**IDOT LETTING: JULY 31, 2015** 

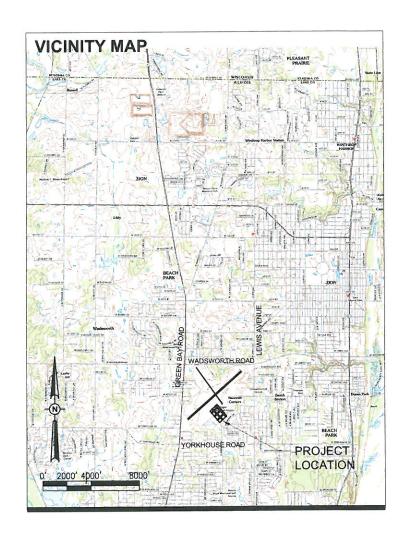
WA069 TOTAL SHEETS = 30

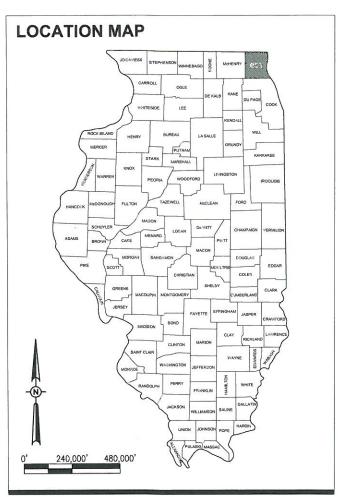
# **CONSTRUCTION PLANS**

# REHABILITATE SOUTHEAST PORTION OF MAIN RAMP - CONTRACT 1

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

SBG PROJECT NO. 3-17-SBGP-TBD IDA PROJECT NO. UGN-4256





#### 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.

	1







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3	SITE PLAN AND GENERAL NOTES
4	CONSTRUCTION AND SAFETY NOTES
5	PHASING PLAN - PHASE 1
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29	BORING LOGS B1 THRU B5
30	BORING LOGS B6 THRU B9

	SUIVIIVIARY	OF QUANTITIES		T
ITEM NO.	DESCRIPTION	UNIT	AS BID	RECORD PAID
AR110504	4-WAY CONCRETE ENCASED DUCT	LINEAR FOOT	203.0	
AR110610	ELECTRICAL HANDHOLE	EACH	2.0	
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.0	
AR150530	TRAFFIC MAINTENANCE	LUMP SUM	1.0	
AR150540	HAUL ROUTE	LUMP SUM	1.0	
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	3,881.0	
AR156510	SILT FENCE	LINEAR FOOT	765.0	
AR156520	INLET PROTECTION	EACH	12.0	
AR156531	EROSION CONTROL BLANKET	SQUARE YARD	1,596.0	
AR209605	CRUSHED AGG. BASE COURSE - 5"	SQUARE YARD	8,420.0	
AR302611	ASPHALT TREATED PERMEABLE SUBBASE	SQUARE YARD	8,420.0	
AR302630	ATPS TEST SECTION	EACH	1.0	
AR501514	14" PCC PAVEMENT	SQUARE YARD	8,363.0	
AR501530	PCC TEST BATCH	EACH	1.0	
AR501665	PCC PAVEMENT SAWING	LINEAR FOOT	817.0	
AR501900	REMOVE PCC PAVEMENT	SQUARE YARD	8,467.0	
AR501910	REMOVE & REPLACE PCC PAVEMENT	SQUARE YARD	77.0	
AR602510	BITUMINOUS PRIME COAT	GALLONS	2,526.0	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQUARE FOOT	418.0	
AR620530	PAVEMENT MARKING - EPOXY	SQUARE FOOT	492.0	
AR701512	12" RCP, CLASS IV	LINEAR FOOT	225.0	
AR701515	15" RCP, CLASS IV	LINEAR FOOT	338.0	
AR701900	REMOVE PIPE	LINEAR FOOT	117.0	
AR705506	6" PERFORATED UNDERDRAIN	LINEAR FOOT	550.0	
AR705640	UNDERDRAIN CLEANOUT	EACH	4.0	
AR705900	REMOVE UNDERDRAIN	LINEAR FOOT	40.0	
AR751411	INLET - TYPE A	EACH	1.0	
AR751412	INLET - TYPE B	EACH	1.0	
AR751540	MANHOLE 4'	EACH	5.0	
AR751903	REMOVE MANHOLE	EACH	1.0	
AR751927	REPLACE FRAME & GRATE	EACH	1.0	
AR751943	ADJUST MANHOLE	EACH	1.0	
AR901510	SEEDING	ACRE	0.4	
AR905520	TOPSOILING (FROM OFF SITE)	CUBIC YARD	178.0	

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



Offices Nationwide www.hanson-inc.com

Hanson Professional Services Inc. 815 Commerce Drive, Suite 200 Oak Brook, IL 60523 phone: 630.990.3800 fax: 630.990.3801

Illinois Licensed Professional Service Corporation #184-001084



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

REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

NO.	DATE	DES	CRIPT	ION
INO.	DATE	DES	DWN	REV
ISSUE:	June 5,	2015		
PROJE	CT NO: 1	4A009	7	

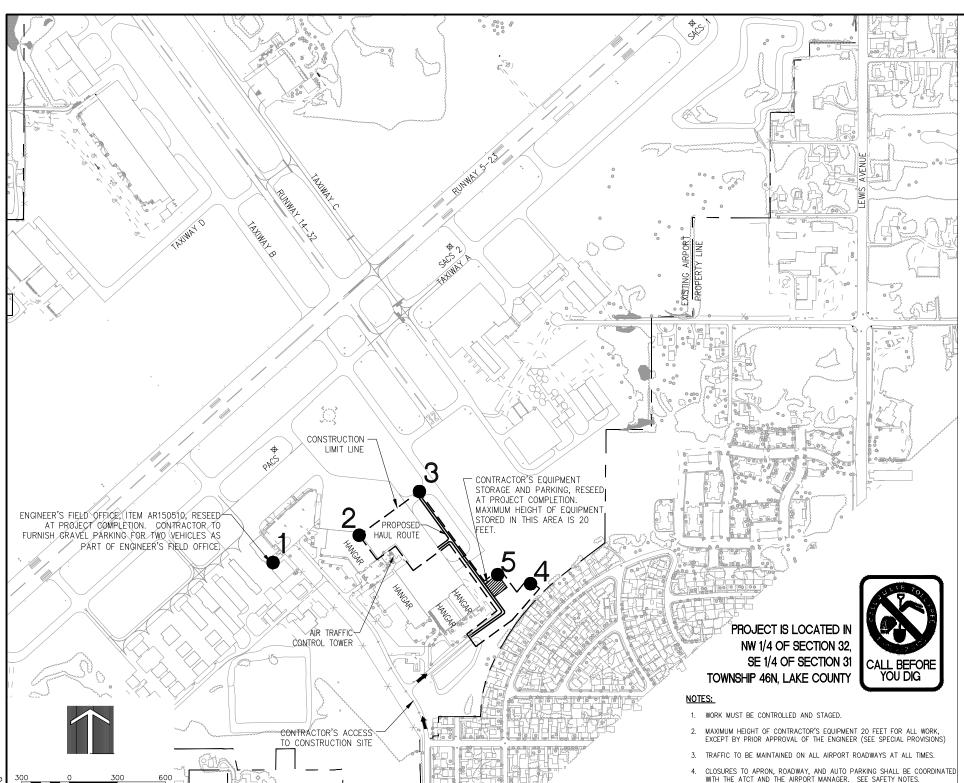
CAD FILE: 02-SOQ.DWG
DESIGN BY: KMS 3/26/2015
DRAWN BY: KMS 3/26/2015

REVIEWED BY: RMH 6/4/2015

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SHEET TITLE

SHEET TITLE

SHEET INDEX AND SUMMARY OF QUANTITIES



#### NOTES:

ADDITIONAL DETAIL FOR THE CONSTRUCTION LIMIT LINE IS SHOWN ON THE

LANDSCAPING AND SWPP PLAN.

COORDINATES ARE IN NAD 83 FOR HORIZONTAL AND NAVD 88 FOR VERTICAL.

- 2. STATIONS, OFFSETS AND ELEVATIONS SHOWN
- 3. THE APPROACH END OF RUNWAY 5 IS STATION 100+00. THE APPROACH END OF RUNWAY 32 IS
- 4. THE AIRPORT REFERENCE CODE FOR RUNWAY 14-32 IS B-II WITH VISUAL APPROACHES ON BOTH RUNWAY 14 AND RUNWAY 32.
- 5. THE AIRPORT REFERENCE CODE FOR RUNWAY 5-23 IS D-III WITH NONPRECISION APPROACH GREATER THAN 3/4 MILE FOR RUNWAY 5 AND PRECISION APPROACH TO RUNWAY 23.

### **GENERAL NOTES**

THIS PROJECT IS TO REHABILITATE THE SOUTHEAST AIRCRAFT PARKING APRON AT WAUKEGAN NATIONAL AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PLACEMENT OF TEMPORARY EROSION CONTROL MEASURES.
- PROVISION OF TRAFFIC MAINTENANCE AND HAUL ROUTE.
- FULL DEPTH REMOVAL & PROVISION OF REQUIRED UNCLASSIFIED EXCAVATION.
- PLACEMENT OF SUBSURFACE UNDERDRAIN AND DRAINAGE PIPE AND STRUCTURES.
- REPLACEMENT OF EXISTING MANHOLE FRAMES AND GRATES.
- RECONSTRUCTION OF APRON PCC PAVEMENTS, STABILIZED SUBBASE, AND AGGREGATE BASE.
- CONCRETE PANEL FULL DEPTH REMOVE AND REPLACE.
- PLACEMENT OF PAVEMENT MARKINGS.
- GRADE, TOPSOIL, SEED, AND PLACE EROSION CONTROL BLANKET OUTSIDE OF PAVED AREAS.

#### PROTECTION OF EXISTING AIRPORT FACILITIES

THE CONTRACTOR IS TO BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UNDERGROUND AND OVERHEAD UTILITIES AND LIGHTING FOUIPMENT: 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 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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE FAA (SMO) THROUGH THE RESIDENT ENGINEER TO LOCATE ALL FAA CABLES ON THE PROJECT SITE. ALL FAA CABLES SHALL BE PROTECTED AT ALL TIMES.

#### 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

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

THE CONTRACTOR IS TO PROVIDE AN FOLIPMENT. STORAGE AND PARKING AREA AT THE LOCATION SHOWN ON THIS SHEFT. 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.

CONTACT THE FAA (FEDERAL AVIATION ADMINISTRATION) FOR ASSISTANCE IN LOCATING FAA CARLES AND LITHLITIES LOCATION OF FAA POWER, CONTROL, AND COMMUNICATION CABLES SHALL BE COORDINATED WITH AND/OR LOCATED BY

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 IMMEDIATELY.

THE CONTRACTOR IS TO COORDINATE GATE SECURITY, THROUGH THE RESIDENT ENGINEER, WITH THE AIRPORT MANAGEMENT. AIRPORT SECURITY SHALL BE MAINTAINED AT ALL TIMES.

#### EXISTING CONTROL POINTS

N 2095587.482 1109729.492 FLEV. 705.1

N 2098251.587 E 1112341.241 FLEV. 717.6

N 2096854.703 1110827.340 FLEV. 709.1

SHEET TITLE

NO. DATE

ISSUE: June 5, 2015

PROJECT NO: 14A0097

CAD FILE: 03-SITEPLAN.DWG

REVIEWED BY: RMH 6/4/2015

DESIGN BY: KMS 3/23/2015

DRAWN BY: KMS 3/23/2015

SITE PLAN AND **GENERAL NOTES** 

						O	BJECT INFORM	ATION					
	ITEM 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	706.1	721.1	42° 25' 01.0665" N	87° 52' 07.2313" N	116+69.17	938.9	710.5	199+07.66	1337.9	712.4
	2	CONSTRUCTION EQUIPMENT	MOVING	708.9	728.9	42° 25' 02.7227" N	87° 52' 00.0436" N	121+83.87	1171.0	711.0	197+28.33	802.6	712.4
	3	CONSTRUCTION EQUIPMENT	MOVING	710.7	730.7	42° 25' 05.4023" N	87° 51' 55.0019" N	126+46.80	1218.8	709.5	197+27.17	337.2	712.4
	4	CONSTRUCTION EQUIPMENT	MOVING	709.6	729.6	42° 24' 59.6725" N	87° 51' 45.7874" N	127+79.41	2111.3	709.4	188+53.03	115.8	712.4
	5	CONTRACTOR STAGING AREA	STATIONARY	706.4	726.4	42° 25' 00.2465" N	87° 51' 48.5216" N	126+64.45	1931.8	709.5	190+19.52	248.1	712.4
1													

SCALE IN FEET

	RUNWAY	END COORDINATES		
DESCRIPTION	LATITUDE	LONGITUDE	STATION	ELEVATION
RUNWAY 5 END	42° 24' 57.0507" N	87° 52' 32.2310" W	100+00.00	725.75
RUNWAY 23 END	42° 25' 36.3758" N	87° 51' 32.3244" W	159+98.70	723.50
RUNWAY 14 END	42° 25' 39.5792" N	87° 52' 22.7232" W	237+49.37	727.97
RUNWAY 14 END	42° 25' 35.5735" N	87° 52' 18.8240" W	232+49.41	728.14
RUNWAY 32 END	42° 25' 09.5378" N	87° 51' 53.4845" W	200+00.00	712.00

Offices Nationwide

Hanson Professional Services Inc. 815 Commerce Drive, Suite 200 Oak Brook, IL 60523 fax: 630.990.3801

Illinois Licensed Professional Service Corporation #184-001084



WALKEGAN NATIONAL AIRPORT WALIKEGAN PORT DISTRICT 2601 Plane Rest Drive Waukegan, Illinois 60087 Telepone: 847.244.0055 Fax: 847.244.3813

REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

DESCRIPTION

DES DWN REV

Contract No: WA069

#### CONSTRUCTION AND SAFETY NOTES

#### SAFETY IS REQUIRED

CONSTRUCTION OF THE PROJECT SHALL BE PERFORMED IN ACCORDANCE WITH THE GUIDELINES SPECIFIED IN FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT ISSUE) AND THE AIRPORT VEHICLE OPERATIONS REGULATIONS (AS PUBLISHED ON THE AIRPORT'S WEBSITE AT http://woukeganport.com/wkgn\_airport/). ANY ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE INCIDENTAL TO

#### SEQUENCE OF CONSTRUCTION

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

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

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. THE CONTRACTOR SHALL FURNISH MEASURES TO PREVENT FOLIPMENT AND PERSONNEL FROM OPERATING OUTSIDE THESE LIMITS.

THE CONTRACTOR SHALL FURNISH BARRICADES FOR ANY AIRFIELD OR ROADWAY PAVEMENT TO BE CLOSED BY HIS WORK. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN DETAIL B, THIS SHEET, AND AS DIRECTED BY THE RESIDENT ENGINEER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE PAID UNDER AR150530 TRAFFIC MAINTENANCE. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED

THE CONTRACTOR SHALL ERECT AND MAINTAIN, AT NO COST TO THE CONTRACT, DIRECTIONAL AND INFORMATIONAL SIGNS FOR THE CONTRACTOR'S ACCESS ROUTES AT THE EXISTING CONSTRUCTION ENTRANCE AND FOR THE CONTRACTOR'S ROUTE WITHIN THE AIRPORT OPERATIONS AREA, AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.

#### AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION

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

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

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 200 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF ACTIVE RUNWAY 14-32, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 5-23. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 93 FEET FROM ACTIVE CATEGORY III TAXIWAYS, AND TEN (10) FEET FROM ACTIVE APRONS. WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS.

CLOSING OF ANY RUNWAY BY CONTRACTOR ACTIVITIES SHALL NOT BE PERMITTED IN THIS PROJECT.

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

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 75 FEET FROM THE CENTERLINE AND 300 FEET FROM THE END OF RUNWAY 14-32, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 5-23. THE TSA IS MEASURED AT 59 FEET FROM THE CATEGORY III TAXIMAY CENTERLINE. NO VERTICAL DROP OF GREATER THAN 3-INCHES IN HEIGHT FROM PAVEMENT EDGE TO EARTH GRADE OR EARTH GRADE TO EARTH GRADE WITHIN THE RSA OR TSA WILL BE PERMITTED WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC. THE CONTRACTOR WILL HAVE STEEL PLATES ON—SITE TO ALLOW FOR THE RAPID COVERING OF TRENCHES OR EARTH DROPS IN THE EVENT OF UNEXPECTED WORK STOPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

WHEN NOT IN USE AND DURING NONWORKING HOURS, CONTRACTOR'S EQUIPMENT SHALL BE PARKED WITHIN THE CONTRACTOR'S EQUIPMENT STORAGE AND PARKING AREAS. THE EQUIPMENT STORAGE AND PARKING AREAS ARE TO BE LOCATED AS SHOWN ON THE STAGING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCE IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE IS TO BE INCIDENTAL TO THE CONTRACT.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT AN ACTIVE RUNWAY APPROACH SURFACE.

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

CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 20 FEET.

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED PROJECT SAFETY PLAN, ISSUED BY THE ILLINOIS DIVISION OF AERONAUTICS.

FAILURE TO USE THESE PRESCRIBED PROCEDURES OR ADHERE TO THE SAFETY REQUIREMENTS WILL RESULT IN THE SUSPENSION OF WORK

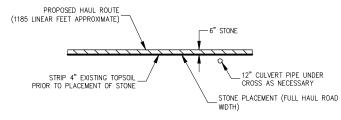
THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER 72 HOURS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY TAXIWAY OR APRON. THE DATE, TIME AND SCHEDULED DURATION OF THE CLOSING MUST BE APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 72 HOURS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF OTHER ACTIVE ROADWAYS, AIRFIELD OR ROADWAY LIGHTING CIRCUITS, OR OTHER AIRPORT FACILITIES.

#### CONTRACTOR'S USE OF SITE

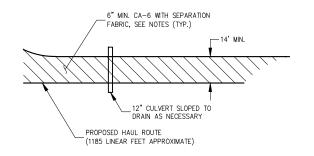
THE CONTRACTOR SHALL NOT OPERATE WITHIN, ENCROACH UPON OR OBSTRUCT AIRPORT OPERATIONAL AREAS, INCLUDING ACTIVE RUNWAY, TAXIWAYS AND APRON SAFETY AREAS, OBJECT AND OBSTACLE FREE ZONES, RUNWAY PROTECTION ZONES AND AIRPORT IMAGINARY SURFACES AS DEFINED IN FEDERAL AVIATION REGULATIONS (FAR) PART 77, "OBJECTS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

THE CONTRACTOR IS RESPONSIBLE FOR RESTORATION OF THE WORK AREA PRIOR TO BEGINNING WORK AT A NEW LOCATION.

THE CONTRACTOR SHALL PROVIDE 72 HOURS PRIOR NOTICE OF ANY OUTAGES OR SHUTDOWNS TO THE OWNER AND THE AGENCY OWNING THE AFFECTED UTILITY. THE CONTRACTOR SHALL PROVIDE ANY TEMPORARY CONNECTIONS OR OTHER MEASURES AS MAY BE REQUIRED TO MAINTAIN SERVICE AS MAY BE REQUIRED BY THE OWNING AGENCY AT NO COST TO THE OWNER.



#### CROSS SECTION

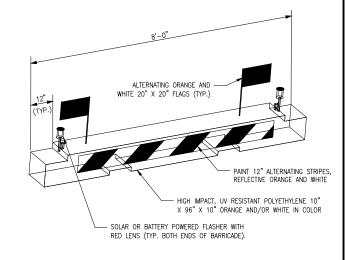


#### <u>PLAN</u>

#### NOTES:

- 1. STRIP 4" OF EXISTING TOPSOIL PRIOR TO PLACEMENT OF STONE.
- 2. STONE SHALL BE 2-INCH SIZE, OR RECLAIMED OR RECYCLED CONCRETE FOUIVALENT, OR RECYCLED ASPHALT
- 3. HAUL ROUTE THICKNESS SHALL NOT BE LESS THAN SIX INCHES.
- 4. HAUL ROUTE WIDTH SHALL BE 14 FEET MINIMUM.
- 5. SURFACE WATER FLOWING OR DIVERTED SHALL BE CARRIED IN CULVERT
- 6. PLACE SEPARATION FABRIC PRIOR TO STONE PLACEMENT FOR FULL WIDTH OF HAUL ROUTE. FABRIC TO BE MIRAFI 160N OR APPROVED EQUAL. COST INCIDENTAL TO ITEM AR150540
- 7. A CONCRETE WASHOUT PIT TO PROHIBIT STORM WATER DISCHARGE SHALL ALSO BE FURNISHED, AND SHALL BE BUILT MEETING THE REQUIREMENTS OF THE ILLINOIS URBAN MANUAL AND AS SEEN IN THE DETAILS.
- 8. THE HAUL ROUTE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO AIRPORT PAVEMENTS PREVENT TRACKING OR FLOWING OF SELDMENT ONTO AIRCORT PAYEMENTS OR PUBLIC RIGHT—OF—WAYS. THIS MAY REQUIRE PERIODIC TOP DRESSING WITH ADDITIONAL AGGREGATE AS CONDITIONS DEMAND AND REPAIR AND/OR CLEAN OUT OF ANY MEASURE USED TO TRAP SEDIMENT. ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO AIRPORT PAVEMENTS OR PUBLIC RIGHT-OF-WAYS MUST BE REMOVED IMMEDIATELY.
- 9. PERIODIC INSPECTION SHALL BE PERFORMED AND REQUIRED MAINTENANCE SHALL BE PROVIDED AFTER EACH RAIN EVENT.
- 10. HAUL ROUTE AND WASHOUT PIT TO BE REMOVED AT PROJECT END. AREA TO BE RESTORED AND RESEEDED AND LEFT IN A CONDITION SATISFACTORY TO THE RESIDENT ENGINEER.
- 11. COST OF INSTALLING, MAINTAINING, REMOVING AND RESTORING HAUL ROUTE SHALL BE PAID UNDER ITEM AR150540.

DETAIL A HAUL ROUTE



#### NOTES:

- 1. INTENDED USE FOR THE FOLLOWING: MARKING/LIGHTING OF TEMPORARY HAZARDS WITHIN LONGTERM CLOSURE OF AIRCRAFT ROUTES.
- 2. INSTALL AT 12' CENTER TO CENTER SPACING ALONG
- FULL WIDTH OF PAVEMENT.

ORANGE AND WHITE 20" X 20" FLAGS.

- USE TYPE 2 AIRCRAFT BARRICADES IN AREAS SUBJECT TO JET BLAST. 4. BARRICADE SHALL BE EQUIPPED WITH ALTERNATING
- 5. BARRICADES SHALL BE WATER-FILLED AND MODULAR TO ASSEMBLE/DISASSEMBLE AND NEST FOR COMPACT
- CONTRACTOR MAY SUBMIT ALTERNATIVE BARRICADE FOR APPROVAL BY ENGINEER. ALTERNATIVE MUST MEET MINIMUM REQUIREMENTS OF FAA AC 150/5370-2F (LATEST EDITION).
- 7. FURNISHING, INSTALLING, MAINTAINING AND REMOVING BARRICADES SHALL BE PAID UNDER ITEM AR150530. SEE SPECIAL PROVISIONS
- 8. CONTRACTOR SHALL MAINTAIN THE BARRICADES. ANY DAMAGED BARRICADES SHALL BE REPLACED AND NEW BARRICADES PROVIDED.

**DETAIL B** TYPE 2 - LOW PROFILE AIRCRAFT BARRICADE DETAIL



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REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

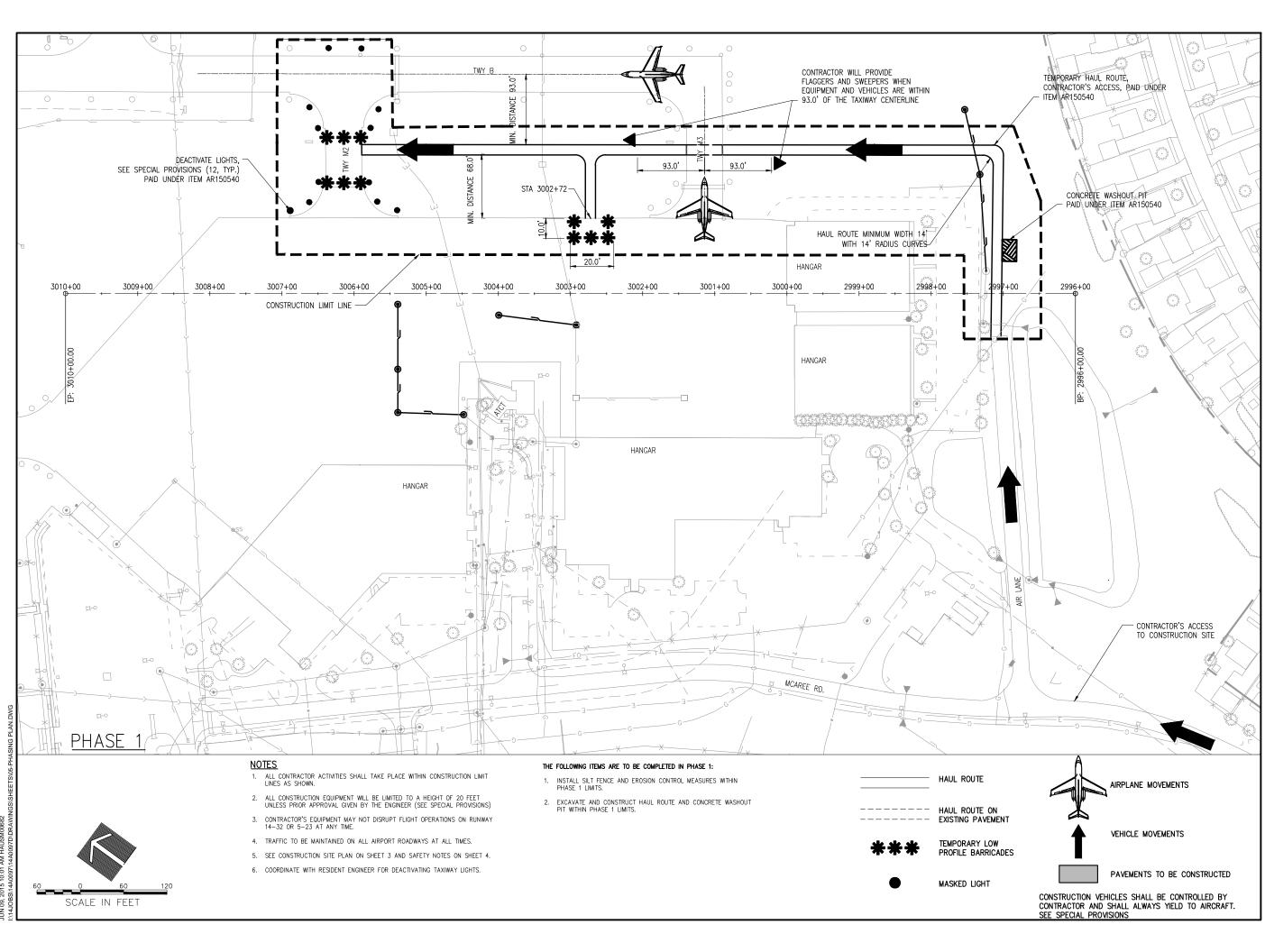
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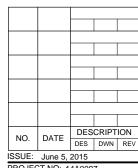


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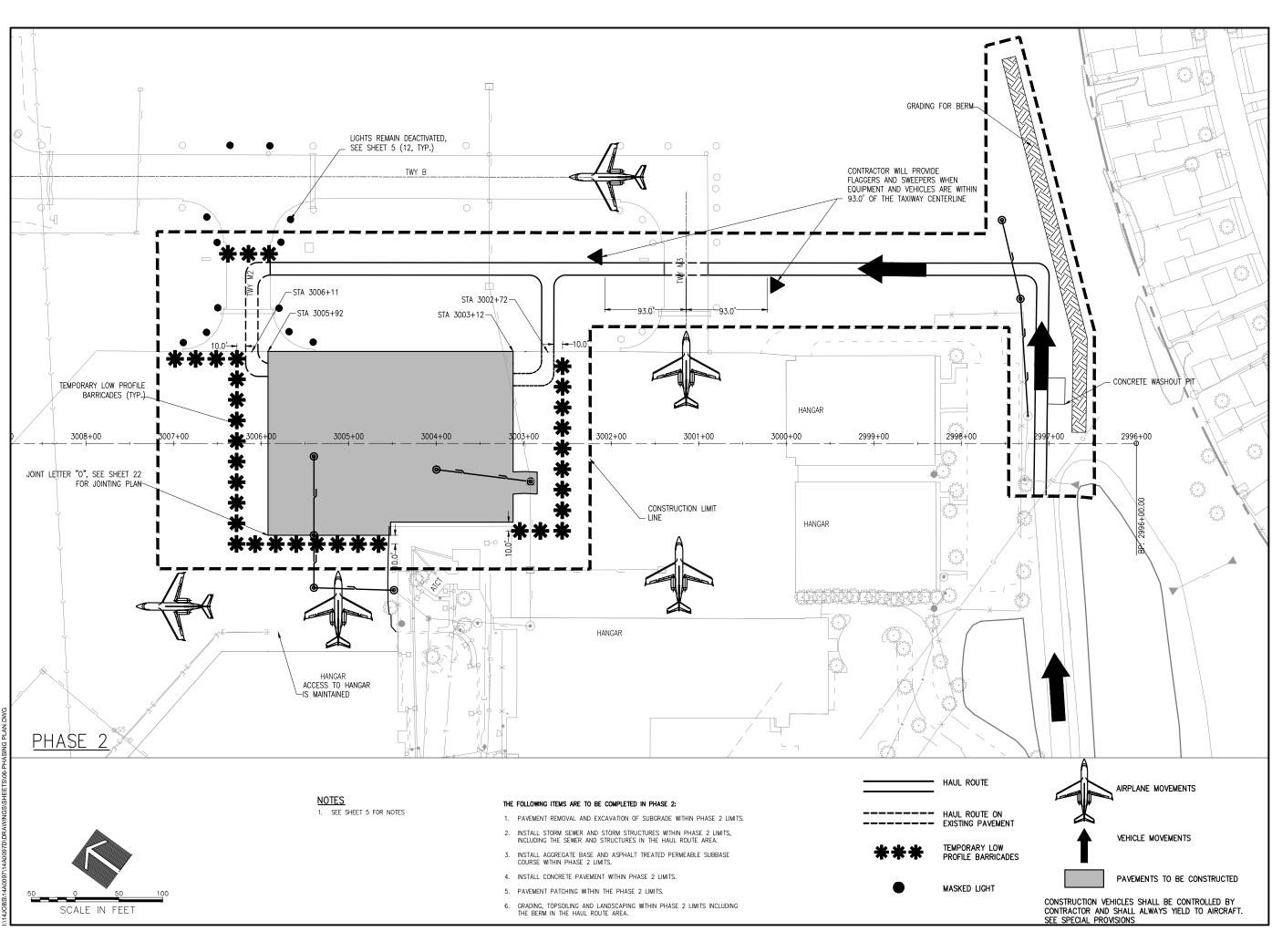
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SHEET TITLE

PHASING PLAN PHASE 1





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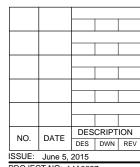


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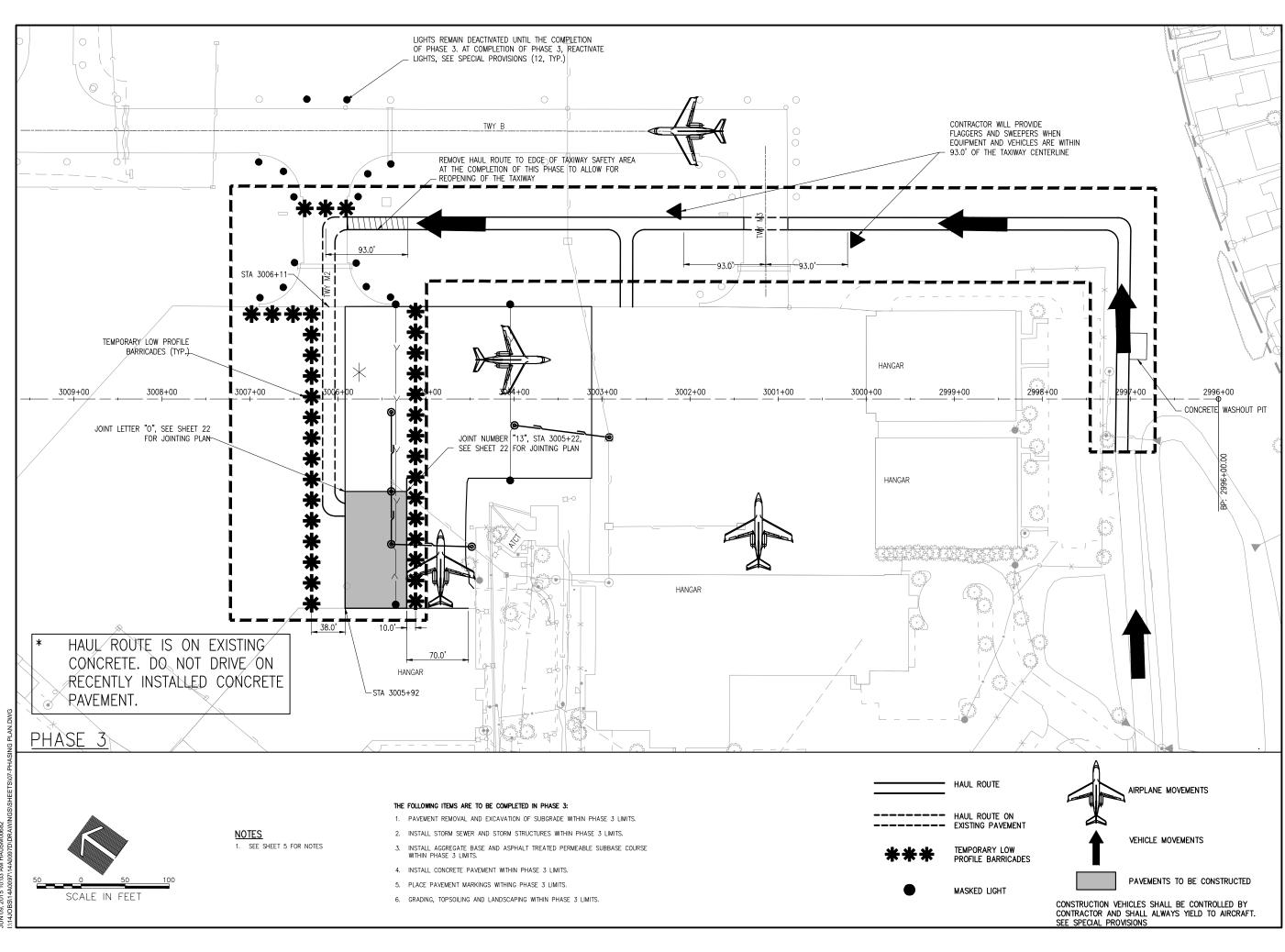
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PHASING PLAN PHASE 2

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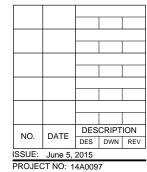


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Contract No: WA069



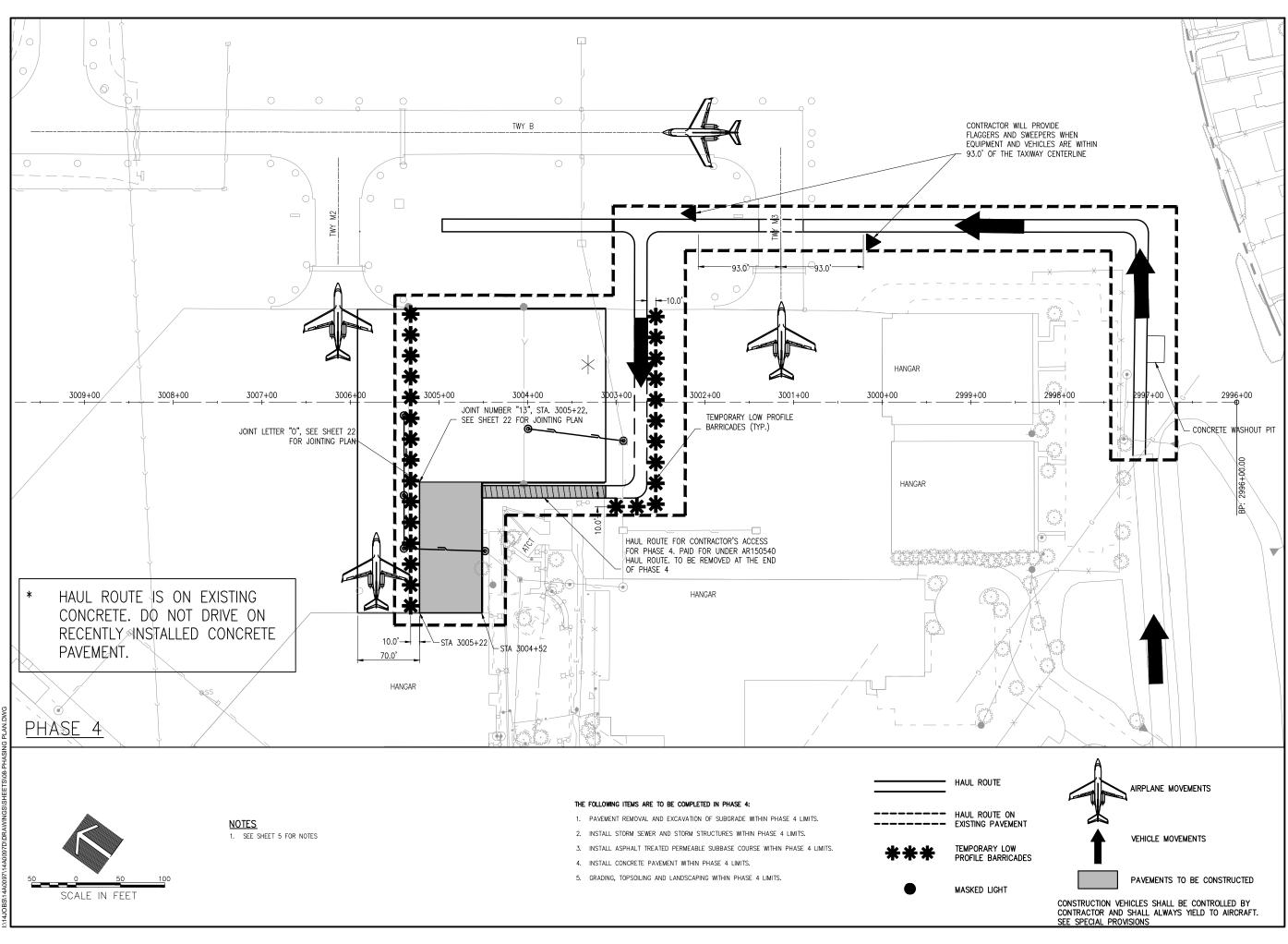
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SHEET TITLE

PHASING PLAN

PHASE 3



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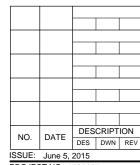


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Contract No: WA069



PROJECT NO: 14A0097

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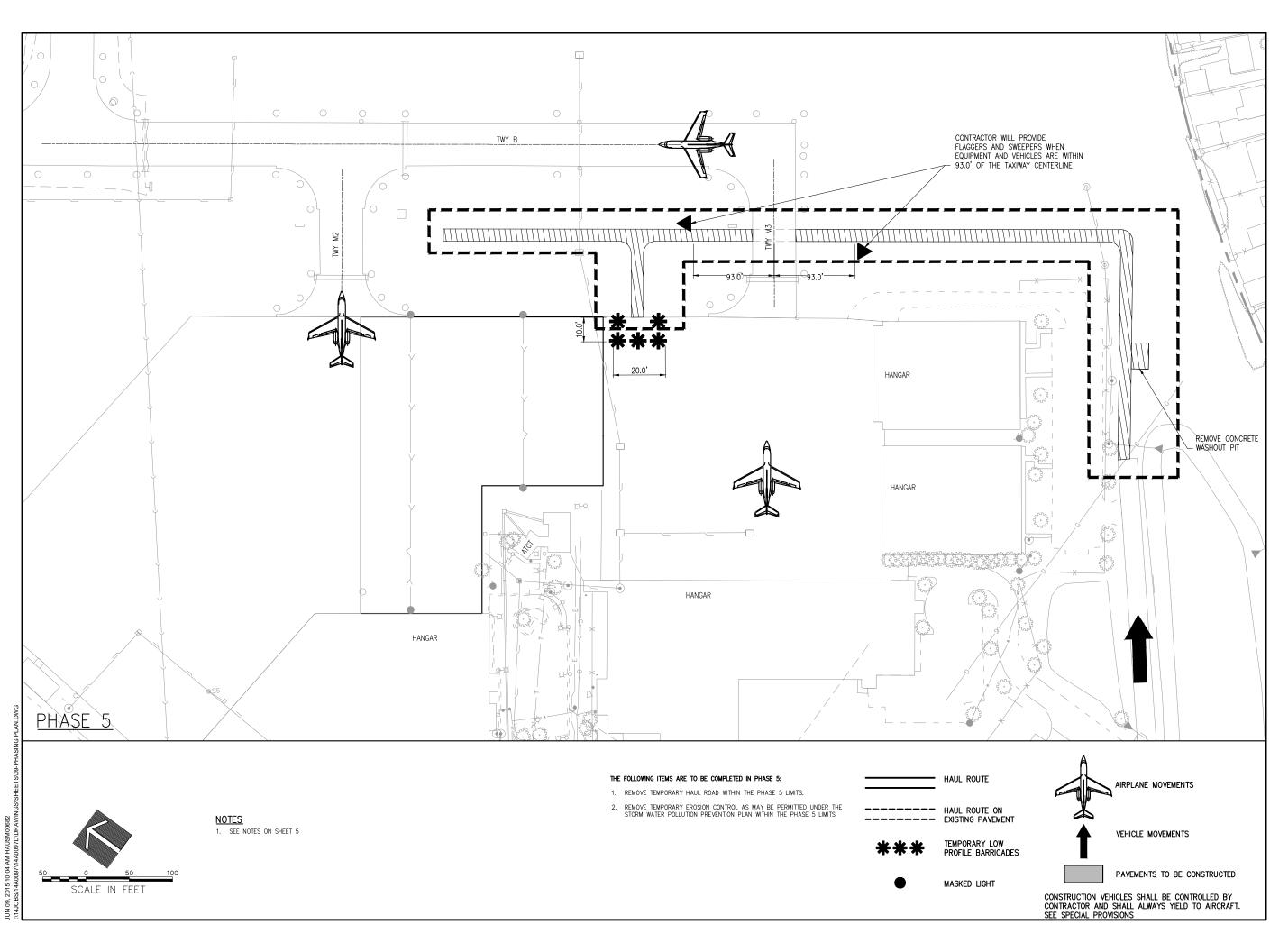
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PHASING PLAN PHASE 4

8





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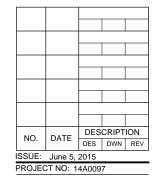


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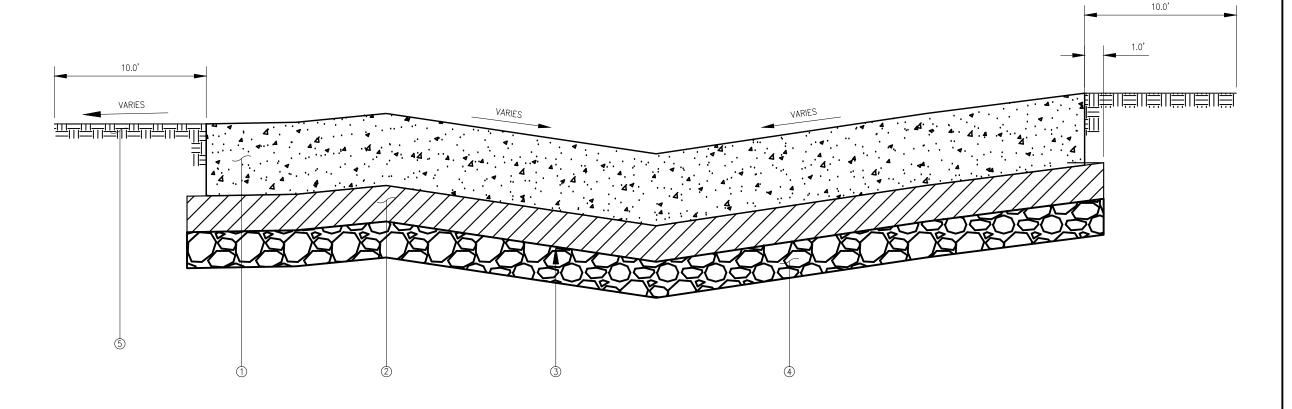
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REVIEWED BY: RMH 6/4/2015

SHEET TITLE

PHASING PLAN PHASE 5

9



1. PAVEMENT SLOPES VARY. FOR MORE INFORMATION SEE CROSS SECTIONS, GRADING AND STAKING PLANS.

2. 4" TOPSOIL TO BE PLACED WHERE APPLICABLE.

# APRON TYPICAL SECTION LOOKING NORTHWEST

#### PAVEMENT LEGEND

- ① PCC 14.0" ITEM AR501514
- ② ASHPALT TREATED PERMEABLE SUBBASE 5.0" ITEM AR302611
- 3 BITUMINOUS PRIME COAT ITEM AR602510 (0.30 GALLONS PER SQUARE YARD)
- ④ CRUSHED AGGREGATE BASE COURSE 5.0" ITEM AR209605
- (5) TOPSOIL ITEM AR905520, SEEDING ITEM AR901510, AND EROSION CONTROL BLANKET ITEM AR156531



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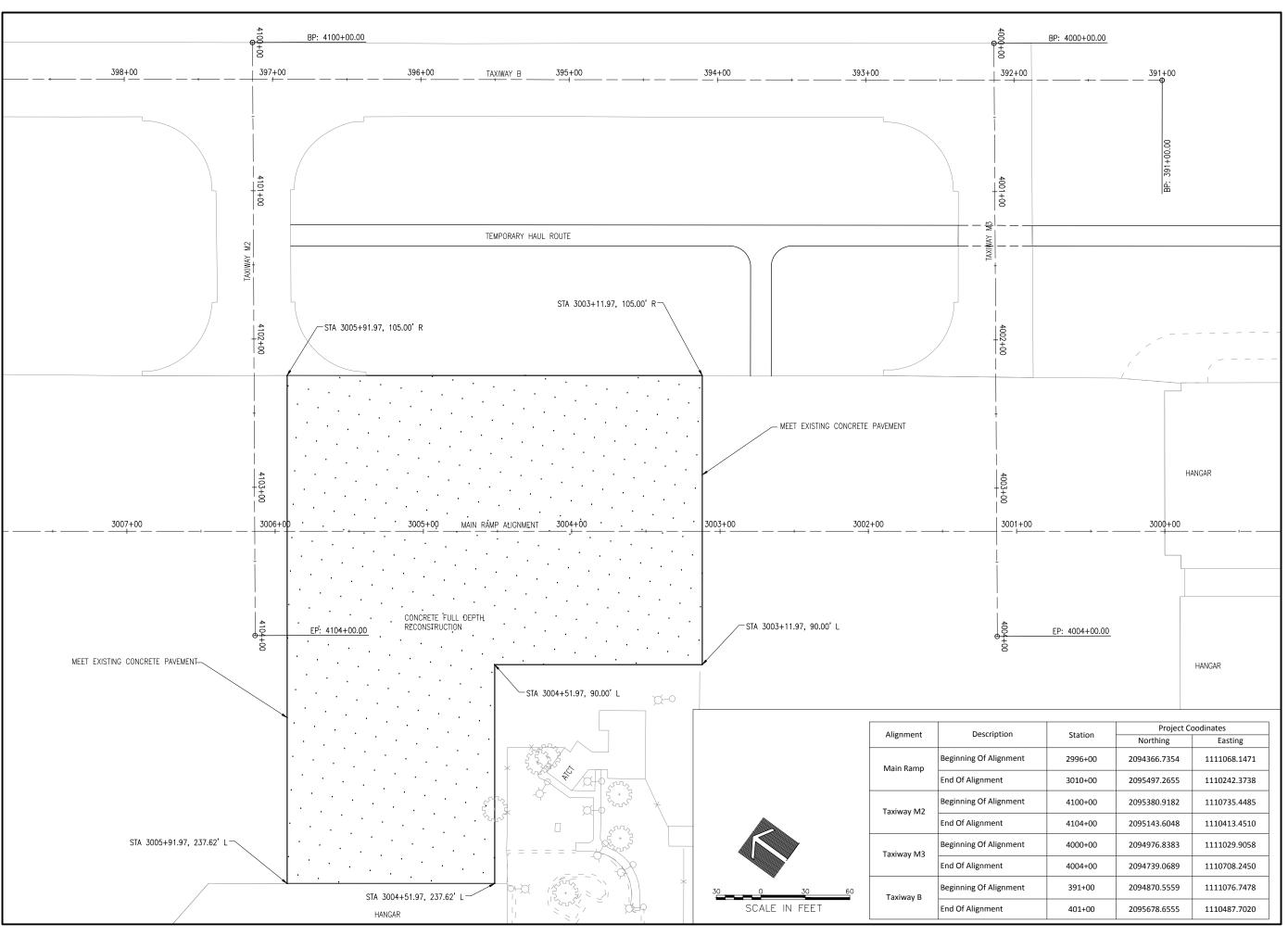
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DRAWN BY: KMS 02/20/2015 REVIEWED BY: RMH 6/4/2015

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TYPICAL SECTIONS





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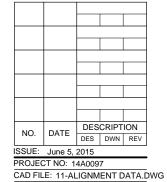


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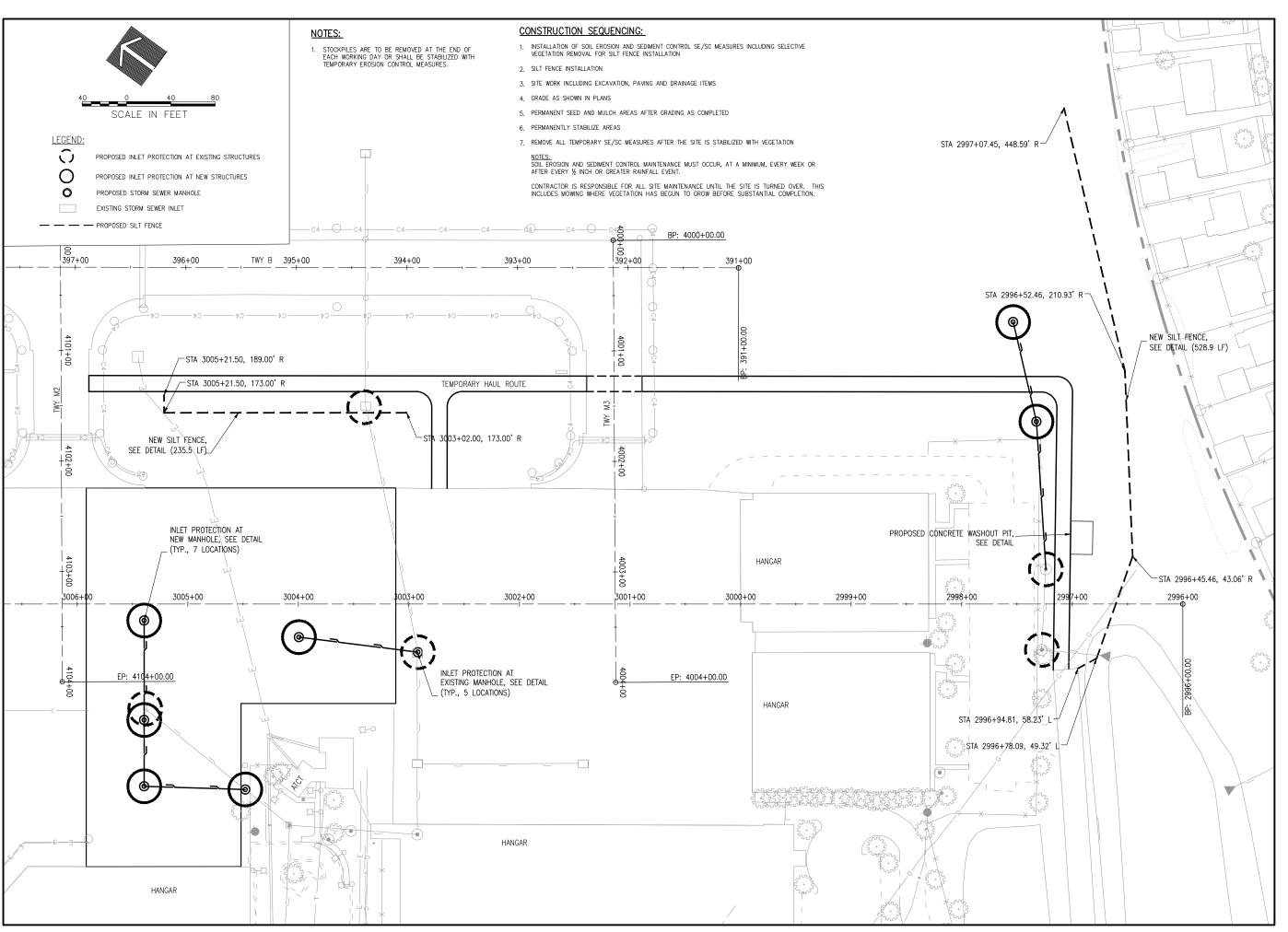
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ALIGNMENT DATA AND PAVEMENT LAYOUT





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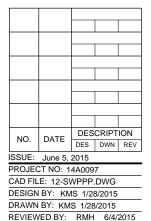


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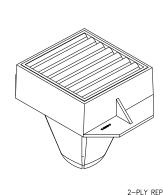
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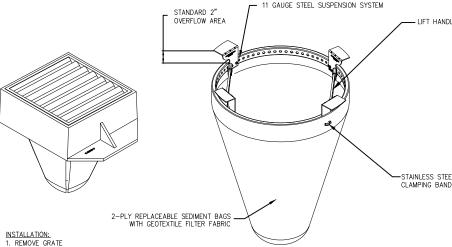
Contract No: WA069



STORMWATER POLLUTION PREVENTION PLAN

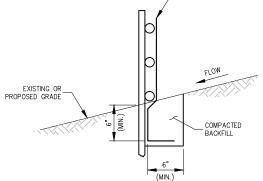
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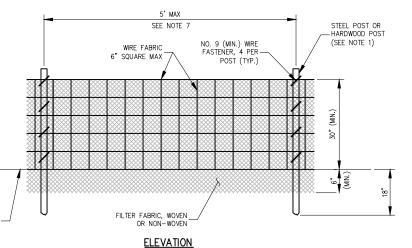
TYPICAL ROUND

INLET FILTER



-FILTER FABRIC

# FABRIC ANCHOR DETAIL



#### NOTES:

1. FILTER FABRIC INLET PROTECETION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT, IPP FLEXSTORM BY EROTEX OR EQUAL.

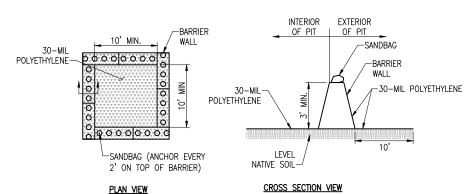
2. DROP FLEXSTORM INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR

CONCRETE STRUCTURE

3. REPLACE GRATE

- 2. DEVICE SHALL BE EQUIPPED WITH AN OVERFLOW FEATURE SO DRAINAGE TO INLET IS NOT COMPLETELY BLOCKED IF DEVICE IS FULL
- 3. INLET BASKET IS AVAILABLE TO FIT ROUND, RECTANGULAR, BEEHIVE OR CURB INLET CASTINGS.
- 4. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIVZE (AOS) OF AT LEAST 70 SIEVE FOR NONWOVEN.
- 5. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF A LEAST 100 LBS FOR NON WOVEN.
- 6. 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
- MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
- 9. PAYMENT FOR INLET PROTECTION MAINTENANCE SHALL BE INCIDENTAL TO INLET PROTECTION

#### INLET PROTECTION



- . IMPERMEABLE SHEETING MUST EXTEND OVER ENTIRE BASIN AND BERM TO PREVENT ESCAPE OF DISCHARGE.
- PROTECT AREA AROUND UNIT FOR 10 FEET WITH PLASTIC UNDER AND AROUND UNIT TO CONTAIN SPILLS OR OVERFLOW.
- 3. FACILITY LINED WITH 30-MIL POLYETHYLENE LINER AND SECURED USING SAND BAGS, OR OTHER ANCHORS, AND SHALL BE FREE OF HOLES OR TEARS.
- 4. FACILITY IS TO BE LOCATED ON LEVEL GROUND.
- 5. WASHOUT NEEDS TO BE COVERED OR LIQUIDS TO BE REMOVED PRIOR TO IMPENDING STORMS TO PREVENT OVERFLOW.
- 6. IF EFFLUENT CANNOT BE REMOVED PRIOR TO ANTICIPATED RAINFALL EVENT, PLACE AND SECURE A NON-COLLAPSING, NON WATER COLLECTING COVER OVER THE WASHOUT FACILITY TO PREVENT ACCUMULATION AND PRECIPITATION OVERFLOW.
- REMOVE WASHOUT WATER FROM HIGH VOLUME FACILITIES WITH A VACUUM TRUCK AND DISPOSE OF PROPERLY. DO NOT DISCHARGE WASTEWATER INTO THE ENVIRONMENT. (NOTE: ACIDITY, NOT PARTICULATES, IS ENVIRONMENTALLY
- 8. DO NOT DISCHARGE WASHOUT WATER INTO THE ENVIRONMENT; FACILITATE EVAPORATION OF LOW VOLUME WASHOUT WATER.

- INSPECT LINE FOR TEARS. AN INTACT LINER WILL ENSURE THAT CONCRETE WASTEWATER WILL NOT ESCAPE THE WASHOUT FACILITY.
- REPLACE DAMAGED LINER IMMEDIATELY
- CHECK AREA SURROUNDING FACILITY FOR SIGNS OF EFFLUENT ESCAPING CONTAINMENT.
- 12. INSPECT WASHOUT AREA FOLLOWING POUR TO EVALUATE EFFECTIVENESS.
- 13. CHECK DEPTH OF SOLIDS TO ENSURE VOLUME IS SUFFICIENT FOR NEXT
- 14. INSPECT WASHOUTS PRIOR TO POUR TO ENSURE SUFFICIENT VOLUME IS AVAILABLE TO CONTAIN WASHOUT.
- REMOVE TEMPORARY CONCRETE WASHOUT FACILITIES WHEN NO LONGER NEEDED AND RESTORE DISTURBED AREAS TO ORIGINAL CONDITION.
- 16. DISPOSE OF SOLIDIFIED CONCRETE WASTE, CONSIDERED CLEAN CONSTRUCTION OR DEMOLITION DEBRIS (CCDD) AS PER THE IEPA ACT (415 ILCS5).

EXISTING OF

PROPOSED GRADE

- 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
- 2. TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM GAGE NO. 11.
- 3. WIRE FABRIC SHALL BE SECURELY FASTENED TO FENCE POSTS WITH NO. 9 GAGE WIRE MINIMUM. FOUR (4) FASTENERS PER POST REQUIRED.
- FILTER FABRIC SHALL BE SECURELY FASTENED TO WRE 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.
- 6. FILTER FABRIC SHALL BE IN ACCORDANCE WITH SPECIAL PROVISIONS WITH APPARENT OPENING SIZE (AOS) OF AT LEAST 40 FOR NONWOVEN AND WOVEN (OR MAXIMUM OF 0.60mm).
- 7. A MAXIMUM OF 5 FEET IS USED FOR POST-TO-POST SPACING.
- 8. 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.
- 10. 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.
- 12. 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.
- 13. FENCE POSTS SHALL BE REMOVED WHEN DIRECTED AT PROJECT END.
- 14. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING

#### SILT FENCE

#### SEDIMENTATION AND EROSION CONTROL NOTES:

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

#### 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 RIGHT OCCOUNT NEVERTHOUSE 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 THE CONTRACTOR IS TO MAINTAIN AND ADJUST, REPAIR OF RELEASE
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. HANSON

Offices Nationwide

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Illinois Licensed Professional Service Corporation #184-001084



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REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

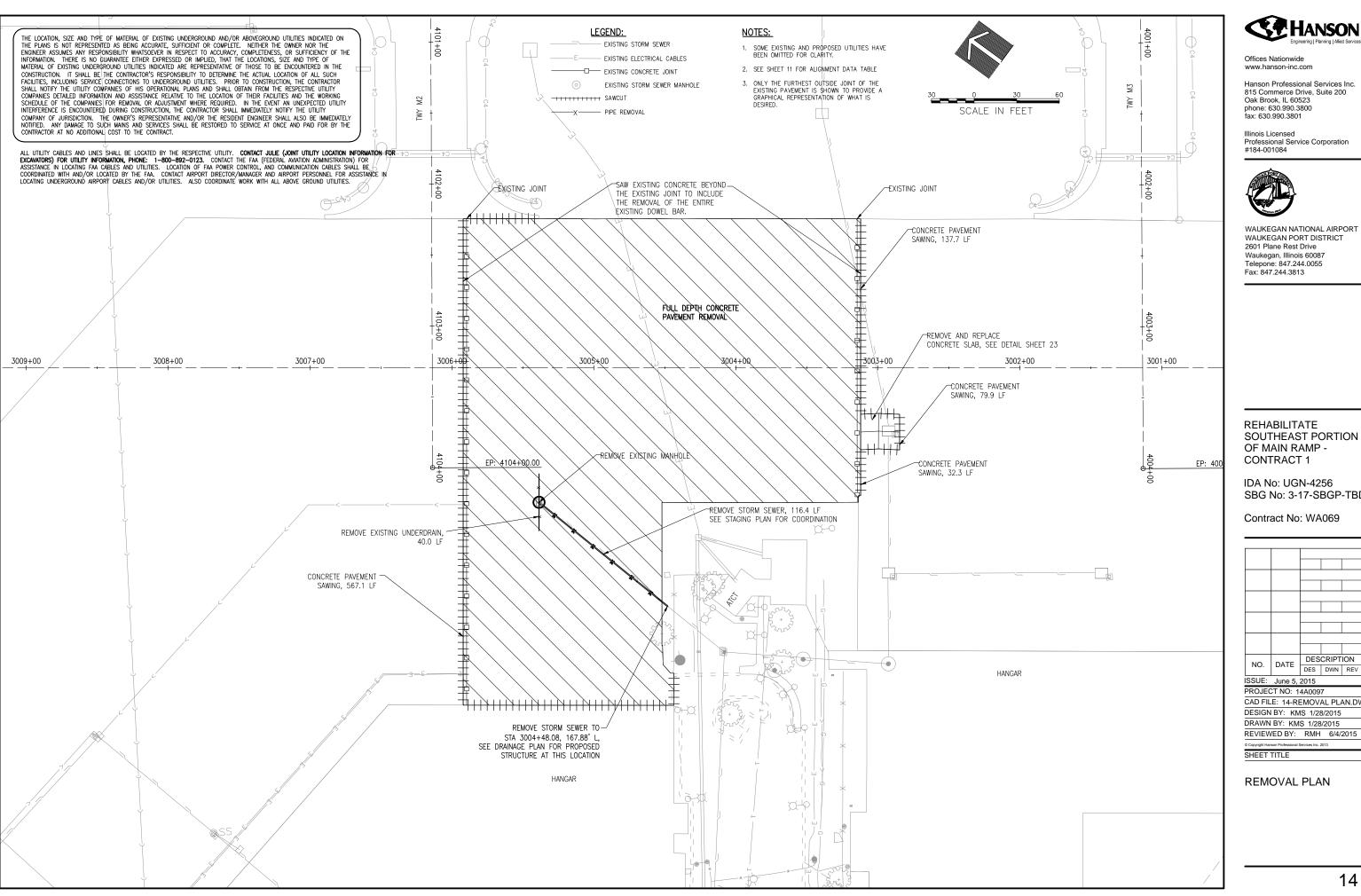
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CAD FILE: 13-SWPP DET.DWG DESIGN BY: KMS 1/28/15 DRAWN BY: KMS 1/28/15

REVIEWED BY: RMH 6/4/2015

SHEET TITLE

STORMWATER **POLLUTION** PREVENTION DETAILS





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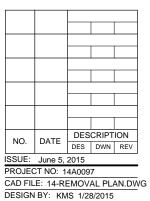


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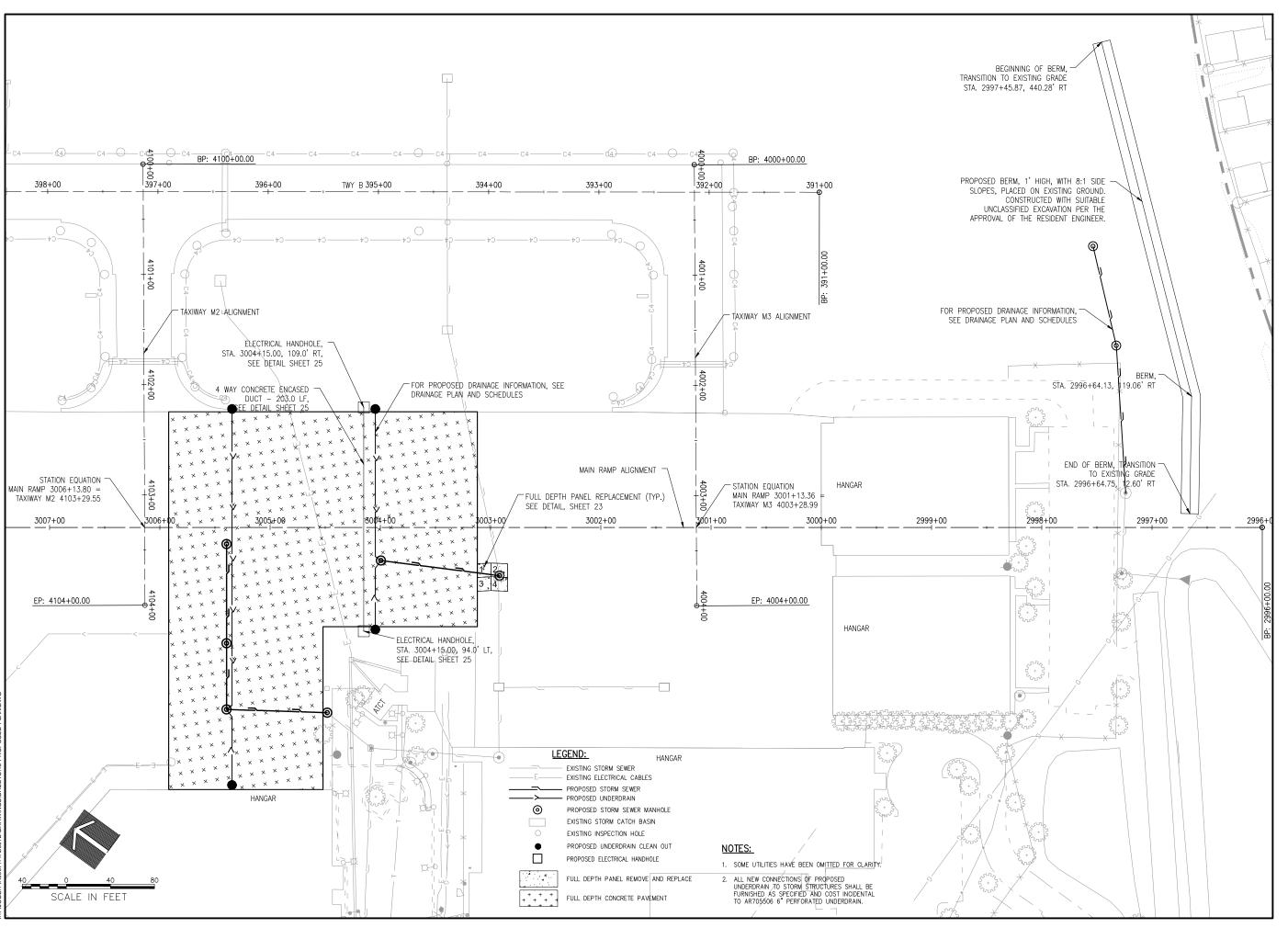
REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



**REMOVAL PLAN** 





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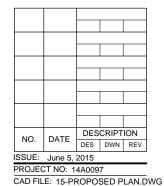


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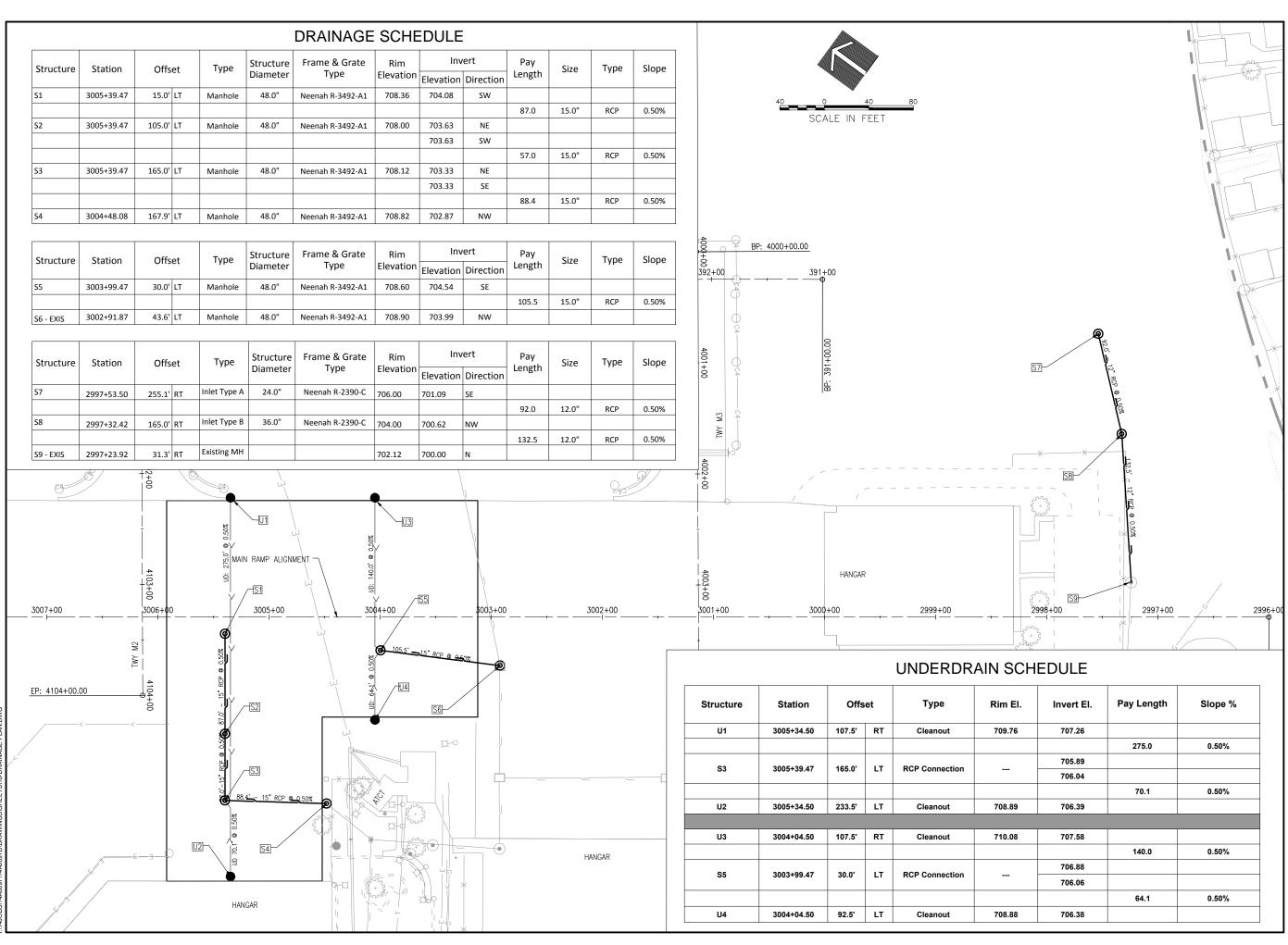


DESIGN BY: KMS 2/6/2015

DRAWN BY: KMS 2/6/2015 REVIEWED BY: RMH 6/4/2015

SHEET TITLE

PROPOSED PLAN





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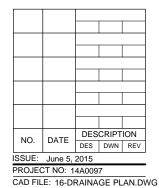


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Contract No: WA069

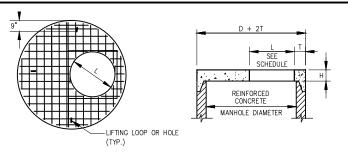


DESIGN BY: SJM 2/6/2015 DRAWN BY: KMS 2/6/2015

REVIEWED BY: RMH 6/4/2015

SHEET TITLE

DRAINAGE PLAN

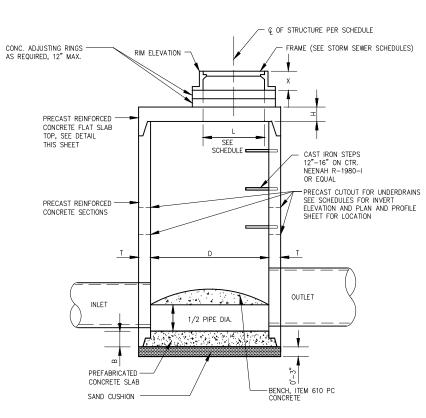


#### NOTES

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

# PRECAST REINFORCED CONCRETE FLAT SLAB TOP

(IDOT STANDARD 602601)



#### MANHOLE DATA

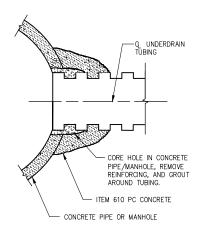
#### **NOTES**

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

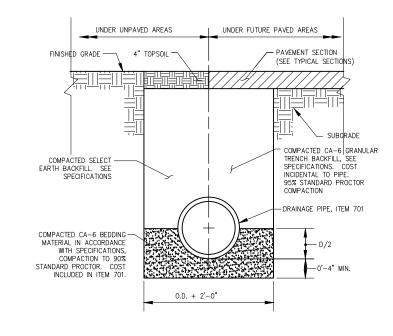
INSIDE DIA. "D" (IN.)	WALL THICKNESS "T" (IN.)	TOP THICKNESS "H" (IN.)	BOTTOM THICKNESS "B" (IN.)
48	5	6	6
60	5	8	8
72	6	8	8
108	9	8	8

# POROUS BACKFILL NO. 2 6" DIA. PERFORATED PE TUBING, COUPLINGS AND FITTINGS, WITH FABRIC SOCK, DOUBLE WALL SMOOTH INNER SURFACE, AASHTO M252, TYPE SP, CLASS 2. SEE FILTER FABRIC TRENCH ENVELOPE, INCLUDED IN COST FOR PIPE UNDERDRAIN. SEE SPECIAL PROVISIONS.

#### UNDERDRAIN UNDER PAVEMENT



# STORM SEWER CONCRETE COLLAR AND GROUT CONNECTION



#### UNDERDRAIN CLEANOUT ALONG PAVEMENT EDGE

24" DIAMETER

10.25"

6.5"

ITEM 610 PC CONCRETE FOR CAST IN PLACE, IDOT CLASS PC

CONCRETE FOR PRECAST

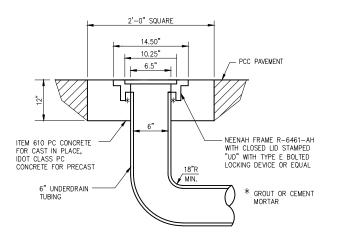
6" UNDERDRAIN TUBING - FINISHED GRADE

- NEENAH FRAME R-6461-AH WITH CLOSED LID STAMPED

"UD" WITH TYPE E BOLTED LOCKING DEVICE OR EQUAL

MORTAR

\* GROUT OR CEMENT



#### IN-PAVEMENT UNDERDRAIN STRUCTURE

#### <u>NOTES</u>

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

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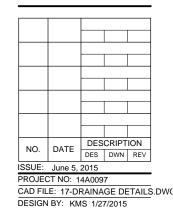


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REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



DRAINAGE DETAILS

DRAWN BY: KMS 1/27/2015

SHEET TITLE

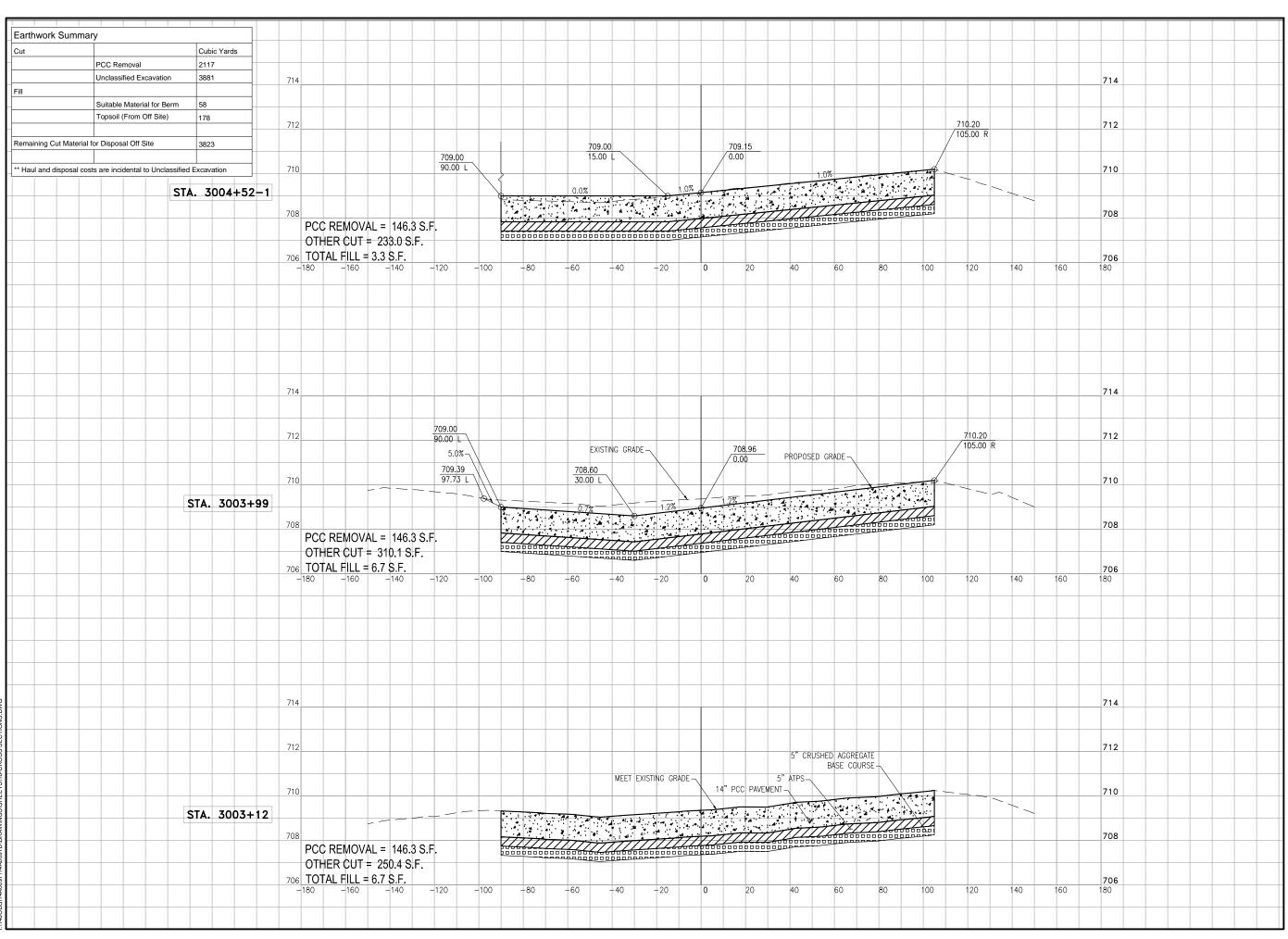
REVIEWED BY: RMH 6/4/2015

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

PIPE TRENCH

17

JUN 09, 2015 10:09 AM HAUSM00682





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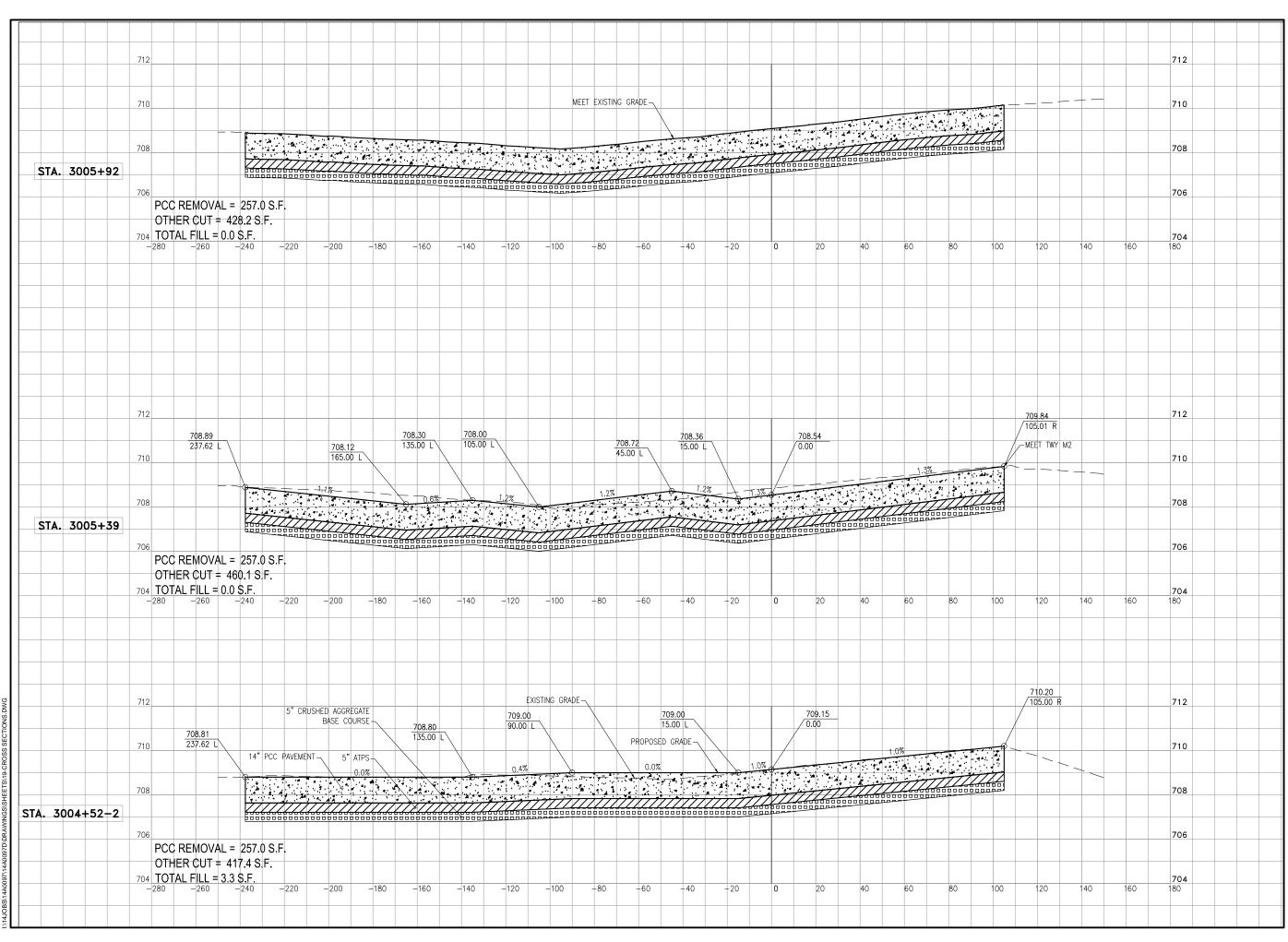
PROJECT NO: 14A0097

CAD FILE: 18-CROSS SECTIONS.I

DESIGN BY: KMS 2/6/2015

DRAWN BY: KMS 2/6/2015 REVIEWED BY: RMH 6/4/2015

SHEET TITLE





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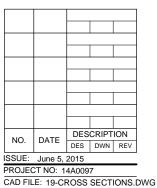


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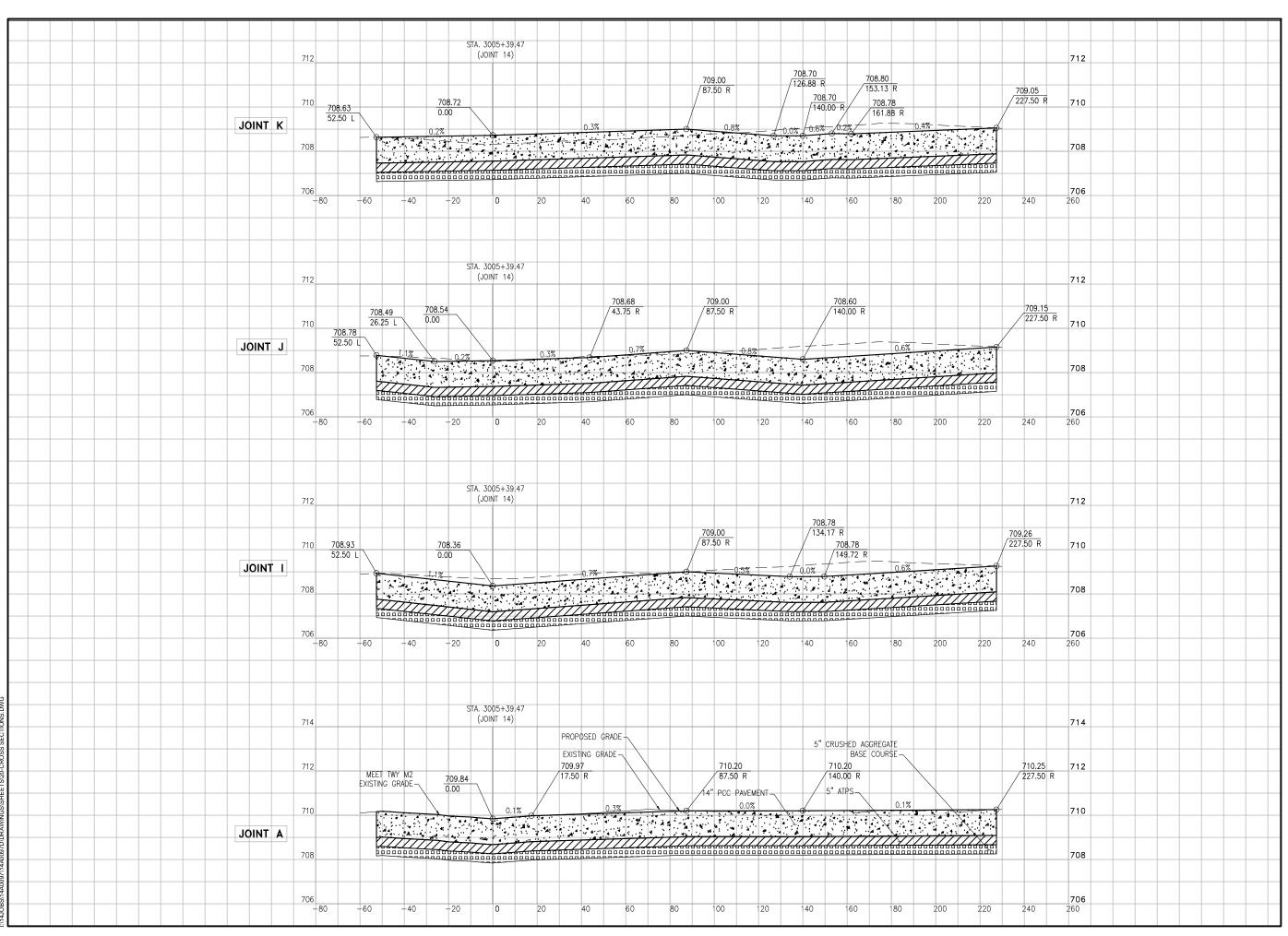
Contract No: WA069



DESIGN BY: KMS 2/6/2015 DRAWN BY: KMS 2/6/2015

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SHEET TITLE





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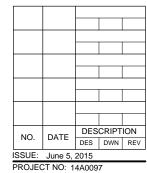


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Contract No: WA069



PROJECT NO: 14A0097

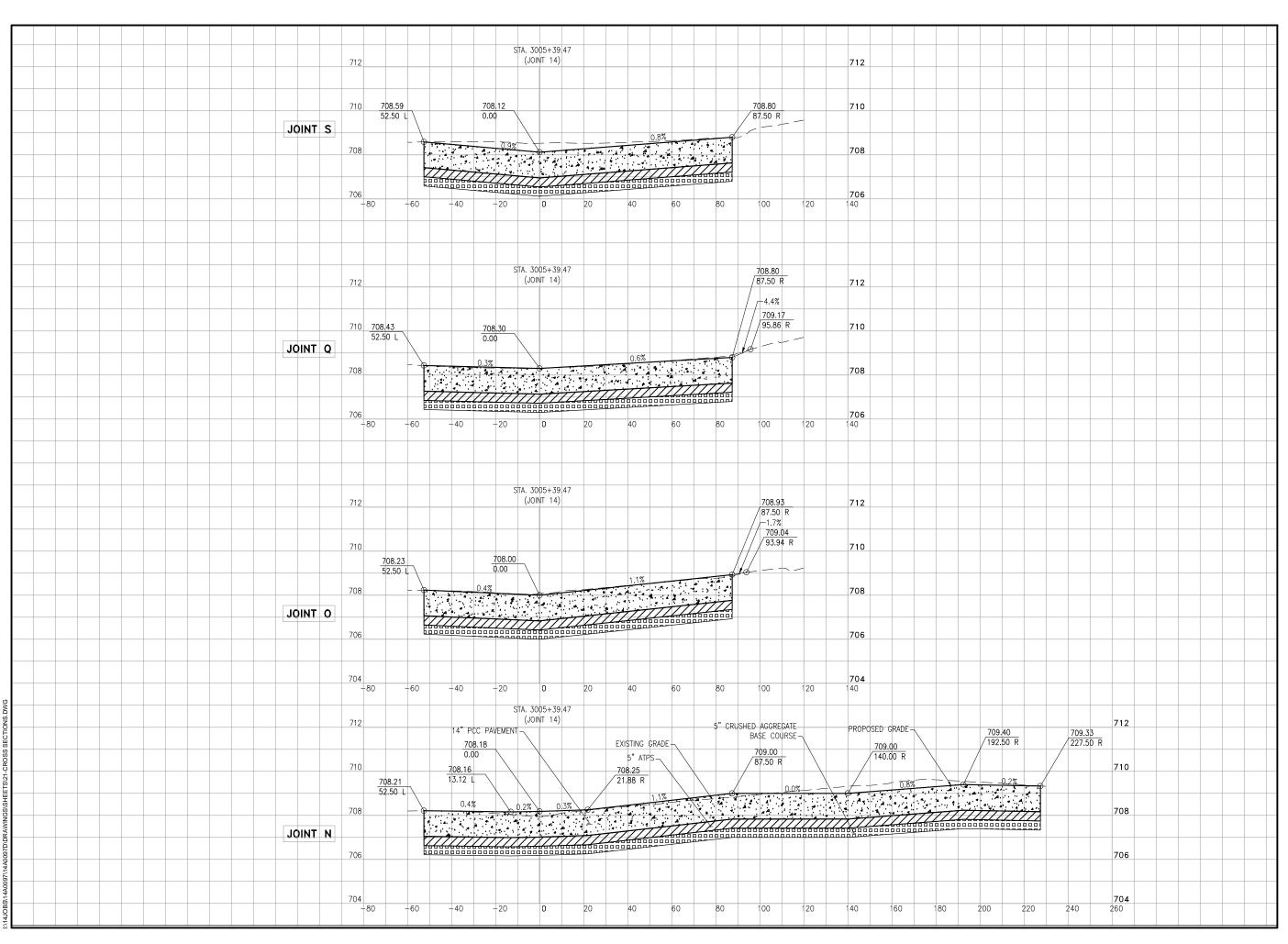
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DESIGN BY: KMS 2/6/2015

DRAWN BY: KMS 2/6/2015

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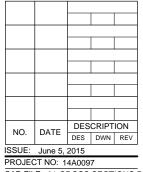


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REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



PROJECT NO: 14A0097

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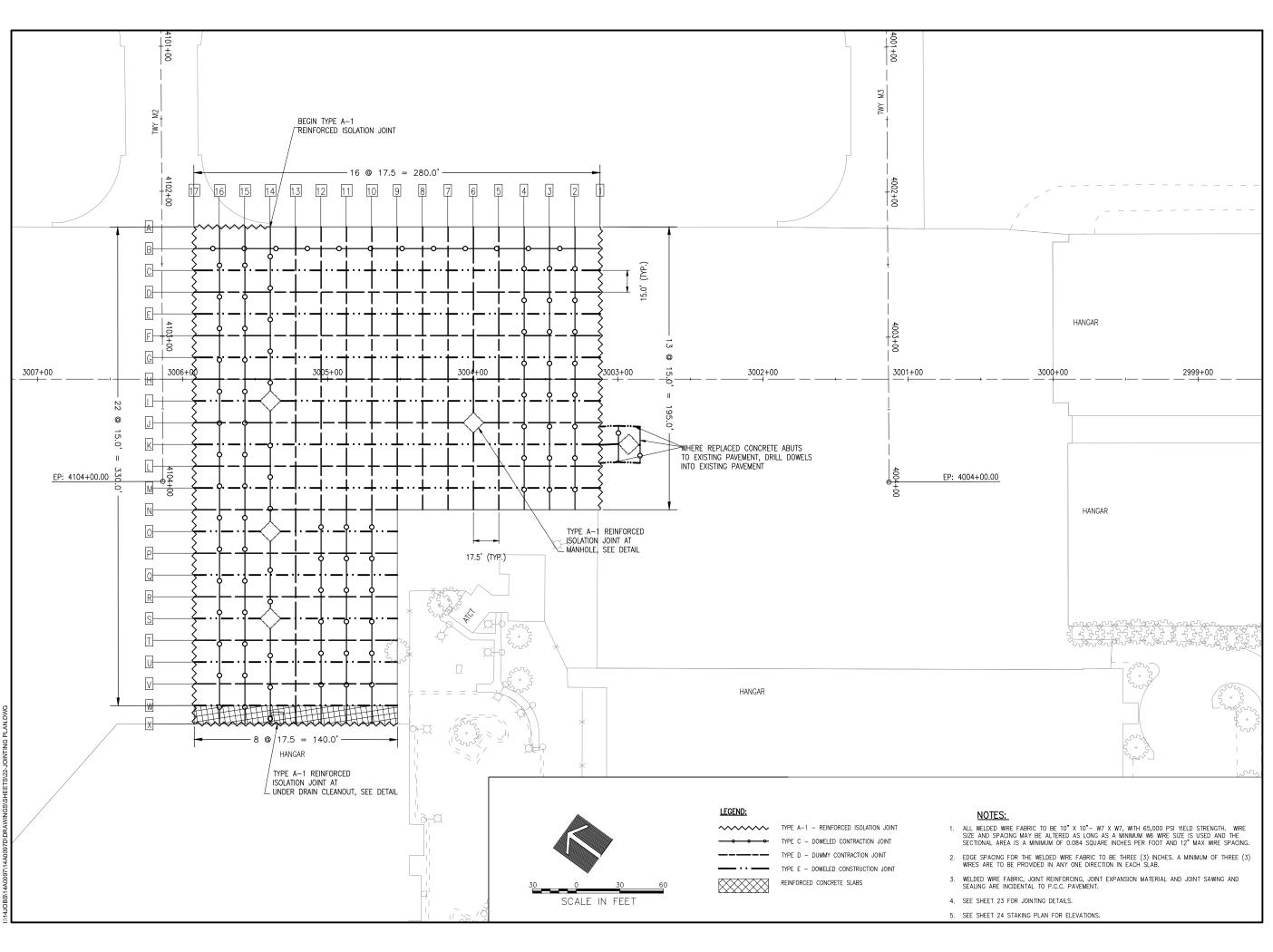
DESIGN BY: KMS 2/6/2015

DRAWN BY: KMS 2/6/2015

DEVIEWED BY: PMH 6/4/3

REVIEWED BY: RMH 6/4/2015
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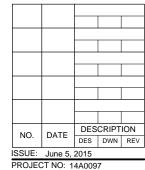


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IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



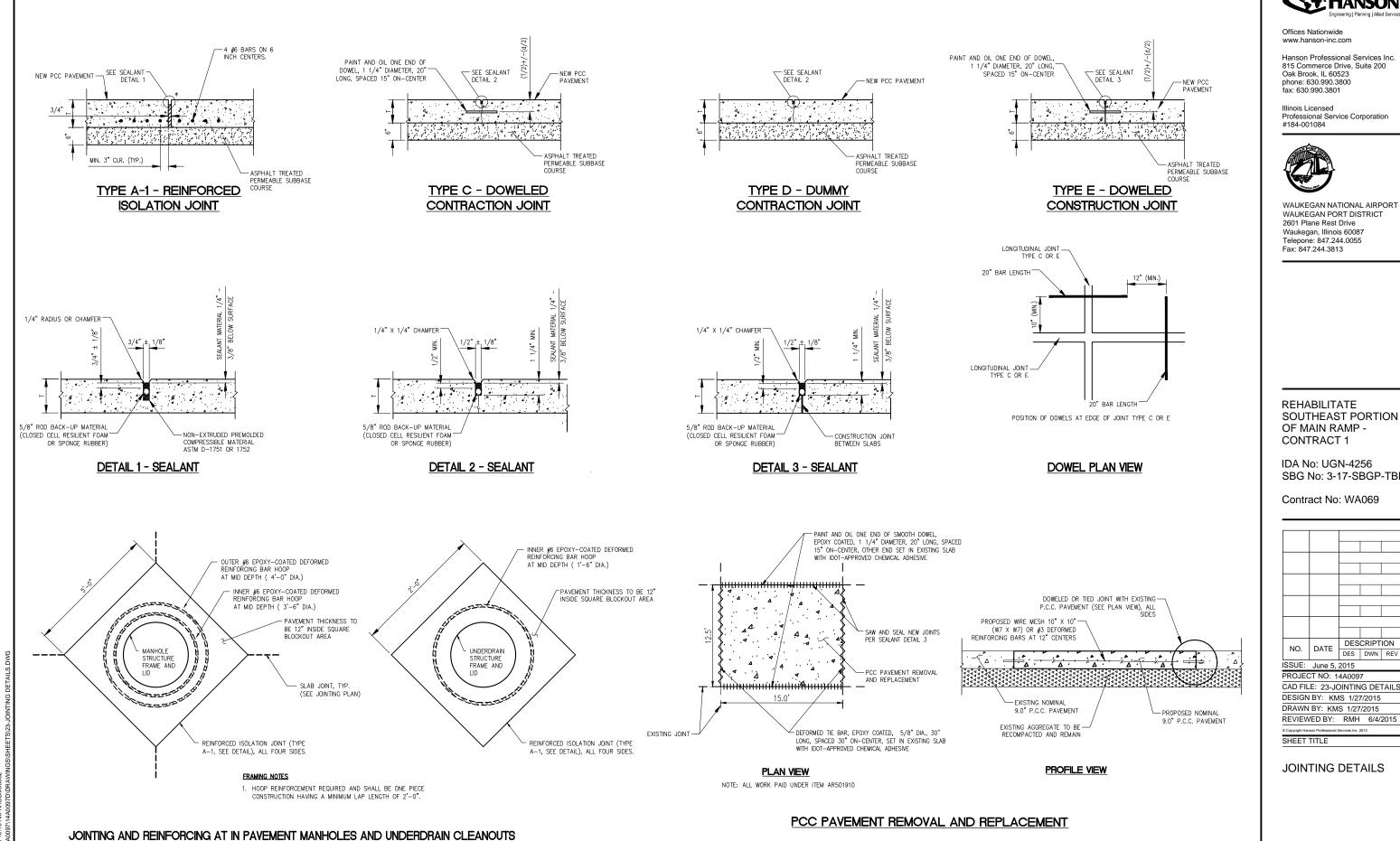
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DESIGN BY: KMS 1/27/2015 DRAWN BY: KMS 1/27/2015

REVIEWED BY: RMH 6/4/2015

SHEET TITLE

JOINTING PLAN



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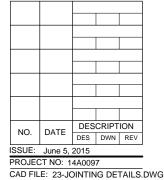


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IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



JOINTING DETAILS

SHEET TITLE





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Contract No: WA069

NO.	DATE	DES	CRIPT	ION
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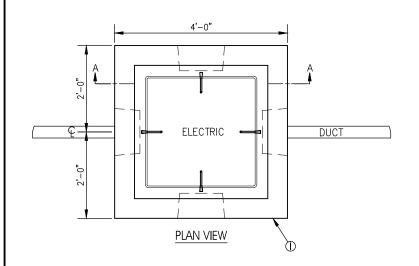
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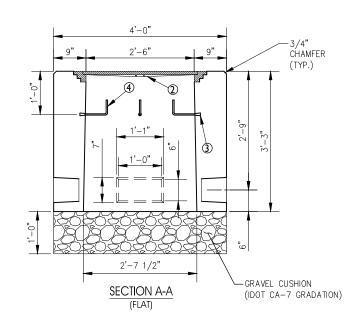
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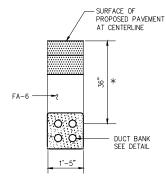
DRAWN BY: KMS 2/3/2015 REVIEWED BY: RMH 6/4/2015

#### DUCT BANK NOTES:

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







\* DEPTH TO BE ADJUSTED SO THAT TOP OF DUCT ENCASEMENT TO BE 12" BELOW INVERT OF UNDERDRAIN TUBING

PARTS LIST (PER EACH)

QUANTITY

DESCRIPTION

PRECAST CONCRETE JUNCTION BOX

R-6662-PH OR APPROVED EQUAL

WITH CONCEALED HINGE COVER.

3/8" PLASTIC THREADED INSERT

3/8" Ø GALVANIZED CABLE HOOK

CONCRETE: 5,000 P.S.I. @ 28 DAYS, 5%-8% ENTRAINED AIR, PC/SI

1. HANDHOLE SHALL BE PRECAST AS DETAILED. PRECAST MANUFACTURERS MUST BE ON

THE IDOT (ILLINOIS DEPARTMENT OF TRANSPORTATION) APPROVED LIST OF CERTIFIED

2. PRECAST HANDHOLE TO BE UTILITY CONCRETE PRODUCTS, LLC. 30" X 30" JUNCTION

3. HANDHOLE FRAME AND LID SHALL BE HEAVY DUTY SUITABLE FOR 40,000 POUND

5. HANDHOLES WILL BE PAID FOR UNDER ITEM AR110610 ELECTRICAL HANDHOLE PER

OF THE HANDHOLE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

6. ALL CORING, INTERFACE, AND LABOR ASSOCIATED WITH CONDUIT, DUCT, CABLE IN UNIT DUCT AND/OR CABLE ENTRIES WILL BE CONSIDERED INCIDENTAL TO THE INSTALLATION

DESIGN CRITERIA: PRECAST VERSION OF ILLINOIS STATE TOLL HIGHWAY AUTHORITY STANDARD NO. RL 03-07 LIGHT AND HEAVY DUTY JUNCTION BOXES.

LETTERING "ELECTRIC"

4T LIFTING ANCHORS

IDOT CLASS

PRECAST CONCRETE PRODUCERS.

BOX OR APPROVED EQUAL.

WEIGHT: APPROX. 4,990# FLAT TOP

LOADING. LIDS SHALL BE LABELED "ELECTRIC"

4. GRAVEL CUSHION SHALL BE INCIDENTAL TO THE HANDHOLE.

CAST IRON FRAME & COVER; NEENAH FOUNDRY COMPANY CAT. NO.

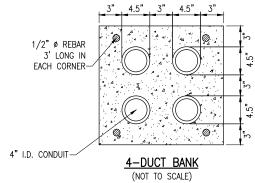
ITEM

**SPECIFICATIONS** 

**ENCASED DUCT CROSSING UNDER PAVEMENT** 

# /=#10 PULL WIRE 1/2" ø REBARS 12" LONG PLUG-

TYPICAL SECTION (NOT TO SCALE)



#### **DUCT BANK**

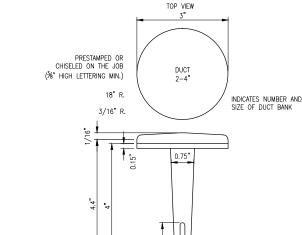
2-WAY OR 4-WAY DUCT

CONCRETE PAVEMENT

MARKER SEE NOTE 2

#### CABLE & DUCT MARKER NOTES:

- 1. THE COST OF ALL TURF AND PAVEMENT DUCT MARKERS SHALL BE INCIDENTAL TO THE DUCT. THE COST OF ALL CABLE MARKERS SHALL BE INCIDENTAL TO THE CABLE.
- 2. BITUMINOUS PAVEMENT DUCT MARKER AND CONCRETE DUCT MARKER TO BE PROVIDED AT EACH END OF EACH DUCT AS SHOWN ON THE LOCATION PLAN. FOR CONCRETE PAVEMENT, THE LETTER "D" SHALL BE IMPRESSED IN THE PAVEMENT INSTEAD OF THE MARKER. THE LETTER SHALL BE FORMED AS DESCRIBED IN NOTE 4.
- 3. CABLE MARKERS SHALL BE PLACED AT CHANGES OF DIRECTION AND APPROXIMATELY EVERY 200' ALONG CABLE RUNS.
- 4. CONCRETE CABLE MARKERS AND DUCT MARKERS SHALL HAVE LETTERS 4" HIGH, 3" WIDE WITH WIDTH OF STROKE ½" AND ¼" DEEP. ALL LETTERS, NUMBERS AND ARROWS TO BE IMPRESSED.
- 5. EMPLOY THE FOLLOWING METHODS WERE ADDITIONAL SPACE TO FIT LEGEND IS REQUIRED: A. REDUCE LETTER SIZE TO 3" HIGH, 2" WIDE.
- B INCREASE THE MARKER SIZE TO 30" X 30 C. PROVIDE ADDITIONAL MARKERS PLACED SIDE BY SIDE.



#### BITUMINOUS PAVEMENT DUCT MARKERS "NOT TO SCALE"

TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND

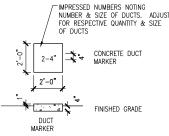
62278, PHONE: (618)-282-4114

# IMPRESSED LETTERS INDICATING NUMBER AND SIZE OF DUCTS TURE PROPOSED PAVEMENT CONCRETE DUCT MARKER DUCT MARKER DETAIL

# "NOT TO SCALE"

# OR "LOCALIZER" IMPRESSED LETTERS AND DIRECTIONAL ARROW, ADJUST TO CABLE LAYOUT CONCRETE CABLE FINISHED GRADE CARLE

#### TURF CABLE MARKERS "NOT TO SCALE"



# NUMBER & SIZE OF DUCTS. ADJUST FOR RESPECTIVE QUANTITY & SIZE

TURF AND PAVEMENT DUCT AND CABLE MARKERS

# TURF DUCT MARKERS

# 0.15"

SECURED WITH EPOXY GLUE.

BRASS DUCT MARKERS ARE AVAILABLE FROM G&S FOUNDRY & MANUFACTURING CO., INC., 210 KASKASKIA DRIVE, RED BUD, IL

REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

Offices Nationwide

Oak Brook, IL 60523 phone: 630.990.3800

fax: 630.990.3801

Illinois Licensed

Hanson Professional Services Inc.

815 Commerce Drive, Suite 200

Professional Service Corporation #184-001084

WAUKEGAN NATIONAL AIRPORT

WAUKEGAN PORT DISTRICT 2601 Plane Rest Drive

Waukegan, Illinois 60087

Telepone: 847.244.0055 Fax: 847.244.3813

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

DESCRIPTION NO. DATE DES DWN REV ISSUE: June 5, 2015

PROJECT NO: 14A0097

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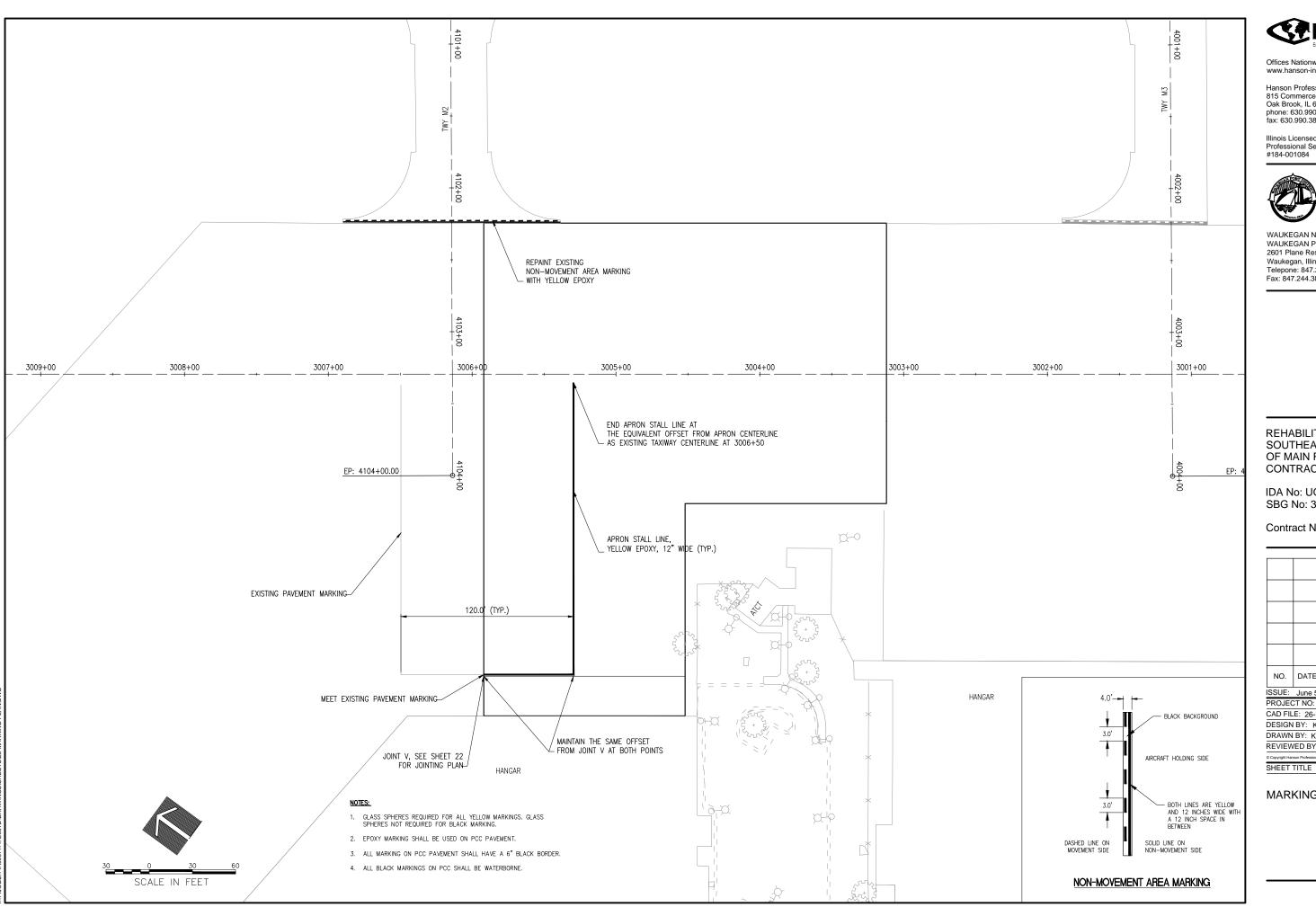
REVIEWED BY: RMH 6/4/2015

SHEET TITLE

**ELECTRICAL DUCT** AND HANDHOLE DETAILS

# **ELECTRICAL HANDHOLE**

25





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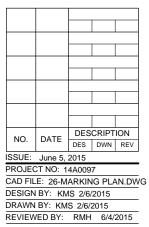


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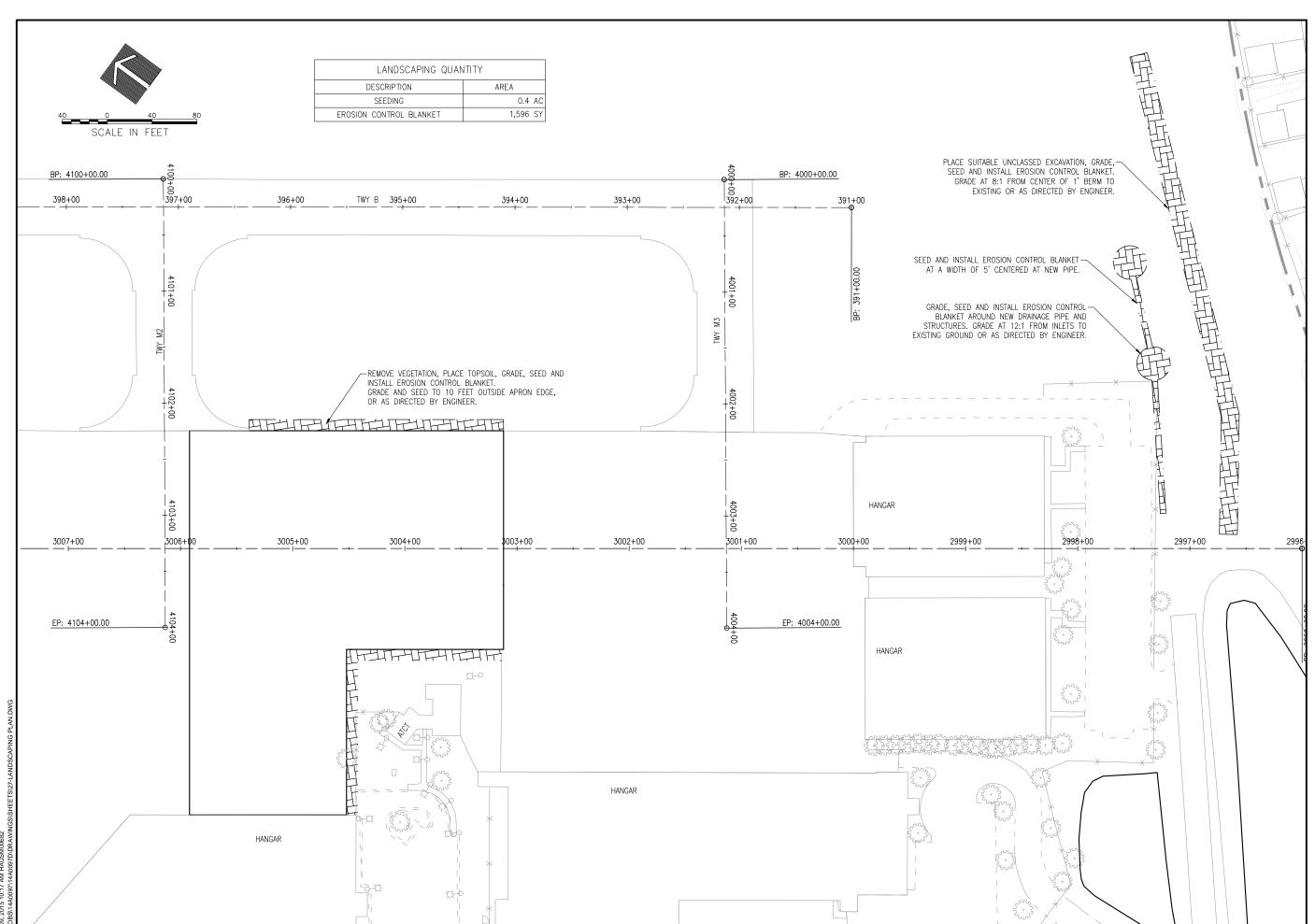
REHABILITATE SOUTHEAST PORTION OF MAIN RAMP -CONTRACT 1

IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069



MARKING PLAN





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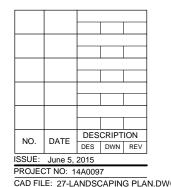


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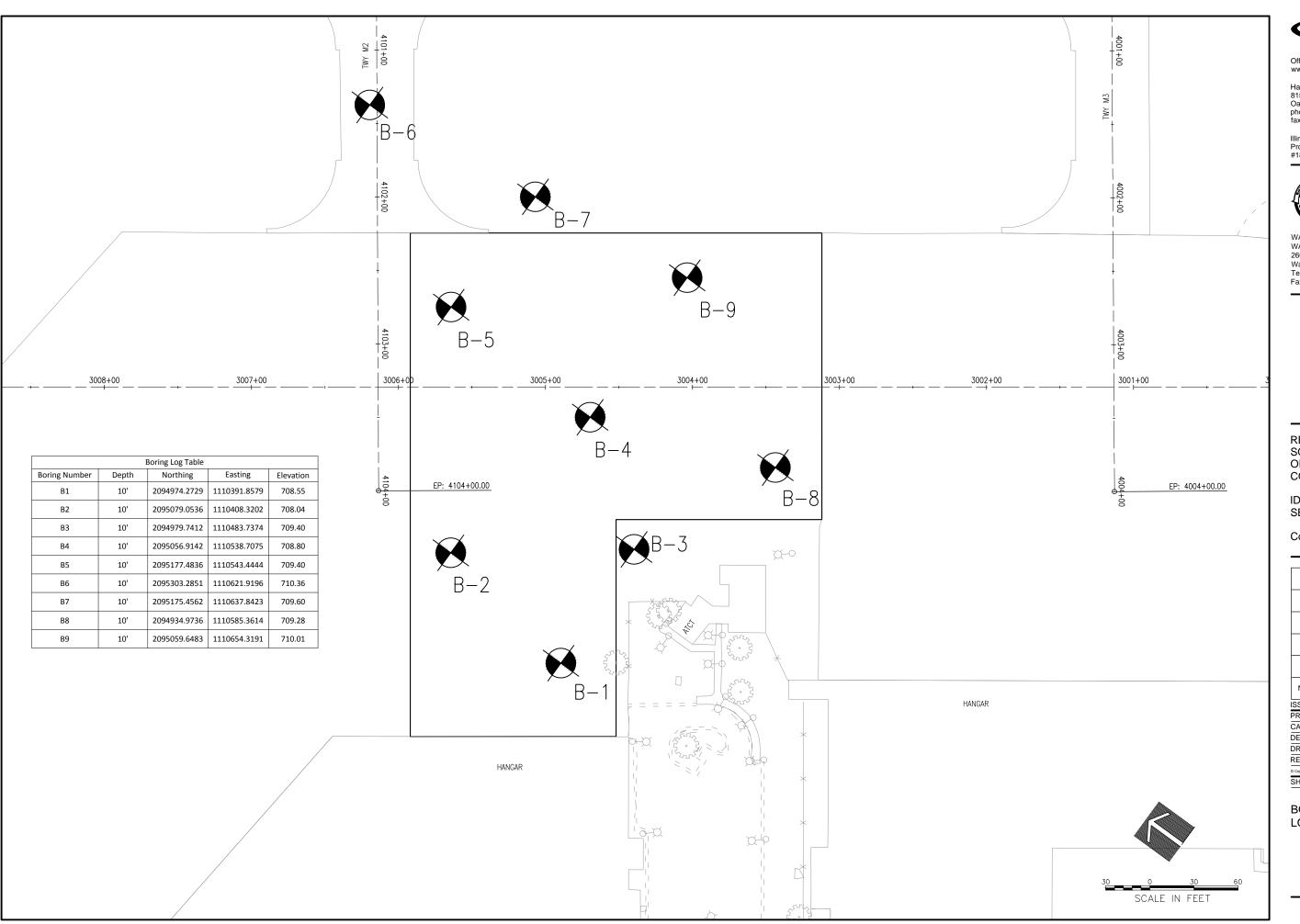
DESIGN BY: KMS 2/6/2015
DRAWN BY: KMS 2/6/2015

DRAWN BY: KMS 2/6/2015 REVIEWED BY: RMH 6/4/2015

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SHEET TITLE

LANDSCAPING PLAN





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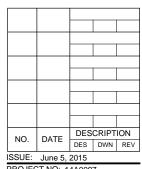


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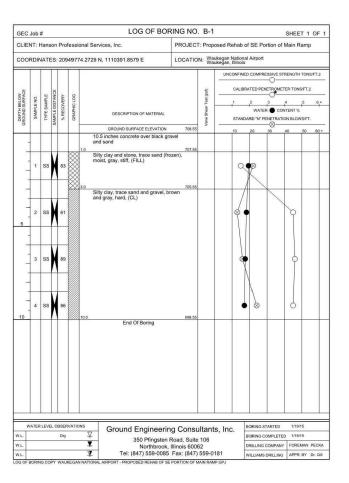


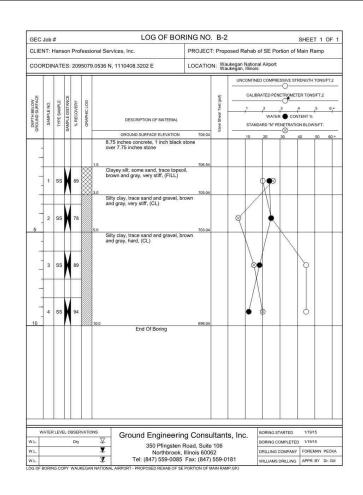
PROJECT NO: 14A0097 CAD FILE: 28-BORING LOCATION MAP.D\

DESIGN BY: KMS 1/29/2015 DRAWN BY: KMS 1/29/2015 REVIEWED BY: RMH 6/4/2015

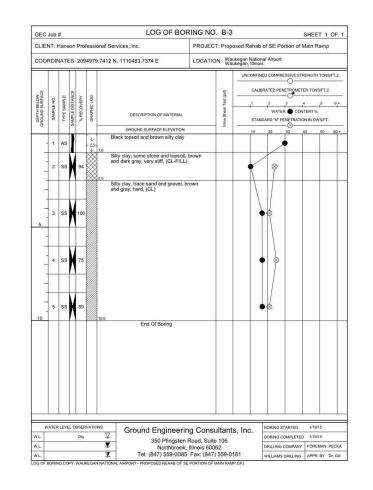
SHEET TITLE

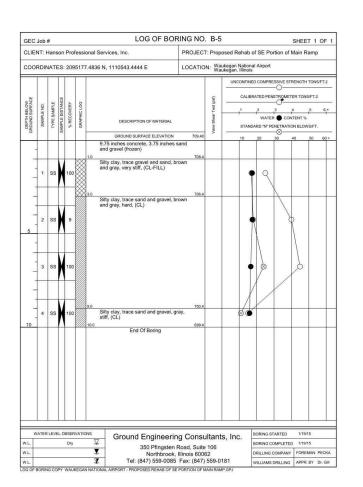
**BORING** LOCATION MAP





GEC	Job	#				LOG OF BO	RING NO.	B-4				SHE	ET 1	OF 1								
CLIE	NT: I	Hans	son	Pro	fessi	onal Services, Inc.	PROJECT	: Propo	sed Reha	b of SE	Portion o	of Main	Ramp									
coo	RDIN	ITAV	ES:	209	5040	0.7484 N, 1110550.4833 E	LOCATIO	v: Wau Wau	kegan Natio	onal Airpo	irt											
									UNCONFI	NED COM	PRESSIVE	STRENG	TH TONS	/FT.2								
S CE		ui.	씽	2	(2)			(Jsd)	CAL	IBRATED F	ENETRON	ETER TO	NS/FT.2									
BELO	SAMPLE NO	SAMPL	DISTA	OVER	HCLO			ar Test	,1	,2	,3	4	5	6,+								
DEPTH BELOW SROUND SURFACE	SAMP	TYPE SAMPLE	SAMPLE DISTANCE	% RECK	% REO	% REC	% REC	% REC	% REC	% REC	% RECOVERY	% REC	GRAPHIC LOG	DESCRIPTION OF MATERIAL		Vane Shear Test (psf)	STA	WATER CONTENT % STANDARD 'N' PENETRATION BLOWS/FT.				
			"			GROUND SURFACE ELEVATION		,	10	20	⊗-	40	50	60+								
-						9.75 inches concrete with mesh, inches sand and gravel	8.25															
-	1	ss	M	78	$\boxtimes$	Silty clay, trace sand and gravel, and gray, stiff, (FILL)	brown		- 1	<b>*</b>												
-			Δ			Silty clay, trace sand and gravel, and gray, hard, (CL)	brown			1	1											
-			V																			
5	2	SS	M	94						1/	9	1	8									
-				-						N/												
-	3	ss	H	69						•		Å										
-						8.0 Silty elay (comple sheared by ote	200				Z			Щ								
			V			Silty clay, (sample sheared by sto gray, stiff, (CL)	niej,															
	4	SS	M	25					•	6												
10					1111	End Of Boring							$\top$									
v	/ATER	RLEVE	L O	BSER	EVATIO	ns O1F-			. 16252	BORING	STARTED	) 1/1	9/15	=								
W.L.				Dry		Ground Engineeri	•		s, Inc.	_	COMPLE		9/15									
W.L.							, Illinois 6006	2		DRILLIN	IG COMPA	NY FOR	REMAN	PECKA								
W.L.						▼ Tel: (847) 559-008  NATIONAL AIRPORT - PROPOSED REHAB OF S				WILLIAM	AS DRILLIN	4G APP	R. BY	Or. Gill								







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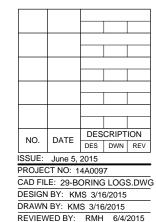


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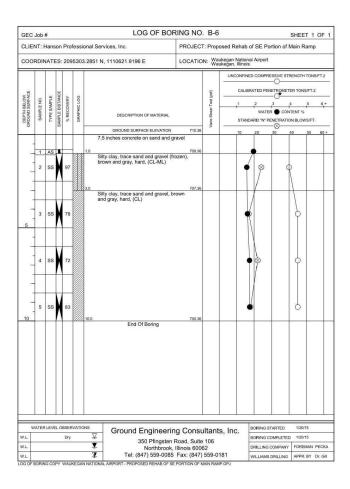
IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

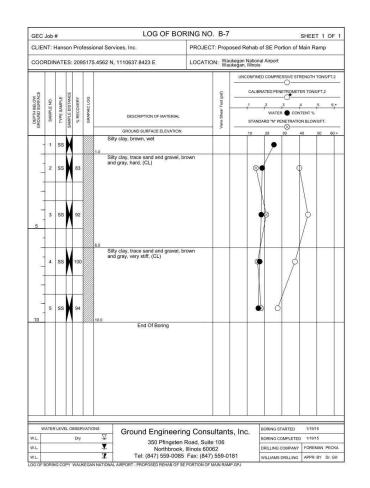


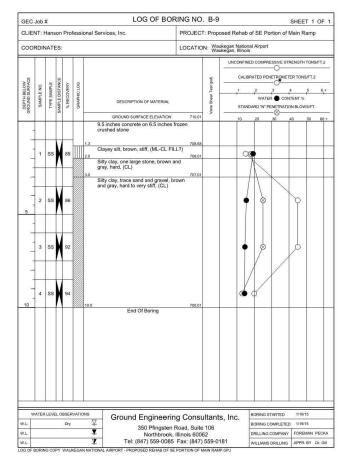
BORING LOGS B1 THRU B5

SHEET TITLE



	Waukegan Na Waukegan, Illi	STANDARD "N" P	RESSIVE STRE	NGTH TONS R TONS/FT.2 5 ENT.% BLOWS/FT.		
(sd) >29.28	UNCON	CALIBRATED PER 2 WATE STANDARD "N" P	ENETROMETER  BY A 4  BY CONTEMPERATION	5 ENT % BLOWS/FT.	6,+	
09.28 07.98		CALIBRATED PEI	SNETROMETER  3 4  ER © CONTE	5 ENT % BLOWS/FT.	6,+	
99.28						
nsultai		BORING C	COMPLETED	1/19/15		
Northbrook, Illinois 60062 Tel: (847) 559-0085 Fax: (847) 559-0181						
n 663	nsulta uite 106 60062 47) 559	nsultants, Inc.	Isultants, Inc. uite 106 BORBO- BORD- BORBO- BORBO- BORBO- BORBO- BORBO- BORBO- BORBO- BORBO- BORBO-	ISUItants, Inc. uite 106 BORING COMPLETE DRILLING COMPANY WILLIAMS DRILLING WILLIAMS DRILLING		





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IDA No: UGN-4256 SBG No: 3-17-SBGP-TBD

Contract No: WA069

NO.	DATE	DESCRIPTION						
INO.		DES	DWN	REV				
ISSUE:	ISSUE: June 5, 2015							
PROJECT NO: 14A0097								
CAD FIL	CAD FILE: 30-BORING LOGS.DWG							

DRAWN BY: KMS 3/16/2015

REVIEWED BY: RMH 6/4/2015

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