

WAUKEGAN PORT DISTRICT WAUKEGAN, LAKE COUNTY, ILLINOIS

CONSTRUCTION PLANS FOR WAUKEGAN NATIONAL AIRPORT

REHABILITATE HANGAR PAVEMENTS IN SOUTH HANGAR AREA - PHASE 1

ILLINOIS PROJECT: UGN-4969
S.B.G. PROJECT: 3-17-SBGP-184

SEPTEMBER 23, 2022

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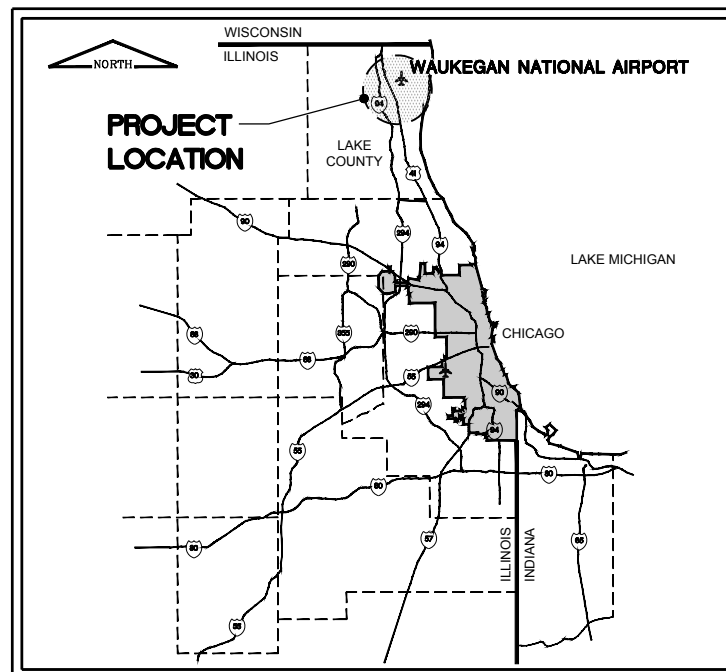
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE. SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND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

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

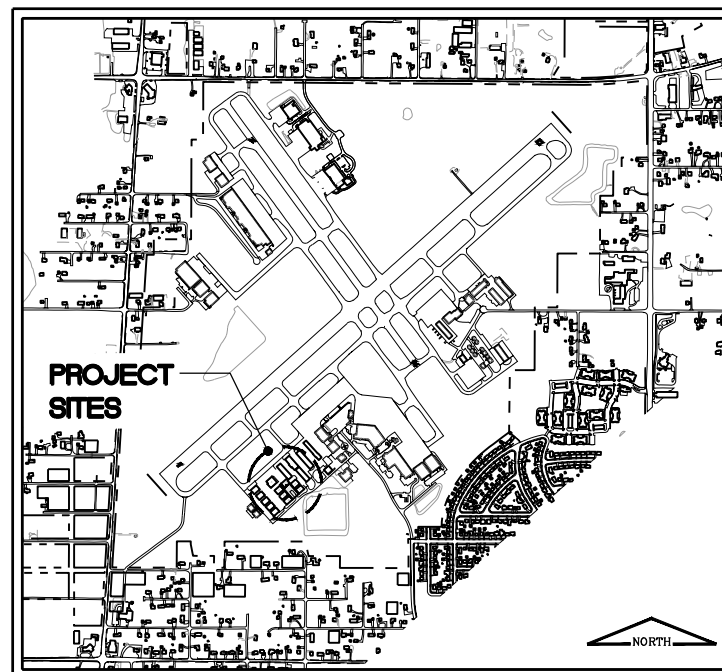


WAUKEGAN NATIONAL AIRPORT
WAUKEGAN PORT DISTRICT
2601 Plane Rest Drive
Waukegan, Illinois 60087
Telephone: 847.244.0055
Fax: 847.244.3813

APPROVED BY 
SKIP GOSS, GENERAL MANAGER
DATE SEPTEMBER 23 2022



LOCATION MAP



SITE PLAN

CALL J.U.L.I.E. BEFORE
EXCAVATING AT 811
WAUKEGAN NATIONAL AIRPORT

TOWNSHIP: 46 NORTH
RANGE: 12 EAST
SECTION: 31 AND 32
COUNTY: LAKE
TOWNSHIP: BENTON


DESIGN INFORMATION
DESIGN AIRCRAFT APPROACH CATEGORY B
DESIGN AIRCRAFT GROUP I

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SUBMITTED BY 
CRAIG LOUDEN, P.E.
DATE SEPTEMBER 23 2022

SHEET NUMBER	SHEET TITLE
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INDEX TO SHEETS

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	520	
AR152511	SUBGRADE REPAIR	SQ YD	1,170	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	2,340	
AR156510	SILT FENCE	FOOT	300	
AR156520	INLET PROTECTION	EACH	4	
AR156531	EROSION CONTROL BLANKET	SQ YD	1,210	
AR209608	CRUSHED AGG. BASE COURSE - 8"	SQ YD	2,340	
AR401610	BITUMINOUS SURFACE COURSE	TON	286	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	1,000	
AR403610	BITUMINOUS BASE COURSE	TON	286	
AR501605	5" PCC SIDEWALK	SQ FT	1,840	
AR501900	REMOVE PCC PAVEMENT	SQ YD	1,700	
AR602510	BITUMINOUS PRIME COAT	GALLON	705	
AR603510	BITUMINOUS TACK COAT	GALLON	355	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	210	
AR701006	6" PVC STORM SEWER	FOOT	205	
AR701512	12" RCP, CLASS IV	FOOT	203	
AR701900	REMOVE PIPE	FOOT	100	
AR705524	4" PERFORATED UNDERDRAIN W/sock	FOOT	217	
AR751540	MANHOLE 4'	EACH	4	
AR751943	ADJUST MANHOLE	EACH	1	
AR751903	REMOVE MANHOLE	EACH	1	
AR770506	6" SANITARY SEWER	FOOT	8	
AR770900	REMOVE SANITARY SEWER	FOOT	8	
AR800152	EXPLORATORY TRENCH	FOOT	150	
AR901510	SEEDING	ACRE	0.25	

IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS

NUMBER	BY	DATE

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**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

INDEX TO SHEETS-SUMMARY OF QUANTITIES

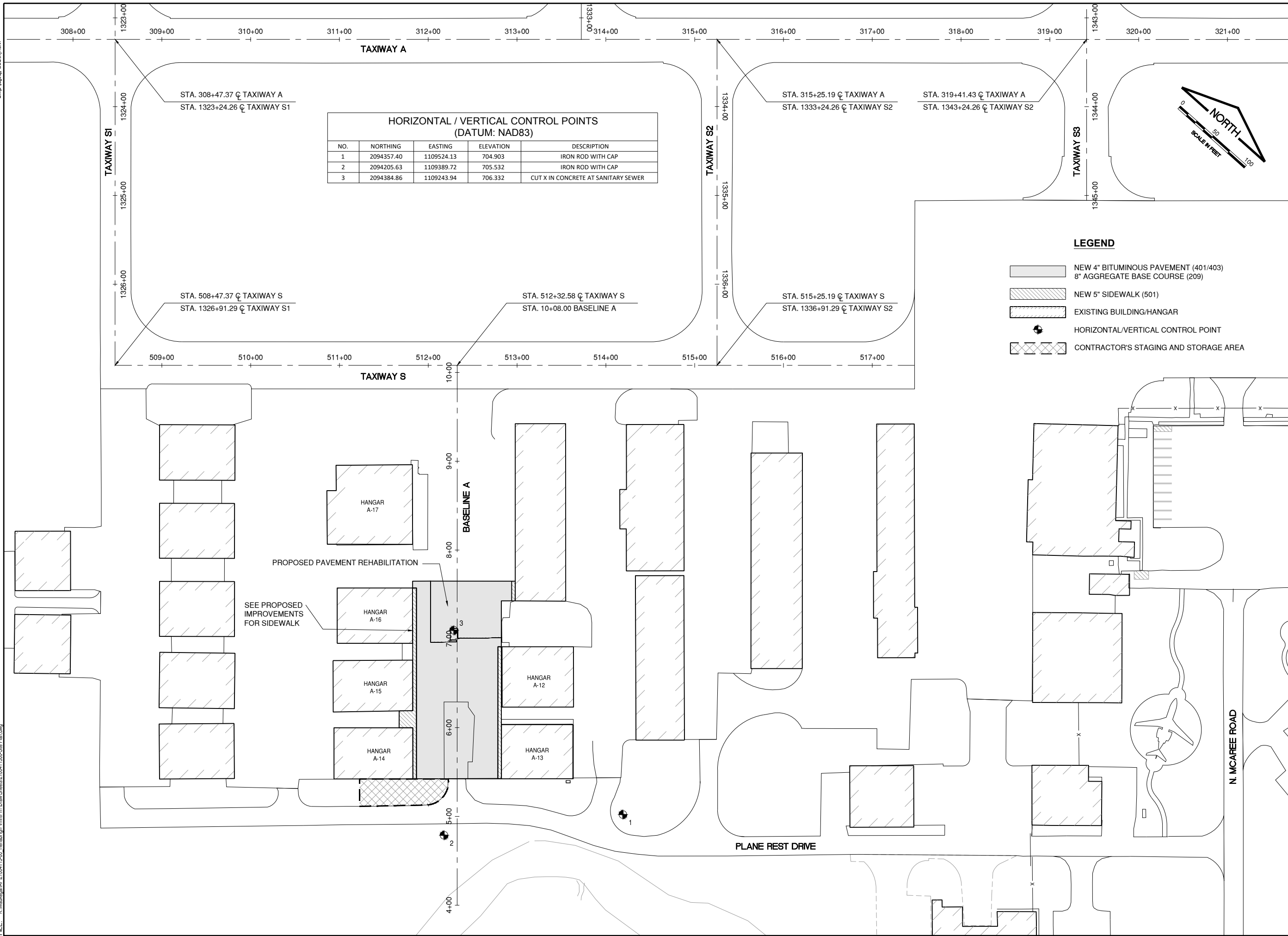
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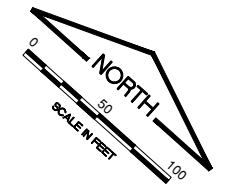
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**HORIZONTAL / VERTICAL CONTROL POINTS
(DATUM: NAD83)**

NO.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	2094357.40	1109524.13	704.903	IRON ROD WITH CAP
2	2094205.63	1109389.72	705.532	IRON ROD WITH CAP
3	2094384.86	1109243.94	706.332	CUT X IN CONCRETE AT SANITARY SEWER



- LEGEND**
- NEW 4" BITUMINOUS PAVEMENT (401/403)
8" AGGREGATE BASE COURSE (209)
 - NEW 5" SIDEWALK (501)
 - EXISTING BUILDING/HANGAR
 - HORIZONTAL/VERTICAL CONTROL POINT
 - CONTRACTOR'S STAGING AND STORAGE AREA

I.L. CONTRACT: **WA078**
 I.L. LETTING ITEM: **04A**
 I.L. PROJECT: **UGN-4969**
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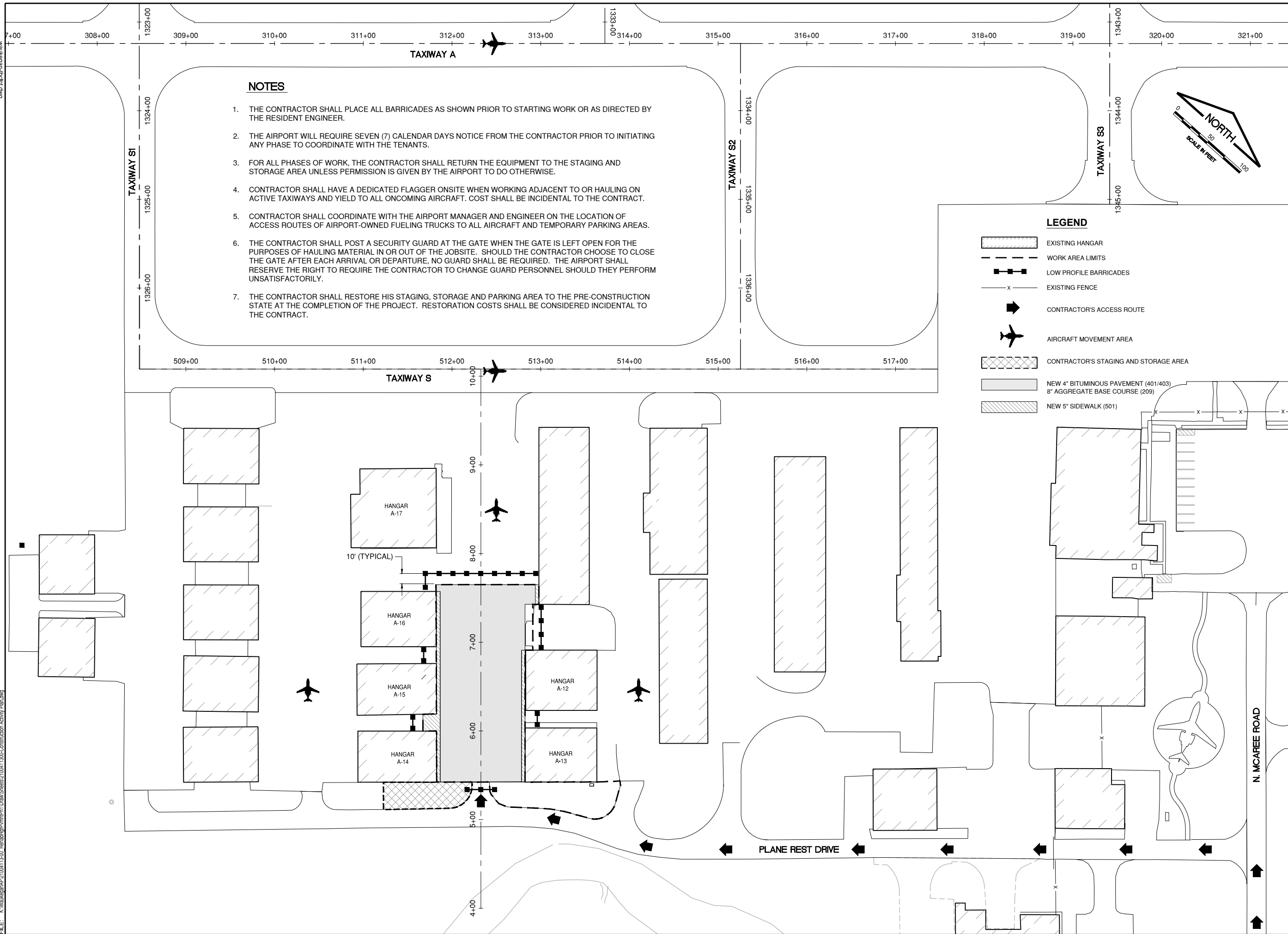
WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1
SITE PLAN-PROJECT CONTROL PLAN

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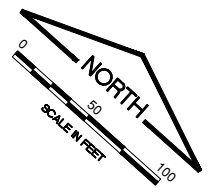


NOTES

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY PHASE TO COORDINATE WITH THE TENANTS.
3. FOR ALL PHASES OF WORK, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
4. CONTRACTOR SHALL HAVE A DEDICATED FLAGGER ONSITE WHEN WORKING ADJACENT TO OR HAULING ON ACTIVE TAXIWAYS AND YIELD TO ALL ONCOMING AIRCRAFT. COST SHALL BE INCIDENTAL TO THE CONTRACT.
5. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND ENGINEER ON THE LOCATION OF ACCESS ROUTES OF AIRPORT-OWNED FUELING TRUCKS TO ALL AIRCRAFT AND TEMPORARY PARKING AREAS.
6. THE CONTRACTOR SHALL POST A SECURITY GUARD AT THE GATE WHEN THE GATE IS LEFT OPEN FOR THE PURPOSES OF HAULING MATERIAL IN OR OUT OF THE JOBSITE. SHOULD THE CONTRACTOR CHOOSE TO CLOSE THE GATE AFTER EACH ARRIVAL OR DEPARTURE, NO GUARD SHALL BE REQUIRED. THE AIRPORT SHALL RESERVE THE RIGHT TO REQUIRE THE CONTRACTOR TO CHANGE GUARD PERSONNEL SHOULD THEY PERFORM UNSATISFACTORILY.
7. THE CONTRACTOR SHALL RESTORE HIS STAGING, STORAGE AND PARKING AREA TO THE PRE-CONSTRUCTION STATE AT THE COMPLETION OF THE PROJECT. RESTORATION COSTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

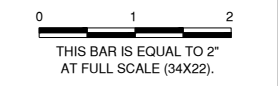
LEGEND

- EXISTING HANGAR
- WORK AREA LIMITS
- LOW PROFILE BARRICADES
- EXISTING FENCE
- CONTRACTOR'S ACCESS ROUTE
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- NEW 4" BITUMINOUS PAVEMENT (401/403)
8" AGGREGATE BASE COURSE (209)
- NEW 5" SIDEWALK (501)



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**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

SEQUENCE OF CONSTRUCTION PLAN

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GENERAL

1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS.
2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD.
3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS.
4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS.
5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

1. COORDINATION

1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT.
2. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 61 CALENDAR DAYS.
2. WORK SHALL BE COMPLETED UNDER ONE PHASE AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS.

3. WORK AREAS AND DESCRIPTIONS

COMPLETE INITIAL MOBILIZATION, STAGING AREA PREPARATION AND LAYOUT IN ORDER TO PROCEED WITH THE REMOVAL OF THE EXISTING PAVEMENT AND EROSION CONTROL MEASURES. INSTALL THE NEW BITUMINOUS PAVEMENT AND COMPLETE LANDSCAPING AND GENERAL IMPROVEMENTS.

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVAIDS THAT COULD BE AFFECTED

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE ROUTES AND GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T.
4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-08 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE WAUKEGAN AIR TRAFFIC CONTROL TOWER GROUND CONTROL (121.65 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE.
11. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO VEHICLE AND AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.

6. WILDLIFE MANAGEMENT

1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT.
2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING.
3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS.

7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT

1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS.
2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS.

8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT

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

9. NOTIFICATION OF CONSTRUCTION ACTIVITIES

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

10. INSPECTION REQUIREMENTS

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

11. UNDERGROUND UTILITIES

1. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.
2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-16 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.

12. PENALTIES

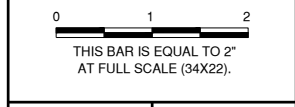
1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

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

IL CONTRACT: **WA078**
IL LETTING ITEM: **04A**
IL PROJECT: **UGN-4969**
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REVISIONS		
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**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1**

**SEQUENCE OF CONSTRUCTION GENERAL
NOTES AND DETAILS - 1**

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JOB No:	21004113-00

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING AND LIGHTING

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

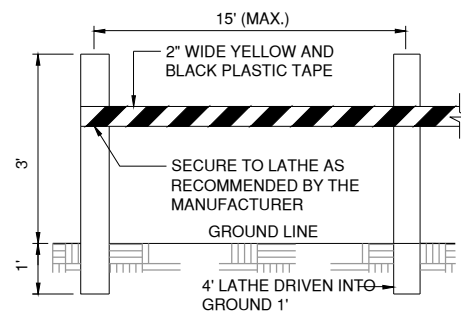
1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE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

18. PROTECTION

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

19. OTHER LIMITATIONS ON CONSTRUCTION

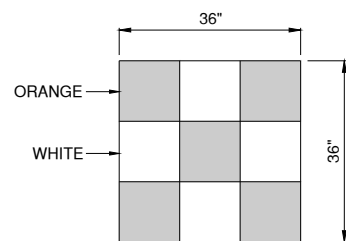
1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT IF DIRECTED BY THE AIRPORT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF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



LATHING AND WARNING TAPE DETAIL

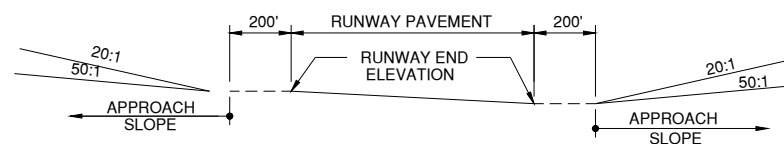
NOT TO SCALE

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



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

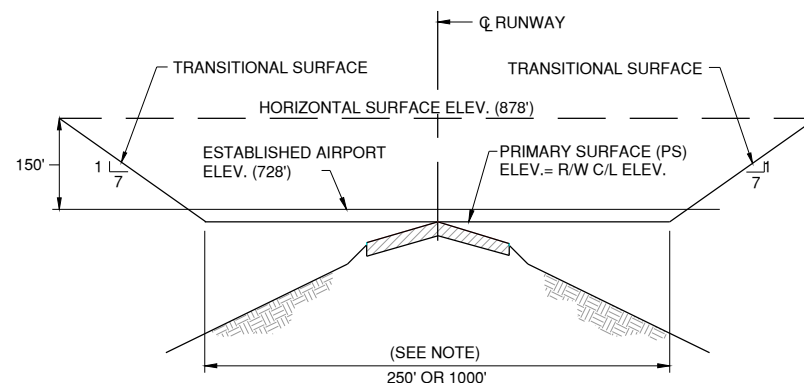
NOT TO SCALE



TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
5	724.7	34:1
23	723.1	50:1
14	727.6	20:1
32	712.1	20:1

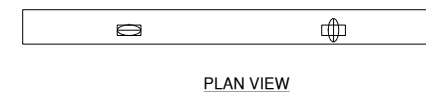


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

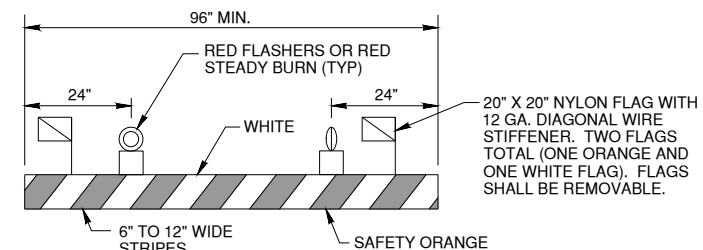
NO SCALE

NOTE:

IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY RUNWAY 14-32 250' PS (125' LT & RT OF CENTERLINE) RUNWAY 5-23 1000' PS (500' LT & RT OF CENTERLINE)



PLAN VIEW



SIDE VIEW

AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

1. FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.
4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT. NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR ANY EFFORTS TO COORDINATE AND ACCESS THE TAXIWAY SITE DUE TO ADJACENT BUILDING CONSTRUCTION

- REHABILITATE AIRFIELD LIGHTING - PHASE 1 AND 2
- CONSTRUCT PERIMETER FENCING PHASE 5 (NORTHWEST AREA)
- REMOVE TREES IN EXISTING APPROACH AND TRANSITIONAL ZONES FOR RUNWAY 5/23, PHASE 3

GROUND CONTROL FREQUENCY: 121.65 Mhz

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: DUMP TRUCK IN DUMP POSITION - 25'

IN THE EVENT THE CONTRACTOR PROPOSES TO UTILIZE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN WHAT IS LISTED, THE CONTRACTOR WILL BE RESPONSIBLE TO SUBMIT FAA FORM 7460 FOR AIRSPACE APPROVAL. THE RESIDENT ENGINEER WILL PROVIDE BASE AIRPORT INFORMATION FOR THE CONTRACTOR'S USE.

IL CONTRACT: WA078

IL LETTING ITEM: 04A

IL PROJECT: UGN-4969

S.B.G. PROJECT: 3-17-SBGP-184

REVISIONS

NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1

SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS - 2

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APPROVED BY: --

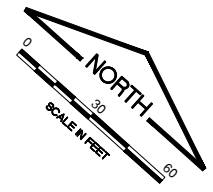
DATE: 9/23/2022

JOB No: 21004113-00

LEGEND

- PROPOSED IMPROVEMENTS LIMITS
- [Hatched Box] EXISTING BITUMINOUS PAVEMENT (401)
- [Dotted Box] EXISTING PCC PAVEMENT (501)
- [Cross-hatched Box] EXISTING HEATED APRON (501)
- [Solid Box] EXISTING BUILDING
- x- EXISTING FENCE
- SS- EXISTING SANITARY SEWER
- UD- EXISTING UNDERDRAIN
- ST- EXISTING STORM SEWER
- E- EXISTING UNDERGROUND ELECTRIC
- T- EXISTING TELEPHONE/COMMUNICATION
- W- EXISTING WATERMAIN
- G- EXISTING GAS LINE
- EXISTING HYDRANT
- EXISTING DRAINAGE INLET
- ⊙ EXISTING ELECTRICAL/STORM/SANITARY MANHOLE
- ⊙ EXISTING SANITARY CLEANOUT
- ⊙ EXISTING GAS METER
- ⊙ EXISTING ELECTRICAL HANDHOLE
- ⊙ EXISTING WATER VALVE
- ⊙ EXISTING TELEPHONE BOX
- ⊙ EXISTING BUSH/TREE
- X_R ITEM TO BE REMOVED

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



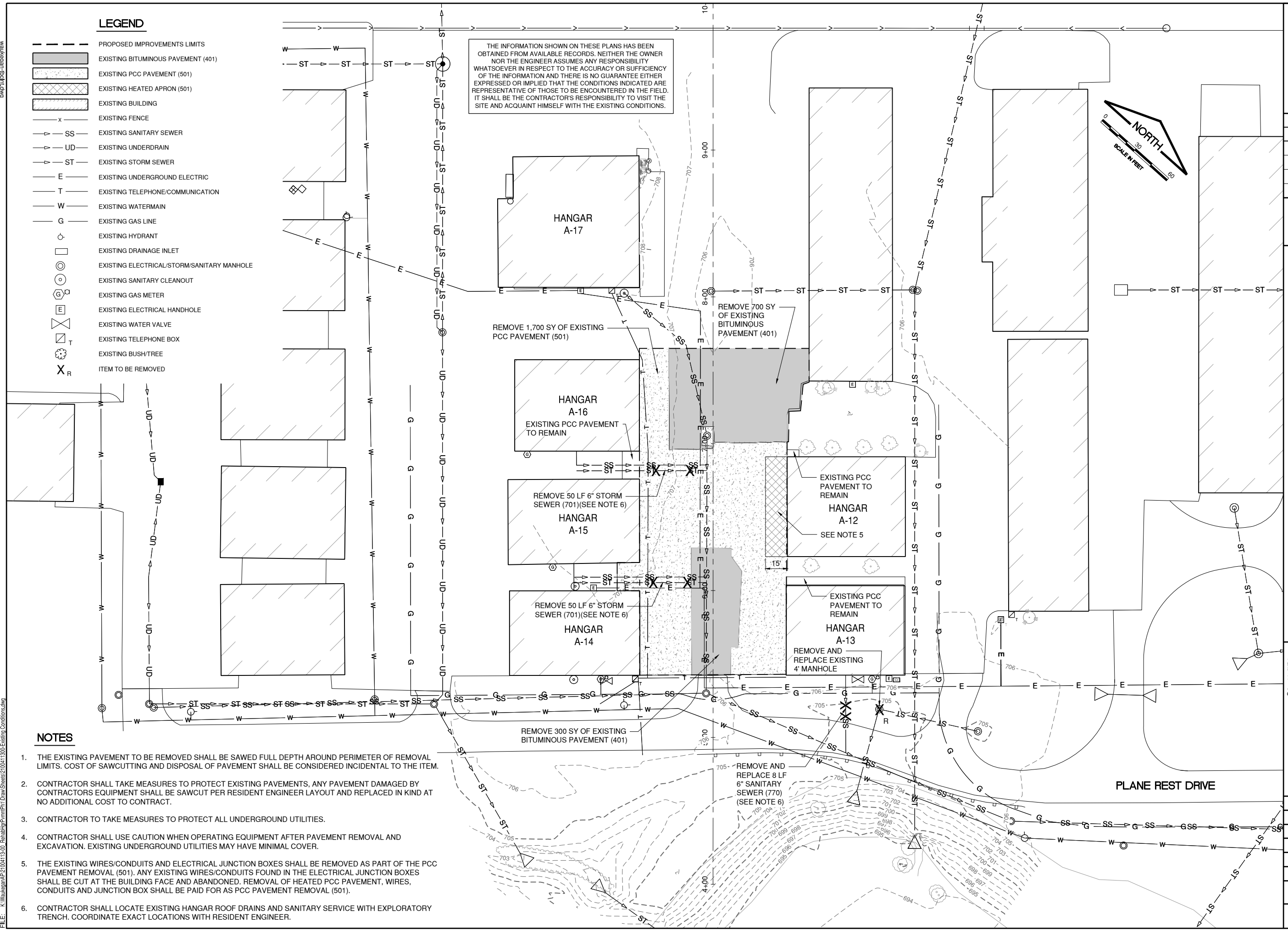
IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS		
NUMBER	BY	DATE

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

**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

EXISTING CONDITIONS - PROPOSED REMOVALS



NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING PAVEMENTS, ANY PAVEMENT DAMAGED BY CONTRACTORS EQUIPMENT SHALL BE SAWCUT PER RESIDENT ENGINEER LAYOUT AND REPLACED IN KIND AT NO ADDITIONAL COST TO CONTRACT.
3. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES.
4. CONTRACTOR SHALL USE CAUTION WHEN OPERATING EQUIPMENT AFTER PAVEMENT REMOVAL AND EXCAVATION. EXISTING UNDERGROUND UTILITIES MAY HAVE MINIMAL COVER.
5. THE EXISTING WIRES/CONDUITS AND ELECTRICAL JUNCTION BOXES SHALL BE REMOVED AS PART OF THE PCC PAVEMENT REMOVAL (501). ANY EXISTING WIRES/CONDUITS FOUND IN THE ELECTRICAL JUNCTION BOXES SHALL BE CUT AT THE BUILDING FACE AND ABANDONED. REMOVAL OF HEATED PCC PAVEMENT, WIRES, CONDUITS AND JUNCTION BOX SHALL BE PAID FOR AS PCC PAVEMENT REMOVAL (501).
6. CONTRACTOR SHALL LOCATE EXISTING HANGAR ROOF DRAINS AND SANITARY SERVICE WITH EXPLORATORY TRENCH. COORDINATE EXACT LOCATIONS WITH RESIDENT ENGINEER.

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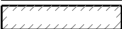
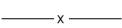


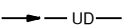

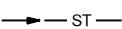














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APPROVED BY:	--
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JOB No:	21004113-00

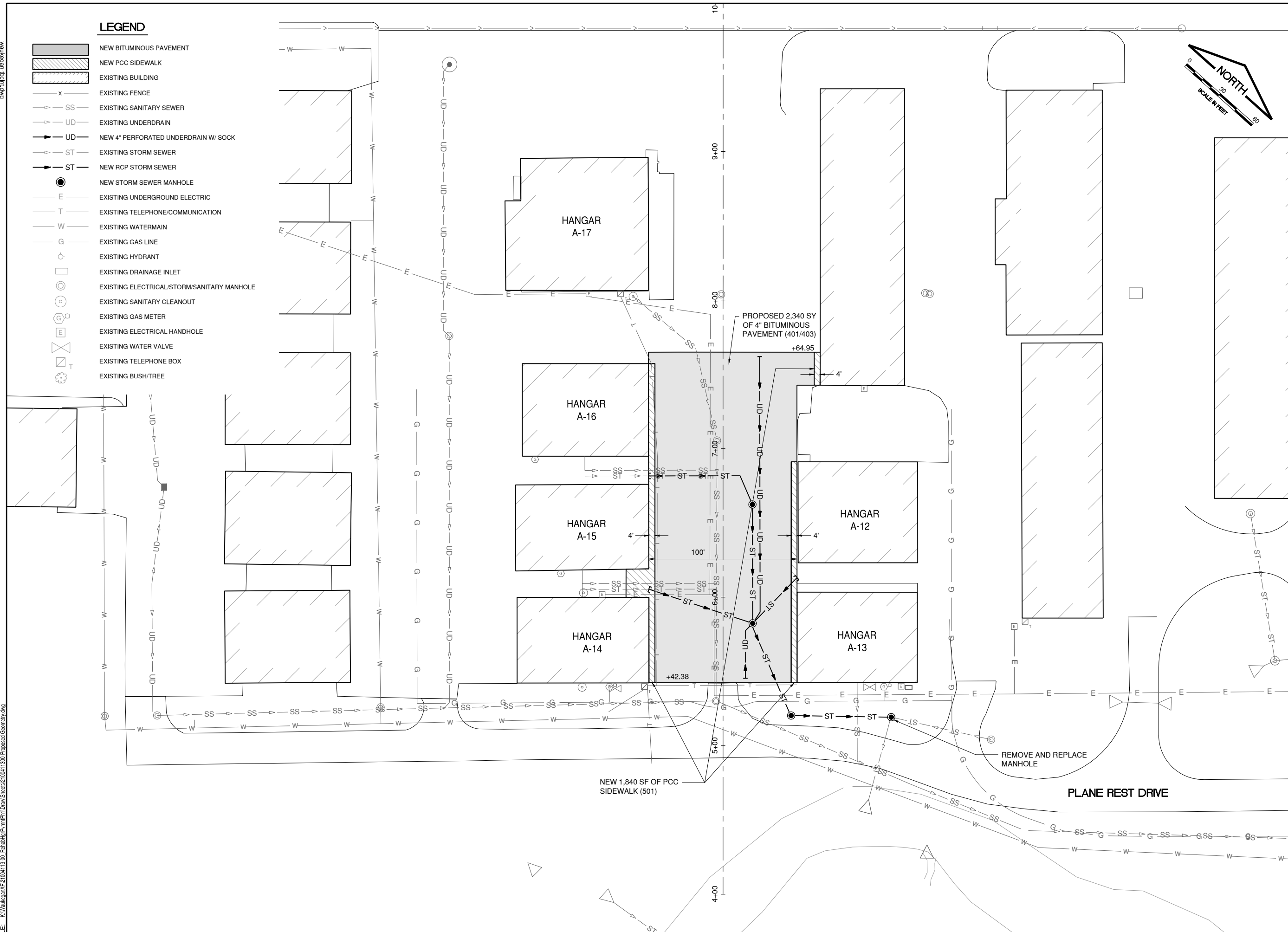
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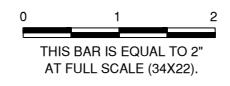
LEGEND

-  NEW BITUMINOUS PAVEMENT
-  NEW PCC SIDEWALK
-  EXISTING BUILDING
-  EXISTING FENCE
-  EXISTING SANITARY SEWER
-  EXISTING UNDERDRAIN
-  NEW 4" PERFORATED UNDERDRAIN W/ SOCK
-  EXISTING STORM SEWER
-  NEW RCP STORM SEWER
-  NEW STORM SEWER MANHOLE
-  EXISTING UNDERGROUND ELECTRIC
-  EXISTING TELEPHONE/COMMUNICATION
-  EXISTING WATERMAIN
-  EXISTING GAS LINE
-  EXISTING HYDRANT
-  EXISTING DRAINAGE INLET
-  EXISTING ELECTRICAL/STORM/SANITARY MANHOLE
-  EXISTING SANITARY CLEANOUT
-  EXISTING GAS METER
-  EXISTING ELECTRICAL HANDHOLE
-  EXISTING WATER VALVE
-  EXISTING TELEPHONE BOX
-  EXISTING BUSH/TREE



IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

PROPOSED IMPROVEMENTS

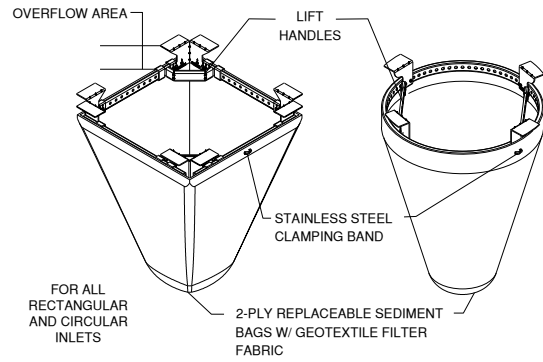
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APPROVED BY:	--
DATE:	9/23/2022
JOB No:	21004113-00

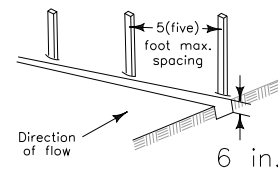


**INLET PROTECTION - SILT BASKET
(PAVEMENT AND TURF)**

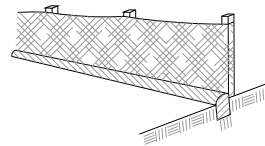
NOTES

- CONTRACTOR SHALL CLEAR DEBRIS PER THE MANUFACTURER'S RECOMMENDATIONS BUT NOT LESS THAN WHEN THE CAPACITY FOR SEDIMENT STORAGE HAS BEEN REDUCED BY HALF.
- FILTER FABRIC SHALL MEET THE MATERIAL REQUIREMENTS OF SPECIFICATION 592, TABLE 1, CLASS 2 OF THE ILLINOIS URBAN MANUAL.

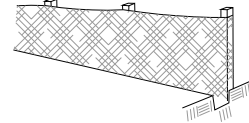
- Set posts and excavate or slit-trench a 6-inch deep trench upslope along the line of the post



- Backfill and compact the excavated spoil materials



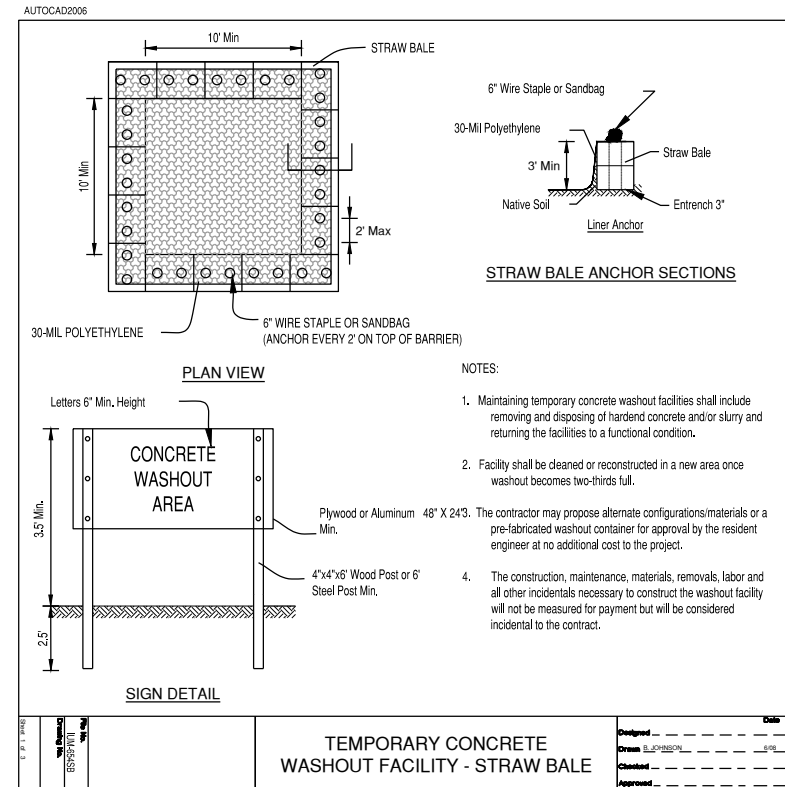
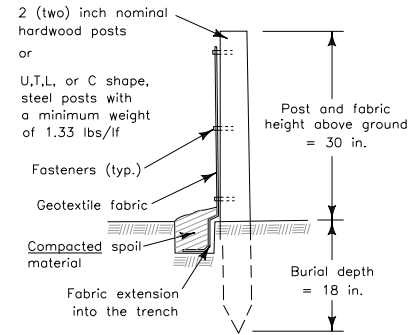
- Attach the geotextile filter fabric to each post with a minimum of 3 (three) fasteners per post and extend to the bottom of the trench. Acceptable fasteners include staples, zip ties, or wire ties



Geotextile Requirement	Test Method	MARV
Grab strength	ASTM D 4632	
- Machine direction		650 N
- X-machine direction		450 N
Permittivity	ASTM D 4491	0.05 sec-1
Apparent opening size*	ASTM D 4761	0.60 mm
Ultraviolet stability (retained strength)	ASTM D 4355	70% after 500 hours

Note: Value for apparent opening size represents maximum average roll value.

**SILT FENCE DETAIL
NOT TO SCALE**



**TEMPORARY CONCRETE
WASHOUT FACILITY - STRAW BALE**

Design	Date
Drawn	9/23/2022
Checked	
Approved	

SEED TABLE			
CLASS - TYPE	SEED MIXTURE	RATE (LB/ACRE)	APPLICATION WINDOW
IDOT AERONAUTICS (PERMANENT SEEDING)	INFERNO TALL FESCUE OR TARHEEL II FESCUE	60	APRIL 1 THRU JUNE 1 AUGUST 1 THRU NOVEMBER 1
	ANNUAL RYEGRASS	20	
	AUDUBON RED FESCUE	30	
	RESCUE 911 OR RELIANT IV HARD FESCUE	30	
	ENDOPHYTIC FESCUE CULTIVAR	60	
TEMPORARY EROSION CONTROL SEEDING I	OATS	100 LB/ACRE	MARCH 1 THRU JULY 31 *
TEMPORARY EROSION CONTROL SEEDING II	WINTER WHEAT	100 LB/ACRE	AUGUST 1 THRU NOVEMBER 15 *

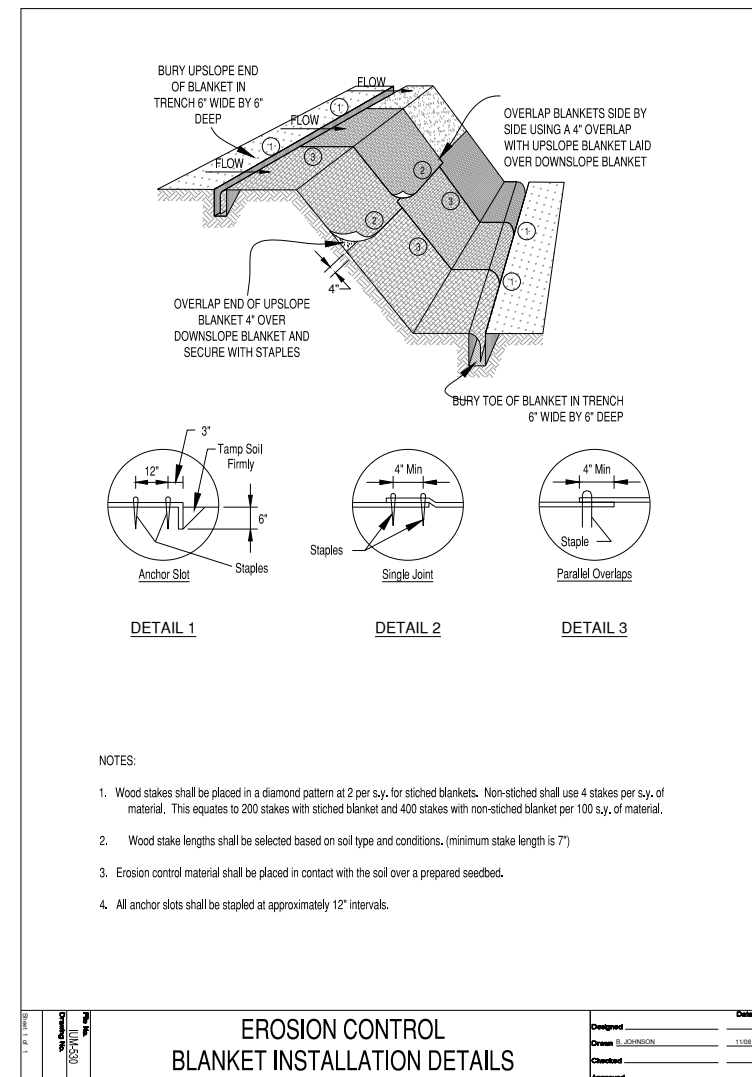
* NOTE: WHEN TEMPORARY SEEDING CAN NOT BE COMPLETED DUE TO APPLICATION WINDOW RESTRICTIONS CONTRACTOR SHALL APPLY A LIGHT-DUTY HYDRAULIC MULCH (1000 LB/ACRE MINIMUM) IN ITS PLACE. CONTRACTOR SHALL REAPPLY HYDRAULIC MULCH, AS NECESSARY, TO MINIMIZE EROSION (COST INCIDENTAL TO TEMPORARY SEEDING).

MULCH TYPE	
LIGHT-DUTY HYDRAULIC	APPLIED PER MANUFACTURER'S RECOMMENDATION (2000 LB/ACRE MINIMUM)
EROSION CONTROL BLANKET	80% WOOD EXCELSIOR MAT WITH 6" - OR LAYER FABRIC (0.63 LB/SY)

FERTILIZER MIX	
NUTRIENT	PLAT (LB/ACRE)
NITROGEN	135
PHOSPHORUS (P205)	45
POTASSIUM (K20)	90

DEWATERING - FILTRATION BAG NOTES:

- THE SEDIMENT FILTER BAG SHALL BE SIZED PER MANUFACTURER RECOMMENDATIONS AND BASED ON THE SIZE OF THE PUMP HOWEVER, THE MINIMUM BAG SIZE SHALL BE 10 FEET X 15 FEET WITH A USABLE SURFACE DRAINAGE AREA OF 300 SQUARE FEET (10 X 15 X 2) SIDES, TOP & BOTTOM.
- THE LARGEST DIAMETER SIZE PUMP HOSE TO BE USED WITH A SEDIMENT FILTRATION BAG IS 4-INCH. MULTIPLE HOSES/PIPES SHALL NOT BE ATTACHED TO A SINGLE FILTRATION BAG INLET SLEEVE.
- BAG FABRIC SHALL MEET ONE OF THE FOLLOWING:
 - WOVEN GEOTEXTILE SHALL MEET THE MATERIAL SPECIFICATIONS OF TABLE 1, CLASS 4 OF THE ILLINOIS URBAN MANUAL
 - NONWOVEN GEOTEXTILE SHALL MEET THE MATERIAL SPECIFICATIONS OF TABLE 2, CLASS 1 OF THE ILLINOIS URBAN MANUAL EXCEPT IT WILL HAVE A MINIMUM TENSILE STRENGTH OF 200 POUNDS.
- SEDIMENT FILTRATION BAGS SHALL BE PLACED ON A STABILIZED SURFACE AREA.
- SEDIMENT FILTRATION BAGS SHALL NOT BE PLACED, WHOLE OR PARTIALLY, WITHIN 50-FEET OF AQUATIC AREAS (WETLANDS, STREAMS, ETC.), OR WATER CONVEYANCE FEATURES (DITCHES, SWALES, ETC.).
- SEDIMENT FILTRATION BAGS SHALL BE RAISED ABOVE THE SUPPORTING GROUND ON A SURFACE, OR MATERIAL, THAT ALLOWS WATER TO FLOW OUT OF THE BOTTOM OF THE BAG AT THE RESPECTIVE DESIGN DISCHARGE RATE FOR THE SEDIMENT FILTER BAG SELECTED. THE CONTRACTOR MAY PLACE THE BAG ON CELAN OPEN AGGREGATE (6" MINIMUM THICKNESS), STRAW BALES OR OTHER POROUS SURFACE APPROVED BY THE RESIDENT ENGINEER.
- THE CONSTRUCTION, MAINTENANCE, MATERIALS, REMOVALS AND DISPOSAL AND ALL OTHER INCIDENTALS NECESSARY TO CONSTRUCT THE DEWATERING FACILITY WILL NOT BE MEASURED FOR PAYMENT BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



NOTES:

- Wood stakes shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 stakes per s.y. of material. This equates to 200 stakes with stitched blanket and 400 stakes with non-stitched blanket per 100 s.y. of material.
- Wood stake lengths shall be selected based on soil type and conditions. (minimum stake length is 7")
- Erosion control material shall be placed in contact with the soil over a prepared seedbed.
- All anchor slots shall be stapled at approximately 12" intervals.

**EROSION CONTROL
BLANKET INSTALLATION DETAILS**

Design	Date
Drawn	9/23/2022
Checked	
Approved	

IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS

NUMBER	BY	DATE

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

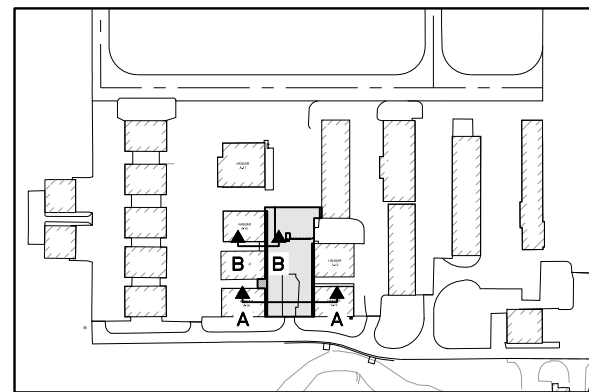
**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1**

**STORM WATER POLLUTION PREVENTION PLAN
DETAILS**

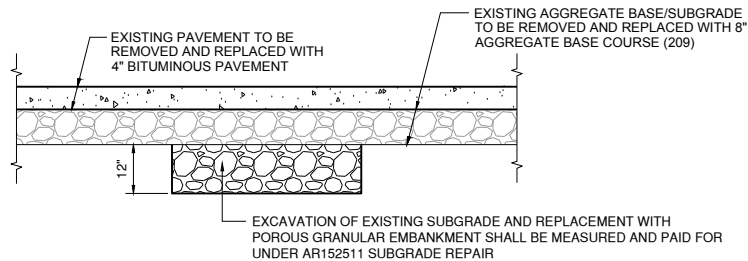
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KEY MAP

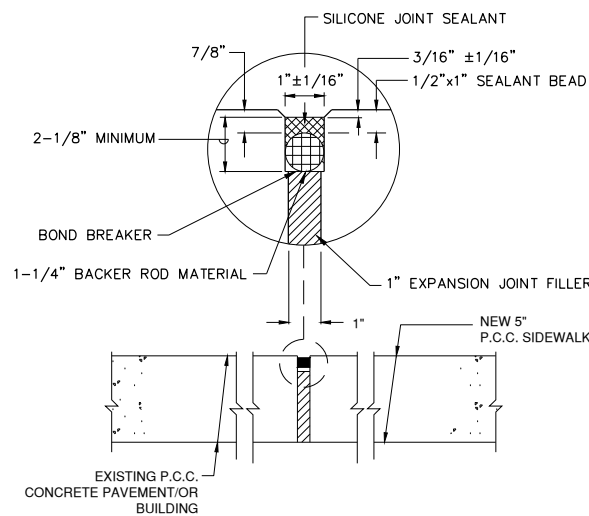


SUBGRADE REPAIR DETAIL

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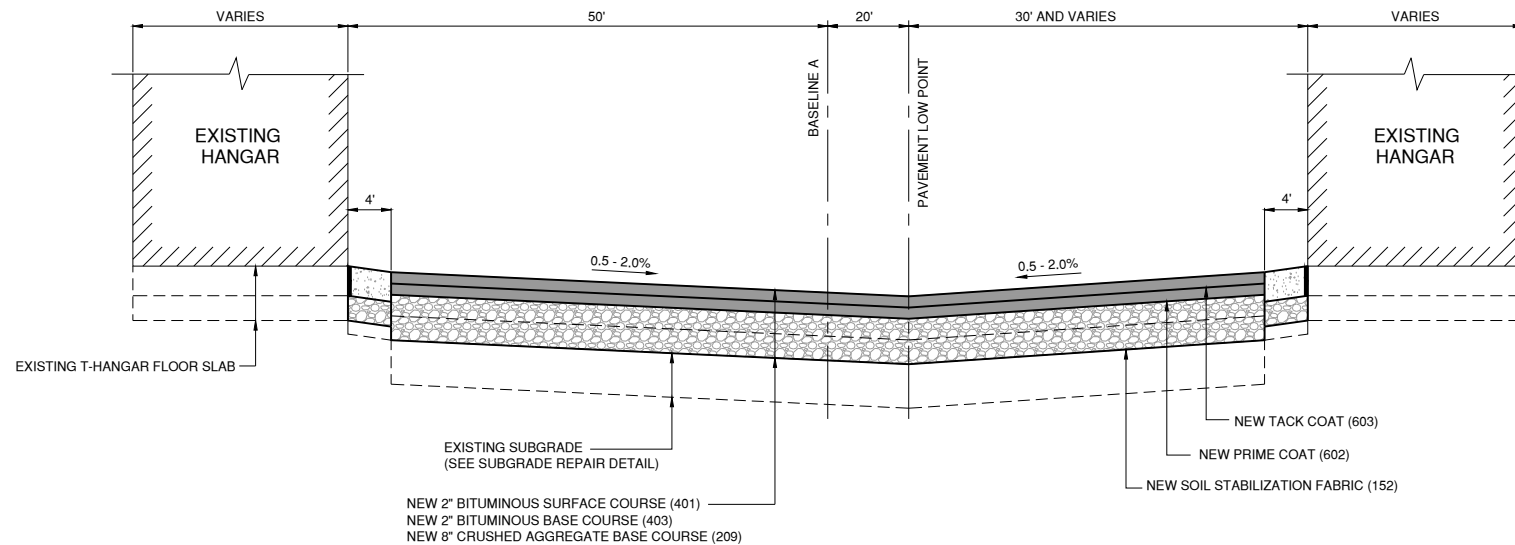
NOTES

1. LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
2. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR152511 SUBGRADE REPAIR AND SHALL INCLUDE ALL EXCAVATION (SUBGRADE) AND FULL DEPTH REPLACEMENT WITH POROUS GRANULAR EMBANKMENT TO MEET THE FINAL GRADES OF THE ADJACENT SUBGRADE TO REMAIN.



EXPANSION JOINT DETAIL

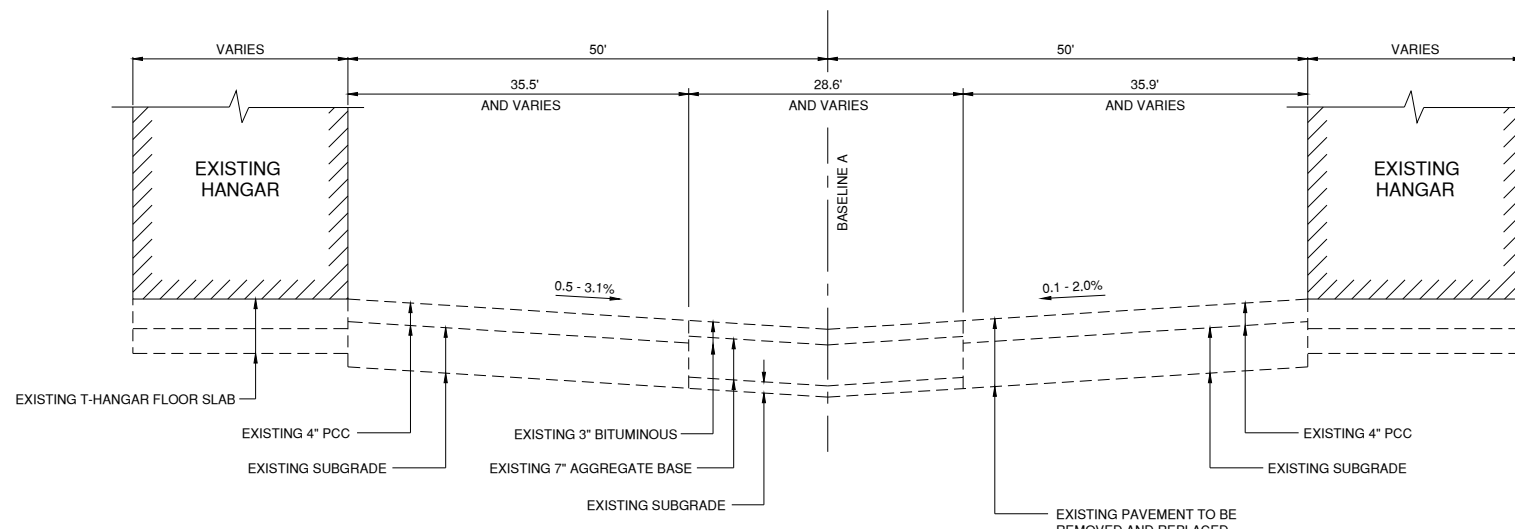
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PROPOSED TYPICAL SECTION A-A

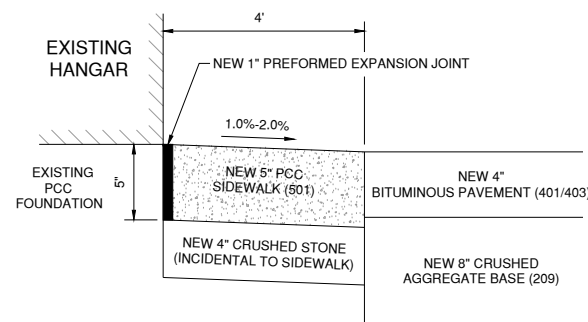
NOT TO SCALE

NOTE: ANY EXCESS MATERIAL INCLUDING CLAY, EXISTING AGGREGATE BASE, MILLINGS AND TOPSOIL SHALL BE HAULED OFF AIRPORT PROPERTY AND DISPOSED OF BY THE CONTRACTOR.



EXISTING TYPICAL SECTION A-A

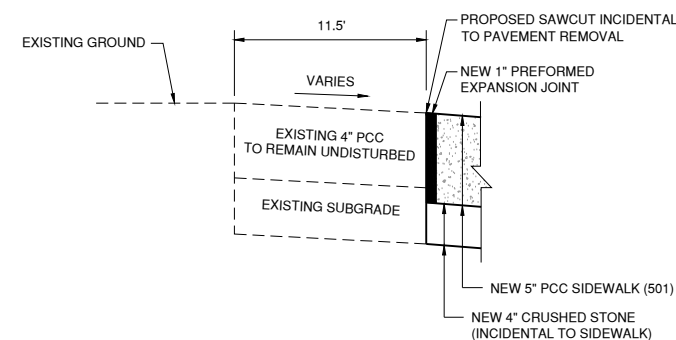
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CONCRETE SIDEWALK DETAIL

NOT TO SCALE

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION.

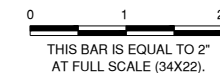


EXISTING TYPICAL SECTION B-B

NOT TO SCALE

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**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1**

TYPICAL SECTIONS

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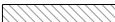
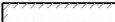


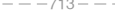
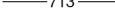



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Waukegan-Hatch.dwg
 Waukegan-Hatch.dwg - 2021.dwg
 Waukegan Airport Base Alignment Hangar Print.dwg
 UGN-2104113-C-LITL.dwg
 210411300 - Waukegan - 100-1-17-22.dwg
 PROPOSED CONTOURS.dwg

LEGEND

-  NEW 4" BITUMINOUS PAVEMENT (401/403)
8" AGGREGATE BASE COURSE (209)
-  NEW 5" SIDEWALK (501)
-  EXISTING BUILDING/HANGAR
-  NEW MANHOLE
-  EXISTING MANHOLE
-  -713- EXISTING CONTOUR
-  -713- NEW CONTOUR
-  A ITEM TO BE ADJUSTED
-  706.13
706.30 NEW ELEVATION
 706.30 EXISTING ELEVATION

HANGAR A-17

HANGAR A-16

STA. 7+05.50, 4.08' LT.
EXISTING 4" SANITARY SEWER MANHOLE
EXISTING RIM = 706.48
NEW RIM = 706.73

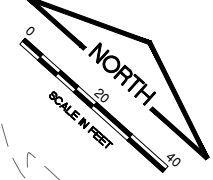
HANGAR A-15

HANGAR A-14

HANGAR A-12

HANGAR A-13

CONTRACTOR SHALL
COORDINATE GRADING
PLAN IN THIS AREA WITH
RESIDENT ENGINEER



PLANE REST DRIVE

DATE: Monday, September 26, 2022, 1:31:44 PM
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IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**


REVISIONS		
NUMBER	BY	DATE

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

WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1

GRADING PLAN




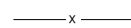


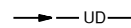

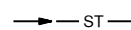















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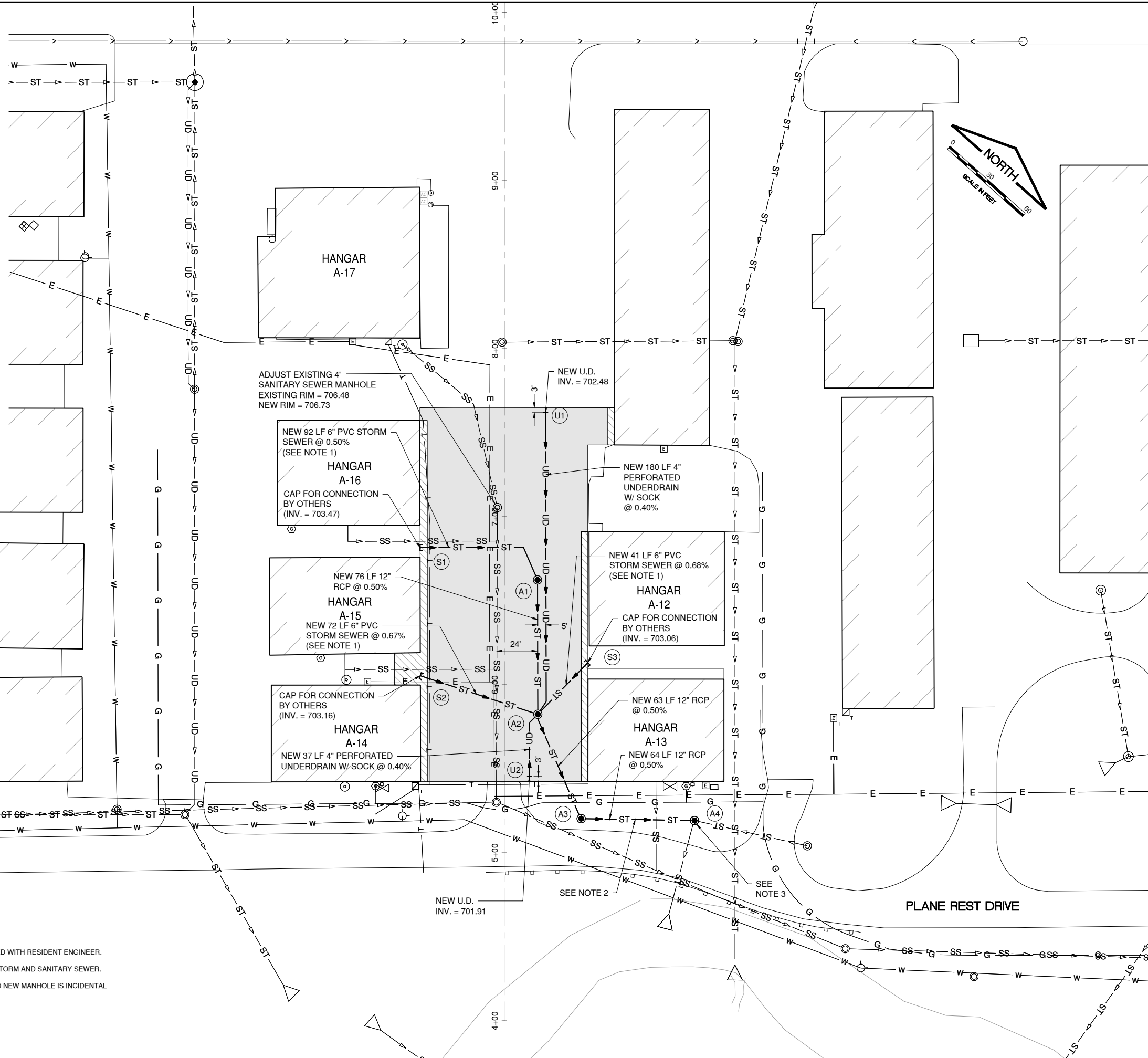
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LEGEND

-  NEW BITUMINOUS PAVEMENT
-  NEW PCC SIDEWALK
-  EXISTING BUILDING
-  EXISTING FENCE
-  EXISTING SANITARY SEWER
-  EXISTING UNDERDRAIN
-  NEW UNDERDRAIN
-  EXISTING STORM SEWER
-  NEW STORM SEWER
-  NEW STORM SEWER MANHOLE
-  EXISTING UNDERGROUND ELECTRIC
-  EXISTING TELEPHONE/COMMUNICATION
-  EXISTING WATERMAIN
-  EXISTING GAS LINE
-  EXISTING HYDRANT
-  EXISTING DRAINAGE INLET
-  EXISTING ELECTRICAL/STORM/SANITARY MANHOLE
-  EXISTING SANITARY CLEANOUT
-  EXISTING GAS METER
-  EXISTING ELECTRICAL HANDHOLE
-  EXISTING WATER VALVE
-  EXISTING TELEPHONE BOX
-  EXISTING BUSH/TREE

NOTES

1. EXACT ROUTING AND SLOPE TO BE COORDINATED WITH RESIDENT ENGINEER.
2. MAINTAIN 18" MINIMUM SEPARATION BETWEEN STORM AND SANITARY SEWER.
3. RE-CONNECTION OF EXISTING STORM SEWER TO NEW MANHOLE IS INCIDENTAL TO THE NEW MANHOLE.





IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS		
NUMBER	BY	DATE

0 1 2
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WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1
DRAINAGE PLAN


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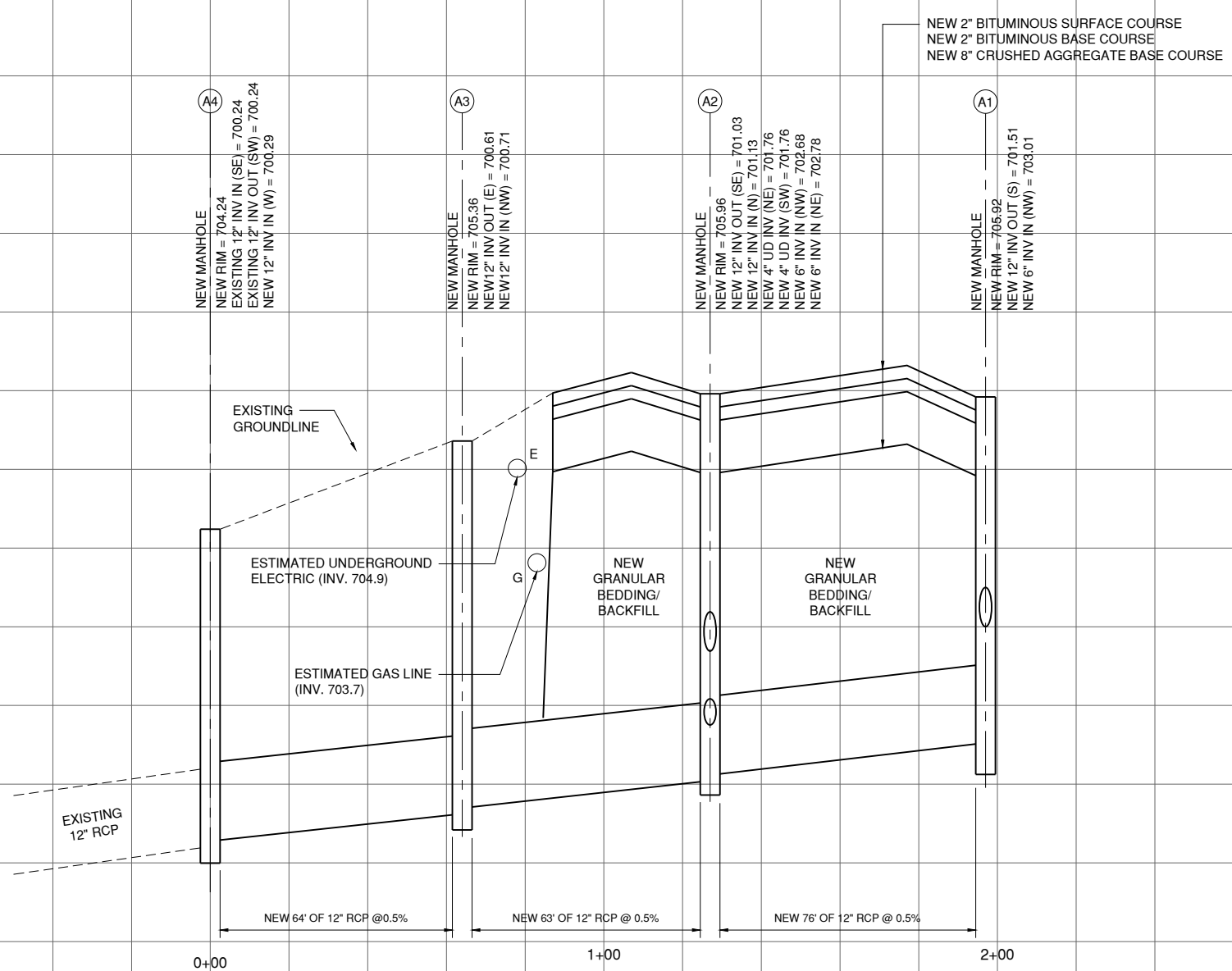
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JOB No:	21004113-00

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707
706
705
704
703
702
701
700
699



NEW 2" BITUMINOUS SURFACE COURSE
NEW 2" BITUMINOUS BASE COURSE
NEW 8" CRUSHED AGGREGATE BASE COURSE

A4
NEW MANHOLE
NEW RIM = 704.24
EXISTING 12" INV IN (SE) = 700.24
EXISTING 12" INV OUT (SW) = 700.24
NEW 12" INV IN (NW) = 700.29

A3
NEW MANHOLE
NEW RIM = 705.36
NEW 12" INV OUT (E) = 700.61
NEW 12" INV IN (NW) = 700.71

A2
NEW MANHOLE
NEW RIM = 705.96
NEW 12" INV OUT (SE) = 701.03
NEW 12" INV IN (N) = 701.13
NEW 4" UD INV (NE) = 701.76
NEW 4" UD INV (SW) = 701.76
NEW 6" INV IN (NW) = 702.68
NEW 6" INV IN (NE) = 702.78

A1
NEW MANHOLE
NEW RIM = 705.92
NEW 12" INV OUT (S) = 701.51
NEW 6" INV IN (NW) = 703.01

NEW 64' OF 12" RCP @ 0.5% NEW 63' OF 12" RCP @ 0.5% NEW 76' OF 12" RCP @ 0.5%

SCALE
1"

STORM SEWER SCHEDULE 1

STRUCTURE DATA					PIPE DATA			
STRUCTURE	STATION	OFFSET (FT.)	TYPE	RIM EL	INVERT EL	TYPE	PIPE LENGTH (FT.)	SLOPE (%)
A1	6+62	20 RT	NEW 4" MANHOLE W/ TYPE 1 FRAME AND OPEN LID	705.92	OUT (S): 701.51 IN (NW): 703.01	NEW 12" RCP	76	0.5
A2	5+82	20 RT	NEW 4" MANHOLE W/ TYPE 1 FRAME AND OPEN LID	705.96	OUT (SE): 701.03 IN (N): 701.13 IN (NW): 702.68 IN (NE): 702.78	NEW 12" RCP	63	0.5
A3	5+20	46 RT	NEW 4" MANHOLE W/ TYPE 1 FRAME AND OPEN LID	705.36	OUT (E): 700.61 IN (NW): 700.71	NEW 12" RCP	64	0.5
A4	5+20	113 RT	NEW 4" MANHOLE W/ TYPE 1 FRAME AND OPEN LID	704.24	IN (SE): 700.24 OUT (SW): 700.24 IN (W): 700.29	NEW 12" RCP		

STORM SEWER SCHEDULE 2

STRUCTURE DATA					PIPE DATA			
STRUCTURE	STATION	OFFSET (FT.)	TYPE	RIM EL	INVERT EL	TYPE	PIPE LENGTH (FT.)	SLOPE (%)
S1	6+82	50 LT	DOWNSPOUT CONNECTION	---	703.47	CAP 6" PVC	92	0.5
A1	6+62	20 RT	MANHOLE CONNECTION	705.92	703.01			
S2	6+05	50 LT	DOWNSPOUT CONNECTION	---	703.16	CAP 6" PVC	72	0.67
A2	5+82	20 RT	MANHOLE CONNECTION	705.96	702.68			
S3	6+13	50 RT	DOWNSPOUT CONNECTION	---	703.06	CAP 6" PVC	41	0.68
A2	5+82	20 RT	MANHOLE CONNECTION	705.96	702.78			

NOTES

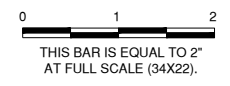
- ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
- IT IS CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT CONTRACTOR'S EXPENSE.
- WHENEVER A PROPOSED STORM SEWER CROSSES EXISTING SANITARY SEWER, THE MINIMUM VERTICAL DISTANCE FROM THE TOP OF THE STORM SEWER TO THE BOTTOM OF THE SANITARY SEWER SHALL BE 18 INCHES OR VICE VERSA. FURTHERMORE, A MINIMUM HORIZONTAL DISTANCE OF 10 FEET BETWEEN SANITARY SEWERS AND STORM SEWERS SHALL BE MAINTAINED.

UNDERDRAIN SCHEDULE

STRUCTURE DATA					PIPE DATA			
STRUCTURE	STATION	OFFSET (FT.)	TYPE	RIM EL	INVERT EL	TYPE	PIPE LENGTH (FT.)	SLOPE (%)
U1	7+62	25 RT	UNDERDRAIN CONNECTION	---	702.48	4" PERFORATED UNDERDRAIN W/ SOCK	180	0.4
A2	5+82	20 RT	MANHOLE CONNECTION	705.96	701.76	4" PERFORATED UNDERDRAIN W/ SOCK	37	0.4
U2	5+45	15 RT	UNDERDRAIN CONNECTION	---	701.91			

IL CONTRACT: **WA078**
IL LETTING ITEM: **04A**
IL PROJECT: **UGN-4969**
S.B.G. PROJECT: **3-17-SBGP-184**

REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
WAUKEGAN, ILLINOIS
REHABILITATE HANGAR PAVEMENTS - PHASE 1**

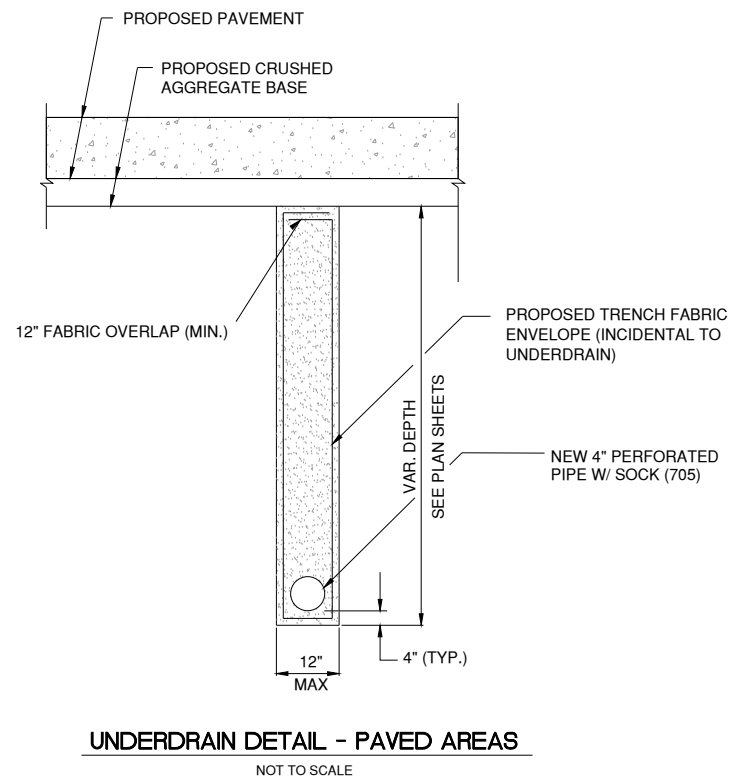
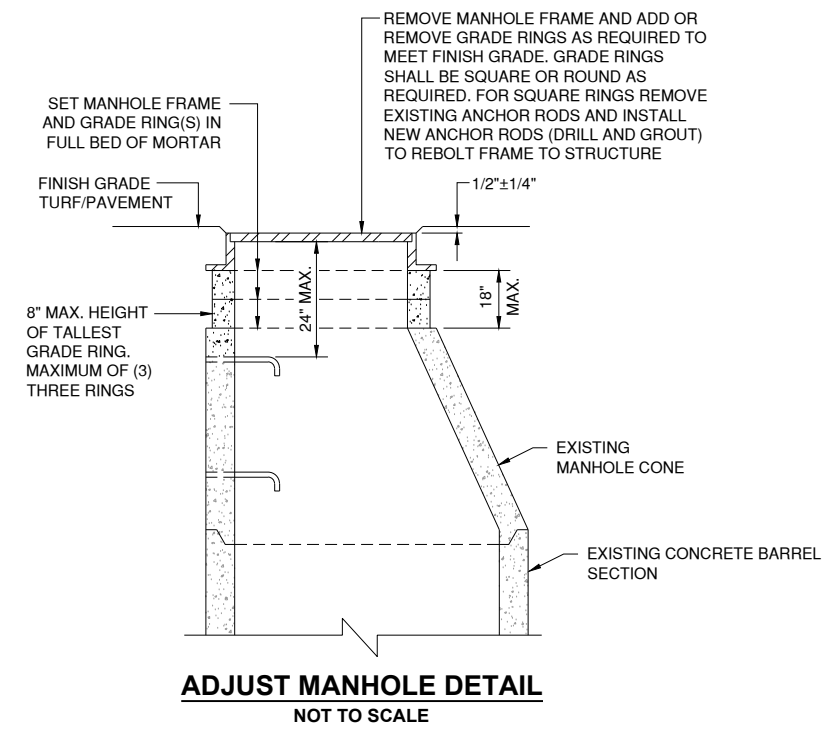
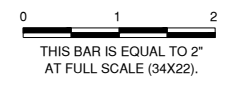
STORM SEWER PROFILE AND UNDERDRAIN SCHEDULES

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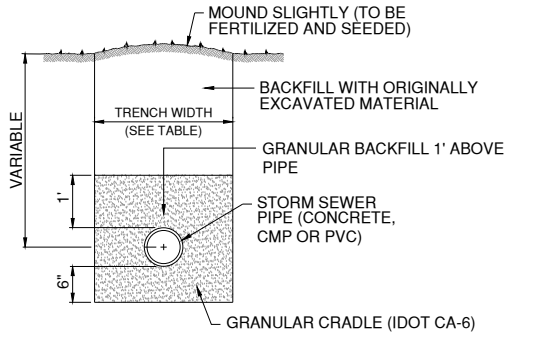
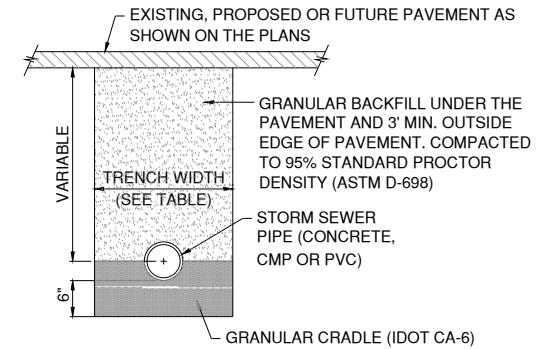
NOTES

1. THE 4" UNDERDRAIN SHALL BE INSTALLED AFTER THE SUBGRADE IS COMPACTED.
2. THE SPOILS FROM THE 4" UNDERDRAIN CONSTRUCTION SHALL BE REMOVED DAILY FROM THE SURFACE OF THE CRUSHED AGGREGATE BASE.

STORM SEWER/UNDERDRAIN NOTES

1. CONTRACTOR SHALL FIELD VERIFY EXISTING STORM SEWER/UNDERDRAIN INVERTS BEFORE INSTALLING PROPOSED PIPE, CONNECTIONS AND ORDERING MATERIALS.
2. ALL UNDERDRAIN CONNECTIONS, CORING INTO STRUCTURES, CAPS, TEES, BENDS, STORM SEWER ETC. SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE UNDERDRAIN.
3. UNDERDRAIN SLOPES FOLLOW EDGE OF PAVEMENT SLOPE UNLESS OTHERWISE NOTED.
4. UNDERDRAIN CONFLICTS WITH EXISTING CONDITIONS SHALL BE RESOLVED AND COST SHALL BE INCIDENTAL TO UNDERDRAIN.
5. PRIOR TO ORDERING AND INSTALLING ALL FIELD TILE REPLACEMENT PIPE, THE CONTRACTOR SHALL FIELD VERIFY THE LOCATION AND INVERTS OF EXISTING FIELD TILE CONNECTIONS. ADJUSTMENTS SHALL BE MADE AS NECESSARY AT NO ADDITIONAL COST TO THE CONTRACT.
6. CORING OF DRAINAGE STRUCTURE AND REMOVAL OF EXISTING STORM SEWER MANHOLE/INLET CONCRETE BENCHES TO FACILITATE CONNECTIONS OF PROPOSED STORM SEWER PIPE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PIPE.

INSIDE DIAMETER OF STORM SEWER (INCHES)	MAXIMUM TRENCH WIDTH	MAXIMUM PAVEMENT REMOVAL WIDTH
6	3'-7"	5'-7"
8	3'-9"	5'-9"
12	4'-2"	6'-2"
15	4'-6"	6'-6"
18	4'-9"	6'-9"
21	5'-0"	7'-0"
24	5'-4"	7'-4"
27	5'-7"	7'-7"
30	5'-11"	7'-11"
36	6'-6"	8'-6"
42	7'-1"	9'-1"
48	7'-8"	9'-8"
54	8'-3"	10'-3"
60	8'-10"	10'-10"
66	9'-5"	11'-5"
72	10'-0"	12'-0"
78	10'-7"	12'-7"
84	11'-2"	13'-2"
90	11'-9"	13'-9"
96	12'-4"	14'-4"
102	12'-11"	14'-11"
108	13'-6"	15'-6"



TRENCH DETAILS

NOT TO SCALE

**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

DRAINAGE DETAILS

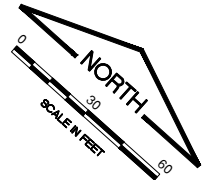
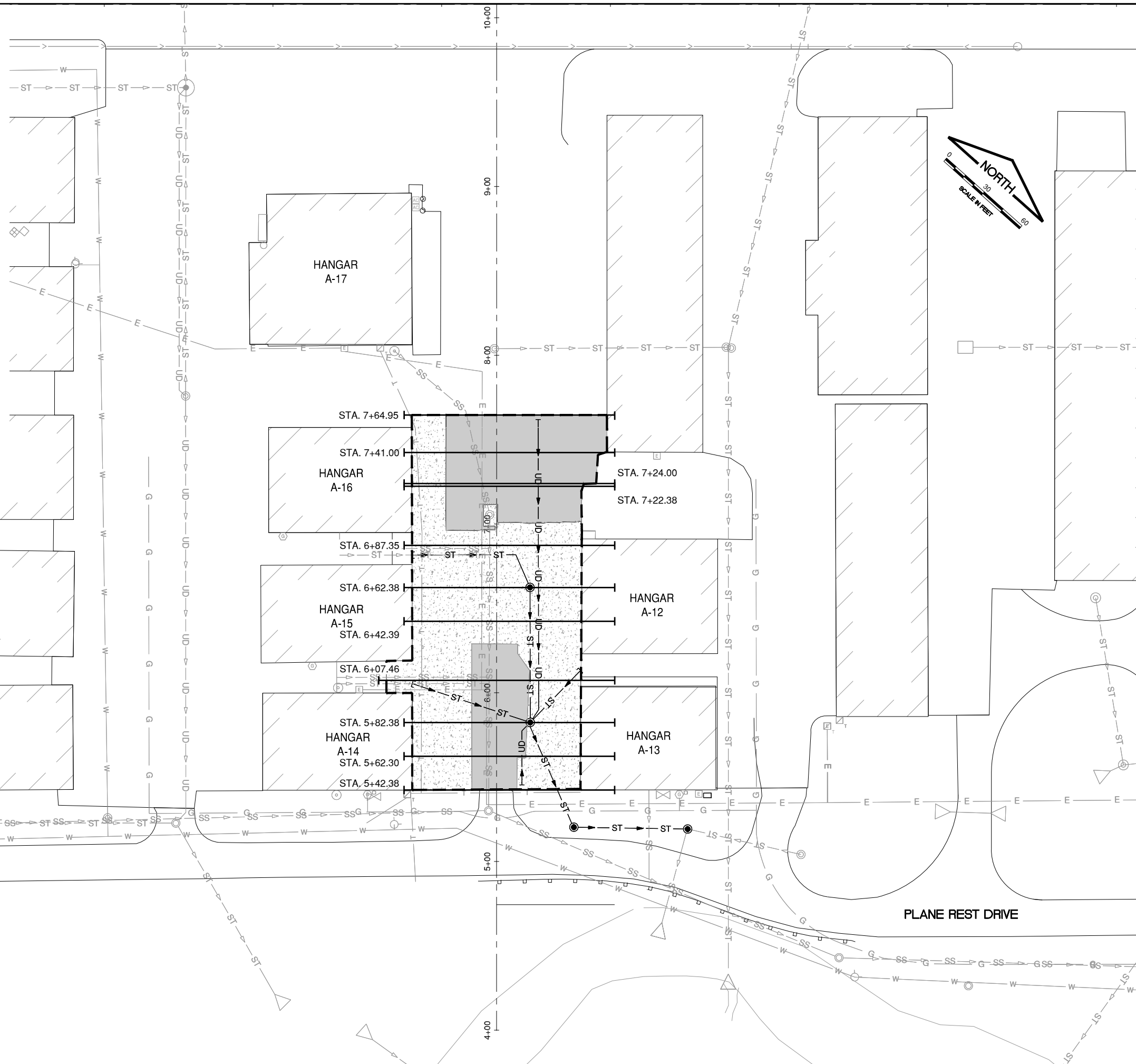
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LEGEND

- PROPOSED IMPROVEMENTS LIMITS
- EXISTING BITUMINOUS PAVEMENT
- EXISTING PCC PAVEMENT
- EXISTING BUILDING
- EXISTING FENCE
- EXISTING SANITARY SEWER
- EXISTING UNDERDRAIN
- NEW UNDERDRAIN
- EXISTING STORM SEWER
- NEW STORM SEWER
- NEW STORM SEWER STRUCTURE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING TELEPHONE/COMMUNICATION
- EXISTING WATERMAIN
- EXISTING GAS LINE
- EXISTING HYDRANT
- EXISTING DRAINAGE INLET
- EXISTING ELECTRICAL/STORM/SANITARY MANHOLE
- EXISTING SANITARY CLEANOUT
- EXISTING GAS METER
- EXISTING ELECTRICAL HANDHOLE
- EXISTING WATER VALVE
- EXISTING TELEPHONE BOX
- EXISTING BUSH/TREE



IL CONTRACT: **WA078**
 IL LETTING ITEM: **04A**
 IL PROJECT: **UGN-4969**
 S.B.G. PROJECT: **3-17-SBGP-184**

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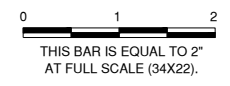
**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

INDEX TO CROSS SECTIONS - EARTHWORK SUMMARY

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**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

CROSS SECTIONS - 1

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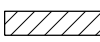


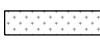
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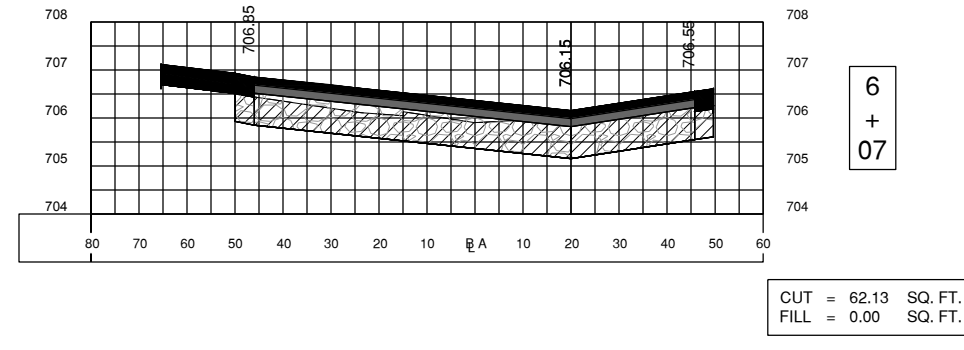
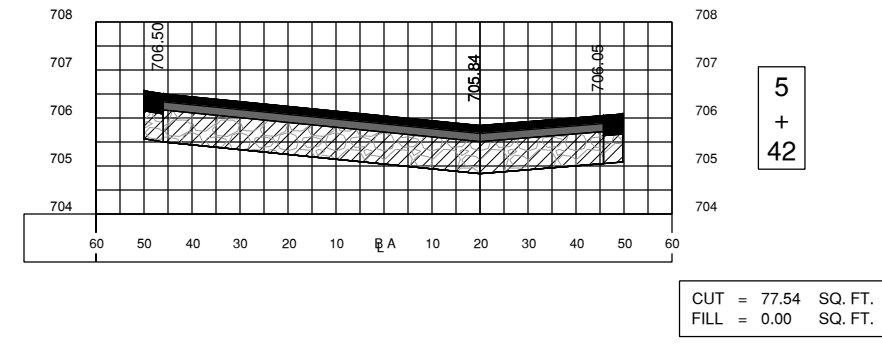
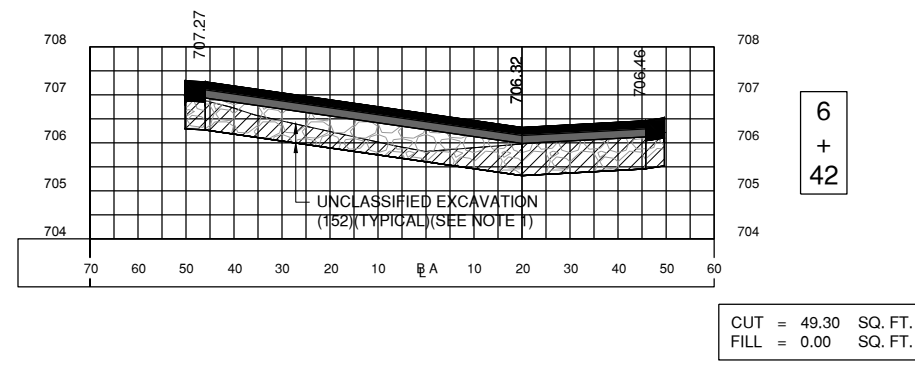
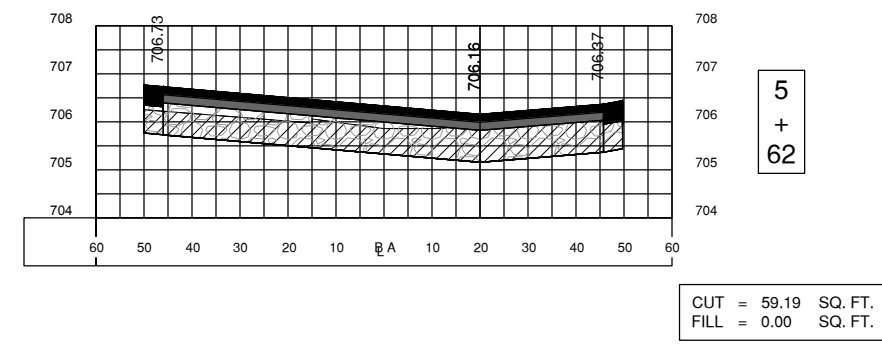
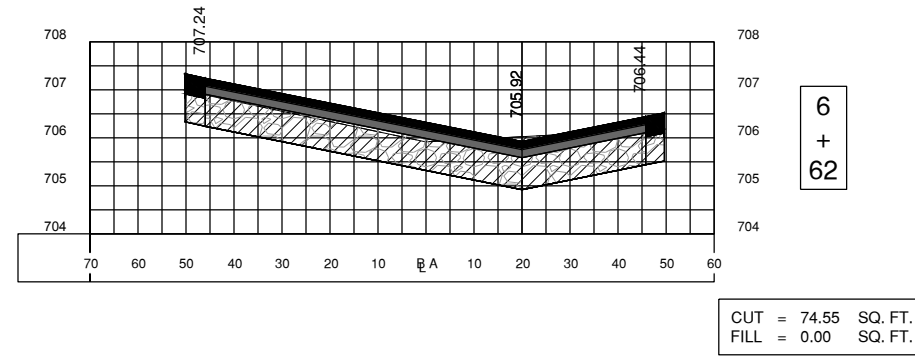
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LEGEND

 CUT

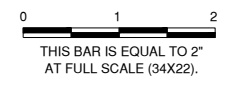
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- NOTES**
- CUT (152) IS CALCULATED TO BE EXCAVATION OF EXISTING BASE COURSE/SUBGRADE BENEATH THE EXISTING PAVEMENT TO BE REMOVED TO THE ELEVATION OF THE PROPOSED SUBGRADE.



DATE: Monday, September 26, 2022 1:32:15 PM
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 Waukegan-Airport.dwg
 PROPOSED CONSTRUCTION
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 Waukegan airport base - 2021.dwg
 UGN-21004113-C-UJTL.dwg
 2100411300 - Waukegan - 1090-1-17-22.dwg
 Waukegan Airport_base_alignments hangar pavimts.dwg

REVISIONS		
NUMBER	BY	DATE



**WAUKEGAN NATIONAL AIRPORT
 WAUKEGAN, ILLINOIS
 REHABILITATE HANGAR PAVEMENTS - PHASE 1**

CROSS SECTIONS - 2

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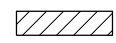



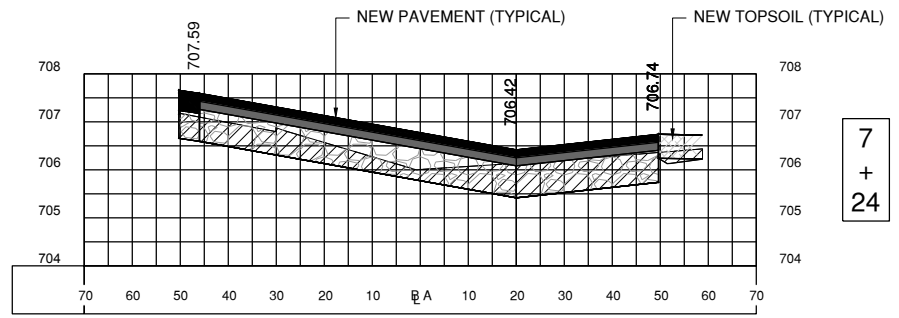
DESIGN BY:	STL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	--
DATE:	9/23/2022
JOB No:	21004113-00

NOTES

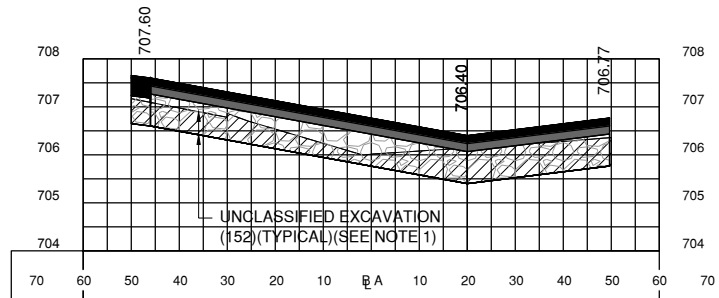
- CUT (152) IS CALCULATED TO BE EXCAVATION OF EXISTING BASE COURSE/SUBGRADE BENEATH THE EXISTING PAVEMENT TO BE REMOVED TO THE ELEVATION OF THE PROPOSED SUBGRADE.

LEGEND

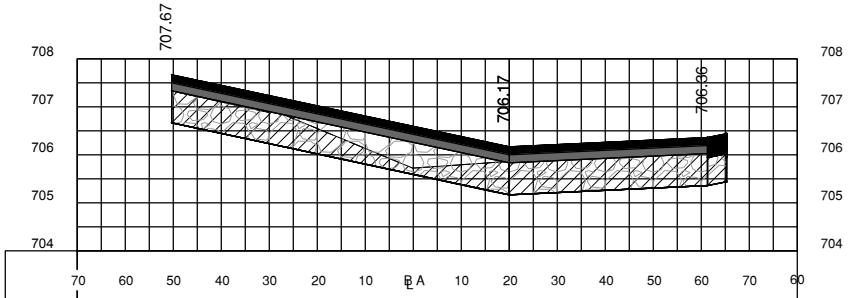
 CUT
 FILL



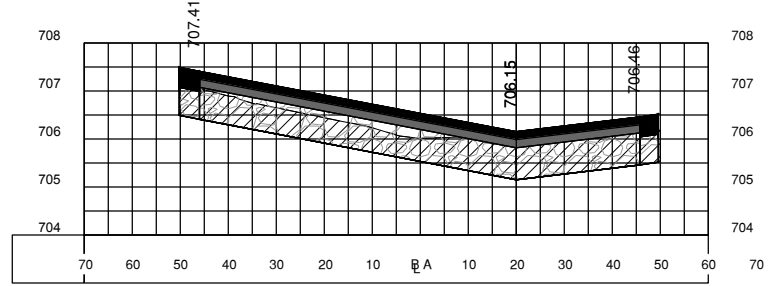
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 FILL = 0.00 SQ. FT.



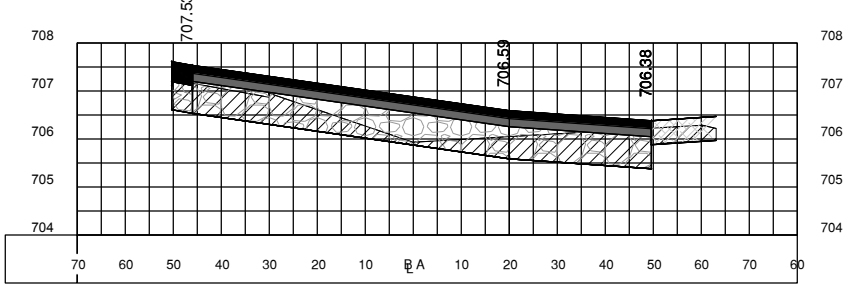
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CUT = 72.32 SQ. FT.
 FILL = 0.00 SQ. FT.



CUT = 65.47 SQ. FT.
 FILL = 0.00 SQ. FT.



CUT = 56.17 SQ. FT.
 FILL = 0.00 SQ. FT.

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