



Illinois Department of Transportation

Office of Intermodal Project Implementation / Division of Aeronautics
1 Langhorne Bond Drive / Springfield, Illinois 62707-8415

September 5, 2025

SUBJECT: Greater Kankakee Airport
Kankakee, Illinois
Kankakee County
Illinois Project Number: IKK-5084
SBG Project Number: 3-17-SBGP-TBD
Contract No. KA055
Item No. 04A, September 19, 2025 Letting
Addendum B

NOTICE TO PROSPECTIVE BIDDERS

Attached is an addendum to the plans or proposal. This addendum involves revised and/or added material.

Reason for Addendum:

Calendar days and CCDD clarification.

To All Plan Holders:

Calendar days for the project are 26 calendar days, as stated in the contract document. No coordination regarding CCDD compliance is required. Please see below for plan and special provisions changes.

Plan Changes:

1. Construction Safety and Phasing Plan – 1 (Sheet 4)
 - a. Delete allowable work period from the table.
2. Construction Safety and Phasing Plan – 2 (Sheet 5)
 - a. Under Phasing Notes, add Note #7 "Work shall be concurrent with Phase 1. See Construction Safety and Phasing Plan – 1 for work and barricade limits."
3. Construction Safety and Phasing Plan – 3 (Sheet 6)
 - a. Under Phasing Notes, add Note #7 "Work shall be concurrent with Phase 1. See Construction Safety and Phasing Plan – 1 for work and barricade limits."
 - b. Under Phasing Notes, add Note #8 "Work under Phase 3B can be concurrent with any other phases except Phase 3A."
4. Construction Safety and Phasing Plan – 4 (Sheet 7)
 - a. Under Phasing Notes, add Note #7 "Work shall be concurrent with Phase 1. See Construction Safety and Phasing Plan – 1 for work and barricade limits."
5. Construction Safety and Phasing Plan General Notes – 1 (Sheet 8)
 - a. Under 2. Phasing Note #1, revise the number of calendar days to 26 calendar days.
6. Index to Cross Sections (Sheet 23)
 - a. Delete General Earthwork Notes #6. Add "Samples were collected to evaluate compliance with Clean Construction and Demolition Debris (CCDD) standards for offsite soil disposal. According to the Geotechnical and Environmental Reports, the sample from boring B-1 at a depth of 0 to

5.0 feet exceeded CCDD limits for Methylene Chloride and Trichloroethene. However, since the excavated soil will be stockpiled and remain onsite, no further coordination regarding CCDD compliance is required.”

Special Provisions Changes:

1. Delete Item 152-1.6 Clean Construction or Demolition Debris.
2. Delete references to Clean Construction or Demolition Debris under Item 152-5.1.
3. Revise Item 401-2.3 Asphalt Binder, last sentence of the 6th paragraph to “The lower surface shall use SBS PG 64-22 for all taxilanes and aprons.”

Schedule of Prices Changes:

No changes.

Prime contractors must utilize the enclosed material when preparing their bid and must include any changes to the Schedule of Prices in their bid.

Questions on this addendum may be directed to Kyle Peabody of Crawford, Murphy & Tilly at 630.907.7024.

PHASING NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF 14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
2. CONTRACTOR TO INSTALL TEMPORARY 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 RUNWAYS OR TAXIWAYS 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 ONE (1) ESCORT WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD.

PHASE 1: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE APRON AND TAXIWAY CLOSURE WITH THE RESIDENT ENGINEER.
- COVER TAXIWAY A5 LIGHTS/SIGNS WITHIN CLOSED TAXIWAY AREA.
- PLACE BARRICADES FOR TAXIWAY CLOSURES.
- CONSTRUCT IMPROVEMENTS INCLUDING PAVEMENT REHABILITATION, REFLECTOR INSTALLATION DRAINAGE INSTALLATION, GRADING, PAVEMENT MARKING AND LANDSCAPING.
- CONTRACTOR MUST WAIT 30 DAYS AFTER PAVEMENT CONSTRUCTION TO APPLY SECOND COAT OF PAVEMENT MARKING.
- CLEAN AIRFIELD PAVEMENTS/REMOVE BARRICADES.
- OPEN PAVEMENTS.

LEGEND

- PROPOSED PHASE 1 WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S EMPLOYEE PARKING
- RUNWAY SAFETY AREA
- TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES
- FAA CRITICAL POINT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE
- CROSSING ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN



CONSULTANTS

IL PROJECT: IKK-5084
IL LETTING ITEM: 04A
IL CONTRACT NO.: KA055

RECONSTRUCT SW
QUADRANT APRON;
TERMINAL AND SE HANGAR
APRON PAVEMENT REPAIRS

JUNE 6, 2025

OWNER



GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS

9/5/2025 DELETE ALLOWABLE WORK PERIOD

MARK DATE DESCRIPTION

PROJECT NO: 23005642.00
CAD DWG FILE: IKK5084_23005642.00_CD_1_CSPP - 1.DWG
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DRAWN BY: JRO
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SHEET TITLE

CONSTRUCTION SAFETY
AND PHASING PLAN - 1

Path: K:\Kankakee\A\23005642.00_ReconSWQuadApron\Draw\Sheets\IKK5084_23005642.00_CD_1_CSPP - 2.dwg
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WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 2A	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY A, B, AND H OPEN T-HANGAR TAXILANES CLOSED AS SHOWN
PHASE 2B	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY A AND B OPEN T-HANGAR TAXILANE TO TERMINAL CLOSED



CONSULTANTS

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RECONSTRUCT SW
QUADRANT APRON;
TERMINAL AND SE HANGAR
APRON PAVEMENT REPAIRS

JUNE 6, 2025

OWNER



GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS

9/5/2025 ADD NOTE NO. 7

MARK DATE DESCRIPTION

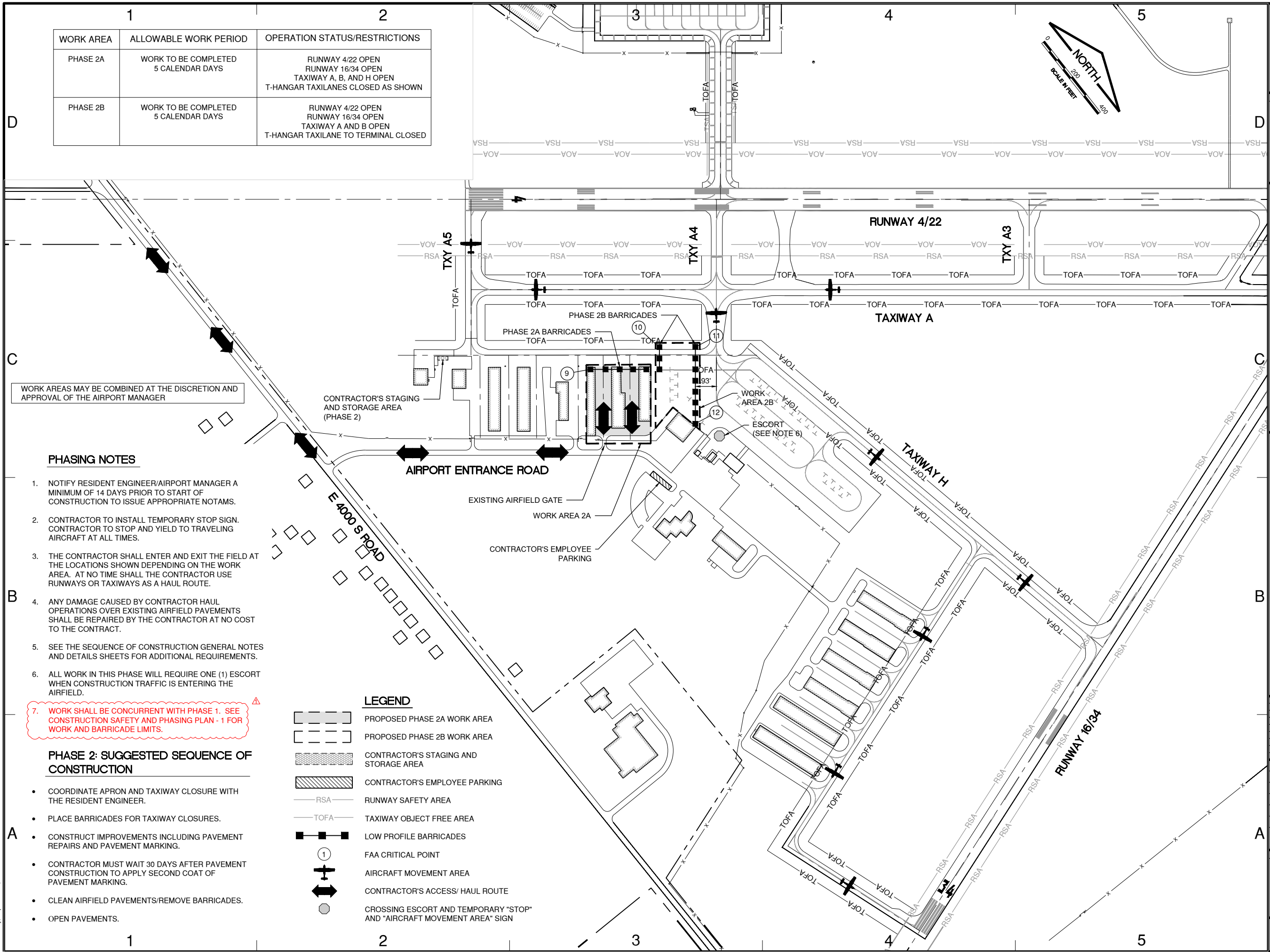
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SHEET TITLE

CONSTRUCTION SAFETY
AND PHASING PLAN - 2

SHEET 5 OF 26



PHASING NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF 14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
2. CONTRACTOR TO INSTALL TEMPORARY 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 RUNWAYS OR TAXIWAYS 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 ONE (1) ESCORT WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD.

PHASE 2: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE APRON AND TAXIWAY CLOSURE WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES FOR TAXIWAY CLOSURES.
- CONSTRUCT IMPROVEMENTS INCLUDING PAVEMENT REPAIRS AND PAVEMENT MARKING.
- CONTRACTOR MUST WAIT 30 DAYS AFTER PAVEMENT CONSTRUCTION TO APPLY SECOND COAT OF PAVEMENT MARKING.
- CLEAN AIRFIELD PAVEMENTS/REMOVE BARRICADES.
- OPEN PAVEMENTS.

LEGEND

	PROPOSED PHASE 2A WORK AREA
	PROPOSED PHASE 2B WORK AREA
	CONTRACTOR'S STAGING AND STORAGE AREA
	CONTRACTOR'S EMPLOYEE PARKING
	RSA RUNWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	LOW PROFILE BARRICADES
	FAA CRITICAL POINT
	AIRCRAFT MOVEMENT AREA
	CONTRACTOR'S ACCESS/ HAUL ROUTE
	CROSSING ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN

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WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 3A	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY A OPEN TAXIWAY A4 TO TERMINAL APRON CLOSED
PHASE 3B	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY A OPEN PORTION OF TERMINAL APRON CLOSED

C

WORK AREAS MAY BE COMBINED AT THE DISCRETION AND
APPROVAL OF THE AIRPORT MANAGER

PHASING NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF 14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.
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5. SEE THE SEQUENCE OF CONSTRUCTION GENERAL NOTES AND DETAILS SHEETS FOR ADDITIONAL REQUIREMENTS.
6. ALL WORK IN THIS PHASE WILL REQUIRE ONE (1) ESCORT WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD.

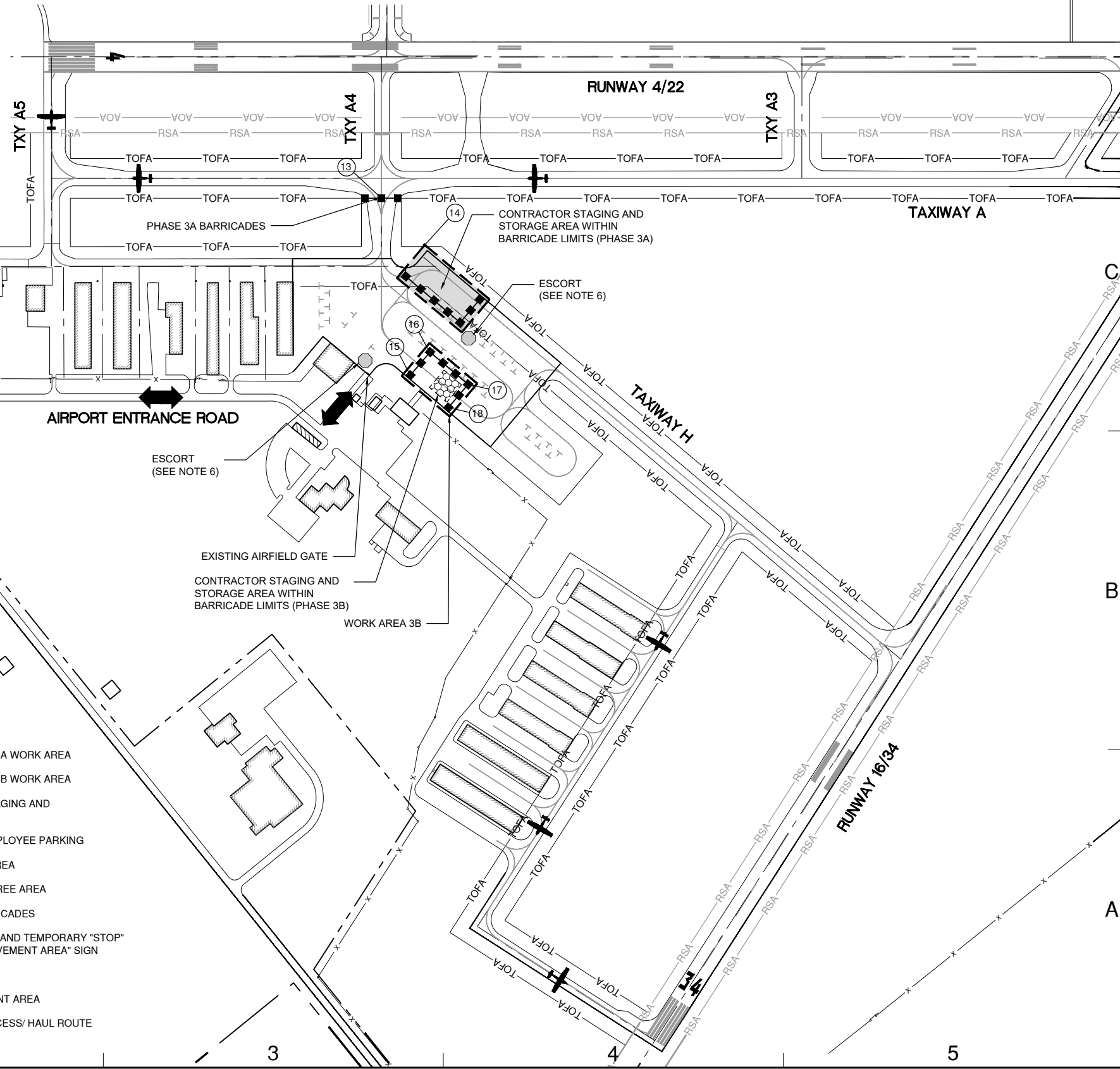
7. WORK SHALL BE CONCURRENT WITH PHASE 1. SEE CONSTRUCTION SAFETY AND PHASING PLAN - 1 FOR WORK AND BARRICADE LIMITS.
8. WORK UNDER PHASE 3B CAN BE CONCURRENT WITH ANY OTHER PHASES EXCEPT PHASE 3A.

PHASE 3: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE APRON AND TAXIWAY CLOSURE WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES FOR TAXIWAY CLOSURES.
- CONSTRUCT IMPROVEMENTS INCLUDING PAVEMENT REPAIRS AND PAVEMENT MARKING.
- CONTRACTOR MUST WAIT 30 DAYS AFTER PAVEMENT CONSTRUCTION TO APPLY SECOND COAT OF PAVEMENT MARKING.
- CLEAN AIRFIELD PAVEMENTS/REMOVE BARRICADES.
- OPEN PAVEMENTS.

A

LEGEND	
	PROPOSED PHASE 3A WORK AREA
	PROPOSED PHASE 3B WORK AREA
	CONTRACTOR'S STAGING AND STORAGE AREA
	CONTRACTOR'S EMPLOYEE PARKING
	RSA RUNWAY SAFETY AREA
	TOFA TAXIWAY OBJECT FREE AREA
	LOW PROFILE BARRICADES
	CROSSING ESCORT AND TEMPORARY "STOP" AND "AIRCRAFT MOVEMENT AREA" SIGN
	FAA CRITICAL POINT
	AIRCRAFT MOVEMENT AREA
	CONTRACTOR'S ACCESS/ HAUL ROUTE



CONSULTANTS

IL PROJECT: IKK-5084
IL LETTING ITEM: 04A
IL CONTRACT NO.: KA055

RECONSTRUCT SW
QUADRANT APRON;
TERMINAL AND SE HANGAR
APRON PAVEMENT REPAIRS

JUNE 6, 2025

OWNER



GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS

9/5/2025 ADD NOTE NO. 7 AND NOTE NO. 8

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SHEET TITLE

CONSTRUCTION
SAFETY AND
PHASING PLAN - 3

SHEET 6 OF 26

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PHASE 4 NOTES

1. NOTIFY RESIDENT ENGINEER/AIRPORT MANAGER A MINIMUM OF 14 DAYS PRIOR TO START OF CONSTRUCTION TO ISSUE APPROPRIATE NOTAMS.

PHASE 4: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE APRON AND TAXIWAY CLOSURE WITH THE RESIDENT ENGINEER
- PLACE BARRICADES FOR TAXIWAY CLOSURES
- CONSTRUCT IMPROVEMENTS INCLUDING PAVEMENT REHABILITATION AND EDGE LIGHT INSTALLATION.

WORK AREAS MAY BE COMBINED AT THE DISCRETION AND APPROVAL OF THE AIRPORT MANAGER

2
LEGEND

- PROPOSED PHASE 4 WORK AREA
- CONTRACTOR'S STAGING AND STORAGE AREA
- CONTRACTOR'S EMPLOYEE PARKING
- RSA RUNWAY SAFETY AREA
- TOFA TAXIWAY OBJECT FREE AREA
- LOW PROFILE BARRICADES
- FAA CRITICAL POINT
- AIRCRAFT MOVEMENT AREA
- CONTRACTOR'S ACCESS/HAUL ROUTE

PHASING NOTES

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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 RUNWAYS OR TAXIWAYS 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 ONE (1) ESCORT WHEN CONSTRUCTION TRAFFIC IS ENTERING THE AIRFIELD.
7. PHASE 4 CAN BE PERFORMED CONCURRENTLY WITH PHASES 1, 2A/2B, OR 3A/3B

8. WORK SHALL BE CONCURRENT WITH PHASE 1. SEE CONSTRUCTION SAFETY AND PHASING PLAN - 1 FOR WORK AND BARRICADE LIMITS.

PHASE 4: SUGGESTED SEQUENCE OF CONSTRUCTION

- COORDINATE APRON AND TAXIWAY CLOSURE WITH THE RESIDENT ENGINEER.
- PLACE BARRICADES FOR TAXIWAY CLOSURES.
- CONSTRUCT IMPROVEMENTS INCLUDING PAVEMENT REPAIRS AND PAVEMENT MARKING.
- CONTRACTOR MUST WAIT 30 DAYS AFTER PAVEMENT CONSTRUCTION TO APPLY SECOND COAT OF PAVEMENT MARKING.
- CLEAN AIRFIELD PAVEMENTS/REMOVE BARRICADES.
- OPEN PAVEMENTS.

WORK AREA	ALLOWABLE WORK PERIOD	OPERATION STATUS/RESTRICTIONS
PHASE 4	WORK TO BE COMPLETED 5 CALENDAR DAYS	RUNWAY 4/22 OPEN RUNWAY 16/34 OPEN TAXIWAY A AND B OPEN TAXIWAY G PARTIALLY CLOSED



CONSULTANTS

IL PROJECT: IKK-5084
IL LETTING ITEM: 04A
IL CONTRACT NO.: KA055

RECONSTRUCT SW
QUADRANT APRON;
TERMINAL AND SE HANGAR
APRON PAVEMENT REPAIRS

JUNE 6, 2025

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GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS

9/5/2025 ADD NOTE NO. 7

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**CONSTRUCTION SAFETY
AND PHASING PLAN - 4**

SHEET 7 OF 26

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CONSULTANTS

IL PROJECT: IKK-5084

IL LETTING ITEM: 04A

IL CONTRACT NO.: KA055

RECONSTRUCT SW QUADRANT APRON; TERMINAL AND SE HANGAR APRON PAVEMENT REPAIRS

JUNE 6, 2025

OWNER

KANKAKEE VALLEY

KVAA

AIRPORT AUTHORITY

GREATER KANKAKEE AIRPORT

KANKAKEE, ILLINOIS

⚠

9/5/2025

REVISE CALENDAR DAYS

MARK

DATE

DESCRIPTION

PROJECT NO:

23005642.00

CAD DWG FILE:

IKK5084_23005642.00_CD_1_CSPP NOTES_01.DWG

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CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES - 1

SHEET

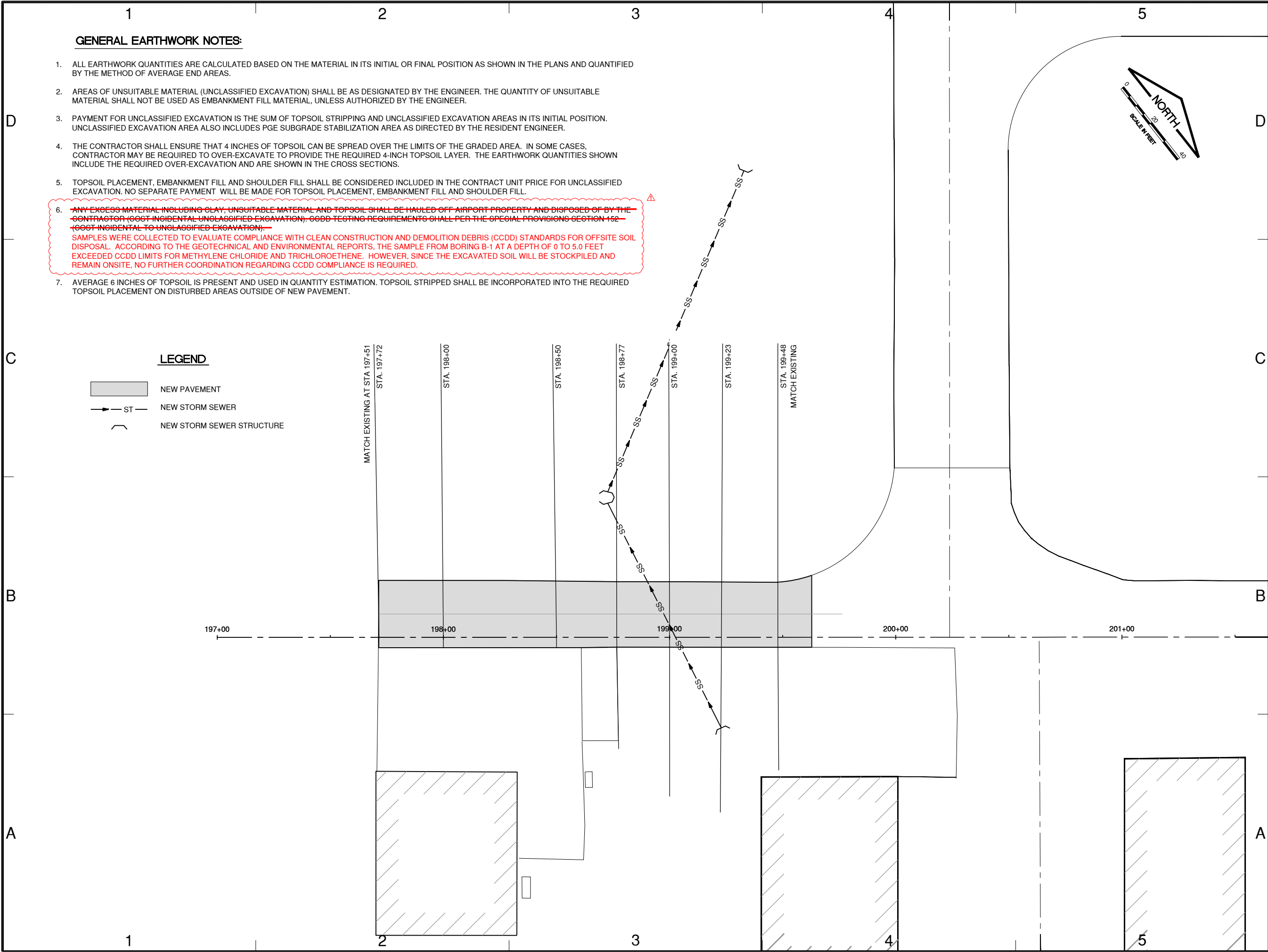
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 1 2 3 4 5 GENERAL D 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. 2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD. 3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS. 4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS. 5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT MANAGER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR OF OPERATIONS. 1. COORDINATION C 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT. 2. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 10 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT. 3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT. 2. PHASING B 1. TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE ²⁶~~24~~ CALENDAR DAYS. ⚠ 2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS. 3. TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 4. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. 5. SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES. 6. PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 250 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 40.5 FEET FROM PAVEMENT EDGE FOR GROUP II AIRCRAFT MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 7. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY. A DESIGN AIRCRAFT APPROACH CATEGORY: B AND D AIRPLANE DESIGN GROUP: III RUNWAY 4/22 SAFETY AREA WIDTH: 250' RUNWAY 16/34 SAFETY AREA WIDTH: 250' TAXIWAY CENTERLINE TO OBJECT SEPARATION: 85.5' TAXILANE CENTERLINE TO OBJECT SEPARATION: 79' 3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN. 2. THE ENGINEER AND AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER. 4. NAVAIDS THAT COULD BE AFFECTED 1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES. 5. CONTRACTOR ACCESS 1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED. 2. THE CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE. 3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T. 4. THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. 5. THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA. 6. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE. 7. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT. 8. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN. 9. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT. 6. WILDLIFE MANAGEMENT 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT. 2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING. 3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS. 7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS. 2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS. 3. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENT OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DIRECTOR OF OPERATIONS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED. 8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT 1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE. 9. NOTIFICATION OF CONSTRUCTION ACTIVITIES 1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES. 2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS. 3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS. 10. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT. 11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR. 12. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT. 13. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT. 4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED. 5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911. 10. INSPECTION REQUIREMENTS 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS. 2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED. 11. UNDERGROUND UTILITIES 1. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES 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 OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. 2. SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS. 3. 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/OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. LIMITATIONS ON CONSTRUCTION WITHIN AIRCRAFT OPERATIONS AREA (AOA) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA) 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. CMT CONSULTANTS IL PROJECT: IKK-5084 IL LETTING ITEM: 04A IL CONTRACT NO.: KA055 RECONSTRUCT SW QUADRANT APRON; TERMINAL AND SE HANGAR APRON PAVEMENT REPAIRS JUNE 6, 2025 OWNER KANKAKEE VALLEY KVAA AIRPORT AUTHORITY GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS ⚠ 9/5/2025 REVISE CALENDAR DAYS MARK DATE DESCRIPTION PROJECT NO: 23005642.00 CAD DWG FILE: IKK5084_23005642.00_CD_1_CSPP NOTES_01.DWG DESIGNED BY: CMJ DRAWN BY: JRO CHECKED BY: DKP APPROVED BY: DKP COPYRIGHT: CRAWFORD, MURPHY & TILLY, INC. 2025 SHEET TITLE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES - 1 SHEET 8 OF 26 | 1 2 3 4 5 GENERAL D 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. 2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD. 3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS. 4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS. 5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT MANAGER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR OF OPERATIONS. 1. COORDINATION C 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT. 2. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 10 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT. 3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT. 2. PHASING B 1. TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE ²⁶~~24~~ CALENDAR DAYS. ⚠ 2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHASING PLANS. 3. TO CLOSE A RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL PLACE RUNWAY AND TAXIWAY CLOSURE MARKERS AND BARRICADES AT THE LOCATIONS SPECIFIED. TO RE-OPEN THE RUNWAY OR TAXIWAY, THE CONTRACTOR SHALL CLEAN ANY DEBRIS OFF OF THE PAVEMENT AND REMOVE THE RUNWAY/TAXIWAY CLOSURE MARKERS. ALL WORK ASSOCIATED WITH CLOSING AND OPENING AIRFIELD PAVEMENTS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 4. CONTRACTOR SHALL COVER ALL AIRFIELD SIGNS AND LIGHTS ON CLOSED TAXIWAYS UNTIL THE TAXIWAY IS REOPENED FOR AIRCRAFT USE. THE METHOD AND MATERIALS USED TO COVER THE SIGNS AND LIGHTS SHALL MEET THE ENGINEER'S AND AIRPORT'S APPROVAL. 5. SEE CONTRACTOR ACCESS NOTES ON THIS SHEET FOR SITE ACCESS AND HAULING GUIDELINES. 6. PRIOR TO REOPENING A CLOSED RUNWAY OR TAXIWAY, THE ENTIRE RUNWAY SAFETY AREA (RSA), MEASURED 250 FEET FROM THE RUNWAY CENTERLINE, INCLUDING BEYOND THE RUNWAY END WITHIN THE EXTENDED RSA, AND THE ENTIRE TAXIWAY OBJECT FREE AREA (TOFA), MEASURED 40.5 FEET FROM PAVEMENT EDGE FOR GROUP II AIRCRAFT MUST MEET FAA CRITERIA. FAA CRITERIA REQUIRES THAT THERE BE NO OPEN EXCAVATIONS OR TRENCHES IN THESE AREAS. THE MAXIMUM PAVEMENT DROP OFF SHALL BE 3 INCHES, AND ALL GRADES IN ANY DIRECTION BE LESS THAN 5 PERCENT. STEEL PLATES, TEMPORARY GRADING OR TEMPORARY WEDGING OF BASE COURSE FOR NEW PAVEMENT MAY BE REQUIRED TO MEET CRITERIA. ALL NECESSARY TEMPORARY MEASURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 7. NO MATERIAL OR EQUIPMENT SHALL BE STOCKPILED WITHIN AN RSA, ROFA OR OBSTACLE FREE ZONE (OFZ) OF AN ACTIVE RUNWAY, OR WITHIN THE TOFA OF AN ACTIVE TAXIWAY. A DESIGN AIRCRAFT APPROACH CATEGORY: B AND D AIRPLANE DESIGN GROUP: III RUNWAY 4/22 SAFETY AREA WIDTH: 250' RUNWAY 16/34 SAFETY AREA WIDTH: 250' TAXIWAY CENTERLINE TO OBJECT SEPARATION: 85.5' TAXILANE CENTERLINE TO OBJECT SEPARATION: 79' 3. AREAS AND OPERATIONS AFFECTED BY THE CONSTRUCTION ACTIVITY 1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN. 2. THE ENGINEER AND AIRPORT MANAGER OR HIS DESIGNATED REPRESENTATIVE SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION OPERATING SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC AND CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS. SHOULD IT BE NECESSARY FOR THE CONTRACTOR TO TEMPORARILY RELOCATE EQUIPMENT AT ANY TIME TO ALLOW AN AIRCRAFT TO PASS, THE CONTRACTOR SHALL DO SO IMMEDIATELY AT NO EXTRA COST TO THE OWNER. 4. NAVAIDS THAT COULD BE AFFECTED 1. THE CONTRACTOR SHALL REMAIN CLEAR OF THE ILS CRITICAL AREAS AND OTHER NAVAIDS FACILITIES AT ALL TIMES. 5. CONTRACTOR ACCESS 1. THE CONTRACTOR ACCESS ROAD AND STAGING AREAS SHALL BE AS SHOWN ON THE REFERENCED PLAN. THE CONTRACTOR SHALL MAINTAIN AND REPAIR THE CONSTRUCTION ACCESS ROAD AND STAGING AREA IN ITS ORIGINAL CONDITION AT NO ADDITIONAL COST TO THE CONTRACT. ALTERNATE STAGING AREAS AND ACCESS FOR THIS AREA WILL NOT BE ALLOWED. 2. THE CONTRACTOR SHALL ACCESS THE SITE USING THE ROUTES AND GATES SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE(S) CLOSED WHEN NOT IN USE. 3. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AND TEMPORARY EASEMENTS FOR THE PUBLIC ACCESS ROAD(S) SHOWN AND SHALL COMPLY WITH ALL REQUIREMENTS, LOAD RESTRICTIONS, & TRAFFIC CONTROL SIGNAGE REQUIRED BY THE CITY, COUNTY, TOWNSHIP, OR I.D.O.T. 4. THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION. 5. THE CONTRACTOR'S MATERIAL AND EQUIPMENT, WHEN NOT IN USE, SHALL BE STORED IN THE CONTRACTOR'S STAGING AREA. ALL DELIVERIES, EQUIPMENT REFUELING, EQUIPMENT MAINTENANCE AND EQUIPMENT TRANSFERS SHALL TAKE PLACE WITHIN THE CONTRACTOR'S STAGING AREA. 6. DURING ADVERSE WEATHER THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE WORK AT NO ADDITIONAL COST TO THE CONTRACT. NO EXTENSION OF THE CONTRACT TIME WILL BE CONSIDERED FOR DELAYS DUE TO LACK OF ADEQUATE ACCESS TO THE WORK SITE. 7. THE CONTRACTOR WILL BE PERMITTED TO STORE EQUIPMENT AND MATERIALS ONLY AT THE LOCATIONS SHOWN. PARKED EQUIPMENT AND MATERIAL STOCKPILES SHALL NOT PENETRATE SURFACES DEFINED BY F.A.R. TITLE 14 PART 77 - OBJECTS AFFECTING NAVIGABLE AIRSPACE. EXISTING TURF AREAS DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED BY HIM/HER AT HIS/HER EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT. 8. ALL CONSTRUCTION TRAFFIC OPERATING ON, OR CROSSING RUNWAYS, TAXIWAYS AND APRONS OPEN TO AIRCRAFT TRAFFIC SHALL BE UNDER CONTROL BY A FLAGMAN OR ESCORT IN RADIO CONTACT WITH THE CONTROL TOWER. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN. 9. IF NECESSARY, THE CONTRACTOR SHALL CONSTRUCT A HAUL ROUTE TO THE STAGING AREA WITHIN THE PROJECT LIMITS. HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF MAINTENANCE OF TRAFFIC. ALL HAUL ROUTE(S) INCLUDING EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO THE COST OF THE CONTRACT. 6. WILDLIFE MANAGEMENT 1. THE CONTRACTOR SHALL NOTIFY THE AIRPORT OR THE RESIDENT ENGINEER IF ANY WILDLIFE IS SEEN ENTERING THE AIRPORT. 2. CONTRACTOR ACCESS GATES SHALL REMAIN CLOSED WHEN THE CONTRACTOR IS NOT WORKING. 3. THE CONTRACTOR SHALL DISPOSE OF ALL TRASH INCLUDING FOOD SCRAPS IN APPROVED CONTRACTOR PROVIDED CONTAINERS. 7. FOREIGN OBJECT DEBRIS (FOD) MANAGEMENT 1. THE CONTRACTOR SHALL PICK UP ANY FOREIGN OBJECT DEBRIS (FOD) SEEN ON THE AIRFIELD PAVEMENTS. 2. THE CONTRACTOR SHALL SECURE ALL LOOSE ITEMS FROM VEHICLES PRIOR TO DRIVING ON AIRFIELD PAVEMENTS. 3. THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING PAVEMENT OUTSIDE OF THE PROJECT LIMITS EXCEPT AS SHOWN OR WITH THE PRIOR PERMISSION OF THE ENGINEER. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY WITH A PICK UP SWEEPER. A PICK UP SWEEPER SHALL BE REQUIRED TO BE ON SITE AND OPERATE DURING ALL CONSTRUCTION OPERATION WORKING HOURS, UNLESS WAIVED BY THE DIRECTOR OF OPERATIONS. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEES TO USE. FACILITIES WITHIN THE HANGARS/AIRPORT BUILDINGS SHALL NOT BE USED. 8. HAZARDOUS MATERIALS (HAZMAT) MANAGEMENT 1. THE CONTRACTOR SHALL DEVELOP A HAZMAT MANAGEMENT PLAN AND KEEP COPIES ON THE JOBSITE OF MATERIAL SAFETY DATA SHEETS (MSDS) FOR ALL MATERIALS HANDLED ON THE JOBSITE. 9. NOTIFICATION OF CONSTRUCTION ACTIVITIES 1. THE CONTRACTOR SHALL PROVIDE A 24 HOUR EMERGENCY CONTACT PERSON AND PHONE NUMBER. PERSONNEL SHALL BE ON CALL 24 HOURS PER DAY FOR MAINTAINING AIRPORT HAZARD LIGHTING AND BARRICADES. 2. THE CONTRACTOR SHALL GIVE A MINIMUM OF 10 DAYS NOTICE TO THE FAA AND AIRPORT PRIOR TO THE CLOSURE OF ANY RUNWAY SO THAT THE FAA MAY DEACTIVATE THE FAA - OWNED NAVAIDS. 3. THE CONTRACTOR SHALL GIVE A MINIMUM 30 DAYS NOTICE TO THE AIRPORT, AND PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, PRIOR TO CLOSING ANY RUNWAY OR TAXIWAY PAVEMENT SO THAT THE PROPER NOTAMS MAY BE ISSUED BY THE AIRPORT FOR COORDINATION WITH THE AIRPORT TENANTS. 10. ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION OR TO THE SATISFACTION OF THE ENGINEER AND AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT. 11. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR. 12. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT. 13. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE DUST CONTROL AT ALL TIMES DURING THE PROJECT DURATION. A WATER TRUCK SHALL BE REQUIRED TO BE ON SITE DURING ALL CONSTRUCTION OPERATION WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT. 4. FOR ANY EQUIPMENT USED BY THE CONTRACTOR WITH A HEIGHT GREATER THAN 25', THE CONTRACTOR SHALL PROVIDE TO THE AIRPORT THE TYPE OF EQUIPMENT, TOTAL HEIGHT, AND LOCATION WHERE THE EQUIPMENT WILL BE USED. THE AIRPORT WILL SUBMIT FAA FORM 7460-1 TO THE FAA FOR AN AIRSPACE STUDY. NO EQUIPMENT WITH A HEIGHT GREATER THAN 25' SHALL BE USED UNTIL A DETERMINATION FROM FAA IS RECEIVED. 5. IN THE EVENT OF AN EMERGENCY, THE CONTRACTOR SHALL CALL 911. 10. INSPECTION REQUIREMENTS 1. THE CONTRACTOR SHALL INSPECT THE JOBSITE DAILY TO ENSURE COMPLIANCE WITH THE CSPP. THE CHECKLIST FOUND IN APPENDIX 3 OF FAA AC 150/5370-2G OR LATEST EDITION MAY BE USED TO AID IN THE INSPECTIONS. 2. THE CONTRACTOR SHALL REQUEST OPERATIONAL INSPECTION OF EACH PHASE WORK AREA PRIOR THE AREA BEING REOPENED. THE AIRPORT WILL DETERMINE IF THE WORK AREA IS ALLOWED TO BE OPENED. 11. UNDERGROUND UTILITIES 1. COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. SEE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM EXISTING RECORDS. NEITHER THE OWNER NOR THE ENGINEER ASSUMES 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 OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF MATERIAL OF EXISTING UNDERGROUND UTILITIES AS INDICATED ARE REPRESENTATIVE OF THOSE TO BE ENCOUNTERED DURING CONSTRUCTION. 2. SHOULD A UTILITY COMPANY OR GOVERNMENT AGENCY BE UNABLE TO LOCATE FACILITIES, THE CONTRACTOR SHALL LOCATE THESE FACILITIES. PAYMENT FOR THIS LOCATION SHALL BE INCIDENTAL TO THE IMPROVEMENTS REQUIRING THE LOCATIONS. 3. 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/OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT THEIR EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER. LIMITATIONS ON CONSTRUCTION WITHIN AIRCRAFT OPERATIONS AREA (AOA) AND TAXIWAY/TAXILANE OBJECT FREE AREA (TOFA) 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. CMT CONSULTANTS IL PROJECT: IKK-5084 IL LETTING ITEM: 04A IL CONTRACT NO.: KA055 RECONSTRUCT SW QUADRANT APRON; TERMINAL AND SE HANGAR APRON PAVEMENT REPAIRS JUNE 6, 2025 OWNER KANKAKEE VALLEY KVAA AIRPORT AUTHORITY GREATER KANKAKEE AIRPORT KANKAKEE, ILLINOIS ⚠ 9/5/2025 REVISE CALENDAR DAYS MARK DATE DESCRIPTION PROJECT NO: 23005642.00 CAD DWG FILE: IKK5084_23005642.00_CD_1_CSPP NOTES_01.DWG DESIGNED BY: CMJ DRAWN BY: JRO CHECKED BY: DKP APPROVED BY: DKP COPYRIGHT: CRAWFORD, MURPHY & TILLY, INC. 2025 SHEET TITLE CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES - 1 SHEET 8 OF 26 | 1 2 3 4 5 GENERAL D 1. THE CONTRACTOR AND ALL SUBCONTRACTORS SHALL FOLLOW THE REQUIREMENTS OF THE AIRPORT'S APPROVED CONSTRUCTION SAFETY AND PHASING PLAN (CSPP), FAA AC 150/5370-2G OR LATEST EDITION, AND ALL AIRPORT SAFETY AND SECURITY REQUIREMENTS. 2. PRIOR TO THE NOTICE TO PROCEED, THE CONTRACTOR SHALL SUBMIT TO THE AIRPORT THROUGH THE RESIDENT ENGINEER, FOR APPROVAL A SAFETY PLAN COMPLIANCE DOCUMENT (SPCD) IN ACCORDANCE WITH FAA AC 150/5370-2G OR LATEST EDITION. NO CONSTRUCTION ACTIVITY SHALL BEGIN UNTIL THE AIRPORT HAS APPROVED THE SPCD. 3. THE CSPP COVERS OPERATIONAL SAFETY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INDIVIDUAL SAFETY OF HIS/HER PERSONNEL AND MEETING OSHA REQUIREMENTS. 4. A MINIMUM OF 10 DAYS PRIOR TO THE NOTICE TO PROCEED THE CONTRACTOR SHALL PROVIDE A LIST OF SUBCONTRACTORS AND MATERIAL SUPPLIERS. 5. ALL CONTRACTOR COSTS ASSOCIATED WITH THE REQUIREMENTS LISTED ON THIS SHEET SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 6. THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING TENANT/AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER IN CONSULTATION WITH THE AIRPORT MANAGER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DIRECTOR OF OPERATIONS. 1. COORDINATION C 1. PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL ATTEND A PRE-CONSTRUCTION CONFERENCE WITH THE AIRPORT, RESIDENT ENGINEER, AND ILLINOIS DIVISION OF AERONAUTICS (IDA). THE COST OF PREPARING FOR AND ATTENDING THE PRE-CONSTRUCTION CONFERENCE SHALL BE INCIDENTAL TO THE CONTRACT. 2. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL SUBMIT A PROGRESS SCHEDULE TO BE APPROVED BY THE ENGINEER. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 10 WORKING DAYS PRIOR TO START OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO SUBMIT A REVISED PROGRESS SCHEDULE TO ACCOMMODATE AIRPORT EVENTS OR CONTRACTOR'S LACK OF PROGRESS. SHOULD A REVISED SCHEDULE BE REQUIRED, THE REVISION SHALL BE COMPLETED AT NO ADDITIONAL COST TO THE CONTRACT. 3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH AIRPORT STAFF, FAA, RESIDENT ENGINEER AND OTHER APPROPRIATE STAKE HOLDERS TO DISCUSS PROJECT PROGRESS. AT A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT. 2. PHASING B 1. TOTAL CONTRACT TIME FOR THE PROJECT SHALL BE ²⁶~~24~~ CALENDAR DAYS. ⚠ 2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION SAFETY AND PHAS |

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Date: Friday, September 5, 2025 1:34:24 PM



CONSULTANTS

IL PROJECT: IKK-5084
IL LETTING ITEM: 04A
IL CONTRACT NO.: KA055

RECONSTRUCT SW
QUADRANT APRON;
TERMINAL AND SE HANGAR
APRON PAVEMENT REPAIRS

JUNE 6, 2025

OWNER

AIRPORT AUTHORITY

GREATER KANKAKEE AIRPORT
KANKAKEE, ILLINOIS

9/5/2025

REVISE NOTE NO. 6

MARK	DATE	DESCRIPTION

PROJECT NO: 23005642.00

CAD DWG FILE: IKK5084_23005642.00_CD_1_INDEX TO CROSS SECTIONS.DWG

DESIGNED BY: CMJ

DRAWN BY: JRO

CHECKED BY: --

APPROVED BY: --

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SHEET TITLE

INDEX TO CROSS
SECTIONS

SHEET 23 OF 26

ITEM 152 – EXCAVATION, SUBGRADE AND EMBANKMENT

DESCRIPTION

152-1.1 GENERAL

ADD:

This item shall also consist of excavating for subgrade remediation as the field conditions warrant at the time of construction. This material is intended to repair soft subgrade as determined by the Resident Engineer based on the results of geotechnical testing, proof roll, signs of pumping, and/or major deflections. No adjustment in unit price will be allowed for an increase or decrease in quantities.

This work shall consist of removing existing subgrade material to a standard depth as shown in the plan details and replacing it with porous granular embankment in accordance with Item 208. No adjustment in unit price will be allowed for an increase or decrease in quantities.

All excess material from all contract work shall be hauled to the airport excess clay/topsoil onsite stockpile as shown on the plans at no additional cost to the contract.

152-1.2 DIGITAL TERRAIN MODEL (DTM)

DELETE: This section and replace with the following:

The profiles and staking information shown in the bid set plans shall be the line and grade for control of the staking work. The Contractor may be provided DTM information to assist with the development of their survey staking and layout model, but this information will not be considered a contract document. The Project Engineer may provide this information after the Contractor has indemnified the Project Engineer from irregularities between the contract documents and the DTM.

152-1.3 CLASSIFICATION

DELETE: Paragraphs b, c, d and e.

ADD: New section:

~~152-1.6 CLEAN CONSTRUCTION OR DEMOLITION DEBRIS~~

~~PROJECT CONDITIONS~~

- ~~A. Prior to bidding, the bidder shall make a site visit to become familiar with the current conditions. He shall also determine the accessibility and assess safety measures that will be necessary to perform the contract work.~~
- ~~B. Material Sampling and Analysis:
 - ~~1. The Contractor shall provide his own sampling and analysis in compliance with applicable laws, prior to offsite disposal of all materials. This cost shall be borne by the Contractor at no additional expense to the Owner.~~~~

REGULATORY REQUIREMENTS

- A. The Contractor shall comply with all applicable local, state and federal laws and regulations with regard to material removal, handling and disposal, and shall pay all assessed costs and fees.
- B. The Contractor shall comply with the Illinois Environmental Protection Act, as amended by Public Act 096-1416 that was signed into law on July 30, 2010, Public Act 097-0137 that was signed into law on July 14, 2011, and all applicable amendments of the Illinois Environmental Protection Act.

SUBMITTALS

- A. Contractor shall submit a Clean Construction or Demolition Debris (CCDD) & Soil Removal and Disposal Plan to the Engineer. Submit the following as a minimum:
 - 1. A list of all construction or demolition debris anticipated to be generated requiring disposal.
 - 2. The anticipated quantity (both in tons and in cubic yards) of construction or demolition debris to be disposed of and identification of disposal facility including address and contact information.
 - 3. The anticipated quantity (both in tons and in cubic yards) of surplus soil to be disposed of, and identification of disposal facility including address and contact information.
- B. CCDD testing shall be by the Contractor, as a minimum, the Contractor shall submit the following:
 - 1. Proposed Testing Program to establish that the surplus soil is uncontaminated, for compliance with the requirements of the Illinois Environmental Protection Act. Include details of intended testing program, and rate of sampling (number of samples based on total quantity of surplus soil generated).
 - 2. Credentials of the testing Lab that will perform the testing, and credentials of the Illinois Licensed Professional Engineer or Illinois Licensed Professional Geologist that will complete all required certification forms.
 - 3. Results of the Proposed Testing Program.
 - 4. If further CCDD testing is deemed necessary by the Contractor's chosen disposal facility, the Contractor shall complete this testing at no additional cost to the contract.

GENERAL

- A. The following work shall be included:
 - 1. Removal, handling and legal offsite disposal of all construction or demolition debris generated from all contract work, considering it to be clean construction or demolition debris (CCDD).
 - 2. Removal, handling and legal offsite disposal of surplus soil generated from all contract work, considering it to be uncontaminated.

3. Debris and surplus soil disposal shall include any onsite drying of the material as required, so that the material will pass the paint-filter test as per Method 9095B in USEPA's publication SW 846, prior to transportation.
4. Any costs and fees for legally-permitted-facilities accepting clean construction or demolition debris (CCDD), and/or uncontaminated surplus soil.
5. Additional sampling and testing of surplus soil to establish that it is uncontaminated, and certification to that effect by an Illinois Licensed Professional Engineer or an Illinois Licensed Professional Geologist using Form LPC-663, both as required by law and as required by the site accepting the material.
6. Any other applicable work, costs and fees as required by local, state and federal laws.

MATERIAL CHARACTERIZATION FOR OFFSITE DISPOSAL

- A. Costs for any and all testing, sampling, laboratory analysis or any other document that is required by the recipient of the material (disposal site) to establish that the material is uncontaminated, shall be borne by the Contractor at no additional expense to the Owner.

CONSTRUCTION METHODS

152-3.1 GENERAL

REVISE: Paragraph (a) to read:

Blasting will not be permitted.

152-3.2 EXCAVATION

ADD:

The Contractor shall make provisions in the work to maintain positive drainage from the work areas and to minimize the ponding of water. The Contractor shall cut temporary ditches or swales to maintain positive drainage. At locations where temporary ditches are not feasible, the Contractor shall excavate stormwater storage areas adjacent to but at a lower elevation than the bottom of the work and utilize mechanical pumps to promptly remove stormwater from the excavations.

The Contractor shall identify any unsuitable subgrade areas through visual inspection. Unsuitable areas as identified by the Resident Engineer shall be excavated to a depth as shown in the plan details as part of the subgrade stabilization. After excavation, the Contractor shall compact the existing subgrade to the satisfaction of the Resident Engineer. Depth of excavation shall be completed to accommodate the proposed Porous Granular Embankment (208) The repaired area shall be proof rolled prior to the placement of the aggregate material.

In cut areas, requiring the use of porous granular embankment, the proposed subgrade shall be compacted to the satisfaction of the Resident Engineer.

When excavating subgrade take precaution not to damage any underdrains or utilities that run below the pavement. Care shall also be taken not to disrupt more subgrade than necessary.

Measurement for payment specified by the cubic yard shall be computed by the average end areas of design cross sections. The end area is that bound by the original ground line established by field cross-sections and the final theoretical pay line established by cross-sections shown on the plans, subject to verification by the Resident Engineer.

REVISE: Last sentence of 2nd paragraph to read:

If a discrepancy in plan quantity is discovered after the work has been started, an appropriate adjustment will be made.

ADD: The following sections:

152-4.2 DUST CONTROL WATERING

Dust control watering will not be measured for payment but shall be considered incidental to the contract items for which dust control is required.

BASIS OF PAYMENT

152-5.1

ADD:

~~Clean Construction or Demolition Debris (CCDD) removal and disposal shall not be paid for separately but shall be included in the unit bid price for the associated pay item.~~

Unclassified excavation shall also include removal of unsuitable materials, if any, and shall be as field conditions warrant at the time of construction.

Payment will be made under:

ITEM AR152410 UNCLASSIFIED EXCAVATION – PER CUBIC YARD.
ITEM AR152540 SOIL STABILIZATION FABRIC – PER SQUARE YARD.

PART 6 - FLEXIBLE PAVEMENTS

ITEM 401 – ASPHALT MIX PAVEMENT SURFACE COURSE

DESCRIPTION

401-1.1

ADD:

This item shall consist of placing bituminous surface course (Method I), including the Type A and Type B patching as part of the proposed pavement structure at the locations shown on the plans.

MATERIALS

401-2.3 ASPHALT BINDER

ADD: The following after the 6th paragraph of this section:

Asphalt Binder Selection Table – IDOT Districts 1-6 (Runway/Taxiway) criteria shall apply. The top surface shall use SBS PG 70-28 for SW Quadrant Taxilane, SE Quadrant and SW Quadrant T-Hangar taxilanes. The top surface shall use SBS PG 76-28 for the Terminal Apron. The lower surface shall use **SBS** PG 64-22 for all taxilanes and aprons.

COMPOSITION

401-3.3 JOB MIX FORMULA (JMF)

ADD: The following after the 6th paragraph of this section:

Asphalt Design Criteria Table - Aircraft 60,000 pounds or more (Apron) criteria shall apply for the Terminal Apron.

Asphalt Design Criteria Table - Aircraft less than 60,000 pounds (Runway/Taxiway) criteria shall apply for the SW Quadrant Taxilane and the SW Quadrant and SE Quadrant T-Hangar Taxilanes.

CONSTRUCTION METHODS

401-4.10 JOINTS

ADD: After the 1st paragraph of this section.

At any time during the bituminous surface course paving operation it becomes necessary to end a paving lane at a location other than the proposed finished pavement edge because of ending a day's paving, machinery breakdown, etc., the lane end will be sawed back a sufficient distance to provide a smooth, neat appearing joint from which to resume paving. The sawed face will be painted with a liquid asphalt and this work shall be considered incidental to Item 401, Bituminous Surface Course, and no additional compensation will be allowed.

401-6.1 ACCEPTANCE SAMPLING AND TESTING

DELETE: All references to Method II for quantities 2,000 tons and over.