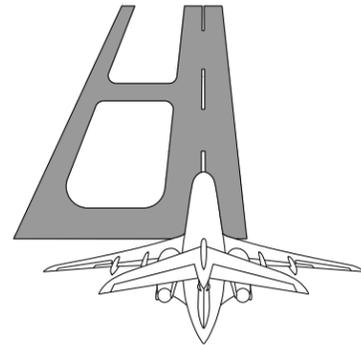


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CITY OF FREEPORT FREEPORT, ILLINOIS

FR046
TOTAL SHEETS:
29



FREEPORT-ALBERTUS AIRPORT

APPROVED BY Randy J. Bukas
RANDY BUKAS, CITY MANAGER

DATE 9/30/2022

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

TOWNSHIP: 26 NORTH COUNTY: STEPHENSON
RANGE: 8 EAST TOWNSHIP: SILVER CREEK
SECTION: 21

Illinois Professional Engineering Practice Act of 1989



SUBMITTED BY Matthew N. Demos, P.E.
MATTHEW N. DEMOS, P.E.

DATE 9/30/2022
License Expires 11/30/2023

CONSTRUCTION PLANS FOR FREEPORT-ALBERTUS AIRPORT REHABILITATE TAXIWAY A PAVEMENT, EAST OF TAXIWAY G AND WEST OF TAXIWAY C, & REHABILITATE TAXIWAY D AND TAXIWAY G

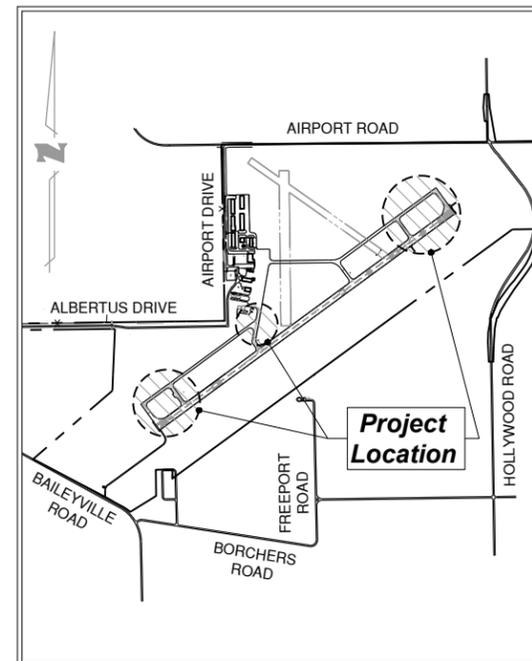
FINAL SUBMITTAL

ILLINOIS PROJECT: FEP-4878
SBG PROJECT: 3-17-SBGP-156/171

SEPTEMBER 30, 2022
(NOVEMBER 18, 2022 LETTING)



LOCATION MAP



SITE PLAN

DESIGN INFORMATION

RUNWAY 6/24
AIRCRAFT DESIGN GROUP II
DESIGN APPROACH CATEGORY B
RUNWAY SAFETY AREA WIDTH = 150'
TAXIWAY A & TAXIWAY D
AIRCRAFT DESIGN GROUP II
TAXIWAY DESIGN GROUP 2
MAXIMUM EQUIPMENT HEIGHT - 25'
UNICOM FREQUENCY - 122.80

INDEX TO SHEETS

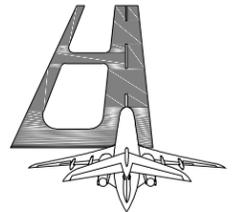
- COVER SHEET / INDEX TO SHEETS
- SUMMARY OF QUANTITIES
- SITE PLAN/PROJECT CONTROL PLAN
- CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES 1 OF 2
- CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES 2 OF 2
- CONSTRUCTION SAFETY AND PHASING PLAN - 1
- CONSTRUCTION SAFETY AND PHASING PLAN - 2
- CONSTRUCTION SAFETY AND PHASING DETAILS
- EXISTING CONDITIONS AND REMOVALS - 1
- EXISTING CONDITIONS AND REMOVALS - 2
- EXISTING CONDITIONS AND REMOVALS - 3
- TYPICAL SECTIONS
- PROPOSED IMPROVEMENTS - 1
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- PROPOSED IMPROVEMENTS - 3
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- STAKING PLAN - 2
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- INTERSECTION GRADE DETAILS - TAXIWAYS B AND C
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- STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 1
- STORM WATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 2
- MISCELLANEOUS DETAILS
- BITUMINOUS MILLING AND OVERLAY GRADE TABLE - 1
- BITUMINOUS MILLING AND OVERLAY GRADE TABLE - 2

CMT DESIGN NUMBER: 21029402.00

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SUMMARY OF QUANTITIES				
ITEM	DESCRIPTION	UNIT	ESTIMATED QUANTITY	RECORD QUANTITY
AR150510	ENGINEER'S FIELD OFFICE	L SUM	1	
AR150520	MOBILIZATION	L SUM	1	
AR152480	SHOULDER ADJUSTMENT	SQ YD	6,400	
AR156520	INLET PROTECTION	EACH	7	
AR201661	CLEAN & SEAL BITUMINOUS CRACKS	FOOT	1,000	
AR401610	BITUMINOUS SURFACE COURSE	TON	2,450	
AR401630	BITUMINOUS SURFACE TEST SECTION	EACH	1	
AR401650	BITUMINOUS PAVEMENT MILLING	SQ YD	14,500	
AR603510	BITUMINOUS TACK COAT	GALLON	4,600	
AR620520	PAVEMENT MARKING - WATERBORNE	SQ FT	4,250	
AR620525	PAVEMENT MARKING - BLACK BORDER	SQ FT	4,700	
AR620900	PAVEMENT MARKING REMOVAL	SQ FT	350	
AR901510	SEEDING	ACRE	1.4	
AR908515	HEAVY-DUTY HYDRAULIC MULCH	ACRE	1.4	



FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:
REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

SHEET TITLE:
SUMMARY OF QUANTITIES

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 2 OF 29 SHEETS

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GENERAL

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.

1. COORDINATION

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. ON OR BEFORE THE PRE-CONSTRUCTION CONFERENCE, THE CONTRACTOR SHALL SUBMIT A PROPOSED SCHEDULE FOR THE PROJECT. THE SCHEDULE SHALL INCLUDE A START AND COMPLETION DATE FOR EACH ITEM OF WORK. THE SCHEDULE SHALL BE UPDATED ON A WEEKLY BASIS. ALL COSTS ASSOCIATED WITH THE SCHEDULE SHALL BE INCIDENTAL TO THE CONTRACT.
3. DURING CONSTRUCTION THE CONTRACTOR SHALL ATTEND A WEEKLY COORDINATION MEETING WITH THE AIRPORT STAFF AND RESIDENT ENGINEER. ALL COSTS ASSOCIATED WITH ATTENDING THE WEEKLY MEETING SHALL BE INCIDENTAL TO THE CONTRACT.

2. PHASING

1. TOTAL CONTRACT TIME SHALL BE 37 CALENDAR DAYS.
2. PHASING SHALL BE AS NOTED BELOW AND AS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN (CAP) SHEETS.

3. WORK AREAS AND DESCRIPTIONS

MOBILIZATION

COMPLETE MOBILIZATION DURING THE MOBILIZATION TIME PERIOD.

WORK AREA 1A

WORK AREA 1A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY A, TAXIWAY B AND TAXIWAY C.

WORK AREA 1B (EXPEDITED - RUNWAY 6/24 CLOSED)

WORK AREA 1B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY C AND THE RSA OF RUNWAY 6-24.

WORK AREA 2A

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY A AND TAXIWAY D.

WORK AREA 2B (EXPEDITED - RUNWAY 6/24 CLOSED)

WORK AREA 2B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY D AND THE RSA OF RUNWAY 6-24.

WORK AREA 3A

WORK AREA 2A GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY A, TAXIWAY E, TAXIWAY F, TAXIWAY G AND TAXIWAY H.

WORK AREA 3B (EXPEDITED - RUNWAY 6/24 CLOSED)

WORK AREA 3B GENERALLY INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, SHOULDER ADJUSTMENTS AND PAVEMENT MARKING WITHIN THE TOFA OF TAXIWAY G AND TAXIWAY H, AND THE RSA OF RUNWAY 6-24.

4. RESTRICTIONS

GENERAL (ALL WORK AREAS)

ALL WORK AREAS WITHIN AN RSA OR TOFA MUST BE RESTORED AND INSPECTED TO MEET FAA SAFETY CRITERIA PER THE CONTRACTOR'S CSPP PRIOR TO RETURNING THE AREA TO AIR TRAFFIC OPERATIONS. SEE CSPP NOTES IN THE PLANS FOR ADDITIONAL INFORMATION ON INSPECTION REQUIREMENTS.

ALL WORK AREAS ARE LOCATED INSIDE THE AOA SECURITY FENCE, AND ARE SUBJECT TO THE LIMITATIONS DESCRIBED IN SPECIFICATIONS, PART 1 - GENERAL PROVISIONS.

WORK CONDUCTED UTILIZING EXTENDED CLOSURES OF AIRFIELD PAVEMENTS AS INDICATED IN THE PLANS WILL ALLOW THE CONTRACTOR TO CONDUCT WORK 24 HOURS A DAY, 7 DAYS A WEEK OR UNLESS SPECIFICALLY NOTED FOR THE RESTRICTIONS IN EACH WORK AREA. THE CLOSURES WILL ALLOW THE CONTRACTOR TO COMPLETE ALL WORK INSIDE THE RESPECTIVE TOFA, OFZ OR RSA, AND TO A DISTANCE OUTSIDE THESE AREAS AS NOT TO RE-ENCROACH THE TOFA, OFZ OR RSA WITH MANPOWER OR EQUIPMENT ONCE THE CLOSURE PERIOD IS CONCLUDED.

SIMULTANEOUS CLOSURES OF AIRFIELD PAVEMENTS TO COMPLETE WORK IN MORE THAN ONE WORK AREA AT A TIME WILL NOT BE ALLOWED EXCEPT AS SPECIFICALLY NOTED.

WORK AREA 1A

AN EXTENDED CLOSURE OF TAXIWAY A (WEST OF TAXIWAY C), TAXIWAY B AND TAXIWAY C IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY A, TAXIWAY B AND TAXIWAY C.

WORK WITHIN WORK AREA 1A CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 2A, INCLUDING THE REQUIRED PAVEMENT CLOSURES FOR BOTH WORK AREAS.

WORK AREA 1B (EXPEDITED - RUNWAY 6/24 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 6-24 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY C AND THE RSA OF RUNWAY 6-24. SCHEDULED RUNWAY AND TAXIWAYS CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 6-24 TO AIRCRAFT OPERATIONS.

ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 6-24 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 1B MUST OCCUR WITHIN THE OVERALL CONTRACT TIME OF THE ENTIRE PROJECT AND WITHIN THE CLOSURE PERIOD FOR WORK AREA 1A AND 2B.

WORK AREA 2A

AN EXTENDED CLOSURE OF TAXIWAY A AND TAXIWAY D IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY A AND TAXIWAY D.

WORK WITHIN WORK AREA 2A CAN BE COMPLETED CONCURRENTLY WITH WORK AREA 1A, INCLUDING THE REQUIRED PAVEMENT CLOSURES FOR BOTH WORK AREAS.

WORK AREA 2B (EXPEDITED - RUNWAY 6/24 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 6-24 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA AF TAXIWAY D AND THE RSA OF RUNWAY 6-24. SCHEDULED RUNWAY AND TAXIWAYS CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 6-24 TO AIRCRAFT OPERATIONS.

ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 6-24 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 2B MUST OCCUR WITHIN THE OVERALL CONTRACT TIME OF THE ENTIRE PROJECT AND WITHIN THE CLOSURE PERIOD FOR WORK AREA 2A AND 1B.

WORK AREA 3A

AN EXTENDED CLOSURE OF TAXIWAY A (EAST OF TAXIWAY F), TAXIWAY E, TAXIWAY F, TAXIWAY G AND TAXIWAY H IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY A, TAXIWAY G AND TAXIWAY H. TAXIWAY E AND TAXIWAY F ARE CLOSED AS A PRECAUTIONARY MEASURE TO RESTRICT AIRCRAFT FROM USING THESE TAXIWAYS WHEN USED BY THE CONTRACTOR AS THEIR HAUL ROUTE.

RUNWAY 13-31 AND RUNWAY 18-36 ARE TO REMAIN OPEN AT ALL TIMES.

WORK AREA 3B (EXPEDITED - RUNWAY 6/24 CLOSED)

AN EXTENDED CLOSURE OF RUNWAY 6-24 IS REQUIRED TO COMPLETE WORK WITHIN THE TOFA OF TAXIWAY G AND TAXIWAY H, AND THE RSA OF RUNWAY 6-24. SCHEDULED RUNWAY AND TAXIWAYS CLOSURES FOR THIS AREA WILL BE LIMITED TO TWO (2) CONTINUOUS WEEKDAYS ONLY, STARTING AT 7:00 AM ON WEEKDAY NO. 1 AND ENDING BY 5:00 PM ON THE FOLLOWING WEEKDAY, BEFORE RE-OPENING RUNWAY 6-24 TO AIRCRAFT OPERATIONS.

ALL LOCATIONS WITHIN THE RSA WILL BE RESTORED TO FAA SAFETY CRITERIA BEFORE RE-OPENING RUNWAY 6-24 TO AIR TRAFFIC OPERATIONS AT THE END OF THE CLOSURE PERIOD.

WORK WITHIN WORK AREA 3B MUST OCCUR WITHIN THE OVERALL CONTRACT TIME OF THE ENTIRE PROJECT AND WITHIN THE CLOSURE PERIOD FOR WORK AREA 3A.

3. AREAS AND OPERATIONS AFFECTED BY CONSTRUCTION

1. ALL RUNWAYS, TAXIWAYS AND APRONS SHALL BE KEPT OPEN TO AIRCRAFT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED ON THE PHASING PLAN.
2. WHEN CONFLICTS ARISE BETWEEN CONSTRUCTION ACTIVITIES AND AIRCRAFT OPERATIONS AND SAFETY, AIRCRAFT OPERATIONS AND SAFETY SHALL TAKE PRECEDENCE AND SHALL GOVERN. FINAL AUTHORITY IN THE APPROVAL OF CONSTRUCTION SEQUENCING LIES WITH THE AIRPORT.
3. ALL CONSTRUCTION TRAFFIC SHALL IMMEDIATELY YIELD TO ONCOMING AIRCRAFT AT ALL TIMES.

4. NAVIGATION AID (NAVAIDS) PROTECTION

1. THE CONTRACTOR MUST COORDINATE WITH AIRPORT OPERATIONS/ENGINEER IN ADVANCE FOR ANY WORK WITHIN A NAVAID CRITICAL AREA OR AFFECTING THE VISUAL, TRANSMITTED SIGNAL OR POWER SUPPLY OF A NAVAID.
2. EDGE LIGHTS, THRESHOLD LIGHTS, VISUAL AIDS AND ALL ILS EQUIPMENT SHALL BE SHUT OFF FOR THE DURATION OF A CLOSURE PERIOD ON ANY ASSOCIATED PAVEMENTS. IF THE LIGHTING CIRCUIT MUST BE ON FOR OPEN PAVEMENT AREAS, CLOSED PAVEMENT AREA LIGHTS SHALL BE COVERED COMPLETELY.
3. EXCEPT WHERE NOTED IN THE PLANS, EXISTING COMMUNICATIONS EQUIPMENT AND NAVIGATIONAL AIDS (NAVAIDS) SHALL NOT BE DISTURBED BY THE CONTRACTOR AND SHALL BE PROTECTED FROM DAMAGE.
4. PRIOR TO BEGINNING SITE WORK, CONTRACTOR SHALL COORDINATE THROUGH AIRPORT OPERATIONS TO LOCATE, AND THE CONTRACTOR TO MARK ALL UNDERGROUND COMMUNICATIONS CABLES AND FACILITIES, WITHIN THE PROJECT AREA.
5. IF CONTRACTOR CAUSES INTERRUPTION OF POWER OR COMMUNICATIONS TO A NAVAID CONTRACTOR SHALL REPAIR WITHIN 24 HOURS AT THE CONTRACTOR'S COST. CONTRACTOR MUST COORDINATE REPAIR WITH AIRPORT OPERATIONS BEFORE ANY REPAIR IS MADE.

5. CONTRACTOR ACCESS

1. CONTRACTOR ACCESS SHALL BE AS NOTED BELOW AND AS SHOWN ON THE SITE PLAN AND CONSTRUCTION ACTIVITY PLAN SHEETS. ALL COSTS RELATING TO CONTRACTOR'S ACCESS AND SECURITY SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
2. THE CONTRACTOR IS TO ACCESS THE SITE USING THE GATE(S) SHOWN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE ACCESS GATE CLOSED DURING WORK HOURS.
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. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.

5. CONTRACTOR ACCESS

4. CONTRACTOR'S VEHICLES AND EQUIPMENT SHALL BE MARKED AND FLAGGED PER SECTION 70-10 OF THE STANDARD SPECIFICATIONS. MAXIMUM HEIGHT OF CONTRACTOR'S EQUIPMENT WILL BE 25'.
5. DRIVERS OF TRUCKS CONTAINING MATERIAL DELIVERIES (AGGREGATE, ASPHALT, ETC.) NEED NOT OBTAIN AN AIRPORT ID BADGE BUT SHALL BE REQUIRED TO SUBMIT THEIR NAME, DRIVER'S LICENSE NUMBER, TRUCK LICENSE PLATE NUMBER AND NAME OF TRUCKING COMPANY TO THE PRIME CONTRACTOR PRIOR TO ENTERING THE JOBSITE. WHILE INSIDE THE AOA FENCE, THE TRUCK DRIVERS SHALL BE ESCORTED BY THE CONTRACTOR PERSONNEL THAT HAS OBTAINED PROPER DRIVING PRIVILEGES.
6. CONTRACTOR WORK CREWS MUST MAINTAIN RADIO CONTACT WITH THE AIRPORT UNICOM (122.70 MHZ) AT ALL TIMES WHEN INSIDE THE AIRPORT OPERATIONS AREA (AOA). THE CONTRACTOR SHALL SUPPLY ALL APPROPRIATE RADIOS NEEDED FOR COMMUNICATIONS AND ONLY HIS PERSONNEL WHO HAVE SUCCESSFULLY SATISFIED THE AIRPORT OF THEIR COMPETENCE MAY OPERATE THESE RADIOS.
7. THE CONTRACTORS STORAGE AND STAGING AREAS WILL BE AS SHOWN ON THE SITE PLAN.
8. THE CONTRACTOR SHALL KEEP A RECORD OF THE NAMES OF ALL EMPLOYEES ENTERING THE JOB SITE ON A DAILY BASIS. A RECORD OF EACH SUBCONTRACTOR ENTERING THE JOB SITE SHALL ALSO BE KEPT BY THE CONTRACTOR.
9. WHEN THE CONTRACTOR IS NOT WORKING, EQUIPMENT SHALL BE STORED AT THE STAGING AREAS.
10. 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.
11. 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 AT HIS EXPENSE TO THE SATISFACTION OF THE RESIDENT ENGINEER AND THE AIRPORT.
12. 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 COMMON TRAFFIC ADVISORY FREQUENCY. THE CONTRACTOR SHALL PROVIDE HIS OWN FLAGMEN.
13. THE CONTRACTOR SHALL THOROUGHLY CLEAN ALL CONSTRUCTION AREAS AND HAUL ROUTES WHICH WILL BE OPENED TO AIR TRAFFIC TO THE SATISFACTION OF AIRPORT OPERATIONS OR THE RESIDENT ENGINEER. A POWER BROOM AND OPERATOR SHALL BE ON SITE AT ALL TIMES WHEN ACTIVE PAVEMENTS ARE UTILIZED FOR CONSTRUCTION TRAFFIC.
14. ALL PAVEMENTS, DRIVES OR ANY OTHER AREAS UTILIZED BY THE CONTRACTOR FOR HAUL ROADS OR STORAGE AREAS SHALL BE MAINTAINED AND REPAIRED TO THE SAME CONDITION OR BETTER THAN THEY WERE PRIOR TO BEGINNING CONSTRUCTION. NO ADDITIONAL COMPENSATION WILL BE MADE TO THE CONTRACTOR FOR THIS WORK.
15. ALL VEHICLE AND EQUIPMENT OPERATORS USED BY THE CONTRACTOR SHALL BE PROPERLY TRAINED BY THE CONTRACTOR.
16. THE CONTRACTOR SHALL NOTIFY THE AIRPORT IF CONSTRUCTION ACTIVITY WILL REQUIRE THE BLOCKAGE OF EMERGENCY ACCESS TO THE AIRPORT.
17. SUPERVISORY PERSONNEL SHALL DEMONSTRATE IN THE PRESENCE OF THE AIRPORT MANAGER THAT THEY ARE FAMILIAR WITH AIRPORT RADIO AND AIRPORT DRIVING PROCEDURES IN ORDER TO PERFORM WORK. OTHER CONSTRUCTION PERSONNEL CAN BE WITHIN THE AIRFIELD LIMITS PROVIDED THAT THEY ARE UNDER ESCORT AND IN THE PRESENCE OF AN AUTHORIZED SUPERVISOR. KNOWLEDGE OF THE AIRPORTS PROCEDURE'S BY THE SUPERVISORY PERSONNEL MUST BE DEMONSTRATED PRIOR TO THE START OF CONSTRUCTION.



FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT FREEPORT, IL

CITY OF FREEPORT ILLINOIS

AIP Proj: 3-17-SBGP-156/171 IL Proj: FEP-4878

APPROVED AS WORKING PLAN BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

SHEET TITLE: CONSTRUCTION SAFETY AND PHASING PLAN GENERAL NOTES 1 OF 2

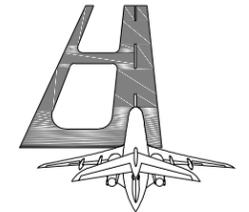
DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00 DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 4 OF 29 SHEETS

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FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

SHEET TITLE:
CONSTRUCTION SAFETY
AND PHASING PLAN
GENERAL NOTES 2 OF 2

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
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SHEET NO. REVISION

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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.

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.
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 72 HOURS 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.
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.
6. CONTACTS FOR THIS PROJECT WILL BE DETERMINED AT THE PRECONSTRUCTION MEETING PRIOR TO THE PROJECT START.

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. IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAKE HIS OWN FIELD INVESTIGATION TO DETERMINE THE EXACT LOCATION OF THE UNDERGROUND UTILITIES AT CRITICAL POINTS. 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 IN RESPECT TO THE ACCURACY, COMPLETENESS OR SUFFICIENCY OF THE INFORMATION. ANY UTILITY, INCLUDING AIRFIELD ELECTRICAL CABLE AND LIGHTS, DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE IN A MANNER WHICH IS SATISFACTORY TO THE ENGINEER AND TO THE OWNER OF THE UTILITY. ANY REPAIRS THAT MUST BE MADE BY THE OWNER OF THE UTILITY SHALL HAVE THE COST REIMBURSED TO THE UTILITY BY THE CONTRACTOR. AIRFIELD LIGHTING CABLES DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED BY A QUALIFIED ELECTRICIAN WITH THE COSTS TO BE BORNE BY THE CONTRACTOR.

2. BEFORE INITIATING ANY DIGGING, DRILLING OR EXCAVATING ON THE AIRPORT PROPERTY, THE CONTRACTOR SHALL CALL J.U.L.I.E. AND CONTACT THE LOCAL FAA OFFICE TO ARRANGE FOR UTILITY LOCATES. SEE SECTION 70-17 OF THE SPECIAL PROVISIONS FOR UTILITY CONTACT INFORMATION.
3. 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 LOCATE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL AIRPORT OWNED UTILITIES AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

12. PENALTIES

1. NONCOMPLIANCE BY THE CONTRACTOR WITH AIRPORT RULES AND REGULATIONS OR FAILURE TO COMPLY WITH THE AIRPORT'S APPROVED CSPP AND THE CONTRACTOR'S APPROVED SPCD MAY RESULT IN FINES AS ALLOWED BY LAW.

13. SPECIAL CONDITIONS

1. ADJACENT CONSTRUCTION MAY IMPACT THE OPERATIONS OF THE CONTRACTOR. SEE THE COORDINATION NOTES FOR ADDITIONAL INFORMATION.

14. RUNWAY AND TAXIWAY VISUAL AIDS

1. ALL RUNWAYS, TAXIWAYS, AND APRONS SHALL BE KEPT OPEN TO AIRPORT TRAFFIC DURING CONSTRUCTION EXCEPT AS NOTED IN THE CONSTRUCTION ACTIVITY PLAN.
2. IF ANY RUNWAY OR TAXIWAY CLOSURES ARE REQUESTED BY THE CONTRACTOR AND APPROVED BY THE AIRPORT, THE CONTRACTOR SHALL USE MARKING, LIGHTING AND SIGNS THAT FOLLOWING THE REQUIREMENTS OF FAA AC 150/5370-2G OR LATEST EDITION.

15. MARKING AND SIGNS FOR ACCESS ROUTES

1. BARRICADES AND SIGNS SHALL BE USED ALONG THE CONTRACTOR'S ACCESS ROUTE AS DETAILED ON THE CONSTRUCTION ACTIVITY PLAN SHEETS.

16. HAZARD MARKING, LIGHTING AND SIGNAGE

1. THE CONTRACTOR SHALL FURNISH, ERECT, AND MAINTAIN MARKINGS AND ASSOCIATED LIGHTING OF OPEN TRENCHES, EXCAVATIONS, TEMPORARY STOCKPILES, AND HIS/HER CONSTRUCTION EQUIPMENT.
2. ALL CONSTRUCTION EQUIPMENT SHALL BE FLAGGED AND/OR LIGHTED IN ACCORDANCE WITH FAA ADVISORY CIRCULAR 150/5370-2G AND 150/5210-5C OR LATEST EDITION AT ALL TIMES WHILE OPERATING ON AIRPORT PROPERTY. THE MAXIMUM EQUIPMENT HEIGHT IS 25'.
3. BARRICADES SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE CONSTRUCTION ACTIVITY PLAN SHEET OR AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL INSPECT THE BARRICADES ONCE DURING EACH WORK DAY TO INSURE PROPER PLACEMENT AND PROPER OPERATION OF THE RED LIGHTS AND FLAG PLACEMENT.

17. WORK ZONE LIGHTING FOR NIGHTTIME CONSTRUCTION

1. WORK PERFORMED BY THE CONTRACTOR OUTSIDE OF DAYLIGHT HOURS SHALL BE DONE UNDER SUFFICIENT ARTIFICIAL AREA LIGHTING TO ALLOW FOR PROPER CONSTRUCTION METHODS AND INSPECTION.
2. LIGHTS SHALL CONSIST OF VEHICLE OR MOVABLE POLE MOUNTED FLOODLIGHTS AND/OR SPOTLIGHTS OF SUFFICIENT NUMBER TO ILLUMINATE THE WORK AREA. VEHICLE HEADLIGHTS WILL BE ALLOWED ONLY IN ADDITION TO OTHER LIGHTS MENTIONED ABOVE. LIGHTING SHALL NOT INTERFERE WITH AIR OPERATIONS. ANY WORK BEING PERFORMED UNDER INSUFFICIENT ARTIFICIAL LIGHTING, IN THE RESIDENT ENGINEER'S JUDGEMENT, SHALL BE STOPPED UNTIL SUCH TIME AS ADDITIONAL LIGHTING IS PROVIDED. ALL WORK PERFORMED DURING THAT TIME WILL NOT BE ACCEPTABLE UNTIL PROPER INSPECTION AND TESTING CAN BE MADE.

18. PROTECTION

1. ALL WORK REQUIRED INSIDE OF A RUNWAY SAFETY AREA, WILL REQUIRE THE RUNWAY TO BE CLOSED.
2. ALL WORK REQUIRED ON AN ACTIVE TAXIWAY OR INSIDE OF AN ACTIVE TAXIWAY OBJECT FREE AREA, WILL REQUIRE THE TAXIWAY TO BE CLOSED.

19. OTHER LIMITATIONS ON CONSTRUCTION

1. IF, DURING CONSTRUCTION, AN EMERGENCY IS DECLARED BY THE AIRPORT, THE CONTRACTOR SHALL IMMEDIATELY CLEAR THE PAVEMENT OF ALL VEHICLES, PERSONNEL AND EQUIPMENT.
2. BROKEN CONCRETE, BROKEN ASPHALT, RUBBISH FROM DEMO, AND OTHER MISCELLANEOUS DEBRIS SHALL BE DISPOSED OF OFF AIRPORT PROPERTY, UNLESS OTHERWISE SPECIFIED.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR COORDINATING THE AIRSPACE FOR THE CONSTRUCTION EQUIPMENT THAT IS TALLER THAN THAT SPECIFIED ON THE PLANS WITH THE FAA. THIS PROCESS MAY TAKE UP TO 12 WEEKS TO COMPLETE.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MEGGAR TESTING ALL EXISTING CIRCUITS PRIOR TO CONSTRUCTION AND FOLLOWING CONSTRUCTION AS SPECIFIED IN THE CONTRACT DOCUMENTS.
5. 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.
6. THE CONTRACTOR SHALL SUPPLY AND HAVE IN THEIR POSSESSION AT ALL TIMES AT LEAST ONE AIRPORT RADIO. IN THE EVENT THAT THE AIRPORT MANAGER NEEDS TO CONTACT THE CONTRACTOR DIRECTLY, THE OPERATOR OF SAID RADIO SHALL BE FAMILIAR WITH AIRPORT RADIO PROCEDURES AND TUNED INTO GROUND CONTROL FREQUENCY.

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CITY OF FREPORT ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:
REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

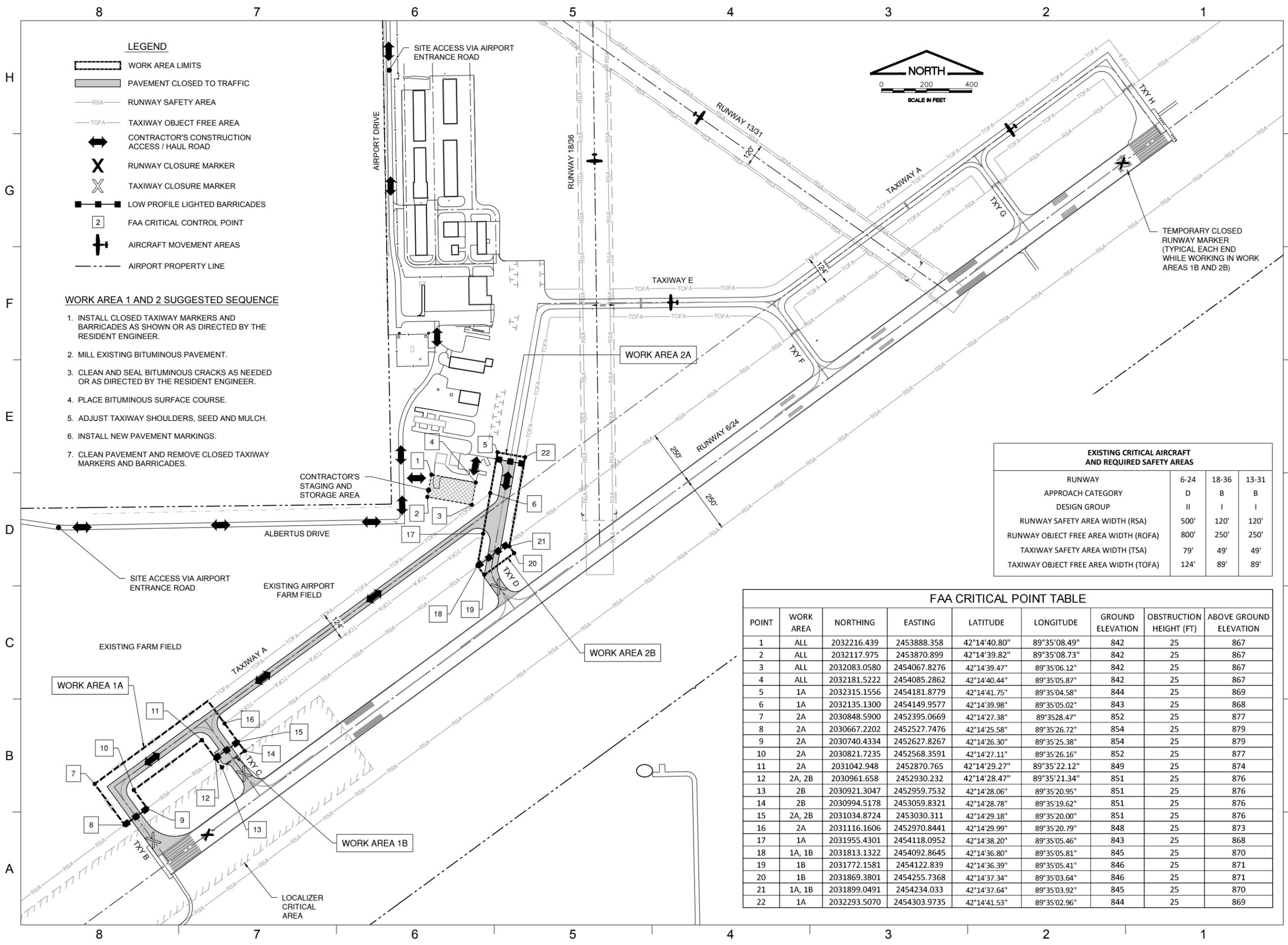
SHEET TITLE:
CONSTRUCTION SAFETY AND PHASING PLAN - 1

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 6 OF 29 SHEETS



- LEGEND**
- WORK AREA LIMITS
 - PAVEMENT CLOSED TO TRAFFIC
 - RUNWAY SAFETY AREA
 - TAXIWAY OBJECT FREE AREA
 - CONTRACTOR'S CONSTRUCTION ACCESS / HAUL ROAD
 - RUNWAY CLOSURE MARKER
 - TAXIWAY CLOSURE MARKER
 - LOW PROFILE LIGHTED BARRICADES
 - FAA CRITICAL CONTROL POINT
 - AIRCRAFT MOVEMENT AREAS
 - AIRPORT PROPERTY LINE

WORK AREA 1 AND 2 SUGGESTED SEQUENCE

1. INSTALL CLOSED TAXIWAY MARKERS AND BARRICADES AS SHOWN OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. MILL EXISTING BITUMINOUS PAVEMENT.
3. CLEAN AND SEAL BITUMINOUS CRACKS AS NEEDED OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. PLACE BITUMINOUS SURFACE COURSE.
5. ADJUST TAXIWAY SHOULDERS, SEED AND MULCH.
6. INSTALL NEW PAVEMENT MARKINGS.
7. CLEAN PAVEMENT AND REMOVE CLOSED TAXIWAY MARKERS AND BARRICADES.

EXISTING CRITICAL AIRCRAFT AND REQUIRED SAFETY AREAS

	6-24	18-36	13-31
RUNWAY APPROACH CATEGORY	D	B	B
DESIGN GROUP	II	I	I
RUNWAY SAFETY AREA WIDTH (RSA)	500'	120'	120'
RUNWAY OBJECT FREE AREA WIDTH (ROFA)	800'	250'	250'
TAXIWAY SAFETY AREA WIDTH (TSA)	79'	49'	49'
TAXIWAY OBJECT FREE AREA WIDTH (TOFA)	124'	89'	89'

FAA CRITICAL POINT TABLE

POINT	WORK AREA	NORTHING	EASTING	LATITUDE	LONGITUDE	GROUND ELEVATION	OBSTRUCTION HEIGHT (FT)	ABOVE GROUND ELEVATION
1	ALL	2032216.439	2453888.358	42°14'40.80"	89°35'08.49"	842	25	867
2	ALL	2032117.975	2453870.899	42°14'39.82"	89°35'08.73"	842	25	867
3	ALL	2032083.0580	2454067.8276	42°14'39.47"	89°35'06.12"	842	25	867
4	ALL	2032181.5222	2454085.2862	42°14'40.44"	89°35'05.87"	842	25	867
5	1A	2032315.1556	2454181.8779	42°14'41.75"	89°35'04.58"	844	25	869
6	1A	2032135.1300	2454149.9577	42°14'39.98"	89°35'05.02"	843	25	868
7	2A	2030848.5900	2452395.0669	42°14'27.38"	89°35'28.47"	852	25	877
8	2A	2030667.2202	2452527.7476	42°14'25.58"	89°35'26.72"	854	25	879
9	2A	2030740.4334	2452627.8267	42°14'26.30"	89°35'25.38"	854	25	879
10	2A	2030821.7235	2452568.3591	42°14'27.11"	89°35'26.16"	852	25	877
11	2A	2031042.948	2452870.765	42°14'29.27"	89°35'22.12"	849	25	874
12	2A, 2B	2030961.658	2452930.232	42°14'28.47"	89°35'21.34"	851	25	876
13	2B	2030921.3047	2452959.7532	42°14'28.06"	89°35'20.95"	851	25	876
14	2B	2030994.5178	2453059.8321	42°14'28.78"	89°35'19.62"	851	25	876
15	2A, 2B	2031034.8724	2453030.311	42°14'29.18"	89°35'20.00"	851	25	876
16	2A	2031116.1606	2452970.8441	42°14'29.99"	89°35'20.79"	848	25	873
17	1A	2031955.4301	2454118.0952	42°14'38.20"	89°35'05.46"	843	25	868
18	1A, 1B	2031813.1322	2454092.8645	42°14'36.80"	89°35'05.81"	845	25	870
19	1B	2031772.1581	2454122.839	42°14'36.39"	89°35'05.41"	846	25	871
20	1B	2031869.3801	2454255.7368	42°14'37.34"	89°35'03.64"	846	25	871
21	1A, 1B	2031899.0491	2454234.033	42°14'37.64"	89°35'03.92"	845	25	870
22	1A	2032293.5070	2454303.9735	42°14'41.53"	89°35'02.96"	844	25	869



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APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

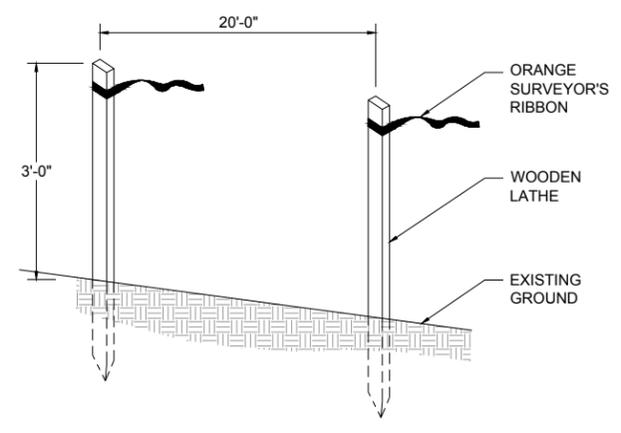
SHEET TITLE:
CONSTRUCTION SAFETY
AND PHASING PLAN
DETAILS

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

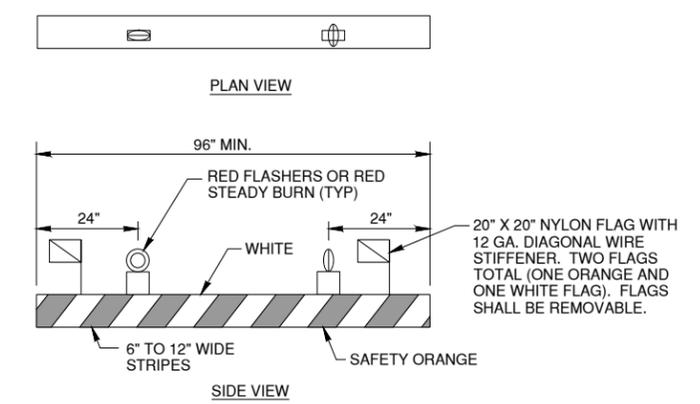
SHEET 8 OF 29 SHEETS



CONSTRUCTION SETBACK LINE DETAIL
NOT TO SCALE

CONSTRUCTION SETBACK NOTES

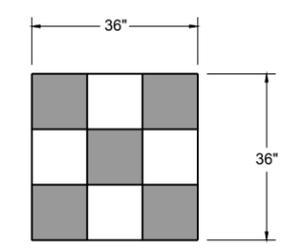
1. CONTRACTOR SHALL MARKER THE RUNWAY SAFETY AREA AND TAXIWAY OBJECT FREE AREA PER THE CONSTRUCTION SETBACK LINE DETAIL AS DIRECTED BY THE ENGINEER.
2. ALL COST ASSOCIATED WITH THE CONSTRUCTION SETBACK LINE SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.



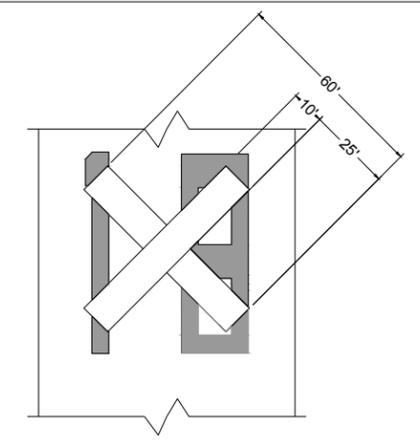
AIRSIDE LOW PROFILE LIGHTED BARRICADE
NOT TO SCALE

BARRICADE NOTES

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



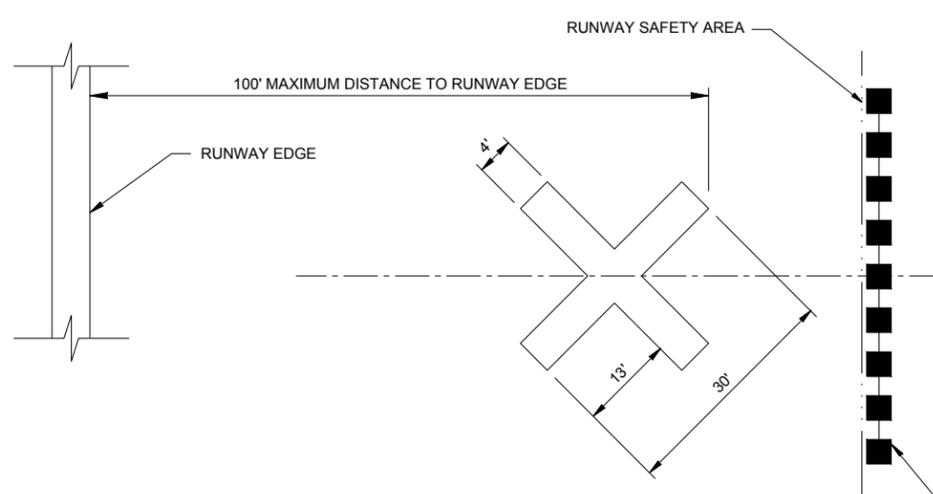
CONSTRUCTION EQUIPMENT
AND TRUCK SIGNAL FLAG
NOT TO SCALE



TEMPORARY CLOSED RUNWAY MARKER DETAIL
ON PAVEMENT - NO SCALE

CLOSED RUNWAY MARKERS NOTES

1. TEMPORARY CLOSED RUNWAY MARKERS SHALL BE YELLOW.
2. TEMPORARY MARKERS SHALL BE A MATERIAL APPROVED BY THE RESIDENT ENGINEER.
3. CONTRACTOR SHALL MAINTAIN AND RELOCATE MARKERS AS DIRECTED BY THE RESIDENT ENGINEER.
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. THE CONTRACTOR SHALL MARK THE RUNWAYS TO BE CLOSED BY PLACING A YELLOW CROSS AT THE LOCATION AND DIMENSIONS DETAILED ON THIS SHEET. THE CROSSES ARE SHOWN ON THE RESPECTIVE RUNWAYS ACCORDING TO THE VARIOUS PHASES OF WORK AS DELINEATED IN THE SUGGESTED SEQUENCE OF CONSTRUCTION.



TYPICAL TAXIWAY CLOSURE MARKER DETAIL
NOT TO SCALE

TAXIWAY CLOSURE MARKER NOTES

1. THE TAXIWAY CLOSURE MARKER CAN BE PAINTED WITH TEMPORARY MARKING CAPABLE OF BEING REMOVED WITH LOW PRESSURE WATER BLASTING, OR CAN BE ANOTHER MATERIAL THAT DOES NOT VIOLATE THE OFA CRITERIA AND IS APPROVED BY THE ENGINEER AND THE AIRPORT.
2. THE TAXIWAY CLOSURE MARKER SHALL BE YELLOW AND ADEQUATELY SECURED TO WITHSTAND JET BLAST OF 100 MPH.
3. THE MARKER SHALL BE PLACED OVER THE TAXIWAY CENTERLINE.
4. THE INSTALLATION AND REMOVAL OF THE TAXIWAY CLOSURE MARKERS SHALL BE CONSIDERED INCIDENTAL TO CONTRACT.

LOW PROFILE LIGHTED BARRICADES



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APPROVED AS WORKING PLAN
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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

SHEET TITLE:

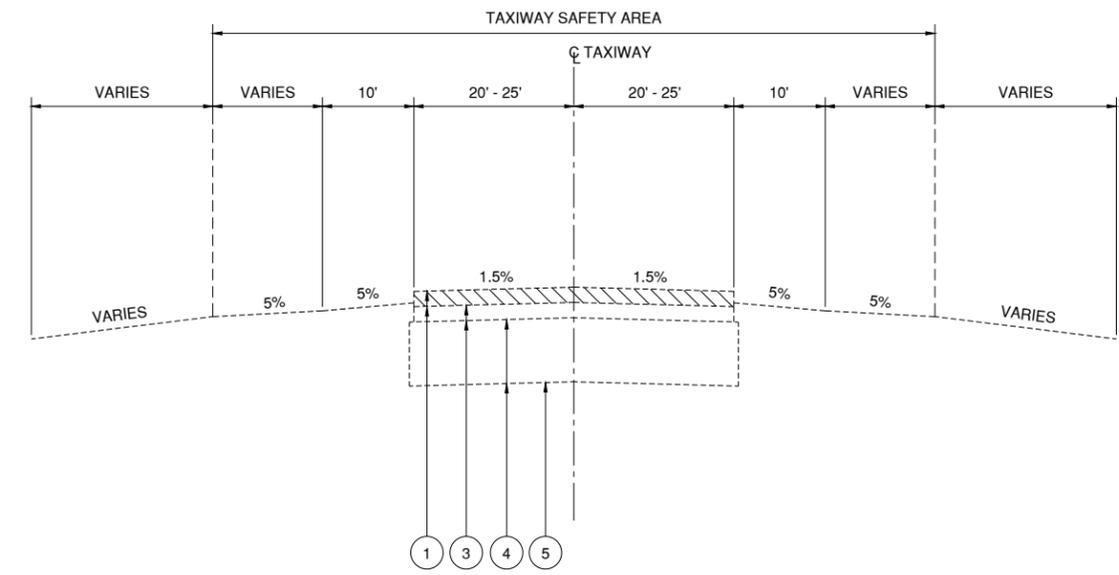
TYPICAL SECTIONS

DESIGNED: MND DRAWN: JRO CHECKED: MND

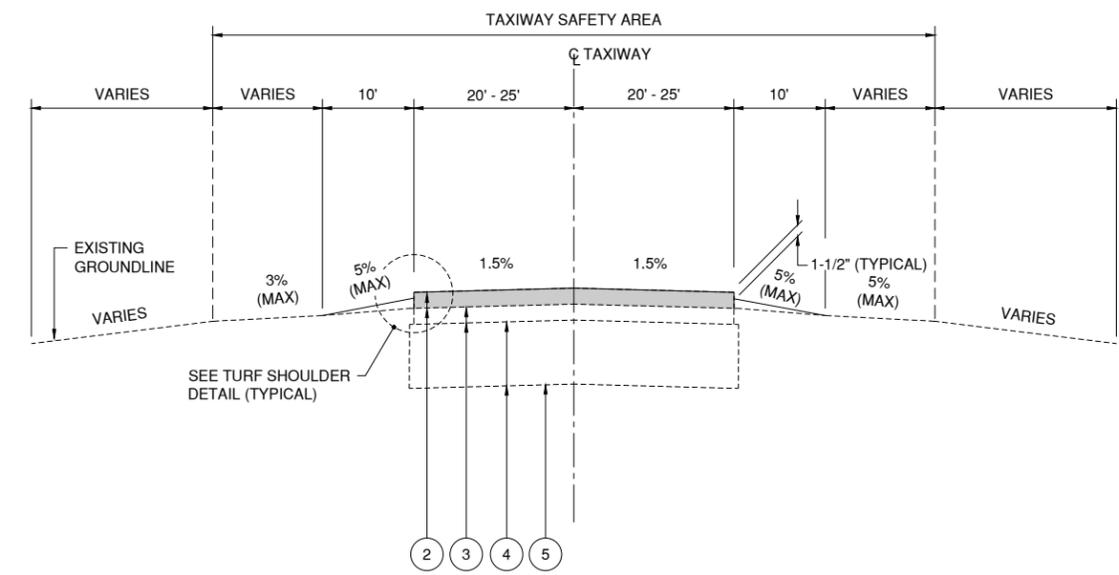
PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 12 OF 29 SHEETS



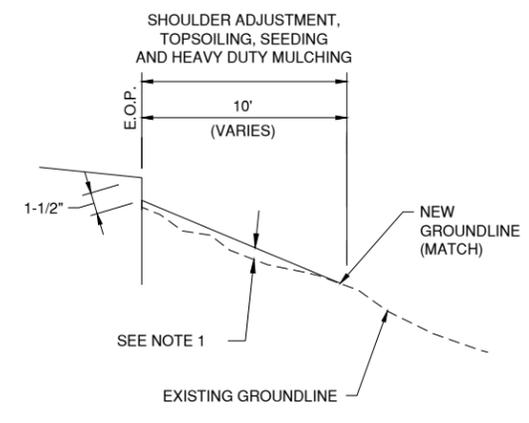
EXISTING TAXIWAY TYPICAL SECTION
NOT TO SCALE



PROPOSED TAXIWAY TYPICAL SECTION
NOT TO SCALE

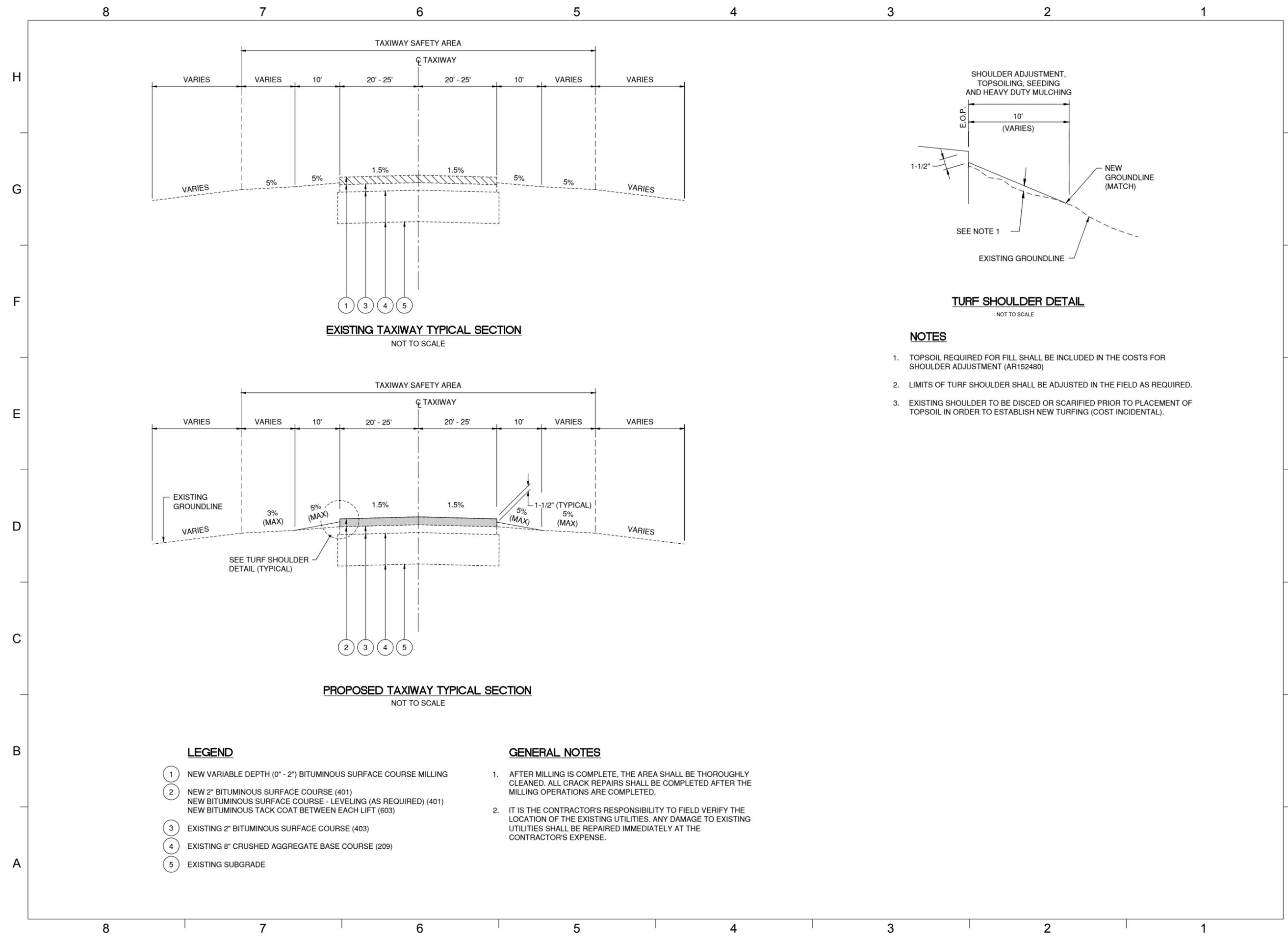
- LEGEND**
- 1 NEW VARIABLE DEPTH (0" - 2") BITUMINOUS SURFACE COURSE MILLING
 - 2 NEW 2" BITUMINOUS SURFACE COURSE (401)
NEW BITUMINOUS SURFACE COURSE - LEVELING (AS REQUIRED) (401)
NEW BITUMINOUS TACK COAT BETWEEN EACH LIFT (603)
 - 3 EXISTING 2" BITUMINOUS SURFACE COURSE (403)
 - 4 EXISTING 8" CRUSHED AGGREGATE BASE COURSE (209)
 - 5 EXISTING SUBGRADE

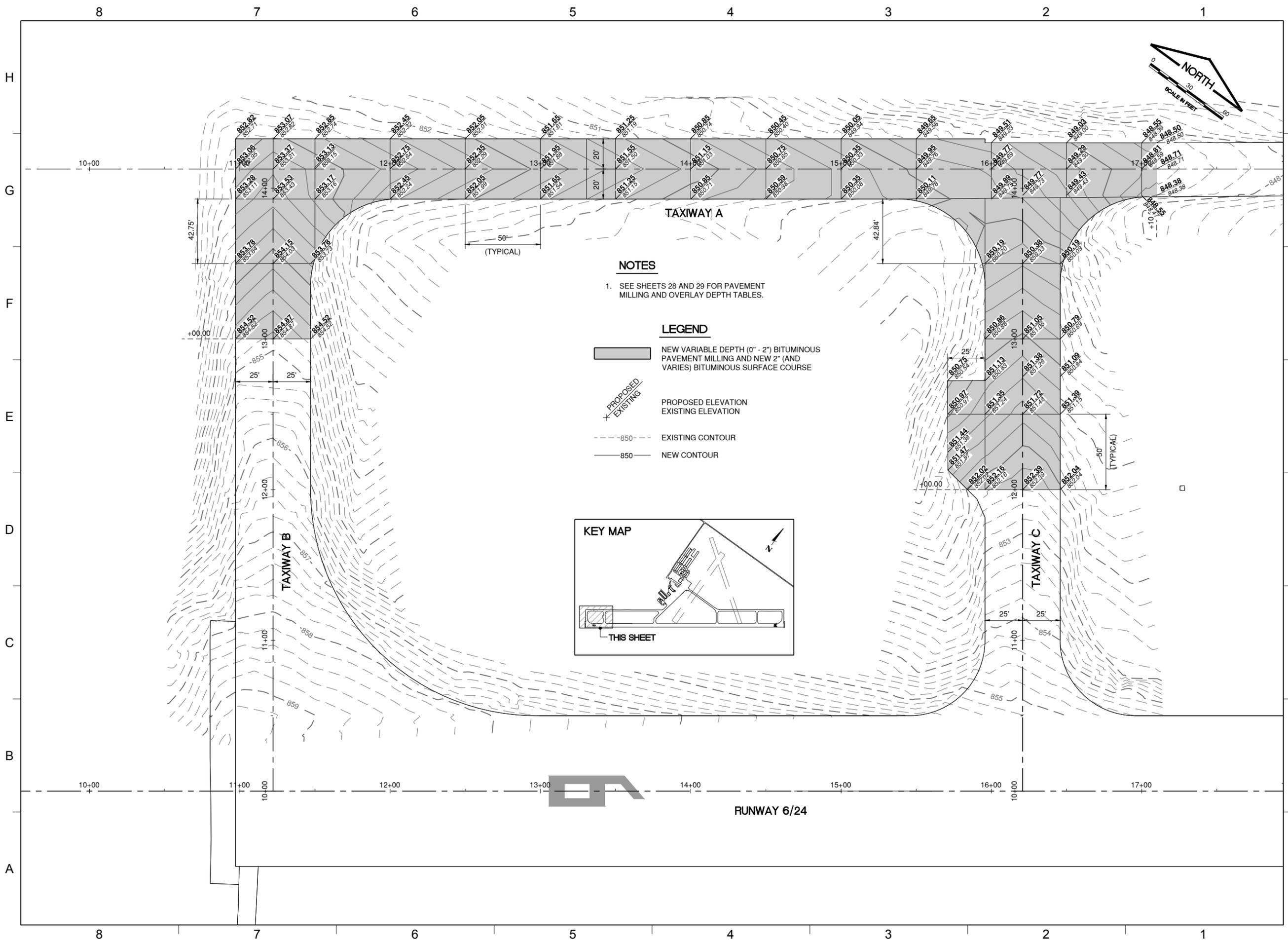
- GENERAL NOTES**
1. AFTER MILLING IS COMPLETE, THE AREA SHALL BE THOROUGHLY CLEANED. ALL CRACK REPAIRS SHALL BE COMPLETED AFTER THE MILLING OPERATIONS ARE COMPLETED.
 2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF THE EXISTING UTILITIES. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED IMMEDIATELY AT THE CONTRACTOR'S EXPENSE.



TURF SHOULDER DETAIL
NOT TO SCALE

- NOTES**
1. TOPSOIL REQUIRED FOR FILL SHALL BE INCLUDED IN THE COSTS FOR SHOULDER ADJUSTMENT (AR152480)
 2. LIMITS OF TURF SHOULDER SHALL BE ADJUSTED IN THE FIELD AS REQUIRED.
 3. EXISTING SHOULDER TO BE DISCED OR SCARIFIED PRIOR TO PLACEMENT OF TOPSOIL IN ORDER TO ESTABLISH NEW TURFING (COST INCIDENTAL).



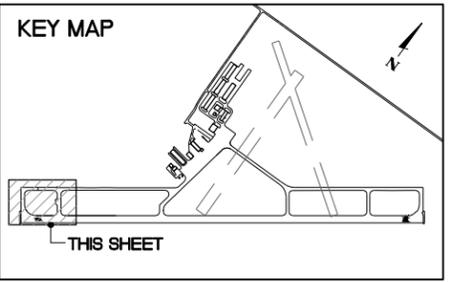


NOTES

- SEE SHEETS 28 AND 29 FOR PAVEMENT MILLING AND OVERLAY DEPTH TABLES.

LEGEND

- NEW VARIABLE DEPTH (0" - 2") BITUMINOUS PAVEMENT MILLING AND NEW 2" (AND VARIES) BITUMINOUS SURFACE COURSE
- PROPOSED ELEVATION
- EXISTING ELEVATION
- 850- EXISTING CONTOUR
- 850- NEW CONTOUR



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REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

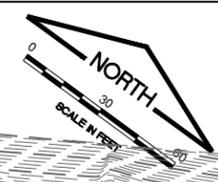
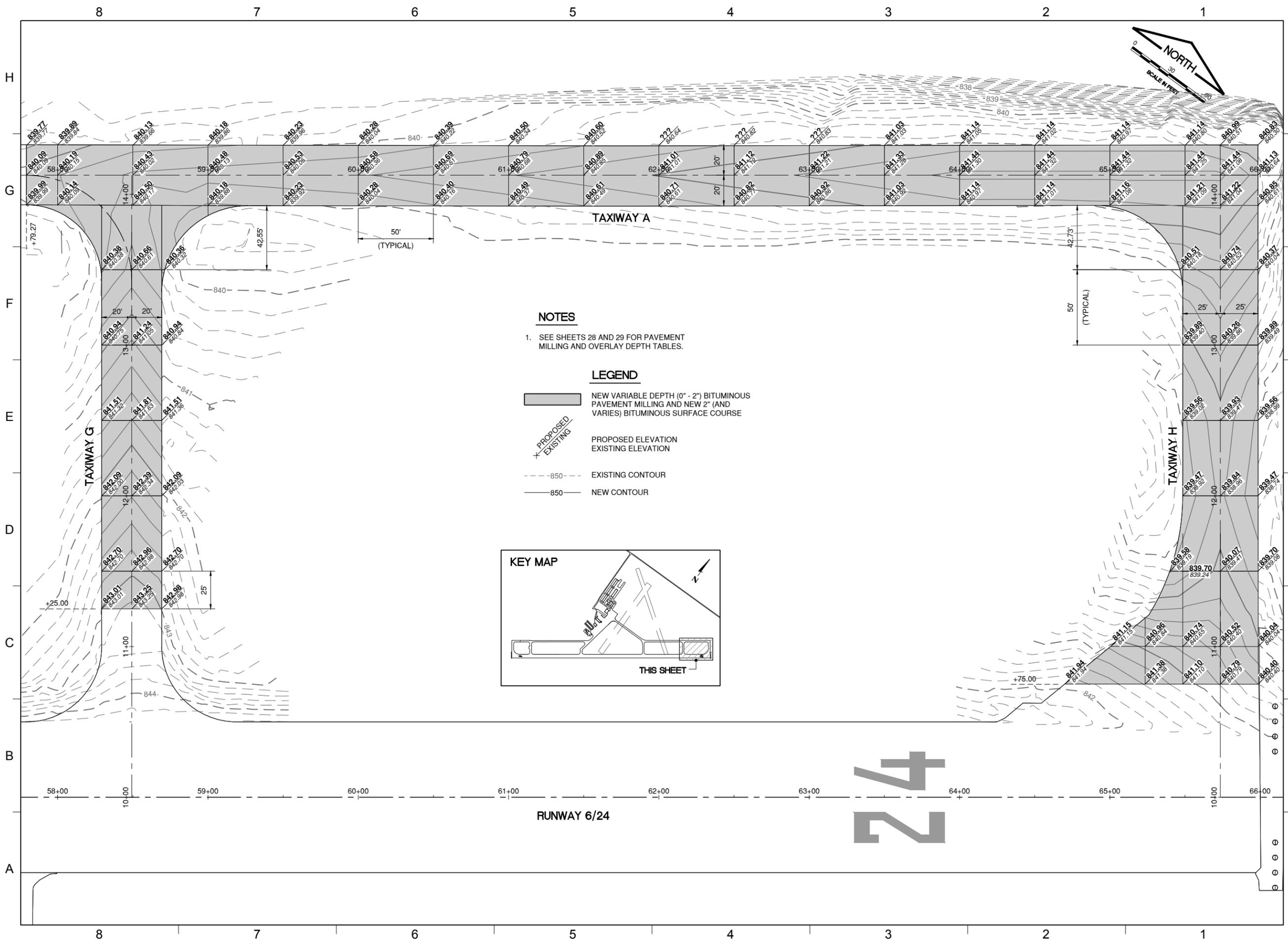
SHEET TITLE:

STAKING PLAN - 1

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

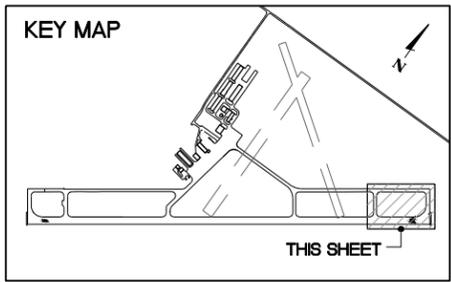


NOTES

- SEE SHEETS 28 AND 29 FOR PAVEMENT MILLING AND OVERLAY DEPTH TABLES.

LEGEND

- NEW VARIABLE DEPTH (0" - 2") BITUMINOUS PAVEMENT MILLING AND NEW 2" (AND VARIES) BITUMINOUS SURFACE COURSE
- PROPOSED ELEVATION
- EXISTING ELEVATION
- 850- EXISTING CONTOUR
- 850- NEW CONTOUR



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REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

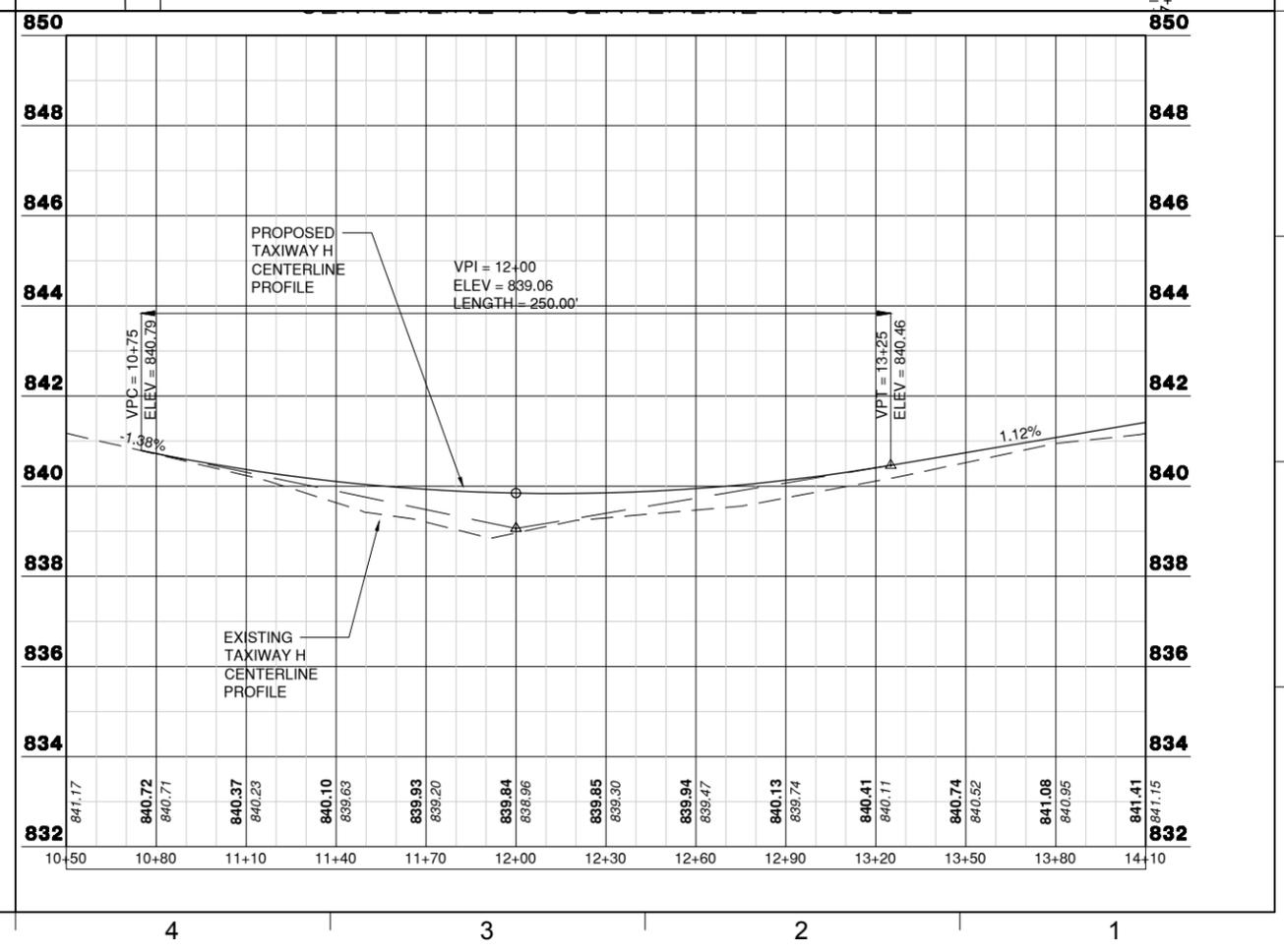
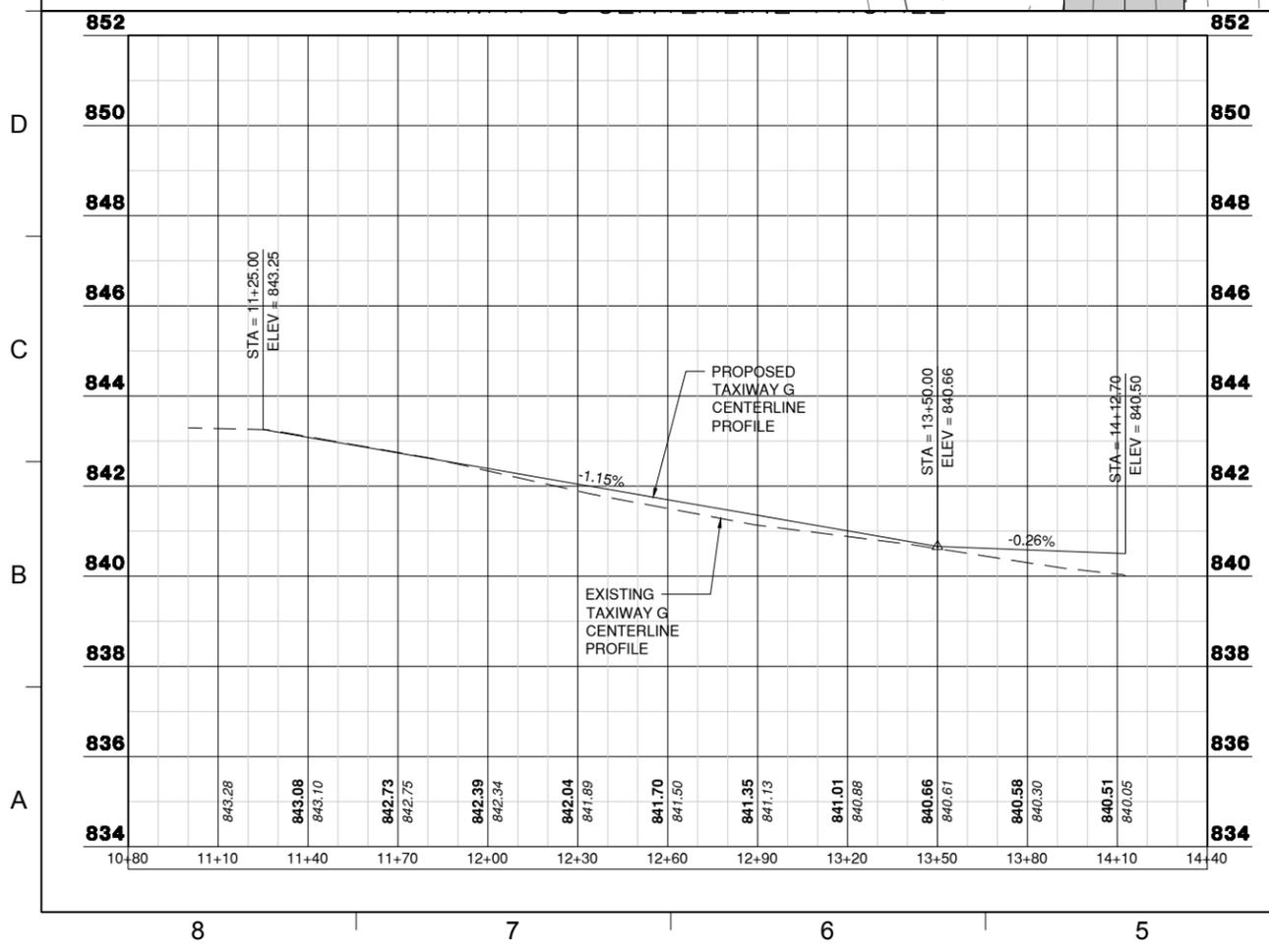
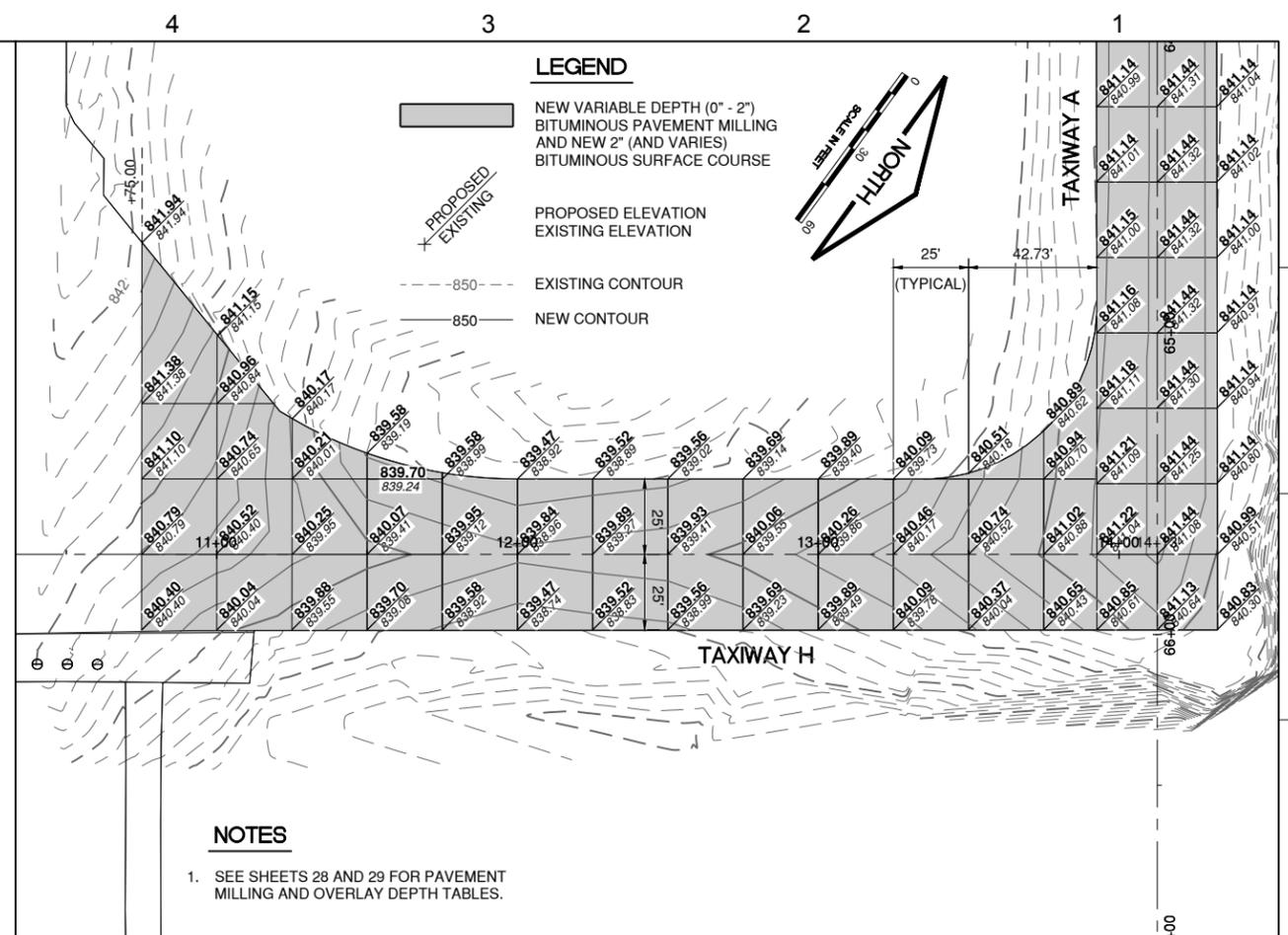
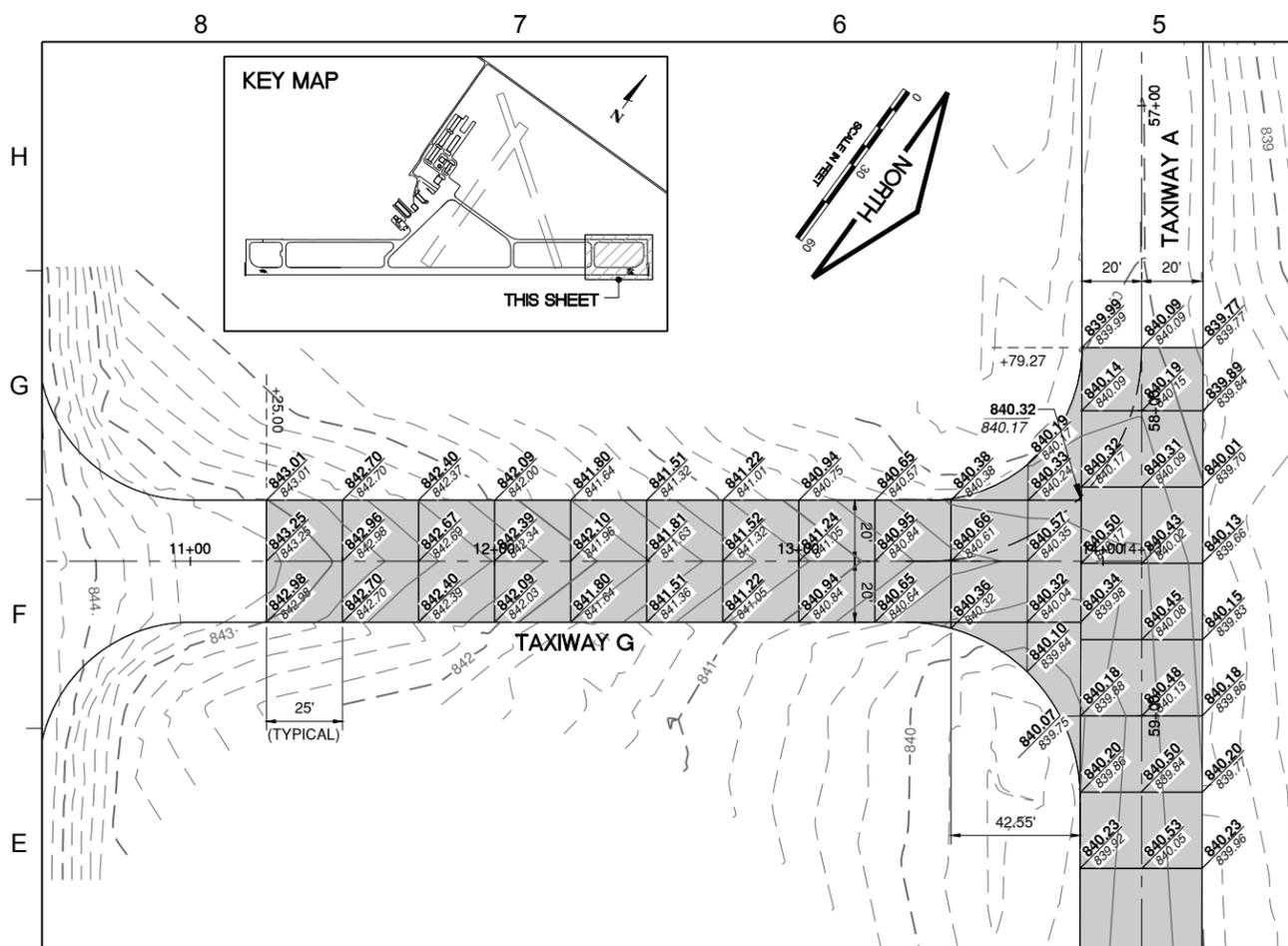
SHEET TITLE:

STAKING PLAN - 3

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
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PROJECT NAME:

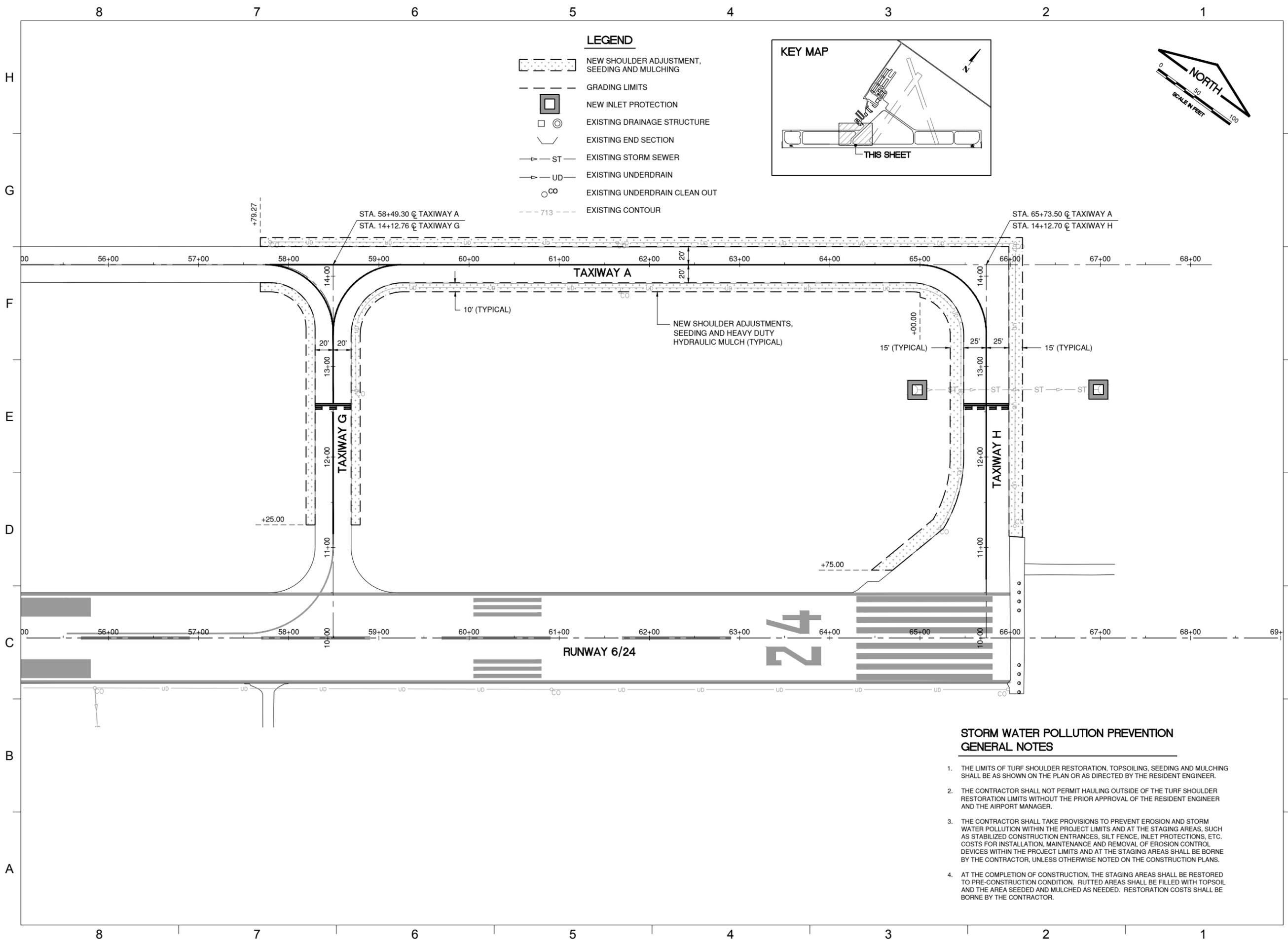
REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

SHEET TITLE:
INTERSECTION GRADE DETAILS - TAXIWAY C AND H

DESIGNED: MND DRAWN: JRO CHECKED: MND

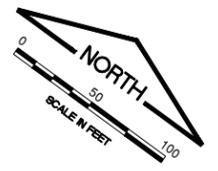
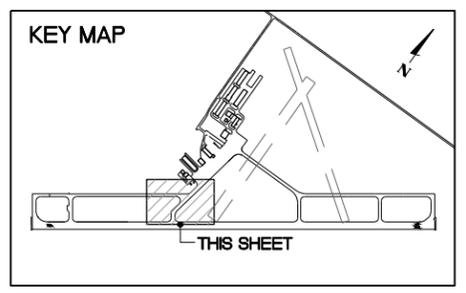
PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION



LEGEND

- NEW SHOULDER ADJUSTMENT, SEEDING AND MULCHING
- GRADING LIMITS
- NEW INLET PROTECTION
- EXISTING DRAINAGE STRUCTURE
- EXISTING END SECTION
- ST- EXISTING STORM SEWER
- UD- EXISTING UNDERDRAIN
- EXISTING UNDERDRAIN CLEAN OUT
- 713- EXISTING CONTOUR



**STORM WATER POLLUTION PREVENTION
GENERAL NOTES**

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



FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

**REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G**

SHEET TITLE:
**STORMWATER
POLLUTION
PREVENTION PLAN - 3**

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

STORM WATER POLLUTION PREVENTION PLAN

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

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

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

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

SITE DESCRIPTION:

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

THIS PROJECT CONSISTS OF REHABILITATION OF EXISTING BITUMINOUS PAVEMENT AT THE FREEPORT-ALBERTUS AIRPORT. THE PROJECT INCLUDES BITUMINOUS MILLING, BITUMINOUS PAVING, TURF SHOULDER ADJUSTMENTS, PAVEMENT MARKING AND OTHER MISCELLANEOUS CONSTRUCTION WORK.

DESCRIPTION OF CONSTRUCTION ACTIVITY:

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

PLACEMENT, MAINTENANCE, REMOVAL AND PROPER CLEAN-UP OF TEMPORARY EROSION CONTROL, SUCH AS INLET PROTECTION.

REMOVAL, ADJUSTMENTS AND INSTALLATION OF MISCELLANEOUS ITEMS.

BITUMINOUS PAVEMENT MILLING AND PAVING.

TURF SHOULDER ADJUSTMENT, SEEDING AND MULCHING.

INSTALLATION OF NEW PAVEMENT MARKING.

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

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 5 ACRES OF WHICH 1.2 ACRES WILL BE DISTURBED BY GRADING AND OTHER ACTIVITIES.

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

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

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

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

EROSION AND SEDIMENT CONTROL:

DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:

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

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

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

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, INLET PROTECTIONS SHALL BE INSTALLED AS CALLED OUT IN THE PLAN AND DIRECTED BY THE ENGINEER.

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

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION:

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

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

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

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

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

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

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

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

SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR UNCLASSIFIED EXCAVATION AND EROSION CONTROL ITEMS.

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.

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

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

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING:

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

COST OF MAINTAINING THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INCLUDED INCLUDED IN THE UNIT BID PRICE FOR THE VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

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

MAINTENANCE AFTER CONSTRUCTION:

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

DOCUMENTATION:

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

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

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

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

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

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

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

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

NPDES PERMIT #	_____
DATE ISSUED	_____
DATE EXPIRED	_____

GENERAL NOTES FOR SOIL EROSION AND SEDIMENT CONTROL:

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

CONTRACTOR CERTIFICATION STATEMENT

THIS CERTIFICATION STATEMENT IS A PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR THE PROJECT DESCRIBED BELOW IN ACCORDANCE WITH NPDES PERMIT NO. ILR10 ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY.

PROJECT INFORMATION:

ROUTE: FREEPORT-ALBERTUS AIRPORT MARKED: REHABILITATE TAXIWAY PAVEMENT
SECTION: 21 PROJECT NUMBER: FEP-4878
COUNTY: STEPHENSON CONTRACT NUMBER: FR046

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND THE TERMS AND CONDITIONS OF THE GENERAL NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT (ILR10) THAT AUTHORIZES THE STORM WATER DISCHARGES ASSOCIATED WITH INDUSTRIAL ACTIVITY FROM THE CONSTRUCTION SITE IDENTIFIED AS PART OF THIS CERTIFICATION.

SIGNATURE: _____ DATE: _____
PRINTED NAME: _____ TITLE: _____

NAME OF FIRM: _____
STREET ADDRESS: _____
CITY, STATE, ZIP: _____
PHONE NUMBER: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AFTER THE AWARD OF THE CONTRACT TO OBTAIN THE REQUIRED NPDES PERMIT FROM IEPA. COMPLETION OF THIS IS A CONTRACT REQUIREMENT.

RECORD OF SITE DISTURBANCE AND STABILIZATION

MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
MAJOR GRADING ACTIVITIES: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
SITE STABILIZATION: LOCATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____
CONSTRUCTION CEASED: EXPLANATION: _____	BEGINNING DATE: _____ COMPLETION DATE: _____

THE INFORMATION WITHIN THIS BOX SHALL BE COMPLETED BY THE CONTRACTOR AS CONSTRUCTION PROGRESSES IN ACCORDANCE WITH THE NPDES GENERAL PERMIT FOR STORMWATER DISCHARGES. THIS INFORMATION MAY ALSO BE NOTED DIRECTLY ON THE SWPPP SITE MAP.



FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

SHEET TITLE: STORMWATER POLLUTION PREVENTION PLAN NOTES AND DETAILS - 1

DESIGNED: MND DRAWN: JRO CHECKED: MND

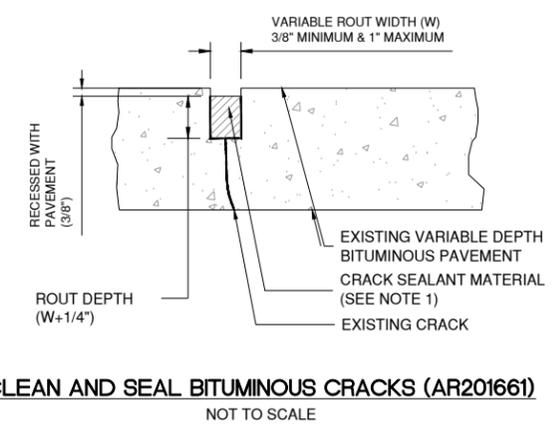
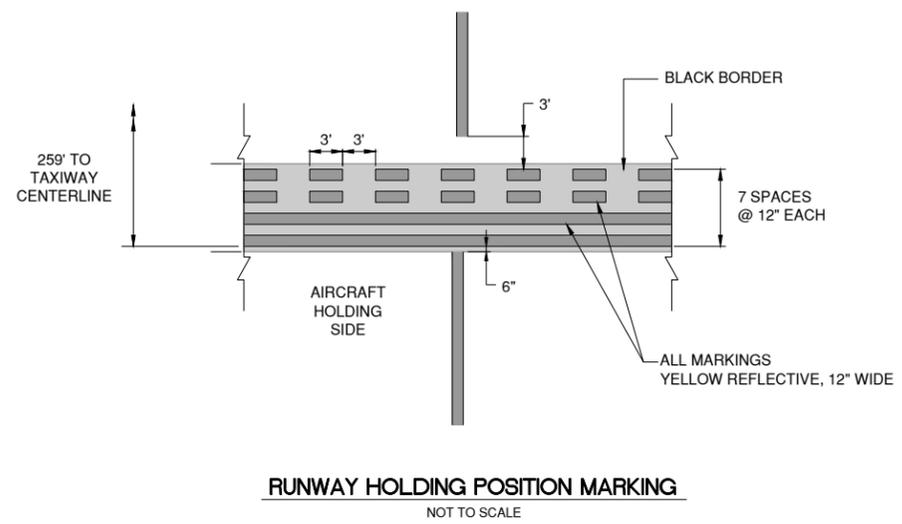
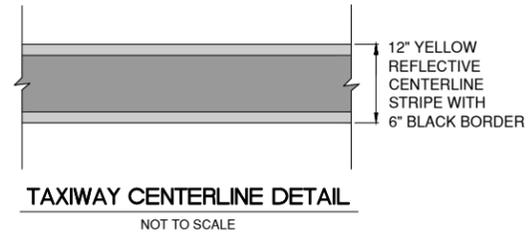
PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 25 OF 29 SHEETS

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- CRACK SEALING NOTES**
1. THE CRACK ROUTING DIMENSIONS WILL PROVIDE A WIDTH TO DEPTH RATIO OF 1:1 FOR SEALANT MATERIAL.
 2. CRACKS TO BE ROUTED, CLEANED AND SEALED AT LOCATIONS DESIGNATED BY THE RESIDENT ENGINEER.
 3. THE CRACK SEALANT MATERIAL SHALL BE RECESSED WITH THE PAVEMENT AS NOTED IN THE DETAIL. AT THE DISCRETION OF THE RESIDENT ENGINEER, SHOULD ANY AREAS BE IDENTIFIED AS NOT BEING RECESSED, THE IDENTIFIED PORTION OF SEALANT SHALL BE REMOVED, THE CRACK CLEANED AND RESEALED AT NO ADDITIONAL COST TO THE PROJECT.



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:
REHABILITATE TAXIWAY A PAVEMENT, TAXIWAY C, TAXIWAY D AND TAXIWAY G

SHEET TITLE:
MISCELLANEOUS DETAILS

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

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FREEPORT - ALBERTUS AIRPORT



FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

SHEET TITLE:

BITUMINOUS MILLING
AND OVERLAY GRADE
TABLE - 1

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 28 OF 29 SHEETS

FREEPORT - ALBERTUS AIRPORT TAXIWAY A BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 10+97.17 TO STA. 15+95.85)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	20' LEFT				CENTERLINE					20' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
10+97.17	1.50%	852.76	852.71	0.12	0.17	853.06	852.95	0.06	0.17	1.25%	853.22	853.11	0.06	0.17	-0.80%
11+00.00	1.50%	852.80	852.71	0.08	0.17	853.10	852.99	0.06	0.17	1.25%	853.26	853.15	0.06	0.17	-0.80%
11+22.17	1.50%	853.07	852.72	0.00	0.35	853.37	853.21	0.01	0.17	1.25%	853.53	853.43	0.07	0.17	-0.80%
11+50.00	1.50%	852.85	852.74	0.06	0.17	853.15	853.15	0.17	0.17	-0.80%	853.17	853.16	0.16	0.17	-0.10%
12+00.00	1.50%	852.45	852.32	0.04	0.17	852.75	852.64	0.06	0.17	-0.80%	852.45	852.24	0.00	0.21	1.50%
12+50.00	1.50%	852.05	852.01	0.13	0.17	852.35	852.29	0.11	0.17	-0.80%	852.05	851.99	0.11	0.17	1.50%
13+00.00	1.50%	851.65	851.61	0.13	0.17	851.95	851.88	0.10	0.17	-0.80%	851.65	851.54	0.06	0.17	1.50%
13+50.00	1.50%	851.25	851.19	0.11	0.17	851.55	851.50	0.12	0.17	-0.80%	851.25	851.15	0.07	0.17	1.50%
14+00.00	1.50%	850.85	850.73	0.05	0.17	851.15	851.03	0.05	0.17	-0.80%	850.85	850.71	0.03	0.17	1.50%
14+50.00	1.50%	850.45	850.41	0.13	0.17	850.75	850.65	0.07	0.17	-0.80%	850.59	850.38	0.00	0.21	0.80%
15+00.00	1.50%	850.05	849.94	0.06	0.17	850.35	850.33	0.15	0.17	-0.80%	850.35	850.08	0.00	0.27	0.00%
15+50.00	1.50%	849.65	849.56	0.08	0.17	849.95	849.76	0.00	0.19	-0.80%	850.11	849.78	0.00	0.33	-0.80%
15+95.85	1.50%	849.48	849.24	0.00	0.24	849.78	849.72	0.11	0.17	-0.36%	849.88	849.76	0.05	0.17	-0.50%

FREEPORT - ALBERTUS AIRPORT TAXIWAY A BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 15+95.85 TO STA. 17+10.00)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	17.5' LEFT				CENTERLINE					17.5' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
15+95.85	1.50%	849.52	849.24	0.00	0.28	849.78	849.72	0.11	0.17	-0.36%	849.87	849.75	0.05	0.17	-0.50%
16+00.00	1.50%	849.51	849.23	0.00	0.28	849.77	849.69	0.09	0.17	-0.36%	849.87	849.74	0.04	0.17	-0.58%
16+50.00	1.50%	849.03	849.00	0.14	0.17	849.29	849.30	0.17	0.16	-0.96%	849.43	849.43	0.17	0.17	-0.80%
17+00.00	1.50%	848.55	848.39	0.01	0.17	848.81	848.59	0.00	0.22	-0.96%	848.55	848.42	0.04	0.17	1.50%
17+10.00	1.20%	848.50	848.50	0.17	0.17	848.71	848.71	0.17	0.17	-0.96%	848.38	848.38	0.17	0.17	1.89%

FREEPORT - ALBERTUS AIRPORT TAXIWAY A BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 57+79.27 TO STA. 65+98.50)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	20' LEFT				CENTERLINE					20' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
57+79.27	1.58%	839.77	839.77	0.17	0.17	840.09	840.09	0.17	0.17	0.480%	839.99	839.99	0.17	0.17	0.50%
58+00.00	1.50%	839.89	839.85	0.13	0.17	840.19	840.15	0.13	0.17	0.480%	840.14	840.09	0.12	0.17	0.24%
58+50.00	1.50%	840.13	839.66	0.00	0.47	840.43	840.02	0.00	0.41	0.480%	840.50	840.17	0.00	0.33	-0.37%
59+00.00	1.50%	840.18	839.86	0.00	0.32	840.48	840.13	0.00	0.35	0.100%	840.18	839.88	0.00	0.30	1.50%
59+50.00	1.50%	840.23	839.96	0.00	0.27	840.53	840.05	0.00	0.48	0.100%	840.23	839.92	0.00	0.31	1.50%
60+00.00	1.50%	840.28	840.04	0.00	0.24	840.58	840.36	0.00	0.22	0.100%	840.28	840.04	0.00	0.24	1.50%
60+50.00	1.50%	840.39	840.22	0.00	0.17	840.69	840.51	0.00	0.18	0.215%	840.39	840.16	0.00	0.23	1.50%
61+00.00	1.50%	840.49	840.34	0.02	0.17	840.79	840.68	0.06	0.17	0.215%	840.49	840.37	0.05	0.17	1.50%
61+50.00	1.50%	840.60	840.52	0.09	0.17	840.90	840.85	0.12	0.17	0.215%	840.60	840.49	0.06	0.17	1.50%
62+00.00	1.50%	840.71	840.64	0.10	0.17	841.01	841.01	0.17	0.17	0.215%	840.71	840.61	0.07	0.17	1.50%
62+50.00	1.50%	840.82	840.82	0.17	0.17	841.12	841.12	0.17	0.17	0.215%	840.82	840.77	0.12	0.17	1.50%
63+00.00	1.50%	840.92	840.83	0.08	0.17	841.22	841.21	0.16	0.17	0.215%	840.92	840.86	0.11	0.17	1.50%
63+50.00	1.50%	841.03	841.03	0.17	0.17	841.33	841.28	0.12	0.17	0.215%	841.03	840.92	0.06	0.17	1.50%
64+00.00	1.50%	841.14	841.05	0.08	0.17	841.44	841.30	0.03	0.17	0.215%	841.14	840.97	0.00	0.17	1.50%
64+50.00	1.50%	841.14	841.02	0.05	0.17	841.44	841.32	0.05	0.17	0.000%	841.14	841.01	0.04	0.17	1.50%
65+00.00	1.50%	841.14	840.97	0.00	0.17	841.44	841.32	0.05	0.17	0.000%	841.16	841.07	0.08	0.17	1.38%
65+50.00	1.50%	841.14	840.80	0.00	0.34	841.44	841.25	0.00	0.19	0.000%	841.17	841.09	0.09	0.17	1.35%
65+73.50	1.50%	841.14	840.57	0.00	0.57	841.44	841.18	0.00	0.26	0.000%	841.14	841.04	0.07	0.17	1.50%
65+98.50	1.50%	840.83	840.31	0.00	0.52	841.13	840.64	0.00	0.49	-1.250%	840.85	840.61	0.00	0.24	1.40%



FREEPORT - ALBERTUS AIRPORT



ENGINEERS AND CONSULTANTS

FR046

FREEPORT - ALBERTUS AIRPORT
FREEPORT, IL

CITY OF FREEPORT
ILLINOIS

AIP Proj: 3-17-SBGP-156/171
IL Proj: FEP-4878

APPROVED AS WORKING PLAN
BY:

REV DATE DESCRIPTION

PROJECT NAME:

REHABILITATE TAXIWAY A
PAVEMENT, TAXIWAY C,
TAXIWAY D AND
TAXIWAY G

SHEET TITLE:
BITUMINOUS MILLING
AND OVERLAY GRADE
TABLE - 2

DESIGNED: MND DRAWN: JRO CHECKED: MND

PROJECT NO.: 21029402.00
DATE: SEPTEMBER 30, 2022

SHEET NO. REVISION

SHEET 29 OF 29 SHEETS

FREEPORT - ALBERTUS AIRPORT TAXIWAY B BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 13+00.00 TO STA. 13+92.76)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	25' LEFT				CENTERLINE					25' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
13+00.00	1.40%	854.52	854.52	0.17	0.17	854.87	854.87	0.17	0.17	-1.440%	854.52	854.52	0.17	0.17	1.40%
13+50.00	1.50%	853.78	853.64	0.04	0.17	854.15	854.03	0.05	0.17	-1.440%	853.78	853.69	0.09	0.17	1.50%
13+92.76	0.90%	853.28	853.11	0.00	0.17	853.53	853.43	0.07	0.17	-1.440%	853.17	853.16	0.17	0.17	1.46%

FREEPORT - ALBERTUS AIRPORT TAXIWAY C BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 12+00.00 TO STA. 13+92.84)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	25' LEFT				CENTERLINE					25' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
12+00.00	0.92%	852.16	852.16	0.17	0.17	852.39	852.39	0.17	0.17	-1.340%	852.04	852.04	0.17	0.17	1.50%
12+50.00	1.50%	851.35	851.24	0.06	0.17	851.72	851.48	0.00	0.24	-1.340%	851.39	851.15	0.00	0.24	1.32%
13+00.00	0.76%	850.86	850.86	0.17	0.17	851.05	851.05	0.17	0.17	-1.340%	850.79	850.69	0.07	0.17	1.04%
13+50.00	0.76%	850.19	850.19	0.17	0.17	850.38	850.33	0.12	0.17	-1.340%	850.19	850.08	0.06	0.17	0.76%
13+92.84	-0.24%	849.87	849.70	0.00	0.17	849.81	849.75	0.11	0.17	-1.340%	849.52	849.47	0.12	0.17	1.16%

FREEPORT - ALBERTUS AIRPORT TAXIWAY D BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 12+50.00 TO STA. 16+90.54)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	25' LEFT				CENTERLINE					25' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
12+50.00	1.00%	845.32	845.32	0.17	0.17	845.57	845.57	0.17	0.17	-0.290%	845.24	845.24	0.17	0.17	1.32%
13+00.00	1.15%	845.14	845.14	0.17	0.17	845.43	845.34	0.08	0.17	-0.290%	845.05	844.80	0.00	0.25	1.50%
13+50.00	1.32%	844.95	844.95	0.17	0.17	845.28	845.23	0.12	0.17	-0.290%	844.91	844.68	0.00	0.23	1.50%
14+00.00	1.12%	844.88	844.88	0.17	0.17	845.16	845.09	0.10	0.17	-0.250%	844.78	844.37	0.00	0.41	1.50%
14+50.00	0.70%	844.86	844.86	0.17	0.17	845.03	844.95	0.09	0.17	-0.250%	844.66	844.27	0.00	0.39	1.50%
15+00.00	0.40%	844.81	844.81	0.17	0.17	844.91	844.88	0.14	0.17	-0.250%	844.53	844.21	0.00	0.32	1.50%
15+50.00	1.52%	844.40	844.40	0.17	0.17	844.78	844.78	0.17	0.17	-0.250%	844.41	844.28	0.04	0.17	1.50%
16+00.00	1.27%	844.34	844.34	0.17	0.17	844.66	844.65	0.16	0.17	-0.250%	844.28	844.25	0.14	0.17	1.50%
16+50.00	1.65%	844.12	844.12	0.17	0.17	844.53	844.37	0.01	0.17	-0.250%	844.16	844.04	0.05	0.17	1.50%
16+90.54	0.87%	844.22	844.22	0.17	0.17	844.44	844.44	0.17	0.17	-0.250%	844.11	844.11	0.17	0.17	1.32%

FREEPORT - ALBERTUS AIRPORT TAXIWAY G BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 11+25.00 TO STA. 13+92.55)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	20' LEFT				CENTERLINE					20' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
11+25.00	1.20%	843.01	843.01	0.17	0.17	843.25	843.25	0.17	0.17	-1.150%	842.98	842.98	0.17	0.17	1.33%
11+50.00	1.30%	842.70	842.70	0.17	0.17	842.96	842.98	0.17	0.15	-1.150%	842.70	842.70	0.17	0.17	1.33%
12+00.00	1.50%	842.09	842.00	0.08	0.17	842.39	842.34	0.12	0.17	-1.150%	842.09	842.03	0.11	0.17	1.50%
12+50.00	1.50%	841.51	841.32	0.00	0.19	841.81	841.63	0.00	0.18	-1.150%	841.51	841.36	0.02	0.17	1.50%
13+00.00	1.50%	840.94	840.79	0.02	0.17	841.24	841.05	0.00	0.19	-1.150%	840.94	840.84	0.07	0.17	1.50%
13+50.00	1.40%	840.38	840.38	0.17	0.17	840.66	840.61	0.12	0.17	-1.150%	840.36	840.32	0.13	0.17	1.50%
13+92.55	0.72%	840.36	840.17	0.00	0.19	840.50	840.17	0.00	0.33	-0.372%	840.38	839.98	0.00	0.40	0.64%

FREEPORT - ALBERTUS AIRPORT TAXIWAY H BITUMINOUS PAVEMENT MILLING DEPTHS AND GRADES (STA. 11+50.00 TO STA. 13+92.73)															
STATION	NEW PAVEMENT CROSS SLOPE (LEFT)	25' LEFT				CENTERLINE					25' RIGHT				NEW PAVEMENT CROSS SLOPE (RIGHT)
		NEW ELEV.	EXST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	LONG. SLOPE	NEW ELEV.	EXIST ELEV.	MILL DEPTH	NEW OVERLAY THICKNESS	
10+75.00	-1.24%	841.10	841.10	0.17	0.17	840.79	840.79	0.17	0.17	250' V.C.	840.40	840.40	0.17	0.17	1.56%
11+00.00	-0.89%	840.74	840.65	0.08	0.17	840.52	840.40	0.05	0.17		840.04	840.04	0.17	0.17	1.92%
11+50.00	1.50%	839.70	839.25	0.00	0.45	840.07	839.42	0.00	0.65		839.70	839.08	0.00	0.62	1.50%
12+00.00	1.50%	839.47	838.99	0.00	0.48	839.84	838.96	0.00	0.88		839.47	838.94	0.00	0.52	1.50%
12+50.00	1.50%	839.56	839.02	0.00	0.53	839.93	839.41	0.00	0.52		839.56	838.98	0.00	0.57	1.50%
13+00.00	1.50%	839.89	839.40	0.00	0.49	840.26	839.86	0.00	0.40		839.89	839.47	0.00	0.41	1.50%
13+50.00	0.78%	840.55	840.18	0.00	0.37	840.74	840.17	0.00	0.57		1.12%	840.37	840.04	0.00	0.33
13+92.73	0.00%	841.22	841.09	0.04	0.17	841.22	841.04	0.00	0.18	1.12%	840.85	840.61	0.00	0.24	1.50%

