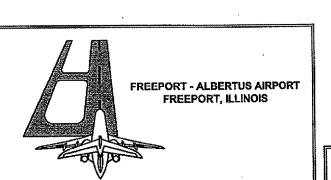
# **A80**



**NOVEMBER 10, 2006** 

#### **DESIGN INFORMATION**

**DESIGN AIRCRAFT APPROACH CATEGORY D DESIGN AIRCRAFT GROUP 2** 

TOWNSHIP: 26 N RANGE: 8 E TOWNSHIP: SILVER CREEK SECTION: 21 STEPHENSON COUNTY MAX. EQUIPMENT HT.: 25 FT.



CALL J.U.L.I.E **BEFORE EXCAVATING** 1-800-892-0123

Illinois Professional Engineering Practice Act of 1989



Springfield, Illinois Aurora, Illinois Rockford, Illinois

license expires 11-30-2007

# CITY OF FREEPORT FREEPORT, ILLINOIS

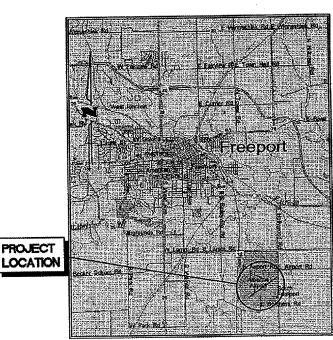
**CONSTRUCTION PLANS FOR** FREEPORT - ALBERTUS AIRPORT

### **AIRFIELD PAVEMENT REPAIRS**

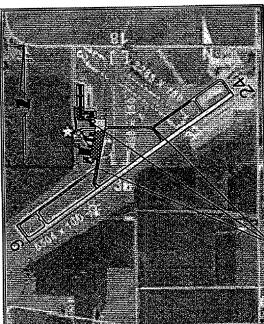
FINAL SUBMITTAL

ILLINOIS PROJECT: FEP-3129 AIP PROJECT: 3-17-0045-B20

**NOVEMBER 10, 2006** 



LOCATION MAP



PROJECT

LOCATION

FRO37 TOTAL SHEETS: 9

#### INDEX TO SHEETS

- 1. COVER SHEET (CVR1)
- 2. SUMMARY OF QUANTITIES (SUM1)
- 3. SITE PLAN AND PROJECT CONTROL
- 4. SEQUENCE OF CONSTRUCTION PLAN, **NOTES AND DETAILS - 1 (SEQ1)**
- 5. SEQUENCE OF CONSTRUCTION PLAN, **NOTES AND DETAILS - 2 (SEQ2)**
- 6. STAGE 1: TAXIWAY "D" AND TERMINAL APRON REPAIR PLAN (STG1)
- 7. STAGE 2: TAXIWAYS "E" AND "A" EAST **REPAIR PLAN (STG2)**
- 8. STAGE 3: T-HANGAR PAVEMENTS **REPAIR PLAN (STG3)**
- 9. MISCELLANEOUS DETAILS -1 (DTL1)

SITE PLAN

## **SUMMARY OF QUANTITIES**

FR037





Freeport, Illinois
City of Freeport
AIP: 3-17-0045-B20

Airfield Pavement Repairs

FEP-3129

Revisions				
No.	Date	Description		
	1			
-				

/// / 0	_ (,	
DESIGN BY:	CMT- RFD	
DRAWN BY:	CMT-RFD	
CHECKED BY:	CMT- RFD	
APPROVED BY:	JGP	
DATE:	6.9.2006	

# SUMMARY OF QUANTITIES (SUM1)

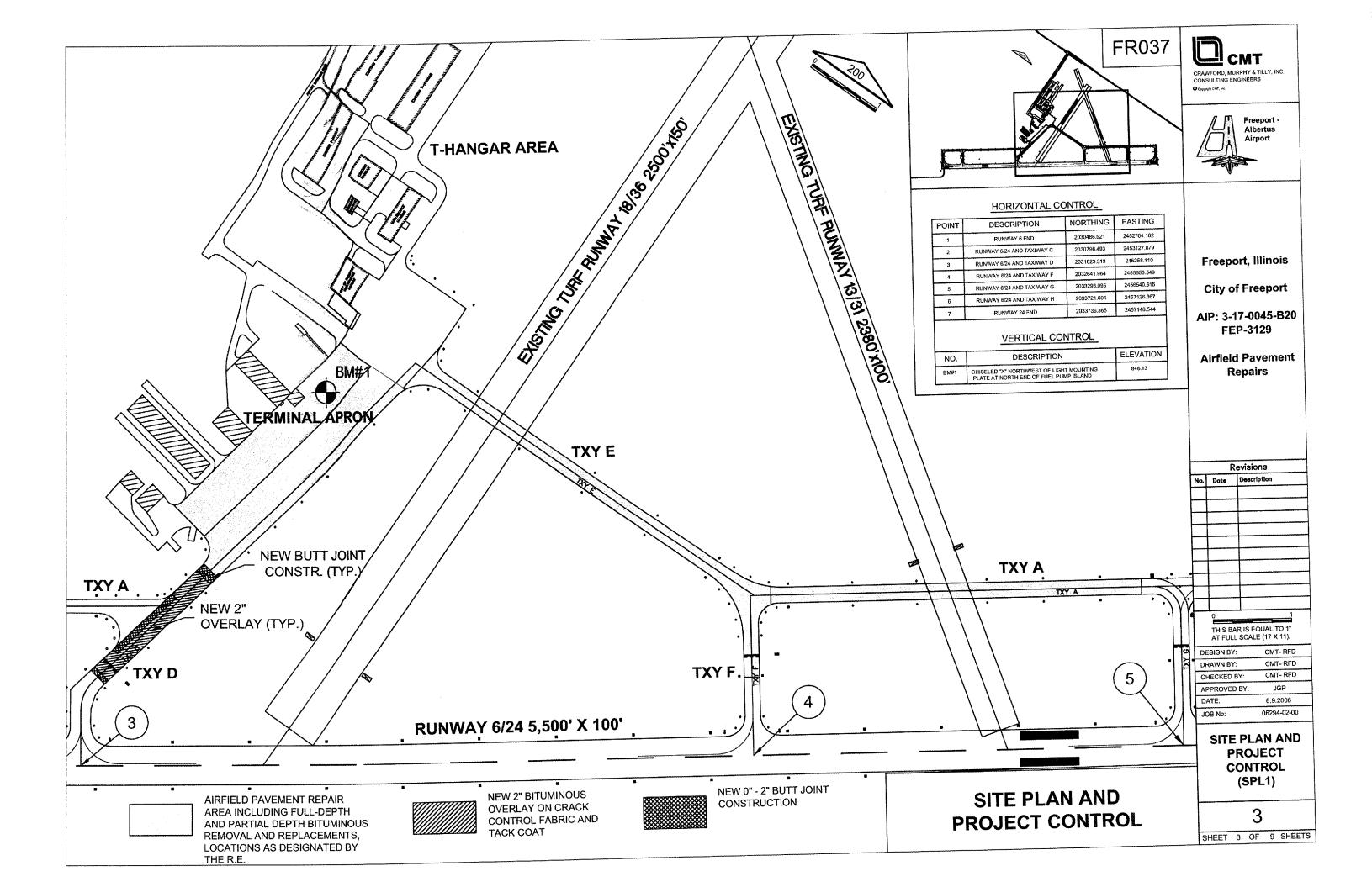
2

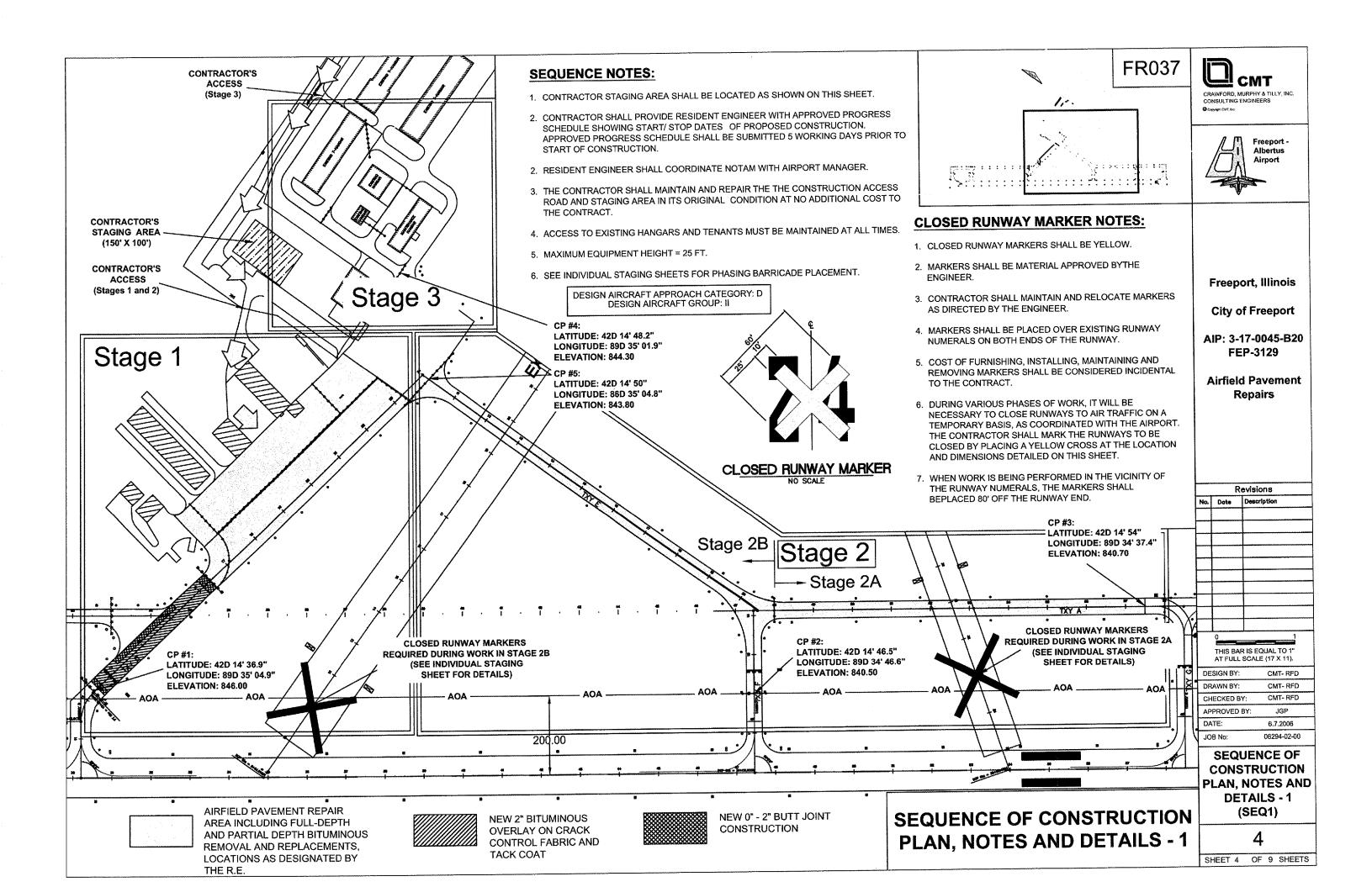
SHEET 2 OF 9 SHEETS

				Stage 1		Stage 2		Stage 3	Total	
SEQ NO	ITEM NO	DESCRIPTION	UNIT	TXY D F/S/L	TERM. APRON F/L	TXY E	TXY A	T-HANGAR AREA F/L	TOTAL EST. QUANTITY	RECORD QUANTITY
1	AR201670	CRACK CONTROL FABRIC	SY	2,223.00					2,223.00	
2	AR401610	BITUMINOUS SURFACE COURSE	TON	265.00					265.00	alan kalajangangan sa sa ja alan gang kalan sa
	AR401655	BUTT JOINT CONSTRUCTION	SY	580.00	garagangangan (2) dan ana a - 2 a ana a manara na mahada ka	una des garan estas e deposar man ante e malarité des entidades el el estas entidades el el estas el el estas el	and the second s	non-management And Straight and Complitation And State of Straight and	580.00	
4	AR401910	REMOVE & REPLACE BIT. PAVEMENT	SY	56.00	534.00	213.00	232.00	212.00	1,247.00	
5	AR603510	BITUMINOUS TACK COAT	GAL	330.00	1				330.00	
6	AR620520	PAVEMENT MARKING-WATERBORNE	SF	610.00	940.00	1,355.00	1,332.00	963.00	5,200.00	
7	AR620525	PAVEMENT MARKING-BLACK BORDER	SF	860.00	940.00	1,755.00	1,732.00	963.00	6,250.00	
8	AR800820	REM. & REPL. BIT. PVMNT. (PART. DEPTH)	SY		50.00			60.00	110.00	
					and provided the second					

F/S/L (95% Federal, 2.5% State, 2.5% Local) F/L (95% Federal, 5% Local)

**SUMMARY OF QUANTITIES** 





#### **GENERAL NOTES**

#### 1. SUGGESTED SEQUENCE OF CONSTRUCTION:

THE SUGGESTED SEQUENCE OF CONSTRUCTION SHOWN IS INTENDED TO ALLOW FOR THE ORDERLY CONSTRUCTION OF THE NEW IMPROVEMENTS WHILE MAINTAINING AIRCRAFT ACCESS AT ALL TIMES. THE PHASING SHOWN IS A SUGGESTED ONLY AND MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER AND AIRPORT MANAGER.

#### 2. HAUL ROAD / STAGING AREA RESTORATION:

ALL EXISTING PAVEMENTS, DRIVES OR ANY OTHER AREAS USED AS A HAUL ROAD OR STAGING AREA BY THE CONTRACTOR SHALL BE RESTORED IN KIND TO THEIR PRE-CONSTRUCTION CONDITION TO THE SATISFACTION OF THE AIRPORT MANAGER. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.

#### 3. AIRPORT APPROVAL OF PHASING:

THE ENGINEER AND AIRPORT MANAGER SHALL HAVE FINAL SAY IN THE APPROVAL OF THE CONSTRUCTION SEQUENCE AS IT RELATES TO PEDESTRIAN, VEHICULAR AND AIRCRAFT OPERATIONS. AIRCRAFT OPERATIONS HAVE THE RIGHT-OF-WAY ON THE AIRFIELD. VEHICULAR TRAFFIC / CONTRACTOR ACTIVITIES SHALL YIELD TO AIRCRAFT OPERATIONS.

#### 4. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:

THE CONTRACTOR SHALL RESTRICT ACCESS TO ALL TRUCKS, EQUIPMENT AND MATERIALS FROM THE EXISTING RUNWAYS AND TAXIWAYS OUTSIDE OF THE PROJECT LIMITS SHOWN. SHOULD THE CONTRACTOR TRACK ANY DEBRIS ONTO EXISTING PAVEMENTS, THIS DEBRIS SHALL BE REMOVED IMMEDIATELY. THE CONTRACTOR SHALL PROVIDE WASTE RECEPTACLES THROUGHOUT THE WORK ZONE AND MAINTAIN SANITARY FACILITIES FOR EMPLOYEE USE. FACILITIES WITHIN THE HANGARS / AIRPORT BUILDINGS SHALL NOT BE USED.

#### 5. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS:

WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTIONS. LIGHT SHALL CONSIST OF MOVEABLE POLE MOUNTED FLOODLIGHTS AND / OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND AIRPORT MANAGER, AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

#### **6. EXISTING UTILITY COORDINATION:**

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED PRIOR TO CONSTRUCTION. SEE SECTION 50 - 17 OF THE SPECIAL PROVISIONS FOR SPECIFIC REQUIREMENTS. THE LOCATION OF UNDERGROUND UTILITIES AS INDICATED ON THE PLANS HAS BEEN OBTAINED FROM AVAILABLE RECORDS. NEITHER THE AIRPORT NOR THE ENGINEER ASSUMES ANY RESPONSIBILITY WHATEVER IN RESPECT TO THE ACCURACY, COMPLETENESS, OR SUFFICIENCY OF THE INFORMATION. THERE IS NO GUARANTEE, EITHER EXPRESSED OR IMPLIED, THAT THE LOCATIONS, SIZE AND TYPE OF 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 / 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 AIRPORT AND THE ENGINEER. ANY SUCH UTILITIES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE AIRPORT AND ENGINEER.

#### 7. TRAFFIC CONTROL PAYMENT:

PAYMENT FOR TRAFFIC CONTROL INCLUDING, BUT NOT LIMITED TO, TEMPORARY CONSTRUCTION FENCING, BARRICADES, SIGNING, ETC. SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO ASSOCIATED CONTRACT ITEM. TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE PLACED ON 15' CENTERS WITH CONSTRUCTION FENCE BETWEEN EACH SET OF BARRICADES. TYPE 2 BARRICADES SHALL BE PLACED AS SHOWN ON THIS PLAN AND AS DIRECTED BY THE ENGINEER FOR WORK ADJACENT TO THE EXPEDITED WORK AREAS. WHEN NOT IN USE, THESE BARRICADES SHALL BE STORED AT THE CONTRACTOR'S STAGING AREA OR OFF SITE. ACCESS TO THE ACTIVE RUNWAY AND TAXIWAY PAVEMENTS SHALL BE SIGNED WITH STOP SIGNS MOUNTED ON THE CLOSEST BARRICADES (2 EACH, RIGHT AND LEFT) AT THE ENTRANCE. IN ADDITION TO THE STOP SIGNS, WARNING SIGNS (2 EACH, RIGHT AND LEFT) SHALL BE MOUNTED. WARNING SIGNS SHALL STATE "ACTIVE AIRFIELD AREA / UNAUTHORIZED ACCESS SUBJECT TO FINE." ALL TYPE II AND TYPE III BARRICADES SHALL CONFORM TO IDOT STANDARD DETAIL 702001. ALL PAVEMENT DROP-OFFS GREATER THAN 24" REQUIRE TYPE II BARRICADES WITH EXTENDED LEGS.

#### 8. DUST CONTROL REQUIREMENTS:

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 OPERATIONS GENERATING SIGNIFICANT DUST DURING WORKING HOURS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE ASSOCIATED CONTRACT ITEM.

#### 9. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-2(Latest edition):

ALL WORK SHALL CONFORM TO FAA ADVISORY CIRCULAR (AC) AC 150/5370-2(LATEST EDITION) OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT, www.faa.gov/arp/pdf/5370-2x.pdf

#### 10. STAGING AREA:

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.

#### 11. AIRFIELD LIGHTING COORDINATION:

THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT MANAGER REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY.

#### 12. WEEKLY COORDINATION MEETINGS

WEEKLY COORDINATION MEETINGS SHALL BE REQUIRED TO DISCUSS PROJECT PROGRESS. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY.

#### 13. AIRFIELD FENCING / GATE SECURITY:

ALL EXISTING AND PROPOSED FENCE LINES, EXCEPT AS OTHERWISE NOTED, SHALL BE MAINTAINED AND SHALL SERVE AS CONSTRUCTION FENCING AROUND THE PERIMETER OF THE PROJECT. ALL EXISTING GATES SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE AIRPORT OWNER'S REPRESENTATIVE. SHOULD THE CONTRACTOR CHOOSE TO KEEP A GATE OPEN FOR CONSTRUCTION OPERATIONS, A COMPETENT SECURITY GUARD SHALL MONITOR THE OPEN GATE. ANY COSTS SHALL NOT BE PAID FOR SEPARATELY, BUT THEY WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

#### 14. AIRPORT RADIO COMMUNICATION:

THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO MONITORING AIRPORT TRAFFIC. THE OPERATOR OF THE AIRPORT RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND BE TUNED INTO THE APPLICABLE GROUND CONTROL FREQUENCY.

#### **PROJECT NOTES**

THE OWNER WILL ASSESS THE CONTRACTOR A \$1,000.00 FINE FOR CLOSING

DOOR, GATE OR FENCE IS DEFINED AS "UNATTENDED" ANY TIME IT IS OPEN,

UNLOCKED OR OTHERWISE RENDERED INEFFECTIVE IN PROVIDING SECURITY

HAS BEEN IDENTIFIED AS A CONTRACTOR RESPONSIBILITY. AN ACCESS

AND CONTRACTOR PERSONNEL ARE NOT PHYSICALLY IN A POSITION TO

DETECT AND PREVENT UNAUTHORIZED ENTRY THROUGH IT. IN THE EVENT

AIRPORT PERSONNEL ARE UNABLE TO SECURE AN UNATTENDED ACCESS

DOOR, GATE OR FENCE, AIRPORT SECURITY PERSONNEL WILL BE POSTED

AND CONTRACTORS WILL BE NOTIFIED. CONTRACTORS WILL BE CHARGED

THE COST OF PROVIDING SECURITY PERSONNEL UNTIL THE AREA IS AGAIN

THE CONTRACTOR SHALL RESTRICT ALL ACTIVITIES TO THE CONSTRUCTION

PEDESTRIAN OR VEHICULAR, TO ACTIVE AIRFIELD PAVEMENTS SHOWN SHALL

\$1,000.00 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY

AREA DETAILED IN THE PHASING PLAN. ANY UNAUTHORIZED ACCESS,

AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT

BE CONSIDERED AIRFIELD INCURSIONS. AIRFIELD INCURSIONS, AT THE

THE CONTRACTOR SHALL UTILIZE THE HAUL ROAD AS SHOWN ON THE

ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLE ACCESS AND

WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK

CONSTRUCTION PHASING PLAN. THE ENTRANCE SHALL BE SIGNED

DISCRETION OF THE AIRPORT DIRECTOR OF OPERATIONS, MAY BE FINED

AND/OR LOCKING EACH UNATTENDED ACCESS DOOR, GATE OR FENCE WHICH

1. UNATTENDED CONSTRUCTION ACCESS:

2. UNAUTHORIZED ACCESS TO AIRFIELD:

CONSTRUCTION PAYMENT.

3. CONSTRUCTION SITE ACCESS:

SECURE.

DAY.

#### FR037

## CRAWFORD MURPHY & TILL)

CRAWFORD, MURPHY & TILLY, INC. CONSULTING ENGINEERS



Freeport, Illinois

City of Freeport

AIP: 3-17-0045-B20 FEP-3129

Airfield Pavement Repairs

Pavisions

# 36"

CONSTRUCTION EQUIPMENT
AND TRUCK SIGNAL FLAG

NOT TO SCALE

# SEQUENCE OF CONSTRUCTION PLAN, NOTES AND DETAILS - 2

Kevisions					
No.	Date	Description			
0 1					
		R IS EQUAL TO 1" SCALE (17 X 11).			
DESIGN BY:		CMT- RFD			
DRAWN BY:		CMT- RFD			
CHECKED BY:		Y: CMT-RFD			
APPROVED BY:		BY: JGP			
DATE:		6.9.2006			
JOB No:		06294-02-00			

SEQUENCE OF

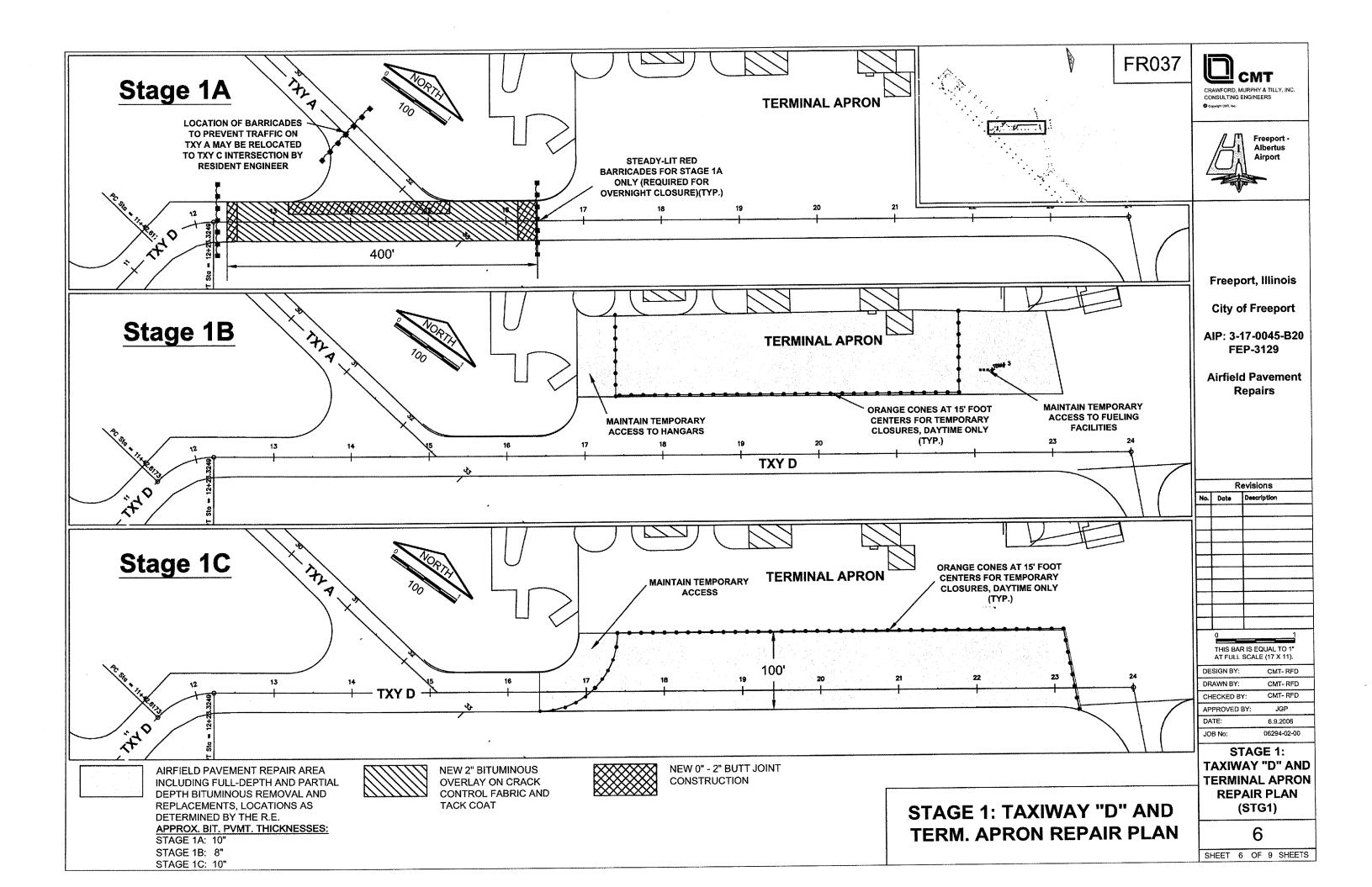
CONSTRUCTION

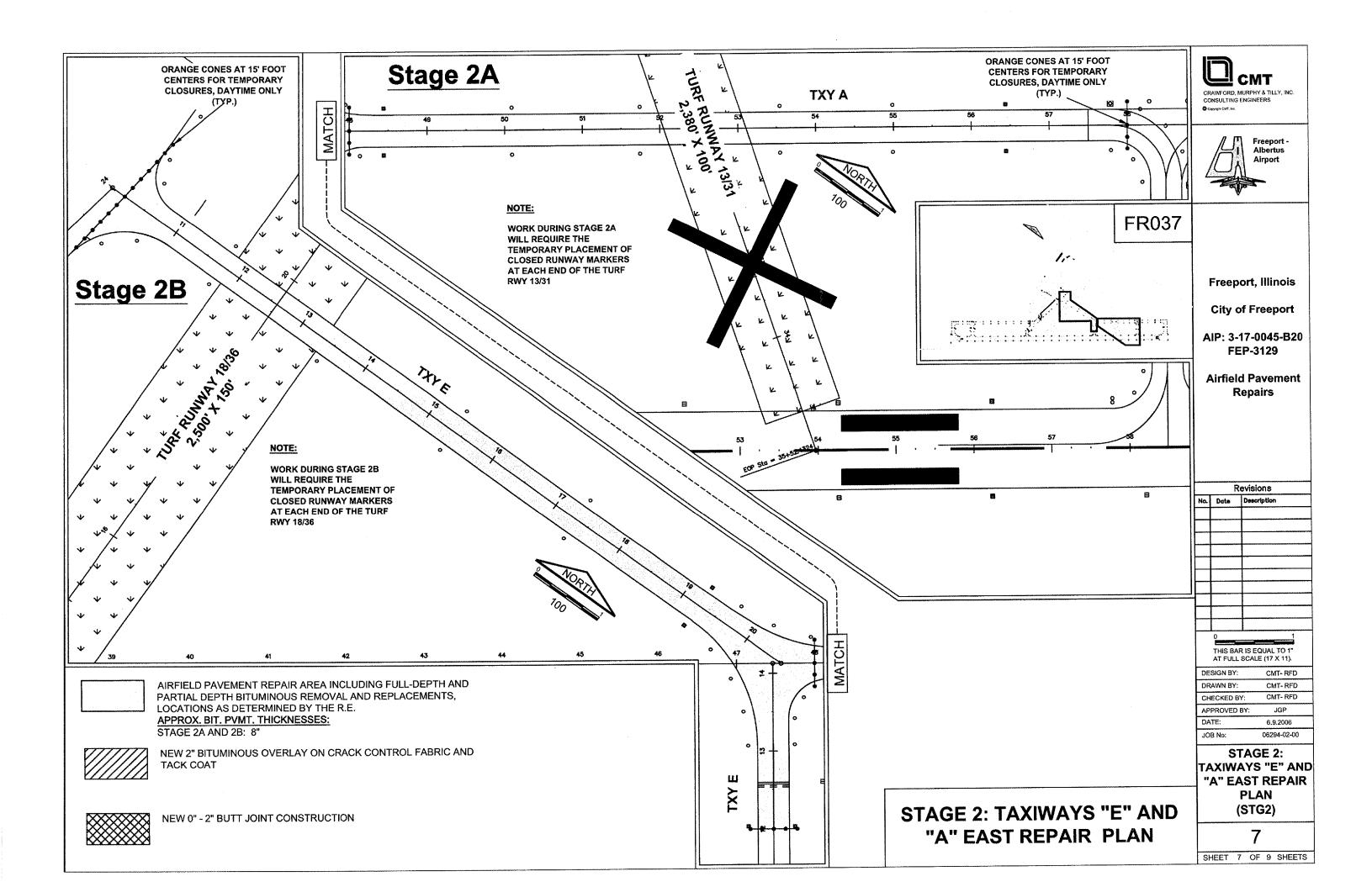
**PLAN. NOTES AND** 

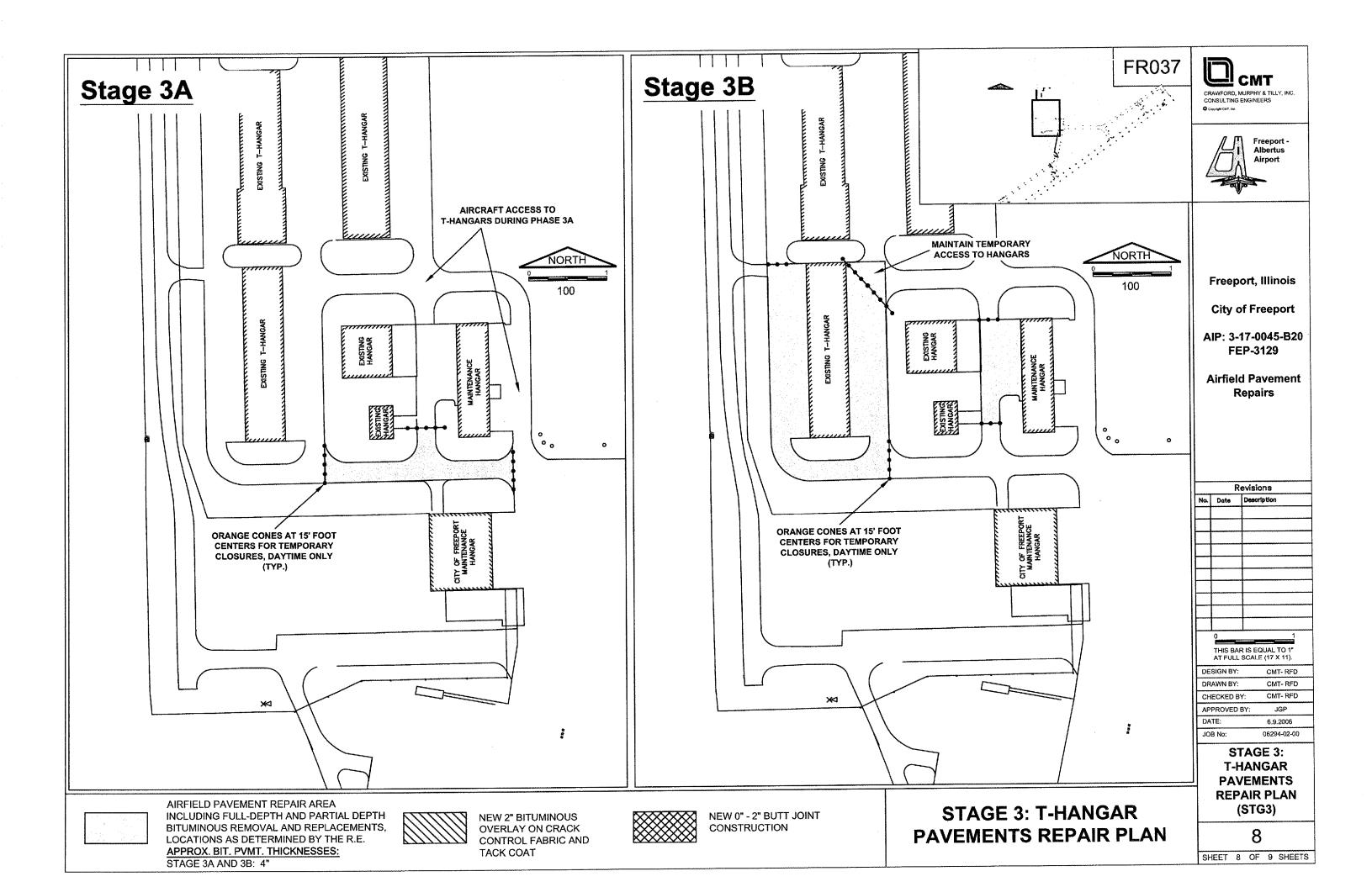
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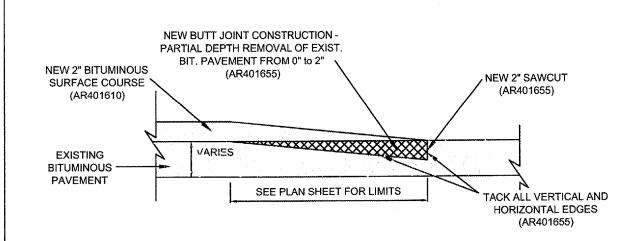
(SEQ2)

SHEET 5 OF 9 SHEETS









#### **AR401655 BUTT JOINT CONSTRUCTION**

NO SCALE

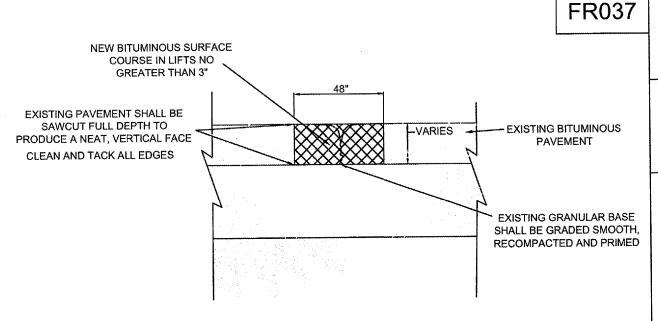
(SAWCUTTING, REMOVAL AND DISPOSAL OF EXIST. PAVEMENT; TACKING VERTICAL AND HORIZONTAL EDGES SHALL BE INCIDENTAL TO THIS ITEM)

#### **NEW 2" BITUMINOUS** SURFACE COURSE (AR800820) TACK ALL VERTICAL AND **EXISTING** HORIZONTAL EDGES -2" (MIN.) **BITUMINOUS** (AR800820) PAVEMENT EXIST. BIT. PAVEMENT SHALL BE MILLED OR JACK SPADED TO PRODUCE CLEAN VERTICAL EDGE **EXISTING** (AR800820) GRANULAR BASE

#### AR800820 REM. & REPL. BIT. PVMNT. (PARTIAL DEPTH)

NO SCALE

(SAWCUTTING, REMOVAL AND DISPOSAL OF EXIST. PAVEMENT; TACKING VERTICAL AND HORIZONTAL SURFACES; PLACING AND COMPACTING SURFACE COURSE SHALL BE INCIDENTAL TO THIS ITEM)

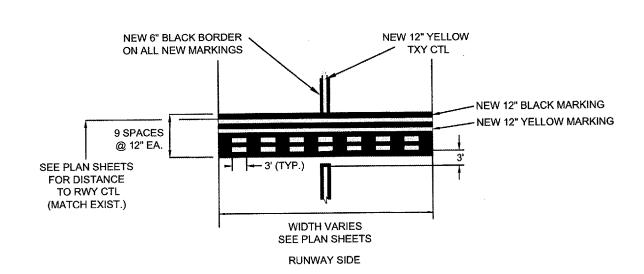


#### AR401910 REMOVE & REPLACE BIT. PAVEMENT

NO SCALE

(SAWCUTTING, REMOVAL AND DISPOSAL OF EXIST. PAVEMENT; REGRADING AND RECOMPACTING OF EXIST. BASE; TACKING VERTICAL EDGES, PRIMING BASE, PLACING AND COMPACTING SURFACE COURSE SHALL BE INCIDENTAL TO THIS ITEM)

#### AIRCRAFT HOLDING SIDE



#### **RUNWAY HOLDING POSITION MARKING**

NO SCALE

NOTE: ALL TAXIWAY AND APRON MARKINGS SHALL BE REPLACED WITHIN THE PROJECT WORK LIMITS SHOWN.

**MISCELLANEOUS DETAILS -1** 

	CMT
CRAWFORD,	MURPHY & TILLY, IN

CRAWFORD, MURPHY & TILLY, IN CONSULTING ENGINEERS

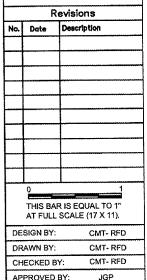


Freeport, Illinois

City of Freeport

AIP: 3-17-0045-B20 FEP-3129

Airfield Pavement Repairs



MISCELLANEOUS DETAILS - 1 (DTL1)

6.9.2006

06294-02-00

DATE:

JOB No:

9

SHEET 9 OF 9 SHEETS