

# KANKAKEE VALLEY AIRPORT AUTHORITY KANKAKEE, ILLINOIS

## CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

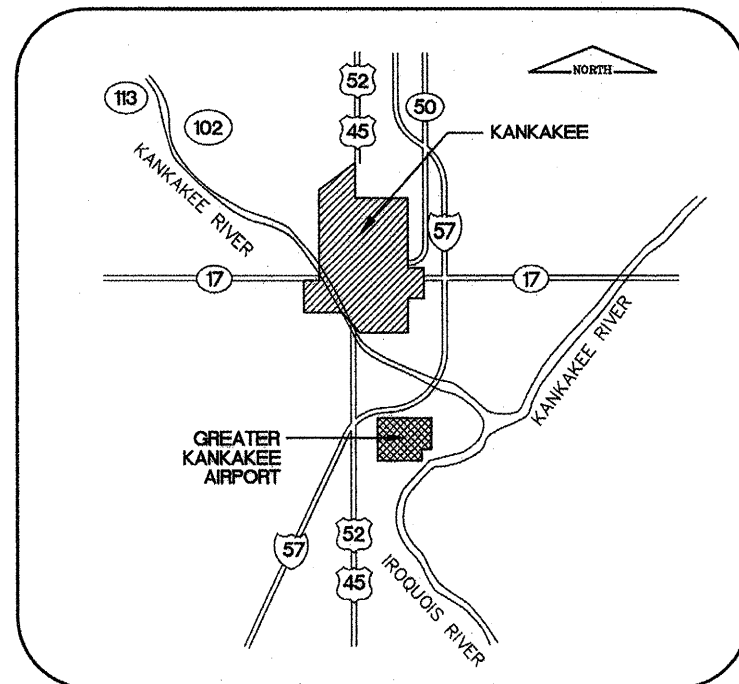
### REHABILITATE AIRFIELD LIGHTING SYSTEM - RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS

ILLINOIS PROJECT: IKK-3863  
A.I.P. PROJECT: 3-17-0057-B15

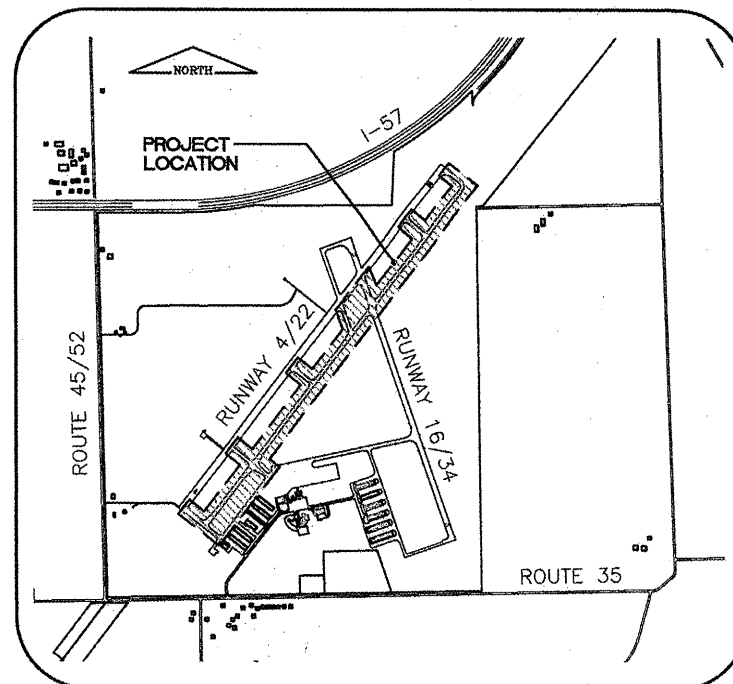
JANUARY 16, 2009



KANKAKEE VALLEY  
AIRPORT AUTHORITY  
APPROVED *[Signature]*  
AIRPORT MANAGER  
DATE *Jan 14* 2009



SITE PLAN



LOCATION MAP

DESIGN INFORMATION  
DESIGN AIRCRAFT APPROACH CATEGORY B  
DESIGN AIRCRAFT GROUP II

08075-06  
**CMT**  
CRAWFORD, MURPHY & TILLY, INC.  
CONSULTING ENGINEERS  
SUBMITTED BY *Matthew N. Demos*  
MATTHEW N. DEMOS, P.E.  
DATE *January 15* 2009

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 UPDATE BY: Jim Ohse  
 SURVEY BOOK #  
 DATE: Thursday, January 15, 2009 11:11:32 AM  
 XREF DWG: tbclnt.dwg  
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**SUMMARY OF QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR108108	1/C #8 5KV UG CABLE	L.F.	2,800	
AR108158	1/C #8 5 KV UG CABLE IN UD	L.F.	23,800	
AR108962	REPLACE CABLE	L.F.	1,000	
AR109210	VAULT MODIFICATIONS	L.S.	1	
AR109342	20 KW REGULATOR, STYLE 2	EACH	1	
AR110504	4-WAY CONCRETE ENCASED DUCT	L.F.	60	
AR125410	MITL - STAKE MOUNTED	EACH	187	
AR125415	MITL - BASE MOUNTED	EACH	29	
AR125442	TAXI GUIDANCE SIGN, 2 CHARACTER	EACH	1	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	5	
AR125444	TAXI GUIDANCE SIGN, 4 CHARACTER	EACH	1	
AR125445	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	1	
AR125470	MODIFY EXISTING SIGN PANEL	EACH	10	
AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	184	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	10	
AR125906	REMOVE SPLICE CAN	EACH	2	
AR150510	ENGINEER'S FIELD OFFICE	L.S.	1	
AR150520	MOBILIZATION	L.S.	1	

**INDEX TO SHEETS**

- COVER SHEET
- INDEX TO SHEETS/SUMMARY OF QUANTITIES
- SITE PLAN/PROJECT CONTROL PLAN
- SEQUENCE OF CONSTRUCTION - GENERAL NOTES AND DETAILS
- SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION)
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 100+00 TO STA. 106+00
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 106+00 TO STA. 118+00
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 118+00 TO STA. 130+00
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 130+00 TO STA. 142+00
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 142+00 TO STA. 154+00
- EXISTING CONDITIONS/PROPOSED REMOVALS TAXIWAY A STA. 154+00 TO STA. 163+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 100+00 TO STA. 106+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 106+00 TO STA. 118+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 118+00 TO STA. 130+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 130+00 TO STA. 142+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 142+00 TO STA. 154+00
- AIRFIELD LIGHTING PLAN TAXIWAY A STA. 154+00 TO STA. 163+00
- ELECTRICAL VAULT IMPROVEMENTS
- ELECTRICAL DETAILS - SHEET 1
- ELECTRICAL DETAILS - SHEET 1

REVISIONS

NUMBER	BY	DATE

0 1 2  
 THIS BAR IS EQUAL TO 2'  
 AT FULL SCALE (34X22).

GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 INDEX TO SHEETS/  
 SUMMARY OF QUANTITIES

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DESIGN BY: MND

DRAWN BY: JRO

CHECKED BY: MND

APPROVED BY:

DATE: 01/16/09

JOB No: 08075-06

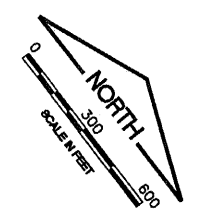
IL PROJECT: IKK-3863  
 A.I.P. PROJECT: 3-17-0057-B15

**FINAL SUBMITTAL**

SHEET 2 OF 20 SHEETS

KA038

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 LAYOUT: Layout1  
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 SURVEY BOOK #  
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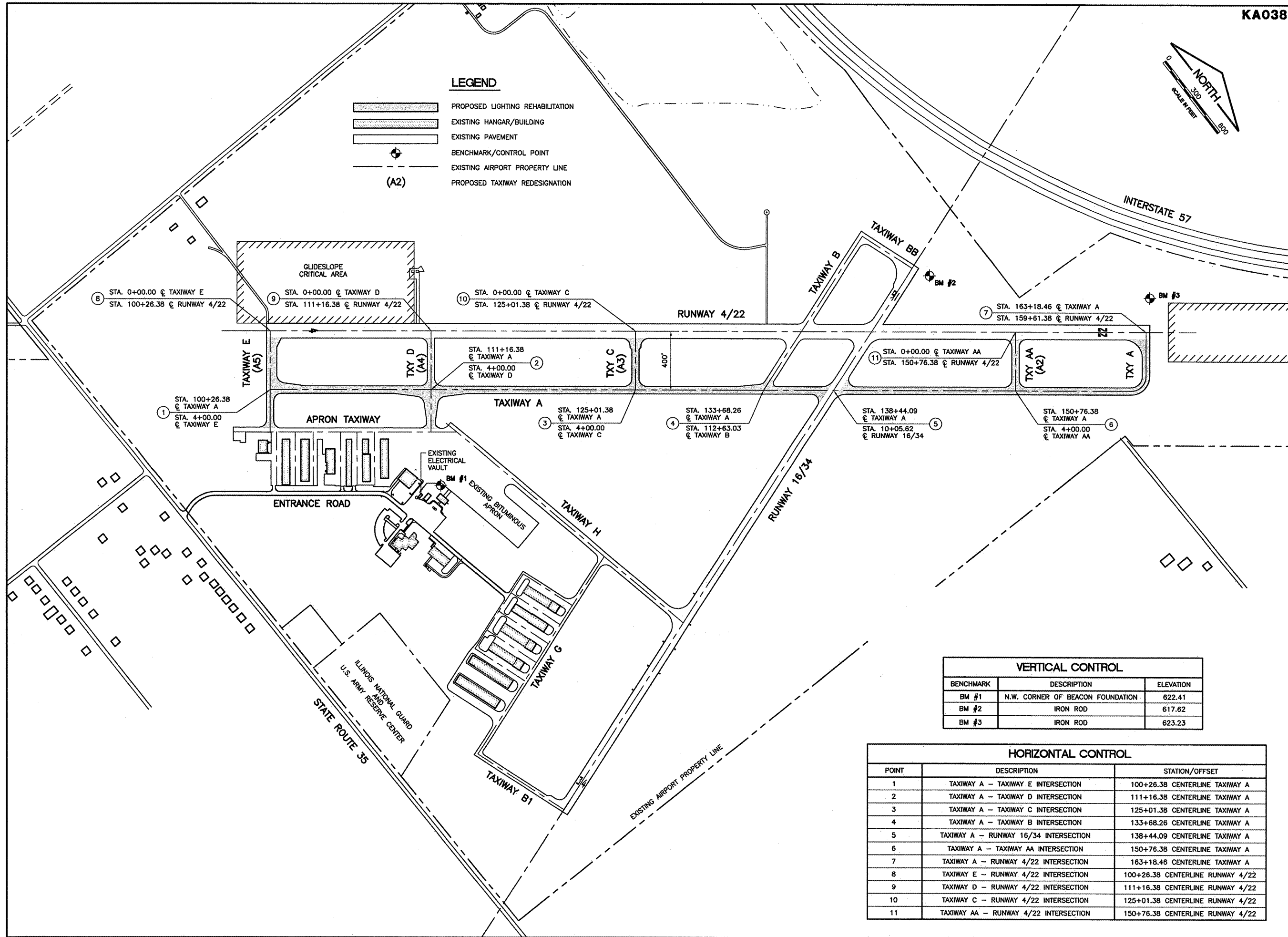
**LEGEND**

	PROPOSED LIGHTING REHABILITATION
	EXISTING HANGAR/BUILDING
	EXISTING PAVEMENT
	BENCHMARK/CONTROL POINT
	EXISTING AIRPORT PROPERTY LINE
	PROPOSED TAXIWAY REDESIGNATION

**REVISIONS**

NUMBER	BY	DATE

0 1 2  
 THIS BAR IS EQUAL TO 2"  
 AT FULL SCALE (34X22).



**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 SITE PLAN/PROJECT CONTROL PLAN**

**VERTICAL CONTROL**

BENCHMARK	DESCRIPTION	ELEVATION
BM #1	N.W. CORNER OF BEACON FOUNDATION	622.41
BM #2	IRON ROD	617.62
BM #3	IRON ROD	623.23

**HORIZONTAL CONTROL**

POINT	DESCRIPTION	STATION/OFFSET
1	TAXIWAY A - TAXIWAY E INTERSECTION	100+26.38 CENTERLINE TAXIWAY A
2	TAXIWAY A - TAXIWAY D INTERSECTION	111+16.38 CENTERLINE TAXIWAY A
3	TAXIWAY A - TAXIWAY C INTERSECTION	125+01.38 CENTERLINE TAXIWAY A
4	TAXIWAY A - TAXIWAY B INTERSECTION	133+68.26 CENTERLINE TAXIWAY A
5	TAXIWAY A - RUNWAY 16/34 INTERSECTION	138+44.09 CENTERLINE TAXIWAY A
6	TAXIWAY A - TAXIWAY AA INTERSECTION	150+76.38 CENTERLINE TAXIWAY A
7	TAXIWAY A - RUNWAY 4/22 INTERSECTION	163+18.46 CENTERLINE TAXIWAY A
8	TAXIWAY E - RUNWAY 4/22 INTERSECTION	100+26.38 CENTERLINE RUNWAY 4/22
9	TAXIWAY D - RUNWAY 4/22 INTERSECTION	111+16.38 CENTERLINE RUNWAY 4/22
10	TAXIWAY C - RUNWAY 4/22 INTERSECTION	125+01.38 CENTERLINE RUNWAY 4/22
11	TAXIWAY AA - RUNWAY 4/22 INTERSECTION	150+76.38 CENTERLINE RUNWAY 4/22

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DESIGN BY: MND  
 DRAWN BY: JRO  
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**FINAL SUBMITTAL**  
 SHEET 3 OF 20 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 150/5370-2E (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 LIGHTS 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 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.
- FOR WORK ON AIRPORT PROPERTY:** 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") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES SHALL BE WEIGHTED 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. SIGNS SHALL BE PLACED AT EACH TAXIWAY/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 CONTACT THE AIRPORT MANAGER SEVEN (7) CALENDAR DAYS 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-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 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 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 OCCURRENCE) 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.
- 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 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:**

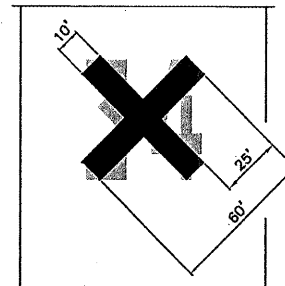
ANY WORK WITHIN THE A.O.A. OF AN ACTIVE RUNWAY SHALL EITHER BE DONE ON WEEKENDS, OFF-PEAK DAYTIME OR NIGHTTIME HOURS, LOCAL TIME AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN THE A.O.A. OF THE RUNWAY, THE RUNWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY 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:**

CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS. 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 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.

**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.

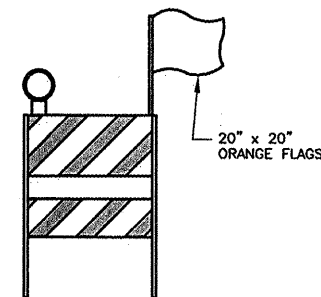


**ON PAVEMENT CLOSED RUNWAY MARKER DETAIL**

NO SCALE

**CLOSED RUNWAY MARKER DETAIL NOTES**

- CLOSED RUNWAY MARKERS SHALL BE SOLID YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AT BOTH ENDS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



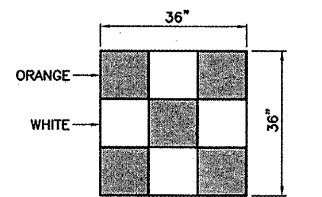
**FLASHER BARRICADE DETAIL**

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.

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET



**CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG**

NOT TO SCALE

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 SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

- REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1

**KA038**

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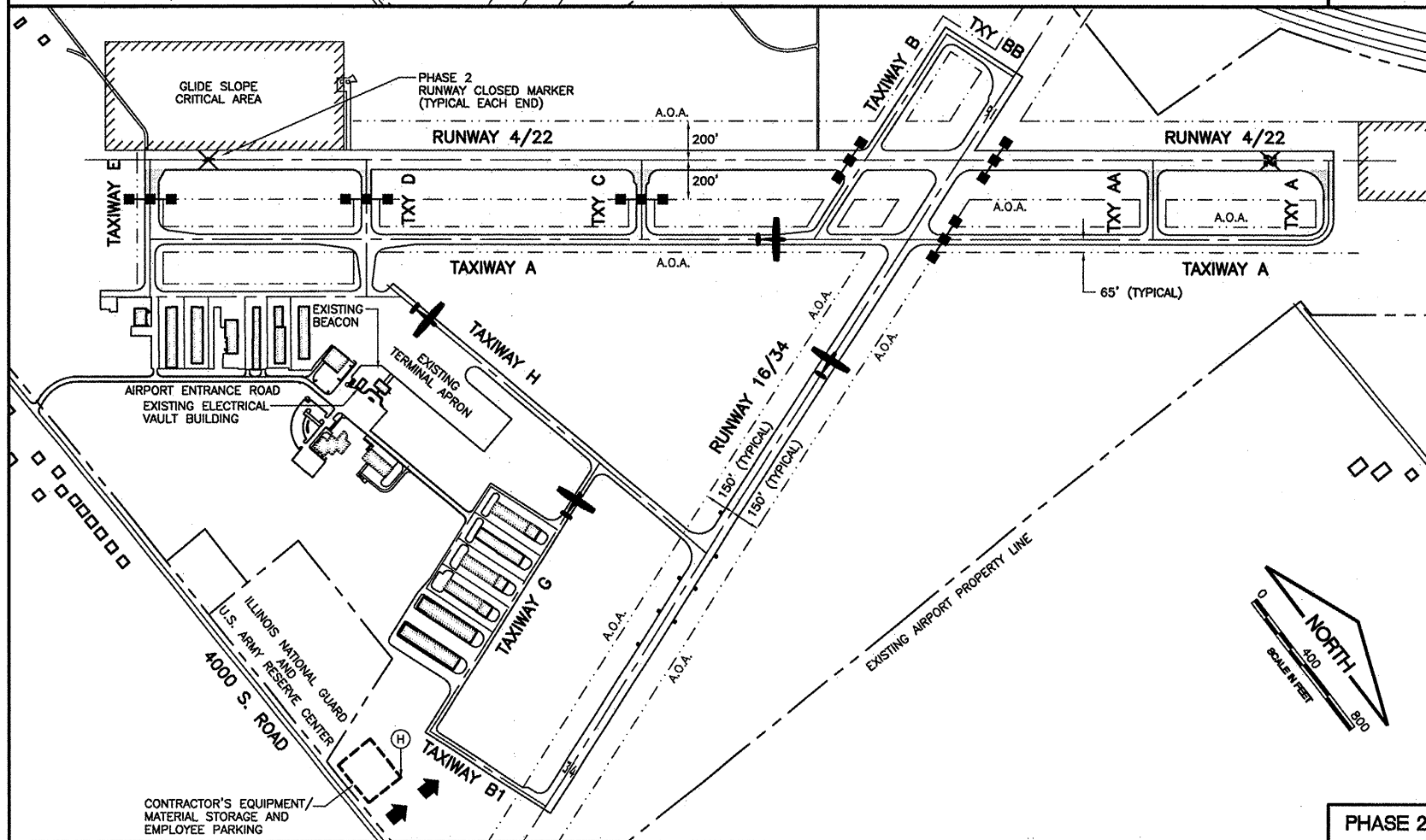
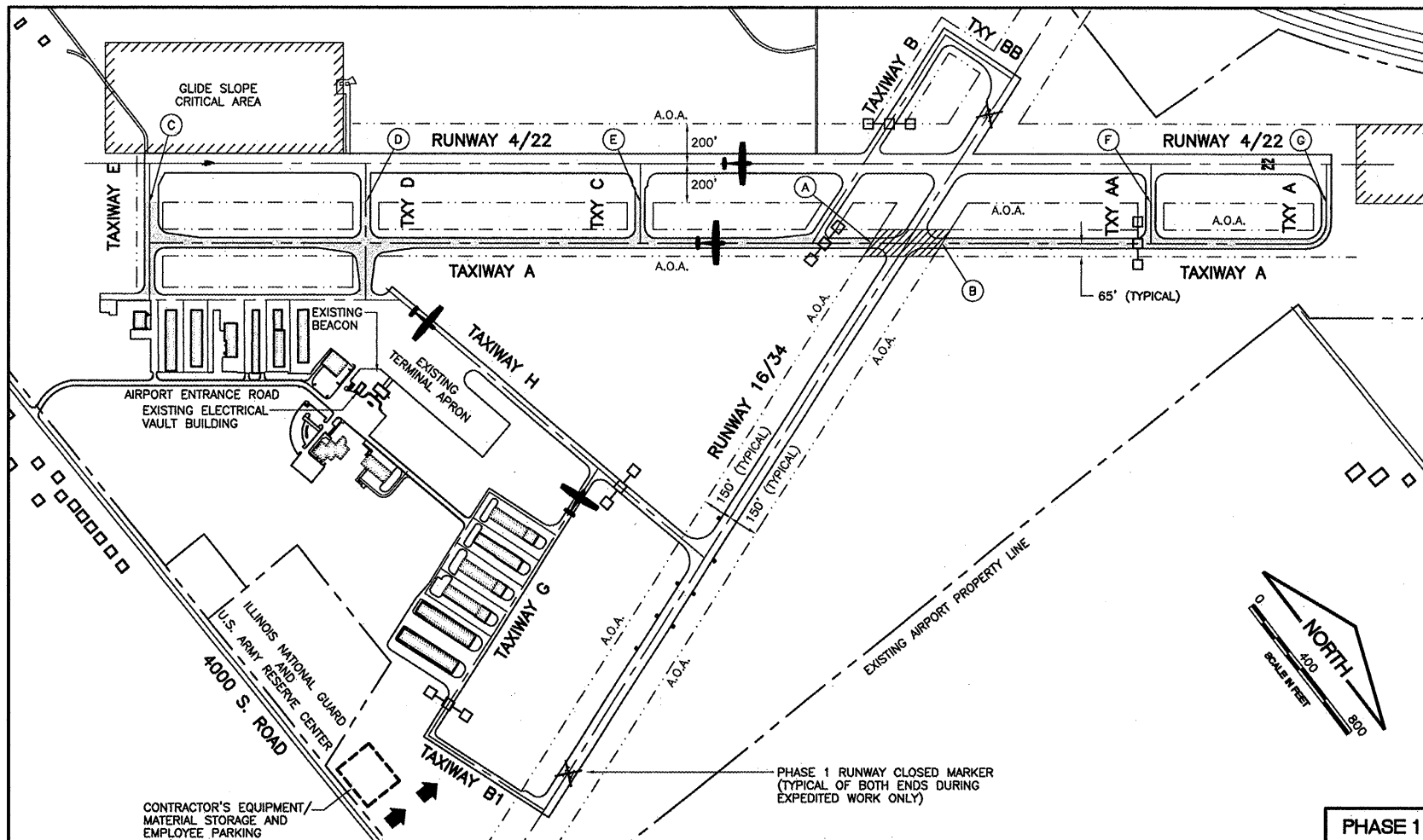
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THIS BAR IS EQUAL TO 2"  
AT FULL SCALE (34X22).

**GREATER KANKAKEE AIRPORT  
KANKAKEE, ILLINOIS**  
**REHABILITATE AIRFIELD LIGHTING SYSTEM -  
RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS**  
**SEQUENCE OF CONSTRUCTION  
GENERAL NOTES AND DETAILS**

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SHEET 4 OF 20 SHEETS	



**PHASING NOTES**

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON THIS PHASE OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. 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.
3. THE AIRPORT WILL REQUIRE SEVEN (7) CALENDAR DAYS NOTICE FROM THE CONTRACTOR PRIOR TO INITIATING THIS PHASE TO COORDINATE WITH THE TENANTS.
4. FOR ALL PHASES OF WORK, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA UNLESS PERMISSION IS GIVEN BY THE AIRPORT TO DO OTHERWISE.
5. CONTRACTOR SHALL HAVE A DEDICATED FLAGGER ONSITE WHEN WORKING ADJACENT TO ACTIVE TAXIWAYS AND YIELD TO ALL ONCOMING AIRCRAFT. COST SHALL BE INCIDENTAL TO THE CONTRACT.
6. PHASE 1 EXPEDITED WORK AREA DESCRIPTION. THE WORK TO BE COMPLETED WITHIN THE PHASE 1 EXPEDITED WORK AREA SHALL BE COMPLETED WITHIN 4 CALENDAR DAYS. AN APPROVED PHASE 1 EXPEDITED WORK AREA SCHEDULE SHALL BE SUBMITTED TO THE AIRPORT MANAGER AND RESIDENT ENGINEER 48 HOURS PRIOR TO THE START OF SAID CONSTRUCTION. ACCESS TO THE AIRFIELD PAVEMENT SHALL BE MADE AVAILABLE AT ALL TIMES TO AIRCRAFT AND AIRPORT PERSONNEL. THE AREA SHALL BE KEPT FREE OF DUST AND DEBRIS AT ALL TIMES DURING CONSTRUCTION. SHOULD IT BE NECESSARY TO CLOSE BOTH RUNWAYS SIMULTANEOUSLY THE CONTRACTOR SHALL NOT HAVE BOTH RUNWAYS CLOSED FOR MORE THAN 6 HOURS. THE AIRPORT MANAGER HAS THE RIGHT TO, AT NO EXTRA COST TO THE CONTRACT, RESCHEDULE THE EXPEDITED WORK TO ACCOMMODATE AIRPORT ACTIVITIES. COST OF THE EXPEDITED CONSTRUCTION SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEMS.

**LEGEND**

- WORK LIMITS
- EXISTING HANGAR/BUILDING
- EXISTING PAVEMENT
- EXISTING AIRPORT PROPERTY LINE
- EXPEDITED WORK AREA
- TEMPORARY BARRICADE PLACEMENT
- TEMPORARY BARRICADE PLACEMENT (DURING EXPEDITED WORK ONLY)
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE
- TEMPORARY CLOSED RUNWAY MARKER (SEE DETAIL)
- AIR OPERATIONS AREA (A.O.A.)  
ACTIVE RUNWAY 16/34 150' CENTERLINE TO A.O.A.  
ACTIVE RUNWAY 4/22 200' CENTERLINE TO A.O.A.  
ACTIVE TAXIWAYS 65' CENTERLINE TO A.O.A.

DESIGN AIRCRAFT APPROACH CATEGORY: D  
DESIGN AIRPORT GROUP: II

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET

- POINT "A"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
- LATITUDE: 41°04'30.818" (NAD 83)
  - LONGITUDE: 87°50'43.411" (NAD 83)
  - EXISTING ELEVATION: 621.2
- POINT "B"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
- LATITUDE: 41°04'26.373" (NAD 83)
  - LONGITUDE: 87°50'43.395" (NAD 83)
  - EXISTING ELEVATION: 621.1
- POINT "C"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°03'52.110" (NAD 83)
  - LONGITUDE: 87°50'29.929" (NAD 83)
  - EXISTING ELEVATION: 615.4

- POINT "D"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°04'32.834" (NAD 83)
  - LONGITUDE: 87°50'48.395" (NAD 83)
  - EXISTING ELEVATION: 618.5
- POINT "E"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°03'47.827" (NAD 83)
  - LONGITUDE: 87°50'35.510" (NAD 83)
  - EXISTING ELEVATION: 615.0
- POINT "F"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°04'34.930" (NAD 83)
  - LONGITUDE: 87°50'34.462" (NAD 83)
  - EXISTING ELEVATION: 620.3

- POINT "G"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°04'41.791" (NAD 83)
  - LONGITUDE: 87°50'27.298" (NAD 83)
  - EXISTING ELEVATION: 626.4
- POINT "H"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
- LATITUDE: 41°03'47.827" (NAD 83)
  - LONGITUDE: 87°50'35.510" (NAD 83)
  - EXISTING ELEVATION: 615.0

WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS*
PHASE 1 IMPROVEMENTS OUTSIDE OF RUNWAY 4/22 AND 16/34 AIR OPERATIONS AREAS	NO RESTRICTIONS	ALL TAXIWAYS, RUNWAY 4/22 AND RUNWAY 16/34 OPEN
PHASE 1 (EXPEDITED) IMPROVEMENTS WITHIN RUNWAY 16/34 AIR OPERATIONS AREA ONLY	NO DAILY RESTRICTIONS, BUT LIMITED TO FOUR (4) CONSECUTIVE CALENDAR DAYS	RUNWAY 16/34 CLOSED RUNWAY 4/22 OPEN TAXIWAY A CLOSED BETWEEN RUNWAY 16/34 AND TAXIWAY AA TAXIWAY B/BB CLOSED NORTH OF RUNWAY 4/22 TAXIWAY H CLOSED BETWEEN TAXIWAY G AND RUNWAY 16/34
PHASE 2 IMPROVEMENTS WITHIN RUNWAY 4/22 AIR OPERATIONS AREA ONLY	BEGIN WORK AFTER ALL IMPROVEMENTS WITHIN PHASE 1 AND PHASE 1 (EXPEDITED) WORK AREAS ARE COMPLETED	RUNWAY 4/22 CLOSED TAXIWAYS C, D AND E CLOSED TAXIWAY A CLOSED EAST OF RUNWAY 16/34

\* RUNWAY AND TAXIWAY CLOSURES NOTED ARE ON A DAILY BASIS ONLY, AND SHALL BE RE-OPENED AT THE END OF EACH WORKING DAY UNLESS OTHERWISE NOTED.

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THIS BAR IS EQUAL TO 2" AT FULL SCALE (34X22).

**GREATER KANKAKEE AIRPORT  
KANKAKEE, ILLINOIS  
REHABILITATE AIRFIELD LIGHTING SYSTEM -  
RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
SEQUENCE OF CONSTRUCTION  
PER AC 150/5370-2E (LATEST EDITION)**

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DATE: 01/16/09  
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IL PROJECT: IKK-3863  
A.I.P. PROJECT: 3-17-0057-B15  
**FINAL SUBMITTAL**  
SHEET 5 OF 20 SHEETS

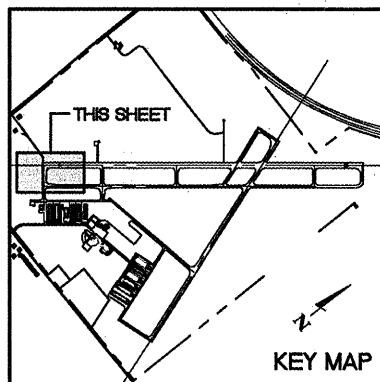
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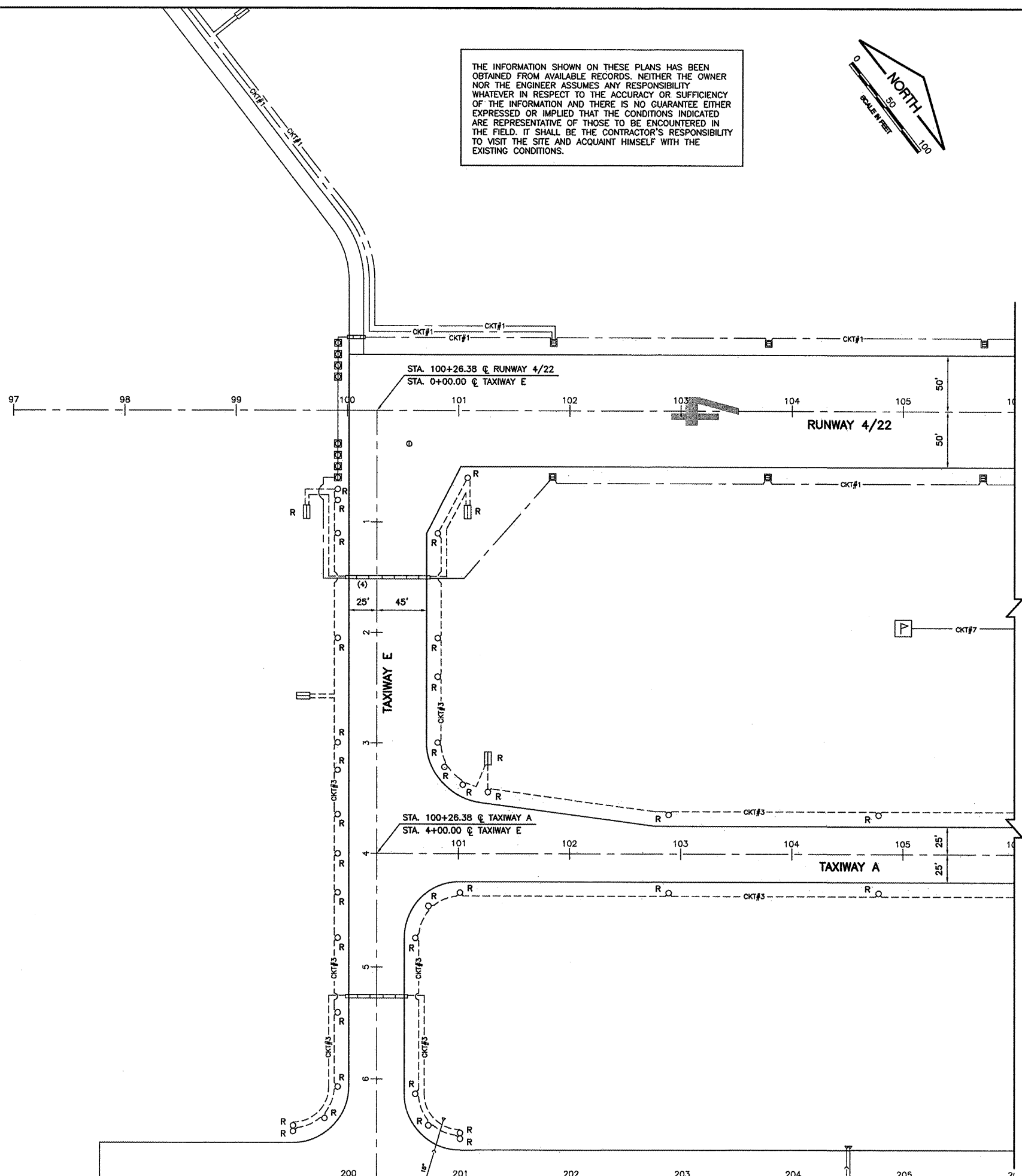
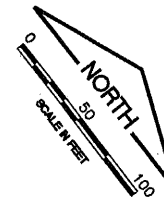
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- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ⊞ EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- ⊞ EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- ⊙ EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ⊞ EXISTING BASE MOUNTED THRESHOLD LIGHT
- (4) EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- GRS EXISTING GRS CONDUIT (CONDUIT SIZE NOTED)
- ⊞<sub>HH</sub> EXISTING ELECTRICAL HANDHOLE
- ⊙ EXISTING ELECTRICAL SPLICE CAN
- ⊞ EXISTING WIND CONE
- ⊞ EXISTING AIRFIELD GUIDANCE SIGN
- CKT#1 --- EXISTING RUNWAY 4/22 CIRCUIT
- CKT#2 --- EXISTING RUNWAY 16/34 CIRCUIT
- CKT#3 --- EXISTING TAXIWAY A, AA, C, D, E CIRCUIT
- CKT#4 --- EXISTING TAXIWAY B/BB CIRCUIT
- CKT#5 --- EXISTING TAXIWAY H CIRCUIT
- CKT#7 --- EXISTING WINDCONE/RUNWAY 4 PAPI
- CKT#8 --- EXISTING WINDCONE/RUNWAY 22 PAPI
- CKT#10 --- EXISTING RUNWAY 22 REIL
- CKT#11 --- EXISTING AWOS
- CKT#17 --- EXISTING RUNWAY 16 PAPI
- CKT#18 --- EXISTING RUNWAY 34 PAPI
- ⊙<sub>E</sub> EXISTING ELECTRICAL MANHOLE
- □ □ □ EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM
- △ EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- R EXISTING ITEM TO BE REMOVED

**NOTES**

1. CONTRACTOR SHALL VERIFY THAT ALL EXISTING RUNWAYS AND TAXIWAYS TO REMAIN OPEN HAVE THEIR LIGHTING OPERATIONAL AT THE END OF EACH WORKING DAY.
2. ANY TEMPORARY CABLING REQUIRED FOR THIS PROJECT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



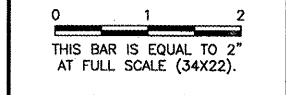
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**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS**

**REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS**

**EXISTING CONDITIONS/PROPOSED REMOVALS  
 STA. 100+00 TO STA. 106+00**

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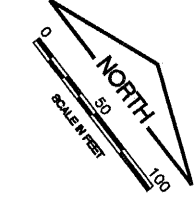
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SHEET 6 OF 20 SHEETS	

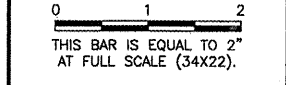
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**GREATER KANKAKEE AIRPORT  
KANKAKEE, ILLINOIS**

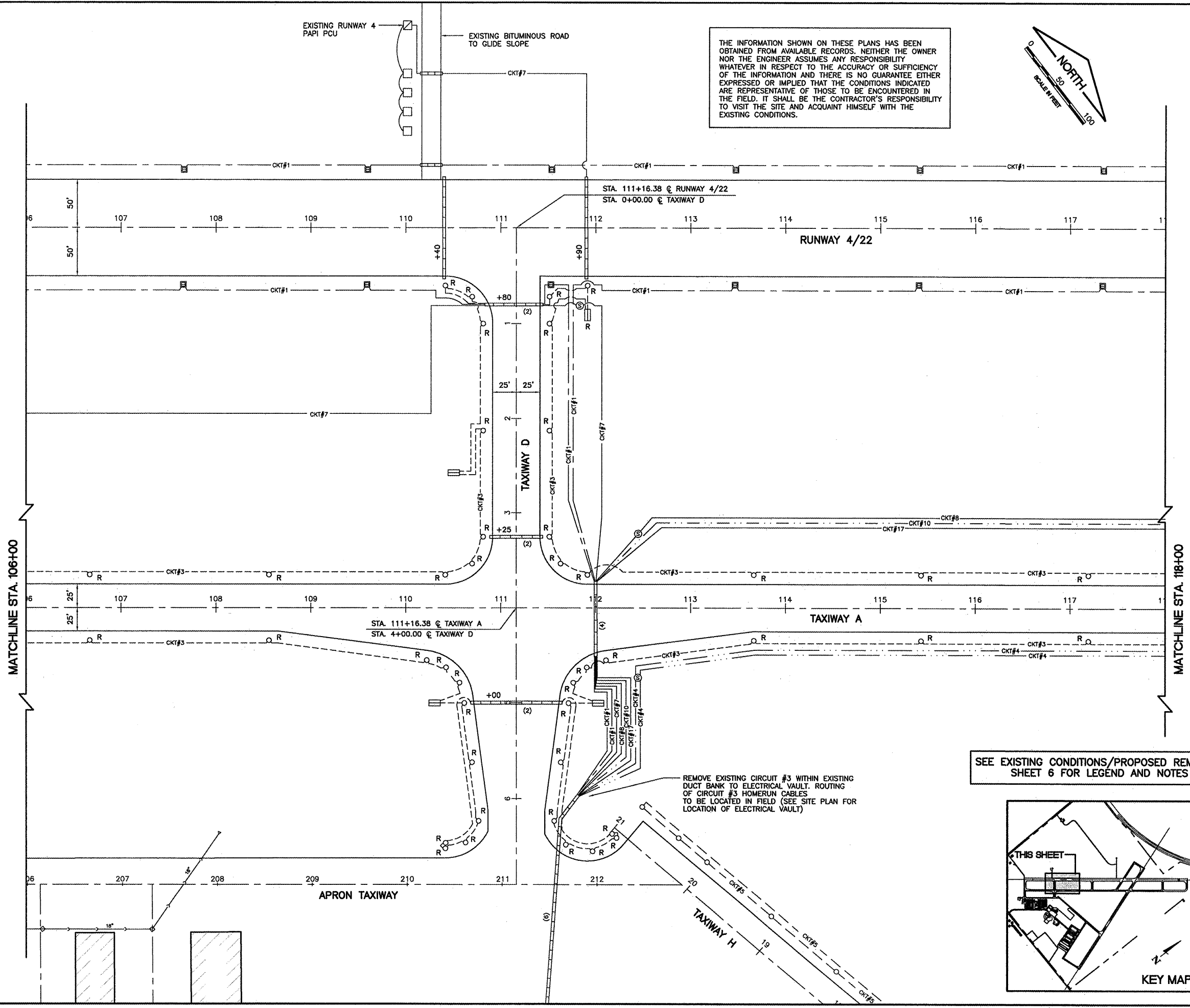
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RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS**

**EXISTING CONDITIONS/PROPOSED REMOVALS  
STA. 106+00 TO STA. 118+00**

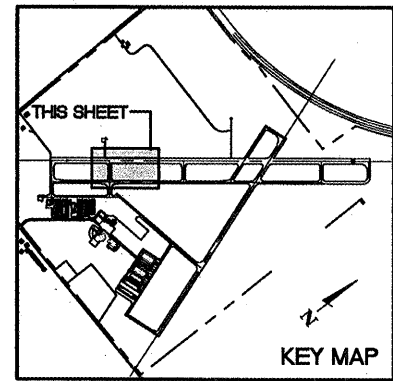
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SEE EXISTING CONDITIONS/PROPOSED REMOVALS SHEET 6 FOR LEGEND AND NOTES

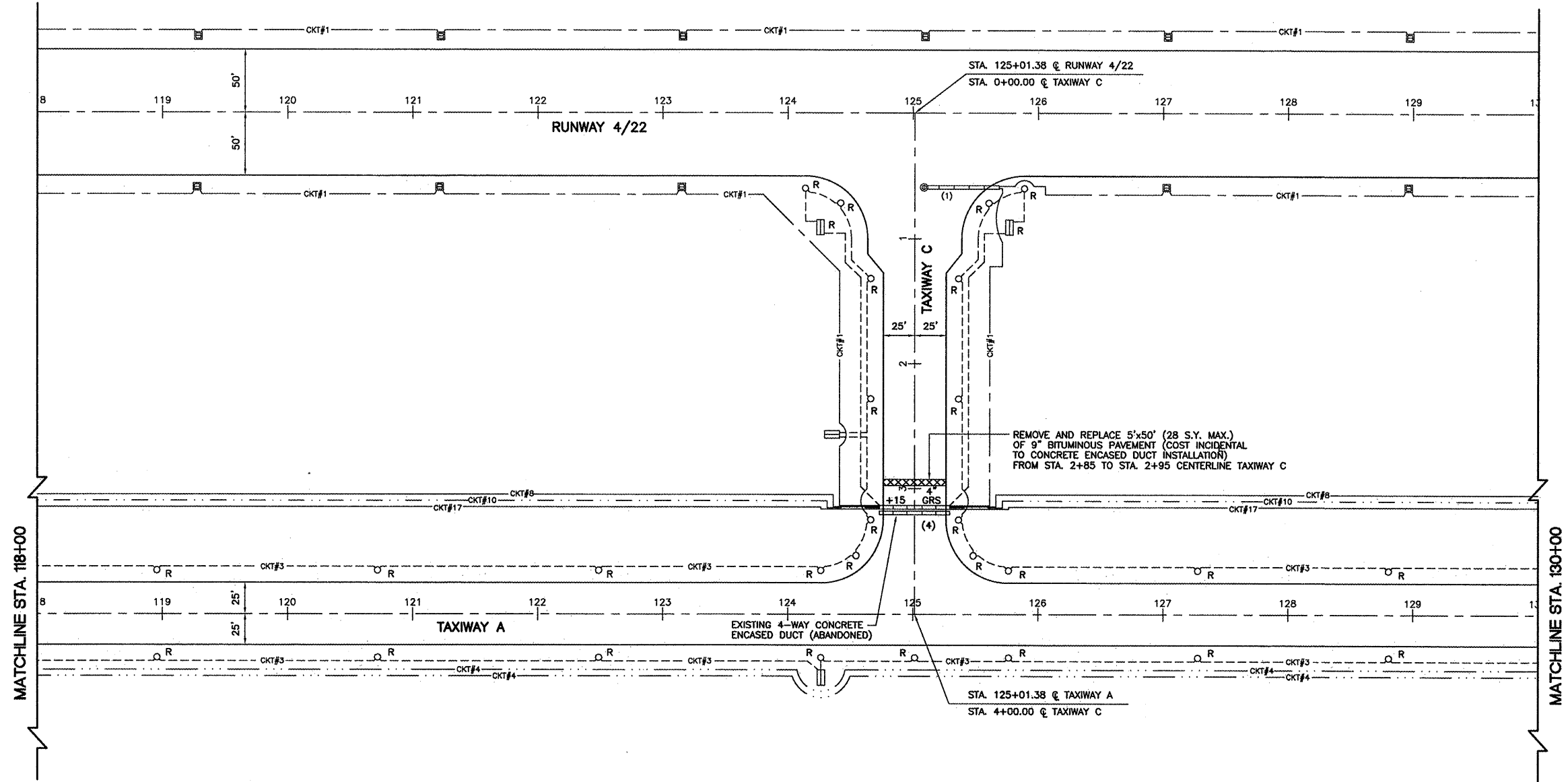
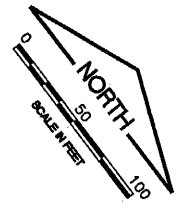


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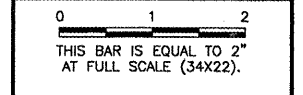
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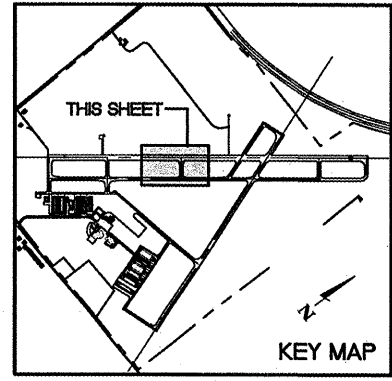
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**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 EXISTING CONDITIONS/PROPOSED REMOVALS  
 STA. 118+00 TO STA. 130+00**

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SHEET 8 OF 20 SHEETS	



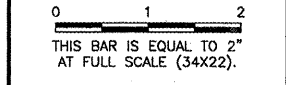
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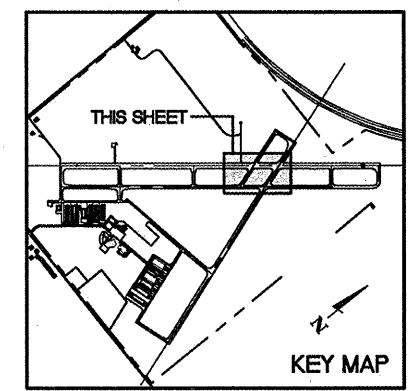
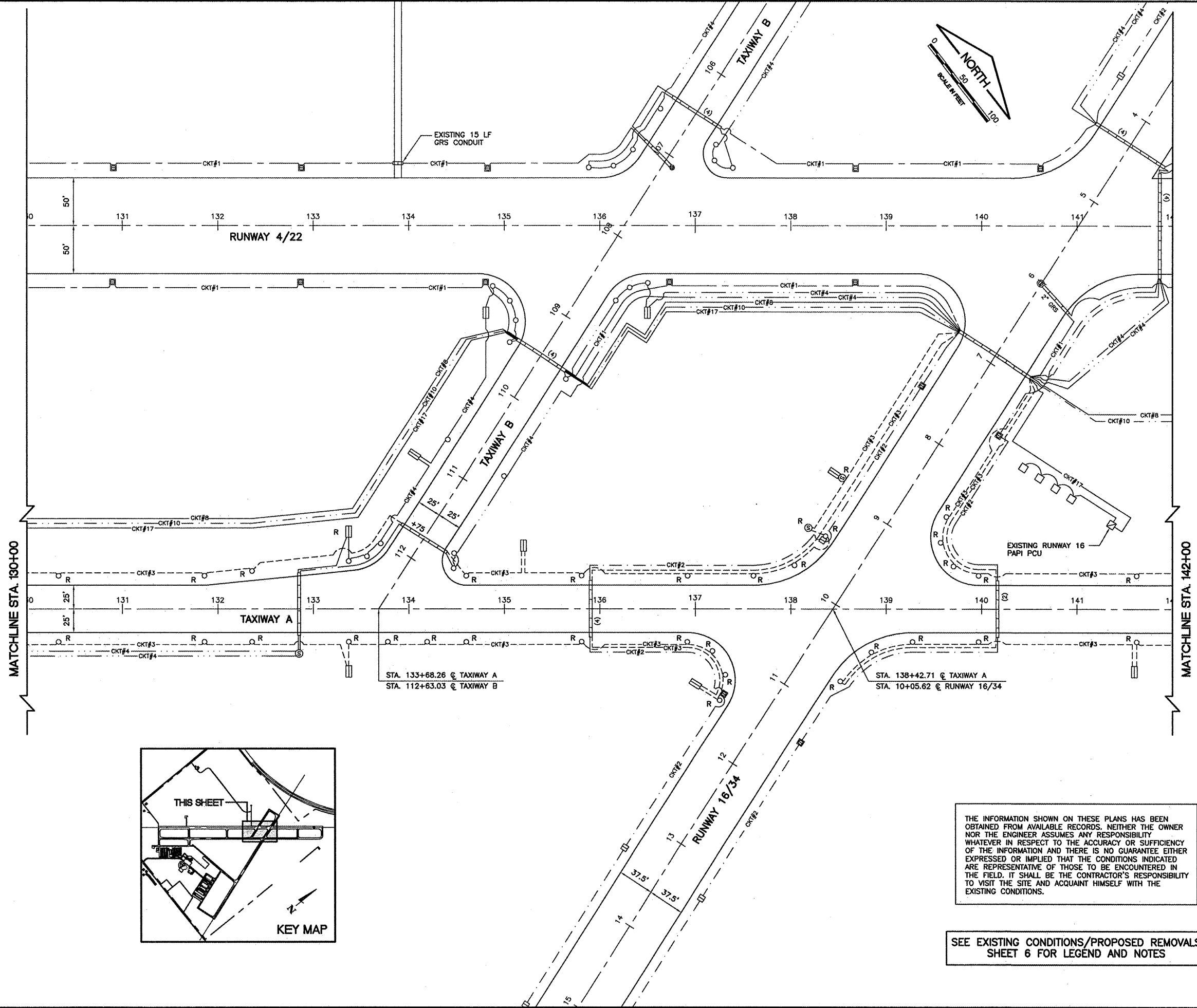
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**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 EXISTING CONDITIONS/PROPOSED REMOVALS  
 STA. 130+00 TO STA. 142+00**

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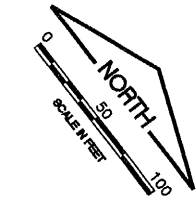
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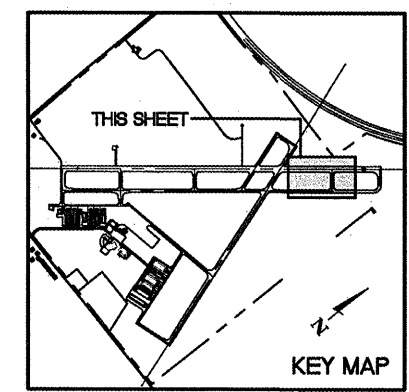
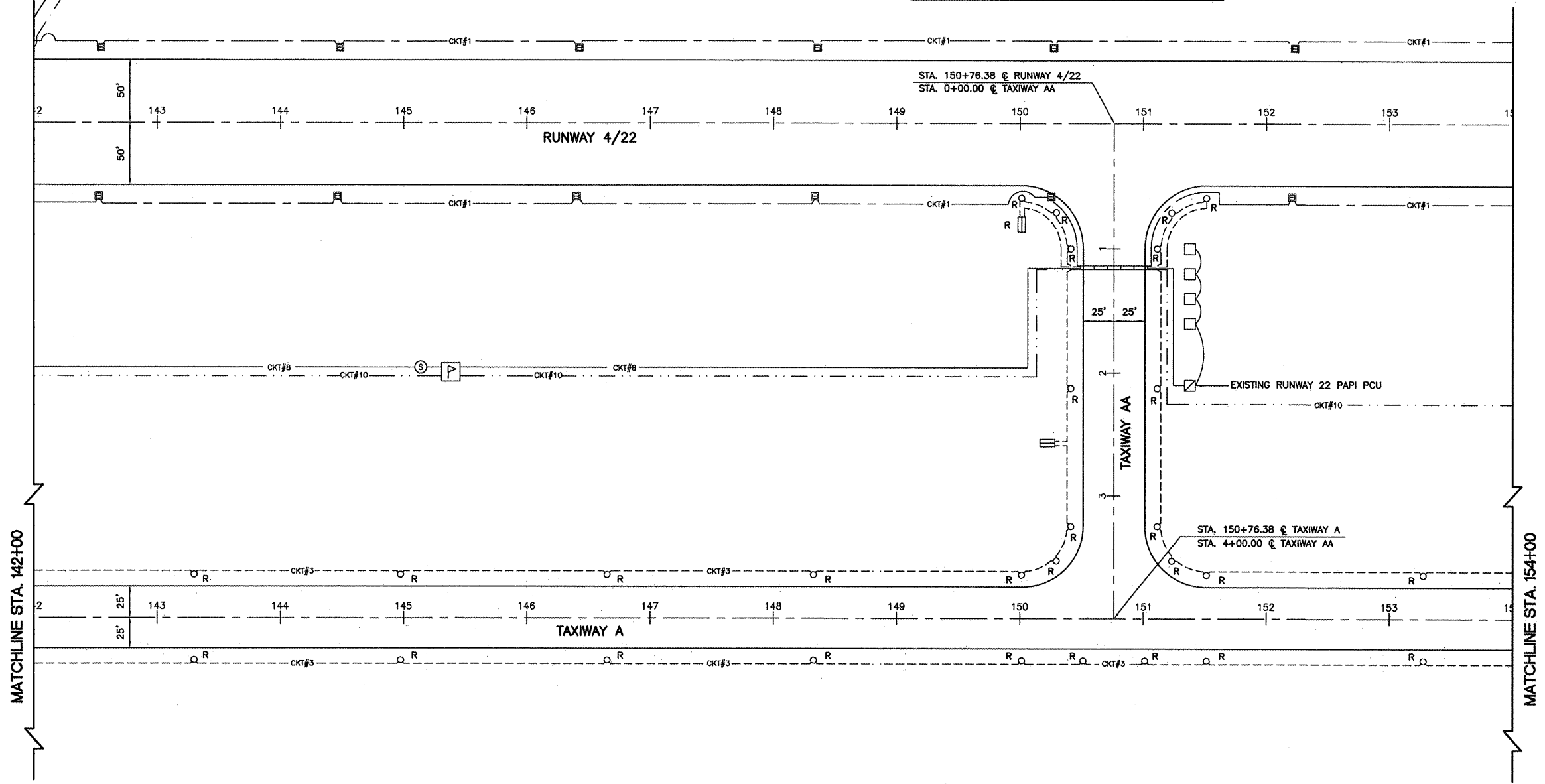
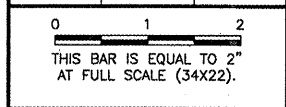
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REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 EXISTING CONDITIONS/PROPOSED REMOVALS  
 STA. 142+00 TO STA. 154+00**

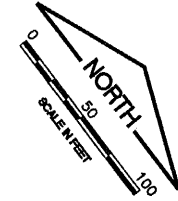
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DATE:	01/16/09
JOB No:	08075-06
IL PROJECT:	IKK-3863
A.I.P. PROJECT:	3-17-0057-B15
<b>FINAL SUBMITTAL</b>	
SHEET 10 OF 20 SHEETS	

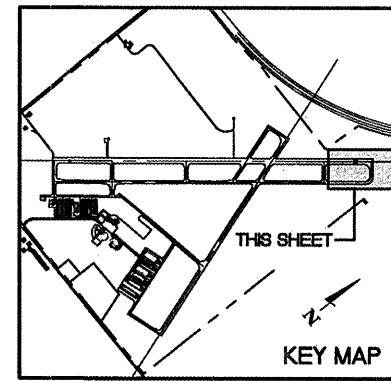
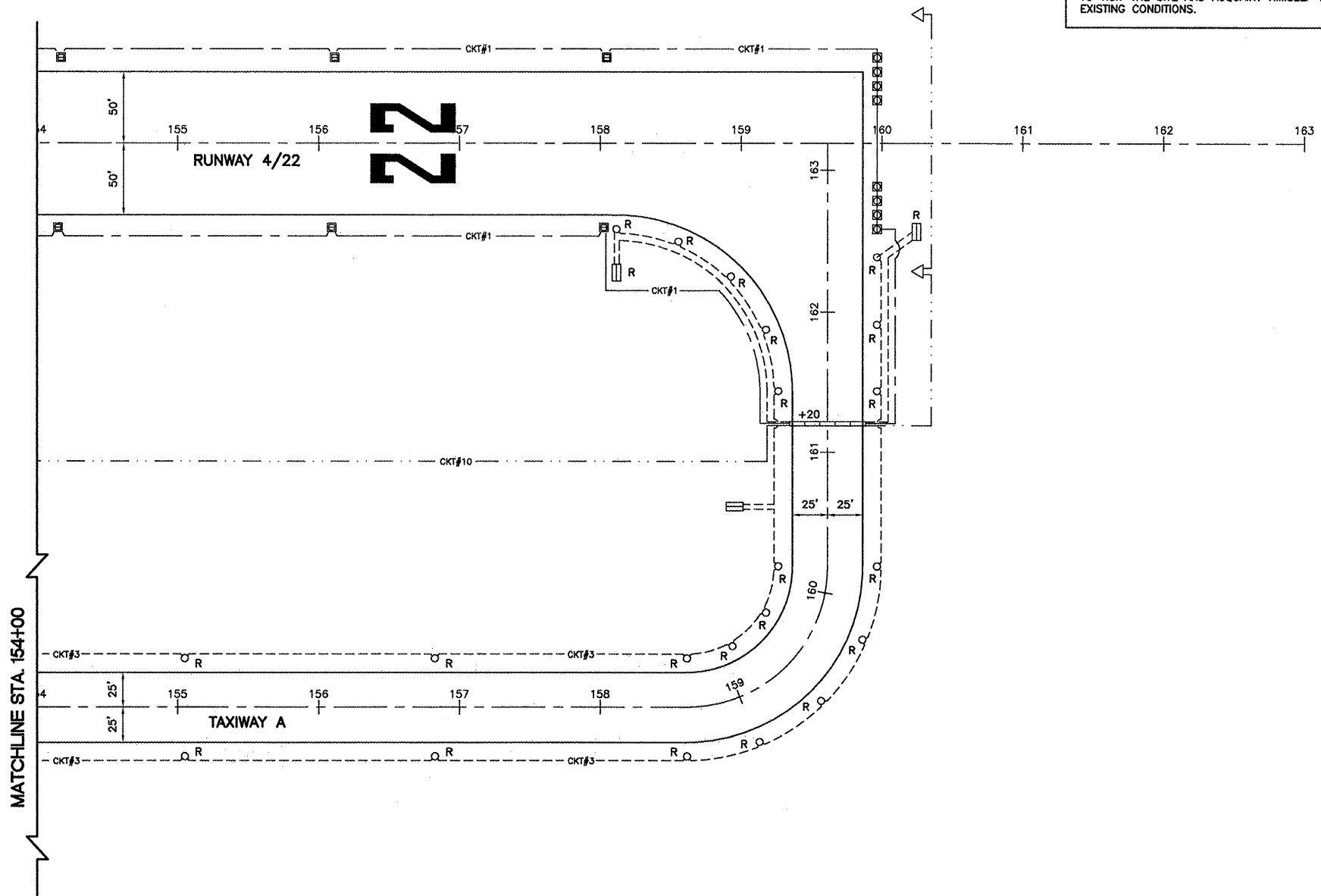
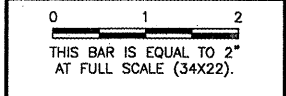
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SEE EXISTING CONDITIONS/PROPOSED REMOVALS SHEET 6 FOR LEGEND AND NOTES

**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 EXISTING CONDITIONS/PROPOSED REMOVALS  
 STA. 154+00 TO STA. 163+00**

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SHEET 11 OF 20 SHEETS	

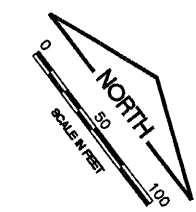
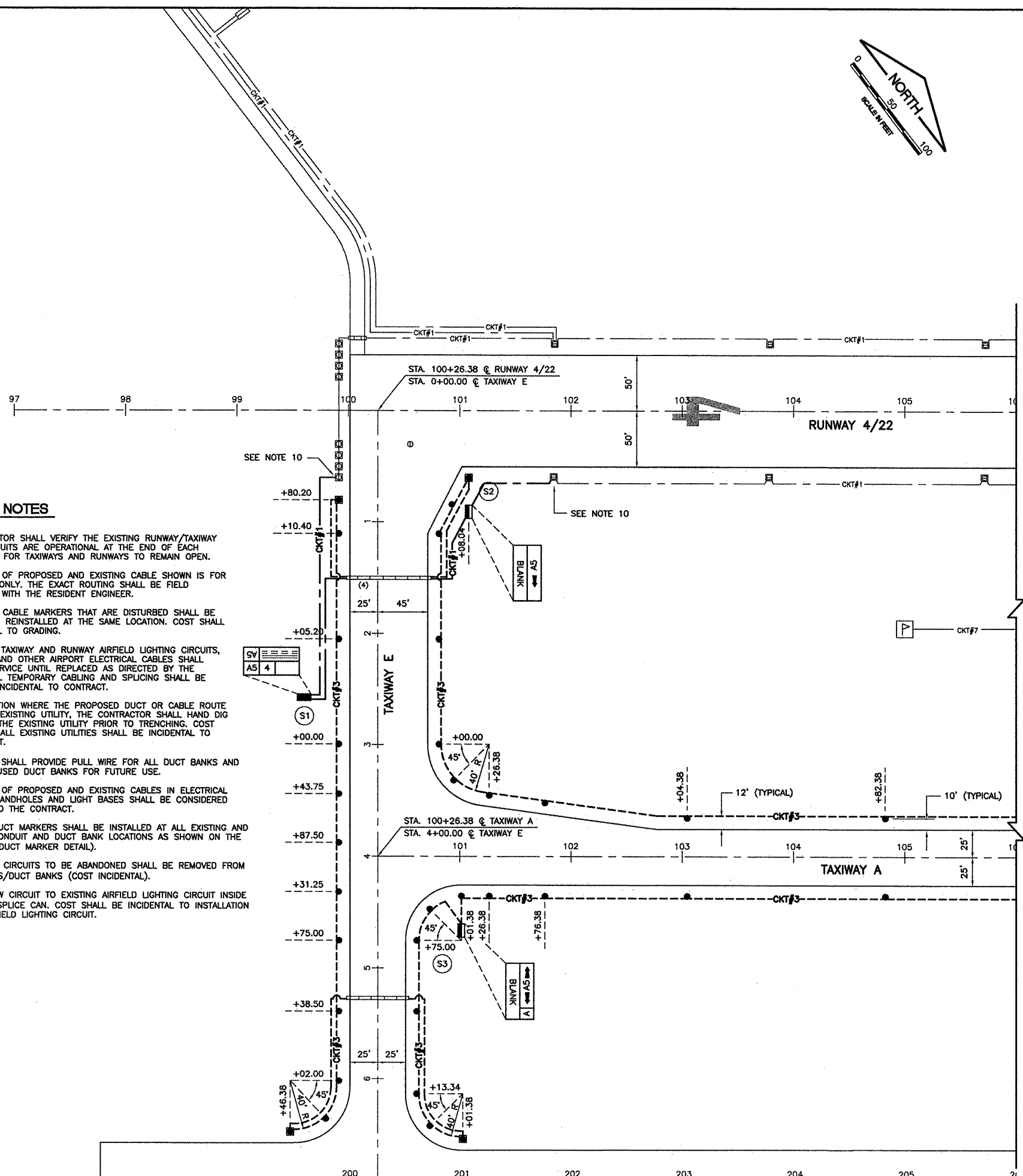
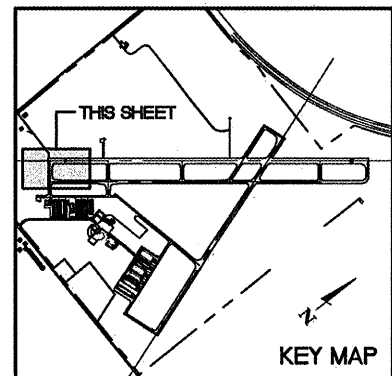
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**LEGEND**

- ☐ EXISTING BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- EXISTING STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ☐ EXISTING STAKE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- ☐ EXISTING BASE MOUNTED MEDIUM INTENSITY RUNWAY LIGHT
- EXISTING STAKE MOUNTED THRESHOLD LIGHT
- ☐ EXISTING BASE MOUNTED THRESHOLD LIGHT
- (4) EXISTING CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- GRS EXISTING GRS CONDUIT (CONDUIT SIZE NOTED)
- ☐<sub>HH</sub> EXISTING ELECTRICAL HANDHOLE
- ⊙ EXISTING ELECTRICAL SPLICE CAN
- ☐ EXISTING WIND CONE
- ☐ EXISTING AIRFIELD GUIDANCE SIGN
- CKT#1 --- EXISTING RUNWAY 4/22 CIRCUIT
- CKT#2 --- EXISTING RUNWAY 16/34 CIRCUIT
- CKT#3 --- EXISTING TAXIWAY A, AA, C, D, E CIRCUIT
- CKT#4 --- EXISTING TAXIWAY B/BB CIRCUIT
- CKT#5 --- EXISTING TAXIWAY H CIRCUIT
- CKT#7 --- EXISTING WINDCONE/RUNWAY 4 PAPI
- CKT#8 --- EXISTING WINDCONE/RUNWAY 22 PAPI
- CKT#10 --- EXISTING RUNWAY 22 REIL
- CKT#11 --- EXISTING AWOS
- CKT#17 --- EXISTING RUNWAY 16 PAPI
- CKT#18 --- EXISTING RUNWAY 34 PAPI
- ⊙<sub>E</sub> EXISTING ELECTRICAL MANHOLE
- ☐ ☐ ☐ ☐ EXISTING PRECISION APPROACH PATH INDICATORS (PAPI) L-880 SYSTEM
- △ EXISTING RUNWAY END IDENTIFIER LIGHT (REIL)
- NEW BASE MOUNTED RUNWAY LIGHT
- NEW STAKE MOUNTED RUNWAY LIGHT
- NEW STAKE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT
- ☐ NEW AIRFIELD GUIDANCE SIGN
- ☐ EXISTING AIRFIELD GUIDANCE SIGN TO BE MODIFIED
- ☐ RELOCATED AIRFIELD GUIDANCE SIGN
- ⊙ NEW SPLICE CAN
- NEW GRS CONDUIT (SIZE NOTED) ---
- (4) NEW CONCRETE ENCASED DUCT BANK (NUMBER OF WAYS)
- CKT#1 --- NEW CIRCUIT #1, 1/C #8 5KV L-824 TYPE C CABLE IN 3/4" UNIT DUCT
- CKT#3 --- NEW CIRCUIT #3, 1/C #8 5KV L-824 TYPE C CABLE IN 3/4" UNIT DUCT

**LIGHTING NOTES**

1. THE CONTRACTOR SHALL VERIFY THE EXISTING RUNWAY/TAXIWAY LIGHTING CIRCUITS ARE OPERATIONAL AT THE END OF EACH WORKING DAY FOR TAXIWAYS AND RUNWAYS TO REMAIN OPEN.
2. THE ROUTING OF PROPOSED AND EXISTING CABLE SHOWN IS FOR INFORMATION ONLY. THE EXACT ROUTING SHALL BE FIELD COORDINATED WITH THE RESIDENT ENGINEER.
3. ANY EXISTING CABLE MARKERS THAT ARE DISTURBED SHALL BE REMOVED AND REINSTALLED AT THE SAME LOCATION. COST SHALL BE INCIDENTAL TO GRADING.
4. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS DIRECTED BY THE ENGINEER. ALL TEMPORARY CABLING AND SPICING SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.
5. AT ANY LOCATION WHERE THE PROPOSED DUCT OR CABLE ROUTE CROSSES AN EXISTING UTILITY, THE CONTRACTOR SHALL HAND DIG AND LOCATE THE EXISTING UTILITY PRIOR TO TRENCHING. COST OF LOCATING ALL EXISTING UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT.
6. CONTRACTOR SHALL PROVIDE PULL WIRE FOR ALL DUCT BANKS AND CAP THE UNUSED DUCT BANKS FOR FUTURE USE.
7. ALL SPLICES OF PROPOSED AND EXISTING CABLES IN ELECTRICAL MANHOLES, HANDHOLES AND LIGHT BASES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
8. PROPOSED DUCT MARKERS SHALL BE INSTALLED AT ALL EXISTING AND PROPOSED CONDUIT AND DUCT BANK LOCATIONS AS SHOWN ON THE PLANS (SEE DUCT MARKER DETAIL).
9. ALL EXISTING CIRCUITS TO BE ABANDONED SHALL BE REMOVED FROM ALL CONDUITS/DUCT BANKS (COST INCIDENTAL).
10. CONNECT NEW CIRCUIT TO EXISTING AIRFIELD LIGHTING CIRCUIT INSIDE LIGHT BASE/SPLICE CAN. COST SHALL BE INCIDENTAL TO INSTALLATION OF NEW AIRFIELD LIGHTING CIRCUIT.

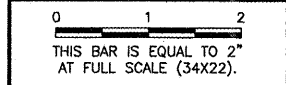


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**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 AIRFIELD LIGHTING PLAN  
 STA. 100+00 TO STA. 106+00**

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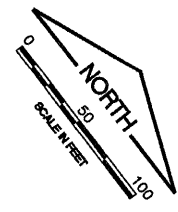
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DRAWN BY:	JRO
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IL PROJECT: IKK-3863 A.I.P. PROJECT: 3-17-0057-B15	
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SHEET 12 OF 20 SHEETS	

IMAGE FILES:

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FOR LEGEND AND NOTES  
SEE AIRFIELD LIGHTING SHEET 1



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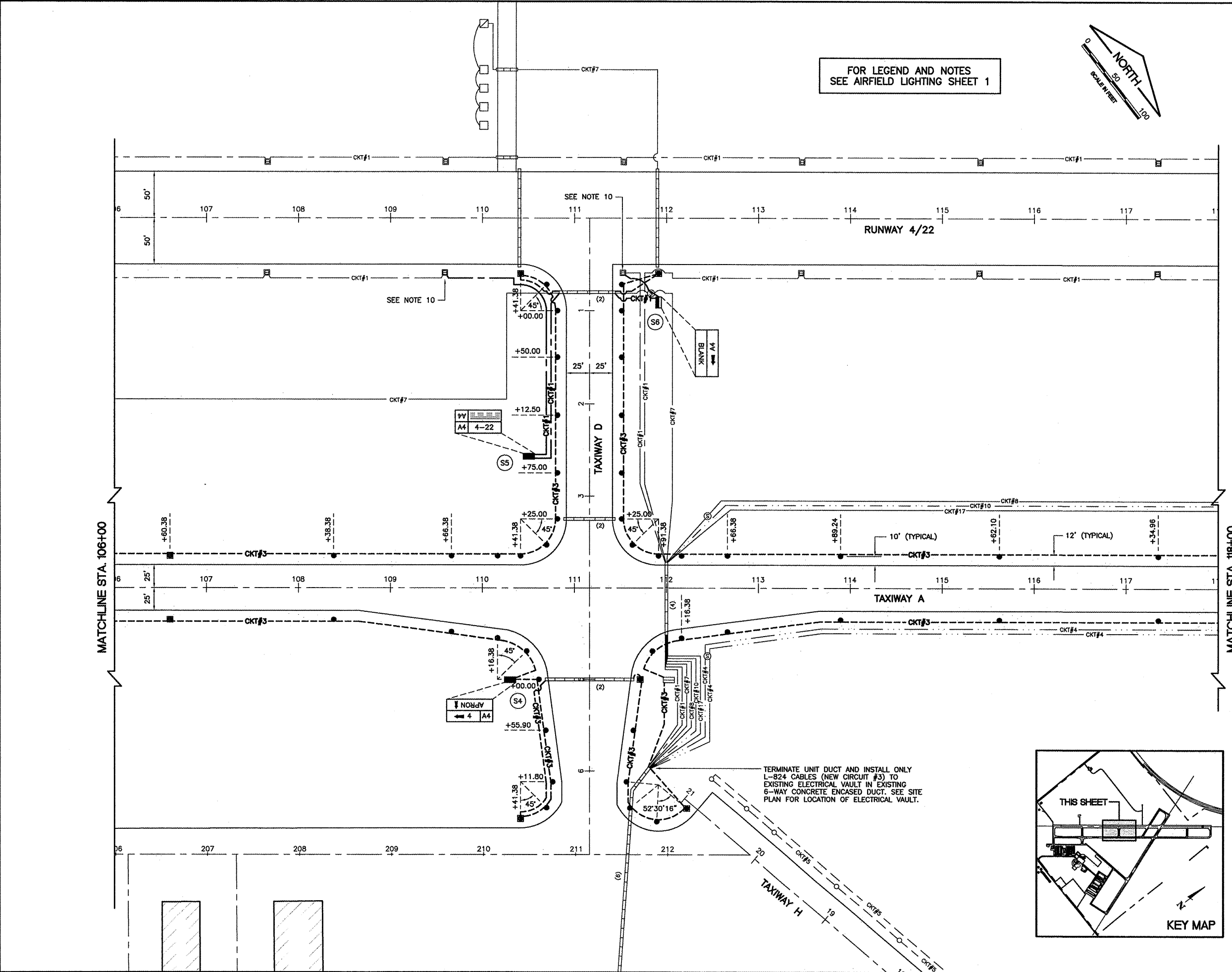
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 AT FULL SCALE (34X22).

**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 AIRFIELD LIGHTING PLAN  
 STA. 106+00 TO STA. 118+00**

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 SHEET 13 OF 20 SHEETS



TERMINATE UNIT DUCT AND INSTALL ONLY  
 L-824 CABLES (NEW CIRCUIT #3) TO  
 EXISTING ELECTRICAL VAULT IN EXISTING  
 6-WAY CONCRETE ENCASED DUCT. SEE SITE  
 PLAN FOR LOCATION OF ELECTRICAL VAULT.

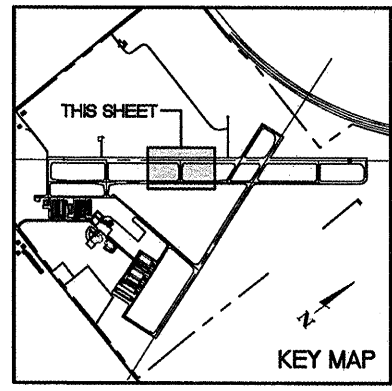
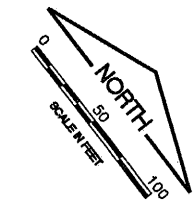


IMAGE FILES:

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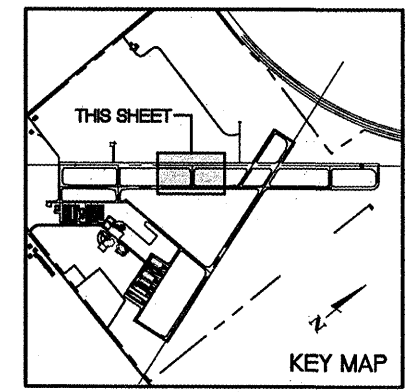
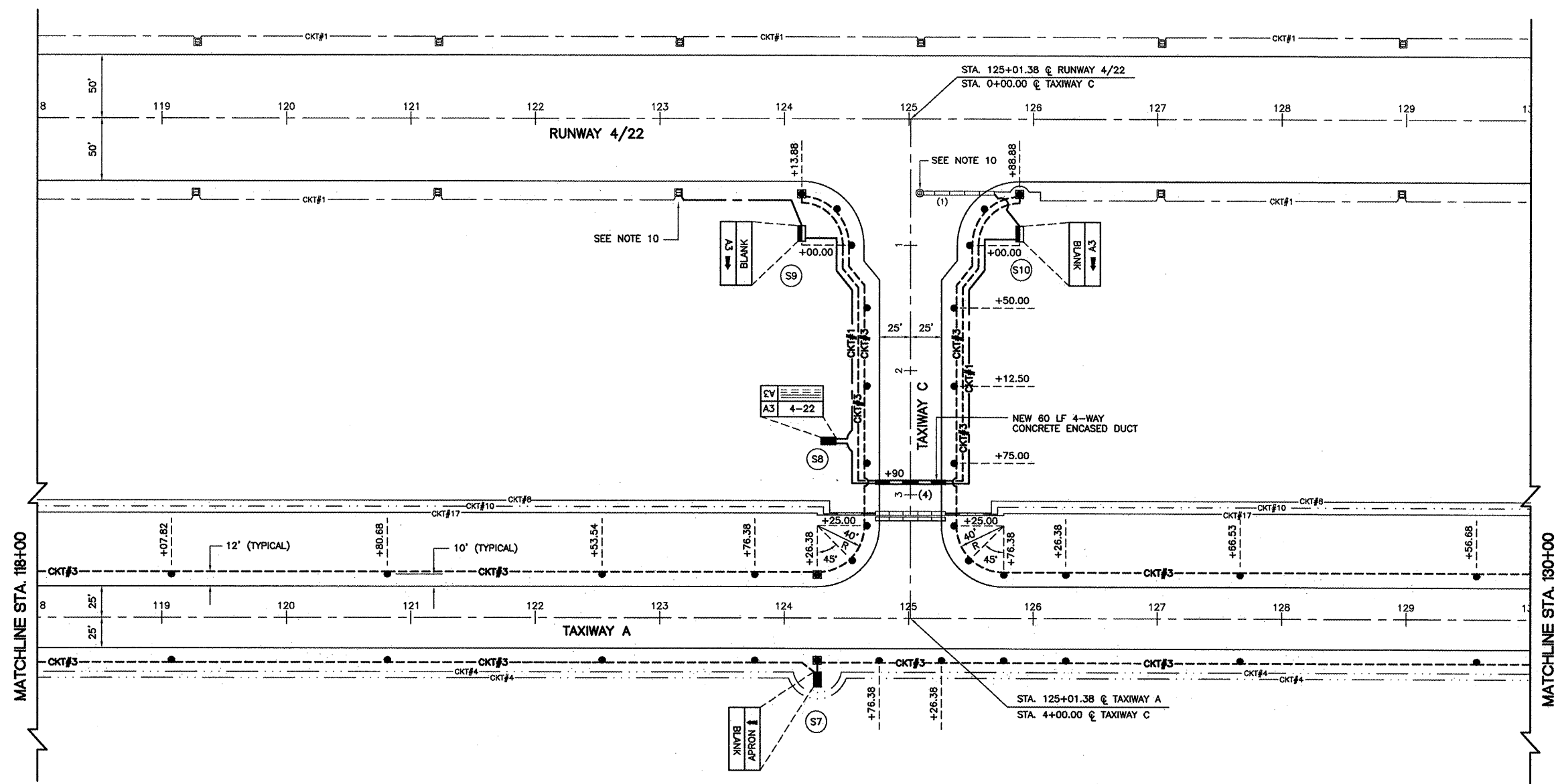
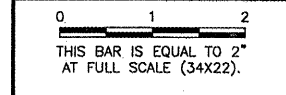
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FOR LEGEND AND NOTES  
 SEE AIRFIELD LIGHTING SHEET 1



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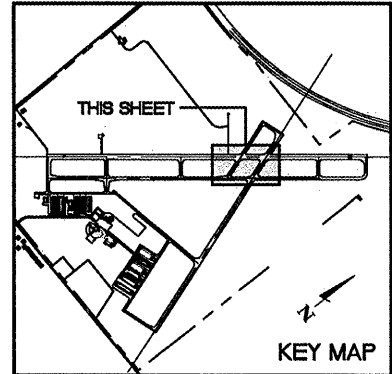
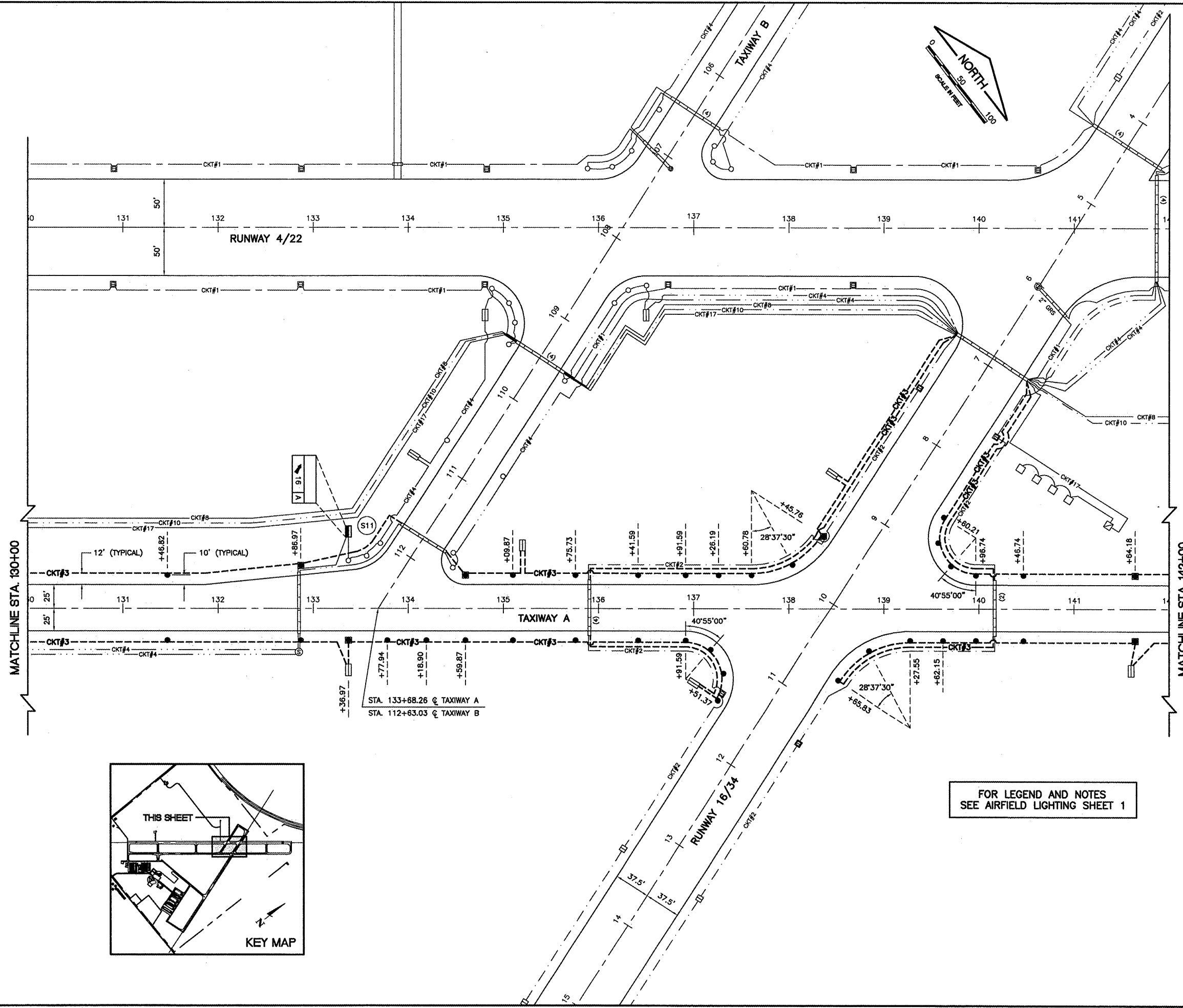


**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 AIRFIELD LIGHTING PLAN  
 STA. 118+00 TO STA. 130+00**

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A.I.P. PROJECT:	3-17-0057-B15
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SHEET 14 OF 20 SHEETS	

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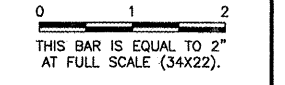


FOR LEGEND AND NOTES  
SEE AIRFIELD LIGHTING SHEET 1

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GREATER KANKAKEE AIRPORT  
KANKAKEE, ILLINOIS  
REHABILITATE AIRFIELD LIGHTING SYSTEM -  
RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
AIRFIELD LIGHTING PLAN  
STA. 130+00 TO STA. 142+00

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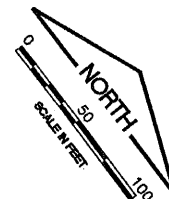
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SHEET 15 OF 20 SHEETS	

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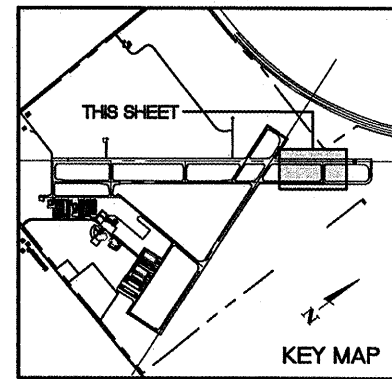
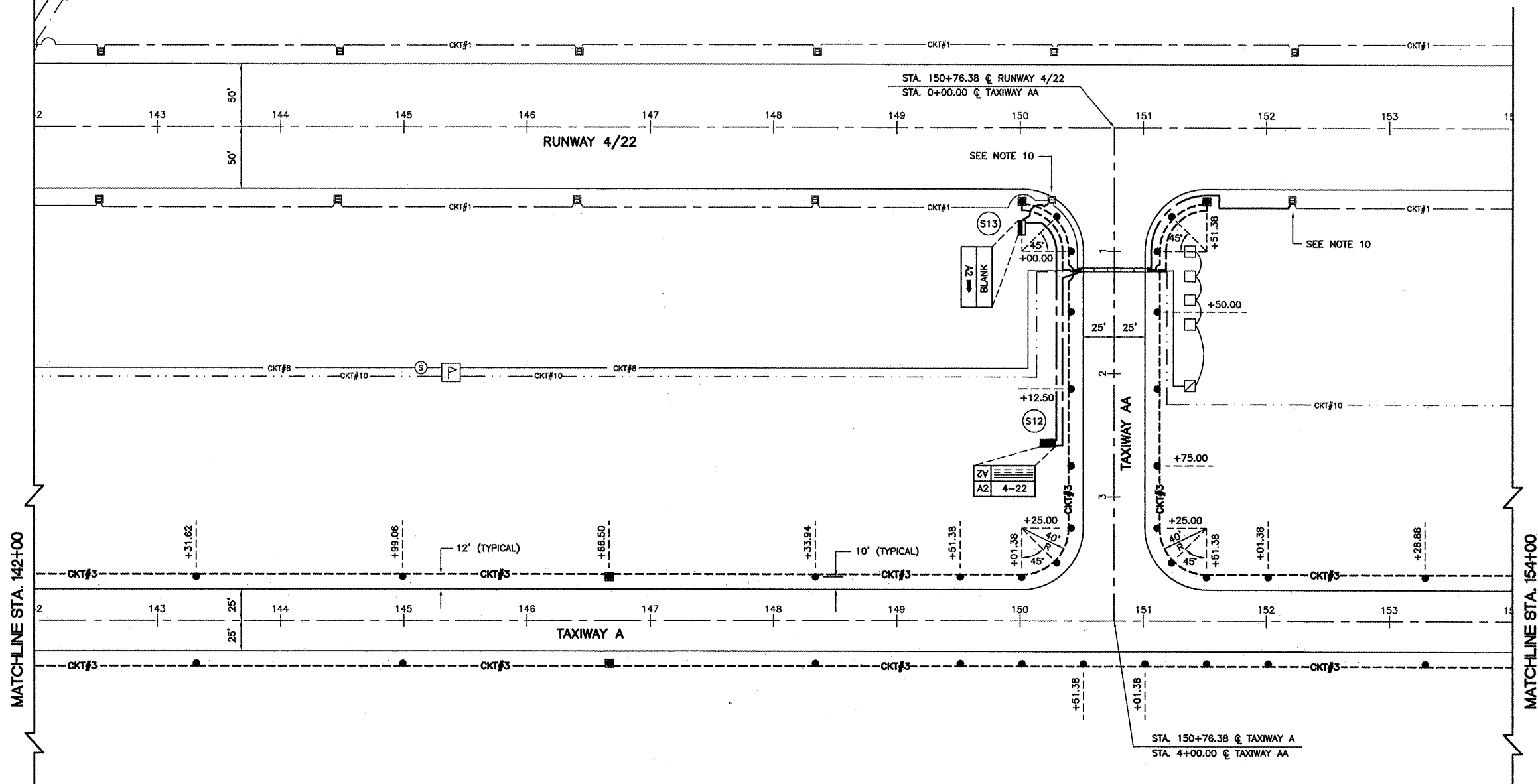
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THIS BAR IS EQUAL TO 2'  
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GREATER KANKAKEE AIRPORT  
KANKAKEE, ILLINOIS  
REHABILITATE AIRFIELD LIGHTING SYSTEM -  
RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
AIRFIELD LIGHTING PLAN  
STA. 142+00 TO STA. 154+00

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SHEET 16 OF 20 SHEETS	

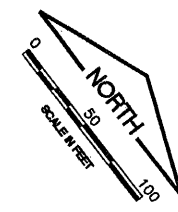


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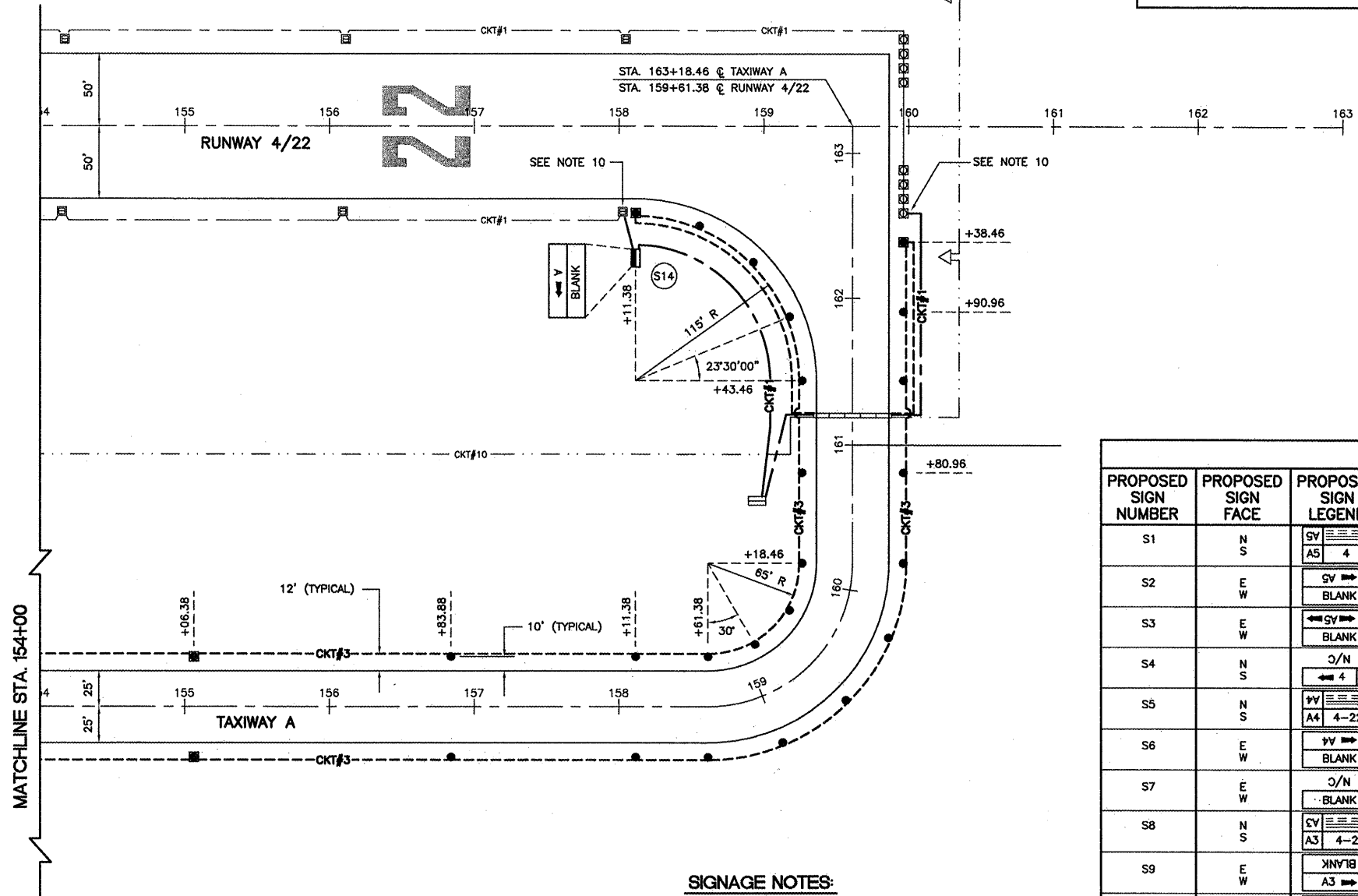
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FOR LEGEND AND NOTES  
 SEE AIRFIELD LIGHTING SHEET 1

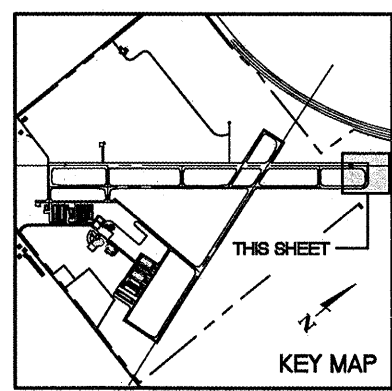


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NUMBER	BY	DATE

0 1 2  
 THIS BAR IS EQUAL TO 2"  
 AT FULL SCALE (34X22).



MATCHLINE STA. 154+00



**SIGNAGE NOTES:**

1. PROPOSED GUIDANCE SIGNS PANEL SIZE WILL BE BASED ON THE MANUFACTURERS RECOMMENDATION.
2. NEW GUIDANCE SIGN PANEL SIZES WILL BE BASED ON THE MANUFACTURER'S RECOMMENDATION.
3. EXISTING SIGN PANELS TO BE REPLACED/MODIFIED SHALL BE VERIFIED BY THE CONTRACTOR THAT THEY ARE COMPATIBLE WITH THE EXISTING SIGN ASSEMBLIES.
4. THE FOLLOWING TAXIWAY DESIGNATIONS WILL BE CHANGED UNDER THIS PROJECT:
  - TAXIWAY AA WILL BE REDESIGNATED AS TAXIWAY A2.
  - TAXIWAY C WILL BE REDESIGNATED AS TAXIWAY A3.
  - TAXIWAY D WILL BE REDESIGNATED AS TAXIWAY A4.
  - TAXIWAY E WILL BE REDESIGNATED AS TAXIWAY A5.
5. CONTRACTOR TO VERIFY SIZE OF PANEL BEFORE SUBMITTING SHOP DRAWINGS OR ORDERING MATERIAL.
6. SIGN PANELS TO BE MODIFIED SHALL INCLUDE REPLACEMENT OF THE ENTIRE MESSAGE ELEMENT FOR EACH SIDE OF THE SIGN THAT IS PROPOSED TO BE MODIFIED.

**AIRFIELD SIGNAGE SCHEDULE**

PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION	EXISTING SIGN LEGEND	COMMENTS
S1	N S	AS 4	2,3 2,1	STA. 2+57, 60' RT. CENTERLINE TAXIWAY E	E 4	MODIFY EXISTING SIGN PANEL
S2	E W	BLANK	3 0	STA. 101+08, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 3 CHARACTER
S3	E W	BLANK	3,2 0	STA. 101+01, 60' RT. CENTERLINE TAXIWAY A	-	NEW TAXI GUIDANCE SIGN - 5 CHARACTER
S4	N S	AA 4	3 2,3	STA. 5+00, 80' RT. CENTERLINE TAXIWAY D	D 4	MODIFY EXISTING SIGN PANEL
S5	N S	AA 4-22	2,3 2,1	STA. 2+57, 60' RT. CENTERLINE TAXIWAY D	D 4-22	MODIFY EXISTING SIGN PANEL
S6	E W	BLANK	3 0	STA. 111+92, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 3 CHARACTER
S7	E W	BLANK	3 3,2	STA. 124+26, 45' RT. CENTERLINE TAXIWAY A	A C	MODIFY EXISTING SIGN PANEL
S8	N S	AA 4-22	2,3 2,1	STA. 2+57, 60' RT. CENTERLINE TAXIWAY C	C 4-22	MODIFY EXISTING SIGN PANEL
S9	E W	AA 3	0 3	STA. 124+14, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 3 CHARACTER
S10	E W	BLANK	3 0	STA. 125+89, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 3 CHARACTER
S11	E W	AA 16 A	0 3,2	STA. 133+37, 75' LT. CENTERLINE TAXIWAY A	-	NEW TAXI GUIDANCE SIGN - 4 CHARACTER
S12	N S	AA 4-22	2,3 2,1	STA. 2+57, 60' RT. CENTERLINE TAXIWAY AA	AA 4-22	MODIFY EXISTING SIGN PANEL
S13	E W	AA 3	0 3	STA. 150+01, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 3 CHARACTER
S14	E W	AA 3	0 3	STA. 158+11, 85' RT. CENTERLINE RUNWAY 4/22	-	NEW TAXI GUIDANCE SIGN - 2 CHARACTER

N/C = NO CHANGE

**PROPOSED SIGN TYPE LEGEND**

- 0— BLANK PANEL - BLACK
- 1— RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND ON RED BACKGROUND
- 2— LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND
- 3— DIRECTION SIGN - BLACK LEGEND ON YELLOW BACKGROUND

GREATER KANKAKEE AIRPORT  
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 STA. 154+00 TO STA. 163+00

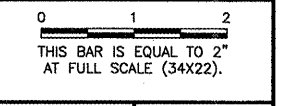
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**FINAL SUBMITTAL**  
 SHEET 17 OF 20 SHEETS

KA038

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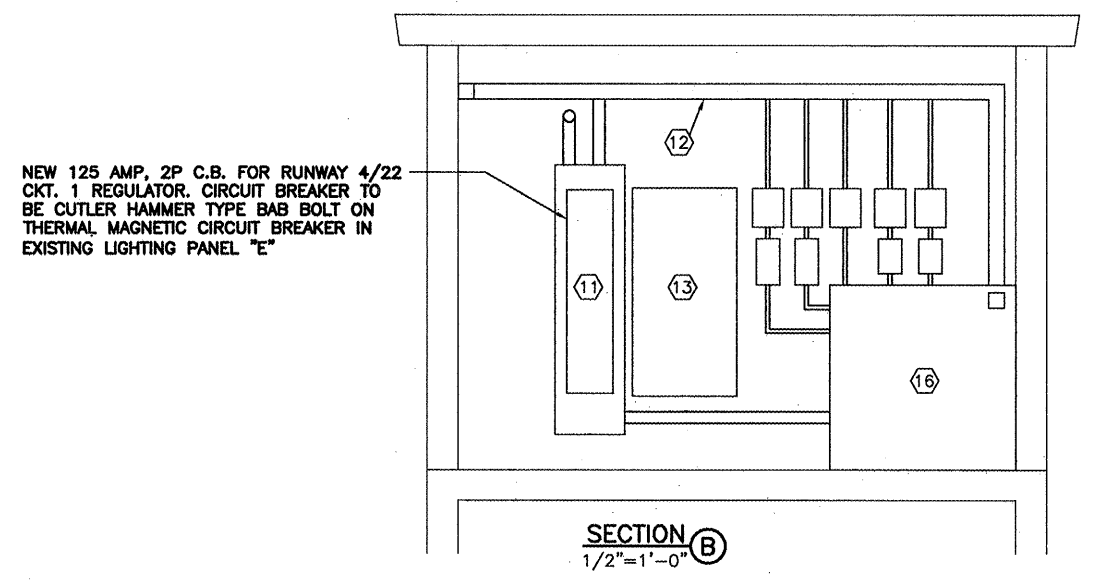
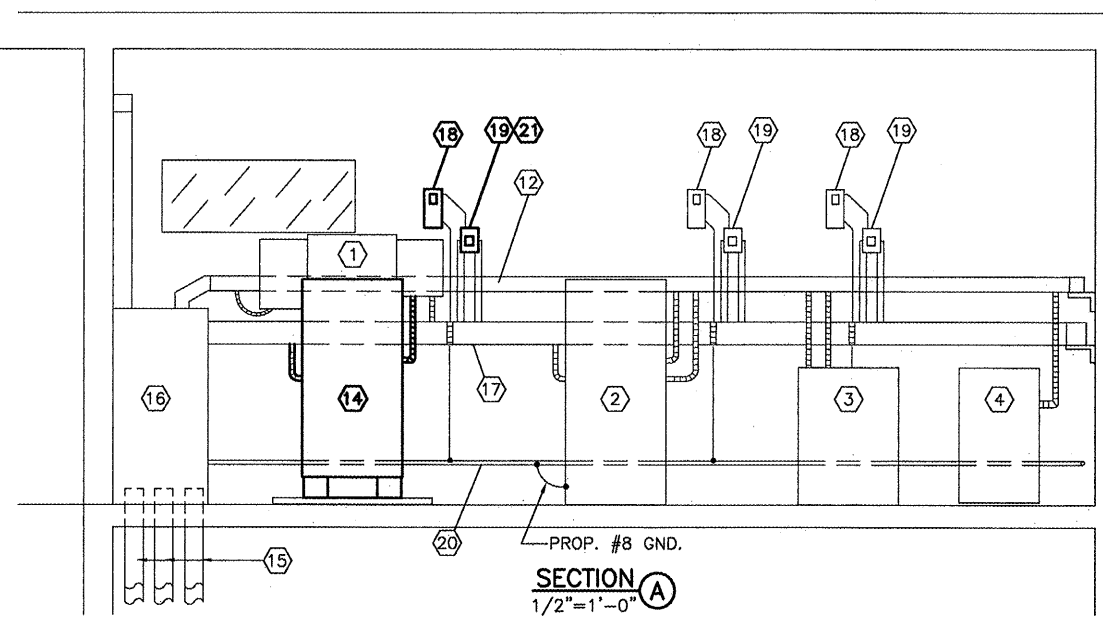
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NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 ELECTRICAL VAULT IMPROVEMENTS**

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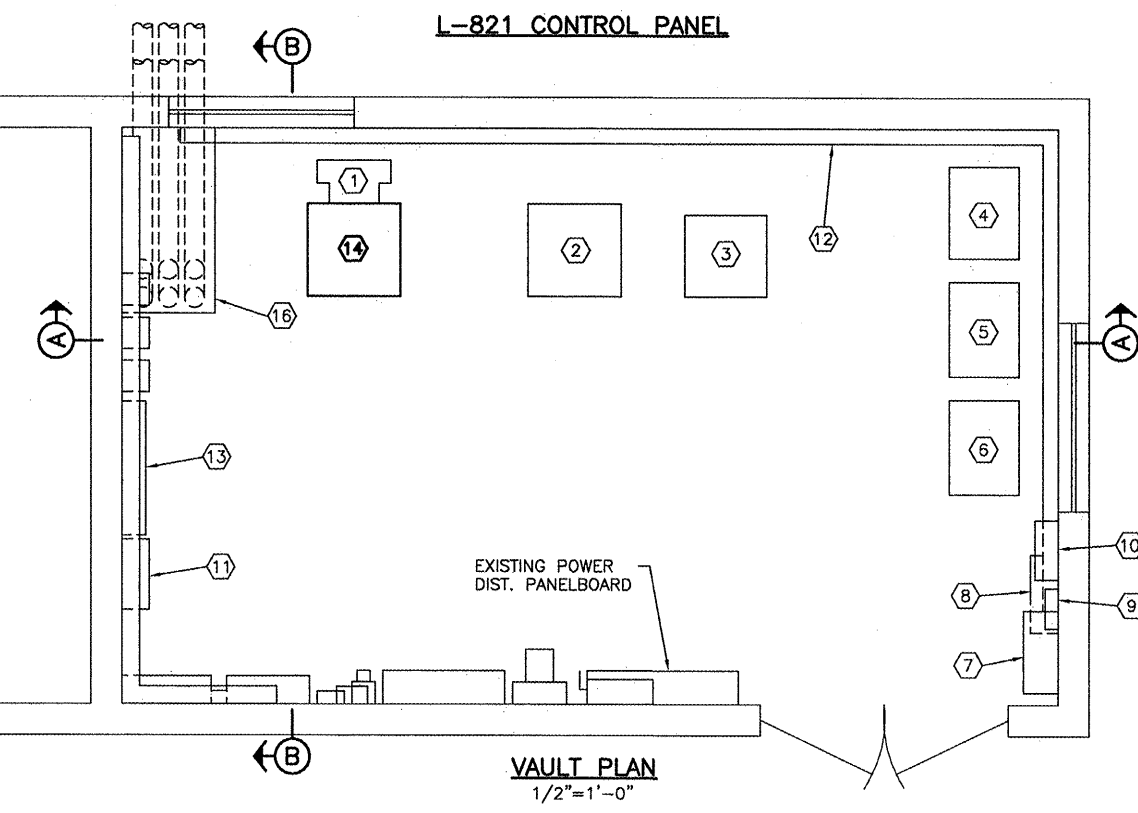
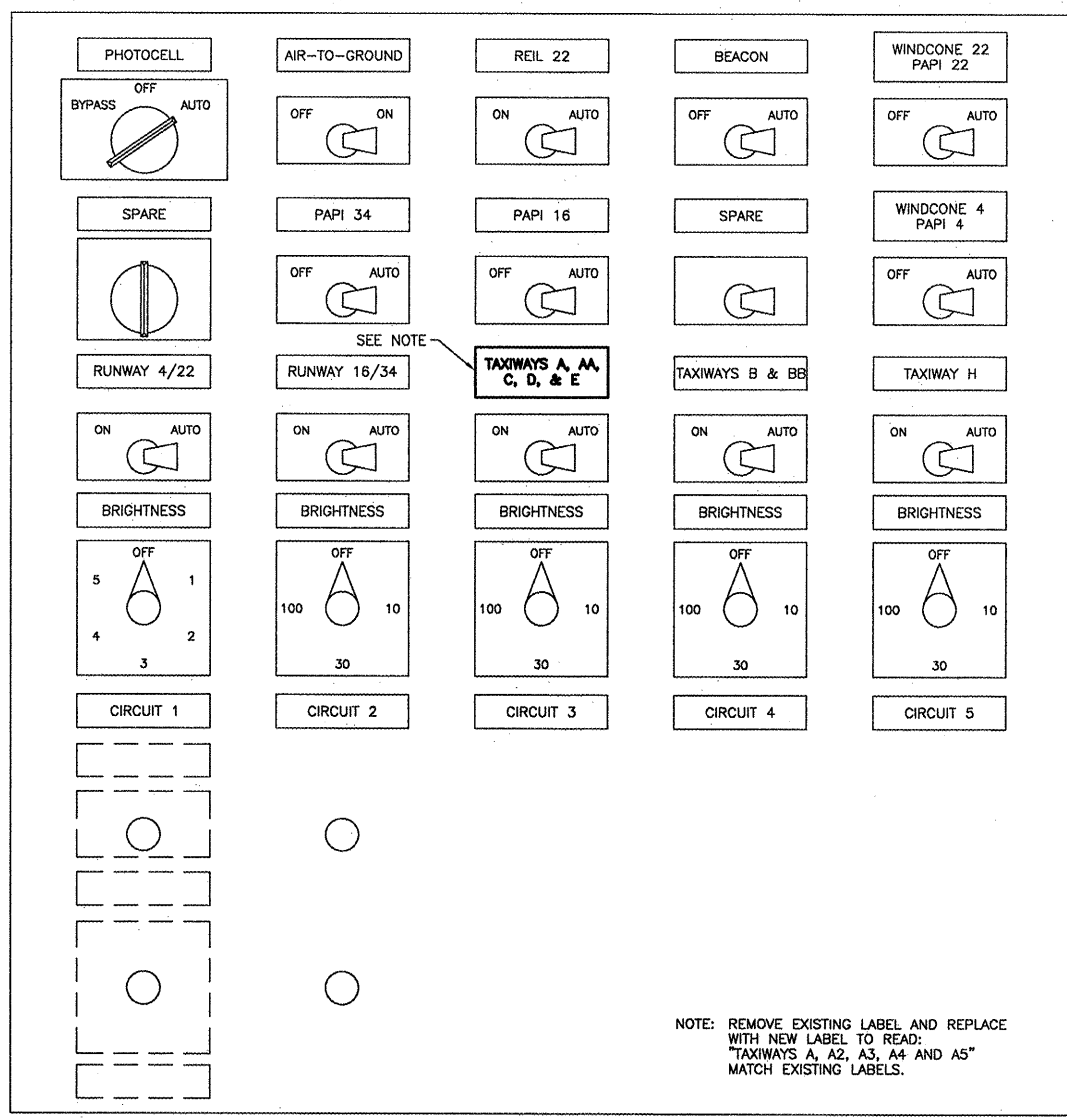
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DRAWN BY:	JRO
CHECKED BY:	AB
APPROVED BY:	
DATE:	01/16/09
JOB No:	08075-06
IL PROJECT: IKK-3863 A.I.P. PROJECT: 3-17-0057-B15	
<b>FINAL SUBMITTAL</b>	
SHEET 18 OF 20 SHEETS	

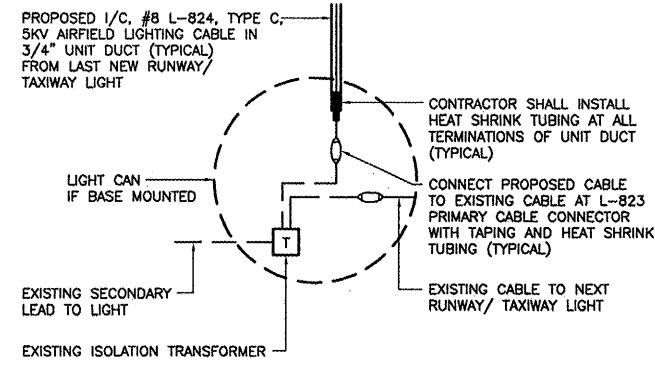


NEW 125 AMP, 2P C.B. FOR RUNWAY 4/22  
 CKT. 1 REGULATOR. CIRCUIT BREAKER TO  
 BE CUTLER HAMMER TYPE BAB BOLT ON  
 THERMAL MAGNETIC CIRCUIT BREAKER IN  
 EXISTING LIGHTING PANEL "E"

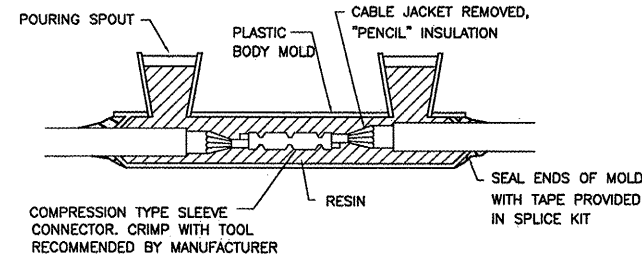
**EQUIPMENT NOTES**

- |   |   |
|---|---|
| <p>① EXIST. 15 KW, L-828 REGULATOR FOR EXIST. RUNWAY 4/22 (CKT. #1) TO BE REMOVED. TURNED OVER TO THE AIRPORT AT A LOCATION ON AIRPORT PROPERTY DESIGNATED BY AIRPORT MANAGER.</p> <p>② EXIST. 20 KW, L-828 REGULATOR FOR TAXIWAY "A" (CKT. #3)</p> <p>③ EXIST. 10 KW, L-828 REGULATOR FOR TAXIWAYS B/BB (CKT. #4)</p> <p>④ EXISTING 10 KW, L-828 REGULATOR FOR TAXIWAY "H" (CKT. #5)</p> <p>⑤ EXIST. 7 KW, L-812 REGULATOR USED AS STANDBY REGULATOR</p> <p>⑥ EXIST. 7.5 KW, L-828 REGULATOR FOR EXISTING RUNWAY 16/34(CKT. #2)</p> <p>⑦ EXIST. L-821 CONTROL PANEL</p> <p>⑧ EXIST. CONTROL RELAY AND RADIO INTERFACE PANEL</p> <p>⑨ EXIST. L-854 AIR-TO-GROUND RADIO CONTROLLER</p> <p>⑩ EXIST. STANDBY REGULATOR CONTROL PANEL</p> <p>⑪ EXIST. LIGHTING PANEL "E", 400 AMP, 240/120 VAC, 3P, 4W.</p> <p>⑫ EXIST. 4"x4" WIREWAY TO CONTAIN ALL PROP. 240 VAC AND 120 VAC WIRING</p> <p>⑬ EXIST. TELEPHONE PANEL</p> | <p>⑭ NEW 20KW, L-828, 5-STEP REGULATOR FOR RUNWAY 4/22 CKT. #1, 240V AC INPUT, 6.6 AMP OUTPUT. NEW 240 VAC POWER WIRING, 2-1/C #1 THWN, 1 #1 GND. IN NEW 1-1/2" LIQUID TIGHT FLEX CONDUIT TO EXISTING WIREWAY, THEN TO EXISTING LIGHTING PANEL "E". SERIES CIRCUIT AND CONTROL WIRING TO BE RECONNECTED TO NEW REGULATOR.</p> <p>⑮ EXISTING 6-4" CONDUITS WITH AIRFIELD CIRCUIT HOMERUNS.</p> <p>⑯ EXISTING PULL BOX.</p> <p>⑰ EXISTING HIGH VOLTAGE WIREWAY.</p> <p>⑱ EXISTING 5KV GROUND DISCONNECT TO BE REMOVED.</p> <p>⑲ EXISTING SERIES CIRCUIT PLUG CUTOUT TO BE REMOVED.</p> <p>⑳ EXISTING GROUND BUS.</p> <p>㉑ NEW SERIES CIRCUIT PLUG CUTOUT/GROUNDING SWITCH, MODEL NO. 1475-92-030 BY SIEMENS OR EQUAL.</p> |
|---|---|



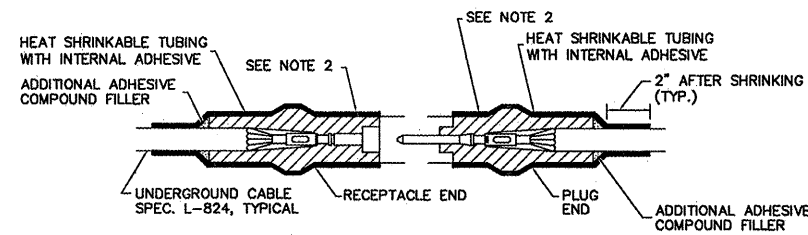


**RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL**  
 NOT TO SCALE



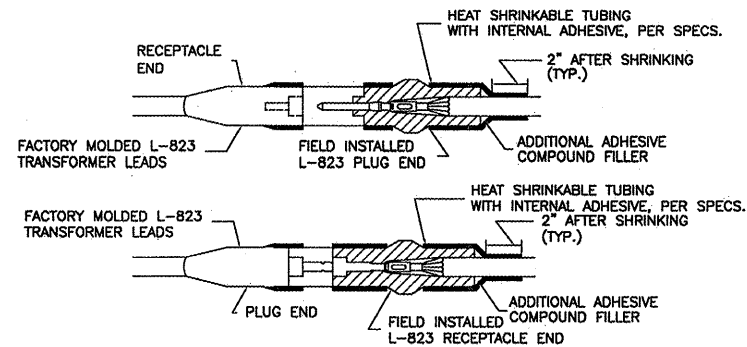
**TYPE A - CABLE SPLICE**

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY  
 N.T.S.



**TYPE B - CABLE SPLICE**

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT  
 NOT TO SCALE

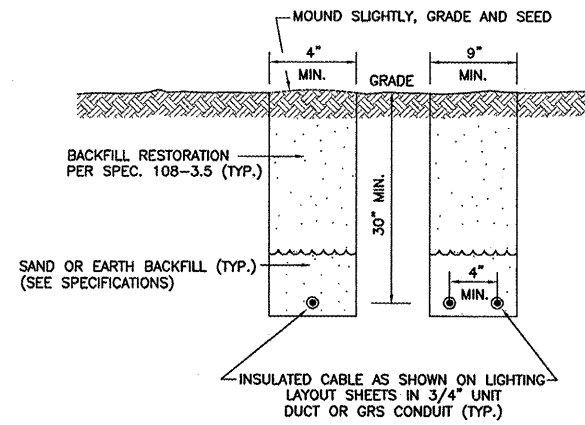


**TYPE C AND D - CABLE SPLICE**

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS  
 NOT TO SCALE

**CABLE SPLICE NOTES**

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.

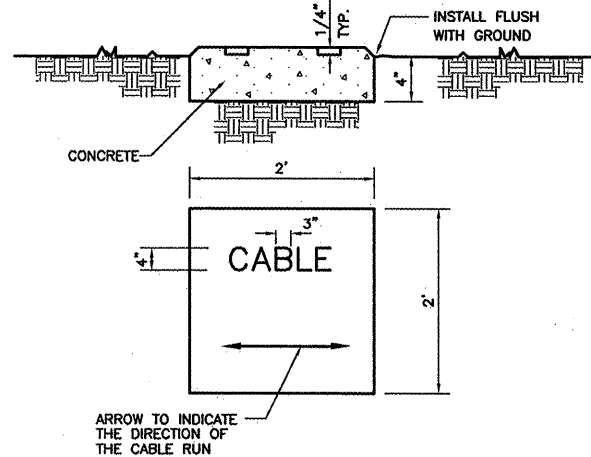


**TURF AREA CABLE TRENCH DETAIL**  
 NOT TO SCALE

**NOTES**

- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 4" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.



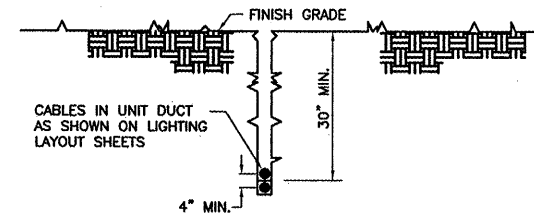
**TURF CABLE MARKER DETAIL**  
 NO SCALE

**NOTES**

- CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
- ITEM 610 CONCRETE SHALL BE USED.
- ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 0.049 CU. YD. CONCRETE PER MARKER.
- CONTRACTOR SHALL LOCATE EXISTING CABLE MARKERS IN THE FIELD BEFORE WORK BEGINS IN ORDER TO RELOCATE CABLE MARKERS AT CORRECT LOCATIONS (COST INCIDENTAL TO CONTRACT).

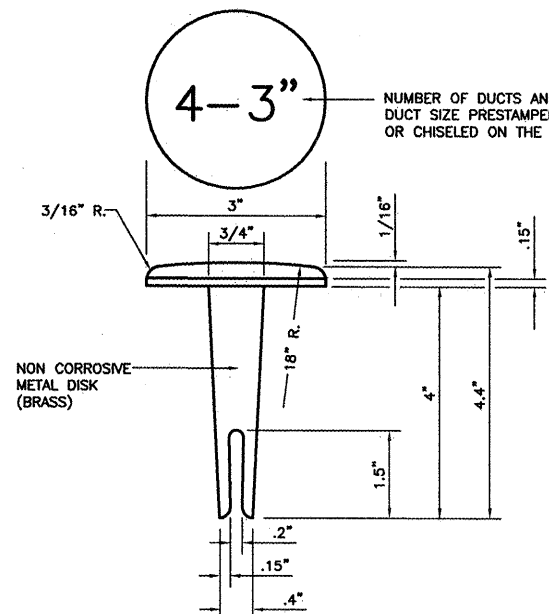
**GENERAL NOTES:**

- THE CONCRETE BASE FOR BASE MOUNTED LIGHTS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE. SLOPE TO DRAIN (610).
- TRANSFORMER HOLDER SHALL BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/2, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
- ALL SIGNS, LIGHTS, CABLES AND TRANSFORMERS TO BE REMOVED SHALL REMAIN THE PROPERTY OF THE AIRPORT. AT THE DISCRETION OF THE AIRPORT MANAGER, THE CONTRACTOR MAY BE REQUIRED TO DISPOSE OF THESE MATERIALS OFFSITE AT NO ADDITIONAL COST.
- TAXIWAY LIGHTS SHALL HAVE A BLUE LENS, RUNWAY LIGHTS SHALL HAVE A CLEAR OR 180° AMBER/CLEAR LENS AS DESIGNATED ON PLANS.
- DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.
- CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.
- INSTALL 1/2 #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN OR STAKE AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS AND STAKES, IF REQUIRED. INSTALLING GROUND LUGS FOR EXISTING CANS AND STAKES SHALL BE AT NO ADDITIONAL COST.



**CABLE IN UNIT DUCT - PLOWED**  
 NOT TO SCALE

NOTE: CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.



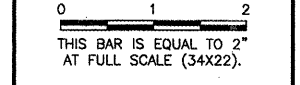
**DUCT MARKER DETAIL**  
 NOT TO SCALE

NEW DUCT MARKERS SHALL BE INSTALLED AT ALL EXISTING AND NEW DUCT LOCATIONS USED IN THE PROJECT (COST INCIDENTAL).

DUCT MARKERS SHALL BE DRILLED AND GROUTED SO THEY ARE RECESSED FROM THE SURFACE OF THE PAVEMENTS.

**REVISIONS**

NUMBER	BY	DATE



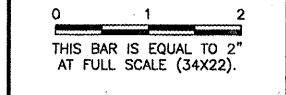
**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS**

**ELECTRICAL DETAILS - SHEET 1**

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SHEET 19 OF 20 SHEETS	

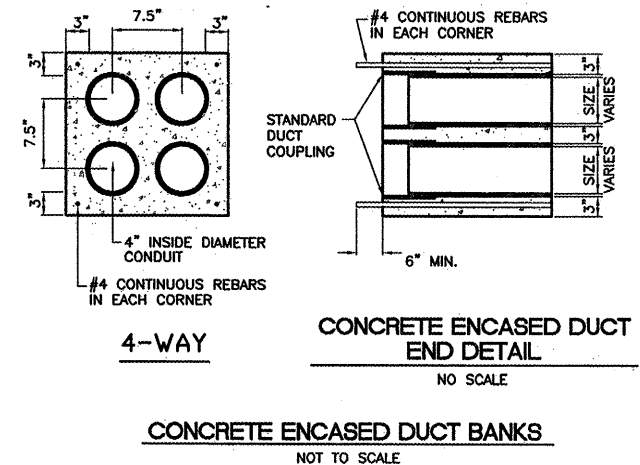
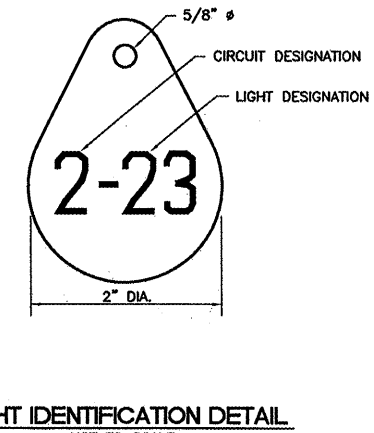
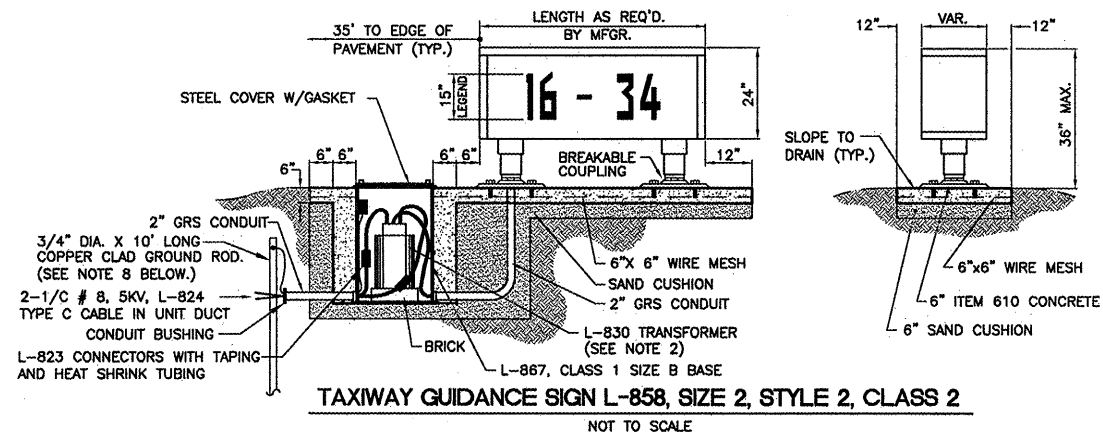
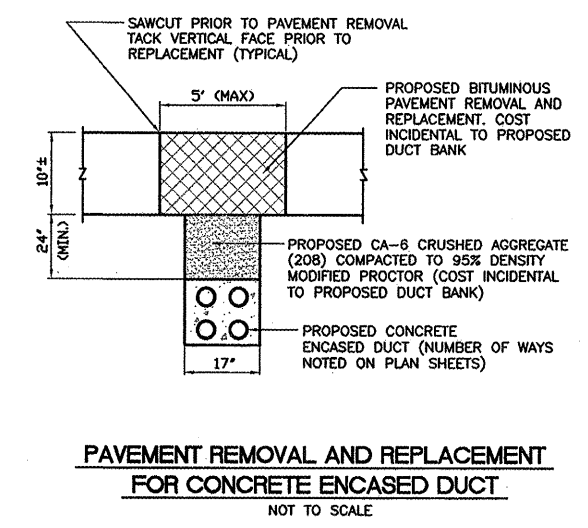
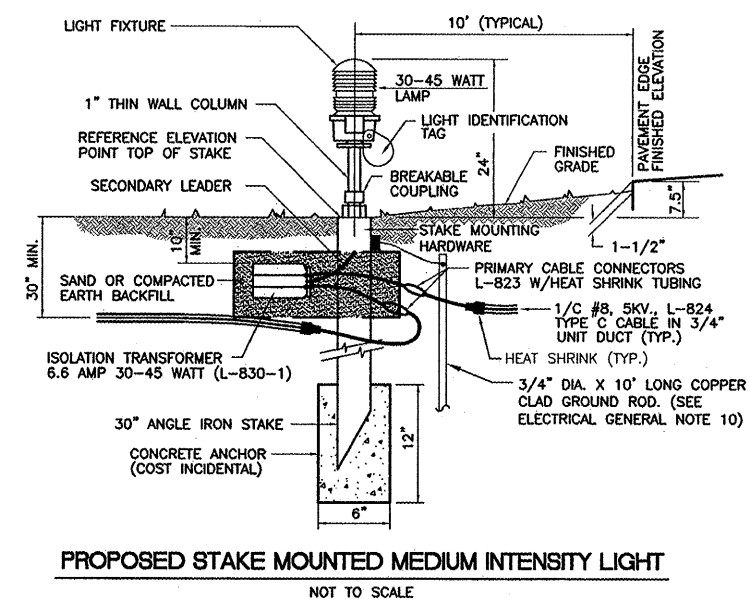
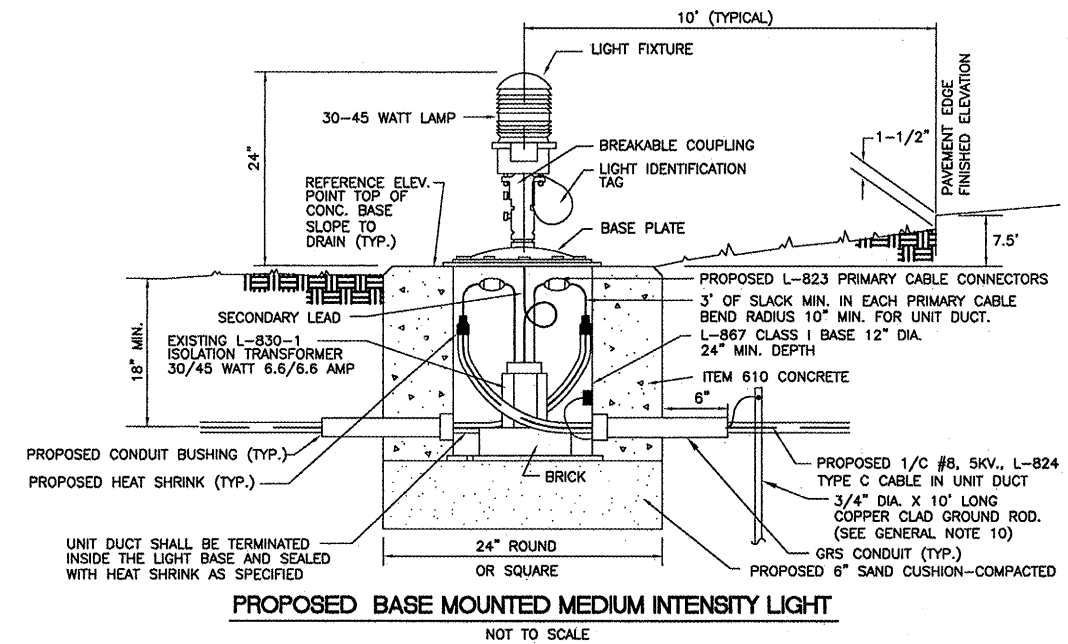
REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT  
 KANKAKEE, ILLINOIS  
 REHABILITATE AIRFIELD LIGHTING SYSTEM -  
 RUNWAY 4/22 PARALLEL AND CONNECTING TAXIWAYS  
 ELECTRICAL DETAILS - SHEET 2**

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SHEET 20 OF 20 SHEETS	



**SIGNAGE NOTES**

- ALL SIGNS ARE LUMACURVE 2-SIDED SIGNS BY STANDARD SIGNS OR APPROVED EQUAL.
- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER.
- LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
- UNIT DUCT SHALL BE TERMINATED IN THE CAN AND SEALED TO THE CABLE WITH HEAT SHRINK AS SPECIFIED.
- THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.
- INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED.
- CONTRACTOR SHALL RESTORE TURF AROUND NEW SIGN FOUNDATIONS, INCLUDING TOPSOILING, GRADING (5% MAXIMUM SLOPE), SEEDING AND MULCHING. COST INCIDENTAL TO SIGN.

**NOTES:**

- INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
- NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (PROPOSED OR RELOCATED LIGHTS) SHALL BE RETAGGED.
- COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**NOTES:**

- DIMENSIONS ARE MINIMUM.
- CONCRETE SHALL CONFORM TO ITEM 610.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC.
- TOP OF CONCRETE ENCASEMENT IN TURF AREAS SHALL NOT BE LESS THAN 24" BELOW FINISHED GRADE.
- PROVIDE PULL STRING AND CAPS FOR UNUSED DUCTS.