

CONSTRUCTION PLANS

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH,
AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

CITY OF MT. STERLING
MT. STERLING MUNICIPAL AIRPORT (I63)
MT. STERLING, BROWN COUNTY, ILLINOIS

IDA PROJECT NO. I63 - 4576
SBG PROJECT NO. 3-17-SBGP-133/139

JUNE 8, 2018



NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Iss. & Director	Sheet Changed	Date	By



6 JUNE 2018 Date



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1628 S. 54th St.
Springfield, Illinois 62703
Telephone: 217.786.2450
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Robert A. Waller
Robert A. Waller, P.E.
Project Manager

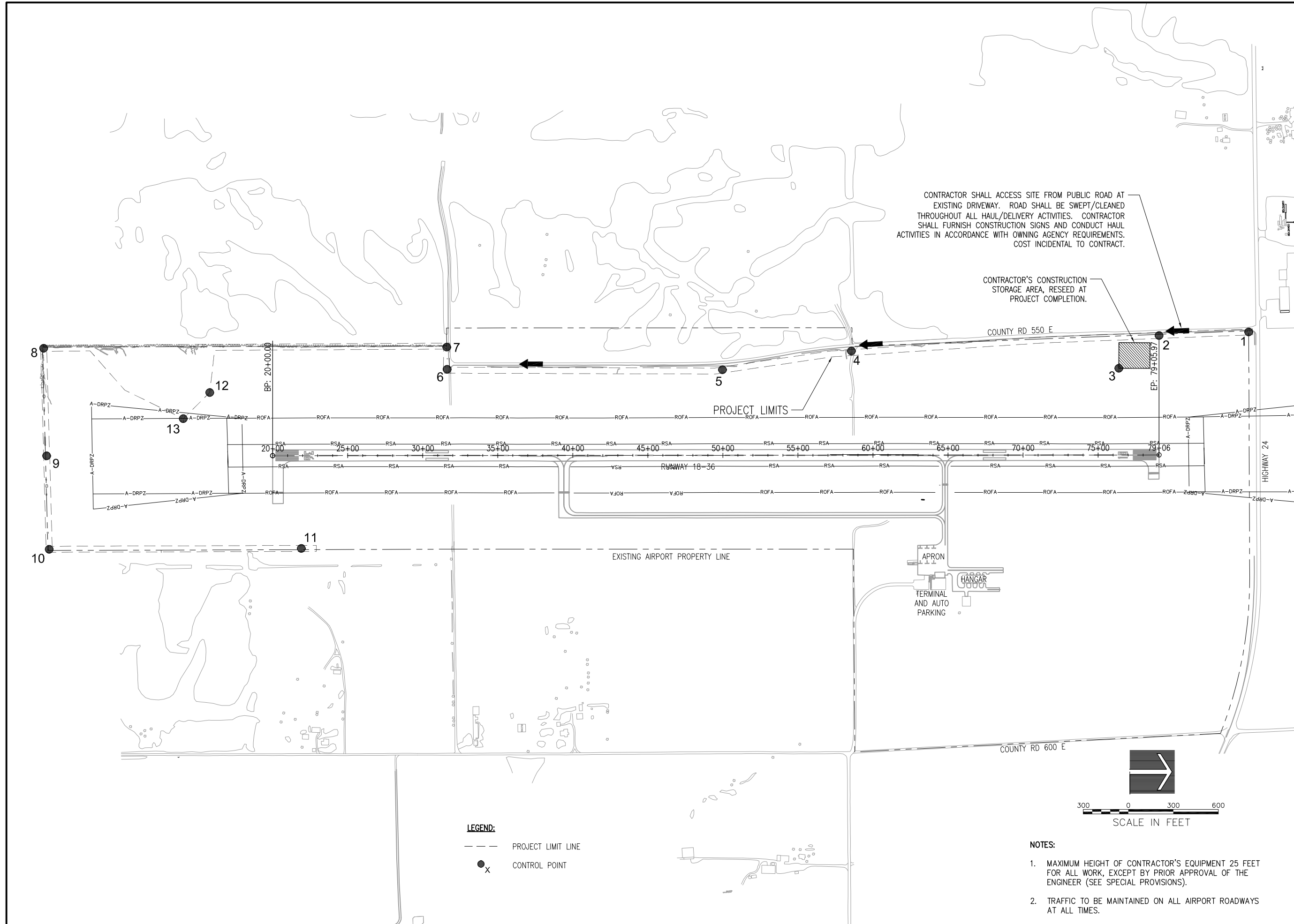
8 JUNE 2018 Date

MT. STERLING MUNICIPAL AIRPORT
CITY OF MT. STERLING
146 West Main Street
Mt. Sterling, Illinois 62303
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Vada Yingling
Vada Yingling

8 JUNE 2018 Date

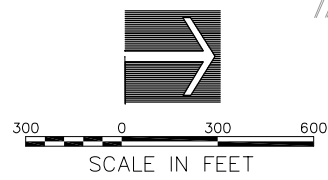
Vada Yingling
City Administrator



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

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

LEGEND:
 - - - PROJECT LIMIT LINE
 ● X CONTROL POINT



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

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
 PROJECT NO: 17A0106
 CAD FILE: 03-SITEPLAN.DWG
 DESIGN BY: LDH 2/23/18
 DRAWN BY: LDH 2/23/18
 REVIEWED BY: KMS 5/4/18

SHEET TITLE

SITE AND SAFETY PLAN

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). ANY CONTRACTOR ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE PROVIDED BY THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL MAINTAIN A COPY OF FAA ADVISORY CIRCULAR 150/5370-2G, CURRENT ISSUE AT THE PROJECT SITE AT ALL TIMES.

PRIOR TO THE ISSUANCE OF A CONSTRUCTION NOTICE-TO-PROCEED (NTP) BY THE ILLINOIS DIVISION OF AERONAUTICS, THE CONTRACTOR SHALL PREPARE AND SUBMIT A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G, PARAGRAPH 2.4.2, OR EQUIVALENT SECTION IN SUBSEQUENT/CURRENT ISSUES. THE SPCD SHALL BE REVIEWED AND APPROVED BY THE AIRPORT MANAGER, WHO WILL THEN SUBMIT THE DOCUMENT TO THE ILLINOIS DIVISION OF AERONAUTICS FOR THEIR APPROVAL PRIOR TO NOTICE TO PROCEED.

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 IS INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PROVIDE HIS WRITTEN ACCEPTANCE OF THE PROJECT CONSTRUCTION SAFETY AND PHASING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION SAFETY AND PHASING 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 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 RUNWAYS, TAXIWAYS, HANGAR ACCESS, 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 ON-GOING AIRPORT PROJECTS.

CONSTRUCTION LIMITS

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

VEHICULAR TRAFFIC CONTROL

CONTRACTOR ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN IN THE PLANS. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY 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 THE 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. THE CONTRACTOR MAY MAKE USE OF ANY EXISTING HAUL ROUTES WITHIN THE PROJECT LIMITS, BUT SHALL REPAIR/MAINTAIN SAME DURING CONSTRUCTION, AND SHALL REMOVE THE EXISTING HAUL ROUTES AT PROJECT END, IF DIRECTED BY THE RESIDENT ENGINEER. HEAVY VEHICLES SHALL NOT CROSS EXISTING PAVEMENT SURFACES EXCEPT AS APPROVED BY THE AIRPORT OWNER AND THE RESIDENT ENGINEER. 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 OWNER AND THE RESIDENT ENGINEER. FOR HAUL ROUTES MADE BY THE CONTRACTOR THROUGH GRASSED AREAS OR EXISTING HAUL ROUTES USED BY THE CONTRACTOR, CONTRACTOR SHALL REMOVE, GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT; COST INCIDENTAL TO THE CONTRACT.

CONTRACTOR IS TO PROVIDE AN EQUIPMENT STORAGE AND PARKING AREA AT THE LOCATIONS SHOWN IN THE PLANS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT OWNER AND THE RESIDENT ENGINEER. AT THE AIRPORT OWNER'S DISCRETION, THE TEMPORARY FACILITIES MAY REMAIN, BUT THEY MUST BE LEFT IN CONDITIONS SUITABLE TO THE AIRPORT OWNER. THE COST OF PROVIDING, MAINTAINING AND RESTORING THE TEMPORARY FACILITIES IS 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 ENTRANCES AND FOR THE CONTRACTOR'S ROUTE WITHIN THE AIRPORT OPERATIONS AREA, AS NOTED ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. WHERE CONTRACTOR EQUIPMENT IS OPERATING WITHIN ACTIVE AIRCRAFT OPERATIONS AREAS, RADIO-EQUIPPED FLAGGERS SHALL BE FURNISHED BY THE CONTRACTOR. CONTINUOUS PAVEMENT SWEEPING SHALL BE FURNISHED TO REMOVE DEBRIS FROM ACTIVE AIRCRAFT MOVEMENT PATHS. THE COST OF TRAFFIC CONTROL/FLAGGERS AND PAVEMENT SWEEPING SHALL BE INCIDENTAL TO THE CONTRACT.

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 PROJECT 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 OPERATING VEHICLES SHALL BE REVOKED.
- THE CONTRACTOR WILL BE REQUIRED TO BE IN CONTACT WITH AIRPORT MANAGEMENT THROUGH THE RESIDENT ENGINEER PRIOR TO AND DURING WORK OUTSIDE THE CONSTRUCTION LIMIT AREA AND INSIDE THE AIRPORT OPERATIONS AREA. 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.
- THE CONTRACTOR SHALL COORDINATE GATE SECURITY THROUGH THE RESIDENT ENGINEER WITH THE AIRPORT OWNER. AIRPORT SECURITY SHALL BE MAINTAINED AT ALL TIMES.

THE CONTRACTOR SHALL REMAIN WITHIN THE PROJECT LIMITS LINE SHOWN IN THE PLANS. WHEN OUTSIDE THE PROJECT LIMIT LINE, ALL CONTRACTOR ACTIVITIES SHALL REMAIN OUTSIDE THE RUNWAY OBJECT FREE ZONE (ROFZ). THE ROFZ IS DEFINED AS THE AREA WITHIN 200 FEET OF THE CENTERLINE AND WITHIN 300 FEET OF THE ENDS OF ACTIVE RUNWAY 18-36. FOR WORK NEAR TAXIWAYS AND APRONS, THE CONTRACTOR'S PERSONNEL AND EQUIPMENT MUST REMAIN AT

LEAST 44.5 FEET FROM ACTIVE CATEGORY I TAXIWAYS, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAY CENTERLINES, AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAY CENTERLINES, 44.5 FEET FROM ACTIVE T-HANGAR TAXILANE CENTERLINES, AND TEN (10) FEET FROM ACTIVE APRON EDGES. 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. NO CLOSURE OF ANY RUNWAY WILL BE PERMITTED FOR THIS PROJECT, EXCEPT AS NOTED ELSEWHERE IN THIS PARAGRAPH.

THE PROJECT DOES NOT INCLUDE THE CLOSING OF ANY RUNWAY, TAXIWAY, APRON, OR OTHER AIRPORT PAVEMENTS AT ANY TIME DURING THE PROJECT. SHOULD THE CONTRACTOR REQUEST, AND THE AIRPORT OWNER AGREE TO ANY PAVEMENT CLOSING, THE FOLLOWING SHALL APPLY:

- SUCH CLOSING SHALL HAVE BEEN PRIOR APPROVED THROUGH THE SUBMITTAL AND APPROVAL OF A REVISED CONSTRUCTION SAFETY AND PHASING PLAN.
- FOR RUNWAYS, THE CONTRACTOR SHALL, AT HIS EXPENSE, PLACE AND MAINTAIN THE RUNWAY CLOSURE MARKERS.
- TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS ASSOCIATED WITH THE RUNWAY CLOSURE, CONSTRUCTION WORK MUST BE COMPLETED EXPEDITIOUSLY. RUNWAY CLOSINGS SHALL ONLY BE PERMITTED BY PRIOR AUTHORIZATION OF THE RESIDENT ENGINEER AND THE AIRPORT OWNER, AND IN ACCORDANCE WITH THE REVISED CONSTRUCTION SAFETY AND PHASING PLAN.
- THE CONTRACTOR, AT HIS EXPENSE, SHALL FURNISH, PLACE, MAINTAIN, RELOCATE, AND REMOVE TEMPORARY BARRICADES ON AIRFIELD RUNWAYS, TAXIWAYS, AND OTHER PAVEMENTS SURFACES AS DIRECTED BY THE RESIDENT ENGINEER.
- WHEN THE RUNWAY IS TO BE CLOSED, THE AIRPORT OWNER WILL DE-ENERGIZE AIRPORT/RUNWAY NAVAIDS, AND AIRFIELD LIGHTING POWER AND CONTROL CIRCUITS WHEN REQUIRED BY THE CONTRACTOR'S ACTIVITIES. THE CONTRACTOR SHALL NOT PROCEED WITH FURTHER WORK UNTIL AFTER THE REQUIRED CHANGES TO THE AIRPORT POWER AND CONTROL CIRCUITS HAVE BEEN MADE BY THE AIRPORT OWNER.

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 18-36. THE TSA IS MEASURED AT 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, 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 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 CONSTRUCTION SAFETY AND PHASING 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. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

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 CONTRACT.

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

NOTIFICATIONS BY CONTRACTOR

IF ANY CLOSURES ARE REQUIRED, AND HAVE BEEN APPROVED IN ADVANCE, THE CONTRACTOR MUST NOTIFY THE RESIDENT ENGINEER AND THE AIRPORT OWNER THREE (3) DAYS IN ADVANCE OF ANY REQUIRED PARTIAL OR COMPLETE CLOSING OF ANY RUNWAY, 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 THREE (3) DAYS 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

AT NO TIME SHALL THE CONTRACTOR CONDUCT ANY ACTIVITIES OR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT ACTIVE PART 77 AIRPORT IMAGINARY SURFACES.

- ALL WORK SHALL BE LIMITED TO THOSE AREAS WITHIN THE CONSTRUCTION LIMIT LINE SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN, INCLUDING ALL MEN, EQUIPMENT, AND MATERIALS/HAUL VEHICLES.
- START OF ANY WORK SHALL BE PREVIOUSLY NOTIFIED AND PRIOR APPROVED BY THE RESIDENT ENGINEER AND THE AIRPORT OWNER.

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

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.

ALL NOTES AND DETAILS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN ARE APPLICABLE TO THIS PROJECT.

ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED PROJECT CONSTRUCTION AND PHASING 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.

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

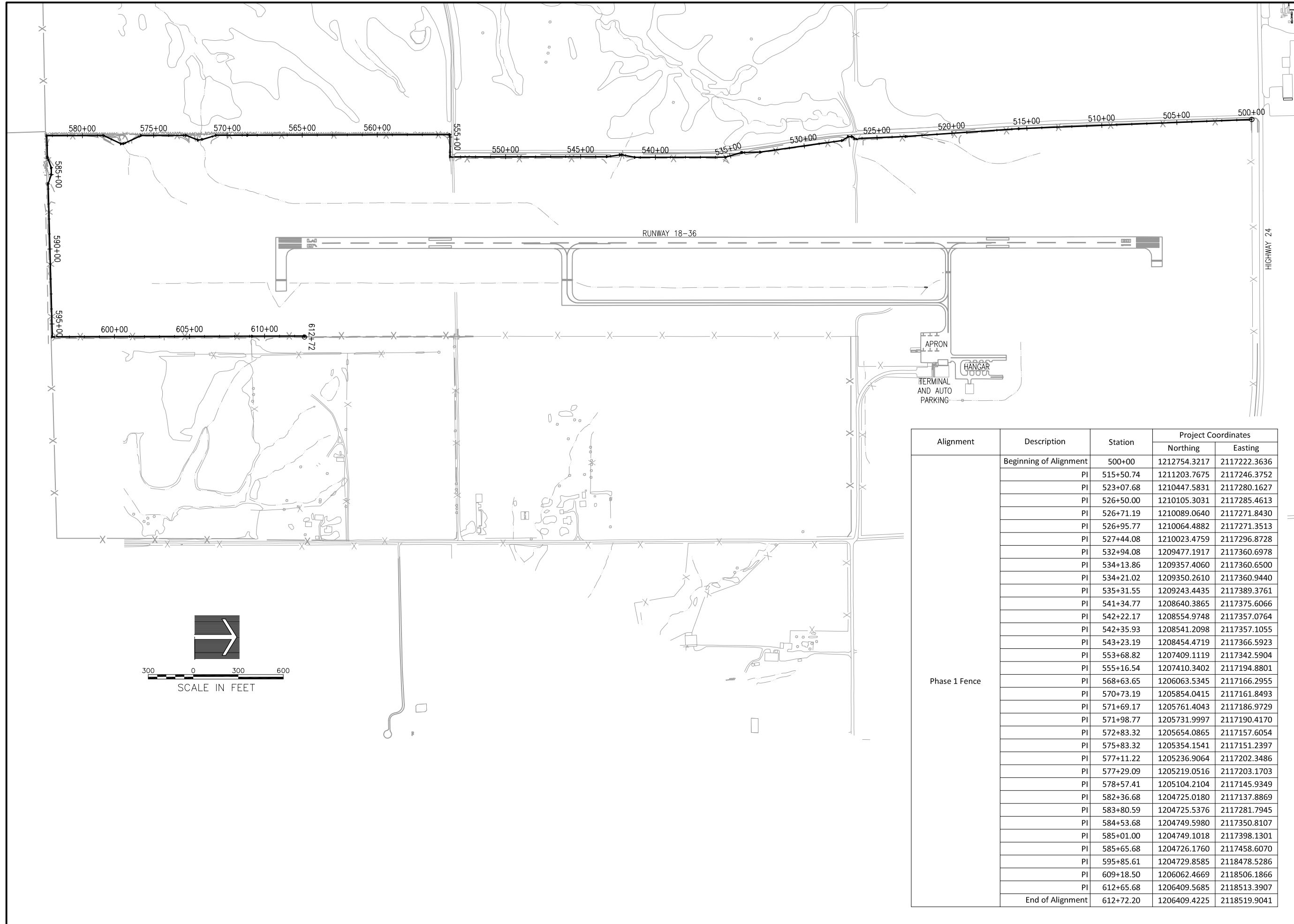
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

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PROJECT NO: 17A0106
CAD FILE: 05-SAFETYNOTES.DWG
DESIGN BY: LDH 2/26/18
DRAWN BY: LDH 2/26/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

CONSTRUCTION SAFETY NOTES



Alignment	Description	Station	Project Coordinates	
			Northing	Easting
	Beginning of Alignment	500+00	1212754.3217	2117222.3636
	PI	515+50.74	1211203.7675	2117246.3752
	PI	523+07.68	1210447.5831	2117280.1627
	PI	526+50.00	1210105.3031	2117285.4613
	PI	526+71.19	1210089.0640	2117271.8430
	PI	526+95.77	1210064.4882	2117271.3513
	PI	527+44.08	1210023.4759	2117296.8728
	PI	532+94.08	1209477.1917	2117360.6978
	PI	534+13.86	1209357.4060	2117360.6500
	PI	534+21.02	1209350.2610	2117360.9440
	PI	535+31.55	1209243.4435	2117389.3761
	PI	541+34.77	1208640.3865	2117375.6066
	PI	542+22.17	1208554.9748	2117357.0764
	PI	542+35.93	1208541.2098	2117357.1055
	PI	543+23.19	1208454.4719	2117366.5923
	PI	553+68.82	1207409.1119	2117342.5904
	PI	555+16.54	1207410.3402	2117194.8801
Phase 1 Fence	PI	568+63.65	1206063.5345	2117166.2955
	PI	570+73.19	1205854.0415	2117161.8493
	PI	571+69.17	1205761.4043	2117186.9729
	PI	571+98.77	1205731.9997	2117190.4170
	PI	572+83.32	1205654.0865	2117157.6054
	PI	575+83.32	1205354.1541	2117151.2397
	PI	577+11.22	1205236.9064	2117202.3486
	PI	577+29.09	1205219.0516	2117203.1703
	PI	578+57.41	1205104.2104	2117145.9349
	PI	582+36.68	1204725.0180	2117137.8869
	PI	583+80.59	1204725.5376	2117281.7945
	PI	584+53.68	1204749.5980	2117350.8107
	PI	585+01.00	1204749.1018	2117398.1301
	PI	585+65.68	1204726.1760	2117458.6070
	PI	595+85.61	1204729.8585	2118478.5286
	PI	609+18.50	1206062.4669	2118506.1866
	PI	612+65.68	1206409.5685	2118513.3907
		End of Alignment	612+72.20	1206409.4225

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

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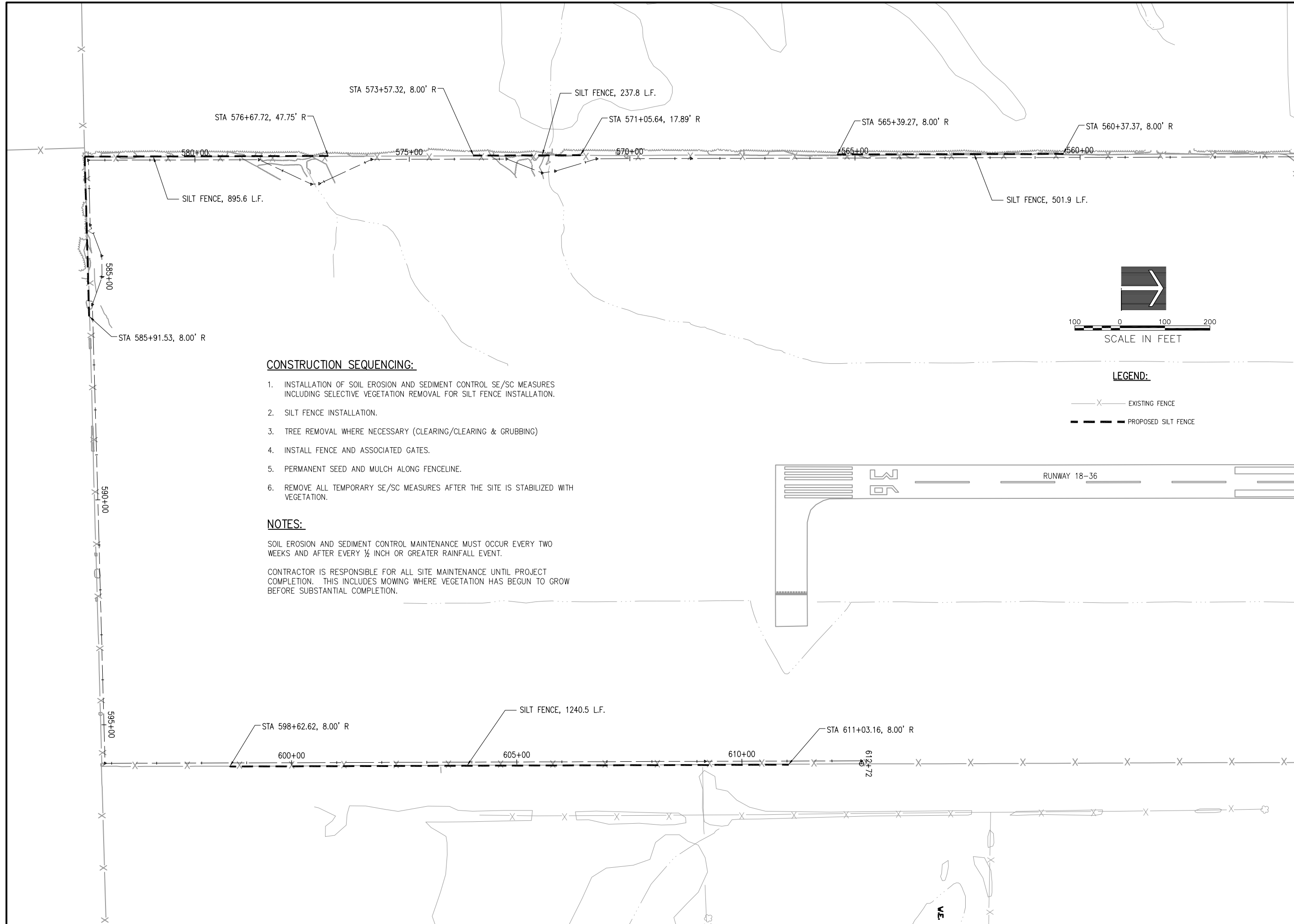
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DRAWN BY: LDH 4/28/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

ALIGNMENT DATA TABLE



CONSTRUCTION SEQUENCING:

1. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SE/SC MEASURES INCLUDING SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION.
2. SILT FENCE INSTALLATION.
3. TREE REMOVAL WHERE NECESSARY (CLEARING/CLEARING & GRUBBING)
4. INSTALL FENCE AND ASSOCIATED GATES.
5. PERMANENT SEED AND MULCH ALONG FENCELINE.
6. REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION.

NOTES:

SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR EVERY TWO WEEKS AND AFTER EVERY 1/2 INCH OR GREATER RAINFALL EVENT.

CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL PROJECT COMPLETION. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.

LEGEND:

- X — EXISTING FENCE
- — — PROPOSED SILT FENCE

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

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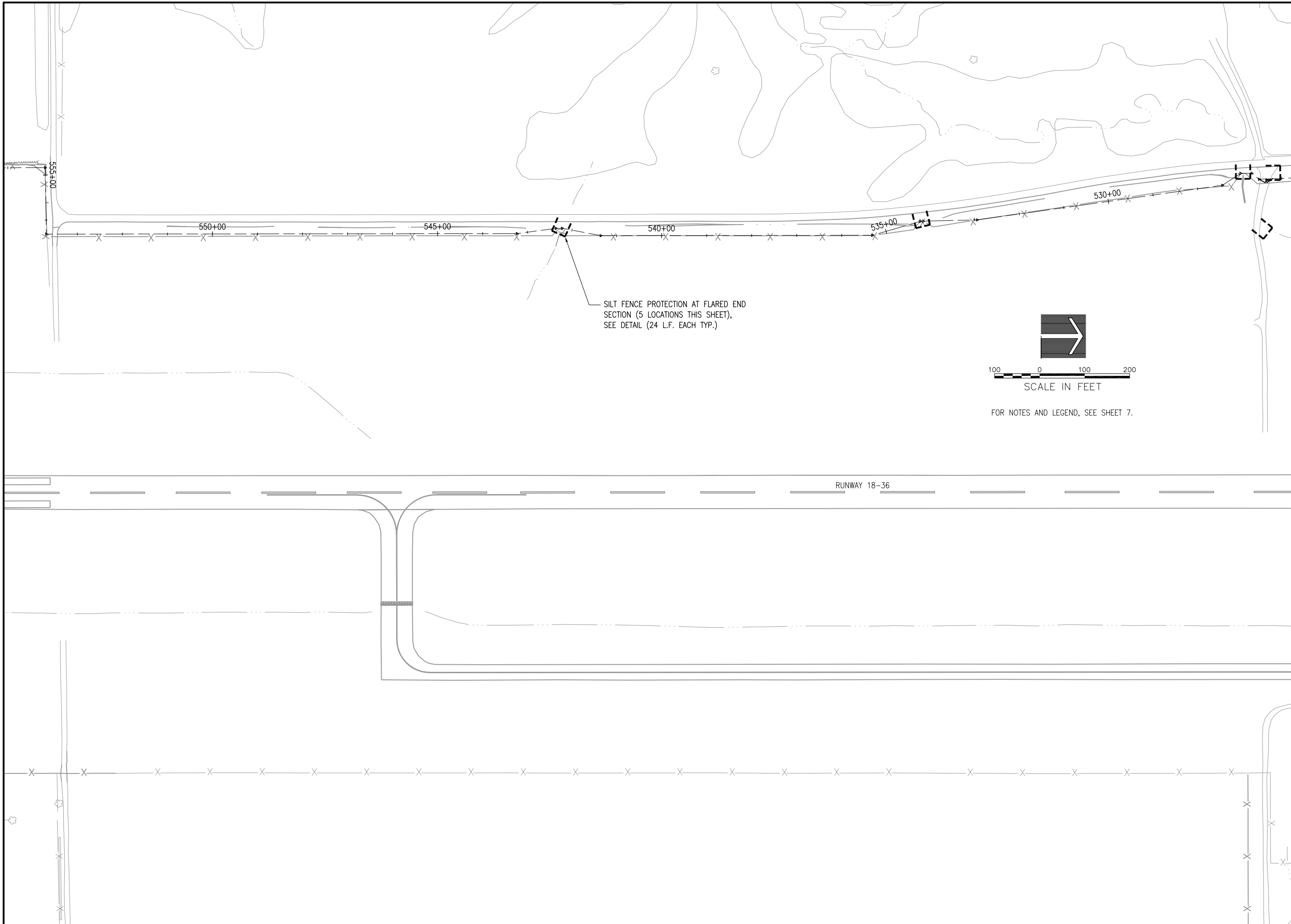
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SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
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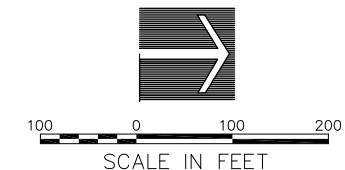
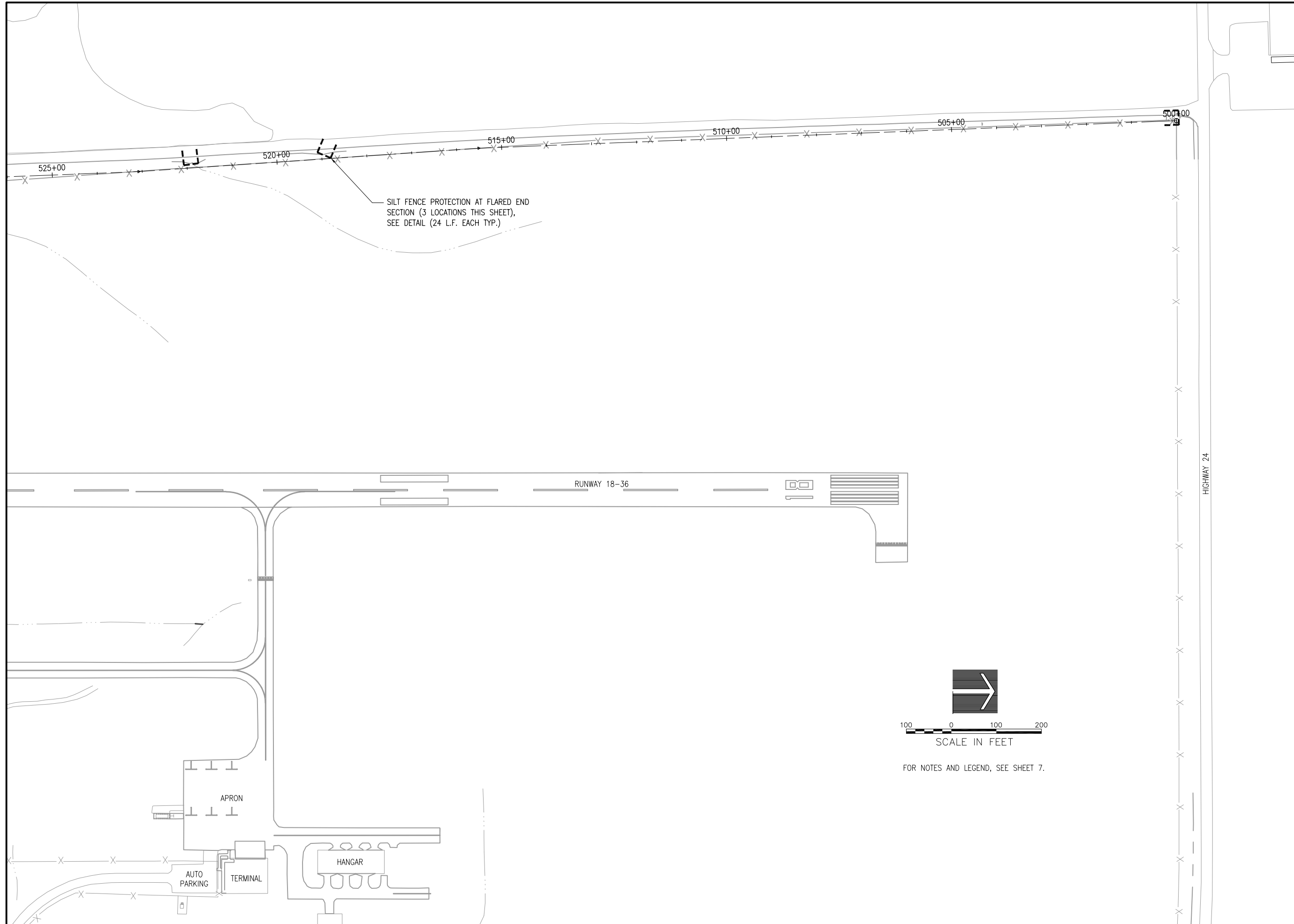
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SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN



FOR NOTES AND LEGEND, SEE SHEET 7.

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

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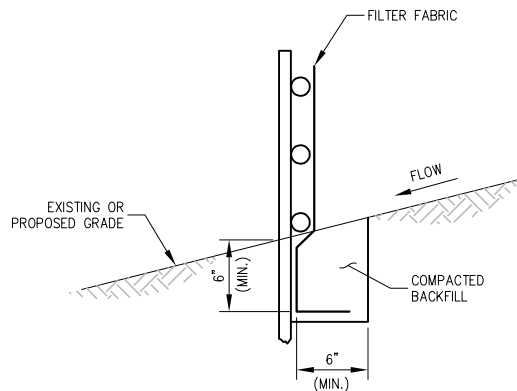
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REVIEWED BY: KMS 5/4/18

SHEET TITLE

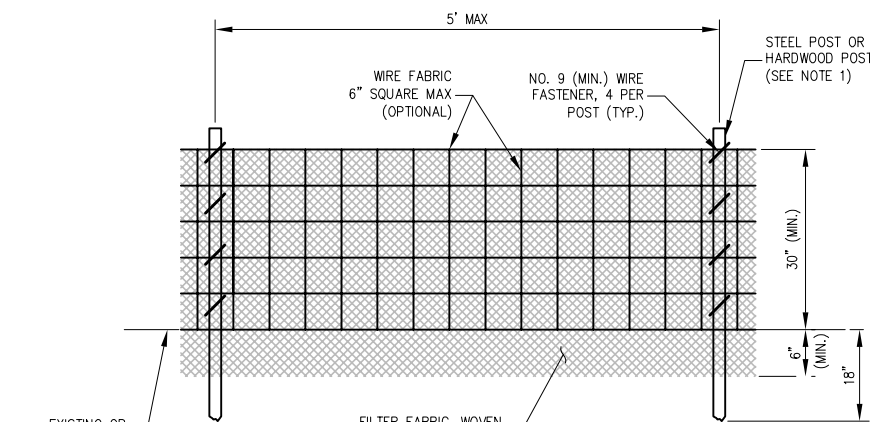
STORM WATER POLLUTION PREVENTION PLAN

SEDIMENTATION AND EROSION CONTROL NOTES:

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



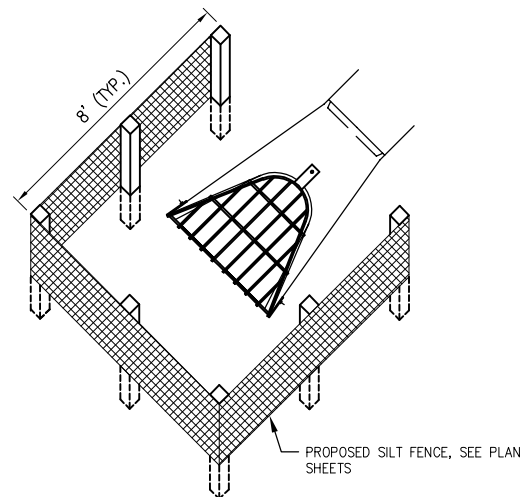
FABRIC ANCHOR DETAIL



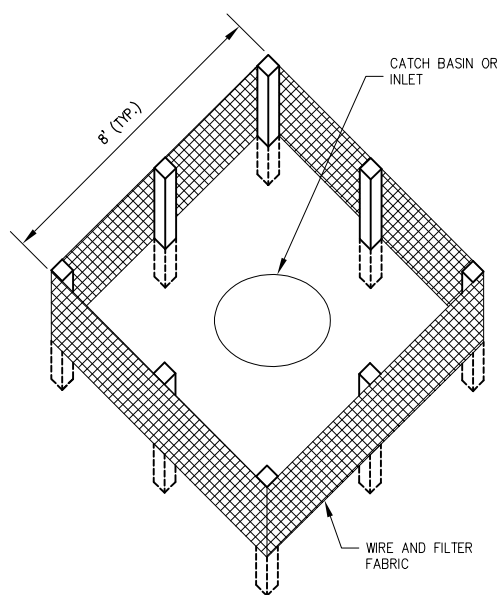
ELEVATION

NOTES:

1. FENCE POST SHALL BE EITHER STEEL "T" LINE POST OR HARDWOOD POST WITH A MINIMUM SECTIONAL AREA OF 2.0 SQUARE INCHES. A CARPENTER'S (NOMINAL) 2"x2" POST WILL MEET SPECIFICATIONS.
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.
4. 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.
5. 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. **THE FABRIC MUST MEET THE APPLICABLE STANDARDS OF AASHTO 288-00 (Article IV, Section B.1.1.1, AS AMENDED), OR EQUIVALENT.**
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.
9. 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.
11. 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 AGENCY.



SILT FENCE PLACEMENT AT FLARED END SECTIONS (FES)



SILT FENCE AT MANHOLES IN PVIOUS AREAS

NOTES:

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

STORM WATER POLLUTION PREVENTION NOTES

GENERAL

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

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

POLLUTION PREVENTION MEASURES

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

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

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

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

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

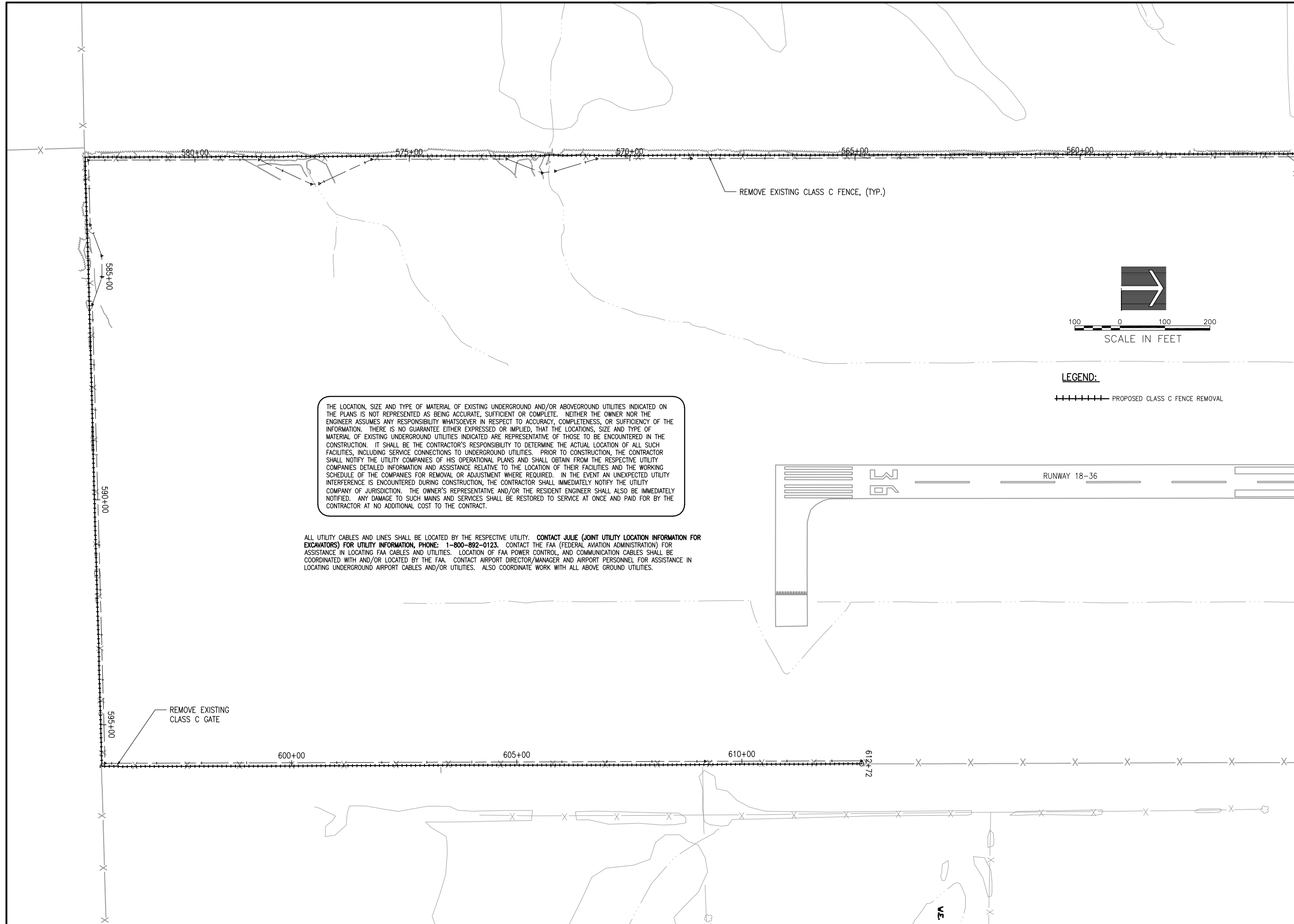
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 10-SWPPP DET.DWG
DESIGN BY: LDH 4/28/18
DRAWN BY: LDH 4/28/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

SWPPP DETAILS



THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND AND/OR ABOVEGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION. THE OWNER'S REPRESENTATIVE AND/OR THE RESIDENT ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY DAMAGE TO SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

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

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

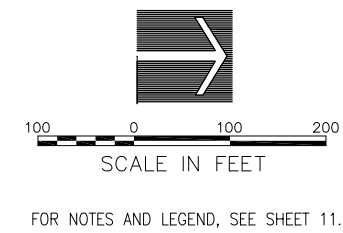
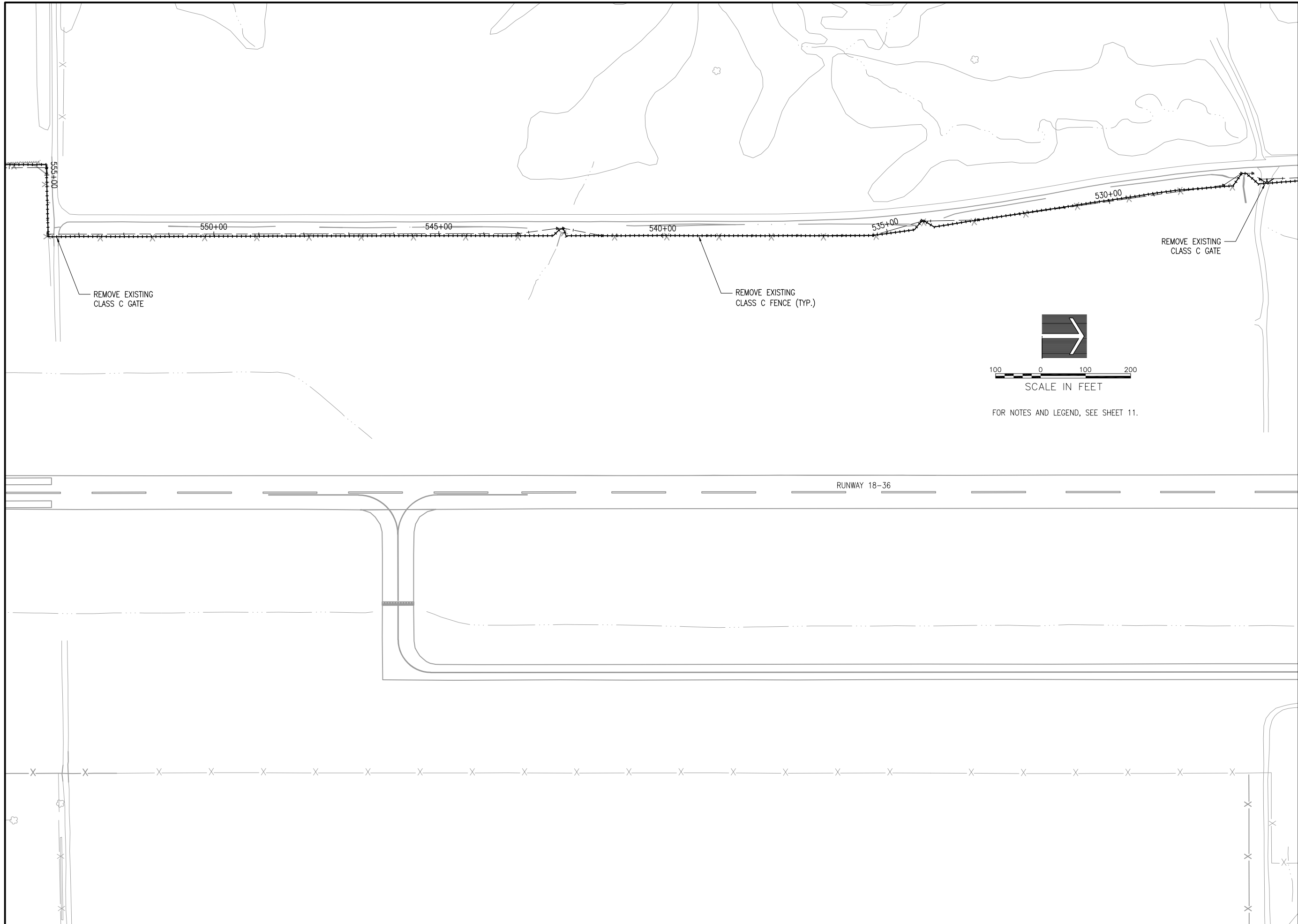
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 11-REMOVAL.DWG
DESIGN BY: LDH 4/28/18
DRAWN BY: LDH 4/28/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

REMOVAL PLAN



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

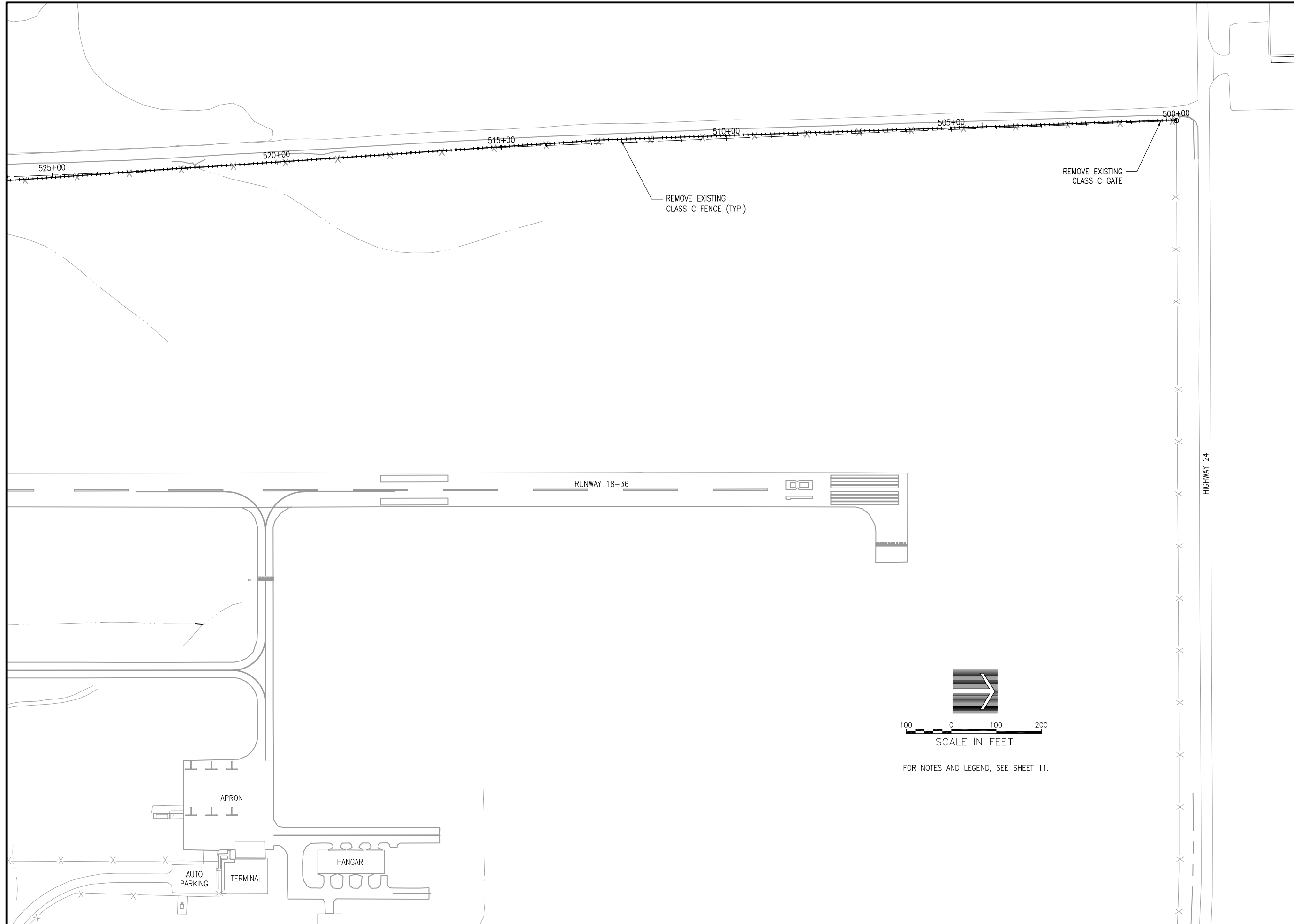
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 12-REMOVAL.DWG
DESIGN BY: LDH 4/28/18
DRAWN BY: LDH 4/28/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

REMOVAL PLAN



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

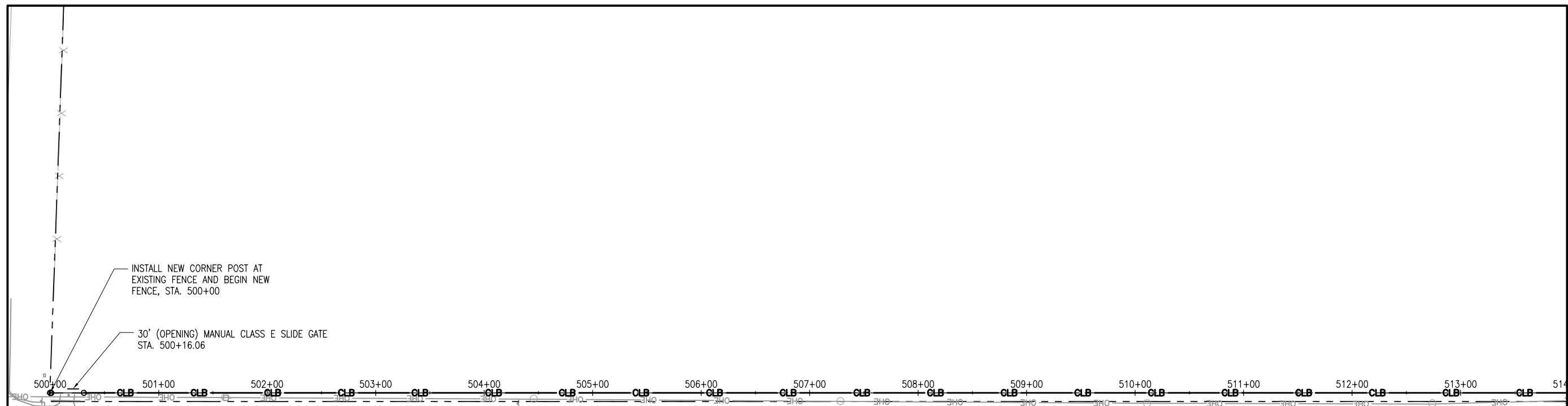
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 13-REMOVAL.DWG
DESIGN BY: LDH 4/28/18
DRAWN BY: LDH 4/28/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

REMOVAL PLAN

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GENERAL NOTES:

- FOR ALIGNMENT DATA, SEE ALIGNMENT DATA TABLE, SHEET 6.
- DRAINAGE AND UTILITIES NOT SHOWN IN PROFILE.
- SOME EXISTING AND PROPOSED UTILITIES HAVE BEEN OMITTED FOR CLARITY.

TREE CLEARING NOTES

- UNLESS OTHERWISE SPECIFIED OR APPROVED, NO CUTTING OR TRIMMING OF TREES SHALL OCCUR BETWEEN APRIL 1 AND SEPTEMBER 30, BOTH DAYS INCLUSIVE, DUE TO POTENTIAL IMPACT TO THE INDIANA BAT, WHICH IS PROTECTED BY THE ENDANGERED SPECIES ACT OF 1973.

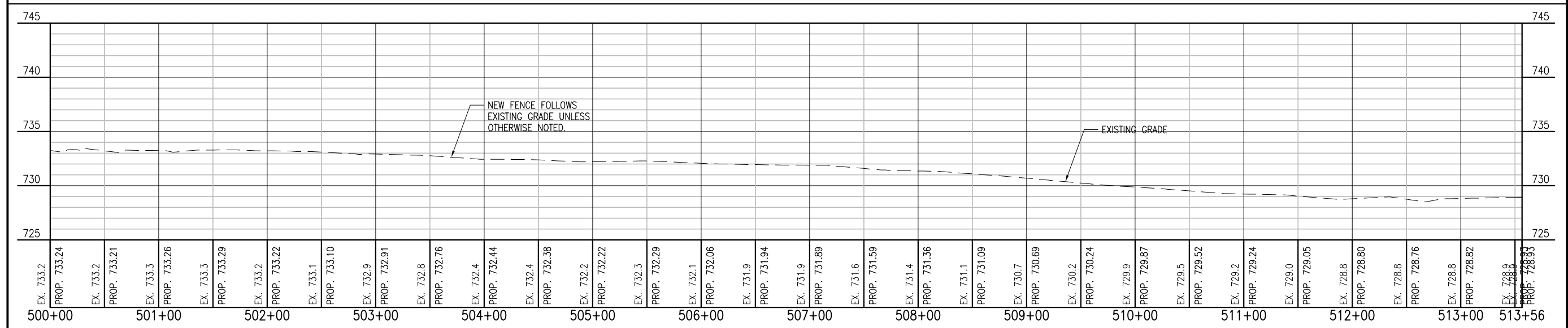
FENCE NOTES

- LANDSCAPING RESTORATION SHALL BE INCIDENTAL TO FENCE.

LEGEND:

VERTICAL SCALE IN FEET

HORIZONTAL SCALE IN FEET



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

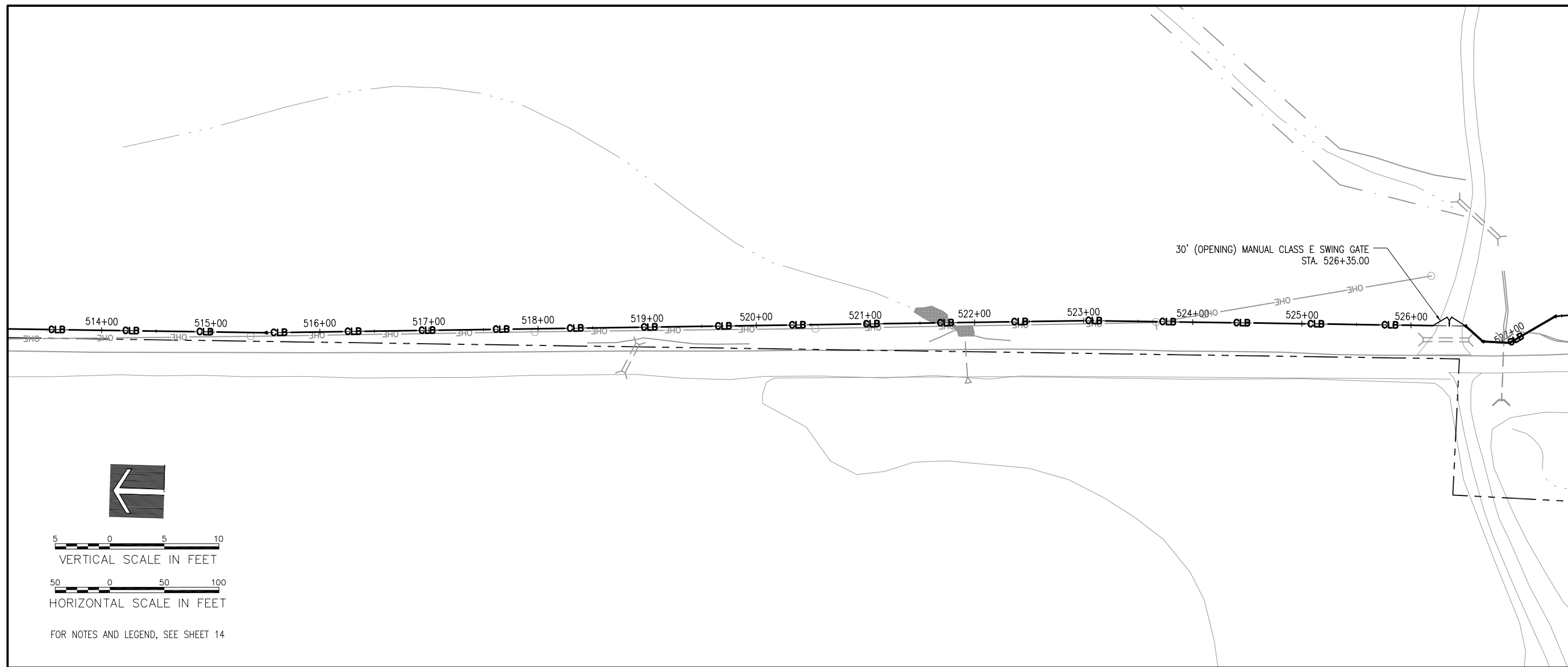
Contract No. MS009

NO.	DATE	DESCRIPTION
		DES DWN REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 14-P&P - (1).DWG
DESIGN BY: LDH 4/15/18
DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

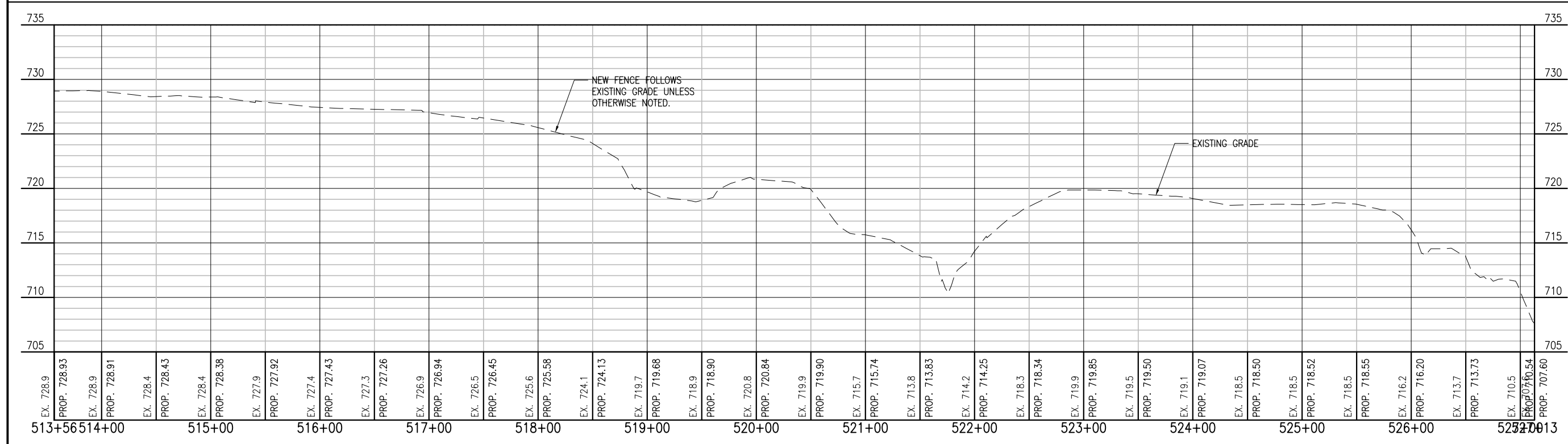
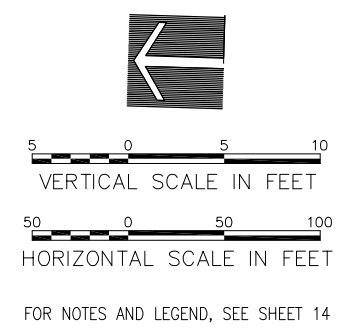
PLAN & PROFILE PROPOSED FENCE



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009



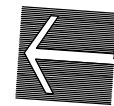
NO.	DATE	DESCRIPTION
DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 15-P&P - (2).DWG
DESIGN BY: LDH 4/15/18
DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

PLAN & PROFILE PROPOSED FENCE

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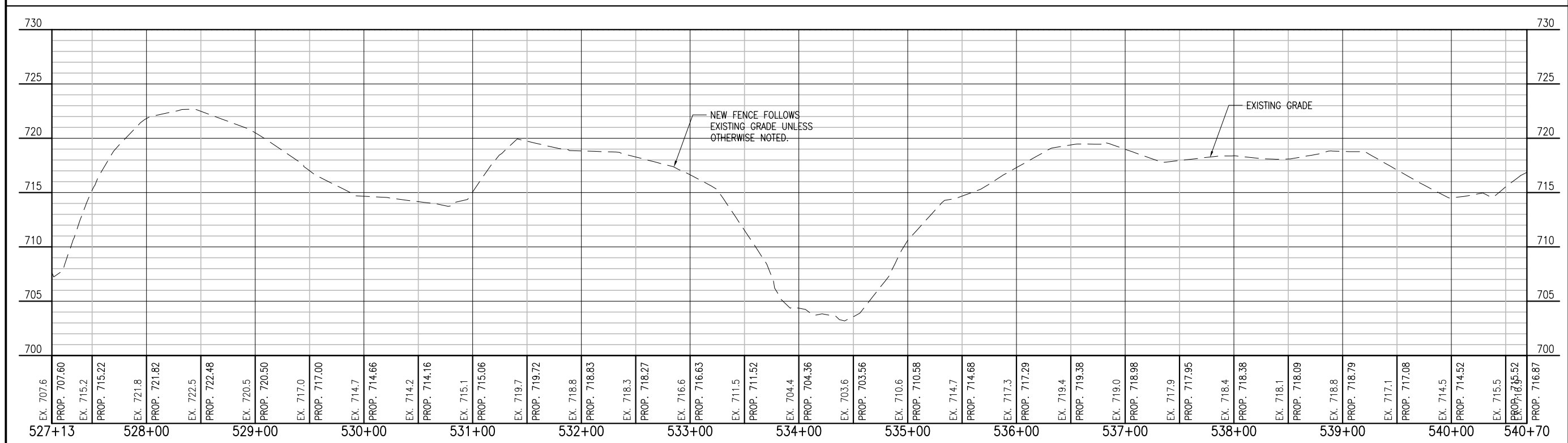
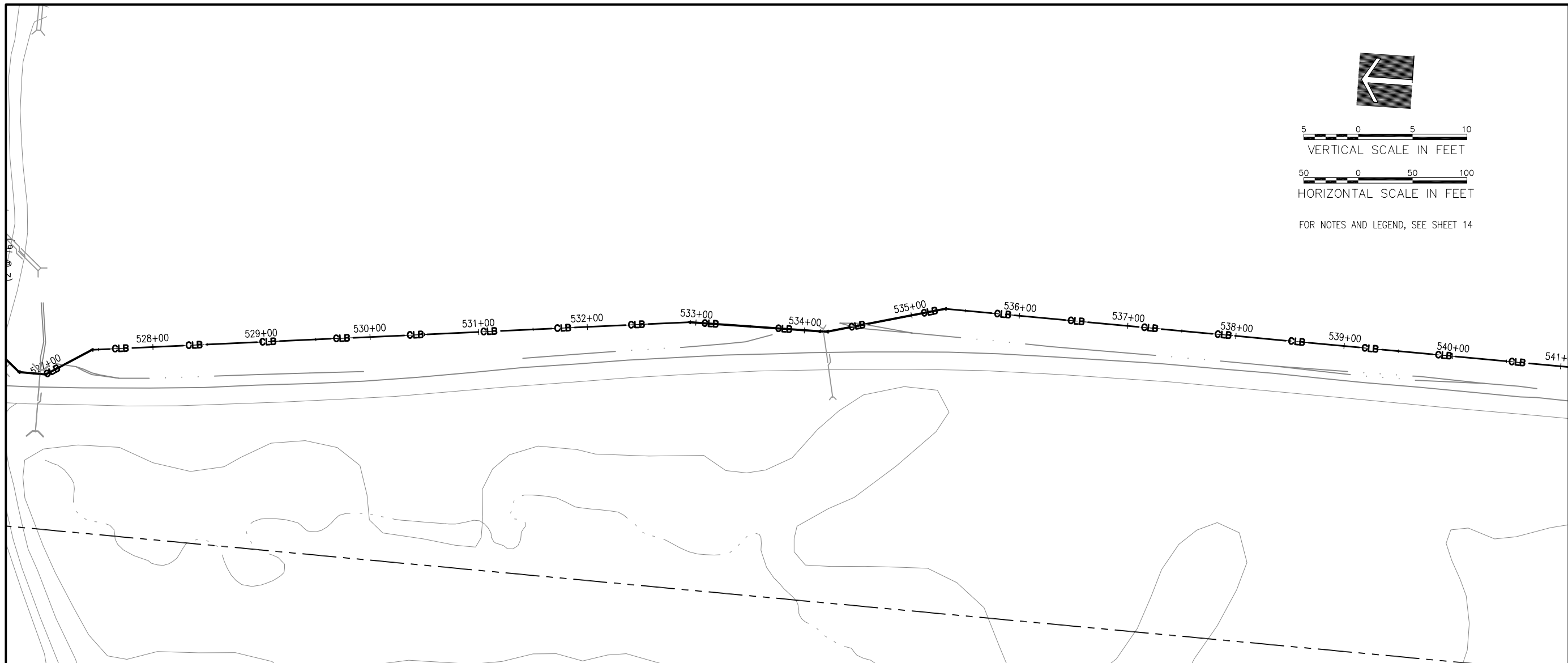
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VERTICAL SCALE IN FEET

50 0 50 100

HORIZONTAL SCALE IN FEET

FOR NOTES AND LEGEND, SEE SHEET 14



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

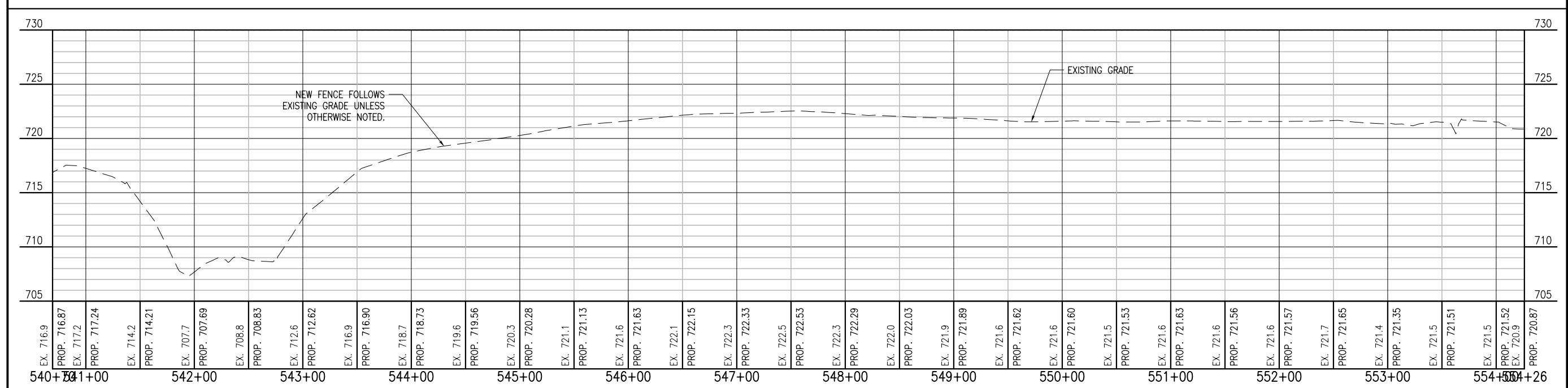
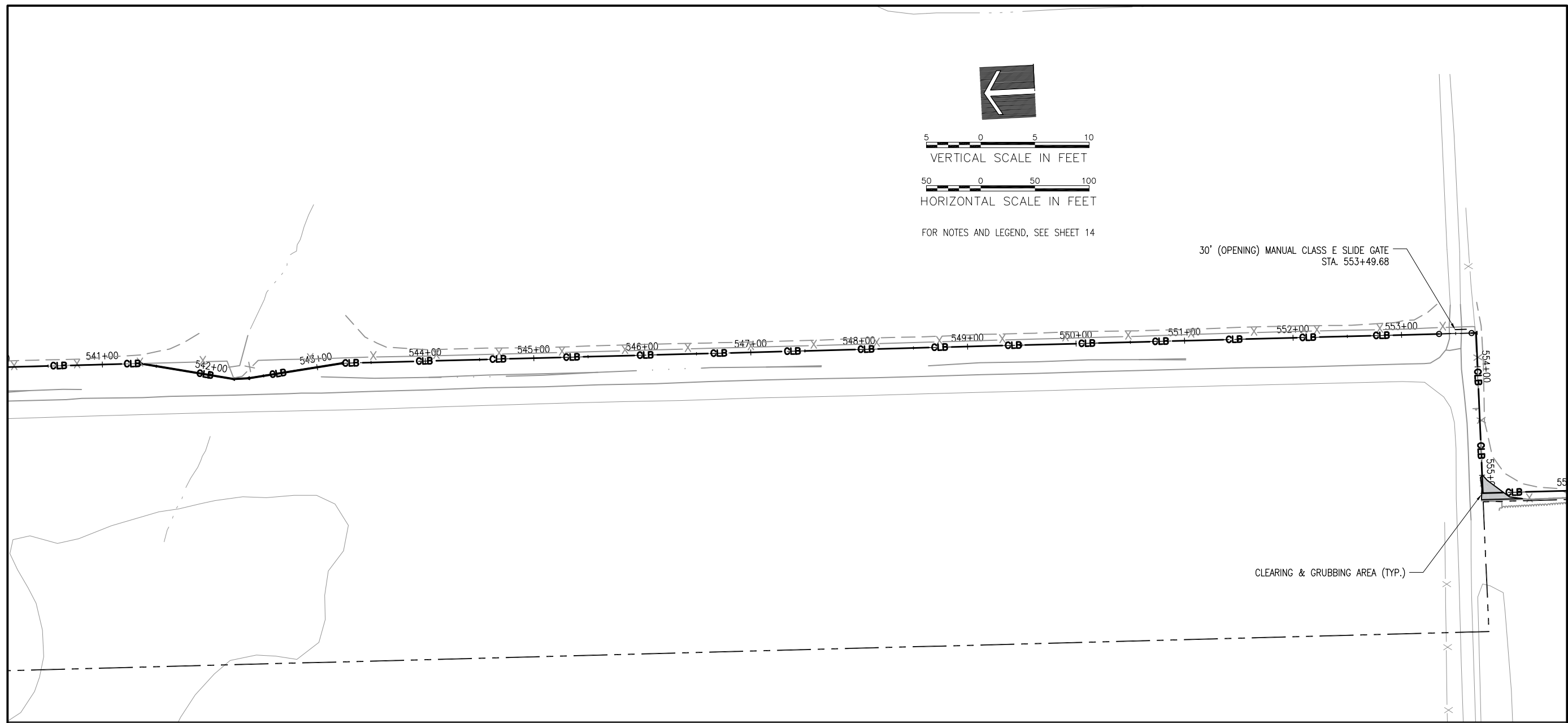
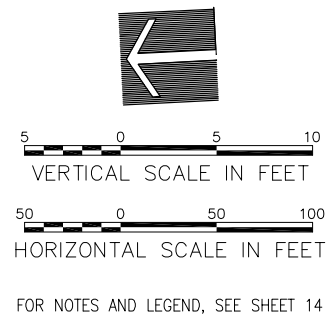
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 16-P&P - (3).DWG
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DRAWN BY: LDH 4/15/18
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SHEET TITLE

PLAN & PROFILE PROPOSED FENCE



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

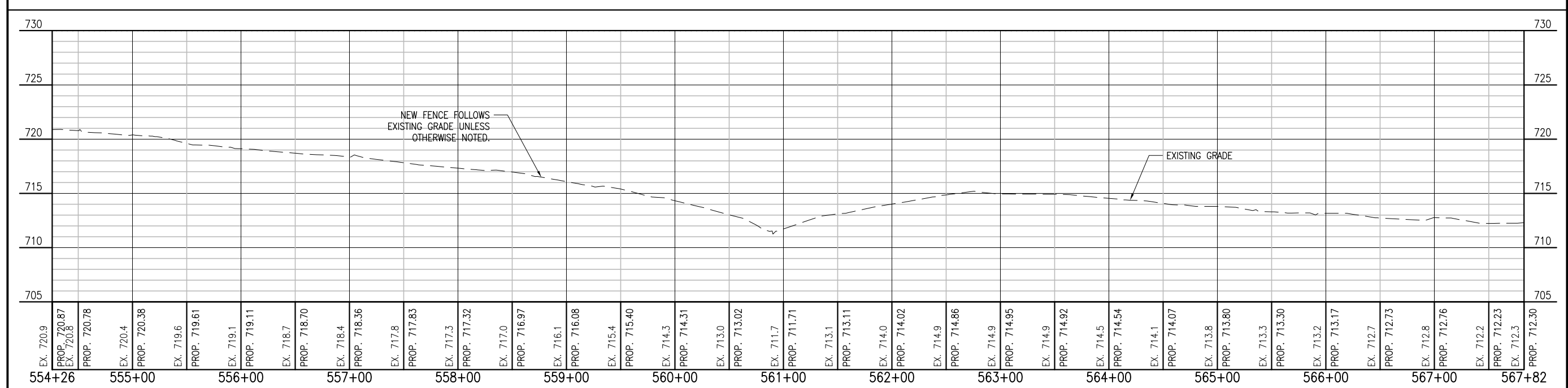
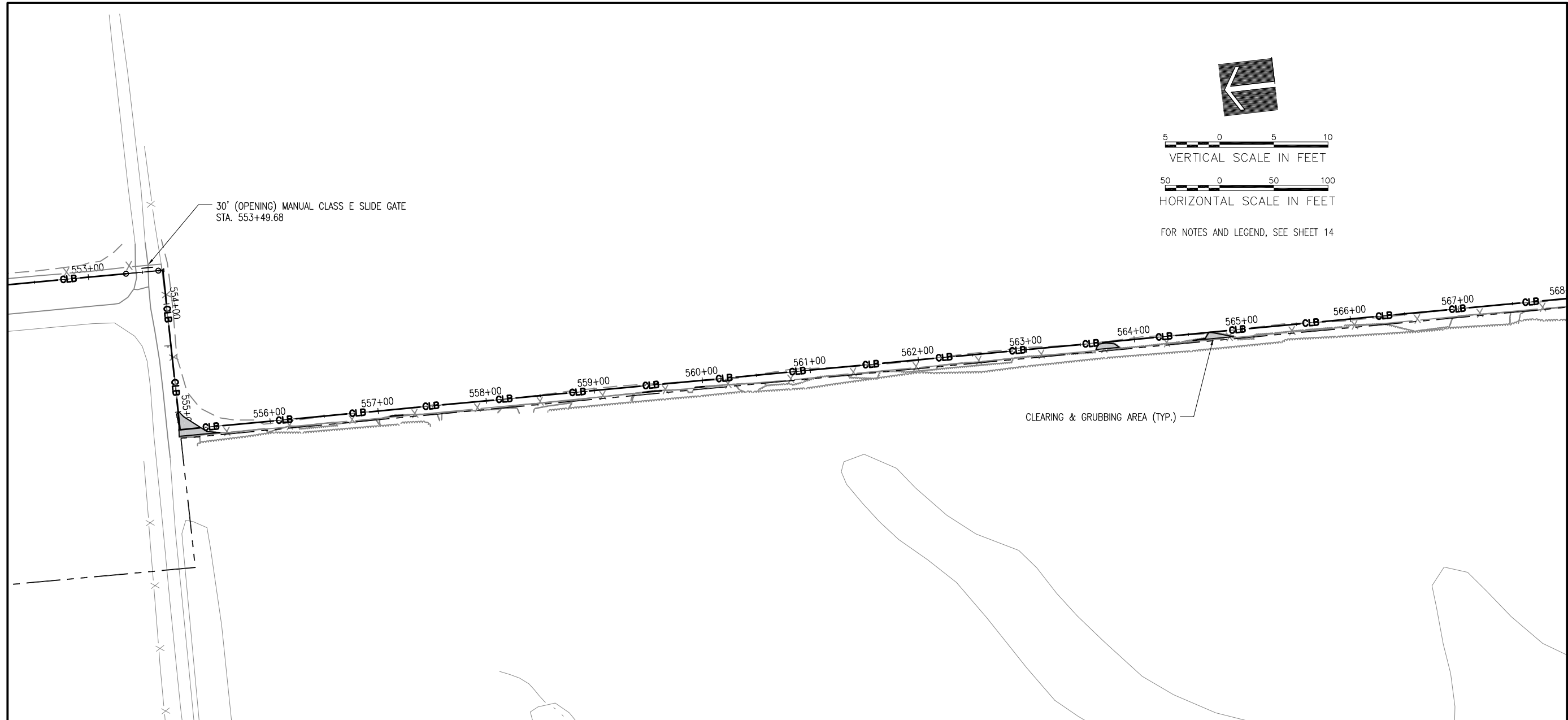
Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 17-P&P - (4).DWG
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DRAWN BY: LDH 4/15/18
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SHEET TITLE

PLAN & PROFILE
PROPOSED FENCE



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
PROJECT NO: 17A0106
CAD FILE: 18-P&P - (5).DWG
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DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

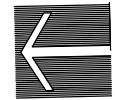
SHEET TITLE

**PLAN & PROFILE
PROPOSED FENCE**

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TREE CLEARING NOTES

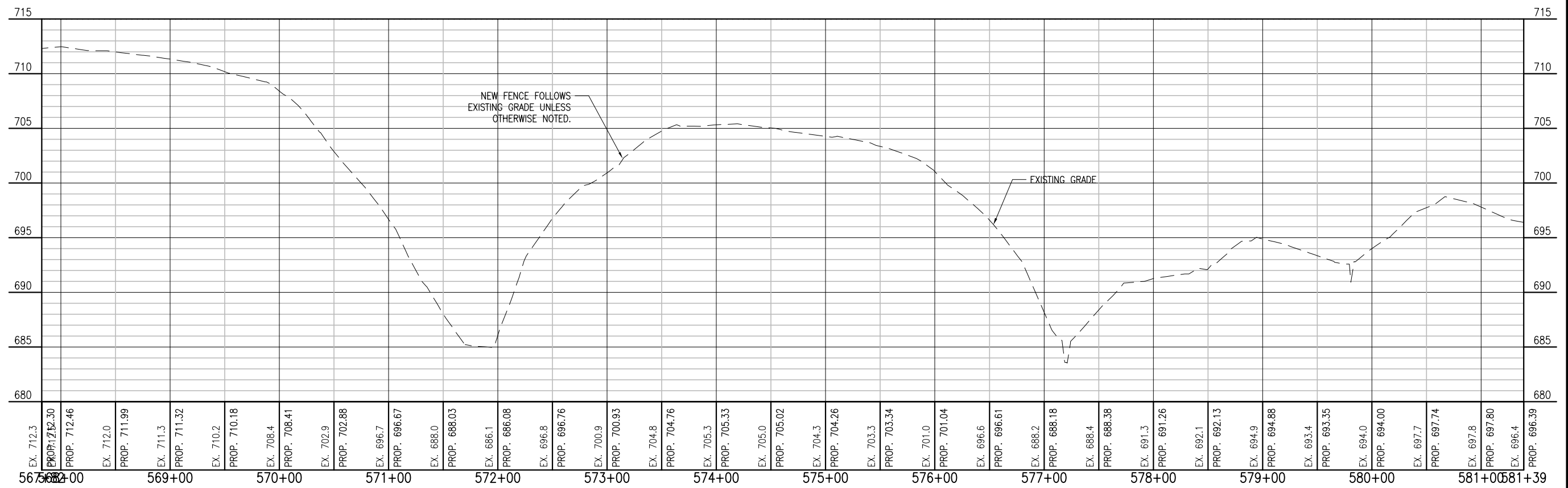
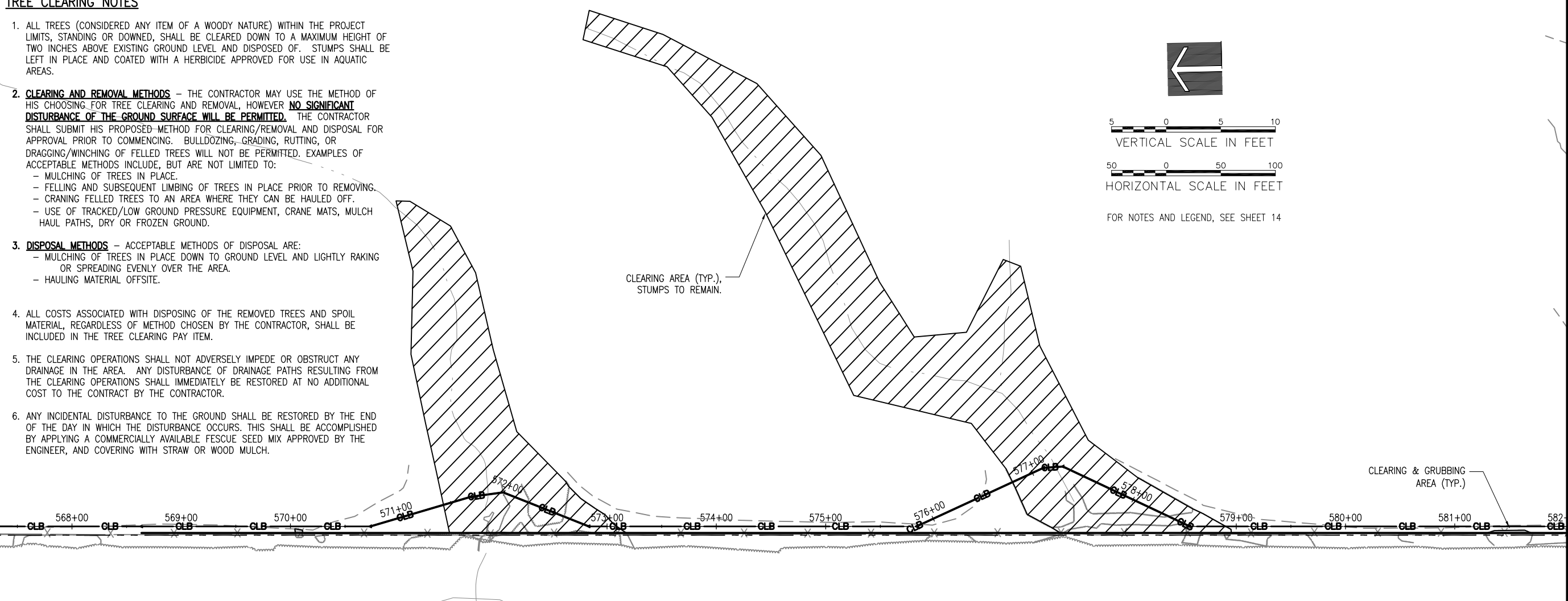
- ALL TREES (CONSIDERED ANY ITEM OF A WOODY NATURE) WITHIN THE PROJECT LIMITS, STANDING OR DOWNED, SHALL BE CLEARED DOWN TO A MAXIMUM HEIGHT OF TWO INCHES ABOVE EXISTING GROUND LEVEL AND DISPOSED OF. STUMPS SHALL BE LEFT IN PLACE AND COATED WITH A HERBICIDE APPROVED FOR USE IN AQUATIC AREAS.
- CLEARING AND REMOVAL METHODS** - THE CONTRACTOR MAY USE THE METHOD OF HIS CHOOSING FOR TREE CLEARING AND REMOVAL, HOWEVER **NO SIGNIFICANT DISTURBANCE OF THE GROUND SURFACE WILL BE PERMITTED**. THE CONTRACTOR SHALL SUBMIT HIS PROPOSED METHOD FOR CLEARING/REMOVAL AND DISPOSAL FOR APPROVAL PRIOR TO COMMENCING. BULLDOZING, GRADING, RUTTING, OR DRAGGING/WINCHING OF FELLED TREES WILL NOT BE PERMITTED. EXAMPLES OF ACCEPTABLE METHODS INCLUDE, BUT ARE NOT LIMITED TO:
 - MULCHING OF TREES IN PLACE.
 - FELLING AND SUBSEQUENT LIMBING OF TREES IN PLACE PRIOR TO REMOVING.
 - CRANING FELLED TREES TO AN AREA WHERE THEY CAN BE HAULED OFF.
 - USE OF TRACKED/LOW GROUND PRESSURE EQUIPMENT, CRANE MATS, MULCH HAUL PATHS, DRY OR FROZEN GROUND.
- DISPOSAL METHODS** - ACCEPTABLE METHODS OF DISPOSAL ARE:
 - MULCHING OF TREES IN PLACE DOWN TO GROUND LEVEL AND LIGHTLY RAKING OR SPREADING EVENLY OVER THE AREA.
 - HAULING MATERIAL OFFSITE.
- ALL COSTS ASSOCIATED WITH DISPOSING OF THE REMOVED TREES AND SPOIL MATERIAL, REGARDLESS OF METHOD CHOSEN BY THE CONTRACTOR, SHALL BE INCLUDED IN THE TREE CLEARING PAY ITEM.
- THE CLEARING OPERATIONS SHALL NOT ADVERSELY IMPEDE OR OBSTRUCT ANY DRAINAGE IN THE AREA. ANY DISTURBANCE OF DRAINAGE PATHS RESULTING FROM THE CLEARING OPERATIONS SHALL IMMEDIATELY BE RESTORED AT NO ADDITIONAL COST TO THE CONTRACT BY THE CONTRACTOR.
- ANY INCIDENTAL DISTURBANCE TO THE GROUND SHALL BE RESTORED BY THE END OF THE DAY IN WHICH THE DISTURBANCE OCCURS. THIS SHALL BE ACCOMPLISHED BY APPLYING A COMMERCIALY AVAILABLE FESCUE SEED MIX APPROVED BY THE ENGINEER, AND COVERING WITH STRAW OR WOOD MULCH.



5 0 5 10
VERTICAL SCALE IN FEET

50 0 50 100
HORIZONTAL SCALE IN FEET

FOR NOTES AND LEGEND, SEE SHEET 14



Offices Nationwide
www.hanson-inc.com

Hanson Professional Services Inc.
1525 S. 6th Street
Springfield, IL 62703
phone: 217-788-2450
fax: 217-788-2503

Illinois Licensed
Professional Service Corporation
#184-001084

MT. STERLING MUNICIPAL AIRPORT
City of Mt. Sterling
145 W. Main Street
Mt. Sterling, Illinois 62353
phone: 217.779-7329

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

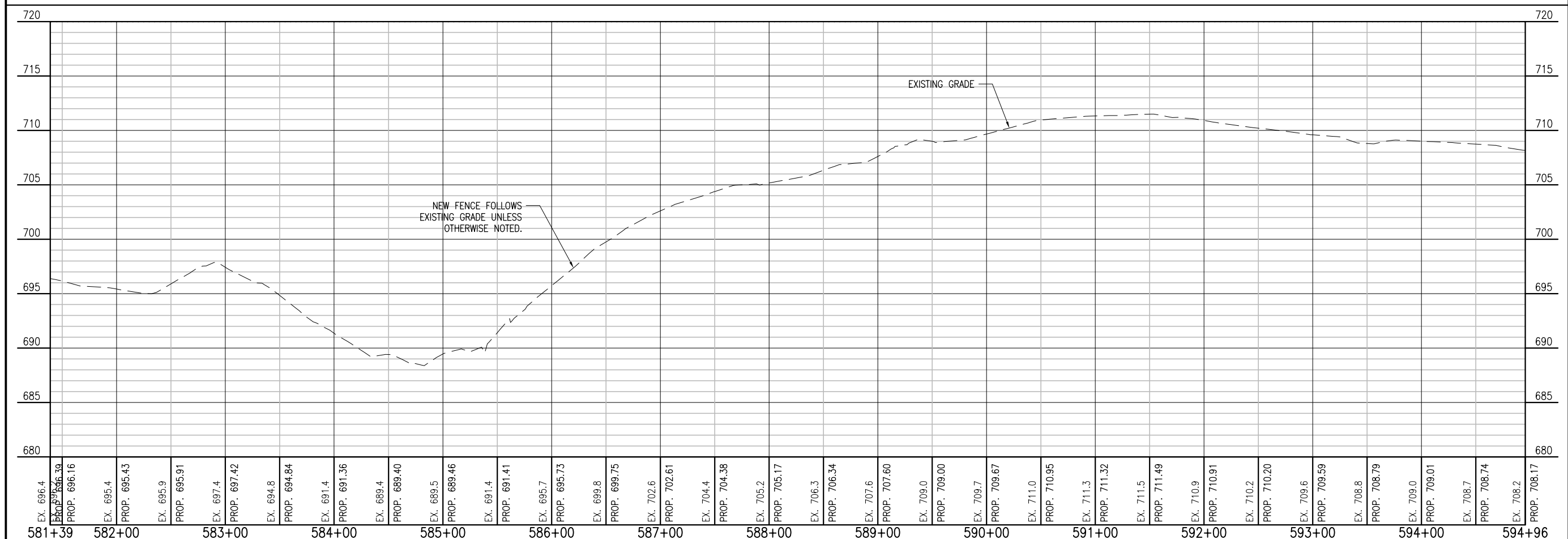
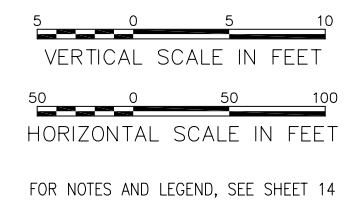
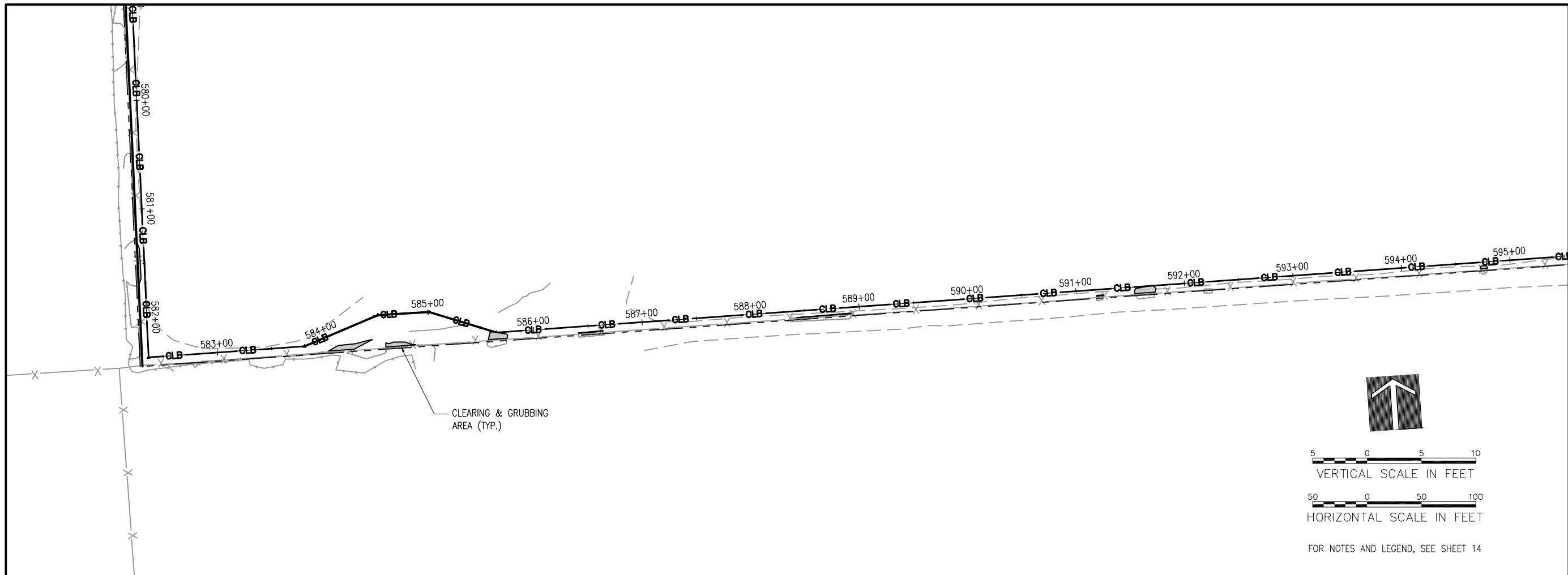
NO.	DATE	DESCRIPTION		
		DES	DWN	REV

ISSUE: JUNE 8, 2018
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CAD FILE: 19-P&P - (6).DWG
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DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

PLAN & PROFILE PROPOSED FENCE

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EX. 696.4	EX. 695.4	EX. 695.9	EX. 694.8	EX. 691.4	EX. 689.4	EX. 689.5	EX. 691.4	EX. 695.7	EX. 699.8	EX. 702.6	EX. 704.4	EX. 705.2	EX. 709.0	EX. 709.7	EX. 711.0	EX. 711.3	EX. 711.5	EX. 710.9	EX. 710.2	EX. 709.6	EX. 708.8	EX. 709.0	EX. 708.7	EX. 708.2	
PROP. 696.39	PROP. 695.43	PROP. 695.91	PROP. 694.84	PROP. 691.36	PROP. 689.40	PROP. 689.46	PROP. 691.41	PROP. 695.73	PROP. 699.75	PROP. 702.61	PROP. 704.38	PROP. 705.17	PROP. 709.00	PROP. 709.67	PROP. 710.95	PROP. 711.32	PROP. 711.49	PROP. 710.91	PROP. 710.20	PROP. 709.59	PROP. 708.79	PROP. 709.01	PROP. 708.74	PROP. 708.17	
581+39	582+00	583+00	584+00	585+00	586+00	587+00	588+00	589+00	590+00	591+00	592+00	593+00	594+00	594+96											

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

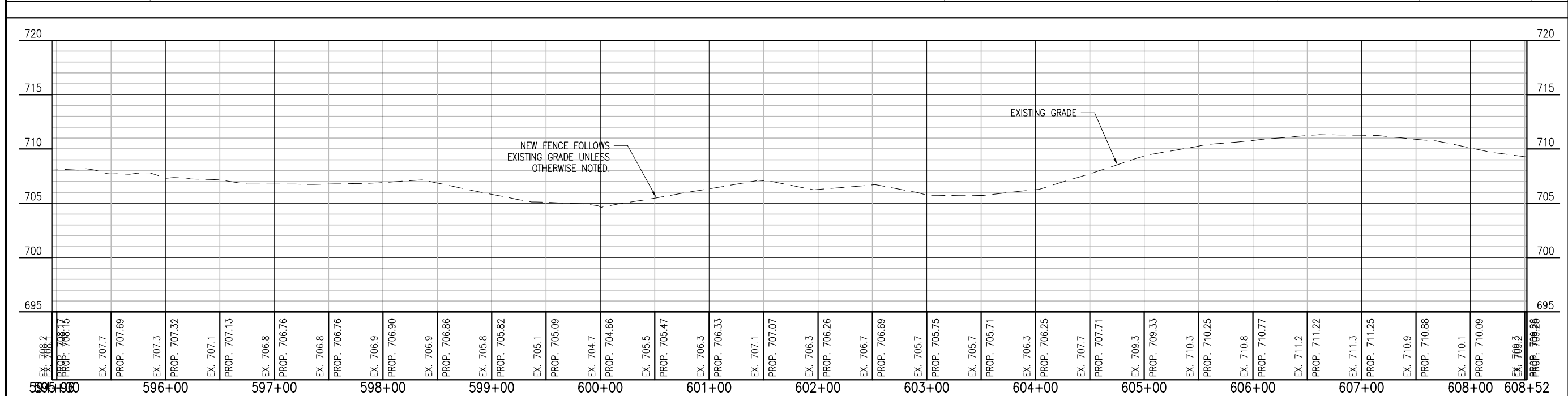
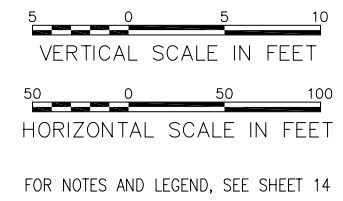
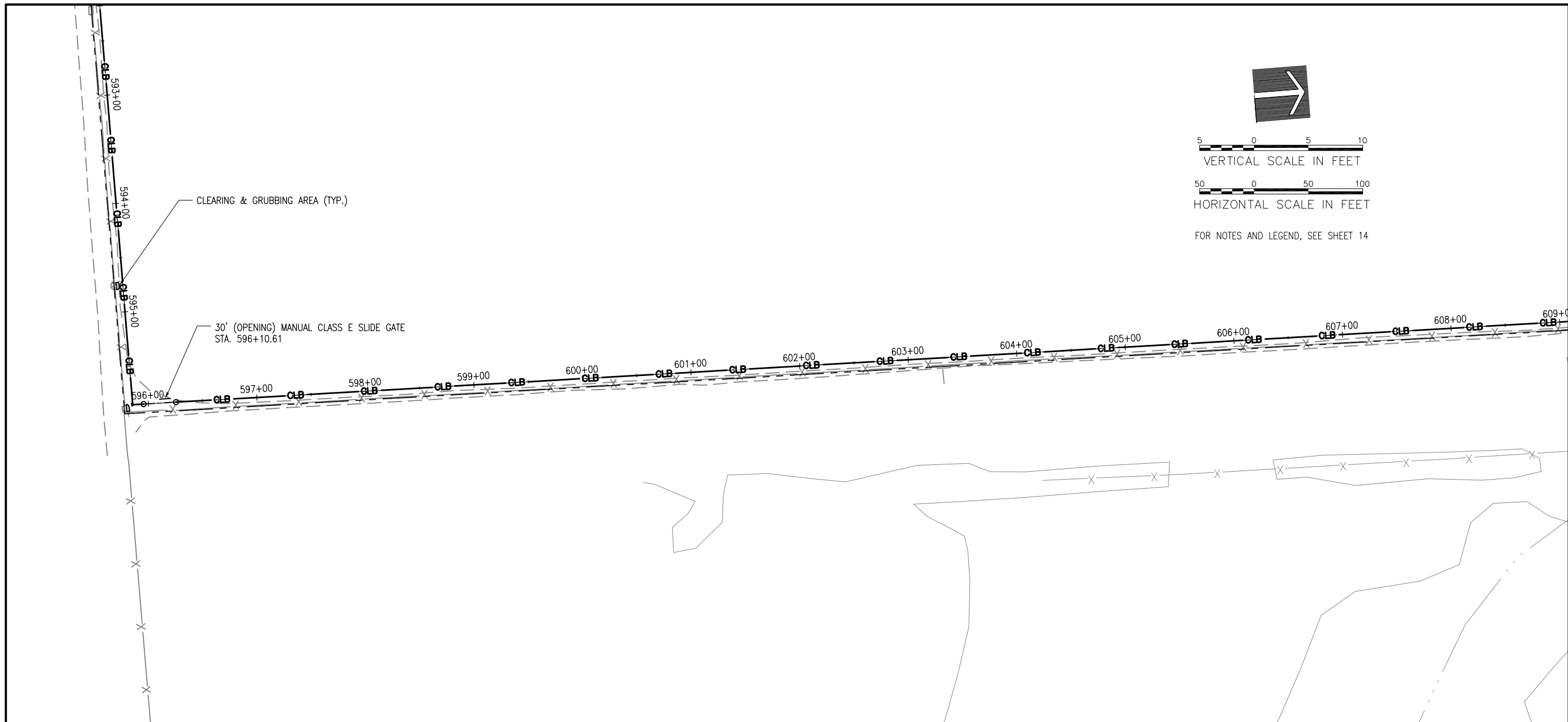
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DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

PLAN & PROFILE
PROPOSED FENCE



INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

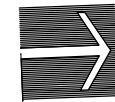
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CAD FILE: 21-P&P - (8).DWG
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DRAWN BY: LDH 4/15/18
REVIEWED BY: KMS 5/4/18

SHEET TITLE

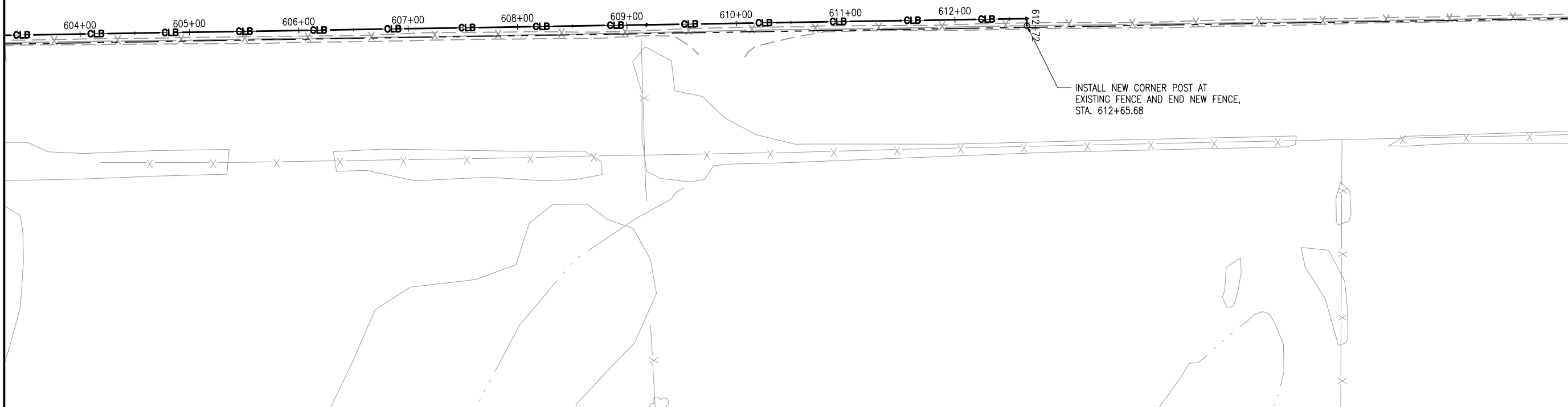
PLAN & PROFILE
PROPOSED FENCE



5 0 5 10
VERTICAL SCALE IN FEET

50 0 50 100
HORIZONTAL SCALE IN FEET

FOR NOTES AND LEGEND, SEE SHEET 14



INSTALL PERIMETER
WILDLIFE FENCE ALONG
WEST, SOUTH AND A
PORTION OF THE EAST
AIRPORT PROPERTY
LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

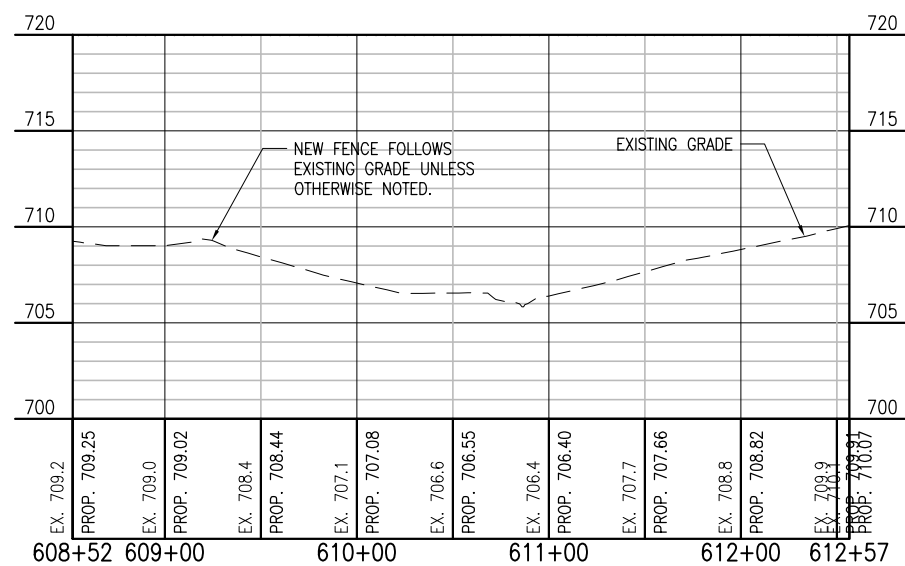
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NO.	DATE	DESCRIPTION		
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SHEET TITLE

PLAN & PROFILE
PROPOSED FENCE



GENERAL NOTES

FABRIC - THE FABRIC MAY BE WOVEN WITH EITHER ZINC COATED STEEL WIRE OR ALUMINUM-ALLOY WIRE IN A 2-INCH MESH. COATED WIRE AND ALUMINUM-ALLOY SHALL HAVE A DIAMETER OF 0.148 INCHES. THE FABRIC SHALL MEET THE FOLLOWING REQUIREMENTS:

1. ZINC-COATED STEEL FABRIC SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 181, TYPE 1, CLASS D. THE FABRIC SHALL BE GALVANIZED AFTER WEAVING.
2. ALUMINUM-COATED STEEL FABRIC SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 181 TYPE II. THE UNIT WEIGHT OF THE COATING SHALL BE DETERMINED IN ACCORDANCE WITH AASHTO T 213. THE ALUMINUM-COATED STEEL FABRIC SHALL BE GIVEN A CLEAR ORGANIC COATING AFTER FABRICATION.
3. ALUMINUM-ALLOY FABRIC SHALL BE MADE FROM WIRE CONFORMING TO THE REQUIREMENTS OF AASHTO M 181 TYPE III.
4. VINYL-COATED FABRIC IS NOT INCLUDED.
5. ZINC-5% ALUMINUM-MISCHMETAL ALLOY-COATED STEEL SHALL CONFORM TO THE REQUIREMENTS OF ASTM F 1345, CLASS 2.

METAL POSTS - METAL POSTS (LINE, CORNER, END, PULL AND GATE POSTS) SHALL BE THE SHAPES, DIMENSIONS, AND WEIGHT SHOWN IN THE TABLES WITHIN IDOT STANDARD 664001-02 - CHAIN LINK FENCE, FOR THE SHAPES IDENTIFIED BELOW.

1. STEEL PIPE, TYPE A, SHALL BE HOT-DIPPED GALVANIZED CONFORMING TO THE REQUIREMENTS OF ASTM F 1083.
2. STEEL PIPE, TYPE B, SHALL BE MANUFACTURED FROM COLD ROLLED ELECTRIC RESISTANCE WELDED, HEATED AND TEMPERED STEEL. THE STEEL STRIP USED IN THE MANUFACTURE OF THE PIPE SHALL CONFORM TO ASTM A 569 OR ASTM A 607. THE WALL THICKNESS SHALL NOT BE LESS THAN THAT SHOWN IN THE TABLES. THE PRODUCT OF THE YIELD STRENGTH AND SECTION MODULUS OF THE PIPE SHALL NOT BE LESS THAN THAT OF THE PIPE MEETING THE REQUIREMENTS OF ASTM F 1083.

THE PROTECTIVE COATINGS SHALL BE AS FOLLOWS:

- EXTERNAL AND INTERNAL HOT-DIPPED ZINC COATING ACCORDING TO ASTM F1083.
- EXTERNAL COATING SHALL BE IN-LINE HOT-DIPPED ZINC COATING AFTER FABRICATION FOLLOWED BY A CHROMATE CONVERSION COATING WITH AN ELECTROSTATIC THERMOPLASTIC FINISH. THE ZINC COATING SHALL BE NOT LESS THAN .9 OUNCES PER SQUARE FOOT OF SURFACE. THE CHROMATE COATING WEIGHT SHALL BE 30 MICROGRAMS + .0002 INCHES.
- THE INTERNAL SURFACE SHALL BE GIVEN CORROSION PROTECTION BY IN-LINE APPLICATION OF A FULL ZINC BASE ORGANIC COATING AFTER FABRICATION. THE COATING SHALL BE 87% ZINC POWDER BY WEIGHT AND CAPABLE OF PROVIDING GALVANIC PROTECTION. THE THICKNESS SHALL BE A MINIMUM OF .5 MIL. THE EXTERNAL PROTECTIVE COATING SHALL BE CAPABLE OF WITHSTANDING THE FOLLOWING TESTS:

EXPOSURE TEST	ASTM	DESIGNATION	EXPOSURE TIME
SALT SPRAY	ASTM B 117		1000 HRS. MIN.
HUMIDITY	ASTM D 2247		500 HRS. MIN.
WEATHERING	ASTM G 23		500 HRS. MIN.

THE INTERNAL PROTECTIVE COATING SHALL BE CAPABLE OF WITHSTANDING EXPOSURE TO SALT SPRAY, ASTM B 117, FOR A MINIMUM OF 500 HOURS.

3. STEEL PIPE, TYPE C, SHALL BE MANUFACTURED BY ROLLED FORMING ALUMINIZED STEEL TYPE 2 STRIP AND ELECTRIC RESISTANCE WELDING INTO TUBULAR FORM. THE OUTSIDE OF THE WELD AREA SHALL BE METALLIZED WITH COMMERCIAL PURE ALUMINUM TO A THICKNESS SUFFICIENT TO PROVIDE RESISTANCE TO CORROSION EQUAL TO THAT OF THE REMAINDER OF THE OUTSIDE OF THE TUBE. THE ALUMINUM COATING WEIGHT SHALL BE A MINIMUM OF 0.75 OUNCES PER SQUARE FOOT, TRIPLE SPOT TEST, 0.70 OUNCES PER SQUARE FOOT SINGLE SPOT TEST, AS MEASURED IN ACCORDANCE WITH ASTM A 428. THE STEEL STRIP USED IN THE MANUFACTURE OF THE PIPE SHALL CONFORM TO ASTM A 787 TYPE 1 AND SHALL HAVE A MINIMUM YIELD STRENGTH OF 50,000 P.S.I. THE WEIGHT OF THE PIPE SHALL NOT BE LESS THAN THAT SHOWN ON THE PLANS AND THE PRODUCT OF THE YIELD STRENGTH AND SECTION MODULUS OF THE PIPE SHALL NOT BE LESS THAN THAT OF PIPE MEETING THE REQUIREMENTS OF ASTM A 120.

4. SQUARE HOLLOW STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 500, GRADE B OR ASTM A 501. THE TUBING SHALL BE GALVANIZED INSIDE AND OUTSIDE IN ACCORDANCE WITH AASHTO M 111, USING ZINC OF ANY GRADE CONFORMING TO THE REQUIREMENT OF AASHTO M 120. THE ZINC COATING SHALL NOT BE LESS THAN 2.0 OUNCES PER SQUARE FOOT OF SURFACE.

5. STRUCTURAL SHAPES SHALL BE EXCLUDED.

BOTTOM TENSION WIRE - THE BOTTOM TENSION WIRE SHALL BE #9 GAUGE GALVANIZED STEEL WIRE MEETING THE REQUIREMENTS OF AASHTO M 181, THE WIRE SHALL BE STRETCHED TIGHT WITH GALVANIZED TURNBUCKLES SPACED AT INTERVALS NOT MORE THAN 1,000 FEET. THE ZINC COATING SHALL BE NOT LESS THAN 12 OUNCES PER SQUARE FOOT OF SURFACE.

METAL BRACES - METAL BRACES SHALL HAVE THE SHAPES SHOWN ON THE PLANS AND AT THE DIMENSIONS SHOWN WITHIN THE TABLE WITHIN IDOT STANDARD 664001-02 - CHAIN LINK FENCE. THEY SHALL BE ACCORDING TO THE SPECIFICATIONS FOR METAL POSTS, EITHER STEEL PIPE, STRUCTURAL SHAPE OR ROLLED FORMED SECTION AND SHALL BE GALVANIZED AS SPECIFIED FOR METAL POSTS.

GATE - THE GATE TYPE AND SIZE SHALL CONFORM TO THE DETAILS SHOWN ON THE PLANS AND AS PROVIDED IN THE SPECIAL PROVISIONS.

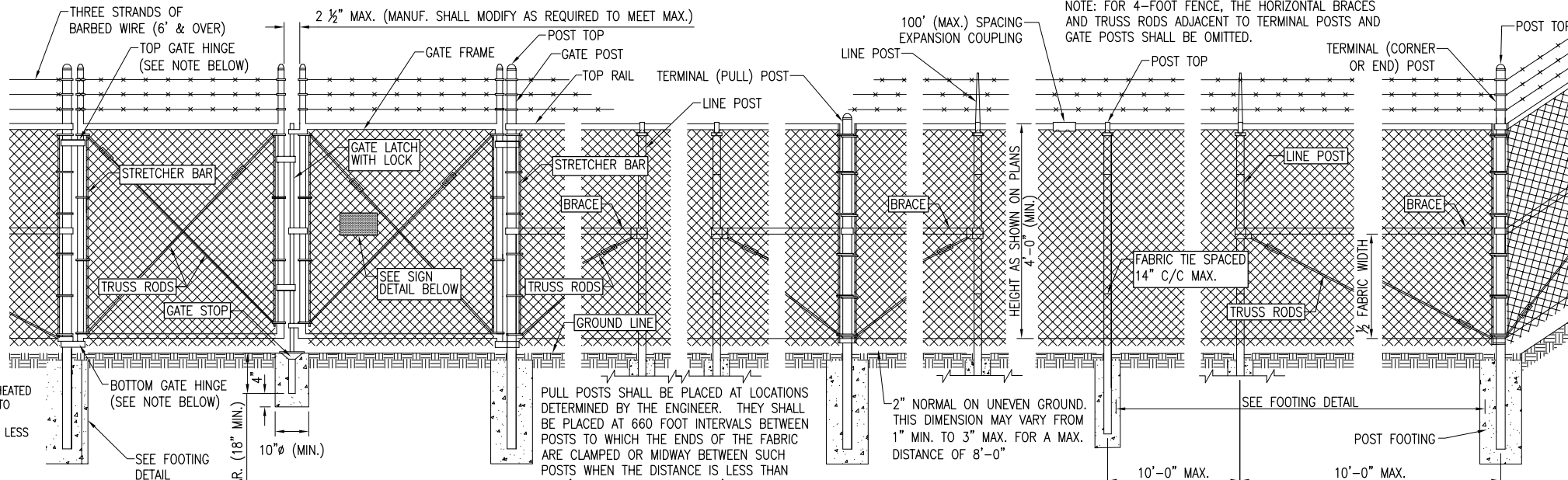
STRUCTURAL P.C. CONCRETE - THE STRUCTURAL P.C. CONCRETE SHALL CONFORM TO THE REQUIREMENTS OF ITEM 610 OF THE STANDARD SPECIFICATIONS. A HIGH EARLY STRENGTH CONCRETE MAY BE USED. THE CONCRETE MIX DESIGN SHALL BE APPROVED FOR USE BY IDOT-AERONAUTICS PRIOR TO USING IT ON THE PROJECT.

BOLTS AND NUTS - ALL BOLTS AND NUTS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 307 AND SHALL BE ZINC-COATED IN ACCORDANCE WITH AASHTO M 298, CLASS 50 OR ASTM A 153.

WIRE TIES AND TENSION WIRE - WIRE FABRIC TIES, WIRE TIES, AND TENSION WIRE FURNISHED FOR USE IN CONJUNCTION WITH A GIVEN TYPE OF FABRIC SHALL BE OF THE SAME MATERIAL AND COATING WEIGHT IDENTIFIED WITH THE FABRIC TYPE. ZINC-COATED STEEL WIRE, ALUMINUM-COATED STEEL WIRE, AND ALUMINUM ALLOY WIRE SHALL CONFORM TO REQUIREMENTS OF AASHTO M 181, TYPE I CLASS 2 OR TYPE II. THE TOP TENSION WIRE WILL BE DELETED IN LIEU OF THE TOP RAIL WHEN TOP RAIL IS REQUIRED. THE BOTTOM TENSION WIRE IS REQUIRED.

TOP RAILS - THE TOP RAILS SHALL BE 1.66 INCH O.D., GALVANIZED OR ALUMINUM COATED PIPE HAVING A MINIMUM BENDING STRENGTH OF 202 LBS. AT THE CENTER OF A 10 FT. SPAN AND WILL BE REQUIRED.

BARBED WIRE - BARBED WIRE MAY BE EITHER GALVANIZED STEEL BARBED WIRE OR ALUMINUM-COATED STEEL BARBED WIRE CONSISTING OF 2 STRANDS OF 12 1/2 GAUGE WIRE WITH 4-POINT BARBS OF 14 GAUGE WIRE SPACED 5 INCHES APART CONFORMING TO THE FOLLOWING REQUIREMENTS: (1) GALVANIZED BARBED WIRE SHALL CONFORM TO THE SPECIFICATIONS OF ZINC-COATED (GALVANIZED) STEEL BARBED WIRE, AASHTO M 280, CLASS 3 WITH A MINIMUM COATING OF 0.80 OUNCES PER SQUARE FOOT OF WIRE SURFACE (2) ALUMINUM-COATED STEEL BARBED WIRE SHALL CONFORM TO THE SPECIFICATIONS FOR GALVANIZED STEEL BARBED WIRE, EXCEPT THE WIRE SHALL BE ALUMINUM COATED. THE WIRE SHALL HAVE NOT LESS THAN 0.25 OUNCES OF COATING OF ALUMINUM ALLOY PER SQUARE FOOT OF UNCOATED SURFACE. THE WEIGHT OF THE ALUMINUM ALLOY COATING SHALL BE DETERMINED IN ACCORDANCE WITH AASHTO T 213.

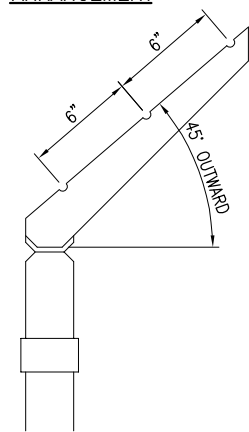


VEHICLE GATE ARRANGEMENT

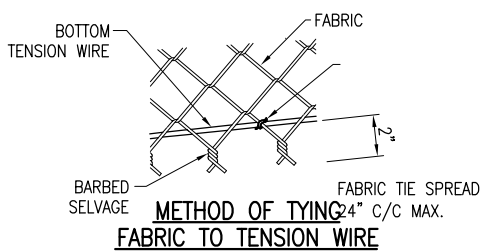
PULL POST ARRANGEMENT

LINE POST ARRANGEMENT

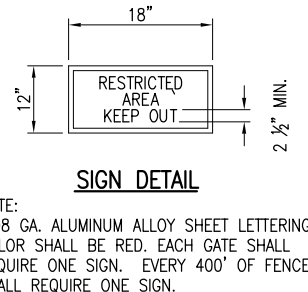
CORNER OR END POST ARRANGEMENT



DETAIL - BARBED WIRE ARM OF LINE POST
(ONLY FOR OVER 48" FENCE)

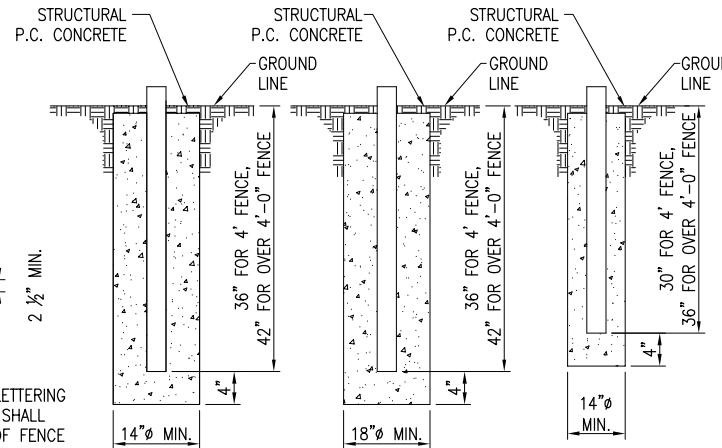


METHOD OF TYING FABRIC TO TENSION WIRE



SIGN DETAIL

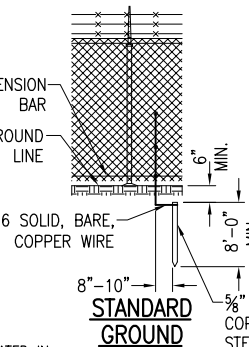
NOTE: 0.08 GA. ALUMINUM ALLOY SHEET LETTERING COLOR SHALL BE RED. EACH GATE SHALL REQUIRE ONE SIGN. EVERY 400' OF FENCE SHALL REQUIRE ONE SIGN.



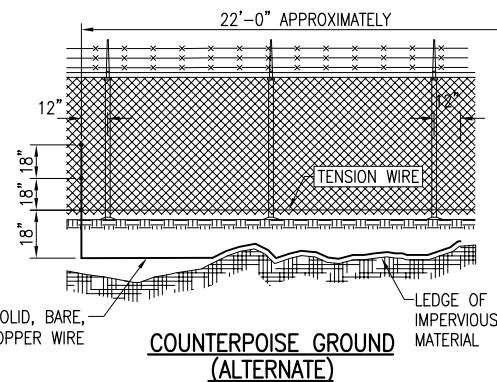
FOOTING FOR TERMINAL POST

FOOTING FOR GATE POST

FOOTING FOR LINE POST



STANDARD GROUND

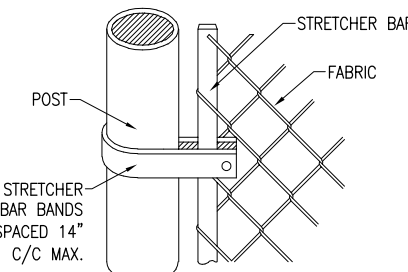


COUNTERPOISE GROUND (ALTERNATE)

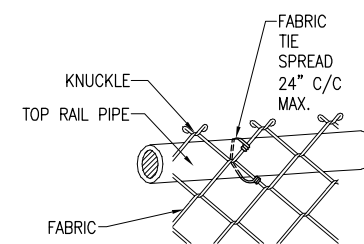
PROTECTIVE ELECTRICAL GROUND

GENERAL NOTE:

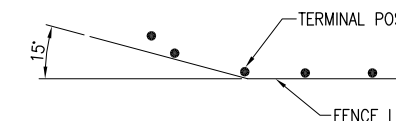
CONTINUOUS FENCE SHALL BE GROUNDED AT INTERVALS NOT EXCEEDING 500 FT IN URBAN AREAS AND 1,000 FT IN RURAL AREAS. THERE SHALL BE A GROUND WITHIN 100 FT OF GATES IN EACH SECTION OF THE FENCE ADJACENT TO THE GATE. FENCE UNDER A POWER LINE SHALL BE GROUNDED BY THREE GROUNDS; ONE DIRECTLY UNDER THE CROSSING AND ONE ON EACH SIDE 25 FT TO 50 FT AWAY. A SINGLE GROUND SHALL BE LOCATED DIRECTLY UNDER EACH TELEPHONE WIRE OR CABLE CROSSING. THE COUNTERPOISE GROUND SHALL BE USED ONLY WHERE IT IS IMPOSSIBLE TO DRIVE A GROUND ROD. THE GROUND WIRE SHALL BE CONNECTED TO THE FABRIC AND TENSION WIRE WITH UL LISTED GROUNDING CONNECTORS OF CAST BRONZE BODY AND BRONZE OR STAINLESS STEEL BOLTS AND WASHERS. GROUNDING CONNECTORS SHALL BE SIZED AND SUITABLE FOR THE RESPECTIVE APPLICATION. CONNECTIONS TO GROUND RODS SHALL BE WITH UL LISTED GROUNDING CONNECTORS SUITABLE FOR EXOTHERMIC WELD TYPE CONNECTORS, CADWELD BY ERICO PRODUCTS, INC., DIRECT BURIAL IN EARTH OR SOLON, OHIO, (PHONE 1-800-248-9353), THERMOWELD BY CONTINENTAL INDUSTRIES, INC., TULSA, OKLAHOMA (PHONE 918-663-1440) OR ULTRAWELD BY HARGER, GRAYSLAKE, ILLINOIS (PHONE 1-800-842-7437). EXOTHERMIC WELD CONNECTIONS SHALL BE INSTALLED IN CONFORMANCE WITH THE RESPECTIVE MANUFACTURER'S DIRECTIONS USING MOLDS SUITABLE FOR EACH RESPECTIVE APPLICATION. GROUND RODS SHALL BE 5/8-IN. DIAMETER BY 8 FT LONG (MINIMUM), UL-LISTED, COPPER-CLAD. THE GROUND WIRE USED TO BOND THE FENCE FABRIC AND TENSION WIRE TO THE GROUND ROD SHALL BE #6 AWG BARE SOLID COPPER CONDUCTOR.



METHOD OF FASTENING STRETCHER BAR TO POST



METHOD OF TYING FABRIC TO PIPE



WHERE THE FENCE LINE HAS A CHANGE IN DIRECTION OF 15° OR MORE, A TERMINAL POST SHALL BE PLACED AS SHOWN ABOVE. WHERE ANGLE IS LESS THAN 15° AND EXISTING CONDITIONS REQUIRE TERMINAL POST, THEY SHALL BE PLACED AS DIRECTED BY ENGINEER.

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

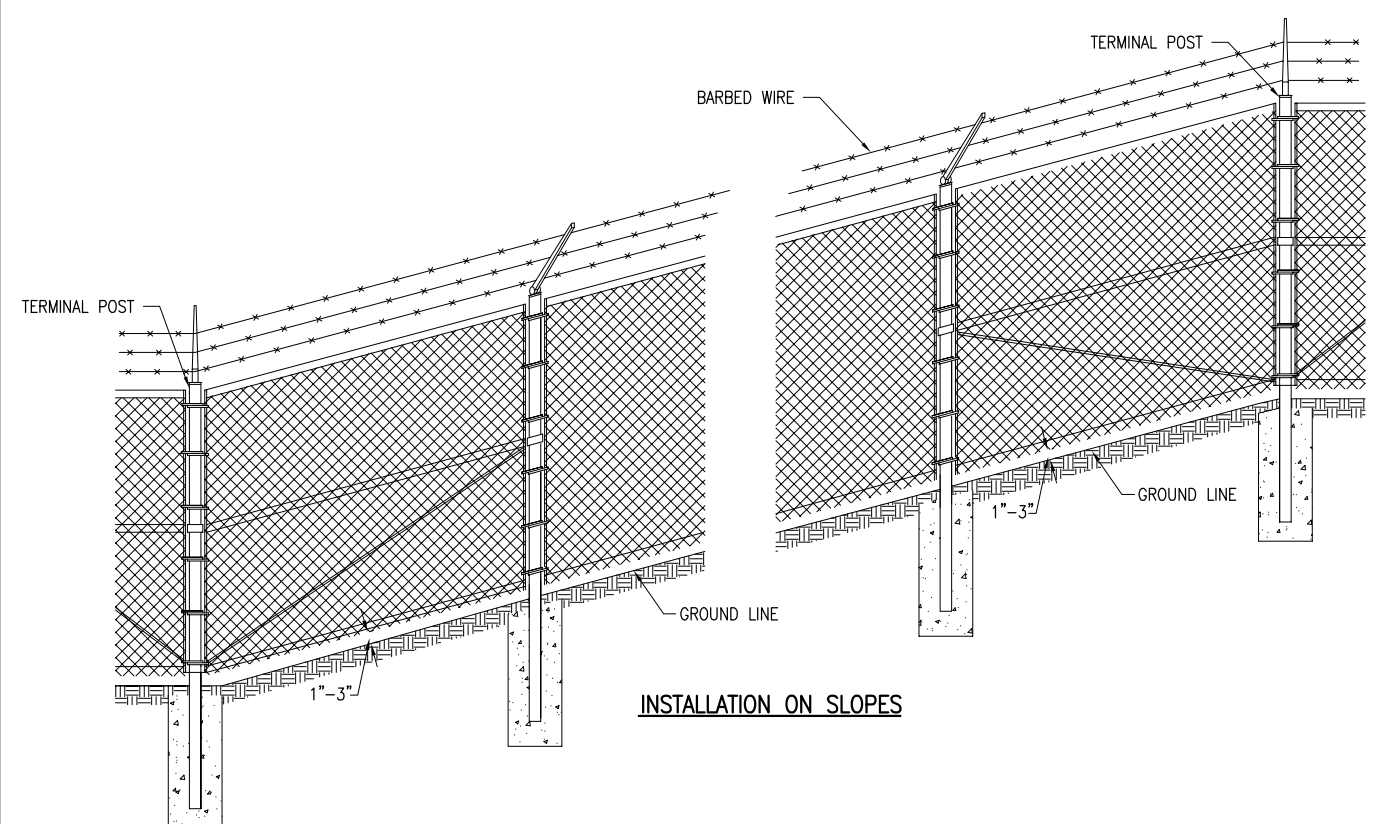
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PROJECT NO: 17A0106
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REVIEWED BY: KMS 5/4/18

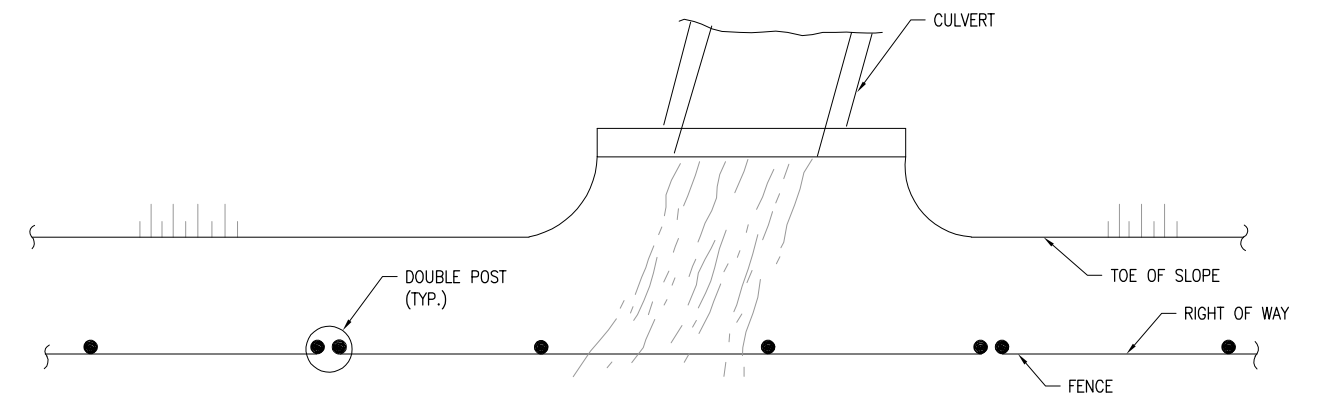
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FENCE DETAILS

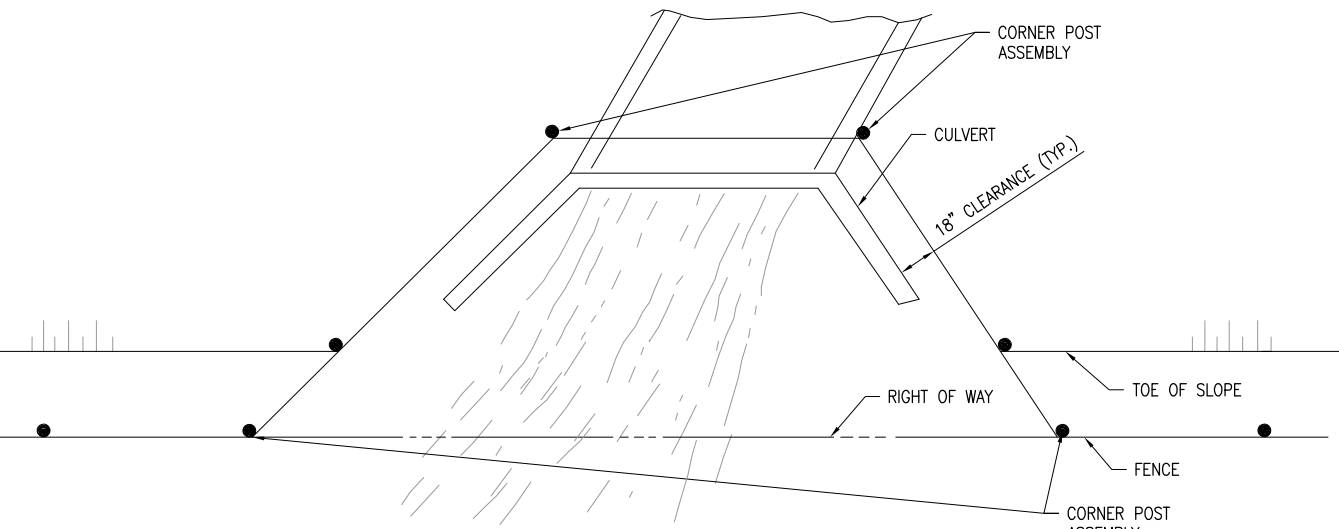
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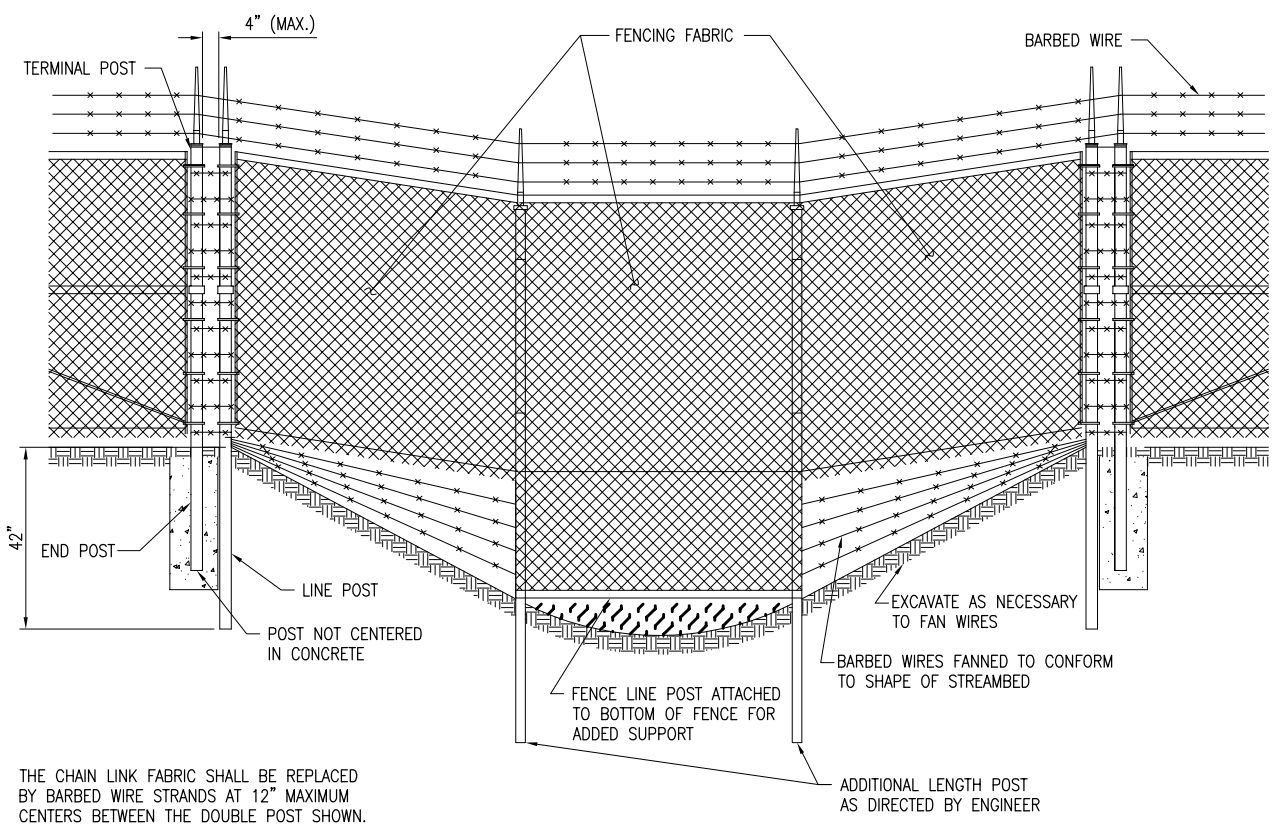
INSTALLATION ON SLOPES



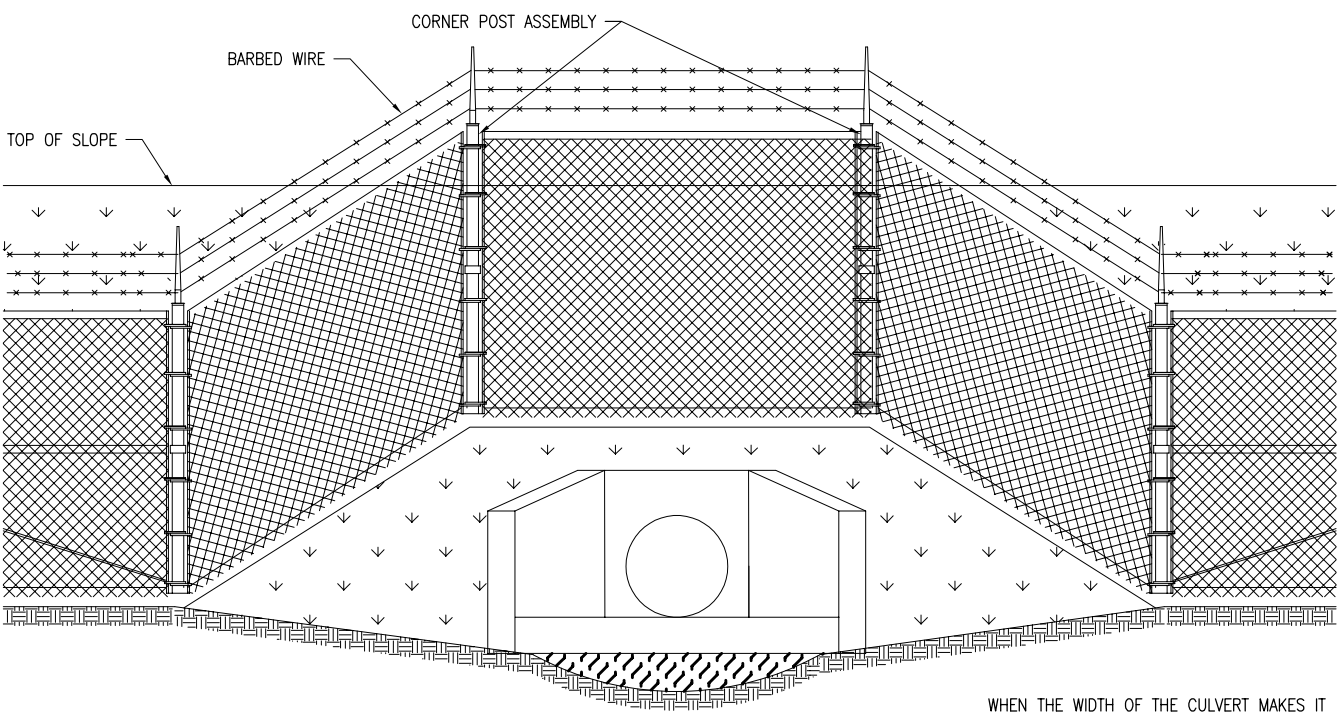
INSTALLATION OVER STREAM (PLAN)



INSTALLATION AROUND HEADWALL (PLAN)



INSTALLATION OVER STREAM (ELEVATION)



INSTALLATION AROUND HEADWALL (ELEVATION)

WHEN THE WIDTH OF THE CULVERT MAKES IT NECESSARY TO ANCHOR A POST TO THE TOP OF THE CULVERT, A CAST IRON SHOE OR OTHER DEVICE APPROVED BY THE ENGINEER SHALL BE USED.

INSTALL PERIMETER WILDLIFE FENCE ALONG WEST, SOUTH AND A PORTION OF THE EAST AIRPORT PROPERTY LINE

SBGP No: 3-17-SBGP-133/139
IDA No: I63-4576

Contract No. MS009

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		DES	DWN	REV

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REVIEWED BY: KMS 5/4/18

SHEET TITLE

FENCE DETAILS

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