

ITEM NO. 04A

IDOT LETTING: AUGUST 2, 2013

LE046
TOTAL SHEETS = 60

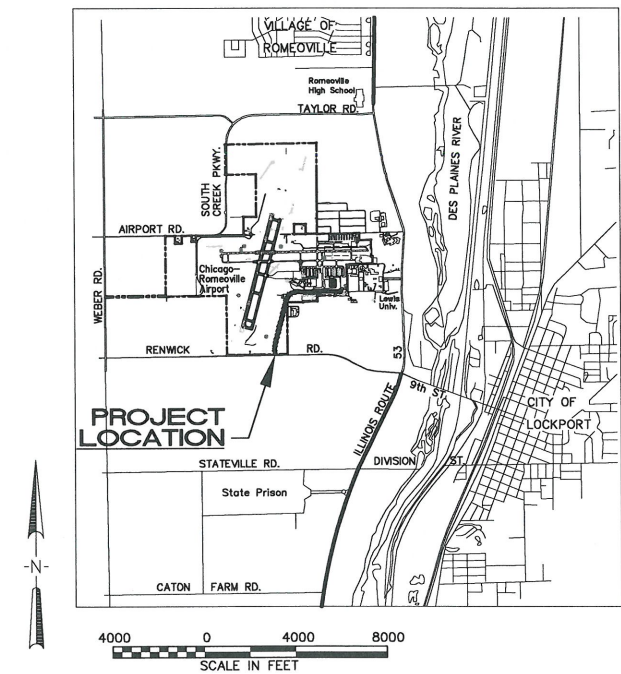
CONSTRUCTION PLANS

REHABILITATE AIRPORT ENTRANCE ROAD

JOLIET REGIONAL PORT DISTRICT
CHICAGO-ROMEDEVILLE AIRPORT (LOT)
ROMEDEVILLE, WILL COUNTY, ILLINOIS

IDA PROJECT NO. LOT-4277

VICINITY MAP



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No.	Issue/Description	Sheets Changed	Date	By



Seal: *Lindsay Hausman*
 Date of Plans: JUNE 11, 2013
 Project Engineer: Lindsay D. Hausman, P.E.

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 Date: JUNE 11, 2013

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Chris Lawson
 Chris Lawson
 Director of Aviation
 Date: JUNE 11, 2013

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SUMMARY OF QUANTITIES				
ITEM NO.	DESCRIPTION	UNIT	AS BID	RECORD PAID
AR150510	ENGINEER'S FIELD OFFICE	LUMP SUM	1.0	
AR152410	UNCLASSIFIED EXCAVATION	CUBIC YARD	602.0	
AR156510	SILT FENCE	LINEAR FOOT	1,440.0	
AR156511	DITCH CHECK	EACH	22.0	
AR156520	INLET PROTECTION	EACH	7.0	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LINEAR FOOT	7,595.0	
AR208515	POROUS GRANULAR EMBANKMENT	CUBIC YARD	52.0	
AR209607	CRUSHED AGG. BASE COURSE - 7"	SQUARE YARD	2,221.0	
AR401613	BIT. SURF. CSE.-METHOD I, SUPERPAVE	TON	1,380.0	
AR401650	BITUMINOUS PAVEMENT MILLING	SQUARE YARD	1,345.0	
AR401660	SAW & SEAL BIT. JOINTS	LINEAR FOOT	412.0	
AR401665	BITUMINOUS PAVEMENT SAWING	LINEAR FOOT	6,980.0	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQUARE YARD	417.0	
AR403621	BIT. BASE CSE., LEVELING, SUPERPAVE	TON	1,705.0	
AR602510	BITUMINOUS PRIME COAT	GALLONS	667.0	
AR603510	BITUMINOUS TACK COAT	GALLONS	3,945.0	
AR754610	PAVED DITCH	LINEAR FOOT	167.0	
AR800901	PAVEMENT MARKING-THERMOPLASTIC	SQUARE FOOT	4,014.0	
AR800902	TRAFFIC SIGN - TYPE I	EACH	12.0	
AR800903	TRAFFIC CONTROL STANDARD 701501	LUMP SUM	1.0	
AR800904	CRUSHED AGG. SHOULDER - 8.5"	SQUARE YARD	2,203.0	
AR800905	EDGE REPAIR	SQUARE YARD	461.0	
AR800906	ADJUST UNDERDRAIN STRUCTURE	EACH	18.0	
AR800939	CRACK CONTROL REPAIR MATERIAL (8502)	SQUARE YARD	770.0	
AR800972	BITUMINOUS SAND MIX - 2"	SQUARE YARD	209.0	
AR901510	SEEDING	ACRE	1.3	
AR904510	SODDING	SQUARE YARD	1,093.0	
AR905530	TOPSOILING	SQUARE YARD	6,260.0	
AR908510	MULCHING	ACRE	1.3	
AR910915	REMOVE ROADWAY SIGN	EACH	10.0	

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.

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.

REVISION
DATE

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Hanson No. 13A0044D	Filename 02-INDEX AND SQO.DWG	Scale N/A	Date JUNE 11, 2013
LAYOUT	LDH	LDH	5/10/13
DRAWN	LDH	LDH	5/10/13
REVIEWED	RMH	RMH	6/10/13

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SHEET INDEX AND SUMMARY OF QUANTITIES
REHABILITATE AIRPORT ENTRANCE ROAD
IDA No. LOT-4277

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO REHABILITATE PORTIONS THE AIRPORT ENTRANCE ROAD (GEORGE MICHAS DRIVE) AT CHICAGO-ROMEOVILLE AIRPORT INCLUDING, AMONG OTHER INCIDENTAL WORK, THE FOLLOWING ITEMS:

- PROVISION OF TRAFFIC CONTROL.
- PLACEMENT OF TEMPORARY SOIL EROSION CONTROL MEASURES. CONSTRUCTION OF PERMANENT EROSION CONTROL - PAVED DITCH.
- UNCLASSIFIED EXCAVATION FOR NEW PAVED AND AGGREGATE SHOULDERS AND TURF SHOULDER.
- REPAIR OF EXISTING HMA PAVEMENT AREAS, INCLUDING CRACK SAW AND SEAL, EDGE REPAIR, PARTIAL DEPTH REPAIR, AND REMOVAL AND REPLACEMENT.
- ADJUSTMENT OF EXISTING UNDERDRAIN PIPE SYSTEM STRUCTURES.
- HMA BASE-LEVELING AND SURFACE COURSE OVERLAYS OF EXISTING ASPHALT PAVEMENTS.
- PLACEMENT OF PAVEMENT MARKINGS.
- REMOVAL AND REPLACEMENT OF EXISTING TRAFFIC SIGNS.
- TOPSOILING, SEEDING AND MULCHING AND SODDING 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.

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.

THE CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATION 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.

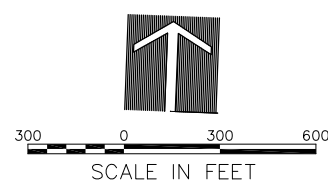
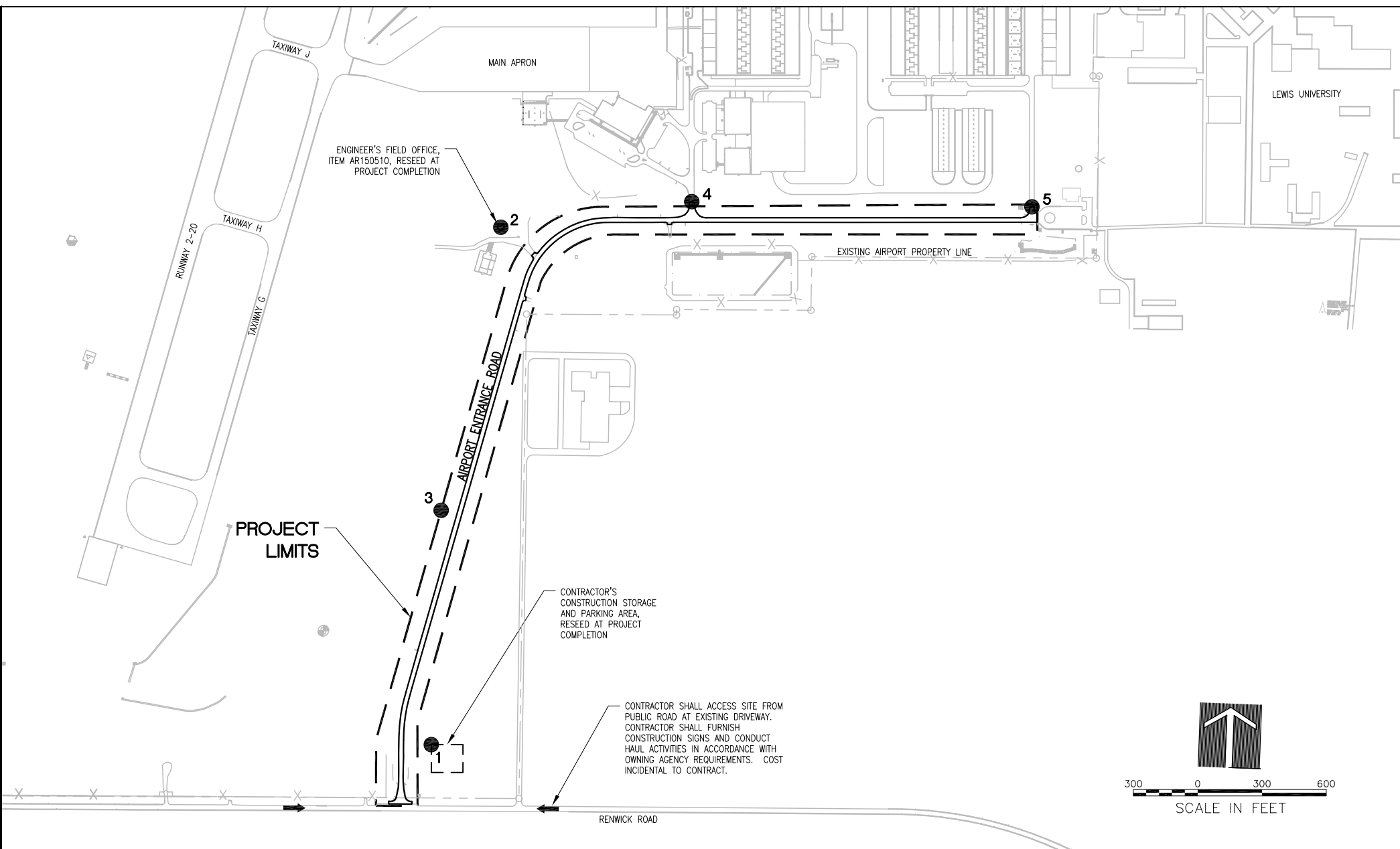
THE CONTRACTOR SHALL PROTECT ANY FACILITIES TO THE SATISFACTION OF THE UTILITY OR OWNING AGENCY WITH THE COST OF ANY REQUIRED PROTECTION TO BE INCIDENTAL TO THE CONTRACT. IN THE EVENT A UTILITY LINE OR SERVICE IS UNEXPECTEDLY ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE 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.

EXISTING BENCHMARKS

PROJECT BENCHMARKS ARE AS FOLLOWS:

- ▲ B.M.1 N 1,800,236.82
E 1,051,080.54
ELEV. 666.67
- ▲ B.M.2 N 1,800,302.96
E 1,052,719.90
ELEV. 664.18

THIS DATA IS NOT ILLINOIS STATE PLANE COORDINATES



OBJECT INFORMATION

ITEM NO.	DESCRIPTION	MOBILITY	GROUND ELEVATION	OBJECT ELEVATION	LATITUDE	LONGITUDE	RUNWAY 9-27 STATION	RUNWAY 9-27 OFFSET	RUNWAY 9-27 EXIS. EL.	RUNWAY 2-20 STATION	RUNWAY 2-20 OFFSET	RUNWAY 2-20 EXIS. EL.
1	CONTRACTOR STAGING AREA	STATIONARY	674.0	699.0	41°35'48.4491" N	88°05'42.6232" W	---	---	---	95+03.98	1732.3	679.5
2	ENGINEER'S FIELD OFFICE	STATIONARY	669.0	684.0	41°36'12.4120" N	88°05'39.6129" W	50+80.44	1784.0	667.3	119+14.38	1378.6	671.8
3	CONSTRUCTION EQUIPMENT	MOVING	672.0	697.0	41°35'59.2614" N	88°05'42.5862" W	---	---	---	105+67.75	1475.2	677.2
4	CONSTRUCTION EQUIPMENT	MOVING	666.5	691.5	41°36'13.9404" N	88°05'27.9586" W	59+71.25	1664.4	668.7	122+74.88	2202.0	670.4
5	CONSTRUCTION EQUIPMENT	MOVING	661.5	686.5	41°36'14.3181" N	88°05'07.0760" W	75+57.98	1688.8	668.1	---	---	---

RUNWAY END COORDINATES

DESCRIPTION	LATITUDE	LONGITUDE	RUNWAY STATION	ELEVATION
RUNWAY 9 END	41°36'28.9758" N	88°06'15.9913" W	23+85.38	673.1
RUNWAY 27 END	41°36'31.1949" N	88°05'01.0708" W	80+81.15	664.5
RUNWAY 2 END	41°35'57.2760" N	88°06'03.2207" W	100+00.40	679.1
RUNWAY 20 END	41°36'59.6552" N	88°05'42.9106" W	165+00.00	666.3

NOTES

1. WORK MUST BE CONTROLLED.
2. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT SHALL BE 25 FEET, EXCEPT BY PRIOR APPROVAL OF THE ENGINEER (SEE SPECIAL PROVISIONS).
3. NO CLOSURES TO TAXIWAY, APRON, AND AUTO PARKING SHALL BE CONDUCTED EXCEPT AS SHOWN IN THE SITE PLAN.
4. FOR STAGING INFORMATION SEE STAGING PLANS.



PROJECT IS LOCATED IN NORTHEAST 1/4 AND SOUTHWEST 1/4 OF SECTION 16, LOCKPORT TOWNSHIP, WILL COUNTY

REVISION

DATE

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Hanson No. 13A00440
Filename 03-SITE PLAN.DWG
Scale 1"=300'
Date JUNE 11, 2013

LAYOUT	LDH	6/5/13
DRAWN	LDH	6/5/13
REVIEWED	RMH	6/10/13

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SITE PLAN AND GENERAL NOTES
REHABILITATE AIRPORT ENTRANCE ROAD
IDA No. LOT-4277

CONSTRUCTION AND SAFETY NOTES

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 STAGING PLAN DETAILING THE SEQUENCING OF THE CONTRACTOR'S WORK THROUGHOUT THE PROJECT IS INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PROVIDE HIS WRITTEN ACCEPTANCE OF THE PROJECT CONSTRUCTION STAGING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION STAGING PLAN THAT MAY BE REQUESTED BY THE CONTRACTOR 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 STAGING 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 STAGING CHANGE REQUEST NOR FOR ANY TIME NECESSARY IN RECEIVING THE REQUIRED APPROVALS.

TEMPORARY BARRICADES ON AIRFIELD

THE PROJECT WILL REQUIRE THE PLACEMENT OF BARRICADES TO DELINEATE PORTIONS OF THE CONSTRUCTION AREA. SINCE THE WORK WILL BE LIMITED TO THE ROADWAY, STANDARD IDOT TRAFFIC CONTROL MEASURES WILL BE REQUIRED. WHENEVER WORKING WITHIN THE PROPOSED CONSTRUCTION AREAS, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PLACE BARRICADES AND OTHER CONTROL DEVICES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE RESIDENT ENGINEER. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE INCIDENTAL TO THE CONTRACT. NO RUNWAY, TAXIWAY OR APRON CLOSURES WILL BE ALLOWED AS PART OF THIS PROJECT.

VEHICULAR TRAFFIC CONTROL

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND PLACE ROAD WARNING SIGNS AND BARRICADES ON THE EXISTING ROADWAYS PRIOR TO THE START OF CONSTRUCTION IN THE VICINITY. THE CONTRACTOR SHALL PROVIDE, INSTALL AND RELOCATE THE ITEMS AS REQUIRED. THE COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL SECURE ANY PERMITS FOR HAULING ON LOCAL STREET OR STATE HIGHWAYS AS REQUIRED.

CONTRACTOR SHALL PROVIDE, INSTALL AND REMOVE ALL TRAFFIC CONTROL ITEMS WHEN CONSTRUCTION ACTIVITIES ARE WITHIN 15 FEET OF AN ACTIVE ROADWAY EDGE OR AS REQUIRED BY THE SITE PLAN. COST OF THIS WORK IS TO BE INCIDENTAL TO THE CONTRACT.

AIRFIELD OPERATIONAL SAFETY DURING CONSTRUCTION AND USE OF SITE

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.
- 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 PERSONNEL.

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 SITE PLAN, SHEET 3. 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.

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, AS NOTED ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER.

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).

WORK IN OR NEAR ACTIVE RUNWAYS, TAXIWAYS AND APRONS WILL NOT BE PERMITTED DURING THIS PROJECT.

THE CONTRACTOR SHALL REMAIN WITHIN THE CONSTRUCTION LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THESE LIMITS, ALL CONTRACTOR ACTIVITIES SHALL REMAIN MORE THAN 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF ACTIVE RUNWAY 2-20. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT LEAST 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAYS AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAYS, 44.5 FEET FROM ACTIVE T-HANGAR TAXILANES, 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, AND IN THE CASE OF RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS.

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 9-27, AND 250 FEET FROM THE CENTERLINE AND 1,000 FEET FROM THE END OF RUNWAY 2-20. THE TSA IS MEASURED AT 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE AND 59 FEET FROM THE CATEGORY III TAXIWAY CENTERLINE, AND 24.5 FEET FROM THE T-HANGAR TAXILANE 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 STOPPPAGES FOR WEATHER OR AIRPORT EMERGENCIES.

CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 25. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

AT NO TIME SHALL THE CONTRACTOR OPERATE OR PARK EQUIPMENT OR STOCKPILE MATERIAL SO AS TO OBSTRUCT AN AIRPORT IMAGINARY SURFACE.

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

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT OWNER 5 DAYS IN ADVANCE OF THE CONTRACTOR'S CLOSING OF ACTIVE ROADWAYS.

UTILITY OUTAGES AND SHUTDOWNS

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.

GENERAL

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.

REVISION

DATE

Chicago-Romeoville Airport

JOLIET REGIONAL PORT DISTRICT

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Hanson No. 13A0044D
Filename 04-SAFETY NOTES.DWG
Scale N/A
Date JUNE 11, 2013

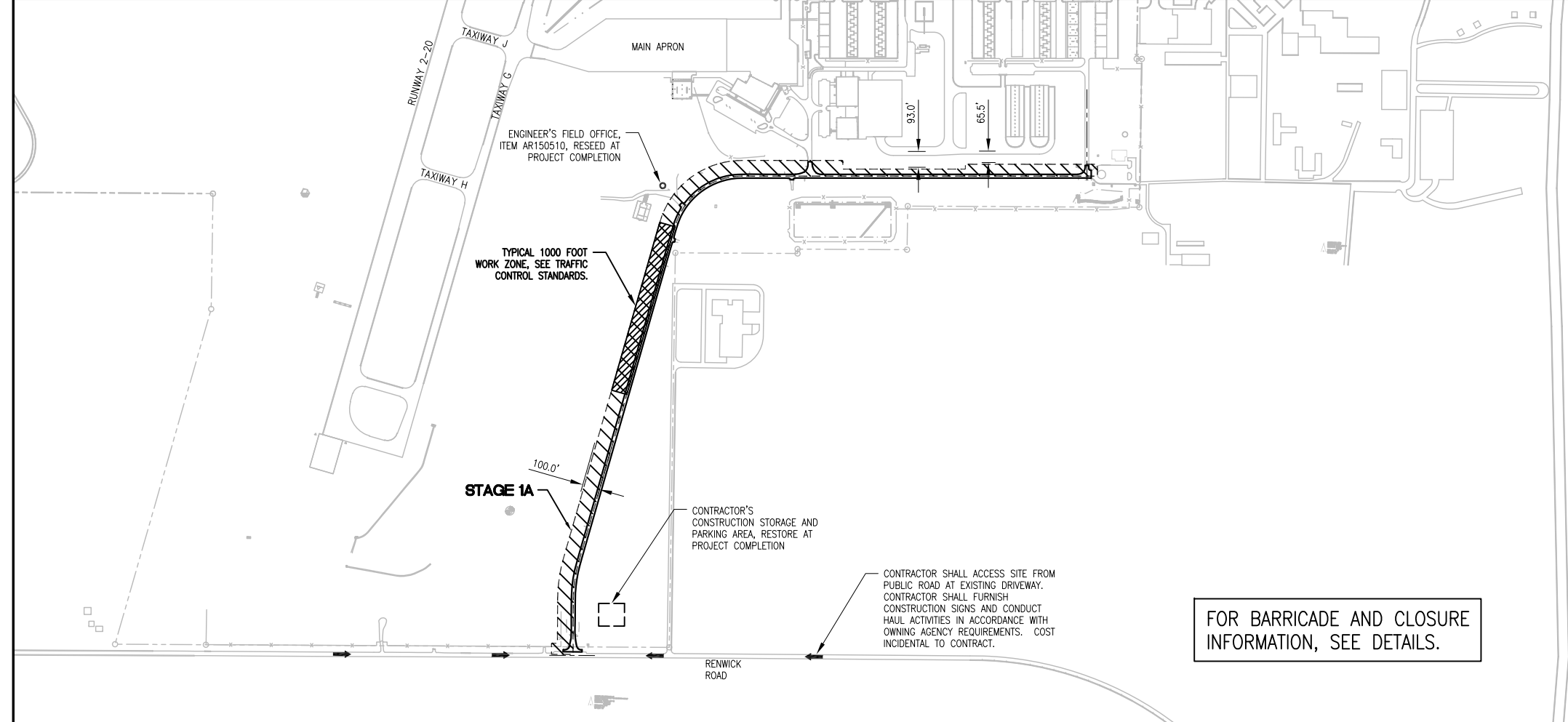
LAYOUT	LDH	7/20/12
DRAWN	LDH	7/20/12
REVIEWED	RMH	6/10/13



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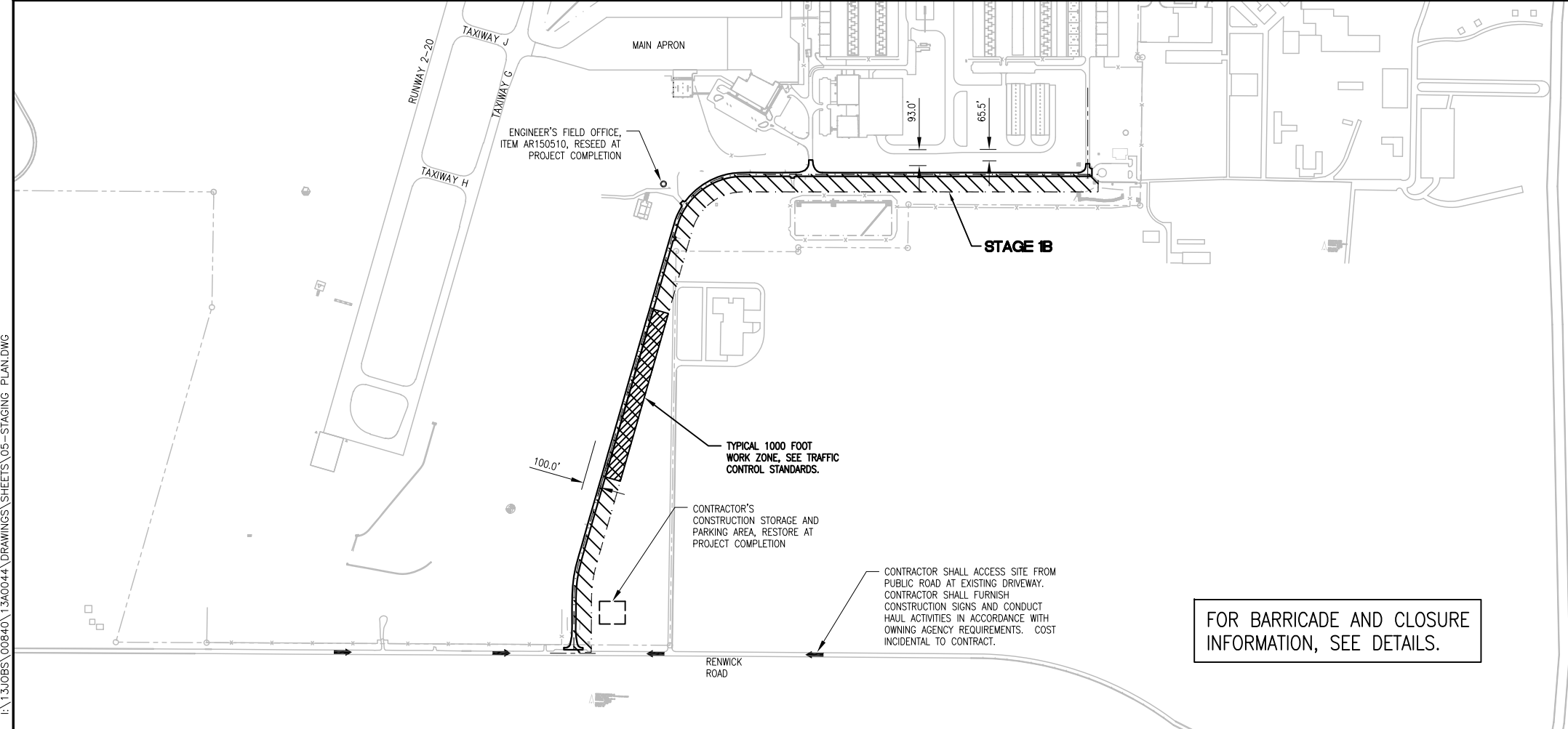
CONSTRUCTION SAFETY NOTES AND DETAILS

REHABILITATE AIRPORT ENTRANCE ROAD
IDA No. LOT-4277



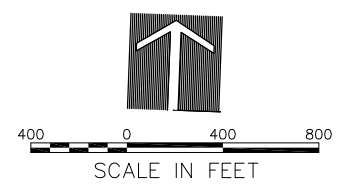
STAGE 1A

- NOTES:**
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. ONE TRAFFIC LANE SHALL REMAIN OPEN AT ALL TIMES.
 - 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 STAGE 1A:**
- INSTALL EROSION CONTROL MEASURES FOR ENTIRE PROJECT AREA.
 - REPAIR EXISTING PAVEMENTS WITHIN STAGE 1A LIMITS.
 - ADJUST UNDERDRAIN STRUCTURES WITHIN STAGE 1A LIMITS.
 - CONSTRUCT PAVED DITCH WITHIN STAGE 1A LIMITS
 - INSTALL AGGREGATE FOR SHOULDERS WITHIN STAGE 1A LIMITS
 - INSTALL BASE COURSE WITHIN STAGE 1A LIMITS



STAGE 1B

- NOTES:**
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
 - 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 STAGE 1B:**
- REPAIR EXISTING PAVEMENTS WITHIN STAGE 1B LIMITS.
 - ADJUST UNDERDRAIN STRUCTURES WITHIN STAGE 1B LIMITS.
 - CONSTRUCT PAVED DITCH WITHIN STAGE 1B LIMITS
 - INSTALL AGGREGATE FOR SHOULDERS WITHIN STAGE 1B LIMITS
 - INSTALL BASE COURSE WITHIN STAGE 1B LIMITS



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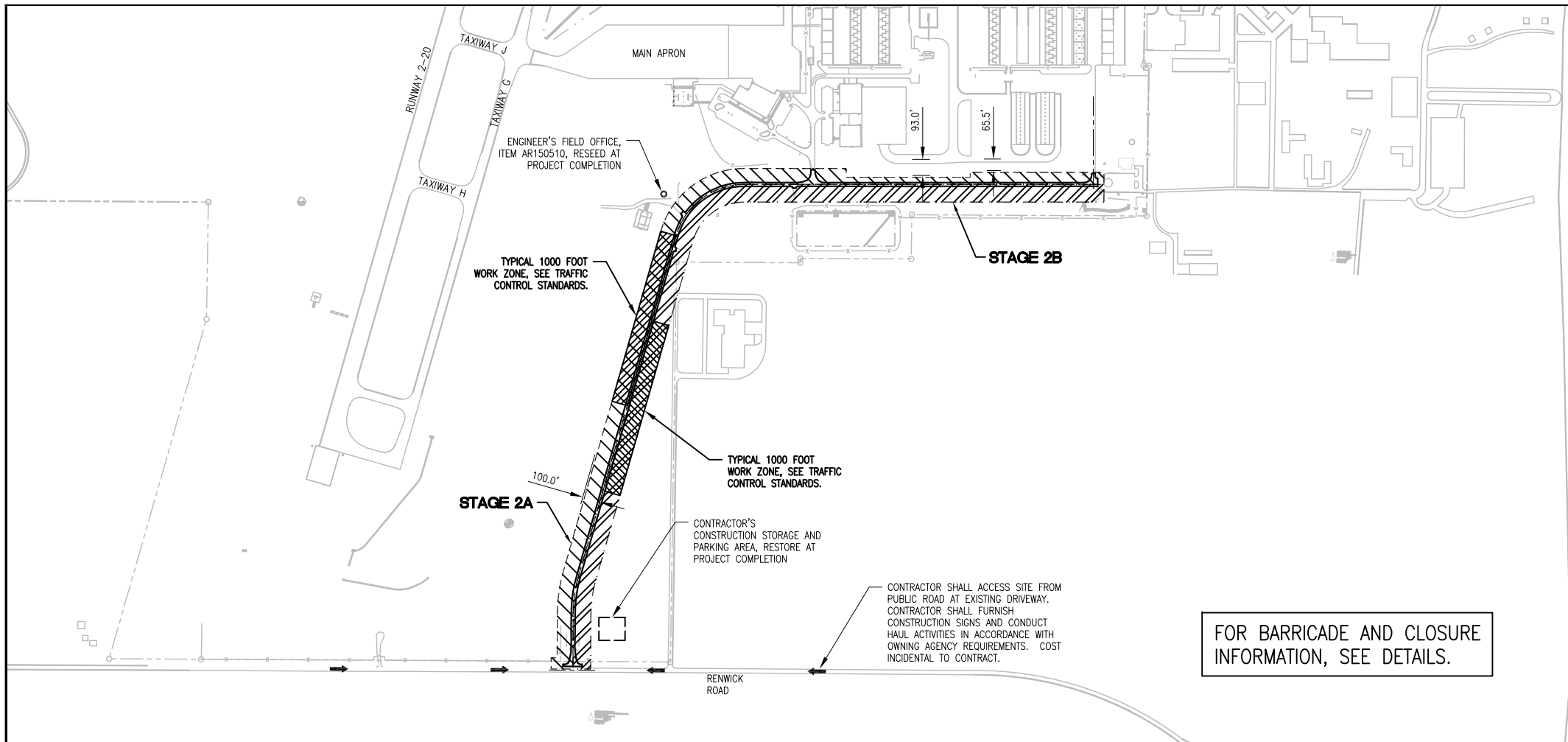
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Scale	1"=300'
Date	JUNE 11, 2013
LAYOUT	LDH
5/10/13	
DRAWN	LDH
5/10/13	
REVIEWED	RMH
6/10/13	

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CONSTRUCTION STAGING
 PLAN - STAGE 1
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 IDA No. LOT-4277

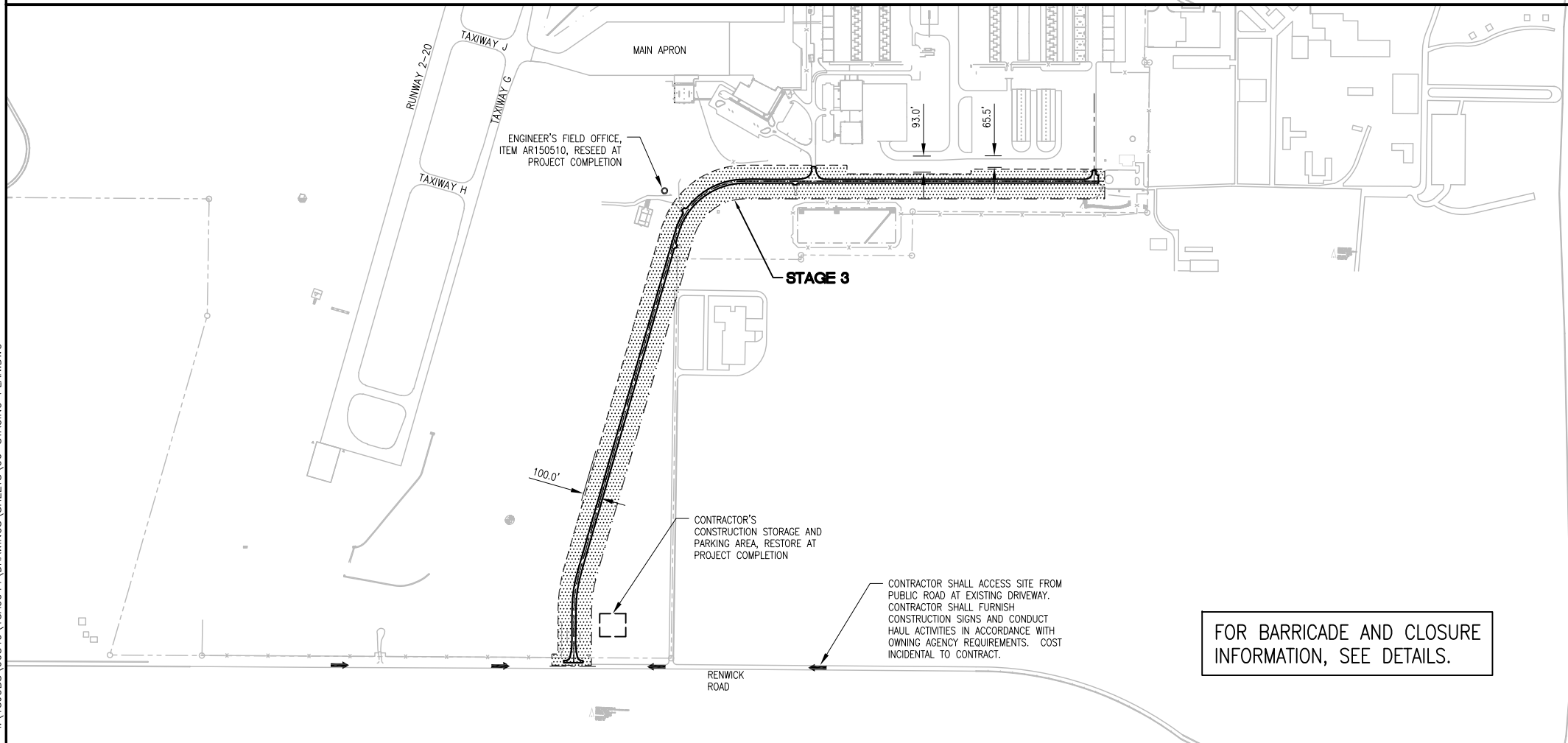
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JUN 13, 2013 9:55 AM HALSM00682
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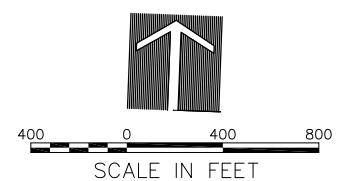
STAGE 2A AND 2B

- NOTES:**
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN. ONE TRAFFIC LANE SHALL REMAIN OPEN AT ALL TIMES.
 - 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 STAGE 2:**
- INSTALL SURFACE COURSE WITHIN STAGE 2 LIMITS
 - TOPSOILING, SEEDING, SODDING AND MULCHING WITHIN STAGE 2 LIMITS



STAGE 3

- NOTES:**
- ALL CONTRACTOR ACTIVITIES SHALL TAKE PLACE WITHIN CONSTRUCTION LIMIT LINES AS SHOWN.
 - 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 STAGE 3:**
- MARKING OF ENTIRE PROJECT AREA
 - REMOVE EXISTING AND INSTALL NEW TRAFFIC SINGS



LE046

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Hanson No. 13A0044D	Filename 06-STAGING_PLAN.DWG	Date JUNE 11, 2013
Scale 1"=300'	LDH	5/10/13
	LDH	5/10/13
	RMH	6/10/13

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CONSTRUCTION STAGING PLAN - STAGE 2 AND 3
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

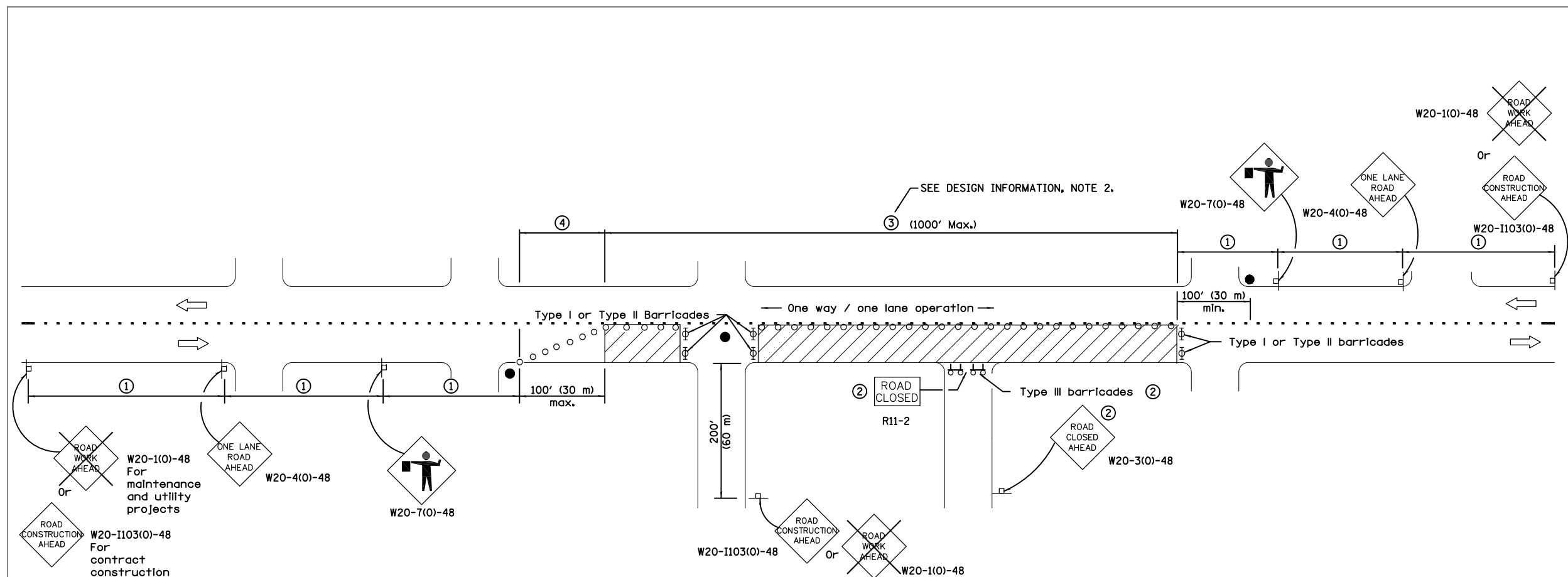
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Hanson No. 13A0044D	Filename 07-TRAFFICCONT.DWG
Scale N/A	Date JUNE 11, 2013
LAYOUT	LDH 6/5/13
DRAWN	LDH 6/5/13
REVIEWED	RMH 6/10/13

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TRAFFIC CONTROL STANDARDS
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



- DESIGN INFORMATION:**
- EXISTING ROAD SPEED LIMIT = 25 MPH.
 - MAXIMUM LENGTH OF WORK AREA ③ IS 1,000 FEET, UNLESS APPROVED BY ENGINEER AND AIRPORT OWNER.

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

- Refer to SIGN SPACING TABLE for distances.
- For approved sideroad closures.
- 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.
- 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
 (MODIFIED)**

TO BE PLACED ALONG RENWICK ROAD IN ACCORDANCE WITH IDOT AND WILL COUNTY DEPARTMENT OF HIGHWAYS STANDARDS

UNEVEN LANES
 FRESH OIL
 TO BE FURNISHED WHEN APPROPRIATE OR AS DIRECTED BY THE RESIDENT ENGINEER.

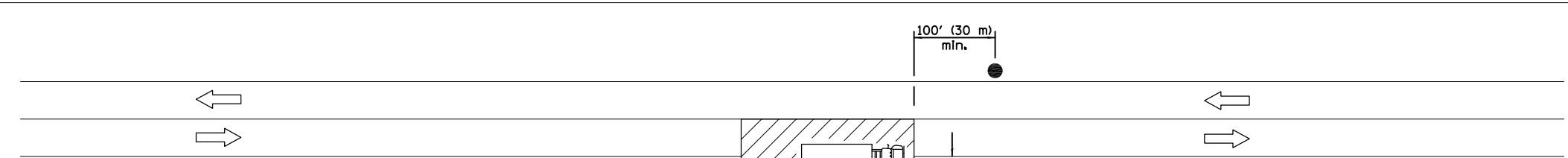
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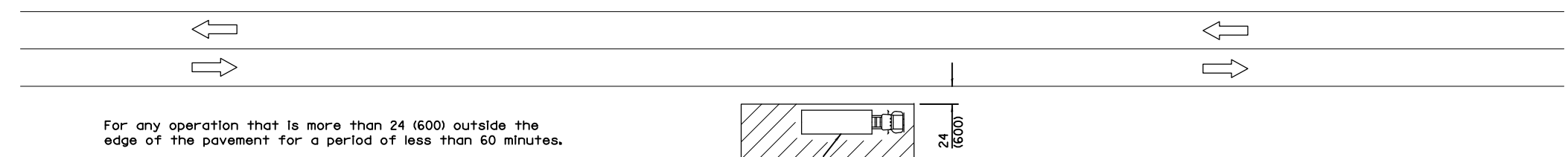
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Scale N/A	Drawn LDH	Reviewed RMH

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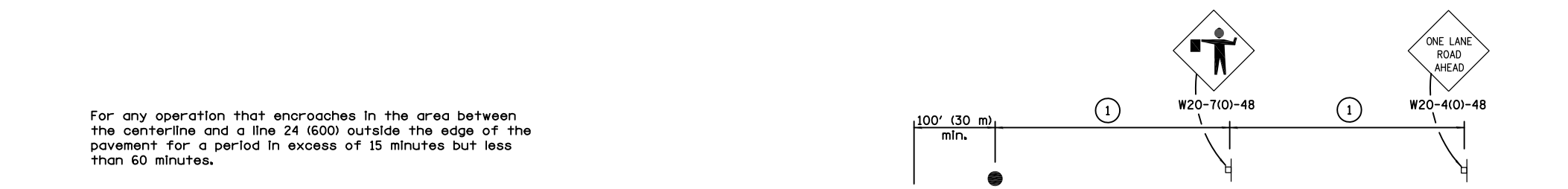
TRAFFIC CONTROL STANDARDS
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period of less than 15 minutes.



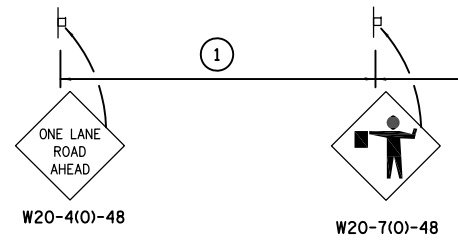
For any operation that is more than 24 (600) outside the edge of the pavement for a period of less than 60 minutes.



For any operation that encroaches in the area between the centerline and a line 24 (600) outside the edge of the pavement for a period in excess of 15 minutes but less than 60 minutes.

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

① = Refer to SIGN SPACING table for distances.



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

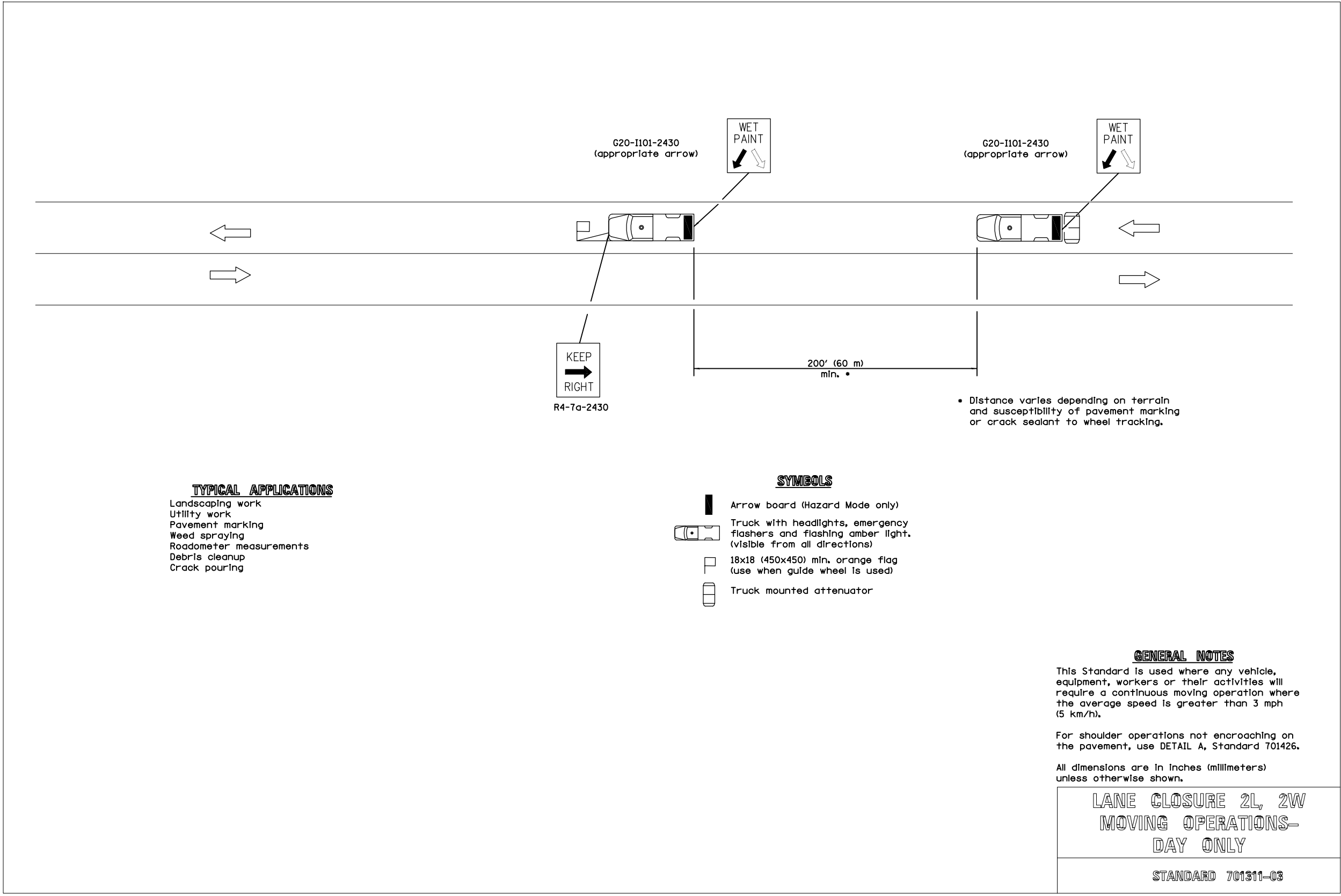
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Hanson No. 13A0044D	Filename 09-TRAFFICCONT.DWG	Scale N/A	Date JUNE 11, 2013
LAYOUT	LDH	LDH	6/5/13
DRAWN	LDH	LDH	6/5/13
REVIEWED	RMH	RMH	6/10/13

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TRAFFIC CONTROL STANDARDS
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



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

REVISION
 DATE

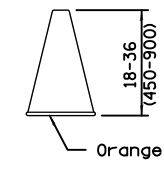
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Hanson No. 13A0044D
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 Scale N/A
 Date JUNE 11, 2013

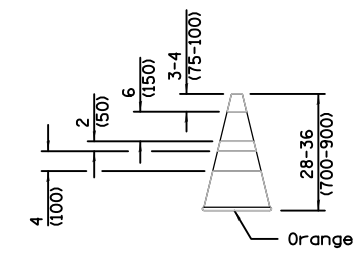
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DRAWN	LDH	6/5/13
REVIEWED	RMH	6/10/13

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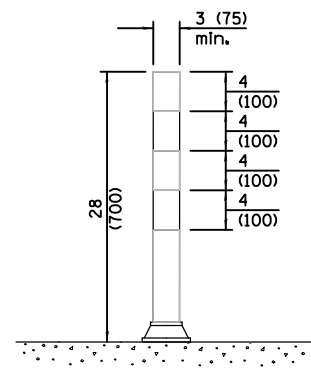
TRAFFIC CONTROL
 STANDARDS
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



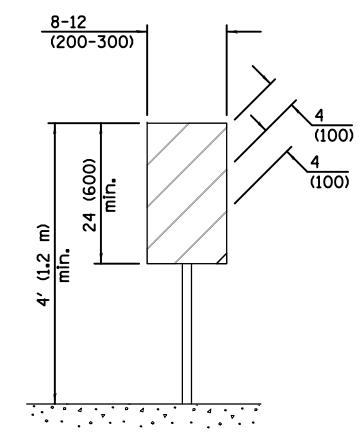
CONE



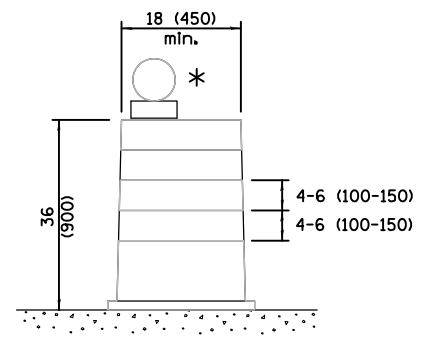
REFLECTORIZED CONE



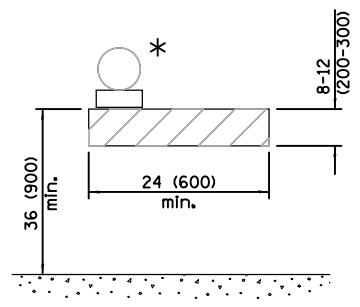
FLEXIBLE DELINEATOR



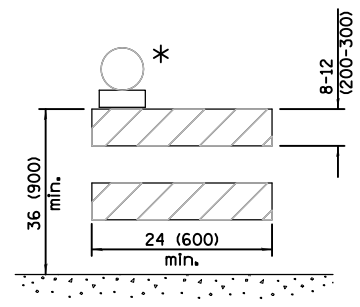
**VERTICAL PANEL
 POST MOUNTED**



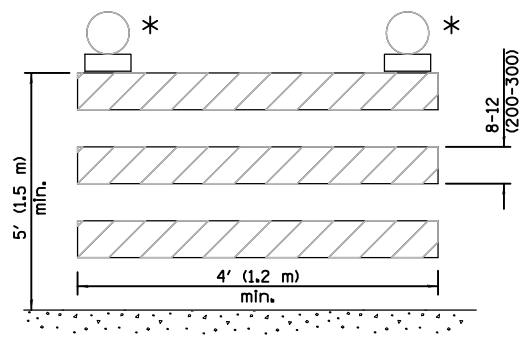
DRUM



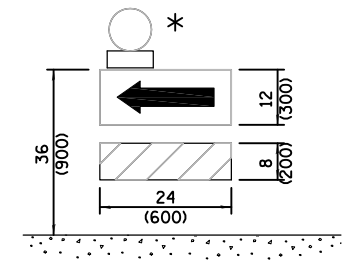
TYPE I BARRICADE



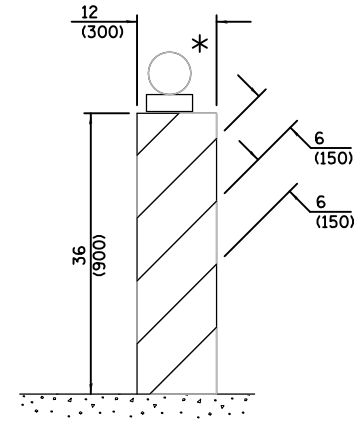
TYPE II BARRICADE



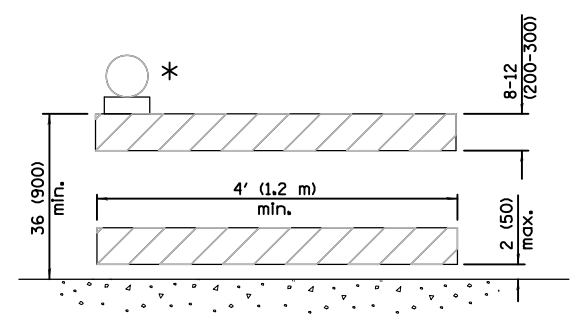
TYPE III BARRICADE



**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 701901-02

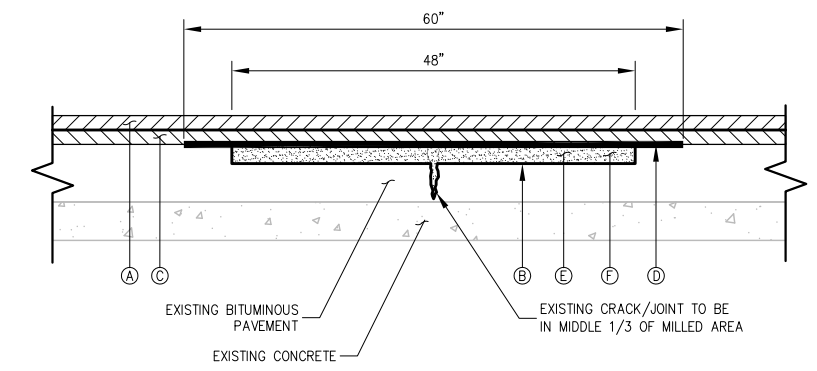
REVISION	DATE

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Hanson No. 13A0044D
 Filename 12-TYPICAL SECTIONS.DWG
 Scale N/A
 Date JUNE 11, 2013

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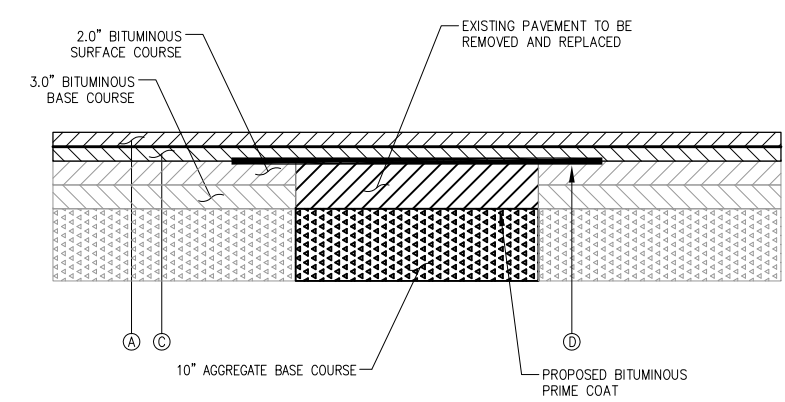
TYPICAL SECTIONS
 AND PAVEMENT DETAILS
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



- 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.

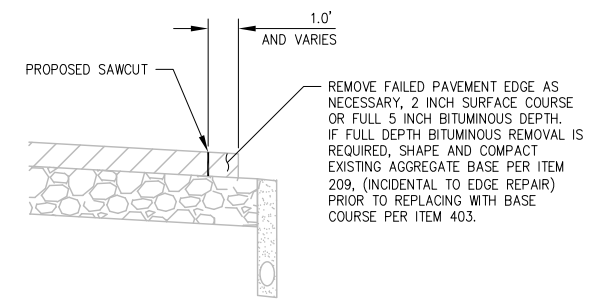
REPAIR LEGEND

(A)	PROPOSED OVERLAY
(B)	PROPOSED BITUMINOUS TACK COAT, ITEM AR603510.
(C)	PROPOSED OVERLAY
(D)	CRACK CONTROL MATERIAL (60" WIDE), ITEM AR800939.
(E)	BITUMINOUS SAND MIX - 2 INCH, ITEM AR800972.
(F)	PAVEMENT MILLING, ITEM AR401650.



- NOTES:**
- TACK COAT TO BE PLACED BETWEEN LIFTS OF BASE COURSE.
 - CRACK CONTROL MATERIAL SHALL OVERLAP BITUMINOUS PATCH 6" EACH SIDE.
 - BITUMINOUS PAVEMENT SAWING TO BE PAID UNDER ITEM AR401665.
 - WHERE WIDTH IS GREATER THAN 60-INCHES, THE CRACK CONTROL MATERIAL SHALL BE OVERLAPPED BY 12-INCHES. THE OVERLAP SHALL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCLUDED IN THE COST FOR CRACK CONTROL MATERIAL.

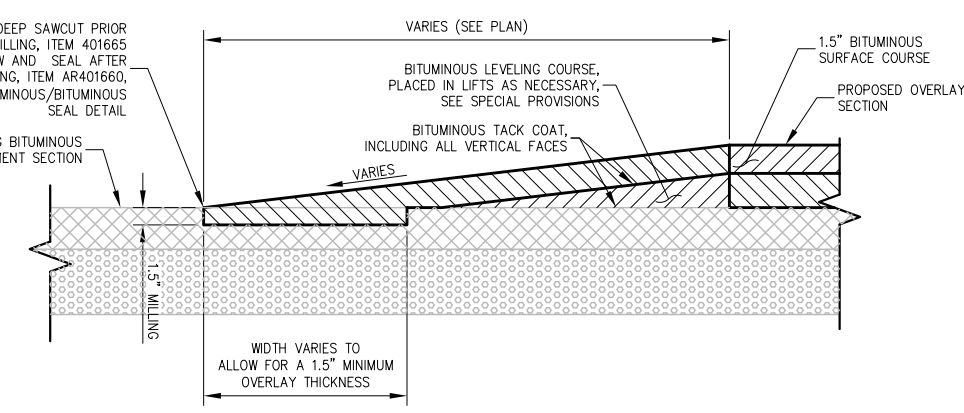
BITUMINOUS PAVEMENT REMOVAL/REPLACEMENT/REPAIR TYPE D



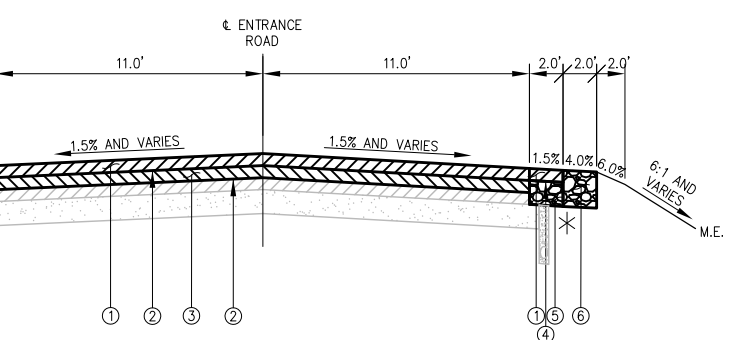
CLEAN AND SEAL CRACKS TYPE B

- NOTES:**
- TACK COAT SHALL BE APPLIED IF 2 INCH SURFACE ONLY IS REMOVED.
 - PRIME COAT SHALL BE APPLIED IF FULL 5 INCH DEPTH OF BITUMINOUS IS 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 - EDGE REPAIR

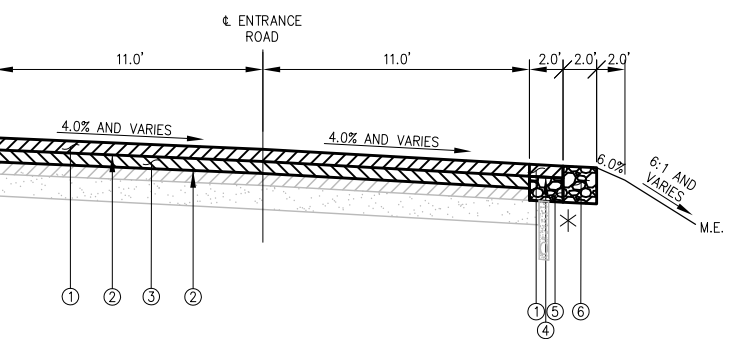


BITUMINOUS TAPER DETAIL



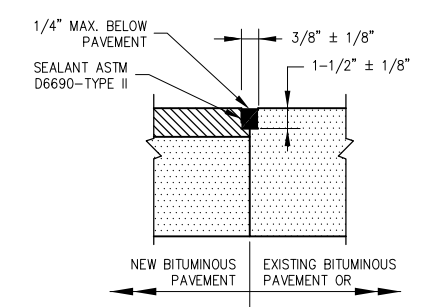
TYPICAL SECTION - ENTRANCE ROAD
 (SECTION SHOWN LOOKING EAST)

* THE CONTRACTOR SHALL EXERCISE BEST CARE WHEN EXCAVATING OVER THE EXISTING UNDERDRAIN PIPE AND ENVELOPE LOCATED ALONG THE EXISTING PAVEMENT EDGE. FABRIC ENVELOPE DAMAGED BY EXCAVATION SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO COST TO THE CONTRACT.



TYPICAL SUPERELEVATED SECTION - ENTRANCE ROAD
 STA. 103+61.74 THRU 104+89.32
 STA. 125+81.46 THRU 130+06.08
 (SECTION SHOWN LOOKING NORTH)

- | | |
|---|---|
| ① | PROPOSED 1.5 INCH BITUMINOUS SURFACE COURSE, ITEM AR401613 |
| ② | PROPOSED BITUMINOUS TACK COAT, ITEM AR603510 |
| ③ | PROPOSED BITUMINOUS BASE COURSE LEVELING, 2.3 INCH NOMINAL, ITEM AR403621 |
| ④ | PROPOSED BITUMINOUS PRIME COAT, ITEM AR602510 |
| ⑤ | PROPOSED 7 INCH AGGREGATE BASE COURSE, AR209607 |
| ⑥ | PROPOSED 8.5 INCH AGGREGATE BASE COURSE, ITEM AR800904 |
| ⑦ | PROPOSED TOPSOILING, ITEM AR905530 |



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

BITUMINOUS/BITUMINOUS SEAL

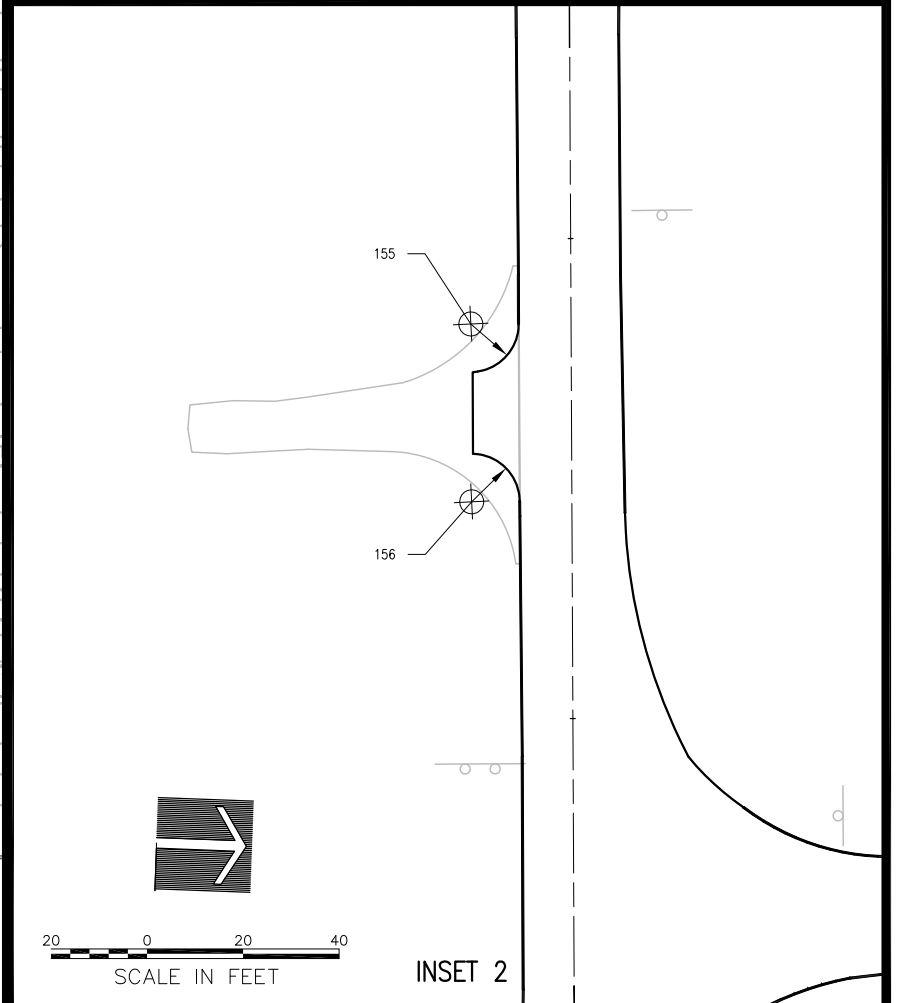
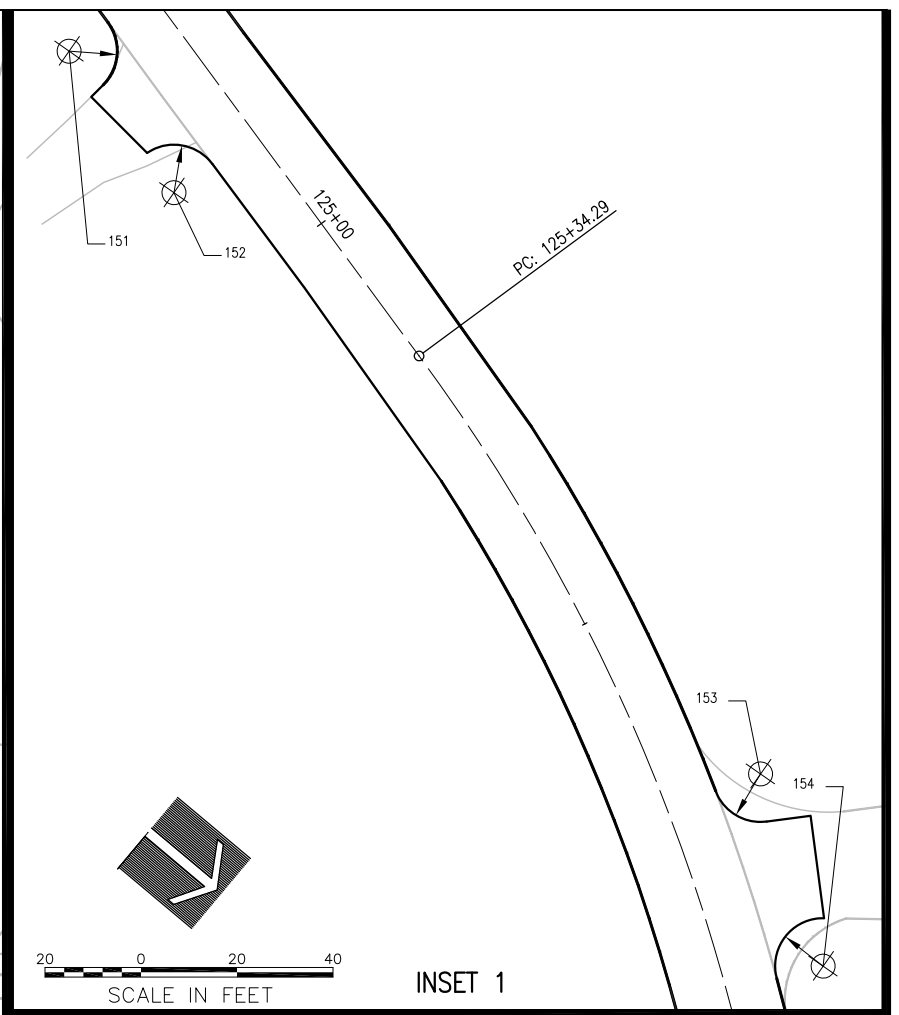
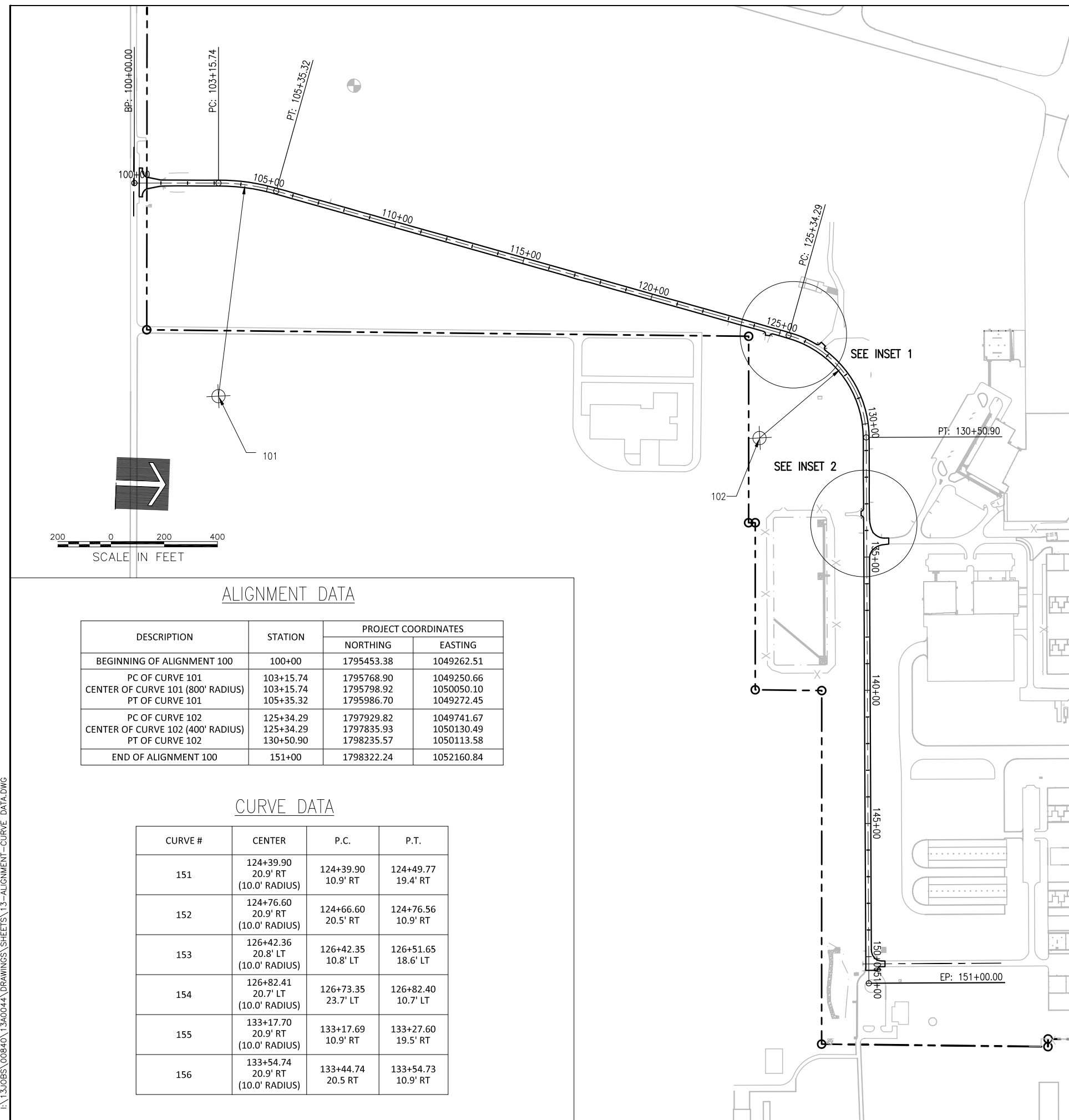
REVISION	DATE

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Hanson No. 13A0044D	Filename 13-ALIGNMENT-CURVE	Scale 1:50	Date JUNE 11, 2013
LAYOUT	LDH	5/13/13	
DRAWN	KMS	6/3/13	
REVIEWED	RMH	6/10/13	

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ALIGNMENT AND CURVE DATA
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



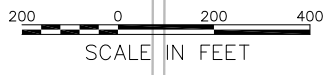
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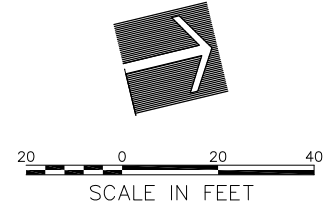
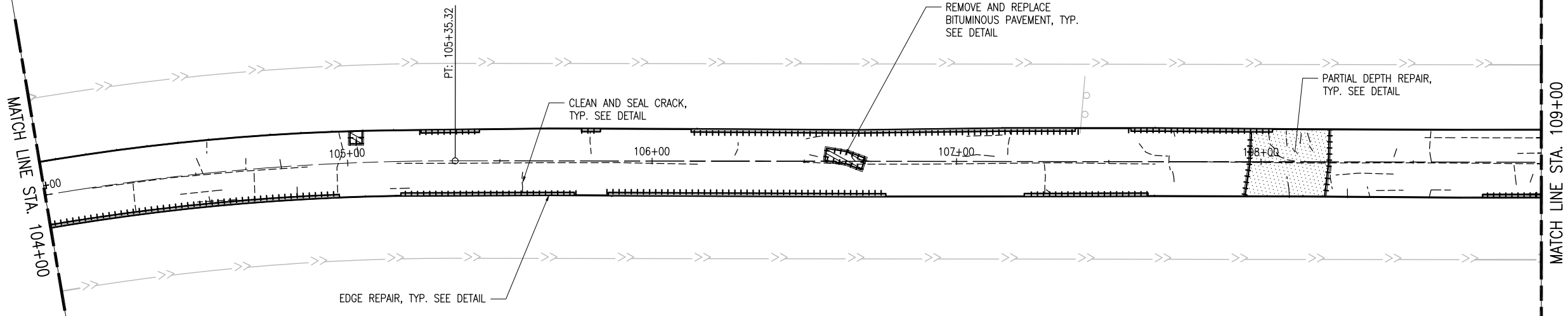
DESCRIPTION	STATION	PROJECT COORDINATES	
		NORTHING	EASTING
BEGINNING OF ALIGNMENT 100	100+00	1795453.38	1049262.51
PC OF CURVE 101	103+15.74	1795768.90	1049250.66
CENTER OF CURVE 101 (800' RADIUS)	103+15.74	1795798.92	1050050.10
PT OF CURVE 101	105+35.32	1795986.70	1049272.45
PC OF CURVE 102	125+34.29	1797929.82	1049741.67
CENTER OF CURVE 102 (400' RADIUS)	125+34.29	1797835.93	1050130.49
PT OF CURVE 102	130+50.90	1798235.57	1050113.58
END OF ALIGNMENT 100	151+00	1798322.24	1052160.84

CURVE DATA

CURVE #	CENTER	P.C.	P.T.
151	124+39.90 20.9' RT (10.0' RADIUS)	124+39.90 10.9' RT	124+49.77 19.4' RT
152	124+76.60 20.9' RT (10.0' RADIUS)	124+66.60 20.5' RT	124+76.56 10.9' RT
153	126+42.36 20.8' LT (10.0' RADIUS)	126+42.35 10.8' LT	126+51.65 18.6' LT
154	126+82.41 20.7' LT (10.0' RADIUS)	126+73.35 23.7' LT	126+82.40 10.7' LT
155	133+17.70 20.9' RT (10.0' RADIUS)	133+17.69 10.9' RT	133+27.60 19.5' RT
156	133+54.74 20.9' RT (10.0' RADIUS)	133+44.74 20.5 RT	133+54.73 10.9' RT

JUN 13, 2013 11:40 AM HAUSM00682
 I:\31085\00840\13A0044 DRAWINGS\ SHEETS\13-ALIGNMENT-CURVE DATA.DWG





NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

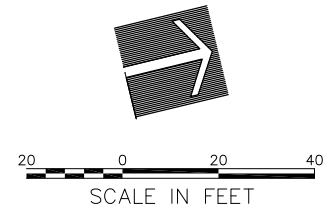
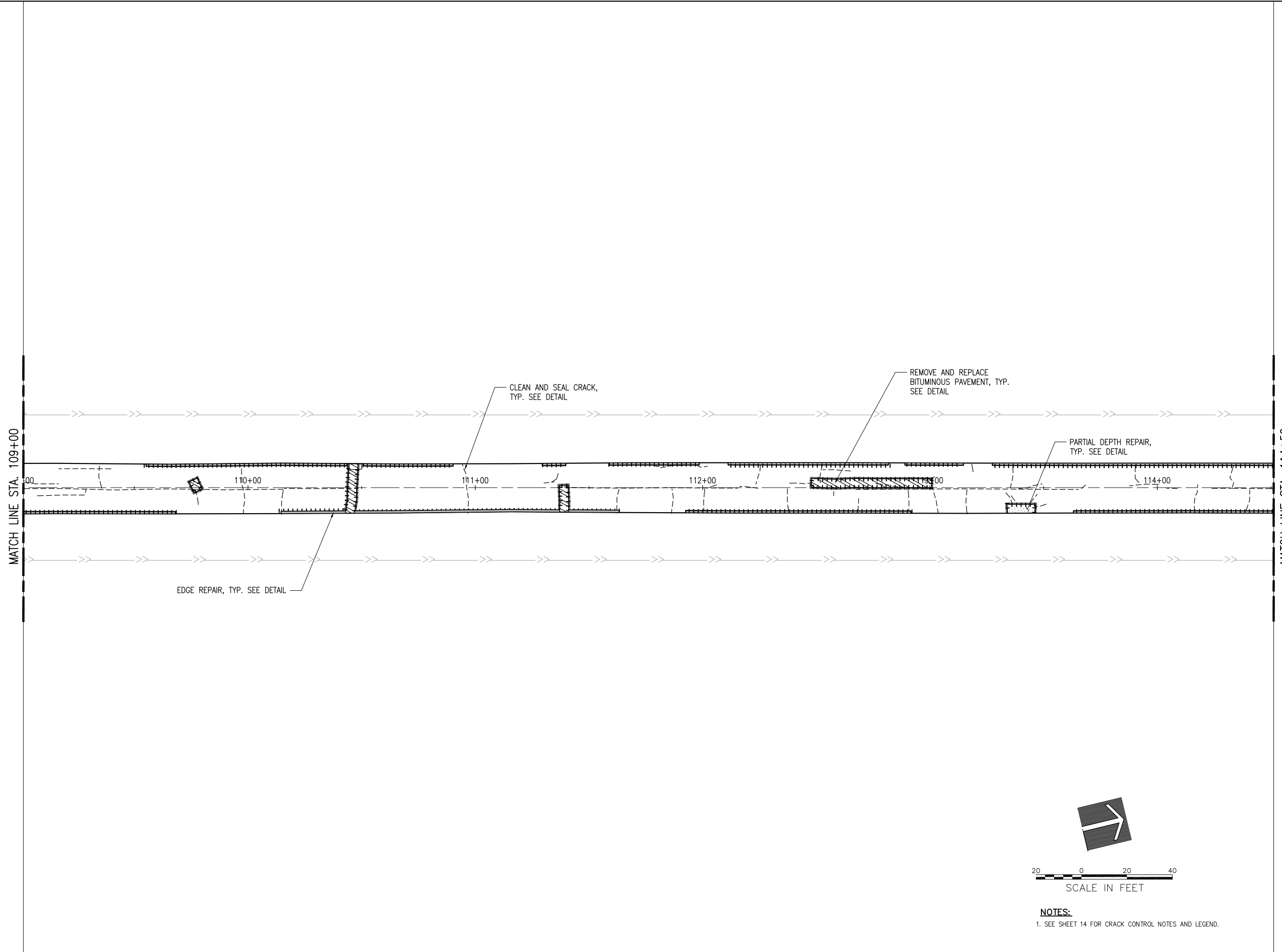
DATE	REVISION

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 1 George Michas Drive
 Romeoville, Illinois 60446
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 Fax: 815.838.9524

Hanson No. 13A0044D	Filename 15-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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CRACK REPAIR PLAN
STA. 104+00 - 109+00
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046

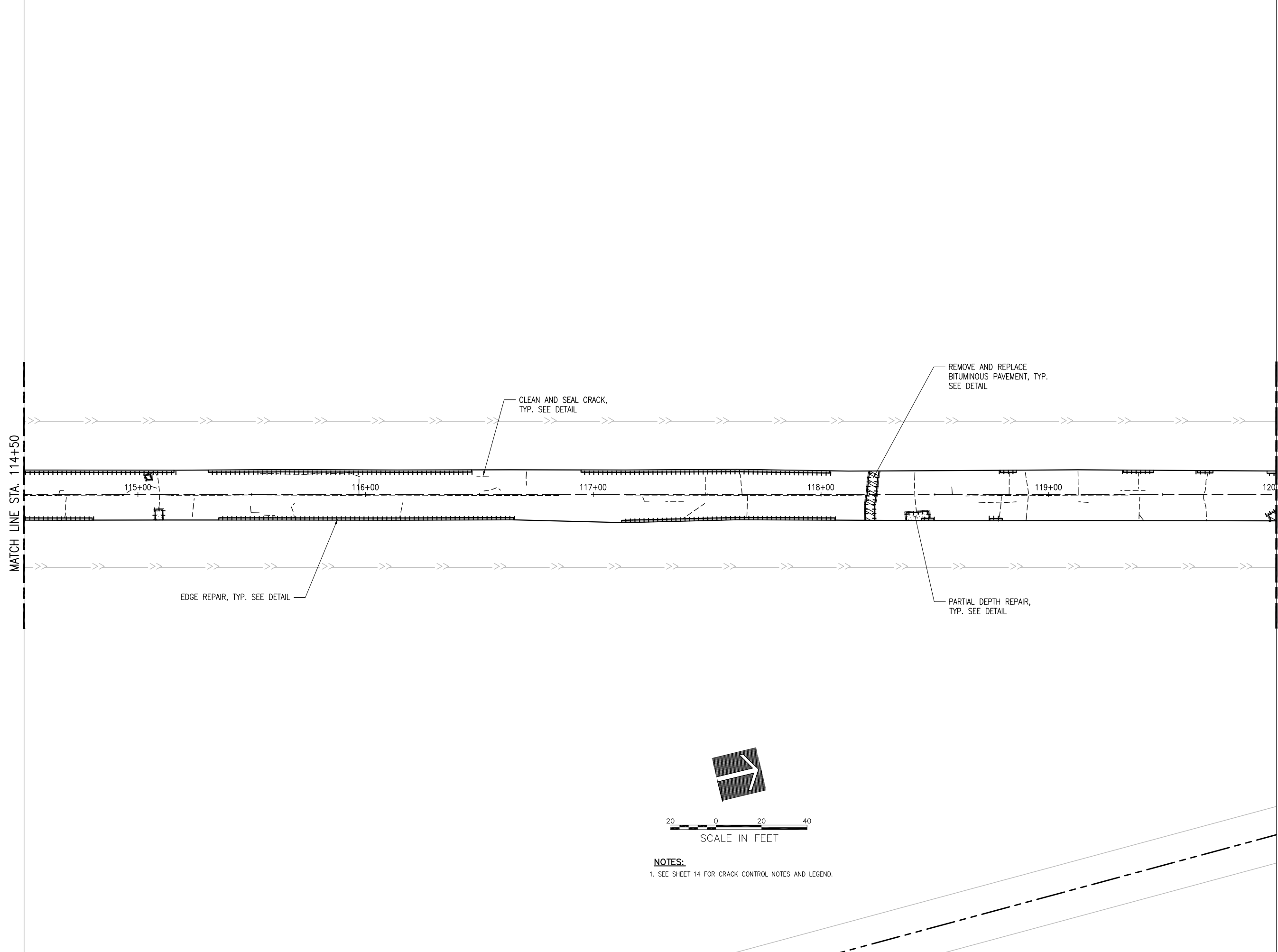
DATE	REVISION

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JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 13A0044D	Filename 16-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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STA. 109+00 - 114+50
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046

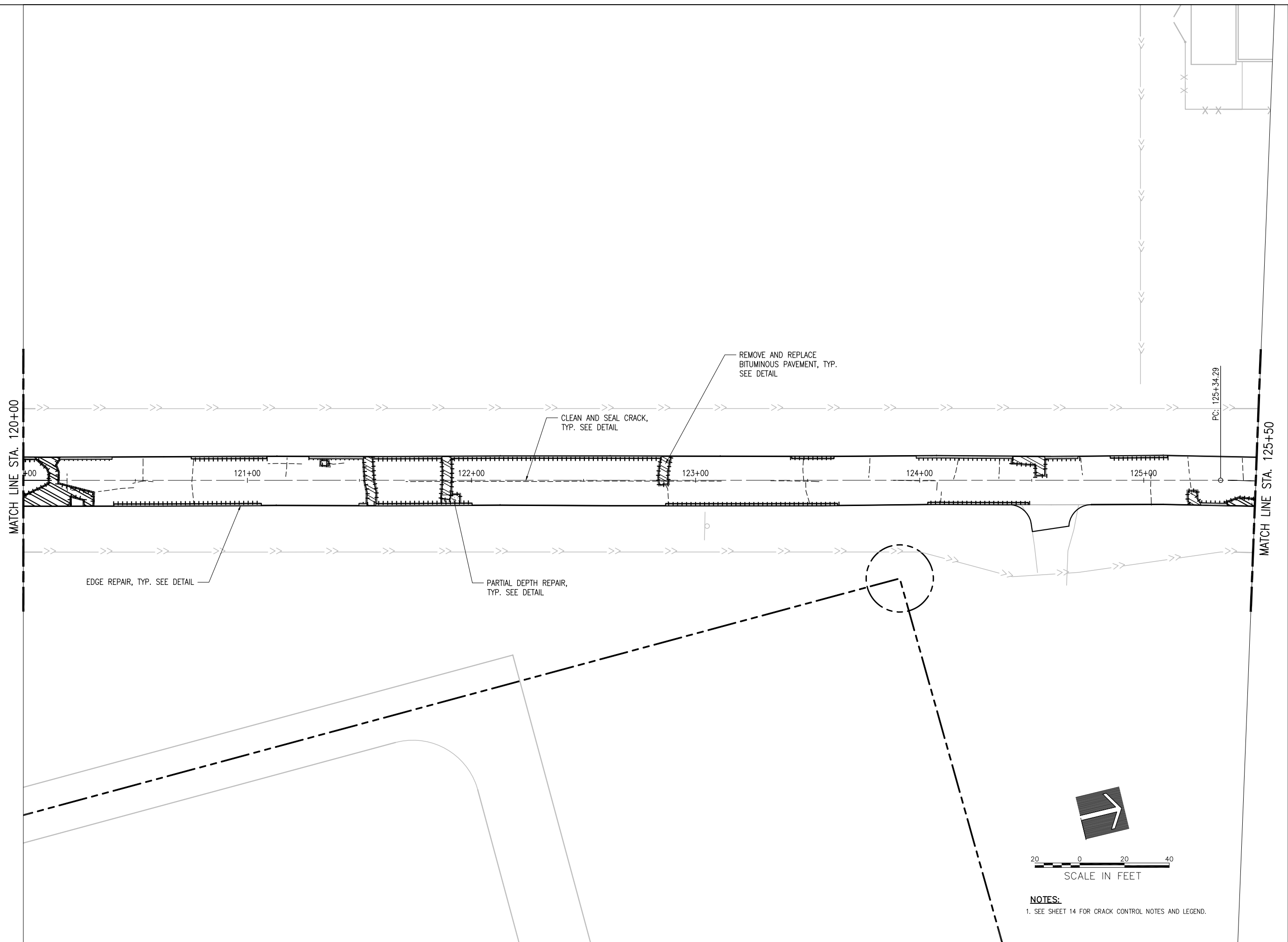
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Hanson No. 13A0044D	Filename 17-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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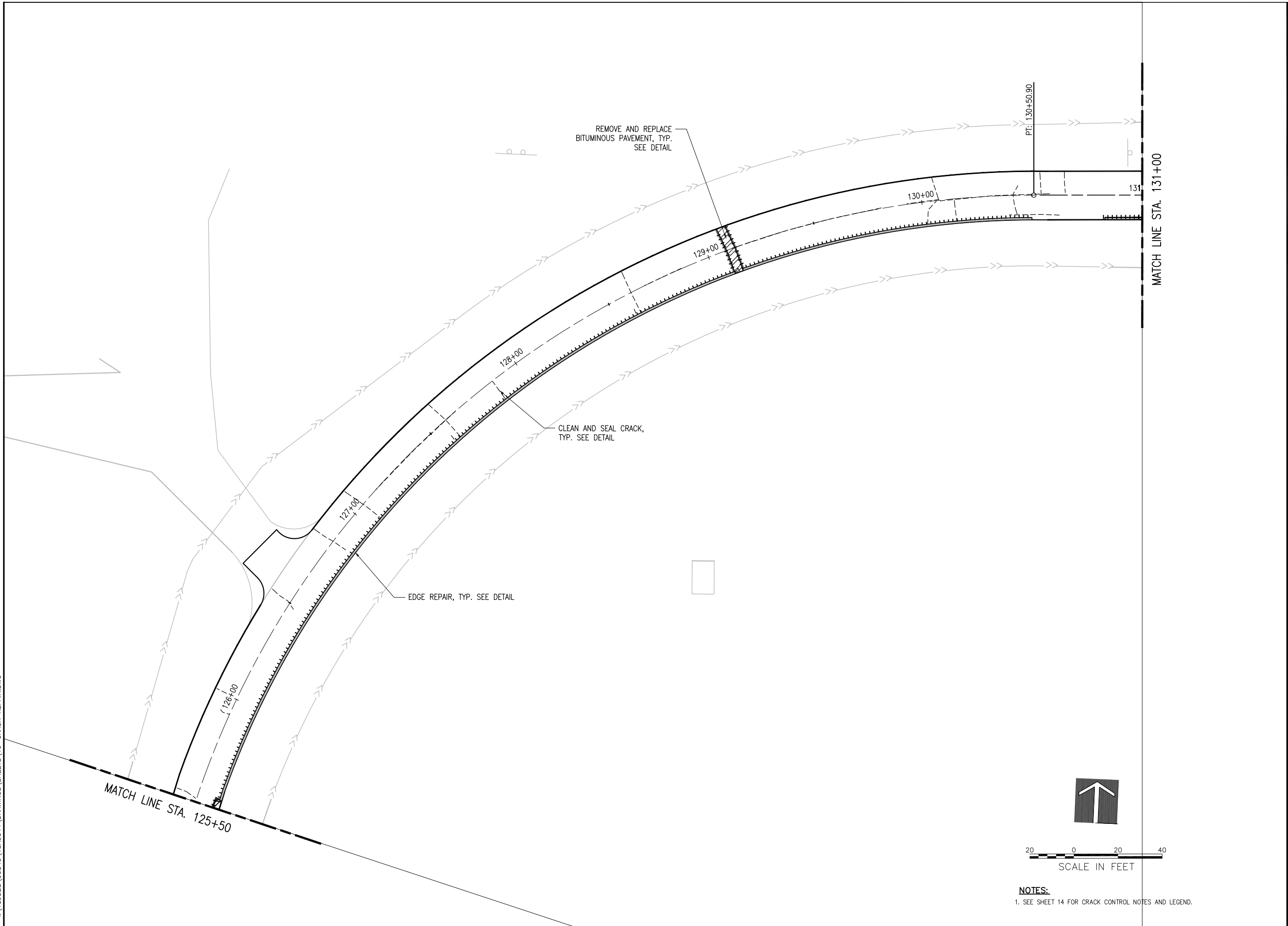
CRACK REPAIR PLAN
STA. 114+50 - 120+00
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046											
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DATE	REVISION										
<p>Hanson No. 13A0044 Filename 18-CRACK REPAIR.DWG Scale 1:20 Date JUNE 11, 2013</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>LAYOUT</td> <td>LDH</td> <td>6/5/13</td> </tr> <tr> <td>DRAWN</td> <td>LDH</td> <td>6/5/13</td> </tr> <tr> <td>REVIEWED</td> <td>RMH</td> <td>6/10/13</td> </tr> </table>	LAYOUT	LDH	6/5/13	DRAWN	LDH	6/5/13	REVIEWED	RMH	6/10/13	
LAYOUT	LDH	6/5/13									
DRAWN	LDH	6/5/13									
REVIEWED	RMH	6/10/13									
<p style="font-size: x-small;">© Copyright Hanson Professional Services Inc. 2013 Hanson Professional Services Inc. 815 Commerce Drive Suite 200 Oak Brook, Illinois 60523</p>											
<p>CRACK REPAIR PLAN STA. 120+00 - 125+50</p> <p>REHABILITATE AIRPORT ENTRANCE ROAD IDA No. LOT-4277</p>											
<p style="font-size: 2em;">18</p> <p style="font-size: x-small;">18 of 60 sheets</p>											

JUN 13, 2013 1:42 PM HALISM0682
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NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046

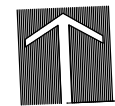
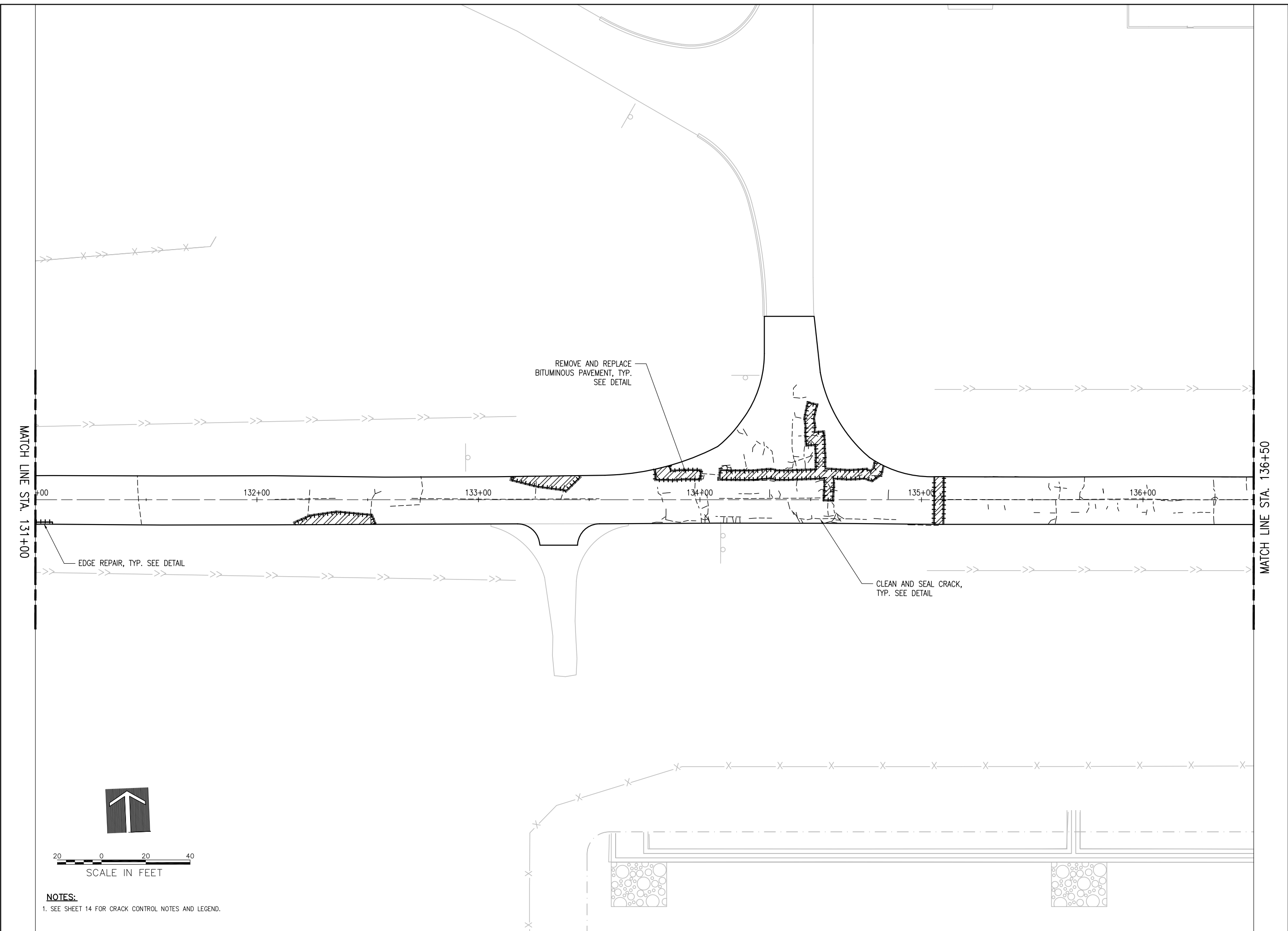
REVISION	DATE

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Hanson No. 13A0044D	Filename 19-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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 IDA No. LOT-4277



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046

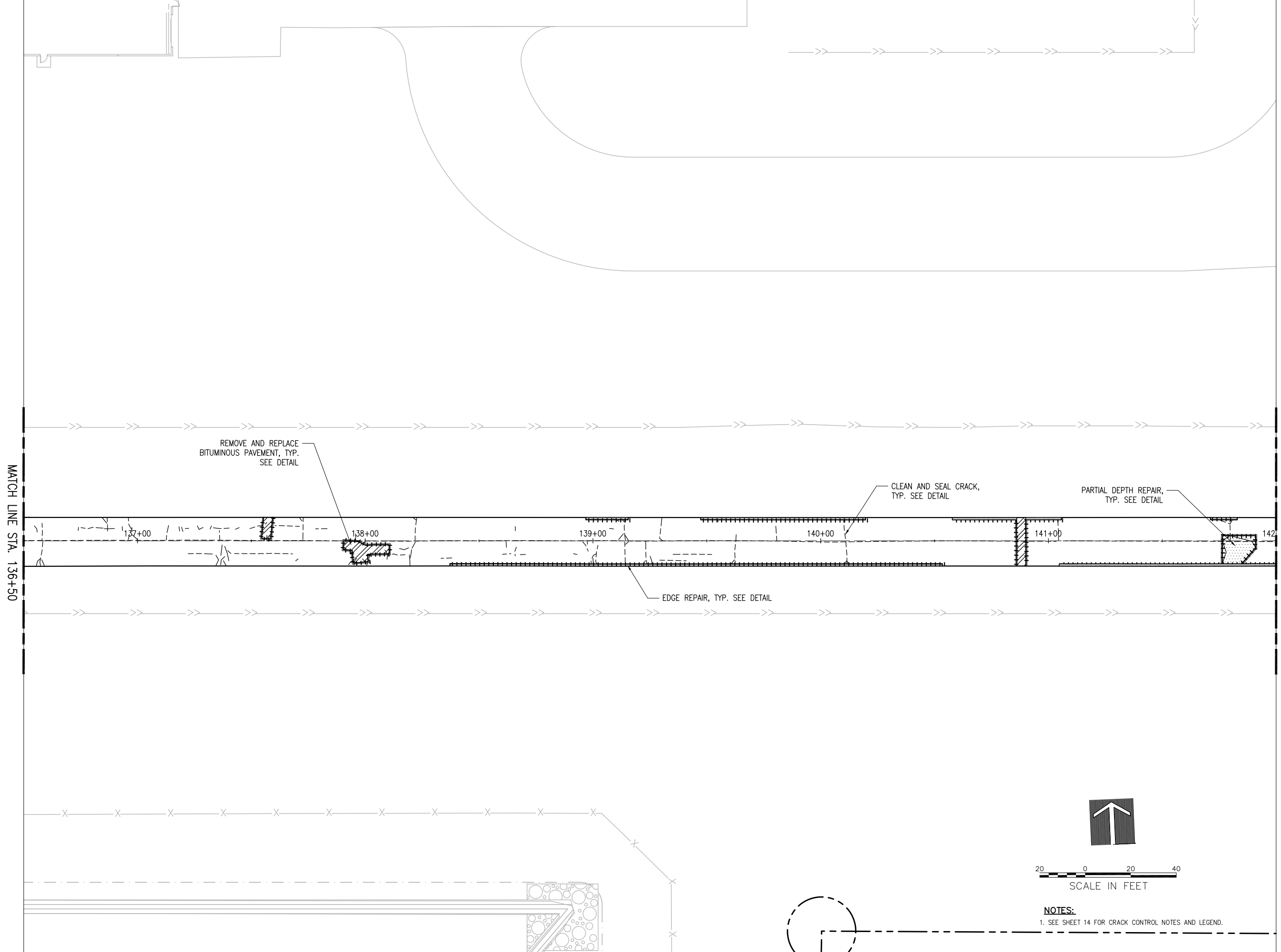
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Hanson No. 13A0044D	Filename 20-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

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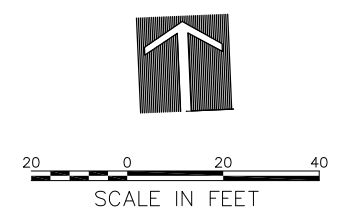
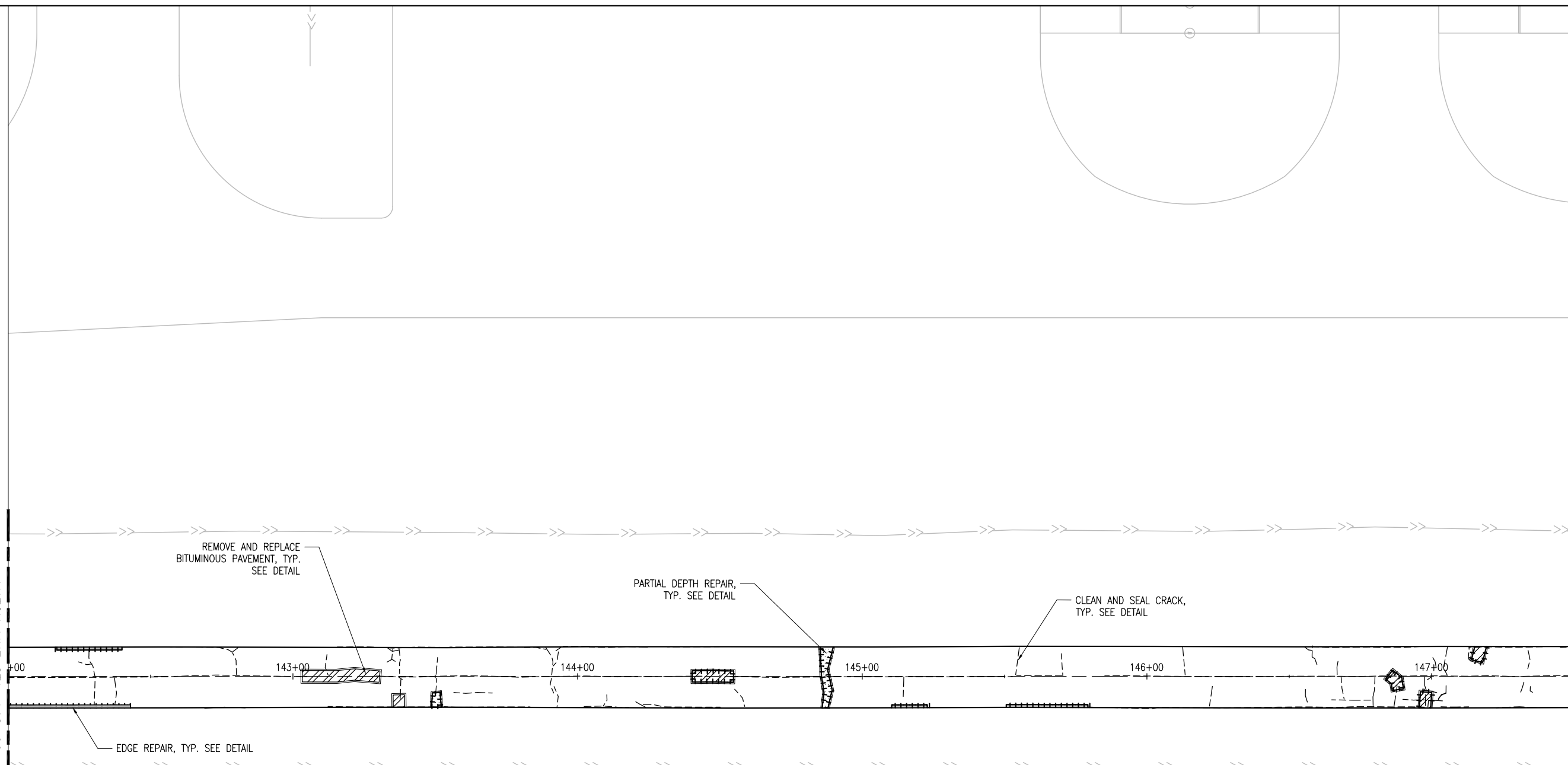
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Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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STA. 136+50 - 142+00
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 IDA No. LOT-4277

MATCH LINE STA. 142+00

MATCH LINE STA. 147+50



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

LE046

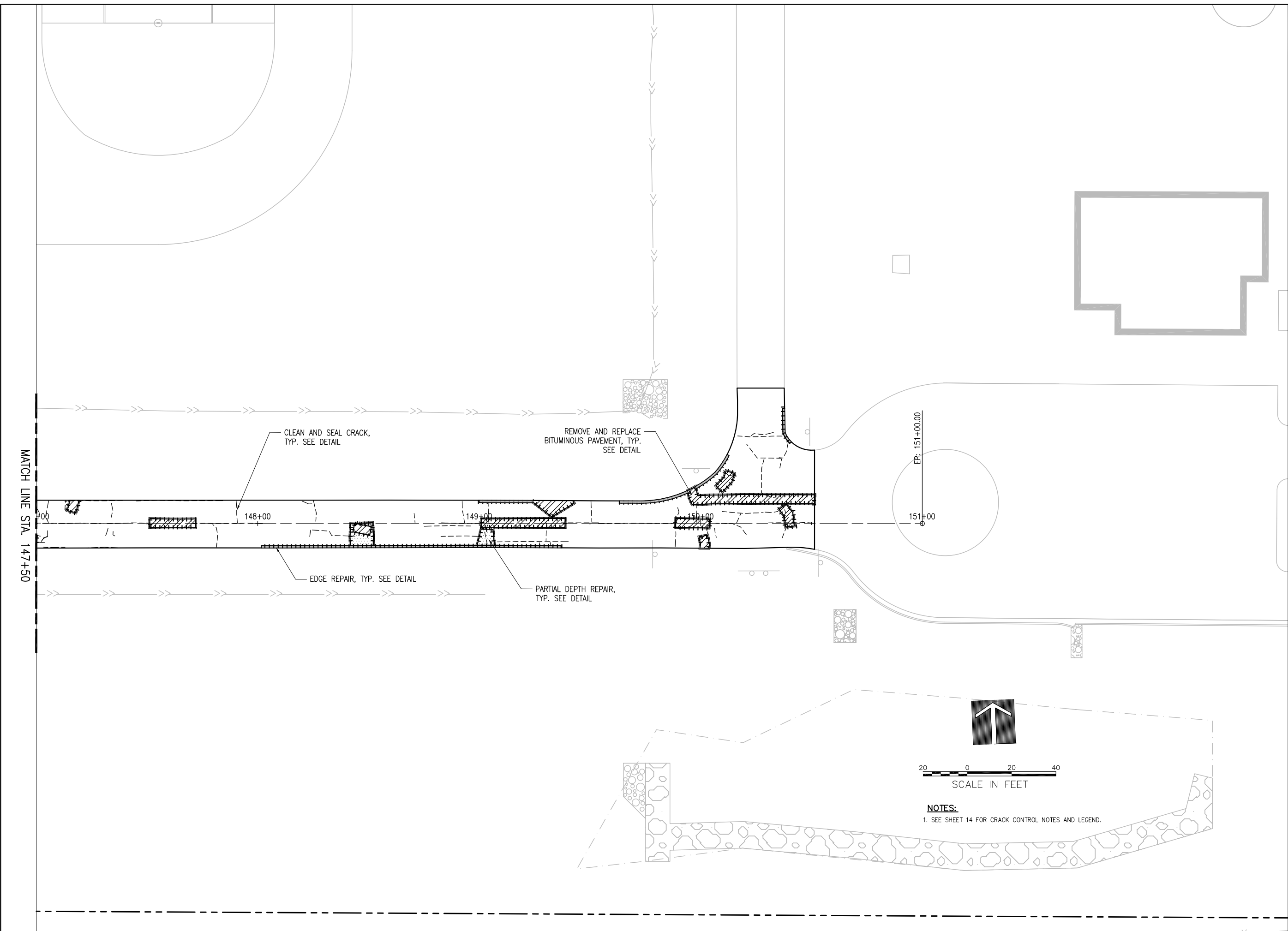
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Hanson No. 13A0044D	Filename 22-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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CRACK REPAIR PLAN
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REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



NOTES:
 1. SEE SHEET 14 FOR CRACK CONTROL NOTES AND LEGEND.

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Hanson No. 13A0044D	Filename 23-CRACK REPAIR.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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CRACK REPAIR PLAN
STA. 147+50 - 151+00
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

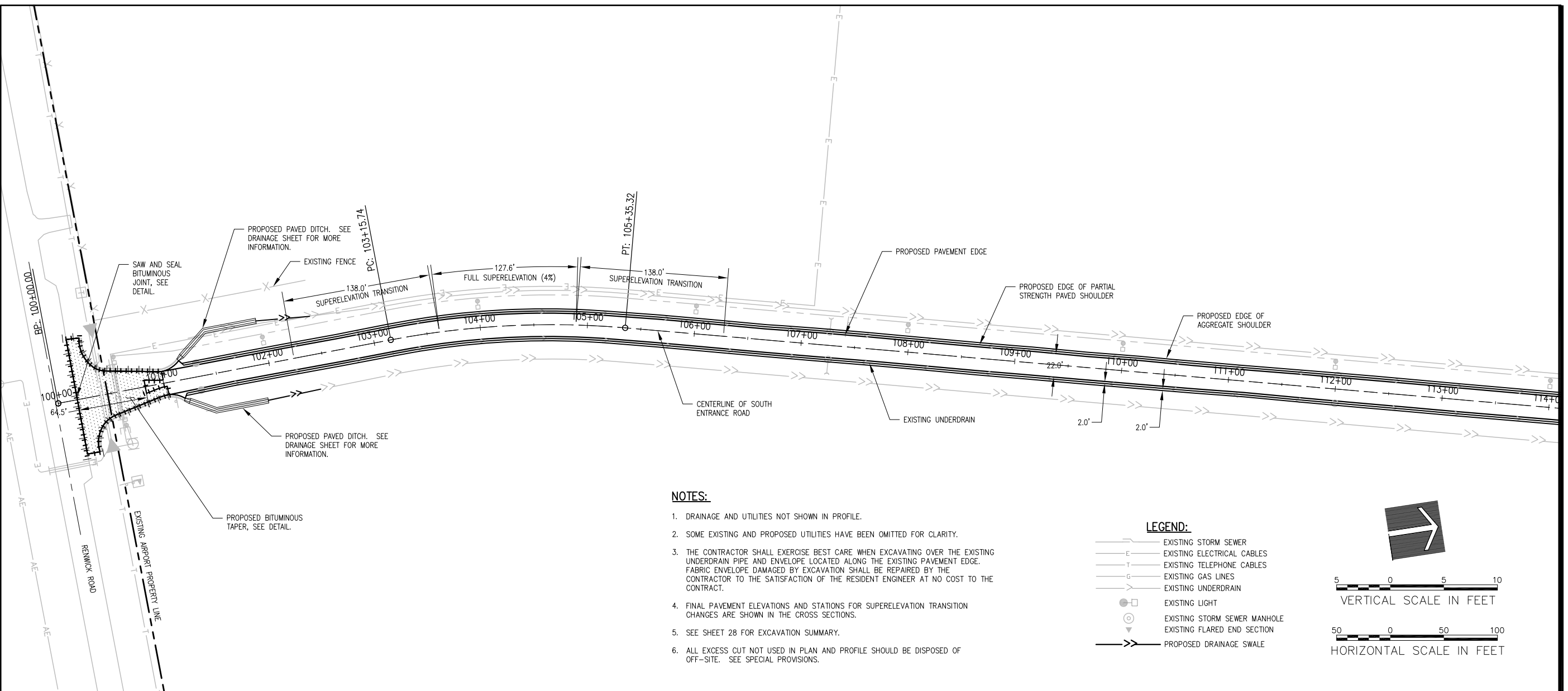
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Hanson No. 13A0044	Filename 24-P&P - SER.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	6/4/13
DRAWN LDH	6/4/13
REVIEWED RMH	6/10/13

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PLAN & PROFILE
SOUTH ENTRANCE ROAD
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

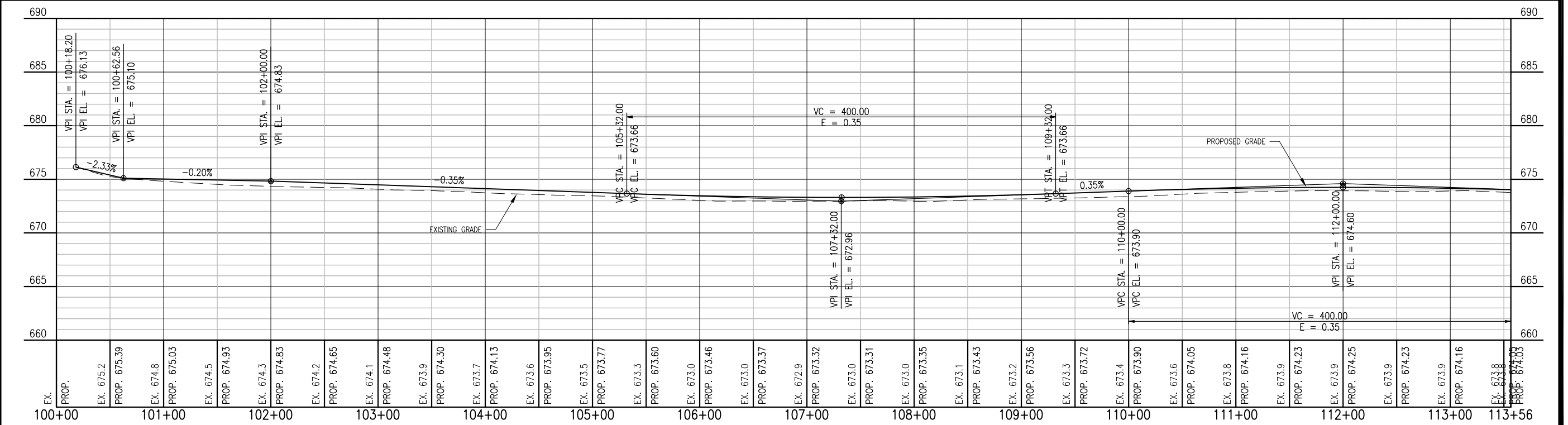
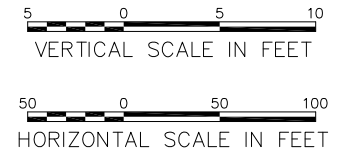


NOTES:

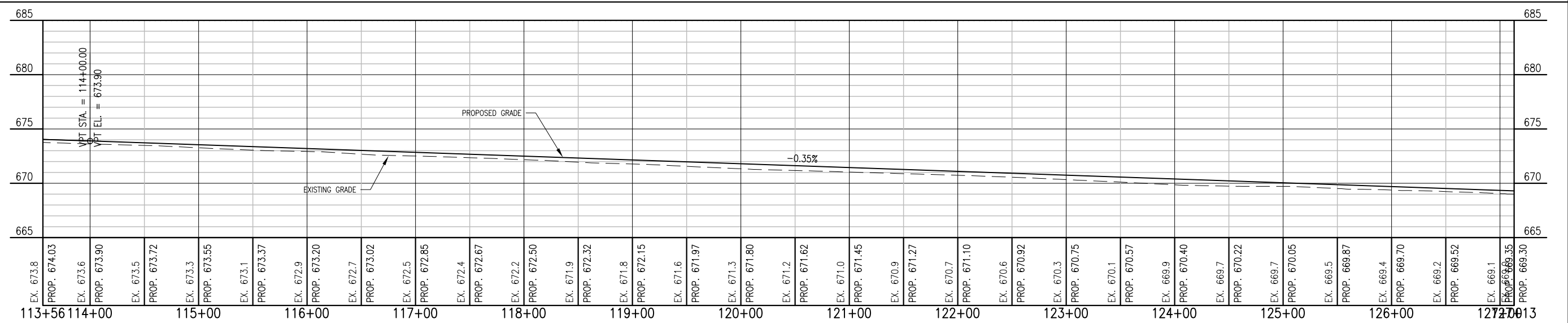
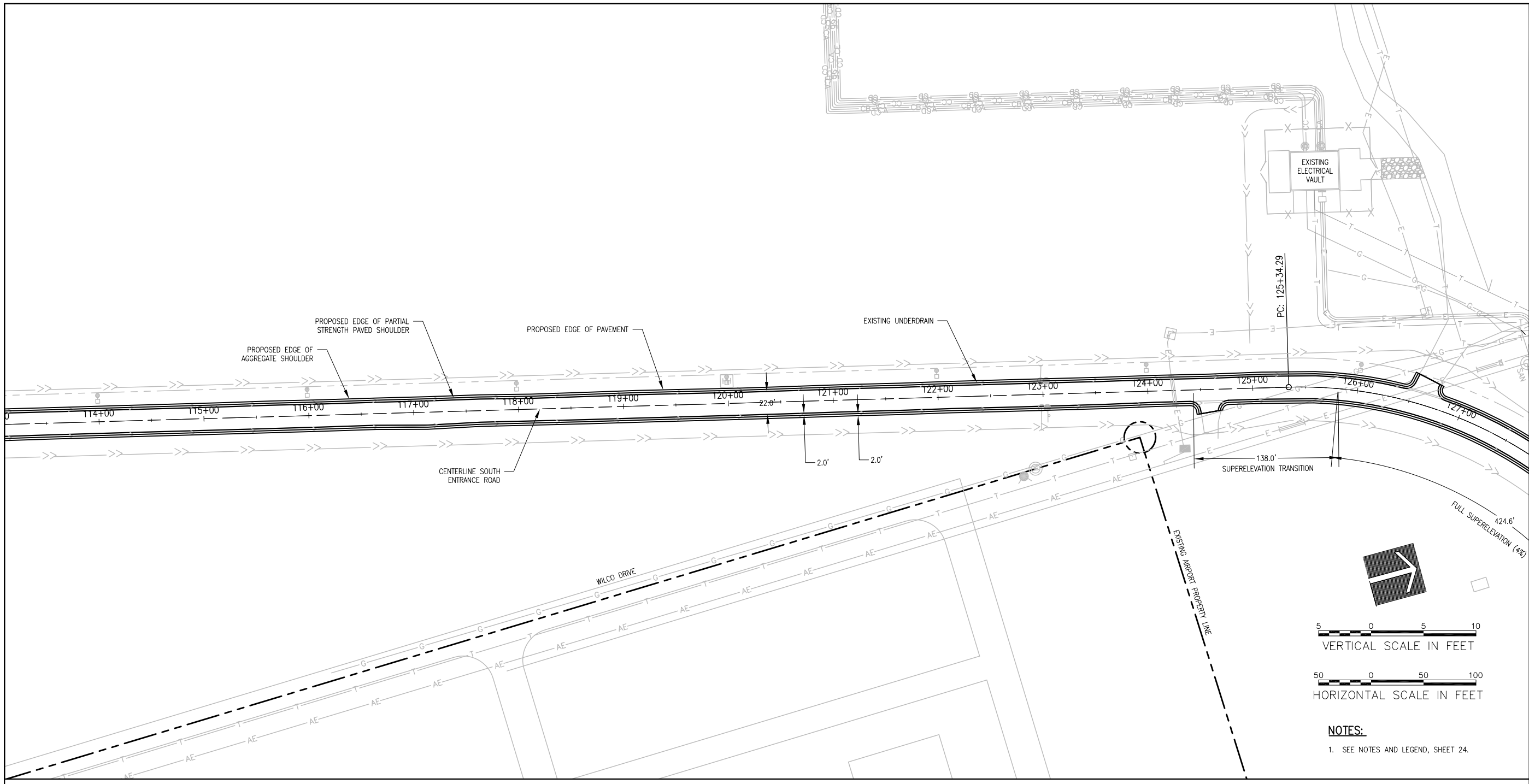
1. DRAINAGE AND UTILITIES NOT SHOWN IN PROFILE.
2. SOME EXISTING AND PROPOSED UTILITIES HAVE BEEN OMITTED FOR CLARITY.
3. THE CONTRACTOR SHALL EXERCISE BEST CARE WHEN EXCAVATING OVER THE EXISTING UNDERDRAIN PIPE AND ENVELOPE LOCATED ALONG THE EXISTING PAVEMENT EDGE. FABRIC ENVELOPE DAMAGED BY EXCAVATION SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO COST TO THE CONTRACT.
4. FINAL PAVEMENT ELEVATIONS AND STATIONS FOR SUPERELEVATION TRANSITION CHANGES ARE SHOWN IN THE CROSS SECTIONS.
5. SEE SHEET 28 FOR EXCAVATION SUMMARY.
6. ALL EXCESS CUT NOT USED IN PLAN AND PROFILE SHOULD BE DISPOSED OF OFF-SITE. SEE SPECIAL PROVISIONS.

LEGEND:

- EXISTING STORM SEWER
- EXISTING ELECTRICAL CABLES
- EXISTING TELEPHONE CABLES
- EXISTING GAS LINES
- EXISTING UNDERDRAIN
- EXISTING LIGHT
- EXISTING STORM SEWER MANHOLE
- EXISTING FLARED END SECTION
- PROPOSED DRAINAGE SWALE



JUN 13, 2013 2:36 PM HALUSM0682
 I:\3\085\00840\13A0044 DRAWINGS\ SHEETS\25-P&P - SER.DWG



LE046

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Hanson No. 13A0044	Filename 25-P&P - SER.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	6/4/13
DRAWN LDH	6/4/13
REVIEWED RMH	6/10/13

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PLAN & PROFILE
SOUTH ENTRANCE ROAD
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

REVISION
DATE

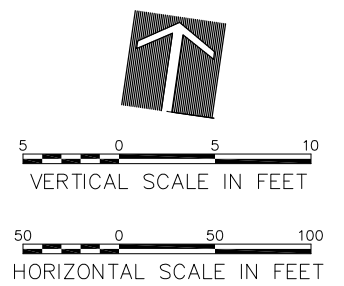
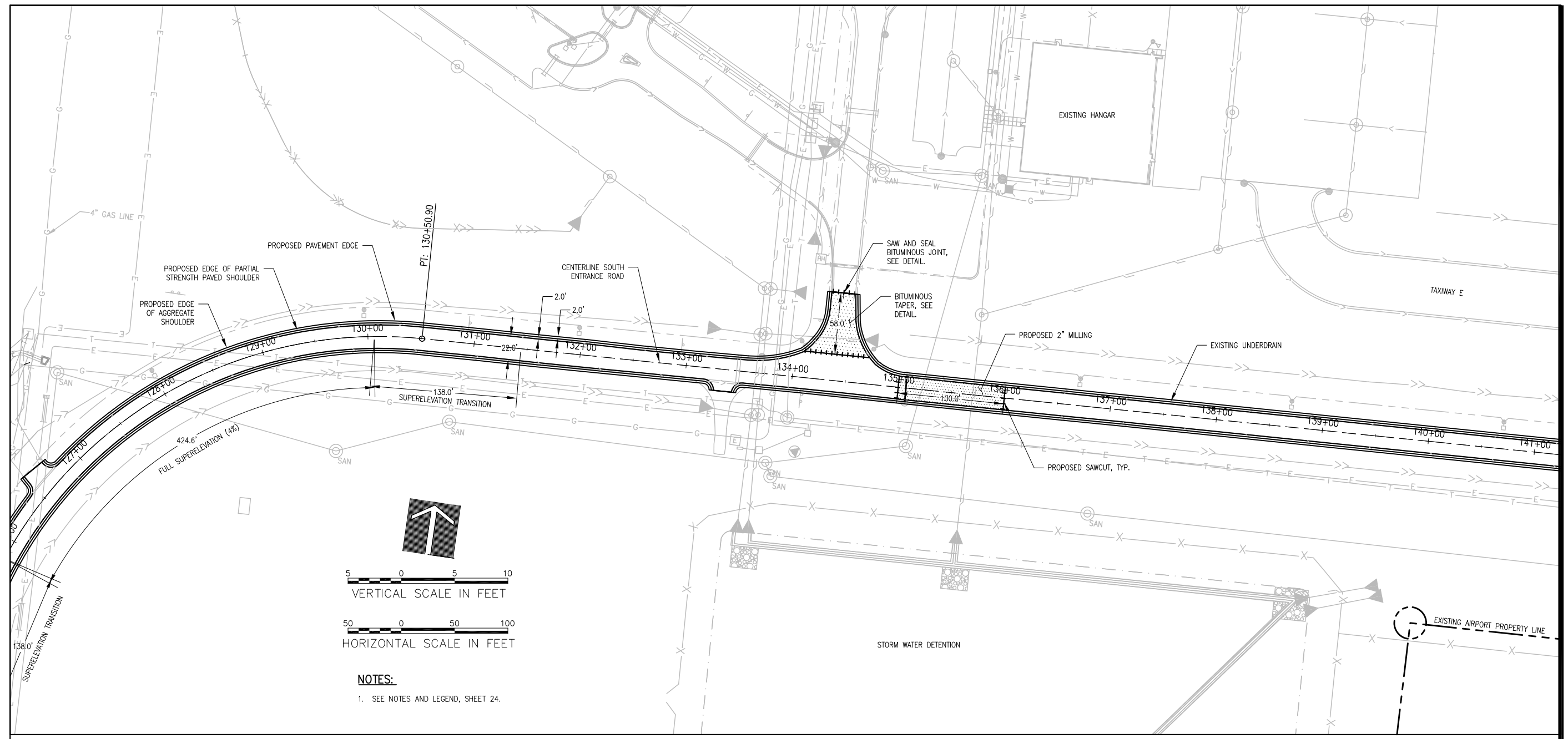
Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
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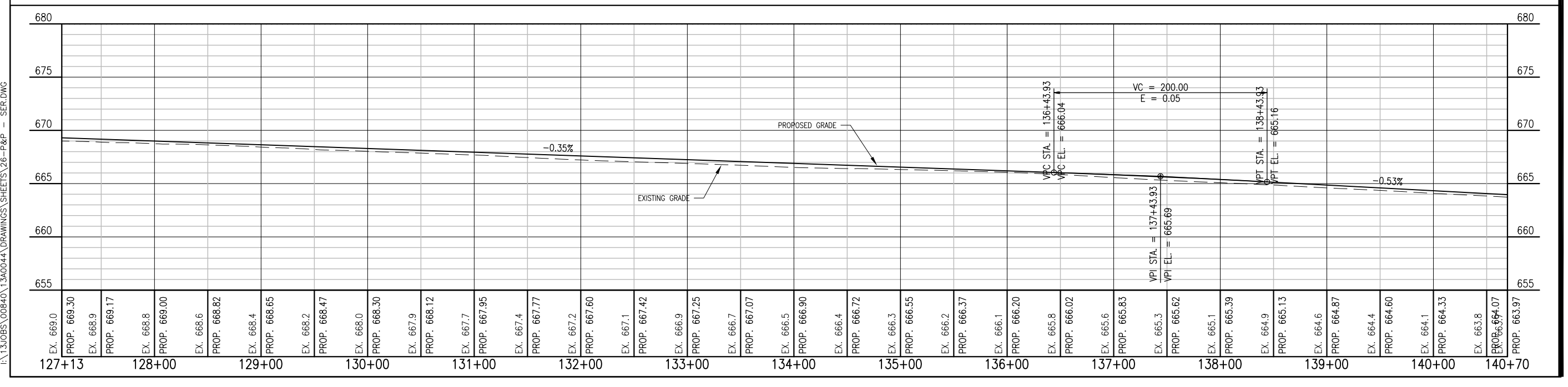
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DRAWN	LDH	6/4/13	
REVIEWED	RMH	6/10/13	

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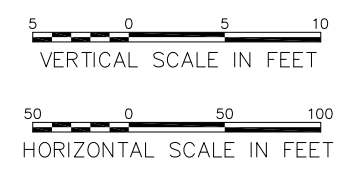
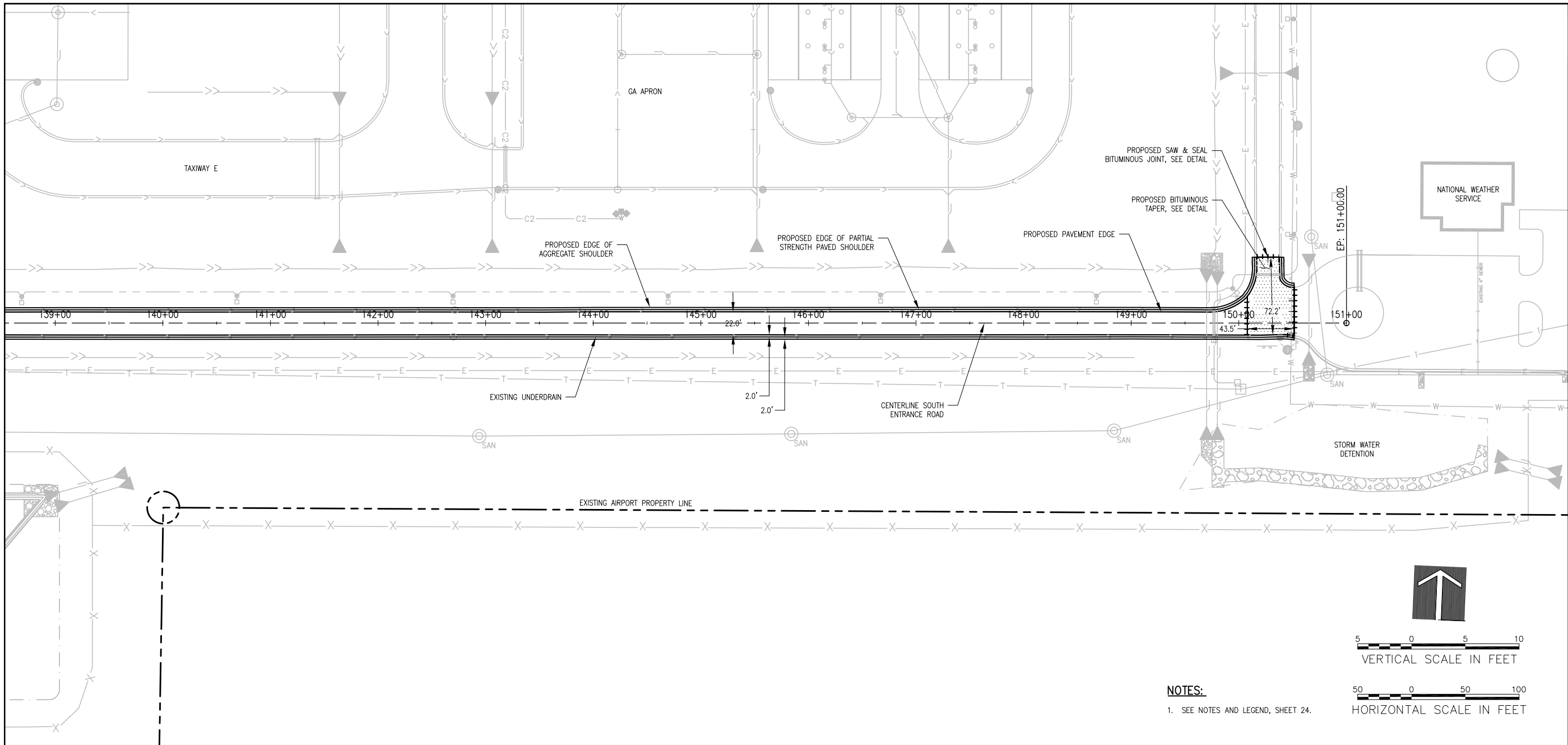
PLAN & PROFILE
SOUTH ENTRANCE ROAD
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



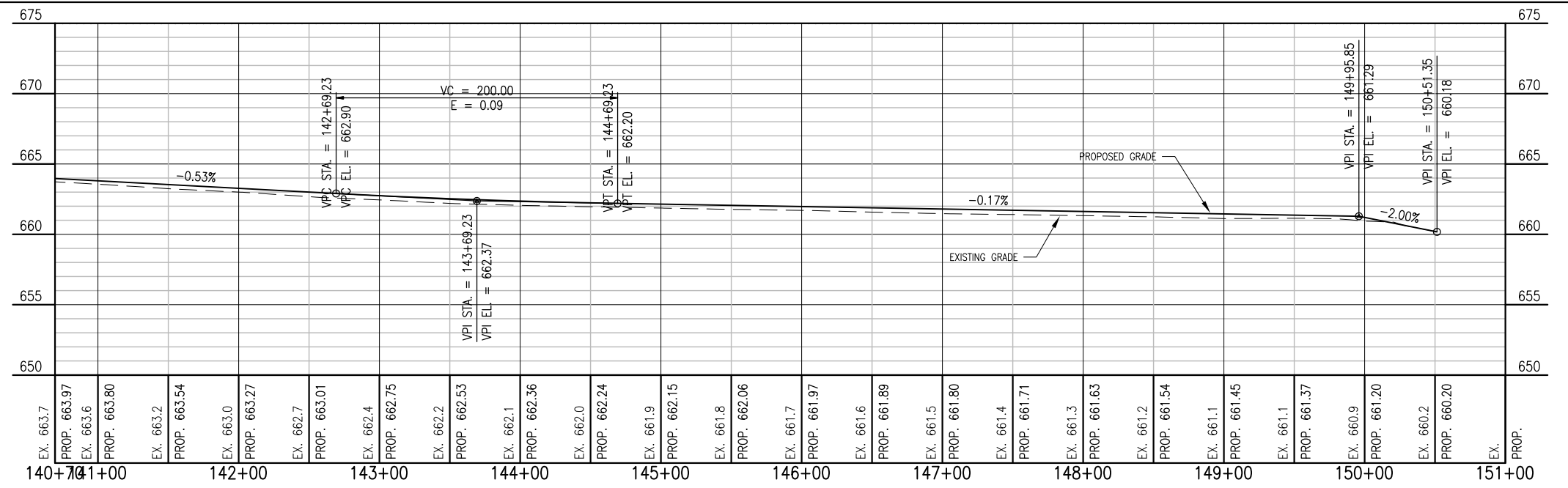
NOTES:
 1. SEE NOTES AND LEGEND, SHEET 24.



JUN 13, 2013 2:45 PM HALUSM0682
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NOTES:
 1. SEE NOTES AND LEGEND, SHEET 24.



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Hanson No. 13A0044D	Filename 27-P&P - SER.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	6/4/13
DRAWN LDH	6/4/13
REVIEWED RMH	6/10/13

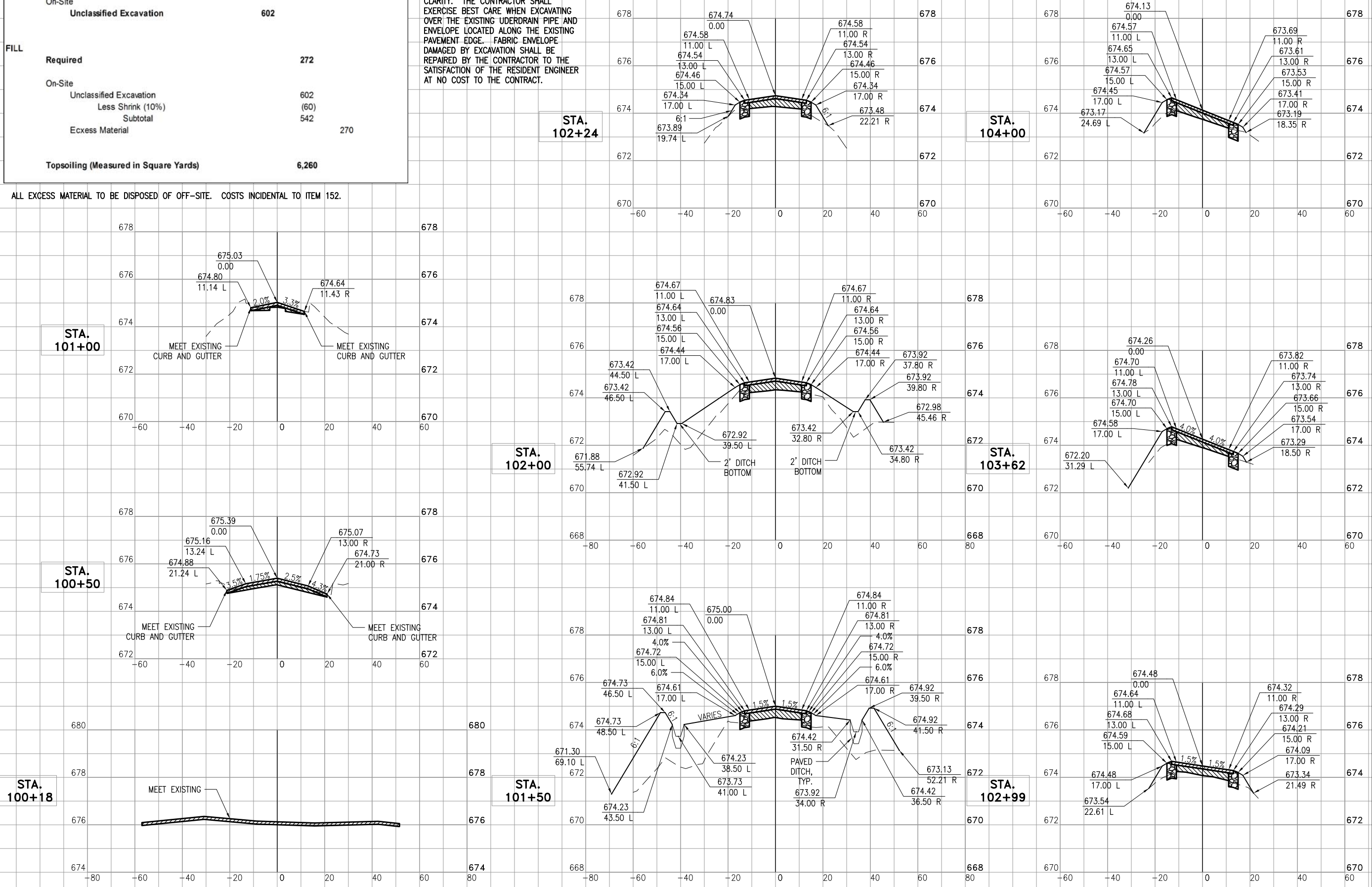
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PLAN & PROFILE
SOUTH ENTRANCE ROAD
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

EARTHWORK SUMMARY IN CUBIC YARDS			
CUT		CUT	FILL
On-Site	Unclassified Excavation	602	
FILL			
Required		272	
On-Site	Unclassified Excavation	602	
	Less Shrink (10%)	(60)	
	Subtotal	542	
	Excess Material		270
Topsoiling (Measured in Square Yards)		6,260	

NOTES:
 EXISTING UNDERDRAIN NOT SHOWN FOR CLARITY. THE CONTRACTOR SHALL EXERCISE BEST CARE WHEN EXCAVATING OVER THE EXISTING UNDERDRAIN PIPE AND ENVELOPE LOCATED ALONG THE EXISTING PAVEMENT EDGE. FABRIC ENVELOPE DAMAGED BY EXCAVATION SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER AT NO COST TO THE CONTRACT.

ALL EXCESS MATERIAL TO BE DISPOSED OF OFF-SITE. COSTS INCIDENTAL TO ITEM 152.



REVISION	DATE

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Hanson No. 13A0044D	Filename 28-CROSSSECTIONS.DWG	Scale 1:20	Date JUNE 11, 2013
LAYOUT	LDH	6/4/13	
DRAWN	LDH	6/4/13	
REVIEWED	RMH	6/10/13	

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CROSS SECTIONS
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 IDA No. LOT-4277

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REVISION

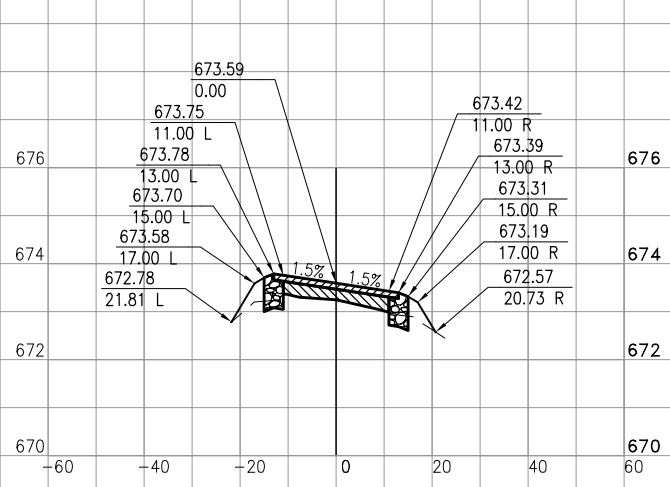
Chicago-Romeoville Airport
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Hanson No. 13A0044D	Filename 29-CROSSSECTIONS.DWG	Date JUNE 11, 2013
Scale 1:20	Drawn LDH	Reviewed RMH

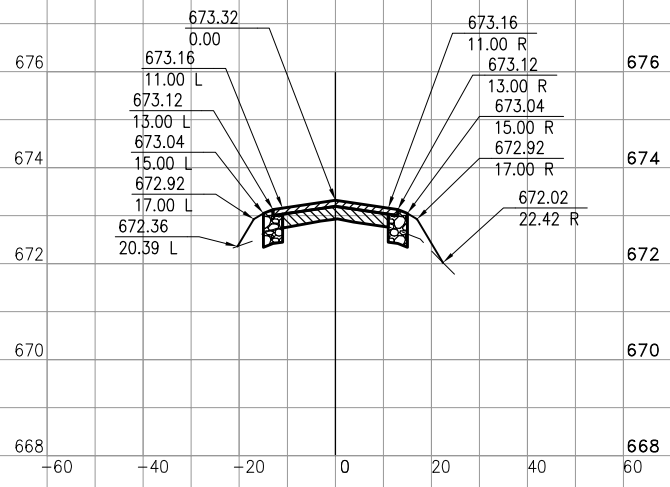
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CROSS SECTIONS
 SOUTH ENTRANCE ROAD
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

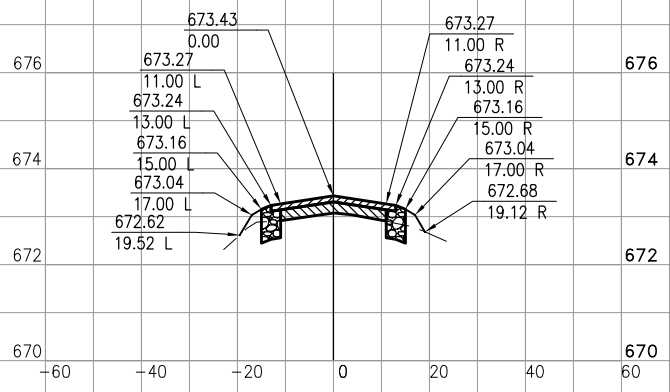
STA. 105+52



STA. 107+00



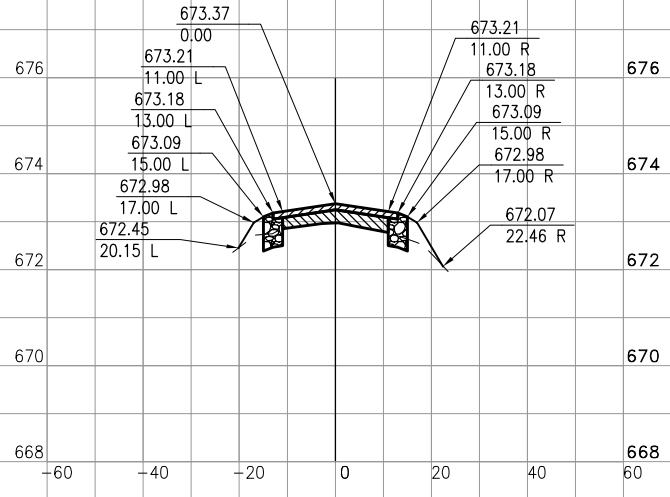
STA. 108+50



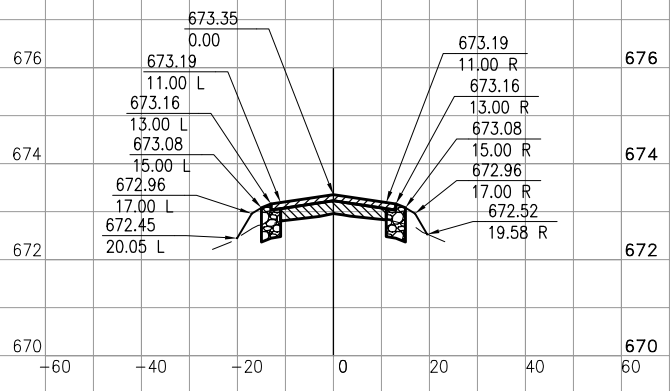
STA. 104+89



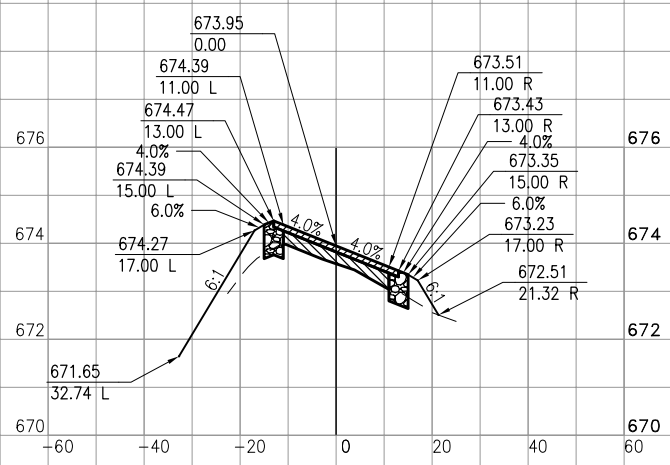
STA. 106+50



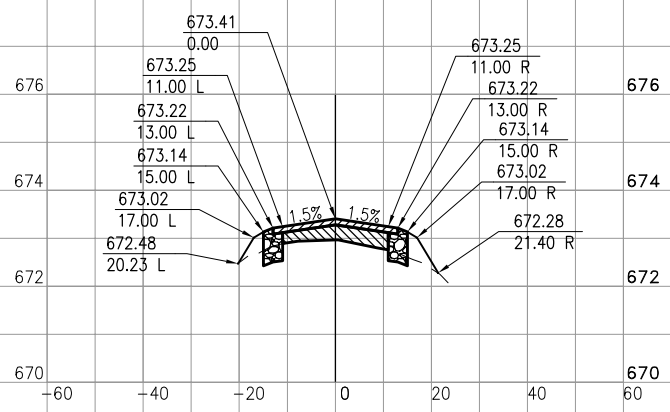
STA. 108+00



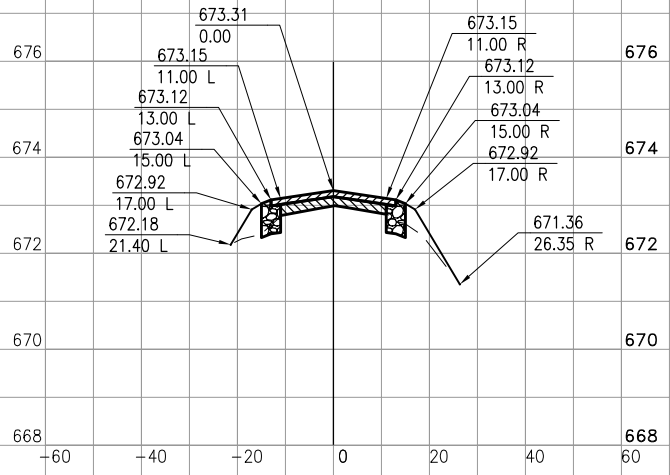
STA. 104+50



STA. 106+27



STA. 107+50



JUN 13, 2013 2:54 PM SPITZ01394
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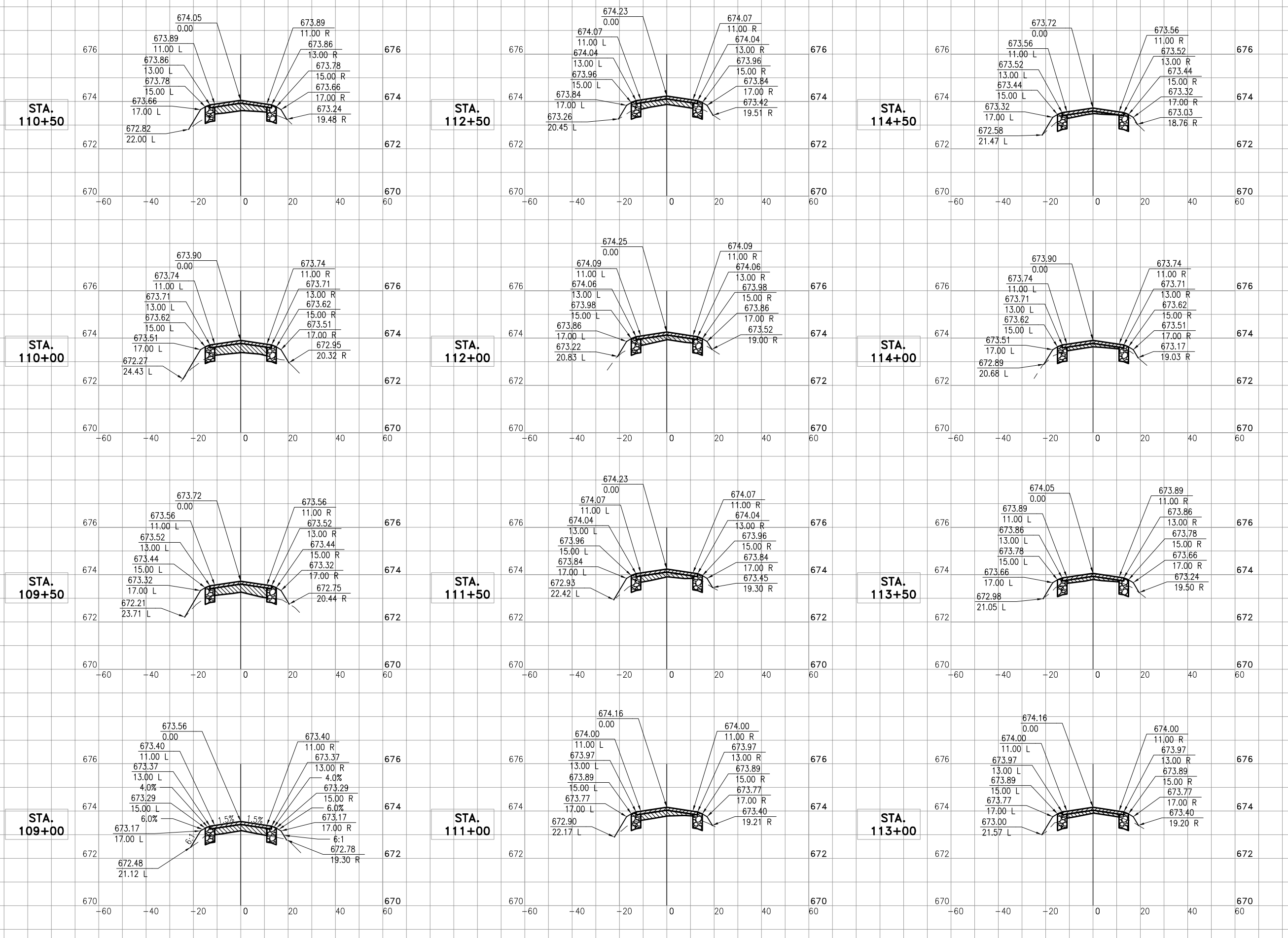
REVISION	DATE

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Hanson No. 13A0044D	Filename 30-CROSSSECTIONS.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/4/13
DRAWN LDH	6/4/13
REVIEWED RMH	6/10/13

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CROSS SECTIONS
 SOUTH ENTRANCE ROAD
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



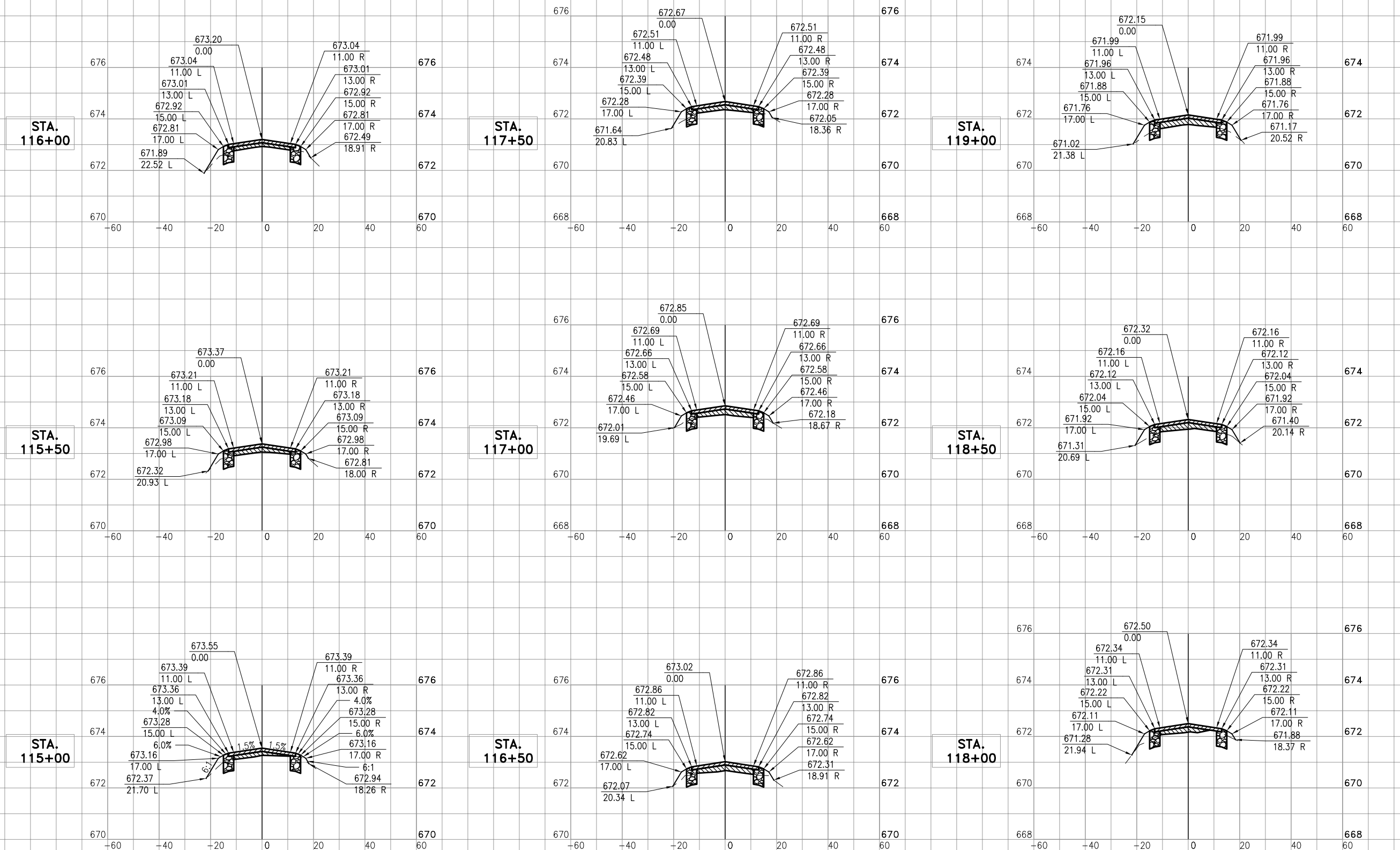
REVISION	DATE

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JOLIET REGIONAL PORT DISTRICT
1 George Michas Drive
Romeoville, Illinois 60446
Telephone: 815.838.9497
Fax: 815.838.9524

Hanson No.	Filename	Scale	Date	LAYOUT	LDH	6/4/13
13A0044D	31-CROSSSECTIONS.DWG	1:20	JUNE 11, 2013		LDH	6/4/13
				DRAWN	LDH	6/4/13
				REVIEWED	RMH	6/10/13

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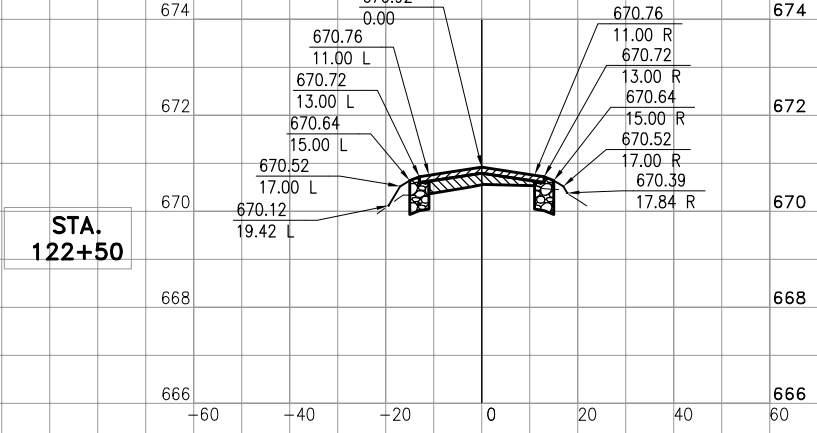
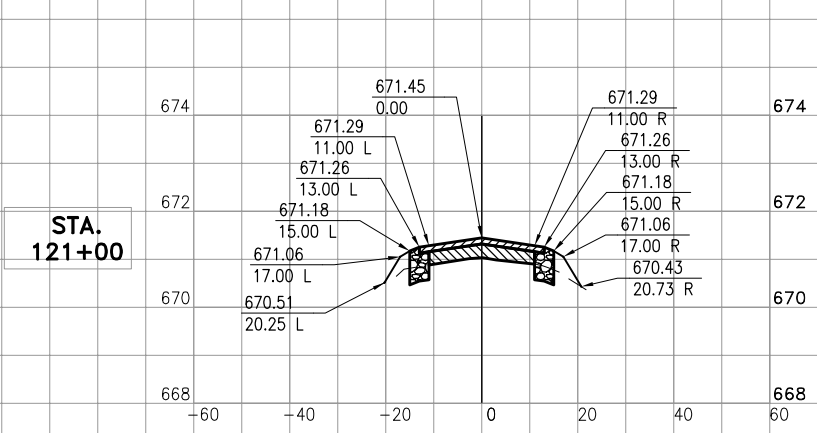
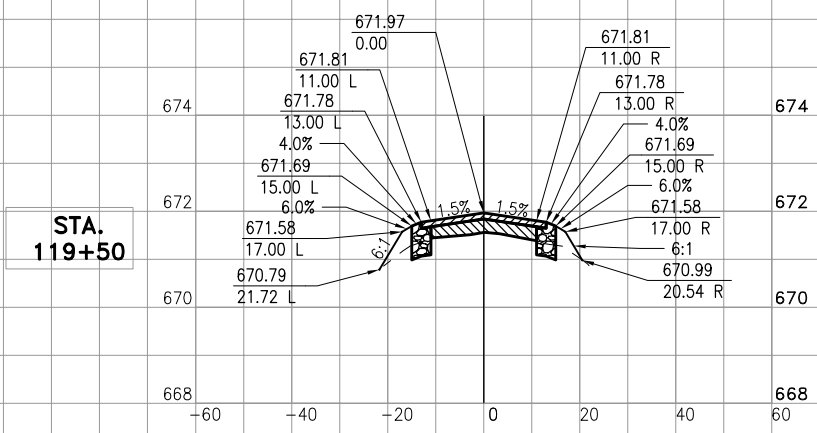
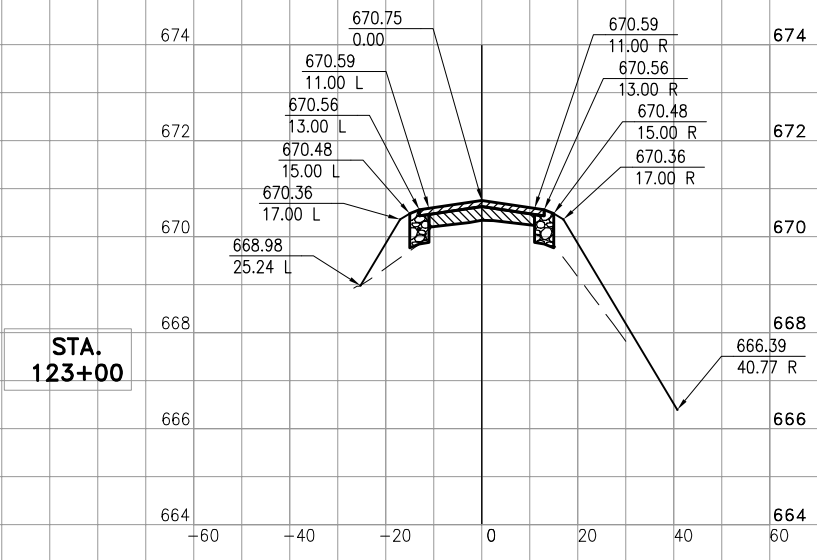
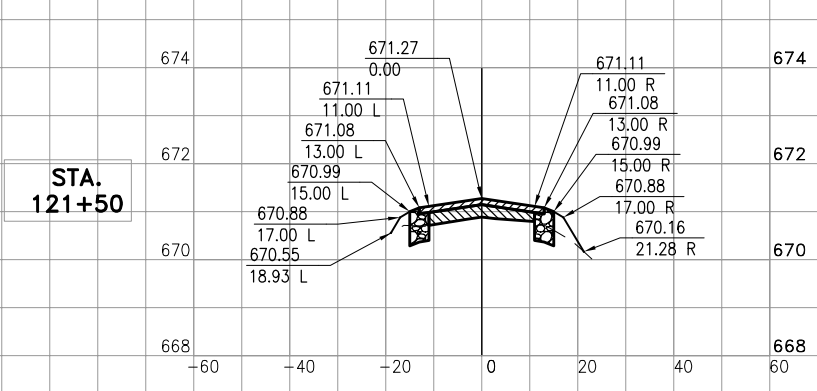
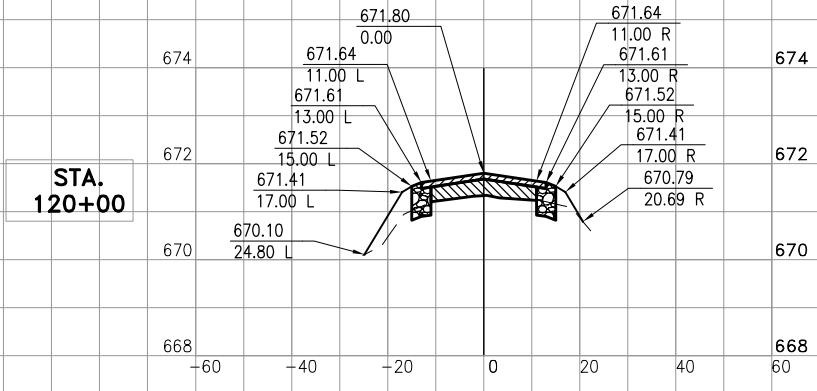
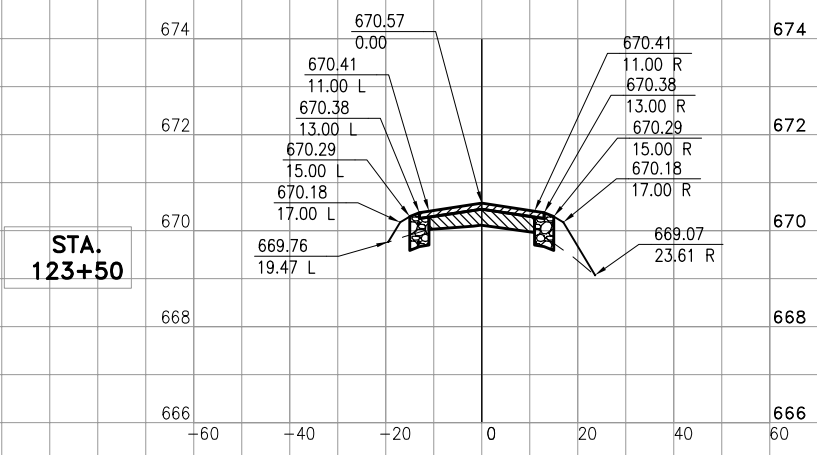
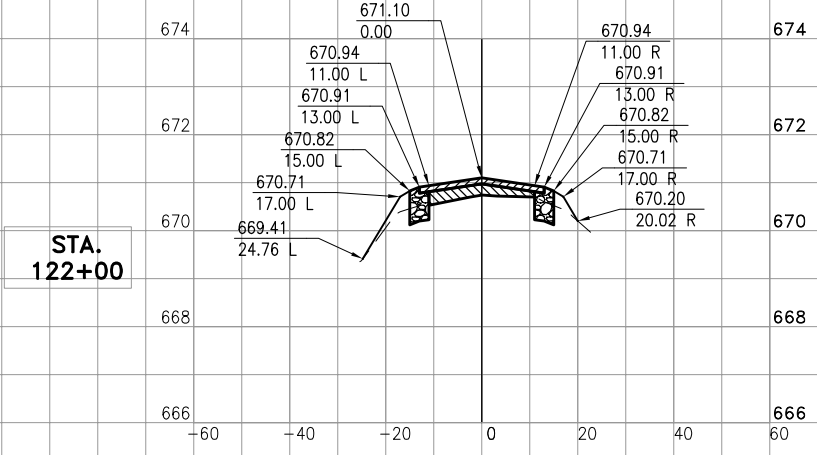
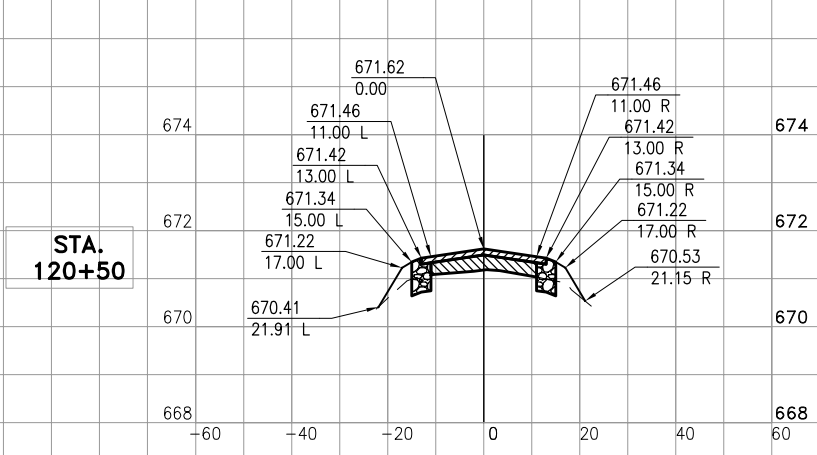
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Hanson No. 13A0044D	Filename 32-CROSSSECTIONS.DWG	Date JUNE 11, 2013
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CROSS SECTIONS
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JUN 13, 2013 2:52 PM SPITZ01394
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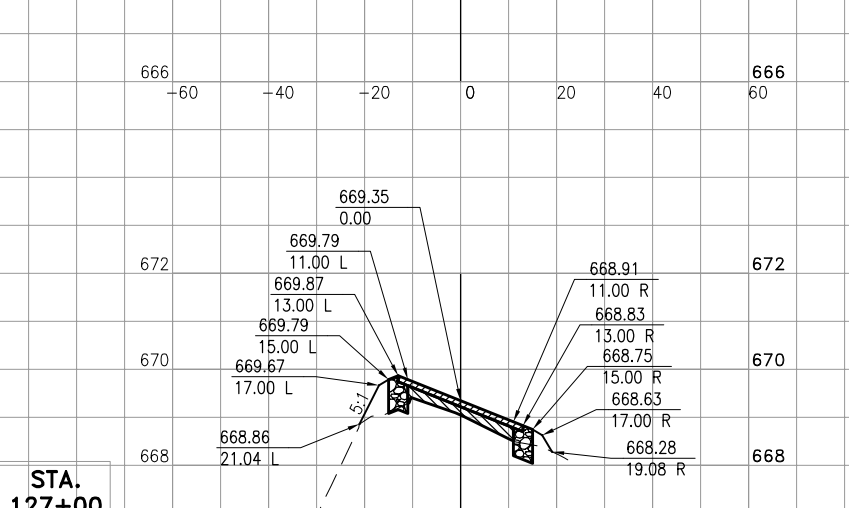
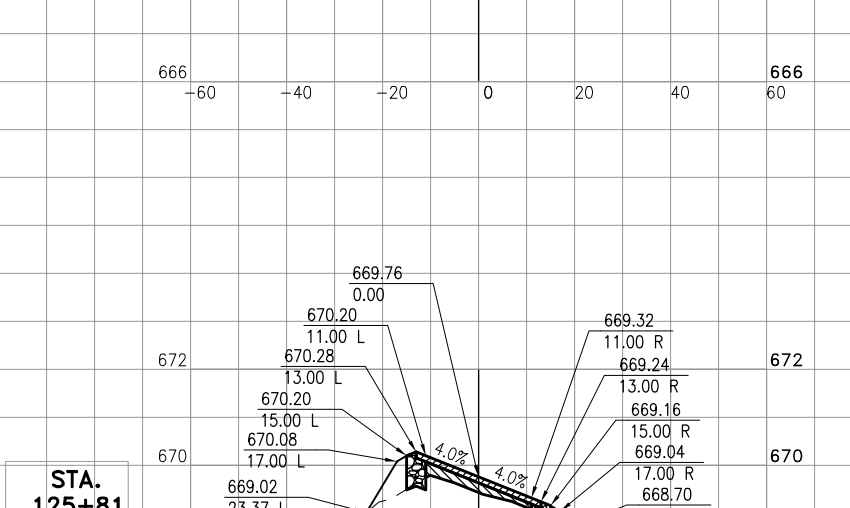
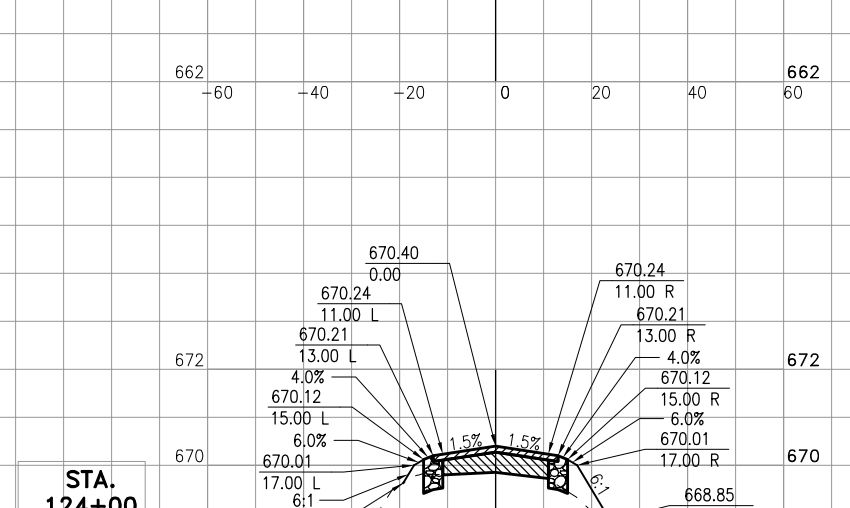
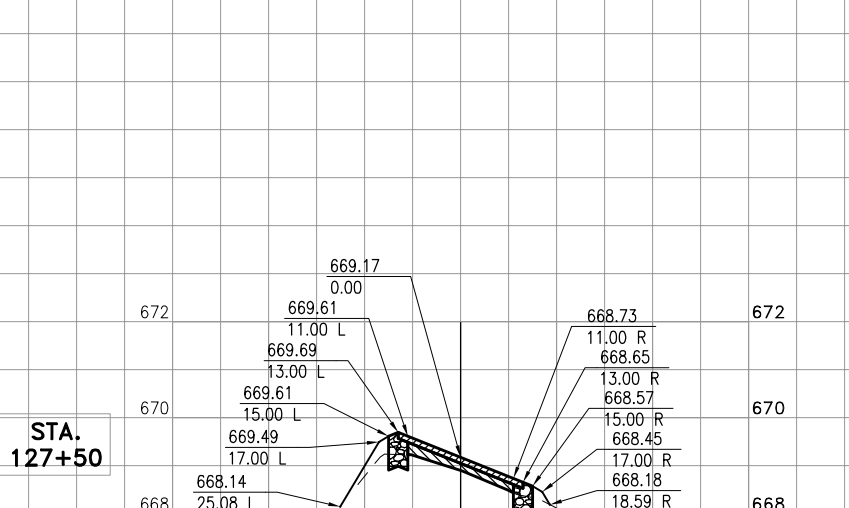
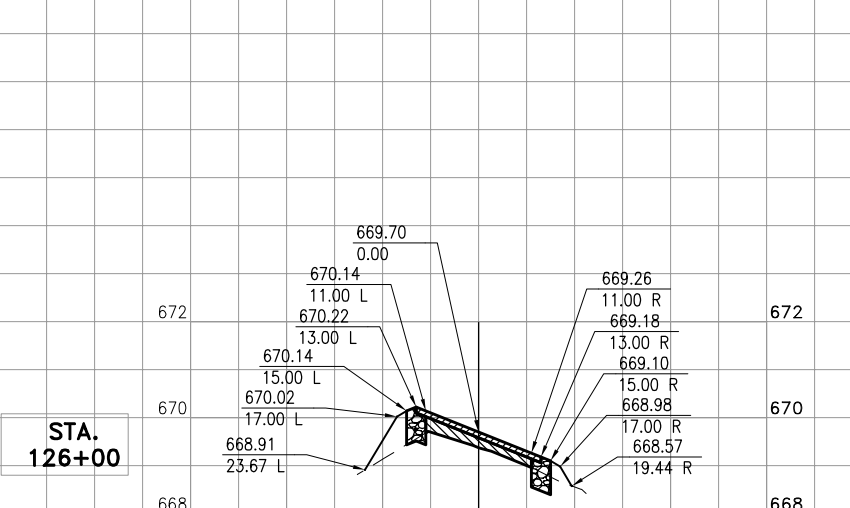
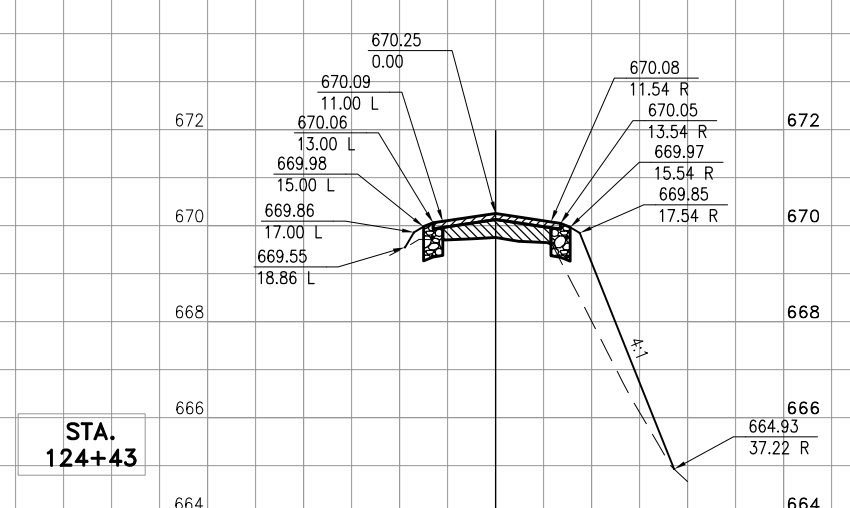
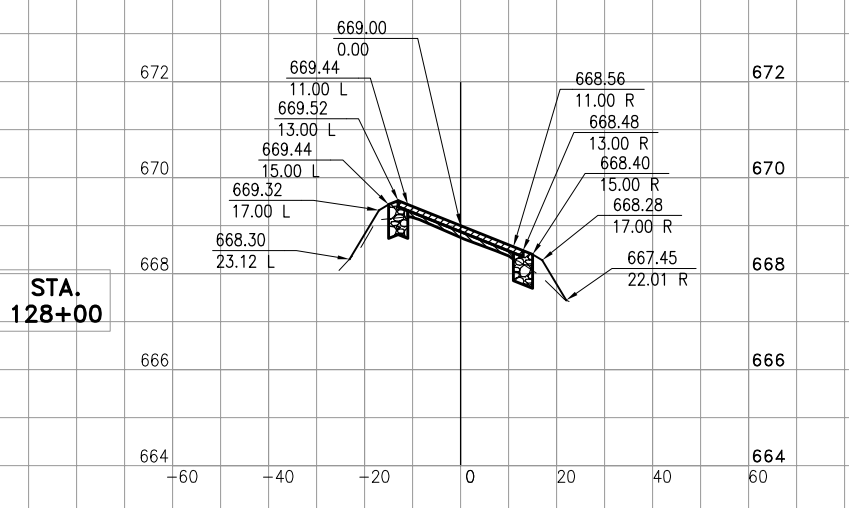
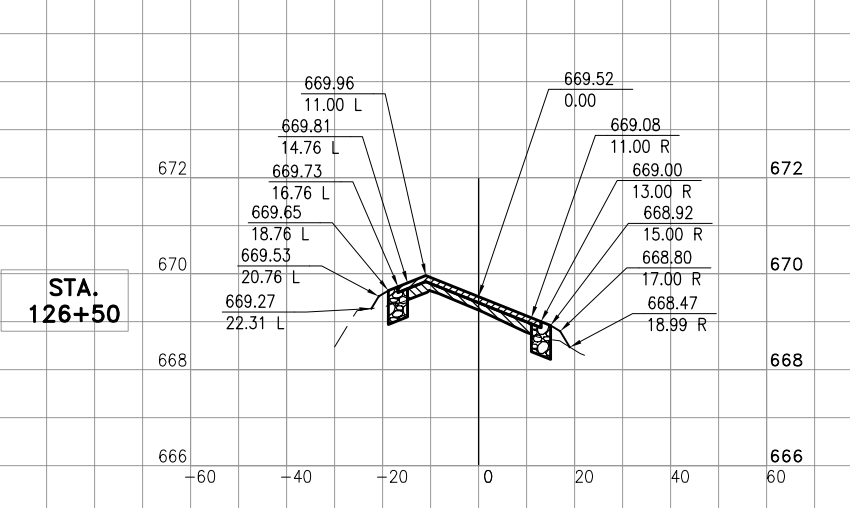
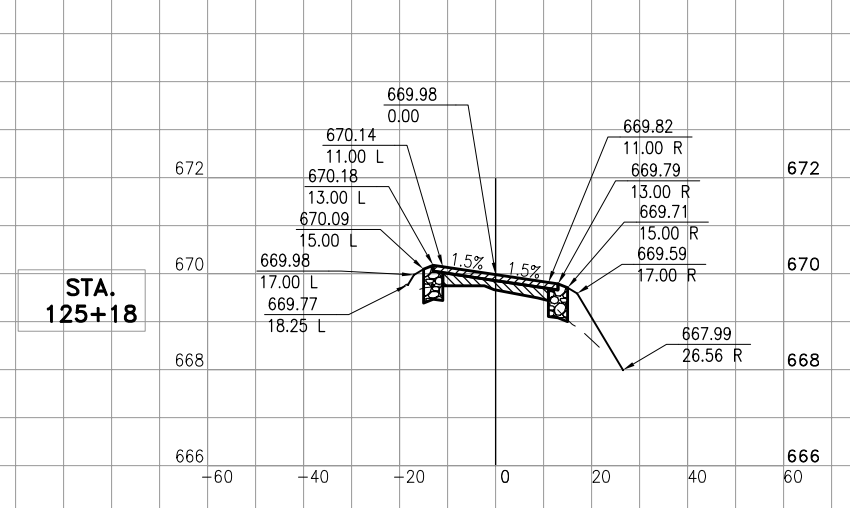
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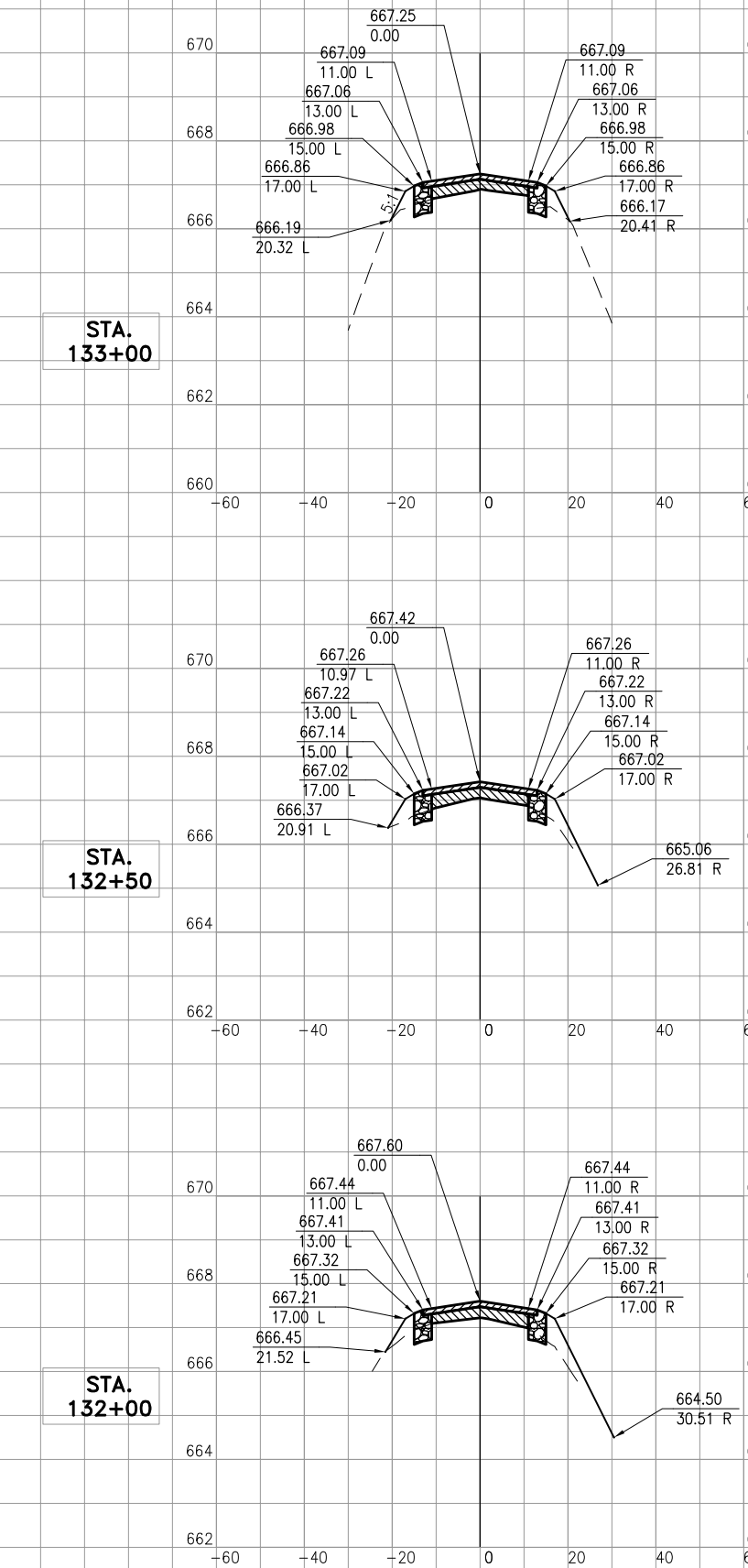
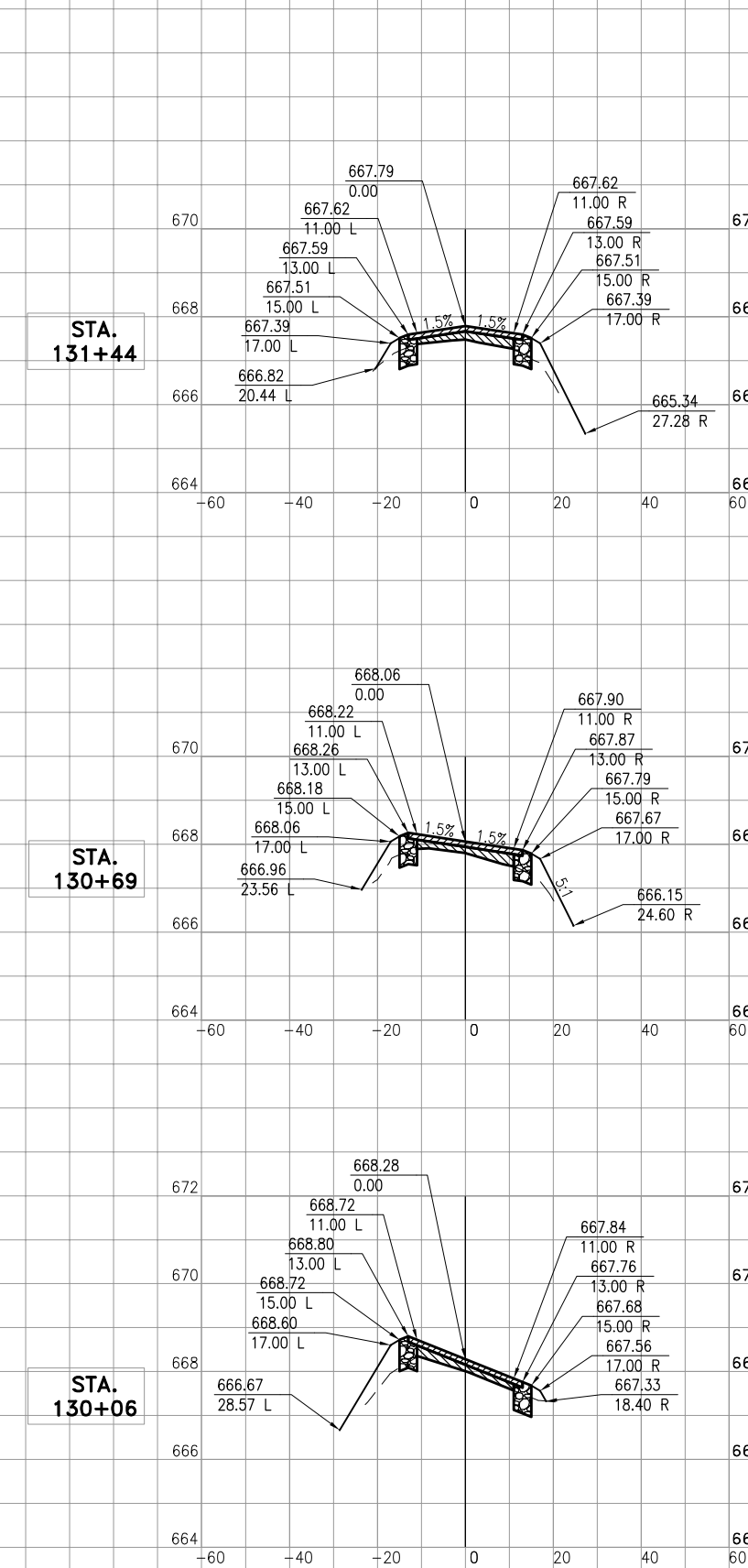
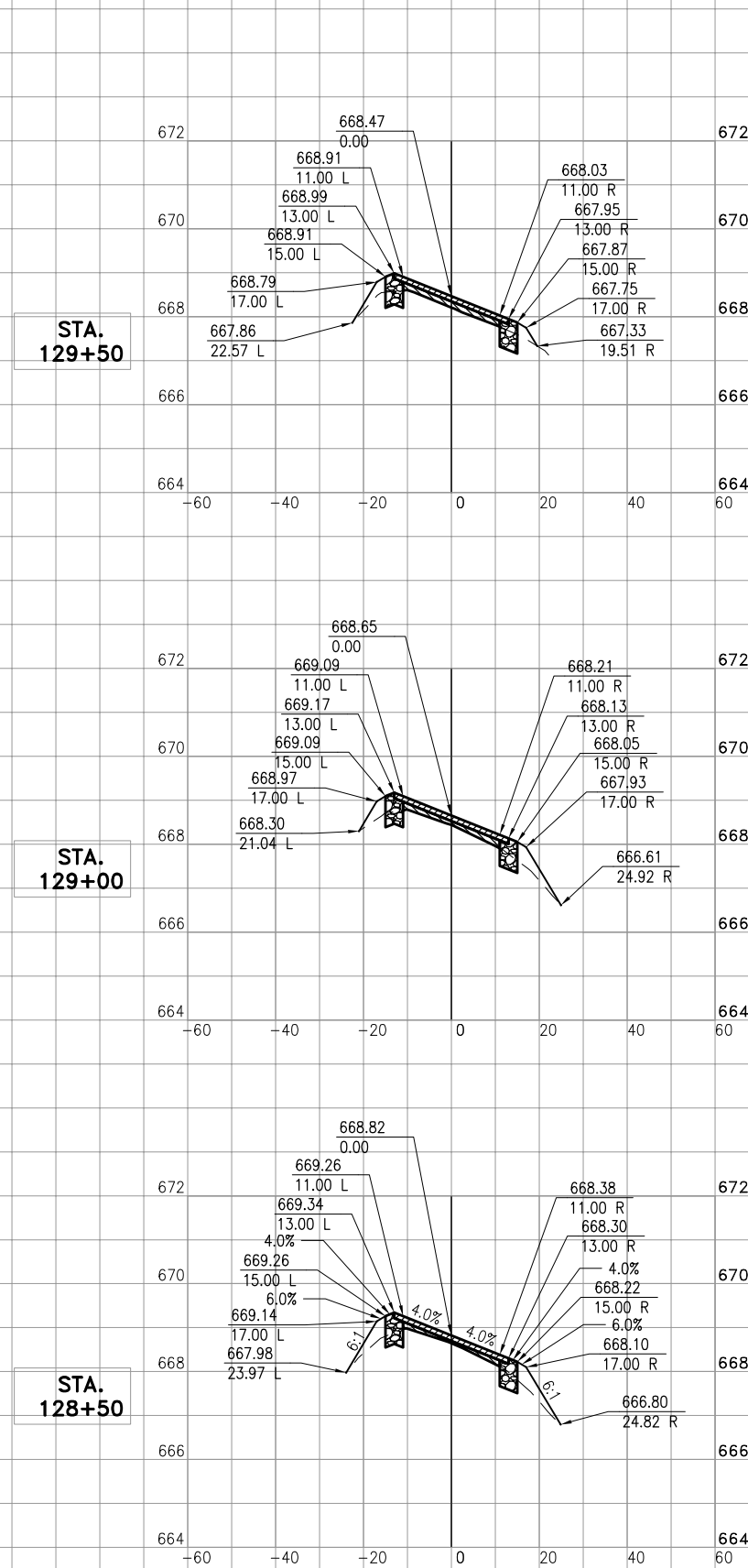
Hanson No.	13A0044D
Filename	33-CROSSSECTIONS.DWG
Scale	1:20
Date	JUNE 11, 2013
LAYOUT	LDH
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	6/4/13
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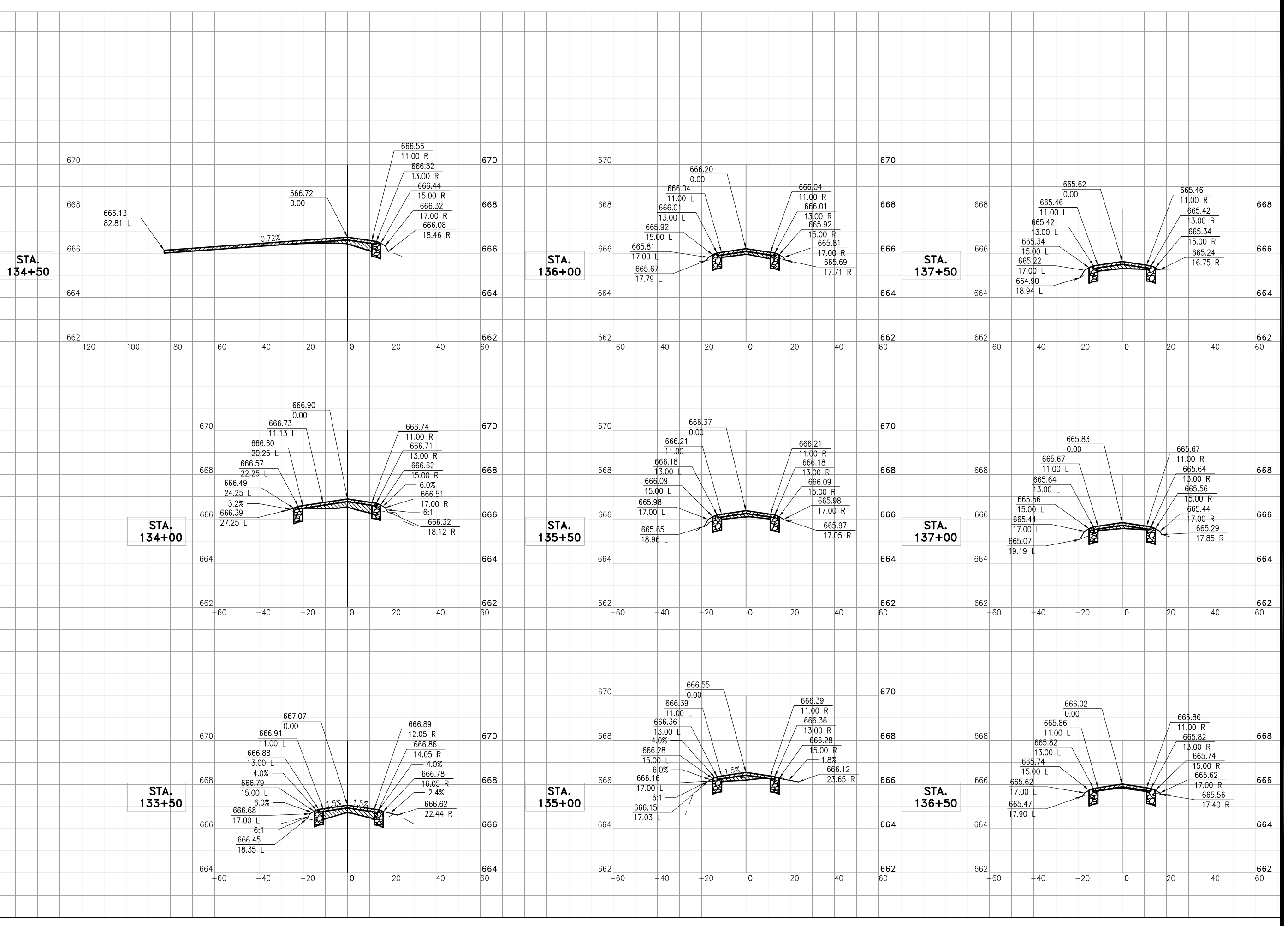
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Hanson No. 13A0044D	Filename 34-CROSSSECTIONS.DWG	Date JUNE 11, 2013
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	LDH	6/4/13
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JUN 13, 2013 2:44 PM SPITZ01394
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Hanson No. 13A0044D	
Filename 35-CROSSSECTIONS.DWG	
Scale 1:20	
Date JUNE 11, 2013	
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REVIEWED RMH	6/10/13

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CROSS SECTIONS
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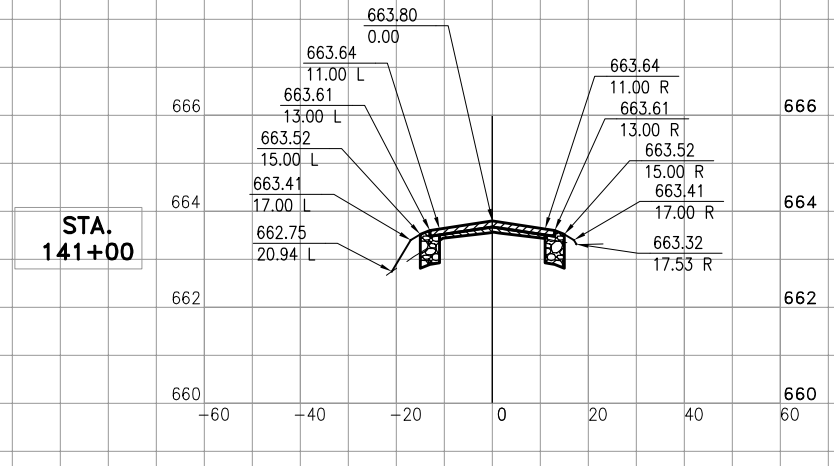
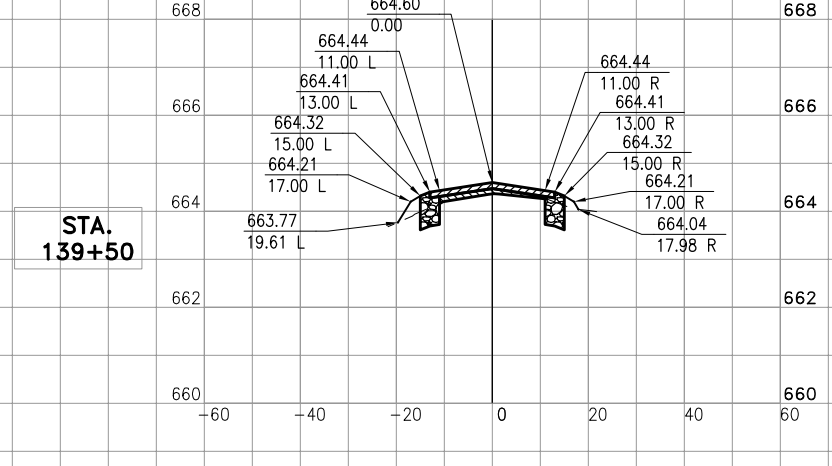
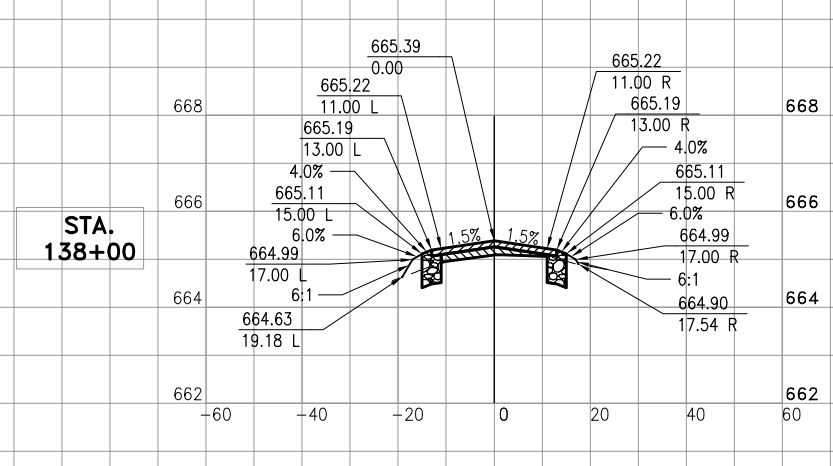
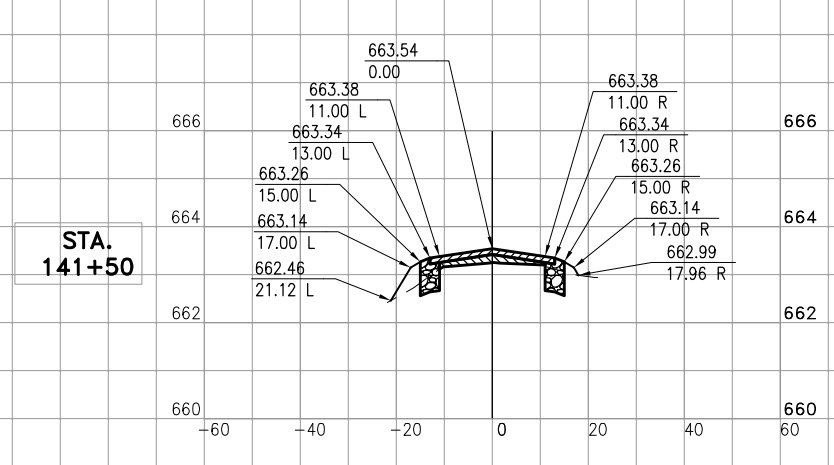
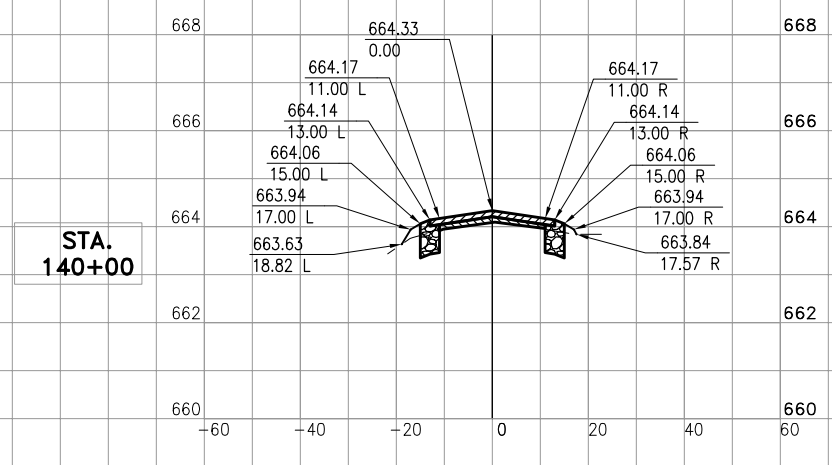
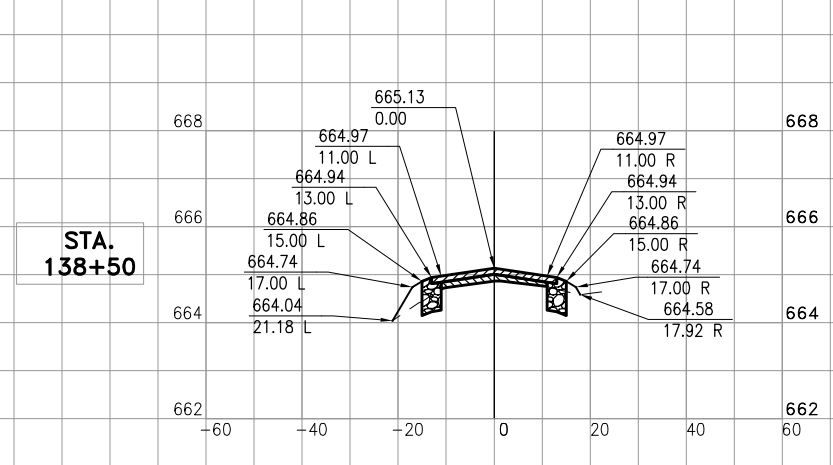
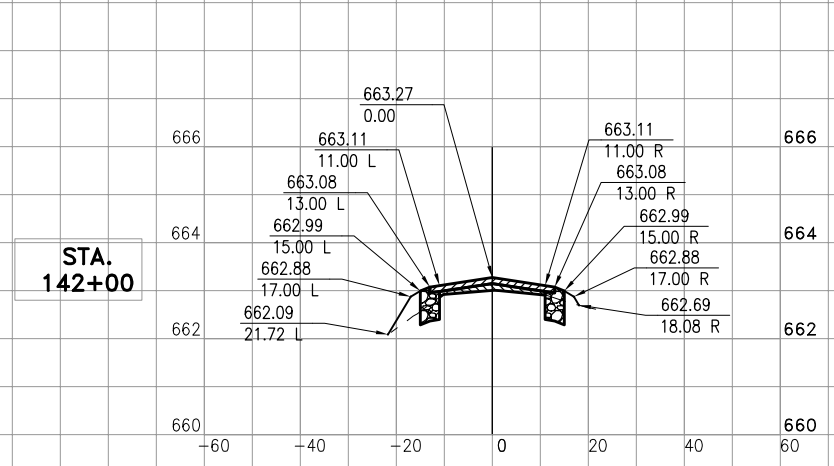
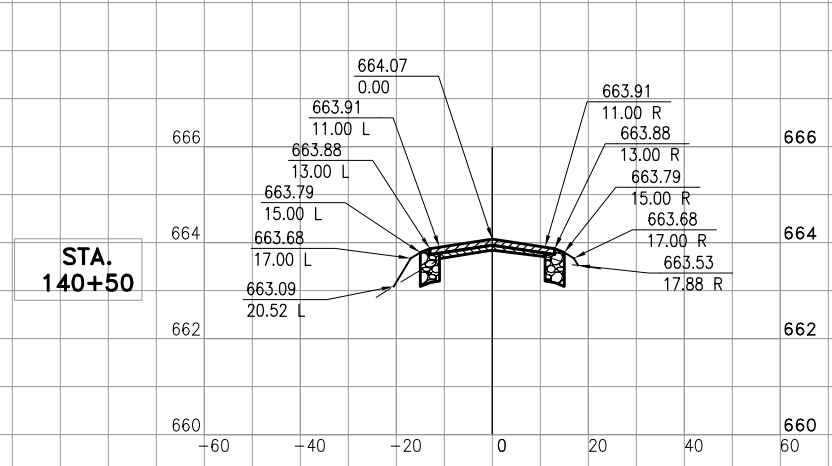
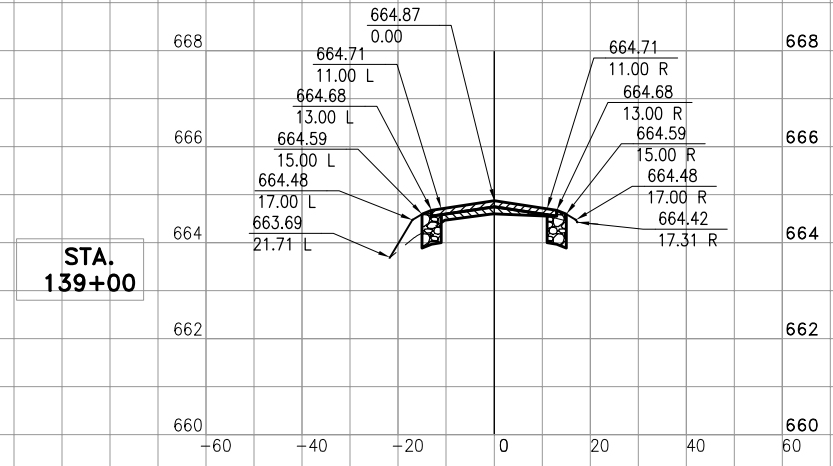
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Hanson No.	13A0044D
Filename	36-CROSSSECTIONS.DWG
Scale	1:20
Date	JUNE 11, 2013
LAYOUT	LDH
DRAWN	LDH
DATE	6/4/13
REVIEWED	RMH
DATE	6/10/13

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CROSS SECTIONS
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IDA No. LOT-4277

JUN 13, 2013 2:44 PM SPITZ01394
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JUN 13, 2013 2:43 PM SPITZ01394
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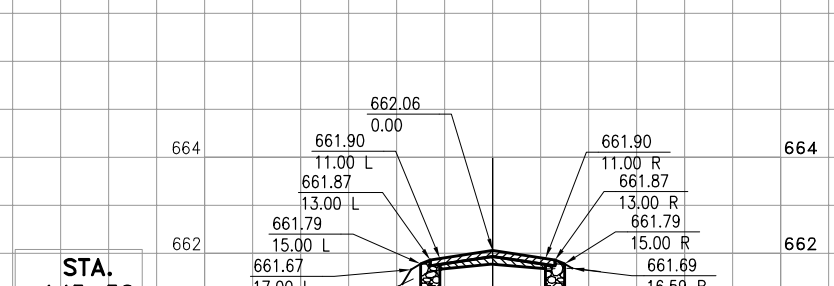
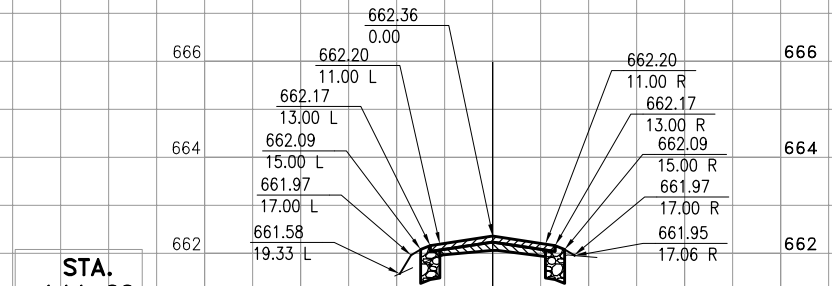
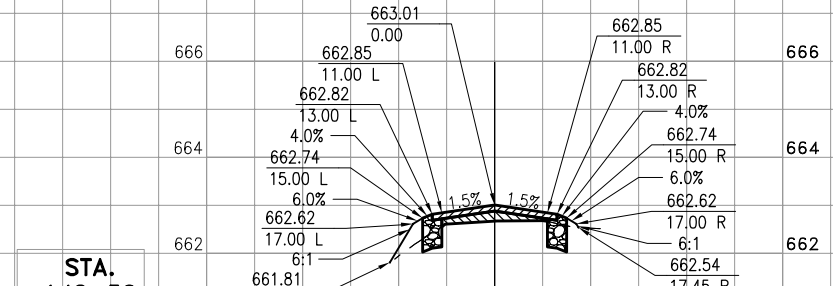
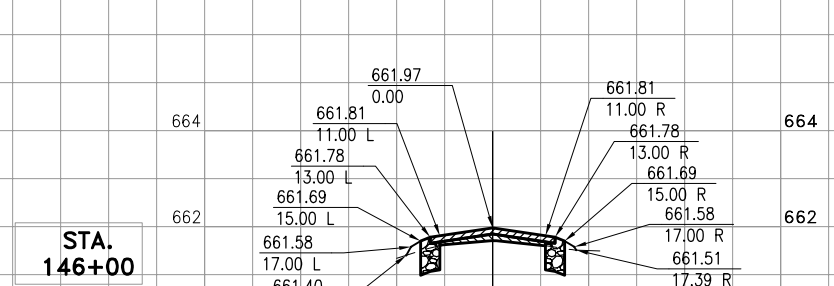
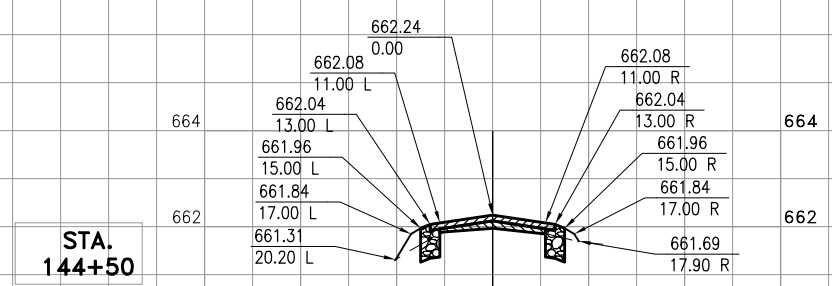
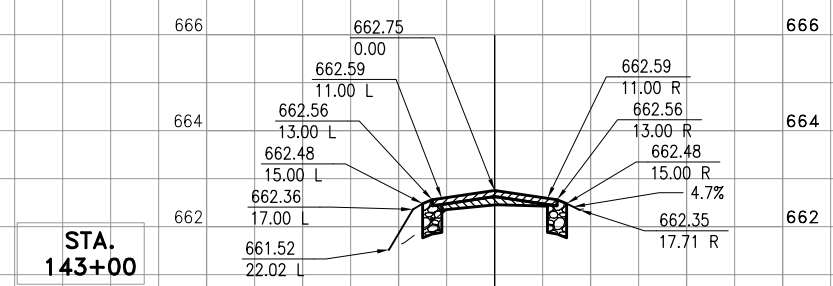
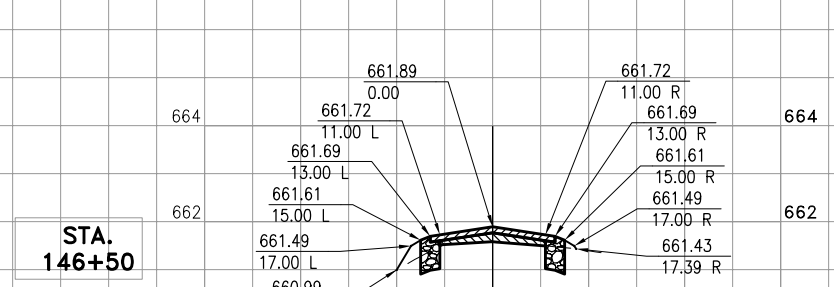
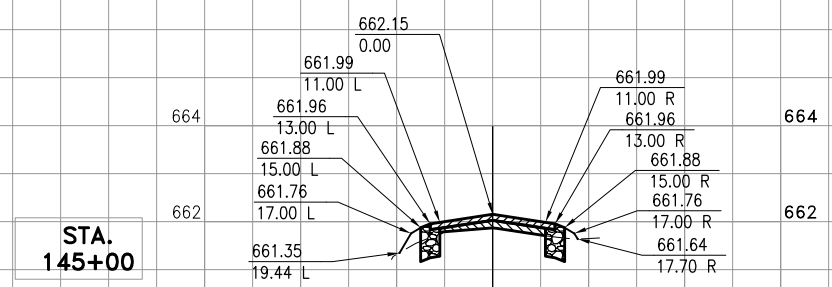
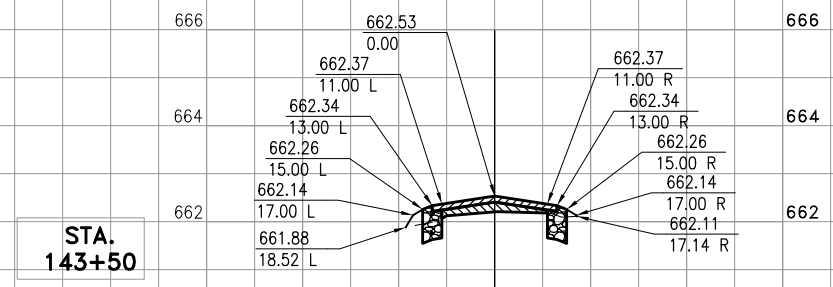
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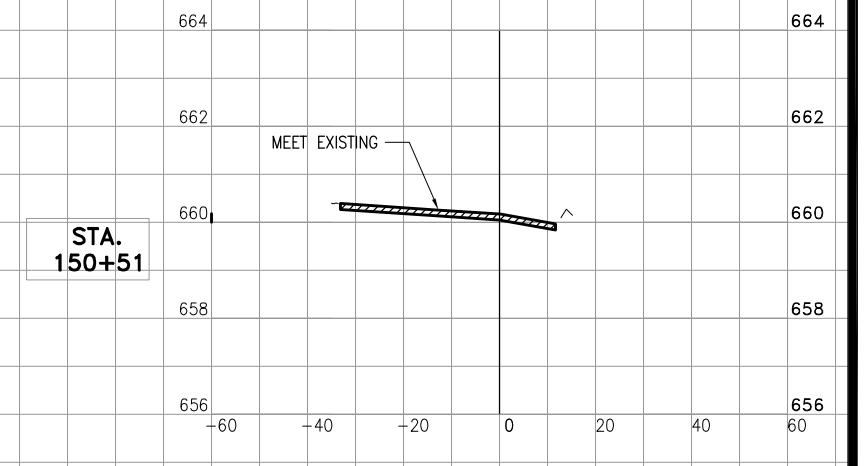
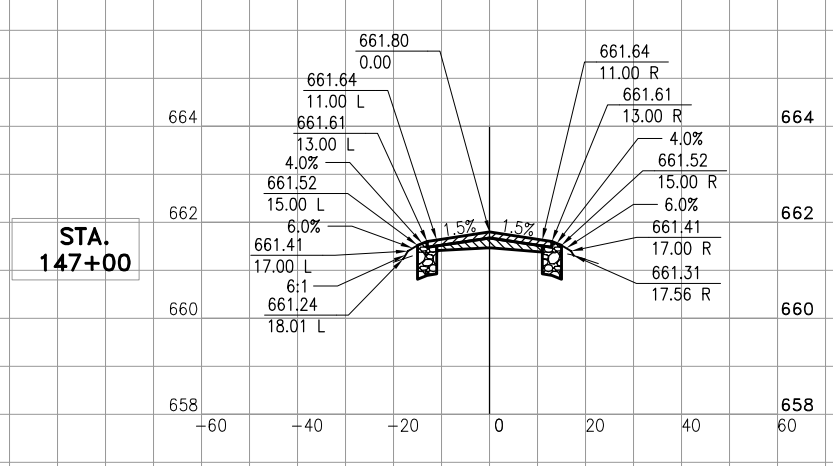
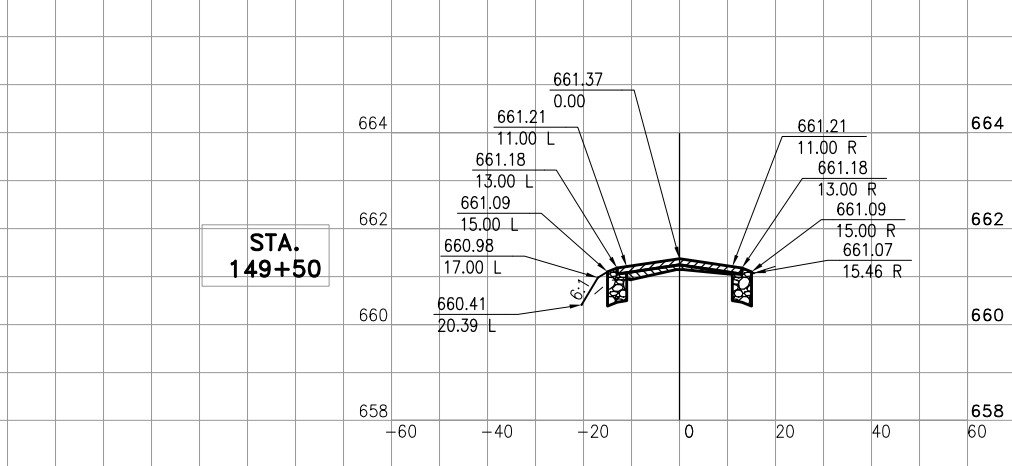
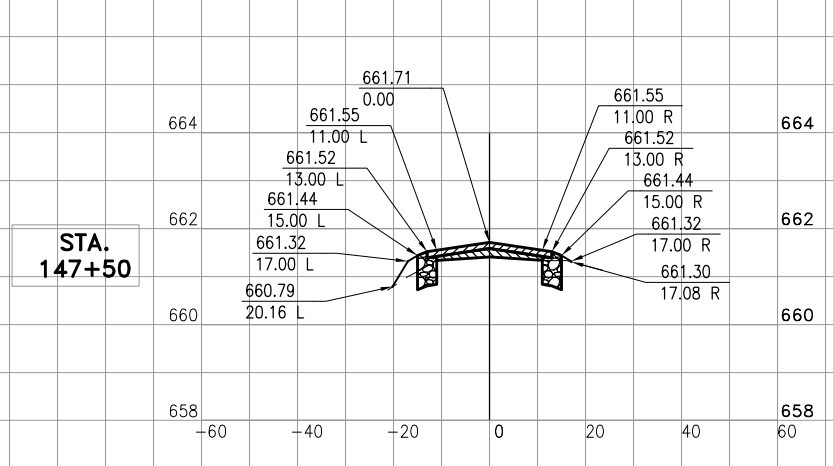
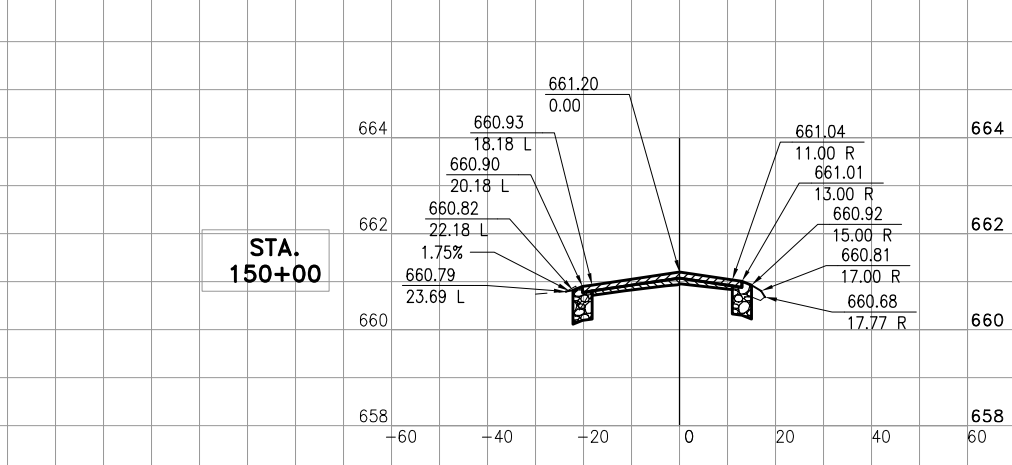
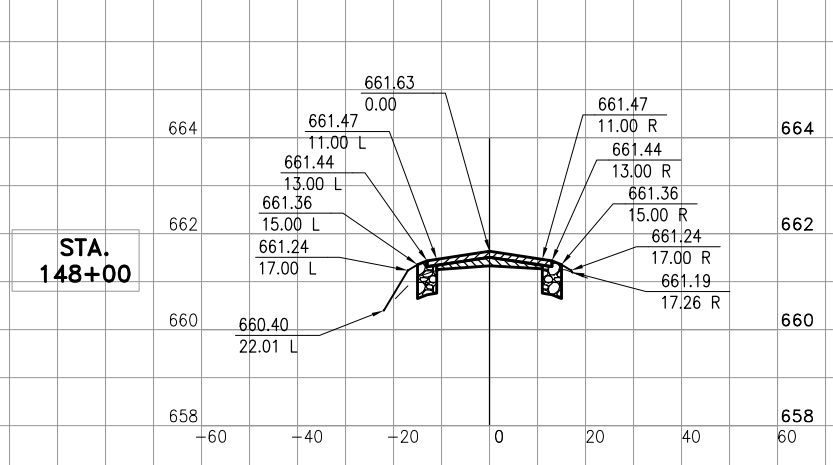
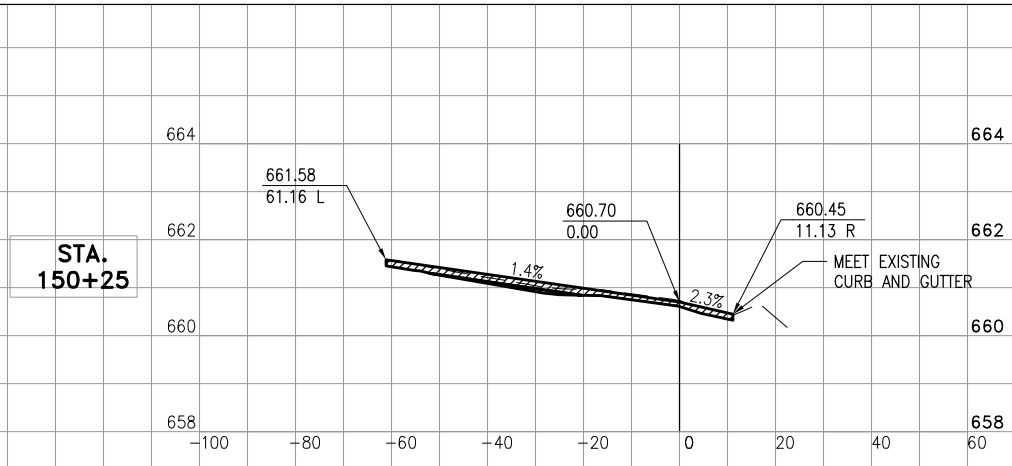
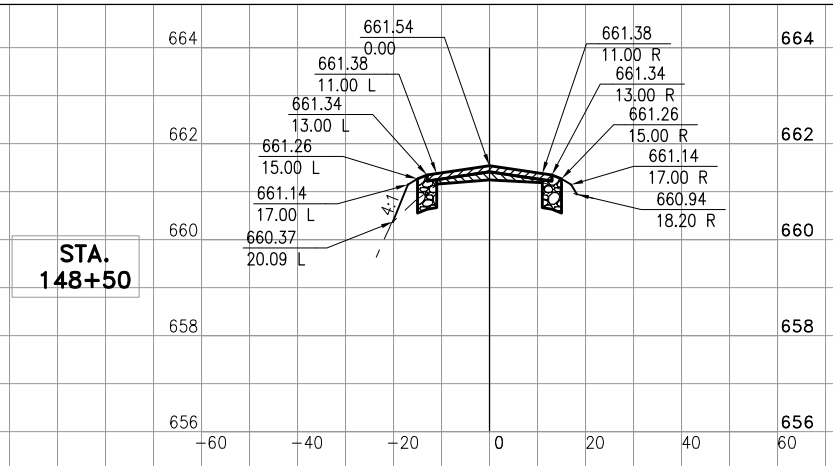
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Filename	37-CROSSSECTIONS.DWG
Scale	1:20
Date	JUNE 11, 2013
LAYOUT	LDH
DRAWN	LDH
DATE	6/4/13
REVIEWED	RMH
DATE	6/10/13

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CROSS SECTIONS
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JUN 13, 2013 2:43 PM SPITZ01394
 I:\3\05\00840\3A0044 DRAWINGS\ SHEETS\38-CROSSSECTIONS.DWG



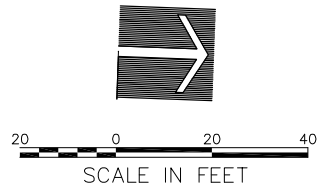
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DATE

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Hanson No. 13A0044D	FILENAME 38-CROSSSECTIONS.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/4/13
DRAWN LDH	6/4/13
REVIEWED RMH	6/10/13

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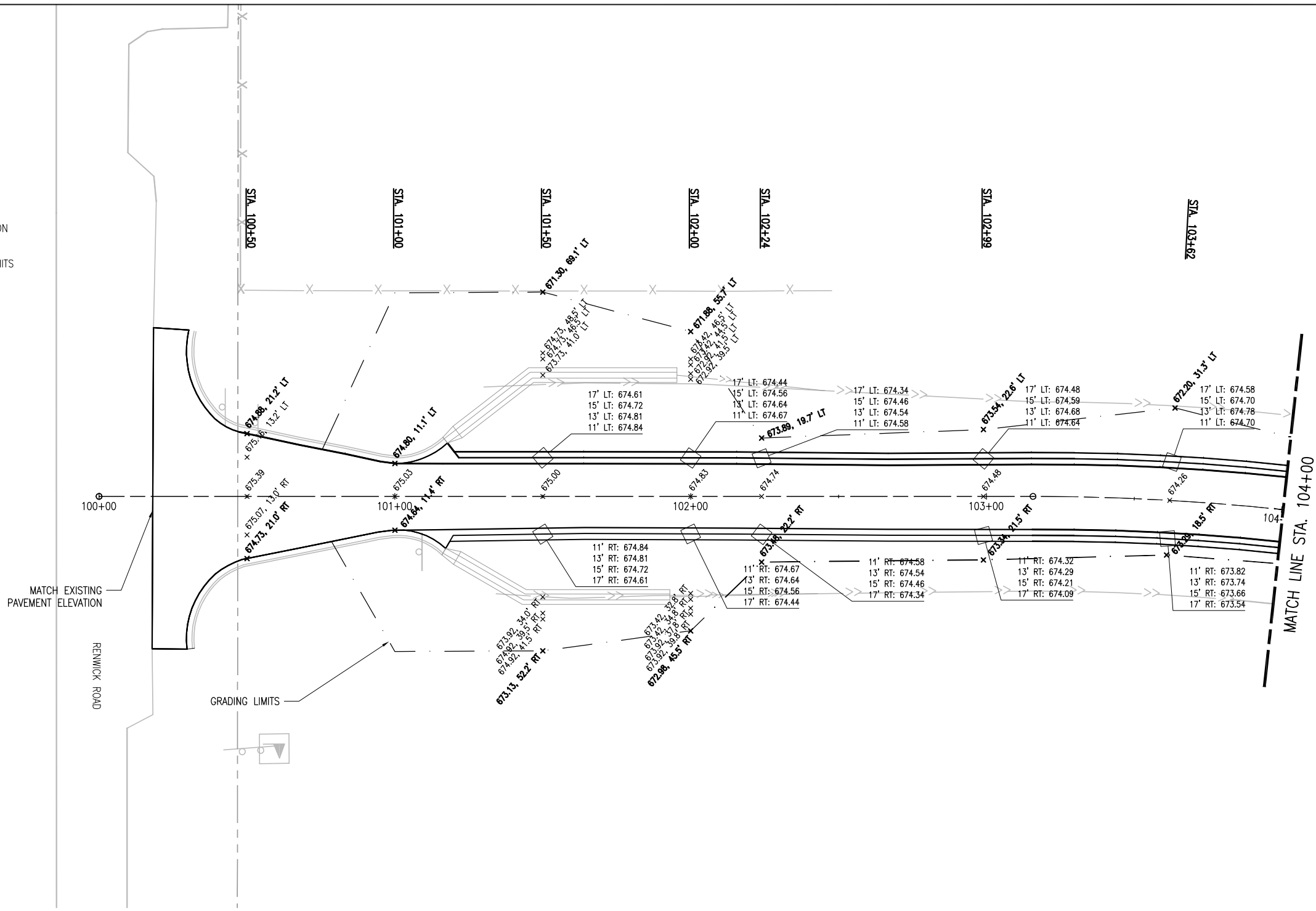


- x 673.64 PROPOSED ELEVATION
- x 674.86 MEET EXISTING ELEVATION
- PROPOSED GRADING LIMITS

- O/S 17': UNPAVED SHOULDER EL.
- O/S 15': AGG SHOULDER EL.
- O/S 13': PAVED SHOULDER EL.
- O/S 11': EOP EL.

NOTES:

1. PAVED DITCH AND SWALE ELEVATIONS ARE SHOWN ON THE DRAINAGE PLAN
2. FINAL PAVEMENT ELEVATIONS AND STATIONS FOR SUPERELEVATION TRANSITION CHANGES ARE SHOWN IN THE CROSS SECTIONS.



LE046

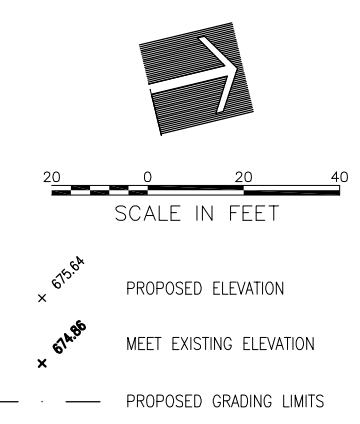
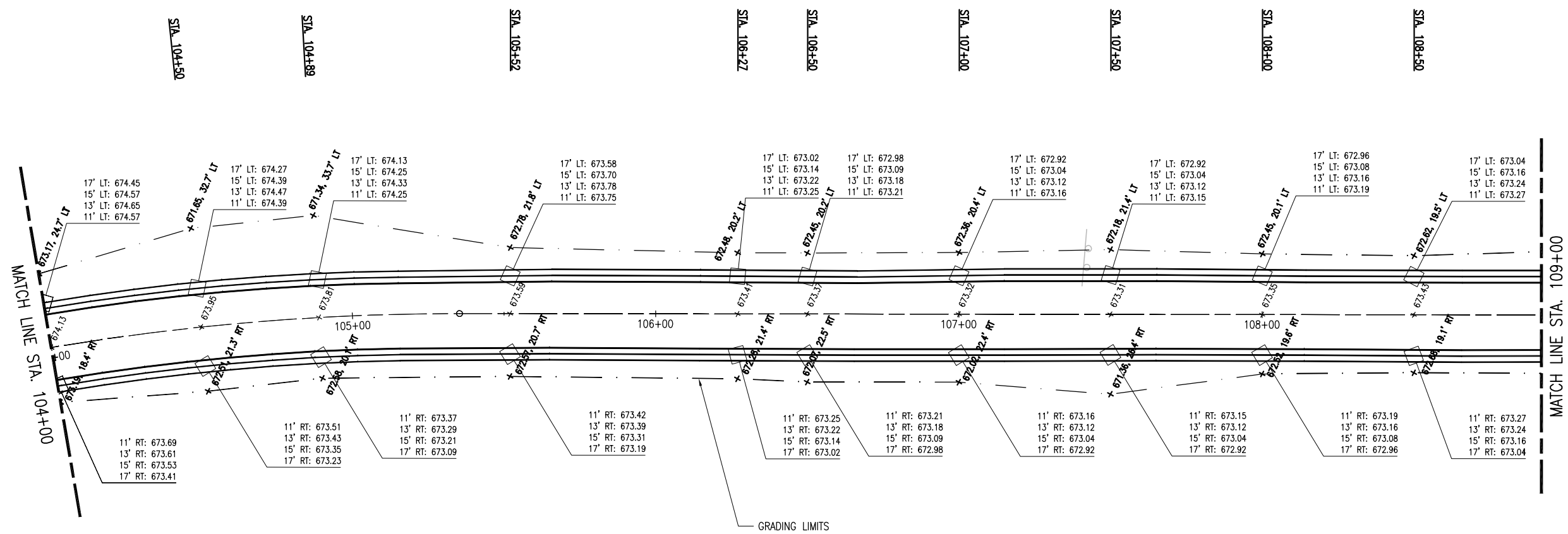
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Hanson No.	13A0044D
Filename	39-STAKING PLAN.DWG
Scale	1:20
Date	JUNE 11, 2013
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DRAWN	LDH 6/5/13
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STAKING PLAN
STA. 100+00 - 104+00
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



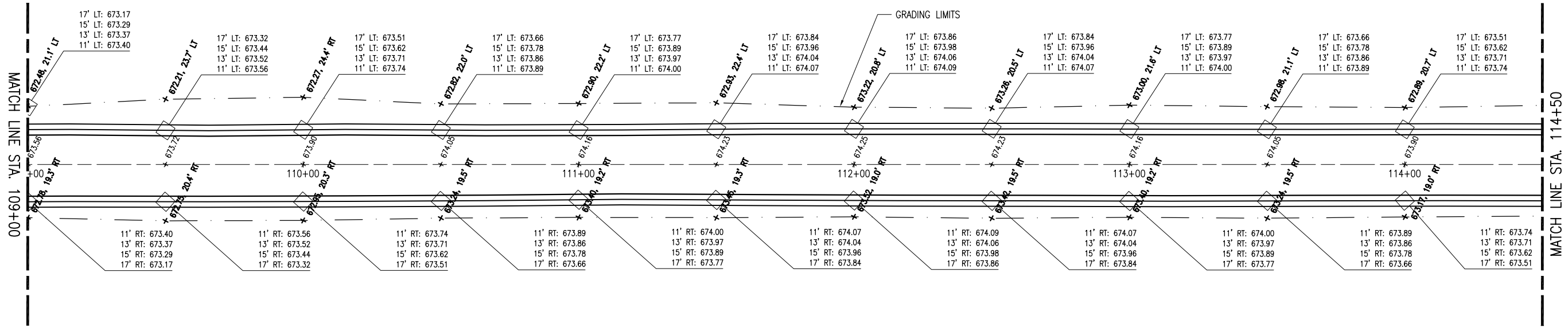
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Hanson No. 13A0044D	DATE	6/10/13
Filename 40-STAKING PLAN.DWG	LDH	6/5/13
Scale 1:20	LDH	6/5/13
Date JUNE 11, 2013	RMH	6/10/13

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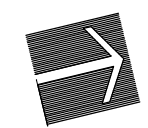
STAKING PLAN
STA. 104+00 - 109+00
REHABILITATE AIRPORT ENTRANCE ROAD
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O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.



- x 675.84 PROPOSED ELEVATION
- x 674.86 MEET EXISTING ELEVATION
- PROPOSED GRADING LIMITS



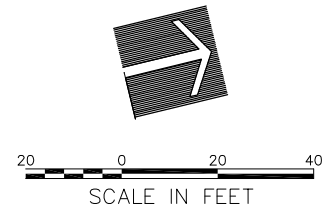
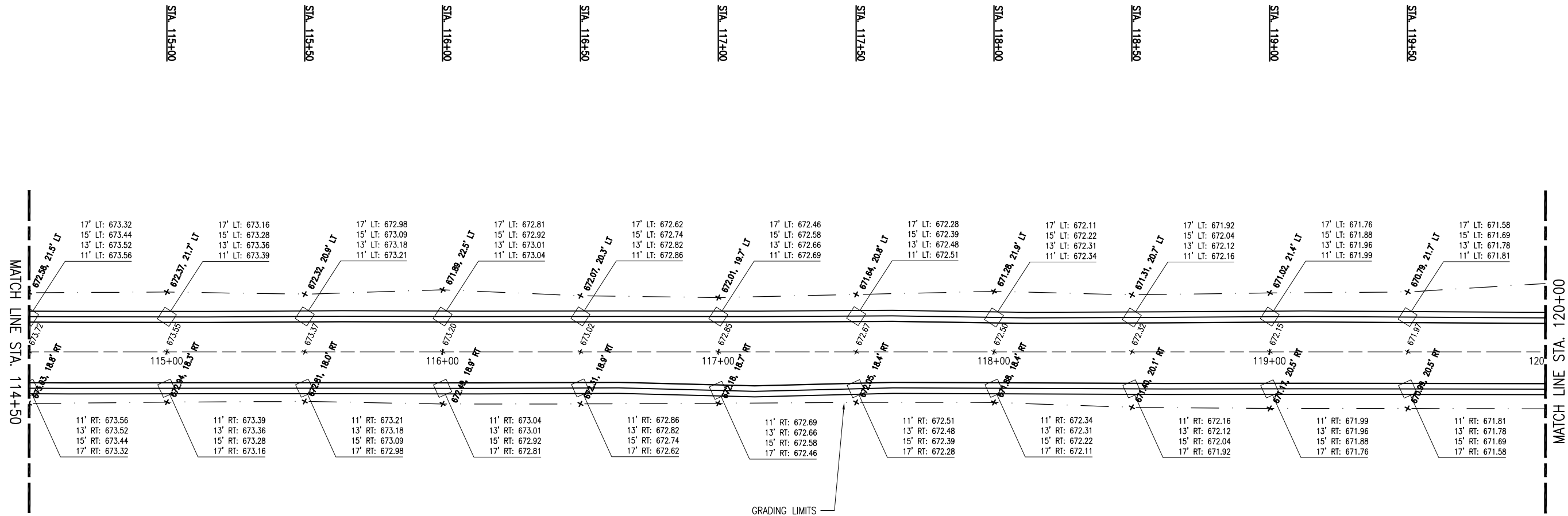
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Hanson No. 13A0044	Plan Name 41-STAKING PLAN.DWG
Scale 1:20	Date JUNE 11, 2013
LDH	6/5/13
LDH	6/5/13
RMH	6/10/13

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STAKING PLAN
STA. 109+00 - 114+50
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 IDA No. LOT-4277



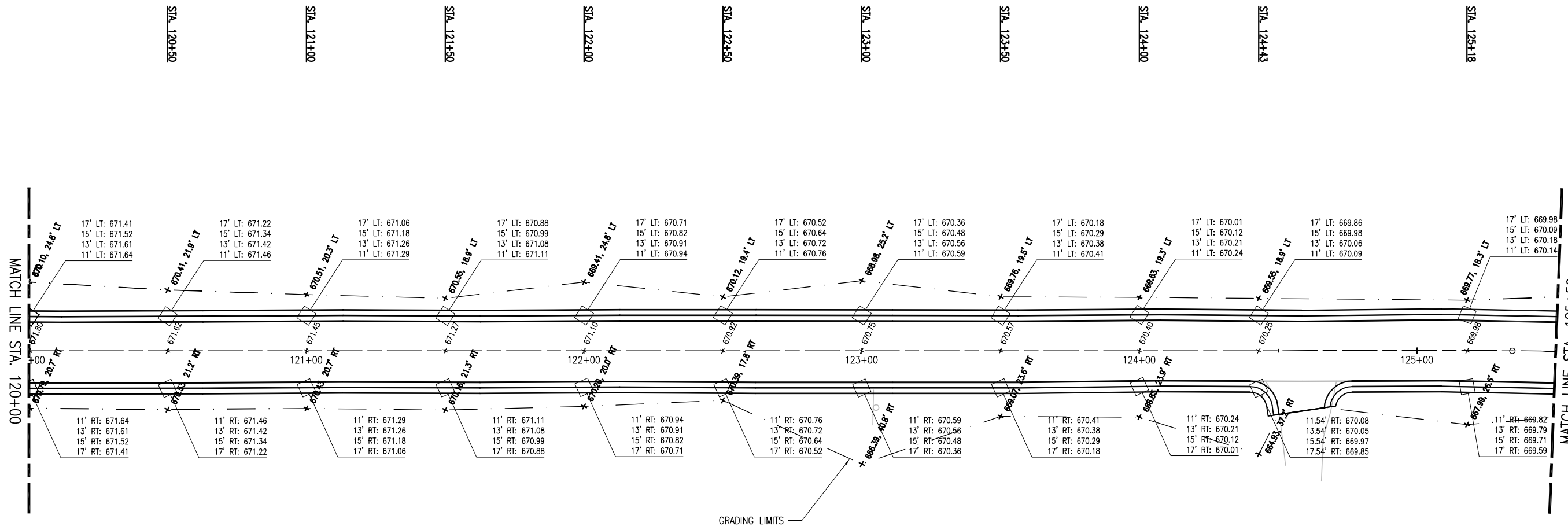
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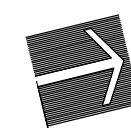
Hanson No. 13A0044	Filename 42-STAKING PLAN.DWG
Scale 1:20	Date JUNE 11, 2013

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STAKING PLAN PLAN
 STA. 114+50 - 120+00
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



- 673.64 PROPOSED ELEVATION
- 674.66 MEET EXISTING ELEVATION
- PROPOSED GRADING LIMITS



REVISION	DATE

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Hanson No. 13A0044D	Filename 43-STAKING PLAN.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

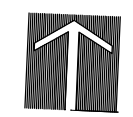
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STAKING PLAN
STA. 120+00 - 125+50
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

JUN 13, 2013 2:06 PM SPITZ01394
 I:\131055\00840\13A0044\DRAWINGS\SHEETS\44-STAKING PLAN.DWG



O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.



- + 675.64 PROPOSED ELEVATION
- + 674.88 MEET EXISTING ELEVATION
- PROPOSED GRADING LIMITS

LE046

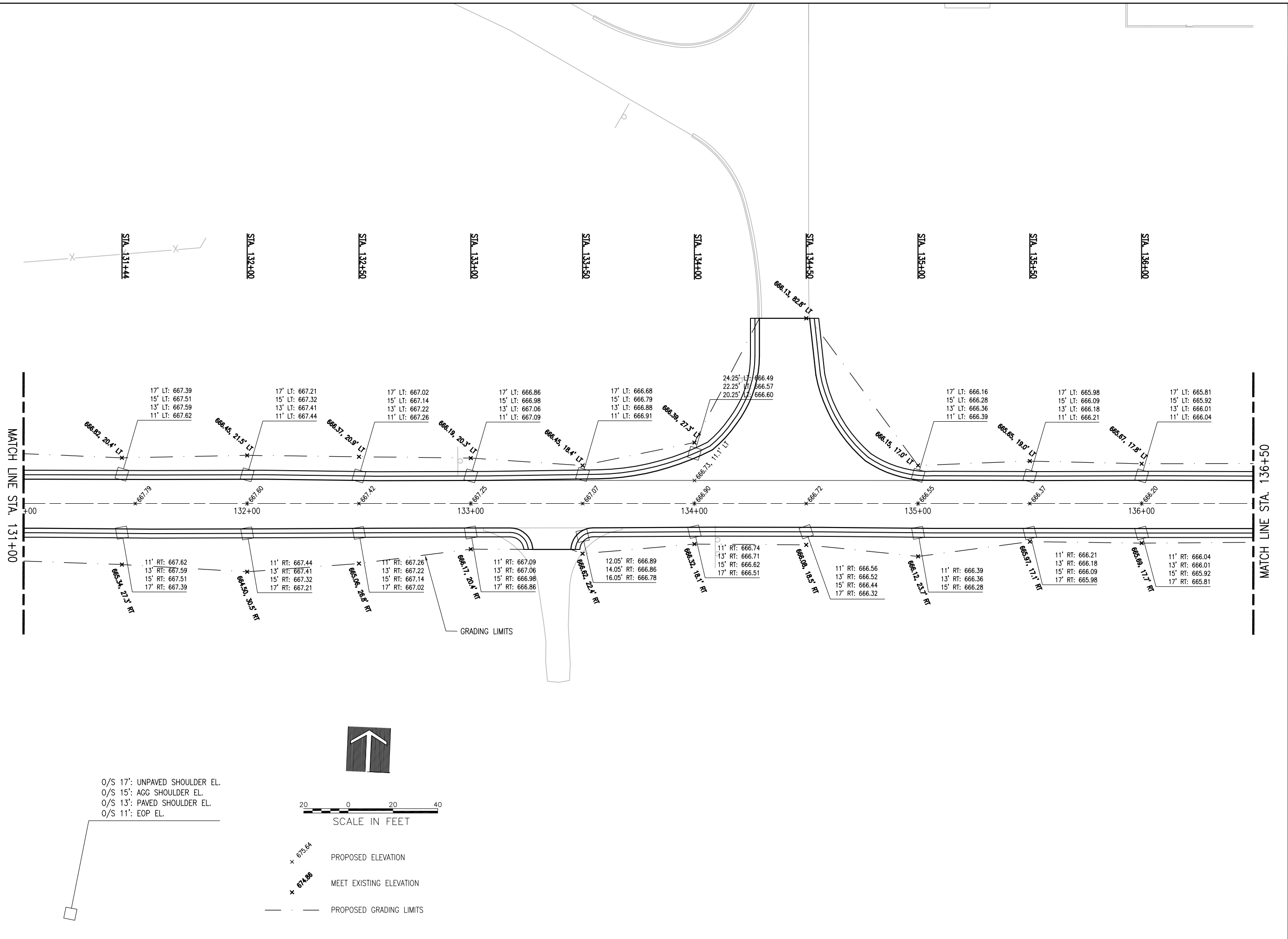
REVISION	DATE

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Hanson No.	13A0044D
Filename	44-STAKING PLAN.DWG
Scale	1:20
Date	JUNE 11, 2013
LAYOUT	LDH
DRAWN	LDH
REVIEWED	RMH
DATE	6/5/13
DATE	6/5/13
DATE	6/10/13

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STAKING PLAN
STA. 125+50 - 131+00
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 IDA No. LOT-4277



O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.

20 0 20 40
 SCALE IN FEET

x 675.64 PROPOSED ELEVATION
 x 674.98 MEET EXISTING ELEVATION
 — — — PROPOSED GRADING LIMITS

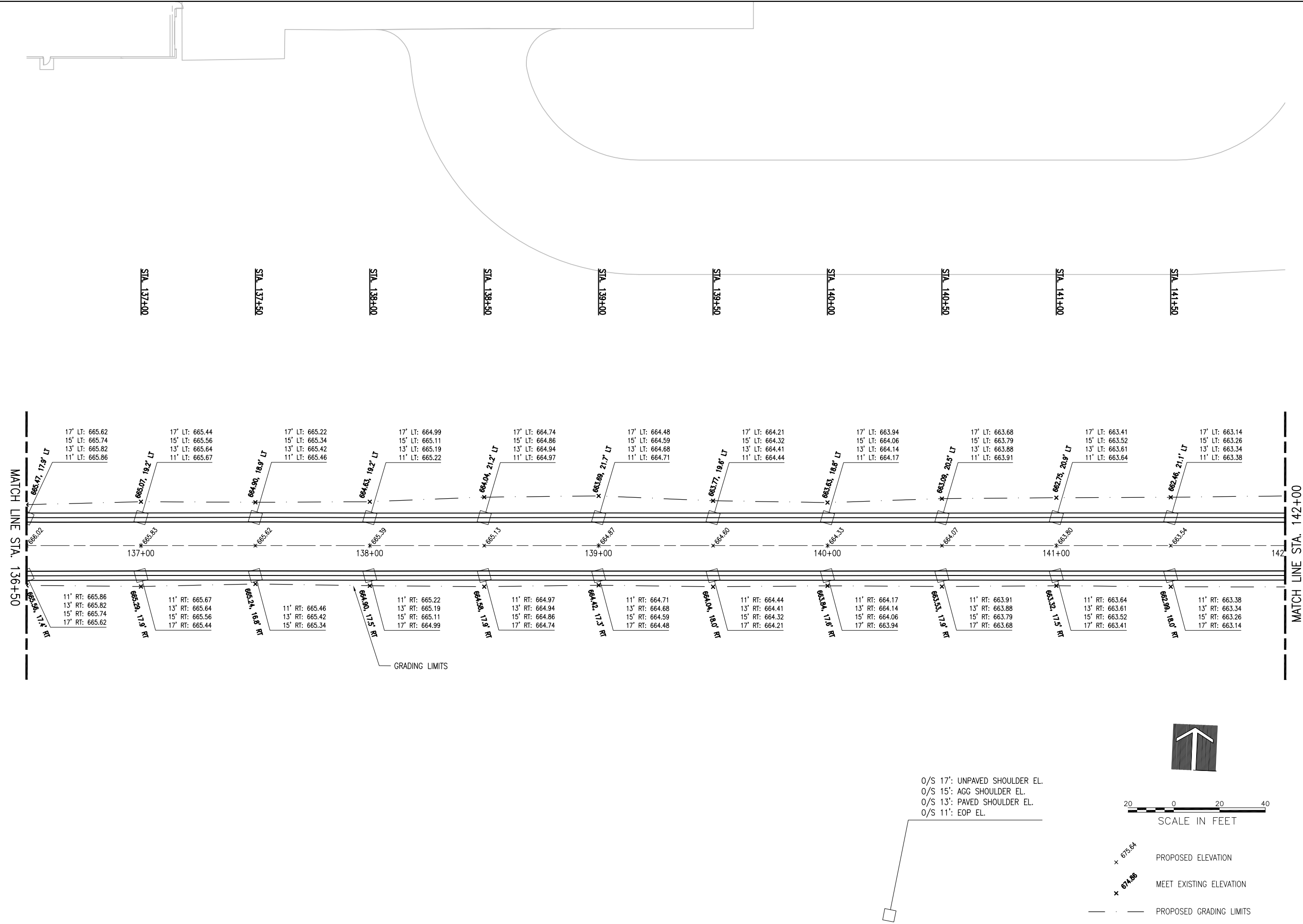
REVISION	DATE

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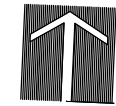
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Scale 1:20	Date JUNE 11, 2013
LDH	6/5/13
LDH	6/5/13
RMH	6/10/13

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STAKING PLAN
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 IDA No. LOT-4277



O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.



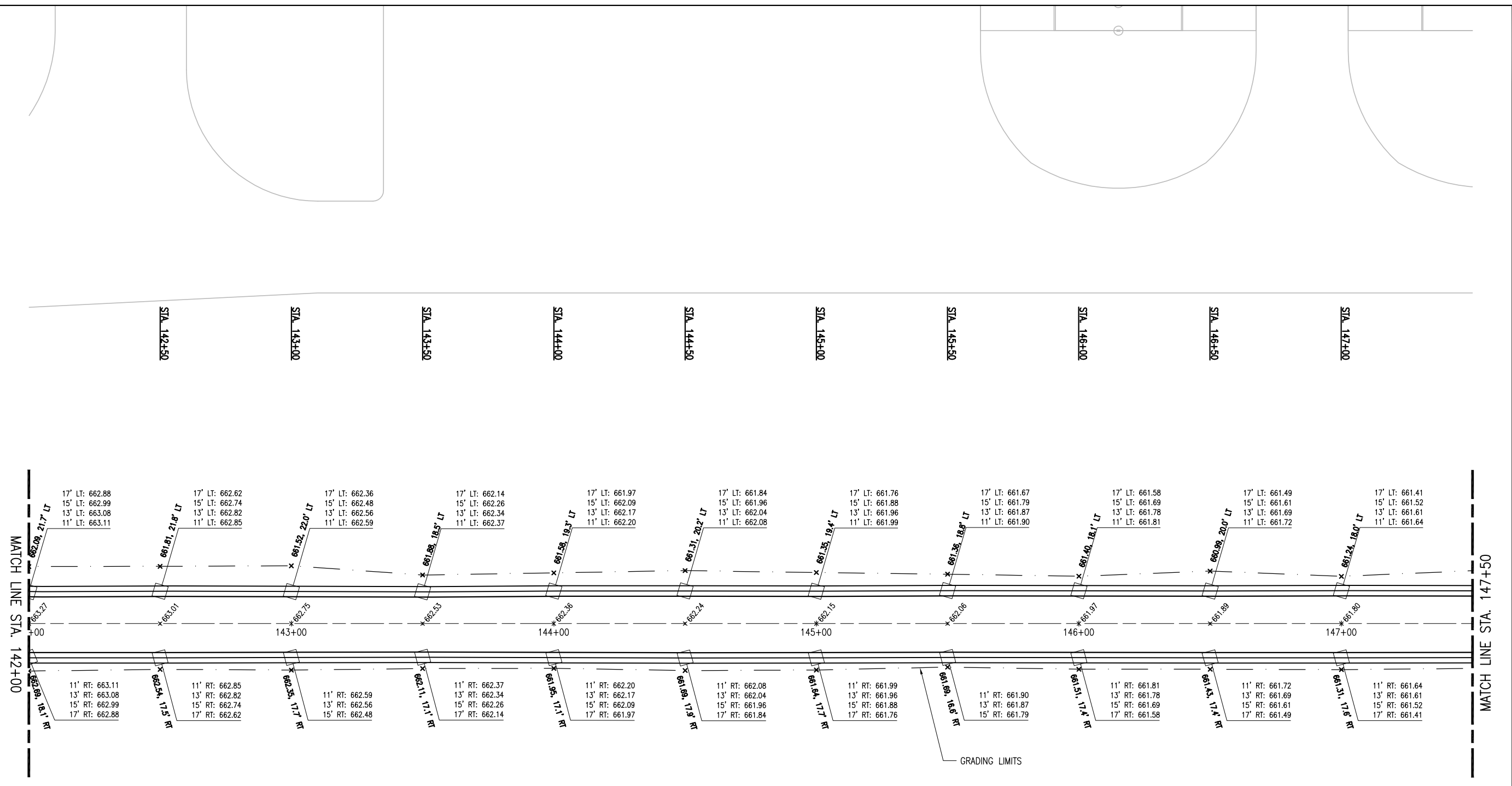
DATE	REVISION

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Hanson No. 13A0044D	Plan Name 46-STAKING PLAN.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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STAKING PLAN
 STA. 136+50 - 142+00
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 IDA No. LOT-4277



O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.



- x 675.84 PROPOSED ELEVATION
- x 674.88 MEET EXISTING ELEVATION
- - - PROPOSED GRADING LIMITS



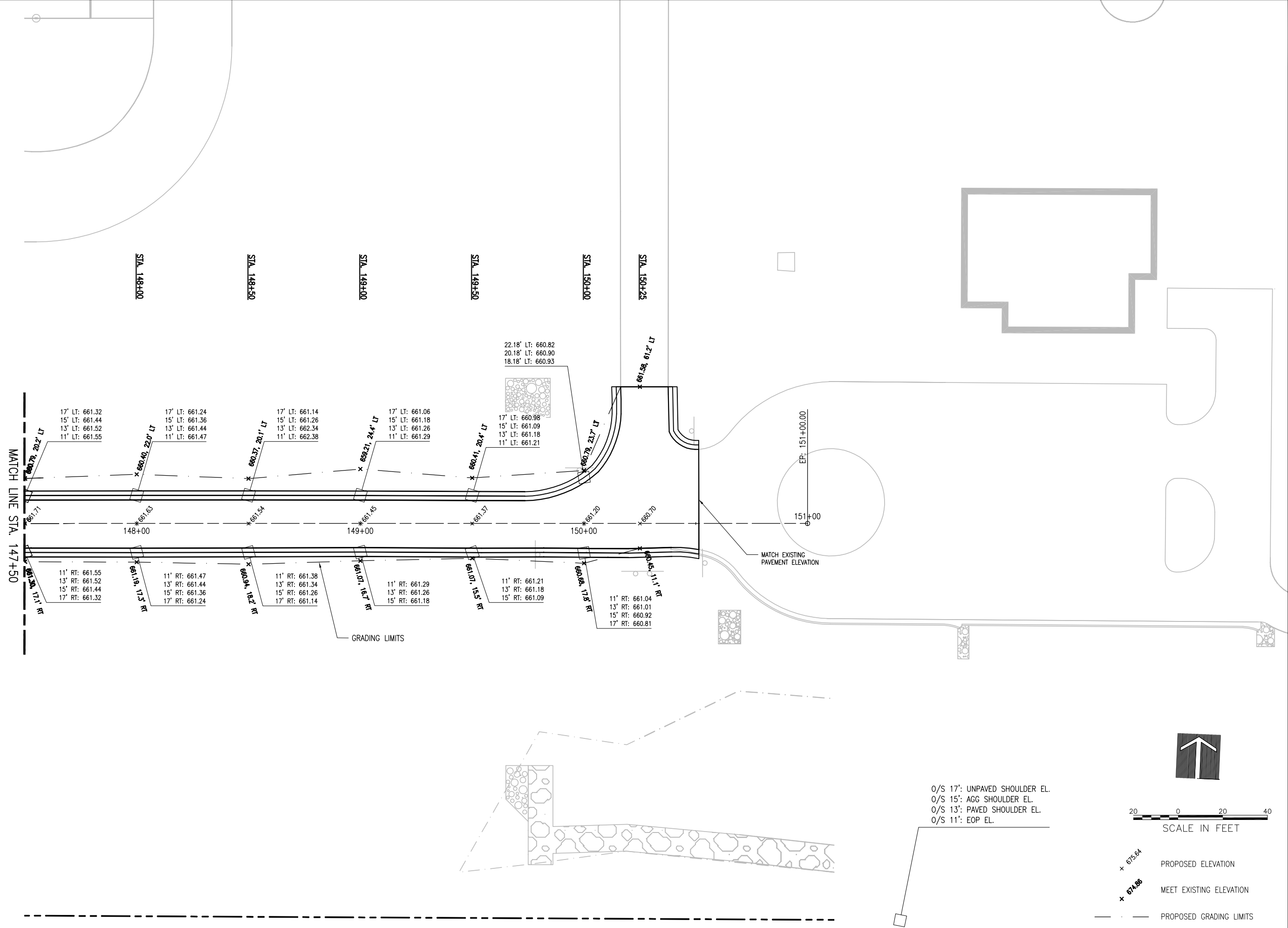
DATE	REVISION

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Hanson No. 13A0044D	
Filename 47-STAKING PLAN.DWG	
Scale 1:20	
Date JUNE 11, 2013	
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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STAKING PLAN
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 IDA No. LOT-4277



O/S 17': UNPAVED SHOULDER EL.
 O/S 15': AGG SHOULDER EL.
 O/S 13': PAVED SHOULDER EL.
 O/S 11': EOP EL.



- x 675.64 PROPOSED ELEVATION
- x 674.86 MEET EXISTING ELEVATION
- PROPOSED GRADING LIMITS

DATE	REVISION

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Hanson No. 13A0044D	Filename 48-STAKING PLAN.DWG
Scale 1:20	Date JUNE 11, 2013
LAYOUT LDH	6/5/13
DRAWN LDH	6/5/13
REVIEWED RMH	6/10/13

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STAKING PLAN
STA. 147+50 - 151+00
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 IDA No. LOT-4277

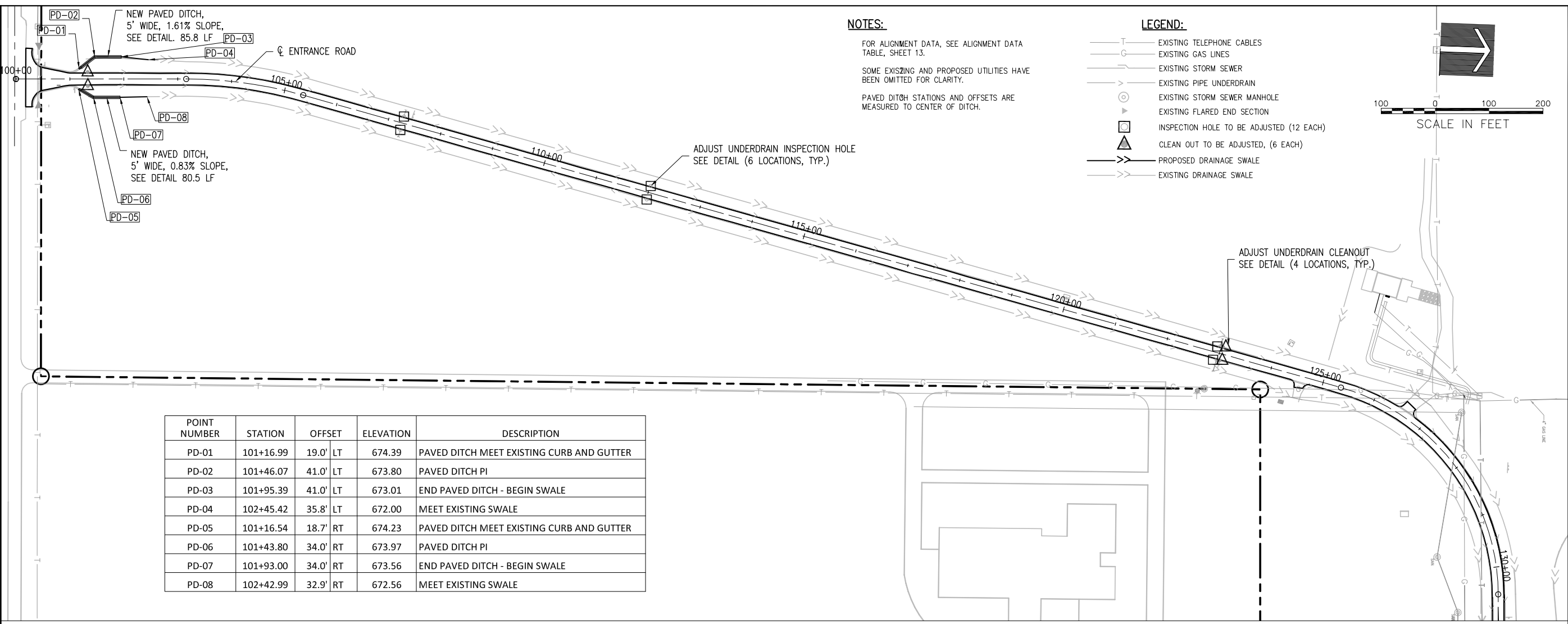
REVISION	DATE

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Hanson No. 13A0044D	Plan No. 49-DRAINAGE PLAN.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	5/13/13
DRAWN KMS	6/3/13
REVIEWED RMH	6/10/13

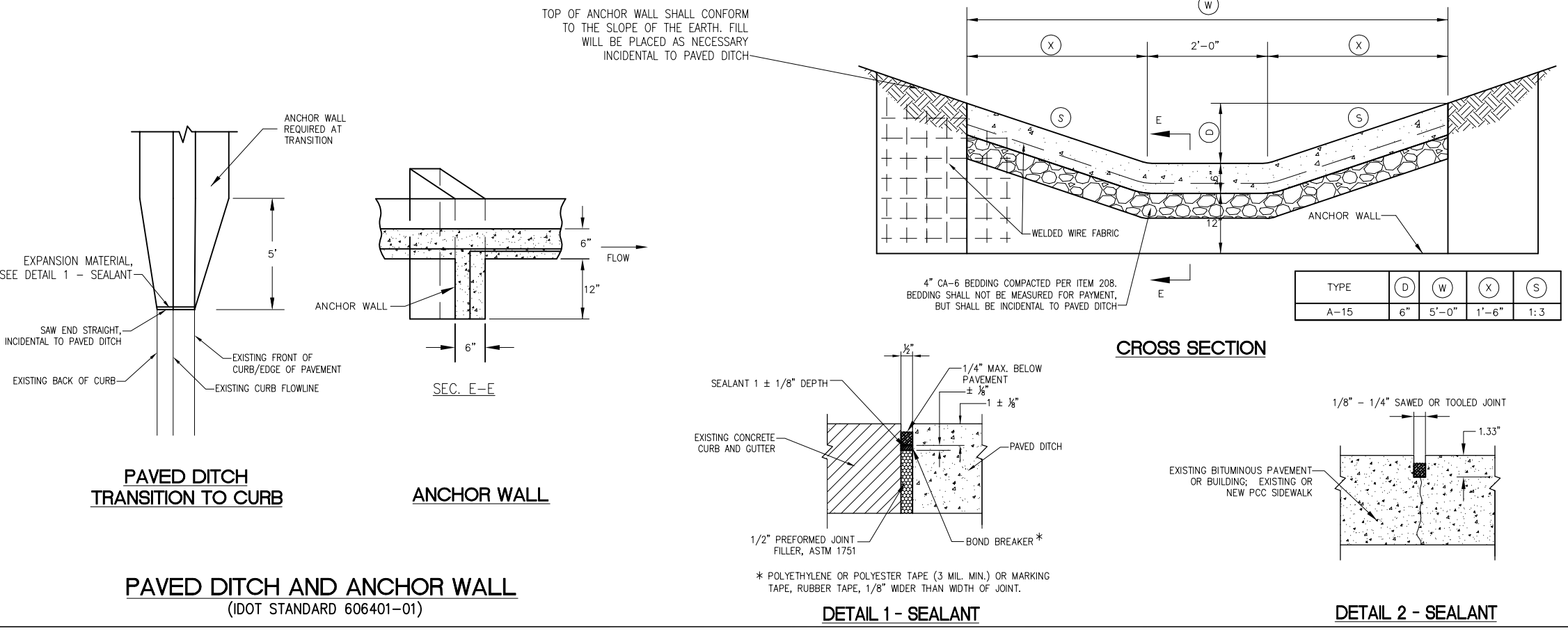
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DRAINAGE PLAN AND DETAILS
 REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

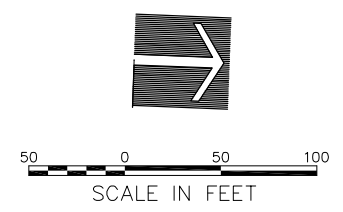
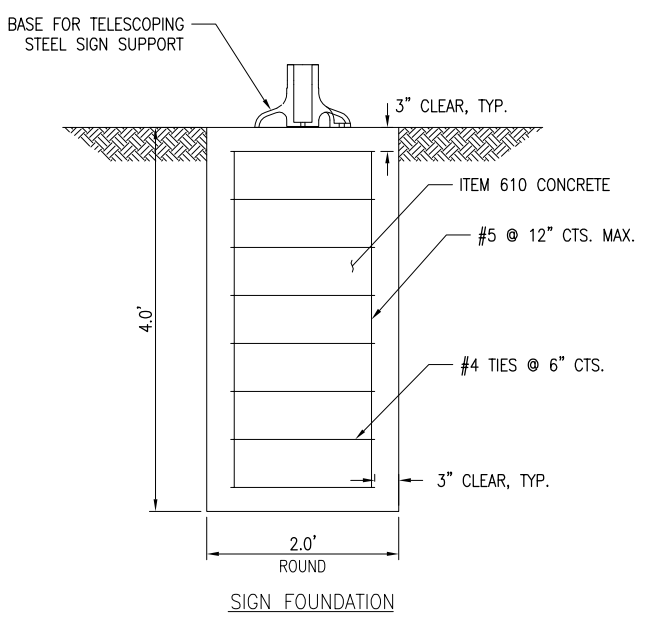
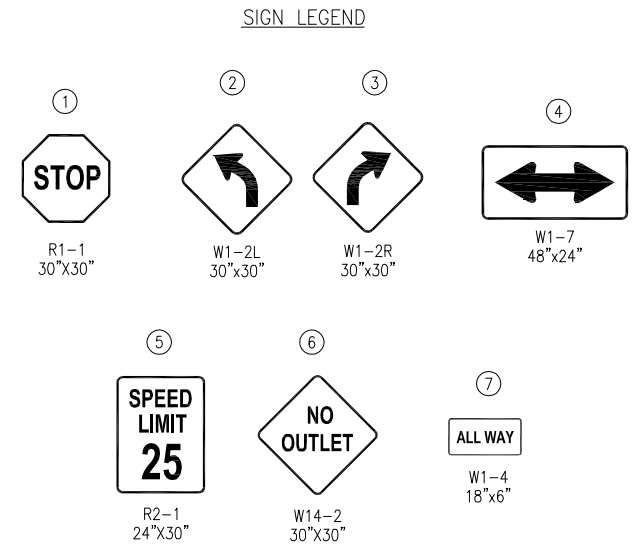
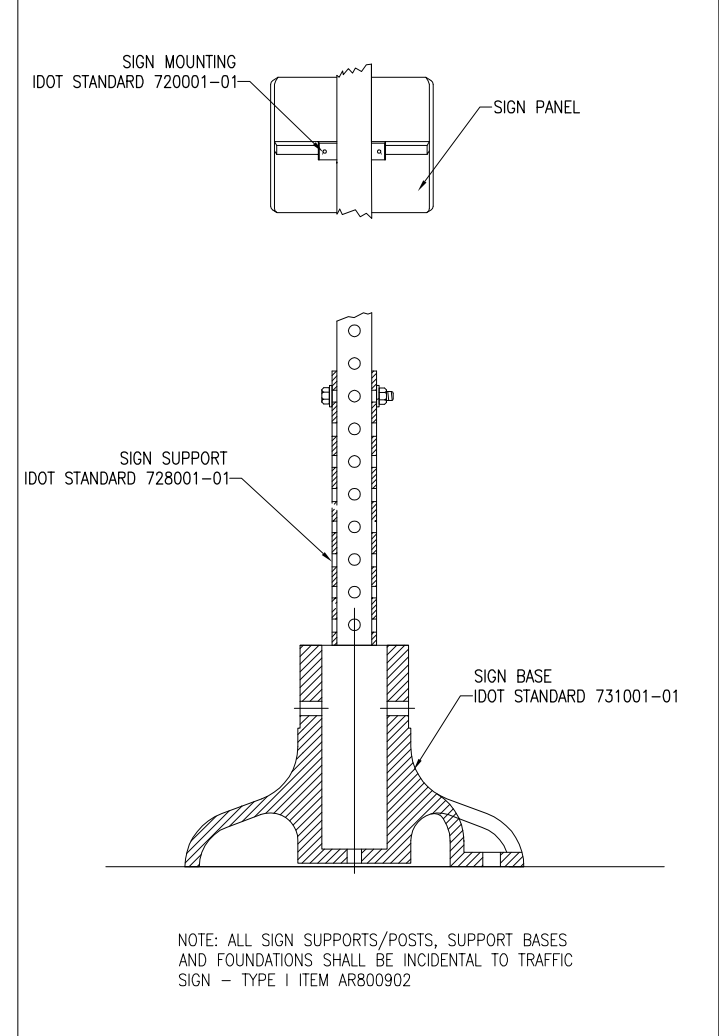
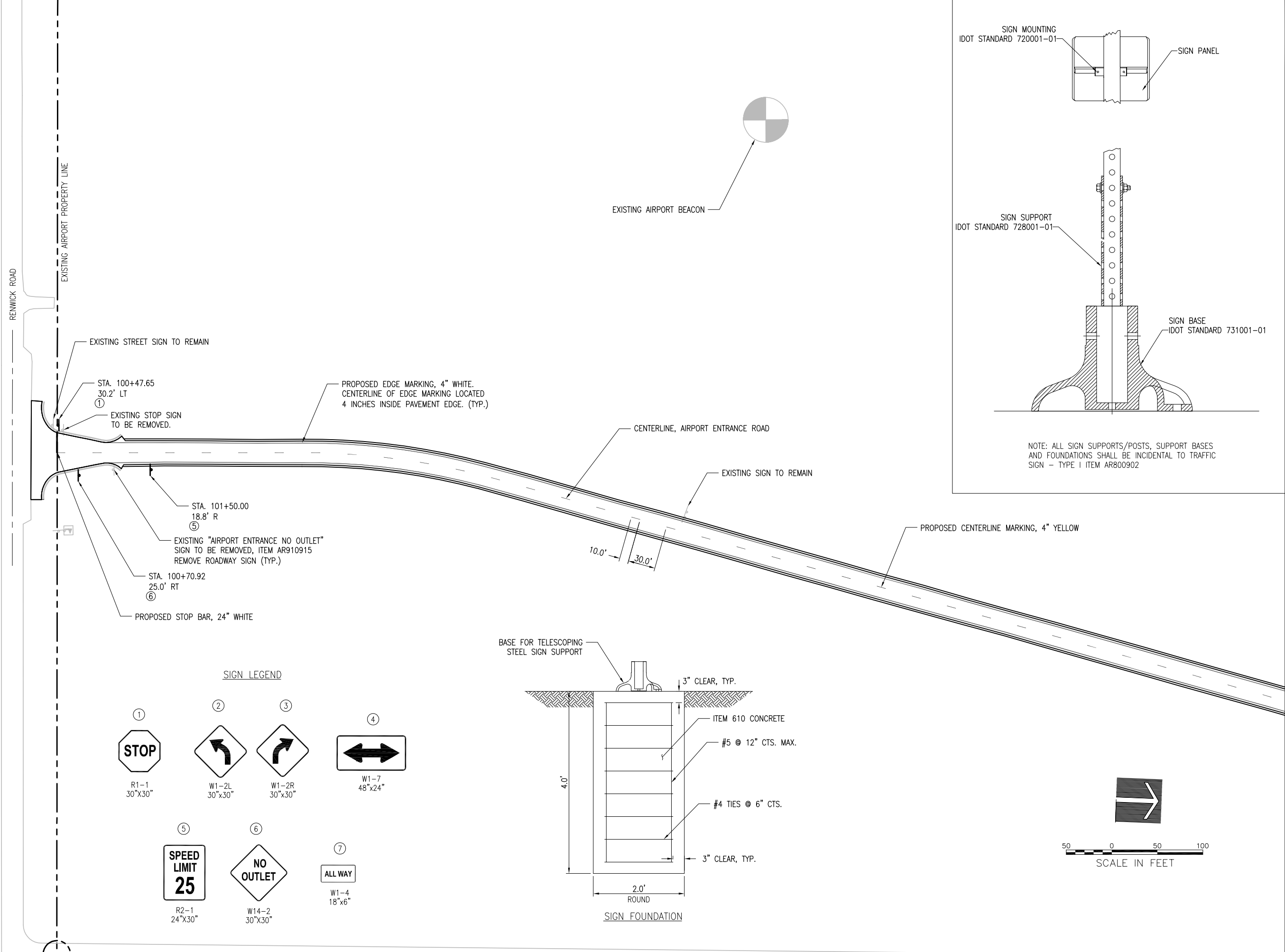


POINT NUMBER	STATION	OFFSET	ELEVATION	DESCRIPTION
PD-01	101+16.99	19.0' LT	674.39	PAVED DITCH MEET EXISTING CURB AND GUTTER
PD-02	101+46.07	41.0' LT	673.80	PAVED DITCH PI
PD-03	101+95.39	41.0' LT	673.01	END PAVED DITCH - BEGIN SWALE
PD-04	102+45.42	35.8' LT	672.00	MEET EXISTING SWALE
PD-05	101+16.54	18.7' RT	674.23	PAVED DITCH MEET EXISTING CURB AND GUTTER
PD-06	101+43.80	34.0' RT	673.97	PAVED DITCH PI
PD-07	101+93.00	34.0' RT	673.56	END PAVED DITCH - BEGIN SWALE
PD-08	102+42.99	32.9' RT	672.56	MEET EXISTING SWALE

- NOTES**
- ITEM 610 PC CONCRETE SHALL BE USED THROUGHOUT.
 - WELDED WIRE FABRIC SHALL BE 6"x6" MESH, #4 GAGE, 58 LBS. PER 100 SQ. FT., CONFORMING TO THE REQUIREMENTS OF AASHTO M-55.
 - 1/2" INCH PREMOULDED JOINT FILLER SHALL BE PLACED AT THE JUNCTION OF PAVED DITCH WITH ANY OTHER STRUCTURE.
 - ANCHOR WALLS SHALL BE SPACED AT NOT MORE THAN 50 FOOT INTERVALS.
 - ANCHOR WALLS SHALL BE CONSTRUCTED MONOLITHICALLY WITH THE PAVED DITCH.
 - AT THE OPTION OF THE CONTRACTOR, #3 REINFORCING BARS PLACED AT 12 INCH CENTERS LONGITUDINALLY IN PAVED DITCH AND VERTICALLY IN ANCHOR AND CUT-OFF WALLS MAY BE USED IN LIEU OF THE WELDED WIRE FABRIC.
 - THE COST OF FURNISHING AND PLACING THE JOINT FILLER AND WELDED WIRE FABRIC OR THE #3 REINFORCING BARS WILL BE CONSIDERED INCIDENTAL TO THE COST OF THE PAVED DITCH.
 - TOOLED OR SAWED CONTROL JOINTS ARE TO BE PLACED AT A SPACING NOT TO EXCEED 15' APART. NO SECTION IS TO BE SHORTER THAN 4'.
 - EXPANSION JOINTS WITH 1/2" PREMOULDED JOINT FILLER TO BE PLACED AT A SPACING NO GREATER THAN 30'.
 - CONSTRUCTION/CONTRACTION JOINTS AND EXPANSION JOINTS SHALL BE SEALED WITH JOINT SEALER SUITABLE FOR THIS APPLICATION. (SEE SPECIAL PROVISIONS).
 - C.I.P. = CAST-IN-PLACE
 - ALL JOINTS AND JOINT SEALING IS INCIDENTAL TO PAVED DITCH.



JUN 13, 2013 11:48 AM SPITZ01394
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REVISION	DATE

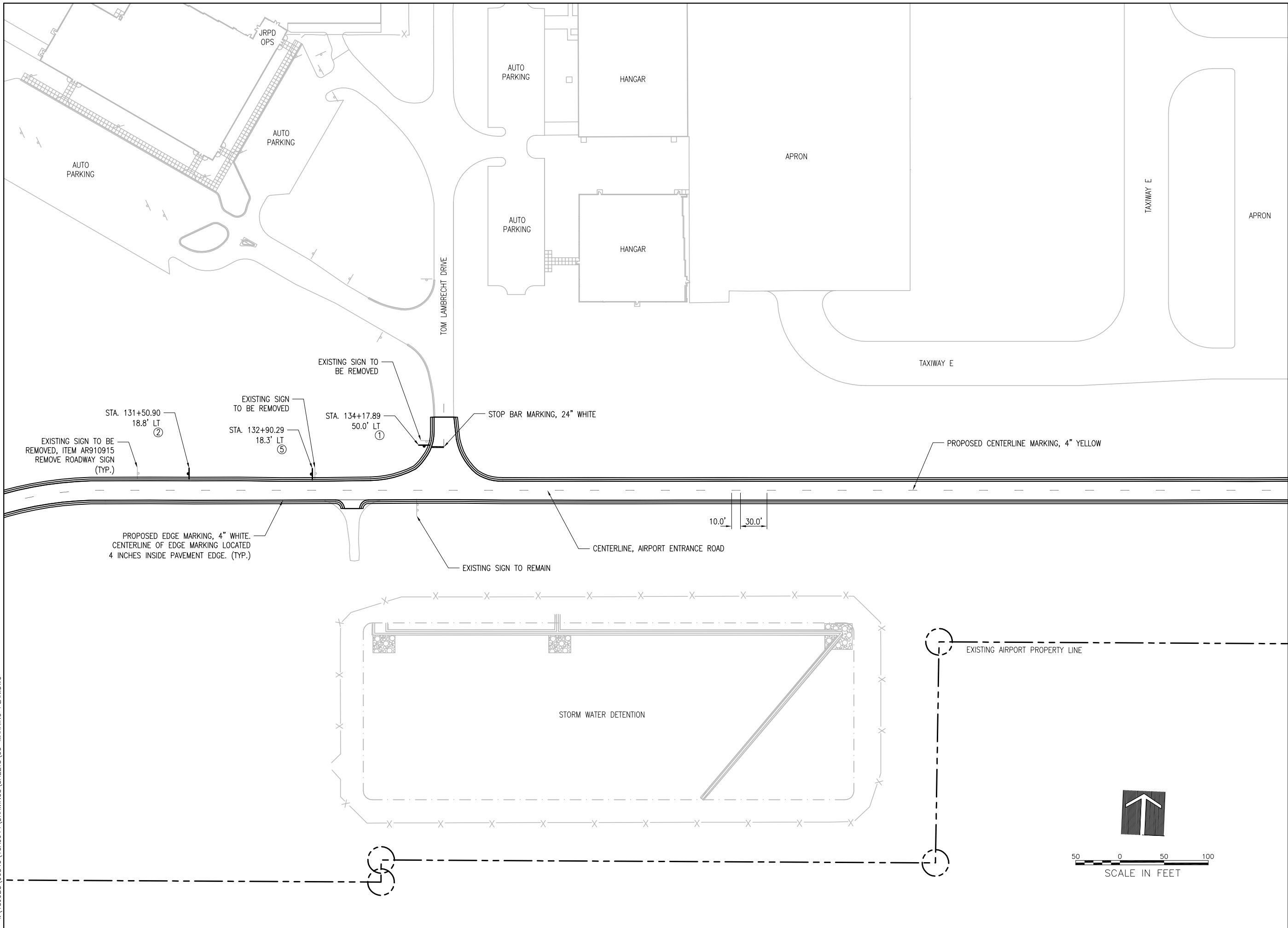
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Hanson No. 13A0044D	Filename 51-MARKING PLAN.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	5/13/13
DRAWN LDH	5/13/13
REVIEWED RMH	6/10/13

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MARKING AND SIGNAGE PLAN
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 IDA No. LOT-4277

JUN 13, 2013 10:06 AM SPITZ01394
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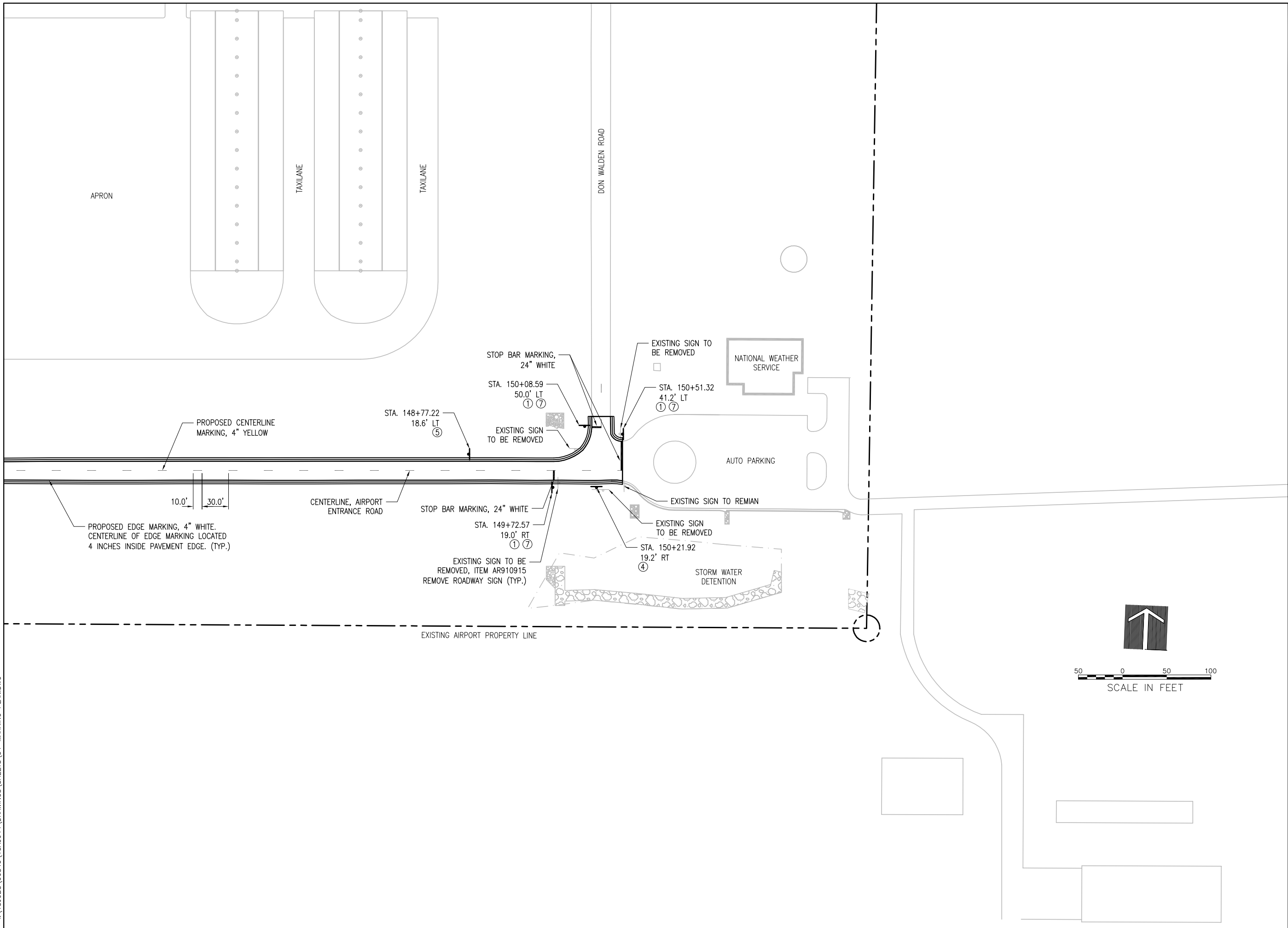
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Hanson No.	13A0044D
Filename	53-MARKING PLAN.DWG
Scale	1:50
Date	JUNE 11, 2013
LAYOUT	LDH 5/13/13
DRAWN	LDH 5/13/13
REVIEWED	RMH 6/10/13

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Hanson No. 13A0044D	Filename 54-MARKING PLAN.DWG
Scale 1:50	Date JUNE 11, 2013
LAYOUT LDH	5/13/13
DRAWN LDH	5/13/13
REVIEWED RMH	6/10/13

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MARKING AND SIGNAGE PLAN
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

REVISION
DATE

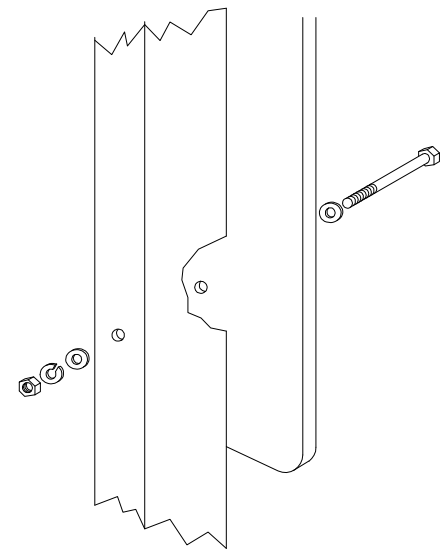
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Romeoville, Illinois 60446
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Fax: 815.838.9524

Hanson No. 13A0044D
Filename: 55-SIGNSTD.DWG
Scale: N/A
Date: JUNE 11, 2013

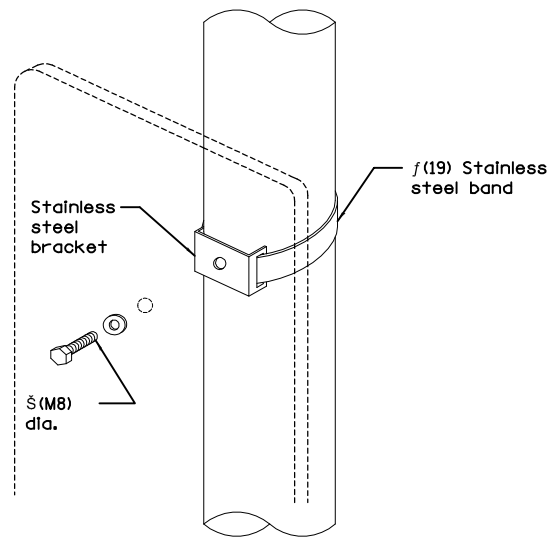
LAYOUT	LDH	6/6/13
DRAWN	LDH	6/6/13
REVIEWED	RMH	6/10/13

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SIGN STANDARDS
REHABILITATE AIRPORT ENTRANCE ROAD
IDA No. LOT-4277

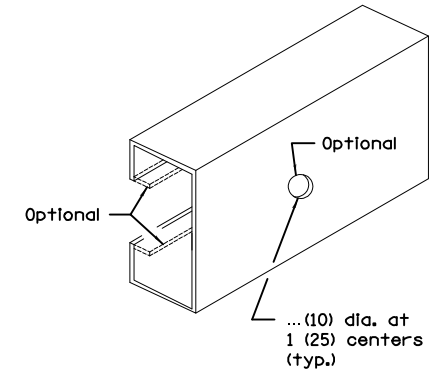
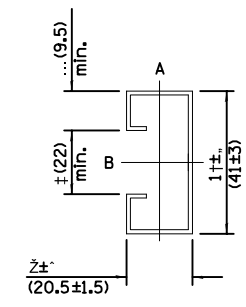


Sign panel 36 (900) wide or less

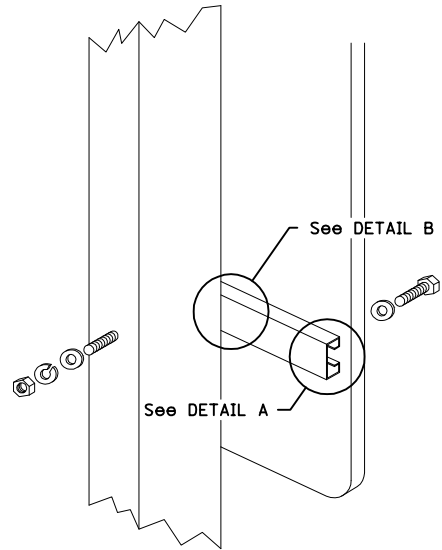


Sign panel 36 (900) wide or less

Section modulus (minimum)	Axis A	Axis B
Steel	0.050 In. ³ (819 mm ³)	0.105 In. ³ (1720 mm ³)
Aluminum	0.150 In. ³ (2458 mm ³)	0.315 In. ³ (5162 mm ³)

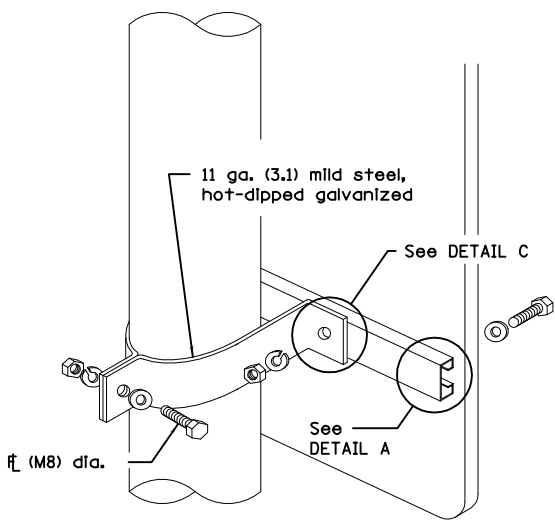


SUPPORTING CHANNEL DETAILS



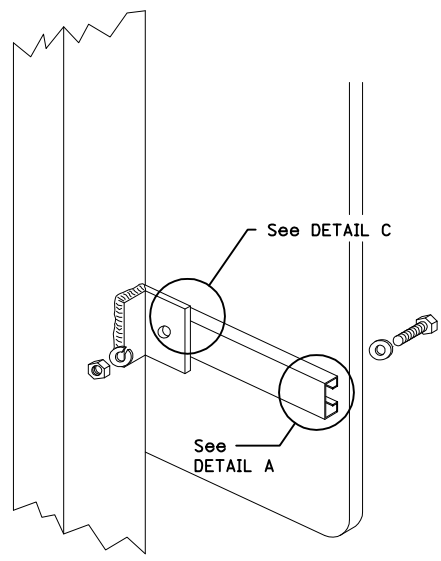
Sign panel over 36 (900) wide

WOOD OR TELESCOPING STEEL POSTS

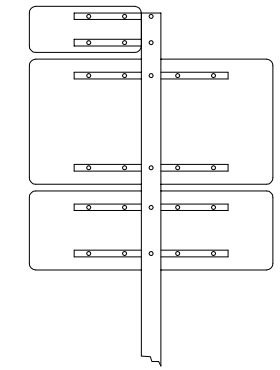


Sign panel over 36 (900) wide

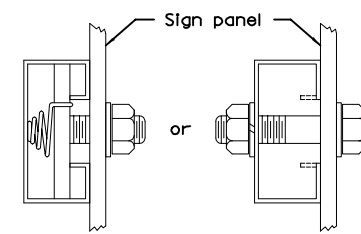
LIGHT OR SIGNAL STANDARDS



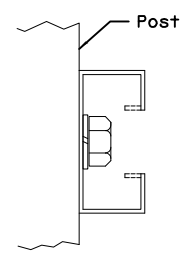
BREAKAWAY STEEL TUBING POSTS
(All sign panel sizes)



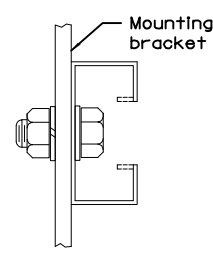
ROUTE MARKER ASSEMBLY



DETAIL A



DETAIL B

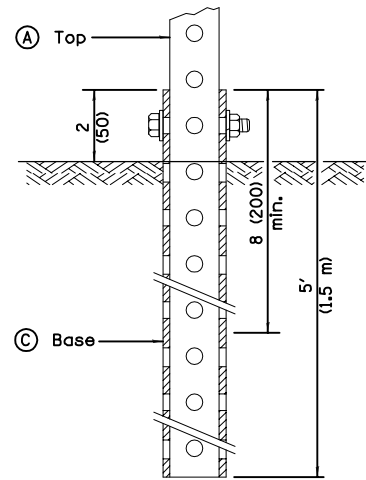


DETAIL C

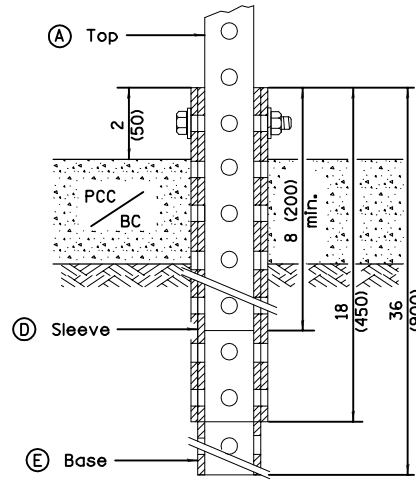
All dimensions are in inches (millimeters) unless otherwise shown.

SIGN PANEL MOUNTING DETAILS

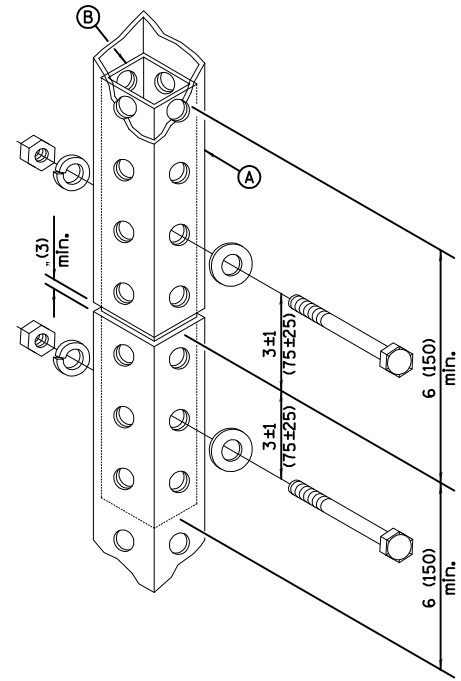
STANDARD 720001-01



GROUND MOUNT DETAIL



PAVEMENT MOUNT DETAIL



SPUCE DETAIL

(A)	2 x 2 x var. (51 x 51 var.)
(B)	1 1/2 x 1 1/2 x 12 (44 x 44 x 300)
(C)	2 1/2 x 2 1/2 x 60 (57 x 57 x 1500)
(D)	2 1/2 x 2 1/2 x 18 (64 x 64 x 450)
(E)	2 1/2 x 2 1/2 x 36 (57 x 57 x 900)

GENERAL NOTES

All bolts ... (M10) hex head zinc or cadmium plated.

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

**TELESCOPING STEEL
SIGN SUPPORT**

STANDARD 728001-01

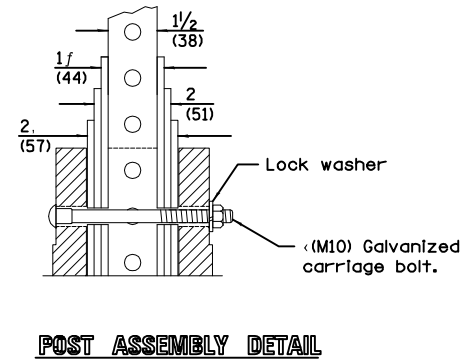
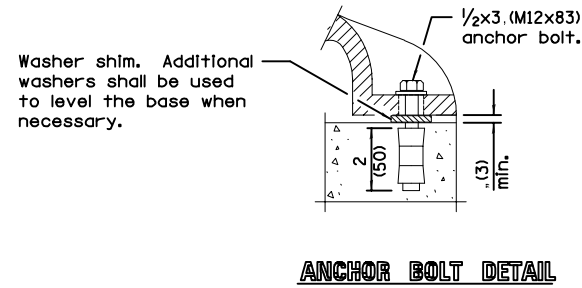
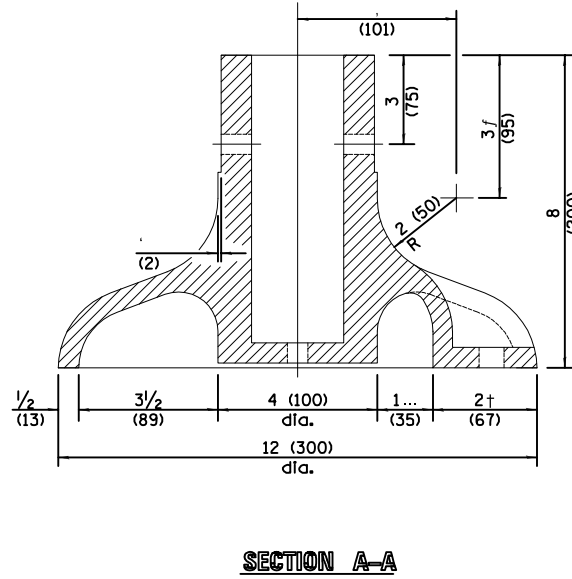
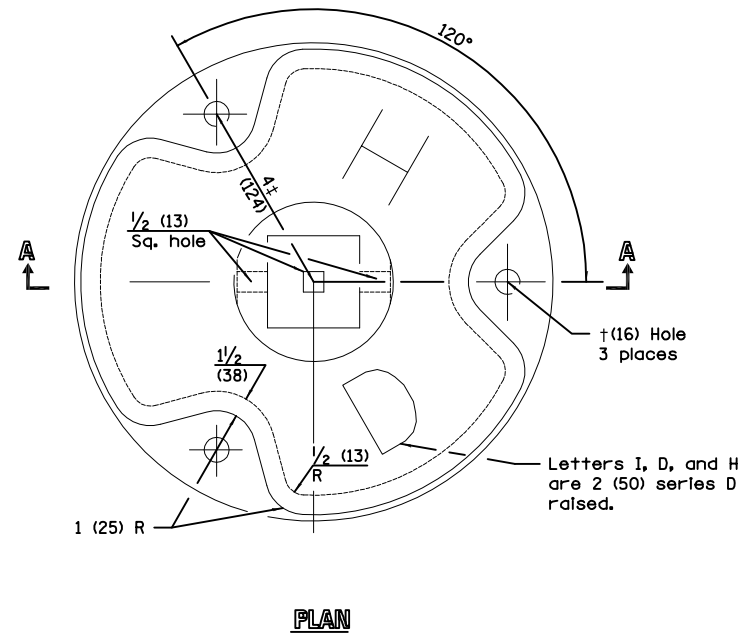
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Hanson No. 13A0044D	
Filename 57-SIGNSTD.DWG	
Scale N/A	
Date JUNE 11, 2013	
LAYOUT LDH	6/6/13
DRAWN LDH	6/6/13
REVIEWED RMH	6/10/13

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SIGN STANDARDS
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277



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

**BASE FOR TELESCOPING
 STEEL SIGN SUPPORT**

STANDARD 731001-01

REVISION	DATE

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Hanson No. 13A0044D	6/6/13
Filename 58-SIGNSTD.DWG	LDH
Scale N/A	LDH
Date JUNE 11, 2013	RMH

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REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

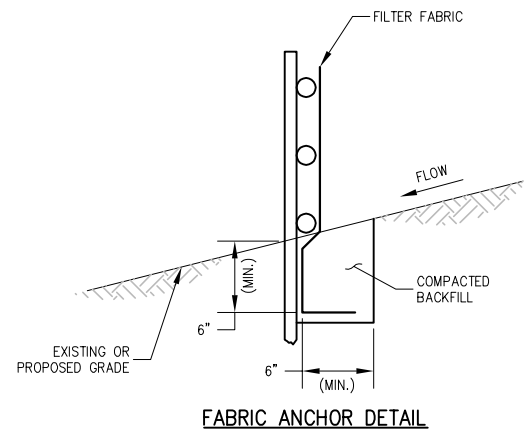
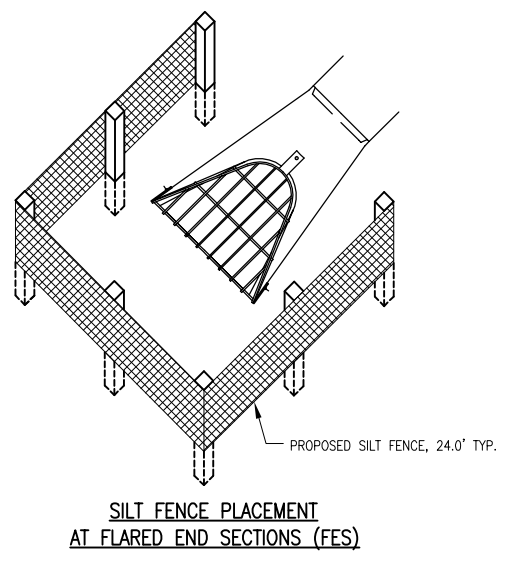
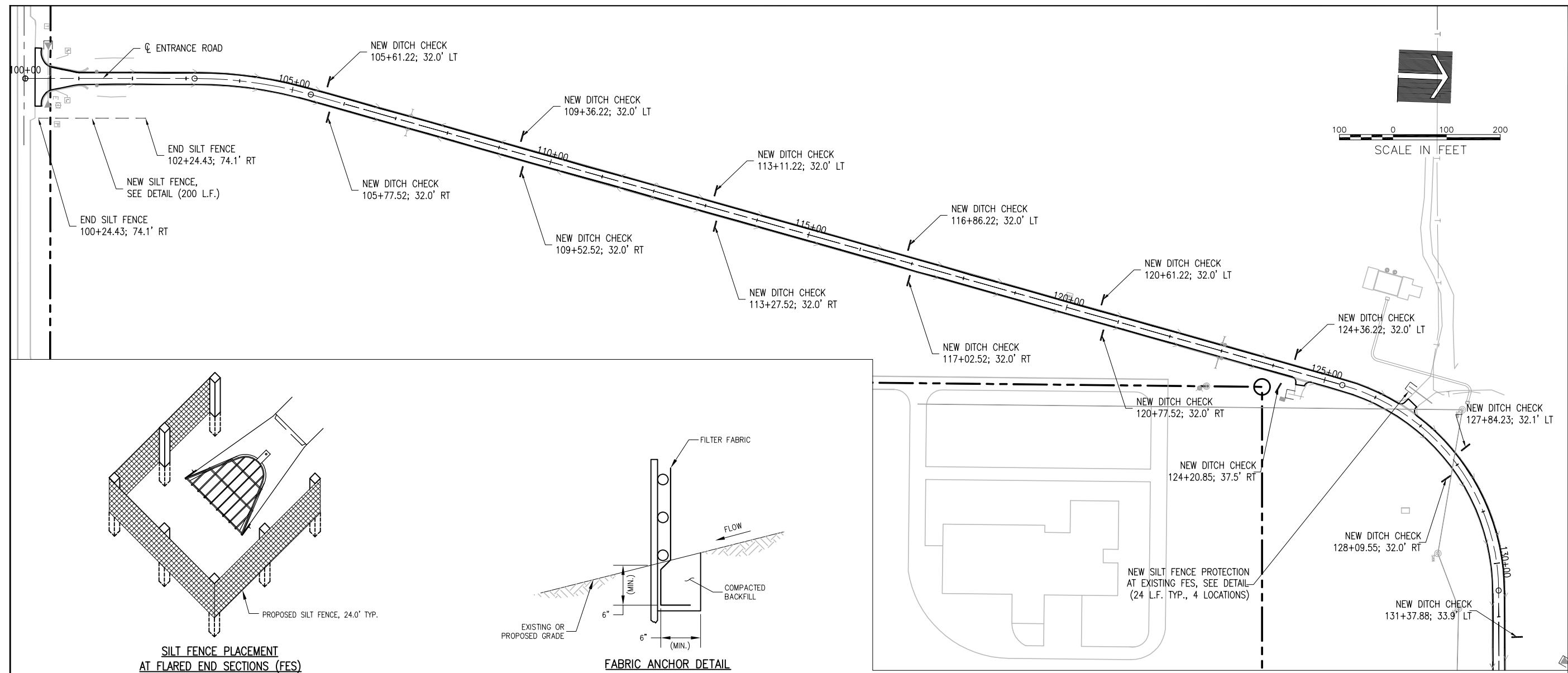
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Hanson No.	13A0044D
Filename	59-SWPPP.DWG
Scale	1:50
Date	JUNE 11, 2013
LAYOUT	LDH
DRAWN	KMS
REVIEWED	RMH
	5/13/13
	6/3/13
	6/10/13

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Hanson Professional Services Inc.
 815 Commerce Drive Suite 200
 Oak Brook, Illinois 60523

SWPPP AND DETAILS
STA. 100+00 - 132+00
REHABILITATE AIRPORT ENTRANCE ROAD
 IDA No. LOT-4277

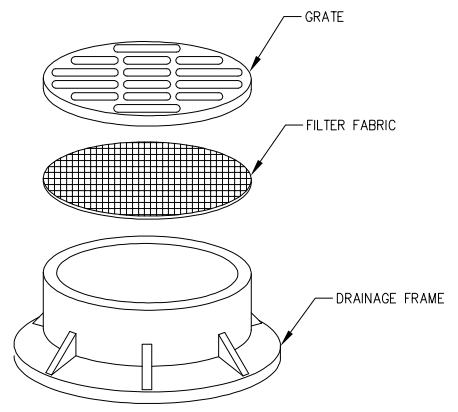


NOTES:

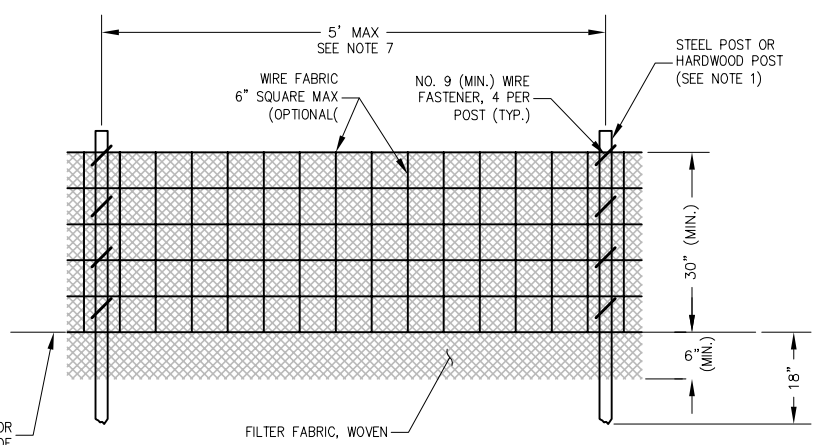
- FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 3.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL NOT MEET SPECIFICATIONS.
- TOP AND BOTTOM WIRE OF WIRE FABRIC SHALL BE MINIMUM GAGE NO. 9. INTERMEDIATE WIRES OF THE WIRE FABRIC SHALL BE MINIMUM 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.
- 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.

NOTES:

- FILTER WRAP TO BE PLACED IN ALL MANHOLES AS SHOWN.
- FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR SILT FENCE, MEETING AASHTO M288.
- FABRIC SHALL OVERLAY FRAME BY 2 INCHES (MINIMUM).
- CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
- FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MINIMUM OF 80% OF COVERAGE.
- COST OF FILTER WRAP SHALL BE INCIDENTAL TO INLET PROTECTION.



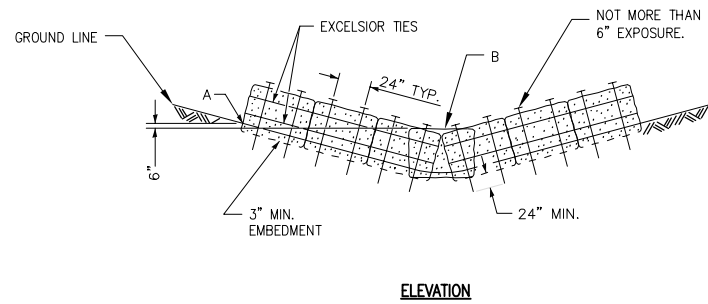
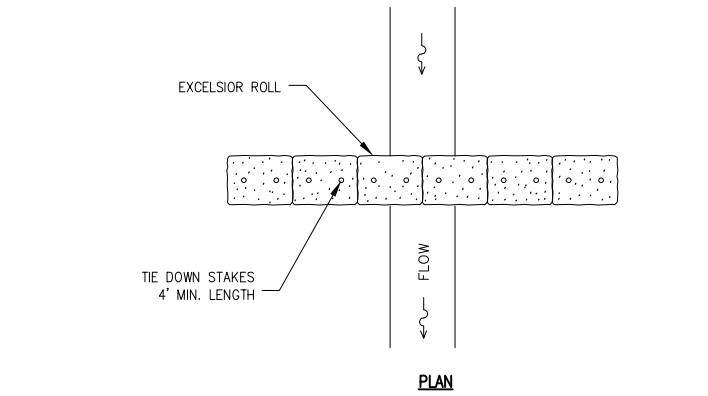
INLET PROTECTION - DRAINAGE STRUCTURE FILTER WRAP



ELEVATION

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JUN 13, 2013 9:10 AM SPITZ01394
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DITCH CHECK

NOTES:

1. PT. A HIGHER THAN PT. B
2. DIAMETER OF EXCELSIOR ROLL IS 10".

SEDIMENTATION AND EROSION CONTROL NOTES:

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.

SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 14 CALENDAR DAYS OF THE END OF ACTIVE HYDROLOGIC DISTURBANCE, OR REDISTURBANCE.

AREAS OR ENBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 3H:1V, AND APPROVED BY THE ENFORCEMENT OFFICER, SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.

EROSION CONTROL BLANKET SHALL BE REQUIRED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BETWEEN NORMAL WATER LEVEL AND HIGH WATER LEVEL.

ALL STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED, BY AN APPROPRIATE SEDIMENT CONTROL MEASURE.

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.

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.

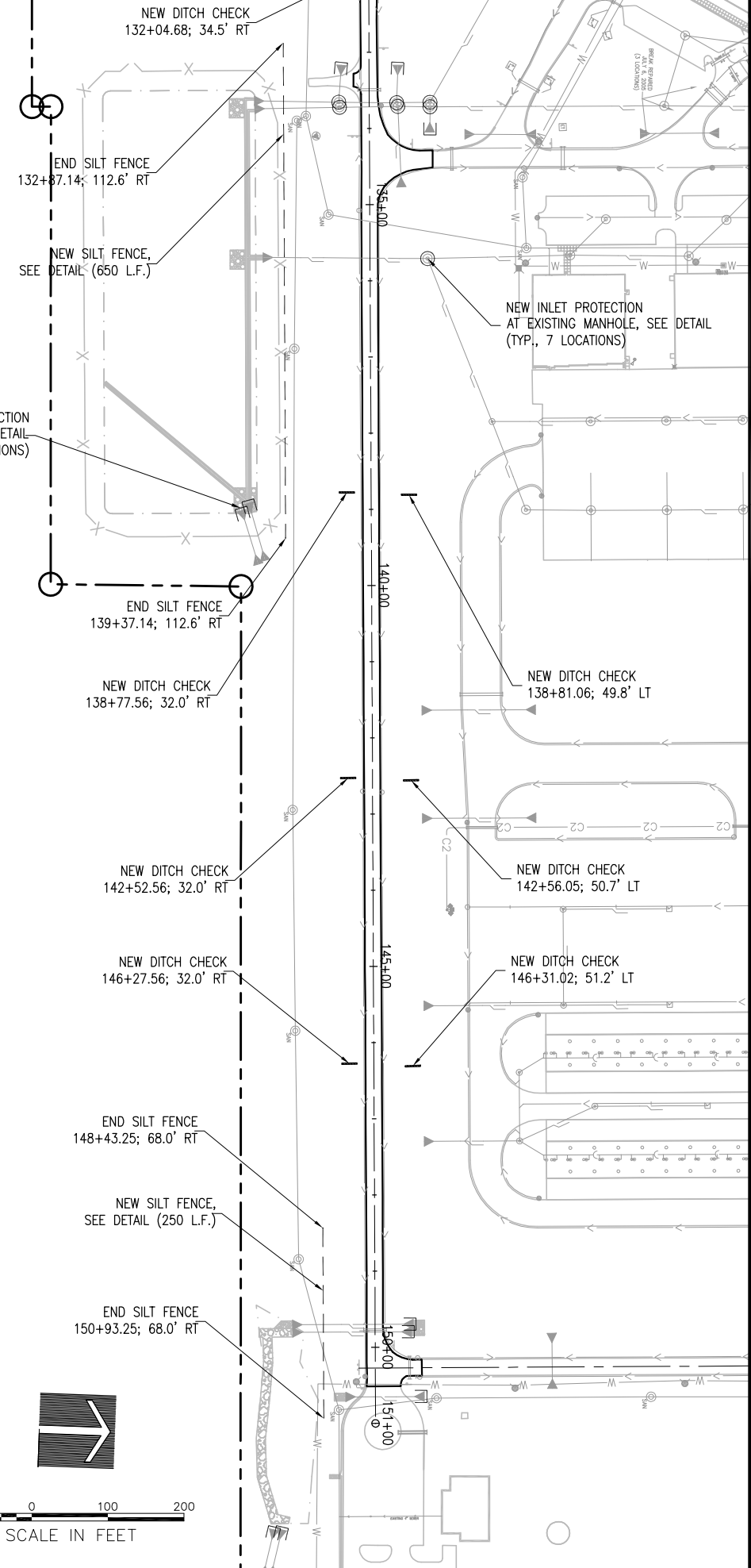
A STABILIZED MAT OF AGGREGATE UNDERLAIN WITH FILTER CLOTH (OR OTHER APPROPRIATE MEASURE) SHALL BE LOCATED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE TO OR FROM A PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA. ANY SEDIMENT OR SOIL REACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, 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 PROTECTING WATERS OF THE UNITED STATES OR ISOLATED WATERS OF LAKE COUNTY.

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).

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.

NEW SILT FENCE PROTECTION AT EXISTING FES, SEE DETAIL (24 L.F. TYP., 10 LOCATIONS)



LE046

REVISION	DATE

Chicago-Romeoville Airport
JOLIET REGIONAL PORT DISTRICT
 1 George Michas Drive
 Romeoville, Illinois 60446
 Telephone: 815.838.9497
 Fax: 815.838.9524

Hanson No. 13A0044D	LDH	5/13/13
Filename 60-SWPPP.DWG	KMS	6/3/13
Scale 1:50	RMH	6/10/13
Date JUNE 11, 2013		
LAYOUT		
DRAWN		
REVIEWED		

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