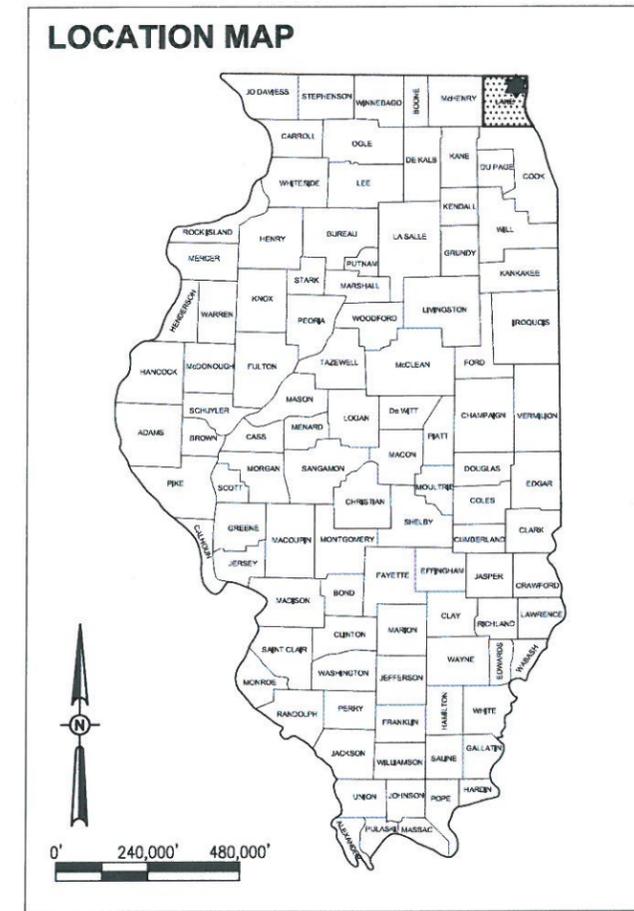
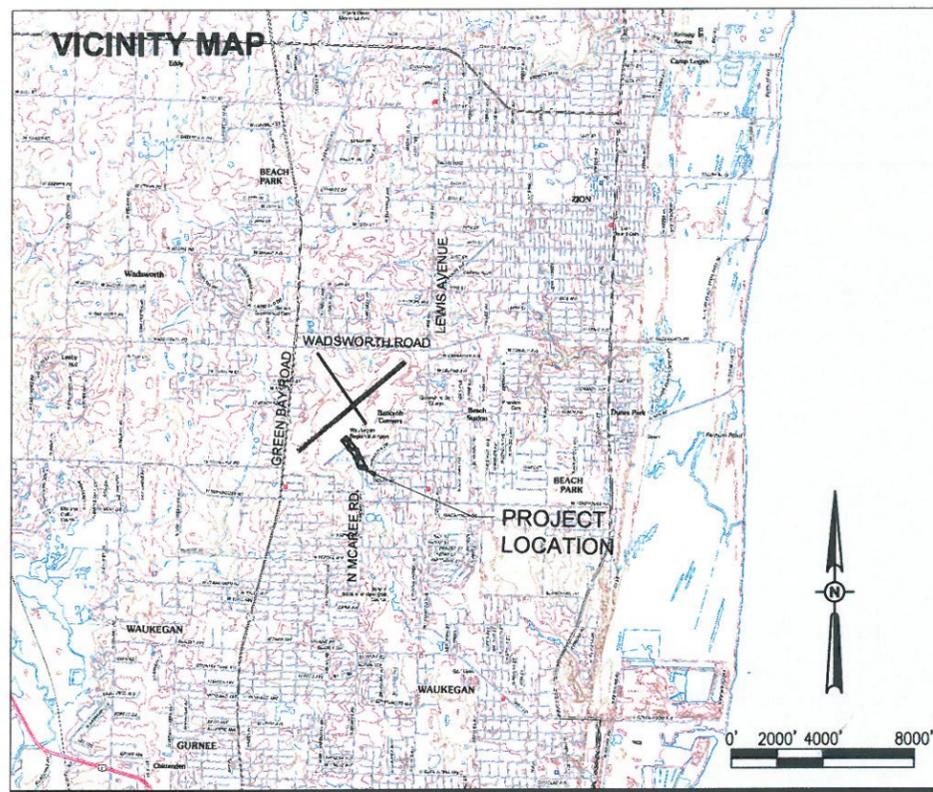


CONSTRUCTION PLANS

REHABILITATE AIRPORT
ENTRANCE ROAD

WAUKEGAN PORT DISTRICT
WAUKEGAN NATIONAL AIRPORT (UGN)
WAUKEGAN, LAKE COUNTY, ILLINOIS

IDA PROJECT NO. UGN-4631



NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By

Seal

Date of Plans
Exp 11/30/19

Lindsay Hausman

Lindsay D. Hausman, P.E.,
Project Engineer

JANUARY 12, 2018
Date

HANSON PROFESSIONAL SERVICES INC.
750 Warrenville Road, Suite 200
Lisle, Illinois 60532
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Fax: 630.990.3801

Ronald M. Hudson

Ronald M. Hudson, AICP
Project Manager

JANUARY 12, 2018
Date

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

Skip Goss

Skip Goss
Airport Manager

JANUARY 12, 2018
Date



GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE THE AIRPORT ENTRANCE ROAD (MCAREE RD) AT WAUKEGAN NATIONAL AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES.
- MILLING OF BITUMINOUS (HMA) PAVEMENT
- PAVEMENT REPLACEMENT AND CRACK REPAIR
- PROVISION OF REQUIRED UNCLASSIFIED EXCAVATION.
- INSTALLATION OF AGGREGATES AND BITUMINOUS (HMA) OVERLAY AND SHOULDER.
- PLACEMENT OF PAVEMENT MARKINGS.
- TOPSOILING, SEEDING AND MULCHING IN ALL DISTURBED AREAS, INCLUDING ALONG NEW PAVEMENT EDGES.

PROTECTION OF EXISTING AIRPORT FACILITIES

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

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

EXISTING CONTROL POINTS

PACS:	N 2095587.482	SACS 1	N 2098251.587	SACS 2	N 2096854.703
	E 1109729.492		E 1112341.241		E 1110827.340
	ELEV. 705.1		ELEV. 717.6		ELEV. 709.1
			(NOT SHOWN)		(NOT SHOWN)

CONTRACTOR'S ACCESS AND TEMPORARY FACILITIES

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

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

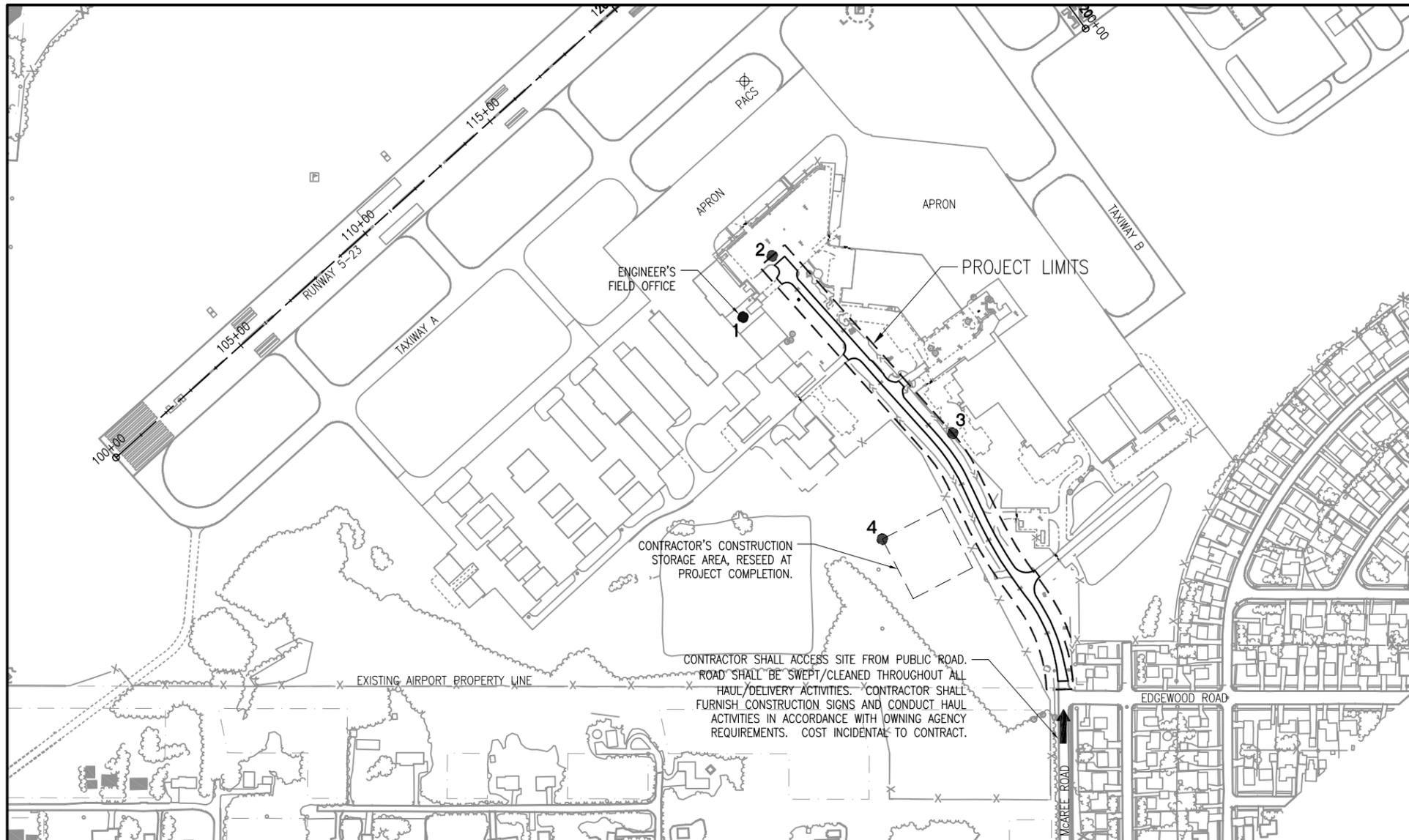
THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN ON THIS SHEET. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT MANAGER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

RESPONSIBILITY FOR EXISTING UTILITIES

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

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

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



CONTRACTOR'S CONSTRUCTION STORAGE AREA, RESEED AT PROJECT COMPLETION.

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



PROJECT IS LOCATED IN
SOUTHEAST 1/4 OF SECTION
31, BENTON TOWNSHIP, LAKE
COUNTY

RUNWAY END COORDINATES				
DESCRIPTION	LATITUDE	LONGITUDE	STATION	ELEVATION
RUNWAY 5 END	42° 24' 57.07" N	87° 52' 32.19" W	100+00.00	724.7
RUNWAY 23 END	42° 25' 36.37" N	87° 51' 32.33" W	159+98.75	723.1
RUNWAY 14 END	42° 25' 39.58" N	87° 52' 22.73" W	237+49.94	727.8
RUNWAY 14 END	42° 25' 35.65" N	87° 52' 18.90" W	232+59.41	727.6
RUNWAY 32 END	42° 25' 09.54" N	87° 51' 53.48" W	200+00.00	712.1

- NOTES:
1. WORK MUST BE CONTROLLED.
 2. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT 25 FEET FOR ALL WORK, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
 3. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES.
 4. FOR PHASING INFORMATION, SEE PHASING PLAN.

POINT INFORMATION - PERMANENT OBJECTS												
POINT NO.	DESCRIPTION	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 5-23 STATION	RUNWAY 5-23 OFFSET	RUNWAY 5-23 EXIST EL.	RUNWAY 14-32 STATION	RUNWAY 14-32 OFFSET	RUNWAY 14-32 EXIST EL.
1	ENGINEER'S FIELD OFFICE	STATIONARY	705.2	720.2	42° 25' 01.0970" N	87° 52' 07.1904" W	116+73.51	938.6	711.1	199+08.37	1333.6	712.1
2	CONSTRUCTION EQUIPMENT	MOBILE	706.4	731.4	42° 25' 02.8949" N	87° 52' 06.0180" W	118+60.04	860.7	710.7	200+04.57	1155.9	712.1
3	CONSTRUCTION EQUIPMENT	MOBILE	705.7	730.7	42° 24' 57.6458" N	87° 51' 58.8667" W	119+09.07	1614.2	710.5	192+59.82	1031.6	712.1
4	CONSTRUCTION EQUIPMENT	STATIONARY	704.3	729.3	42° 24' 54.5401" N	87° 52' 01.6925" W	115+41.91	1708.9	711.3	191+28.77	1387.4	712.1

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

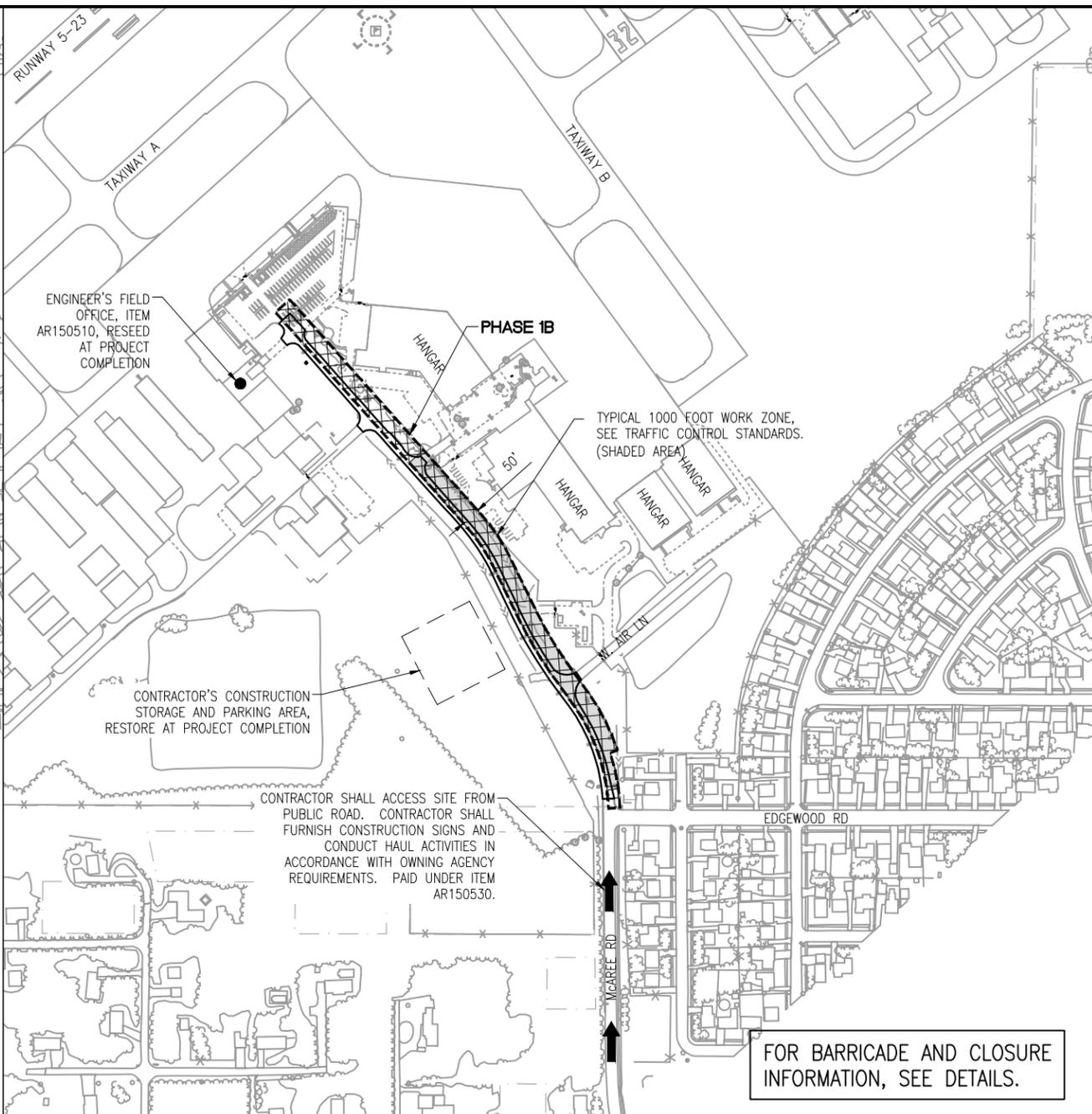
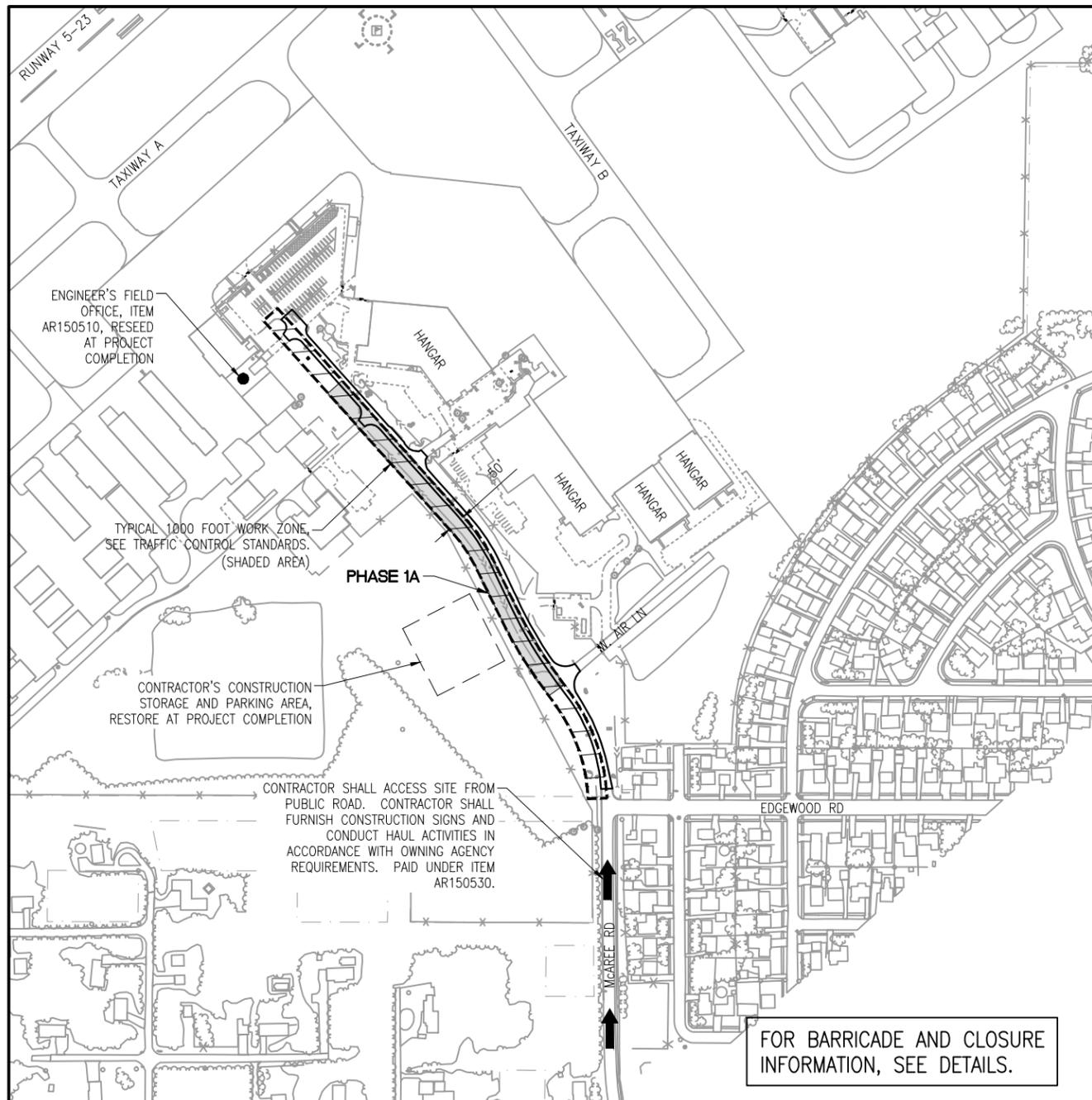
WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 03-SP& NOTES.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

SITE PLAN AND GENERAL NOTES



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 05-PHASING1.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1

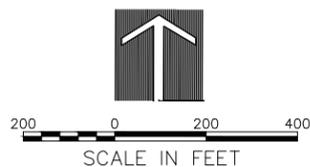
PHASE 1A (LEFT OF CENTERLINE)

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. ONE TRAFFIC LANE SHALL REMAIN OPEN AT ALL TIMES. IF BARRICADES ON ANY PORTION OF THE CLOSED LANE SHALL REMAIN OVERNIGHT, THE CLOSED AREAS SHALL BE MARKED AND LIGHTED IN ACCORDANCE WITH IDOT STANDARDS.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

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

- INSTALL EROSION CONTROL MEASURES FOR ENTIRE PROJECT AREA.
- MILL EXISTING PAVEMENTS WITHIN PHASE 1A LIMITS.
- CRACK REPAIR OF EXISTING PAVEMENTS WITHIN PHASE 1A LIMITS.
- INSTALL AGGREGATE BASE COURSE FOR PAVED SHOULDER WITHIN PHASE 1A LIMITS.
- INSTALL AGGREGATE SHOULDERS WITHIN PHASE 1A LIMITS.



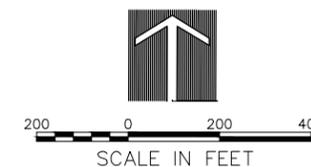
PHASE 1B (RIGHT OF CENTERLINE)

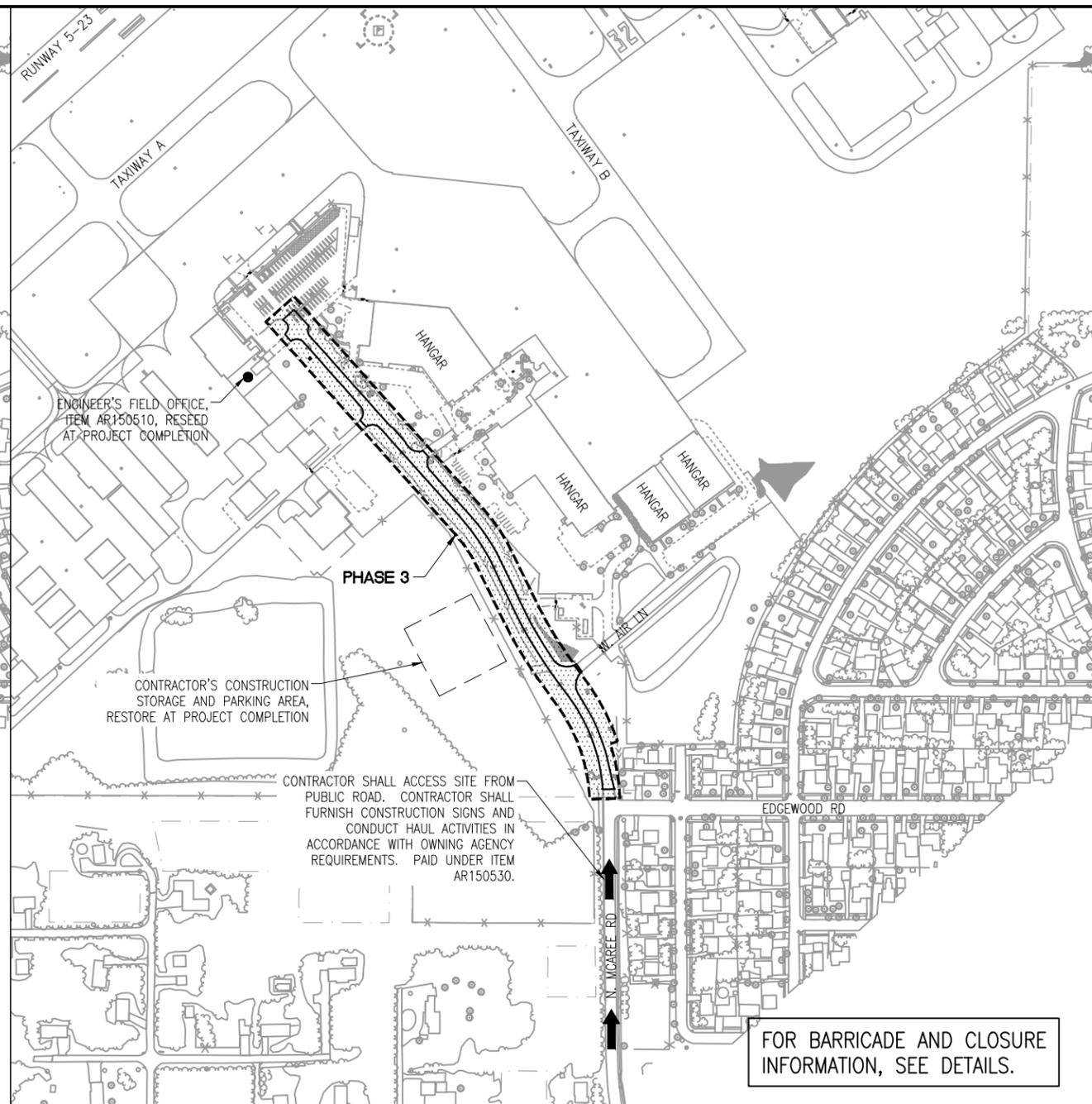
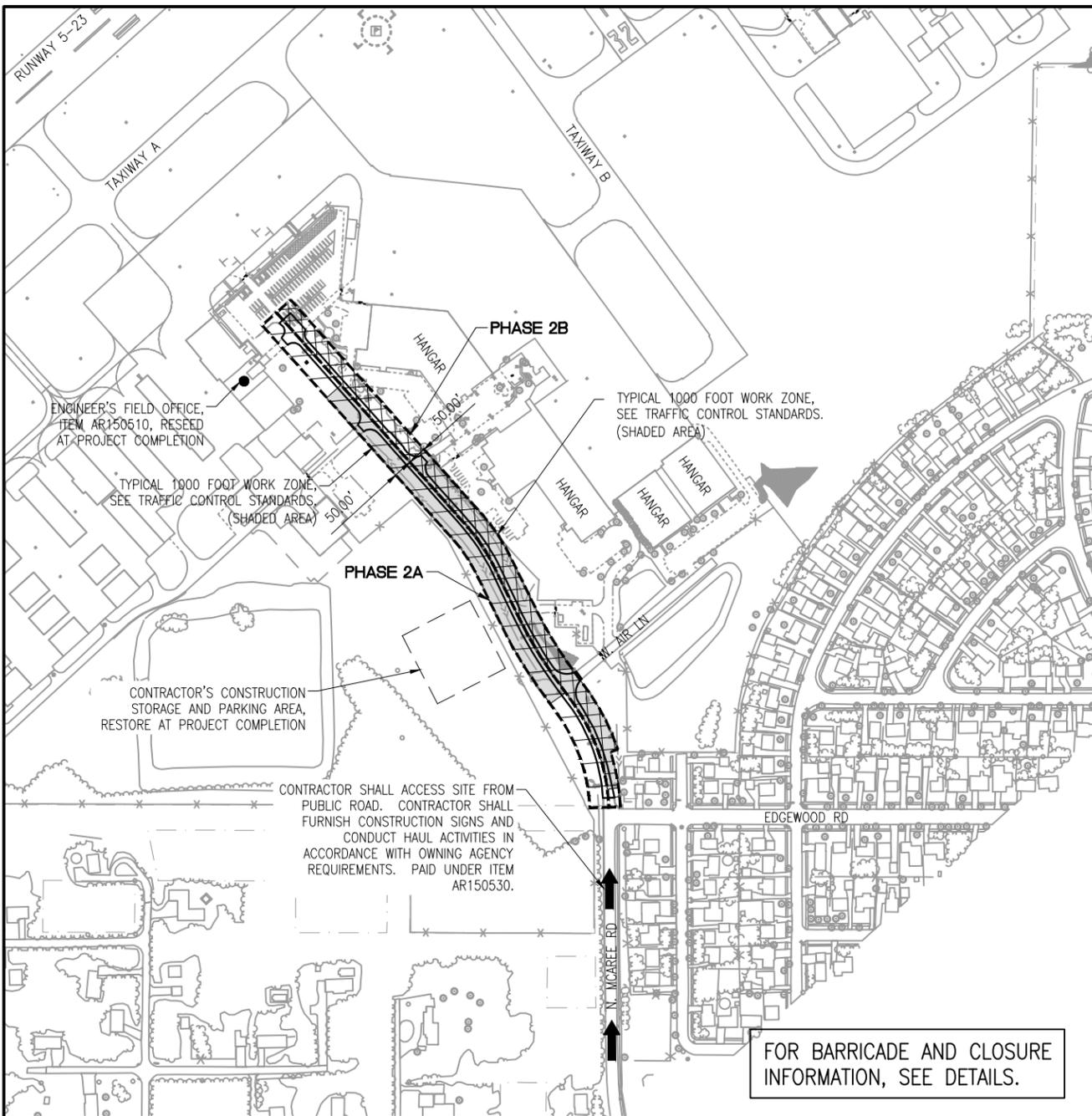
NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. ONE TRAFFIC LANE SHALL BE OPEN AT ALL TIMES. IF BARRICADES ON ANY PORTION OF THE CLOSED LANE SHALL REMAIN OVERNIGHT, THE CLOSED AREAS SHALL BE MARKED AND LIGHTED IN ACCORDANCE WITH IDOT STANDARDS.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

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

- MILL EXISTING PAVEMENTS WITHIN PHASE 1B LIMITS.
- CRACK REPAIR OF EXISTING PAVEMENTS WITHIN PHASE 1B LIMITS.
- INSTALL AGGREGATE BASE COURSE FOR PAVED SHOULDER WITHIN PHASE 1B LIMITS..
- INSTALL AGGREGATE SHOULDERS WITHIN PHASE 1B LIMITS





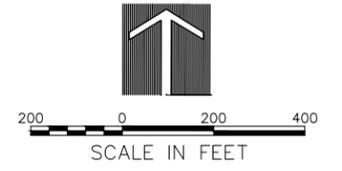
PHASE 2A AND 2B (2A-LEFT; 2B-RIGHT OF CENTERLINE)

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. ONE TRAFFIC LANE SHALL REMAIN OPEN AT ALL TIMES. IF BARRICADES ON ANY PORTION OF THE CLOSED LANE SHALL REMAIN OVERNIGHT, THE CLOSED AREAS SHALL BE MARKED AND LIGHTED IN ACCORDANCE WITH IDOT STANDARDS.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 2:

- INSTALL SURFACE COURSE WITHIN PHASE 2 LIMITS
- TOPSOILING, SEEDING, AND EROSION CONTROL BLANKET WITHIN PHASE 2 LIMITS



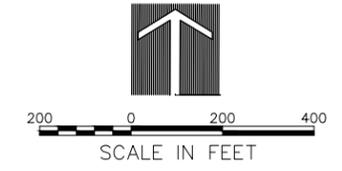
PHASE 3

NOTES:

- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. SEE IDOT STANDARD 701311-03.
- ALL CONSTRUCTION EQUIPMENT WILL BE LIMITED TO A HEIGHT OF 25 FEET UNLESS PRIOR APPROVAL GIVEN BY THE ENGINEER.
- SEE CONSTRUCTION AND SAFETY NOTES, SHEET 4.

THE FOLLOWING ITEMS ARE TO BE COMPLETED IN PHASE 3:

- MARKING OF ENTIRE PROJECT AREA



ENGINEER'S FIELD OFFICE, ITEM AR150510, RESEED AT PROJECT COMPLETION

TYPICAL 1000 FOOT WORK ZONE, SEE TRAFFIC CONTROL STANDARDS. (SHADED AREA)

TYPICAL 1000 FOOT WORK ZONE, SEE TRAFFIC CONTROL STANDARDS. (SHADED AREA)

ENGINEER'S FIELD OFFICE, ITEM AR150510, RESEED AT PROJECT COMPLETION

CONTRACTOR'S CONSTRUCTION STORAGE AND PARKING AREA, RESTORE AT PROJECT COMPLETION

CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. PAID UNDER ITEM AR150530.

CONTRACTOR SHALL ACCESS SITE FROM PUBLIC ROAD. CONTRACTOR SHALL FURNISH CONSTRUCTION SIGNS AND CONDUCT HAUL ACTIVITIES IN ACCORDANCE WITH OWNING AGENCY REQUIREMENTS. PAID UNDER ITEM AR150530.

FOR BARRICADE AND CLOSURE INFORMATION, SEE DETAILS.

FOR BARRICADE AND CLOSURE INFORMATION, SEE DETAILS.

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

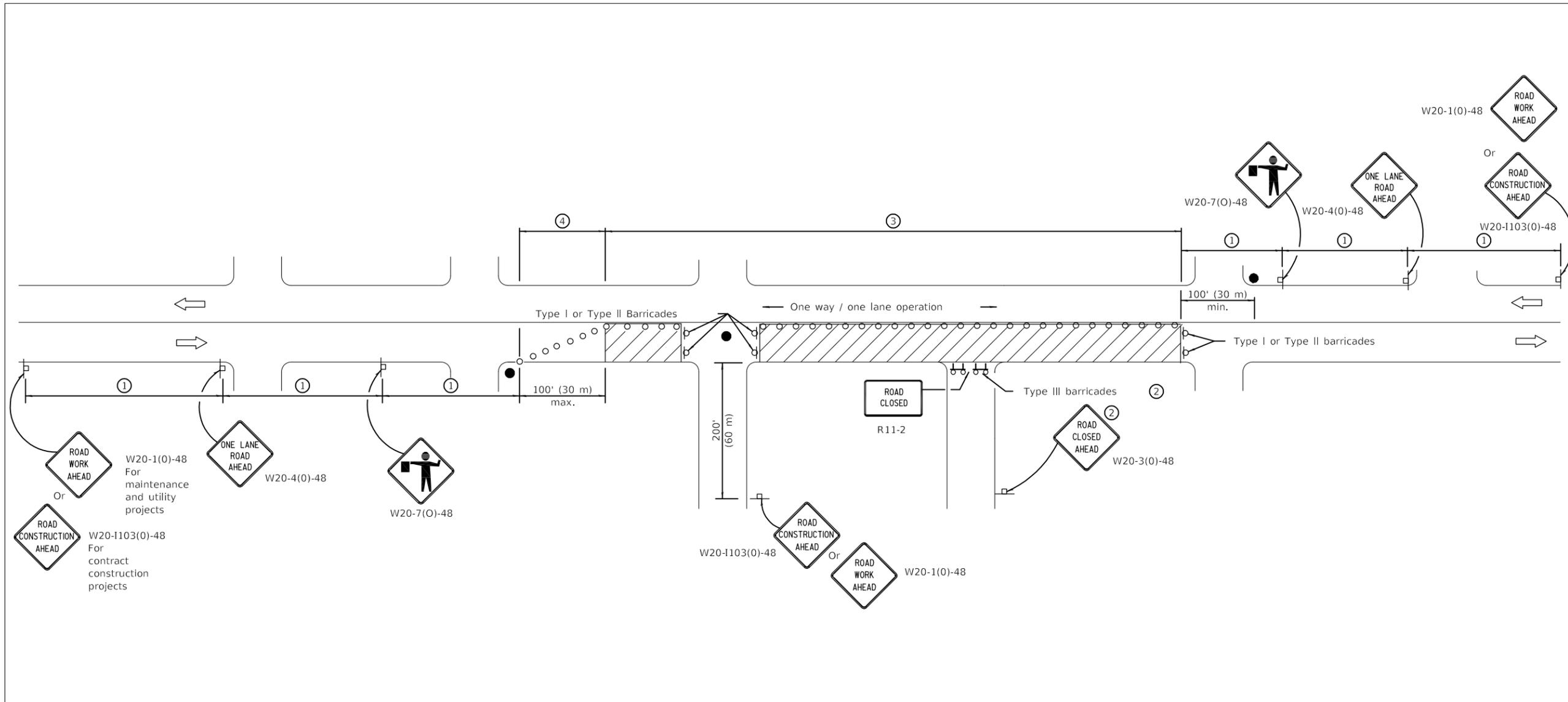
WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 06-PHASING2.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2 & 3



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights
- ① Refer to SIGN SPACING TABLE for distances.
- ② For approved sideroad closures.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Cones, drums or barricades at 20' (6 m) centers.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

All dimensions are in inches (millimeters) unless otherwise shown.

**URBAN LANE CLOSURE,
2L, 2W, UNDIVIDED**

STANDARD 701501-06

**REHABILITATE AIRPORT
ENTRANCE ROAD**

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 07-TRAFFIC.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

TRAFFIC CONTROL
STANDARDS



REHABILITATE AIRPORT
ENTRANCE ROAD

IDA No: UGN-4631

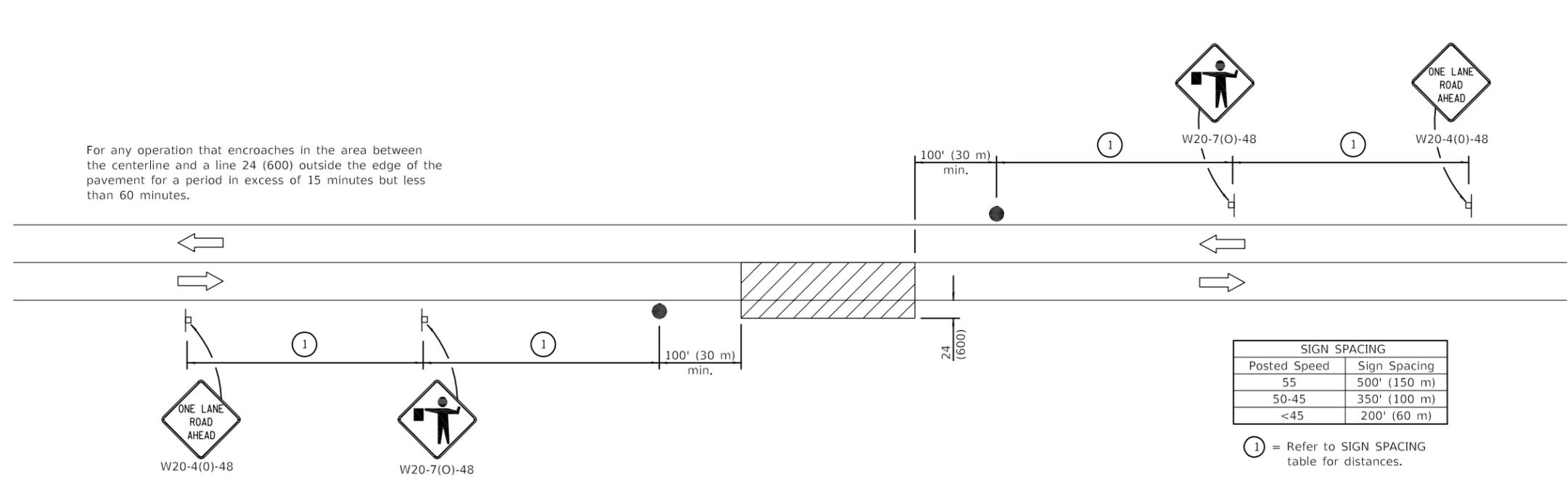
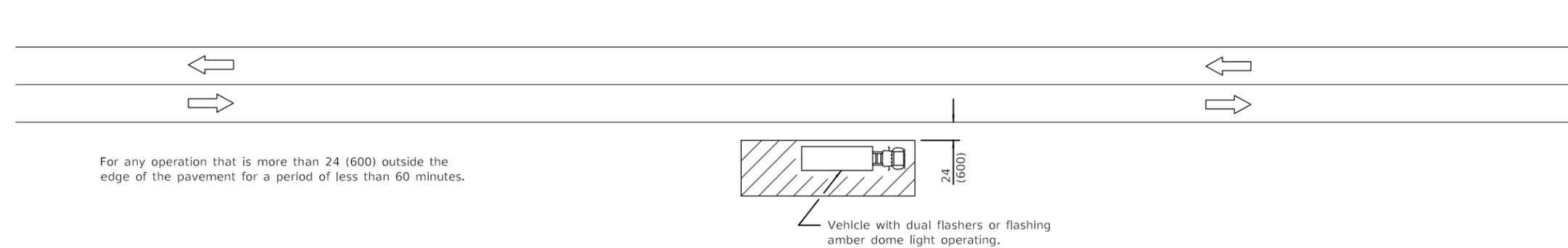
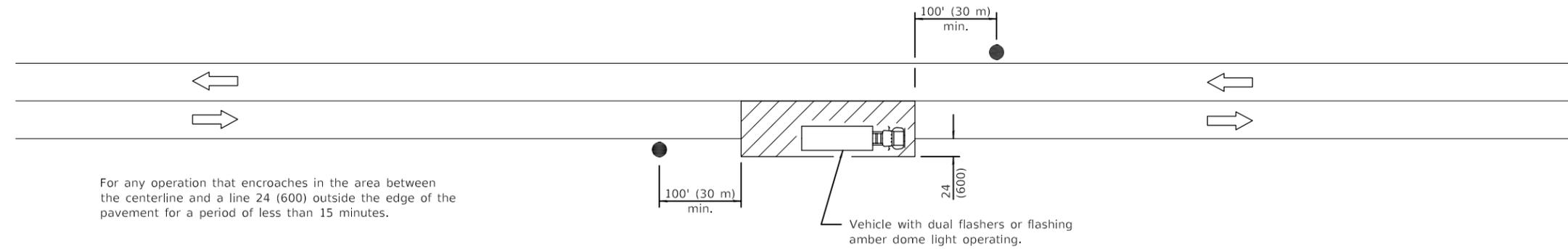
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MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 08-TRAFFIC.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

TRAFFIC CONTROL
STANDARDS



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

TYPICAL APPLICATIONS

- Marking patches
- Field survey
- String line
- Utility operations
- Cleaning up debris on pavement

SYMBOLS

- Work area
- Sign on portable or permanent support
- Flagger with traffic control sign

All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE, 2L, 2W,
SHORT TIME OPERATIONS**

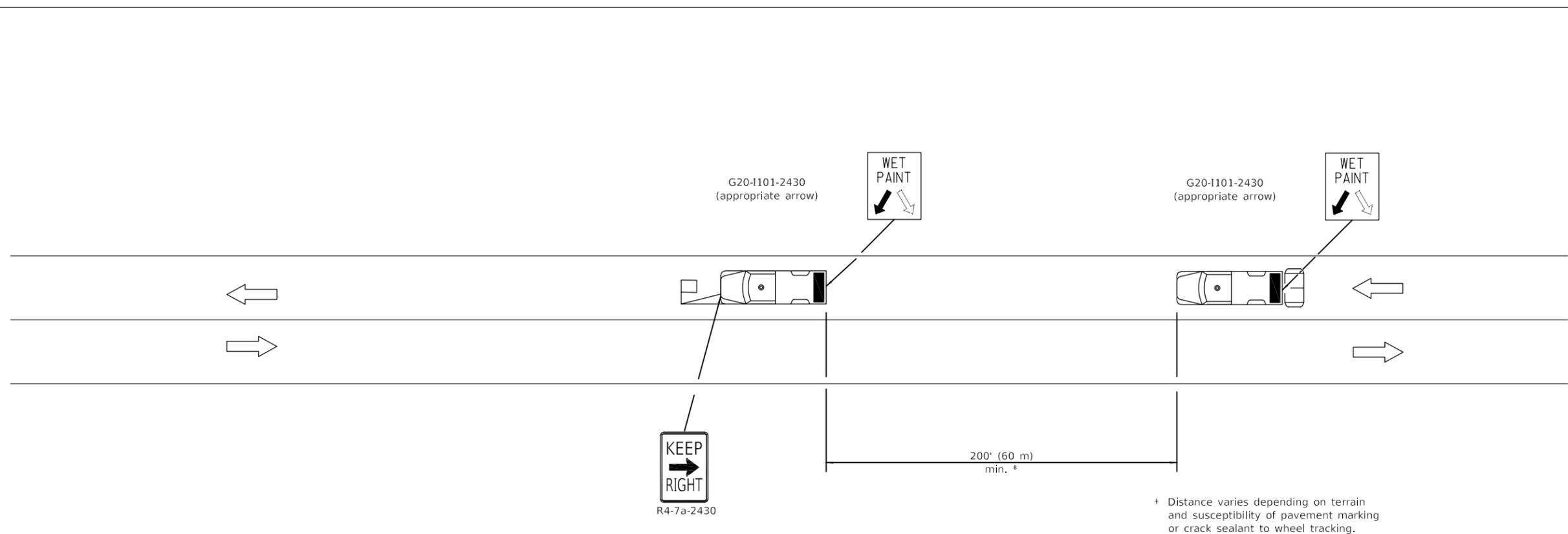
STANDARD 701301-04

Hanson Professional Services Inc.
 750 Warrenville Road
 Lisle, IL 60532
 phone: 630-990-3800
 fax: 630-990-3801
 Offices Nationwide
 www.hanson-inc.com

Illinois Licensed
 Professional Service Corporation
 #184-001084



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



* Distance varies depending on terrain and susceptibility of pavement marking or crack sealant to wheel tracking.

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring

SYMBOLS

- Arrow board (Hazard Mode only)
- Truck with headlights, emergency flashers and flashing amber light. (visible from all directions)
- 18x18 (450x450) min. orange flag (use when guide wheel is used)
- Truck mounted attenuator

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require a continuous moving operation where the average speed is greater than 3 mph (5 km/h).

For shoulder operations not encroaching on the pavement, use DETAIL A, Standard 701426.

All dimensions are in inches (millimeters) unless otherwise shown.

**LANE CLOSURE 2L, 2W
 MOVING OPERATIONS-
 DAY ONLY**

STANDARD 701311-03

**REHABILITATE AIRPORT
 ENTRANCE ROAD**

IDA No: UGN-4631

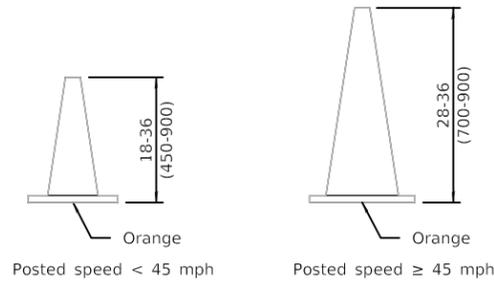
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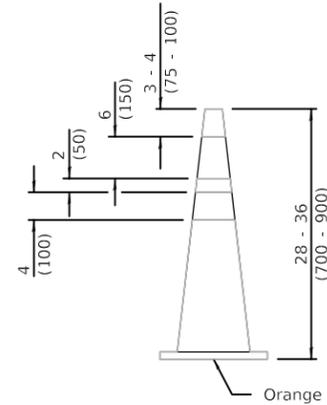
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 CAD FILE: 09-TRAFFIC.DWG
 DESIGN BY: LDH
 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

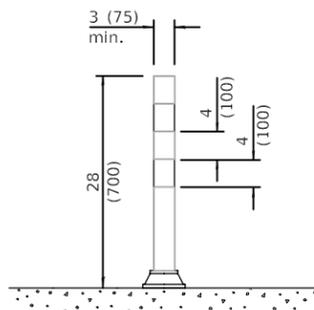
TRAFFIC CONTROL
 STANDARDS



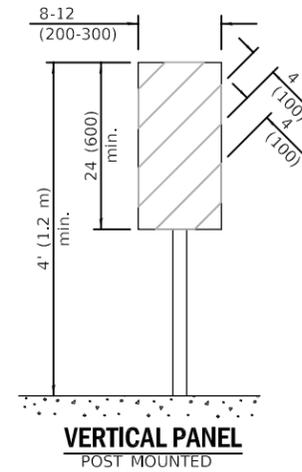
CONE FOR DAYTIME



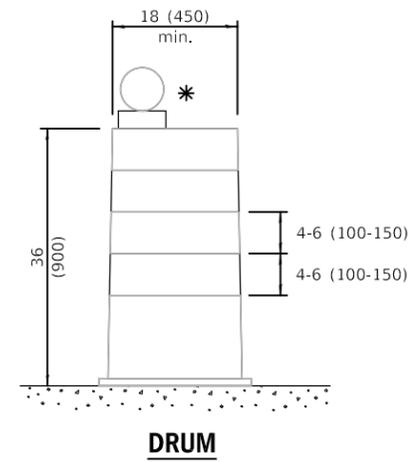
REFLECTORIZED CONE FOR NIGHTTIME



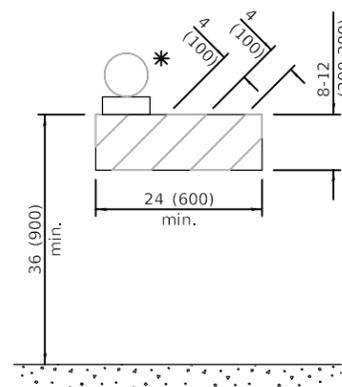
TUBULAR MARKER



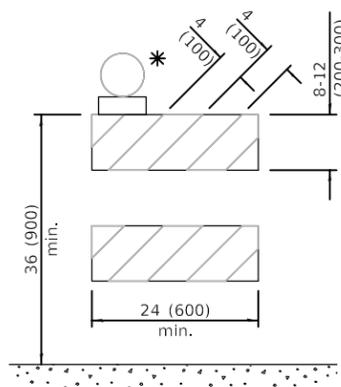
VERTICAL PANEL POST MOUNTED



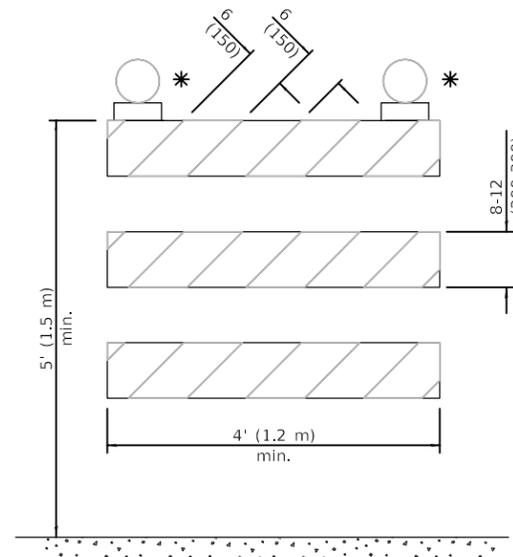
DRUM



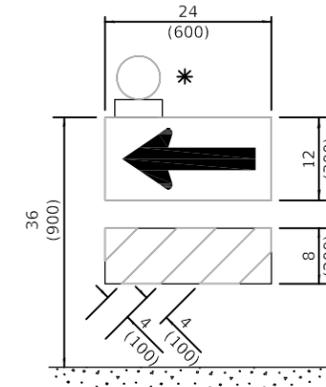
TYPE I BARRICADE



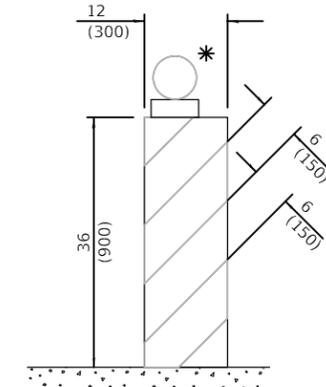
TYPE II BARRICADE



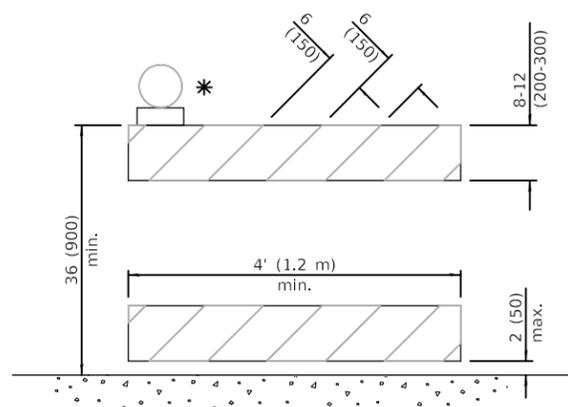
TYPE III BARRICADE



DIRECTION INDICATOR BARRICADE



VERTICAL BARRICADE



DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

All dimensions are in inches (millimeters) unless otherwise shown.

TRAFFIC CONTROL DEVICES

(Sheet 1 of 3)

STANDARD 701901-07

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 10-TRAFFIC.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

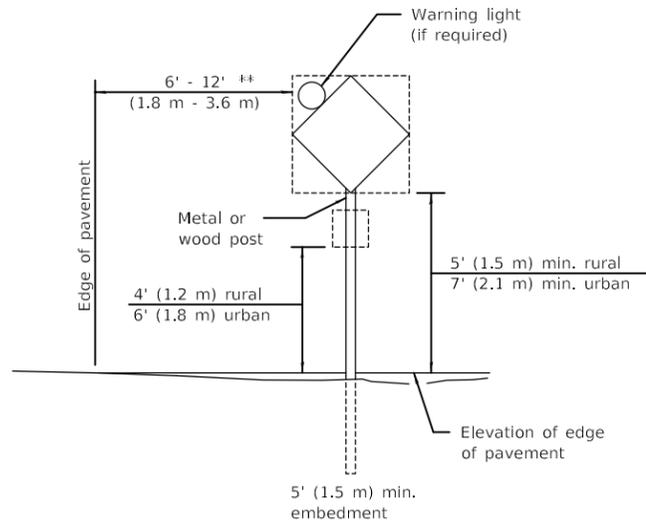
TRAFFIC CONTROL STANDARDS

Hanson Professional Services Inc.
750 Warrenville Road
Liste, IL 60532
phone: 630-990-3800
fax: 630-990-3801
Offices Nationwide
www.hanson-inc.com

Illinois Licensed
Professional Service Corporation
#184-001084

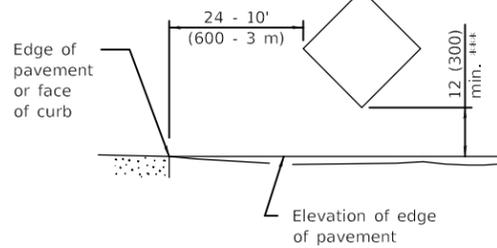


WAUKEGAN NATIONAL AIRPORT
WAUKEGAN PORT DISTRICT
2601 Plane Rest Drive
Waukegan, Illinois 60087
Telephone: 847.244.0055
Fax: 847.244.3813



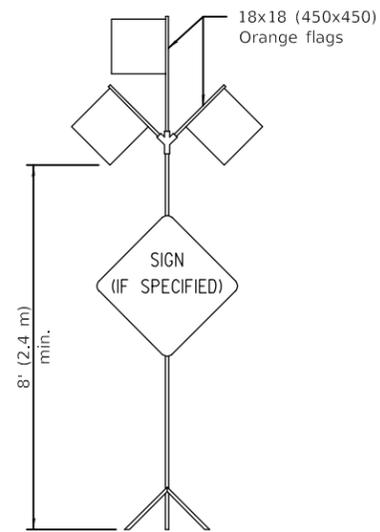
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES	END CONSTRUCTION
G20-1104(0)-6036	G20-1105(0)-6024

This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING

WORK ZONE	W21-1115(0)-3618
SPEED LIMIT XX	R2-1-3648
PHOTO ENFORCED	R10-1108p-3618 ****
\$XXX FINE MINIMUM	R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

END WORK ZONE SPEED LIMIT	G20-1103-6036
----------------------------------	---------------

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

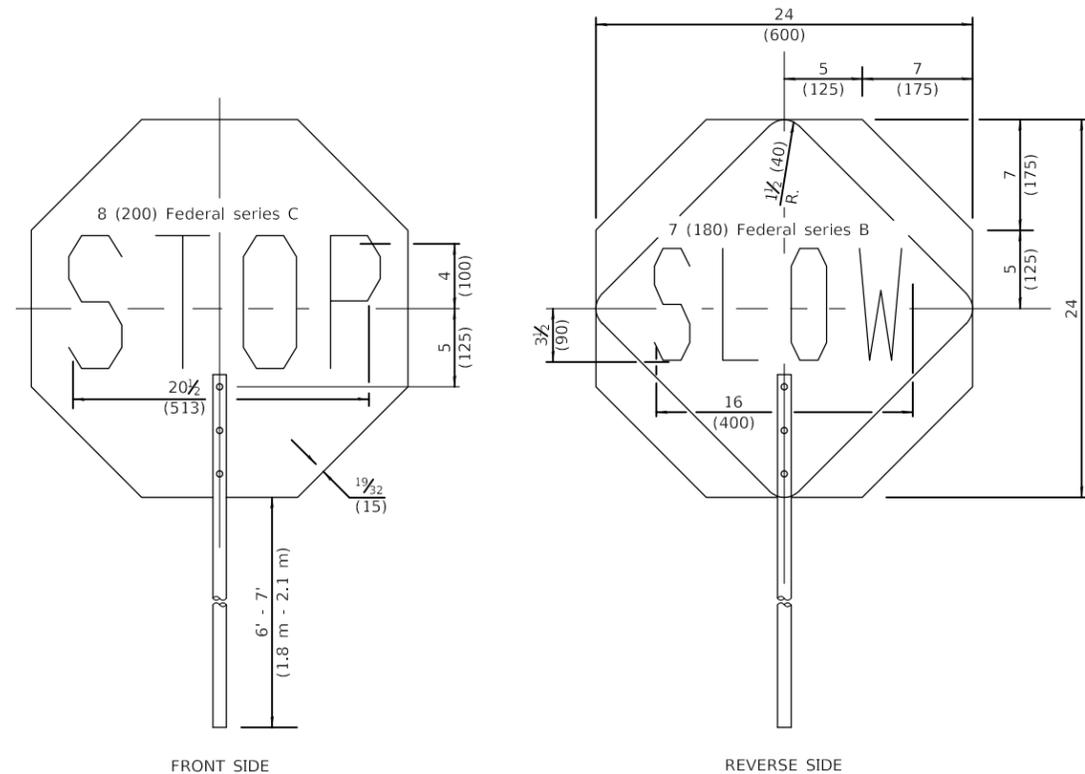
**** R10-1108p shall only be used along roadways under the jurisdiction of the State.



W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-07

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

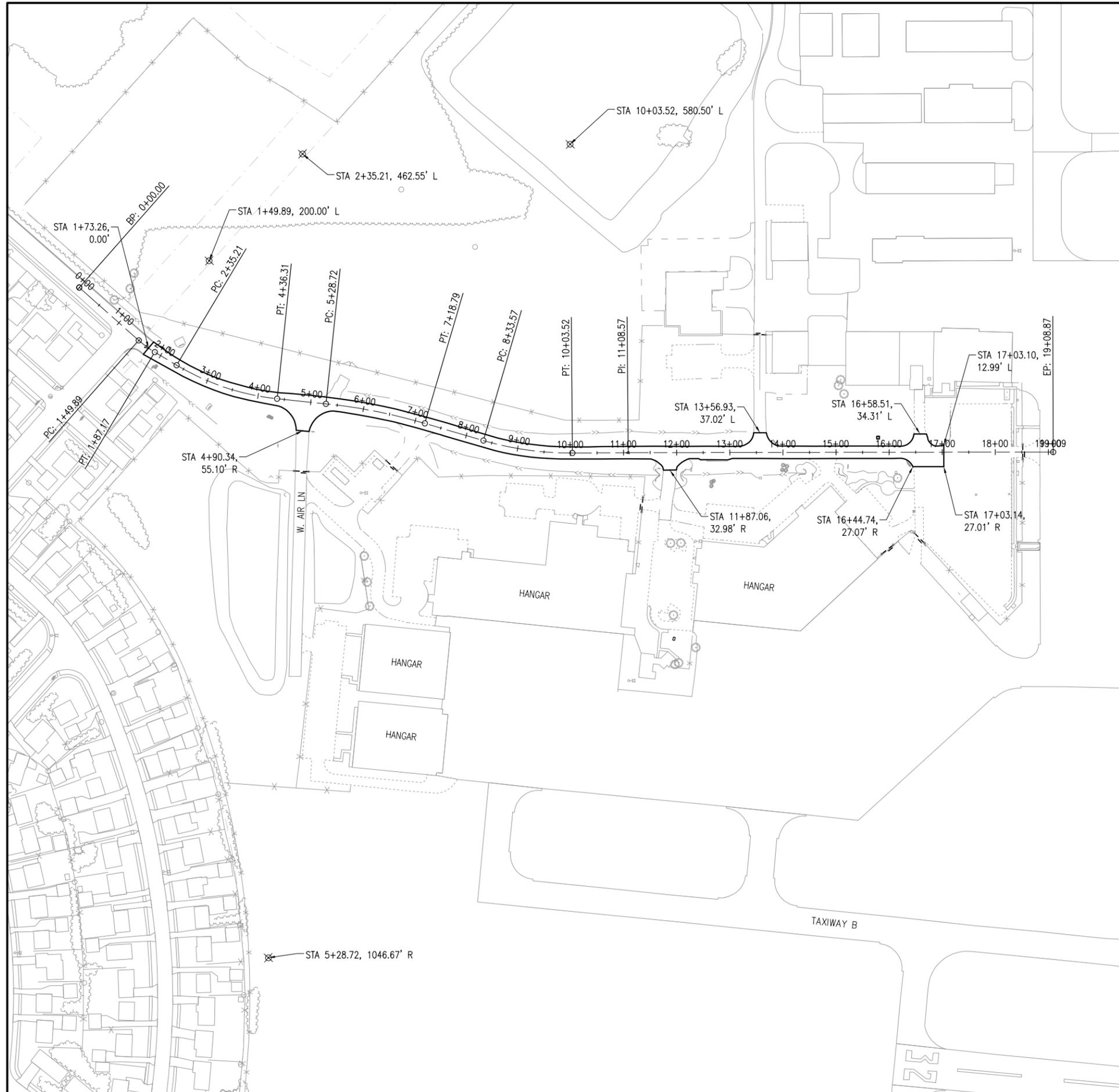
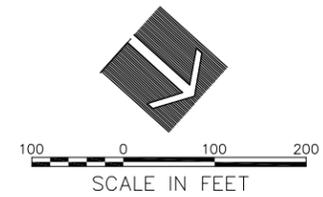
ISSUE:
PROJECT NO: 17A0077
CAD FILE: 11-TRAFFIC.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

TRAFFIC CONTROL STANDARDS



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



McAREE ROAD ALIGNMENT DATA			
DESCRIPTION	STATION	PROJECT COORDINATES	
		NORTHING	EASTING
BEGINNING	0+00.00	2093627.426	1110683.619
PC OF CURVE	1+49.89	2093777.314	1110682.971
CENTER OF CURVE (200.00' R)	1+49.89	2093776.450	1110482.973
PT OF CURVE	1+87.17	2093814.361	1110679.347
PC OF CURVE	2+35.21	2093861.530	1110670.241
CENTER OF CURVE (462.55' R)	2+35.21	2093773.851	1110216.077
PT OF CURVE	4+36.31	2094044.671	1110591.056
PC OF CURVE	5+28.72	2094119.585	1110536.951
CENTER OF CURVE (1,046.67' R)	5+28.72	2094732.402	1111385.463
PT OF CURVE	7+18.79	2094282.903	1110440.228
PC OF CURVE	8+33.57	2094386.551	1110390.939
CENTER OF CURVE (580.50' R)	10+03.52	2094137.251	1109866.697
PT OF CURVE	10+03.52	2094527.239	1110296.685
PI	11+08.57	2094605.054	1110226.109
END	19+08.87	2095200.958	1109691.903

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
PROJECT NO: 17A0077
CAD FILE: 12-ALIGNMENT.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

ALIGNMENT DATA
TABLE & PAVEMENT
LAYOUT



REHABILITATE AIRPORT
ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:

PROJECT NO: 17A0077

CAD FILE: 13-TYPICAL SEC.DWG

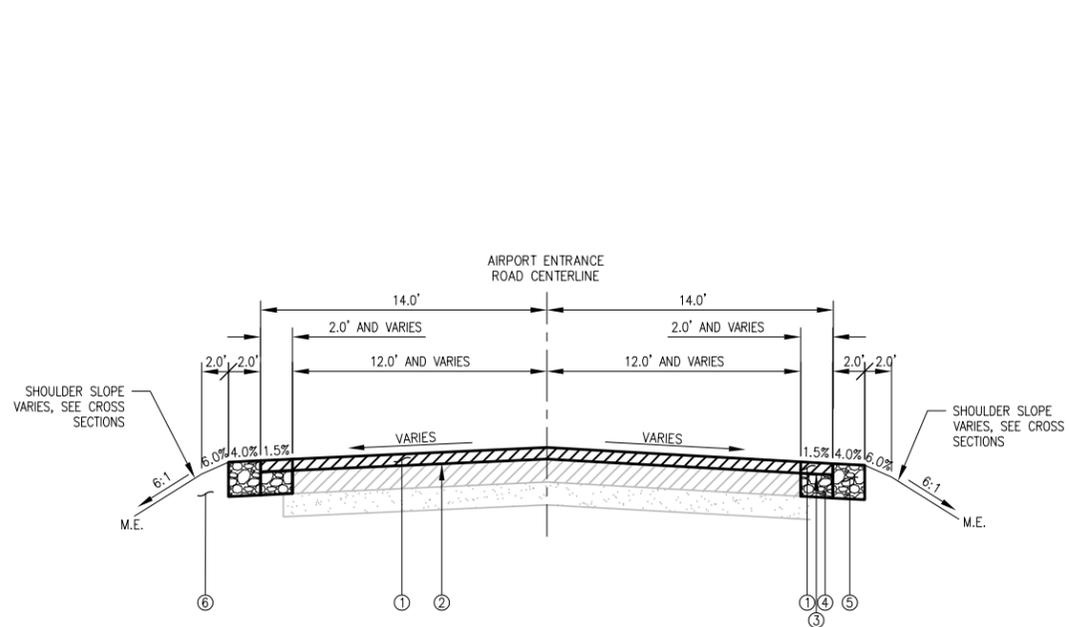
DESIGN BY: LDH

DRAWN BY: SCS

REVIEWED BY: KMS 12/13/17

SHEET TITLE

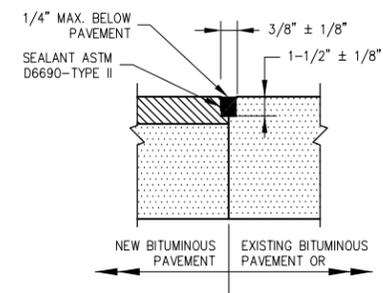
TYPICAL SECTION
AND PAVEMENT
DETAILS



TYPICAL SECTION - ENTRANCE ROAD

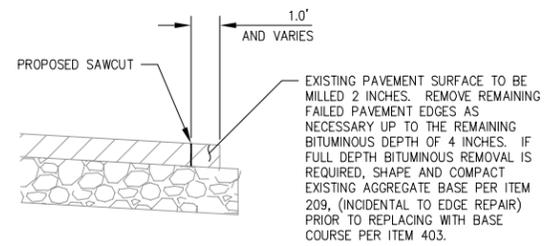
(SECTION SHOWN LOOKING NORTHWEST)

- ① PROPOSED 2.0 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613
- ② PROPOSED BITUMINOUS TACK COAT, ITEM AR603510
- ③ PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510
- ④ PROPOSED 7 INCH AGGREGATE BASE COURSE, AR209607
- ⑤ PROPOSED 9 INCH AGGREGATE BASE COURSE, ITEM AR209609
- ⑥ PROPOSED TOPSOILING, ITEM AR905510



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

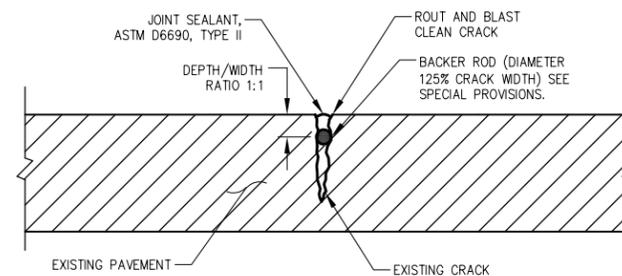
BITUMINOUS/BITUMINOUS SEAL



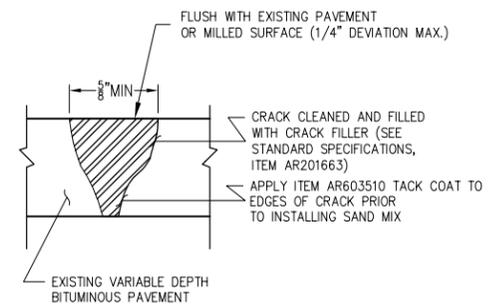
NOTES:

- TACK COAT SHALL BE APPLIED IF ONLY PARTIAL BITUMINOUS DEPTH IS REMOVED.
- PRIME COAT SHALL BE APPLIED IF FULL BITUMINOUS DEPTH REMOVED. TACK COAT SHALL BE PLACED BETWEEN LIFTS.
- BITUMINOUS PAVEMENT SAWING TO BE PAID FOR AS ITEM AR401665.
- SHAPING/COMPACTING EXISTING AGGREGATE, TACK/PRIME COAT AND BITUMINOUS MATERIAL ARE INCIDENTAL TO EDGE REPAIR.

TYPICAL SECTION - EGDE REPAIR



**CLEAN AND SEAL CRACKS
TYPE A**

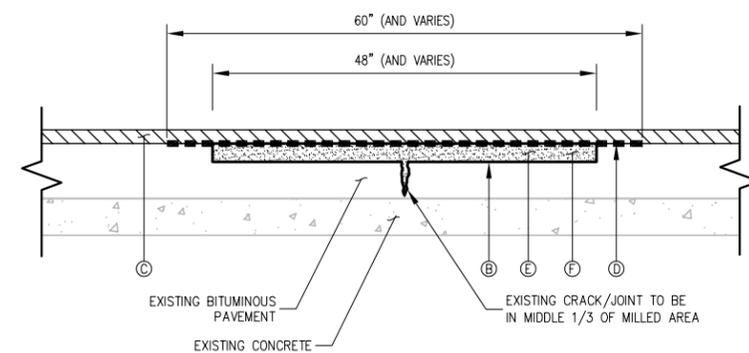


NOTES:

- CRACKS TO BE FILLED WITH SAND MIX SHALL BE AS SHOWN IN PLANS OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- SAND MIX CRACK REPAIR SHALL BE USED ON ALL TYPE B CRACKS, OR AS DESIGNATED BY THE RESIDENT ENGINEER.
- CONTRACTOR SHALL ROUTE, CRACK PLOW AND REMOVE LOOSE FILLER, LOOSE AGGREGATE AND LAITANCE WITH COMPRESSED AIR AS SPECIFIED PRIOR TO TACK COAT AND SEALING.

SAND MIX CRACK REPAIR DETAIL

TYPE B

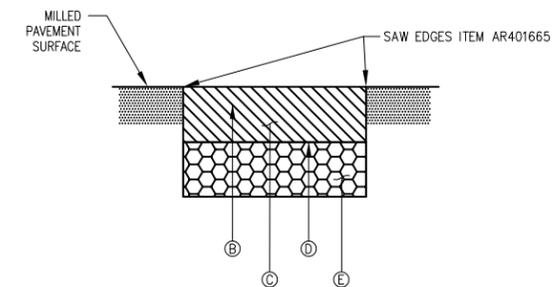


NOTES:

- TACK COAT SHALL BE APPLIED TO MILLED SURFACE OUTSIDE OF CRACK CONTROL MATERIAL.
- CRACK CONTROL MATERIAL SHALL OVERLAP BITUMINOUS SAND MIX 6" EACH SIDE.
- BITUMINOUS PAVEMENT SAWING TO BE PAID FOR AS ITEM AR401665.

- Ⓑ PROPOSED BITUMINOUS TACK COAT, ITEM AR603510.
- Ⓒ PROPOSED OVERLAY
- Ⓓ CRACK CONTROL MATERIAL (60" WDE), ITEM AR201670.
- Ⓔ BITUMINOUS SAND MIX - 2 INCH, ITEM AR800972.
- Ⓕ PAVEMENT MILLING, ITEM AR401650.

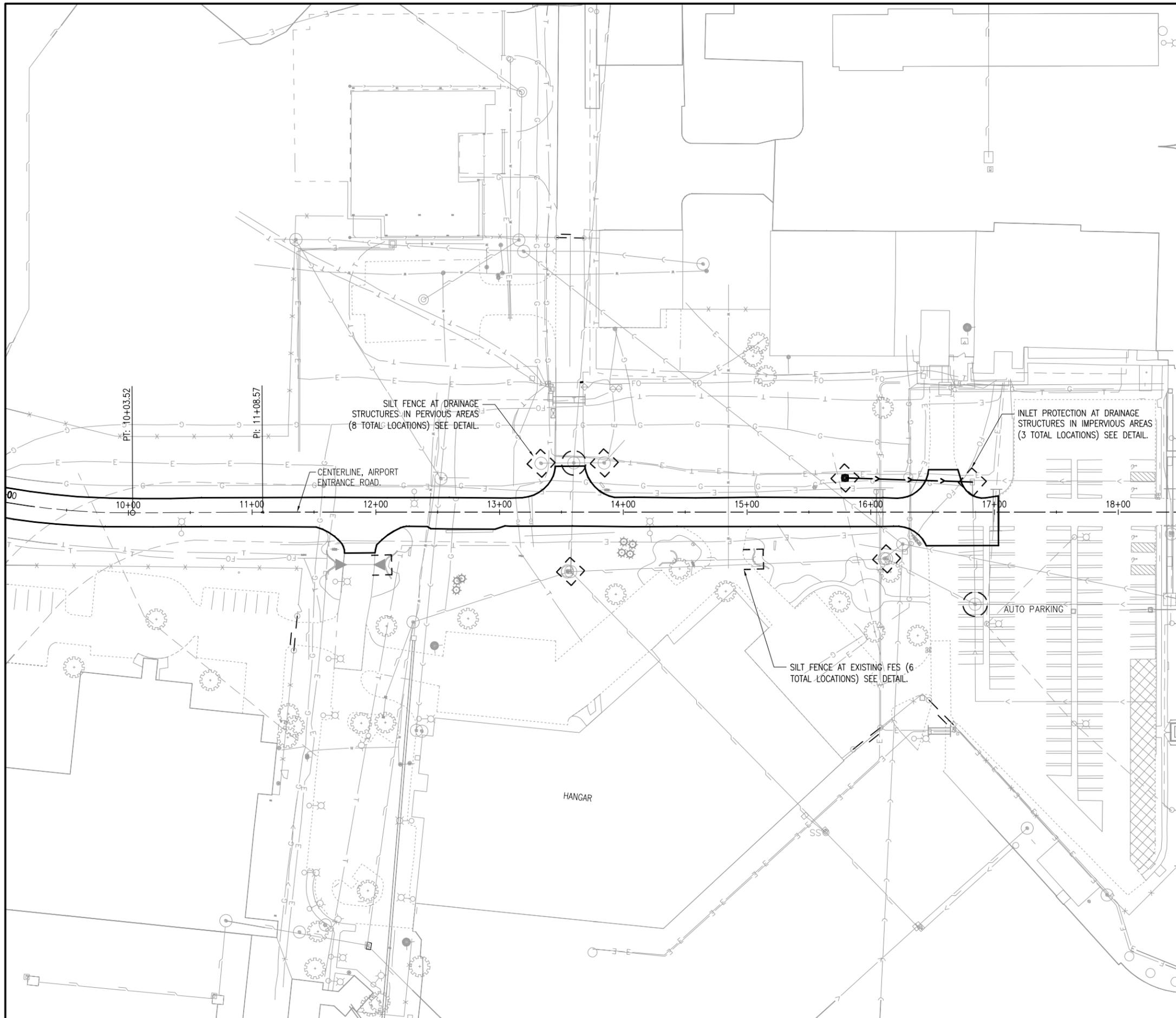
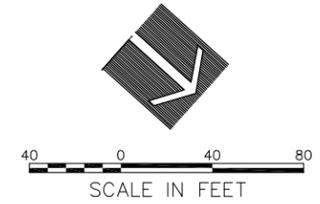
**TYPICAL SECTION - PARTIAL DEPTH
BITUMINOUS REPAIR
TYPE C**



NOTE:
ALL WORK TO BE PAID UNDER AR401910, EXCEPT SAWING PAID UNDER AR401665.

REMOVE AND REPLACE BITUMINOUS PAVEMENT

- Ⓑ PROPOSED BITUMINOUS TACK COAT (BETWEEN ALL LIFTS, .15 GALLONS/SQUARE YARD)
- Ⓒ PROPOSED 4 INCH BITUMINOUS BASE/SURFACE COURSE (MAX. 3 INCH LIFT)
- Ⓓ PROPOSED BITUMINOUS PRIME COAT (.30 GALLONS/SQUARE YARD)
- Ⓔ PROPOSED 6 INCH CRUSHED AGGREGATE BASE COURSE



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
 PROJECT NO: 17A0077
 CAD FILE: 14-SWPP.DWG
 DESIGN BY: LDH
 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN



REHABILITATE AIRPORT
ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

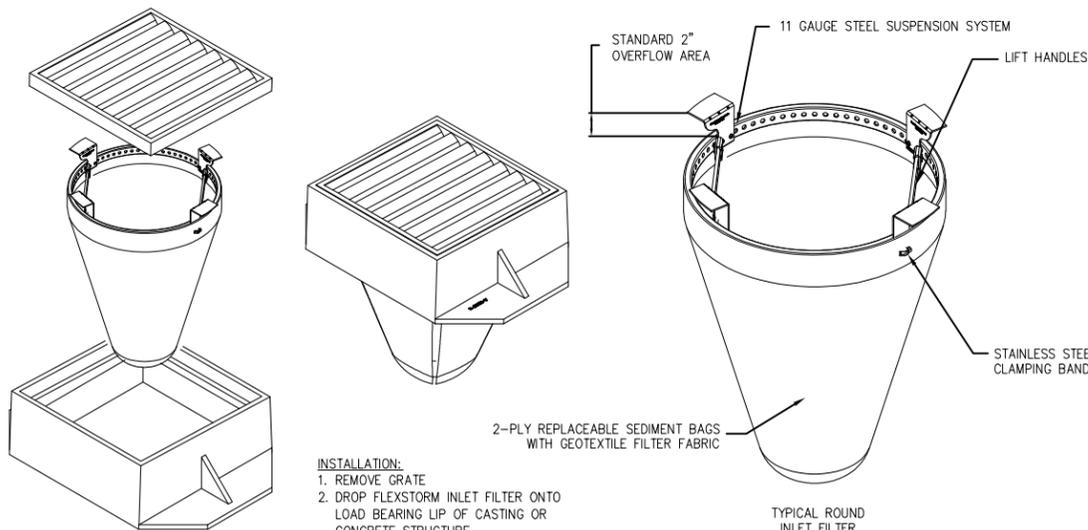
ISSUE:
PROJECT NO: 17A0077
CAD FILE: 16-SWPPP DET.DWG
DESIGN BY: LDH
DRAWN BY: SCS
REVIEWED BY: KMS 12/13/17

SHEET TITLE

SWPPP DETAILS

SEDIMENTATION AND EROSION CONTROL NOTES:

- SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
- FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
 - UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
 - AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING, GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
- A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-01 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT OF WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREET CLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.
- TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAP OR BASIN.
- DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.
- ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.
- SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURES AS APPROVED BY THE ENFORCEMENT OFFICER.
- APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.
- STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEM OR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.
- IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.
- ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. THE PROPERTY OWNER SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.
- ALL TEMPORARY SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

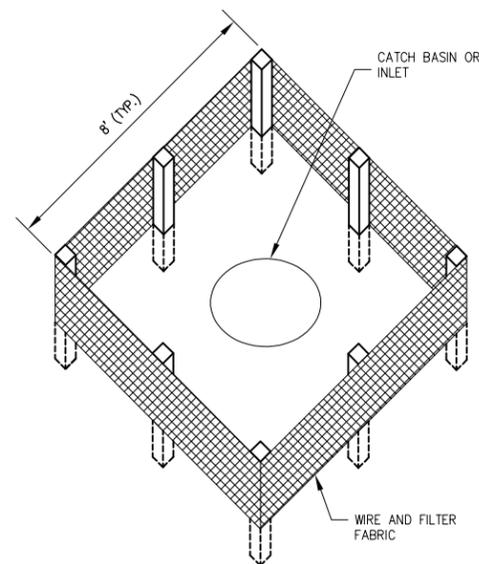


- INSTALLATION:**
- REMOVE GRATE
 - DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE
 - REPLACE GRATE

NOTES:

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

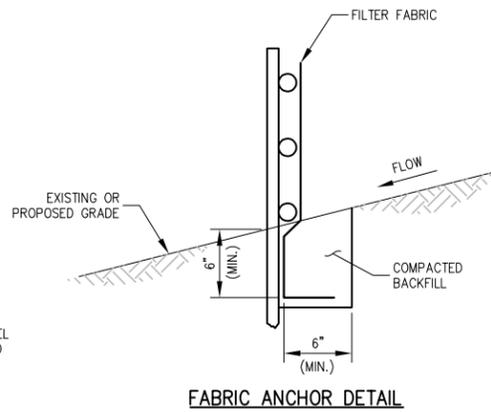
INLET PROTECTION AT MANHOLES IN IMPERVIOUS AREAS



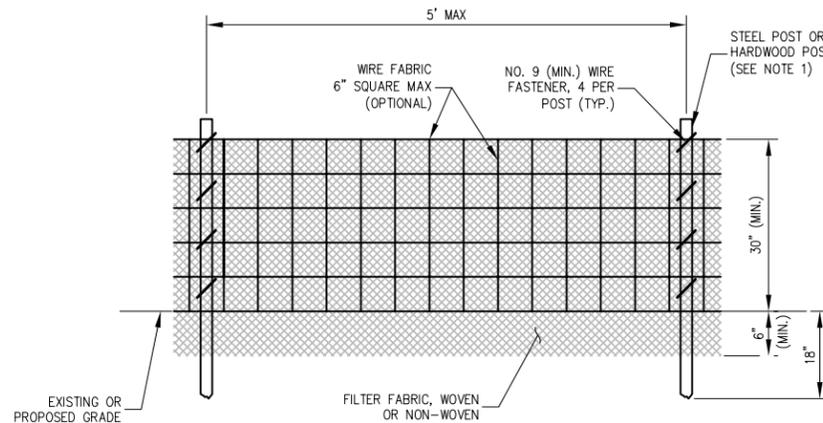
NOTES:

- FILTER FABRIC SHALL BE EMBEDDED 8" INTO THE SOIL.
- INSPECTION SHALL BE FREQUENT AND REPAIR/REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- SILT FENCE SHALL BE REMOVED WHEN IT HAS SERVED ITS USEFULNESS AT THE DIRECTION OF THE AIRPORT REPRESENTATIVE OR OWNER SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. CONTRACTOR SHALL PLACE SEED AND MULCH AROUND STRUCTURES PER LANDSCAPING PLAN. COST OF REMOVAL SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR SILT FENCE.
- AREAS DISTURBED OUTSIDE OF CONSTRUCTION LIMITS DURING PLACEMENT OF INLET PROTECTION TO BE RE-GRADED, SEEDED AND MULCHED, COST INCIDENTAL TO SILT FENCE.
- FENCE AND POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- PAID UNDER AR156510 SILT FENCE

SILT FENCE AT MANHOLES IN PERVIOUS AREAS



FABRIC ANCHOR DETAIL



ELEVATION

NOTES:

- FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
- TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- FILTER FABRIC SHALL BE SECURELY FASTENED TO WIRE FABRIC AND POSTS WITH TIES OR STAPLES SPACED AT 12" APART AT THE TOP, MIDDLE AND BOTTOM.
- WHEN TWO SECTIONS OF FILTER FABRIC MEET, THEY SHALL BE OVERLAPPED BY 6" AND FOLDED AND ATTACHED TO THE WIRE FABRIC AT A POST.
- FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN (OR MAXIMUM OF 0.60mm). **THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.1.1.f, AS AMENDED), OR EQUIVALENT.**
- A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- SOIL DISTURBANCE SHALL BE CONDUCTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES SHALL CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY OR PERMANENT MEASURES.
- ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.
- SILT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED AND REPLACED WHEN BULGES DEVELOP IN THE SILT FENCE.
- IF DEWATERING SERVICES ARE USED, ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. DISCHARGES SHALL BE ROUTED THROUGH AN EFFECTIVE SEDIMENT CONTROL MEASURE (E.G. SEDIMENT TRAP, SEDIMENT BASIN, OR OTHER APPROPRIATE MEASURE).
- FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

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

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

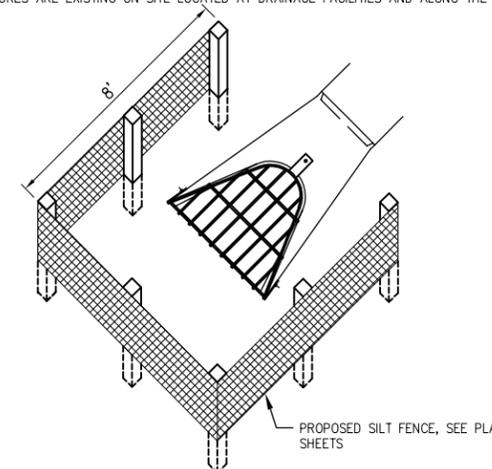
POLLUTION PREVENTION MEASURES

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

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

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

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

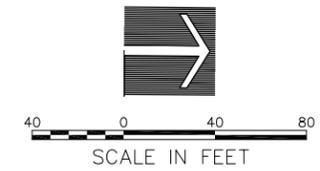


SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)



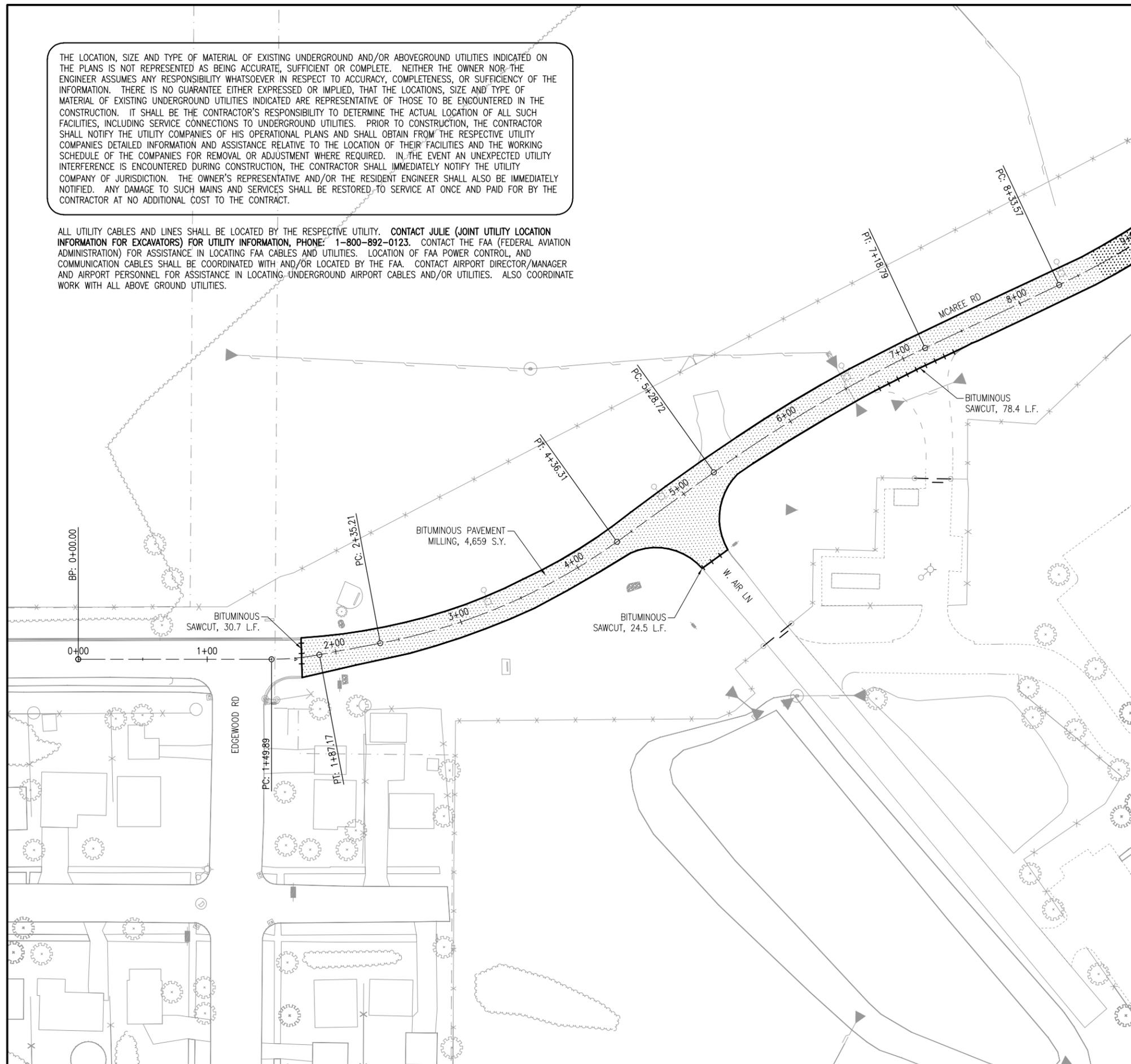
THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY 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 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 OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

ALL UTILITY CABLES AND LINES SHALL BE LOCATED BY THE RESPECTIVE UTILITY. CONTACT JULIE (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS) FOR UTILITY INFORMATION, PHONE: 1-800-892-0123. CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CABLES AND UTILITIES. LOCATION OF FAA POWER CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY THE FAA. CONTACT AIRPORT DIRECTOR/MANAGER AND AIRPORT PERSONNEL FOR ASSISTANCE IN LOCATING UNDERGROUND AIRPORT CABLES AND/OR UTILITIES. ALSO COORDINATE WORK WITH ALL ABOVE GROUND UTILITIES.



LEGEND:

- PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT
- PROPOSED MILLING
- PROPOSED BITUMINOUS PAVEMENT SAWING



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

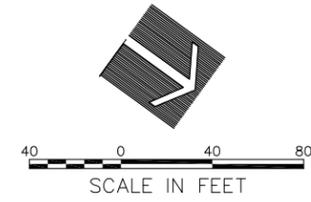
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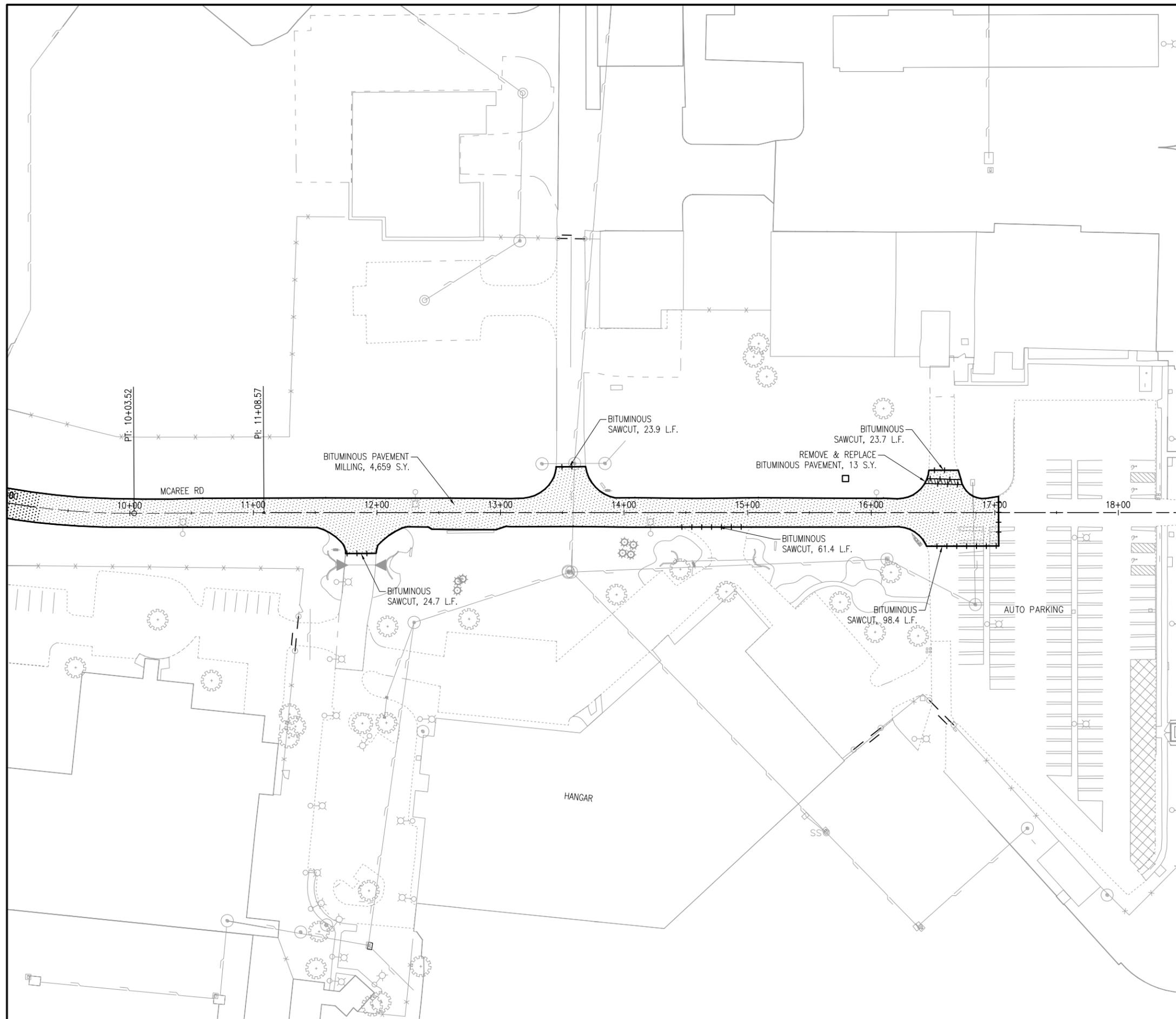
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 DESIGN BY: LDH 12/7/17
 DRAWN BY: LDH 12/7/17
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

REMOVAL PLAN



SEE LEGEND, SHEET 17



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

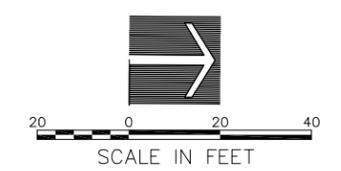
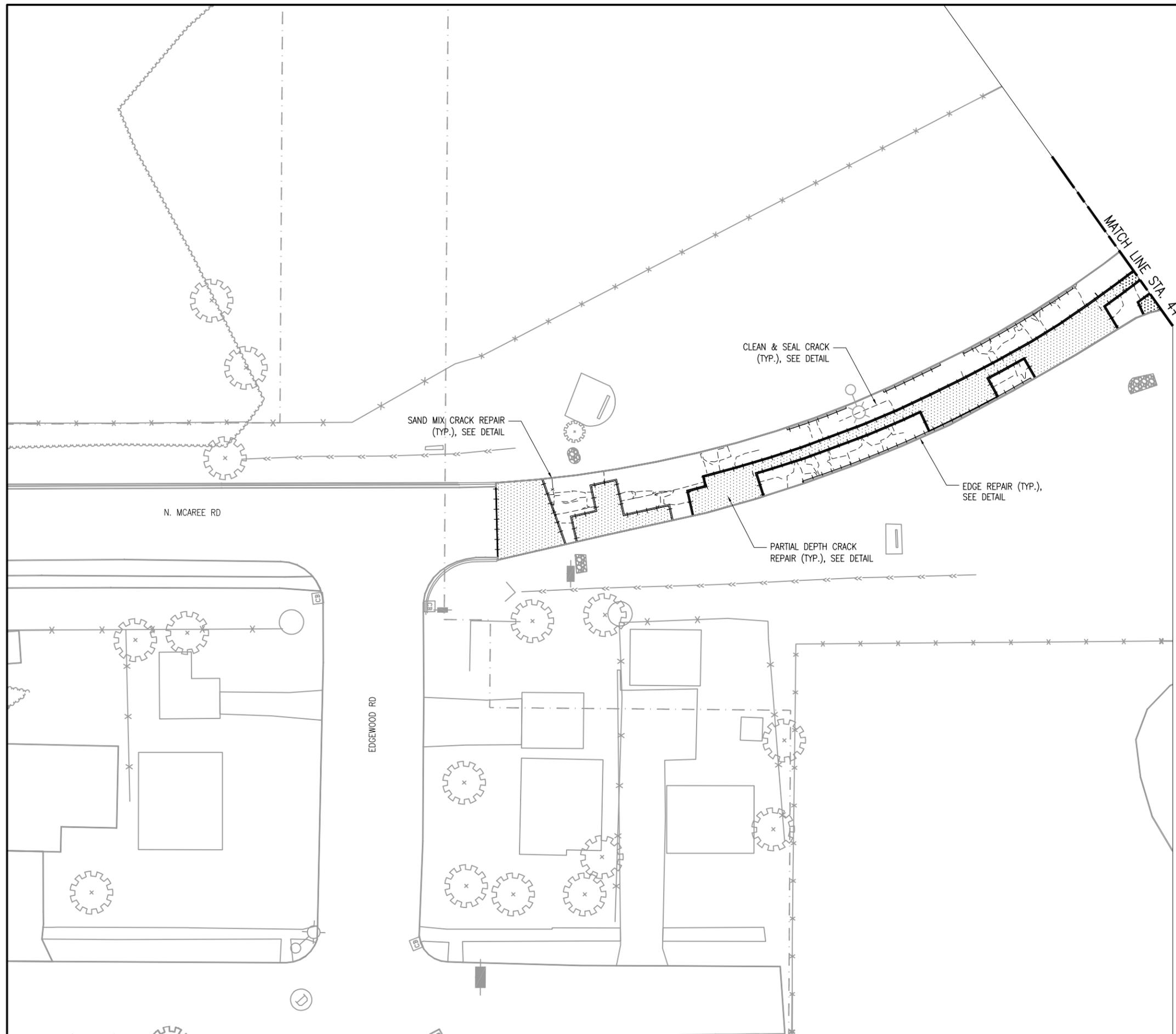
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 CAD FILE: 17-REMOVAL PLAN.DWG
 DESIGN BY: LDH
 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

REMOVAL PLAN



LEGEND

- CLEAN AND SEAL, TYPE A CRACK
- x - x - SAND MIX AND CRACK REPAIR, TYPE B CRACK
- [Stippled Area] PARTIAL DEPTH REPAIR, TYPE C CRACK AND ALLIGATOR CRACKING AREAS
- [Solid Grey Area] PAVEMENT EDGE REPAIR
- + - + - + - SAWCUT REQUIRED FOR CRACK REPAIR

NOTES

1. FOR ALIGNMENT DATA TABLE SEE SHEET 12.
2. FOR CRACK REPAIR DETAILS SEE SHEET 13.
3. THE WORK QUANTITIES FOR AR201661 CLEAN AND SEAL BITUMINOUS CRACKS AND AR201663 SAND MIX CRACK REPAIR ASSUME THAT 90 PERCENT OF THE TYPE A CRACKS AND 50 PERCENT OF THE TYPE B CRACKS ARE ELIMINATED DURING THE 2 INCH SURFACE REMOVAL UNDER ITEM AR401650. THE ACTUAL LOCATION AND QUANTITY OF CRACKS TO BE REPAIRED SHALL BE DETERMINED BY THE RESIDENT ENGINEER AFTER MILLING OPERATIONS. CONTRACTOR SHALL PERFORM THE WORK AS DIRECTED BY THE RESIDENT ENGINEER AND SHALL NOT BE ENTITLED TO OR MAKE ANY CLAIM FOR ADDITIONAL COMPENSATION IF THE ACTUAL QUANTITY PERFORMED IS MORE OR LESS THAN THE BID QUANTITY ESTIMATED FOR EACH REPAIR ITEM.

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631
 WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
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 CAD FILE: 19-CRACK REPAIR.DWG
 DESIGN BY: LDH
 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

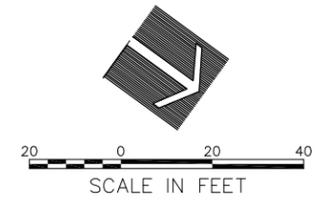
SHEET TITLE

**CRACK REPAIR PLAN
 STA. 1+00 - 4+50**

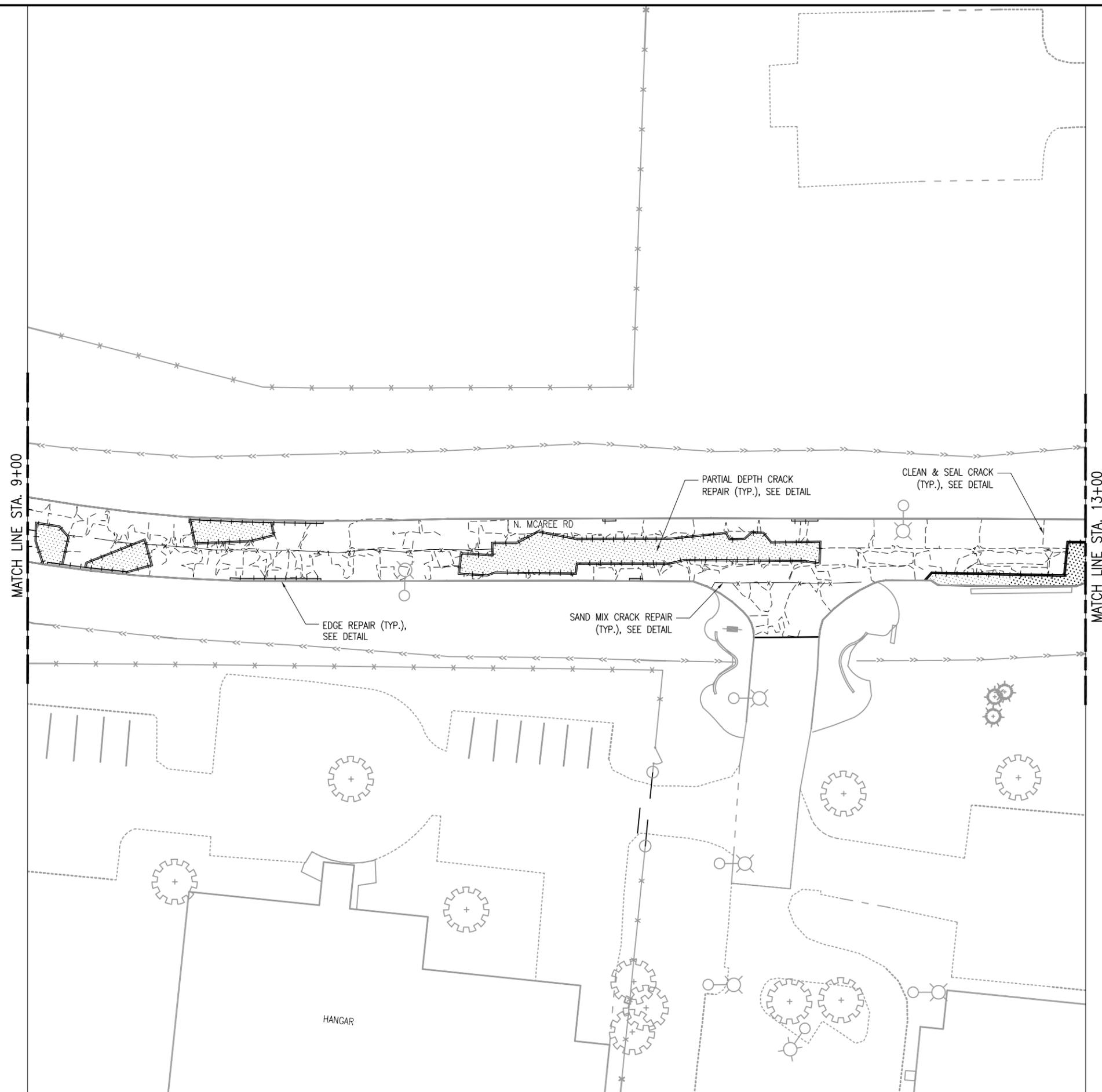
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 Fax: 847.244.3813



FOR NOTES AND LEGEND, SEE SHEET 19.



REHABILITATE AIRPORT
 ENTRANCE ROAD

IDA No: UGN-4631

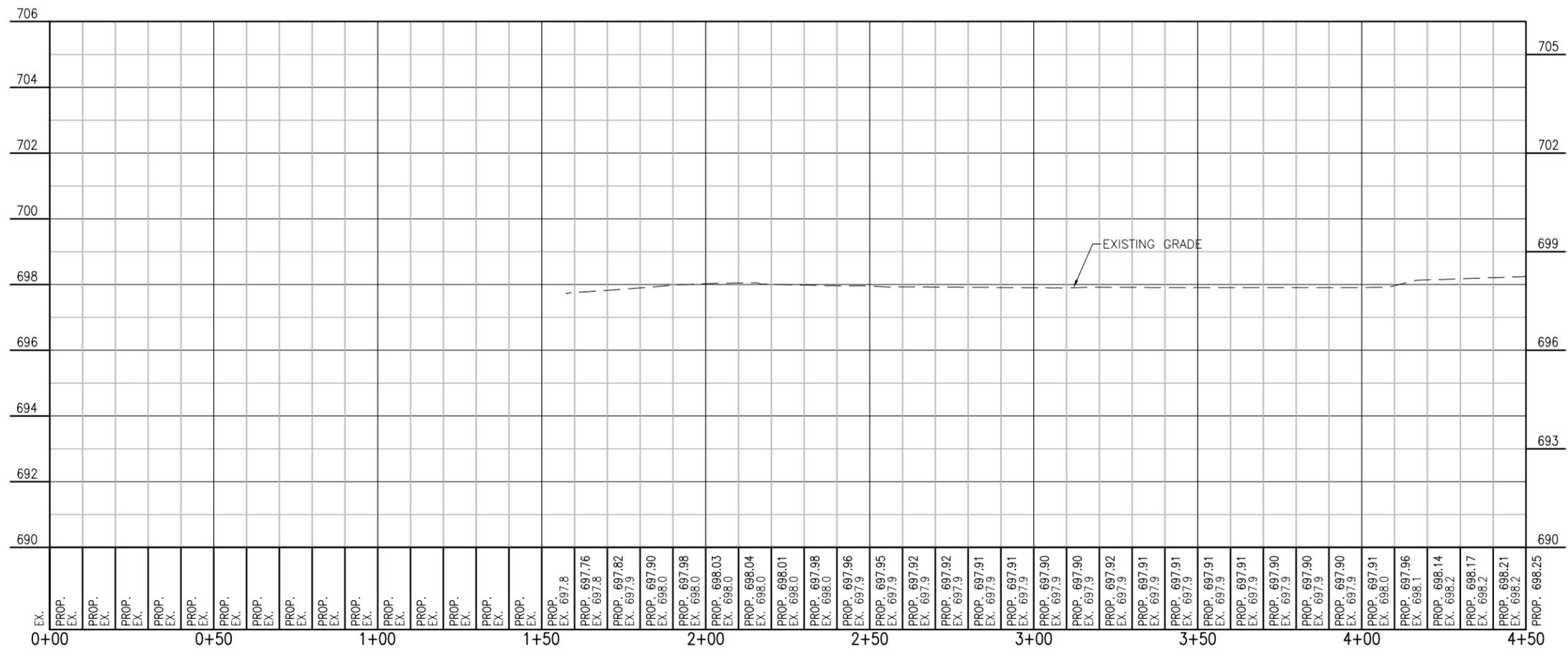
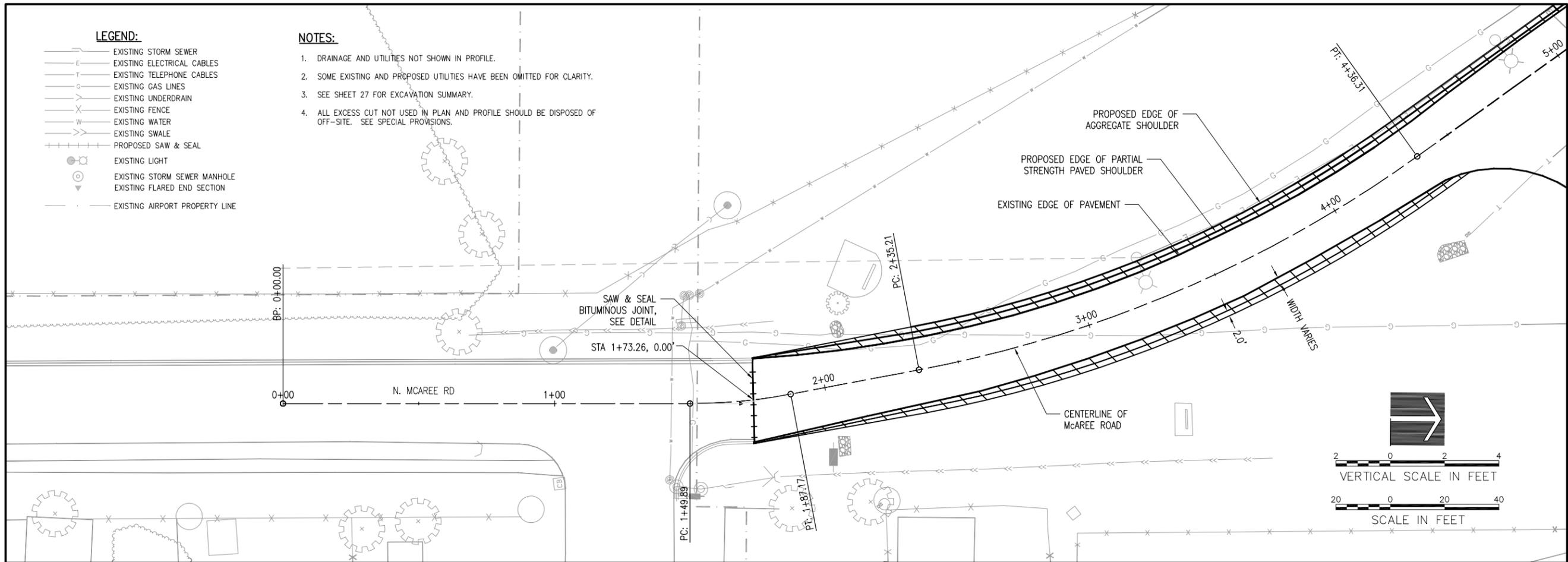
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SHEET TITLE

CRACK REPAIR PLAN
 STA. 9+00 - 13+00



REHABILITATE AIRPORT
ENTRANCE ROAD

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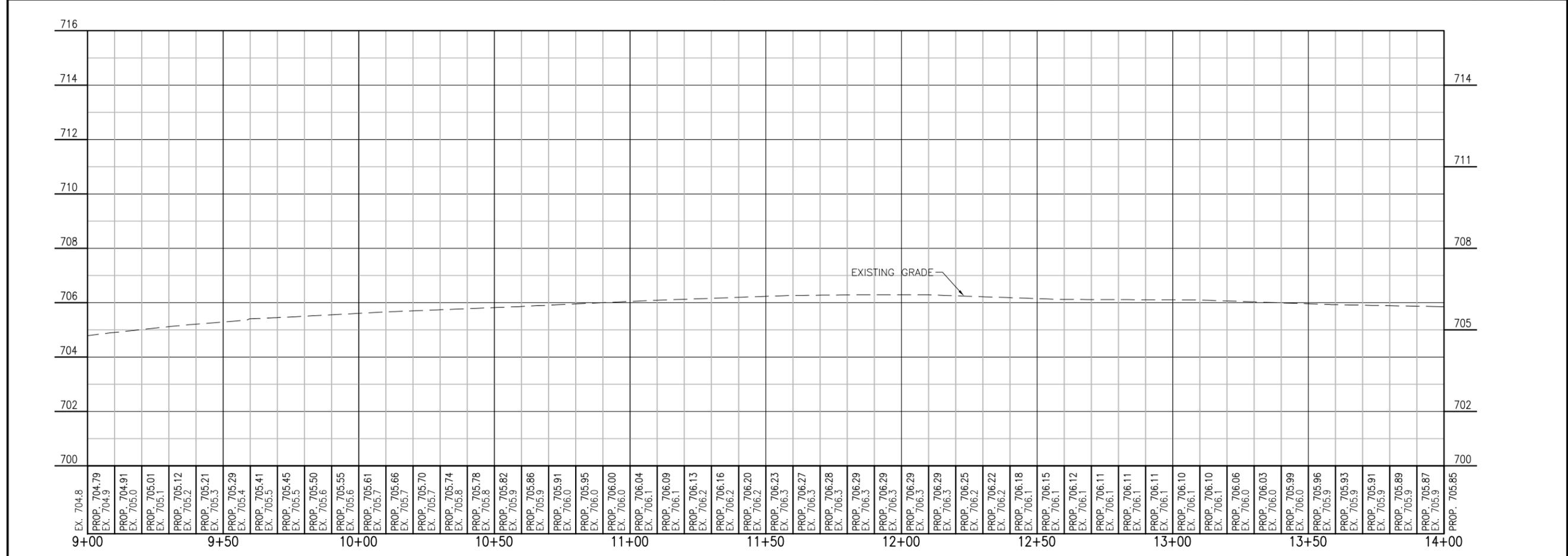
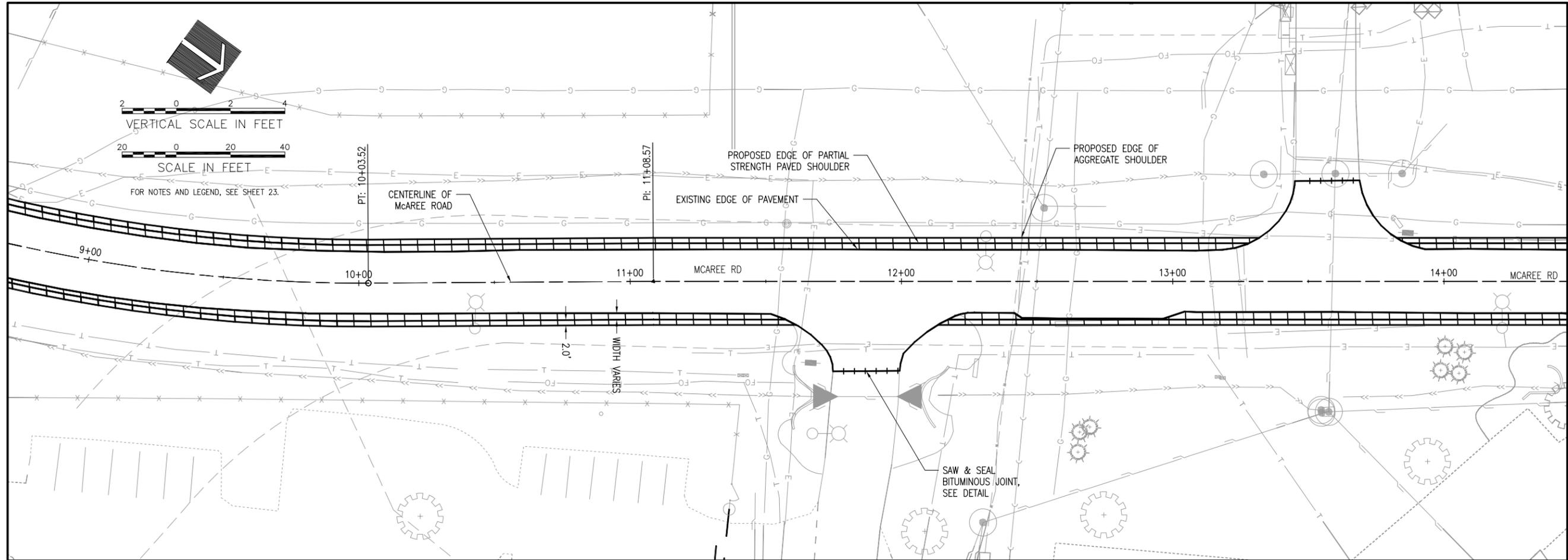
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DRAWN BY: SCS
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SHEET TITLE

PLAN AND PROFILE
STA. 0+00 - 4+50



REHABILITATE AIRPORT
ENTRANCE ROAD

IDA No: UGN-4631

WA073

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		DES	DRN	REV

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CAD FILE: 23-P&PROFILE.DWG
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SHEET TITLE

PLAN AND PROFILE
STA. 9+00 - 14+00



REHABILITATE AIRPORT
ENTRANCE ROAD

IDA No: UGN-4631

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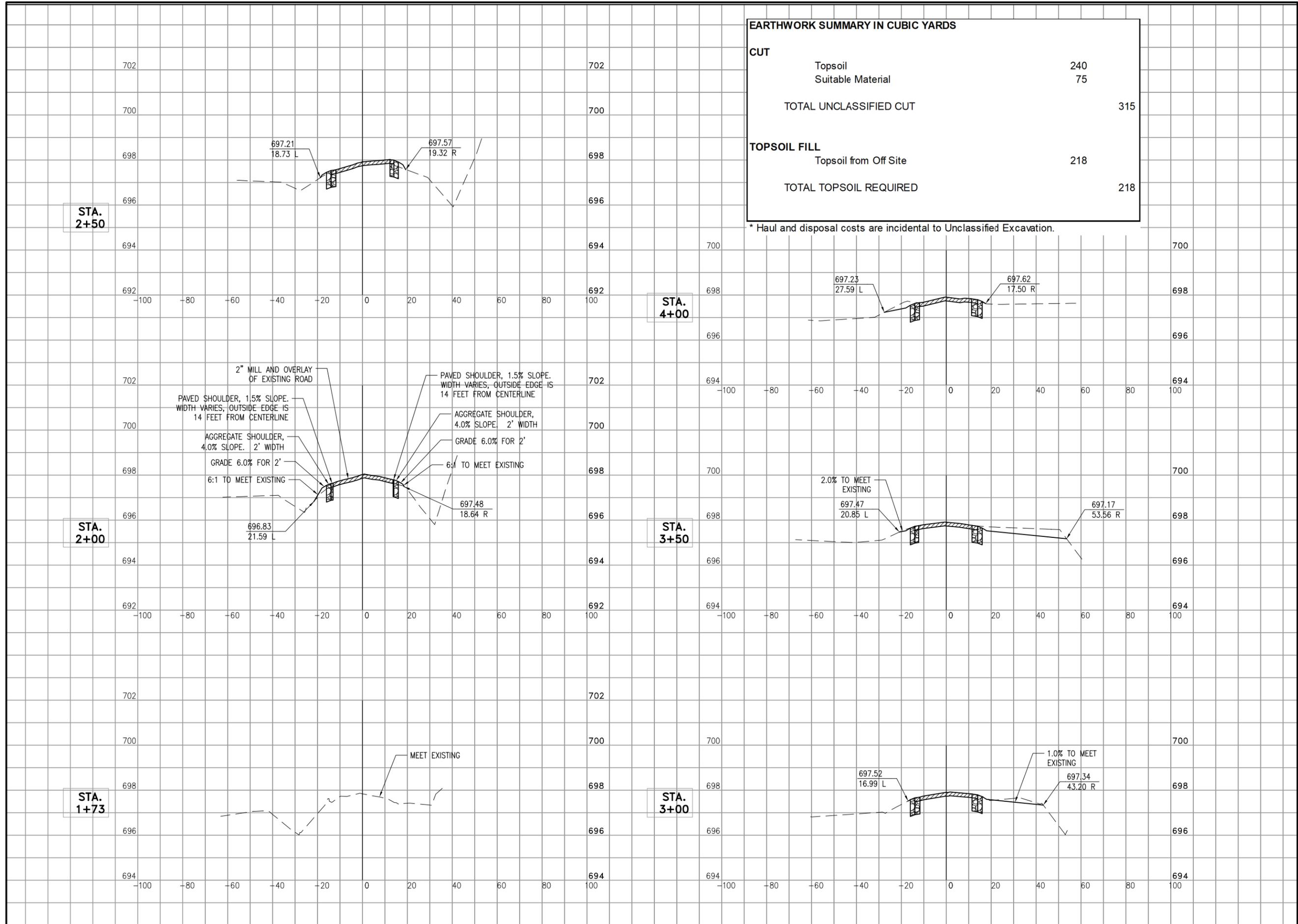
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DESIGN BY: XXX XX/XX/XXXX
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REVIEWED BY: KMS 12/13/17

SHEET TITLE

CROSS SECTIONS
1+73 TO 4+00

EARTHWORK SUMMARY IN CUBIC YARDS		
CUT	Topsoil	240
	Suitable Material	75
TOTAL UNCLASSIFIED CUT		315
TOPSOIL FILL	Topsoil from Off Site	218
	TOTAL TOPSOIL REQUIRED	218

* Haul and disposal costs are incidental to Unclassified Excavation.



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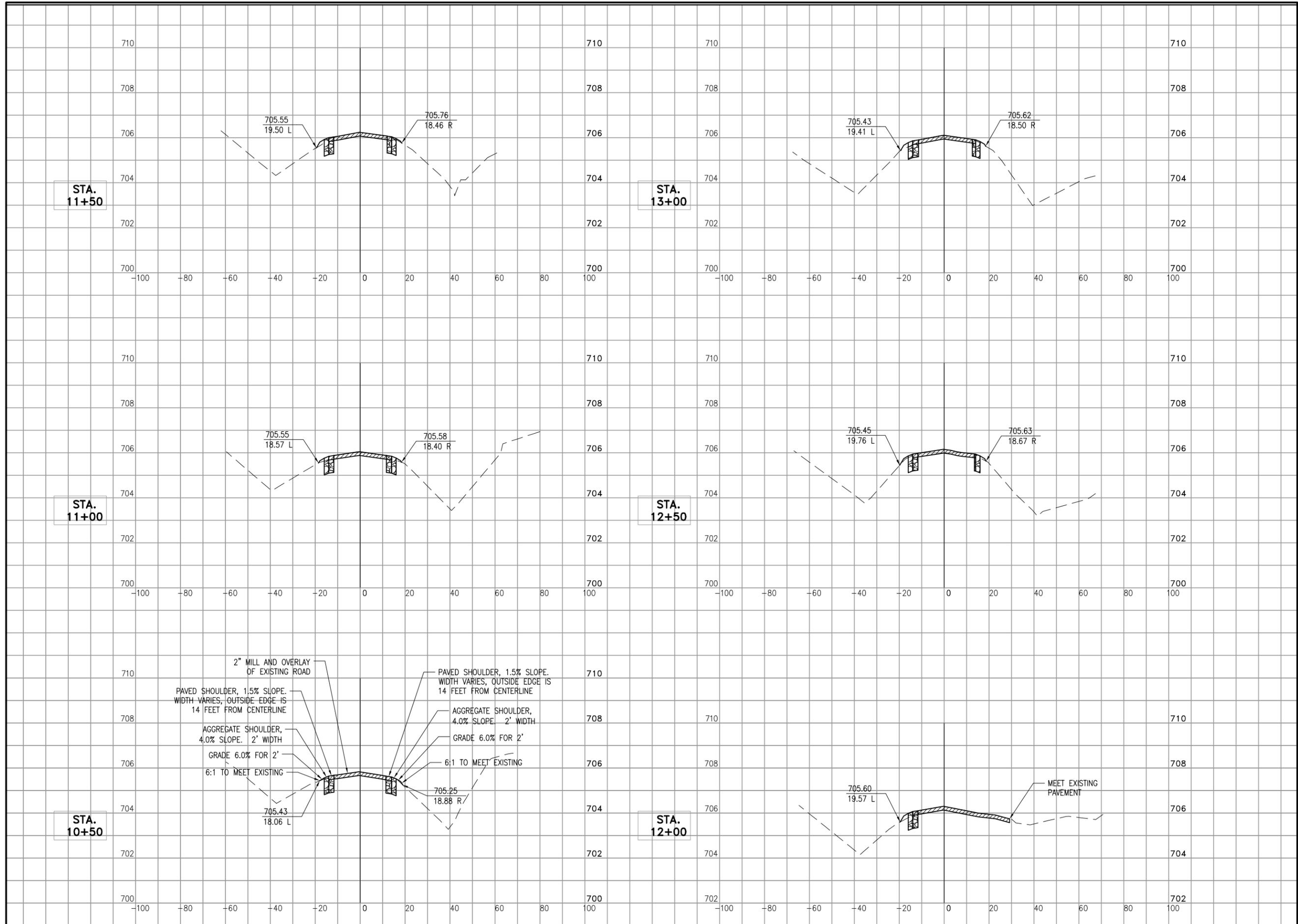
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SHEET TITLE

CROSS SECTIONS
 10+50 TO 13+00

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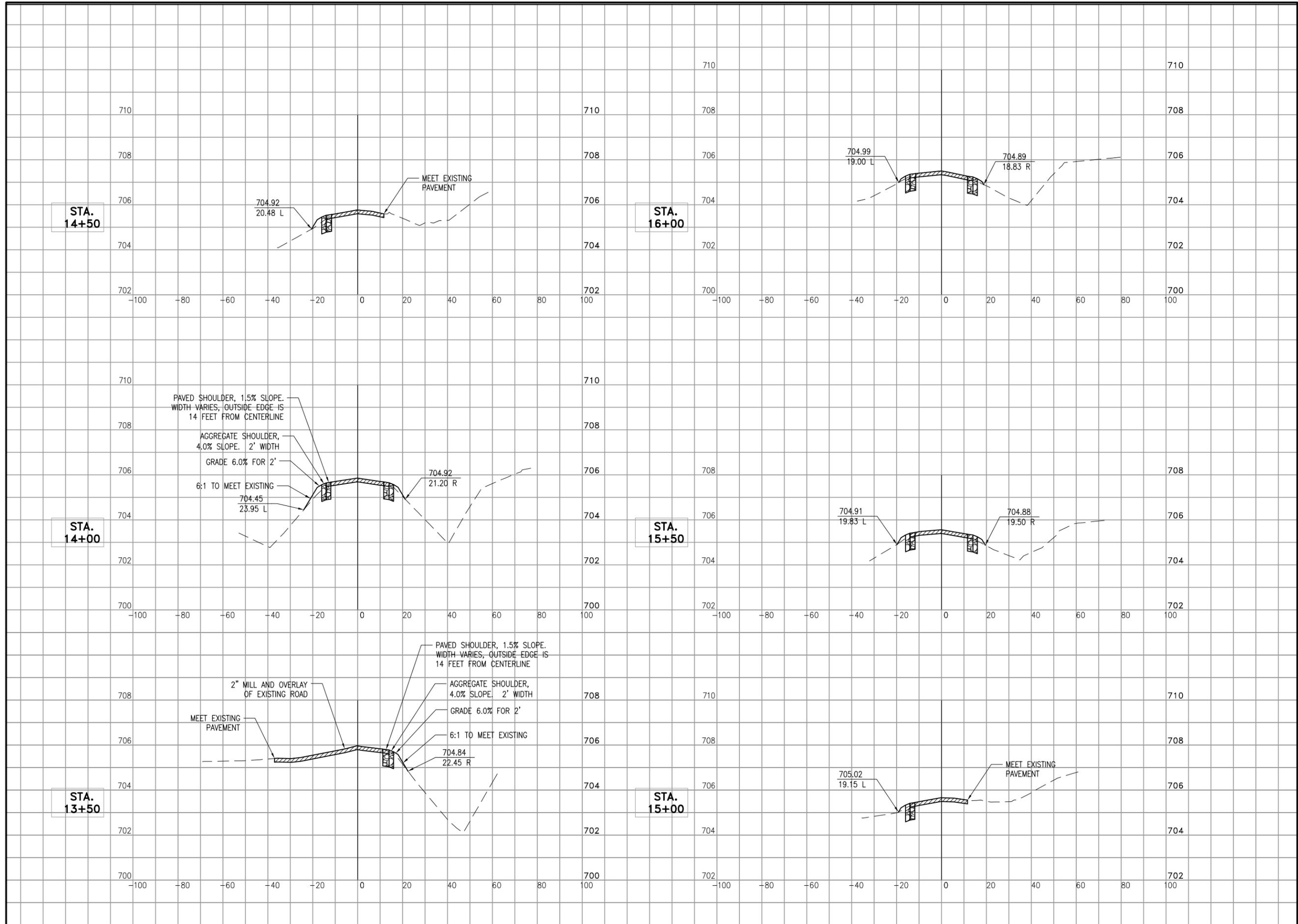
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SHEET TITLE

CROSS SECTIONS
 13+50 TO 16+00

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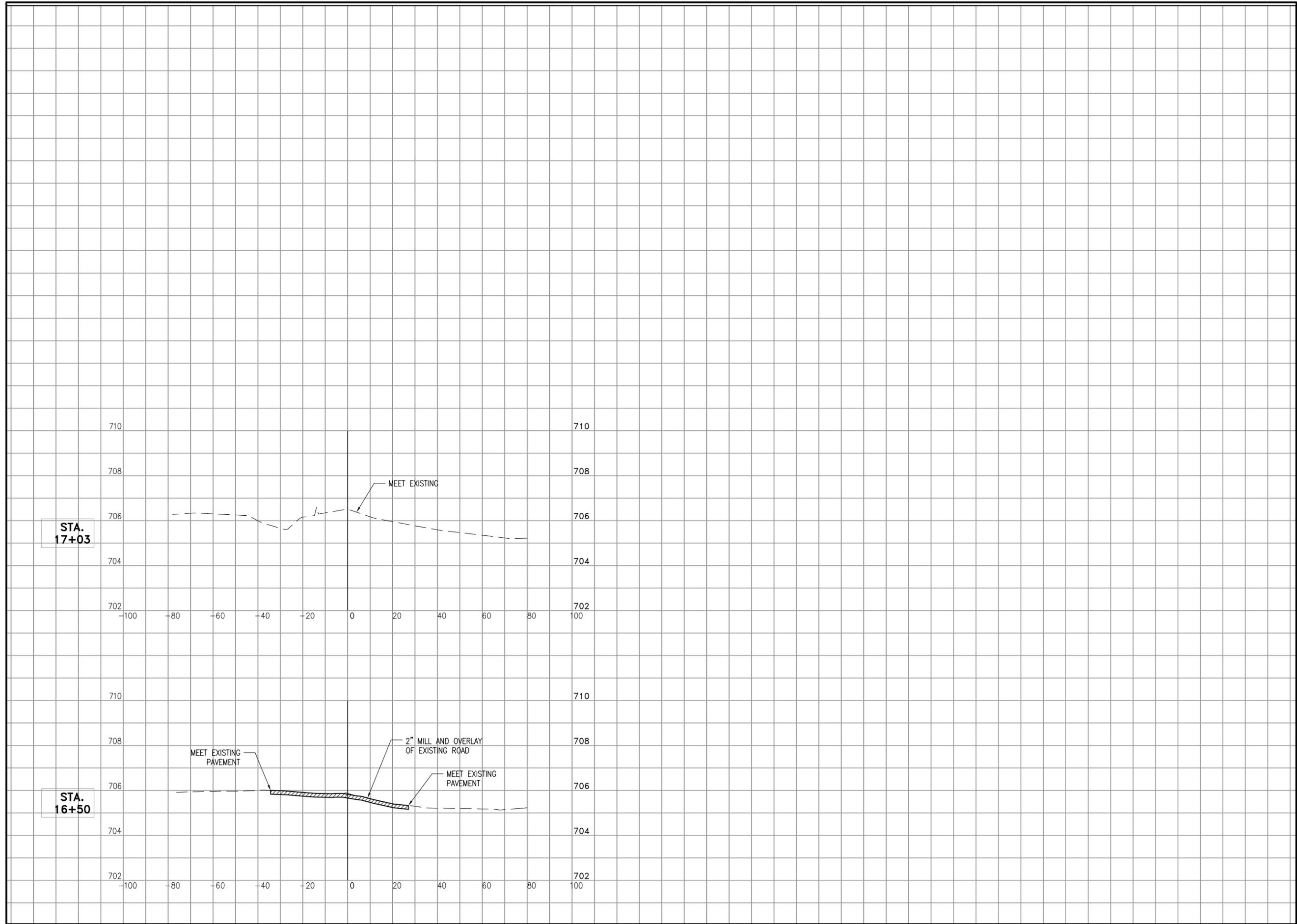
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SHEET TITLE

CROSS SECTIONS
 16+50 TO 17+03

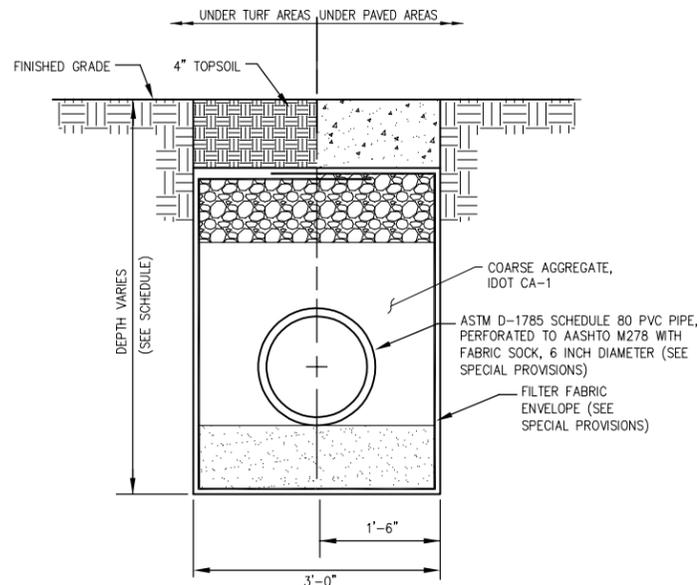


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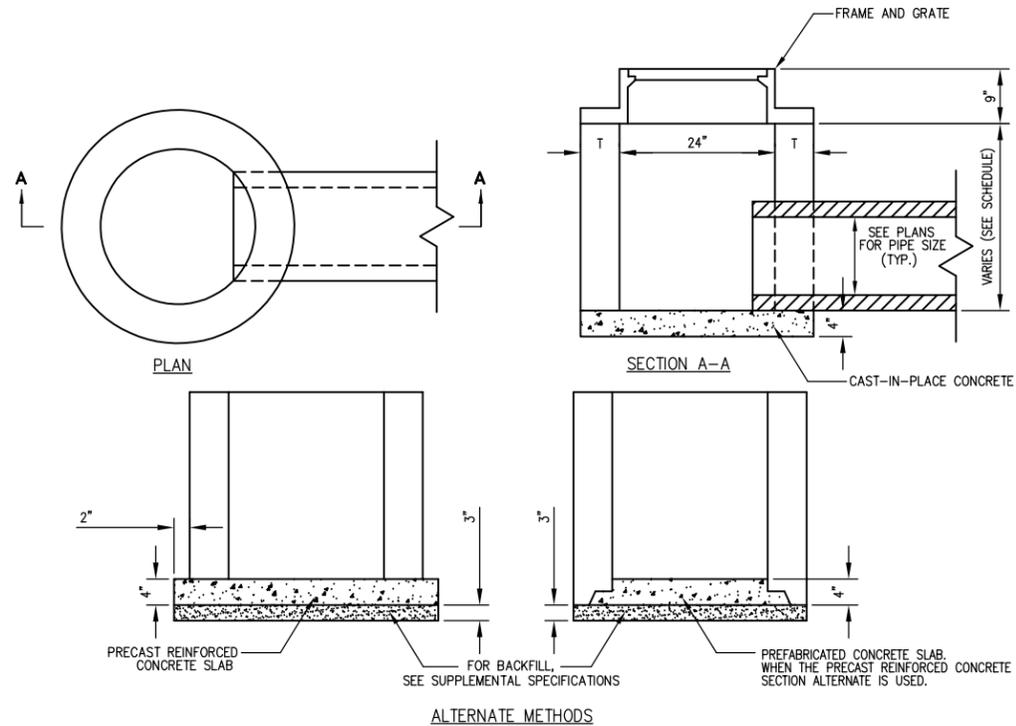
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Fax: 847.244.3813



NOTES

1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. DO NOT COMPACT SOIL PLACED ABOVE THE AGGREGATE.
3. SEPARATE PAYMENT FOR COARSE AND FINE AGGREGATES, FILTER FABRIC ENVELOPE, PVC PIPE, AND FABRIC SOCK WILL NOT BE MADE BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT OF INFILTRATION TRENCH.
4. SEE SPECIAL PROVISIONS.

INFILTRATION TRENCH

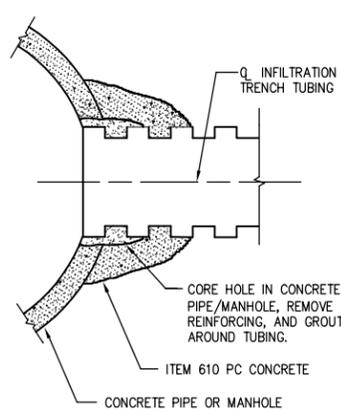


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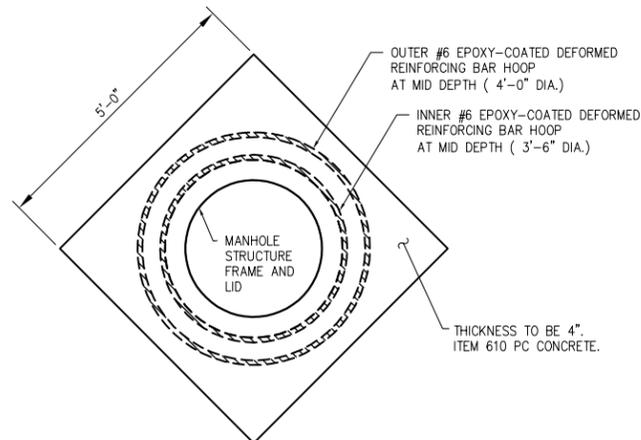
1. SEE DRAINAGE AND UNDERDRAIN SCHEDULE FOR LOCATION, SIZE AND NUMBER OF PIPE CONNECTIONS.
2. INLETS TO BE PRECAST REINFORCED CONCRETE SECTIONS (T = 5").

INLET TYPE A

(IDOT STANDARD 602301)



STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION



FRAMING NOTES

1. HOOP REINFORCEMENT REQUIRED AND SHALL BE ONE PIECE CONSTRUCTION HAVING A MINIMUM LAP LENGTH OF 2'-0".
2. CONCRETE COLLAR IS INCIDENTAL TO INLET

CONCRETE COLLAR AT INLET

INFILTRATION TRENCH SCHEDULE

Structure	Station	Offset	Type	Rlm El.	Invert El.	Pipe Pay Length	Size	Type	Slope %
S1	15+79.18	27.5	LT	Inlet - Type A	704.50* NW	703.41			
S2	16+82.13	24.3	LT	Existing Manhole	-- SE	703.26	100.0	6.0	PVC 0.15

* THIS ELEVATION REPRESENTS THE TOP OF THE FRAME, NOT THE TOP OF THE BEEHIVE GRATE.

STRUCTURE SCHEDULE

Structure Number	Structure Type	Diameter "D" (in.)	Frame Height (in.)	Grate Diameter (in.)	Frame Type (Neenah) *	Cover/Grate (Neenah) *
S1	Inlet - Type A	24	3-15/16	22	R-2560-D1	R-1690

* OTHER COMPARABLE MANUFACTURERS ARE ACCEPTABLE.

REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

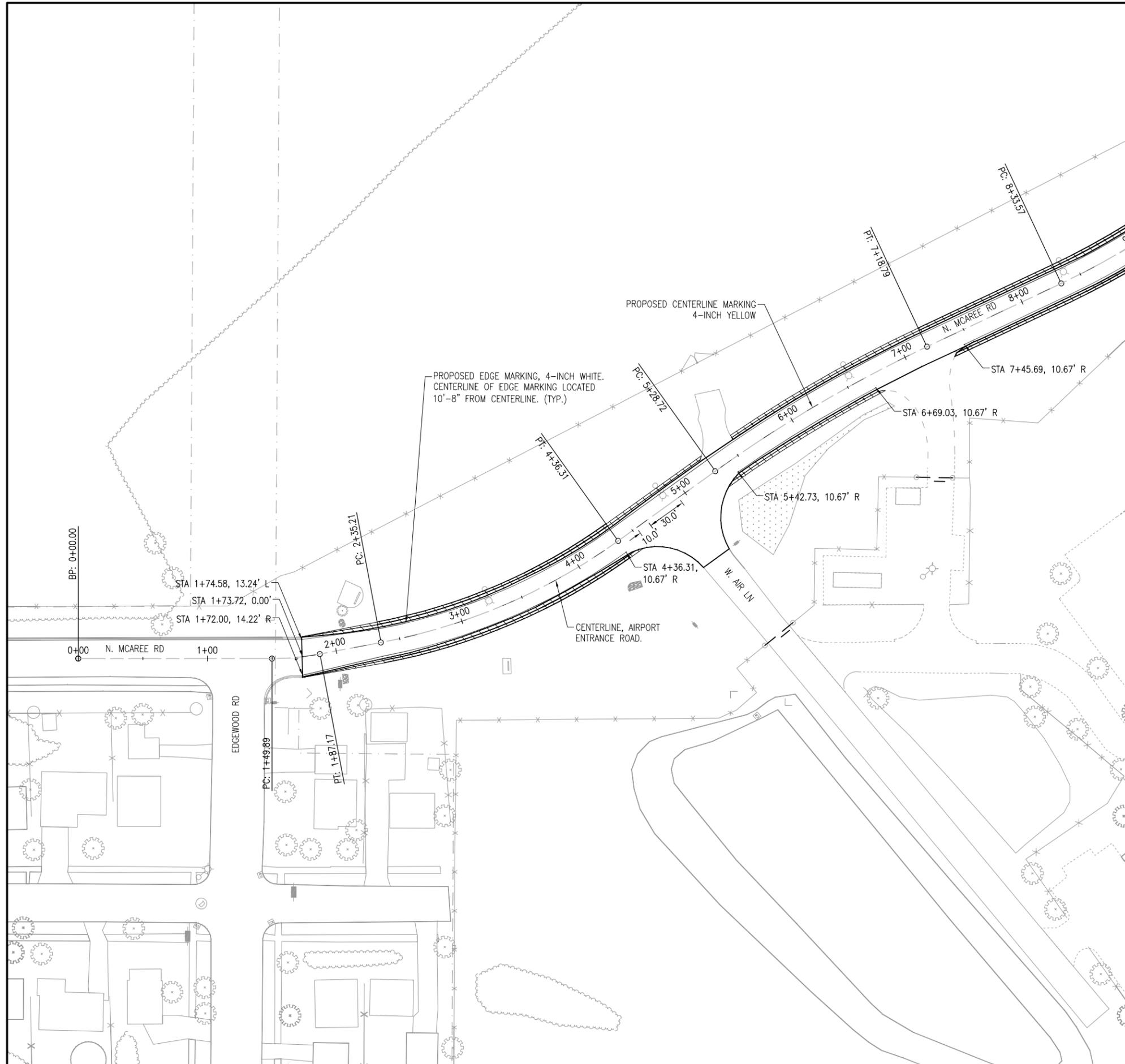
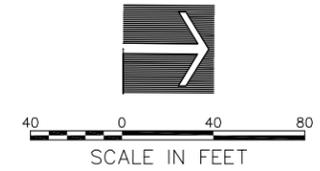
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ISSUE:
PROJECT NO: 17A0077
CAD FILE: 37-DRAIANGE DET.DWG
DESIGN BY: LDH
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SHEET TITLE

DRAINAGE SCHEDULE & DETAILS



REHABILITATE AIRPORT
 ENTRANCE ROAD

IDA No: UGN-4631

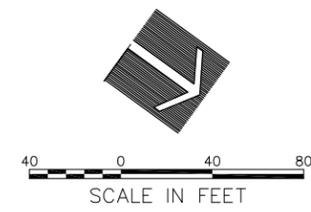
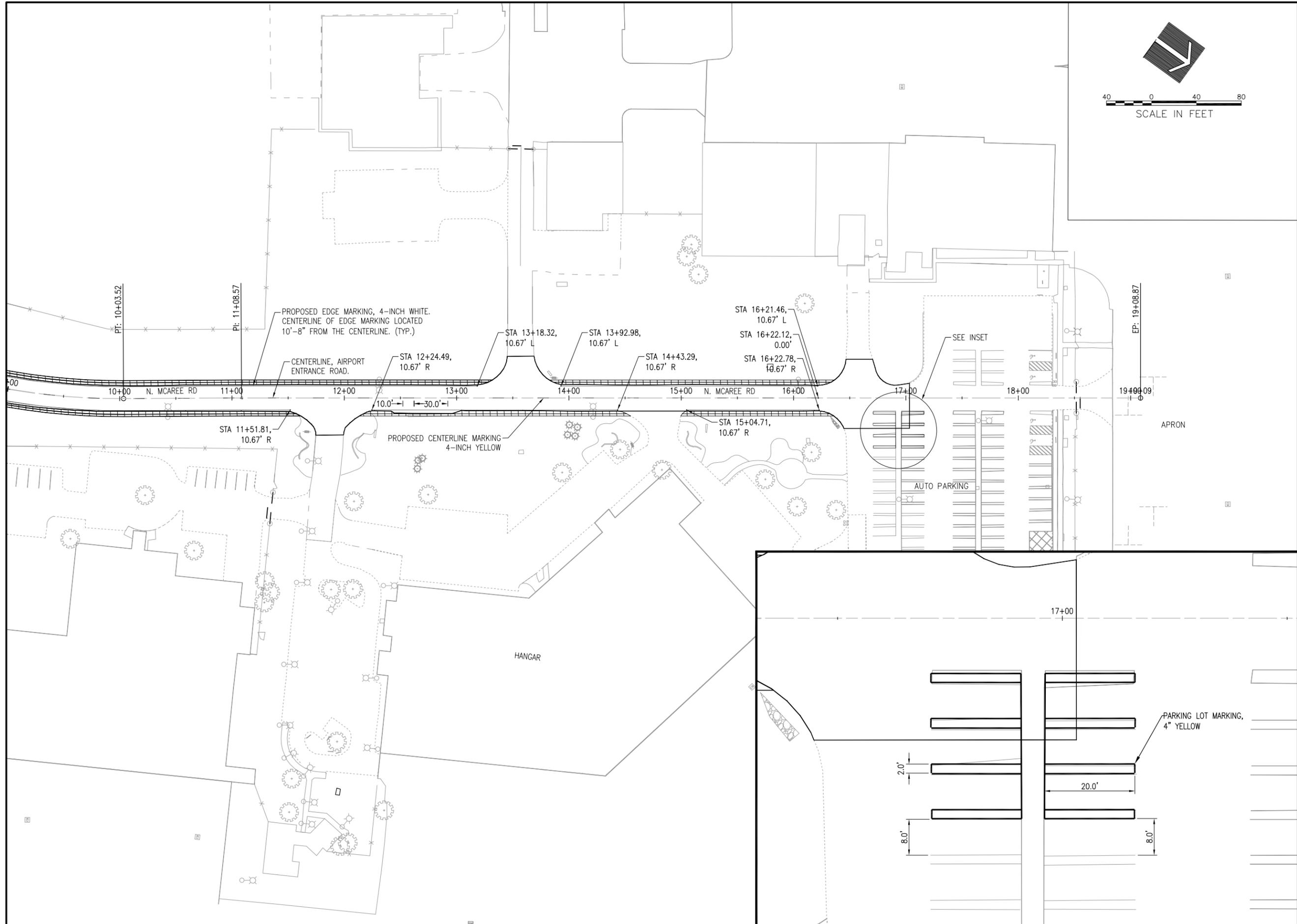
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MARK	DATE	DESCRIPTION		
		DES	DRN	REV

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 CAD FILE: 38-MARKING.DWG
 DESIGN BY: LDH
 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

MARKING PLAN STA.
 0+00 - 9+00



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

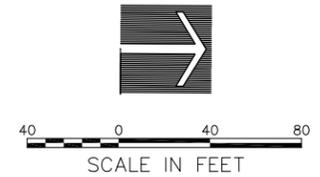
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SHEET TITLE

MARKING PLAN STA.
 9+00 - 16+50

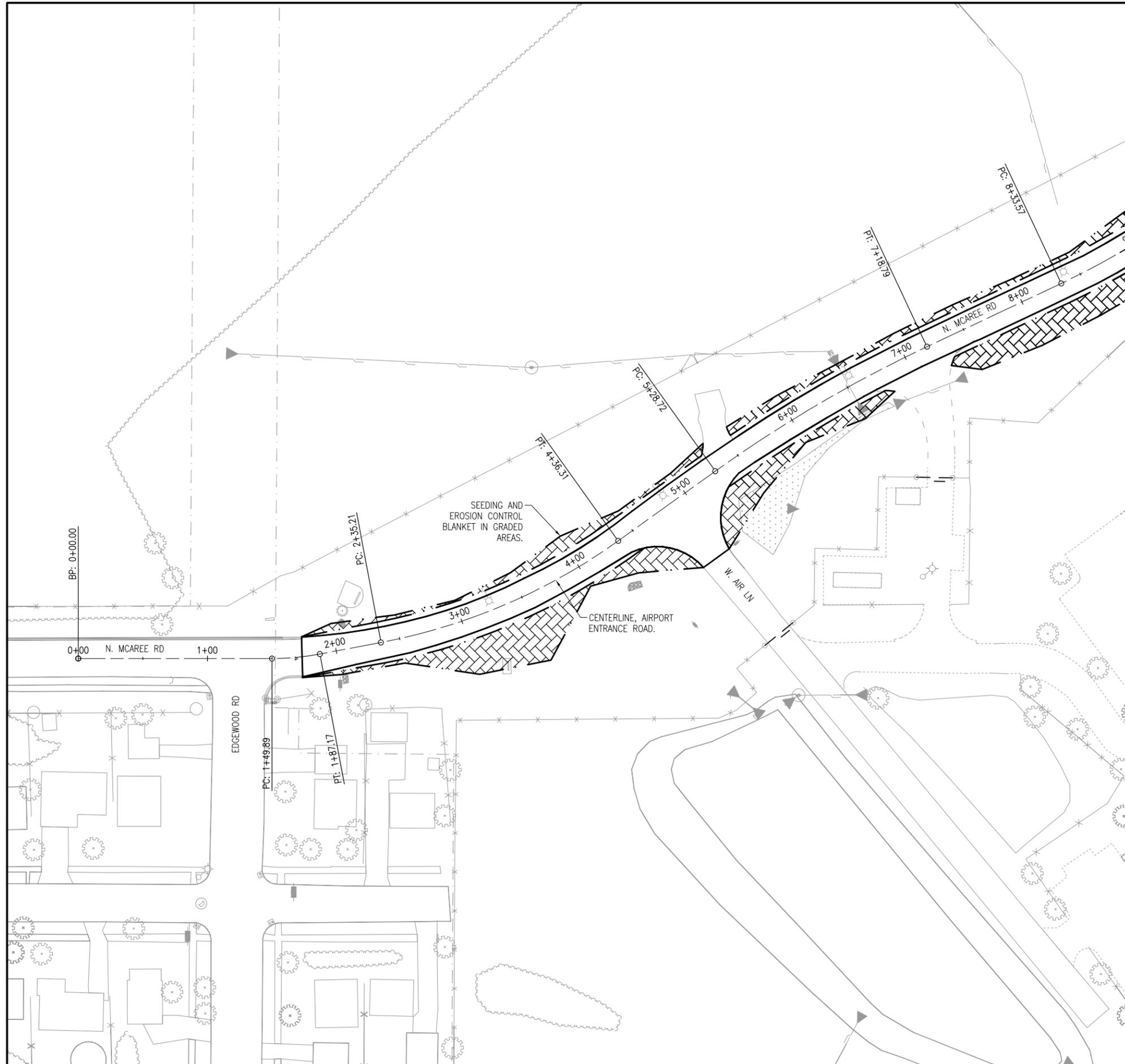
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NOTES:

THE CONTRACTOR SHALL LIMIT THE ACREAGE OF DISTURBED GROUND TO ONLY THAT NECESSARY FOR THE CONDUCT OF AN EFFICIENT CONSTRUCTION PROCESS WITHOUT OVER-EXPOSING NON-VEGETATED AREAS. ANY DISTURBED AREA OF CONSTRUCTION THAT WILL NOT BE REWORKED FOR A PERIOD LONGER THAN 14 DAYS MUST BE SEEDED OR MULCHED, WITH EITHER PERMANENT SEEDING, OR TEMPORARY SEEDING AND MULCHING, ITEM AR156533, AFTER APPROVAL BY THE RESIDENT ENGINEER OF THIS PROPOSED ACTION. THE CONTRACTOR SHALL MAKE BEST EFFORT TO REDUCE THE NEED FOR TEMPORARY COVERING BY SCHEDULING HIS EARTHWORK ACTIVITIES IN A PROPER SEQUENCE AND APPLY PERMANENT COVERING AT THE EARLIEST POSSIBLE DATE, WITHIN 14 DAYS, AFTER REACHING FINAL GRADE. OUTSIDE THE REGULAR PLANTING SEASON, TEMPORARY SEED AND MULCH SHALL BE PLACED AS STATED HERE. HOWEVER, NO PAYMENT FOR TEMPORARY SEEDING AND MULCHING WILL BE MADE IF THE TIME OF APPLICATION IS WITHIN THE REGULAR PLANTING SEASON(S) STATED IN THE SPECIAL PROVISIONS. DURING THE REGULAR PLANTING SEASON(S), ONLY PERMANENT COVERING SHALL BE PAID.

THE QUANTITIES SHOWN INCLUDE THE ESTIMATED TEMPORARY SEEDING AND MULCHING, ITEM AR156533, THAT MAY BE PLACED OUTSIDE THE REGULAR PLANTING SEASON. TEMPORARY SEEDING AND MULCHING PLACED DURING THE REGULAR PLANTING SEASON IS INCIDENTAL TO THE CONTRACT.



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

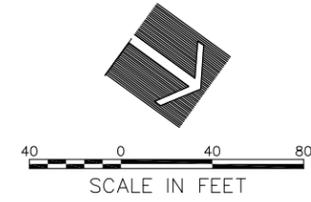
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ISSUE:
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DESIGN BY: XXX XX/XX/XXXX
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REVIEWED BY: KMS 12/13/17

SHEET TITLE

LANDSCAPING PLAN



REHABILITATE AIRPORT ENTRANCE ROAD

IDA No: UGN-4631

WA073

MARK	DATE	DESCRIPTION		
		DES	DRN	REV

ISSUE:
 PROJECT NO: 17A0077
 CAD FILE: 40-LANDSCAPING.DWG
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 DRAWN BY: SCS
 REVIEWED BY: KMS 12/13/17

SHEET TITLE

LANDSCAPING PLAN