RO016 Total Sheets: 52

BASE BID: TXY B SOUTH

- 1. COVER SHEET (CVR1)
- 2. SUMMARY OF QUANTITIES (QTY1)
- 3. SITE PLAN / CONTROL (SPL1)
- 4-6. TYPICAL SECTIONS 1-3 (TYP1-3)
- 7. PHASING PLAN SUMMARY (PPM1)
- 8. PHASING PLAN NOTES (PPN1)
- 9. PHASING PLAN DETAILS (PPD1)
- 10. STORMWATER POLLUTION PLAN (SWP1)
- 11. STORMWATER POLLUTION NOTES (SWN1)
- 12. STORMWATER POLLUTION DTLS. (SWD1)
- 13-15. EXIST. CONDITIONS / RMVLS. (EXC1-3)
- 16-18. TAXIWAY B PLAN / PROFILE 1-3 (BPP1-3)
- 19. TAXIWAY B3 / E PLAN / PROFILE (BEP1)
- 20. TXY B / RWY 7L/25R GRADING PLAN (BGR1)
- 21-23. JOINTING PLAN (JTP1-3)
- 24. JOINTING DETAILS (JTD1)
- 25-27. ELECTR. / MRKG. / LANDSC. PLAN (EML1-3)
- 28-30. ELECTRICAL DETAILS (ELD1-3)
- 31-33. MARKING DETAILS (MRD1-3)
- 34. LANDSCAPING AND MISC. DETAILS (LMD1)

ADD. ALT. 1: RIAT RD

- 35. AA1: SITE PLAN / TYP SECTIONS (1SP1)
- 36-38. AA1: PLAN AND PROFILE (1PP1-3)
- 39-40. AA1: CROSS SECTIONS (1CS1-2)

ADD. ALT. 2: TXY E

- 41. AA2: SITE PLAN / CONTROL (2SP1)
- 42. AA2: TYPICAL SECTIONS 1 (2TY1)
- 43. AA2: PHASING PLAN SUMMARY (2PH1)
- 44. AA2: EXIST. CONDITIONS / RMVLS. (2EX1)
- 45. AA2: TAXIWAY E PLAN / PROFILE (2EP1)
- 46. AA2; ELECTR. / MRKG. / LANDSC. PLAN (2EM1)

ADD. ALT. 3: TXY B3

- 47. AA3: SITE PLAN / CONTROL (3SP1)
- 48. AA3: TYPICAL SECTIONS 1 (3TY1)
- 49. AA3: PHASING PLAN SUMMARY (3PH1)
- 50. AA3: EXIST, CONDITIONS / RMVLS. (3EX1)
- 51. AA3: TAXIWAY B3 PLAN / PROFILE (3EP1)
- 52. AA3: ELECTR. / MRKG. / LANDSC. PLAN (3EM1)

GREATER ROCKFORD AIRPORT AUTHORITY ROCKFORD, ILLINOIS

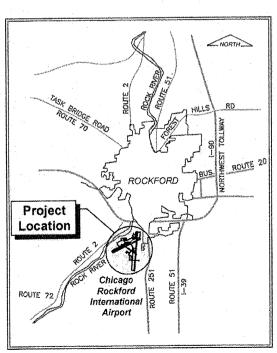
CONSTRUCTION PLANS CHICAGO ROCKFORD INTERNATIONAL AIRPORT

REHABILITATE TAXIWAY B (SOUTH) PHASE 1

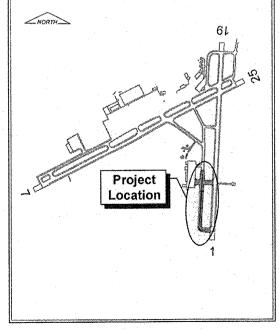
FINAL SUBMITTAL

ILLINOIS PROJECT: RFD-3862 A.I.P. PROJECT: 3-17-0089-XX

> **FEBRUARY 27, 2009** (APRIL 24, 2009 LETTING)









Greater Rockford Airport Authority

APPROVED BY ROBERT W. O'BRIEN, JR., AAE

FEBRUARY 27, 2009

DESIGN INFORMATION

TOWNSHIP: 43 NORTH RANGE: 1 EAST

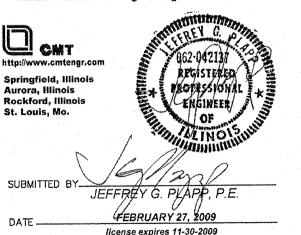
ALP DATA: APPROACH CAT. / DESIGN GROUP: D5 DESIGN AIRCRAFT: 747-400

(MAXIMUM EQUIPMENT HEIGHT = 25')



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

Illinois Professional Engineering Practice Act of 1989



SITE PLAN

SUMMARY OF QUANTITIES

				BASE BID	
SEQ NO.	DESCRIPTION	UNIT		TXY B (SOUTH)	
			ITEM NO	ESTIMATED QUANTITY	RECOR QUANTI
1 7	1/C #8 5 KV UG CABLE	LF	AR108108	7,065.00	
2	1/C #8 5 KV UG CABLE IN UD	LF	AR108158	1,502.00	
3 2	2" STEEL DUCT, DIRECT BURY	LF	AR110212	6,729.00	
	SPLIT DUCT	LF	AR110550	350.00	
	EXTEND 2-WAY DUCT	LF			
	MITL-BASE MOUNTED	EACH	AR125415	84.00	
	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	AR125441	1.00	
	TAXI GUIDANCE SIGN, 1 CHARACTER	EACH	AR125442	1.00	
		EACH	AR125445	1.00	
	TAXI GUIDANCE SIGN, 5 CHARACTER	EACH	AR125446	2,00	
	TAXI GUIDANCE SIGN, 6 CHARACTER		AR125448	2.00	·····
	TAXI GUIDANCE SIGN, 8 CHARACTER	EACH		78.00	
	REMOVE BASE MOUNTED LIGHT	EACH	AR125902		
	REMOVE TAXI GUIDANCE SIGN	EACH	AR125904	6.00	
	REPLACE BASE MOUNTED LIGHT	EACH	AR125922	2.00	
15	ENGINEER'S FIELD OFFICE	LS	AR150510	1.00	
16	FIELD LABORATORY	LS	AR150515	1.00	
17	MOBILIZATION	LS	AR150520	1.00	
18	HAUL ROUTE	LS	AR150540	1.00	
19	UNCLASSIFIED EXCAVATION	CY	AR152410	1,608.00	
20	SOIL STABILIZATION FABRIC	SY	AR152540	6,372.00	
21	SILT FENCE	LF	AR156510	1,600.00	
22	BALES	EACH	AR156512	72.00	
	RIPRAP	SY			
	POROUS GRANULAR EMBANKMENT	CY	AR208515	80.00	
	CRUSHED AGG. BASE COURSE - 8"	SY	1		
	CRUSHED AGG. BASE COURSE - 11"	SY	AR209611	21,465.00	
	BITUMINOUS SURFACE COURSE	TON	AR401610	9,090.00	
	BITUMINOUS SURFACE TEST SECTION	EACH	AR401630	1.00	
	BITUMINOUS PAVEMENT MILLING	SY	AR401650	39,767.00	
		SY	AR401655	800.00	
	BUTT JOINT CONSTRUCTION	SY	AR501515	23,907.00	
	15" PCC PAVEMENT PCC TEST BATCH	EACH	AR501530	1.00	
	BITUMINOUS PRIME COAT	GAL	AR602510	6,213.00	
	BITUMINOUS TACK COAT	GAL	AR603510	3,950.00	
	PAVEMENT MARKING - WATERBORNE	SF	AR620520	19,680.00	
	PAVEMENT MARKING - BLACK BORDER	SF	AR620525	18,732.00	
	18" CMP	LF	_		****
38	METAL END SECTION 18"	EACH	1	- 200	
	L-804 RGL ELEVATED, BASE MOUNTED	EACH	AR800816 AR800817	2.00	
40	AGGREGATE DRAINAGE DITCH ADJUST MONITORING WELL	LF EACH	AR800863	2.00	a,,
41 42	SOIL GUARD	SY	AR800868	25,562.00	
	SEEDING	ACRE	AR901510	5.30	
44	TOPSOILING (FROM OFF SITE)	CY	AR905520	1,023.00	
45	GUARD RAIL	LF	AR910400	30.00	

	ESTIMATED	RECORD
ITEM NO	QUANTITY	QUANTITY
		
AS152410	1,966.00	~~~
AS152540	8,520.00	
AS156510	-1	
AS156512		
AS156540	285.00	
AS208515	100.00	
AS209608	8,520.00	***************************************
10203000	0,020.00	
0.0404640	2,130.00	
AS401610	2,130.00	
AS602510	2,530.00	***************************************
AS603510	965.00	
4\$620520	732.00	
AS701218	102.00	
AS752218	6.00	
AS800868	11,500.00	
AS901510	2.40	
AS905520	100.00	

	AA2	
	TXY E	
ITEM NO.	ESTIMATED QUANTITY	RECORD QUANTITY
AT108108	767.00	
AT108158	1,570.00	
AT110212	730.00	
AT110550	160.00	
AT125415	12.00	
AT125442	2.00	
AT125445	1.00	
	45.00	
AT125902	15.00	
AT125904	3.00	
AT125922	4.00	
AT152410	210.00	
AT152540	825.00	
AT208515	11.00	
AT209611	2,850.00	
AT401610	1,450.00	
A.T. 404.050	0.402.00	
AT401650 AT401655	6,493.00	
A1401000	255.00	
	000.00	
AT602510	1 005 00	
AT603510 AT620520	1,095.00 3,540.00	
AT620525	3,160.00	
AT800816	2.00	
AT800868	2,832.00	
AT901510	0.60	
AT905520	100.00	

AA2			AA3	
TXY E			TXY B3	
ESTIMATED QUANTITY	RECORD QUANTITY	ITEM NO.	ESTIMATED QUANTITY	RECO QUANT
767.00		AU108108	590.00	
1,570.00		AU108158	635.00	
730.00		AU110212	562.00	
160.00				
100.00		AU110552	120.00	
42.00		A0110302	120.00	
12.00				
2.00				
1.00				
15.00				
3.00				
4.00				
210.00		AU152410	1,006.00	
825.00		AU152540	5,113.00	

11.00		AU208515	50.00	
2,850.00		AU209611	3,415.00	····
1,450.00		AU401610	2,035.00	
1,730.00		7.5 40.010		
6,493.00				
		AU401655	248.00	
255.00		AU401000	240.00	
			-	
838.00		AU602510	1,475.00	
1,095.00		AU603510	725.00	
3,540.00		AU620520	1,280.00	
3,160.00		AU620525	1,925.00	
2.00				
2 022 00		AU800868	3,565.00	
2,832.00 0.60		AU901510	0.75	
100.00		AU905520	100.00	
		h		

SHEETS 10-12, 21-24

11/30/2009

SHEETS 8-9, 25-34, 46, 52

SHEETS 25-30, 46, 52 CAD M. BAJAM 062-055662 LICENSED PROFESSIONAL ENGINEER JULINOIS EXP: 11/30/2009



SUMMARY OF QUANTITIES (QTY1)

RO016







Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3862

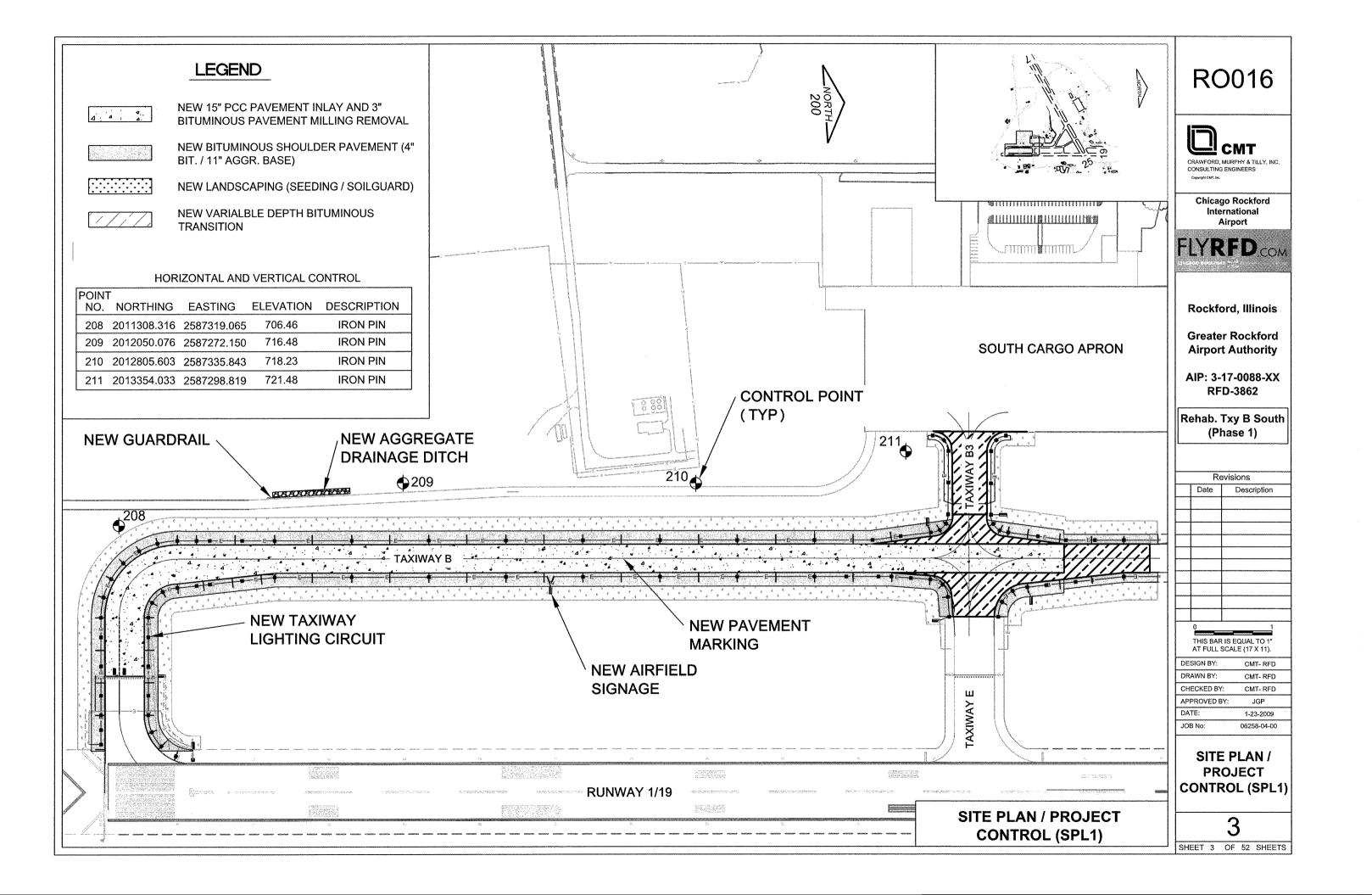
Rehab. Txy B South (Phase 1)

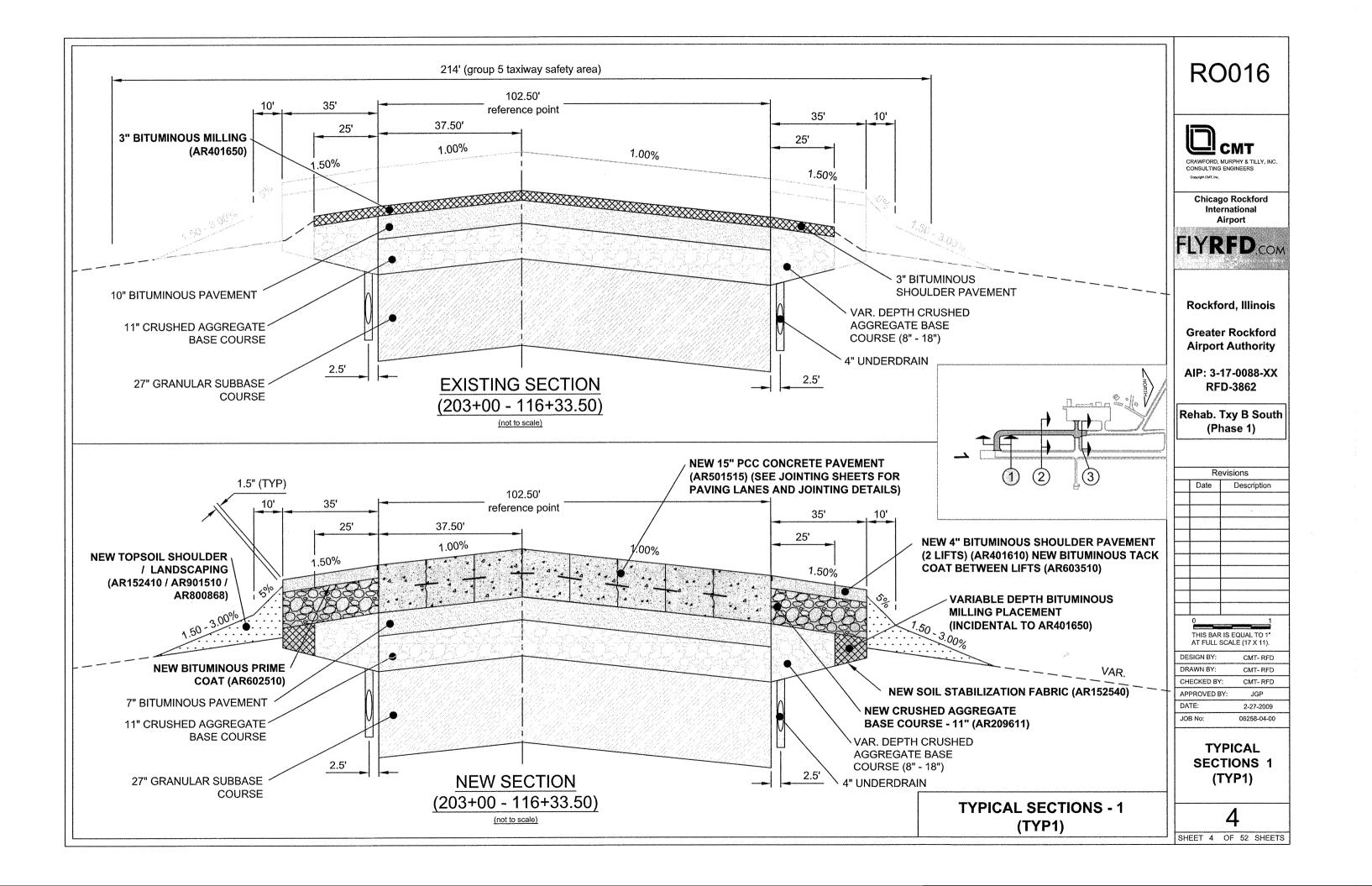
Re	visions
Date	Description
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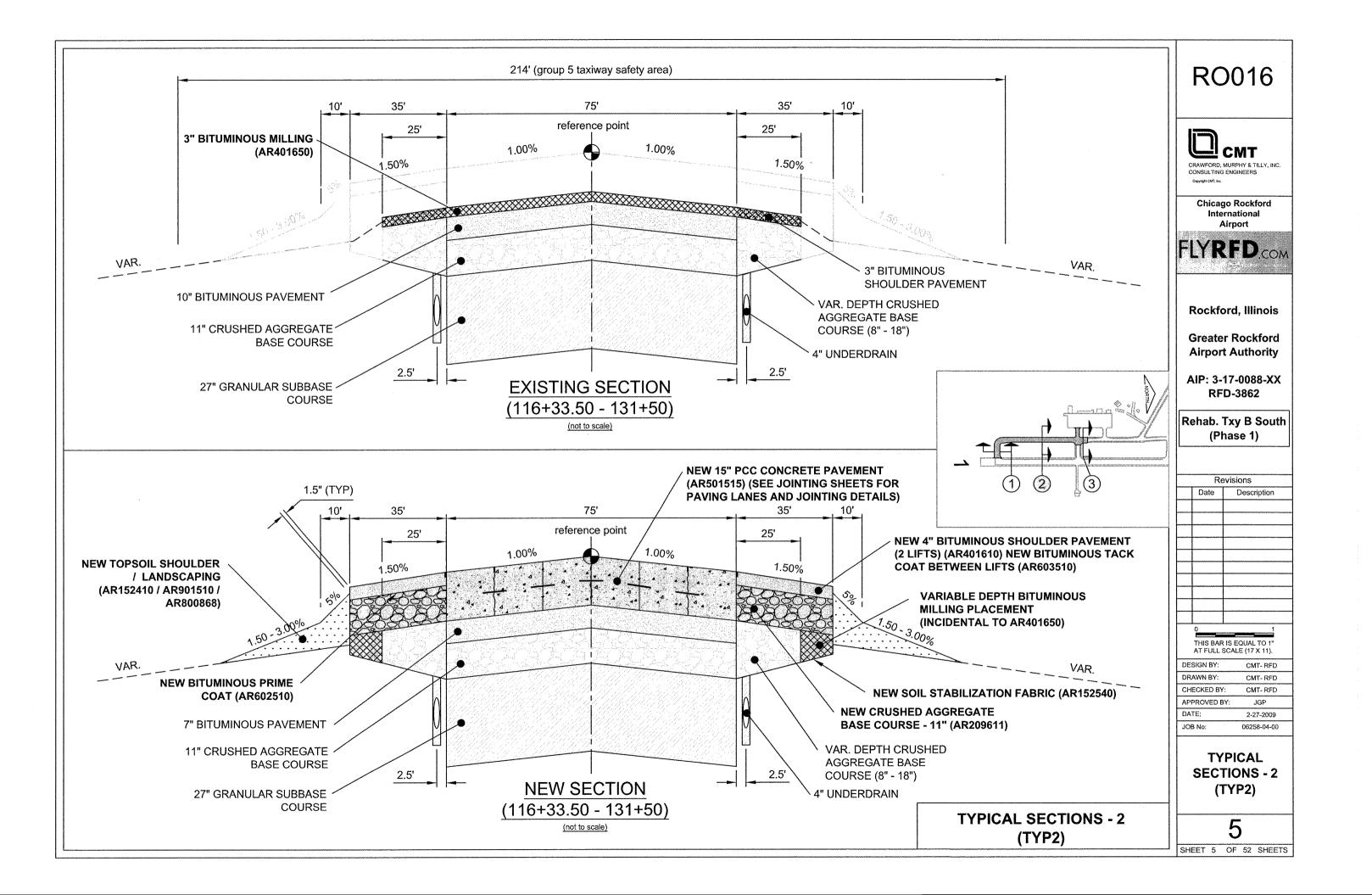
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11). DESIGN BY: DRAWN BY: CMT- RFD CHECKED BY: CMT- RFD APPROVED BY: JGP DATE: 2-27-2009 06258-04-00

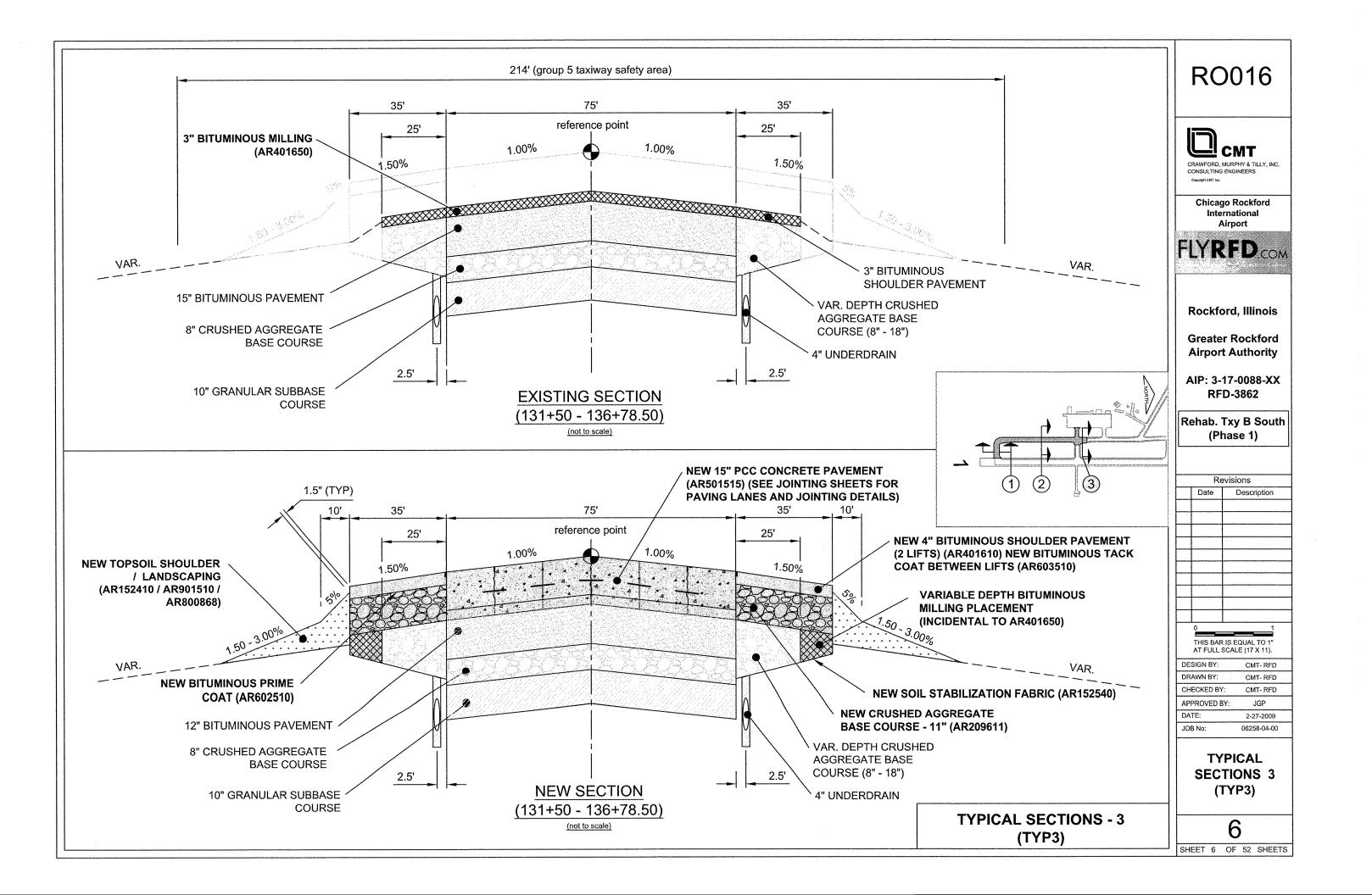
> **SUMMARY OF QUANTITIES** (QTY1)

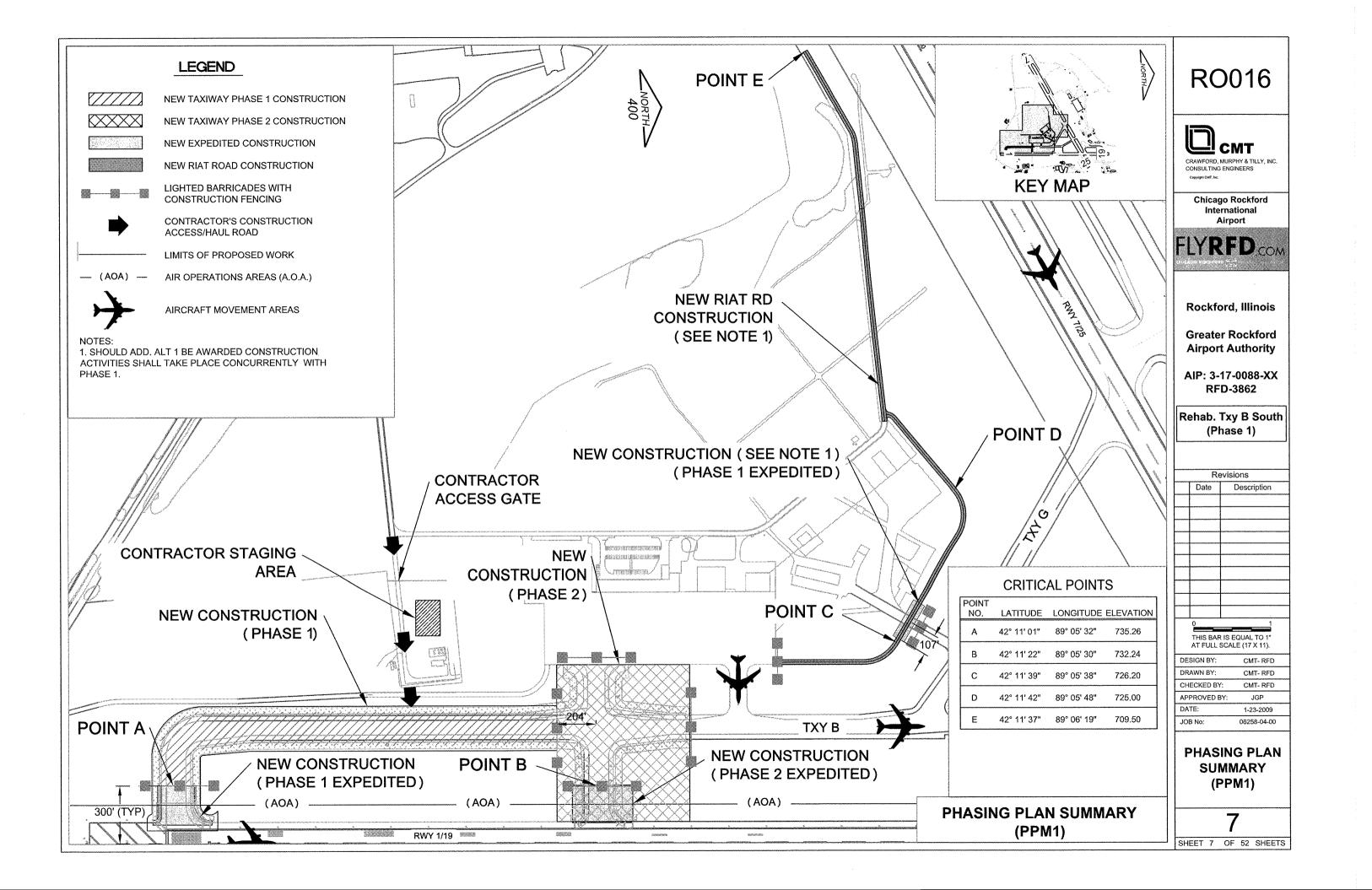
SHEET 2 OF 52 SHEETS











PHASING PLAN PROJECT NOTES:

1. APPROVED PROGRESS SCHEDULE:

PRIOR TO THE START OF CONSTRUCTION, AN APPROVED PROGRESS SCHEDULE SHALL BE EXECUTED BY THE RESIDENT ENGINEER AND THE CONTRACTOR. THIS SCHEDULE SHALL SHOW START/ STOP DATES OF ALL PHASES, INCLUDING ALL AOA WORK REQUIRING DAYTIME ONLY CLOSURES OF TAXIWAYS AND RUNWAYS. THE APPROVED PROGRESS SCHEDULE SHALL BE DISTRIBUTED TO ALL PARTIES 3 WORKING DAYS PRIOR TO START OF CONSTRUCTION.

2. NOTAM (NOTICE TO AIRMEN) COORDINATION:

THE RESIDENT ENGINEER SHALL COORDINATE NOTAM AND FAA FACILITY COORDINATION WITH AIRPORT / FAA PERSONNEL.

3. CONSTRUCTION SITE ACCESS AND STAGING AREA:

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. THIS WORK AREA SHALL BE RESTRICTED FROM ACTIVE AOA AREAS WITH THE BARRICADE/FENCING PERIMETERS SHOWN.

THE ENTRANCE SHALL BE SIGNED ACCORDINGLY AS TO ALLOW ONLY CONSTRUCTION VEHICLE ACCESS AND WILL ONLY BE ACCESSIBLE DURING THE CONTRACTOR'S SCHEDULED WORK DAY. ALL SIGNAGE SHALL CONFORM TO THE CITY OF ROCKFORD AND IDOT CONSTRUCTION STANDARDS FOR VEHICLES ENTERING AND LEAVING THE SITE.

4. CONSTRUCTION EQUIPMENT FLAGGING / BEACON REQUIREMENTS:

THE CONTRACTOR WILL BE REQUIRED TO PUT AIRPORT FLAGS AND HAVE BEACON (FLASHING YELLOW) LIGHTS ON ALL EQUIPMENT AT ALL TIMES DURING CONSTRUCTION.

5. GATE SECURITY:

THE GATE SHALL BE MAINTAINED, CLOSED AND LOCKED AS DIRECTED BY THE DEPUTY DIRECTOR OF OPERATIONS. SHOULD THE CONTRACTOR'S OPERATIONS REQUIRE THE GATE TO REMAIN OPEN TO PROVIDE ACCESS TO HAULING OPERATIONS, A COMPETENT GATE GUARD SHALL BE REQUIRED TO CONTROL ACCESS TO THE AIRFIELD. A \$1,000 FINE SHALL BE ASSESSED FOR ANY OCCURRENCE OF AN UNSECURE GATE THAT IS THE CONTRACTOR'S RESPONSIBILITY. AN UNSECURED GATE SHALL BE DEFINED AS ANY GATE THAT IS NOT WITHIN THE SIGHT AND PHYSICAL CONTROL OF THE CONTRACTOR'S GUARD. IN THE EVENT THAT THE GATE MAY NOT BE SECURED, THE CONTRACTOR WILL BE CHARGED FOR AIRPORT PERSONNEL TO REMAIN AT THE GATE UNTIL SECURED.

6. CONSTRUCTION OUTSIDE OF BARRICADED AREAS REQUIRING TAXIWAY / RUNWAY CLOSURES:

WORK OUTSIDE THE BARRICADED LINES WITHIN THE AOA AREAS SHOWN SHALL REQUIRE TEMPORARY DAYTIME ONLY CLOSURES OF THE AFFECTED TAXIWAYS OR RUNWAYS. THIS WORK SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME OF THE ACTIVE PAVEMENTS. IN ADDITION, THIS WORK WILL REQUIRE ALL CREWS TO SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO TO COMMUNICATE DIRECTLY WITH THE ATCT (AIR TRAFFIC CONTROL TOWER). THE OPERATOR OF THE AIRPORT RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND BE TUNED INTO THE GROUND CONTROL FREQUENCY AT ALL TIMES.

7. UNAUTHORIZED ACCESS TO AIRFIELD:

THE CONTRACTOR SHALL RESTRICT ALL CONSTRUCTION ACTIVITIES TO THE CONSTRUCTION AREA DETAILED IN THE PHASING PLAN. ANY UNAUTHORIZED MOVEMENTS, PEDESTRIAN OR VEHICULAR, BEYOND THE CONSTRUCTION LIMITS SHOWN SHALL BE CONSIDERED AN AIRFIELD INCURSION. AIRFIELD INCURSIONS, AT THE DISCRETION OF THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS, MAY BE FINED \$10,000.00 PER INCIDENT. INCURSION FINES WILL BE ASSESSED IMMEDIATELY AND TAKEN FROM MONIES DUE THE CONTRACTOR ON THE NEXT CONSTRUCTION PAYMENT.

PHASE	WORK AREA	ALLOWABLE WORK PERIODS	AIRPORT OPERATIONAL RESTRICTIONS	APPROXIMATE SCHEDULE
1	ON RIAT RD AREAS OUTSIDE OF TAXIWAY C A.O.A. ON TAXIWAY B - AREAS OUTSIDE OF RUNWAY 1/19 A.O.A. AND SOUTH OF TAXIWAY E	7:00 A.M 7:00 P.M.	NO RESTRICTIONS	JUNE 8 - AUGUST 30, 2009 (83 CALENDAR DAYS)
1 (EXPEDITED)	ON RIAT RD AREAS INSIDE OF TAXIWAY C A.O.A.	DAILY CLOSURES OF TAXIWAY C WILL BE PERMITTED 7:00 A.M 7:00 P.M.	WORK WITHIN THE TAXIWAY C A.O.A. WILL REQUIRE THE TEMPORARY CLOSURE OF TAXIWAY C AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	AUGUST 31 - SEPTEMBER 6, 2009 (7 CALENDAR DAYS)
2	ON TAXIWAY E - AREAS OUTSIDE OF RUNWAY 1/19 A.O.A.	7:00 A.M 7:00 P.M.	NO RESTRICTIONS	SEPTEMBER 7 - SEPTEMBER 23, 2009 (17 CALENDAR DAYS)
2 (EXPEDITED)	ON TAXIWAY B AND E - AREAS WITHIN RUNWAY 1/19 A.O.A.	DAILY CLOSURES OF RUNWAY 1/19 WILL BE PERMITTED 7:00 A.M 7:00 P.M.	WORK WITHIN 300' OF THE RUNWAY 1/19 Q WILL REQUIRE THE TEMPORARY CLOSURE OF RUNWAY 1/19 AS SHOWN. WORK REQUIRING ANY CLOSURE SHALL BE	SEPTEMBER 24 - OCTOBER 1, 2009 (8 CALENDAR DAYS)
			EXPEDITED AND PRIORITIZED TO MINIMIZE CLOSURE TIME.	115 CALENDAR DAYS *

* CALENDAR DAYS SHALL BE REVISED IF ADD. ALT. 2 AND/OR 3 ARE NOT AWARDED.

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 SPECIAL PROVISIONS SECTION 30-05). THE PRIME CONTRACTOR WILL BE RESPONSIBLE TO COORDINATE CONSTRUCTION ACTIVITIES AND ACCESS BETWEEN ALL ON-SITE CONTRACTORS SUBCONTRACTORS. IT IS ANTICIPATED THE FOLLOWING PROJECTS MAY BE UNDER CONSTRUCTION CONCURRENTLY WITH THIS PROJECT:

- N.W. AIR CARGO APRON PHASE 2
- NEW N.W. AIR CARGO APRON PHASE 3

PHASING PLAN 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 SEQUENCE OF CONSTRUCTION ONLY. THIS SEQUENCE MAY BE MODIFIED WITH THE APPROVAL OF THE ENGINEER. HOWEVER, ALTERNATE STAGING PLANS MUST MAINTAIN AIRPORT OPERATIONS TO THE SATISFACTION OF THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS.

2. STAGING AREA RESTORATION:

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 DEPUTY DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE PAVEMENTS / AREAS SHALL BE INCIDENTAL TO THE CONTRACT.

3. HAUL ROUTE / HAUL ROUTE RESTORATION:

THE CONTRACTOR SHALL CONSTRUCT THE HAUL ROUTE AS SHOWN IN THESE PLANS AND SHALL BE PAID FOR ONCE AS AR150540 - HAUL ROUTE. ANY OTHER HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540. THE COST OF MAINTAINING THE HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540. 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 DEPUTY DIRECTOR OF OPERATIONS. THE COST OF MAINTAINING, REPAIRING SEEDING /MULCHING OR CONSTRUCTING THESE HAUL ROUTE(S) SHALL BE INCIDENTAL TO AR150540 - HAUL ROUTE.

4. AIRPORT APPROVAL OF PHASING:

THE ENGINEER AND AIRPORT DEPUTY DIRECTOR OF OPERATIONS 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.

5. AIRFIELD PAVEMENT / SITE DEBRIS REMOVAL:

THE CONTRACTOR SHALL KEEP ALL TRUCKS, EQUIPMENT AND MATERIALS OFF OF THE EXISTING RUNWAYS AND TAXIWAYS 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 DEPUTY 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.

(NOTES CONTINUED ON PHASING PLAN DETAILS - PPD1)

PHASING PLAN NOTES (PPN1)

RO016



Chicago Rockford International Airport



Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3862

Rehab. Txy B South (Phase 1)

ĺ	PK E	evisions
	Date	Description
		1 R IS EQUAL TO 1" SCALE (17 X 11)

DESIGN BY: CMT- RFD
DRAWN BY: CMT- RFD
CHECKED BY: CMT- RFD
APPROVED BY: JGP
DATE: 1-23-2009

JOB No:

PHASING PLAN NOTES (PPN1)

06258-04-00

8

SHEET 8 OF 52 SHEETS

PHASING PLAN GENERAL NOTES (CONT'D):

(NOTES CONTINUED ON PHASING PLAN NOTES - PPN1)

6. PROJECT LIGHTING OUTSIDE OF DAYLIGHT HOURS: WORK PERFORMED BY THE CONTRACTOR 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. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL BE AS APPROVED BY THE ENGINEER AND SHALL NOT BE USED IF THEY AFFECT FLIGHT SAFETY.

7. EXISTING UTILITY COORDINATION:

COORDINATION BY THE CONTRACTOR WITH THE EXISTING UTILITIES SHALL BE COMPLETED BEFORE CONSTRUCTION IS STARTED. 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 EXISTING RECORDS. NEITHER THE OWNER 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 OWNER AND THE ENGINEER. ANY SUCH MAINS AND/OR SERVICES DISTURBED BY THE CONTRACTOR'S OPERATIONS SHALL BE RESTORED IMMEDIATELY AT HIS EXPENSE TO THE SATISFACTION OF THE OWNER AND THE ENGINEER.

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.

8. TRAFFIC CONTROL PAYMENT:

PAYMENT FOR ALL AIRSIDE AND ROADWAY TRAFFIC CONTROL INCLUDING. BUT NOT LIMITED TO. TEMPORARY CONSTRUCTION FENCING. BARRICADES, SIGNING, AIR OPERATIONS AREA (A.O.A.) LATH AND RIBBON, ETC. SHALL BE INCIDENTAL TO THE CONTRACT. TYPE 2 BARRICADES WITH STEADY BURN RED LIGHTS SHALL BE PLACED ON 15' CENTERS AND HAVE ORANGE CONSTRUCTION FENCING 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 AREA. 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 (TOWER CONTROLLED AREAS) 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 "TOWER CONTROL 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. FOR AIRSIDE BARRICADE PLACEMENT, SEE SEQUENCE OF CONSTRUCTION SHEETS.

9. DRIVERS TRAINING AND BADGING:

DRIVER'S TRAINING AND BADGING SHALL BE REQUIRED FOR THE CONTRACTOR'S SUPERVISORY PERSONNEL, OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. THE DRIVER'S TRAINING AND BADGING OF THE INITIAL SUPERVISORY PERSONNEL MUST BE COMPLETED PRIOR TO THE START OF CONSTRUCTION.

10. 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 OPERATION WORKING HOURS, UNLESS WAIVED BY THE DEPUTY DIRECTOR OF OPERATIONS. PAYMENT FOR DUST CONTROL SHALL BE INCIDENTAL TO THE CONTRACT.

11. OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION (AC 150/5370-2E):

ALL WORK SHALL CONFORM TO AC 150/5370-2E OPERATIONAL SAFETY ON AIRPORT DURING CONSTRUCTION. THIS AC IS AVAILABLE AT www.faa.gov/arp/pdf/5370-2e.pdf.

12. 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.

13. AIRFIELD LIGHTING COORDINATION:

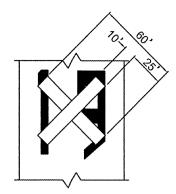
THE CONTRACTOR SHALL BE REQUIRED TO ESTABLISH A COORDINATION PLAN WITH THE AIRPORT DEPUTY DIRECTOR OF OPERATIONS OR HIS DESIGNATED REPRESENTATIVE, REGARDING DE-ENERGIZING AND ENERGIZING OF THE AIRFIELD LIGHTING CIRCUITS AT THE START AND END OF EACH CONSTRUCTION DAY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE DONE SO AT NO EXTRA COST TO THE CONTRACT.

14. WEEKLY COORDINATION MEETINGS:

WEEKLY COORDINATION MEETINGS SHALL BE REQUIRED TO DISCUSS PROJECT PROGRESS. AS A MINIMUM, PROJECT SCHEDULE AND GATE VISITOR LOGS SHALL BE DISCUSSED. REPRESENTATION BY THE PRIME CONTRACTOR IS MANDATORY.

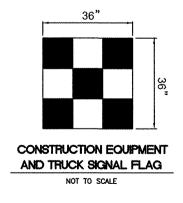
15. TEMPORARY CABLES:

ALL EXISTING TAXIWAY AND RUNWAY AIRFIELD LIGHTING CIRCUITS, FAA CABLES AND OTHER AIRPORT ELECTRICAL CABLES SHALL REMAIN IN SERVICE UNTIL REPLACED AS ACCEPTABLE TO THE RESIDENT ENGINEER AND AIRPORT FOR ALL PHASES. ALL TEMPORARY CABLING AND SPLICING NECESSARY TO KEEP THE CIRCUITS IN OPERATION SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.



CLOSED RUNWAY MARKER DETAIL

- 1. CLOSED RUNWAY MARKERS SHALL BE YELLOW.
- 2. MARKERS SHALL BE A MATERIAL APPROVED BY THE ENGINEER AND THE AIRPORT.
- 3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS SHOWN ON THE PLANS OR AS NEEDED TO FACILITATE CONSTRUCTION.
- 4. MARKERS 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 OR AS DIRECTED BY THE ENGINEER AND AIRPORT. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



PHASING PLAN DETAILS (PPD1)

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Re	evisions
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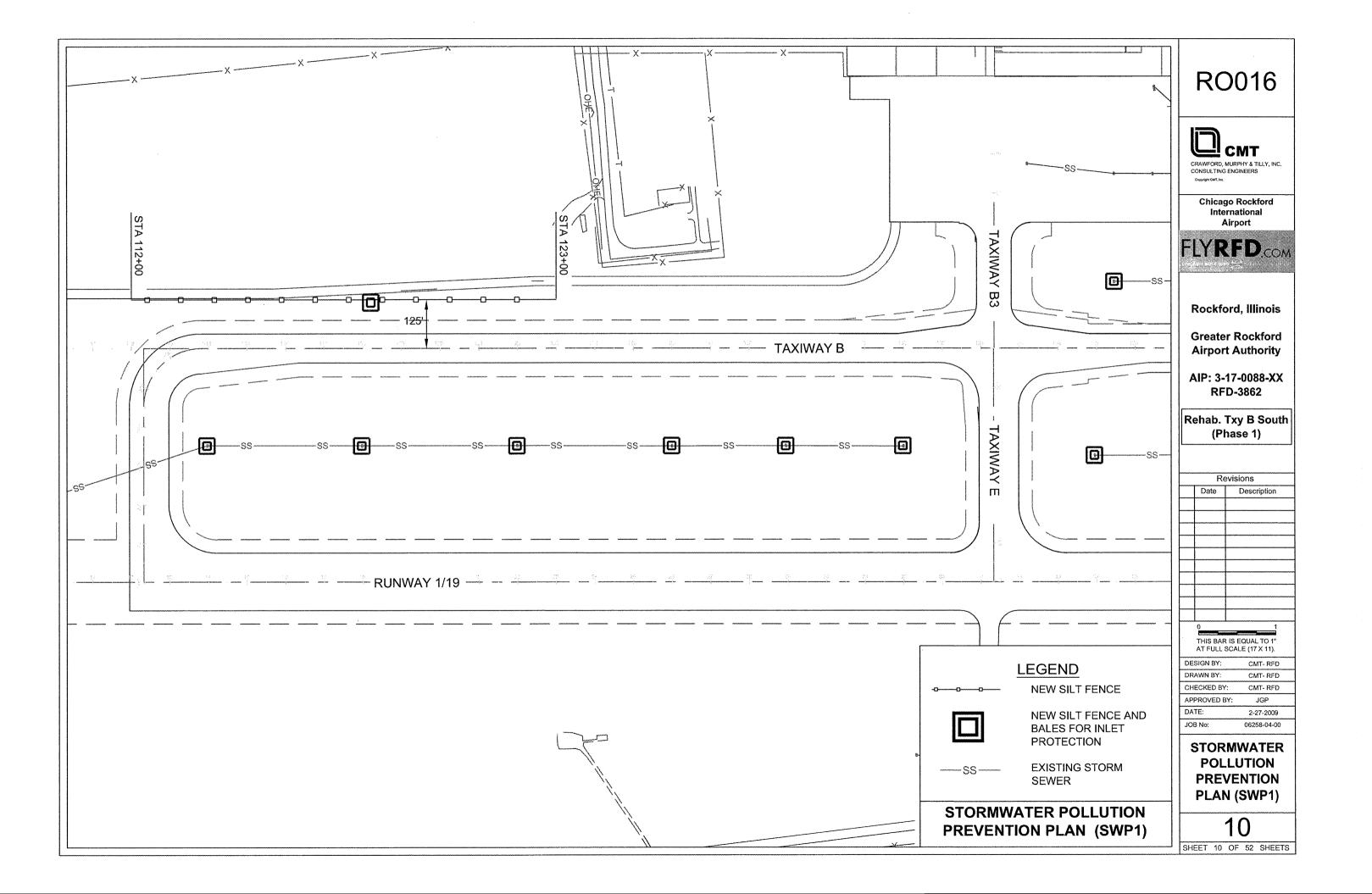
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PHASING PLAN DETAILS (PPD1)

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SHEET 9 OF 52 SHEETS



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

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 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 PROJECT CONSISTS OF REHABILITATING A TAXIWAY AND CONSTRUCTING A RIAT ROAD AT THE CHICAGO ROCKFORD INTERNATIONAL AIRPORT. THE PROJECT INCLUDES GRADING, DRAINAGE, EXCAVATION, FILL, TOPSOIL PLACEMENT, PAVEMENT CONSTRUCTION, ELECTRICAL, LANDSCAPING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

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 EXCAVATION AND GRADING:

- 1. PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL. SUCH AS PERIMETER SILT FENCE AND INLET PROTECTION.
- 2. INSTALL STORM SEWER NETWORK FOR DRAINAGE.
- 3. EXCAVATION AND EMBANKMENT WILL BE COMPLETED WITHIN THE PROJECT LIMITS.
- 4. PAVEMENT CONSTRUCTION.
- 5. FINAL GRADING AND OTHER MISCELLANEOUS ITEMS.
- 6. PLACEMENT OF PERMANENT EROSION CONTROL, SUCH AS SEEDING AND MULCHING.

AREA OF CONSTRUCTION SITE

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 9.0 ACRES OF WHICH 9.0 ACRES WILL BE DISTURBED BY EXCAVATION, 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

THE CONSTRUCTION SITE DRAINS INTO THE KISHWAUKEE RIVER VIA OVERLAND FLOW AND THROUGH A STORM SEWER SYSTEM.

CONTROLS - EROSION CONTROLS 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 SEEDING AND MULCHING AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS POSSIBLE 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.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTION AND PERIMETER SILT FENCE SHALL BE INSTALLED AS CALLED OUT IN THE PLANS OR 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

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.

- 1. 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
- 2. EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTORS EXPENSE. IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- 3. 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
- B. CONSTRUCT DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
- C. BUILD NECESSARY EMBANKMENT AT CULVERT/STORM SEWER LOCATIONS AND THEN EXCAVATE AND PLACE PIPE.
- D. EXCAVATED AREAS AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED, AT THE CONTRACTOR'S COST, IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.

- DESIGNATED LOCATIONS, 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.
- 5. THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/2 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING WINTER SHUTDOWN PERIOD.
- 6. 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 INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND FROSION CONTROL ITEMS.
- 7. 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 INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

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

ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEEDED.

MAINTENANCE AFTER CONSTRUCTION

CONSTRUCTION IS COMPLETE AFTER FINAL ACCEPTANCE BY THE ILLINOIS DIVISION OF AERONAUTICS. MAINTENANCE UP TO THIS DATE WILL BE REQUIRED BY THE CONTRACTOR.

4. CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT

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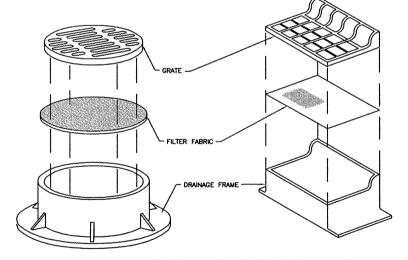
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STORMWATER **POLLUTION PREVENTION PLANS NOTES** (SWN1)

JGP

APPROVED BY:

SHEET 11 OF 52 SHEETS

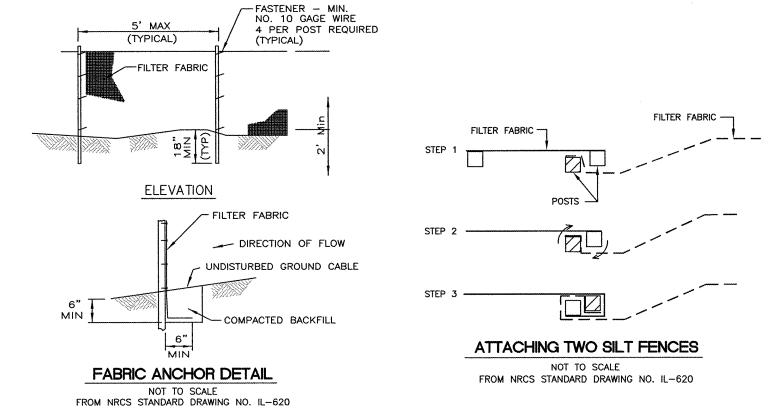


DRAINAGE STRUCTURE FILTER WRAP

NOTES

- FILTER WRAP TO BE PLACED IN ALL INLETS, MANHOLES, TRENCH DRAINS AND CATCH BASINS LOCATED IN PAVED AREAS AND NONPAVED AREAS.
- FABRIC SHALL BE IN CONFORMANCE WITH MATERIALS SPECIFIED FOR SILT FENCE.
- FABRIC SHALL OVERLAY FRAME BY 2" (MIN.)
- CONTRACTOR SHALL CLEAR DEBRIS AND SILT AS REQUIRED FROM FABRIC TO MAINTAIN
- FABRIC SHALL REMAIN IN PLACE UNTIL TURFED AREAS HAVE DEVELOPED A MIN. OF 80%
- COST OF FILTER WRAP SHALL BE CONSIDERED INCIDENTAL TO BALES.

STORMWATER POLLUTION PREVENTION PLAN NOTES (SWN1)



NOTES:

- 1. TEMPORARY SEDIMENT FENCE SHALL BE INSTALLED PRIOR TO ANY GRADING WORK IN THE AREA TO BE PROTECTED. THEY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD AND REMOVED IN CONJUNCTION WITH THE FINAL GRADING AND SITE STABILIZATION.
- FILTER FABRIC SHALL MEET THE REQUIREMENTS OF MATERIAL SPECIFIED FOR ITEM AR156000 EROSION CONTROL IN THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS.
- 3. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN "BULGES" DEVELOP IN THE SILT FENCE. MAINTENANCE, WHICH INCLUDES THE REPLACEMENT OF DAMAGED FENCE, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE EROSION CONTROL FENCE.
- 4. SILT FENCE SHALL BE INSTALLED PER STORM WATER POLLUTION PREVENTION PLAN OR AS DIRECTED BY THE ENGINEER.
- 5. FENCE POSTS SHALL BE EITHER STANDARD STEEL POSTS OR WOOD POSTS WITH A MINIMUM CROSS—SECTIONAL AREA OF 3.0 SQ. IN..
- 6. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
- 7. ROTATE BOTH POSTS AT LEAST 180 DEGREES IN A CLOCKWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC
- 8, DRIVE BOTH POSTS A MINIMUM OF 18 INCHES INTO THE GROUND AND BURY THE FLAP.

INLET PROTECTION NOTES:

- 1. BALES SHALL BE PLACED AT THE TOE OF SLOPE OR ON A CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
- 2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF 4 INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
- 3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR REBARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
- 4. INSPECTION SHALL BE FREQUENT AND REPAIR / REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
- 5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPEDE STORM FLOW OR DRAINAGE. COST OF REMOVAL / REPLACEMENT TO BE INCLUDED IN UNIT PRICE FOR BALES.
- 6. AFTER FINAL APPROVAL OF THE ENGINEER, STRAW BALES MAY BE REMOVED. CONTRACTOR SHALL PLACE SEED AND MULCH OVER THE DISTURBED AREAS, COST INCIDENTAL TO BALES.
- 7. SILT FENCE SHALL BE MEASURED AND PAID FOR SEPERATELY.

STORMWATER POLLUTION PREVENTION PLAN DETAILS (SWD1) **RO016**



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Revisions

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APPROVED BY: JGP

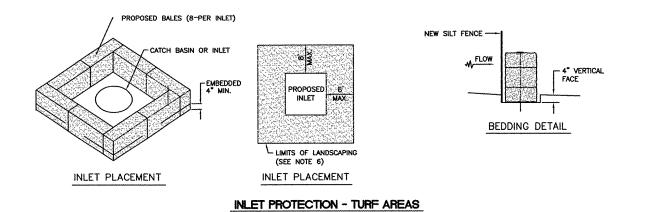
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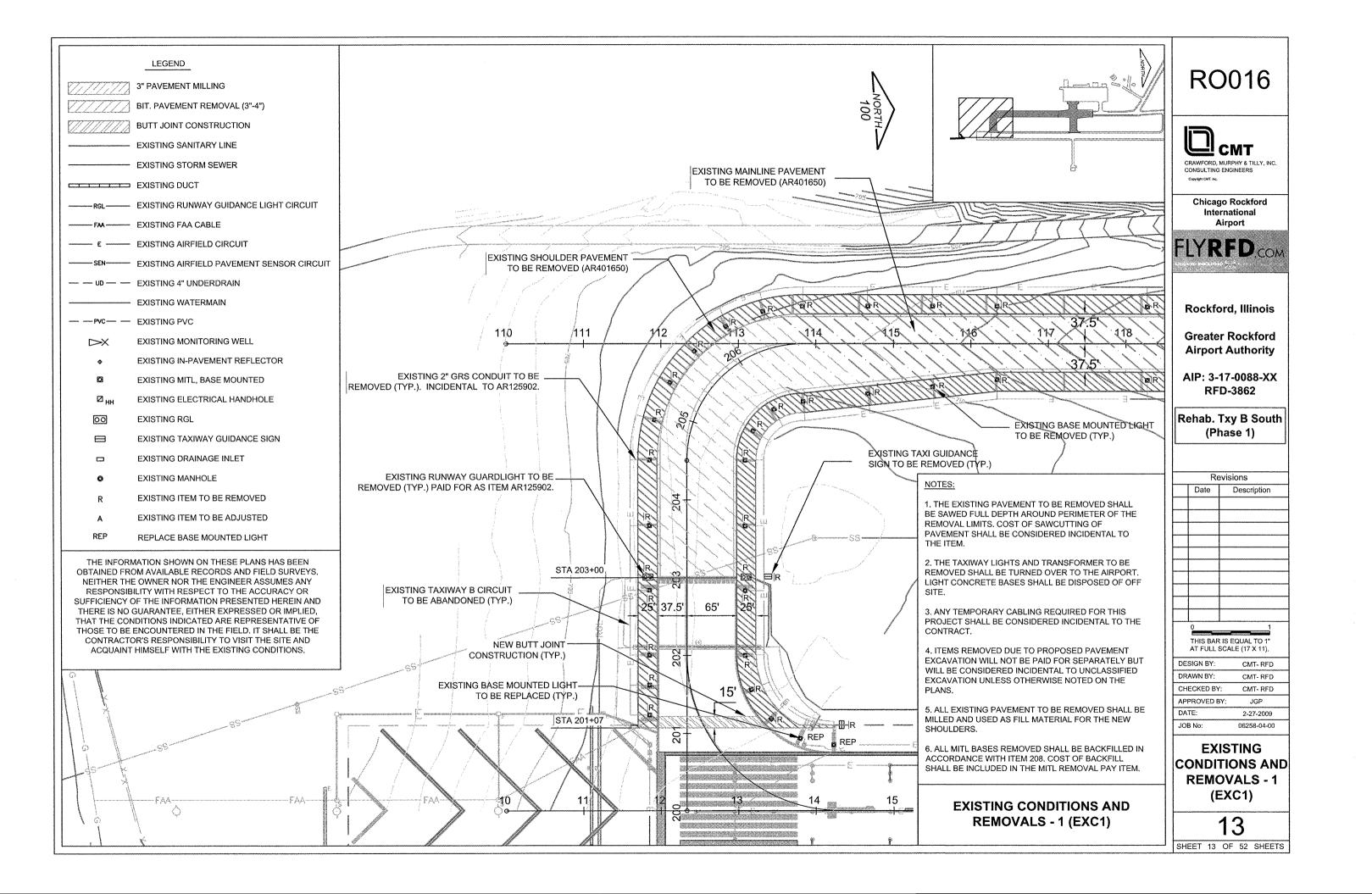
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(SWD1)

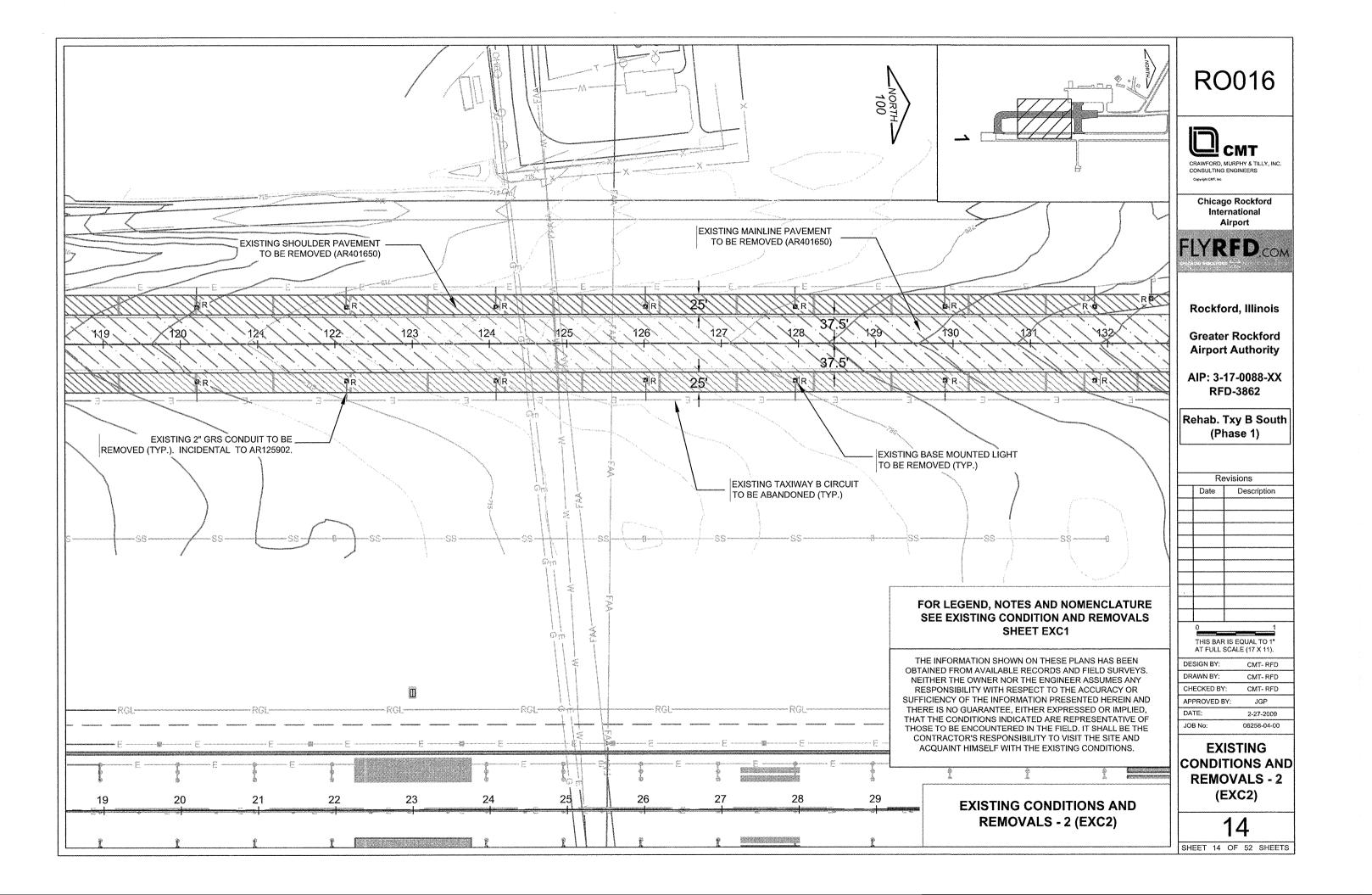
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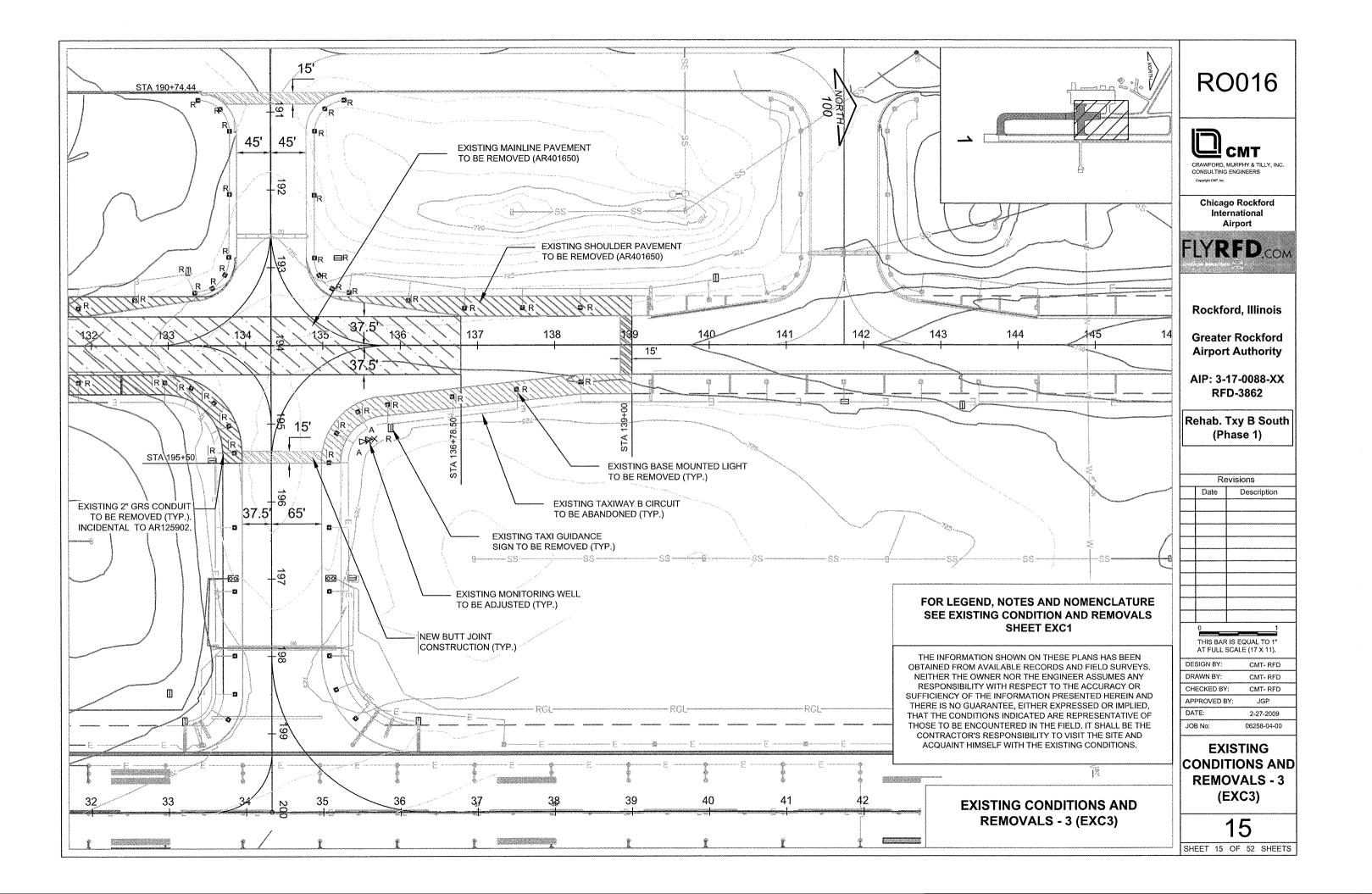
SHEET 12 OF 52 SHEETS

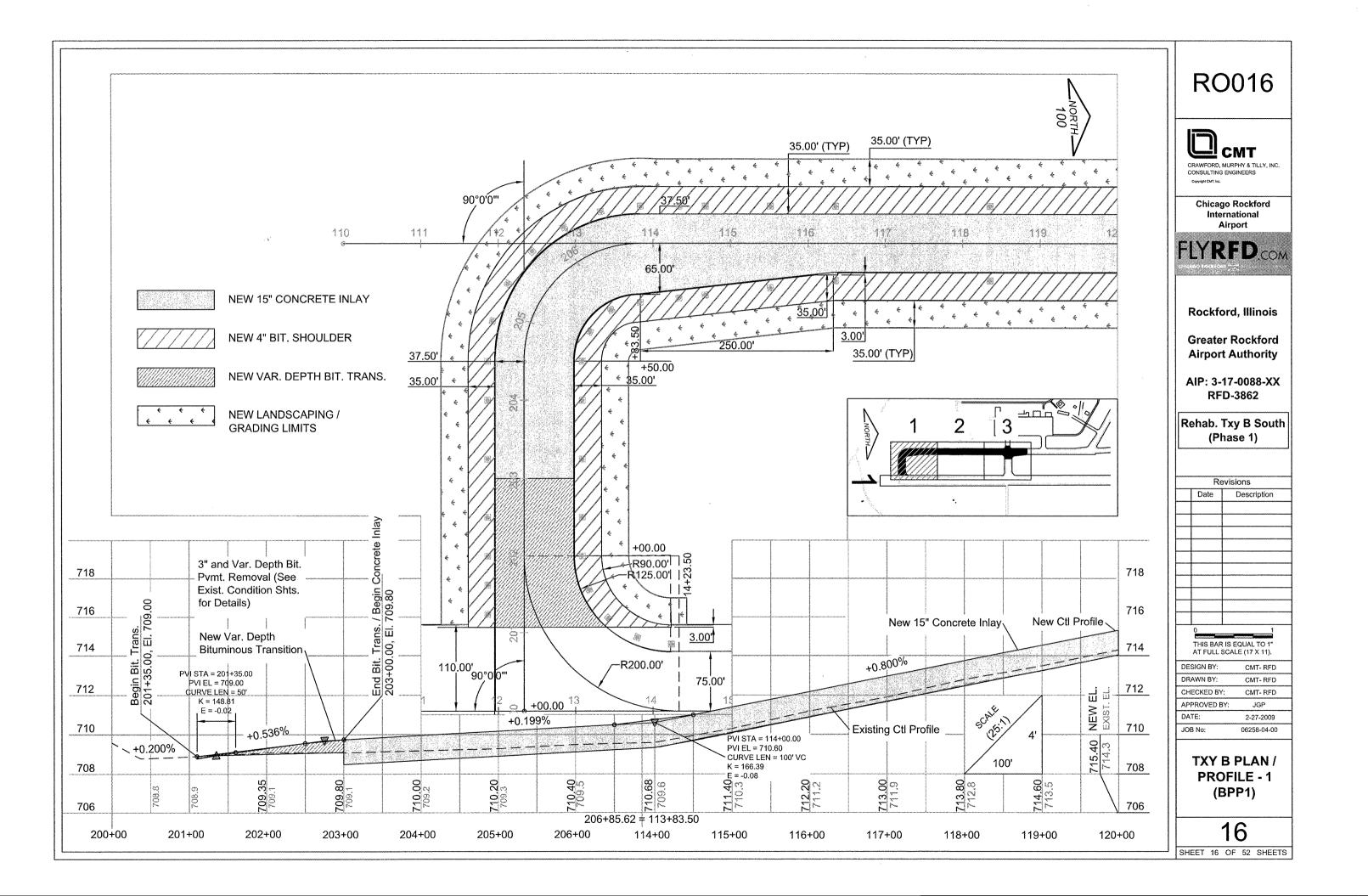


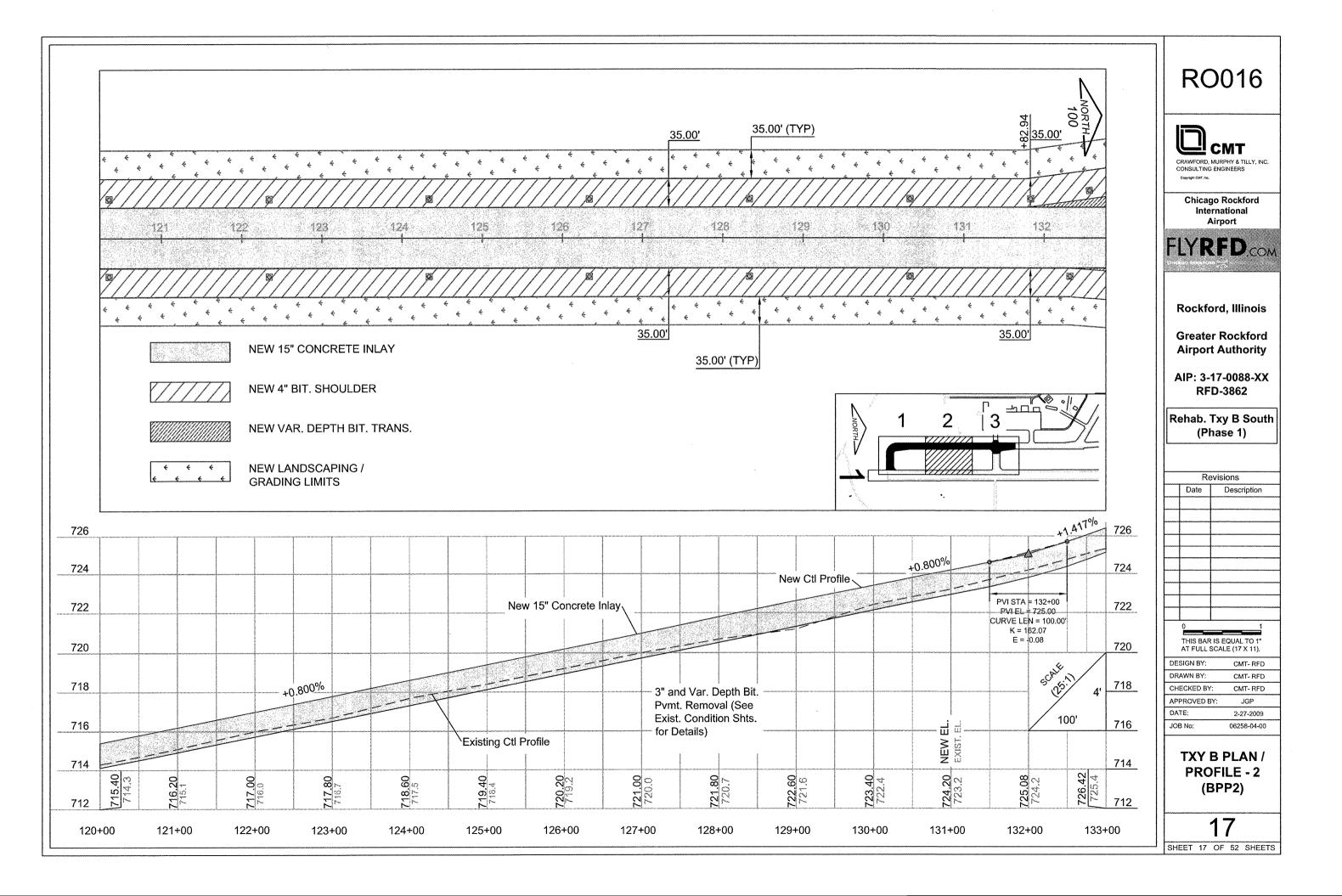
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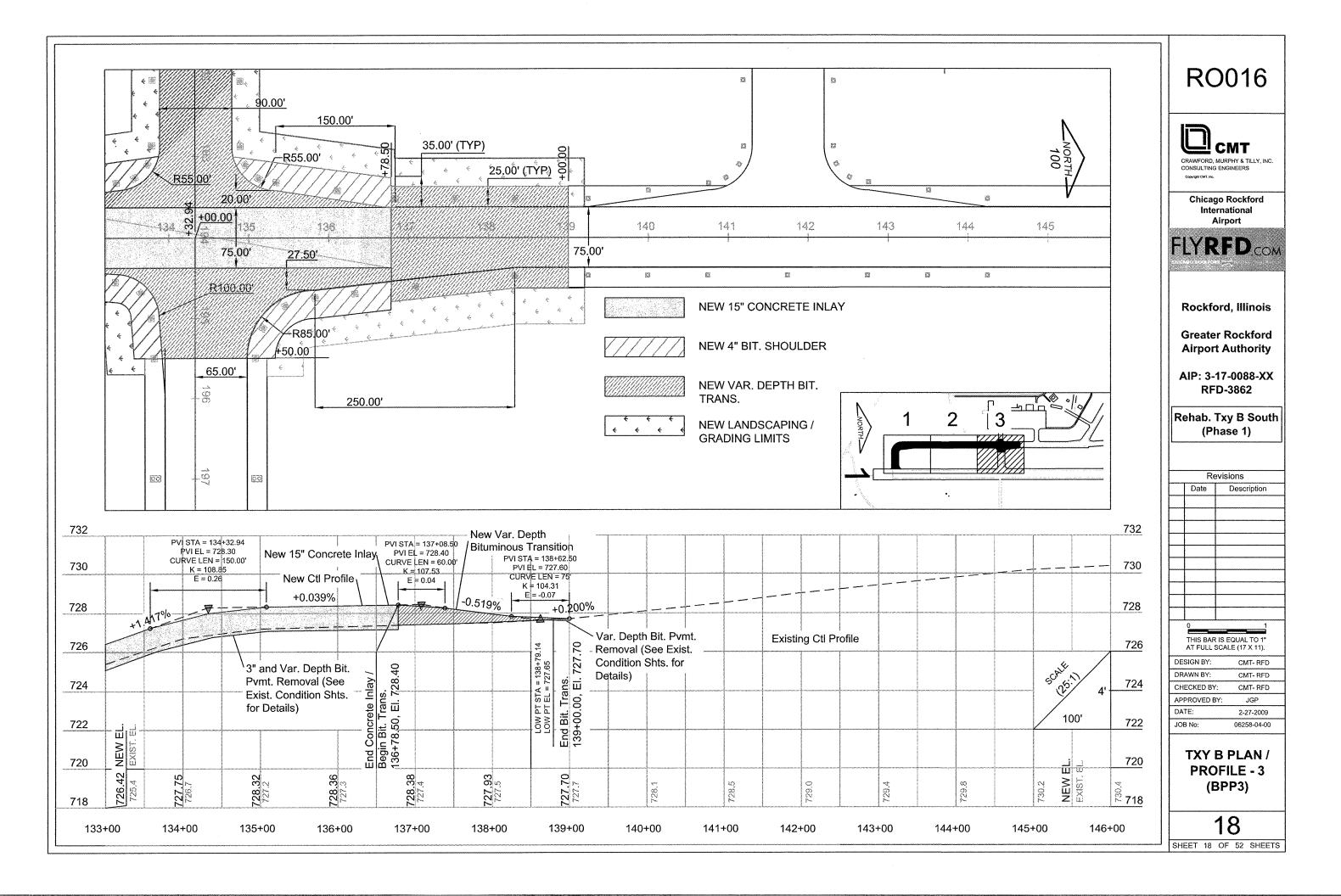


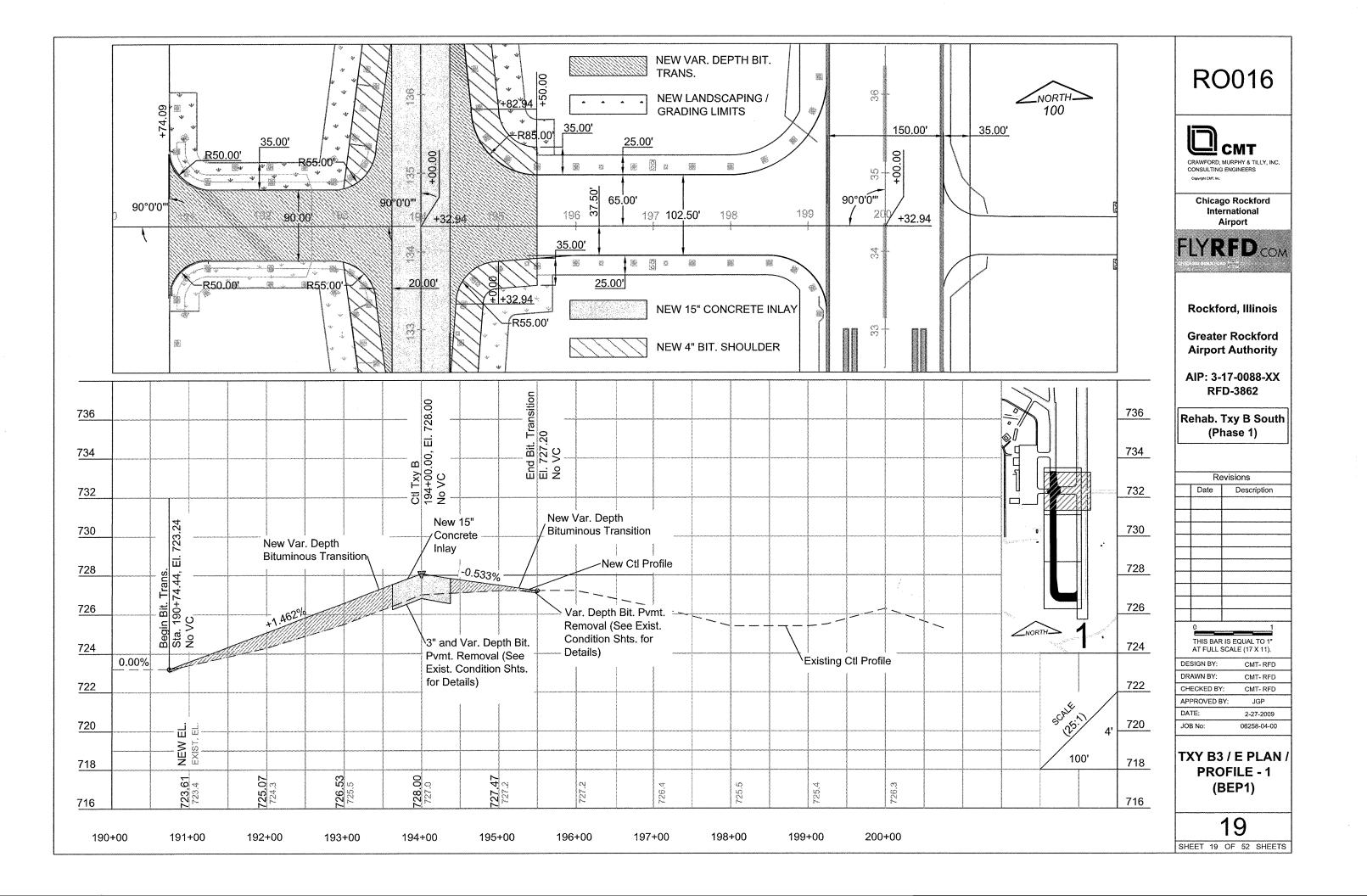


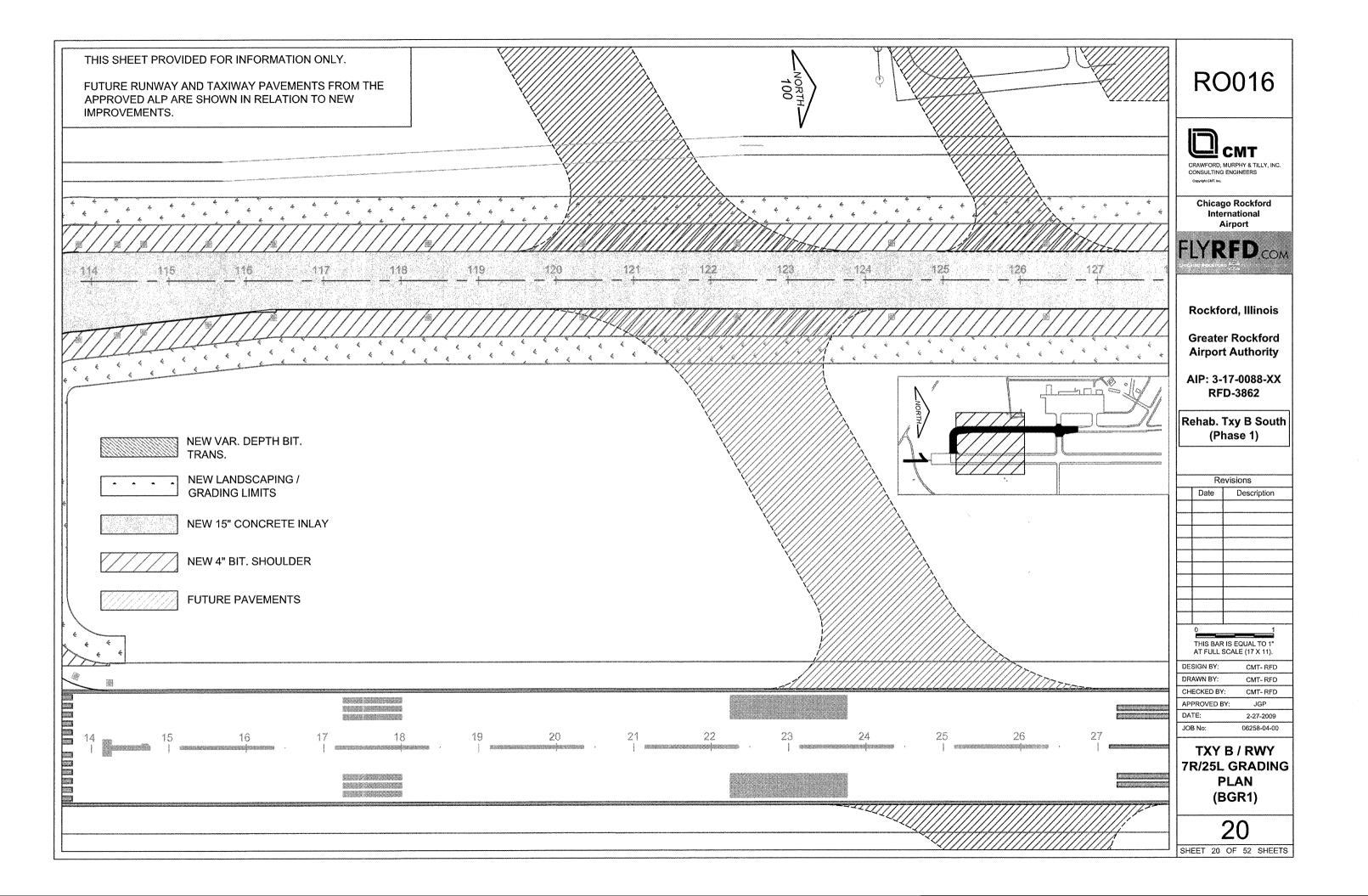


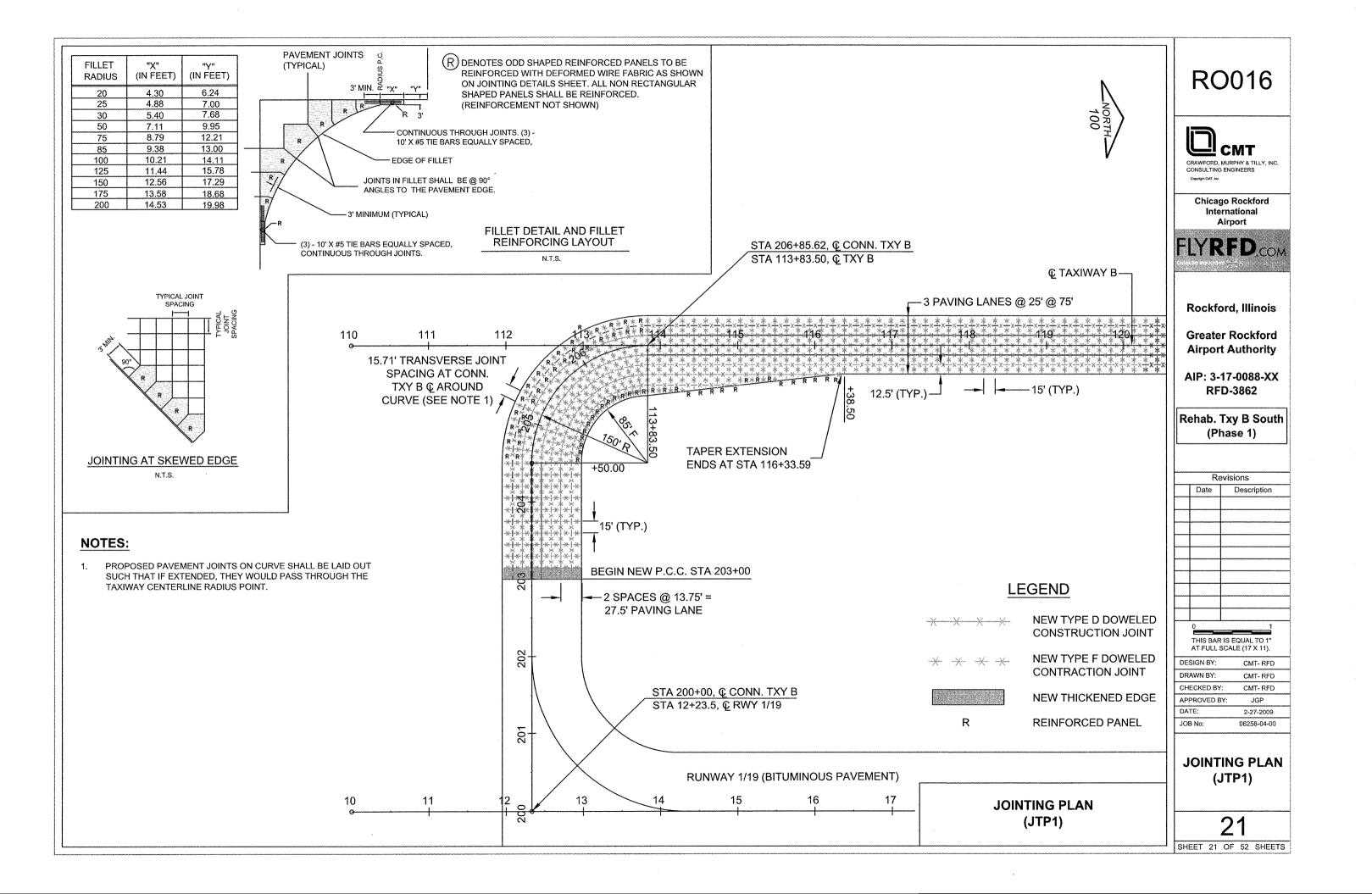


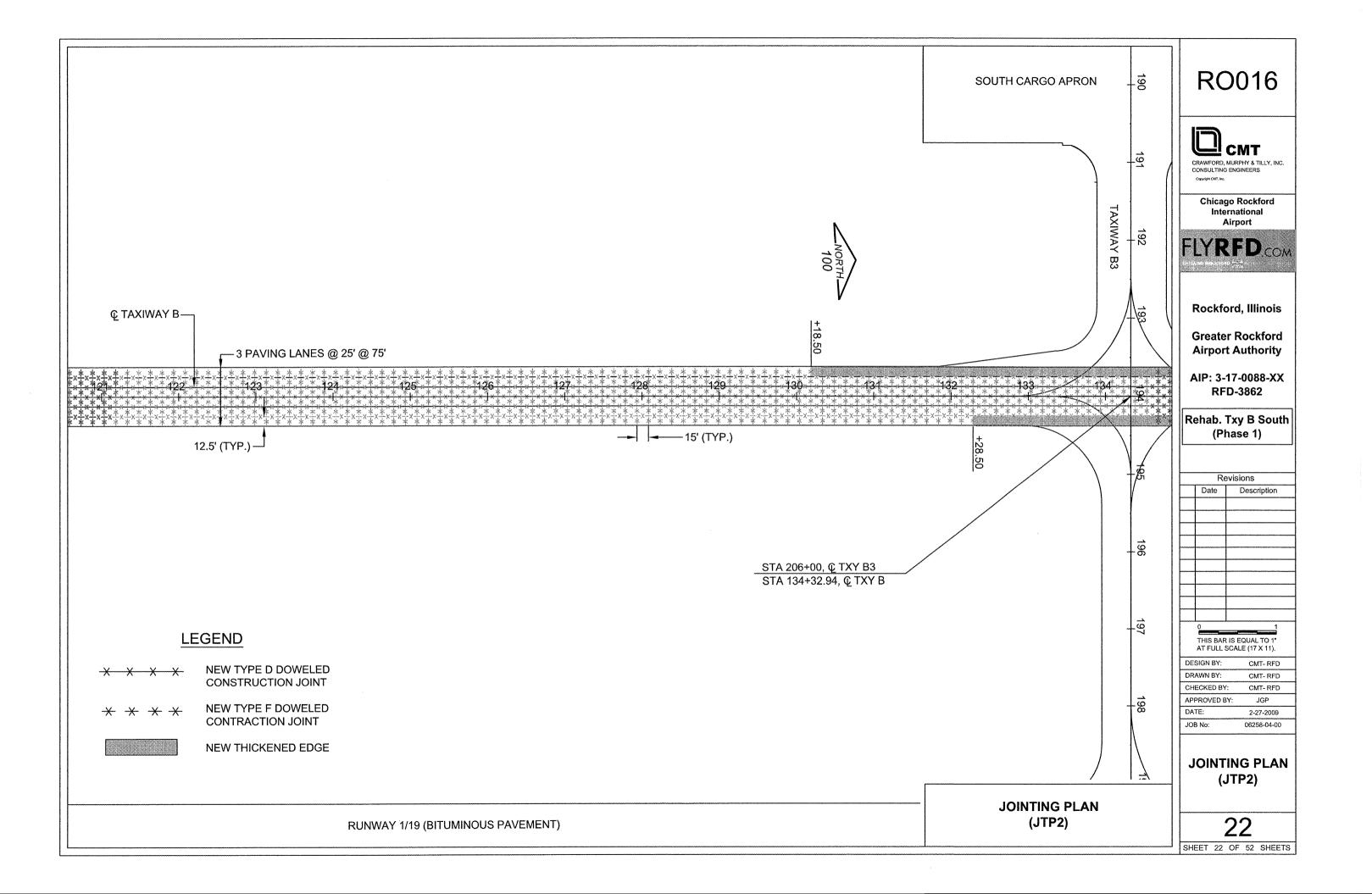


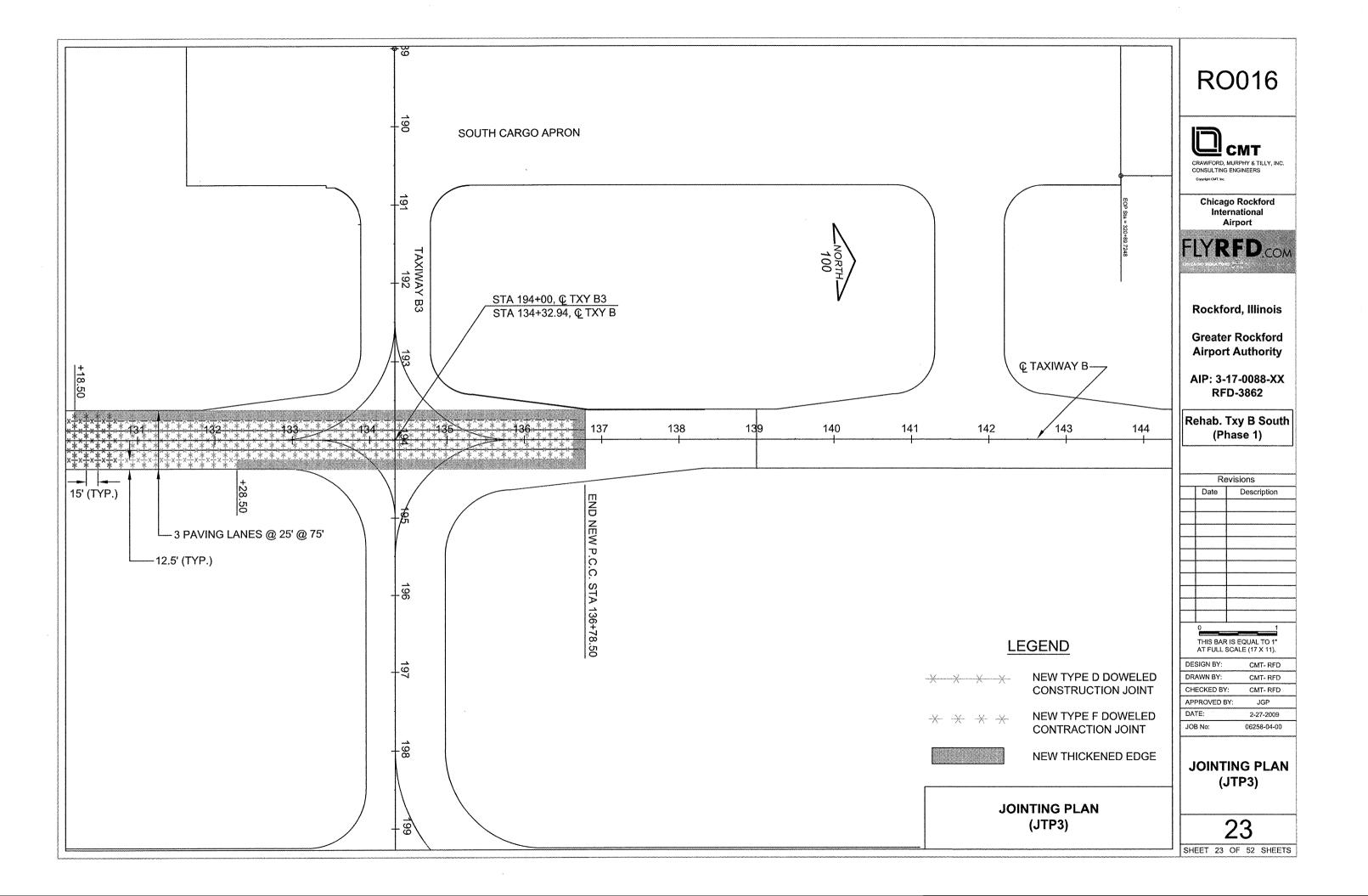












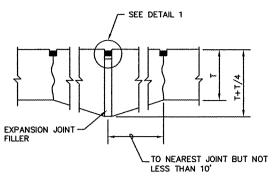


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PAVEMENT THICKNESS T - INCHES	DEPTH OF CONTRACTION JOINT INITIAL SAW CUT I, INCHES I=(T/3) ±1/4"		
5	1.67"		
6	2.00"		
7	2.33*		
8	2.67*		
9	3.00*		
10	3.33*		
11	3.67"		
12	4.00*		
13	4.33"		
14	4.67"		
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16	5.33"		
17	5.67*		
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TABLE 2

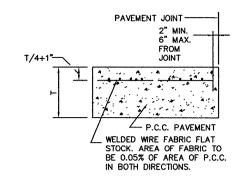
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THICKNESS T - INCHES	DIA.	LENGTH	SPACING	BAR SIZE	LENGTH	SPACING
5	5/8"	12"	12"	#4	24*	30"
6	3/4"	18"	12"	#5	30"	30"
7	3/4"	18*	12*	# 5	30"	30"
8	1"	19"	12"	# 5	30"	30"
9	1"	19"	12"	# 5	30"	30"
10	1"	19"	12"	#5	30"	30"
11	1"	19"	12"	# 5	30*	30"
12	1"	19"	12"	# 5	30"	30"
13	1 - 1/4"	20*	15"	# 5	30"	30"
14	1 - 1/4"	20"	15"	# 5	30"	30"
15	1 - 1/4"	20"	15"	# 5	30"	30"
16	1 - 1/4"	20"	15"	# 5	30"	30"
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EXPANSION JOINT

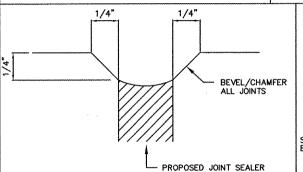


TYPE B THICKENED EDGE

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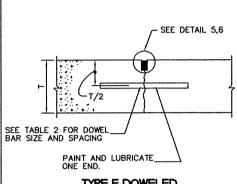


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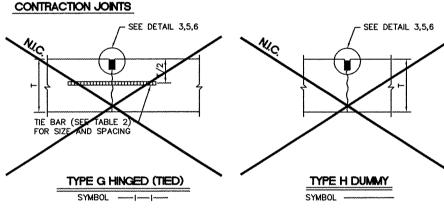


CHAMFER/BEVEL JOINT DETAIL

SYMBOL -



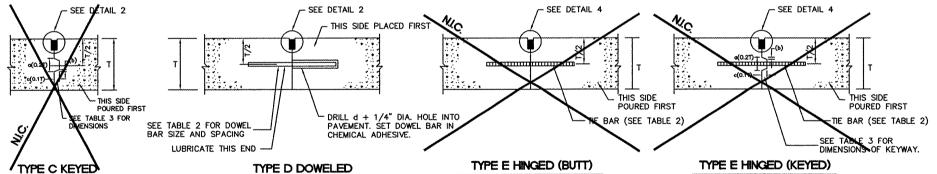
TYPE F DOWELED SYMBOL -X-X-X-X-



JOINTING NOTES

- ALL EDGES OF NEW SLABS, FREE STANDING OR CLOSURE, SHALL BE EDGED WITH AN APPROVED TOOL HAVING A RADIUS OF 1/8" TO 1/4" TO FACILITATE SAWING OF THE SEALANT RESERVOIR. A RADIUS
- 2. THE INITIAL SAWCUT FOR ALL LONGITUDINAL AND TRANSVERSE CONTRACTION JOINTS SHALL BE SAWED AS SOON AS POSSIBLE AFTER PLACEMENT OF THE PAVEMENT.
- 3. ALL DOWEL BARS SHALL BE SECURELY HELD IN PLACE BY MEANS OF A DOWEL BAR ASSEMBLY WHICH WILL ENSURE THAT THEY WILL REMAIN PARALLEL TO THE PAVEMENT LANES. THE DOWEL BAR ASSEMBLES SHALL BE APPROVED BY THE RESIDENT ENGINEER PRIOR TO INSTALLATION. ALTERNATE METHODS OF PLACEMENT OF DOWEL BARS MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE ENGINEER. TRANSVERSE DOWEL BAR IMPLANTING WILL ASSEMBLE SHALL BE ALLOWED.
- 4. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- 5. THE INITIAL SAWCUT SHALL BE MADE TO THE 1/8" WIDTH INDICATED. INITIAL SAWING TO THE DIMENSIONS OF THE SECOND SAWCUT WILL NOT BE ALLOWED.
- 6. COST OF ALL JOINT SAWING, CLEANING AND SEALING SHALL BE CONSIDERED INCIDENTAL TO THE ASSOCIATED PAY ITEM AND NO SEPARATE PAYMENT SHALL BE MADE.
- SHOULD THE POURING OPERATION REQUIRE THE INSERTION OF AN INTERMEDIATE HEADER, A DOWEL BASKET ASSEMBLY OR OTHER APPROVED METHOD OF DOWEL BAR PLACEMENT SHALL BE REQUIRED.
- 8. EPOXY-COATED DOWEL BASKET ASSEMBLIES MEETING IDOT APPROVAL MAY BE PROPOSED BY THE CONTRACTOR TO BE APPROVED BY THE RESIDENT ENGINEER. DOWELS IN THE APPROVED BASKET ASSEMBLIES SHALL CONFORM TO TABLE 2.
- 9, CONCRETE / BITUMINOUS INTERFACE SHALL BE SEALED PER TYPE E HINGED JOINT DETAIL ABOVE.
- 10. ALL TIE BARS AND MESH SHALL BE SECURELY HELD IN PLACE BY SUPPORT PINS OR OTHER APPROVED METHODS TO PREVENT SHIFTING DURING AND AFTER CONCRETE PLACEMENT.
- 11. TIE BARS SHALL BE DEFORMED BARS IN CONFORMANCE WITH THE SPECIFICATIONS.
- 12. CONTRACTOR SHALL CONSTRUCT A 1/4" CHAMFER ON ALL CONCRETE JOINTS AT NO ADDITIONAL COST.
- 13. JOINTS SHALL BE DRY AND CLEAN BEFORE SEALING OPERATIONS

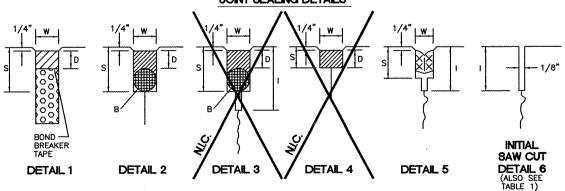
CONSTRUCTION JOINTS



SYMBOL -+-+-+

JOINT SEALING DETAILS

SYMBOL -X X X



NOTE: JOINT SEALING SHALL BE PER SECTION 605 OF SPECIAL PROVISIONS.

	DETAIL 1	DETAIL 2	DETAIL 3	DET	AIL 4	DETA	JL 5
	HOT POUR	HOT POUR	HOT POUR	HOT/COLD POUR	SILICONE	PREFORMED	
w=width of sealant reservoir (in.)	1-1/2	1/2	1/2	1/2	3/8	3/8 (COM- PRESSED)	
D≖DEPTH OF SEALANT RESERVOIR (IN.)	1-1/2	1/2	1/2	1/2	1/4	N/A	
B=BACKER ROD DIAMETER (IN.)	N/A	5/8	5/8	N/A	N/A	N/A	
S=SECOND SAWCUT DEPTH (IN.) MINIMUM	N/A	1-3/8	1-3/8	3/4	1/2	1-1/2	

SYMBOL ++++

JOINTING DETAILS (JTD1)

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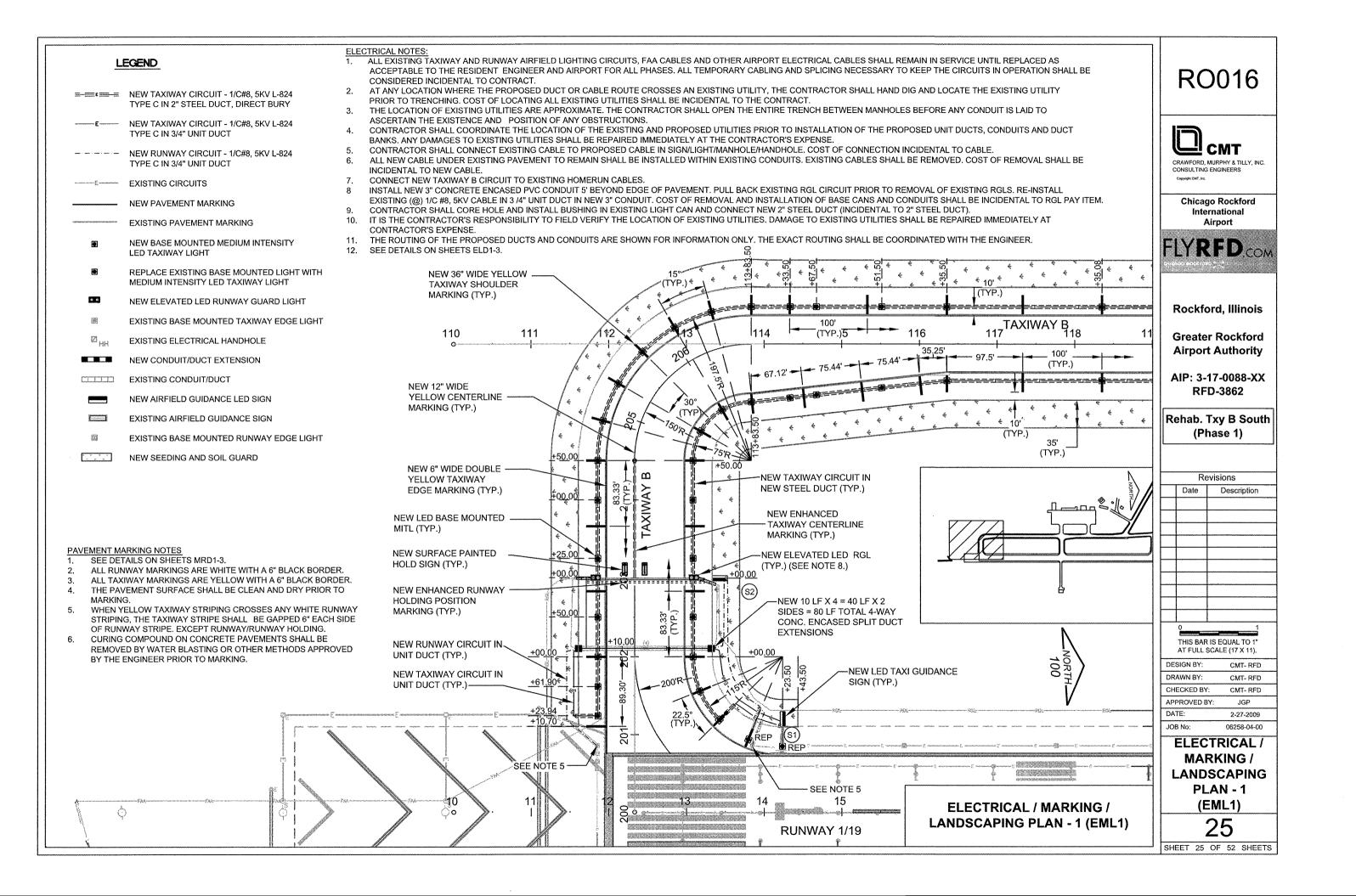
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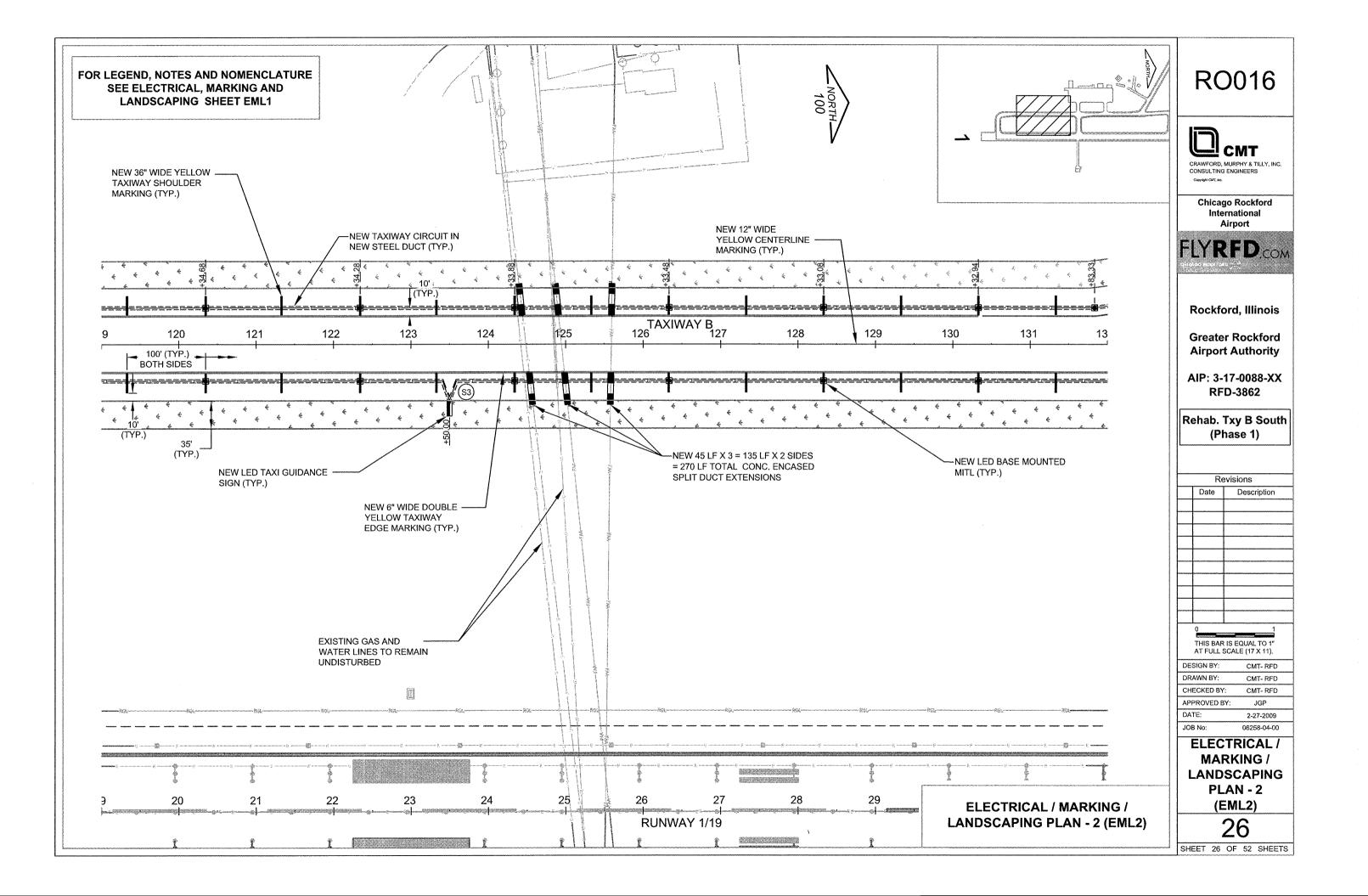
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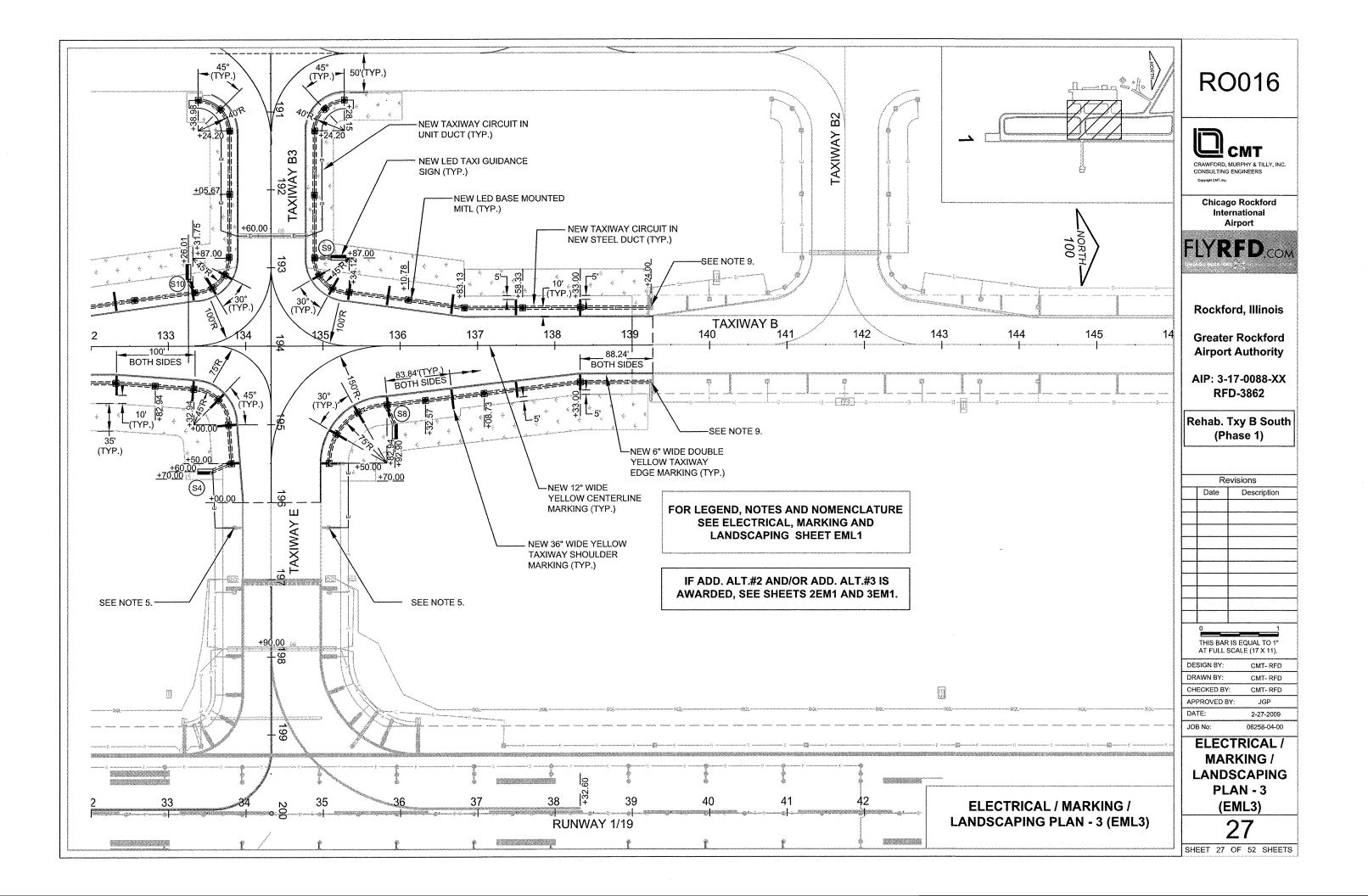
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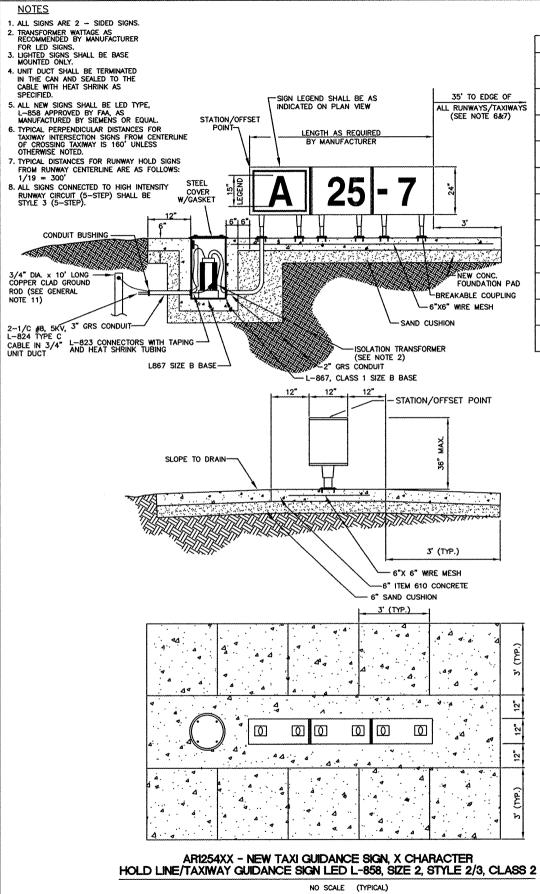
JOINTING DETAILS (JTD1)

SHEET 24 OF 52 SHEETS









CONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWING INCLUDING SIGN, COLOR, SIZE, PROPOSED LEGEND, IN ENOUGH DETAIL AND DETERMINE NEW SPACING AND OTHER INFORMATION REQUIRED BY SPECIAL PROVISIONS. CONTRACTOR TO VERIFY NEW SIGN LOCATIONS AND ORIENTATIONS WITH RESIDENT ENGINEER PRIOR TO INSTALLATION. SIGN SHALL BE FAA APPROVED LED TYPE SIGN.

AIRFIELD SIGNAGE SCHEDULE					
PROPOSED SIGN NUMBER	PROPOSED SIGN FACE	PROPOSED SIGN LEGEND	PROPOSED SIGN TYPE	PROPOSED SIGN LOCATION	
S1) (BASE BID)	N S	## 8 BLANK	3 0	STA. 14+23.50, 110' LT. CENTERLINE RUNWAY 1/19	
S2 (BASE BID)	E.	8 ==== B 19-1	2,4 2,1	STA 203+00.00, 100' RT. CENTERLINE TAXIWAY B	
(S3) (BASE BID)	N S	(B)	2 2	STA 123+50.00, 72.5' RT. CENTERLINE TAXIWAY B	
S4 (BASE BID)	£	₩8 E B2 B B B B B B B B B B B B B B B B B	3,3,2,3 0	STA 195+60.00, 75.6' RT. CENTERLINE TAXIWAY E	
S5 (ADD. ALT. 2)	N S	ВГ ∀ ИК З ╾	0 3	STA. 33+20.40, 110' LT. CENTERLINE RUNWAY 1/19	
S6 (ADD. ALT. 2)	N W	◆■ 3 BLANK	3 0	STA. 36+22.90, 110° LT. CENTERLINE RUNWAY 1/19	
(\$7) (ADD. ALT. 2)	E	3 ==== E 19-1	2,4 2,1	STA 197+00.00, 100' LT. CENTERLINE TAXIWAY E	
(S8) (BASE BID)	N S	BLANK	3,2,3 0	STA 135+92.90, 99.11' RT. CENTERLINE TAXIWAY B	
(BASE BID & ADD. ALT. 3)	.	BFVNK ■B 3 E B B■	0 3,2,3,3	STA 192+87.00, 77.80' LT. (BASE BID) STA 192+40.00, 99.93' LT. (AA3) CENTERLINE TAXIWAY B3	
(BASE BID & ADD. ALT. 3)	N S	BLAUK ■EB B3	0 3,2,3	STA 133+26.01, 85.01' LT. (BASE BID) STA 132+72.90, 99.11' LT. (AA3) CENTERLINE TAXIWAY B	

PROPOSED SIGN TYPE LEGEND

NOTE:

2. TRANSFORMER HOLDER SHALL BE ANY COMMERCIALLY AVAILABLE BRICK.

BREAKING GROOVE COUPLINGS SHALL NOT BE OVER 1" ABOVE GROUND LINE.

ISOLATION TRANSFORMERS COME WITH A FACTORY INSTALLED PLUG (TYPE 1. SOLATION TRANSFORMERS COME WITH A PACTORY TRANSLED FLOG (THE CLASS A, STYLE 9).

A TYPE 1, CLASS B, STYLE 3 PLUG AND TYPE 1, CLASS B, STYLE 10

RECEPTACLE SHALL BE INSTALLED ON THE 1/C, No. 8, 5000 V., L-824

TYPE C CABLES FOR CONNECTION TO EACH TRANSFORMER.

DUCT MARKERS SHALL BE INSTALLED AT EVERY NEW DUCT AND AT EVERY EXISTING DUCT USED FOR THIS PROJECT.

CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.

10. INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELDED TO GROUND ROD. INSTALL GROUND

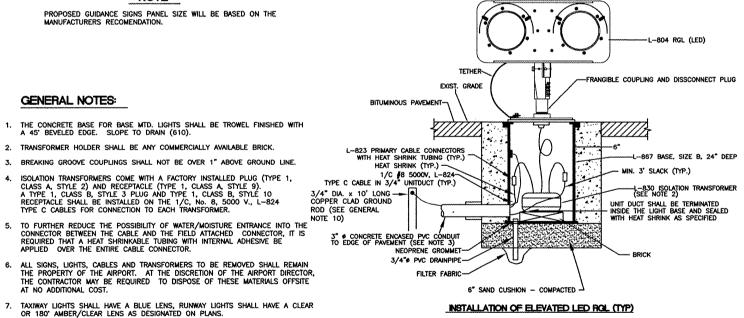
GENERAL NOTES:

PROPOSED GUIDANCE SIGNS PANEL SIZE WILL BE BASED ON THE MANUFACTURERS RECOMENDATION.

4-RUNWAY APPROACH AREA BOUNDARY SIGN - BLACK LEGEND ON YELLOW BACKGROUND

--- PROPOSED 3" CONCRETE ENCASED PVC CONDUIT. (SEE NOTE 1) (EVEN WITH DEFINED TAXIWAY FORE PROPOSED ELEVATED RGL

ELEVATED LED ROL LAYOUT DETAIL (TYP)



INSTALLATION OF ELEVATED LED ROL (TYP)

- USE 3° PVC SCH 40 PVC, CONCRETE ENCASED UNDER PAVED AREAS.
- L-830 ISOLATION TRANSFORMER SHALL BE SIZED FOR LED TYPE RGL, AS RECOMMENDED BY THE MANUFACTURER.
- PULL BACK EXISTING RGL CIRCUIT PRIOR TO REMOVAL OF EXISTING RGLS. REINSTALL EXISTING (2) 1/C #8, 5KV IN 3/4" UNIT DUCT IN NEW 3" CONDUIT.

ELEVATED RUNWAY GUARD LIGHTS SHALL BE APPROVED FAA L-804 LED TYPE AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL.

NOTES FOR ELEVATED RGL

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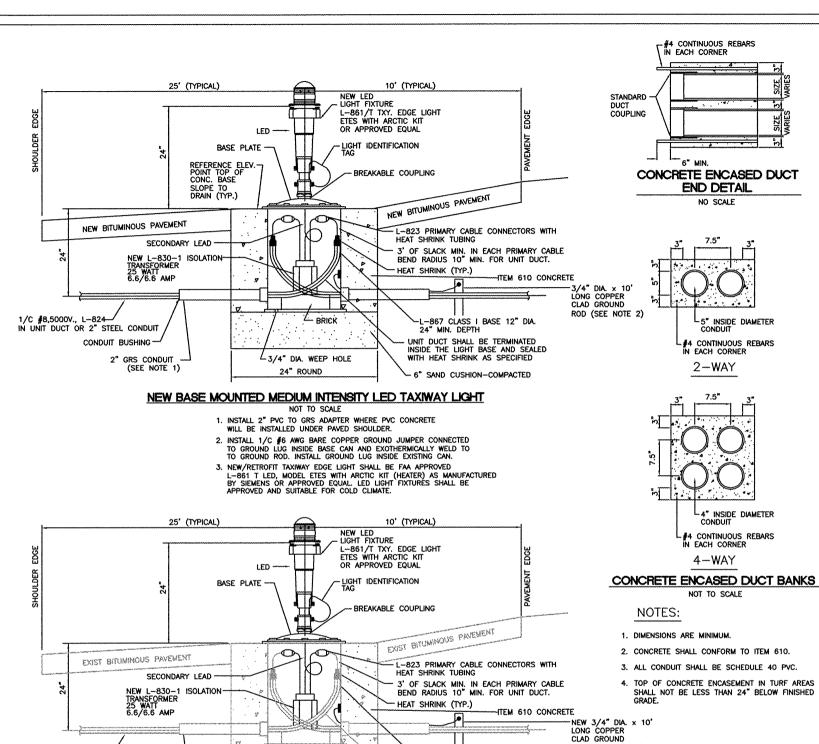
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ELECTRICAL DETAILS - 1 (ELD1)

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RETROFIT EXISTING MEDIUM INTENSITY TAXIWAY LIGHT W/ LED

NOT TO SCALE

EXISTING 1/C #8,5000V. -

L-824 IN UNIT DUCT OR CONDUIT

EXISTING

INSTALL 1/C #6 AWG BARE COPPER GROUND JUMPER CONNECTED TO GROUND LUG INSIDE BASE CAN AND EXOTHERMICALLY WELD TO TO GROUND ROD. INSTALL GROUND LUG INSIDE EXISTING CAN.

2. NEW/RETROFIT TAXIWAY EDGE LIGHT SHALL BE FAA APPROVED L-861 T LED, MODEL ETES WITH ARCTIC KIT (HEATER) AS MANUFACTURED BY SIEMENS OR APPROVED EQUAL. LED LIGHT FIXTURES SHALL BE

-867 CLASS I BASE 12" DIA.

WITH HEAT SHRINK AS SPECIFIED

~ 6" SAND CUSHION-COMPACTED

NEW PAVEMENT

0.0

0.0

CONCRETE ENCASED DUCT BACKFILL NOT TO SCALE

18"

NEW SUBGRADE -

NEW CA-6 CRUSHED AGGREGATE

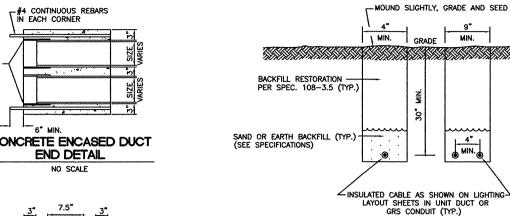
TO PROPOSED DUCT BANK)

NEW CONCRETE
ENCASED DUCT (NUMBER OF WAYS

(209) COMPACTED TO 95% DENSITY
STANDARD PROCTOR (COST INCIDENTAL

24" MIN. DEPTH

3. CONTRACTOR SHALL REMOVE EXISTING LIGHT FIXTURE AND ISOLATION TRANSFORMER, AND DELIVER TO A LOCATION DESIGNATED BY THE AIRPORT.



TRENCH DETAIL

NOT TO SCALE

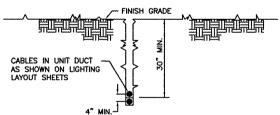
NOTES

- TRENCHES WITH MORE THAN 2 CABLES SHALL BE INCREASED 3" IN WIDTH FOR EACH ADDITIONAL CABLE. IF SPECIFIED ON PLANS, TWO PARALLEL TRENCHES

 AND COLUMN TO THE PROPERTY OF TH
- 2. DEPTH OF TRENCHES SHALL BE AS SHOWN UNLESS OTHERWISE SPECIFIED ON THE PLANS.
- SAND BACKFILL SHALL BE USED IF THE EXISTING SOIL DOES NOT MEET THE BACKFILL REQUIREMENTS.
- 4. ALL DISTURBED SURFACES SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. COST IS INCIDENTAL.

NOTE: AT CONTRACTOR'S OPTION, CABLE PLOWING MAY BE USED IN LIEU OF TRENCHING.

NOTE: COST OF CONNECTION SHALL BE CONSIDERED INCIDENTAL TO PROPOSED DUCT.



CABLE IN UNIT DUCT - PLOWED

NOT TO SCALE

CONTRACTOR SHALL HAVE THE OPTION TO TRENCH OR PLOW UNIT DUCT. NO ADDITIONAL PAYMENT SHALL BE MADE FOR TRENCHING.

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ELECTRICAL DETAILS - 2 (ELD2)

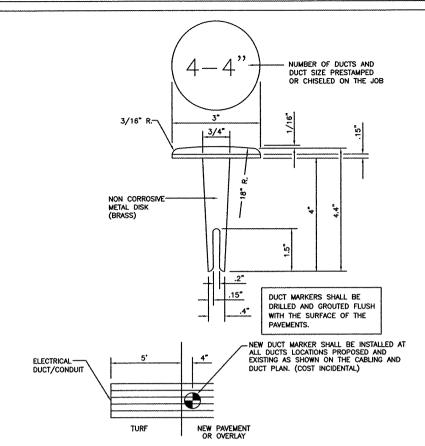
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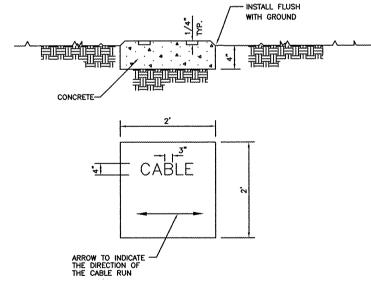
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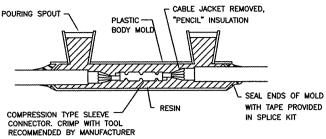


DUCT/CONDUIT MARKER DETAIL



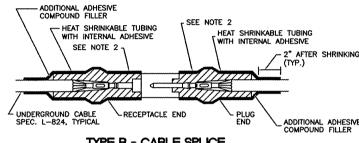
- 1.) CABLE MARKERS SHALL BE INSTALLED AT ALL BENDS AND EVERY 200' ALONG THE CABLE RUN.
- 2.) ITEM 610 CONCRETE SHALL BE USED.
- 3.) ALL EXPOSED EDGES SHALL BE EDGED WITH A 1/4" RADIUS TOOL.
- 4.) THE COST OF FURNISHING AND INSTALLING NEW MARKERS SHALL BE INCIDENTAL TO THE ASSOCIATED CABLE ITEMS.
- 5.) 0.049 CU. YD. CONCRETE PER MARKER.

TURF CABLE MARKER DETAIL



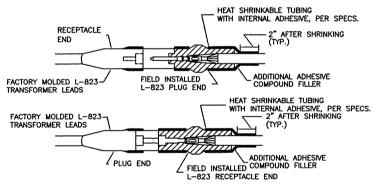
TYPE A - CABLE SPLICE

FOR SPLICES IN HOMERUNS AND FOR EXTENSIONS TO EXISTING CABLES ONLY N.T.S.



TYPE B - CABLE SPLICE

FOR SPLICES FOR USE AT JUNCTION OF HOMERUN WITH LOOP CIRCUIT N.T.S.

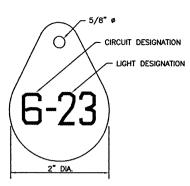


TYPE C AND D - CABLE SPLICE

FOR SPLICES AT RUNWAY/TAXIWAY LIGHTS AND SIGNS N.T.S.

NOTES

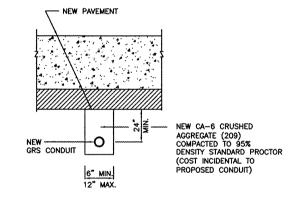
- 1. INSIDE DIAMETER OF CONNECTOR SHALL PROPERLY MATCH THE OUTSIDE DIAMETER OF CABLE.
- 2. WRAP WITH AT LEAST ONE LAYER OF RUBBER OR SYNTHETIC RUBBER TAPE AND ONE LAYER OF PLASTIC TAPE, ONE—HALF LAPPED, EXTENDING AT LEAST 1-1/2 INCHES ON EACH SIDE OF JOINT.
- 3. THE COST OF FURNISHING AND INSTALLING ALL SPLICE MATERIALS SHALL BE INCIDENTAL TO THE
- 4. THE CONTRACTOR SHALL HAVE A MINIMUM OF TWO (2) TYPE A SPLICE KITS ON THE JOB SITE AT ALL TIMES FOR EMERGENCY REPAIRS.



LIGHT IDENTIFICATION DETAIL

NOTES:

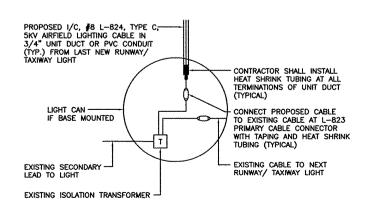
- 1. INSTALL A NONCORROSIVE DISC OF 2" MINIMUM DIAMETER WITH THE NUMBER PERMANENTLY STAMPED, CUT OUT, OR ENGRAVED UNDER THE HEAD OF THE BASE PLATE BOLT OR ATTACHED TO
- 2. NUMERALS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. ALL EXISTING AND PROPOSED TAXIWAY AND RUNWAY LIGHTS SHALL BE TAGGED AS DIRECTED BY THE RESIDENT ENGINEER. ALL LIGHTS ON EXISTING CIRCUITS THAT HAVE LIGHTING IMPROVEMENTS (NEW OR RELOCATED LIGHTS) SHALL BE
- 3. COST OF TAGGING LIGHTS SHALL NOT BE PAID FOR SEPERATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



GRS CONDUIT UNDER P.C.C. PAVEMENT DETAIL

NOT TO SCALE

NEW DUCT BANK/CONDUIT SHALL BE INSTALLED AT AN ELEVATION THAT WILL NOT CONFLICT WITH EXISTING OR NEW UTILITIES INCLUDING STORM SEWER, UNDERDRAIN, CONDUIT, DUCT, GAS, WATERMAIN, PHONE, ELECTRICAL AT NO ADDITIONAL COST TO THE CONTRACT.



RUNWAY/TAXIWAY LIGHTING CIRCUIT CONNECTION DETAIL

NOT TO SCALE

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ELECTRICAL DETAILS - 3 (ELD3)

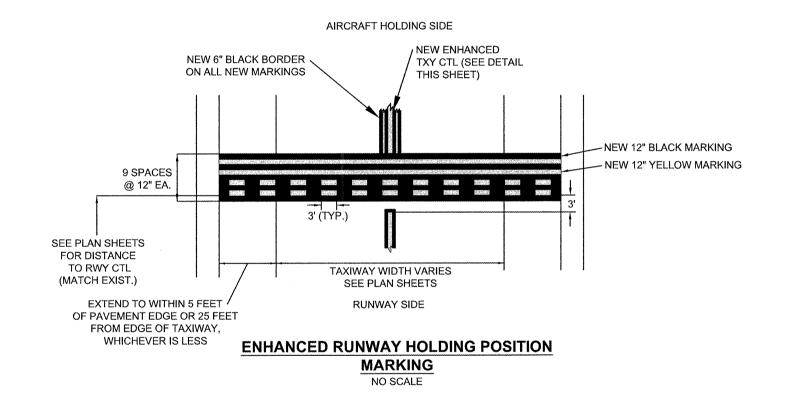
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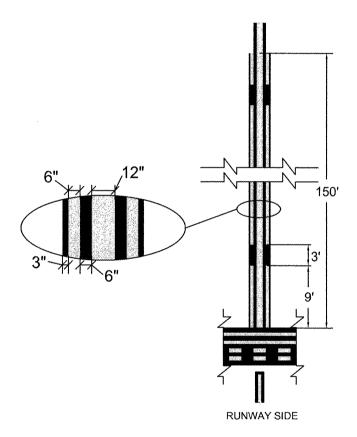
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ENHANCED TAXIWAY CENTERLINE MARKING

NO SCALE

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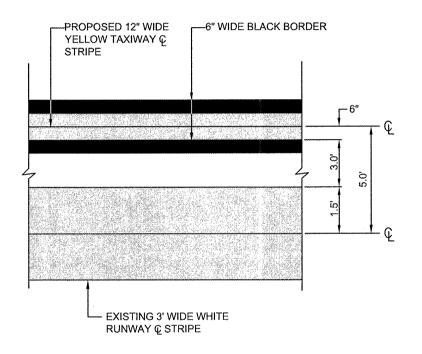
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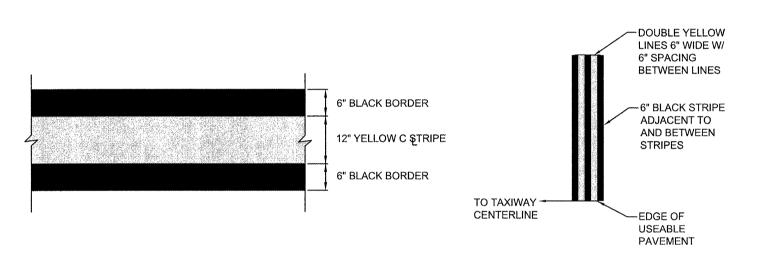
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MARKING DETAILS (MRD1)

31

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TAXIWAY TANGENT DETAIL
NO SCALE

TAXIWAY CENTERLINE ON PCC DETAIL
NO SCALE

CONTINUOUS TAXIWAY EDGE LINE MARKING
NO SCALE

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MARKING DETAILS (MRD2)

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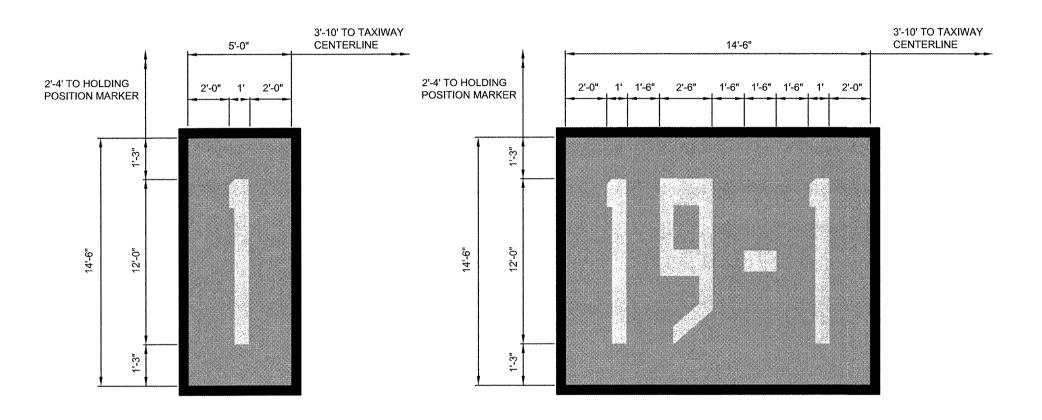
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SHEET 32 OF 52 SHEETS



SURFACE PAINTED HOLDING POSITION SIGNS NO SCALE

- ALL SURFACE PAINTED HOLDING POSITION SIGNS SHALL HAVE A RED BACKGROUND WITH A WHITE INSCRIPTION, AND WILL BE OUTLINED WITH A 6" BLACK BORDER.
- 2. SEE PLAN SHEET FOR ORIENTATION OF NUMERALS.

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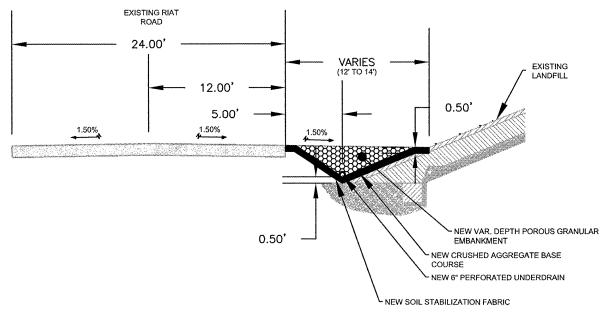
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MARKING DETAILS (MRD3)

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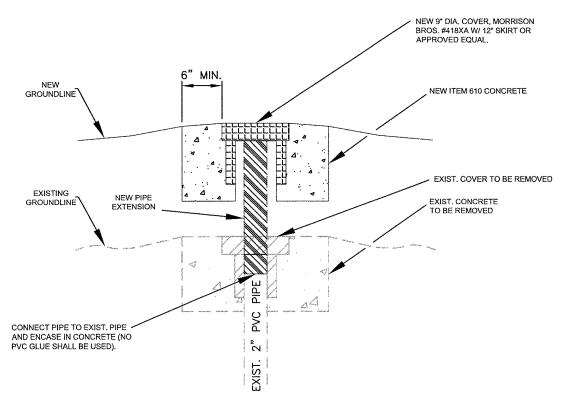
SHEET 33 OF 52 SHEETS



AGGREGATE DRAINAGE DITCH (AR800817)

N.T.S.

NOTE: ALL ITEMS ASSOCIATED WITH AGGREGATE DRAINAGE DITCH INCLUDING EXCAVATION, STABILIZATION FABRIC, UNDERDRAIN, AGG. BASE, AND POROUS GRANULAR EMBANKMENT SHALL BE INCIDENTAL TO AR800817.



ADJUST MONITORING WELL (AR800863)

N.T.S.

NOTE: 1, ALL ITEMS ASSOCIATED WITH ADJUSTING THE EXISTING MONITORING WELL(S) SHALL BE INCIDENTAL TO AR800863.

2. CONTRACTOR IS RESPONSIBLE FOR CONTACTING COREY PAGELS OF LEGGETTE, BRASHEARS AND GRAHAM, INC. (LBG) AT (608) 310-7671 AT LEAST ONE WEEK IN ADVANCE OF BEGINNING WORK ON THIS ITEM. LBG MUST REMOVE THE EXISTING PUMP AND HOSE IN THE WELLS BEFORE ADJUSTMENT CAN BE COMPLETED.

3. CONTRACTOR SHALL VERIFY THE DIAMETER OF THE EXISTING PIPE AND REQUIRED PIPE EXTENSION LENGTH BEFORE ORDERING

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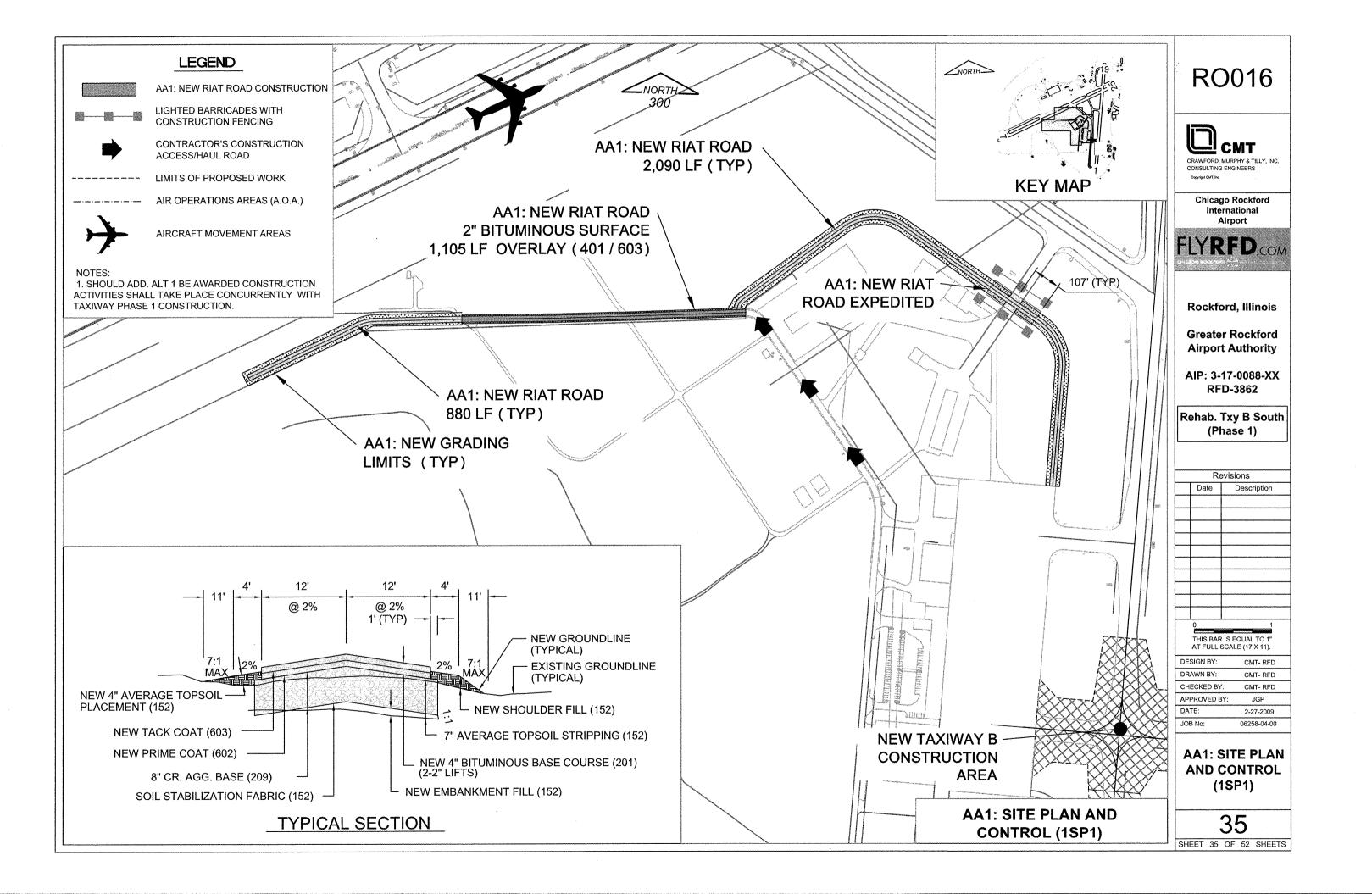
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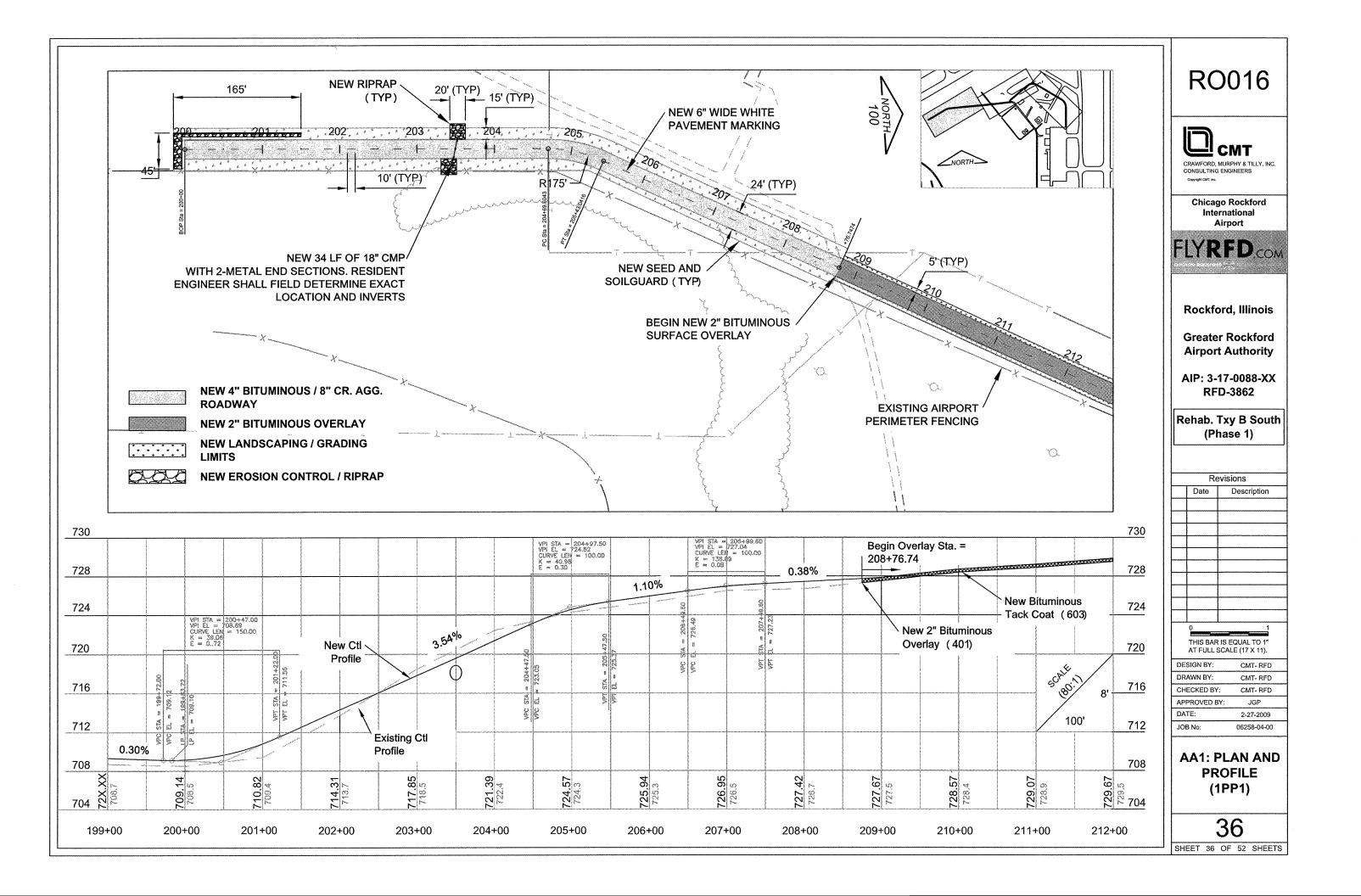
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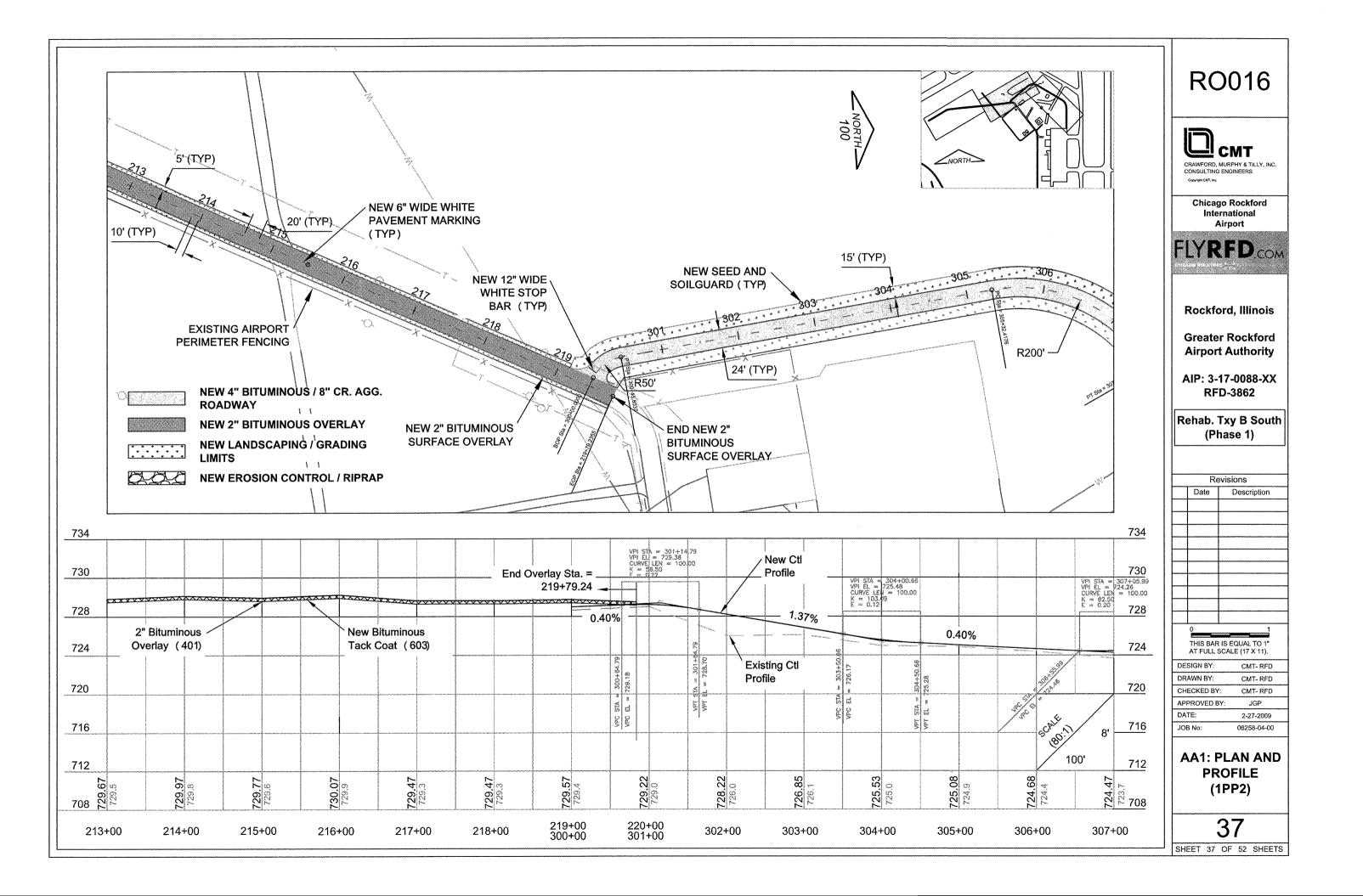
LANDSCAPING AND MISC. DETAILS (LMD1)

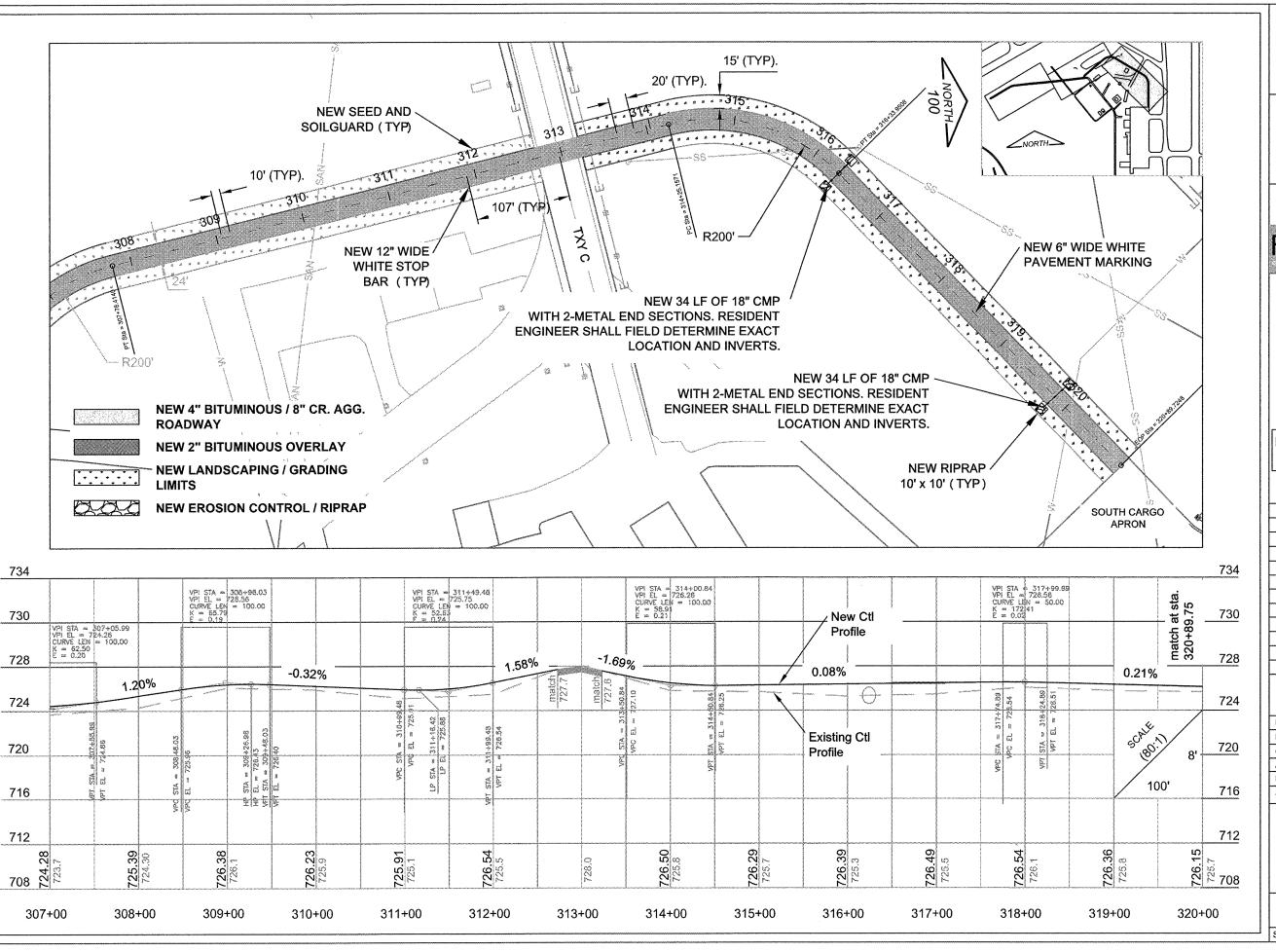
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Rockford, Illinois

Greater Rockford Airport Authority

AIP: 3-17-0088-XX RFD-3862

Rehab. Txy B South (Phase 1)

Revisions

	Date	Description
0 1		
THIS BAR IS EQUAL TO 1" AT FULL SCALE (17 X 11).		
DESIGN BY:		CMT- RFD
DRAWN BY:		CMT- RFD
CHECKED BY:		: CMT-RFD
APPROVED BY:		Y: JGP
DATE:		2-27-2009
JOB No:		06258-04-00

AA1: PLAN AND PROFILE (1PP3)

38 SHEET 38 OF 53 SHEETS

