

KANKAKEE VALLEY AIRPORT AUTHORITY KANKAKEE, ILLINOIS

CONSTRUCTION PLANS FOR GREATER KANKAKEE AIRPORT

WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4



THE LOCATION, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ON THE PLANS IS NOT REPRESENTED AS BEING ACCURATE. SUFFICIENT OR COMPLETE IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE ACTUAL LOCATIONS OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES OF HIS OPERATIONAL PLANS, OBTAIN FROM RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL OR ADJUSTMENT WHERE REQUIRED. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY OF JURISDICTION AND THE ONE-CALL NOTICE SYSTEM. THE ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH UTILITY OR SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.



D. Kyle Peabody

LICENSE EXPIRATION
 DATE: 11/30/2025
 DATE SIGNED: 01/12/2024

ILLINOIS PROJECT: IKK-4991

JANUARY 12, 2024

CALL J.U.L.I.E. FOR UTILITY INFORMATION AT 811.

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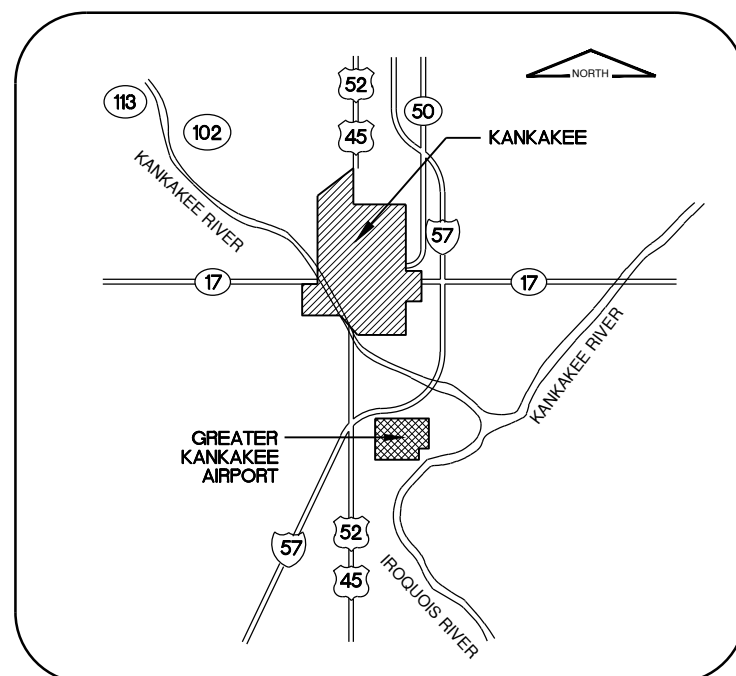
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SUBMITTED BY *D. Kyle Peabody*
 D. KYLE PEABODY, P.E.

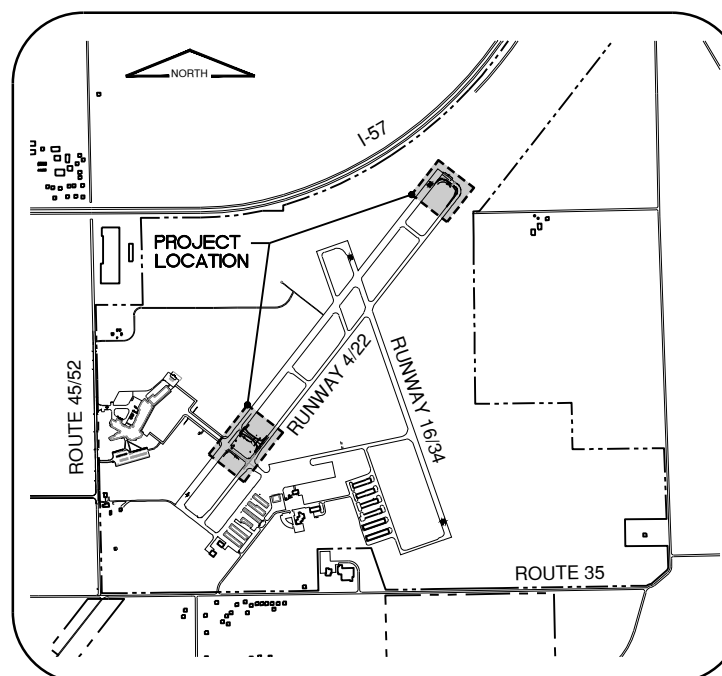
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APPROVED BY *[Signature]*
 JEFF BENOIT - AIRPORT MANAGER

DATE 9-21-23



LOCATION MAP



SITE PLAN

RUNWAY 4/22	
DESIGN AIRCRAFT APPROACH CATEGORY D	
RUNWAY 16/34	
DESIGN AIRCRAFT APPROACH CATEGORY B	
TAXIWAY A, A2, B, A3, A4, A5, D, H	
TAXIWAY DESIGN GROUP 2A AND 2B	
KANKAKEE VALLEY AIRPORT AUTHORITY GREATER KANKAKEE AIRPORT	
SECTION: 21 RANGE: R 12 E TOWNSHIP: T 30 N	COUNTY: KANKAKEE TOWNSHIP: OTTO
UNICOM RADIO FREQUENCY - 123.0	



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



MARK | DATE | DESCRIPTION

CMT PROJECT NO: 21001660.00
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QUANTITIES**

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SUMMARY OF QUANTITIES

ONE OF THE FOLLOWING ADDITIVE ALTERNATES MUST BE AWARDED ALONG WITH THE BASE BID. ONLY ONE OF THE FOLLOWING ADDITIVE ALTERNATES WILL BE AWARDED.

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
BASE BID				
AR108158	1/C #8 5 KV UG CABLE IN UD	FOOT	1,400	
AR108960	REMOVE CABLE	FOOT	4,095	
AR110502	2-WAY CONCRETE ENCASED DUCT	FOOT	210	
AR110550	SPLIT DUCT	FOOT	300	
AR110551	EXTEND DUCT	FOOT	15	
AR125100	ELEVATED RETROREFLECTIVE MARKER	EACH	3	
AR125443	TAXI GUIDANCE SIGN, 3 CHARACTER	EACH	3	
AR125446	TAXI GUIDANCE SIGN, 6 CHARACTER	EACH	1	
AR125901	REMOVE STAKE MOUNTED LIGHT	EACH	28	
AR125902	REMOVE BASE MOUNTED LIGHT	EACH	3	
AR125904	REMOVE TAXI GUIDANCE SIGN	EACH	3	
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152410	UNCLASSIFIED EXCAVATION	CU YD	2,560	
AR152443	OFFSITE TOPSOIL	CU YD	230	
AR152540	SOIL STABILIZATION FABRIC	SQ YD	3,530	
AR156510	SILT FENCE	FOOT	1,160	
AR156520	INLET PROTECTION	EACH	5	
AR208515	POROUS GRANULAR EMBANKMENT	CU YD	1,380	
AR209612	CRUSHED AGG. BASE COURSE - 12"	SQ YD	670	
AR401610	BITUMINOUS SURFACE COURSE	TON	770	
AR401900	REMOVE BITUMINOUS PAVEMENT	SQ YD	250	
AR403610	BITUMINOUS BASE COURSE	TON	960	
AR602510	BITUMINOUS PRIME COAT	GALLON	1,000	
AR603510	BITUMINOUS TACK COAT	GALLON	700	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ FT	8,000	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	2,780	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	4,200	
AR701524	24" RCP, CLASS IV	FOOT	300	
AR701900	REMOVE PIPE	FOOT	305	
AR705526	6" PERFORATED UNDERDRAIN W/SOCK	FOOT	780	
AR751540	MANHOLE 4'	EACH	1	
AR751550	MANHOLE 5'	EACH	1	
AR751560	MANHOLE 6'	EACH	1	
AR751900	REMOVE INLET	EACH	1	
AR800026	CRUSHED AGG. BASE COURSE - 15"	SQ YD	2,720	
AR901510	SEEDING	ACRE	3.5	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	3.5	
ADDITIVE ALTERNATE NO. 1				
AS108158	1/C #8 5 KV UG CABLE IN UD	FOOT	1540	
AS125100	ELEVATED RETROREFLECTIVE MARKER	EACH	43	
ADDITIVE ALTERNATE NO. 2				
AT108158	1/C #8 5 KV UG CABLE IN UD	FOOT	3560	
AT108960	REMOVE CABLE	FOOT	1095	
AT125410	MITL-STAKE MOUNTED	EACH	54	
AT125415	MITL-BASE MOUNTED	EACH	8	
AT125901	REMOVE STAKE MOUNTED LIGHT	EACH	7	
AT125902	REMOVE BASE MOUNTED LIGHT	EACH	1	



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SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS - 1

PHASING NOTES (ALL PHASES)

- 1. THE INTENT OF THE PHASING PLANS IS TO MINIMIZE THE IMPACT OF CONSTRUCTION ON THE OPERATION OF THE AIRPORT. THE CONTRACTOR SHALL CONSTRUCT THE PROJECT IN CONSECUTIVE PHASES AS OUTLINED IN THE PLANS UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT EXECUTIVE DIRECTOR.
2. PRIOR TO REOPENING A CLOSED RUNWAY, THE ENTIRE (RSA) RUNWAY SAFETY AREA (250 FEET FROM CENTERLINE AND INCLUDING BEYOND THE END OF THE RUNWAY WITHIN AIRPORT PROPERTY) AND (TOFA) TAXIWAY OBJECT FREE AREA MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THE SAFETY AREA(S), THE MAXIMUM PAVEMENT DROP OFF BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 3 PERCENT. STEEL PLATES, TEMPORARY WEDGING OF BASE COURSE AND BITUMINOUS CONCRETE MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. THE CONTRACTOR SHALL SUBMIT A CONSTRUCTION SCHEDULE. STRICT ADHERENCE TO THE APPROVED SCHEDULE WILL BE ENFORCED TO AVOID CONFLICTS WITH OTHER CONSTRUCTION ACTIVITIES ON THE AIRPORT AND THE ADVERSE EFFECTS THEY COULD HAVE ON AIRPORT OPERATIONS.
4. THE CONTRACTOR SHALL COORDINATE CLOSELY WITH THE AIRPORT STAFF TO SCHEDULE THE RUNWAY/TAXIWAY CLOSURES. ITEMS SUCH AS THE EXTENDED WEATHER FORECAST, MATERIAL AVAILABILITY, EQUIPMENT DEPENDABILITY AND MANPOWER AVAILABILITY SHALL BE DISCUSSED PRIOR TO SCHEDULING THIS CRITICAL CLOSURE. THE AIRPORT MANAGER AND THE CONTRACTOR SHALL MUTUALLY AGREE ON THE EXACT DATES AND TIMES OF THE CLOSURE(S).
5. CONTRACTOR MUST MAINTAIN ACCESS TO ALL ACTIVE AND OPEN AREAS AT ALL TIMES. CONTRACTOR SHALL RELOCATE EQUIPMENT AT NO ADDITIONAL COST TO CONTRACTOR TO ALLOW AIRCRAFT TO PASS. CONTRACTOR SHALL COORDINATE CONSTRUCTION OPERATIONS AT ALL ACTIVE AND OPEN AREAS TO PROVIDE MINIMAL DISRUPTIONS TO AIRCRAFT MOVEMENT IN THAT AREA.
6. FAA AND AIRPORT ACCESS ROAD(S) SHALL NOT BE USED AS A HAUL ROAD BY THE CONTRACTOR WITHOUT PRIOR APPROVAL.
7. TO THE EXTENT POSSIBLE THE CONTRACTOR SHALL HAVE ALL EMPLOYEE PARKING OUTSIDE OF AIRPORT FENCE OR AS INDICATED AT THE LOCATION SHOWN.
8. THE AIRPORT RESERVES THE RIGHT TO MODIFY THE SEQUENCE OF CONSTRUCTION INCLUDING BUT NOT LIMITED TO PHASING, WORK AREAS, BARRICADE PLACEMENT, ACCESS AND HAUL ROUTES, AND CONTRACTOR MOVEMENTS AT ANY TIME DURING THE PROJECT WITH FAA, IDA AND ATCT APPROVAL.
9. ALL WORK IN THIS PHASE WILL REQUIRE FULL TIME CROSSING GUARDS OR ESCORTS IN RADIO CONTACT WITH UNICOM FREQUENCY AT LOCATIONS DESIGNATED. AIRCRAFT AND CONSTRUCTION EQUIPMENT WILL BE REQUIRED TO USE SECTIONS OF TAXIWAY A. THE CONTRACTOR WILL BE REQUIRED TO HAVE A MOTORIZED SWEEPER TO REMOVE DEBRIS TO THE SATISFACTION OF THE RESIDENT ENGINEER. COST OF CROSSING GUARDS/ESCORT AND SWEEPERS SHALL BE INCIDENTAL TO THE CONTRACT.

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

AIRSPACE ELEVATION POINTS

Table with 6 columns: POINT, NEAREST ACTIVE RUNWAY, LATITUDE, LONGITUDE, GROUND ELEVATION, TOP ELEVATION. Rows A through K.

DESIGN AIRCRAFT APPROACH CATEGORY: B AND D

AIRPORT DESIGN GROUP: III
RUNWAY 4/22 SAFETY AREA WIDTH: 250'
RUNWAY 16/34 SAFETY AREA WIDTH: 250'
TAXIWAY CENTERLINE TO OBJECT SEPARATION: 93'
TAXILANE CENTERLINE TO OBJECT SEPARATION: 86.5'

MAXIMUM ANTICIPATED HEIGHT OF EQUIPMENT - 25'

GENERAL NOTES

- 1. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE PROPOSED IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT MANAGER AND RESIDENT ENGINEER AND BE APPROVED BY THE DIVISION OF AERONAUTICS AND FEDERAL AVIATION ADMINISTRATION.
2. ALL OPERATIONS SHALL BE IN CONFORMANCE WITH AC 150/5370-2G (LATEST EDITION) OPERATIONAL SAFETY ON AIRPORTS DURING CONSTRUCTION.
3. CONTRACTOR'S EQUIPMENT SHALL BE STORED IN THE EQUIPMENT AND MATERIAL STORAGE/STAGING AREA WHEN CONSTRUCTION IS NOT IN PROGRESS.
4. THE AIRPORT MANAGER IN CONSULTATION WITH THE RESIDENT ENGINEER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT SAFETY.
5. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STORAGE AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING OR CONSTRUCTING THESE PAVEMENTS AND AREAS SHALL BE INCIDENTAL TO THE CONTRACT. EXISTING AREAS OUTSIDE THE PROJECT LIMITS WHICH ARE DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
6. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING TAXIWAYS, APRONS AND RUNWAYS OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE RESIDENT ENGINEER.
7. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE RESIDENT ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY. CONTRACTOR'S WORK HOURS SHALL BE IN ACCORDANCE WITH LOCAL ORDINANCES.
8. THE CONTRACTOR WILL BE REQUIRED TO HAVE A SWEEPER AVAILABLE FOR USE AT ALL TIMES. WHEN ACTIVE AIRFIELD PAVEMENTS ARE UTILIZED AS HAUL ROADS BY THE CONTRACTOR, MATERIAL TRACKED ON TO THE PAVEMENT SHALL BE CONTINUALLY REMOVED WITH SAID SWEEPER. THIS SWEEPING SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
9. MATERIALS REMOVED FROM THE PROJECT WILL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS NOTED OTHERWISE.
10. PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO BARRICADES, SIGNING, RUNWAY CLOSED MARKERS, AIR OPERATIONS AREA (A.O.A.) LATHE AND RIBBON, ETC. SHALL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. BARRICADES WITH TWO ORANGE FLAGS (20" x 20") ON EACH BARRICADE SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. BARRICADES SHALL BE WEIGHTED TO PREVENT BLOWING OVER. BARRICADES SHALL HAVE A STEADY BURM OR FLASHING RED LIGHT. BARRICADE INSTALLATION WILL BE REQUIRED PRIOR TO ACCESS TO THE A.O.A. BY CONTRACTOR'S WORKERS, EQUIPMENT OR MATERIAL. SIGNS SHALL BE PLACED AT EACH TAXIWAY/RUNWAY CLOSURE LOCATION AND SHALL BE ATTACHED TO THE BARRICADES. EACH BARRICADE LOCATION SHALL CONSIST OF ONE "DO NOT ENTER" SIGN AND ONE "AIRCRAFT MOVEMENT AREA" SIGN. SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL SUPPLY AND USE AS DIRECTED BY THE AIRPORT, REFLECTIVE LOW PROFILE TYPE BARRICADES. ALL BARRICADES SHALL BE PLACED OUTSIDE OF ACTIVE SAFETY AREAS.
11. THE CONTRACTOR SHALL CONTACT THE AIRPORT MANAGER THROUGH THE RESIDENT ENGINEER FOURTEEN (14) WORKING DAYS IN ADVANCE OF THE START OF CONSTRUCTION SO THAT THE APPROPRIATE NOTAMS MAY BE ISSUED.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING ALL CONSTRUCTION ACCESS GATES CLOSED DURING NON WORKING HOURS. THE CONTRACTOR SHALL PROVIDE A SIGN AT THE ACCESS GATE SAYING "AUTHORIZED PERSONNEL ONLY". THE CONTRACTOR SHALL CLOSE AND LOCK THE ACCESS GATE UPON LEAVING THE SITE. THROUGHOUT THE DURATION OF THE CONTRACT, ANY DAMAGES TO THE ACCESS ROAD, ACCESS GATE OR FENCING ADJACENT TO THE PROJECT SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL COST RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
13. CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. SEE FLAG DETAIL.
14. IN THE CASE OF AN EMERGENCY, CONTRACTOR SHALL NOTIFY AIRPORT MANAGER AND THE RESIDENT ENGINEER IMMEDIATELY.
15. DURING ADVERSE WEATHER, THE CONTRACTOR SHALL MAKE PROVISIONS FOR ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK.
16. THE TALLEST PIECE OF CONSTRUCTION EQUIPMENT IS ANTICIPATED TO BE AN ASPHALT/STONE TRUCK WHICH HAS A MAXIMUM HEIGHT OF 25 FEET IN A DUMP POSITION.
17. IF RUNWAY NUMERALS ARE PRESENT DURING CONSTRUCTION THEN CONTRACTOR SHALL PLACE CLOSED RUNWAY MARKER OVER NUMERALS AS DETAILED, OTHERWISE PLACE RUNWAY CLOSED MARKER IN TURF AT ENDS OF RUNWAY AS DETAILED.
18. THE AIRPORT WILL BE IN OPERATION DURING THE CONSTRUCTION OF THIS PROJECT. COORDINATION OF WORK WITH THE AIRPORT IS MANDATORY SO AS TO MINIMIZE IMPACTS ON AIRPORT OPERATIONS.
19. APPROXIMATE LOCATION OF HAUL ROUTES ON THE AIRPORT SITE ARE SHOWN ON THE GENERAL PROJECT LAYOUT AND THE PHASING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE OFF-SITE HAUL ROUTES (STATE HIGHWAYS, COUNTY ROADS OR CITY STREETS) WITH THE APPROPRIATE OWNER WHO HAS JURISDICTION OVER THE AFFECTED ROUTE. ON-SITE ROADS USED AS HAUL ROUTES SHALL BE MAINTAINED BY THE CONTRACTOR AND SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE TO THEIR ORIGINAL CONDITION UPON COMPLETION OF BEING USED AS A HAUL ROUTE. THE BEFORE AND AFTER CONDITION OF ON-SITE HAUL ROUTES SHALL BE JOINTLY INSPECTED AND DETERMINED BY THE CONTRACTOR AND THE ENGINEER. FENCING, DRAINAGE, GRADING AND OTHER MISCELLANEOUS CONSTRUCTION REQUIRED TO CONSTRUCT TEMPORARY HAUL ROUTES OR ACCESS POINTS ON THE AIRPORT WILL BE THE CONTRACTOR'S TOTAL RESPONSIBILITY AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO THE WORK. ALL ON-SITE ACCESS ROADS TO AIRPORT FACILITIES SHALL REMAIN OPEN AND MAINTAINED AT ALL TIMES.
20. MOBILIZATION/EQUIPMENT STORAGE AREA WILL BE MADE AVAILABLE FOR CONTRACTOR'S MOBILIZATION AND STORAGE AS SHOWN ON THE PLANS. THIS AREA SHALL BE RESTORED TO THE ORIGINAL CONDITION UPON COMPLETION OF THE PROJECT AT THE CONTRACTOR'S EXPENSE.
21. LOCATION OF KNOWN EXISTING AIRPORT UNDERGROUND CABLES ARE SHOWN ON THE PLANS AND MUST BE VERIFIED BY THE CONTRACTOR. REPAIR OF DAMAGED CABLE MUST BE STARTED IMMEDIATELY AND CONTINUED UNTIL COMPLETED. ALL SUCH REPAIRS SHALL BE IN ACCORDANCE WITH THE SPECIFICATIONS, OR AS DIRECTED BY THE OWNER OF THE CABLE OR FACILITY, AND SHALL BE AT THE CONTRACTOR'S EXPENSE. IF FAA CABLES ARE DAMAGED, REPAIRS SHALL BE DONE FROM PREVIOUS EXISTING TERMINATION POINT TO NEXT EXISTING TERMINATION POINT IN ACCORDANCE WITH FAA REQUIREMENTS AND IN THE PRESENCE OF A FAA REPRESENTATIVE. THE OWNER MAY ELECT TO HAVE THE REPAIR PERFORMED BY OTHERS IN WHICH CASE THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYING THE INCURRED COSTS OF REPAIRS.
22. COORDINATION MEETINGS - THE CONTRACTOR SHALL CONDUCT WEEKLY COORDINATION MEETINGS TO DISCUSS WORK AREAS AND SCHEDULING, ETC. WITH THE RESIDENT ENGINEER, AIRPORT OPERATIONS, FAA, AND OTHER APPROPRIATE OFFICIALS. MINUTES FROM THE WEEKLY MEETINGS SHALL BE PREPARED BY THE CONTRACTOR, FURNISHED TO ALL ATTENDEES PRIOR TO THE SUBSEQUENT MEETING, AND KEPT ON FILE AT THE FIELD OFFICE. THE COORDINATION MEETING COSTS SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

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

- 1. ANYTIME THE CONTRACTOR IS REQUIRED TO UTILIZE OR CROSS ACTIVE AIRFIELD PAVEMENTS FOR ACCESS TO AND FROM THE WORK ZONE, A FULL TIME CROSSING GUARD IN RADIO CONTACT WITH AIR TRAFFIC SHALL BE FURNISHED BY THE CONTRACTOR FOR MOVEMENTS OF VEHICLES OR EQUIPMENT TO AND FROM THE WORK ZONE. THE RADIO OPERATOR SHALL BE FAMILIAR WITH AIRPORT GROUND CONTROL PROCEDURES AND DEMONSTRATE KNOWLEDGE OF SAME TO THE AIRPORT. THE AIRPORT RESERVES THE RIGHT TO APPROVE THE CROSSING GUARDS. THE CONTRACTOR SHALL PROVIDE THEIR OWN RADIOS. THIS COST SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PAYMENT OF MUNICIPAL FINES (\$500 PER OCCURRENCE) DUE TO AIRFIELD INCURSIONS BY HIS EMPLOYEES, SUBCONTRACTORS, SUPPLIERS, CONSULTANTS AND/OR AGENTS.
2. ANY PAVEMENT DAMAGED BY CONTRACTOR'S OPERATIONS SHALL BE REPAIRED IMMEDIATELY BY HIM TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER AT NO ADDITIONAL COST TO THE OWNER. PAVEMENT SHALL BE CONTINUALLY SWEEPED TO PROVIDE DEBRIS FREE SURFACE DURING ALL HAUL ROAD OPERATIONS. THIS COST SHALL NOT BE PAID SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
3. WORK WITHIN THE A.O.A. SHALL BE EXPEDITED. ANY DROP OFF SHALL BE ADEQUATELY LIGHTED, SIGNED AND BARRICADED. NO MATERIAL SHALL BE STOCKPILED WITHIN THE A.O.A. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE MEN AND EQUIPMENT TO ALLOW AIRCRAFT TO PASS, THEY SHALL DO SO AT NO EXTRA COST TO THE PROJECT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER AND AIRPORT MANAGER TEN (10) WORKING DAYS IN ADVANCE OF ANY PLANNED CONSTRUCTION WITHIN THESE LIMITS.

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

RUNWAYS:

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

TAXIWAYS / TAXILANES:

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



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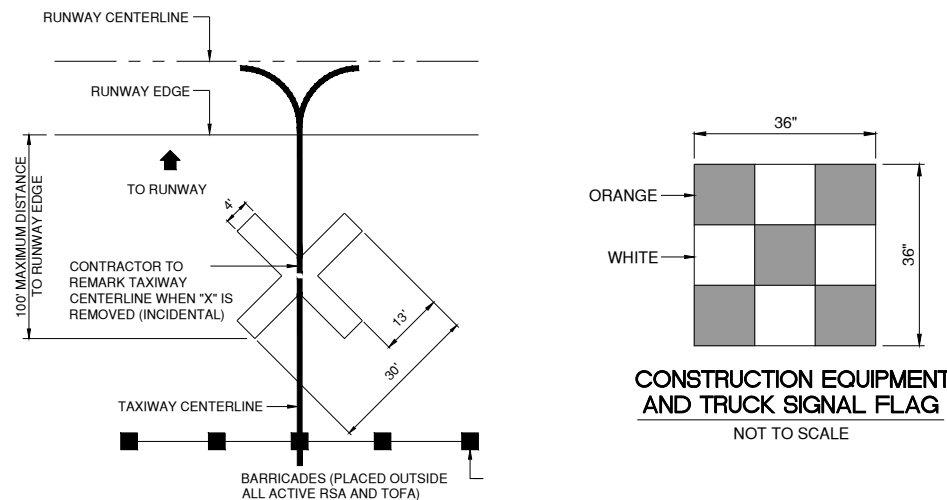
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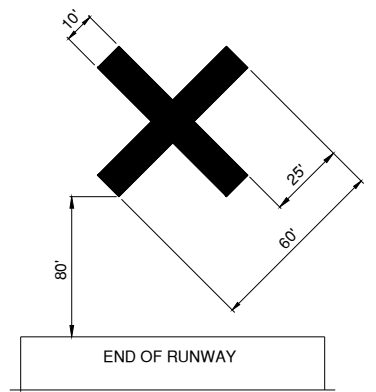
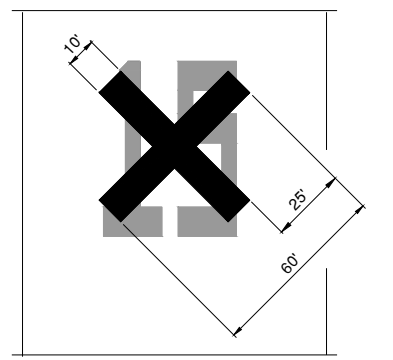
SHEET TITLE

**SEQUENCE OF
CONSTRUCTION GENERAL
NOTES AND DETAILS - 2**



CLOSED TAXIWAY MARKER DETAIL NOTES

- CLOSED TAXIWAY MARKERS SHALL BE PAINTED YELLOW WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING OR OTHER MATERIAL THAT DOES NOT VIOLATE THE OBJECT FREE AREA CRITERIA AND RUNWAY SAFETY AREA CRITERIA PER ADVISORY CIRCULAR 150/5300-13 (LATEST EDITION) AND ARE APPROVED BY THE RESIDENT ENGINEER AND AIRPORT.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- PLACE MARKERS OVER TAXIWAY CENTERLINE.
- MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
- MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
- AS THE CONSTRUCTION OF THE PORTION OF THE TAXIWAY WITHIN THE RUNWAY SAFETY AREA, PROGRESSES, SHOULD THE NEW TAXIWAY BE CLOSED FOR MORE THAN 72 HOURS, THE CONTRACTOR SHALL INSTALL A CLOSED TAXIWAY MARKER AS SHOWN IN THE DETAIL. THE CLOSED TAXIWAY MARKER SHALL NOT BE REMOVED UNLESS THE TAXIWAY WILL BE OPENED AND REMAIN OPEN WITHIN 72 HOURS OF MARKER REMOVAL.

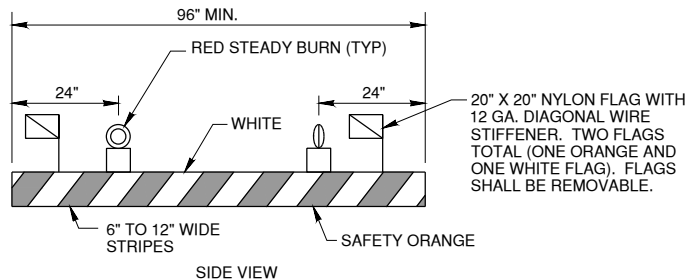


CLOSED RUNWAY MARKER DETAIL NOTES

- CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
- COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- DURING VARIOUS PHASES OF WORK, IT WILL BE NECESSARY TO CLOSE RUNWAYS TO AIR TRAFFIC ON A TEMPORARY BASIS AS COORDINATED WITH THE AIRPORT AND TOWER PERSONNEL. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.

AIRFIELD LIGHTS AND SIGNS NOTES

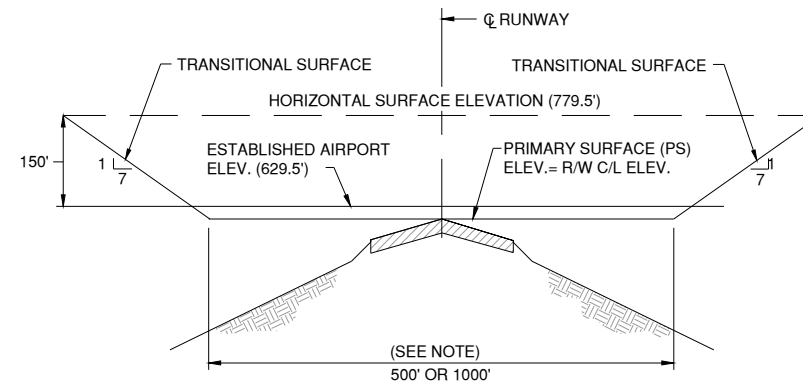
- CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND TAXIWAY LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS RE-OPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. COST INCIDENTAL TO THE CONTRACT. REMOVING LAMPS FROM ENERGIZED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



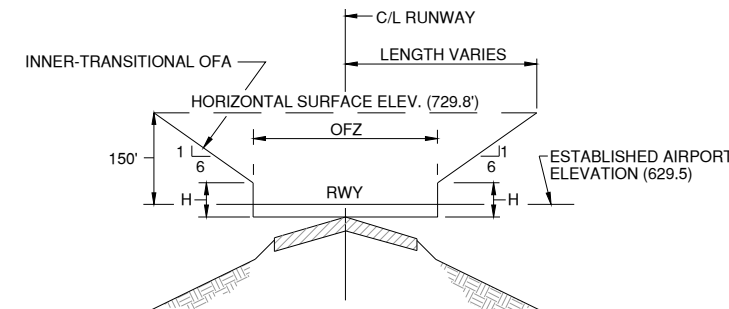
AIRSIDE LOW PROFILE LIGHTED BARRICADE
NOT TO SCALE

BARRICADE NOTES

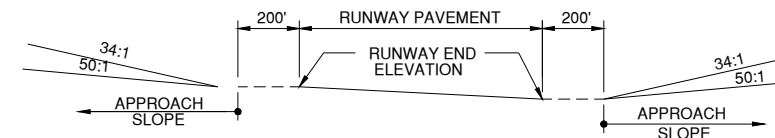
- STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
- FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
- BARRICADES TO BE PLACED WITH A MAXIMUM OF 4' SPACING END TO END UP TO THE EDGE OF PAVEMENT ALONG OPERATIONAL PAVEMENT ADJACENT TO CONSTRUCTION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



NOTE:
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (RW) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY



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



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



LEGEND

- NEW 4" TOPSOIL PLACEMENT, SEEDING (AR901510) AND MULCHING (AR908515)
- SF STRAW WATTLE (PAID UNDER AR156510, SILT FENCE)
- NEW GRADING LIMITS
- NEW INLET PROTECTION/SEDIMENT TRAP (AR156520)
- NEW MANHOLE

CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



MARK	DATE	DESCRIPTION

CMT PROJECT NO: 21001660.00

CAD DWG FILE:

DESIGNED BY: STL

DRAWN BY: JRO

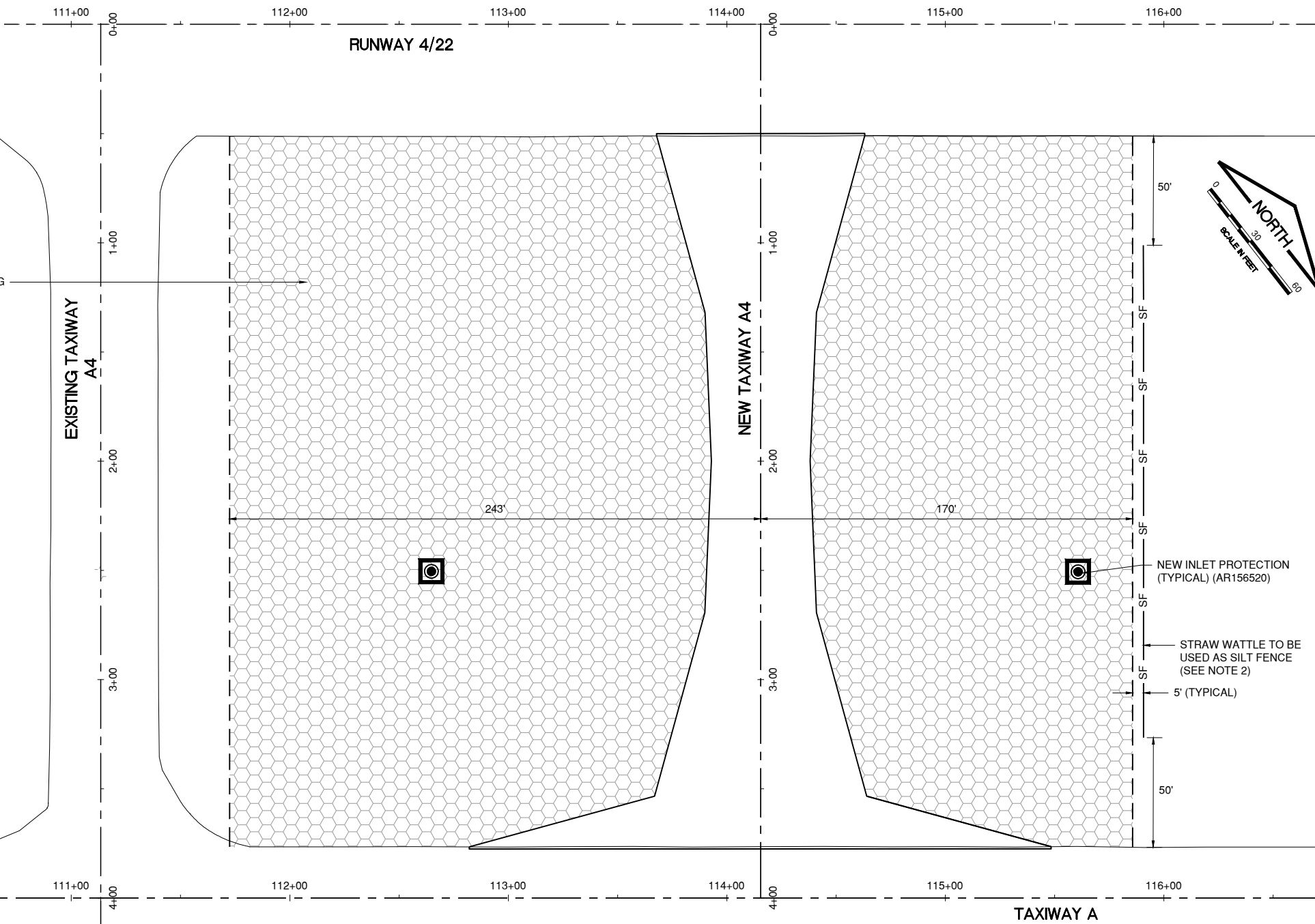
CHECKED BY: STL

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SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN - 1



NOTES

1. SEE STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
2. STRAW WATTLE SHALL BE USED AS SILT FENCE WITHIN THE RUNWAY 4/22 SAFETY AREA AND THE TAXIWAY A OBJECT FREE AREAS, PAID UNDER AR156510, SILT FENCE. STRAW WATTLE SHALL BE 9 INCHES IN DIAMETER.
3. AREA DISTURBED OUTSIDE THE GRADING LIMITS SHALL BE GRADED SMOOTH TO DRAIN AND BE SEEDED AND MULCHED. AREAS DISTURBED OUTSIDE THE SEEDING LIMITS SHALL BE RESTORED TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT, INCLUDING THE STAGING AND STORAGE AREA.

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF REHABILITATION OF AN EXISTING BITUMINOUS PAVEMENT AT THE GREATER KANKAKEE AIRPORT. THE PROJECT INCLUDES TURF SHOULDER ADJUSTMENT, VARIOUS PAVEMENT ITEMS, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

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

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL.

REMOVAL OF EXISTING BITUMINOUS PAVEMENT. CONSTRUCTION OF NEW BITUMINOUS PAVEMENT AND EMBANKMENT.

AIRFIELD LIGHTING, SIGNAGE AND CABLING.

DRAINAGE INFRASTRUCTURE REMOVAL AND INSTALLATION.

SEEDING AND MULCHING DISTURBED AREAS.

INSTALLATION OF NEW PAVEMENT MARKING.

REMOVAL AND DISPOSAL OF TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES.

AREA OF CONSTRUCTION SITE:

IT IS ESTIMATED THAT MORE THAN 1 ACRE BUT LESS THAN 5 ACRES OF LAND WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM WATER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

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

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

THE CONSTRUCTION SITE DRAINS INTO THE KANKAKEE RIVER THROUGH A STORM SEWER SYSTEM.

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

THE DRAWINGS SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, SOD, PROTECTION OF TREES, PRESERVATION OF NATURAL VEGETATION, AND ALL OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.

AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.

DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S EXPENSE, IF THEY ARE TO REMAIN UNUSED FOR MORE THAN SEVEN (7) DAYS.

THE DOWN STREAM SIDE OF ALL STOCKPILES SHALL BE ENCOMPASSED WITH EROSION CONTROL BARRIER.

AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:

- A. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.

CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNATED LOCATIONS WITHIN THE STAGING AREA. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.

THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT PERIODICALLY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2" OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE RESIDENT ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT THE EROSION AND SEDIMENT CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCIDENTAL TO THE CONTRACT.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCIDENTAL TO THE CONTRACT.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PREVENTING SOIL CONTAMINATION FROM BUILDING MATERIALS, FERTILIZERS, CHEMICALS, PAVEMENT MARKING, WASTE PILES, FUEL CONTAINMENT, AND ANY OTHER POTENTIAL HAZARDOUS MATERIALS THAT MAY EXIST ONSITE.

NO DEDICATED CONCRETE OR ASPHALT BATCH PLANTS SHALL BE LOCATED ON THIS SITE.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS ARE SEEDED AND ESTABLISHED.

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCIDENTAL TO THE CONTRACT.

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RE-SEEDED AND/OR SODDED.

MAINTENANCE AFTER CONSTRUCTION:

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE OF TEMPORARY AND PERMANENT EROSION CONTROL SYSTEMS UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

DOCUMENTATION:

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF INTENT (NOI)" PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PRIOR TO BEGINNING WORK, THE CONTRACTOR SHALL POST A SIGN OR OTHER NOTICE NEAR THE MAIN ENTRANCE OF THE CONSTRUCTION SITE. IF THIS IS NOT POSSIBLE, THEN IT MAY BE PERMITTED TO POST THIS NOTICE IN A LOCAL PUBLIC BUILDING. THE SIGN OR NOTICE MUST CONTAIN THE FOLLOWING:

- 1. A COPY OF THE COMPLETED NOTICE OF INTENT (NOI) AS SUBMITTED TO THE IEPA
- 2. THE LOCATION OF THE SWPPP AND NAME AND 24/7 TELEPHONE NUMBER OF THE CONTACT PERSON.

THROUGHOUT CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN AND UPDATE AN "AS-BUILT" SET OF STORM WATER POLLUTION PREVENTION PLANS IN THE PROJECT FILES. THE SWPPP SHALL BE UPDATED WITHIN 7-DAYS OF ANY MODIFICATIONS TO THE PLANS. THE SWPPP AND ALL REVISIONS SHALL BE RETAINED FOR THREE YEARS AFTER FINAL STABILIZATION OF THE SITE, WHICH SHALL BE DEFINED AS VEGETATION COVER OF AT LEAST 70% OF HISTORIC CONDITIONS.

A STORM WATER POLLUTION PREVENTION PLAN EROSION CONTROL INSPECTION REPORT (FORM BC 2259) SHALL BE COMPLETED WITH INSPECTION FREQUENCIES AS OUTLINED HEREIN. SWPPP REPORTS SHALL BE RETAINED FOR THREE YEARS AFTER THE DATE OF FINAL STABILIZATION AS DEFINED HEREIN.

IF ANY VIOLATION OF THE PROVISIONS OF THE PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION COVERED IN THIS PLAN, THE ENGINEER AND/OR CONTRACTOR SHALL COMPLETE AND FILE AN "INCIDENT OF NONCOMPLIANCE (ION)" REPORT FOR THE IDENTIFIED VIOLATION. THE FORMS SHALL BE AS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY, AND SHALL INCLUDE SPECIFIC INFORMATION ON THE INCIDENT THAT CAUSED NONCOMPLIANCE, ACTIONS THAT WERE TAKEN TO CORRECT THE NONCOMPLIANCE AND TO PREVENT ITS' REOCCURRENCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G. OF THE GENERAL PERMIT.

AFTER PROJECT FINAL ACCEPTANCE, THE CONTRACTOR SHALL COMPLETE AND SUBMIT A "NOTICE OF TERMINATION (NOT)" FORM PROPERLY SIGNED TO THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY. FORMS FOR THE IEPA SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL, MAIL CODE #15
ATTN: PERMIT SECTION
1021 NORTH GRAND AVENUE EAST
P.O. BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

NPDES PERMIT # _____
DATE ISSUED _____
DATE EXPIRED _____

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

- 1. ALL TREE PROTECTION, SEDIMENT CONTROL MEASURES, AND PERMANENT AND TEMPORARY STORM WATER PRACTICES SHALL BE IN PLACE PRIOR TO STARTING CONSTRUCTION.
- 2. NO WORK SHALL BE PERFORMED IN FLOWING WATER. WORK IN AND NEAR FLOWING WATER SHALL BE ISOLATED FROM CONCENTRATED FLOWS OR STREAM FLOWS AT ALL TIMES. THE USE OF EARTHEN MATERIAL FOR ISOLATION WILL NOT BE ACCEPTABLE.
- 3. CONSTRUCTION MATERIALS AND/OR OTHER STOCKPILES SHALL NOT BE LOCATED ON STREAM BANKS NOR IN THE PATH OF STREAM FLOW.
- 4. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 5. PERMANENT SEEDING SHALL BE USED WHENEVER POSSIBLE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG GRADING OR SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
- 6. THE CONTRACTOR SHALL INSPECT ADJACENT STREETS DAILY AND CLEAN ADJACENT STREETS WHEN NECESSARY. ADJACENT STREETS SHALL BE KEPT FREE OF SOIL AND DEBRIS.
- 7. SHOULD IT BE NECESSARY TO REMOVE ANY EROSION CONTROL DEVICES FOR CONSTRUCTION REASONS, THE CONTRACTOR SHALL FIRST OBTAIN PERMISSION AND SHALL REPLACE AND/OR REPAIR THE REMOVED DEVICES THE SAME DAY. THE COST OF REMOVING AND REPLACING THE DEVICE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 8. ALL OTHER SOIL EROSION AND SEDIMENT CONTROL DEVICES AND MEASURES DEEMED NECESSARY BY THE RESIDENT ENGINEER, COOK COUNTY, CHICAGO EXECUTIVE AIRPORT, IDOT DIVISION OF AERONAUTICS, AND THE IEPA SHALL BE IMPLEMENTED IMMEDIATELY UPON NOTIFICATION OF THE CONTRACTOR.
- 9. THE CONTRACTOR SHALL PROVIDE LOCATIONS FOR CONCRETE TRUCK WASHOUT, AS APPROVED BY THE ENGINEER, PRIOR TO ANY CONCRETE POURS. THESE LOCATIONS SHALL NOT BE NEAR ANY STREAM OR BODY OF WATER. LOCATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO ANY CONCRETE POURS. ADDITIONALLY THE CONTRACTOR SHALL PROVIDE ADEQUATE FACILITIES TO WASH OUT PAVING EQUIPMENT AND FINISHING TOOLS. ALL WASTE WATER AND EXCESS CONCRETE MATERIALS SHALL BE CONTAINED BY AN APPROVED CONCRETE WASHOUT FACILITY.
- 10. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO ENSURE THAT EROSION CONTROL MEASURES ARE CONSISTENT BETWEEN ALL PROJECT PHASES AND ALL SUB-CONTRACTORS.
- 11. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS TO PROTECT WETLANDS TO REMAIN FROM DAMAGE BY SEDIMENT, CONSTRUCTION EQUIPMENT, OR BY HIS PERSONNEL. THE CONTRACTOR SHALL ASSURE THAT DEBRIS OR ANY CONSTRUCTION MATERIAL IS NOT DISPOSED OF IN THE WETLANDS.
- 12. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING SHALL BE FILTERED BY AN APPROVED MEANS.
- 13. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON A REGULAR BASIS. SEDIMENT SHALL BE REMOVED FROM EROSION CONTROL SYSTEMS WHEN THE HEIGHT OF THE SEDIMENT EXCEEDS ONE-HALF OF THE HEIGHT OF THE DEVICE OR AS RECOMMENDED BY THE MANUFACTURER, WHICHEVER IS LESS.
- 14. ALL EROSION CONTROL MEASURES SHALL BE KEPT OPERATIONAL AND MAINTAINED CONTINUOUSLY THROUGHOUT THE PERIOD OF LAND DISTURBANCE UNTIL PERMANENT SOIL EROSION AND SEDIMENT CONTROL MEASURES ARE OPERATIONAL.
- 15. THE CONDITION OF THE CONSTRUCTION SITE FOR WINTER SHUTDOWN SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER. ALL OPEN AREAS THAT ARE TO REMAIN IDLE THROUGHOUT THE WINTER SHALL RECEIVE TEMPORARY EROSION CONTROL MEASURES INCLUDING TEMPORARY SEEDING, MULCHING AND/OR EROSION CONTROL BLANKET PRIOR TO THE END OF THE FALL GROWING SEASON. THE AREAS TO BE WORKED BEYOND THE END OF THE GROWING SEASON MUST INCORPORATE SOIL STABILIZATION MEASURES THAT DO NOT RELY ON VEGETATIVE COVER SUCH AS EROSION CONTROL BLANKET AND HEAVY MULCHING.
- 16. PERMANENT STABILIZATION SHALL BE COMPLETED WITHIN 7 DAYS FOR AREAS WHERE WORK IS COMPLETED.

CONTRACTOR 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: WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4
ROUTE: GREATER KANKAKEE AIRPORT MARKED: _____
SECTION: 16, 20, & 21 PROJECT NUMBER: IKK-4991
COUNTY: KANKAKEE CONTRACT NUMBER: N/A

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.



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



MARK DATE DESCRIPTION

CMT PROJECT NO: 21001660.00

CAD DWG FILE:

DESIGNED BY: STL

DRAWN BY: JRO

CHECKED BY: STL

APPROVED BY: DKP

COPYRIGHT:

SHEET TITLE

STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 1



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



MARK DATE DESCRIPTION

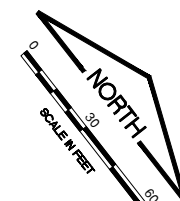
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SHEET TITLE
**EXISTING CONDITIONS/
PROPOSED
REMOVALS - 2**

SHEET 13 OF 35

EXISTING CONDITIONS LEGEND

- - - 626 - - - EXISTING CONTOUR
- ==== EXISTING CONDUIT/DUCT BANK
- > ST -> EXISTING STORM SEWER
- - - UD - - - EXISTING UNDERDRAIN
- W - EXISTING WATERMAIN
- EXISTING STORM INLET
- ▭ EXISTING SLOPE BOX
- ⊗ ○ EXISTING WATER VALVE
- EXISTING UNDERDRAIN CLEANOUT STRUCTURE
- BASE-MOUNTED TAXIWAY EDGE LIGHT
- STAKE-MOUNTED TAXIWAY EDGE LIGHT
- ▭ AIRFIELD GUIDANCE SIGN
- ⊙ EXISTING SPLICE CAN
- BASE-MOUNTED RUNWAY LIGHT
- ⊙ EXISTING ELECTRICAL MANHOLE
- ▭ BURIED CONCRETE ENCASED DUCT BANK
- CKT#1 — EXISTING RUNWAY 4/22 CIRCUIT
- CKT#3 — EXISTING TAXIWAY A2, A3, A4 AND A5 CIRCUIT
- CKT#4 — EXISTING TAXIWAY B/BB CIRCUIT
- CKT#7 — EXISTING ELECTRIC CIRCUIT 7
- CKT#8 — EXISTING WINDCONE/RUNWAY 22 PAPI
- CKT#10 — EXISTING RUNWAY 22 REIL
- CKT#17 — EXISTING RUNWAY 16 PAPI
- ⊗ ITEM TO BE REMOVED
- ▨ PROPOSED PAVEMENT REMOVALS

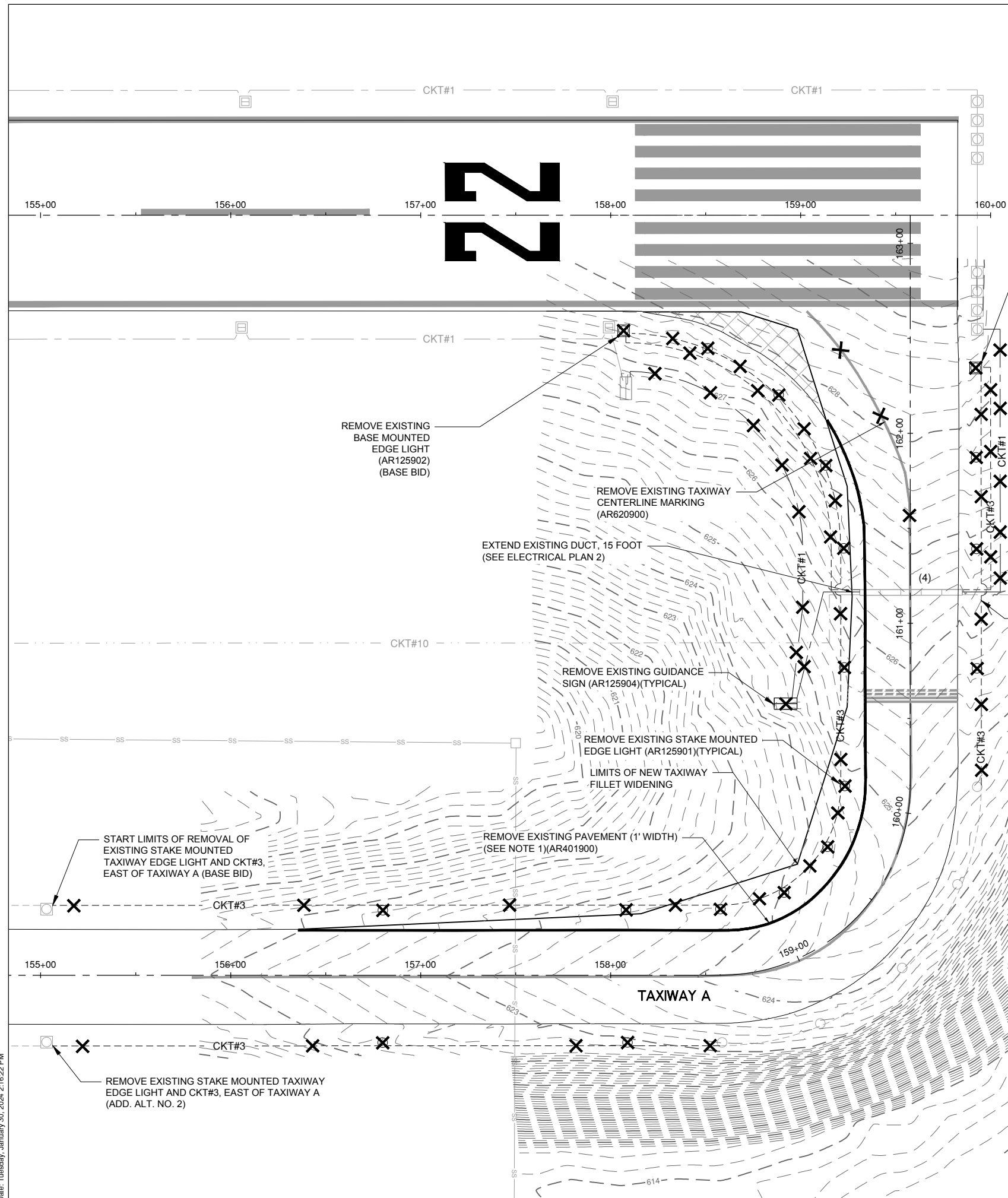


REMOVE EXISTING
BASE MOUNTED
EDGE LIGHT
(AT125902)
(ADD. ALT. NO. 2)

REMOVE EXISTING STAKE MOUNTED
LIGHT AND CKT#3, EAST OF
TAXIWAY A (ADD. ALT. NO. 2)

NOTES

1. THE EXISTING PAVEMENT TO BE REMOVED SHALL BE SAWED FULL DEPTH AROUND PERIMETER OF THE REMOVAL LIMITS. COST OF SAWCUTTING AND DISPOSAL OF PAVEMENT SHALL BE CONSIDERED INCIDENTAL TO THE ITEM.
2. CONTRACTOR TO TAKE MEASURES TO PROTECT ALL UNDERGROUND UTILITIES INCLUDING, BUT NOT LIMITED TO, NEW AND EXISTING SHALLOW STORM SEWER PIPE FROM DAMAGE DUE TO CONSTRUCTION EQUIPMENT.
3. ITEMS REMOVED DUE TO PROPOSED PAVEMENT EXCAVATION WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO UNCLASSIFIED EXCAVATION UNLESS OTHERWISE NOTED ON THE PLANS.
4. AT ALL TIMES THE CONTRACTOR SHALL PERFORM ALL MAINTENANCE WORK NECESSARY TO KEEP EACH PAVEMENT SECTION LAYER IN A SATISFACTORY CONDITION.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE DONE BY HIS HAULING AND CONSTRUCTION EQUIPMENT. ANY WORK NECESSARY TO CORRECT DAMAGED WORK AND EXISTING PAVEMENT SHALL BE PERFORMED BY THE CONTRACTOR AND AT THE EXPENSE OF THE CONTRACTOR.
6. ALL EDGE LIGHTS AND SIGNS THAT ARE TO BE REMOVED SHALL BE SALVAGED AND RETURNED TO THE AIRPORT. IF THE AIRPORT ELECTS NOT TO SALVAGE ANY EQUIPMENT, CONTRACTOR SHALL DISPOSE OF ALL EQUIPMENT OFF AIRPORT PROPERTY AT NO ADDITIONAL COST TO THE CONTRACT. LIGHT BASES AND SIGN FOUNDATIONS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY.
7. ALL EXISTING CONDUCTORS BETWEEN LIGHTS AND SIGNS ARE TO BE REMOVED, UNLESS OTHERWISE NOTED. ABANDON CONDUIT IN PLACE IF IT IS NOT IN CONFLICT WITH NEW CONSTRUCTION.
8. ALL LIGHT REMOVALS SHALL INCLUDE COMPLETE REMOVAL OF LIGHT FIXTURES, TRANSFORMERS, AND BASE CANS / STAKE MOUNT UNLESS OTHERWISE NOTED.
9. ALL SIGN REMOVALS SHALL INCLUDE COMPLETE REMOVAL OF SIGNS, ISOLATION TRANSFORMERS AND FOUNDATION, UNLESS OTHERWISE NOTED.
10. ALL BASE-MOUNTED RUNWAY EDGE LIGHTS TO BE REMOVED SHALL BE DONE CAREFULLY TO AVOID DAMAGE, PRESERVED AND RELOCATED DURING NEW CONSTRUCTION.
11. CONTRACTOR SHALL NOTE EXISTING AIRFIELD CIRCUITS MAY BE SHALLOW AND WILL TAKE THE NECESSARY PRECAUTIONS TO PROTECT AND/OR PROTECT THEM DURING CONSTRUCTION. COST INCIDENTAL TO CONTRACT.
12. THE CITY ENGINEER SHALL BE NOTIFIED UPON ENCOUNTERING ANY FIELD TILE ON THE SITE. A MEETING SHALL BE CONDUCTED ON SITE WITH THE CITY ENGINEER PRIOR TO ANY DISPOSITION BEING DETERMINED. THE CITY ENGINEER HAS THE SOLE AUTHORITY IN REQUIREMENTS OF ANY FIELD TILE ENCOUNTERED DURING CONSTRUCTION.



REMOVE EXISTING
BASE MOUNTED
EDGE LIGHT
(AR125902)
(BASE BID)

REMOVE EXISTING TAXIWAY
CENTERLINE MARKING
(AR620900)

EXTEND EXISTING DUCT, 15 FOOT
(SEE ELECTRICAL PLAN 2)

REMOVE EXISTING GUIDANCE
SIGN (AR125904)(TYPICAL)

REMOVE EXISTING STAKE MOUNTED
EDGE LIGHT (AR125901)(TYPICAL)

LIMITS OF NEW TAXIWAY
FILLET WIDENING

REMOVE EXISTING PAVEMENT (1' WIDTH)
(SEE NOTE 1)(AR401900)

START LIMITS OF REMOVAL OF
EXISTING STAKE MOUNTED
TAXIWAY EDGE LIGHT AND CKT#3,
EAST OF TAXIWAY A (BASE BID)

REMOVE EXISTING STAKE MOUNTED TAXIWAY
EDGE LIGHT AND CKT#3, EAST OF TAXIWAY A
(ADD. ALT. NO. 2)

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CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



MARK	DATE	DESCRIPTION

CMT PROJECT NO: 21001660.00

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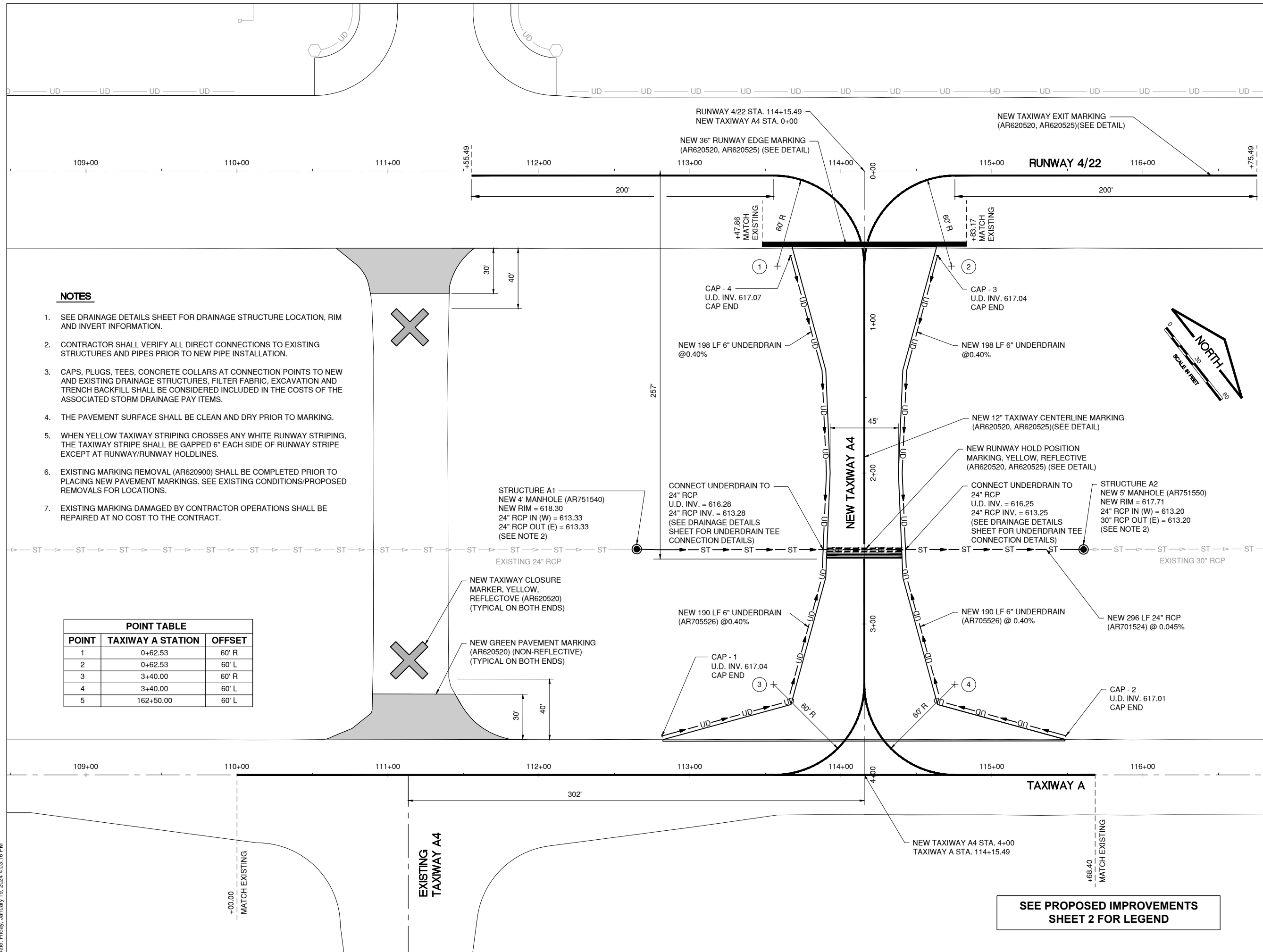
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**PROPOSED
IMPROVEMENTS - 1**

SHEET 14 OF 35



- NOTES**
- SEE DRAINAGE DETAILS SHEET FOR DRAINAGE STRUCTURE LOCATION, RIM AND INVERT INFORMATION.
 - CONTRACTOR SHALL VERIFY ALL DIRECT CONNECTIONS TO EXISTING STRUCTURES AND PIPES PRIOR TO NEW PIPE INSTALLATION.
 - CAPS, PLUGS, TEES, CONCRETE COLLARS AT CONNECTION POINTS TO NEW AND EXISTING DRAINAGE STRUCTURES, FILTER FABRIC, EXCAVATION AND TRENCH BACKFILL SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE ASSOCIATED STORM DRAINAGE PAY ITEMS.
 - THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
 - WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE GAPPED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT AT RUNWAY/RUNWAY HOLDLINES.
 - EXISTING MARKING REMOVAL (AR620900) SHALL BE COMPLETED PRIOR TO PLACING NEW PAVEMENT MARKINGS. SEE EXISTING CONDITIONS/PROPOSED REMOVALS FOR LOCATIONS.
 - EXISTING MARKING DAMAGED BY CONTRACTOR OPERATIONS SHALL BE REPAIRED AT NO COST TO THE CONTRACT.

POINT TABLE		
POINT	TAXIWAY A STATION	OFFSET
1	0+62.53	60' R
2	0+62.53	60' L
3	3+40.00	60' R
4	3+40.00	60' L
5	162+50.00	60' L

**SEE PROPOSED IMPROVEMENTS
SHEET 2 FOR LEGEND**

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CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



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DRAINAGE DETAILS - 2

SECTION PARALLEL TO PIPE
(Without conical top fiber)

SECTION PERPENDICULAR TO PIPE
(With conical top fiber)

BASE SLAB JOINT CONFIGURATIONS

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

FLAT SLAB TOP JOINT CONFIGURATIONS
(Shown at access hole)

GENERAL NOTES

REVISIONS

DATE	REVISIONS
1-1-21	Revised Note 1 and fitting hole general note.
1-1-19	Moved wall reinforcement from inside face to middle.

PRECAST MANHOLE TYPE A
4' (1.22 m) DIAMETER
STANDARD 602401-07 (Sheet 1 of 2)

SECTION PARALLEL TO PIPE
(Without conical top fiber)

SECTION PERPENDICULAR TO PIPE
(With conical top fiber)

BASE SLAB JOINT CONFIGURATIONS

GEOMETRIC LIMITS FOR PIPE PENETRATION HOLES

FLAT SLAB TOP JOINT CONFIGURATIONS
(Shown at access hole)

GENERAL NOTES

REVISIONS

DATE	REVISIONS
1-1-21	Revised Note 1 and fitting hole general note.
1-1-19	Moved wall reinforcement from inside face to middle.

PRECAST MANHOLE TYPE A
5' (1.52 m) DIAMETER
STANDARD 602402-03 (Sheet 1 of 2)

PLAN - FLAT SLAB TOP
(Showing layout of reinforcement bars and c bars)

JOINT SPLICE

CONNECTION ANGLE

TIE PLATE

FLAT SLAB TOP REINFORCEMENT

Location	WWR (each direction)	Rebar	Bar Size
Top Mat	0.17 sq. ft./ft. (233 sq. mm/m)	18	#3 or #4 (10) (#13)
Bottom Mat	0.40 sq. ft./ft. (547 sq. mm/m)	6	#4

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar
Riber	Circumferential	0.17 sq. ft./ft. (234 sq. mm/m)
	Vertical	0.045 sq. ft./ft. (59 sq. mm/m)
Barrel	Circumferential	0.17 sq. ft./ft. (234 sq. mm/m)
	Vertical	0.16 sq. ft./ft. (239 sq. mm/m)

BASE SLAB REINFORCEMENT

Location	Total Height	WWR or Rebar (each direction)
Top Mat	≤ 20 ft. (6.10 m)	0.24 sq. ft./ft. (308 sq. mm/m)
Bottom Mat	> 20 ft. (6.10 m)	0.24 sq. ft./ft. (308 sq. mm/m)

PRECAST MANHOLE TYPE A
4' (1.22 m) DIAMETER
STANDARD 602401-07 (Sheet 2 of 2)

PLAN - FLAT SLAB TOP
(Showing layout of bottom reinforcement bars and c bars)

JOINT SPLICE

CONNECTION ANGLE

TIE PLATE

FLAT SLAB TOP REINFORCEMENT

Location	WWR (each direction)	Rebar (each direction except as noted)	Bar Size
Top Mat	0.11 sq. ft./ft. (145 sq. mm/m)	18	#3 or #4 (10) (#13)
Bottom Mat	0.40 sq. ft./ft. (547 sq. mm/m)	6	#4

WALL REINFORCEMENT

Location	Orientation	WWR or Rebar
Riber	Circumferential	0.15 sq. ft./ft. (198 sq. mm/m)
	Vertical	0.045 sq. ft./ft. (59 sq. mm/m)
Barrel	Circumferential	0.15 sq. ft./ft. (198 sq. mm/m)
	Vertical	0.16 sq. ft./ft. (239 sq. mm/m)

BASE SLAB REINFORCEMENT

Location	Total Height	WWR or Rebar (each direction)
Top Mat	≤ 20 ft. (6.10 m)	0.24 sq. ft./ft. (308 sq. mm/m)
Bottom Mat	> 20 ft. (6.10 m)	0.11 sq. ft./ft. (145 sq. mm/m)

PRECAST MANHOLE TYPE A
5' (1.52 m) DIAMETER
STANDARD 602402-03 (Sheet 2 of 2)

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CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER

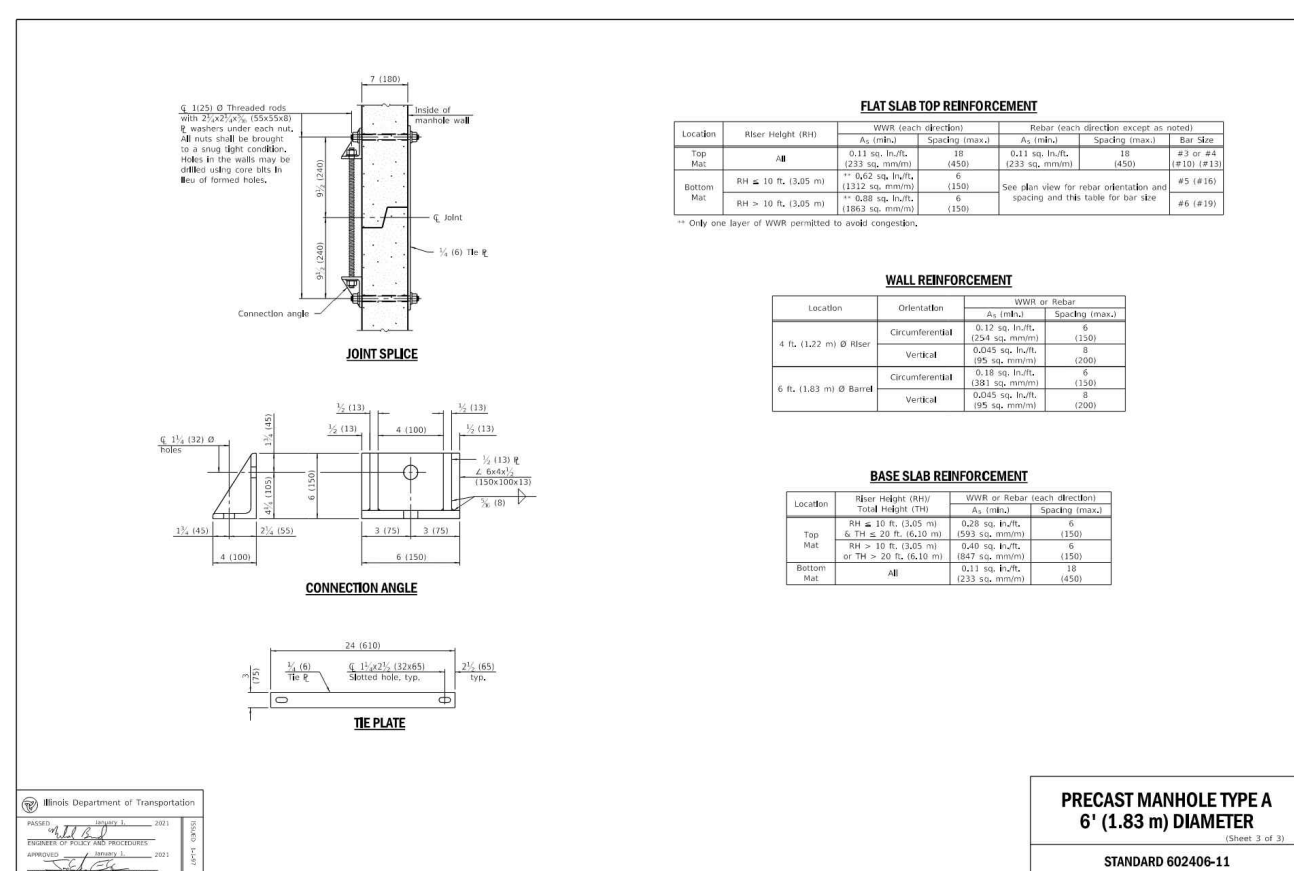
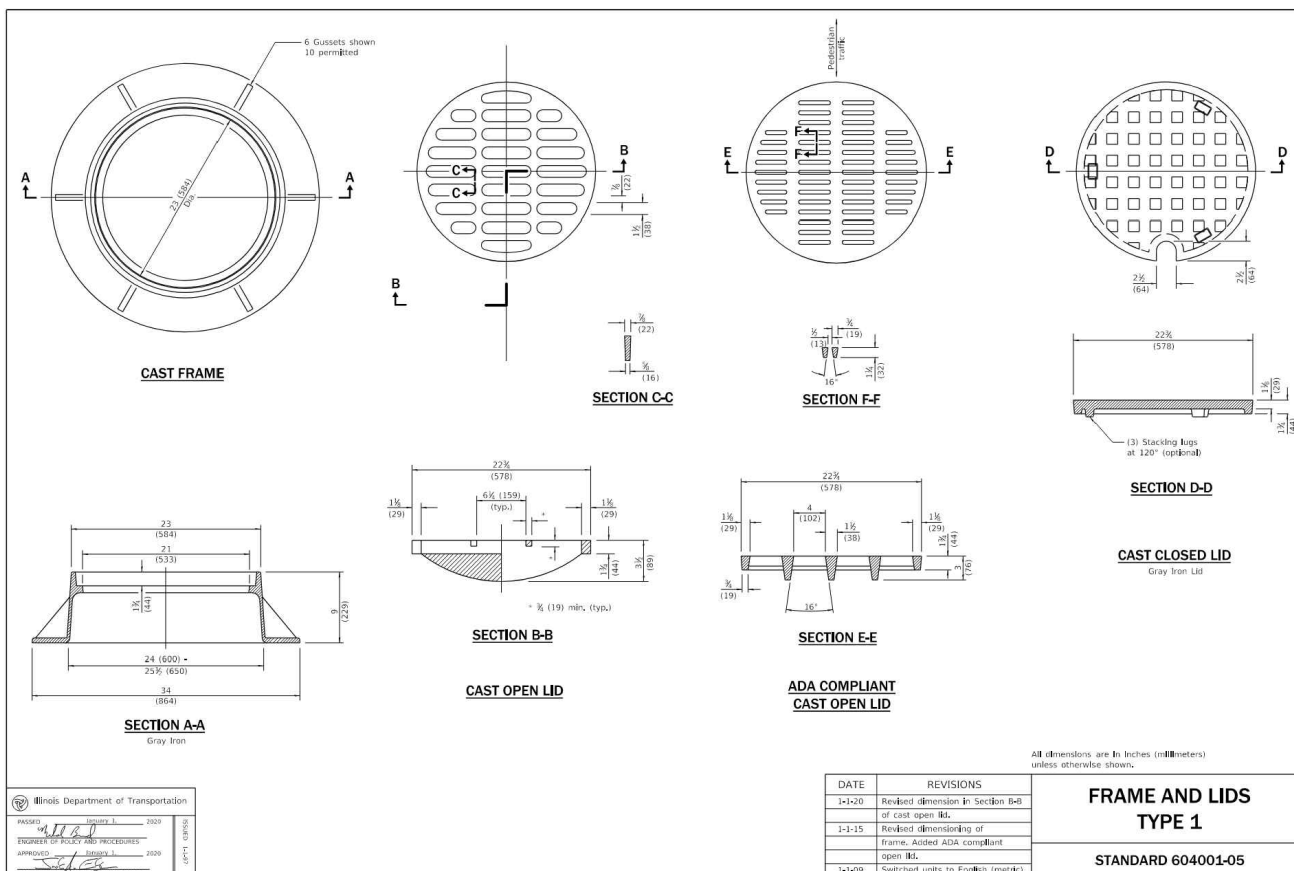
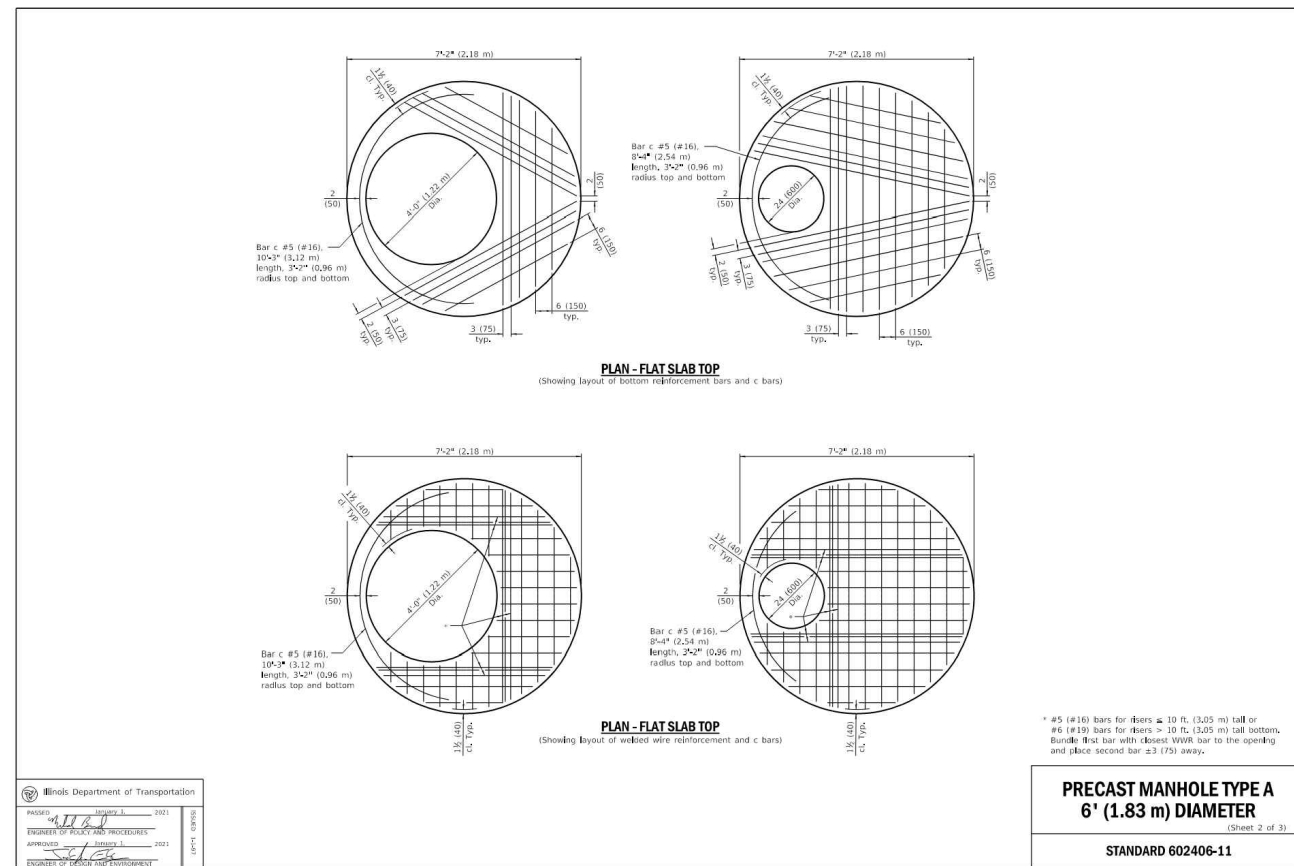
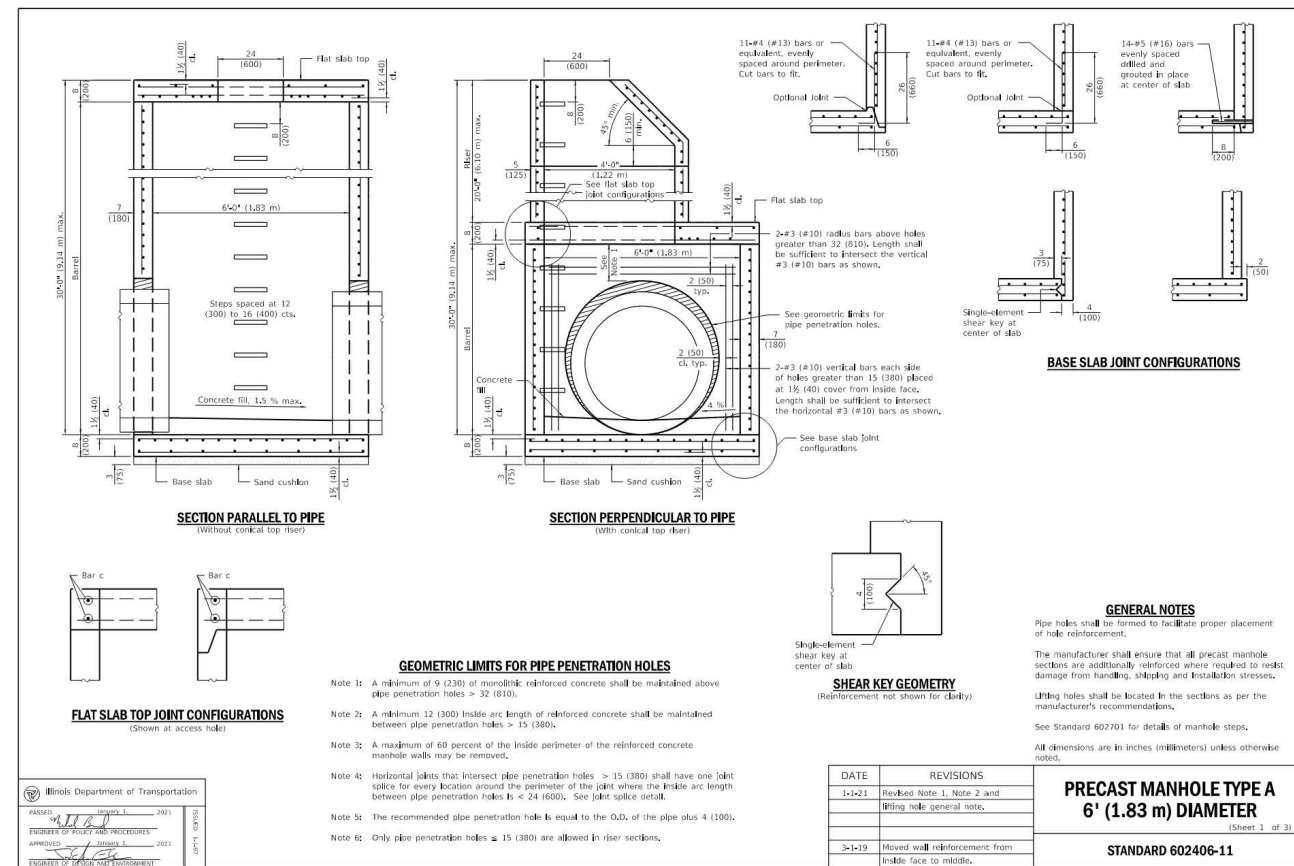


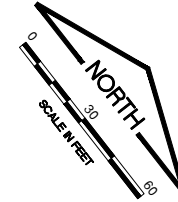
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DRAINAGE DETAILS - 3





CONSULTANTS

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WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

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GRADING PLAN - 2

SHEET 23 OF 35

22

155+00 156+00 157+00 158+00 159+00 160+00

155+00 156+00 157+00 158+00 159+00

TAXIWAY A

LEGEND

- NEW ELEVATION
- EXISTING ELEVATION
- EXISTING CONTOUR
- NEW CONTOUR
- EXISTING STORM SEWER
- NEW STORM SEWER
- NEW STORM INLET
- NEW BITUMINOUS PAVEMENT

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

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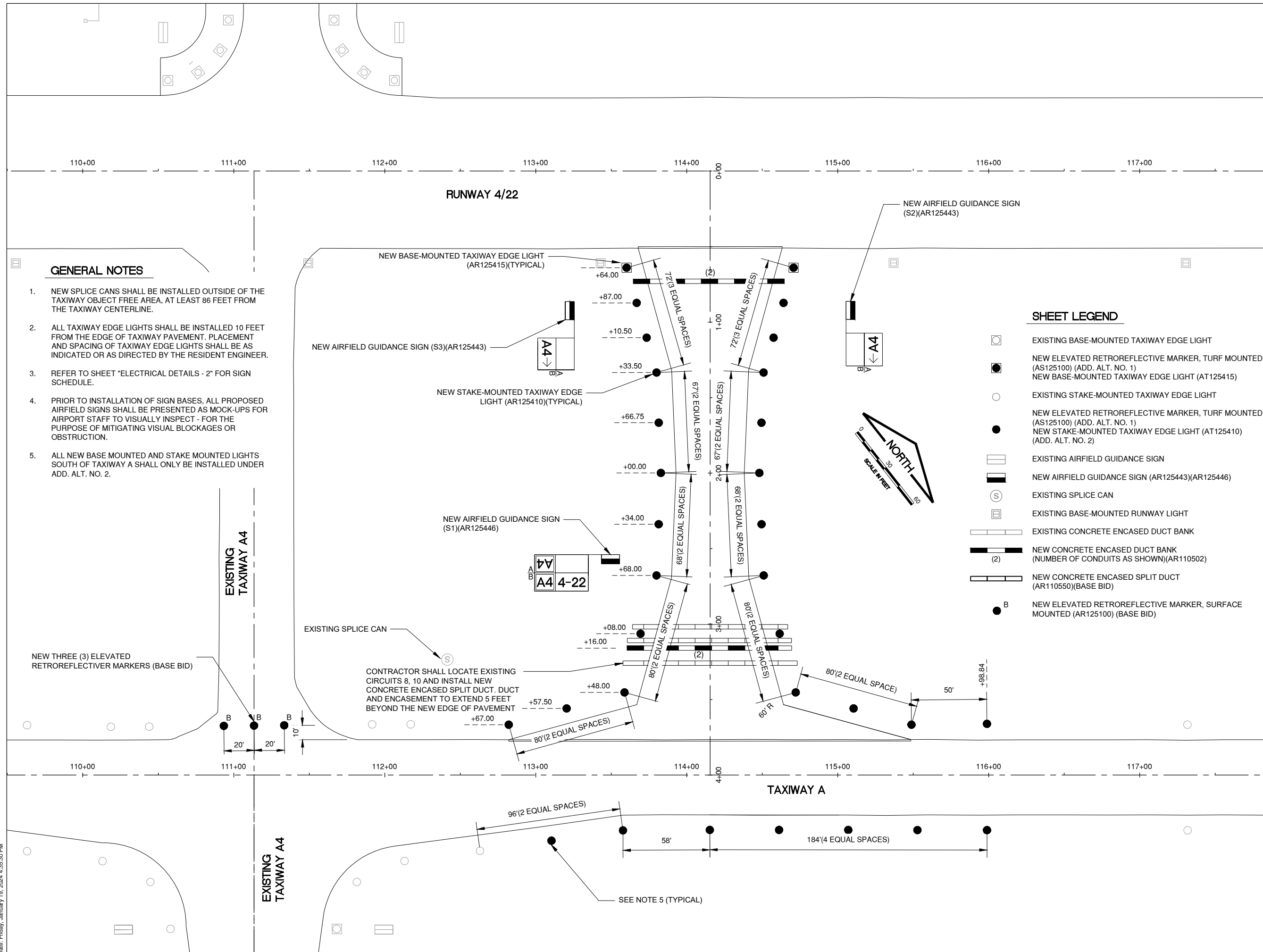
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ELECTRICAL PLAN - 1

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GENERAL NOTES

- 1. NEW SPLICE CANS SHALL BE INSTALLED OUTSIDE OF THE TAXIWAY OBJECT FREE AREA, AT LEAST 86 FEET FROM THE TAXIWAY CENTERLINE.
2. ALL TAXIWAY EDGE LIGHTS SHALL BE INSTALLED 10 FEET FROM THE EDGE OF TAXIWAY PAVEMENT. PLACEMENT AND SPACING OF TAXIWAY EDGE LIGHTS SHALL BE AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. REFER TO SHEET "ELECTRICAL DETAILS - 2" FOR SIGN SCHEDULE.
4. PRIOR TO INSTALLATION OF SIGN BASES, ALL PROPOSED AIRFIELD SIGNS SHALL BE PRESENTED AS MOCK-UPS FOR AIRPORT STAFF TO VISUALLY INSPECT - FOR THE PURPOSE OF MITIGATING VISUAL BLOCKAGES OR OBSTRUCTION.
5. ALL NEW BASE MOUNTED AND STAKE MOUNTED LIGHTS SOUTH OF TAXIWAY A SHALL ONLY BE INSTALLED UNDER ADD. ALT. NO. 2.

SHEET LEGEND

- EXISTING BASE-MOUNTED TAXIWAY EDGE LIGHT
NEW ELEVATED RETROREFLECTIVE MARKER, TURF MOUNTED (AS125100) (ADD. ALT. NO. 1)
NEW BASE-MOUNTED TAXIWAY EDGE LIGHT (AT125415)
EXISTING STAKE-MOUNTED TAXIWAY EDGE LIGHT
NEW ELEVATED RETROREFLECTIVE MARKER, TURF MOUNTED (AS125100) (ADD. ALT. NO. 1)
NEW STAKE-MOUNTED TAXIWAY EDGE LIGHT (AT125410) (ADD. ALT. NO. 2)
EXISTING AIRFIELD GUIDANCE SIGN
NEW AIRFIELD GUIDANCE SIGN (AR125443)(AR125446)
EXISTING SPLICE CAN
EXISTING BASE-MOUNTED RUNWAY LIGHT
EXISTING CONCRETE ENCASED DUCT BANK
NEW CONCRETE ENCASED DUCT BANK (NUMBER OF CONDUITS AS SHOWN)(AR110502)
NEW CONCRETE ENCASED SPLIT DUCT (AR110550)(BASE BID)
NEW ELEVATED RETROREFLECTIVE MARKER, SURFACE MOUNTED (AR125100) (BASE BID)

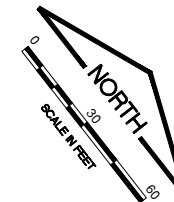
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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

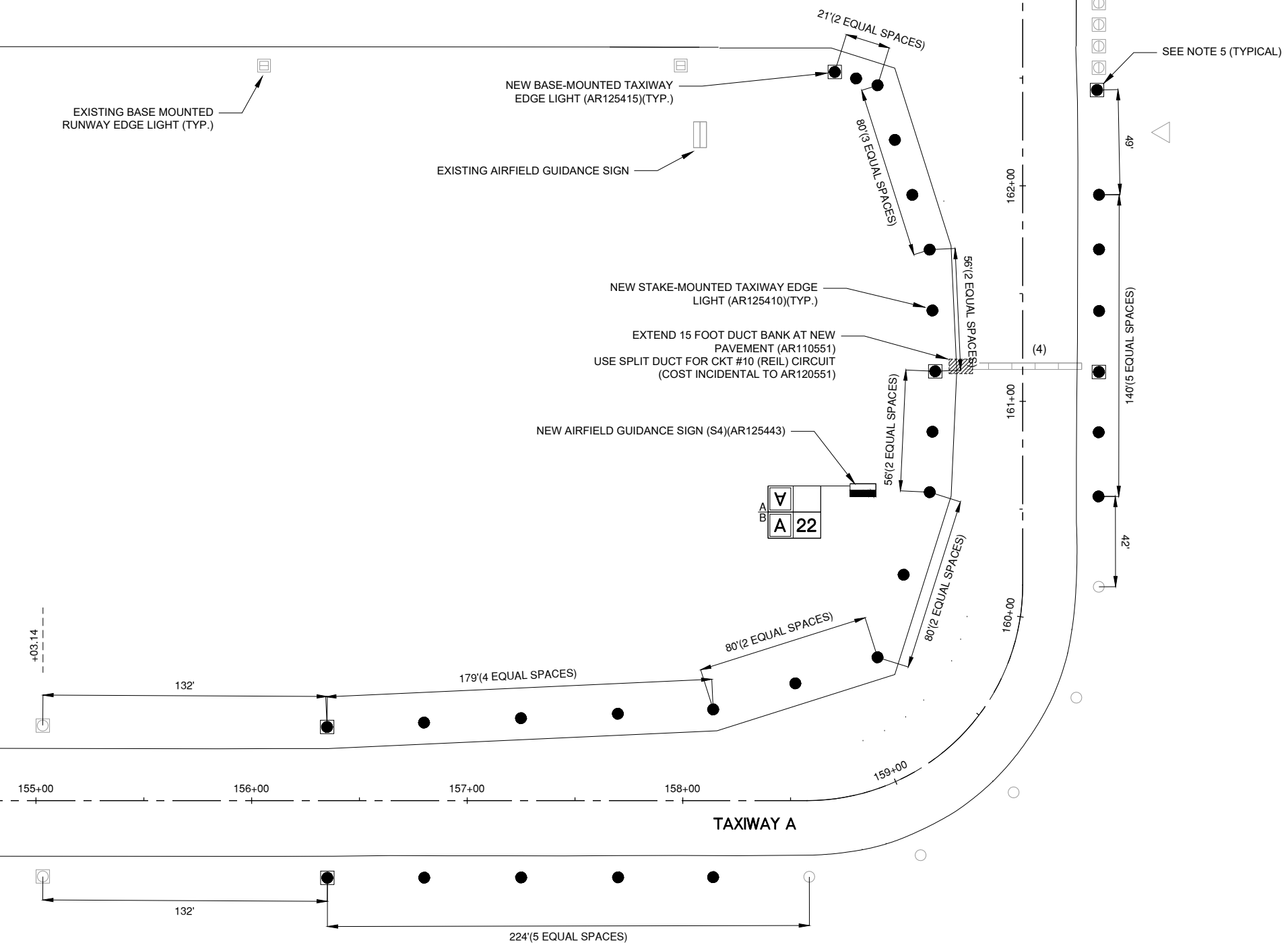
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155+00 156+00 157+00 158+00 159+00 160+00

22



GENERAL NOTES

1. NEW SPLICE CANS SHALL BE INSTALLED OUTSIDE OF THE TAXIWAY OBJECT FREE AREA, AT LEAST 86 FEET FROM THE TAXIWAY CENTERLINE.
2. ALL TAXIWAY EDGE LIGHTS SHALL BE INSTALLED 10 FEET FROM THE EDGE OF TAXIWAY PAVEMENT. PLACEMENT AND SPACING OF TAXIWAY EDGE LIGHTS SHALL BE AS INDICATED OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. REFER TO SHEET "ELECTRICAL DETAILS - 2" FOR SIGN SCHEDULE.
4. PRIOR TO INSTALLATION OF SIGN BASES, ALL PROPOSED AIRFIELD SIGNS SHALL BE PRESENTED AS MOCK-UPS FOR AIRPORT STAFF TO VISUALLY INSPECT - FOR THE PURPOSE OF MITIGATING VISUAL BLOCKAGES OR OBSTRUCTION.
5. ALL NEW BASE MOUNTED AND STAKE MOUNTED LIGHTS EAST OF TAXIWAY A SHALL ONLY BE INSTALLED UNDER ADD. ALT. NO. 2.

SHEET LEGEND

- EXISTING BASE-MOUNTED TAXIWAY EDGE LIGHT
- NEW ELEVATED RETROREFLECTIVE MARKER (AS125100) (ADD. ALT. NO. 1)
NEW BASE-MOUNTED TAXIWAY EDGE LIGHT (AT125415)
- EXISTING STAKE-MOUNTED TAXIWAY EDGE LIGHT
- NEW ELEVATED RETROREFLECTIVE MARKER (AS125100) (ADD. ALT. NO. 1)
NEW STAKE-MOUNTED TAXIWAY EDGE LIGHT (AT125410) (ADD. ALT. NO. 2)
- EXISTING AIRFIELD GUIDANCE SIGN
- NEW AIRFIELD GUIDANCE SIGN (AR125443)
- EXISTING BASE-MOUNTED RUNWAY LIGHT
- EXISTING 4-WAY BURIED CONCRETE ENCASED DUCT BANK
- EXTEND CONCRETE ENCASED DUCT BANK (AR110551)

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ELECTRICAL PLAN - 2

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WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

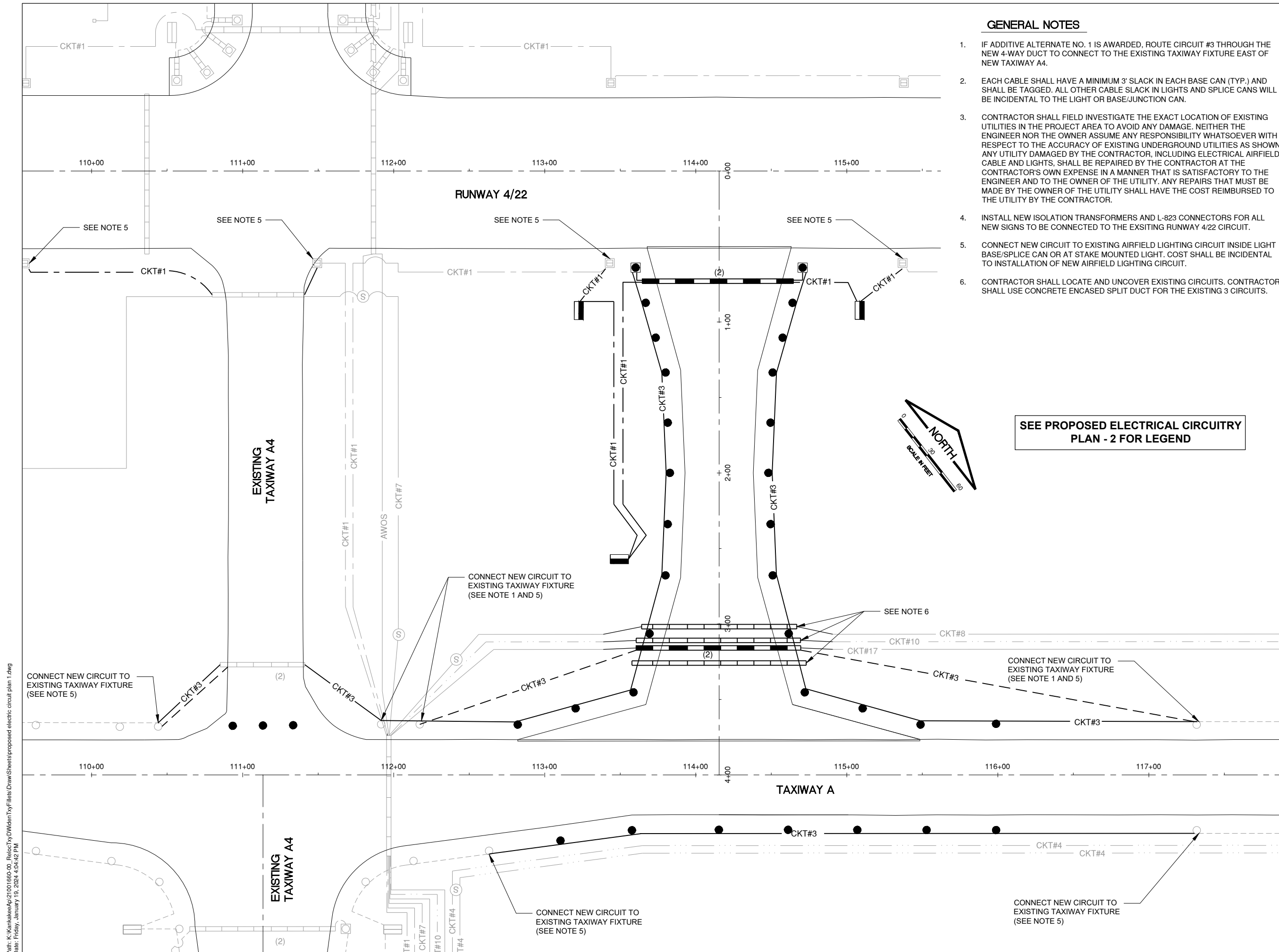
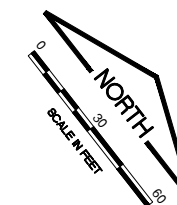
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GENERAL NOTES

- IF ADDITIVE ALTERNATE NO. 1 IS AWARDED, ROUTE CIRCUIT #3 THROUGH THE NEW 4-WAY DUCT TO CONNECT TO THE EXISTING TAXIWAY FIXTURE EAST OF NEW TAXIWAY A4.
- EACH CABLE SHALL HAVE A MINIMUM 3' SLACK IN EACH BASE CAN (TYP.) AND SHALL BE TAGGED. ALL OTHER CABLE SLACK IN LIGHTS AND SPLICE CANS WILL BE INCIDENTAL TO THE LIGHT OR BASE/JUNCTION CAN.
- CONTRACTOR SHALL FIELD INVESTIGATE THE EXACT LOCATION OF EXISTING UTILITIES IN THE PROJECT AREA TO AVOID ANY DAMAGE. NEITHER THE ENGINEER NOR THE OWNER ASSUME ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY OF EXISTING UNDERGROUND UTILITIES AS SHOWN. ANY UTILITY DAMAGED BY THE CONTRACTOR, INCLUDING ELECTRICAL AIRFIELD CABLE AND LIGHTS, SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE IN A MANNER THAT IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR.
- INSTALL NEW ISOLATION TRANSFORMERS AND L-823 CONNECTORS FOR ALL NEW SIGNS TO BE CONNECTED TO THE EXISTING RUNWAY 4/22 CIRCUIT.
- CONNECT NEW CIRCUIT TO EXISTING AIRFIELD LIGHTING CIRCUIT INSIDE LIGHT BASE/SPLICE CAN OR AT STAKE MOUNTED LIGHT. COST SHALL BE INCIDENTAL TO INSTALLATION OF NEW AIRFIELD LIGHTING CIRCUIT.
- CONTRACTOR SHALL LOCATE AND UNCOVER EXISTING CIRCUITS. CONTRACTOR SHALL USE CONCRETE ENCASED SPLIT DUCT FOR THE EXISTING 3 CIRCUITS.

SEE PROPOSED ELECTRICAL CIRCUITRY
PLAN - 2 FOR LEGEND



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PROPOSED ELECTRICAL CIRCUITRY PLAN - 1

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CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

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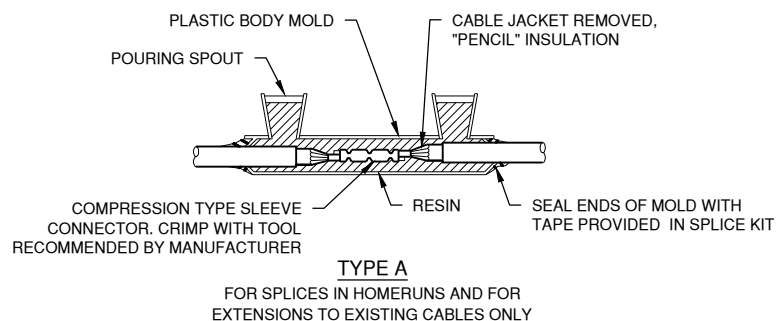
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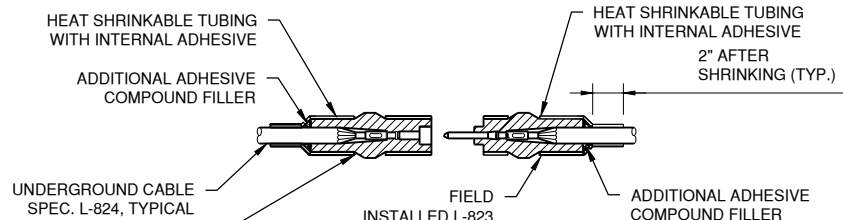
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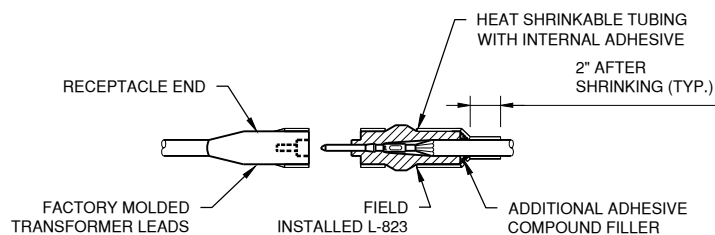
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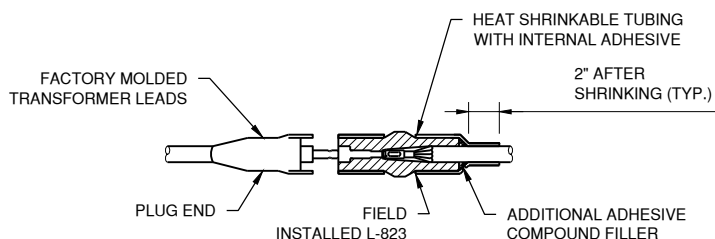
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TYPE B NOT TO BE USED UNLESS DIRECTED BY ENGINEER



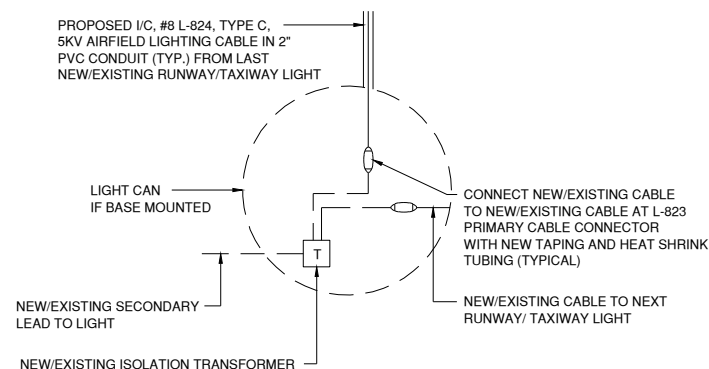
TYPE C FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS



TYPE D FOR SPLICES AT RUNWAY LIGHTS, TAXIWAY LIGHT AND SIGNS

SPLICE NOTES

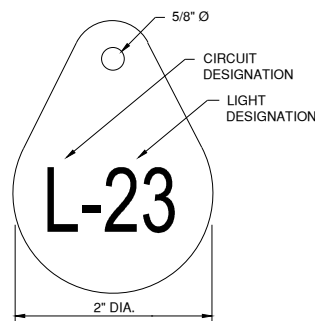
- 1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE-HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
4. THE CONTRACTOR SHALL HAVE A MINIMUM OF FIVE (5) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.
5. THE CONTRACTOR MAY ELECT TO USE AN FAA APPROVED "COMPLETE" KIT IN LIEU OF HEAT SHRINK KIT AT NO ADDITIONAL COST.



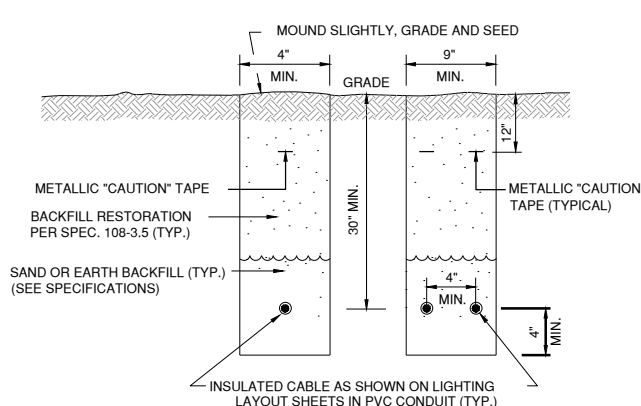
TAXIWAY/RUNWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOTES

- 1. INSTALL A NON-CORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO LIGHT FLANGE WITH A SET SCREW.
2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS AND SIGNS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER.
3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. COORDINATE WITH RESIDENT ENGINEER FOR TAXIWAY LIGHTING TAG NUMBERS.



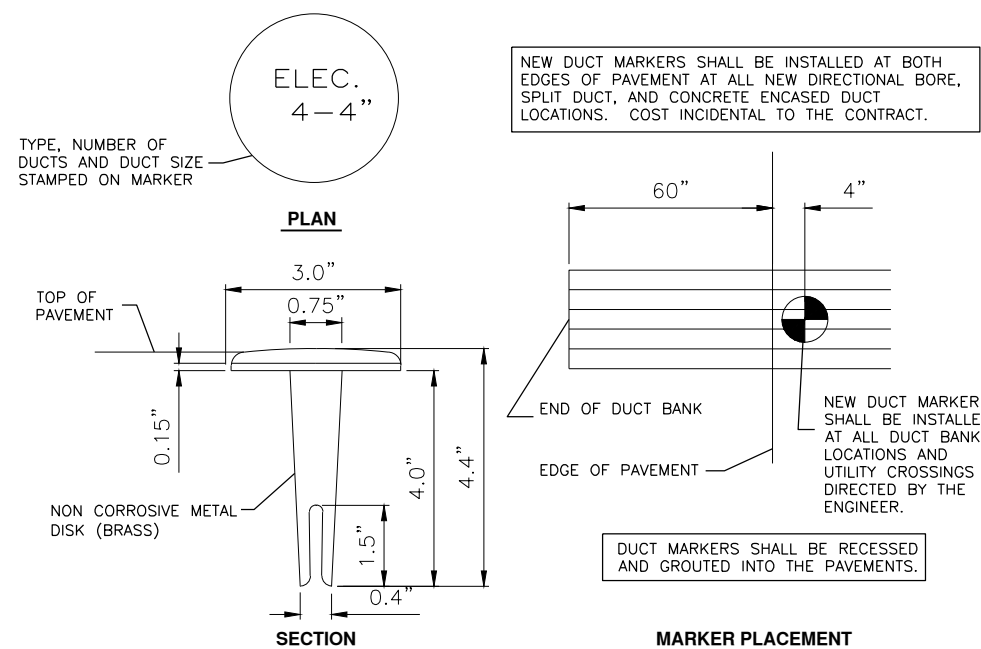
LIGHT IDENTIFICATION DETAIL



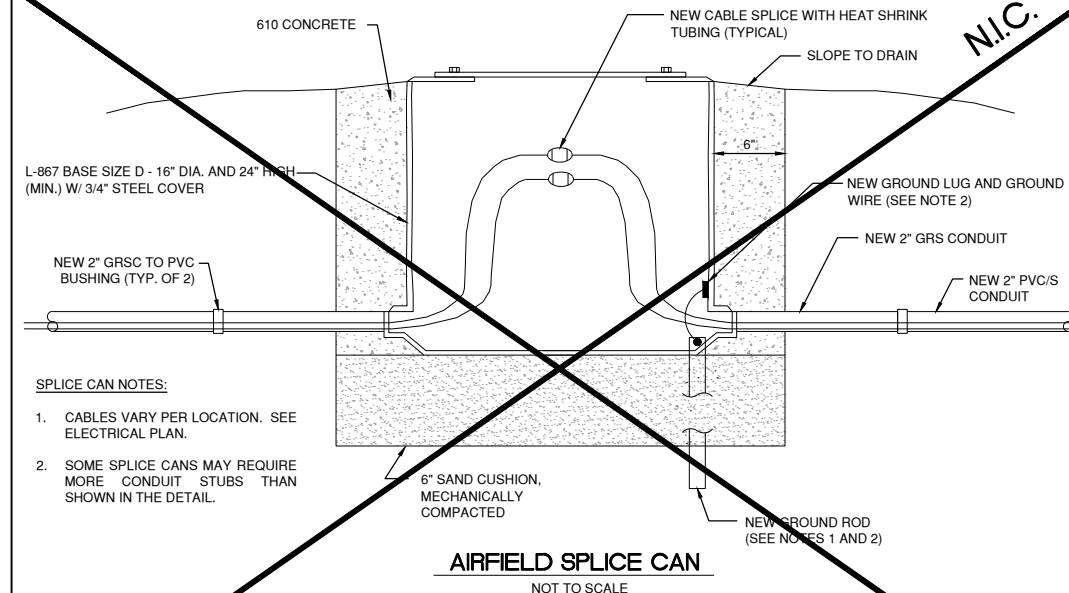
TRENCH DETAIL

TRENCH NOTES

- 1. TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 4" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES MAY BE CONSTRUCTED.
2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
3. SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL TO THE CONDUIT AND CABLE INSTALLATION.



DUCT MARKER DETAILS



AIRFIELD SPLICE CAN

SPLICE CAN NOTES:

- 1. CABLES VARY PER LOCATION. SEE ELECTRICAL PLAN.
2. SOME SPLICE CANS MAY REQUIRE MORE CONDUIT STUBS THAN SHOWN IN THE DETAIL.

NOTES:

- 1. INSTALL SAFETY GROUND TO EXISTING SIGNS AND L-867 CANS. ATTACH GROUND LUG TO EXISTING CAN AND INSTALL GROUND ROD AS SHOWN ON PLANS.
2. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND LUG FOR EXISTING CANS, IF REQUIRED.



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER

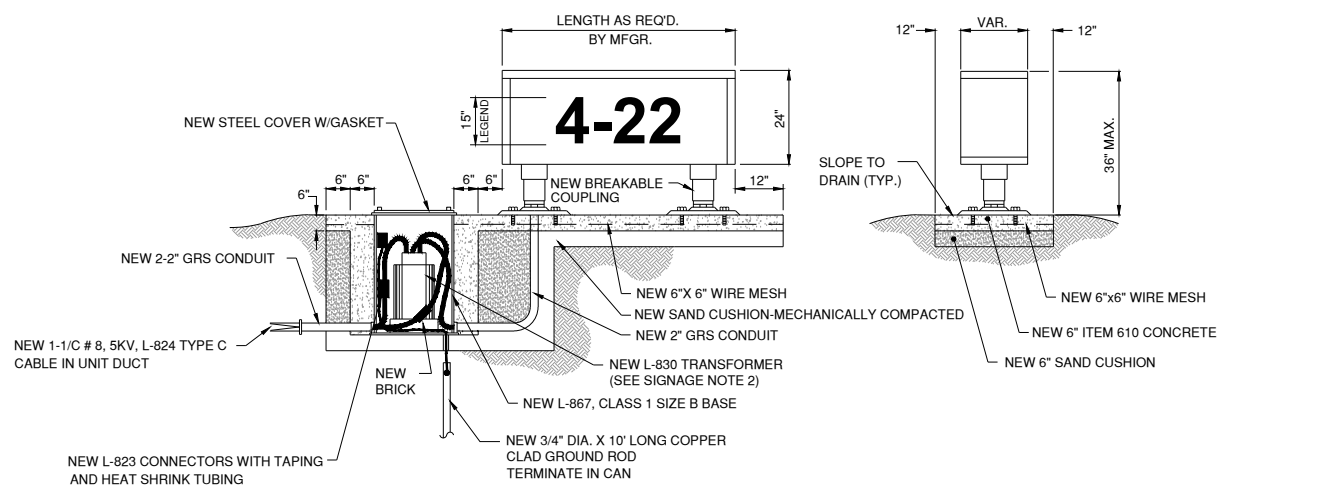


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**ELECTRICAL
DETAILS - 2**



NEW AIRFIELD GUIDANCE SIGN, L-858 (LED) DETAIL

NOT TO SCALE

SIGNAGE NOTES

- ALL SIGNS ARE 2-SIDED LED SIGNS SIZE 2, CLASS 2 AS MANUFACTURED BY ADB OR APPROVED EQUAL. SIGNS SHALL BE CAPABLE OF BEING CONNECTED TO A 3-STEP OR 5-STEP REGULATOR.
- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR LED SIGNS.
- LIGHTED SIGNS SHALL BE BASE MOUNTED ONLY.
- THE NUMBER OF MODULES PER SIGN SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
- CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS INCLUDING SIGN, COLOR, SIZE AND PROPOSED LEGEND, IN ENOUGH DETAIL TO DETERMINE PROPOSED SPACING AND OTHER INFORMATION REQUIRED BY THE SPECIAL PROVISIONS.
- CONTRACTOR TO VERIFY PROPOSED SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION.

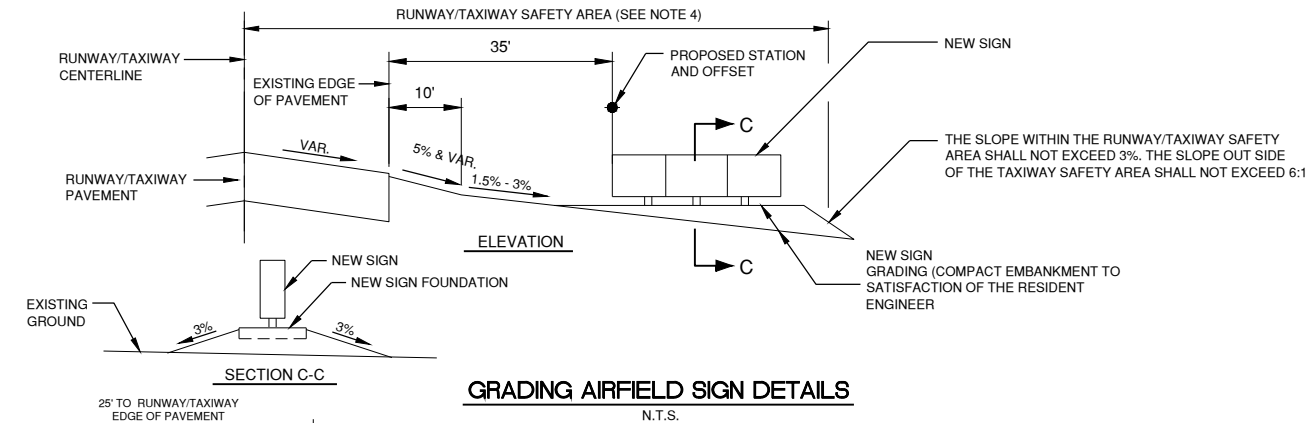
AIRFIELD SIGNAGE SCHEDULE						
SIGN NUMBER	NEW SIGN FACE	NEW SIGN LEGEND	NEW SIGN TYPE	NEW SIGN LOCATION	NOTES	STATION AND OFFSET
S1	N S		2,3 2,1	TAXIWAY A4	NEW 6 CHARACTER SIGN	TAXIWAY A4 -STA. 2+57.00 OFF. 60.00 RT
S2	E W		3 0	RUNWAY 4/22	NEW 3 CHARACTER SIGN	RUNWAY 4-22 -STA. 115+07.98 OFF. 86.38 RT
S3	E W		0 3	RUNWAY 4/22	NEW 3 CHARACTER SIGN	RUNWAY 4-22 -STA. 113+22.54 OFF. 86.41 RT
S4	N S		2,0 2,1	TAXIWAY A	NEW 3 CHARACTER SIGN	TAXIWAY A -STA. 160+57.76 OFF. 68.10 LT

NEW SIGN TYPE LEGEND

- 0 — BLANK PANEL - BLACK
- 1 — RUNWAY/TAXIWAY HOLDLINE - WHITE LEGEND ON RED BACKGROUND
- 2 — LOCATION SIGN - YELLOW LEGEND ON BLACK BACKGROUND
- 3 — DIRECTION/INFORMATION SIGN - BLACK LEGEND ON YELLOW BACKGROUND

NOTE

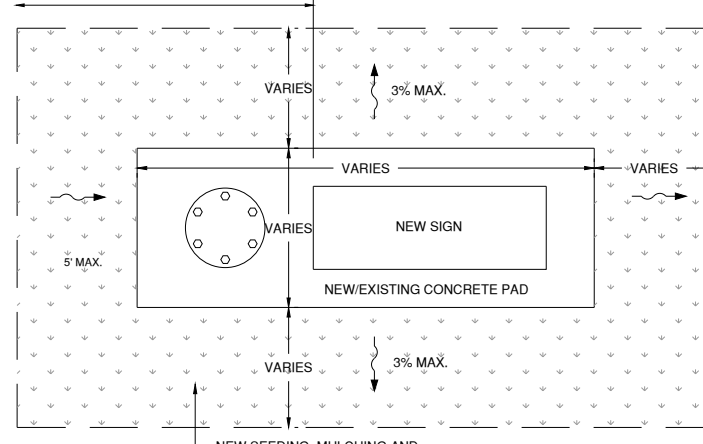
- GUIDANCE SIGN PANEL SIZE WILL BE BASED ON THE MANUFACTURER'S RECOMMENDATION.



GRADING AIRFIELD SIGN DETAILS

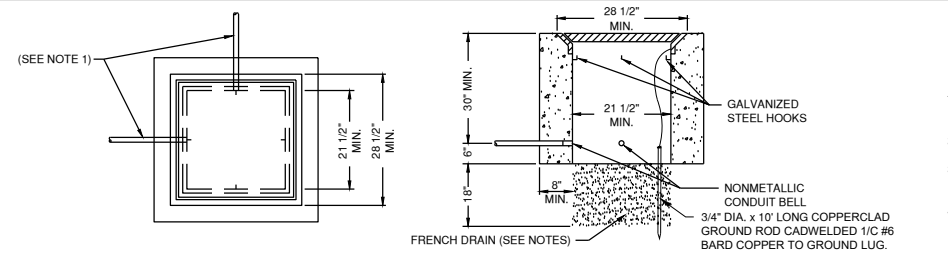
NOTES:

- SLOPES SHOWN ARE FROM FAA STANDARDS AND MAY NOT REFLECT THE ACTUAL GRADES/SLOPES IN THE FIELD
- IT IS ESTIMATED THAT 2 C.Y. OF EMBANKMENT MAY BE REQUIRED TO CONSTRUCT THE SIGN BASE FOUNDATIONS. ALL MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE APPROVED BY THE RESIDENT ENGINEER. ALL OFFSITE MATERIAL USED TO CONSTRUCT THE EMBANKMENT SHALL BE CATEGORIZED AS CLEAN CONSTRUCTION OR DEMOLITION DEBRIS IN ACCORDANCE WITH SECTION 905-1.2 OF THE SPECIAL PROVISIONS. COSTS TO CONSTRUCT THE EMBANKMENT SHALL BE INCIDENTAL TO THE SIGN PAY ITEM. ESTIMATED QUANTITY OF EMBANKMENT IS FOR INFORMATION ONLY AND NO ADDITIONAL COMPENSATION SHALL BE MADE FOR ANY ADDITIONAL EMBANKMENT NEEDED.
- ACTUAL LOCATION OF THE SIGN WITHIN THE TAXIWAY SAFETY AREA WILL VARY DUE TO PAVEMENT WIDTHS AND VARIANCES IN SIGN FOUNDATION LENGTHS.
- DIMENSIONS:
 RUNWAY 4/22 = 250'
 RUNWAY 16/34 = 75'
 ALL TAXIWAYS = 66.5'



TYPICAL LANDSCAPING FOR NEW SIGN

NOT TO SCALE

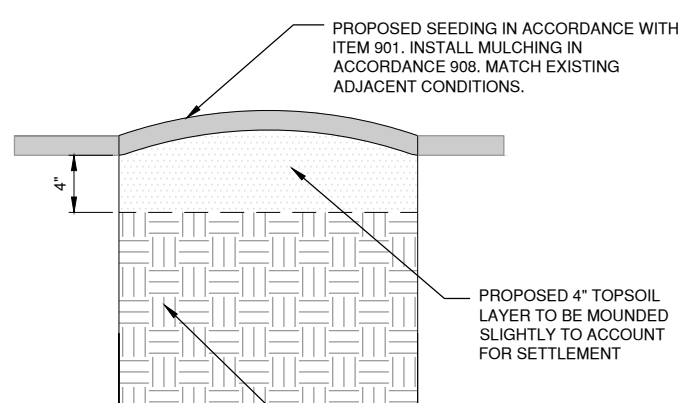


CONCRETE ELECTRICAL HANDHOLE DETAIL - IDOT STANDARD NO. 814001

NOT TO SCALE

NOTES:

- CONDUIT ENTRANCES AND NUMBER OF CONDUITS SHALL BE AS SHOWN ON SITE PLAN VIEW.
- COVER SHALL BE STAMPED "ELECTRICAL".
- FRENCH DRAIN AGGREGATE SHALL BE CA-18 (COST INCIDENTAL TO HANDHOLE).
- COVER SHALL BE HINGED WITH A SAFETY BAR.



**COMPLETED STAKE MOUNTED
LIGHT, BASE MOUNTED LIGHT AND
SIGN REMOVAL**

N.T.S.

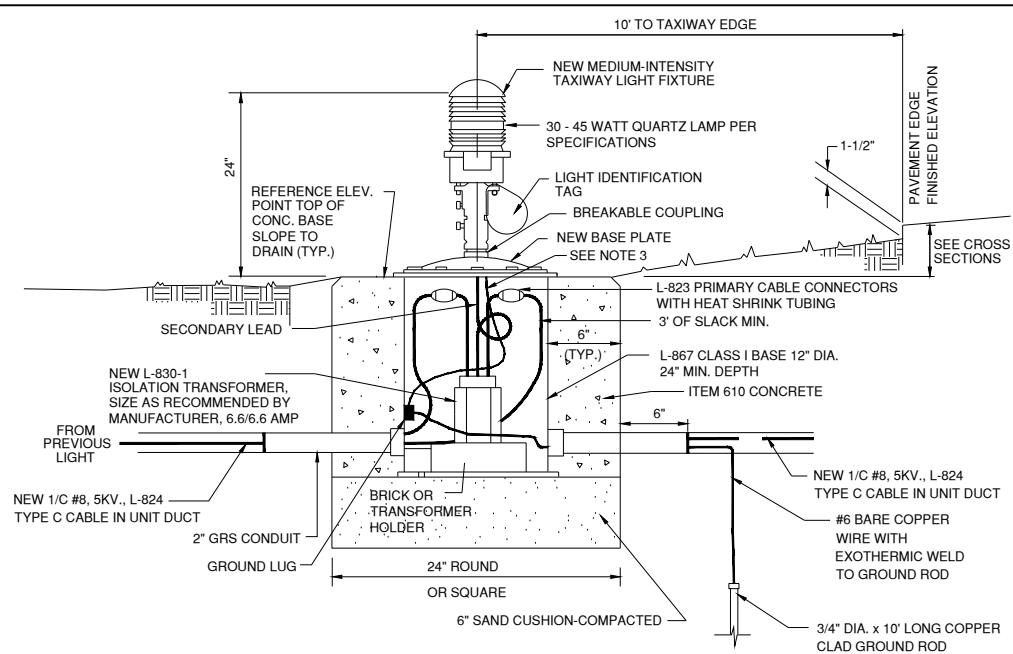
NOTE: COST OF BACKFILL AND RESTORATION SHALL BE INCIDENTAL TO THE CONTRACT.

LIGHTING NOTES

- TRANSFORMER WATTAGE AS RECOMMENDED BY MANUFACTURER FOR EACH LAMP TYPE.
- NON-LED FIXTURES SHALL UTILIZE QUARTZ LAMPS.
- THE LIGHT FIXTURE SHALL BE BONDED TO THE LIGHT BASE INTERNAL GROUND LUG VIA A #6 AWG STRANDED COPPER WIRE RATED FOR 600 VOLTS WITH GREEN XHHW INSULATION. THE GROUND WIRE LENGTH SHALL BE SUFFICIENT TO ALLOW THE REMOVAL OF THE LIGHT FIXTURE FROM THE LIGHT BASE FOR ROUTINE MAINTENANCE. SEE THE LIGHT FIXTURE MANUFACTURER'S INSTRUCTIONS FOR PROPER METHODS OF ATTACHING THIS BONDING WIRE.
- LED LIGHT FIXTURES SHALL AS INDICATED ON THE PLANS AND SPECIFICATIONS.
- AFTER INSTALLATION OF CABLE IN UNIT DUCT, SEAL END OF CONDUIT TO MAKE WATERTIGHT.
- PRECAST BASE MAY BE USED.

GENERAL NOTES

- TRANSFORMER HOLDER MAY BE ANY COMMERCIALY AVAILABLE BRICK.
- BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.
- ISOLATION TRANSFORMERS SHALL HAVE A FACTORY INSTALLED PLUG (TYPE 1, CLASS A, STYLE 2) AND RECEPTACLE (TYPE 1, CLASS A, STYLE 9). A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10 RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824 TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.
- TO FURTHER REDUCE THE POSSIBILITY OF WATER/MOISTURE ENTRANCE INTO THE CONNECTOR BETWEEN THE CABLE AND THE FIELD ATTACHED CONNECTOR, IT IS REQUIRED THAT A HEAT SHRINKABLE TUBING WITH INTERNAL ADHESIVE BE APPLIED OVER THE ENTIRE CABLE CONNECTOR.
- AT THE CONTRACTOR'S OPTION, IN LIEU OF TAPE AND HEAT SHRINKABLE TUBING, A SELF-SEALING STYLE CONNECTOR L-823 "COMPLETE KITS" OR FAA APPROVED EQUAL MAY BE USED.
- LAMP FOR FIXTURES SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS. ISOLATION TRANSFORMERS SHALL BE SIZED PER THE FIXTURE MANUFACTURER, 6.6 AMP.
- THE CONCRETE BASE FOR BASE MOUNTED LIGHTS AND SIGNS SHALL BE TROWEL FINISHED WITH A 45° BEVELED EDGE AND SLOPED TO DRAIN.



NEW BASE MOUNTED MEDIUM INTENSITY TAXIWAY LIGHT

NOT TO SCALE

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CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER

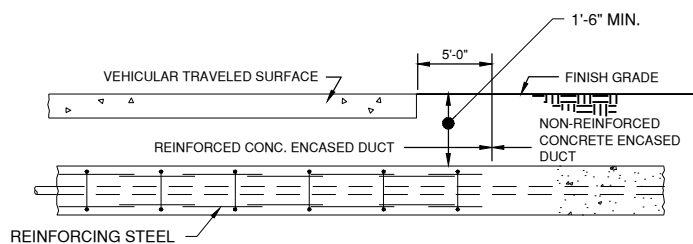


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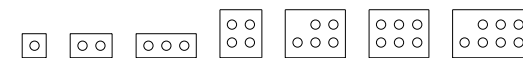
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ELECTRICAL DETAILS - 3

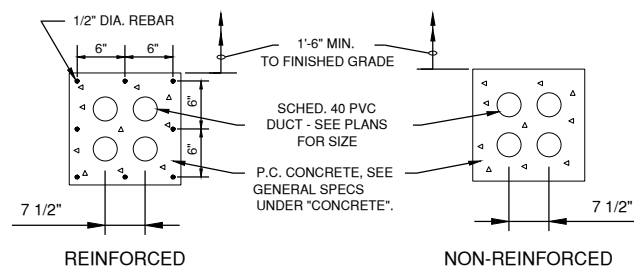


REINFORCED DUCT INSTALLATION



ONE WAY
TWO WAY
THREE WAY
FOUR WAY
FIVE WAY
SIX WAY
SEVEN WAY

TYPICAL DUCT BANK CONFIGURATIONS



CONCRETE ENCASED DUCT DETAILS (4-WAY SHOWN)

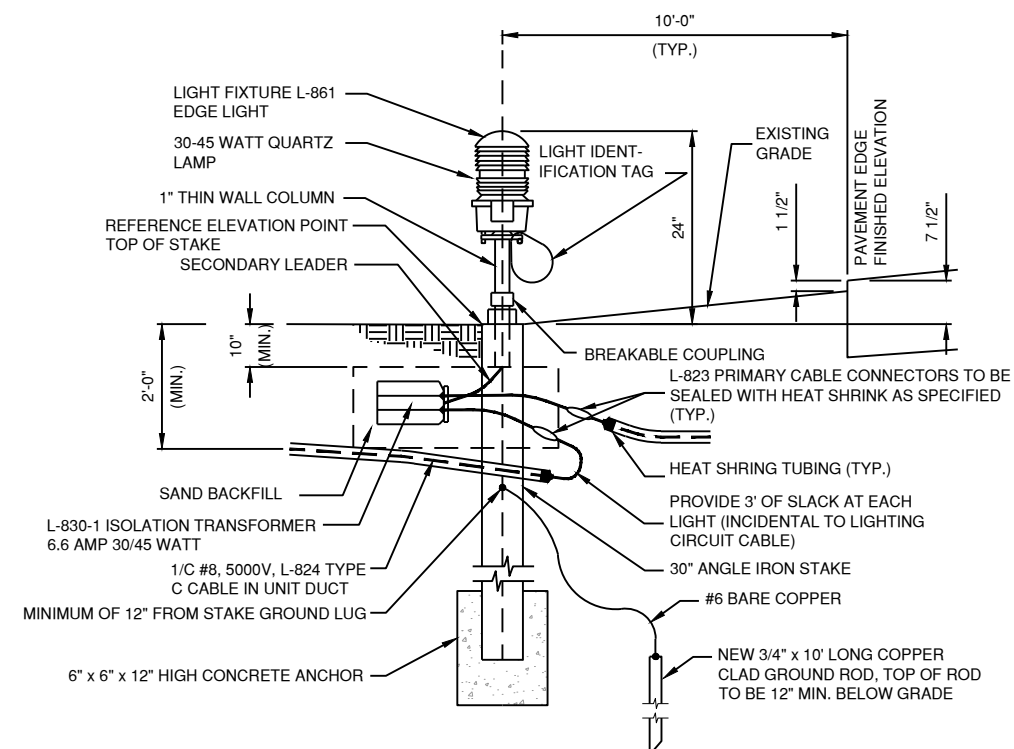
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NOTES

- 1.) REINFORCED STEEL TO BE MIN. #4 REBAR, MIN. 18" LAP.

DUCT BANK DETAIL NOTES

- DIMENSIONS SHOWN ARE MINIMUM.
- TOP OF CONCRETE ENCASEMENT TO BE NOT LESS THAN 18" BELOW FINISHED SUBGRADE.
- DUCT CONCRETE SHALL BE ITEM 610 STRUCTURAL P.C.C. CONCRETE.
- LOCATIONS SHOWN ARE APPROXIMATE. DUCT BANKS SHALL BE INSTALLED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
- DUCT BANKS SHALL EXTEND A MINIMUM OF 5' BEYOND THE NEW EDGE OF PAVEMENT.
- INSTALL SPLIT DUCT AROUND ALL EXISTING CABLES TO REMAIN. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- THE DUCT BANK TRENCH BELOW PAVEMENT SHALL BE BACKFILLED WITH CA6 AGGREGATE IN ACCORDANCE WITH ITEM 701-3.5 (COST INCIDENTAL TO THE DUCT PAY ITEM).



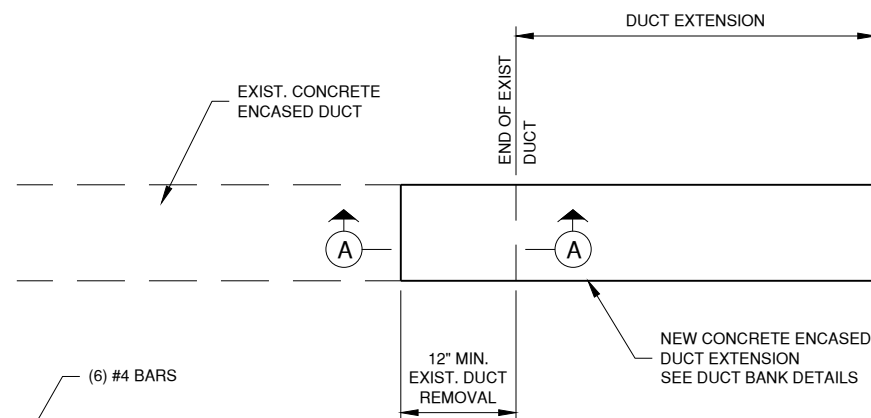
STAKE MOUNTED TAXIWAY EDGE LIGHT

NOT TO SCALE

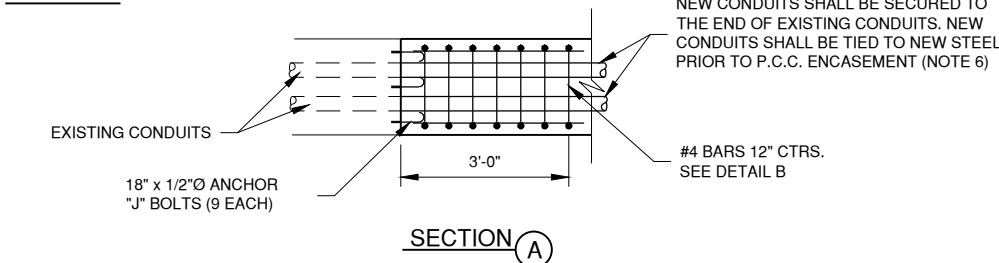
UNIT DUCT SHALL BE TERMINATED AT THE L-823 CONNECTORS AND SEALED WITH HEAT SHRINK AS SPECIFIED.

NOTES

- CABLES SHALL NOT BE LESS THAN 24" DEEP. ENCASE ISOLATION TRANSFORMER, L-823 CONNECTORS, AND 2 FOOT MINIMUM OF L-824 CABLE SLACK IN SAND BACKFILL.
- UNIT DUCT, WHERE INSTALLED, SHALL BE TERMINATED AT L-823 CONNECTORS AND SEALED TO MAKE WATERTIGHT.
- DO NOT INSTALL ANGLE IRON STAKE BY DRIVING. MAKE ELECTRICAL CONNECTIONS AND BACKFILL AROUND THE STAKE WITH EARTH PASSING THE 1-INCH SIEVE. COMPACT AS REQUIRED TO PROVIDE FIRM SUPPORT FOR STAKE, AND TO THE SATISFACTION OF THE RESIDENT ENGINEER.

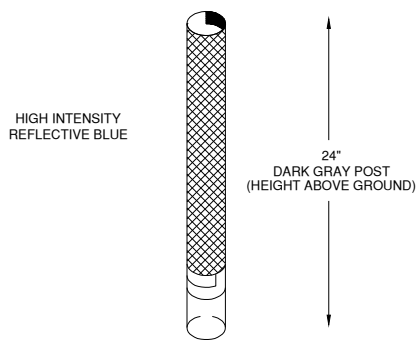


DETAIL B



DUCT EXTENSION DETAIL

NOT TO SCALE



ELEVATED RETROREFLECTIVE MARKER DETAIL

NOT TO SCALE

NOTE: RETROREFLECTIVE MARKER SHALL MET FAA AC 150/5345-39 (LATEST EDITION) AIRFIELD LIGHTING EQUIPMENT CERTIFICATION PROGRAM

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CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER

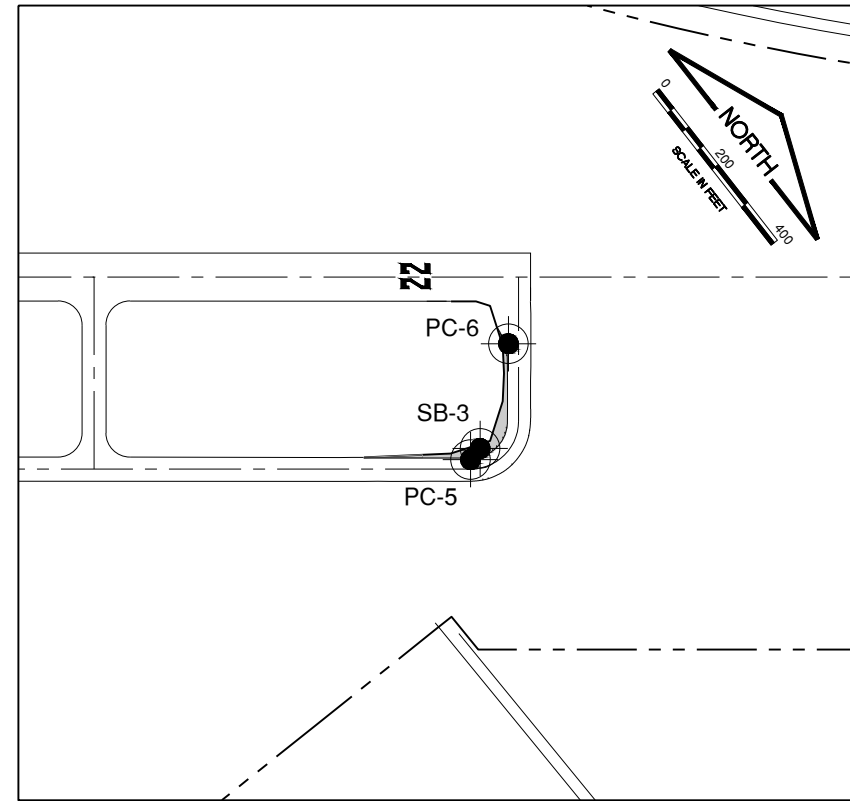
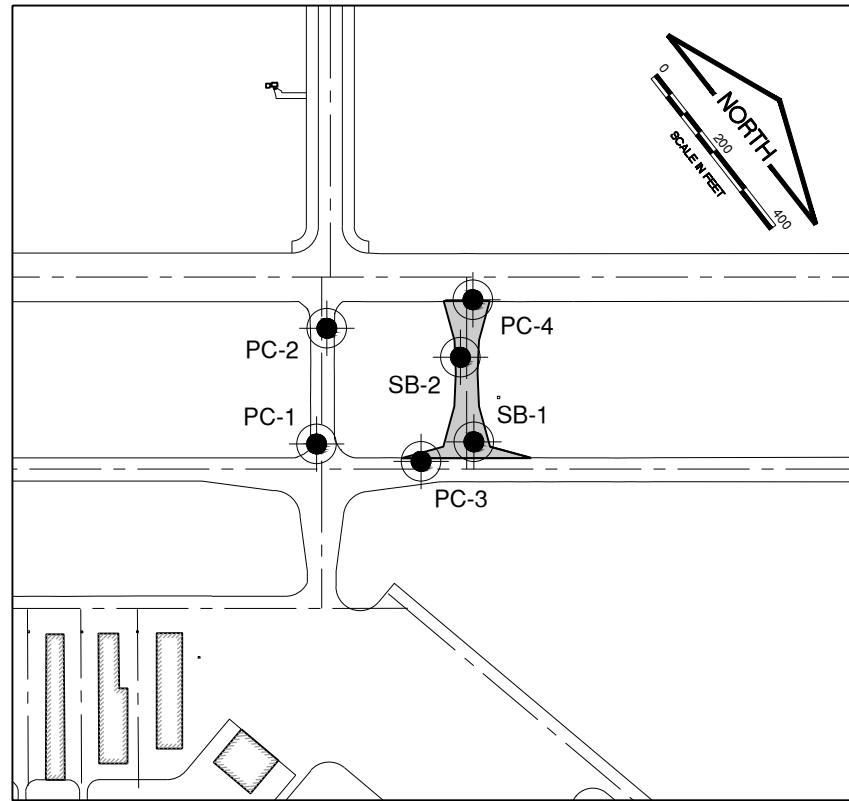


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GEOTECHNICAL ENGINEERING INFORMATION



- LEGEND
PROPOSED IMPROVEMENTS
PROPOSED REMOVALS
EXISTING HANGAR BUILDING
EXISTING FENCE
EXISTING AIRPORT PROPERTY LINE
BORING LOCATION
CORE LOCATION

THE GEOTECHNICAL INFORMATION (OR ANY PORTIONS THEREOF) ARE PROVIDED ONLY AS AVAILABLE INFORMATION. THE CONTRACTOR MAY DRAW HIS OWN CONCLUSIONS FROM THE DATA SHOWN...

GGeo Services, Inc. GEO Job No. 23047
SOIL BORING LOG Page of 1 Date 6/15/23

Table with columns: Boring No., Depth (ft), Blows (10' SPT), Moisture (%), and Soil Description. Includes data for borings SB-01, SB-02, and SB-03.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

GGeo Services, Inc. GEO Job No. 23047
SOIL BORING LOG Page of 1 Date 6/15/23

Table with columns: Boring No., Depth (ft), Blows (10' SPT), Moisture (%), and Soil Description. Includes data for borings SB-02, SB-03, SB-04, SB-05, SB-06, SB-07, SB-08, SB-09, SB-10, SB-11, SB-12, SB-13, SB-14, SB-15, SB-16, SB-17, SB-18, SB-19, SB-20, SB-21, SB-22, SB-23, SB-24, SB-25, SB-26, SB-27, SB-28, SB-29, SB-30.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

GGeo Services, Inc. GEO Job No. 23047
SOIL BORING LOG Page of 1 Date 6/15/23

Table with columns: Boring No., Depth (ft), Blows (10' SPT), Moisture (%), and Soil Description. Includes data for borings SB-03, SB-04, SB-05, SB-06, SB-07, SB-08, SB-09, SB-10, SB-11, SB-12, SB-13, SB-14, SB-15, SB-16, SB-17, SB-18, SB-19, SB-20, SB-21, SB-22, SB-23, SB-24, SB-25, SB-26, SB-27, SB-28, SB-29, SB-30.

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The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206), GP-Geoprobe Hand Auger BBS, from 137 (Rev. 8-99)

GGeo Services, Inc. PAVEMENT CORE SUMMARY Page: 1 of 4

Table with columns: Core No., Thickness (in.), and Material Description. Lists cores PC-1 through PC-6 with their respective materials.

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GENERAL EARTHWORK NOTES:

- ALL EARTHWORK QUANTITIES ARE CALCULATED BASED ON THE MATERIAL IN ITS INITIAL OR FINAL POSITION AS SHOWN IN THE PLANS AND QUANTIFIED BY THE METHOD OF AVERAGE END AREAS.
- AREAS OF UNSUITABLE MATERIAL (UNCLASSIFIED EXCAVATION) SHALL BE AS DESIGNATED BY THE ENGINEER. THE QUANTITY OF UNSUITABLE MATERIAL SHALL NOT BE USED AS EMBANKMENT FILL MATERIAL, UNLESS AUTHORIZED BY THE ENGINEER.
- PAYMENT FOR UNCLASSIFIED EXCAVATION IS THE SUM OF TOPSOIL STRIPPING AND UNCLASSIFIED EXCAVATION AREAS IN ITS INITIAL POSITION. UNCLASSIFIED EXCAVATION AREA ALSO INCLUDES PGE SUBGRADE STABILIZATION AREA AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL ENSURE THAT 4 INCHES OF TOPSOIL CAN BE SPREAD OVER THE LIMITS OF THE GRADED AREA. IN SOME CASES, CONTRACTOR MAY BE REQUIRED TO OVER-EXCAVATE TO PROVIDE THE REQUIRED 4-INCH TOPSOIL LAYER. THE EARTHWORK QUANTITIES SHOWN INCLUDE THE REQUIRED OVER-EXCAVATION AND ARE SHOWN IN THE CROSS SECTIONS.
- TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR UNCLASSIFIED EXCAVATION. NO SEPARATE PAYMENT WILL BE MADE FOR TOPSOIL PLACEMENT, EMBANKMENT FILL AND SHOULDER FILL.
- ANY EXCESS MATERIAL INCLUDING CLAY, UNSUITABLE MATERIAL AND TOPSOIL SHALL BE HAULED OFF AIRPORT PROPERTY AND DISPOSED OF BY THE CONTRACTOR (COST INCIDENTAL UNCLASSIFIED EXCAVATION). CCDD TESTING REQUIREMENTS SHALL PER THE SPECIAL PROVISIONS SECTION 152 (COST INCIDENTAL TO UNCLASSIFIED EXCAVATION).
- PER THE GEOTECHNICAL INVESTIGATION REPORT, AVERAGE 12 INCHES OF TOPSOIL IS PRESENT AND USED IN QUANTITY ESTIMATION. TOPSOIL STRIPPED SHALL BE INCORPORATED INTO THE REQUIRED TOPSOIL PLACEMENT ON DISTURBED AREAS OUTSIDE OF NEW PAVEMENT.

EARTHWORK SUMMARY TABLE

LOCATION	TOPSOIL STRIPPING	TOPSOIL PLACEMENT	SHOULDER FILL	UNCLASSIFIED EXCAVATION	EMBANKMENT FILL
	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)	INITIAL POSITION (CUBIC YARD)	FINAL POSITION (CUBIC YARD)
TAXIWAY A4 RELOCATION	860	1,000	1,050	960	110
TAXIWAY WIDENING AT RUNWAY 22 END	220	30	50	440	0
TOTAL	1,080	1,030	1,100	1,400	110

NOTES:
 1. UNCLASSIFIED EXCAVATION QUANTITY INCLUDES 20% NOMINAL NEW PAVEMENT AREA FOR PGE STABILIZATION.
 2. TOPSOIL STRIPPING QUANTITY ABOVE (INITIAL POSITION) DOES NOT INCLUDE SHRINKAGE FACTOR. OFFSITE TOPSOIL (AR152443) MAY BE NEEDED WITH 20% SHRINKAGE FACTOR INCORPORATED.

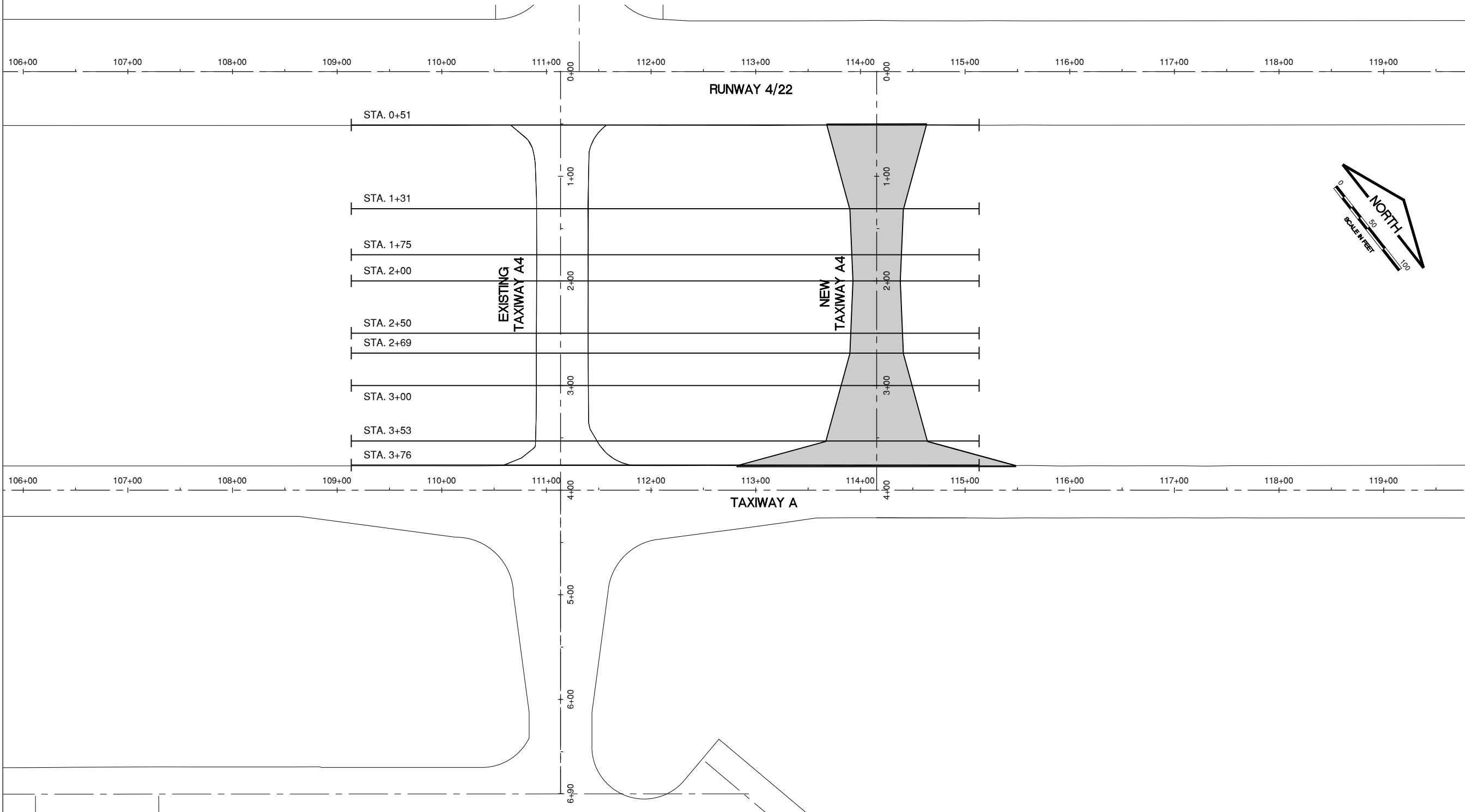
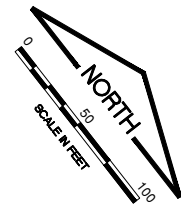
CONSULTANTS

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WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



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INDEX TO CROSS SECTIONS AND EARTHWORK SUMMARY

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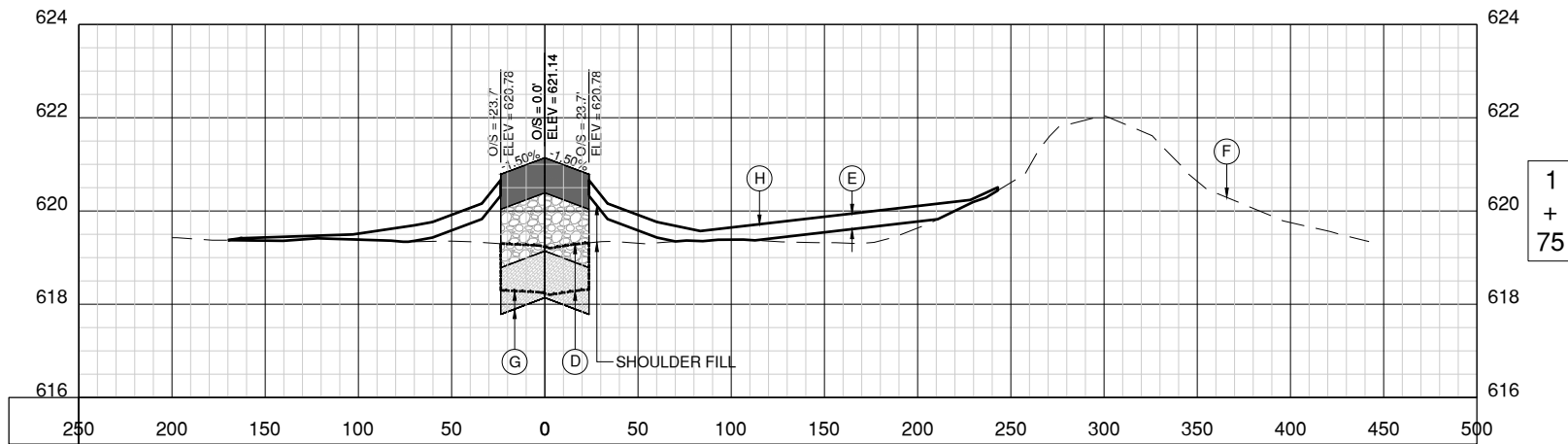
CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

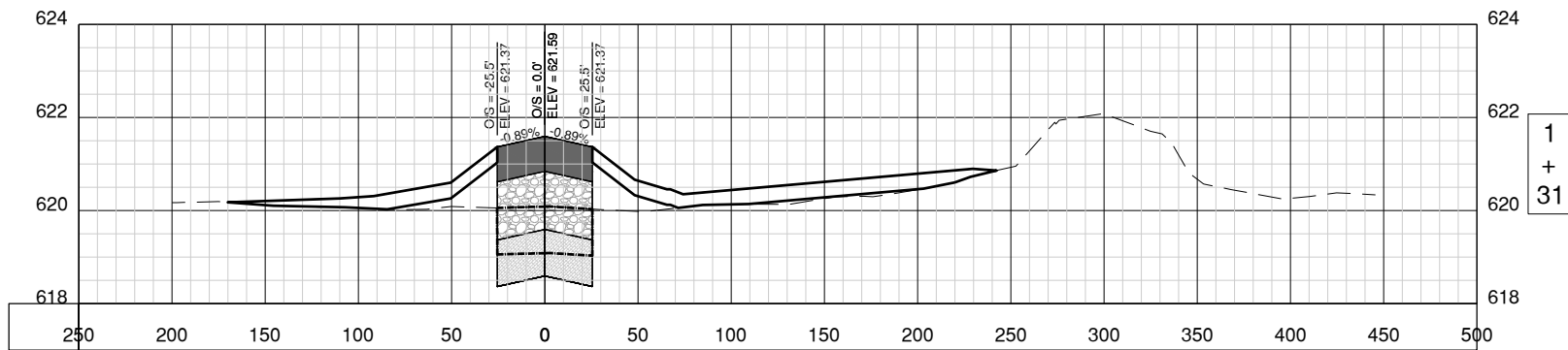
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75

LEGEND

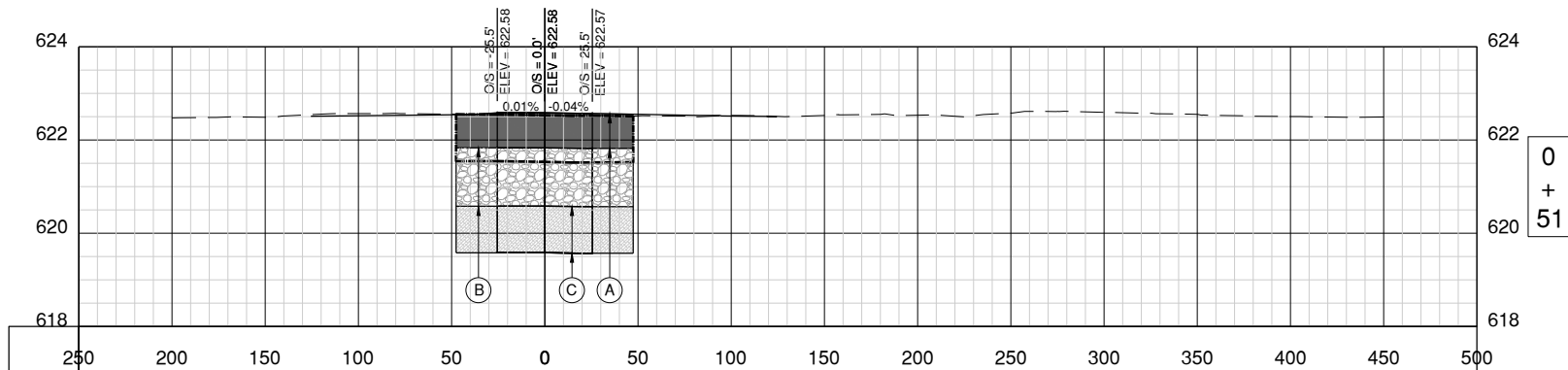
- (A) NEW 9" HMA PAVEMENT (401, 403)
- (B) NEW 15" CRUSHED AGGREGATE BASE COURSE (209)
- (C) NEW 12" POROUS GRANULAR EMABNKMENT (208)
- (D) AVERAGE 12" TOPSOIL STRIPPING (152)
- (E) MINIMUM 4" TOPSOIL PLACEMENT (905)
- (F) EXISTING GROUND LINE
- (G) UNCLASSIFIED EXCAVATION (152)
- (H) NEW GROUND LINE
- UE UNCLASSIFIED EXCAVATION
- TS TOPSOIL STRIPPING
- EF EMBANKMENT FILL
- TP TOPSOIL/SHOULDER PLACEMENT



1
+
31

NOTES

1. SEE GRADING PLAN FOR ELEVATIONS.
2. EXISTING AND NEW UTILITIES ARE NOT SHOWN FOR CLARITY. SEE EXISTING CONDITIONS AND REMOVALS FOR APPROXIMATE UTILITY LOCATIONS.



0
+
51

MARK	DATE	DESCRIPTION

CMT PROJECT NO:	21001660.00
CAD DWG FILE:	
DESIGNED BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE
**CROSS SECTIONS
STA. 0+51 TO STA. 1+75**



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT RUNWAY 22 END AND RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER

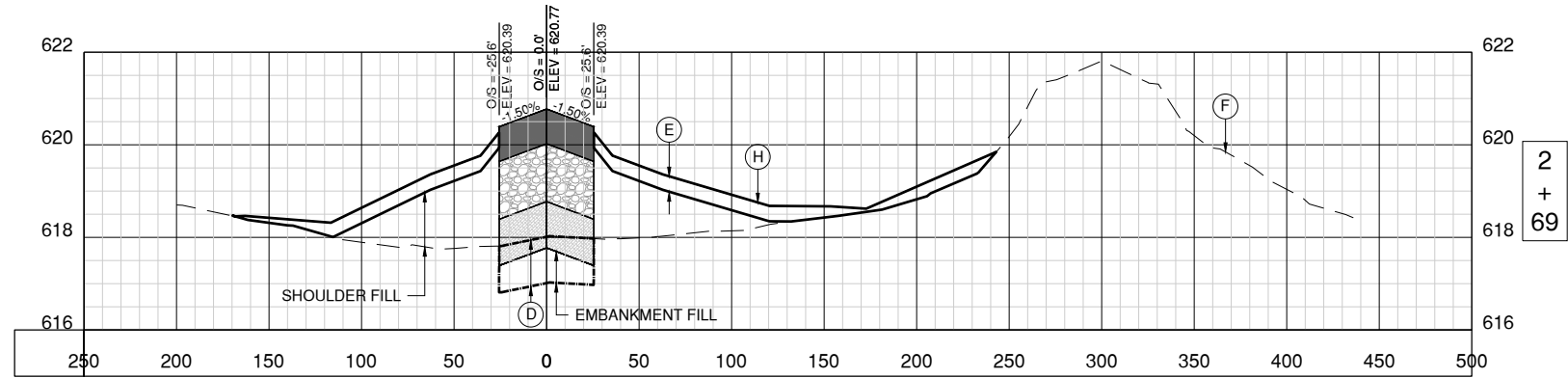


MARK DATE DESCRIPTION

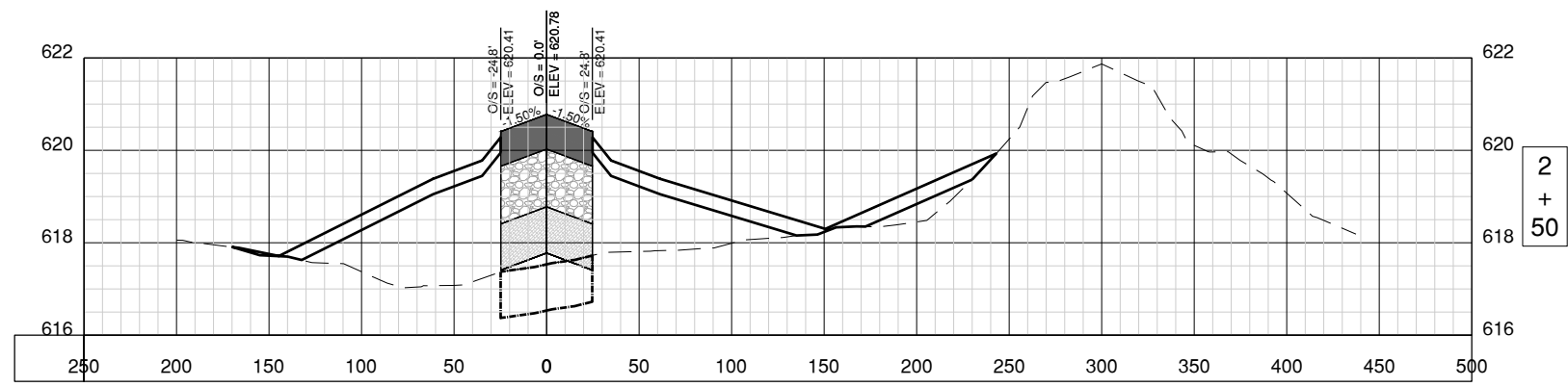
CMT PROJECT NO: 21001660.00
 CAD DWG FILE:
 DESIGNED BY: STL
 DRAWN BY: JRO
 CHECKED BY: STL
 APPROVED BY: DKP
 COPYRIGHT:

SHEET TITLE
**CROSS SECTIONS
STA. 2+99 TO STA. 2+69**

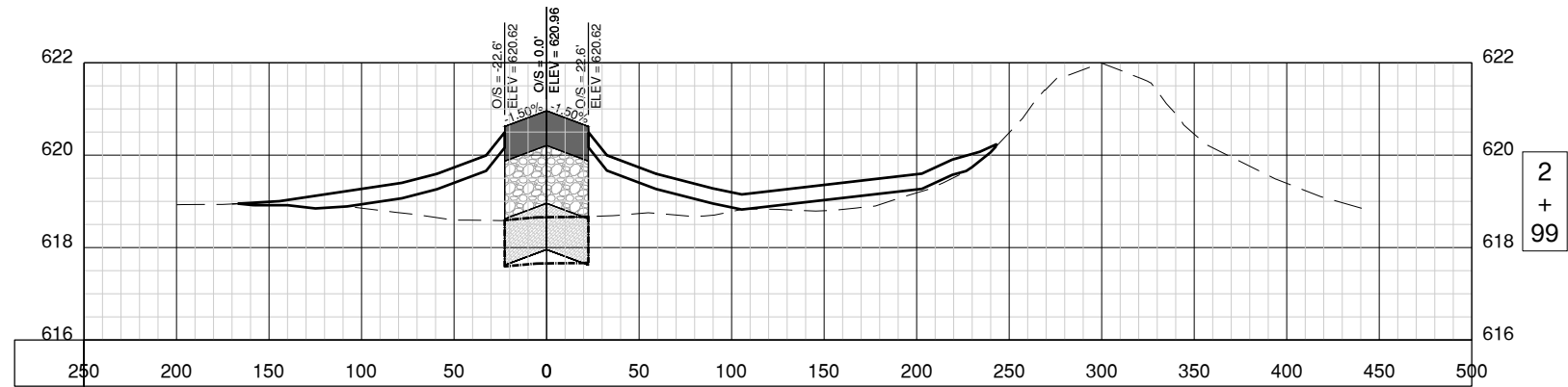
SHEET 34 OF 35



2
+
69



2
+
50



2
+
99



CONSULTANTS

FINAL

WIDEN TAXIWAY FILLET AT
RUNWAY 22 END AND
RELOCATE TAXIWAY A4

JANUARY 12, 2024

OWNER



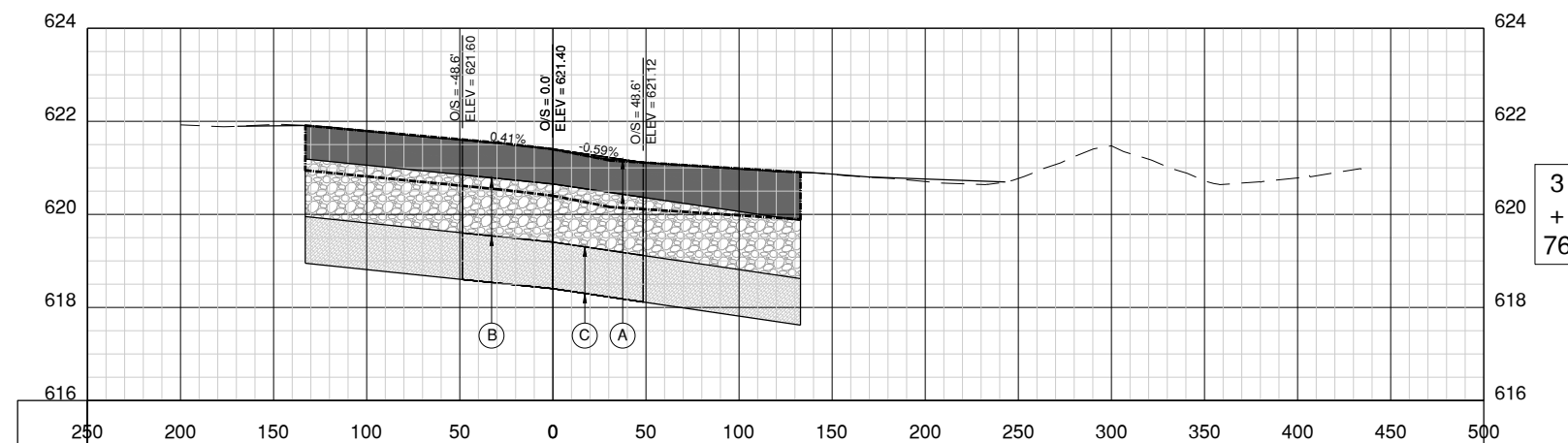
MARK	DATE	DESCRIPTION

CMT PROJECT NO:	21001660.00
CAD DWG FILE:	
DESIGNED BY:	STL
DRAWN BY:	JRO
CHECKED BY:	STL
APPROVED BY:	DKP
COPYRIGHT:	

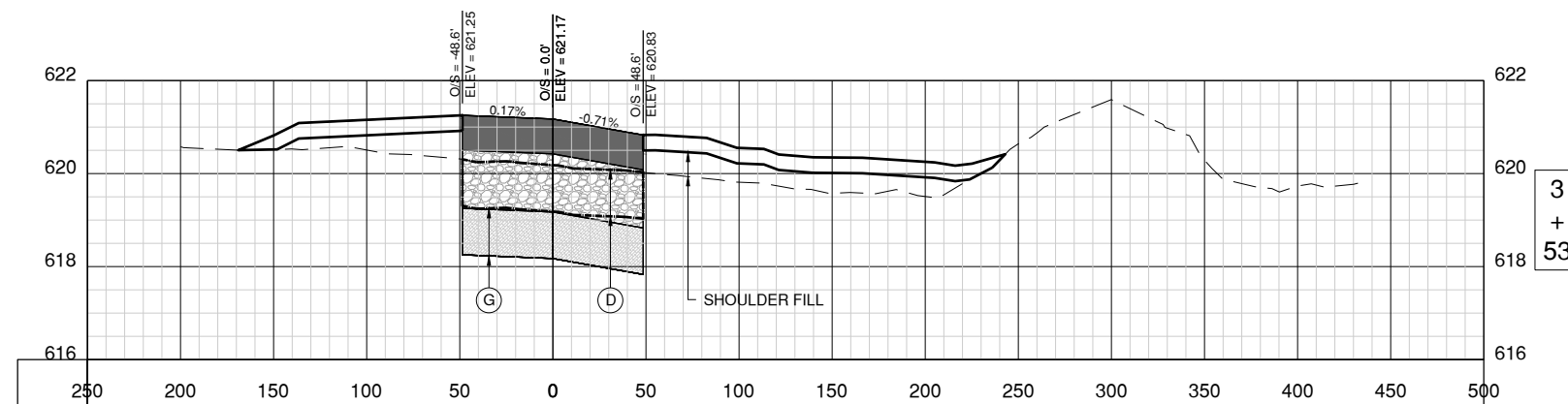
SHEET TITLE
**CROSS SECTIONS
STA. 3+00 TO STA. 3+76**

SHEET 35 OF 35

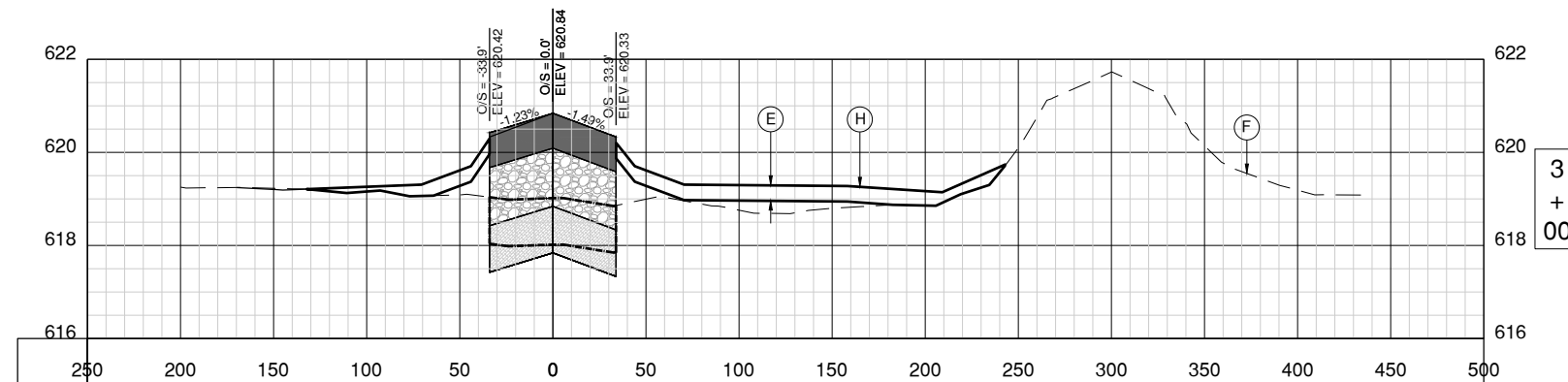
STATION	UNCLASSIFIED VOLUME (C.Y.)	EMBANKMENT FILL VOLUME (C.Y.)	SHOULDER FILL VOLUME (C.Y.)	TOP SOIL STRIPPING VOLUME (C.Y.)	TOP SOIL PLACEMENT VOLUME (C.Y.)
0+51					
1+31	320	0	62	219	147
1+75	37	0	76	82	156
2+00	7	3	77	44	93
2+50	0	56	358	89	197
2+69	0	30	158	36	71
3+00	14	19	124	69	105
3+53	126	0	142	163	182
3+76	276	0	45	155	43
TOTAL	779	108	1043	856	993



3
+
76



3
+
53



3
+
00