

KANKAKEE VALLEY AIRPORT AUTHORITY KANKAKEE, ILLINOIS

CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

REHABILITATE TERMINAL APRON AND TAXIWAY H PHASE 1

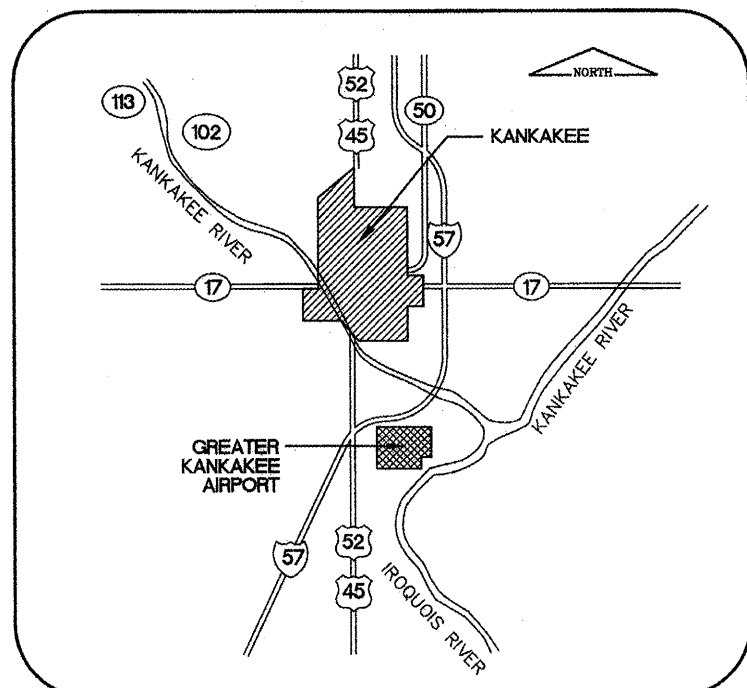
ILLINOIS PROJECT: IKK-3864
A.I.P. PROJECT: 3-17-0057-B16



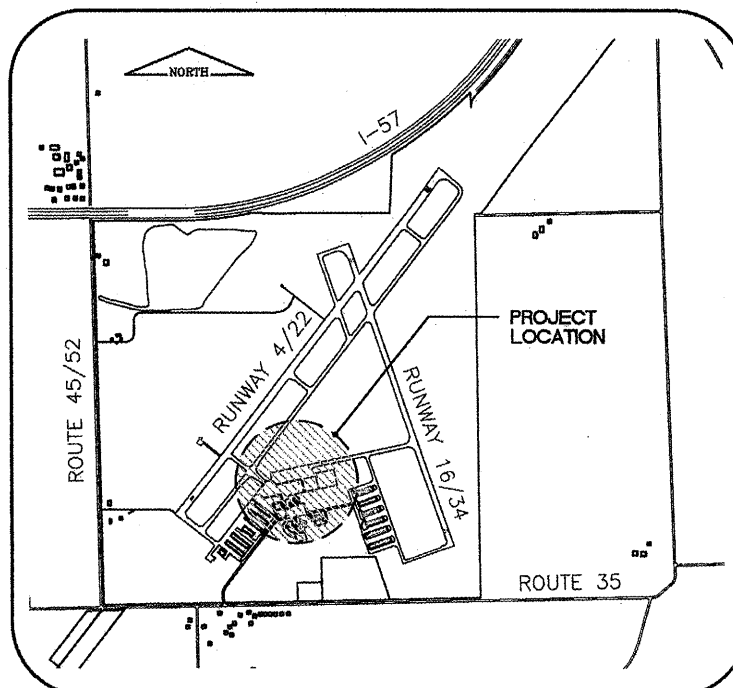
JANUARY 16, 2009

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

CALL J.U.L.I.E.
BEFORE EXCAVATING
1-800-892-0123
KANKAKEE VALLEY AIRPORTY AUTHORITY
GREATER KANKAKEE AIRPORT
TOWNSHIP: T 30 N
RANGE: R 12 E
SECTIONS 20 & 21
COUNTY: KANKAKEE
TOWNSHIP: OTTO



SITE PLAN



LOCATION MAP

IDOT STANDARDS
(INCLUDED WITH SPECIAL PROVISIONS)
542301

DESIGN INFORMATION
DESIGN AIRCRAFT APPROACH CATEGORY B
DESIGN AIRCRAFT GROUP II

CMT 08075-05
CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
SUBMITTED BY *Matthew N. Demos*
MATTHEW N. DEMOS, P.E.
DATE January 15 2009

SUMMARY OF QUANTITIES

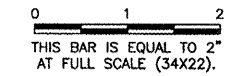
INDEX TO SHEETS

ITEM NO.	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
BASE BID				
AR150510	ENGINEER'S FIELD OFFICE	LS	1	
AR150520	MOBILIZATION	LS	1	
AR152410	UNCLASSIFIED EXCAVATION	CY	4,600	
AR156520	INLET PROTECTION	EACH	3	
AR156531	EROSION CONTROL BLANKET	SY	1,090	
AR201610	BITUMINOUS BASE COURSE	TON	4,810	
AR201630	BITUMINOUS BASE TEST SECTION	EACH	1	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	5,600	
AR208515	POROUS GRANULAR EMBANKMENT	CY	100	
AR209612	CRUSHED AGG. BASE COURSE - 12"	SY	5,630	
AR209614	CRUSHED AGG. BASE COURSE - 14"	SY	2,350	
AR401610	BITUMINOUS SURFACE COURSE	TON	2,620	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	SY	11,700	
AR401655	BUTT JOINT CONSTRUCTION	SY	1,950	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SY	50	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SY	50	
AR510510	TIE DOWN	EACH	74	
AR510515	GROUND ROD	EACH	14	
AR510900	REMOVE TIE DOWN	EACH	98	
AR602510	BITUMINOUS PRIME COAT	GAL	2,520	
AR603510	BITUMINOUS TACK COAT	GAL	6,430	
AR620520	PAVEMENT MARKING - WATERBORNE	SF	4,400	
AR620900	PAVEMENT MARKING REMOVAL	SF	700	
AR625510	TAR EMULSION SEAL COAT	SY	5,800	
AR701512	12" RCP, CLASS IV	LF	250	
AR751416	TYPE 1 INLET	EACH	2	
AR751943	ADJUST MANHOLE	EACH	2	
AR752412	PRECAST REINFORCED CONC. FES 12"	EACH	1	
AR800055	BITUMINOUS MILLING PLACEMENT	CY	1,400	
AR800143	REMOVE BITUMINOUS PAVEMENT (3")	SY	1,510	
AR800144	REMOVE BITUMINOUS PAVEMENT (6"-8")	SY	6,500	
AR905530	TOPSOILING	SY	1,090	
ADDITIVE ALTERNATE NO. 1				
AS156531	EROSION CONTROL BLANKET	SY	230	
AS201610	BITUMINOUS BASE COURSE	TON	1,250	
AS201661	CLEAN & SEAL BITUMINOUS CRACKS	LF	2,600	
AS401610	BITUMINOUS SURFACE COURSE	TON	630	
AS401650	BITUMINOUS PAVEMENT MILLING	SY	4,080	
AS401655	BUTT JOINT CONSTRUCTION	SY	1,065	
AS510510	TIE DOWN	EACH	7	
AS510515	GROUND ROD	EACH	1	
AS510900	REMOVE TIE DOWN	EACH	15	
AS603510	BITUMINOUS TACK COAT	GAL	1,620	
AS905530	TOPSOILING	SY	230	

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- 2 INDEX TO SHEETS/SUMMARY OF QUANTITIES
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- 5 SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION) - SHEET 1
- 6 SEQUENCE OF CONSTRUCTION PER AC 150/5370-2E (LATEST EDITION) - SHEET 2
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REVISIONS

NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1**

INDEX TO SHEETS/SUMMARY OF QUANTITIES

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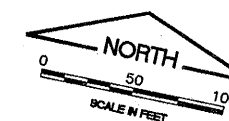
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 CONSULTING ENGINEERS
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DESIGN BY:	MND
DRAWN BY:	JRO
CHECKED BY:	MND
APPROVED BY:	
DATE:	01/16/09
JOB No:	08075-05
IL PROJECT:	IKK-3864
A.I.P. PROJECT:	3-17-0057-B16
FINAL SUBMITTAL	
SHEET 2 OF 17 SHEETS	

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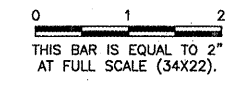
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 LAYOUT: Layout1
 UPDATE BY: Jim Ohse
 SURVEY BOOK #
 DATE: Thursday, January 15, 2009 11:52:06 AM
 XREF DWG: tbcint.dwg
 tb.dwg
 Terminal-base.dwg

VERTICAL CONTROL		
BENCHMARK	DESCRIPTION	ELEVATION
BM #1	N.W. CORNER OF BEACON FOUNDATION	622.41



REVISIONS

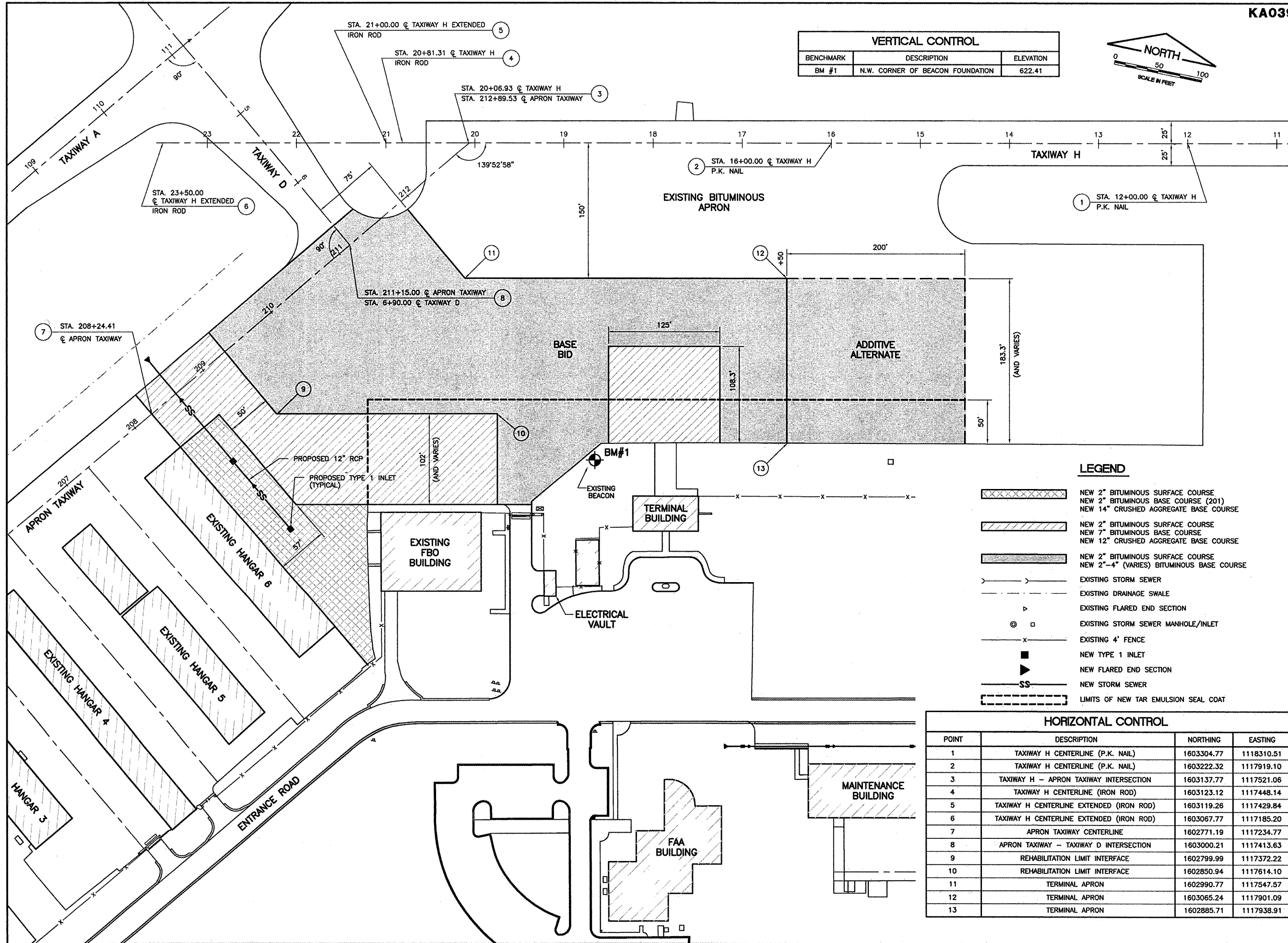
NUMBER	BY	DATE



**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 SITE PLAN/PROJECT CONTROL PLAN**

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DESIGN BY: MND
 DRAWN BY: JRO
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FINAL SUBMITTAL
 SHEET 3 OF 17 SHEETS



LEGEND

- NEW 2" BITUMINOUS SURFACE COURSE
 NEW 2" BITUMINOUS BASE COURSE (201)
 NEW 14" CRUSHED AGGREGATE BASE COURSE
- NEW 2" BITUMINOUS SURFACE COURSE
 NEW 7" BITUMINOUS BASE COURSE
 NEW 12" CRUSHED AGGREGATE BASE COURSE
- NEW 2" BITUMINOUS SURFACE COURSE
 NEW 2"-4" (VARIES) BITUMINOUS BASE COURSE
- EXISTING STORM SEWER
- EXISTING DRAINAGE SWALE
- EXISTING FLARED END SECTION
- EXISTING STORM SEWER MANHOLE/INLET
- EXISTING 4' FENCE
- NEW TYPE 1 INLET
- NEW FLARED END SECTION
- NEW STORM SEWER
- LIMITS OF NEW TAR EMULSION SEAL COAT

HORIZONTAL CONTROL

POINT	DESCRIPTION	NORTHING	EASTING
1	TAXIWAY H CENTERLINE (P.K. NAIL)	1603304.77	1118310.51
2	TAXIWAY H CENTERLINE (P.K. NAIL)	1603222.32	1117919.10
3	TAXIWAY H - APRON TAXIWAY INTERSECTION	1603137.77	1117521.06
4	TAXIWAY H CENTERLINE (IRON ROD)	1603123.12	1117448.14
5	TAXIWAY H CENTERLINE EXTENDED (IRON ROD)	1603119.26	1117429.84
6	TAXIWAY H CENTERLINE EXTENDED (IRON ROD)	1603067.77	1117185.20
7	APRON TAXIWAY CENTERLINE	1602771.19	1117234.77
8	APRON TAXIWAY - TAXIWAY D INTERSECTION	1603000.21	1117413.63
9	REHABILITATION LIMIT INTERFACE	1602799.99	1117372.22
10	REHABILITATION LIMIT INTERFACE	1602850.94	1117614.10
11	TERMINAL APRON	1602990.77	1117547.57
12	TERMINAL APRON	1603065.24	1117901.09
13	TERMINAL APRON	1602885.71	1117938.91

GENERAL NOTES

- THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
- ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2E (LATEST EDITION) SAFETY DURING CONSTRUCTION.
- CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
- THE AIRPORT MANAGER, IN CONSULTATION WITH THE RESIDENT ENGINEER, SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
- ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
- THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
- THE CONTRACTOR SHALL PROVIDE PORTABLE FLOOD LIGHTING FOR NIGHTTIME CONSTRUCTION. SUFFICIENT 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.
- MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
- FOR WORK ON AIRPORT PROPERTY:** PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPERATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES AT 10-FOOT CENTERS WITH ONE ORANGE FLAG (24" x 24") BETWEEN EACH SET OF BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A FLASHING RED LIGHT AND CONFORM TO IDOT STANDARD 702001, TYPE II. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER SEVEN (7) CALENDAR DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON 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, THIS SHEET).
- IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
- DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
- THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
- APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE RESIDENT ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
- MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
- LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM POINT TO POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF AN FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS, IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.

- COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.
- VEHICLES AND EQUIPMENT SHALL NOT BE ALLOWED WITHIN THE AIR OPERATIONS AREA (A.O.A.) FOR ACTIVE TAXIWAYS/RUNWAYS UNLESS OTHERWISE APPROVED BY THE AIRPORT MANAGER.
- CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.
- ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE.
- COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.
- ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MAINTENANCE. ANY DEFICIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

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

- ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH THE AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER 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 SWEEPED 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.
- WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

LIMITATIONS ON CONSTRUCTION WITHIN AIRPORT OPERATIONS AREA (A.O.A.)

RUNWAYS:

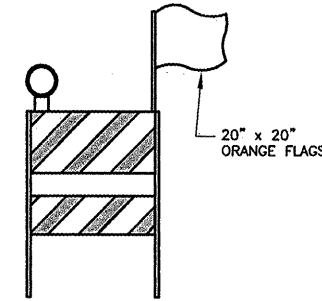
ANY WORK WITHIN THE A.O.A. OF AN ACTIVE RUNWAY SHALL EITHER BE DONE ON WEEKENDS, OFF-PEAK DAYTIME OR NIGHTTIME HOURS, LOCAL TIME AS SHOWN ON THE SEQUENCE OF CONSTRUCTION PLAN SHEETS. ON ANY DAY WHEN CONSTRUCTION IS WITHIN THE A.O.A. OF THE RUNWAY, THE RUNWAY SHALL BE CLOSED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS. STEEL PLATES IF NECESSARY SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR TO COVER ANY OPEN TRENCHES OR EXCAVATION WITHIN THE A.O.A. IF DURING RUNWAY CLOSURE AN EMERGENCY IS DECLARED, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE RUNWAY OF ALL VEHICLES, MEN AND EQUIPMENT.

TAXIWAYS / TAXILANES / APRONS:

CONSTRUCTION WILL BE ALLOWED UP TO THE EDGE OF PAVEMENTS WITHOUT CLOSURE ON A LIMITED BASIS. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TWO (2) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

NOTE - ALL PHASES

ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.



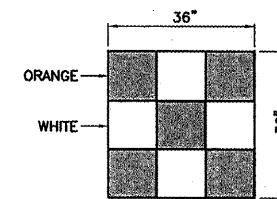
FLASHER BARRICADE DETAIL

N.T.S.

NOTES

- FLASHERS TO BE BATTERY OPERATED. LENS TO BE RED AND BE ABLE TO ROTATE 90 DEGREES.
- SANDBAGS TO BE PLACED ON EACH SUPPORT BRACE AS REQUIRED TO PREVENT DISPLACEMENT BY WIND, JET OR PROP BLAST.
- NO SEPARATE PAYMENT WILL BE MADE FOR THIS ITEM. COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
- PLACE AT TEN-FOOT (10') INTERVALS.
- ONE 20"x20" ORANGE FLAG TO BE INSTALLED ON EACH BARRICADE.

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET



CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

CONTRACTOR SHALL PLAN AND PERFORM HIS WORK SO AS NOT TO INTERFERE OR HINDER THE PROGRESS, WORK OR HAUL ROAD ACCESS OF OTHER CONTRACTORS (SEE SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS/SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

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

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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1**

**SEQUENCE OF CONSTRUCTION
 GENERAL NOTES AND DETAILS**

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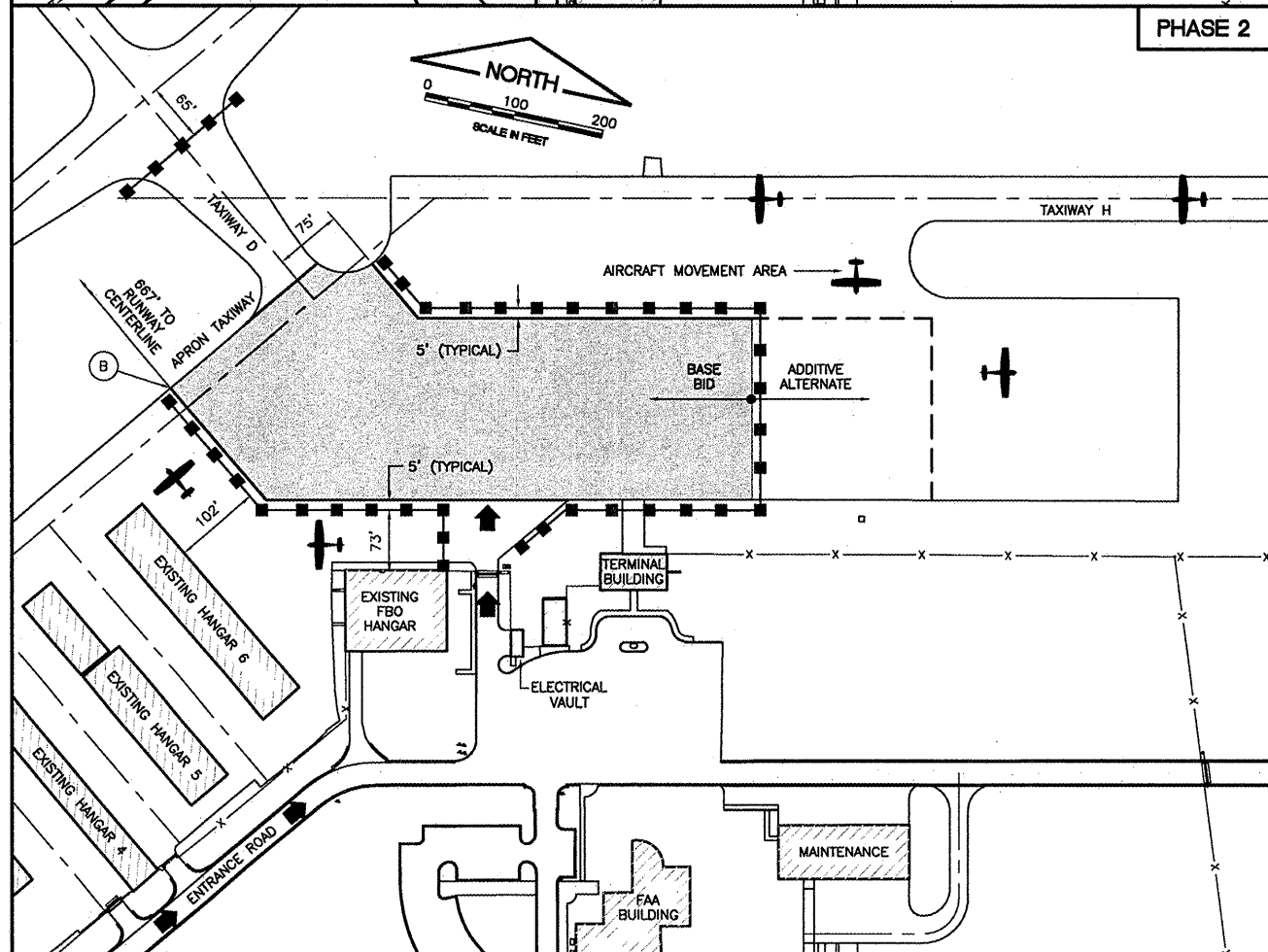
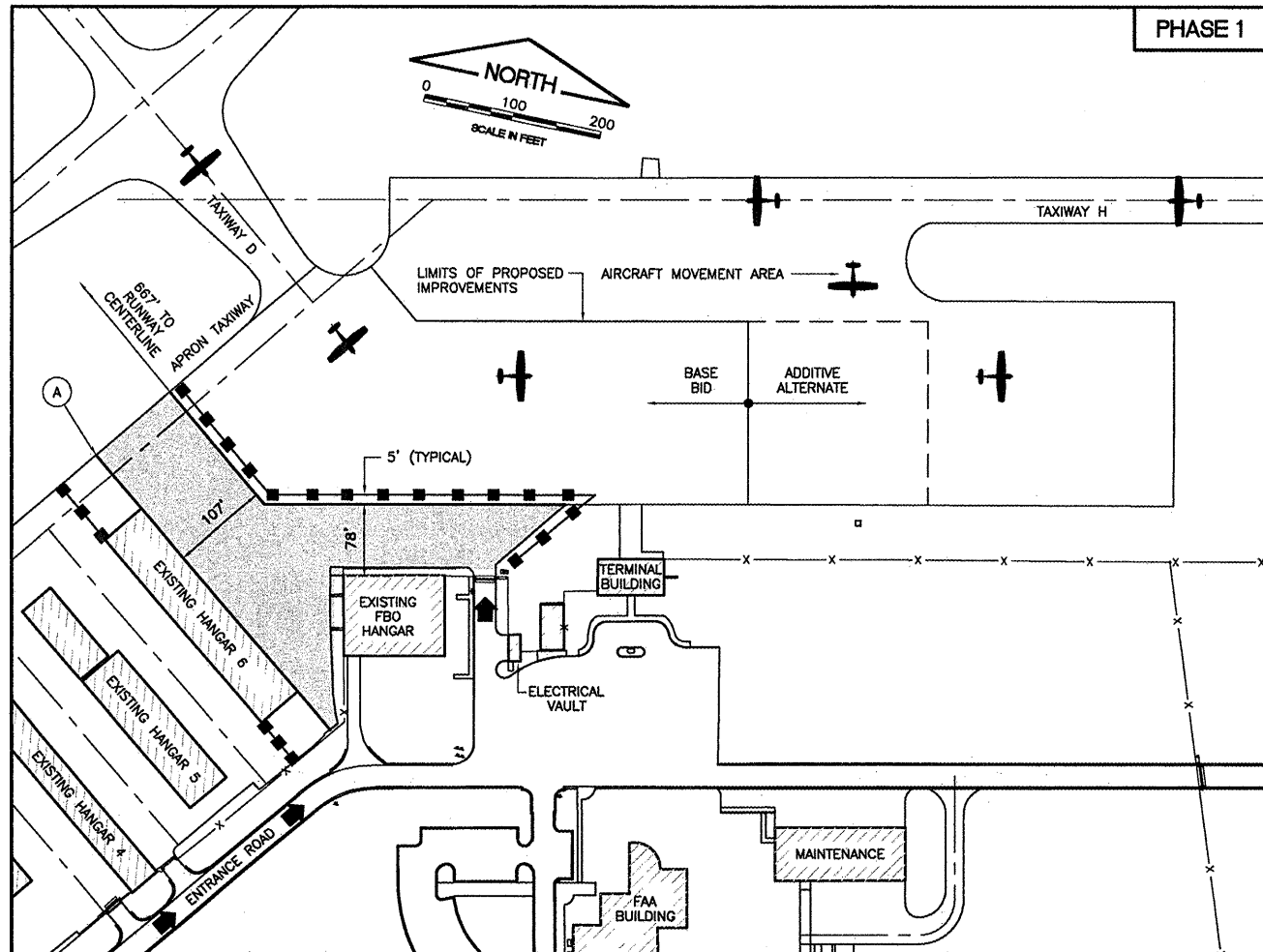


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SHEET 4 OF 17 SHEETS



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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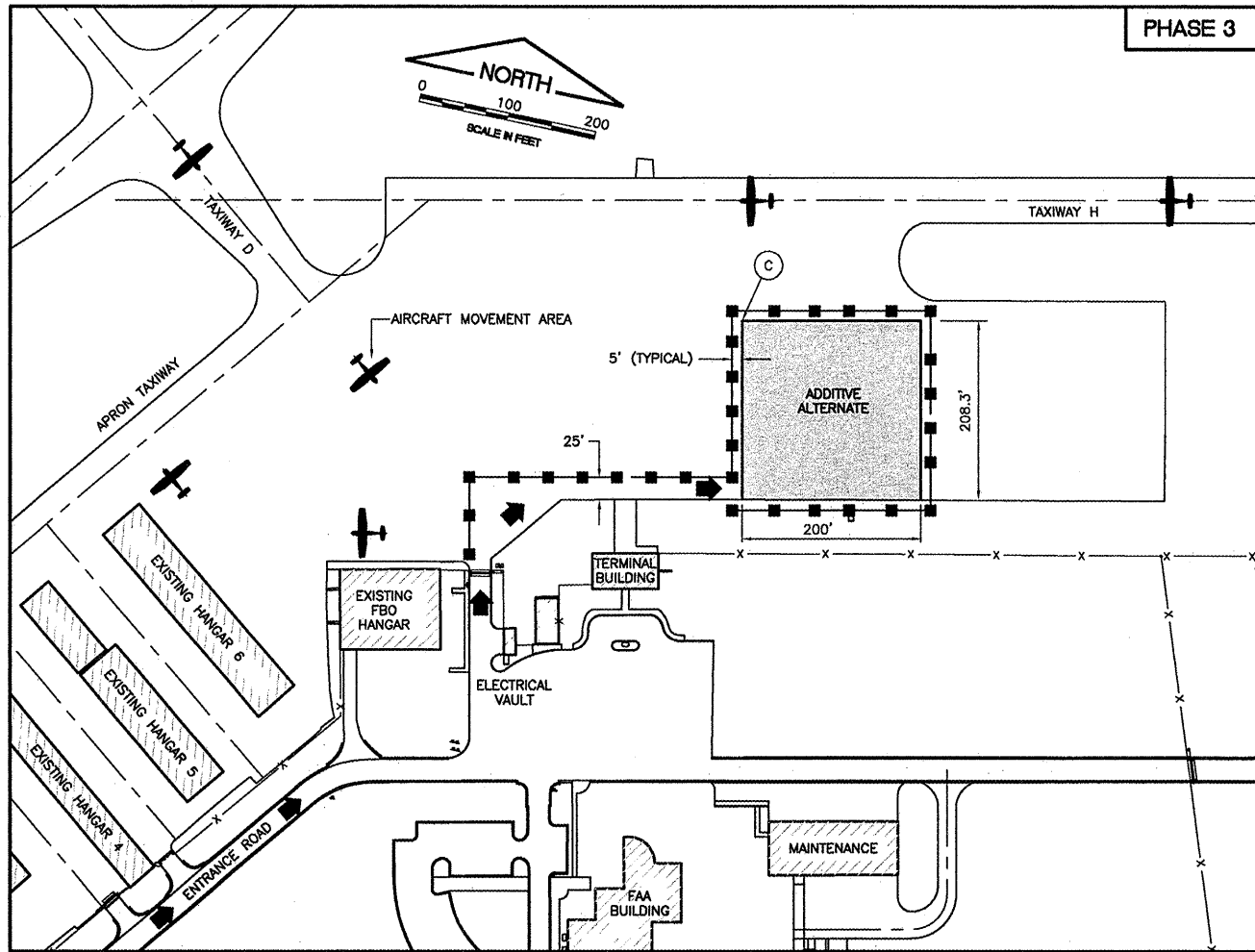
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GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E (LATEST EDITION)
 SHEET 1

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SHEET 5 OF 17 SHEETS	



PHASE 3

PHASE 3 (ADDITIVE ALTERNATE): SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE RELOCATION OF ANY AIRCRAFT IN PHASE 3 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.
- 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 "C"
 NEAREST POINT ON CONSTRUCTION SITE TO ACTIVE RUNWAY 4/22
 • LATITUDE: 41°04'01.986" (NAD 83)
 • LONGITUDE: 87°50'55.243" (NAD 83)
 • EXISTING ELEVATION: 621.0

MAXIMUM ANTICIPATED HEIGHT OF CONSTRUCTION EQUIPMENT: 20 FEET
 DESIGN AIRCRAFT APPROACH CATEGORY: D
 DESIGN AIRPORT GROUP: II

NOTES (ALL PHASES)

1. THE CONTRACTOR SHALL PLACE ALL BARRICADES AS SHOWN PRIOR TO STARTING WORK ON EACH 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 ANY PHASE TO COORDINATE WITH THE TENANTS.
4. FOR ALL PHASES OF WORK, THE CONTRACTOR SHALL RETURN THE EQUIPMENT TO THE STAGING AND STORAGE AREA LOCATED AT THE SOUTH END OF THE AIRPORT OFF OF 4000 S. ROAD (NOT SHOWN) 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. CONTRACTOR SHALL COORDINATE WITH THE AIRPORT MANAGER AND ENGINEER ON THE LOCATION OF ACCESS ROUTES OF AIRPORT-OWNED FUELING TRUCKS TO ALL AIRCRAFT AND TEMPORARY PARKING AREAS.

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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1**
**SEQUENCE OF CONSTRUCTION
 PER AC 150/5370-2E (LATEST EDITION)
 SHEET 2**

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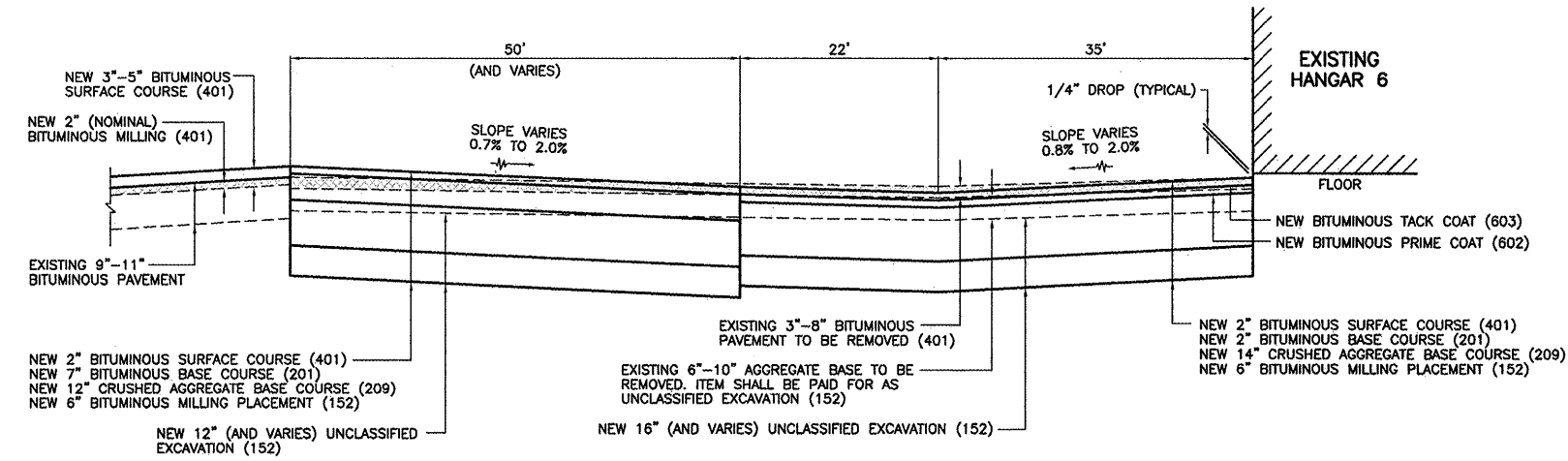
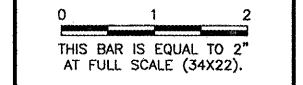
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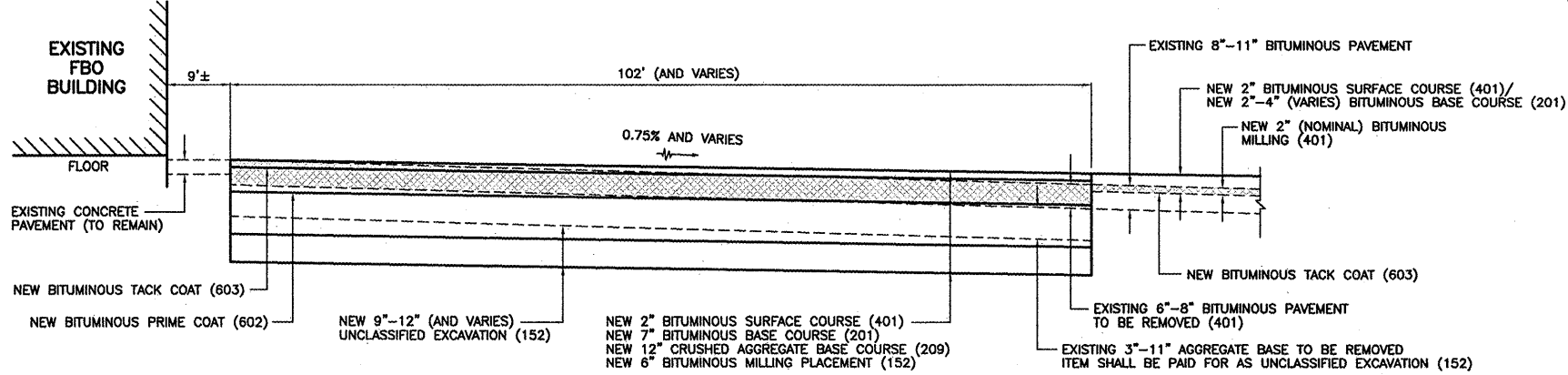
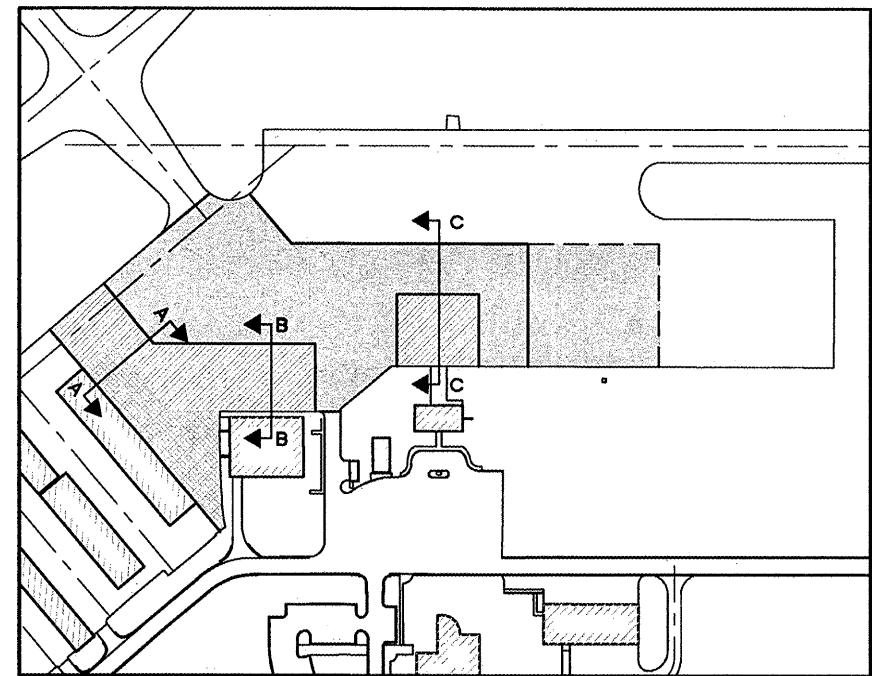
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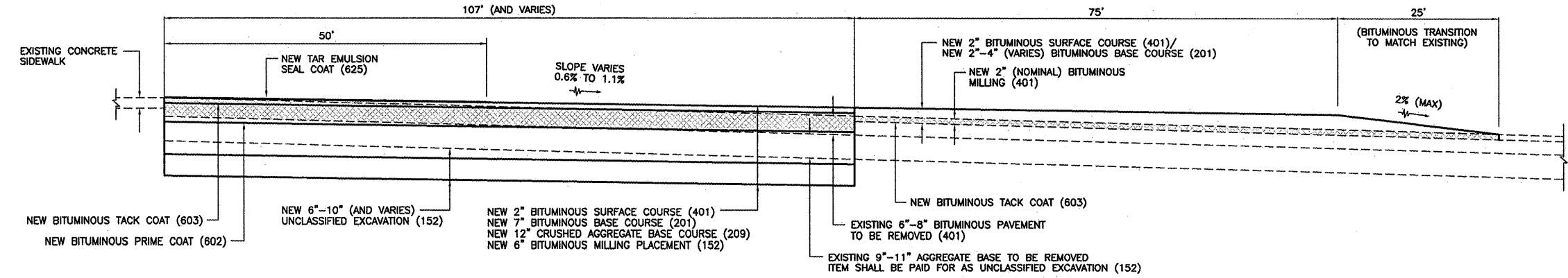
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TYPICAL SECTION A-A
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TYPICAL SECTION B-B
NOT TO SCALE



TYPICAL SECTION C-C
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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1**

TYPICAL SECTIONS


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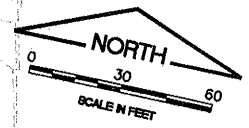
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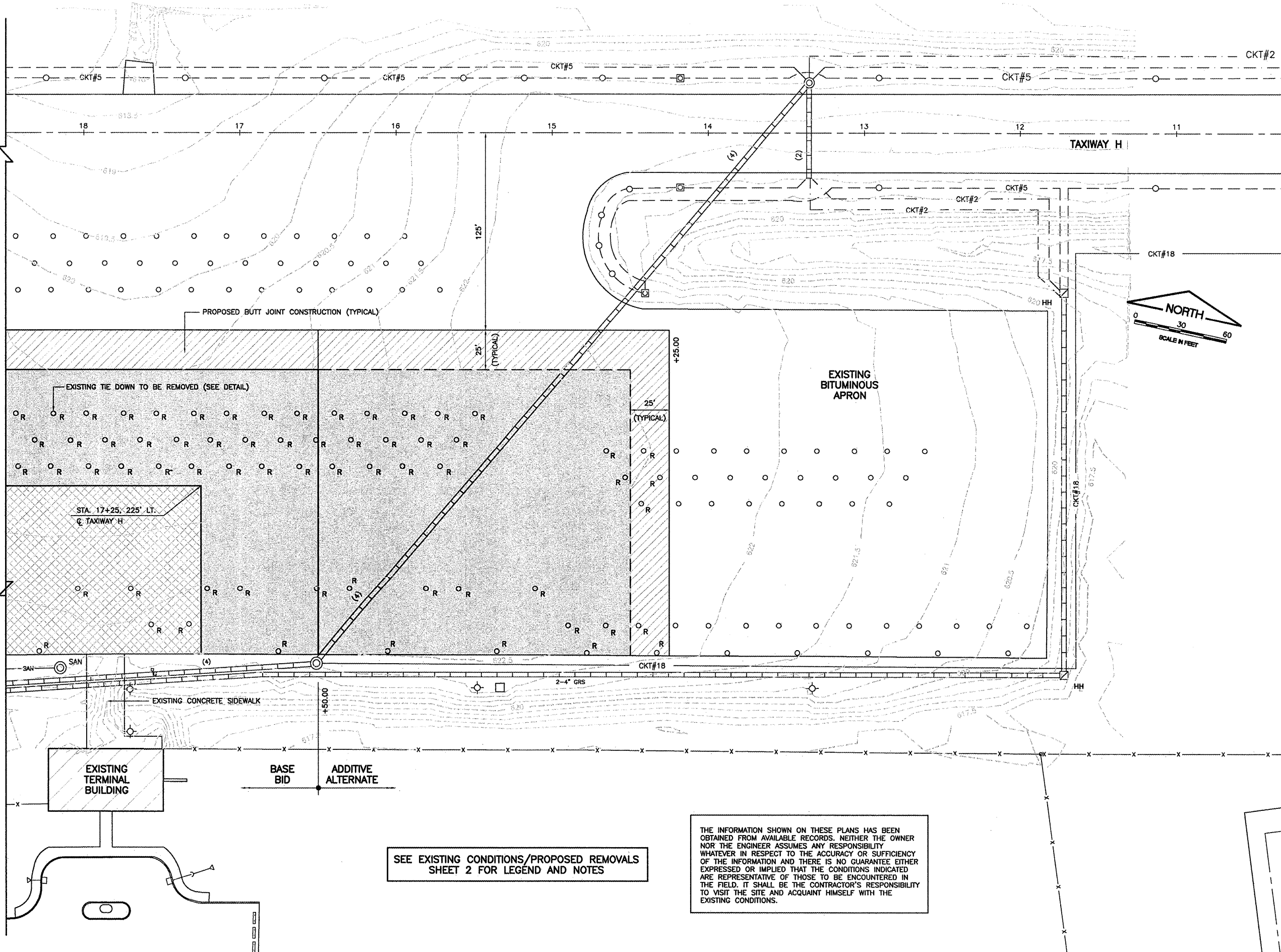
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**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
EXISTING CONDITIONS/PROPOSED REMOVALS
SHEET 1**

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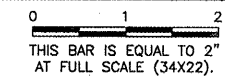
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SEE EXISTING CONDITIONS/PROPOSED REMOVALS
SHEET 2 FOR LEGEND AND NOTES

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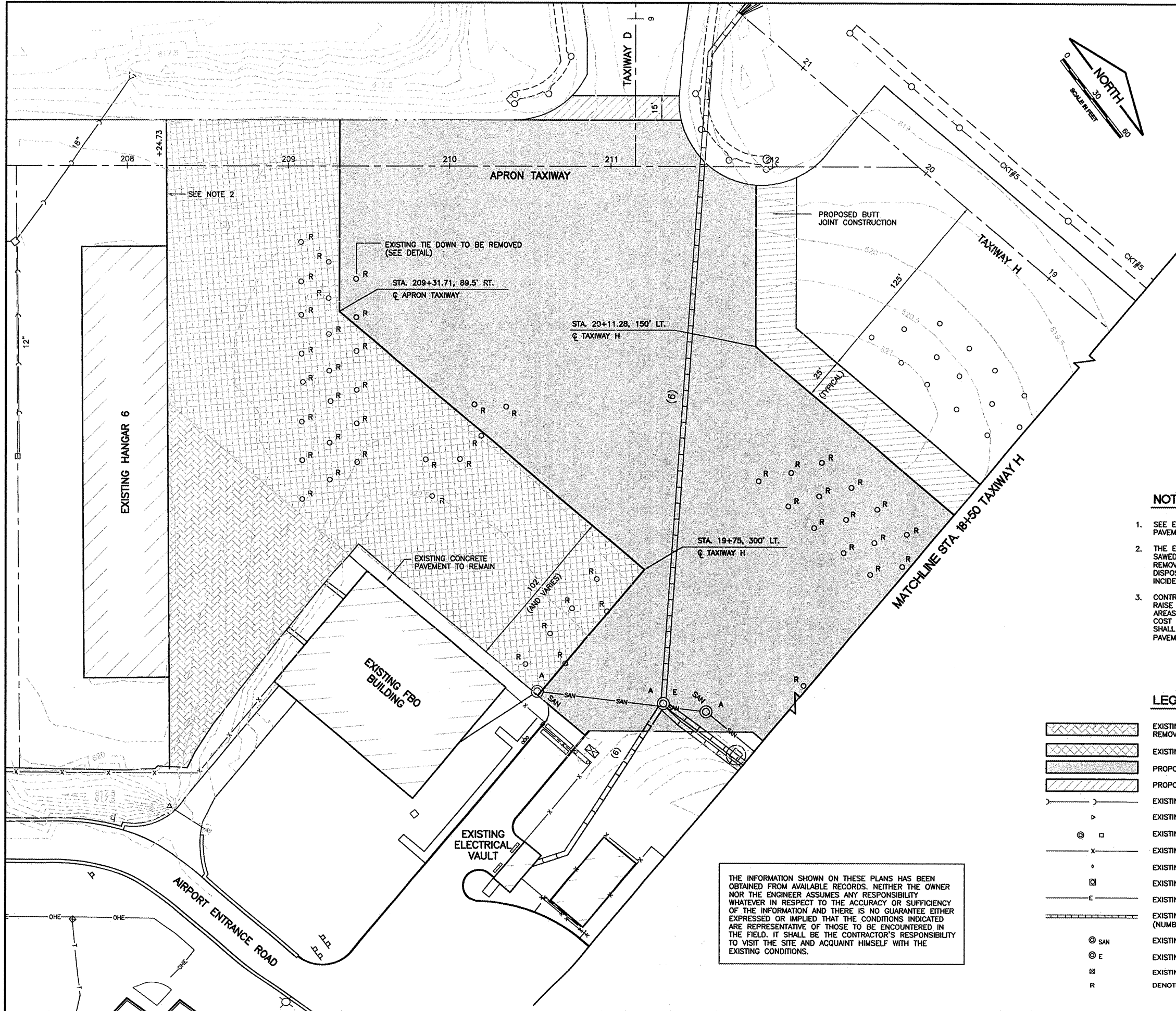
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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 EXISTING CONDITIONS/PROPOSED REMOVALS
 SHEET 2**

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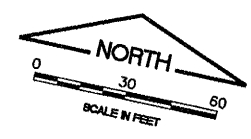
- SEE ENGINEERING INFORMATION SHEETS FOR PAVEMENT CORE DATA AND BORING LOGS.
- THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
- CONTRACTOR SHALL USE BITUMINOUS MILLINGS TO RAISE SUBGRADE TO PROPOSED GRADE IN FILL AREAS. EXCESS MILLINGS SHALL BE HAULED OFFSITE. COST OF GRADING MILLINGS AND ANY HAULING SHALL BE CONSIDERED INCIDENTAL TO BITUMINOUS PAVEMENT MILLING/REMOVAL.

LEGEND

- EXISTING 3" (AND VARIES) BITUMINOUS PAVEMENT TO BE REMOVED
- EXISTING 6"-8" BITUMINOUS PAVEMENT TO BE REMOVED
- PROPOSED 2" BITUMINOUS MILLING
- PROPOSED BUTT JOINT CONSTRUCTION
- EXISTING STORM SEWER
- EXISTING FLARED END SECTION
- EXISTING STORM SEWER MANHOLE/INLET
- EXISTING 4' FENCE
- EXISTING TIE DOWN ANCHOR/MOORING EYE
- EXISTING BASE MOUNTED TAXIWAY LIGHT
- EXISTING AIRFIELD CABLE
- EXISTING CONCRETE ENCASED DUCT (NUMBER OF WAYS NOTED)
- EXISTING SANITARY MANHOLE
- EXISTING ELECTRICAL MANHOLE
- EXISTING ELECTRICAL HANDHOLE
- DENOTES ADJACENT ITEM TO BE REMOVED

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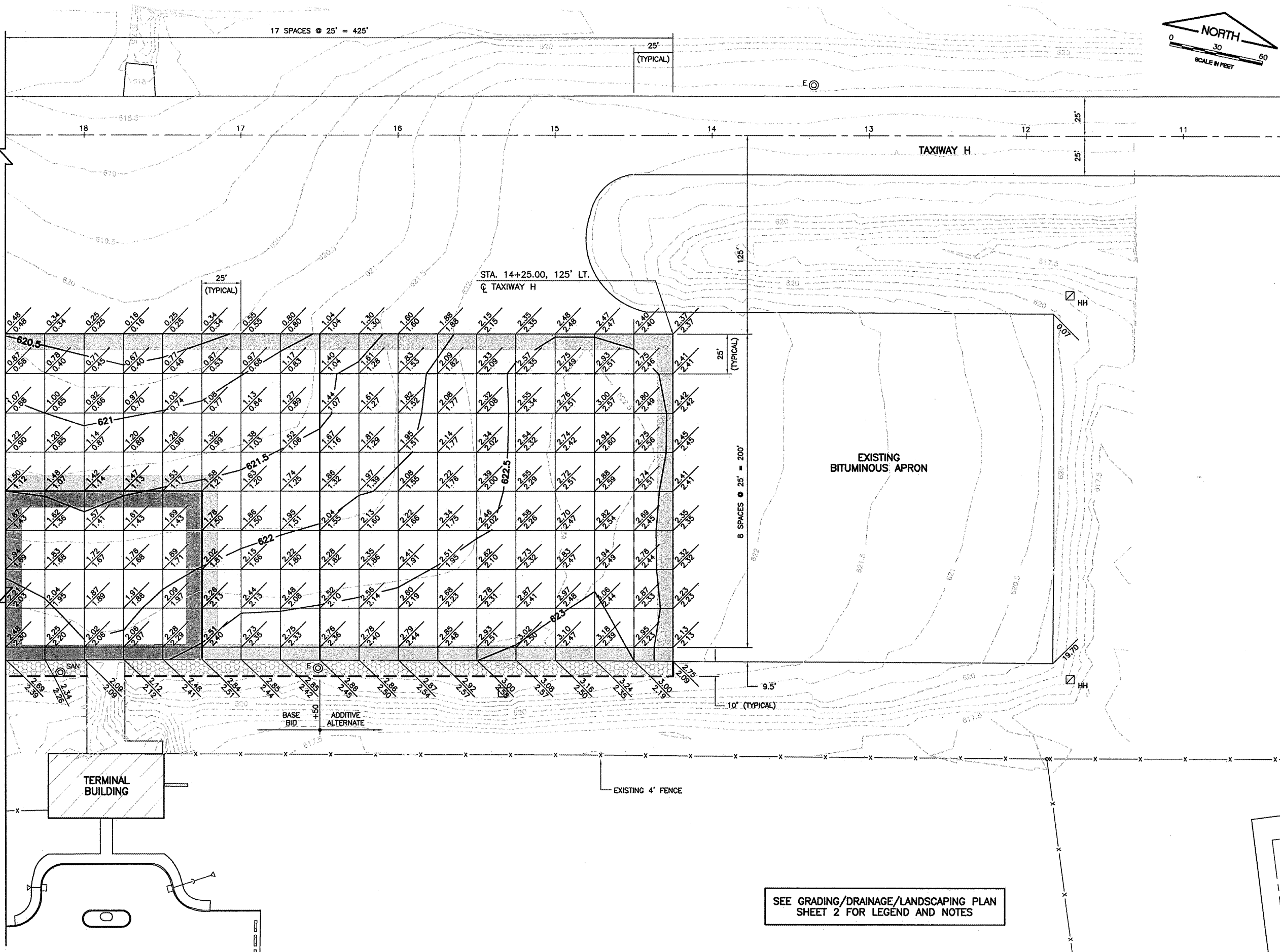


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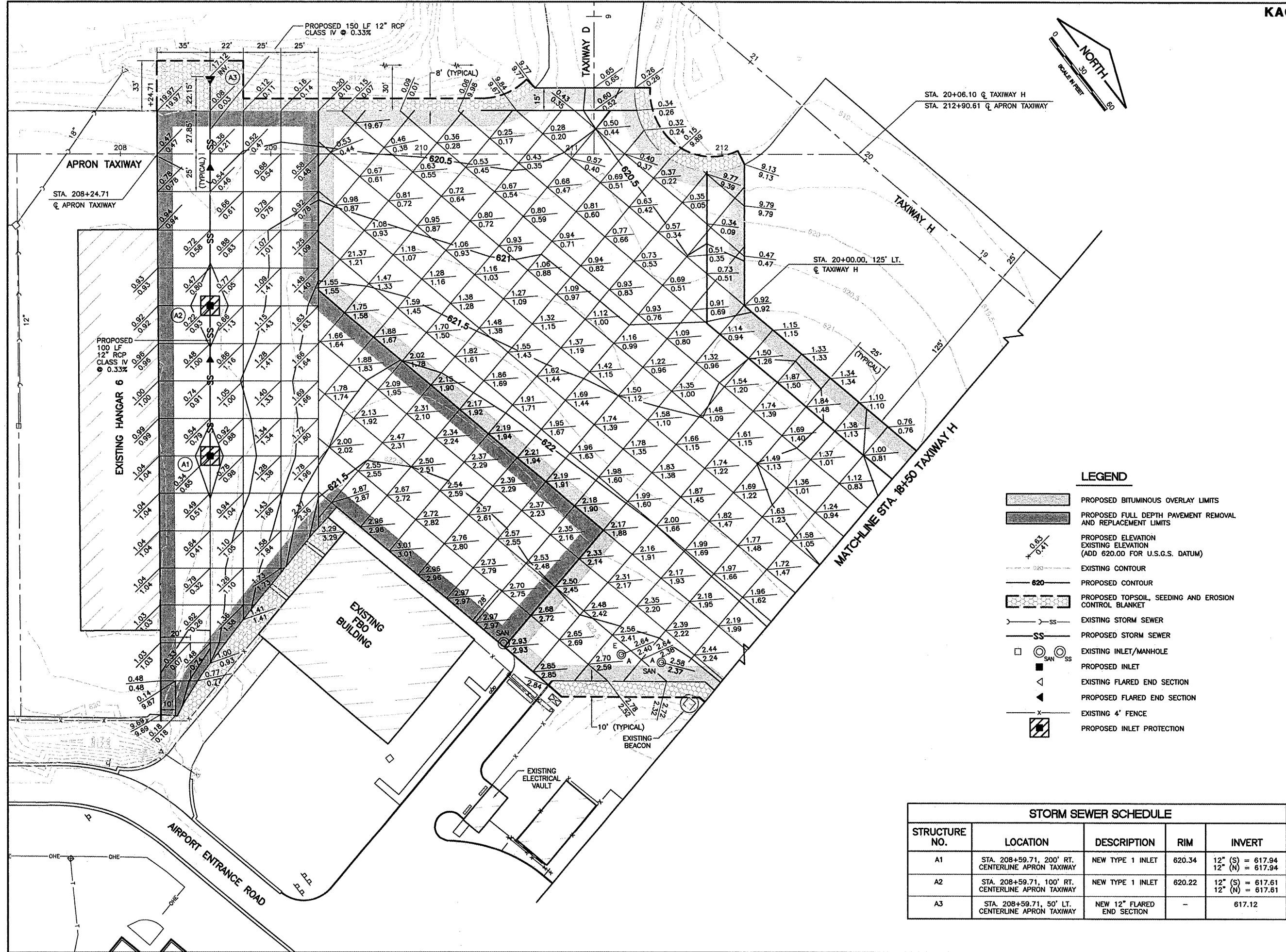
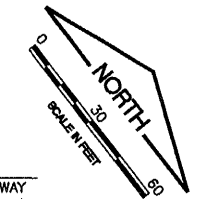
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**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
GRADING/DRAINAGE/LANDSCAPING PLAN
SHEET 1**

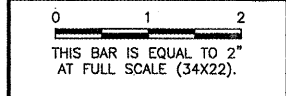
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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 GRADING/DRAINAGE/LANDSCAPING PLAN
 SHEET 2**

LEGEND

- PROPOSED BITUMINOUS OVERLAY LIMITS
- PROPOSED FULL DEPTH PAVEMENT REMOVAL AND REPLACEMENT LIMITS
- PROPOSED ELEVATION
- EXISTING ELEVATION (ADD 620.00 FOR U.S.G.S. DATUM)
- EXISTING CONTOUR
- PROPOSED CONTOUR
- PROPOSED TOPSOIL, SEEDING AND EROSION CONTROL BLANKET
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- EXISTING INLET/MANHOLE
- PROPOSED INLET
- EXISTING FLARED END SECTION
- PROPOSED FLARED END SECTION
- EXISTING 4' FENCE
- PROPOSED INLET PROTECTION

STORM SEWER SCHEDULE

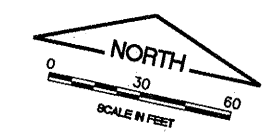
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A2	STA. 208+59.71, 100' RT. CENTERLINE APRON TAXIWAY	NEW TYPE 1 INLET	620.22	12" (S) = 617.61 12" (N) = 617.61
A3	STA. 208+59.71, 50' LT. CENTERLINE APRON TAXIWAY	NEW 12" FLARED END SECTION	-	617.12

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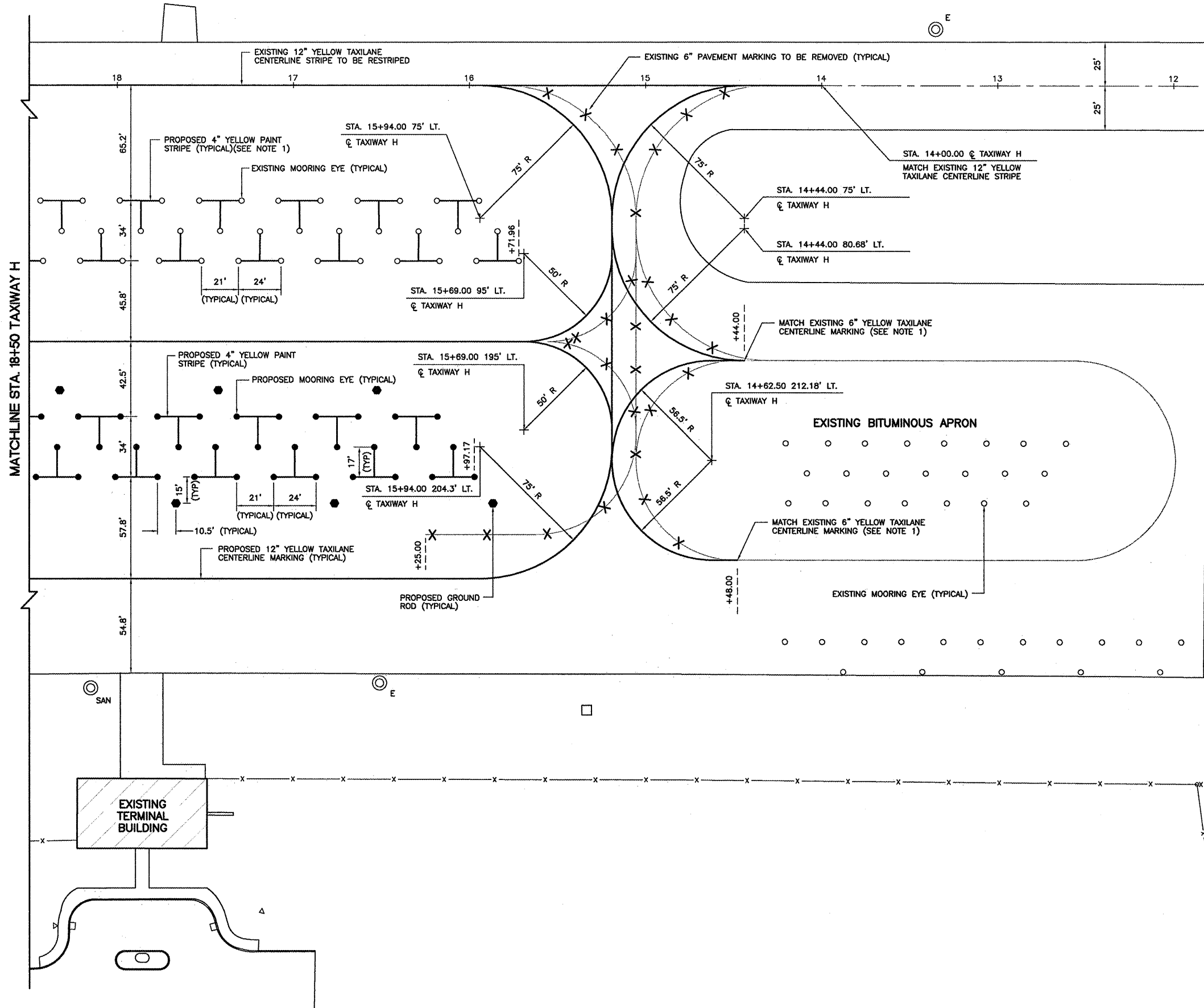
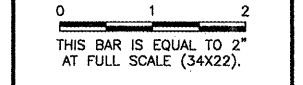
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LEGEND

- PROPOSED AIRCRAFT TIEDOWN (WITH 3 MOORING EYES)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED GROUND ROD
- EXISTING MOORING EYE
- DENOTES EXISTING PAVEMENT MARKING TO BE REMOVED

PAVEMENT MARKING NOTES

1. ALL PROPOSED AND EXISTING PAVEMENTS TO BE MARKED OR RE-MARKED SHALL BE CLEAN AND DRY PRIOR TO MARKING.

MATCHLINE STA. 18+50 TAXIWAY H

EXISTING TERMINAL BUILDING

GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1

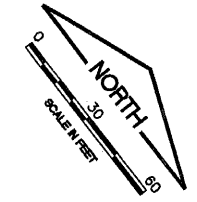
TIEDOWN/PAVEMENT MARKING PLAN
SHEET 1

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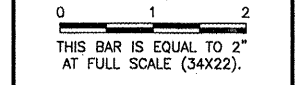
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JOB No:	08075-05
IL PROJECT:	IKK-3864
A.I.P. PROJECT:	3-17-0057-B16
FINAL SUBMITTAL	
SHEET 12 OF 17 SHEETS	

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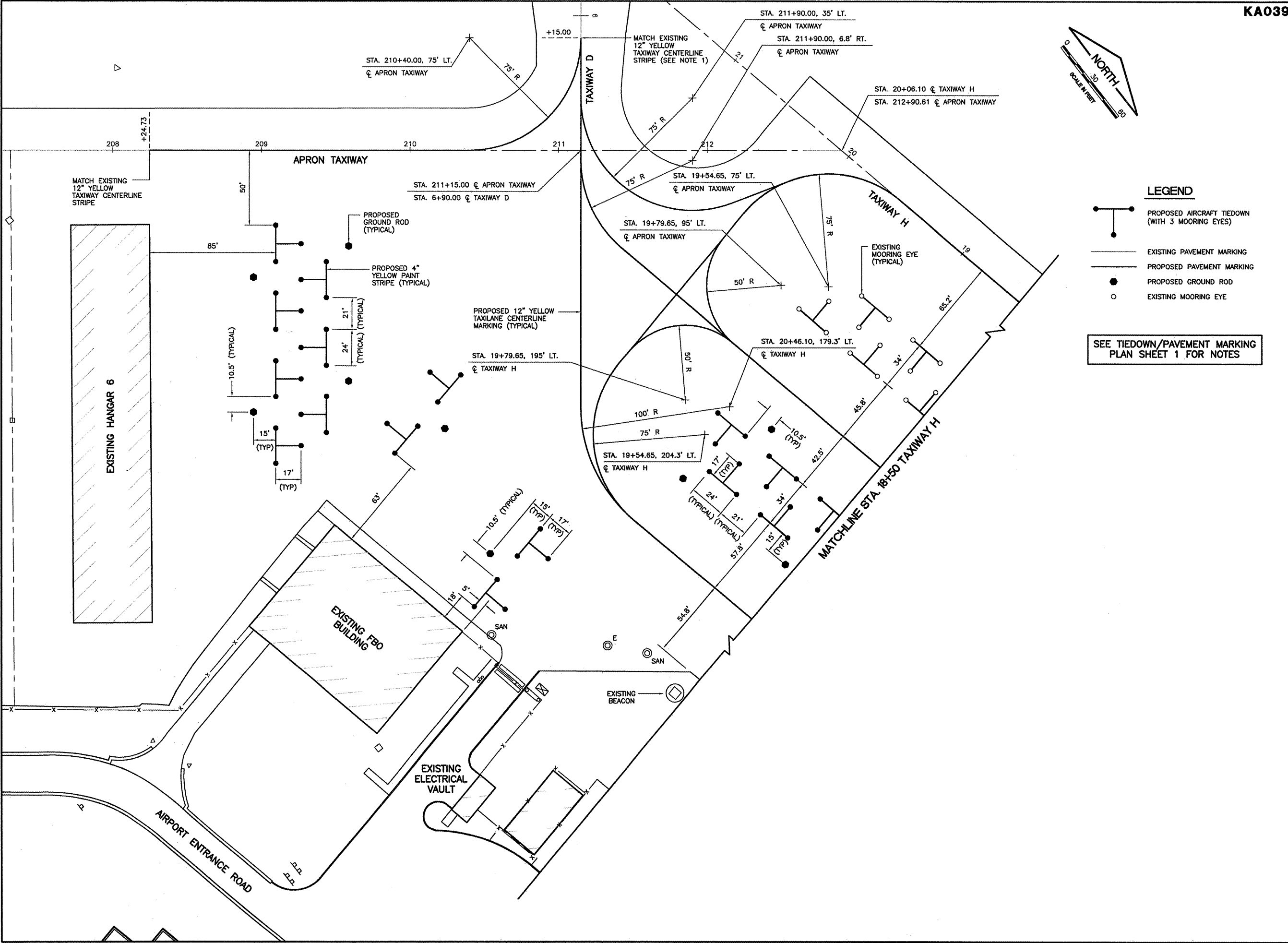
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NUMBER	BY	DATE



LEGEND

- PROPOSED AIRCRAFT TIEDOWN (WITH 3 MOORING EYES)
- EXISTING PAVEMENT MARKING
- PROPOSED PAVEMENT MARKING
- PROPOSED GROUND ROD
- EXISTING MOORING EYE

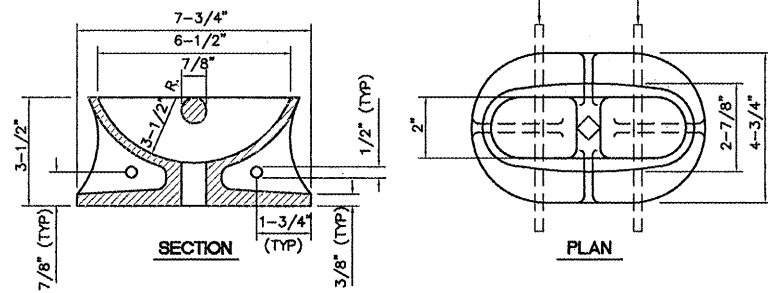
SEE TIEDOWN/PAVEMENT MARKING PLAN SHEET 1 FOR NOTES



**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
TIEDOWN/PAVEMENT MARKING PLAN
SHEET 2**

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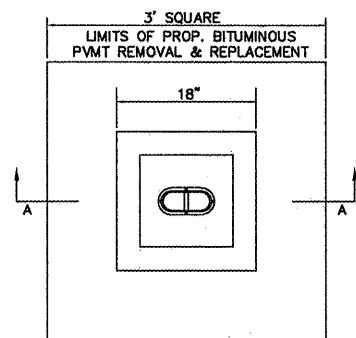
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SHEET 13 OF 17 SHEETS	



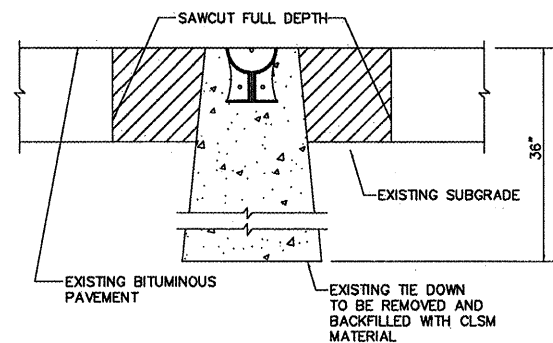
MOORING EYE DETAIL
N.T.S.

NOTES

- 1.) MOORING CASTINGS SHALL BE NEENAH SEMI-STEEL AIRPORT MOORING EYE CATALOG NO. R3490 OR APPROVED EQUIVALENT.
- 2.) ANCHOR RODS TO BE NO. 3 DEFORMED REINFORCING STEEL 15" LONG AND SHALL BE BENT DOWNWARD AT 45°.



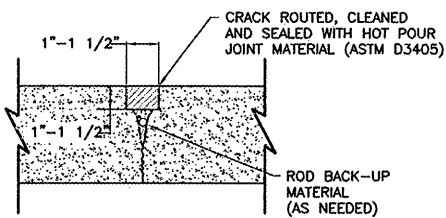
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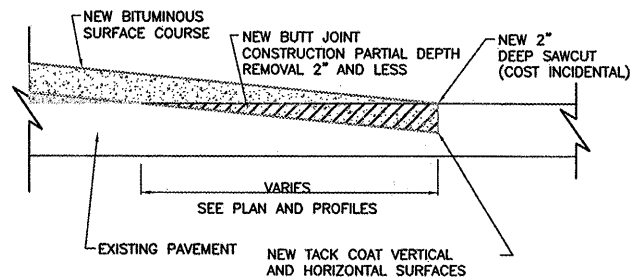
TIE DOWN REMOVAL DETAIL
N.T.S.

NOTES

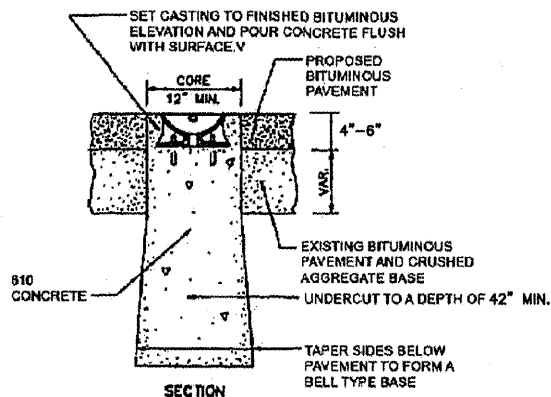
- 1.) PROPOSED SAWCUT AND BITUMINOUS PAVEMENT REMOVAL AND REPLACEMENT SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED MOORING EYE REMOVAL.
- 2.) THE VOID LEFT BY THE REMOVAL SHALL BE BACKFILLED TO 9" BELOW EXISTING PAVEMENT SURFACE WITH CLSM MATERIAL. THE FINAL 9" SHALL BE FILLED WITH BITUMINOUS SURFACE COURSE TO MATCH THE MILLED SURFACE.



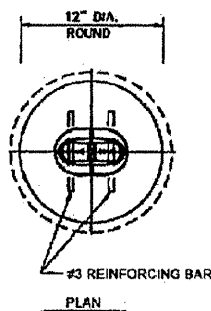
PROPOSED REPAIR METHOD CRACK ROUTING AND SEALING
NO SCALE



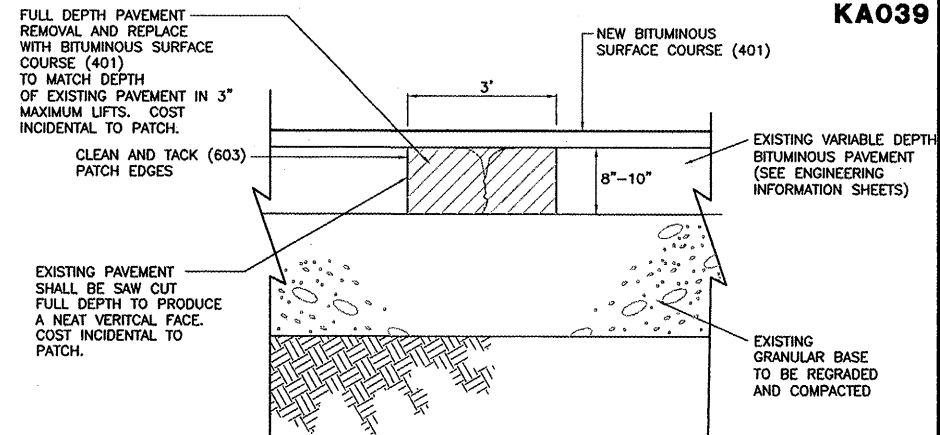
BUTT JOINT DETAIL
NO SCALE



NOTE:
 1. CONTRACTOR CORE OR SAW THRU BITUMINOUS OVERLAY AND EXISTING BITUMINOUS PAVEMENT AND ENLARGE HOLE TO DIMENSIONS SHOWN.



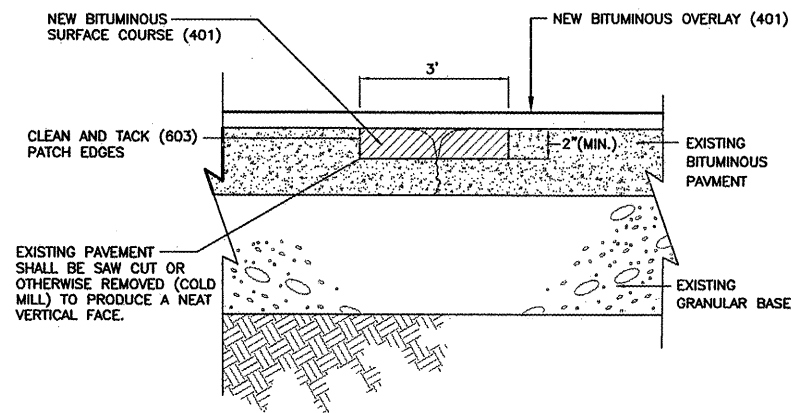
MOORING EYE INSTALLATION DETAIL
N.T.S.



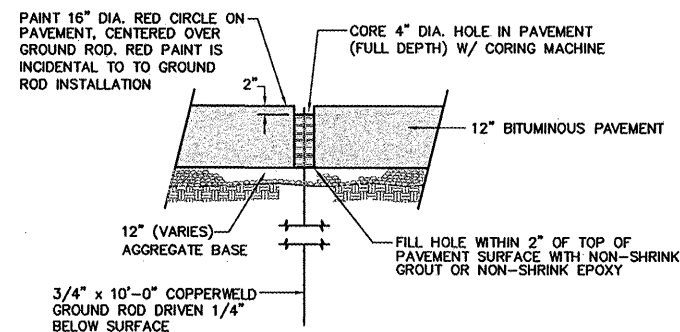
PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
NOT TO SCALE

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.



PROPOSED REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A
NO SCALE



GROUND ROD DETAIL
N.T.S.

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GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1

MISCELLANEOUS DETAILS-SHEET 1

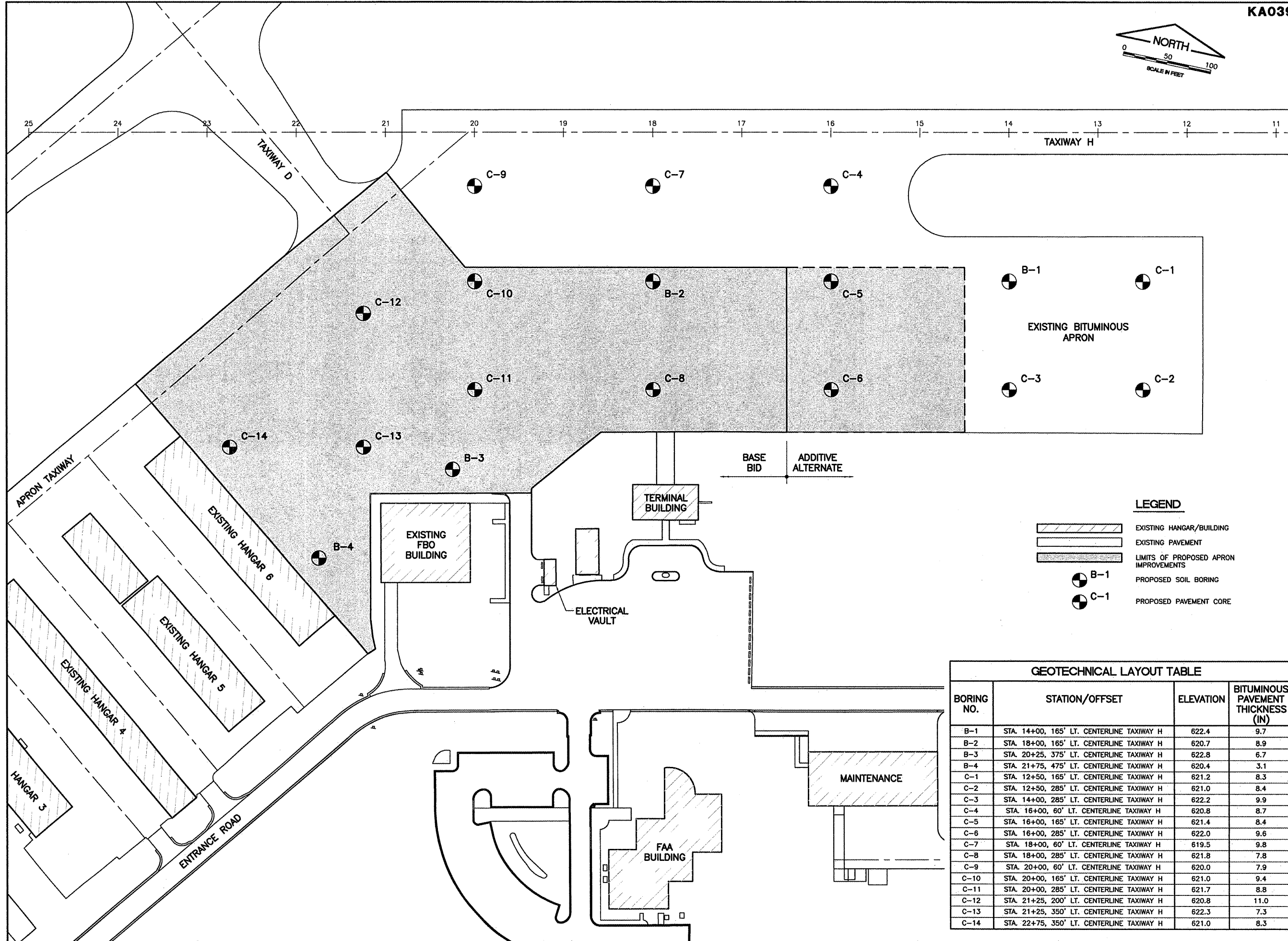
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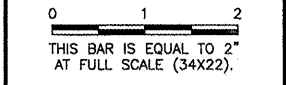
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FINAL SUBMITTAL	
SHEET 14 OF 17 SHEETS	

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**GREATER KANKAKEE AIRPORT
 KANKAKEE, ILLINOIS
 REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
 ENGINEERING INFORMATION
 SHEET 1**

LEGEND

	EXISTING HANGAR/BUILDING
	EXISTING PAVEMENT
	LIMITS OF PROPOSED APRON IMPROVEMENTS
	B-1 PROPOSED SOIL BORING
	C-1 PROPOSED PAVEMENT CORE

GEOTECHNICAL LAYOUT TABLE			
BORING NO.	STATION/OFFSET	ELEVATION	BITUMINOUS PAVEMENT THICKNESS (IN)
B-1	STA. 14+00, 165' LT. CENTERLINE TAXIWAY H	622.4	9.7
B-2	STA. 18+00, 165' LT. CENTERLINE TAXIWAY H	620.7	8.9
B-3	STA. 20+25, 375' LT. CENTERLINE TAXIWAY H	622.8	6.7
B-4	STA. 21+75, 475' LT. CENTERLINE TAXIWAY H	620.4	3.1
C-1	STA. 12+50, 165' LT. CENTERLINE TAXIWAY H	621.2	8.3
C-2	STA. 12+50, 285' LT. CENTERLINE TAXIWAY H	621.0	8.4
C-3	STA. 14+00, 285' LT. CENTERLINE TAXIWAY H	622.2	9.9
C-4	STA. 16+00, 60' LT. CENTERLINE TAXIWAY H	620.8	8.7
C-5	STA. 16+00, 165' LT. CENTERLINE TAXIWAY H	621.4	8.4
C-6	STA. 16+00, 285' LT. CENTERLINE TAXIWAY H	622.0	9.6
C-7	STA. 18+00, 60' LT. CENTERLINE TAXIWAY H	619.5	9.8
C-8	STA. 18+00, 285' LT. CENTERLINE TAXIWAY H	621.8	7.8
C-9	STA. 20+00, 60' LT. CENTERLINE TAXIWAY H	620.0	7.9
C-10	STA. 20+00, 165' LT. CENTERLINE TAXIWAY H	621.0	9.4
C-11	STA. 20+00, 285' LT. CENTERLINE TAXIWAY H	621.7	8.8
C-12	STA. 21+25, 200' LT. CENTERLINE TAXIWAY H	620.8	11.0
C-13	STA. 21+25, 350' LT. CENTERLINE TAXIWAY H	622.3	7.3
C-14	STA. 22+75, 350' LT. CENTERLINE TAXIWAY H	621.0	8.3

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SHEET 16 OF 17 SHEETS	

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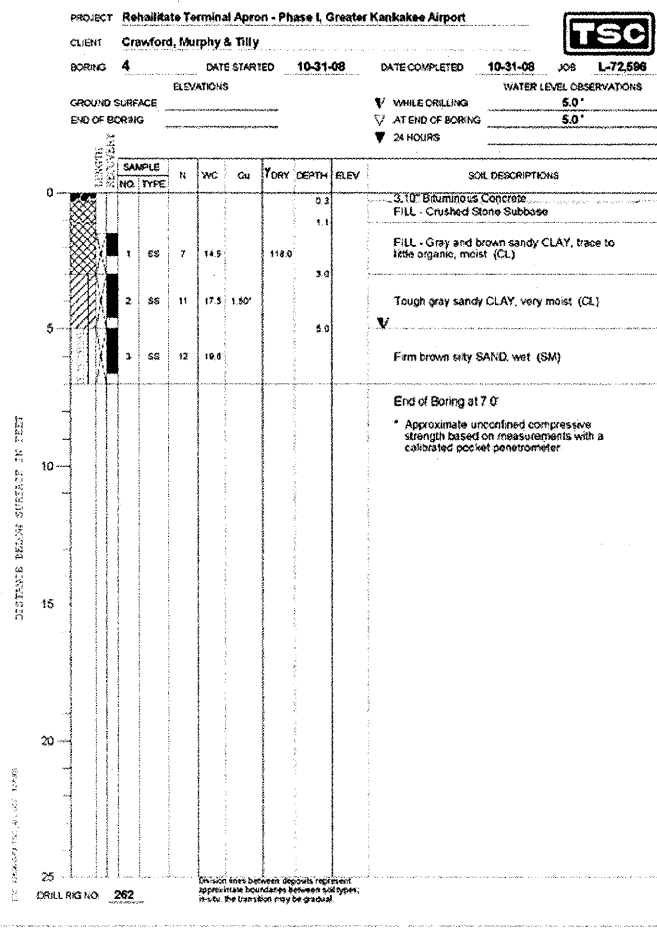
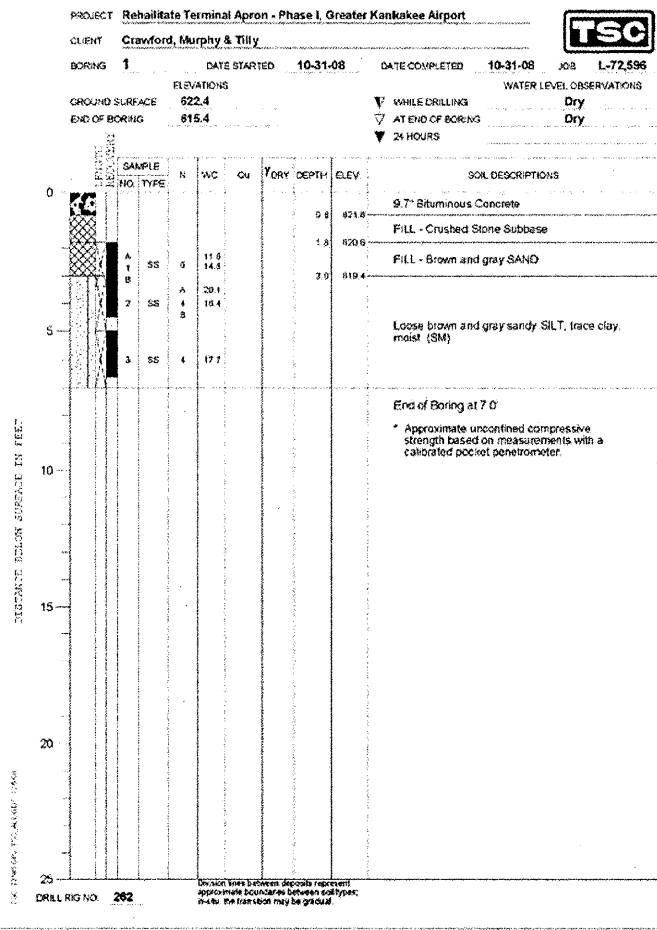
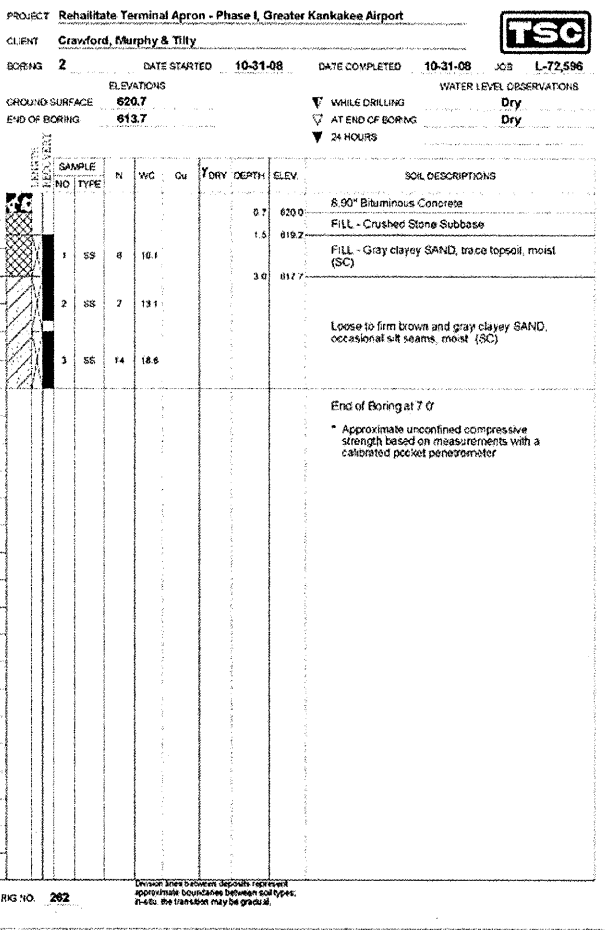
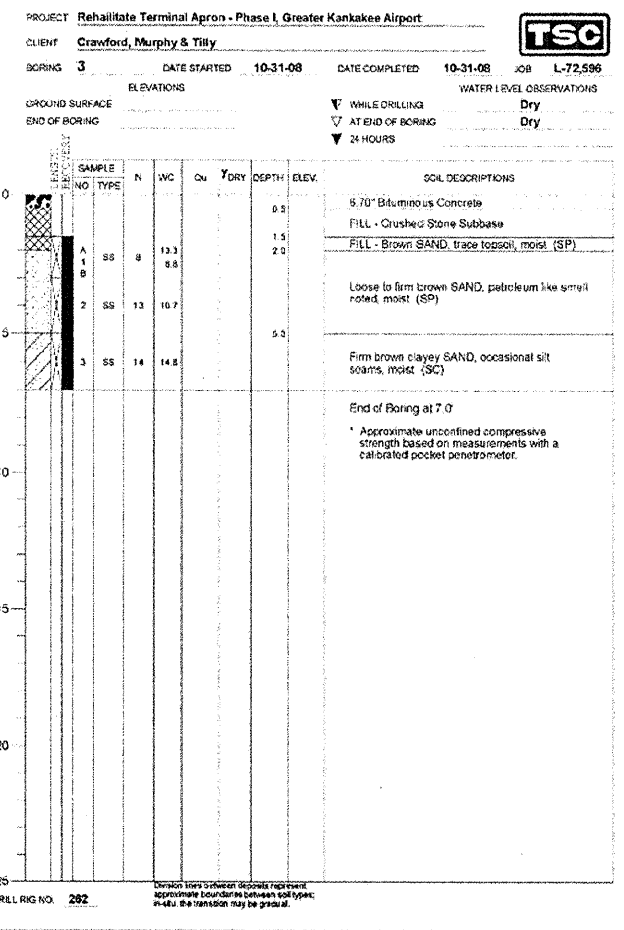
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**GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS
REHABILITATE TERMINAL APRON AND TAXIWAY H - PHASE 1
ENGINEERING INFORMATION
SHEET 2**

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FINAL SUBMITTAL
SHEET 17 OF 17 SHEETS



PAVEMENT CORE SUMMARY (EACH COMPONENT OF PAVEMENT SECTION LISTED FROM TOP DOWN)

CORE NO.	THICKNESS (IN)	MATERIAL DESCRIPTION	NOTE
C-1	1.4	BITUMINOUS SURFACE COURSE	
	1.9	BITUMINOUS SURFACE COURSE	
	1.0	BITUMINOUS SURFACE COURSE	
	1.1	BITUMINOUS SURFACE COURSE	NOT BONDED
	3.0	BITUMINOUS BASE COURSE	
8.3	TOTAL PAVEMENT THICKNESS		
5.0	CRUSHED LIMESTONE	MAX. SIZE 1.5 INCHES	
10.0	CRUSHED LIMESTONE, TRACE CLAY	MAX. SIZE 3 INCHES TO FINES	
C-2	1.3	BITUMINOUS SURFACE COURSE	
	1.7	BITUMINOUS SURFACE COURSE	
	0.8	BITUMINOUS SURFACE COURSE	
	2.3	BITUMINOUS SURFACE COURSE	NOT BONDED
	8.4	BITUMINOUS BASE COURSE	
7.5	TOTAL PAVEMENT THICKNESS		
3.0	CRUSHED LIMESTONE, TRACE CLAY	MAX. SIZE 1.5 INCHES	
10.0	CRUSHED LIMESTONE, TRACE CLAY	MAX. SIZE 2.5 INCHES TO FINES	
C-3	1.2	BITUMINOUS SURFACE COURSE	
	2.0	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.0	BITUMINOUS SURFACE COURSE	
	1.3	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.5	BITUMINOUS SURFACE COURSE	
2.9	BITUMINOUS BASE COURSE		
8.9	TOTAL PAVEMENT THICKNESS		
7.9	CRUSHED LIMESTONE	MAX. SIZE 1.75 INCHES TO FINES	
C-4	1.6	BITUMINOUS SURFACE COURSE	
	1.9	BITUMINOUS SURFACE COURSE	
	0.9	BITUMINOUS SURFACE COURSE	
	2.0	BITUMINOUS SURFACE COURSE	NOT BONDED
	2.3	BITUMINOUS SURFACE COURSE	
8.7	TOTAL PAVEMENT THICKNESS		
9.3	CRUSHED LIMESTONE	MAX. SIZE 1 INCH TO FINES	
C-5	1.8	BITUMINOUS SURFACE COURSE	
	1.8	BITUMINOUS SURFACE COURSE	
	0.8	BITUMINOUS SURFACE COURSE	
	1.4	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.5	BITUMINOUS SURFACE COURSE	DETERIORATED
1.6	BITUMINOUS BASE COURSE		
8.4	TOTAL PAVEMENT THICKNESS		
10.5	CRUSHED LIMESTONE	MAX. SIZE 2 INCHES, NO FINES	
C-6	1.3	BITUMINOUS SURFACE COURSE	
	2.3	BITUMINOUS SURFACE COURSE	NOT BONDED
	0.9	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.8	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.3	BITUMINOUS SURFACE COURSE	
0.8	BITUMINOUS SURFACE COURSE		
1.5	BITUMINOUS BASE COURSE		
9.6	TOTAL PAVEMENT THICKNESS		
10.9	CRUSHED LIMESTONE	MAX. SIZE 2.5 INCHES TO FINES	

PAVEMENT CORE SUMMARY (EACH COMPONENT OF PAVEMENT SECTION LISTED FROM TOP DOWN)

CORE NO.	THICKNESS (IN)	MATERIAL DESCRIPTION	NOTE
C-7	1.3	BITUMINOUS SURFACE COURSE	
	1.5	BITUMINOUS SURFACE COURSE	
	1.9	BITUMINOUS SURFACE COURSE	
	0.6	BITUMINOUS SURFACE COURSE	
	2.0	BITUMINOUS SURFACE COURSE	NOT BONDED
2.5	BITUMINOUS BASE COURSE		
7.8	TOTAL PAVEMENT THICKNESS		
9.0	CRUSHED LIMESTONE	MAX. SIZE 1 INCH	
C-8	1.7	BITUMINOUS SURFACE COURSE	NOT BONDED, DETERIORATED
	0.9	BITUMINOUS SURFACE COURSE	DETERIORATED
	0.9	BITUMINOUS SURFACE COURSE	DETERIORATED
	1.4	BITUMINOUS SURFACE COURSE	DETERIORATED
	0.9	BITUMINOUS SURFACE COURSE	
2.0	BITUMINOUS BASE COURSE		
7.8	TOTAL PAVEMENT THICKNESS		
11.0	CRUSHED LIMESTONE	MAX. SIZE 1.5 INCHES TO FINES	
C-9	1.3	BITUMINOUS SURFACE COURSE	NOT BONDED
	0.7	BITUMINOUS SURFACE COURSE	
	1.0	BITUMINOUS SURFACE COURSE	
	0.9	BITUMINOUS SURFACE COURSE	NOT BONDED
	1.6	BITUMINOUS SURFACE COURSE	
2.4	BITUMINOUS BASE COURSE		
7.9	TOTAL PAVEMENT THICKNESS		
9.5	CRUSHED LIMESTONE	MAX. SIZE 1 INCH TO FINES	
C-10	1.3	BITUMINOUS SURFACE COURSE	
	1.0	BITUMINOUS SURFACE COURSE	
	2.0	BITUMINOUS SURFACE COURSE	
	1.0	BITUMINOUS SURFACE COURSE	
	2.0	BITUMINOUS SURFACE COURSE	
2.1	BITUMINOUS BASE COURSE		
8.4	TOTAL PAVEMENT THICKNESS		
13.5	CRUSHED LIMESTONE	MAX. SIZE 2 INCHES, LITTLE FINES	
C-11	1.6	BITUMINOUS SURFACE COURSE	
	0.7	BITUMINOUS SURFACE COURSE	
	1.3	BITUMINOUS SURFACE COURSE	
	1.8	BITUMINOUS SURFACE COURSE	
	1.2	BITUMINOUS SURFACE COURSE	
2.2	BITUMINOUS SURFACE COURSE		
8.8	TOTAL PAVEMENT THICKNESS		
8.0	CRUSHED LIMESTONE	MAX. SIZE 1 INCH TO FINES	
C-12	1.4	BITUMINOUS SURFACE COURSE	NOT BONDED, FRACTURED, DETER.
	1.1	BITUMINOUS SURFACE COURSE	
	1.3	BITUMINOUS SURFACE COURSE	
	0.8	BITUMINOUS SURFACE COURSE	
	1.5	BITUMINOUS SURFACE COURSE	
1.5	BITUMINOUS SURFACE COURSE		
2.0	BITUMINOUS SURFACE COURSE		
1.4	BITUMINOUS SURFACE COURSE		
11.0	TOTAL PAVEMENT THICKNESS		
12.0	CRUSHED LIMESTONE	MAX. SIZE 2 INCHES, LITTLE FINES	

PAVEMENT CORE SUMMARY (EACH COMPONENT OF PAVEMENT SECTION LISTED FROM TOP DOWN)

CORE NO.	THICKNESS (IN)	MATERIAL DESCRIPTION	NOTE	
C-13	1.4	BITUMINOUS SURFACE COURSE		
	0.8	BITUMINOUS SURFACE COURSE	DETERIORATED	
	0.8	BITUMINOUS SURFACE COURSE		
	1.0	BITUMINOUS SURFACE COURSE		
	1.6	BITUMINOUS SURFACE COURSE		
1.7	BITUMINOUS SURFACE COURSE			
7.3	TOTAL PAVEMENT THICKNESS			
3.0	CRUSHED LIMESTONE	MAX. SIZE 0.75 INCH TO FINES		
C-14	2.7	BITUMINOUS SURFACE COURSE		
	2.2	BITUMINOUS SURFACE COURSE		
	8.4	BITUMINOUS SURFACE COURSE		
	8.3	TOTAL PAVEMENT THICKNESS		
	5.5	CRUSHED LIMESTONE	MAX. SIZE 0.75 INCH TO FINES	
B-1	1.1	BITUMINOUS SURFACE COURSE		
	1.9	BITUMINOUS SURFACE COURSE		
	1.3	BITUMINOUS SURFACE COURSE		
	1.7	BITUMINOUS SURFACE COURSE		
	2.2	BITUMINOUS SURFACE COURSE		
8.7	TOTAL PAVEMENT THICKNESS			
12.0	CRUSHED LIMESTONE	MAX. SIZE 2.5 INCHES, LITTLE FINES		
B-2	1.2	BITUMINOUS SURFACE COURSE		
	2.5	BITUMINOUS SURFACE COURSE	DETERIORATED	
	0.7	BITUMINOUS SURFACE COURSE		
	1.1	BITUMINOUS SURFACE COURSE		
	1.4	BITUMINOUS SURFACE COURSE		
2.0	BITUMINOUS SURFACE COURSE			
8.9	TOTAL PAVEMENT THICKNESS			
9.0	CRUSHED LIMESTONE	MAX. SIZE 0.75 INCH TO FINES		
B-3	1.6	BITUMINOUS SURFACE COURSE		
	0.7	BITUMINOUS SURFACE COURSE		
	1.3	BITUMINOUS SURFACE COURSE	NOT BONDED	
	1.0	BITUMINOUS SURFACE COURSE	NOT BONDED, DETERIORATED	
	2.1	BITUMINOUS SURFACE COURSE		
6.7	TOTAL PAVEMENT THICKNESS			
11.6	CRUSHED LIMESTONE	MAX. SIZE 1.75 INCHES TO FINES, TRACE CLAY		
B-4	1.0	BITUMINOUS SURFACE COURSE		
	2.1	BITUMINOUS SURFACE COURSE		
	3.1	TOTAL PAVEMENT THICKNESS		
	10.0	CRUSHED LIMESTONE	MAX. SIZE 1 INCH TO FINES	