

KANKAKEE VALLEY AIRPORT AUTHORITY

KANKAKEE, ILLINOIS

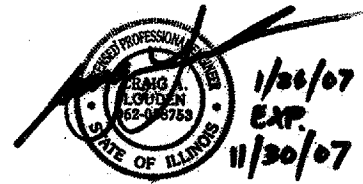
CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

REHABILITATE RUNWAY 4/22

SUMMARY OF QUANTITIES

ITEM NUMBER	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
BASE #10				
AR125943	ADJUST INPAVEMENT LIGHT	EACH	3	
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	23,000	
AR401620	BIT. SURFACE COURSE, LEVELING	TON	150	
AR401655	BUTT JOINT CONSTRUCTION	SY	2,500	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	2,000	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	250	
AR402522	POROUS FRICTION COURSE, 0.10"	SY	70,600	
AR003510	BITUMINOUS TACK COAT	GAL	17,725	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	62,000	
ADDITIVE ALTERNATE #1				
AS401620	BIT. SURFACE COURSE, LEVELING	TON	640	
AS401650	BITUMINOUS PAVEMENT MILLING	SY	6,200	
AS401916	REM & REP BIT PAVEMENT - TYPE B	SY	205	
AS603510	BITUMINOUS TACK COAT	GAL	950	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	1,350	

ILLINOIS PROJECT: IKK-3660
A.I.P. PROJECT: 3-17-0057-B12



JANUARY 26, 2007

CMT 06075-03
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SPRINGFIELD, ILLINOIS
ALBANY, ILLINOIS
ST. LOUIS, MISSOURI
ROCKFORD, ILLINOIS
EAST ALTON, ILLINOIS

SUBMITTED BY: *[Signature]*
DATE: 1/26/07 2007

KANKAKEE VALLEY AIRPORT AUTHORITY

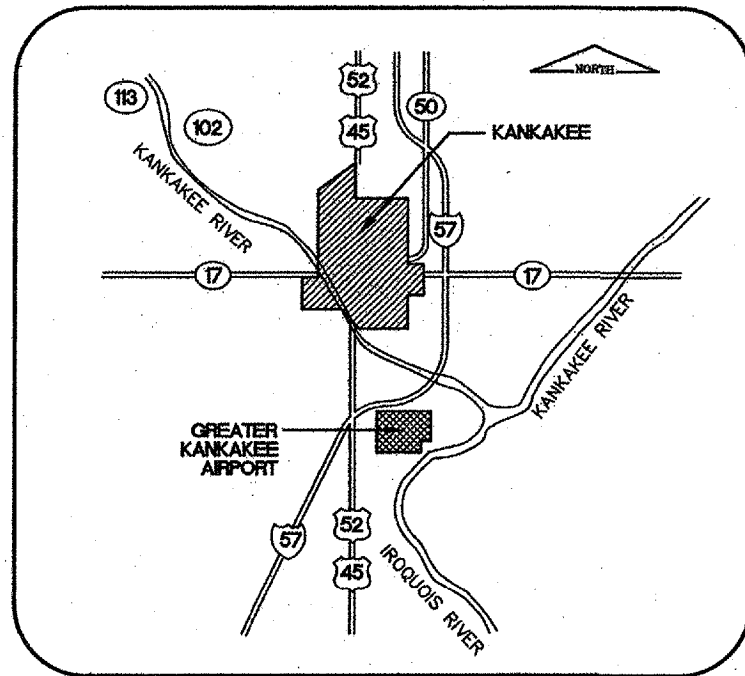
APPROVED: *[Signature]*
AIRPORT MANAGER

DATE: JANUARY 4th 2007

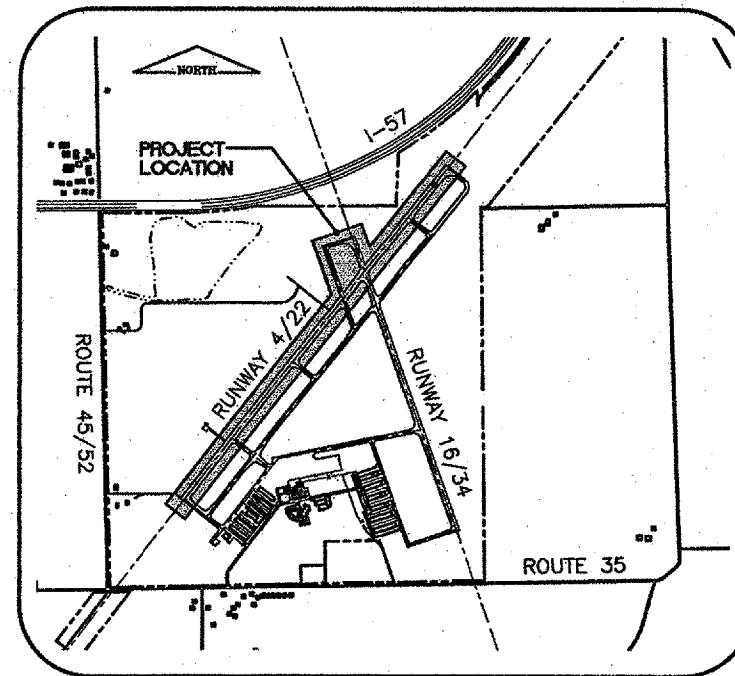
CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123

KANKAKEE VALLEY AIRPORT AUTHORITY
GREATER KANKAKEE AIRPORT

TOWNSHIP: T 30 N
RANGE: R 12 E
SECTIONS 20 & 21
COUNTY: KANKAKEE
TOWNSHIP: OTTO



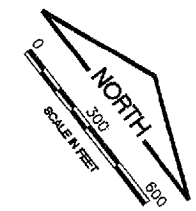
SITE PLAN



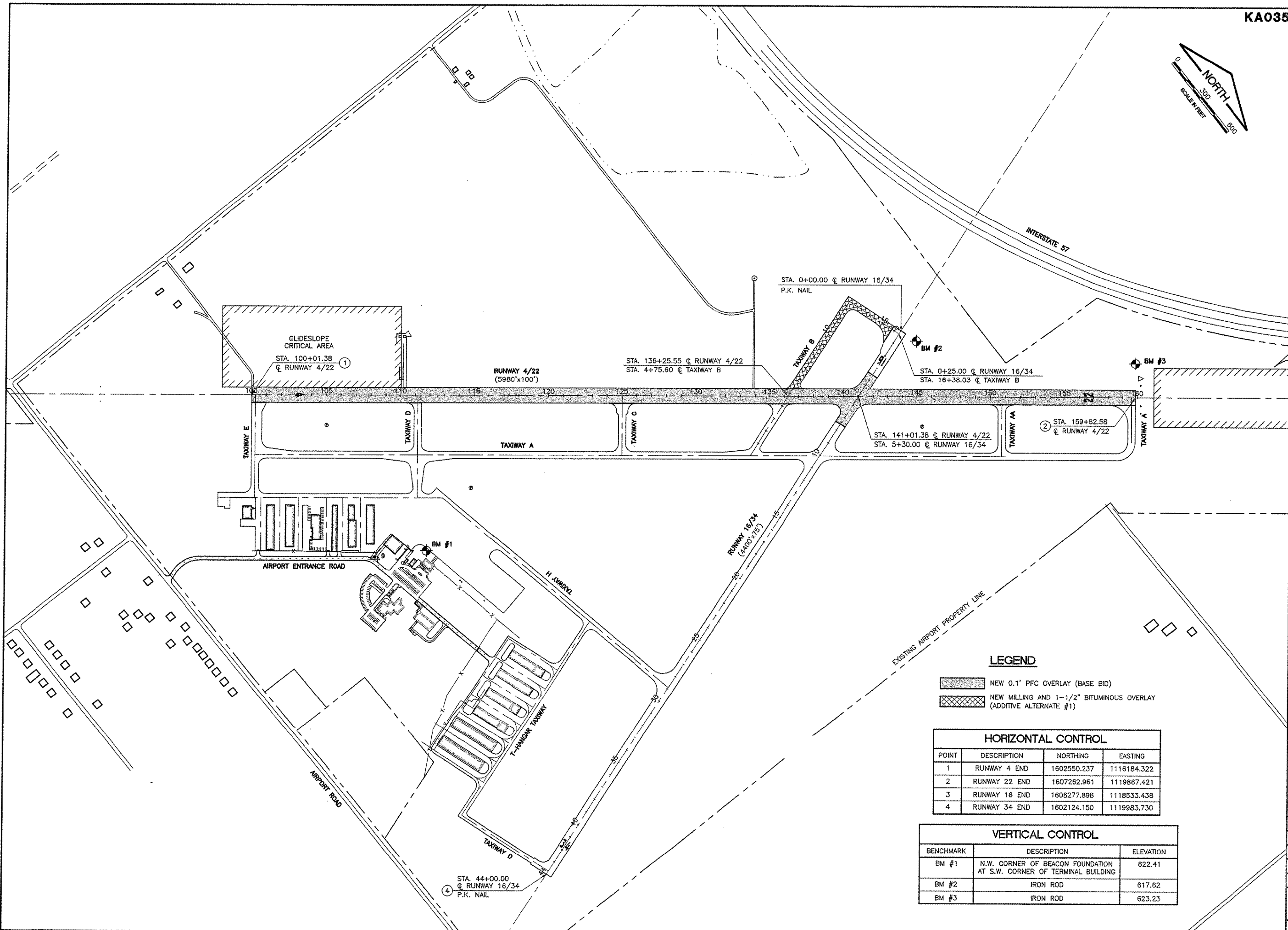
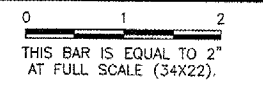
LOCATION MAP

INDEX TO SHEETS

- COVER SHEET
- SITE PLAN / PROJECT CONTROL PLAN
- SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION)
- TYPICAL SECTIONS
- RUNWAY 4/22 PLAN AND PROFILE STA 98+00 TO 111+50
- RUNWAY 4/22 PLAN AND PROFILE STA 111+50 TO 124+50
- RUNWAY 4/22 PLAN AND PROFILE STA 124+50 TO 137+50
- RUNWAY 4/22 PLAN AND PROFILE STA 137+50 TO 150+50
- RUNWAY 4/22 PLAN AND PROFILE STA 150+50 TO 161+00
- RUNWAY 16/34 PLAN AND PROFILE STA 2+00 TO 9+00
- INTERSECTION GRADE DETAILS
- ENGINEERING INFORMATION
- TAXIWAY B PLAN AND PROFILE STA 4+00 TO 16+35 ADDITIVE ALTERNATE #1
- TAXIWAY B CROWN AND GRADE PAVING CHART ADDITIVE ALTERNATE #1



REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

REHABILITATE RUNWAY 4/22

SITE PLAN/PROJECT CONTROL PLAN

LEGEND

- NEW 0.1" PFC OVERLAY (BASE BID)
- NEW MILLING AND 1-1/2" BITUMINOUS OVERLAY (ADDITIVE ALTERNATE #1)

HORIZONTAL CONTROL			
POINT	DESCRIPTION	NORTHING	EASTING
1	RUNWAY 4 END	1602550.237	1116184.322
2	RUNWAY 22 END	1607262.961	1119867.421
3	RUNWAY 16 END	1608277.898	1118533.438
4	RUNWAY 34 END	1602124.150	1119983.730

VERTICAL CONTROL		
BENCHMARK	DESCRIPTION	ELEVATION
BM #1	N.W. CORNER OF BEACON FOUNDATION AT S.W. CORNER OF TERMINAL BUILDING	622.41
BM #2	IRON ROD	617.62
BM #3	IRON ROD	623.23

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DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	DLP
DATE:	01/26/07
JOB No:	06075-03
IL. PROJECT: IKK-3660 A.I.P. PROJECT: 3-17-0057-B12	
SHEET 2 OF 14 SHEETS	

GENERAL NOTES

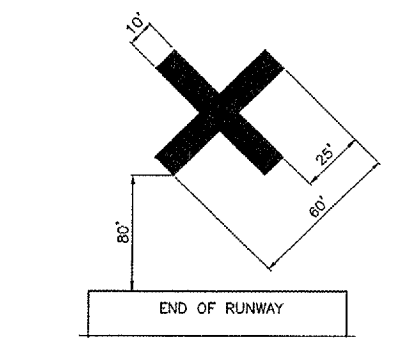
1. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH PRIOR APPROVAL HOWEVER, ALTERNATE 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.
2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E SAFETY DURING CONSTRUCTION. (LATEST EDITION).
3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
4. THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
5. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL 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.
6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER.
7. 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.
8. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER ON SITE AT ALL TIMES. WHEN 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.
9. MATERIALS REMOVED FROM THE PROJECT SHALL BE SATISFACTORILY DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
10. 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 SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING YELLOW 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.
11. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER (5) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
12. 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 COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
13. 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.
14. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE ENGINEER IMMEDIATELY.
15. 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.
16. NO PERSONAL VEHICLES WILL BE ALLOWED BEYOND THE CONTRACTOR'S STAGING AREA.

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

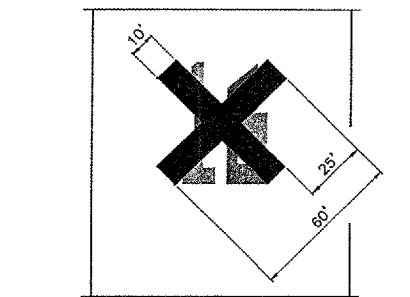
18. ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH UNICOM FREQUENCY 123.0 MHZ SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. 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.
19. 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.
20. 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 AIR OPERATIONS AREA (A.O.A.)

21. **RUNWAYS:**
ON ANY DAY WHEN CONSTRUCTION IS WITHIN 200' OF THE CENTERLINE 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. WORK SHALL BE EXPEDITED IN THESE AREAS. AT LEAST ONE OF THE RUNWAYS SHALL REMAIN IN OPERATION AT ALL TIMES UNLESS OTHERWISE NOTED ON THE SEQUENCE PLAN. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A., ADJACENT TO THE RUNWAY. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.
22. **TAXIWAYS:**
ON ANY DAY WHEN CONSTRUCTION IS WITHIN 65' OF THE CENTERLINE 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. WORK SHALL BE EXPEDITED IN THESE AREAS. IF NECESSARY STEEL PLATES SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE TAXIWAY OBJECT FREE AREA, ADJACENT TO THE TAXIWAY.



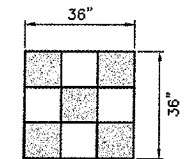
OFF PAVEMENT CLOSED RUNWAY MARKER DETAIL
NO SCALE



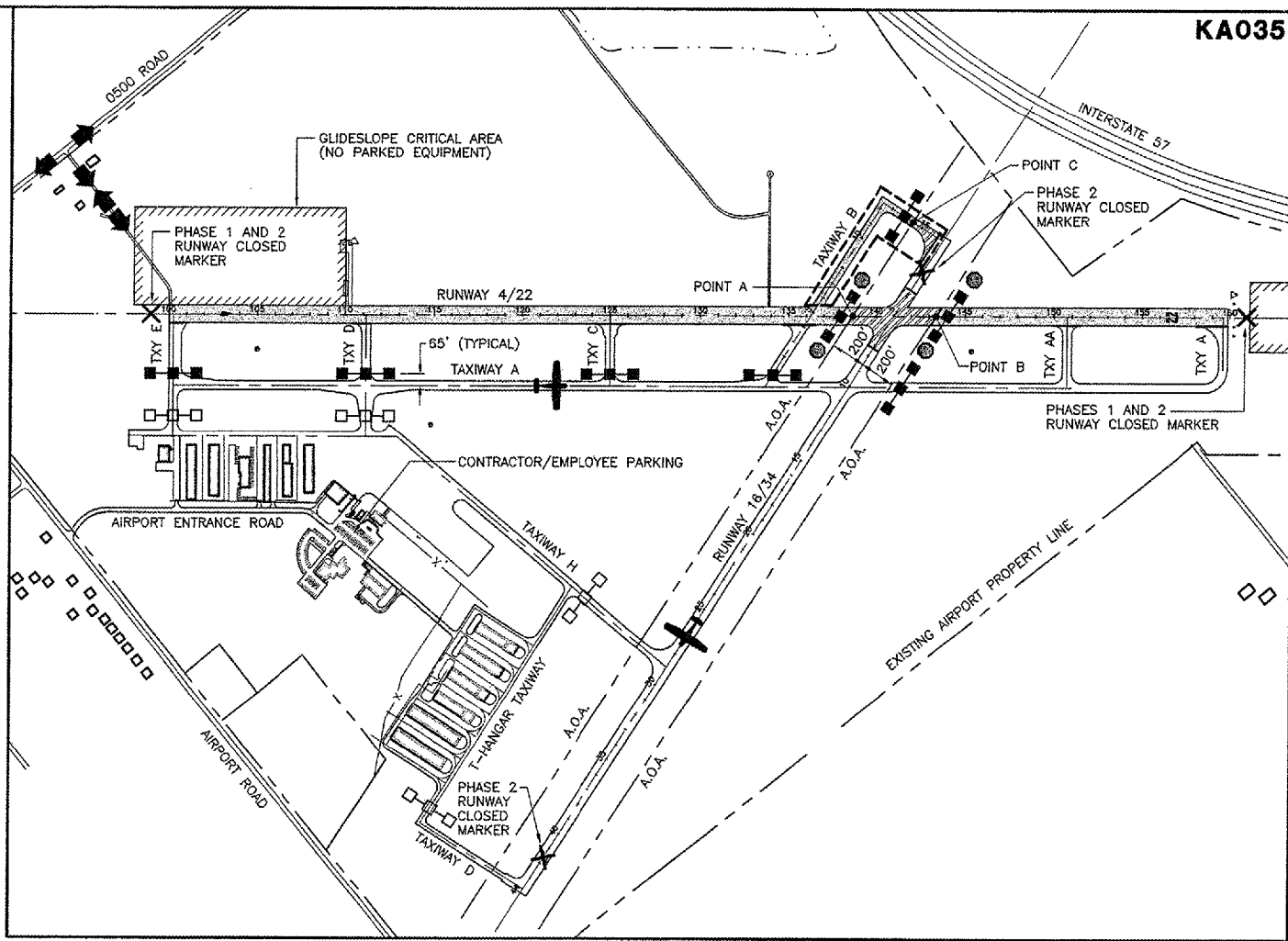
ON PAVEMENT CLOSED RUNWAY MARKER DETAIL
NO SCALE

NOTES

1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
5. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND RESIDENT ENGINEER. 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.



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG
ORANGE/WHITE



PHASE 1

- RUNWAY 4/22 PAVEMENT PATCHING AND PFC OUTSIDE A.O.A. OF RUNWAY 16/34 (BASE BID).
- TAXIWAY B PAVEMENT PATCHING, MILLING AND OVERLAY OUTSIDE A.O.A. OF RUNWAY 16/34 (ADDITIVE ALTERNATE #1).

PHASE 2 - 48 HOUR EXPEDITED WORK AREA

- RUNWAY 4/22 AND RUNWAY 16/34 INTERSECTION PAVEMENT PATCHING AND PFC (BASE BID).
- TAXIWAY B PAVEMENT PATCHING, MILLING AND OVERLAY INSIDE A.O.A. OF RUNWAY 16/34 (ADDITIVE ALTERNATE #1).

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20'

DESIGN APPROACH CATEGORY: D
DESIGN AIRCRAFT GROUP: II

POINT	DESCRIPTION	LATITUDE	LONGITUDE	ELEVATION
A	RWY 4/22 CENTERLINE AT RWY 16/34 A.O.A.	41°04'26.75"	87°50'46.33"	621.40
B	RWY 4/22 CENTERLINE AT RWY 16/34 A.O.A.	41°04'30.44"	87°50'42.48"	621.20
C	TYX B CENTERLINE AT RWY 16/34 A.O.A.	41°04'32.67"	87°50'49.01"	618.20

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:

- CONSTRUCT SOUTHEAST QUADRANT FIRE PROTECTION

LEGEND

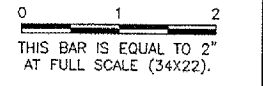
- PHASE 1 WORK AREA
- PHASE 2 WORK AREA
- LIMITS OF ADDITIVE ALTERNATE #1
- PHASE 1 BARRICADES W/ FLASHING YELLOW LIGHTS
- PHASE 2 BARRICADES W/ FLASHING YELLOW LIGHTS
- CONTRACTOR'S ACCESS/HAUL ROAD
- A.O.A. AIR OPERATIONS AREA (A.O.A.)
- STOP SIGN PLACEMENT/FULL TIME CROSSING GUARD LOCATIONS
- RUNWAY CLOSED MARKER
- PHASE 1 AIRCRAFT MOVEMENT OPERATIONS
- INSTRUMENT LANDING SYSTEM (ILS) CRITICAL AREAS

SEQUENCING NOTES

1. PAVEMENT PATCHING WITHIN PHASE 1 LIMITS CAN BE COMPLETED DURING DAYTIME ONLY (BETWEEN THE HOURS OF 7 A.M. AND 5 P.M.) CLOSURES OF RUNWAY 4/22 WITH THE RUNWAY BEING OPENED AT THE END OF EACH WORKING DAY.
2. WORK WITHIN PHASE 2 SHALL BE EXPEDITED. A MAXIMUM OF 48 HOURS OF CLOSURE TIME WILL BE ALLOWED ON RUNWAY 16/34 TO COMPLETE PHASE 2. THE CONTRACTOR SHALL PROVIDE THE AIRPORT AND RESIDENT ENGINEER WITH SEVEN (7) DAYS OF ADVANCE NOTICE PRIOR TO BEGINNING PHASE 2.

KA035
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LAYOUT: Layout1
UPDATE BY: Jim Ohse
SURVEY BOOK #
DATE: Tuesday, March 27, 2007 4:30:04 PM
XREF DWG: tbcint.dwg
tb.dwg
rwy-base.dwg

REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS**

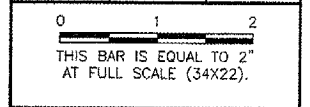
REHABILITATE RUNWAY 4/22

**SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E (LATEST EDITION)**

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DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	CAL
APPROVED BY:	DLP
DATE:	01/26/07
JOB No:	06075-03
IL PROJECT:	IKK-3660
A.I.P. PROJECT:	3-17-0057-B12
SHEET	3 OF 14 SHEETS

REVISIONS		
NUMBER	BY	DATE



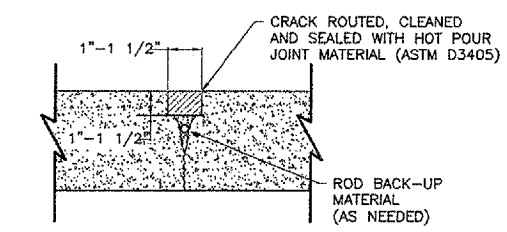
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

REHABILITATE RUNWAY 4/22

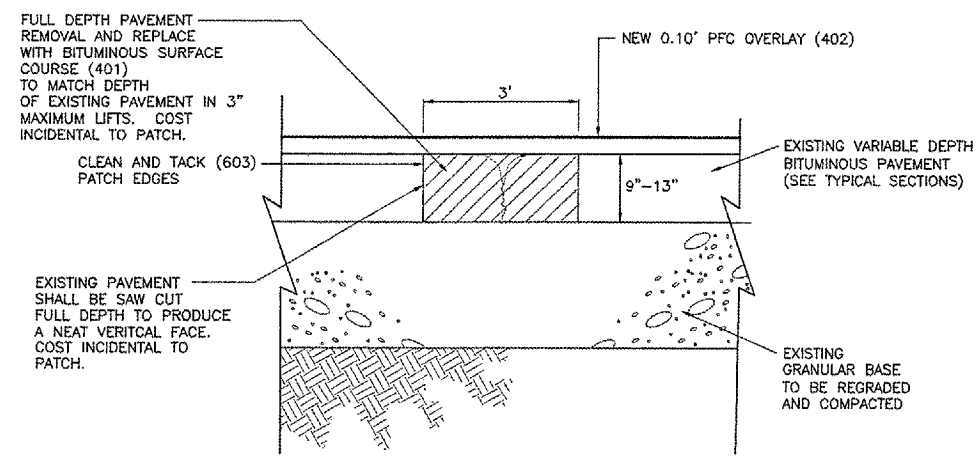
TYPICAL SECTIONS

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DESIGN BY:	CAL
DRAWN BY:	JRO
CHECKED BY:	CAL
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DATE:	01/26/07
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SHEET	4 OF 14 SHEETS



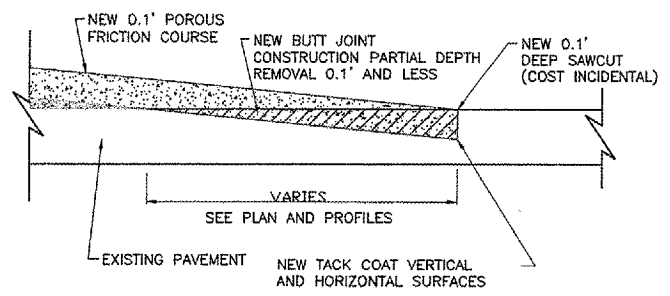
**PROPOSED REPAIR METHOD
 CRACK ROUTING AND SEALING**
 NO SCALE



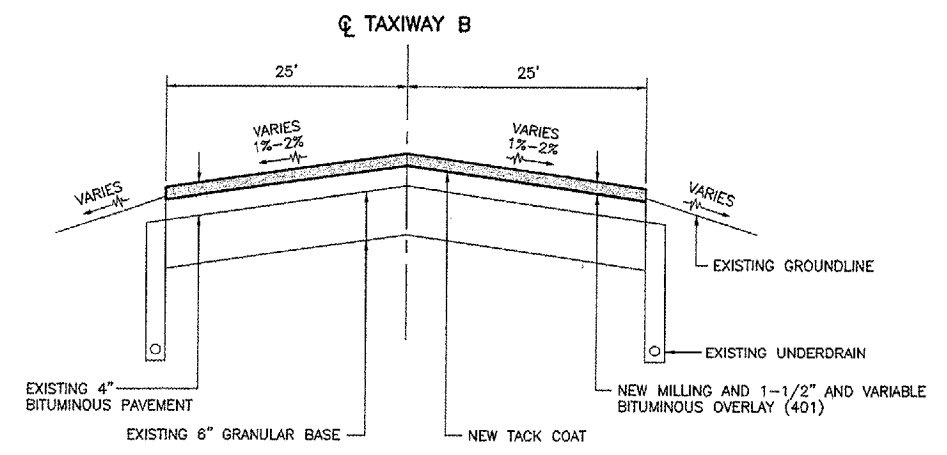
**PROPOSED REMOVE AND REPLACE
 BITUMINOUS PAVEMENT - TYPE B**
 NOT TO SCALE

PAVEMENT REMOVAL AND REPLACEMENT NOTES:

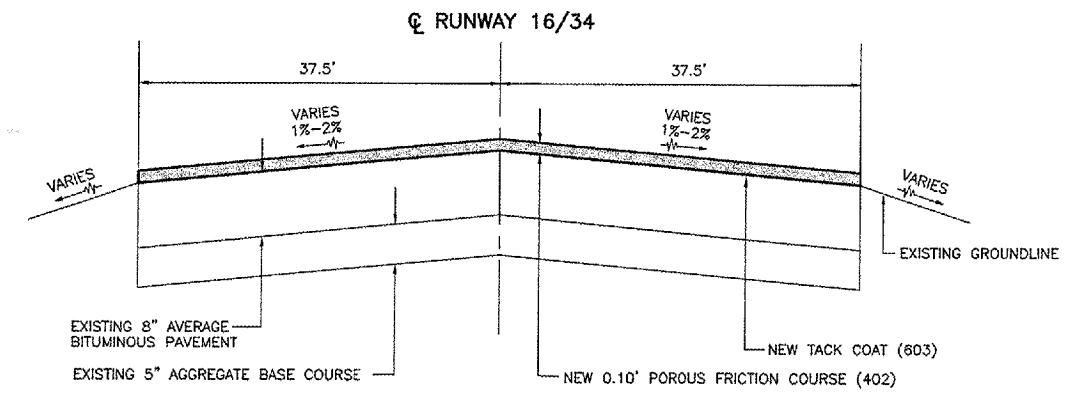
- 1) DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS, AIRPORT PERSONNEL, AND PAVEMENT CORES. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
- 2) PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED AT APPROXIMATELY 150' INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.



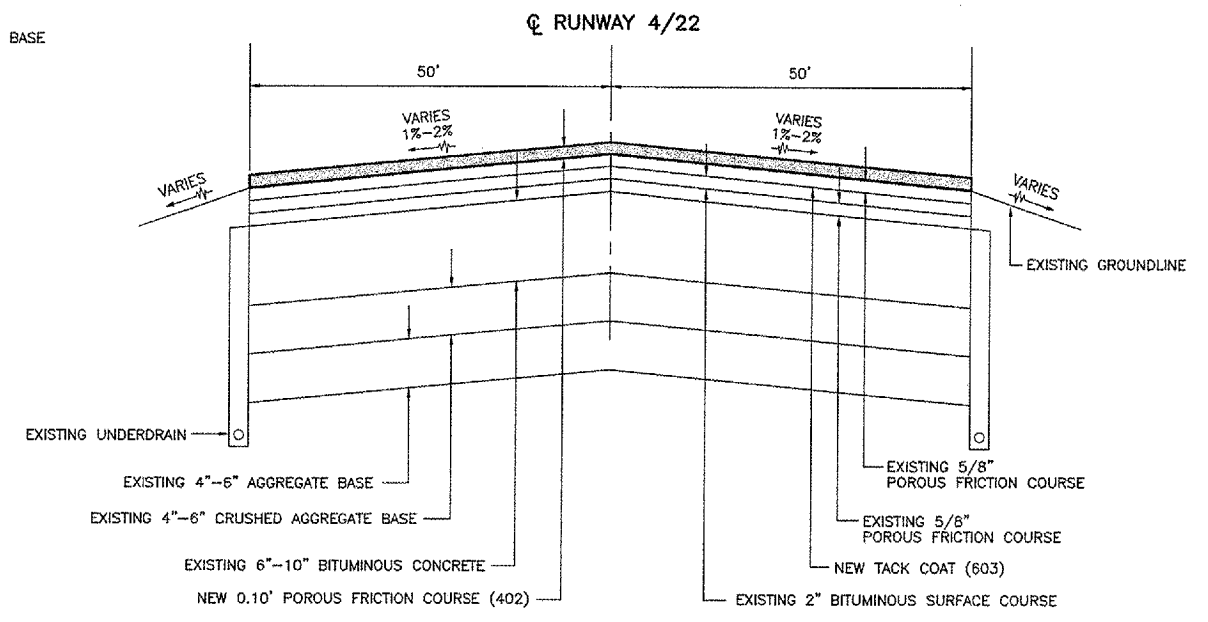
BUTT JOINT DETAIL
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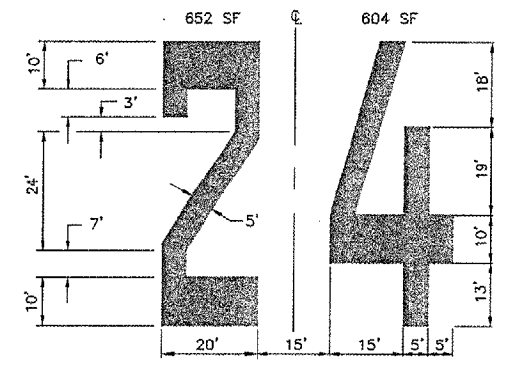
TAXIWAY B TYPICAL SECTION - ADDITIVE ALTERNATE #1
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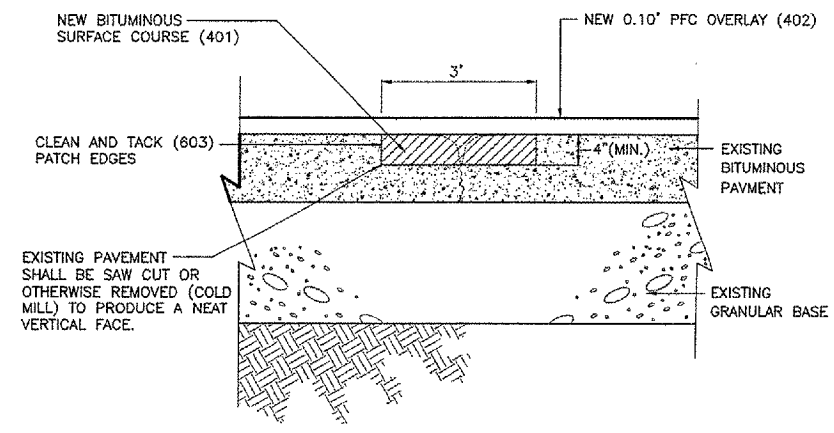
RUNWAY 16/34 TYPICAL SECTION - BASE BID
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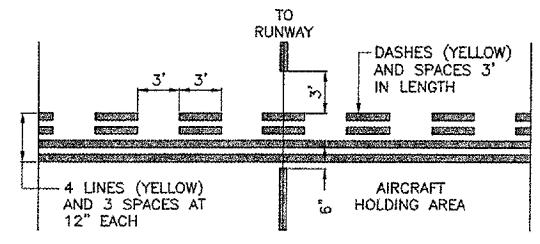
RUNWAY 4/22 TYPICAL SECTION - BASE BID
 NO SCALE



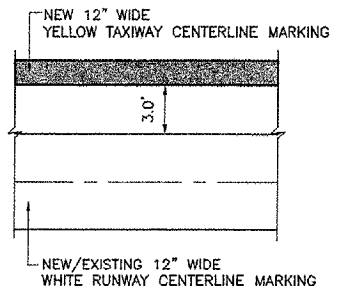
NUMERAL DETAILS
 NO SCALE



**PROPOSED REMOVE AND REPLACE
 BITUMINOUS PAVEMENT TYPE A**
 NO SCALE



RUNWAY HOLDING POSITION MARKER
 NO SCALE

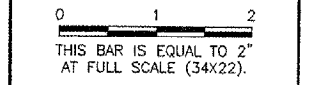


**TAXIWAY
 TANGENT DETAIL**
 NO SCALE

NOTE: ALL HOLDING POSITION MARKINGS SHALL HAVE 6" WIDE BLACK BORDER (BLACK BORDER SHALL BE INCIDENTAL TO THE PAVEMENT MARKING).

K:\Kankakee\0607503 Rwy 4-22 Rehab\Draw\Sheet
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 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Fri 1/26/07 3:35pm
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REVISIONS		
NUMBER	BY	DATE



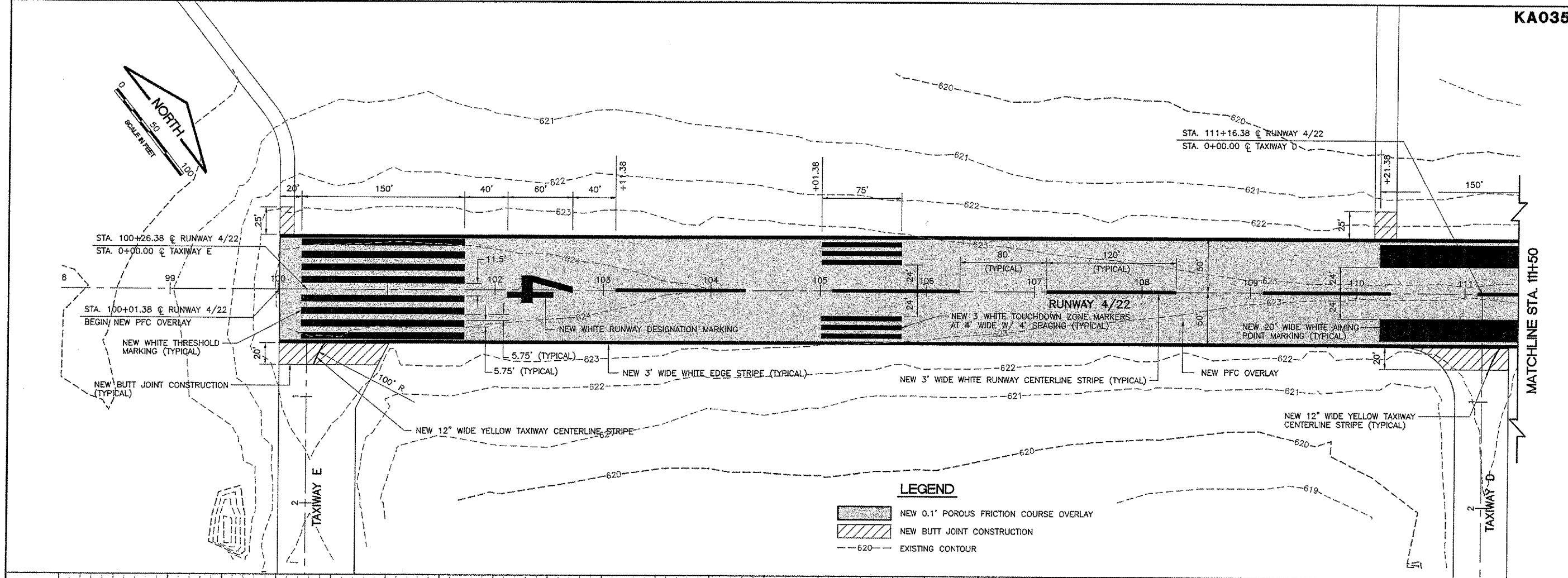
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

REHABILITATE RUNWAY 4/22

**RUNWAY 4/22 PLAN AND PROFILE
 STA. 98+00 TO STA. 111+50**

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JOB No:	06075-03
IL PROJECT:	IKK-3660
A.I.P. PROJECT:	3-17-0057-B12
SHEET 5 OF 14 SHEETS	



LEGEND

- NEW 0.1' POROUS FRICTION COURSE OVERLAY
- NEW BUTT JOINT CONSTRUCTION
- EXISTING CONTOUR

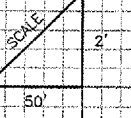
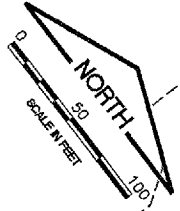
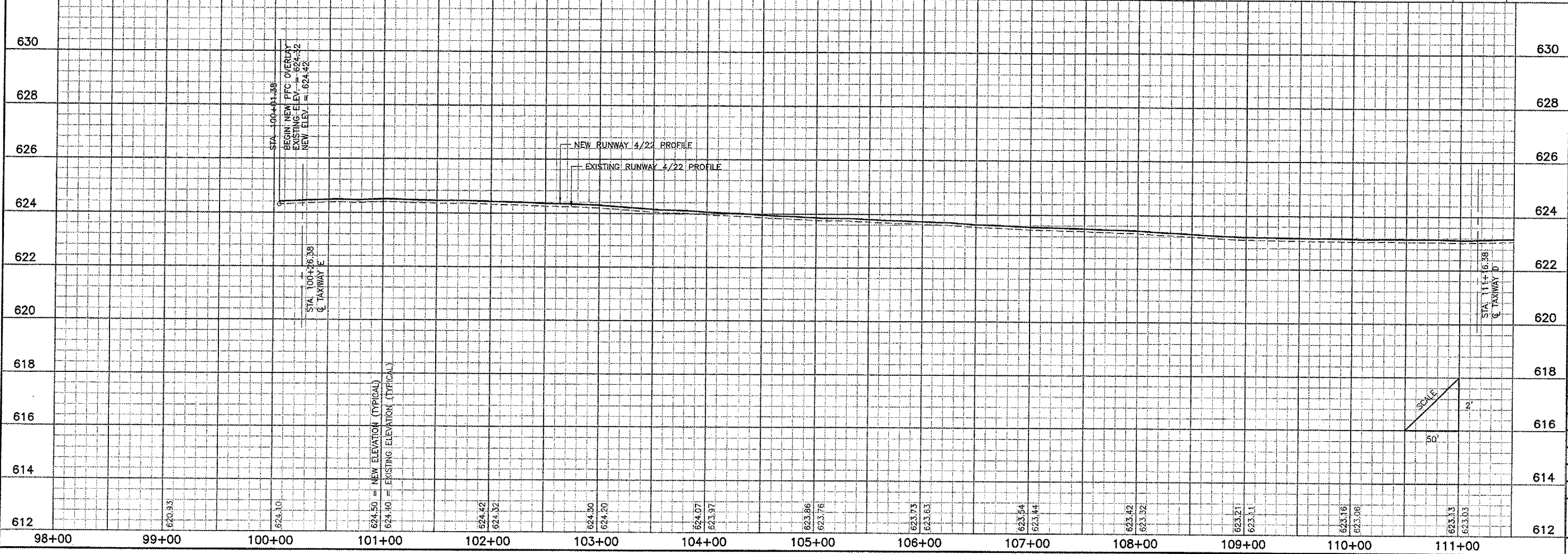
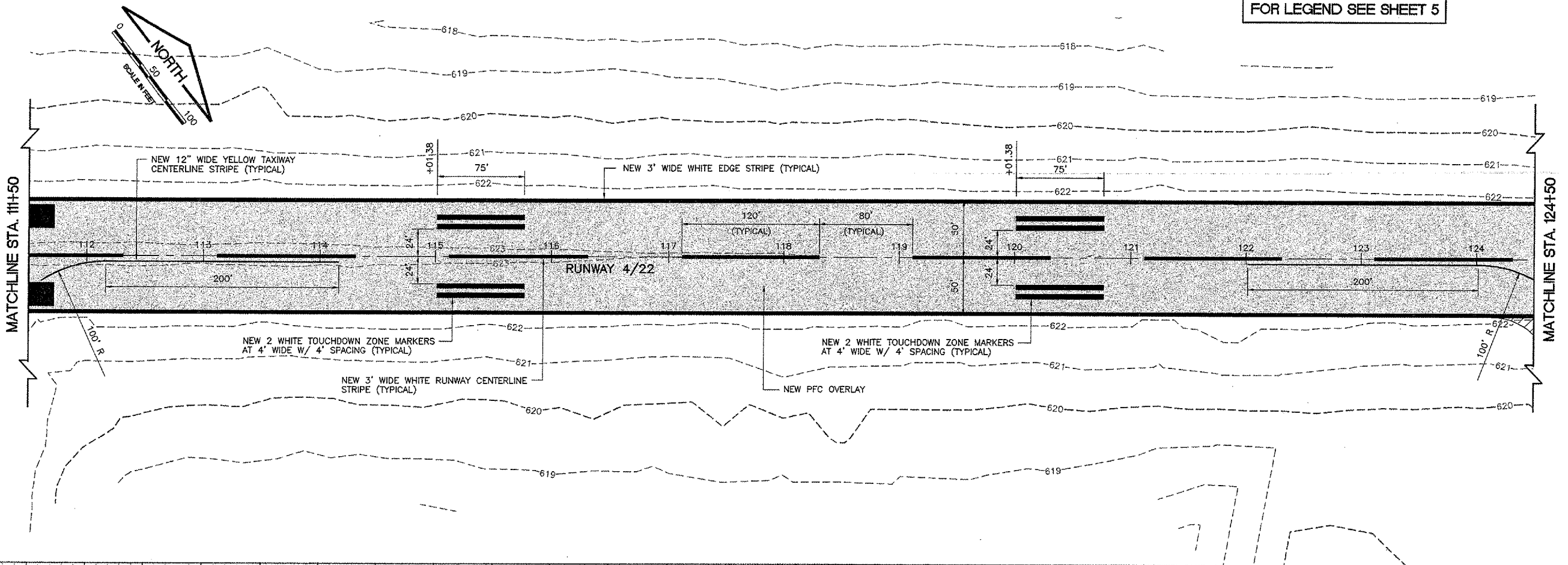


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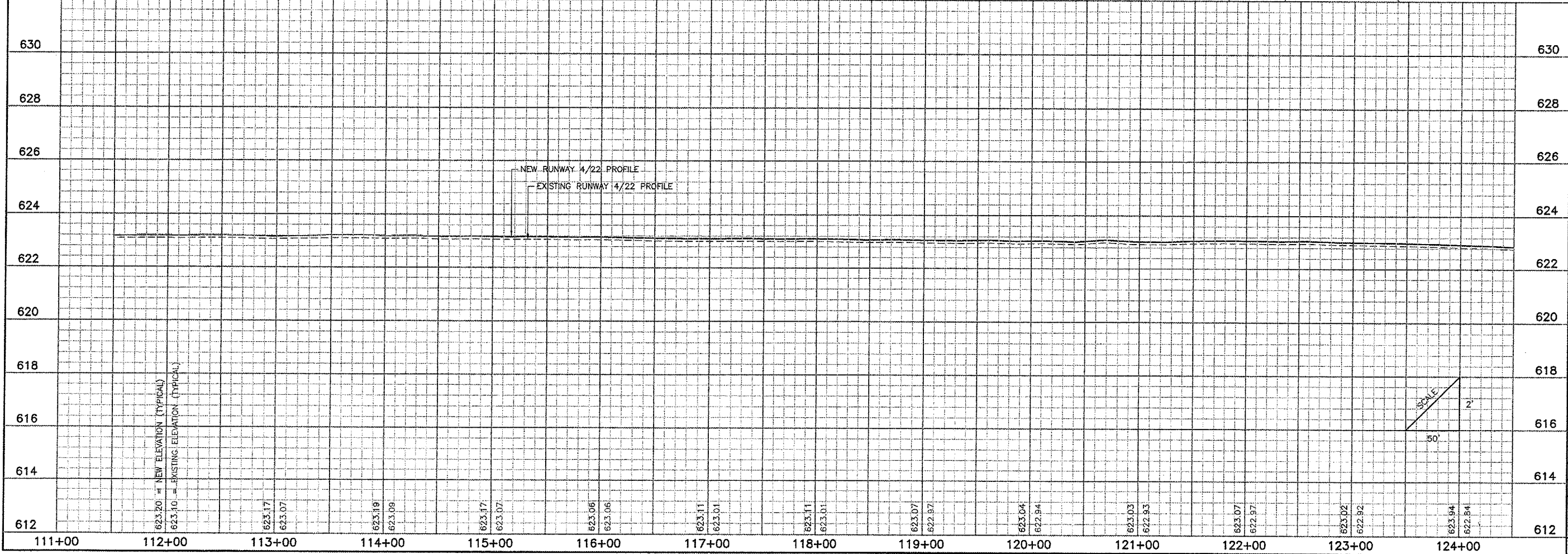
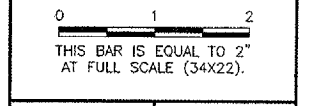
KA035

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 rwy-base.dwg

FOR LEGEND SEE SHEET 5



REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS**

**REHABILITATE RUNWAY 4/22
RUNWAY 4/22 PLAN AND PROFILE
STA. 111+50 TO STA. 124+50**

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 APPROVED BY: DLP
 DATE: 01/26/07
 JOB No: 06075-03

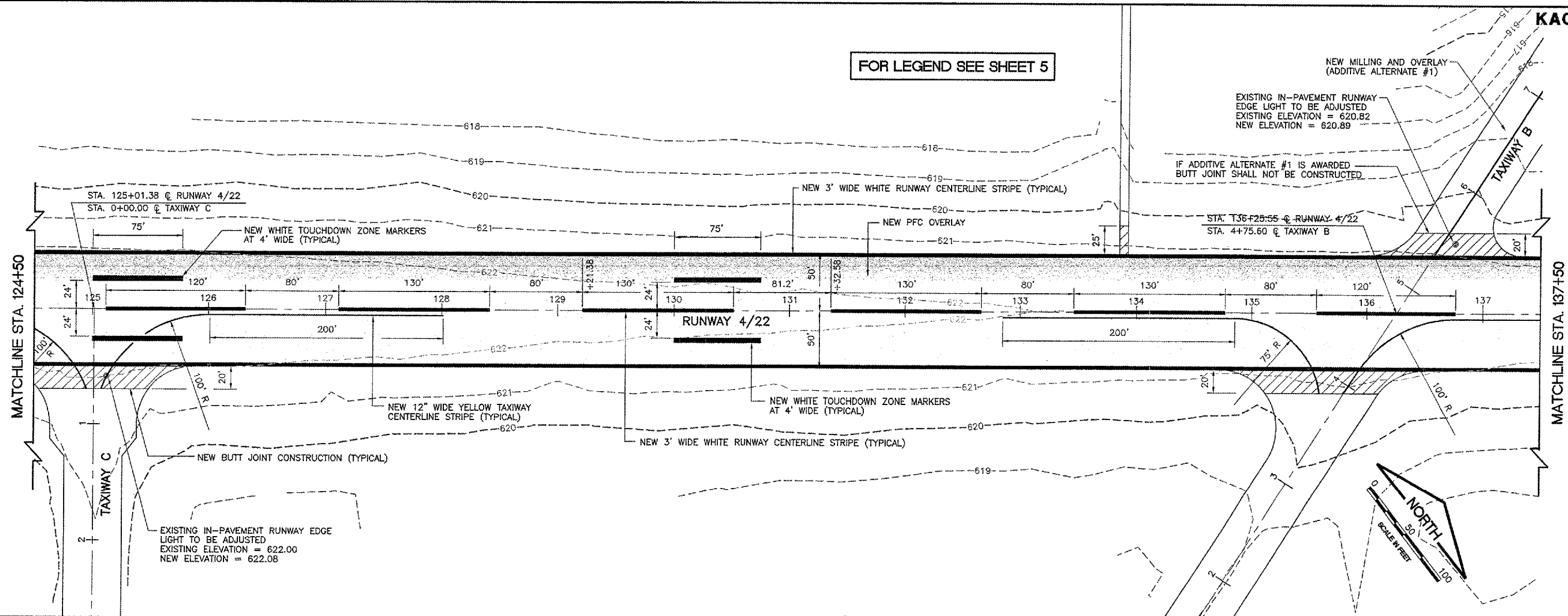
IL PROJECT: IKK-3660
 A.I.P. PROJECT: 3-17-0057-812

SHEET 6 OF 14 SHEETS

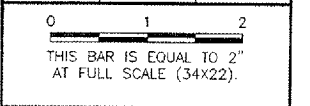
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 SURVEY BOOK #
 DATE: Fri 1/26/07 3:41pm
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FOR LEGEND SEE SHEET 5



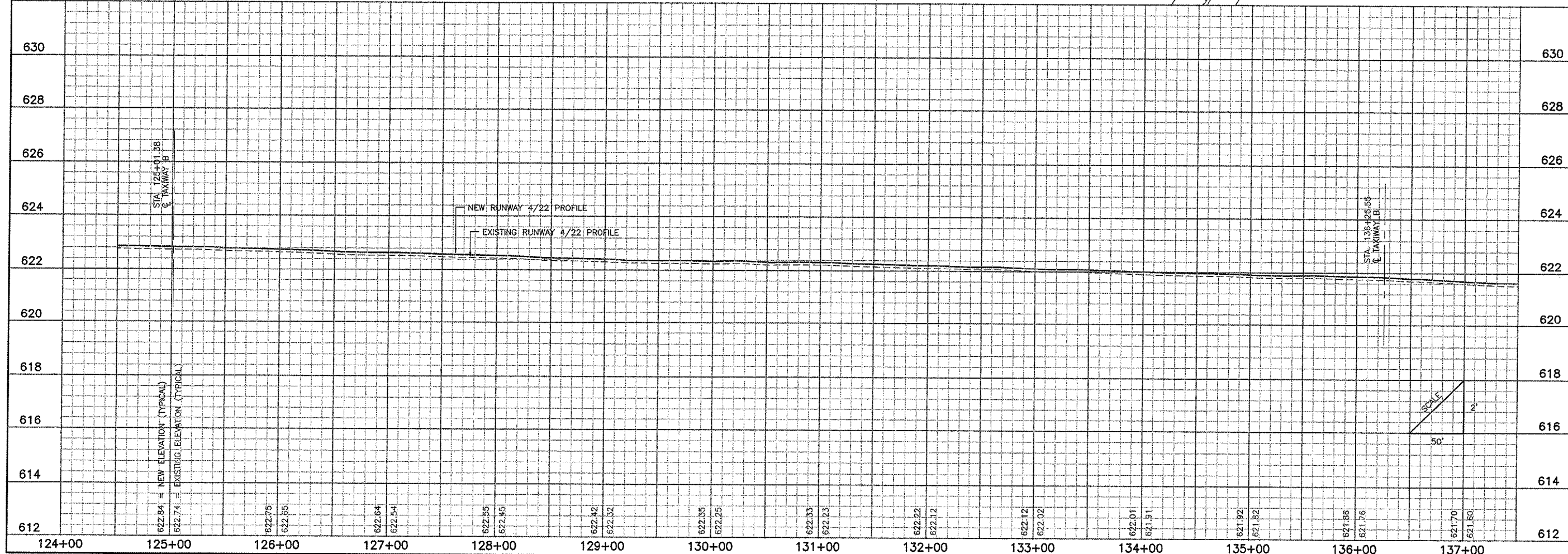
REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

REHABILITATE RUNWAY 4/22

**RUNWAY 4/22 PLAN AND PROFILE
 STA. 124+50 TO STA. 137+50**



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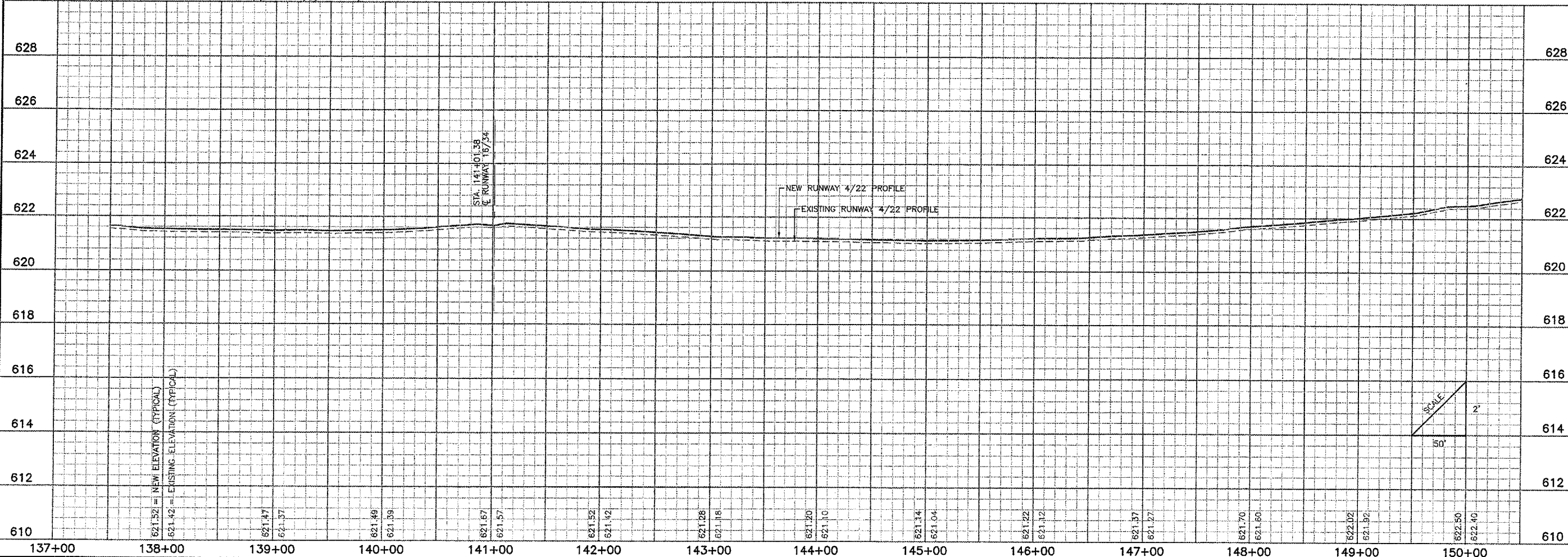
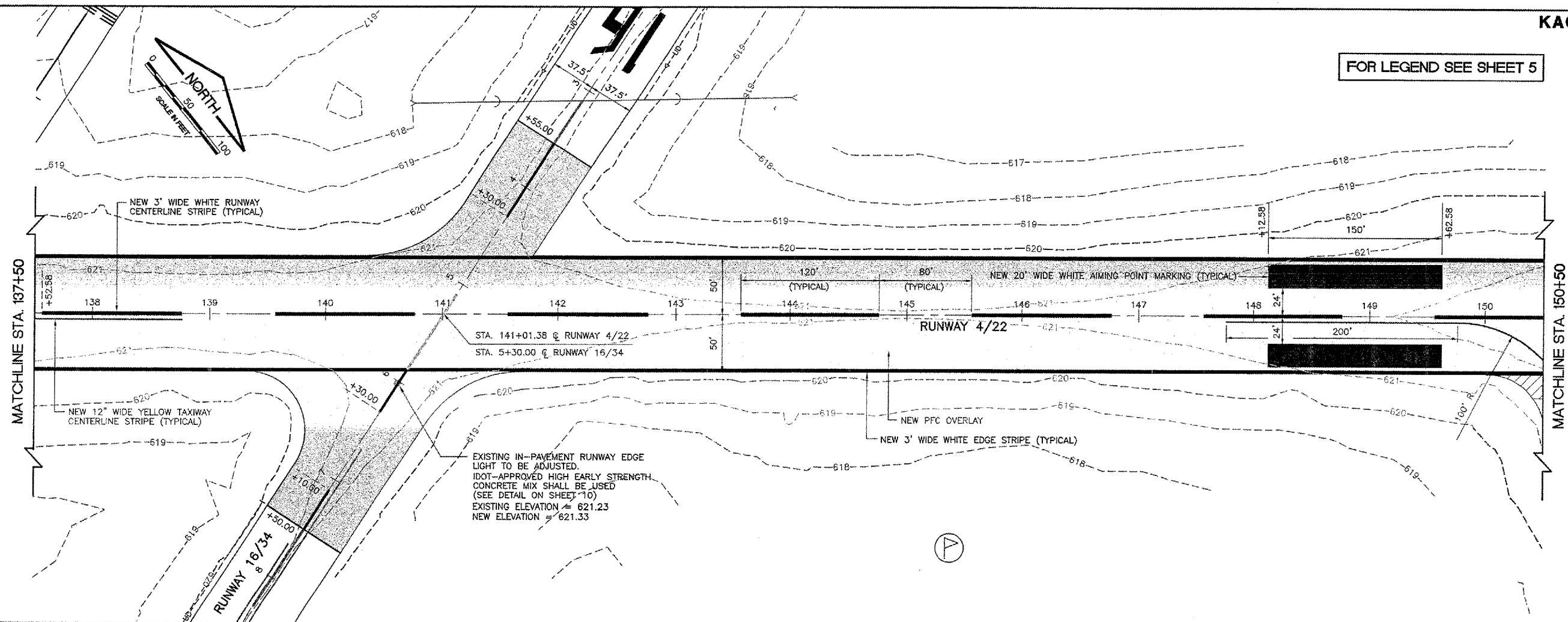
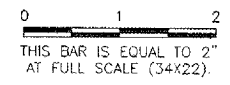
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APPROVED BY:	DLP
DATE:	01/26/07
JOB No:	06075-03
IL PROJECT: IKK-3660 A.I.P. PROJECT: 3-17-0057-B12	
SHEET 7 OF 14 SHEETS	

FOR LEGEND SEE SHEET 5

REVISIONS

NUMBER	BY	DATE



GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS

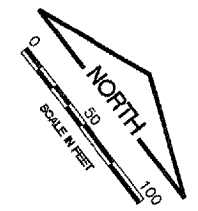
REHABILITATE RUNWAY 4/22
 RUNWAY 4/22 PLAN AND PROFILE
 STA. 137+50 TO STA. 150+50

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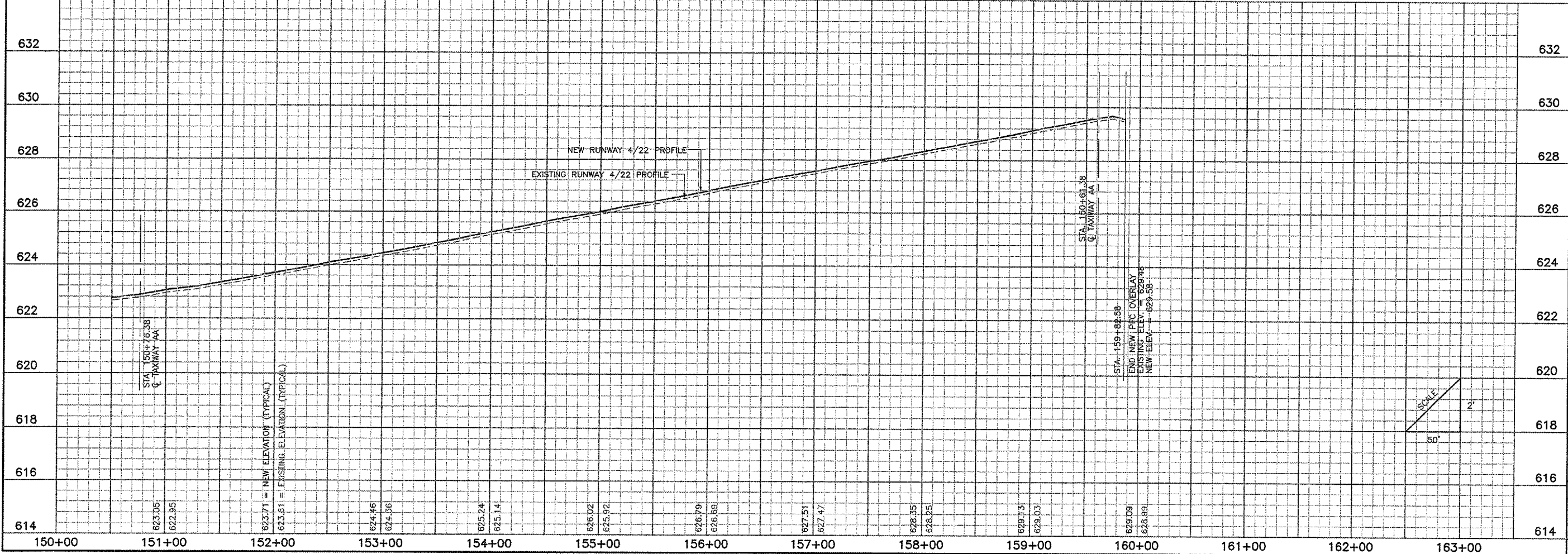
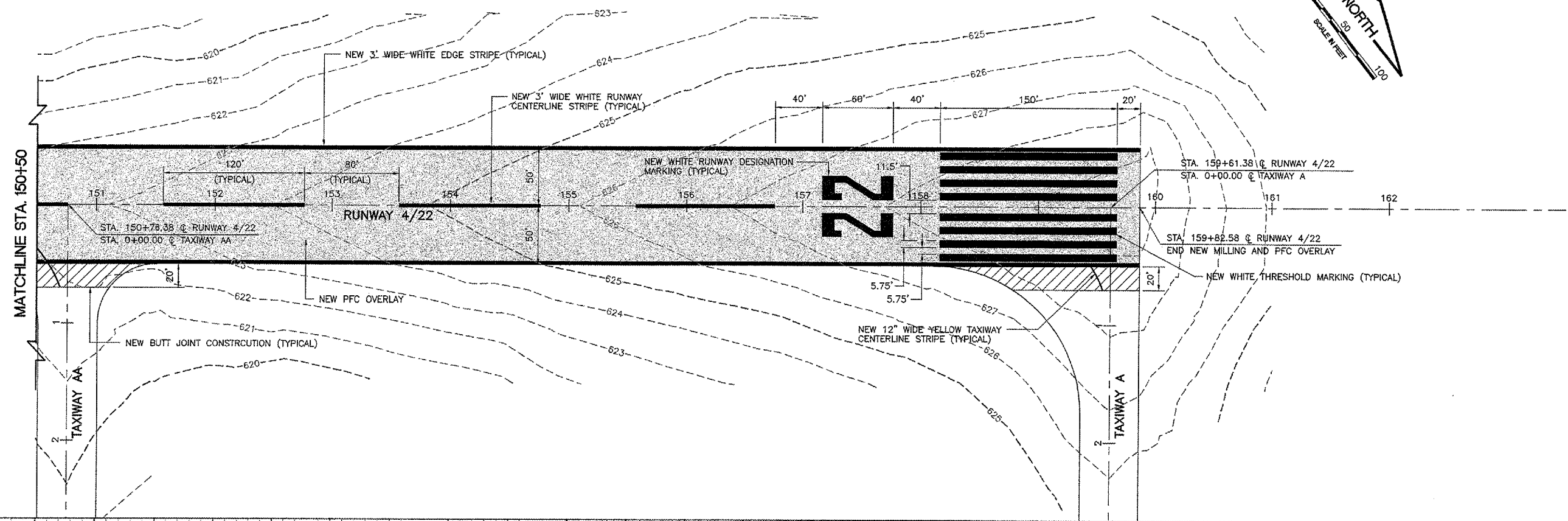
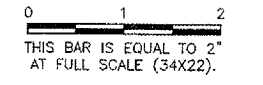
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 CHECKED BY: CAL
 APPROVED BY: DLP
 DATE: 01/26/07
 JOB No: 06075-03

IL PROJECT: IKK-3660
 A.I.P. PROJECT: 3-17-0057-B12

FOR LEGEND SEE SHEET 5



REVISIONS		
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

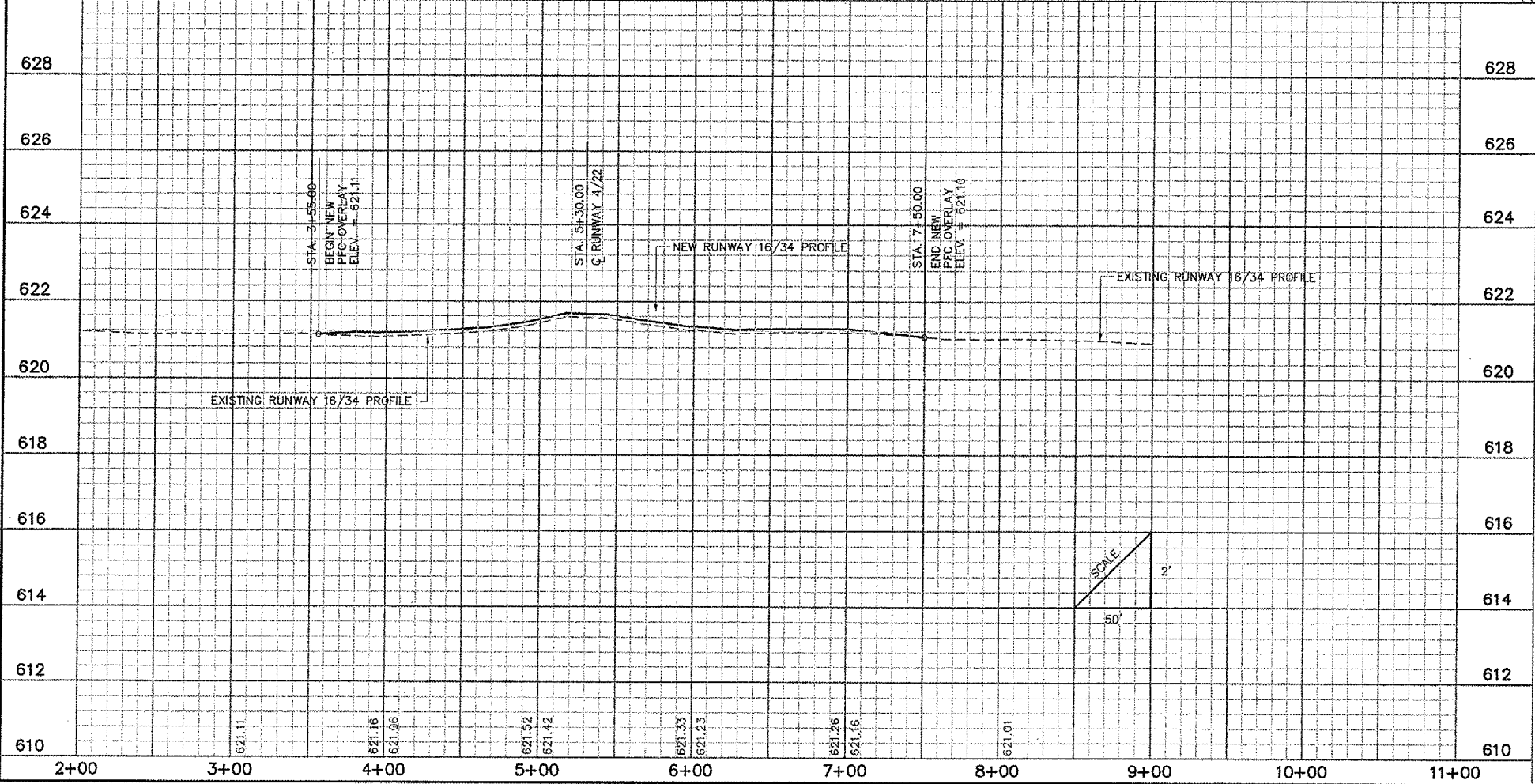
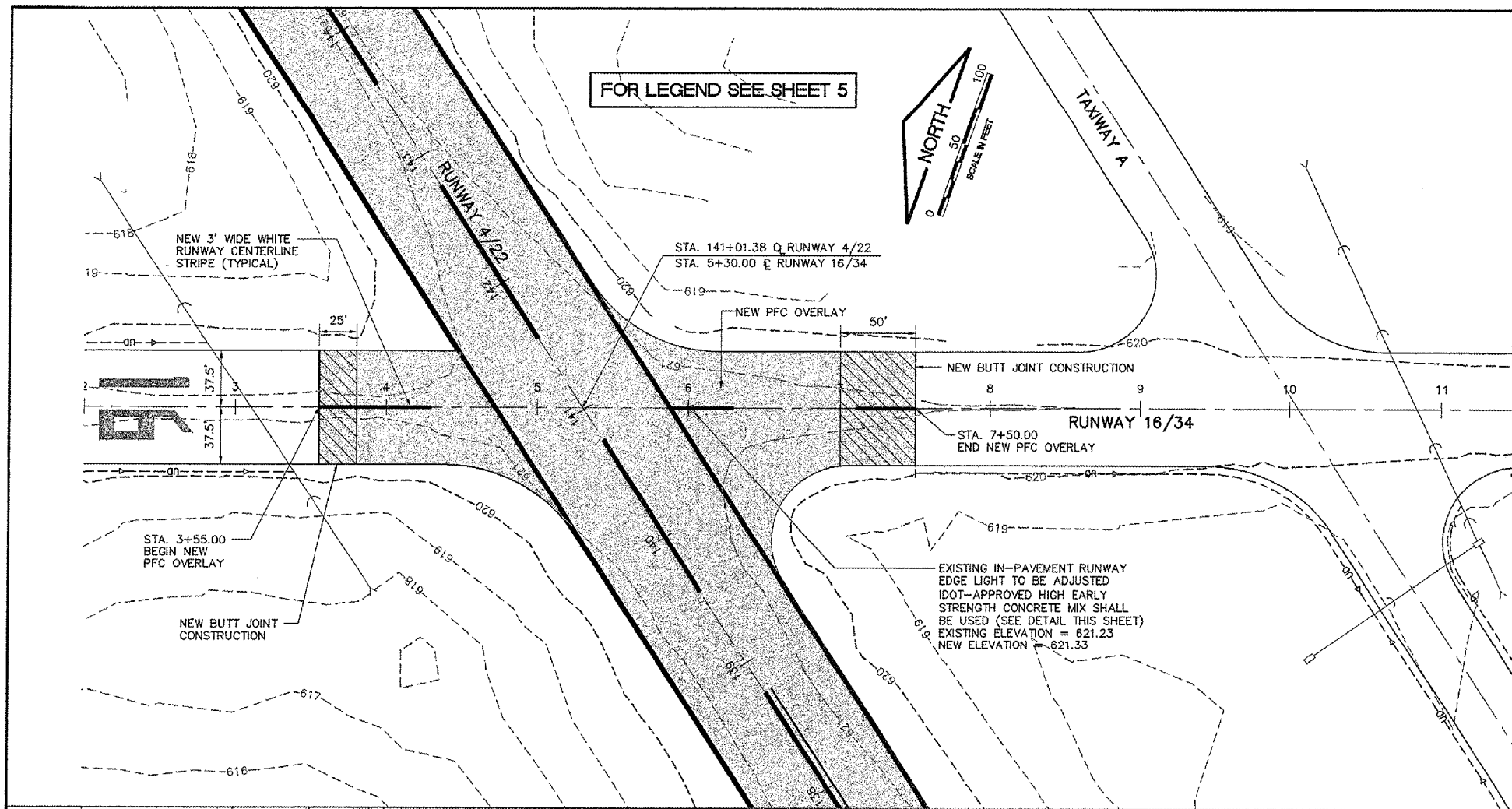
REHABILITATE RUNWAY 4/22

**RUNWAY 4/22 PLAN AND PROFILE
 STA. 150+50 TO STA. 161+00**

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JOB No:	06075-03
IL. PROJECT: IKK-3660 A.I.P. PROJECT: 3-17-0057-B12	
SHEET 9 OF 14 SHEETS	

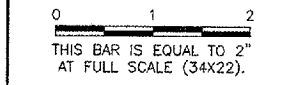


KA035

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 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Fri 1/26/07 6:22pm
 XREF DWG: tblnt.dwg
 tb.dwg
 rwy-base.dwg

REVISIONS

NUMBER	BY	DATE



GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE RUNWAY 4/22
RUNWAY 16/34 PLAN AND PROFILE
STA. 2+00 TO STA. 9+00

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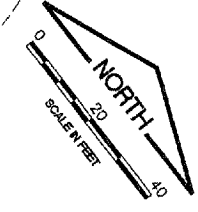
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 CHECKED BY: CAL
 APPROVED BY: DLP

DATE: 01/26/07

JOB No: 06075-03

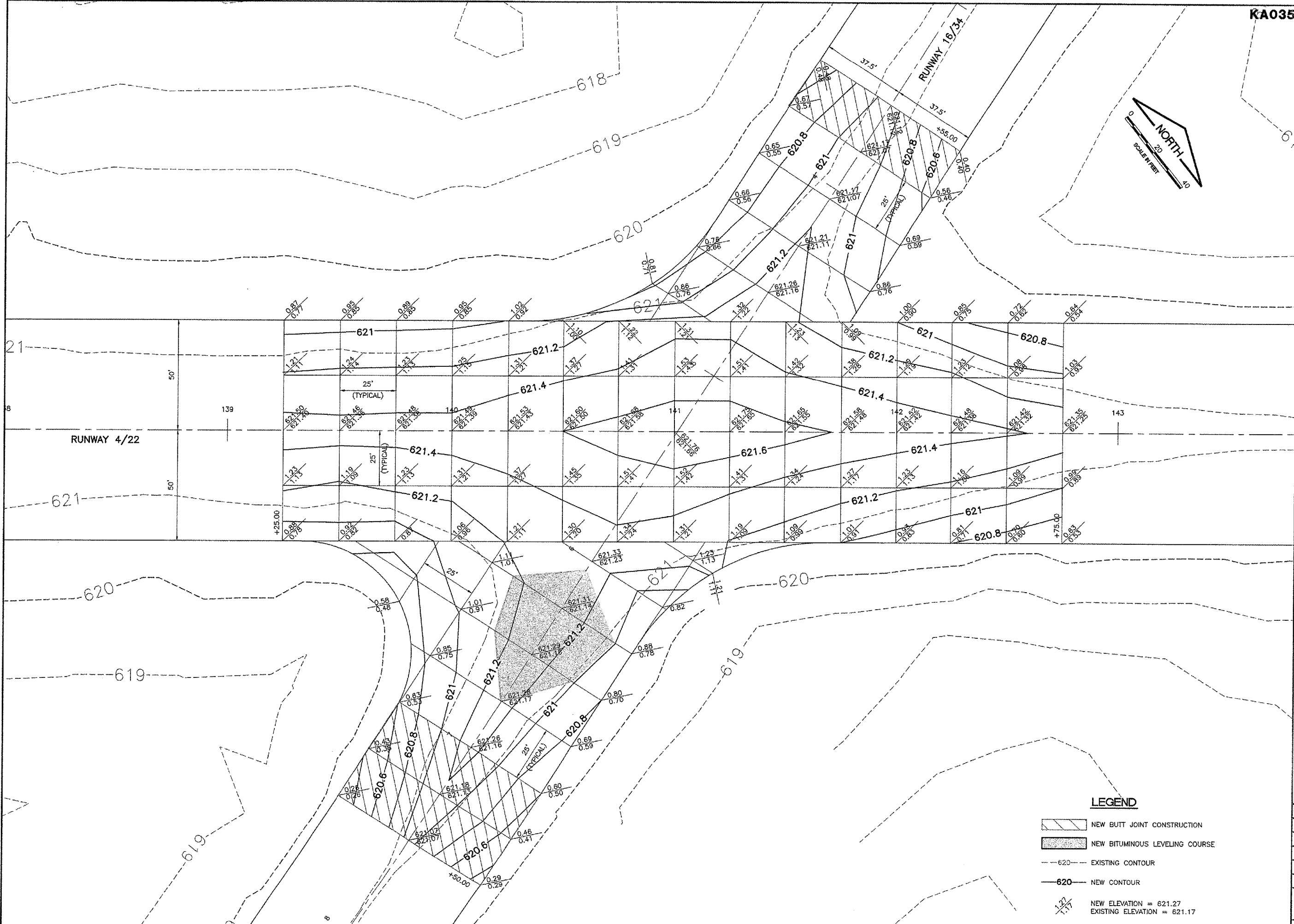
IL PROJECT: IKK-3660
 A.I.P. PROJECT: 3-17-0057-B12

SHEET 10 OF 14 SHEETS



REVISIONS		
NUMBER	BY	DATE

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



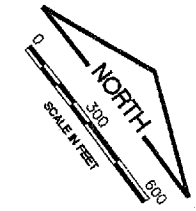
**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS**
REHABILITATE RUNWAY 4/22
INTERSECTION GRADE DETAILS

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DATE:	01/26/07
JOB No:	06075-03
IL PROJECT:	IKK-3660
A.I.P. PROJECT:	3-17-0057-B12
SHEET 11 OF 14 SHEETS	

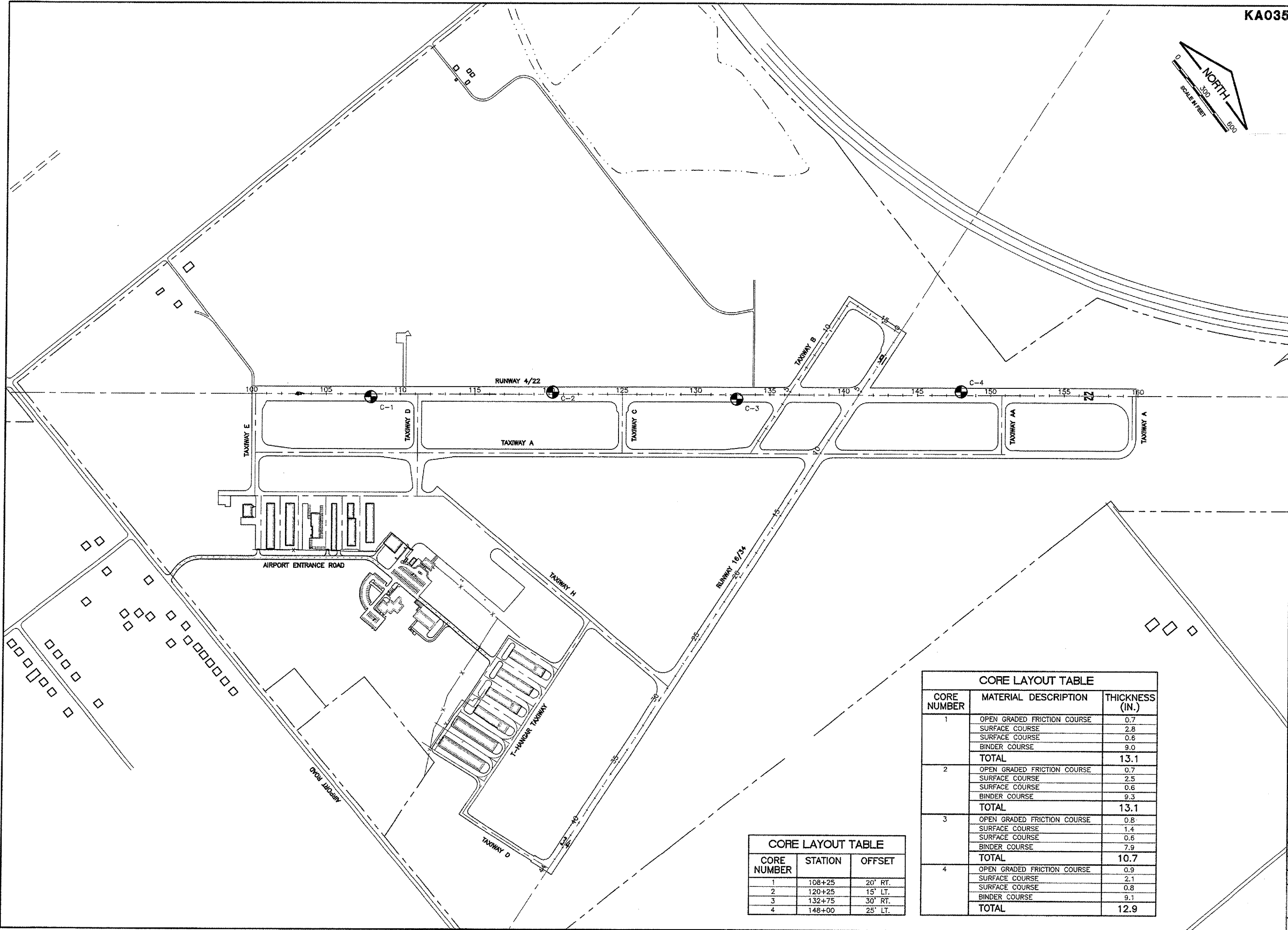
LEGEND

- NEW BUTT JOINT CONSTRUCTION
- NEW BITUMINOUS LEVELING COURSE
- 620- EXISTING CONTOUR
- 620- NEW CONTOUR
- NEW ELEVATION = 621.27
EXISTING ELEVATION = 621.17



REVISIONS		
NUMBER	BY	DATE

0 1 2
 THIS BAR IS EQUAL TO 2"
 AT FULL SCALE (34x22).



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**
REHABILITATE RUNWAY 4/22
ENGINEERING INFORMATION

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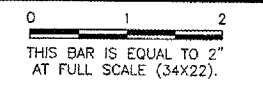
DESIGN BY: CAL
 DRAWN BY: JRO
 CHECKED BY: CAL
 APPROVED BY: DLP
 DATE: 01/28/07
 JOB No: 06075-03
 IL PROJECT: IKK-3660
 A.I.P. PROJECT: 3-17-0057-B12
 SHEET 12 OF 14 SHEETS

CORE LAYOUT TABLE		
CORE NUMBER	MATERIAL DESCRIPTION	THICKNESS (IN.)
1	OPEN GRADED FRICTION COURSE	0.7
	SURFACE COURSE	2.8
	SURFACE COURSE	0.6
	BINDER COURSE	9.0
	TOTAL	13.1
2	OPEN GRADED FRICTION COURSE	0.7
	SURFACE COURSE	2.5
	SURFACE COURSE	0.6
	BINDER COURSE	9.3
	TOTAL	13.1
3	OPEN GRADED FRICTION COURSE	0.8
	SURFACE COURSE	1.4
	SURFACE COURSE	0.6
	BINDER COURSE	7.9
	TOTAL	10.7
4	OPEN GRADED FRICTION COURSE	0.9
	SURFACE COURSE	2.1
	SURFACE COURSE	0.8
	BINDER COURSE	9.1
	TOTAL	12.9

CORE LAYOUT TABLE		
CORE NUMBER	STATION	OFFSET
1	108+25	20' RT.
2	120+25	15' LT.
3	132+75	30' RT.
4	148+00	25' LT.

KA035
 FILE: rwy-pp-7.dwg
 LAYOUT: Layout1
 UPDATE BY: johse
 SURVEY BOOK #
 DATE: Fri 1/26/07 4:08pm
 XREF DWG: tbcint.dwg
 tb.dwg
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REVISIONS		
NUMBER	BY	DATE



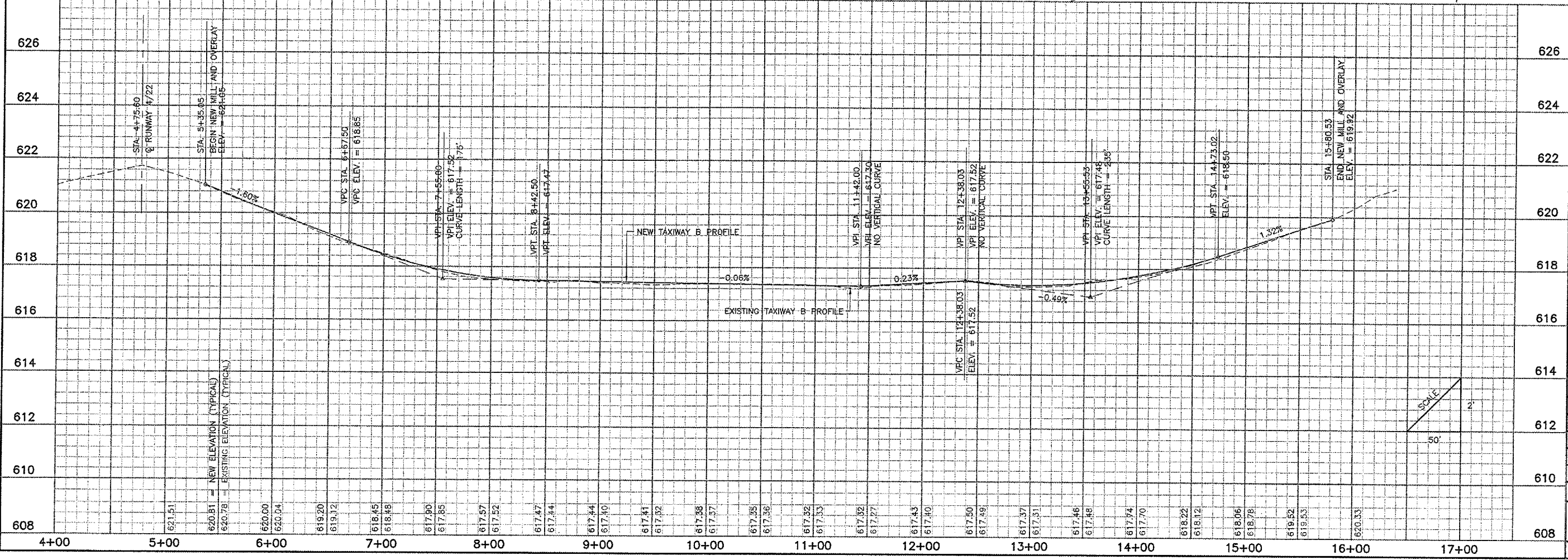
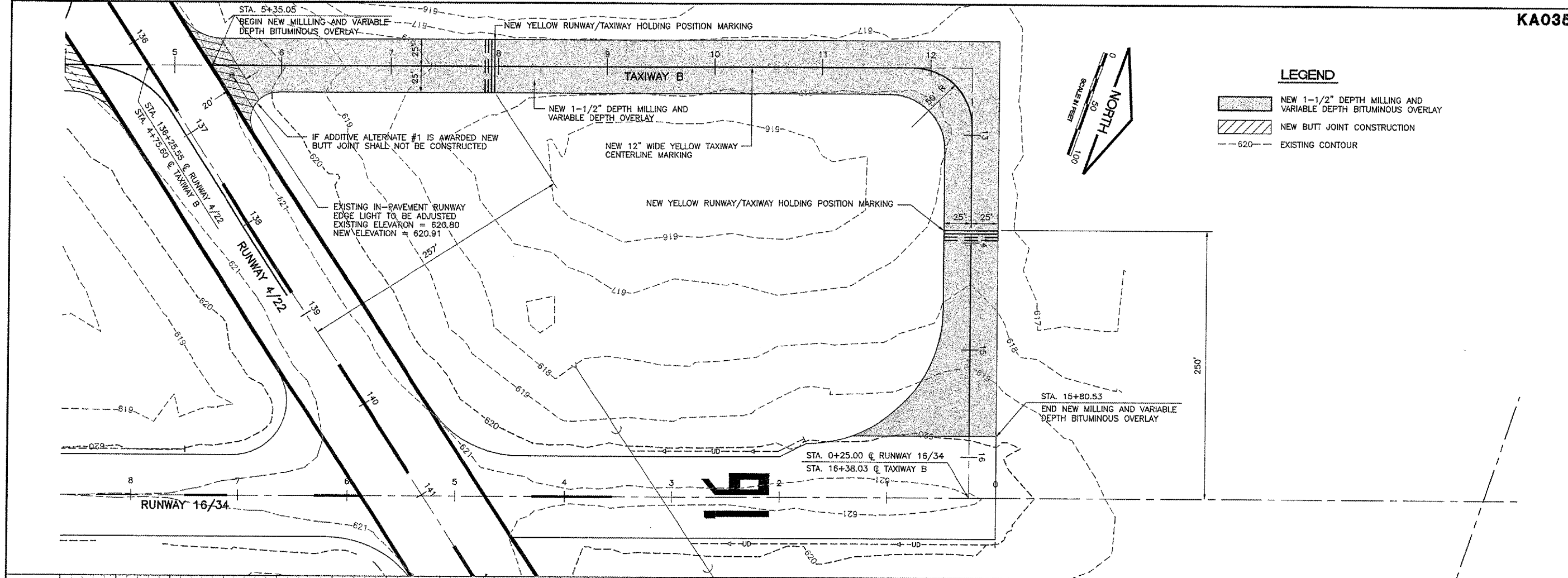
**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS**

**REHABILITATE RUNWAY 4/22
 TAXIWAY B PLAN AND PROFILE
 STA. 4+00 TO STA. 16+35
 ADDITIVE ALTERNATE #1**

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APPROVED BY:	DLP
DATE:	01/26/07
JOB No:	06075-03

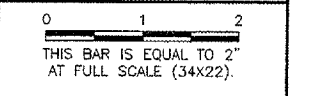
IL PROJECT: IKK-3660
 A.I.P. PROJECT: 3-17-0057-B12



STATION	25 LT. OF CENTERLINE				CENTERLINE				25 RT. OF CENTERLINE			
	PROP.	EXIST.	DEPTH	SLOPE	PROP.	EXIST.	DEPTH	PROP.	EXIST.	DEPTH	SLOPE	
05+50	-	619.96	-	-	620.81	620.65	0.16	-	-	-	-	
05+75	620.06	619.89	0.17	1.40%	620.41	620.25	0.16	-	-	-	-	
06+00	619.70	619.61	0.09	1.20%	620.00	619.91	0.09	-	619.70	-	-	
06+25	619.29	619.19	0.10	1.25%	619.60	619.46	0.14	619.28	619.18	0.10	1.30%	
06+50	618.84	618.64	0.20	1.45%	619.20	618.99	0.21	618.84	618.64	0.20	1.45%	
06+75	618.49	618.31	0.17	1.30%	618.81	618.64	0.17	618.46	618.30	0.16	1.40%	
07+00	618.18	618.08	0.10	1.10%	618.45	618.35	0.10	618.14	618.06	0.08	1.25%	
07+25	617.88	617.79	0.09	1.10%	618.15	618.03	0.12	617.80	617.69	0.11	1.40%	
07+50	617.59	617.45	0.14	1.25%	617.90	617.72	0.18	617.53	617.40	0.13	1.50%	
07+75	617.34	617.21	0.13	1.50%	617.71	617.48	0.23	617.34	617.24	0.10	1.50%	
08+00	617.20	617.07	0.13	1.50%	617.57	617.39	0.18	617.20	617.09	0.11	1.50%	
08+25	617.12	617.01	0.11	1.50%	617.49	617.32	0.17	617.12	616.96	0.15	1.50%	
08+50	617.10	616.94	0.15	1.50%	617.47	617.31	0.16	617.10	616.91	0.19	1.50%	
08+75	617.08	616.95	0.13	1.50%	617.45	617.36	0.09	617.08	616.89	0.19	1.50%	
09+00	617.07	616.94	0.13	1.50%	617.44	617.27	0.17	617.07	616.89	0.18	1.50%	
09+25	617.05	616.86	0.18	1.50%	617.42	617.25	0.17	617.05	616.84	0.20	1.50%	
09+50	617.04	616.89	0.14	1.50%	617.41	617.19	0.22	617.04	616.88	0.15	1.50%	
09+75	617.03	616.93	0.10	1.50%	617.40	617.23	0.17	617.03	616.92	0.11	1.50%	
10+00	617.03	616.94	0.09	1.40%	617.38	617.24	0.14	617.01	616.83	0.17	1.50%	
10+25	617.06	616.96	0.10	1.25%	617.37	617.24	0.13	617.00	616.84	0.15	1.50%	
10+50	617.05	616.96	0.09	1.20%	617.35	617.23	0.12	616.98	616.85	0.13	1.50%	
10+75	617.03	616.94	0.09	1.25%	617.34	617.23	0.11	616.97	616.83	0.13	1.50%	
11+00	617.00	616.91	0.09	1.30%	617.32	617.20	0.12	616.95	616.83	0.12	1.50%	
11+25	617.02	616.93	0.09	1.15%	617.31	617.13	0.18	616.94	616.84	0.09	1.50%	
11+50	617.02	616.93	0.09	1.20%	617.32	617.14	0.18	616.95	616.84	0.11	1.50%	
11+75	617.04	616.88	0.16	1.35%	617.38	617.22	0.16	617.01	616.82	0.18	1.50%	
12+00	617.12	616.91	0.21	1.25%	617.43	617.27	0.16	-	-	-	-	
12+75	617.12	617.02	0.10	1.10%	617.39	617.24	0.15	-	-	-	-	
13+00	617.06	616.95	0.11	1.25%	617.37	617.18	0.19	617.00	616.85	0.14	1.50%	
13+25	617.08	616.98	0.10	1.25%	617.39	617.21	0.18	617.02	616.89	0.13	1.50%	
13+50	617.15	617.06	0.09	1.25%	617.46	617.35	0.11	617.09	616.97	0.12	1.50%	
13+75	617.27	617.18	0.09	1.25%	617.58	617.47	0.11	617.21	617.09	0.12	1.50%	
14+00	617.40	617.29	0.11	1.35%	617.74	617.57	0.17	617.39	617.30	0.09	1.40%	
14+25	617.65	617.47	0.18	1.25%	617.96	617.76	0.20	617.64	617.53	0.11	1.30%	
14+50	617.95	617.84	0.11	1.10%	618.22	617.99	0.23	617.92	617.83	0.09	1.20%	
14+75	618.27	618.06	0.21	1.05%	618.53	618.30	0.23	618.36	618.26	0.10	0.70%	
15+00	618.64	618.43	0.21	0.90%	618.86	618.65	0.21	-	-	-	-	
15+25	618.92	618.82	0.10	1.10%	619.19	619.01	0.18	-	-	-	-	
15+50	619.28	619.18	0.10	0.95%	619.52	619.40	0.12	-	-	-	-	
15+75	619.70	619.60	0.10	0.60%	619.85	619.72	0.13	-	-	-	-	
AVG. LEVELING THICK			0.12				0.16			0.13		

NOTE: EXISTING ELEVATION SHOWN IS PAVEMENT ELEVATION AFTER 1.5" PAVEMENT MILLING.

REVISIONS		
NUMBER	BY	DATE



GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE RUNWAY 4/22
TAXIWAY B
CROWN AND GRADE PAVING CHART
ADDITIVE ALTERNATE #1

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CHECKED BY:	CAL
APPROVED BY:	DLP
DATE:	01/26/07
JOB No:	06075-03
IL PROJECT:	IKK-3660
A.I.P. PROJECT:	3-17-0057-B12
SHEET	14 OF 14 SHEETS