



**PHASING NOTES**

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

**LEGEND**

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

DESIGN AIRCRAFT APPROACH CATEGORY: D  
DESIGN AIRPORT GROUP: II

MAXIMUM ANTICIPATED HEIGHT OF  
CONSTRUCTION EQUIPMENT: 20 FEET

- POINT "A"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
- LATITUDE: 41°04'30.818" (NAD 83)
  - LONGITUDE: 87°50'49.411" (NAD 83)
  - EXISTING ELEVATION: 621.2
- POINT "B"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 16/34
- LATITUDE: 41°04'26.373" (NAD 83)
  - LONGITUDE: 87°50'43.395" (NAD 83)
  - EXISTING ELEVATION: 621.1
- POINT "C"**  
NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
- LATITUDE: 41°03'52.110" (NAD 83)
  - LONGITUDE: 87°50'29.929" (NAD 83)
  - EXISTING ELEVATION: 615.4

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

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

WORK AREA	ALLOWABLE WORK PERIODS	OPERATIONAL STATUS/RESTRICTIONS*
PHASE 1 IMPROVEMENTS OUTSIDE OF RUNWAY 4/22 AND 16/34 AIR OPERATIONS AREAS	NO RESTRICTIONS	ALL TAXIWAYS, RUNWAY 4/22 AND RUNWAY 16/34 OPEN
PHASE 1 (EXPEDITED) IMPROVEMENTS WITHIN RUNWAY 16/34 AIR OPERATIONS AREA ONLY	NO DAILY RESTRICTIONS, BUT LIMITED TO FOUR (4) CONSECUTIVE CALENDAR DAYS	RUNWAY 16/34 CLOSED RUNWAY 4/22 OPEN TAXIWAY A CLOSED BETWEEN RUNWAY 16/34 AND TAXIWAY AA TAXIWAY B/BB CLOSED NORTH OF RUNWAY 4/22 TAXIWAY B1 CLOSED TAXIWAY H CLOSED BETWEEN TAXIWAY G AND RUNWAY 16/34
PHASE 2 IMPROVEMENTS WITHIN RUNWAY 4/22 AIR OPERATIONS AREA ONLY	BEGIN WORK AFTER ALL IMPROVEMENTS WITHIN PHASE 1 AND PHASE 1 (EXPEDITED) WORK AREAS ARE COMPLETED	RUNWAY 4/22 CLOSED TAXIWAYS C, D AND E CLOSED TAXIWAY A CLOSED EAST OF RUNWAY 16/34

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

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LAYOUT: Layout1  
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elec-base.dwg

**REVISIONS**

NUMBER	BY	DATE

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

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

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A.I.P. PROJECT: 3-17-0057-B15  
**FINAL SUBMITTAL**  
SHEET 5 OF 20 SHEETS