

LETTING NO. 05A
IDOT LETTING: JUNE 12, 2026

GREATER KANKAKEE AIRPORT

CONTRACT NO. KA056

REHABILITATE TAXIWAY A - PHASE 2

813 A EAST 4000 S ROAD

KANKAKEE, IL 60901

4668419-253471.01

APRIL 24, 2026

ISSUE FOR BID - IFB

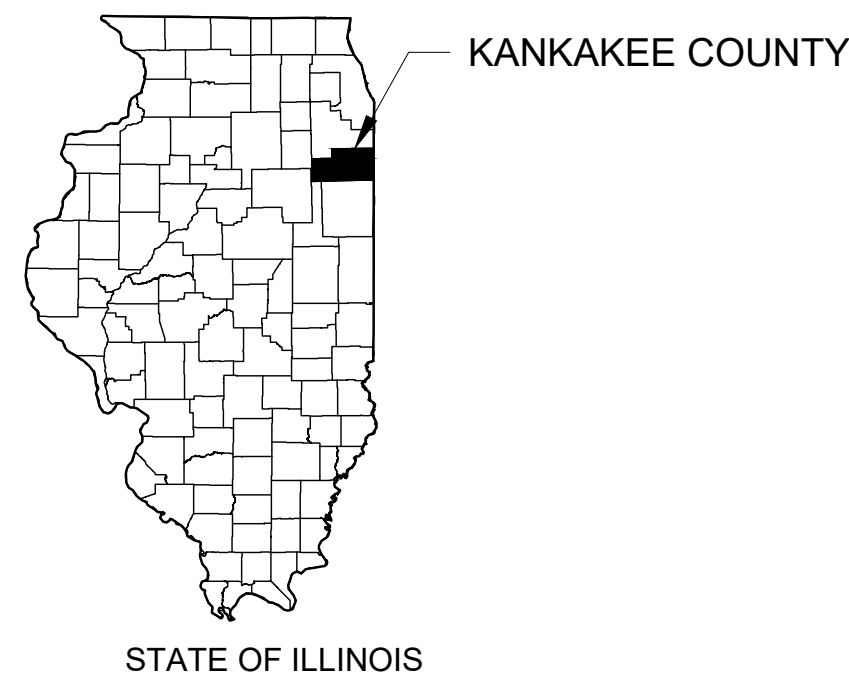
ILLINOIS PROJECT NUMBER: IKK-5242
SBGP PROJECT NUMBER: 3-17-SBGP-TBD

Mead & Hunt
Mead and Hunt, Inc.
200 N LaSalle St, Suite 2715
Chicago, IL 60601
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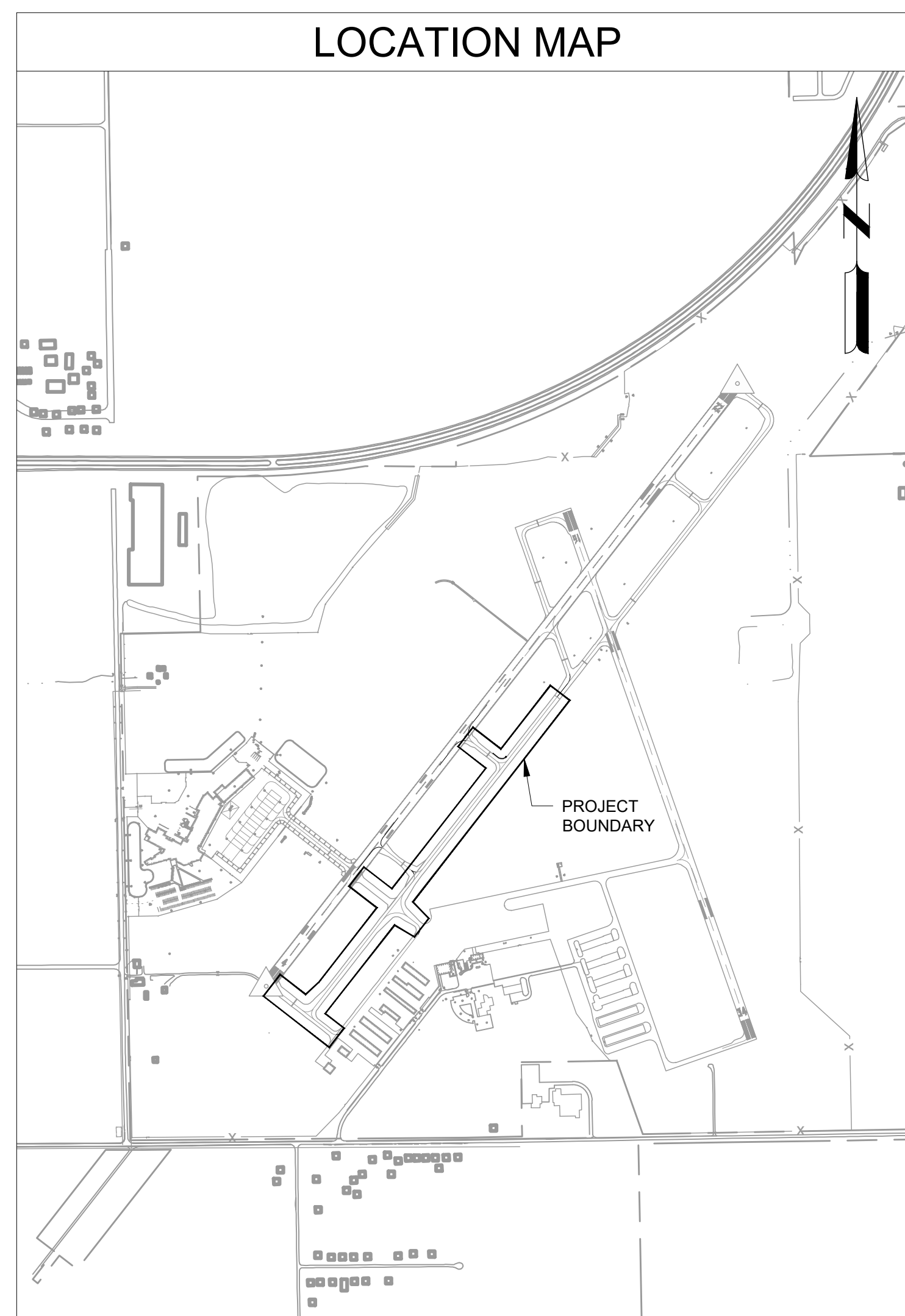
GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901





STATE OF ILLINOIS



VICINITY MAP



LOCATION MAP

CONTACT:	
AGENCY	KANKAKEE VALLEY AIRPORT 813 A EAST 4000S RD KANKAKEE, IL 60901
	04.24.2026
JEFF BERON AIRPORT MANAGER	DATE
ENGINEER - DESIGN	MEAD & HUNT 200 N LASALLE ST, SUITE 2715 CHICAGO, IL 60601
	04.24.2026
ALYSSA STEBLAY PROJECT MANAGER	DATE

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
COVER SHEET

DO NOT SCALE DRAWINGS
SHEET NO. 1 of 61

G-001



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5/6/2026 11:43:47 AM

SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNITS	ESTIMATED QUANTITY	RECORD QUANTITY
AR108158	1 / C # 8 5 KV UG CABLE IN UD	FOOT	495	
AR108706	1 / C # 6 COUNTERPOISE	FOOT	495	
AR108960	REMOVE CABLE	FOOT	545	
AR125410	MITL - STAKE MOUNTED	EACH	2	
AR125912	REMOVE RETROREFLECTIVE MARKER	EACH	3	
AR125941	ADJUST STAKE MOUNTED LIGHT	EACH	38	
AR125961	RELOCATE STAKE MOUNTED LIGHT	EACH	8	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR150530	TRAFFIC MAINTENANCE	L SUM	1	
AR152410	UNCLASSIFIED EXCVATION	CU YD	3,510	
AR152512	SUBGRADE REPAIR	CU YD	80	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	215	
AR156515	STRAW WATTLE	FOOT	180	
AR156520	INLET PROTECTION	EACH	7	
AR208609	9" AGGREGATE BASE COURSE	SQ YD	440	
AR208910	REMOVE & REPLACE AGGREGATE BASE	SQ YD	215	
AR209606	CRUSHED AGG. BASE COURSE - 6"	SQ YD	440	
AR401610	BITUMIONUS SURFACE COURSE	TON	3,080	
AR401630	BITUMIONUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMIONUS PAVEMENT MILLING	SQ YD	27,230	
AR401660	SAW & SEAL BIT. JOINTS	FOOT	771	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	1,940	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SQ YD	5,970	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SQ YD	1,430	
AR403610	BITUMINOUS BASE COURSE	TON	400	
AR403673	REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	5,970	
AR602510	BITUMINOUS PRIME COAT	GALLON	135	
AR603510	BITUMINOUS TACK COAT	GALLON	6,260	
AR605541	CLEAN & SEAL CRACKS	FOOT	1,081	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	6,575	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	6,810	
AR620590	TEMPORARY MARKING	SQ FT	550	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	2,215	
AR705900	REMOVE UNDERDRAIN	FOOT	117	
AR705904	REMOVE UNDERDRAIN CLEANOUT	EACH	1	
AR901510	SEEDING	ACRE	4	
AR905510	TOPSOILING (FROM ON SITE)	CU YD	2,220	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	4	

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SHEET CONTENTS
 SHEET INDEX AND
 PROJECT QUANTITIES

DO NOT SCALE DRAWINGS

SHEET NO. 2 of 61

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**LEGEND:
SYMBOLS:**

	AOA BARRICADE		POWER POLE WITH LIGHT
	BARRIER, JERSEY		SANITARY SEPTIC TANK VALVE
	BENCHMARK		SANITARY SEWER LIFT STATION
	BOLLARD		SANITARY SEWER MANHOLE
	CLEANOUT, SANITARY OR STORM		SANITARY SEWER VALVE
	CONTROL POINT		SANITARY SEWER WET WELL
	ELECTRIC MANHOLE		SIGN (SINGLE POST)
	ELECTRIC METER		SIGN (DOUBLE POST)
	ELECTRIC PEDESTAL BOX		SOIL BORING
	ELECTRIC TRANSFORMER BOX		STORM INLET, CURB
	ELECTRIC SERVICE PANEL		STORM INLET, ROUND
	ELECTRIC HANDHOLE (PULLBOX)		STORM INLET, SQUARE
	FIBER OPTIC MANHOLE		STORM FLARED END SECTION
	FIRE HYDRANT		STORM SEWER MANHOLE
	FLAGPOLE		STORM WATER QUALITY MANHOLE
	FUEL SHUT OFF VALVE		TELECOMMUNICATIONS MANHOLE
	FUEL VENT PIPE		TELECOMMUNICATIONS PEDESTAL BOX
	GAS MANHOLE		CTV PEDESTAL BOX
	GAS METER		TRAFFIC FLOW DIRECTION
	GAS VALVE		UTILITY CROSSING / CONFLICT or CAUTION
	GAS VENT PIPE		UNDERDRAIN FLUSHER RISER
	GATE		UNDERDRAIN MANHOLE
	GUY ANCHOR		VALVE MANHOLE
	HANDHOLE, GENERIC		WATER AIR RELIEF VALVE
	IRON PIN		WATER BLOW OFF VALVE
	LIGHT BOLLARD		WATER MANHOLE
	FLOODLIGHT POLE		WATER METER
	LIGHT POLE (SINGLE)		WATER PRESSURE VALVE
	LIGHT POLE (DOUBLE)		WATER REDUCER
	MARKER, CABLE		WATER VALVE
	MARKER, DUCT		WATER SHUT OFF
	MONITORING WELL		WATER TANK
	PIEZOMETER		WETLAND DATA POINT
	POWER POLE		WATER SURFACE
	POWER POLE, DOUBLE		

AIRPORT SAFETY ZONES:

	BRL	BUILDING RESTRICTION LINE
	(E)RSA	EXISTING RUNWAY SAFETY AREA
	GSCA	GLIDE SLOPE CRITICAL AREA
	LCA	LOCALIZER CRITICAL AREA
	ROFZ	RUNWAY OBSTACLE FREE ZONE
	RGL	RUNWAY GUARD LIGHTS
	ROFA	RUNWAY OBJECT FREE AREA
	RPZ	RUNWAY PROTECTION ZONE
	RSA	RUNWAY SAFETY AREA
	SIDA	SECURITY IDENTIFICATION DISPLAY AREA
	TLOFA	TAXILANE OBJECT FREE AREA
	TLSA	TAXILANE SAFETY AREA
	TOFA	TAXIWAY OBJECT FREE AREA
	TSA	TAXIWAY SAFETY AREA
	WA	WORK AREA LIMIT

SHEET LABELS:

	(SEE X/X-XXX)	DETAIL REFERENCE
		ELEVATION REFERENCE
	734.97'	EXISTING SPOT ELEVATION
	3:1	FINISHED / PROPOSED SLOPE
	2%	FINISHED / PROPOSED SPOT ELEVATION
	738.76	SECTION REFERENCE
	(SEE X-XXX)	SHEET REFERENCE

LINES:

	Q100	100YR (Q100) FLOOD LINE
		BLACKOUT MARKINGS
		BOUNDARY (PROJECT /CONSTRUCTION LIMITS)
		BOUNDARY 2 (PROJECT /CONSTRUCTION LIMITS)
	CW	CHILLED WATER
	CON	CONDUIT, GENERIC
		DIAMOND
	OHE	ELECTRIC, OVERHEAD
	E	ELECTRIC, UNDERGROUND
		EXISTING CONTOUR LINES
	FAA	FEDERAL AVIATION ADMINISTRATION
	x	FENCE
	xx	FENCE (2)
	xxx	FENCE (3)
	FOC	FIBER OPTIC CABLE
	FM	FORCE MAIN
	F	FUEL LINE
	G	GAS
	GB	GRADE BREAK
		GRADING LIMITS
		GROUND
		GUARDRAIL
		HANDRAIL
		HAUL or TRAFFIC ROUTE
		PROPERTY LINE
		PROPOSED CONTOUR LINES
	ROW	RIGHT-OF-WAY
	SS	SANITARY SEWER
	S	SIGNAL CABLE, UNDERGROUND
		SILT FENCE
		SEDIMENT LOG
		STONE RETAINING WALL
	SD	STORM SEWER / CULVERT
		SWALE
		SWALE
		TAPERED DASH
	OHT	TELEPHONE, OVERHEAD
	T	TELEPHONE, UNDERGROUND
	TV	TV CABLE
	UD	UNDERDRAIN
	W	WATER
	WB	WETLAND BOUNDARY
		VEGETATION

PATTERNS:

	AGGREGATE BASE COURSE
	AGGREGATE SUBBASE
	PROPOSED ASPHALT
	GROUND, EXISTING
	GROUND, PROPOSED
	RESTORATION AREA

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SHEET CONTENTS
PROJECT LEGEND

DO NOT SCALE DRAWINGS

SHEET NO. 3 of 61

G-003

ABBREVIATIONS

(E)	EXISTING	EHH	ELECTRICAL HANDHOLE	MJ	MECHANICAL JOINT	SADR	SPENT AIRCRAFT DEICING RUNOFF
(F)	FUTURE	ELEV	ELEVATION	MK	MARK	SCH	SCHEDULE
(N)	NEW	EOP	EDGE OF PAVEMENT	MON	MONUMENT	SF	SQUARE FOOT
AB	AGGREGATE BASE	ESC	EROSION SEDIMENT CONTROL	MPH	MILES PER HOUR	SPA	SPACING
AC	ASPHALT CONCRETE	EVC	END OF VERTICAL CURVE	NGS	NATIONAL GEODETIC SURVEY	SRPE	STEEL REINFORCED POLYETHYLENE
ADF	AIRCRAFT DEICING FLUID	FAA	FEDERAL AVIATION ADMINISTRATION	NO. OR #	NUMBER	SH	SHOULDER
ALT	ALTERNATE	FBO	FIXED BASE OPERATOR	NOTAM	NOTICE TO AIRMEN	SS	STAINLESS STEEL
AOA	AIRCRAFT OPERATIONS AREA	FES	FLARED END SECTION	NTS	NOT TO SCALE	ST	STORM LINE
APCH	APPROACH	FF	FINISHED FLOOR	OC	ON CENTER	STA	STATION
APPROX	APPROXIMATE	FG	FINISHED GRADE	OD	OUTSIDE DIAMETER	STD	STANDARD
ARFF	AIRCRAFT RESCUE AND FIREFIGHTING	FH	FIRE HYDRANT	OFZ	OBSTACLE FREE ZONE	STL	STEEL
ASB	AGGREGATE SUB-BASE	FL	FLOW LINE	OH	OVERHEAD	T	TELEPHONE LINE
ASOS	AUTOMATED SURFACE OBSERVING SYSTEM	FOC	FIBER OPTIC CABLE	PAC	PRIMARY AIRPORT CONTROL POINT	TC	TOP OF CURB
ASR	AIRPORT SURVEILLANCE RADAR	FPS	FEET PER SECOND	PAPI	PRECISION APPROACH PATH INDICATOR	TDH	TOTAL DYNAMIC HEAD
ATCT	AIR TRAFFIC CONTROL TOWER	FT	FEET	PB	PULL BOX	TDZ	TOUCH DOWN ZONE
AWG	AMERICAN WIRE GAUGE	FW	FIRE WATER LINE	PC	POINT OF CURVATURE	TG	TOP OF GRATE
AZ	AZIMUTH	G	GAS LINE	PCC	PORTLAND CEMENT CONCRETE	TOE	TOE OF SLOPE
BC	BEGINNING OF CURVE	GAL	GALLON	PCF	POUNDS PER CUBIC FOOT	TOFA	TAXIWAY OBJECT FREE AREA
BIT	BITUMINOUS	GALV	GALVANIZED	PERF	PERFORATED	TOP	TOP OF SLOPE
BLDG	BUILDING	GB	GRADE BREAK	PH	PHASE	TSA	TAXIWAY SAFETY AREA
BM	BENCHMARK	GND	GROUND	PI	POINT OF INTERSECTION	TWY	TAXIWAY
BOT	BOTTOM	GS	GROUND SHOT	PIP	PROTECT IN PLACE	TXL	TAXILANE
BVC	BEGINNING OF VERTICAL CURVE	GSCA	GLIDE SLOPE CRITICAL AREA	PIV	POST INDICATOR VALVE	TYP	TYPICAL
C-C	CENTER TO CENTER	GSE	GROUND SUPPORT EQUIPMENT	POB	POINT OF BEGINNING	UD	UNDERDRAIN
CB	CATCH BASIN	H	HEIGHT	POC	POINT OF CURVE	UG	UNDERGROUND
CCR	CONSTANT CURRENT REGULATOR	HDPE	HIGH DENSITY POLYETHYLENE	POE	POINT OF ENDING	UON	UNLESS OTHERWISE NOTED
CFS	CUBIC FEET PER SECOND	HIRL	HIGH INTENSITY RUNWAY LIGHT	PSF	POUNDS PER SQUARE FOOT	V	VELOCITY / VOLTS
CIPCP	CAST IN-PLACE CONCRETE PIPE	HITHL	HIGH INTENSITY THRESHOLD LIGHT	PSI	POUNDS PER SQUARE INCH	VC	VERTICAL CURVE
CJ	CONSTRUCTION JOINT	HOA	HAND OFF AUTO	PT	POINT OF TANGENCY	VERT	VERTICAL
CL OR C/L	CENTERLINE	HORZ	HORIZONTAL	PVC	POINT OF VERTICAL CURVE	VFR	VISUAL FLIGHT RULES
CLF	CHAINLINK FENCE	HP	HIGH POINT / HORSE POWER	PVC	POLYVINYL CHLORIDE	VG	VALLEY GUTTER
CLR	CLEAR	HW	HEADWALL	PVI	POINT OF VERTICAL INTERSECTION	VIF	VERIFY IN FIELD
CMP	CORRUGATED METAL PIPE	HWL	HIGH WATER LEVEL	PVT	POINT OF VERTICAL TANGENCY	VRS	VIRTUAL REFERENCE STATION
CO	CLEANOUT	HWY	HIGHWAY	Q	RATE OF FLOW	VSR	VEHICLE SERVICE ROAD
CONC	CONCRETE	HZ	HERTZ	QTY	QUANTITY	W	WATER LINE
CONT	CONTINUOUS	IA	INNER-APPROACH	R	RADIUS	W	WIDTH
CP	COUNTERPOISE	IBC	INTERMEDIATE BULK CONTAINERS	R&R	REMOVE AND REPLACE	W/	WITH
CP X	CONTROL POINT	ID	INTERNAL DIAMETER	RAP	RECYCLED ASPHALT PAVEMENT	W/I	WITHIN
CRGO	CARGO	IE	INVERT ELEVATION	RC	RELATIVE COMPACTION	W/O	WITHOUT
CSPP	CONSTRUCTION SAFETY AND PHASING PLAN	IFR	INSTRUMENT FLIGHT RULES	RC	REINFORCED CONCRETE	WSE	WATER SURFACE ELEVATION
CTRS	CENTERED	IN	INCHES	RCP	REINFORCED CONCRETE PIPE	WSP	WELDED STEEL PIPE
DB	DIRECT BURIAL	INTX	INTERSECTION	REIL	RUNWAY END IDENTIFIER LIGHT	WV	WATER VALVE
DEG	DEGREE	INV	INVERT	REQ	REQUIRED	WWM	WELDED WIRE MESH
DEP	DEPARTURE	L	LENGTH	RGL	RUNWAY GUARD LIGHT		
DEPT	DEPARTMENT	LBS	POUNDS	ROW	RIGHT OF WAY		
DI	DROP INLET	LCB	LEAN CONCRETE BASE	RPM	REVOLUTIONS PER MINUTE		
DIA	DIAMETER	LED	LIGHT EMITTING DIODE	RPR	RESIDENT PROJECT REPRESENTATIVE		
DIM	DIMENSION	LF	LINEAL FEET	RR	RIPRAP		
DIP	DUCTILE IRON PIPE	LIRL	LOW INTENSITY RUNWAY LIGHT	RSA	RUNWAY SAFETY AREA		
DP	DEPTH	LWL	LOW WATER LEVEL	RVR	RUNWAY VISUAL RANGE		
DR	DIMENSION RATIO	MAX	MAXIMUM	RVZ	RUNWAY VISIBILITY ZONE		
E	ELECTRICAL LINE	MID	MID POINT	RWA	RUNWAY WORK RESTRICTED AREA		
EC	END OF CURVE / EROSION CONTROL	MIN	MINIMUM	RWY	RUNWAY		
EF	EACH FACE	MIRL	MEDIUM INTENSITY RUNWAY LIGHT	S	SANITARY LINE / SLOPE		
EG	EXISTING GRADE	MITL	MEDIUM INTENSITY TAXIWAY LIGHT	SAC	SECONDARY AIRPORT CONTROL POINT		



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ABBREVIATIONS

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SHEET NO. 4 of 61

G-004

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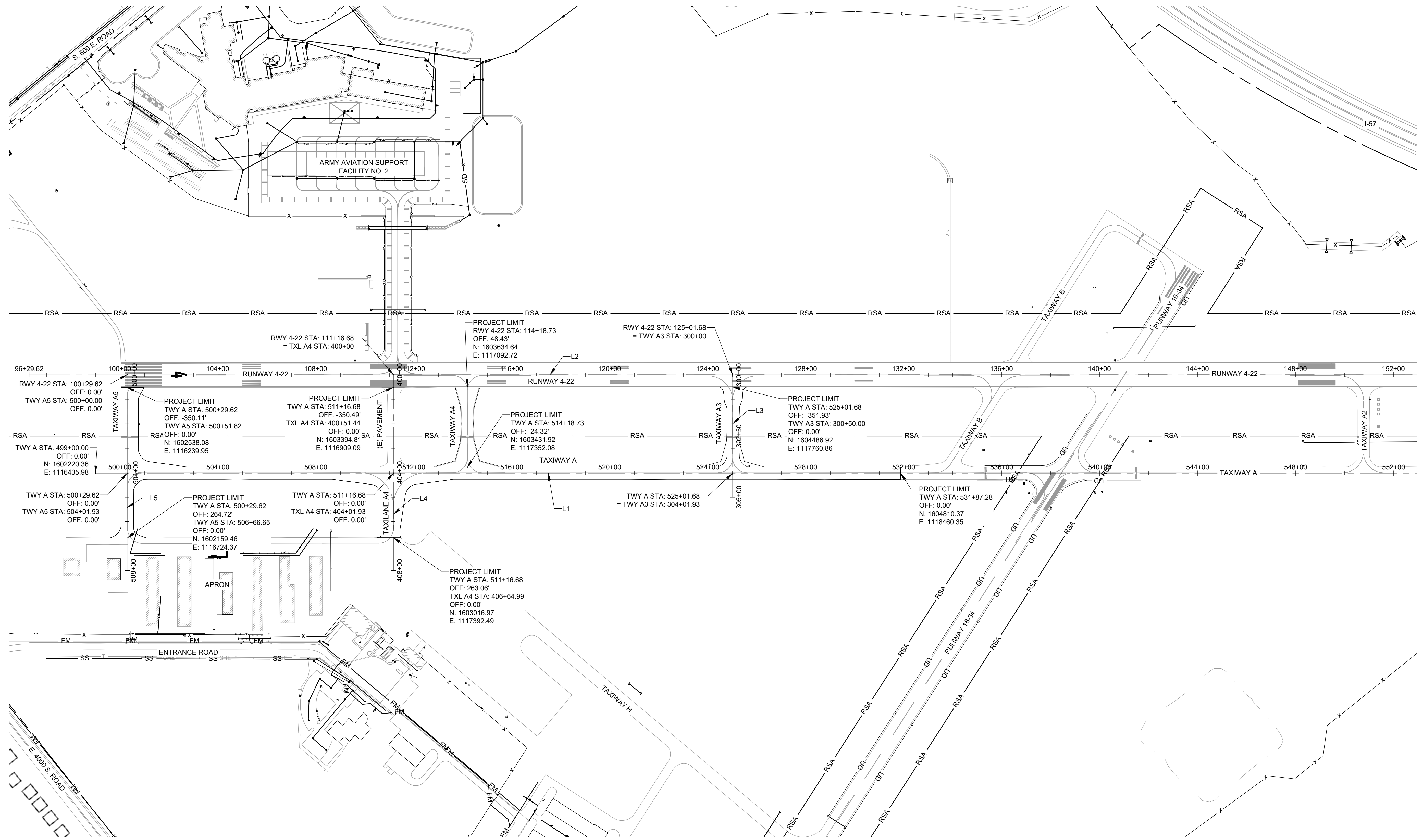
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SITE PLAN AND
PROJECT CONTROL
PLAN

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SHEET NO. 5 of 61

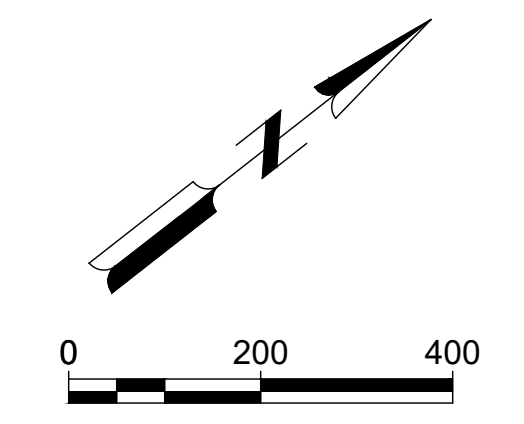
G-021



- NOTES:**
1. SURVEY WAS PERFORMED BY MEAD & HUNT, INC IN FEBRUARY 2026.
 2. CONTRACTOR SHALL COMPLETE A HORIZONTAL AND VERTICAL CONTROL LOOP VERIFICATION AND SUBMIT TO THE RESIDENT ENGINEER FOR REVIEW PRIOR TO BEGINNING WORK. IN THE EVENT A DISCREPANCY IS ENCOUNTERED IN THE CONTROL NETWORK, CARE SHOULD BE TAKEN TO DETERMINE WHICH POINT (OR POINTS) HAVE BEEN COMPROMISED.
 3. NOTIFY THE RESIDENT ENGINEER IMMEDIATELY IF ANY CONTROL MONUMENT IS SUSPECTED OF HAVING BEEN DISTURBED.
 4. LOCATION OF UNDERGROUND UTILITIES, WHERE NOT SUBSTANTIATED BY PHYSICAL EVIDENCE, ARE TAKEN FROM RECORDS NORMALLY CONSIDERED RELIABLE. NO RESPONSIBILITY FOR THEIR ACCURACY IS ASSUMED BY THE SURVEY.

DATUM AND COORDINATE SYSTEM:
 HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD 83)
 VERTICAL DATUM: NATIONAL GEODETIC VERTICAL DATUM OF 1988 (NAVD 88)
 COORDINATE SYSTEM: STATE PLANE COORDINATE SYSTEM (SPCS) ILLINOIS EAST
 PROJECTION: TRANSVERSE MERCATOR
 UNITS: ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES IN U.S. SURVEY FEET

ALIGNMENT LINE DATA							
LINE #	ALIGNMENT	START NORTHING	START EASTING	END NORTHING	END EASTING	LENGTH	BEARING
L1	TWY A	1602220.36	1116435.98	1607105.27	1120254.05	6200.00	N38° 00' 40.80"E
L2	RWY 4-22	1602254.84	1115952.80	1607361.23	1119943.97	6481.11	N38° 00' 40.80"E
L3	TWY A3	1604517.71	1117721.47	1604209.80	1118115.41	500.00	S51° 59' 19.20"E
L4	TXL A4	1603426.48	1116868.56	1602933.83	1117498.87	800.00	S51° 59' 19.20"E
L5	TWY A5	1602569.99	1116199.12	1602077.34	1116829.43	800.00	S51° 59' 19.20"E



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

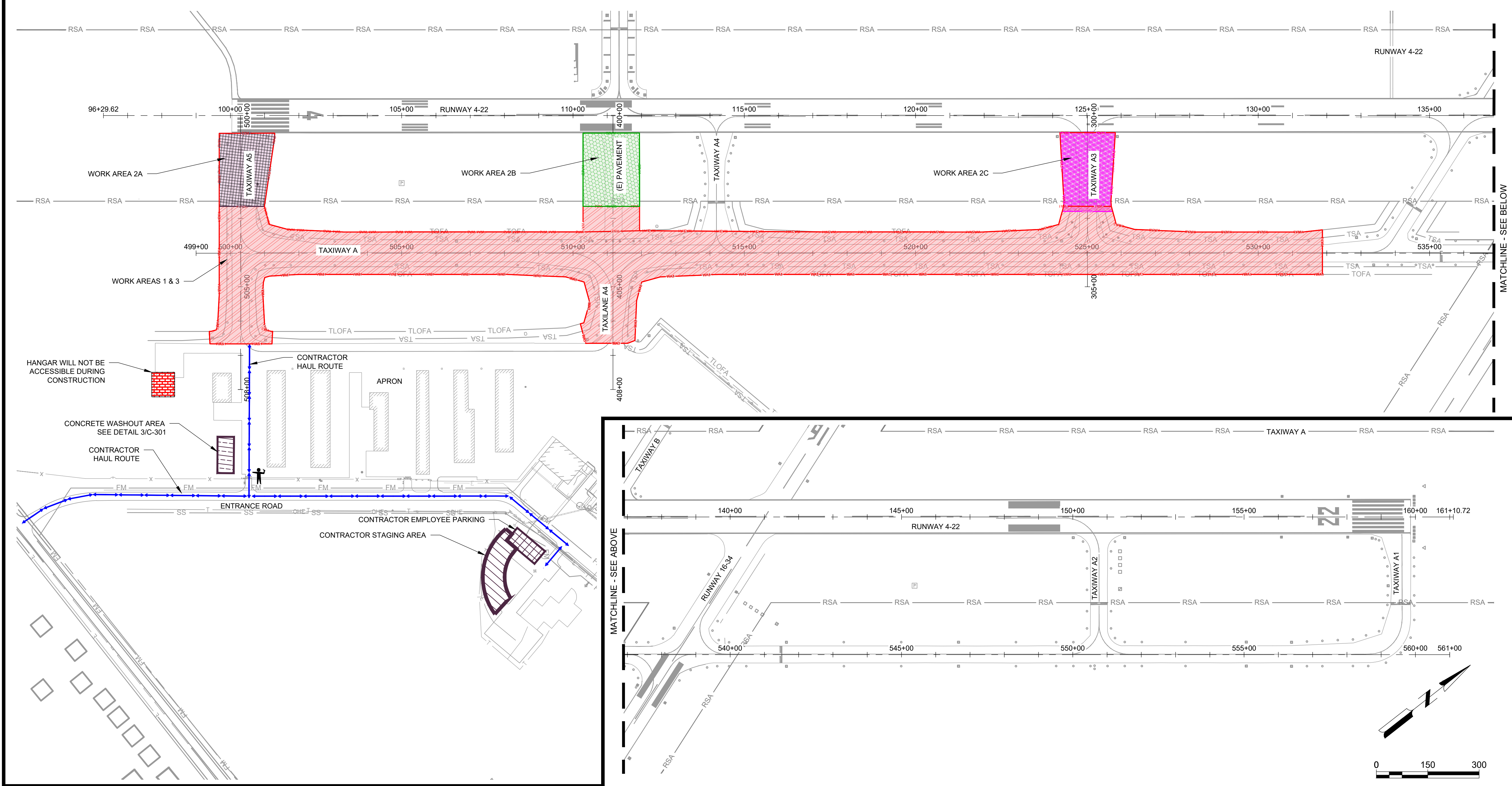
SBGP NO.: 3-17-SBGP-TBD
M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN - OVERALL

DO NOT SCALE DRAWINGS

SHEET NO. 6 of 61

G-080



LEGEND:	
	WORK AREA 1
	WORK AREA 2A
	WORK AREA 2B
	WORK AREA 2C
	WORK AREA 3
	NON-ACCESSIBLE HANGAR
	CONTRACTOR STAGING AREA
	CONTRACTOR EMPLOYEE PARKING
	CONCRETE WASHOUT AREA
	CONTRACTOR HAUL ROUTE
	GATE GUARD

- NOTES:**
1. WORK ON THIS PROJECT WILL NOT BE PERMITTED UNTIL IDA (IDOT DIVISION OF AERONAUTICS) HAS ISSUED A NOTICE TO PROCEED (NTP). THE CONTRACTOR SHALL COMPLETE WORK WITHIN THE TIME ALLOTTED AND IN THE GENERAL SEQUENCE AS SPECIFIED IN THE CONTRACT DOCUMENTS.
 2. AIRCRAFT PAVEMENT SURFACES SHALL BE OPEN TO AIRCRAFT OPERATIONS AT ALL TIMES OTHER THAN THE DESIGNATED CLOSURES.
 3. THE CONTRACTOR SHALL NOT MOVE PERSONNEL, EQUIPMENT, OR MATERIALS INTO ANY ACTIVE AIRPORT MOVEMENT AREA WITHOUT AUTHORIZATION FROM THE AIRPORT.
 4. THE CONTRACTOR SHALL NOT ENTER THE ACTIVE RUNWAY SAFETY AREA (RSA) AT ANY TIME.
 5. DAILY SAFETY INSPECTIONS SHALL BE PERFORMED BY THE CONTRACTOR AS SPECIFIED IN THE CONTRACT DOCUMENTS.
 6. A PROJECT SUPERINTENDENT OR DESIGNATED PROJECT REPRESENTATIVE SHALL BE ON-SITE AT ALL TIMES WHILE CREWS ARE IN THE FIELD. THIS INCLUDES A PRIME CONTRACTOR REPRESENTATIVE DURING ALL WORK BEING PERFORMED BY SUBCONTRACTORS.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, DEPLOYING, MAINTAINING, RELOCATING, AND REMOVING ALL SAFETY AND TRAFFIC CONTROL DEVICES AS SHOWN ON THE PLANS, OR AS OTHERWISE DIRECTED BY THE AIRPORT.
 8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF ANY TEMPORARY DRAINAGE SYSTEMS WITHIN EACH WORK AREA LIMIT, AS NECESSARY, TO MAINTAIN EXISTING DRAINAGE PATTERNS. THE CONTRACTOR SHALL SUBMIT TO THE RESIDENT ENGINEER FOR REVIEW A PLAN FOR ANY PROPOSED DRAINAGE SYSTEMS. NO MODIFICATIONS TO THE DRAINAGE WILL BE ALLOWED WITHOUT APPROVAL BY THE RESIDENT ENGINEER. ANY SUCH TEMPORARY DRAINAGE SYSTEMS AND MEASURES SHALL NOT IMPACT AIRCRAFT OPERATIONS.
 9. STOCKPILING MATERIAL AND STORING EQUIPMENT IS PROHIBITED WITHIN 400 FEET FROM THE RUNWAY CENTERLINE AND ACTIVE TAXIWAY A TOFA AT ALL TIMES.
 10. TO PREVENT UNAUTHORIZED ACCESS ONTO THE AIRFIELD, THE CONTRACTOR SHALL PROVIDE A GATE GUARD AT GATE 7 WHEN THE GATE IS OPENED AND IN USE. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING THE AIRFIELD SECURE AT ALL TIMES.
 11. ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE HAUL ROUTE AS SHOWN ON THE PLANS.

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

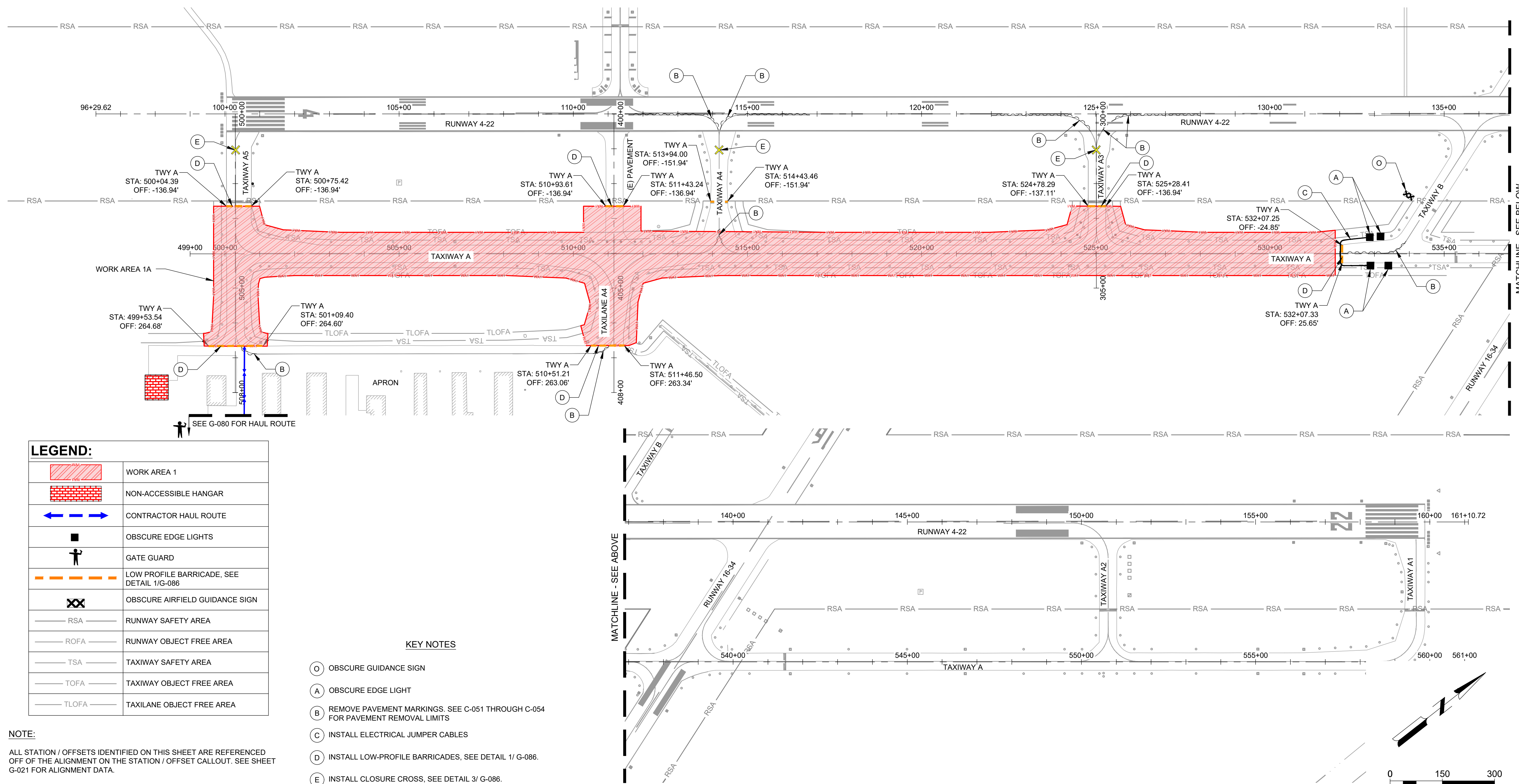
SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN - WORK AREA 1

DO NOT SCALE DRAWINGS

SHEET NO. 7 of 61

G-081



LEGEND:

	WORK AREA 1
	NON-ACCESSIBLE HANGAR
	CONTRACTOR HAUL ROUTE
	OBSCURE EDGE LIGHTS
	GATE GUARD
	LOW PROFILE BARRICADE, SEE DETAIL 1/G-086
	OBSCURE AIRFIELD GUIDANCE SIGN
	RUNWAY SAFETY AREA
	RUNWAY OBJECT FREE AREA
	TAXIWAY SAFETY AREA
	TAXIWAY OBJECT FREE AREA
	TAXILANE OBJECT FREE AREA

- KEY NOTES**
- (O) OBSCURE GUIDANCE SIGN
 - (A) OBSCURE EDGE LIGHT
 - (B) REMOVE PAVEMENT MARKINGS. SEE C-051 THROUGH C-054 FOR PAVEMENT REMOVAL LIMITS
 - (C) INSTALL ELECTRICAL JUMPER CABLES
 - (D) INSTALL LOW-PROFILE BARRICADES, SEE DETAIL 1/ G-086.
 - (E) INSTALL CLOSURE CROSS, SEE DETAIL 3/ G-086.

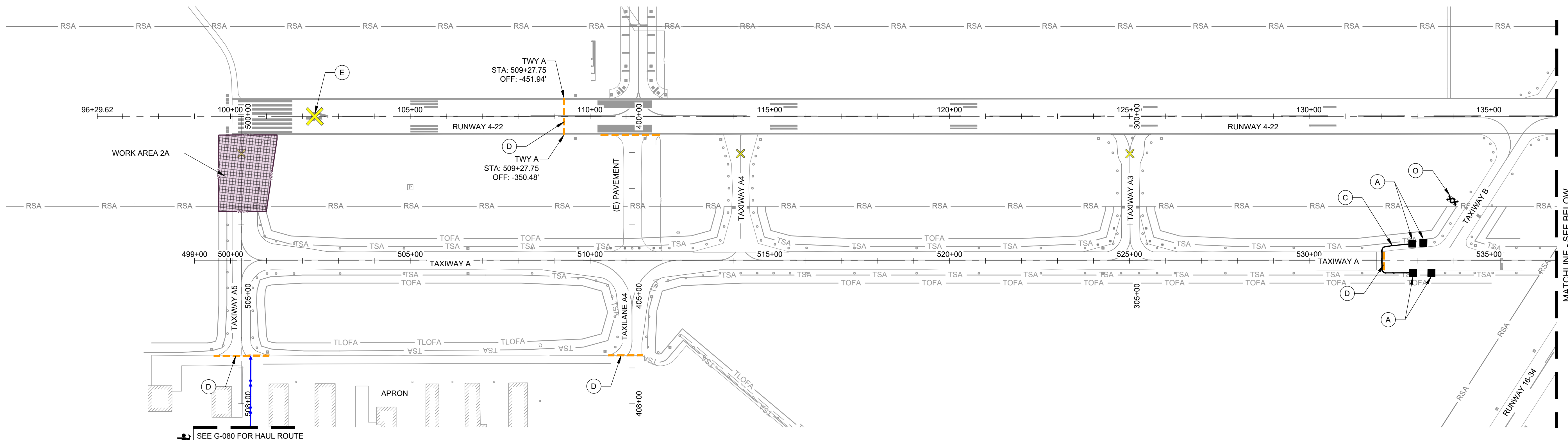
NOTE:
ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF OF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.

WORK AREA	MAJOR WORK TO BE COMPLETED	IMPACT ON AIRPORT OPERATIONS	CLOSURE SEQUENCING
<p>WORK AREA 1</p> <ul style="list-style-type: none"> MAY BE CONCURRENT WITH WORK AREAS 2A, 2B, and 2C <p>AIRPORT INFORMATION</p> <p>RUNWAY 4-22 DESIGN APPROACH CATEGORY: D-II RUNWAY 4-22 OBJECT FREE AREA: 800-FEET RUNWAY 4-22 SAFETY AREA: 500-FEET</p> <p>TAXIWAY A DESIGN GROUP (TDG): 2B TAXIWAY A3 CONNECTOR DESIGN GROUP (TDG): 2B TAXIWAY A4 CONNECTOR DESIGN GROUP (TDG): 2B TAXIWAY A5 BETWEEN TWY A & RWY 4-22 DESIGN GROUP (TDG): 2B TAXIWAY A5 BETWEEN TWY A & APRON DESIGN GROUP (TDG): 1B</p> <p>AIRFIELD DESIGN GROUP (ADG): II TAXIWAY OBJECT FREE AREA: 124-FEET TAXIWAY SAFETY AREA: 79-FEET</p>	<p>WORK AREA 1</p> <ul style="list-style-type: none"> INSTALL TRAFFIC CONTROL AND NECESSARY SAFETY DEVICES THE CONTRACTOR SHALL BUILD RUNWAY CLOSURE CROSSES FROM BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR SIMILAR MATERIALS APPROVED BY THE ENGINEER. FOR TAXIWAY A3 AND A5 CLOSURE CROSSES, THE CONTRACTOR MAY ELECT TO PAINT TEMPORARY PAVEMENT MARKINGS IN LIEU OF BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR OTHER SIMILAR MATERIALS APPROVED BY THE ENGINEER. INSTALL TEMPORARY EROSION CONTROL VARIABLE DEPTH MILLING (NOMINAL 2") COMPLETE CRACK REPAIR EXISTING TAXIWAY PAVEMENT REMOVAL INSTALL FILLETS INSTALL BITUMINOUS BASE COURSE SHOULDER ADJUSTMENT TAXIWAY EDGE LIGHT ADJUSTMENT 	<ol style="list-style-type: none"> WORK CONTAINED WITHIN WA 1 IS OUTSIDE THE EXISTING RUNWAY 4-22 RSA. RUNWAY 4-22 SHALL REMAIN OPEN FOR THE DURATION OF WA 1. AIRCRAFT AT THE RUNWAY 4 END MUST BACK-TAXI TO TAXIWAY B. TAXIWAY A IS CLOSED WEST OF TAXIWAY B FOR THE DURATION OF WORK AREA 1. TAXIWAY CONNECTOR A3, A4 AND A5 ARE CLOSED FOR THE DURATION OF WORK AREA 1. AIRCRAFT ACCESSING TAXIWAY A FROM THE APRON SHALL UTILIZE TAXIWAY H AND RUNWAY 16-34. <p style="text-align: center;">CONSTRUCTION COORDINATION</p> <ol style="list-style-type: none"> ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE CONSTRUCTION ACCESS ROUTE AS SHOWN IN THE CONTRACT DOCUMENTS. ALL LIGHTS ON THE ACTIVE TAXIWAY A PAVEMENT MUST REMAIN OPERATIONAL AT ALL TIMES. THE CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS FOR MAINTAINING ELECTRICAL CIRCUIT. PERFORM WASHOUT OF CONCRETE TRUCK DRUMS AT AN APPROVED OFF-SITE LOCATION OR IN DESIGNATED CONCRETE WASHOUT AREA ONLY. A CONCRETE WASH (SEE DETAIL 3/C-031) MAY BE CONSTRUCTED IN THE LOCATION IDENTIFIED ON THE OVERALL PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS. 	<ol style="list-style-type: none"> THE AIRPORT WILL ISSUE NOTAMS INDICATING RUNWAY AND TAXIWAY CLOSURES. UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE LOW-PROFILE BARRICADES AND CLOSURE CROSSES AT THE LOCATIONS SHOWN ON SHEET G-081. BARRICADES SHALL BE WEIGHTED TO PREVENT DISPLACEMENT. THE CONTRACTOR SHALL PERFORM LOCKOUT TAGOUT PROCEDURES AT THE ELECTRICAL BUILDING FOR CIRCUITS IMPACTED BY CONSTRUCTION. IN THE PRESENCE OF THE RE, THE CONTRACTOR WILL PERFORM MEGGER TESTING ON IMPACTED CIRCUITS PER SPECIFICATION. PRIOR TO REOPENING THE WORK AREA, THE CONTRACTOR SHALL ENSURE THE FOLLOWING: <ul style="list-style-type: none"> A. ALL EXCAVATIONS SHALL BE BACKFILLED AND ALL CONSTRUCTION MATERIALS / EQUIPMENT SHALL BE REMOVED FROM THE WORK AREA. IN ORDER FOR THE WORK AREA TO BE REOPENED, THE CONTRACTOR MUST PROVIDE A COMPLIANT SAFETY AREA WHICH CONSISTS OF: <ul style="list-style-type: none"> • CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS. • FREE OF OBJECTS AND NO DROPS OFFS EXCEEDING 3-INCHES. • SLOPES / GRADES EXCEEDING 3% WITHIN RSA SHALL NOT BE PERMITTED. SLOPES / GRADES EXCEEDING 5% WITHIN TSA SHALL NOT BE PERMITTED. B. THE CONTRACTOR SHALL SWEEP ANY MATERIAL TRACKED ON TO PAVEMENT WITHIN THE WORK AREA. C. REMOVE LOCKOUT TAGOUT AT THE ELECTRICAL BUILDING AND IN THE PRESENCE OF THE RE THE CONTRACTOR WILL PERFORM MEGGER TESTING ON IMPACTED CIRCUITS PER SPECIFICATION AND RE-ENERGIZE THE AIRFIELD CIRCUITS SERVING OPEN AIRFIELD PAVEMENTS. D. UPON COMPLETION, CLOSURE CROSSES SHALL BE REMOVED.

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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901**

ISSUED
IFB APRIL 24, 2026

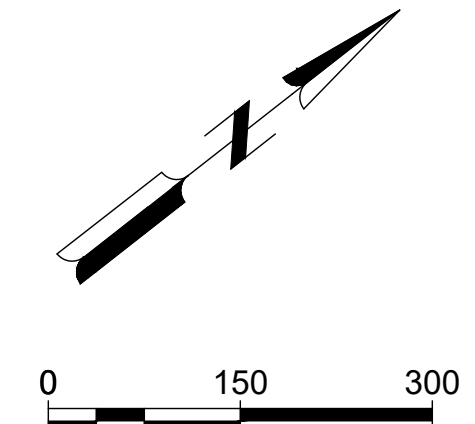
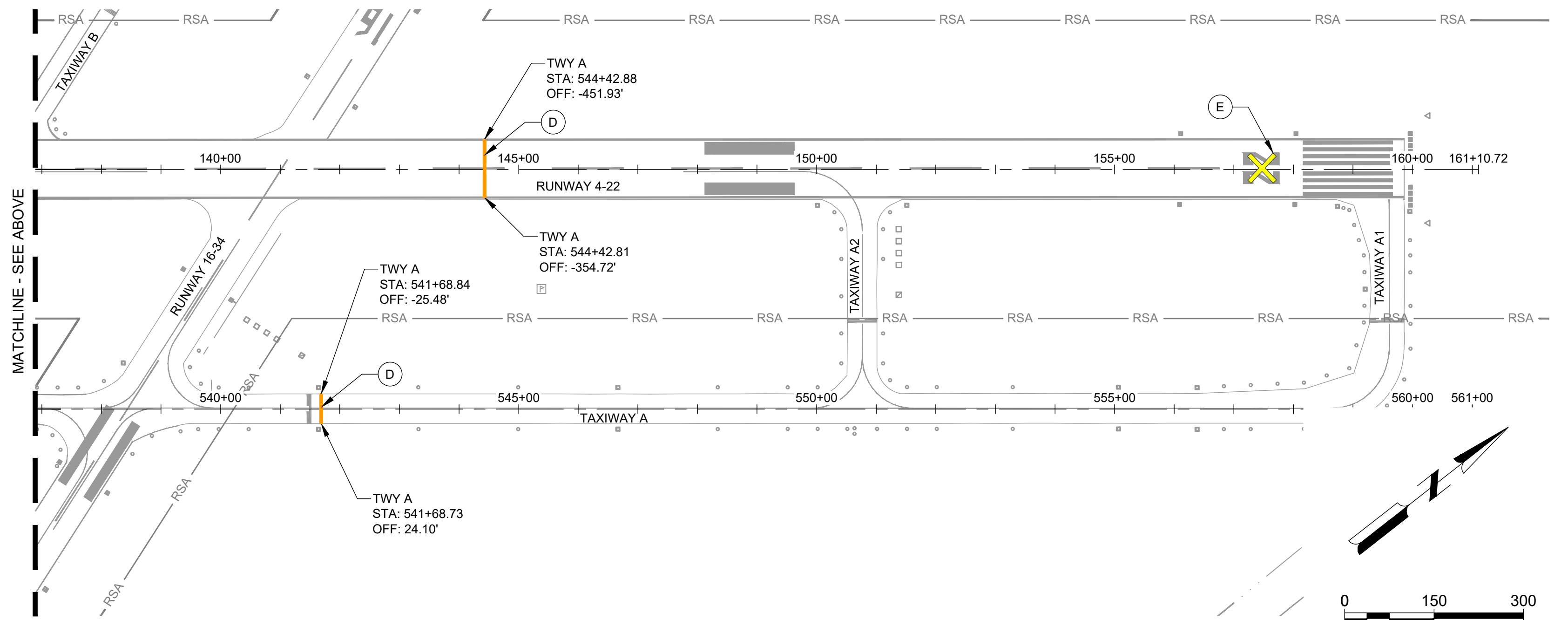


LEGEND:

	WORK AREA 2A
	CONTRACTOR HAUL ROUTE
	OBSCURE EDGE LIGHTS
	GATE GUARD
	LOW PROFILE BARRICADE, SEE DETAIL 1/G-086
	CLOSURE CROSS, SEE DETAIL 3/G-086
	OBSCURE AIRFIELD GUIDANCE SIGN
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	TLOFA TAXILANE OBJECT FREE AREA

- KEY NOTES**
- (D) OBSCURE GUIDANCE SIGN
 - (A) OBSCURE EDGE LIGHT
 - (B) REMOVE PAVEMENT MARKINGS. SEE C-051 THROUGH C-054 FOR PAVEMENT REMOVAL LIMITS
 - (C) INSTALL ELECTRICAL JUMPER CABLES
 - (D) INSTALL LOW-PROFILE BARRICADES, SEE DETAIL 1/ G-086.
 - (E) INSTALL CLOSURE CROSS, SEE DETAIL 3/ G-086.

NOTE:
ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF OF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.



WORK AREA

- WORK AREA 2A**
- MAY BE CONCURRENT WITH OTHER WORK AREAS, BUT RUNWAY 4/22 MAY ONLY BE CLOSED FOR A TOTAL OF 20 CALENDAR DAYS

AIRPORT INFORMATION

RUNWAY 4-22 DESIGN APPROACH CATEGORY: D-II
RUNWAY 4-22 OBJECT FREE AREA: 800-FEET
RUNWAY 4-22 SAFETY AREA: 500-FEET

TAXIWAY A DESIGN GROUP (TDG): 2B
TAXIWAY A3 CONNECTOR DESIGN GROUP (TDG): 2B
TAXIWAY A4 CONNECTOR DESIGN GROUP (TDG): 2B
TAXIWAY A5 BETWEEN TWY A & RWY 4-22 DESIGN GROUP (TDG): 2B
TAXIWAY A5 BETWEEN TWY A & APRON DESIGN GROUP (TDG): 1B

AIRFIELD DESIGN GROUP (ADG): II
TAXIWAY OBJECT FREE AREA: 124-FEET
TAXIWAY SAFETY AREA: 79-FEET

MAJOR WORK TO BE COMPLETED

- WORK AREA 2A**
- INSTALL TRAFFIC CONTROL AND NECESSARY SAFETY DEVICES
 - THE CONTRACTOR SHALL BUILD RUNWAY CLOSURE CROSSES FROM BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR SIMILAR MATERIALS APPROVED BY THE ENGINEER.
 - INSTALL TEMPORARY EROSION CONTROL
 - VARIABLE DEPTH MILLING (NOMINAL 2")
 - COMPLETE CRACK REPAIR
 - INSTALL BITUMINOUS BASE COURSE
 - SHOULDER ADJUSTMENT
 - TAXIWAY EDGE LIGHT ADJUSTMENT

IMPACT ON AIRPORT OPERATIONS

1. WORK TO BE COMPLETED WITHIN WA 2A IS INSIDE THE EXISTING RUNWAY 4-22 RSA. RUNWAY 4-22 SHALL BE CLOSED FOR THE DURATION OF WA 2A.
2. IMPACT ON AIRPORT OPERATIONS OCCURRING DURING WORK AREA 1 SHALL ALSO APPLY.

CONSTRUCTION COORDINATION

1. ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE CONSTRUCTION ACCESS ROUTE AS SHOWN IN THE CONTRACT DOCUMENTS.
2. ALL LIGHTS ON THE ACTIVE TAXIWAY A PAVEMENT MUST REMAIN OPERATIONAL AT ALL TIMES. THE CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS FOR MAINTAINING ELECTRICAL CIRCUIT.
3. RUNWAY 4-22 ILS SHALL BE SHUT DOWN.
4. PERFORM WASHOUT OF CONCRETE TRUCK DRUMS AT AN APPROVED OFF-SITE LOCATION OR IN DESIGNATED CONCRETE WASHOUT AREA ONLY. A CONCRETE WASH (SEE DETAIL 3/C-031) MAY BE CONSTRUCTED IN THE LOCATION IDENTIFIED ON THE OVERALL PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

CLOSURE SEQUENCING

1. THE AIRPORT WILL ISSUE NOTAMS INDICATING RUNWAY AND TAXIWAY CLOSURES.
2. UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE CROSSES OVER THE RUNWAY NUMERALS AT EACH END OF RUNWAY 4-22.
3. UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE LOW-PROFILE BARRICADES AT THE LOCATIONS SHOWN ON SHEET G-081. BARRICADES SHALL BE WEIGHTED TO PREVENT DISPLACEMENT.
4. THE CONTRACTOR SHALL PERFORM LOCKOUT TAGOUT PROCEDURES AT THE ELECTRICAL BUILDING FOR CIRCUITS IMPACTED BY CONSTRUCTION.
5. PRIOR TO REOPENING THE RUNWAY, THE CONTRACTOR SHALL ENSURE THE FOLLOWING:
 - A. ALL EXCAVATIONS SHALL BE BACKFILLED AND ALL CONSTRUCTION MATERIALS / EQUIPMENT SHALL BE REMOVED FROM THE WORK AREA. IN ORDER FOR THE WORK AREA TO BE REOPENED, THE CONTRACTOR MUST PROVIDE A COMPLIANT SAFETY AREA WHICH CONSISTS OF:
 - CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS.
 - FREE OF OBJECTS AND NO DROPS OFFS EXCEEDING 3-INCHES.
 - SLOPES / GRADES EXCEEDING 3% WITHIN RSA SHALL NOT BE PERMITTED. SLOPES / GRADES EXCEEDING 5% WITHIN TSA SHALL NOT BE PERMITTED.
 - B. THE CONTRACTOR SHALL SWEEP ANY MATERIAL TRACKED ON TO PAVEMENT WITHIN THE WORK AREA.
 - C. TURN ON RUNWAY 4-22 ILS AND RE-ENERGIZE THE AIRFIELD CIRCUITS SERVING THE OPEN AIRFIELD PAVEMENTS.
 - D. UPON COMPLETION, CLOSURE CROSSES SHALL BE REMOVED.

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CONSTRUCTION SAFETY AND PHASING PLAN - WORK AREA 2A
DO NOT SCALE DRAWINGS

SHEET NO. 8 of 61

GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

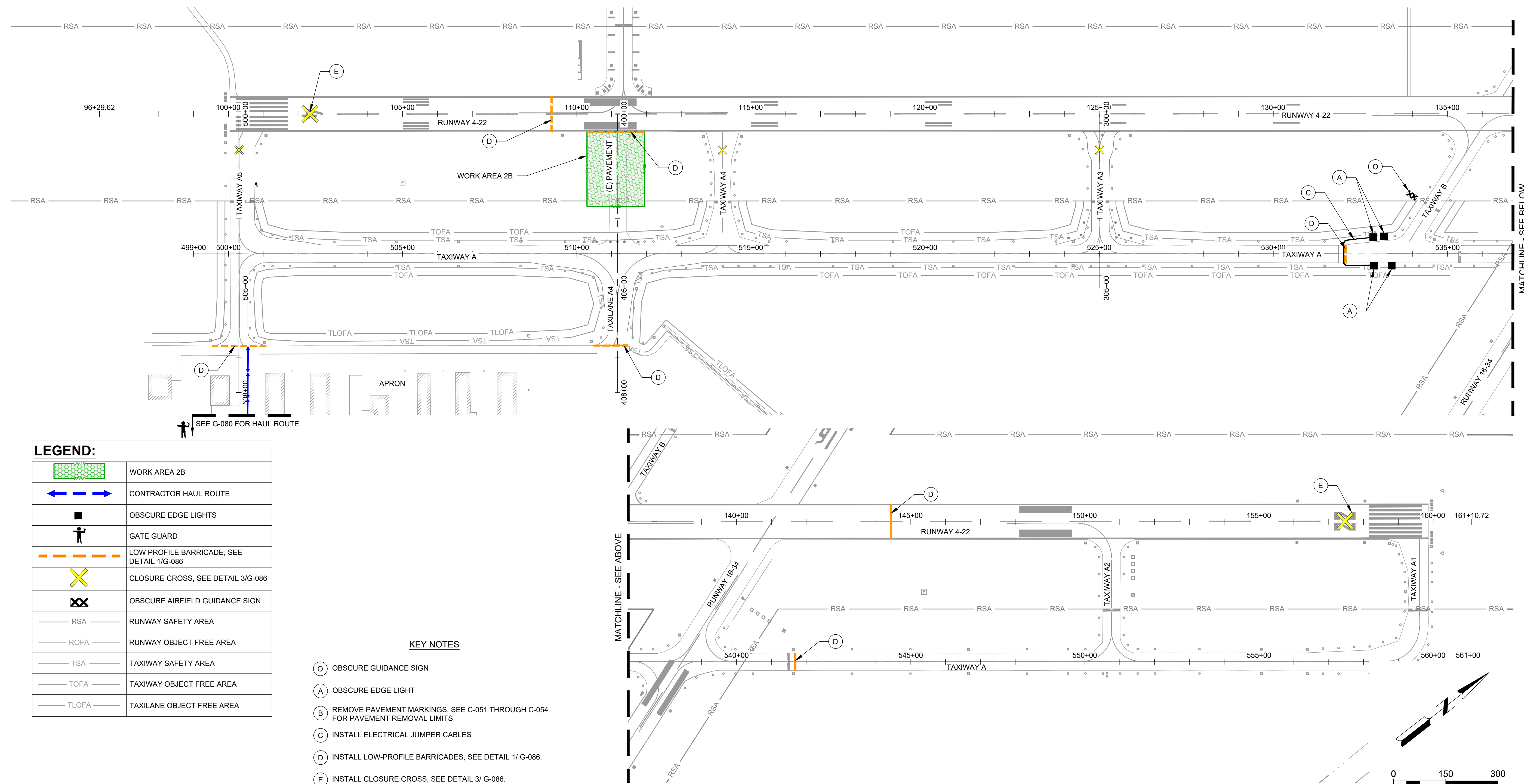
ISSUED
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DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CONSTRUCTION
SAFETY AND PHASING
PLAN - WORK AREA 2B

DO NOT SCALE DRAWINGS
SHEET NO. 9 of 61

G-083



LEGEND:	
	WORK AREA 2B
	CONTRACTOR HAUL ROUTE
	OBSCURE EDGE LIGHTS
	GATE GUARD
	LOW PROFILE BARRICADE, SEE DETAIL 1/G-086
	CLOSURE CROSS, SEE DETAIL 3/G-086
	OBSCURE AIRFIELD GUIDANCE SIGN
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	TLOFA TAXILANE OBJECT FREE AREA

- KEY NOTES**
- (D) OBSCURE GUIDANCE SIGN
 - (A) OBSCURE EDGE LIGHT
 - (B) REMOVE PAVEMENT MARKINGS. SEE C-051 THROUGH C-054 FOR PAVEMENT REMOVAL LIMITS
 - (C) INSTALL ELECTRICAL JUMPER CABLES
 - (D) INSTALL LOW-PROFILE BARRICADES, SEE DETAIL 1/ G-086.
 - (E) INSTALL CLOSURE CROSS, SEE DETAIL 3/ G-086.

WORK AREA

WORK AREA 2B

- MAY BE CONCURRENT WITH OTHER WORK AREAS, BUT RUNWAY 4/22 MAY ONLY BE CLOSED FOR A TOTAL OF 20 CALENDAR DAYS

AIRPORT INFORMATION

RUNWAY 4-22 DESIGN APPROACH CATEGORY: D-II
 RUNWAY 4-22 OBJECT FREE AREA: 800-FEET
 RUNWAY 4-22 SAFETY AREA: 500-FEET

TAXIWAY A DESIGN GROUP (TDG): 2B
 TAXIWAY A3 CONNECTOR DESIGN GROUP (TDG): 2B
 TAXIWAY A4 CONNECTOR DESIGN GROUP (TDG): 2B
 TAXIWAY A5 BETWEEN TWY A & RWY 4-22 DESIGN GROUP (TDG): 2B
 TAXIWAY A5 BETWEEN TWY A & APRON DESIGN GROUP (TDG): 1B

AIRFIELD DESIGN GROUP (ADG): II
 TAXIWAY OBJECT FREE AREA: 124-FEET
 TAXIWAY SAFETY AREA: 79-FEET

MAJOR WORK TO BE COMPLETED

WORK AREA 2B

- INSTALL TRAFFIC CONTROL AND NECESSARY SAFETY DEVICES
- INSTALL TEMPORARY EROSION CONTROL
- PAVEMENT DEMOLITION
- UNCLASSIFIED EXCAVATION
- INSTALL BITUMINOUS BASE COURSE
- TOPSOIL
- SEEDING
- MULCHING

IMPACT ON AIRPORT OPERATIONS

- WORK TO BE COMPLETED WITHIN WA 2B IS INSIDE THE EXISTING RUNWAY 4-22 RSA. RUNWAY 4-22 SHALL BE CLOSED FOR THE DURATION OF WA 2B.
- IMPACT ON AIRPORT OPERATIONS OCCURRING DURING WORK AREA 1 SHALL ALSO APPLY.

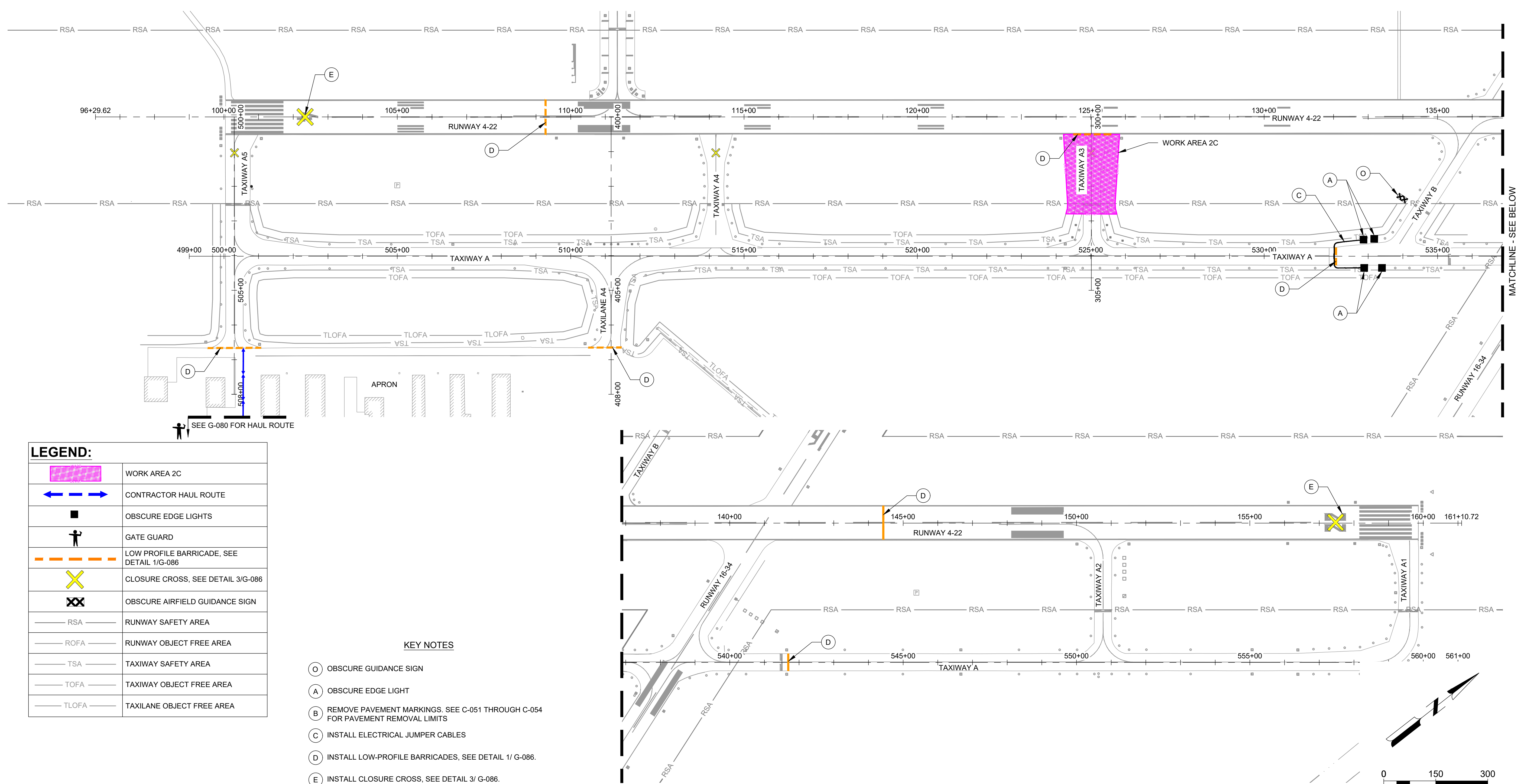
CONSTRUCTION COORDINATION

- ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE CONSTRUCTION ACCESS ROUTE AS SHOWN IN THE CONTRACT DOCUMENTS.
- ALL LIGHTS ON THE ACTIVE TAXIWAY A PAVEMENT MUST REMAIN OPERATIONAL AT ALL TIMES. THE CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS FOR MAINTAINING ELECTRICAL CIRCUIT.
- RUNWAY 4-22 ILS SHALL BE SHUT DOWN.
- PERFORM WASHOUT OF CONCRETE TRUCK DRUMS AT AN APPROVED OFF-SITE LOCATION OR IN DESIGNATED CONCRETE WASHOUT AREA ONLY. A CONCRETE WASH (SEE DETAIL 3/C-031) MAY BE CONSTRUCTED IN THE LOCATION IDENTIFIED ON THE OVERALL PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

CLOSURE SEQUENCING

- THE AIRPORT WILL ISSUE NOTAMS INDICATING RUNWAY AND TAXIWAY CLOSURES.
- UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE CROSSES OVER THE RUNWAY NUMERALS AT EACH END OF RUNWAY 4-22.
- UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE LOW-PROFILE BARRICADES AT THE LOCATIONS SHOWN ON SHEET G-081. BARRICADES SHALL BE WEIGHTED TO PREVENT DISPLACEMENT.
- THE CONTRACTOR SHALL PERFORM LOCKOUT TAGOUT PROCEDURES AT THE ELECTRICAL BUILDING FOR CIRCUITS IMPACTED BY CONSTRUCTION.
- PRIOR TO REOPENING THE RUNWAY, THE CONTRACTOR SHALL ENSURE THE FOLLOWING:
 - A. ALL EXCAVATIONS SHALL BE BACKFILLED AND ALL CONSTRUCTION MATERIALS / EQUIPMENT SHALL BE REMOVED FROM THE WORK AREA. IN ORDER FOR THE WORK AREA TO BE REOPENED, THE CONTRACTOR MUST PROVIDE A COMPLIANT SAFETY AREA WHICH CONSISTS OF:
 - CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS.
 - FREE OF OBJECTS AND NO DROPS OFFS EXCEEDING 3-INCHES.
 - SLOPES / GRADES EXCEEDING 3% WITHIN RSA SHALL NOT BE PERMITTED. SLOPES / GRADES EXCEEDING 5% WITHIN TSA SHALL NOT BE PERMITTED.
 - B. THE CONTRACTOR SHALL SWEEP ANY MATERIAL TRACKED ON TO PAVEMENT WITHIN THE WORK AREA.
 - C. TURN ON RUNWAY 4-22 ILS AND RE-ENERGIZE THE AIRFIELD CIRCUITS SERVING THE OPEN AIRFIELD PAVEMENTS.
 - D. UPON COMPLETION, CLOSURE CROSSES SHALL BE REMOVED.

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LEGEND:	
	WORK AREA 2C
	CONTRACTOR HAUL ROUTE
	OBSCURE EDGE LIGHTS
	GATE GUARD
	LOW PROFILE BARRICADE, SEE DETAIL 1/G-086
	CLOSURE CROSS, SEE DETAIL 3/G-086
	OBSCURE AIRFIELD GUIDANCE SIGN
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	TLOFA TAXILANE OBJECT FREE AREA

- KEY NOTES**
- (D) OBSCURE GUIDANCE SIGN
 - (A) OBSCURE EDGE LIGHT
 - (B) REMOVE PAVEMENT MARKINGS. SEE C-051 THROUGH C-054 FOR PAVEMENT REMOVAL LIMITS
 - (C) INSTALL ELECTRICAL JUMPER CABLES
 - (D) INSTALL LOW-PROFILE BARRICADES, SEE DETAIL 1/ G-086.
 - (E) INSTALL CLOSURE CROSS, SEE DETAIL 3/ G-086.

WORK AREA

WORK AREA 2C

- MAY BE CONCURRENT WITH OTHER WORK AREAS, BUT RUNWAY 4/22 MAY ONLY BE CLOSED FOR A TOTAL OF 20 CALENDAR DAYS

AIRPORT INFORMATION

RUNWAY 4-22 DESIGN APPROACH CATEGORY: D-II
 RUNWAY 4-22 OBJECT FREE AREA: 800-FEET
 RUNWAY 4-22 SAFETY AREA: 500-FEET

TAXIWAY A DESIGN GROUP (TDG): 2B
 TAXIWAY A3 CONNECTOR DESIGN GROUP (TDG): 2B
 TAXIWAY A4 CONNECTOR DESIGN GROUP (TDG): 2B
 TAXIWAY A5 BETWEEN TWY A & RWY 4-22 DESIGN GROUP (TDG): 2B
 TAXIWAY A5 BETWEEN TWY A & APRON DESIGN GROUP (TDG): 1B

AIRFIELD DESIGN GROUP (ADG): II
 TAXIWAY OBJECT FREE AREA: 124-FEET
 TAXIWAY SAFETY AREA: 79-FEET

MAJOR WORK TO BE COMPLETED

- WORK AREA 2C**
- INSTALL TRAFFIC CONTROL AND NECESSARY SAFETY DEVICES
 - INSTALL TEMPORARY EROSION CONTROL
 - VARIABLE DEPTH MILLING (NOMINAL 2")
 - COMPLETE CRACK REPAIR
 - INSTALL BITUMINOUS BASE COURSE
 - SHOULDER ADJUSTMENT

IMPACT ON AIRPORT OPERATIONS

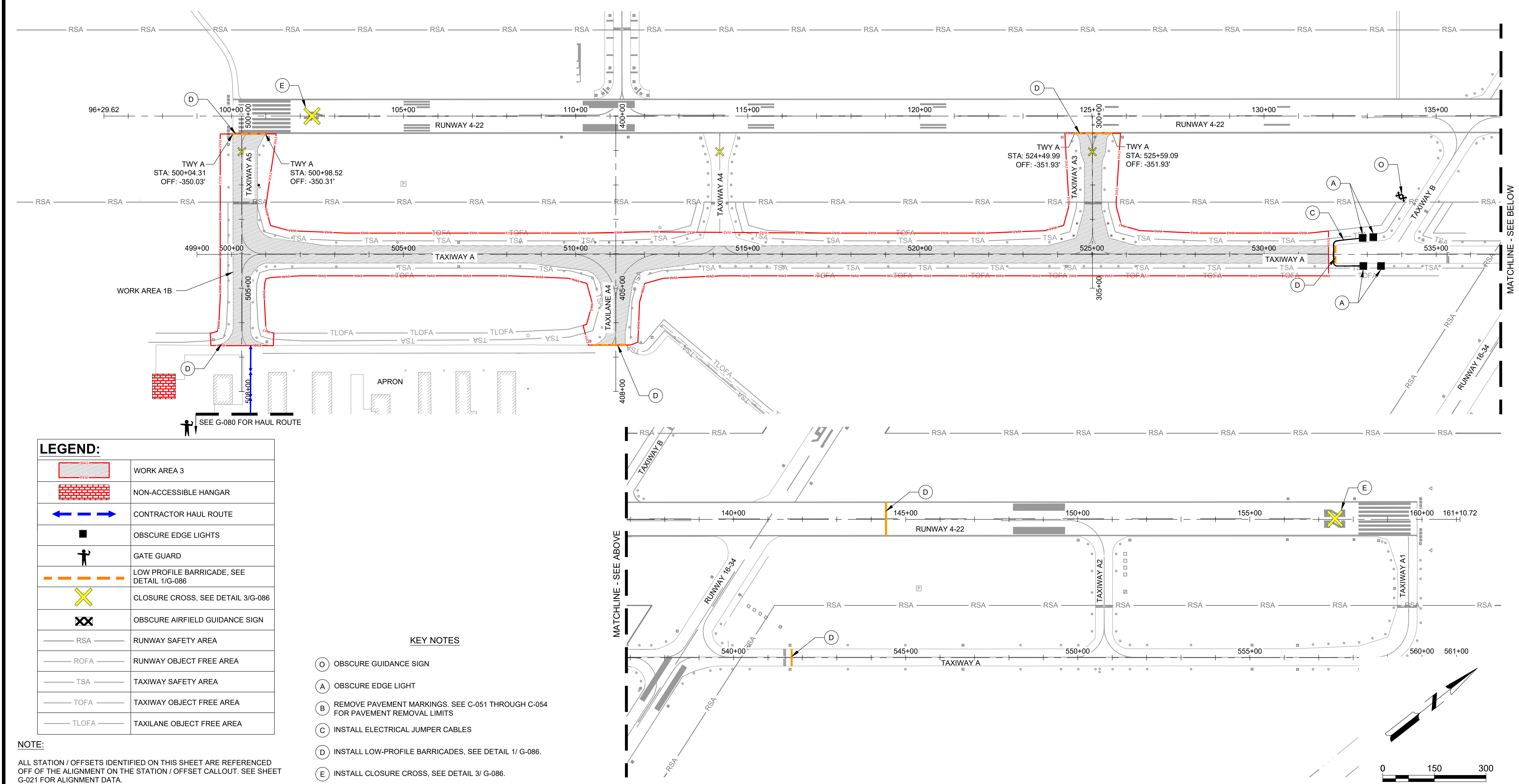
- WORK TO BE COMPLETED WITHIN WA 2C IS INSIDE THE EXISTING RUNWAY 4-22 RSA. RUNWAY 4-22 SHALL BE CLOSED FOR THE DURATION OF WA 2C.
- IMPACT ON AIRPORT OPERATIONS OCCURRING DURING WORK AREA 1 SHALL ALSO APPLY.

CONSTRUCTION COORDINATION

- ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE CONSTRUCTION ACCESS ROUTE AS SHOWN IN THE CONTRACT DOCUMENTS.
- ALL LIGHTS ON THE ACTIVE TAXIWAY A PAVEMENT MUST REMAIN OPERATIONAL AT ALL TIMES. THE CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS FOR MAINTAINING ELECTRICAL CIRCUIT.
- RUNWAY 4-22 ILS SHALL BE SHUT DOWN.
- PERFORM WASHOUT OF CONCRETE TRUCK DRUMS AT AN APPROVED OFF-SITE LOCATION OR IN DESIGNATED CONCRETE WASHOUT AREA ONLY. A CONCRETE WASH (SEE DETAIL 3/C-031) MAY BE CONSTRUCTED IN THE LOCATION IDENTIFIED ON THE OVERALL PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS.

CLOSURE SEQUENCING

- THE AIRPORT WILL ISSUE NOTAMS INDICATING RUNWAY AND TAXIWAY CLOSURES.
- UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE RUNWAY CLOSURE CROSSES OVER THE RUNWAY NUMERALS AT EACH END OF RUNWAY 4-22.
- UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE LOW-PROFILE BARRICADES AT THE LOCATIONS SHOWN ON SHEET G-081. BARRICADES SHALL BE WEIGHTED TO PREVENT DISPLACEMENT.
- THE CONTRACTOR SHALL PERFORM LOCKOUT TAGOUT PROCEDURES AT THE ELECTRICAL BUILDING FOR CIRCUITS IMPACTED BY CONSTRUCTION.
- PRIOR TO REOPENING THE RUNWAY, THE CONTRACTOR SHALL ENSURE THE FOLLOWING:
 - A. ALL EXCAVATIONS SHALL BE BACKFILLED AND ALL CONSTRUCTION MATERIALS / EQUIPMENT SHALL BE REMOVED FROM THE WORK AREA. IN ORDER FOR THE WORK AREA TO BE REOPENED, THE CONTRACTOR MUST PROVIDE A COMPLIANT SAFETY AREA WHICH CONSISTS OF:
 - CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS.
 - FREE OF OBJECTS AND NO DROPS OFFS EXCEEDING 3-INCHES.
 - SLOPES / GRADES EXCEEDING 3% WITHIN RSA SHALL NOT BE PERMITTED. SLOPES / GRADES EXCEEDING 5% WITHIN TSA SHALL NOT BE PERMITTED.
 - B. THE CONTRACTOR SHALL SWEEP ANY MATERIAL TRACKED ON TO PAVEMENT WITHIN THE WORK AREA.
 - C. TURN ON RUNWAY 4-22 ILS AND RE-ENERGIZE THE AIRFIELD CIRCUITS SERVING THE OPEN AIRFIELD PAVEMENTS.
 - D. UPON COMPLETION, CLOSURE CROSSES SHALL BE REMOVED



LEGEND:

	WORK AREA 3
	NON-ACCESSIBLE HANGAR
	CONTRACTOR HAUL ROUTE
	OBSCURE EDGE LIGHTS
	GATE GUARD
	LOW PROFILE BARRICADE, SEE DETAIL 1/G-086
	CLOSURE CROSS, SEE DETAIL 3/G-086
	OBSCURE AIRFIELD GUIDANCE SIGN
	RSA RUNWAY SAFETY AREA
	ROFA RUNWAY OBJECT FREE AREA
	TSA TAXIWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	TLOFA TAXILANE OBJECT FREE AREA

- KEY NOTES**
- (D) OBSCURE GUIDANCE SIGN
 - (A) OBSCURE EDGE LIGHT
 - (B) REMOVE PAVEMENT MARKINGS. SEE C-051 THROUGH C-054 FOR PAVEMENT REMOVAL LIMITS
 - (C) INSTALL ELECTRICAL JUMPER CABLES
 - (D) INSTALL LOW-PROFILE BARRICADES, SEE DETAIL 1/ G-086.
 - (E) INSTALL CLOSURE CROSS, SEE DETAIL 3/ G-086.

NOTE:
ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF OF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.

WORK AREA	MAJOR WORK TO BE COMPLETED	IMPACT ON AIRPORT OPERATIONS	CLOSURE SEQUENCING
<p>WORK AREA 3</p> <ul style="list-style-type: none"> • MAY BE CONCURRENT WITH OTHER WORK AREAS, BUT RUNWAY 4/22 MAY ONLY BE CLOSED FOR A TOTAL OF 20 CALENDAR DAYS <p>AIRPORT INFORMATION</p> <p>RUNWAY 4-22 DESIGN APPROACH CATEGORY: D-II RUNWAY 4-22 OBJECT FREE AREA: 800-FEET RUNWAY 4-22 SAFETY AREA: 500-FEET</p> <p>TAXIWAY A DESIGN GROUP (TDG): 2B TAXIWAY A3 CONNECTOR DESIGN GROUP (TDG): 2B TAXIWAY A4 CONNECTOR DESIGN GROUP (TDG): 2B TAXIWAY A5 BETWEEN TWY A & RWY 4-22 DESIGN GROUP (TDG): 2B TAXIWAY A5 BETWEEN TWY A & APRON DESIGN GROUP (TDG): 1B</p> <p>AIRFIELD DESIGN GROUP (ADG): II TAXIWAY OBJECT FREE AREA: 124-FEET TAXIWAY SAFETY AREA: 79-FEET</p>	<p>WORK AREA 3</p> <ul style="list-style-type: none"> • INSTALL TRAFFIC CONTROL AND NECESSARY SAFETY DEVICES • THE CONTRACTOR MAY BUILD CLOSURE CROSSES FROM BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR SIMILAR MATERIALS APPROVED BY THE ENGINEER. • INSTALL BITUMINOUS SURFACE COURSE • SHOULDER ADJUSTMENT • INSTALL FINAL PAVEMENT MARKINGS 	<ol style="list-style-type: none"> 1. WORK TO BE COMPLETED WITHIN WORK AREA 3 IS INSIDE THE EXISTING RUNWAY 4-22 RSA. RUNWAY 4-22 SHALL BE CLOSED FOR THE DURATION OF WA 3. 2. TAXIWAY A IS CLOSED WEST OF TAXIWAY B FOR THE DURATION OF WORK AREA 3. 3. TAXIWAY CONNECTOR A3, A4 AND A5 ARE CLOSED FOR THE DURATION OF WORK AREA 3. AIRCRAFT ACCESSING TAXIWAY A FROM THE APRON SHALL UTILIZE TAXIWAY H AND RUNWAY 16-34. <p style="text-align: center;">CONSTRUCTION COORDINATION</p> <ol style="list-style-type: none"> 1. ALL CONSTRUCTION TRAFFIC FOR THIS CONTRACT SHALL UTILIZE THE CONSTRUCTION ACCESS ROUTE AS SHOWN IN THE CONTRACT DOCUMENTS. 2. ALL LIGHTS ON THE ACTIVE TAXIWAY A PAVEMENT MUST REMAIN OPERATIONAL AT ALL TIMES. THE CONTRACTOR MAY ELECT TO UTILIZE TEMPORARY JUMPERS FOR MAINTAINING ELECTRICAL CIRCUIT. 3. PERFORM WASHOUT OF CONCRETE TRUCK DRUMS AT AN APPROVED OFF-SITE LOCATION OR IN DESIGNATED CONCRETE WASHOUT AREA ONLY. A CONCRETE WASH (SEE DETAIL 3/C-031) MAY BE CONSTRUCTED IN THE LOCATION IDENTIFIED ON THE OVERALL PHASING PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER. ALL HARDENED CONCRETE SHALL BE DISPOSED OF OFF-SITE IN ACCORDANCE WITH LOCAL, STATE, AND FEDERAL REGULATIONS. 	<ol style="list-style-type: none"> 1. THE AIRPORT WILL ISSUE NOTAMS INDICATING RUNWAY AND TAXIWAY CLOSURES. 2. UNDER AIRPORT ESCORT, THE CONTRACTOR SHALL PLACE LOW-PROFILE BARRICADES AT THE LOCATIONS SHOWN ON SHEET G-085. BARRICADES SHALL BE WEIGHTED TO PREVENT DISPLACEMENT. 3. THE CONTRACTOR SHALL PERFORM LOCKOUT TAGOUT PROCEDURES AT THE ELECTRICAL BUILDING FOR CIRCUITS IMPACTED BY CONSTRUCTION. 4. PRIOR TO REOPENING THE WORK AREA, THE CONTRACTOR SHALL ENSURE THE FOLLOWING: <ul style="list-style-type: none"> A. ALL EXCAVATIONS SHALL BE BACKFILLED AND ALL CONSTRUCTION MATERIALS / EQUIPMENT SHALL BE REMOVED FROM THE WORK AREA. IN ORDER FOR THE WORK AREA TO BE REOPENED, THE CONTRACTOR MUST PROVIDE A COMPLIANT SAFETY AREA WHICH CONSISTS OF: <ul style="list-style-type: none"> • CLEARED AND GRADED AND HAVE NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS. • FREE OF OBJECTS AND NO DROPS OFFS EXCEEDING 3-INCHES. • SLOPES / GRADES EXCEEDING 3% WITHIN RSA SHALL NOT BE PERMITTED. SLOPES / GRADES EXCEEDING 5% WITHIN TSA SHALL NOT BE PERMITTED. B. THE CONTRACTOR SHALL SWEEP ANY MATERIAL TRACKED ON TO PAVEMENT WITHIN THE WORK AREA. C. REMOVE LOCKOUT TAGOUT AT THE ELECTRICAL BUILDING AND RE-ENERGIZE THE AIRFIELD CIRCUITS SERVING OPEN AIRFIELD PAVEMENTS. D. UPON COMPLETION, CLOSURE CROSSES SHALL BE REMOVED.

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THE FOLLOWING NOTES ARE IN ACCORDANCE WITH FAA AC 150/5370-2G, OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION, ALONG WITH THOSE INCLUDED WITHIN THE PROJECT SPECIFICATIONS. SEE SHEETS G-080 TO G-086 FOR PROJECT SPECIFIC REQUIREMENTS.

SAFETY PLAN COMPLIANCE DOCUMENT (SPCD):

A. THE CONTRACTOR SHALL PREPARE A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) DESCRIBING HOW THE REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN WILL BE MET. THE SPCD SHALL INCLUDE A CERTIFICATION STATEMENT BY THE CONTRACTOR THAT:
1) INDICATES FULL UNDERSTANDING OF THE OPERATIONAL SAFETY REQUIREMENTS OF THE CONSTRUCTION SAFETY AND PHASING PLAN AND
2) ASSERTS NO DEVIATIONS SHALL BE MADE FROM THE APPROVED SAFETY PHASING PLAN AND SPCD UNLESS WRITTEN APPROVAL IS GRANTED BY THE AIRPORT OPERATOR. THE SPCD SHALL FOLLOW THE FORMAT OF FAA AC 150/5370-2G, SECTION 2.4 AND SHALL ADDRESS ITEMS (1)-(19) PER THE REQUIREMENTS OF THE AC.

B. THE CONTRACTOR SHALL SUBMIT THE SPCD TO THE AIRPORT FOR REVIEW AND APPROVAL FOURTEEN (14) DAYS PRIOR TO THE ANTICIPATED ISSUE OF THE NOTICE TO PROCEED. COPIES OF THE APPROVED CONSTRUCTION SAFETY PHASING PLAN AND SAFETY PLAN COMPLIANCE DOCUMENT SHALL BE MAINTAINED AT THE PROJECT SITE.

GENERAL CONSIDERATIONS:

COORDINATE THE FOLLOWING AS REQUIRED:

A. CONTRACTORS ARE REQUIRED TO ATTEND WEEKLY CONSTRUCTION MEETINGS AT WHICH OPERATIONAL SAFETY WILL BE A STANDING AGENDA ITEM DURING EVERY PROGRESS MEETING.

B. ALL CONTRACTOR PERSONNEL THAT WILL BE DRIVING ON THE AIRPORT MUST BE FAMILIAR WITH OPERATIONS ON AN AIRPORT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO FAMILIARIZE PERSONNEL ON PROPER OPERATING PROCEDURES. THE AIRPORT DOES NOT PROVIDE TRAINING.

C. CHANGES IN THE SCOPE OR DURATION OF THE PROJECT MAY REQUIRE REVISIONS TO THE SAFETY PHASING PLAN, WITH REVIEW AND APPROVAL BY THE AIRPORT OPERATOR AND FAA REQUIRED.

D. FAA-OWNED FACILITIES ARE IMPACTED BY THIS PROJECT. RUNWAY 4-22 ILS WILL BE SHUTDOWN FOR ALL WORK OCCURRING WITHIN THE RUNWAY SAFETY AREA.

E. THE CONTRACTOR SHALL NOT INTERFERE WITH OPERATIONS OF THE AIRPORT FACILITIES THAT ARE DESIGNED UNDER THIS CONTRACT TO REMAIN OPEN TO AIR TRAFFIC, AND SHALL IMPLEMENT ALL SPECIFIED AND OTHER APPROPRIATE MEASURES TO ENSURE THE SAFETY OF ALL USERS OF THE AIRPORT.

F. AIRPORT OPERATORS, OR TENANTS CONDUCTING CONSTRUCTION ON LEASED PROPERTIES, SHOULD USE THE PRE-DESIGN, PRE-BID, AND PRE-CONSTRUCTION MEETINGS TO INTRODUCE AIRPORT OPERATIONAL SAFETY DURING CONSTRUCTION.

G. THE CONTRACTOR SHALL SUBMIT A DETAILED CONSTRUCTION SCHEDULE & PHASING PLAN INCLUDING ANTICIPATED AIRFIELD PAVEMENT CLOSURE PERIODS A MINIMUM 14 CALENDAR DAYS PRIOR TO BOTH THE PRE-CONSTRUCTION MEETING AND PRIOR TO STARTING WORK IN A DIFFERENT AREA/PHASE.

PROJECT PHASING:

SEE SHEETS G-080 TO G-085 "CONSTRUCTION SAFETY AND PHASING PLAN" FOR INFORMATION

AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION ACTIVITY:

A. RUNWAYS AND TAXIWAYS SHALL REMAIN IN USE BY AIRCRAFT TO THE MAXIMUM EXTENT POSSIBLE. WHEN ANY AREA IS REQUIRED TO BE CLOSED TO AIRCRAFT TRAFFIC, IT SHALL BE BARRICADED AND MARKED IN ACCORDANCE WITH FAA AC 5370-2G AND WITHIN THESE PROJECT DOCUMENTS.

RUNWAY CLOSURE:
THE RUNWAY CLOSURE SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN, SHEETS G-080 TO G-085.

TAXIWAY CLOSURES:
THE TAXIWAY CLOSURES SHALL BE AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLAN, SHEETS G-080 TO G-085.

NAVAIDS:

A. THE SCOPE OF WORK FOR THIS PROJECT DOES ANTICIPATE IMPACTS TO NAVAIDS. RUNWAY 4-22 ILS WILL BE SHUTDOWN FOR ALL WORK OCCURRING WITHIN THE RUNWAY SAFETY AREA.

CONTRACTOR ACCESS:

B. STOCKPILED MATERIALS AND STORING/PARKING EQUIPMENT ARE NOT PERMITTED WITHIN THE SAFETY AREA OR OBJECT FREE AREA OF AN OPERATIONAL RUNWAY OR TAXIWAY (OFA STOCKPILES REQUIRE FAA APPROVAL). IF THE CONTRACTOR WISHES TO STOCKPILE MATERIALS OR EQUIPMENT ADJACENT TO AN OFA, THEY MUST FIRST COORDINATE WITH THE AIRPORT OPERATOR TO ENSURE THAT
1) APPROPRIATE LIGHTING AND BARRICADES ARE IN PLACE, AND
2) THE STOCKPILED MATERIALS DO NOT CREATE A WILDLIFE ATTRACTANT OR FOREIGN OBJECT DEBRIS (FOD) HAZARD.

C. EXCAVATION AND RESULTANT STOCKPILES ADJACENT TO OTHER SURFACES MUST BE APPROPRIATELY MARKED W/ BARRICADES, AS DIRECTED BY THE AIRPORT.

D. THE CONTRACTOR'S EQUIPMENT IS STRICTLY LIMITED TO THE CONSTRUCTION AREAS DURING CONSTRUCTION AND TO THE CONTRACTOR STORAGE AREA DURING NON-CONSTRUCTION PERIODS, EXCEPT AS PROVIDED ON THE PLANS. IN THE CONTRACT SPECIAL PROVISIONS OR AS AUTHORIZED BY THE AIRPORT IN WRITING. CRANES NEED TO BE STORED WITH THE BOOM IN THE LOWERED POSITION WHEN NOT IN USE. CONTRACTOR PARKING SHALL BE LIMITED TO THE CONTRACTOR EMPLOYEE PARKING, EXCEPT AS ALLOWED BY THE AIRPORT.

E. HAUL ROUTES AND ACCESS TO THE CONSTRUCTION SITE(S) WILL BE AS SHOWN ON THE CONSTRUCTION PHASING SHEET AND DISCUSSED AT THE PRE-BID MEETING. THE CONTRACTOR IS RESPONSIBLE FOR RESTORING ALL HAUL ROADS, PLANT SITES, STAGING AND STORAGE AREAS TO ORIGINAL CONDITION OR TO THE SATISFACTION OF THE ENGINEER/AIRPORT. THIS WILL INCLUDE BUT NOT BE LIMITED TO GRADING (FILLING IF NECESSARY) AND SEEDING AND MULCHING ALL TURF AREAS USED BY THE CONTRACTOR. ANY PAVEMENT AREAS USED BY THE CONTRACTOR AS A HAUL ROUTE WHICH ARE DAMAGED WILL BE REPAVED AS APPROVED BY THE AIRPORT AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL INSPECT ALL HAUL ROUTES PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR ANY DOCUMENTATION OF EXISTING HAUL ROUTES, EITHER WITH PICTURES OR VIDEO. ANTICIPATED COSTS ASSOCIATED WITH DOCUMENTING EXISTING HAUL ROUTE CONDITIONS, OR RECONSTRUCTING OR RESTORING HAUL ROUTES AND STORAGE AREAS, SHALL BE INCIDENTAL TO THE PROJECT.

F. ALL CONSTRUCTION EQUIPMENT MUST BE MARKED WITH A 3 FEET BY 3 FEET ORANGE AND WHITE CHECKERED FLAG AND/OR AMBER BEACON. SEE DETAIL 2, THIS SHEET. FOR NIGHT CONSTRUCTION, ALL EQUIPMENT MUST BE EQUIPPED WITH AN AMBER BEACON. ALL CONSTRUCTION VEHICLES MUST BE CLEARLY MARKED WITH THE COMPANY NAME/LOGO AT ALL TIMES. MARKING AND LIGHTING SHALL OTHERWISE BE IN ACCORDANCE WITH AC 150/5210-5D.

G. AIRPORT RADIOS, FLAG PERSON AND DRIVER TRAINING: THE CONTRACTOR SHALL MAINTAIN AND MONITOR AN AIRPORT RADIO ON-SITE AT ALL TIMES. THE GROUND TRAFFIC RADIO FREQUENCY FOR THE AIRPORT IS 123.000. RADIOS ARE NOT AVAILABLE FROM THE AIRPORT. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AN ADEQUATE NUMBER OF RADIOS FOR THEIR OPERATIONS. TRAINING OF CONTRACTORS ON PROPER COMMUNICATION PROCEDURES IS ESSENTIAL FOR MAINTAINING AIRPORT OPERATIONAL SAFETY. THE AIRPORT DOES NOT PROVIDE RADIO COMMUNICATION TRAINING.

THE CONTRACTOR SHALL BE REQUIRED TO HAVE A TRAINED FLAG PERSON EQUIPPED WITH AN AIRPORT RADIO OPERATING ON PROVIDED FREQUENCY TO ESCORT ANY CONTRACTOR VEHICLES WHEN CROSSING ACTIVE AOA'S. COST OF MAINTAINING THE FLAG PERSON SHALL BE INCLUDED UNDER PAY ITEM AR150530 TRAFFIC MAINTENANCE. KEY CONTRACTOR PERSONNEL MAY BE EXPECTED TO TRAVEL ON OR NEAR ACTIVE AOAs. THESE INDIVIDUALS MUST COMPLY WITH THE AIRPORT OPERATOR'S RULES AND REGULATIONS.

WILDLIFE MANAGEMENT:

A. THE CSPP AND SPCD MUST BE IN COMPLIANCE WITH THE AIRPORT'S WILDLIFE MANAGEMENT PLAN, IF APPLICABLE.

B. CONTRACTORS MUST CAREFULLY CONTROL AND CONTINUOUSLY REMOVE WASTE OR LOOSE MATERIALS THAT CAN CREATE WILDLIFE HAZARDS OR ATTRACTANTS. THESE INCLUDE TRASH, STANDING WATER, TALL GRASS, SCATTERED SEEDS, POORLY MAINTAINED FENCING, AND DISRUPTION OF EXISTING HABITAT.

FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT:

A. DEBRIS SHALL NOT BE DEPOSITED IN ANY PORTION OF AN OPERATIONAL RUNWAY, TAXIWAY, OR APRON. SHOULD ANY DEBRIS BE ACCIDENTALLY DEPOSITED ON ACTIVE OPERATIONAL AREAS, IT SHALL BE REMOVED IMMEDIATELY. THE CONTRACTOR SHALL HAVE SWEEPING AND/OR VACUUMING CAPABILITIES ON-SITE IN ORDER TO CONTINUOUSLY REMOVE DEBRIS FROM ACTIVE OPERATIONAL AREAS DURING THE CONSTRUCTION PROJECT.

PRIOR TO OPENING AIRCRAFT MOVEMENT AREAS CLOSED FOR THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS CLEAR OF ANY FOREIGN OBJECT DEBRIS (FOD) AND IS ACCEPTABLE TO THE AIRPORT.

THE CONTRACTOR SHALL CONDUCT DAILY INSPECTIONS OF THE WORK AND ADJACENT AREAS FOR SAFETY AND CLEANLINESS. THE AIRPORT MAY ALSO PERFORM DAILY INSPECTIONS. UPON COMPLETION OF THIS PROJECT, THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE SITE, INCLUDING ADJACENT PAVEMENTS AND HAUL ROUTES, IS RETURNED TO ORIGINAL CONDITION AND TO THE SATISFACTION OF THE AIRPORT.

B. CONTRACTOR SHALL USE ALL MEANS NECESSARY TO MINIMIZE DUST DURING CONSTRUCTION OPERATIONS. IF THE AIRPORT REQUESTS DUST CONTROL IT SHALL BE APPLIED IMMEDIATELY. ANY WORK ASSOCIATED WITH DUST CONTROL IS CONSIDERED INCIDENTAL TO THE CONTRACT.

HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT:

A. ANY TYPE OF FUELING SUPPORT FACILITY OR DEVICE USED TO REFUEL CONSTRUCTION EQUIPMENT IS SUBJECT TO LOCAL FIRE INSPECTION. LOCAL FIRE CODES AND SAFETY STANDARDS SHALL BE MET PRIOR TO COMMENCEMENT OF WORK.

B. CONTRACTORS OPERATING CONSTRUCTION VEHICLES AND EQUIPMENT ON THE AIRPORT MUST BE PREPARED TO EXPEDITIOUSLY CONTAIN AND CLEAN UP SPILLS RESULTING FROM FUEL OR HYDRAULIC FLUID LEAKS.

C. TRANSPORT AND HANDLING OF OTHER HAZARDOUS MATERIALS ALSO REQUIRE SPECIAL PROCEDURES (SEE AC 150/5320-15A, MANAGEMENT OF AIRPORT INDUSTRIAL WASTE).

NOTIFICATION OF CONSTRUCTION ACTIVITIES:

A. THE CONTRACTOR SHALL INCLUDE IN THE SPCD A PROCEDURE FOR IMMEDIATE NOTIFICATION OF THE AIRPORT AND LOCAL FAA OF ANY ADVERSE CONDITIONS AFFECTING SAFETY ON THE AIRPORT. THE CONTRACTOR SHALL OBTAIN CONTACT INFORMATION FOR ALL INVOLVED PARTIES AND PROCEDURES FOR CONTACTING THEM 24 HOURS A DAY, 7 DAYS A WEEK.

B. THE AIRPORT SHALL ISSUE ALL NOTAMS RELEVANT TO THE CONSTRUCTION PROGRESS.

C. THE CONTRACTOR SHALL PREPARE AND SUBMIT CONTACT INFORMATION TO THE AIRPORT FOR LOCAL MEDICAL, FIRE FIGHTING, AND POLICE RESPONSE IN CASE OF EMERGENCIES DURING CONSTRUCTION.

D. THERE ARE NO ON-SITE ARFF FACILITIES AT THIS AIRPORT.

E. PER 14 CFR PART 77, THIS CSPP HAS BEEN SUBMITTED TO THE FAA BY THE TIME OF CONSTRUCTION. 14 CFR PART 157 IS NOT APPLICABLE TO THIS PROJECT.

INSPECTION REQUIREMENTS:

A. AIRPORT SAFETY SELF-INSPECTIONS SHOULD BE CONDUCTED BY THE CONTRACTOR AT LEAST DAILY, BUT MORE FREQUENTLY IF NECESSARY TO CONFORM WITH THE CSPP. A SAMPLE DAILY INSPECTION CHECKLIST IS AVAILABLE IN APPENDIX C OF AC 150/5370-2G.

B. A FINAL INSPECTION MEETING WILL ALSO BE HELD FOR THIS PROJECT.

UNDERGROUND UTILITIES:

A. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTION OF EXISTING AIRPORT UTILITIES, AND ELECTRICAL CIRCUITS, WHETHER OWNED BY THE AIRPORT OR OTHER AGENCIES OPERATING AT THE AIRPORT. LOCATIONS OF EXISTING CABLE SHOWN IN THE PLANS ARE BASED ON AVAILABLE SURVEY AND AS-BUILT DATA AND ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL COORDINATE THE LOCATION OF ANY CROSSING OF UNDERGROUND ELECTRICAL CIRCUITS WITH THE AIRPORT AND FAA FACILITIES PRIOR TO THE START OF ANY CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL PROVIDE TONING EQUIPMENT CAPABLE OF DETECTING A 60 HZ SIGNAL FOR LOCATING CABLES IN THE CONSTRUCTION AREA. WORKING IN CONJUNCTION WITH THE AIRPORT, THE CONTRACTOR SHALL LOCATE EXISTING CABLES PRIOR TO START OF CONSTRUCTION. COST OF LOCATING THE CABLES AND PROVIDING THE TONING EQUIPMENT SHALL BE INCLUDED UNDER APPROPRIATE BID ITEMS. ANY ELECTRICAL CIRCUITS TO BE CROSSED SHALL THEN BE TESTED FOR RESISTANCE TO GROUND BY THE CONTRACTOR UNDER SUPERVISION OF THE ENGINEER AND THE READINGS RECORDED. FOLLOWING CONSTRUCTION, THE CONTRACTOR, UNDER THE SUPERVISION OF THE AIRPORT, SHALL CHECK ALL CIRCUITS CROSSED DURING THE PROJECT. ANY CIRCUITS SHOWING A DECREASE IN RESISTANCE TO GROUND SHALL BE CORRECTED BY THE CONTRACTOR SO AS TO PROVIDE AT LEAST 50 MEGOHMS RESISTANCE IN THAT CIRCUIT. NO ADDITIONAL COMPENSATION WILL BE MADE FOR ANY CORRECTIVE ELECTRICAL WORK DUE TO CONTRACTOR'S OPERATIONS.

ENFORCEMENT / PENALTIES:

A. THIS PROJECT INVOLVES WORK NEAR ACTIVE AIRCRAFT OPERATIONAL AREAS. ANY RUNWAY OR TAXIWAY INCURSIONS OCCURRING DURING THE PROJECT, AS DETERMINED BY THE JUDGEMENT OF THE AIRPORT, MAY BE SUBJECT TO FAA FINES IN EXCESS OF \$10,000. FAA DEFINES A RUNWAY INCURSION AS "ANY OCCURRENCE AT AN AERODROME INVOLVING THE INCORRECT PRESENCE OF AN AIRCRAFT, VEHICLE OR PERSON ON THE PROTECTED AREA OF A SURFACE DESIGNATED FOR THE LANDING AND TAKE OFF OF AIRCRAFT."

B. VIOLATIONS TO BOTH THE AIRPORT OPERATIONS OR THESE RULES AND REGULATIONS, DEPENDING UPON THE SEVERITY OF THE VIOLATION, MAY RESULT IN ONE OR MORE OF THE FOLLOWING:

- 1) FINES.
- 2) A VERBAL AND/OR WRITTEN WARNING.
- 3) THE CONTRACT WORK BEING STOPPED UNTIL CORRECTIVE MEASURES ARE TAKEN TO PRECLUDE A RECURRENCE OF THE VIOLATIONS. NO TIME EXTENSION WILL BE ISSUED DUE TO A VIOLATION.
- 4) REMOVAL FROM THE PROJECT.

C. THE CONTRACTOR IS RESPONSIBLE FOR ALL FINES LEVIED BY THE AIRPORT, FAA, TSA, AND/OR POLICE STAFF FOR VIOLATIONS OF AIRFIELD AND SECURITY REGULATIONS.

RUNWAY & TAXIWAY VISUAL AIDS-MARKING, LIGHTING, SIGNS, AND VISUAL NAVAIDS:

A. AIRPORT MARKINGS, LIGHTING, SIGNS, AND VISUAL NAVAIDS MUST BE CLEARLY VISIBLE TO PILOTS, NOT MISLEADING, CONFUSING OR DECEPTIVE. ALL MUST BE SECURED IN PLACE TO PREVENT MOVEMENT BY PROP WASH, JET BLAST, WIND VORTICES OR OTHER WIND CURRENTS, BUT FRANGIBLE AND CONSTRUCTED OF MATERIALS THAT WOULD MINIMIZE DAMAGE TO AN AIRCRAFT IN THE EVENT OF INADVERTENT CONTACT.

B. THE FOLLOWING ARE APPLICABLE STANDARDS FOR ANY TEMPORARY OR PERMANENT INSTALLATIONS OF THESE RESPECTIVE ITEMS:

AIRPORT MARKINGS: AC 150/5340-1M
LIGHTING: AC 150/5340-30J, 150/5345-50B, 150/5345-53D
SIGNAGE: AC 150/5345-44L, 150/5340-18H, 150/5345-53D

C. RUNWAY CLOSURES ARE REQUIRED FOR THIS PROJECT.

MARKING AND SIGNS FOR ACCESS ROUTES:

A. PAVEMENT MARKINGS AND SIGNS INTENDED FOR CONSTRUCTION PERSONNEL SHALL CONFORM TO AC 150/5340-18G, AND WITH THE MUTCD, LOCAL MUNICIPALITIES, AND/OR IDOT HIGHWAY SPECIFICATIONS AS PRACTICAL.

B. ACCESS ROUTES USED BY CONTRACTOR MUST BE CLEARLY MARKED TO PREVENT INADVERTENT ENTRY TO AREAS OPEN TO AIRPORT OPERATIONS.

HAZARD MARKING AND LIGHTING:

A. IF ANY AIRCRAFT MOVEMENT AREAS MUST BE CLOSED, THE CONTRACTOR SHALL FURNISH AND PLACE PORTABLE BARRICADES ACROSS RUNWAYS OR TAXIWAYS TO KEEP VEHICLES FROM ENTERING ACTIVE OPERATION AREAS AND TO KEEP AIRCRAFT FROM TAXIING INTO CONSTRUCTION AREAS. BARRICADES SHALL BE HIGHLY-REFLECTIVE, MARKED WITH DIAGONAL, ALTERNATING ORANGE AND WHITE STRIPES AND SUPPLEMENTED WITH EITHER FLASHING OR STEADY-BURNING LIGHTS DURING HOURS OF RESTRICTED VISIBILITY OR DARKNESS. LIGHTS SHALL BE BARRICADE TYPE TYPICAL FOR CONSTRUCTION ZONES AND RED IN COLOR, MEETING ALL STATE HIGHWAY REQUIREMENTS. BARRICADES LOCATED WITHIN AIRCRAFT MOVEMENT AREAS (RUNWAYS, TAXIWAYS, APRONS) SHALL BE LOW PROFILE BARRICADES (NO HIGHER THAN 18") SPECIFICALLY MANUFACTURED AND DESIGNED FOR SUCH PURPOSE. THEY SHALL BE ALTERNATING ORANGE AND WHITE IN COLOR 10" HIGH AND 96" LONG, MADE OF UV-RESISTANT POLYETHYLENE AS MANUFACTURED BY MULTI-BARRIER (MODEL AR 10x96 HDPE), OR APPROVED EQUAL.

ENOUGH BARRICADES MUST BE PROVIDED TO SAFELY DELINEATE ALL CONSTRUCTION BOUNDARIES. BARRICADES SHALL BE PLACED CLOSELY ENOUGH TO PREVENT TRAFFIC FROM ENTERING THE CONSTRUCTION AREA, SEE DETAIL 1. THIS SHEET FOR SEPARATION BETWEEN BARRICADES. BARRICADES SHALL BE FILLED WITH WATER TO PREVENT MOVEMENT BY JET BLAST.

BARRICADES LOCATED OUTSIDE OF AIRCRAFT MOVEMENT AREAS MAY BE STANDARD HIGHWAY BARRICADES. IF BARRICADES ARE SUBJECT TO PROP WASH, JET BLAST, WIND VORTEX OR ANY OTHER SURFACE WIND CURRENTS, THE BARRICADES WILL BE WEIGHTED OR FASTENED TO THE GROUND TO PREVENT DISPLACEMENT.

B. HAZARDS SUCH AS AREAS UNDER REPAIR, STOCKPILE AND WASTE AREAS SHOULD ALSO BE MARKED IN ACCORDANCE WITH FAA 5370-2G.

C. THE CONTRACTOR MUST ALSO PROVIDE AN EMERGENCY CONTACT AVAILABLE 24 HOURS FOR MAINTENANCE OF CONSTRUCTION LIGHTING AND BARRICADING, OR ANY OTHER ISSUES THAT INTERFERE WITH THE OPERATIONS AT THE AIRPORT.

D. CONTRACTOR SHALL, ON A DAILY BASIS, COORDINATE WITH THE ENGINEER AND THE AIRPORT TO ENSURE ALL REQUIRED AIRFIELD LIGHTING IS FUNCTIONAL. LIGHTED BARRICADES ARE OPERATIONAL, AND TO REVIEW NOTAMS.

E. USE HIGHLY REFLECTIVE BARRICADES WITH LIGHTS TO CLOSE TAXIWAYS LEADING TO CLOSED RUNWAYS. CLOSE RUNWAY/TAXIWAY INTERSECTIONS WITH BARRICADES EVEN FOR SHORT (TEMPORARY) CLOSURES.

F. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL MOVEMENT OF BARRICADES BETWEEN PHASES, OR AS OTHERWISE CRITICAL TO AIRPORT OPERATIONS. ALL BARRICADE LIGHTS MUST BE CHECKED NIGHTLY, AND REPLACED BY THE CONTRACTOR IF NOT FUNCTIONING. MAINTAINING THE OPERATIONAL SAFETY TO THE AIRFIELD IS PAID FOR UNDER AR150530 TRAFFIC MAINTENANCE.

PROTECTION OF RUNWAY AND TAXIWAY SAFETY AREAS (AND OBJECT FREE AREAS):

A. CONSTRUCTION ACTIVITY ADJACENT TO ACTIVE RUNWAYS, TAXIWAYS, AND APRONS SHALL BE COORDINATED WITH AIRPORT OPERATIONS THROUGH THE ENGINEER. CONSTRUCTION ACTIVITY IN THESE AREAS WILL BE AUTHORIZED AFTER

- 1) NOTICES TO AIRMEN (NOTAMS) HAVE BEEN ISSUED BY THE AIRPORT.
- 2) BARRICADING AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, AND
- 3) IT HAS BEEN DETERMINED THAT THE HEIGHT OF EQUIPMENT AND MATERIALS IS BEYOND THE REACH, OR SAFELY BELOW, AIRCRAFT USING ADJACENT OPERATION AREAS. THE AIRPORT WILL SUPPLY INFORMATION FOR RUNWAY APPROACHES AND OTHER AREAS IF REQUIRED. IT IS ANTICIPATED THAT THE MAXIMUM HEIGHT OF THE CONSTRUCTION EQUIPMENT WILL BE 25 FEET.
- 4) SEE ADDITIONAL REQUIREMENTS ON SHEETS G-080 TO G-086.

B. OPEN TRENCHES AND EXCAVATIONS WITHIN THE CONSTRUCTION AREA(S) MUST BE PROMINENTLY BARRICADED. NO CONSTRUCTION MAY OCCUR WITHIN AN EXISTING RUNWAY OR TAXIWAY SAFETY AREA WHILE THE RUNWAY/TAXIWAY IS OPEN TO AIRCRAFT OPERATIONS. OPEN TRENCHES OR EXCAVATIONS ARE NOT PERMITTED WITHIN THE SAFETY AREA OF AN OPEN RUNWAY/TAXIWAY. IF THE RUNWAY/TAXIWAY MUST BE OPENED BEFORE EXCAVATIONS ARE BACKFILLED, THE EXCAVATIONS MUST BE COVERED IN SUCH A WAY AS TO ALLOW THE HEAVIEST AIRCRAFT OPERATING (GULFSTREAM G-IV) ON THE RUNWAY/TAXIWAY TO CROSS THE COVERING WITHOUT DAMAGE.

THE SAFETY AREA MUST BE GRADED WITH NO POTENTIALLY HAZARDOUS RUTS, HUMPS, DEPRESSIONS, OR OTHER SURFACE VARIATIONS UPON OPENING. OPEN TRENCHES AND EXCAVATIONS WITHIN THE CONSTRUCTION AREA(S) MUST BE PROMINENTLY MARKED.

FOR ALL AREAS WITHIN THE SAFETY AREA OF ANY ACTIVE RUNWAY OR TAXIWAY, THE CONTRACTOR WILL BE RESPONSIBLE FOR PROVIDING GRADES NO STEEPER THAN 3% EVENLY GRADED TRANSITIONS OFF ALL EXISTING PAVEMENT EDGES WILL BE REQUIRED. AT NO LOCATION WILL A GRADE CHANGE BE GREATER THAN 1.5 INCHES. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THESE GRADING REQUIREMENTS BOTH DURING AND OUTSIDE OF THEIR OWN WORKING HOURS.

C. NO CONSTRUCTION MAY TAKE PLACE WITHIN THE OBJECT FREE AREA OF AN OPEN TAXIWAY (TOFA), UNLESS:

- 1) THE TOFA DIMENSION IS TEMPORARILY ADJUSTED FOR USE BY SMALLER AIRCRAFT ONLY;
- 2) TEMPORARY OFFSET TAXIWAY MARKINGS ARE USED; OR

3) CONSTRUCTION PROCEEDS WITH THE FOLLOWING RESTRICTIONS: APPROPRIATE NOTAMS HAVE BEEN ISSUED BY THE AIRPORT, BARRICADING AND LIGHTING PROVISIONS HAVE BEEN IMPLEMENTED BY THE CONTRACTOR, AND FLAGGERS AND WING-WALKERS ARE UTILIZED TO MAINTAIN A FIVE-FOOT SEPARATION BETWEEN AIRCRAFT AND ALL EQUIPMENT OR MATERIALS. ANY ADJUSTMENT OF RSA OR TSA DIMENSIONS SHALL BE COORDINATED WITH THE ATOT AND/OR APPROPRIATE FAA REGIONAL/ADO OFFICE.

D. PERSONNEL, MATERIAL, AND/OR EQUIPMENT MAY NOT PENETRATE THE RUNWAY OBSTACLE FREE ZONE (OFZ) OR THRESHOLD SIGHTING SURFACES WHILE THE RUNWAY IS OPEN. RUNWAY APPROACH/DEPARTURE AREAS AND CLEARWAYS MUST BE PROTECTED DURING TIMES WHEN THE RUNWAY IS OPEN TO TRAFFIC. NO VEHICLES, MATERIALS OR EQUIPMENT WILL BE ALLOWED WITHIN THE RUNWAY SAFETY AREA.

OTHER LIMITATIONS ON CONSTRUCTION:

A. THE FOLLOWING ARE PROHIBITED FROM USE ON THE AIRFIELD: EQUIPMENT BEYOND THE MAXIMUM HEIGHT OF 25-FEET.

B. WELDING/BLASTING OPERATIONS
OPEN-FLAME WELDING OR TORCH CUTTING OPERATIONS ARE PROHIBITED. USE OF ELECTRICAL BLASTING CAPS IS PROHIBITED. FLARE POTS ARE PROHIBITED WITHIN THE AIR OPERATIONS AREA (AOA).

OTHER CONSTRUCTION NOTES:

A. SEE PROJECT MANUAL FOR ANTICIPATED CONSTRUCTION DATES.

B. LIQUIDATED DAMAGES SHALL BE ASSESSED IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. SEE PROJECT MANUAL FOR DETAILS.

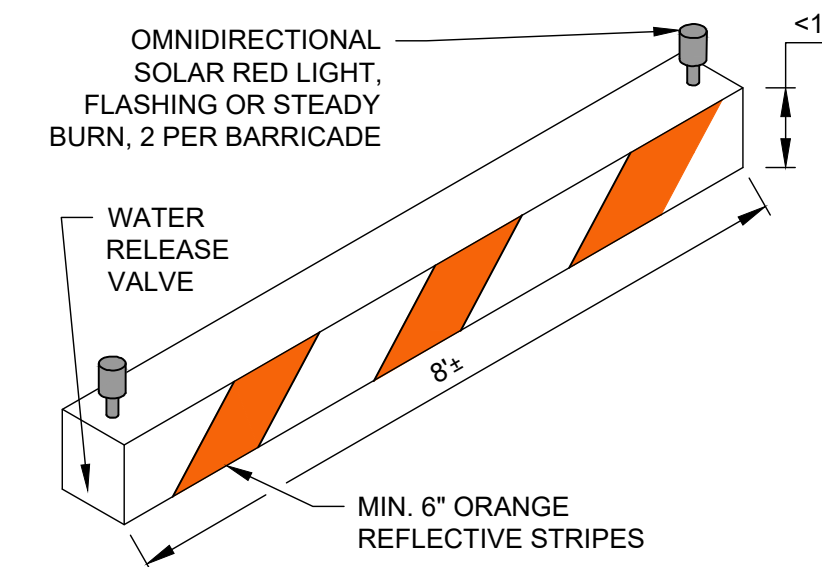
C. ALL SAFETY AND SECURITY ITEMS REQUIRED ON THE SAFETY PHASING PLAN OR IN CONSTRUCTION AND SAFETY NOTES TO BE INCLUDED UNDER APPROPRIATE BID ITEMS.

PERMITS AND LOCAL INSPECTION FEES:

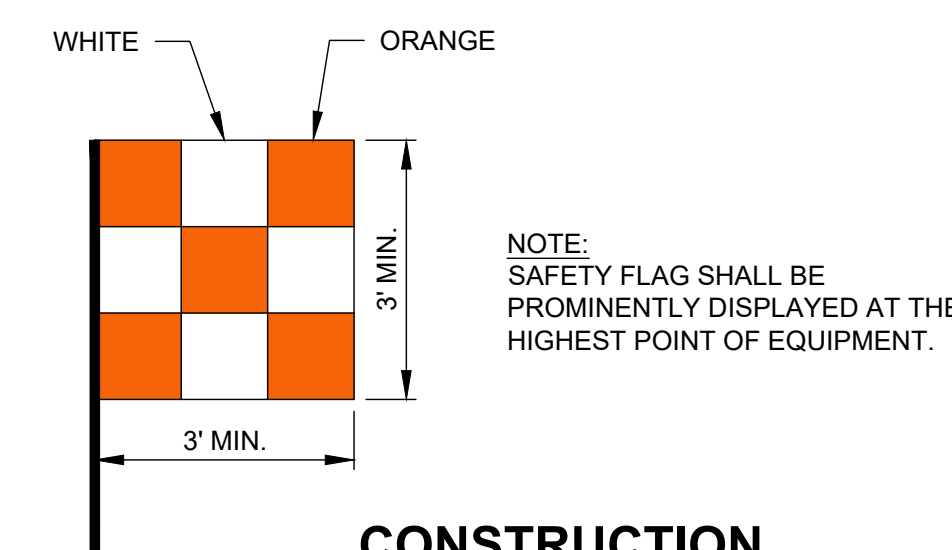
THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY AND ALL PERMITS REQUIRED FOR THIS PROJECT. ALL COSTS ASSOCIATED WITH PERMITS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

NOTES:

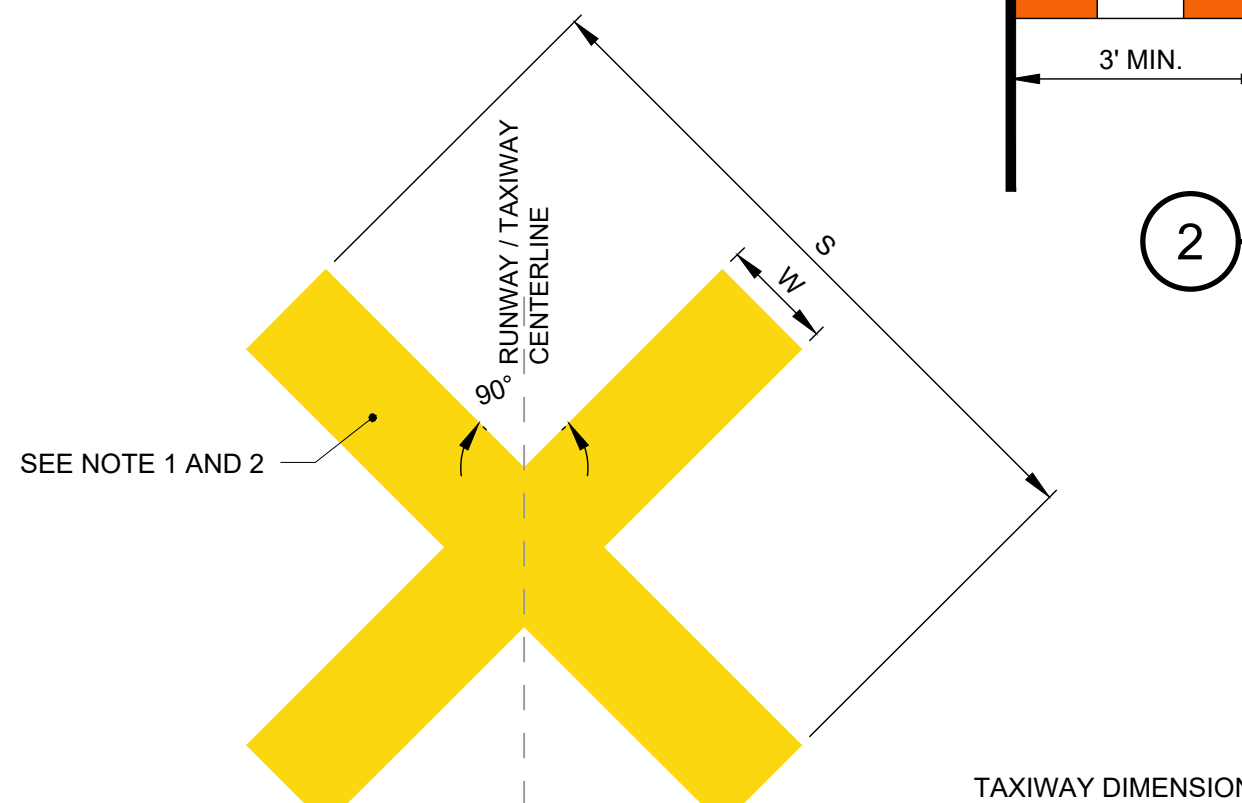
1. LOW-PROFILE BARRICADES AND OMNIDIRECTIONAL FLASHERS SHALL BE FURNISHED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEPLOYING, RELOCATING, AND REMOVING LOW-PROFILE BARRICADES IN ACCORDANCE WITH THE PHASING PLANS OR AS OTHERWISE DIRECTED BY THE AIRPORT.
2. MAINTENANCE OF LOW-PROFILE BARRICADES IS THE RESPONSIBILITY OF THE CONTRACTOR FOR THE DURATION OF THE PROJECT.
3. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING AND MAINTAINING PROPER POSITIONING AND OPERATION OF ALL LOW-PROFILE BARRICADES FOR THE DURATION OF THE PROJECT.
4. ALL LOW-PROFILE BARRICADES SHALL BE WEIGHTED AGAINST JET BLAST. CONTRACTOR SHALL IMMEDIATELY REPLACE ANY BARRICADES THAT HAVE BEEN PUNCTURED OR DO NOT RETAIN WATER.
5. BARRICADE SPACING MAY HAVE A 4' GAP MAXIMUM.



1 LOW-PROFILE BARRICADE
NOT TO SCALE



2 CONSTRUCTION SAFETY FLAG
NOT TO SCALE



DIMENSIONS	
S	W
30 FT	5 FT
60 FT	10 FT

NOTES:

1. CROSSES SHALL BE AVIATION YELLOW AND MUST BE HIGHLY VISIBLE TO PILOTS FROM THE AIR.
2. THE CONTRACTOR MAY BUILD CLOSURE CROSSES ON THE RUNWAY OR TAXIWAY FROM BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR SIMILAR MATERIALS APPROVED BY THE ENGINEER.
3. FOR TAXIWAY A3 AND A5 CLOSURE CROSSES, THE CONTRACTOR MAY ELECT TO PAINT TEMPORARY PAVEMENT MARKINGS IN LIEU OF BRIGHTLY COLORED, DOUBLE-LAYER SNOW FENCE, COLORED PLASTIC, SHEETS OF PLYWOOD, OR OTHER SIMILAR MATERIALS APPROVED BY THE ENGINEER.
4. CLEAN CROSS WEEKLY TO REMOVE DIRT AND DEBRIS.
5. IF THE CONTRACTOR ELECTS TO INSTALL TEMPORARY PAVEMENT MARKINGS ON THE TAXIWAY, IT SHALL BE PAID FOR UNDER ITEM AR620590. OTHERWISE THIS ITEM SHALL BE INCIDENTAL TO THE TRAFFIC CONTROL PAY ITEM FOR THE BASE BID AND SHALL INCLUDE FURNISHING, INSTALLING, RELOCATING, MAINTAINING AND REMOVING THE MARKERS ALONG WITH ALL INCIDENTAL ITEMS.

3 CLOSURE CROSS
NOT TO SCALE

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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2**
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBSP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET COMMENTS
CONSTRUCTION SAFETY AND PHASING PLAN - NOTES

DO NOT SCALE DRAWINGS

SHEET NO. 12 of 61

G-086

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

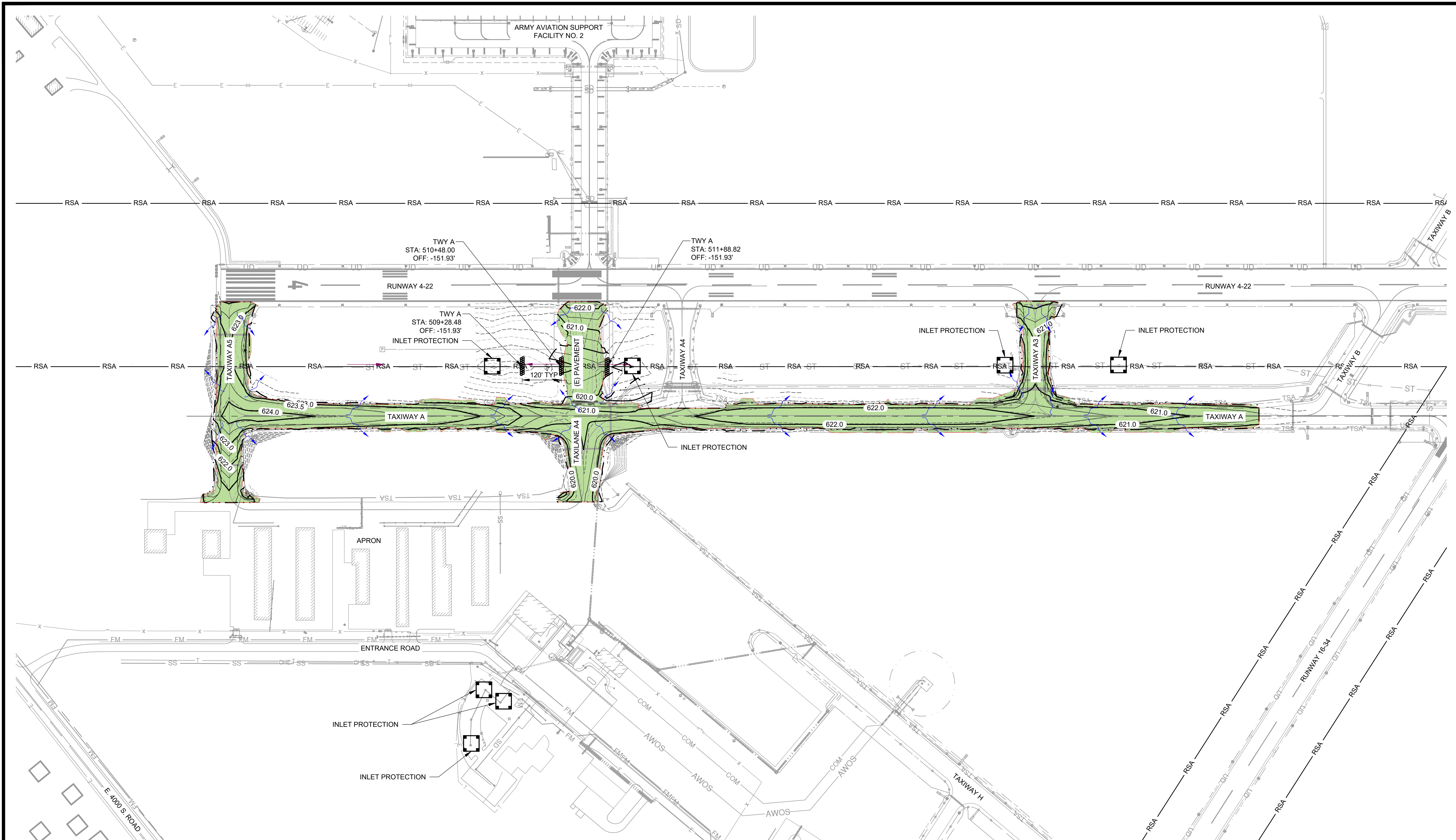
SBGP NO.: 3-17-SBGP-TBD
M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
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SHEET CONTENTS
EROSION CONTROL
PLAN

DO NOT SCALE DRAWINGS

SHEET NO. 13 of 61

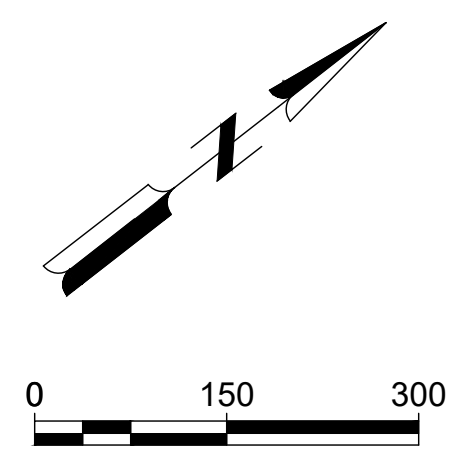
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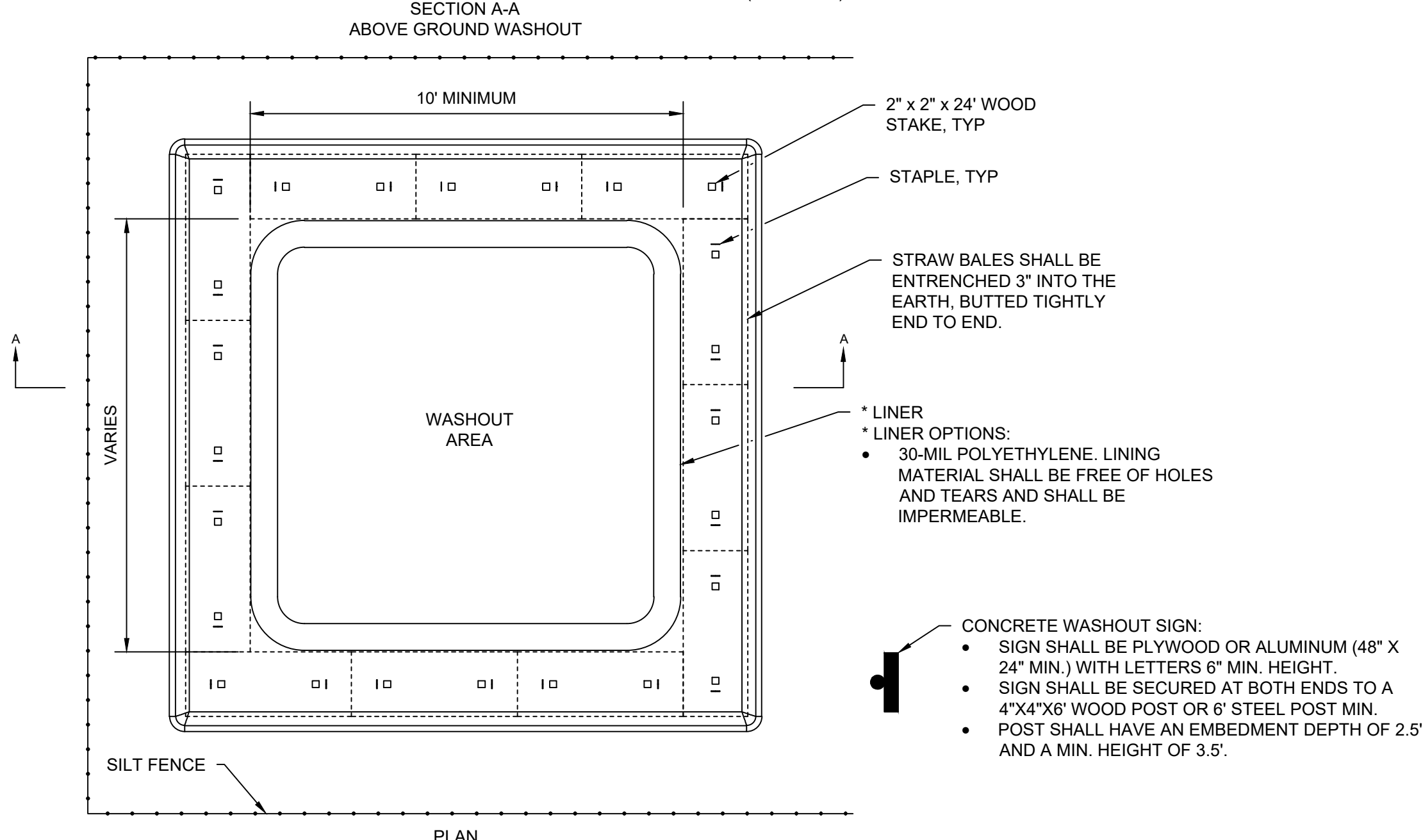
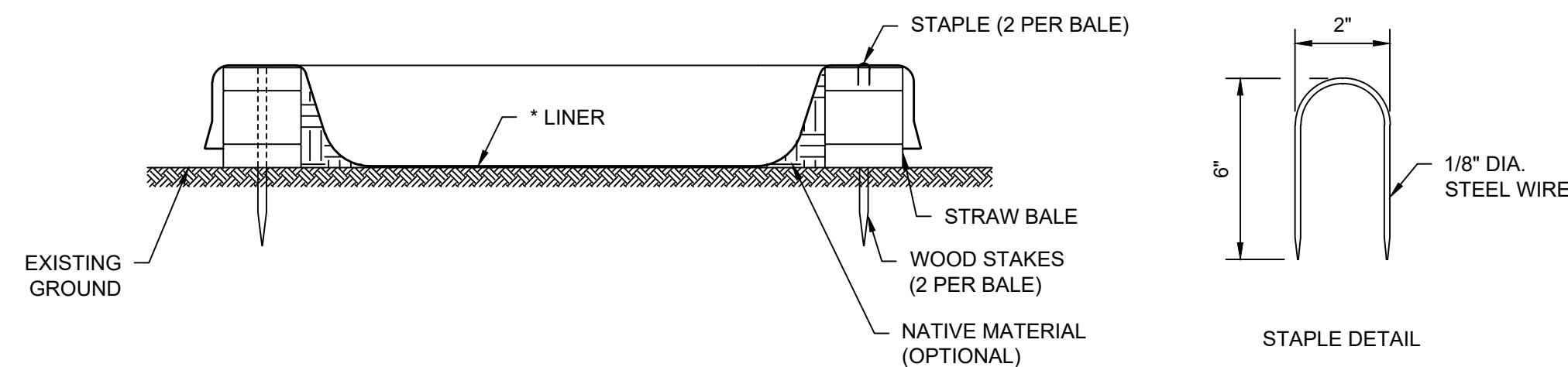


- NOTES:**
1. ANY LAND DISTURBING ACTIVITIES INCLUDING STRIPPING OF TOPSOIL, FILLING, OR EXCAVATION THAT DISTURBS THE SURFACE OF LAND SHALL BE COMPLETED IN ACCORDANCE WITH THIS EROSION SEDIMENT CONTROL (ESC) PLAN, AND SHALL COMPLY WITH THE REQUIREMENTS OF THE APPLICABLE NPDES PERMIT.
 2. THE IMPLEMENTATION OF THESE ESC PLANS AND THE CONSTRUCTION MAINTENANCE, REPLACEMENT, AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED AND THE SITE ACHIEVES ESTABLISHMENT OF A PERMANENT VEGETATIVE COVER, OR EQUIVALENT PERMANENT STABILIZATION MEASURES (E.G. THE USE OF SEEDING) THAT PREVENTS EROSION.
 3. THE BOUNDARIES AND LIMITS OF THE LAND DISTURBING ACTIVITIES SHOWN IN THIS PLAN SET SHALL BE CLEARLY DELINEATED IN THE FIELD PRIOR TO CONSTRUCTION. DURING CONSTRUCTION, NO DISTURBANCE BEYOND THE DELINEATED LIMITS SHALL BE PERMITTED. THE DELINEATION SHALL BE MAINTAINED BY THE CONTRACTOR FOR THE DURATION OF CONSTRUCTION.
 4. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL LAND DISTURBING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
 5. THE ESC FACILITIES SHOWN ON THIS PLAN REPRESENT THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
 6. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH AND WITHIN 48 HOURS FOLLOWING A MAJOR STORM EVENT. A MAJOR STORM EVENT IS DEFINED AS MORE THAN 0.50" OF PRECIPITATION WITHIN A 24-HOUR PERIOD.

LEGEND:

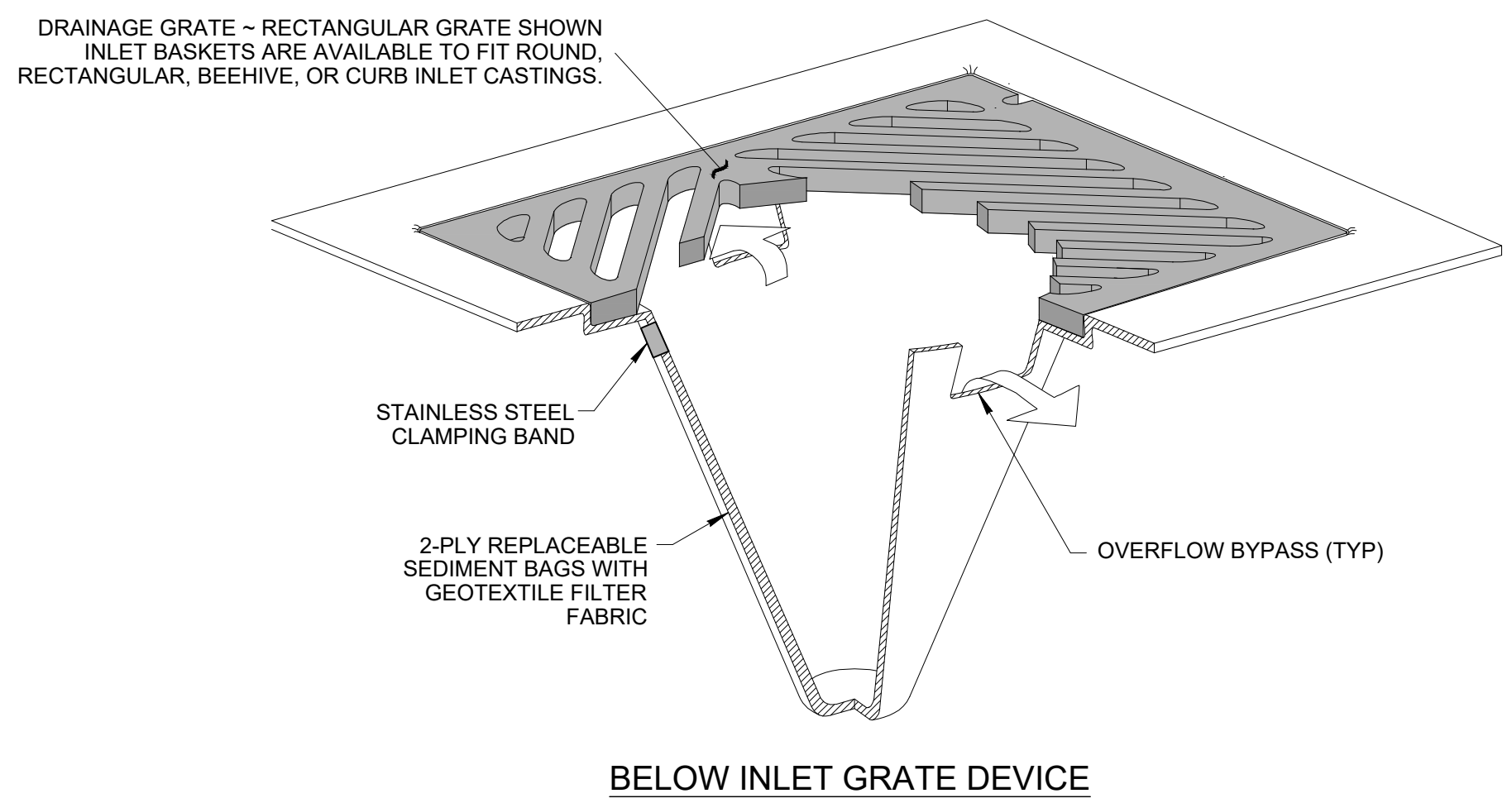
	FLOW ARROW (SURFACE)
	FLOW ARROW (PIPE)
	STRAW WATTLE, SEE DETAIL 1/C-031
	INLET PROTECTION, SEE DETAIL 2/C-031
	CONSTRUCTION DISTURBANCE LIMITS



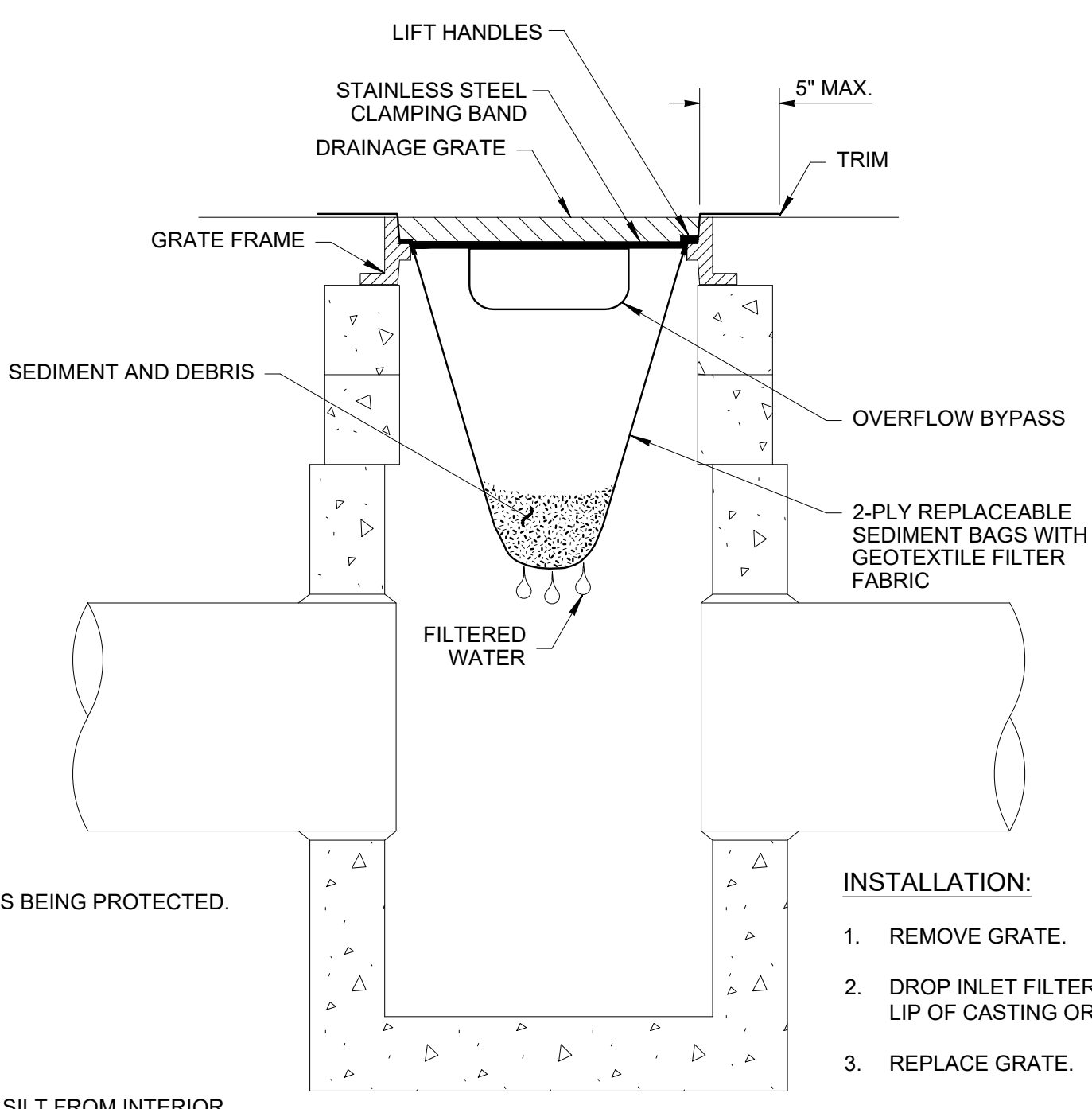


NOTES:
 1. CONCRETE WASHOUT SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE REQUIREMENTS OF THE IDOT EROSION CONTROL BMP MANUAL.

3 CONCRETE WASHOUT AREA WITH STRAW BALES
 NOT TO SCALE



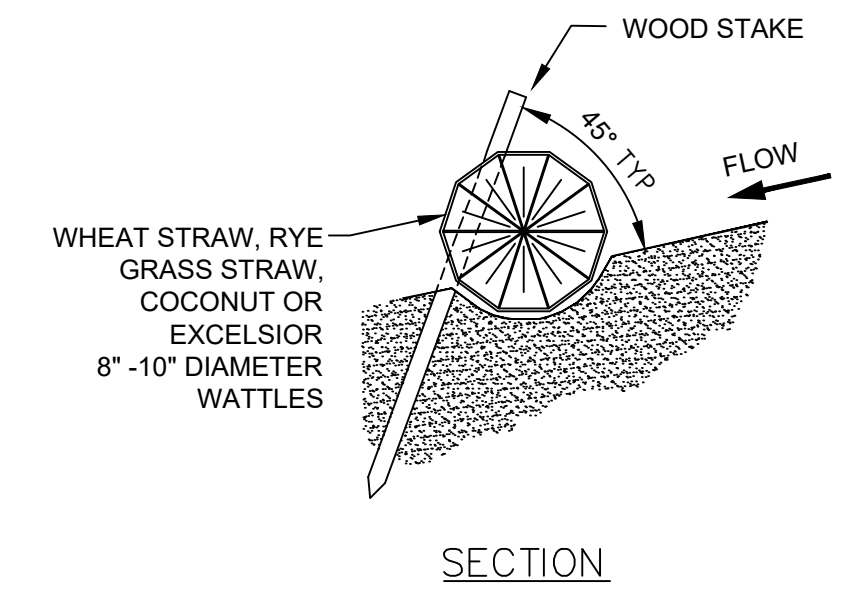
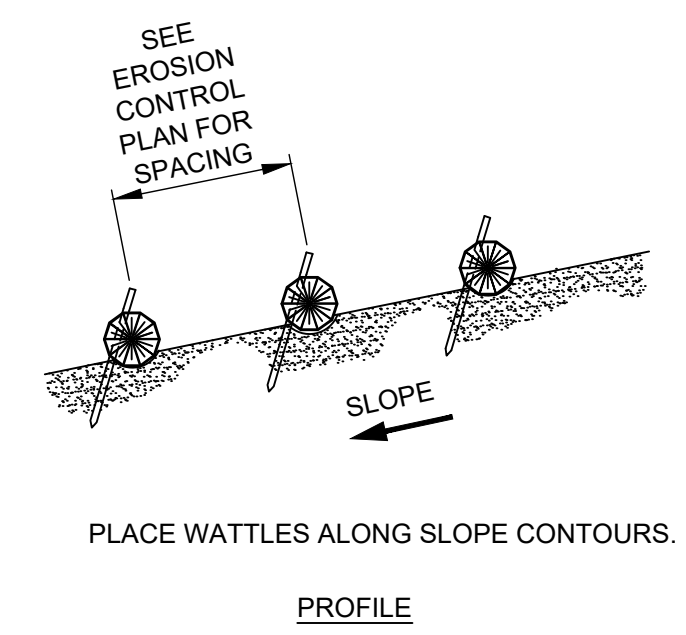
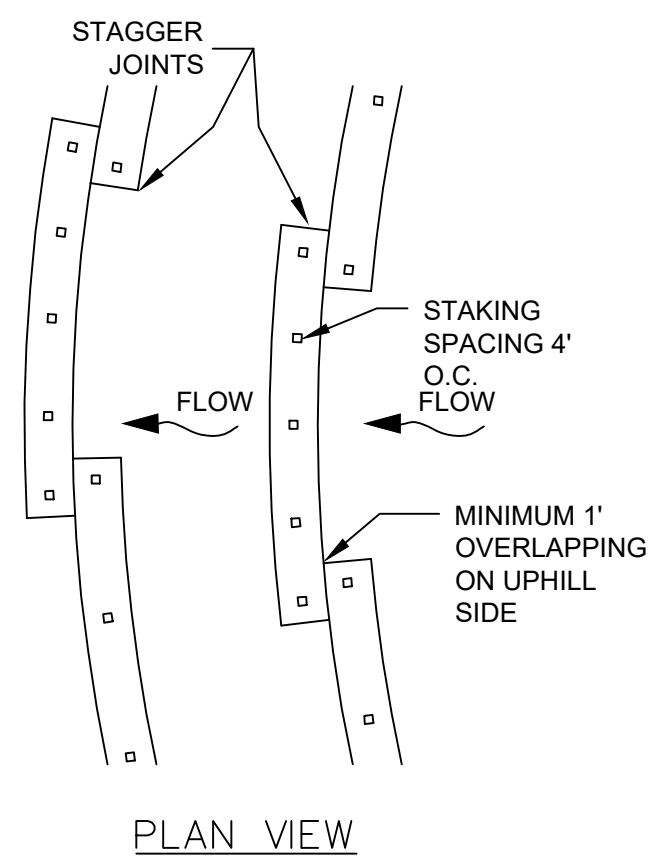
NOTES:
 1. PRIOR TO ORDERING MATERIALS, THE CONTRACTOR SHALL DETERMINE THE SIZE AND SHAPE OF THE VARIOUS DRAINAGE STRUCTURES BEING PROTECTED.
 2. FILTER FABRIC INLET PROTECTION SHALL CONSIST OF INLET BASKET AND FABRIC INSERT.
 3. DEVICE SHALL BE EQUIPPED WITH A BUILT-IN-HIGH-FLOW RELIEF SYSTEM (OVERFLOW FEATURE).
 4. THE RETRIEVAL SYSTEM MUST ALLOW REMOVAL OF THE INLET GRATE DEVICE WITHOUT SPILLING THE COLLECTED SEDIMENT.
 5. MAINTENANCE SHALL BE PERFORMED AS NEEDED. REMOVE SILT FROM FABRIC INSERT WHEN 50% OF CAPACITY IS REACHED. REMOVE SILT FROM INTERIOR AND EXTERIOR OF INLET DAM WHEN 50% OF DAM HEIGHT IS REACHED.
 6. FILTER FABRIC SHALL HAVE AN APPARENT OPENING SIZE OF AT LEAST 70 SIEVE FOR NON-WOVEN.
 7. FILTER FABRIC SHALL HAVE A GRAB TENSILE STRENGTH OF AT LEAST 100 POUNDS FOR NON-WOVEN.
 8. POLYESTER OUTER REINFORCEMENT BAG SHALL HAVE FABRIC WITH A WEIGHT OF 4.55 OZ/SQYD +/- 15%.
 9. FRAME CONSTRUCTION SHALL HAVE A TENSILE STRENGTH OF AT LEAST 58,000 PSI AND A YIELD STRENGTH OF 36,000 PSI.



BELOW INLET GRATE DEVICE

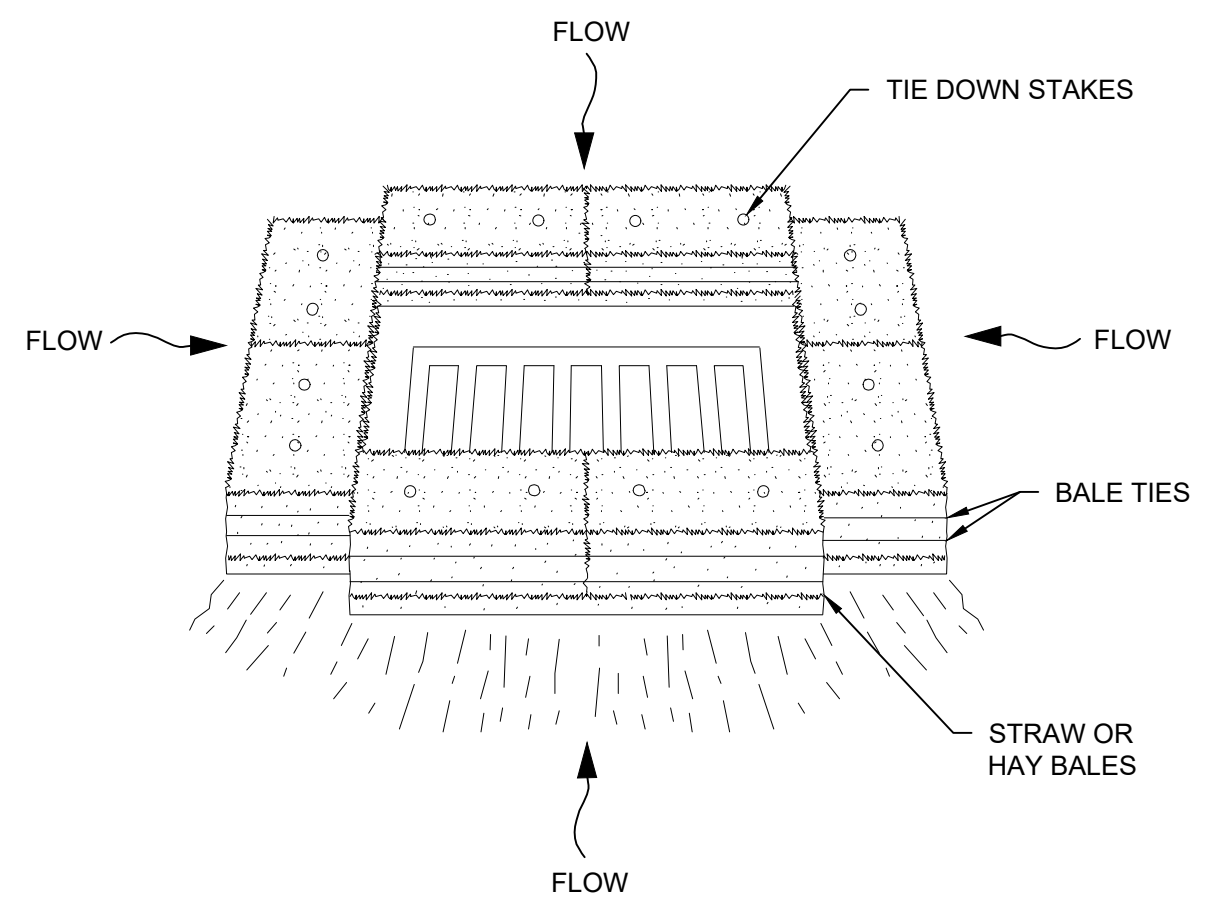
INSTALLATION:
 1. REMOVE GRATE.
 2. DROP INLET FILTER ONTO LOAD BEARING LIP OF CASTING OR CONCRETE STRUCTURE.
 3. REPLACE GRATE.

2 INLET PROTECTION
 NOT TO SCALE

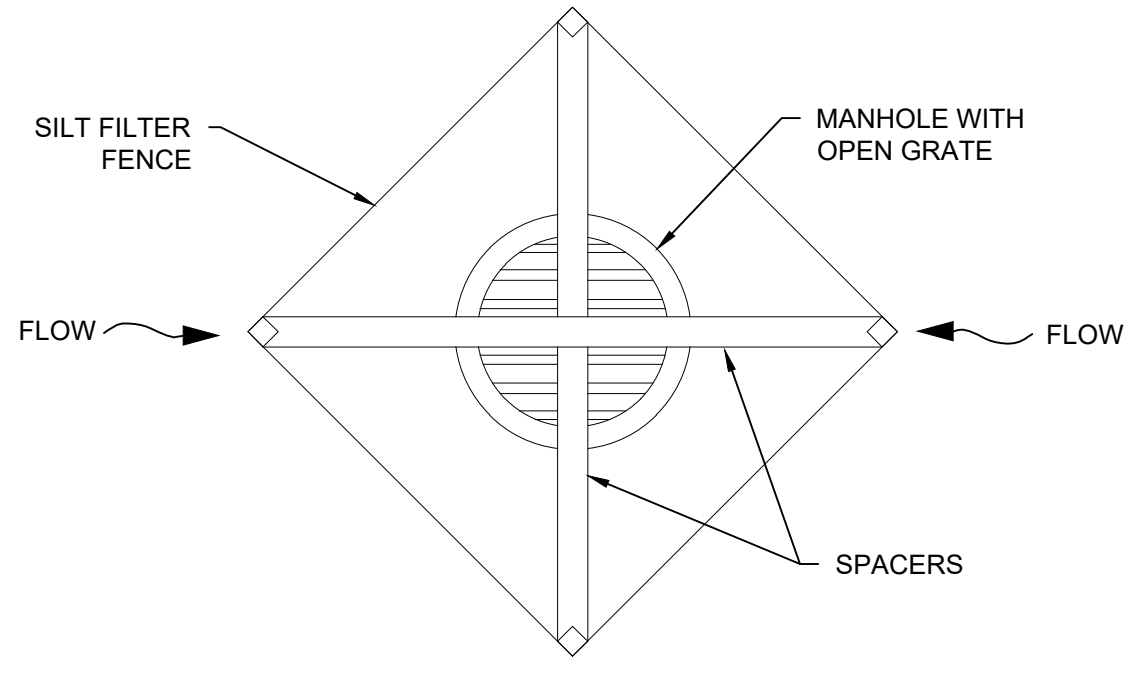


NOTES:
 1. STAKING SPECIFICATIONS:
 A. 1"x2" WOODEN STAKES
 B. ADDITIONAL STAKES MAY BE INSTALLED ON DOWNHILL SIDE OF WATTLES, ON STEEP SLOPE OR HIGHLY EROSION SOILS.
 2. SPACING IN ACCORDANCE WITH IDOT BDE, FIGURE 41-3.B.
 3. REMOVE ALL ROCKS, CLODS, VEGETATION OR OTHER OBSTRUCTIONS SO THAT THE INSTALLED WATTLES WILL HAVE DIRECT CONTACT WITH THE SOIL.
 4. INSTALL THE WATTLES IN A 2" DEEP TRENCH, INSURING THAT NO GAPS EXIST BETWEEN THE SOIL AND THE BOTTOM OF THE WATTLE. THE ENDS OF ADJACENT WATTLES SHALL BE OVERLAPPED 1 FT. MINIMUM TO PREVENT SEDIMENT PASSING THROUGH THE FIELD JOINT.

1 STRAW WATTLE DETAIL
 NOT TO SCALE



ABOVE GRATE INLET PROTECTION



ABOVE GRATE INLET PROTECTION

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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

ISSUED
 IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
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 DESIGNED BY: AAS
 DRAWN BY: AAS
 CHECKED BY: KMS
 IDOT NO.: IKK-5242

SHEET CONTENTS
 EROSION CONTROL
 DETAILS

DO NOT SCALE DRAWINGS
 SHEET NO. 14 of 61

C-031

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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901**

ISSUED
IFB APRIL 24, 2026

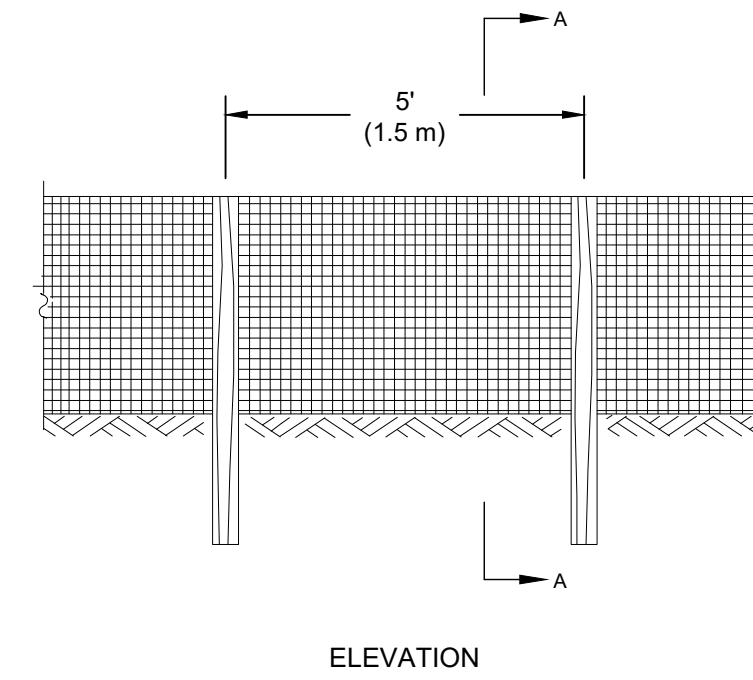
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DESIGNED BY: AAY
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CHECKED BY: AAS
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SHEET CONTENTS
**EROSION CONTROL
DETAILS**

DO NOT SCALE DRAWINGS

SHEET NO. 15 of 61

C-032



ELEVATION

1 SILT FILTER FENCE AS A PERIMETER EROSION BARRIER
NOT TO SCALE

EROSION AND SEDIMENT CONTROL GENERAL NOTES:

1. THE PURPOSE OF EROSION CONTROL IS TO PREVENT POLLUTION OF BODIES OF WATER ON OR ADJACENT TO THE PROJECT SITE. IN ADDITION, EROSION CONTROL SHALL PREVENT DAMAGE TO ADJACENT PROPERTY, AIRPORT PROPERTY AND WORK IN PROGRESS. THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN ACCEPTABLE SOIL EROSION AND SEDIMENT CONTROL MEASURES.
2. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF SOIL DISTURBANCE.
3. EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED PRIOR TO AN ANTICIPATED RAINFALL EVENT, IMMEDIATELY AFTER EACH RAINFALL, AT LEAST DAILY DURING PROLONGED RAINFALL AND WEEKLY DURING PERIODS OF NO RAINFALL. FOR THE PURPOSES OF THIS NOTE, A RAINFALL EVENT IS AN OCCURRENCE OF 0.5 INCHES OR MORE OF PRECIPITATION IN A 24 HOUR PERIOD. ANY NECESSARY REPAIRS OR CLEANUP TO MAINTAIN THE EFFECTIVENESS OF THE EROSION CONTROL DEVICES SHALL BE MADE IMMEDIATELY
4. CONTRACTOR SHALL ENSURE THAT ALL DRAINAGE STRUCTURES, PIPES, ETC. ARE CLEANED OUT AND WORKING PROPERLY AT TIME OF ACCEPTANCE.
5. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THE EROSION CONTROL MEASURE IS NO LONGER REQUIRED SHALL BE DRESSED TO CONFORM TO THE EXISTING GRADE, PREPARED AND SEEDED.
6. DURING CONSTRUCTION, ALL STORM DRAIN INLETS WILL BE PROTECTED BY INLET PROTECTION, MAINTAINED AND MODIFIED AS REQUIRED BY CONSTRUCTION PROGRESS.
7. ALL CONSTRUCTION DISCHARGE WATER SHALL BE ADEQUATELY FILTERED TO REMOVE SILT PRIOR TO DISCHARGE INTO WATERWAYS AND WETLANDS.
8. ALL DISTURBED AREAS SHALL BE SEEDED, MULCHED, AND/OR BLANKETED AS CALLED FOR IN THE PLANS AND IN ACCORDANCE WITH LOCAL JURISDICTIONS, OR OTHER GOVERNING AGENCIES.
9. ALL DEWATERING, EROSION, AND SEDIMENT CONTROL TO REMAIN IN PLACE AFTER COMPLETION OF CONSTRUCTION AND REMOVED ONLY AT THE DIRECTION OF THE AIRPORT.
10. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING THE TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER COMPLETION OF CONSTRUCTION AND ONLY WHEN AREAS HAVE BEEN STABILIZED. THE DETERMINATION OF STABILIZATION IS AT THE AIRPORT'S DISCRETION.
11. CONTRACTOR SHOULD SUBMIT A PLAN FOR DUST CONTROL PRIOR TO ANY LAND DISTURBING ACTIVITY.
12. THIS PLAN INDICATES THE MINIMUM EROSION AND SEDIMENT MEASURES REQUIRED FOR PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR MEETING ALL APPLICABLE RULES, REGULATIONS AND WATER QUALITY GUIDELINES AND MAY NEED TO INSTALL ADDITIONAL CONTROLS.
13. SEE SPECIFICATION ITEM 102 FOR ADDITIONAL TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL INFORMATION AND REQUIREMENTS.

CONTRACTOR'S CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

AIRPORT: GREATER KANKAKEE AIRPORT PROJECT: REHABILITATE TAXIWAY A - PHASE 2
PROJECT NO: IKK5242 COUNTY: KANKAKEE
CONTRACT NUMBER: _____

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____

PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____

STREET ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
CONSTRUCTION CEASED: EXPLANATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.

NPDES PERMIT # _____
DATE ISSUED _____
DATE EXPIRED _____

GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAS
DRAWN BY: AAS
CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
DEMOLITION PLAN -
TWY A STA 409+00 TO
508+00

DO NOT SCALE DRAWINGS

SHEET NO. 16 of 61

C-051

NOTES:

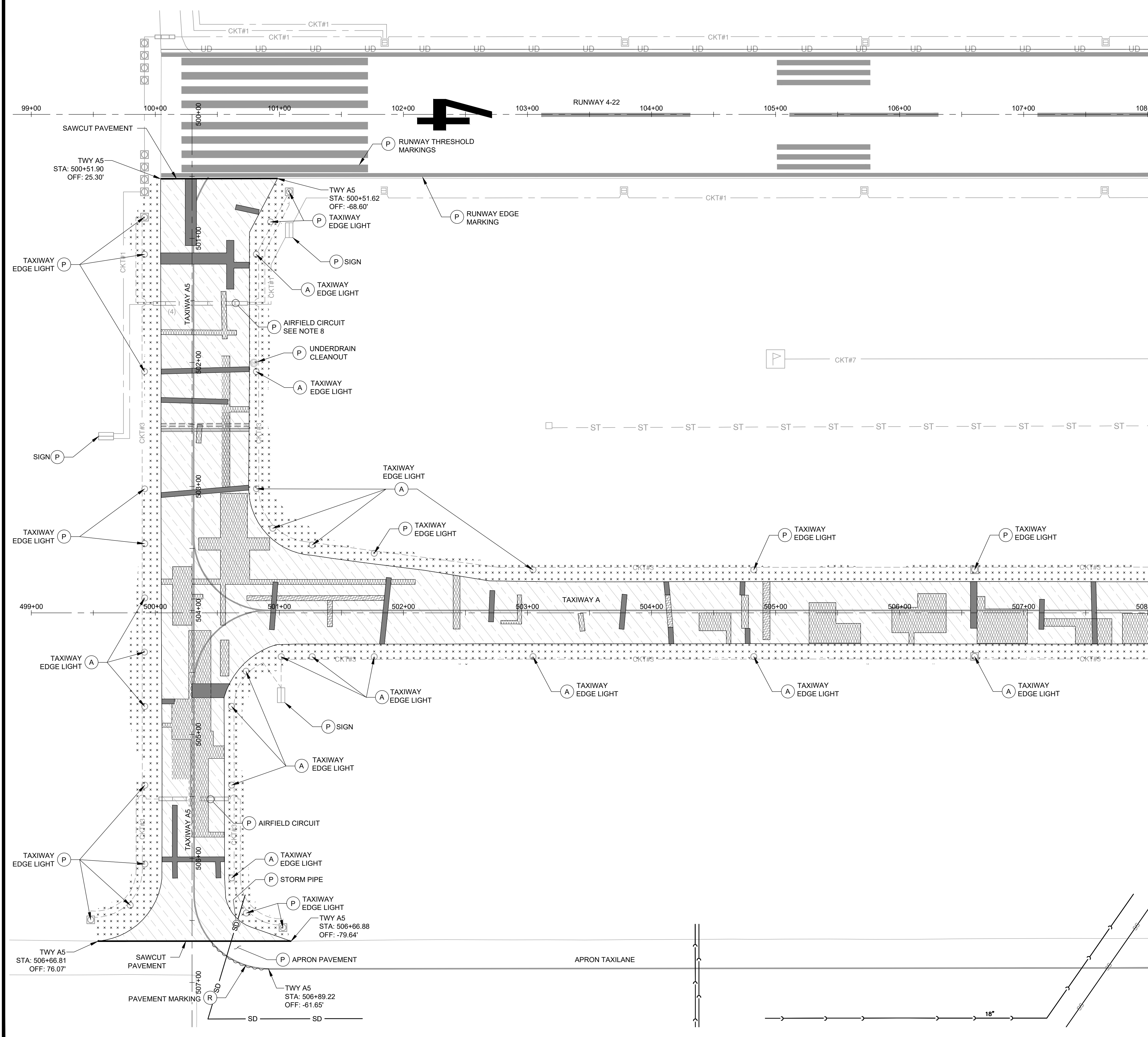
- ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
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- CONTRACTOR SHALL SURVEY EXISTING DUCT MARKERS PRIOR TO MILLING. DUCT MARKERS SHALL BE REMOVED AND REPLACED AT THE SURVEYED LOCATIONS. THE COST OF DUCT MARKER REPLACEMENT SHALL BE INCIDENTAL TO THE CONTRACT.

KEY NOTES:

- (P) PROTECT IN PLACE
- (R) REMOVE
- (L) NOT USED
- (A) ADJUST EXISTING TAXIWAY EDGE LIGHT

LEGEND:

- STRIP 5' TOPSOIL
- VARIABLE DEPTH MILL - NOMINAL 2"
- PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
- FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
- REMOVE PAVEMENT MARKING



MATCH LINE - SEE SHEET C-052

GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

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SHEET CONTENTS
DEMOLITION PLAN -
TWY A STA 508+00 TO
516+75

DO NOT SCALE DRAWINGS
SHEET NO. 17 of 61

C-052

NOTES:

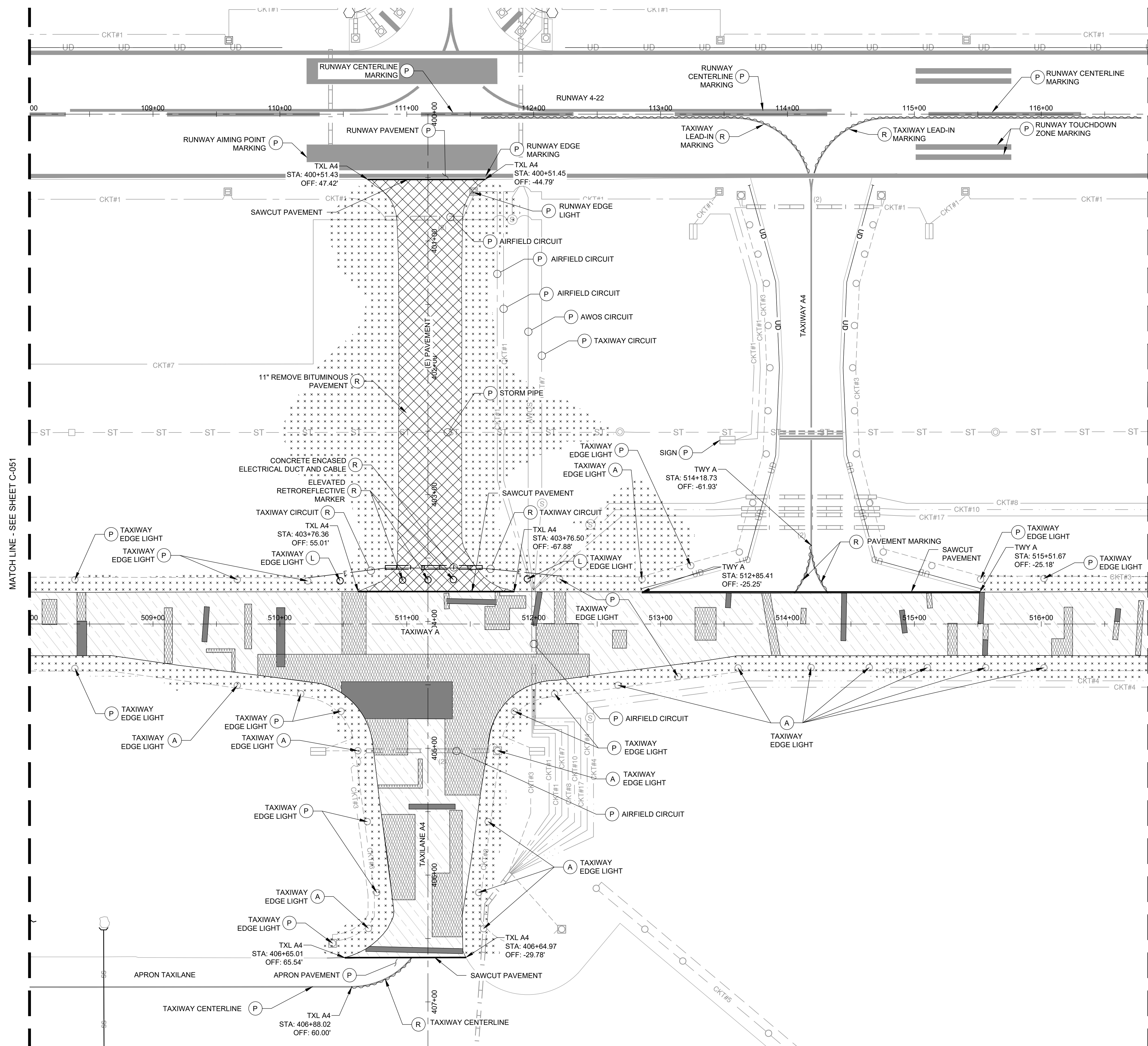
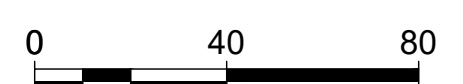
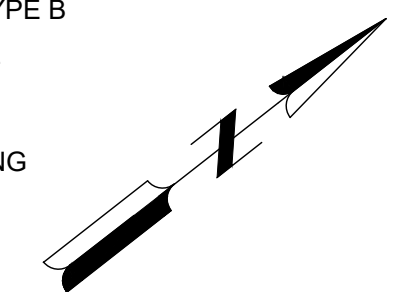
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KEY NOTES:

- (P) PROTECT IN PLACE
- (R) REMOVE
- (L) RELOCATE STAKE MOUNTED TAXIWAY EDGE LIGHT
- (A) ADJUST EXISTING RUNWAY/TAXIWAY EDGE LIGHT

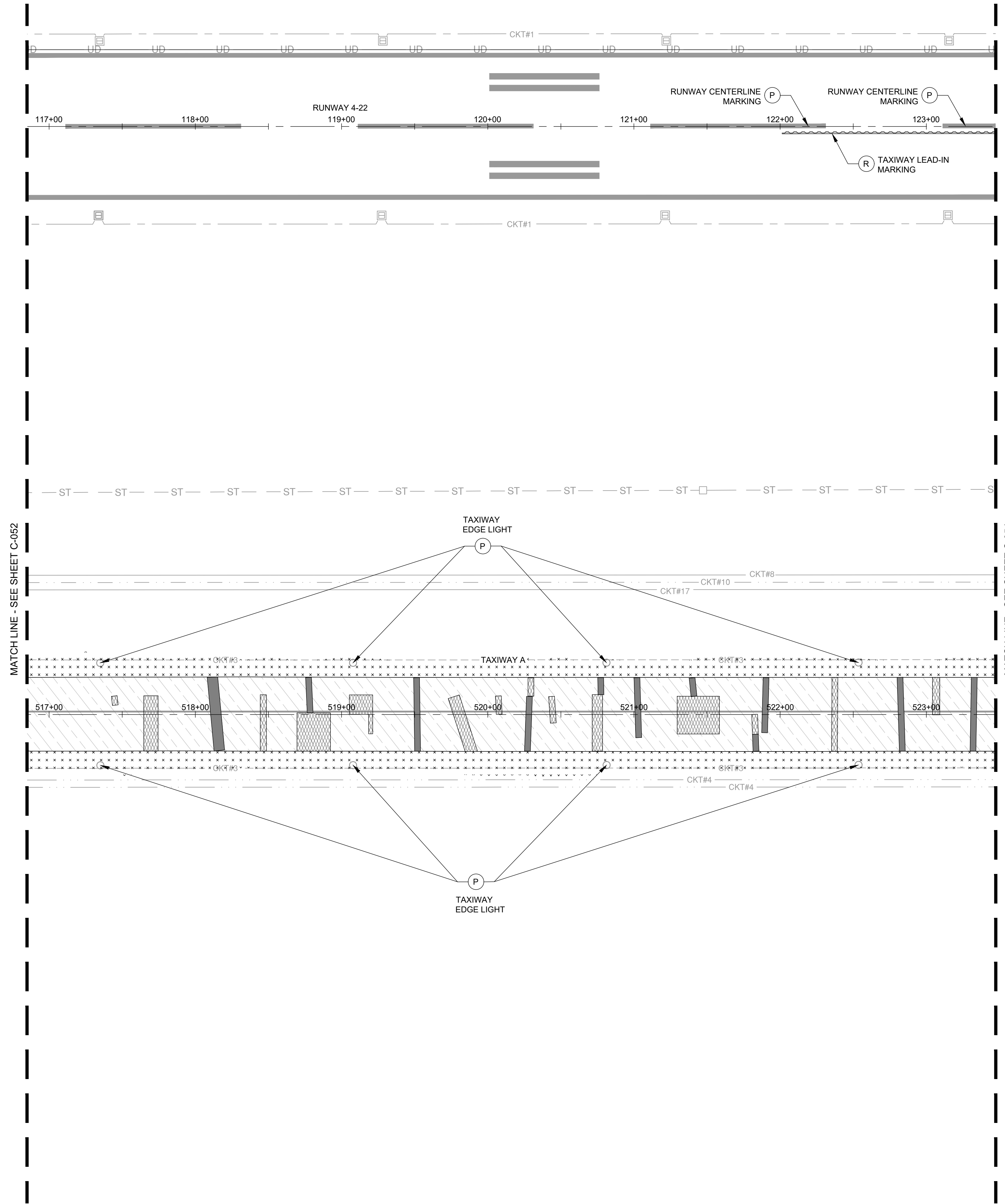
LEGEND:

- STRIP 5" TOPSOIL
- VARIABLE DEPTH MILL - NOMINAL 2"
- PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
- FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
- NOMINAL 10.5" - 11" REMOVE BITUMINOUS PAVEMENT
- REMOVE PAVEMENT MARKING



X:\4668419\253471_01\TECH\CAD\C-051 DEMOLITION PLAN.DWG 5/6/2026 2:37:41 PM

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5/6/2026 2:37:49 PM



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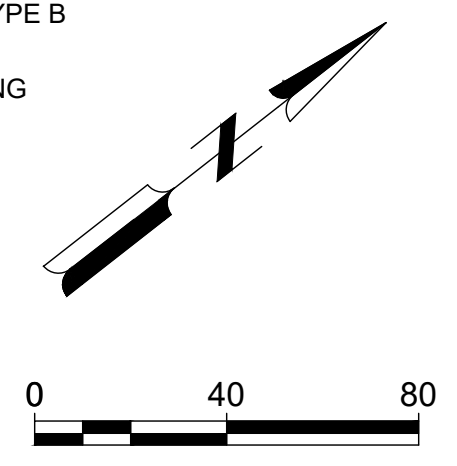
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KEY NOTES:

- (P) PROTECT IN PLACE
- (R) REMOVE
- (L) NOT USED
- (A) ADJUST EXISTING TAXIWAY EDGE LIGHT

LEGEND:

- STRIP 5' TOPSOIL
- VARIABLE DEPTH MILL - NOMINAL 2"
- PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
- FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
- REMOVE PAVEMENT MARKING



Mead & Hunt
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Chicago, IL 60601
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meadhunt.com

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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901**

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAS
DRAWN BY: AAS
CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
DEMOLITION PLAN -
TWY A STA 516+75 TO
523+75

DO NOT SCALE DRAWINGS

SHEET NO. 18 of 61

C-053

GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

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SHEET CONTENTS
DEMOLITION PLAN -
TWY A STA 523+50 TO
532+50

DO NOT SCALE DRAWINGS

SHEET NO. 19 of 61

C-054

NOTES:

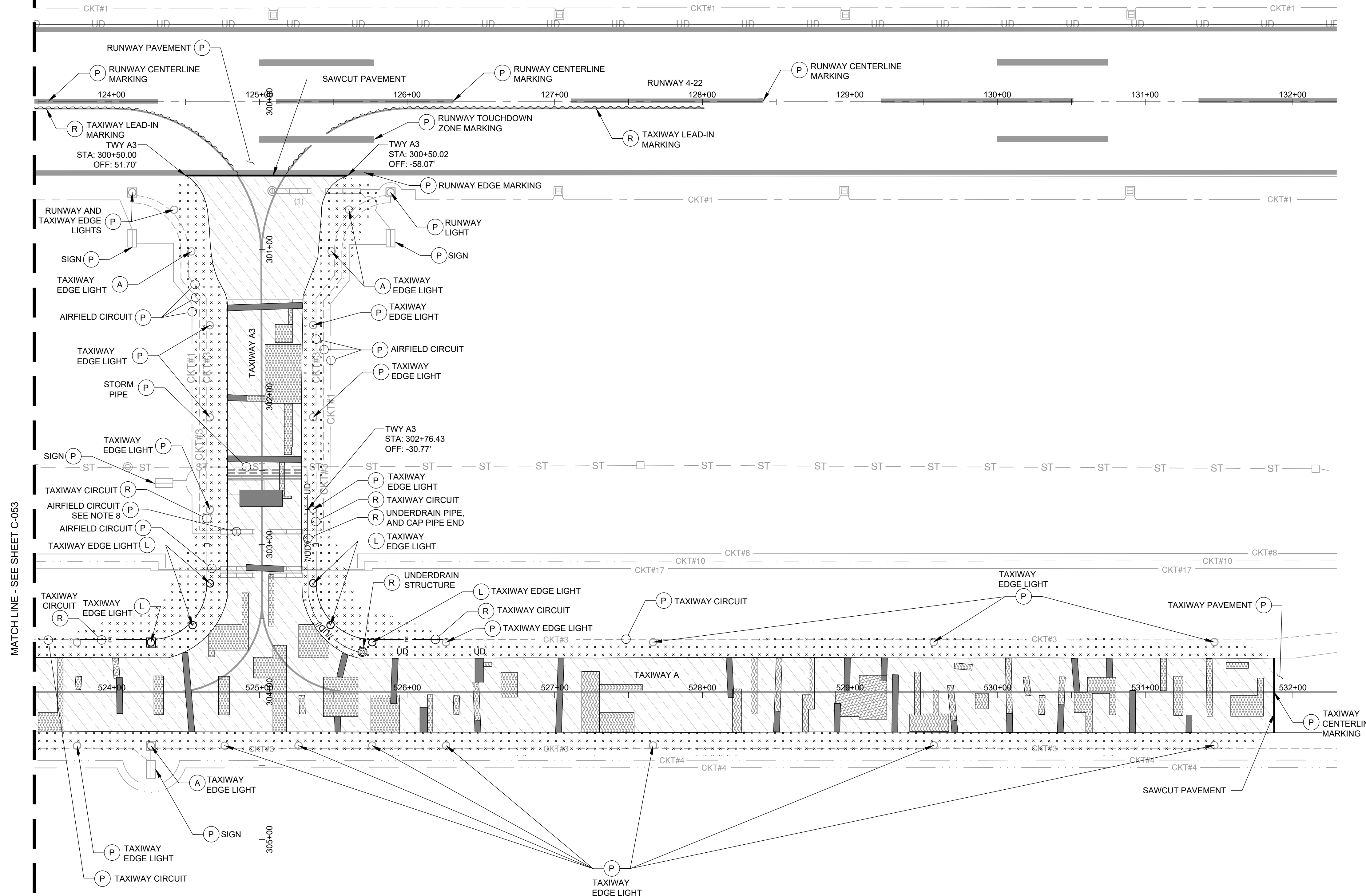
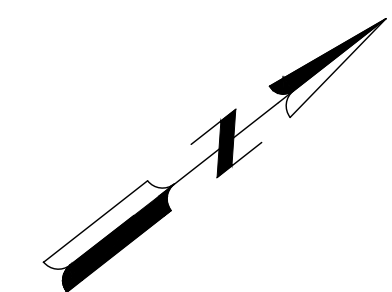
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KEY NOTES:

- (P) PROTECT IN PLACE
- (R) REMOVE
- (L) RELOCATE STAKE MOUNTED TAXIWAY EDGE LIGHT
- (A) ADJUST EXISTING TAXIWAY EDGE LIGHT

LEGEND:

- STRIP 5" TOPSOIL
- VARIABLE DEPTH MILL - NOMINAL 2"
- PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
- FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
- REMOVE PAVEMENT MARKING
- REMOVE UNDERDRAIN STRUCTURE
- REMOVE UNDERDRAIN PIPE



MATCH LINE - SEE SHEET C-053

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

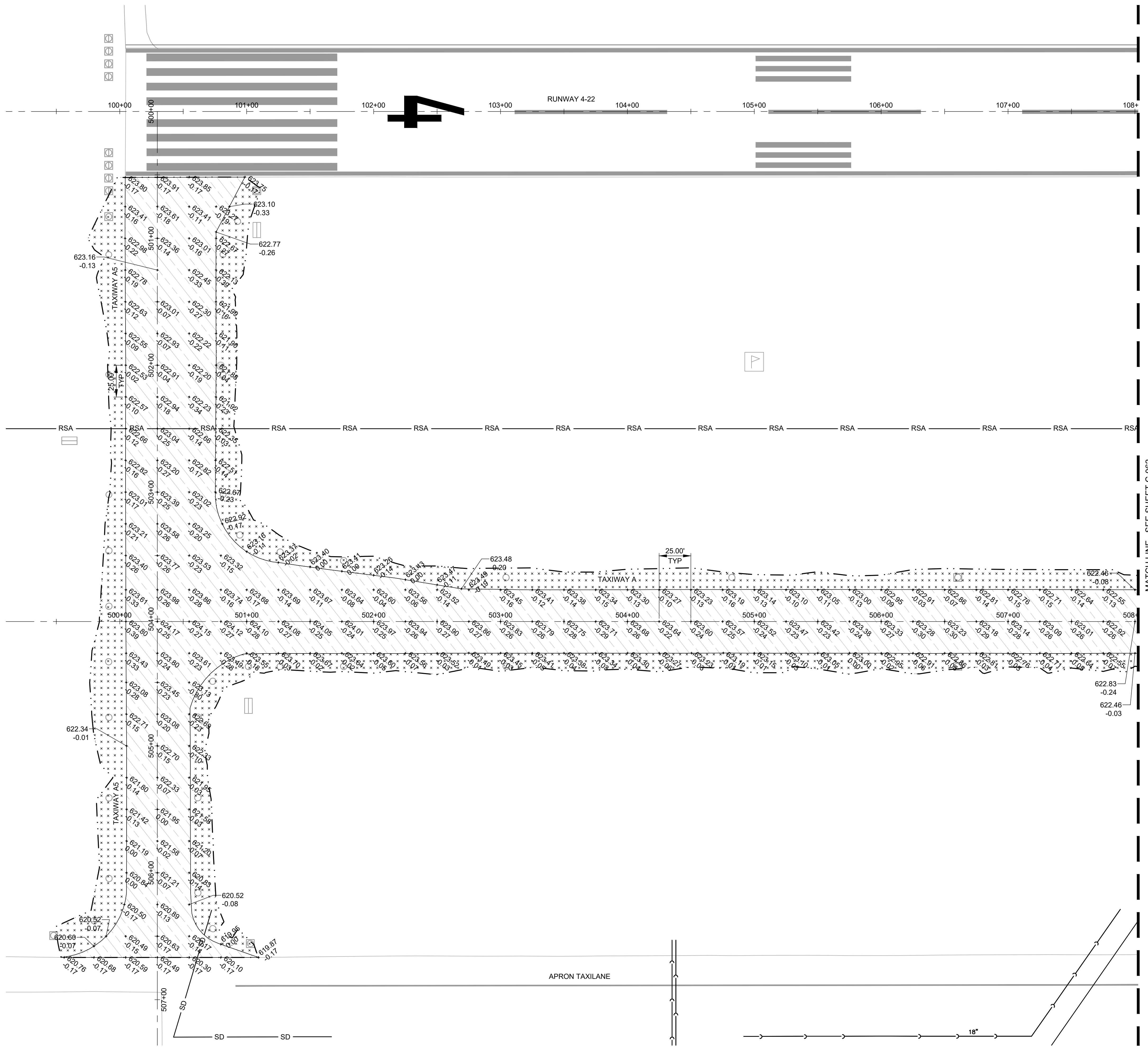
SBGP NO.: 3-17-SBGP-TBD
M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
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DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
VARIABLE MILLING
PLAN - TWY A STA
409+00 TO 508+00

DO NOT SCALE DRAWINGS

SHEET NO. 20 of 61

C-061

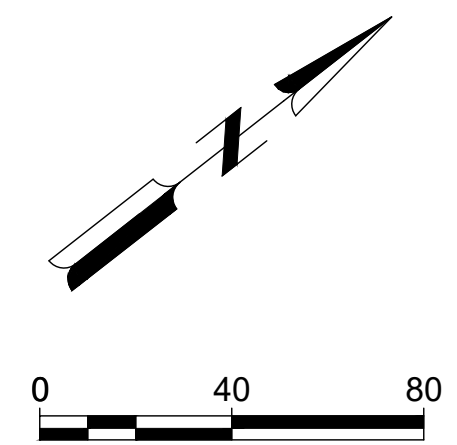


NOTES:

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LEGEND:

- VARIABLE DEPTH MILL - NOMINAL 2"
- STRIP 5" TOPSOIL
- REMOVE BITUMINOUS PAVEMENT
- GRADING LIMITS
- MILL ELEVATION
- MILL DEPTH



X:\4668419\253471_01\TECH\CD-C-061 VARIABLE MILLING PLAN.DWG
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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

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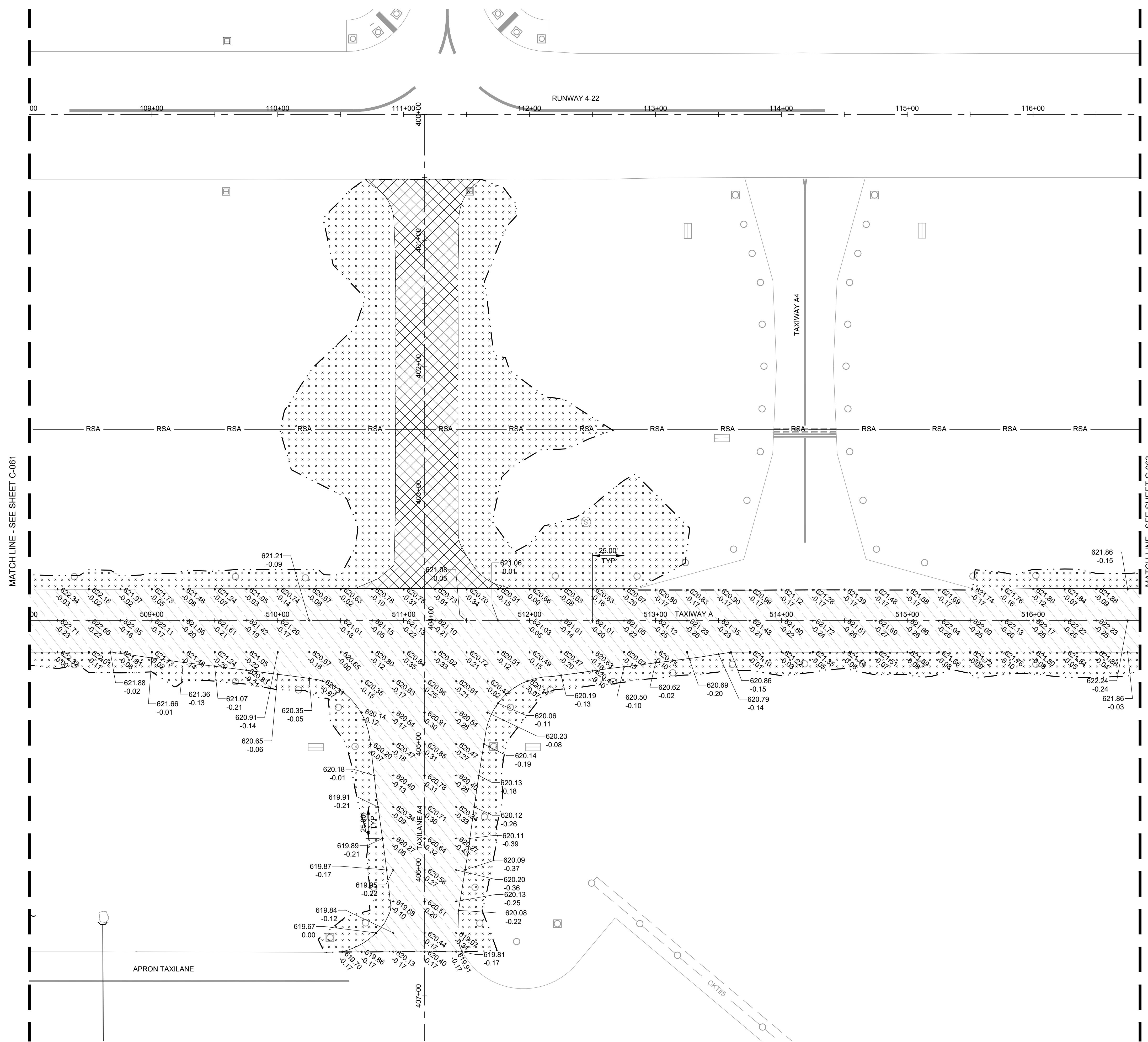
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SHEET CONTENTS
VARIABLE MILLING
PLAN - TWY A STA
508+00 TO 516+75

DO NOT SCALE DRAWINGS

SHEET NO. 21 of 61

C-062

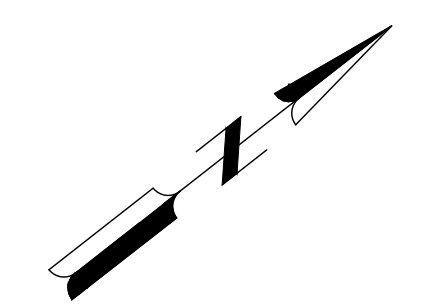


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LEGEND:

- VARIABLE DEPTH MILL - NOMINAL 2"
- STRIP 5" TOPSOIL
- REMOVE BITUMINOUS PAVEMENT
- GRADING LIMITS
- MILL ELEVATION
- MILL DEPTH



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
#B APRIL 24, 2026

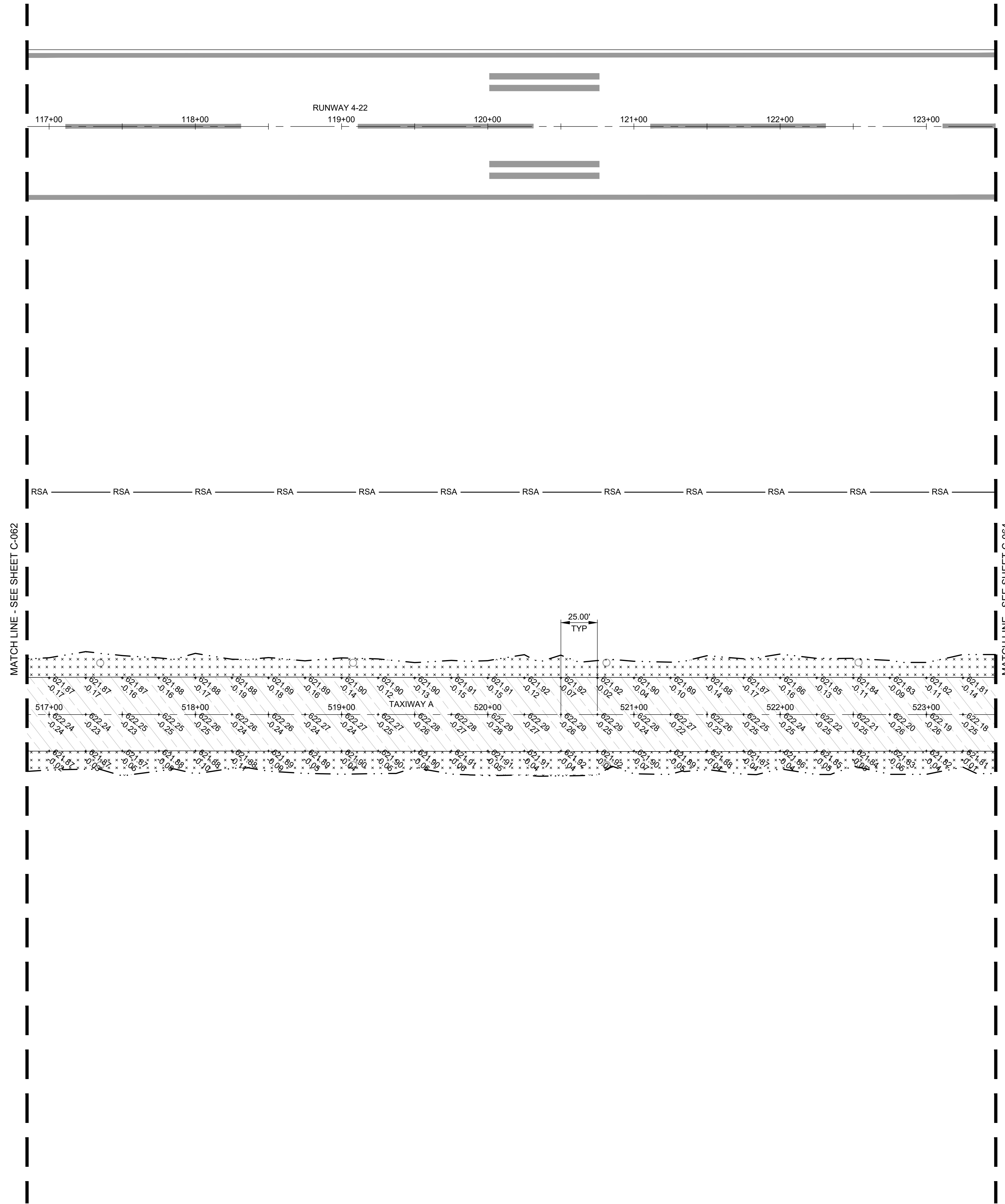
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SHEET CONTENTS
VARIABLE MILLING
PLAN - TWY A STA
516+75 TO 523+75

DO NOT SCALE DRAWINGS

SHEET NO. 22 of 61

C-063

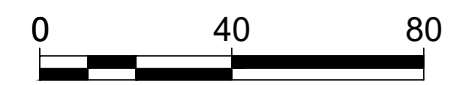
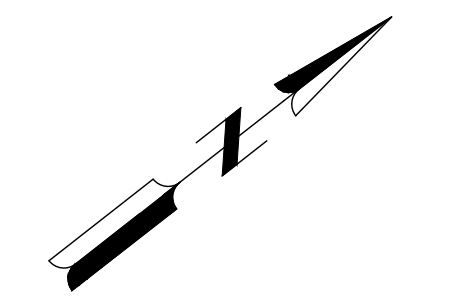


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LEGEND:

- VARIABLE DEPTH MILL - NOMINAL 2"
- STRIP 5" TOPSOIL
- REMOVE BITUMINOUS PAVEMENT
- GRADING LIMITS
- MILL ELEVATION
- MILL DEPTH



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

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IFB APRIL 24, 2026

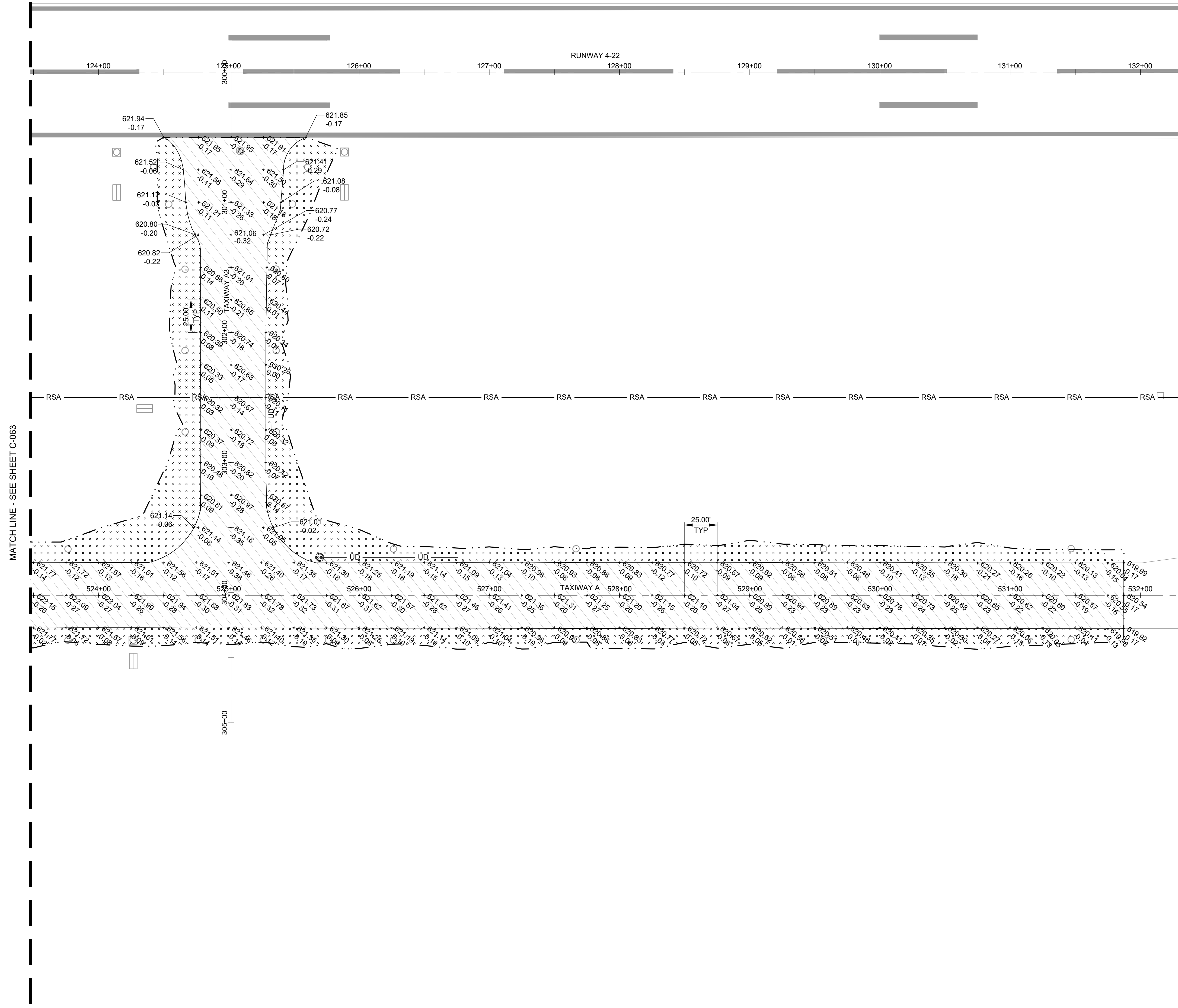
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SHEET CONTENTS
VARIABLE MILLING
PLAN - TWY A STA
523+50 TO 532+50

DO NOT SCALE DRAWINGS

SHEET NO. 23 of 61

C-064



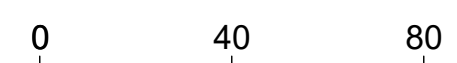
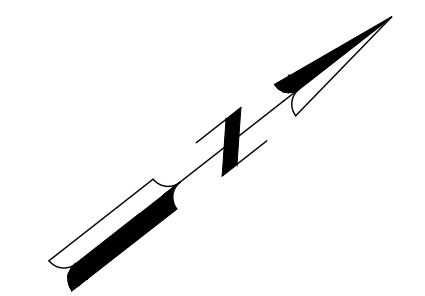
MATCH LINE - SEE SHEET C-063

NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE TAXIWAY A ALIGNMENT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

- VARIABLE DEPTH MILL - NOMINAL 2"
- STRIP 5" TOPSOIL
- REMOVE BITUMINOUS PAVEMENT
- GRADING LIMITS
- MILL ELEVATION
- MILL DEPTH



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

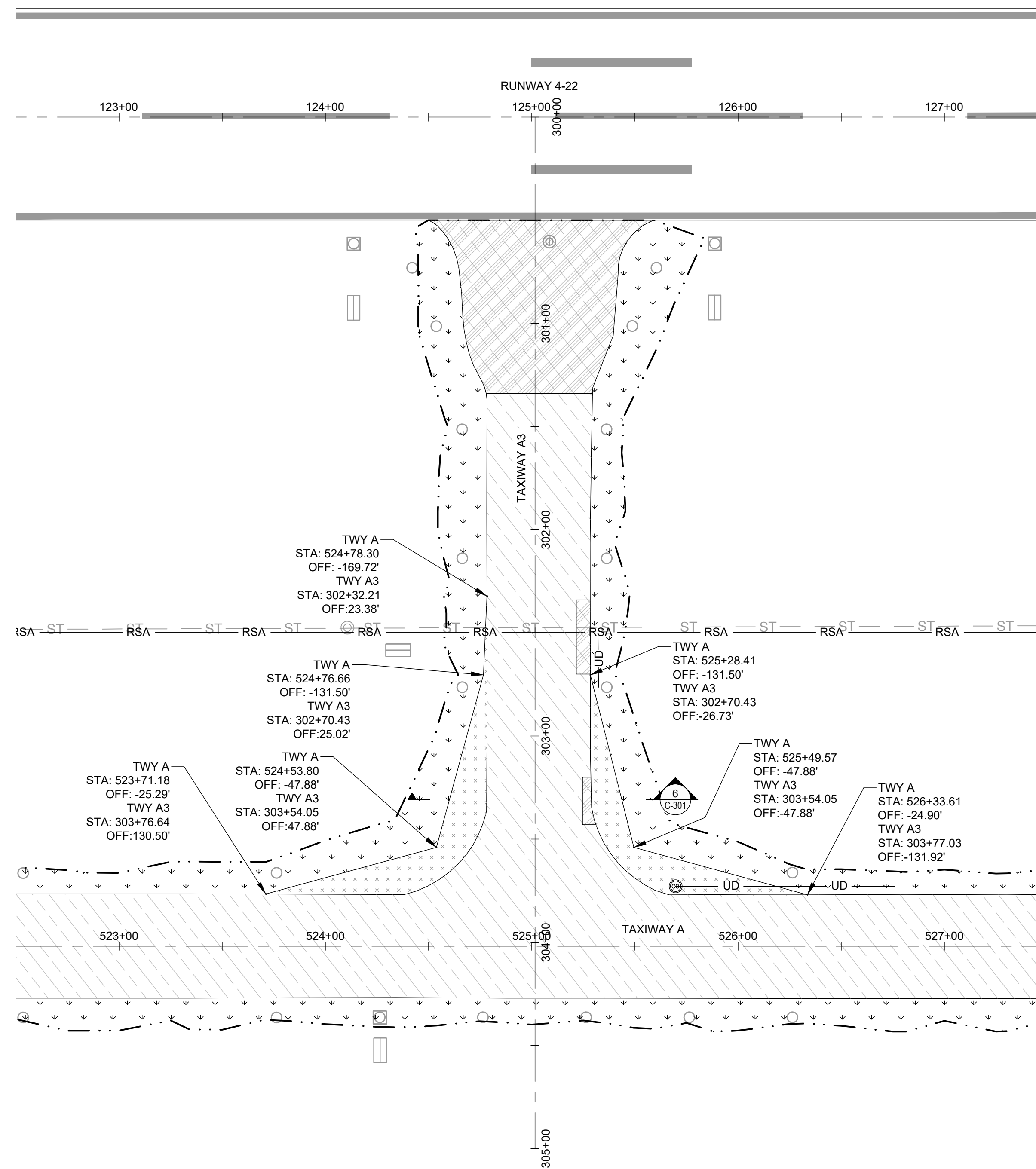
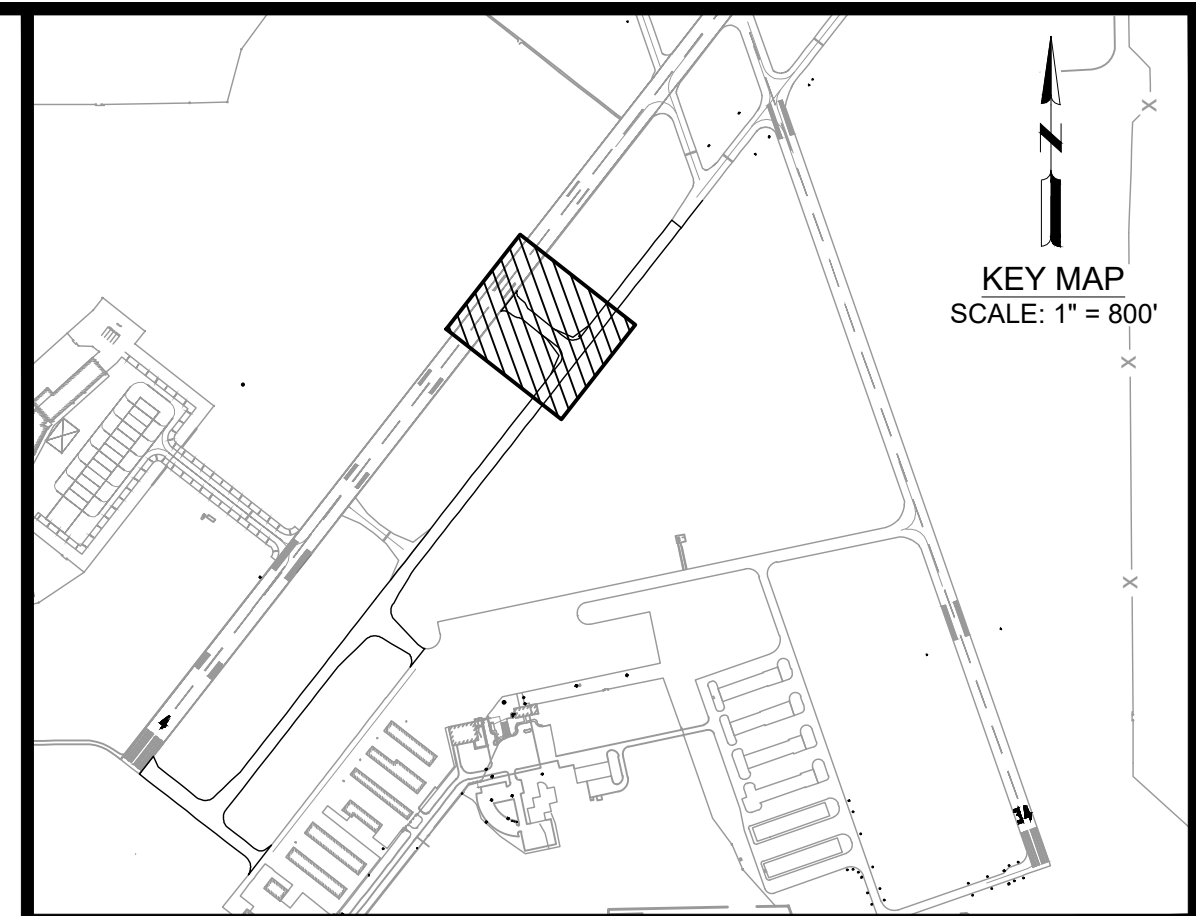
SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TAXIWAY A3 LAYOUT
PLAN

DO NOT SCALE DRAWINGS

SHEET NO. 24 of 61

C-081

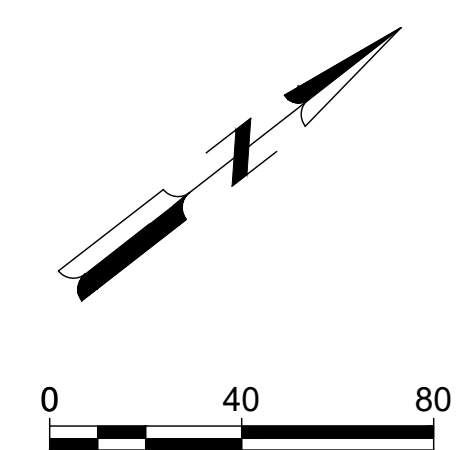


NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
- GRADING LIMITS





GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVING PLAN - TWY A
STA 409+00 TO 508+00

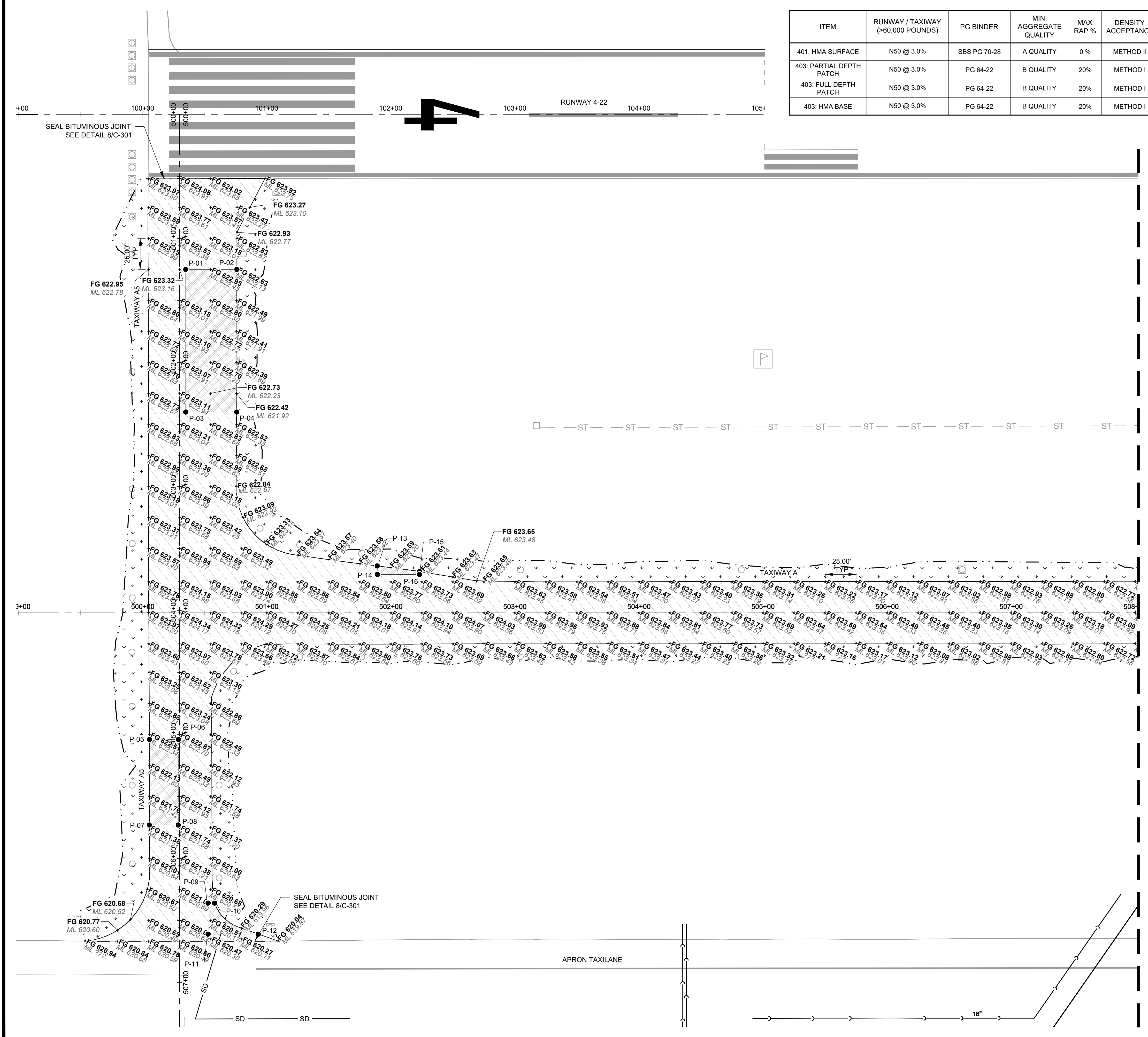
DO NOT SCALE DRAWINGS

SHEET NO. 25 of 61

C-101

ITEM	RUNWAY / TAXIWAY (>60,000 POUNDS)	PG BINDER	MIN. AGGREGATE QUALITY	MAX RAP %	DENSITY ACCEPTANCE
401: HMA SURFACE	N50 @ 3.0%	SBS PG 70-28	A QUALITY	0 %	METHOD II
403: PARTIAL DEPTH PATCH	N50 @ 3.0%	PG 64-22	B QUALITY	20%	METHOD I
403: FULL DEPTH PATCH	N50 @ 3.0%	PG 64-22	B QUALITY	20%	METHOD I
403: HMA BASE	N50 @ 3.0%	PG 64-22	B QUALITY	20%	METHOD I

GEOMETRY POINTS				
PNT NO.	ALIGNMENT	STATION	OFFSET	MILL ELEVATION
P-01	TWY A5	501+25.00	-5.00	622.75
P-02	TWY A5	501+25.00	-46.20	622.13
P-03	TWY A5	502+40.00	-5.00	622.59
P-04	TWY A5	502+40.00	-46.02	621.97
P-05	TWY A5	505+04.00	24.28	622.11
P-06	TWY A5	505+04.00	1.00	622.46
P-07	TWY A5	505+73.00	24.29	621.08
P-08	TWY A5	505+73.00	1.00	621.43
P-09	TWY A5	506+36.00	-23.00	620.26
P-10	TWY A5	506+36.00	-28.27	620.21
P-11	TWY A5	506+61.00	-23.00	620.16
P-12	TWY A5	506+61.00	-63.48	619.84
P-13	TWY A	501+89.00	-37.86	623.26
P-14	TWY A	501+89.00	-31.00	623.36
P-15	TWY A	502+23.00	-33.34	623.27
P-16	TWY A	502+23.00	-31.00	623.31



MATCH LINE - SEE SHEET C-102

NOTES:

1. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
- GRADING LIMITS
- FINISH GRADE AND MILLING SPOT ELEVATION



GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVING PLAN - TWY A
STA 508+00 TO 516+75

DO NOT SCALE DRAWINGS

SHEET NO. 26 of 61

C-102

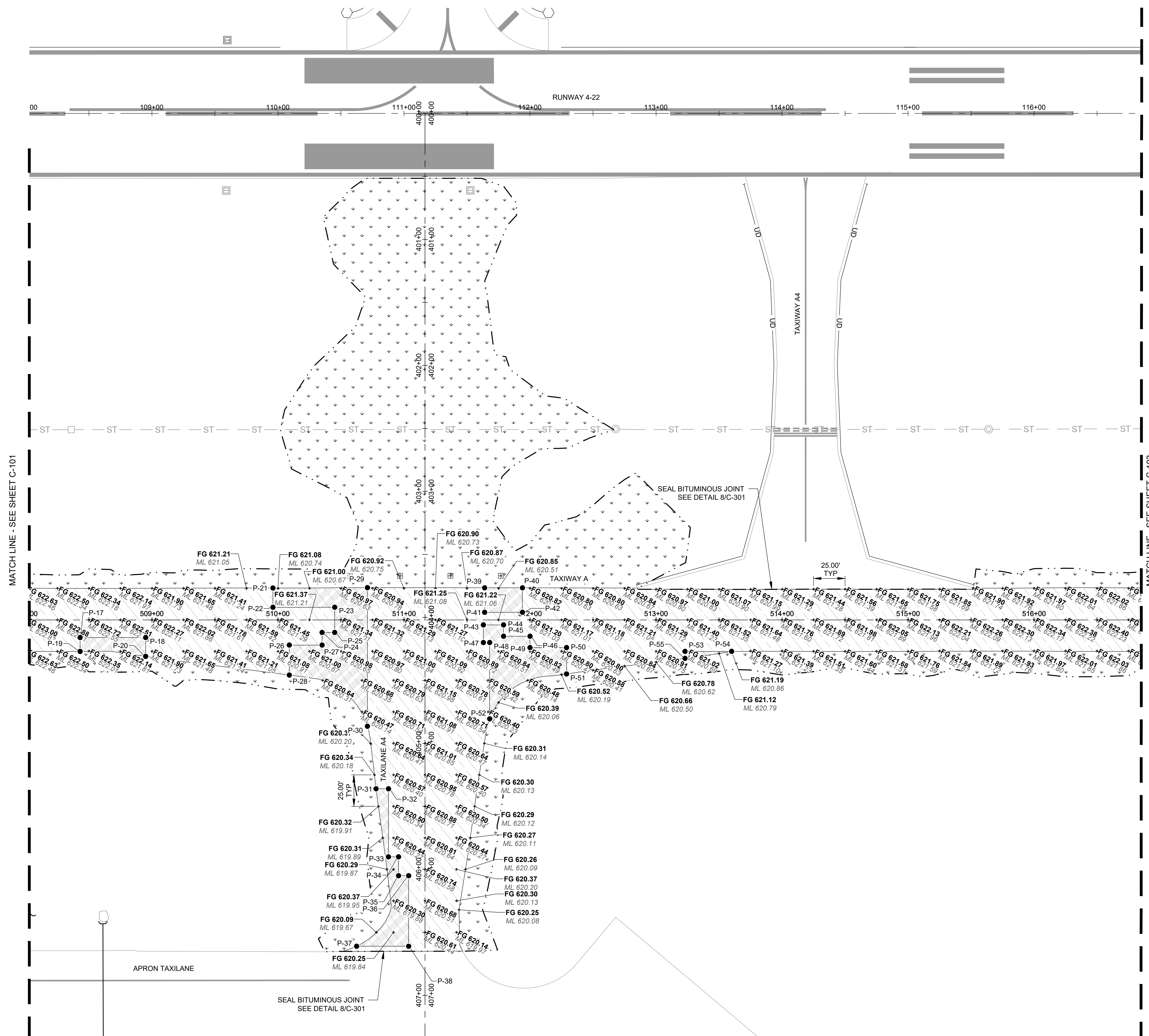
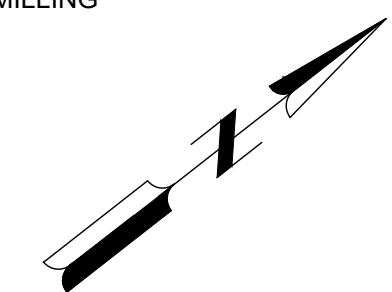
GEOMETRY POINTS				
PNT NO.	ALIGNMENT	STATION	OFFSET	MILL ELEVATION
P-17	TWY A	508+43.00	14.00	622.22
P-18	TWY A	508+95.00	14.00	621.78
P-19	TWY A	508+43.00	25.02	622.06
P-20	TWY A	508+95.00	28.96	621.56
P-21	TWY A	509+96.00	-25.28	620.76
P-22	TWY A	509+96.00	-10.00	620.99
P-23	TWY A	510+45.00	-10.00	620.86
P-24	TWY A	510+35.00	10.00	620.87
P-25	TWY A	510+45.00	10.00	620.87
P-26	TWY A	510+09.00	20.00	620.79
P-27	TWY A	510+35.00	20.00	620.72
P-28	TWY A	510+09.00	43.81	620.43
P-29	TWY A	510+71.00	-25.56	620.61
P-30	TWY A	510+71.00	84.43	620.08
P-31	TXL A4	405+36.00	38.85	619.92
P-32	TXL A4	405+36.00	29.00	620.06
P-33	TXL A4	405+90.00	29.00	619.92
P-34	TXL A4	405+90.00	21.00	620.04
P-35	TXL A4	406+05.00	21.00	620.00
P-36	TXL A4	406+05.00	13.00	620.12
P-37	TXL A4	406+61.00	54.29	619.53
P-38	TXL A4	406+61.00	13.00	619.99
P-39	TWY A	511+64.00	-25.45	620.52
P-40	TWY A	511+94.00	-25.42	620.49
P-41	TWY A	511+64.00	-6.00	620.81
P-42	TWY A	511+94.00	-6.00	620.78
P-43	TWY A	511+63.00	4.00	620.84
P-44	TWY A	511+79.00	4.00	620.82
P-45	TWY A	511+79.00	13.00	620.69
P-46	TWY A	512+00.00	13.00	620.67
P-47	TWY A	511+63.00	18.00	620.63
P-48	TWY A	511+68.00	18.00	620.62
P-49	TWY A	512+00.00	22.00	620.53
P-50	TWY A	512+29.00	22.00	620.51
P-51	TWY A	512+29.00	42.94	620.19
P-52	TWY A	511+68.00	78.54	620.02
P-53	TWY A	513+23.00	25.00	620.68
P-54	TWY A	513+60.00	25.00	620.86
P-55	TWY A	513+23.00	30.56	620.60

NOTES:

1. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
- GRADING LIMITS
- FINISH GRADE AND MILLING SPOT ELEVATION



X:\4668419\253471_01\TECH\CAD\C-101 PAVING PLAN.DWG 5/6/2026 2:39:32 PM

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

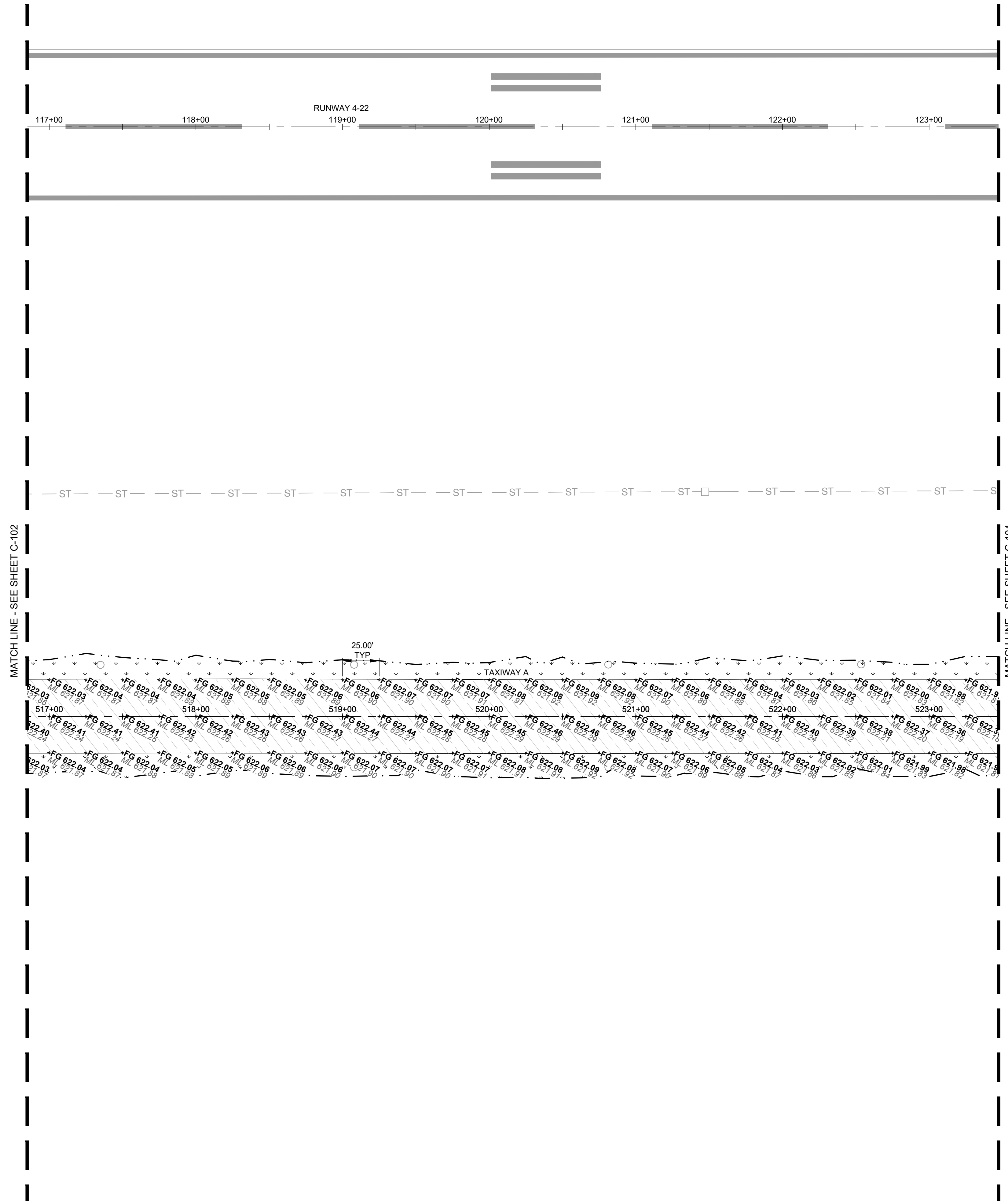
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MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVING PLAN - TWY A
STA 516+75 TO 523+75

DO NOT SCALE DRAWINGS

SHEET NO. 27 of 61



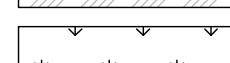
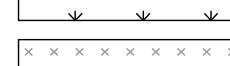
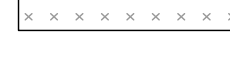

C-103

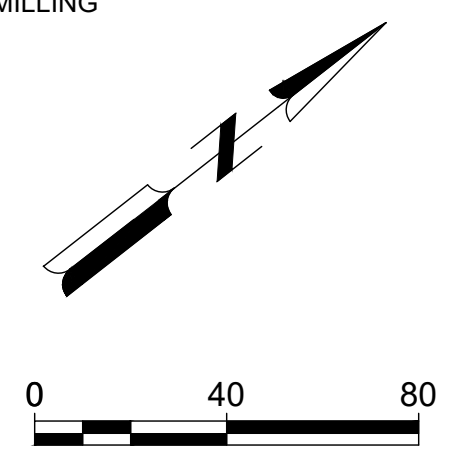


NOTES:

1. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

-  2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
-  2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
-  4" TOPSOIL PLACEMENT
-  FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
-  GRADING LIMITS
-  FINISH GRADE AND MILLING SPOT ELEVATION



GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
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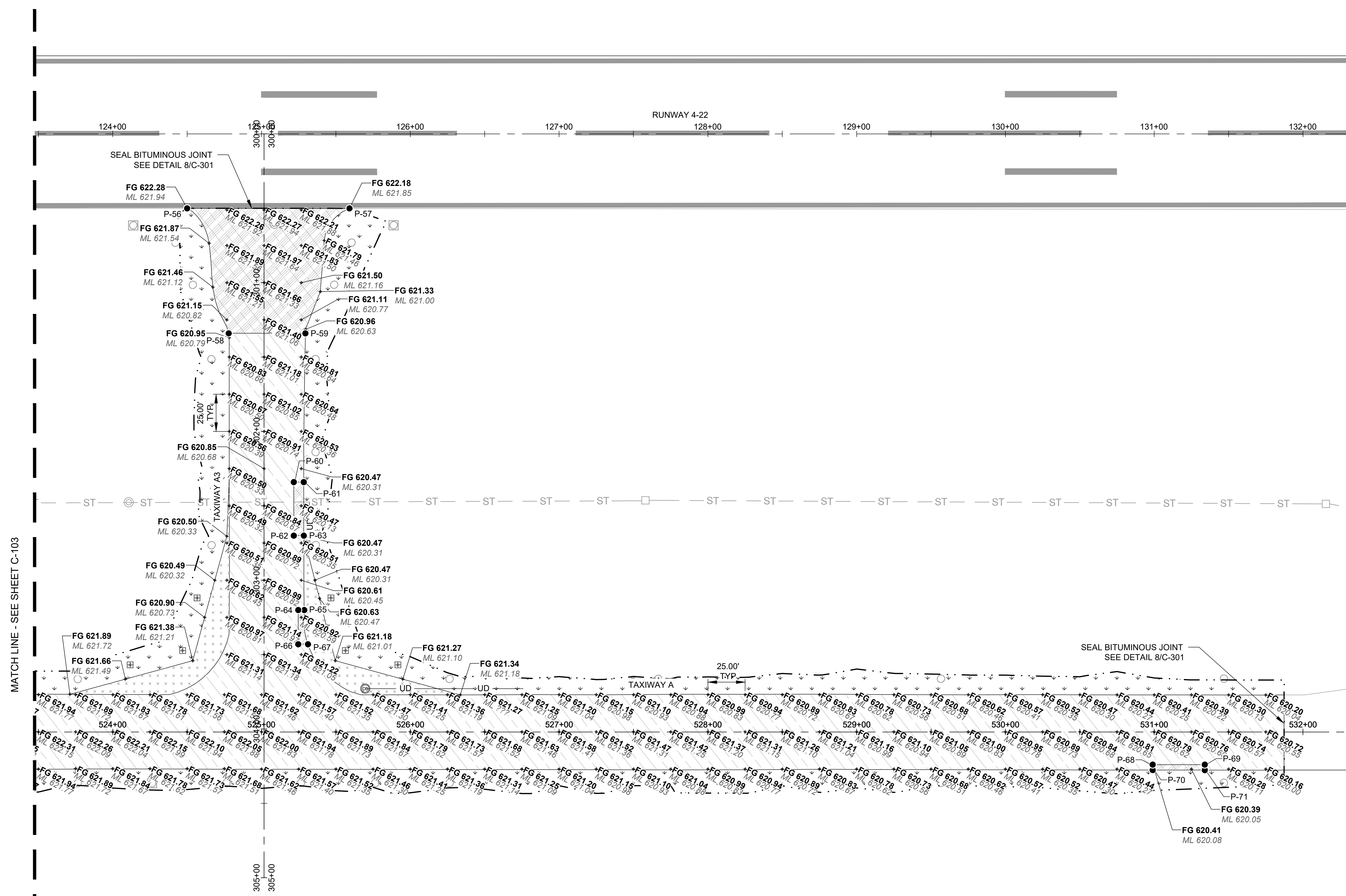
SHEET CONTENTS
PAVING PLAN - TWY A
STA 523+50 TO 532+50

DO NOT SCALE DRAWINGS

SHEET NO. 28 of 61

C-104

GEOMETRY POINTS				
PNT NO.	ALIGNMENT	STATION	OFFSET	MILL ELEVATION
P-56	TWY A3	300+50.00	51.70	621.94
P-57	TWY A3	300+50.01	-57.40	621.85
P-58	TWY A3	301+34.00	23.75	620.66
P-59	TWY A3	301+34.00	-27.80	620.59
P-60	TWY A3	302+34.00	-20.00	620.21
P-61	TWY A3	302+34.00	-26.69	620.11
P-62	TWY A3	302+70.00	-20.00	620.24
P-63	TWY A3	302+70.00	-26.73	620.14
P-64	TWY A3	303+20.00	-23.00	620.54
P-65	TWY A3	303+20.00	-27.02	620.51
P-66	TWY A3	303+43.00	-23.00	620.81
P-67	TWY A3	303+43.00	-29.53	620.77
P-68	TWY A	530+99.00	22.00	620.13
P-69	TWY A	531+34.00	22.00	620.10
P-70	TWY A	530+99.00	25.64	620.07
P-71	TWY A	531+34.00	25.67	620.00

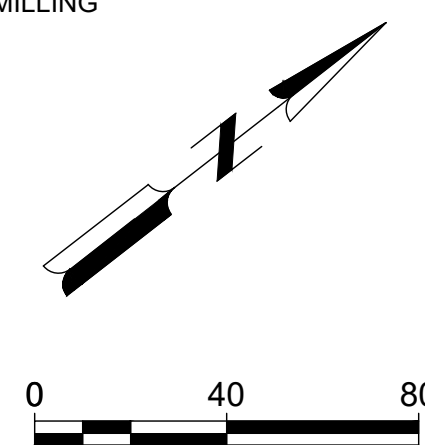


NOTES:

1. ANY AREAS DISTURBED THAT ARE OUTSIDE THE GRADING LIMITS SHALL BE RESTORED TO EXISTING CONDITION AT CONTRACTOR'S EXPENSE.

LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
- GRADING LIMITS
- FINISH GRADE AND MILLING SPOT ELEVATION



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

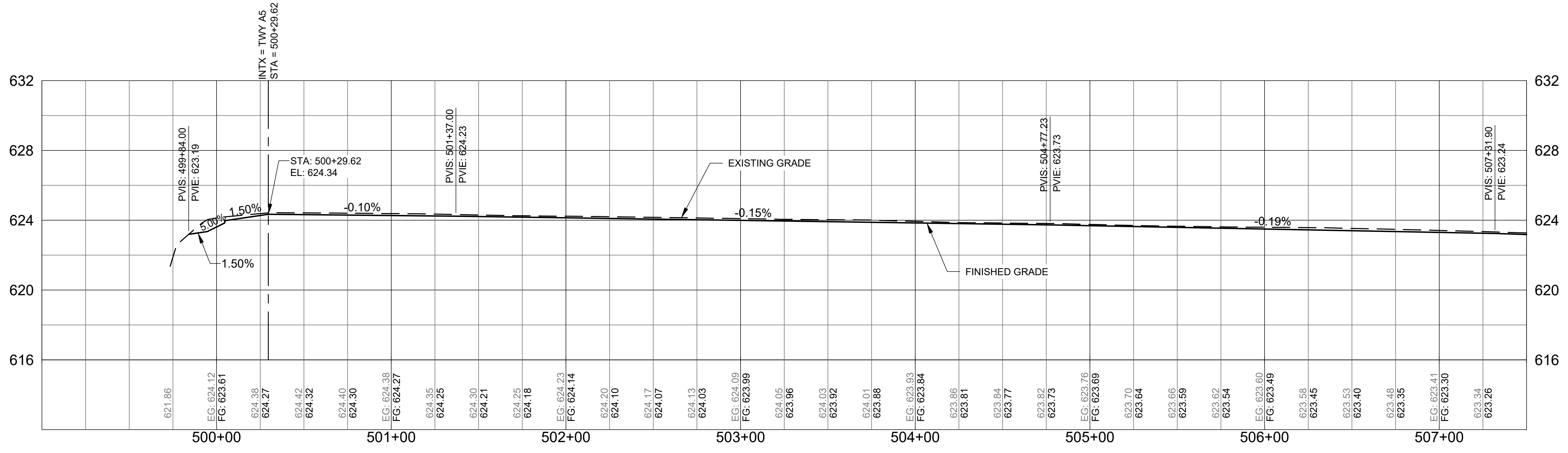
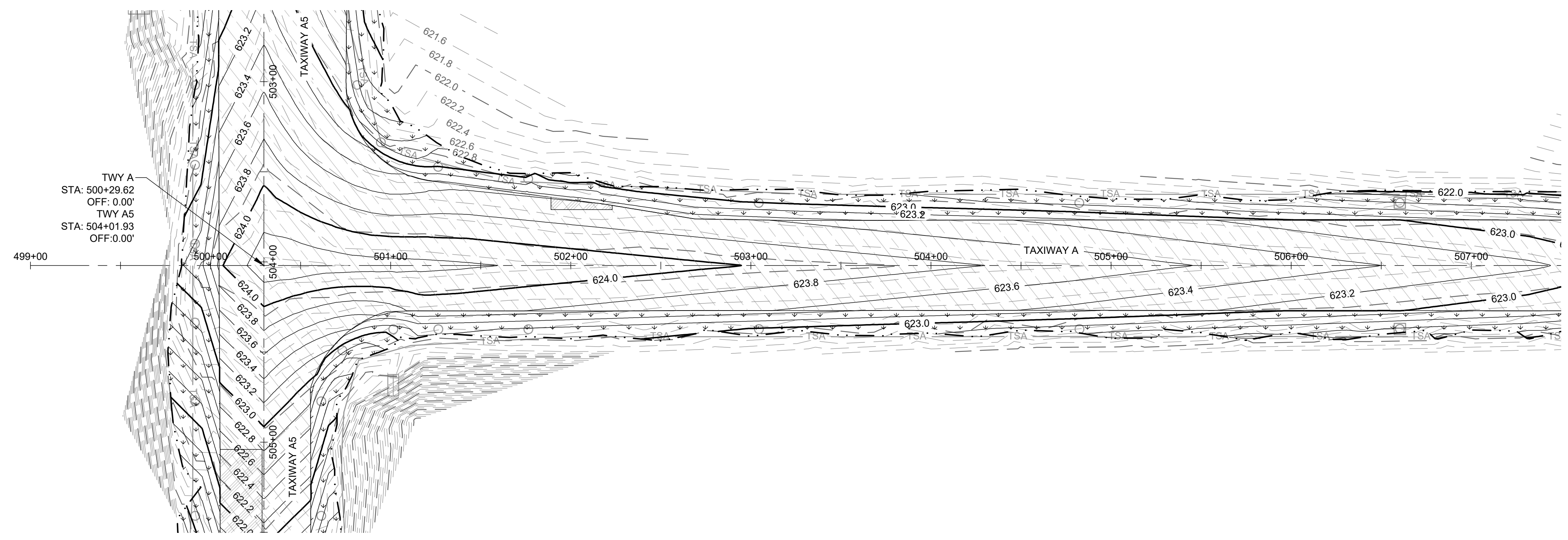
ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
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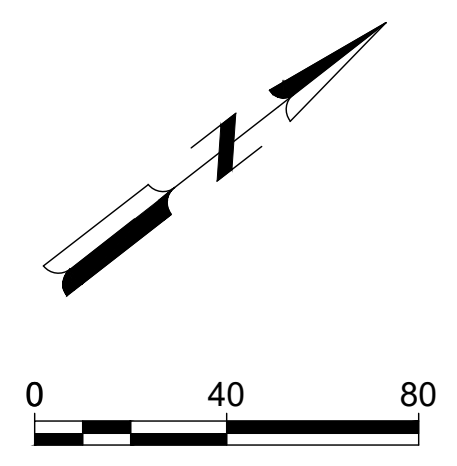
SHEET CONTENTS
TAXIWAY A GRADING
PLAN AND PROFILE

DO NOT SCALE DRAWINGS
SHEET NO. 29 of 61

C-201



- LEGEND:**
- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
 - 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
 - 4" TOPSOIL PLACEMENT
 - GRADING LIMITS



GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

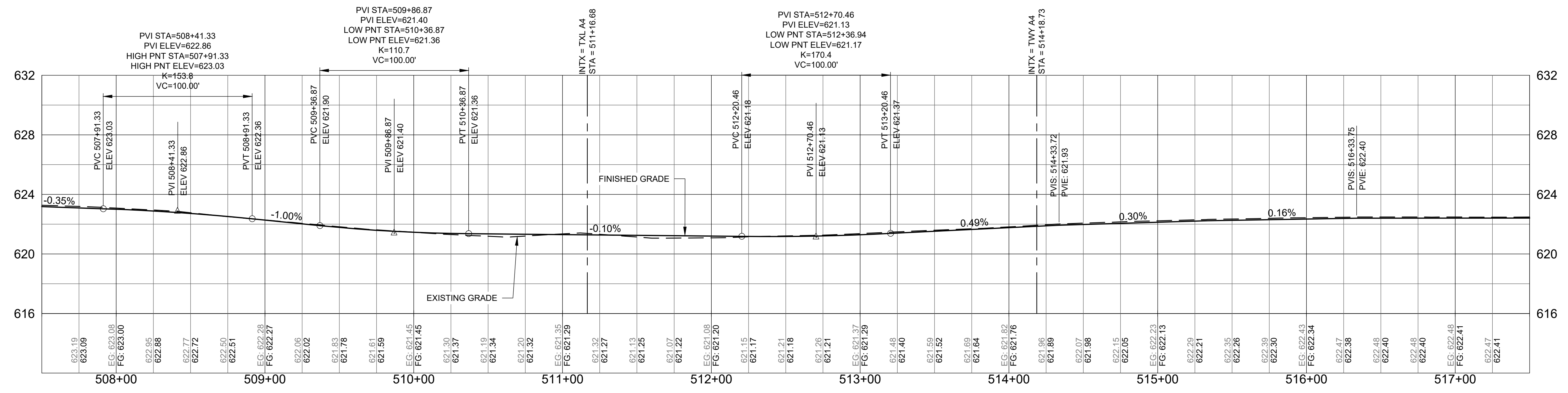
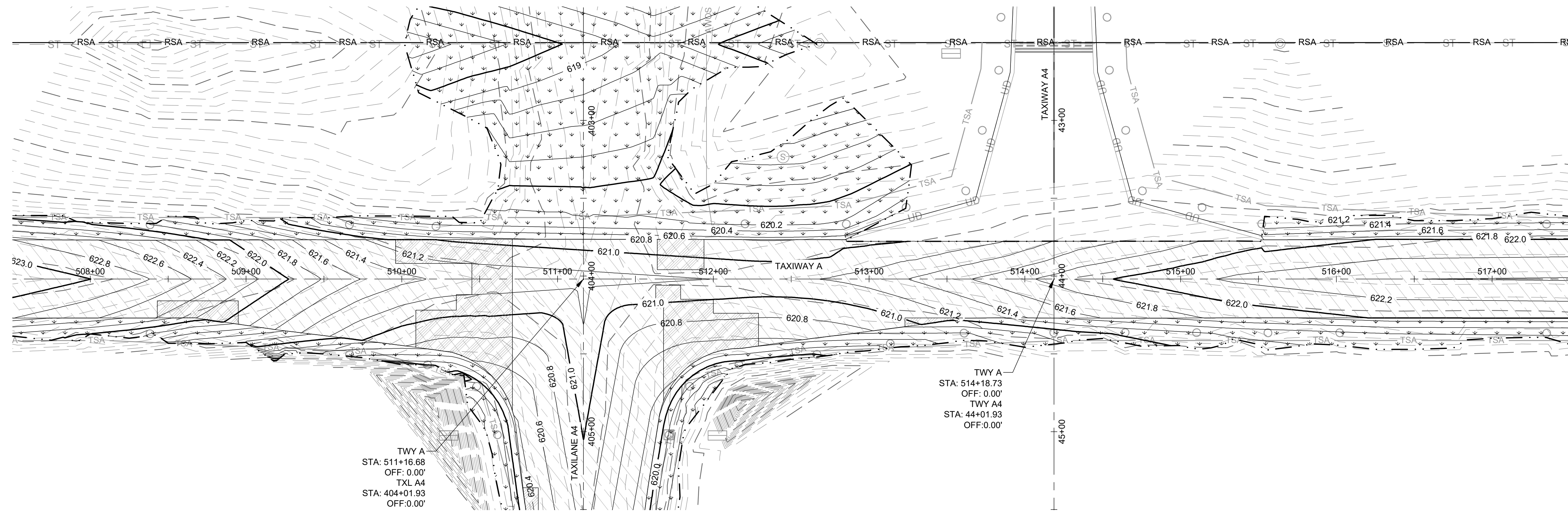
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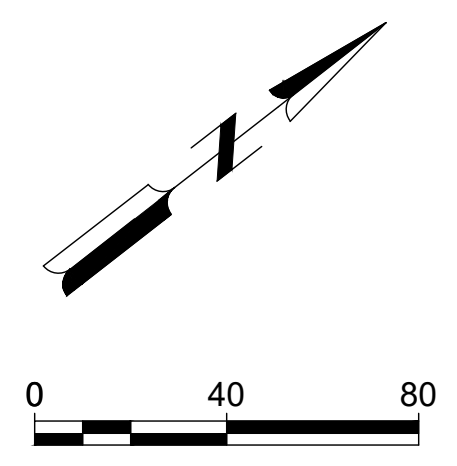
SHEET CONTENTS
TAXIWAY A GRADING
PLAN AND PROFILE

DO NOT SCALE DRAWINGS
SHEET NO. 30 of 61

C-202



- LEGEND:**
- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
 - 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
 - 4" TOPSOIL PLACEMENT
 - GRADING LIMITS



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

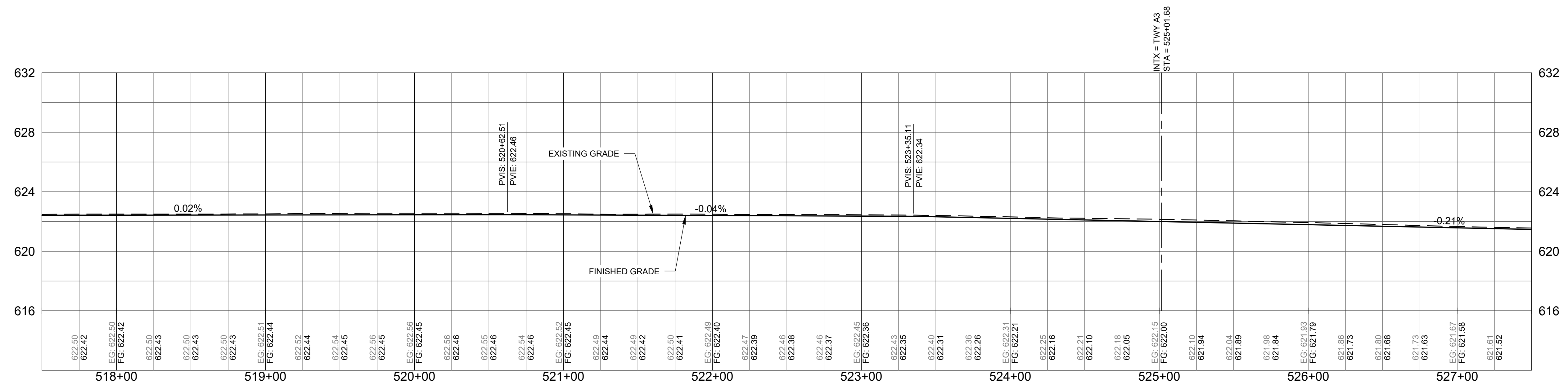
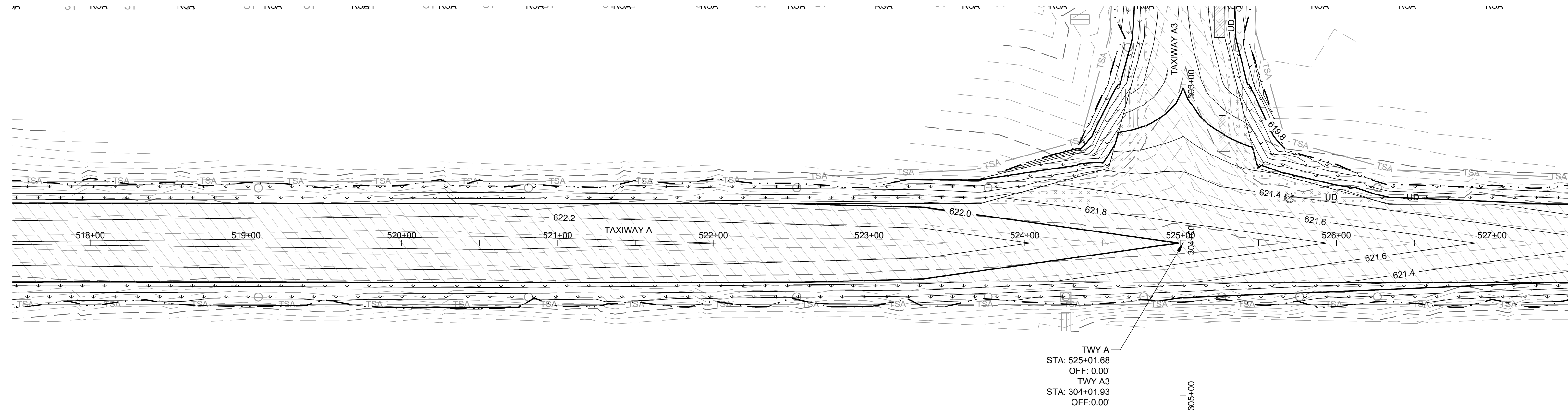
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M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
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CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TAXIWAY A GRADING
PLAN AND PROFILE

DO NOT SCALE DRAWINGS

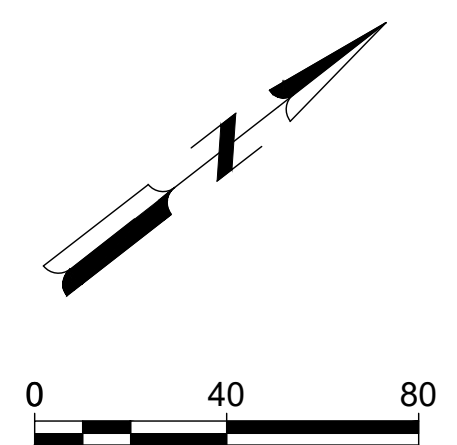
SHEET NO. 31 of 61

C-203



LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
- GRADING LIMITS



GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

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IFB APRIL 24, 2026

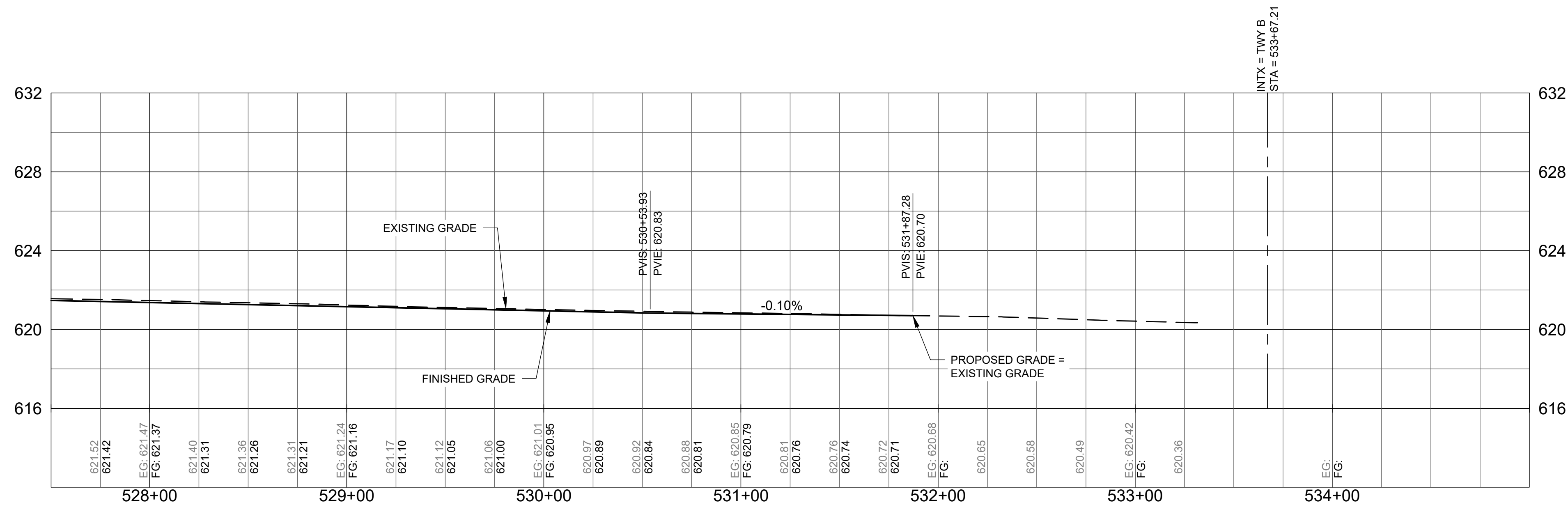
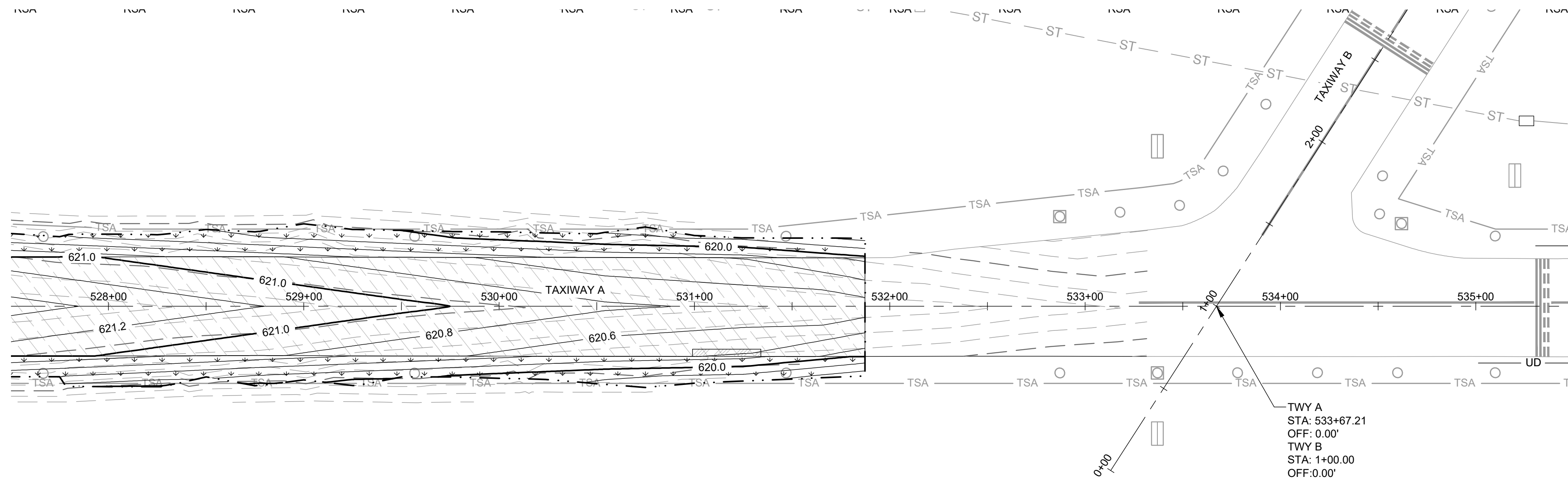
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CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TAXIWAY A GRADING
PLAN AND PROFILE

DO NOT SCALE DRAWINGS

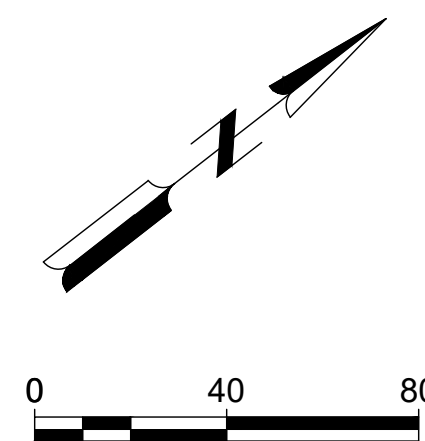
SHEET NO. 32 of 61

C-204



LEGEND:

	2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
	2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
	4" TOPSOIL PLACEMENT
	GRADING LIMITS



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

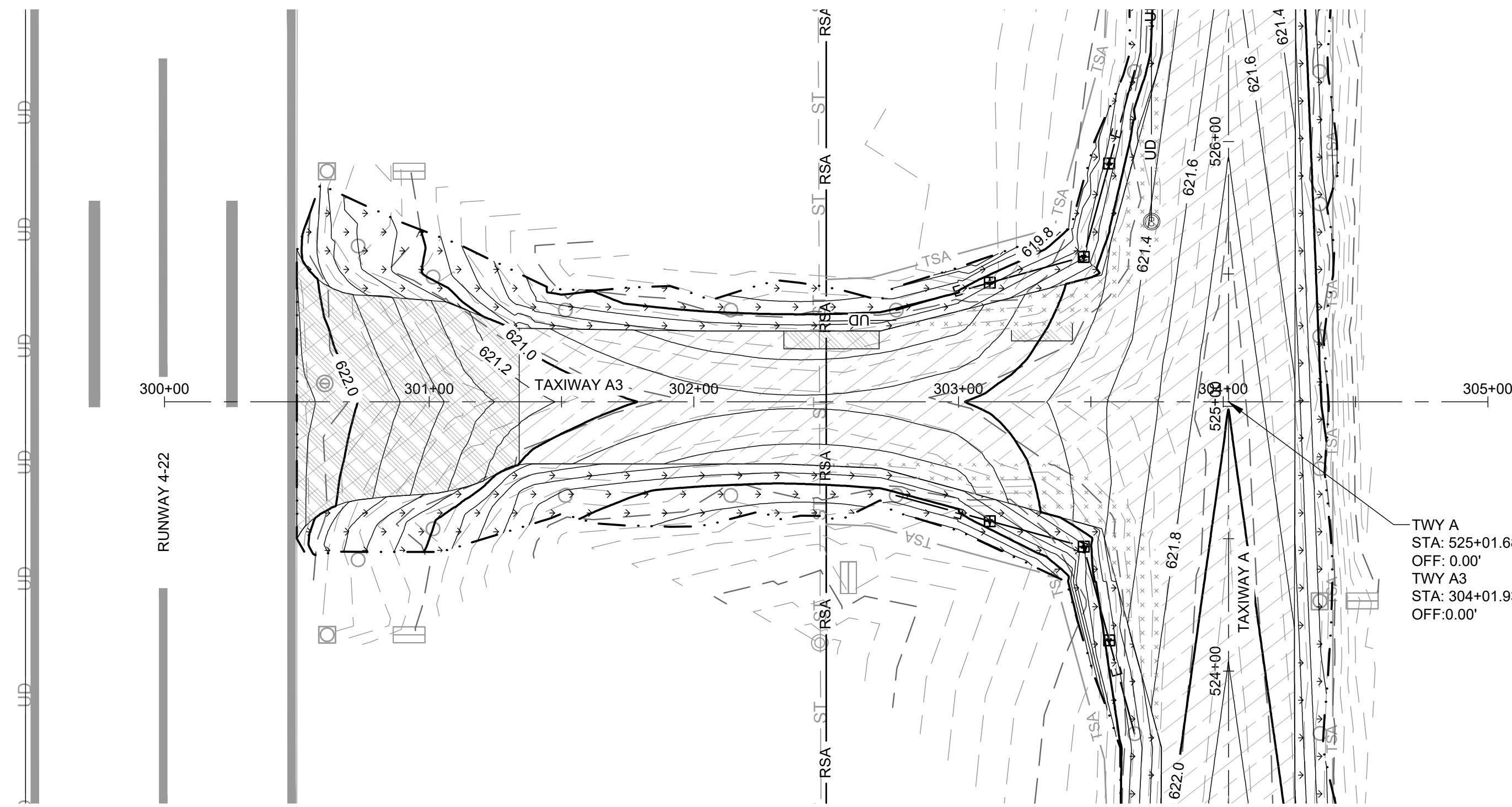
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CHECKED BY: AAS
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SHEET CONTENTS
TAXIWAY A3 GRADING
PLAN AND PROFILE

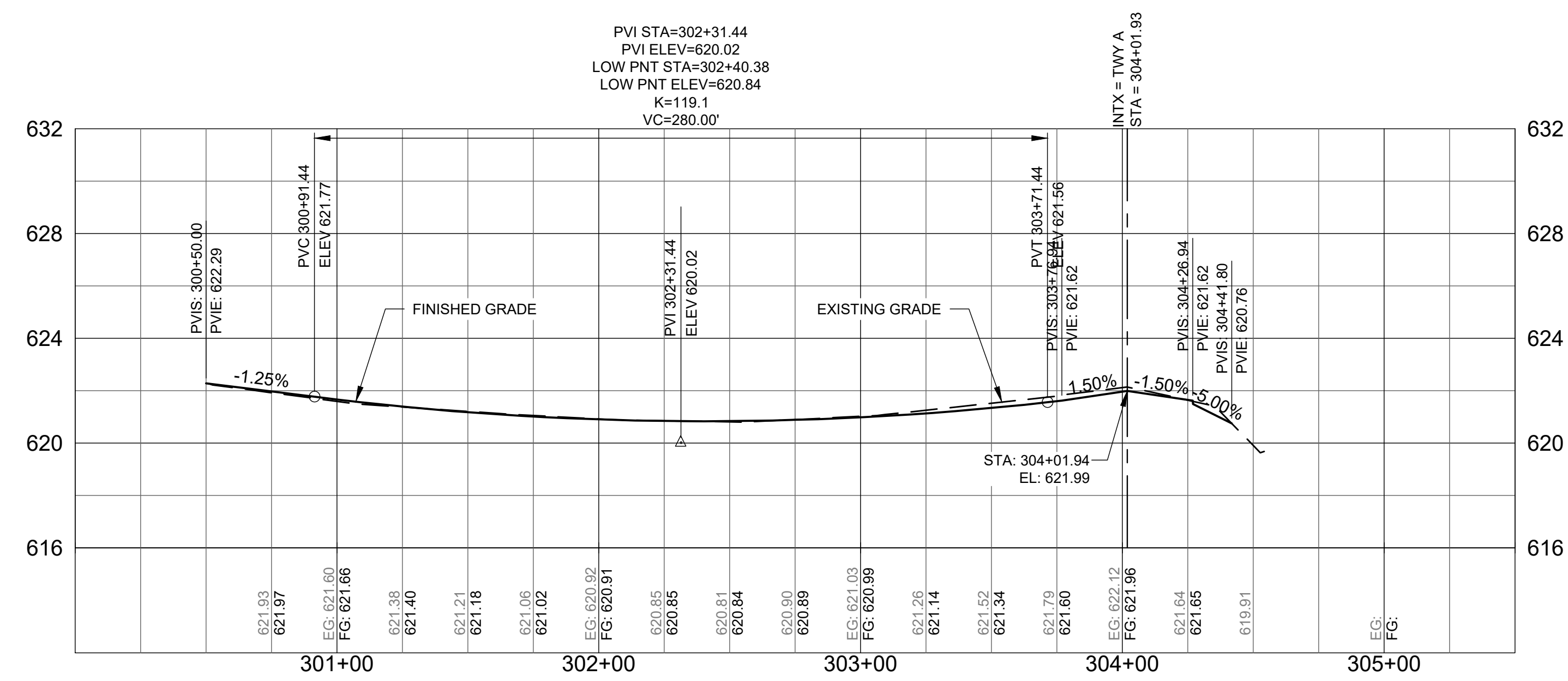
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SHEET NO. 33 of 61

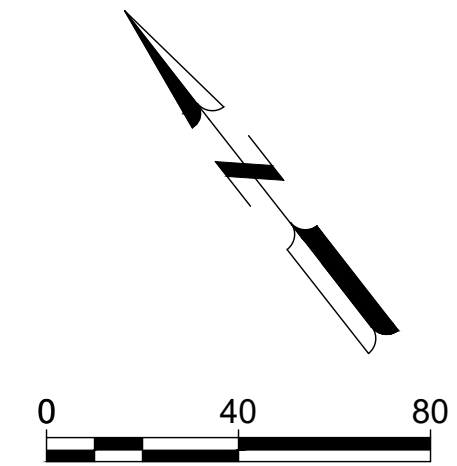
C-205



TWY A
STA: 525+01.68
OFF: 0.00'
TWY A3
STA: 304+01.93
OFF: 0.00'



- LEGEND:**
- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
 - 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
 - 4" TOPSOIL PLACEMENT
 - FULL DEPTH PAVEMENT SECTION, SEE DETAIL 6/C-301
 - GRADING LIMITS



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

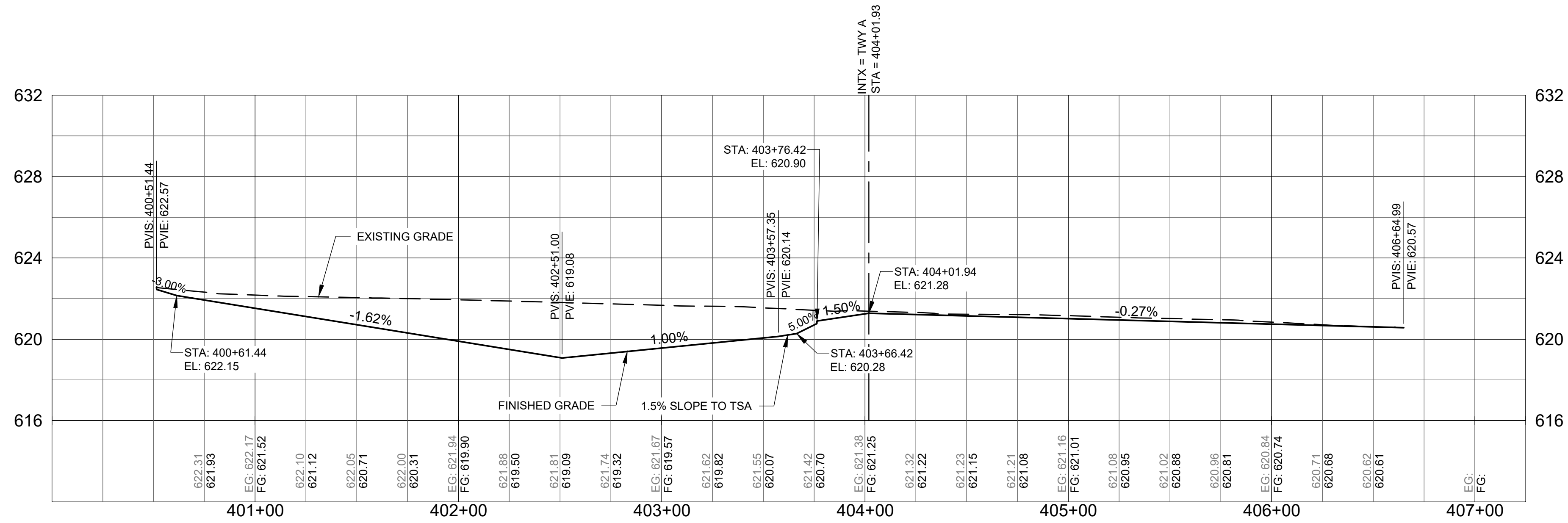
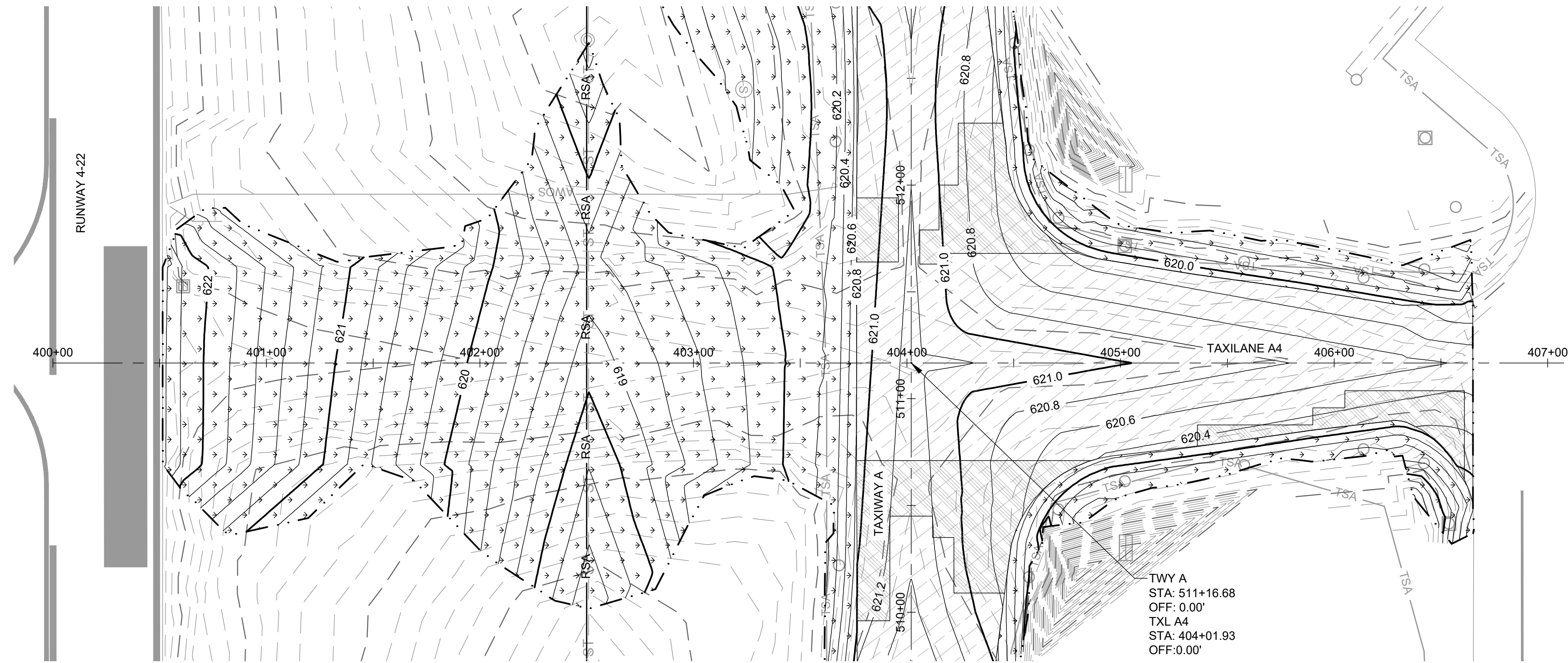
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MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TAXIWAY A4 GRADING
PLAN AND PROFILE

DO NOT SCALE DRAWINGS

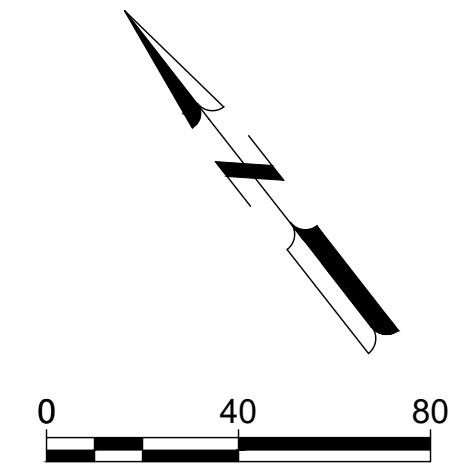
SHEET NO. 34 of 61

C-206



LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- GRADING LIMITS



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

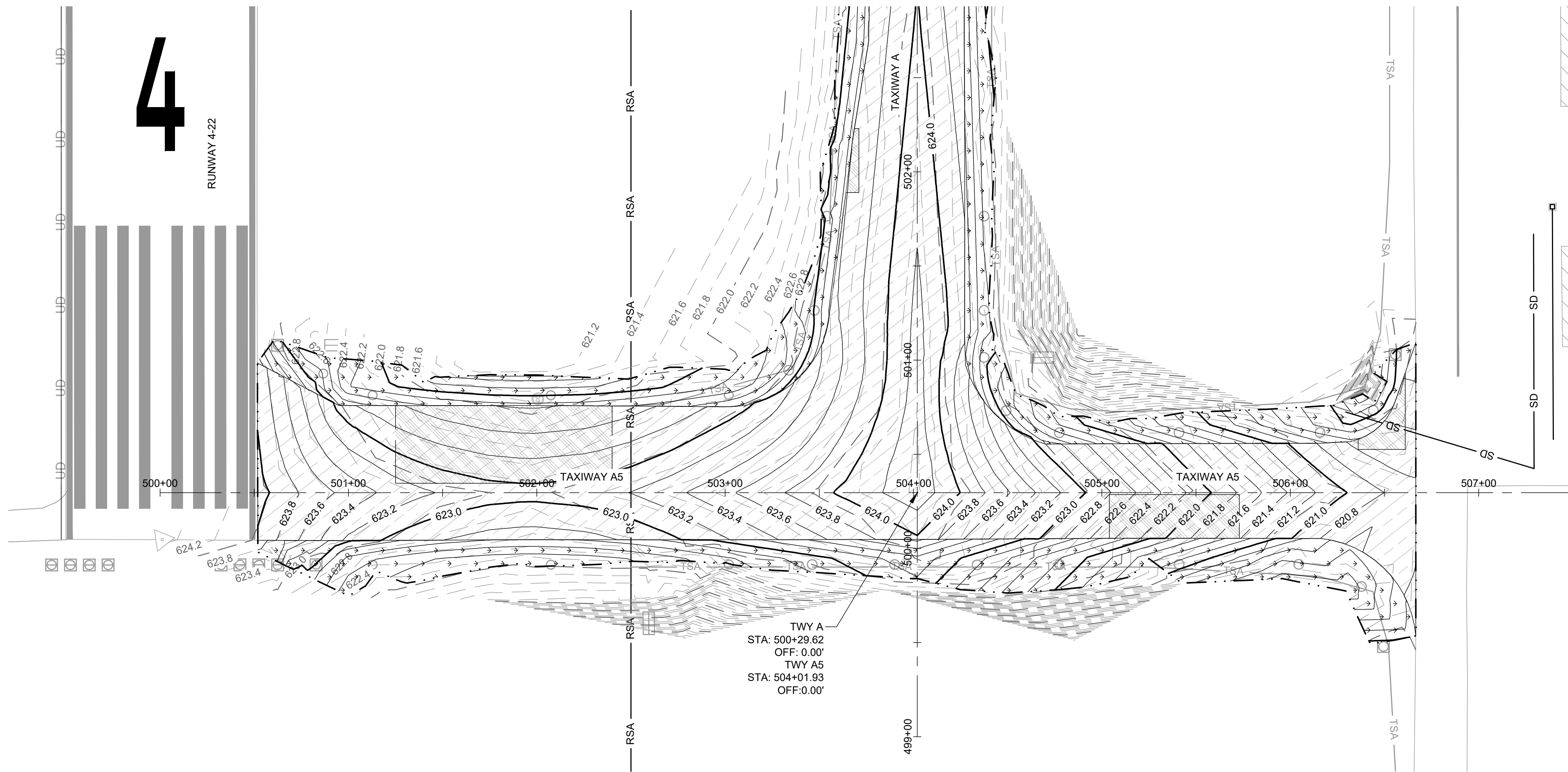
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MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: SDB
DRAWN BY: SDB
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
TAXIWAY A5 GRADING
PLAN AND PROFILE

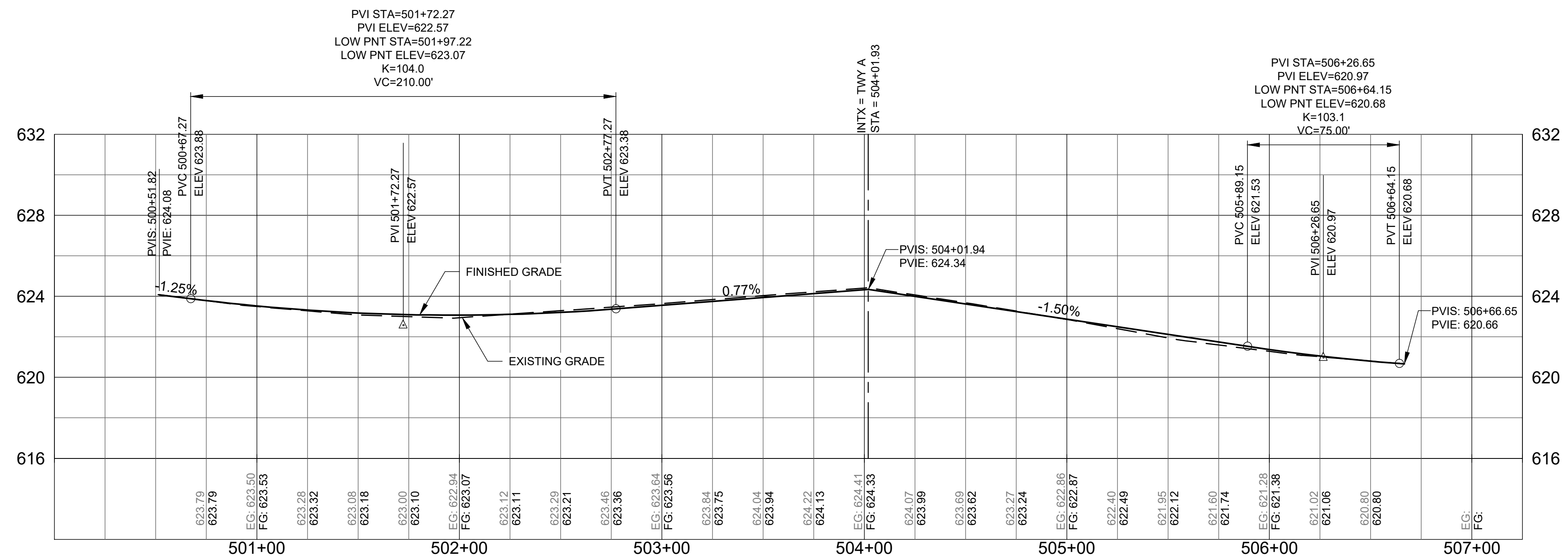
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SHEET NO. 35 of 61

C-207

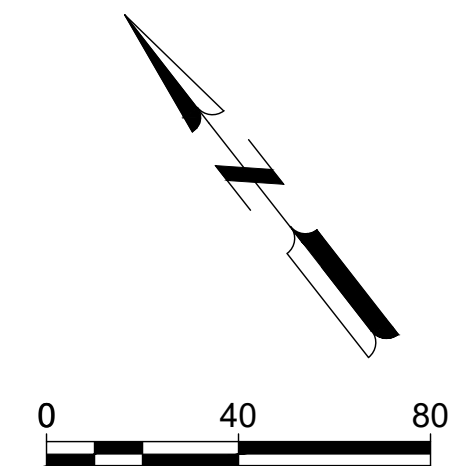


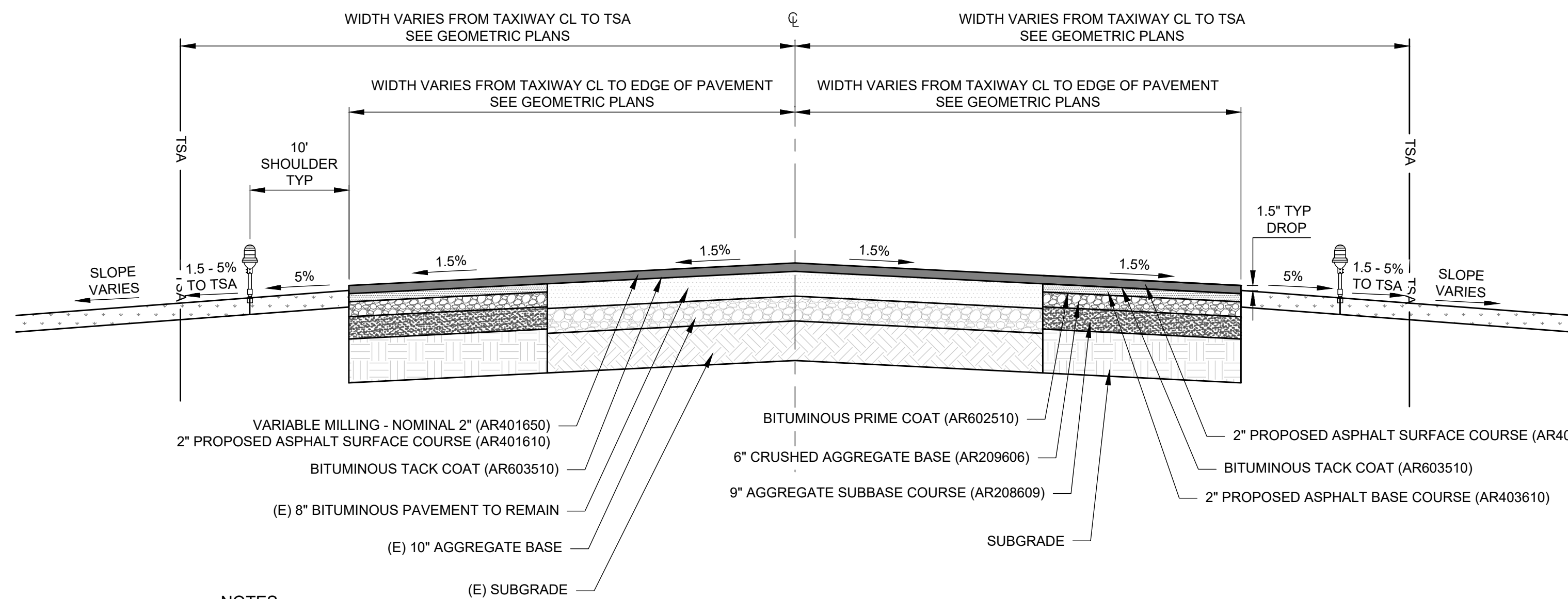
TWY A
STA: 500+29.62
OFF: 0.00'
TWY A5
STA: 504+01.93
OFF: 0.00'



LEGEND:

- 2" ASPHALT SURFACE COURSE OVERLAY, SEE DETAIL 1/C-301
- 2" ASPHALT SURFACE COURSE OVERLAY AND NOMINAL 2" ASPHALT LEVELING BASE COURSE, SEE DETAIL 9/C-301
- 4" TOPSOIL PLACEMENT
- GRADING LIMITS



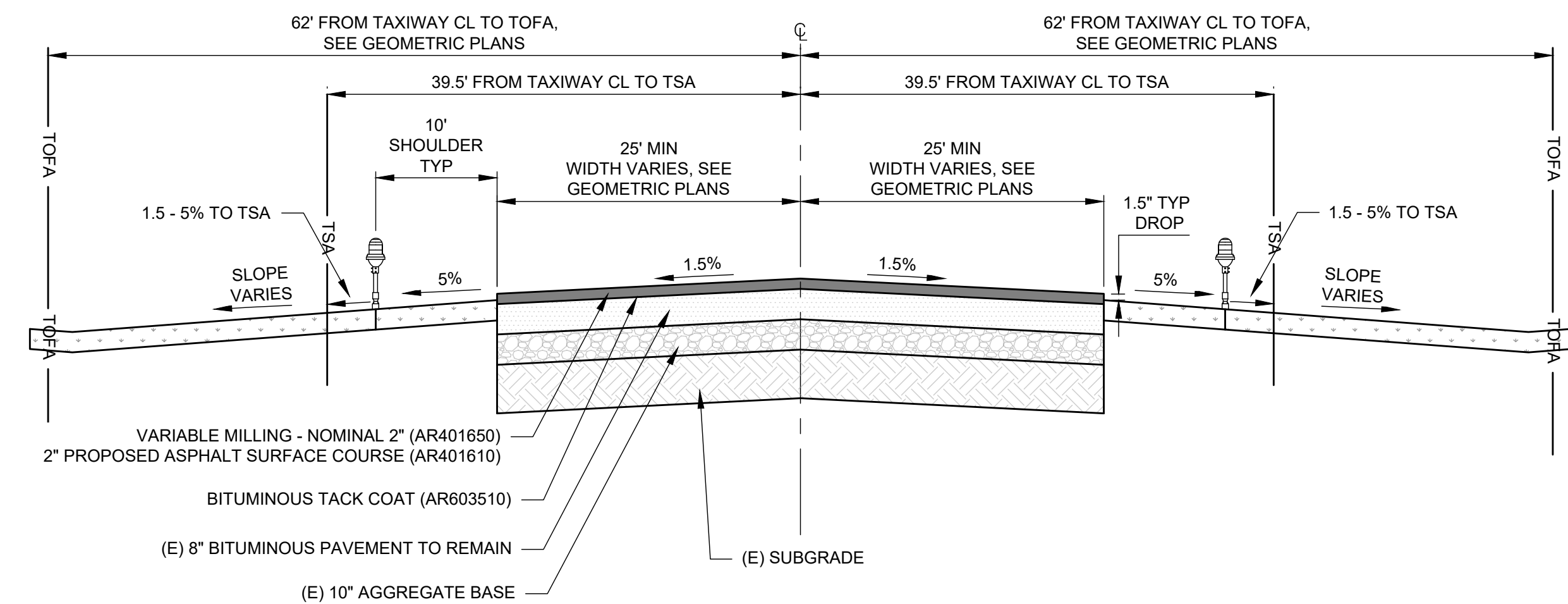


NOTES:

1. PAVEMENT SECTION DEPTH MAY HAVE MINOR THICKNESS VARIATIONS FROM THOSE INDICATED IN THE TYPICAL SECTION. THESE VARIATIONS WILL BE CONSIDERED INCIDENTAL.
2. TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND NEW BITUMINOUS PAVEMENT AND BETWEEN ALL SUBSEQUENT LIFTS OF NEW BITUMINOUS PAVEMENT.
3. TO REDUCE COLD JOINTS, SURFACE COURSE SHOULD BE PLACED FOR BOTH MAINLINE PAVEMENT AND NEW FILLET PAVEMENT SIMULTANEOUSLY.

6 PROPOSED FILLET FULL PAVEMENT SECTION - TAXIWAY A3

NOT TO SCALE

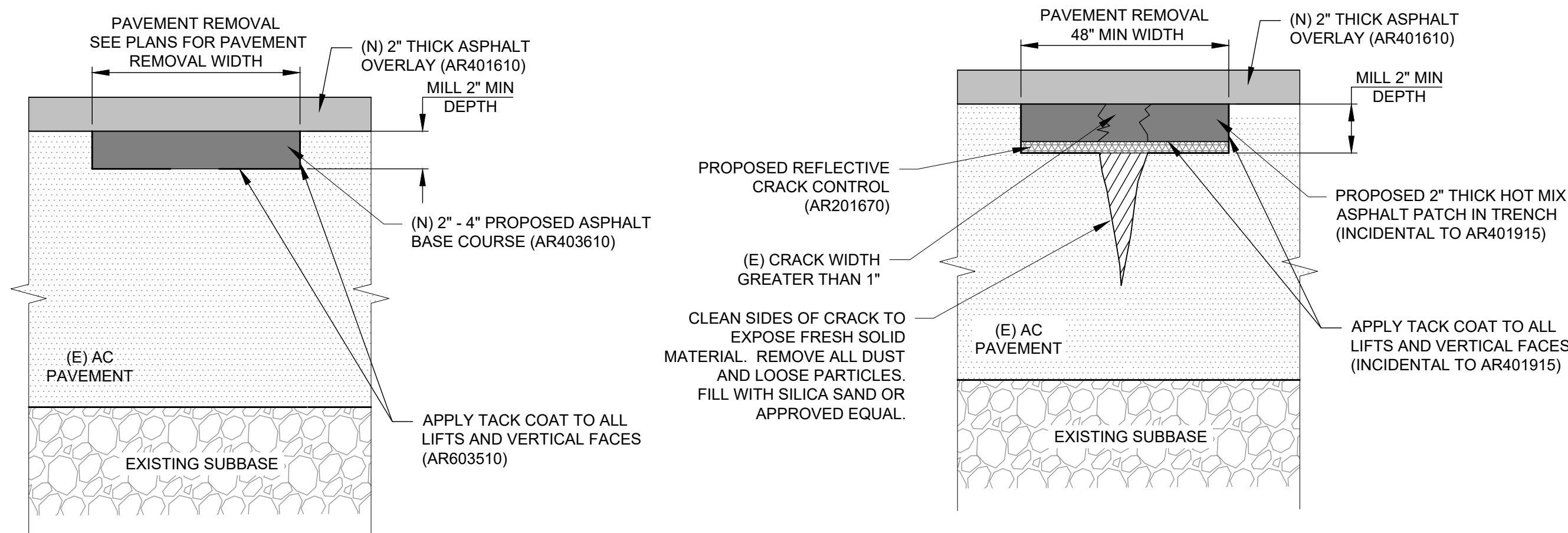


NOTES:

1. PAVEMENT SECTION DEPTH MAY HAVE MINOR THICKNESS VARIATIONS FROM THOSE INDICATED IN THE TYPICAL SECTION. THESE VARIATIONS WILL BE CONSIDERED INCIDENTAL.
2. TACK COAT IS REQUIRED BETWEEN EXISTING PAVEMENT AND NEW BITUMINOUS PAVEMENT AND BETWEEN ALL SUBSEQUENT LIFTS OF NEW BITUMINOUS PAVEMENT.

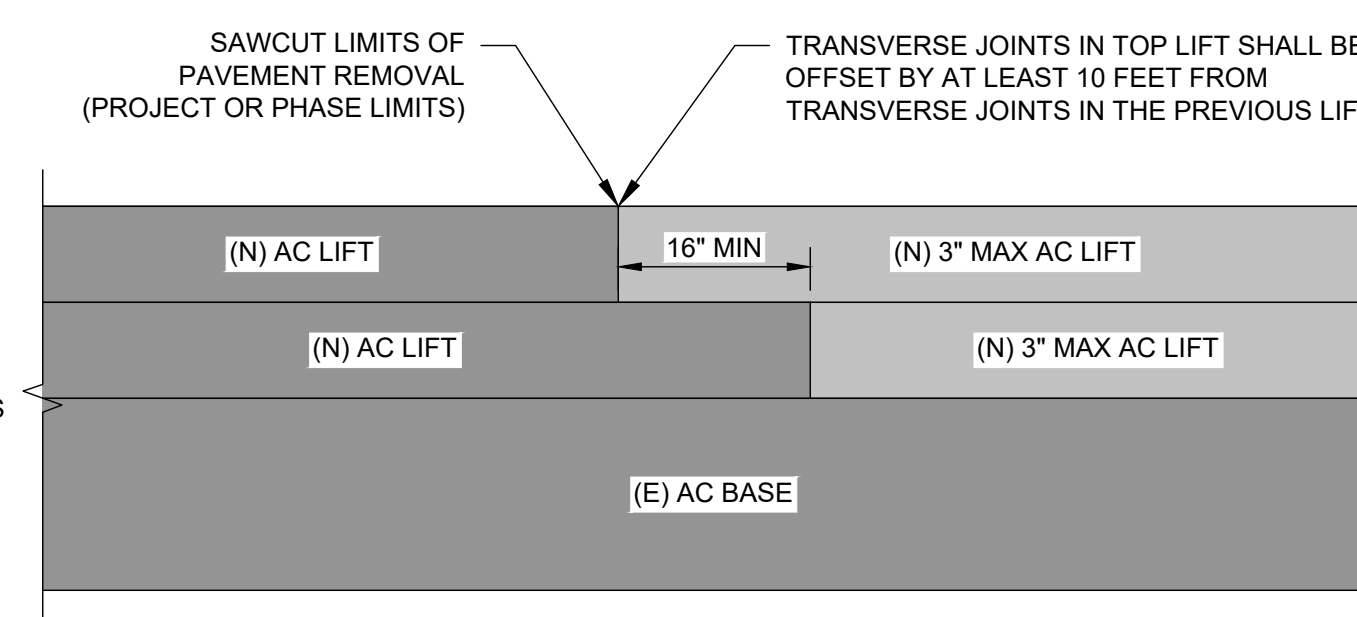
1 50' TAXIWAY (ADG II, TDG 2B) PAVEMENT SECTION - TAXIWAY A, A4, AND A5

NOT TO SCALE



7 PARTIAL DEPTH REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE A (AR401915)

NOT TO SCALE

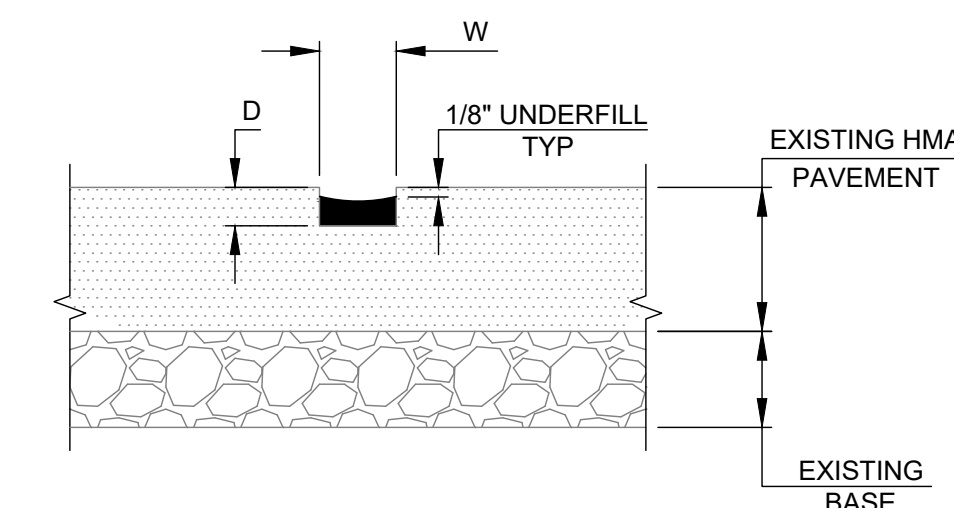


NOTE:

DETAIL ONLY APPLIES TO PHASE LIMITS AND DAILY PAVING LIMITS WHERE NEW PAVEMENT MATCHES NEW PAVEMENT.

4 TRANSVERSE PAVEMENT JOINT

NOT TO SCALE



NOTES:

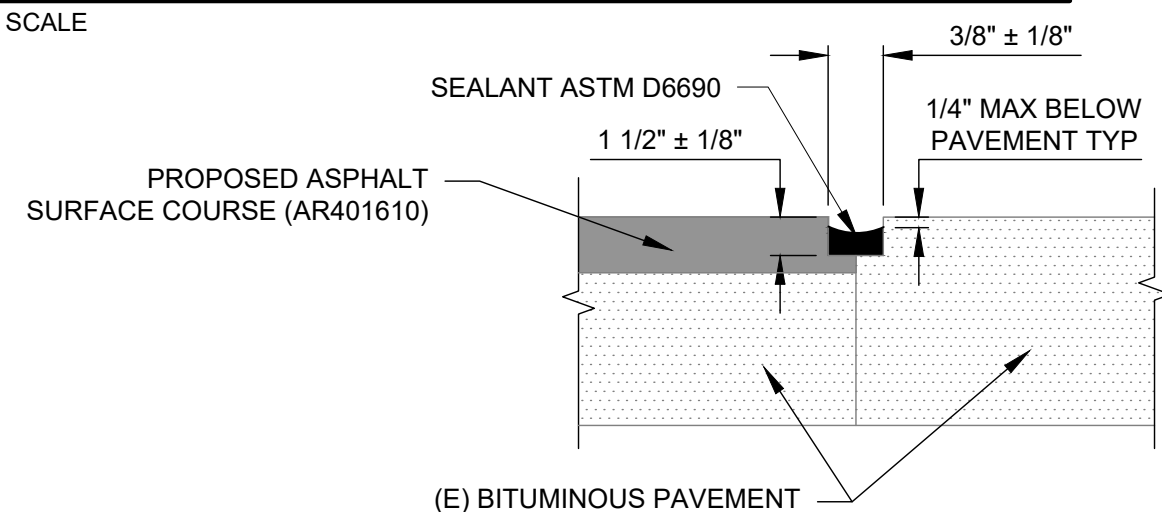
1. USE AN AIR COMPRESSOR WITH AN OPERABLE OIL AND WATER TRAP TO CLEAN ALL CRACKS WITH COMPRESSED HOT AIR.
2. IF NECESSARY, SAW OR ROUT THE CRACKS TO THE REQUIRED WIDTH AND DEPTH PER MANUFACTURERS SPECIFICATION.
3. TO OBTAIN THE WIDTH AND DEPTH RATIO REQUIRED BY THE SEALANT MANUFACTURER. THE SPECIFICATION MAY REQUIRE INSTALLATION OF BACKER RODS.
4. APPLY THE SEALANT UNIFORMLY FROM THE BOTTOM TO THE TOP OF THE CRACK AVOIDING VOIDS OR ENTRAPPING AIR.
5. THE SURFACE OF THE SEALANT SHALL REMAIN 1/4 INCH TO 3/8 INCH BELOW THE EXISTING PAVEMENT SURFACE.
6. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE RESIDENT ENGINEER AND AIRPORT PRIOR TO CRACK REPAIR. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR201660.

2 CRACK REPAIR - FOR CRACKS LESS THAN 1-INCH (AR201660)

NOT TO SCALE

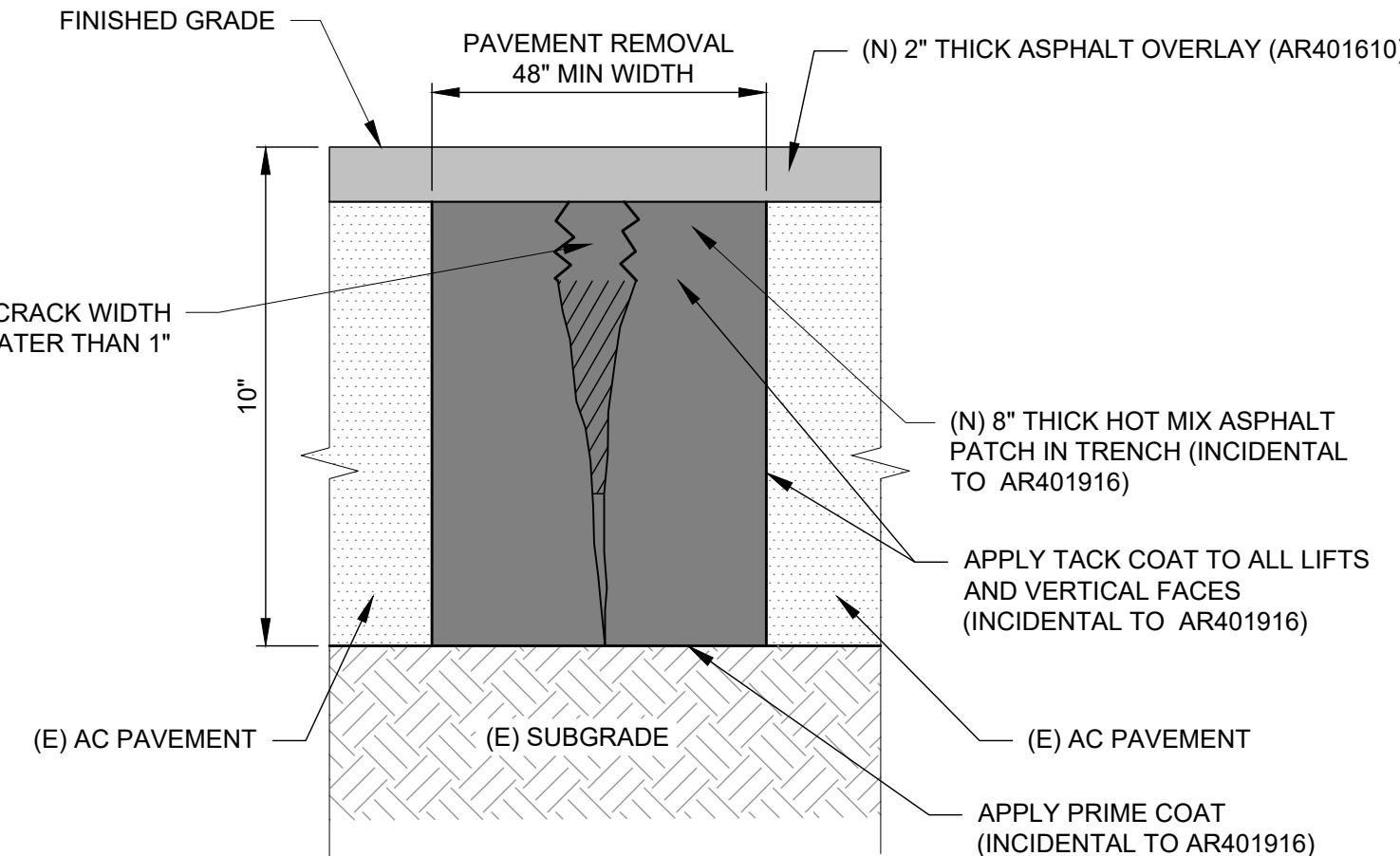
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NOT TO SCALE



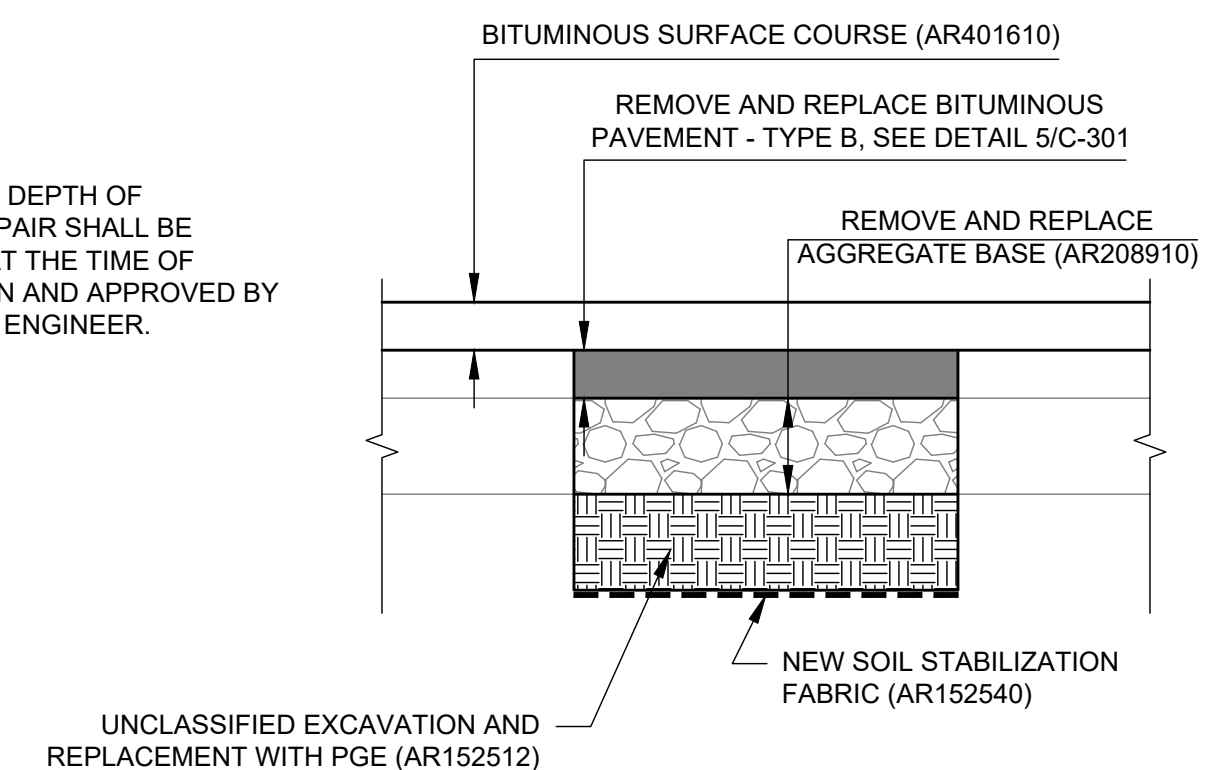
8 SAW AND SEAL BITUMINOUS JOINTS (AR401660)

NOT TO SCALE



5 FULL DEPTH REMOVE & REPLACE BITUMINOUS PAVEMENT - TYPE B (AR401916)

NOT TO SCALE



NOTES:

1. LOCATION AND DEPTH OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.

3 SUBGRADE REPAIR DETAIL

NOT TO SCALE

GENERAL NOTES:

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS AND AIRPORT PERSONNEL. 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. THE PATCHING SHALL BE DONE ON THE MILLED SURFACE OF THE PAVEMENT.
3. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED BASED ON INFORMATION OBTAINED DURING THE SURVEY. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
4. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE RESIDENT ENGINEER AND AIRPORT BEFORE THE MILLING OF THE SURFACE.
5. BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN MULTIPLE LIFTS WHERE NEEDED (MAXIMUM LIFT 3-INCH). TACK COAT SHALL BE APPLIED ON THE SIDES AND BETWEEN EACH LIFT. PRIME COAT SHALL BE APPLIED TO THE AGGREGATE BASE FOR PAVEMENT. TACK COAT AND PRIME COAT APPLICATION FOR PARTIAL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A AND FULL DEPTH REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B SHALL BE INCIDENTAL TO EACH RESPECTIVE WORK ITEM.
6. PAVEMENT REMOVAL AND REPLACEMENT AREAS RECEIVING SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER. SEE SUBGRADE REPAIR DETAIL, 3/C-301.

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAS
DRAWN BY: AAS
CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVEMENT MARKING
PLAN - TWY A STA
409+00 TO 508+00

DO NOT SCALE DRAWINGS

SHEET NO. 37 of 61

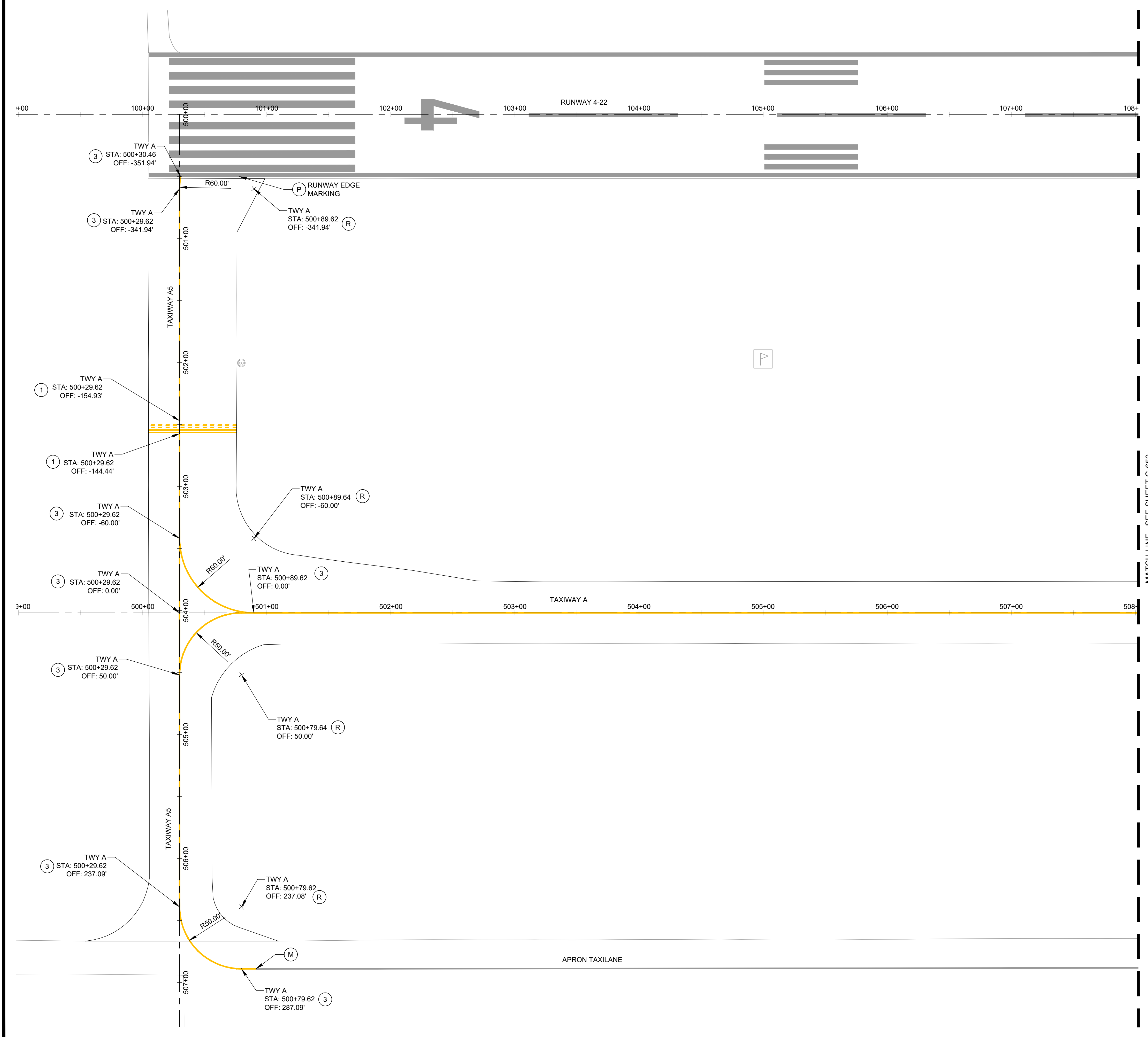
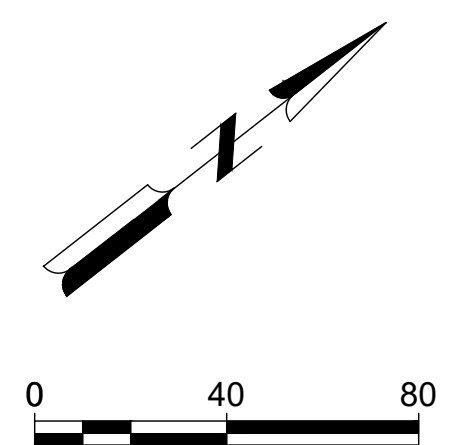
C-651

NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. CONTRACTOR SHALL TAPER PROPOSED MARKINGS TO MATCH EXISTING MARKINGS, AS NECESSARY, TO ENSURE CONSISTENT AND UNIFORM VISUAL APPEARANCE ACCEPTABLE TO THE AIRPORT.

KEY NOTES:

- ① TAXIWAY CENTERLINE AND HOLDING POSITION MARKINGS
- ② NOT USED
- ③ TAXIWAY CENTERLINE MARKING
- (M) MATCH INTO EXISTING
- (R) TAXIWAY RADIUS
- (P) PROTECT IN PLACE



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5/6/2026 2:43:33 PM

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

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DATE: APRIL 24, 2026
DESIGNED BY: AAS
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CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVEMENT MARKING
PLAN - TWY A STA
508+00 TO 516+75

DO NOT SCALE DRAWINGS
SHEET NO. 38 of 61

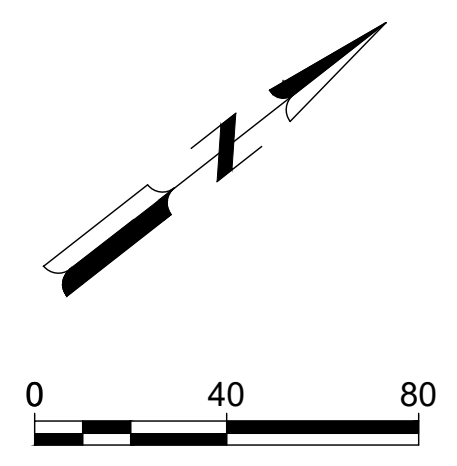
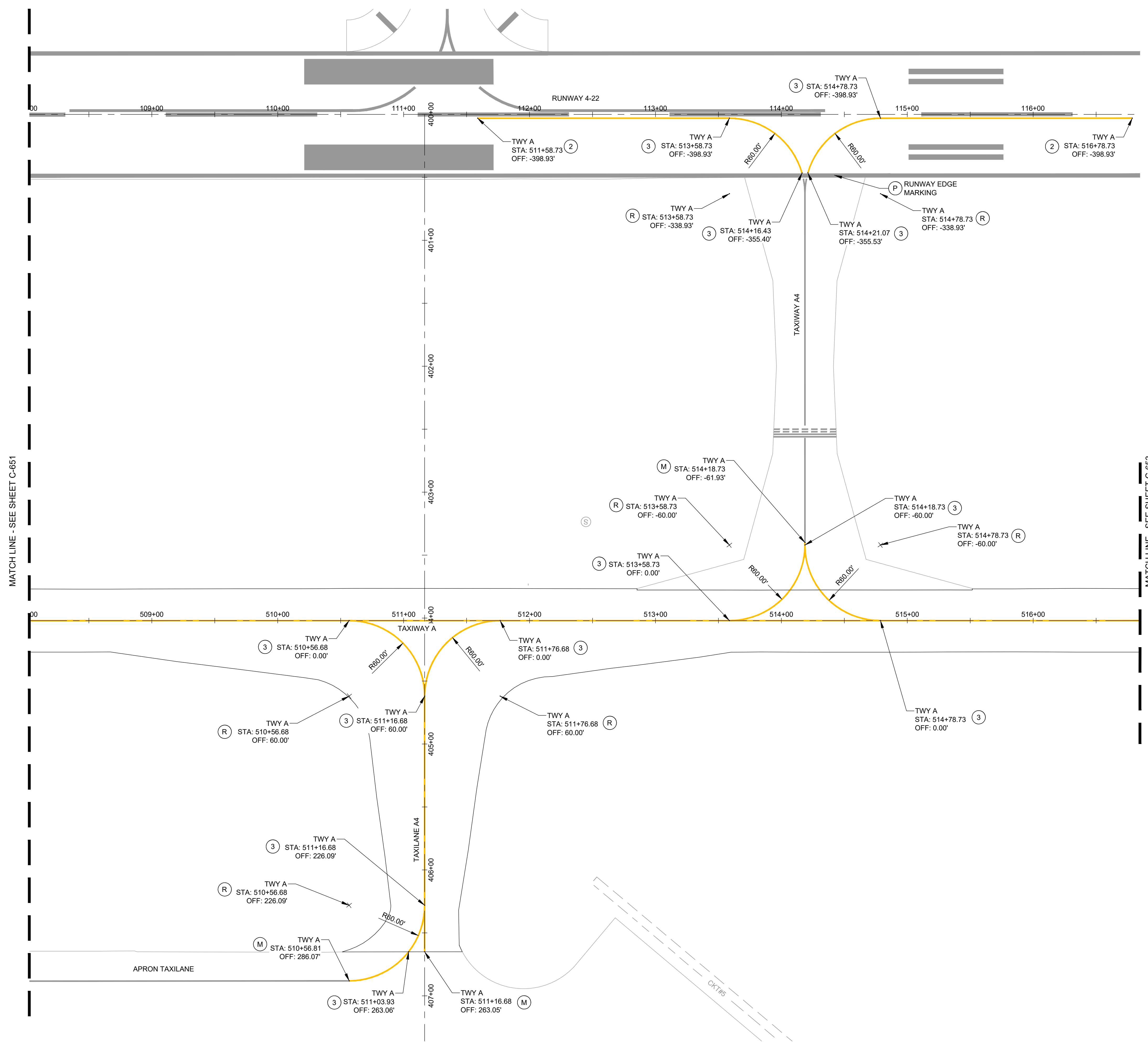
C-652

NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. CONTRACTOR SHALL TAPER PROPOSED MARKINGS TO MATCH EXISTING MARKINGS, AS NECESSARY, TO ENSURE CONSISTENT AND UNIFORM VISUAL APPEARANCE ACCEPTABLE TO THE AIRPORT.

KEY NOTES:

- ① NOT USED
- ② TAXIWAY LEAD-IN MARKING
- ③ TAXIWAY CENTERLINE MARKING
- M MATCH INTO EXISTING
- R TAXIWAY RADIUS
- P PROTECT IN PLACE



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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2**
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

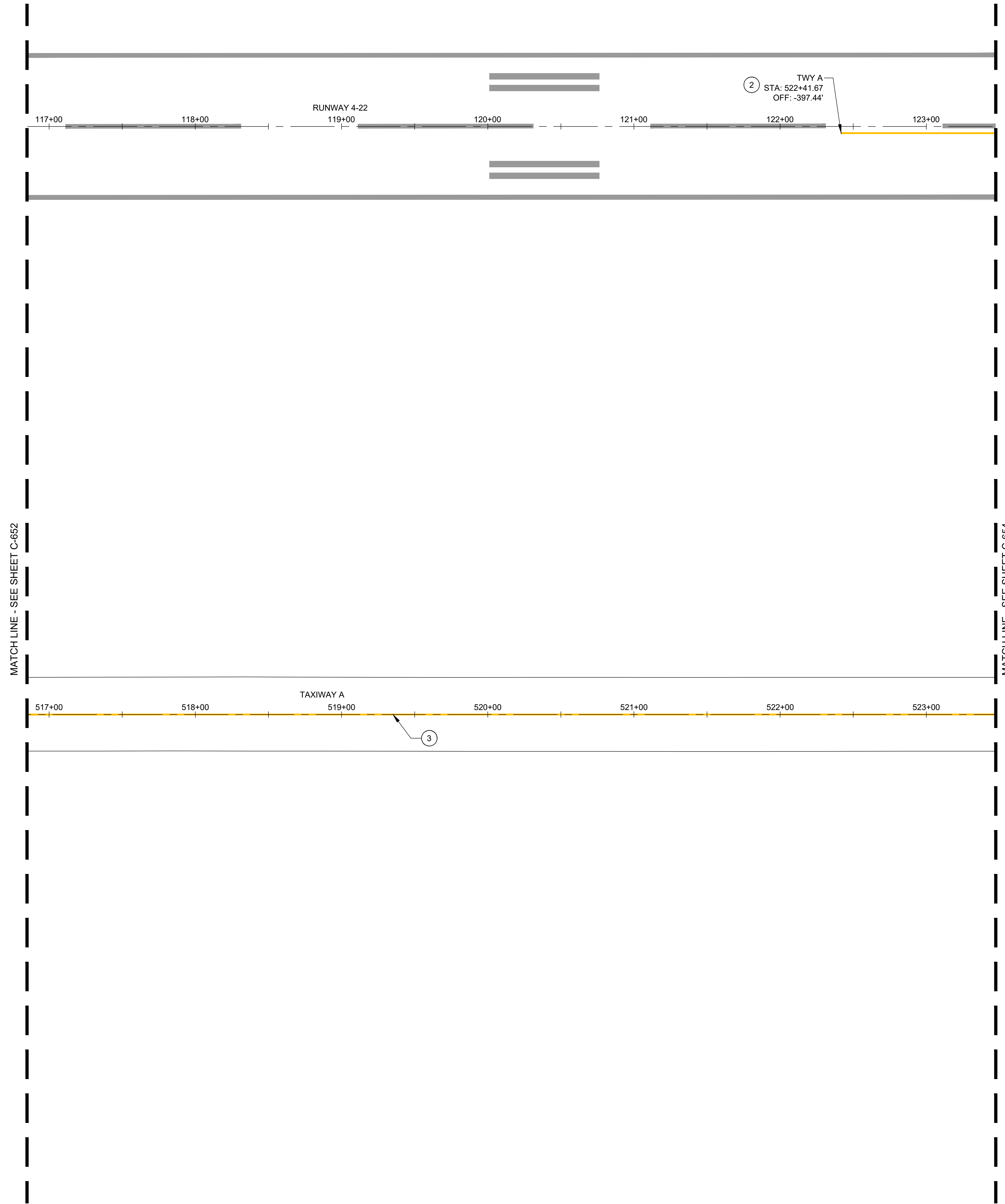
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DATE: APRIL 24, 2026
DESIGNED BY: AAS
DRAWN BY: AAS
CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
PAVEMENT MARKING
PLAN - TWY A STA
516+75 TO 523+75

DO NOT SCALE DRAWINGS

SHEET NO. 39 of 61

C-653

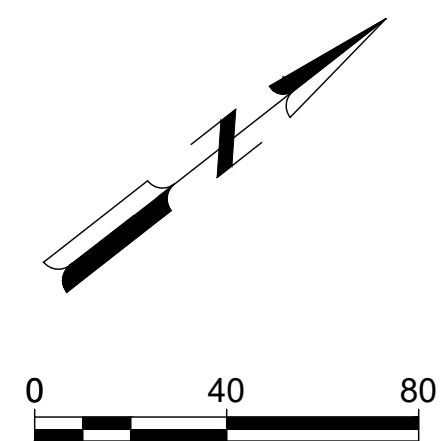


NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. CONTRACTOR SHALL TAPER PROPOSED MARKINGS TO MATCH EXISTING MARKINGS, AS NECESSARY, TO ENSURE CONSISTENT AND UNIFORM VISUAL APPEARANCE ACCEPTABLE TO THE AIRPORT.

KEY NOTES:

- ① NOT USED
- ② NOT USED
- ③ TAXIWAY CENTERLINE MARKING



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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

ISSUED
IFB APRIL 24, 2026

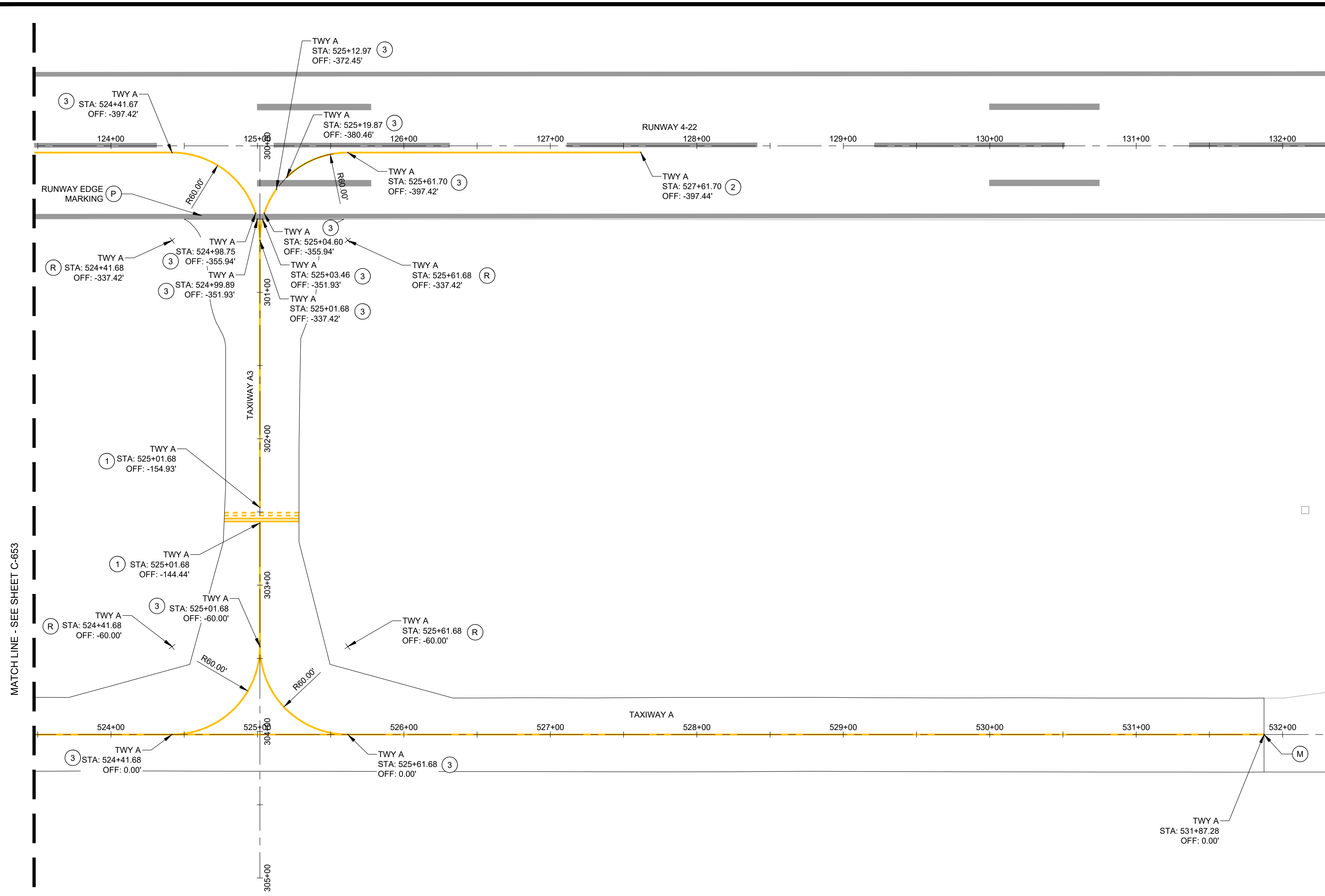
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DESIGNED BY: AAS
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SHEET CONTENTS
PAVEMENT MARKING
PLAN - TWY A STA
523+50 TO 532+50

DO NOT SCALE DRAWINGS

SHEET NO. 40 of 61

C-654

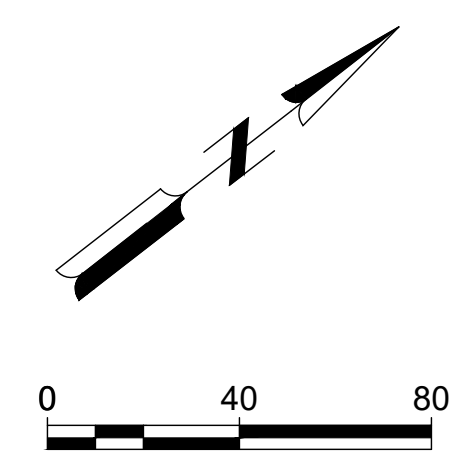


NOTES:

1. ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUT. SEE SHEET G-021 FOR ALIGNMENT DATA.
2. CONTRACTOR SHALL TAPER PROPOSED MARKINGS TO MATCH EXISTING MARKINGS, AS NECESSARY, TO ENSURE CONSISTENT AND UNIFORM VISUAL APPEARANCE ACCEPTABLE TO THE AIRPORT.

KEY NOTES:

- ① TAXIWAY CENTERLINE AND HOLDING POSITION MARKINGS
- ② TAXIWAY LEAD-IN MARKING
- ③ TAXIWAY CENTERLINE MARKING
- (M) MATCH INTO EXISTING
- (R) TAXIWAY RADIUS
- (P) PROTECT IN PLACE



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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2**
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901

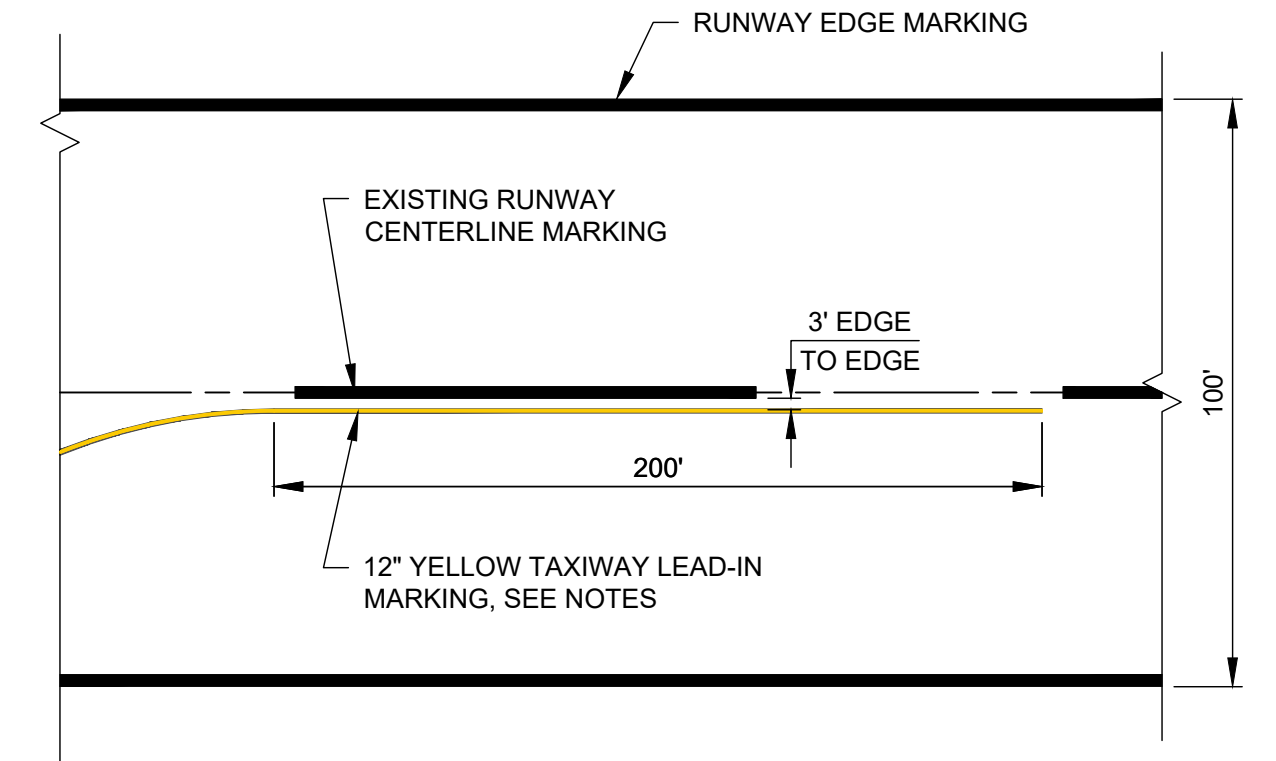
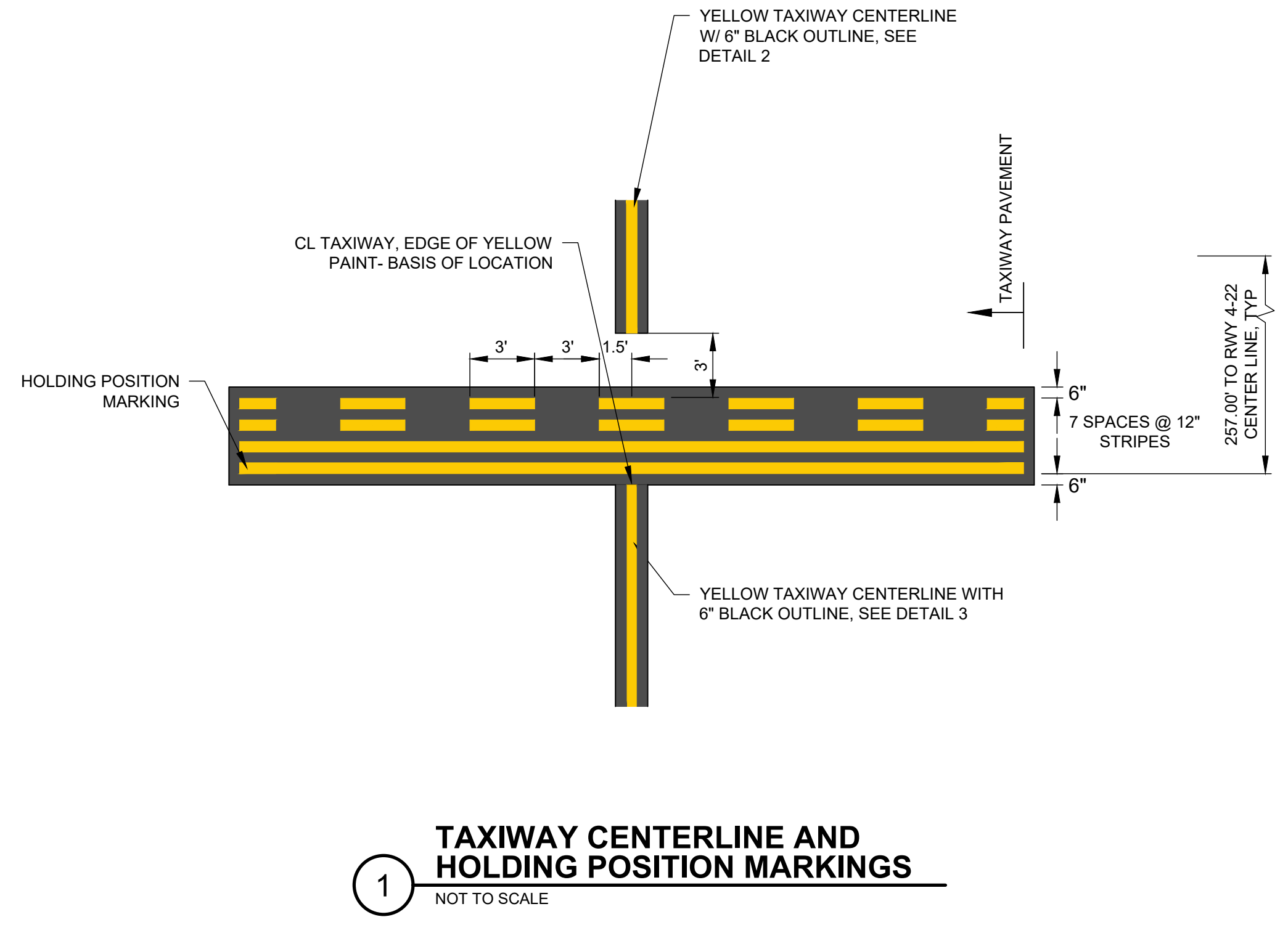
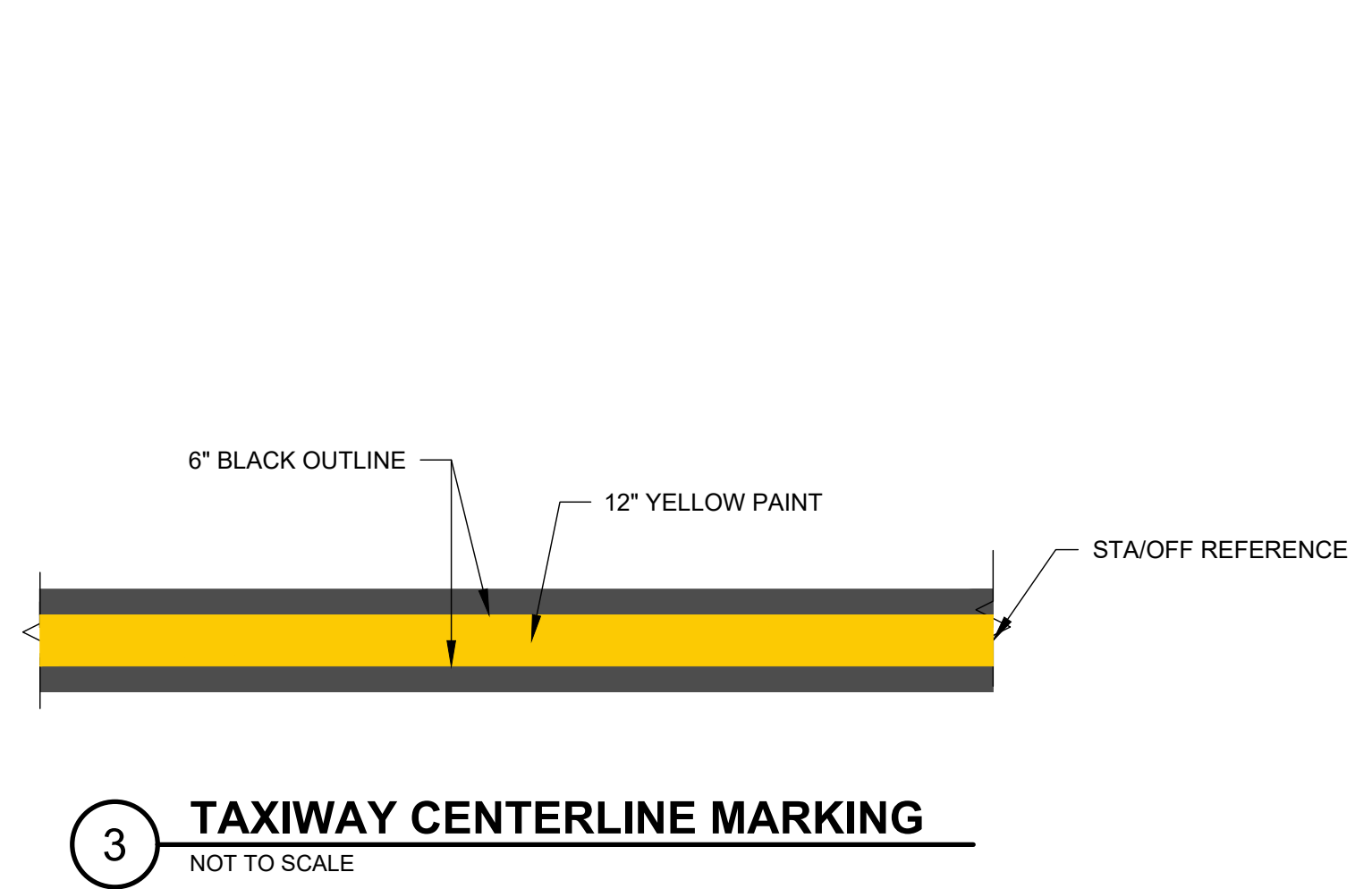
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SHEET CONTENTS
PAVEMENT MARKING
DETAILS

DO NOT SCALE DRAWINGS
SHEET NO. 41 of 61

C-661



- NOTES:**
- TAXIWAY LEAD-IN MARKINGS ARE 12" YELLOW WITH 6" BLACK OUTLINE. DIMENSIONS SHOWN EXCLUDE THE BLACK OUTLINE.
 - TAXIWAY LEAD-IN MARKINGS SHALL ABUT EACH SIDE OF THE RUNWAY EDGE MARKING. YELLOW SHALL NOT CROSS WHITE MARKINGS.

2 TAXIWAY LEAD-IN MARKING
NOT TO SCALE

GENERAL NOTE:
 PAYMENT FOR UNCLASSIFIED EXCAVATION IS
 THE SUM OF TOPSOIL STRIPPING AND
 ADDITIONAL CUT AS DESCRIBED IN THE PLANS.

Mead & Hunt
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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

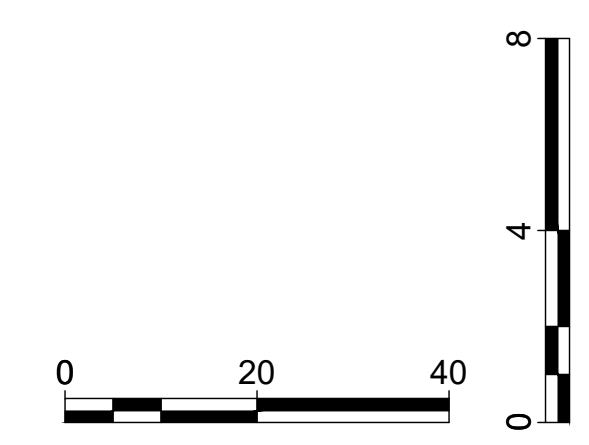
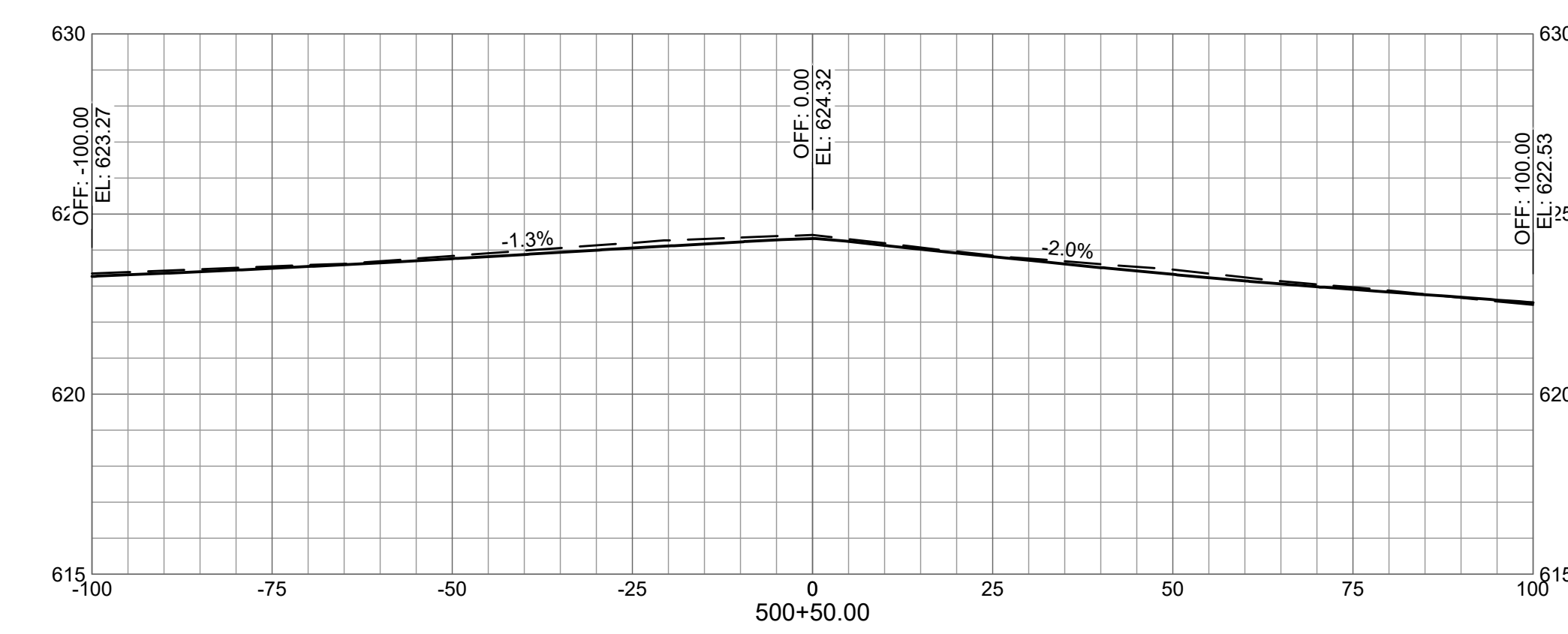
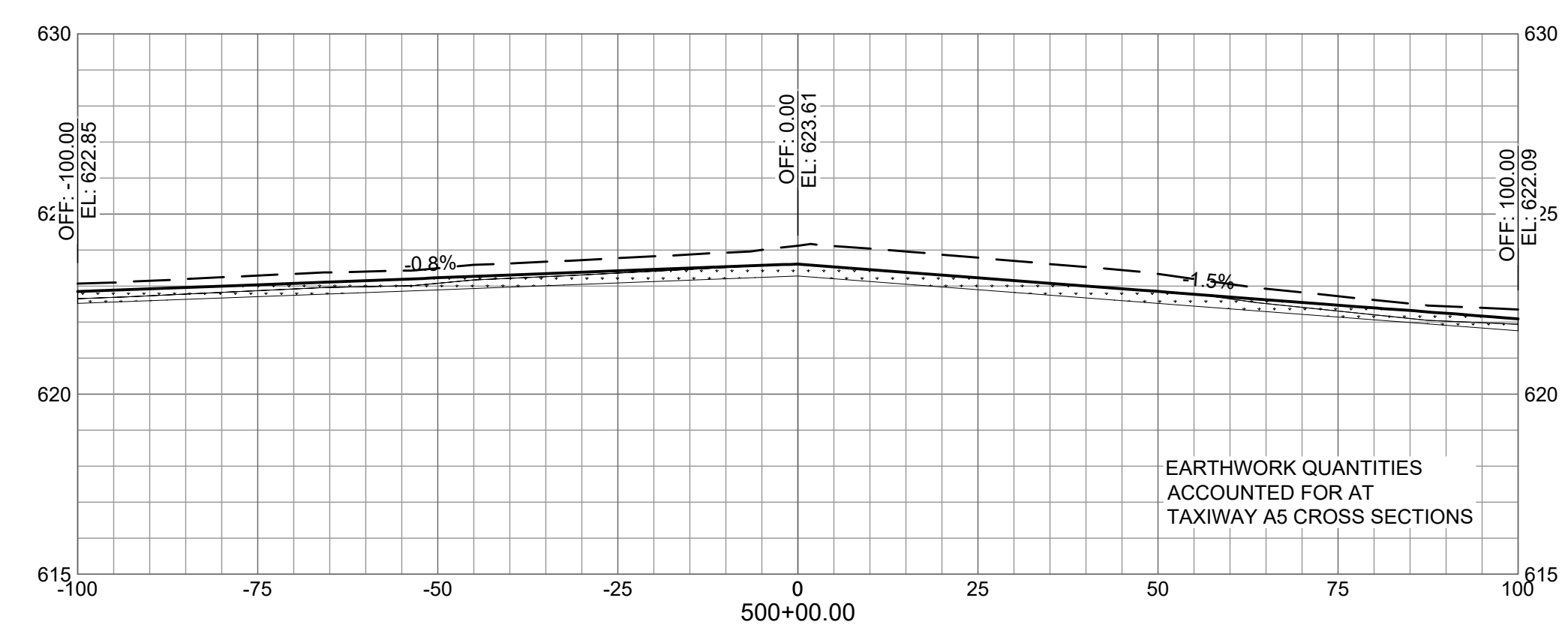
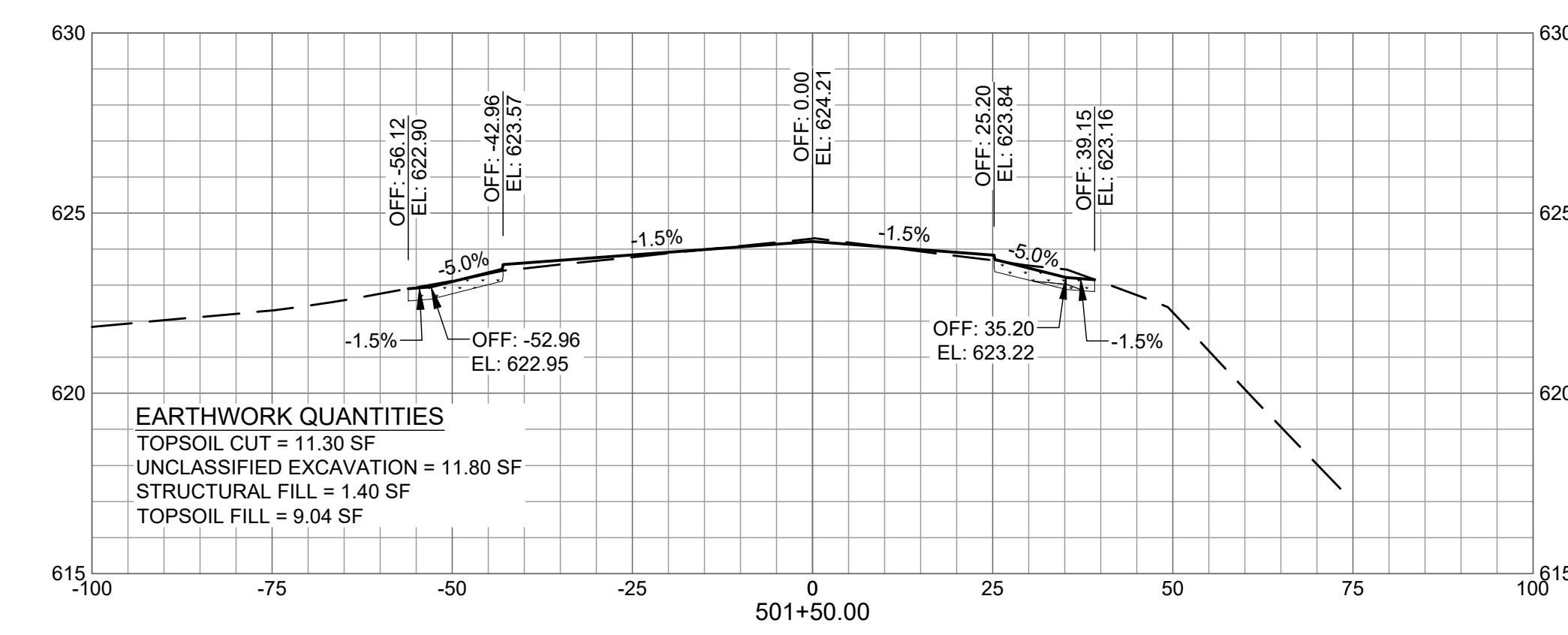
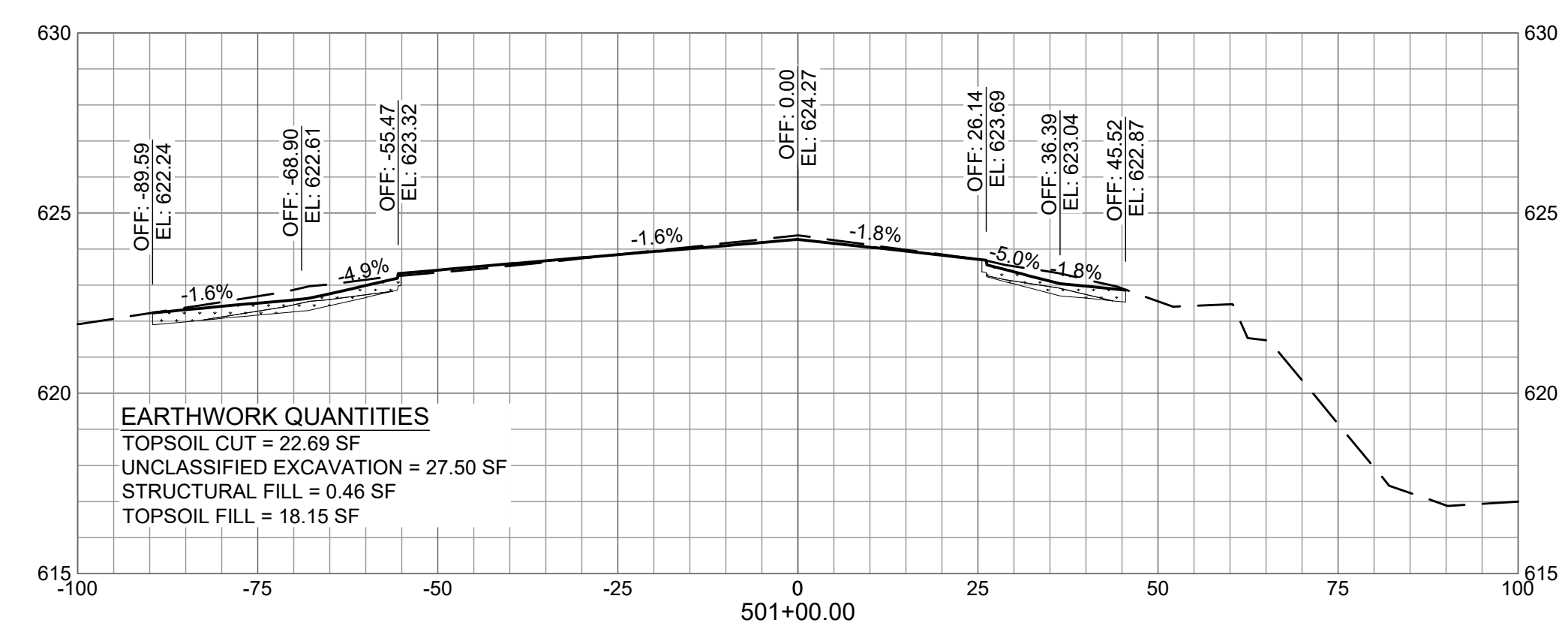
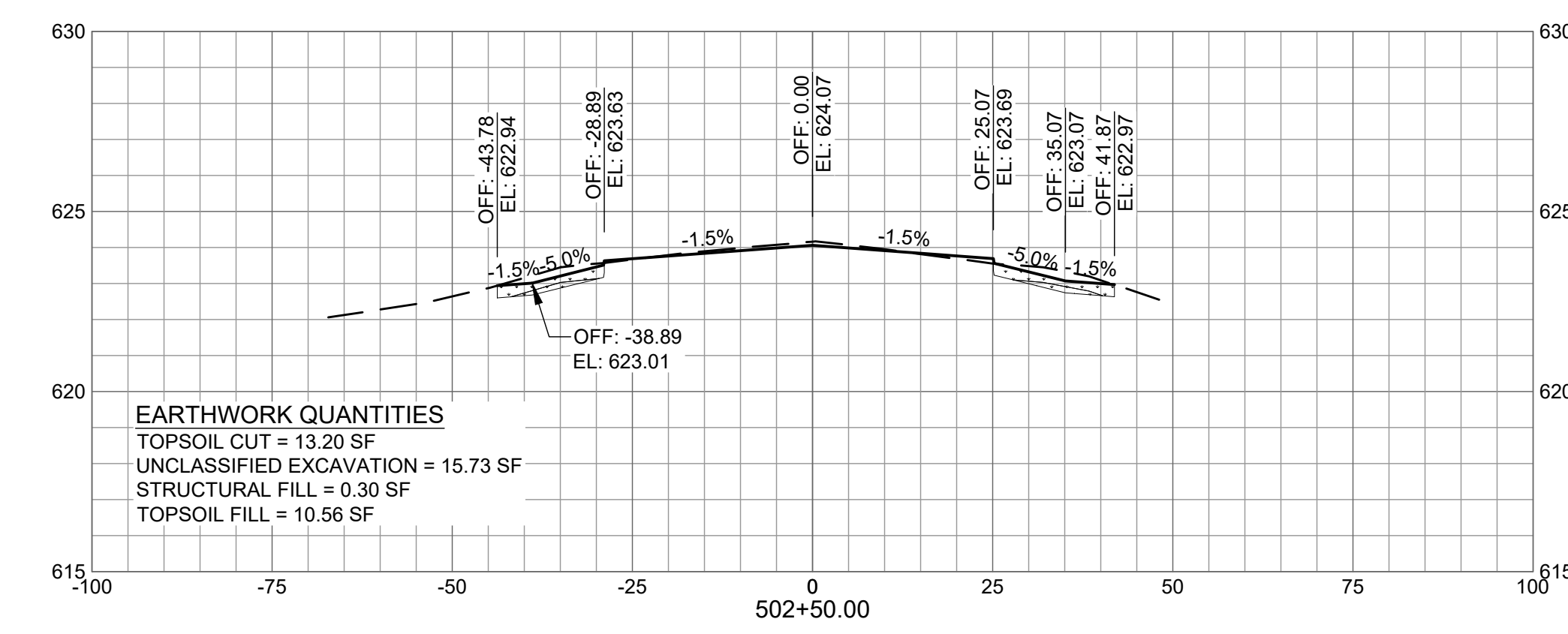
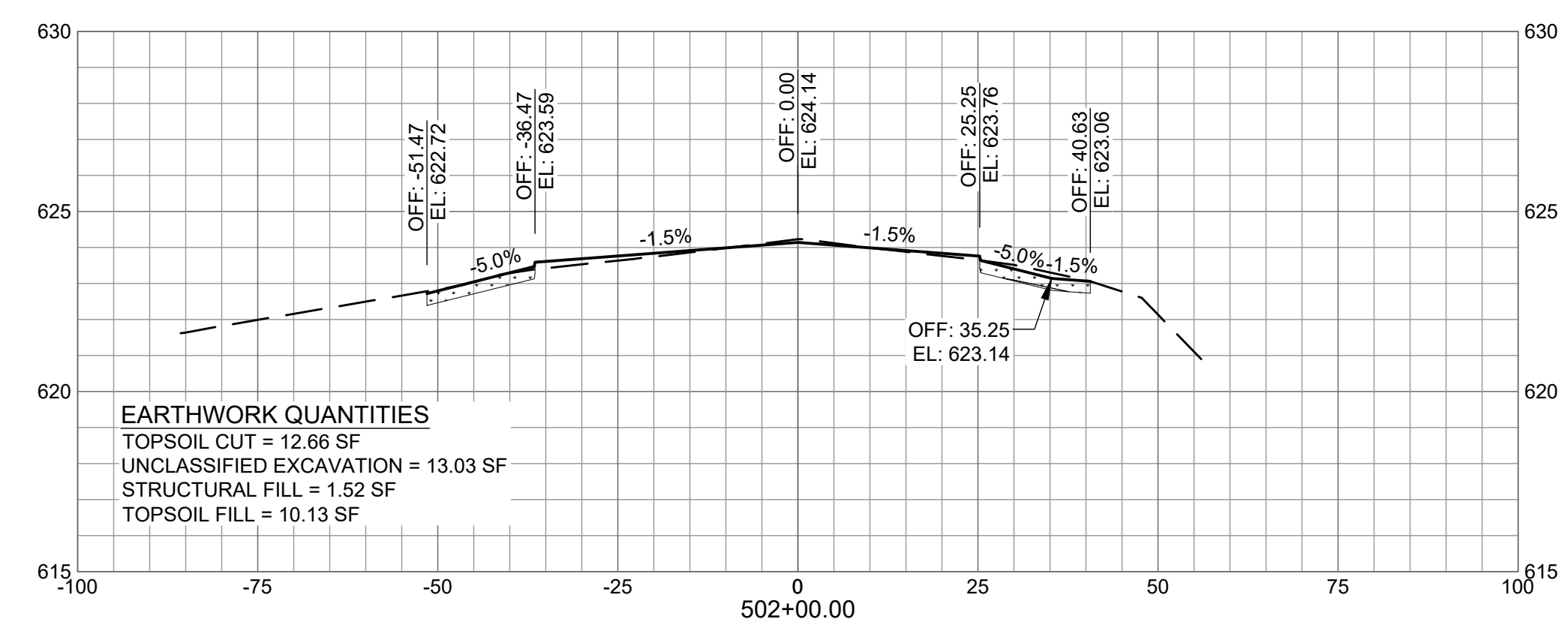
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SBGP NO.: 3-17-SBGP-TBD
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 DESIGNED BY: AAY
 DRAWN BY: AAY
 CHECKED BY: AAS
 IDOT NO.: IKK-5242

SHEET CONTENTS
 CROSS SECTIONS -
 TAXIWAY A

DO NOT SCALE DRAWINGS
 SHEET NO. 42 of 61

C-901



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GENERAL NOTE:
 PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND ADDITIONAL CUT AS DESCRIBED IN THE PLANS.

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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

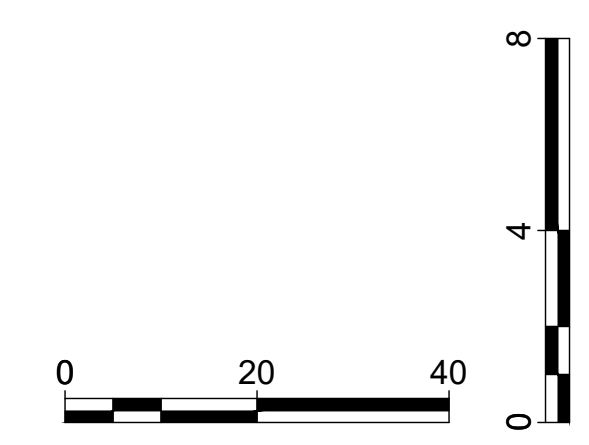
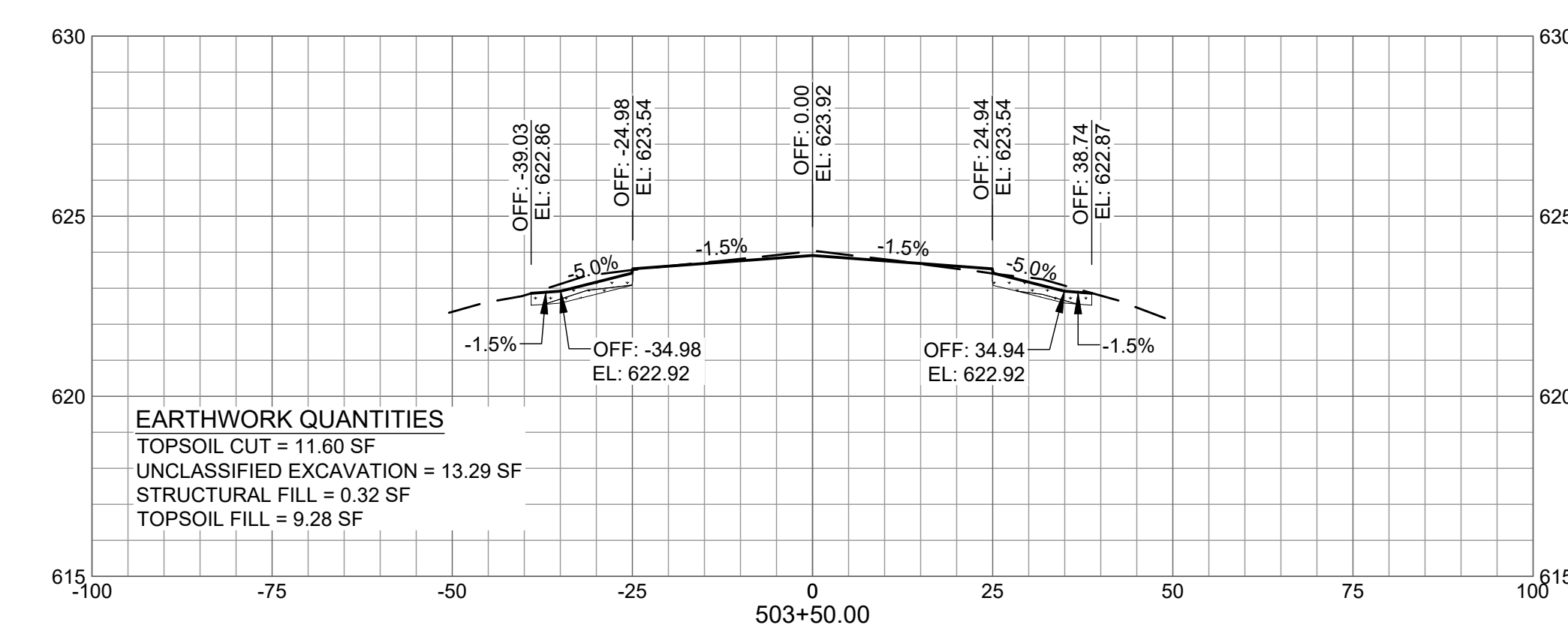
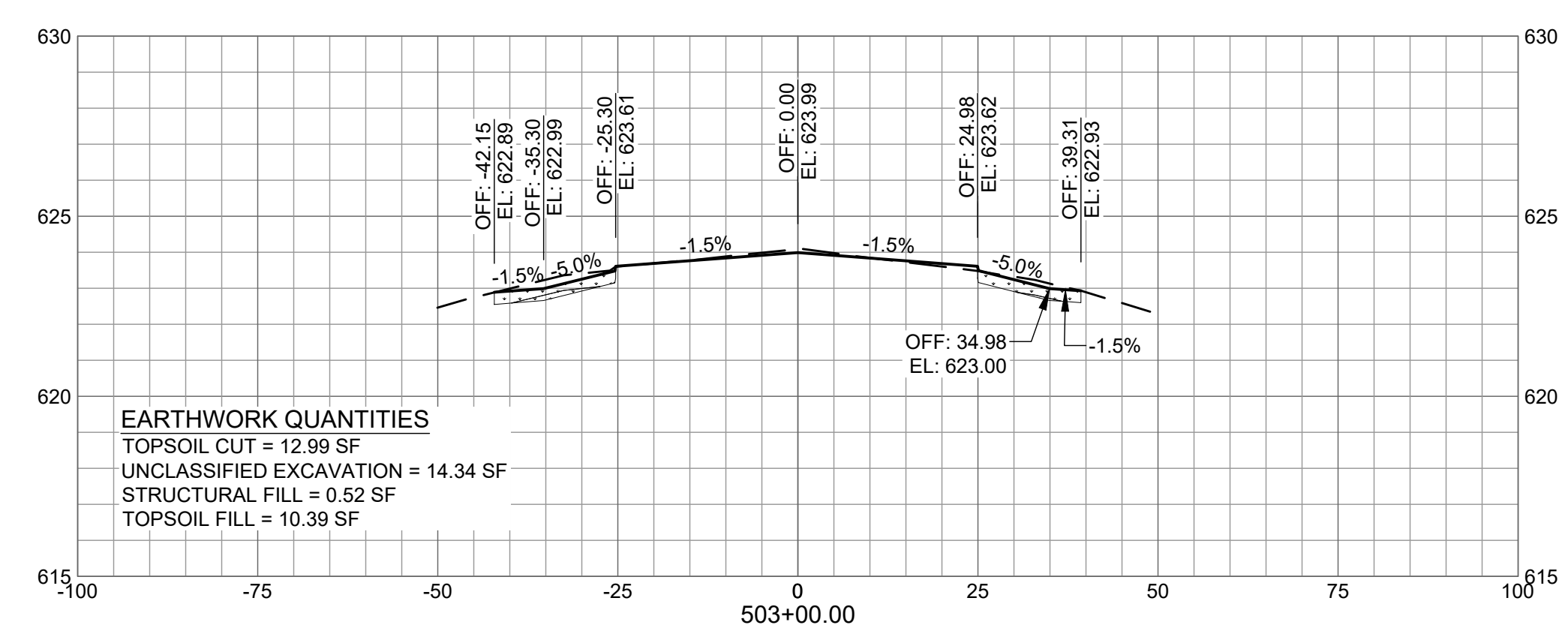
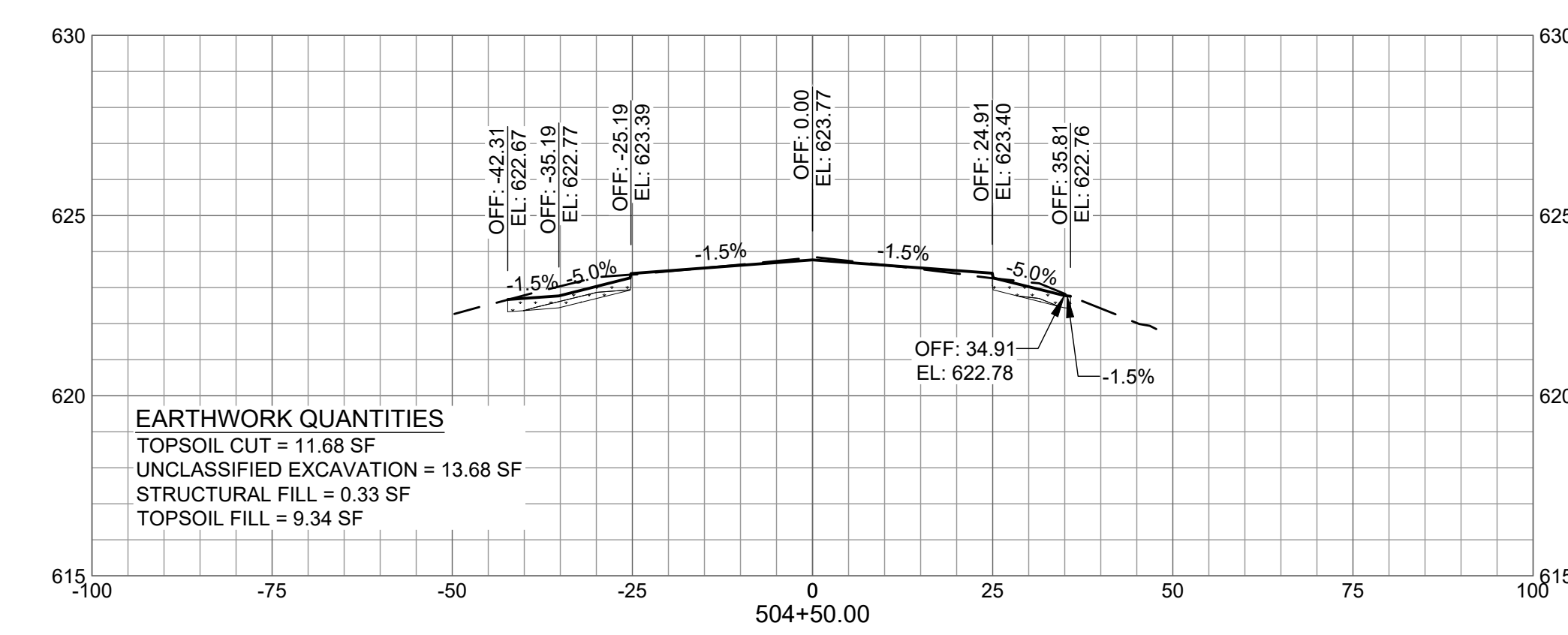
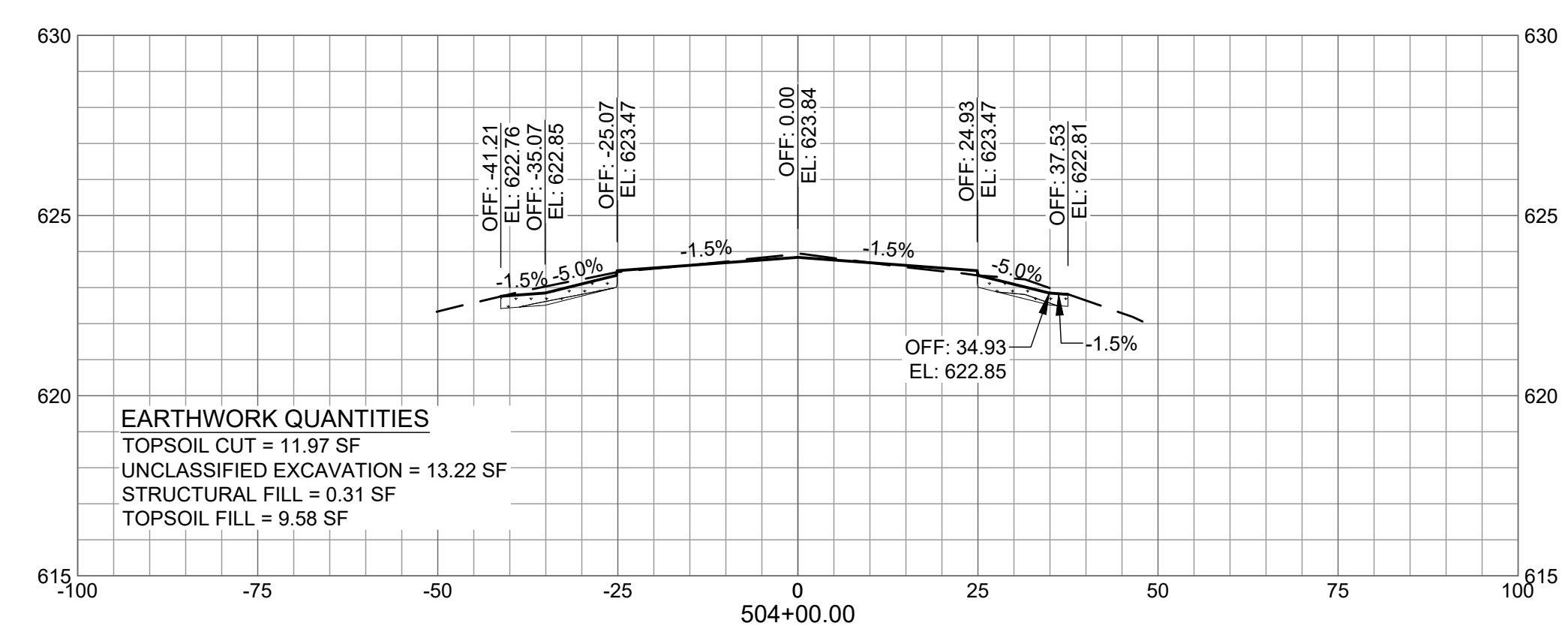
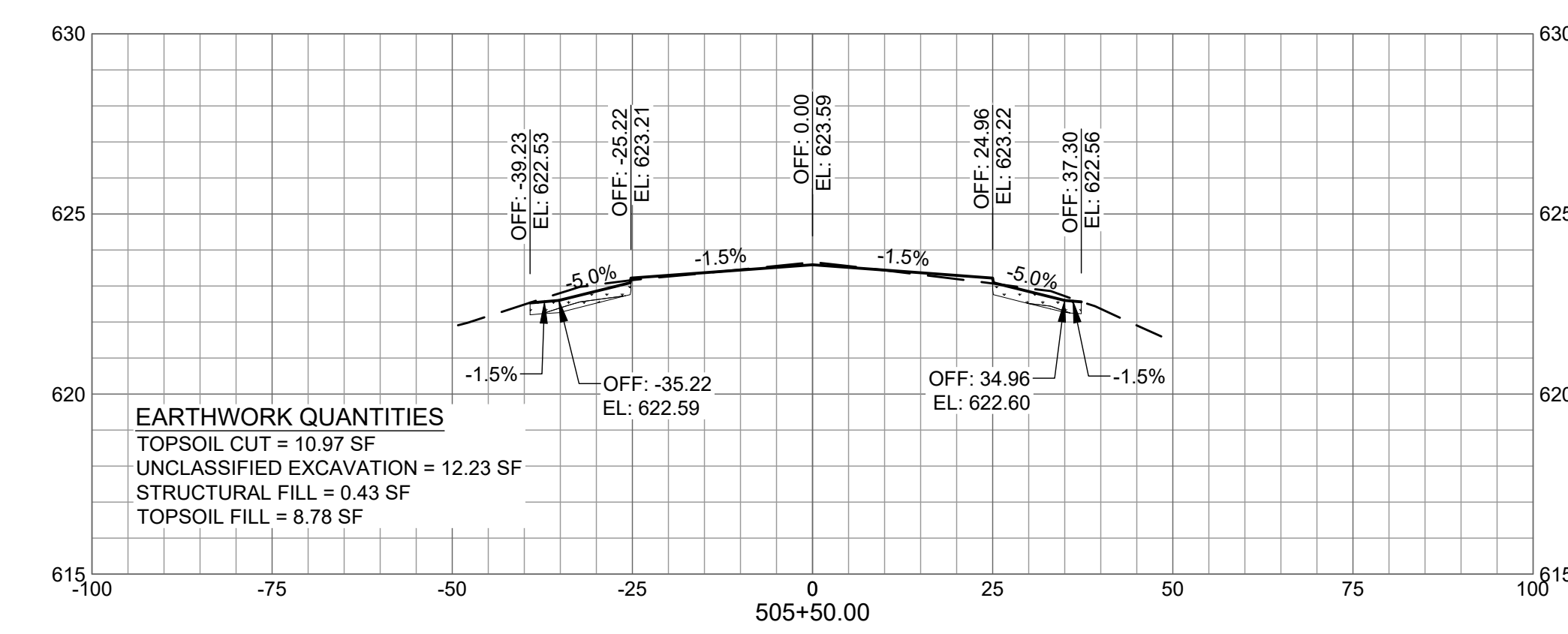
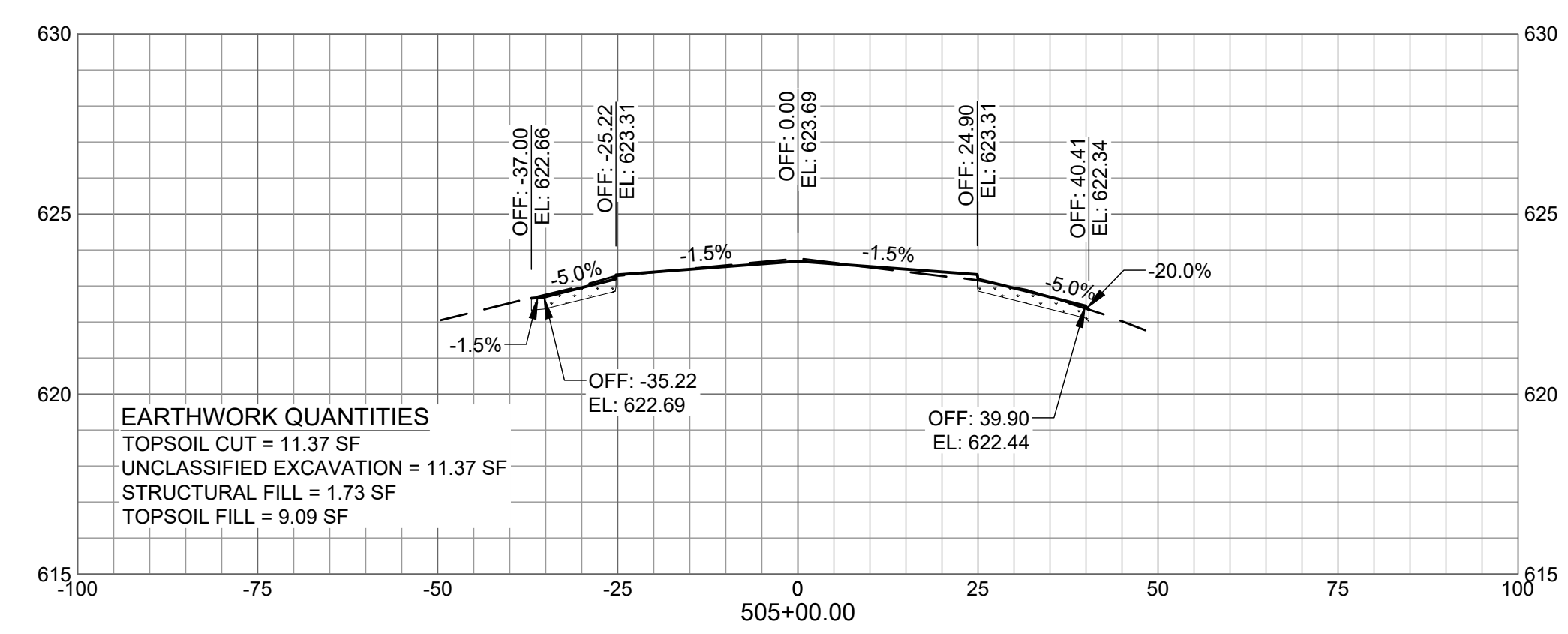
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 IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
 MSH NO.: 4668419-253471.01
 DATE: APRIL 24, 2026
 DESIGNED BY: AAY
 DRAWN BY: AAY
 CHECKED BY: AAS
 IDOT NO.: IKK-5242

SHEET CONTENTS
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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

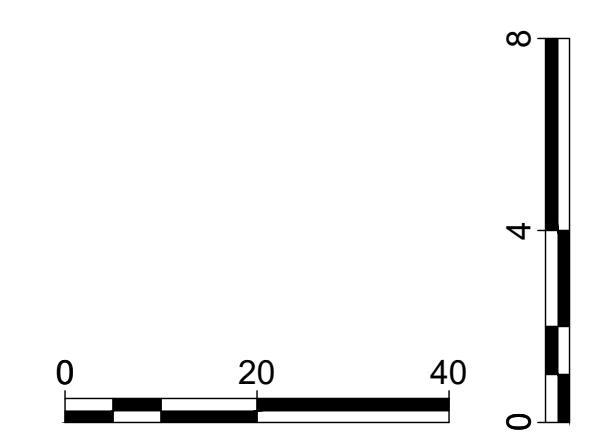
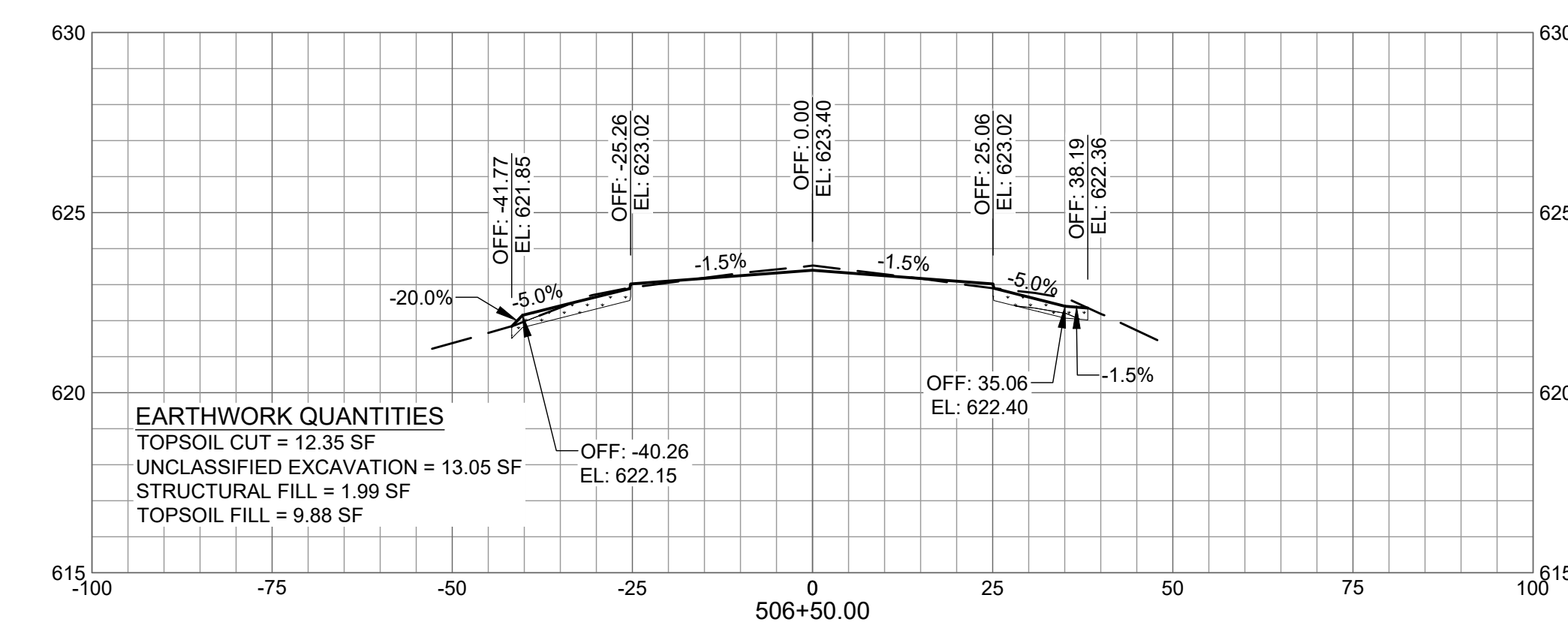
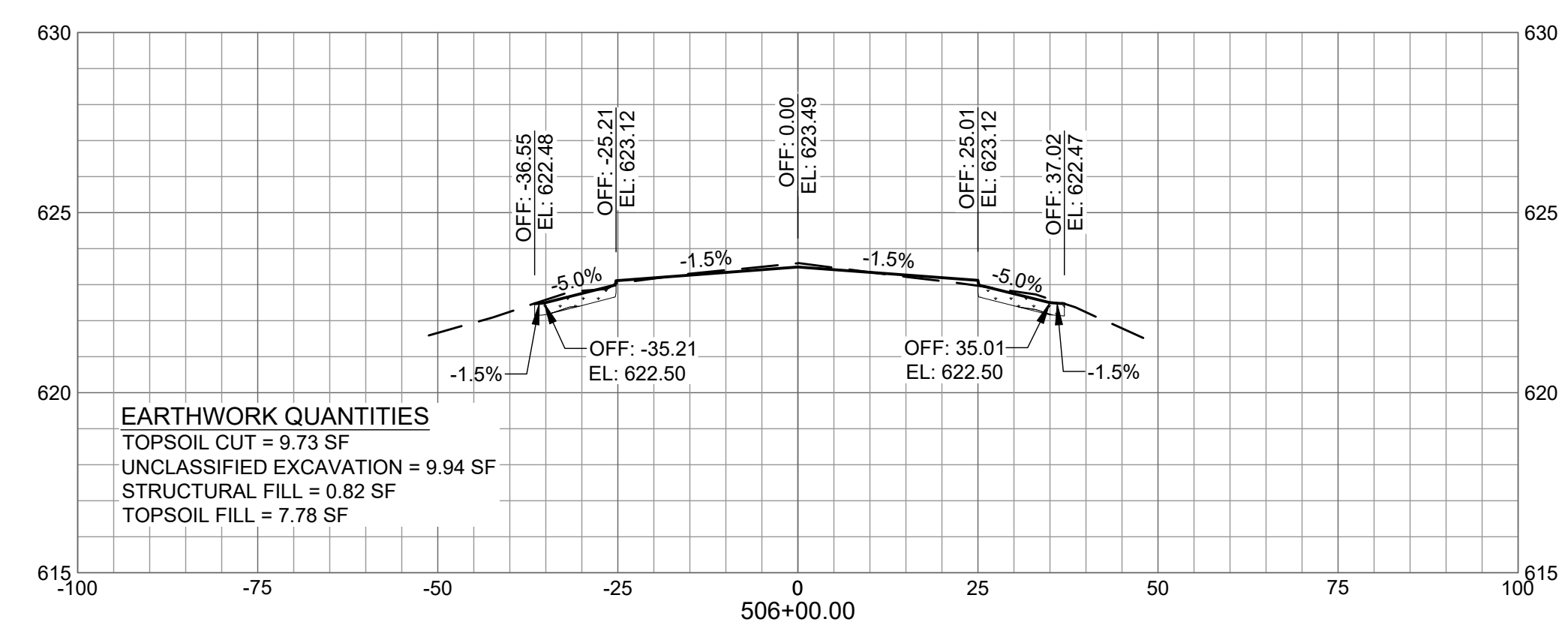
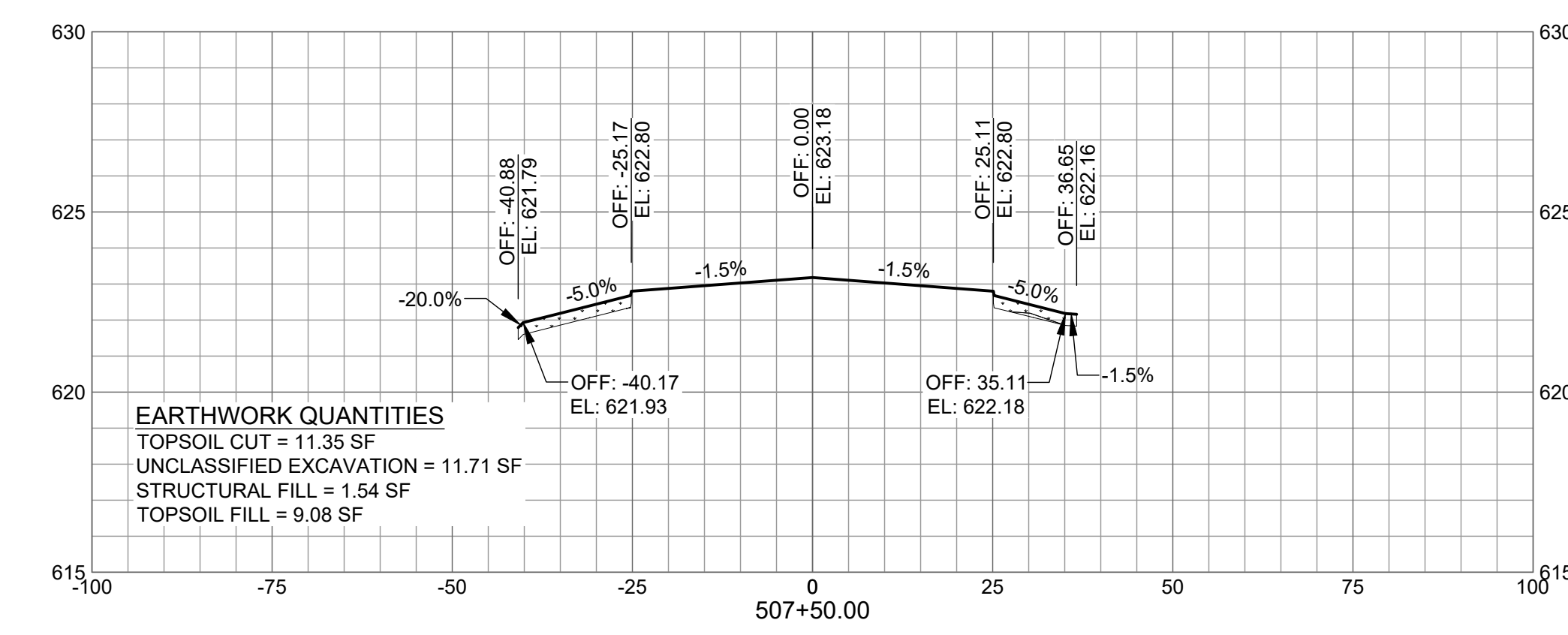
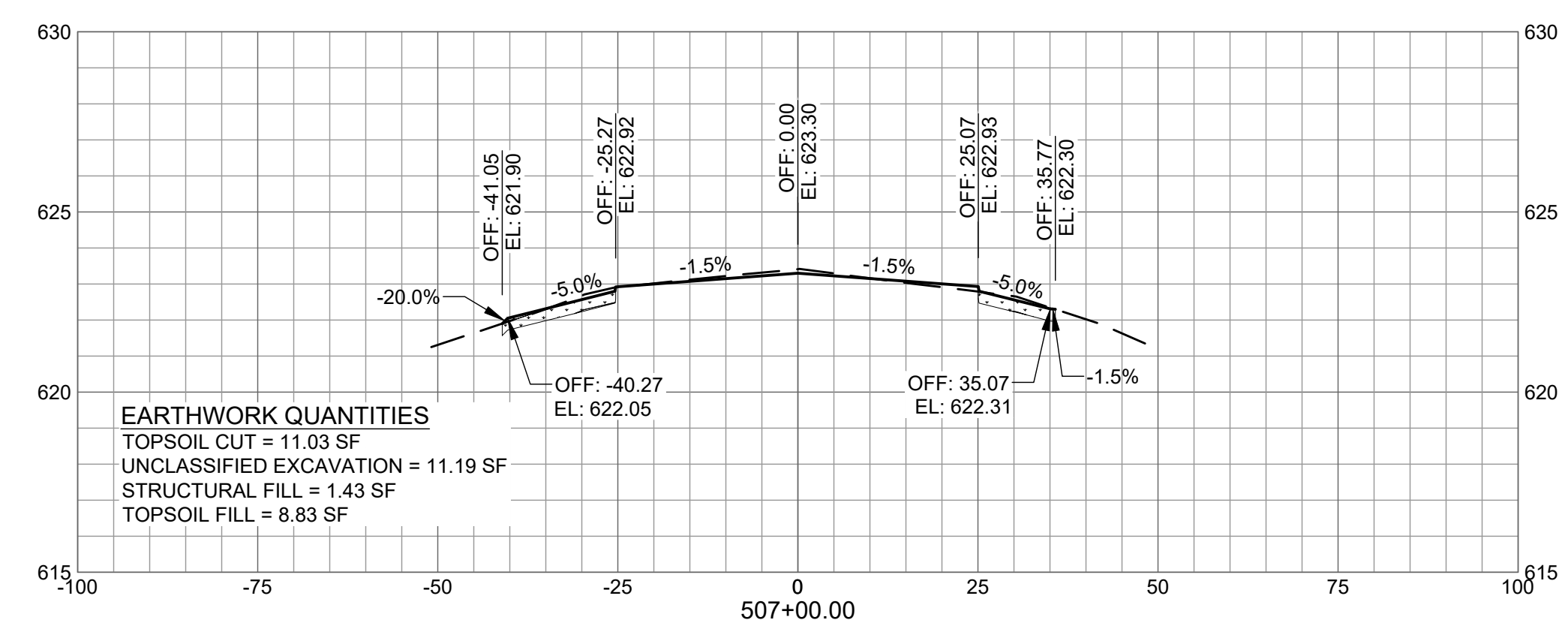
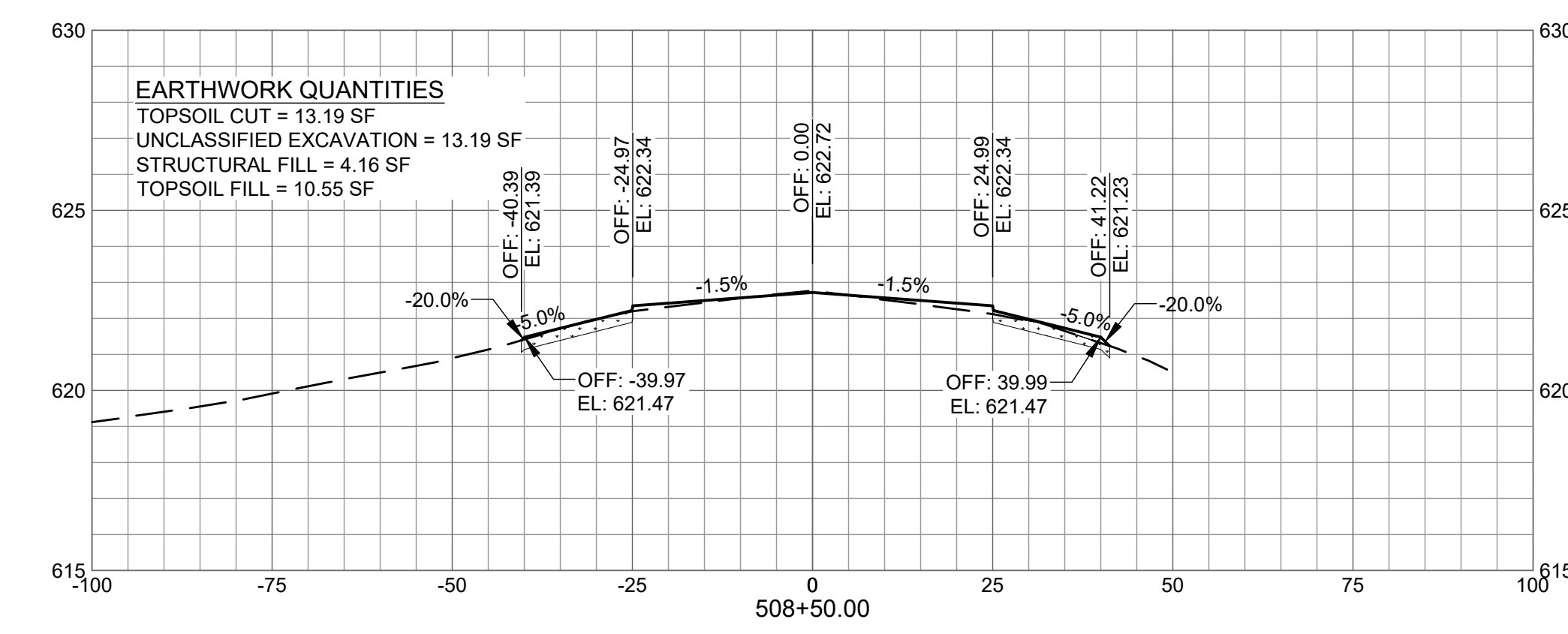
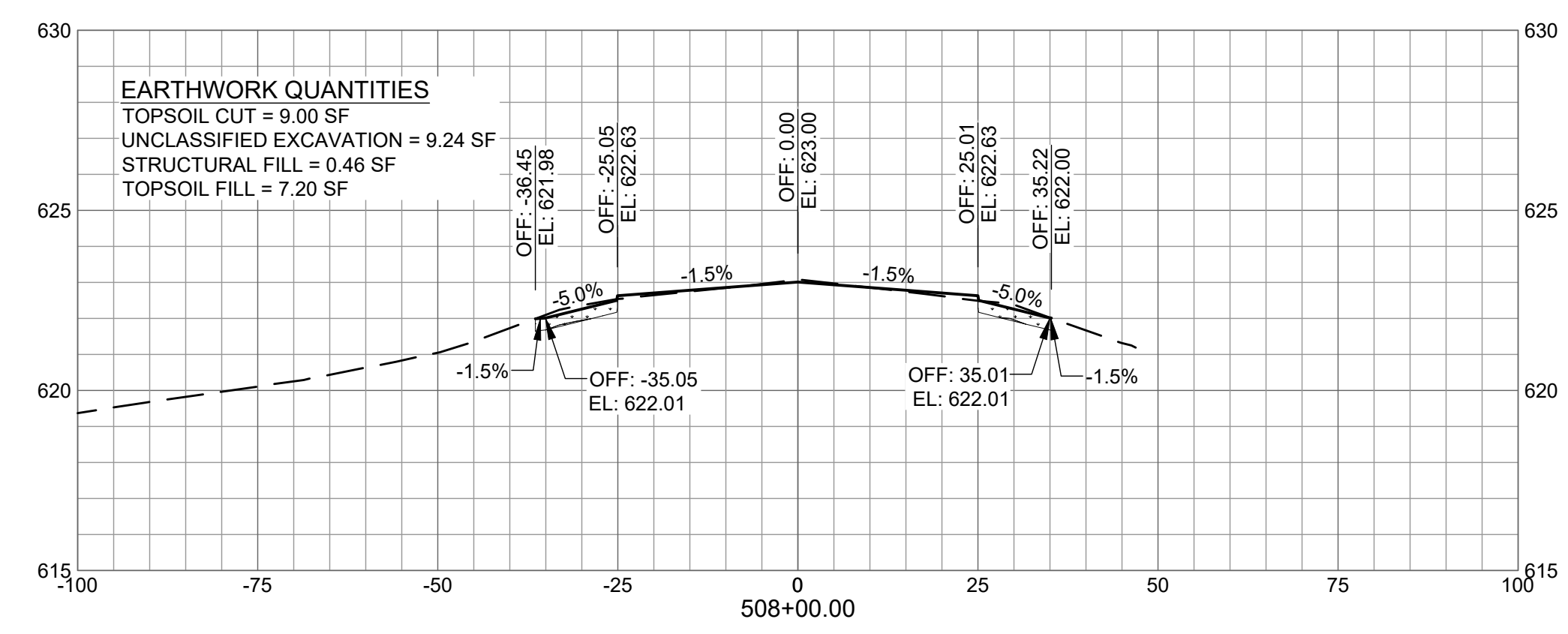
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 IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
 M&H NO.: 4668419-253471.01
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 DRAWN BY: AAY
 CHECKED BY: AAS
 IDOT NO.: IKK-5242

SHEET CONTENTS
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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

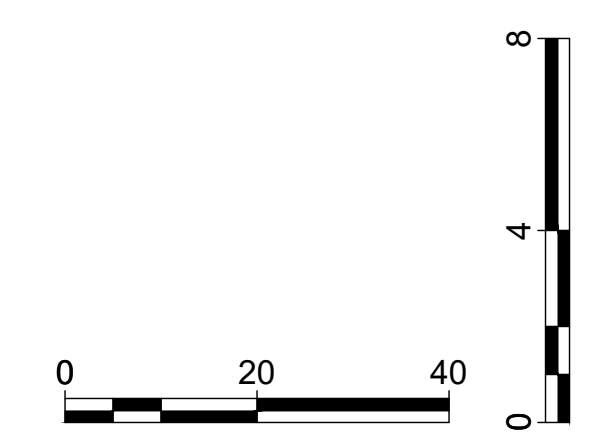
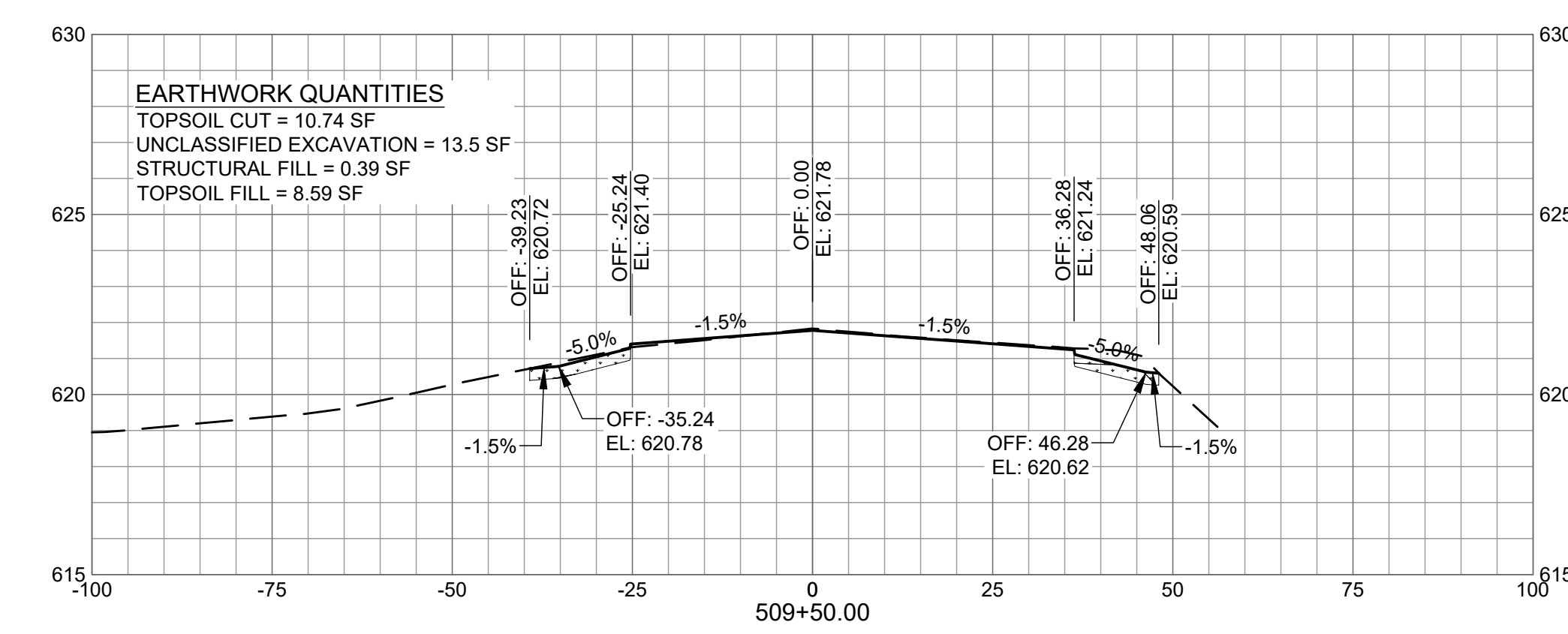
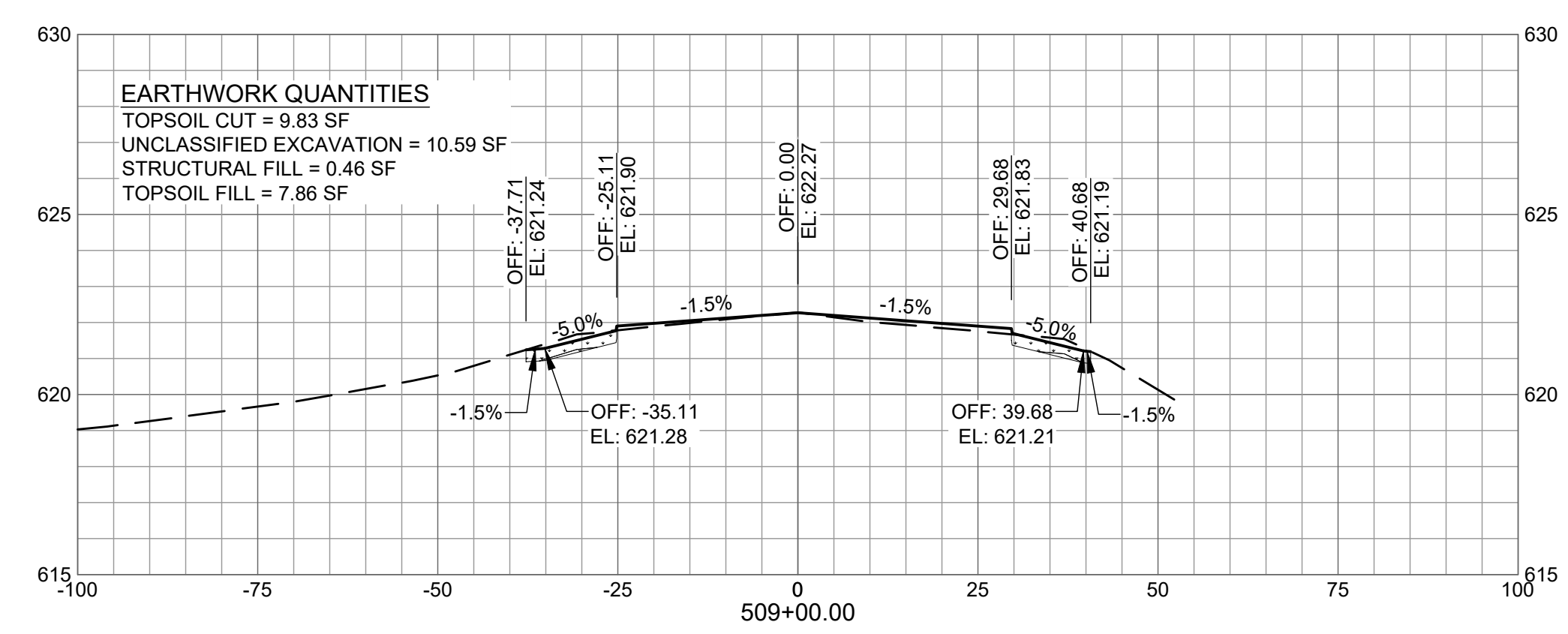
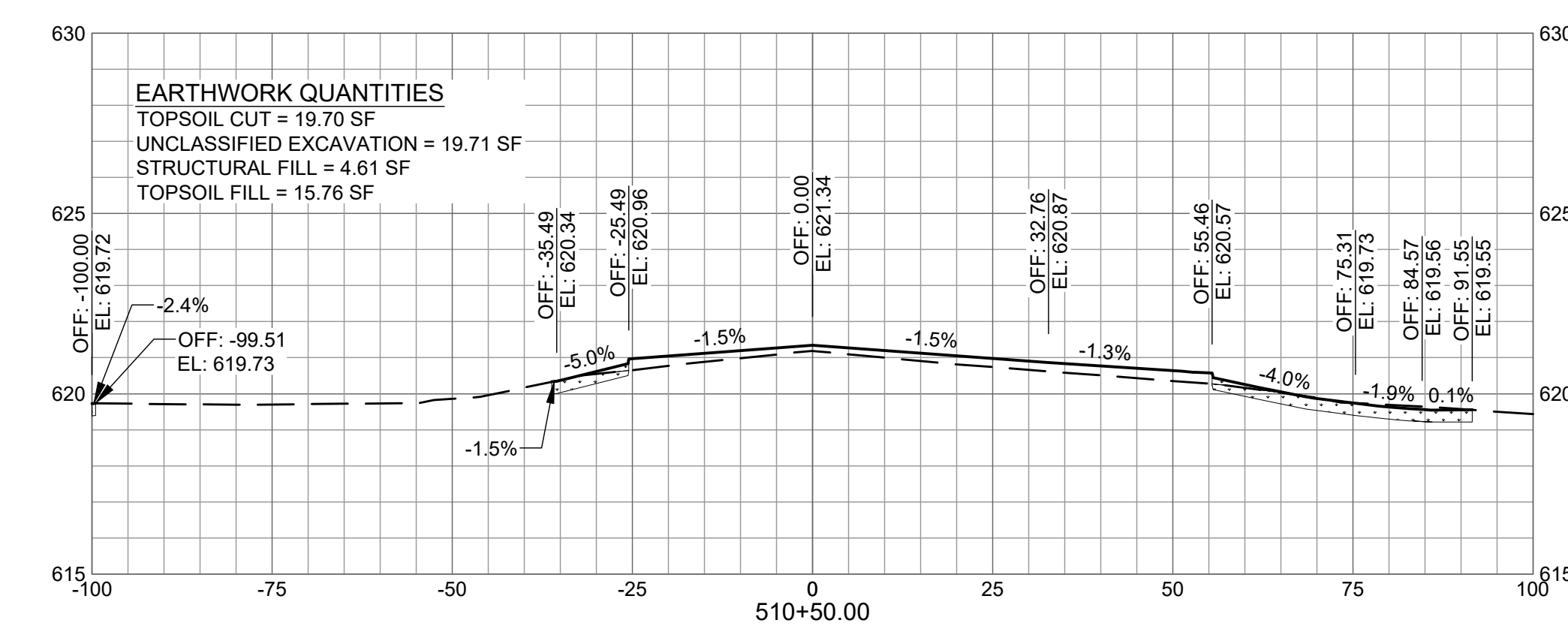
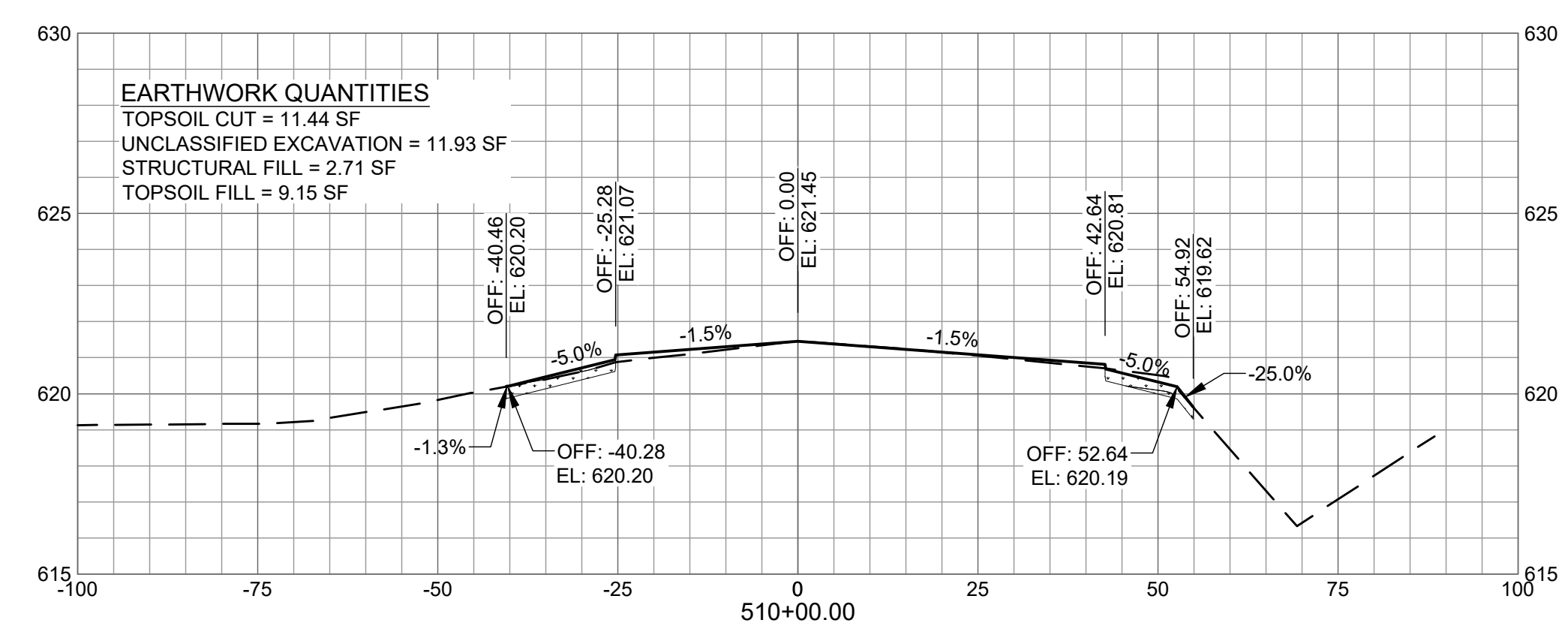
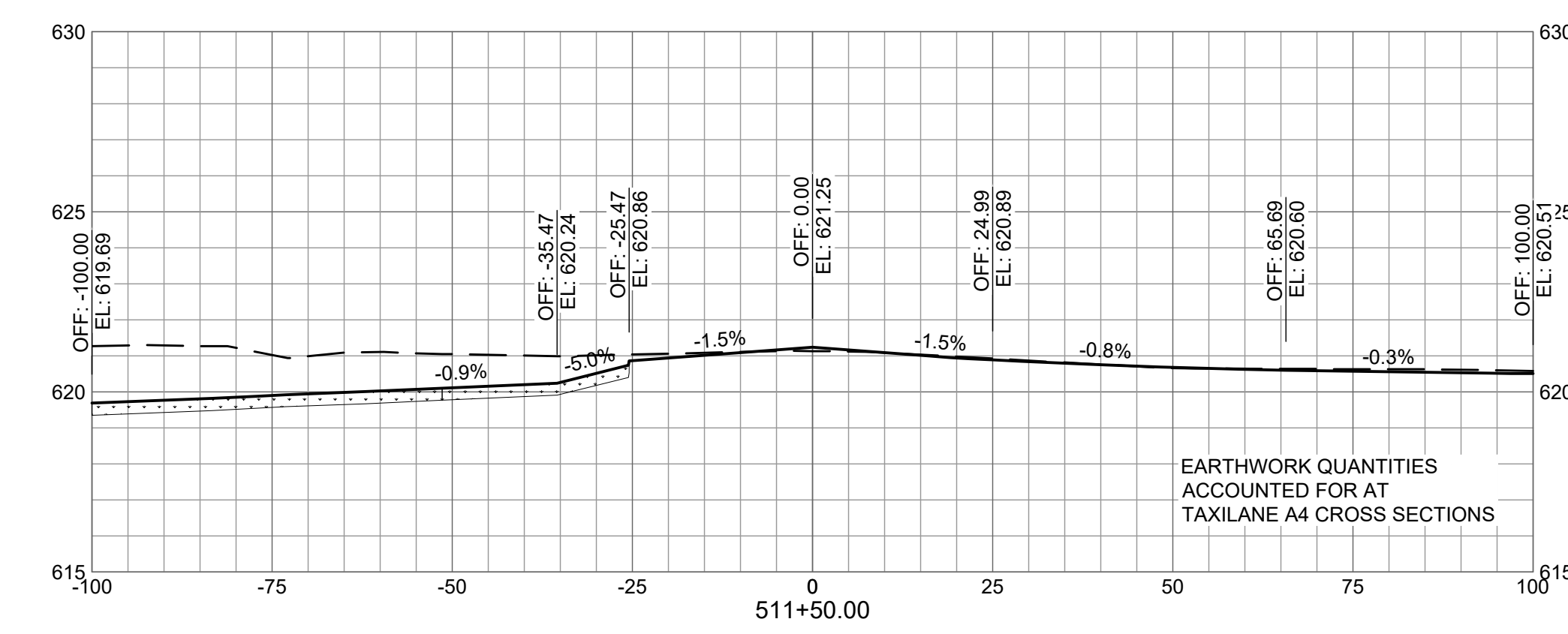
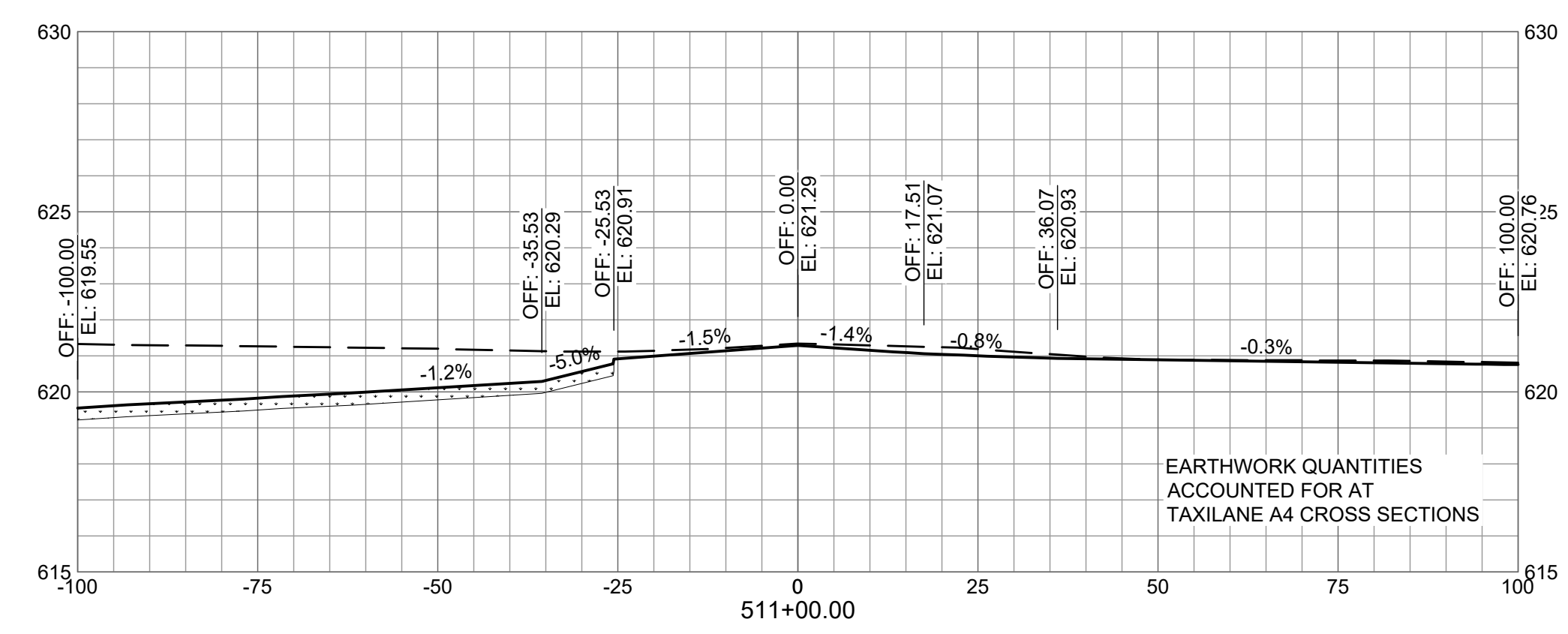
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IFB APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
M&H NO.: 4668419-253471.01
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DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CROSS SECTIONS -
TAXIWAY A

DO NOT SCALE DRAWINGS
SHEET NO. 45 of 61

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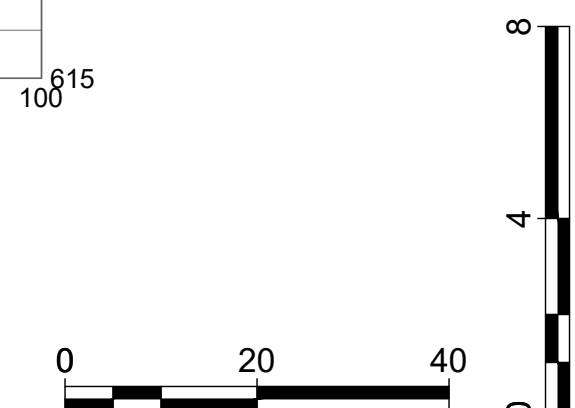
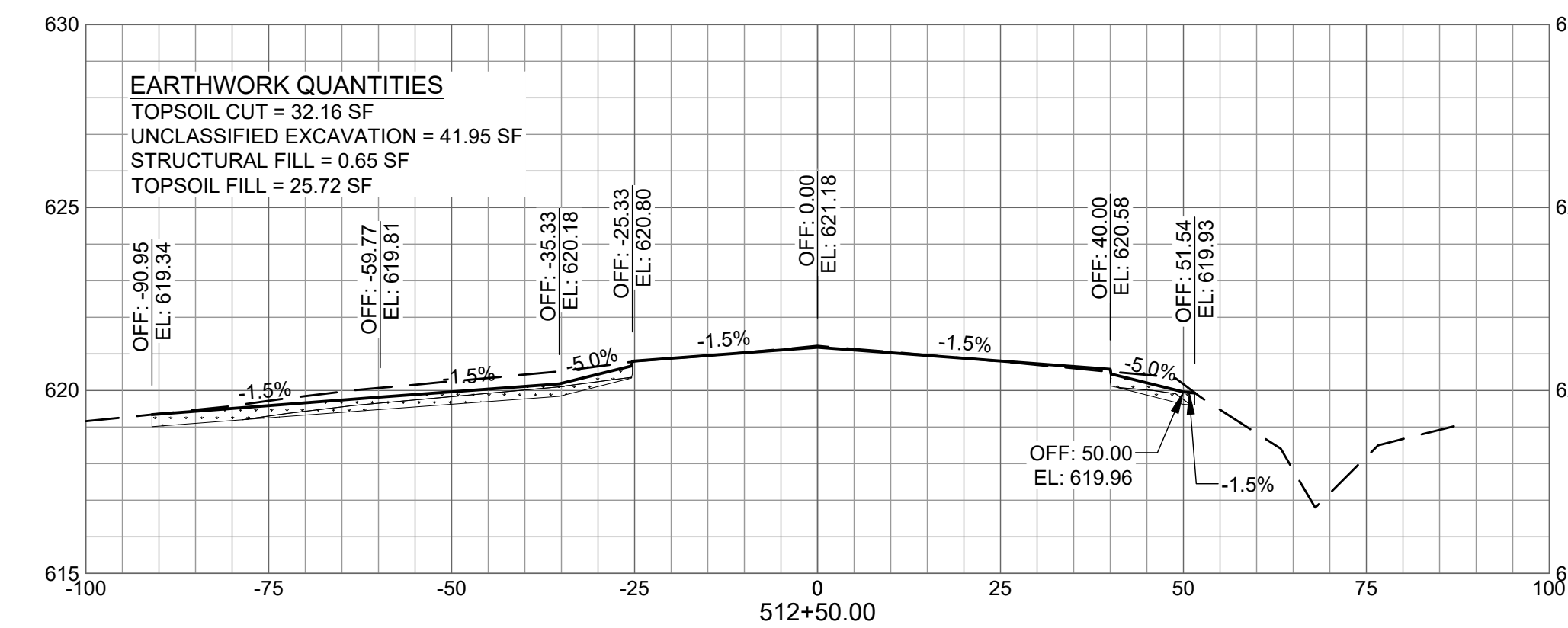
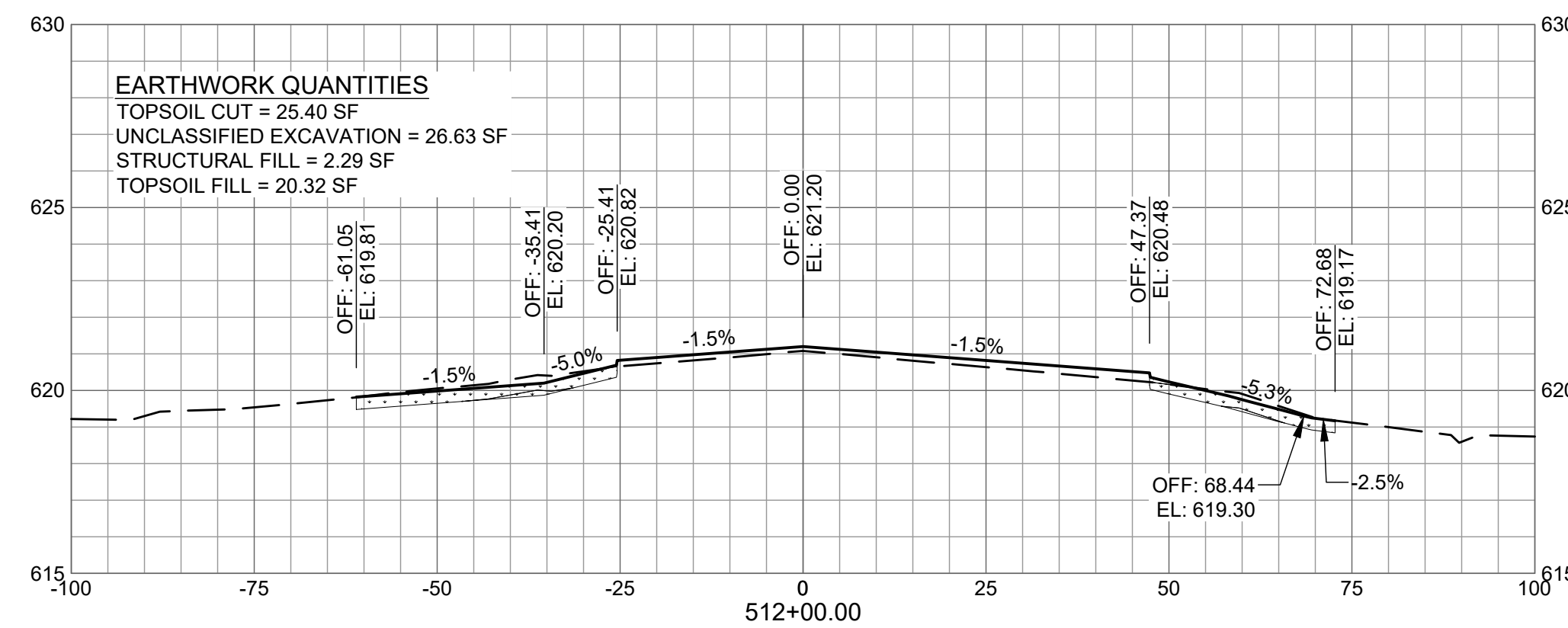
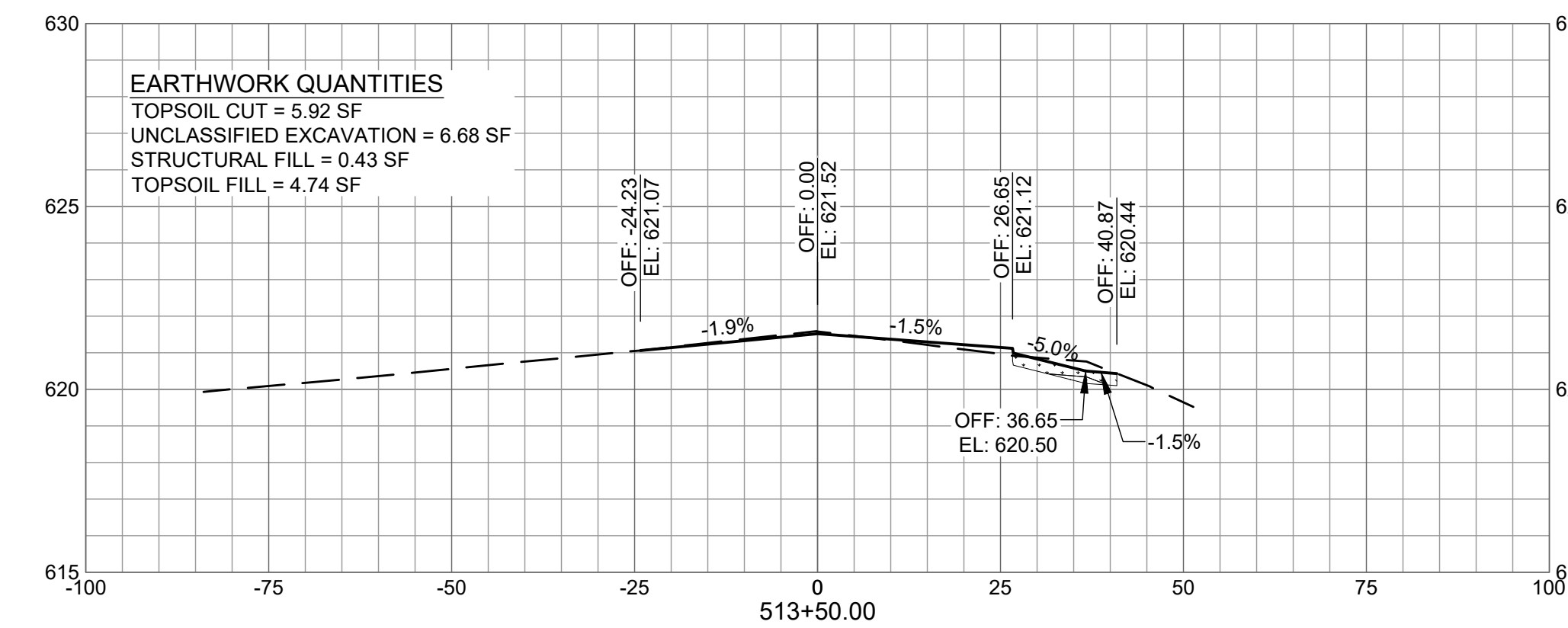
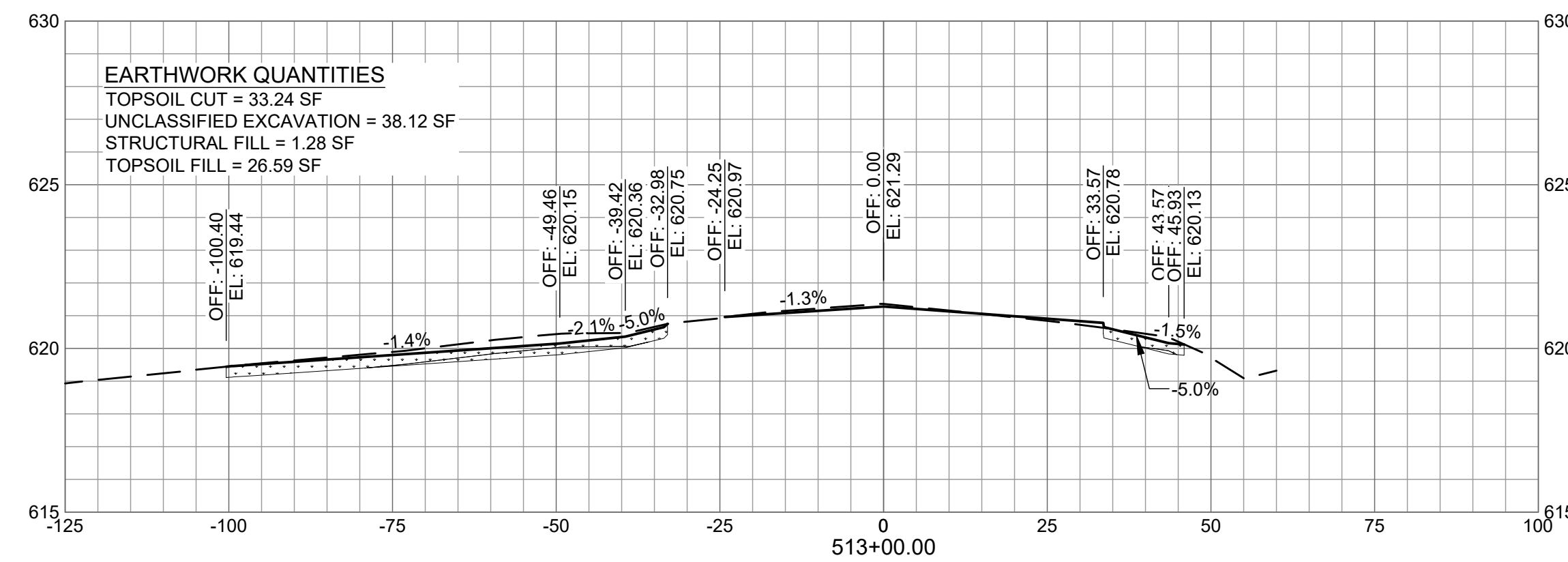
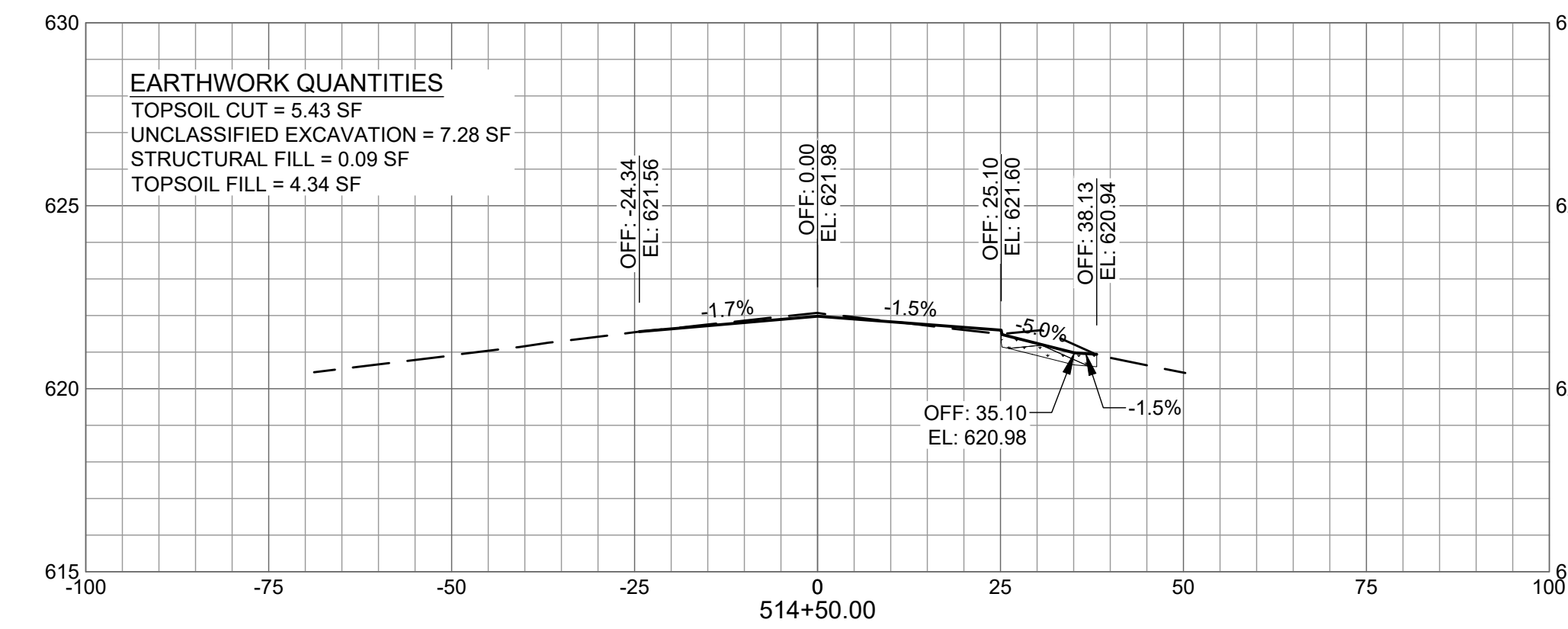
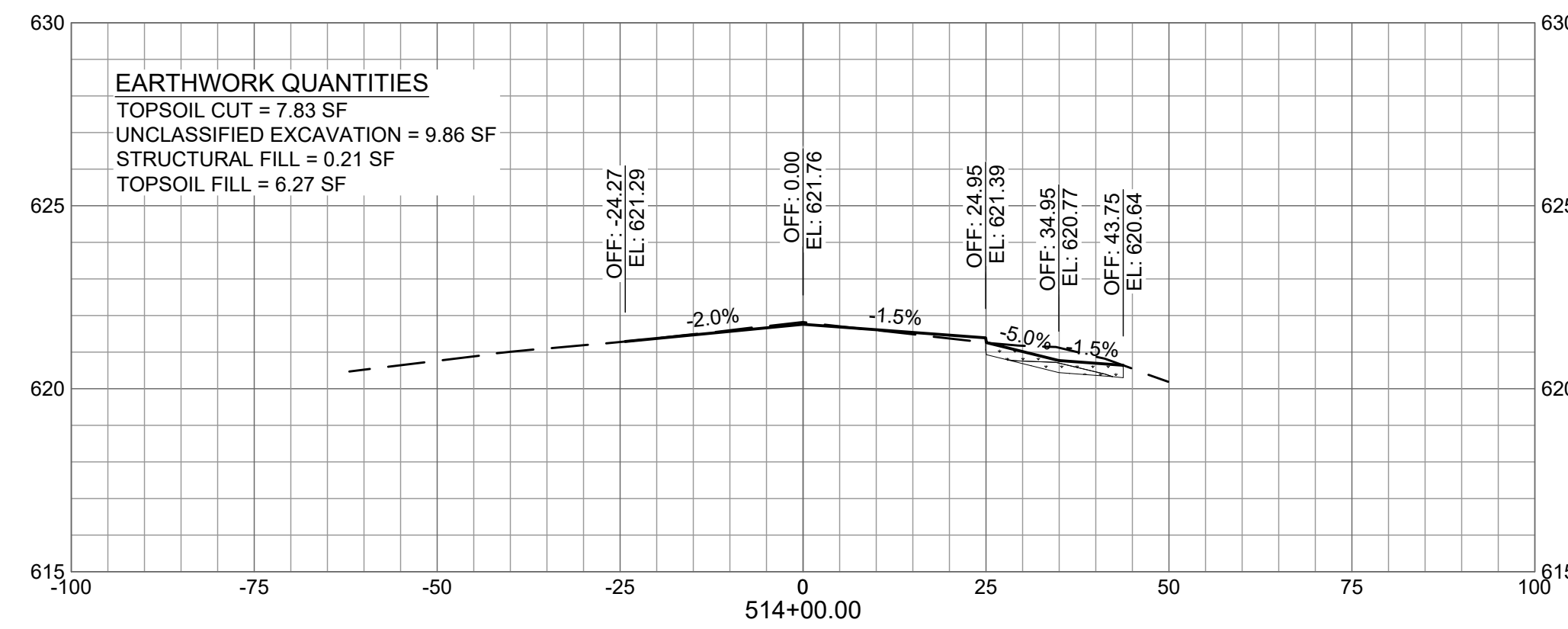
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M&H NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAY
DRAWN BY: AAY
CHECKED BY: AAS
IDOT NO.: IKK-5242

SHEET CONTENTS
CROSS SECTIONS -
TAXIWAY A

DO NOT SCALE DRAWINGS

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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

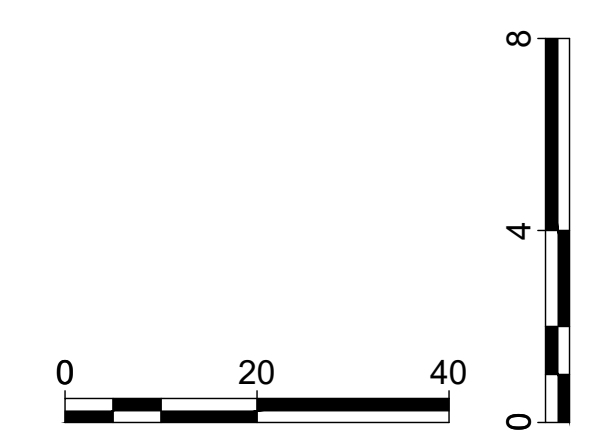
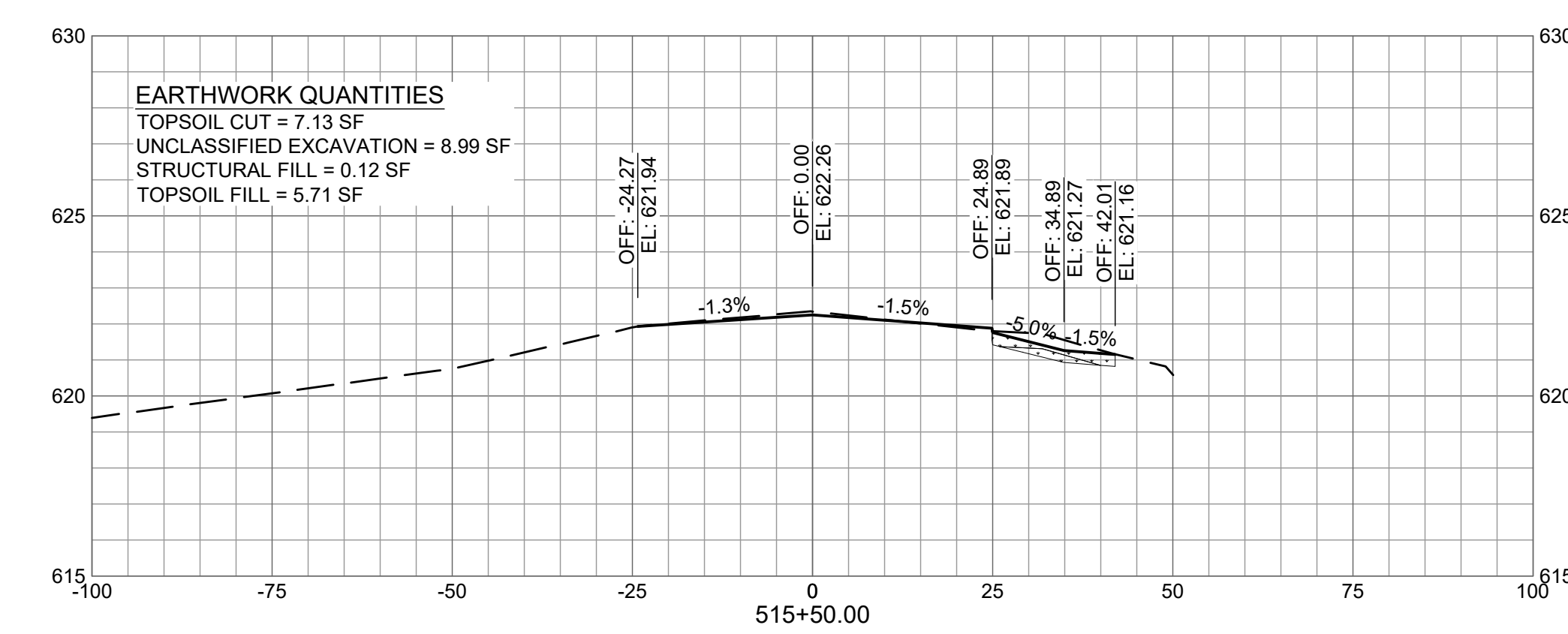
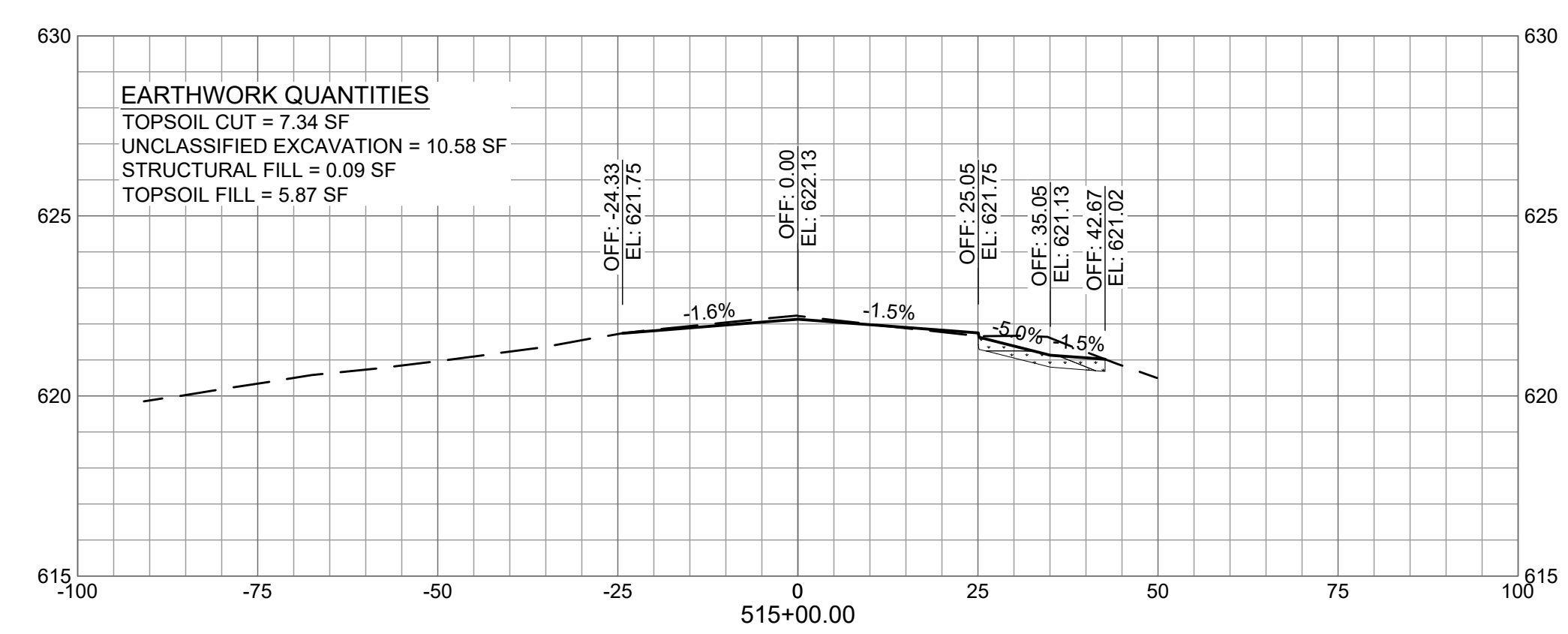
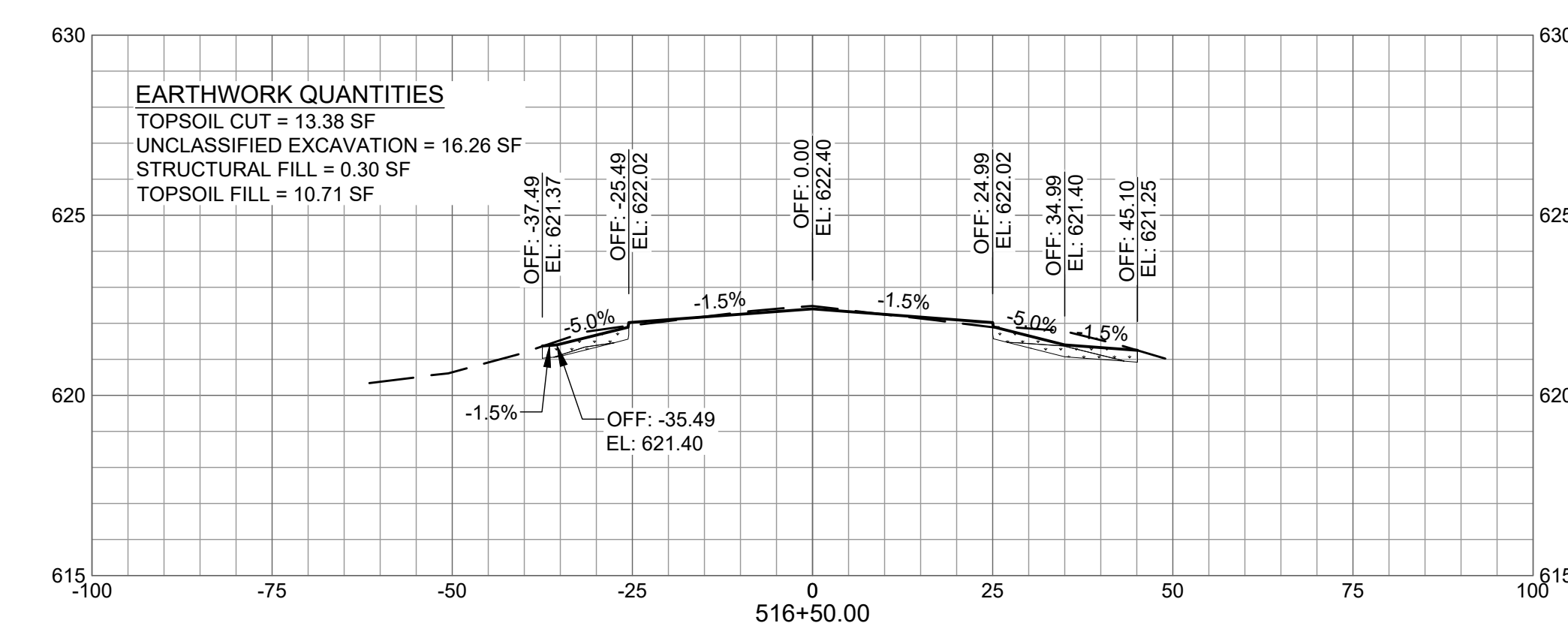
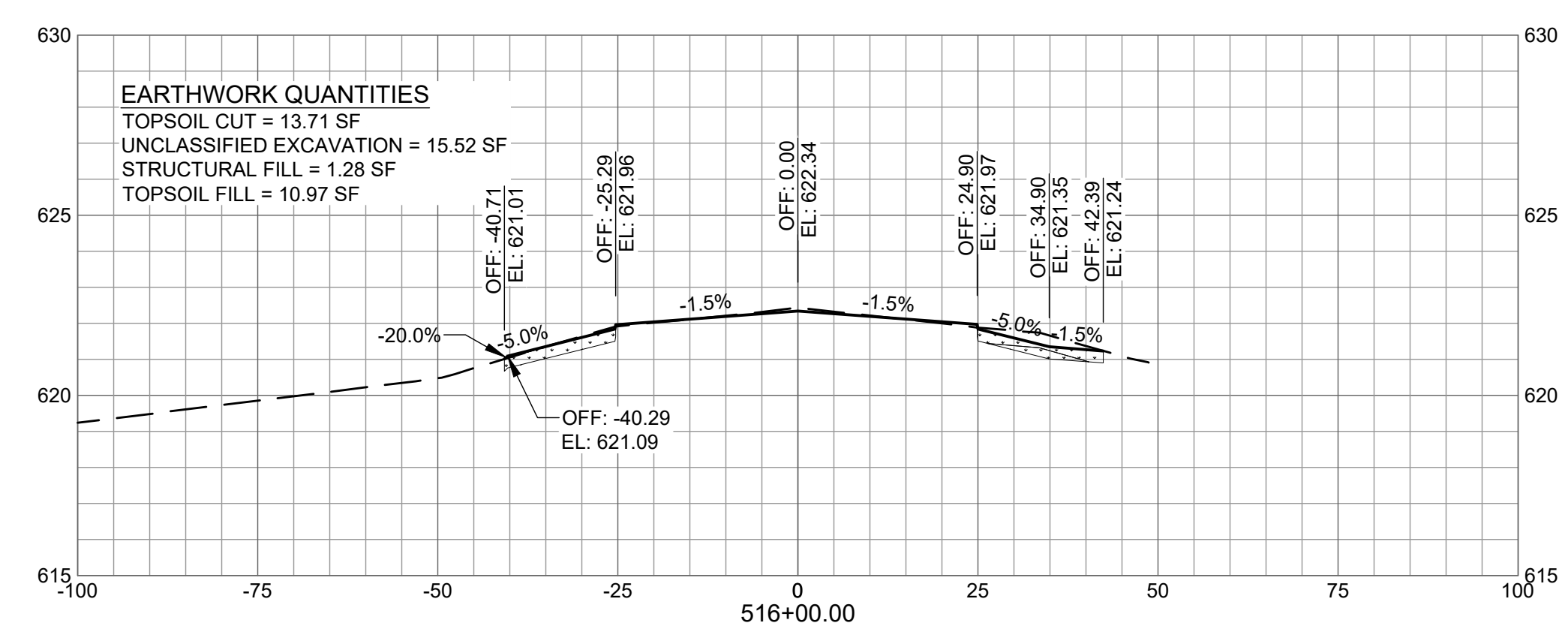
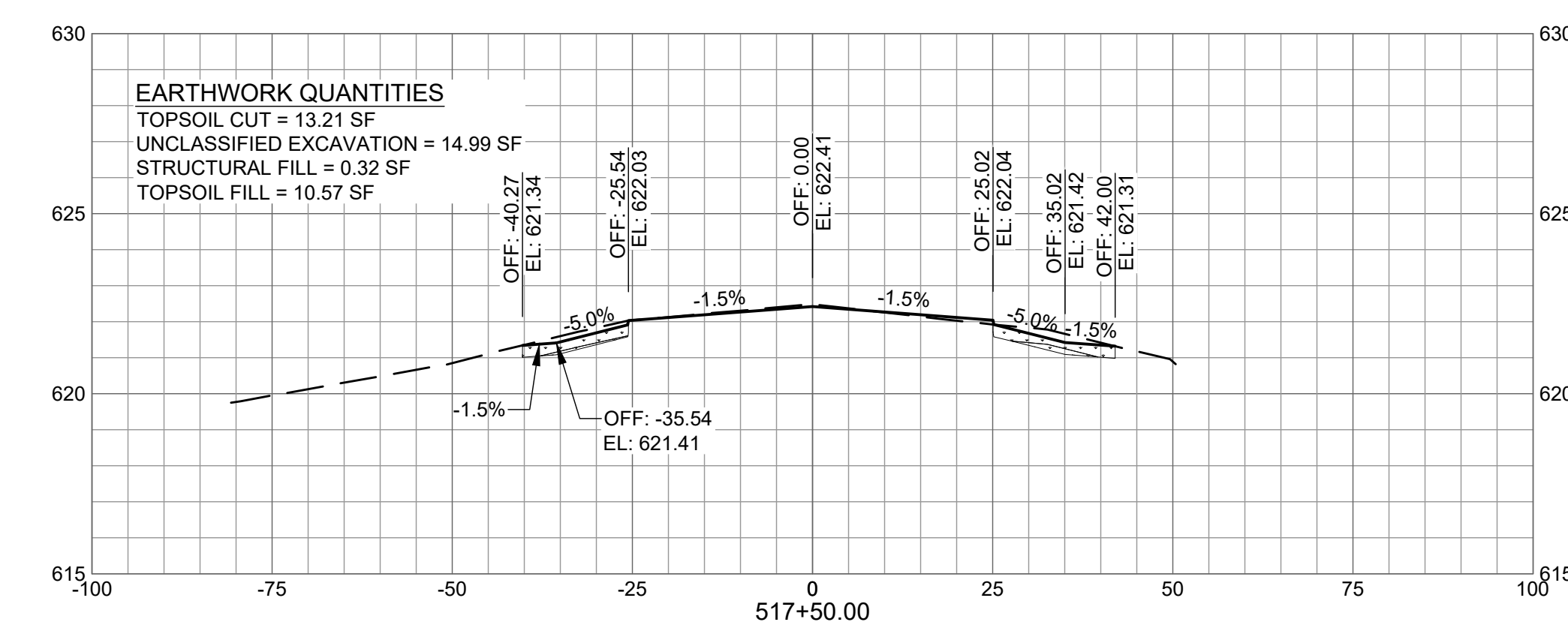
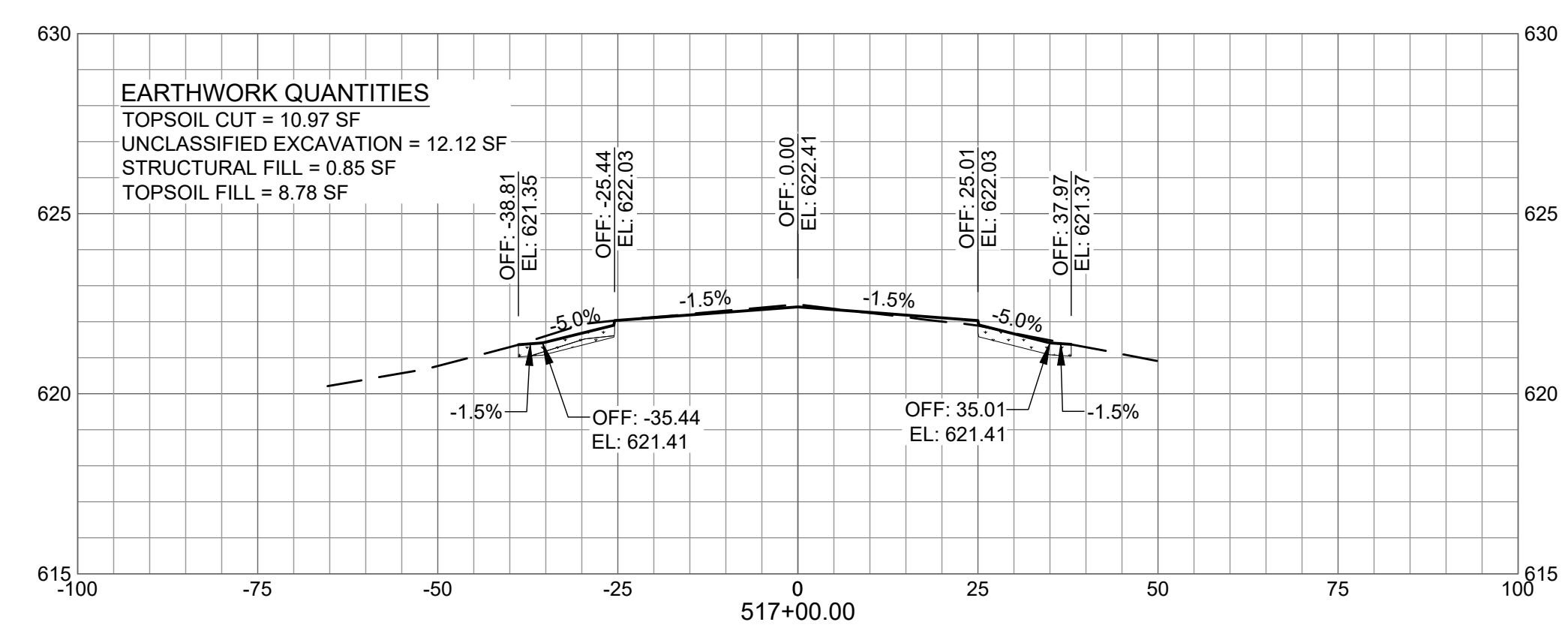
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 MSH NO.: 4668419-253471.01
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 IDOT NO.: IKK-5242

SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A

DO NOT SCALE DRAWINGS
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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901**

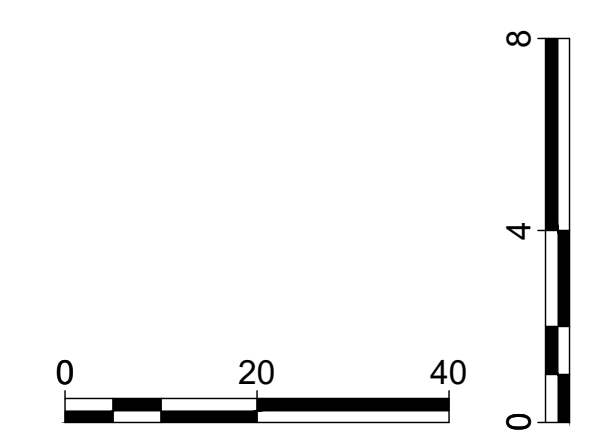
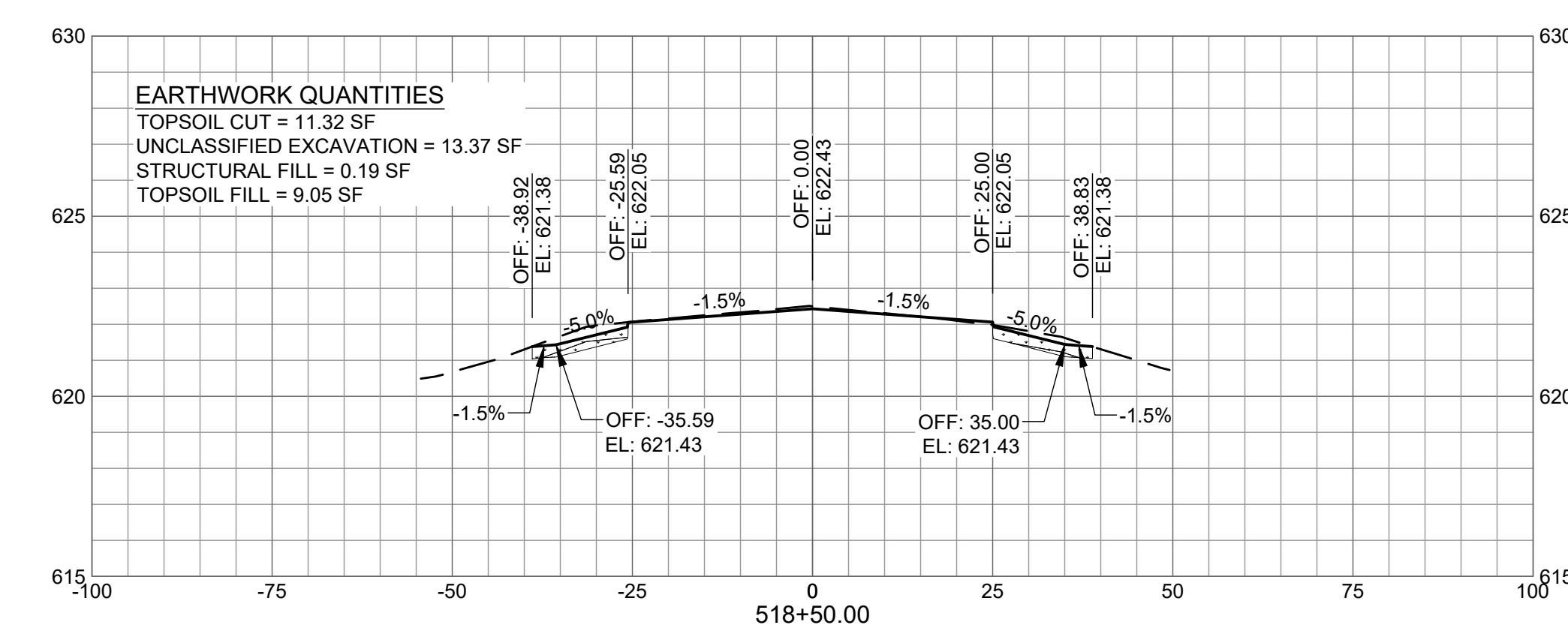
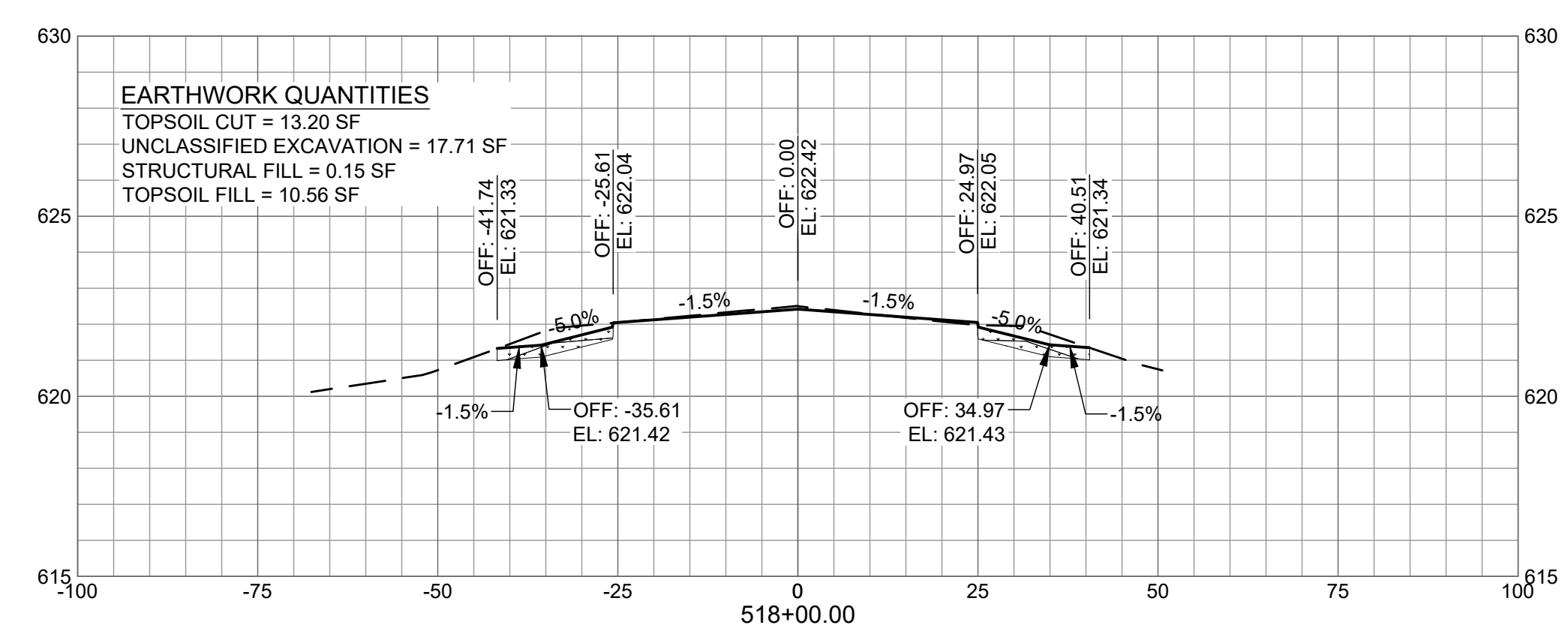
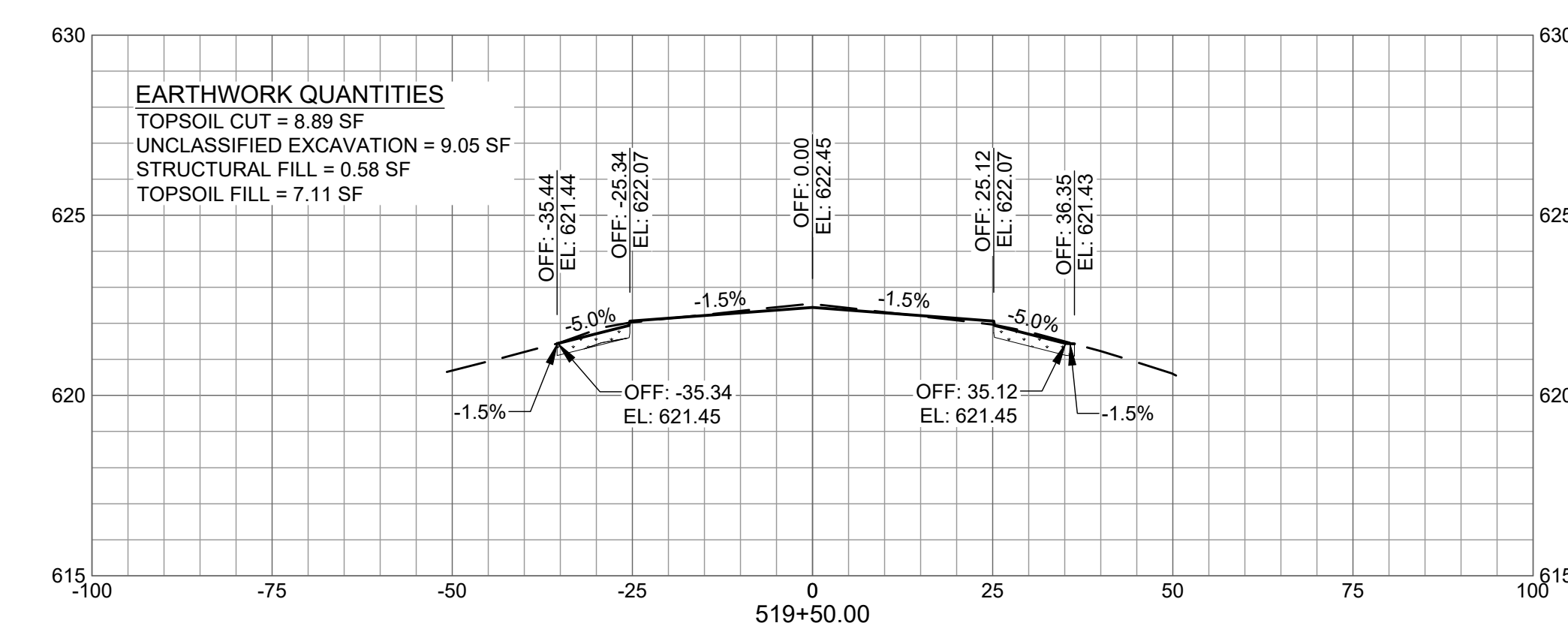
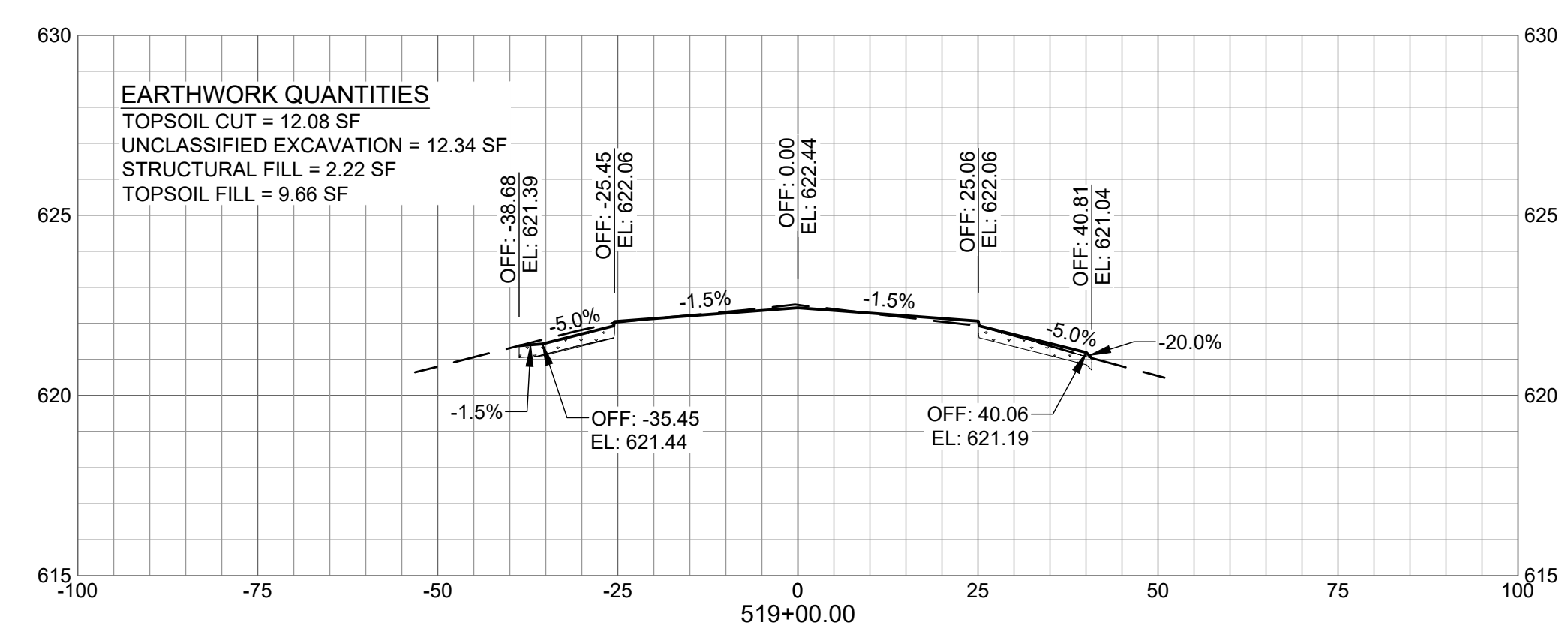
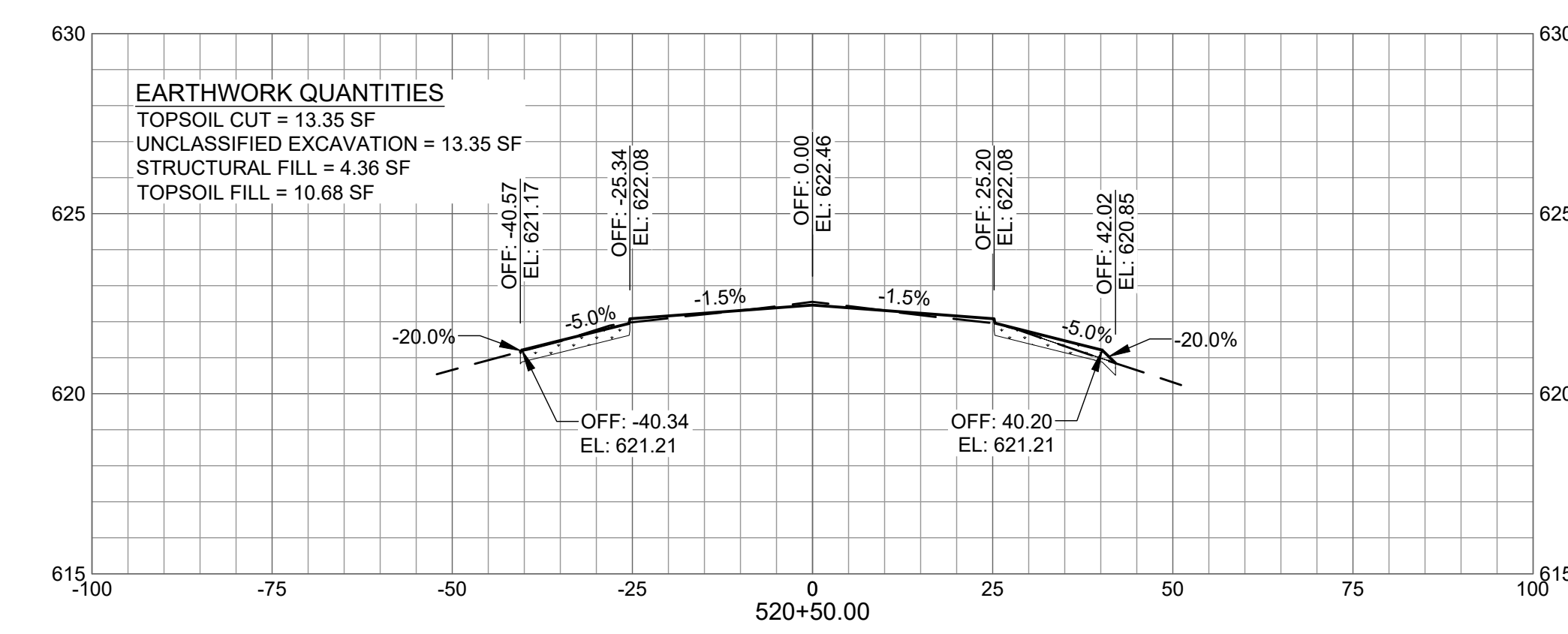
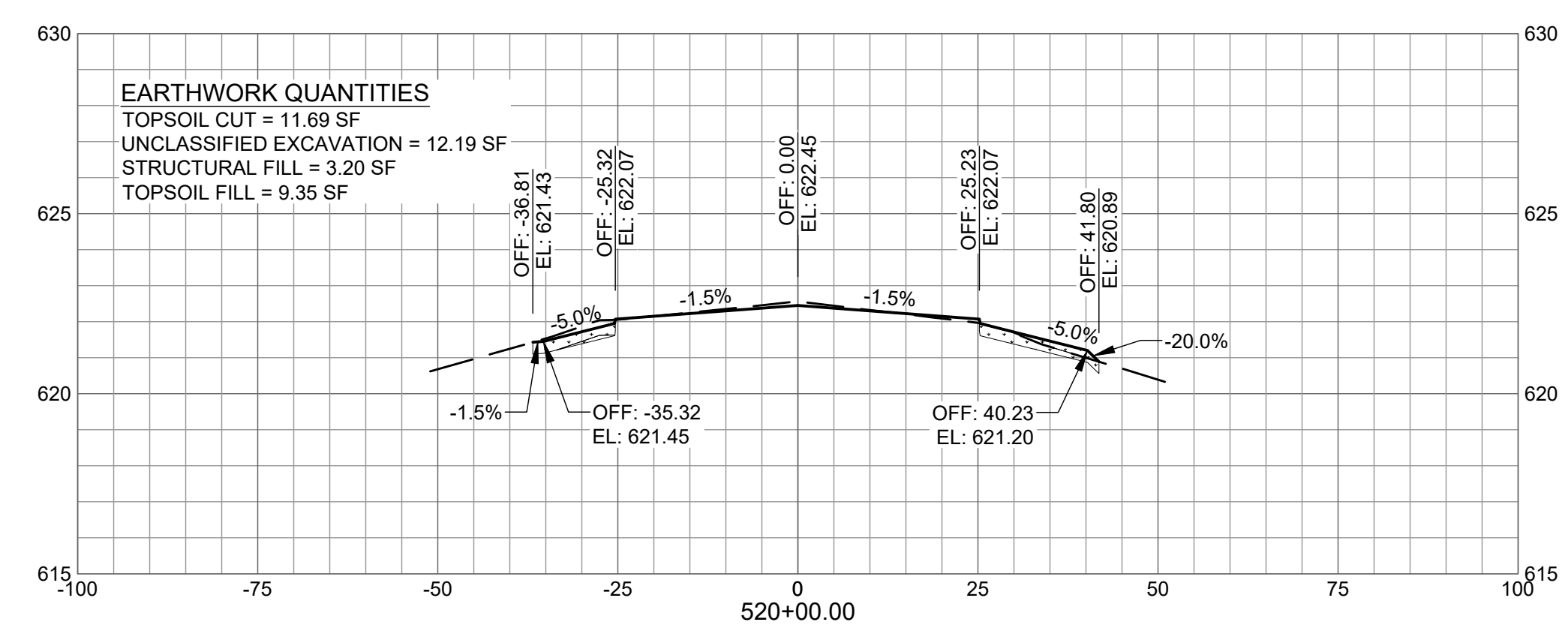
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SBGP NO.: 3-17-SBGP-TBD
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 IDOT NO.: IKK-5242

SHEET CONTENTS
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DO NOT SCALE DRAWINGS
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 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

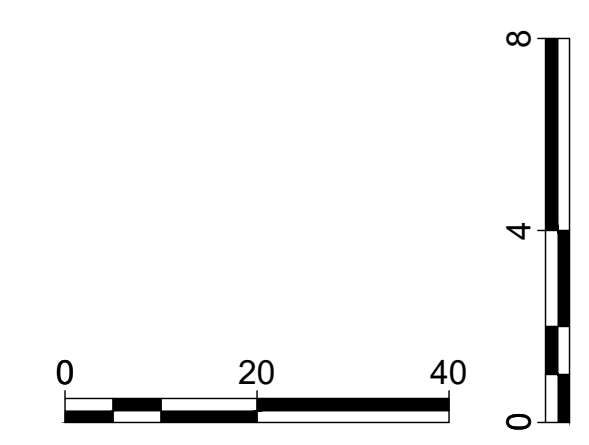
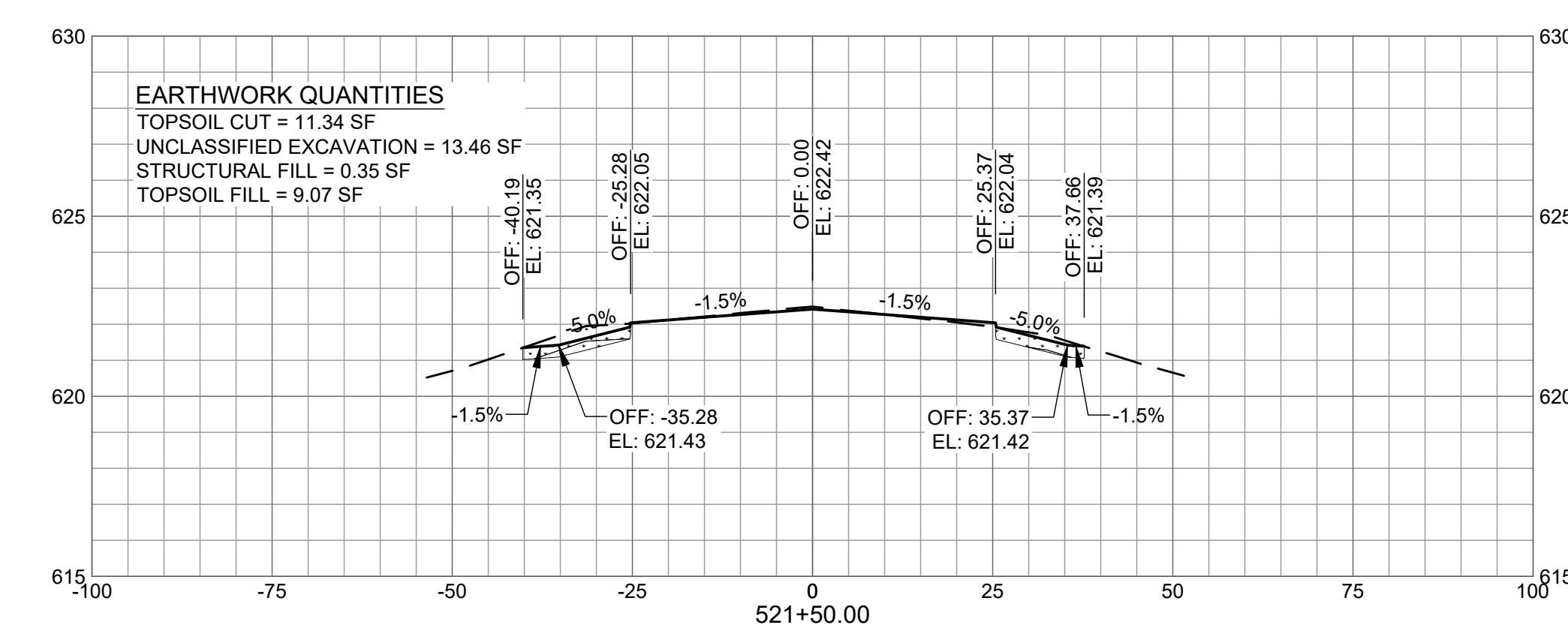
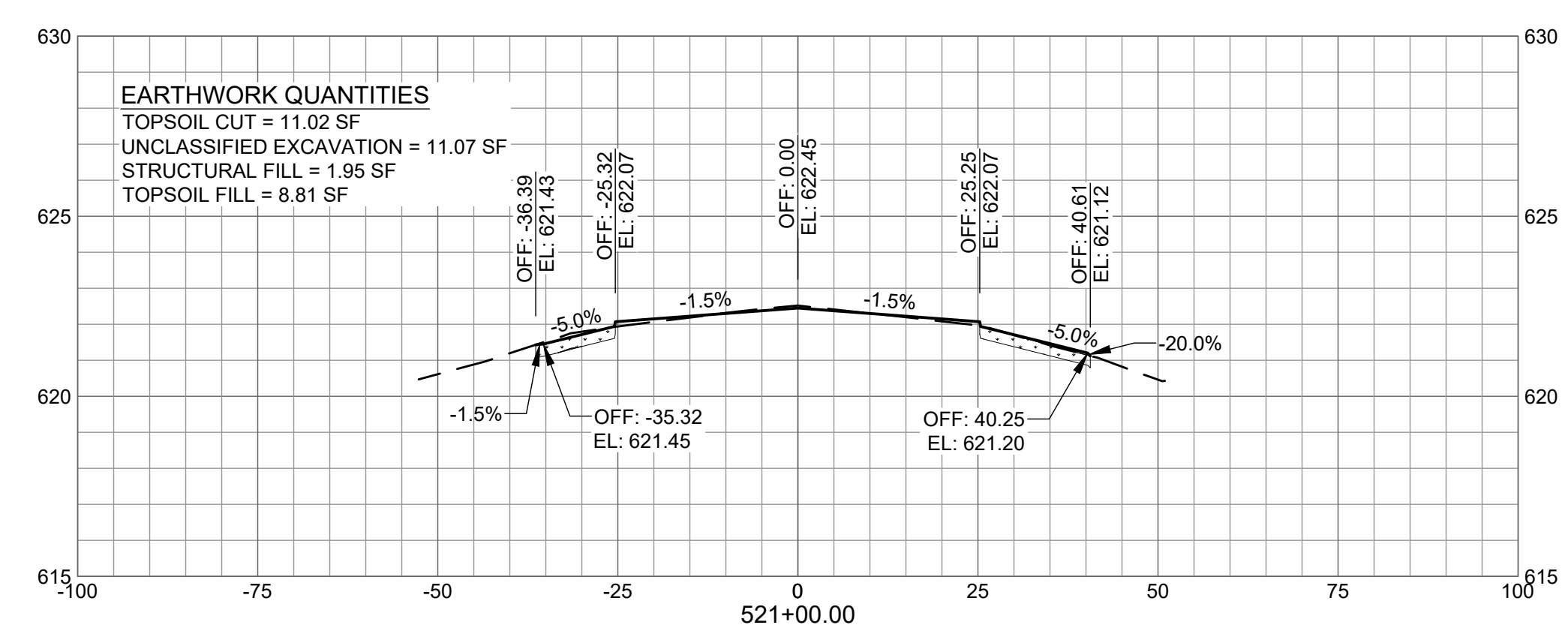
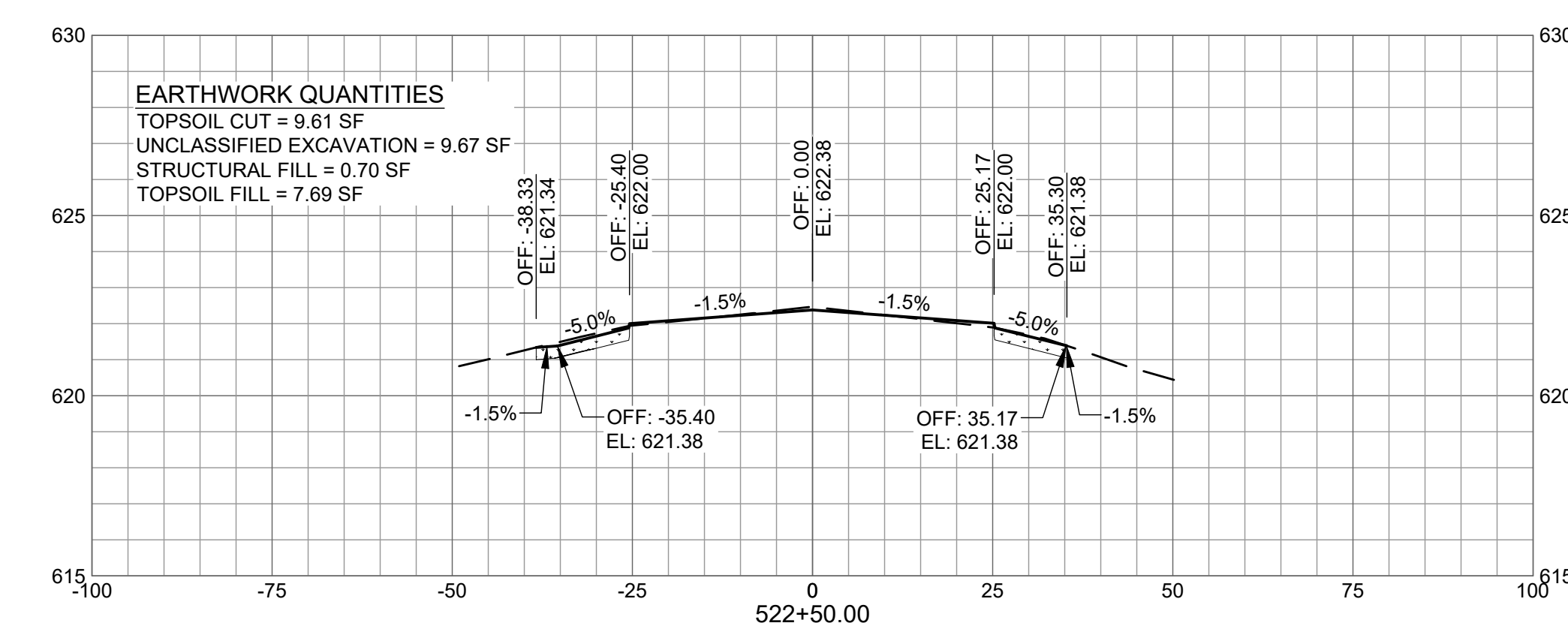
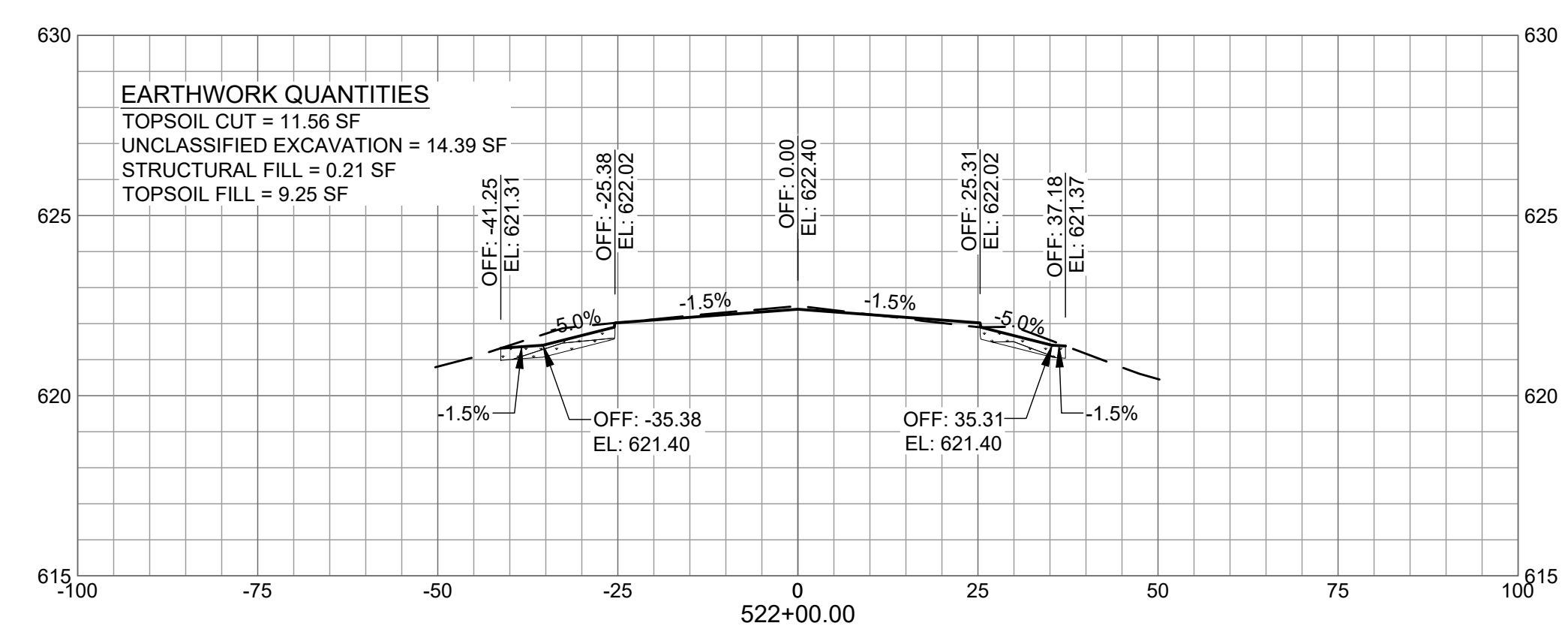
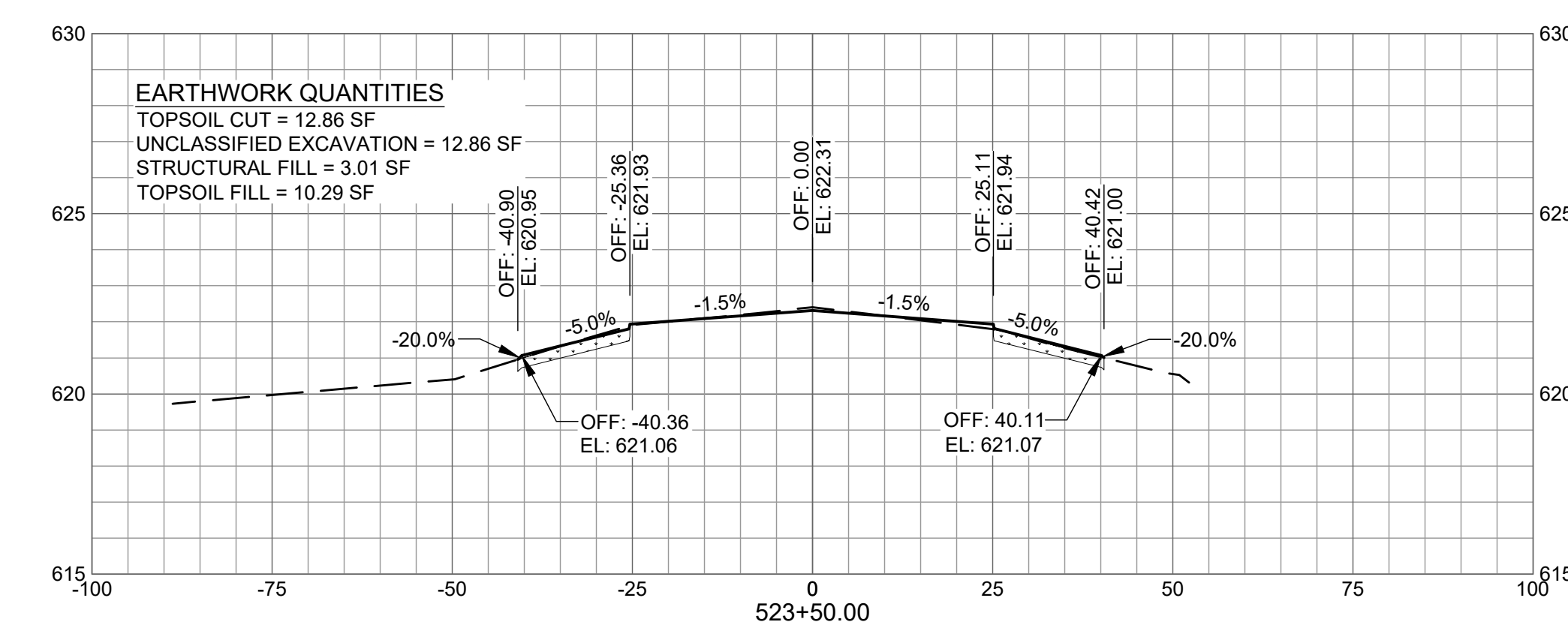
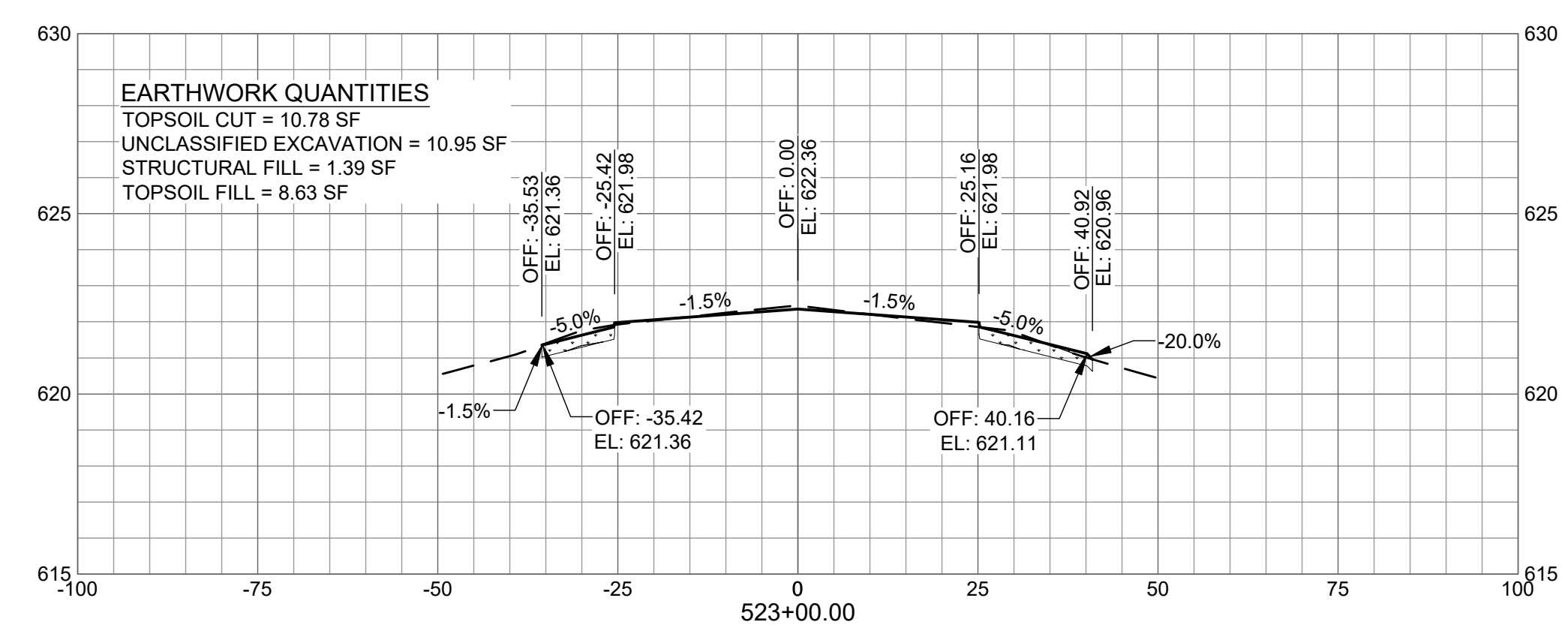
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SHEET CONTENTS
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DO NOT SCALE DRAWINGS
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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2
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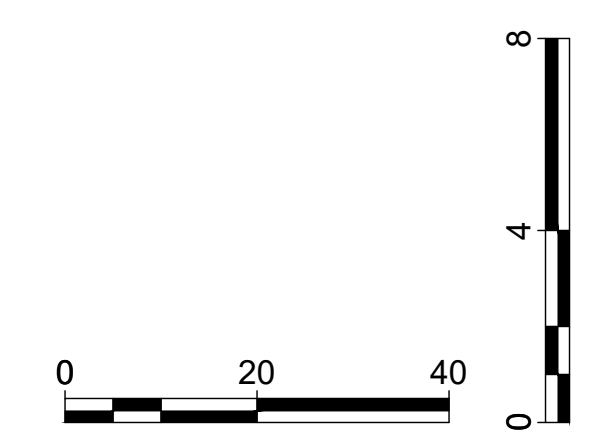
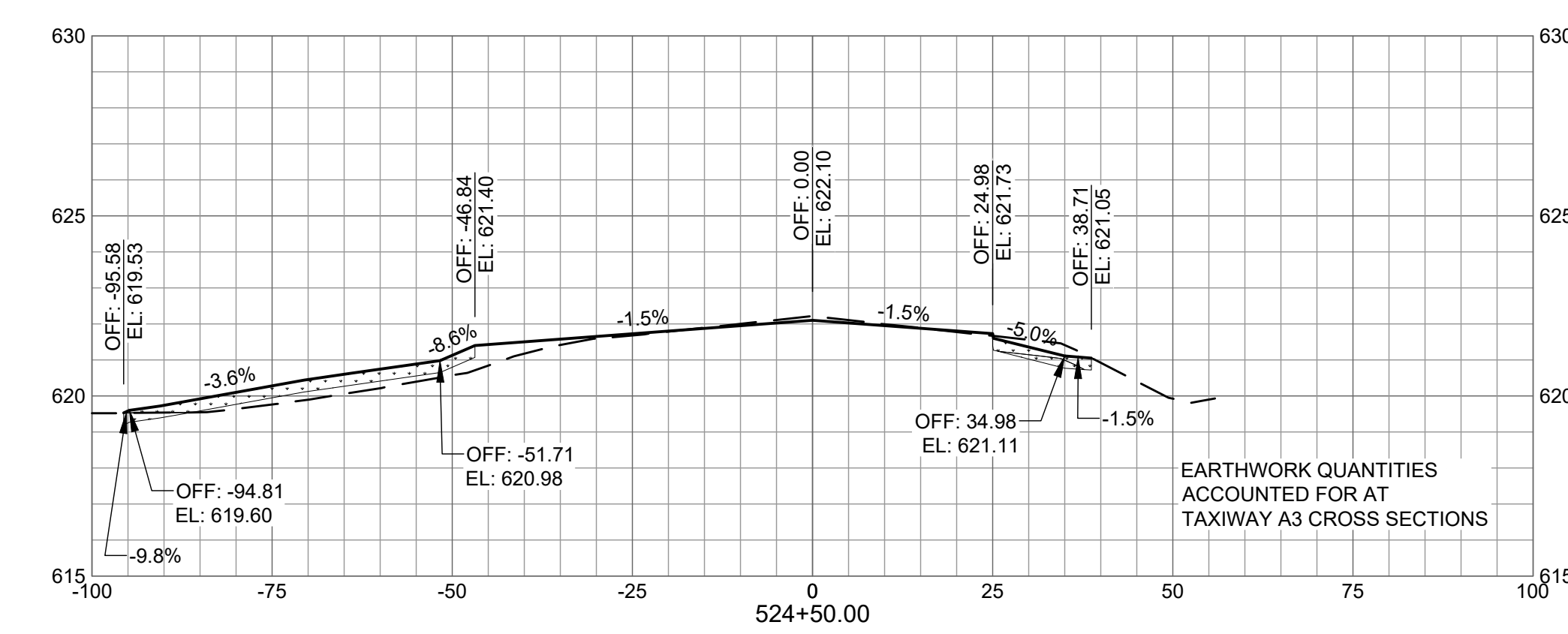
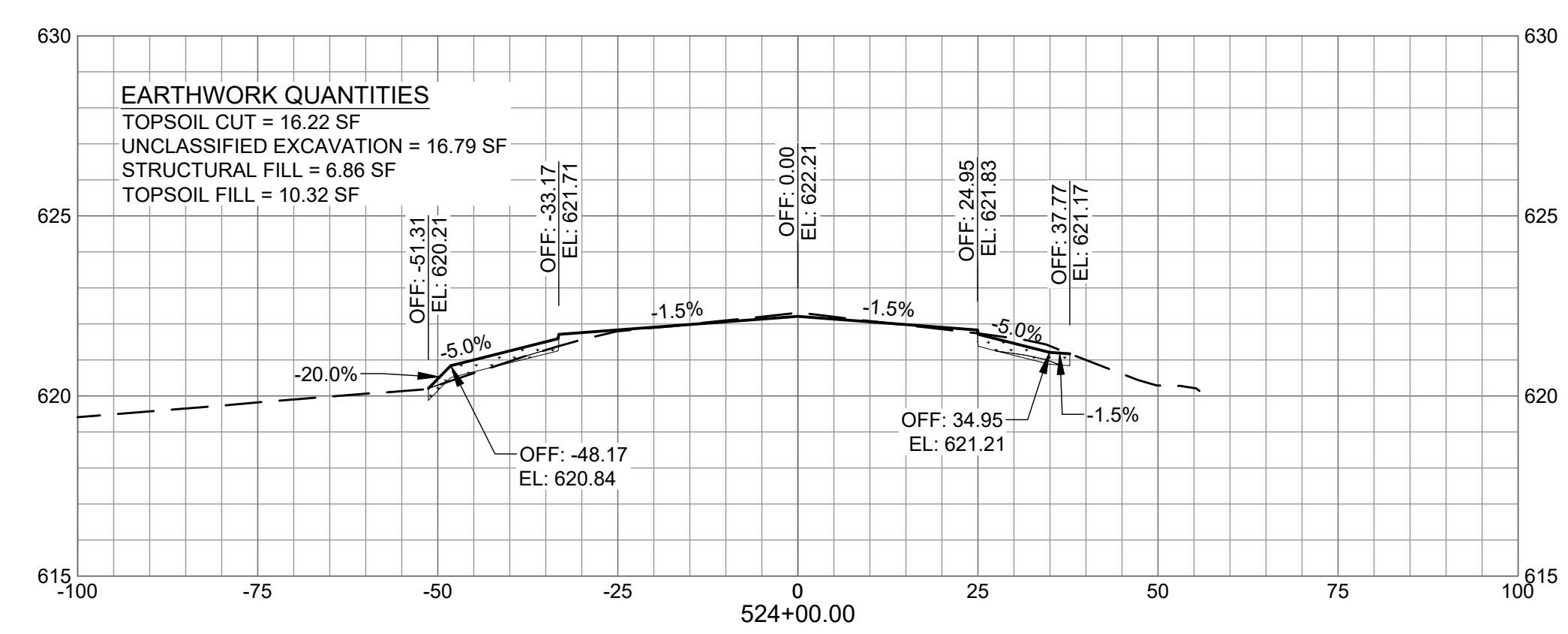
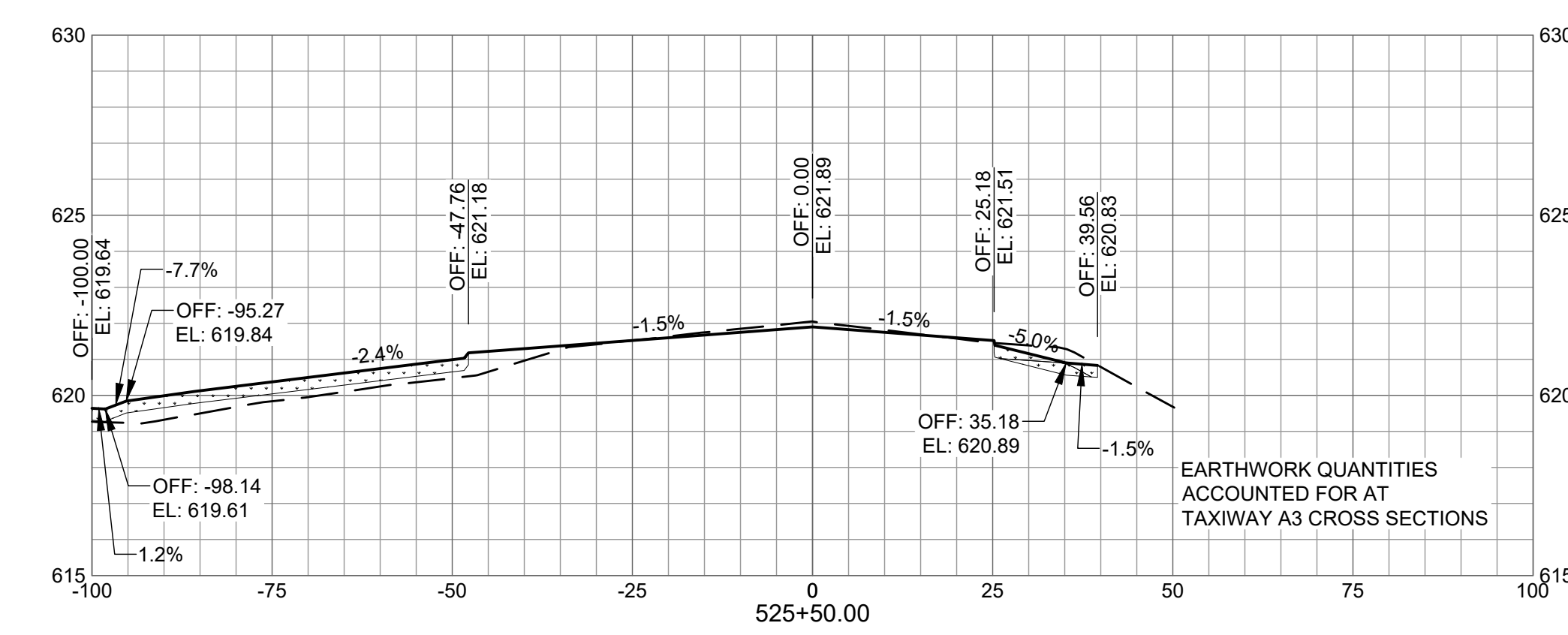
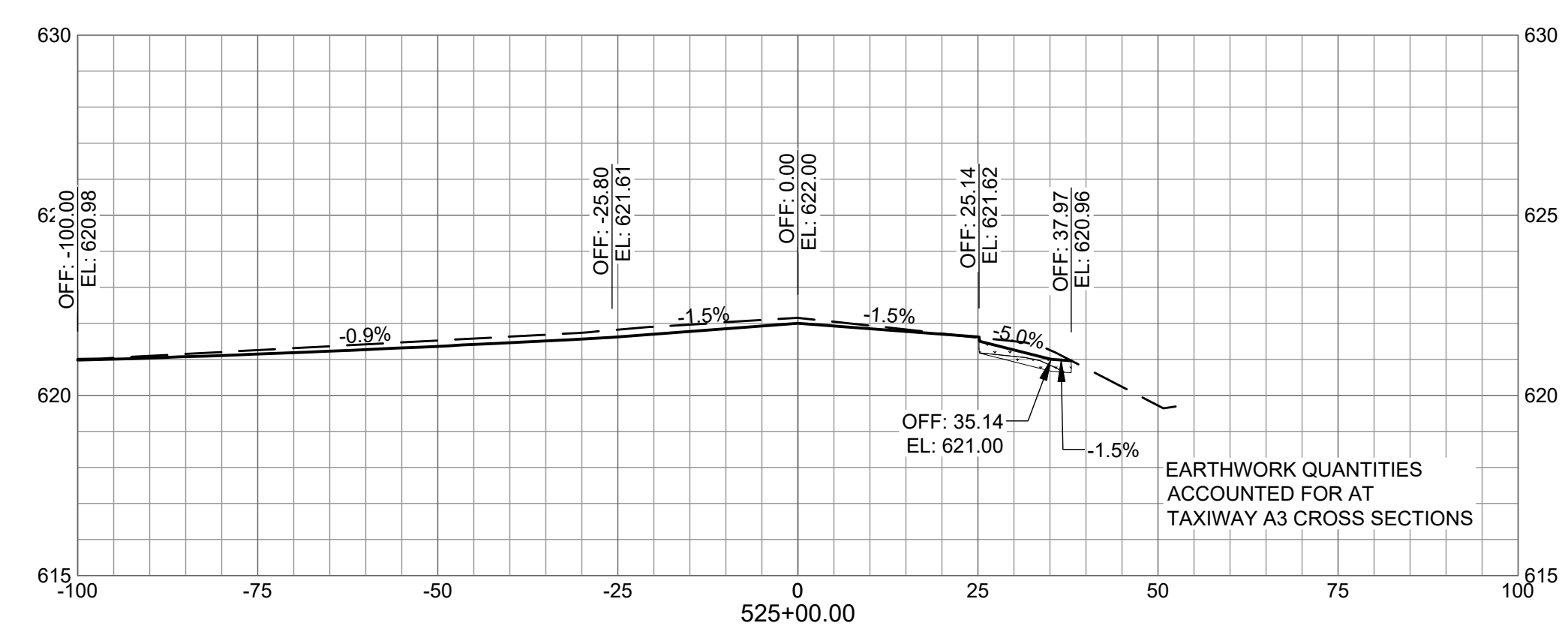
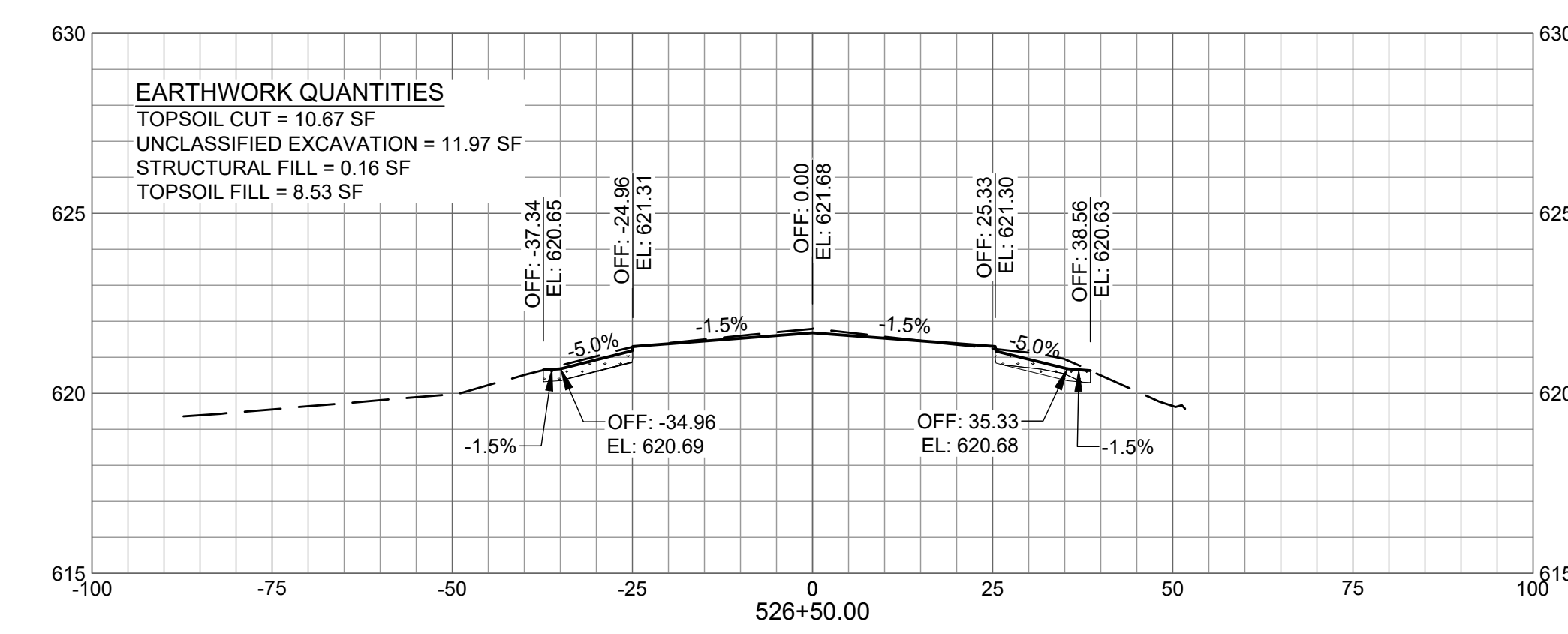
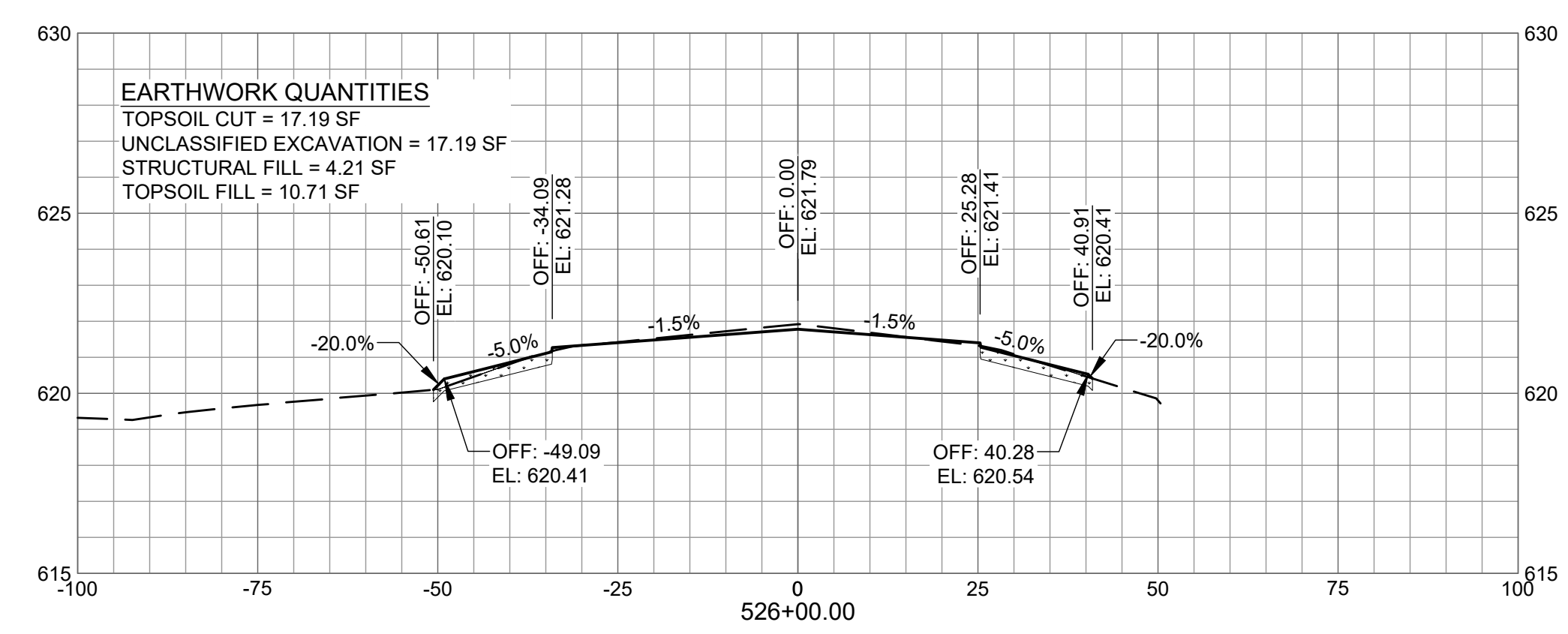
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SHEET CONTENTS
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 PHASE 2
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 KANKAKEE, IL 60901**

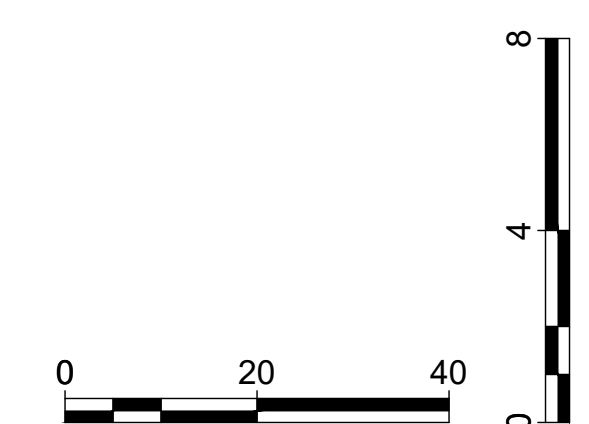
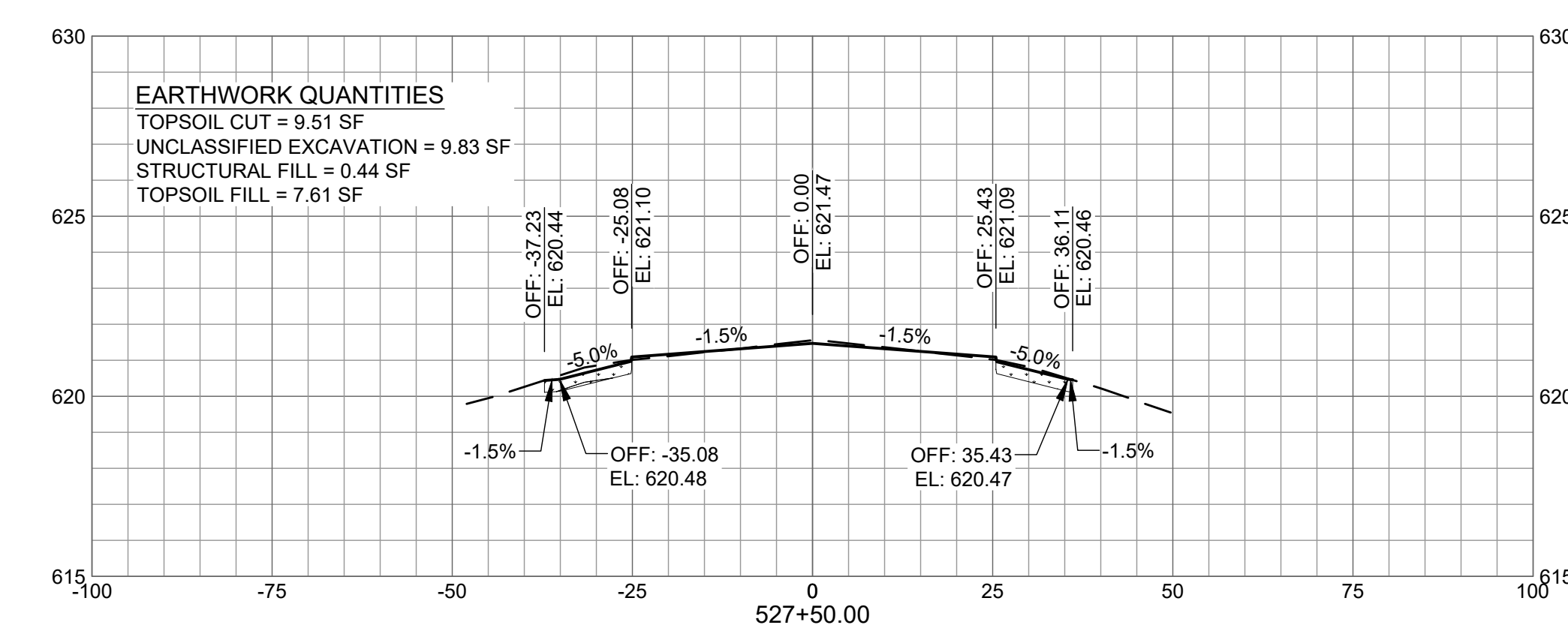
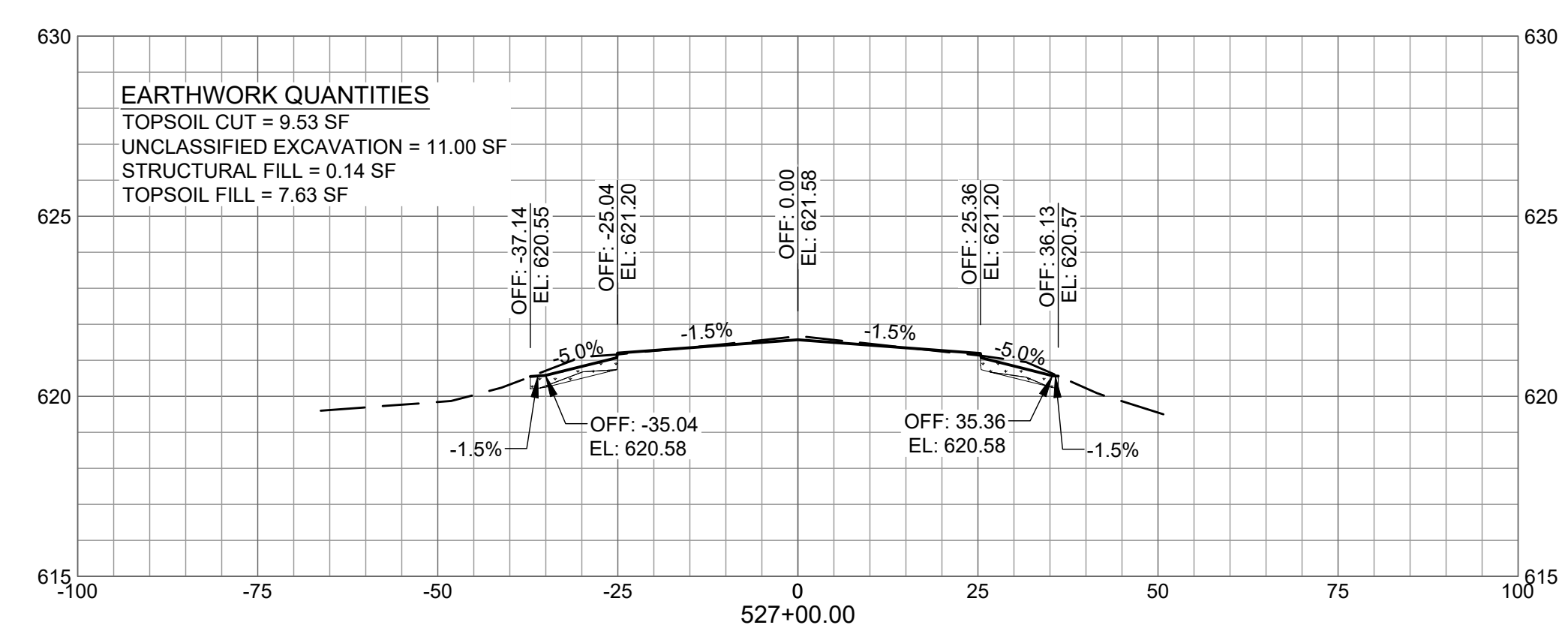
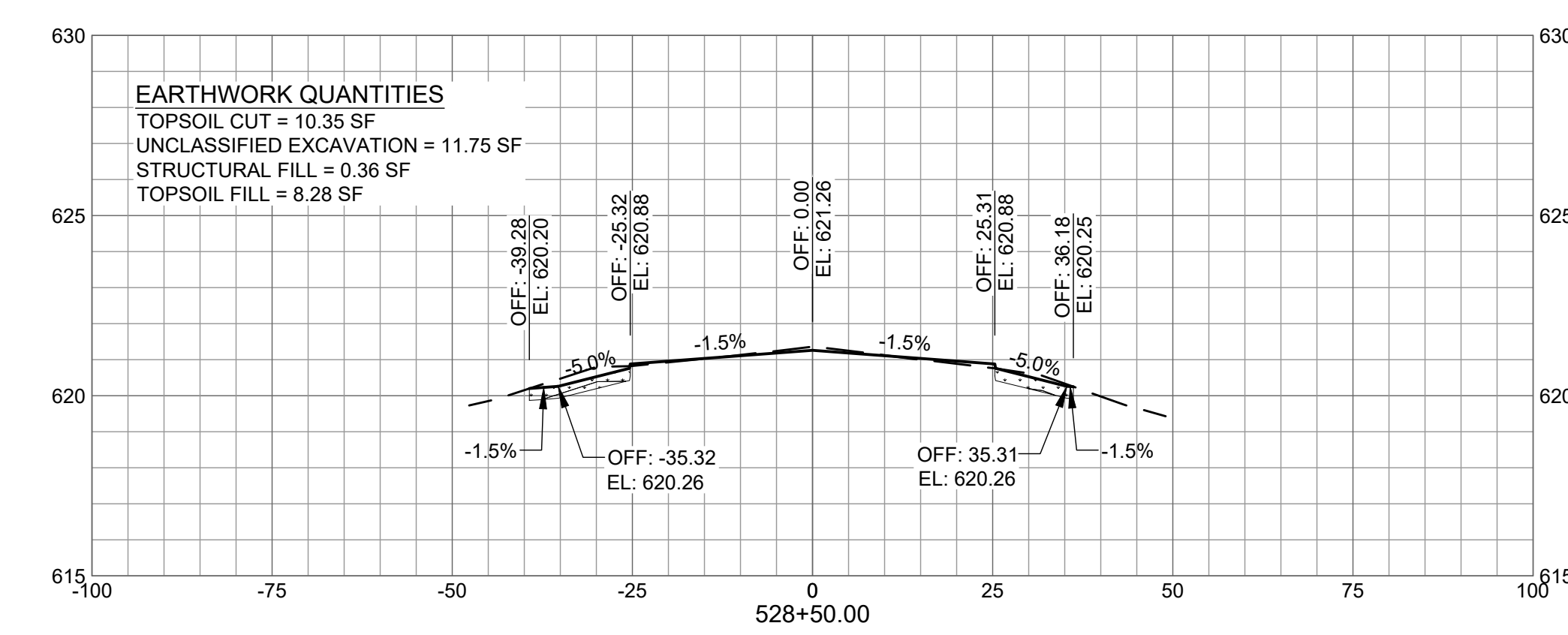
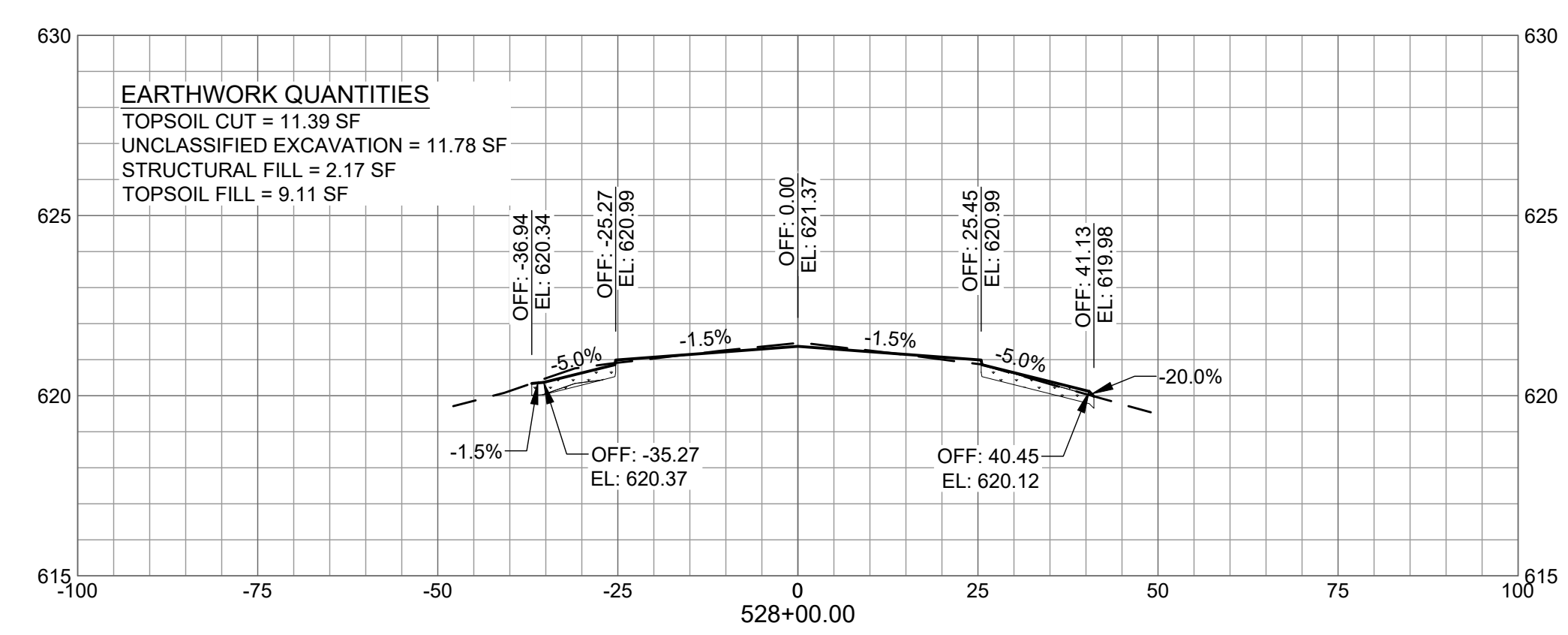
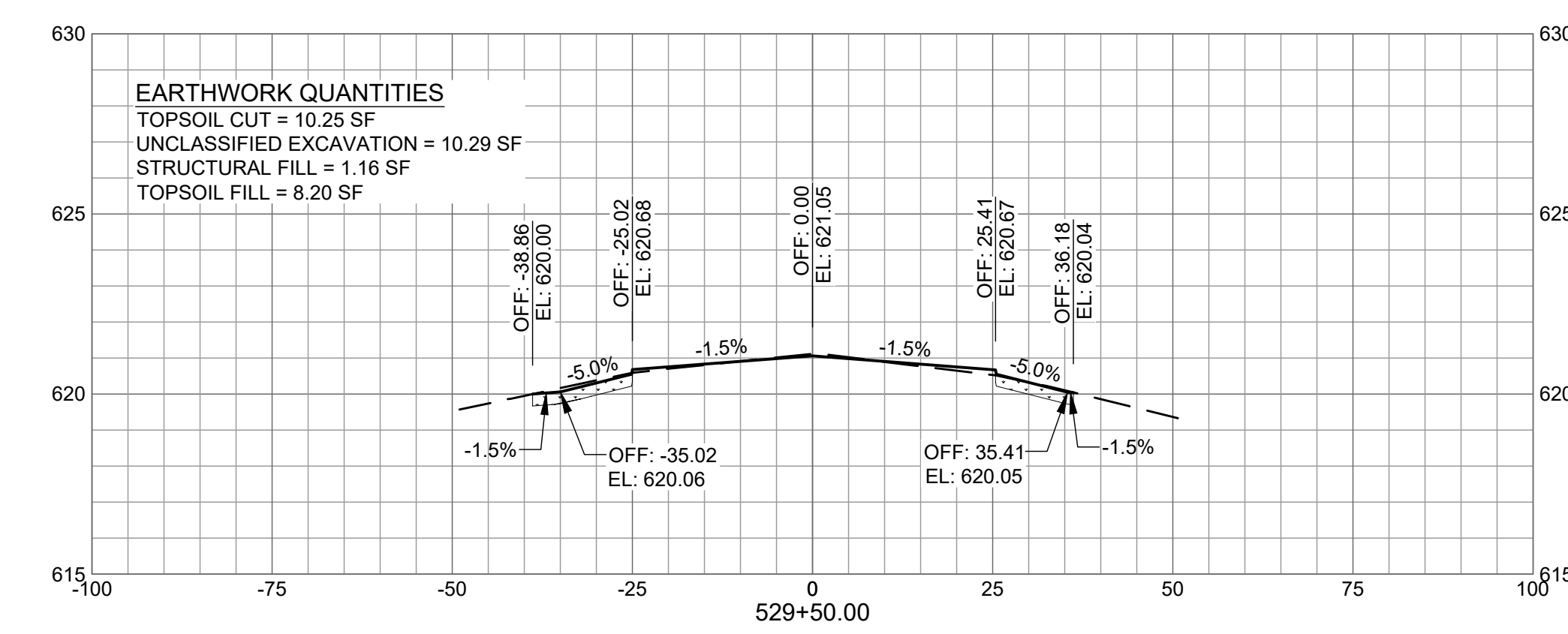
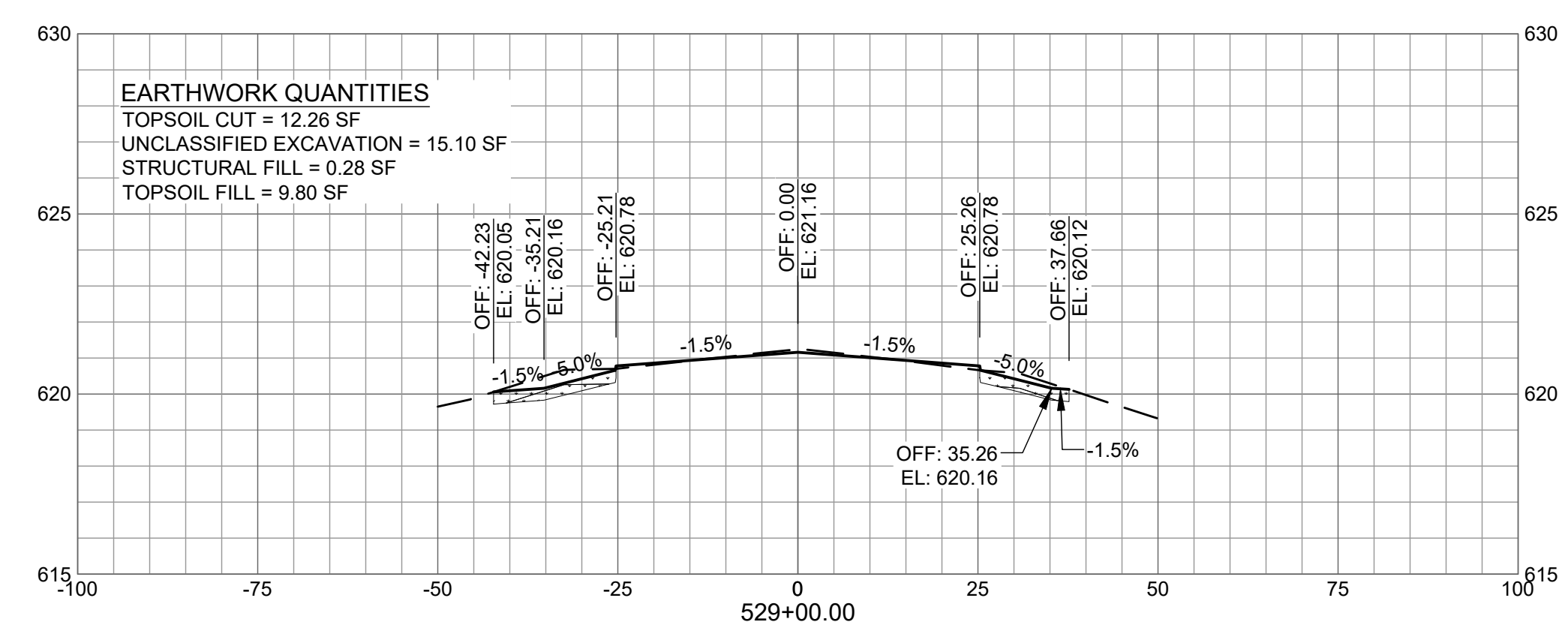
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SBGP NO.: 3-17-SBGP-TBD
 M&H NO.: 4668419-253471.01
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 DESIGNED BY: AAY
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 CHECKED BY: AAS
 IDOT NO.: IKK-5242

SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A

DO NOT SCALE DRAWINGS
 SHEET NO. 51 of 61

C-910



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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

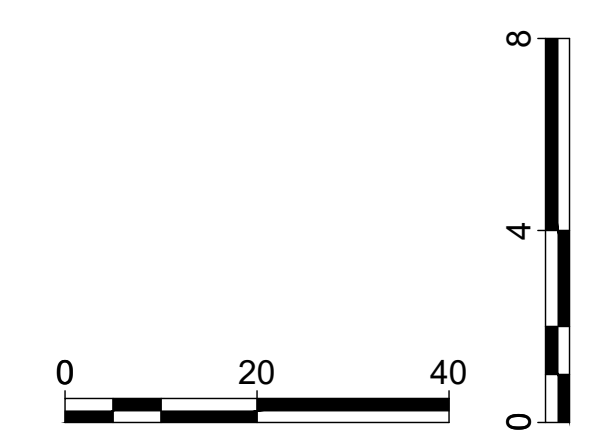
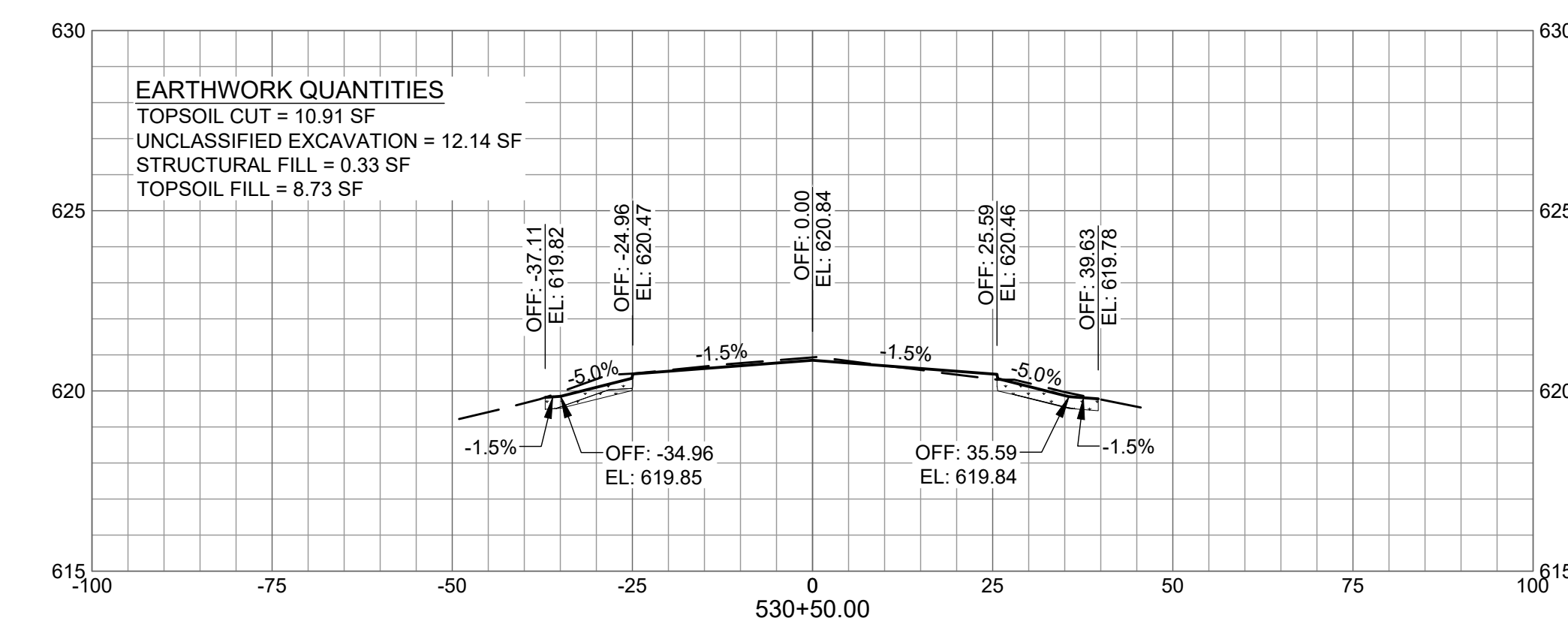
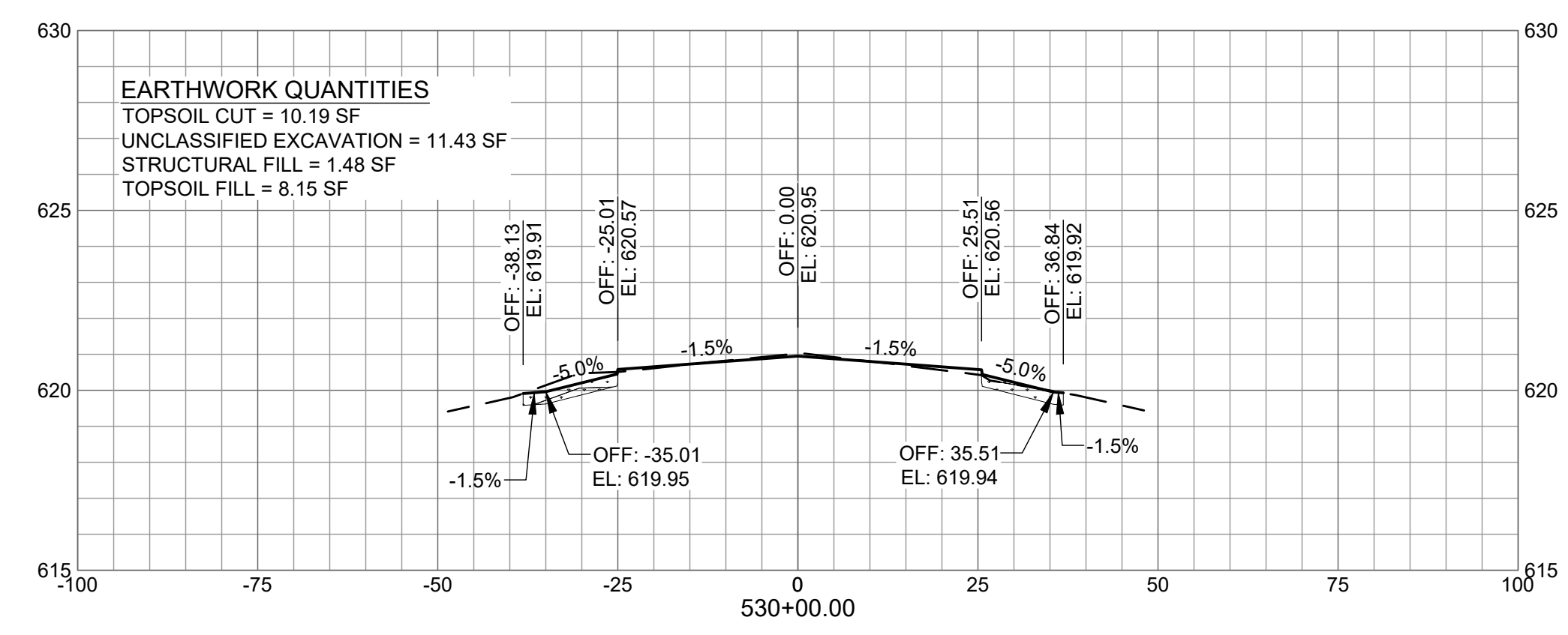
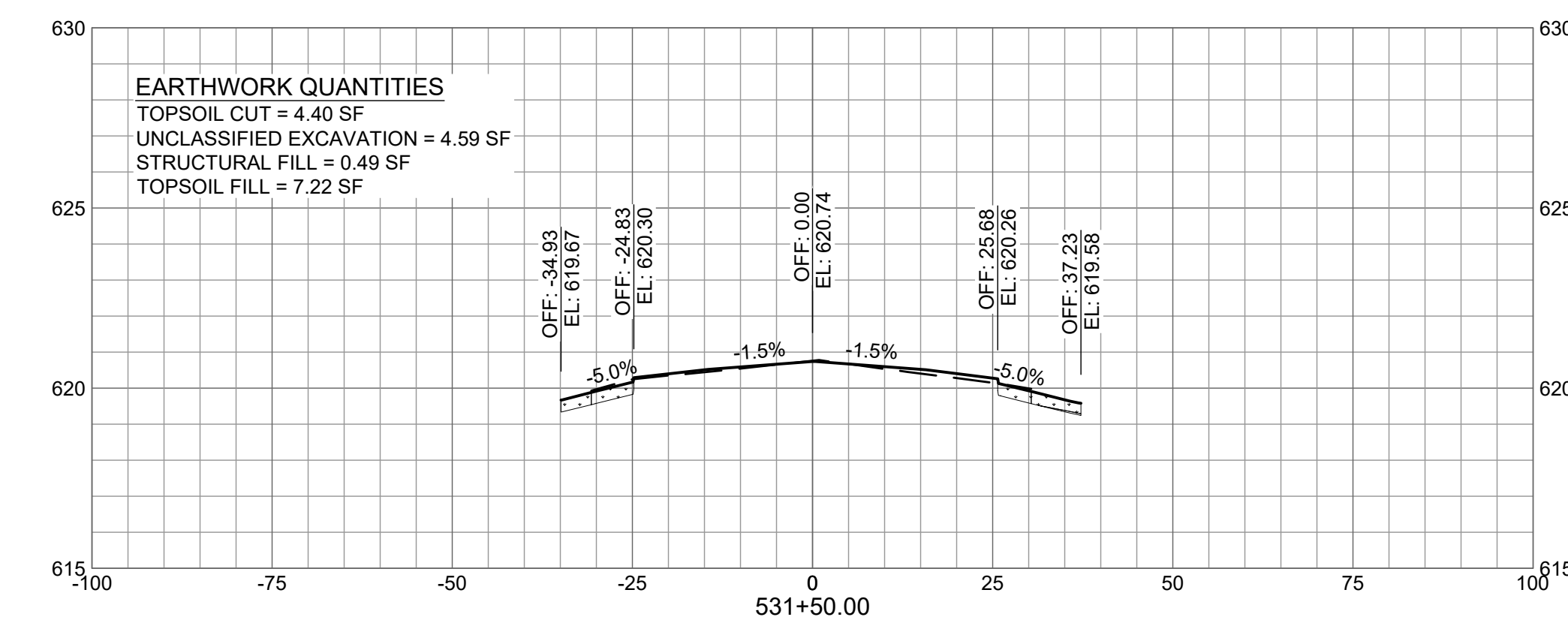
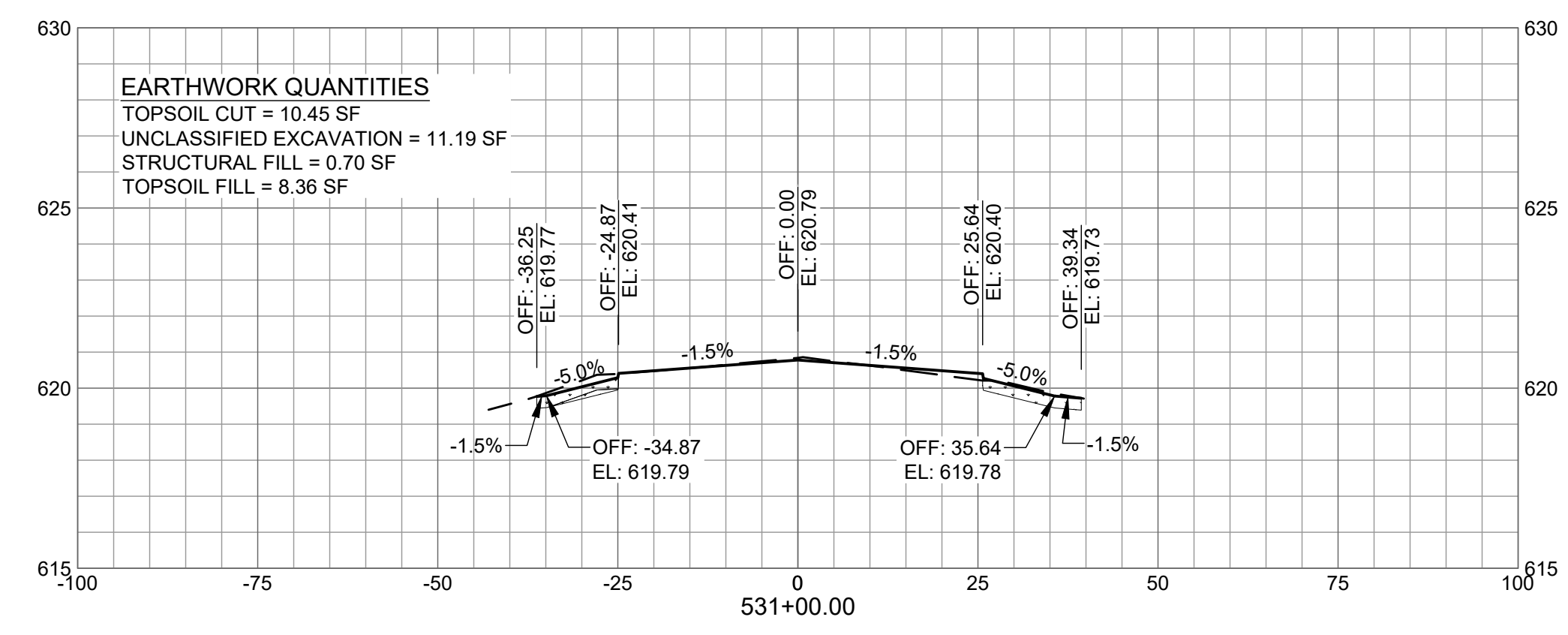
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SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A

DO NOT SCALE DRAWINGS
 SHEET NO. 52 of 61

C-911



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 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

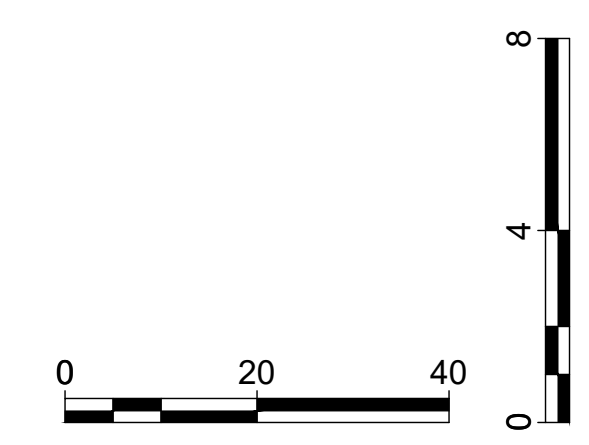
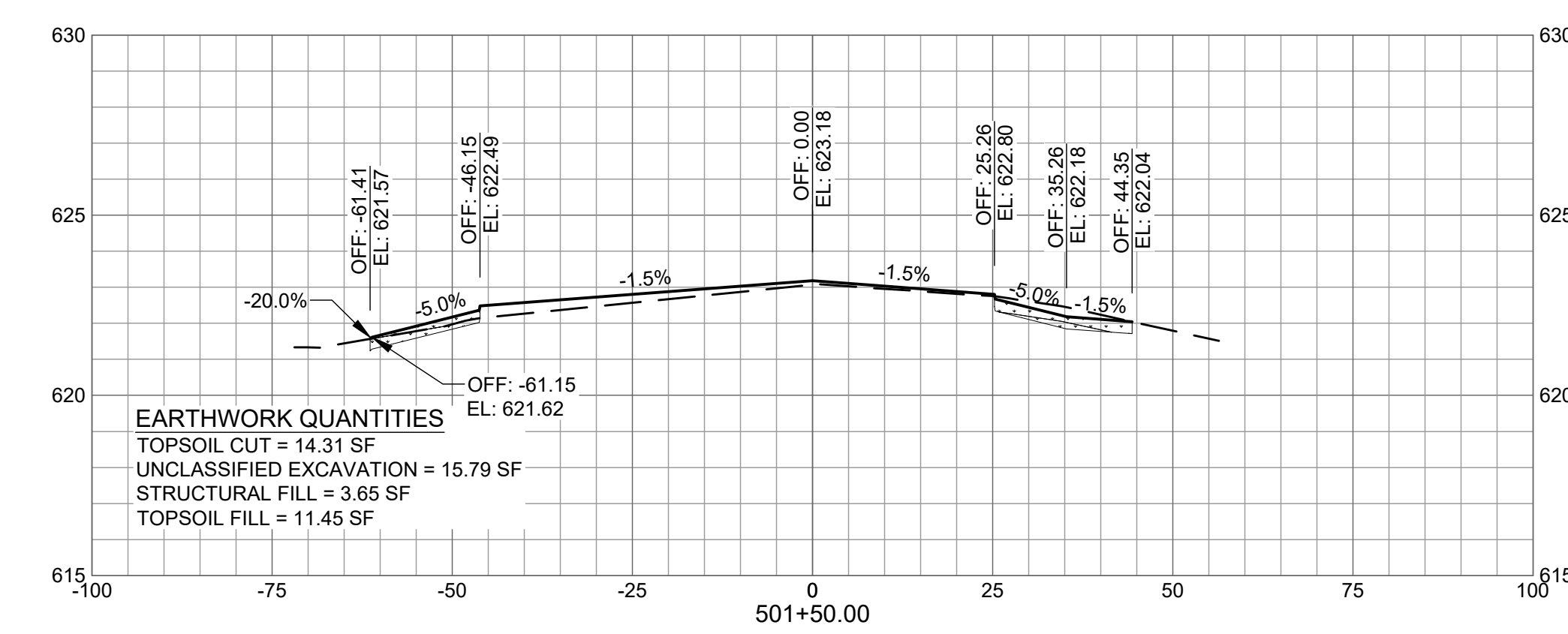
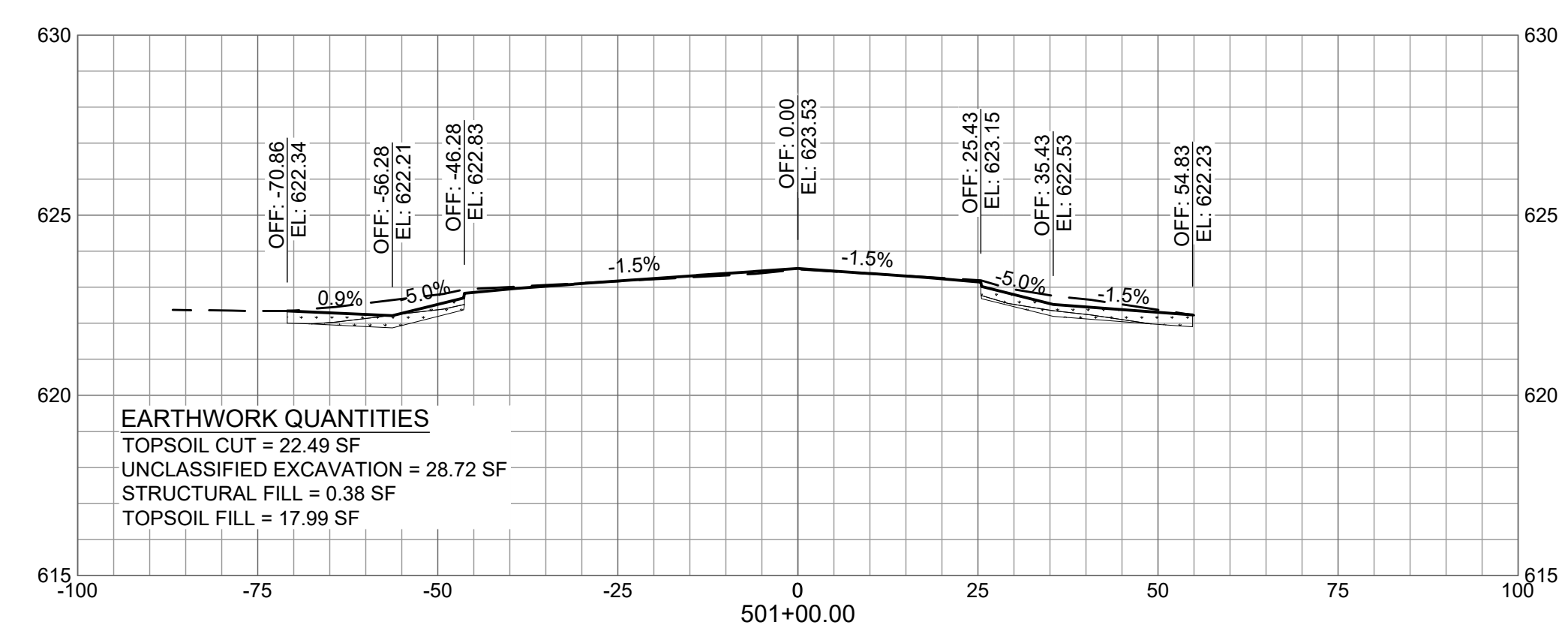
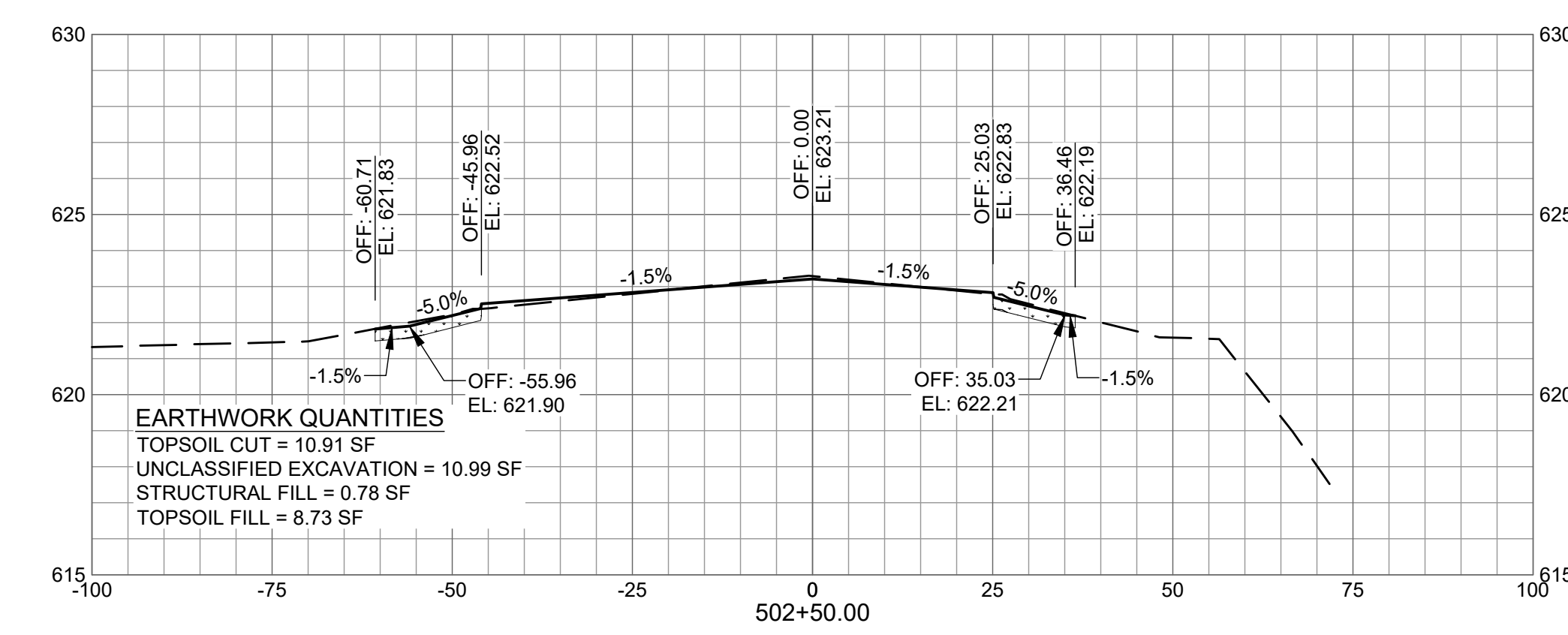
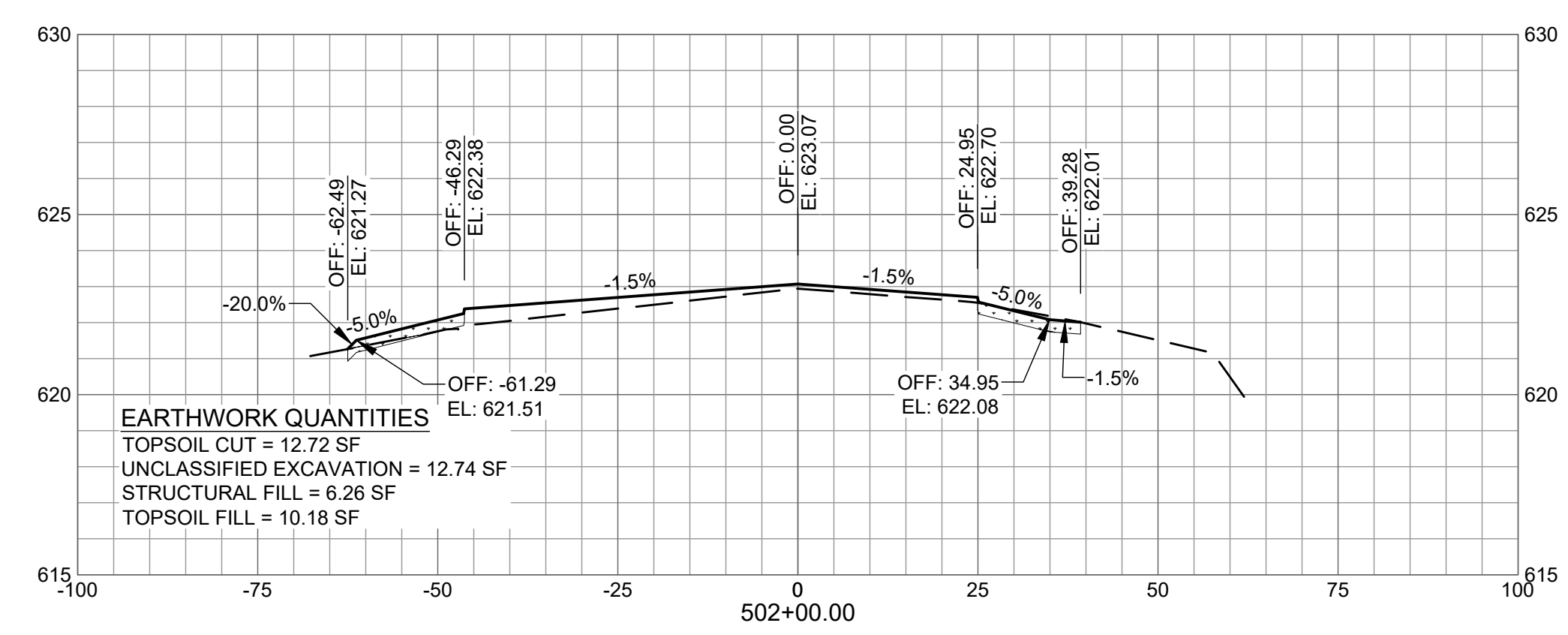
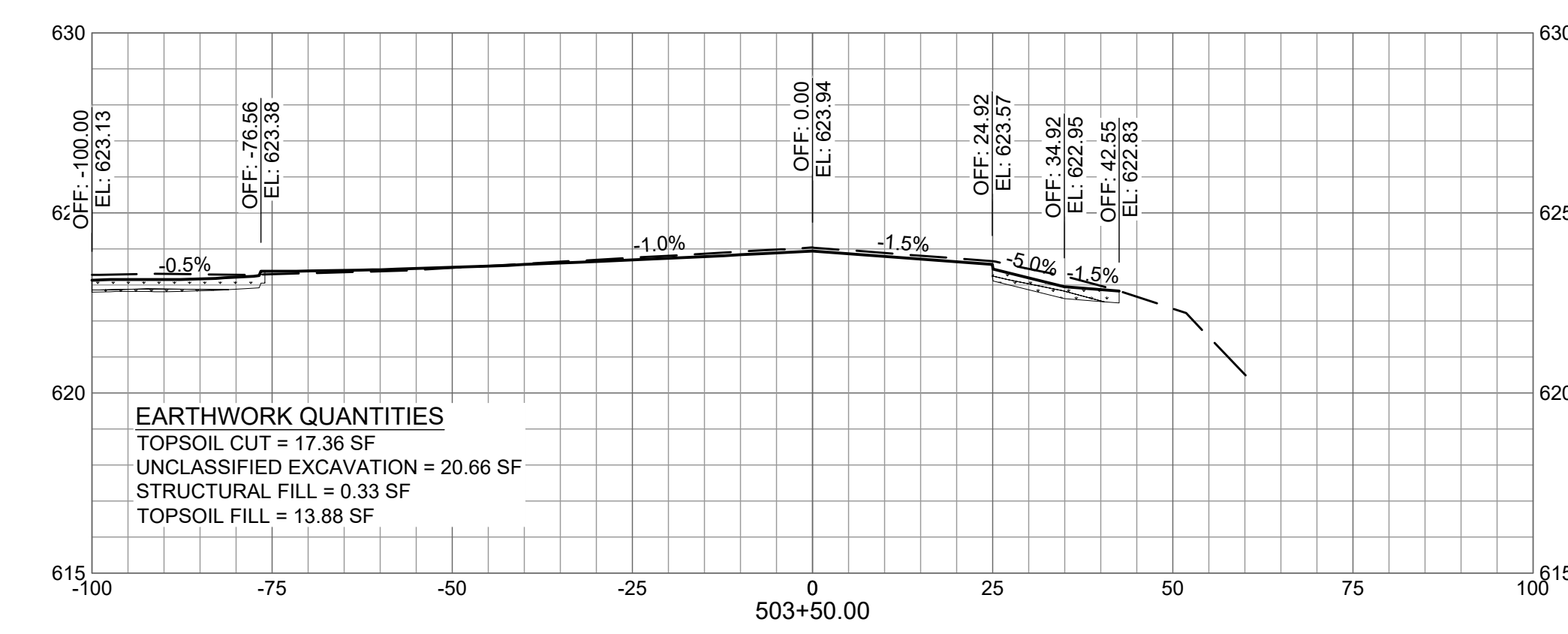
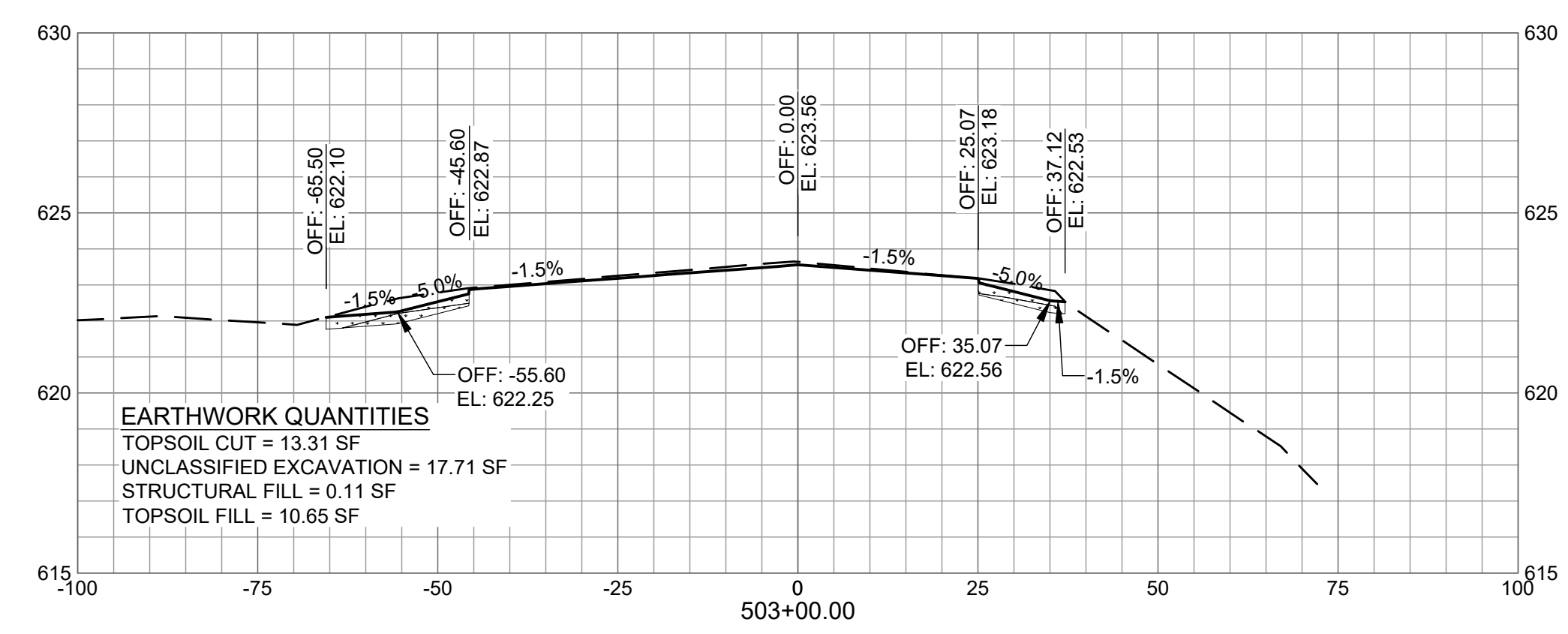
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 IFB APRIL 24, 2026

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 IDOT NO.: IKK-5242

SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A5

DO NOT SCALE DRAWINGS
 SHEET NO. 53 of 61

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 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

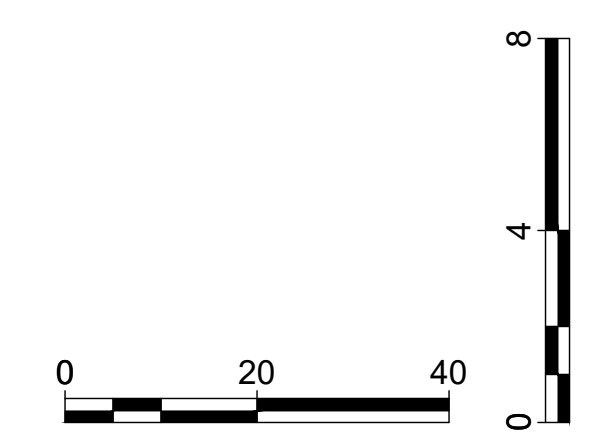
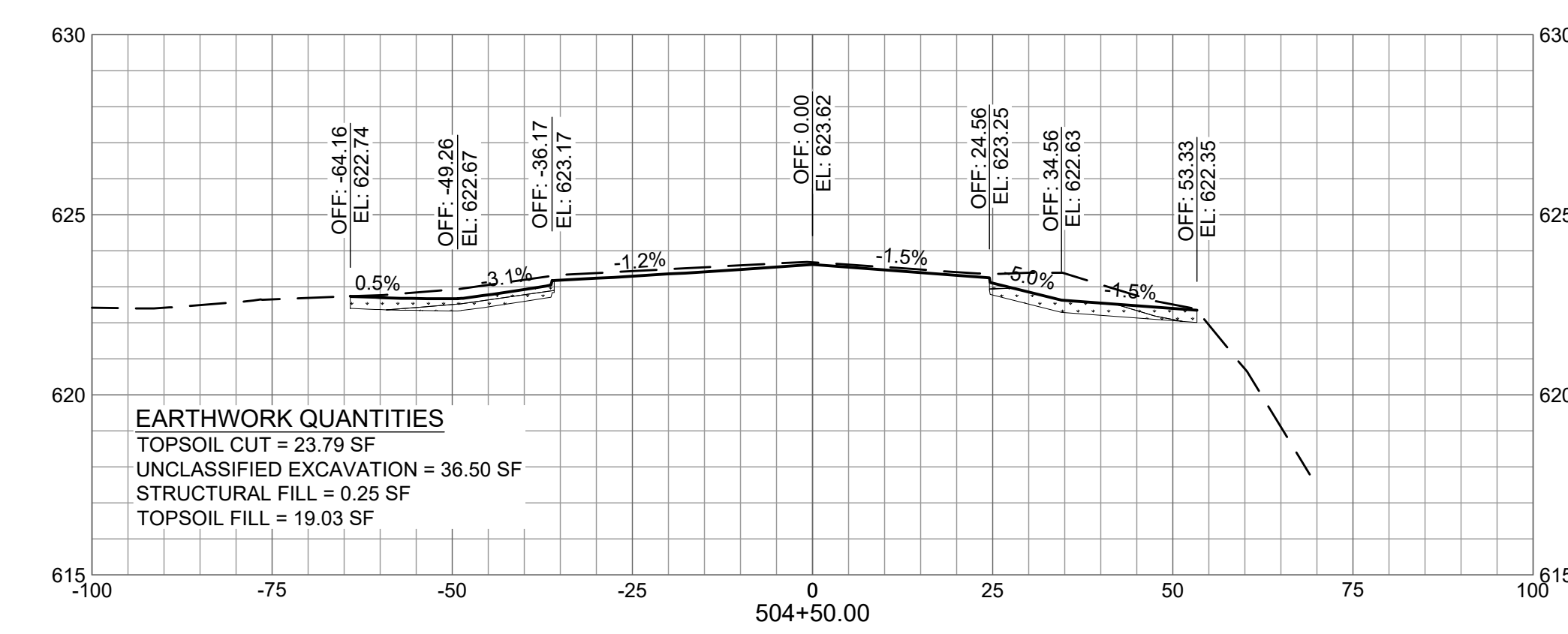
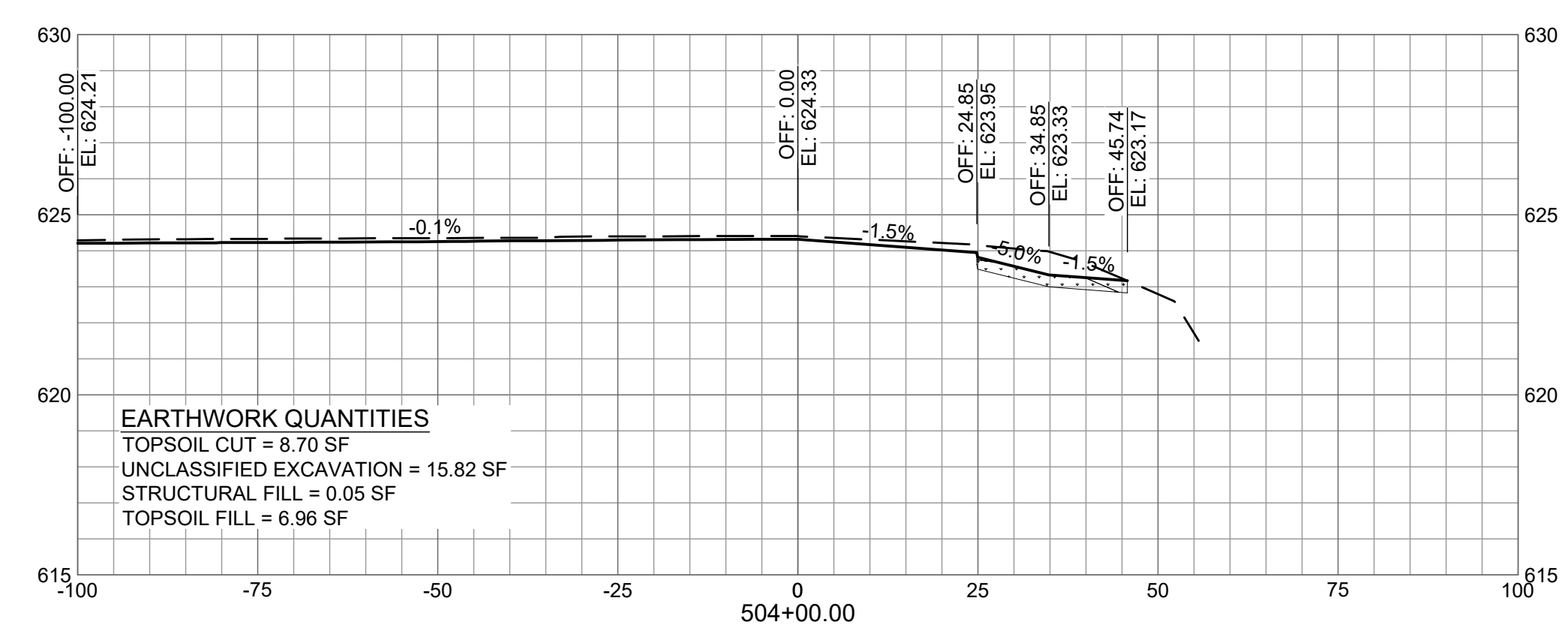
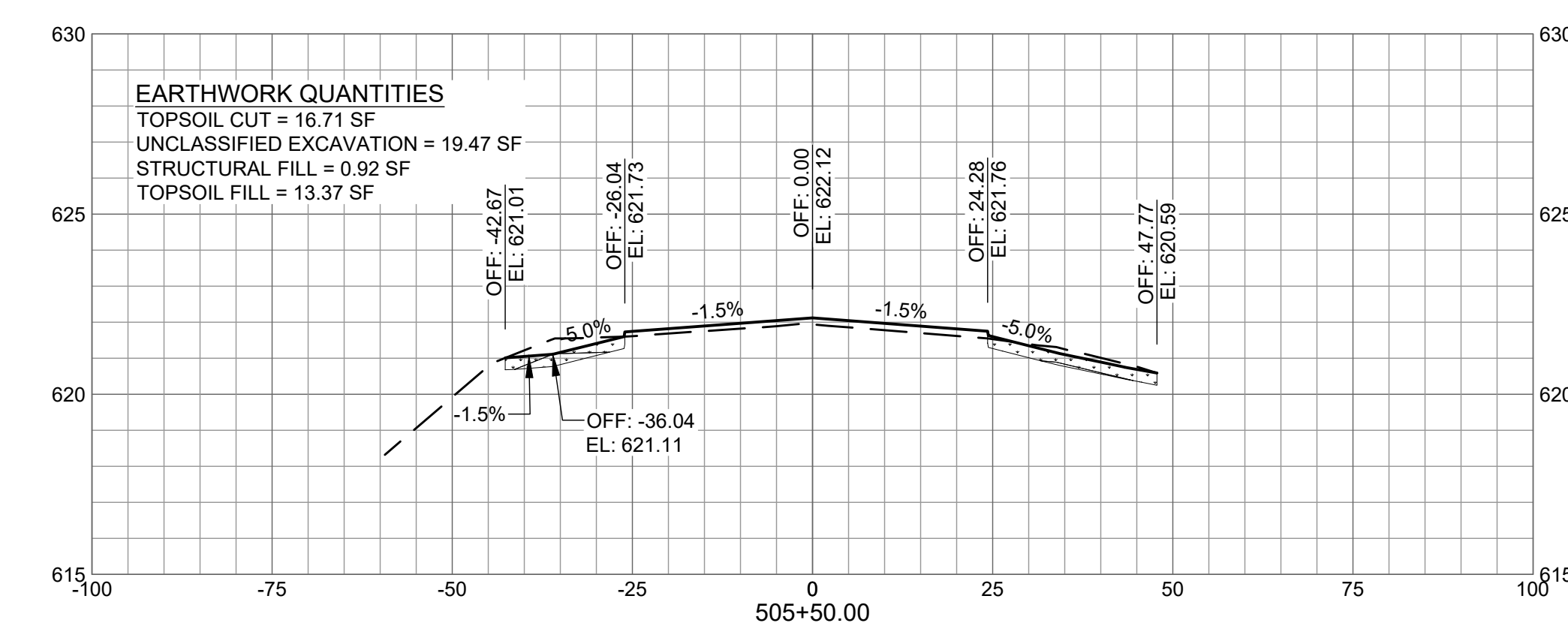
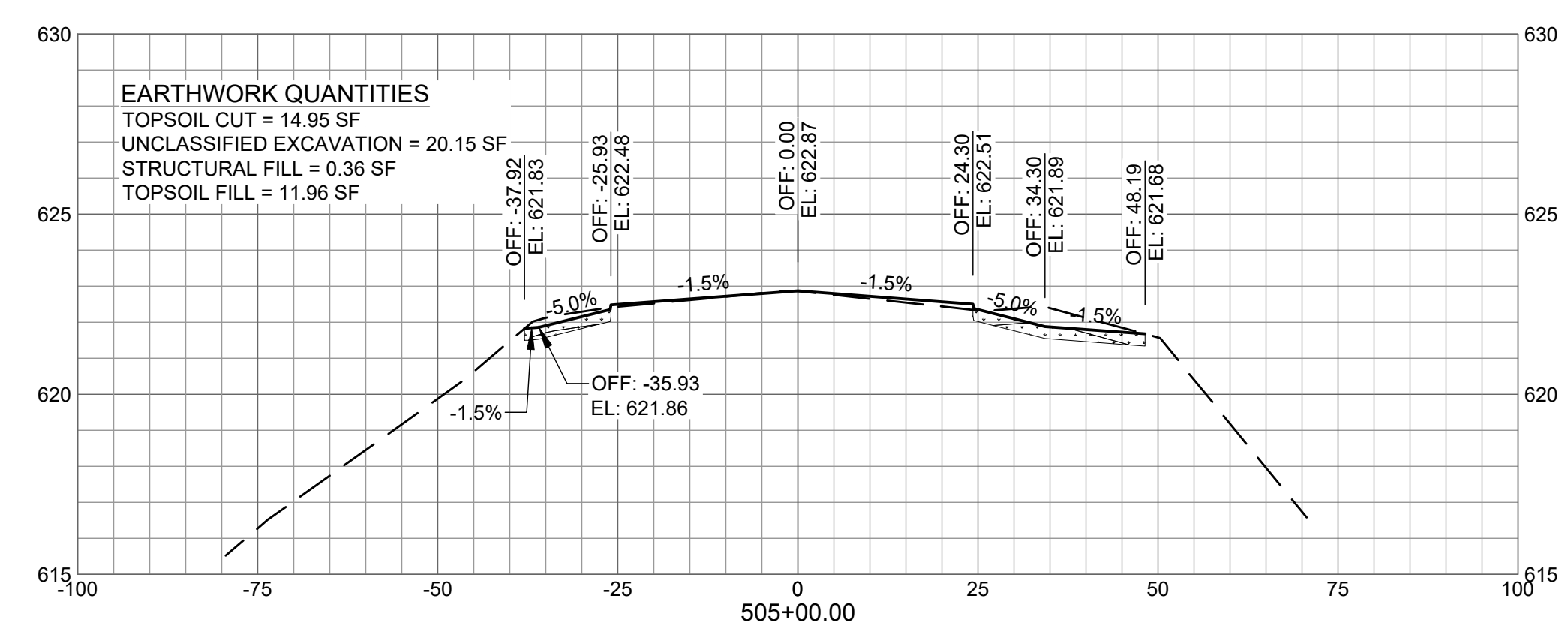
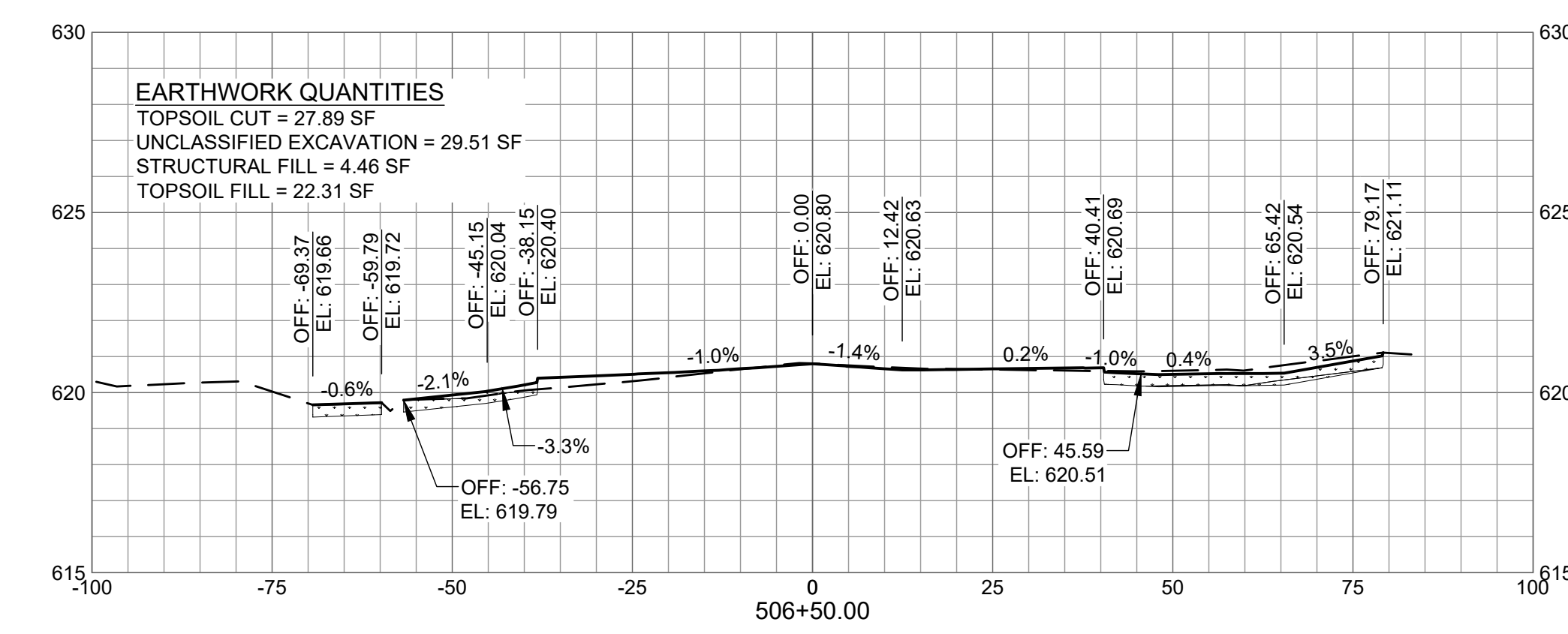
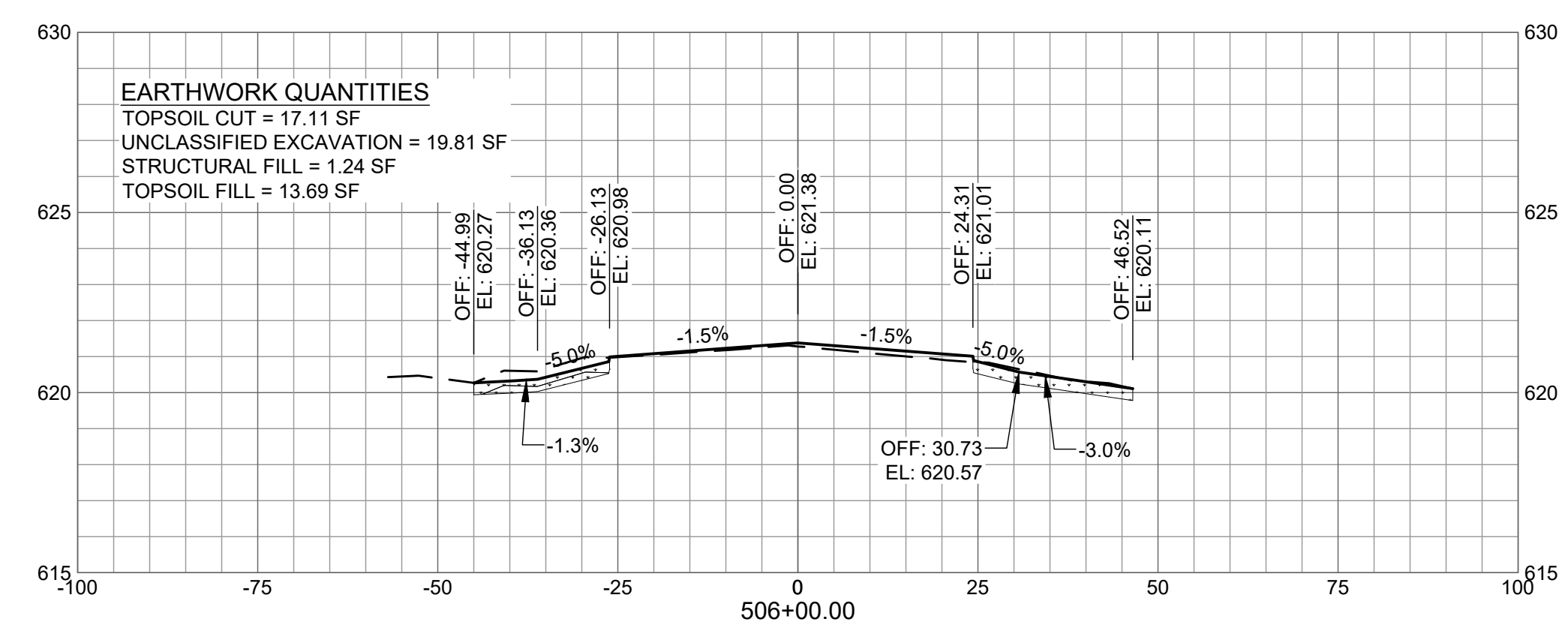
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SHEET CONTENTS
 CROSS SECTIONS -
 TAXIWAY A5

DO NOT SCALE DRAWINGS
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 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

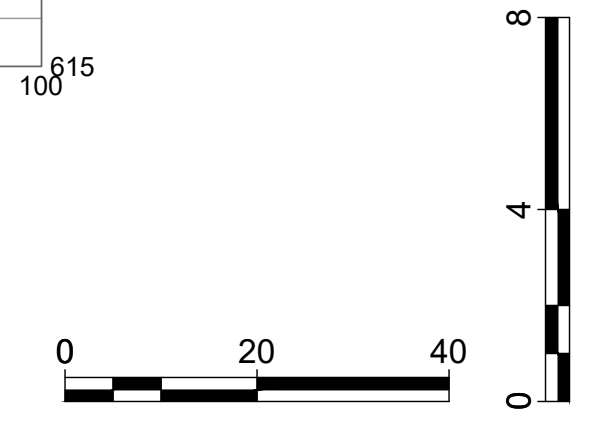
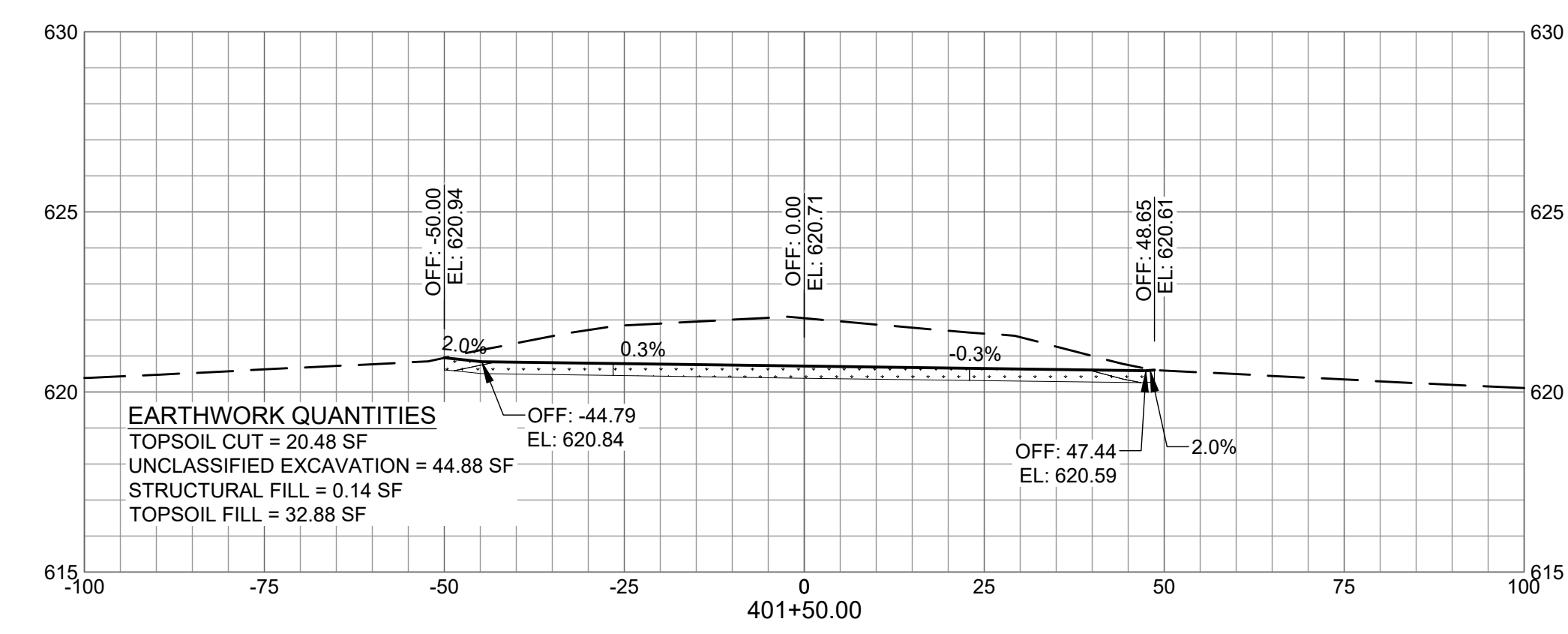
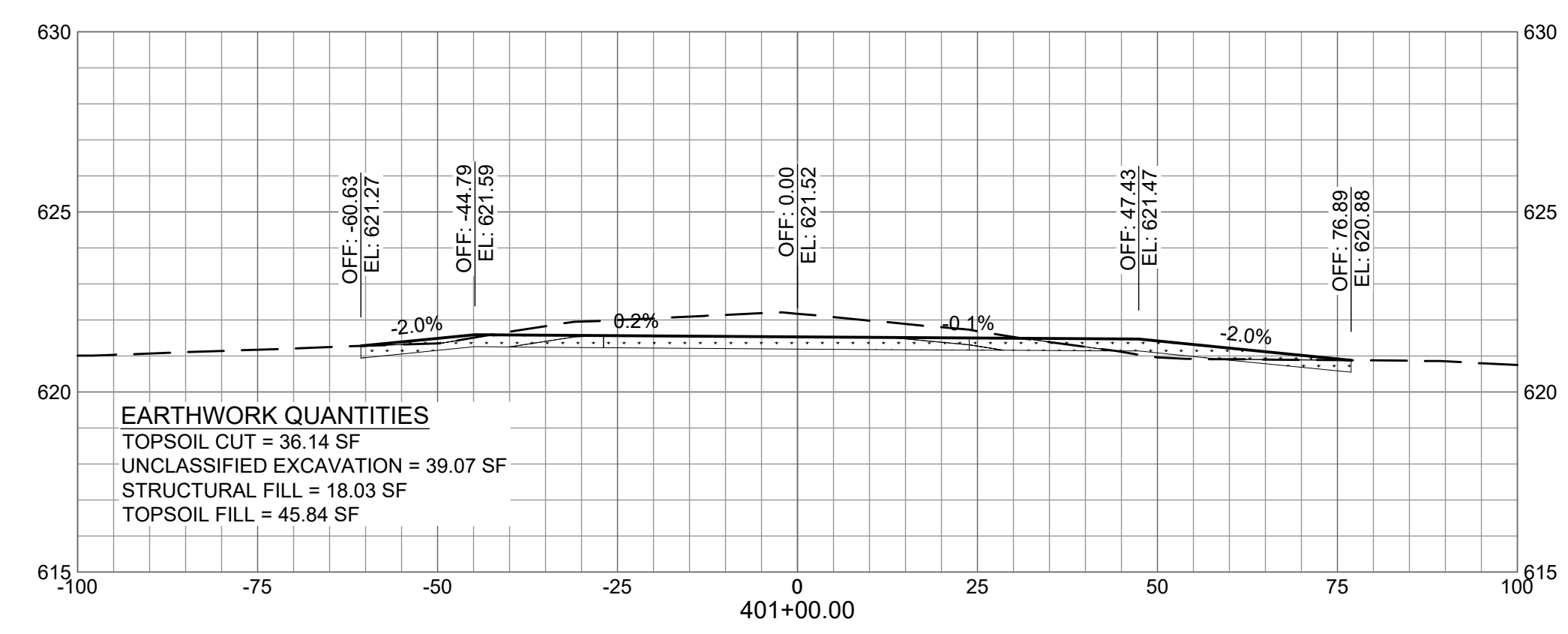
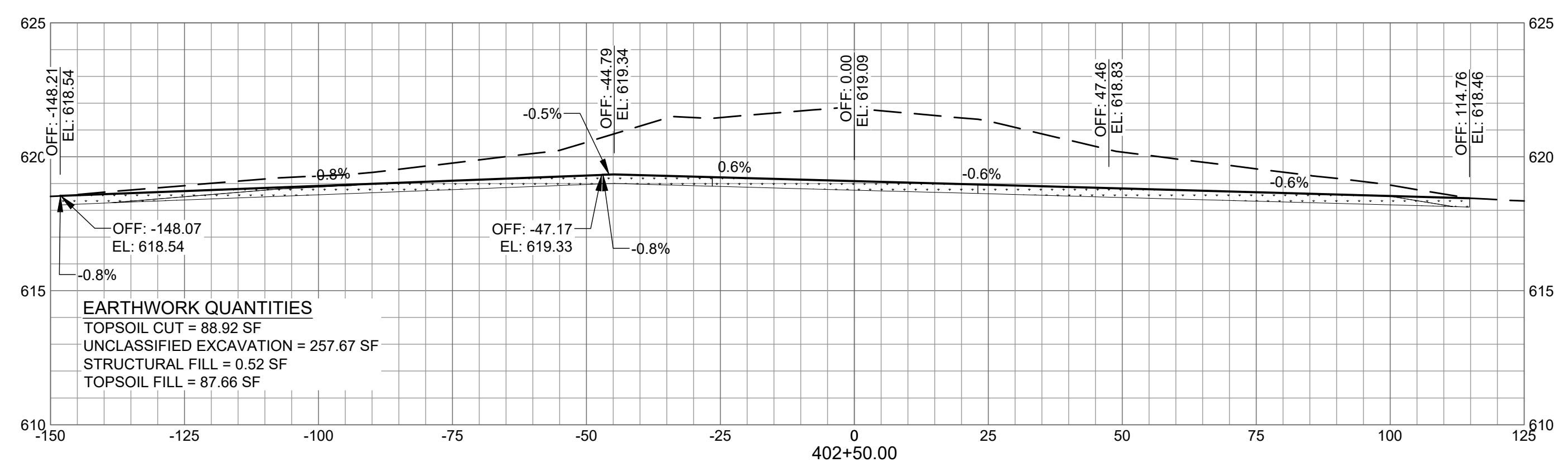
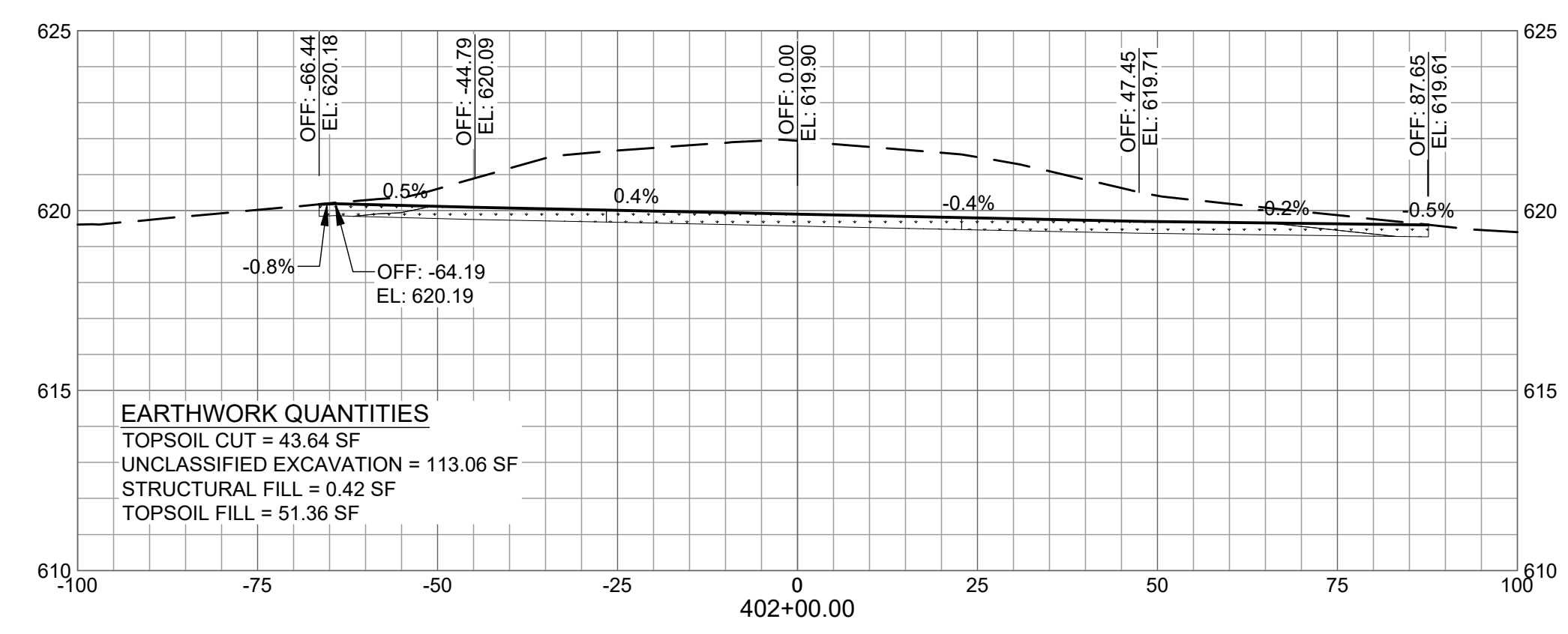
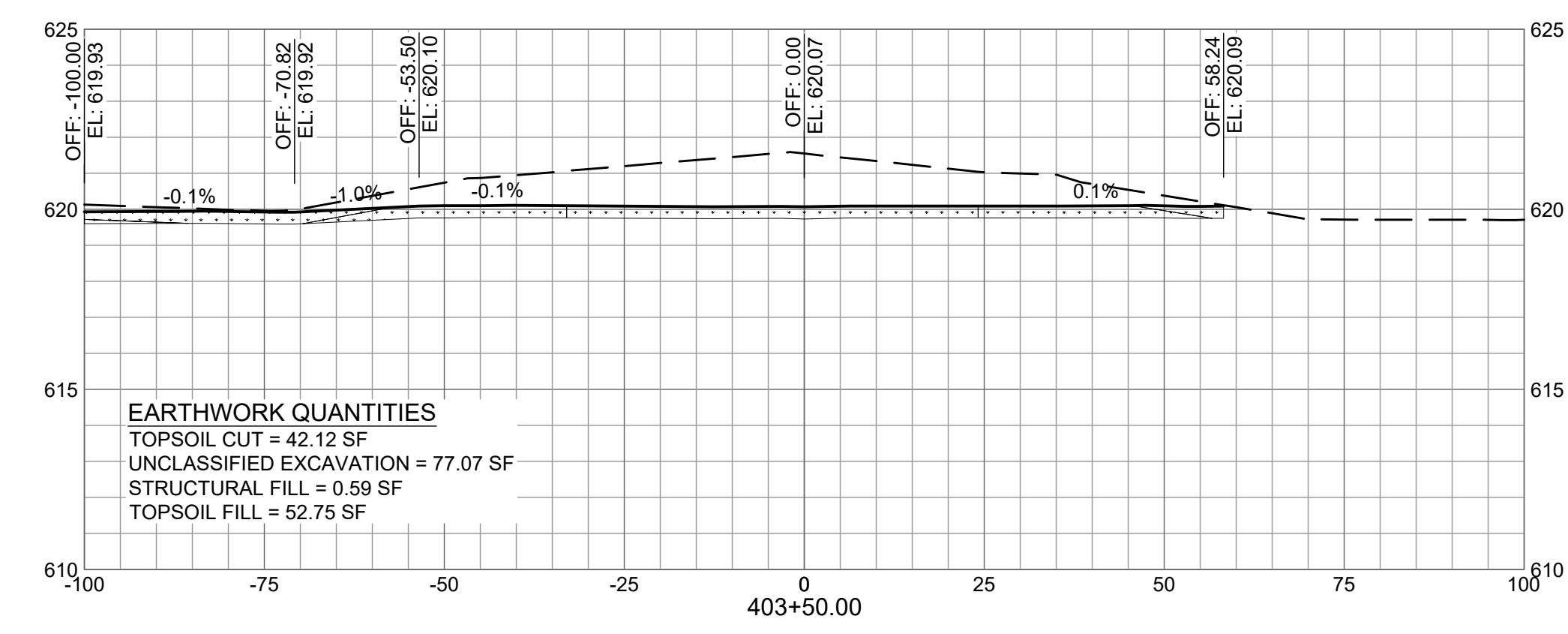
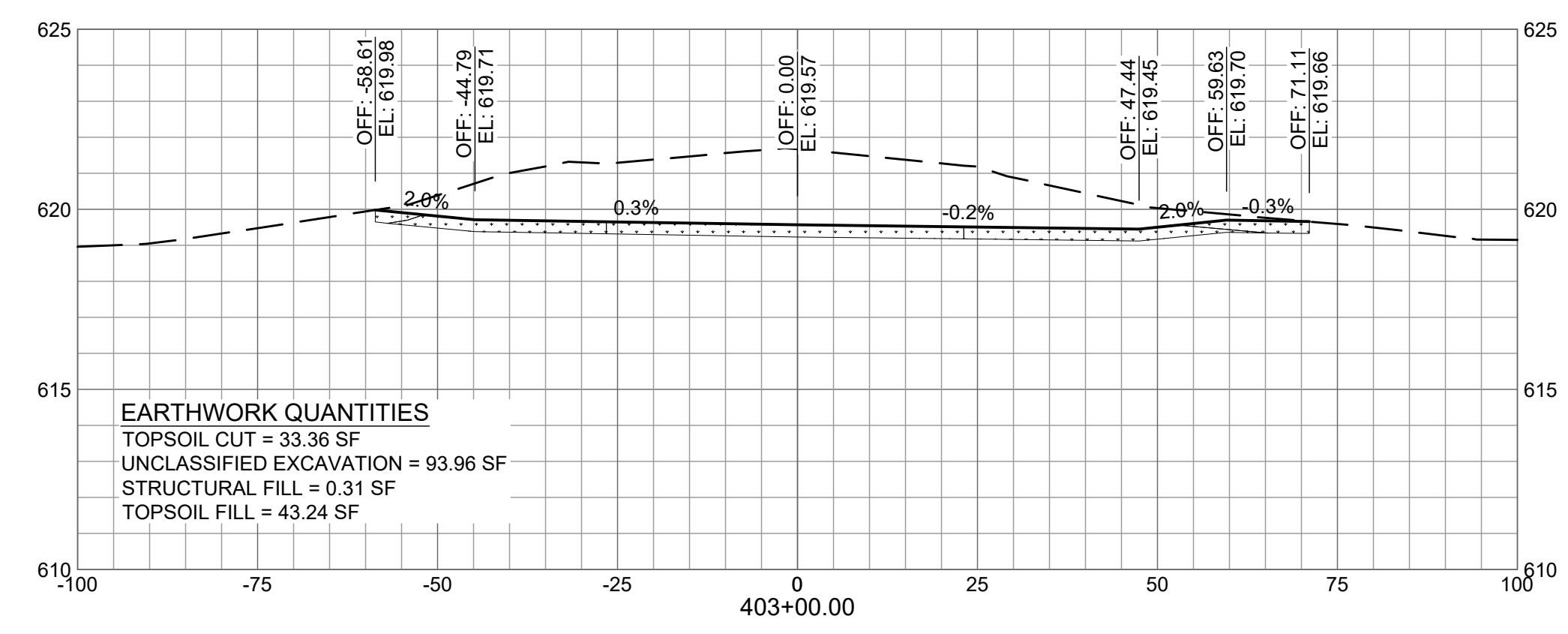
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SHEET CONTENTS
 CROSS SECTIONS - TAXILANE A4

DO NOT SCALE DRAWINGS
 SHEET NO. 55 of 61

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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

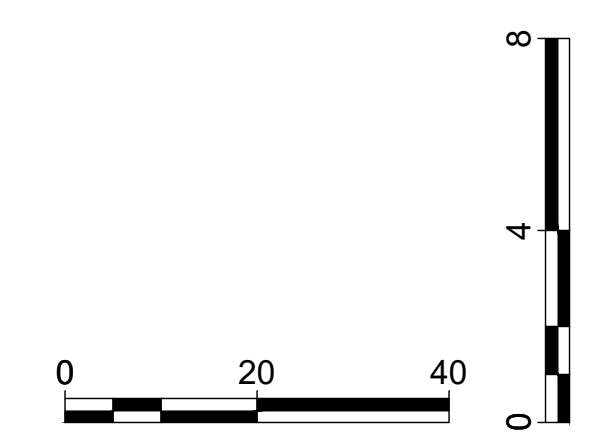
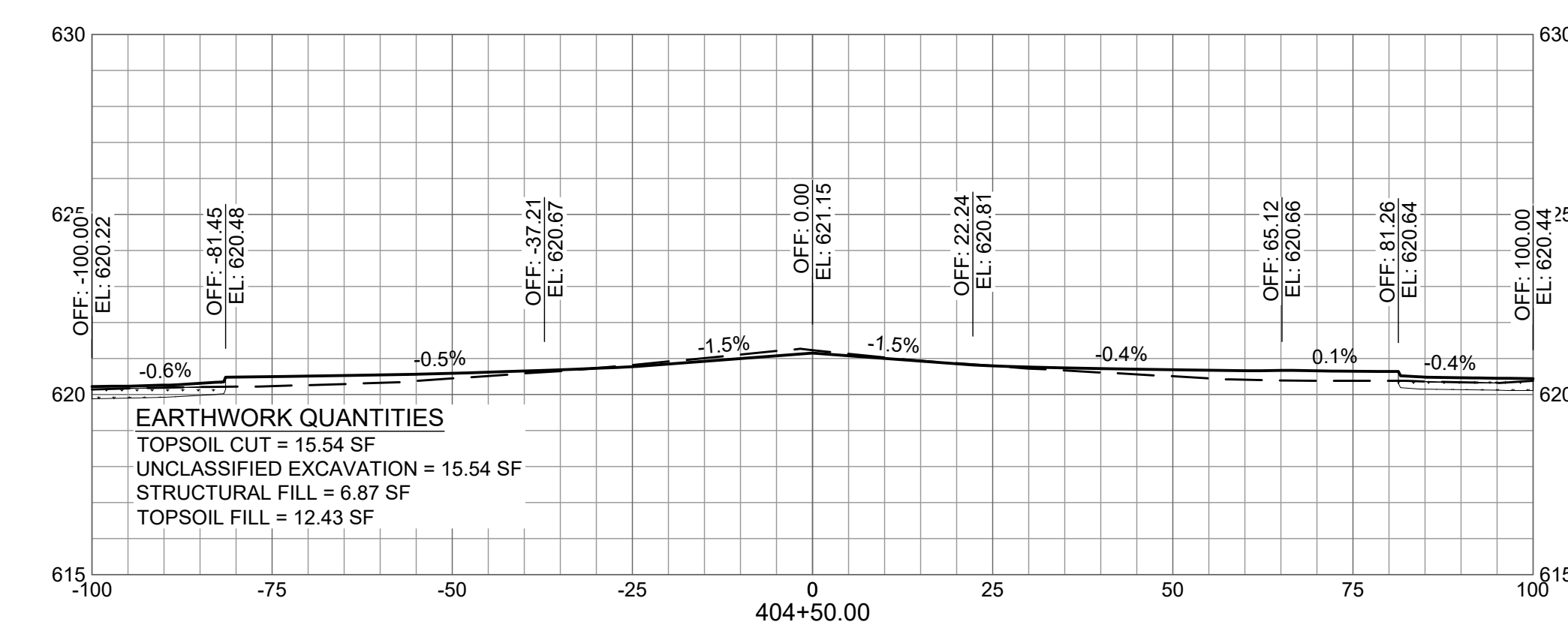
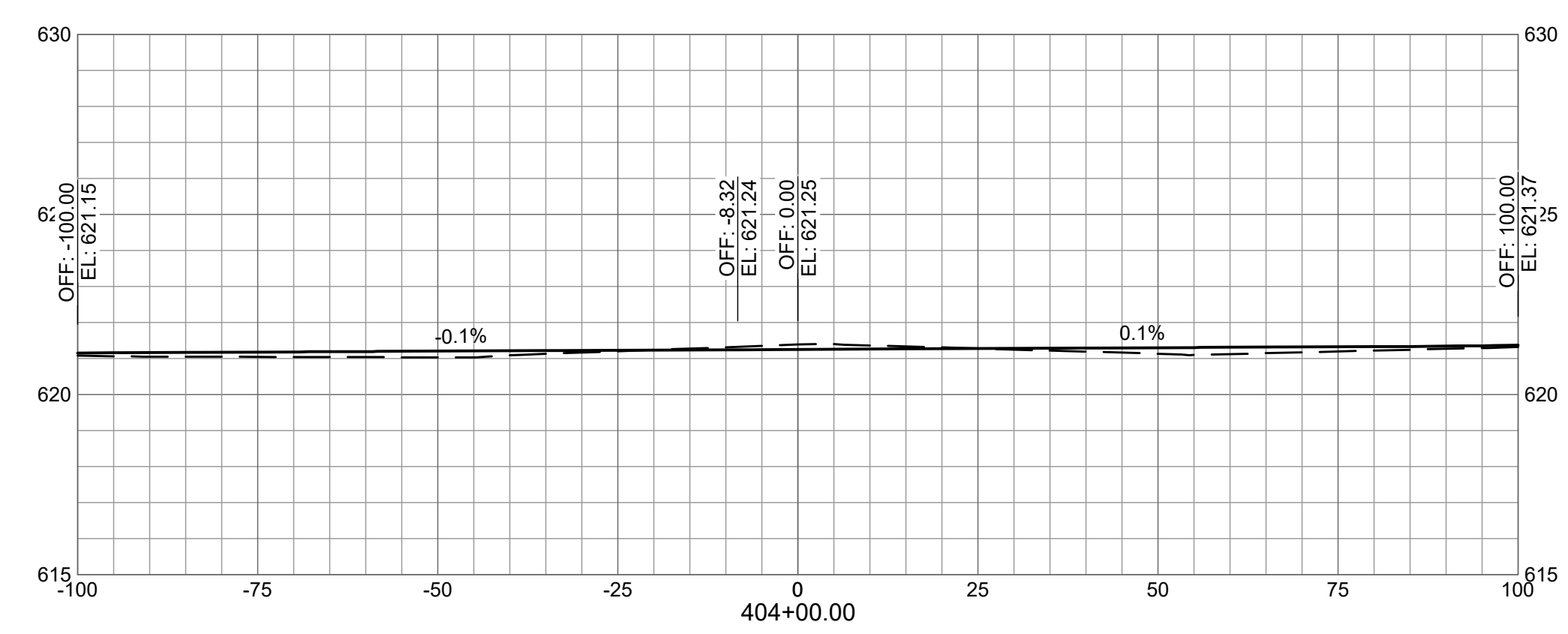
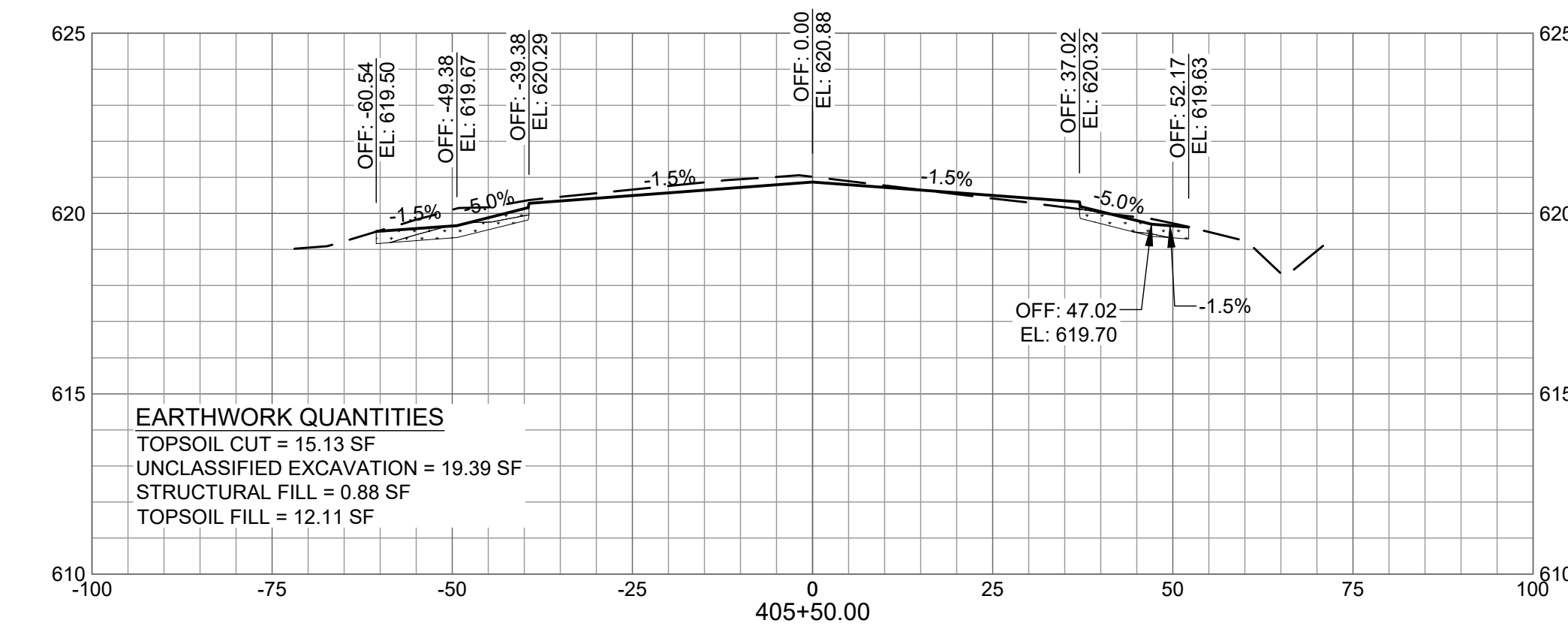
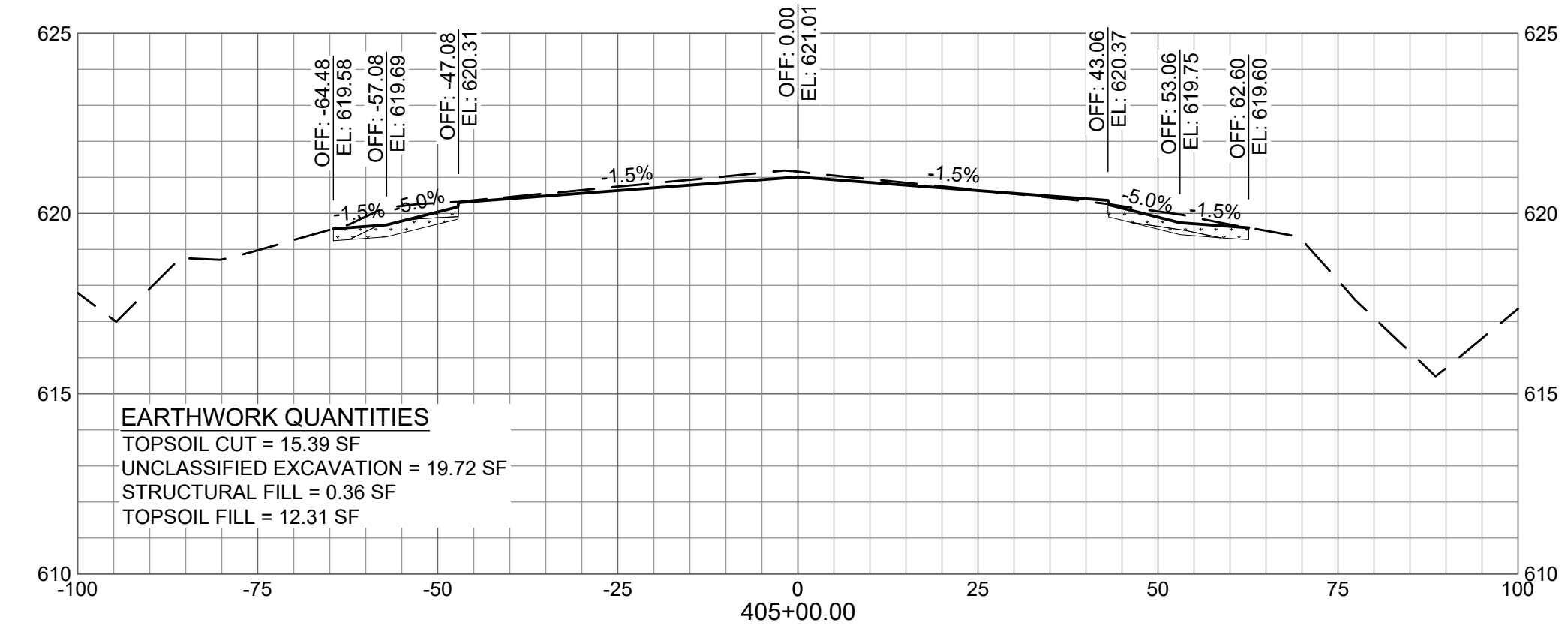
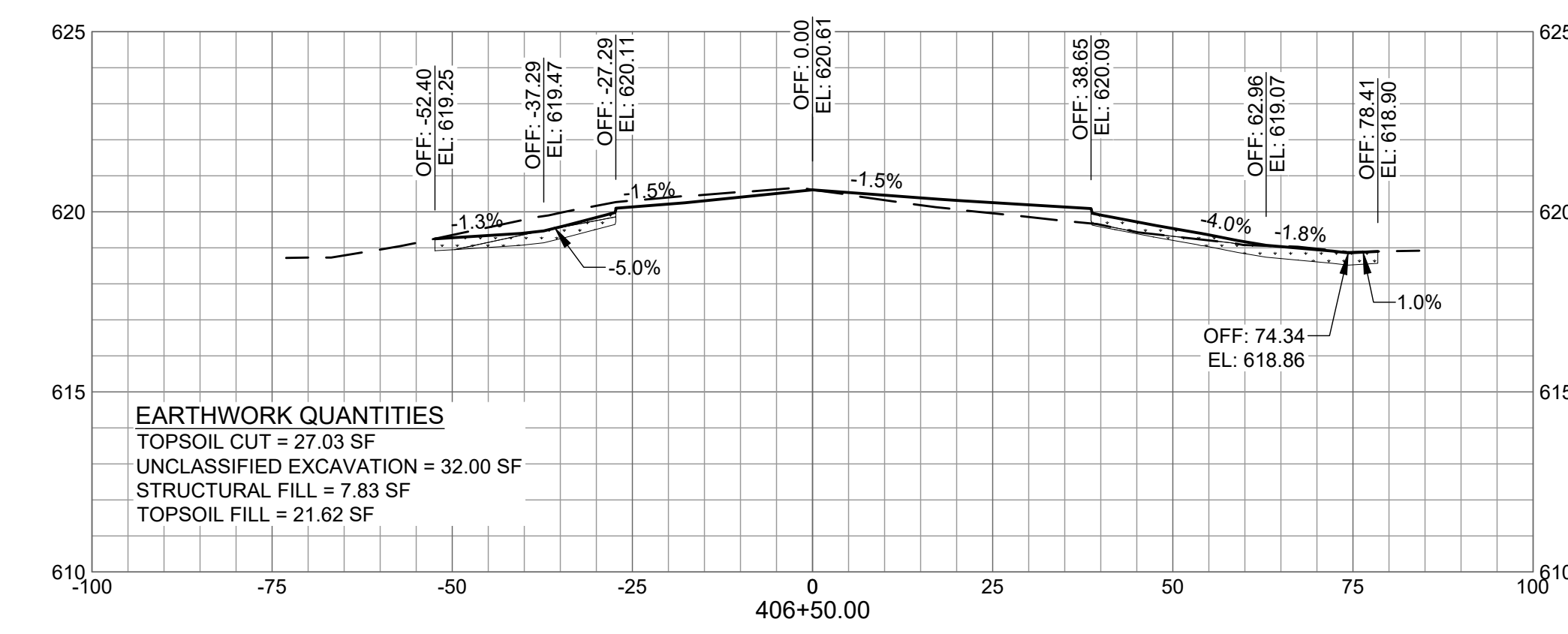
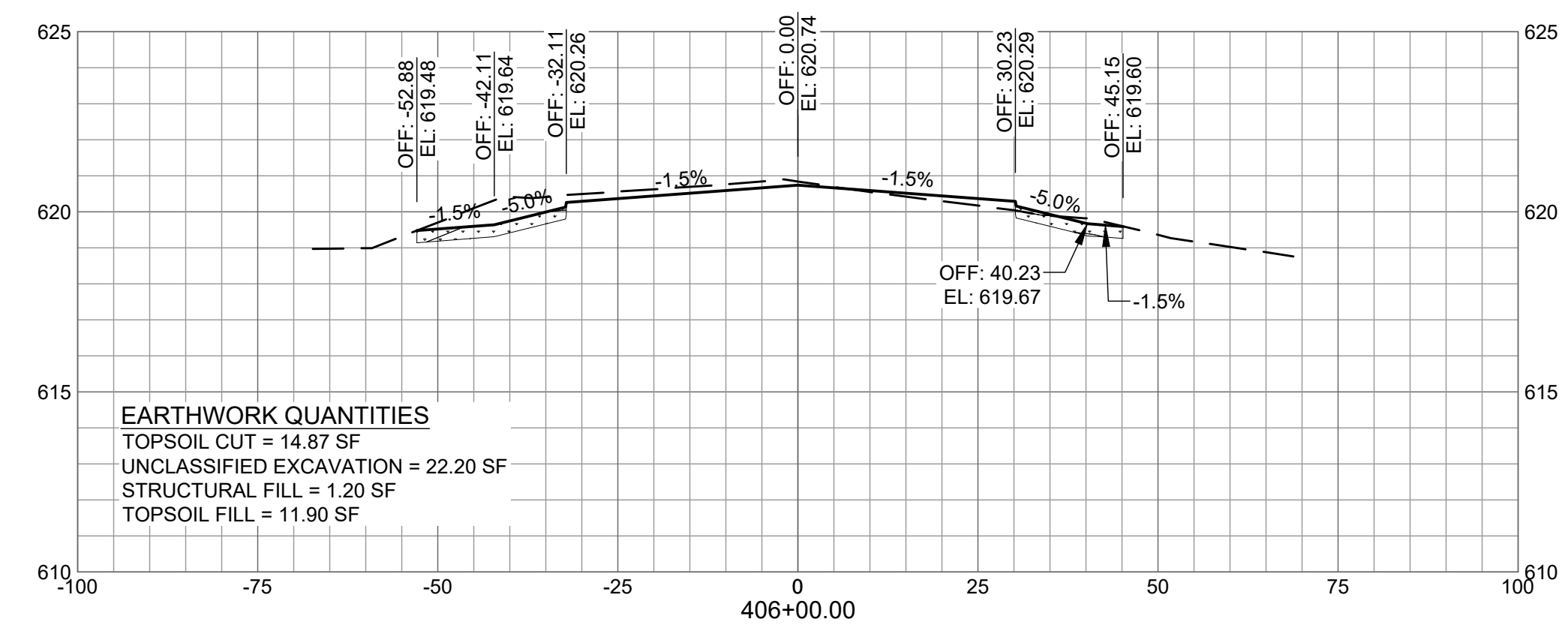
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SHEET CONTENTS
 CROSS SECTIONS - TAXILANE A4

DO NOT SCALE DRAWINGS
 SHEET NO. 56 of 61

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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901**

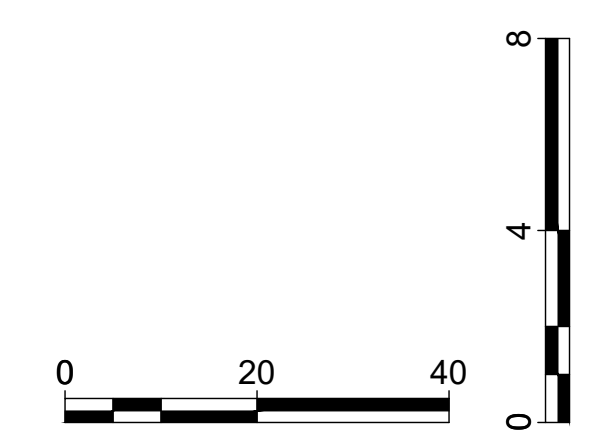
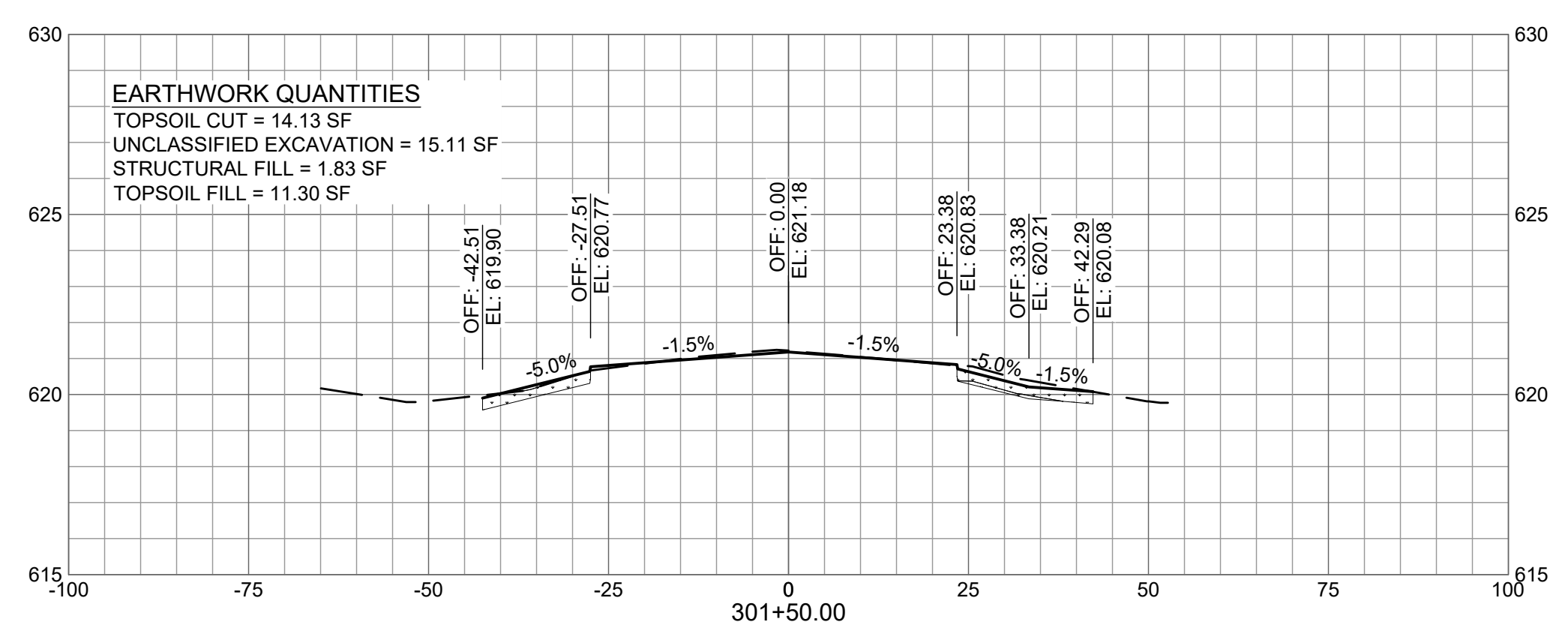
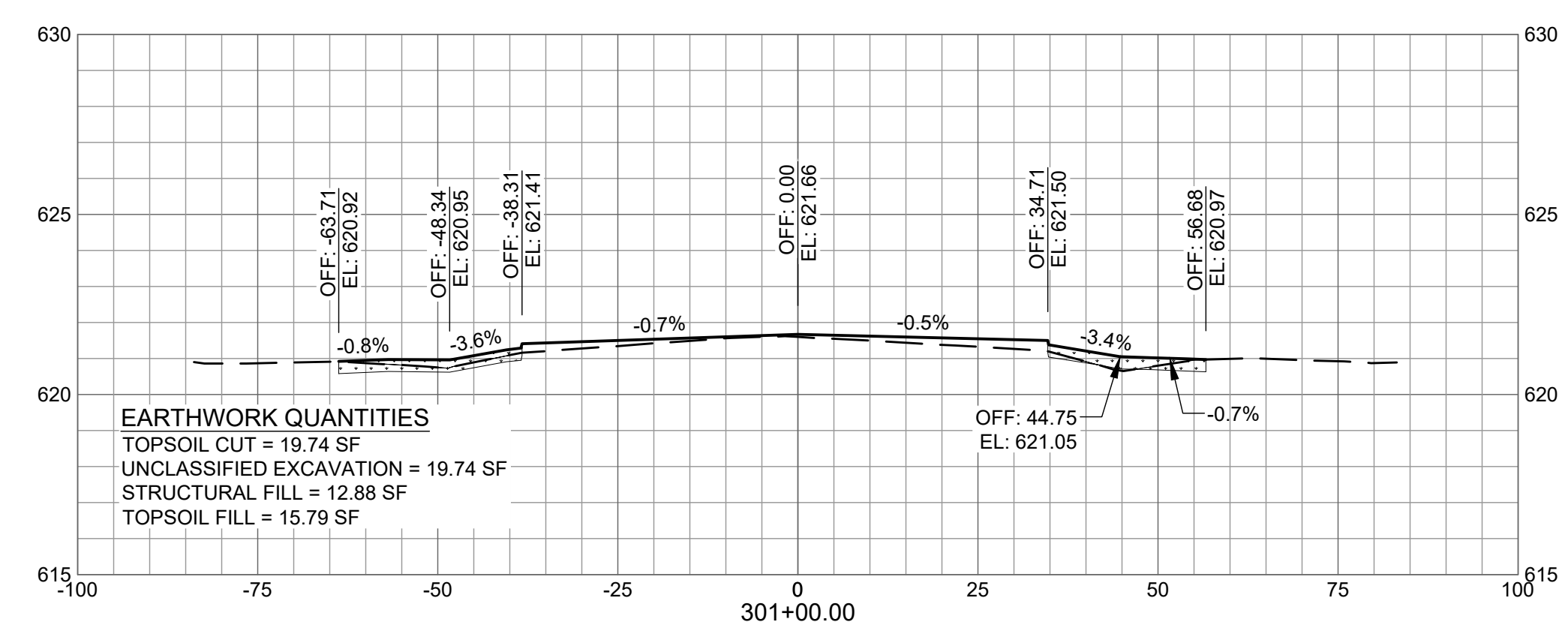
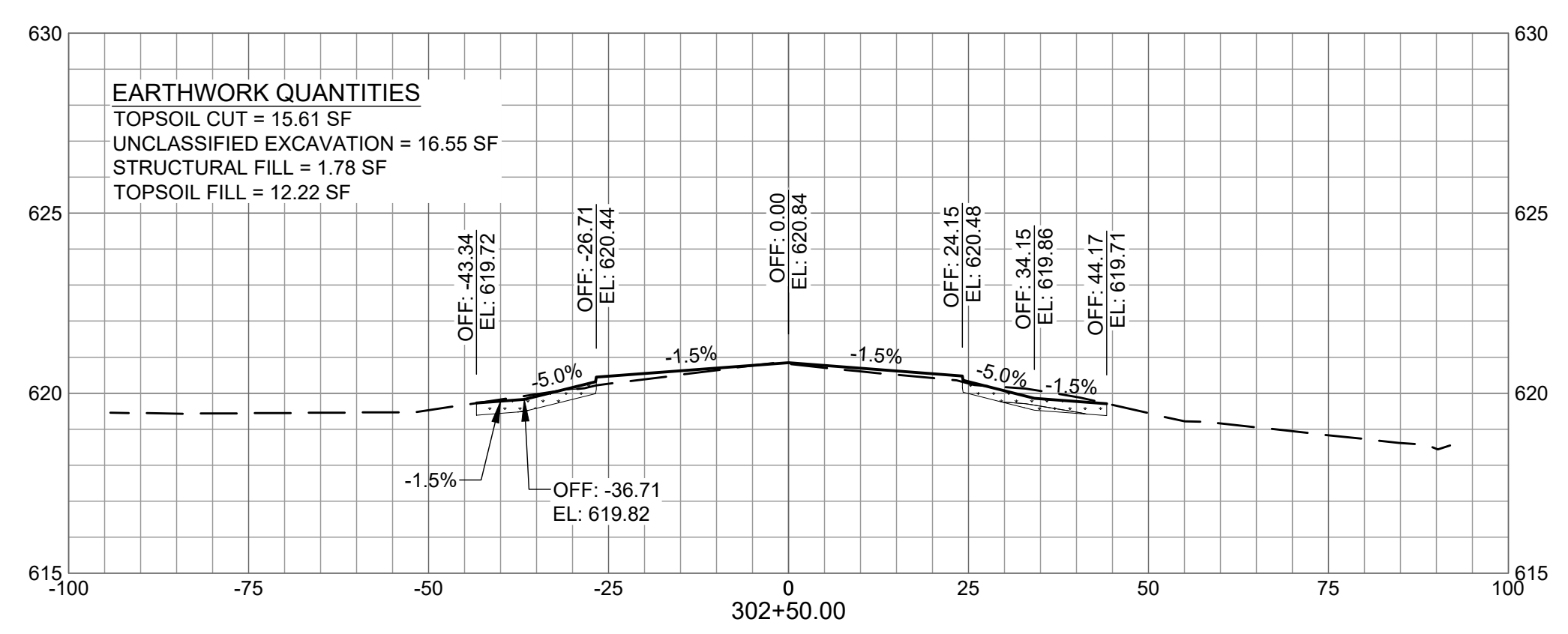
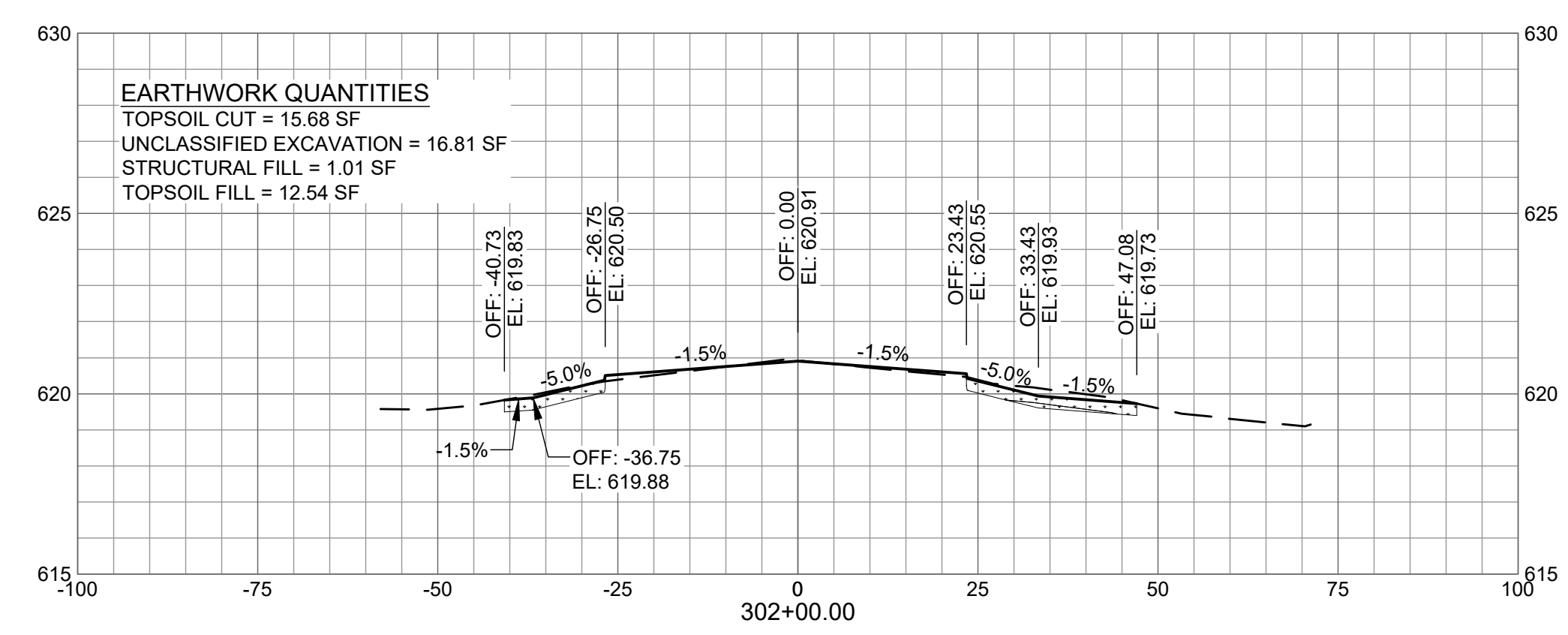
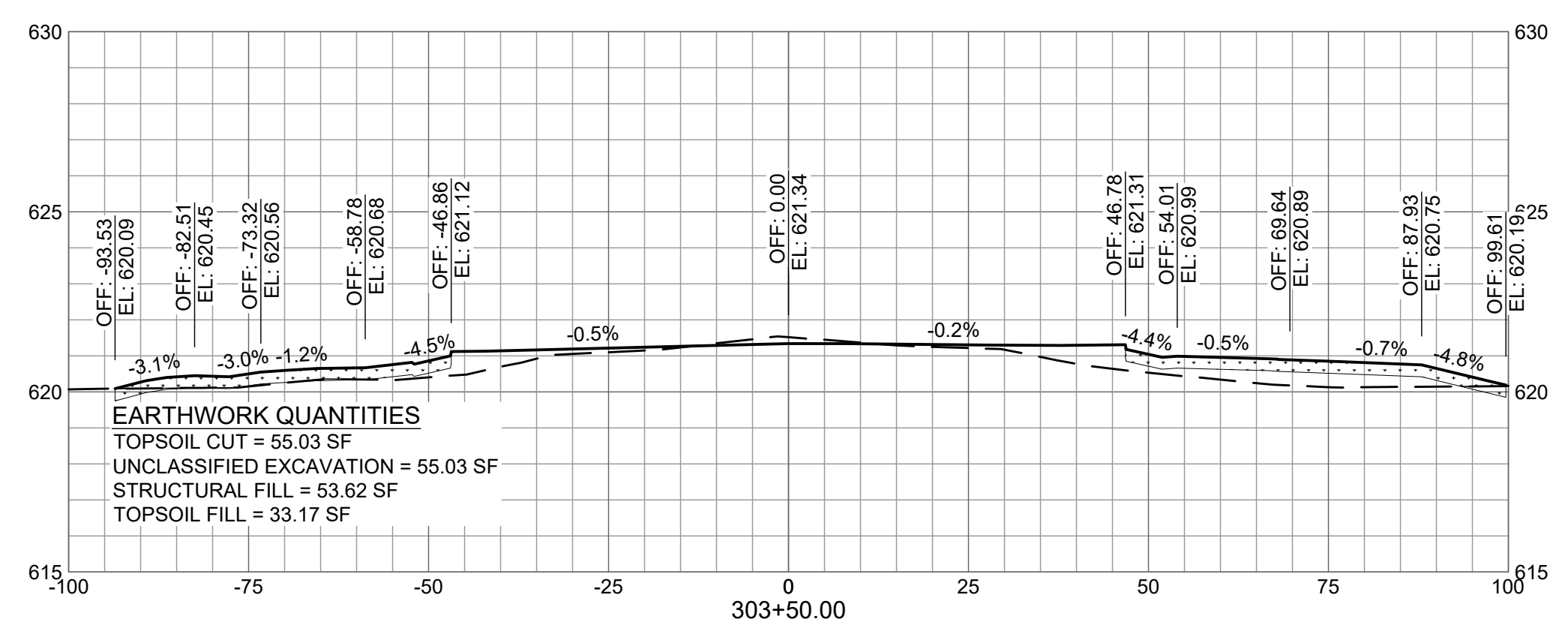
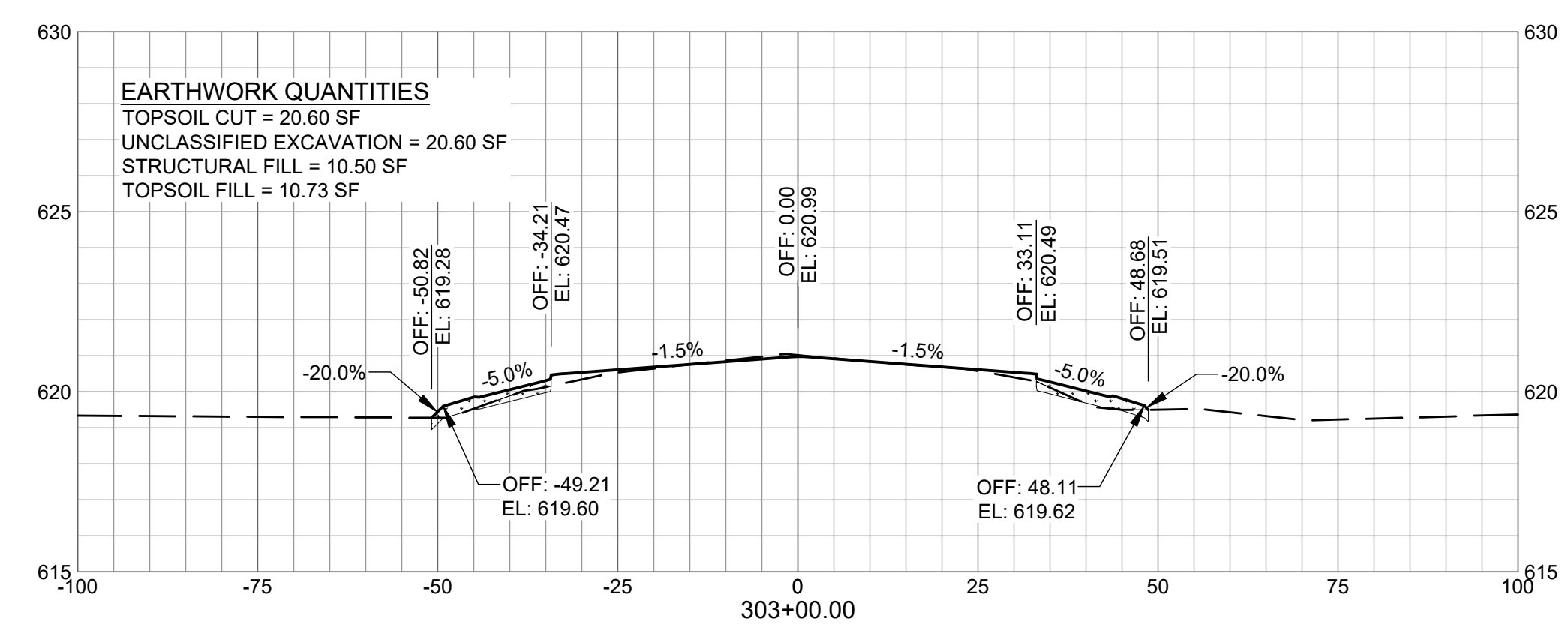
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SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A3

DO NOT SCALE DRAWINGS
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**GREATER KANKAKEE AIRPORT
 REHABILITATE TAXIWAY A -
 PHASE 2**
 813 A EAST 4000 S ROAD
 KANKAKEE, IL 60901

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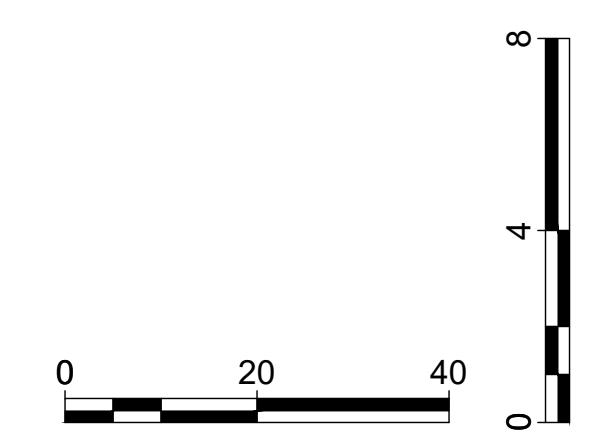
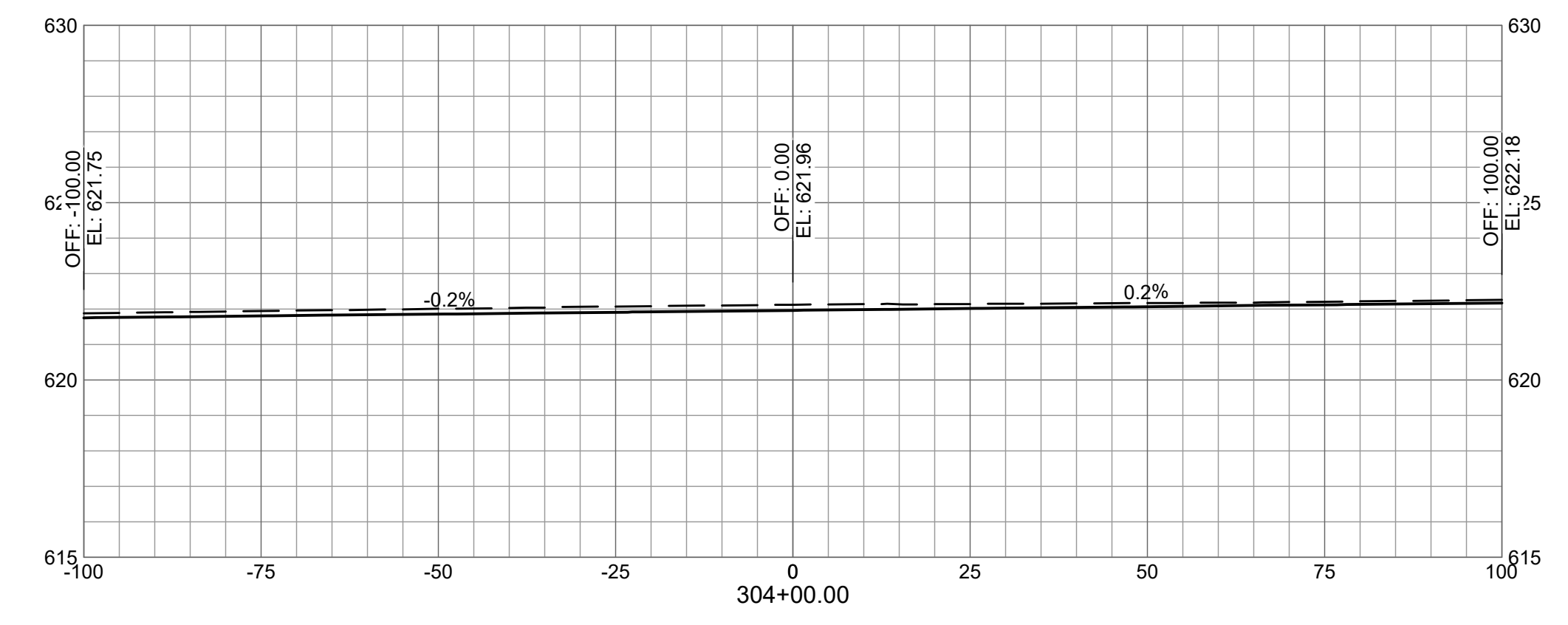
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SHEET CONTENTS
 CROSS SECTIONS - TAXIWAY A3

DO NOT SCALE DRAWINGS

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GREATER KANKAKEE AIRPORT REHABILITATE TAXIWAY A - PHASE 2 813 A EAST 4000 S ROAD KANKAKEE, IL 60901

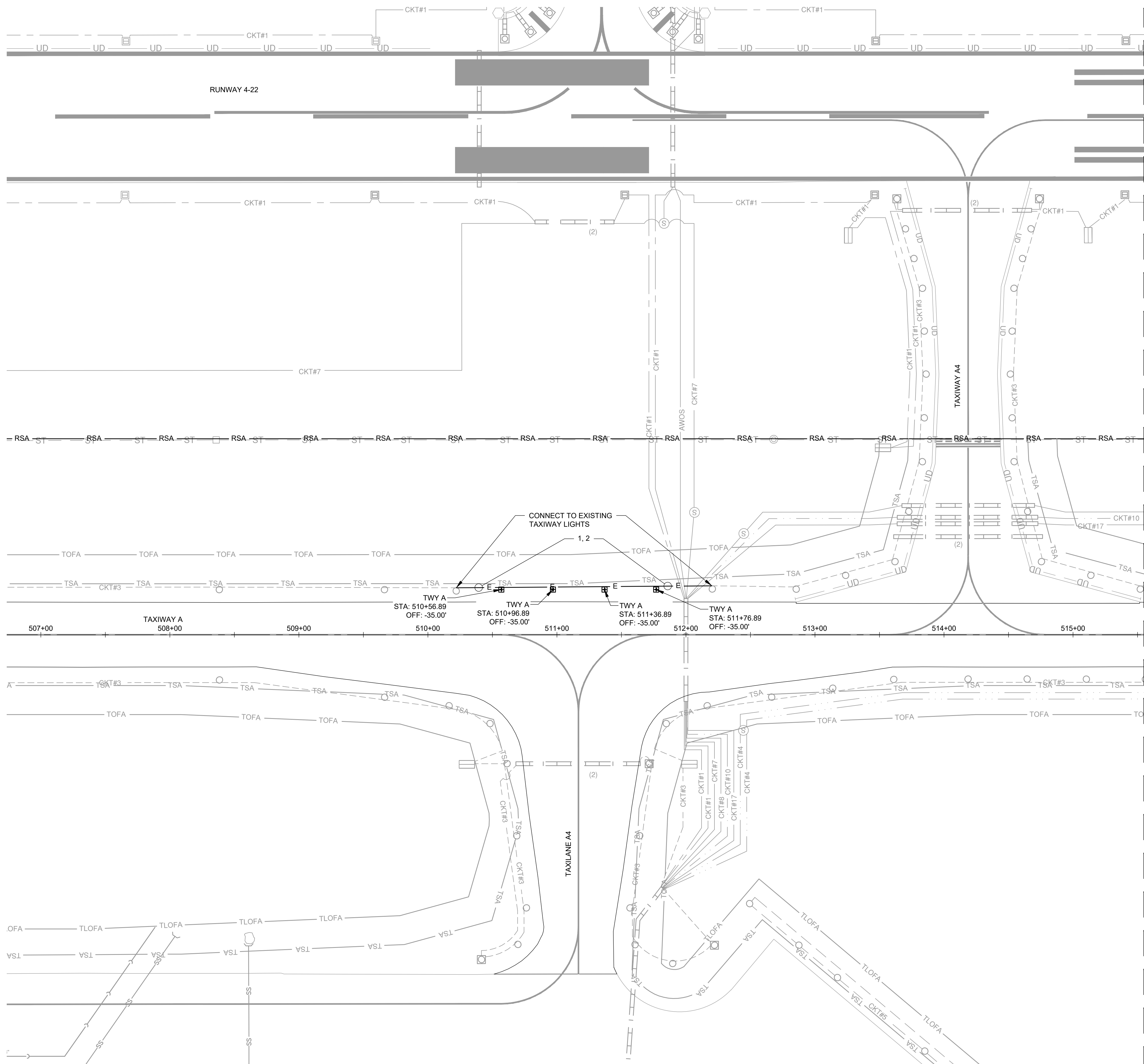
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DRAWN BY: AAY
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SHEET CONTENTS
ELECTRICAL LAYOUT

DO NOT SCALE DRAWINGS
SHEET NO. 59 of 61

E-201



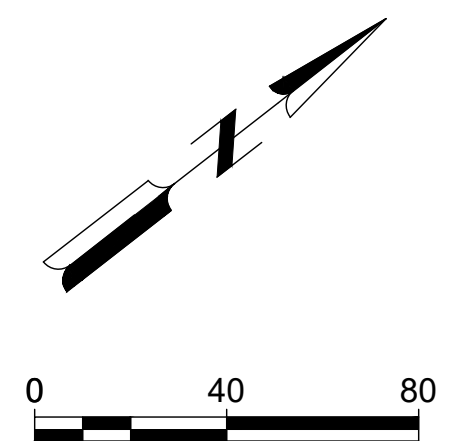
NOTES:

- ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUTS. SEE SHEET G-021 FOR ALIGNMENT DATA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. KNOWN UTILITIES INCLUDE BUT ARE NOT LIMITED TO THE UNDERGROUND AIRFIELD ELECTRICAL. INFORMATION REGARDING THESE UTILITIES WAS OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUME ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED.
- THE BEGINNING OF CONSTRUCTION WILL ACT AS THE CONTRACTOR'S ACCEPTANCE OF EXISTING CONDITIONS. THE CONTRACTOR SHALL MAINTAIN UTILITY MARKINGS THROUGHOUT THE PROJECT ONCE LOCATED.
- CONTRACTOR SHALL PROTECT ALL EXISTING CIRCUITS, EQUIPMENT AND UTILITIES DURING NEW INSTALLATION. ANY DAMAGE DONE TO EXISTING CONDITIONS SHALL BE REPORTED TO THE ENGINEER AND PROMPTLY REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AND ENGINEER, AT NO EXPENSE TO THE AIRPORT.
- CONTRACTOR SHALL PERMANENTLY LABEL EACH CIRCUIT INSIDE ELECTRICAL PULL POINTS.
- CONTRACTOR SHALL VERIFY NOT TO EXCEED CABLE TENSION LIMITS PER CABLE MANUFACTURER'S LIMIT.
- ALL NON-HAND PULLED CABLE SHALL BE MONITORED WITH A WORKING AND CALIBRATED TENSION MONITORING SYSTEM AND BE A CABLE PULLING MACHINE (NOT THE TRACKS ON AN EXCAVATION, ETC.)
- THE TOTAL NUMBER OF BENDS IN ONE CONTINUOUS RUN IS LIMITED TO 360 DEGREES. CONTRACTOR SHALL LIMIT ANY BEND TO BE 30-DEGREES OR LESS.
- THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION. MEGGER TESTS MUST BE WITNESSED BY THE ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO THE ENGINEER.
- NO VAULT WORK IS ANTICIPATED AS PART OF THIS PROJECT. NOTIFY THE ENGINEER AND AIRPORT 72 HOURS IN ADVANCE OF ANY CIRCUIT THAT IS TO BE DISCONNECTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING PROPER LOCK-OUT AND TAG-OUT PROCEDURES TO DE-ENERGIZE OR RE-ENERGIZE EACH CIRCUIT EFFECTED BY CONSTRUCTION.
- THE SALVAGED STAKE MOUNTED ELEVATED EDGE LIGHT SHALL BE INSTALLED WITH A MINIMUM NEW MOUNTING STAKE AND NEW ISOLATION TRANSFORMER.
- CONTRACTOR SHALL BE RESPONSIBLE TO INSPECT EXISTING AIRFIELD COUNTERPOISE SYSTEM AND INSTALL NEW COUNTERPOISE MEETING THE EXISTING METHOD AS DESCRIBED IN SPECIFICATION SECTION 108-3.6.

CIRCUIT CHART		
LABEL	NUMBER AND TYPE OF CABLE	CIRCUIT #
1	1 - 1/C #8, 5KV, UG CABLE IN UNIT DUCT	CKT # 3
2	1 - 1/C #6 SOLID BARE COPPER	COUNTERPOISE

LEGEND:

- STAKE MOUNTED ELEVATED EDGE LIGHT IN TURF
- ELECTRICAL CONDUIT AND CABLE



MATCH LINE - SEE SHEET E-202

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**GREATER KANKAKEE AIRPORT
REHABILITATE TAXIWAY A -
PHASE 2
813 A EAST 4000 S ROAD
KANKAKEE, IL 60901**

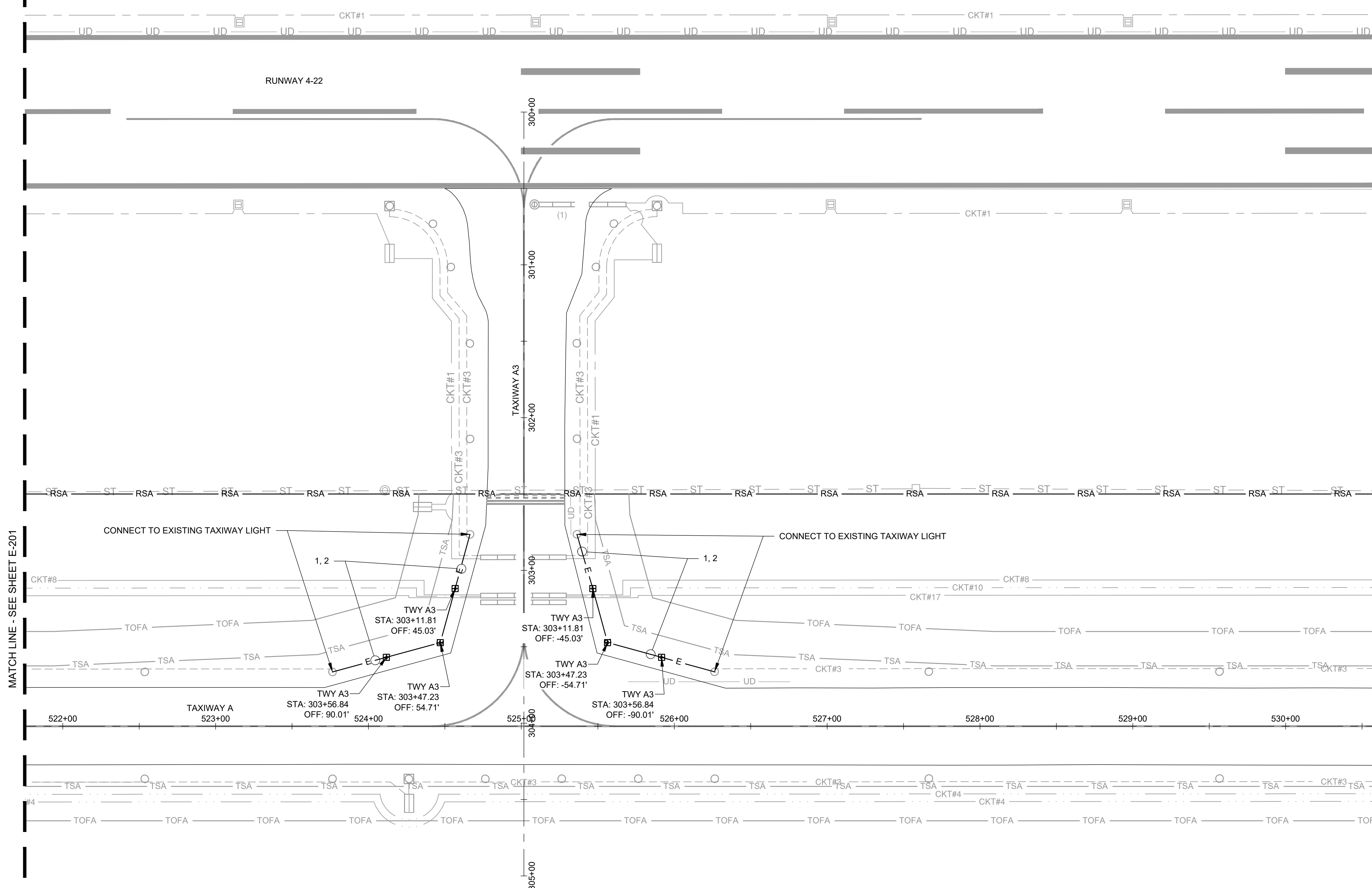
ISSUED
#B APRIL 24, 2026

SBGP NO.: 3-17-SBGP-TBD
MSH NO.: 4668419-253471.01
DATE: APRIL 24, 2026
DESIGNED BY: AAS
DRAWN BY: AAY
CHECKED BY: KMS
IDOT NO.: IKK-5242

SHEET CONTENTS
ELECTRICAL LAYOUT

DO NOT SCALE DRAWINGS
SHEET NO. 60 of 61

E-202



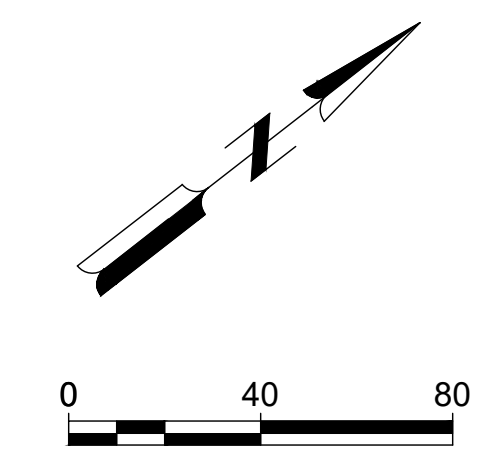
NOTES:

- ALL STATION / OFFSETS IDENTIFIED ON THIS SHEET ARE REFERENCED OFF THE ALIGNMENT ON THE STATION / OFFSET CALLOUTS. SEE SHEET G-021 FOR ALIGNMENT DATA.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATION OF ALL UTILITIES PRIOR TO CONSTRUCTION. KNOWN UTILITIES INCLUDE BUT ARE NOT LIMITED TO THE UNDERGROUND AIRFIELD ELECTRICAL. INFORMATION REGARDING THESE UTILITIES WAS OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUME ANY RESPONSIBILITY WITH RESPECT TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED.
- THE BEGINNING OF CONSTRUCTION WILL ACT AS THE CONTRACTOR'S ACCEPTANCE OF EXISTING CONDITIONS. THE CONTRACTOR SHALL MAINTAIN UTILITY MARKINGS THROUGHOUT THE PROJECT ONCE LOCATED.
- CONTRACTOR SHALL PROTECT ALL EXISTING CIRCUITS, EQUIPMENT AND UTILITIES DURING NEW INSTALLATION. ANY DAMAGE DONE TO EXISTING CONDITIONS SHALL BE REPORTED TO THE ENGINEER AND PROMPTLY REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE AIRPORT AND ENGINEER, AT NO EXPENSE TO THE AIRPORT.
- CONTRACTOR SHALL PERMANENTLY LABEL EACH CIRCUIT INSIDE ELECTRICAL PULL POINTS.
- CONTRACTOR SHALL VERIFY NOT TO EXCEED CABLE TENSION LIMITS PER CABLE MANUFACTURER'S LIMIT.
- ALL NON-HAND PULLED CABLE SHALL BE MONITORED WITH A WORKING AND CALIBRATED TENSION MONITORING SYSTEM AND BE A CABLE PULLING MACHINE (NOT THE TRACKS ON AN EXCAVATION, ETC.)
- THE TOTAL NUMBER OF BENDS IN ONE CONTINUOUS RUN IS LIMITED TO 360 DEGREES. CONTRACTOR SHALL LIMIT ANY BEND TO BE 30-DEGREES OR LESS.
- THE CONTRACTOR WILL BE REQUIRED TO MEGGER TEST ALL EXISTING CIRCUITS BEFORE AND AFTER CONSTRUCTION TO ENSURE PROPER INSULATION. MEGGER TESTS MUST BE WITNESSED BY THE ENGINEER, AND WRITTEN TEST RESULTS MUST ALSO BE SUBMITTED TO THE ENGINEER.
- NO VAULT WORK IS ANTICIPATED AS PART OF THIS PROJECT. NOTIFY THE ENGINEER AND AIRPORT 72 HOURS IN ADVANCE OF ANY CIRCUIT THAT IS TO BE DISCONNECTED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PERFORMING PROPER LOCK-OUT AND TAG-OUT PROCEDURES TO DE-ENERGIZE OR RE-ENERGIZE EACH CIRCUIT EFFECTED BY CONSTRUCTION.
- THE SALVAGED STAKE MOUNTED ELEVATED EDGE LIGHT SHALL BE INSTALLED WITH A MINIMUM NEW MOUNTING STAKE AND NEW ISOLATION TRANSFORMER.
- CONTRACTOR SHALL BE RESPONSIBLE TO INSPECT EXISTING AIRFIELD COUNTERPOISE SYSTEM AND INSTALL NEW COUNTERPOISE MEETING THE EXISTING METHOD AS DESCRIBED IN SPECIFICATION SECTION 108-3.6.

CIRCUIT CHART		
LABEL	NUMBER AND TYPE OF CABLE	CIRCUIT
1	1 - 1/C #8, 5KV, UG CABLE IN UNIT DUCT	CKT # 3
2	1 - 1/C #6 SOLID BARE COPPER	COUNTERPOISE

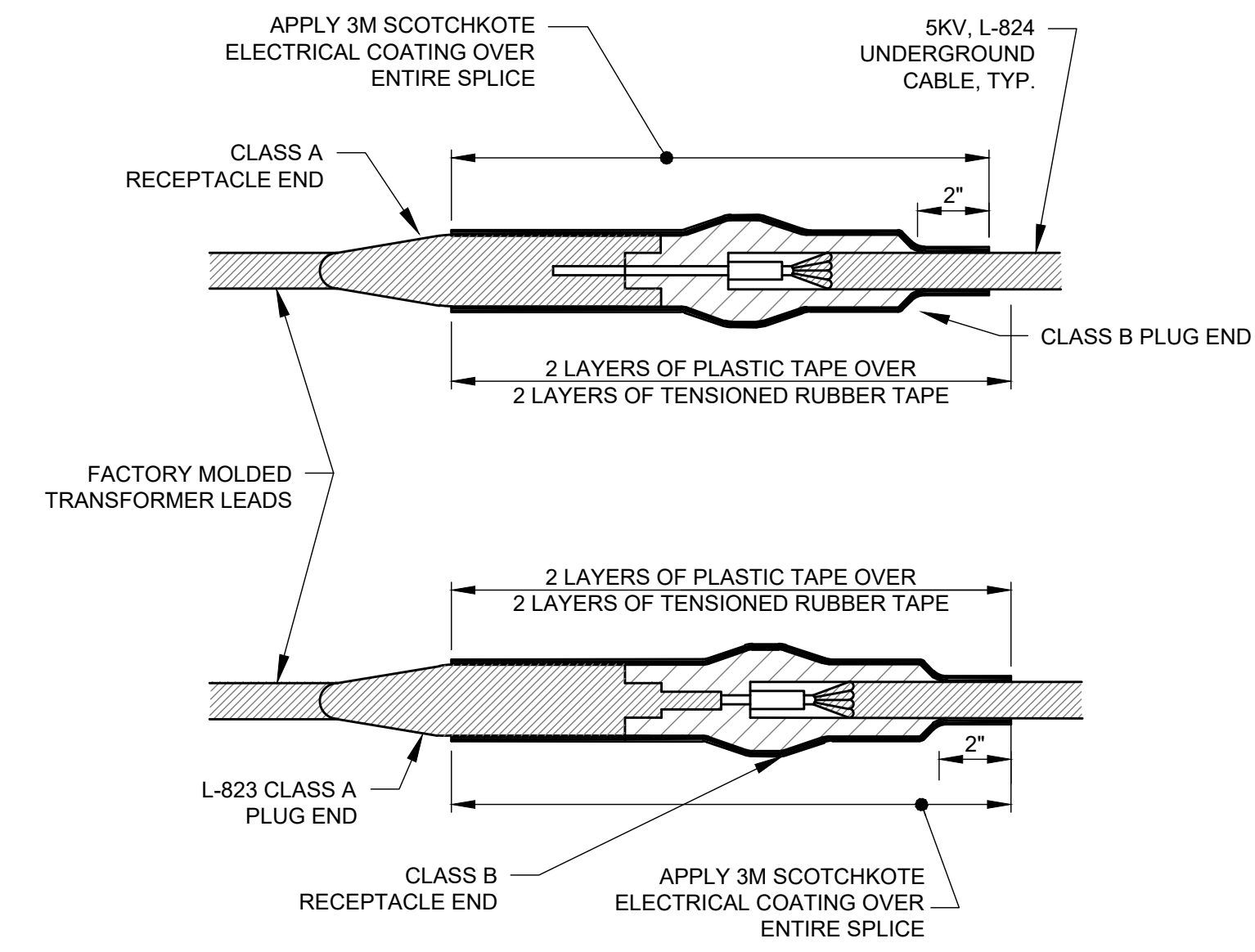
LEGEND:

- STAKE MOUNTED ELEVATED EDGE LIGHT IN TURF
- ELECTRICAL CONDUIT AND CABLE

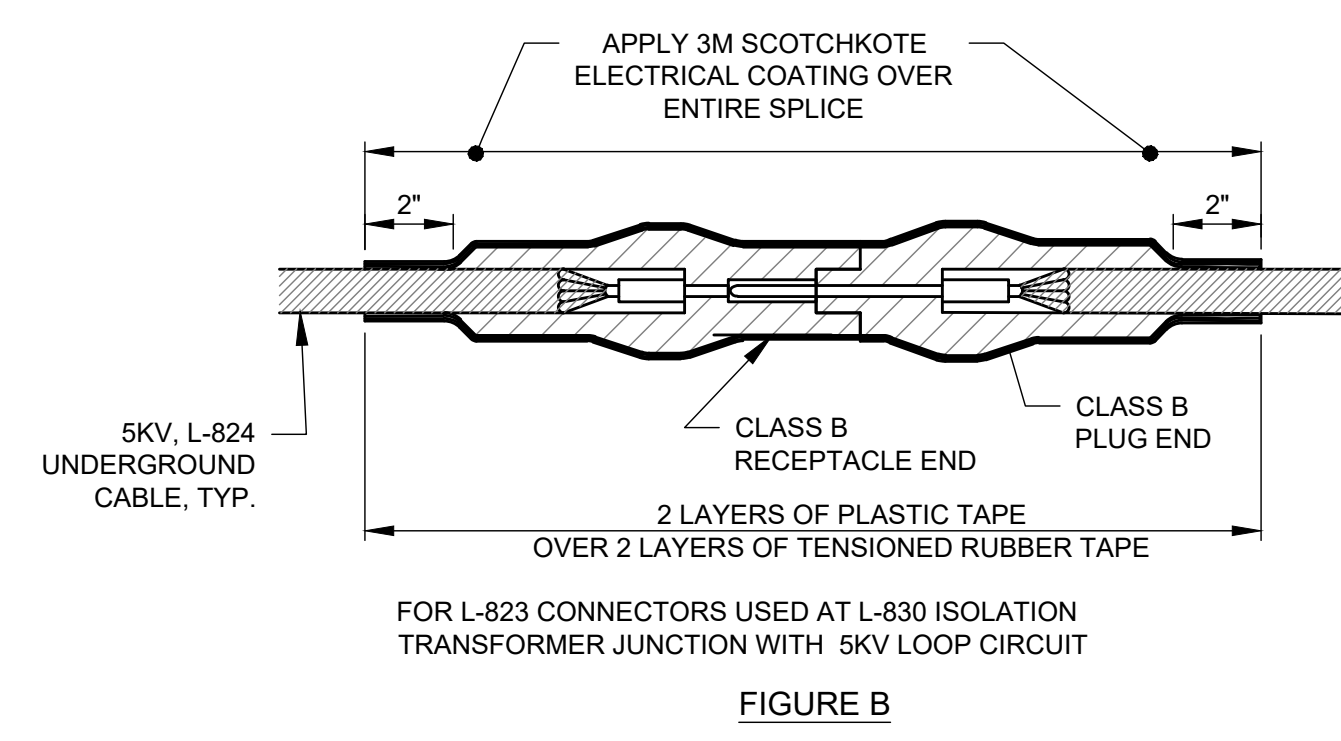


X:\4668419\253471_01\TECH\CAD\E-201 AIRFIELD ELECTRICAL LAYOUT PLANS AND DETAILS.DWG 5/6/2026 2:41:52 PM

MATCH LINE - SEE SHEET E-201



FOR L-823 PLUG SPLICES AT TAXIWAY AND RUNWAY LIGHTS
FIGURE A

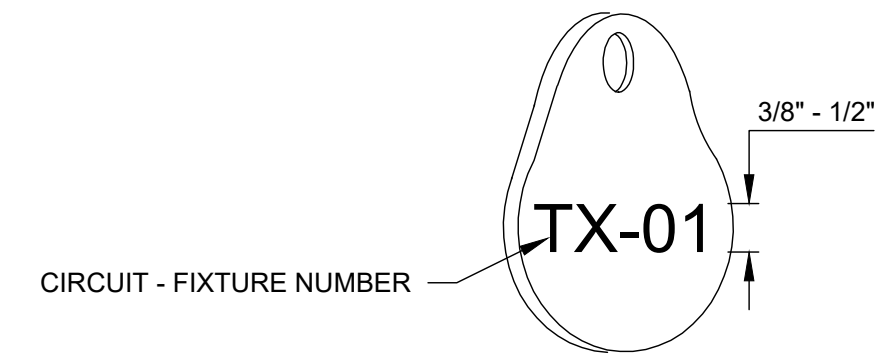


FOR L-823 CONNECTORS USED AT L-830 ISOLATION TRANSFORMER JUNCTION WITH 5KV LOOP CIRCUIT
FIGURE B

6 CABLE SPLICE WATERPROOFING DETAILS

NOT TO SCALE

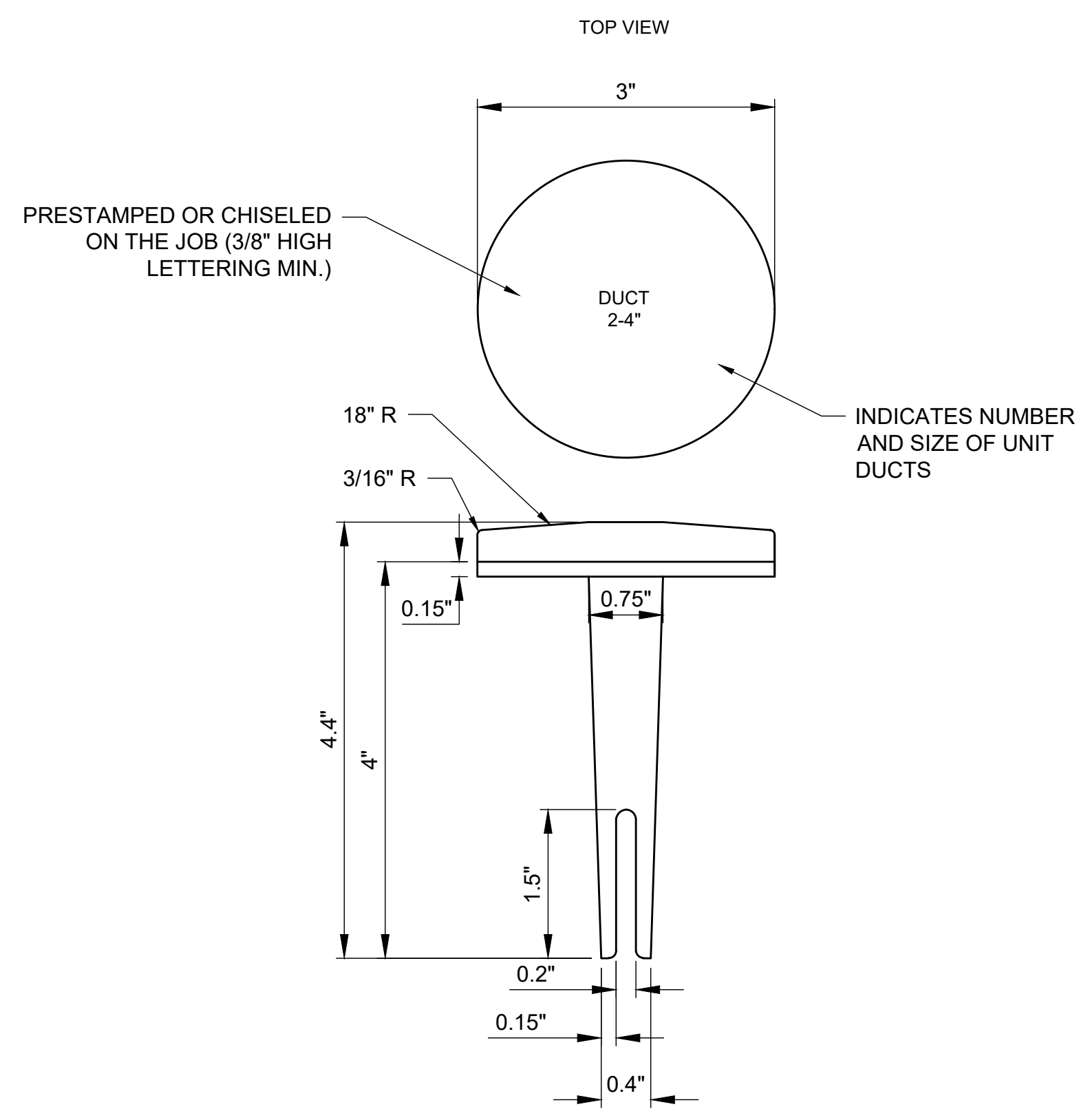
- NOTE:
1. ALL SPLICES IN MANHOLES, IF ALLOWED, SHALL BE METHOD PREFERRED BY THE AIRPORT.



- NOTES:
1. AFFIX NON-CORROSIVE NUMBERING TAG (3" MAX.) TO FIXTURE FACING RUNWAY/TAXIWAY WITH SET SCREW. NUMBERS SHALL BE ENGRAVED FOR PERMANENT READABILITY. "RWY X" - RWY = RUNWAY, X = RUNWAY CIRCUIT DESIGNATION. "T X" - T = TAXIWAY, X = TAXIWAY CIRCUIT DESIGNATION.
 2. FOR CONDUCTOR IDENTIFICATION, AFFIX NON-CORROSIVE NUMBERING TAG TO CONDUCTOR WITH NON-CONDUCTIVE MATERIAL. THE CABLES SHALL BE MARKED AT BOTH THE ENTRANCE AND EXIT OF MANHOLES, HANDHOLES, BASE CANS, AND ON EITHER SIDE OF L-823 CONNECTORS.
 3. VERIFY ACTUAL FIXTURE NUMBERS WITH THE AIRPORT TO INTEGRATE EXISTING NUMBERING CONVENTION.

3 ELEVATED LIGHT FIXTURE IDENTIFICATION TAG

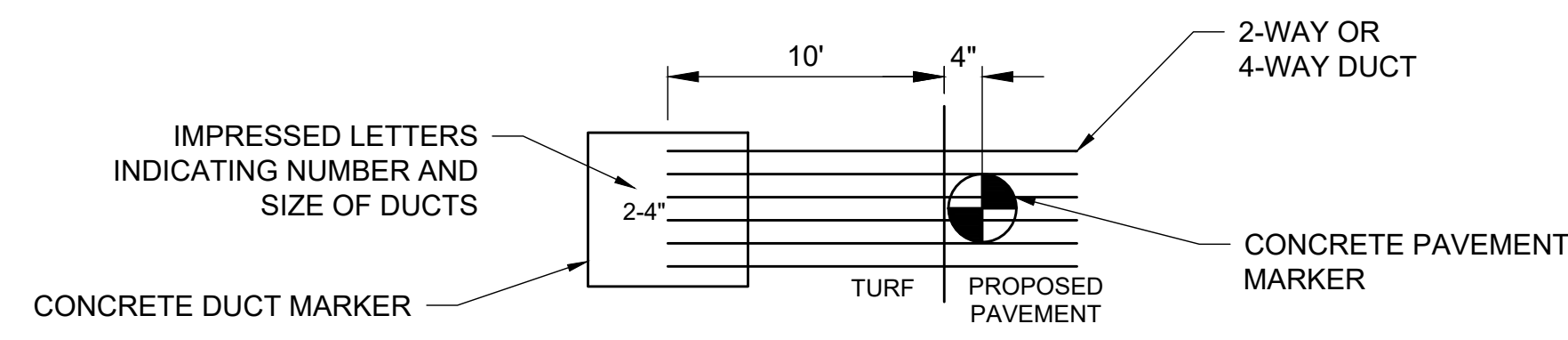
NOT TO SCALE



- NOTES:
1. TOP OF MARKER SHALL BE FLUSH WITH FINISHED PAVEMENT SURFACE. MARKER MAY BE INSTALLED IN A DRILLED HOLE AND SECURED WITH EPOXY GLUE.

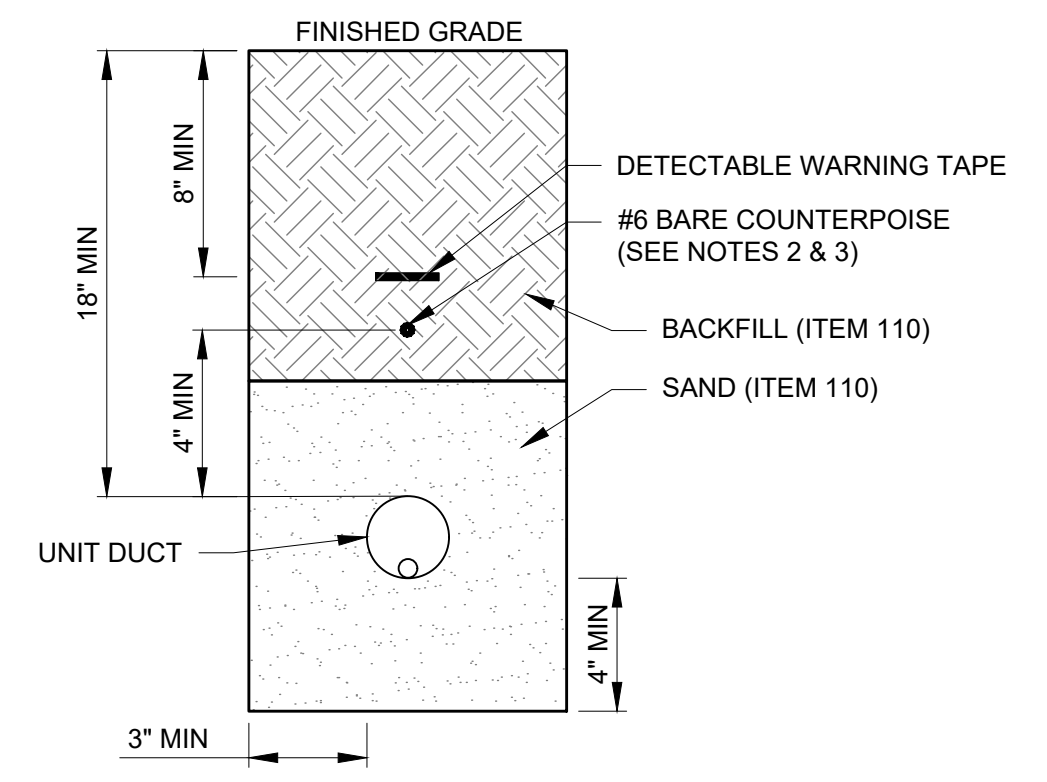
4 BITUMINOUS PAVEMENT DUCT MARKER

NOT TO SCALE



5 DUCT MARKER DETAIL

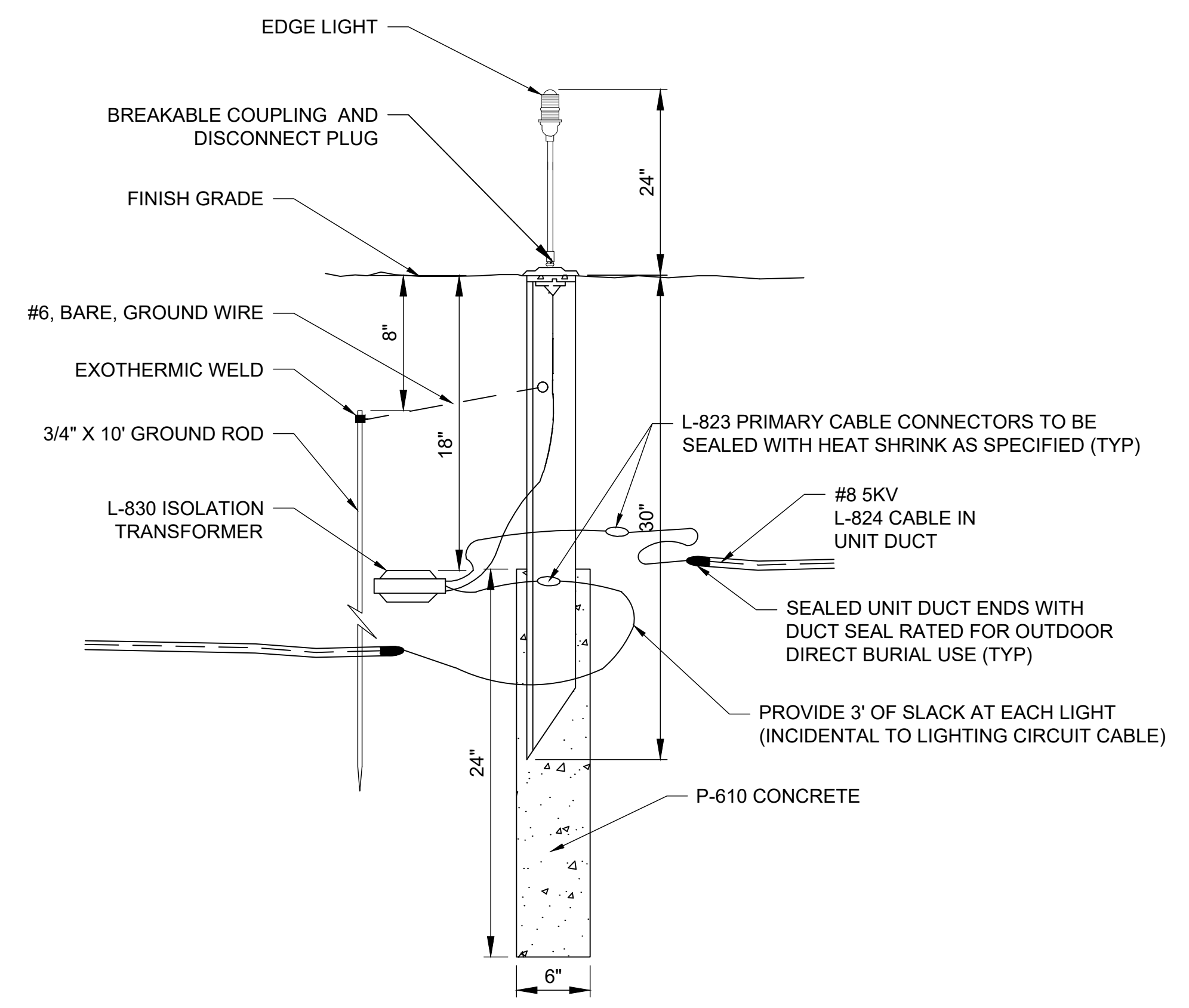
NOT TO SCALE



- NOTES:
1. WHERE 2 OR MORE CONDUITS ARE INSTALLED IN THE SAME TRENCH, PROVIDE 3" MINIMUM SPACING HORIZONTAL BETWEEN UNIT DUCT OUTSIDE EDGES, AND NO LESS THAN 6" VERTICAL. SPACERS ARE REQUIRED AT 5' INTERVALS, PER L-110.
 2. WHERE CABLE AND/OR UNIT DUCT RUNS ARE ADJACENT TO PAVEMENT, COUNTERPOISE IS INSTALLED 8" BELOW GRADE AND LOCATED HALF THE DISTANCE FROM EDGE OF PAVEMENT TO THE UNIT DUCT RUNS.
 3. FOR CABLE AND/OR UNIT DUCTS RUNS NOT ADJACENT TO PAVEMENT, COUNTERPOISE SHALL BE INSTALLED 4" MINIMUM ABOVE THE UNIT DUCT IN THE SAME TRENCH FOR THE ENTIRE LENGTH INSTALLED.

1 DIRECT BURY UNIT DUCT INSTALLATION

NO SCALE



2 STAKE MOUNTED ELEVATED EDGE LIGHT IN TURF

NO SCALE