

# LAKE IN THE HILLS AIRPORT LAKE IN THE HILLS, ILLINOIS

## CONSTRUCTION PLANS FOR LAKE IN THE HILLS AIRPORT

### CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

ILLINOIS PROJECT: 3CK-5231  
S.B.G. PROJECT: 3-17-SBGP-249/TBD



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.



*Sheue Torng Lee*  
LICENSE EXPIRATION DATE: 11/30/2027  
DATE SIGNED: 02/27/2026

FEBRUARY 27, 2026



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

APPROVED BY

*Luis Zarawata*  
AIRPORT MANAGER

DATE FEBRUARY 27, 2026



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24007168.00

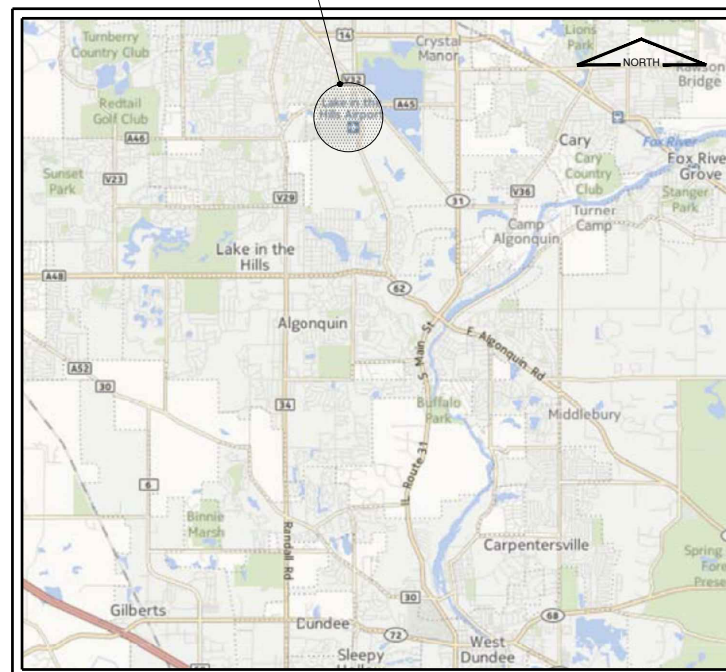
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
License No. 184-000613

SUBMITTED BY

*Sheue Torng Lee*  
ENGINEER

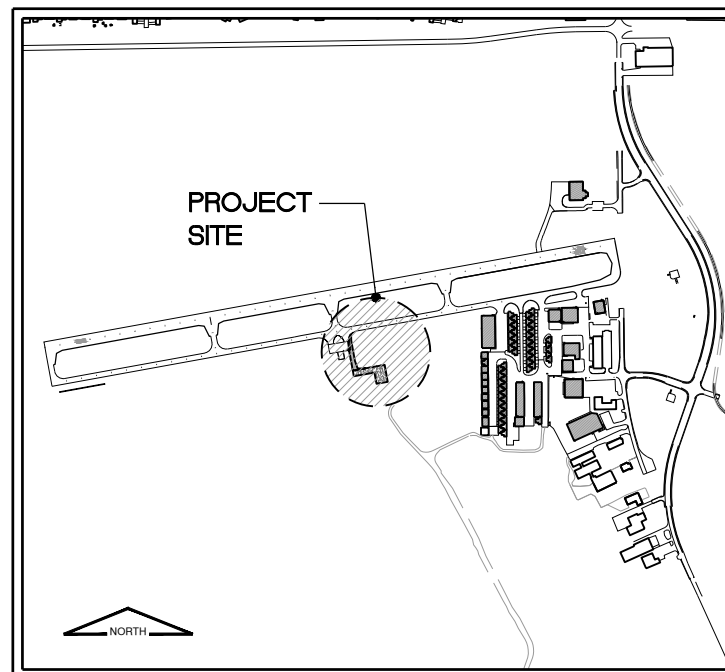
DATE FEBRUARY 27, 2026

PROJECT  
LOCATION



LOCATION MAP

PROJECT  
SITE



SITE PLAN

#### LAKE IN THE HILLS AIRPORT

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

#### DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY A  
DESIGN AIRCRAFT GROUP I  
TAXIWAY DESIGN GROUP 1A



**LK017**

VILLAGE OF  
LAKE IN THE HILLS

LAKE IN THE HILLS  
MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:

**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:  
**SUMMARY OF QUANTITIES/  
INDEX TO SHEETS**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

| SHEET NO. | REVISION |
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2. SUMMARY OF QUANTITIES/INDEX TO SHEETS
3. SITE PLAN AND PROJECT CONTROL PLAN
4. CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1
5. CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2
6. CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - PHASE 1
7. CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - PHASE 2
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27. GEOTECHNICAL ENGINEERING INFORMATION

SUMMARY OF QUANTITIES

| ITEM NO. | ITEM DESCRIPTION                | UNIT   | QUANTITY | RECORD |
|----------|---------------------------------|--------|----------|--------|
| AR108960 | REMOVE CABLE                    | FOOT   | 1050     |        |
| AR110501 | 1-WAY CONC. ENCASED DUCT        | FOOT   | 45       |        |
| AR110550 | SPLIT DUCT                      | FOOT   | 113      |        |
| AR125100 | ELEVATED RETROREFLECTIVE MARKER | EACH   | 23       |        |
| AR125912 | REMOVE RETROREFLECTIVE MARKER   | EACH   | 4        |        |
| AR150510 | ENGINEER'S FIELD OFFICE         | L SUM  | 1        |        |
| AR150520 | MOBILIZATION                    | L SUM  | 1        |        |
| AR152410 | UNCLASSIFIED EXCAVATION         | CU YD  | 3910     |        |
| AR152442 | OFFSITE BORROW EXCAVATION       | CU YD  | 14220    |        |
| AR152540 | SOIL STABILIZATION FABRIC       | SQ YD  | 2250     |        |
| AR155712 | LIME-MODIFIED SUBGRADE - 12"    | SQ YD  | 5060     |        |
| AR156510 | SILT FENCE                      | FOOT   | 1250     |        |
| AR156511 | DITCH CHECK                     | EACH   | 3        |        |
| AR156520 | INLET PROTECTION                | EACH   | 2        |        |
| AR156531 | EROSION CONTROL BLANKET         | SQ YD  | 200      |        |
| AR162508 | CLASS E FENCE - 8'              | FOOT   | 766      |        |
| AR162900 | REMOVE CLASS E FENCE            | FOOT   | 385      |        |
| AR208515 | POROUS GRANULAR EMBANKMENT      | CU YD  | 230      |        |
| AR209606 | CRUSHED AGG. BASE COURSE - 6"   | SQ YD  | 1590     |        |
| AR209607 | CRUSHED AGG. BASE COURSE - 7"   | SQ YD  | 630      |        |
| AR401610 | BITUMINOUS SURFACE COURSE       | TON    | 96       |        |
| AR401900 | REMOVE BITUMINOUS PAVEMENT      | SQ YD  | 10       |        |
| AR403610 | BITUMINOUS BASE COURSE          | TON    | 135      |        |
| AR501506 | 6" PCC PAVEMENT                 | SQ YD  | 1520     |        |
| AR501530 | PCC TEST BATCH                  | EACH   | 1        |        |
| AR501900 | REMOVE PCC PAVEMENT             | SQ YD  | 70       |        |
| AR602510 | BITUMINOUS PRIME COAT           | GALLON | 200      |        |
| AR603510 | BITUMINOUS TACK COAT            | GALLON | 100      |        |
| AR620520 | PAVEMENT MARKING - WATERBORNE   | SQ FT  | 680      |        |
| AR620525 | PAVEMENT MARKING - BLACK BORDER | SQ FT  | 740      |        |
| AR620900 | PAVEMENT MARKING REMOVAL        | SQ FT  | 450      |        |
| AR800094 | FIBER OPTIC CABLE IN 2" DUCT    | FOOT   | 1000     |        |
| AR800182 | LIME KILN DUST                  | TON    | 160      |        |
| AR901510 | SEEDING                         | ACRE   | 1.25     |        |
| AR904510 | SODDING                         | SQ YD  | 50       |        |
| AR908515 | HEAVY-DUTY HYDRAULIC MULCH      | ACRE   | 1.25     |        |

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LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

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REV DATE DESCRIPTION

PROJECT NAME:

CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1

SHEET TITLE:  
**SITE PLAN  
AND PROJECT  
CONTROL PLAN**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 3 OF 27

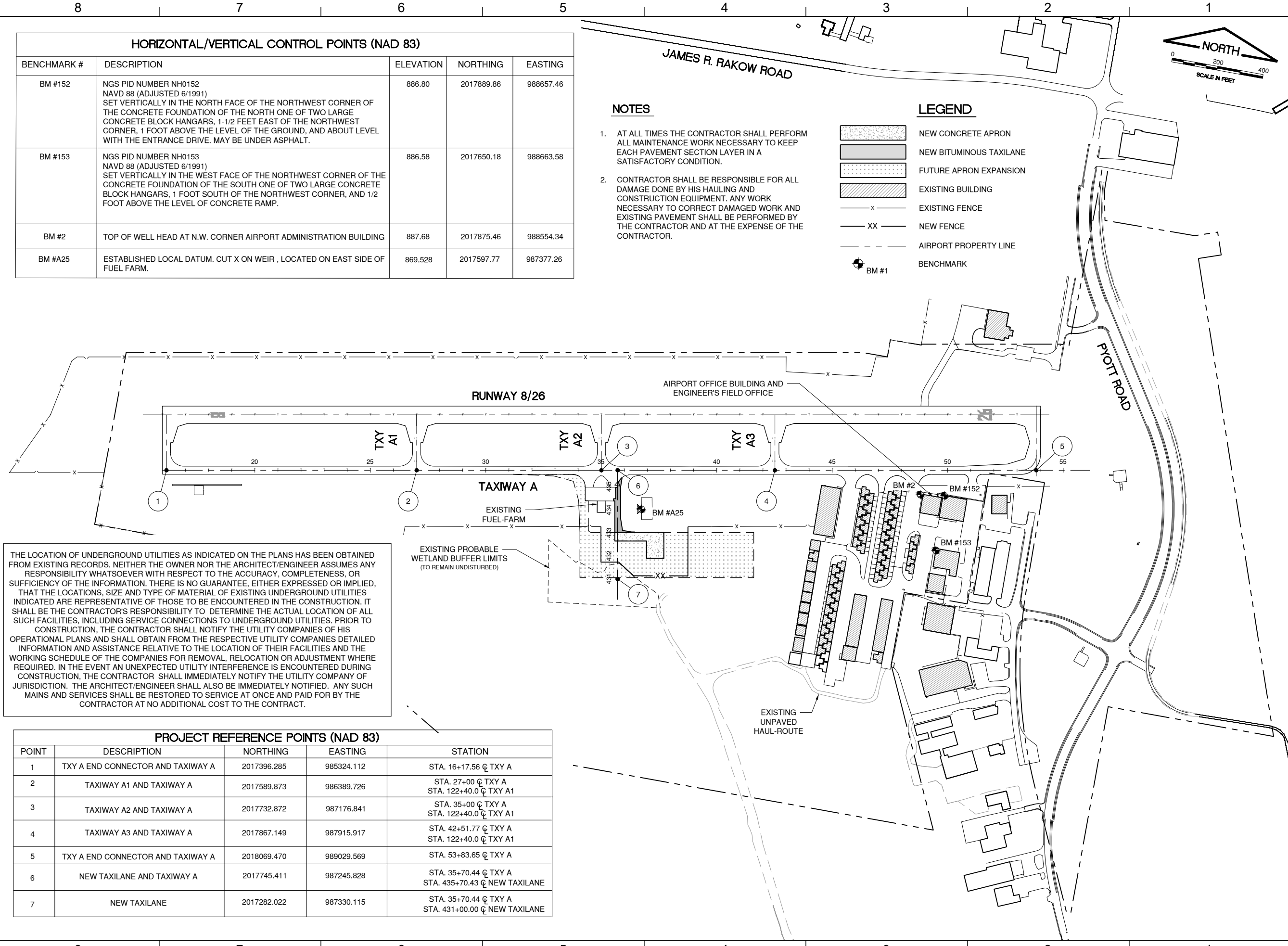
| HORIZONTAL/VERTICAL CONTROL POINTS (NAD 83) |   |           |            |           |
|---|---|-----------|------------|-----------|
| BENCHMARK #                                 | DESCRIPTION   | ELEVATION | NORTHING   | EASTING   |
| BM #152                                     | NGS PID NUMBER NH0152<br>NAVD 88 (ADJUSTED 6/1991)<br>SET VERTICALLY IN THE NORTH FACE OF THE NORTHWEST CORNER OF THE CONCRETE FOUNDATION OF THE NORTH ONE OF TWO LARGE CONCRETE BLOCK HANGARS, 1-1/2 FEET EAST OF THE NORTHWEST CORNER, 1 FOOT ABOVE THE LEVEL OF THE GROUND, AND ABOUT LEVEL WITH THE ENTRANCE DRIVE. MAY BE UNDER ASPHALT. | 886.80    | 2017889.86 | 988657.46 |
| BM #153                                     | NGS PID NUMBER NH0153<br>NAVD 88 (ADJUSTED 6/1991)<br>SET VERTICALLY IN THE WEST FACE OF THE NORTHWEST CORNER OF THE CONCRETE FOUNDATION OF THE SOUTH ONE OF TWO LARGE CONCRETE BLOCK HANGARS, 1 FOOT SOUTH OF THE NORTHWEST CORNER, AND 1/2 FOOT ABOVE THE LEVEL OF CONCRETE RAMP.   | 886.58    | 2017650.18 | 988663.58 |
| BM #2                                       | TOP OF WELL HEAD AT N.W. CORNER AIRPORT ADMINISTRATION BUILDING   | 887.68    | 2017875.46 | 988554.34 |
| BM #A25                                     | ESTABLISHED LOCAL DATUM. CUT X ON WEIR, LOCATED ON EAST SIDE OF FUEL FARM.  | 869.528   | 2017597.77 | 987377.26 |

**NOTES**

- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.

**LEGEND**

- NEW CONCRETE APRON
- NEW BITUMINOUS TAXILANE
- FUTURE APRON EXPANSION
- EXISTING BUILDING
- EXISTING FENCE
- NEW FENCE
- AIRPORT PROPERTY LINE
- BENCHMARK



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

| PROJECT REFERENCE POINTS (NAD 83) |                                   |             |            |  |
|-----------------------------------|-----------------------------------|-------------|------------|--|
| POINT                             | DESCRIPTION                       | NORTHING    | EASTING    | STATION  |
| 1                                 | TXY A END CONNECTOR AND TAXIWAY A | 2017396.285 | 985324.112 | STA. 16+17.56 @ TXY A                                  |
| 2                                 | TAXIWAY A1 AND TAXIWAY A          | 2017589.873 | 986389.726 | STA. 27+00 @ TXY A<br>STA. 122+40.0 @ TXY A1           |
| 3                                 | TAXIWAY A2 AND TAXIWAY A          | 2017732.872 | 987176.841 | STA. 35+00 @ TXY A<br>STA. 122+40.0 @ TXY A1           |
| 4                                 | TAXIWAY A3 AND TAXIWAY A          | 2017867.149 | 987915.917 | STA. 42+51.77 @ TXY A<br>STA. 122+40.0 @ TXY A1        |
| 5                                 | TXY A END CONNECTOR AND TAXIWAY A | 2018069.470 | 989029.569 | STA. 53+83.65 @ TXY A                                  |
| 6                                 | NEW TAXILANE AND TAXIWAY A        | 2017745.411 | 987245.828 | STA. 35+70.44 @ TXY A<br>STA. 435+70.43 @ NEW TAXILANE |
| 7                                 | NEW TAXILANE                      | 2017282.022 | 987330.115 | STA. 35+70.44 @ TXY A<br>STA. 431+00.00 @ NEW TAXILANE |



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:  
**CONSTRUCTION  
SAFETY AND PHASING  
PLAN - PHASE 1**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

| SHEET NO. | REVISION |
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SHEET 4 OF 27



| POINT | ELEVATION OF GROUND (1929 DATUM) | ANTICIPATED EQUIPMENT AND HEIGHT | ELEVATION OF EQUIPMENT (1929 DATUM) | LATITUDE (NAD 83) | LONGITUDE (NAD 83) |
|-------|----------------------------------|----------------------------------|-------------------------------------|-------------------|--------------------|
| 1     | 881.14                           | SEMI/DUMP TRUCK - 25'            | 906.14                              | 42°12'21.77"      | 88°19'19.42"       |
| 2     | 877.96                           | SEMI/DUMP TRUCK - 25'            | 902.96                              | 42°12'22.03"      | 88°19'17.53"       |
| 3     | 871.27                           | SEMI/DUMP TRUCK - 25'            | 896.27                              | 42°12'20.30"      | 88°19'22.65"       |
| 4     | 875.75                           | SEMI/DUMP TRUCK - 25'            | 900.75                              | 42°12'20.77"      | 88°19'19.17"       |
| 5     | 867.35                           | SEMI/DUMP TRUCK - 25'            | 892.35                              | 42°12'21.03"      | 88°19'17.28"       |
| 6     | 867.88                           | SEMI/DUMP TRUCK - 25'            | 892.88                              | 42°12'21.22"      | 88°19'15.85"       |
| 7     | 875.04                           | SEMI/DUMP TRUCK - 25'            | 900.04                              | 42°12'19.69"      | 88°19'22.50"       |
| 8     | 874.83                           | SEMI/DUMP TRUCK - 25'            | 899.83                              | 42°12'19.99"      | 88°19'20.27"       |
| 9     | 863.20                           | SEMI/DUMP TRUCK - 25'            | 888.20                              | 42°12'18.59"      | 88°19'19.93"       |
| 10    | 864.50                           | SEMI/DUMP TRUCK - 25'            | 889.50                              | 42°12'18.69"      | 88°19'19.16"       |
| 11    | 864.72                           | SEMI/DUMP TRUCK - 25'            | 889.72                              | 42°12'18.23"      | 88°19'18.13"       |
| 12    | 875.09                           | SEMI/DUMP TRUCK - 25'            | 900.09                              | 42°12'18.62"      | 88°19'15.21"       |
| 17    | 862.00                           | SEMI/DUMP TRUCK - 25'            | 887.00                              | 42°12'16.97"      | 88°19'15.20"       |
| 18    | 862.00                           | SEMI/DUMP TRUCK - 25'            | 887.00                              | 42°12'15.70"      | 88°19'13.66"       |
| 19    | 862.00                           | SEMI/DUMP TRUCK - 25'            | 887.00                              | 42°12'15.30"      | 88°19'14.26"       |
| 20    | 862.00                           | SEMI/DUMP TRUCK - 25'            | 887.00                              | 42°12'16.57"      | 88°19'15.80"       |

**SUGGESTED SEQUENCE OF CONSTRUCTION (ALL PHASES)**

- NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER 10 DAYS PRIOR TO START OF EACH CONSTRUCTION PHASE TO ISSUE NOTAMS.
- COORDINATE WITH THE RESIDENT ENGINEER AND AIRPORT MANAGER FOR REQUIRED PAVEMENT CLOSURES FOR WORK AREA.
- PLACE REQUIRED BARRICADES AND PAVEMENT CLOSURE MARKERS.
- INSTALL EROSIONS CONTROL ITEMS.
- REMOVE EXISTING FENCE AND INSTALL PERMANENT FENCE.
- MEGGER AIRFIELD CIRCUITS THAT COULD BE INVOLVED WITH THE COMMUNICATIONS LINE REPLACEMENT.
- COMPLETE NEW IMPROVEMENTS.
- RE-ENERGIZE CIRCUITS WITHIN WORK AREA LIMITS AND RE-MEGGER AIRFIELD CIRCUITS.
- CLEAN PAVEMENTS, RESTORE WORK AREAS AND REMOVE MISCELLANEOUS DEBRIS FROM WORK AREA.
- RESTORE/UPKEEP STAGING AREAS AND HAUL ROUTES.

**PHASE 1 - SEQUENCE OF CONSTRUCTION**

- ESTABLISH PROJECT BOUNDARIES FOR SITE CONTROL, STORM WATER POLLUTION PREVENTION, AND STORAGE FACILITIES.
- CONSTRUCT PROPOSED IMPROVEMENTS INCLUDING: EARTHWORK, GRADING, SAFETY GRADING, FENCING, CONSTRUCTION OF POROUS GRANULAR EMBANKMENT AND AGGREGATE BASE COURSE, TAXILANE SAFETY AREA GRADING FOR PHASE 1 LIMITS, CONSTRUCTION OF PCC PAVEMENT, SAW CUTTING, JOINT SEALING, AND LANDSCAPING.

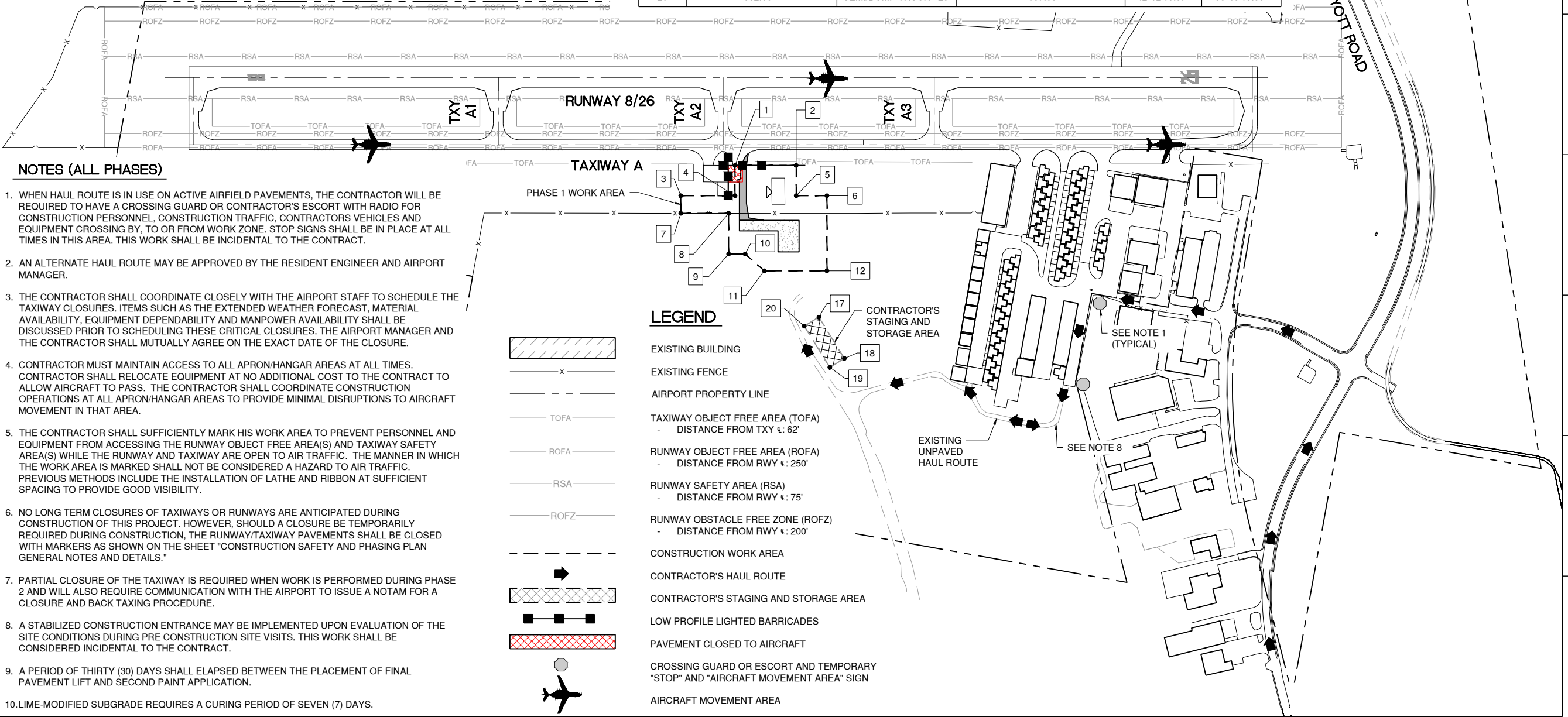
**NOTE: INITIAL GROUND DISTURBANCE/VEGETATION REMOVAL (OF MOWING OF FLORAL RESOURCES) CAN ONLY BE DONE DURING THE INACTIVE RUSTY PATCH BUMBLE BEE SEASON (OCTOBER 1 TO APRIL 1).**

**NOTES (ALL PHASES)**

1. WHEN HAUL ROUTE IS IN USE ON ACTIVE AIRFIELD PAVEMENTS, THE CONTRACTOR WILL BE REQUIRED TO HAVE A CROSSING GUARD OR CONTRACTOR'S ESCORT WITH RADIO FOR CONSTRUCTION PERSONNEL, CONSTRUCTION TRAFFIC, CONTRACTORS VEHICLES AND EQUIPMENT CROSSING BY, TO OR FROM WORK ZONE. STOP SIGNS SHALL BE IN PLACE AT ALL TIMES IN THIS AREA. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
2. AN ALTERNATE HAUL ROUTE MAY BE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT MANAGER.
3. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THESE CRITICAL CLOSURES. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATE OF THE CLOSURE.
4. CONTRACTOR MUST MAINTAIN ACCESS TO ALL APRON/HANGAR AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT TO ALLOW AIRCRAFT TO PASS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL APRON/HANGAR AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
5. THE CONTRACTOR SHALL SUFFICIENTLY MARK HIS WORK AREA TO PREVENT PERSONNEL AND EQUIPMENT FROM ACCESSING THE RUNWAY OBJECT FREE AREA(S) AND TAXIWAY SAFETY AREA(S) WHILE THE RUNWAY AND TAXIWAY ARE OPEN TO AIR TRAFFIC. THE MANNER IN WHICH THE WORK AREA IS MARKED SHALL NOT BE CONSIDERED A HAZARD TO AIR TRAFFIC. PREVIOUS METHODS INCLUDE THE INSTALLATION OF LATHE AND RIBBON AT SUFFICIENT SPACING TO PROVIDE GOOD VISIBILITY.
6. NO LONG TERM CLOSURES OF TAXIWAYS OR RUNWAYS ARE ANTICIPATED DURING CONSTRUCTION OF THIS PROJECT. HOWEVER, SHOULD A CLOSURE BE TEMPORARILY REQUIRED DURING CONSTRUCTION, THE RUNWAY/TAXIWAY PAVEMENTS SHALL BE CLOSED WITH MARKERS AS SHOWN ON THE SHEET "CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS."
7. PARTIAL CLOSURE OF THE TAXIWAY IS REQUIRED WHEN WORK IS PERFORMED DURING PHASE 2 AND WILL ALSO REQUIRE COMMUNICATION WITH THE AIRPORT TO ISSUE A NOTAM FOR A CLOSURE AND BACK TAXING PROCEDURE.
8. A STABILIZED CONSTRUCTION ENTRANCE MAY BE IMPLEMENTED UPON EVALUATION OF THE SITE CONDITIONS DURING PRE CONSTRUCTION SITE VISITS. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.
10. LIME-MODIFIED SUBGRADE REQUIRES A CURING PERIOD OF SEVEN (7) DAYS.

**LEGEND**

- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- TAXIWAY OBJECT FREE AREA (TOFA) - DISTANCE FROM TXY  $\epsilon$ : 62'
- RUNWAY OBJECT FREE AREA (ROFA) - DISTANCE FROM RWY  $\epsilon$ : 250'
- RUNWAY SAFETY AREA (RSA) - DISTANCE FROM RWY  $\epsilon$ : 75'
- RUNWAY OBSTACLE FREE ZONE (ROFZ) - DISTANCE FROM RWY  $\epsilon$ : 200'
- CONSTRUCTION WORK AREA
- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING AND STORAGE AREA
- LOW PROFILE LIGHTED BARRICADES
- PAVEMENT CLOSED TO AIRCRAFT
- CROSSING GUARD OR ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN
- AIRCRAFT MOVEMENT AREA





LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:  
**CONSTRUCTION  
SAFETY AND PHASING  
PLAN - PHASE 2**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

| SHEET NO. | REVISION |
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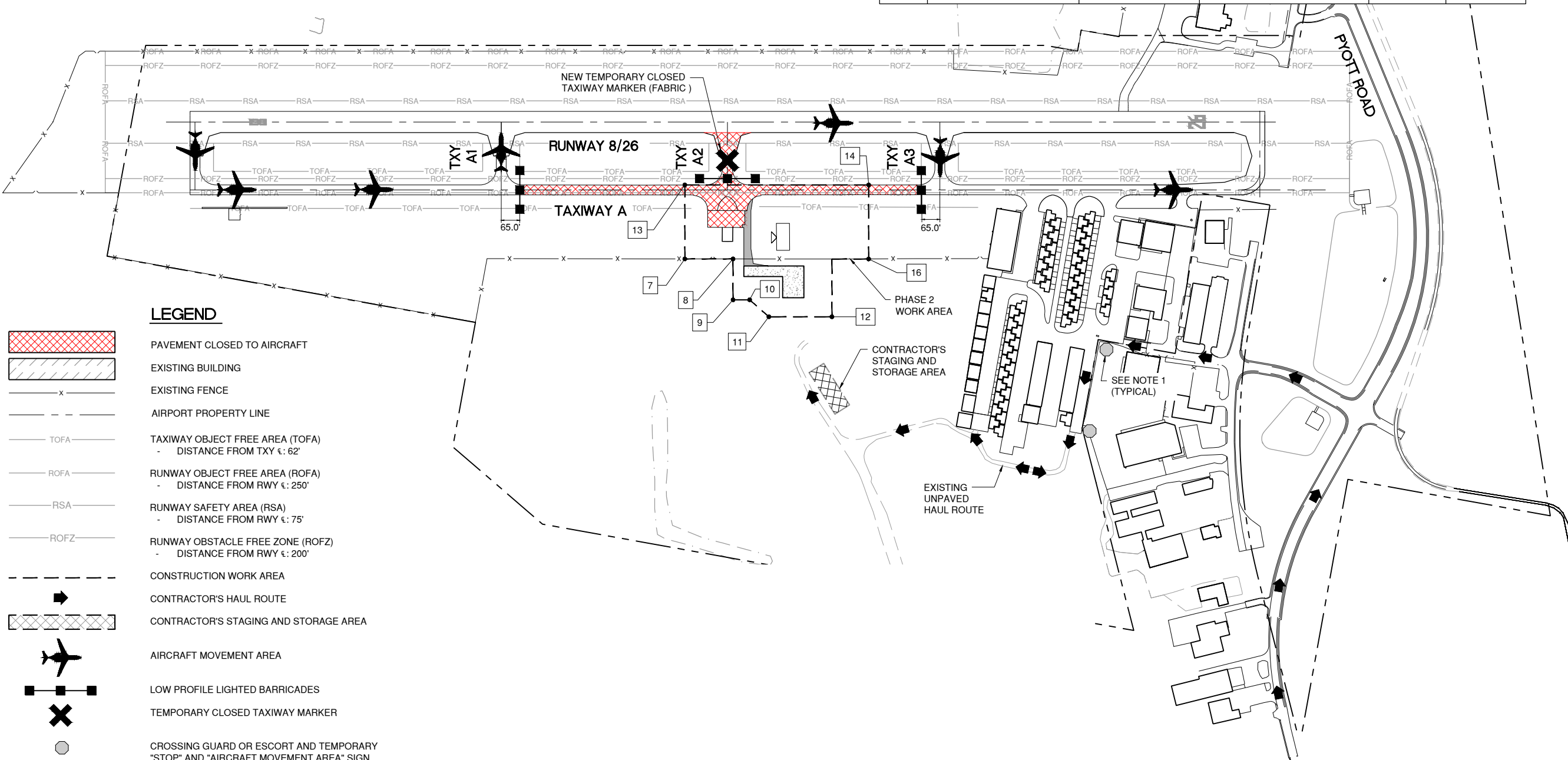
SHEET 5 OF 27

| POINT | ELEVATION OF GROUND (1929 DATUM) | ANTICIPATED EQUIPMENT AND HEIGHT | ELEVATION OF EQUIPMENT (1929 DATUM) | LATITUDE (NAD 83) | LONGITUDE (NAD 83) |
|-------|----------------------------------|----------------------------------|-------------------------------------|-------------------|--------------------|
| 7     | 875.04                           | SEMI/DUMP TRUCK - 25'            | 900.04                              | 42°12'19.69"      | 88°19'22.50"       |
| 8     | 874.83                           | SEMI/DUMP TRUCK - 25'            | 899.83                              | 42°12'19.99"      | 88°19'20.27"       |
| 9     | 863.20                           | SEMI/DUMP TRUCK - 25'            | 888.20                              | 42°12'18.59"      | 88°19'19.93"       |
| 10    | 864.50                           | SEMI/DUMP TRUCK - 25'            | 889.50                              | 42°12'18.69"      | 88°19'19.16"       |
| 11    | 864.72                           | SEMI/DUMP TRUCK - 25'            | 889.72                              | 42°12'18.23"      | 88°19'18.13"       |
| 12    | 875.09                           | SEMI/DUMP TRUCK - 25'            | 900.09                              | 42°12'18.62"      | 88°19'15.21"       |
| 13    | 883.54                           | SEMI/DUMP TRUCK - 25'            | 908.54                              | 42°12'22.24"      | 88°19'23.12"       |
| 14    | 884.40                           | SEMI/DUMP TRUCK - 25'            | 909.40                              | 42°12'23.38"      | 88°19'14.62"       |
| 16    | 874.45                           | SEMI/DUMP TRUCK - 25'            | 899.45                              | 42°12'20.60"      | 88°19'13.94"       |

NOTE: INITIAL GROUND DISTURBANCE/VEGETATION REMOVAL (OF MOWING OF FLORAL RESOURCES) CAN ONLY BE DONE DURING THE INACTIVE RUSTY PATCH BUMBLE BEE SEASON (OCTOBER 1 TO APRIL 1).

**PHASE 2 - SEQUENCE OF CONSTRUCTION**

- COORDINATE CLOSURE OF TAXIWAY A WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 2 LIMITS.
- PLACE TEMPORARY CLOSED TAXIWAY MARKER AND COVER TAXIWAY LIGHTS AND SIGNS AT CLOSED LOCATIONS.
- DURING PHASE 2 ALL EQUIPMENT MUST BE OUTSIDE OF ROFA FOR THE ENTIRETY OF THE WORKDAY.
- CONSTRUCT PROPOSED IMPROVEMENTS INCLUDING: EARTHWORK, GRADING, CONSTRUCTION OF AGGREGATE BASE, COMPLETION OF UTILITIES, PAVING OF BITUMINOUS PAVEMENT, AND LANDSCAPING.
- THE PHASE 2 WORK AREA WITHIN THE TAXIWAY OBJECT FREE AREA WILL HAVE A SUGGESTED PERIOD OF 3 WORKING DAYS FOR CLOSURE OF TAXIWAY A AS SHOWN ON PLANS.
- REOPENING THE TAXIWAY AFTER EACH WORK DAY MAY BE PERMISSIBLE AS LONG AS THE TAXIWAY SAFETY AREA MEETS FAA CRITERIA. FAA CRITERIA REQUIRE THAT THERE WILL BE NO OPEN EXCAVATIONS OR TRENCHES, THE MAXIMUM DROPOFF IS 3 INCHES, AND ALL GRADES IN ANY DIRECTION ARE LESS THAN 5 PERCENT. TEMPORARY GRADING, TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT AREA WILL BE REQUIRED TO MEET FAA CRITERIA.



**LEGEND**

- PAVEMENT CLOSED TO AIRCRAFT
- EXISTING BUILDING
- EXISTING FENCE
- AIRPORT PROPERTY LINE
- TAXIWAY OBJECT FREE AREA (TOFA)  
- DISTANCE FROM TXY  $\epsilon$ : 62'
- RUNWAY OBJECT FREE AREA (ROFA)  
- DISTANCE FROM RWY  $\epsilon$ : 250'
- RUNWAY SAFETY AREA (RSA)  
- DISTANCE FROM RWY  $\epsilon$ : 75'
- RUNWAY OBSTACLE FREE ZONE (ROFZ)  
- DISTANCE FROM RWY  $\epsilon$ : 200'
- CONSTRUCTION WORK AREA
- CONTRACTOR'S HAUL ROUTE
- CONTRACTOR'S STAGING AND STORAGE AREA
- AIRCRAFT MOVEMENT AREA
- LOW PROFILE LIGHTED BARRICADES
- TEMPORARY CLOSED TAXIWAY MARKER
- CROSSING GUARD OR ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN

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LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

Table with 3 columns: REV, DATE, DESCRIPTION

PROJECT NAME: CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

SHEET TITLE: CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES AND DETAILS - 1

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

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

10. INSPECTION REQUIREMENTS

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

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS SECTION 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 WORK SITE DUE TO ADJACENT CONSTRUCTION

- REPLACE AUTOMATED WEATHER OBSERVATION SYSTEM (AWOS).

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

6. WILDLIFE MANAGEMENT

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

3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY

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

4. NAVAIDS THAT COULD BE AFFECTED

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

5. CONTRACTOR ACCESS

- 1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED. 2. THE CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE. 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 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.

GENERAL

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

1. COORDINATION

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

2. PHASING

- 1. TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE 87 CALENDAR DAYS. 2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS. 3. TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 4. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS, LIGHTS, AND RETROREFLECTIVE MARKERS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. 5. SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES. 6. PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 75 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 62 FEET FROM PAVEMENT EDGE FOR GROUP II AIRCRAFT MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 7. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY.

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11. UNDERGROUND UTILITIES

- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION.
- SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY/OWNER OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

12. PENALTIES

- NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.
- THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE CONSTRUCTION SAFETY AND PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AND AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DIRECTOR OF AVIATION, MAY BE FINED UP TO \$1,000 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

13. SPECIAL CONDITIONS

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

14. RUNWAY AND TAXIWAY VISUAL AIDS

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

15. MARKING AND SIGNS FOR ACCESS ROUTES

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

16. HAZARD MARKING AND LIGHTING

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

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

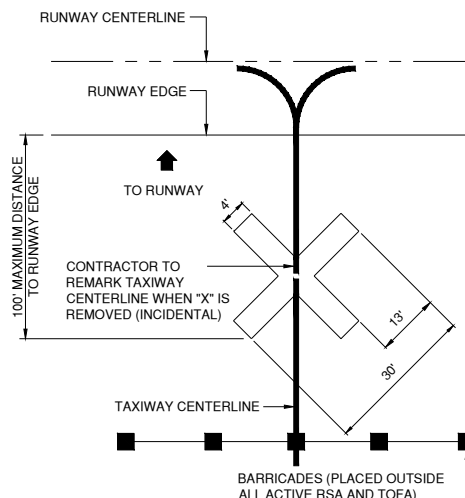
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
- LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE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

18. PROTECTION

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

19. OTHER LIMITATIONS ON CONSTRUCTION

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



CLOSED TAXIWAY MARKER DETAIL NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

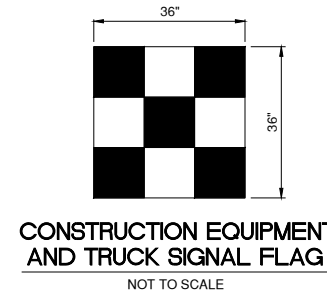
- CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13B (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
- IF UNABLE TO PAINT TEMPORARY MARKINGS ON THE PAVEMENT, CONSTRUCT THEM WITH ANY OF THE FOLLOWING MATERIALS: FABRIC, COLORED PLASTIC, OR SIMILAR MATERIALS. THEY MUST BE PROPERLY CONFIGURED AND APPROPRIATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS. ITEMS USED TO SECURE SUCH MARKINGS MUST BE OF A COLOR SIMILAR TO THE MARKING.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
- AS THE CONSTRUCTION OF THE PORTION OF THE TAXIWAY WITHIN THE RUNWAY SAFETY AREA, PROGRESSES, SHOULD THE NEW TAXIWAY BE CLOSED FOR MORE THAN 72 HOURS, THE CONTRACTOR SHALL INSTALL A CLOSED TAXIWAY MARKER AS SHOWN IN THE DETAIL. THE CLOSED TAXIWAY MARKER SHALL NOT BE REMOVED UNLESS THE TAXIWAY WILL BE OPENED AND REMAIN OPEN WITHIN 72 HOURS OF MARKER REMOVAL.

AIRFIELD LIGHTS AND SIGNS NOTES

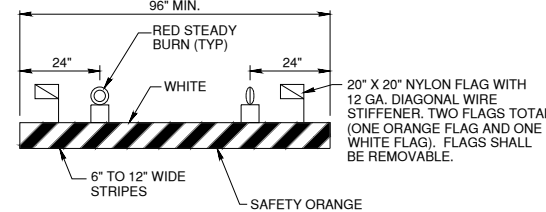
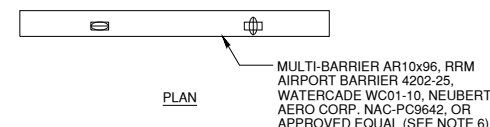
- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED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

DESIGN AIRCRAFT APPROACH CATEGORY: A  
DESIGN AIRPORT GROUP: I

RUNWAY 8/26 OBJECT FREE AREA TOTAL WIDTH = 500'  
RUNWAY 8/26 OBSTACLE FREE ZONE TOTAL WIDTH = 400'  
TAXIWAY CENTERLINE TO OBJECT SEPARATION = 44.5'  
TAXILANE CENTERLINE TO OBJECT SEPARATION = 39.5'



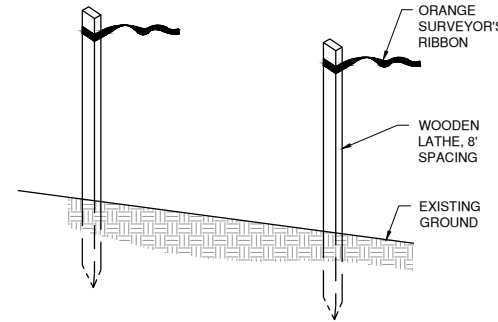
CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG NOT TO SCALE



LOW PROFILE LIGHTED BARRICADE NOT TO SCALE

BARRICADE NOTES:

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



CONSTRUCTION SETBACK LINE DETAIL NOT TO SCALE

CONSTRUCTION SETBACK NOTES

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



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

| REV | DATE | DESCRIPTION |
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|     |      |             |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:  
**CONSTRUCTION SAFETY AND  
PHASING PLAN GENERAL  
NOTES AND DETAILS - 2**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

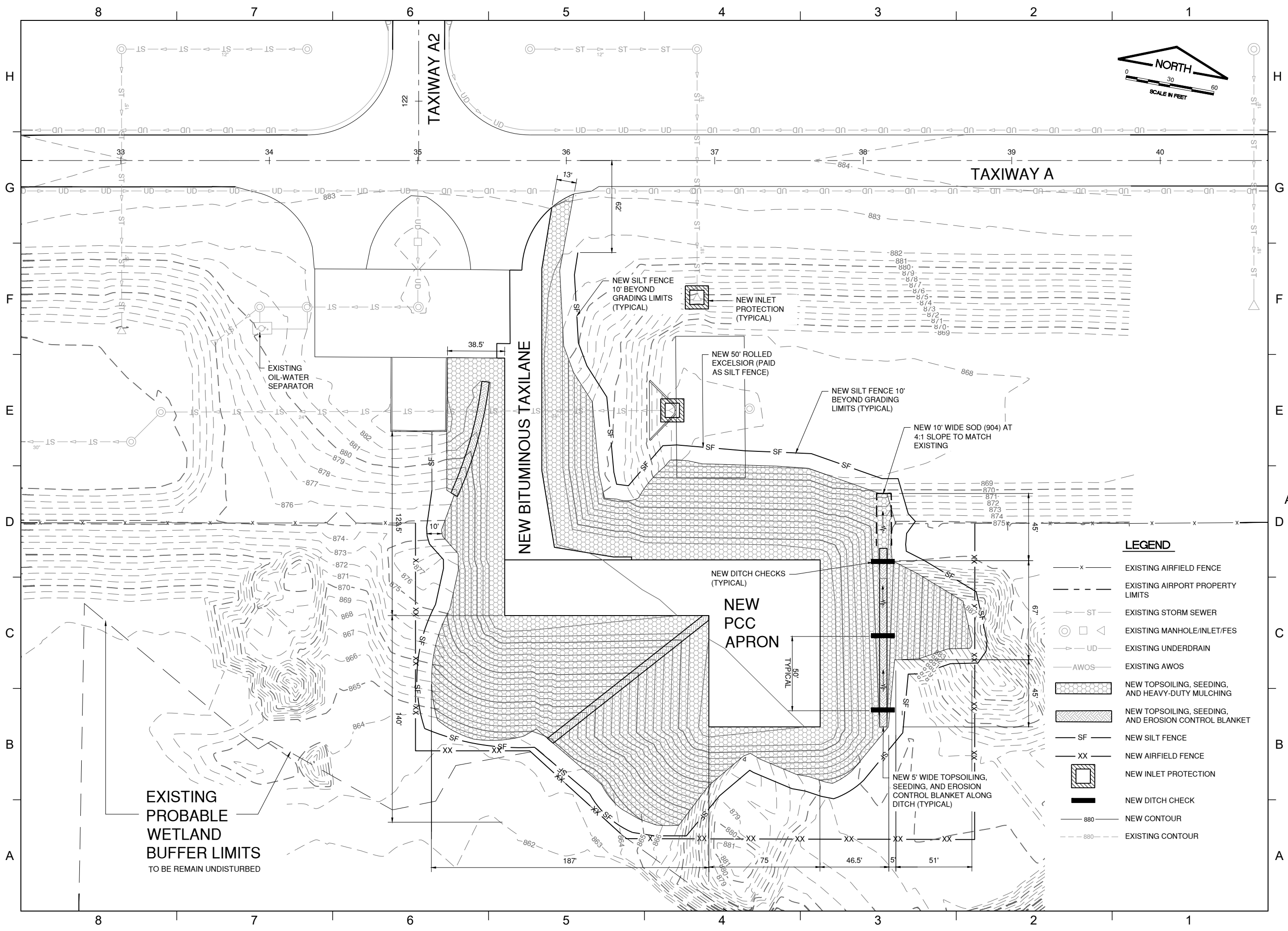
SHEET TITLE:  
**STORM WATER  
POLLUTION  
PREVENTION PLAN**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO.                      REVISION

SHEET 8 OF 27



**LEGEND**

- x — EXISTING AIRFIELD FENCE
- - - EXISTING AIRPORT PROPERTY LIMITS
- ST — EXISTING STORM SEWER
- ⊙ ⊠ ⊡ EXISTING MANHOLE/INLET/FES
- UD — EXISTING UNDERDRAIN
- AWOS — EXISTING AWOS
- [Pattern] NEW TOPSOILING, SEEDING, AND HEAVY-DUTY MULCHING
- [Pattern] NEW TOPSOILING, SEEDING, AND EROSION CONTROL BLANKET
- SF — NEW SILT FENCE
- XX — NEW AIRFIELD FENCE
- [Symbol] NEW INLET PROTECTION
- [Symbol] NEW DITCH CHECK
- 880 — NEW CONTOUR
- - - 880 — EXISTING CONTOUR

EXISTING PROBABLE WETLAND BUFFER LIMITS TO BE REMAIN UNDISTURBED

NEW BITUMINOUS TAXILANE

NEW PCC APRON

NEW SILT FENCE 10' BEYOND GRADING LIMITS (TYPICAL)

NEW INLET PROTECTION (TYPICAL)

NEW 50' ROLLED EXCELSIOR (PAID AS SILT FENCE)

NEW SILT FENCE 10' BEYOND GRADING LIMITS (TYPICAL)

NEW 10' WIDE SOD (904) AT 4:1 SLOPE TO MATCH EXISTING

NEW DITCH CHECKS (TYPICAL)

NEW 5' WIDE TOPSOILING, SEEDING, AND EROSION CONTROL BLANKET ALONG DITCH (TYPICAL)



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

Table with 2 columns: REV, DATE, DESCRIPTION

PROJECT NAME: CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

SHEET TITLE: STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 1

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00 DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 9 OF 27

8 7 6 5 4 3 2 1

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEFRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE AT THE CONTRACTOR'S COST.

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF CONSTRUCTING A NEW PCC APRON AND HMA TAXILANE ACCESS AT LAKE IN THE HILLS AIRPORT. THE PROJECT INCLUDES EXCAVATION, VARIOUS PAVEMENT ITEMS, PAVEMENT MARKING, AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

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

- PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL SUCH AS INLET PROTECTION. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS TO GRADE OUT FOR THE PROPOSED DRAINAGE AND PAVEMENT IMPROVEMENTS. CONCRETE ENCASED DUCT INSTALLATION. PAVEMENT CONSTRUCTION. INSTALLATION OF NEW PAVEMENT MARKING AND RETROREFLECTIVE MARKERS. REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE AND RUNOFF COEFFICIENTS:

THE TOTAL AREA OF THE SITE ESTIMATED TO BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 1.68 ACRES. COMPOSITE RUNOFF COEFFICIENT PRIOR TO CONSTRUCTION = 0.45. COMPOSITE RUNOFF COEFFICIENT AFTER CONSTRUCTION = 0.57.

EXISTING SOILS WITHIN PROJECT BOUNDARIES:

865 - PITS, GRAVEL, NONFLOOD

MAJOR EXISTING SOILS NEAR PROJECT BOUNDARIES:

290 B - WARSAW LOAM, 4-6% SLOPES, NONFLOOD 969E2 - CASCO-RODMAN COMPLEX, 12-20% SLOPES, ERODED, NONFLOOD

MS4 PERMITTEES IN THE AREA OF THIS PROJECT:

VILLAGE OF LAKE IN THE HILLS CITY OF CRYSTAL LAKE MCHENRY COUNTY

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

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

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

THE RECEIVING WATER IS CRYSTAL CREEK.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER.

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

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

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

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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

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

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

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

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

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

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

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

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

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

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

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

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

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

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

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

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

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

MAINTENANCE AFTER CONSTRUCTION:

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

DOCUMENTATION:

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

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

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

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

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

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

THE RESIDENT ENGINEER AND/OR CONTRACTOR MUST NOTIFY THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE BY EMAIL AT: EPA.SWNONCOMP@ILLINOIS.GOV, TELEPHONE, OR FAX (SEE ATTACHMENT A OF THE GENERAL NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITIES) WITHIN 24 HOURS OF ANY ION FOR ANY VIOLATION OF THE SWPPP OBSERVED DURING ANY INSPECTION CONDUCTED, OR FOR VIOLATIONS OF ANY CONDITION OF THIS PERMIT. THE RESIDENT ENGINEER AND/OR CONTRACTOR MUST COMPLETE AND SUBMIT WITHIN 5 DAYS AN ION REPORT. CORRECTIVE ACTIONS MUST BE UNDERTAKEN IMMEDIATELY TO ADDRESS THE IDENTIFIED NON-COMPLIANCE ISSUE(S).

AFTER THE INITIAL CONTACT HAS BEEN MADE WITH THE APPROPRIATE AGENCY FIELD OPERATIONS SECTION OFFICE, ALL REPORTS OF NONCOMPLIANCE MUST BE MAILED TO THE AGENCY AT THE NEW ADDRESS, NOT THE ONE IN THE PERMIT. THIS ADDRESS IS AS FOLLOWS: ILLINOIS EPA/2520 W. ILES AVE./P.O. BOX 19276/SPRINGFIELD, IL 62794-9276. PLEASE NOTE THAT IF THESE ARE DELIVERED VIA FEDEX OR UPS, THESE CARRIERS CANNOT DELIVER TO OUR P.O. BOX AND THIS NUMBER MUST BE EXCLUDED FROM THE MAILING ADDRESS.

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LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

Table with 2 columns for signature and date.

REV DATE DESCRIPTION

PROJECT NAME:

CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

SHEET TITLE: STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 2

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00 DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 10 OF 27

CONTRACTOR CERTIFICATION STATEMENT

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

PROJECT INFORMATION:

ROUTE: LAKE IN THE HILLS AIRPORT MARKED: CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1 SECTION: 17 PROJECT NUMBER: 3CK-5231 COUNTY: MCHENRY CONTRACT NUMBER: 3-17-SBGP-249/TBD

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

SIGNATURE: DATE:

PRINTED NAME: TITLE:

NAME OF FIRM:

STREET ADDRESS:

CITY, STATE, ZIP:

PHONE NUMBER:

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

NPDES PERMIT #

DATE ISSUED

DATE EXPIRED

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

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



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

REV DATE DESCRIPTION

PROJECT NAME: CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

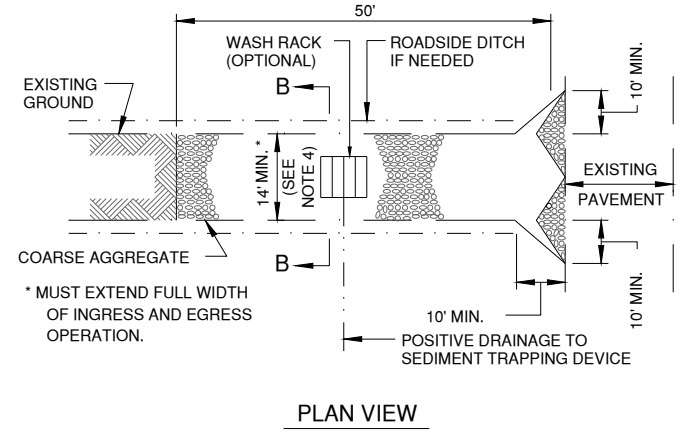
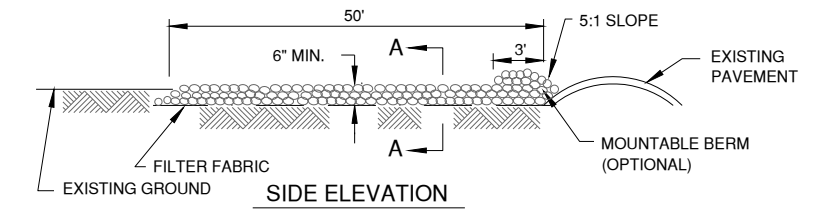
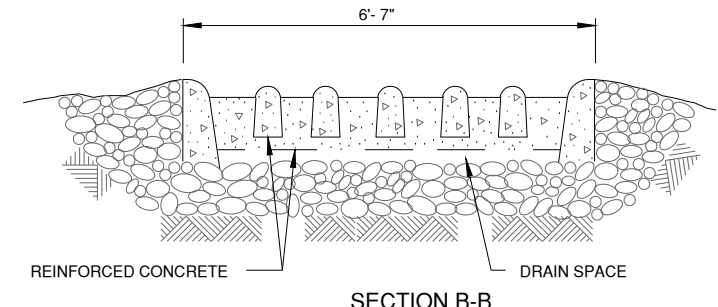
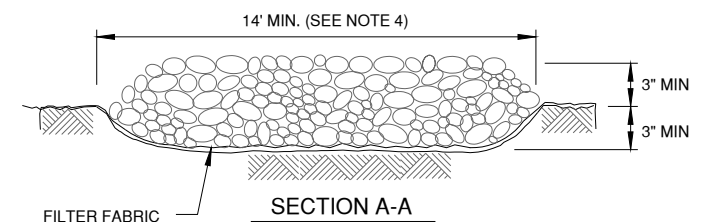
SHEET TITLE: STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 3

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00 DATE: FEBRUARY 27, 2026

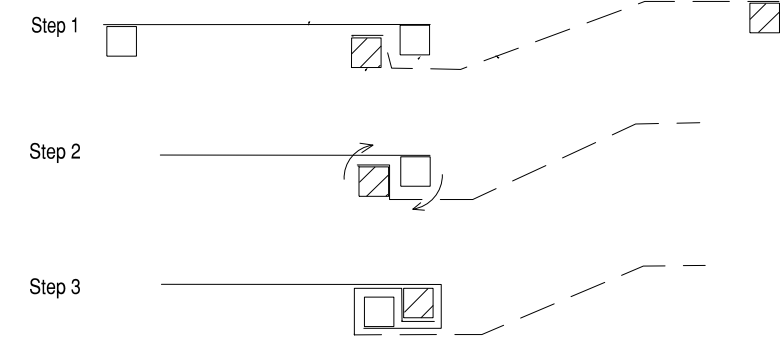
SHEET NO. REVISION

SHEET 11 OF 27



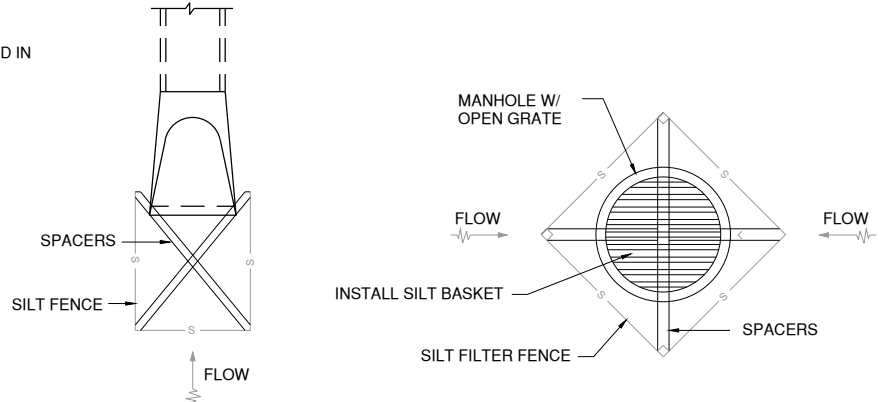
STABILIZED CONSTRUCTION ENTRANCE NOT TO SCALE FROM NRCS STANDARD DRAWING NO. IL-630

- NOTES: 1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED UNDER SECTION 1080.03, OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2022. 2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3 OR CA-4. COMPACTION SHALL BE TO THE SATISFACTION OF THE ENGINEER. 3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS AND SHALL BE INCIDENTAL TO THE CONTRACT. 4. MINIMUM WIDTH IS 14' FOR ONE-WAY TRAFFIC AND 20' FOR TWO WAY TRAFFIC. TWO-WAY TRAFFIC WIDTHS SHALL BE INCREASED A MINIMUM OF 4' FOR TRAILER TRAFFIC. DEPENDING ON THE TYPE OF VEHICLE OR EQUIPMENT, SPEED, LOADS, CLIMATIC AND OTHER CONDITIONS UNDER WHICH VEHICLES AND EQUIPMENT OPERATE AN INCREASE IN THE MINIMUM WIDTHS MAY BE REQUIRED. 5. ROADWAY SHALL FOLLOW THE CONTOUR OF THE NATURAL TERRAIN TO THE EXTENT POSSIBLE. 6. IF WASH RACK ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS. 7. THE STABILIZED CONSTRUCTION ENTRANCE SHALL NOT BE PAID FOR BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



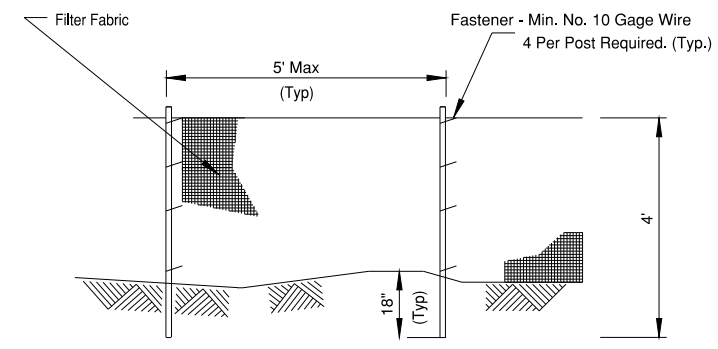
ATTACHING TWO SILT FENCES DETAIL NOT TO SCALE

- NOTES: 1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE. 2. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL. 3. DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP. 4. SILT FILTER J-HOOK PLACEMENT SHALL BE IN ACCORDANCE WITH IDOT STD. 280001-07.

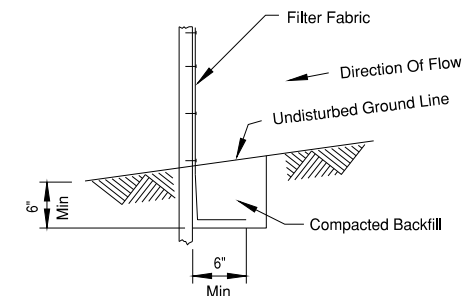


INLET PROTECTION (END SECTION) NOT TO SCALE IDOT STANDARD 280001-07 INLET PROTECTION (INLET/MANHOLES - IN TURF) NOT TO SCALE IDOT STANDARD 280001-07

- NOTES FOR INLET PROTECTION DETAILS: 1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOX INLETS, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS. 2. FABRIC SHALL BE IN CONFORMANCE WITH ARTICLE 1081.15(H) OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2022. 3. FABRIC SHALL OVERLAY FRAME BY 2" (MIN.). 4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE. 5. FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION OF PAVEMENT CONSTRUCTION OR ESTABLISHMENT OF ACCEPTABLE TURF. 6. COST OF FILTER WRAP AND MAINTENANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

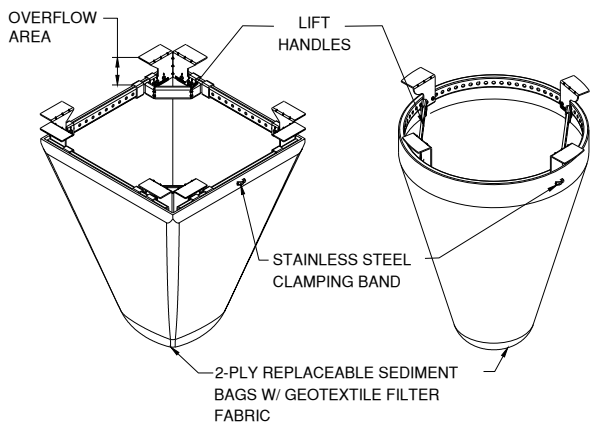


ELEVATION



FABRIC ANCHOR DETAIL SILT FENCE DETAIL NOT TO SCALE

- NOTES: 1. TEMPORARY SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION. 2. FILTER FABRIC SHALL BE A WOVEN FABRIC MEETING THE REQUIREMENTS OF AASHTO M288 FOR UNSUPPORTED SILT FENCE WITH LESS THAN 50 PERCENT GEOTEXTILE ELONGATION. 3. FENCE POSTS SHALL BE WOOD POST WITH A MINIMUM CROSS-SECTIONAL AREA OF 3.0 SQ. IN.



INLET PROTECTION - SILT BASKET (PAVEMENT AND TURF) FOR ALL RECTANGULAR AND CIRCULAR INLETS NOT TO SCALE





LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD IL Proj: 3CK-5231

APPROVED AS WORKING PLAN BY:

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PROJECT NAME: CONSTRUCT APRON: WEST TERMINAL AREA, PHASE 1

SHEET TITLE:

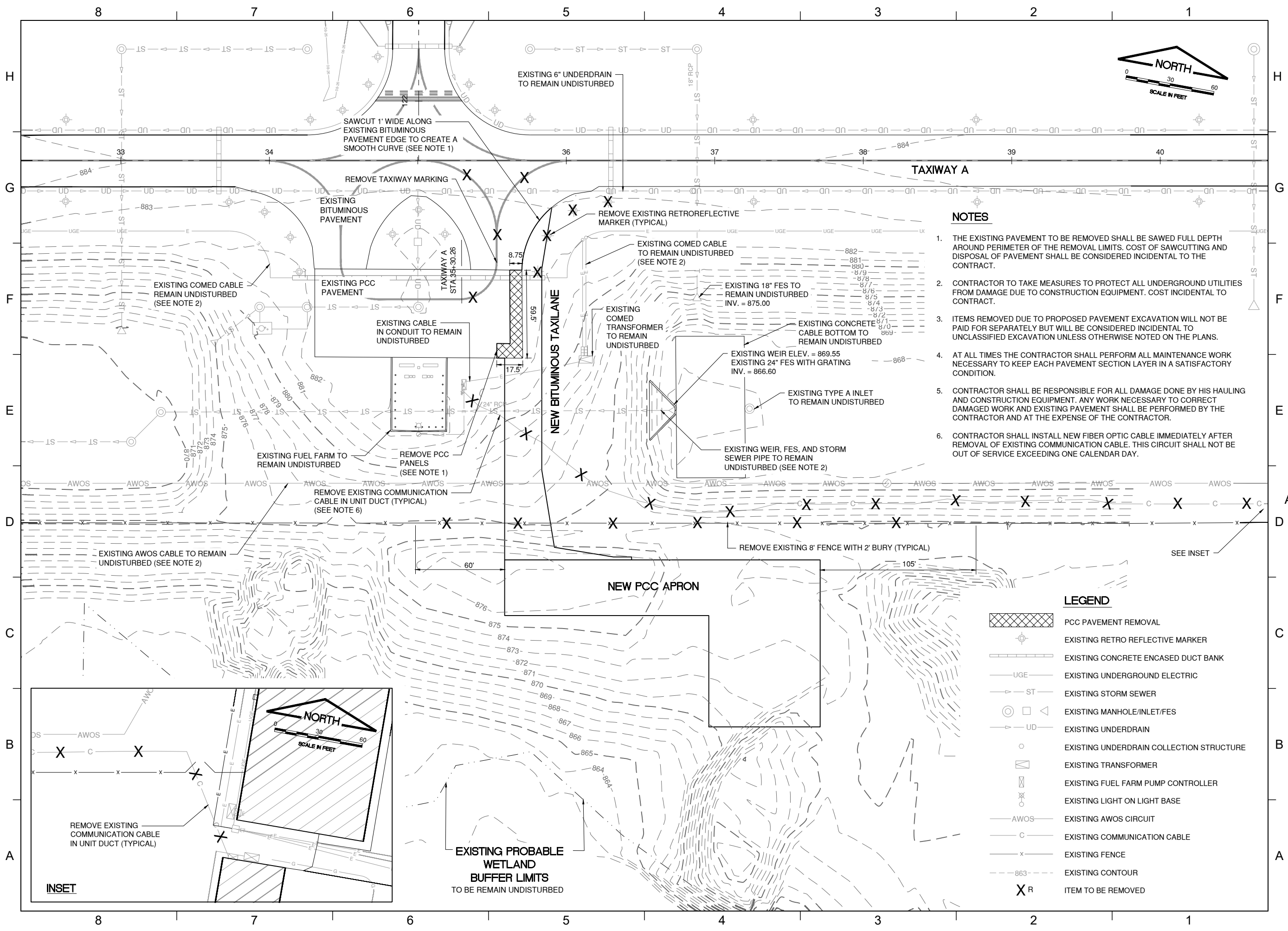
EXISTING CONDITIONS/ PROPOSED REMOVALS

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00 DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 13 OF 27



NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
2. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT. COST INCIDENTAL TO CONTRACT.
3. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
4. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
6. CONTRACTOR SHALL INSTALL NEW FIBER OPTIC CABLE IMMEDIATELY AFTER REMOVAL OF EXISTING COMMUNICATION CABLE. THIS CIRCUIT SHALL NOT BE OUT OF SERVICE EXCEEDING ONE CALENDAR DAY.

LEGEND

- [Cross-hatched box] PCC PAVEMENT REMOVAL
- [Circle with dot] EXISTING RETRO REFLECTIVE MARKER
- [Line with dashes] EXISTING CONCRETE ENCASED DUCT BANK
- [Line with 'U'] EXISTING UNDERGROUND ELECTRIC
- [Line with 'S'] EXISTING STORM SEWER
- [Circle with 'M'] EXISTING MANHOLE/INLET/FES
- [Line with 'U'] EXISTING UNDERDRAIN
- [Circle with 'C'] EXISTING UNDERDRAIN COLLECTION STRUCTURE
- [Square with 'T'] EXISTING TRANSFORMER
- [Square with 'F'] EXISTING FUEL FARM PUMP CONTROLLER
- [Circle with 'L'] EXISTING LIGHT ON LIGHT BASE
- [Line with 'A'] EXISTING AWOS CIRCUIT
- [Line with 'C'] EXISTING COMMUNICATION CABLE
- [Line with 'X'] EXISTING FENCE
- [Dashed line] EXISTING CONTOUR
- [X R] ITEM TO BE REMOVED



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

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REV DATE DESCRIPTION

PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

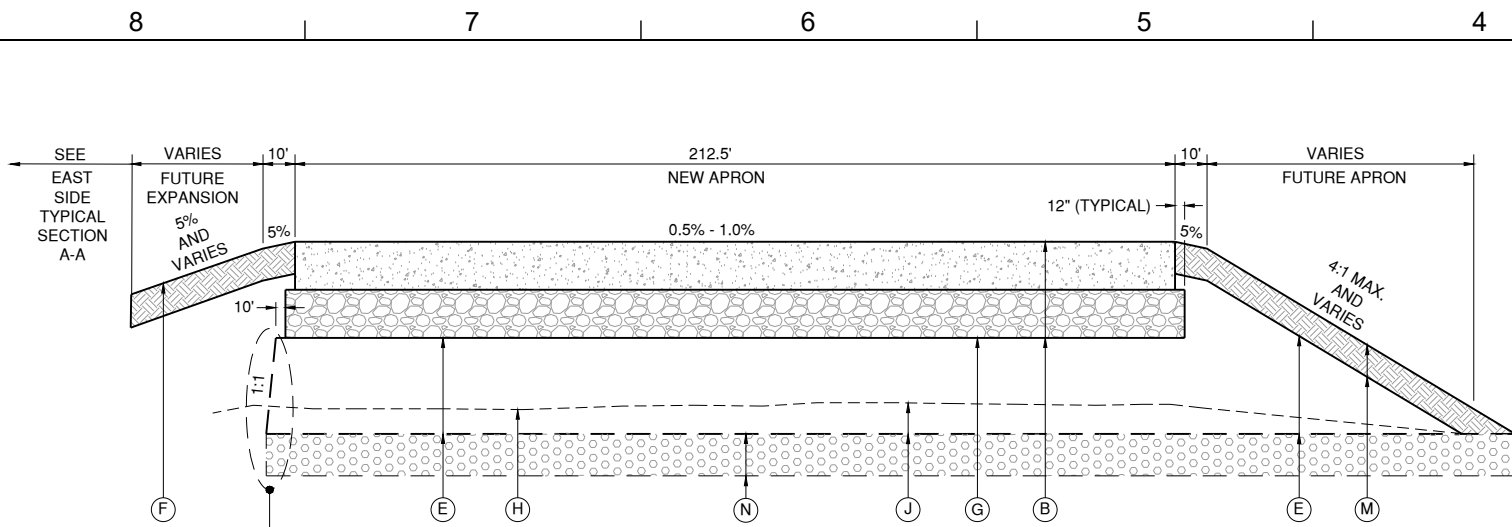
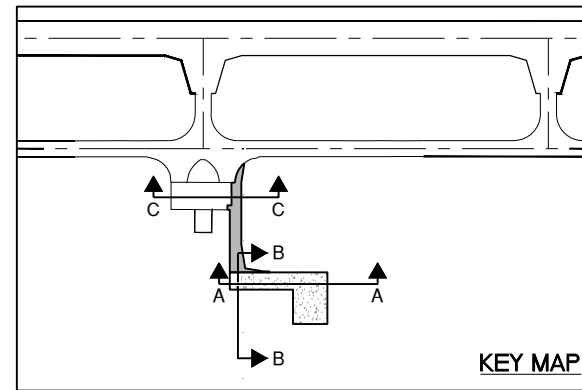
**TYPICAL SECTIONS**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

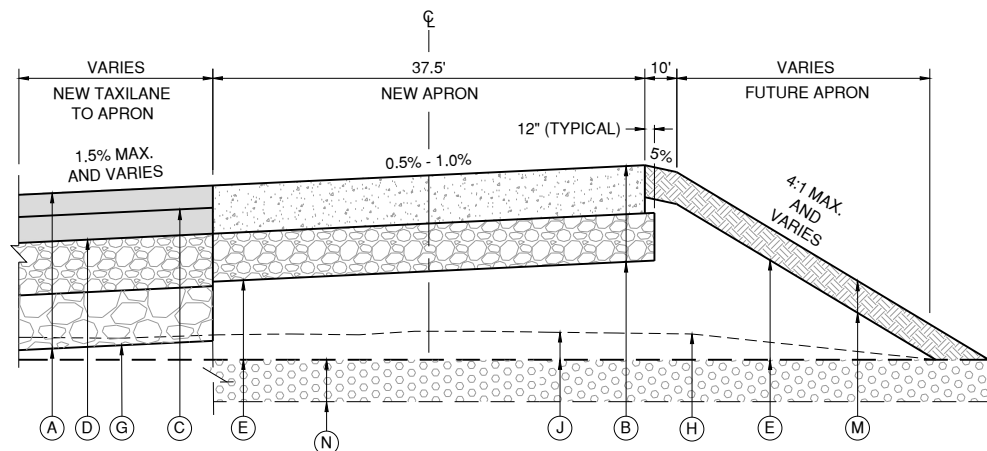
SHEET NO. REVISION

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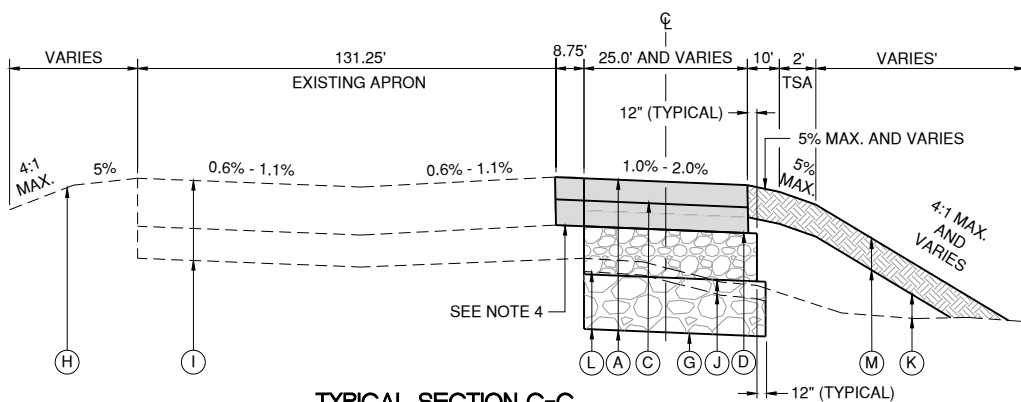


SAME APPLIES TO THE NORTH TURF SIDE OF TYPICAL SECTION B-B

**TYPICAL SECTION A-A**  
NOT TO SCALE



**TYPICAL SECTION B-B**  
NOT TO SCALE



**TYPICAL SECTION C-C**  
NOT TO SCALE

**LEGEND**

- (A) NEW 2.5" BITUMINOUS SURFACE COURSE (401)  
NEW 3.5" BITUMINOUS BASE COURSE (403)  
NEW 7" CRUSHED AGGREGATE BASE COURSE (209)  
NEW 12" POROUS GRANULAR EMBANKMENT (208)
- (B) NEW 6" PORTLAND CONCRETE CEMENT (501)  
NEW 6" CRUSHED AGGREGATE BASE COURSE (209)
- (C) NEW TACK COAT (603)
- (D) NEW PRIME COAT (602)
- (E) NEW EMBANKMENT FILL (152)  
NEW ON-SITE BORROW AS NEEDED (152)
- (F) NEW GROUND LINE
- (G) NEW SOIL STABILIZATION FABRIC
- (H) EXISTING GROUND LINE
- (I) EXISTING 6" PORTLAND CONCRETE CEMENT  
EXISTING 4" CRUSHED AGGREGATE BASE
- (J) NEW 18" (AVG.) TOP SOIL STRIPPING (152)
- (K) NEW SHOULDER FILL (152)
- (L) NEW UNCLASSIFIED EXCAVATION (152)
- (M) NEW 4" (AVG.) TOPSOIL PLACEMENT (905)  
SEEDING AND HEAVY-DUTY HYDRAULIC MULCH (901) & (908)
- (N) NEW 12" LIME-MODIFIED SUBGRADE (155)

**GENERAL NOTES**

1. TOPSOIL SHALL BE STRIPPED BELOW NEW PAVEMENT LIMITS PRIOR TO PLACING EMBANKMENT FILL. AVERAGE TOPSOIL DEPTH AT THE PROJECT SITE IS 18".
2. A LAYER OF TOPSOIL, MINIMUM 4-INCHES IN THICKNESS, SHALL BE SPREAD OVER THE DISTURBED LIMITS TO PROMOTE THE ESTABLISHMENT OF TURF.
3. AT CUT LOCATIONS OUTSIDE OF NEW PAVEMENT LIMITS, THE CONTRACTOR SHALL OVER-EXCAVATE AS REQUIRED TO ENSURE A 4-INCH MINIMUM THICKNESS LAYER OF TOPSOIL IS ABLE TO BE PLACED.
4. CONTRACTOR SHALL REMOVE PCC PAVEMENT AND PAVE NEW 3.5" BITUMINOUS BASE COURSE AND 2.5" BITUMINOUS SURFACE COURSE. AGGREGATE BASE PREPARATION AND COMPACTION FOR NEW GRADE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**HMA MIXTURE REQUIREMENT TABLE**

| ITEM                     | AIRCRAFT UNDER 60,000 LBS. RUNWAY/TAXIWAY<br>$N_{DES}$ | PG BINDER    | AGGREGATE QUALITY | MAX RAP | DENSITY ACCEPTANCE                         |
|--------------------------|--|--------------|-------------------|---------|--|
| 401: 2.5" SURFACE COURSE | N30 @ 3.0%   | SBS PG 70-28 | A                 | 0 (N/A) | MAINLINE:<br>NUCLEAR GAUGE<br>JOINT: CORES |
| 403: 3.5" BASE COURSE    | N30 @ 3.0%   | PG 64-22     | B                 | 20%     | MAINLINE:<br>NUCLEAR GAUGE<br>JOINT: CORES |



LK017

VILLAGE OF  
LAKE IN THE HILLS  
LAKE IN THE HILLS  
MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

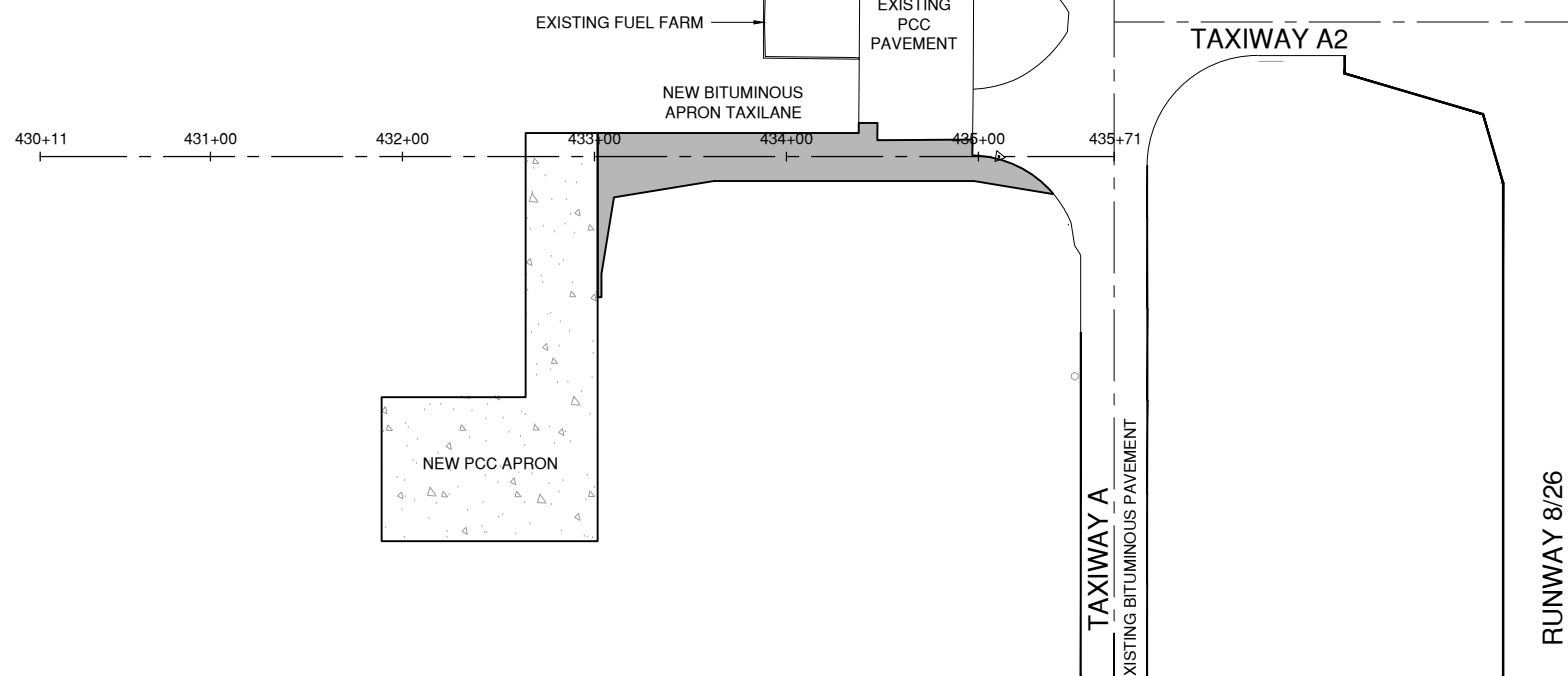
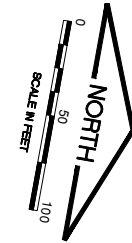
**PLAN AND PROFILE**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

| SHEET NO. | REVISION |
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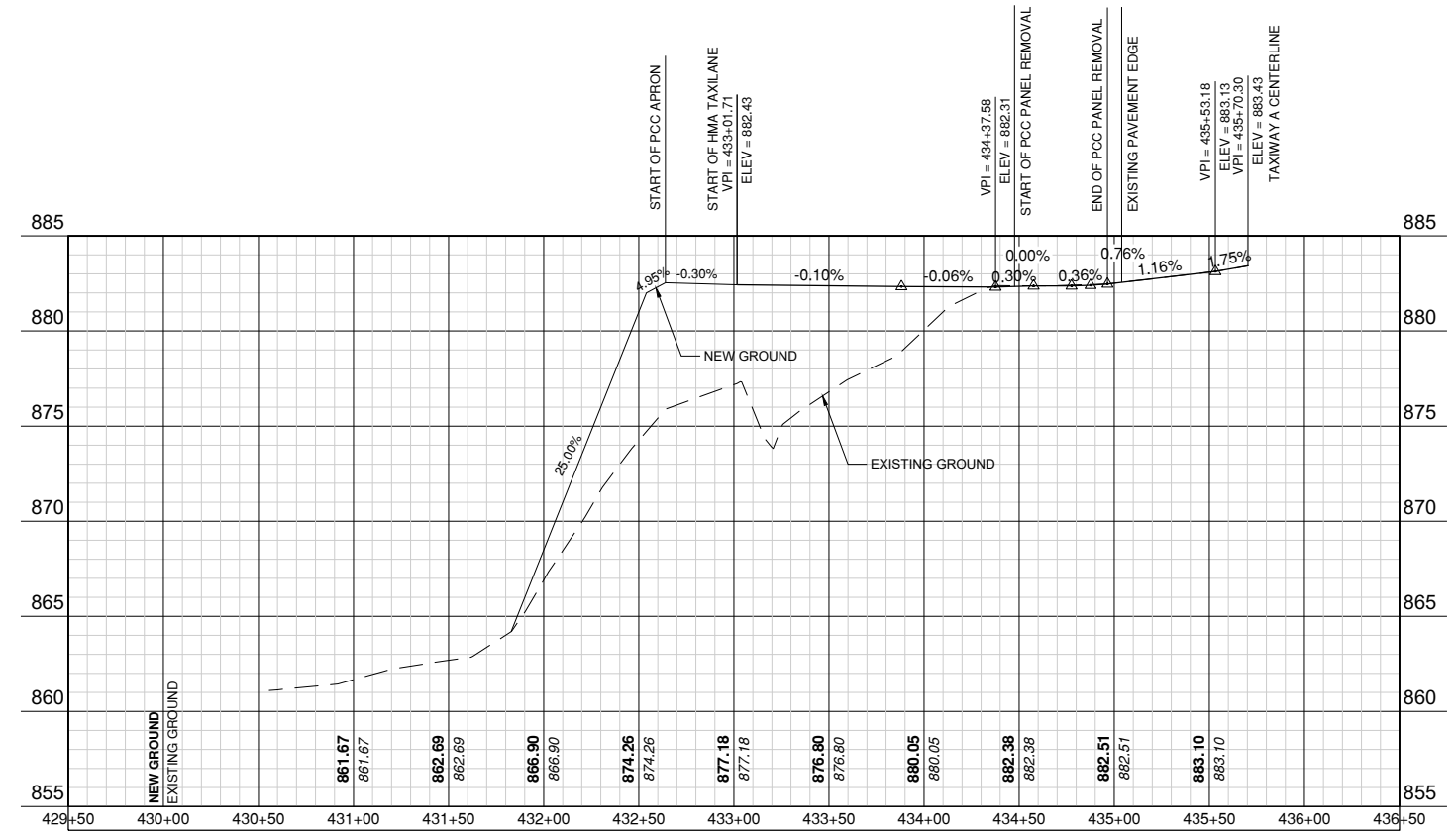
SHEET 15 OF 27



SEE SHEET 16 FOR GEOMETRIC LAYOUT.

**LEGEND**

- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT



8 7 6 5 4 3 2 1

H G F E D C B A



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

REV DATE DESCRIPTION

PROJECT NAME:

CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1

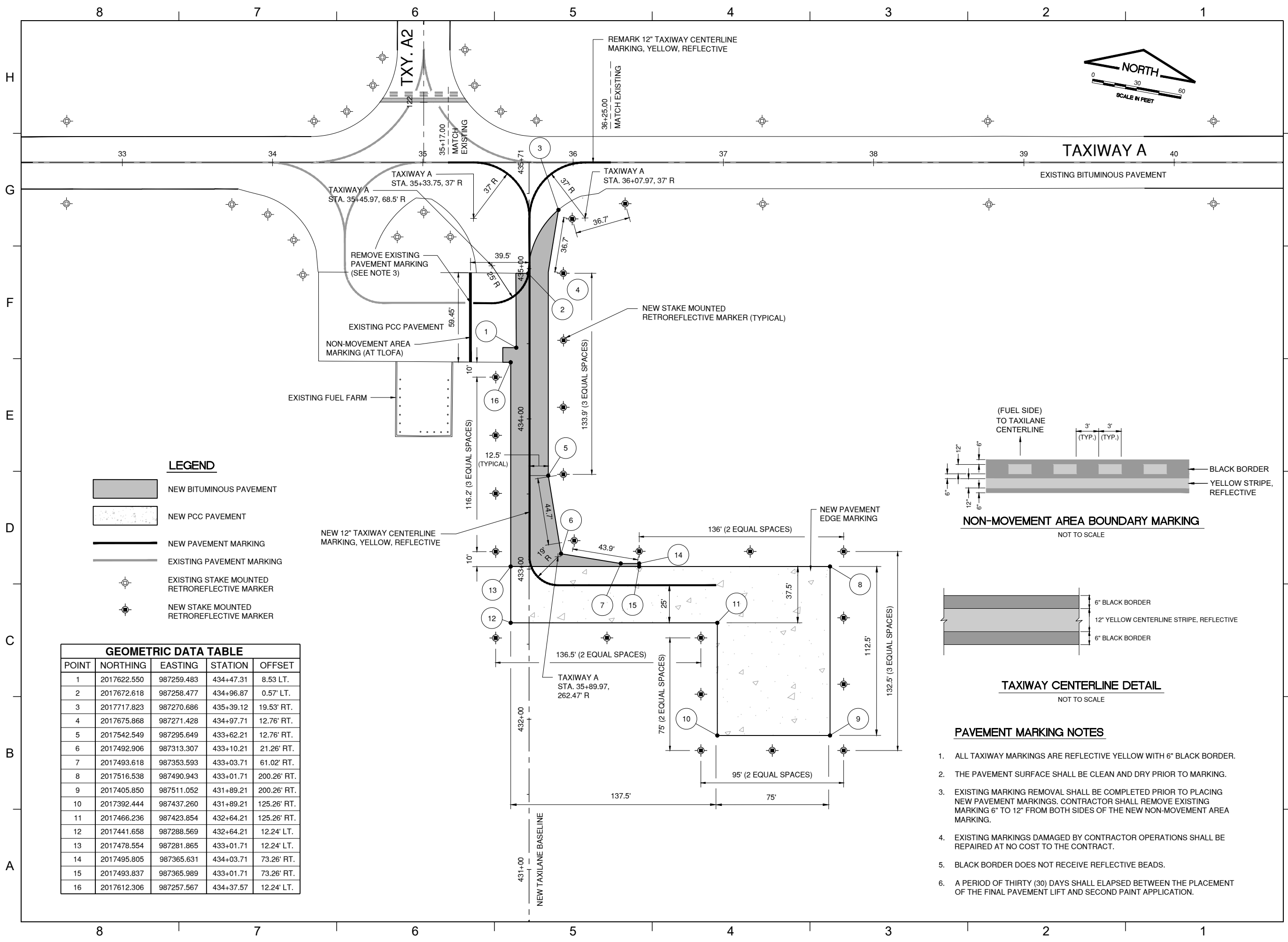
SHEET TITLE:  
**GEOMETRY AND  
PAVEMENT  
MARKING PLAN**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

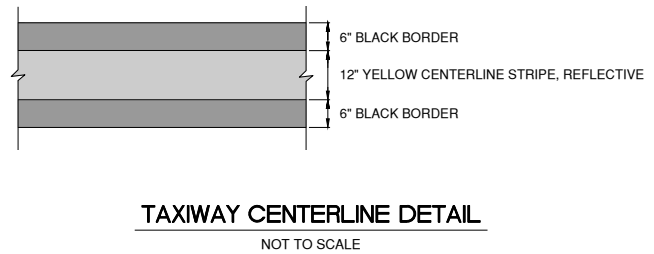
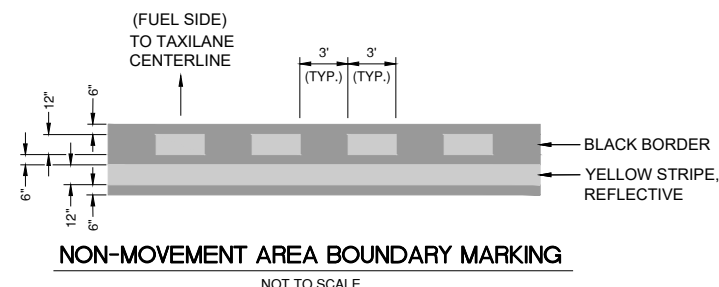
SHEET NO. REVISION

SHEET 16 OF 27



**LEGEND**

- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW PAVEMENT MARKING
- EXISTING PAVEMENT MARKING
- EXISTING STAKE MOUNTED RETROREFLECTIVE MARKER
- NEW STAKE MOUNTED RETROREFLECTIVE MARKER



**PAVEMENT MARKING NOTES**

1. ALL TAXIWAY MARKINGS ARE REFLECTIVE YELLOW WITH 6" BLACK BORDER.
2. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
3. EXISTING MARKING REMOVAL SHALL BE COMPLETED PRIOR TO PLACING NEW PAVEMENT MARKINGS. CONTRACTOR SHALL REMOVE EXISTING MARKING 6" TO 12" FROM BOTH SIDES OF THE NEW NON-MOVEMENT AREA MARKING.
4. EXISTING MARKINGS DAMAGED BY CONTRACTOR OPERATIONS SHALL BE REPAIRED AT NO COST TO THE CONTRACT.
5. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
6. A PERIOD OF THIRTY (30) DAYS SHALL ELAPSE BETWEEN THE PLACEMENT OF THE FINAL PAVEMENT LIFT AND SECOND PAINT APPLICATION.

| GEOMETRIC DATA TABLE |             |            |           |             |
|----------------------|-------------|------------|-----------|-------------|
| POINT                | NORTHING    | EASTING    | STATION   | OFFSET      |
| 1                    | 2017622.550 | 987259.483 | 434+47.31 | 8.53' LT.   |
| 2                    | 2017672.618 | 987258.477 | 434+96.87 | 0.57' LT.   |
| 3                    | 2017717.823 | 987270.686 | 435+39.12 | 19.53' RT.  |
| 4                    | 2017675.868 | 987271.428 | 434+97.71 | 12.76' RT.  |
| 5                    | 2017542.549 | 987295.649 | 433+62.21 | 12.76' RT.  |
| 6                    | 2017492.906 | 987313.307 | 433+10.21 | 21.26' RT.  |
| 7                    | 2017493.618 | 987353.593 | 433+03.71 | 61.02' RT.  |
| 8                    | 2017516.538 | 987490.943 | 433+01.71 | 200.26' RT. |
| 9                    | 2017405.850 | 987511.052 | 431+89.21 | 200.26' RT. |
| 10                   | 2017392.444 | 987437.260 | 431+89.21 | 125.26' RT. |
| 11                   | 2017466.236 | 987423.854 | 432+64.21 | 125.26' RT. |
| 12                   | 2017441.658 | 987288.569 | 432+64.21 | 12.24' LT.  |
| 13                   | 2017478.554 | 987281.865 | 433+01.71 | 12.24' LT.  |
| 14                   | 2017495.805 | 987365.631 | 434+03.71 | 73.26' RT.  |
| 15                   | 2017493.837 | 987365.989 | 433+01.71 | 73.26' RT.  |
| 16                   | 2017612.306 | 987257.567 | 434+37.57 | 12.24' LT.  |



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

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REV DATE DESCRIPTION

PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

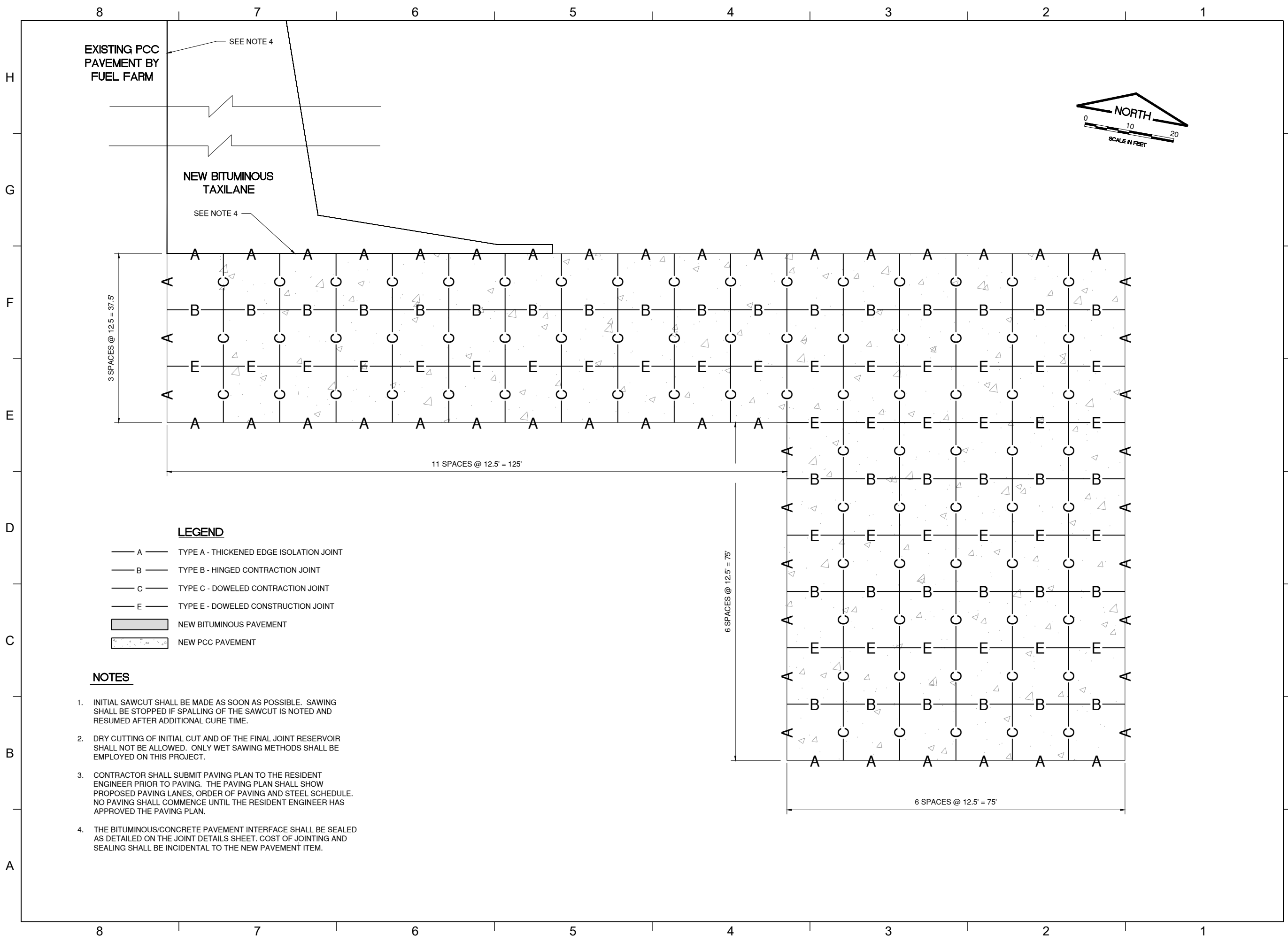
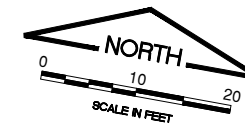
**JOINTING PLAN**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 17 OF 27



- LEGEND**
- A — TYPE A - THICKENED EDGE ISOLATION JOINT
  - B — TYPE B - HINGED CONTRACTION JOINT
  - C — TYPE C - DOWELED CONTRACTION JOINT
  - E — TYPE E - DOWELED CONSTRUCTION JOINT
  - NEW BITUMINOUS PAVEMENT
  - NEW PCC PAVEMENT

- NOTES**
1. INITIAL SAWCUT SHALL BE MADE AS SOON AS POSSIBLE. SAWING SHALL BE STOPPED IF SPALLING OF THE SAWCUT IS NOTED AND RESUMED AFTER ADDITIONAL CURE TIME.
  2. DRY CUTTING OF INITIAL CUT AND OF THE FINAL JOINT RESERVOIR SHALL NOT BE ALLOWED. ONLY WET SAWING METHODS SHALL BE EMPLOYED ON THIS PROJECT.
  3. CONTRACTOR SHALL SUBMIT PAVING PLAN TO THE RESIDENT ENGINEER PRIOR TO PAVING. THE PAVING PLAN SHALL SHOW PROPOSED PAVING LANES, ORDER OF PAVING AND STEEL SCHEDULE. NO PAVING SHALL COMMENCE UNTIL THE RESIDENT ENGINEER HAS APPROVED THE PAVING PLAN.
  4. THE BITUMINOUS/CONCRETE PAVEMENT INTERFACE SHALL BE SEALED AS DETAILED ON THE JOINT DETAILS SHEET. COST OF JOINTING AND SEALING SHALL BE INCIDENTAL TO THE NEW PAVEMENT ITEM.



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
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| REV | DATE | DESCRIPTION |
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PROJECT NAME:

CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1

SHEET TITLE:

PAVEMENT JOINTING  
DETAILS

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

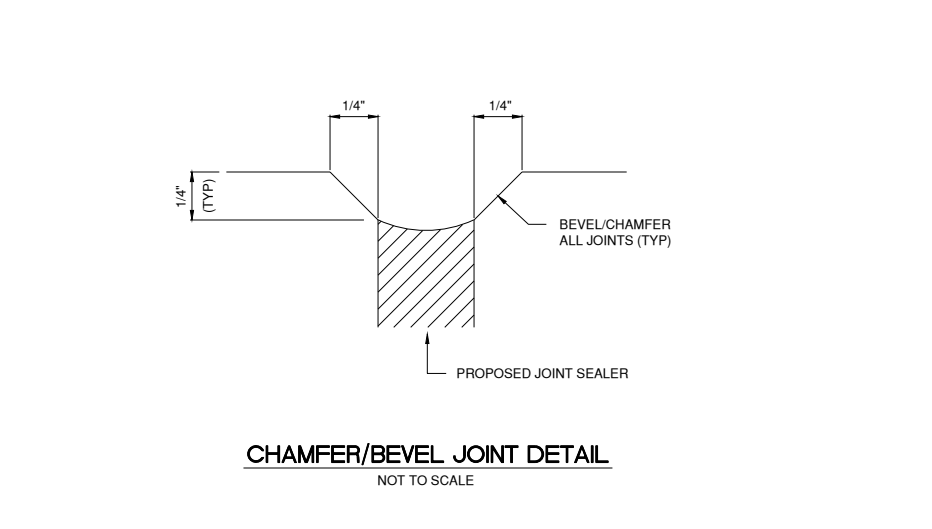
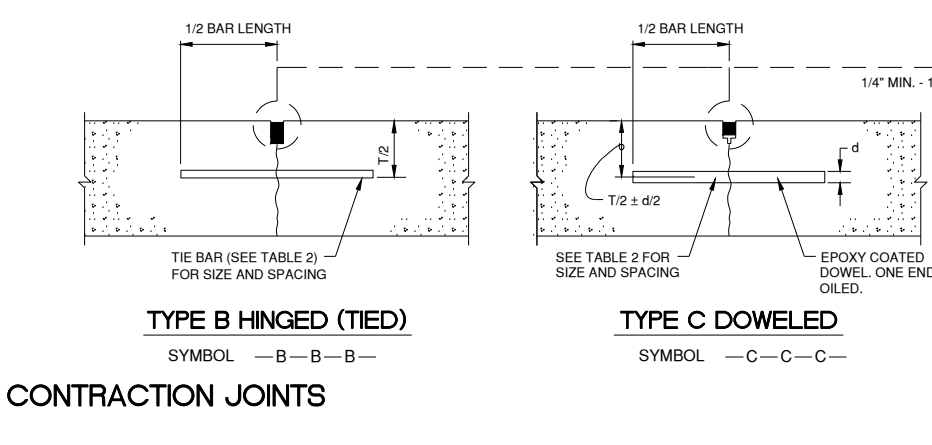
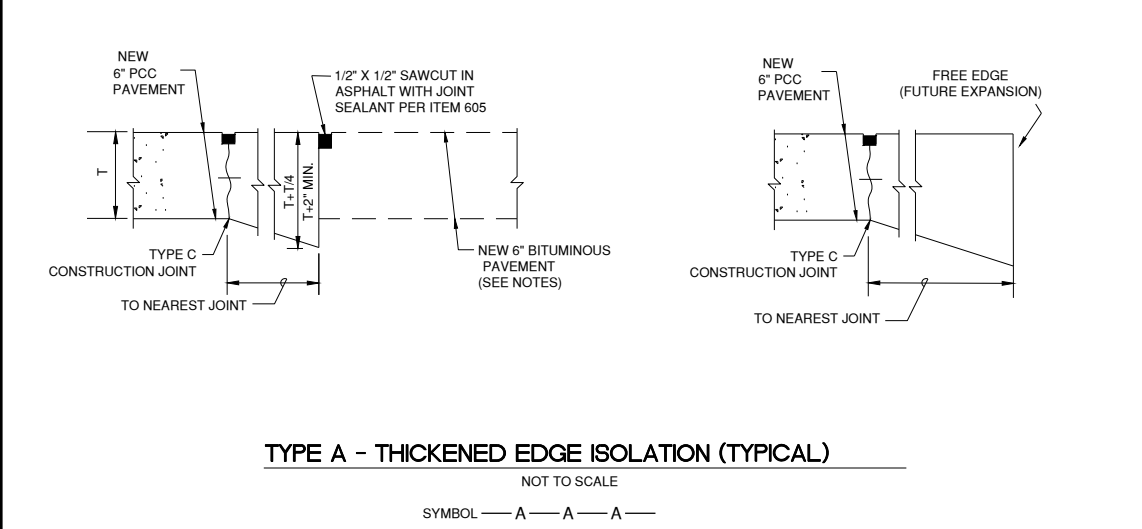
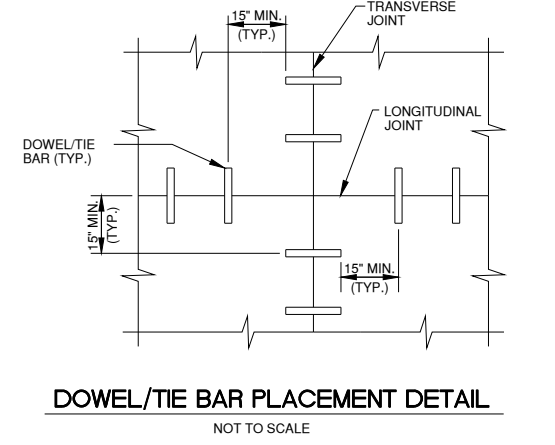
PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 18 OF 27

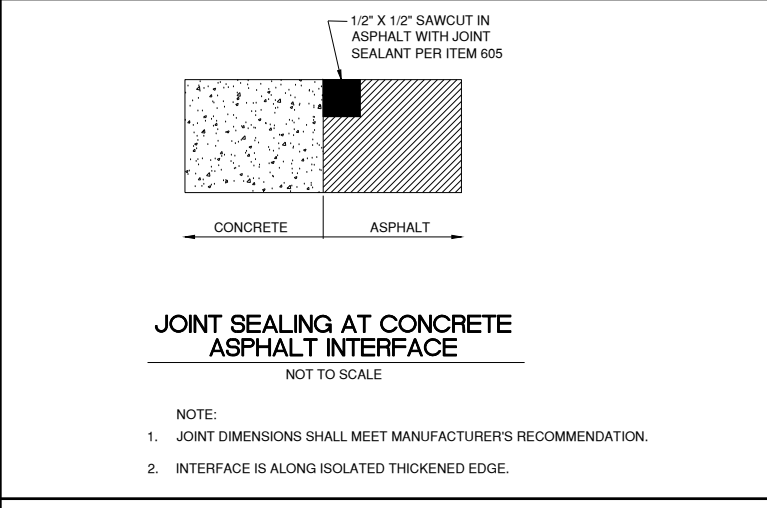
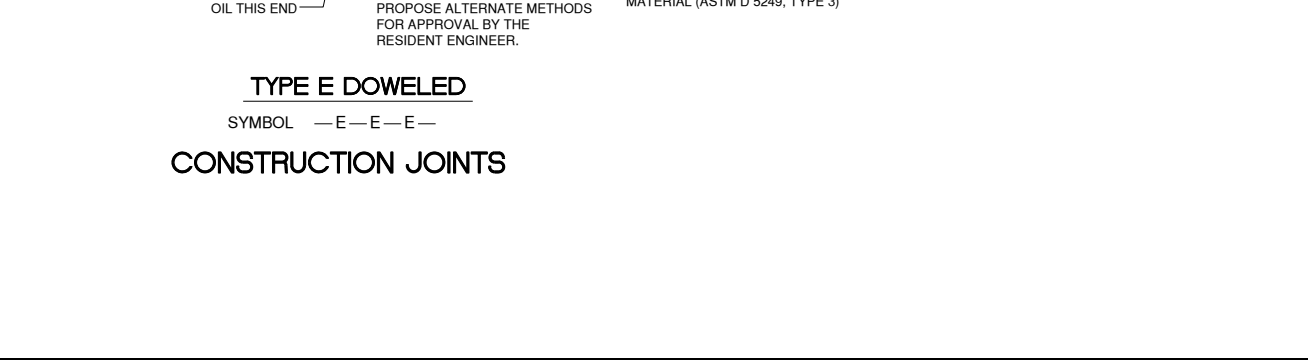
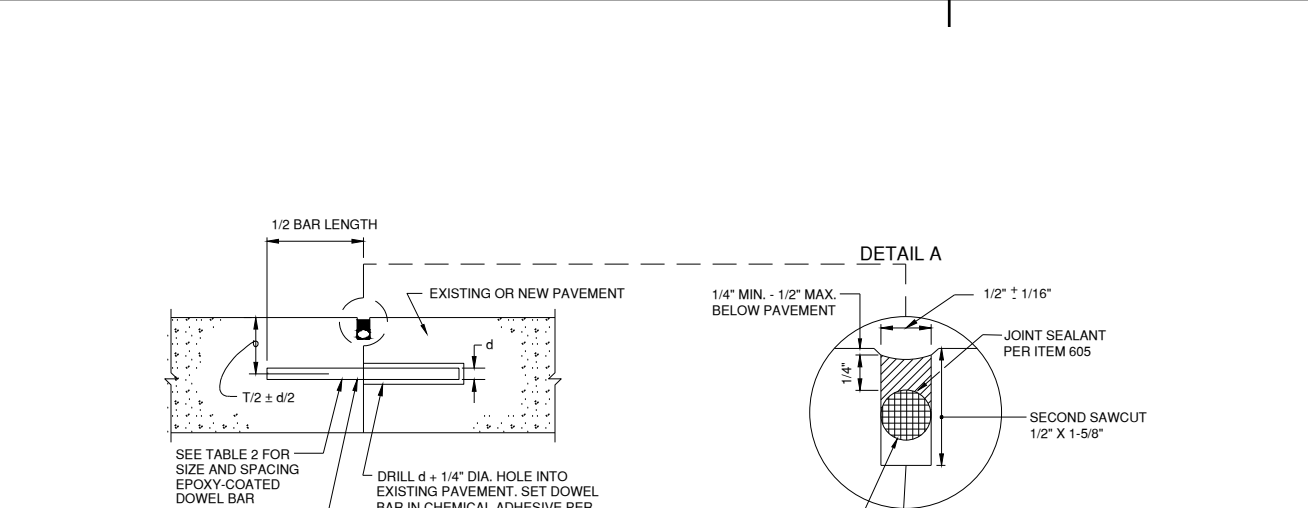
**JOINT NOTES**

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS > 1/4" WILL NOT BE ACCEPTABLE.
- THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWS AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT. SAWING OF LONGITUDINAL CONTRACTION JOINTS ADJACENT TO THE THICKENED EDGES SHALL BE GIVEN PRIORITY OVER OTHER LONGITUDINAL JOINT SAWING.
- ALL TIE BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A TIE BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE TIE BAR ASSEMBLIES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION. ALTERNATE METHODS OF PLACEMENT OF THE BARS MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. TRANSVERSE TIE BAR IMPLANTING WILL NOT BE ALLOWED.
- ALL TIE BARS SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR PLACED BY OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH ASTM A615 OR ASTM A616, EXCEPT THAT RAIL STEEL BARS, GRADE 50 OR 60 SHALL NOT BE USED FOR THE BARS THAT ARE TO BE BENT OR RESTRAIGHTEND DURING CONSTRUCTION. TIE BARS DESIGNATED AS GRADE 40 IN ASTM A615 CAN BE USED FOR CONSTRUCTION REGARDING BENT BARS.
- THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSION OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS BEGIN.
- COST OF ALL JOINT SAWING, CLEANING AND SEALING OF NEW CONCRETE PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATIONS REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A TIE BAR BASKET ASSEMBLY OR OTHER APPROVED METHOD OF TIE BAR PLACEMENT SHALL BE REQUIRED.
- TIE BAR BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. TIE BARS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS PER THE DETAIL ON THIS SHEET AT NO ADDITIONAL COST.



**JOINT SEALANT NOTES**

- FACTOR, W/D, FIELD POURED SEALANTS REQUIRE DIFFERENT SEALANT RESERVOIR TO PROVIDE PROPER SHAPE.
- BACKER ROD AND PREMOLDED COMPRESSIBLE MATERIAL MUST BE COMPATIBLE WITH THE DESIRED SHAPE FACTOR. TYPE OF LIQUID SEALANT USED AND SIZED TO PROVIDE THE DESIRED SHAPE
- PLACE TOP OF BACKUP MATERIAL AS SHOWN TO CONFORM TO MANUFACTURER'S SHAPE FACTOR. SEALANT DEPTH ("D") IS MEASURED FROM THE HIGHEST SHAPE FACTORS FOR OPTIMUM PERFORMANCE. CONTRACTOR SHALL SUBMIT MFG. RECOMMENDATIONS ON JOINT RESERVOIR WITH SEALANT SUBMITTAL
- SEALING PROCEDURES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- ROUTING AND SEALING OF ALL BITUMINOUS AND PCC PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE 6" PCC PAY ITEM (501).



**NOTES**

- THE CONTRACTOR SHALL VISIT THE PROJECT SITE AND ACQUAINT HIMSELF WITH THE REQUIRED WORK. CONTRACTOR SHALL BE FAMILIAR TO THE SITE AND REQUIRED WORK PRIOR TO BID. SITE VISITS SHALL BE COORDINATED WITH THE AIRPORT MANAGER AT (815) 479-7960.
- PRIOR TO ORDERING NEW MATERIAL, CONTRACTOR SHALL FIELD MEASURE FOR JOINTING MATERIAL SIZES AND AMOUNT. MEASUREMENTS SHALL ALSO DETERMINE BACKER ROD SIZE AND QUANTITIES. ALSO PER NEW JOINTS DETAILS, DEPTH OF NEW JOINT SEALANT SHALL BE AS RECOMMENDED BY MANUFACTURER. NO EXTRA COMPENSATION WILL BE MADE FOR EXCESS MATERIALS NOT USED.

**TABLE 1**

| PAVEMENT THICKNESS T - INCHES | DEPTH OF CONTRACTION JOINT INITIAL SAW CUT T, INCHES<br>T=(T/4) ± 1/4" |
|-------------------------------|--|
| 6"                            | 1.5"   |

**TABLE 2**

| PAVEMENT THICKNESS T - INCHES | DOWEL BAR DETAILS |        |         | TIE BAR DETAILS |        |         |
|-------------------------------|-------------------|--------|---------|-----------------|--------|---------|
|                               | DIAMETER          | LENGTH | SPACING | BAR SIZE        | LENGTH | SPACING |
| 6"                            | 0.75"             | 18"    | 12"     | #4              | 20"    | 36"     |

**DIMENSION TABLES**



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

REV DATE DESCRIPTION

PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

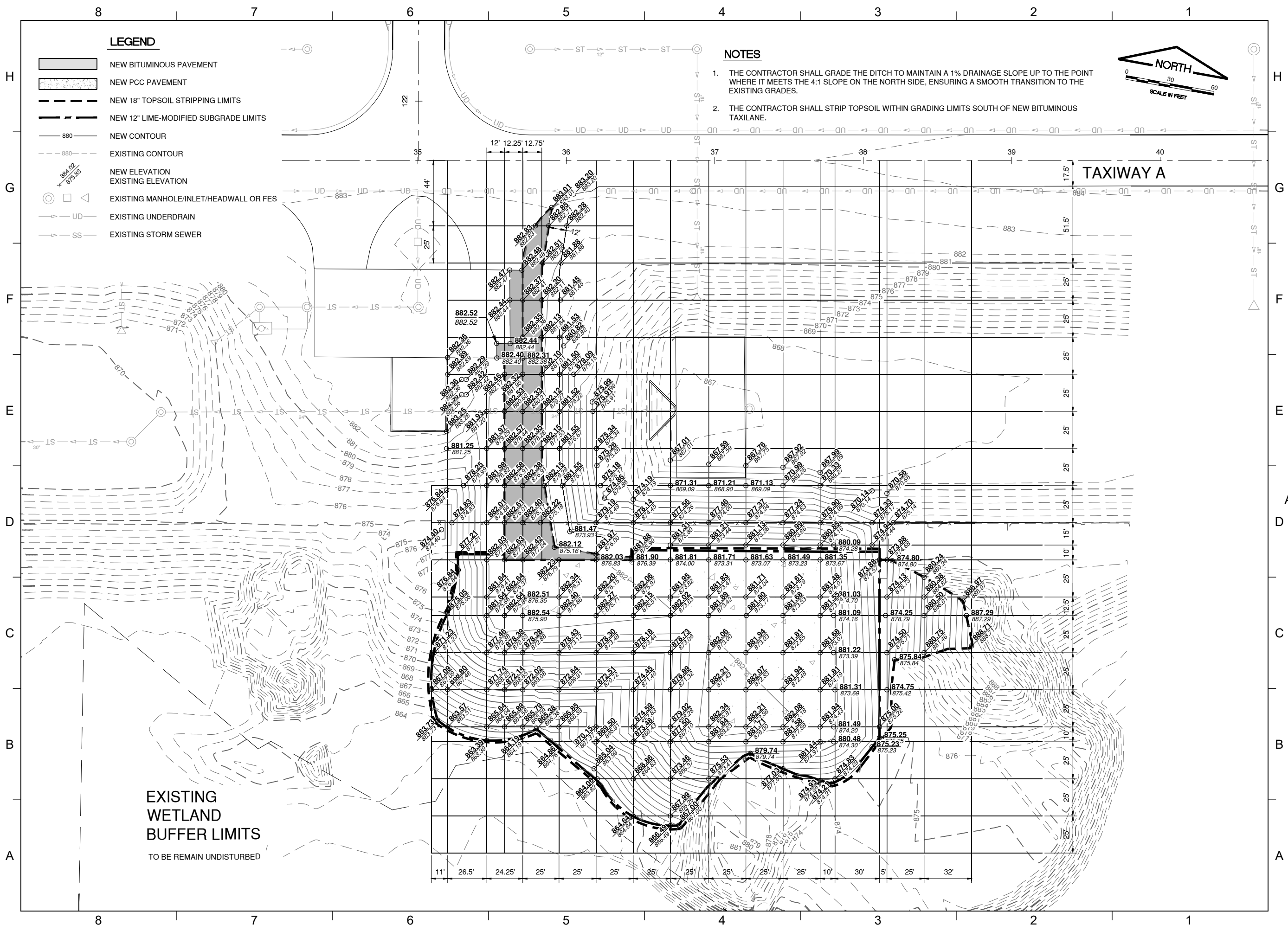
**GRADING PLAN**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

SHEET 19 OF 27

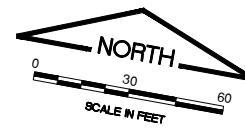


**LEGEND**

- NEW BITUMINOUS PAVEMENT
- NEW PCC PAVEMENT
- NEW 18" TOPSOIL STRIPPING LIMITS
- NEW 12" LIME-MODIFIED SUBGRADE LIMITS
- NEW CONTOUR
- EXISTING CONTOUR
- NEW ELEVATION  
EXISTING ELEVATION
- EXISTING MANHOLE/INLET/HEADWALL OR FES
- EXISTING UNDERDRAIN
- EXISTING STORM SEWER

**NOTES**

1. THE CONTRACTOR SHALL GRADE THE DITCH TO MAINTAIN A 1% DRAINAGE SLOPE UP TO THE POINT WHERE IT MEETS THE 4:1 SLOPE ON THE NORTH SIDE, ENSURING A SMOOTH TRANSITION TO THE EXISTING GRADES.
2. THE CONTRACTOR SHALL STRIP TOPSOIL WITHIN GRADING LIMITS SOUTH OF NEW BITUMINOUS TAXILANE.



EXISTING WETLAND BUFFER LIMITS  
TO BE REMAIN UNDISTURBED

TAXIWAY A



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
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PROJECT NAME:

**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

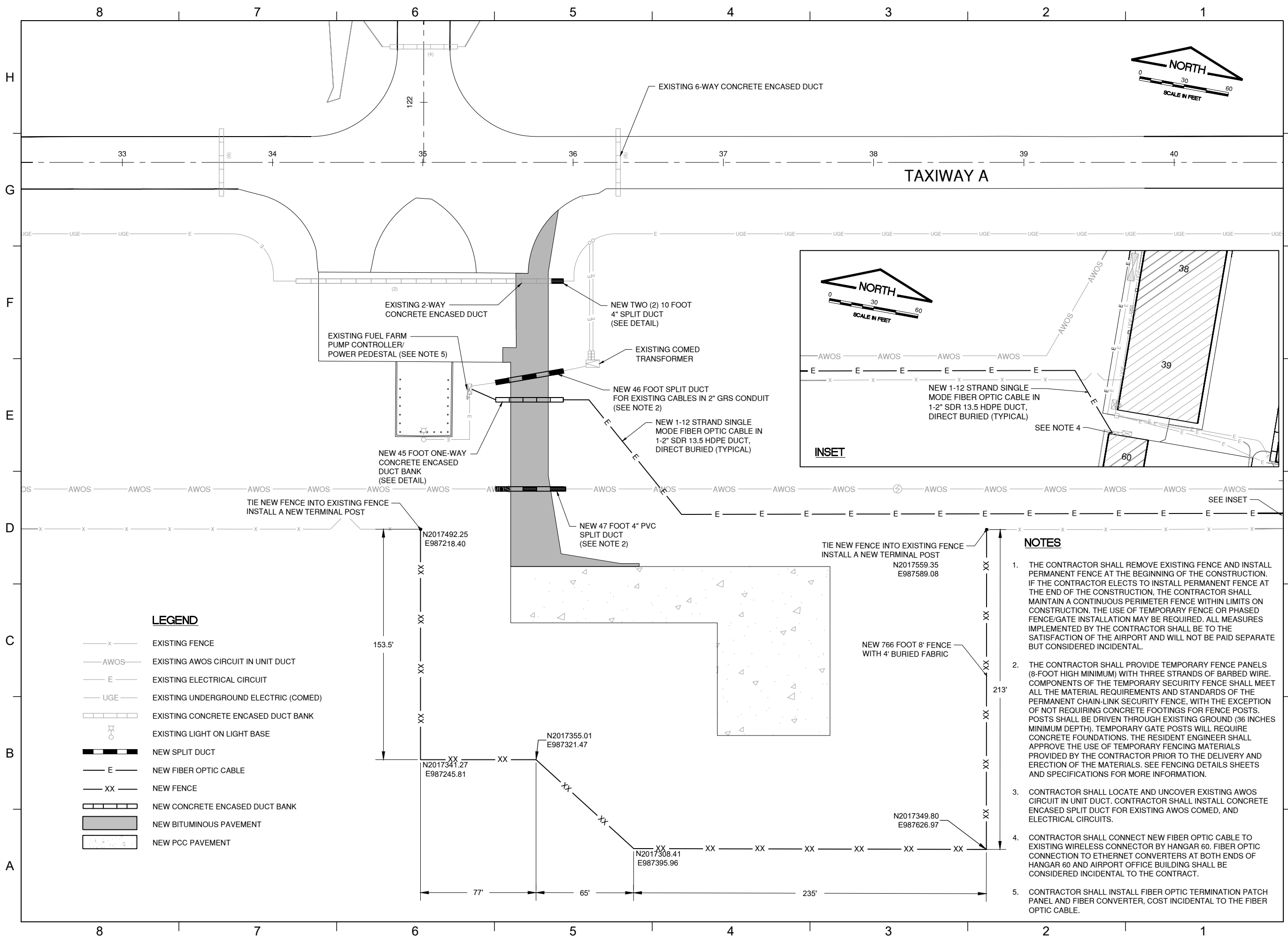
**FENCING AND  
ELECTRICAL PLAN**

DESIGNED: CMT-ARR    DRAWN: CMT-ARR    CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

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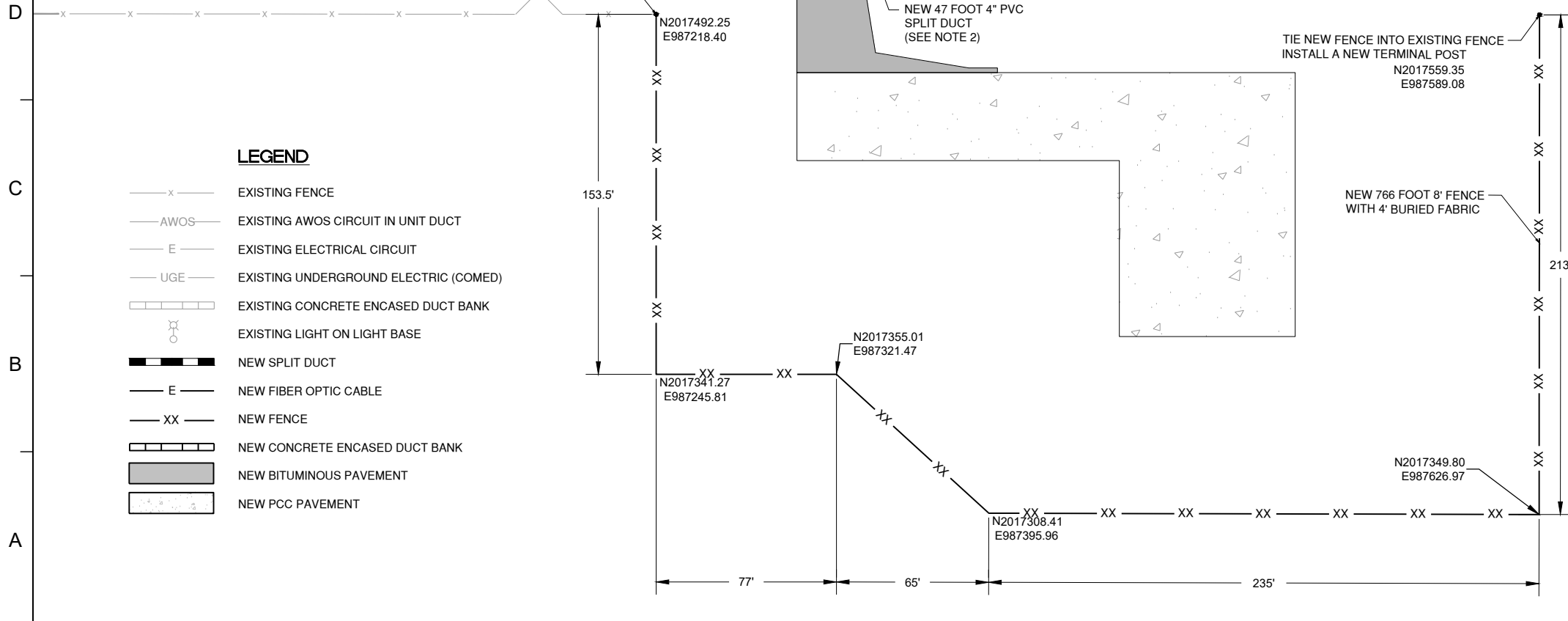
SHEET 20 OF 27



**LEGEND**

|  |                                       |
|--|---------------------------------------|
|  | EXISTING FENCE                        |
|  | EXISTING AWOS CIRCUIT IN UNIT DUCT    |
|  | EXISTING ELECTRICAL CIRCUIT           |
|  | EXISTING UNDERGROUND ELECTRIC (COMED) |
|  | EXISTING CONCRETE ENCASED DUCT BANK   |
|  | EXISTING LIGHT ON LIGHT BASE          |
|  | NEW SPLIT DUCT                        |
|  | NEW FIBER OPTIC CABLE                 |
|  | NEW FENCE                             |
|  | NEW CONCRETE ENCASED DUCT BANK        |
|  | NEW BITUMINOUS PAVEMENT               |
|  | NEW PCC PAVEMENT                      |

- NOTES**
1. THE CONTRACTOR SHALL REMOVE EXISTING FENCE AND INSTALL PERMANENT FENCE AT THE BEGINNING OF THE CONSTRUCTION. IF THE CONTRACTOR ELECTS TO INSTALL PERMANENT FENCE AT THE END OF THE CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN A CONTINUOUS PERIMETER FENCE WITHIN LIMITS ON CONSTRUCTION. THE USE OF TEMPORARY FENCE OR PHASED FENCE/GATE INSTALLATION MAY BE REQUIRED. ALL MEASURES IMPLEMENTED BY THE CONTRACTOR SHALL BE TO THE SATISFACTION OF THE AIRPORT AND WILL NOT BE PAID SEPARATE BUT CONSIDERED INCIDENTAL.
  2. THE CONTRACTOR SHALL PROVIDE TEMPORARY FENCE PANELS (8-FOOT HIGH MINIMUM) WITH THREE STRANDS OF BARBED WIRE. COMPONENTS OF THE TEMPORARY SECURITY FENCE SHALL MEET ALL THE MATERIAL REQUIREMENTS AND STANDARDS OF THE PERMANENT CHAIN-LINK SECURITY FENCE, WITH THE EXCEPTION OF NOT REQUIRING CONCRETE FOOTINGS FOR FENCE POSTS. POSTS SHALL BE DRIVEN THROUGH EXISTING GROUND (36 INCHES MINIMUM DEPTH). TEMPORARY GATE POSTS WILL REQUIRE CONCRETE FOUNDATIONS. THE RESIDENT ENGINEER SHALL APPROVE THE USE OF TEMPORARY FENCING MATERIALS PROVIDED BY THE CONTRACTOR PRIOR TO THE DELIVERY AND ERECTION OF THE MATERIALS. SEE FENCING DETAILS SHEETS AND SPECIFICATIONS FOR MORE INFORMATION.
  3. CONTRACTOR SHALL LOCATE AND UNCOVER EXISTING AWOS CIRCUIT IN UNIT DUCT. CONTRACTOR SHALL INSTALL CONCRETE ENCASED SPLIT DUCT FOR EXISTING AWOS COMED, AND ELECTRICAL CIRCUITS.
  4. CONTRACTOR SHALL CONNECT NEW FIBER OPTIC CABLE TO EXISTING WIRELESS CONNECTOR BY HANGAR 60. FIBER OPTIC CONNECTION TO ETHERNET CONVERTERS AT BOTH ENDS OF HANGAR 60 AND AIRPORT OFFICE BUILDING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
  5. CONTRACTOR SHALL INSTALL FIBER OPTIC TERMINATION PATCH PANEL AND FIBER CONVERTER, COST INCIDENTAL TO THE FIBER OPTIC CABLE.





LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

REV DATE DESCRIPTION

PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

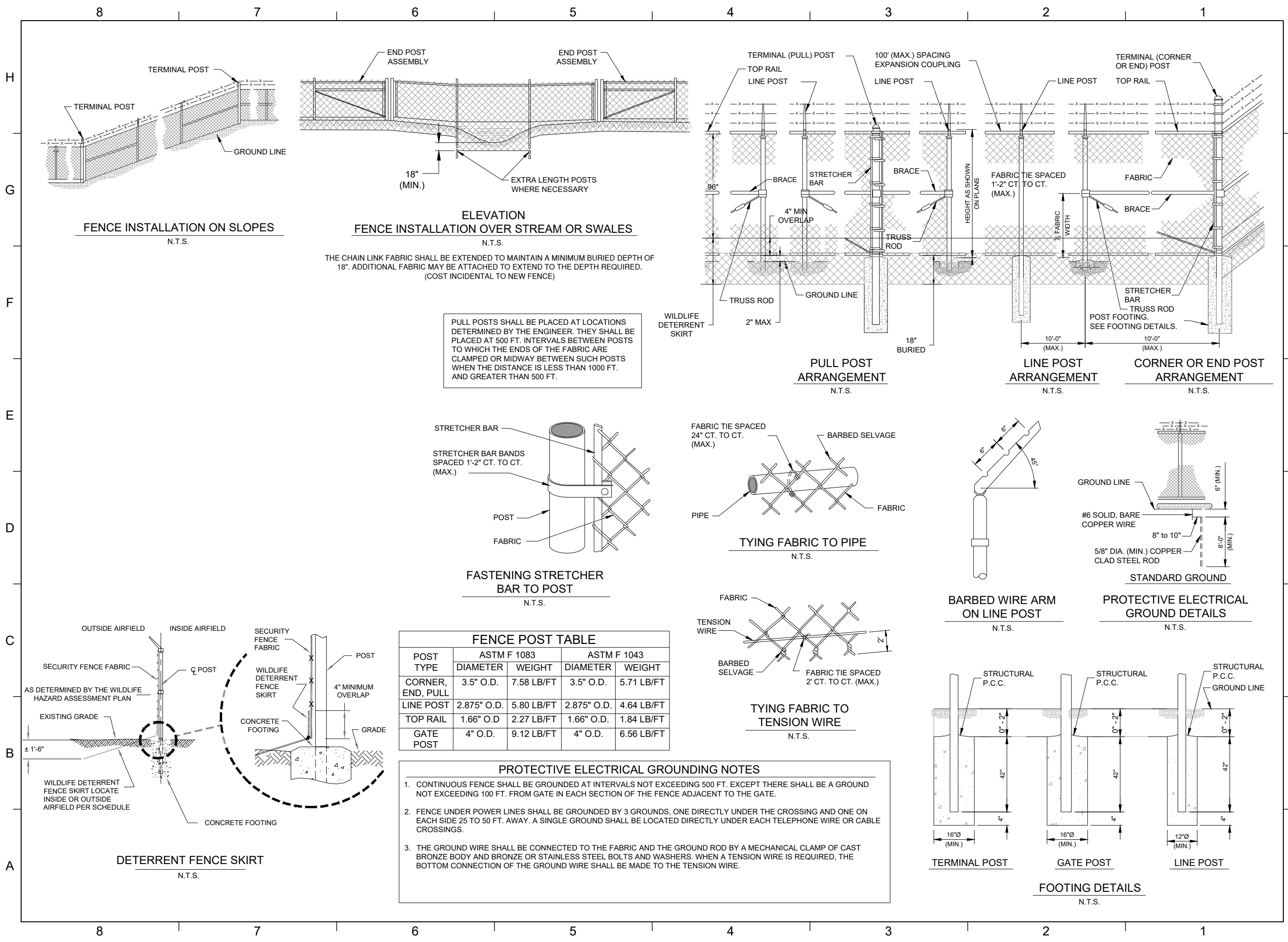
**FENCING DETAILS**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

SHEET NO. REVISION

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**FENCE POST TABLE**

| POST TYPE         | ASTM F 1083 |            | ASTM F 1043 |            |
|-------------------|-------------|------------|-------------|------------|
|                   | DIAMETER    | WEIGHT     | DIAMETER    | WEIGHT     |
| CORNER, END, PULL | 3.5" O.D.   | 7.58 LB/FT | 3.5" O.D.   | 5.71 LB/FT |
| LINE POST         | 2.875" O.D. | 5.80 LB/FT | 2.875" O.D. | 4.64 LB/FT |
| TOP RAIL          | 1.66" O.D.  | 2.27 LB/FT | 1.66" O.D.  | 1.84 LB/FT |
| GATE POST         | 4" O.D.     | 9.12 LB/FT | 4" O.D.     | 6.56 LB/FT |

- PROTECTIVE ELECTRICAL GROUNDING NOTES**
- CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT. EXCEPT THERE SHALL BE A GROUND NOT EXCEEDING 100 FT. FROM GATE IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE.
  - FENCE UNDER POWER LINES SHALL BE GROUNDED BY 3 GROUNDS, ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 TO 50 FT. AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSINGS.
  - THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND THE GROUND ROD BY A MECHANICAL CLAMP OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. WHEN A TENSION WIRE IS REQUIRED, THE BOTTOM CONNECTION OF THE GROUND WIRE SHALL BE MADE TO THE TENSION WIRE.



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

REV DATE DESCRIPTION

PROJECT NAME:

CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1

SHEET TITLE:

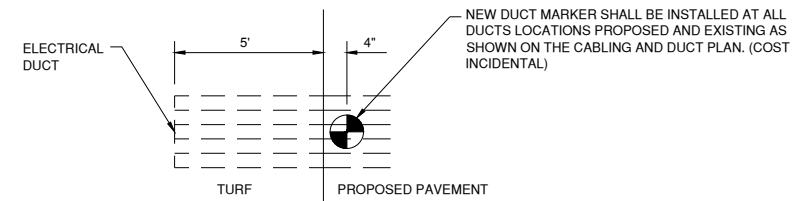
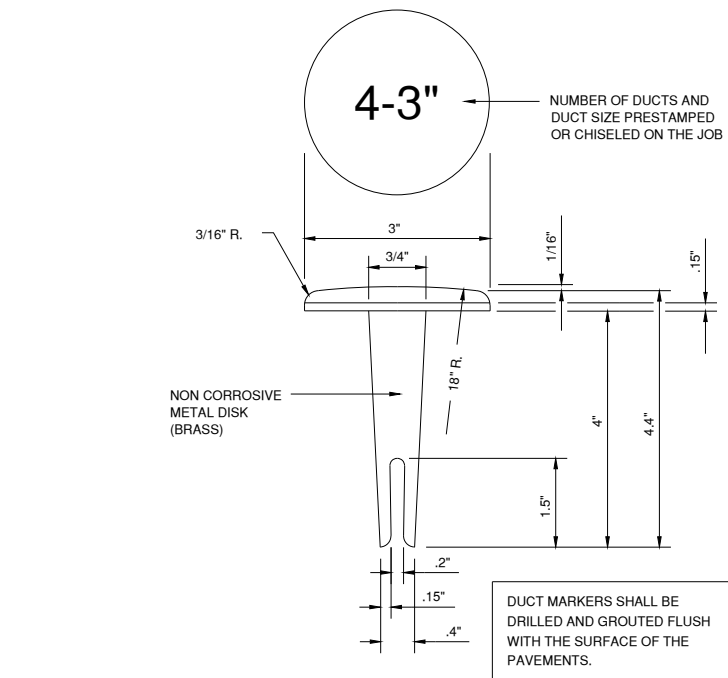
ELECTRICAL NOTES  
AND DETAILS - 1

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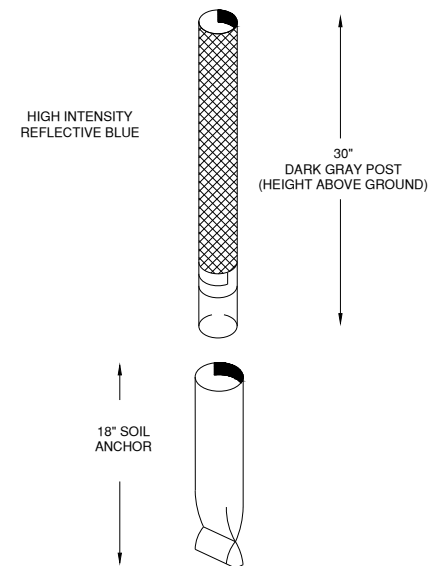
PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

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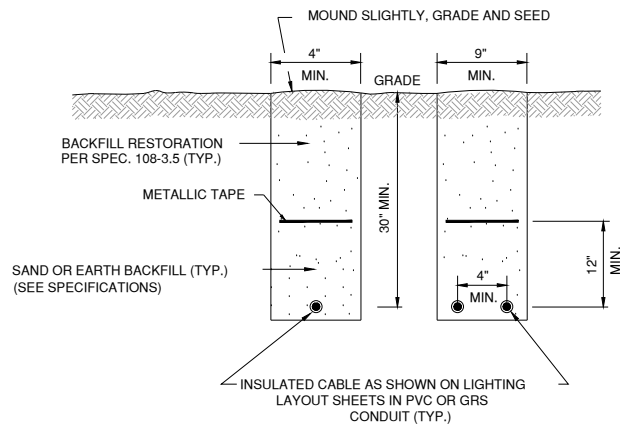


DUCT MARKER DETAIL  
NOT TO SCALE



ELEVATED RETROREFLECTIVE  
MARKER DETAIL  
NOT TO SCALE

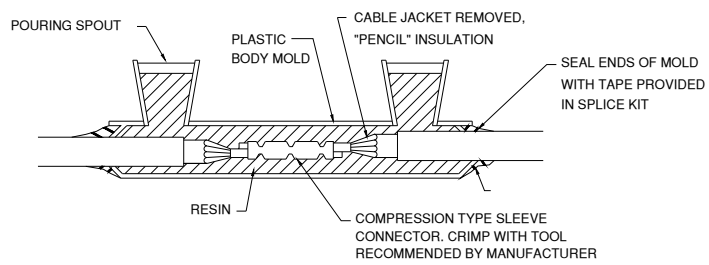
NOTE: RETROREFLECTIVE MARKER SHALL MET FAA  
AC 150/5345-39 (LATEST EDITION) AIRFIELD  
LIGHTING EQUIPMENT CERTIFICATION  
PROGRAM



TURF AREA CABLE TRENCH DETAIL  
NOT TO SCALE

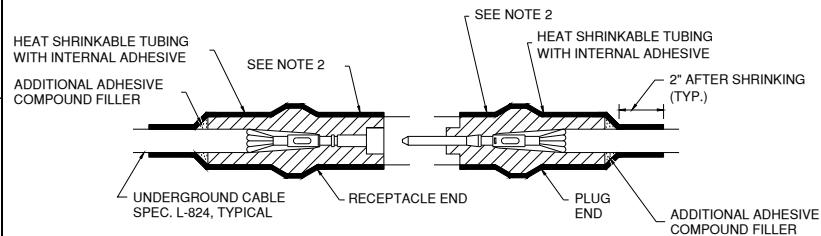
NOTES

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



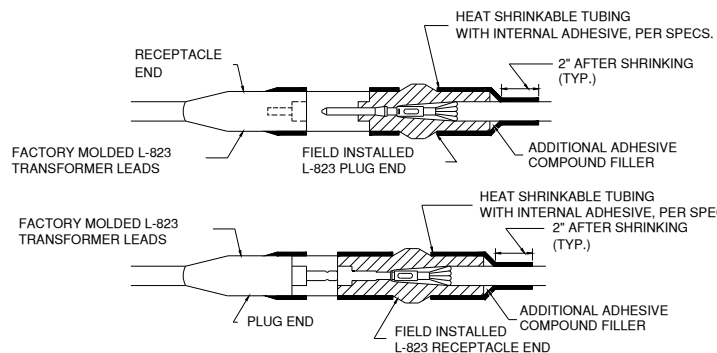
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS  
TO EXISTING CABLES ONLY



TYPE B - CABLE SPLICE

NOT TO SCALE  
FOR SPLICES FOR USE AT JUNCTION OF  
HOMERUN WITH LOOP CIRCUIT



TYPE C AND D - CABLE SPLICE

NOT TO SCALE  
FOR SPLICES AT  
RUNWAY/TAXIWAY LIGHTS AND SIGNS

SPLICE NOTES

- 1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- 3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 4. THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
- 5. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.

GENERAL ELECTRICAL INSTALLATION NOTES

- 1. TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR AND BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED PRIMARY CONNECTOR KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.
- 2. DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- 3. REMOVAL AND DISPOSAL OF EXISTING CONDUIT SHALL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED.



LK017

VILLAGE OF LAKE IN THE HILLS

LAKE IN THE HILLS MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

| REV | DATE | DESCRIPTION |
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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:

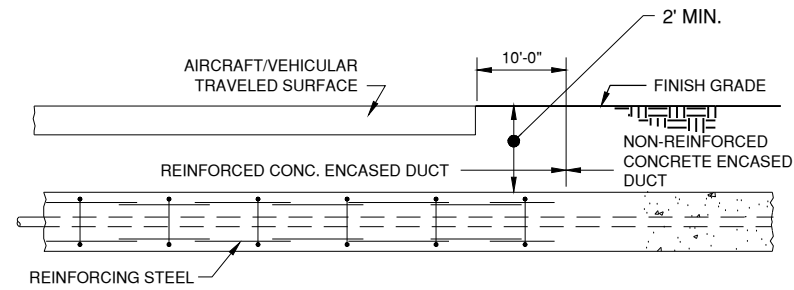
**ELECTRICAL NOTES  
AND DETAILS - 2**

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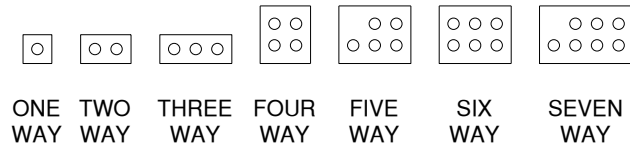
PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

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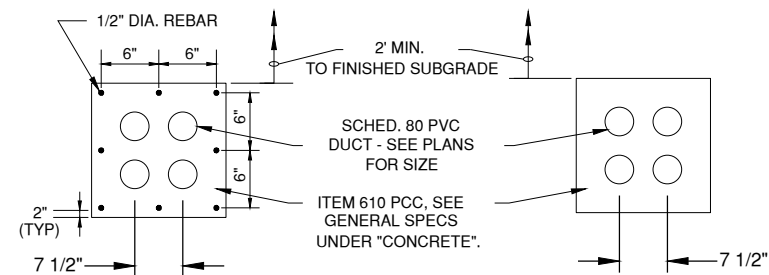
SHEET 23 OF 27



REINFORCED DUCT INSTALLATION



TYPICAL DUCT BANK CONFIGURATIONS



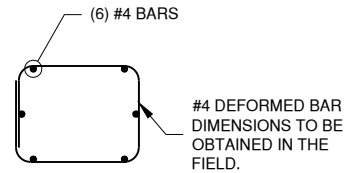
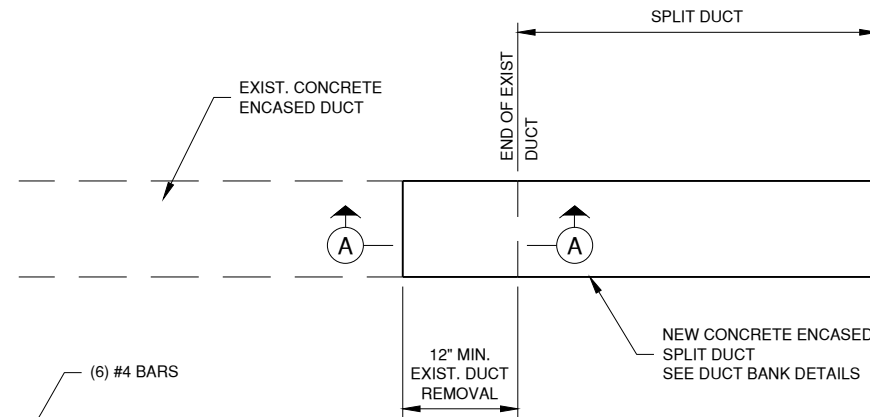
CONCRETE ENCASED DUCT DETAILS (4-WAY SHOWN)  
NOT TO SCALE

**NOTES**

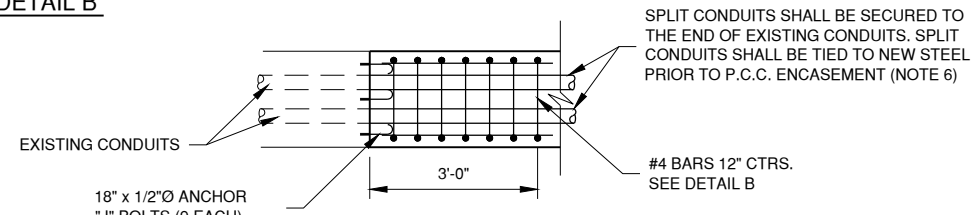
- 1.) REINFORCED STEEL TO BE MIN. #4 REBAR, MIN. 18" LAP.

**DUCT BANK DETAIL NOTES**

1. DIMENSIONS SHOWN ARE MINIMUM.
2. TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE.
3. DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL PCC CONCRETE.
4. LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
5. DUCT BANKS SHALL EXTEND A MINIMUM OF 10' BEYOND THE NEW EDGE OF PAVEMENT.
6. INSTALL SPLIT DUCT AROUND ALL EXISTING CABLES TO REMAIN. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
7. THE DUCT BANK TRENCH BELOW PAVEMENT SHALL BE BACKFILLED WITH CA-6 AGGREGATE IN ACCORDANCE WITH ITEM 701-3.5 (COST INCIDENTAL TO THE DUCT PAY ITEM).

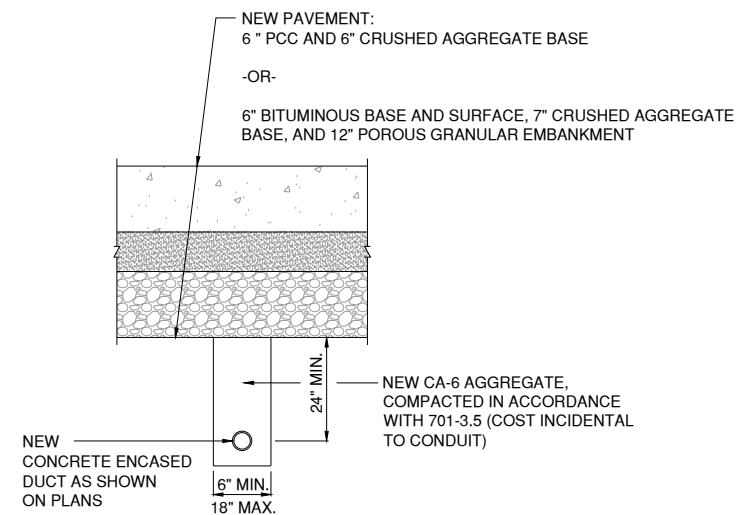


DETAIL B



SECTION A

SPLIT DUCT DETAIL  
NOT TO SCALE



CONCRETE ENCASED DUCT UNDER PAVEMENT DETAIL  
NOT TO SCALE

**NOTES**

1. NEW CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE OR ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.



LK017

VILLAGE OF  
LAKE IN THE HILLS

LAKE IN THE HILLS  
MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

AIP Proj: 3-17-SBGP-249/TBD  
IL Proj: 3CK-5231

APPROVED AS WORKING PLAN  
BY:

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REV DATE DESCRIPTION

PROJECT NAME:

CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1

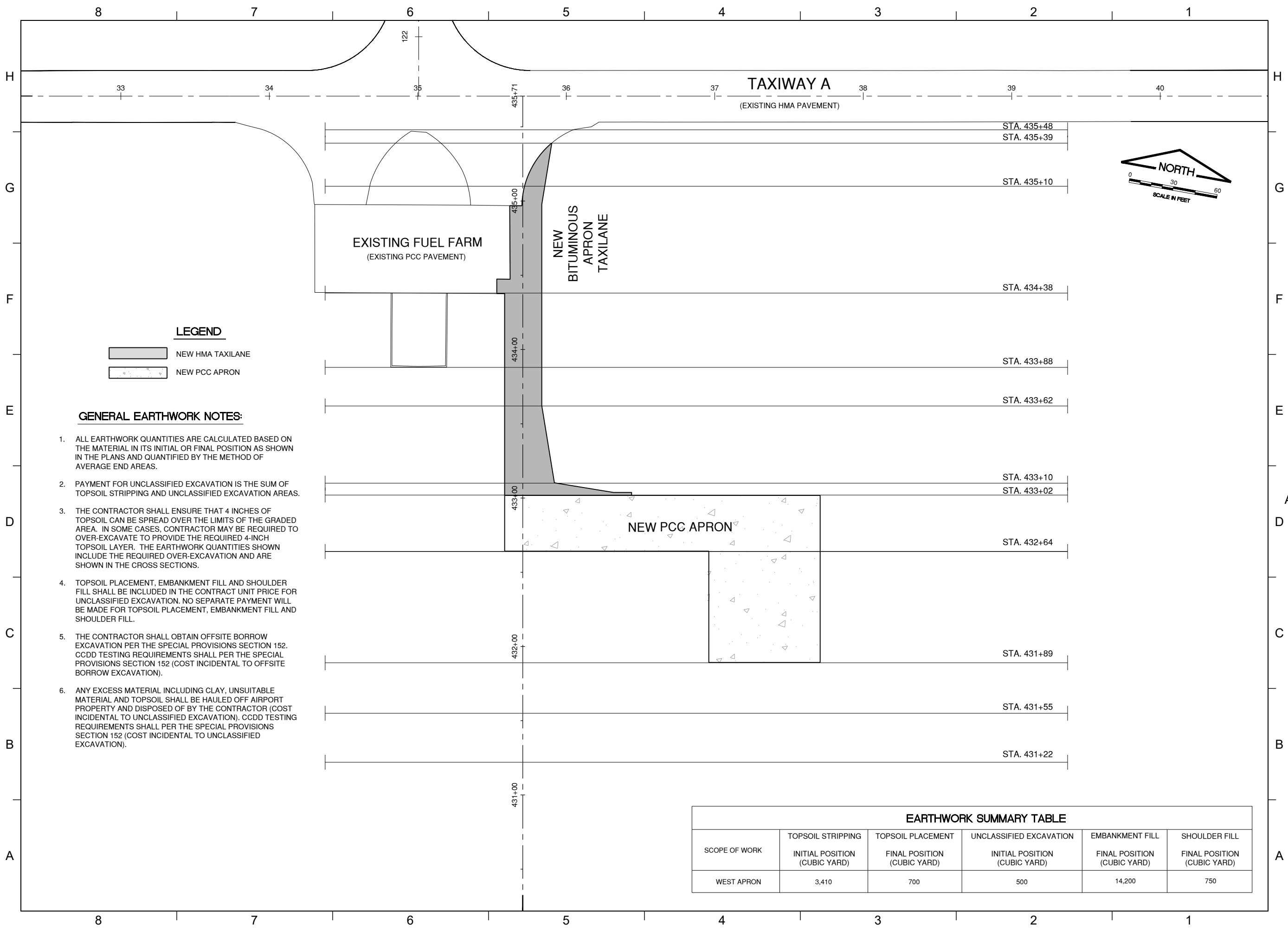
SHEET TITLE:  
**INDEX TO CROSS  
SECTIONS AND  
EARTHWORK SUMMARY**

DESIGNED: CMT-ARR DRAWN: CMT-ARR CHECKED: CMT-ARR

PROJECT NO.: 24007168.00  
DATE: FEBRUARY 27, 2026

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**LEGEND**

- NEW HMA TAXILANE
- NEW PCC APRON

**GENERAL EARTHWORK NOTES:**

1. ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
2. PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AREAS.
3. THE CONTRACTOR SHALL ENSURE THAT 4 INCHES OF TOPSOIL CAN BE SPREAD OVER THE LIMITS OF THE GRADED AREA. IN SOME CASES, CONTRACTOR MAY BE REQUIRED TO OVER-EXCAVATE TO PROVIDE THE REQUIRED 4-INCH TOPSOIL LAYER. THE EARTHWORK QUANTITIES SHOWN INCLUDE THE REQUIRED OVER-EXCAVATION AND ARE SHOWN IN THE CROSS SECTIONS.
4. TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL.
5. THE CONTRACTOR SHALL OBTAIN OFFSITE BORROW EXCAVATION PER THE SPECIAL PROVISIONS SECTION 152. CCDD TESTING REQUIREMENTS SHALL PER THE SPECIAL PROVISIONS SECTION 152 (COST INCIDENTAL TO OFFSITE BORROW EXCAVATION).
6. ANY EXCESS MATERIAL INCLUDING CLAY, UNSUITABLE MATERIAL AND TOPSOIL SHALL BE HAULED OFF AIRPORT PROPERTY AND DISPOSED OF BY THE CONTRACTOR (COST INCIDENTAL TO UNCLASSIFIED EXCAVATION). CCDD TESTING REQUIREMENTS SHALL PER THE SPECIAL PROVISIONS SECTION 152 (COST INCIDENTAL TO UNCLASSIFIED EXCAVATION).

| EARTHWORK SUMMARY TABLE |                               |                             |                               |                             |                             |
|-------------------------|-------------------------------|-----------------------------|-------------------------------|-----------------------------|-----------------------------|
| SCOPE OF WORK           | TOPSOIL STRIPPING             | TOPSOIL PLACEMENT           | UNCLASSIFIED EXCAVATION       | EMBANKMENT FILL             | SHOULDER FILL               |
|                         | INITIAL POSITION (CUBIC YARD) | FINAL POSITION (CUBIC YARD) | INITIAL POSITION (CUBIC YARD) | FINAL POSITION (CUBIC YARD) | FINAL POSITION (CUBIC YARD) |
| WEST APRON              | 3,410                         | 700                         | 500                           | 14,200                      | 750                         |



LK017

VILLAGE OF  
LAKE IN THE HILLS

LAKE IN THE HILLS  
MUNICIPAL AIRPORT  
LAKE IN THE HILLS, IL

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PROJECT NAME:  
**CONSTRUCT APRON:  
WEST TERMINAL AREA,  
PHASE 1**

SHEET TITLE:  
**CROSS SECTIONS - 1**

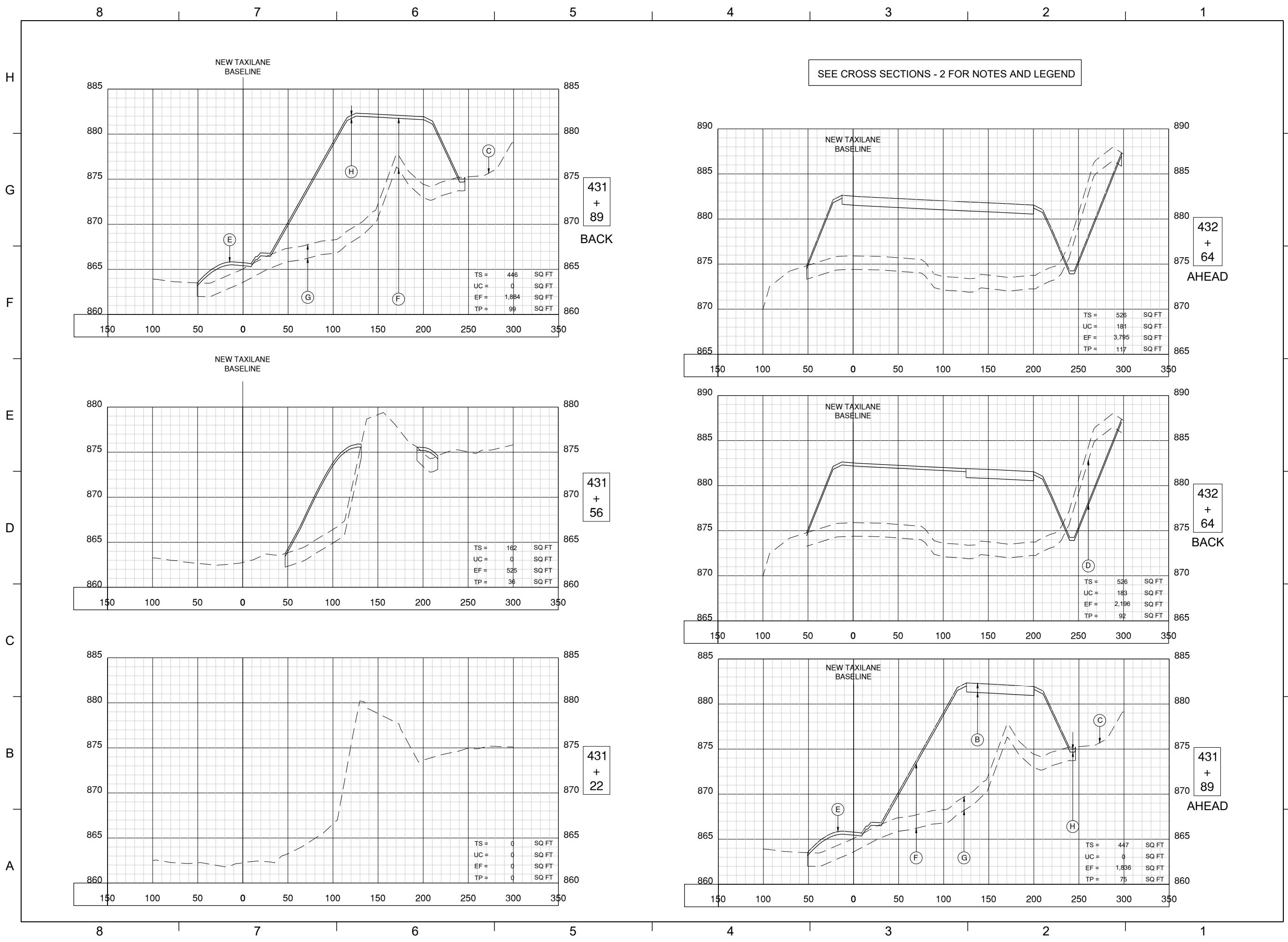
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PROJECT NO.: 24007168.00  
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SEE CROSS SECTIONS - 2 FOR NOTES AND LEGEND





LK017

VILLAGE OF LAKE IN THE HILLS

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**CROSS SECTIONS - 2**

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