LETTING ITEM NO. 08A
JUNE 13, 2025 IDOT LETTING

KA054
TOTAL SHEETS = 26

KANKAKEE VALLEY AIRPORT AUTHORITY
KANKAKEE, ILLINOIS

CONSTRUCTION PLANS
FOR
GREATER KANKAKEE AIRPORT

REHABILITATE TAXIWAY A - PHASE 1

811 Know what's **below.** **Call** before you dig.

J.U.L.I.E.
JOINT UTILITY LOCATING
INFORMATION FOR EXCAVATORS
www.illinois1call.com

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.

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

CMT

CRAWFORD, MURPHY & TILLY, INC.
CONSULTING ENGINEERS
License No. 184-000613

24007098-00

LICENSED PROFESSIONAL ENGINEER
DAVID K. PEABODY
062-048437
STATE OF ILLINOIS

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

DATE APRIL 18, 2025

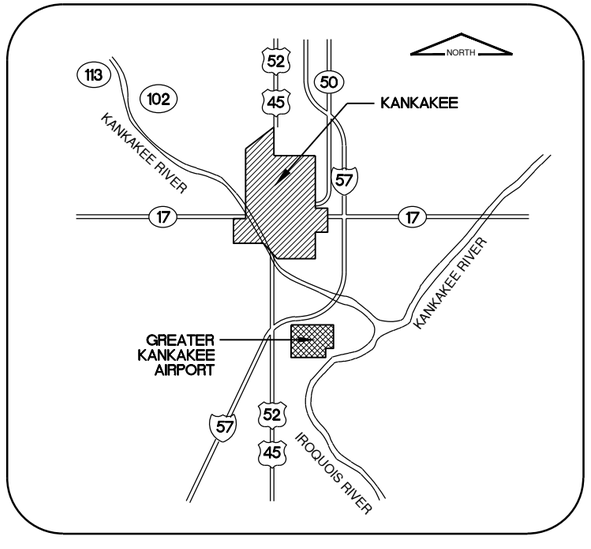
KANKAKEE VALLEY AIRPORT AUTHORITY

APPROVED BY
JEFF BENOIT - AIRPORT MANAGER

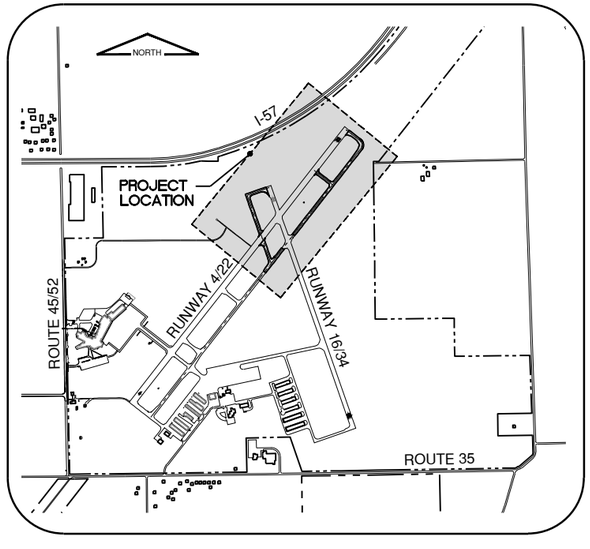
DATE 4-18-25

ILLINOIS PROJECT: IKK-5198
S.B.G. PROJECT: 3-17-SBGP-TBD

APRIL 18, 2025



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 AIRPORTY AUTHORITY
GREATER KANKAKEE AIRPORT

SECTION: 21
RANGE: R 12 E
TOWNSHIP: T 30 N

COUNTY: KANKAKEE
TOWNSHIP: OTTO

UNICOM RADIO FREQUENCY - 123.0

INDEX OF SHEETS

SUMMARY OF QUANTITIES

ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ YD	5,275	
AR152511	SUBGRADE REPAIR	SQ YD	310	
AR208910	REMOVE & REPLACE AGGREGATE BASE	SQ YD	470	
AR401610	BITUMINOUS SURFACE COURSE	TON	3,300	
AR401620	BIT. SURFACE COURSE, LEVELING	TON	930	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	28,135	
AR401915	REM & REP BIT PAVEMENT - TYPE A	SQ YD	800	
AR401916	REM & REP BIT PAVEMENT - TYPE B	SQ YD	1,030	
AR403673	REFLECTIVE CRACK CONTROL TREATMENT	SQ YD	800	
AR603510	BITUMINOUS TACK COAT	GALLON	3,440	
AR620520	PAVEMENT MARKING-WATERBORNE	SQ FT	8,850	
AR620525	PAVEMENT MARKING-BLACK BORDER	SQ FT	8,210	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	920	
AR901510	SEEDING	ACRE	1.0	
AR908515	HEAVY-DUTY HYDRAULIC MULCHING	ACRE	1.0	

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

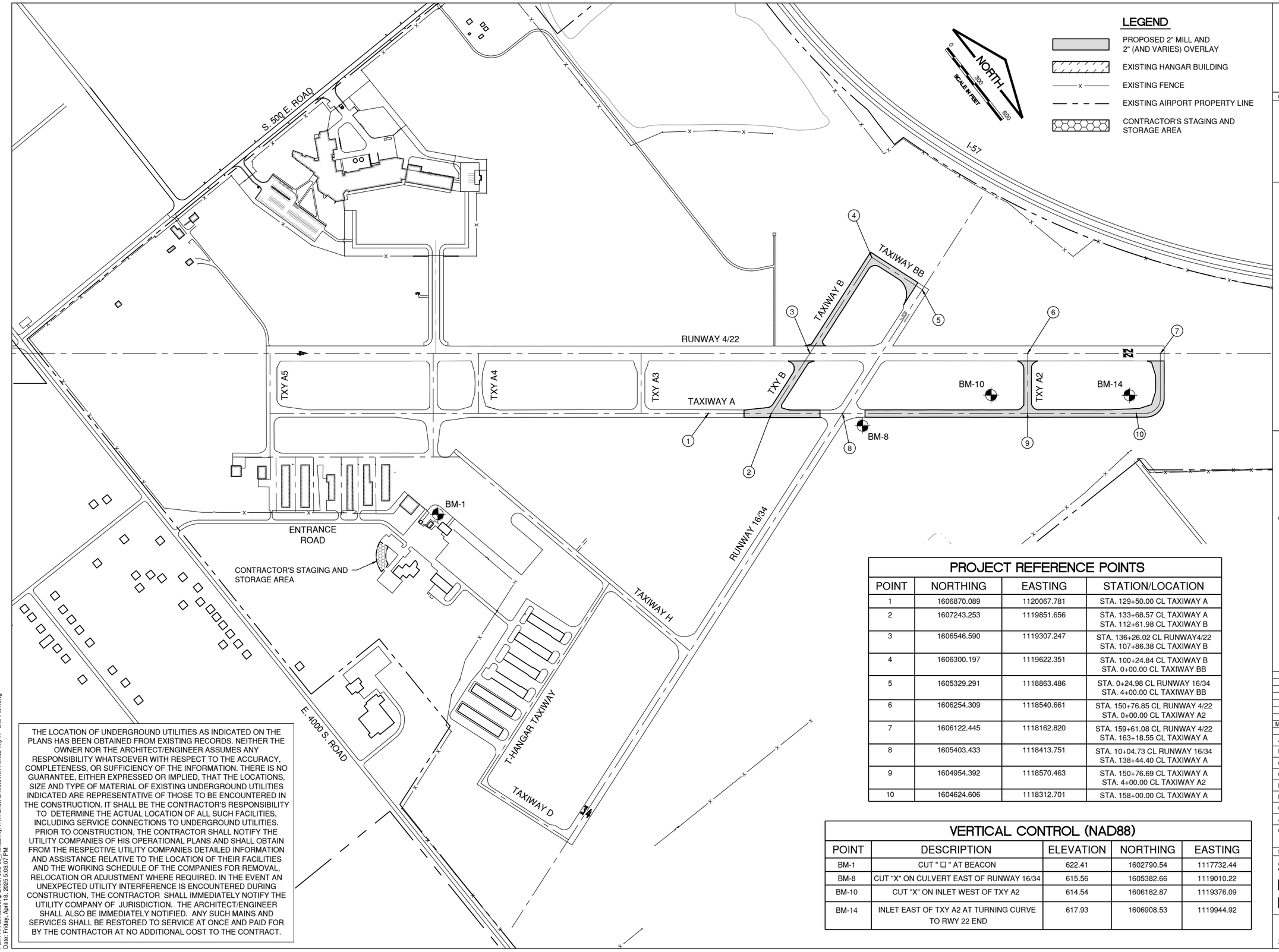
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

INDEX OF SHEETS AND SUMMARY OF QUANTITIES

SHEET 2 OF 26

Path: K:\Kankakee\Apj\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Index to Sheets and Quantities.dwg
Date: Friday, April 18, 2025 5:32:11 PM



THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ARCHITECT/ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER WITH RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES OF HIS OPERATIONAL PLANS AND SHALL OBTAIN FROM THE RESPECTIVE UTILITY COMPANIES DETAILED INFORMATION AND ASSISTANCE RELATIVE TO THE LOCATION OF THEIR FACILITIES AND THE WORKING SCHEDULE OF THE COMPANIES FOR REMOVAL, RELOCATION 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. THE ARCHITECT/ENGINEER SHALL ALSO BE IMMEDIATELY NOTIFIED. ANY SUCH MAINS AND SERVICES SHALL BE RESTORED TO SERVICE AT ONCE AND PAID FOR BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

PROJECT REFERENCE POINTS

POINT	NORTHING	EASTING	STATION/LOCATION
1	1606870.089	1120067.781	STA. 129+50.00 CL TAXIWAY A
2	1607243.253	1119851.656	STA. 133+68.57 CL TAXIWAY A STA. 112+61.98 CL TAXIWAY B
3	1606546.590	1119307.247	STA. 136+26.02 CL RUNWAY4/22 STA. 107+86.38 CL TAXIWAY B
4	1606300.197	1119622.351	STA. 100+24.84 CL TAXIWAY B STA. 0+00.00 CL TAXIWAY BB
5	1605329.291	1118863.486	STA. 0+24.98 CL RUNWAY 16/34 STA. 4+00.00 CL TAXIWAY BB
6	1606254.309	1118540.661	STA. 150+76.85 CL RUNWAY 4/22 STA. 0+00.00 CL TAXIWAY A2
7	1606122.445	1118162.820	STA. 159+61.08 CL RUNWAY 4/22 STA. 163+18.55 CL TAXIWAY A
8	1605403.433	1118413.751	STA. 10+04.73 CL RUNWAY 16/34 STA. 138+44.40 CL TAXIWAY A
9	1604954.392	1118570.463	STA. 150+76.69 CL TAXIWAY A STA. 4+00.00 CL TAXIWAY A2
10	1604624.606	1118312.701	STA. 158+00.00 CL TAXIWAY A

VERTICAL CONTROL (NAD88)

POINT	DESCRIPTION	ELEVATION	NORTHING	EASTING
BM-1	CUT " □ " AT BEACON	622.41	1602790.54	1117732.44
BM-8	CUT "X" ON CULVERT EAST OF RUNWAY 16/34	615.56	1605382.66	1119010.22
BM-10	CUT "X" ON INLET WEST OF TXY A2	614.54	1606182.87	1119376.09
BM-14	INLET EAST OF TXY A2 AT TURNING CURVE TO RWY 22 END	617.93	1606908.53	1119944.92

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

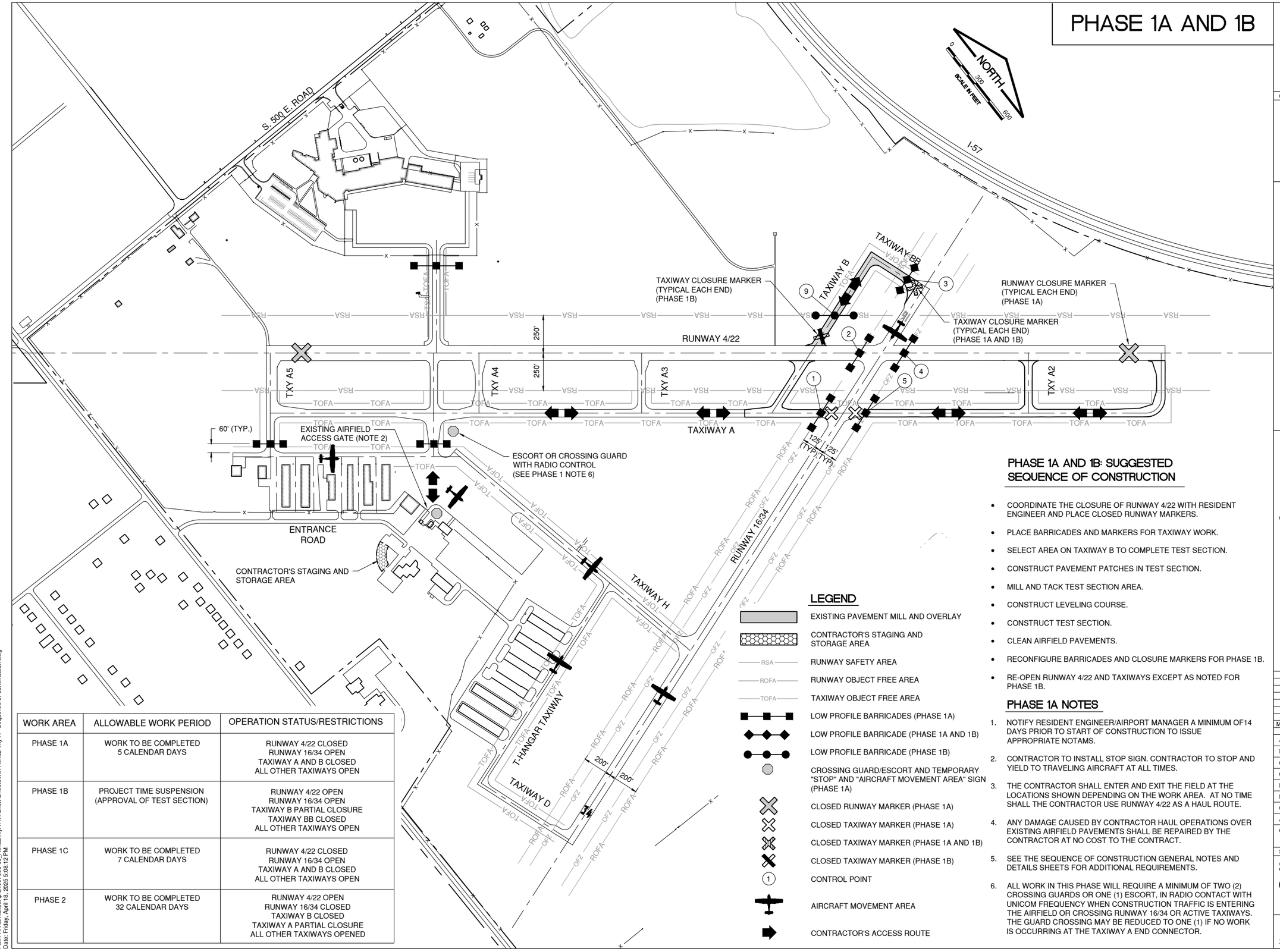
SHEET TITLE

SITE PLAN AND PROJECT CONTROL PLAN

SHEET 3 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Site Plan.dwg
Date: Friday, April 18, 2025 5:08:07 PM

PHASE 1A AND 1B



WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 1A	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1B	PROJECT TIME SUSPENSION (APPROVAL OF TEST SECTION)	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY B PARTIAL CLOSURE TAXIWAY BB CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1C	WORK TO BE COMPLETED 7 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 2	WORK TO BE COMPLETED 32 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 CLOSED TAXIWAY B CLOSED TAXIWAY A PARTIAL CLOSURE ALL OTHER TAXIWAYS OPENED

LEGEND

- EXISTING PAVEMENT MILL AND OVERLAY
- CONTRACTOR'S STAGING AND STORAGE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES (PHASE 1A)
- LOW PROFILE BARRICADE (PHASE 1A AND 1B)
- LOW PROFILE BARRICADE (PHASE 1B)
- CROSSING GUARD/ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN (PHASE 1A)
- CLOSED RUNWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A AND 1B)
- CLOSED TAXIWAY MARKER (PHASE 1B)
- (1) CONTROL POINT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS ROUTE

PHASE 1A AND 1B: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE THE CLOSURE OF RUNWAY 4/22 WITH RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AND MARKERS FOR TAXIWAY WORK.
- SELECT AREA ON TAXIWAY B TO COMPLETE TEST SECTION.
- CONSTRUCT PAVEMENT PATCHES IN TEST SECTION.
- MILL AND TACK TEST SECTION AREA.
- CONSTRUCT LEVELING COURSE.
- CONSTRUCT TEST SECTION.
- CLEAN AIRFIELD PAVEMENTS.
- RECONFIGURE BARRICADES AND CLOSURE MARKERS FOR PHASE 1B.
- RE-OPEN RUNWAY 4/22 AND TAXIWAYS EXCEPT AS NOTED FOR PHASE 1B.

PHASE 1A NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
2. CONTRACTOR TO INSTALL STOP SIGN. CONTRACTOR TO STOP AND YIELD TO TRAVELING AIRCRAFT AT ALL TIMES.
3. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA. AT NO TIME SHALL THE CONTRACTOR USE RUNWAY 4/22 AS A HAUL ROUTE.
4. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
5. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
6. ALL WORK IN THIS PHASE WILL REQUIRE A MINIMUM OF TWO (2) CROSSING GUARDS OR ONE (1) ESCORT, IN RADIO CONTACT WITH UNICOM FREQUENCY WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD OR CROSSING RUNWAY 16/34 OR ACTIVE TAXIWAYS. THE GUARD CROSSING MAY BE REDUCED TO ONE (1) IF NO WORK IS OCCURRING AT THE TAXIWAY A END CONNECTOR.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

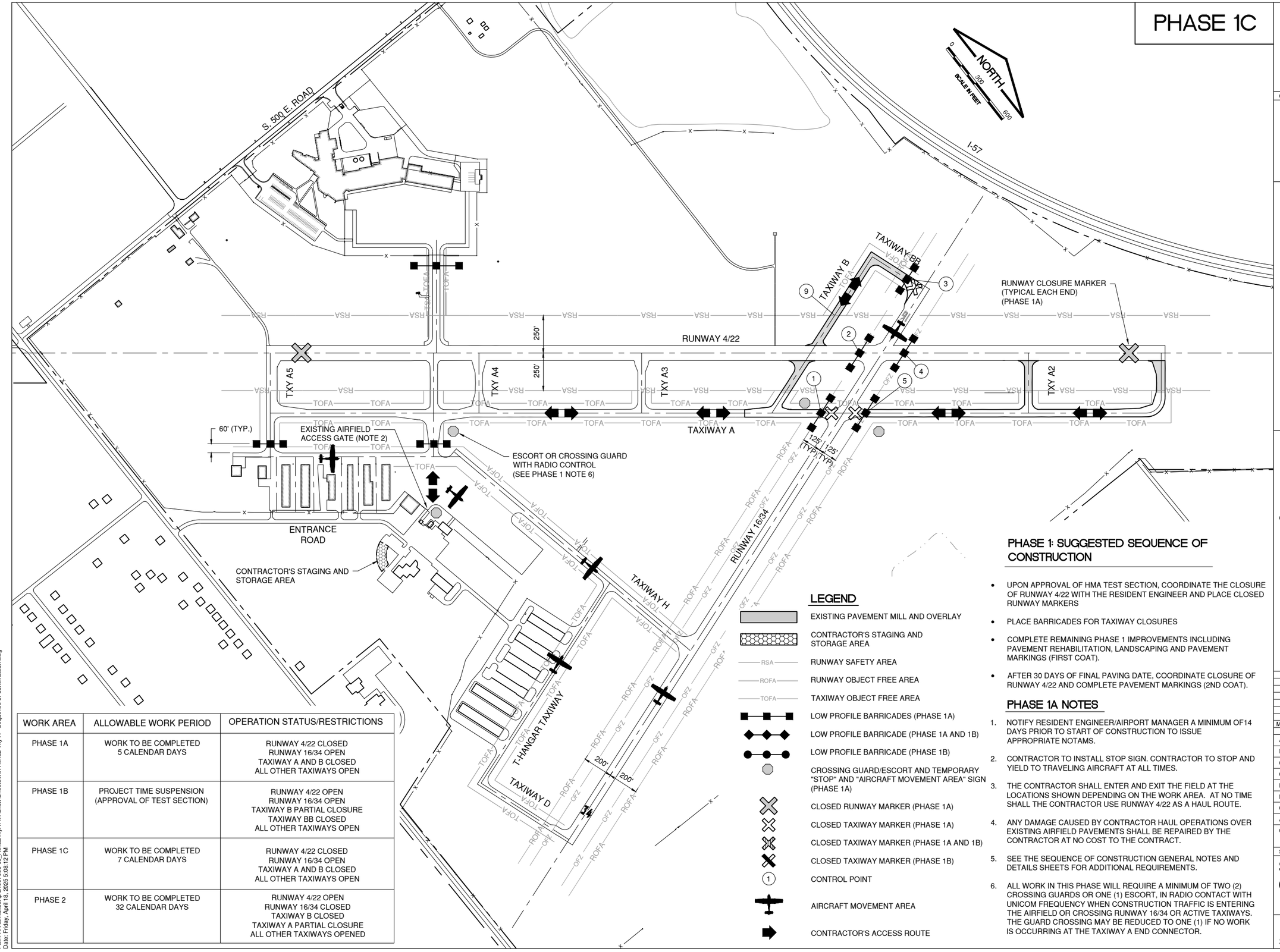
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

SEQUENCE OF CONSTRUCTION - 1

Path: K:\KankakeeAp\24007098-00_Rehab1TxyAPhs1\Draw\Sheets\IKK Rehab 1Txy A - Sequence of Construction.dwg
Date: Friday, April 18, 2025 5:06:12 PM

PHASE 1C



WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 1A	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1B	PROJECT TIME SUSPENSION (APPROVAL OF TEST SECTION)	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY B PARTIAL CLOSURE TAXIWAY BB CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1C	WORK TO BE COMPLETED 7 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 2	WORK TO BE COMPLETED 32 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 CLOSED TAXIWAY B CLOSED TAXIWAY A PARTIAL CLOSURE ALL OTHER TAXIWAYS OPENED

LEGEND

- EXISTING PAVEMENT MILL AND OVERLAY
- CONTRACTOR'S STAGING AND STORAGE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES (PHASE 1A)
- LOW PROFILE BARRICADE (PHASE 1A AND 1B)
- LOW PROFILE BARRICADE (PHASE 1B)
- CROSSING GUARD/ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN (PHASE 1A)
- CLOSED RUNWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A AND 1B)
- CLOSED TAXIWAY MARKER (PHASE 1B)
- (1) CONTROL POINT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS ROUTE

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- UPON APPROVAL OF HMA TEST SECTION, COORDINATE THE CLOSURE OF RUNWAY 4/22 WITH THE RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS
- PLACE BARRICADES FOR TAXIWAY CLOSURES
- COMPLETE REMAINING PHASE 1 IMPROVEMENTS INCLUDING PAVEMENT REHABILITATION, LANDSCAPING AND PAVEMENT MARKINGS (FIRST COAT).
- AFTER 30 DAYS OF FINAL PAVING DATE, COORDINATE CLOSURE OF RUNWAY 4/22 AND COMPLETE PAVEMENT MARKINGS (2ND COAT).

PHASE 1A NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
2. CONTRACTOR TO INSTALL STOP SIGN. CONTRACTOR TO STOP AND YIELD TO TRAVELING AIRCRAFT AT ALL TIMES.
3. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA. AT NO TIME SHALL THE CONTRACTOR USE RUNWAY 4/22 AS A HAUL ROUTE.
4. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
5. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
6. ALL WORK IN THIS PHASE WILL REQUIRE A MINIMUM OF TWO (2) CROSSING GUARDS OR ONE (1) ESCORT, IN RADIO CONTACT WITH UNICOM FREQUENCY WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD OR CROSSING RUNWAY 16/34 OR ACTIVE TAXIWAYS. THE GUARD CROSSING MAY BE REDUCED TO ONE (1) IF NO WORK IS OCCURRING AT THE TAXIWAY A END CONNECTOR.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

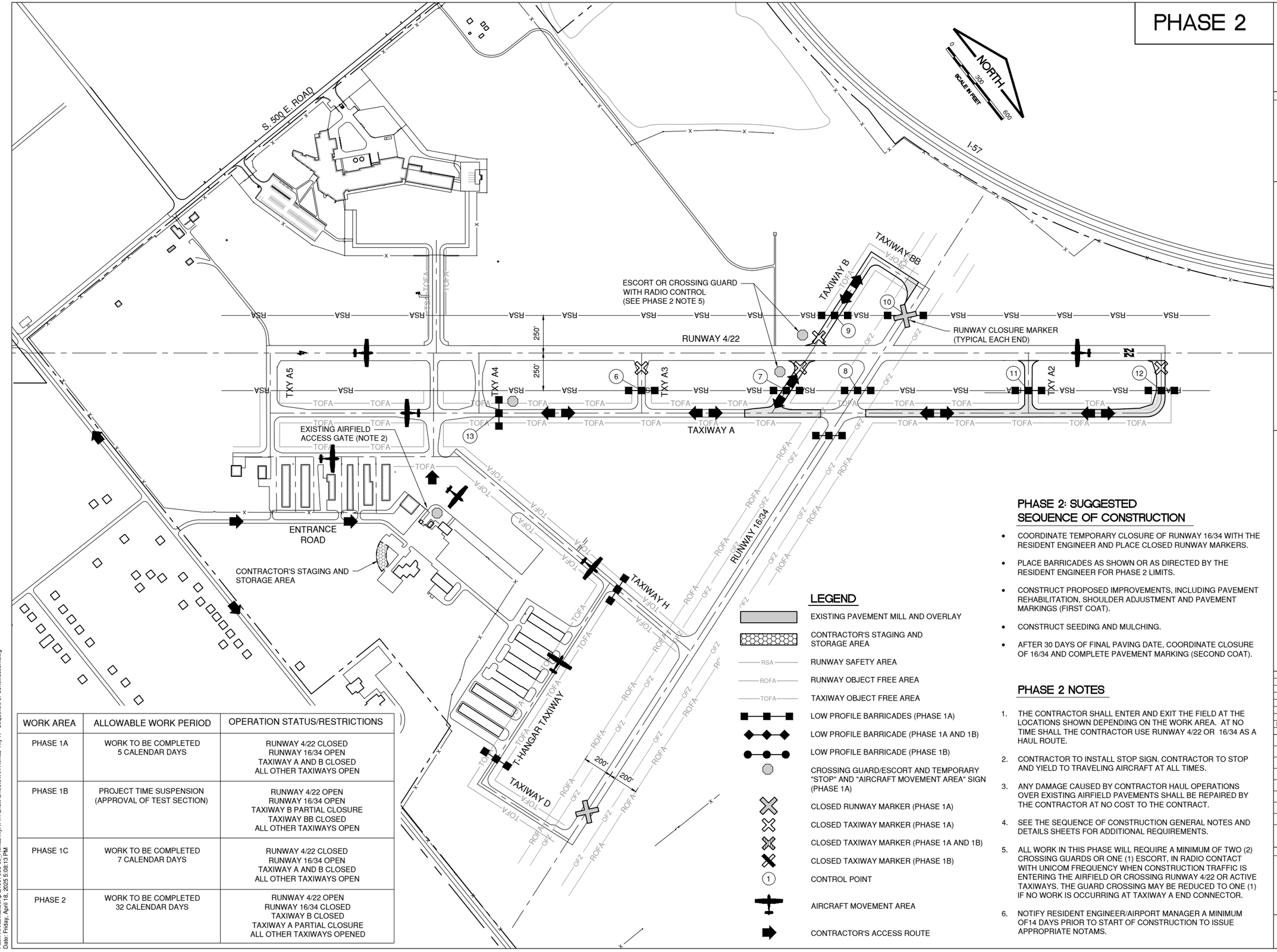
SHEET TITLE

SEQUENCE OF CONSTRUCTION - 2

SHEET 5 OF 26

Path: K:\KankakeeAp\24007098-00_Rehab1TxyAPh1\Draw\Sheets\IKK Rehab 1Txy A - Sequence of Construction.dwg
Date: Friday, April 18, 2025 5:08:12 PM

PHASE 2



WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 1A	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1B	PROJECT TIME SUSPENSION (APPROVAL OF TEST SECTION)	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY B PARTIAL CLOSURE TAXIWAY BB CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 1C	WORK TO BE COMPLETED 7 CALENDAR DAYS	RUNWAY 4/22 CLOSED RUNWAY 16/34 OPEN TAXIWAY A AND B CLOSED ALL OTHER TAXIWAYS OPEN
PHASE 2	WORK TO BE COMPLETED 32 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 CLOSED TAXIWAY B CLOSED TAXIWAY A PARTIAL CLOSURE ALL OTHER TAXIWAYS OPENED

LEGEND

- EXISTING PAVEMENT MILL AND OVERLAY
- CONTRACTOR'S STAGING AND STORAGE AREA
- RSA — RUNWAY SAFETY AREA
- ROFA — RUNWAY OBJECT FREE AREA
- TOFA — TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES (PHASE 1A)
- LOW PROFILE BARRICADE (PHASE 1A AND 1B)
- LOW PROFILE BARRICADE (PHASE 1B)
- CROSSING GUARD/ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN (PHASE 1A)
- CLOSED RUNWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A)
- CLOSED TAXIWAY MARKER (PHASE 1A AND 1B)
- CLOSED TAXIWAY MARKER (PHASE 1B)
- (1) CONTROL POINT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS ROUTE

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE TEMPORARY CLOSURE OF RUNWAY 16/34 WITH THE RESIDENT ENGINEER AND PLACE CLOSED RUNWAY MARKERS.
- PLACE BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER FOR PHASE 2 LIMITS.
- CONSTRUCT PROPOSED IMPROVEMENTS, INCLUDING PAVEMENT REHABILITATION, SHOULDER ADJUSTMENT AND PAVEMENT MARKINGS (FIRST COAT).
- CONSTRUCT SEEDING AND MULCHING.
- AFTER 30 DAYS OF FINAL PAVING DATE, COORDINATE CLOSURE OF 16/34 AND COMPLETE PAVEMENT MARKING (SECOND COAT).

PHASE 2 NOTES

1. THE CONTRACTOR SHALL ENTER AND EXIT THE FIELD AT THE LOCATIONS SHOWN DEPENDING ON THE WORK AREA. AT NO TIME SHALL THE CONTRACTOR USE RUNWAY 4/22 OR 16/34 AS A HAUL ROUTE.
2. CONTRACTOR TO INSTALL STOP SIGN. CONTRACTOR TO STOP AND YIELD TO TRAVELING AIRCRAFT AT ALL TIMES.
3. ANY DAMAGE CAUSED BY CONTRACTOR HAUL OPERATIONS OVER EXISTING AIRFIELD PAVEMENTS SHALL BE REPAIRED BY THE CONTRACTOR AT NO COST TO THE CONTRACT.
4. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
5. ALL WORK IN THIS PHASE WILL REQUIRE A MINIMUM OF TWO (2) CROSSING GUARDS OR ONE (1) ESCORT, IN RADIO CONTACT WITH UNICOM FREQUENCY WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD OR CROSSING RUNWAY 4/22 OR ACTIVE TAXIWAYS. THE GUARD CROSSING MAY BE REDUCED TO ONE (1) IF NO WORK IS OCCURRING AT TAXIWAY A END CONNECTOR.
6. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

SEQUENCE OF CONSTRUCTION - 3

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Sequence of Construction.dwg
Date: Friday, April 18, 2025 5:08:13 PM

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 BURN 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.

23. THE CONTRACTOR SHALL PROVIDE THE PHONE NUMBERS OF THREE PERSONNEL, INCLUDING THE PROJECT SUPERINTENDENT, WHO MAY BE CONTACTED IN AN EMERGENCY. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES.

24. DRAINAGE MODIFICATIONS SHALL BE SEQUENCED TO PROVIDE POSITIVE DRAINAGE AT ALL TIMES AT NO ADDITIONAL COST TO THE CONTRACT.

25. CONTRACTOR PERSONNEL, VEHICLES, EQUIPMENT AND BARRICADES SHALL NOT BE ALLOWED WITHIN THE TAXIWAY / TAXILANE OBJECT FREE AREA (TOFA) OF ACTIVE TAXIWAYS / TAXILANES AND THE RUNWAY'S AIRCRAFT OPERATIONS AREA.

26. CONTRACTOR SHALL STORE EQUIPMENT AND MATERIALS IN SUCH A MANNER AS NOT TO VIOLATE FEDERAL AVIATION ADMINISTRATION PART 77 IMAGINARY SURFACES OR RUNWAY AND TAXIWAY SAFETY AREAS.

27. ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER ELECTRICAL CABLES SHALL REMAIN IN SERVICE AT ALL TIMES. ALL EXISTING LIGHTING AND VAULT EQUIPMENT SHALL REMAIN IN SERVICE UNTIL PROPOSED IMPROVEMENTS ARE INSTALLED AND OPERATIONAL, UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER. ANY CABLES DAMAGED BY THE CONTRACTOR SHALL BE IMMEDIATELY REPAIRED AT HIS EXPENSE. ANY NECESSARY TEMPORARY JUMPER CABLES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

28. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. CONTRACTOR IS REFERRED TO SECTION 50-17 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAVE BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER OR THE DESIGN ENGINEER ASSUME ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED THAT THE LOCATIONS, SIZE AND TYPE MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ACTUAL LOCATION OF ALL SUCH FACILITIES, INCLUDING SERVICE CONNECTIONS TO UNDERGROUND UTILITIES. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OF HIS OPERATIONAL PLANS. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR DETAILED INFORMATION AND ASSISTANCE IN LOCATING UTILITIES. IN THE EVENT AN UNEXPECTED UTILITY INTERFERENCE IS ENCOUNTERED DURING CONSTRUCTION, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE UTILITY COMPANY, THE RESIDENT ENGINEER AND THE AIRPORT MANAGER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND AIRPORT MANAGER.

29. ALL AIRFIELD LIGHTING AND LIGHTING GUIDANCE SYSTEMS (NAVAIDS) LOCATED WITHIN AND IMMEDIATELY ADJACENT TO THE CONTRACTORS WORK ZONE SHALL BE CHECKED FOR OPERATIONAL CONDITION PRIOR TO THE DEPARTURE FROM THE AIRPORT WITH THE AIRPORT MANAGER. ANY DEFECIENCIES IN THESE SYSTEMS DUE TO THE ACTS OF CONTRACTOR OR HIS SUBCONTRACTORS, SUPPLIERS OR CONSULTANTS SHALL BE REPAIRED IMMEDIATELY.

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 OCCURENCE**) 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 SWEPT 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 NECCESSARY 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.

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 CONTRACT 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.

FAA CRITICAL POINT TABLE

POINT	NEAREST ACTIVE RUNWAY	LATITUDE	LONGITUDE	ANTICIPATED EQUIPMENT HEIGHT	SITE ELEVATION
1	RUNWAY 16/34	N41°04'23.01"	W87°50'43.60"	25'	620
2	RUNWAY 16/34	N41°04'27.45"	W87°50'45.61"	25'	621
3	RUNWAY 16/34	N41°04'32.92"	W87°51'48.08"	25'	620
4	RUNWAY 16/34	N41°04'29.76"	W87°50'43.20"	25'	621
5	RUNWAY 16/34	N41°04'25.31"	W87°50'41.19"	25'	619
6	RUNWAY 4/22	N41°04'14.67"	W87°50'54.80"	25'	620
7	RUNWAY 4/22	N41°04'22.14"	W87°50'47.00"	25'	619
8	RUNWAY 4/22	N41°04'25.83"	W87°50'43.15"	25'	621
9	RUNWAY 4/22	N41°04'27.69"	W87°50'49.52"	25'	618
10	RUNWAY 4/22	N41°04'31.33"	W87°50'45.67"	25'	621
11	RUNWAY 4/22	N41°04'34.63"	W87°50'33.95"	25'	621
12	RUNWAY 4/22	N41°04'41.48"	W87°50'26.79"	25'	626
13	RUNWAY 4/22	N41°04'06.39"	W87°51'00.96"	25'	622

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

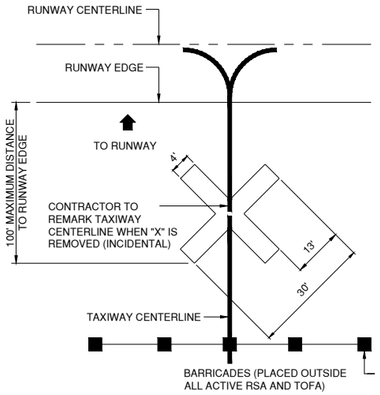
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

SEQUENCE OF CONSTRUCTION PLAN NOTES AND DETAILS - 1

SHEET 7 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Sequence of Construction Notes.dwg
Date: Friday, April 18, 2025 5:08:17 PM

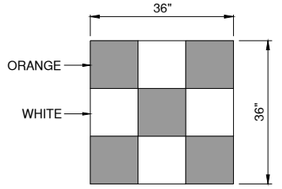


CLOSED TAXIWAY MARKER DETAIL

NOT TO SCALE

CLOSED TAXIWAY MARKER DETAIL NOTES

1. 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.
2. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
3. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
4. PLACE MARKERS OVER TAXIWAY CENTERLINE.
5. MARKERS SHALL BE ADEQUATELY SECURED TO PREVENT MOVEMENT BY PROPELLER WASH, JET BLAST OR OTHER WIND CURRENTS.
6. MARKERS ARE ONLY REQUIRED FOR CLOSURES EXCEEDING 72 HOURS.
7. 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.

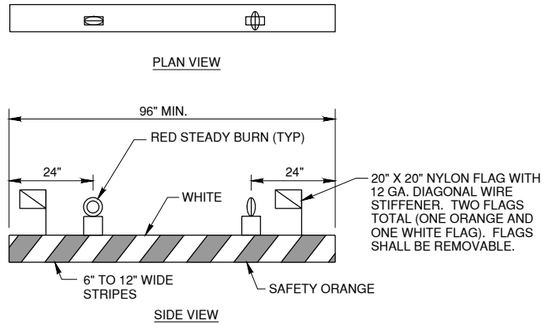


CONSTRUCTION EQUIPMENT AND TRUCK SIGNAL FLAG

NOT TO SCALE

AIRFIELD LIGHTS AND SIGNS NOTES

1. 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.
2. 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.

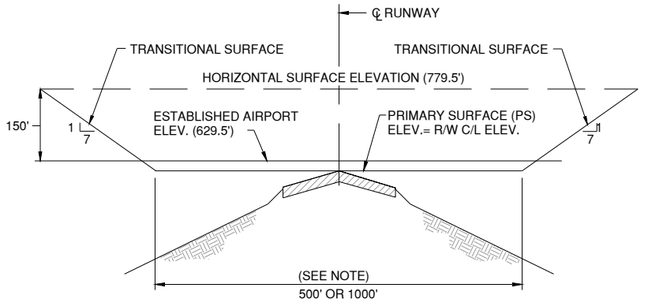


AIRSIDE LOW PROFILE LIGHTED BARRICADE

NOT TO SCALE

BARRICADE NOTES

1. STEADY BURN LIGHTS SHALL BE BATTERY OPERATED. LENS SHALL BE RED AND BE ABLE TO ROTATE 90°.
2. FACING OF BARRICADE SHALL BE COVERED WITH REFLECTIVE TAPE OR PAINT.
3. 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°.
4. STEADY BURN LIGHTS SHALL BE SECURED TO THE BARRICADES, AS APPROVED BY THE RESIDENT ENGINEER.
5. 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.
6. BARRICADES SHALL BE OF A COMMERCIAL DESIGN AND SHALL MEET CURRENT FAA REQUIREMENTS.
7. PLACE ALL BARRICADES OUTSIDE RUNWAY SAFETY AREAS AND OUTSIDE TAXIWAY OBJECT FREE AREAS.
8. ALL COST ASSOCIATED WITH THE LOW PROFILE BARRICADES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

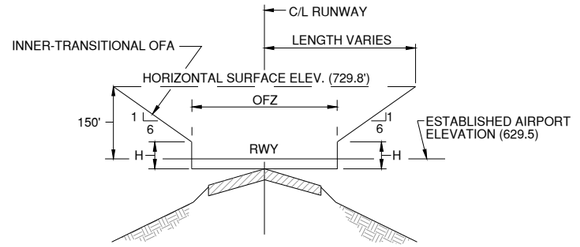


TYPICAL SECTION F.A.R. PART 77 IMAGINARY SURFACES

NO SCALE

NOTE:

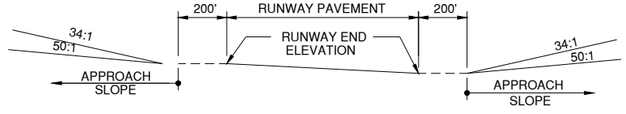
IMAGINARY SURFACE REQUIREMENTS FOR EXISTING ACTIVE RUNWAYS (R/W) ARE SIMILAR EXCEPT PRIMARY SURFACE (PS) DIMENSIONS VARY



TYPICAL SECTION OBSTACLE FREE ZONE (OFZ)

NO SCALE

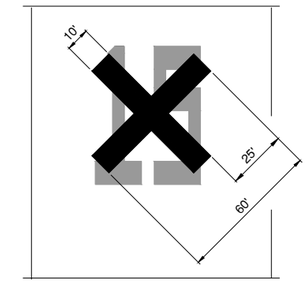
RUNWAY	TYPE OF RUNWAY	H (FEET)
16-34	NON-PRECISION	150
4-22	PRECISION	150



TYPICAL PROFILE F.A.R. PART 77 IMAGINARY SURFACES

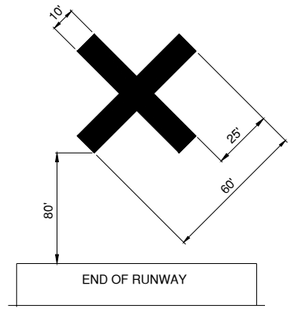
NO SCALE

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



ON PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE



OFF PAVEMENT TEMPORARY CLOSED RUNWAY MARKER DETAIL

NOT TO SCALE

CLOSED RUNWAY MARKER DETAIL NOTES

1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. MARKERS SHALL BE MATERIAL APPROVED BY THE ENGINEER.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION
4. MARKERS ON PAVEMENT SHALL BE PLACED OVER EXISTING RUNWAY NUMERALS AS SHOWN.
5. COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING MARKERS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
6. 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.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

SEQUENCE OF CONSTRUCTION PLAN NOTES AND DETAILS - 2

SHEET 8 OF 26

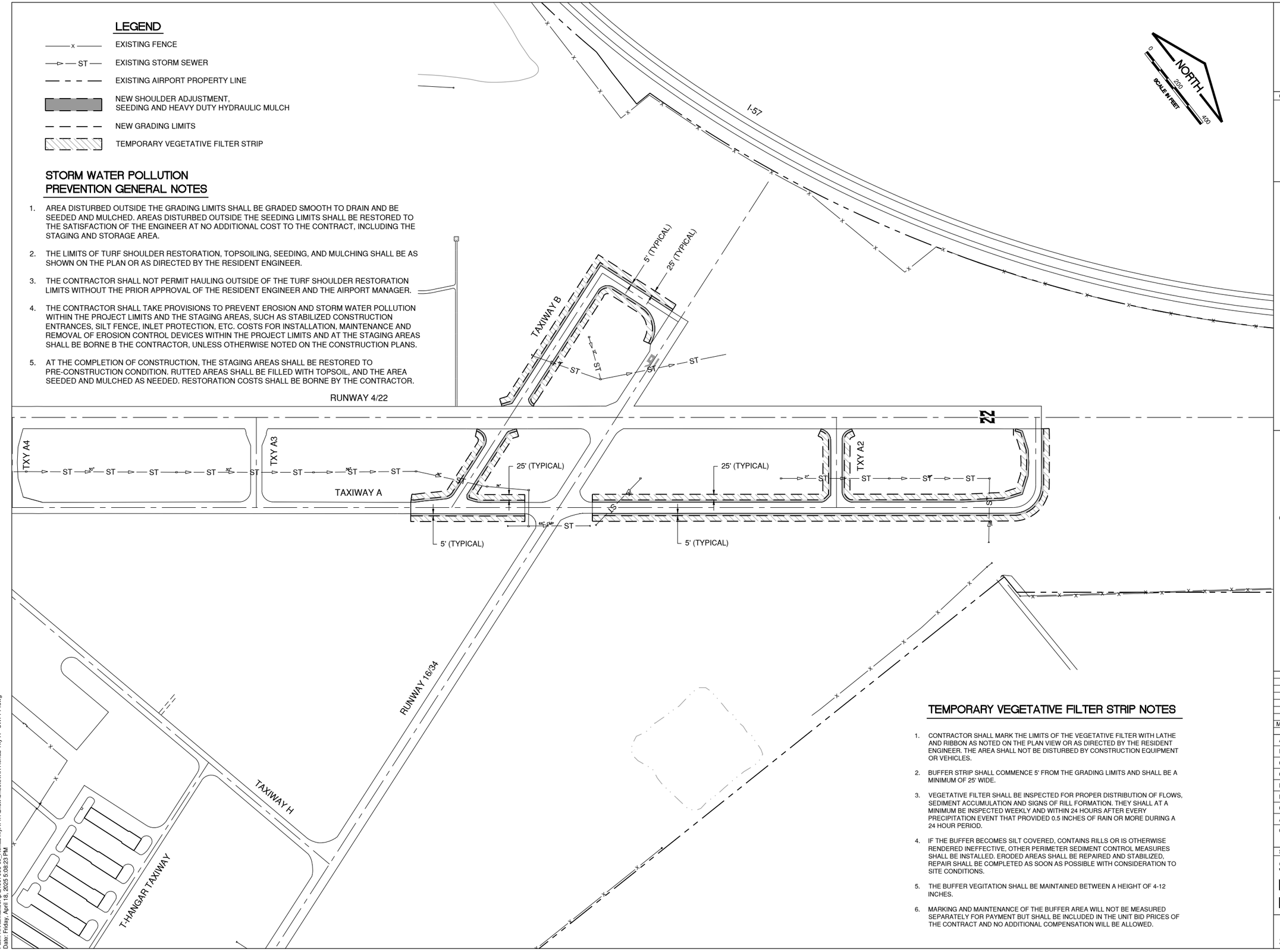
Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Sequence of Construction Notes.dwg
Date: Friday, April 18, 2025 5:08:18 PM

LEGEND

- EXISTING FENCE
- EXISTING STORM SEWER
- EXISTING AIRPORT PROPERTY LINE
- NEW SHOULDER ADJUSTMENT, SEEDING AND HEAVY DUTY HYDRAULIC MULCH
- NEW GRADING LIMITS
- TEMPORARY VEGETATIVE FILTER STRIP

STORM WATER POLLUTION PREVENTION GENERAL NOTES

1. 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.
2. THE LIMITS OF TURF SHOULDER RESTORATION, TOPSOILING, SEEDING, AND MULCHING SHALL BE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE RESIDENT ENGINEER.
3. THE CONTRACTOR SHALL NOT PERMIT HAULING OUTSIDE OF THE TURF SHOULDER RESTORATION LIMITS WITHOUT THE PRIOR APPROVAL OF THE RESIDENT ENGINEER AND THE AIRPORT MANAGER.
4. THE CONTRACTOR SHALL TAKE PROVISIONS TO PREVENT EROSION AND STORM WATER POLLUTION WITHIN THE PROJECT LIMITS AND THE STAGING AREAS, SUCH AS STABILIZED CONSTRUCTION ENTRANCES, SILT FENCE, INLET PROTECTION, ETC. COSTS FOR INSTALLATION, MAINTENANCE AND REMOVAL OF EROSION CONTROL DEVICES WITHIN THE PROJECT LIMITS AND AT THE STAGING AREAS SHALL BE BORNE B THE CONTRACTOR, UNLESS OTHERWISE NOTED ON THE CONSTRUCTION PLANS.
5. AT THE COMPLETION OF CONSTRUCTION, THE STAGING AREAS SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITION. RUTTED AREAS SHALL BE FILLED WITH TOPSOIL, AND THE AREA SEEDED AND MULCHED AS NEEDED. RESTORATION COSTS SHALL BE BORNE BY THE CONTRACTOR.



TEMPORARY VEGETATIVE FILTER STRIP NOTES

1. CONTRACTOR SHALL MARK THE LIMITS OF THE VEGETATIVE FILTER WITH LATHE AND RIBBON AS NOTED ON THE PLAN VIEW OR AS DIRECTED BY THE RESIDENT ENGINEER. THE AREA SHALL NOT BE DISTURBED BY CONSTRUCTION EQUIPMENT OR VEHICLES.
2. BUFFER STRIP SHALL COMMENCE 5' FROM THE GRADING LIMITS AND SHALL BE A MINIMUM OF 25' WIDE.
3. VEGETATIVE FILTER SHALL BE INSPECTED FOR PROPER DISTRIBUTION OF FLOWS, SEDIMENT ACCUMULATION AND SIGNS OF RILL FORMATION. THEY SHALL AT A MINIMUM BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PROVIDED 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD.
4. IF THE BUFFER BECOMES SILT COVERED, CONTAINS RILLS OR IS OTHERWISE RENDERED INEFFECTIVE, OTHER PERIMETER SEDIMENT CONTROL MEASURES SHALL BE INSTALLED. ERODED AREAS SHALL BE REPAIRED AND STABILIZED, REPAIR SHALL BE COMPLETED AS SOON AS POSSIBLE WITH CONSIDERATION TO SITE CONDITIONS.
5. THE BUFFER VEGITATION SHALL BE MAINTAINED BETWEEN A HEIGHT OF 4-12 INCHES.
6. MARKING AND MAINTENANCE OF THE BUFFER AREA WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

STORM WATER POLLUTION PREVENTION PLAN

SHEET 9 OF 26

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - SWPPP.dwg
Date: Friday, April 18, 2025 5:08:23 PM

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, BITUMINOUS MILLING, BITUMINOUS PAVING, 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.

BITUMINOUS PAVEMENT MILLING AND PAVING

TURF SHOULDER ADJUSTMENTS, SEEDING AND MULCHING.

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 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:

ROUTE: GREATER KANKAKEE AIRPORT MARKED: REHABILITATE TAXIWAY A - PHASE 1

SECTION: 16, 20, & 21 PROJECT NUMBER: IKK-5198

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: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

MAJOR GRADING ACTIVITIES: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

SITE STABILIZATION: BEGINNING DATE: _____
LOCATION: _____ COMPLETION DATE: _____

CONSTRUCTION CEASED: BEGINNING DATE: _____
EXPLANATION: _____ 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.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY KVAA AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

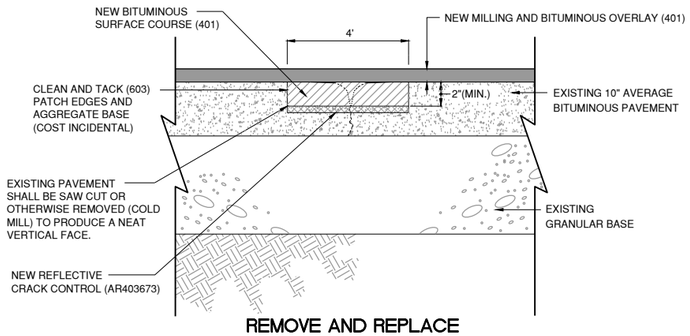
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

SWPPP NOTES AND DETAILS

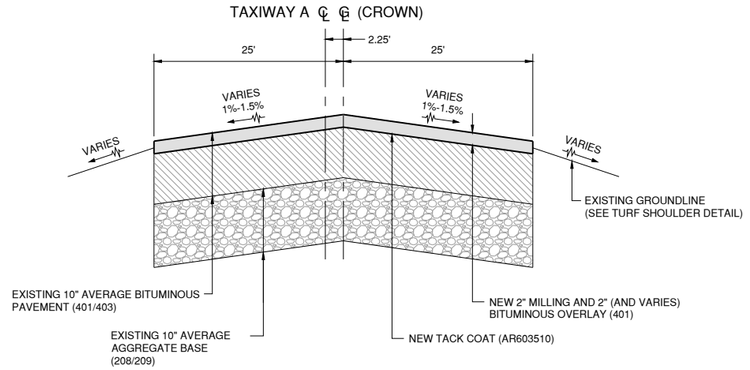
SHEET 10 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - SWPPP Notes and Details.dwg
Date: Friday, April 18, 2025 5:08:28 PM



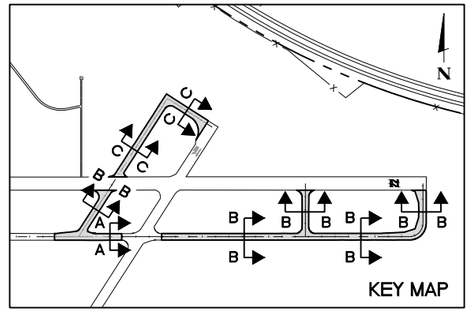
REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A

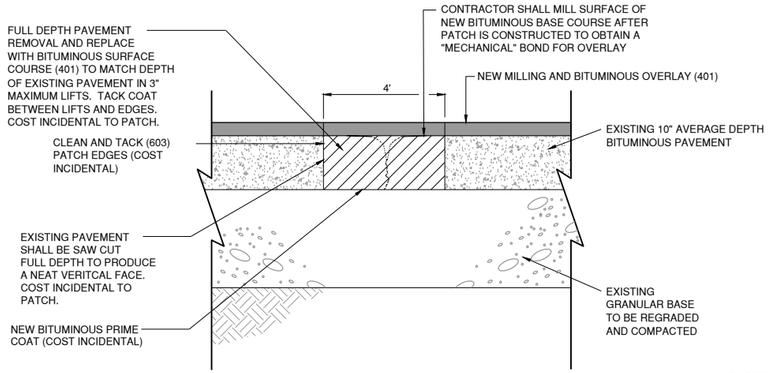
NOT TO SCALE



NEW TYPICAL SECTION A-A - TAXIWAY A TO RWY 16/34

NOT TO SCALE



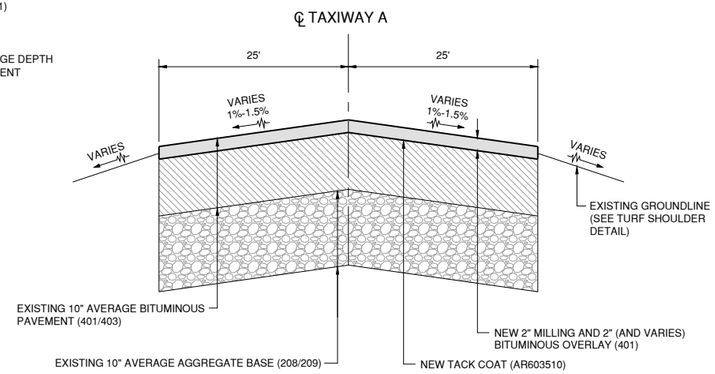


REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B

NOT TO SCALE

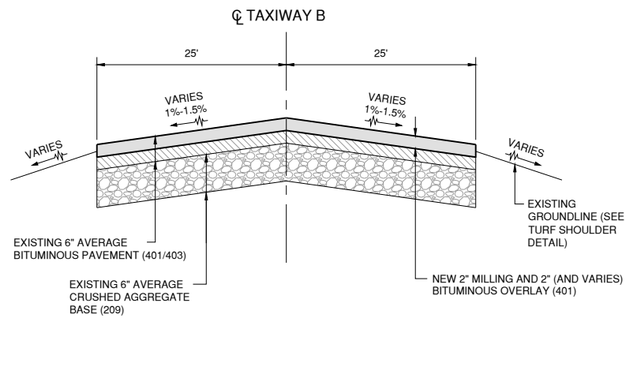
PAVEMENT REMOVAL AND REPLACEMENT NOTES

1. DEPTHS OF EXISTING PAVEMENTS SECTIONS ARE APPROXIMATE BASED ON DATA SUPPLIED BY RECORDS, AIRPORT PERSONNEL, AND PAVEMENT CORES. THE CONTRACTOR SHALL VERIFY THE TYPE AND THICKNESS OF MATERIAL TO REMOVE. NO EXTRA COMPENSATION WILL BE ALLOWED FOR ANY VARIATION IN THE PAVEMENT SECTIONS ACTUALLY ENCOUNTERED.
2. PAVEMENT REMOVAL AND REPLACEMENT QUANTITIES ARE ESTIMATED. EXISTING MEDIUM TO HIGH SEVERITY TRANSVERSE CRACKS ARE SPACED AT VARIABLE INTERVALS. THE RESIDENT ENGINEER SHALL LAY OUT PAVEMENT REMOVAL AND REPLACEMENT AREAS IN THE FIELD DURING CONSTRUCTION.
3. THIS WORK SHALL BE DETERMINED IN THE FIELD WITH THE AIRPORT/ENGINEER BEFORE THE MILLING OF THE SURFACE.
4. THE EXISTING PAVEMENT SURFACES ARE TO BE MILLED ONLY AFTER COMPLETION OF OPERATIONS FOR REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B.
5. BITUMINOUS PAVEMENT SHALL BE CONSTRUCTED IN MULTIPLE LIFTS WHERE NEEDED (3" MAX. LIFT). TACK COAT SHALL BE APPLIED ON THE SIDES AND BETWEEN EACH LIFT. PRIME COAT SHALL BE APPLIED TO THE AGGREGATE BASE FOR REMOVE AND REPLACE PAVEMENT - TYPE B. THESE COSTS SHALL BE CONSIDERED INCIDENTAL TO ITEMS - REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B.
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 AND NOTES.



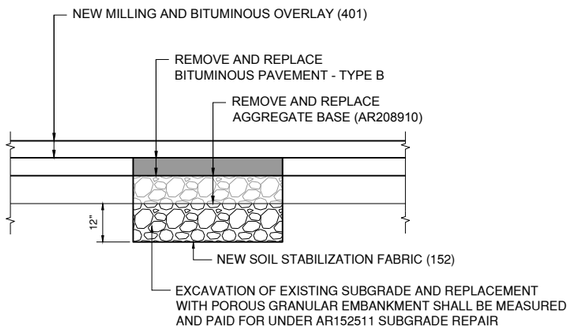
NEW TYPICAL SECTION B-B - TAXIWAY A AND TAXIWAY B TO RUNWAY 4/22

NOT TO SCALE



NEW TYPICAL SECTION C-C - TAXIWAY B AND BB

NOT TO SCALE



SUBGRADE REPAIR DETAIL

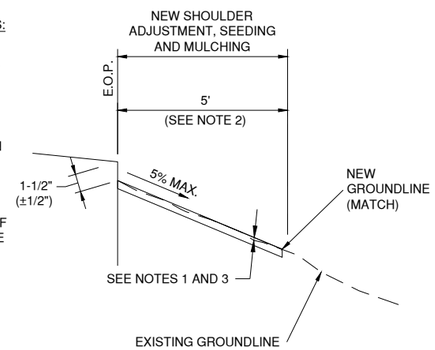
NOT TO SCALE

NOTES

1. LOCATION OF SUBGRADE REPAIR SHALL BE DETERMINED AT THE TIME OF CONSTRUCTION AND APPROVED BY THE RESIDENT ENGINEER.
2. MEASUREMENT AND PAYMENT SHALL BE MADE UNDER AR152511 SUBGRADE REPAIR AND SHALL INCLUDE EXCAVATION TO THE DEPTH SHOWN ABOVE OR AS DIRECTED BY THE RESIDENT ENGINEER, INSTALLATION OF SOIL STABILIZATION FABRIC, AND PLACEMENT/COMPACTION OF POROUS GRANULAR EMBANKMENT.

TURF SHOULDER ADJUSTMENT NOTES:

1. TILL AND PULVERIZE EXISTING TURF SHOULDER IN PLACE (COST INCIDENTAL TO SEEDING PAY ITEM).
2. LIMITS OF TURF SHOULDER SHOULDER SHALL BE MODIFIED IN THE FIELD BY THE RESIDENT ENGINEER AS REQUIRED.
3. TURF SHALL BE SMOOTHLY GRADED TO THE SATISFACTION OF THE RESIDENT ENGINEER BEFORE SEEDING. ADDITIONAL TOPSOIL REQUIRED FOR FILL SHALL BE INCIDENTAL TO SHOULDER ADJUSTMENT.



TURF SHOULDER ADJUSTMENT DETAIL

NOT TO SCALE

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

TYPICAL SECTIONS AND PAVEMENT REMOVAL DETAILS

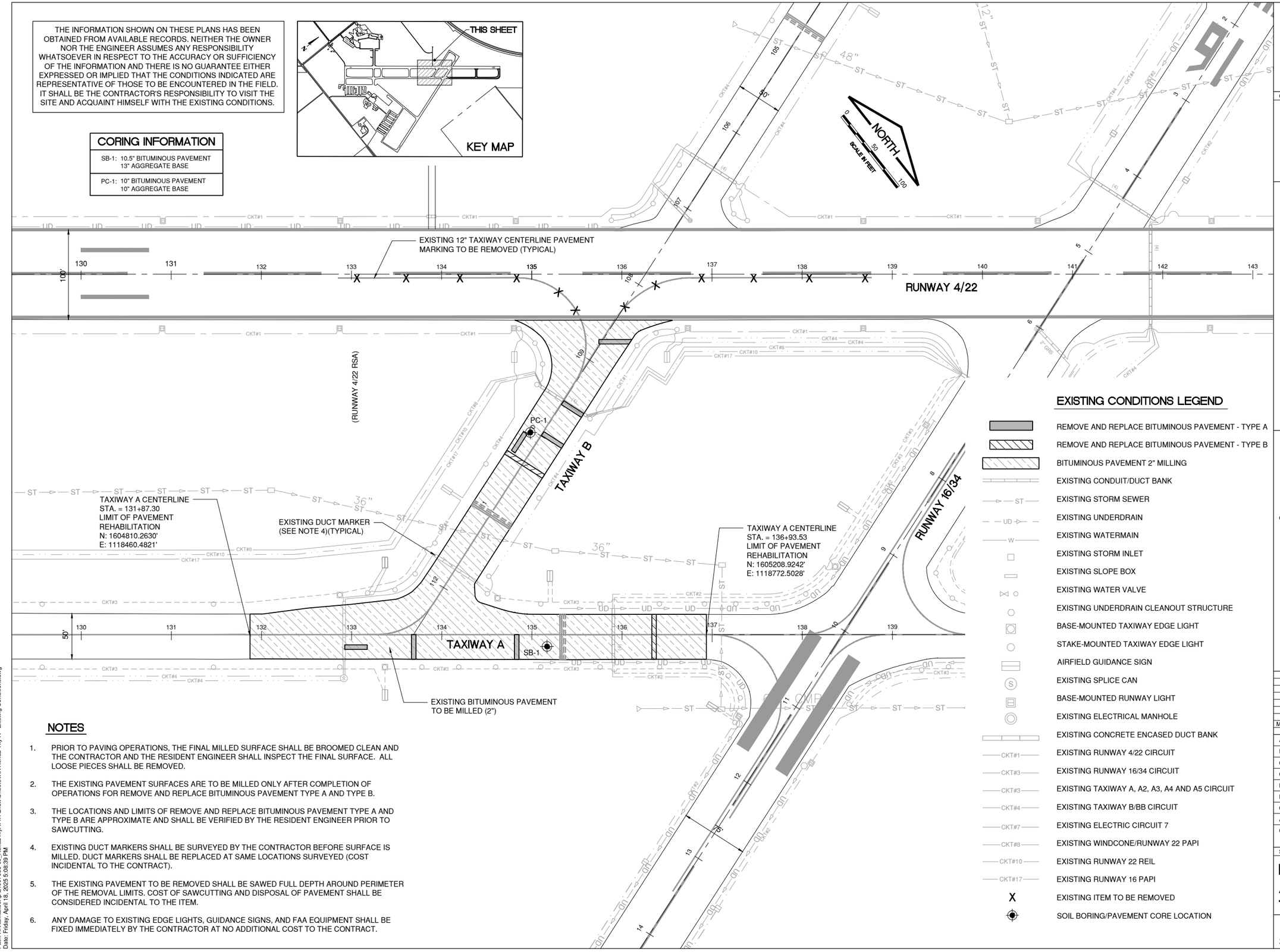
SHEET 11 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Typical Sections.dwg
Date: Friday, April 18, 2025 5:08:32 PM

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

CORING INFORMATION

SB-1:	10.5" BITUMINOUS PAVEMENT 13" AGGREGATE BASE
PC-1:	10" BITUMINOUS PAVEMENT 10" AGGREGATE BASE



NOTES

1. PRIOR TO PAVING OPERATIONS, THE FINAL MILLED SURFACE SHALL BE BROOMED CLEAN AND THE CONTRACTOR AND THE RESIDENT ENGINEER SHALL INSPECT THE FINAL SURFACE. ALL LOOSE PIECES SHALL BE REMOVED.
2. THE EXISTING PAVEMENT SURFACES ARE TO BE MILLED ONLY AFTER COMPLETION OF OPERATIONS FOR REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B.
3. THE LOCATIONS AND LIMITS OF REMOVE AND REPLACE BITUMINOUS PAVEMENT TYPE A AND TYPE B ARE APPROXIMATE AND SHALL BE VERIFIED BY THE RESIDENT ENGINEER PRIOR TO SAWCUTTING.
4. EXISTING DUCT MARKERS SHALL BE SURVEYED BY THE CONTRACTOR BEFORE SURFACE IS MILLED. DUCT MARKERS SHALL BE REPLACED AT SAME LOCATIONS SURVEYED (COST INCIDENTAL TO THE CONTRACT).
5. 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.
6. ANY DAMAGE TO EXISTING EDGE LIGHTS, GUIDANCE SIGNS, AND FAA EQUIPMENT SHALL BE FIXED IMMEDIATELY BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE CONTRACT.

EXISTING CONDITIONS LEGEND

- REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE A
- REMOVE AND REPLACE BITUMINOUS PAVEMENT - TYPE B
- BITUMINOUS PAVEMENT 2" MILLING
- EXISTING CONDUIT/DUCT BANK
- EXISTING STORM SEWER
- EXISTING UNDERDRAIN
- 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
- EXISTING CONCRETE ENCASED DUCT BANK
- CKT#1 — EXISTING RUNWAY 4/22 CIRCUIT
- CKT#3 — EXISTING RUNWAY 16/34 CIRCUIT
- CKT#3 — EXISTING TAXIWAY A, 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
- X — EXISTING ITEM TO BE REMOVED
- SOIL BORING/PAVEMENT CORE LOCATION

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

EXISTING CONDITIONS AND REMOVALS TAXIWAY A - SHEET 1

SHEET 12 OF 26

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Existing Conditions.dwg
Date: Friday, April 18, 2025 5:08:39 PM

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

CORING INFORMATION

PC-3: 10" BITUMINOUS ASPHALT PAVEMENT
10" AGGREGATE BASE

NORTH
0 50 100
SCALE IN FEET

RUNWAY 4/22

RUNWAY 16/34

TAXIWAY A

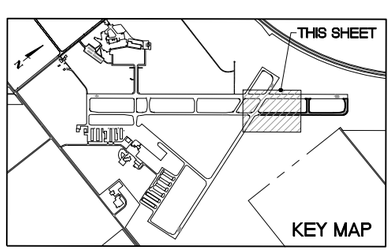
PC-3

EXISTING 12" TAXIWAY CENTERLINE PAVEMENT MARKING TO BE REMOVED (TYPICAL)

EXISTING BITUMINOUS PAVEMENT TO BE MILLED (2")

TAXIWAY A CENTERLINE
STA. = 139+93.20
LIMIT OF PAVEMENT REHABILITATION
N: 1605445.7971'
E: 1118956.0469'

MATCHLINE STA. 149+00



SEE EXISTING CONDITIONS AND REMOVALS TAXIWAY A - 1 FOR LEGEND AND NOTES

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Existing Conditions.dwg
Date: Friday, April 18, 2025 5:08:40 PM

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

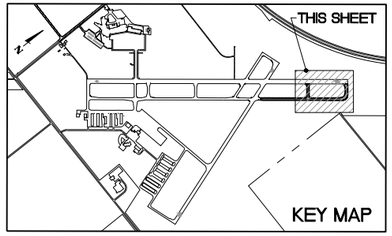
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

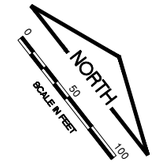
SHEET TITLE

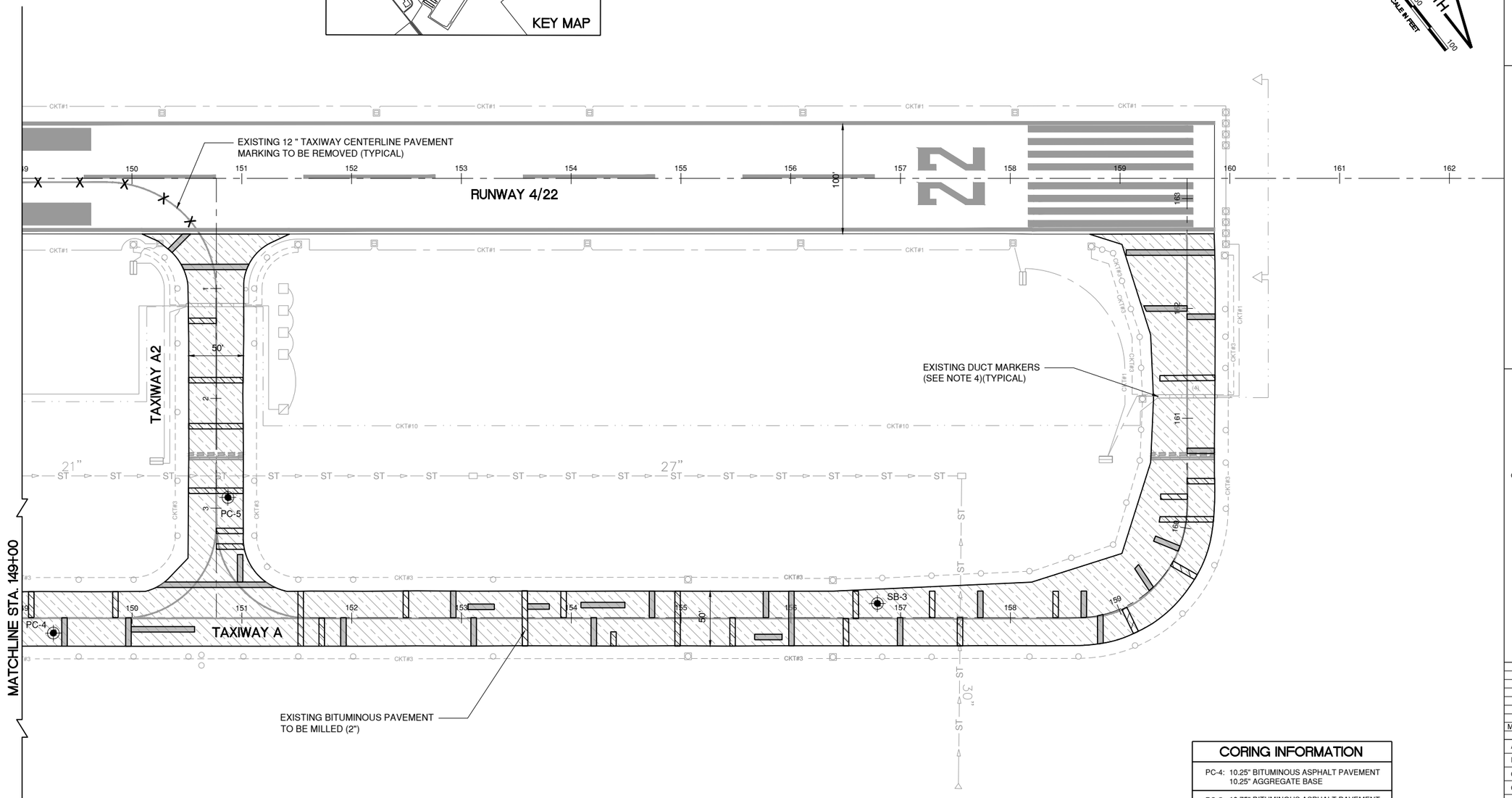
EXISTING CONDITIONS AND REMOVALS TAXIWAY A - SHEET 2

SHEET 13 OF 26

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.







CORING INFORMATION

PC-4:	10.25" BITUMINOUS ASPHALT PAVEMENT 10.25" AGGREGATE BASE
PC-5:	10.75" BITUMINOUS ASPHALT PAVEMENT 10.75" AGGREGATE BASE

BORING INFORMATION

SB-3:	10" BITUMINOUS ASPHALT PAVEMENT 32" AGGREGATE BASE

SEE EXISTING CONDITIONS AND REMOVALS TAXIWAY A - 1 FOR LEGEND AND NOTES

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

EXISTING CONDITIONS AND REMOVALS TAXIWAY A - SHEET 3

SHEET 14 OF 26

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Existing Conditions.dwg
Date: Friday, April 18, 2025 5:08:42 PM

SEE EXISTING CONDITIONS AND REMOVALS TAXIWAY A - 1 FOR LEGEND AND NOTES

THE INFORMATION SHOWN ON THESE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATSOEVER IN RESPECT TO THE ACCURACY OR SUFFICIENCY OF THE INFORMATION AND THERE IS NO GUARANTEE EITHER EXPRESSED OR IMPLIED THAT THE CONDITIONS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED IN THE FIELD. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND ACQUAINT HIMSELF WITH THE EXISTING CONDITIONS.

SCALE IN FEET 0 50 100 NORTH

EXISTING BITUMINOUS PAVEMENT TO BE MILLED (2")

TAXIWAY B

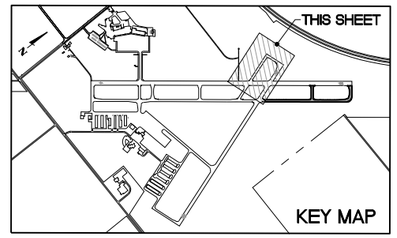
TAXIWAY BB

EXISTING IN PAVEMENT RUNWAY EDGE LIGHT TO REMAIN AND BE PROTECTED

RUNWAY 4/22

RUNWAY 16/34

TAXIWAY BB CENTERLINE
STA. = 3+49.62
LIMIT OF PAVEMENT REHABILITATION
N: 1606237.9134'
E: 1118493.6819'



Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Existing Conditions.dwg
Date: Friday, April 18, 2025 5:08:44 PM

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

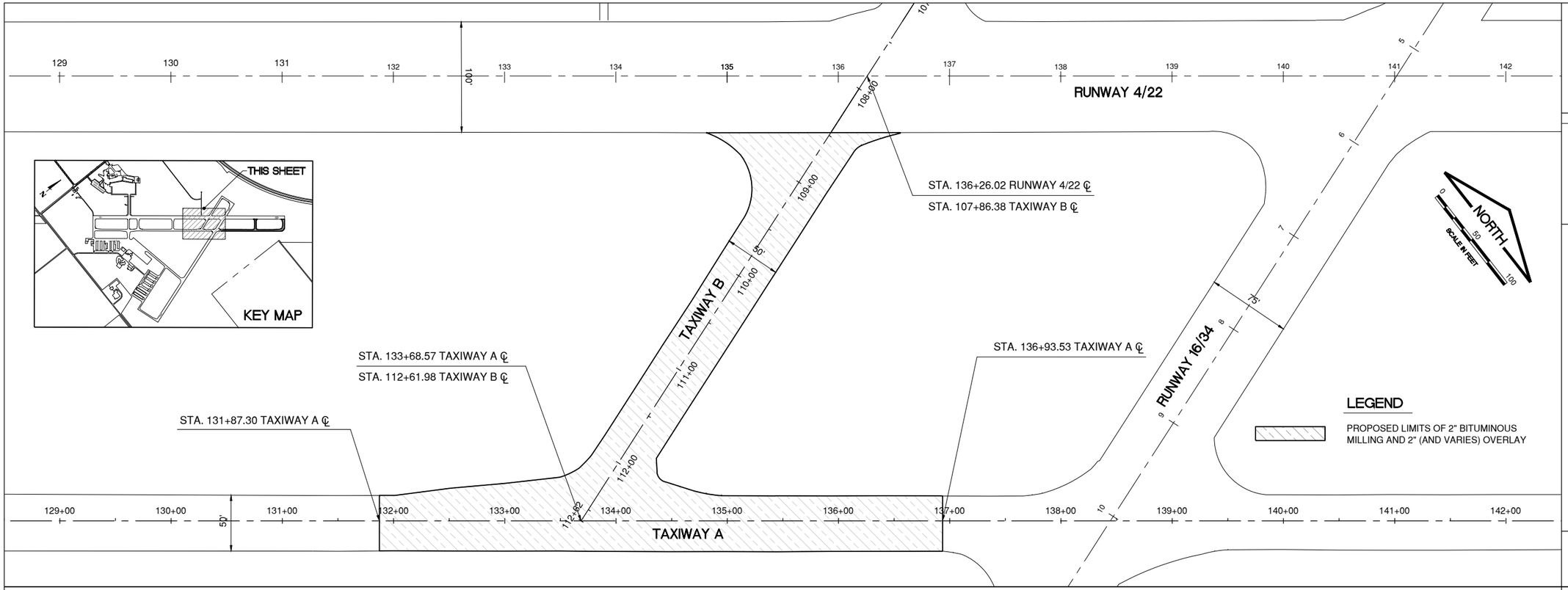
MARK	DATE	DESCRIPTION

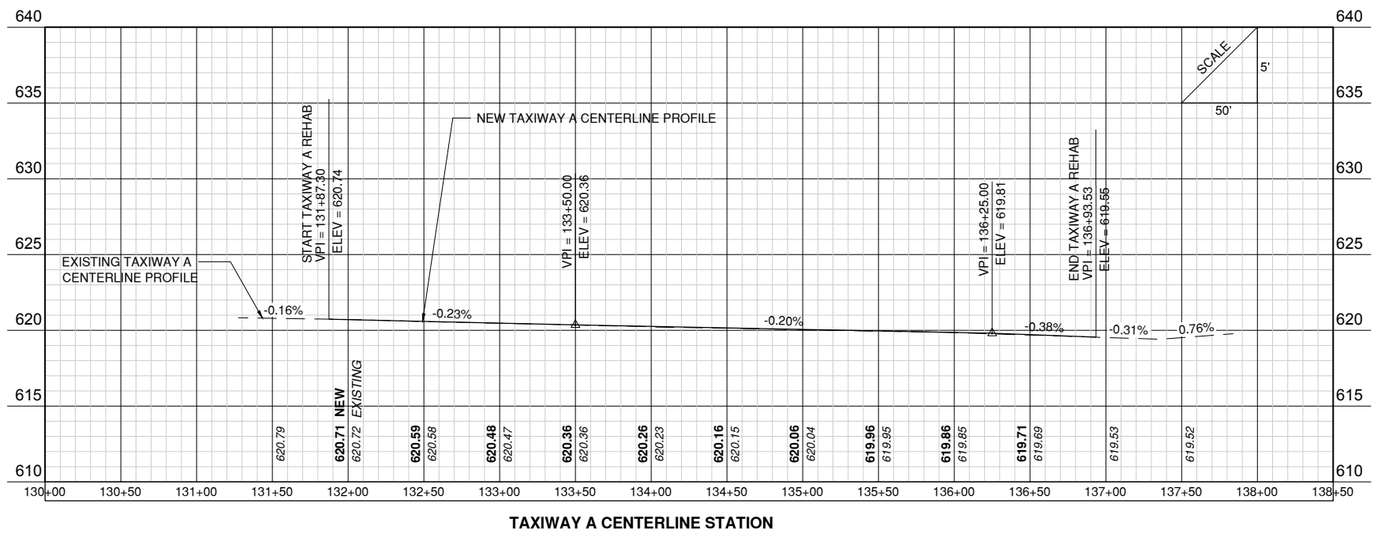
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

EXISTING CONDITIONS AND REMOVALS TAXIWAY B

SHEET 15 OF 26





TAXIWAY A CENTERLINE STATION

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

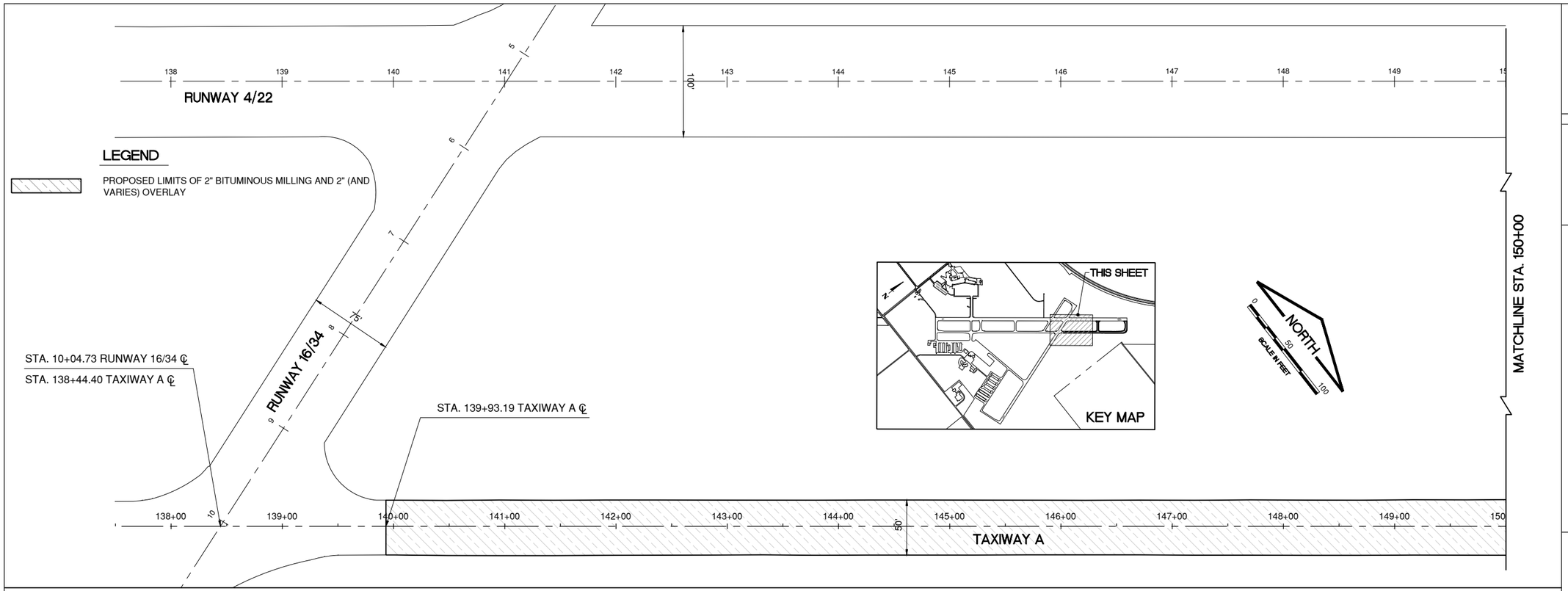
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

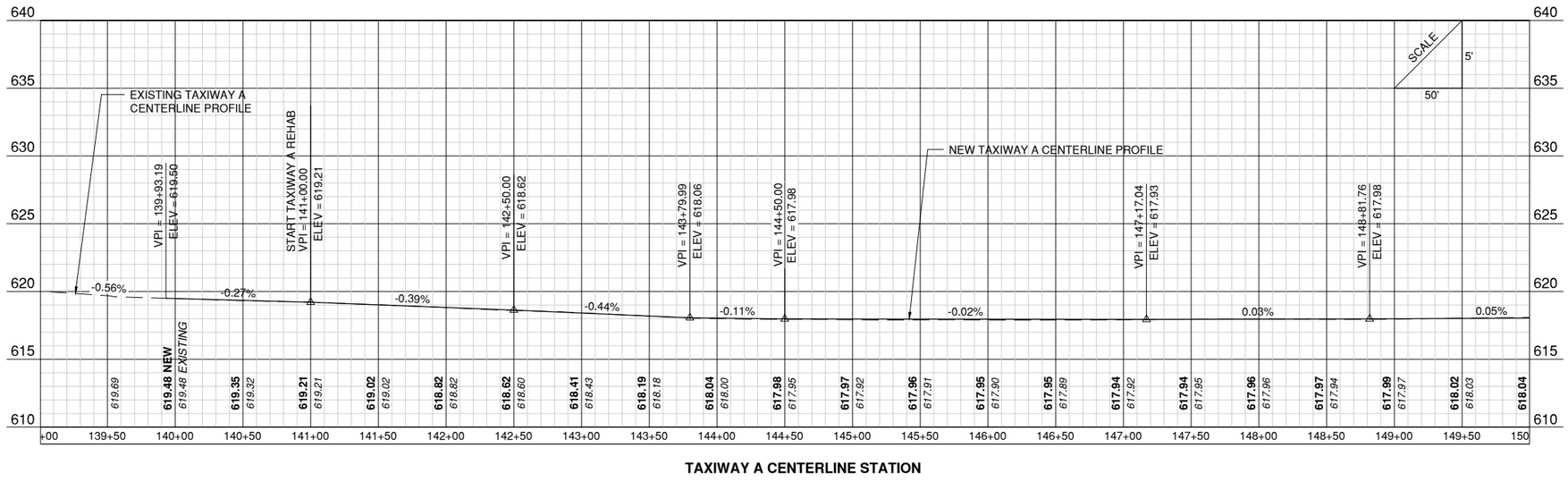
SHEET TITLE

PLAN AND PROFILE TAXIWAY A - SHEET 1

SHEET 16 OF 26

Path: K:\Kankakee\Apt\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Plan and Profiles.dwg
Date: Friday, April 18, 2025 5:08:53 PM





TAXIWAY A CENTERLINE STATION

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

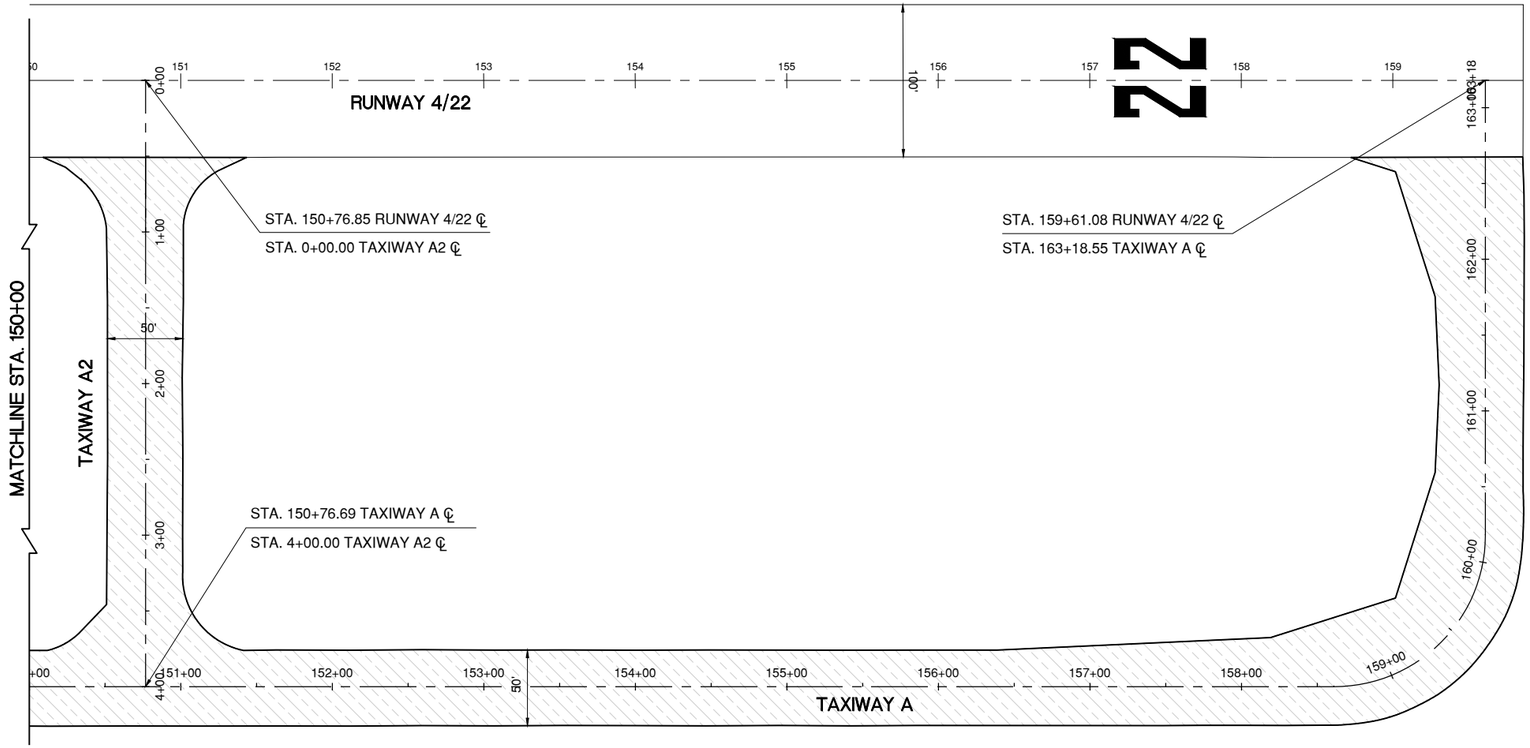
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

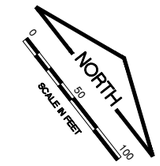
SHEET TITLE

PLAN AND PROFILE TAXIWAY A - SHEET 2

SHEET 17 OF 26

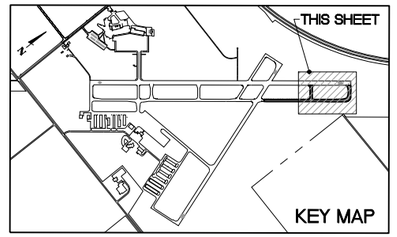
Path: K:\KankakeeApt\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Plan and Profiles.dwg
Date: Friday, April 18, 2025 5:08:54 PM

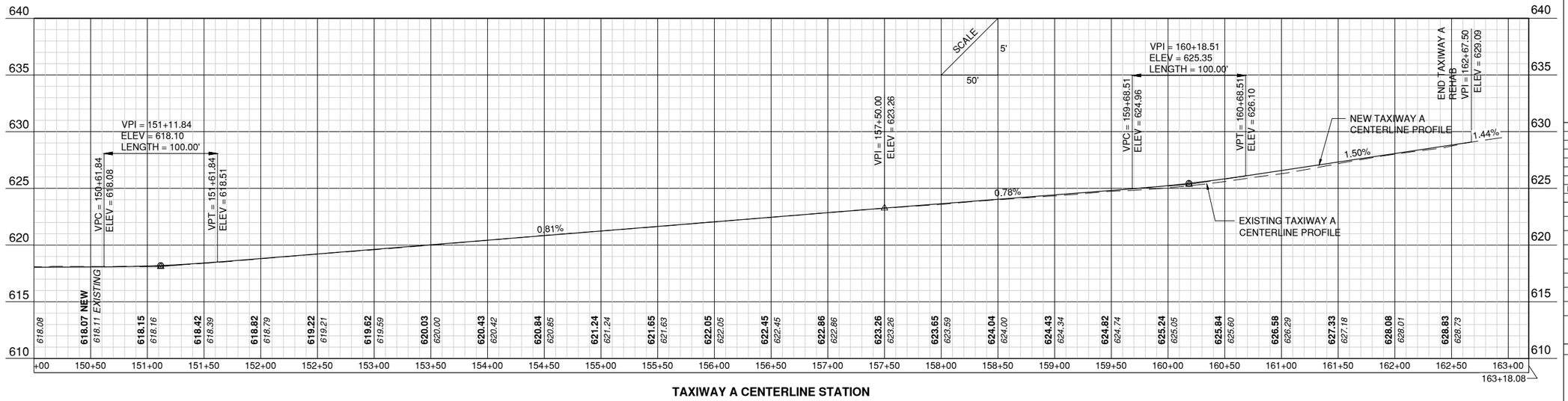




LEGEND

PROPOSED LIMITS OF 2" BITUMINOUS MILLING AND 2" (AND VARIES) OVERLAY





CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

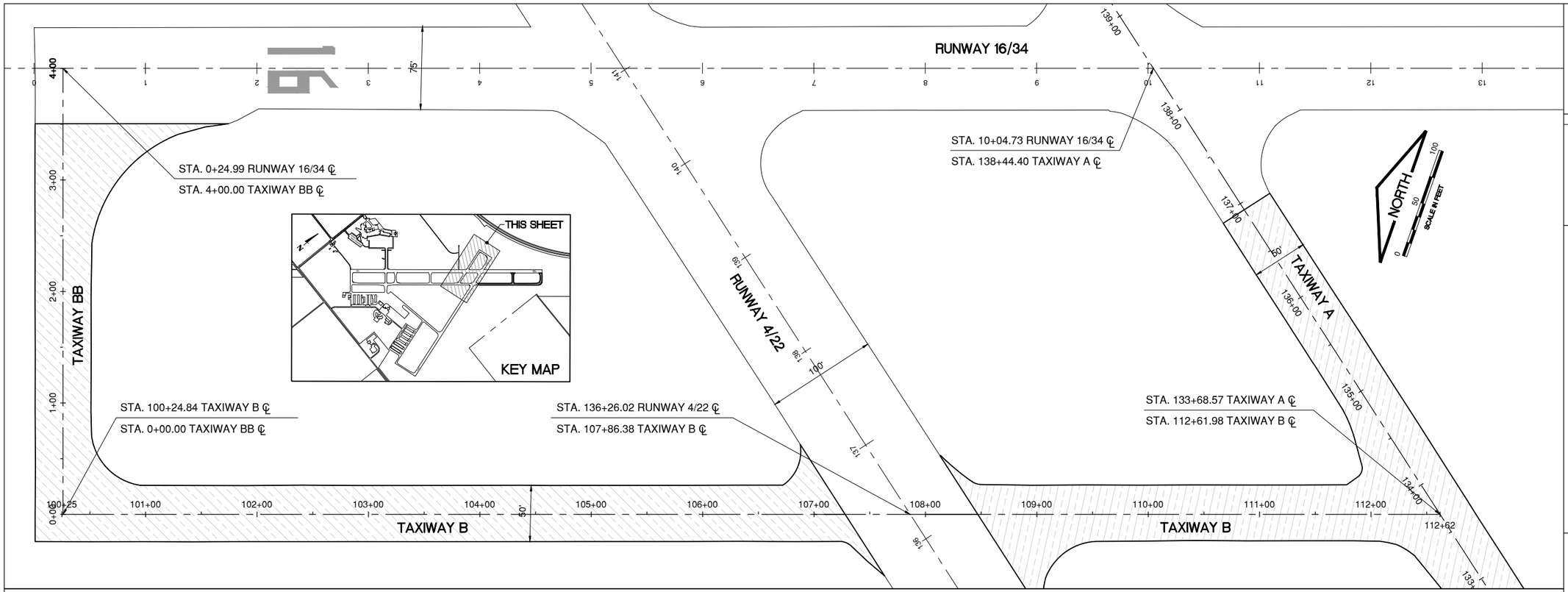
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

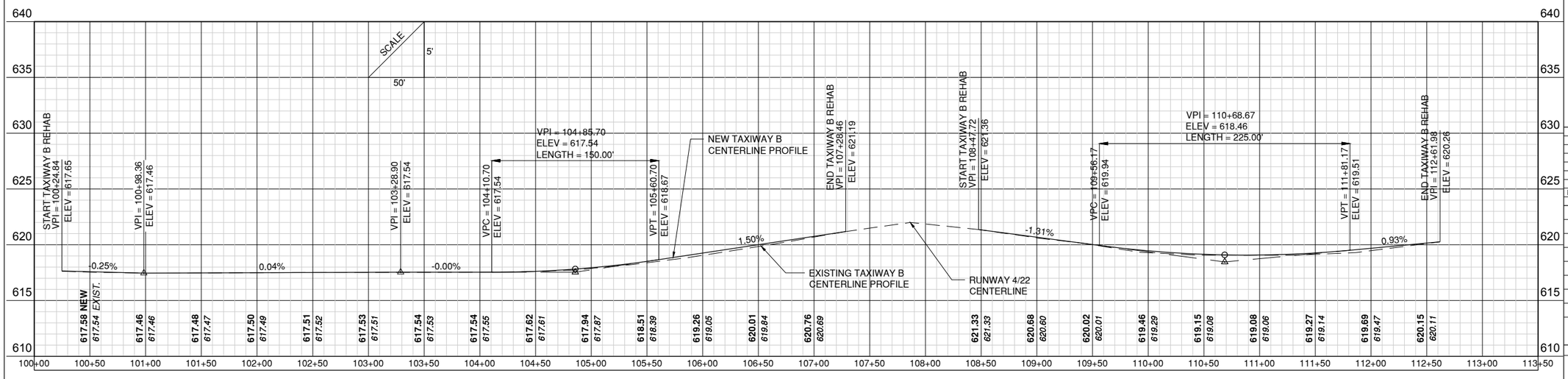
SHEET TITLE

PLAN AND PROFILE TAXIWAY A - SHEET 3

SHEET 18 OF 26

Path: K:\Kankakee\Ap\24007098-00_Rehab TxyA Phs1\Draw\Sheets\IKK Rehab Txy A - Plan and Profiles.dwg
Date: Friday, April 18, 2025 5:08:55 PM





TAXIWAY B CENTERLINE STATION

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

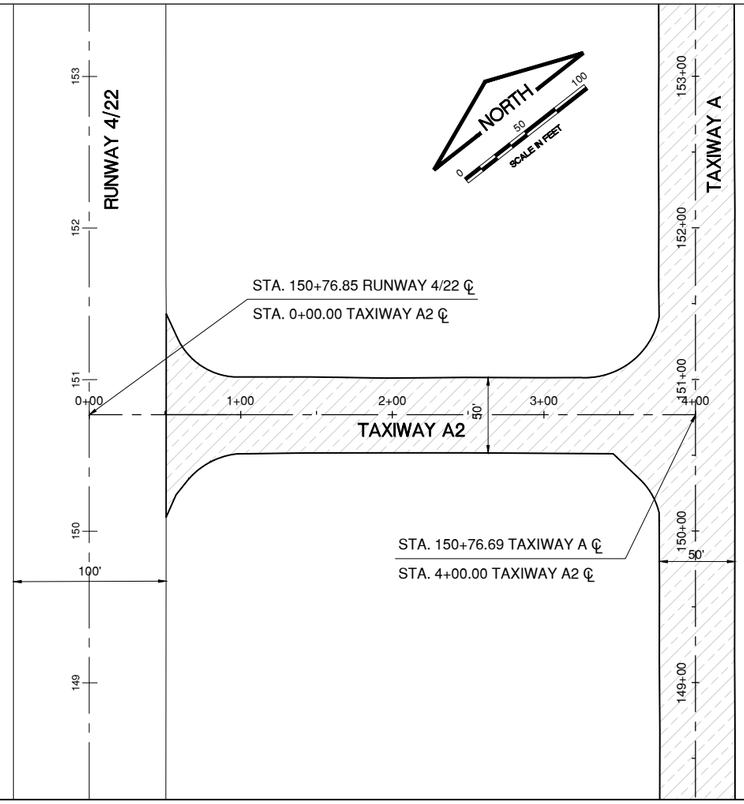
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

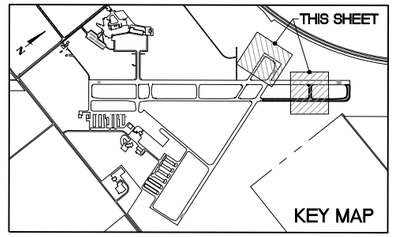
SHEET TITLE

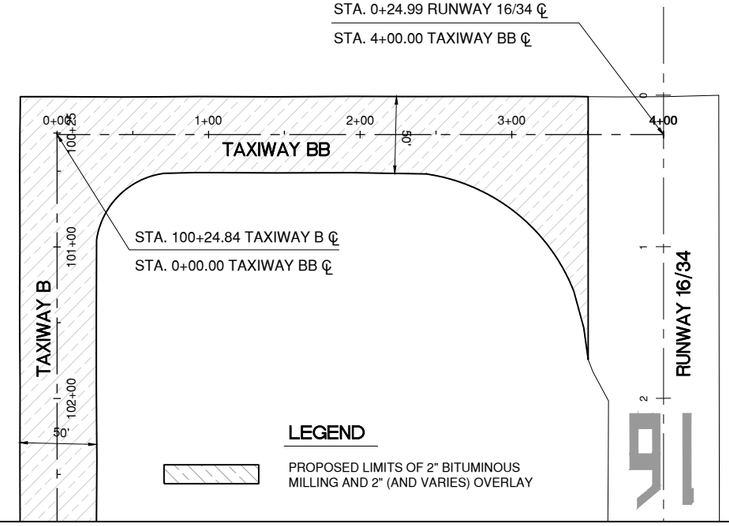
PLAN AND PROFILE TAXIWAY B

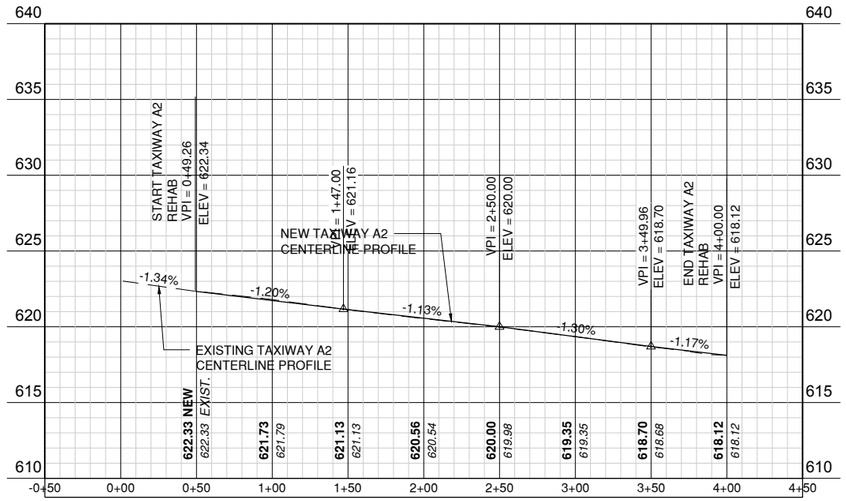
SHEET 19 OF 26

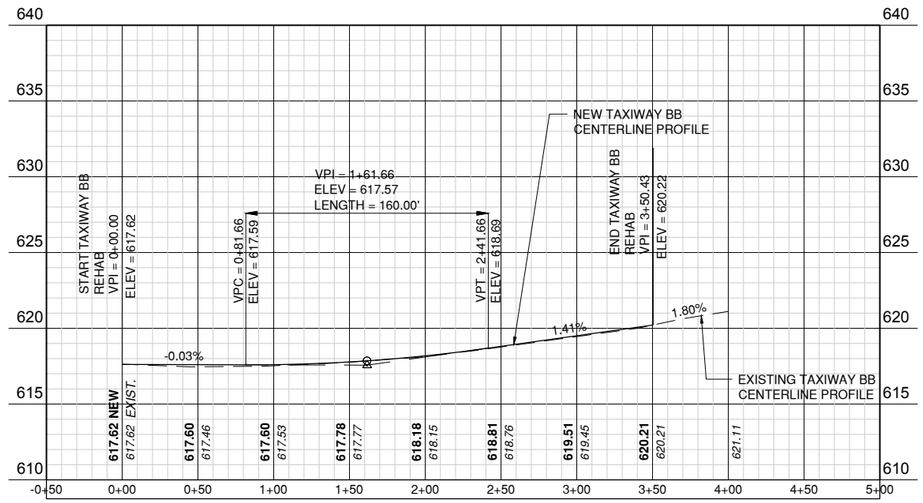
Path: K:\Kankakee\Apt\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Plan and Profiles.dwg
Date: Friday, April 18, 2025 5:08:57 PM











CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

PLAN AND PROFILE TAXIWAY A2 AND TAXIWAY BB

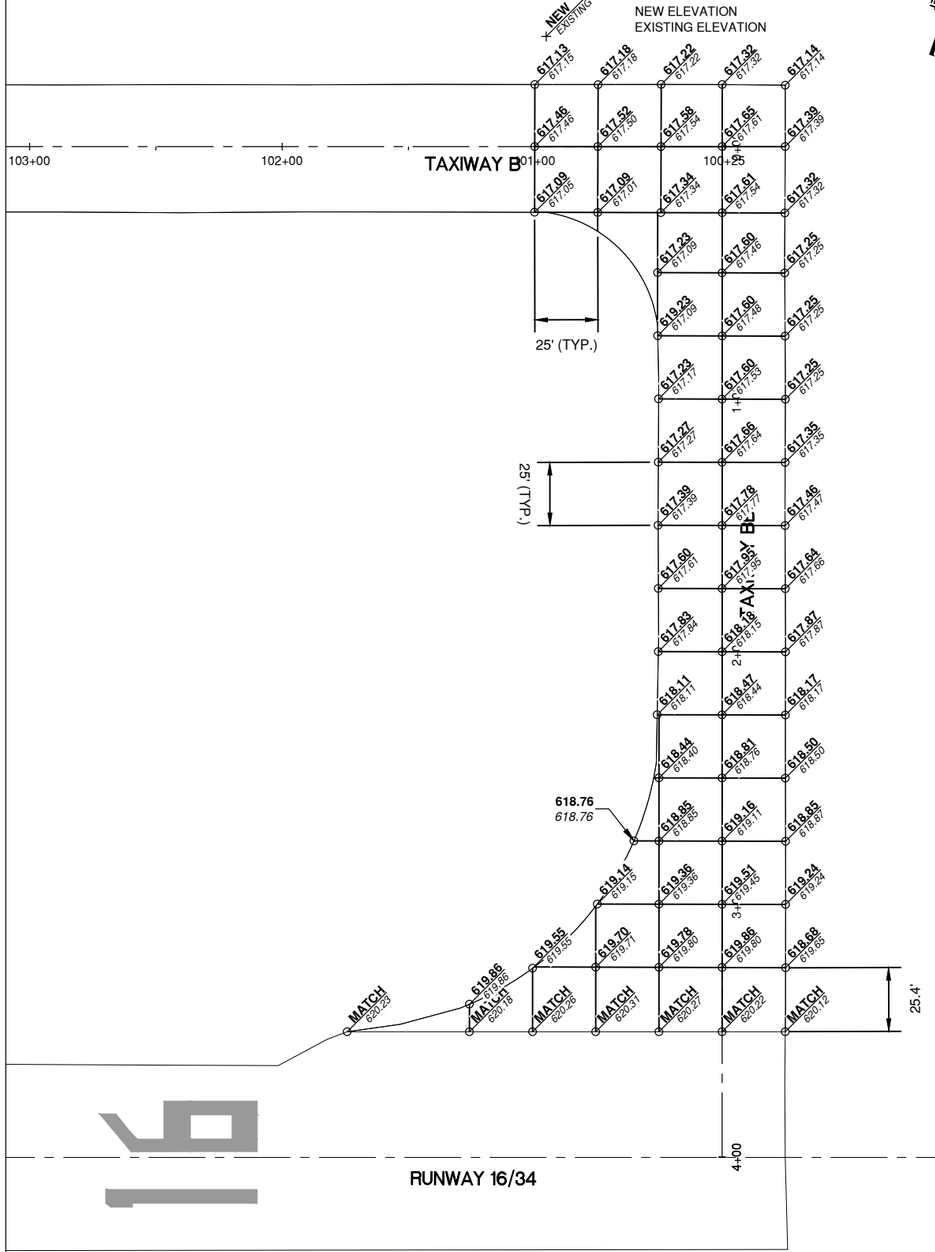
SHEET 20 OF 26

Path: K:\Kankakee\Apt\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Plan and Profiles.dwg
Date: Friday, April 18, 2025 5:08:58 PM

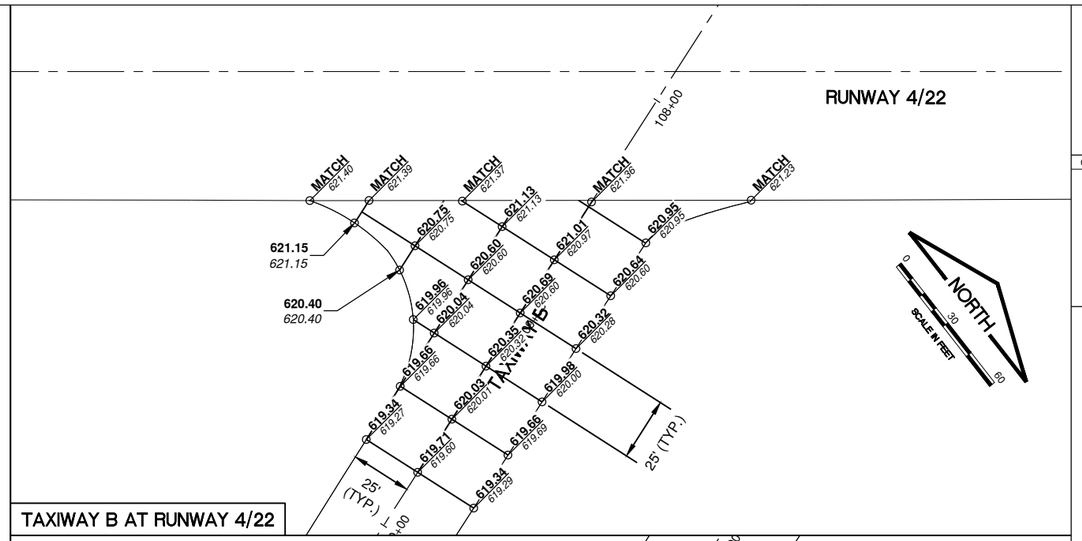
LEGEND

LIMITS OF 2" BITUMINOUS MILLING AND 2" (AND VARIES) OVERLAY

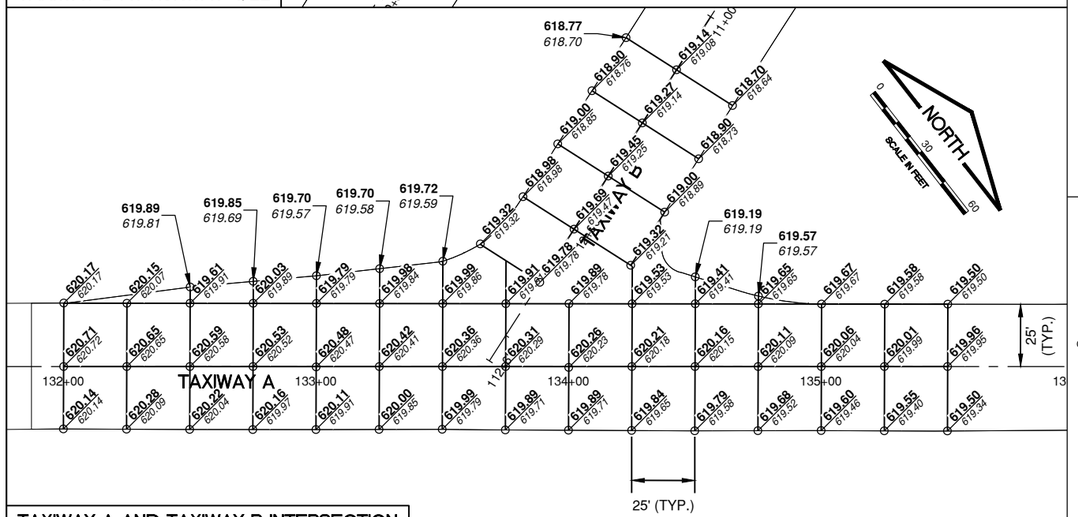
NEW ELEVATION
EXISTING ELEVATION



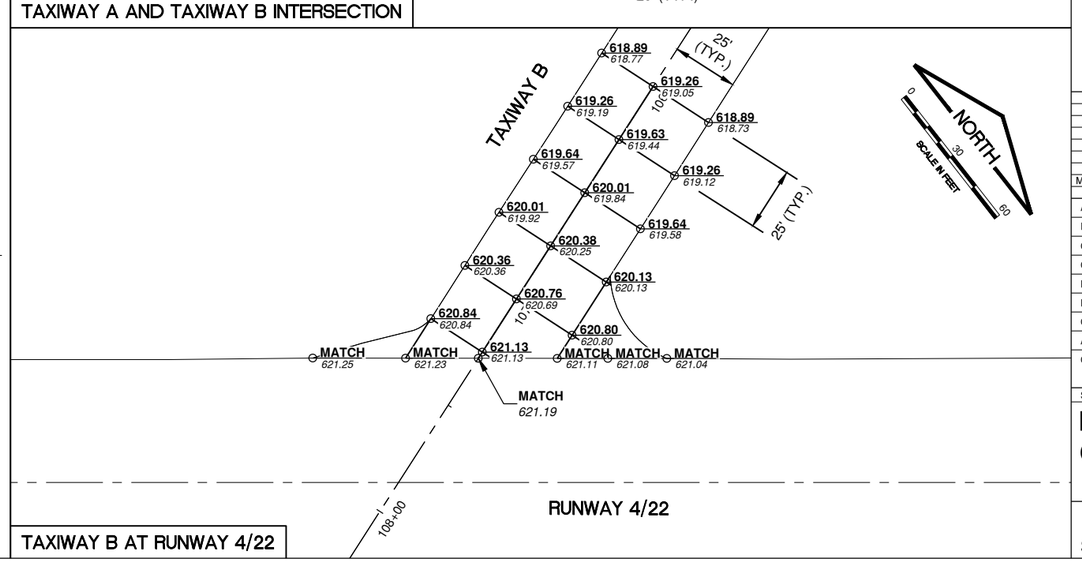
TAXIWAY BB



TAXIWAY B AT RUNWAY 4/22



TAXIWAY A AND TAXIWAY B INTERSECTION



TAXIWAY B AT RUNWAY 4/22

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

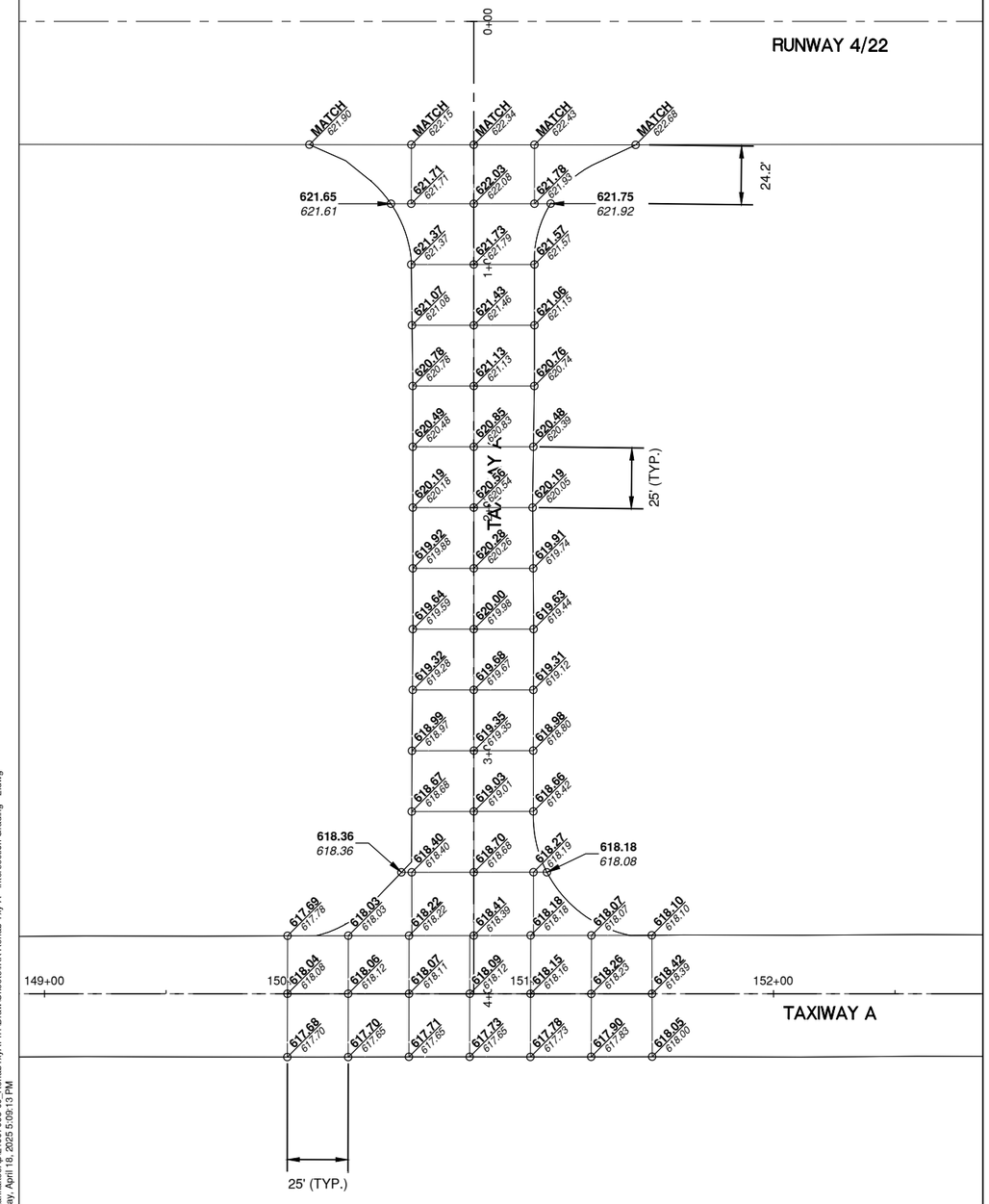
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

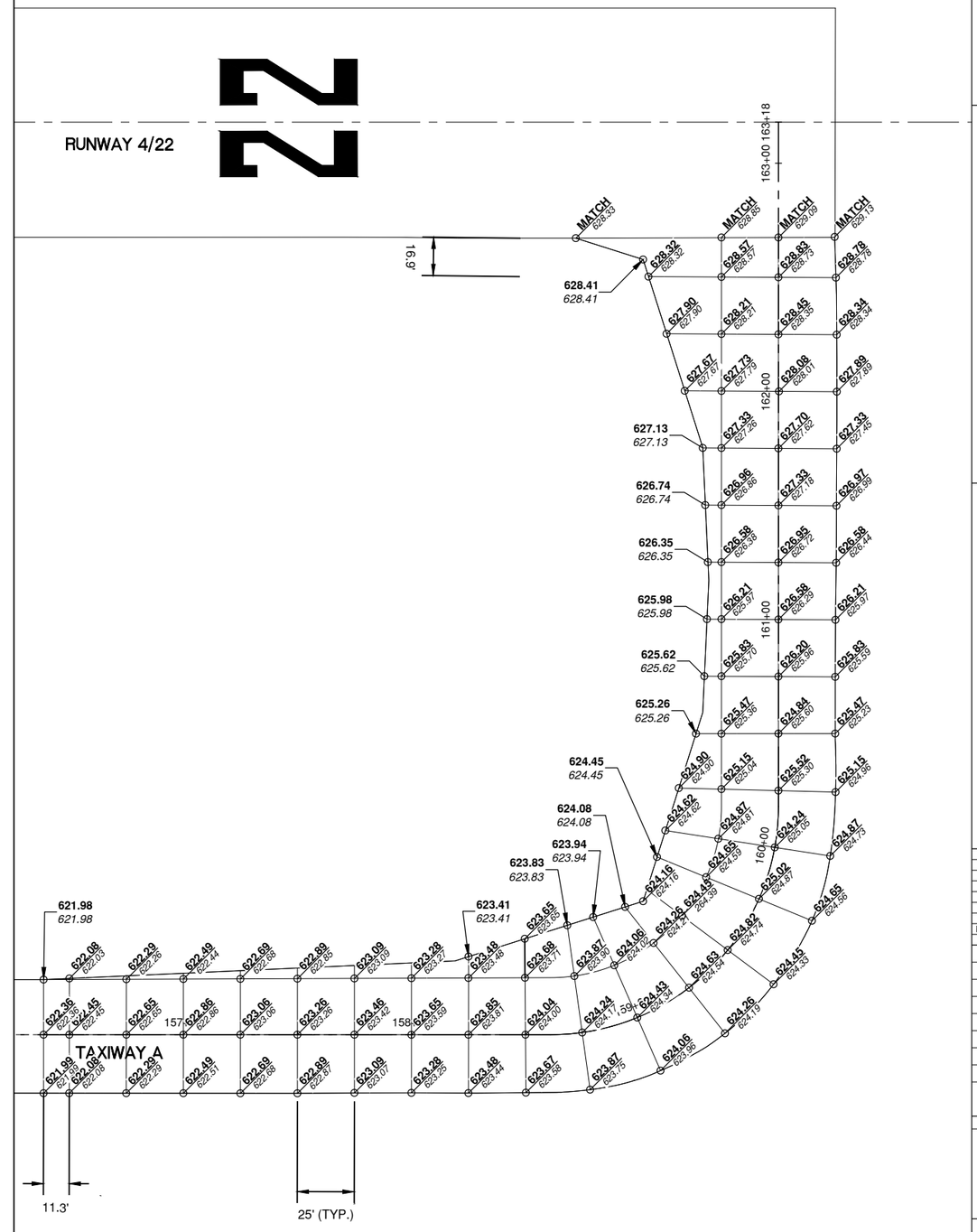
SHEET TITLE

INTERSECTION GRADING DETAILS - 1

SHEET 21 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Intersection Grading - 1.dwg
Date: Friday, April 18, 2025 5:09:08 PM





CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

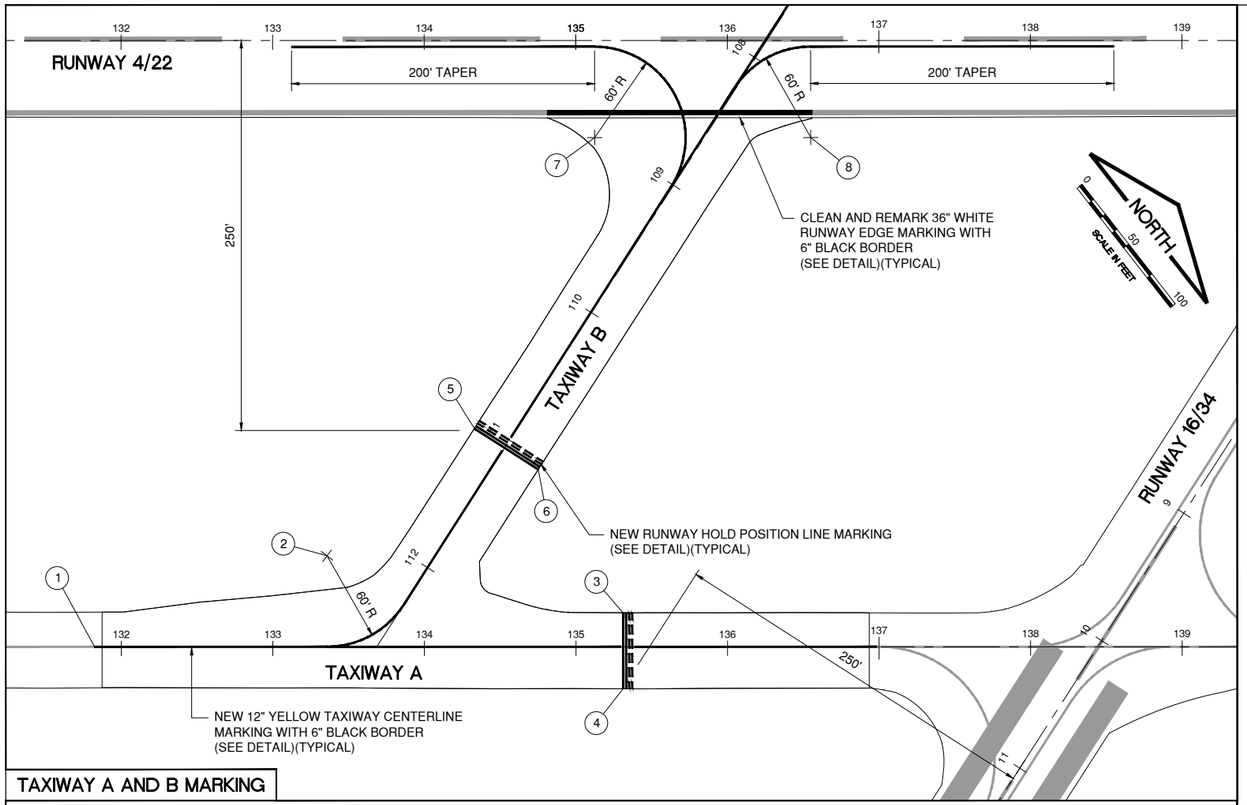
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

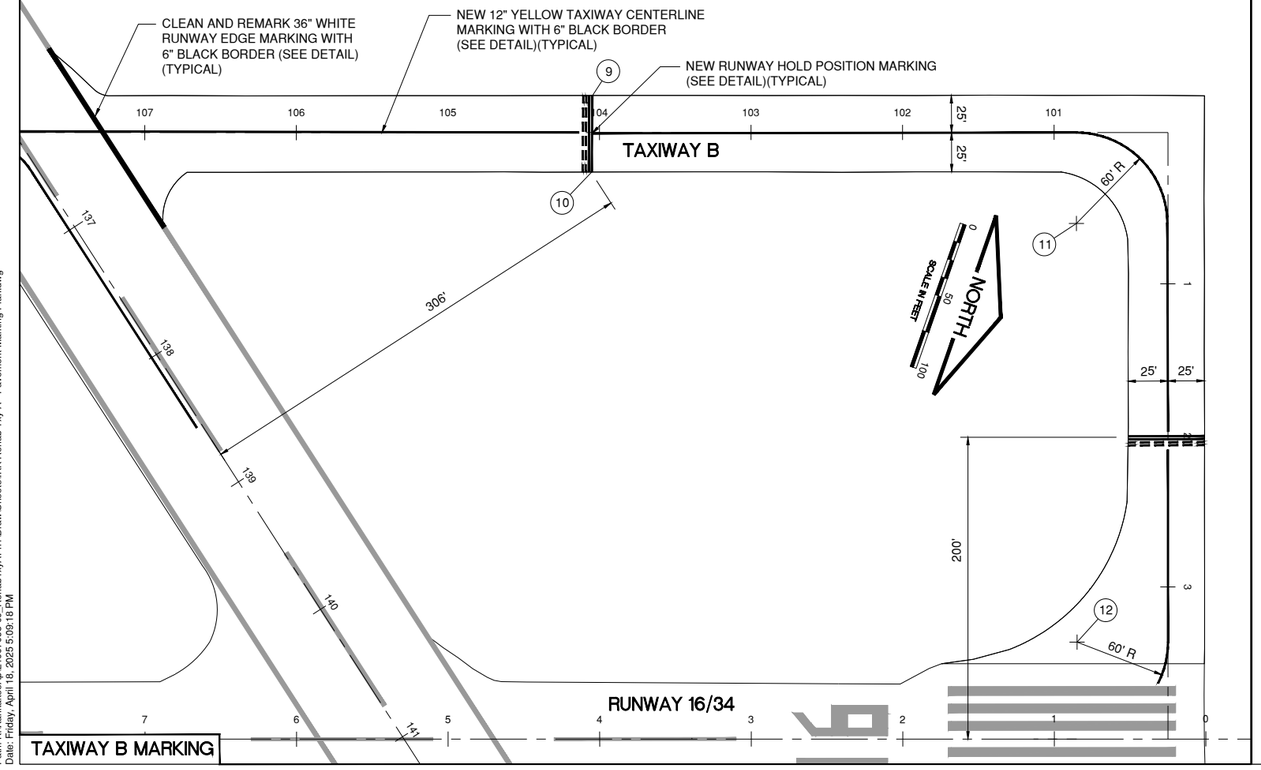
INTERSECTION GRADING DETAILS - 2

SHEET 22 OF 26

Path: K:\KankakeeAp\24007098-00_Rehab1TxyAPhs1\Draw\Sheets\IKK Rehab Txy A - Intersection Grading - 2.dwg
Date: Friday, April 18, 2025 5:09:13 PM



TAXIWAY A AND B MARKING



TAXIWAY B MARKING

PAVEMENT MARKING CONTROL POINTS			
NO.	NORTHING	EASTING	STATION/OFFSET
1	1604807.62	1118455.75	STA. 131+82.28
2	1604965.47	1118502.97	STA. 133+35.80, 60' L
3	1605096.27	1118652.91	STA. 135+31.13, 25' L
4	1605065.39	1118692.42	STA. 135+31.13, 25' R
5	1605093.81	1118496.66	STA. 111+06.02, 25' R
6	1605110.34	1118543.93	STA. 111+06.02, 25' L
7	1605274.53	1118394.33	STA. 109+01.20, 60' R
8	1605386.90	1118482.08	STA. 108+23.90, 60' L
9	1605755.82	1118265.01	STA. 104+04.88 25' R
10	1605771.98	1118312.72	STA. 104+04.88, 25' L
11	1606085.18	1118239.37	STA. 100+84.70, 60' L
12	1606176.57	1118500.01	STA. 3+40.40, 60' R
13	1605442.58	1118952.04	STA. 139+82.28
14	1605585.57	1119034.01	STA. 141+31.13, 25' L
15	1605554.90	1119073.24	STA. 141+31.13, 25' R
16	1606460.16	1119320.26	STA.150+16.90, 60' R
17	1606289.56	1119538.52	STA. 150+16.60, 60' L
18	1606384.08	1119612.47	STA. 151+36.6, 60' L
19	1606979.67	1120026.51	STA. 158+60.90, 100' L
20	1607158.90	1119862.02	STA. 162+50.00 60' L

LEGEND

NEW PAVEMENT MARKING (AR620520, AR620525)

EXISTING PAVEMENT MARKING

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

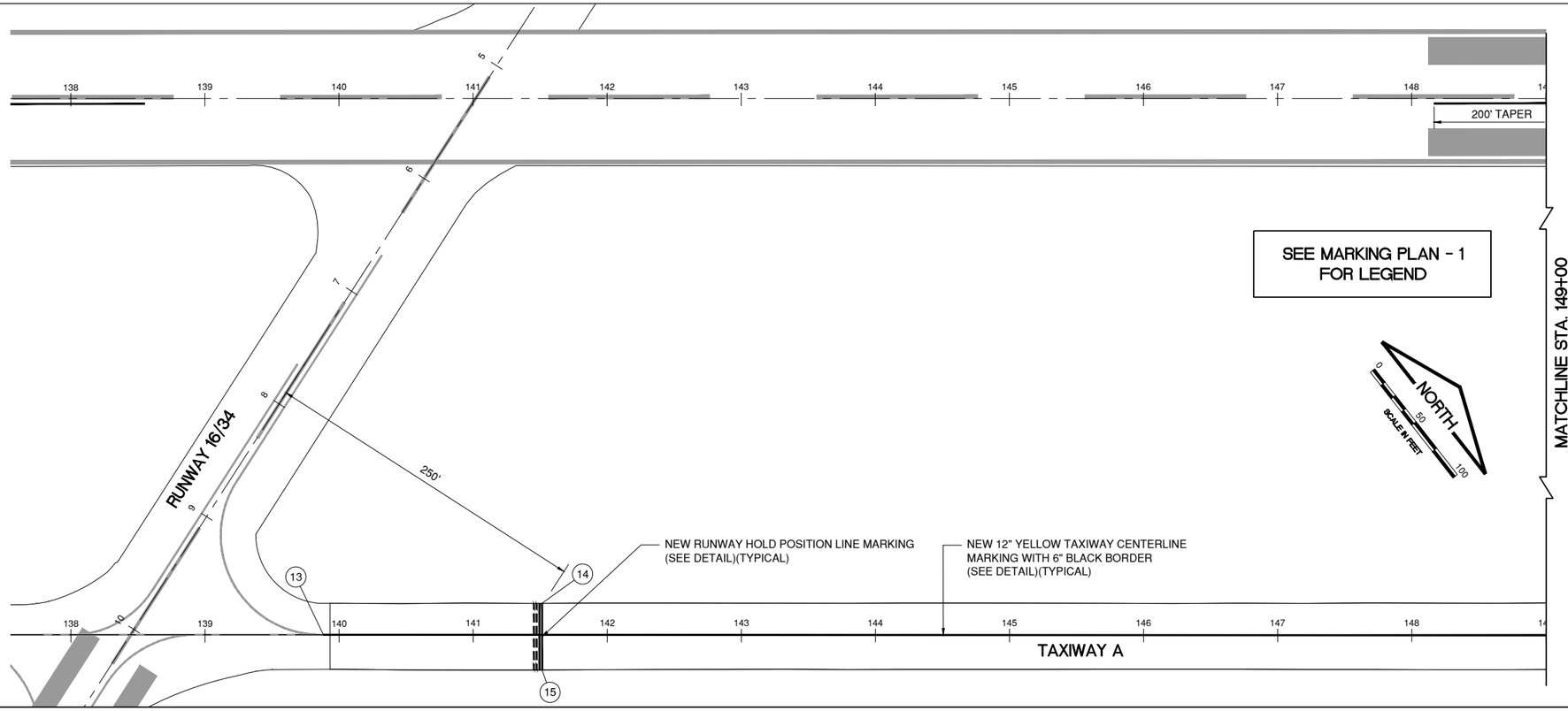
AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

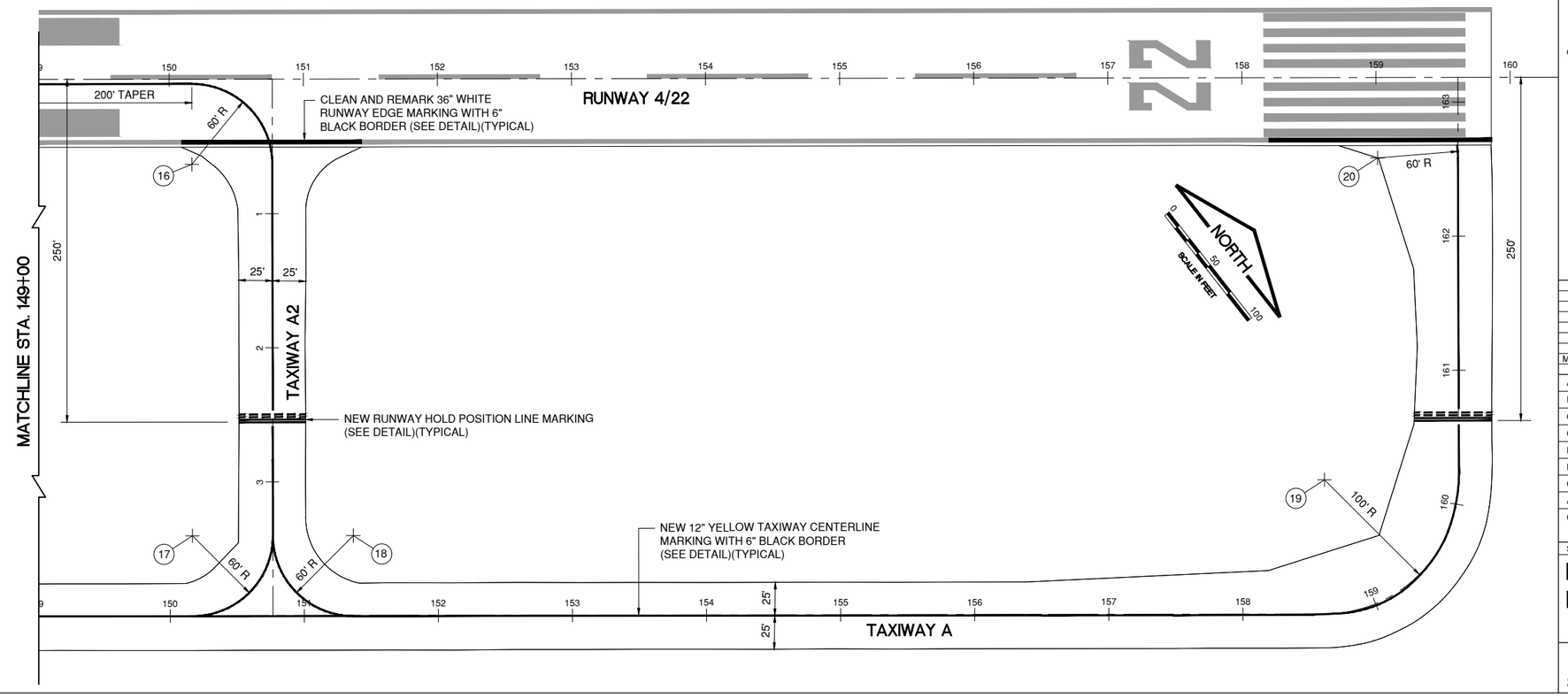
SHEET TITLE

PAVEMENT MARKING PLAN - 1

SHEET 23 OF 26

Path: K:\KankakeeAp\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Pavement Marking Plan.dwg
Date: Friday, April 18, 2025 5:09:18 PM





CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

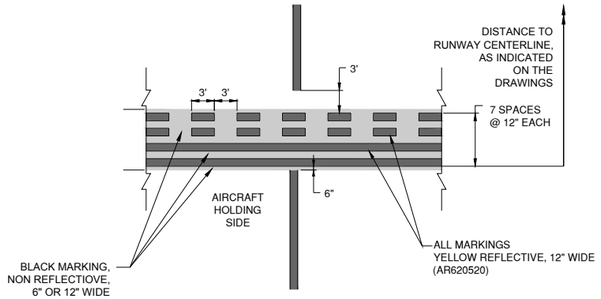
MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

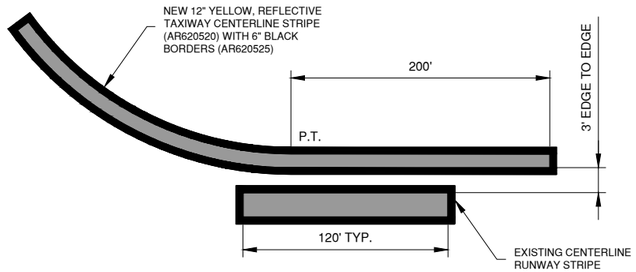
PAVEMENT MARKING PLAN - 2

Path: K:\Kankakee\Apt\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Pavement Marking Plan.dwg
Date: Friday, April 18, 2025 5:09:20 PM



RUNWAY HOLDING POSITION MARKING

NOT TO SCALE



NEW TAXIWAY EXIT MARKING DETAIL

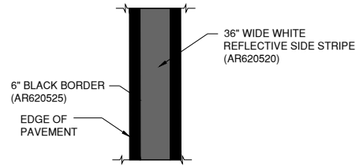
NOT TO SCALE

PAVEMENT MARKING NOTES

1. THE PAVEMENT SURFACE SHALL BE CLEAN AND DRY PRIOR TO MARKING.
2. WHEN YELLOW TAXIWAY STRIPING CROSSES ANY WHITE RUNWAY STRIPING, THE TAXIWAY STRIPE SHALL BE TERMINATED 6" EACH SIDE OF RUNWAY STRIPE EXCEPT RUNWAY/RUNWAY HOLDLINE.
3. ALL NEW AIRFIELD PAVEMENT MARKING SHALL HAVE REFLECTIVE BEADS AND 6" BLACK BORDER.
4. BLACK BORDER DOES NOT RECEIVE REFLECTIVE BEADS.
5. FIRST COAT OF PAVEMENT MARKING SHALL BE APPLIED AT THE END OF EACH PHASE, IN ORDER TO OPEN PAVEMENT TO TRAFFIC. SECOND COAT OF FINAL PAVEMENT MARKING SHALL BE APPLIED AFTER A MINIMUM OF 30 DAYS FROM FINAL PAVING DATE.

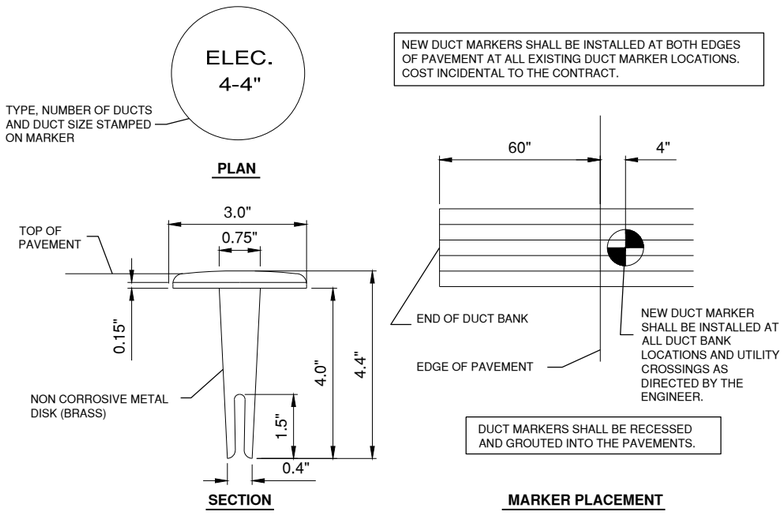
TAXIWAY / TAXILANE CENTERLINE DETAIL

NOT TO SCALE



RUNWAY EDGE MARKING CONTINUOUS

NOT TO SCALE



DUCT MARKER DETAILS

N.T.S.

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

PAVEMENT MARKING DETAILS

SHEET 25 OF 26

Path: K:\KankakeeAp\24007098-00_Rehab TxyA Phs1\Draw\Sheets\IKK Rehab Txy A - Marking Details.dwg
Date: Friday, April 18, 2025 5:36:07 PM

TAXIWAY A - SEGMENT 1 (SOUTH OF RUNWAY 16/34) - GRADING TABLE

STATION	25' LEFT OF CENTERLINE				CENTERLINE				25' RIGHT OF CENTERLINE				STATION
	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	
131+87.30	0.17	620.21	620.21	-0.17	620.74	620.74	-0.17	0.17	620.16	620.16	-0.17	0.17	131+87.30
132+00	0.17	620.17	620.17	-0.17	620.71	620.72	-0.18	0.17	620.14	620.14	-0.17	0.17	132+00
132+50	0.17	619.91	619.91	-0.17	620.59	620.58	-0.17	0.18	620.22	620.04	-0.17	0.34	132+50
133+00	0.17	619.79	619.79	-0.17	620.48	620.47	-0.17	0.18	620.11	619.91	-0.17	0.36	133+00
133+50	0.29	619.99	619.86	-0.17	620.36	620.36	-0.17	0.17	619.99	619.79	-0.17	0.36	133+50
134+00	0.32	619.89	619.73	-0.17	620.26	620.23	-0.17	0.20	619.89	619.71	-0.17	0.34	134+00
134+50	0.17	619.41	619.41	-0.17	620.16	620.15	-0.17	0.18	619.79	619.58	-0.17	0.37	134+50
135+00	0.17	619.67	619.67	-0.17	620.06	620.04	-0.17	0.19	619.60	619.46	-0.17	0.31	135+00
135+50	0.17	619.50	619.50	-0.17	619.96	619.95	-0.17	0.18	619.50	619.34	-0.17	0.33	135+50
136+00	0.21	619.49	619.44	-0.17	619.86	619.85	-0.17	0.18	619.49	619.24	-0.17	0.41	136+00
136+50	0.17	619.20	619.20	-0.17	619.71	619.69	-0.17	0.19	619.13	619.13	-0.17	0.17	136+50
136+93.53	0.17	618.99	618.99	-0.17	619.55	619.55	-0.17	0.17	619.17	619.17	-0.17	0.17	136+93.53

TAXIWAY A - SEGMENT 2 (RUNWAY 16/34 TO RUNWAY 22 END) - GRADING TABLE

STATION	25' LEFT OF CENTERLINE				CENTERLINE				25' RIGHT OF CENTERLINE				STATION
	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	
139+93.19	0.17	619.04	619.04	-0.17	619.50	619.50	-0.17	0.17	619.11	619.11	-0.17	0.17	139+93.19
140+00	0.17	619.00	619.00	-0.17	619.48	619.48	-0.17	0.17	619.07	619.07	-0.17	0.17	140+00
140+50	0.17	618.95	618.95	-0.17	619.35	619.32	-0.17	0.20	618.95	618.95	-0.17	0.17	140+50
141+00	0.22	618.84	618.78	-0.17	619.21	619.21	-0.17	0.17	618.84	618.74	-0.17	0.26	141+00
141+50	0.17	618.66	618.65	-0.17	619.02	619.02	-0.17	0.17	618.65	618.63	-0.17	0.18	141+50
142+00	0.18	618.47	618.50	-0.21	618.82	618.82	-0.17	0.17	618.45	618.41	-0.17	0.20	142+00
142+50	0.17	618.27	618.29	-0.19	618.62	618.60	-0.17	0.19	618.26	618.26	-0.18	0.17	142+50
143+00	0.17	618.06	618.06	-0.17	618.41	618.43	-0.19	0.17	618.05	618.05	-0.18	0.17	143+00
143+50	0.17	617.83	617.82	-0.17	618.19	618.18	-0.17	0.18	617.82	617.78	-0.17	0.20	143+50
144+00	0.18	617.67	617.65	-0.17	618.04	618.00	-0.17	0.21	617.67	617.58	-0.17	0.25	144+00
144+50	0.17	617.61	617.60	-0.17	617.98	617.95	-0.17	0.20	617.61	617.58	-0.17	0.19	144+50
145+00	0.20	617.60	617.56	-0.17	617.97	617.92	-0.17	0.22	617.60	617.59	-0.17	0.17	145+00
145+50	0.19	617.59	617.56	-0.17	617.96	617.91	-0.17	0.22	617.59	617.56	-0.17	0.19	145+50
146+00	0.18	617.61	617.59	-0.17	617.98	617.90	-0.17	0.25	617.61	617.58	-0.17	0.19	146+00
146+50	0.17	617.58	617.58	-0.18	617.95	617.89	-0.17	0.23	617.59	617.61	-0.19	0.17	146+50
147+00	0.17	617.58	617.59	-0.18	617.94	617.92	-0.17	0.19	617.58	617.58	-0.18	0.17	147+00
147+50	0.17	617.58	617.59	-0.18	617.94	617.95	-0.18	0.17	617.59	617.59	-0.17	0.17	147+50
148+00	0.17	617.61	617.62	-0.18	617.96	617.96	-0.17	0.17	617.61	617.62	-0.18	0.17	148+00
148+50	0.17	617.61	617.61	-0.18	617.97	617.94	-0.17	0.20	617.61	617.58	-0.17	0.19	148+50
149+00	0.18	617.62	617.60	-0.17	617.99	617.97	-0.17	0.19	617.63	617.64	-0.18	0.17	149+00
149+50	0.20	617.65	617.61	-0.17	618.02	618.03	-0.18	0.17	617.67	617.77	-0.27	0.17	149+50
150+00	0.17	617.69	617.78	-0.26	618.04	618.08	-0.21	0.17	617.68	617.70	-0.19	0.17	150+00
150+50	0.17	618.22	618.22	-0.17	618.07	618.11	-0.21	0.17	617.70	617.65	-0.17	0.21	150+50
151+00	0.17	618.18	618.18	-0.17	618.15	618.16	-0.18	0.17	617.78	617.73	-0.17	0.21	151+00
151+50	0.17	618.10	618.10	-0.17	618.42	618.39	-0.17	0.20	618.05	618.00	-0.17	0.21	151+50
152+00	0.17	618.47	618.51	-0.21	618.82	618.79	-0.17	0.20	618.45	618.42	-0.17	0.19	152+00
152+50	0.17	618.87	618.87	-0.17	619.22	619.21	-0.17	0.18	618.86	618.87	-0.18	0.17	152+50
153+00	0.17	619.27	619.27	-0.17	619.62	619.59	-0.17	0.20	619.26	619.26	-0.18	0.17	153+00
153+50	0.19	619.68	619.66	-0.17	620.03	620.00	-0.17	0.20	619.67	619.66	-0.17	0.17	153+50
154+00	0.17	620.08	620.08	-0.17	620.43	620.42	-0.17	0.18	620.07	620.08	-0.18	0.17	154+00
154+50	0.17	620.49	620.49	-0.17	620.84	620.85	-0.18	0.17	620.47	620.46	-0.17	0.17	154+50
155+00	0.17	620.88	620.88	-0.18	621.24	621.24	-0.17	0.17	620.87	620.88	-0.18	0.17	155+00
155+50	0.18	621.29	621.27	-0.17	621.65	621.63	-0.17	0.19	621.28	621.26	-0.17	0.18	155+50
156+00	0.20	621.68	621.64	-0.17	622.05	622.05	-0.17	0.17	621.68	621.67	-0.17	0.17	156+00
156+50	0.21	622.08	622.03	-0.17	622.45	622.45	-0.17	0.17	622.08	622.08	-0.18	0.17	156+50
157+00	0.21	622.49	622.44	-0.17	622.86	622.86	-0.17	0.17	622.49	622.51	-0.19	0.17	157+00
157+50	0.20	622.89	622.85	-0.17	623.26	623.26	-0.17	0.17	622.89	622.87	-0.17	0.18	157+50
158+00	0.17	623.28	623.27	-0.17	623.65	623.59	-0.17	0.23	623.28	623.25	-0.17	0.19	158+00
158+50	0.17	623.68	623.71	-0.20	624.04	624.00	-0.17	0.21	623.67	623.58	-0.17	0.25	158+50
159+00	0.20	624.06	624.02	-0.17	624.43	624.34	-0.17	0.26	624.06	623.96	-0.17	0.26	159+00
159+50	0.22	624.45	624.39	-0.17	624.82	624.74	-0.17	0.25	624.45	624.33	-0.17	0.28	159+50
160+00	0.22	624.87	624.81	-0.17	625.24	625.05	-0.17	0.36	624.87	624.73	-0.17	0.30	160+00
160+50	0.27	625.47	625.36	-0.17	625.84	625.60	-0.17	0.41	625.47	625.23	-0.17	0.40	160+50
161+00	0.40	626.21	625.97	-0.17	626.58	626.29	-0.17	0.46	626.21	625.97	-0.17	0.40	161+00
161+50	0.26	626.96	626.86	-0.17	627.33	627.18	-0.17	0.32	626.97	626.99	-0.19	0.17	161+50
162+00	0.17	627.73	627.79	-0.23	628.08	628.01	-0.17	0.24	627.89	627.89	-0.17	0.17	162+00
162+50	0.17	628.57	628.57	-0.17	628.83	628.73	-0.17	0.27	628.78	628.78	-0.17	0.17	162+50
162+67.50	0.17	628.85	628.85	-0.17	629.09	629.09	-0.17	0.17	629.13	629.13	-0.17	0.17	162+67.50

TAXIWAY A2 - GRADING TABLE

STATION	25' LEFT OF CENTERLINE				CENTERLINE				25' RIGHT OF CENTERLINE				STATION
	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	
0+49.26	0.17	622.43	622.43	-0.17	622.34	622.34	-0.17	0.17	622.15	622.15	-0.17	0.17	0+49.26
0+50.00	0.17	622.43	622.43	-0.17	622.33	622.33	-0.17	0.17	622.15	622.15	-0.17	0.17	0+50
1+00.00	0.17	621.57	621.57	-0.17	621.73	621.79	-0.23	0.17	621.37	621.37	-0.18	0.17	1+00
1+50.00	0.18	620.76	620.74	-0.17	621.13	621.13	-0.17	0.17	620.78	620.78	-0.17	0.17	1+50
2+00.00	0.30	620.19	620.05	-0.17	620.56	620.54	-0.17	0.19	620.19	620.18	-0.17	0.17	2+00
2+50.00	0.35	619.63	619.44	-0.17	620.00	619.98	-0.17	0.19	619.63	619.59	-0.17	0.20	2+50
3+00.00	0.34	618.98	618.80	-0.17	619.35	619.35	-0.17	0.17	618.98	618.97	-0.17	0.17	3+00
3+50.00	0.26	618.27	618.18	-0.17	618.70	618.68	-0.17	0.19	618.40	618.40	-0.17	0.17	3+50
4+00.00	0.17	618.16	618.16	-0.17	618.12	618.12	-0.17	0.17	618.22	618.22	-0.17	0.17	4+00.00

TAXIWAY B - GRADING TABLE

STATION	25' LEFT OF CENTERLINE				CENTERLINE				25' RIGHT OF CENTERLINE				STATION
	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	
100+24.84	0.17	617.53	617.53	-0.17	617.65	617.61	-0.17	0.21	617.32	617.32	-0.17	0.17	100+24.84
100+50	0.17	617.34	617.34	-0.17	617.58	617.54	-0.17	0.21	617.22	617.22	-0.17	0.17	100+50
101+00	0.20	617.09	617.05	-0.17	617.46	617.46	-0.17	0.17	617.13	617.15	-0.19	0.17	101+00
101+50	0.23	617.11	617.04	-0.17	617.48	617.47	-0.17	0.18	617.13	617.12	-0.17	0.18	101+50
102+00	0.17	617.12	617.12	-0.18	617.49	617.49	-0.17	0.17	617.15	617.19	-0.21	0.17	102+00
102+50	0.20	617.14	617.10	-0.17	617.51	617.52	-0.18	0.17	617.17	617.17	-0.17	0.17	102+50
103+00	0.18	617.16	617.14	-0.17	617.53	617.51	-0.17	0.19	617.18	617.15	-0.17	0.20	103+00
103+50	0.21	617.17	617.12	-0.17	617.54	617.53	-0.17	0.18	617.19	617.16	-0.17	0.20	103+50
104+00	0.17	617.17	617.16	-0.17	617.54	617.55	-0.18	0.17	617.19	617.19	-0.17	0.17	104+00
104+50	0.17	617.25	617.24	-0.17	617.62	617.61	-0.17	0.18	617.26	617.26	-0.18	0.17	104+50
105+00	0.21	617.57	617.52	-0.17	617.94	617.87	-0.17	0.24	617.57	617.53	-0.17	0.20	105+00
105+50	0.23	618.14	618.07	-0.17	618.51	618.39	-0.17	0.29	618.14	618.12	-0.17	0.18	105+50
106+00	0.32	618.89	618.73	-0.17	619.26	619.05	-0.17	0.38	618.89	618.77	-0.17	0.28	106+00
106+50	0.23	619.64	619.57	-0.17	620.01	619.84	-0.17	0.34	619.64	619.57	-0.17	0.23	106+50
107+00	0.17	620.80	620.80	-0.17	620.76	620.69	-0.17	0.24	620.36	620.36	-0.17	0.17	107+00
107+27.92					621.19	621.19	-0.17	0.17	621.23	621.23	-0.17	0.17	107+27.92
108+46.99	0.17	621.31	621.31	-0.17	621.38	621.36	-0.17	0.19					108+46.99
108+50	0.17	620.95	620.95	-0.17	621.35	621.33	-0.17	0.19					108+50
109+00	0.20	620.32	620.28	-0.17	620.69	620.60	-0.17	0.26	620.60	620.60	-0.17	0.17	109+00
109+50	0.17	619.66	619.69	-0.21	620.03	620.01	-0.17	0.19	619.66	619.66	-0.18	0.17	109+50
110+00	0.31	619.09	618.94	-0.17	619.46	619.29	-0.17	0.34	619.09	618.95	-0.17	0.30	110+00
110+50	0.32	618.78	618.62	-0.17	619.15	619.08	-0.17	0.24	618.78	618.74	-0.17	0.20	110+50
111+00	0.25	618.71	618.62	-0.17	619.08	619.06	-0.17	0.19	618.71	618.69	-0.17	0.18	111+00
111+50	0.33	618.90	618.73	-0.17	619.27	619.14	-0.17	0.30	618.90	618.76	-0.17	0.30	111+50
112+00	0.27	619.32	619.21	-0.17	619.69	619.47	-0.17	0.39	618.98	618.98	-0.17	0.17	112+00
112+50					620.15	620.11	-0.17	0.21					112+50
112+61.98	0.17	620.24	620.24	-0.17	620.26	620.26	-0.17	0.17	620.33	620.33	-0.17	0.17	112+61.98

TAXIWAY BB - GRADING TABLE

STATION	25' LEFT OF CENTERLINE				CENTERLINE				25' RIGHT OF CENTERLINE				STATION
	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	PROP ELEV.	EXST ELEV.	MILL DEPTH	OVERLAY THICKNESS	
0+00.00	0.17	617.39	617.39	-0.17	617.62	617.62	-0.17	0.17	617.54	617.54	-0.17	0.17	0+00.00
0+50	0.17	617.25	617.25	-0.17	617.60	617.46	-0.17	0.31	617.23	617.09	-0.17	0.30	0+50
1+00	0.18	617.26	617.25	-0.17	617.60	617.53	-0.17	0.24	617.23	617.17	-0.17	0.22	1+00
1+50	0.15	617.46	617.47	-0.17	617.78	617.77	-0.17	0.18	617.41	617.39	-0.17	0.18	1+50
2+00	0.17	617.87	617.87	-0.17	618.18	618.15	-0.17	0.20	617.83	617.84	-0.18	0.16	2+00
2+50	0.17	618.50	618.50	-0.18	618.81	618.76	-0.17	0.22	618.44	618.40	-0.17	0.20	2+50
3+00	0.17	619.24	619.24	-0.18	619.51	619.45	-0.17	0.23	619.36	619.36	-0.17	0.17	3+00
3+50	0.17	620.11	620.11	-0.17	620.21	620.21	-0.17	0.17	620.27	620.27	-0.17	0.17	3+50
3+50.43	0.17	620.11	620.11	-0.17	620.22	620.22	-0.17	0.17	620.27	620.27	-0.17	0.17	3+50.43

HMA Mixture Requirement Table

Item	Runway/Taxiway (60k+ lbs) Ndes	PG Binder	Aggregate Quality	Max RAP	Density Acceptance
401: Surface	N50@3.0%	Overlay: SBS PG 70-28 Leveling/Patches PG 64-22	A	0 (N/A)	PWL Mainline: Cores Joints: Cores

CMT

CONSULTANTS

IL. CONTRACT: **KA054**
IL. LETTING ITEM: **08A**
IL. PROJECT: **IKK-5198**
S.B.G. PROJECT: **3-17-SBGP-TBD**

REHABILITATE TAXIWAY A - PHASE 1

FINAL

APRIL 18, 2025

OWNER

KANKAKEE VALLEY AIRPORT AUTHORITY

MARK	DATE	DESCRIPTION

AIP PROJECT NO.	3-17-SBGP-TBD
IL PROJECT NO.	IKK-5198
CMT PROJECT NO:	24007098-00
CAD DWG FILE:	
DESIGNED BY:	EJR
DRAWN BY:	JRO
CHECKED BY:	DKP
APPROVED BY:	DKP
COPYRIGHT:	

SHEET TITLE

PAVING TABLES

SHEET 26 OF 26

Path: K:\Kankakee\Ap\24007098-00_RehabTxyAPh1\Draw\Sheets\IKK Rehab Txy A - Miscellaneous Details.dwg
Date: Friday, April 18, 2025 5:09:29 PM