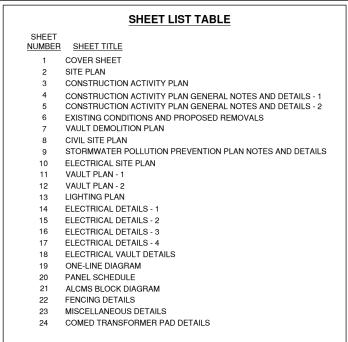
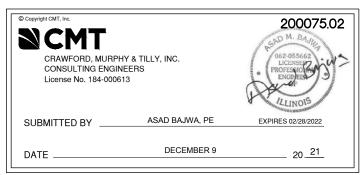
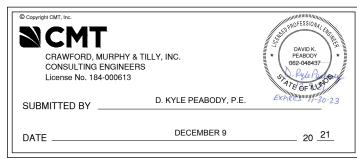
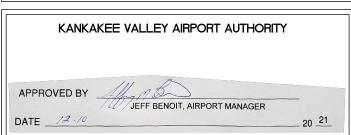
KANKAKEE VALLEY AIRPORT AUTHORITY SHEET LIST TABLE KANKAKEE, ILLINOIS TEMNO. DESCRIPTION UNIT DESCRIPTION









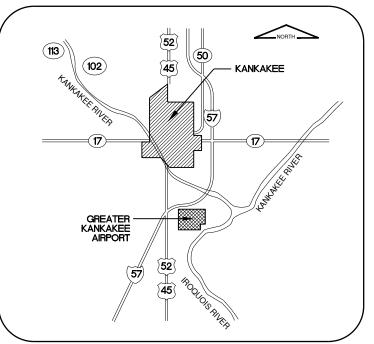
CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT

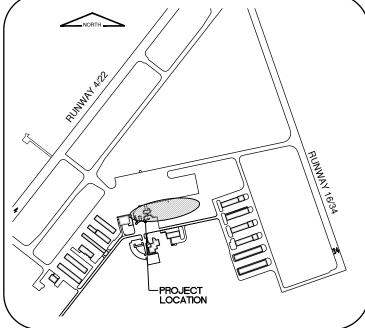
AND REPLACE APRON LIGHTING NOT IN CONTRACT

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

> NOVEMBER 19, 2021 REVISED: APRIL 22, 2022



LOCATION MAP



SITE PLAN

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR101510	AIRPORT ROTATING BEACON	EACH	1	
AR101900	BEACON REMOVAL	EACH	1	
AR108040	1/C #4/0 600V UG CABLE	FOOT	60	
AR108081	1/C #1 XLP-USE	FOOT	70	
AR108084	1/C #4 XLP-USE	FOOT	2260	
AR108086	1/C #4 XLP-USE	FOOT	1090	
AR108088	1/C #8 XLP-USE	FOOT	1070	
AR108090	1/C #10 XLP-USE	FOOT	790	
AR108090 AR108108	1/C #10 XLP-USE 1/C #8 5KV UG CABLE	FOOT	1150	
AR109110	ERECT PREFABRICATED VAULT	L SUM	1	
AR109311	7.5 KW REGULATOR, STYLE 1	EACH	1	
AR109331	15 KW REGULATOR, STYLE 1	EACH	4	
AR109342	20 KW REGULATOR, STYLE 2	EACH	2	
AR109400	POWER DISTRIBUTION SYSTEM	L SUM	1	
AR109535	ELECTRIC SERVCE ENTRANCE	L SUM	1	
AR109610	L - 854 PCAL SYSTEM	L SUM	1	
AR109902	REMOVE ELECTRICAL EQUIPMENT	L SUM	1	
AR109903	REMOVE REGULATOR	EACH	7	
AR110202	2" PVC DUCT, DIRECT BURY	FOOT	690	
AR110214	4" STEEL DUCT, DIRECT BURY	FOOT	60	
AR110504	4-WAY CONCRETE ENCASED DUCT	FOOT	20	
AR110508	8-WAY CONCRETE ENCASED DUCT	FOOT	105	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152411	UNCLASSIFIED EXCAVATION	L SUM	1	
AR156510	SILT FENCE	FOOT	115	
AR156513	SEPARATION FABRIC	SQ YD	20	
AR156520	INLET PROTECTION	EACH	2	
AR156531	EROSION CONTROL BLANKET	SQ YD	1215	
AR162810	CLASS E FENCE 10' W/2' BURY	FOOT	120	
AR162900	REMOVE CLASS E FENCE	FOOT	150	
AR208515	POROUS GRANULAR EMBANKMENT	CU YD	8	
AR208604	4" AGGREGATE BASE COURSE	SQ YD	20	
AR401502	BITUMINOUS SURFACE COURSE - 2"	SQ YD	22	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	4	
AR401910	REMOVE & REPLACE BIT. PAVEMENT	SQ YD	15	
AR501605	5" PCC SIDEWALK	SQ FT	580	
AR760999	WELL ABANDONMENT	EACH	1	
AR800024	BUILDING DEMOLITION	L SUM	1	
AR800056	VAULT FOUNDATION AND FLOOR	L SUM	1	
AR800077	TEMPORARY AIRFIELD VAULT CONNECTIONS	L SUM	1	
AR800078	600KCMIL 600V UG CABLE	FOOT	240	
AR800112	ELECTRICAL HANDHOLE, TYPE 1	EACH	4	
AR800113	ELECTRICAL HANDHOLE, TYPE 2	EACH	2	
AR800113 AR800121	BITUMINOUS BASE COURSE	SQ YD	22	
AR800178	FIBER OPTIC CABLE	FOOT	200	
AR800178 AR800192	INSTALL ALCMS L-890	L SUM	1	
	SEEDING		1215	
AR901515		SQ YD		
AR910200	ROADWAY SIGN	EACH	2	

TERMINAL APRON

DESIGN AIRCRAFT APPROACH CATEGORY: D

AIRPLANE DESIGN GROUP: II

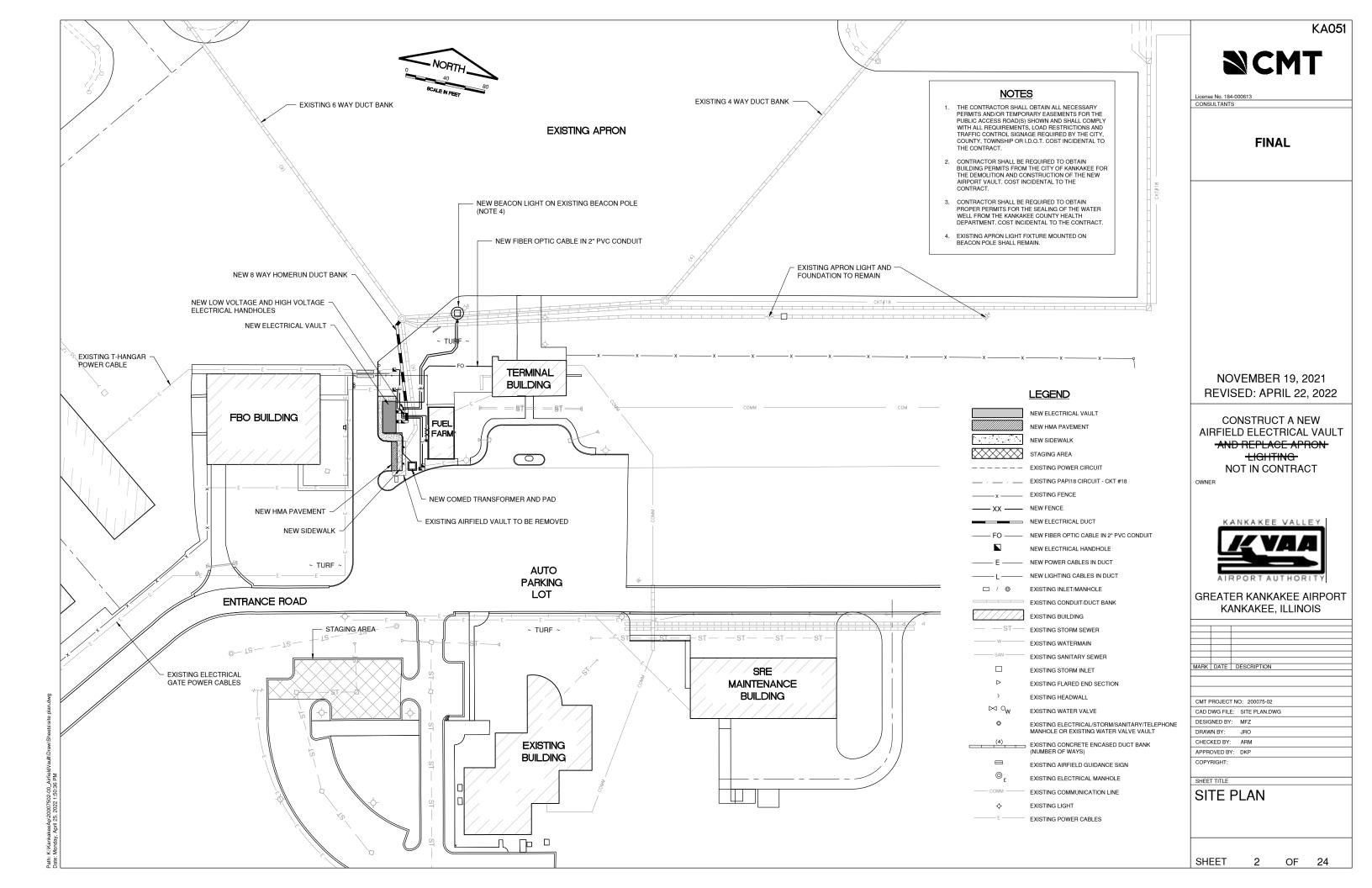
TAXIWAY DESIGN GROUP: II

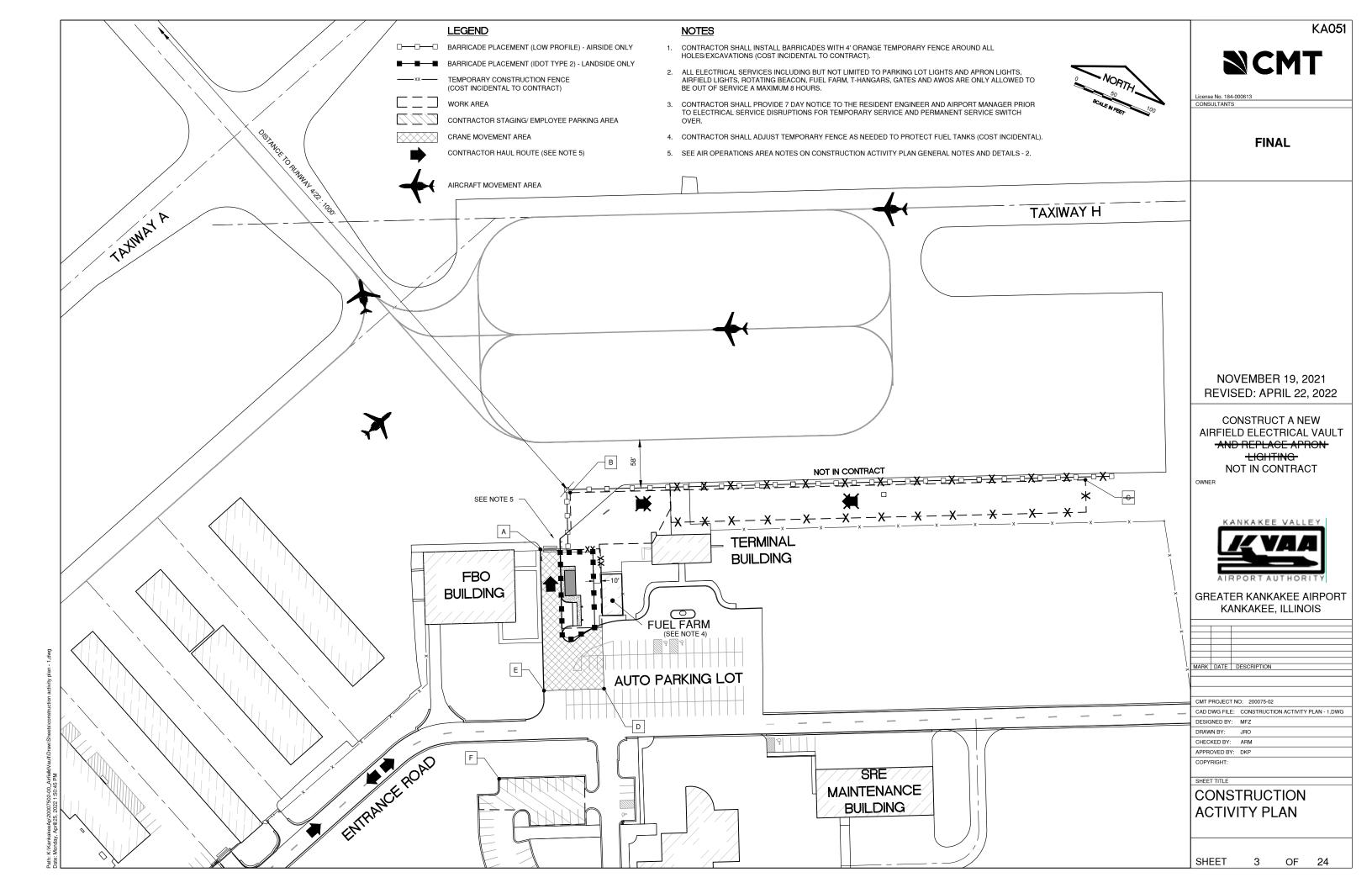
CRITICAL AIRCRAFT: GULFSTREAM IV

KANKAKEE VALLEY AIRPORTY AUTHORITY GREATER KANKAKEE AIRPORT

SECTION: 21 RANGE: R 12 E COUNTY: KANKAKEE

UNICOM RADIO FREQUENCY - 123.0





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 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 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
- 3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROCEEDS.
- 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 ON 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 RESURED TEMPORER FOR THE
- 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 RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- 8. THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT UNITS SHALL BE PROVIDED SO THAT WORK AREAS ARE ILLUMINATED TO 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 SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 10. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- 11. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON. ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES WITH TWO ORANGE FLAGS (20° x 20°) ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURN OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH 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 CONTRACT THE CONTRACT. THE CONTRACT THE CONTRACT. THE CONTRACT THE CONTRACT. THE CONTRACT THE CONTRACT THE CONTRACT THE CONTRACT.
- 12. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE
- 13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE 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.
- 15. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER
- 16. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- 17. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE A CRANE WHICH HAS A MAXIMUM HEIGHT
- 18. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
- 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.
- 20. 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 APROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL. ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- 21. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- 22. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

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

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

- 1. 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 AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
- ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEPT TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 3. 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 TEMPORABILY RELOCATE MEN AND EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

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

RUNWAYS:

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

AXIWAYS / TAXILANES:

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

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

F	POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	SITE ELEVATION	EQUIPMENT HEIGHT	OVERALL HEIGHT
	Α	RUNWAY 4/22	N41°03'58.67"	W87°50'58.39"	622.5	70'	692.5
	В	RUNWAY 4/22	N41°03'59.44"	W87°50'58.10"	622.3	60'	682.3
- T	-с-	RUNWAY 4/22	N41°04'00.71"	W87°50'49.93"	621.2	60'	681.2
	D	RUNWAY 4/22	N41°03'57.35"	W87°50'57.03"	621.0	70'	691.0
	E	RUNWAY 4/22	N41°03'57.23"	W87°50'51.99"	621.0	70'	691.0
	F	RUNWAY 4/22	N41°03'55.84"	W87°50'58.41"	619.0	15'	634.0

DESIGN AIRCRAFT APPROACH CATEGORY: B AND D

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

MAXIMUM ANTICIPATED HEIGHT OF EQUIPMENT CRANE - 70' KA051



License No. 184-000613 CONSULTANTS

SULTAINTS

FINAL

NOVEMBER 19, 2021 REVISED: APRIL 22, 2022

CONSTRUCT A NEW
AIRFIELD ELECTRICAL VAULT
AND REPLACE APRON
LIGHTING
NOT IN CONTRACT

OWNER



GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

MARK	DATE	DESCRIPTION

CMT PROJECT NO: 200075-02

CAD DWG FILE: CAP - NOTES AND DETAILS - 1.DWG

DESIGNED BY: MFZ
DRAWN BY: JRO

CHECKED BY: ARM

APPROVED BY: DKP

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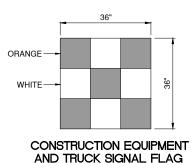
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SHEET TITLE

CONSTRUCTION
ACTIVITY PLAN GENERAL
NOTES AND DETAILS - 1

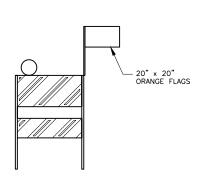
SHEET 4 OF 24

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AIRFIELD LIGHTS AND SIGNS NOTES

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

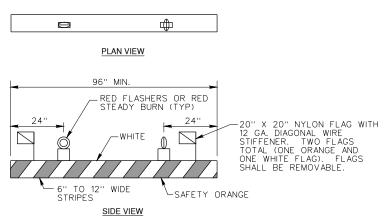


FLASHER BARRICADE DETAIL - IDOT TYPE 2 (WORK AREA 1 ONLY)

NOT TO SCALE

FLASHER BARRICADE NOTES

- 1. 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.
- 3. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING BARRICADES AT ALL TIMES TO THE SATISFACTION OF THE
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM.
 COSTS SHALL BE CONSIDERED INCIDENTAL TO THE
 PROJECT.
- 5. PLACE BARRICADES AT 4' INTERVALS.
- 6. ALTERNATE FLASHER LENSES SO THAT EVERY OTHER LENS IS ROTATED 90°.

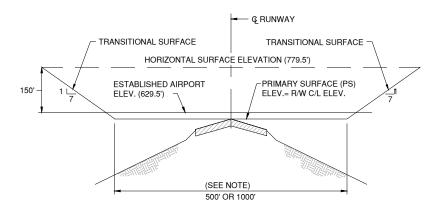


AIRSIDE LOW PROFILE LIGHTED BARRICADE (WORK AREAS 1 - 4)

NOT TO SCALE

BARRICADE NOTES

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

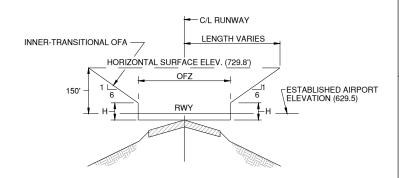


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE:

IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY



TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)

NO SCALE

RUNWAY	TYPE OF RUNWAY	H (FEET)
16-34	NON-PRECISION	150
4-22	PRECISION	150



TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

RUNWAY END	ELEVATION	APPROACH SLOPE
16	621	34:1
34	617	34:1
4	624	50:1
22	630	34:1

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CONSTRUCT A NEW
AIRFIELD ELECTRICAL VAULT

AND REPLACE APRONLIGHTING

NOT IN CONTRACT

OWNER



GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

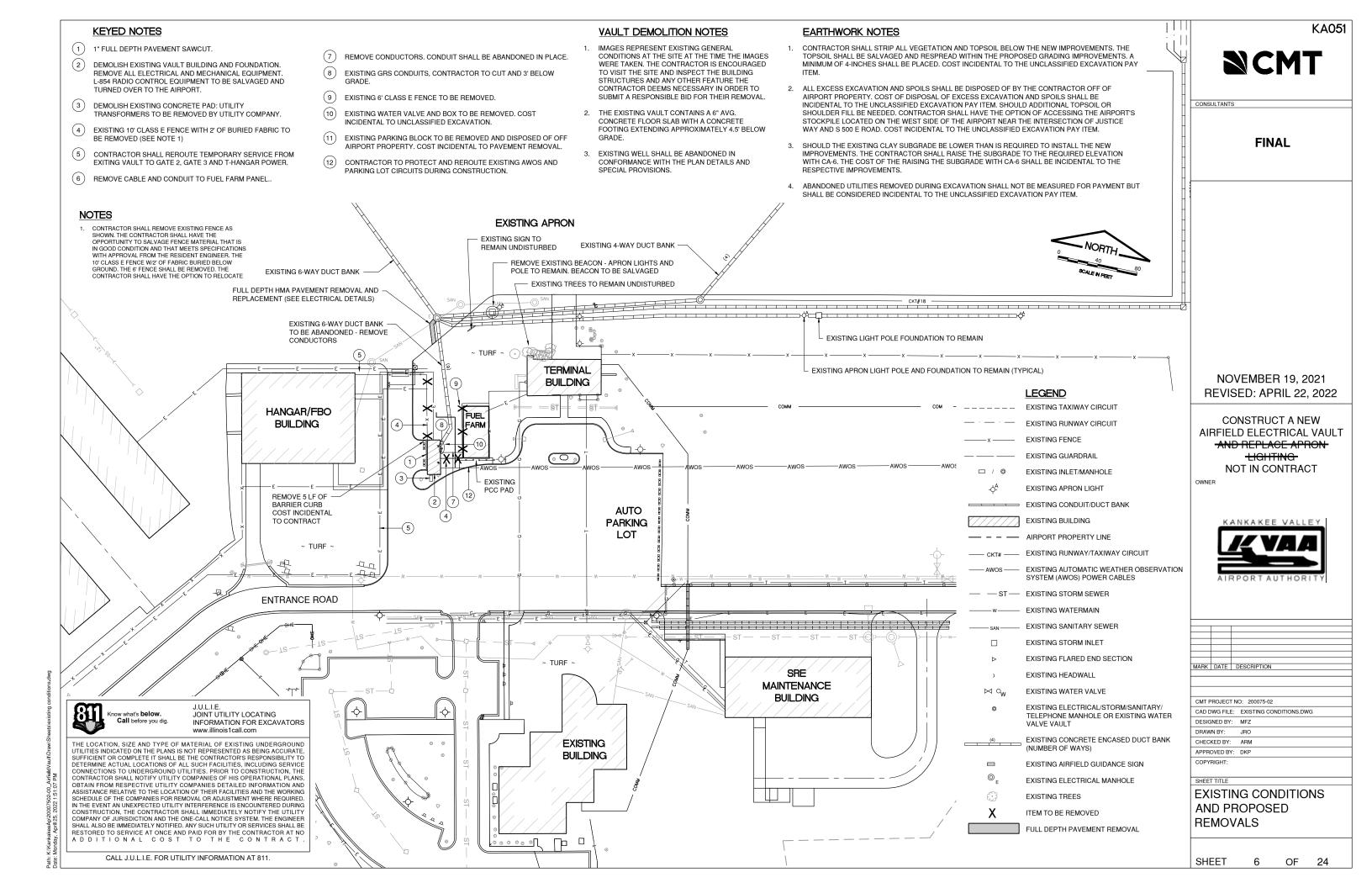
MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02

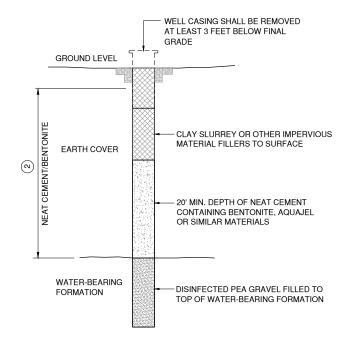
CAD DWG FILE: CAP - NOTES AND DETAILS - 2.DWG
DESIGNED BY: MFZ
DRAWN BY: JRO
CHECKED BY: ARM
APPROVED BY: DKP
COPYRIGHT:

CONSTRUCTION ACTIVITY PLAN GENERAL NOTES AND DETAILS - 2

SHEET 5 OF 24



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



WELL ABANDONMENT DETAIL

NOT TO SCALE

WELL ABANDONMENT NOTES

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

















EXISTING VAULT PHOTOS

NOTES

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

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CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON **LIGHTING** NOT IN CONTRACT

OWNER



GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

MARK	DATE	DESCRIPTION

CMT PROJECT NO: 200075-02

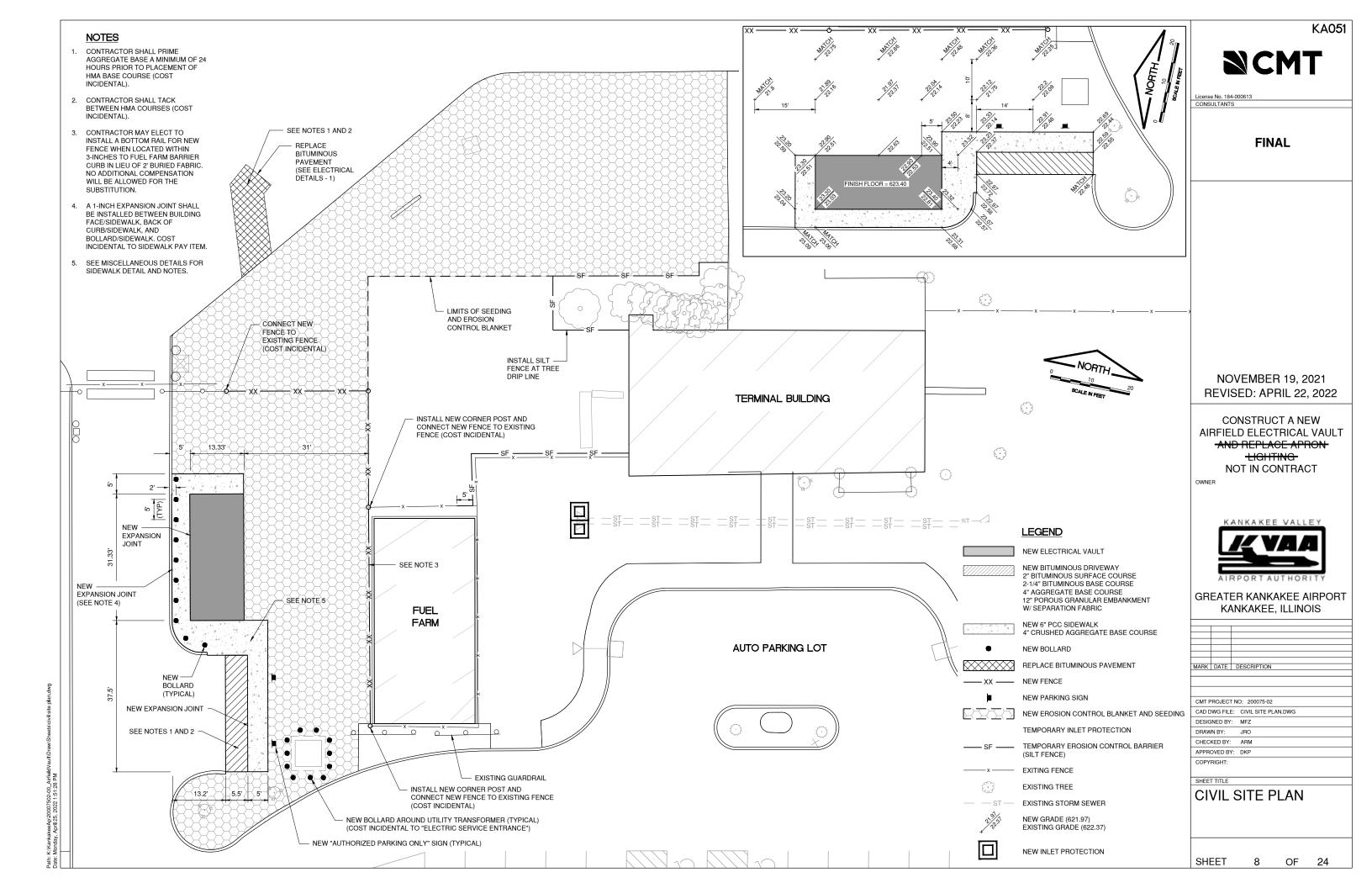
CAD DWG FILE: VAULT DEMOLITION PLAN.DWG DESIGNED BY: MFZ

DRAWN BY: JRO CHECKED BY: ARM

APPROVED BY: DKF COPYRIGHT

VAULT DEMOLITION **PLAN**

SHEET OF 24



STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION

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

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

THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS EXCAVATION AND GRADING:

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

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 0.5 ACRES OF WHICH 0.5 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING AND OTHER ACTIVITIES.

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

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

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

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

SEDIMENTATION AND EROSION CONTROL NOTES

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

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

THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE IN PORTIONS DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

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

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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

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

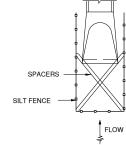
DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY FROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE LINTIL PERMANENT

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

MAINTENANCE AFTER CONSTRUCTION

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



INLET PROTECTION (END SECTION)

NOT TO SCALE IDOT STANDARD 280001-07

NOTES FOR PERIMETER EROSION BARRIER

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

STORM WATER POLLUTION PREVENTION **GENERAL NOTES**

NOTES FOR INLET PROTECTION DETAILS

CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS

REQUIRED FROM FABRIC TO MAINTAIN DRAINAGE

2. FABRIC SHALL REMAIN IN PLACE UNTIL COMPLETION

3. COST OF FILTER WRAP AND MAINTENANCE SHALL BE

CONSIDERED INCIDENTAL TO THE CONTRACT

THROUGH THE STRUCTURE

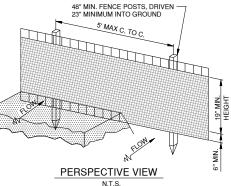
OF PAVEMENT REHABILITATION

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

48" MIN. FENCE POST

LINDISTLIBRED

GROUND



CONTRACTOR SHALL HAVE THE OPTION TO INSTALL SILT FILTER FENCE, ROLLED EXCELSIOR OR

LIBETHANE FOAM/GEOTEXTILE AS SPECIFIED IN

SECTION 156-2.1 OF THE SPECIAL PROVISIONS

CLOTH

COVER

EMBEDDED FILTER CLOTH

MIN 6" INTO

1. FILTER CLOTH TO BE FASTENED SECURELY TO POSTS.

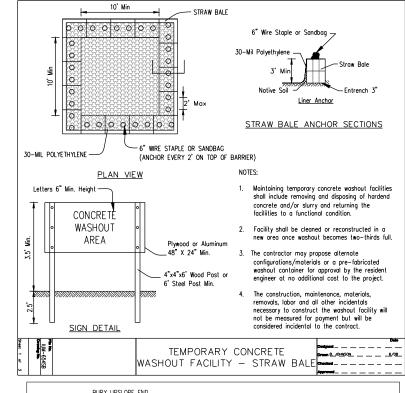
WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER, THEY SHALL BE OVER- LAPPED BY 6" MIN. AND FOLDED.

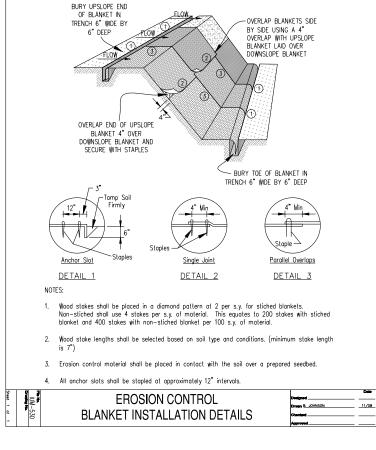
SECTION

SILT FENCE DETAIL

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

MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SIL FENCE, MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE





ADDITIONAL NOTES

- PRIOR TO COMMENCING DEWATERING ACTIVITIES AND LAND DISTLIBRING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE OWNER FOR REVIEW AND INCLUSION INTO SWPPP
- 2. DURING DEWATERING OPERATION, WATER SHALL BE PUMPED FROM A SUMP PIT INTO SEDIMENT BASINS OR SILT TRAPS OR OTHER APPROVED BMP, COSTS OF SUMP PITS, SEDIMENT BASINS AND SILT TRAPS AND OTHER BMP ARE INCIDENTAL TO THE DEWATERING PAY ITEM, DEWATERING DIRECTLY INTO FIELD TILES OR STORMWATER STRUCTURES
- WINTER SHUTDOWN SHALL BE ADDRESSED FABLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL. ALL APPLICATIONS OF TEMPORARY SEED, MULCH OR EROSION CONTROL BLANKET NEEDED FOR COMPLIANCE FOR THE NPDES PERMIT SHALL BE INCIDENTAL TO THE CONTRACT

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NOVEMBER 19, 2021 REVISED: APRIL 22, 2022

CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON **LIGHTING NOT IN CONTRACT**

OWNER



GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

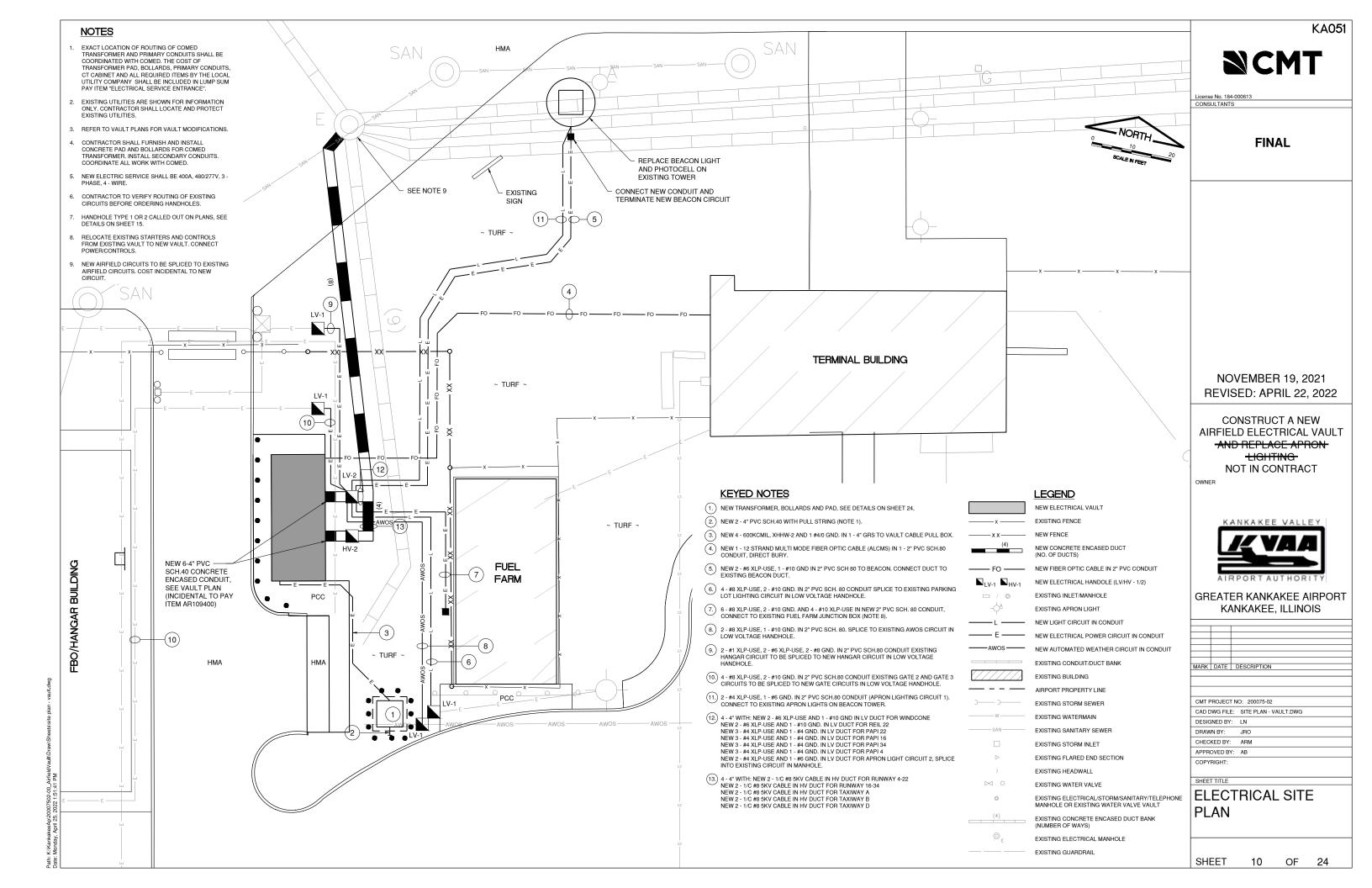
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DRAWN BY:	JRO
CHECKED BY:	ARM
APPROVED BY:	DKP
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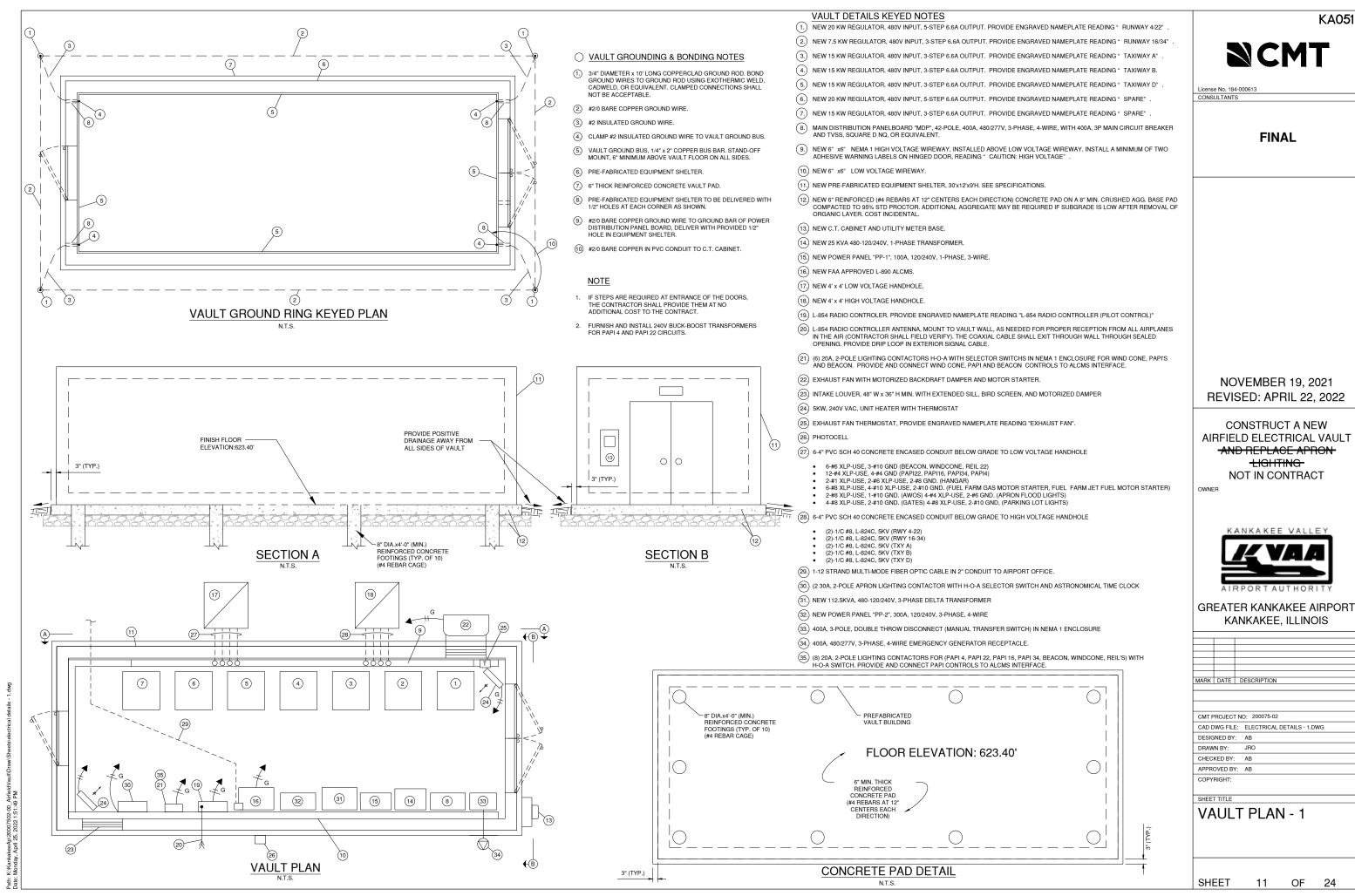
STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS

OF

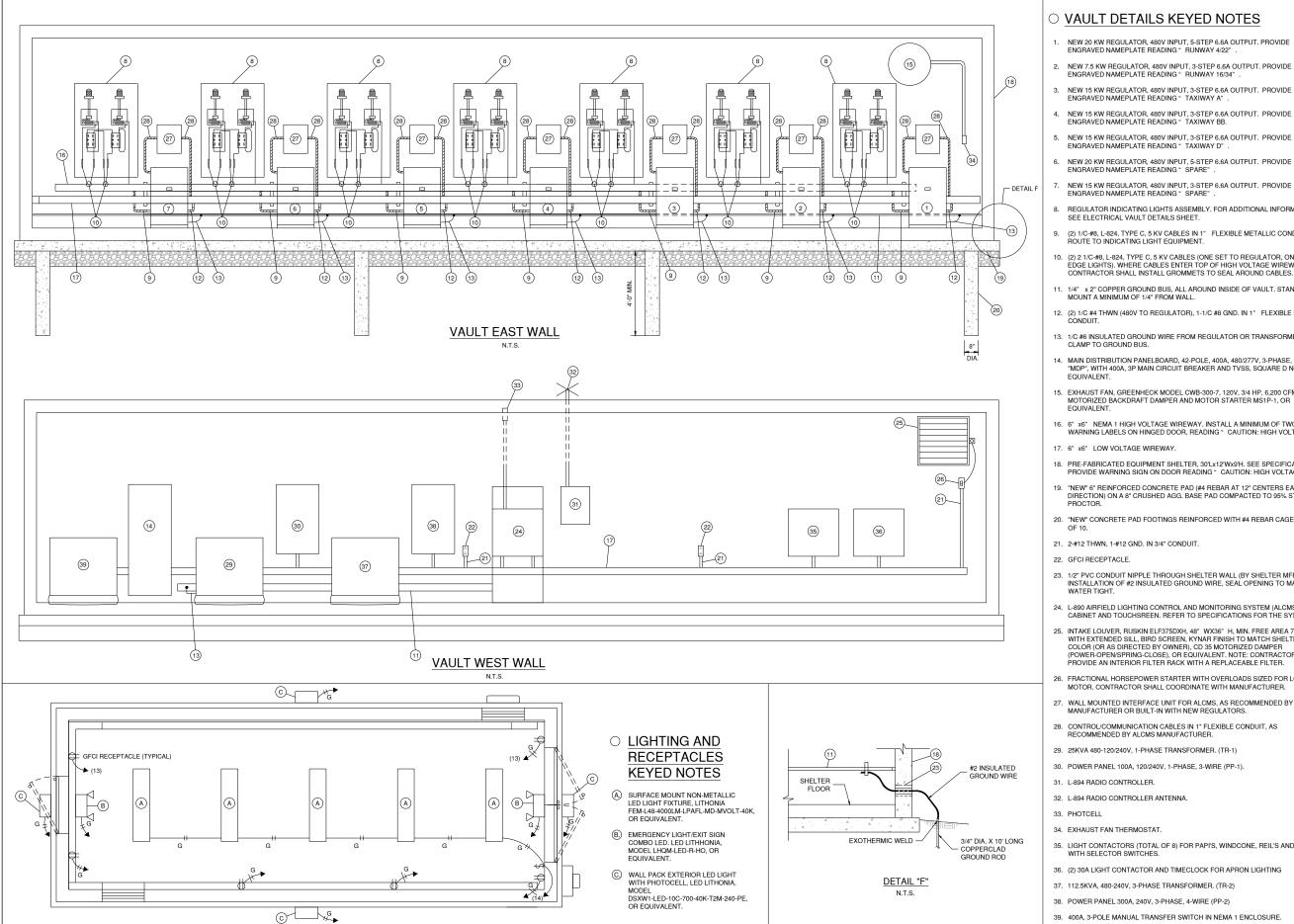
24

SHEET 9





MARK	DATE	DESCRIPTION
		1



LIGHTING AND RECEPTACLES PLAN

VAULT DETAILS KEYED NOTES

- NEW 20 KW REGULATOR, 480V INPUT, 5-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING "RUNWAY 4/22".
- NEW 7.5 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING * RUNWAY 16/34*.
- NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " TAXIWAY A" .
- 4. NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING " TAXIWAY BB.
- ENGRAVED NAMEPLATE READING " TAXIWAY D" 6. NEW 20 KW REGULATOR, 480V INPUT, 5-STEP 6.6A OUTPUT. PROVIDE
- ENGRAVED NAMEPLATE READING "SPARE"
- NEW 15 KW REGULATOR, 480V INPUT, 3-STEP 6.6A OUTPUT. PROVIDE ENGRAVED NAMEPLATE READING "SPARE"
- REGULATOR INDICATING LIGHTS ASSEMBLY. FOR ADDITIONAL INFORMATION, SEE ELECTRICAL VAULT DETAILS SHEET.
- (2) 1/C-#8, L-824, TYPE C, 5 KV CABLES IN 1" FLEXIBLE METALLIC CONDUIT. ROUTE TO INDICATING LIGHT EQUIPMENT.
- 10. (2) 2 1/C-#8, L-824, TYPE C, 5 KV CABLES (ONE SET TO REGULATOR, ONE SET TO EDGE LIGHTS). WHERE CABLES ENTER TOP OF HIGH VOLTAGE WIREWAY, CONTRACTOR SHALL INSTALL GROMMETS TO SEAL AROUND CABLES.
- 11. 1/4" x 2" COPPER GROUND BUS, ALL AROUND INSIDE OF VAULT. STAND-OFF MOUNT A MINIMUM OF 1/4" FROM WALL.
- 12. (2) 1/C #4 THWN (480V TO REGULATOR), 1-1/C #8 GND. IN 1" FLEXIBLE METALLIC CONDUIT.
- 13. 1/C #6 INSULATED GROUND WIRE FROM REGULATOR OR TRANSFORMER.
- 14. MAIN DISTRIBUTION PANELBOARD, 42-POLE, 400A, 480/277V, 3-PHASE, 4-WIRE "MDP", WITH 400A, 3P MAIN CIRCUIT BREAKER AND TVSS, SQUARE D NQ, OR EQUIVALENT.
- EXHAUST FAN, GREENHECK MODEL CWB-300-7, 120V, 3/4 HP, 6,200 CFM, WITH MOTORIZED BACKDRAFT DAMPER AND MOTOR STARTER MS1P-1, OR EQUIVALENT.
- 16. 6" x6" NEMA 1 HIGH VOLTAGE WIREWAY. INSTALL A MINIMUM OF TWO ADHESIVE WARNING LABELS ON HINGED DOOR, READING "CAUTION: HIGH VOLTAGE".
- 17. 6" x6" LOW VOLTAGE WIREWAY.
- 18. PRE-FABRICATED EQUIPMENT SHELTER, 30'Lx12'Wx9'H. SEE SPECIFICATIONS. PROVIDE WARNING SIGN ON DOOR READING " CAUTION: HIGH VOLTAGE"
- 19. "NEW" 6" REINFORCED CONCRETE PAD (#4 REBAR AT 12" CENTERS EACH DIRECTION) ON A 8" CRUSHED AGG, BASE PAD COMPACTED TO 95% STD PROCTOR.
- 20. "NEW" CONCRETE PAD FOOTINGS REINFORCED WITH #4 REBAR CAGE, TYPICAL OF 10.
- 21. 2-#12 THWN, 1-#12 GND. IN 3/4" CONDUIT.
- 22. GFCI RECEPTACLE.
- 23. 1/2" PVC CONDUIT NIPPLE THROUGH SHELTER WALL (BY SHELTER MFR.) AFTER INSTALLATION OF #2 INSULATED GROUND WIRE, SEAL OPENING TO MAKE
- 24. L-890 AIRFIELD LIGHTING CONTROL AND MONITORING SYSTEM (ALCMS) CABINET AND TOUCHSREEN. REFER TO SPECIFICATIONS FOR THE SYSTEM.
- 25. INTAKE LOUVER, RUSKIN ELF375DXH, 48" WX36" H, MIN, FREE AREA 7.10 SQ.FT WITH EXTENDED SILL, BIRD SCREEN, KYNAR FINISH TO MATCH SHELTER COLOR (OR AS DIRECTED BY OWNER), CD 35 MOTORIZED DAMPER (POWER-OPEN/SPRING-CLOSE), OR EQUIVALENT, NOTE: CONTRACTOR SHALL PROVIDE AN INTERIOR FILTER RACK WITH A REPLACEABLE FILTER.
- 26. FRACTIONAL HORSEPOWER STARTER WITH OVERLOADS SIZED FOR LOUVER MOTOR. CONTRACTOR SHALL COORDINATE WITH MANUFACTURER.
- 27. WALL MOUNTED INTERFACE UNIT FOR ALCMS, AS RECOMMENDED BY ALCMS MANUFACTURER OR BUILT-IN WITH NEW REGULATORS.
- 28. CONTROL/COMMUNICATION CABLES IN 1" FLEXIBLE CONDUIT, AS RECOMMENDED BY ALCMS MANUFACTURER.
- 29. 25KVA 480-120/240V, 1-PHASE TRANSFORMER. (TR-1)
- 30. POWER PANEL 100A, 120/240V, 1-PHASE, 3-WIRE (PP-1).
- 31. L-894 RADIO CONTROLLER.
- 32. L-894 RADIO CONTROLLER ANTENNA.
- 33. PHOTCELL
- 34. EXHAUST FAN THERMOSTAT.
- 35. LIGHT CONTACTORS (TOTAL OF 8) FOR PAPI'S, WINDCONE, REIL'S AND BEACON WITH SELECTOR SWITCHES.
- 36. (2) 30A LIGHT CONTACTOR AND TIMECLOCK FOR APRON LIGHTING
- 37. 112.5KVA, 480-240V, 3-PHASE TRANSFORMER, (TR-2)
- 38. POWER PANEL 300A, 240V, 3-PHASE, 4-WIRE (PP-2)
- 39. 400A, 3-POLE MANUAL TRANSFER SWITCH IN NEMA 1 ENCLOSURE

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CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON **LIGHTING** NOT IN CONTRACT

OWNER

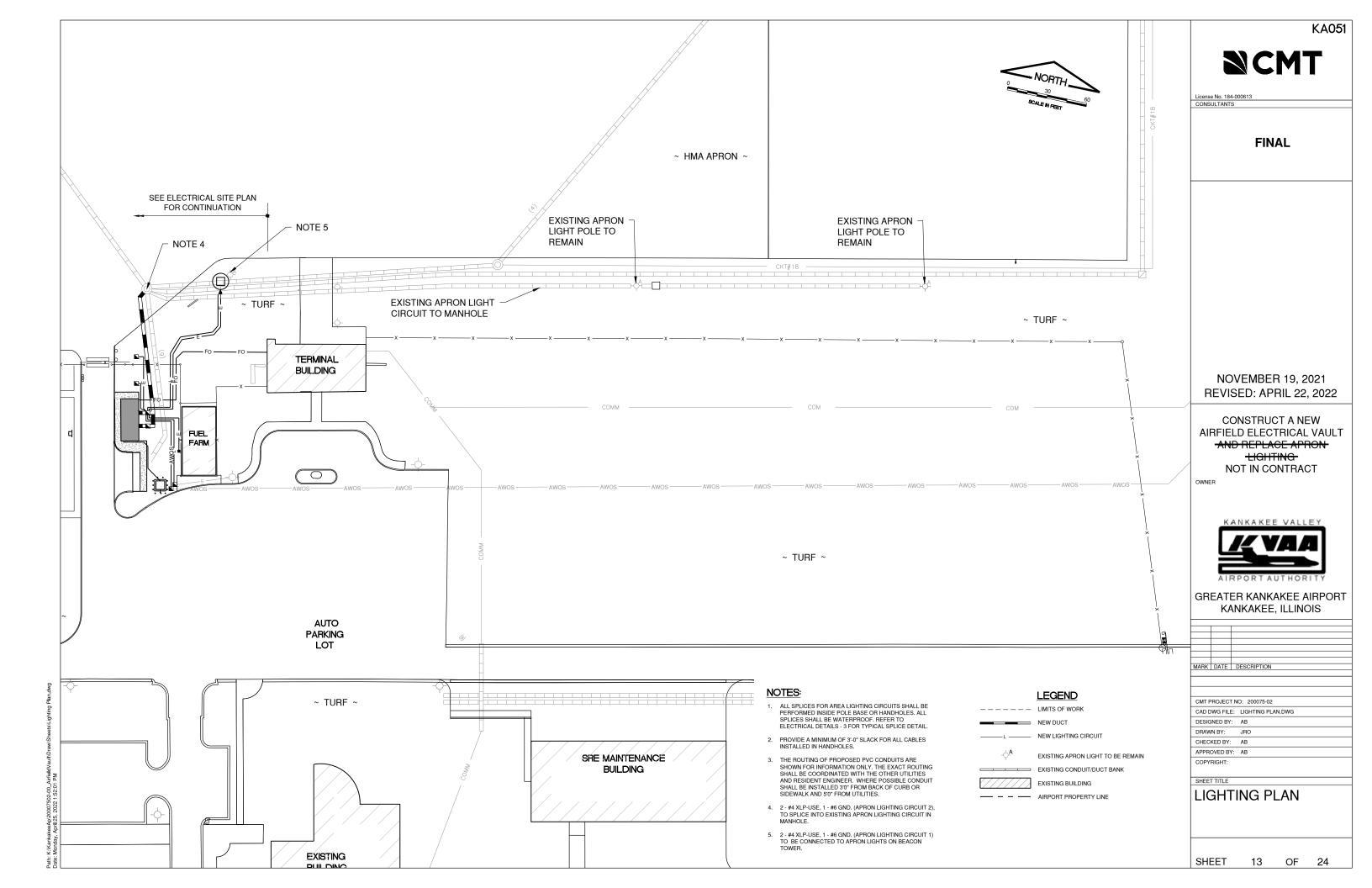


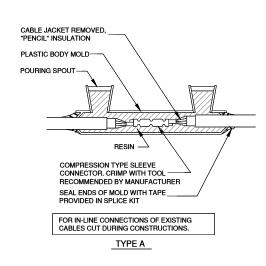
GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

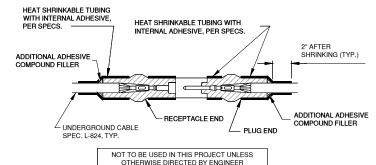
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MARK	DATE	DESCRIPTION			
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CAD	CAD DWG FILE: ELECTRICAL DETAILS - 2.DWG				
DESIGNED BY: AB					
DRAW	DRAWN BY: JRO				
CHEC	KED BY:	AB			
APPR	OVED BY	/: AB			
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VAULT PLAN - 2

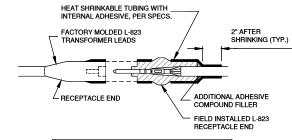
SHEET 12 OF 24





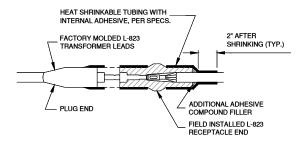


TYPE B



FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE C



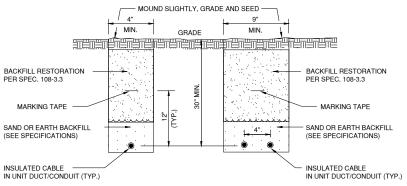
FOR SPLICES AT TAXIWAY LIGHTS AND SIGNS.

TYPE D

CABLE SPLICES

NOTES

- INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE
- 2. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY
- 4. CONTRACTOR MAY INSTALL FAA APPROVED L-823 "COMPLETE KIT" IN LIEU OF SPLICES WITH HEAT SHRINK.

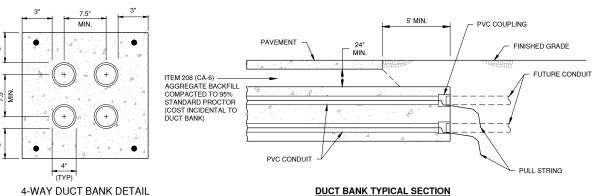


TRENCH DETAIL FOR CABLE IN UNIT DUCT/CONDUIT

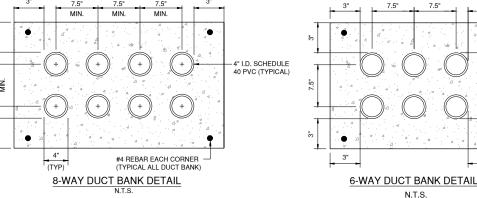
NOT TO SCALE

NOTES

- 1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
- 2. DEPTH OF TRENCHES FOR AIRFIELD LIGHTING SHALL BE AS SHOWN ABOVE UNLESS OTHERWISE SPECIFIED ON THE PLANS, DEPTH OF FAA CABLES SHALL BE 36" UNLESS OTHERWISE SHOWN
- 3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS
- 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO TRENCH RETURFING MATERIALS.
- 5. THE CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING

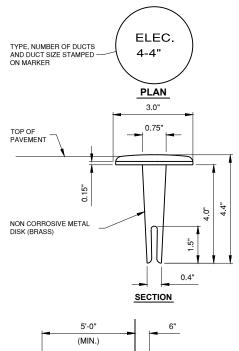


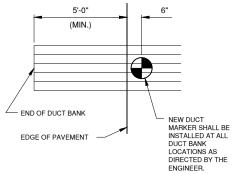
DUCT BANK TYPICAL SECTION N.T.S.



NOTES

- 2. TOP OF CONCRETE ENCASEMENT SHALL BE NOT LESS THAN 24" BELOW FINISHED SUBGRADE BELOW PAVEMENTS AND NOT LESS THAN 24" BELOW FINISHED GRADE IN UNPAVED AREAS, EXCEPT WHERE DIRECTED OTHERWISE BY ENGINEER. AVOID ALL CONFLICTS WITH OTHER UTILITIES (UNDERDRAINS, WATER LINES, SEWER LINES, TELEPHONE, ELECTRICAL) OR OTHER OBSTACLES, ADJUSTING DEPTH AS NECESSARY.
- 4. CONDUIT FOR CONCRETE ENCASEMENT SHALL BE SCHEDULE 40 PVC, 4" NOMINAL DIAMETER, OR AS INDICATED ON THE PLANS.
- 5. CONCRETE ENCASEMENT SHALL EXTEND A MINIMUM OF 5'-0" BEYOND EDGES OF PAVEMENT, OR AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
- 6. #4 REBAR SHALL BE INSTALLED CONTINUOUS THE LENGTH OF THE CONCRETE ENCASEMENT
- 7. DUCT BANK SHALL BE STACKED NO MORE THAN THREE CONDUITS HIGH UNLESS DIRECTED OTHERWISE BY THE ENGINEER
- 8. AT FNDS OF DLICT BANKS, INSTALL A PVC COUPLING FLUSH WITH END OF CONCRETE FOR CONNECTING FUTURE CONDUIT, INSTALL POLYETHELENE PULL STRING, GREENLEE, OR EQUIVALENT. PLUG THE ENDS OF UNUSED SPARE CONDUITS WITH WOODEN PLUGS
- 9. HIGH VOLTAGE WIRING, RUNWAY & TAXIWAY SERIES CIRCUIT WIRING, ETC., AND POWER WIRING OVER 480V SHALL BE INSTALLED IN SEPARATE CONDUITS FROM LOW VOLTAGE WIRING, 480V OR LESS.
- 10.LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE ENGINEER.
- 11.IF POSSIBLE, INSTALL FIBER OPTIC CABLES AND COMMUNICATION CABLES (FAA, ETC.) IN THEIR OWN CONDUITS, OTHERWISE, INSTALL THEM IN THE CONDUITS

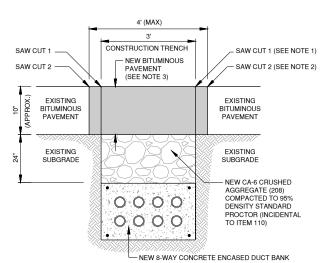




MARKER PLACEMENT

DUCT MARKERS SHALL BE RECESSED AND GROUTED INTO THE PAVEMENTS.

DUCT MARKER DETAILS



CONCRETE ENCASED DUCT PAVEMENT PATCH CONSTRUCTION NOT TO SCALE

EACH

CORNER

(TYP, ALL

DUCT BANK)

- 1. SAW CUT 1 WILL BE PERFORMED PRIOR TO ANY EXCAVATION OF THE BITUMINOUS PAVEMENT AT THE LOCATION OF THE PROPOSED CONCRETE ENCASED DUCT BANK.
- 2. SAW CUT 2 WILL BE PERFORMED IF NECESSARY AFTER ALL WORK INCLUDING BUT NOT LIMITED TO: EXCAVATION OF TRENCH, PLACEMENT OF NEW DUCT BANK AND PLACEMENT OF NEW DUCT BANK AND PLACEMENT OF NEW 610 CONCRETE PAVEMENT.
- 3. PROPOSED BITUMINOUS PATCH SHALL BE CONSTRUCTED IN LIFTS OF 3" WITH TACK

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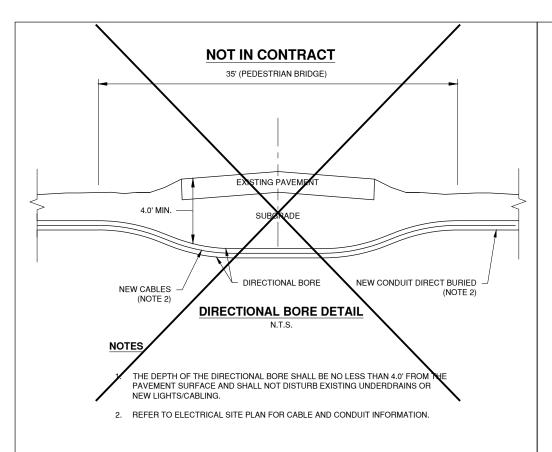
GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

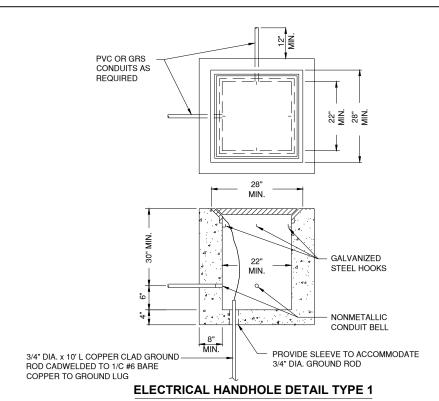
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CMTF	ROJECT	NO: 200075-02
CAD	WG FILE	E: ELECTRICAL DETAILS - 3.DWG
DESIG	NED BY	: AB
DRAW	N BY:	JRO
CHEC	KED BY:	AB
APPR	OVED BY	/: AB
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OUEE.	TITLE	

ELECTRICAL DETAILS - 1

SHEET

14 OF 24

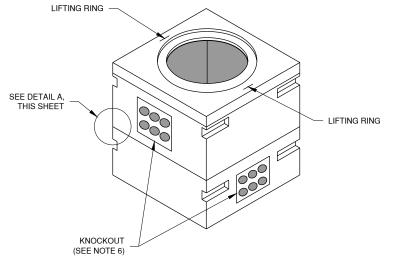


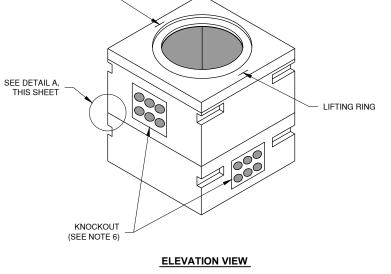


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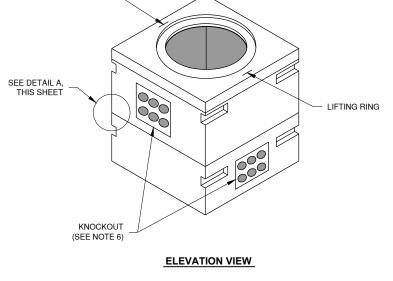
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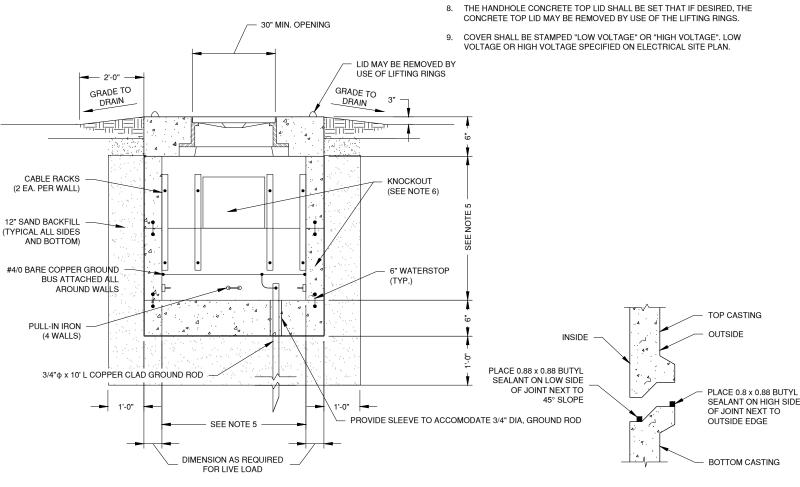
- WALL KNOCKOUTS SHALL BE SIZED AS REQUIRED FOR PROPOSED CONDUITS/DUCT BANK..
- 2. FRAME AND LID SHALL BE SUITABLE FOR H-20 LOADING.
- 3. COVER SHALL BE STAMPED "LOW VOLTAGE" OR "HIGH VOLTAGE", HINGED WITH SAFETY BAR AND BOLTED.





SECTION VIEW





ELECTRICAL HANDHOLE DETAILS TYPE 2

NOTES

- THE HANDHOLE/GRADE RING/HANDHOLE LID ASSEMBLY SHALL BE CONSTRUCTED TO MEET OR EXCEED THE FOLLOWING LOADINGS A. EARTHLOAD = 2 FEET FILL AT 130 LBS/FT
- B. SURCHARGE = 2 FEET FILL AT 130 LBS/FT
- C. LIVE LOAD = A.A.S.H.T.O. HS-20 TRUCK WITH 20% IMPACT
- D. f'c = 4,500 P.S.I. E. fy = 60,000 P.S.I.
- F. ULTIMATE STRENGTH DESIGN METHOD
- THE SUPPLIER SHALL PROVIDE CERTIFICATION THAT THE HANDHOLES MEET OR EXCEED THESE REQUIREMENTS PRIOR TO INSTALLATION.
- THE HANDHOLE CONSTRUCTION AND INSTALLATION SHALL BE WATERTIGHT. ALL CONSTRUCTION JOINTS AND DUCTS SHALL BE SEALED TO PREVENT
 WATER ENTRY. ALL UNUSED DUCT BANK OPENINGS IN HANDHOLE SHALL BE
 SEALED WITH METAL PLATES TREATED FOR CORROSION RESISTANCE AND BOLTED INTO PLACE. MATING SURFACES SHALL BE SEALED USING BUTYL
- 3. THE HANDHOLE LID ASSEMBLY SHALL BE INSTALLED SLIGHTLY ABOVE THE SURROUNDING FINAL GRADE AND THE EARTH SHALL BE GRADED TO IT.
- 4. THE HANDHOLE COVER SHALL BE LOCKABLE UTILIZING A PENTAGON BOLT ASSEMBLY.
- 5. PROPOSED ELECTRICAL HANDHOLE SHALL BE THE FOLLOWING INTERIOR DIMENSIONS: 4' L x 4' W x 4' H
- SINGLE HANDHOLES: KNOCKOUTS SHALL BE CENTERED IN THE HANDHOLE WALL AND SHALL BE PROVIDED FOR IN EACH DIRECTION. WHERE KNOWN, SIZE SHALL BE AS REQUIRED FOR PROPOSED ENTRANCE, OTHERWISE 6 - 4" OPENINGS (MINIMUM) SHALL BE PROVIDED AND CAPPED FOR FUTURE USE.
- 7. HANDHOLES THAT MAKE UP A HANDHOLE PLAZA: THE WALL KNOCKOUTS FOR THE NORTH/SOUTH WALLS SHALL BE PLACED AT HIGHER OR LOWER ELEVATIONS THAN THE WALL KNOCKOUTS FOR THE EAST/WEST WALLS TO ALLOW THE DUCTS TO CROSS. KNOCKOUTS SHALL BE SIZED AS REQUIRED FOR PROPOSED DUCT BANK

DETAIL A

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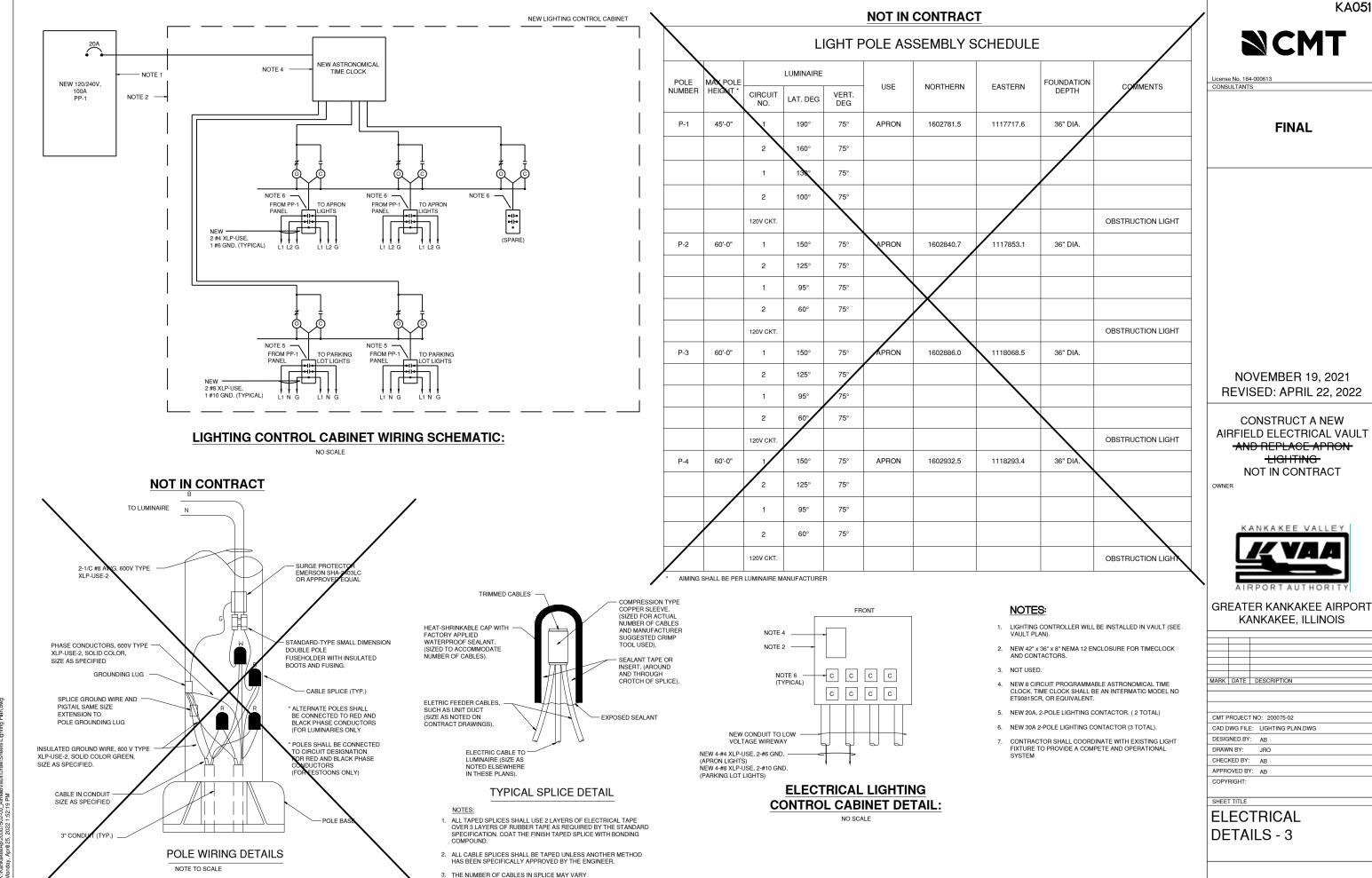
GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

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CAD	WG FILE	E: ELECTRICAL DETAILS - 4.DWG
DESIGNED BY:		: AB
DRAW	/N BY:	JRO
CHECKED BY: AB		
APPROVED BY:		/: AB
COPY	RIGHT:	

ELECTRICAL DETAILS - 2

SHEET 15 OF

24



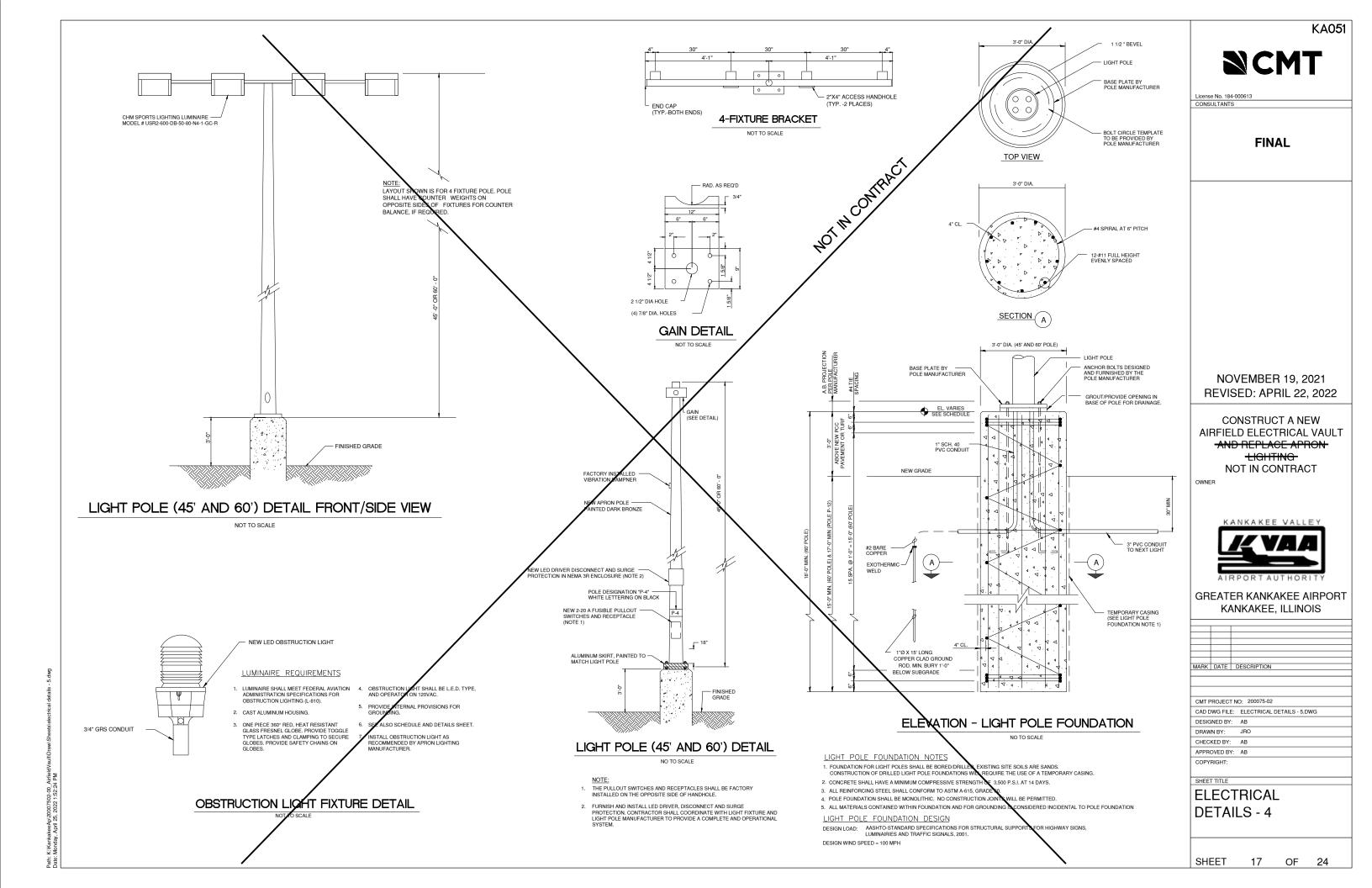
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24

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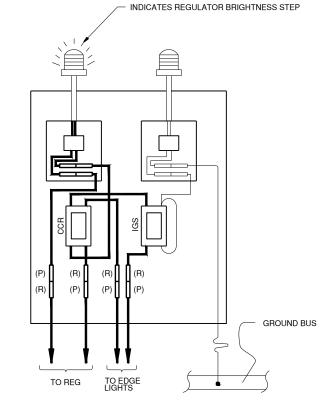
TESTING

- 1. TO TEST FOR A GROUND FAULT ON EDGE LIGHT SERIES
- A. TURN OFF REGULATOR
- B. REMOVE "IGS" S1 CUTOUT FROM SOCKET C. TURN REGULATOR ON
- D. VERIFY THAT REGULATOR OUTPUT INDICATION LAMP IS ILLUMINATED AND INDICATES REGULATOR BRIGHTNESS
- STEP E. GROUND FAULT INDICATION LAMP WILL ILLUMINATE IF A GROUND FAULT EXISTS ON THE LIGHTING CIRCUIT
- 2.TO ISOLATE REGULATOR FROM EDGE LIGHT SERIES CIRCUIT HOMERUN AND GROUND FAULT INDICATION CIRCUIT FOR TESTING JUST THE REGULATOR:
- A. TURN OFF REGULATOR
 B. REMOVE "CCR" S1 CUTOUT FROM SOCKET.
- C. TURN REGULATOR ON

"CCR" PLUG CUTOUT IS OUT

"IGS" CUTOUT IS IN

- O. THE CER OUTPUT INDICATION LAMP AT MOUNTING PANEL WILL STILL ILLUMINATE FOR TESTING REGULATOR



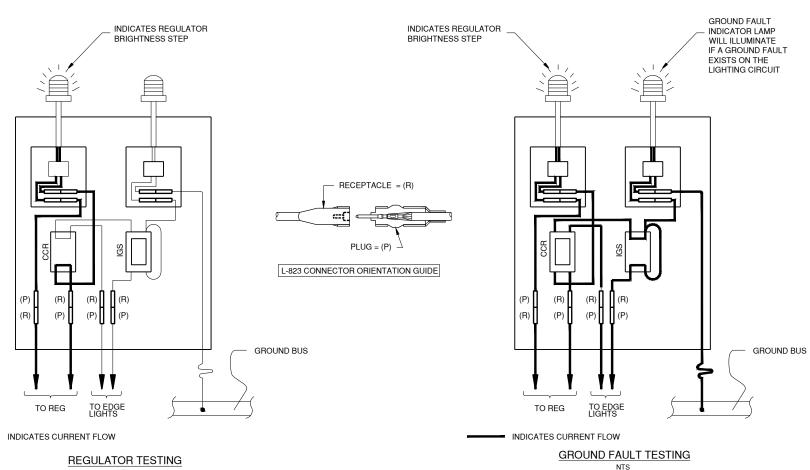
■ INDICATES CURRENT FLOW

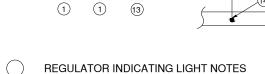
NORMAL OPERATION

(BOTH PLUG CUTOUTS ARE IN)

"CCR" PLUG CUTOUT IS IN

"IGS" PLUG CUTOUT IS OUT





- 5KV L-824 CABLES TO REGULATOR.
- HINGED COVER NEMA 1 ENCLOSURE SIZED AS REQUIRED TO HOUSE EQUIPMENT, WITH ENGRAVED NAMEPLATE READING: "CIRCUIT INDICATOR".
- HINGED COVER NEMA 1 ENCLOSURE SIZED AS REQUIRED TO HOUSE EQUIPMENT, WITH ENGRAVED NAMEPLATE READING: "GROUND INDICATOR".
- 4 L-830 ISOLATION TRANSFORMER.
- L-823 CONNECTOR. (SEE CONNECTOR ORIENTATION GUIDE)
- "CCR" TYPE S-1 PLUG CUTOUT FOR ISOLATING REGULATOR OUTPUT TO TEST REGULATOR.
- "IGS" TYPE S-1 PLUG CUTOUT FOR INTENTIONAL GROUNDING OF SERIES CIRCUIT TO TEST FOR GROUND FAULTS.
- REGULATOR OUTPUT INDICATION EDGE LIGHT (RUNWAY OR TAXIWAY EDGE LIGHT).
- GROUND FAULT INDICATION EDGE LIGHT WITH WHITE GLOBE.
- 10 EQUIPMENT MOUNTING PANEL.
- 11 5KV L-824 CABLE.
- 12 5KV L-824 CABLE USED AS A JUMPER.
- 13 REGULATOR SERIES CIRCUIT HOMERUN CABLES TO EDGE LIGHTS (SEE NOTE).
- 14 CLAMP TO GROUND BUS.

NOTE

INSTALL (2) 2-1/C #8 5KV CABLES FOR SPARE REGULATORS WITH L-823 CONNECTORS IN HIGH VOLTAGE WIREWAY WITH SUFFICIENT LENGTH TO BE CONNECTED TO ALL CIRCUITS. LABEL ALL CABLES CLOSE TO L-823 CONNECTORS.

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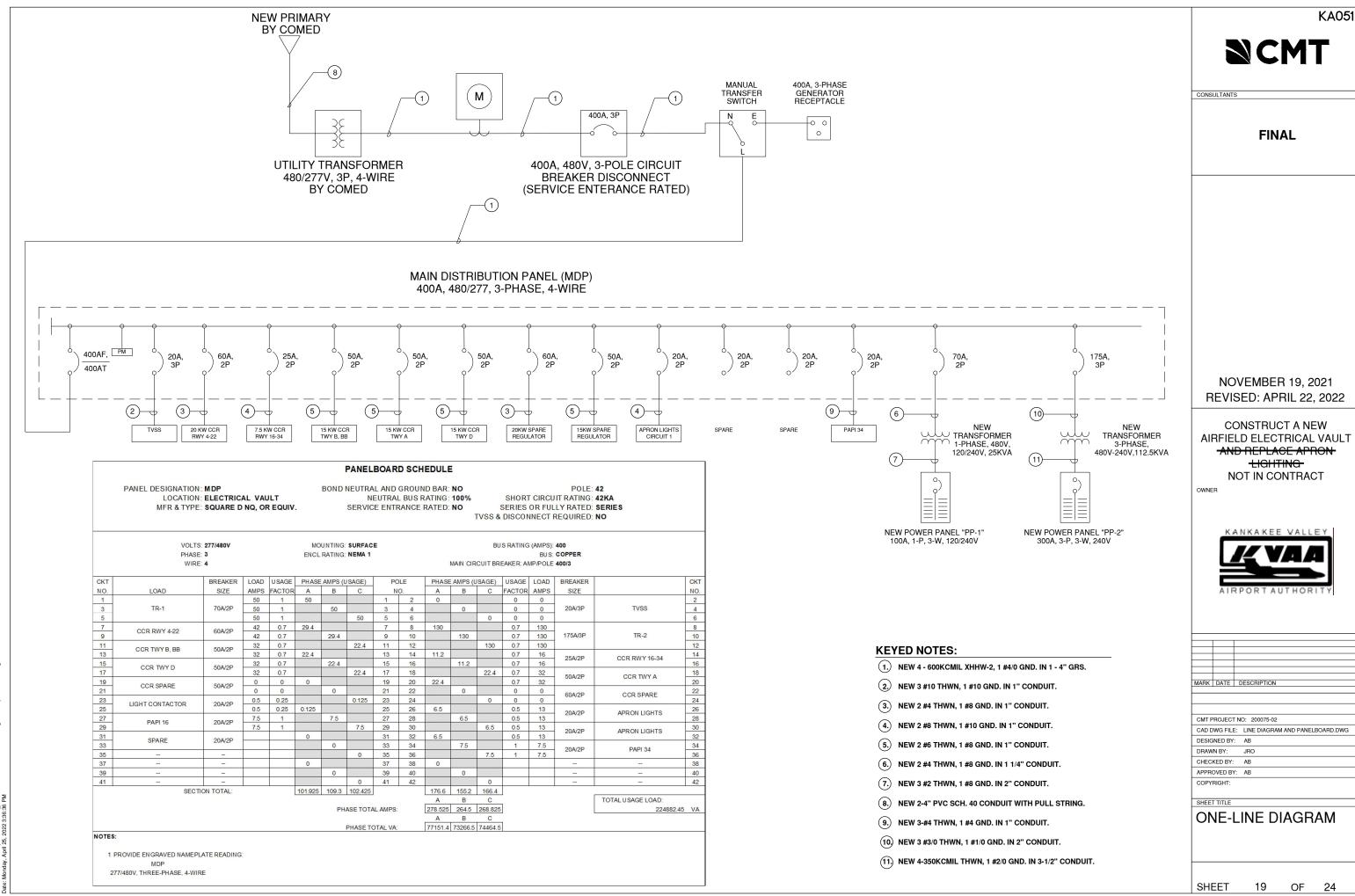
GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

MARK	DATE	DESCRIPTION			
CMT F	PROJECT	T NO: 200075-02			
CAD	CAD DWG FILE: VAULT DETAILS.DWG				

DESIGNED BY: AB DRAWN BY: JRO CHECKED BY: AB APPROVED BY: AB COPYRIGHT

ELECTRICAL VAULT **DETAILS**

SHEET 18 OF 24



Path: K:\KankakeeAp\20007502-00_AirfieldVault\Draw\Sheets\line diagram and panelboard.dwg

BOND NEUTRAL AND GROUND BAR: NO PANEL DESIGNATION: PP-1 POLE: 30 SHORT CIRCUIT RATING: 42KA SERIES OR FULLY RATED: SERIES LOCATION: ELECTRICAL VAULT NEUTRAL BUS RATING: N/A MFR & TYPE: SQUARE D NQ, OR EQUIV. SERVICE ENTRANCE RATED: NO TVSS & DISCONNECT REQUIRED: NO VOLTS: 120/240V PHASE: 1 BUS RATING (AMPS): 100A BUS: COPPER MAIN CIRCUIT BREAKER: 100/2 WIRE: 3 PARKING LOT LIGHTS PARKING LOT LIGHTS 20A/1P EXTERIOR LIGHTS RECEPTACLES ALCUS 8 L-854 RADIO CONTROLLER 10 PI, WINCONE AND BEACON CONTROLS 12 SPARE 14 SPARE 16 SPARE 18 INTAKE LOUVER DAMPNER 20A/1P 20A/1P 20A/1P 20A/1P 11 PHOTOCELL 13 OBSTRUCTION LIGHTS/RE CEPTACLES 15 PARKING AND APRON LIGHT CONTROLS 17 SPARE 20A/1P 20 22 24 26 28 30 6 5 A B 20 19 14 14 TOTAL USAGE LOAD: PHASE TOTAL AMPS:

PANELBOARD SCHEDULE

PANE+B3:T47LBOARD SCHEDULE

BOND NEUTRAL AND GROUND BAR: NO NEUTRAL BUS RATING: 100% SERVICE ENTRANCE RATED: NO

PANEL DESIGNATION: PP-2

PP-2 120/240V, THREE-PHASE, 4-WIRE

LOCATION: ELECTRICAL VAULT
MFR & TYPE: SQUARED DI-LINE OR EQUIV.

POLF: 42 SHORT CIRCUIT RATING: 22KA
SERIES OR FULLY RATED: SERIES TVSS & DISCONNECT REQUIRED: YES

VOLTS: 120/240 V PHASE: 3 WIRE: 4				MOUNTING: SURFACE ENCL RATING: NEMA 1 INCLUDE THROUGH-FEED LUGS: NO					BUS RATING (AMPS): 400 BUS: COPPER; SILVER OR TIN PLATED MAIN CIRCUIT BRE AKER: 300/3								
CKT	T	BREAKER	LOAD	USAGE	PHAS	SE AMPS (US	AGE)	PC	LE	PHAS	E AMPS (US	AGE)	USAGE	LOAD	BREAKER		CKT
NO.	LOAD	SIZE	AMPS	FACTOR	Α	В	С	N	0.	А	В	С	FACTOR	AMPS	SIZE	LOAD	NO.
1		20/3	6	0.2	1.2			1	2	13			1	13			2
3	GATE S 2 & 3		6	0.2		1.2		3	4		13		1	13	30/3	FUEL FARM - AVIATION GAS	4
5			6	0.2			1.2	5	6			13	1	13			6
7	AWOS	30/2	12	1	12			7	8	13			1	13			8
9	AWOS	30/2	12	1		12		9	10		13		1	13	30/3	FUEL FARM - JET FUEL	10 12
11	WINDCONE/PAPI 22	20/2	12	1			12	11	12			13	1	13	1		12
13	WINDCONE/FAFT22	2012	12	1	12			13	14	4			0.5	8	20/2	REIL 22	14
15	HANGAR	100/2	65	0.5		32.5		15	16		4		0.5	8	2012	REIL 22	16
17	HANGAR	100/2	65	0.5			32.5	17	18			13	0.5	26	50/2	BEACON	18
19	WALL COLUMN TO A P. L.	20/2	12	1	12			19	20	13			0.5	26	50/2	BEACON	20
21	WINDCONE /P AP I 4	20/2	12	1		12		21	22		0			0			22
23			0				0	23	24			0		0	20/3	SPARE CIRCUIT BREAKER	24
25	APRON LIGHT CIRCUIT 1	30/2	0		0			25	26	0				0			26
27	7		0			0		27	28		10.5		0.5	21			28
29	ARROW LIQUE GIROUIT O	2012	0				0	29	30			10.5	0.5	21		UNIT HE ATE R	30
31	APRON LIGHT CIRCUIT 2	30/2	0		0			31	32	7			0.5	14	0010	EXHAUSTFAN	32
33						0		33	34		7		0.5	14	30/2	EXHAUSTEAN	34
35							0	35	36			0					36
37					0			37	38	0							38
39						0		39	40		0						40
41							0	41	42			0					42
	SECTION	TOTAL:			37.2	57.7	45.7			50	47.5	49.5					
	and the state of t									A	В	С	TOTAL USAGE LOAD:				
	MINIMUM MAIN CIRCUIT BREAKER AM 150				PHASE TOTAL AMPS:				87.2	105.2	95.2				34512 VA		
								A B C MIN. XFMR VA:		MIN. XFMR VA:							
					PHASE TOTAL VA:				10464	12624	11424	43'			VA		
NOTES:	PROVIDE ENGRAVED NAME PLATE RE	E ADING:													·		

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MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02 CAD DWG FILE: LINE DIAGRAM AND PANELBOARD.DWG

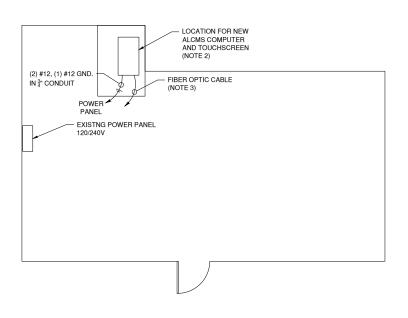
DESIGNED BY: AB

DRAWN BY: JRO CHECKED BY: AB

APPROVED BY: AB COPYRIGHT

PANEL SCHEDULE

SHEET 20 OF 24

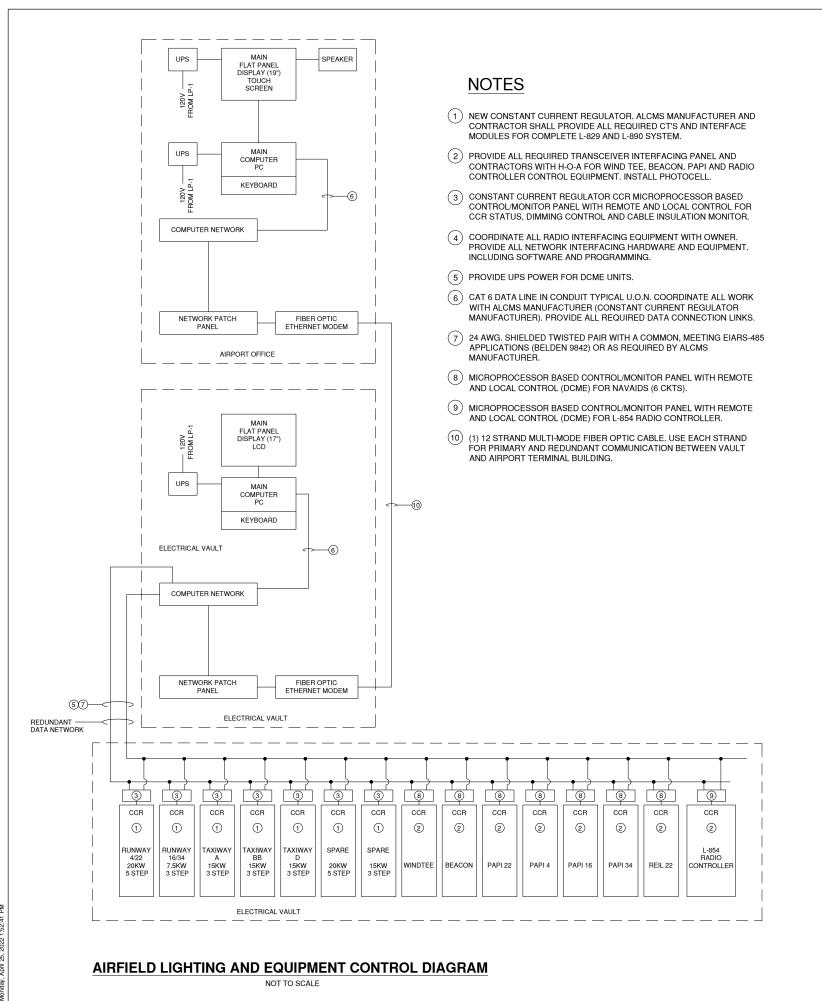


TERMINAL PLAN NOT TO SCALE

AIRPORT OFFICE NOTES

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

1 PROVIDE ENGRAVED NAMEPLATE READING: PP-1 120/240V, SINGLE-PHASE, 3-WIRE



PAD MOUNTED UTILITY TRANSFORMER 480/277V SECONDARY N 🌩 ELECTRICAL VAULT SERVICE ENTRANCE RATED DISCONNECT AND DISTRIBUTION PANEL BOARD BOND GROUND & UTILITY C. T. **NEUTRAL BARS** CABINET G 🏺 #2/0 • N • - #2/0 GROUND ROD #2/0 #2/0 - VAULT GROUND #2/0 -

SYSTEM BONDING AND EARTHING

NOT TO SCALE

SCMT

KA051

CONSULTANTS

FINAL

NOVEMBER 19, 2021 REVISED: APRIL 22, 2022

CONSTRUCT A NEW
AIRFIELD ELECTRICAL VAULT
AND REPLACE APRON
LIGHTING
NOT IN CONTRACT

OWNER



MARK DATE DESCRIPTION

CMT PROJECT NO: 200075-02

CAD DWG FILE: LINE DIAGRAM AND PANELBOARD.DWG

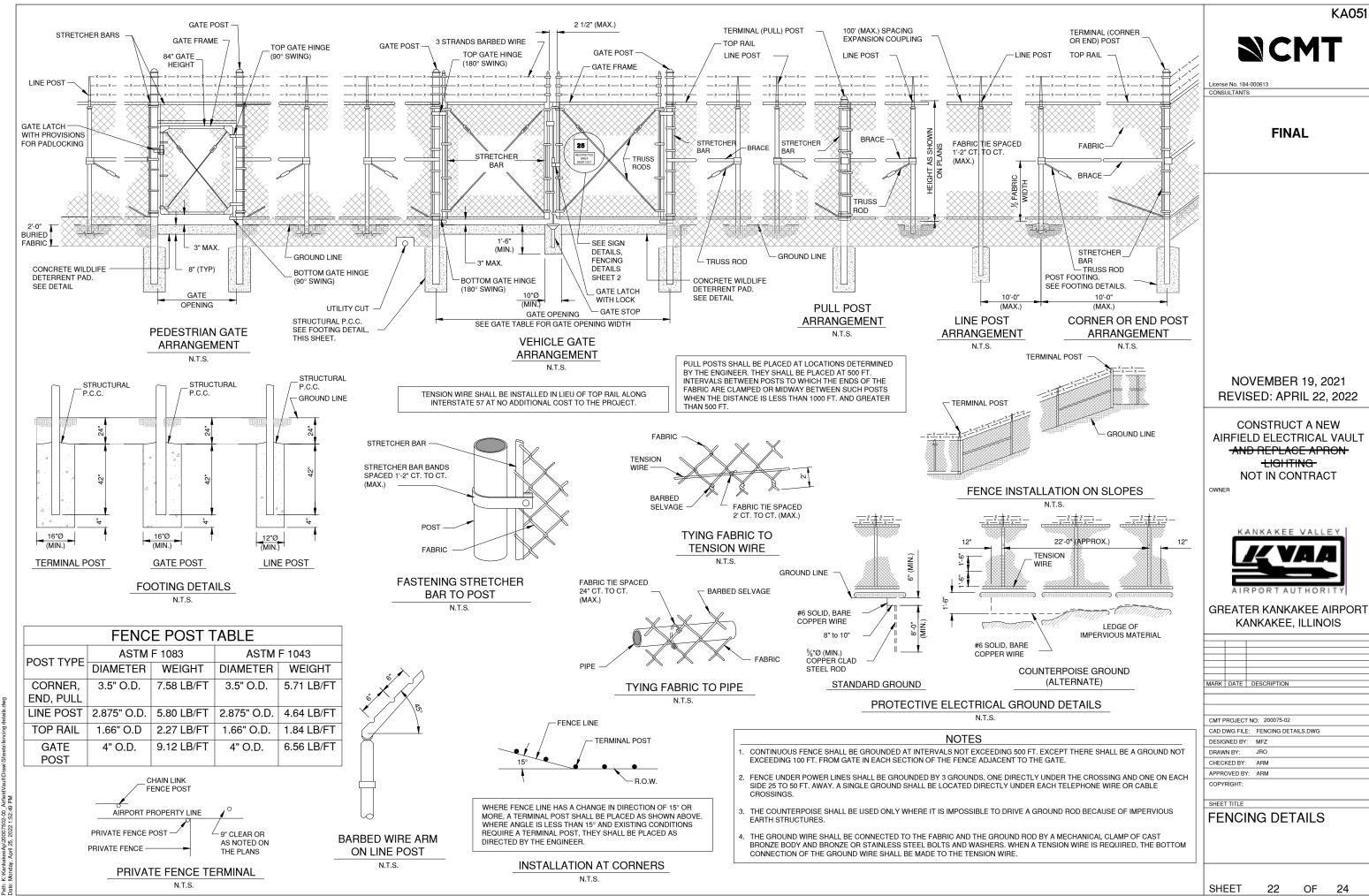
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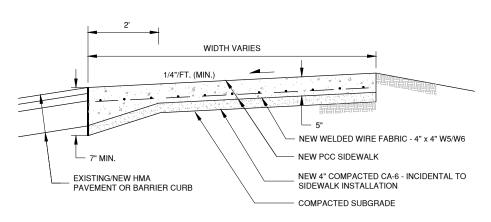
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SHEET TITLE

ALCMS BLOCK DIAGRAM

SHEET 21 OF 24

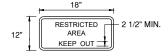




NEW SIDEWALK TYPICAL SECTION NO SCALE

SIDEWALK NOTES

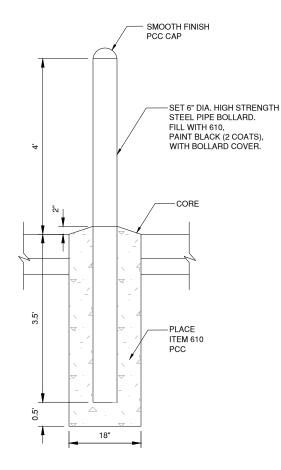
- 1. ALL SIDEWALKS SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTIONS 427.04 THRU 427.8 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED APRIL 1, 2006.
- 2. CONCRETE SHALL BE IN ACCORDANCE WITH ITEM 610.
- 3. EXPANSION JOINT SHALL BE A MINIMUM OF 1-INCH AND MEET AASHTO M 213, OR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



FENCE SIGN DETAIL N.T.S.

NOTES:

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

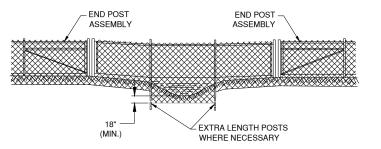


BOLLARD DETAIL - ELECTRICAL VAULT

NOT TO SCALE

BOLLARD NOTES

- BOLLARD INSTALLATION ADJACENT TO THE COMED TRANSFORMERS SHALL BE CONSIDERED INCIDENTAL TO THE "SERVICE ENTRANCE" PAY ITEM.
- 2. BOLLARD INSTALLATION ADJACENT TO THE NEW ELECTRICAL VAULT SHALL BE MEASURED SEPARATELY FOR PAYMENT.



FENCE INSTALLATION OVER STREAM OR SWALES

THE CHAIN LINK FABRIC SHALL BE EXTENDED TO MAINTAIN A MINIMUM BURIED DEPTH OF 18". ADDITIONAL FABRIC MAY BE ATTACHED TO EXTEND TO THE DEPTH REQUIRED. (COST INCIDENTAL TO NEW FENCE) **2** CMT

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NOVEMBER 19, 2021 REVISED: APRIL 22, 2022

CONSTRUCT A NEW AIRFIELD ELECTRICAL VAULT AND REPLACE APRON LIGHTING NOT IN CONTRACT

OWNER



GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS

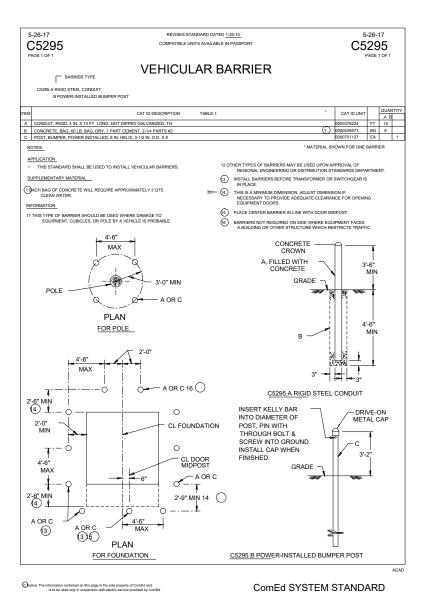
MARK	DATE	DESCRIPTION					
CMTF	ROJECT	NO: 200075-02					
CAD	WG FILE	: MISCELLANEOUS DETAILS.DWG					
DESIG	NED BY:	MF7					
- 52010		1411 E					
DRAW	N BY:	JRO					

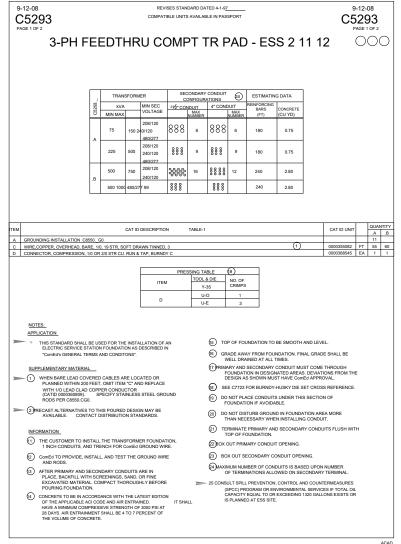
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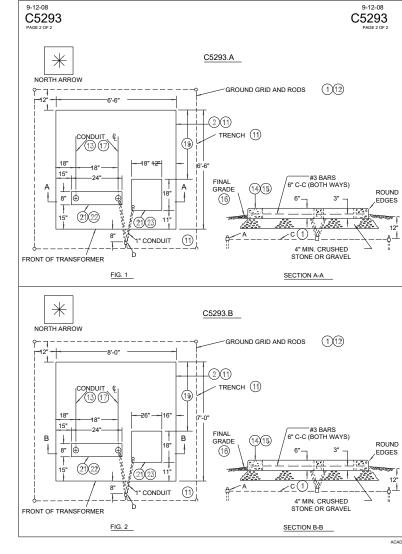
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MISCELLANEOUS DETAILS

SHEET 23 OF 24







KANKAKEE VALLEY ComEd SYSTEM STANDARD

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NOVEMBER 19. 2021

REVISED: APRIL 22, 2022

CONSTRUCT A NEW

AIRFIELD ELECTRICAL VAULT

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MARK DATE DESCRIPTION CMT PROJECT NO: 200075-02 CAD DWG FILE: MISCELLANEOUS DETAILS.DWG DESIGNED BY: LN DRAWN BY: JRO CHECKED BY: ARM APPROVED BY: AB

COMED TRANSFORMER PAD DETAILS

SHEET 24 OF 24

ComEd SYSTEM STANDARD