TOTAL SHEETS = 110

CONSTRUCTION PLANS

LARGE AIRCRAFT STORAGE HANGAR
405 JIM KLICK DRIVE
ROMEOVILLE, ILLINOIS

JOLIET REGIONAL PORT DISTRICT
LEWIS UNIVERSITY AIRPORT (LOT)
ROMEOVILLE, WILL COUNTY, ILLINOIS

3

PERMIT REVISIONS
JUNE 6, 2025

ARCHITECT

JILL MARY DEICHMANN
001-019651
LICENSED ARCHITECT
STATE OF ILLINOIS
EXPIRES 11-30-2026

DATED: 5/2/2025

ELECTRICAL

PATRICK T. ALCOCK
062-073922
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES 11-30-25

DATED: 5/2/2025

MECHANICAL

STEPHEN M. WISNIEWSKI
062-075495
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES 11/30/2025

DATED: 5/2/2025

PLUMBING

SCOTT BARCH
062-064856
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES 11.30.25

DATED: 5/2/2025

FIRE PROTECTION

AMANDA C. BECK LARKIN
062-065192
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES 11.30.25

DATED: 5/2/2025

STRUCTURAL

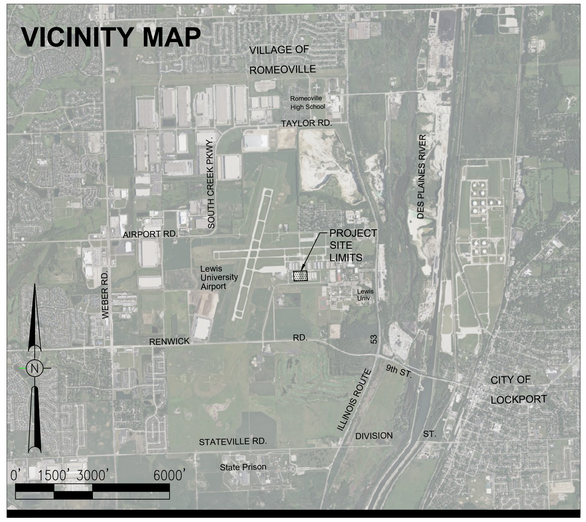
STATE OF ILLINOIS
JASON C. LOO
81-5756
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER
EXPIRES 11-30-2026

DATED: 3/13/2025

CIVIL

KRISTOFER W. SALVATERA
062-069282
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES: 11-30-2025

DATED: 5/2/2025





NOTICE TO CONTRACTORS AND BIDDERS

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

No.	Issue/Description	Sheets Changed	Date	By
3	PERMIT REVISIONS		06/06/2025	RH
2	PERMIT REVISIONS		05/02/2025	RH
1	BID ADDENDA		05/02/2025	RH

R BERTI BUILDING SOLUTIONS
1609 ROCK CREEK BLVD.
JOLIET, IL 60431

Richard J. Berti
President
TBD
Date

Primera
550 WEST JACKSON BOULEVARD, SUITE 600
CHICAGO, ILLINOIS 60601
LICENSE FIRM NO. 184.003574-0007

Ronald M. Hudson, AICP
Project Manager
TBD
Date

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

Chris Lawson
Director of Aviation
TBD
Date

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SHEET NO.	**TITLE**
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G001	COVER SHEET
G002	INDEX OF DRAWINGS
G003	CODE MATRIX
G004	SPECIAL INSPECTIONS
G005	ARCHITECTURAL NOTES, SYMBOLS, AND ABBREVIATIONS
G006	ACCESSIBILITY DETAILS AND MOUNTING HEIGHTS
GI001	PROJECT SITE PLAN, CONTROL PLAN, AND GENERAL NOTES
GI002	GEOTECHNICAL INVESTIGATION INFORMATION - 1
GI003	GEOTECHNICAL INVESTIGATION INFORMATION - 2
GC100	CONSTRUCTION SAFETY PLAN
GC200	CONSTRUCTION SAFETY PLAN - GENERAL NOTES & DETAILS
CIVIL	
CD100	EXISTING CONDITIONS AND PROPOSED DEMOLITION PLAN
CS100	PROPOSED PAVEMENT GEOMETRY PLAN
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CS300	TYPICAL SECTIONS AND PAVEMENT JOINTING DETAILS
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CU100	SITE UTILITY PLAN
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A105	ENLARGED PLANS
A110	ARCHITECTURAL ROOF PLAN NORTH
A111	ARCHITECTURAL ROOF PLAN SOUTH
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A500	TYPICAL DETAILS - OPENINGS
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M500	MECHANICAL - DETAILS
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E202	ELECTRICAL POWER AND SYSTEMS - FIRST FLOOR PLAN SOUTH
E203	ELECTRICAL POWER AND SYSTEMS - FIRST FLOOR PLAN BACK OF HOUSE
E400	ELECTRICAL RISER DIAGRAM
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E600	ELECTRICAL DETAILS
E601	ELECTRICAL DETAILS

Primera
550 WEST JACKSON BLVD., SUITE 600, CHICAGO, ILLINOIS 60661

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

KRISTOFFER W. SALVATORI
PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES: 11.30.25
DATE: 5.12.25

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

No.	Description	By	Chk.	App.	Date
3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
INDEX OF DRAWINGS

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
G002

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PLOT STYLE TABLE: ___.ctb
ACAD VER: AutoCAD 2020

PLOT SCALE: 1/8"=1'-0"
PLOT DATE/TIME: 6/10/2025 9:59 AM
PLOTTED BY: KWS SALAMEH

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DATE STARTED: 5/7/2025 9:41 PM
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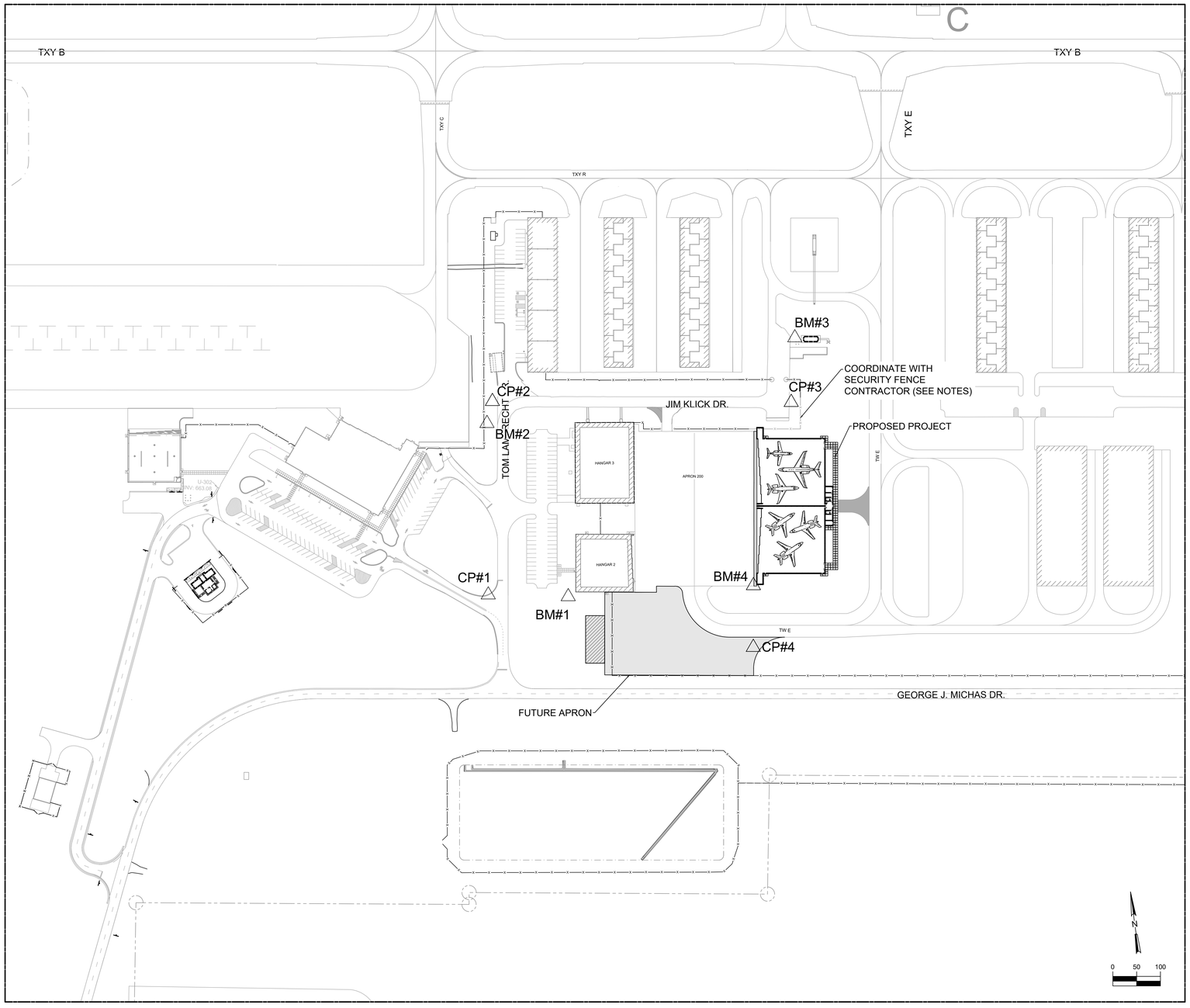


ALL TAXIWAYS WITHIN THE PROJECT LIMITS ARE FAA CATEGORY II.

811 Know what's **below.** **Call** before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE, SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES, PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE 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 AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

NOTES

1. THE CONTRACTOR SHALL NOT CROSS ANY RUNWAYS OR OTHER ACTIVE AIRFIELD MOVEMENT AREA PAVEMENTS.
2. WORK MUST BE CONTROLLED.
3. MAXIMUM EQUIPMENT HEIGHT SHALL BE 25 FEET AT ALL LOCATIONS, EXCEPT FOR CRANE HEIGHTS OF 175 FEET AND/OR BY PRIOR APPROVAL OF THE ENGINEER, AIRPORT, AND FAA TOWER.
4. TRAFFIC TO BE MAINTAINED ON ALL AIRPORT ROADWAYS AT ALL TIMES EXCEPT AT DESIGNATED WORK AREAS AND TEMPORARY STABILIZED ENTRANCE ROADS.
5. NO CLOSURES TO TAXIWAY, APRON, ROADWAY, AND AUTO PARKING SHALL BE CONDUCTED EXCEPT AS SHOWN IN THE SITE PLAN.
6. THE AIRCRAFT AND GROUND VEHICLE TRAFFIC IS UNDER THE CONTROL OF AN FAA AIRCRAFT CONTROL TOWER. ALL CONTRACTOR ACTIVITY IS SUBJECT TO THIS CONTROL. THE AIRPORT MANAGER OR THEIR REPRESENTATIVE WILL COORDINATE CONTRACTOR ACTIVITIES WITH THE FAA CONTROL TOWER MANAGER. THE CONTRACTOR IS REQUIRED TO GIVE ADVANCE NOTICE OF ANY REQUESTS ON ANY ACTIVE AIRFIELD RUNWAYS OR TAXIWAYS.
7. AREAS OUTSIDE THE WORK LIMITS THAT ARE DISTURBED OR DAMAGED SHALL BE RESTORED TO ITS EXISTING CONDITIONS AND SHALL NOT BE PAID EXTRA BUT INCLUDED IN THE CONTRACT COST.

EXISTING BENCHMARKS / CONTROL POINTS

PROJECT BENCHMARKS ARE AS FOLLOWS:

△ BM#1	CUT CROSS ON THE S.E. FIRE HYDRANT FLANGE BOLT ELEV 666.057
△ BM#2	SET CUT SQUARE ON E. SIDE ON CONC. BASE FOR TALL LIGHT POLE ELEV 666.419
△ BM#3	SET CUT SQUARE ON THE S.E. CORNER OF CONC. PAD FOR JET FUEL CABINET ELEV 665.849
△ BM#4	CUT CROSS ON THE S.E. FIRE HYDRANT FLANGE BOLT ELEV 664.79

PROJECT CONTROL POINTS ARE AS FOLLOWS:

△ CP#1	CUT CROSS N: 1,798,454.466 E: 1,050,462.191
△ CP#2	SET 5/8" REBAR W/ CAP N: 1,798,860.868 E: 1,050,453.755
△ CP#3	SET 5/8" REBAR W/ CAP N: 1,798,855.476 E: 1,051,081.297
△ CP#4	SET 5/8" REBAR W/ CAP N: 1,798,367.911 E: 1,051,023.434

COORDINATES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NAD83(2011). ELEVATIONS SHOWN ARE REFERENCED TO NAVD88 DATUM. CONTROL POINTS AND BENCHMARKS SHALL BE VERIFIED AND TIED TO THE WILL COUNTY DATUM.

3

GENERAL NOTES

PROJECT DESCRIPTION

THIS PROJECT IS TO CONSTRUCT A NEW LARGE AIRCRAFT STORAGE HANGAR AND ASSOCIATED PAVEMENT AND UTILITY CONSTRUCTION. THIS WORK INCLUDES:

- PLACEMENT OF TEMPORARY EROSION CONTROL MEASURES.
- CONSTRUCTION OF A NEW LARGE AIRCRAFT STORAGE HANGAR (APPROX. 40,000 SQUARE FEET).
- EXTEND AIRCRAFT APRON WITH NEW PORTLAND CEMENT CONCRETE PAVEMENT.
- CONSTRUCTION OF NEW FIRE EQUIPMENT ACCESS PAVEMENT AND DRIVEWAY.
- UTILITY CONNECTIONS TO HANGAR INCLUDING ELECTRIC, DOMESTIC/FIRE WATER MAIN, MUNICIPAL SANITARY SEWER, AND NATURAL GAS SERVICE.
- CONSTRUCT NEW SIDEWALK
- INSTALL TEMPORARY/PERMANENT EROSION CONTROL AND LANDSCAPING.

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.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE FAA (SMO) THROUGH THE CONSTRUCTION MANAGER TO LOCATE ALL FAA CABLES ON THE PROJECT SITE. ALL FAA CABLES SHALL BE PROTECTED AT ALL TIMES. NO FAA CABLING HAS BEEN IDENTIFIED WITHIN THE PROJECT LIMITS.

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.

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 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.

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.

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

AIRPORT SECURITY

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

COORDINATION WITH FENCE CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS SHALL COORDINATE THEIR WORTH IN THIS AREA WITH THE CONTRACTOR FOR THE AIRPORT SECURITY FENCE UNDER A SEPARATE CONTRACT.

VILLAGE OF ROMEOVILLE

MR. JONATHON A. ZABROCKI, P.E., C/O VILLAGE OF ROMEOVILLE, 615 ANDERSON DRIVE, ROMEOVILLE, IL 60446, PHONE NUMBER (815) 886-1870)

Primera
550 WEST JACKSON BLVD., SUITE 600, CHICAGO, ILLINOIS 60661

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

JEFFREY W. SALVATERA
062.069926
LICENSED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

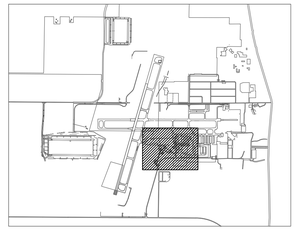
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



No.	Description	By	Chk. App.	Date
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

Issues

DRAWING TITLE
PROJECT SITE PLAN, CONTROL PLAN, AND GENERAL NOTES

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
GI001

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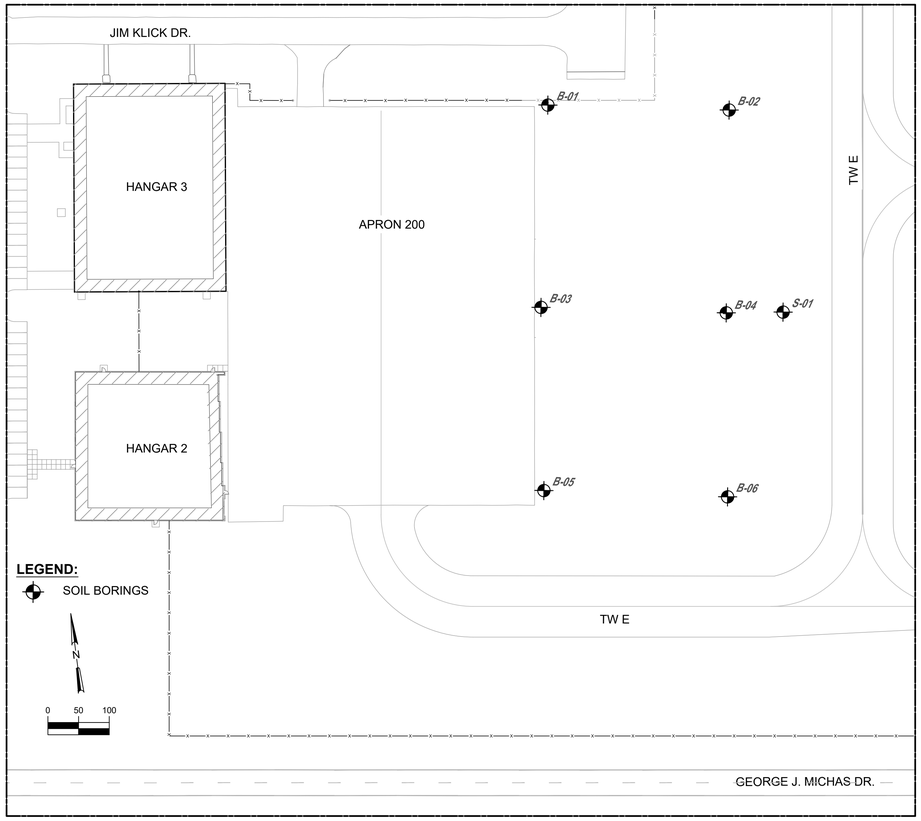

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-01

Sheet 1 of 1

Rubino Job No.:	G24.143	Drilling Method:	2 ¼ Hollow Stem Auger
Project:	LOT Design Apron 200 Large Aircraft Hangar	Sampling Method:	Split Spoon
Location:	Lewis University Airport	Hammer Type:	Automatic
City, State:	Romeoville, Illinois	Boring Location:	Northwest corner of Hangar
Client:	Primera Engineering, Ltd.		East of existing apron

WATER LEVELS***
While Drilling 11 ft
Upon Completion N/A
Delay N/A

Station: N/A
Offset: N/A

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
						Surface Elev.: 665.0 ft				
	0					Approximately 6 inches of TOPSOIL: dark brown silty clay, with roots and organic matter				
				1	14	Stiff, brown silty CLAY, trace sand and gravel	CL	10-5-3 N=8	20	Qp=2.0 tsf
660	5			2	18	Soft, brown and gray sandy SILT, trace gravel	ML	2-1-2 N=3	23	Qp=0.5 tsf
				3	18	Soft, brown and gray silty CLAY, trace sand and gravel		0-1-1 N=2	26	Qp=0.5 tsf 2% Organic Content
655	10			4	18	*Color transitions to gray at approximately 8 ½ feet below existing grade*	CL	0-1-2 N=3	26	Qp=0.3 tsf
				5	18	Soft, gray SILT	ML	0-3-5 N=8	16	Qp=0.3 tsf
				6	18	Loose to medium dense, gray SAND and GRAVEL		0-6-5 N=11	14	
650	15						SP			
				7	18	Stiff, gray silty CLAY, trace sand and gravel		5-3-6 N=9	16	Qp=3.5 tsf
645	20									
				8	14			4-6-7 N=13	16	Qp=3.3 tsf
640	25									
				9	18		CL	3-5-7 N=12	17	Qp=3.3 tsf
635	30									
				10	18			5-6-6 N=12	16	Qp=2.0 tsf
630	35									
				11	18			5-7-8 N=15	16	Qp=3.0 tsf
625	40					End of boring at approximately 40 feet below existing grade.				

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ◆ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rmac) ✳Qp/Qr (0, 2.5, 4.0)

Completion Depth:	40.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Split-Spoon, Grab Sample, Rock Core, No Recovery
Date Boring Started:	8/26/24		
Date Boring Completed:	8/26/24		
Logged By:	J.K.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 41.605201°
Longitude: -88.089203°
Drill Rig: Geoprobe 7822DT
Remarks:
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

GENERAL NOTE

THE GEOTECHNICAL REPORT MAY BE REQUESTED FROM THE CONSTRUCTION MANAGER.

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-02

Sheet 1 of 1

Rubino Job No.:	G24.143	Drilling Method:	2 ¼ Hollow Stem Auger
Project:	LOT Design Apron 200 Large Aircraft Hangar	Sampling Method:	Split Spoon
Location:	Lewis University Airport	Hammer Type:	Automatic
City, State:	Romeoville, Illinois	Boring Location:	Northeast corner of Hangar
Client:	Primera Engineering, Ltd.		East of existing apron

WATER LEVELS***
While Drilling 8 ½ ft
Upon Completion 9 ft
Delay N/A

Station: N/A
Offset: N/A

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
						Surface Elev.: 663.8 ft				
	0			1	10	Approximately 10 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		5-6-5 N=11	20	Qp=4.5 tsf LL = 52 PL = 22 7% Organic Content
						Black and dark brown HIGH PLASTICITY SILTY CLAY, trace sand and gravel *Possible Fill*	CH			
660	5			2	14	Medium stiff, brown silty CLAY, trace sand and gravel	CL	2-3-3 N=6	28	Qp=2.0 tsf
				3	18	Very soft, brown and gray silty CLAY, trace sand and gravel	CL	0-0-1 N=1	32	Qp=0.5 tsf 3% Organic Content
655	10			4	16	Very loose, brown silty SAND and GRAVEL	SM	0-1-1 N=2	24	Qp=0.3 tsf
				5	8			2-2-1 N=3	19	
650	15			6	18	Medium stiff, gray silty CLAY, trace sand and gravel	CL	2-2-2 N=4	16	Qp=2.5 tsf
645	20			7	18	Stiff to very stiff, gray silty CLAY, trace sand and gravel		1-7-9 N=16	16	Qp=4.0 tsf
640	25			8	18			2-6-7 N=13	26	Qp=3.8 tsf
635	30			9	18		CL	4-6-8 N=14	14	Qp=3.0 tsf
630	35			10	18			3-4-5 N=9	19	Qp=2.8 tsf
625	40			11	18	End of boring at approximately 40 feet below existing grade.		3-6-6 N=12	17	Qp=2.5 tsf

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ◆ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rmac) ✳Qp/Qr (0, 2.5, 4.0)

Completion Depth:	40.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Split-Spoon, Grab Sample, Rock Core, No Recovery
Date Boring Started:	8/26/24		
Date Boring Completed:	8/26/24		
Logged By:	J.K.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 41.605205°
Longitude: -88.088663°
Drill Rig: Geoprobe 7822DT
Remarks:
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-03

Sheet 1 of 1

Rubino Job No.:	G24.143	Drilling Method:	2 ¼ Hollow Stem Auger
Project:	LOT Design Apron 200 Large Aircraft Hangar	Sampling Method:	Split Spoon
Location:	Lewis University Airport	Hammer Type:	Automatic
City, State:	Romeoville, Illinois	Boring Location:	West perimeter of Hangar
Client:	Primera Engineering, Ltd.		East of existing apron

WATER LEVELS***
While Drilling 18 ½ ft
Upon Completion 15 ft
Delay N/A

Station: N/A
Offset: N/A

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
						Surface Elev.: 665.1 ft				
	0			1	18	Approximately 6 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		14-16-10 N=26	3	
				2	14	FILL: brown and gray sand and gravel		7-5-7 N=12	22	Qp=4.3 tsf
660	5			3	8	FILL: black, brown, and gray silty clay, trace sand and gravel		2-1-3 N=4	24	Qp=1.3 tsf
				4	18	Soft, brown and gray clayey SILT, trace gravel	ML	0-1-2 N=3	35	Qp=0.5 tsf 3% Organic Content
655	10			5	18	Medium stiff to stiff, brown and gray silty CLAY, trace sand and gravel		2-2-4 N=6	19	Qp=2.5 tsf
				6	18		CL	3-4-4 N=8	16	Qp=2.5 tsf
650	15									
				7	10	Dense, brown and gray poorly graded GRAVEL *Elevated N-value due to possible cobbles/boulders*	GP	49-28-12 N=40	15	
645	20									
				8	18	Medium stiff to stiff, gray silty CLAY, trace sand and gravel		2-3-4 N=7	19	Qp=2.0 tsf
640	25									
				9	18			2-2-4 N=6	26	Qp=1.8 tsf
635	30						CL			
				10	18			4-4-5 N=9	20	Qp=2.5 tsf
630	35									
				11	18	Very stiff, gray silty CLAY, trace sand and gravel	CL	5-7-9 N=16	20	Qp=2.8 tsf
625	40					End of boring at approximately 40 feet below existing grade.				

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ◆ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rmac) ✳Qp/Qr (0, 2.5, 4.0)

Completion Depth:	40.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Split-Spoon, Grab Sample, Rock Core, No Recovery
Date Boring Started:	8/27/24		
Date Boring Completed:	8/27/24		
Logged By:	J.K.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 41.604747°
Longitude: -88.089200°
Drill Rig: Geoprobe 7822DT
Remarks:
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-04

Sheet 1 of 1

Rubino Job No.:	G24.143	Drilling Method:	2 ¼ Hollow Stem Auger
Project:	LOT Design Apron 200 Large Aircraft Hangar	Sampling Method:	Split Spoon
Location:	Lewis University Airport	Hammer Type:	Automatic
City, State:	Romeoville, Illinois	Boring Location:	East perimeter of Hangar
Client:	Primera Engineering, Ltd.		East of existing apron

WATER LEVELS***
While Drilling N/A
Upon Completion N/A
Delay N/A

Station: N/A
Offset: N/A

Elevation (feet)	Depth, (feet)	Graphic Log	Sample Type	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	Additional Remarks
						Surface Elev.: 663.3 ft				
	0			1	10	Approximately 10 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		5-6-6 N=12	22	Qp=3.8 tsf
				2	12	Dark brown and black silty CLAY, trace sand and gravel *Possible Fill*	CL	4-5-5 N=10	22	Qp=3.5 tsf
660	5			3	14	Medium stiff, gray clayey SILT, trace gravel	ML	1-2-2 N=4	26	Qp=1.5 tsf
				4	18	Medium stiff, gray silty CLAY, trace sand and gravel	CL	0-3-3 N=6	19	Qp=1.3 tsf
655	10			5	18	Very stiff, brown and gray silty CLAY, trace sand and gravel		4-7-8 N=15	16	Qp=4.5 tsf
				6	18		CL	4-7-9 N=16	15	Qp=4.5 tsf
650	15									
				7	18	Medium stiff to stiff, gray silty CLAY, trace sand and gravel		4-5-6 N=11	17	Qp=3.0 tsf
645	20									
				8	14			2-3-4 N=7	24	Qp=1.3 tsf
640	25									
				9	18		CL	4-5-6 N=11	15	Qp=3.0 tsf
635	30									
				10	18			3-6-7 N=13	19	Qp=2.8 tsf
630	35									
				11	18	End of boring at approximately 40 feet below existing grade.		3-4-5 N=9	16	Qp=3.5 tsf
625	40									

STANDARD PENETRATION TEST DATA
Moisture: × PL: ◪ LL: ◆ (0, 25, 50)
STRENGTH, tsf: ▲ Qu (Rmac) ✳Qp/Qr (0, 2.5, 4.0)

Completion Depth:	40.0 ft	Sample Types:	Pressuremeter, Shelby Tube, Auger Cutting, Split-Spoon, Grab Sample, Rock Core, No Recovery
Date Boring Started:	8/26/24		
Date Boring Completed:	8/26/24		
Logged By:	J.K.		
Drilling Contractor:	Rubino Engineering, Inc.		

Latitude: 41.604749°
Longitude: -88.088648°
Drill Rig: Geoprobe 7822DT
Remarks:
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

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Primera
550 WEST JACKSON BLVD., SUITE 600, CHICAGO, ILLINOIS 60661

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS



LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

No.	Description	By	Chk. App.	Date
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

Issues

DRAWING TITLE
GEOTECHNICAL INVESTIGATION INFORMATION - 1

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
GI002

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PLOT SCALE: 1.0000 ' / 1.0000 '
PLOT STYLE TABLE: _CB ACAD_ACTIVE.ctb

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-05

Sheet 1 of 1

Rubino Job No.: G24.143
Project: LOT Design Apron 200 Large Aircraft Hangar
Location: Lewis University Airport
City, State: Romeoville, Illinois
Client: Primera Engineering, Ltd.

Drilling Method: 2 ¼ Hollow Stem Auger
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Southwest corner of Hangar
East of existing apron

WATER LEVELS***
While Drilling 28 ½ ft
Upon Completion N/A
Delay N/A

Station: N/A
Offset: N/A

Surface Elev.: 665.1 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	STRENGTH, tsf (▲ Qu (Rimac) ✕Qp/Qr)	Additional Remarks
665	0	1	10	Approximately 6 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		6-3-3 N=6	21	Qp=4.5 tsf	
		2	18	FILL: dark brown silty clay with roots, trace sand and gravel		3-4-4 N=8	17	Qp=3.5 tsf	
660	5	3	18	FILL: brown silty clay with sand, trace gravel		4-2-4 N=6	34		2% Organic Content Qp=1.8 tsf
		4	18	FILL: black silty clay, trace sand and gravel		0-2-2 N=4	33		6% Organic Content Qp=1.3 tsf
655	10	5	18	Medium stiff to stiff, brown and gray silty CLAY, trace sand and gravel	CL	2-3-3 N=6	20	Qp=2.0 tsf	
		6	18			3-4-4 N=8	18	Qp=3.0 tsf	
650	15	7	18	Medium stiff to stiff, gray silty CLAY, trace sand and gravel		2-3-4 N=7	20	Qp=2.8 tsf	
		8	18			2-4-6 N=10	21	Qp=2.3 tsf	
640	25	9	18		CL	4-2-2 N=4	15	Qp=0.8 tsf	
635	30	10	18			5-6-7 N=13	17	Qp=3.8 tsf	
630	35	11	18			4-6-7 N=13	19	Qp=3.8 tsf	
625	40			End of boring at approximately 40 feet below existing grade.					

Completion Depth: 40.0 ft
Date Boring Started: 8/27/24
Date Boring Completed: 8/27/24
Logged By: J.K.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 41.604338°
Longitude: -88.089170°
Drill Rig: Geoprobe 7822DT
Remarks: hole collapse at 11 ft BEG
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING B-06

Sheet 1 of 1

Rubino Job No.: G24.143
Project: LOT Design Apron 200 Large Aircraft Hangar
Location: Lewis University Airport
City, State: Romeoville, Illinois
Client: Primera Engineering, Ltd.

Drilling Method: 2 ¼ Hollow Stem Auger
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: Southeast corner of Hangar
East of existing apron

WATER LEVELS***
While Drilling 18 ½ ft
Upon Completion N/A
Delay N/A

Station: N/A
Offset: N/A

Surface Elev.: 662.0 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	STRENGTH, tsf (▲ Qu (Rimac) ✕Qp/Qr)	Additional Remarks
660	0	1	0	Approximately 6 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		7-7-5 N=12	17		
		2	3	FILL: dark brown silty clay with roots, trace sand and gravel		2-2-3 N=5	18	Qp=2.0 tsf	
655	5	3	18	FILL: black and brown silty clay, trace sand and gravel	ML	0-1-2 N=3	28	Qp=0.8 tsf	3% Organic Content
		4	18	Soft to medium stiff, brown and gray clayey SILT, trace gravel	CL	0-1-3 N=4	20	Qp=3.0 tsf	
650	10	5	18	Medium stiff, brown and gray sandy silty CLAY, trace gravel		3-3-5 N=8	17	Qp=2.5 tsf	
		6	18	Stiff, gray silty CLAY, trace sand and gravel		5-6-7 N=13	15	Qp=4.5 tsf	
645	15	7	18		CL	4-4-5 N=9	14	Qp=3.0 tsf	
640	20	8	18	Medium stiff, gray silty CLAY, trace sand and gravel		2-2-4 N=6	23	Qp=2.3 tsf	
635	25	9	18	Stiff to very stiff, gray silty CLAY, trace sand and gravel	CL	9-8-7 N=15	24	Qp=2.0 tsf	
630	30	10	18			6-8-11 N=19	21	Qp=4.0 tsf	
625	35	11	18			5-6-8 N=14	21	Qp=4.0 tsf	
620	40			End of boring at approximately 40 feet below existing grade.					

Completion Depth: 40.0 ft
Date Boring Started: 8/27/24
Date Boring Completed: 8/27/24
Logged By: J.K.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 41.604340°
Longitude: -88.088622°
Drill Rig: Geoprobe 7822DT
Remarks: hole collapse at 6 ft BEG
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

rubino ENGINEERING INC.

Rubino Engineering, Inc.
425 Shepard Drive
Elgin, IL 60123
Telephone: 847-931-1555
Fax: 847-931-1560

LOG OF BORING S-01

Sheet 1 of 1

Rubino Job No.: G24.143
Project: LOT Design Apron 200 Large Aircraft Hangar
Location: Lewis University Airport
City, State: Romeoville, Illinois
Client: Primera Engineering, Ltd.

Drilling Method: 2 ¼ Hollow Stem Auger
Sampling Method: Split Spoon
Hammer Type: Automatic
Boring Location: East center of grassy area
East of existing apron

WATER LEVELS***
While Drilling N/A
Upon Completion N/A
Delay N/A

Station: N/A
Offset: N/A

Surface Elev.: 662.3 ft

Elevation (feet)	Depth, (feet)	Sample No.	Recovery (inches)	MATERIAL DESCRIPTION	Classification	SPT Blows per 6-inch	Moisture, %	STRENGTH, tsf (▲ Qu (Rimac) ✕Qp/Qr)	Additional Remarks
660	0	1	12	Approximately 8 inches of TOPSOIL: dark brown silty clay, with roots and organic matter		4-4-6 N=10	23	Qp=3.0 tsf	LL = 44 PL = 21
		2	10	Medium stiff to stiff, dark brown and black silty CLAY, trace sand and gravel	CL	2-2-4 N=6	23	Qp=2.8 tsf	
655	5	3	18	Soft, brown and gray silty CLAY, trace sand and gravel		0-1-2 N=3	25	Qp=1.3 tsf	
		4	18	Stiff to very stiff, gray silty CLAY, trace sand and gravel	CL	3-4-6 N=10	18	Qp=3.0 tsf	
650	10	5	14			7-7-9 N=16	17	Qp=4.3 tsf	
		6	18		CL	5-5-7 N=12	17	Qp=3.3 tsf	
645	15			End of boring at approximately 15 feet below existing grade.					

Completion Depth: 15.0 ft
Date Boring Started: 8/27/24
Date Boring Completed: 8/27/24
Logged By: J.K.
Drilling Contractor: Rubino Engineering, Inc.

Sample Types: Auger Cutting, Split-Spoon, Rock Core, Pressuremeter, Shelby Tube, Grab Sample, No Recovery

Latitude: 41.604758°
Longitude: -88.088479°
Drill Rig: Geoprobe 7822DT
Remarks:
Log Entry: H. Gregorich
Checked By:

The stratification lines represent approximate boundaries. The transition may be gradual.
***Please reference the geotechnical report text for specific groundwater / dewatering recommendations.

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DATE_PRINTED 6/5/2025 9:10 AM
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PLOT_STYLE ACE_ARCH.ctb

Primera
550 WEST JACKSON BLVD., SUITE 600, CHICAGO, ILLINOIS 60661

Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

JEFFREY W. SAWYERA
062.069082
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

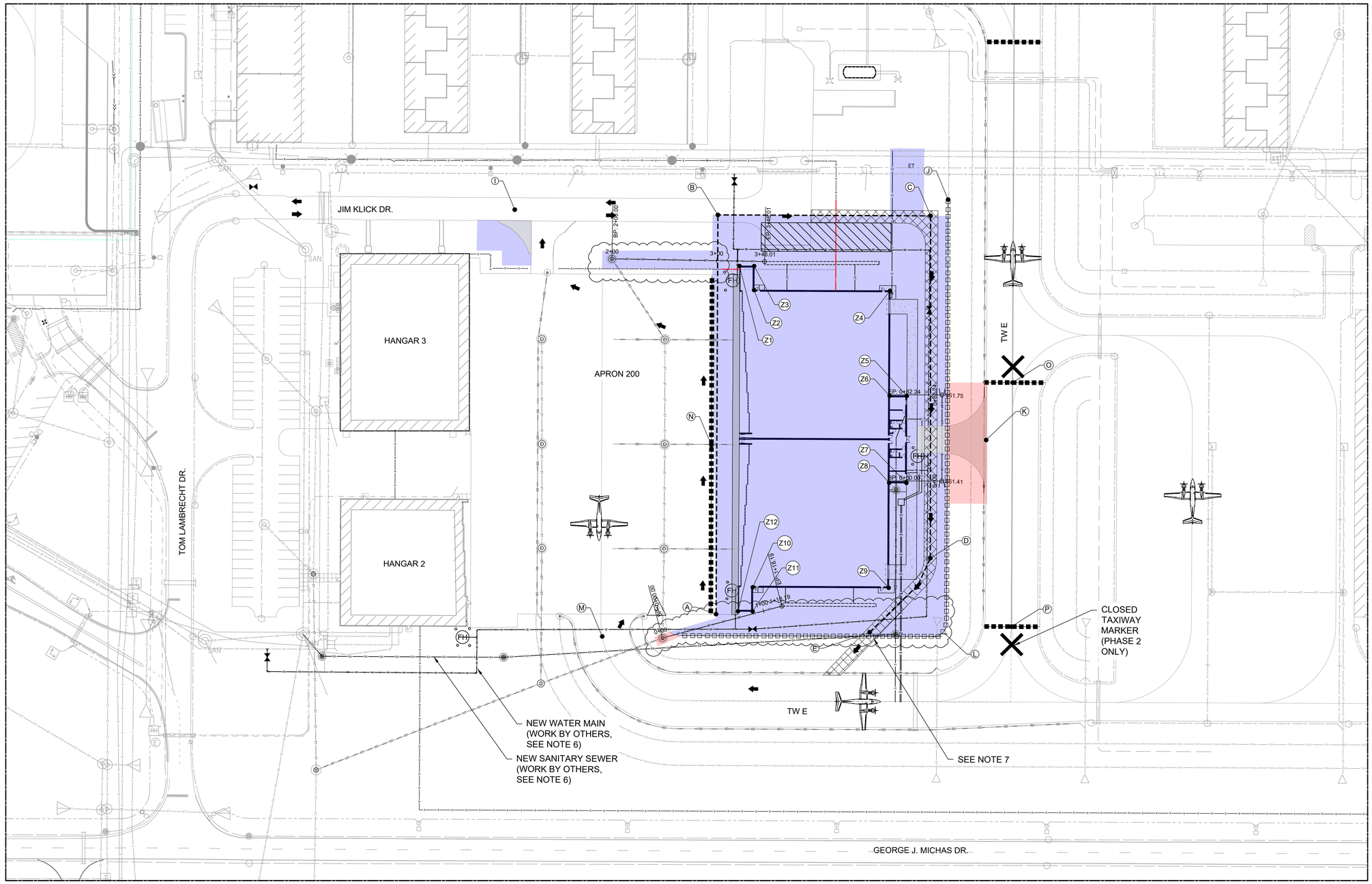
No.	Description	By	Chk.	App.	Date
3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
GEOTECHNICAL INVESTIGATION INFORMATION - 2

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
GI003



LEGEND

- ANTICIPATED CONSTRUCTION CRANE PATH
- PHASE 1
- PHASE 2
- CONTRACTOR'S STAGING AREAS AND EMPLOYEE PARKING
- CONTRACTOR'S ACCESS ROUTE
- LOW MASS LOW PROFILE BARRICADE WITH LIGHT (PHASE 2 ONLY)
- LATHE AND WARNING TAPE
- TEMPORARY TRAFFIC CONTROL SIGN
- EXISTING BUILDING
- EXISTING FENCE
- AIRCRAFT MOVEMENT AREA (PHASE 1)
- CONTROL POINT (SEE SHEET GC200 - CONSTRUCTION SAFETY NOTES AND DETAILS)
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- TEMPORARY STABILIZED CONSTRUCTION ENTRANCE / HAUL ROUTE
- CLOSED TAXIWAY MARKER (PHASE 2 ONLY)

NOTES

1. CONTRACTOR SHALL NOTIFY THE AIRPORT OWNER AND CONSTRUCTION MANAGER 7-DAYS IN ADVANCE OF ANY TAXIWAY OR ROADWAY ACCESS CLOSURE REQUIRED FOR CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE A SCHEDULE OF CLOSURE DURATIONS AND SHALL LIMIT ALL CLOSURES TO ONLY WORK REQUIRED TO CLOSE ACTIVE PAVEMENTS.
2. THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL (BARRICADES, CONES, SIGNAGE, ETC.) AND PERSONNEL TO SAFELY DIRECT TRAFFIC FOR THE DURATION OF CONSTRUCTION WORK THAT IMPACTS ACTIVE ROADWAYS AND AIRCRAFT PAVEMENTS.
3. TEMPORARY TRAFFIC CONTROL SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES" AND APPLICABLE IDOT STANDARD DETAILS FOR TEMPORARY TRAFFIC CONTROL.
4. THE CONTRACTOR SHALL REMOVE ALL DEMOLITION DEBRIS, WASTE, AND LOOSE MATERIAL, ALSO KNOWN AS FOREIGN OBJECT DEBRIS (FOD). FOD CAN DAMAGE CAN DAMAGE AIRCRAFT OR VEHICLE. THE PROJECT SITE SHALL REMAIN CLEAN AND REMOVE ALL FOD DEBRIS UNTIL THE FINAL COMPLETION OF THE PROJECT.
5. CONTRACTOR SHALL NOT BLOCK ROADWAY ACCESS FOR VEHICULAR TRAFFIC AND NEARBY TENANTS. THE CONTRACTOR SHALL PROVIDE FLAGGERS TO DIRECT TRAFFIC DURING PAVING CONSTRUCTION OF THE ACCESS DRIVEWAY.
6. CONTRACTOR SHALL COORDINATE NEW WATER MAIN AND SANITARY SEWER CONSTRUCTION PHASING AND UTILITY CONNECTIONS CONSTRUCTED BY OTHERS.
7. CONTRACTOR SHALL STOP AT THE LATHE AND WARNING TAPE LOCATED AT THE TAXIWAY OBJECT FREE AREA (TOFA). PRIOR TO ENTERING TAXIWAY E AND EXISTING THROUGH THE EXISTING APRON, THE CONTRACTOR SHALL VERIFY NO INCOMING AIRCRAFT IS APPROACHING / EXITING THE AREA. ONCE CLEARED, CONTRACTOR MAY EXIT THE PREMISE.

PHASE 1

1. INSTALL TEMPORARY CONSTRUCTION SIGNS AND BARRICADES, CONSTRUCT HAUL ROAD AND CONTRACTOR'S STAGING AREA.
2. REMOVE EXISTING FENCE AND INSTALL TEMPORARY EROSION CONTROL
3. EARTHWORK EXCAVATION AND PREPARE SUBGRADE.
4. CONSTRUCT HANGAR BUILDING.
5. INSTALL STORMWATER DRAINAGE
6. INSTALL AND PROVIDE UTILITY CONNECTIONS TO NEW BUILDING.
7. CONSTRUCT PAVEMENTS AND SIDEWALKS ADJACENT TO NEW BUILDING.

PHASE 2

1. NOTIFY AIRPORT 7-DAYS IN ADVANCE OF TAXIWAY CLOSURES.
2. INSTALL LOW-PROFILE BARRICADES AT TAXIWAYS.
3. PREPARE SUBGRADE AND CONSTRUCT DRIVEWAY PAVEMENT EAST OF PROPOSED HANGAR.
4. INSTALL UTILITY LINES WITHIN THE AIRCRAFT MOVEMENT AREAS.
5. GRADE, LANDSCAPE, AND CONSTRUCT FINAL EROSION CONTROL MEASURES.
6. REMOVE BARRICADES AND NOTIFY AIRPORT OF TAXIWAY OPENING.

N

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Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

KRISTOFFER W. SANTAMARIA
062.069082
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

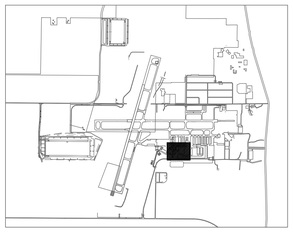
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



No.	Description	By	Chk.	App.	Date
3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
CONSTRUCTION SAFETY PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
GC100

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PRINTED BY: ERIC SAMPSON
DATE PRINTED: 6/10/2025 9:11 AM
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SAFETY IS REQUIRED

CONSTRUCTION OF THE PROJECT SHALL BE PERFORMED BY THE CONTRACTOR IN ACCORDANCE WITH THE GUIDELINES SPECIFIED IN FAA ADVISORY CIRCULAR 150/5370-2 (CURRENT ISSUE) AND THE AIRPORT RULES AND REGULATIONS (AS PUBLISHED ON LEWIS UNIVERSITY AIRPORT'S WEBSITE AT HTTP://WWW.FLYLOT.COM UNDER JRPD ORDINANCES AND MINUTES (EXCEPT FEES FOR VEHICLE DRIVING PERMITS SHALL NOT BE PAID)). ANY CONTRACTOR ACTIVITIES REQUIRED FOR PROJECT SAFETY SHALL BE PROVIDED BY THE CONTRACTOR AND INCIDENTAL TO THE CONTRACT.

SEQUENCE OF CONSTRUCTION

TO MINIMIZE DISRUPTIONS OF 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 PHASING PLAN AT THE PRE-CONSTRUCTION CONFERENCE. ANY AND ALL CHANGES TO THE CONSTRUCTION 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 STAGES WHERE 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.

RUNWAY CLOSURE

NO RUNWAY CLOSURES ARE ANTICIPATED FOR THIS PROJECT.

TEMPORARY BARRICADES

THE CONTRACTOR SHALL FURNISH BARRICADES FOR ANY AIRFIELD OR ROADWAY PAVEMENT TO BE CLOSED BY HIS WORK. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO FURNISH, PLACE AND MAINTAIN BARRICADES AS SHOWN IN THE PLANS AND AS DIRECTED BY THE CONSTRUCTION MANAGER AND AIRPORT DIRECTOR. THE COST OF THESE ITEMS, AND THEIR MAINTENANCE, IS TO BE PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE. ANY WORK THAT REQUIRES PORTIONS OF AN ACTIVE TAXIWAY OR APRON TO BE CLOSED MUST BE COMPLETED EXPEDITIOUSLY TO MINIMIZE DISRUPTION TO AIRCRAFT OPERATIONS.

VEHICULAR TRAFFIC CONTROL

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 CONSTRUCTION MANAGER. WHERE CONTRACTOR EQUIPMENT IS OPERATING WITHIN ACTIVE AIRCRAFT OPERATIONS AREAS, RADIO-EQUIPED 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 PAID UNDER ITEM AR150530 TRAFFIC MAINTENANCE.

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 CONSTRUCTION MANAGER 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 RIVING 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 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.

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 44.5 FEET FROM CENTERLINE OF ACTIVE CATEGORY I TAXIWAYS, 65.5 FEET FROM ACTIVE CATEGORY II TAXIWAYS AND 93 FEET FROM ACTIVE CATEGORY III TAXIWAYS, AND TEN (10) FEET FROM ACTIVE APRONS. WHEN CONSTRUCTION OPERATIONS MUST BE CONDUCTED WITHIN THESE SEPARATIONS, THE PAVEMENT MUST BE CLOSED TO AIRCRAFT ACTIVITY BY THE CONTRACTOR BY PROVIDING TEMPORARY BARRICADES AS SHOWN IN THE PLANS, AND IN THE CASE RUNWAY PAVEMENTS, CLOSED RUNWAY MARKERS.

NO CLOSURE OF ANY RUNWAY WILL BE PERMITTED FOR THIS PROJECT.

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

OPEN TRENCHES, EXCAVATIONS AND STOCKPILED MATERIAL AT THE CONSTRUCTION SITE SHALL BE DELINEATED WITH THE USE OF BARRICADES DURING HOURS OF RESTRICTED VISIBILITY AND/OR DARKNESS. NO OPEN TRENCHES SHALL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA (RSA) OR THE TAXIWAY SAFETY AREA (TSA) WHEN THE RUNWAY OR TAXIWAY IS OPEN TO AIR TRAFFIC (INCLUDING OVERNIGHT). THE RSA IS DEFINED AS 250 FEET FROM THE CENTERLINE AND 1,000 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 24.5 FEET FROM THE CATEGORY I TAXIWAY CENTERLINE, AND 39.5 FEET FROM THE CATEGORY II TAXIWAY CENTERLINE, AND 59 FEET FROM THE CATEGORY III TAXIWAY 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 PHASING PLAN. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING THE CONSTRUCTION ENTRANCES IN GOOD CONDITION. THE COST OF MAINTAINING THE CONSTRUCTION ENTRANCE AND CONTRACTOR AREAS IS TO BE PAID UNDER ITEM AR150540 HAUL ROUTE. THE CONTRACTOR SHALL PROTECT ALL EXISTING PAVEMENT EDGES FROM DAMAGE FROM CONSTRUCTION EQUIPMENT AND HAUL VEHICLES.

AT NO TIME SHALL THE CONTRACTOR CONDUCT ANY ACTIVITIES OR OPERATE OR PARK EQUIPMENT SO AS TO OBSTRUCT ACTIVE PART 77 AIRPORT IMAGINARY SURFACES OR THE RUNWAY PROTECTION ZONES (RPZ) AS DELINEATED IN THE PLANS. CONTRACTOR'S EQUIPMENT SHALL EXTEND NO HIGHER THAN 20 FEET. CRANES SHALL NOT BE USED DURING INSTRUMENT WEATHER CONDITIONS OR AT NIGHT. CRANES SHALL BE LOWERED WHEN NOT IN USE.

BEFORE REOPENING TEMPORARILY CLOSED PAVEMENTS, 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 CONSTRUCTION MANAGER AND AIRPORT OWNER AND IS INCIDENTAL TO THE CONTRACT.

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.

NOTIFICATIONS BY CONTRACTOR

THE CONTRACTOR MUST NOTIFY THE CONSTRUCTION MANAGER AND THE AIRPORT OWNER 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 CONSTRUCTION MANAGER AND THE AIRPORT OWNER. THE CONTRACTOR SHALL NOTIFY THE CONSTRUCTION MANAGER AND AIRPORT OWNER 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

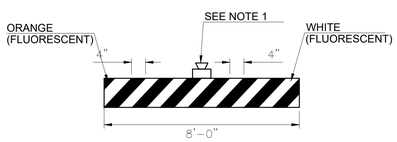
CONTRACTOR'S ACCESS TO THE PROJECT WHEN ON AIRPORT PROPERTY IS SHOWN IN THE PLANS. CONTRACTOR'S ACCESS TO THE AIRPORT ITSELF IS TO BE PROVIDED BY PUBLIC RIGHTS-OF-WAY. THE CONTRACTOR IS TO SECURE ALL NECESSARY PERMITS FOR THE USE OF ANY PUBLIC RIGHTS-OF-WAY AND IS TO MAINTAIN TRAFFIC ON THESE PUBLIC 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 OWNER AND THE CONSTRUCTION MANAGER. 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 CONSTRUCTION MANAGER. FOR HAUL ROUTES MADE BY CONTRACTOR THROUGH GRASSED AREAS, CONTRACTOR SHALL GRADE, LEVEL, TOPSOIL, SEED AND MULCH AT THE END OF THE PROJECT, SEE DETAIL SHEET 5 PAID UNDER ITEM AR150540 HAUL ROUTE.

THE 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 THE ACCESS ROADS AND THE STORAGE AREA DURING CONSTRUCTION AND TO RESTORE THE AREAS AT PROJECT COMPLETION TO CONDITIONS SUITABLE TO THE AIRPORT OWNER AND THE CONSTRUCTION MANAGER. 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.

UTILITY OUTAGES AND SHUTDOWNS

THE CONTRACTOR SHALL PROVIDE 3 DAYS 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.



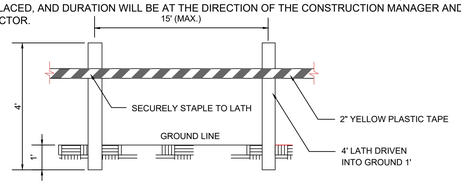
FRONT VIEW STRIPING

STRIPING ON FRONT FACE ONLY
NO STRIPING ON TOP

LOW MASS LOW PROFILE BARRICADE DETAILS

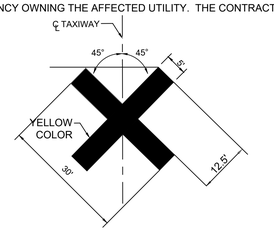
NOTES:

1. CONTRACTORS TO PROVIDE CONSTRUCTION BARRICADES WITH A LIGHT (MODEL L-204, 360° RED LENS) ATTACHED TO EACH LOW MASS LOW PROFILE BARRICADE. LOW MASS LOW PROFILE BARRICADES ARE TO BE PLASTIC WATER FILLED ONLY. ALL COSTS ASSOCIATED WITH PICK-UP, DELIVERY, INSTALLATION, AND REMOVAL OF ALL LIGHTS, BARRICADES, BATTERIES, MOUNTING HARDWARE, MAINTENANCE, INCIDENTALS, AND ALL SIGNS REQUIRED TO CONTROL CONSTRUCTION TRAFFIC AS SHOWN ON THE PLANS ARE INCIDENTAL TO THE WORK.
2. BARRICADES MUST BE PLACED AT LOCATIONS INDICATED ACROSS THE ENTIRE WIDTH OF PAVEMENT TO PREVENT AIRCRAFT ACCESS AS REQUIRED FOR EACH WORK AREA. THE LOCATION, NUMBER OF BARRICADES TO BE PLACED, AND DURATION WILL BE AT THE DIRECTION OF THE CONSTRUCTION MANAGER AND AIRPORT DIRECTOR.



MATERIALS ARE TO BE APPROVED BY CONSTRUCTION MANAGER PRIOR TO INSTALLATION.

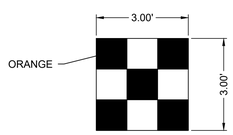
LATHE AND WARNING TAPE - DETAIL A



CLOSED TAXIWAY MARKING DETAIL

NOTES

1. TAXIWAY VINYL MARKERS TO BE FURNISHED BY THE CONTRACTOR.
2. MARKERS TO BE SECURED BY CONTRACTOR AS RECOMMENDED BY THE MANUFACTURER.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

ALL VEHICLES OPERATING ON THE ACTIVE AIRFIELD SHALL BE EQUIPPED WITH A FLAG PLACED AT THE HIGHEST POINT OF THE VEHICLE AND A YELLOW ROTATING BEACON TO ENSURE MAXIMUM VISIBILITY.

CRITICAL POINTS TABLE

CRITICAL POINT	APPROX. GROUND ELEVATION (FT) (SE)	CONSTRUCTION EQUIPMENT OR STRUCTURE	EQUIPMENT OR STUCTURE HEIGHT (FT) (AGL)	EQUIPMENT OR STRUCTURE ELEVATION (FT) (AMSL)	NORTHING	EASTING	LATITUDE	LONGITUDE	NOTICE	DURATION	COMPONENT TYPE	DEVELOPMENT TYPE
A	665.38	CRANE	175	840.4	1798495.8350'	1051004.1620'	N041° 36' 15.49"	W088° 05' 21.30"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
B	665.29	CRANE	175	840.3	1798877.2446'	1050988.0187'	N041° 36' 19.26"	W088° 05' 21.50"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
C	663.71	CRANE	175	838.7	1798885.8420'	1051191.1442'	N041° 36' 19.34"	W088° 05' 18.83"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
D	661.66	CRANE	175	836.7	1798558.9302'	1051206.2976'	N041° 36' 16.11"	W088° 05' 18.64"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
E	662.82	CRANE	175	837.8	1798485.4128'	1051151.5390'	N041° 36' 15.38"	W088° 05' 19.36"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
I	665.73	SEMI / DUMP TRUCK	25	690.7	1798873.1749'	1050793.8370'	N041° 36' 19.22"	W088° 05' 24.06"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
J	663.76	SEMI / DUMP TRUCK	25	688.8	1798902.2005'	1051207.1660'	N041° 36' 19.50"	W088° 05' 18.62"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
K	664.14	SEMI / DUMP TRUCK	25	689.1	1798674.3164'	1051254.2594'	N041° 36' 17.25"	W088° 05' 18.00"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
L	662.20	SEMI / DUMP TRUCK	25	687.2	1798487.2536'	1051223.6866'	N041° 36' 15.40"	W088° 05' 18.41"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
M	665.21	SEMI / DUMP TRUCK	25	690.2	1798469.4964'	1050896.4305'	N041° 36' 15.23"	W088° 05' 22.72"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
N	665.28	SEMI / DUMP TRUCK	25	690.3	1798657.0616'	1050992.1496'	N041° 36' 17.08"	W088° 05' 21.46"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
O	664.34	SEMI / DUMP TRUCK	25	689.3	1798730.2980'	1051276.9118'	N041° 36' 17.80"	W088° 05' 17.70"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
P	664.22	SEMI / DUMP TRUCK	25	689.2	1798497.1856'	1051286.7809'	N041° 36' 15.50"	W088° 05' 17.58"	CONSTRUCTION	TEMP	PART 77	CONTRUCTION/MOBILE EQUIPMENT
Z1	665.65	BUILDING	46	711.7	1798829.4115'	1051010.9663'	N041° 36' 18.79"	W088° 05' 21.20"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z2	665.65	BUILDING	46	711.7	1798807.0537'	1051025.9254'	N041° 36' 18.56"	W088° 05' 21.01"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z3	665.65	BUILDING	46	711.7	1798830.0037'	1051024.9538'	N041° 36' 18.79"	W088° 05' 21.02"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z4	665.65	BUILDING	46	711.7	1798812.4684'	1051155.7918'	N041° 36' 18.61"	W088° 05' 19.30"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z5	665.65	BUILDING	17.5	683.2	1798712.8400'	1051176.5349'	N041° 36' 17.63"	W088° 05' 19.03"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z6	665.65	BUILDING	46	711.7	1798712.1451'	1051160.1225'	N041° 36' 17.62"	W088° 05' 19.24"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z7	665.65	BUILDING	17.5	683.2	1798629.7326'	1051180.0534'	N041° 36' 16.81"	W088° 05' 18.98"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z8	665.65	BUILDING	46	711.7	1798629.0342'	1051163.5577'	N041° 36' 16.80"	W088° 05' 19.20"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z9	665.65	BUILDING	46	711.7	1798528.7226'	1051167.8046'	N041° 36' 15.81"	W088° 05' 19.15"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z10	665.65	BUILDING	46	711.7	1798523.1414'	1051037.9453'	N041° 36' 15.76"	W088° 05' 20.86"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z11	665.65	BUILDING	46	711.7	1798500.1915'	1051038.9169'	N041° 36' 15.53"	W088° 05' 20.85"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION
Z12	665.65	BUILDING	46	711.7	1798499.6017'	1051024.9868'	N041° 36' 15.53"	W088° 05' 21.03"	CONSTRUCTION	PERM	HANGAR	HANGAR CONSTRUCTION

FAA OE-AAA AIRSPACE CASE NUMBERS 2025-AGL-5328 THROUGH 2025-AGL-5340 AND 2025-AGL-5343 THROUGH 2025-AGL-5355

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Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

KRISTOFFER W. SALVATERA
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LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
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No.	Description	By	Chk. App.	Date
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Issues

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CONSTRUCTION SAFETY NOTES AND DETAILS

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
GC200

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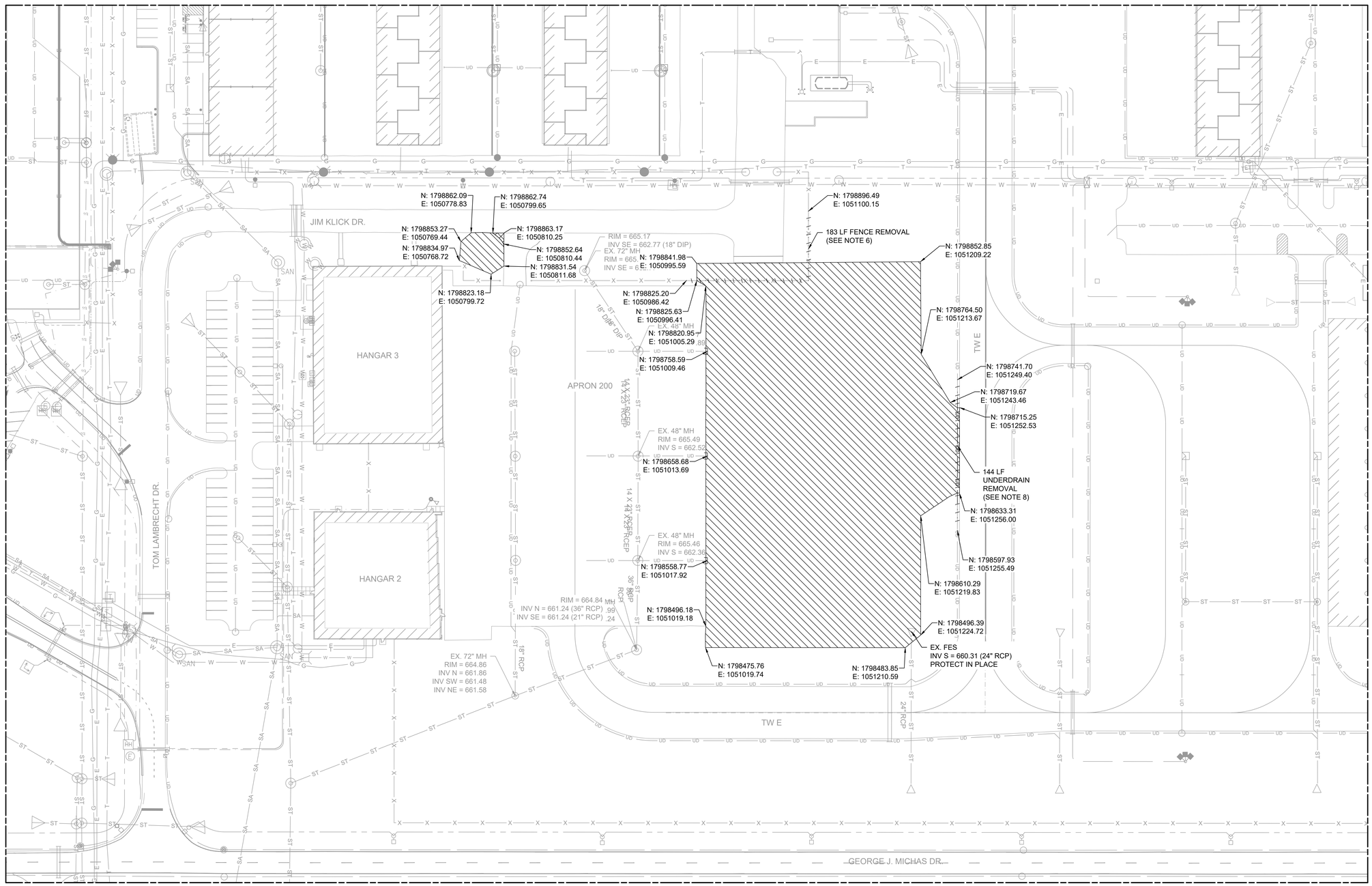

LEGEND

- EXISTING BUILDING
- EXISTING ELECTRICAL
- EXISTING NATURAL GAS
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING TELECOMMUNICATIONS
- EXISTING UNDERDRAIN
- EXISTING WATER
- EXISTING FENCE
- EXISTING ELECTRICAL MANHOLE
- EXISTING FLARED END SECTION
- EXISTING HANDHOLE
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING SEWER MANHOLE
- EXISTING TELECOMMUNICATIONS MANHOLE
- PROPOSED TOPSOIL/EARTHWORK STRIPPING
- PROPOSED PAVEMENT DEMOLITION
- PROPOSED REMOVAL
- PROPOSED UNDERDRAIN CAP/PLUG

GENERAL NOTES:

1. THE INFORMATION ON THESE PLANS HAVE BEEN OBTAINED FROM AVAILABLE RECORDS AND SURFACE SURVEYS. THE OWNER AND ENGINEER/ARCHITECT ASSUME NO RESPONSIBILITY TO THE ACCURACY OF THE INFORMATION PROVIDED AND THERE IS NO GUARANTEE THE INFORMATION IS REPRESENTATIVE OF THE CONDITIONS FOUND IN THE FIELD. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE SITE CONDITIONS PRIOR TO ANY DEMOLITION.
2. EXISTING UTILITIES NOT DEMOLISHED MUST REMAIN ACTIVE AT ALL TIMES.
3. FULL DEPTH SAW CUT REQUIRED WHERE PAVEMENT IS PROPOSED ADJACENT TO EXISTING PAVEMENT. FOR EXISTING PAVEMENT THAT IS DAMAGED DURING REMOVALS, PAVEMENT SHALL BE REPAIRED.
4. EXCAVATED EARTHWORK MATERIAL SHALL BE KEPT ON-SITE AT THE LOCATION PROVIDED BY THE AIRPORT.
5. CONTRACTOR SHALL TAKE SPECIAL CARE TO PREVENT THE SPREAD OF DUST AND FLYING DEBRIS THAT MAY BLOW ONTO THE ACTIVE AIRFIELD. ALL REFUSE AND DEBRIS SHALL BE CLEARED FROM THE SITE TO THE SATISFACTION OF THE CONSTRUCTION MANAGER AND SHALL BE IN ACCORDANCE OF ALL FEDERAL, STATE, AND LOCAL REQUIREMENTS.
6. CONTRACTOR SHALL REMOVE EXISTING FENCE TO REQUIRED LENGTH IN THE FIELD TO ALLOW FOR PROJECT CONSTRUCTION, AND SHALL BE SALVAGED AND RESTORED TO THE EXISTING LOCATION AFTER COMPLETION OF THE PROJECT.
7. CONTRACTOR SHALL REMOVE EXISTING FENCE TO THE NEAREST EXISTING END POST.
8. CONTRACTOR SHALL REMOVE EXISTING UNDERDRAIN TO REQUIRED LENGTH IN THE FIELD TO ALLOW FOR PROJECT CONSTRUCTION.

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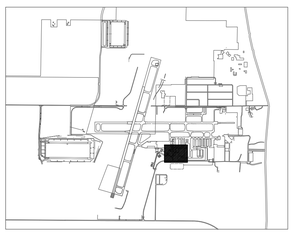
R BERTI BUILDING SOLUTIONS

KRISTOFER W. SALVATORI
062.069093
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
EXPIRES: 11.30.25
DATE: 5.12.25

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

Issues

DRAWING TITLE
EXISTING CONDITIONS AND PROPOSED DEMOLITION PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CD100

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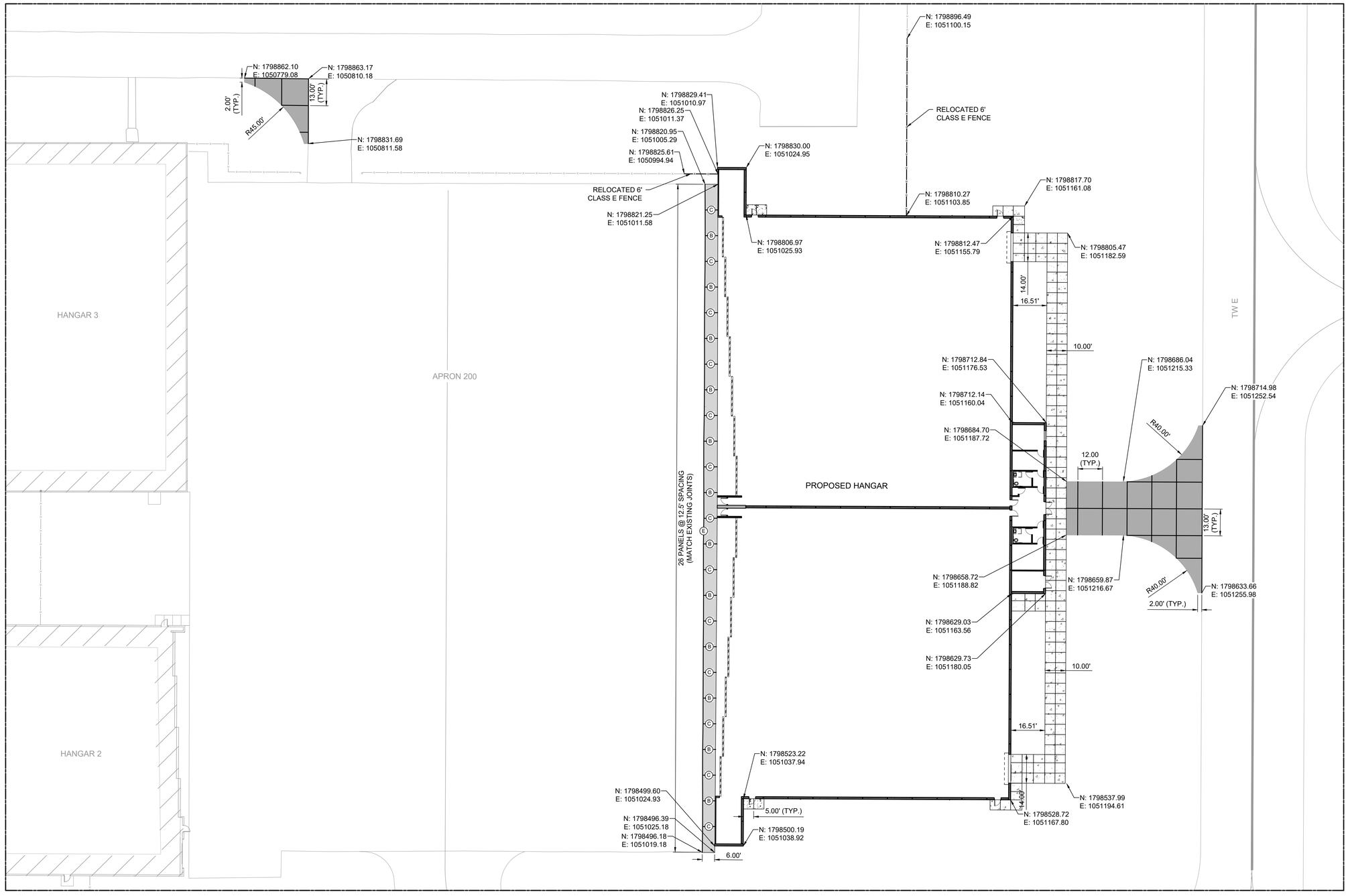

LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- PROPOSED JOINT
- PROPOSED 6' CLASS E FENCE W/ BARBED WIRE
- EXISTING 6' CLASS E GATE
- PROPOSED HANGAR BUILDING
- PROPOSED PCC APRON PAVEMENT (THICKENED EDGE)
- PROPOSED PCC FIRE ACCESS PAVEMENT
- PROPOSED 5' PCC SIDEWALK
- (B) TYPE "B" HIINGED CONTRACTION JOINT
- (C) TYPE "C" DUMMY SAWCUT CONTRACTION JOINT
- (E) TYPE "E" DOWELED CONSTRUCTION JOINT

NOTES:

1. SEE CS300 FOR TYPICAL SECTIONS AND JOINTING DETAILS.
2. SEE CG100 FOR GRADING AND PAVEMENT ELEVATION PLAN.
3. SEE CU100 AND CU300 FOR SITE UTILITY PLAN AND DETAILS.
4. CONTRACTOR SHALL FIELD VERIFY AND MEASURE THE JOINTS OF THE EXISTING AIRCRAFT PCC APRON.
5. CONTRACTOR SHALL CLEAN THE FACE OF THE EXISTING APRON PAVEMENT TO ACCOMMODATE NEW APRON PAVEMENT LAYERS.

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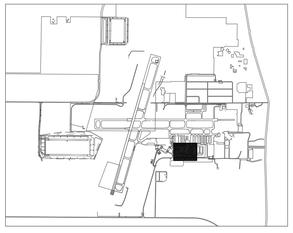
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
PROPOSED PAVEMENT GEOMETRY PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CS100

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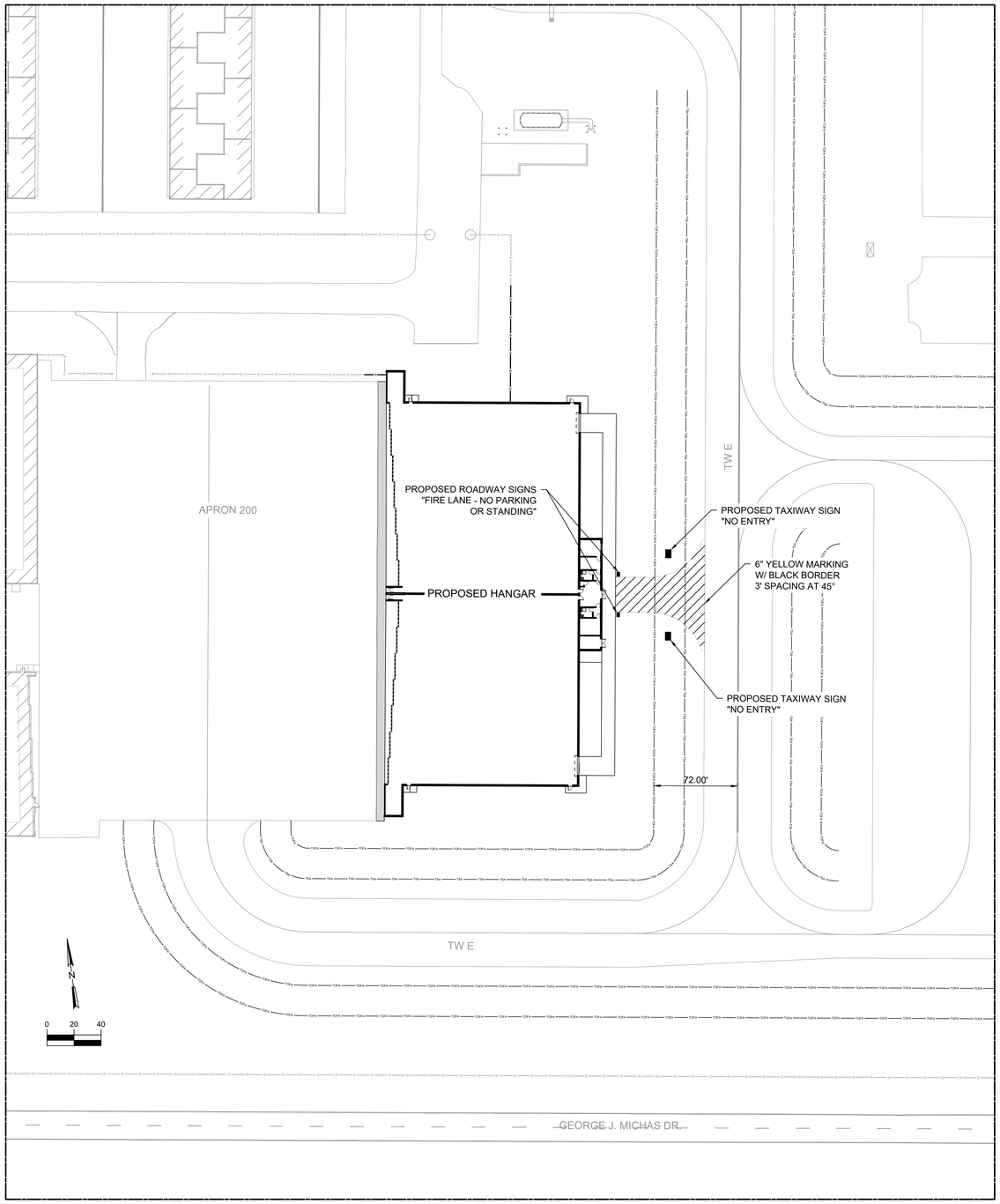
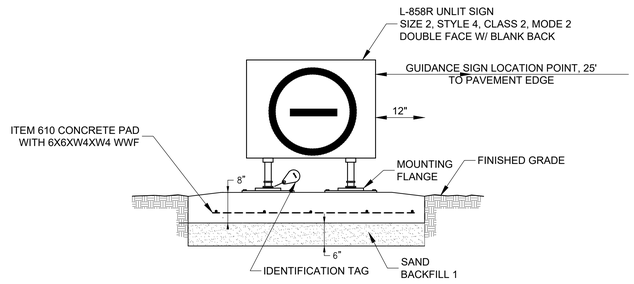
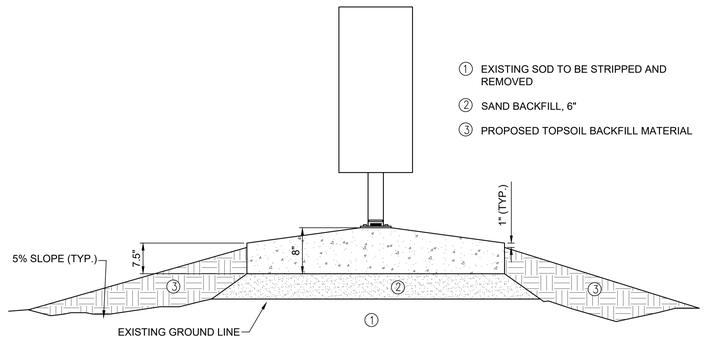




NOTES:

1. SIGN SHALL MEET DETAILS AS SPECIFIED IN THE PLANS FOR A MANDATORY "NO ENTRY" AIRFIELD SIGN ACCORDING TO THE FAA ADVISORY CIRCULARS NO. 150/5340-18 H "STANDARD FOR AIRPORT SIGNS" AND 150/5345-44L "SPECIFICATION FOR RUNWAY AND TAXIWAY SIGNS.
2. THE CONCRETE PAD SHALL MIX SHALL MEET THE THE REQUIREMENTS OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF AERONAUTICS - STANDARD SPECIFICATION FOR CONSTRUCTION OF AIRPORTS, LATEST EDITION - PART 9 - MISCELLANEOUS - ITEM 610 CONCRETE FOR MISCELLANEOUS STRUCTURES.
3. FOR SIGN WITH ONLY ONE LEGEND FACE, SECOND LEGEND TO BE PROVIDED WITH BLANK BLACK PANEL.
4. CONTRACTOR SHALL VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH THE CONSTRUCTION MANAGER AND AIRPORT PRIOR TO INSTALLATION.



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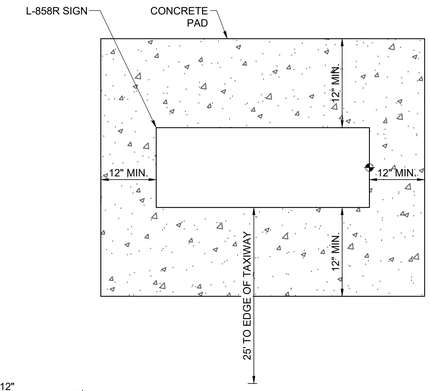
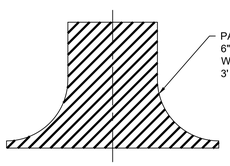


SIGNAGE SCHEDULE		
NEW SIGN NUMBER	SIGN	NOTES
ROADWAY SIGN 1	ROADWAY SIGN 1	OFFSET 2' FROM EDGE OF SIDEWALK AND DRIVEWAY
ROADWAY SIGN 2	ROADWAY SIGN 2	OFFSET 2' FROM EDGE OF SIDEWALK AND DRIVEWAY
TAXIWAY SIGN 1	TAXIWAY SIGN 1	OFFSET 25' FROM EDGE OF TAXIWAY AND 10' FROM DRIVEWAY
TAXIWAY SIGN 2	TAXIWAY SIGN 2	OFFSET 25' FROM EDGE OF TAXIWAY AND 10' FROM DRIVEWAY



PAVEMENT MARKING DETAIL

1. PAINT SHALL BE FEDERAL SPECIFICATION TT-P-1952F. TYPE III.
2. YELLOW PAINT SHALL CONFORM TO FEDERALSTANDARD NO. 595, COLOR 33538 OR 33655.
3. BLACK PAINT SHALL CONFORM WITH FEDERAL STANDARD NO. 595, COLOR 37038.
4. YELLOW PAINT SHALL INCLUDE GLASS BEADS AND SHALL BE FEDERAL SPECIFICATION TT-B-1325D, TYPE III.



ROADWAY SIGN DETAIL

1. SIGN PANELS SHALL BE RETROFLECTIVE WEATHER PROOF, WITH RED LETTERING ON WHITE BACKGROUND.
2. SIGNS SHALL BE AFFIXED ON A GALVANIZED STRUCTURAL STEEL SIGN SUPPORT AT A HEIGHT OF 60" FROM TOP OF SIGN TO THE GROUND LEVEL.

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KRISTOFFER W. SALVATERA
062.069082
LICENSED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

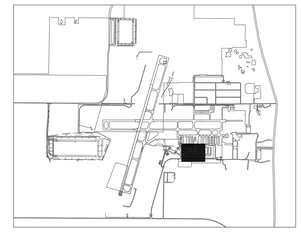
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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Issues				
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

DRAWING TITLE
PROPOSED AIRFIELD SIGNAGE AND MARKING PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CS101

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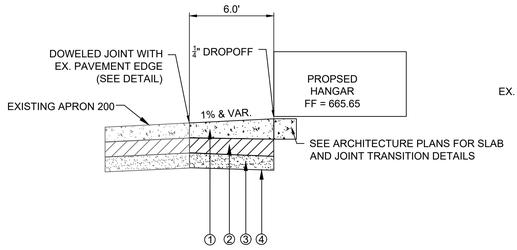


TYPICAL SECTION - PCC APRON PAVEMENT

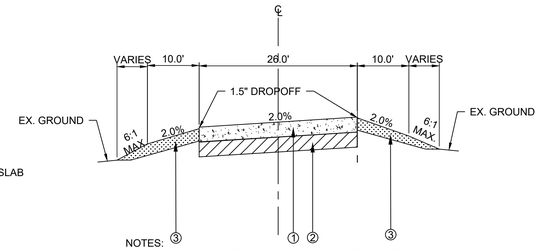
(LOOKING NORTH)

① PROPOSED 6-INCH TO 9-INCH PORTLAND CEMENT CONCRETE (PCC) THICKENED EDGE

② PROPOSED 6-INCH AGGREGATE BASE COURSE

③ PROPOSED 6-INCH CRUSHED AGGREGATE DRAINAGE SUBBASE

④ PROPOSED SEPARATION FABRIC



NOTES:

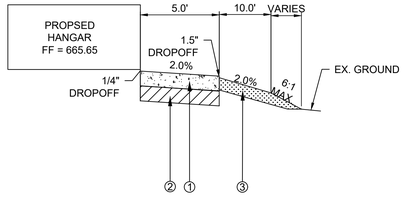
1. 6"X6" #10 WELDED WIRE MESH SHALL BE PLACED ALONG THE ENTIRE LENGTH OF THE ACCESS ROAD.
2. CONCRETE SHALL CONSIST OF 6-BAG MIX, MINIMUM 4-INCH SLUMP, WITH A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI.

TYPICAL SECTION - PCC FIRE ACCESS PAVEMENT

① PROPOSED 6-INCH PORTLAND CEMENT CONCRETE (PCC)

② PROPOSED 6-INCH AGGREGATE BASE COURSE

③ PROPOSED 6-INCH TOPSOIL



NOTES:

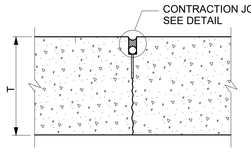
1. 6"X6"-2.9XW.9 WELDED WIRE MESH SHALL BE PLACED ALONG THE ENTIRE SIDEWALK

TYPICAL SECTION - PCC SIDEWALK

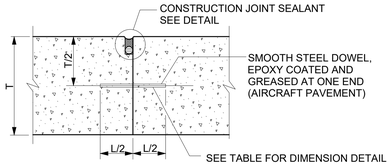
① PROPOSED 6-INCH PORTLAND CEMENT CONCRETE (PCC)

② PROPOSED 4-INCH AGGREGATE BASE COURSE

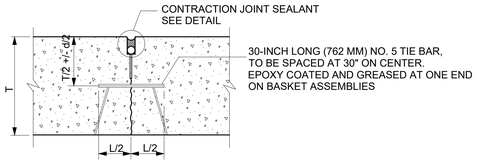
③ PROPOSED 6-INCH TOPSOIL



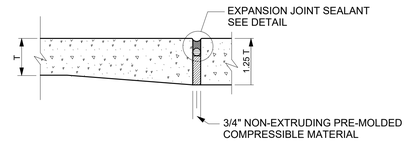
DUMMY SAWCUT CONTRACTION JOINT



DOWELED CONSTRUCTION JOINT

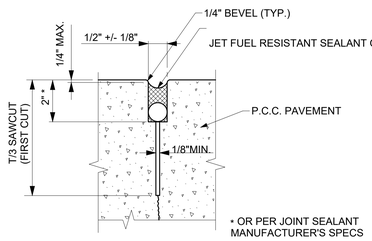


HINGED CONTRACTION JOINT

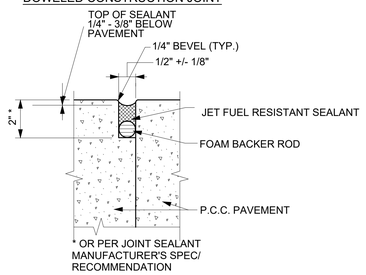


THICKENED EDGE EXPANSION JOINT ADJACENT TO EXISTING PAVEMENT

SEE STRUCTURAL SHEETS FOR DETAIL TRANSITIONS TO INTERIOR CONCRETE SLAB.



CONTRACTION JOINT SEALANT



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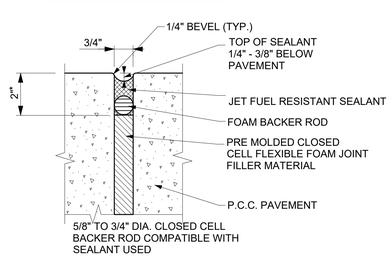
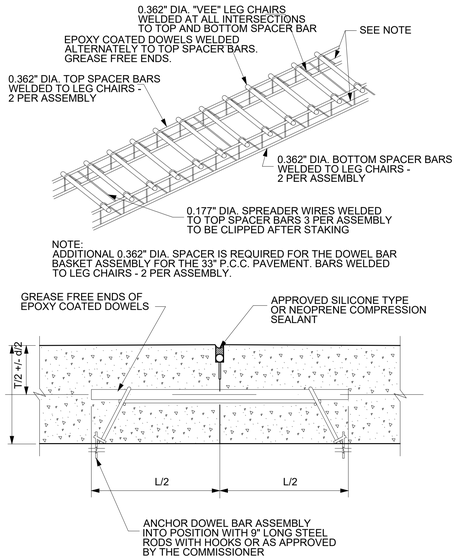


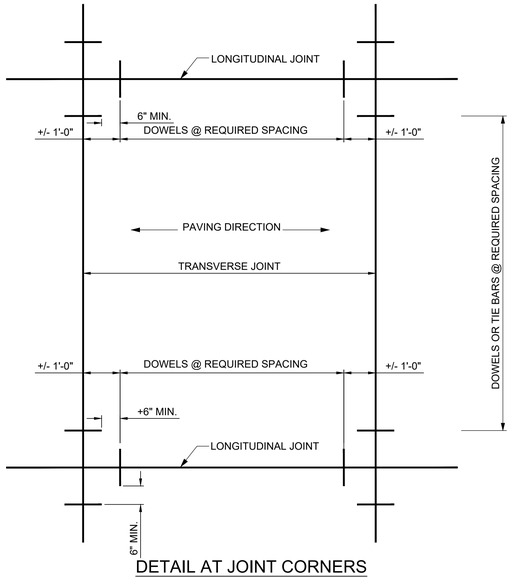
EXPANSION JOINT SEALANT

Thickness of Panel	Diameter	Length	Spacing
5-7 in (125-178 mm)	¾ in (20 mm)	18 in (460 mm)	12 in (305 mm)
7.5-12 in (191-305 mm)	1 in (25 mm)	18 in (460 mm)	12 in (305 mm)
12.5-16 in (318-406 mm)	1 ¼ in (30 mm)	20 in (510 mm)	15 in (380 mm)
16.5-20 in (419-508 mm)	1 ½ in (40 mm)	20 in (510 mm)	18 in (460 mm)
20.5-24 in (521-610 mm)	2 in (50 mm)	24 in (610 mm)	18 in (460 mm)

T = 6.0"



TYPICAL DOWEL BAR ASSEMBLY



DETAIL AT JOINT CORNERS

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LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

No.	Description	By	Chk. App.	Date
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

Issues

DRAWING TITLE
TYPICAL SECTIONS AND PAVEMENT JOINTING DETAILS

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CS300

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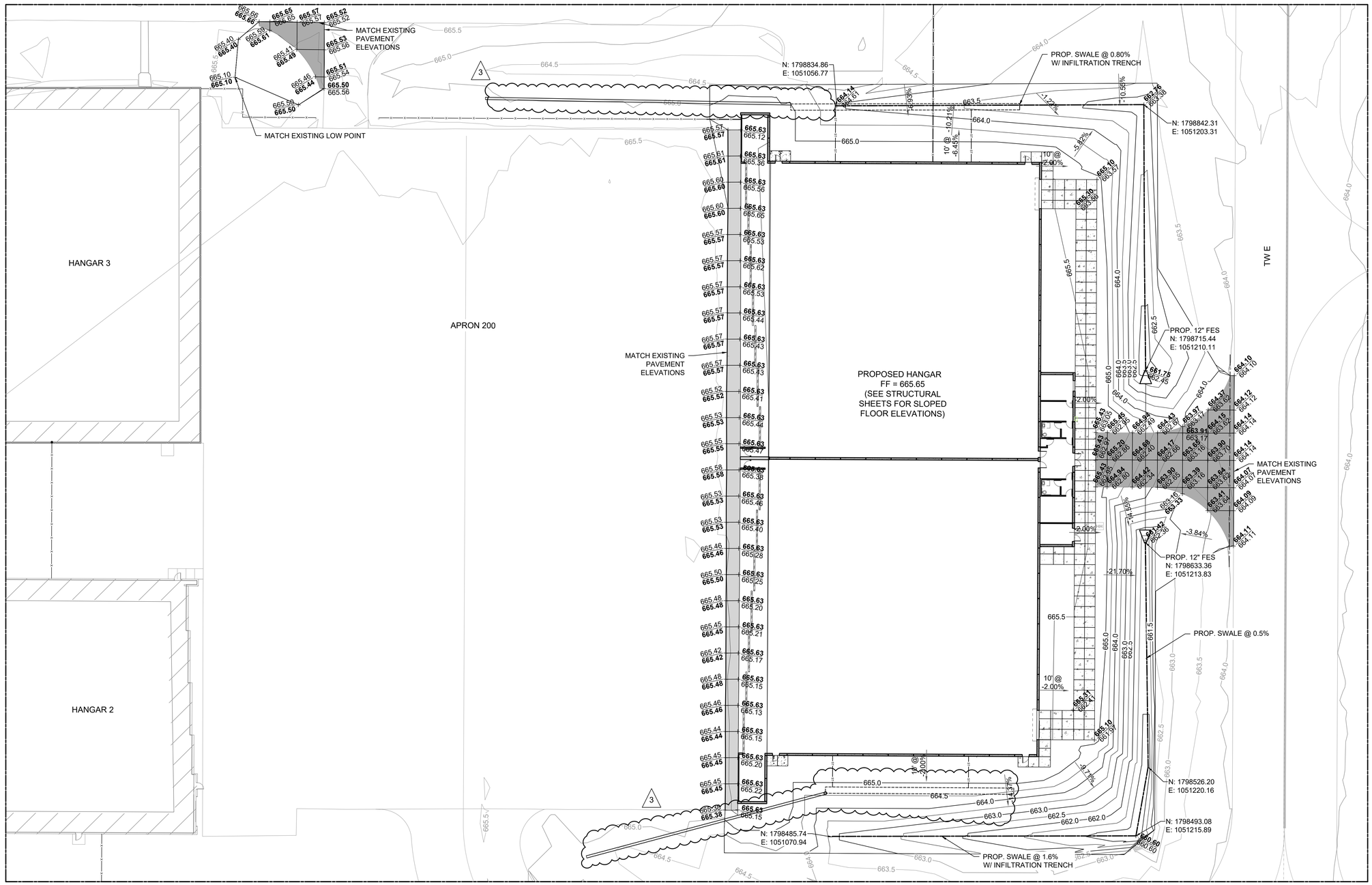

LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- PROPOSED 6' CLASS E FENCE W/ BARBED WIRE
- PROPOSED PCC APRON PAVEMENT
- PROPOSED PCC FIRE ACCESS PAVEMENT
- PROPOSED PCC SIDEWALK PAVEMENT
- PROPOSED SWALE CENTERLINE
- XXX.5 — EXISTING MINOR CONTOUR (0.5' INTERVAL)
- XXX.0 — EXISTING MAJOR CONTOUR (1' INTERVAL)
- XXX.5 — PROPOSED MINOR CONTOUR (0.5' INTERVAL)
- XXX.0 — PROPOSED MAJOR CONTOUR (1' INTERVAL)
- XXX.XX / XXX.XX — PROPOSED/EXISTING SPOT ELEVATION

NOTES:

1. SEE CU100 AND CU300 FOR SITE UTILITY PLAN AND DETAILS.
2. PROPOSED PAVEMENT SHALL HAVE A ½" DROPOFF FROM THE PROPOSED HANGAR FINISHED FLOOR.
3. PROPOSED TURF SHALL HAVE A 1.5" DROPOFF FROM PROPOSED PAVEMENT OR 3" DROPOFF FROM THE PROPOSED HANGAR FINISHED FLOOR.

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KRISTOFFER W. SALVATERA
062.069092
LICENSED
PROFESSIONAL
ENGINEER
STATE OF ILLINOIS

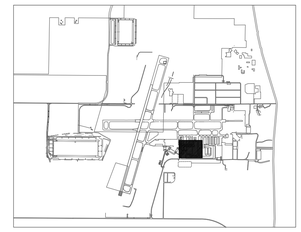
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
GRADING AND PAVEMENT ELEVATION PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CG100

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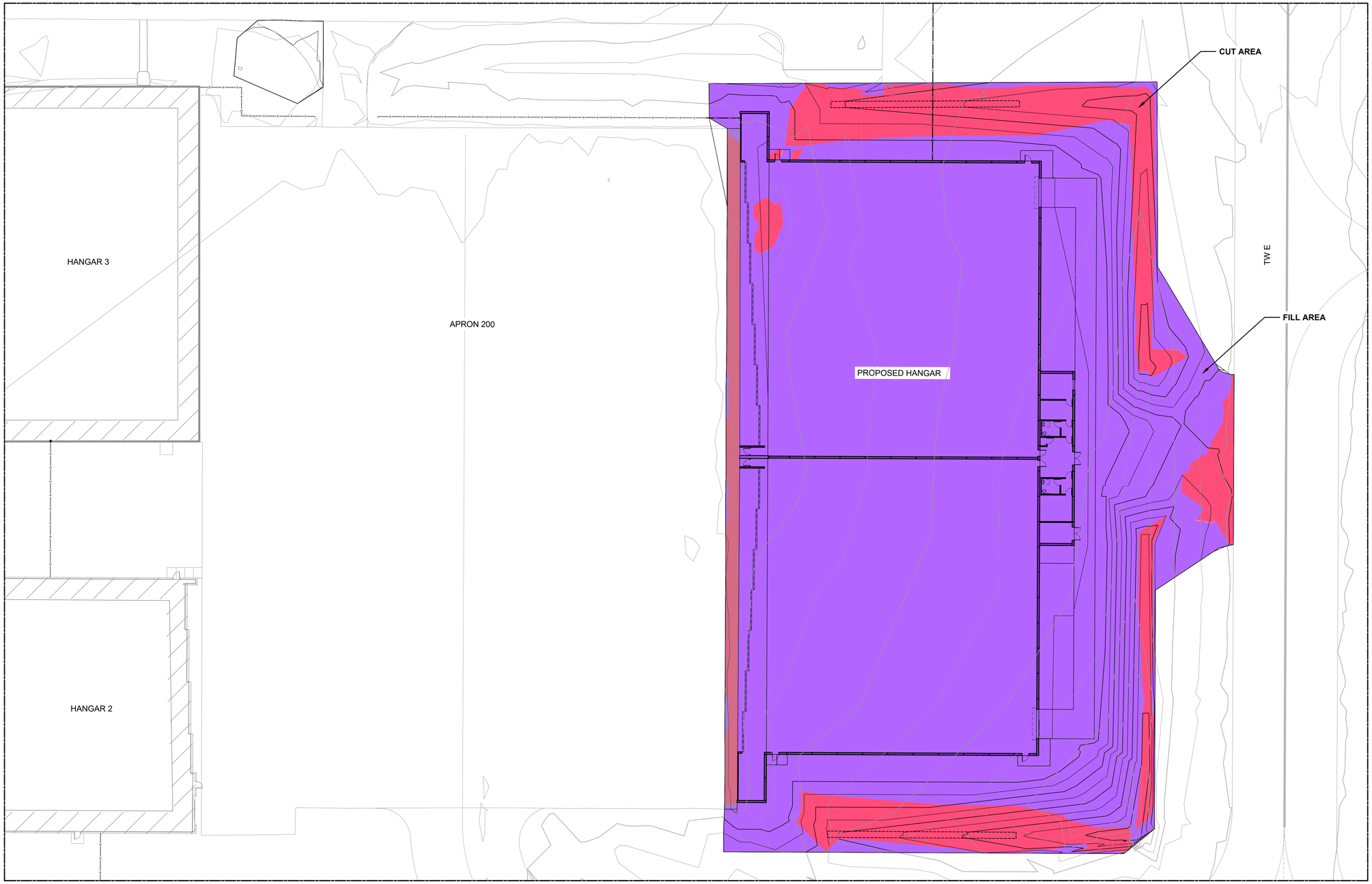

LEGEND

- CUT AREA
- FILL AREA
- EXISTING CONTOUR
- PROPOSED CONTOUR

EARTHWORK NOTES

1. EARTHWORK QUANTITIES ARE BASED ON CALCULATED MATERIALS IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS.
2. QUANTITIES FOR REMOVAL OR PLACEMENT OF UNDERGROUND UTILITIES IS NOT INCLUDED IN THE EARTHWORK SUMMARY. MATERIAL EXCAVATION OR FILL FOR UNDERGROUND UTILITIES SHALL BE CONSIDERED BY THE CONTRACTOR AND INCLUDED IN THE CONTRACT PRICE.
3. ALL EXCESS TOPSOIL AND EMBANKMENT SHALL BE STORED WITHIN THE AIRPORT PROPERTY AS DIRECTED BY THE AIRPORT MANAGER.
4. IF THE CONTRACTOR ENCOUNTERS UNSUITABLE OR CONTAMINATED SOILS WITHIN THE SITE, MATERIAL SHALL BE UNUSABLE AS EMBANKMENT FILL, AND SHALL BE STOCKPILED WITHIN THE AIRPORT PROPERTY AS DIRECTED BY THE AIRPORT MANAGER OR OWNER REPRESENTATIVE.
5. REFER TO THE STRUCTURAL SHEETS FOR EARTH MOVING EXCAVATION OR EMBANKMENT MATERIALS SUITABLE FOR PROPOSED STRUCTURES.

EARTHWORK SUMMARY TABLE

LOCATION	8" TOPSOIL STRIPPING AVG. (CUBIC YARDS)	6" TOPSOIL PLACEMENT (CUBIC YARDS)	EXCESS TOPSOIL (CUBIC YARDS)	CUT (CUBIC YARDS)	FILL (CUBIC YARDS)	**BORROWED EXCAVATION (CUBIC YARDS)**
FILL SITE GRADING	1974.7	526.7	1448.0	423.9	3636.7	**3212.7**

N

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R BERTI BUILDING SOLUTIONS

KRISTOFFER W. SALVATERA
062.069082
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

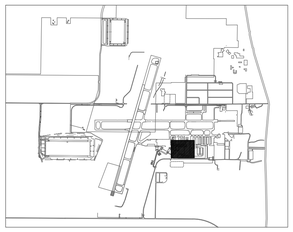
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



No.	Description	By	Chk.	App.	Date
3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
EARTHWORK SUMMARY TABLE

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CG101

PLOT STYLE TABLE: ___.CTB
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KRIS SALVATERA

DATE PRINTED:
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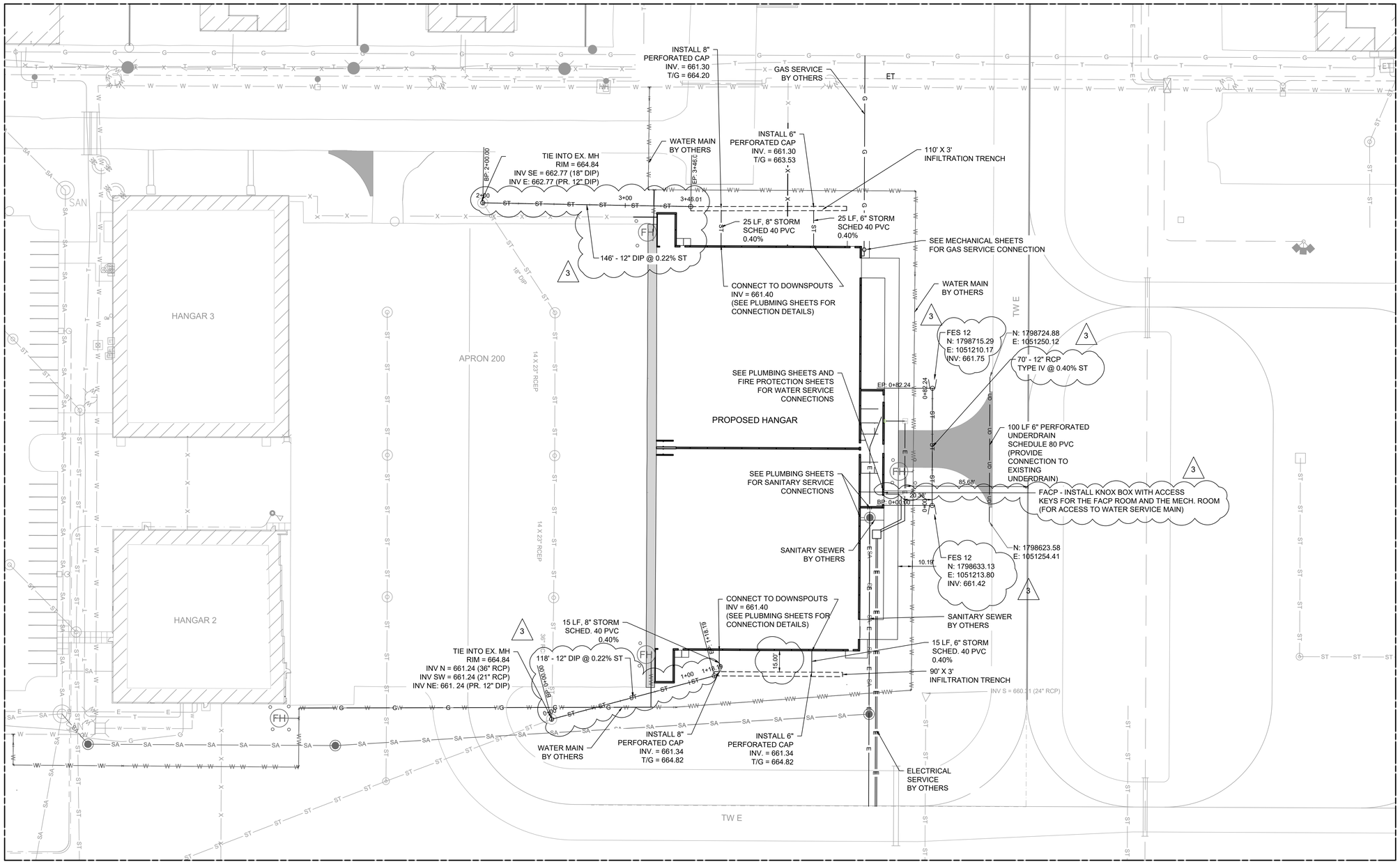

LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- PROPOSED 6' CLASS E FENCE W/ BARBED WIRE
- EXISTING 6' CLASS E GATE
- PROPOSED HANGAR BUILDING
- PROPOSED PCC APRON PAVEMENT
- PROPOSED FIRE ACCESS PAVEMENT
- PROPOSED SIDEWALK PAVEMENT
- PROPOSED STORM SEWER
- PROPOSED UNDERDRAIN
- PROPOSED FLARED END SECTION (FES)
- PROPOSED WATER MAIN (BY OTHERS)
- PROPOSED SANITARY SEWER (BY OTHERS)
- PROPOSED GAS (BY OTHERS)
- PROPOSED ELECTRICAL (SEE ELECTRICAL E-SERIES SHEETS)

GENERAL NOTES:

1. SEE CD100 FOR EXISTING UTILITY LEGEND.
2. SEE CU300 FOR SITE UTILITY DETAILS.
3. SEE CE100 AND CE300 FOR PROPOSED EROSION AND SEDIMENT CONTROL PLAN AND DETAILS.
4. CONTRACTOR SHALL VERIFY ALL UTILITIES WITHIN THE SITE PRIOR TO DEMOLITION AND CONSTRUCTION.
5. AT THE END OF THE WORK DAY, CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE OR DEWATERING ACTIVITIES FROM THE SITE.
6. UTILITY SEPARATION CLEARANCES SHALL BE MAINTAINED PER LOCAL ORDINANCES.
7. CONTRACTOR SHALL COORDINATE WITH THE CMR FOR COORDINATION WITH THE ADJACENT PROJECT FOR: "WATER AND SEWER MAIN EXTENSIONS IN THE SOUTH TERMINAL."

STORM SEWER NOTES:

1. STORM SEWER SHALL BE REINFORCED CONCRETE PIPE MEETING ASTM SPECIFICATION C-76.
2. PIPE JOINTS SHALL MEET ASTM SPECIFICATIONS C-361 FOR REINFORCED CONCRETE LOW HEAD PRESSURE PIPE AND SHALL EITHER BE CONFINED "O-RING" OR "TYLOK" FOR THE GASKET MATERIAL.
3. FRAME AND LIDS SHALL BE EAST JORDAN IRON WORKS (EJIW) #1050Z1 FRAME WITH #1020A HD LID EMBOSSED WITH "STORM" AND "VILLAGE OF ROMEOVILLE."

GAS NOTES:

1. CONTRACTOR SHALL COORDINATE THE NEW GAS SERVICE LINE AND METER LOCATION WITH NICOR.

ELECTRIC NOTES:

1. SEE ELECTRICAL SHEETS (E-SERIES) FOR ELECTRICAL WORK TO BE COMPLETED OUTSIDE OF THE NEW BUILDING.
2. CONTRACTOR SHALL COORDINATE NEW ELECTRIC SERVICE FROM THE NEW BUILDING THE EXISTING TRANSFORMER WITH COMED.

SANITARY SEWER NOTES:

1. CONTRACTOR SHALL COORDINATE NEW SANITARY CONNECTIONS WITH THE SANITARY SEWER CONTRACTOR.
2. PRIOR TO SANITARY SEWER SERVICE CONNECTION, ALL LOCAL-MUNICIPAL REGULATIONS SHALL BE MET ACCORDING TO THE VILLAGE OF ROMEOVILLE.

WATER MAIN NOTES:

1. CONTRACTOR SHALL COORDINATE NEW WATER CONNECTIONS WITH THE SANITARY SEWER CONTRACTOR.
2. PRIOR TO WATER MAIN SERVICE CONNECTION, ALL LOCAL-MUNICIPAL AND FIRE CODE REGULATIONS SHALL BE MET ACCORDING TO THE VILLAGE OF ROMEOVILLE.

BUILDING UTILITY SUBCONTRACTORS UNDER THIS CONTRACT, INCLUDING BUT NOT LIMITED TO, MECHANICAL, PLUMBING, FIRE PROTECTION, AND CIVIL/DRAINAGE CONTRACTORS, SHALL EXTEND ALL BUILDING UNDERGROUND PIPING EXITING THE BUILDING FOR A DISTANCE OF AT LEAST FIVE FEET FROM THE OUTER BUILDING WALL FACE, OR IN THE CASE OF JOINTED PIPE, TO THE NEXT FULL-SECTION JOINT BEYOND FIVE FEET. ALL OPEN ENDS SHALL BE SEALED/WEATHER-PROOFED BEFORE THEIR BACKFILL. THE BUILDING CONTRACTOR SHALL ALSO VERIFY TO THE SATISFACTION OF THE CONSTRUCTION MANAGER AND ENGINEER THAT ALL INVERT ELEVATIONS AT THE PIPE END(S) ARE AT THE REQUIRED ELEVATION AND WILL PERMIT CONNECTION OF THE BUILDING PIPE TO THE ASSOCIATED MAINLINE UTILITY WITHOUT ANY FURTHER ADJUSTMENT. BUILDING SUBCONTRACTORS SHALL COORDINATE ALL OF ASPECTS OF THEIR WORK WITH THE MAINLINE WATER/SEWER MAIN WORK BY OTHERS. THERE WILL BE NO ADDITIONAL PAYMENT FOR ANY ADJUSTMENTS SUBSEQUENTLY REQUIRED TO MAKE THE FINAL CONNECTIONS BY OTHERS

"I, KRIS SALVATERA, P.E., HEREBY CERTIFY THAT ADEQUATE STORM WATER STORAGE AND DRAINAGE CAPACITY HAS BEEN PROVIDED FOR THIS DEVELOPMENT, SUCH THAT SURFACE WATER FROM THE DEVELOPMENT WILL NOT BE DIVERTED ONTO AND CAUSE DAMAGE TO ADJACENT PROPERTY FOR STORMS UP TO AND INCLUDING THE ONE HUNDRED (100) YEAR EVENT, AND THAT THE DESIGN PLANS ARE IN COMPLIANCE WITH ALL APPLICABLE STATE, COUNTY, AND VILLAGE ORDINANCES."

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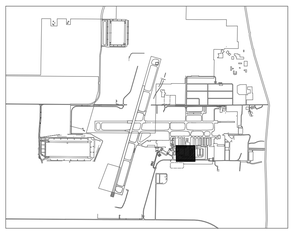
LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
SITE UTILITY PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CU100

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DATE_STYLE: LMAX_C_CIB
AUTOCAD_VERSION
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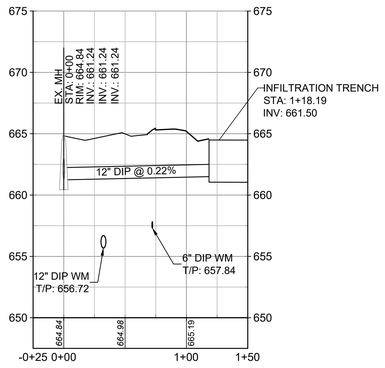
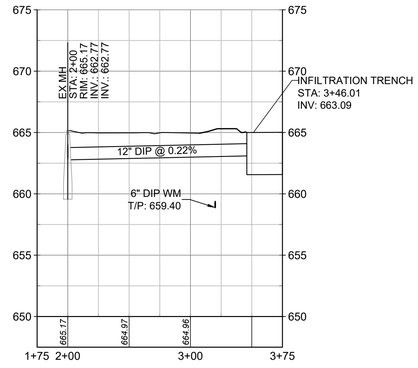
DRAWING_BY
RYAN SALVATERA
DATE_PRINTED
6/10/2025 11:49 AM
FILE_SAVED
6/10/2025 11:01 PM

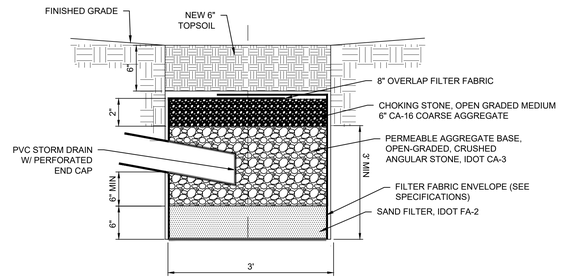
3

PROFILE VIEW OF SOUTH INFILTRATION TRENCH OUTLET



PROFILE VIEW OF NORTH INFILTRATION TRENCH OUTLET

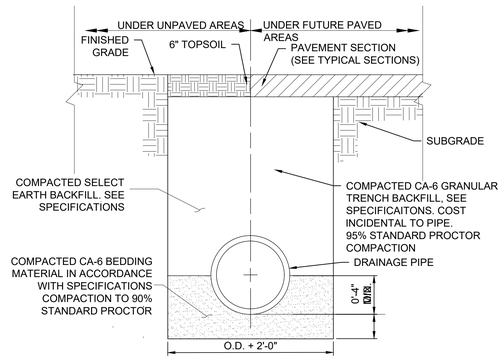




INFILTRATION TRENCH

NOTES:

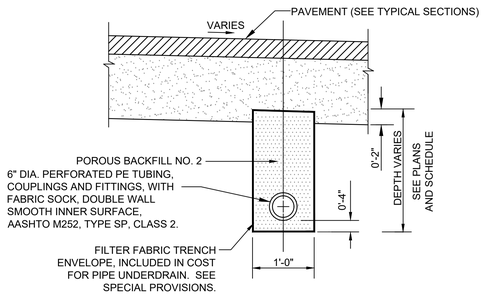
1. UNSUITABLE MATERIAL ENCOUNTERED DURING PLACEMENT OF BEDDING SHALL BE REMOVED AND REPLACED.
2. DO NOT COMPACT SOIL PLACED ABOVE AGGREGATE.



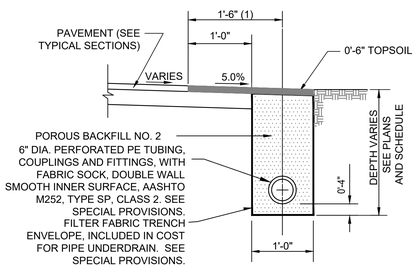
NOTES:

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

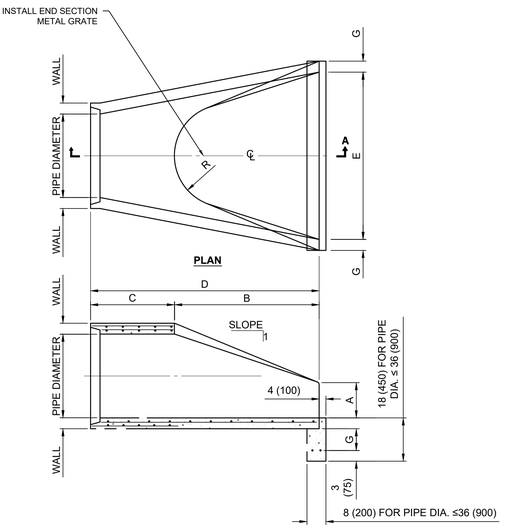
PIPE TRENCH



UNDERDRAIN UNDER PAVEMENT

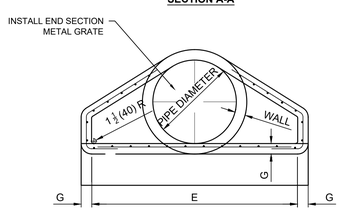


UNDERDRAIN ALONG PAVEMENT EDGE



PLAN

SECTION A-A

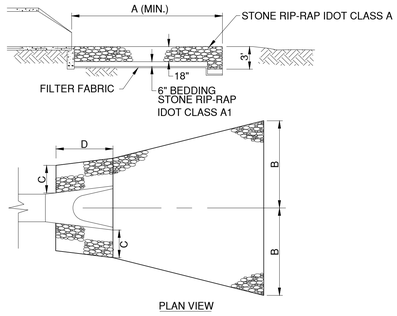


END VIEW

PIPE DIA.	APPROX. QTY. LBS (KG)	WALL	A	B	C	D	E	G	R	APPROX. SLOPE
12 (300)	530 (240)	2 (51)	4 (102)	24 (610)	4'-0 3/8" (1.241M)	6'-0 3/8" (1.851M)	24 (610)	2 (51)	9 (229)	1:2.4

*RADIUS AS FURNISHED BY MANUFACTURER

PRECAST REINFORCED CONCRETE END SECTION (IDOT STANDARD 542301-03)



INSIDE DIAMETER STORM SEWER (IN.)	MIN. DIMENSION (FT)				ROCK RIP RAP SIZE IDOT GRADATION
	A	B	C	D	
12" thru 24"	15	4	1.5	4	RR-3

IF NO DIMENSIONS SHOWN ON PLANS, USE DIMENSIONS FROM TABLE.

MAINTENANCE NOTES:

1. INSPECT RIP RAP AFTER STORM EVENTS FOR STONE DISPLACEMENT AND FOR EROSION AT THE SIDES AND ENDS OF THE APRON.
2. TAKE NEEDED REPAIRS IMMEDIATELY; USE APPROPRIATE SIZE STONE, AND DO NOT PLACE THEM ABOVE FINISHED GRADE.
3. THE ENGINEER SHALL DETERMINE THE FINAL RIP-RAP CONFIGURATION IN THE FIELD.

RIP RAP AT END SECTIONS NOT TO SCALE

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JEFFREY W. SALVATERA
062.069926
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

No.	Description	By	Chk. App.	Date
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

Issues

DRAWING TITLE
SITE UTILITY DETAILS

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CU300

PLOT STYLE TABLE: ___.ctb
ACAD VER: AutoCAD 2020

PLOT SCALE: 1=1
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DRAWN BY:
MARC SALVATERA

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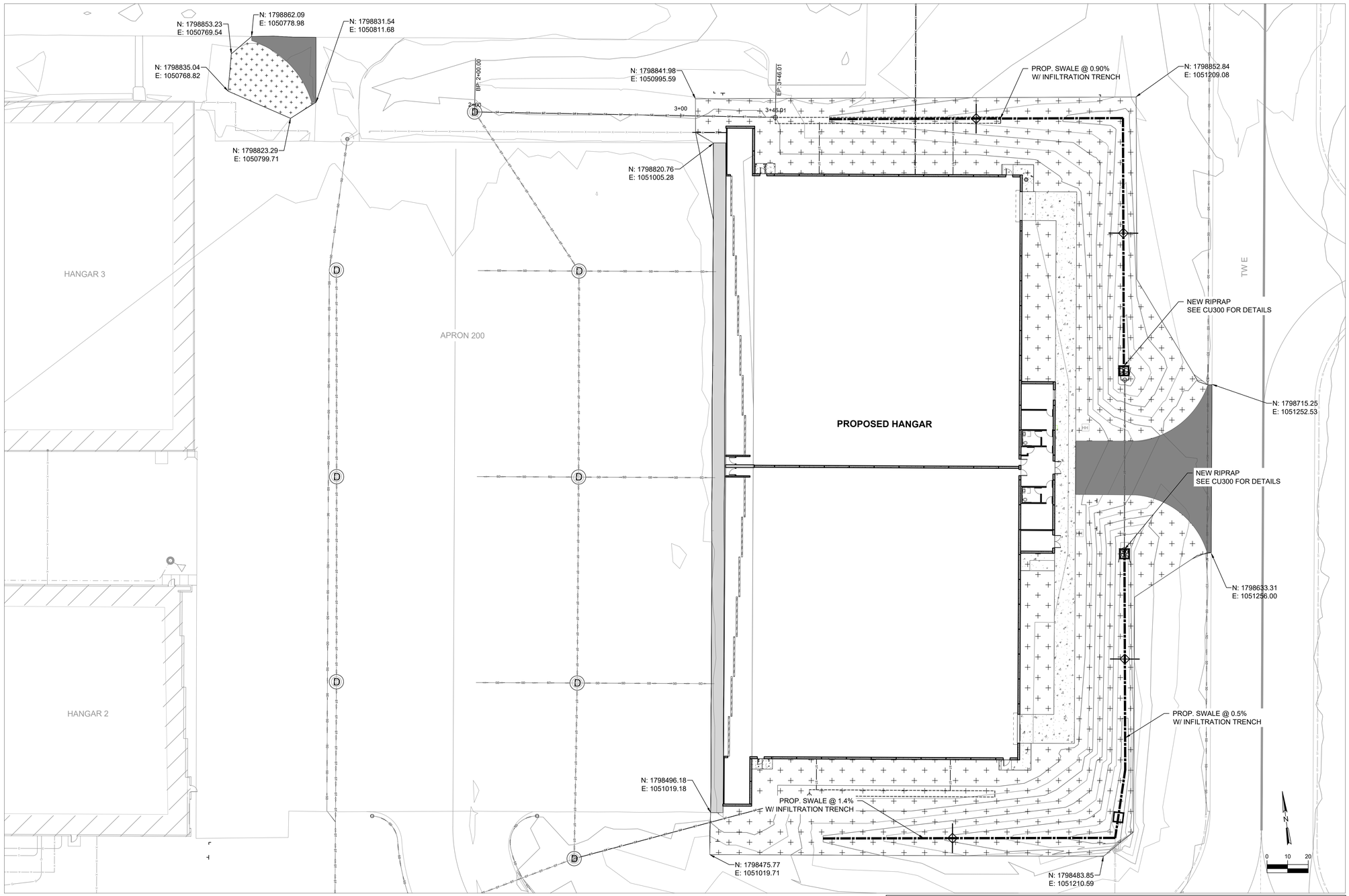

LEGEND

- EXISTING BUILDING
- EXISTING FENCE
- PROPOSED 6' CLASS E FENCE W/ BARBED WIRE
- EXISTING 6' CLASS E GATE
- PROPOSED HANGAR BUILDING
- PROPOSED SWALE CENTERLINE
- PROPOSED STORM SEWER
- PROPOSED FLARED END SECTION
- PROPOSED SEEDING AND MULCHING
- PROPOSED RIP RAP
- PROPOSED STABILIZED CONSTRUCTION ENTRANCE
- PROPOSED INLET PROTECTION
- PROPOSED DITCH CHECK

NOTES:

1. SEE CE300 FOR SOIL EROSION AND SEDIMENT CONTROL DETAILS.
2. WEEKLY NDPES INSPECTION REPORT (AND THOSE REQUIRED AFTER ½" OF PRECIPITATION) SHALL BE SENT VIA EMAIL TO NPDES@ROMEOVILLE.ORG.
3. CONTRACTOR IS RESPONSIBLE FOR ALL SITE MAINTENANCE UNTIL THE SITE IS TURNED OVER. THIS INCLUDES MOWING WHERE VEGETATION HAS BEGUN TO GROW BEFORE SUBSTANTIAL COMPLETION.
4. RIPRAP IS A PERMANENT EROSION CONTROL METHOD TO REMAIN.
5. STOCKPILES USED FOR STORING SUITABLE MATERIAL SHALL BE SEEDED AND MULCHED.

CONSTRUCTION SEQUENCING:

1. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SE/SC MEASURES.
2. SILT FENCE INSTALLATION.
3. SITE WORK INCLUDING EXCAVATION, PAVING AND DRAINAGE ITEMS.
4. GRADE AS SHOWN IN PLANS.
5. PERMANENT SEED AND MULCH AREAS AFTER GRADING AS COMPLETED.
6. PERMANENTLY STABILIZE AREAS.
7. REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED.

DESIGNER'S CERTIFICATION STATEMENT

THIS EROSION CONTROL PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION, AND COMPLIES WITH THE URBAN SOIL EROSION CONTROL AND STANDARDS IN ILLINOIS MANUAL (LATEST EDITION) AND THE GENERALLY RECOGNIZED METHODS IN USE IN THE AREA.

NAME

05/02/25
DATE

CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

AIRPORT: _____ PROJECT: _____

PROJECT NO: _____ COUNTY: _____

CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACTO TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

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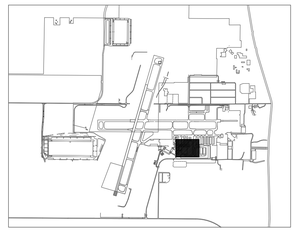
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



No.	Description	By	Chk. App.	Date
Issues				
3	PERMIT REVISIONS			06/06/25
2	PERMIT REVISIONS			05/02/25
1	BID ADDENDA			05/02/25

DRAWING TITLE
SOIL EROSION AND SEDIMENT CONTROL PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CE100

PLOT DATE: 5/1/2025 8:54 AM
PLOT BY: JOSE ESTRELLA
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PLOTTED BY: JOSE ESTRELLA
PLOT DATE: 5/1/2025 8:54 AM
PLOT STYLE TABLE: CB ACAD_ACAD_Standard.ctb

SEDIMENTATION AND EROSION CONTROL NOTES:

A. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL'S LATEST EDITION.

B. AN UP-TO-DATE COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.

C. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS AND ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

D. 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.

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

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

G. AREAS OR EMBANKMENTS HAVING SLOPES GREATER THAN OR EQUAL TO 8H:1V SHALL BE STABILIZED WITH SOD, MAT OR BLANKET IN COMBINATION WITH SEEDING.

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

I. 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.

J. 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.

K. SOIL STOCKPILES SHALL NOT BE LOCATED IN A FLOOD PRONE AREA OR A DESIGNATED BUFFER. NO STOCKPILES SHALL BE LOCATED WITHIN AN ACTIVE RUNWAY SAFETY AREA, RUNWAY OBJECT FREE AREA, RUNWAY OBSTACLE FREE ZONE, OR ACTIVE TAXIWAY OBJECT FREE AREA.

L. ALL ACCESS TO AND FROM THE CONSTRUCTION SITE IS TO BE RESTRICTED TO THE CONSTRUCTION ENTRANCE.

M. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL PRACTICES MUST BE MAINTAINED AND REPAIRED AS NEEDED TO ASSURE EFFECTIVE PERFORMANCE OF THEIR INTENDED FUNCTION.

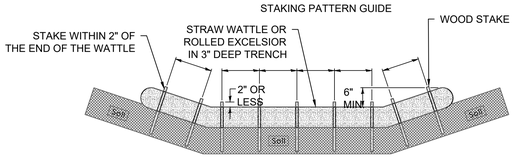
N. MAJOR AMENDMENTS OF THE SITE DEVELOPMENT OR EROSION AND SEDIMENTATION CONTROL PLANS SHALL BE SUBMITTED TO THE DEPARTMENT OF COMMUNITY DEVELOPMENT TO BE APPROVED IN THE SAME MANNER AS THE ORIGINAL PLANS.

O. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF EACH WORKDAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL.

P. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE DISPOSED OF WITHIN 30 DAYS AFTER THE FINAL SITE STABILIZATION IS ACHIEVED WITH PERMANENT SOIL STABILIZATION MEASURES.

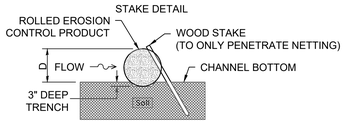
Q. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN 7 CALENDAR DAYS FOLLOWING THE END OF ACTIVE DISTURBANCE OR REDISTURBANCE.

R. IF DEWATERING DEVICES ARE USED, DISCHARGE LOCATIONS SHALL BE PROTECTED FROM EROSION. ALL PUMPED DISCHARGES SHALL BE ROUTED THROUGH APPROPRIATELY DESIGNED SEDIMENT TRAPS OR BASINS.



NOTES:

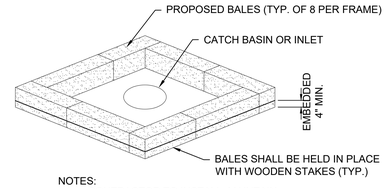
1. OVERLAP MINIMUM IS THE DIAMETER OF THE ROLL.
2. 4' SPACING FOR WATTLES.
3. 2' SPACING FOR ROLLED EXCELSIOR.
4. OR SPACE ACCORDING TO MANUFACTURER'S SPECIFICATIONS.



NOTES:

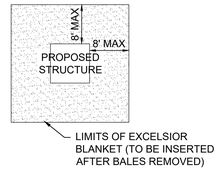
1. DRAWINGS ARE NOT TO SCALE.
2. ENDS OF WATTLES OR ROLLED EXCELSIOR SHALL BE TURNED AT LEAST 6" UPLSLOPE.
3. RECOMMENDED STAKES ARE 1 ½" WIDE X 1 ½" THICK X 30" LONG.
4. STAKES SHALL NOT EXTEND ABOVE THE STRAW WATTLE MORE THAN 2"
5. SPACING: THE TOES OF THE UPSTREAM DITCH CHECK SHALL CREATE A HORIZONTAL LINE WITH THE TOP OF THE DOWNSTREAM CHECK

DITCH CHECK

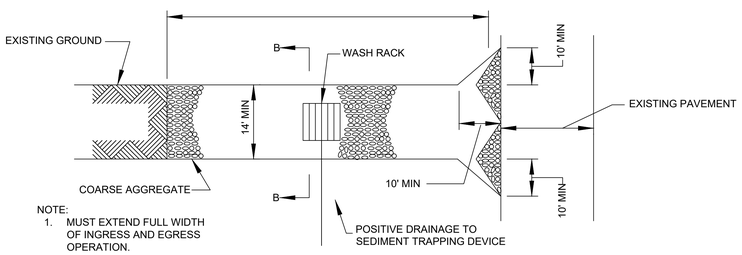


NOTES:

1. CONTRACTOR TO INSTALL, MAINTAIN, REMOVE AND RESTORE EACH LOCATION.
2. COST OF INLET/CATCH BASIN PROTECTION AND RESTORATION SHALL BE CONSIDERED INCIDENTAL TO BE COST OF THE ASSOCIATED DRAINAGE STRUCTURE.



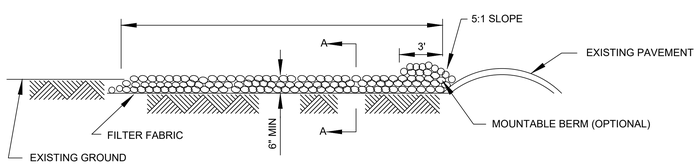
INLET PROTECTION



NOTE:
1. MUST EXTEND FULL WIDTH OF INGRESS AND EGRESS OPERATION.

STABILIZED CONSTRUCTION ENTRANCE PLAN

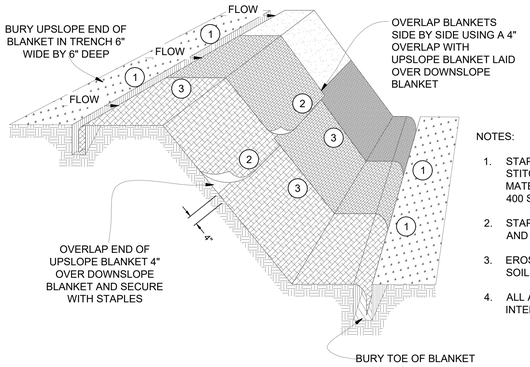
N.T.S



STABILIZED CONSTRUCTION ENTRANCE PROFILE

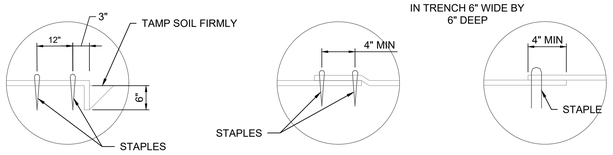
N.T.S

NOTES:
1. FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFICATION 592 GEOTEXTILE, TABLE 1 OR 2, CLASS I, II, OR IV AND SHALL BE PLACED OVER THE CLEARED AREA PRIOR TO THE PLACING OF ROCK.
2. ROCK OR RECLAIMED CONCRETE SHALL MEET ONE OF THE FOLLOWING IDOT COARSE AGGREGATE GRADATION, CA-1, CA-2, CA-3, OR CA-4 AND BE PLACED ACCORDING TO CONSTRUCTION SPECIFICATION 25 ROCKFILL USING PLACEMENT METHOD 1 AND CLASS III COMPACTION.
3. ANY DRAINAGE FACILITIES REQUIRED BECAUSE OF WASHING SHALL BE CONSTRUCTED ACCORDING TO MANUFACTURERS SPECIFICATIONS.
4. IF WASH RACKS ARE USED THEY SHALL BE INSTALLED ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.



NOTES:

1. STAPLES SHALL BE PLACED IN A DIAMOND PATTERN AT 2 PER S.Y. FOR STITCHED BLANKETS. NON-STITCHED SHALL USE 4 STAPLES PER S.Y. OF MATERIAL. THIS EQUATES TO 200 STAPLES WITH STITCHED BLANKET AND 400 STAPLES WITH NON-STITCHED BLANKET PER 100 S.Y. OF MATERIAL.
2. STAPLE OF PUSH PIN LENGTHS SHALL BE SELECTED BASED ON SOIL TYPE AND CONDITIONS. (MINIMUM STAPLE LENGTH IS 6").
3. EROSION CONTROL MATERIAL SHALL BE PLACED IN CONTACT WITH THE SOIL OVER A PREPARED SEEDBED.
4. ALL ANCHOR SLOTS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.



EROSION CONTROL BLANKET INSTALLATION DETAILS

N.T.S

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Lewis University Airport
JOLIET REGIONAL PORT DISTRICT

R BERTI BUILDING SOLUTIONS

JEFFREY W. SALVATERA — 062.069092 — LICENSED PROFESSIONAL ENGINEER — STATE OF ILLINOIS

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

No.	Description	By	Chk.	App.	Date
3	PERMIT REVISIONS				06/06/25
2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

Issues

DRAWING TITLE
SOIL EROSION AND SEDIMENT CONTROL NOTES AND DETAILS

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

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CE300

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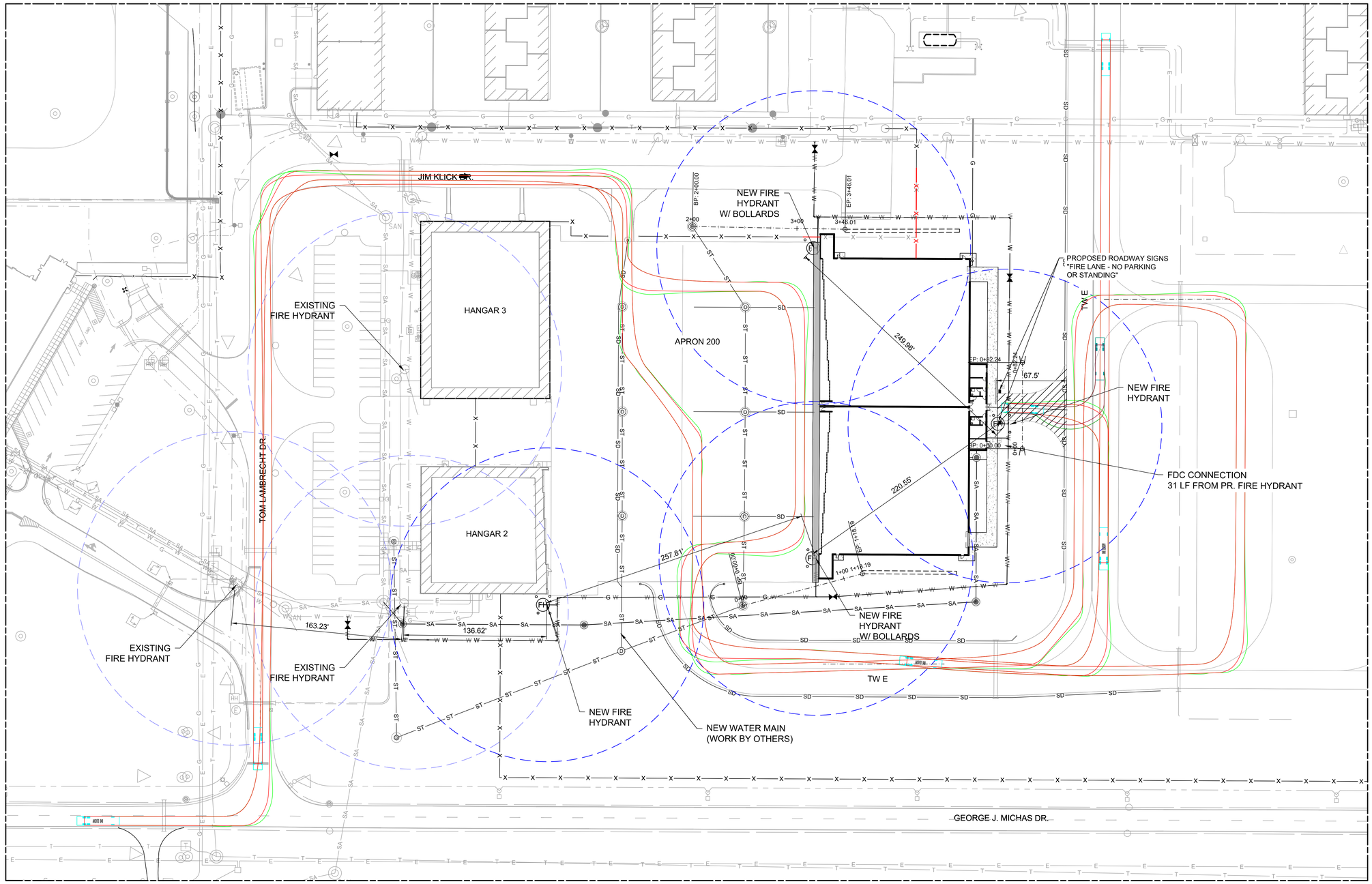

LEGEND

- PROJECT SITE LIMITS
- EXISTING BUILDING
- EXISTING FENCE
- AIRCRAFT MOVEMENT AREA
- TSA — TAXIWAY SAFETY AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- EXISTING HYDRANT AREA (150' RADIUS)
- PROPOSED FIRE HYDRANT AREA (150' RADIUS)
- AASHTO B40 VEHICLE TURNING MOVEMENT

NOTES

1. SEE SHEET "G005 - ARCHITECTURAL NOTES, SYMBOLS, AND ABBREVIATIONS" FOR BUILDING FIRE SAFETY PLAN.

N

0 20 40

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R BERTI BUILDING SOLUTIONS

KRISTOFFER W. SALVATERA
062.069082
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS

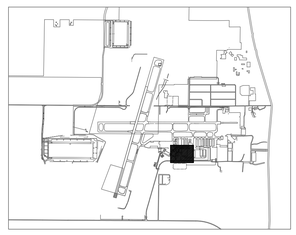
EXPIRES: 11-30-25

DATED: 05/02/2025

LEWIS UNIVERSITY AIRPORT

LARGE AIRCRAFT STORAGE HANGAR
405 JIM CLICK DRIVE
ROMEOVILLE, ILLINOIS

KEY PLAN



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2	PERMIT REVISIONS				05/02/25
1	BID ADDENDA				05/02/25

DRAWING TITLE
FIRE RESPONSE PLAN

APPROVED **RMH**
CHECKED **KWS**
DRAWN BY **JVJ**

SHEET NO.
CF100

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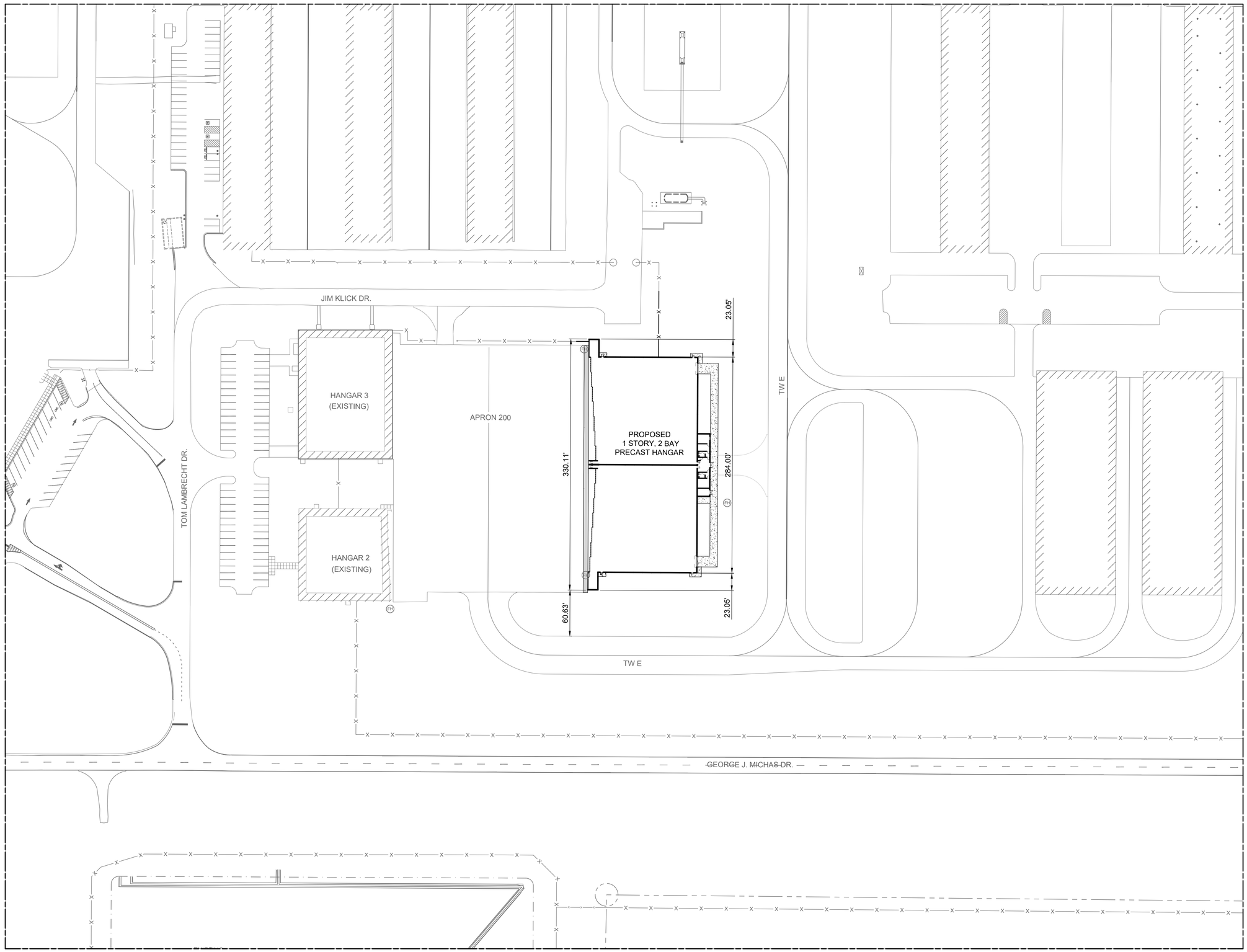

NOTES:

1. SEE SHEETS GI001 - PROJECT SITE PLAN, CONTROL PLAN AND GENERAL NOTES AND THE CIVIL (C-SERIES) SHEETS FOR MORE INFORMATION.

N

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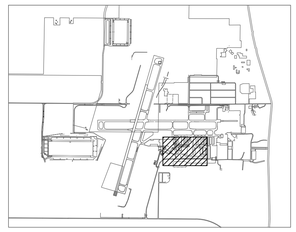
KEY PLAN



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1	BID ADDENDA				05/02/25

Issues

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ARCHITECTURAL SITE PLAN

APPROVED **JD**
CHECKED **OA**
DRAWN BY **KWS**

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