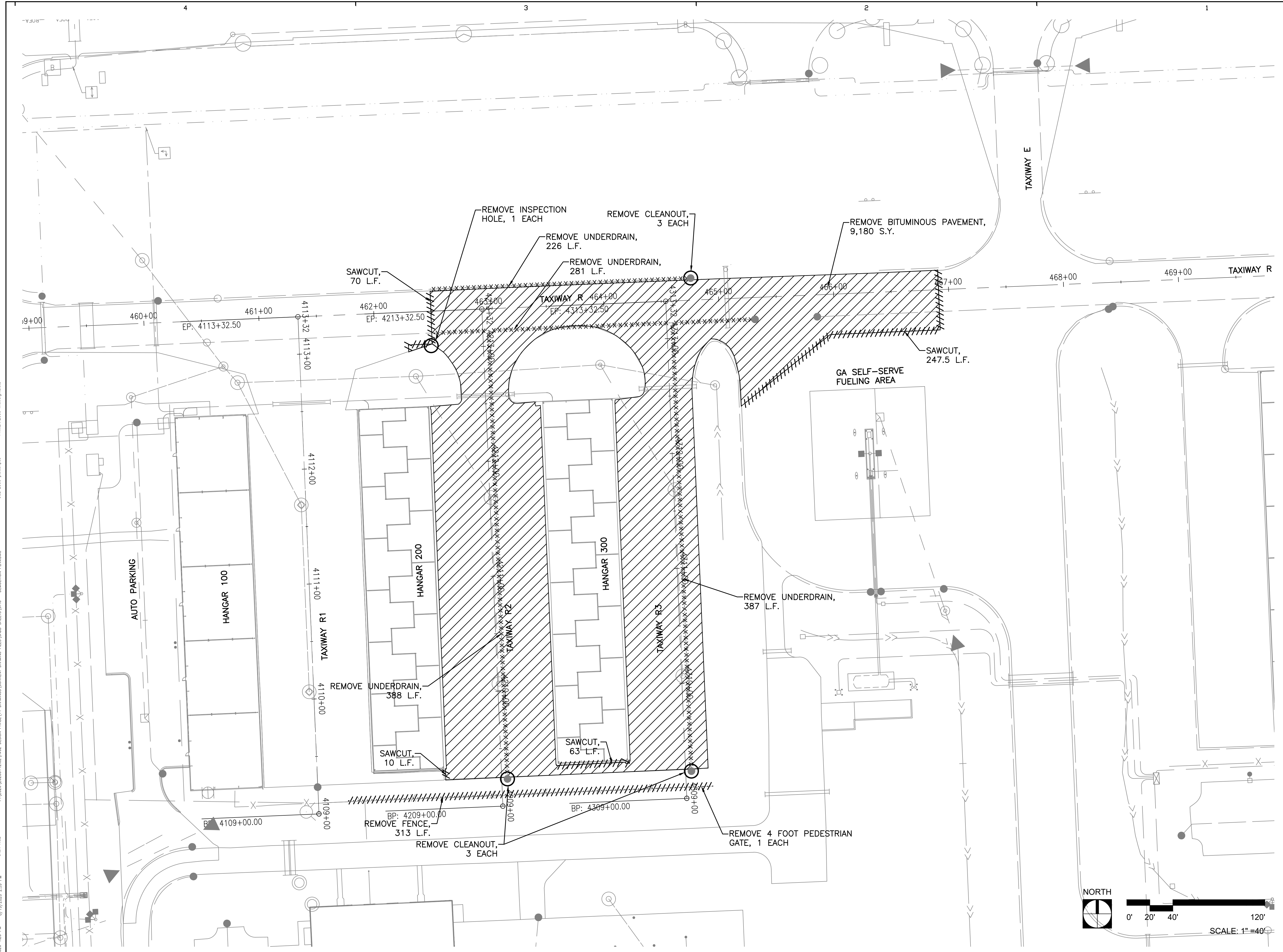
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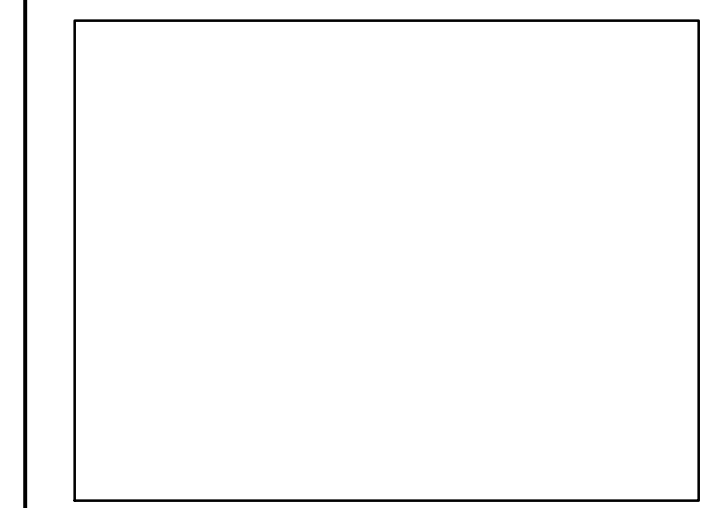


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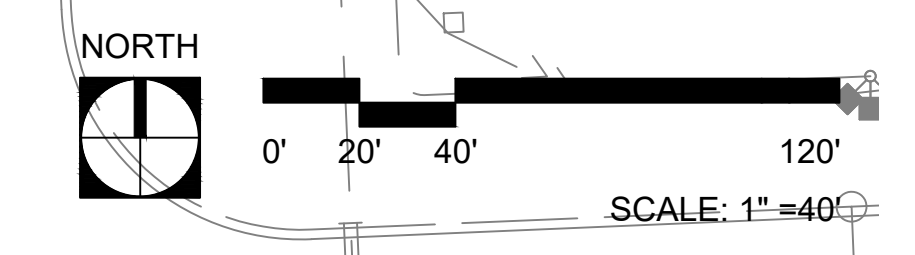
RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

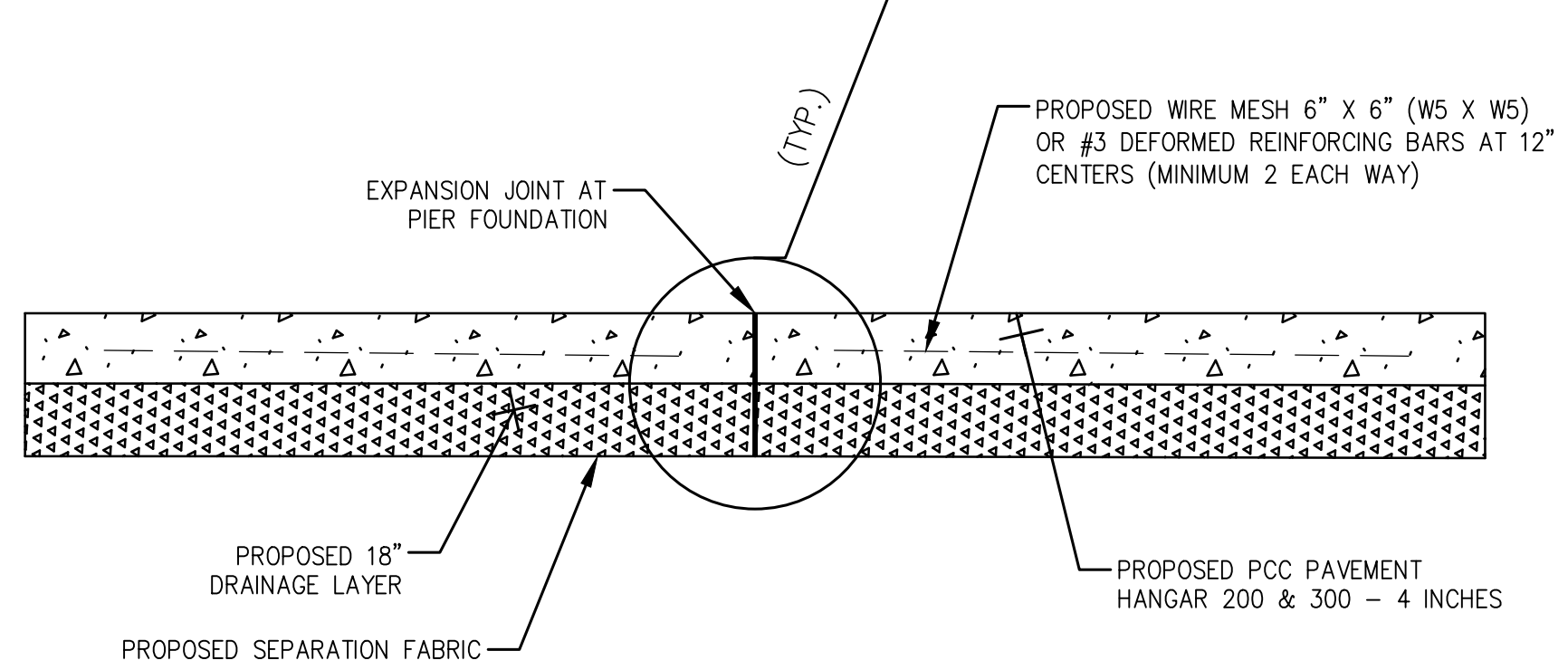
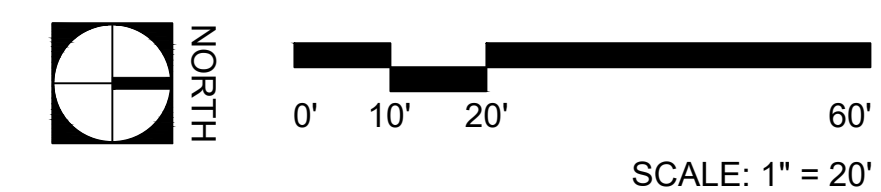
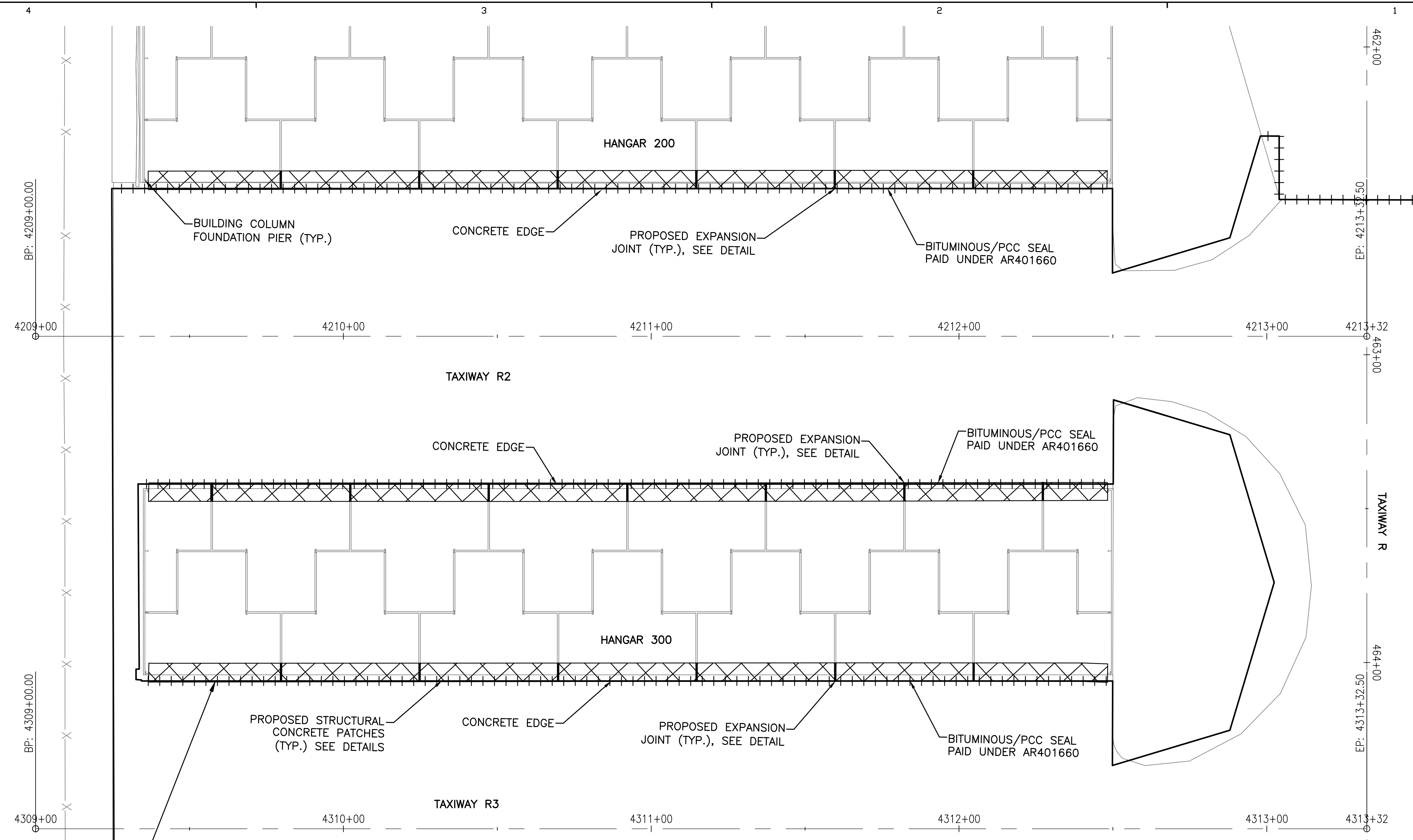
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SBG No: 3-17-SBGP-TBD



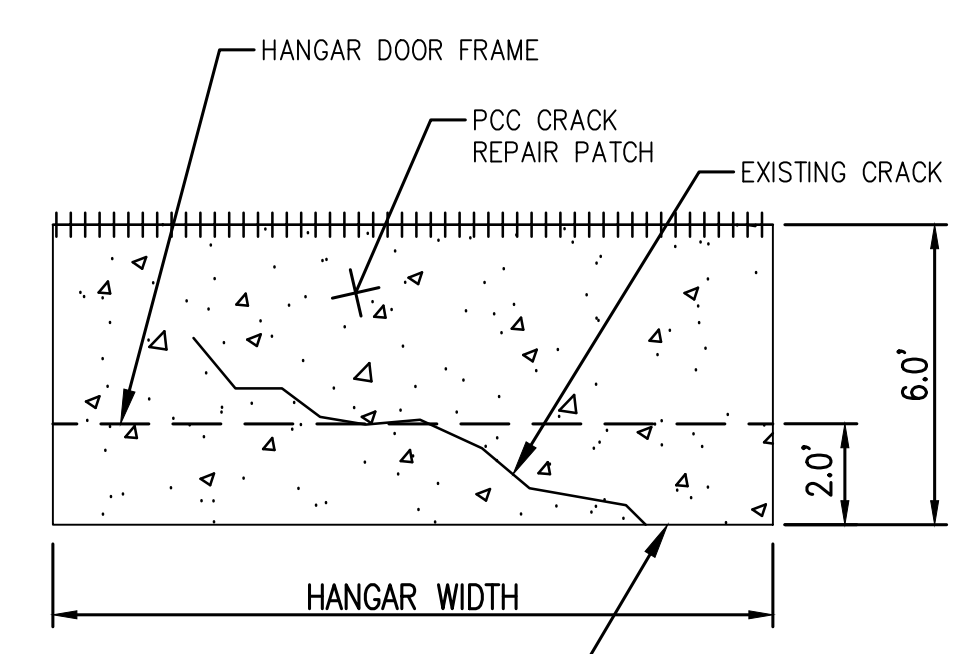
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**REMOVAL PLAN**

Sheet No. **13 OF 33**  
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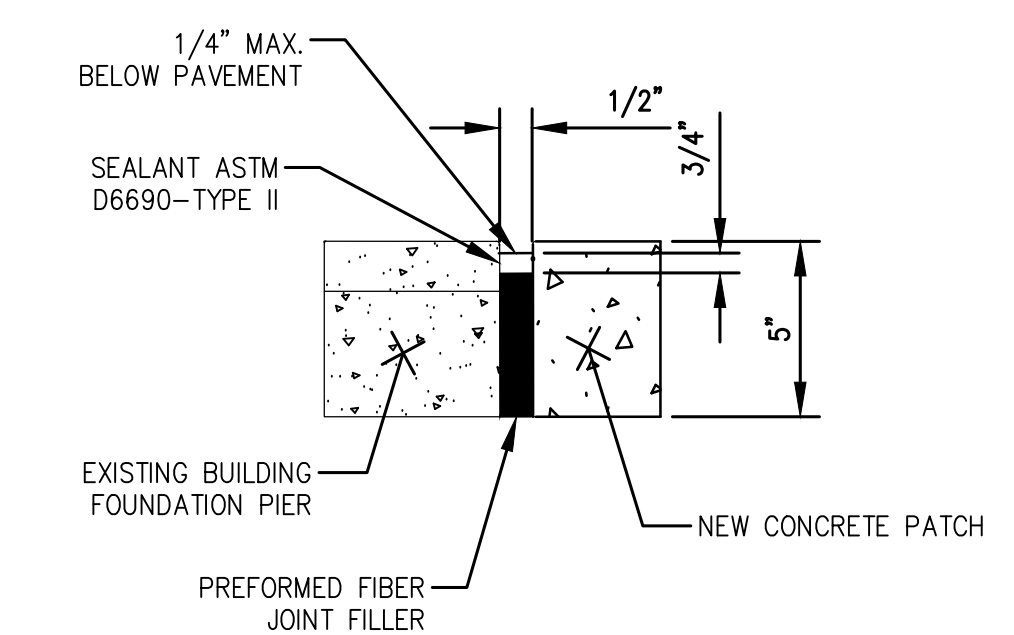
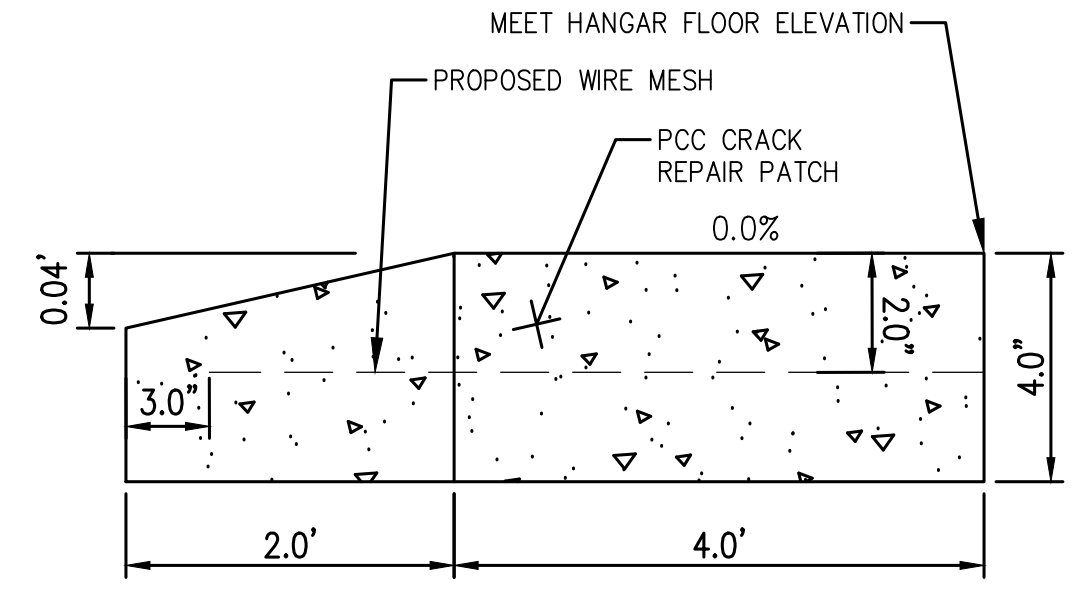




NOTE: ALL WORK INCLUDING SAW CUTTING, REMOVAL, JOINTING AND AGGREGATE AND PCC REPLACEMENT PAID UNDER ITEM AR801001.



##### #5 EPOXY COATED, DEFORMED TIE BARS, 18" LONG, SPACED 30" ON-CENTER, SET IN EXISTING CONCRETE USING IDOT-APPROVED CHEMICAL ADHESIVE

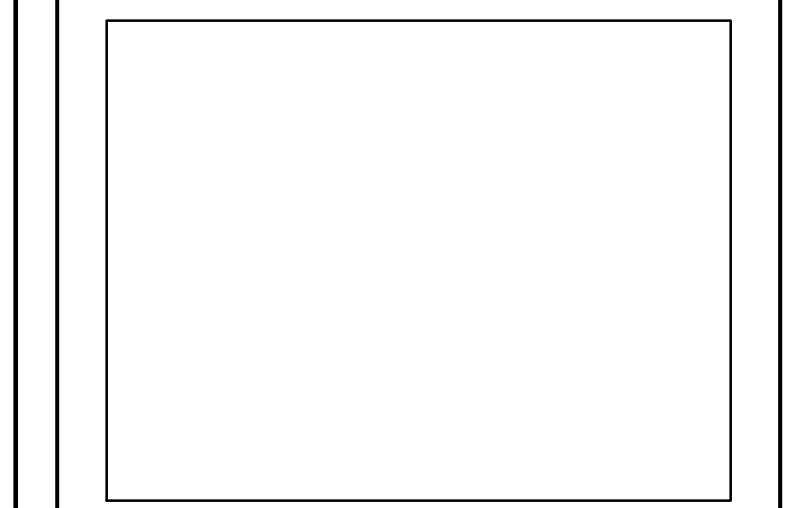


NOTE:  
1. EXPANSION JOINTS TO BE INCIDENTAL TO ITEM AR801001.  
2. EXPANSION MATERIAL SHALL ALSO BE PLACED AT EXISTING BUILDING COLUMN FOUNDATION PIERS.

No.	Description	By	Chk.	App.	Date

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

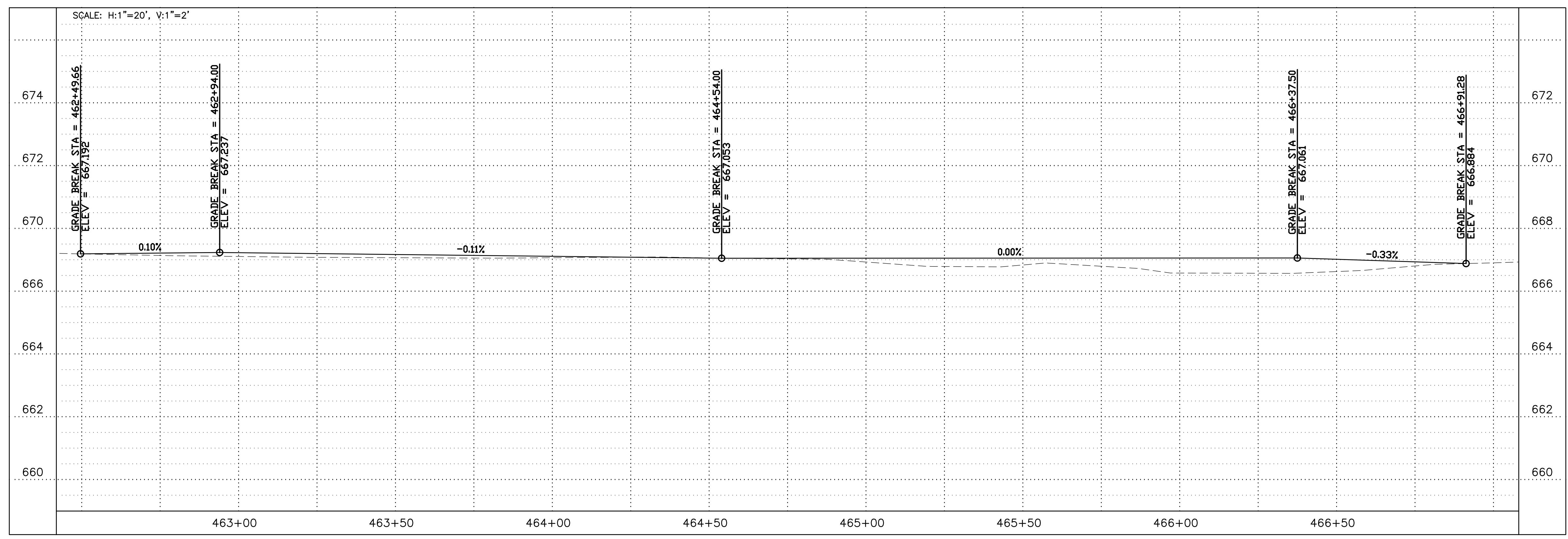
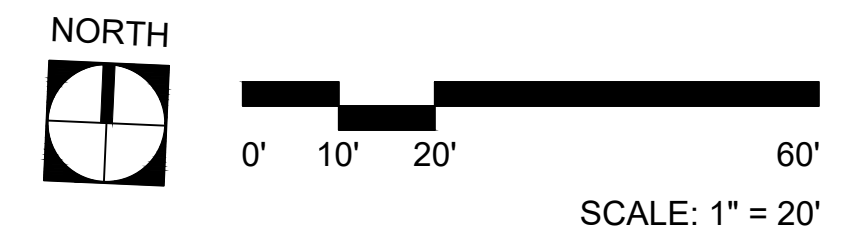
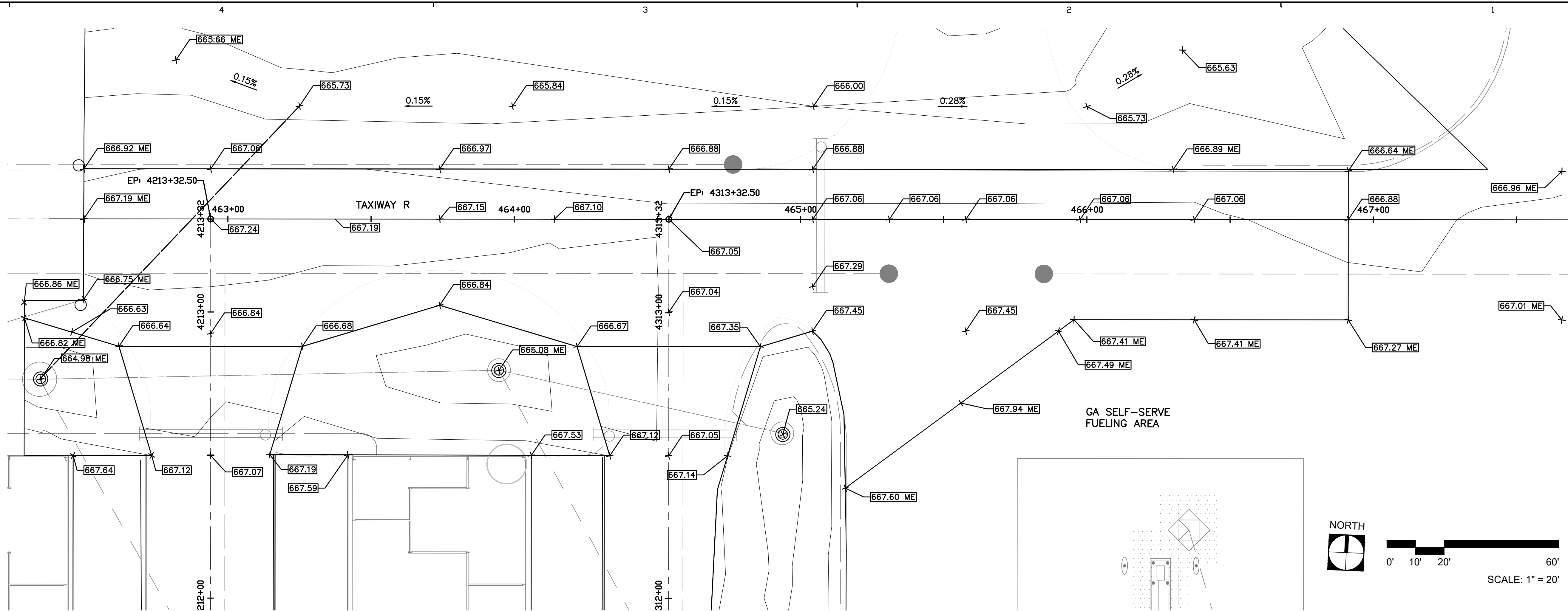
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CRACK REPAIR AND PATCH PLAN AND DETAILS

Sheet No.	14 OF 33
Approved	Drawing Number
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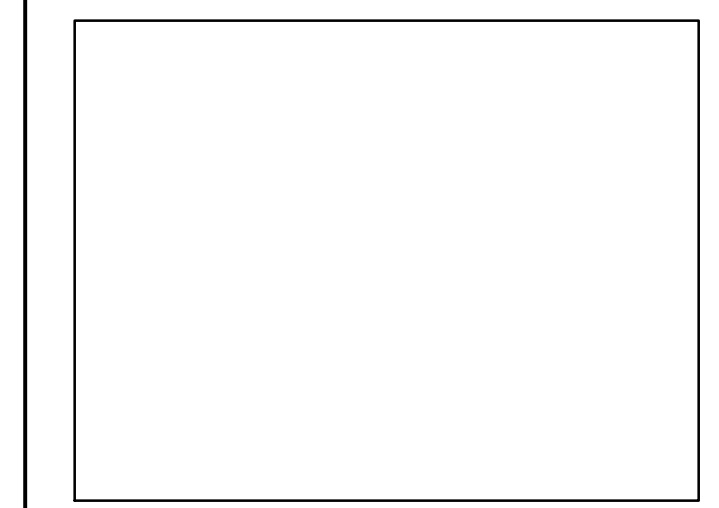
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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R – PHASE 2

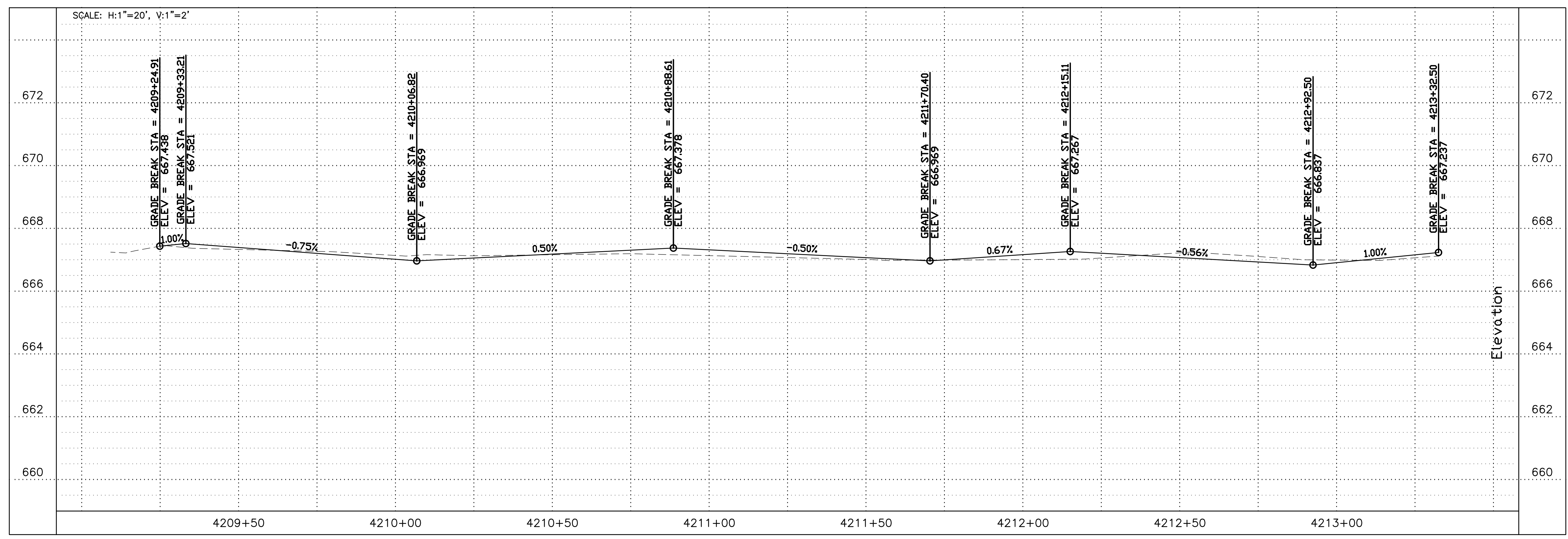
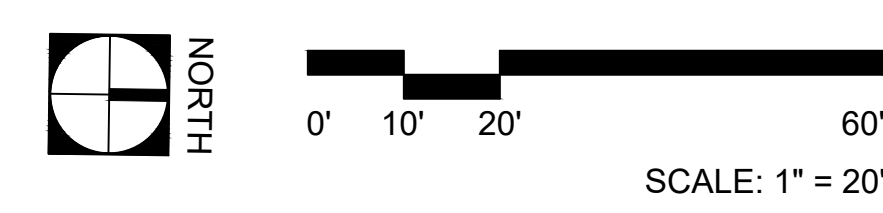
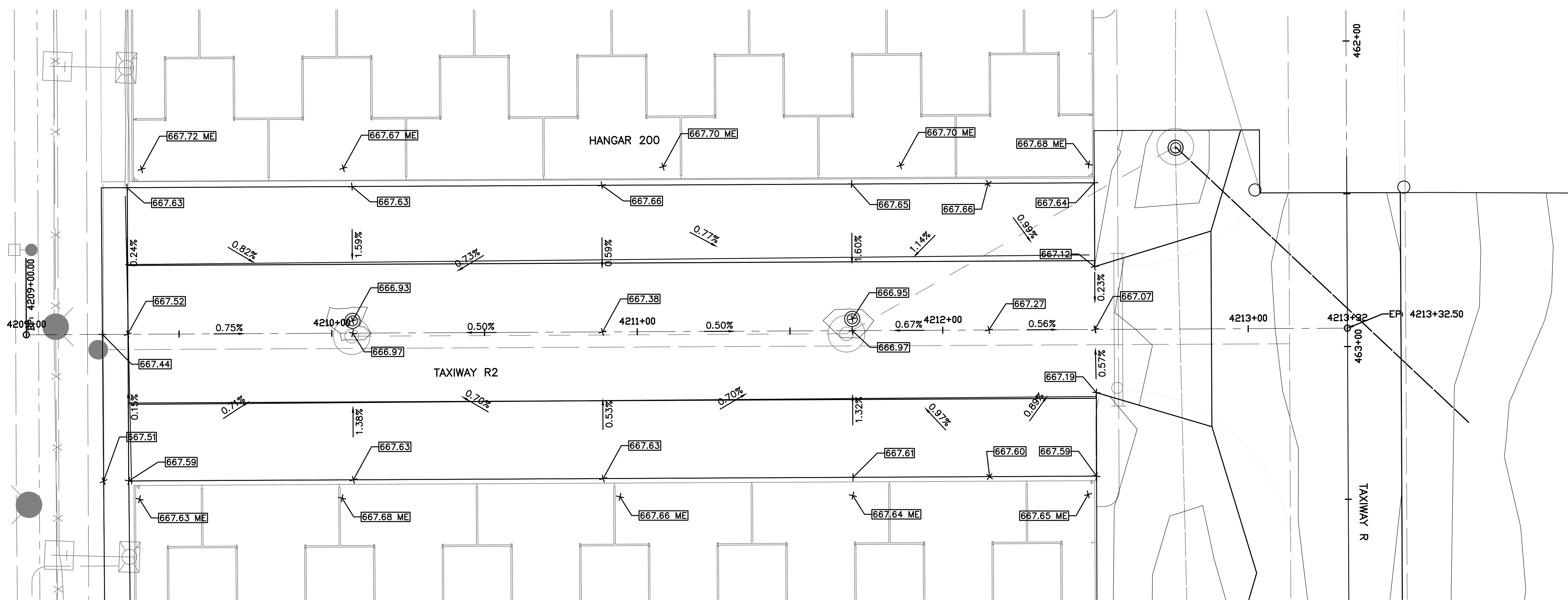
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Drawing Title  
**PLAN AND PROFILE TAXIWAY R**

Sheet No. 15 OF 33  
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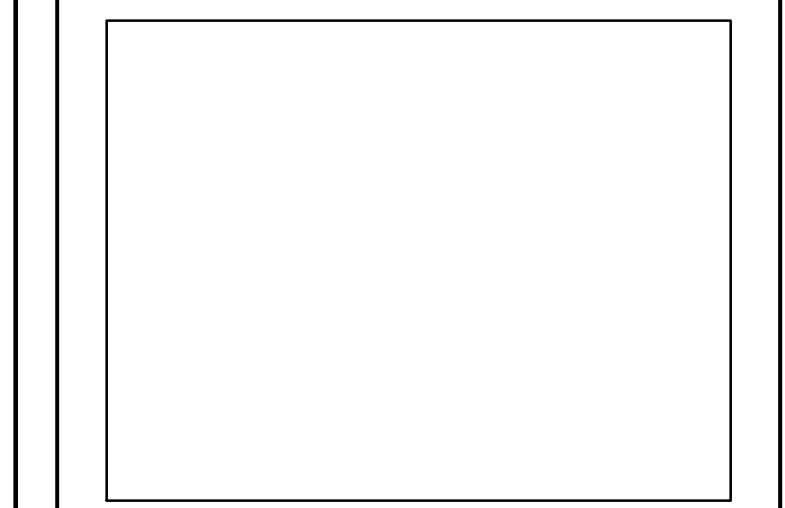


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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

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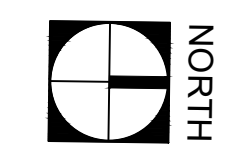
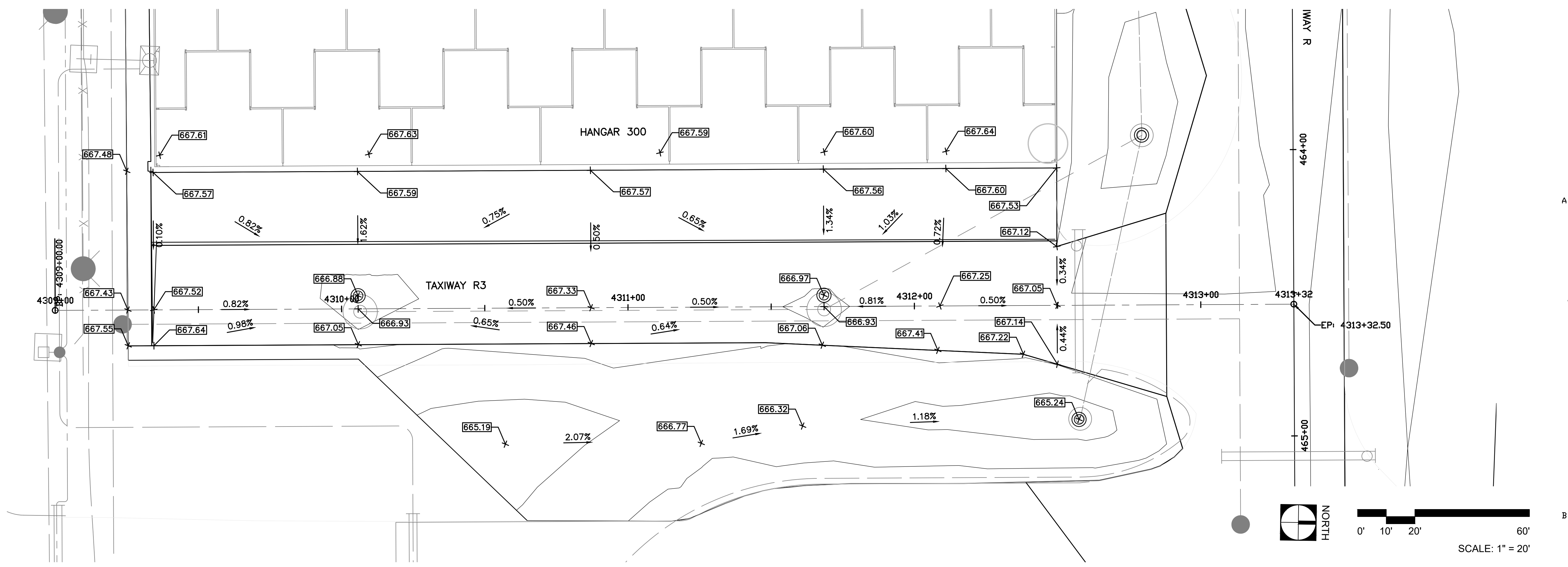


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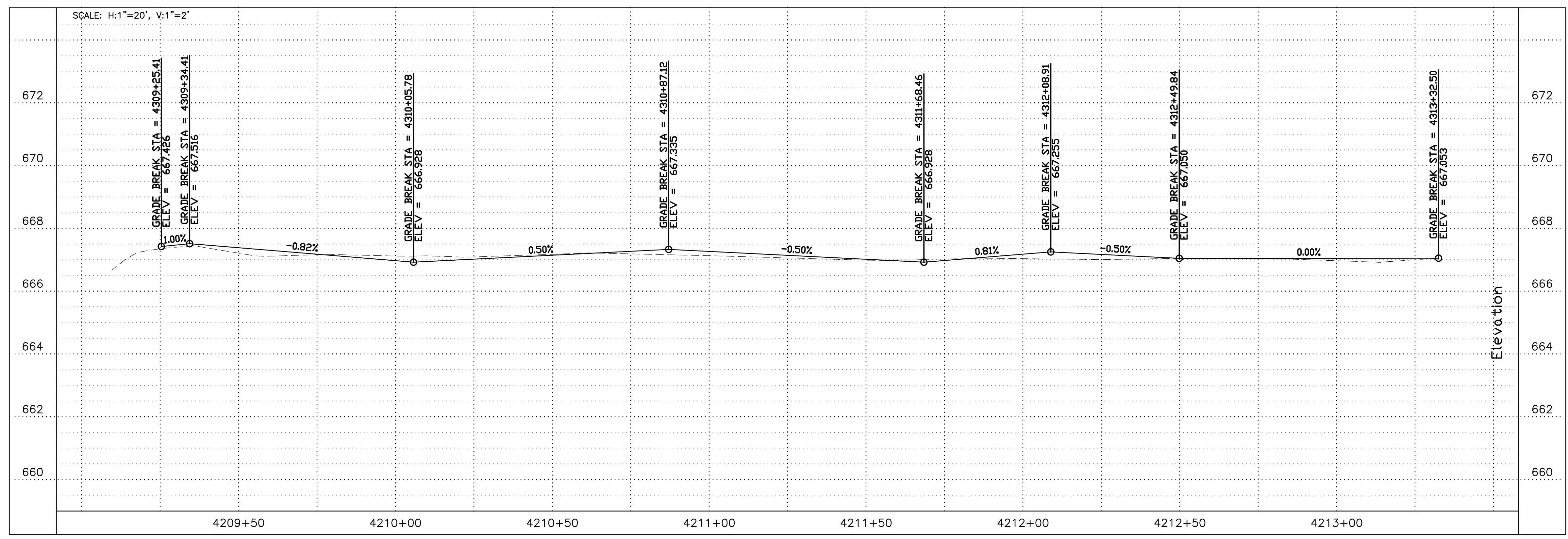
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SEAL





SCALE: 1" = 20'

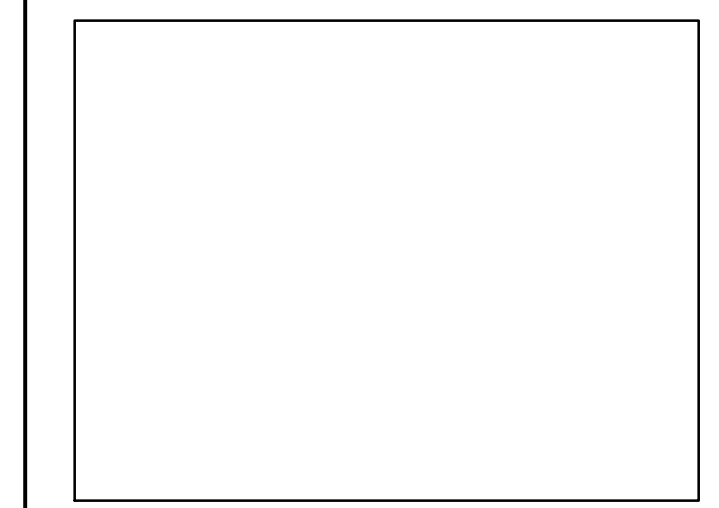


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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R – PHASE 2

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title  
**PLAN AND PROFILE TAXIWAY R3**

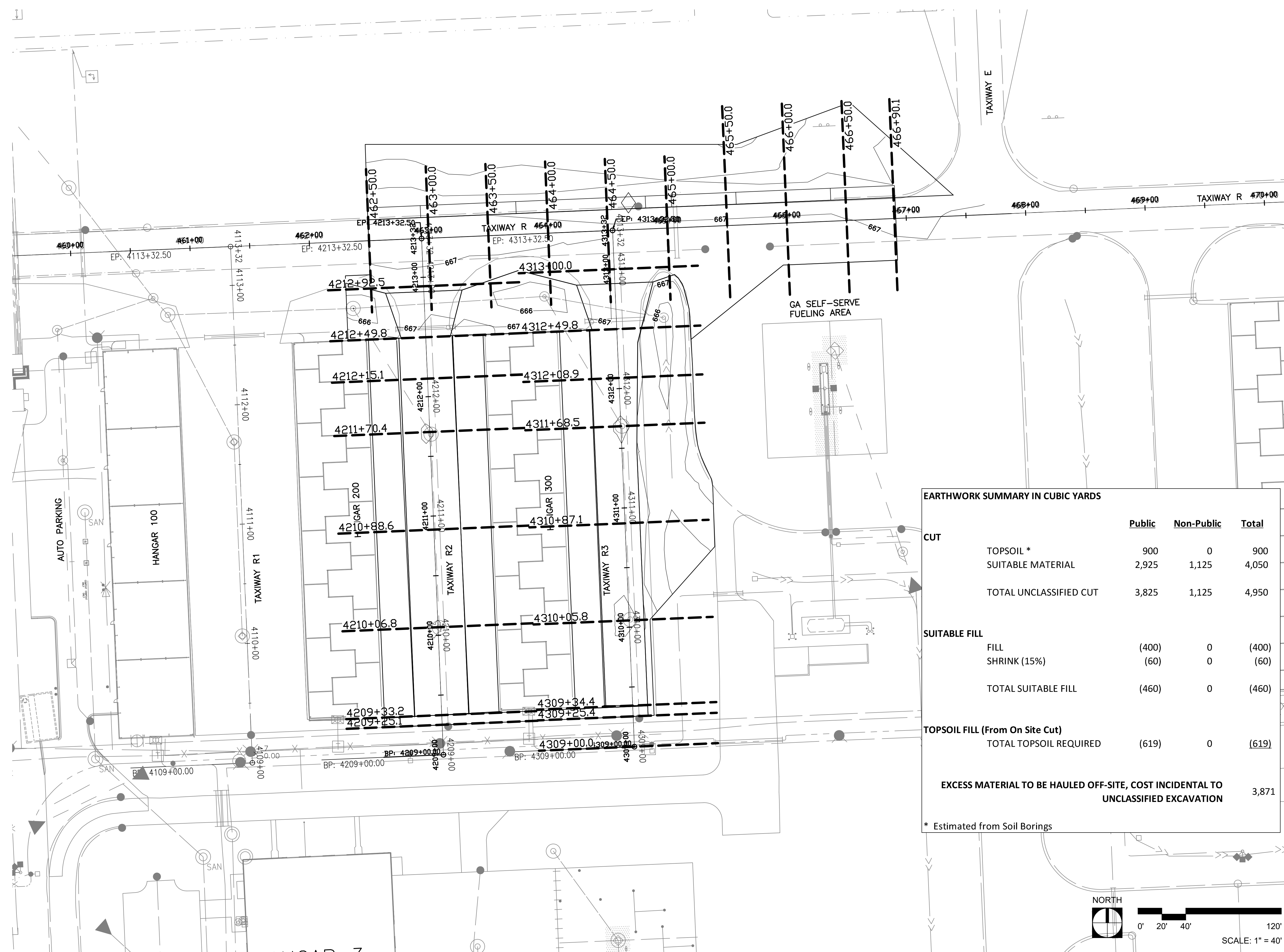
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SEAL



**EARTHWORK SUMMARY IN CUBIC YARDS**

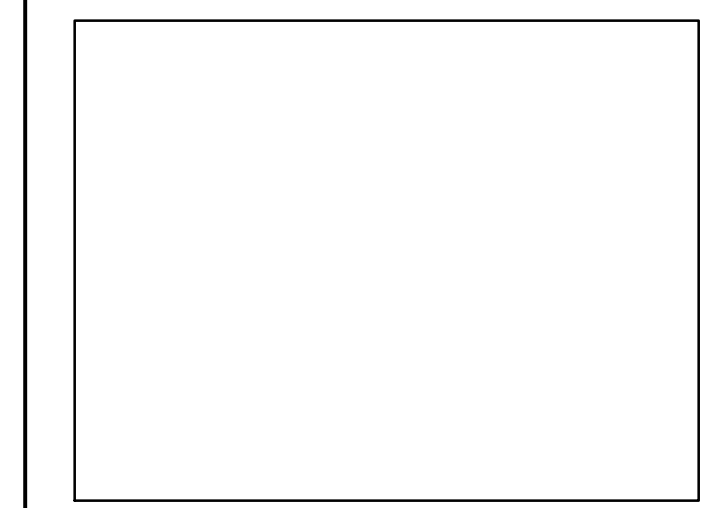
	Public	Non-Public	Total
<b>CUT</b>			
TOPSOIL *	900	0	900
SUITABLE MATERIAL	2,925	1,125	4,050
<b>TOTAL UNCLASSIFIED CUT</b>	<b>3,825</b>	<b>1,125</b>	<b>4,950</b>
<b>SUITABLE FILL</b>			
FILL	(400)	0	(400)
SHRINK (15%)	(60)	0	(60)
<b>TOTAL SUITABLE FILL</b>	<b>(460)</b>	<b>0</b>	<b>(460)</b>
<b>TOPSOIL FILL (From On Site Cut)</b>			
<b>TOTAL TOPSOIL REQUIRED</b>	<b>(619)</b>	<b>0</b>	<b>(619)</b>
<b>EXCESS MATERIAL TO BE HAULED OFF-SITE, COST INCIDENTAL TO UNCLASSIFIED EXCAVATION</b>			<b>3,871</b>

\* Estimated from Soil Borings

No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818  
SBG No: 3-17-SBGP-TBD



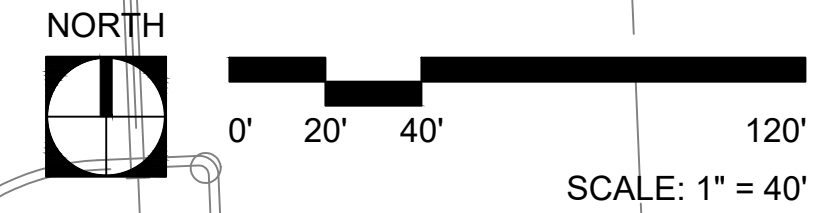
**GRADING PLAN**

Sheet No. 18 OF 33

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

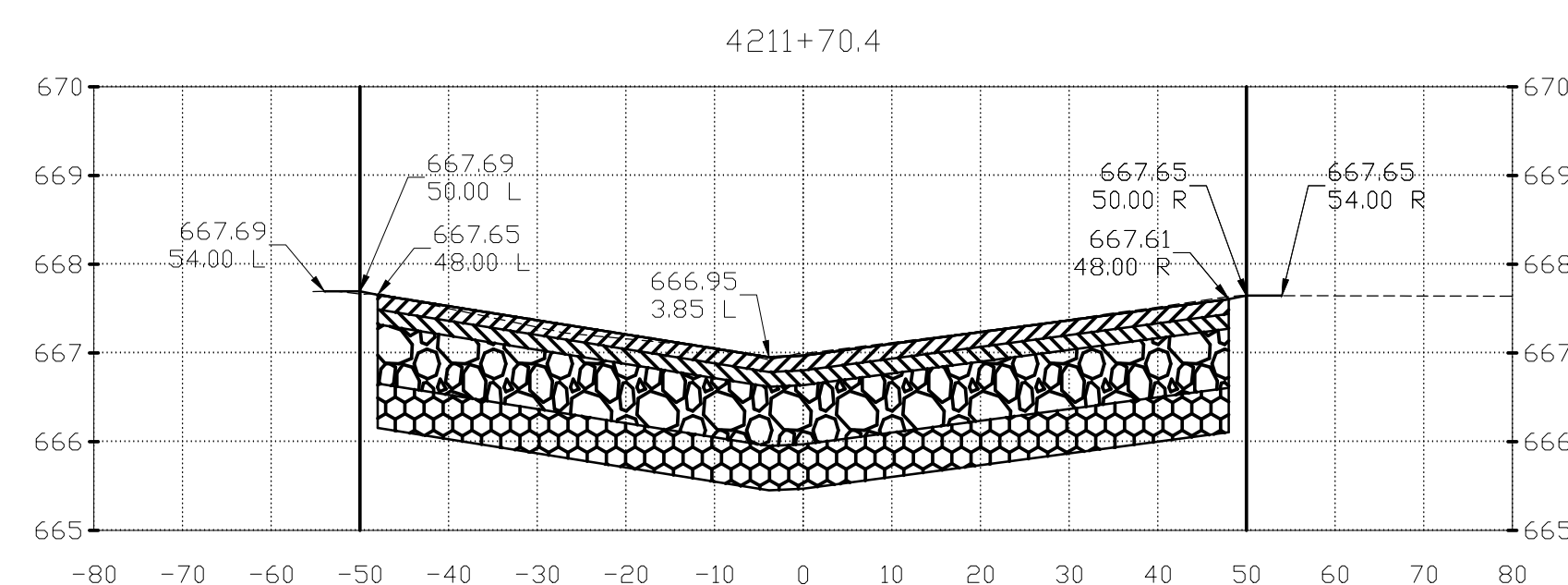
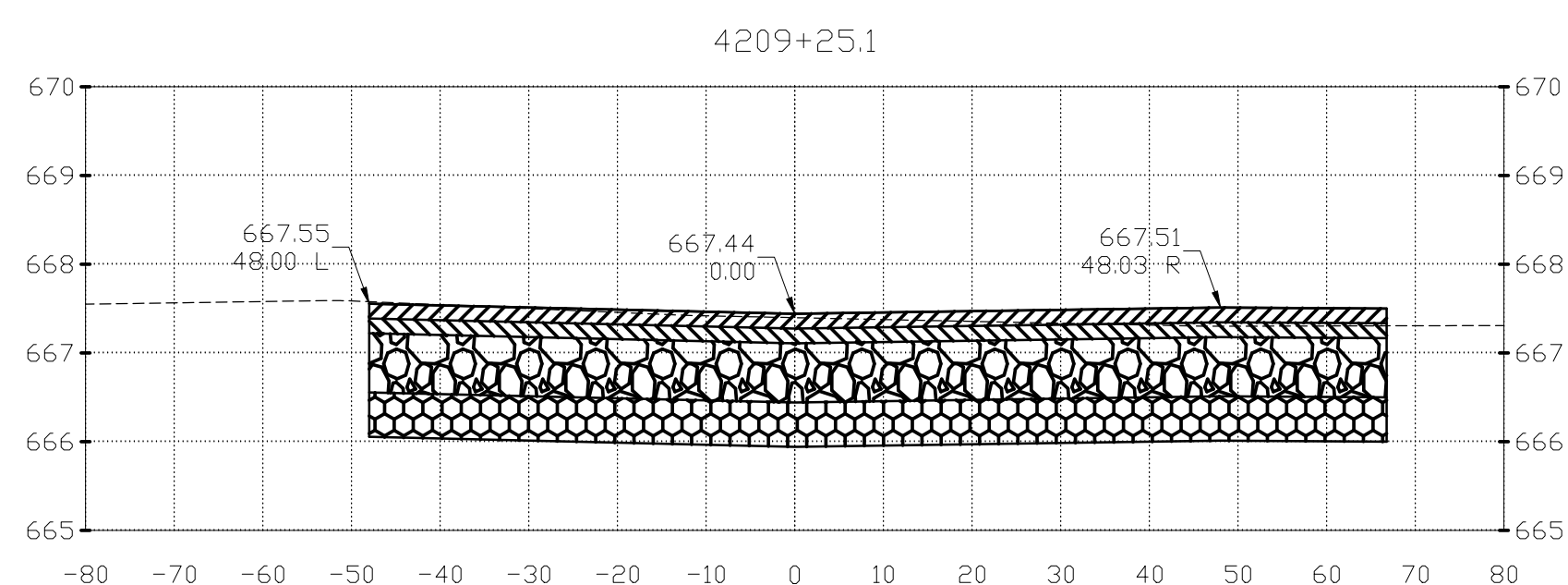
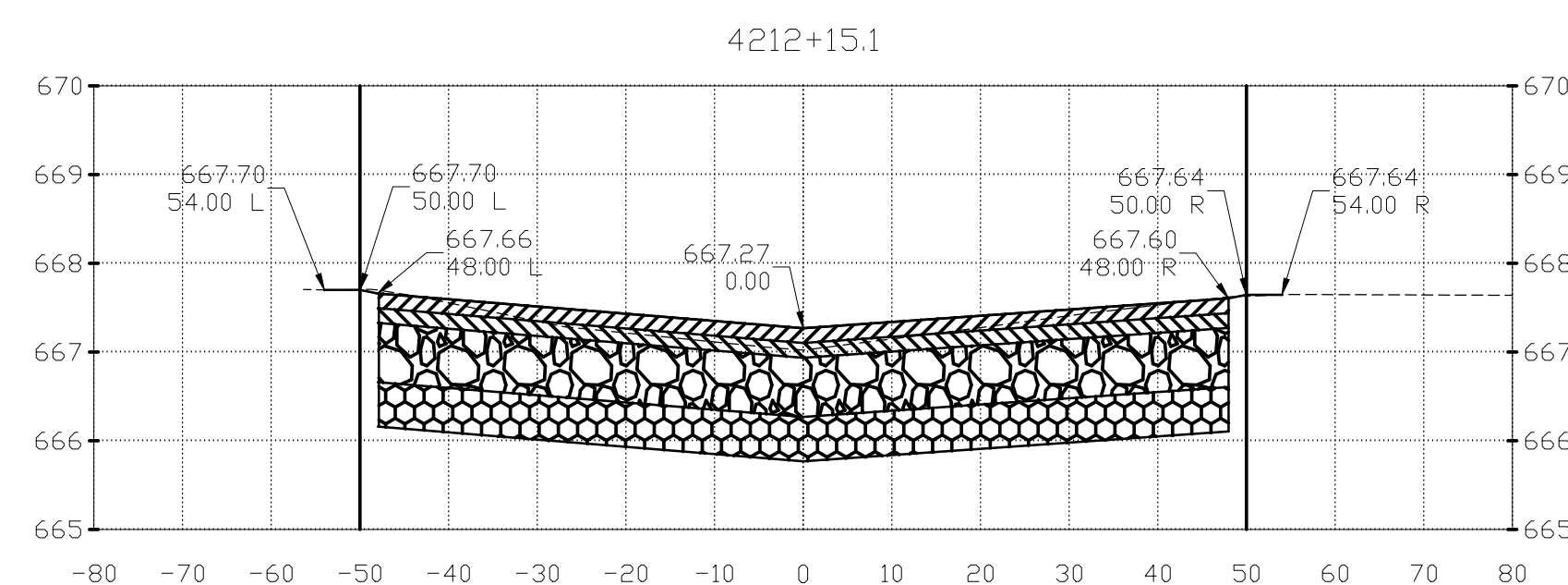
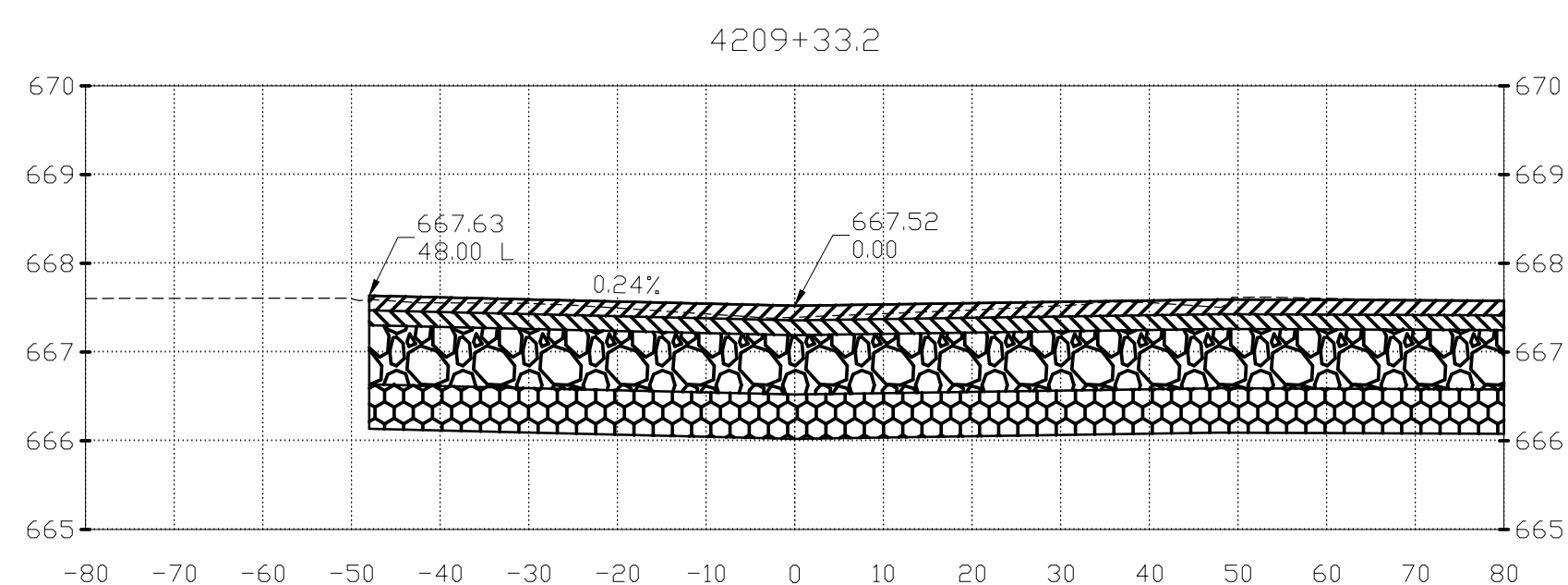
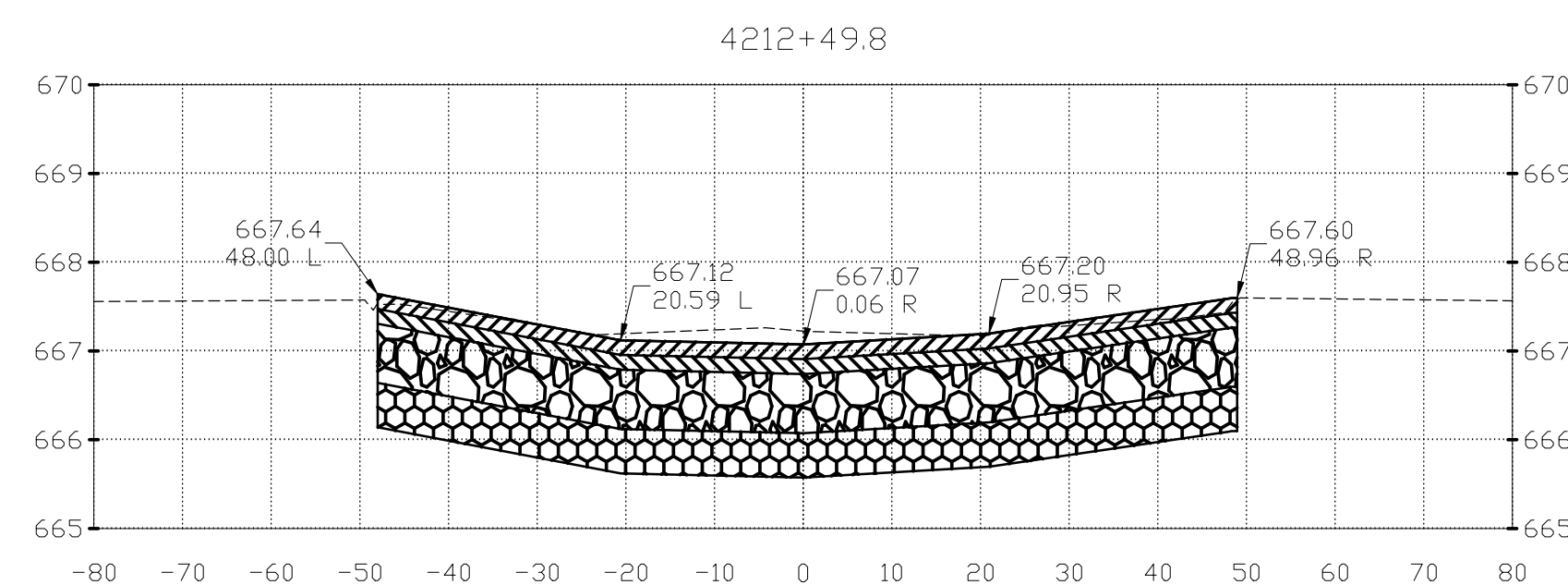
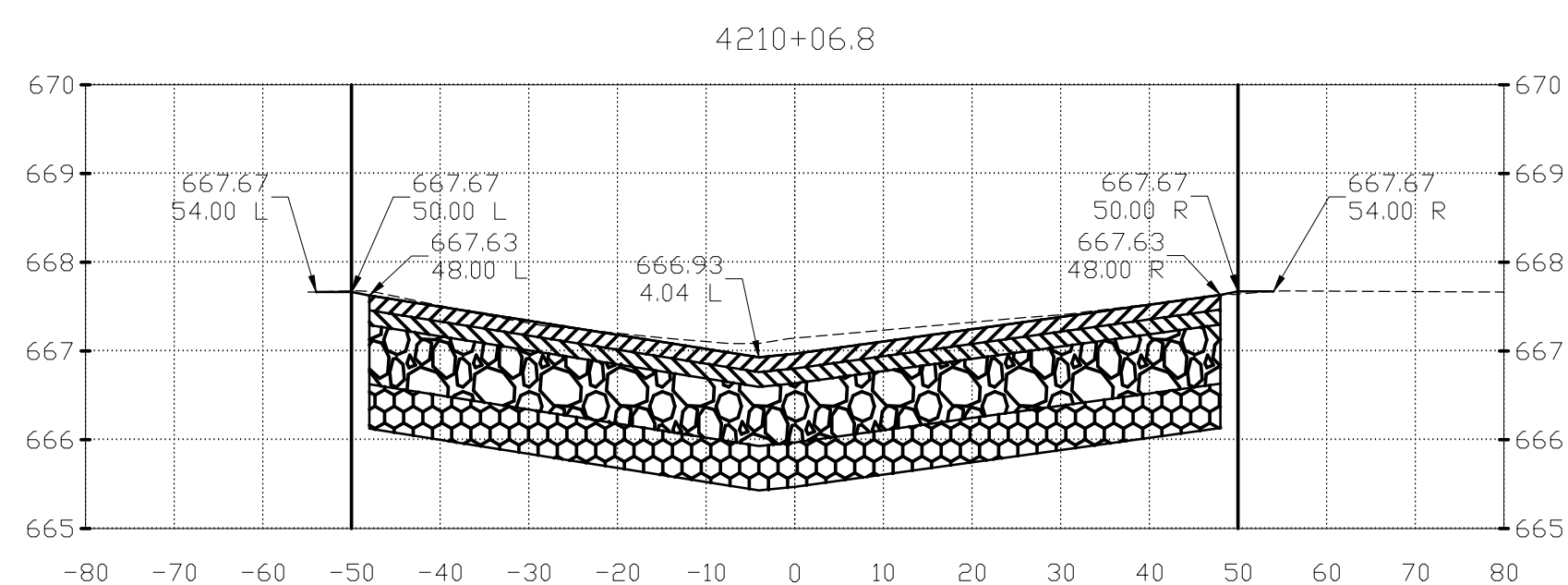
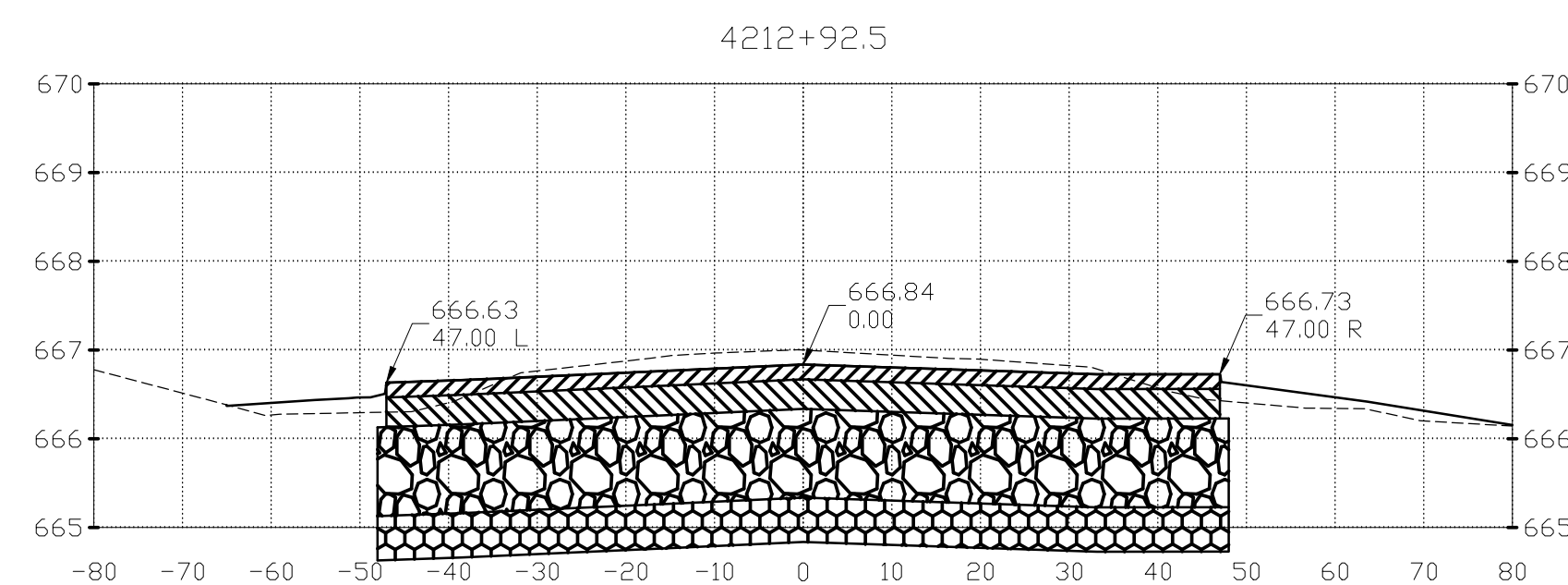
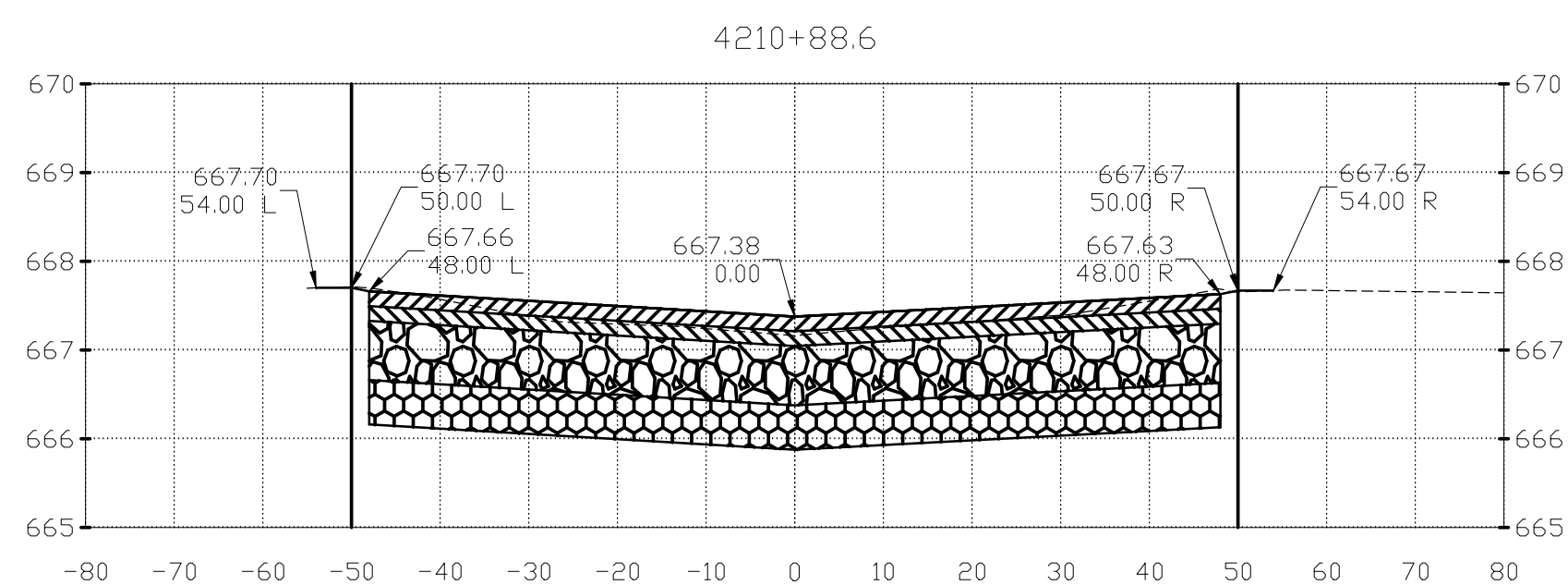
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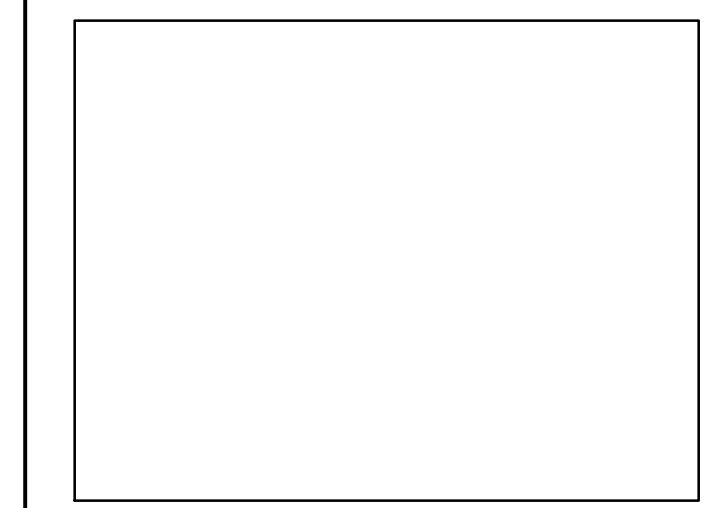


No.	Description	By	Chk.	App.	Date

No. Description By Chk. App. Date  
 Issues

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

IDA No: LOT-4818  
 SBG No: 3-17-SBGP-TBD

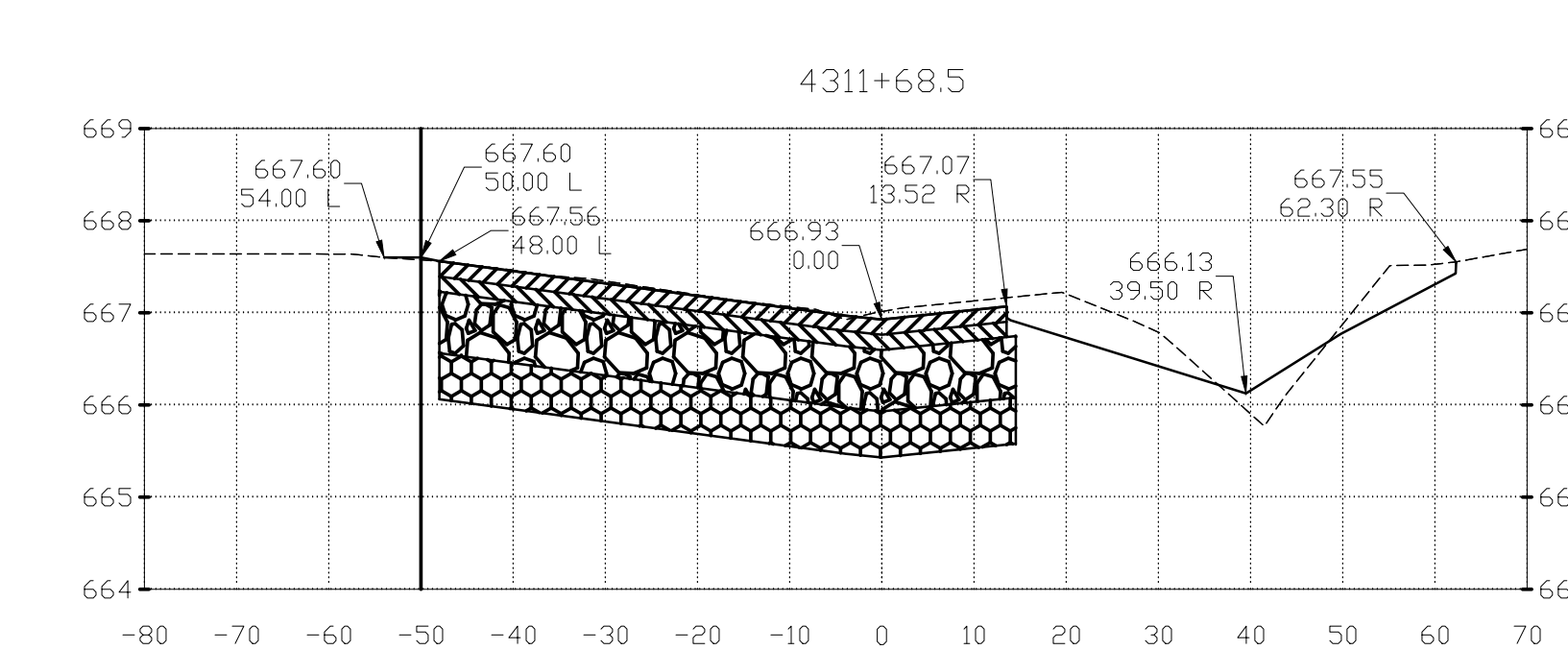
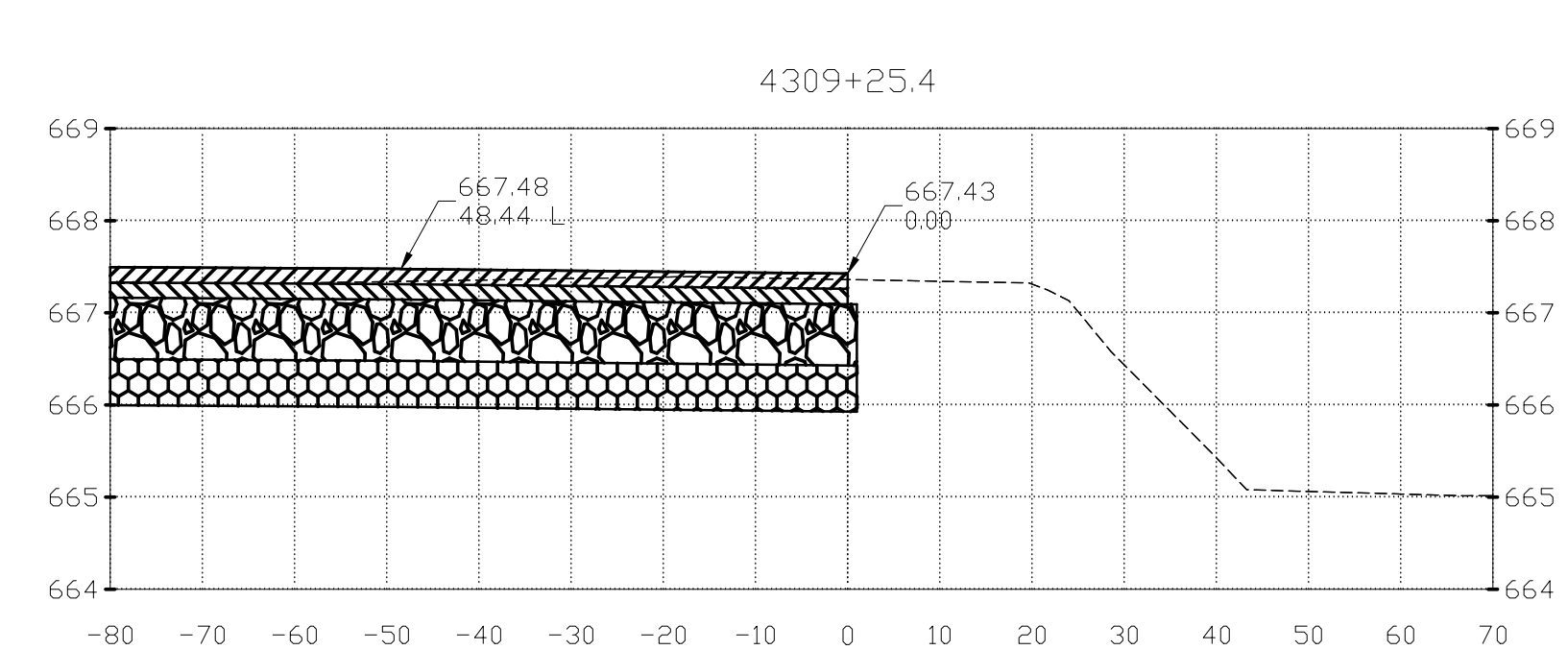
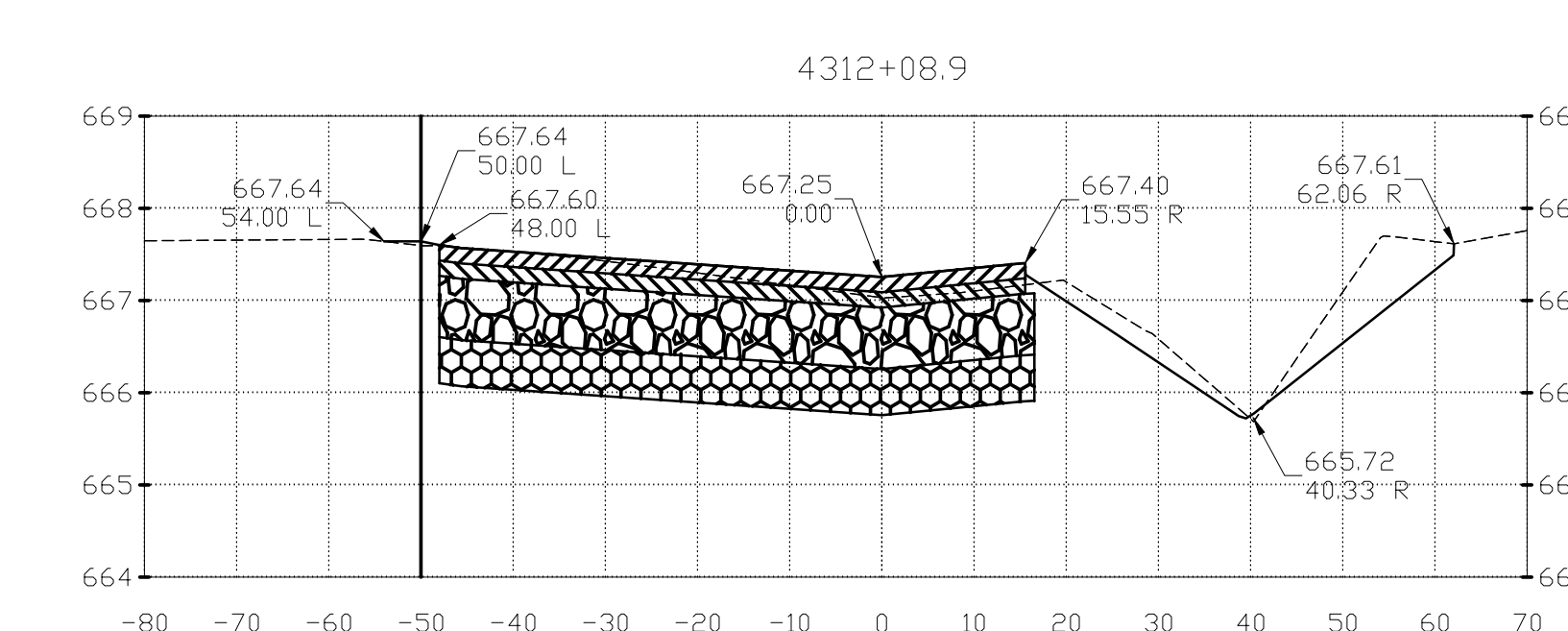
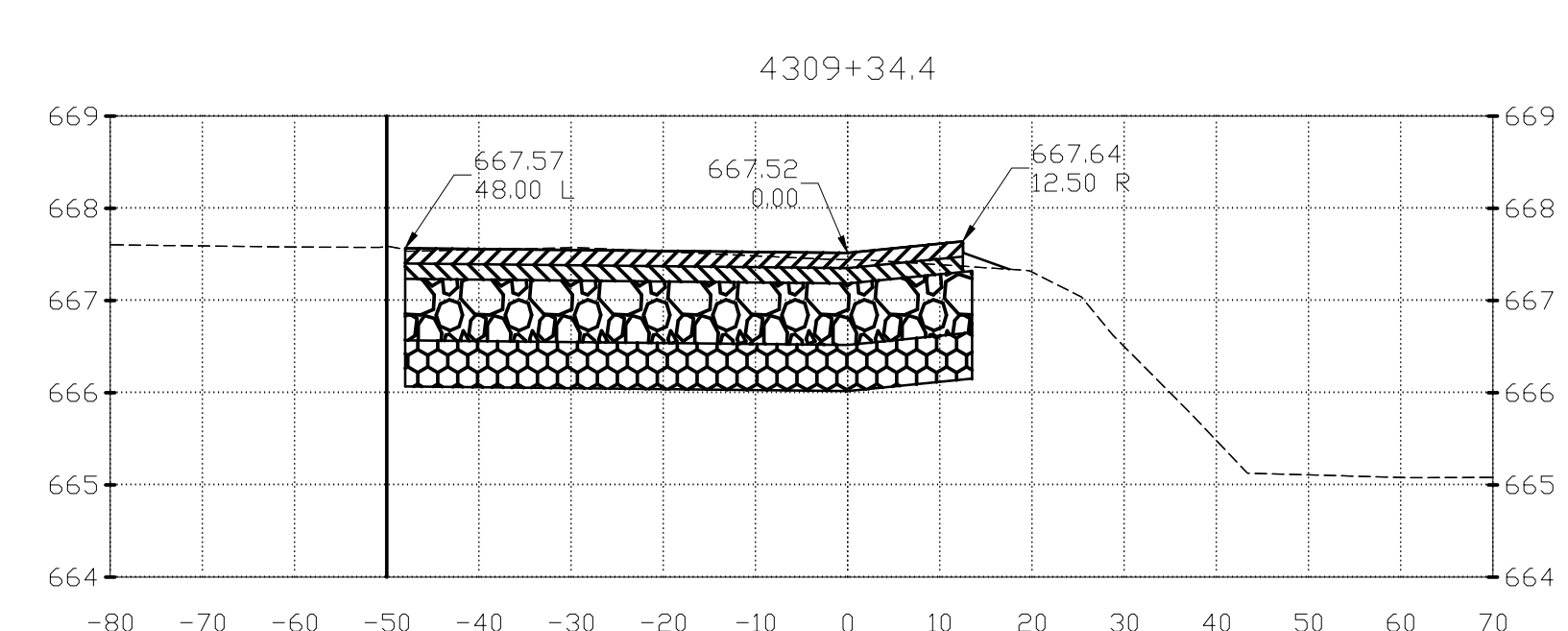
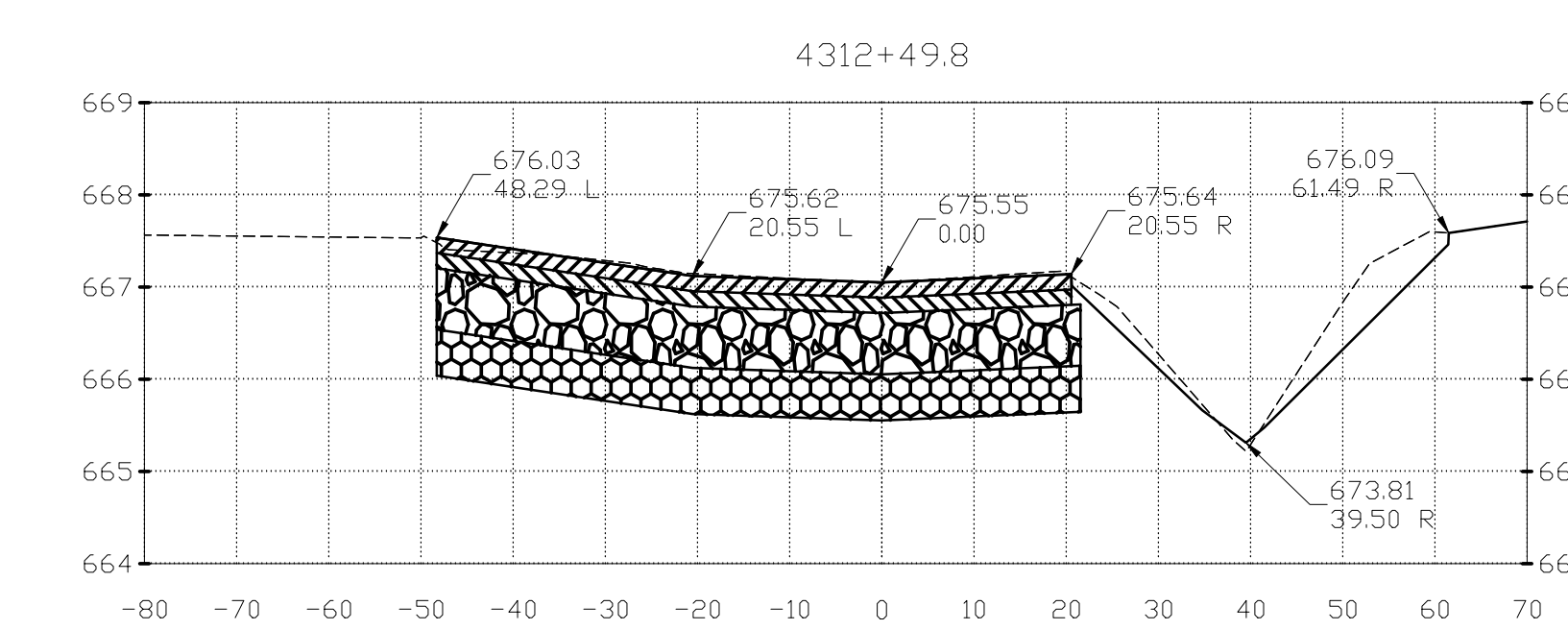
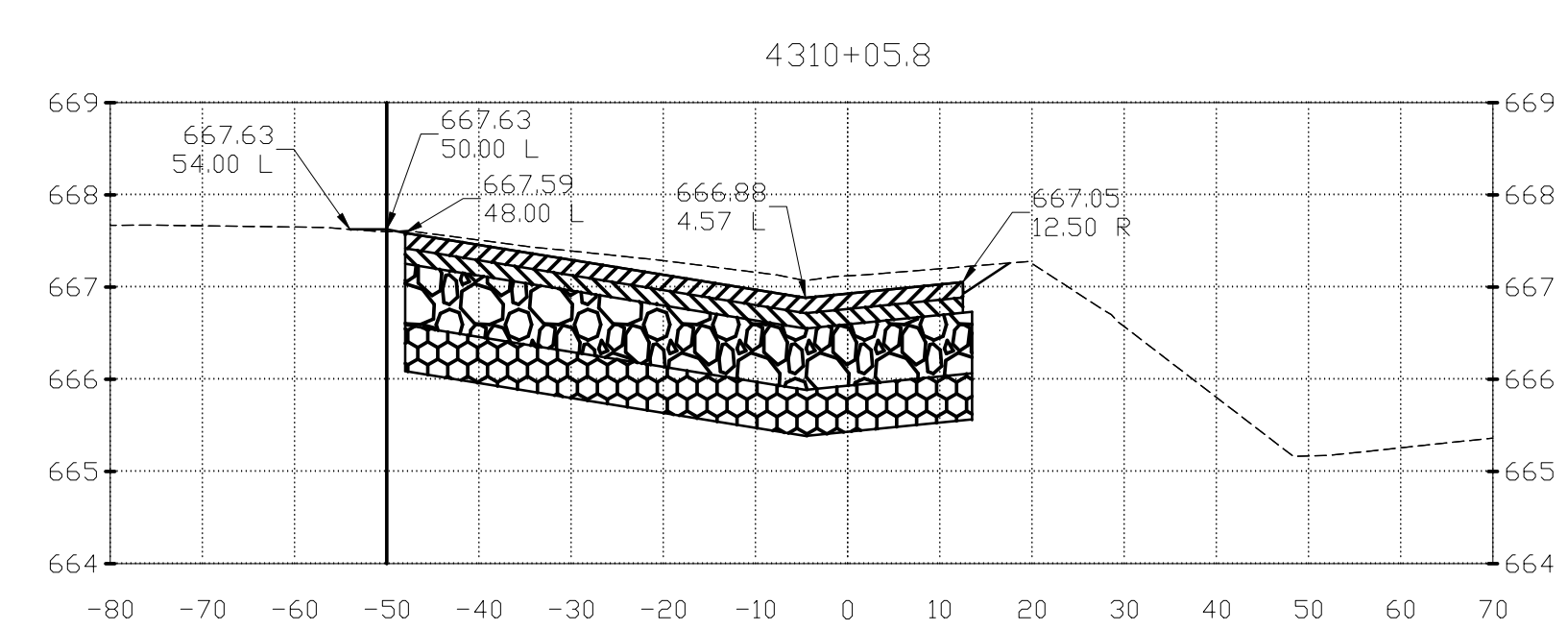
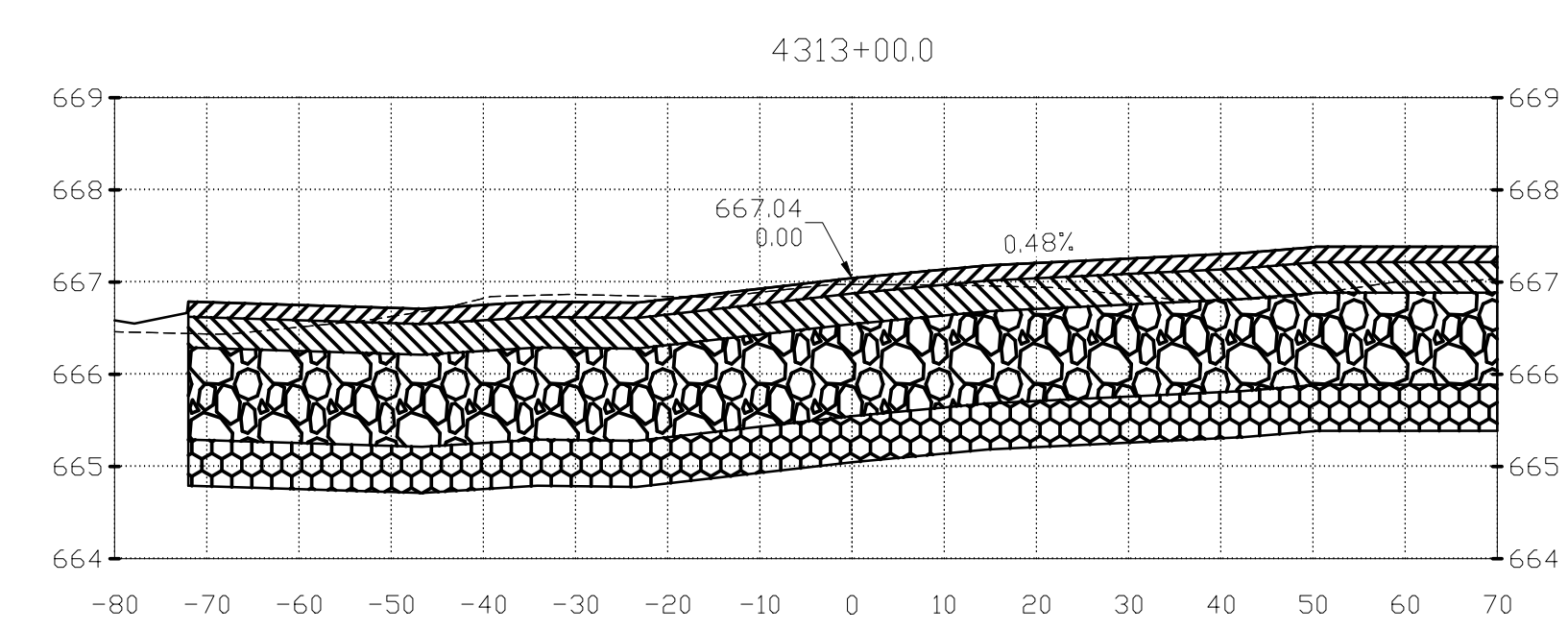
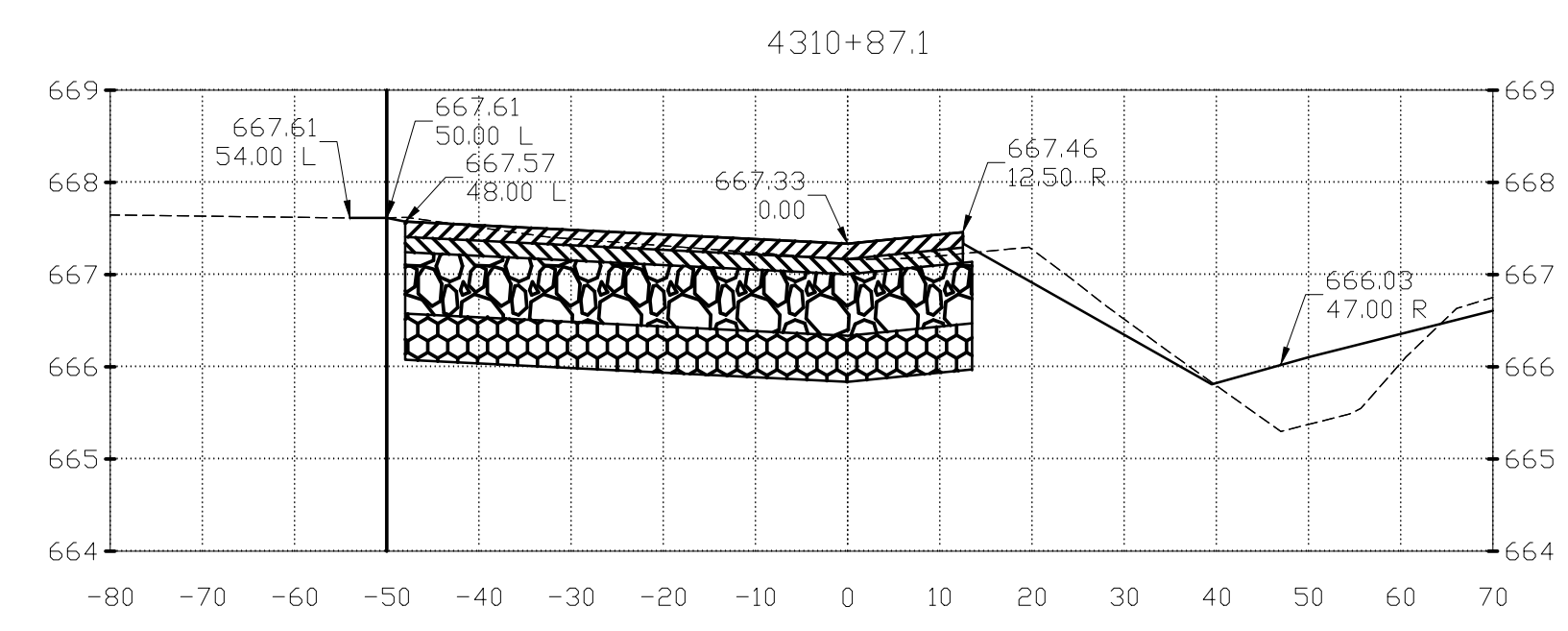


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**CROSS SECTIONS  
 TAXIWAY R2**

Sheet No. **20 OF 33**  
 Approved Drawing Number  
 Checked  
 Drawn By

**C11.1**

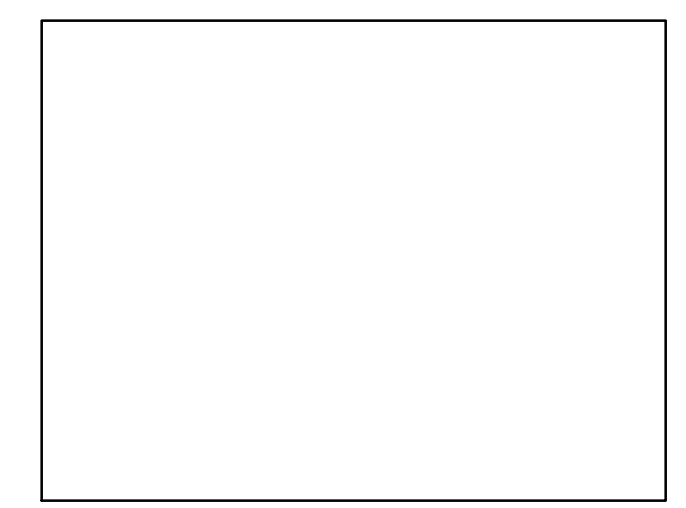
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 OCE 2020 plotter.pc3



A  
B  
C

No.	Description	By	Chk.	App.	Date

**RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R – PHASE 2**  
IDA No: LOT-4818  
SBG No: 3-17-SBGP-TBD

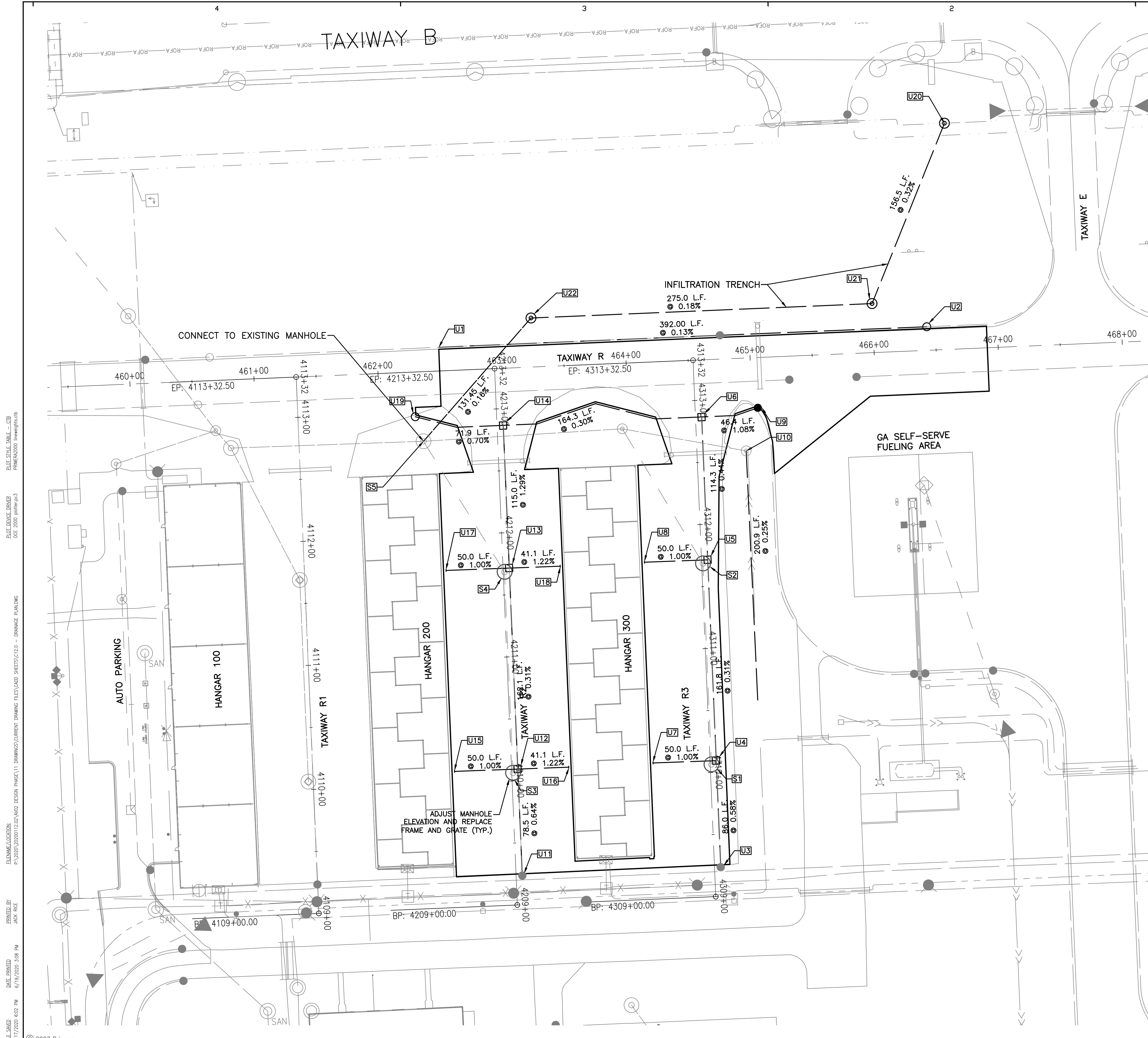


Drawing Title  
**CROSS SECTIONS TAXIWAY R3**

Sheet No. **21 OF 33**  
Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_  
Checked \_\_\_\_\_  
Drawn By \_\_\_\_\_

**C11.2**

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- LEGEND**
- NEW UNDERDRAIN
  - NEW CLEANOUT
  - NEW INSPECTION HOLE
  - NEW TEE CONNECTION
  - ⊙ NEW INLET

**Primera**  
100 S. WILSON DRIVE SUITE 700, CHICAGO, IL 60606 P. 312-466-8900 F. 312-466-0465

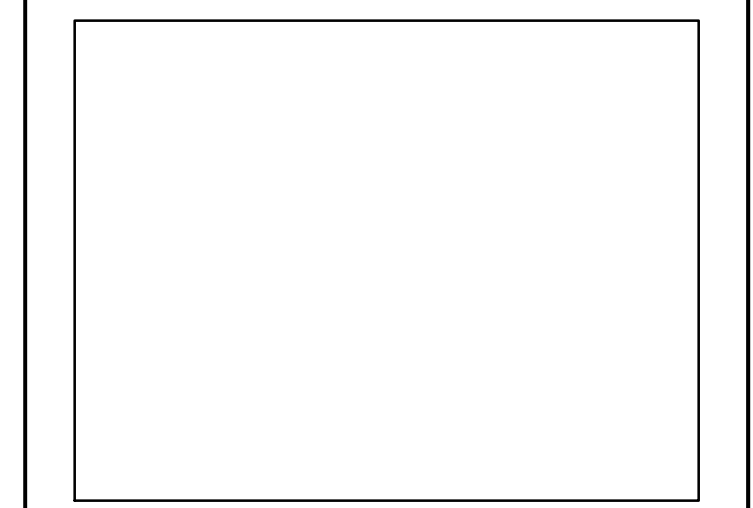
Lewis University Airport  
 JOLIET REGIONAL PORT DISTRICT

No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

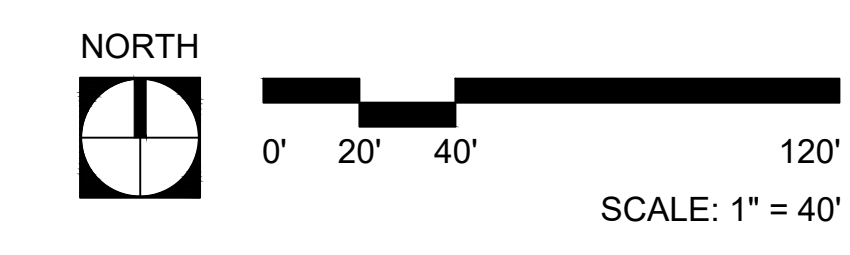
**DRAINAGE PLAN**

Sheet No. **22 OF 33**

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

Checked \_\_\_\_\_

Drawn By \_\_\_\_\_



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 PRIMER2000.linweight.ctb

### UNDERDRAIN SCHEDULE

Structure	Station	Offset		Type	Rim El.	Invert. El.		Pay Length	Slope %
U1	462+50	16	RT	PLUG END	667.24	S	664.06		
								392.0	0.13%
U2	466+41	18.8	RT	INSPECTION HOLE	667.06	W	664.56		
U3	4109+32	325.3	RT	CLEANOUT	666.96	N	664.46		
								86.0	0.58%
U4	4111+74	325.3	RT	TEE CONNECTION	666.96	N	663.96		
								161.8	0.31%
U5	4113+36	325.3	RT	TEE CONNECTION	666.97	N	663.46		
								114.3	0.44%
U6	4112+91	325.3	RT	TEE CONNECTION	667.05	E	662.96		
								164.3	0.30%
U7	4111+74	275.3	RT	PLUG END	667.59	E	664.46		
								50.0	1.00%
U8	4113+36	275.3	RT	PLUG END	667.56	E	663.96		
								50.0	1.00%
U9	4113+00	371.3	RT	CLEANOUT	667.45		663.46		
								46.4	1.08%
U10	4112+57	359.3	RT	PLUG END	665.24	N	662.74		
								200.9	0.25%
U11	4109+32	160.3	RT	INSPECTION HOLE	667.44	N	664.94		
								78.5	0.64%
U12	4111+74	160.3	RT	TEE CONNECTION	666.97	N	664.44		
								162.1	0.31%
U13	4113+36	160.3	RT	TEE CONNECTION	667.38	N	663.94		
								115.0	1.29%
U14	4112+91	160.3	RT	TEE CONNECTION	667.07	E	662.46		
								71.9	0.70%
U15	4111+74	110.3	RT	PLUG END	667.63	E	664.94		
								50.0	1.00%
U16	4111+74	201.4	RT	PLUG END	667.63	W	664.94		
								41.1	1.22%
U17	4113+36	110.3	RT	PLUG END	667.66	E	664.44		
								50.0	1.00%
U18	4113+36	201.4	RT	PLUG END	667.61	W	664.44		
								41.1	1.22%
U19	4113+00	96.0	RT	INSPECTION HOLE	667.75	E	661.96		
				* INFILTRATION TRENCH					
								564.0	
U20	467+10	182.4	LT	INLET TYPE B (OPEN)	667.7	S	663.50		
								156.58	0.32%
U21	466+00	39.5	LT	MANHOLE (4' DIA.)	667.7	W	663.00		
								275.00	0.18%
U22	463+24	39.5	LT	MANHOLE (4' DIA.)	667.7	S	662.50		

\* NOTE: THE COST OF THE CONNECTION IS INCIDENTAL TO INFILTRATION TRENCH.

### STORM SEWER SCHEDULE

Structure	Station	Offset		Type	Rim El.	Invert. El.		Pipe Pay Length	Size	Type	Slope %
S1	4110+21	320.5	RT	MH (5' DIA.)	666.96						
S2	4111+80	322.0	RT	MH (5' DIA.)	666.97						
S3	4111+74	160.3	RT	MH (5' DIA.)	666.93						
S4	4110+15	160.1	RT	MH (5' DIA.)	666.95						
*S5	462+34	56.1	LT	MH (5' DIA.)	665.5						
						N	662.00	132			

\* NOTE: THE COST OF THE CONNECTION IS INCIDENTAL TO INFILTRATION TRENCH.

### EXISTING MANHOLE FRAME AND GRATE ELEVATION ADJUSTMENT AND REPLACEMENT SCHEDULE

Structure	Grate Type	Station	Offset		Rim El.
S1		4110+21	320.5	RT	666.96
S2		4111+80	322.0	RT	666.97
S3		4111+74	160.3	RT	666.93
S4		4110+15	160.1	RT	666.95
S5		462+34	56.1	RT	665.50

No. Description By Chk. App. Date  
Issues

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD

Drawing Title

### STORM SEWER SCHEDULES

Sheet No. 23 OF 33

Approved Drawing Number

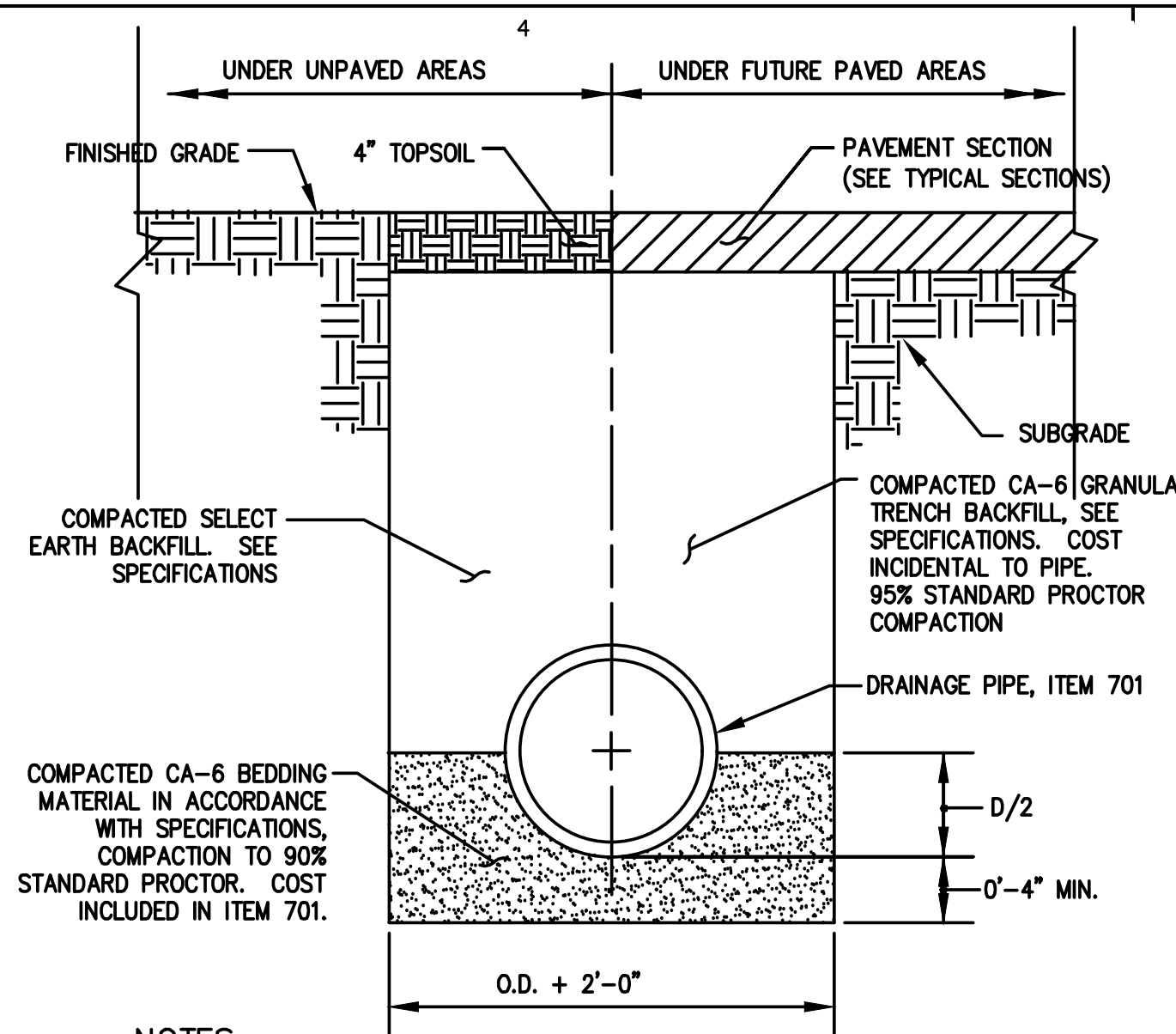
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Drawn By

SEAL



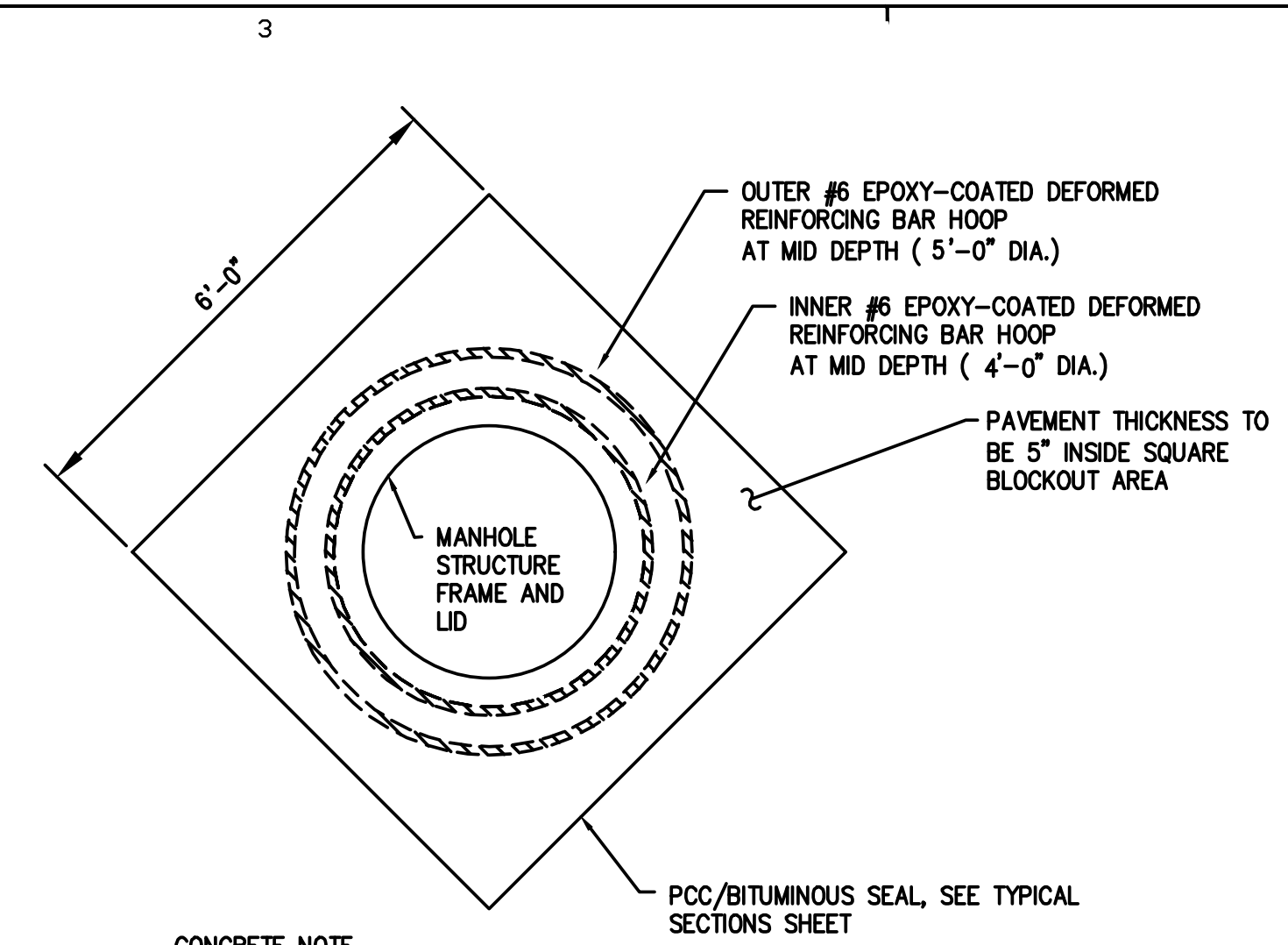




**NOTES**

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. WITHIN 3 FEET OF FUTURE PAVED AREA, GRANULAR BACKFILL IS TO BE USED INSTEAD OF EARTH BACKFILL.
3. AT CONTRACTOR'S OPTION IDOT CONTROLLED LOW STRENGTH MATERIAL WITH A HIGH EARLY STRENGTH, "FLASH FILL", MAY BE USED INSTEAD OF GRANULAR TRENCH BACKFILL UNDER PAVEMENTS.

**PIPE TRENCH**



**CONCRETE NOTE**

1. CONCRETE SHALL BE ITEM 610

**FRAMING NOTE**

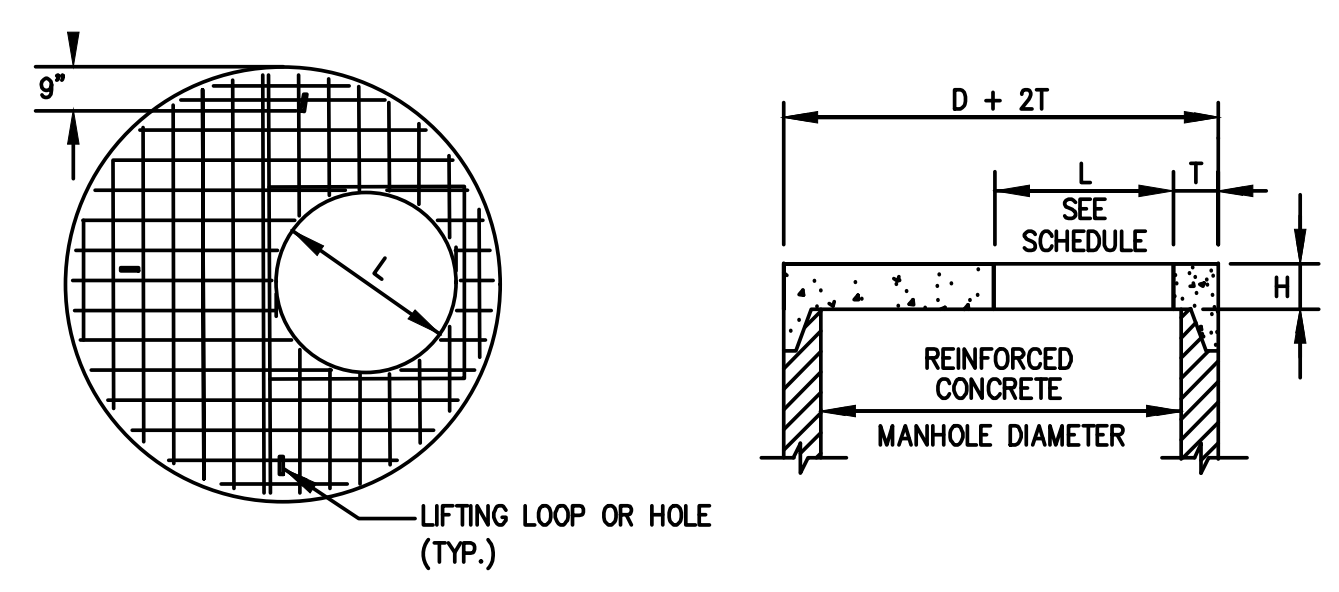
1. HOOP REINFORCEMENT REQUIRED AND SHALL BE ONE PIECE CONSTRUCTION HAVING A MINIMUM LAP LENGTH OF 2'-0".

**GENERAL NOTE**

1. ALL MATERIALS AND WORK TO BE PAID UNDER ITEM AR800XX2.

**JOINTING AND REINFORCING AT MANHOLES S1, S4 AND S5**

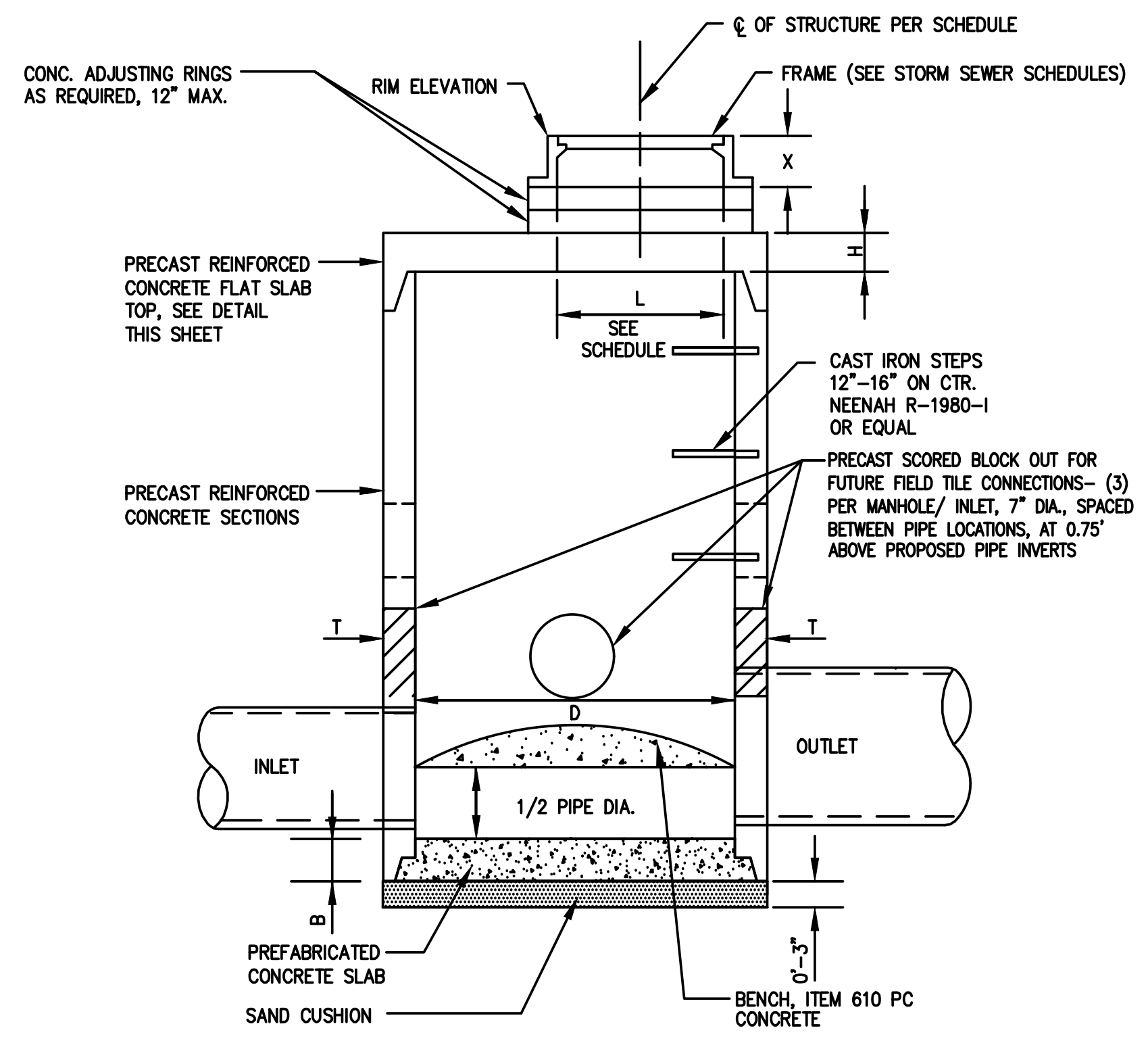
**MANHOLE WITH FLAT SLAB TOP**  
(IDOT STANDARD 602401-MODIFIED)



**NOTES**

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

**PRECAST REINFORCED CONCRETE FLAT SLAB TOP**  
(IDOT STANDARD 602601)



**MANHOLE DATA**

INSIDE DIA. "D" (IN.)	WALL THICKNESS "T" (IN.)	TOP THICKNESS "H" (IN.)	BOTTOM THICKNESS "B" (IN.)
48	5	6	6
60	5	8	8
72	7	8	8
108	9	9	8

**NOTES**

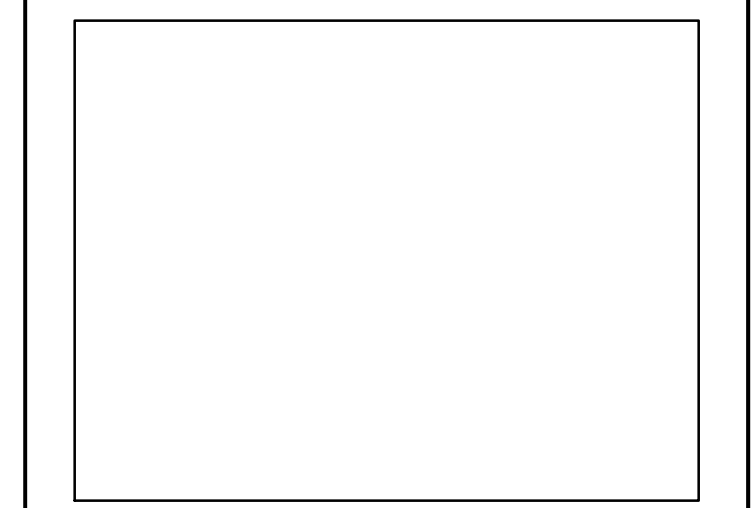
1. FOR "L" DIMENSION AND FRAME AND LID INFORMATION SEE STORM SEWER SCHEDULES.
2. CENTER OF FRAME TO BE USED FOR LOCATING STRUCTURE. FOR STRUCTURE LOCATIONS AND ADDITIONAL INFORMATION SEE SCHEDULE.
3. ALL STRUCTURES TO BE PRECAST REINFORCED CONCRETE SECTIONS; BENCHES MAY BE CAST IN PLACE.
4. BLOCKOUTS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

No.	Description	By	Chk.	App.	Date
Issues					

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

IDA No: LOT-4818

SBG No: 3-17-SBGP-TBD



Drawing Title

**DRAINAGE DETAILS**

Sheet No. 25 OF 33

Approved \_\_\_\_\_ Drawing Number

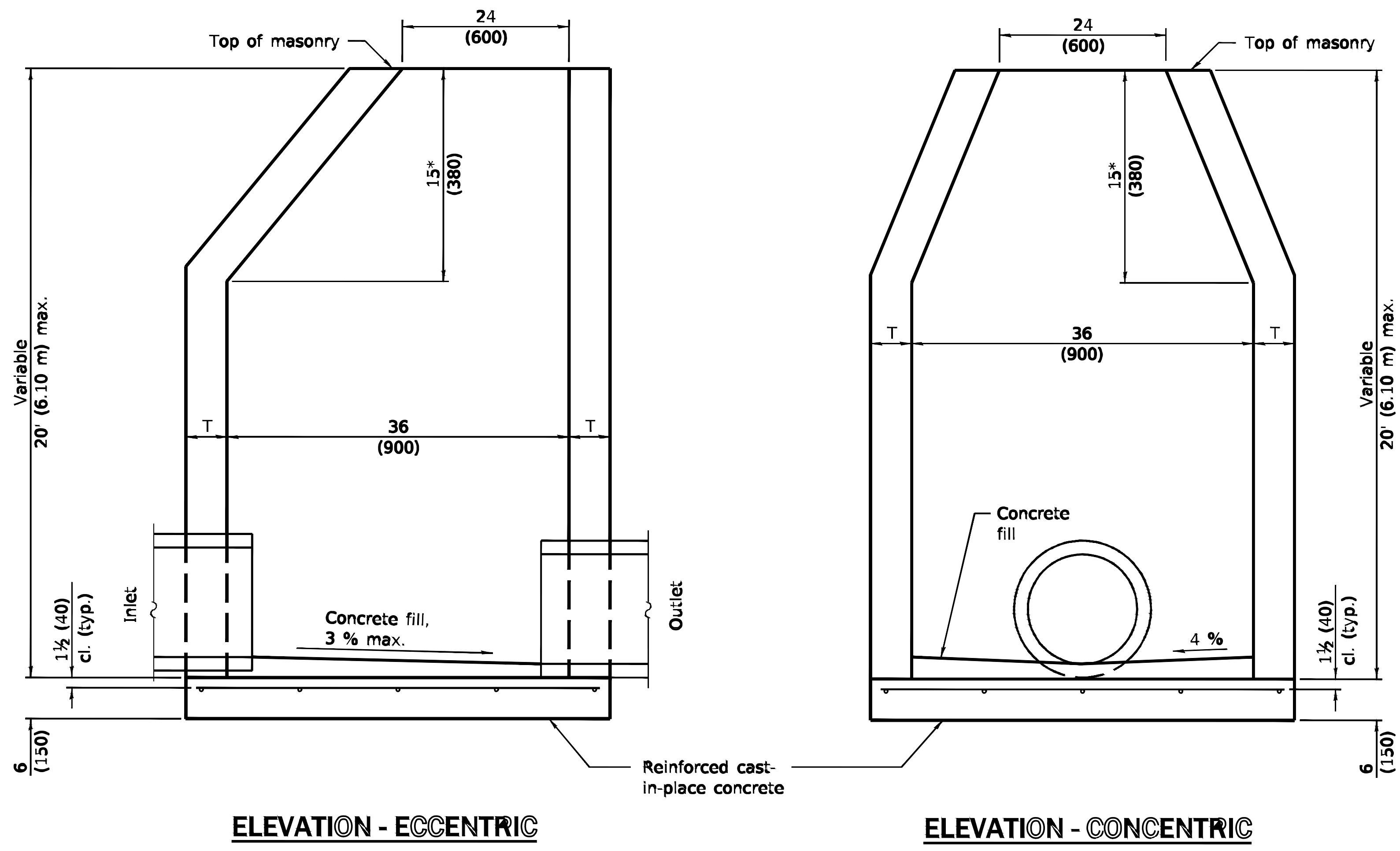
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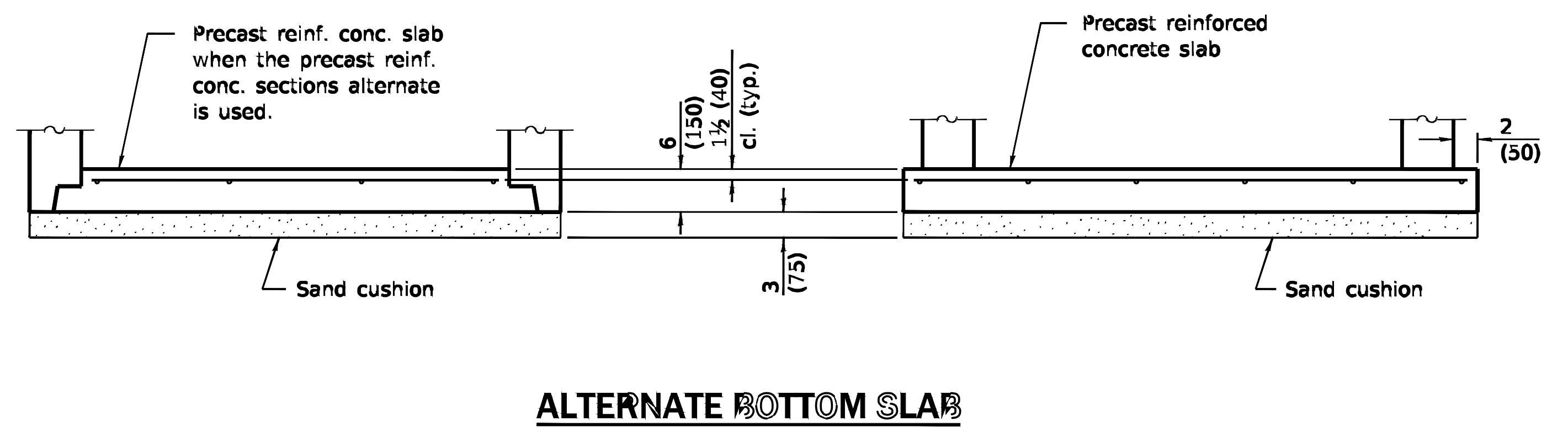
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 PRINTED BY: JACK RICE  
 PLOTTED BY: JACK RICE  
 OCE 2020 plotter.pc3  
 PRIMERACAD00 lineweight.ctb  
 © 2007 Primera

SEAL



ALTERNATE MATERIALS FOR WALLS	T (min.)
Concrete Masonry Unit	5 (125)
Brick Masonry	8 (200)
Precast Reinforced Concrete Section	3 (75)
Cast-in-Place Concrete	6 (150)



**GENERAL NOTES**  
 Bottom slabs shall be reinforced with a minimum of 0.20 sq. in./ft. (420 sq. mm/m) in both directions with a maximum spacing of 12 (300).  
 Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

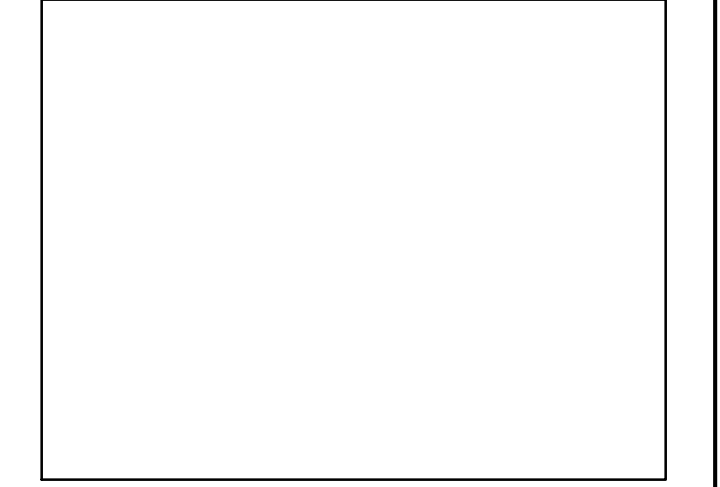
See Standard 602601 for optional Precast Reinforced Concrete Flat Slab Top.  
 All dimensions are in inches (millimeters) unless otherwise shown.

**INLET TYPE B**  
(IDOT STANDARD 602306)

No.	Description	By	Chk.	App.	Date

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

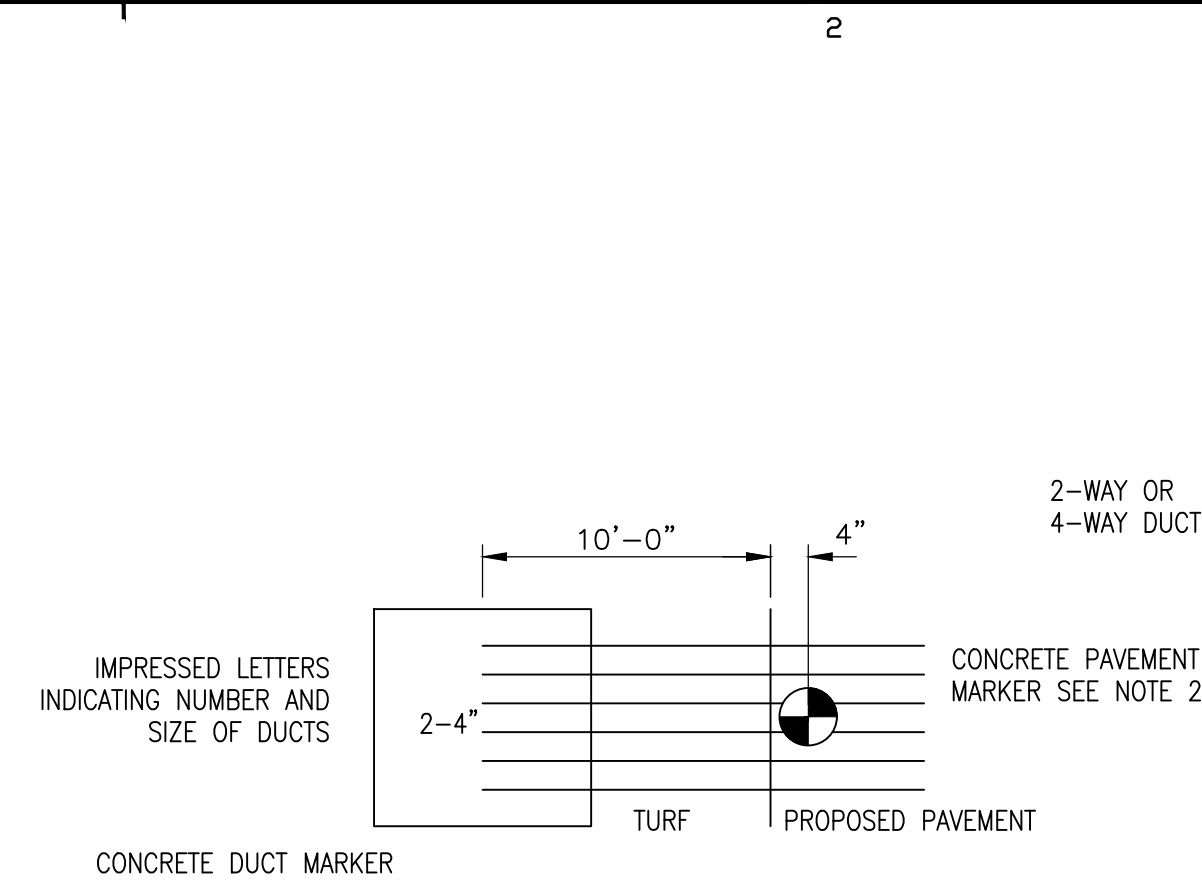
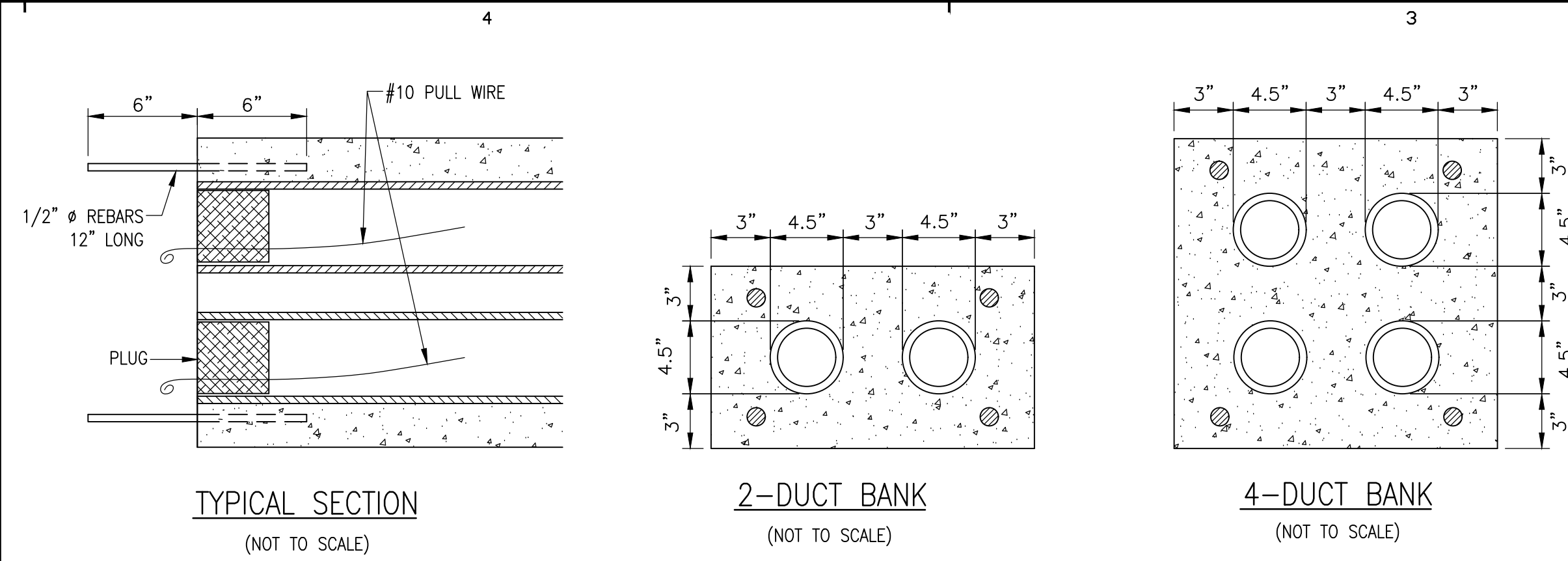
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 SBG No: 3-17-SBGP-TBD



Drawing Title  
**DRAINAGE DETAILS**

Sheet No. 26 OF 33  
 Approved Drawing Number  
 Checked  
 Drawn By  
**C14.2**

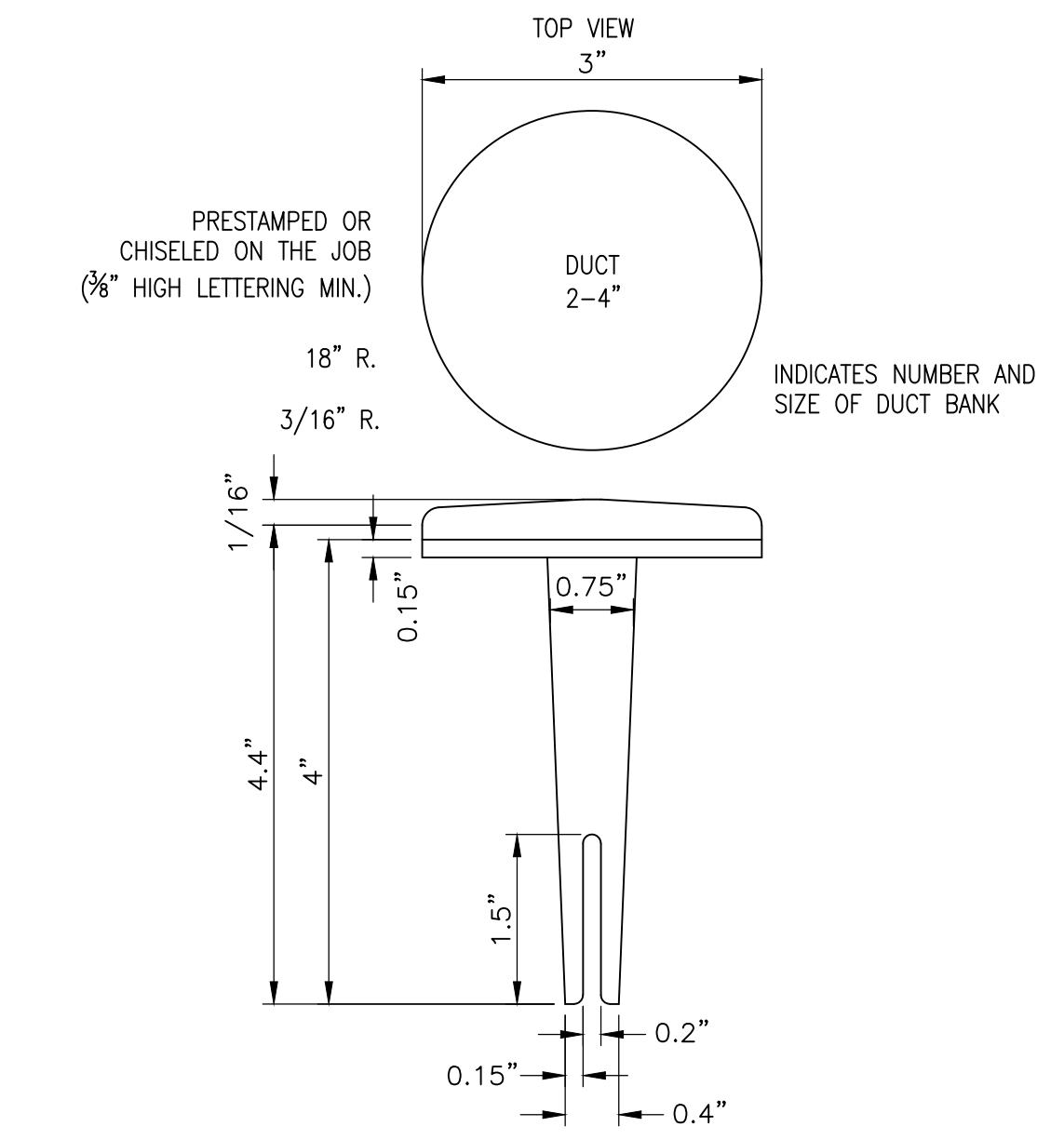
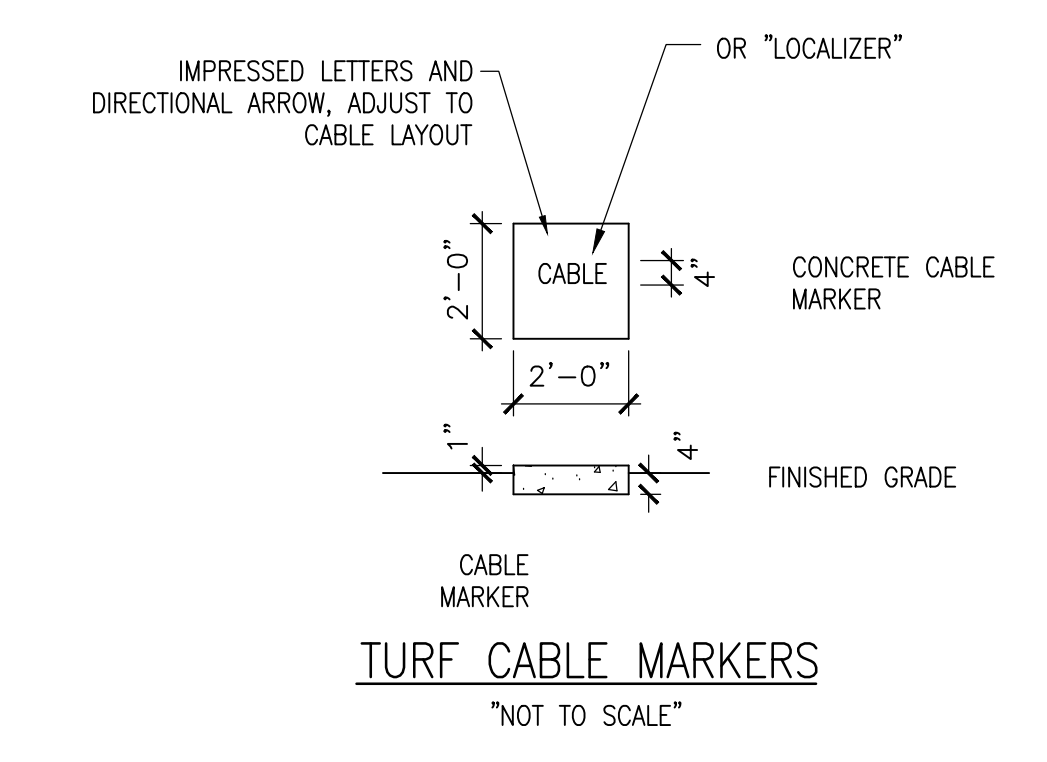
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**CABLE & DUCT MARKER NOTES:**

- THE COST OF ALL TURF AND PAVEMENT DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT. THE COST OF ALL CABLE MARKERS SHALL BE INCIDENTAL TO THE CABLE.
- BITUMINOUS PAVEMENT DUCT MARKER AND CONCRETE DUCT MARKER TO BE PROVIDED AT EACH END OF EACH DUCT AS SHOWN ON THE LOCATION PLAN. FOR CONCRETE PAVEMENT, THE LETTER "D" SHALL BE IMPRESSED IN THE PAVEMENT INSTEAD OF THE MARKER. THE LETTER SHALL BE FORMED AS DESCRIBED IN NOTE 4.
- CABLE MARKERS SHALL BE PLACED AT CHANGES OF DIRECTION AND APPROXIMATELY EVERY 200' ALONG CABLE RUNS.
- CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE 1/2" AND 3/4" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
  - A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
  - B. INCREASE THE MARKER SIZE TO 30" X 30".
  - C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.
- EMPLOY THE FOLLOWING METHODS WHEN ADDITIONAL SPACE TO FIT LEGEND IS REQUIRED:

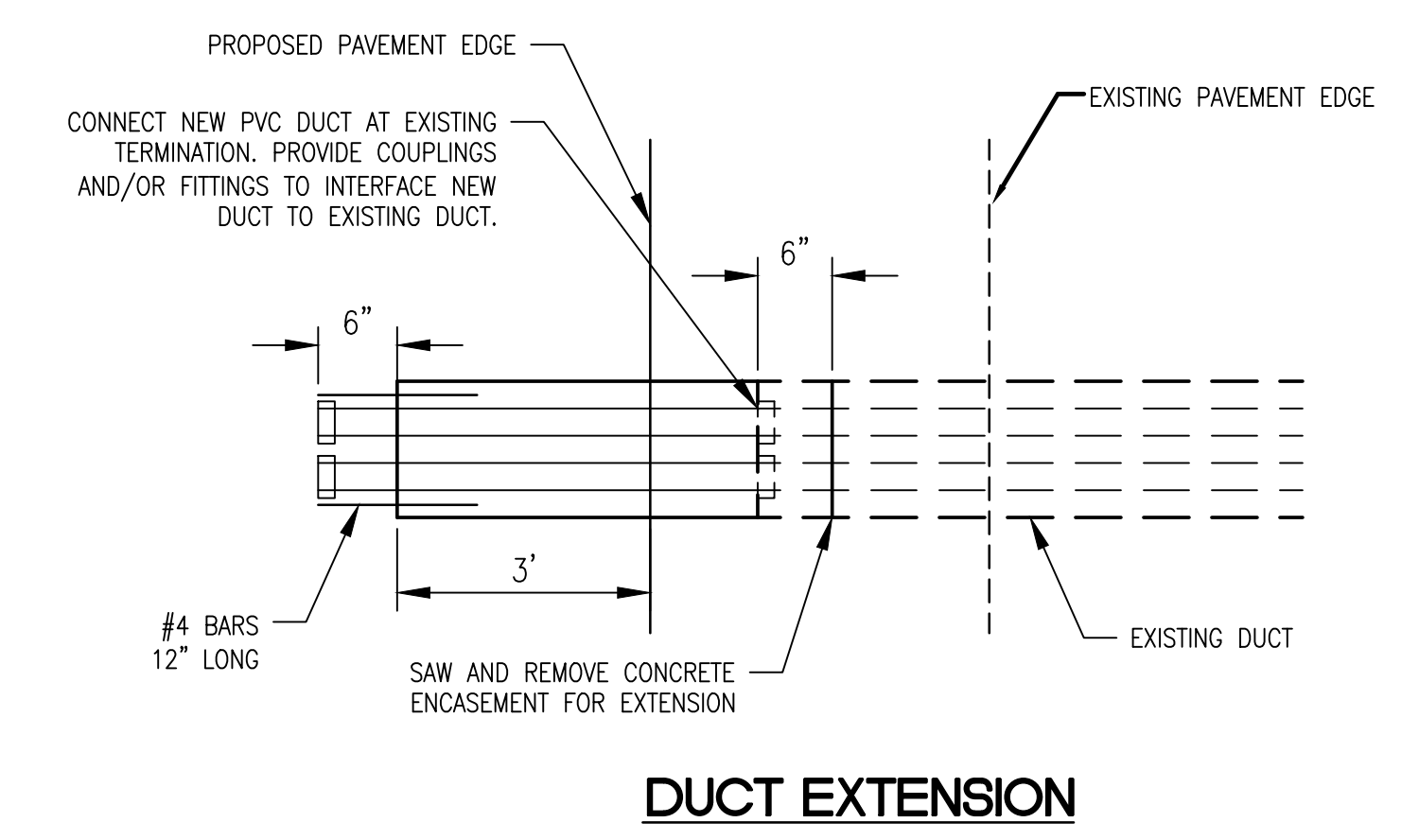
**DUCT MARKER DETAIL (NOT TO SCALE)**



**BITUMINOUS PAVEMENT DUCT MARKERS (NOT TO SCALE)**

- NOTES:**
- TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE.
  - BRASS DUCT MARKERS ARE AVAILABLE FROM G&S FOUNDRY & MANUFACTURING CO., INC., 210 KASKASKIA DRIVE, RED BUD, IL 62278, PHONE: (618)-282-4114

- DUCT BANK NOTES:**
- DIMENSIONS FOR CONCRETE COVERAGE AND SEPARATION BETWEEN DUCTS ARE MINIMUM.
  - INCLUDE DUCT SPACERS AS MANUFACTURED BY UNDERGROUND DEVICES INC., OR APPROVED EQUAL TO MAINTAIN PROPER SEPARATION OF CONDUITS.
  - PROVIDE REBAR WHERE APPLICABLE TO ACCOMMODATE INTERFACE OF CONCRETE ENCASED DUCT BANKS TERMINATING IN HANDHOLE. PROVIDE REBAR WHERE APPLICABLE TO EXTEND AN EXISTING CONCRETE ENCASED DUCT BANK. REBAR SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706, GRADE 60.
  - CONDUITS FOR CONCRETE ENCASED DUCT SHALL BE SCHEDULE 40 (MIN.) PVC OR HDPE CONFORMING TO ITEM 110.
  - DEPTH OF DUCT SHALL BE ADJUSTED TO PASS BELOW EXISTING OR PROPOSED UNDERDRAIN.
  - HIGH VOLTAGE AND LOW VOLTAGE CIRCUITS SHALL NOT BE INSTALLED IN THE SAME RACEWAY, CONDUIT, DUCT, HANDHOLE, OR MANHOLE.
  - HOMERUN CABLES FOR A RESPECTIVE CIRCUIT SHALL BE INSTALLED IN THE SAME RACEWAY OR DUCT.
  - DUCT INTERFACE TO HANDHOLES OR MANHOLES WILL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE DUCT PAY ITEM.
  - DUCTS SHALL EXTEND FOR 3 FEET BEYOND ANY EXISTING OR PROPOSED PAVEMENT EDGE.

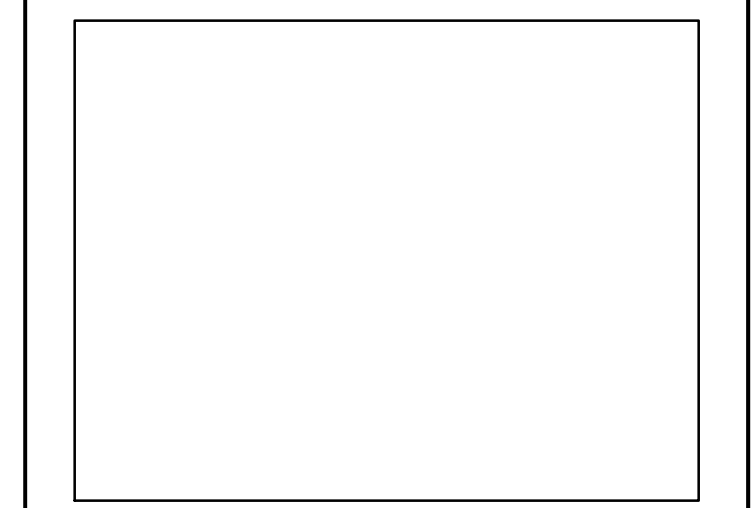


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No.	Description	By	Chk.	App.	Date
Issues					

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

IDA No: LOT-4818  
SBG No: 3-17-SBGP-TBD



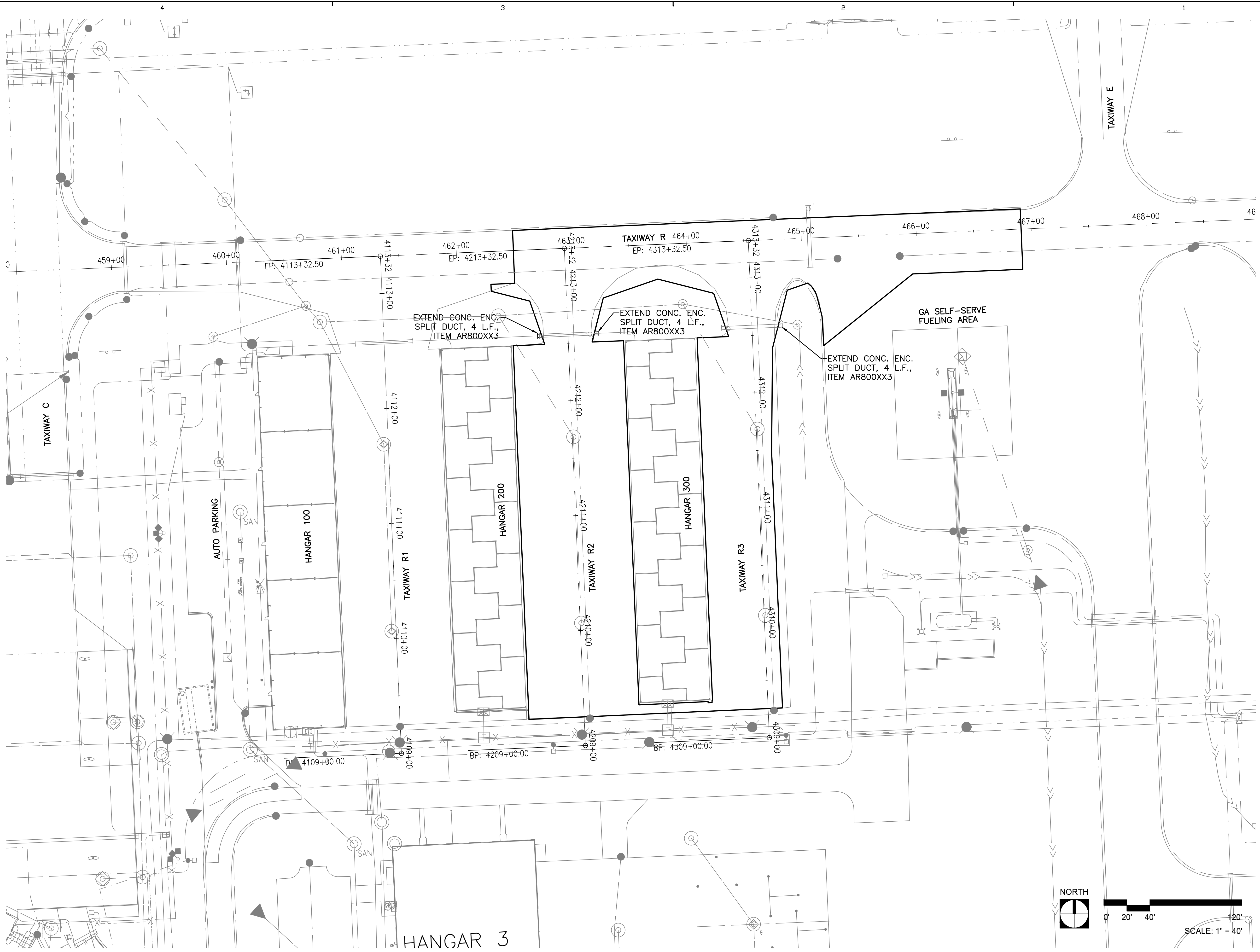
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**ELECTRICAL DUCT PLAN DETAILS**

Sheet No. **27 OF 33**

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

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Drawn By \_\_\_\_\_

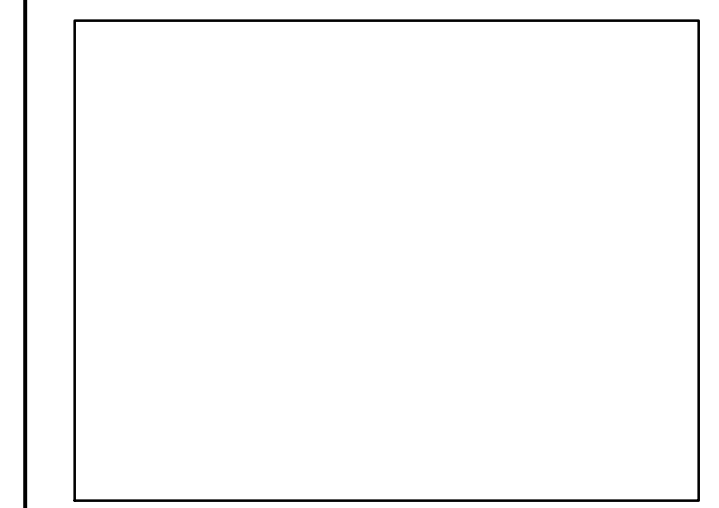
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No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818  
 SBG No: 3-17-SBGP-TBD



Drawing Title  
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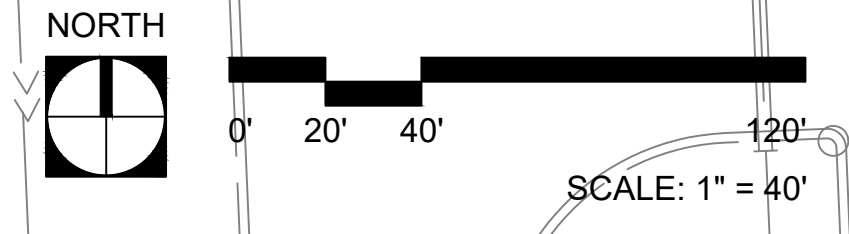
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Approved \_\_\_\_\_ Drawing Number

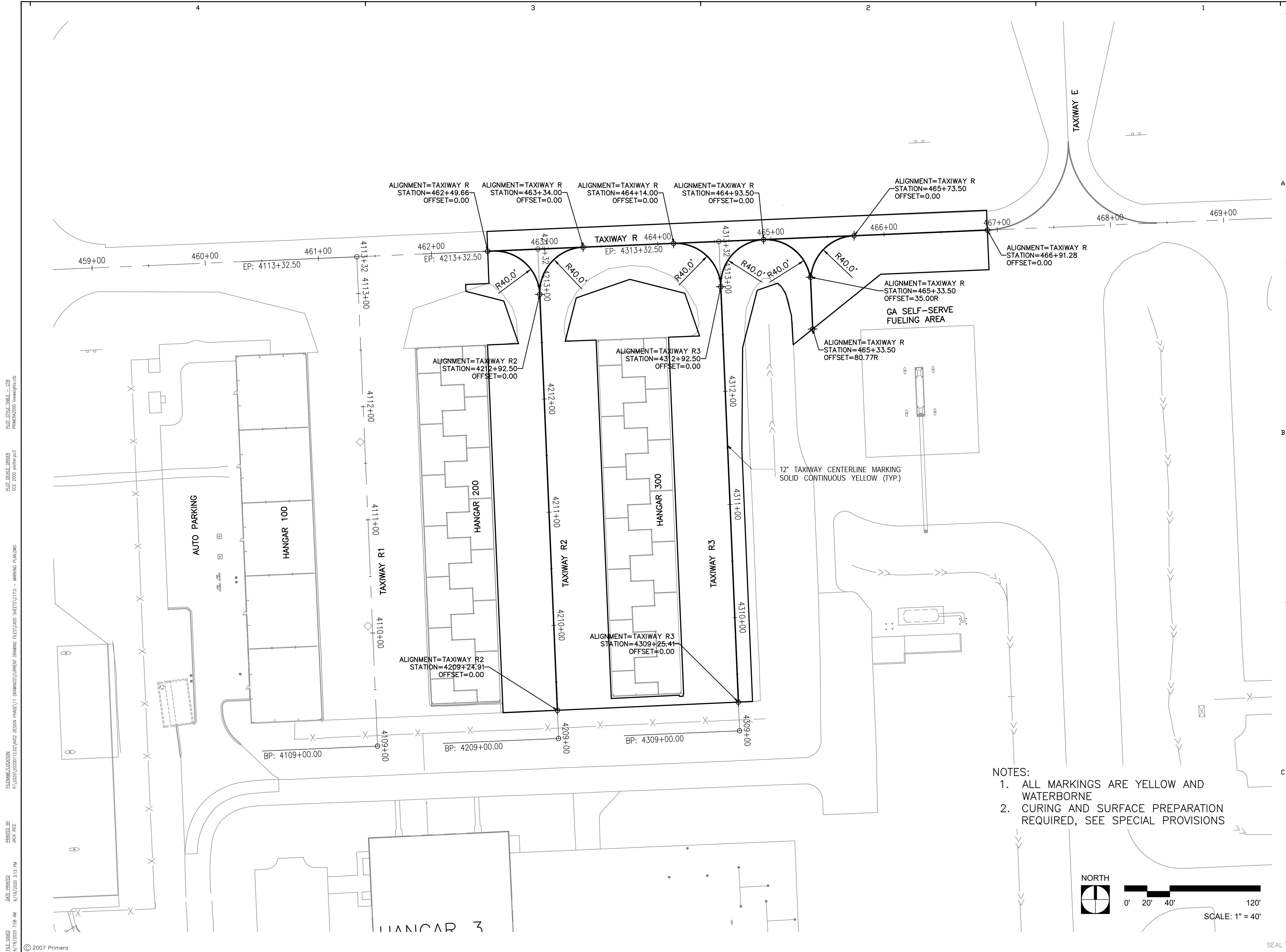
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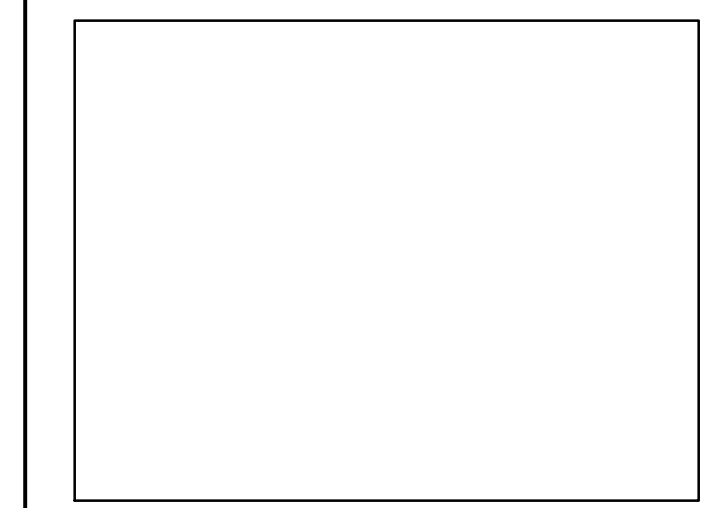
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No.	Description	By	Chk.	App.	Date

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

IDA No: LOT-4818  
 SBG No: 3-17-SBGP-TBD



Drawing Title

**MARKING PLAN**

Sheet No. 29 OF 33

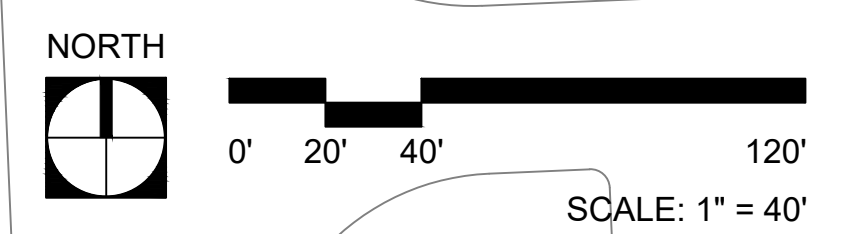
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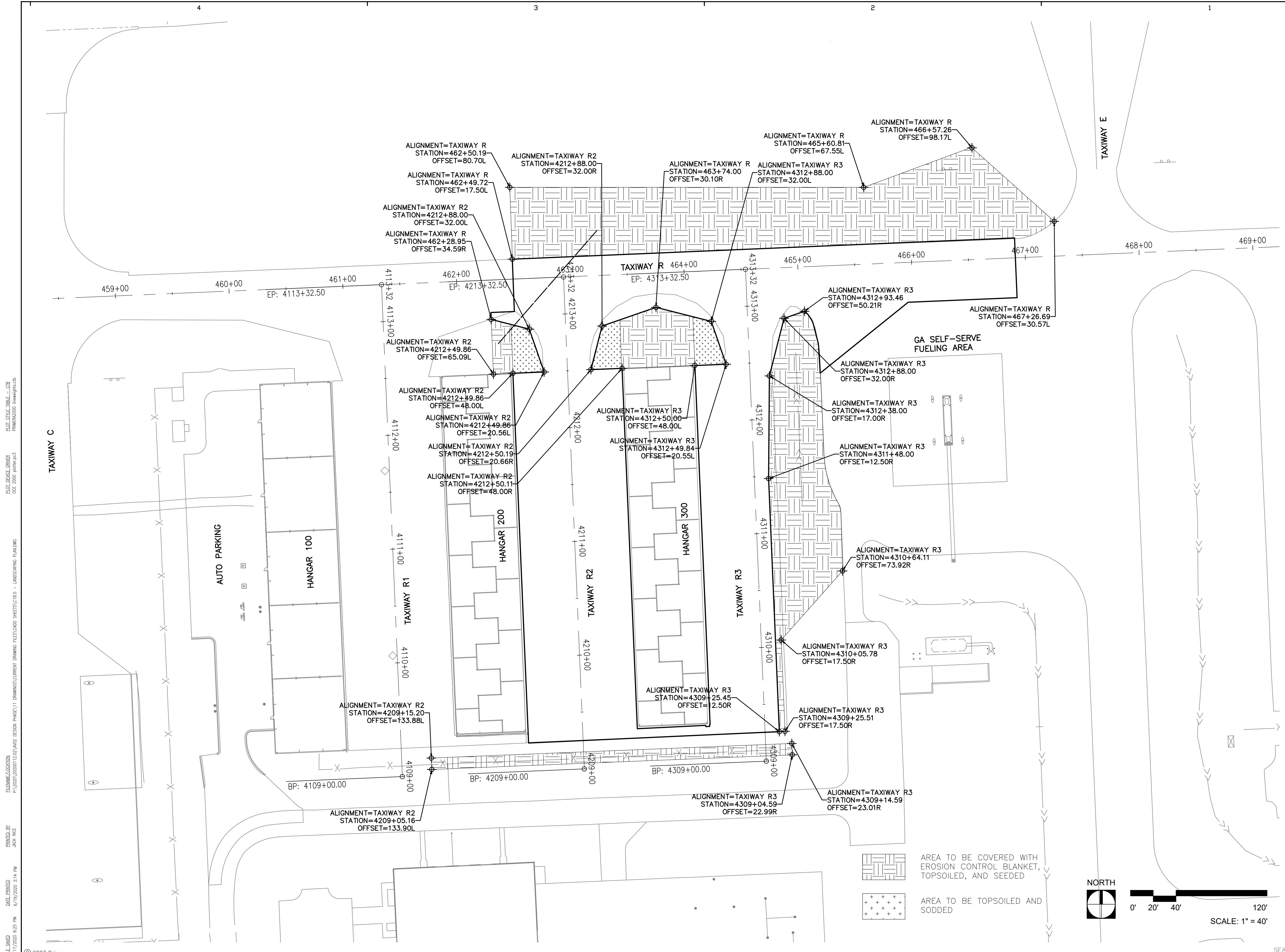
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- NOTES:
1. ALL MARKINGS ARE YELLOW AND WATERBORNE
  2. CURING AND SURFACE PREPARATION REQUIRED, SEE SPECIAL PROVISIONS



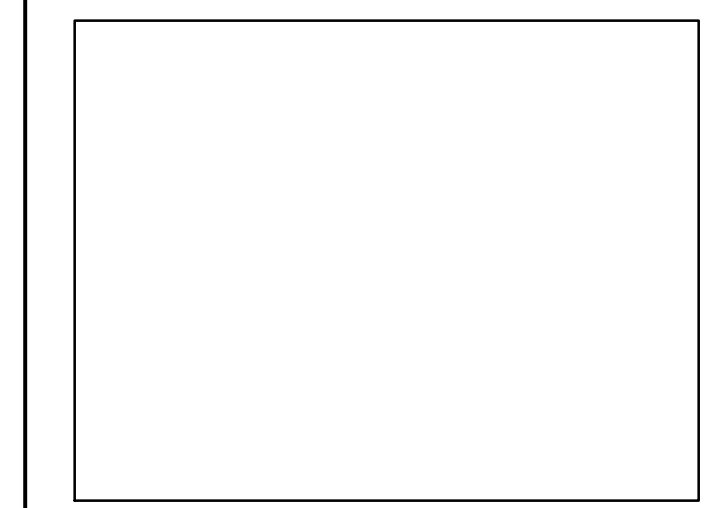
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RECONSTRUCT AND REHABILITATE HANGAR TAXIWAYS R2, R3 AND PORTION OF R - PHASE 2

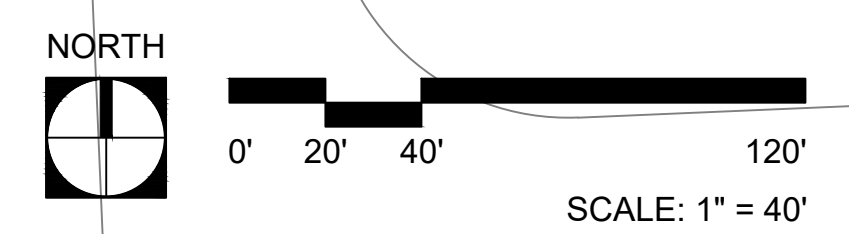
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SBG No: 3-17-SBGP-TBD



Drawing Title  
**LANDSCAPING PLAN**

Sheet No. **30 OF 33**  
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Drawn By \_\_\_\_\_

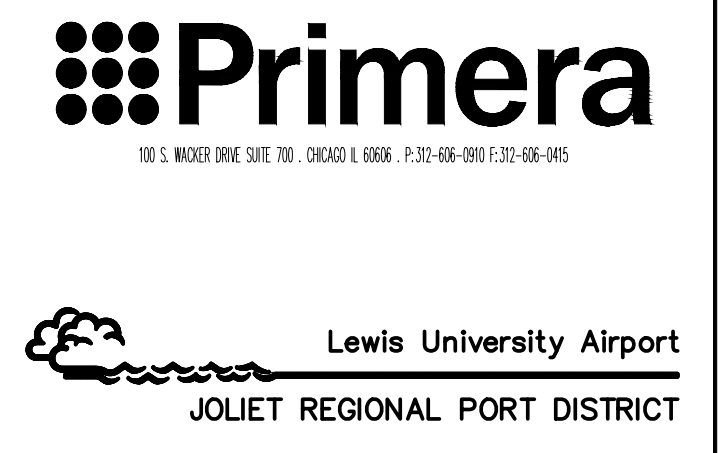
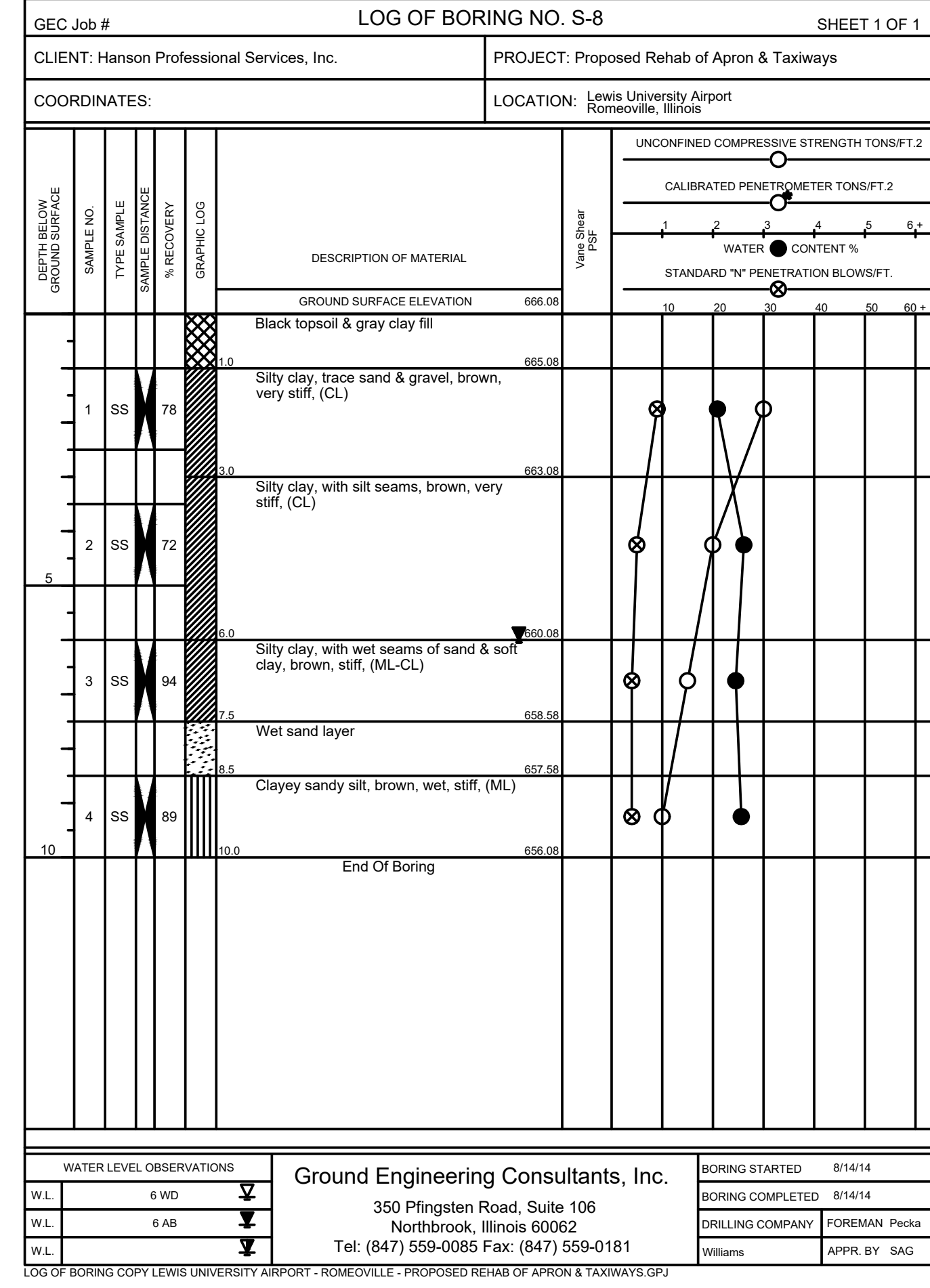
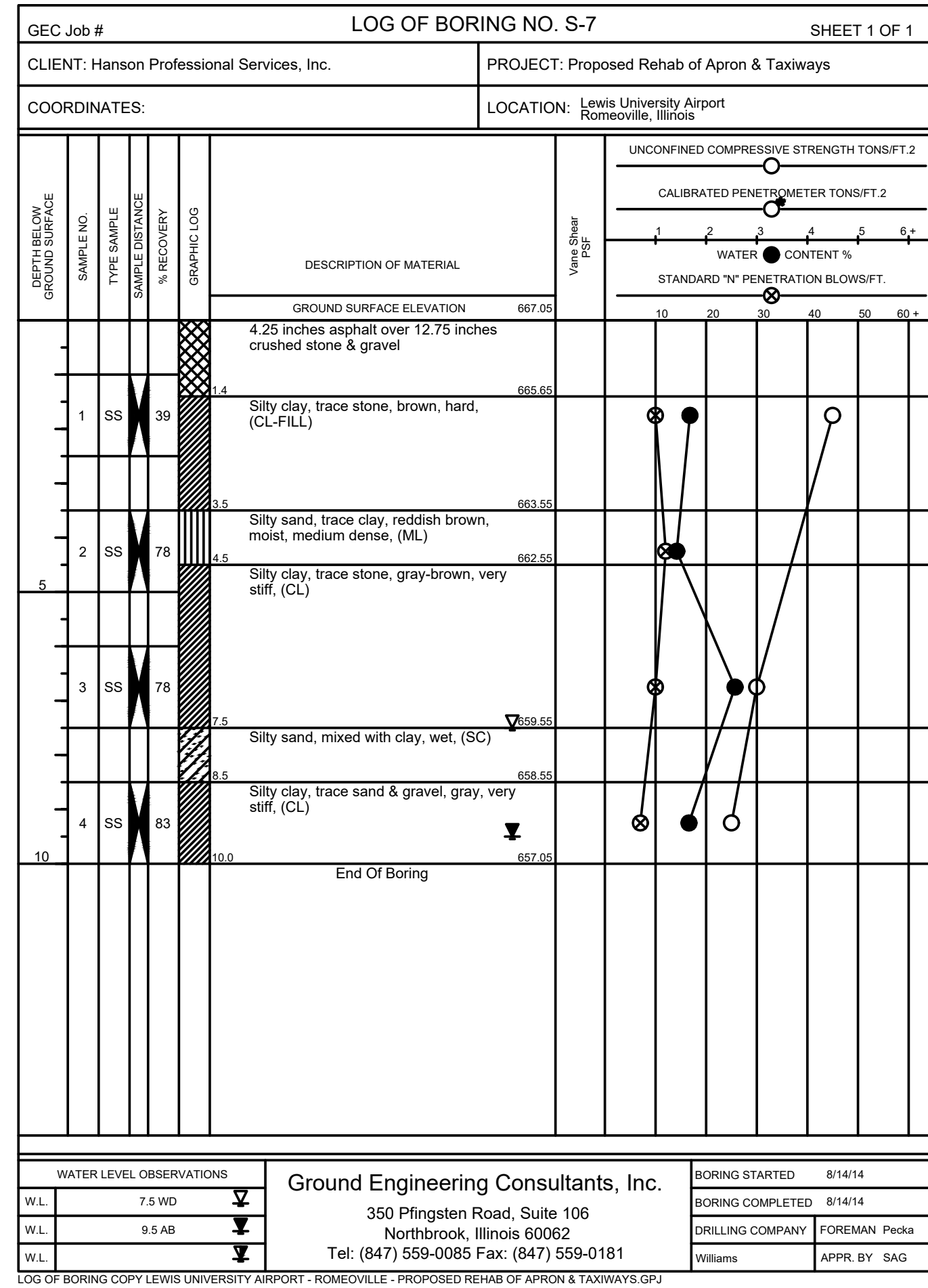
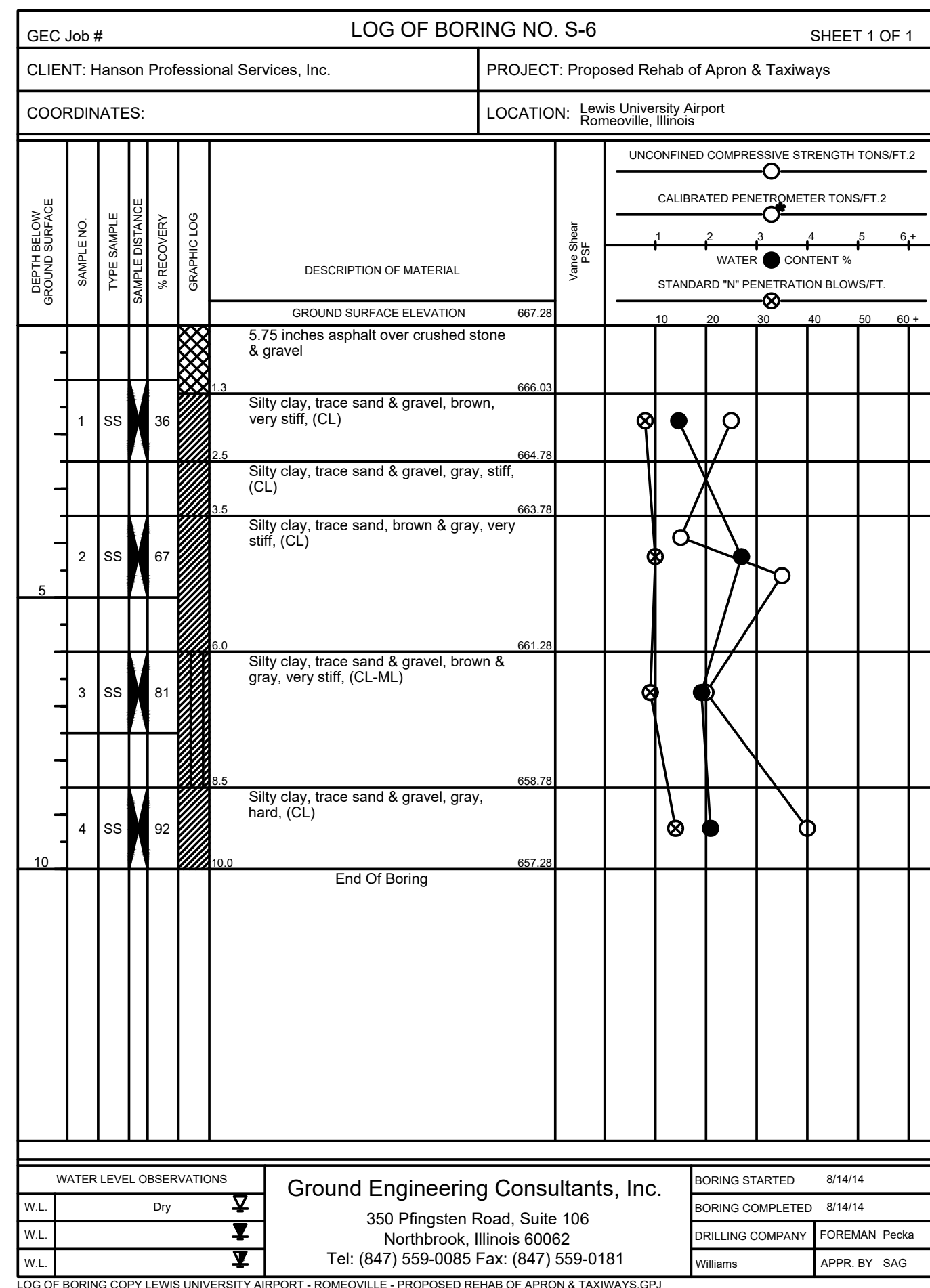
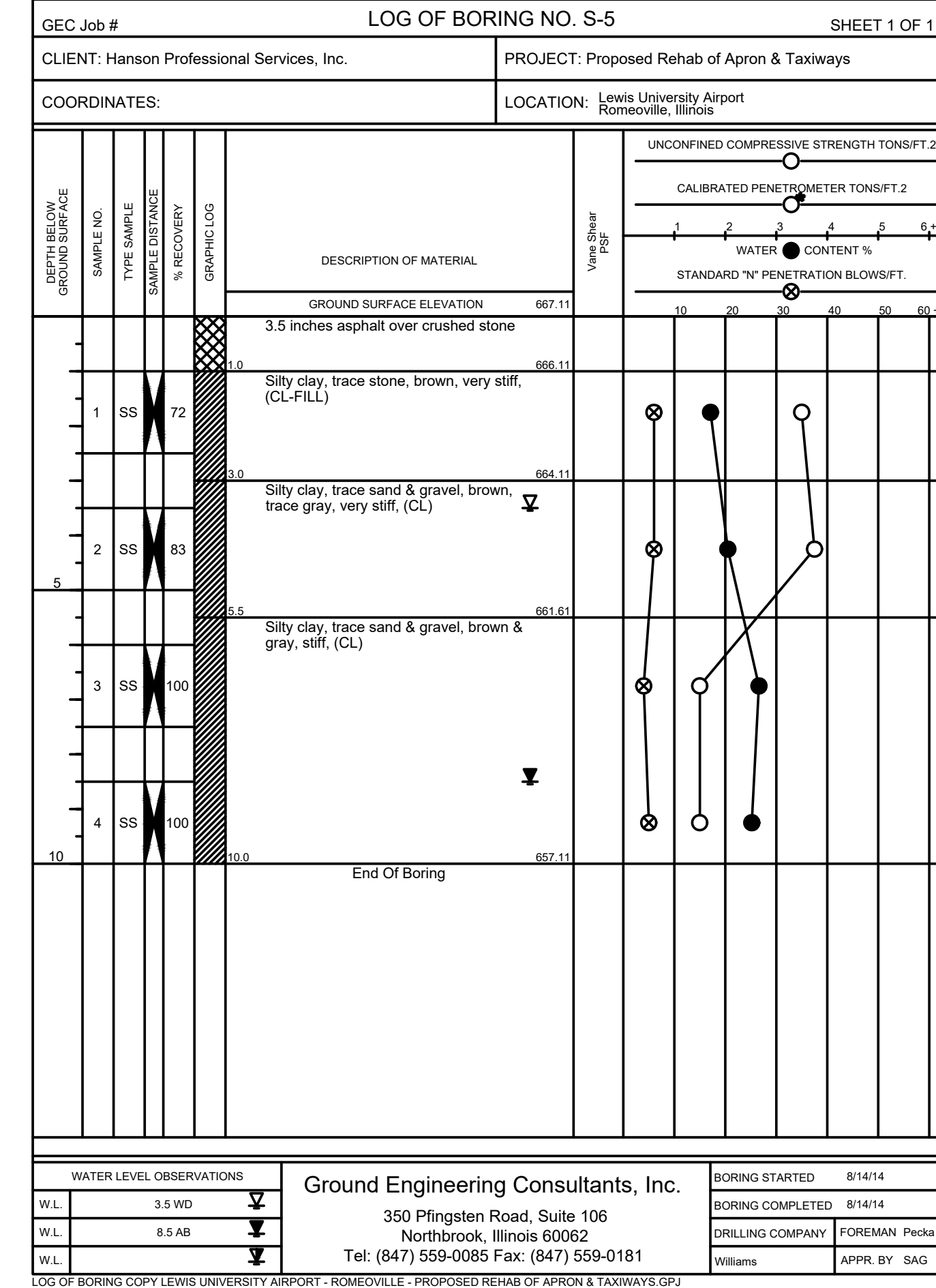
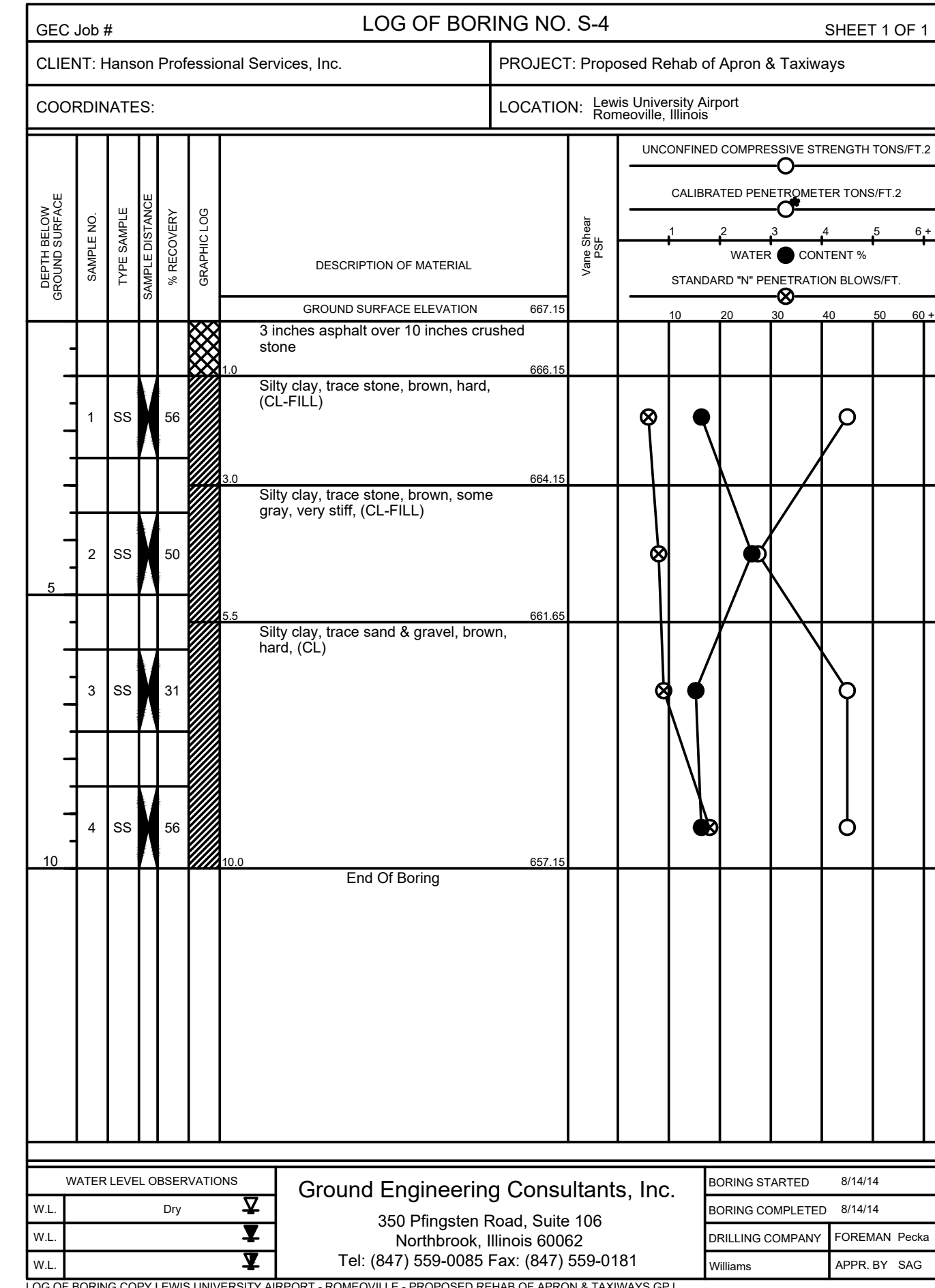
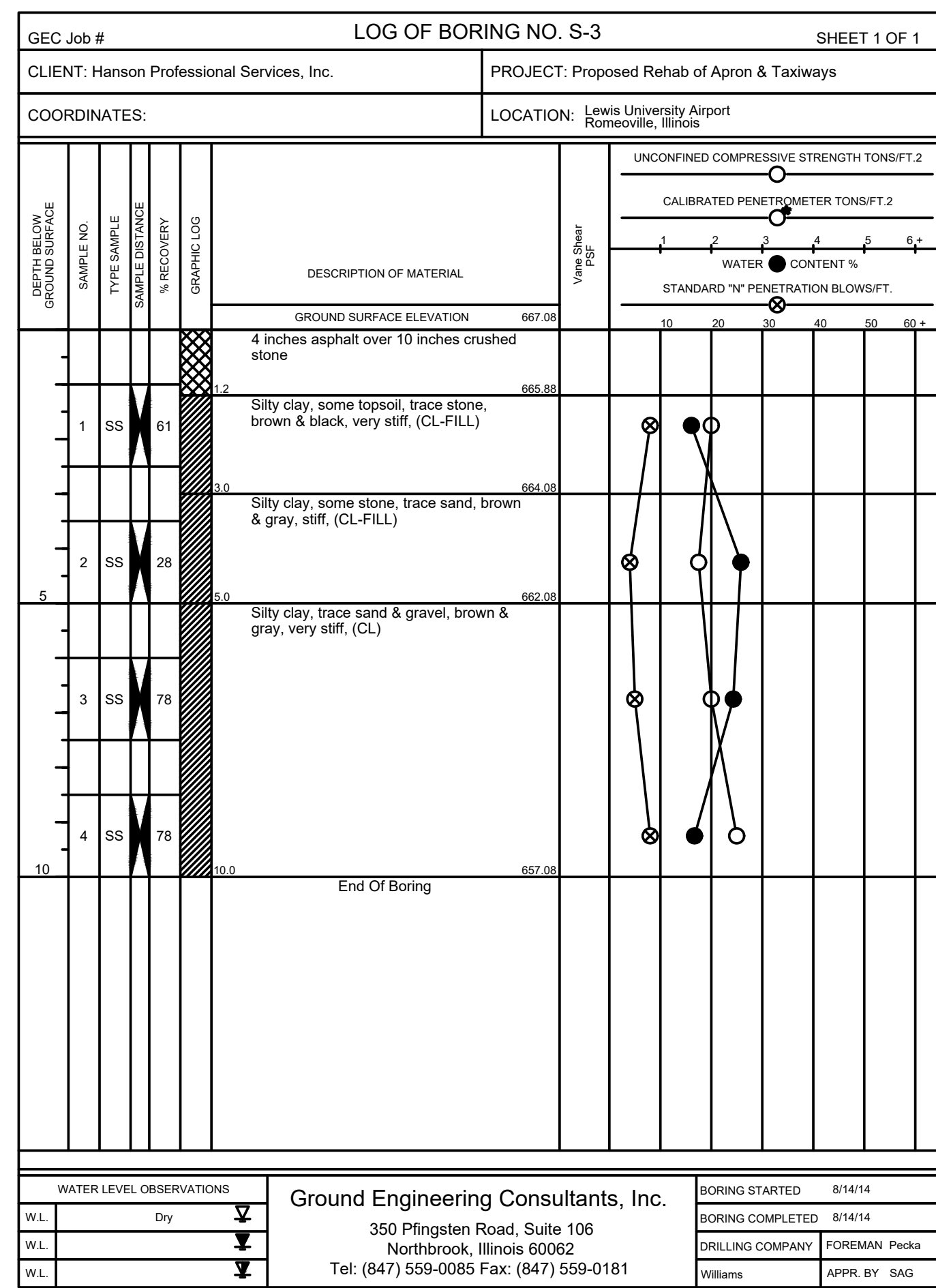
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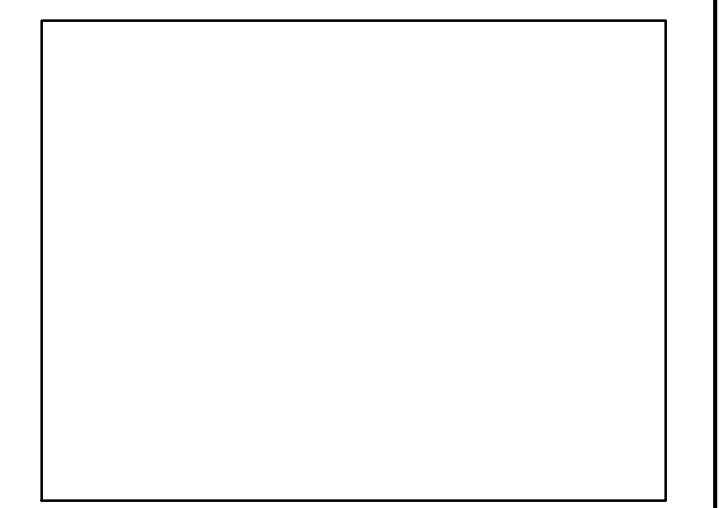


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No. Description By Chk. App. Date  
Issues

RECONSTRUCT AND  
REHABILITATE HANGAR  
TAXIWAYS R2, R3 AND  
PORTION OF R - PHASE 2  
  
IDA No: LOT-4818  
SBG No: 3-17-SBGP-TBD



Drawing Title

## SOIL BORINGS

Sheet No. **32 OF 33**

Approved \_\_\_\_\_ Drawing Number

Checked \_\_\_\_\_  
Drawn By \_\_\_\_\_

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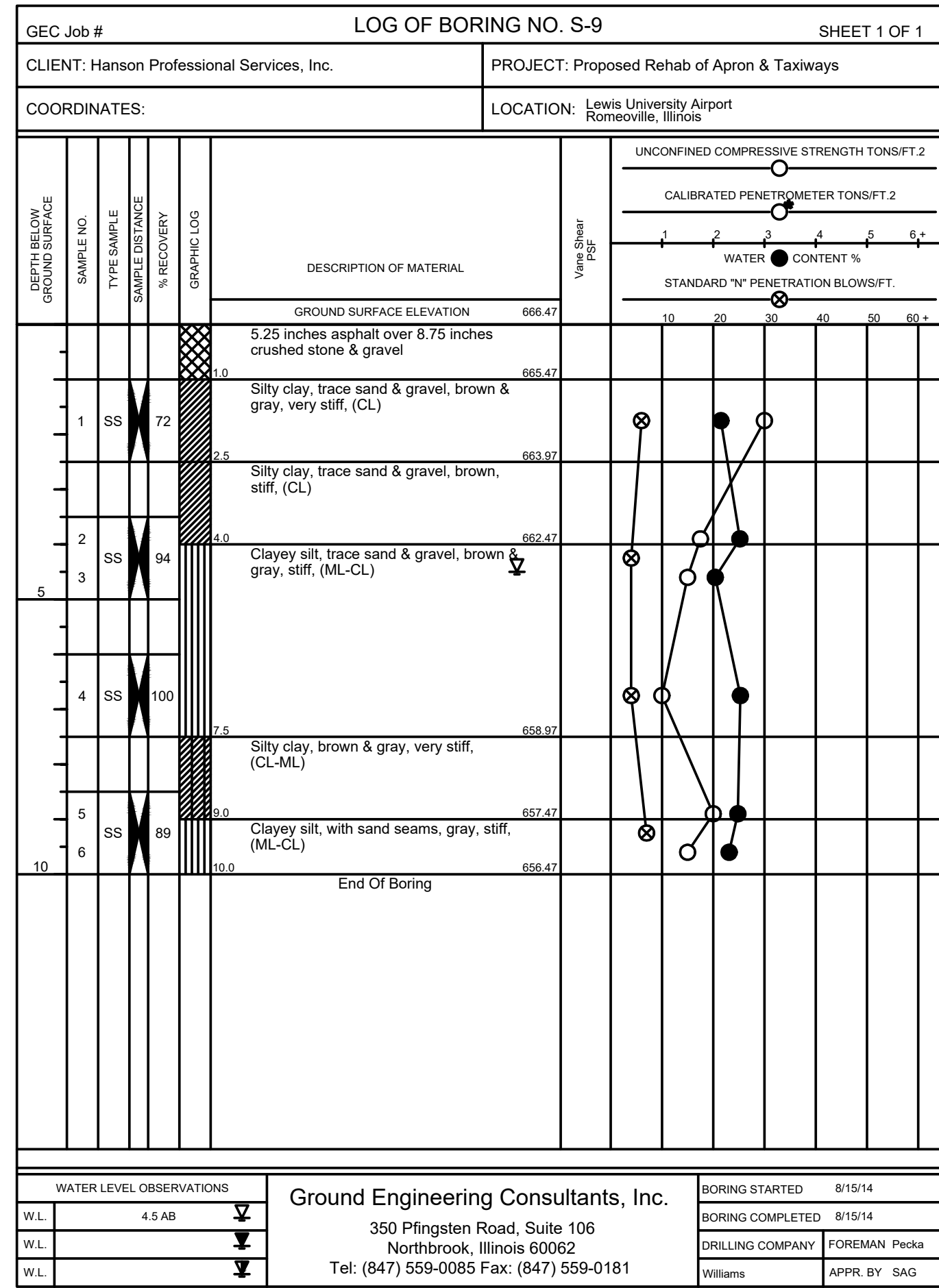
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DATE PRINTED  
6/19/2020 3:16 PM

FILE SAVED  
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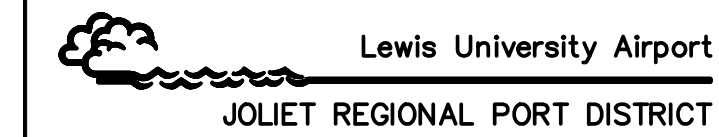


LOG OF BORING COPY LEWIS UNIVERSITY AIRPORT - ROMEOVILLE - PROPOSED REHAB OF APRON & TAXIWAYS.GPJ

WATER LEVEL OBSERVATIONS		<b>Ground Engineering Consultants, Inc.</b> 350 Pfingsten Road, Suite 106 Northbrook, Illinois 60062 Tel: (847) 559-0085 Fax: (847) 559-0181	BORING STARTED	8/15/14
WL	4.5 AB		BORING COMPLETED	8/15/14
WL			DRILLING COMPANY	FOREMAN Pecka
WL		Williams	APPR BY SAG	



100 S. WOODER DRIVE SUITE 700, CHICAGO, IL 60606 P: 312-466-8900 F: 312-466-4045



A

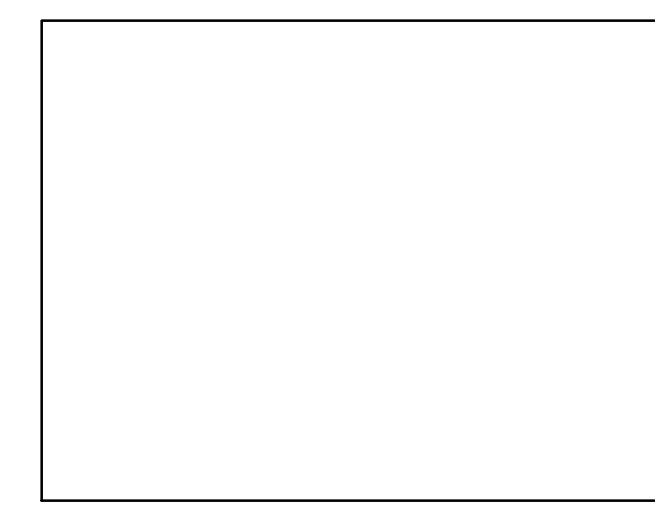
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C

No.	Description	By	Chk.	App.	Date
Issues					

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

IDA No: LOT-4818  
SBG No: 3-17-SBGP-TBD



Drawing Title

**SOIL BORINGS**

Sheet No. **33 OF 33**

Approved \_\_\_\_\_ Drawing Number \_\_\_\_\_

Checked \_\_\_\_\_

Drawn By \_\_\_\_\_

**C19.2**

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