

7A

KA043

TOTAL SHEETS = 10

KANKAKEE VALLEY AIRPORT AUTHORITY KANKAKEE, ILLINOIS

CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

REHABILITATE SOUTHEAST QUADRANT T-HANGAR PAVEMENTS - PHASE 2

ILLINOIS PROJECT: IKK-4155
A.I.P. PROJECT: 3-17-0057-B20

FINAL SUBMITTAL

MARCH 02, 2012

LICENSED PROFESSIONAL ENGINEER
 DAVID K. PEABODY
 062-048437
David K. Peabody
 STATE OF ILLINOIS
 3-2-12
 EXP. 11-30-13

11075-02

CMT
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SUBMITTED BY *D. Kyle Peabody*
 D. KYLE PEABODY, P.E.

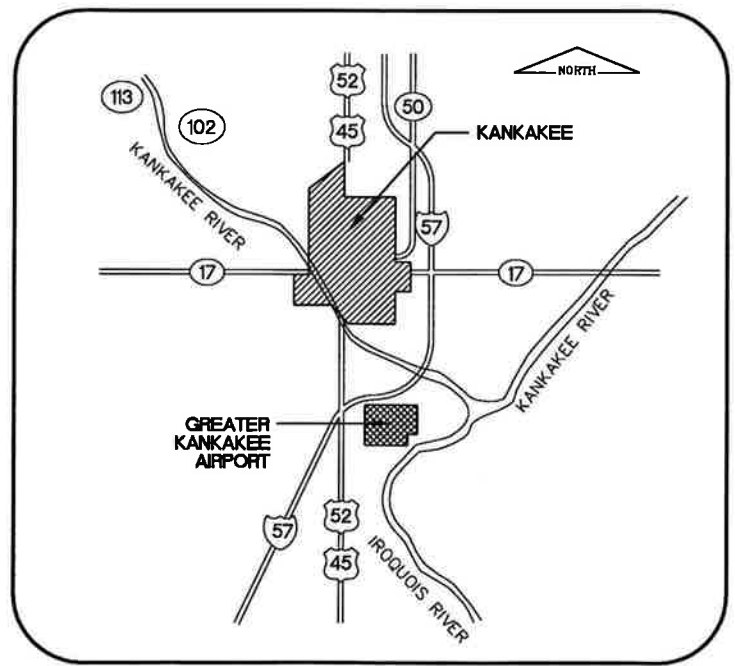
DATE *March 2* 20*12*

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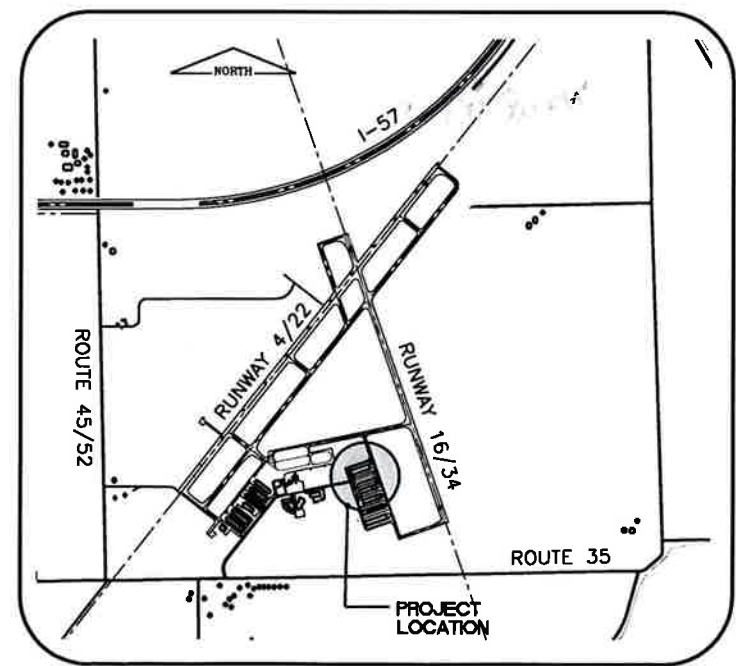
KANKAKEE VALLEY AIRPORT AUTHORITY
 GREATER KANKAKEE AIRPORT

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

UNICOM RADIO FREQUENCY - 123.0



SITE PLAN



LOCATION MAP

DESIGN INFORMATION

DESIGN AIRCRAFT APPROACH CATEGORY B
 DESIGN AIRCRAFT GROUP II

KANKAKEE VALLEY AIRPORT AUTHORITY

APPROVED *Blair S. Chrest*
 AIRPORT MANAGER

DATE *3/1* 20*12*

SUMMARY OF QUANTITIES

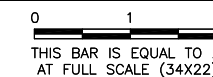
ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT
AR150510	ENGINEER'S FIELD OFFICE	1	LS
AR150520	MOBILIZATION	1	LS
AR152410	UNCLASSIFIED EXCAVATION	1,000	CY
AR152540	SOIL STABILIZATION FABRIC	2,000	SY
AR156520	INLET PROTECTION	12	EACH
AR208515	POROUS GRANULAR EMBANKMENT	670	CY
AR209606	CRUSHED AGG. BASE COURSE - 6"	2,000	SY
AR209650	AGGREGATE BASE PREPARATION	8,200	SY
AR401610	BITUMINOUS SURFACE COURSE	720	TON
AR401900	REMOVE BITUMINOUS PAVEMENT	8,200	SY
AR403610	BITUMINOUS BASE COURSE	1,200	TON
AR602510	BITUMINOUS PRIME COAT	2,400	GAL
AR603510	BITUMINOUS TACK COAT	1,200	GAL
AR605510	JOINT SEALING FILLER	1,150	LF
AR620520	PAVEMENT MARKING - WATERBORNE	1,210	SF

INDEX TO SHEETS

1. COVER SHEET
2. INDEX TO SHEETS / SUMMARY OF QUANTITIES
3. SITE PLAN / PROJECT CONTROL PLAN
4. SEQUENCE OF CONSTRUCTION PER AC 150/5370-2F (LATEST EDITION)
5. SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS
6. TYPICAL SECTIONS
7. EXISTING CONDITIONS / PROPOSED REMOVALS
8. PAVEMENT GRADING & LANDSCAPING PLAN
9. PAVEMENT MARKING PLAN / MISCELLANEOUS DETAILS
10. ENGINEERING INFORMATION

REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2**

**INDEX TO SHEETS /
 SUMMARY OF QUANTITIES**



DESIGN BY:	AAO
DRAWN BY:	AAO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL. PROJECT: IKK-4155 A.I.P. PROJECT: 3-17-0057-B20 FINAL	
SHEET	2 OF 10 SHEETS

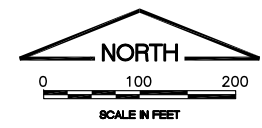
HORIZONTAL LAYOUT			
POINT	DESCRIPTION	NORTHING	EASTING
1	TAXIWAY G - TAXIWAY H INTERSECTION	1603407.87	1118799.96
2	BEGIN PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 0+21.73	1603021.62	1118911.60
3	BEGIN PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 0+22.21	1602878.71	1118960.91
4	BEGIN PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 0+43.08	1602729.67	1118990.77
5	END PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 3+57.69	1602911.02	1118594.36
6	END PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 3+57.57	1602768.77	1118634.09
7	END PROPOSED IMPROVEMENTS - T-HANGAR PAVEMENT CENTERLINE STA. 3+57.27	1602626.66	1118693.95
8	TAXIWAY G - TAXIWAY D INTERSECTION	1601911.32	1119321.69

CONTRACTOR SHALL VERIFY ALL HORIZONTAL CONTROL POINTS BEFORE BEGINNING CONSTRUCTION

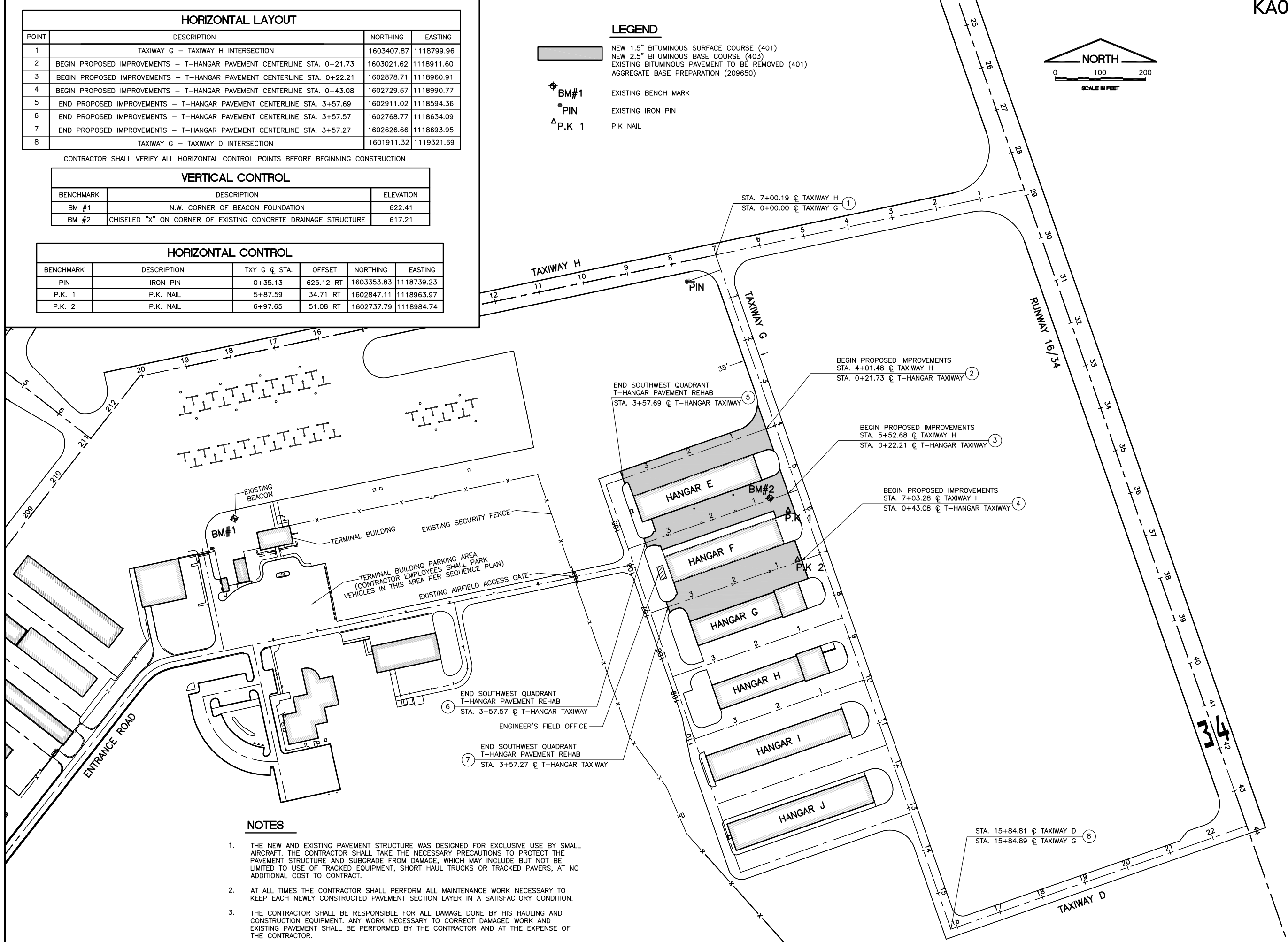
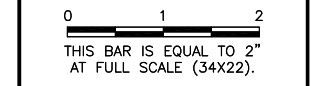
VERTICAL CONTROL		
BENCHMARK	DESCRIPTION	ELEVATION
BM #1	N.W. CORNER OF BEACON FOUNDATION	622.41
BM #2	CHISELED "X" ON CORNER OF EXISTING CONCRETE DRAINAGE STRUCTURE	617.21

HORIZONTAL CONTROL					
BENCHMARK	DESCRIPTION	TXY G @ STA.	OFFSET	NORTHING	EASTING
PIN	IRON PIN	0+35.13	625.12 RT	1603353.83	1118739.23
P.K. 1	P.K. NAIL	5+87.59	34.71 RT	1602847.11	1118963.97
P.K. 2	P.K. NAIL	6+97.65	51.08 RT	1602737.79	1118984.74

- LEGEND**
- NEW 1.5" BITUMINOUS SURFACE COURSE (401)
 - NEW 2.5" BITUMINOUS BASE COURSE (403)
 - EXISTING BITUMINOUS PAVEMENT TO BE REMOVED (401)
 - AGGREGATE BASE PREPARATION (209650)
 - BM#1 EXISTING BENCH MARK
 - PIN EXISTING IRON PIN
 - P.K. 1 P.K. NAIL



REVISIONS		
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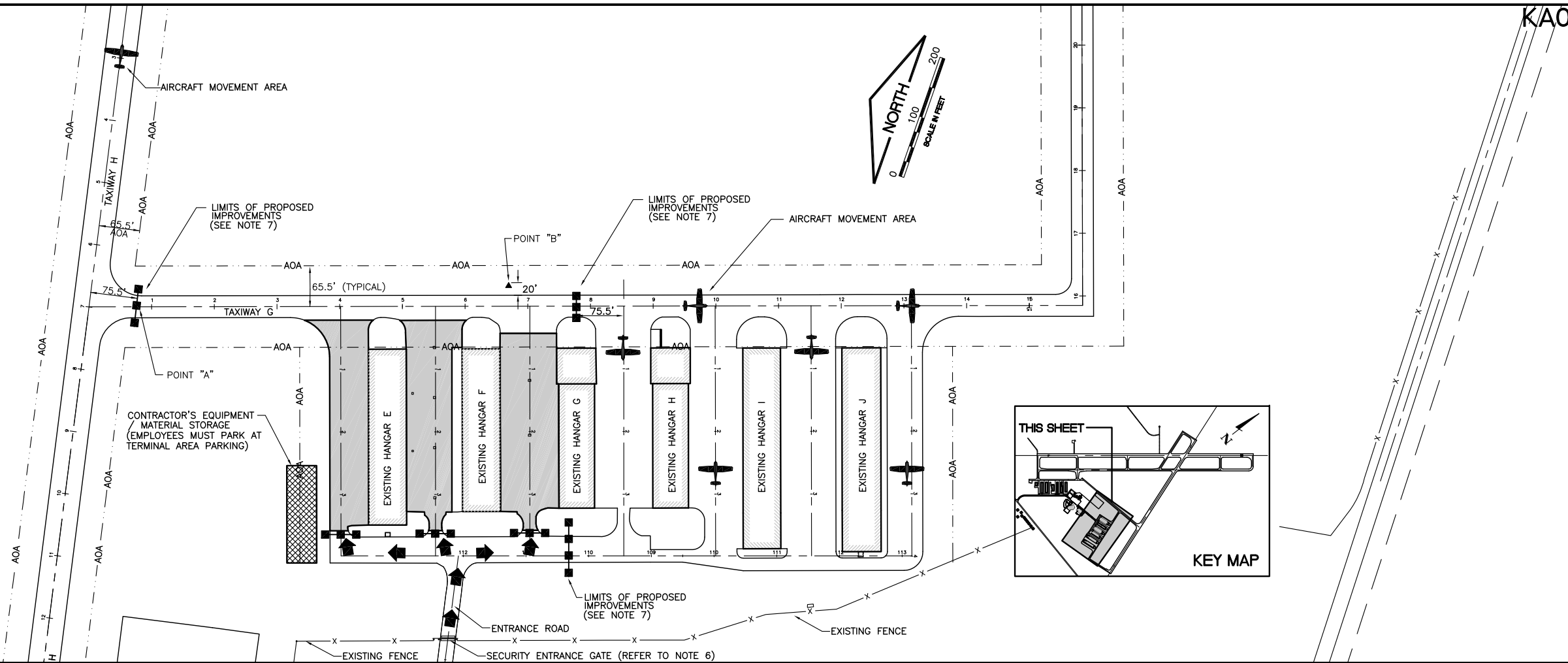


- NOTES**
- THE NEW AND EXISTING PAVEMENT STRUCTURE WAS DESIGNED FOR EXCLUSIVE USE BY SMALL AIRCRAFT. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO PROTECT THE PAVEMENT STRUCTURE AND SUBGRADE FROM DAMAGE, WHICH MAY INCLUDE BUT NOT BE LIMITED TO USE OF TRACKED EQUIPMENT, SHORT HAUL TRUCKS OR TRACKED PAVERS, AT NO ADDITIONAL COST TO CONTRACT.
 - AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH NEWLY CONSTRUCTED PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
 - THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.

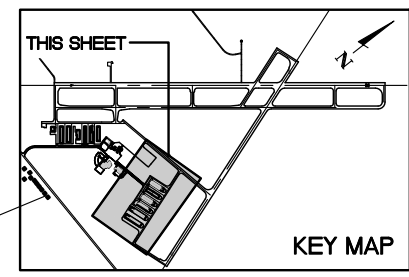
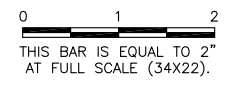
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2**
SITE PLAN / PROJECT CONTROL PLAN

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DRAWN BY:	AAO/JRO
CHECKED BY:	AAO
APPROVED BY:	DKP
DATE:	03/02/12
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FINAL	
SHEET	3 OF 10 SHEETS



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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2
 SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2F (LATEST EDITION)**

SUGGESTED SEQUENCE OF CONSTRUCTION

- NOTIFY RESIDENT ENGINEER TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION SO THAT AIRCRAFT RELOCATION CAN BE COORDINATED WITH AIRPORT (BY OTHERS). CONTRACTOR SHALL SUBMIT CONSTRUCTION SCHEDULE DETAILING MAXIMUM AMOUNT OF TIME AIRCRAFT WILL BE DISPLACED FROM EXISTING HANGARS DURING CONSTRUCTION FOR APPROVAL FROM THE AIRPORT.
- PLACE BARRICADES AS SHOWN.
- INSTALL EROSION CONTROL MEASURES
- REMOVE EXISTING PAVEMENT
- COMPLETE GRADING
- CONSTRUCT BITUMINOUS PAVEMENT
- COMPLETE LANDSCAPING
- INSTALL PAVEMENT MARKINGS
- CLEAN PAVEMENTS AND REMOVE BARRICADES AND MISCELLANEOUS DEBRIS FROM CONSTRUCTION AREA.
- COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER SO THAT DISPLACED AIRCRAFT CAN BE RELOCATED BACK TO THEIR ORIGINAL STORAGE AREAS (BY OTHERS).

NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO COMPLETE PERMIT APPLICATION AND OBTAIN A CITY OF KANKAKEE BUILDING PERMIT FOR THIS PROJECT BEFORE THE NOTICE TO PROCEED IS ISSUED.
2. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. MARK THE AIR OPERATIONS AREA (A.O.A.) WITH LATHE AND RIBBON AS SHOWN BY THE CONSTRUCTION SETBACK LINE OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. THE AIRPORT WILL REQUIRE TWO (2) WEEKS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING ANY WORK TO COORDINATE WITH THE TENANTS.
5. AT THE END OF EACH WORK DAY, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA SHOWN.
6. CONTRACTOR SHALL COORDINATE WITH RESIDENT ENGINEER AND AIRPORT ON ENTRANCE TO THE T-HANGAR SITE.
7. CONTRACTOR SHALL MAINTAIN ALL CONSTRUCTION EQUIPMENT AND VEHICLES WITHIN THE LIMITS OF IMPROVEMENTS. AREAS OUTSIDE LIMITS OF IMPROVEMENTS ARE AIRCRAFT MOVEMENT AREAS. NO VEHICLE IS ALLOWED PASSED THESE LIMITS.

LEGEND

- CONSTRUCTION REHABILITATION LIMITS
- EXISTING HANGAR/BUILDING
- EXISTING PAVEMENT
- EXISTING AIRPORT PROPERTY LINE
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE
- BARRICADES WITH FLASHING RED LIGHTS (SEE GENERAL NOTE 11 ON NEXT SHEET)
- EXISTING AIR OPERATIONS AREA (AOA) - TOTAL WIDTH 131' (NOTE: AOA BASED ON TAXIWAY OBJECT FREE AREA - DESIGN AIRPORT GROUP II)

POINT "A"
 NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
 • LATITUDE: 41° 04' 04.47" (NAD 83)
 • LONGITUDE: 87° 50' 43.04" (NAD 83)
 • EXISTING ELEVATION: 619.6'

POINT "B"
 NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
 • LATITUDE: 41° 03' 59.04" (NAD 83)
 • LONGITUDE: 87° 50' 40.06" (NAD 83)
 • EXISTING ELEVATION: 616.3'

DESIGN AIRCRAFT APPROACH CATEGORY: B
 DESIGN AIRPORT GROUP: II

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 25 FEET

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IL PROJECT: IKK-4155 A.I.P. PROJECT: 3-17-0057-B20	
FINAL	
SHEET	4 OF 10 SHEETS

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 THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2F (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- 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.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD 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.
- 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 AND AIRPORT MANAGER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO A LEVEL OF FIVE HORIZONTAL FOOT CANDLES. THE LIGHTING LEVELS SHALL BE CALCULATED AND MEASURED IN ACCORDANCE WITH THE CURRENT STANDARDS OF THE ILLUMINATION ENGINEERING SOCIETY. LIGHTS SHALL BE POSITIONED SO AS NOT TO INTERFERE WITH AIRPORT OPERATIONS.
- THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER VEHICLE OR PERSONNEL 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 SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- 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 AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER OR OWNER. BARRICADES SHALL BE WEIGHED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER TWO (2) WEEKS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- 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 DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT 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.
- CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION (SEE FLAG DETAIL, THIS SHEET).
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- 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.
- 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 ROUTES (STATE HIGHWAYS, COUNTY ROADS 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 RESIDENT 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 RESIDENT ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- 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.
- 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, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN 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.

- 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.
- 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.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE AIR OPERATIONS AREA (A.O.A.) FOR ACTIVE TAXIWAYS/RUNWAYS/TAXILANES/APRONS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES, RUNWAY AND TAXIWAY OBJECT FREE AREAS AND OBSTACLE FREE ZONES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS 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 SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, 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.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTOR'S WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MAINTENANCE. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

CONTRACTOR CROSSING RUNWAY AND TAXIWAY AIR OPERATIONS AREA (A.O.A.)

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- ANY WORK DONE OUTSIDE BARRICADED AND CLOSED AREAS, AS INDICATED ON SUGGESTED SEQUENCE OF CONSTRUCTION ON SHEET 4, WHICH WILL BE 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 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 TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS: (NO WORK IS ANTICIPATED TO BE WITHIN RUNWAY A.O.A.)

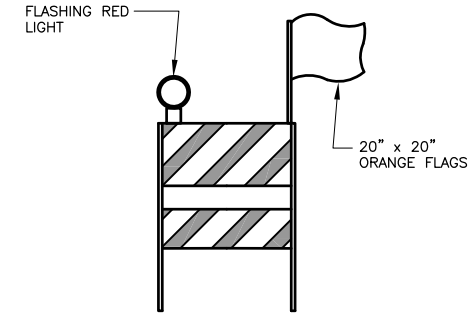
ANY WORK WITHIN THE A.O.A. OF AN ACTIVE RUNWAY SHALL EITHER BE DONE ON WEEKENDS, OFF-PEAK DAYTIME OR NIGHTTIME HOURS, LOCAL TIME AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN THE A.O.A. OF THE RUNWAY, THE RUNWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. STEEL PLATES IF NECESSARY SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

TAXIWAYS / TAXILANES / APRONS:

ANY WORK WITHIN THE A.O.A. OF AN ACTIVE TAXIWAY SHALL EITHER BE DONE ON WEEKENDS, OFF-PEAK DAYTIME OR NIGHTTIME HOURS, LOCAL TIME AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN THE A.O.A. OF THE TAXIWAY, THE TAXIWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. STEEL PLATES IF NECESSARY SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A.

NOTE - ALL PHASES

ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPlicing NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

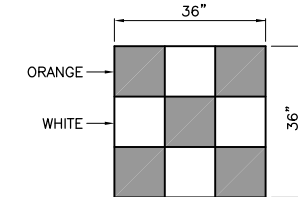


FLASHER BARRICADE DETAIL

N.T.S.

NOTES

- FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT TEN-FOOT (10') INTERVALS.
- ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.

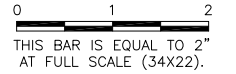


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2**

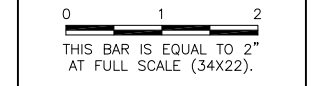
**SEQUENCE OF CONSTRUCTION
 GENERAL NOTES AND DETAILS**

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DRAWN BY:	JRO
CHECKED BY:	AAO
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
I.L. PROJECT: IKK-4155 A.I.P. PROJECT: 3-17-0057-B20 FINAL	
SHEET	5 OF 10 SHEETS

REVISIONS		
NUMBER	BY	DATE



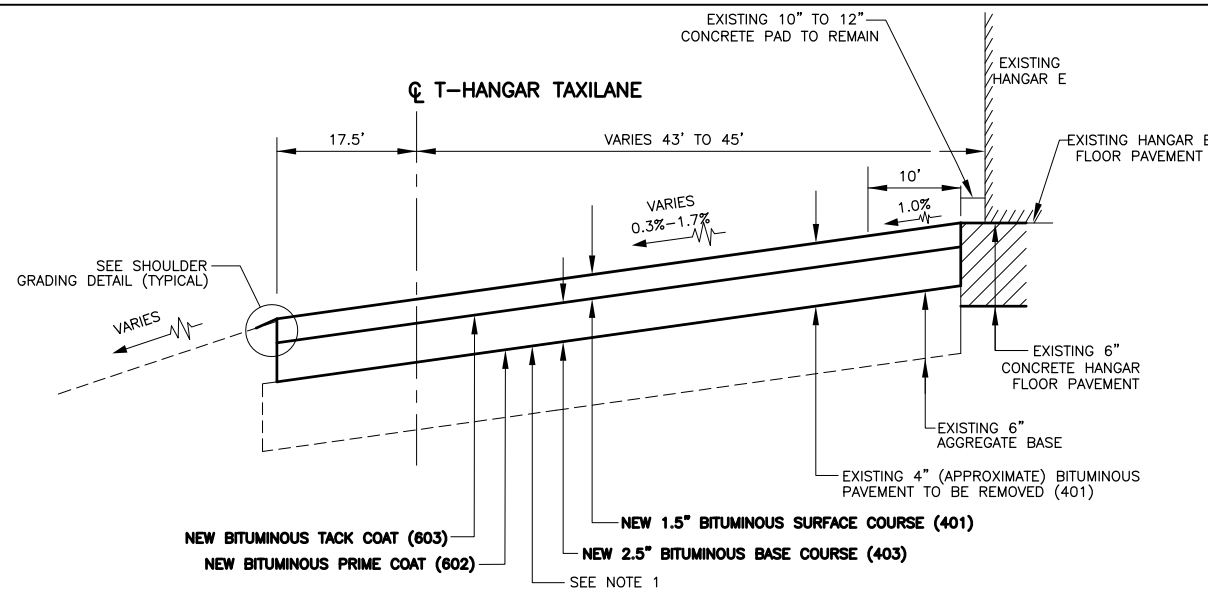
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2**

TYPICAL SECTIONS

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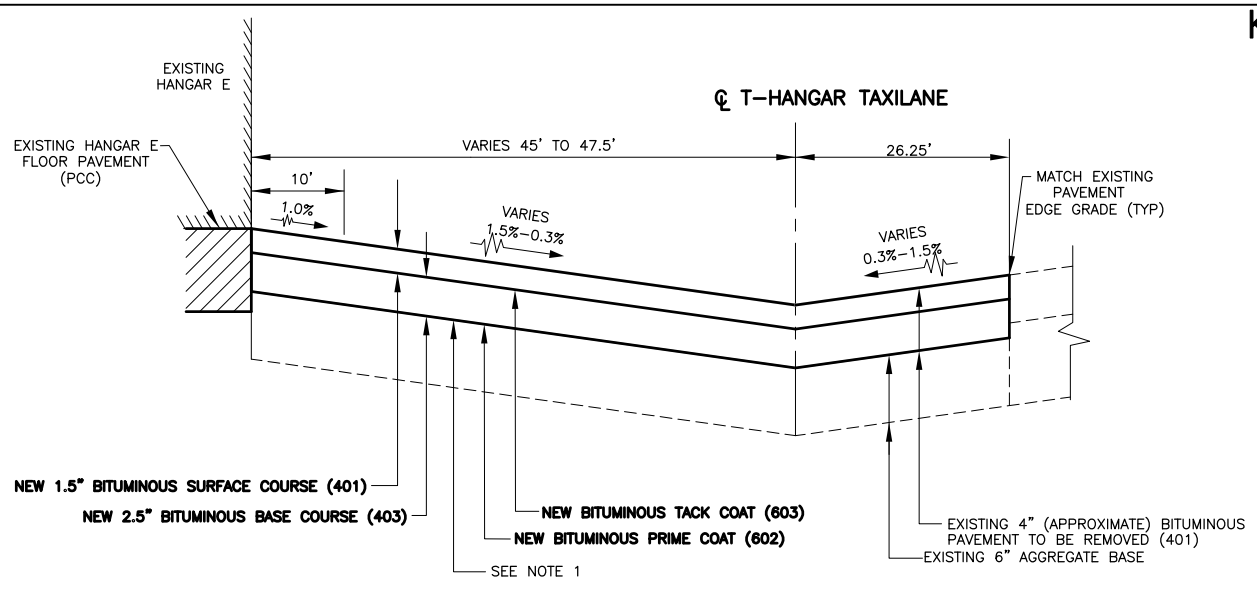
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DRAWN BY:	JRO
CHECKED BY:	AAO
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL PROJECT:	IKK-4155
A.I.P. PROJECT:	3-17-0057-B20
FINAL	
SHEET	6 OF 10 SHEETS



**T-HANGAR PAVEMENT
 TYPICAL SECTION A-A**

NOT TO SCALE

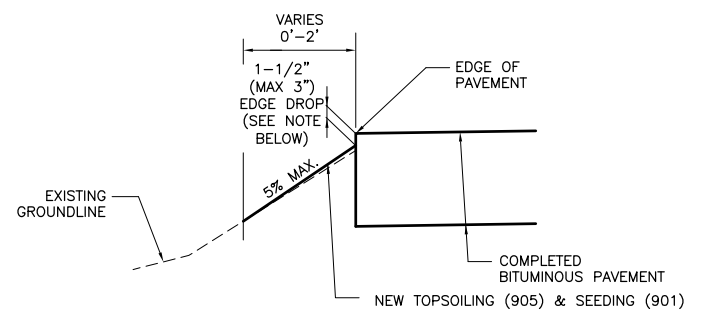


**T-HANGAR PAVEMENT
 TYPICAL SECTION B-B**

NOT TO SCALE

NOTES:

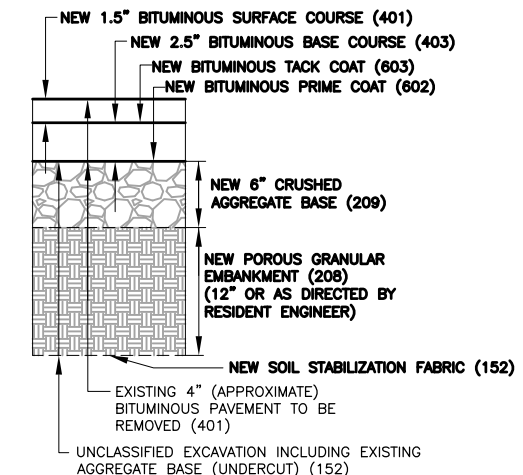
1. THE CONTRACTOR SHALL REGRADE AND RECOMPACT EXISTING CRUSHED AGGREGATE BASE COURSE, INCLUDING ANY REQUIRED BASE REMOVAL TO GRADE TO 4" SECTION FOR PROPOSED PAVEMENT STRUCTURE, AT ALL PAVEMENT REMOVAL AREAS PER SPECIFICATION 209650, AGGREGATE BASE PREPARATION.
2. LOCATIONS FOR FURNISHING AND PLACING POROUS GRANULAR EMBANKMENT SHALL BE AS THE FIELD CONDITIONS WARRANT AT THE TIME OF CONSTRUCTION. THIS MATERIAL IS INTENDED TO REPAIR SOFT SUBGRADE AS DIRECTED BY THE RESIDENT ENGINEER. NO ADJUSTMENT IN UNIT PRICE WILL BE ALLOWED FOR AN INCREASE OR DECREASE IN QUANTITIES. EXCAVATION OF THE SOFT SUBGRADE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. (REFER TO STABILIZATION TYPICAL SECTION)
3. REFER TO MISCELLANEOUS DETAIL SHEET FOR DETAIL ON CONCRETE / BITUMINOUS PAVEMENT INTERFACE JOINT SEALANT DETAIL.



SHOULDER GRADING DETAIL

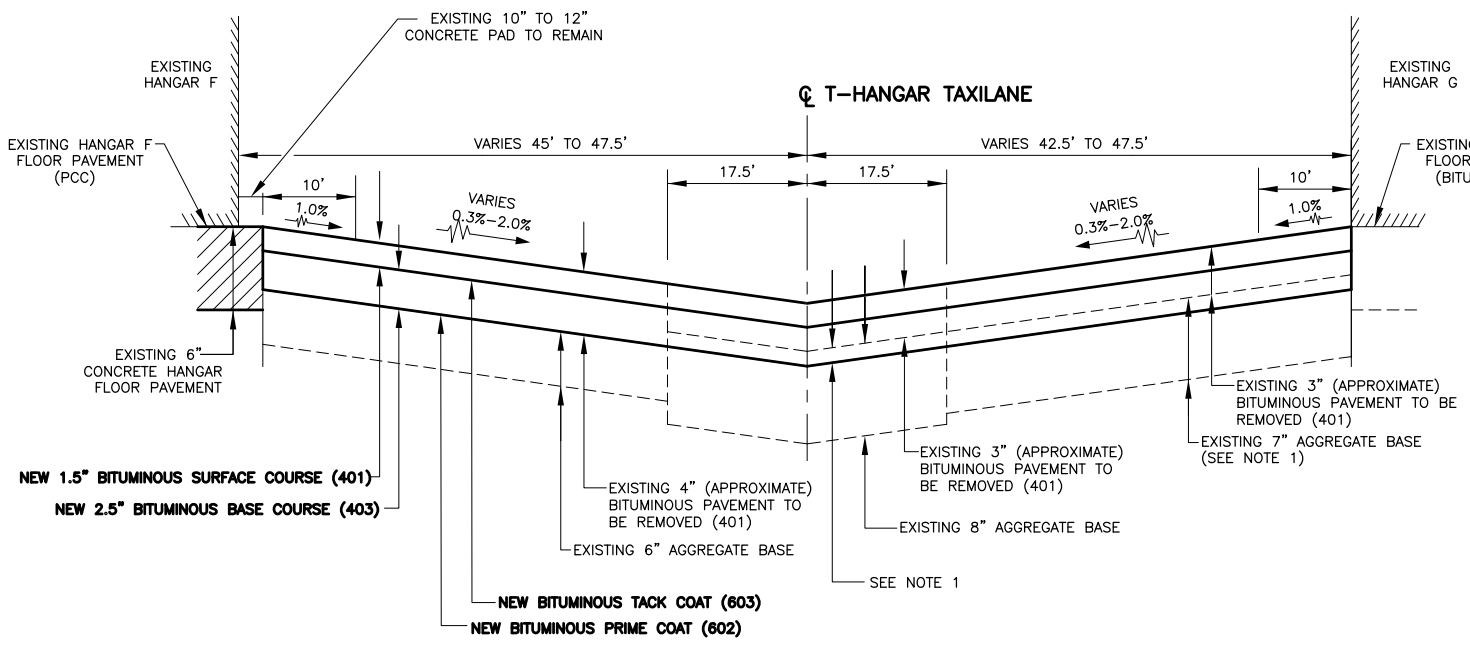
NOT TO SCALE

NOTE: IF EDGE DROP OFF IS GREATER THAN 3" THE CONTRACTOR SHALL BE REQUIRED TO FILL WITH TOPSOIL AND SEED. (COST INCIDENTAL TO CONTRACT)



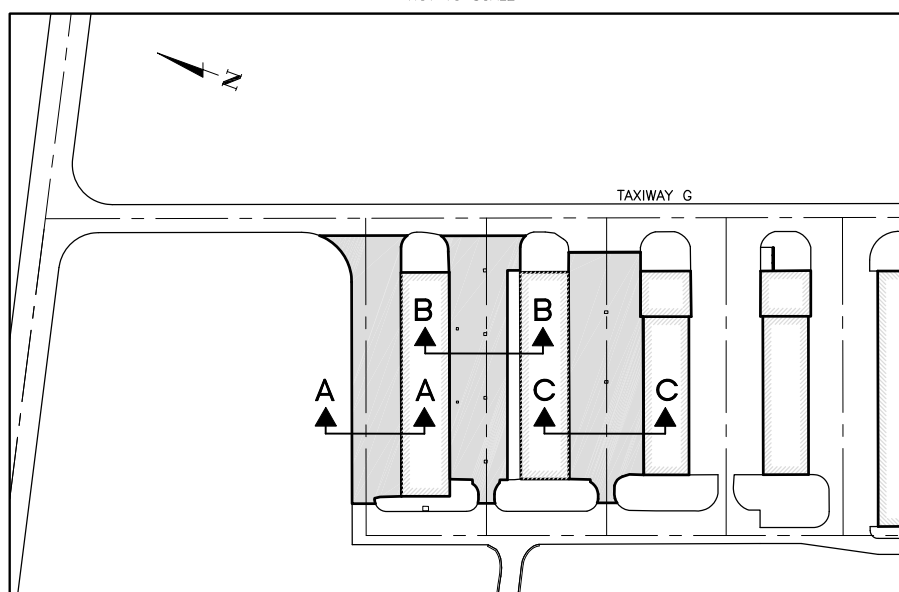
STABILIZATION TYPICAL SECTION

(REFER TO NOTE 2)
 NOT TO SCALE






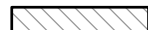
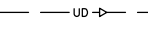


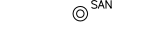
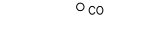
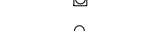




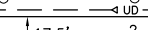
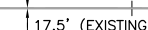
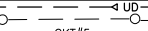















**T-HANGAR PAVEMENT
 TYPICAL SECTION C-C**

NOT TO SCALE



KEY MAP

LEGEND

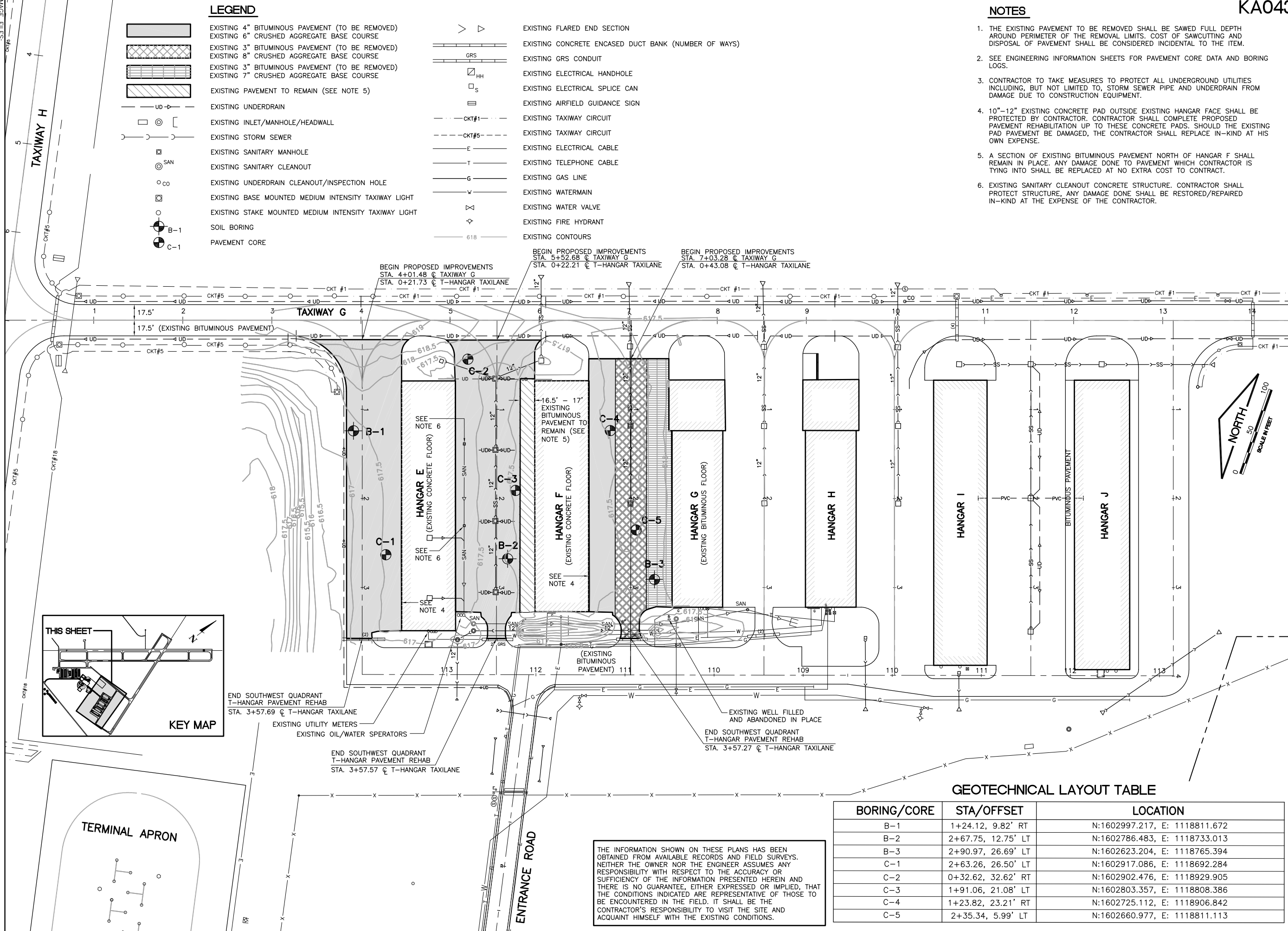
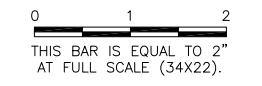
-  EXISTING 4" BITUMINOUS PAVEMENT (TO BE REMOVED)
-  EXISTING 6" CRUSHED AGGREGATE BASE COURSE
-  EXISTING 3" BITUMINOUS PAVEMENT (TO BE REMOVED)
-  EXISTING 8" CRUSHED AGGREGATE BASE COURSE
-  EXISTING 3" BITUMINOUS PAVEMENT (TO BE REMOVED)
-  EXISTING 7" CRUSHED AGGREGATE BASE COURSE
-  EXISTING PAVEMENT TO REMAIN (SEE NOTE 5)
-  EXISTING UNDERDRAIN
-  EXISTING INLET/MANHOLE/HEADWALL
-  EXISTING STORM SEWER
-  EXISTING SANITARY MANHOLE
-  EXISTING SANITARY CLEANOUT
-  EXISTING UNDERDRAIN CLEANOUT/INSPECTION HOLE
-  EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
-  SOIL BORING
-  PAVEMENT CORE
-  EXISTING FLARED END SECTION
-  EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
-  EXISTING GRS CONDUIT
-  EXISTING ELECTRICAL HANDHOLE
-  EXISTING ELECTRICAL SPLICE CAN
-  EXISTING AIRFIELD GUIDANCE SIGN
-  EXISTING TAXIWAY CIRCUIT
-  EXISTING TAXIWAY CIRCUIT
-  EXISTING ELECTRICAL CABLE
-  EXISTING TELEPHONE CABLE
-  EXISTING GAS LINE
-  EXISTING WATERMAIN
-  EXISTING WATER VALVE
-  EXISTING FIRE HYDRANT
-  EXISTING CONTOURS

NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. SEE ENGINEERING INFORMATION SHEETS FOR PAVEMENT CORE DATA AND BORING LOGS.
3. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, STORM SEWER PIPE AND UNDERDRAIN FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT.
4. 10"-12" EXISTING CONCRETE PAD OUTSIDE EXISTING HANGAR FACE SHALL BE PROTECTED BY CONTRACTOR. CONTRACTOR SHALL COMPLETE PROPOSED PAVEMENT REHABILITATION UP TO THESE CONCRETE PADS. SHOULD THE EXISTING PAD PAVEMENT BE DAMAGED, THE CONTRACTOR SHALL REPLACE IN-KIND AT HIS OWN EXPENSE.
5. A SECTION OF EXISTING BITUMINOUS PAVEMENT NORTH OF HANGAR F SHALL REMAIN IN PLACE. ANY DAMAGE DONE TO PAVEMENT WHICH CONTRACTOR IS TYING INTO SHALL BE REPLACED AT NO EXTRA COST TO CONTRACT.
6. EXISTING SANITARY CLEANOUT CONCRETE STRUCTURE. CONTRACTOR SHALL PROTECT STRUCTURE, ANY DAMAGE DONE SHALL BE RESTORED/REPAIRED IN-KIND AT THE EXPENSE OF THE CONTRACTOR.

REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2
 EXISTING CONDITIONS/
 PROPOSED REMOVALS**

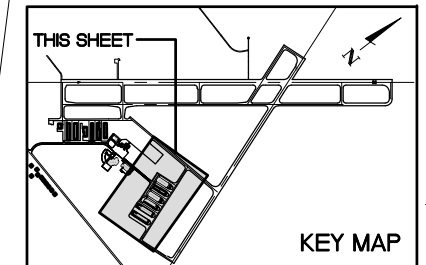
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DESIGN BY:	AAO
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CHECKED BY:	AAO
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL PROJECT:	IKK-4155
A.I.P. PROJECT:	3-17-0057-B20
FINAL	
SHEET 7 OF 10 SHEETS	

GEOTECHNICAL LAYOUT TABLE

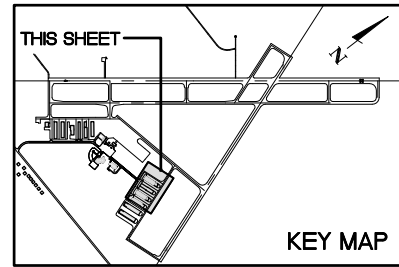
BORING/CORE	STA/OFFSET	LOCATION
B-1	1+24.12, 9.82' RT	N:1602997.217, E: 1118811.672
B-2	2+67.75, 12.75' LT	N:1602786.483, E: 1118733.013
B-3	2+90.97, 26.69' LT	N:1602623.204, E: 1118765.394
C-1	2+63.26, 26.50' RT	N:1602917.086, E: 1118692.284
C-2	0+32.62, 32.62' RT	N:1602902.476, E: 1118929.905
C-3	1+91.06, 21.08' LT	N:1602803.357, E: 1118808.386
C-4	1+23.82, 23.21' RT	N:1602725.112, E: 1118906.842
C-5	2+35.34, 5.99' LT	N:1602660.977, E: 1118811.113

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS AND FIELD SURVEYS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION PRESENTED HEREIN AND THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

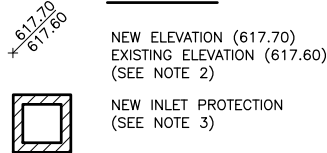


TERMINAL APRON

ENTRANCE ROAD



LEGEND

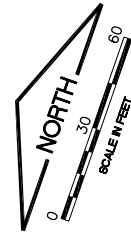


NOTE

1. ANY EXCAVATION OR GROUND DISTURBED OUTSIDE THE LANDSCAPING LIMITS SHALL BE REPAIRED BY THE CONTRACTOR. THE COST OF REPAIRING THE GROUNDLINE SHALL BE INCIDENTAL TO THE CONTRACT.
2. PAVEMENT TIE-IN EDGES HAVE ONLY ONE ELEVATION CALLED OUT WHICH ARE EXISTING ELEVATIONS WHICH THE CONTRACTOR SHALL BE MATCHED.
3. INLETS WITHIN PAVEMENT SHALL HAVE A FILTER WRAP INSTALLED. REFER TO DETAIL ON SHEET 9.

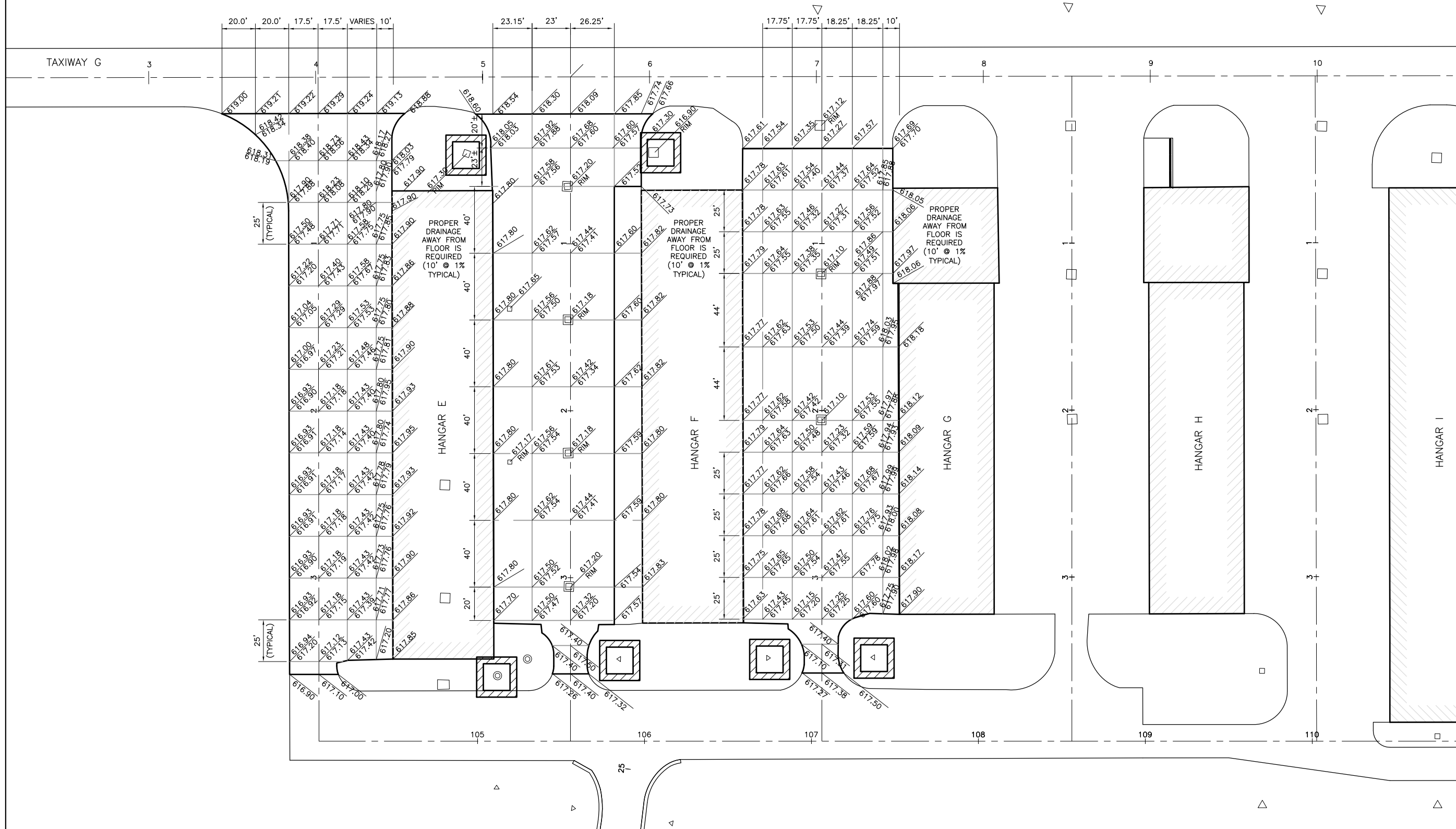
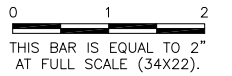
KA043

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 LAYOUT: Layout1
 UPDATE BY: aodeh
 SURVEY BOOK #
 DATE: Tue 3/6/12 4:30pm
 XREF DWG: tbcint.dwg
 tb.dwg
 T-Hangar-base.dwg
 se t-hgr ph 2 topo.DWG



REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2**

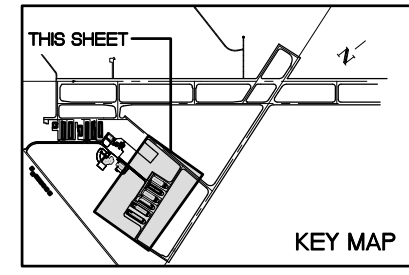
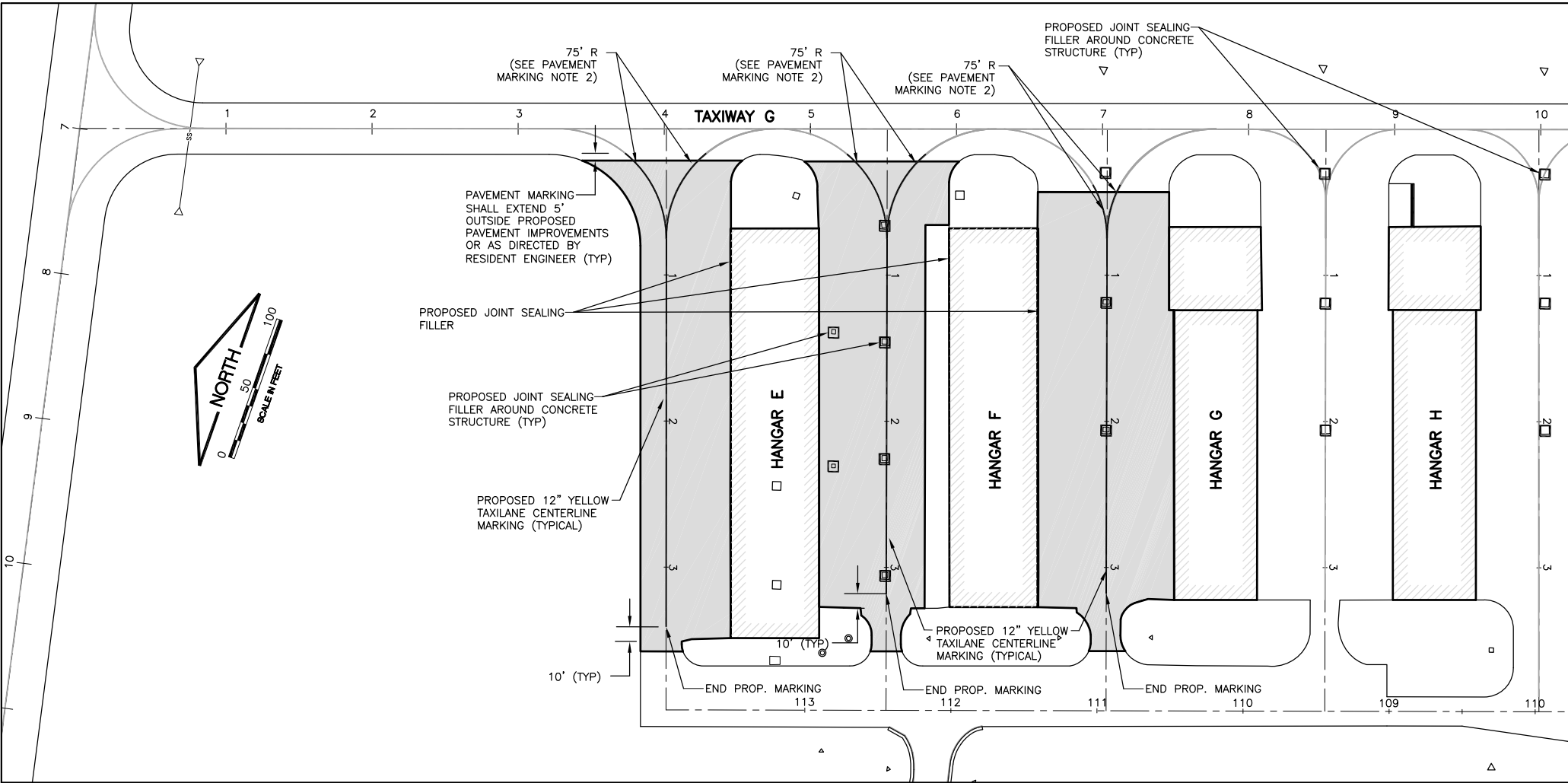
**PAVEMENT GRADING &
 LANDSCAPING PLAN**

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DRAWN BY:	AAO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL PROJECT:	IKK-4155
A.I.P. PROJECT:	3-17-0057-B20
FINAL	
SHEET	8 OF 10 SHEETS

IMAGE FILES:



LEGEND

- T-HANGAR PAVEMENT REHABILITATION
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED JOINT SEALING FILLER (REFER TO DETAIL BELOW)

PAVEMENT MARKING NOTES

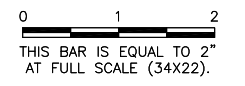
1. ALL NEW AND EXISTING PAVEMENTS TO BE MARKED OR RE-MARKED SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. CURVE RADIUS SET AT EXISTING PAVEMENT MARKING RADIUS.
3. IF REQUIRED BY THE AIRPORT, THE CONTRACTOR SHALL INSTALL HANGAR LEAD IN LINES FOR HANGARS G & F. THE LEAD IN LINES ARE TYPICALLY THREE (3) 3" WIDE BY 30' AT THE CENTER OF THE HANGAR DOOR. THESE SHALL BE PAID FOR UNDER ITEM 620 PAVEMENT MARKING. IF NOT REQUIRED, THE QUANTITY SHALL BE REDUCED FROM THE CONTRACT AT NO COST TO THE CONTRACT.

KA043

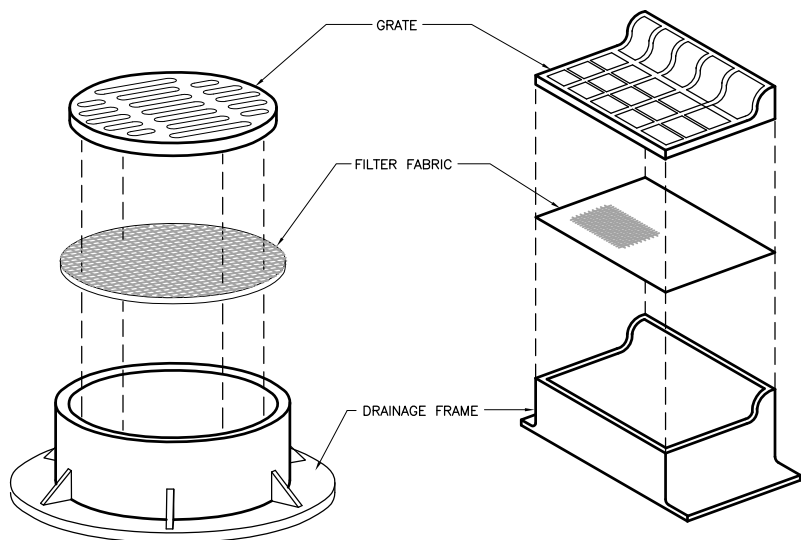
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 FILE: 9_misc Details.dwg
 LAYOUT: Layout1
 UPDATE BY: Adham Odeh
 SURVEY BOOK #
 DATE: Wednesday, March 07, 2012 4:09:48 PM
 XREF DWG: tbcint.dwg
 tb.dwg
 T-Hangar-base.dwg
 se t-hgr ph 2 topo.DWG

REVISIONS

NUMBER	BY	DATE



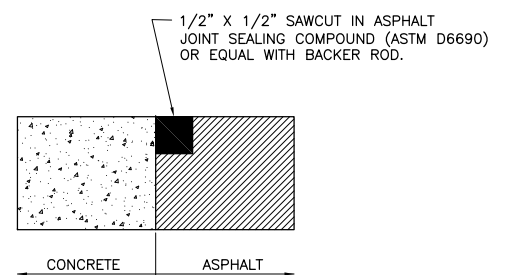
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE SOUTHEAST QUADRANT
 T-HANGAR PAVEMENTS - PHASE 2
 PAVEMENT MARKING PLAN/
 MISCELLANEOUS DETAILS**



DRAINAGE STRUCTURE FILTER WRAP

N.T.S.

1. FILTER WRAP TO BE PLACED IN ALL SLOPE BOX INLETS, INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
2. FABRIC SHALL BE IN CONFORMANCE WITH ARTICLE 1080.03 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION 2007.
3. FABRIC SHALL OVERLAY FRAME BY 2" (MIN.).
4. CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE THROUGH THE STRUCTURE.
5. FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION OF PAVEMENT REHABILITATION.
6. COST OF FILTER WRAP AND MAINTENANCE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



JOINT SEALING AT CONCRETE ASPHALT INTERFACE


N.T.S.

NOTE: JOINT DIMENSIONS SHALL MEET MANUFACTURER'S RECOMMENDATION

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DESIGN BY:	AAO
DRAWN BY:	AAO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL PROJECT:	IKK-4155
A.I.P. PROJECT:	3-17-0057-B20
FINAL	
SHEET	9 OF 10 SHEETS

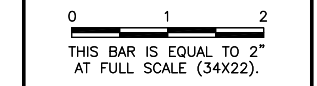
 Subsurface Investigation for the Greater Kankakee Airport, Kankakee, Illinois		
CORE NO.	THICKNESS (in.)	MATERIAL DESCRIPTION
C-1	1.75	Sta.: 2+63.26, 29.32' LT offset CL T-Hangar pvt centerline. Elevation= 617.62'
	2.0	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	12.0	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	15.75+	Crushed stone. Subgrade
C-2	1.75	Sta.: 0+32.62, 32.62' RT offset CL T-Hangar pvt centerline. Elevation= 617.91'
	1.25	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	6.0	ASPHALT - Well consolidated, fine to medium aggregate size.
	9.0+	Crushed stone. Subgrade
C-3	2.5	Sta.: 1+91.06, 21.18' LT offset CL T-Hangar pvt centerline. Elevation= 617.56'
	2.0	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	6.0	ASPHALT - Well consolidated, fine to medium aggregate size.
	10.5+	Crushed stone. Subgrade
C-4	2.5	Sta.: 1+23.82, 23.21' RT offset CL T-Hangar pvt centerline. Elevation= 617.47'
	2.75	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	9.5	ASPHALT - Well consolidated, fine to medium aggregate size.
	14.75+	Crushed stone. Subgrade
C-5	1.25	Sta.: 2+35.34, 5.99' LT offset CL T-Hangar pvt centerline. Elevation= 617.45'
	1.5	ASPHALT - Well consolidated, fine to medium aggregate size.
	10.0	ASPHALT - Well consolidated, fine to medium aggregate size.
	12.75+	Crushed stone. Subgrade
B-1	1.25	Sta.: 1+24.12, 7.23' RT offset CL T-Hangar pvt centerline. Elevation= 617.33'
	2.75	ASPHALT - Well consolidated, fine to medium aggregate size.
	10.0	ASPHALT - Well consolidated, fine to medium aggregate size.
	14.0+	Crushed stone. Subgrade
B-2	1.25	Sta.: 2+67.78, 12.42' LT offset CL T-Hangar pvt centerline. Elevation= 617.52'
	3.5	ASPHALT - Well consolidated, fine to medium aggregate size.
	10.0	ASPHALT - Well consolidated, fine to medium aggregate size.
	14.75+	Crushed stone. Subgrade
B-3	1.5	Sta.: 2+90.97, 26.69' LT offset CL T-Hangar pvt centerline. Elevation= 617.89'
	2.0	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	5.0	ASPHALT - Poorly consolidated, fine to medium aggregate size.
	8.5+	Crushed stone. Subgrade

LOG OF BORING NO. B-01													
CLIENT		BORING LOCATION											
Crawford, Murphy & Tilly, Inc.		Sta.: 1+24.12, 7.23' RT offset CL T-Hangar pvt centerline. Elevation: 617.33'											
PROJECT LOCATION		PROJECT DESCRIPTION											
Greater Kankakee Airport, Kankakee, Illinois		Rehabilitate Southeast Quadrant T-Hangar Pavement-Phase 2											
DEPTH (ft.) BELOW GROUND SURFACE	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY	DESCRIPTION OF MATERIAL	UNCONFINED COMPRESSIVE STRENGTH TONS/FT. ²		CALIBRATED PENETROMETER TONS/FT. ²		WATER CONTENT %		STANDARD "N" PENETRATION (BLOWS/FT.)	
						1	2	3	4	5	6+	1	2
					GROUND SURFACE ELEVATION 617.33'								
1	AS				Asphalt 4.0" and Crushed Stone 10.0"								
2	AS				CLAYEY SAND-brown (SC)								
3	AS				SANDY CLAY-brown-medium stiff (CL).								
5.0					END OF BORING								
10.0													
WATER LEVEL OBSERVATIONS		BORING STARTED		BORING COMPLETED		RIG		HA		FOREMAN		MR	
Water Level Dry While Drilling Dry		November 23, 2011		November 23, 2011		DRAWN		AD		APPROVED		WC	
Water Level After Boring 4.5'		GSI JOB No. 11154		SHEET 1 OF 3									

LOG OF BORING NO. B-02													
CLIENT		BORING LOCATION											
Crawford, Murphy & Tilly, Inc.		Sta.: 2+67.78, 12.42' LT offset CL T-Hangar pvt centerline. Elevation: 617.52'											
PROJECT LOCATION		PROJECT DESCRIPTION											
Greater Kankakee Airport, Kankakee, Illinois		Rehabilitate Southeast Quadrant T-Hangar Pavement-Phase 2											
DEPTH (ft.) BELOW GROUND SURFACE	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY	DESCRIPTION OF MATERIAL	UNCONFINED COMPRESSIVE STRENGTH TONS/FT. ²		CALIBRATED PENETROMETER TONS/FT. ²		WATER CONTENT %		STANDARD "N" PENETRATION (BLOWS/FT.)	
						1	2	3	4	5	6+	1	2
					GROUND SURFACE ELEVATION 617.52'								
1	AS				Asphalt 4.75" and Crushed Stone 10.0"								
2	AS				CLAYEY SAND-dark brown (SC) fill								
3	AS				SANDY CLAY-brown and gray-medium stiff (CL).								
5.0					END OF BORING								
10.0													
WATER LEVEL OBSERVATIONS		BORING STARTED		BORING COMPLETED		RIG		HA		FOREMAN		MR	
Water Level Dry While Drilling Dry		November 23, 2011		November 23, 2011		DRAWN		AD		APPROVED		WC	
Water Level After Boring Dry		GSI JOB No. 11154		SHEET 2 OF 3									

LOG OF BORING NO. B-03													
CLIENT		BORING LOCATION											
Crawford, Murphy & Tilly, Inc.		Sta.: 2+90.97, 26.69' LT offset CL T-Hangar pvt centerline. Elevation: 617.89'											
PROJECT LOCATION		PROJECT DESCRIPTION											
Greater Kankakee Airport, Kankakee, Illinois		Rehabilitate Southeast Quadrant T-Hangar Pavement-Phase 2											
DEPTH (ft.) BELOW GROUND SURFACE	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY	DESCRIPTION OF MATERIAL	UNCONFINED COMPRESSIVE STRENGTH TONS/FT. ²		CALIBRATED PENETROMETER TONS/FT. ²		WATER CONTENT %		STANDARD "N" PENETRATION (BLOWS/FT.)	
						1	2	3	4	5	6+	1	2
					GROUND SURFACE ELEVATION 617.89'								
1	AS				Asphalt 3.5" and Crushed Stone 5.0"								
2	AS				LEAN CLAY With Sand -gray-very stiff (CL) Fill								
3	AS				SANDY CLAY-dark brown and gray-stiff (CL).								
5.0					END OF BORING								
10.0													
WATER LEVEL OBSERVATIONS		BORING STARTED		BORING COMPLETED		RIG		HA		FOREMAN		MR	
Water Level Dry While Drilling Dry		November 23, 2011		November 23, 2011		DRAWN		AD		APPROVED		WC	
Water Level After Boring Dry		GSI JOB No. 11154		SHEET 3 OF 3									


REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE SOUTHEAST QUADRANT
T-HANGAR PAVEMENTS - PHASE 2**

ENGINEERING INFORMATION

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DESIGN BY:	AAO
DRAWN BY:	AAO
CHECKED BY:	DKP
APPROVED BY:	DKP
DATE:	03/02/12
JOB No:	11075-02
IL PROJECT:	IKK-4155
A.I.P. PROJECT:	3-17-0057-B20
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SHEET 10 OF 10 SHEETS	