

- PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION**
- NOTIFY RESIDENT ENGINEER TWO (2) WEEKS PRIOR TO BEGINNING CONSTRUCTION SO THAT AIRCRAFT RELOCATION CAN BE COORDINATED WITH AIRPORT (BY OTHERS). CONTRACTOR SHALL SUBMIT CONSTRUCTION SCHEDULE DETAILING MAXIMUM AMOUNT OF TIME AIRCRAFT WILL BE DISPLACED FROM EXISTING HANGARS DURING ALL CONSTRUCTION PHASES FOR APPROVAL FROM THE AIRPORT.
 - PLACE BARRICADES AS SHOWN.
 - REMOVE EXISTING PAVEMENT AND TIEDOWNS PER PLAN.
 - CONSTRUCT NEW STORM SEWER PER PLAN.
 - CONSTRUCT GRADE PER PLAN IN FULL DEPTH PAVEMENT AREAS.
 - CONSTRUCT BITUMINOUS PAVEMENT.
 - REMOVE BARRICADES AND MISCELLANEOUS DEBRIS FROM CONSTRUCTION AREA AND CLEAN PAVEMENTS.
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER SO THAT DISPLACED AIRCRAFT CAN BE RELOCATED BACK TO THEIR ORIGINAL STORAGE AREAS (BY OTHERS).

LEGEND

- WORK LIMITS
- EXISTING HANGAR/BUILDING
- EXISTING PAVEMENT
- EXISTING AIRPORT PROPERTY LINE
- TEMPORARY BARRICADE PLACEMENT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE

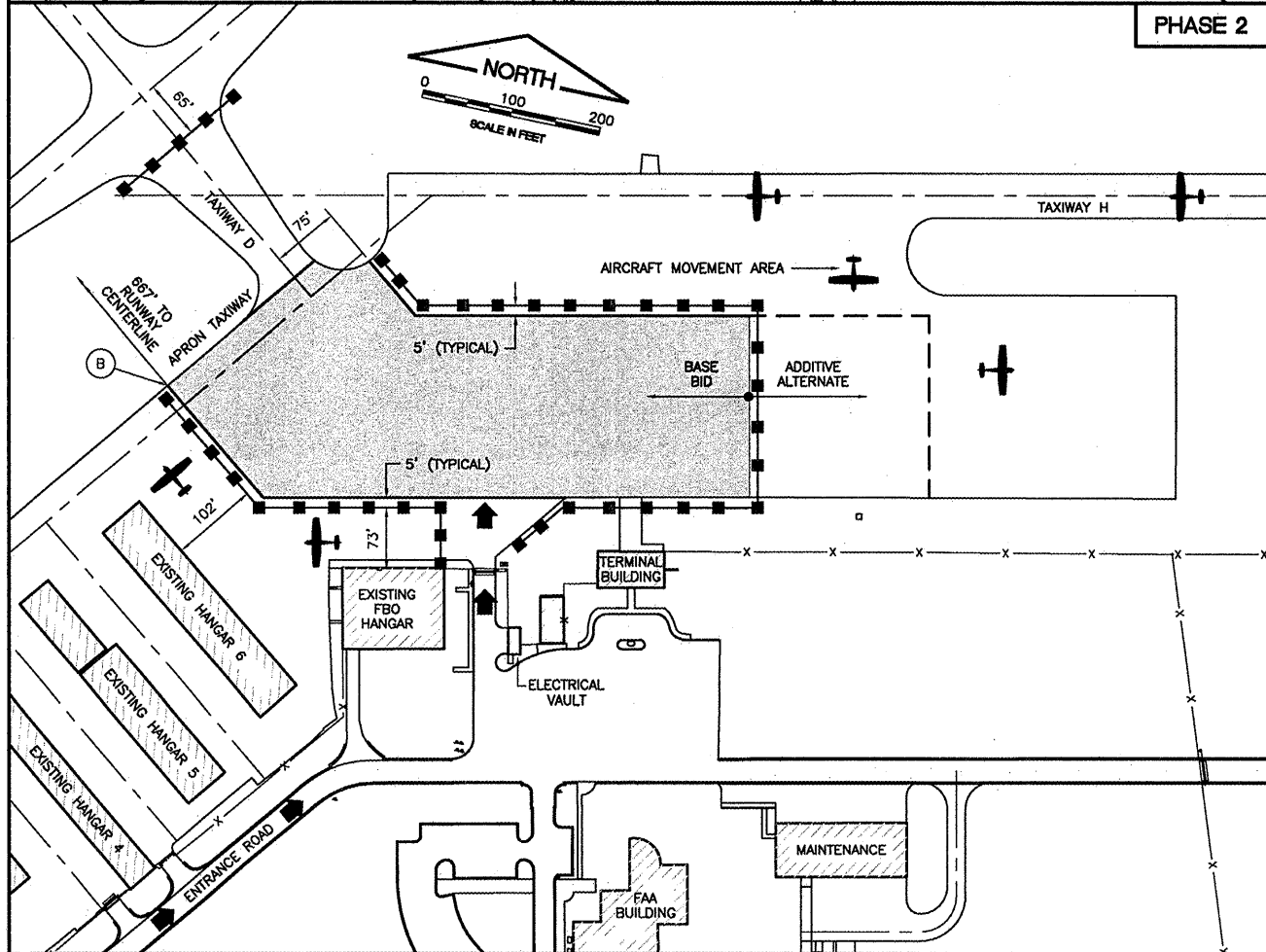
POINT "A"

NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22

- LATITUDE: 41°03'59.143" (NAD 83)
- LONGITUDE: 87°51'04.131" (NAD 83)
- EXISTING ELEVATION: 620.0

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET

DESIGN AIRCRAFT APPROACH CATEGORY: B
DESIGN AIRPORT GROUP: II



- PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION**
- COORDINATE RELOCATION OF ANY AIRCRAFT IN PHASE 2 WORK AREA (BY OTHERS) WITH RESIDENT ENGINEER AND AIRPORT MANAGER.
 - PLACE BARRICADES AS SHOWN.
 - REMOVE EXISTING AIRCRAFT TIEDOWNS PER PLAN.
 - REMOVE EXISTING PAVEMENT/MILLING PER PLAN.
 - PERFORM CRACK SEALING AND ANY NECESSARY PAVEMENT REPAIRS.
 - CONSTRUCT GRADE PER PLAN IN FULL-DEPTH PAVEMENT AREAS.
 - CONSTRUCT BITUMINOUS PAVEMENTS.
 - INSTALL AIRCRAFT TIEDOWNS.
 - INSTALL PAVEMENT MARKINGS PER PLAN (IF ADDITIVE ALTERNATE IS NOT AWARDED).
 - REMOVE BARRICADES AND MISCELLANEOUS DEBRIS FROM CONSTRUCTION AREA AND CLEAN PAVEMENTS.
 - COORDINATE WITH RESIDENT ENGINEER AND AIRPORT MANAGER SO THAT DISPLACED AIRCRAFT CAN BE RELOCATED BACK TO THEIR ORIGINAL STORAGE AREAS (BY OTHERS).

SEE SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E SHEET 2 FOR CONSTRUCTION NOTES FOR ALL PHASES OF WORK

POINT "B"

NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22

- LATITUDE: 41°03'59.973" (NAD 83)
- LONGITUDE: 87°51'03.267" (NAD 83)
- EXISTING ELEVATION: 620.2

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FILE: Ph1-seq-1.dwg
LAYOUT: Layout1
UPDATE BY: Jim Ohse
SURVEY BOOK #
DATE: Thursday, January 15, 2009 11:49:42 AM
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Terminal-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 TERMINAL APRON AND TAXIWAY H - PHASE 1
**SEQUENCE OF CONSTRUCTION
PER AC 150/5370-2E (LATEST EDITION)
SHEET 1**

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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	
DATE:	01/16/09
JOB No:	08075-05
IL PROJECT:	IKK-3864
A.I.P. PROJECT:	3-17-0057-B16
FINAL SUBMITTAL	
SHEET 5 OF 17 SHEETS	