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VILLAGE OF LANSING LANSING, ILLINOIS

CONSTRUCTION PLANS FOR LANSING MUNICIPAL AIRPORT

SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	250	
AR152480	SHOULDER ADJUSTMENT	SY	1,250	
AR152540	SOIL STABILIZATION FABRIC	SY	300	
AR156510 SILT FENCE LF 175				
AR156520	INLET PROTECTION	EACH	4	
AR201661	CLEAN & SEAL BITUM INO US CRACKS	LF	500	
AR201663	SAND MIX CRACK REPAIR	LF	560	
AR208515	08515 POROUS GRANULAR EMBANKMENT		50	
AR209606	09606 CRUSHED AGG. BASE COURSE - 6"		100	
AR401610	4401610 BITUMINOUS SURFACE COURSE		2,600	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	21,700	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	1,140	
AR603510	BITUMINOUS TACK COAT	GAL	3,260	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	4,500	
AR620525	PAVEMENT MARKING - BLACK BORDER	SF	8,800	
AR800159	SEEDING	SY	1,250	
AR800162	MULCHING	SY	1,250	

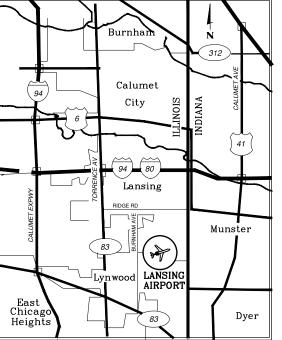
REHABILITATE TAXIWAY A AND CONNECTORS

ILLINOIS PROJECT: IGQ-4817 SBGP PROJECT: 3-17-SBGP-TBD

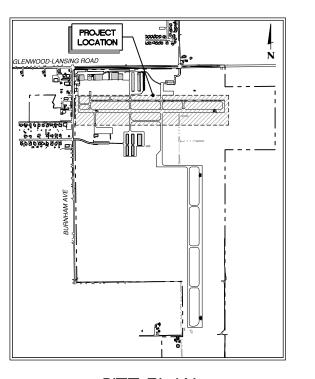
JUNE 5, 2020

Lansing Municipal Airport REHABILITATE TAXIWAY A AND CONNECTORS APPROVED BY MAYOR PATTY FIDAM **AIRPORT** APPROVED BY MANAGER JOHN DELAURENTIIS

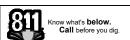








SITE PLAN



JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS

THE LOCATION SIZE AND TYPE OF MATERIAL OF EXISTING LINDERGROUND LITH ITIES 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 BELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVEN'
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

DESIGN INFORMATION

APPROACH CATEGORY B **DESIGN GROUP II**

LANSING MUNICIPAL AIRPORT

BLOOM TOWNSHIP (SECTION: 8 AND 17)

OPPOSITE GLENWOOD-LANSING

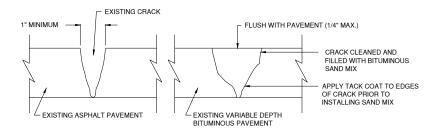
UNICOM RADIO FREQUENCY - 122.7

STABILIZATION TYPICAL SECTION

NOT TO SCALE

STABILIZATION NOTES:

. LOCATIONS FOR FURNISHING AND PLACING POROUS GRANULAR EMBANKMENT SHALL BE AS THE FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION. THIS MATERIAL IS INTENDED TO REPAIR SOFT SUBGRADE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES. EXCAVATION OF THE SOFT SUBGRADE SHALL BE FAIL FOR AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. (REFER TO STABILIZATION TYPICAL SECTION).

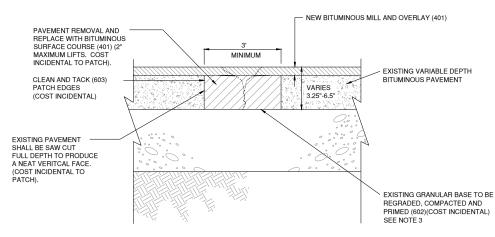


HMA SAND MIX CRACK REPAIR DETAIL (AR201663)

NOT TO SCALE

HMA SAND MIX CRACK REPAIR NOTES

- CRACKS TO BE FILLED WITH SAND MIX SHALL BE DESIGNATED BY THE RESIDENT ENGINEER.
- 2. SAND MIX CRACK REPAIR SHALL BE USED ON ALL CRACKS GREATER THAN 1" WIDE OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- 3. CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO SEALING



REMOVE AND REPLACE BITUMINOUS PAVEMENT (AR401910)

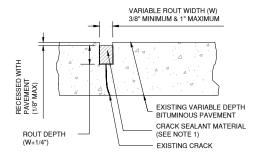
NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES

- 1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS, AIRPORT PERSONNEL, AND PAVEMENT CORES. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
- 2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED AT VARIABLE INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DIBING CONSTRUCTION.
- 3. AS FIELD CONDITIONS WARRANT AT THE TIME IF CONSTRUCTION, FURNISHING AND PLACING OF POROUS GRANULAR EMBANKMENT AND/OR REMOVAL AND REPLACEMENT OF AGGREGATE BASE COURSE SHALL BE DONE AT SECTIONS WHERE THE REMOVE AND REPLACE BITUMINOUS PAVEMENT IS UTILIZED. THIS SHALL BE DONE TO REPAIR SOFT SUBGRADE AS DETERMINED BY THE RESIDENT ENGINEER BASED ON RESULTS OF THE GEOTECHNICAL TESTING OR PROOF ROLL. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES. SEE STABILIZATION TYPICAL SECTION FOR DETAIL.

GENERAL NOTES

- THE EXISTING PAVEMENT STRUCTURE WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO CONTRACT.
- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
- 4. THE RESIDENT ENGINEER IN CONSULTATION WITH THE AIRPORT SHALL IDENTIFY ALL CRACKS TO BE REPAIRED AND OR SEALED. CONTRACTOR SHALL ADJUST THEIR OPERATIONS AS NECESSARY FOR THE IDENTIFIED WORK. NO ADDITIONAL COMPENSATION SHALL BE MADE.
- 5. CONTRACTOR SHALL DISPOSE OF ALL PAVEMENT REMOVAL AND OTHER MISCELLANEOUS CONSTRUCTION DEBRIS OFF OF AIRPORT PROPERTY UNLESS OTHERWISE NOTED ON PLANS.
- 6. PAVEMENT REMOVAL AND REPLACEMENT AREAS SHALL BE LAID OUT BY THE RESIDENT ENGINEER IN THE FIELD DURING CONSTRUCTION.
- 7. THE FIRST LANE OF THE FIRST LIFT OF THE HMA SURFACE COURSE SHALL BE STARTED AT THE CENTER OF THE PAVEMENT WITH A TAUT STRINGLINE (GUIDE WIRE). SET TO GRADE AT BOTH SIDES OF THE PAVER. THE AUTOMATIC GRADE CONTROL SYSTEM OF THE PAVER SHALL BE USED TO CONTROL GRADE OF BOTH SIDES OF THE PAVER FROM THESE REFERENCE STRINGLINES. THE GRADE CONTROL FOR THE ADJACENT LANES OF PAVEMENT SHALL BE MAINTAINED BY USING A MATCHING SHOE WITH THE PREVIOUS LAID PAVEMENT AND A STRINGLINE ON THE OUTER EDGE OF THE NEXT LANE. A STRINGLINE AND MATCHING SHOE SHALL BE USED TO PAVE ALL REMAINING LANES OF THE FIRST LIFT OF SURFACE COURSE.



CLEAN AND SEAL BITUMINOUS CRACKS (AR201661)

NOT TO SCALE

CRACK SEALING NOTES:

- . THE CRACK ROUTING DIMENSIONS WILL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL.
- CRACKS TO BE ROUTED, CLEANED AND SEALED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.

MILLING TABLE NOTES

- MILLING DEPTH TABLE IS FOR TAXIWAY A ONLY. ALL OTHER TAXIWAY CONNECTIONS IS A 2" MILL AND OVERLAY.
- 2. MILL DEPTH IS SHOWN IN FEET.
- 3. THE BITUMINOUS PAVEMENT MILLING DEPTHS ARE PROVIDED TO ACHIEVE THE 2" BITUMINOUS OVERLAY DEPTH.
- NEGATIVE BITUMINOUS MILLING DEPTHS REFLECT A REQUIRED BITUMINOUS LEVELING TO ACHIEVE THE 2° BITUMINOUS OVERLAY. NO BITUMINOUS MILLING IS REQUIRED IN THESE LOCATIONS.
- BITUMINOUS LEVELING SHALL BE PLACED AT THE NEGATIVE MILL DEPTH LOCATIONS AS SPECIFIED IN THE TABLE TO ACHIEVE THE APPROPRIATE DEPTH PRIOR TO THE 2° BITUMINOUS OVERLAY. BITUMINOUS LEVELING SHALL BE PAID FOR UNDER AR401610 - BITUMINOUS SURFACE COURSE.
- 6. NO ADDITIONAL PAYMENT FOR MILLING DEPTHS GREATER THAN SPECIFIED IN THE PLANS WILL BE MADE
- 7. N/A ELEVATIONS ARE LOCATIONS OUTSIDE THE TAXIWAY A PAVEMENT.
- 8. SEE PLAN AND PROFILES FOR ELEVATIONS AT CROSSING TAXIWAYS.
- ALL BUTT JOINT CONSTRUCTION, VARIABLE MILLING AND 2" MILLING SHALL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE PAID FOR AS AR401650 RITIMINOLIS PAYEMENT MILLING

		MINOUS PA							
		FT OF CENT			ENTERLIN			HT OF CEN	
STATION	PROP	EXST	MILL	PROP	EXST	MILL	PROP	EXST	MILL
	ELEV.	ELEV.	DEPTH	ELEV.	ELEV.	DEPTH	ELEV.	ELEV.	DEPTH
4+12.41	615.23	615.23	0.17	615.44	615.44	0.17	615.39	615.39	0.17
4+29.35	615.52	615.52	0.17	615.74	615.67	0.10	615.51	615.51	0.17
4+50.00	615.53	615.44	0.08	615.75	615.66	0.08	615.50	615.50	0.17
5+00.00	615.57	615.44	0.04	615.79	615.70	0.08	615.54	615.54	0.17
5+50.00	615.57	615.42	0.02	615.83	615.70	0.04	615.57	615.44	0.04
6+00.00	615.57	615.41	0.02	615.83	615.71	0.04	615.57	615.44	0.04
6+50.00	615.57	615.42	0.01	615.83	615.70	0.04	615.57	615.43	0.03
7+00.00	615.57	615.39	-0.01	615.83	615.72	0.06	615.57	615.43	0.03
7+50.00	615.57	615.36	-0.04	615.83	615.70	0.04	615.57	615.39	-0.01
7+75.00	615.57	615.37	-0.04	615.83	615.71	0.05	615.57	615.39	-0.01
8+00.00	615.58	615.41	-0.01	615.84	615.75	0.08	615.57	615.44	0.04
8+50.00	615.57	615.45	0.04	615.86	615.76	0.07	615.60	615.43	0.00
9+00.00	615.56	615.41	0.02	615.87	615.77	0.07	615.61	615.41	-0.03
9+24.58	615.54	615.38	0.01	615.88	615.80	0.09	615.62	615.41	-0.04
9+50.00	615.55	615.39	0.01	615.89	615.75	0.03	615.63	615.41	-0.05
10+00.00	615.59	615.51	0.09	615.90	615.77	0.04	615.64	615.42	-0.05
10+50.00	615.62	615.50	0.04	615.91	615.77	0.03	615.65	615.44	-0.04
11+00.00	615.66	615.50	0.01	615.92	615.77	0.02	615.66	615.49	0.00
11+50.00	615.68	615.52	0.01	615.94	615.80	0.03	615.68	615.47	-0.04
12+00.00	615.69	615.55	0.03	615.95	615.83	0.05	615.69	615.42	-0.10
12+50.00	615.69	615.59	0.06	615.95	615.82	0.04	615.66	615.41	-0.08
13+00.00	615.68	615.60	0.08	615.94	615.79	0.04	615.62	615.40	-0.06
13+50.00	615.68	615.61	0.09	615.94	615.82	0.05	615.59	615.45	0.03
14+00.00	615.68	615.64	0.13	615.94	615.79	0.02	615.63	615.52	0.06
14+50.00	615.67	615.61	0.11	615.93	615.75	-0.01	615.64	615.52	0.04
15+00.00	615.66	615.57	0.07	615.92	615.75	0.00	615.66	615.54	0.04
15+50.00	615.66	615.58	0.08	615.92	615.79	0.04	615.66	615.49	0.00
16+00.00	615.64	615.59	0.11	615.90	615.77	0.04	615.64	615.51	0.04
16+50.00	615.63	615.59	0.13	615.88	615.75	0.04	615.62	615.49	0.03
17+00.00	615.62	615.55	0.09	615.88	615.71	0.00	615.62	615.49	0.03
17+50.00	615.63	615.56	0.09	615.89	615.76	0.04	615.63	615.47	0.01
18+00.00	615.66	615.46	-0.03	615.92	615.74	-0.01	615.66	615.53	0.03
18+50.00	615.69	615.57	0.04	615.95	615.82	0.04	615.69	615.54	0.02
19+00.00	615.67	615.56	0.05	615.93	615.77	0.01	615.67	615.56	0.06
19+50.00	615.65	615.57	0.08	615.91	615.78	0.04	615.65	615.56	0.08
20+00.00	615.63	615.58	0.11	615.89	615.77	0.05	615.63	615.58	0.11
20+50.00	615.64	615.63	0.15	615.90	615.80	0.07	615.64	615.55	0.08
21+00.00	615.64	615.55	0.07	615.90	615.81	0.08	615.64	615.56	0.09
		615.60							
21+50.00	615.65		0.11	615.91	615.82	0.08	615.65	615.58	0.10
22+00.00	615.65	615.59	0.11	615.91	615.75	0.01	615.65	615.55	0.07
22+50.00	615.66	615.62	0.13	615.92	615.83	0.08	615.66	615.62	0.13
23+00.00	615.66	615.59	0.10	615.92	615.80	0.05	615.66	615.59	0.09
23+50.00	615.68	615.59	0.08	615.94	615.79	0.02	615.68	615.57	0.05
24+00.00	615.70	615.59	0.06	615.96	615.82	0.03	615.70	615.59	0.06
24+50.00	615.72	615.62	0.07	615.98	615.85	0.04	615.72	615.60	0.05
25+00.00	615.74	615.65	0.08	616.00	615.86	0.03	615.74	615.67	0.09
25+50.00	615.74	615.66	0.09	616.00	615.89	0.06	615.74	615.67	0.10
26+00.00	615.75	615.67	0.09	616.01	615.93	0.09	615.75	615.73	0.15
26+50.00	615.75	615.72	0.14	616.01	615.97	0.13	615.75	615.73	0.14
27+00.00	615.77	615.72	0.12	616.03	615.96	0.10	615.77	615.65	0.04
27+50.00	615.78	615.70	0.09	616.04	615.96	0.09	615.78	615.73	0.11
28+00.00	615.80	615.73	0.10	616.06	615.95	0.06	615.80	615.72	0.08
28+50.00	615.81	615.74	0.10	616.07	615.92	0.02	615.81	615.76	0.11
29+00.00	615.83	615.75	0.09	616.09	615.94	0.02	615.83	615.77	0.10
29+50.00	615.83	615.76	0.10	616.09	615.97	0.05	615.83	615.79	0.12
30+00.00	615.84	615.75	0.07	616.10	615.98	0.05	615.84	615.80	0.12
30+50.00	615.84	615.77	0.09	616.10	615.98	0.05	615.84	615.76	0.09
31+00.00	615.84	615.79	0.11	616.10	615.98	0.05	615.84	615.74	0.06
31+50.00	615.84	615.78	0.10	616.10	615.98	0.05	615.84	615.72	0.04
32+00.00 32+50.00	615.85 615.85	615.76 615.77	0.07	616.11 616.11	615.98 615.98	0.04	615.85 615.85	615.70 615.69	0.01
32+30.00	615.83	615.77	0.09	616.11	615.98	0.04	615.83	615.70	0.00
33+50.00	615.83	615.72	0.06	616.09	615.89	-0.02	615.83	615.70	0.03
34+00.00	615.82	615.74	0.10	616.07	615.95	0.05	615.82	615.71	0.04
34+50.00	615.79	615.73	0.10	616.05	615.93	0.03	615.79	615.60	-0.02
35+00.00	615.79	615.76	0.11	616.04	615.91	0.03	615.79	615.61	0.00
35+50.00	615.79	615.77	0.15	616.05	615.92	0.04	615.79	615.66	0.00
36+00.00	615.79	615.79	0.17	616.05	615.93	0.04	615.79	615.73	0.03
36+50.00	615.80	615.76	0.17	616.06	615.92	0.03	615.80	615.76	0.11
37+00.00	615.81	615.69	0.05	616.07	615.93	0.03	616.16	616.01	0.02
37+25.34	615.81	615.64	-0.01	616.08	616.08	0.03	616.17	616.01	0.02
37+50.00	615.51	615.44	0.10	615.77	615.77	0.17	615.86	615.79	0.10

BITUMINOUS PAVEMENT MILLING (AR401650) - TAXIWAY A MILLING DEPTHS



License No. 184-000613 CONSULTANTS

FINAL

JUNE 5, 2020

REHABILITATE TAXIWAY A AND CONNECTORS



VILLAGE OF LANSING



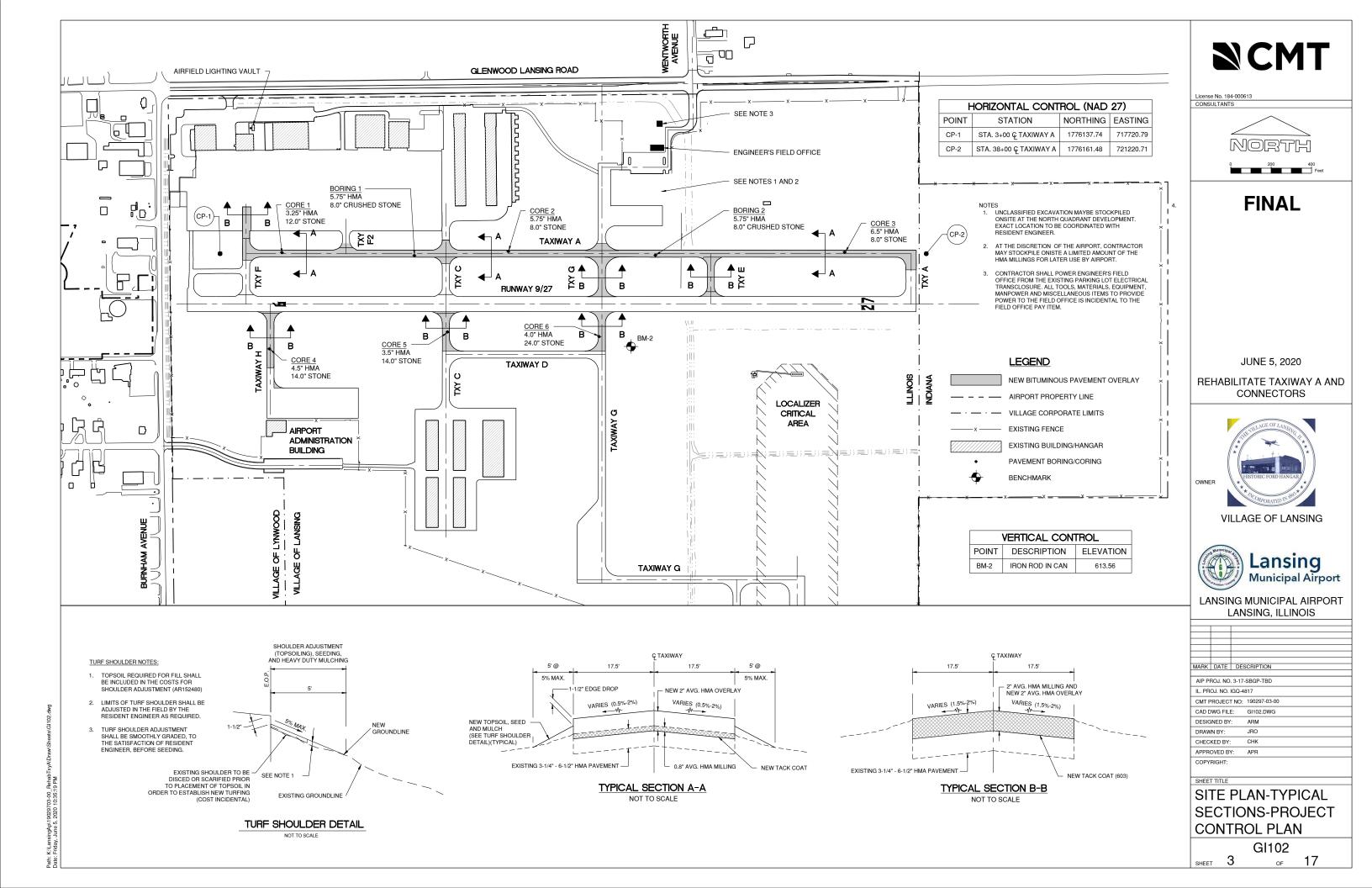
LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS

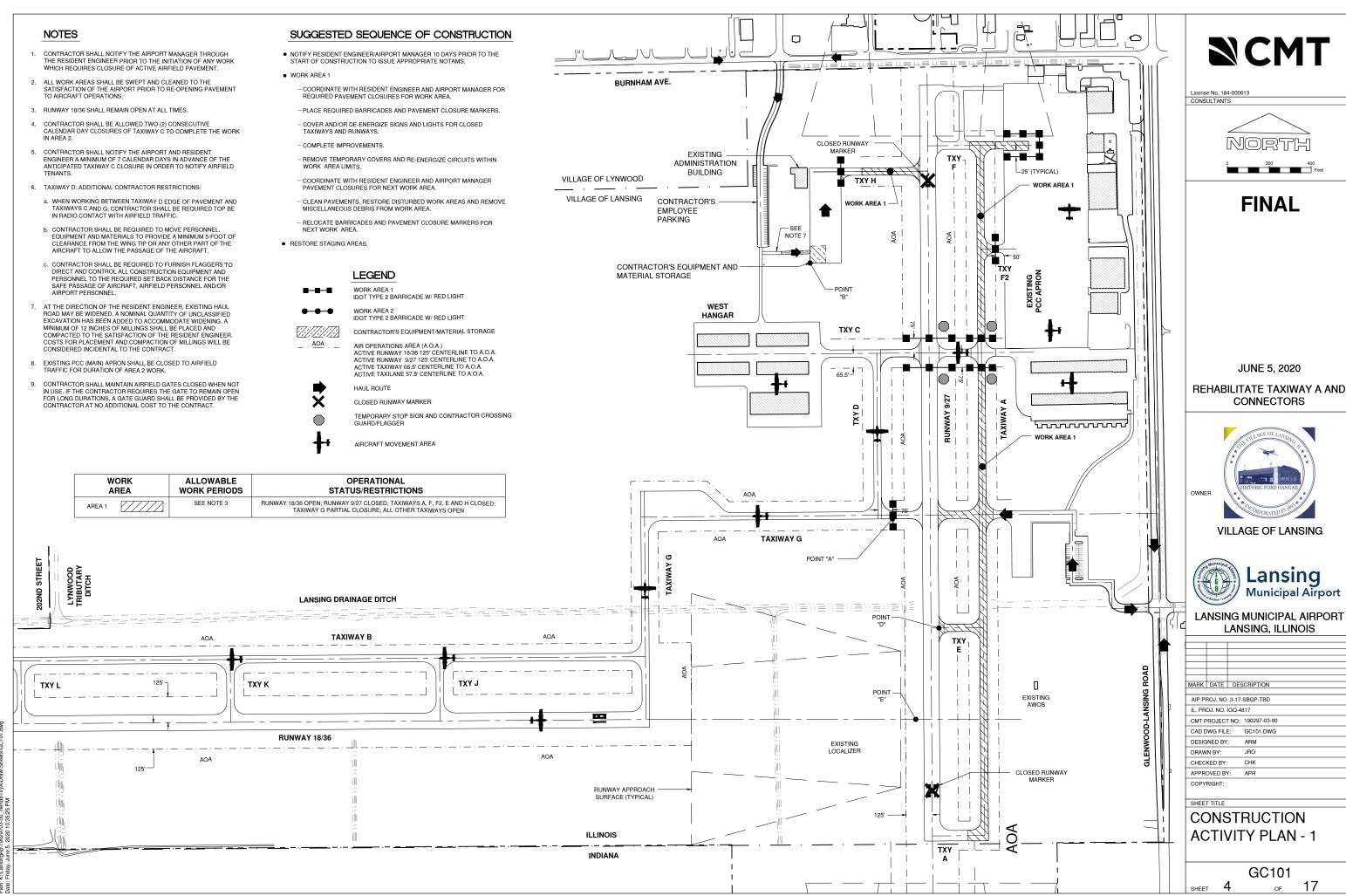
MARK	DATE	DES	CRIPTION	
AIP PI	ROJ. NO	. 3-17-	SBGP-TBD	
IL. PR	OJ. NO.	IGQ-4	817	
CMT PROJECT NO:			190297-03-00	
CAD	CAD DWG FILE:		GI101.DWG	
DESIGNED BY:		DKP		
DRAWN BY:		JRO		
CHECKED BY:		CHK		
APPR	APPROVED BY:		APR	
0000	CORVEIGHT			

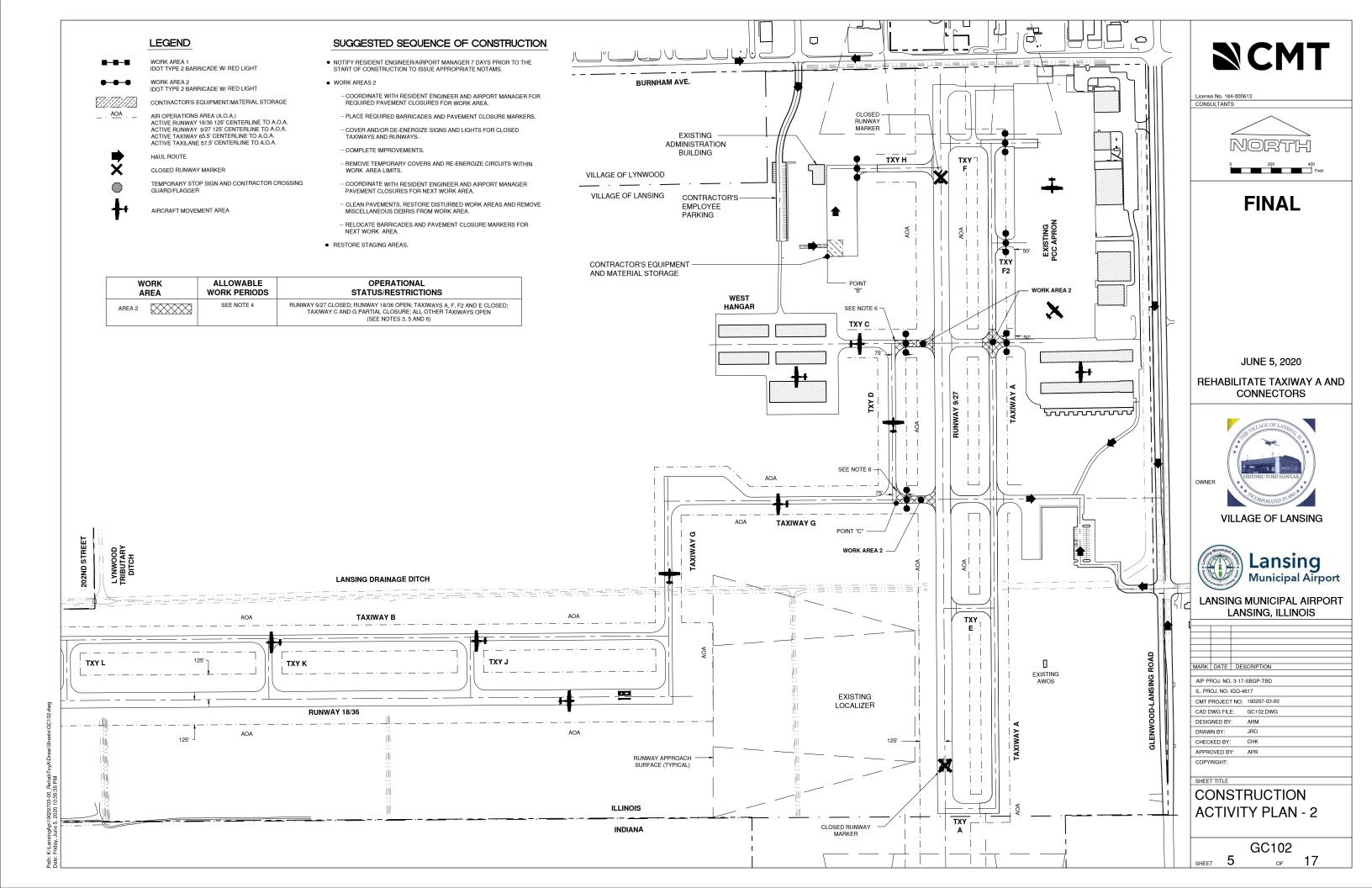
GENERAL NOTES AND DETAILS

GI101

SHEET 2 OF 17







GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL
- 2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON
- 3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER, THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF 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 BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT
- 9. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED
- FOR WORK ON AIRPORT PROPERTY: PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, TAXIWAY AND RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (20" x 20") BETWEEN EACH SET OF BARRICADES SHALI BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, FOUIPMENT OR MATERIAL, SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 12. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE AND LOCK THE ACCESS GATE OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL
 TIMES DURING CONSTRUCTION. SEE FLAG DETAIL, THIS SHEET.
- 15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER
- 16. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK
- 17. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A TRUCK WHICH HAS A MAXIMUM HEIGHT
- 18. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF
- 19. LANSING MUNICIPAL AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- 20. APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE CONSTRUCTION ACTIVITY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY BOADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK, ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT
- 21. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT. THE RESTORATION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 22. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

- 23. COORDINATION MEETINGS THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT
- 24. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- 25. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT. EXISTING LANSING DRAINAGE FLOWS SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION
- 26. VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN 65.5' FROM ACTIVE TAXIWAYS, 57.5' FROM ACTIVE TAXILANES, 200' FROM ACTIVE RUNWAY 18/36 AND 75' FROM ACTIVE RUNWAY 9/27 UNLESS OTHERWISE APPROVED BY
- 27. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS
- 28. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES, ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- 29. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTIONS 50-06, 70-06, AND 70-17 OF STANDARD SPECIFICATIONS REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATEVER 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 MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING 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 COMPANY 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 RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- 30. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER AND/OR AIRPORT MAINTENANCE. ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A CROSSING GUARD OR ESCORT IN RADIO CONTACT WITH THE AIR FILED SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.

ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER, PAVEMENT SHALL BE CONTINUALLY SWEPT TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

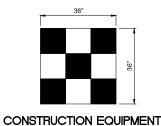
WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY

LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY SAFETY AREA (RSA) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECCESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE BSA IF DURING BUNWAY CLOSURE AN EMERGENCY IS DECLARED. THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON PREVIOUS SHEET FOR SAFETY

TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORABILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. OBJECT FREE AREA WIDTHS ARE NOTED ON THIS SHEET. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY / TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.



AND TRUCK SIGNAL ORANGE

AND WHITE CHECKERED FLAG

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 SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS

DESIGN AIRCRAFT APPROACH CATAGORY: B DESIGN AIRPORT GROUP: II

RUNWAY 18/36 SAFETY AREA TOTAL WIDTH = 150' RUNWAY 9/27 SAFETY AREA TOTAL WIDTH = 150' TAXIWAY CENTERLINE TO OBJECT SEPARATION = 65.5 TAXILANE CENTERLINE TO OBJECT SEPARATION = 57.5

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 15

POINT "A"
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE

RUNWAY 18/36 LATITUDE: 41° 32' 21.82" LONGITUDE: - 87° 31' 52 29" EXISTING ELEVATION: 614.0

POINT "B' NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 18/36 LATITUDE: 41° 32′ 18.02″ LONGITUDE: - 87° 32′ 08.17″

NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 18/36 LATITUDE: 41° 32' 21.29" LONGITUDE: - 87° 31' 52.06" **EXISTING ELEVATION: 615.2**

FLASHER BARRICADE

DETAIL-IDOT TYPE 2

NOT TO SCALE

20" x 20" _____ ORANGE FLAGS

RED FLASHER -

EXISTING ELEVATION: 617.0

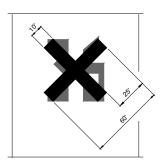
POINT "D"
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 18/36 LATITUDE: 41° 32' 23.81" LONGITUDE: - 87° 31' 45 03" EXISTING ELEVATION:615.5

POINT "E"

NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 18/36 LATITUDE: 41° 32' 25.61" LONGITUDE: - 87° 31' 39.40" **EXISTING ELEVATION: 615.3**

FLASHER BARRICADE NOTES

- FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES
- 2. SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- 3 CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE AIRPORT.
- 4. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 5. PLACE AT 10' INTERVALS.
- 6. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.



ON PAVEMENT CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

- 1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- 2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- 4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET, THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE /ARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION

AIRFIELD LIGHTS AND SIGNS NOTES

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



License No. 184-000613

CONSULTANTS

FINAL

JUNE 5, 2020

REHABILITATE TAXIWAY A AND **CONNECTORS**





LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS

MARK	DATE	DES	SCRIPTION				
AIP PI	ROJ. NO	. 3-17	-SBGP-TBD				
IL. PROJ. NO. IGQ-4817							
CMT PROJECT NO:			190297-03-00				
CAD DWG FILE:			GC100.DWG				
DESIGNED BY:		ARM					
DRAW	N BY:		JRO				
CHEC	KED BY:		CHK				

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APPROVED BY:

CONSTRUCTION **ACTIVITY PLAN** NOTES AND DETAILS

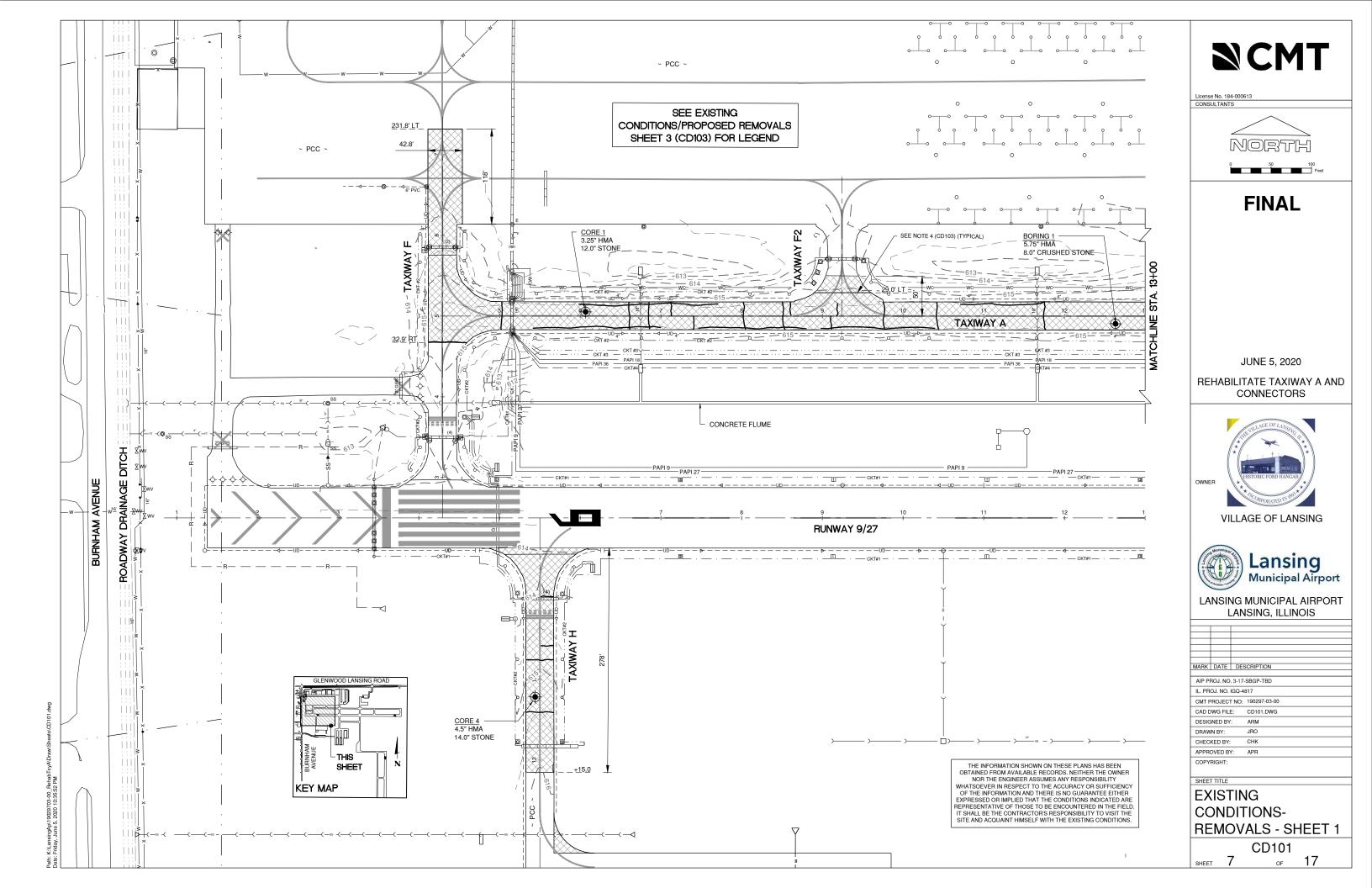
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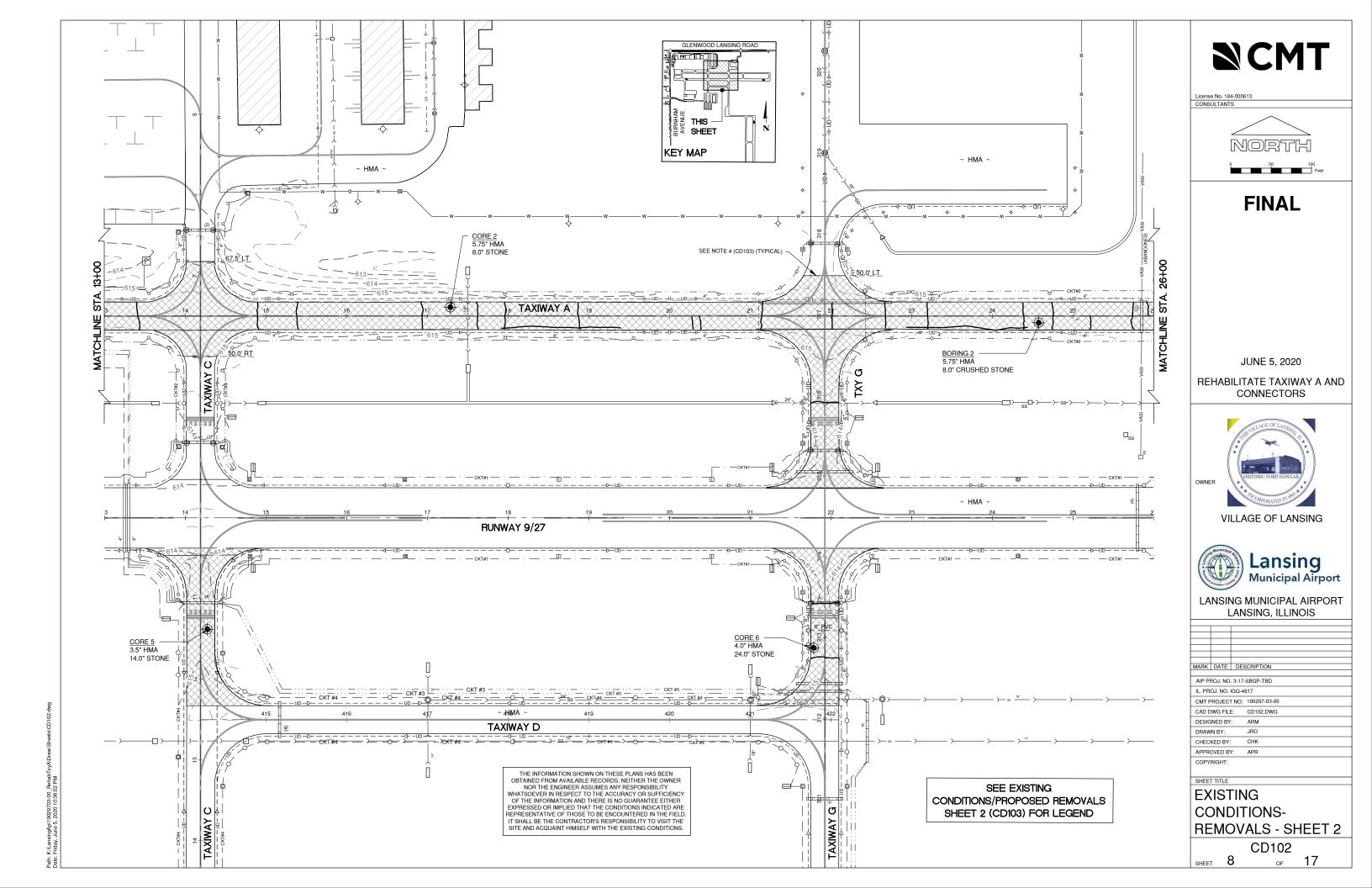
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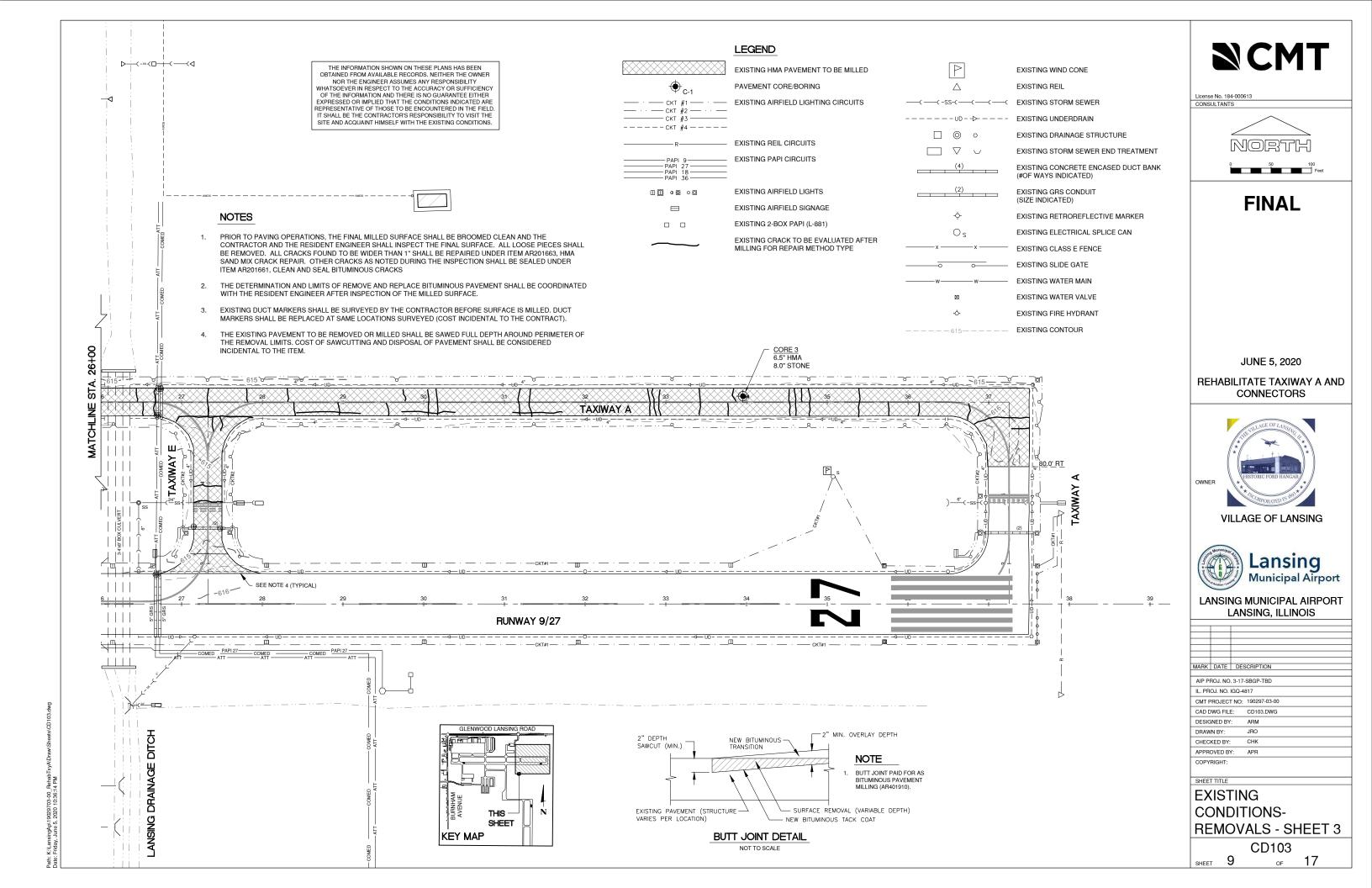
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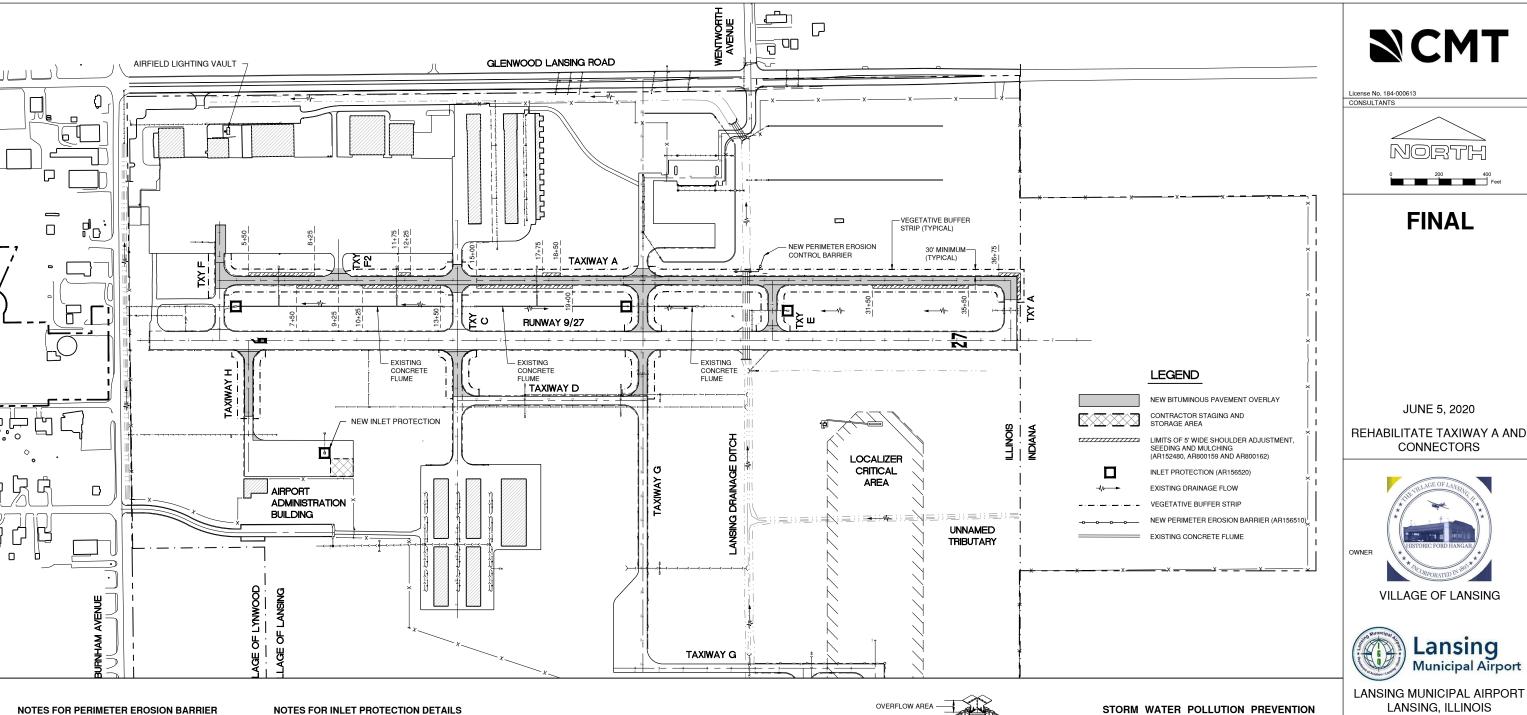
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NOT TO SCALE









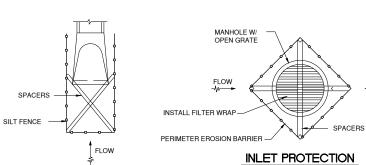
NOTES FOR PERIMETER EROSION BARRIER

- THE BARRIER SHALL BE CONSTRUCTED WITH ROLLED EXCELSIOR, SILT FILTER FENCE OR URETHANE
- ALL MATERIALS AND CONSTRUCTION/INSTALLATION METHODS SHALL BE IN ACCORDANCE WITH IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.

VEGETATIVE BUFFER NOTES

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

- 1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOX INLETS, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND
- FABRIC SHALL BE IN CONFORMANCE WITH ARTICLE 1080.03 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.
- 3. FABRIC SHALL OVERLAY FRAME BY 6" (MIN.).
- CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
- FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION OF PAVEMENT REHABILITATION.
- COST OF FILTER WRAP AND MAINTENANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



INLET PROTECTION (END SECTION)

NOT TO SCALE IDOT STANDARD 280001-07

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

FLOW

STORM WATER POLLUTION PREVENTION **GENERAL NOTES**

- THE LIMITS OF SHOULDER ADJUSTMENT. SEEDING AND MULCHING SHALL NOT EXCEED 5' FROM THE EDGE OF PAVEMENT UNLESS OTHERWISE DIRECTED BY THE RESIDENT ENGINEER
- THE CONTRACTOR SHALL NOT PERMIT HAULING OUTSIDE OF THE SHOULDER ADJUSTMENT LIMITS WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, FTC COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR, UNLESS OTHERWISE NOTED ON THE CONSTRUCTION PLANS
- AT THE COMPLETION OF CONSTRUCTION, THE STAGING AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION. RUTTED AREAS SHALL BE FILLED AND THE AREA SEEDED AND MULCHED AS NEEDED. RESTORATION COSTS SHALL BE BORNE BY THE CONTRACTOR

Municipal Airport

LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS

VILLAGE OF LANSING

Lansing

NCMT

FINAL

JUNE 5, 2020

CONNECTORS

ARK DATE DES	SCRIPTION
AIP PROJ. NO. 3-17-	SBGP-TBD
L. PROJ. NO. IGQ-4	817
OMT PROJECT NO:	190297-03-00
CAD DWG FILE:	L101.DWG
DESIGNED BY:	ARM
DRAWN BY:	JRO
CHECKED BY:	CHK
APPROVED BY:	APR
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STORMWATER POLLUTION PREVENTION PLAN

17

L101 SHEET 10 OF



NOT TO SCALE FOR ALL RECTANGULAR AND CIRCULAR INLETS

STAINLESS STEEL

-LIFT

HANDLES

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

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

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 COND

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

SITE DESCRIPTION

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

THIS PROJECT CONSISTS OF THE MILLING AND OVERLAY OF AN EXISTING BITUMINOUS PAVEMENT AT THE LANSING MUNICIPAL AIRPORT. THE PROJECT INCLUDES AS NEEDED TURF SHOULDER ADJUSTMENT, 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 EXCAVATION AND GRADING:

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

VARIABLE DEPTH BITUMINOUS PAVEMENT MILLING AND PAVING.

AS NEEDED TURF SHOULDER ADJUSTMENT, SEEDING AND MULCHING.

INSTALLATION OF NEW PAVEMENT MARKING.

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

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 7 ACRES OF WHICH 6.7 ACRES WILL BE DISTURBED. ONLY 0.30 ACRES WILL BE DISTURBED BY GRADING ACTIVITIES.

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

- 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 FROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE

THE CONSTRUCTION SITE DRAINS INTO THE LANSING DRAINAGE DITCH THROUGH A STORM SEWER SYSTEM

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED. THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING YEGERATION IS PRESERVED.

WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE:
TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL
VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORABILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

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

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

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

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

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.

STABILIZATION FEB. MAR. APR. MAY. JUNE JULY AUG. SEPT. OCT. NOV. DEC. TYPE PERMANENT SEEDING DORMAN[®] SEEDING N/A N/A N/A N/A N/A N/A N/A MULCHING TEMPORAR MULCHING EROSION CONTRO BLANKET A. SEEDING AERONAUTICS MIX (SEE IDOT STD. SPEC, AIRPORTS SECTION 901-2.1 FOR SEEDING MIXTURE)

B. TEMPORARY SEEDING (SEE IDOT STD. SPEC. AIRPORT SECTION 156-2.5 FOR SEED MIXTURE

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

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

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 EBOSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OFF SITE ON A REGULAR BASIS. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

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 INCIDENTAL TO THE CONTRACT.

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.

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

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCIDENTAL TO THE CONTRACT.

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

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 (NO!) 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 (NO!) 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-RUILT" 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%

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM AER 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.

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

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

- -- ILLINOIS ENVIRONMENTAL PROTECTION AGENC DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
- -ATTN: PERMIT SECTION
- P.O. BOX 19276
 - NGFIELD, ILLINOIS 62794-9276

ITEMS THAT ARE STRIKED THROUGH ARE NOT IN CONTRACT.

NPDES PERMIT #	N/A
DATE ISSUED	
DATE EXPIRED	

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

- ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
- 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
- 5 PERMANENT SEEDING SHALL BE LISED WHENEVER POSSIBLE LINDER 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
- 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 FROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, LANSING MUNICIPAL AIRPORT/VILLAGE OF LANSING, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
- 9 THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOLLT 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.
- 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. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS SEDIMENT SHALL BE REMOVED FROM FROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER,
- 14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE
- 15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED FARLY 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 FROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR FROSION 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. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR CERTIFICATION STATE	MENT

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.

THOSECT IN OTHINATION.	
ROUTE: LANSING MUNICIPAL AIRPORT	MARKED: REHABILITATE TAXIWAY A AND CONNECTORS
SECTION: 8	PROJECT NUMBER: IGQ-4817
COUNTY: COOK	CONTRACT NUMBER: 3-17-SBGP- (TBD)

I CERTIFY UNDER PENALTY OF LAW THAT LUNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLITION. DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILEID) THA 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 CONTRACTTO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION:	BEGINNING DATE: COMPLETION DATE:
MAJOR GRADING ACTIVITIES: LOCATION:	BEGINNING DATE:COMPLETION DATE:
SITE STABILIZATION: LOCATION:	BEGINNING DATE:
SITE STABILIZATION: LOCATION:	BEGINNING DATE:COMPLETION DATE:
CONSTRUCTION CEASED: EXPLANATION:	BEGINNING DATE:COMPLETION DATE:

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP

License	No.	184-000613

CONSULTANTS

FINAL

JUNE 5, 2020

REHABILITATE TAXIWAY A AND CONNECTORS



Munecipal 4	Lansing
	Municipal Airpor

LANSING MUNICIPAL AIRPORT LANSING, ILLINOIS

MARK	DATE	DES	SCRIPTION				
AIP PROJ. NO. 3-17-SBGP-TBD							
IL. PROJ. NO. IGQ-4817							
CMT F	ROJEC	T NO:	190297-03-00				
CAD DWG FILE:			L102.DWG				
DESIGNED BY:			ARM				
DRAWN BY:			JRO				

CHECKED BY: CHK APPROVED BY: APR COPYRIGHT

SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS

L102

OF

17

SHEET 11

