## LETTING ITEM NO. 08A JANUARY 21, 2022 IDOT LETTING

# KANKAKEE VALLEY AIRPORT AUTHORITY SHEET LIST TABLE KANKAKEE, ILLINOIS





## CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON LIGHTING

> ILLINOIS PROJECT: IKK-4882 S.B.G. PROJECT: 3-17-SBGP-171





NORTH NORT

### LOCATION MAP

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY								
AR101510		FACH	1									
AR101900		EACH	1									
AR106504		EACH	1									
AR100304		EACH	4									
AR 106905		EACH	2									
AR 106910		EACH	3									
AR 106040	1/C #4/0 500V UG CABLE	FOOT	60									
4R108081	1/C #1 XLP-USE	FOOT	70									
AR108084	1/C #4 XLP-USE	FOOT	1650									
AR108086	1/C #6 XLP-USE	FOOT	//5									
AR108088	1/C #8 XLP-USE	FOOT	3950									
AR108090	1/C #10 XLP-USE	FOOT	4650									
AR108108	1/C #8 5KV UG CABLE	FOOT	1150									
AR109110	ERECT PREFABRICATED VAULT	LSUM	1									
AR109311	7.5 KW REGULATOR, STYLE 1	EACH	1									
AR109331	15 KW REGULATOR, STYLE 1	EACH	4									
AR109342	20 KW REGULATOR, STYLE 2	EACH	2									
AR109400	POWER DISTRIBUTION SYSTEM	LSUM	1									
AR109535	ELECTRIC SERVCE ENTRANCE	LSUM	1									
AR109610	L - 854 PCAL SYSTEM	LSUM	1									
AR109902	REMOVE ELECTRICAL EQUIPMENT	LSUM	1									
AR109903	REMOVE REGULATOR	EACH	7									
AR110012	2" DIRECTIONAL BORE	FOOT	35									
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	1275									
AR110214	4" STEEL DUCT, DIRECT BURY	FOOT	60									
AR110504	4-WAY CONCRETE ENCASED DUCT	FOOT	20									
AR110508	8-WAY CONCRETE ENCASED DUCT	FOOT	105									
AR150510	ENGINEER'S FIELD OFFICE	LSUM	1									
AR150520	MOBILIZATION	LSUM	1									
AR152411	UNCLASSIFIED EXCAVATION	LSUM	1									
AR152621	REMOVE CONCRETE	CU YD	55									
AR156510	SILT FENCE	FOOT	115									
AR156513	SEPARATION FABRIC	SQ YD	20									
AR156520	INLET PROTECTION	EACH	2									
AR156531	EROSION CONTROL BLANKET	SQ YD	1215									
AR162810	CLASS E FENCE 10' W/2' BURY	FOOT	120									
AR162900	REMOVE CLASS E FENCE	FOOT	150									
AR208515	POROUS GRANULAR EMBANKMENT	CU YD	8									
AR208604	4" AGGREGATE BASE COURSE	SQ YD	20									
AR401502	BITUMINOUS SURFACE COURSE - 2"	SQ YD	22									
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	4									
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQ YD	15									
AR501605	5" PCC SIDEWALK	SQ FT	580									
AR760999	WELL ABANDONMENT	EACH	1									
AR800024	BUILDING DEMOLITION	LSUM	1									
AR800056	VAULT FOUNDATION AND FLOOR	LSUM	1									
AR800077	TEMPORARY AIRFIELD VAULT CONNECTIONS	LSUM	1									
AR800078	600KCMIL 600V UG CABLE	FOOT	240									
AR800112	ELECTRICAL HANDHOLE, TYPE 1	EACH	4									
AR800113	ELECTRICAL HANDHOLE, TYPE 2	EACH	2									
AR800121	BITUMINOUS BASE COURSE	SQ YD	22									
AR800178	FIBER OPTIC CABLE	FOOT	200									
AR800192	INSTALL ALCMS L-890	LSUM	1									
AR901515	SEEDING	SQ YD	1215									
\R910200	ROADWAY SIGN	EACH	2									
\R910420	BOLLARD	EACH	10									

KA051

TOTAL SHEETS = 24

#### TERMINAL APRON

#### DESIGN AIRCRAFT APPROACH CATEGORY: D AIRPLANE DESIGN GROUP: II TAXIWAY DESIGN GROUP: II CRITICAL AIRCRAFT: GULFSTREAM IV

#### KANKAKEE VALLEY AIRPORTY AUTHORITY GREATER KANKAKEE AIRPORT

SECTION: 21 RANGE: R 12 E TOWNSHIP: T 30 N COUNTY: KANKAKEE TOWNSHIP: OTTO

UNICOM RADIO FREQUENCY - 123.0



: K:\KankakeeAp\20007502-00\_AirfieldVault\Draw\Sheets\site plan.d



ath: K:\KankakeeAp\20007502-00\_AirfieldVauft\Draw\Sheets\construction activity p are: Erdav December 10, 2021 6-22-10, AM

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TAXIWAY H								
	NOVEMBER 19, 2021 CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON LIGHTING OWNER KANKAKEE VALLEY GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS MARK DATE DESCRIPTION CMT PROJECT NO: 200075-02 CAD DWG FILE: CONSTRUCTION ACTIVITY PLAN-1.DWG DESIGNED BY: MFZ DRAWN BY: JRO CHECKED BY: ARM APPROVED BY: DKP COPYRIGHT: SHEET TITLE CONSTRUCTION CONSTRUCTION							
	SHEET 3 OF 24							

#### **GENERAL NOTES**

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF TH AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- 2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- 3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- 4. THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- 5. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL BOAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- 6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER
- 7. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ABTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS LIGHT SHALL CONSIST ATTIL IN A LIGHTING TO ALLOWED TO THE TO SHOW TO THE TO SHOW TO THE ATTIL THE CONTROL AND THE TO ALL OTHER TO ALLOWED AND THE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY, CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES
- 8. THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION, SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO ALEVEL OF FIVE HORIZONTAL FOOT CANDLES THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILILIUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE
- 11. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, BARRICADES WITH TWO OBANGE FLAGS (20" x 20") ON FACH BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL SIGNS SHALL BE PLACED AT EACH TAXIMAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT, THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT REFLECTIVE LOW PROFILE TYPE BARRICADES. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE SAFETY
- 12. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BI ISSUED.
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DUBATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS BOAD, ACCESS GATE OF FENCING AD ACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR
- 14. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
- 15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY
- 16. DURING ADVERSE WEATHER. THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- 17. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A CRANE WHICH HAS A MAXIMUM HEIGHT OF 70 FEET.
- 18. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- 19. THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT, COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL BOUTES (STATE HIGHWAYS, COUNTY BOADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK, ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES
- 21. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- 22. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA RECUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

- 23. COORDINATION MEETINGS THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 24. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- 25. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT
- 26. CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS / TAXILANES AND THE RUNWAY'S AIRCRAFT OPERATIONS AREA.
- 27. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- 28. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER FLECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VALUE COUPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 29. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STABLED, CONTRACTOR IS REFERBED TO SECTION 50-17 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SLICH FACILITIES. INCLUDING SERVICE CONNECTIONS TO LINDERGROUND LITH ITIES. THE CONTRUCTION THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER
- 30. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY
- 31. CRANES SHALL BE FLAGGED AND LIT IN ACCORDANCE WITH AC 70/7460-1 (LATEST EDITION) OBSTRUCTION MARKING AND LIGHTING.

#### CONTRACTOR CROSSING RUNWAY/TAXIWAY/TAXILANE/APRON AIR OPERATIONS AREA (A.O.A.)

- ANYTIME THE CONTRACTOR IS BEOLIBED TO LITILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. <u>THE</u> CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD NCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENT
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE 2. SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER PAVEMENT SHALL BE CONTINUALLY SWEPT TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED, ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE MEN AND EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

#### LIMITATIONS ON CONSTRUCTION WITHIN RUNWAY'S AIRCRAFT OPERATIONS AREA (AOA) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA)

#### RUNWAYS

THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (14) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. WORK SHALL BE EXPEDITED IN THESE AREAS AND AT THE END OF EACH WORKING DAY THESE AREAS SHALL BE SMOOTHLY GRADED TO ALLOW THE RUNWAY TO BE REOPENED. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES. IF NECCESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE RSA IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED. THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT. REFERENCE TABLE ON PREVIOUS SHEET FOR SAFETY AREA WIDTHS

#### TAXIWAYS / TAXILANES:

ANY WORK WITHIN TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) WILL REQUIRE A TAXIWAY / TAXILANE CLOSURE. WORK WITHIN THE TOFA SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE TOFA. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER FIVE (5) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. REFERENCE TABLE ON PREVIOUS SHEET FOR OBJECT FREE AREA WIDTHS. NO DROP-OFFS OR OPEN EXCAVATIONS WILL BE ALLOWED WITHIN THE TAXIWAY /TAXILANE SAFETY AREAS OF OPEN TAXIWAYS / TAXILANES.

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE STANDARD SPECIFICATIONS SECTION 50-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	SITE ELEVATION	EQUIPMENT HEIGHT	OVERALL HEIGHT
А	RUNWAY 4/22	N41°03'58.67"	W87°50'58.39"	622.5	70'	692.5
В	RUNWAY 4/22	N41°03'59.44"	W87°50'58.10"	622.3	60'	682.3
С	RUNWAY 4/22	N41°04'00.71"	W87°50'49.93"	621.2	60'	681.2
D	RUNWAY 4/22	N41°03'57.35"	W87°50'57.03"	621.0	70'	691.0
Е	RUNWAY 4/22	N41°03'57.23"	W87°50'51.99"	621.0	70'	691.0
F	RUNWAY 4/22	N41°03'55.84"	W87°50'58.41"	619.0	15'	634.0

#### DESIGN AIRCRAFT APPROACH CATEGORY: B AND D

DESIGN AIRPORT GROUP: II RUNWAY 4/22 SAFETY AREA WIDTH: 500' BUNWAY 16/34 SAFETY AREA WIDTH: 150 TAXIWAY CENTERLINE TO OR JECT SEPARATION: 65.5 TAXILANE CENTERLINE TO OBJECT SEPARATION: 57.5

MAXIMUM ANTICIPATED HEIGHT OF EQUIPMENT CRANE - 70

KA051



License No. 184-000613

CONSULTANTS

#### FINAL

**NCMT** 

**NOVEMBER 19, 2021** 

#### CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE **APRON LIGHTING**

OWNER



#### GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02

CAD DWG FILE: CAP - NOTES AND DETAILS - 1.DWG DESIGNED BY: MFZ DRAWN BY: JRO CHECKED BY: ARM

APPROVED BY: DKF COPYRIGHT

SHEET TITLE

CONSTRUCTION ACTIVITY PLAN GENERAL NOTES AND DETAILS - 1

4

SHEET

OF



#### **AIRFIELD LIGHTS AND SIGNS NOTES**

- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED FIXTURES AS A MEANS TO REMOVE THE LIGHTS OR FIXTURES FROM SERVICE SHALL NOT BE ACCEPTABLE.
- 2. CONTRACTOR SHALL TURN OFF RUNWAY EDGE LIGHTING REGULATOR AND LOCK-OUT/TAG-OUT CIRCUIT BREAKER AND CUT OUT INSIDE THE ELECTRICAL VAULT, DURING ALL RUNWAY CLOSURES. CONTRACTOR SHALL COORDINATE ACCESS TO THE VAULT WITH THE AIRPORT MANAGER/RESIDENT ENGINEER PRIOR TO RE-OPENING THE RUNWAY, THE CONTRACTOR SHALL COORDINATE WITH AIRPORT MANAGER/RESIDENT ENGINEER TO RE-ENERGIZE THE RUNWAY CIRCUIT.

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#### FLASHER BARRICADE DETAIL - IDOT TYPE 2 (WORK AREA 1 ONLY)

NOT TO SCALE

#### FLASHER BARRICADE NOTES

- 1. FI ASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS 2. REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST
- 3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE
- 4. NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- 5. PLACE BARRICADES AT 4' INTERVALS.
- 6. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°



#### AIRSIDE LOW PROFILE LIGHTED BARRICADE

(WORK AREAS 1 - 4)

NOT TO SCALE

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#### BARRICADE NOTES

- FLASHER OR STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED 1 AND BE ABLE TO ROTATE 90°
- 2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE 3. EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION AS DIRECTED BY THE RESIDENT ENGINEER. ALTERNATE FLASHER OR STEADY BURN LENSES SO THAT EVERY OTHER LENS IS BOTATED 90°
- 4. FLASHER OR STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER
- 5. BARRICADES SHALL BE OF LOW MASS, EASILY COLLAPSIBLE UPON CONTACT WITH AN AIRCRAFT OR ANY OF IT COMPONENTS, AND WEIGHTED TO AVOID BEING BLOWN OVER.
- 6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS
- 7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
- ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



RUNWAY	
16-34 l	NO
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RUNWAY END	E
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O THE UNCLASSIFIED EXCAVATION PAY	
TION AND SPOILS SHALL BE	
DPTION OF ACCESSING THE AIRPORT'S	
FIED EXCAVATION PAY ITEM.	
EQUIRED TO INSTALL THE NEW	FINAL
A-6 SHALL BE INCIDENTAL TO THE	
CAVATION PAY ITEM.	
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MATELY 7.5' x 5.5')	
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IOVED (TYPICAL)	
LEGEND	NOVEMBER 19, 2021
- EXISTING TAXIWAY CIRCUIT	
- EXISTING RUNWAY CIRCUIT	
- EXISTING FENCE	
— EXISTING GUARDRAIL	
EXISTING INLET/MANHOLE	
EXISTING APRON LIGHT TO BE REMOVED	OWNER
EXISTING CONDUIT/DUCT BANK	
	KANKAKEE VALLEY
AIRPORT PROPERTY LINE	
EXISTING RUNWAY/TAXIWAY CIRCUIT	
	AIRPORTAUTHORITY
EXISTING STORM SEWER	
EXISTING SANITARY SEWER	
EXISTING HEADWALL	MARK DATE DESCRIPTION
EXISTING WATER VALVE	
EXISTING FLECTRICAL/STORM/SANITARY/	CMT PROJECT NO: 200075-02
TELEPHONE MANHOLE OR EXISTING WATER	CAD DWG FILE: EXISTING CONDITIONS.DWG DESIGNED BY: MFZ
	DRAWN BY: JRO
(NUMBER OF WAYS)	APPROVED BY: DKP
EXISTING AIRFIELD GUIDANCE SIGN	COPYRIGHT:
EXISTING ELECTRICAL MANHOLE	SHEET TITLE
EXISTING TREES	EXISTING CONDITIONS
ITEM TO BE REMOVED	
FULL DEPTH PAVEMENT REMOVAL	
	SHEET 6 OF 24













## **EXISTING VAULT PHOTOS**

#### NOTES

- THESE IMAGES REPRESENT EXISTING GENERAL CONDITIONS AT THE SITE AT THE TIME THE IMAGES WERE TAKEN. THE CONTRACTOR IS ENCOURAGED TO VISIT THE SITE AND INSPECT THE BUILDING STRUCTURES AND ANY OTHER FEATURE THE CONTRACTOR DEEMS NECESSARY IN ORDER TO SUBMIT A RESPONSIBLE BID FOR THE REMOVAL OF THE VAULT BUILDING.
- ALL ITEMS SHOWN SHALL BE REMOVED AND DISPOSED OF OFF SITE, UNLESS 2. NOTED OTHERWISE

#### **GENERAL NOTES**

- CONTRACTOR SHALL DETERMINE AND IMPLEMENT THE NECESSARY 1. PRECAUTIONS TO MINIMIZE FUGITIVE DUST DURING BUILDING AND FOUNDATION DEMOLITION AND REMOVAL, AT A MINIMUM SURFACES SHOULD BE WETTED.
- ASBESTOS CONTAMINATED CALILKING HAS BEEN IDENTIFIED ON THE INTERIOR 2. AND EXTERIOR OF THE VAULT BUILDING. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REMOVAL REQUIREMENTS.
- THE EXISTING PAVEMENT TO BE REMOVED AND /OR REPLACED SHALL BE SAWED 3. FULL DEPTH AROUND THE PERIMETER OF THE REMOVAL LIMITS. THE COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM. ANY DAMAGE TO THE PAVEMENT BEYOND THE LIMITS AS SHOWN ON THE PLANS AND LAID OUT BY RESIDENT ENGINEER SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- 4. ALL EXISTING AIRFIELD CABLES SHOWN SPACED APART FROM EACH OTHER FOR CLARITY EXACT LOCATIONS TO BE DETERMINED BY THE CONTRACTOR AND ASSOCIATED UTILITY OWNERS IN THE FIELD. (COST INCIDENTAL).
- ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED 5. EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
- THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT 6. THE EXISTING AND PROPOSED PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO CONTRACT.
- AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK 7. NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS 8. HAULING, CONSTRUCTION EQUIPMENT AND CONSTRUCTION OPERATIONS. ANY WORK NECESSARY TO CORRECT DAMAGED WORK, EXISTING AND NEW PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
- NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIANCE IN EXISTING PAVEMENT SECTIONS ENCOUNTERED. 9.
- 10. THE PAVEMENTS AT THE AIRPORT ARE RATED FOR LIGHT DUTY AIRCRAFT. NO EQUIPMENT OR HAULING OPERATIONS SHALL BE ALLOWED OUTSIDE THE DESIGNATED PROJECT LIMITS
- CONTRACTOR SHALL TAKE MEASURES TO PROTECT EXISTING BITUMINOUS AND 11. PCC PAVEMENT, ANY PAVEMENT DAMAGED BY CONTRACTORS EQUIPMENT SHALL BE SAW CUT PER RESIDENT ENGINEER LAYOUT AND REPLACED IN KIND AT NO ADDITIONAL COST TO CONTRACT.
- 12. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, POWER, GAS, COMMUNICATION, SANITARY, STORM SEWER PIPE AND UNDERDRAIN FROM DAMAGE DUE TO CONSTRUCTION FOUIPMENT
- PRIOR TO REMOVING DUCT/CONDUIT OR DISTURBING AREA OVER/ADJACENT TO 13. DUCT, CONTRACTOR SHALL HAND DIG DUCT/CONDUIT ENDS AND VERIFY IF CABLES ARE PRESENT AND ACTIVE. IF CABLES ARE ACTIVE CONTRACTOR SHALL NOTIFY RESIDENT ENGINEER. COST SHALL BE INCIDENTAL TO THE CONTRACT
- 14. EXISTING WATER VALVE AND BOX ADJACENT TO THE VAULT SHALL BE REMOVED AND DISPOSED OF OFF AIRPORT PROPERTY. COST INCIDENTAL TO UNCLASSIFIED EXCAVATION PAY ITEM.



#### WELL ABANDONMENT DETAIL

NOT TO SCALE

#### WELL ABANDONMENT NOTES

- DETAILED DESCRIPTION OF ABANDONED WELL SEALING AND 1. DISINFECTION CAN BE FOUND IN SECTIONS 920.100 (b) AND 920.120 OF THE ILLINOIS WATER WELL CONSTRUCTION CODE AVAILABLE THROUGH THE ILLINOIS DEPARTMENT OF PUBLIC HEALTH
- THE EXISTING WELL LOG IS NOT AVAILABLE. SEAL WELL WITH NEAT CEMENT CONTAINING BENTONITE OR AQUAJEL AS STATED IN SECTION 921.120 b)7 OF THE WATER WELL CONSTRUCTION CODE.
- WELL SHALL BE ABANDONED IN ACCORDANCE WITH THE SPECIFICATIONS AND THE REQUIREMENTS OF ILLINOIS DEPARTMENT OF PUBLIC HEALTH. REMOVE AND DISPOSE OFF SITE THE EXISTING MOTOR, TURBINE PUMP, COLUMN, PIPE, LINE SHAFT, PIPING, VALVES, ELECTRICAL GEAR AND ALL OTHER ITEMS IN WELL. DEMOLISH, REMOVE, AND DISPOSE OFF SITE THE WELL STRUCTURE TO BE REMOVED 3' BELOW FINAL GRADE. BELOW GRADE STRUCTURES SHALL BE FILLED WITH AGGREGATE TO EXISTING GRADE. SEAL WELL AS REQUIRED. BACKFILL EXCAVATION WITH AGGREGATE FILL AND COMPACT TO SATISFACTION OF RESIDENT ENGINEER
- 4. CONTRACTOR SHALL OBTAIN PROPER PERMITS FOR THE SEALING OF THE WATER WELL FROM THE KANKAKEE COUNTY HEALTH DEPARTMENT. WATER WELL SHALL BE SEALED BY A LICENSED WATER WELL DRILLER FROM THE APPROVED KANKAKEE COUNTY CONTRACTOR LIST
- 5. THE WELL EXTENDS TO A DEPTH OF APPROXIMATELY 148' BELOW TOP OF EXISTING VAULT FLOOR SLAB.

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**FINAL** 

#### **NOVEMBER 19, 2021**

#### CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON LIGHTING

OWNER



#### **GREATER KANKAKEE AIRPORT** KANKAKEE, ILLINOIS

MARK	DATE	DESCRIPTION

CMT PROJECT NO: 200075-02 CAD DWG FILE: VAULT DEMOLITION PLAN.DWG DESIGNED BY: MFZ

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		AIRFIELD ELECTRICAL
		VAULT AND REPLACE
		APRON LIGHTING
		OWNER
	<u>LEGEND</u>	KANKAKEE VALLEY
	NEW ELECTRICAL VAULT	
2	NEW BITUMINOUS DRIVEWAY 2" BITUMINOUS SURFACE COURSE	
	2-1/4" BITUMINOUS BASE COURSE 4" AGGREGATE BASE COURSE	GREATER KANKAKEF AIRPORT
	W/ SEPARATION FABRIC	KANKAKEE, ILLINOIS
4 -	NEW 6" PCC SIDEWALK 4" CRUSHED AGGREGATE BASE COURSE	
	NEW BOLLARD	
$\square$	REPLACE BITUMINOUS PAVEMENT	MARK DATE DESCRIPTION
-	NEW FENCE	
27		CMT PROJECT NO: 200075-02
X		DESIGNED BY: MFZ
		DRAWN BY: JRO CHECKED BY: ARM
_	(SILT FENCE)	APPROVED BY: DKP COPYRIGHT:
_	EXITING FENCE	SHEET TITLE
	EXISTING TREE	CIVIL SITE PLAN
	EXISTING STORM SEWER	
	NEW GRADE (621.97) EXISTING GRADE (622.37)	
	NEW INLET PROTECTION	SHEET 8 OF 24

## STORM WATER POLLUTION PREVENTION PLAN

THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE WITH NPDES

THE PURPOSE OF THIS PLAN IS TO MINIMIZE EROSION WITHIN THE CONSTRUCTION SITE AND TO LIMIT SEDIMENTS FROM LEAVING THE SITE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIMEERAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING, WHICH WILL BE THE CONTRACTOR'S COST. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN ON THE PLANS.

#### SITE DESCRIPTION

THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

THIS PROJECT CONSISTS OF DEMOLISHING THE EXISTING ELECTRICAL VAULT AND CONSTRUCTING A NEW VAULT NORTH OF THE ORIGINAL LOCATION. IN ADDITION, 4 NEW APRON LIGHTS WILL BE CONSTRUCTED AND 3 EXISTING LIGHTS WILL BE REMOVED AS WELL AS REMOVING AND CONSTRUCTING A NEW 10' SECURITY FENCE WITH A 2' BURY AT THE GREATER KANKAKEE AIRPORT

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS EXCAVATION AND GRADING: 1. INSTALL AND MAINTAIN TEMPORARY EROSION CONTROL MEASURES.

- 2. COMPLETE NEW VAULT FOUNDATION
- 3. INSTALL NEW ELECTRICAL SITEWORK IMPROVEMENTS AND APRON LIGHTS.
- 4. INSTALL NEW ELECTRICAL VAULT AND EQUIPMENT
- REMOVE EXISTING ELECTRICAL VAULT AND EQUIPMENT
- 6. INSTALL INSTALL NEW DRIVEWAY PAVEMENT AND SIDEWALK
- FINAL GRADING AND OTHER MISCELLANEOUS ITEMS. 7.
- 8. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND BLANKET.

#### AREA OF CONSTRUCTION SITE

#### THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 0.5 ACRES OF WHICH 0.5 ACRES WILL BE DISTURBED BY

EXCAVATION, GRADING AND OTHER ACTIVITIES.

THER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS

- INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEM
- 2. PROJECT PLAN DOCUMENTS, SPECIFICATION AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

THE CONSTRUCTION SITE DRAINS INTO THE UNNAMED TRIBUTARIES THAT OUTLET INTO THE KANKAKEE RIVER.

SEDIMENTATION AND EROSION CONTROL NOTES

#### THE SOIL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE INSPECTED WEEKLY AND AFTER 1/2 INCH OF RAIN OR MORE BY THE RESIDENT ENGINEEF

ALL SOIL EROSION AND SEDIMENT CONTROL PRACTICES ARE REFERENCED FROM THE ILLINOIS URBAN MANUAL, UNLESS OTHERWISE STATED.

THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE IN PORTIONS SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN A DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLANS OR AS DIRECTED BY THE ENGINEER

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

#### DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

DURING CONSTRUCTION AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION **BELATED ACTIVITIES** 

- WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION
- 2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS
- AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER: З.
- A. PLACE TEMPOBABLY EBOSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS
- EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.
- CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS, ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
- SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.
- THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS

- SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIBECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE NCI LIDED IN THE LINIT BID PRICE FOR LINICI ASSIFIED EXCAVATION AND EBOSION CONTROL ITEMS
- THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

#### DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY FROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE LINTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED. TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED

#### MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR



## FLOW

#### INLET PROTECTION (END SECTION)

NOT TO SCALE IDOT STANDARD 280001-07

#### NOTES FOR PERIMETER EROSION BARRIER

- THE BARRIER SHALL BE CONSTRUCTED WITH ROLLED EXCELSIOR, SILT FILTER FENCE OR URETHANE OAM/GEOTEXTILES
- ALL MATERIALS AND CONSTRUCTION/INSTALLATION METHODS SHALL BE IN ACCORDANCE WITH IDOT'S STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2016.

#### STORM WATER POLLUTION PREVENTION **GENERAL NOTES**

NOTES FOR INLET PROTECTION DETAILS

CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS

REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE

2. FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION

3. COST OF FILTER WRAP AND MAINTENANCE SHALL BE

CONSIDERED INCIDENTAL TO THE CONTRACT

THROUGH THE STRUCTURE

OF PAVEMENT REHABILITATION

- THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTIONS, ETC COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EBOSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS SHALL BE BORNE BY THE CONTRACTOR LINEESS. OTHERWISE NOTED ON THE CONSTRUCTION PLANS.
- 2. AT THE COMPLETION OF CONSTRUCTION, THE STAGING AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION. BUTTED AREAS SHALL BE FILLED AND THE AREA SEEDED AND MULCHED AS NEEDED. RESTORATION COSTS SHALL BE BORNE BY THE CONTRACTOR.



SILT FENCE DETAIL

POSTS: STEEL EITHER T OR U TYPE OR 2" HARDWOOD

#### NOTES:

- 1. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS.
- WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVER- LAPPED BY 6" MIN. AND FOLDED.
- MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SIL FENCE, MAINTENANCE, WHICH INCLUDES THE BEPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE









ADDITIONAL NOTES

3.



PERSPECTIVE VIEW N.T.S.

CONTRACTOR SHALL HAVE THE OPTION TO INSTALL SILT FILTER FENCE, ROLLED EXCELSIOR OR LIBETHANE FOAM/GEOTEXTILE AS SPECIFIED IN SECTION 156-2.1 OF THE SPECIAL PROVISIONS



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	NOVEMBER 19, 2021
	CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON LIGHTING
LEGEND NEW ELECTRICAL VAULT	OWNER
EXISTING FENCE NEW FENCE NEW CONCRETE ENCASED DUCT (NO. OF DUCTS) NEW FIRER OPTIC CABLE IN 2° PVC CONDUIT	
NEW ELECTRICAL HANDOLE (LV/HV - 1/2) EXISTING INLET/MANHOLE NEW APRON LIGHT POLE, SEE DETAILS	GREATER KANKAKEE AIRPOR KANKAKEE, ILLINOIS
NEW LIGHT CIRCUIT IN CONDUIT NEW ELECTRICAL POWER CIRCUIT IN CONDUIT NEW AUTOMATED WEATHER CIRCUIT IN CONDUIT EXISTING CONDUIT/DUCT BANK EXISTING BUILDING	MARK DATE DESCRIPTION
AIRPORT PROPERTY LINE EXISTING STORM SEWER EXISTING WATERMAIN EXISTING SANITARY SEWER	CMT PROJECT NO: 200075-02 CAD DWG FILE: SITE PLAN - VAULT.DWG DESIGNED BY: LN DRAWN BY: JRO
EXISTING STORM INLET EXISTING FLARED END SECTION EXISTING HEADWALL EXISTING WATER VALVE	CHECKED BY: ARM APPROVED BY: AB COPYRIGHT: SHEET TITLE
EXISTING ELECTRICAL/STORM/SANITARY/TELEPHONE MANHOLE OR EXISTING WATER VALVE VAULT EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS) EXISTING ELECTRICAL MANHOLE	ELECTRICAL SITE PLAN
EXISTING GUARDRAIL	SHEET 10 OF 24



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#### ○ VAULT DETAILS KEYED NOTES

NEW 20 KW REGULATOR, 480V INPUT, 5-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " RUNWAY 4/22" .

2. NEW 7.5 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " RUNWAY 16/34" .

NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " TAXIWAY A" .

NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " TAXIWAY BB.

5. NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " TAXIWAY D"

6. NEW 20 KW REGULATOR, 480V INPUT, 5-STEP 6.6A OUTPUT, PROVIDE ENGRAVED NAMEPLATE READING "SPARE"

NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING "SPARE"

REGULATOR INDICATING LIGHTS ASSEMBLY. FOR ADDITIONAL INFORMATION, SEE ELECTRICAL VAULT DETAILS SHEET.

(2) 1/C-#8, L-824, TYPE C, 5 KV CABLES IN 1" FLEXIBLE METALLIC CONDUIT. ROUTE TO INDICATING LIGHT EQUIPMENT.

10. (2) 2 1/C-#8, L-824, TYPE C, 5 KV CABLES (ONE SET TO REGULATOR, ONE SET TO EDGE LIGHTS). WHERE CABLES ENTER TOP OF HIGH VOLTAGE WIREWAY, CONTRACTOR SHALL INSTALL GROMMETS TO SEAL AROUND CABLES.

11. 1/4" x 2" COPPER GROUND BUS, ALL AROUND INSIDE OF VAULT. STAND-OFF MOUNT A MINIMUM OF 1/4" FROM WALL.

(2) 1/C #4 THWN (480V TO REGULATOR), 1-1/C #8 GND. IN 1" FLEXIBLE METALLIC CONDUIT.

13. 1/C #6 INSULATED GROUND WIRE FROM REGULATOR OR TRANSFORMER. CLAMP TO GROUND BUS.

14. MAIN DISTRIBUTION PANELBOARD, 42-POLE, 400A, 480/277V, 3-PHASE, 4-WIRE "MDP", WITH 400A, 3P MAIN CIRCUIT BREAKER AND TVSS, SQUARE D NQ, OR

15. EXHAUST FAN, GREENHECK MODEL CWB-300-7, 120V, 3/4 HP, 6,200 CFM, WITH MOTORIZED BACKDRAFT DAMPER AND MOTOR STARTER MS1P-1, OR EQUIVALENT.

16. 6" x6" NEMA 1 HIGH VOLTAGE WIREWAY. INSTALL A MINIMUM OF TWO ADHESIVI WARNING LABELS ON HINGED DOOR, READING " CAUTION: HIGH VOLTAGE" .

18. PRE-FABRICATED STEEL EQUIPMENT SHELTER, 30'Lx12'Wx9'H. SEE SPECIFICATIONS. PROVIDE WARNING SIGN ON DOOR READING " CAUTION: HIGH

19. "NEW" 6" REINFORCED CONCRETE PAD (#4 REBAR AT 12" CENTERS EACH DIRECTION) ON A 8" CRUSHED AGG. BASE PAD COMPACTED TO 95% STD

"NEW" CONCRETE PAD FOOTINGS REINFORCED WITH #4 REBAR CAGE, TYPICAL OF 10.

21. 2-#12 THWN, 1-#12 GND. IN 3/4" CONDUIT.

23. 1/2" PVC CONDUIT NIPPLE THROUGH SHELTER WALL (BY SHELTER MFR.) AFTER INSTALLATION OF #2 INSULATED GROUND WIRE, SEAL OPENING TO MAKE

24. L-890 AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM (ALCMS) CABINET AND TOUCHSREEN. REFER TO SPECIFICATIONS FOR THE SYSTEM.

25. INTAKE LOUVER, RUSKIN ELF375DXH, 48" WX36" H, MIN, FREE AREA 7.10 SQ.FT WITH EXTENDED SILL, BIRD SCREEN, KYNAR FINISH TO MATCH SHELTER COLOR (OR AS DIRECTED BY OWNER), CD 35 MOTORIZED DAMPER (POWER-OPEN/SPRING-CLOSE), OR EQUIVALENT, NOTE: CONTRACTOR SHALL PROVIDE AN INTERIOR FILTER RACK WITH A REPLACEABLE FILTER.

26. FRACTIONAL HORSEPOWER STARTER WITH OVERLOADS SIZED FOR LOUVER MOTOR. CONTRACTOR SHALL COORDINATE WITH MANUFACTURER.

27. WALL MOUNTED INTERFACE UNIT FOR ALCMS, AS RECOMMENDED BY ALCMS MANUFACTURER OR BUILT-IN WITH NEW REGULATORS.

28. CONTROL/COMMUNICATION CABLES IN 1" FLEXIBLE CONDUIT, AS RECOMMENDED BY ALCMS MANUFACTURER.

29. 25KVA 480-120/240V, 1-PHASE TRANSFORMER. (TR-1)

30. POWER PANEL 100A, 120/240V, 1-PHASE, 3-WIRE (PP-1)

32. L-894 RADIO CONTROLLER ANTENNA.

35. LIGHT CONTACTORS (TOTAL OF 8) FOR PAPI'S, WINDCONE, REIL'S AND BEACON WITH SELECTOR SWITCHES.

36. LIGHT CONTACTOR AND TIMECLOCK FOR APRON LIGHTING

39. 400A, 3-POLE MANUAL TRANSFER SWITCH IN NEMA 1 ENCLOSURE.

## 

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### **NOVEMBER 19, 2021**

### CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE **APRON LIGHTING**

OWNER



#### **GREATER KANKAKEE AIRPORT** KANKAKEE, ILLINOIS

MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02

CAD DWG FILE: ELECTRICAL DETAILS - 2.DWG DESIGNED BY: AB DRAWN BY: JRO

CHECKED BY: AB

APPROVED BY: AB COPYRIGHT

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## VAULT PLAN - 2

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### **FINAL**

**NOVEMBER 19, 2021** 

### CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE **APRON LIGHTING**

OWNER



#### **GREATER KANKAKEE AIRPORT** KANKAKEE, ILLINOIS

MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02 CAD DWG FILE: ELECTRICAL DETAILS - 4.DWG DESIGNED BY: AB DRAWN BY: JRO CHECKED BY: AB APPROVED BY: AB

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	FOUNDATION DEPTH	COMMENTS	License No. 184-000613 CONSULTANTS
	36" DIA.		FINAL
		OBSTRUCTION LIGHT	
	36" DIA.		
	36" DIA.	OBSTRUCTION LIGHT	
			NOVEMBER 19, 2021
		OBSTRUCTION LIGHT	CONSTRUCT A NEW AIRFIELD ELECTRICAL
	36" DIA.		APRON LIGHTING
			KANKAKEE VALLEY
		OBSTRUCTION LIGHT	
<b>10</b>	TES:		GREATER KANKAKEE AIRPORT
	42" x 36" x 8" NEMA CONTACTORS.	12 ENCLOSURE FOR TIMECLOCK	
IEW 8 LOC	SCIRCUIT PROGRA K. TIME CLOCK SHA 115CR, OR EQUIVAL	MMABLE ASTRONOMICAL TIME ALL BE AN INTERMATIC MODEL NO ENT.	MARK DATE DESCRIPTION
IEW 2 IPRO IT TIE URN IURG	20A, 2-POLE LIGHTII IN LIGHTING IS DES E DOWN WITH CHM ISH AND INSTALL LI IE PROTECTION. CO	NG CUNTACTOR. (5 TOTAL) IGNED TO PROVIDE 2 FOOTCANDLE USR2-600-DB-50-80-N4-2-GC-B. ED DRIVER, DISCONNECT AND DNTRACTOR SHALL COORDINATE	CMT PROJECT NO: 200075-02 CAD DWG FILE: LIGHTING PLAN.DWG DESIGNED BY: AB DRAWIN RY: LIGO

FORMAT AND INSTALLED STITUT, SUBJECTIVE AND
 SURGE PROTECTION, CONTRACTOR SHALL COORDINATE
 WITH LIGHT FIXTURE AND LIGHT POLE MANUFACTURER TO
 PROVIDE A COMPETE AND OPERATIONAL SYSTEM
 S. FIXTURE BRACKET, GAIN DETAIL AND MOUNTING IS SHOWN

FIX TURE BRACKET, GAIN DE TAIL AND MOUNT ING IS SHOWN FOR INFORMATION ONLY. CONTRACTOR TO PROVIDE COMPLETE MOUNTING SYSTEM TO INSTALL SELECTED LED FIXTURES WITH REQUIRED TILT AND ANGLES TO MEET PHOTOMETRICS.

 60' LIGHT POLES SHALL BE FURNISHED WITH COMPLETE LUMINAIRE MOUNTING BRACKETS FOR REQUIRED NUMBER OF LUMINAIRES.

10. CONTRACTOR TO PROVIDE COMPLETE DESIGN AND STRUCTURAL CALCULATIONS FOR NEW POLES TO BE INSTALLED ON NEW FOUNDATIONS.

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LIGHT POLE FOUNDATION NOTES 1. FOUNDATION FOR LIGHT POLES SHALL BE BORED/DRILLED. EXISTING SITE SOILS ARE SANDS. CONSTRUCTION OF DRILLED LIGHT POLE FOUNDATIONS WILL REQUIRE THE USE OF A TEMPORARY CASING.

1"Ø X 15' LONG

COPPER CLAD GROUND

ROD. MIN. BURY 1'-0" BELOW SUBGRADE

- 2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,500 P.S.I. AT 14 DAYS.
- 3. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615, GRADE 60.
- 4. POLE FOUNDATION SHALL BE MONOLITHIC. NO CONSTRUCTION JOINTS WILL BE PERMITTED.
- 5. ALL MATERIALS CONTAINED WITHIN FOUNDATION AND FOR GROUNDING IS CONSIDERED INCIDENTAL TO POLE FOUNDATION
- LIGHT POLE FOUNDATION DESIGN DESIGN LOAD: AASHTO-STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRIES AND TRAFFIC SIGNALS, 2001.
- DESIGN WIND SPEED = 100 MPH

4" CL.

EL. VARIES

1" SCH. 40 PVC CONDUIT

NEW GRADE

A)

4" Cl







SHEET

18

OF

24



"CCR" TYPE S-1 PLUG CUTOUT FOR ISOLATING REGULATOR OUTPUT TO TEST REGULATOR.



PANELBOARD SCHEDULE																			PAN	ELBOA	RD SCHE	DULE														
PANEL DESIGNATION: PP-1 BOND NEUTRAL AN LOCATION: ELECTRICAL VAULT NEUTI MFR & TYPE: SQUARE D NQ, OR EQUIV. SERVICE EN							BOND NEUTRAL AND GROUND BAR: NO POLE: 30 NEUTRAL BUS RATING: NIA SHORT CIRCUIT RATING: 42KA SERVICE ENTRANCE RATED: NO SERIES OR FULLY RATED: SE RIE S TVSS & DISCONNECT REQUIRED: NO									PANEL DESIGNATION: PP-2 LOCATION: ELECTRICAL VAULT MFR & TYPE: SQUARED DI-LINE OR EQUIV.						BOND NEUTRAL AND GROUND BAR: NO NEUTRAL BUS RATING: 100% SERVICE ENTRANCE RATED: NO							F SHORT CIRCUIT RA SERIES OR FULLY RA TVSS & DISCONNECT REQU							
	VOLTS: 120/240V PHASE: 1 WIRE: 3				MOUNTING: SURFACE BUS RATING (AMPS): 100A ENCL RATING: NEMA 1 BUS: COPPER MAIN CIRCUIT BREAKER: 100/2											VOLTS:         120/240 V         MOUNTING:         SURFACE           PHASE:         3         ENCL RATING:         NEMA 1           WRE:         4         INCLUDE THROUGH-FEED LUGS:         NO								BUS RATING (AMPS): 400 BUS: COPI MAIN CIRCUIT BREAKER: 300/3												
CKT		BREAKER	LOAD	USAGE	PHAS	E AM PS	P	OLE	PHA	E AM PS	USAGE	LOAD	BREAKER		CKT	CKT		BRE AKE R	LOAD	USAGE	PHA	SE AMPS (US	AGE )	PO	DLE	PHA	SE AMPS (U	SAGE)	USAGE	LOAD	BRE					
NO.	LOAD	SIZE	AMPS	FACTOR	R A	В		NO.	A	В	FACTOR	AMPS	SIZE	LOAD	NO.	NO.	LOAD	SIZE	AMPS	FACTOR	A	В	С	N	0.	A	В	C	FACTOR	AMPS	5					
1	PARKING LOT LIGHTS	40A/1P	22	0.5	11		1	2	2		1	2	20A/1P	INTERIOR LIGHS	2	1			6	0.2	1.2			1	2	13			1	13						
3	PARKING LOT LIGHTS	40A/1P	22	0.5		11	3	4		2	11	2	20A/1P	EXTERIOR LIGHTS	4	3	GATE S 2 & 3	20/3	6	0.2		1.2		3	4		13		1	13	3					
5	LIGHTING CONTROLLE R/TIME LCLOCK	20A/1P	1	1	1		5	6	2		1	2	20A/1P	RECE PTACLE S	6	5			6	0.2			1.2	5	6			13	1	13						
7	INTAKE LOUVER DAMPNER	20A/1P	2	1		2	7	8		2	1	2	20A/1P	ALCM S	8	7	AWOS	30/2	12	1	12			7	8	13			1	13						
9	FUEL FARM CONTROLS	20A/1P	1	1	1		9	10	2		1	2	20A/1P	L-854 RADIO CONTROLLE R	10	9			12	1		12		9	10		13		1	13	3					
11	PHOTOCELL	20A/1P	1	1	-	1	11	12	-	1	1	1	20A/1P	PAPI, WINCONE AND BEACON CONTRO	DLS 12	11	WINDCONE/PAPI 22	20/2	12	1			12	11	12			13	1	13	_					
13	OBSTRUCTION LIGHTS/RECEPTACLES	20A/1P	1	1	1		13	14	0		0	0	20A/1P	SPARE	14	13			12	1	12			13	14	4			0.5	8	- 7					
15	SPARE	20A/1P	0	0		0	15	16		0	0	0	20A/1P	SPARE	16	15	HANGAR	100/2	65	0.5		32.5		15	16		4		0.5	8	-					
17	SPARE	20A/1P	0	0	0		17	18	0		0	0	20A/1P	SPARE	18	17			65	0.5			32.5	17	18			13	0.5	26						
19						0	19	20		0					20	19	WINDCONE /P APT 4	20/2	12	1	12			19	20	13			0.5	26	-					
21					0		21	22	0						22	21			12	1		12		21	22		0			0	+ .					
23			-	-	-	0	23	24		0					24	23			0				0	23	24			0		0						
25					0	0	25	20	0						20	25	SPARE CIRCUIT BREAKER	20/3	0		0			25	26	0				0	-					
21					0	0	21	20	0	U					20	27			0			0		27	28		10.5	40.5	0.5	21	1 3					
29	SECTION TOT				0		29	30	0	-					30	29	SPARE CIRCUIT BREAKER	20/2	20/2	20/2	20/2	20/2	20/2	0				0	29	30	-		10.5	0.5	21	-
	SECTION TOT	AL.			14	14			0					TOTAL USACE LOAD:		31			0		0			31	32	/	-		0.5	14						
						HACE TO			20	40	7			TOTAL USAGE LOAD.	000 1/0	33						0		33	34		- (	-	0.5	14	-					
					E	ITASE TO	TAL ANTS	2.	20	10				4	000 94	35					0		0	35	30	0		0			<u> </u>					
						DHASE	TOTAL W	N	2400	2280	1					30					V	0		30	30	U	0				+					
NOTES						FILAGE	TOTAL		2400	2200						39						0	0	39	40		0	0			-					
no ice																-	SECTION AND A SECTION	TOTAL			27.2	67.7	45.7	41	44	50	47.5	40.5	-							
1	PROVIDE ENGRAVED NAME PLATE READIN	IG ·															320110	I TOTAL		ı	51.2	51.1	45.1	1			P									
	PP-1																MINIMUM MAIN CIRCUIT BREAKER AN	1 150	1				DHASE T	OTAL AMPS		87.2	105.2	05.2								
	120/240V SINGLE-PHASE 3-WIRE																In the second block of the second second	100	1				THAGET	OTAL ANT S.		01.2 A	B	C 00.2								
																							PHAS	E TOTAL VA		10464	12624	11424	7							
																NOTE S:	PROMDE ENGRAVED NAMEPLATE R PP-2 120/240V, THREE-PHASE, 4-WIRE	E ADING:								· · ·			·							



## **TERMINAL PLAN**

NOT TO SCALE

## AIRPORT OFFICE NOTES

- 1. INSTALL (1) 20A, 1-POLE CIRCUIT BREAKER IN EXISTING POWER PANEL FOR NEW ALCMS, MATCH NEW CIRCUIT BREAKER WITH EXISTING.
- CONTRACTOR SHALL COODINATE ALCMS LOCATION WITH THE AIRPORT AUTHORITY. INSTALL ALCMS COMPUTER, TOUCHSCREEN, UPS AND FIBER OPTIC PATCH PANEL.
- 3. INSTALL NEW FIBER OPTIC CABLE IN CABLE DUCT ABOVE SUSPENDED CEILING.

			ΚΔΩ51
POLE: ATING: RATED: UIRED:	42 22KA SERIE S YES		
PPER; SII /3	LVER OR TIN PLATED		CONSULTANTS
EAKER		СКТ	
SIZE	LOAD	NO. 2	
30/3	FUELFARM - AVIATION GAS	4 6	FINAL
30/3	FUEL FARM - JET FUEL	8	
20/2	RE IL 22	12	
50/2	BEACON	18	
20/3	SPARE CIRCUIT BREAKER	20	
2010		26	
30/2	UNIT HE ATE R	30	
30/2	EXHAUSTEAN	34 36	
		38 40	
		42	
	TOTAL USAGE LOAD: 34512	VA	
	MIN. XFMR VA: 43140	VA	
			NOVEMBER 19, 2021
			OWNER
			AIRPORT AUTHORITY
			MARK DATE DESCRIPTION
			CMT PROJECT NO: 200075-02 CAD DWG FILE: LINE DIAGRAM AND PANELBOARD.DWG DESIGNED BY: AB DRAWN BY: JRO CHECKED BY: AB APPROVED BY: AB COPYRIGHT:
			SHEET TITLE PANEL SCHEDULE

SHEET

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OF 24



![](_page_20_Figure_1.jpeg)

![](_page_20_Figure_2.jpeg)

Path: Date:

NOT TO SCALE

![](_page_21_Figure_0.jpeg)

![](_page_22_Figure_0.jpeg)

NEW SIDEWALK TYPICAL SECTION NO SCALE

#### SIDEWALK NOTES

- 1. ALL SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTIONS 427.04 THRU 427.8 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2006.
- 2. CONCRETE SHALL BE IN ACCORDANCE WITH ITEM 610.
- 3. EXPANSION JOINT SHALL BE A MINIMUM OF 1-INCH AND MEET AASHTO M 213, OR ASTM D 1752 ALONG BUILDING FACE AND CURB LINE.
- 4. EXPANSION JOINT AT BOLLARDS SHALL BE A MINIMUM OF 1-INCH AND MEET ASTM D 5249, TYPE II.
- 5. SIDEWALKS SHALL BE CURED WITH A MEMBRANE MEETING ASTM C309, TYPE 2, CL A AND SHALL BE WHITE PIGMENTED.
- 6. WELDED WIRE FABRIC SHALL BE FROM FLAT STOCK MEETING AASHTO M 221.

![](_page_22_Figure_9.jpeg)

![](_page_22_Figure_15.jpeg)

![](_page_22_Figure_18.jpeg)

FENCE SIGN DETAIL N.T.S.

NOTES:

1. 0.08 GA ALUMINUM ALLOY SHEET. LETTERING SHALL BE RED ON A WHITE BACKGROUND.

![](_page_23_Figure_0.jpeg)

![](_page_23_Figure_2.jpeg)